# PART 1 GENERAL (GEN)

## GEN 0

## GEN 0.1 PREFACE

### 1 Publishing Authority

1.1 UK Aeronautical Information products are provided by authority of the UK Civil Aviation Authority (CAA) and UK Crown Dependencies - Isle of Man, Jersey and Guernsey.

**The UK Civil Aviation Authority (CAA) is responsible for:**

- Regulation of the UK AIS in accordance with CAP 779.
- The form and content of the UK AIP and ensuring that AIS is provided in accordance with ICAO Standards and Recommended Practices, UK legislation and any additional requirements the UK CAA may determine from time to time;
- Regulatory approval of specified aeronautical information and data submitted to the UK AISP in accordance with CAP 1054;
- Provision of data and information to AIS in accordance with the Formal Arrangement established between the CAA and UK AISP.

**The Channel Islands Director of Civil Aviation (CI DCA) are responsible for:**

- Regulating civil aviation in the Channel Islands, including Jersey (together with Channel Islands Airspace), Guernsey and Alderney airports;
- Ensuring the adoption of relevant UK CAA policy publications on AIS;
- Reviewing the Channel Islands compliance with UK regulatory requirements and standards for data originators and authorised sources providing aeronautical data to UK AIS;
- Provision of data and information to AIS in accordance with the Formal Arrangement established between the CI DCA and AISP.

**The Isle of Man Civil Aviation Administration (IOM CAA) is responsible for:**

- Regulating civil aviation in the Isle of Man, including Isle of Man Airport;
- Ensuring the adoption of relevant UK CAA policy publications on AIS;
- Reviewing Isle of Man compliance with UK regulatory requirements and standards for data originators and authorised sources providing aeronautical data to UK AIS.

### 2 Applicable ICAO Documents

- ICAO Annex 15 – Aeronautical Information Service;
- ICAO Annex 4 – Aeronautical Charts;
- ICAO DOC 10066 – PANS AIM;
- ICAO Doc 8126 – AIS Manual;
- ICAO Doc 8697 – Aeronautical Chart Manual.

2.1 Differences to ICAO Standards and Recommended Practices are given at GEN 1.7.

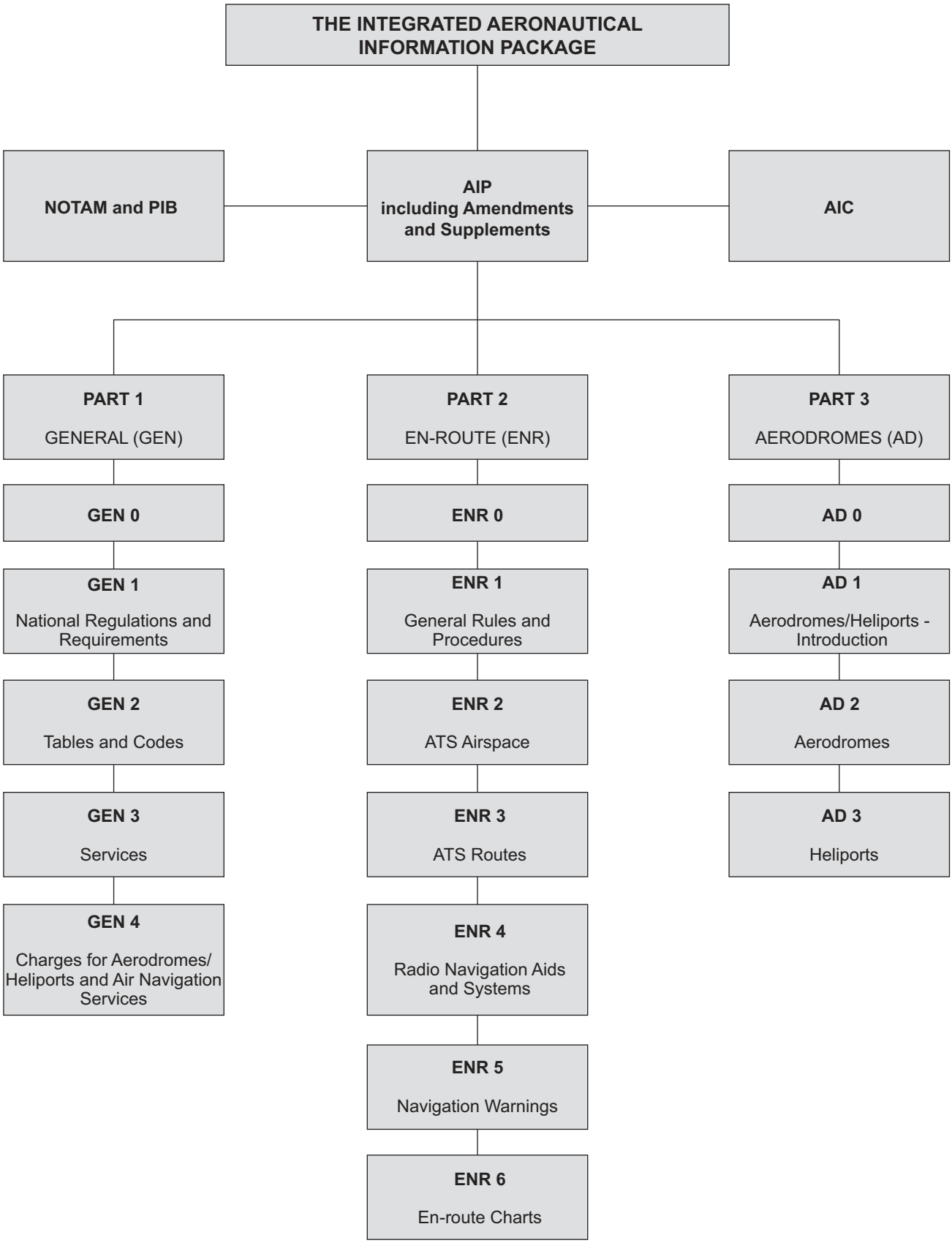
### 3 Publication Media

3.1 AIS make Aeronautical Information Products (excl VFR Charts) freely available on the internet http://www.nats.aero/ais. The aeronautical information on the AIS website is a full and complete representation of all AIS products. VFR Charts can be purchased as described in the AIC entitled UK Integrated Aeronautical Information Package (IAIP).

### 4 The AIP Structure and Established Regular Amendment Interval

4.1 The AIP structure conforms to the template prescribed by ICAO, details of which are given at GEN 3.1.

## GEN 0.1 PREFACE (continued)



## GEN 0.1 PREFACE (continued)

Part 1 - General (GEN)

GEN consists of five sections containing information briefly described hereafter.

| | |
|---|---|
| GEN 0 | Preface; Record of AIP Amendments; Record of AIP Supplements; Checklist of AIP pages; List of hand amendments to the AIP; Table of Contents to Part 1. |
| GEN 1 | National regulations and requirements - Designated authorities; Entry, transit and departure of aircraft; Entry, transit and departure of passengers and crew; Entry, transit and departure of cargo; Aircraft instruments, equipment and flight documents; Summary of national regulations and international agreements/conventions; Differences from ICAO Standards and Recommended Practices. |
| GEN 2 | Tables and Codes - Measuring system, aircraft markings, holidays; Abbreviations used in Aeronautical Information Products; Chart symbols; Location indicators; List of radio navigation aids; Conversion of units of measurement; Sunrise/ Sunset Tables. |
| GEN 3 | Services - Aeronautical Information Services; Aeronautical charts; Air Traffic Services; Communication and navigation services; Meteorological services; Search and Rescue. |
| GEN 4 | Charges for aerodrome/heliport and air navigation services - Aerodrome/heliport charges; Air navigation service charges. |

Part 2 - En-route (ENR)

ENR consists of seven sections containing information briefly described hereafter.

| | |
|---|---|
| ENR 0 | Table of Contents to Part 2. |
| ENR 1 | General rules and procedures - General rules; Visual flight rules; Instrument flight rules; ATS airspace classification and description; Holding, approach and departure procedures; ATS Surveillance services and procedures; Altimeter setting procedures; Regional supplementary procedures; Air traffic flow management and Airspace Management; Flight planning; Addressing of flight plan messages; Interception of civil aircraft; Unlawful interference; Air traffic incidents. |
| ENR 2 | Air traffic services airspace - Flight Information Regions (FIR); Upper Flight Information Regions (UIR); Terminal Control Areas (TMA) and Control Areas; Other regulated airspace. |
| ENR 3 | ATS routes - Conventional Navigation Routes; Area navigation routes; Other routes; En-route holding. |
| ENR 4 | Radio Navigation aids/systems - Radio navigation aids - en-route; Special navigation systems; Global Navigation Satellite System (GNSS); Name-code designators for significant points; Aeronautical ground lights - en-route. |
| ENR 5 | Navigation warnings - Prohibited, restricted and danger areas; Military exercise and training areas and Air Defence Identification Zone (ADIZ); Other activities of a dangerous nature and other potential hazards; Air navigation obstacles; Aerial sporting and recreational activities; Bird migration and areas of sensitive fauna. |
| ENR 6 | En-route charts. |

Part 3 - Aerodromes (AD)

AD consists of four sections containing information as briefly described hereafter.

| | |
|---|---|
| AD 0 | Table of Contents to Part 3. |
| AD 1 | Aerodromes/Heliports - Introduction - Aerodrome/heliport availability and conditions of use; Rescue and fire fighting services and snow plan; Index to aerodromes and heliports; Grouping of aerodromes/heliports; Status of certification of aerodromes. |
| AD 2 | Aerodromes - Detailed information about aerodromes (including helicopter landing areas if located at the aerodromes) listed under 25 sub-sections. Aerodrome specific aeronautical charts and instrument flight procedures. |
| AD 3 | Heliports - Detailed information about heliports (not located at aerodromes), listed under 23 sub-sections. Heliport specific aeronautical charts and procedures and instrument flight procedures. Unlicensed Heliports (Point-in Space procedures (PinS)) - Limited information about heliports, Instrument Approach Procedures. |

4.2 The UK AIP is amended in accordance with the AIRAC schedule prescribed by ICAO. Information, containing all publication ‘cut off’ timetables, is available on the UK AIS website or by contacting AIS.

## 5 UK Aeronautical Information Product Terms and Conditions

5.1 NATS (En Route) PLC ('NATS') as the UK Aeronautical Information Service Provider (AISP) endeavours to make available aeronautical information and data in the UK 'Aeronautical Information Products' in compliance with relevant ICAO Standards and Recommended Practices, except where any differences are notified in the GEN 1.7 section of the UK AIP.

5.2 NATS will maintain the integrity of the information and data supplied to the AIS, from receipt through to the point of publication. However, because these products are compiled using information originated and supplied by numerous external parties, NATS cannot guarantee the accuracy or completeness of content.

## GEN 0.1 PREFACE (continued)

5.3 To the fullest extent permitted by law, NATS accepts no liability for your use of UK Aeronautical Information Products.

***Note:*** *'Aeronautical Information Products' means aeronautical data and aeronautical information provided either as digital data sets or as a standardised presentation in paper or electronic media. Aeronautical Information Products include:*

- Aeronautical Information Publication (AIP), including Amendments and Supplements;
- Aeronautical Information Circulars (AIC);
- Aeronautical Charts;
- VFR Charts;
- NOTAM;
- Digital Data Sets.

5.4 There are a number of commercial organisations and other third-parties that provide data services and/or process data using information sourced from official UK Aeronautical Information Products, and who then make this information available to users within their own products and services (with or without charge). Under current UK legislation there are no regulatory requirements in place for third-party providers other than DAT Providers in the scope of Regulation UK (EU) 2017/373 under Annex VII, Part-DAT.

5.5 Aeronautical data and aeronautical information are necessary for the safety of air navigation and it is highly recommended that all organisations or individuals that process aeronautical information sourced from UK Aeronautical Information Products should apply best practices to ensure that it maintains its integrity, is timely, complete and in a form suitable for users, as described in CAP 779 Regulation of Aeronautical Information Management Services. Every data user is liable for any damages caused by any modification made by it to the data made available by the UK AIS and all losses arising from any misuse of the data. Any identified errors should be reported to UK AIS. Where third-party providers process and re-package information which has been sourced from the UK Aeronautical Information Products and data quality issues are identified, the CAA may investigate and take measures to prevent the incorrect data from being made available to users.

## 6 Service to contact in case of detected Aeronautical Information Product errors or omissions

6.1 Email: aissupervisor@nats.co.uk

## 7 Document Referencing

7.1 The pagination and section referencing schemes applied to this document employ a very similar construction. User's attention is therefore drawn to the essential difference between the two types of reference.

a) Page numbering is defined by a combination of dots and dashes, whereby the dash represents the page number for information contained within the section, e.g. GEN 3.2-1 is page one of section 3.2.
b) Section and paragraph numbering is divided by dots, e.g. section AD 2.13 and paragraph 1.2.2.1.

7.2 As a general rule, cross references contained in this document will relate to sections or paragraphs. Reference to page numbers will normally be limited to those containing a chart or diagram.

## 8 Aerodrome Obstacle Data

8.1 The definition and selection of significant obstacles is being studied and it is to be expected that the existing AIP entries will be subject to future revision.

# GEN 0.2 RECORD OF AIP AMENDMENTS

| NR/Year | Publication Date | Effective Date | Inserted By | Date Inserted |
|---|---|---|---|---|
| AIRAC 12/2010 | 31 Oct 2010 | 18 Nov 2010 | | |
| AIRAC 2/2011 | 9 Feb 2011 | 10 Feb 2011 | | |
| AIRAC 3/2011 | 9 Mar 2011 | 10 Mar 2011 | | |
| AIRAC 4/2011 | 6 Apr 2011 | 7 Apr 2011 | | |
| AIRAC 5/2011 | 4 May 2011 | 5 May 2011 | | |
| AIRAC 6/2011 | 1 Jun 2011 | 2 Jun 2011 | | |
| AIRAC 7/2011 | 29 Jun 2011 | 30 Jun 2011 | | |
| AIRAC 8/2011 | 16 Jun 2011 | 28 Jul 2011 | | |
| AIRAC 9/2011 | 14 Jul 2011 | 25 Aug 2011 | | |
| AIRAC 10/2011 | 21 Sep 2011 | 22 Sep 2011 | | |
| AIRAC 11/2011 | 19 Oct 2011 | 20 Oct 2011 | | |
| AIRAC 12/2011 | 16 Nov 2011 | 17 Nov 2011 | | |
| AIRAC 13/2011 | 14 Dec 2011 | 15 Dec 2011 | | |
| AIRAC 1/2012 | 11 Jan 2012 | 12 Jan 2012 | | |
| AIRAC 2/2012 | 8 Feb 2012 | 9 Feb 2012 | | |
| AIRAC 3/2012 | 7 Mar 2012 | 8 Mar 2012 | | |
| AIRAC 4/2012 | 4 Apr 2012 | 5 Apr 2012 | | |
| AIRAC 5/2012 | 2 May 2012 | 3 May 2012 | | |
| AIRAC 6/2012 | 19 Apr 2012 | 31 May 2012 | | |
| AIRAC 7/2012 | 17 May 2012 | 28 Jun 2012 | | |
| AIRAC 8/2012 | 1 Jun 2012 | 26 Jul 2012 | | |
| AIRAC 9/2012 | 2 Jul 2012 | 23 Aug 2012 | | |
| AIRAC 10/2012 | 30 Jul 2012 | 20 Sep 2012 | | |
| AIRAC 11/2012 | 6 Sep 2012 | 18 Oct 2012 | | |
| AIRAC 12/2012 | 24 Sep 2012 | 15 Nov 2012 | | |
| AIRAC 13/2012 | 22 Oct 2012 | 13 Dec 2012 | | |
| AIRAC 1/2013 | 19 Nov 2012 | 10 Jan 2013 | | |
| AIRAC 2/2013 | 10 Dec 2012 | 7 Feb 2013 | | |
| AIRAC 3/2013 | 14 Jan 2013 | 7 Mar 2013 | | |
| AIRAC 4/2013 | 8 Feb 2013 | 4 Apr 2013 | | |
| AIRAC 5/2013 | 8 Mar 2013 | 2 May 2013 | | |
| AIRAC 6/2013 | 5 Apr 2013 | 30 May 2013 | | |
| AIRAC 7/2013 | 3 May 2013 | 27 Jun 2013 | | |
| AIRAC 8/2013 | 31 May 2013 | 25 Jul 2013 | | |
| AIRAC 9/2013 | 28 Jun 2013 | 22 Aug 2013 | | |
| AIRAC 10/2013 | 26 Jul 2013 | 19 Sep 2013 | | |
| AIRAC 11/2013 | 5 Sep 2013 | 17 Oct 2013 | | |
| AIRAC 12/2013 | 3 Oct 2013 | 14 Nov 2013 | | |
| AIRAC 13/2013 | 31 Oct 2013 | 12 Dec 2013 | | |
| AIRAC 1/2014 | 15 Nov 2013 | 9 Jan 2014 | | |
| AIRAC 2/2014 | 19 Dec 2013 | 6 Feb 2014 | | |
| AIRAC 3/2014 | 23 Jan 2014 | 6 Mar 2014 | | |
| AIRAC 4/2014 | 20 Feb 2014 | 3 Apr 2014 | | |
| AIRAC 5/2014 | 20 Mar 2014 | 1 May 2014 | | |
| AIRAC 6/2014 | 17 Apr 2014 | 29 May 2014 | | |
| AIRAC 7/2014 | 15 May 2014 | 26 Jun 2014 | | |
| AIRAC 8/2014 | 12 Jun 2014 | 24 Jul 2014 | | |
| AIRAC 9/2014 | 10 Jul 2014 | 21 Aug 2014 | | |
| AIRAC 10/2014 | 7 Aug 2014 | 18 Sep 2014 | | |
| AIRAC 11/2014 | 4 Sep 2014 | 16 Oct 2014 | | |
| AIRAC 12/2014 | 2 Oct 2014 | 13 Nov 2014 | | |
| AIRAC 13/2014 | 20 Oct 2014 | 11 Dec 2014 | | |
| AIRAC 1/2015 | 27 Nov 2014 | 8 Jan 2015 | | |
| AIRAC 2/2015 | 18 Dec 2014 | 5 Feb 2015 | | |
| AIRAC 3/2015 | 22 Jan 2015 | 5 Mar 2015 | | |
| AIRAC 4/2015 | 19 Feb 2015 | 2 Apr 2015 | | |
| AIRAC 5/2015 | 19 Mar 2015 | 30 Apr 2015 | | |
| AIRAC 6/2015 | 16 Apr 2015 | 28 May 2015 | | |

# GEN 0.2 RECORD OF AIP AMENDMENTS (continued)

| NR/Year | Publication Date | Effective Date | Inserted By | Date Inserted |
|---|---|---|---|---|
| AIRAC 7/2015 | 14 May 2015 | 25 Jun 2015 | | |
| AIRAC 8/2015 | 11 Jun 2015 | 23 Jul 2015 | | |
| AIRAC 9/2015 | 9 Jul 2015 | 20 Aug 2015 | | |
| AIRAC 10/2015 | 6 Aug 2015 | 17 Sep 2015 | | |
| AIRAC 11/2015 | 3 Sep 2015 | 15 Oct 2015 | | |
| AIRAC 12/2015 | 1 Oct 2015 | 12 Nov 2015 | | |
| AIRAC 13/2015 | 29 Oct 2015 | 10 Dec 2015 | | |
| AIRAC 1/2016 | 26 Nov 2015 | 7 Jan 2016 | | |
| AIRAC 2/2016 | 17 Dec 2015 | 4 Feb 2016 | | |
| AIRAC 3/2016 | 21 Jan 2016 | 3 Mar 2016 | | |
| AIRAC 4/2016 | 18 Feb 2016 | 31 Mar 2016 | | |
| AIRAC 5/2016 | 17 Mar 2016 | 28 Apr 2016 | | |
| AIRAC 6/2016 | 14 Apr 2016 | 26 May 2016 | | |
| AIRAC 7/2016 | 12 May 2016 | 23 Jun 2016 | | |
| AIRAC 8/2016 | 9 Jun 2016 | 21 Jul 2016 | | |
| AIRAC 9/2016 | 7 Jul 2016 | 18 Aug 2016 | | |
| AIRAC 10/2016 | 4 Aug 2016 | 15 Sep 2016 | | |
| AIRAC 11/2016 | 1 Sep 2016 | 13 Oct 2016 | | |
| AIRAC 12/2016 | 29 Sep 2016 | 10 Nov 2016 | | |
| AIRAC 13/2016 | 27 Oct 2016 | 8 Dec 2016 | | |
| AIRAC 1/2017 | 24 Nov 2016 | 5 Jan 2017 | | |
| AIRAC 2/2017 | 15 Dec 2016 | 2 Feb 2017 | | |
| AIRAC 3/2017 | 19 Jan 2017 | 2 Mar 2017 | | |
| AIRAC 4/2017 | 16 Feb 2017 | 30 Mar 2017 | | |
| AIRAC 5/2017 | 16 Mar 2017 | 27 Apr 2017 | | |
| AIRAC 6/2017 | 13 Apr 2017 | 25 May 2017 | | |
| AIRAC 7/2017 | 11 May 2017 | 22 Jun 2017 | | |
| AIRAC 8/2017 | 8 Jun 2017 | 20 Jul 2017 | | |
| AIRAC 9/2017 | 6 Jul 2017 | 17 Aug 2017 | | |
| AIRAC 10/2017 | 3 Aug 2017 | 14 Sep 2017 | | |
| AIRAC 11/2017 | 31 Aug 2017 | 12 Oct 2017 | | |
| AIRAC 12/2017 | 28 Sep 2017 | 9 Nov 2017 | | |
| AIRAC 13/2017 | 26 Oct 2017 | 7 Dec 2017 | | |
| AIRAC 1/2018 | 23 Nov 2017 | 4 Jan 2018 | | |
| AIRAC 2/2018 | 14 Dec 2017 | 1 Feb 2018 | | |
| AIRAC 3/2018 | 18 Jan 2018 | 1 Mar 2018 | | |
| AIRAC 4/2018 | 15 Feb 2018 | 29 Mar 2018 | | |
| AIRAC 5/2018 | 15 Mar 2018 | 26 Apr 2018 | | |
| AIRAC 6/2018 | 12 Apr 2018 | 24 May 2018 | | |
| AIRAC 10/2020 | 30 Jul 2020 | 10 Sep 2020 | | |
| AIRAC 11/2020 | 27 Aug 2020 | 08 Oct 2020 | | |
| AIRAC 12/2020 | 24 Sep 2020 | 05 Nov 2020 | | |
| AIRAC 13/2020 | 22 Oct 2020 | 03 Dec 2020 | | |
| AIRAC 14/2020 | 19 Nov 2020 | 31 Dec 2020 | | |
| AIRAC 01/2021 | 17 Dec 2020 | 28 Jan 2021 | | |
| AIRAC 02/2021 | 14 Jan 2021 | 25 Feb 2021 | | |
| AIRAC 03/2021 | 11 Feb 2021 | 25 Mar 2021 | | |
| AIRAC 04/2021 | 11 Mar 2021 | 22 Apr 2021 | | |
| AIRAC 05/2021 | 8 Apr 2021 | 20 May 2021 | | |
| AIRAC 06/2021 | 6 May 2021 | 17 Jun 2021 | | |
| AIRAC 07/2021 | 3 Jun 2021 | 15 Jul 2021 | | |
| AIRAC 08/2021 | 1 Jul 2021 | 12 Aug 2021 | | |
| AIRAC 09/2021 | 29 Jul 2021 | 09 Sep 2021 | | |
| AIRAC 10/2021 | 26 Aug 2021 | 07 Oct 2021 | | |
| AIRAC 11/2021 | 23 Sep 2021 | 04 Nov 2021 | | |
| AIRAC 12/2021 | 21 Oct 2021 | 02 Dec 2021 | | |
| AIRAC 13/2021 | 18 Nov 2021 | 30 Dec 2021 | | |
| AIRAC 01/2022 | 16 Dec 2021 | 27 Jan 2022 | | |

# GEN 0.2 RECORD OF AIP AMENDMENTS (continued)

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

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# GEN 0.3 RECORD OF AIP SUPPLEMENTS

| NR/Year | Subject | AIP section(s) affected | Period of validity |
|---|---|---|---|
| 019/2020 | EGMC - SOUTHEND AIRPORT LARS AVAILABILITY | NIL | 09 APR 2020 - PERM |
| 031/2020 | EGGW - NDB (L) LUT 345.000 KHZ UNAVALIABLE UNTIL FURTHER NOTICE | NIL | 27 AUG 2020 - PERM |
| 048/2020 | ABERDEEN AIRPORT RUNWAY 34 INSTRUMENT FLIGHT PROCEDURE LIMITATION | NIL | 17 DEC 2020 - PERM |
| 020/2022 | SOUTHEND (EGMC): GRF RUNWAY CONDITION REPORT NOT AVAILABLE VIA ATIS | NIL | 07 APR 2022 - PERM |
| 045/2022 | UK STANDARD ARRIVAL ROUTES (STARS) | NIL | 28 JUL 2022 - PERM |
| 064/2023 | SCILLY ISLES/ST MARY'S (EGHE) - RUNWAY LIGHTING UNSERVICEABLE | AD | 21 SEP 2023 - UFN |
| 005/2024 | SOUTHEND AIRPORT (EGMC) - THE CENTRALISED DE-ICING FACILITY (CDF) CLOSURE | AD | 11 JAN 2024 - UFN |
| 017/2024 | DONCASTER SHEFFIELD (EGCN) - CTA/CTR/ATZ/FRZ DEACTIVATED | AD | 08 FEB 2024 - UFN |
| 034/2024 | LONDON GATWICK AIRPORT (EGKK) - NEW TAXIWAY ECHO - REPLACES SUP 012/2024 | AD | 04 APR 2024 - UFN |
| 041/2024 | MANCHESTER AIRPORT (EGCC) - MAJOR CONSTRUCTION WORKS 2023 - 2025 - REPLACES SUP 014/2023 | AD | 02 MAY 2024 - UFN |
| 046/2024 | SOUTHAMPTON AIRPORT (EGHI) - STAND CLOSURE | AD | 02 MAY 2024 - UFN |
| 073/2024 | BIRMINGHAM AIRPORT (EGBB) - METAL PLATE ON TWY U | AD | 22 AUG 2024 - UFN |
| 078/2024 | PAPA WESTRAY AIRPORT (EGEP) - TEMPORARY CLOSURE TO GA TRAFFIC AND WARNING TO HELICOPTER OPERATIONS | AD | 19 SEP 2024 - UFN |
| 079/2024 | STRONSAY AIRPORT (EGER) - TEMPORARY CLOSURE OF AD TO ALL GA TRAFFIC AND WARNING TO HELICOPTER OPERATIONS | AD | 19 SEP 2024 - UFN |
| 086/2024 | PRESTWICK AIRPORT (EGPK) - CRANE OPERATING IN THE VICINITY OF THE AIRPORT | AD | 17 OCT 2024 - UFN |
| 087/2024 | EDINBURGH AIRPORT (EGPH) - CRANE OPERATING IN THE VICINITY OF THE AIRPORT | AD | 17 OCT 2024 - UFN |
| 091/2024 | IRISH SEA - OFFSHORE WIND TURBINE LIGHTING OUTAGES - REPLACES SUP 024/2024 | ENR | 17 OCT 2024 - UFN |
| 092/2024 | BELFAST CITY AIRPORT (EGAC) - PRIMARY SURVEILLANCE RADAR SERVICE UNAVAILABLE | AD | 17 OCT 2024 - UFN |
| 097/2024 | LYDD AIRPORT (EGMD) - NDB LZD UNRELIABLE | AD | 17 OCT 2024 - UFN |
| 102/2024 | EXETER AIRPORT (EGTE) - RUNWAY 08 APPROACH LIGHTS NOT FULLY SERVICEABLE | AD | 14 NOV 2024 - UFN |
| 107/2024 | UKRAINE CRISIS - AIRSPACE RESTRICTION - REPLACES SUP 016/2024 | AD | 14 NOV 2024 - UFN |
| 111/2024 | MANCHESTER AIRPORT (EGCC) - CRANE OPERATING IN THE VICINITY OF THE AIRPORT | AD | 12 DEC 2024 - UFN |
| 112/2024 | GLOUCESTERSHIRE AIRPORT (EGBJ) - RADAR SERVICES NOT AVAILABLE - REPLACES SUP 088/2024 | AD | 12 DEC 2024 - UFN |
| 114/2024 | SOUTHEND AIRPORT (EGMC) - CRANES OPERATING IN THE VICINITY OF THE AIRPORT | AD | 12 DEC 2024 - UFN |
| 006/2025 | LONDON GATWICK AIRPORT (EGKK) - INTRODUCTION OF TIME BASED SEPARATION (TBS) - ADVANCED MIXED MODE (AMM) | AD | 06 FEB 2025 - UFN |
| 007/2025 | LONDON HEATHROW, LONDON GATWICK AND LONDON STANSTED AIRPORTS NOISE RESTRICTIONS NOTICE 2025 - REPLACES SUP 108/2024 AS OF 30 MARCH 2025 | AD | 06 FEB 2025 - UFN |
| 008/2025 | LONDON LUTON (EGGW) - TAXIWAY FOXTROT, AD-HOC PARKING CLOSURES | AD | 06 FEB 2025 - UFN |
| 009/2025 | BOURNEMOUTH AIRPORT (EGHH) - CRANE OPERATING IN THE VICINITY OF THE AIRPORT | AD | 06 FEB 2025 - UFN |
| 011/2025 | EDINBURGH AIRPORT (EGPH) - STEEL PLATES ON TAXIWAY FOXTROT | AD | 06 MAR 2025 - UFN |

## GEN 0.3 RECORD OF AIP SUPPLEMENTS (continued)

| NR/Year | Subject | AIP section(s) affected | Period of validity |
|---|---|---|---|
| 013/2025 | LONDON GATWICK AIRPORT (EGKK) - REMOTE HOLDING ON STANDS 64L, 64R, 65, 66L AND 66R - REPLACES SUP 082/2024 | AD | 06 MAR 2025 - UFN |
| 015/2025 | SOUTHEND AIRPORT (EGMC) - SOUTHEND OPERATIONAL HOURS - REPLACES SUP 032/2023 AS OF 30 MARCH 2025 | AD | 06 MAR 2025 - UFN |
| 017/2025 | SWANSEA AIRPORT (EGFH) - UNLICENSED STATUS | AD | 06 MAR 2025 - UFN |
| 021/2025 | EDINBURGH AIRPORT (EGPH) - MIDFIELD STANDS PROJECT - TAXIWAY CLOSURES - EFFECTIVE AS OF 09 MARCH 2025 | AD | 03 APR 2025 - UFN |
| 022/2025 | SOUTHAMPTON AIRPORT (EGHI) - CRANE OPERATING IN THE VICINITY OF THE AIRPORT | AD | 03 APR 2025 - UFN |
| 025/2025 | ABERDEEN AIRPORT (EGPD) - CRANES OPERATING IN THE VICINITY OF THE AIRPORT - REPLACES SUP 010/2024 | AD | 03 APR 2025 - UFN |
| 026/2025 | OXFORD AIRPORT (EGTK) - HANGAR 16 CONSTRUCTION | AD | 03 APR 2025 - UFN |
| 029/2025 | SOUTHAMPTON AIRPORT (EGHI) - CRANE OPERATING IN THE VICINITY OF THE AIRPORT | AD | 01 MAY 2025 - UFN |
| 030/2025 | TRAFFIC DISTRIBUTION RULES 1991 FOR AIRPORTS SERVING THE LONDON AREA | AD | 01 MAY 2025 - UFN |
| 038/2025 | EDINBURGH (EGPH) - STEEL PLATE ON TAXIWAY ALPHA | AD | 29 MAY 2025 - UFN |
| 039/2025 | LONDON STANSTED (EGSS) - FINAL APPROACH SPEED TRIAL OF 165 +/- 5 KTS UNTIL 5 DME | AD | 29 MAY 2025 - UFN |
| 040/2025 | SUMBURGH AIRPORT (EGPB) - CRANE OPERATING IN THE VICINITY OF THE AIRPORT | AD | 29 MAY 2025 - UFN |
| 043/2025 | BIRMINGHAM AIRPORT (EGBB) - NEW TWY HOTEL WORKS - REPLACES SUP 031/2025 | AD | 29 MAY 2025 - UFN |
| 045/2025 | EGD307 DONNA NOOK TEMPORARY CLOSURE | ENR | 26 JUN 2025 - UFN |
| 047/2025 | EXETER AIRPORT (EGTE) - RUNWAY 08 ILS FLUCTUATION | AD | 26 JUN 2025 - UFN |
| 048/2025 | EXETER AIRPORT (EGTE) - RUNWAY 26 ILS FLUCTIATION | AD | 26 JUN 2025 - UFN |
| 049/2025 | BLACKPOOL AIRPORT (EGNH) - DIRECT ARRIVAL APPROACHES RWY 28 FROM VOR/DME POL NOT AVAILABLE - REPLACES SUP 039/2023 | AD | 26 JUN 2025 - UFN |
| 050/2025 | SUMBURGH AIRPORT (EGPB) - UNSERVICEABLE OBST LIGHT COMPASS RADAR | AD | 26 JUN 2025 - UFN |
| 051/2025 | BRISTOL AIRPORT (EGGD) - SUMMER PLANNED OVERNIGHT CLOSURES | AD | 26 JUN 2025 - UFN |
| 052/2025 | LONDON HEATHROW AIRPORT (EGLL) - TAXIWAY ALPHA SOUTH BETWEEN TWY FOXTROT AND ECHO CLOSED DUE TO WIP - REPLACES SUP 033/2025 | AD | 26 JUN 2025 - UFN |
| 053/2025 | LIVERPOOL AIRPORT (EGGP) - NDB (L) LPL UNSERVICEABILITY AND USE OF RNAV SUBSTITUTION | AD | 26 JUN 2025 - UFN |
| 056/2025 | SOUTHAMPTON AIRPORT (EGHI) - CRANE OPERATING IN THE VICINITY OF THE AIRPORT | AD | 24 JUL 2025 - UFN |
| 057/2025 | ST ATHAN AIRPORT (EGSY) - CRANE OPERATING IN THE VICINITY OF THE AIRPORT | AD | 24 JUL 2025 - UFN |
| 058/2025 | BIRMINGHAM AIRPORT (EGBB) - WINTER MAINTENANCE CLOSURES, 03 - 28 NOVEMBER 2025 | AD | 24 JUL 2025 - UFN |
| 059/2025 | RESTRICTION OF FLYING REGULATIONS: (APPLICABLE TO UAS ONLY) MINISTRY OF DEFENCE AIRSPACE RESTRICTIONS - REPLACES AIC M 012/2025 | ENR | 24 JUL 2025 - UFN |
| 060/2025 | GLOUCESTERSHIRE AIRPORT (EGBJ) - RUNWAY 27 ILS U/S | AD | 24 JUL 2025 - UFN |
| 061/2025 | NEWCASTLE AIRPORT (EGNT) - STAND CLOSURE | AD | 24 JUL 2025 - UFN |

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| NR/Year | Subject | AIP section(s) affected | Period of validity |
|---|---|---|---|
| 062/2025 | LONDON HEATHROW AIRPORT (EGLL) - NORTHERN RUNWAY (09L/27R) REHABILITATION WORKS | AD | 24 JUL 2025 - UFN |
| 063/2025 | BOURNEMOUTH AIRPORT (EGHH) - CRANE OPERATING IN THE VICINTIY OF THE AIRPORT | AD | 24 JUL 2025 - UFN |
| 064/2025 | LONDON CITY AIRPORT (EGLC) - NDB (L) LCY UNSERVICEABILITY AND USE OF RNAV SUBSTITUTION | AD | 24 JUL 2025 - UFN |
| 066/2025 | JERSEY INTERNATIONAL AIR DISPLAY - AIRSPACE LIMITATIONS, 10 - 11 SEPTEMBER 2025 | AD | 21 AUG 2025 - UFN |
| 067/2025 | LONDON GATWICK AIRPORT (EGKK) - TEMPORARY CLOSURE OF TAXIWAY TANGO | AD | 21 AUG 2025 - UFN |
| 068/2025 | BRISTOL AIRPORT (EGGD) - WINTER CLOSURE INFORMATION | AD | 21 AUG 2025 - UFN |
| 069/2025 | TEMPORARY DANGER AREA (NORTH SEA), BVLOS RPAS FLIGHT, 01 - 30 SEPTEMBER 2025 | ENR | 21 AUG 2025 - UFN |
| 070/2025 | HUMBERSIDE AIRPORT (EGNJ) - WITHDRAWAL OF SURVEILLANCE RADAR APPROACHES (SRAs) - REPLACES SUP 027/2025 | AD | 21 AUG 2025 - UFN |
| 071/2025 | LONDON HEATHROW, LONDON GATWICK AND LONDON STANSTED AIRPORTS NOISE RESTRICTIONS NOTICE (NO. 2) 2025 - REPLACES SUP 007/2025 AS OF 26 OCTOBER 2025 | AD | 21 AUG 2025 - UFN |
| 072/2025 | PORTLAND HELIPORT (EGDP) - NEW HANGAR CONSTRUCTION - REPLACES SUP 054/2025 | AD | 21 AUG 2025 - UFN |
| 073/2025 | BELFAST ALDERGROVE (EGAA) - RADAR UPGRADE | AD | 21 AUG 2025 - UFN |
| 074/2025 | LONDON LUTON AIRPORT (EGGW) - RUNWAY REHABILITATION | AD | 21 AUG 2025 - UFN |
| 075/2025 | NOTTINGHAM AIRPORT (EGBN) - AIRPORT UNAVAILABLE TO FIXED-WING AIRCRAFT | AD | 21 AUG 2025 - UFN |
| 076/2025 | SOUTHEND AIRPORT (EGMC) - CRANE OPERATING IN THE VICINITY OF THE AIRPORT | AD | 21 AUG 2025 - UFN |

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# GEN 0.4 CHECKLIST OF AIP PAGES

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

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| 0.1-2 | 7 Oct 2021 | 1.4-2 | 21 Jun 2018 | 1.7-24 | 7 Sep 2023 | 2.3-3 | 23 Jan 2025 |
| 0.1-3 | 23 Jan 2025 | 1.4-3 | 21 Jun 2018 | 1.7-25 | 13 Jun 2024 | 2.3-4 | 23 Jan 2025 |
| 0.1-4 | 23 Jan 2025 | 1.5-1 | 28 Nov 2024 | 1.7-26 | 13 Jun 2024 | 2.3-5 | 23 Jan 2025 |
| 0.2-1 | 24 May 2018 | 1.5-2 | 24 May 2018 | 1.7-27 | 13 Jun 2024 | 2.3-6 | 23 Jan 2025 |
| 0.2-2 | 27 Jan 2022 | 1.5-3 | 20 Feb 2025 | 1.7-28 | 13 Jun 2024 | 2.3-7 | 23 Jan 2025 |
| * 0.2-3 | 2 Oct 2025 | 1.5-4 | 20 Feb 2025 | 1.7-29 | 13 Jun 2024 | 2.4-1 | 4 Sep 2025 |
| * 0.3-1 | 2 Oct 2025 | 1.5-5 | 27 Feb 2020 | 1.7-30 | 13 Jun 2024 | * 2.4-2 | 2 Oct 2025 |
| * 0.3-2 | 2 Oct 2025 | 1.5-6 | 27 Feb 2020 | 1.7-31 | 13 Jun 2024 | * 2.4-3 | 2 Oct 2025 |
| * 0.3-3 | 2 Oct 2025 | 1.5-7 | 27 Feb 2020 | 1.7-32 | 13 Jun 2024 | * 2.4-4 | 2 Oct 2025 |
| * 0.4-1 | 2 Oct 2025 | 1.5-8 | 24 Mar 2022 | 1.7-33 | 13 Jun 2024 | * 2.4-5 | 2 Oct 2025 |
| * 0.4-2 | 2 Oct 2025 | 1.5-9 | 24 Mar 2022 | 1.7-34 | 13 Jun 2024 | * 2.4-6 | 2 Oct 2025 |
| * 0.4-3 | 2 Oct 2025 | 1.5-10 | 24 Mar 2022 | 1.7-35 | 13 Jun 2024 | 2.5-1 | 12 Jun 2025 |
| * 0.4-4 | 2 Oct 2025 | 1.5-11 | 4 Sep 2025 | 1.7-36 | 13 Jun 2024 | 2.5-2 | 4 Sep 2025 |
| * 0.4-5 | 2 Oct 2025 | 1.5-12 | 25 Feb 2021 | 1.7-37 | 13 Jun 2024 | 2.5-3 | 4 Sep 2025 |
| * 0.4-6 | 2 Oct 2025 | 1.5-13 | 24 Feb 2022 | 1.7-38 | 13 Jun 2024 | 2.5-4 | 4 Sep 2025 |
| * 0.4-7 | 2 Oct 2025 | 1.5-14 | 20 Feb 2025 | 1.7-39 | 13 Jun 2024 | 2.5-5 | 4 Sep 2025 |
| * 0.4-8 | 2 Oct 2025 | 1.5-15 | 4 Sep 2025 | 1.7-40 | 15 May 2025 | 2.5-6 | 4 Sep 2025 |
| * 0.4-9 | 2 Oct 2025 | 1.5-16 | 20 Feb 2025 | 1.7-41 | 15 May 2025 | 2.5-7 | 4 Sep 2025 |
| * 0.4-10 | 2 Oct 2025 | 1.5-17 | 20 Feb 2025 | 1.7-42 | 15 May 2025 | 2.6-1 | 28 Dec 2023 |
| * 0.4-11 | 2 Oct 2025 | 1.5-18 | 4 Sep 2025 | 1.7-43 | 15 May 2025 | 2.6-2 | 24 May 2018 |
| * 0.4-12 | 2 Oct 2025 | 1.5-19 | 4 Sep 2025 | 1.7-44 | 15 May 2025 | 2.7-1 | 24 May 2018 |
| * 0.4-13 | 2 Oct 2025 | 1.5-20 | 24 Feb 2022 | 1.7-45 | 15 May 2025 | 3.1-1 | 23 Jan 2025 |
| * 0.4-14 | 2 Oct 2025 | 1.5-21 | 28 Nov 2024 | 1.7-46 | 15 May 2025 | 3.1-2 | 23 Jan 2025 |
| * 0.4-15 | 2 Oct 2025 | 1.6-1 | 30 Dec 2021 | 1.7-47 | 15 May 2025 | 3.1-3 | 23 Jan 2025 |
| * 0.4-16 | 2 Oct 2025 | 1.6-2 | 17 Apr 2025 | 1.7-48 | 15 May 2025 | 3.1-4 | 23 Jan 2025 |
| * 0.4-17 | 2 Oct 2025 | 1.6-3 | 17 Apr 2025 | 1.7-49 | 15 May 2025 | 3.1-5 | 23 Jan 2025 |
| 0.5-1 | 24 May 2018 | 1.6-4 | 17 Apr 2025 | 1.7-50 | 15 May 2025 | 3.1-6 | 23 Jan 2025 |
| 0.6-1 | 23 Apr 2020 | 1.6-5 | 17 Apr 2025 | 1.7-51 | 15 May 2025 | 3.2-1 | 23 Jan 2025 |
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| 1.1-2 | 2 Jan 2020 | 1.6-7 | 17 Apr 2025 | 1.7-53 | 13 Jun 2024 | 3.2-3 | 23 Jan 2025 |
| 1.2-1 | 23 Apr 2020 | 1.7-1 | 7 Sep 2023 | 1.7-54 | 13 Jun 2024 | 3.2-4 | 4 Sep 2025 |
| 1.2-2 | 29 Dec 2022 | 1.7-2 | 1 Dec 2022 | 1.7-55 | 13 Jun 2024 | 3.2-5 | 4 Sep 2025 |
| 1.2-3 | 4 Sep 2025 | 1.7-3 | 7 Sep 2023 | 1.7-56 | 13 Jun 2024 | 3.2-6 | 7 Sep 2023 |
| 1.2-4 | 4 Sep 2025 | 1.7-4 | 15 May 2025 | 1.7-57 | 13 Jun 2024 | 3.2-7 | 7 Sep 2023 |
| 1.2-5 | 2 Jan 2020 | 1.7-5 | 26 Jan 2023 | 1.7-58 | 13 Jun 2024 | 3.2-8 | 7 Oct 2021 |
| 1.2-6 | 19 Jul 2018 | 1.7-6 | 7 Sep 2023 | 1.7-59 | 13 Jun 2024 | 3.3-1 | 28 Nov 2024 |
| 1.2-7 | 21 Jun 2018 | 1.7-7 | 1 Dec 2022 | 1.7-60 | 13 Jun 2024 | 3.3-2 | 18 Apr 2024 |
| 1.2-8 | 2 Jan 2020 | 1.7-8 | 7 Sep 2023 | 1.7-61 | 13 Jun 2024 | 3.3-3 | 18 Apr 2024 |
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| 1.2-11 | 29 Dec 2022 | 1.7-11 | 20 Mar 2025 | 2.1-1 | 21 Mar 2024 | 3.3-6 | 18 Apr 2024 |
| 1.2-12 | 21 Jun 2018 | 1.7-12 | 20 Mar 2025 | 2.1-2 | 26 Jan 2023 | 3.3-7 | 18 Apr 2024 |
| 1.2-13 | 25 Jan 2024 | 1.7-13 | 20 Mar 2025 | 2.2-1 | 2 Dec 2021 | 3.3-8 | 18 Apr 2024 |
| 1.2-14 | 21 Jun 2018 | 1.7-14 | 20 Mar 2025 | 2.2-2 | 18 Apr 2024 | 3.3-9 | 18 Apr 2024 |
| 1.2-15 | 23 Apr 2020 | 1.7-15 | 20 Mar 2025 | 2.2-3 | 18 Apr 2024 | 3.3-10 | 18 Apr 2024 |
| 1.2-16 | 4 Sep 2025 | 1.7-16 | 20 Mar 2025 | 2.2-4 | 18 Apr 2024 | 3.4-1 | 28 Nov 2024 |
| 1.2-17 | 23 Apr 2020 | 1.7-17 | 20 Mar 2025 | 2.2-5 | 25 Jan 2024 | 3.4-2 | 28 Nov 2024 |
| 1.2-18 | 23 Apr 2020 | 1.7-18 | 20 Mar 2025 | 2.2-6 | 31 Oct 2024 | 3.4-3 | 28 Nov 2024 |
| 1.3-1 | 21 Jun 2018 | 1.7-19 | 20 Mar 2025 | 2.2-7 | 31 Oct 2024 | 3.4-4 | 20 Feb 2025 |
| 1.3-2 | 21 Jun 2018 | 1.7-20 | 20 Mar 2025 | 2.2-8 | 18 Apr 2024 | 3.4-5 | 28 Nov 2024 |
| 1.3-3 | 16 Jun 2022 | 1.7-21 | 7 Sep 2023 | 2.2-9 | 18 Apr 2024 | 3.4-6 | 20 Feb 2025 |
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| 3.4-9 | 17 Apr 2025 | * 1.1-1 | 2 Oct 2025 | 1.4-5 | 20 May 2021 | 1.7-5 | 30 Jan 2020 |
| 3.4-10 | 17 Apr 2025 | * 1.1-2 | 2 Oct 2025 | 1.4-6 | 4 Sep 2025 | * 1.8-1 | 2 Oct 2025 |
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| 3.5-2 | 17 Jun 2021 | * 1.1-4 | 2 Oct 2025 | 1.4-8 | 4 Sep 2025 | 1.9-2 | 23 Apr 2020 |
| 3.5-3 | 11 Aug 2022 | * 1.1-5 | 2 Oct 2025 | 1.4-9 | 4 Sep 2025 | 1.9-3 | 14 Jul 2022 |
| 3.5-4 | 17 Jun 2021 | * 1.1-6 | 2 Oct 2025 | 1.4-10 | 4 Sep 2025 | 1.9-4 | 14 Jul 2022 |
| 3.5-5 | 4 Sep 2025 | * 1.1-7 | 2 Oct 2025 | 1.4-11 | 4 Sep 2025 | 1.9-5 | 14 Jul 2022 |
| 3.5-6 | 17 Apr 2025 | * 1.1-8 | 2 Oct 2025 | 1.4-12 | 4 Sep 2025 | 1.9-6 | 14 Jul 2022 |
| 3.5-7 | 17 Apr 2025 | * 1.1-9 | 2 Oct 2025 | 1.5-1 | 10 Aug 2023 | 1.9-7 | 14 Jul 2022 |
| 3.5-8 | 11 Aug 2022 | * 1.1-10 | 2 Oct 2025 | 1.5-2 | 10 Aug 2023 | 1.9-8 | 10 Sep 2020 |
| 3.5-9 | 25 Mar 2021 | * 1.1-11 | 2 Oct 2025 | 1.5-3 | 10 Aug 2023 | 1.9-9 | 23 Apr 2020 |
| 3.5-10 | 25 Mar 2021 | * 1.1-12 | 2 Oct 2025 | 1.5-4 | 10 Aug 2023 | 1.10-1 | 12 Jun 2025 |
| 3.5-11 | 4 Nov 2021 | * 1.1-13 | 2 Oct 2025 | 1.6-1 | 12 Jun 2025 | 1.10-2 | 27 Jan 2022 |
| 3.5-12 | 4 Nov 2021 | * 1.1-14 | 2 Oct 2025 | 1.6-2 | 12 Jun 2025 | 1.10-3 | 7 Oct 2021 |
| 3.5-13 | 11 Aug 2022 | * 1.1-15 | 2 Oct 2025 | 1.6-3 | 5 Nov 2020 | 1.10-4 | 21 Jun 2018 |
| 3.5-14 | 11 Aug 2022 | * 1.1-16 | 2 Oct 2025 | 1.6-4 | 27 Feb 2020 | 1.10-5 | 21 Jun 2018 |
| 3.5-15 | 11 Aug 2022 | * 1.1-17 | 2 Oct 2025 | 1.6-5 | 27 Feb 2020 | 1.10-6 | 12 Jun 2025 |
| 3.5-16 | 4 Nov 2021 | * 1.1-18 | 2 Oct 2025 | 1.6-6 | 3 Oct 2024 | 1.10-7 | 12 Jun 2025 |
| 3.5-17 | 4 Nov 2021 | * 1.1-19 | 2 Oct 2025 | 1.6-7 | 4 Sep 2025 | 1.10-8 | 12 Jun 2025 |
| 3.5-18 | 13 Jul 2023 | * 1.1-20 | 2 Oct 2025 | * 1.6-8 | 2 Oct 2025 | 1.10-9 | 12 Jun 2025 |
| 3.5-19 | 13 Jul 2023 | * 1.1-21 | 2 Oct 2025 | 1.6-9 | 12 Jun 2025 | 1.10-10 | 12 Jun 2025 |
| 3.5-20 | 4 Nov 2021 | * 1.1-22 | 2 Oct 2025 | 1.6-10 | 4 Sep 2025 | 1.10-11 | 12 Jun 2025 |
| 3.5-21 | 4 Nov 2021 | * 1.1-23 | 2 Oct 2025 | 1.6-11 | 4 Sep 2025 | 1.10-12 | 12 Jun 2025 |
| 3.5-22 | 4 Nov 2021 | * 1.1-24 | 2 Oct 2025 | 1.6-12 | 4 Sep 2025 | 1.10-13 | 21 Jun 2018 |
| 3.5-23 | 4 Nov 2021 | * 1.1-25 | 2 Oct 2025 | 1.6-13 | 4 Sep 2025 | 1.10-14 | 27 Jan 2022 |
| 3.5-24 | 4 Nov 2021 | * 1.1-26 | 2 Oct 2025 | 1.6-14 | 4 Sep 2025 | 1.10-15 | 22 Feb 2024 |
| 3.5-25 | 4 Nov 2021 | * 1.1-27 | 2 Oct 2025 | 1.6-15 | 4 Sep 2025 | 1.10-16 | 22 Feb 2024 |
| 3.5-26 | 13 Jul 2023 | * 1.1-28 | 2 Oct 2025 | 1.6-16 | 4 Sep 2025 | 1.10-17 | 22 Feb 2024 |
| 3.5-27 | 28 Nov 2024 | * 1.1-29 | 2 Oct 2025 | 1.6-17 | 12 Jun 2025 | 1.10-18 | 22 Feb 2024 |
| 3.5-28 | 13 Jul 2023 | * 1.1-30 | 2 Oct 2025 | 1.6-18 | 4 Sep 2025 | 1.10-19 | 22 Feb 2024 |
| 3.5-29 | 13 Jul 2023 | * 1.1-31 | 2 Oct 2025 | 1.6-19 | 4 Sep 2025 | 1.10-20 | 10 Sep 2020 |
| 3.5-30 | 29 Dec 2022 | * 1.1-32 | 2 Oct 2025 | 1.6-20 | 4 Sep 2025 | 1.10-21 | 22 Feb 2024 |
| 3.5-31 | 11 Aug 2022 | * 1.1-33 | 2 Oct 2025 | 1.6-21 | 5 Oct 2023 | 1.10-22 | 27 Jan 2022 |
| 3.5-32 | 13 Jul 2023 | * 1.1-34 | 2 Oct 2025 | * 1.6-22 | 2 Oct 2025 | 1.11-1 | 4 Sep 2025 |
| 3.5-33 | 4 Nov 2021 | * 1.1-35 | 2 Oct 2025 | * 1.6-23 | 2 Oct 2025 | 1.12-1 | 21 Jun 2018 |
| 3.5-34 | 11 Aug 2022 | * 1.1-36 | 2 Oct 2025 | 1.6-24 | 5 Oct 2023 | 1.12-2 | 21 Jun 2018 |
| 3.5-35 | 4 Nov 2021 | * 1.1-37 | 2 Oct 2025 | * 1.6-25 | 2 Oct 2025 | 1.13-1 | 24 May 2018 |
| 3.6-1 | 1 Dec 2022 | * 1.1-38 | 2 Oct 2025 | 1.6-26 | 25 Jan 2024 | 1.14-1 | 12 Jun 2025 |
| 3.6-2 | 28 Nov 2024 | * 1.1-39 | 2 Oct 2025 | 1.6-27 | 25 Jan 2024 | 1.14-2 | 12 Jun 2025 |
| 3.6-3 | 28 Nov 2024 | * 1.1-40 | 2 Oct 2025 | 1.6-28 | 22 Feb 2024 | 1.14-3 | 12 Jun 2025 |
| 3.6-4 | 28 Nov 2024 | * 1.1-41 | 2 Oct 2025 | 1.6-29 | 22 Feb 2024 | 2.1-1 | 10 Jul 2025 |
| 3.6-5 | 28 Nov 2024 | * 1.1-42 | 2 Oct 2025 | 1.6-30 | 25 Jan 2024 | * 2.1-2 | 2 Oct 2025 |
| 3.6-6 | 28 Nov 2024 | * 1.1-43 | 2 Oct 2025 | 1.6-31 | 25 Jan 2024 | 2.1-3 | 11 Jul 2024 |
| 3.6-7 | 1 Dec 2022 | * 1.1-44 | 2 Oct 2025 | 1.6-32 | 25 Jan 2024 | 2.1-4 | 15 Jun 2023 |
| 3.6-8 | 1 Dec 2022 | 1.2-1 | 16 Jun 2022 | 1.6-33 | 25 Jan 2024 | 2.1-5 | 15 Jun 2023 |
| 3.6-9 | 1 Dec 2022 | 1.2-2 | 20 May 2021 | 1.6-34 | 25 Jan 2024 | 2.1-6 | 20 Mar 2025 |
| 3.6-10 | 1 Dec 2022 | 1.2-3 | 3 Nov 2022 | 1.6-35 | 4 Sep 2025 | 2.1-7 | 15 Jun 2023 |
| 4.1-1 | 24 May 2018 | 1.3-1 | 5 Oct 2023 | 1.6-36 | 4 Sep 2025 | 2.1-8 | 15 Jun 2023 |
| 4.1-2 | 28 Dec 2023 | 1.3-2 | 2 Dec 2021 | 1.6-37 | 4 Sep 2025 | 2.1-9 | 12 Jun 2025 |
| 4.2-1 | 20 Mar 2025 | 1.3-3 | 22 Feb 2024 | 1.6-38 | 4 Sep 2025 | 2.1-10 | 12 Jun 2025 |
| 4.2-2 | 20 Mar 2025 | 1.4-1 | 12 Jun 2025 | 1.7-1 | 23 Apr 2020 | 2.1-11 | 12 Jun 2025 |
| 4.2-3 | 18 Apr 2024 | 1.4-2 | 12 Jun 2025 | 1.7-2 | 4 Sep 2025 | 2.1-12 | 12 Jun 2025 |
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| 2.1-16 | 12 Jun 2025 | 2.1-70 | 4 Sep 2025 | * 2.2-8 | 2 Oct 2025 | 3.2-9 | 28 Nov 2024 |
| 2.1-17 | 12 Jun 2025 | 2.1-71 | 4 Sep 2025 | * 2.2-9 | 2 Oct 2025 | 3.2-10 | 11 Jul 2024 |
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| 2.1-20 | 12 Jun 2025 | 2.1-74 | 4 Sep 2025 | * 2.2-12 | 2 Oct 2025 | 3.2-13 | 28 Dec 2023 |
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| 2.1-24 | 12 Jun 2025 | 2.1-78 | 4 Sep 2025 | * 2.2-16 | 2 Oct 2025 | 3.2-17 | 7 Sep 2023 |
| 2.1-25 | 12 Jun 2025 | 2.1-79 | 4 Sep 2025 | * 2.2-17 | 2 Oct 2025 | 3.2-18 | 4 Sep 2025 |
| 2.1-26 | 15 Jun 2023 | 2.1-80 | 4 Sep 2025 | 2.2-18 | 4 Sep 2025 | 3.2-19 | 15 May 2025 |
| 2.1-27 | 16 May 2024 | 2.1-81 | 4 Sep 2025 | 2.2-19 | 10 Jul 2025 | 3.2-20 | 5 Oct 2023 |
| 2.1-28 | 16 May 2024 | 2.1-82 | 4 Sep 2025 | 2.2-20 | 3 Oct 2024 | 3.2-21 | 12 Jun 2025 |
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| 2.1-30 | 20 Mar 2025 | 2.1-84 | 4 Sep 2025 | 2.2-22 | 3 Oct 2024 | 3.2-23 | 12 Jun 2025 |
| 2.1-31 | 16 May 2024 | 2.1-85 | 4 Sep 2025 | * 2.2-23 | 2 Oct 2025 | * 3.2-24 | 2 Oct 2025 |
| 2.1-32 | 16 May 2024 | 2.1-86 | 4 Sep 2025 | * 2.2-24 | 2 Oct 2025 | * 3.2-25 | 2 Oct 2025 |
| 2.1-33 | 16 May 2024 | 2.1-87 | 4 Sep 2025 | * 2.2-25 | 2 Oct 2025 | * 3.2-26 | 2 Oct 2025 |
| 2.1-34 | 16 May 2024 | 2.1-88 | 4 Sep 2025 | * 2.2-26 | 2 Oct 2025 | 3.2-27 | 12 Jun 2025 |
| 2.1-35 | 16 May 2024 | 2.1-89 | 4 Sep 2025 | * 2.2-27 | 2 Oct 2025 | 3.2-28 | 12 Jun 2025 |
| 2.1-36 | 16 May 2024 | 2.1-90 | 4 Sep 2025 | * 2.2-28 | 2 Oct 2025 | 3.2-29 | 12 Jun 2025 |
| 2.1-37 | 4 Sep 2025 | 2.1-91 | 4 Sep 2025 | * 2.2-29 | 2 Oct 2025 | 3.2-30 | 12 Jun 2025 |
| 2.1-38 | 4 Sep 2025 | 2.1-92 | 4 Sep 2025 | * 2.2-30 | 2 Oct 2025 | 3.2-31 | 12 Jun 2025 |
| 2.1-39 | 4 Sep 2025 | 2.1-93 | 4 Sep 2025 | 2.2-31 | 20 Feb 2025 | 3.2-32 | 12 Jun 2025 |
| 2.1-40 | 4 Sep 2025 | 2.1-94 | 4 Sep 2025 | 2.2-32 | 20 Feb 2025 | 3.2-33 | 12 Jun 2025 |
| 2.1-41 | 4 Sep 2025 | 2.1-95 | 4 Sep 2025 | 2.2-33 | 20 Feb 2025 | 3.2-34 | 12 Jun 2025 |
| 2.1-42 | 4 Sep 2025 | 2.1-96 | 4 Sep 2025 | 2.2-34 | 20 Feb 2025 | 3.2-35 | 12 Jun 2025 |
| 2.1-43 | 4 Sep 2025 | 2.1-97 | 4 Sep 2025 | 2.2-35 | 3 Oct 2024 | 3.2-36 | 12 Jun 2025 |
| 2.1-44 | 4 Sep 2025 | 2.1-98 | 4 Sep 2025 | 2.2-36 | 3 Oct 2024 | 3.2-37 | 12 Jun 2025 |
| 2.1-45 | 4 Sep 2025 | 2.1-99 | 4 Sep 2025 | 2.2-37 | 3 Oct 2024 | 3.2-38 | 12 Jun 2025 |
| 2.1-46 | 4 Sep 2025 | 2.1-100 | 4 Sep 2025 | 2.2-38 | 3 Oct 2024 | 3.2-39 | 12 Jun 2025 |
| 2.1-47 | 4 Sep 2025 | 2.1-101 | 4 Sep 2025 | 2.2-39 | 3 Oct 2024 | 3.2-40 | 7 Aug 2025 |
| 2.1-48 | 4 Sep 2025 | 2.1-102 | 4 Sep 2025 | * 2.2-40 | 2 Oct 2025 | 3.2-41 | 12 Jun 2025 |
| 2.1-49 | 4 Sep 2025 | 2.1-103 | 4 Sep 2025 | * 2.2-41 | 2 Oct 2025 | 3.2-42 | 12 Jun 2025 |
| 2.1-50 | 4 Sep 2025 | 2.1-104 | 4 Sep 2025 | * 2.2-42 | 2 Oct 2025 | * 3.2-43 | 2 Oct 2025 |
| 2.1-51 | 4 Sep 2025 | 2.1-105 | 4 Sep 2025 | * 2.2-43 | 2 Oct 2025 | * 3.2-44 | 2 Oct 2025 |
| 2.1-52 | 4 Sep 2025 | 2.1-106 | 4 Sep 2025 | * 2.2-44 | 2 Oct 2025 | * 3.2-45 | 2 Oct 2025 |
| 2.1-53 | 4 Sep 2025 | 2.1-107 | 4 Sep 2025 | * 2.2-45 | 2 Oct 2025 | 3.2-46 | 12 Jun 2025 |
| 2.1-54 | 4 Sep 2025 | 2.1-108 | 4 Sep 2025 | * 2.2-46 | 2 Oct 2025 | 3.2-47 | 12 Jun 2025 |
| 2.1-55 | 4 Sep 2025 | 2.1-109 | 4 Sep 2025 | * 2.2-47 | 2 Oct 2025 | 3.2-48 | 12 Jun 2025 |
| 2.1-56 | 4 Sep 2025 | 2.1-110 | 4 Sep 2025 | * 2.2-48 | 2 Oct 2025 | 3.2-49 | 12 Jun 2025 |
| 2.1-57 | 4 Sep 2025 | 2.1-111 | 4 Sep 2025 | * 2.2-49 | 2 Oct 2025 | 3.2-50 | 12 Jun 2025 |
| 2.1-58 | 4 Sep 2025 | 2.1-112 | 4 Sep 2025 | * 2.2-50 | 2 Oct 2025 | 3.2-51 | 12 Jun 2025 |
| 2.1-59 | 4 Sep 2025 | 2.1-113 | 4 Sep 2025 | * 2.2-51 | 2 Oct 2025 | 3.2-52 | 12 Jun 2025 |
| 2.1-60 | 4 Sep 2025 | 2.1-114 | 4 Sep 2025 | * 2.2-52 | 2 Oct 2025 | 3.2-53 | 12 Jun 2025 |
| 2.1-61 | 4 Sep 2025 | 2.1-115 | 4 Sep 2025 | 3.1-1 | 24 Feb 2022 | 3.2-54 | 12 Jun 2025 |
| 2.1-62 | 4 Sep 2025 | 2.1-116 | 4 Sep 2025 | 3.2-1 | 7 Sep 2023 | 3.2-55 | 12 Jun 2025 |
| 2.1-63 | 4 Sep 2025 | * 2.2-1 | 2 Oct 2025 | 3.2-2 | 11 Jul 2024 | * 3.2-56 | 2 Oct 2025 |
| 2.1-64 | 4 Sep 2025 | 2.2-2 | 10 Jul 2025 | 3.2-3 | 28 Nov 2024 | * 3.2-57 | 2 Oct 2025 |
| 2.1-65 | 4 Sep 2025 | 2.2-3 | 10 Jul 2025 | 3.2-4 | 7 Sep 2023 | 3.2-58 | 12 Jun 2025 |
| 2.1-66 | 4 Sep 2025 | 2.2-4 | 10 Jul 2025 | 3.2-5 | 23 Mar 2023 | 3.2-59 | 12 Jun 2025 |
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| * 3.2-62 | 2 Oct 2025 | 3.2-116 | 12 Jun 2025 | 3.2-170 | 12 Jun 2025 | 3.2-224 | 12 Jun 2025 |
| 3.2-63 | 12 Jun 2025 | 3.2-117 | 12 Jun 2025 | 3.2-171 | 12 Jun 2025 | 3.2-225 | 12 Jun 2025 |
| 3.2-64 | 12 Jun 2025 | 3.2-118 | 12 Jun 2025 | 3.2-172 | 12 Jun 2025 | 3.2-226 | 12 Jun 2025 |
| 3.2-65 | 12 Jun 2025 | 3.2-119 | 12 Jun 2025 | 3.2-173 | 12 Jun 2025 | 3.2-227 | 12 Jun 2025 |
| 3.2-66 | 12 Jun 2025 | 3.2-120 | 12 Jun 2025 | 3.2-174 | 12 Jun 2025 | 3.2-228 | 12 Jun 2025 |
| 3.2-67 | 12 Jun 2025 | 3.2-121 | 12 Jun 2025 | 3.2-175 | 12 Jun 2025 | 3.2-229 | 12 Jun 2025 |
| 3.2-68 | 12 Jun 2025 | 3.2-122 | 12 Jun 2025 | 3.2-176 | 12 Jun 2025 | * 3.2-230 | 2 Oct 2025 |
| 3.2-69 | 12 Jun 2025 | 3.2-123 | 12 Jun 2025 | 3.2-177 | 12 Jun 2025 | 3.2-231 | 12 Jun 2025 |
| 3.2-70 | 12 Jun 2025 | 3.2-124 | 12 Jun 2025 | 3.2-178 | 12 Jun 2025 | 3.2-232 | 12 Jun 2025 |
| 3.2-71 | 12 Jun 2025 | 3.2-125 | 12 Jun 2025 | 3.2-179 | 12 Jun 2025 | 3.2-233 | 12 Jun 2025 |
| 3.2-72 | 12 Jun 2025 | 3.2-126 | 12 Jun 2025 | 3.2-180 | 7 Aug 2025 | * 3.2-234 | 2 Oct 2025 |
| 3.2-73 | 12 Jun 2025 | 3.2-127 | 12 Jun 2025 | 3.2-181 | 12 Jun 2025 | * 3.2-235 | 2 Oct 2025 |
| 3.2-74 | 12 Jun 2025 | 3.2-128 | 12 Jun 2025 | 3.2-182 | 12 Jun 2025 | * 3.2-236 | 2 Oct 2025 |
| 3.2-75 | 12 Jun 2025 | 3.2-129 | 12 Jun 2025 | 3.2-183 | 12 Jun 2025 | * 3.2-237 | 2 Oct 2025 |
| 3.2-76 | 12 Jun 2025 | 3.2-130 | 12 Jun 2025 | * 3.2-184 | 2 Oct 2025 | 3.2-238 | 12 Jun 2025 |
| 3.2-77 | 12 Jun 2025 | * 3.2-131 | 2 Oct 2025 | 3.2-185 | 12 Jun 2025 | 3.2-239 | 12 Jun 2025 |
| 3.2-78 | 12 Jun 2025 | * 3.2-132 | 2 Oct 2025 | 3.2-186 | 12 Jun 2025 | 3.2-240 | 12 Jun 2025 |
| 3.2-79 | 12 Jun 2025 | * 3.2-133 | 2 Oct 2025 | 3.2-187 | 12 Jun 2025 | 3.2-241 | 12 Jun 2025 |
| 3.2-80 | 12 Jun 2025 | * 3.2-134 | 2 Oct 2025 | 3.2-188 | 12 Jun 2025 | 3.2-242 | 12 Jun 2025 |
| 3.2-81 | 12 Jun 2025 | 3.2-135 | 12 Jun 2025 | 3.2-189 | 12 Jun 2025 | 3.2-243 | 12 Jun 2025 |
| 3.2-82 | 12 Jun 2025 | 3.2-136 | 12 Jun 2025 | 3.2-190 | 12 Jun 2025 | 3.2-244 | 12 Jun 2025 |
| 3.2-83 | 12 Jun 2025 | 3.2-137 | 12 Jun 2025 | 3.2-191 | 12 Jun 2025 | 3.2-245 | 12 Jun 2025 |
| 3.2-84 | 12 Jun 2025 | 3.2-138 | 12 Jun 2025 | 3.2-192 | 12 Jun 2025 | 3.2-246 | 12 Jun 2025 |
| 3.2-85 | 12 Jun 2025 | 3.2-139 | 12 Jun 2025 | 3.2-193 | 12 Jun 2025 | 3.2-247 | 12 Jun 2025 |
| 3.2-86 | 12 Jun 2025 | 3.2-140 | 12 Jun 2025 | 3.2-194 | 12 Jun 2025 | 3.2-248 | 12 Jun 2025 |
| 3.2-87 | 12 Jun 2025 | 3.2-141 | 12 Jun 2025 | 3.2-195 | 12 Jun 2025 | 3.2-249 | 12 Jun 2025 |
| 3.2-88 | 12 Jun 2025 | 3.2-142 | 12 Jun 2025 | 3.2-196 | 12 Jun 2025 | * 3.2-250 | 2 Oct 2025 |
| 3.2-89 | 12 Jun 2025 | 3.2-143 | 12 Jun 2025 | 3.2-197 | 12 Jun 2025 | 3.2-251 | 12 Jun 2025 |
| 3.2-90 | 12 Jun 2025 | 3.2-144 | 12 Jun 2025 | 3.2-198 | 12 Jun 2025 | 3.2-252 | 12 Jun 2025 |
| 3.2-91 | 12 Jun 2025 | 3.2-145 | 12 Jun 2025 | 3.2-199 | 12 Jun 2025 | 3.2-253 | 12 Jun 2025 |
| 3.2-92 | 12 Jun 2025 | 3.2-146 | 12 Jun 2025 | 3.2-200 | 12 Jun 2025 | * 3.2-254 | 2 Oct 2025 |
| 3.2-93 | 12 Jun 2025 | 3.2-147 | 12 Jun 2025 | 3.2-201 | 12 Jun 2025 | * 3.2-255 | 2 Oct 2025 |
| 3.2-94 | 12 Jun 2025 | 3.2-148 | 12 Jun 2025 | 3.2-202 | 12 Jun 2025 | 3.2-256 | 12 Jun 2025 |
| 3.2-95 | 12 Jun 2025 | 3.2-149 | 12 Jun 2025 | 3.2-203 | 7 Aug 2025 | 3.2-257 | 12 Jun 2025 |
| 3.2-96 | 12 Jun 2025 | 3.2-150 | 12 Jun 2025 | 3.2-204 | 12 Jun 2025 | 3.2-258 | 12 Jun 2025 |
| * 3.2-97 | 2 Oct 2025 | 3.2-151 | 12 Jun 2025 | 3.2-205 | 12 Jun 2025 | 3.2-259 | 12 Jun 2025 |
| 3.2-98 | 12 Jun 2025 | 3.2-152 | 12 Jun 2025 | 3.2-206 | 12 Jun 2025 | 3.2-260 | 12 Jun 2025 |
| 3.2-99 | 12 Jun 2025 | 3.2-153 | 4 Sep 2025 | 3.2-207 | 12 Jun 2025 | 3.2-261 | 12 Jun 2025 |
| 3.2-100 | 12 Jun 2025 | 3.2-154 | 12 Jun 2025 | 3.2-208 | 12 Jun 2025 | 3.2-262 | 12 Jun 2025 |
| 3.2-101 | 12 Jun 2025 | 3.2-155 | 12 Jun 2025 | 3.2-209 | 12 Jun 2025 | 3.2-263 | 12 Jun 2025 |
| 3.2-102 | 12 Jun 2025 | 3.2-156 | 12 Jun 2025 | 3.2-210 | 12 Jun 2025 | 3.2-264 | 12 Jun 2025 |
| 3.2-103 | 12 Jun 2025 | 3.2-157 | 12 Jun 2025 | 3.2-211 | 12 Jun 2025 | 3.2-265 | 7 Aug 2025 |
| 3.2-104 | 12 Jun 2025 | 3.2-158 | 12 Jun 2025 | 3.2-212 | 12 Jun 2025 | 3.2-266 | 12 Jun 2025 |
| 3.2-105 | 12 Jun 2025 | 3.2-159 | 12 Jun 2025 | 3.2-213 | 12 Jun 2025 | 3.2-267 | 12 Jun 2025 |
| 3.2-106 | 12 Jun 2025 | 3.2-160 | 12 Jun 2025 | 3.2-214 | 12 Jun 2025 | * 3.2-268 | 2 Oct 2025 |
| 3.2-107 | 12 Jun 2025 | 3.2-161 | 12 Jun 2025 | 3.2-215 | 12 Jun 2025 | 3.2-269 | 12 Jun 2025 |
| 3.2-108 | 12 Jun 2025 | 3.2-162 | 12 Jun 2025 | 3.2-216 | 12 Jun 2025 | 3.2-270 | 12 Jun 2025 |
| 3.2-109 | 12 Jun 2025 | 3.2-163 | 12 Jun 2025 | 3.2-217 | 12 Jun 2025 | 3.2-271 | 12 Jun 2025 |
| 3.2-110 | 12 Jun 2025 | 3.2-164 | 12 Jun 2025 | 3.2-218 | 12 Jun 2025 | 3.2-272 | 12 Jun 2025 |
| 3.2-111 | 12 Jun 2025 | 3.2-165 | 12 Jun 2025 | 3.2-219 | 12 Jun 2025 | 3.2-273 | 12 Jun 2025 |
| * 3.2-112 | 2 Oct 2025 | 3.2-166 | 12 Jun 2025 | * 3.2-220 | 2 Oct 2025 | 3.2-274 | 12 Jun 2025 |
| * 3.2-113 | 2 Oct 2025 | 3.2-167 | 12 Jun 2025 | * 3.2-221 | 2 Oct 2025 | 3.2-275 | 12 Jun 2025 |
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| 3.2-278 | 12 Jun 2025 | 5.1-13 | 31 Oct 2024 | 5.1-67 | 20 Mar 2025 | * 5.1-121 | 2 Oct 2025 |
| 3.2-279 | 12 Jun 2025 | 5.1-14 | 31 Oct 2024 | 5.1-68 | 20 Mar 2025 | * 5.1-122 | 2 Oct 2025 |
| 3.2-280 | 12 Jun 2025 | 5.1-15 | 31 Oct 2024 | 5.1-69 | 20 Mar 2025 | * 5.1-123 | 2 Oct 2025 |
| 3.2-281 | 12 Jun 2025 | 5.1-16 | 31 Oct 2024 | 5.1-70 | 7 Aug 2025 | * 5.1-124 | 2 Oct 2025 |
| 3.2-282 | 7 Aug 2025 | 5.1-17 | 31 Oct 2024 | 5.1-71 | 7 Aug 2025 | * 5.1-125 | 2 Oct 2025 |
| 3.3-1 | 14 Jul 2022 | 5.1-18 | 31 Oct 2024 | 5.1-72 | 7 Aug 2025 | * 5.1-126 | 2 Oct 2025 |
| 3.3-2 | 14 Jul 2022 | 5.1-19 | 31 Oct 2024 | 5.1-73 | 7 Aug 2025 | * 5.1-127 | 2 Oct 2025 |
| 3.3-3 | 14 Jul 2022 | 5.1-20 | 4 Sep 2025 | 5.1-74 | 20 Mar 2025 | * 5.1-128 | 2 Oct 2025 |
| 3.4-1 | 26 Dec 2024 | 5.1-21 | 26 Dec 2024 | 5.1-75 | 20 Mar 2025 | * 5.1-129 | 2 Oct 2025 |
| 3.4-2 | 4 Sep 2025 | 5.1-22 | 26 Dec 2024 | 5.1-76 | 20 Mar 2025 | * 5.1-130 | 2 Oct 2025 |
| * 4.1-1 | 2 Oct 2025 | 5.1-23 | 26 Dec 2024 | 5.1-77 | 17 Apr 2025 | * 5.1-131 | 2 Oct 2025 |
| * 4.1-2 | 2 Oct 2025 | 5.1-24 | 26 Dec 2024 | 5.1-78 | 20 Mar 2025 | * 5.1-132 | 2 Oct 2025 |
| * 4.1-3 | 2 Oct 2025 | 5.1-25 | 26 Dec 2024 | 5.1-79 | 20 Mar 2025 | * 5.1-133 | 2 Oct 2025 |
| * 4.1-4 | 2 Oct 2025 | 5.1-26 | 26 Dec 2024 | 5.1-80 | 20 Mar 2025 | * 5.1-134 | 2 Oct 2025 |
| * 4.1-5 | 2 Oct 2025 | 5.1-27 | 26 Dec 2024 | 5.1-81 | 12 Jun 2025 | * 5.1-135 | 2 Oct 2025 |
| 4.2-1 | 24 May 2018 | 5.1-28 | 7 Aug 2025 | 5.1-82 | 12 Jun 2025 | * 5.1-136 | 2 Oct 2025 |
| 4.3-1 | 18 Jun 2020 | 5.1-29 | 26 Dec 2024 | 5.1-83 | 12 Jun 2025 | * 5.1-137 | 2 Oct 2025 |
| 4.4-1 | 4 Sep 2025 | 5.1-30 | 26 Dec 2024 | 5.1-84 | 12 Jun 2025 | * 5.1-138 | 2 Oct 2025 |
| 4.4-2 | 4 Sep 2025 | 5.1-31 | 26 Dec 2024 | 5.1-85 | 12 Jun 2025 | * 5.1-139 | 2 Oct 2025 |
| 4.4-3 | 4 Sep 2025 | 5.1-32 | 26 Dec 2024 | 5.1-86 | 12 Jun 2025 | * 5.1-140 | 2 Oct 2025 |
| 4.4-4 | 4 Sep 2025 | 5.1-33 | 26 Dec 2024 | 5.1-87 | 12 Jun 2025 | * 5.1-141 | 2 Oct 2025 |
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| 4.4-6 | 4 Sep 2025 | 5.1-35 | 10 Jul 2025 | 5.1-89 | 12 Jun 2025 | * 5.1-143 | 2 Oct 2025 |
| 4.4-7 | 4 Sep 2025 | 5.1-36 | 7 Aug 2025 | 5.1-90 | 12 Jun 2025 | * 5.1-144 | 2 Oct 2025 |
| 4.4-8 | 4 Sep 2025 | 5.1-37 | 26 Dec 2024 | 5.1-91 | 12 Jun 2025 | * 5.1-145 | 2 Oct 2025 |
| 4.4-9 | 4 Sep 2025 | 5.1-38 | 26 Dec 2024 | 5.1-92 | 12 Jun 2025 | * 5.1-146 | 2 Oct 2025 |
| 4.4-10 | 4 Sep 2025 | 5.1-39 | 26 Dec 2024 | * 5.1-93 | 2 Oct 2025 | * 5.1-147 | 2 Oct 2025 |
| 4.4-11 | 4 Sep 2025 | 5.1-40 | 20 Mar 2025 | 5.1-94 | 12 Jun 2025 | * 5.1-148 | 2 Oct 2025 |
| 4.4-12 | 4 Sep 2025 | 5.1-41 | 20 Mar 2025 | 5.1-95 | 12 Jun 2025 | * 5.1-149 | 2 Oct 2025 |
| 4.4-13 | 4 Sep 2025 | 5.1-42 | 20 Mar 2025 | 5.1-96 | 12 Jun 2025 | * 5.1-150 | 2 Oct 2025 |
| 4.4-14 | 4 Sep 2025 | * 5.1-43 | 2 Oct 2025 | 5.1-97 | 12 Jun 2025 | * 5.1-151 | 2 Oct 2025 |
| 4.4-15 | 4 Sep 2025 | 5.1-44 | 7 Aug 2025 | 5.1-98 | 12 Jun 2025 | * 5.1-152 | 2 Oct 2025 |
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| 4.4-17 | 4 Sep 2025 | 5.1-46 | 12 Jun 2025 | 5.1-100 | 12 Jun 2025 | * 5.1-154 | 2 Oct 2025 |
| 4.4-18 | 4 Sep 2025 | 5.1-47 | 12 Jun 2025 | 5.1-101 | 12 Jun 2025 | * 5.1-155 | 2 Oct 2025 |
| 4.4-19 | 4 Sep 2025 | 5.1-48 | 12 Jun 2025 | 5.1-102 | 12 Jun 2025 | * 5.1-156 | 2 Oct 2025 |
| 4.4-20 | 4 Sep 2025 | 5.1-49 | 12 Jun 2025 | 5.1-103 | 12 Jun 2025 | * 5.1-157 | 2 Oct 2025 |
| 4.4-21 | 4 Sep 2025 | * 5.1-50 | 2 Oct 2025 | 5.1-104 | 12 Jun 2025 | 5.2-1 | 20 Feb 2025 |
| 4.4-22 | 4 Sep 2025 | * 5.1-51 | 2 Oct 2025 | 5.1-105 | 12 Jun 2025 | 5.2-2 | 21 Mar 2024 |
| 4.4-23 | 4 Sep 2025 | 5.1-52 | 20 Mar 2025 | 5.1-106 | 12 Jun 2025 | 5.2-3 | 25 Jan 2024 |
| 4.5-1 | 4 Sep 2025 | 5.1-53 | 20 Mar 2025 | 5.1-107 | 12 Jun 2025 | 5.2-4 | 12 Jun 2025 |
| 4.5-2 | 4 Sep 2025 | 5.1-54 | 20 Mar 2025 | 5.1-108 | 12 Jun 2025 | 5.2-5 | 21 Mar 2024 |
| 5.1-1 | 31 Oct 2024 | 5.1-55 | 20 Mar 2025 | 5.1-109 | 12 Jun 2025 | 5.2-6 | 21 Mar 2024 |
| 5.1-2 | 31 Oct 2024 | 5.1-56 | 20 Mar 2025 | 5.1-110 | 12 Jun 2025 | 5.2-7 | 13 Jul 2023 |
| 5.1-3 | 31 Oct 2024 | 5.1-57 | 20 Mar 2025 | 5.1-111 | 12 Jun 2025 | 5.2-8 | 13 Jul 2023 |
| 5.1-4 | 31 Oct 2024 | 5.1-58 | 7 Aug 2025 | 5.1-112 | 12 Jun 2025 | * 5.2-9 | 2 Oct 2025 |
| 5.1-5 | 31 Oct 2024 | 5.1-59 | 7 Aug 2025 | 5.1-113 | 12 Jun 2025 | * 5.2-10 | 2 Oct 2025 |
| 5.1-6 | 31 Oct 2024 | 5.1-60 | 7 Aug 2025 | * 5.1-114 | 2 Oct 2025 | 5.2-11 | 4 Sep 2025 |
| 5.1-7 | 31 Oct 2024 | 5.1-61 | 7 Aug 2025 | * 5.1-115 | 2 Oct 2025 | 5.2-12 | 3 Oct 2024 |
| 5.1-8 | 3 Oct 2024 | 5.1-62 | 7 Aug 2025 | * 5.1-116 | 2 Oct 2025 | 5.2-13 | 21 Mar 2024 |
| 5.1-9 | 31 Oct 2024 | 5.1-63 | 7 Aug 2025 | * 5.1-117 | 2 Oct 2025 | 5.2-14 | 13 Jul 2023 |
| 5.1-10 | 31 Oct 2024 | 5.1-64 | 7 Aug 2025 | * 5.1-118 | 2 Oct 2025 | 5.2-15 | 13 Jul 2023 |
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| 5.2-18 | 5 Sep 2024 | 5.6-2 | 13 Jun 2024 | 6-56 | 2 Jan 2020 | 0.1-2 | 7 Sep 2023 |
| 5.3-1 | 25 Jan 2024 | 6-1 | 10 Jul 2025 | 6-57 | 4 Sep 2025 | 1.1-1 | 2 Jan 2020 |
| 5.3-2 | 25 Jan 2024 | 6-2 | 12 Jun 2025 | 6-58 | 12 Jun 2025 | 1.1-2 | 10 Aug 2023 |
| 5.3-3 | 25 Jan 2024 | 6-3 | 12 Jun 2025 | 6-59 | 4 Sep 2025 | 1.1-3 | 10 Aug 2023 |
| 5.3-4 | 21 Mar 2024 | 6-5 | 4 Sep 2025 | 6-60 | 12 Jun 2025 | 1.1-4 | 10 Aug 2023 |
| 5.3-5 | 14 Jul 2022 | 6-7 | 4 Sep 2025 | 6-61 | 20 Apr 2023 | 1.1-5 | 10 Aug 2023 |
| 5.3-6 | 10 Jul 2025 | 6-8 | 12 Jun 2025 | 6-62 | 2 Jan 2020 | 1.1-6 | 10 Aug 2023 |
| 5.3-7 | 10 Jul 2025 | 6-9 | 12 Jun 2025 | 6-63 | 2 Jan 2020 | 1.1-7 | 10 Aug 2023 |
| 5.3-8 | 10 Jul 2025 | 6-10 | 12 Jun 2025 | 6-64 | 23 Mar 2023 | 1.1-8 | 10 Aug 2023 |
| 5.3-9 | 10 Jul 2025 | * 6-11 | 2 Oct 2025 | 6-65 | 24 Feb 2022 | 1.2-1 | 29 Dec 2022 |
| 5.3-10 | 10 Jul 2025 | 6-12 | 4 Sep 2025 | 6-66 | 23 Mar 2023 | 1.2-2 | 29 Dec 2022 |
| 5.3-11 | 10 Jul 2025 | 6-13 | 12 Jun 2025 | 6-67 | 24 Feb 2022 | 1.2-3 | 29 Dec 2022 |
| 5.3-12 | 10 Jul 2025 | 6-14 | 4 Sep 2025 | 6-68 | 4 Sep 2025 | 1.2-4 | 29 Dec 2022 |
| 5.3-13 | 10 Jul 2025 | * 6-15 | 2 Oct 2025 | 6-69 | 4 Sep 2025 | 1.3-1 | 4 Sep 2025 |
| 5.3-14 | 10 Jul 2025 | 6-16 | 12 Jun 2025 | * 6-70 | 2 Oct 2025 | 1.3-2 | 4 Sep 2025 |
| 5.3-15 | 4 Sep 2025 | 6-17 | 12 Jun 2025 | 6-72 | 20 Mar 2025 | 1.3-3 | 4 Sep 2025 |
| 5.3-16 | 4 Sep 2025 | 6-18 | 4 Sep 2025 | 6-73 | 8 Sep 2022 | 1.3-4 | 4 Sep 2025 |
| 5.3-17 | 4 Sep 2025 | 6-19 | 8 Sep 2022 | 6-74 | 8 Sep 2022 | 1.3-5 | 25 Jan 2024 |
| 5.3-18 | 4 Sep 2025 | 6-20 | 4 Sep 2025 | * 6-75 | 2 Oct 2025 | 1.4-1 | 8 Aug 2024 |
| 5.3-19 | 4 Sep 2025 | 6-21 | 4 Sep 2025 | * 6-76 | 2 Oct 2025 | 1.4-2 | 12 Jun 2025 |
| 5.3-20 | 7 Aug 2025 | 6-22 | 2 Jan 2020 | 6-78 | 2 Jan 2020 | 1.5-1 | 4 Sep 2025 |
| 5.3-21 | 7 Aug 2025 | 6-23 | 20 Mar 2025 | 6-79 | 2 Jan 2020 | 1.5-2 | 4 Sep 2025 |
| 5.3-22 | 7 Aug 2025 | 6-24 | 22 Apr 2021 | 6-80 | 4 Sep 2025 | 1.5-3 | 4 Sep 2025 |
| 5.3-23 | 7 Aug 2025 | 6-25 | 4 Sep 2025 | * 6-81 | 2 Oct 2025 | 2.EGPD-1 | 18 May 2023 |
| 5.3-24 | 7 Aug 2025 | 6-26 | 22 Apr 2021 | 6-82 | 16 May 2024 | 2.EGPD-2 | 18 May 2023 |
| 5.4-1 | 7 Oct 2021 | 6-27 | 28 Dec 2023 | 6-83 | 28 Dec 2023 | * 2.EGPD-3 | 2 Oct 2025 |
| 5.5-1 | 10 Jul 2025 | 6-28 | 20 Feb 2025 | 6-84 | 20 Mar 2025 | * 2.EGPD-4 | 2 Oct 2025 |
| 5.5-2 | 10 Jul 2025 | 6-29 | 25 Feb 2021 | | | * 2.EGPD-5 | 2 Oct 2025 |
| 5.5-3 | 10 Jul 2025 | 6-30 | 25 Feb 2021 | | | * 2.EGPD-6 | 2 Oct 2025 |
| 5.5-4 | 10 Jul 2025 | 6-31 | 2 Jan 2020 | | | * 2.EGPD-7 | 2 Oct 2025 |
| 5.5-5 | 10 Jul 2025 | 6-32 | 22 Feb 2024 | | | * 2.EGPD-8 | 2 Oct 2025 |
| 5.5-6 | 10 Jul 2025 | 6-33 | 22 Feb 2024 | | | * 2.EGPD-9 | 2 Oct 2025 |
| 5.5-7 | 10 Jul 2025 | 6-34 | 20 Apr 2023 | | | * 2.EGPD-10 | 2 Oct 2025 |
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| 5.5-9 | 10 Jul 2025 | 6-36 | 20 Feb 2025 | | | * 2.EGPD-12 | 2 Oct 2025 |
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| 5.5-19 | 10 Jul 2025 | 6-46 | 15 May 2025 | | | 2.EGPD-5-1 | 7 Aug 2025 |
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| 2.EGJA-2 | 25 Jan 2024 | 2.EGAA-16 | 7 Aug 2025 | 2.EGPL-8-5 | 15 May 2025 | 2.EGBB-6-3 | 17 Apr 2025 |
| 2.EGJA-3 | 25 Jan 2024 | 2.EGAA-2-1 | 13 Jun 2024 | 2.EGPL-8-6 | 15 May 2025 | 2.EGBB-6-4 | 20 Feb 2025 |
| 2.EGJA-4 | 10 Jul 2025 | 2.EGAA-2-2 | 10 Jul 2025 | 2.EGPL-8-7 | 15 May 2025 | 2.EGBB-6-5 | 20 Feb 2025 |
| 2.EGJA-5 | 31 Oct 2024 | 2.EGAA-5-1 | 12 Jun 2025 | 2.EGPL-8-8 | 15 May 2025 | 2.EGBB-6-6 | 20 Feb 2025 |
| 2.EGJA-6 | 31 Oct 2024 | 2.EGAA-8-1 | 15 May 2025 | 2.EGKB-1 | 20 Apr 2023 | 2.EGBB-6-7 | 20 Feb 2025 |
| * 2.EGJA-7 | 2 Oct 2025 | 2.EGAA-8-2 | 23 Jan 2025 | * 2.EGKB-2 | 2 Oct 2025 | 2.EGBB-6-8 | 20 Feb 2025 |
| 2.EGJA-8 | 23 Jan 2025 | 2.EGAA-8-3 | 15 May 2025 | * 2.EGKB-3 | 2 Oct 2025 | 2.EGBB-6-9 | 20 Feb 2025 |
| 2.EGJA-9 | 26 Jan 2023 | 2.EGAA-8-4 | 15 May 2025 | * 2.EGKB-4 | 2 Oct 2025 | 2.EGBB-7-1 | 13 Jun 2024 |
| 2.EGJA-10 | 25 Jan 2024 | 2.EGAA-8-5 | 15 May 2025 | * 2.EGKB-5 | 2 Oct 2025 | 2.EGBB-7-2 | 20 Feb 2025 |
| 2.EGJA-11 | 14 Jul 2022 | 2.EGAA-8-6 | 15 May 2025 | * 2.EGKB-6 | 2 Oct 2025 | 2.EGBB-7-3 | 10 Jul 2025 |
| 2.EGJA-2-1 | 31 Oct 2024 | 2.EGAA-8-7 | 15 May 2025 | 2.EGKB-7 | 5 Sep 2024 | 2.EGBB-7-4 | 20 Feb 2025 |
| 2.EGJA-5-1 | 18 Jul 2019 | 2.EGAA-8-8 | 15 May 2025 | * 2.EGKB-8 | 2 Oct 2025 | 2.EGBB-7-5 | 20 Mar 2025 |
| 2.EGJA-7-1 | 11 Jul 2024 | 2.EGAA-8-9 | 15 May 2025 | * 2.EGKB-9 | 2 Oct 2025 | 2.EGBB-7-6 | 13 Jun 2024 |
| 2.EGJA-8-1 | 17 Apr 2025 | 2.EGAA-8-10 | 15 May 2025 | 2.EGKB-10 | 10 Jul 2025 | 2.EGBB-7-7 | 13 Jun 2024 |
| 2.EGJA-8-2 | 17 Apr 2025 | 2.EGAA-8-11 | 15 May 2025 | 2.EGKB-11 | 10 Jul 2025 | 2.EGBB-7-8 | 13 Jun 2024 |
| 2.EGJA-8-3 | 17 Apr 2025 | 2.EGAA-8-12 | 15 May 2025 | 2.EGKB-12 | 10 Jul 2025 | 2.EGBB-7-9 | 13 Jun 2024 |
| 2.EGJA-8-4 | 17 Apr 2025 | 2.EGAA-8-13 | 15 May 2025 | 2.EGKB-13 | 10 Jul 2025 | 2.EGBB-7-10 | 13 Jun 2024 |
| 2.EGJA-8-5 | 17 Apr 2025 | 2.EGAA-8-14 | 14 Jul 2022 | 2.EGKB-14 | 10 Jul 2025 | 2.EGBB-7-11 | 13 Jun 2024 |
| 2.EGJA-8-6 | 10 Sep 2020 | 2.EGAC-1 | 25 Jan 2024 | 2.EGKB-15 | 10 Jul 2025 | 2.EGBB-8-1 | 11 Jul 2024 |
| 2.EGJA-8-7 | 17 Apr 2025 | 2.EGAC-2 | 10 Jul 2025 | * 2.EGKB-2-1 | 2 Oct 2025 | 2.EGBB-8-2 | 11 Jul 2024 |
| 2.EGJA-8-8 | 10 Sep 2020 | 2.EGAC-3 | 16 May 2024 | 2.EGKB-5-1 | 17 Apr 2025 | 2.EGBB-8-3 | 11 Jul 2024 |
| 2.EGSL-1 | 11 Jul 2024 | 2.EGAC-4 | 20 Feb 2025 | 2.EGKB-7-1 | 3 Oct 2024 | 2.EGBB-8-4 | 11 Jul 2024 |
| 2.EGSL-2 | 10 Jul 2025 | 2.EGAC-5 | 20 Feb 2025 | 2.EGKB-7-2 | 3 Oct 2024 | 2.EGBB-8-5 | 11 Jul 2024 |
| 2.EGSL-3 | 3 Oct 2024 | 2.EGAC-6 | 20 Feb 2025 | 2.EGKB-8-1 | 23 Jan 2025 | 2.EGBB-8-6 | 11 Jul 2024 |
| 2.EGSL-4 | 10 Jul 2025 | 2.EGAC-7 | 10 Jul 2025 | 2.EGKB-8-2 | 23 Jan 2025 | 2.EGBB-8-7 | 11 Jul 2024 |
| 2.EGSL-5 | 14 Jul 2022 | 2.EGAC-8 | 10 Jul 2025 | 2.EGKB-8-3 | 23 Jan 2025 | 2.EGBB-8-8 | 11 Jul 2024 |
| 2.EGSL-6 | 14 Jul 2022 | * 2.EGAC-9 | 2 Oct 2025 | 2.EGBB-1 | 25 Jan 2024 | 2.EGBB-8-9 | 11 Jul 2024 |
| 2.EGSL-2-1 | 3 Oct 2024 | 2.EGAC-10 | 10 Jul 2025 | 2.EGBB-2 | 28 Nov 2024 | 2.EGBB-8-10 | 11 Jul 2024 |
| 2.EGPR-1 | 26 Jan 2023 | 2.EGAC-11 | 16 May 2024 | 2.EGBB-3 | 12 Jun 2025 | * 2.EGLK-1 | 2 Oct 2025 |
| 2.EGPR-2 | 17 Apr 2025 | 2.EGAC-12 | 16 May 2024 | 2.EGBB-4 | 28 Nov 2024 | 2.EGLK-2 | 31 Oct 2024 |
| 2.EGPR-3 | 10 Jul 2025 | 2.EGAC-13 | 16 May 2024 | 2.EGBB-5 | 28 Nov 2024 | 2.EGLK-3 | 17 Apr 2025 |
| 2.EGPR-4 | 17 Apr 2025 | 2.EGAC-14 | 16 May 2024 | 2.EGBB-6 | 28 Nov 2024 | 2.EGLK-4 | 10 Jul 2025 |
| * 2.EGPR-5 | 2 Oct 2025 | 2.EGAC-2-1 | 20 Mar 2025 | 2.EGBB-7 | 28 Nov 2024 | 2.EGLK-5 | 10 Jul 2025 |
| 2.EGPR-6 | 10 Jul 2025 | 2.EGAC-2-2 | 20 Mar 2025 | 2.EGBB-8 | 28 Nov 2024 | * 2.EGLK-6 | 2 Oct 2025 |
| 2.EGPR-2-1 | 17 Apr 2025 | 2.EGAC-5-1 | 17 Apr 2025 | 2.EGBB-9 | 28 Nov 2024 | 2.EGLK-7 | 31 Oct 2024 |
| 2.EGPR-8-1 | 3 Oct 2024 | 2.EGAC-8-1 | 16 May 2024 | 2.EGBB-10 | 10 Jul 2025 | 2.EGLK-8 | 20 Mar 2025 |
| 2.EGPR-8-2 | 3 Oct 2024 | 2.EGAC-8-2 | 5 Oct 2023 | * 2.EGBB-11 | 2 Oct 2025 | 2.EGLK-9 | 20 Mar 2025 |
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| 2.EGAA-4 | 10 Jul 2025 | 2.EGPL-2 | 15 May 2025 | 2.EGBB-17 | 28 Nov 2024 | 2.EGNH-1 | 13 Jun 2024 |
| 2.EGAA-5 | 10 Jul 2025 | 2.EGPL-3 | 15 May 2025 | 2.EGBB-18 | 28 Nov 2024 | 2.EGNH-2 | 13 Jun 2024 |
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| 2.EGAA-7 | 10 Jul 2025 | 2.EGPL-5 | 10 Jul 2025 | 2.EGBB-20 | 10 Jul 2025 | 2.EGNH-4 | 7 Aug 2025 |
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| 2.EGNH-8-2 | 21 Mar 2024 | 2.EGGD-5-1 | 17 Apr 2025 | 2.EGEC-3 | 7 Aug 2025 | 2.EGFF-8-13 | 10 Aug 2023 |
| 2.EGNH-8-3 | 16 May 2024 | 2.EGGD-6-1 | 18 Apr 2024 | 2.EGEC-4 | 10 Jul 2025 | 2.EGFF-8-14 | 22 Apr 2021 |
| 2.EGNH-8-4 | 16 May 2024 | 2.EGGD-6-2 | 18 Apr 2024 | 2.EGEC-5 | 2 Nov 2023 | 2.EGFF-8-15 | 2 Dec 2021 |
| 2.EGNH-8-5 | 21 Mar 2024 | 2.EGGD-6-3 | 18 Apr 2024 | * 2.EGEC-6 | 2 Oct 2025 | * 2.EGLJ-1 | 2 Oct 2025 |
| 2.EGNH-8-6 | 21 Mar 2024 | 2.EGGD-7-1 | 16 May 2024 | 2.EGEC-7 | 31 Oct 2024 | * 2.EGLJ-2 | 2 Oct 2025 |
| 2.EGNH-8-7 | 31 Dec 2020 | 2.EGGD-7-2 | 18 Apr 2024 | 2.EGEC-2-1 | 7 Aug 2025 | * 2.EGLJ-3 | 2 Oct 2025 |
| 2.EGHH-1 | 4 Sep 2025 | 2.EGGD-7-3 | 17 Apr 2025 | 2.EGEC-8-1 | 23 Jan 2025 | 2.EGLJ-4 | 10 Jul 2025 |
| * 2.EGHH-2 | 2 Oct 2025 | 2.EGGD-7-4 | 18 Apr 2024 | 2.EGEC-8-2 | 3 Oct 2024 | 2.EGLJ-5 | 20 Apr 2023 |
| * 2.EGHH-3 | 2 Oct 2025 | 2.EGGD-7-5 | 18 Apr 2024 | 2.EGEC-8-3 | 3 Oct 2024 | * 2.EGLJ-2-1 | 2 Oct 2025 |
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| * 2.EGHH-10 | 2 Oct 2025 | 2.EGGD-8-2 | 15 May 2025 | 2.EGFF-6 | 5 Sep 2024 | * 2.EGHR-7 | 2 Oct 2025 |
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| 2.EGHH-7-4 | 8 Aug 2024 | 2.EGCK-5 | 10 Jul 2025 | 2.EGFF-4-2 | 23 Mar 2023 | 2.EGEY-4 | 10 Jul 2025 |
| 2.EGHH-7-5 | 8 Aug 2024 | 2.EGCK-6 | 3 Oct 2024 | 2.EGFF-5-1 | 17 Apr 2025 | 2.EGEY-5 | 29 Dec 2022 |
| 2.EGHH-7-6 | 8 Aug 2024 | * 2.EGCK-2-1 | 2 Oct 2025 | 2.EGFF-6-1 | 10 Aug 2023 | 2.EGEY-6 | 29 Dec 2022 |
| 2.EGHH-7-7 | 8 Aug 2024 | 2.EGSC-1 | 20 Mar 2025 | 2.EGFF-6-2 | 10 Aug 2023 | * 2.EGEY-2-1 | 2 Oct 2025 |
| 2.EGHH-8-1 | 31 Dec 2020 | 2.EGSC-2 | 3 Oct 2024 | 2.EGFF-6-3 | 10 Aug 2023 | * 2.EGHA-1 | 2 Oct 2025 |
| 2.EGHH-8-2 | 31 Dec 2020 | 2.EGSC-3 | 20 Mar 2025 | 2.EGFF-7-1 | 16 May 2024 | 2.EGHA-2 | 3 Oct 2024 |
| 2.EGHH-8-3 | 31 Dec 2020 | * 2.EGSC-4 | 2 Oct 2025 | 2.EGFF-7-2 | 18 May 2023 | 2.EGHA-3 | 10 Jul 2025 |
| 2.EGHH-8-4 | 31 Dec 2020 | * 2.EGSC-5 | 2 Oct 2025 | 2.EGFF-7-3 | 4 Sep 2025 | 2.EGHA-4 | 10 Jul 2025 |
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| 2.EGGD-1 | 20 Feb 2025 | * 2.EGSC-8 | 2 Oct 2025 | 2.EGFF-7-6 | 23 Mar 2023 | 2.EGHA-4-1 | 25 Jan 2024 |
| 2.EGGD-2 | 4 Sep 2025 | * 2.EGSC-9 | 2 Oct 2025 | 2.EGFF-7-7 | 23 Mar 2023 | * 2.EGBE-1 | 2 Oct 2025 |
| 2.EGGD-3 | 3 Oct 2024 | * 2.EGSC-10 | 2 Oct 2025 | 2.EGFF-7-8 | 4 Sep 2025 | 2.EGBE-2 | 15 May 2025 |
| 2.EGGD-4 | 10 Jul 2025 | * 2.EGSC-11 | 2 Oct 2025 | 2.EGFF-7-9 | 12 Jun 2025 | 2.EGBE-3 | 15 May 2025 |
| 2.EGGD-5 | 10 Jul 2025 | 2.EGSC-2-1 | 7 Aug 2025 | 2.EGFF-7-10 | 23 Mar 2023 | 2.EGBE-4 | 15 May 2025 |
| 2.EGGD-6 | 10 Jul 2025 | 2.EGSC-2-2 | 3 Oct 2024 | 2.EGFF-8-1 | 10 Aug 2023 | 2.EGBE-5 | 10 Jul 2025 |
| 2.EGGD-7 | 18 May 2023 | 2.EGSC-5-1 | 17 Apr 2025 | 2.EGFF-8-2 | 10 Aug 2023 | 2.EGBE-6 | 15 May 2025 |
| 2.EGGD-8 | 10 Jul 2025 | 2.EGSC-8-1 | 3 Oct 2024 | 2.EGFF-8-3 | 12 Aug 2021 | 2.EGBE-7 | 10 Jul 2025 |
| * 2.EGGD-9 | 2 Oct 2025 | 2.EGSC-8-2 | 3 Oct 2024 | 2.EGFF-8-4 | 2 Dec 2021 | 2.EGBE-8 | 15 May 2025 |
| * 2.EGGD-10 | 2 Oct 2025 | 2.EGSC-8-3 | 3 Oct 2024 | 2.EGFF-8-5 | 10 Aug 2023 | 2.EGBE-9 | 15 May 2025 |
| * 2.EGGD-11 | 2 Oct 2025 | 2.EGSC-8-4 | 3 Oct 2024 | 2.EGFF-8-6 | 10 Aug 2023 | * 2.EGBE-2-1 | 2 Oct 2025 |
| * 2.EGGD-12 | 2 Oct 2025 | 2.EGSC-8-5 | 3 Oct 2024 | 2.EGFF-8-7 | 10 Aug 2023 | * 2.EGBE-2-2 | 2 Oct 2025 |
| * 2.EGGD-13 | 2 Oct 2025 | 2.EGSC-8-6 | 3 Oct 2024 | 2.EGFF-8-8 | 10 Aug 2023 | * 2.EGTC-1 | 2 Oct 2025 |
| * 2.EGGD-14 | 2 Oct 2025 | 2.EGSC-8-7 | 10 Aug 2023 | 2.EGFF-8-9 | 10 Aug 2023 | * 2.EGTC-2 | 2 Oct 2025 |
| 2.EGGD-2-1 | 7 Aug 2025 | 2.EGSC-8-8 | 10 Aug 2023 | 2.EGFF-8-10 | 12 Aug 2021 | * 2.EGTC-3 | 2 Oct 2025 |
| * 2.EGGD-2-2 | 2 Oct 2025 | 2.EGEC-1 | 14 Jul 2022 | 2.EGFF-8-11 | 2 Dec 2021 | * 2.EGTC-4 | 2 Oct 2025 |

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| * 2.EGTC-6 | 2 Oct 2025 | 2.EGTU-3 | 10 Jul 2025 | 2.EGNX-7-11 | 17 Apr 2025 | 2.EGPH-8-5 | 7 Aug 2025 |
| * 2.EGTC-7 | 2 Oct 2025 | 2.EGTU-4 | 10 Jul 2025 | 2.EGNX-8-1 | 20 Mar 2025 | 2.EGPH-8-6 | 7 Aug 2025 |
| * 2.EGTC-8 | 2 Oct 2025 | 2.EGTU-5 | 23 Mar 2023 | 2.EGNX-8-2 | 20 Mar 2025 | * 2.EGTR-1 | 2 Oct 2025 |
| 2.EGTC-9 | 20 Mar 2025 | 2.EGTU-6 | 23 Mar 2023 | 2.EGNX-8-3 | 20 Mar 2025 | 2.EGTR-2 | 23 Jan 2025 |
| * 2.EGTC-2-1 | 2 Oct 2025 | * 2.EGTU-2-1 | 2 Oct 2025 | 2.EGNX-8-4 | 20 Mar 2025 | 2.EGTR-3 | 10 Jul 2025 |
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| 2.EGTC-8-2 | 10 Jul 2025 | 2.EGSU-2 | 16 May 2024 | 2.EGNX-8-6 | 20 Mar 2025 | 2.EGTR-5 | 10 Jul 2025 |
| 2.EGTC-8-3 | 10 Jul 2025 | 2.EGSU-3 | 10 Jul 2025 | 2.EGNX-8-7 | 20 Mar 2025 | 2.EGTR-6 | 14 Jul 2022 |
| 2.EGTC-8-4 | 10 Jul 2025 | 2.EGSU-4 | 7 Aug 2025 | 2.EGNX-8-8 | 20 Mar 2025 | * 2.EGTR-2-1 | 2 Oct 2025 |
| 2.EGTC-8-5 | 10 Jul 2025 | 2.EGSU-5 | 10 Jul 2025 | 2.EGNX-8-9 | 20 Mar 2025 | * 2.EGAB-1 | 2 Oct 2025 |
| 2.EGTC-8-6 | 12 Jun 2025 | 2.EGSU-6 | 15 May 2025 | 2.EGNX-8-10 | 20 Mar 2025 | 2.EGAB-2 | 15 Jun 2023 |
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| 2.EGPG-2 | 18 Apr 2024 | 2.EGSR-2 | 13 Aug 2020 | * 2.EGED-1 | 2 Oct 2025 | 2.EGAB-5 | 5 Nov 2020 |
| 2.EGPG-3 | 10 Jul 2025 | 2.EGSR-3 | 10 Jul 2025 | 2.EGED-2 | 10 Jul 2025 | 2.EGAB-6 | 14 Jul 2022 |
| 2.EGPG-4 | 13 Jul 2023 | 2.EGSR-4 | 10 Jul 2025 | 2.EGED-3 | 14 Jul 2022 | * 2.EGAB-2-1 | 2 Oct 2025 |
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| * 2.EGLD-1 | 2 Oct 2025 | 2.EGNX-2 | 12 Jun 2025 | 2.EGPH-1 | 7 Aug 2025 | 2.EGTE-4 | 18 Apr 2024 |
| 2.EGLD-2 | 23 Mar 2023 | 2.EGNX-3 | 26 Dec 2024 | 2.EGPH-2 | 12 Jun 2025 | 2.EGTE-5 | 25 Jan 2024 |
| 2.EGLD-3 | 10 Jul 2025 | 2.EGNX-4 | 20 Feb 2025 | 2.EGPH-3 | 7 Aug 2025 | 2.EGTE-6 | 10 Jul 2025 |
| 2.EGLD-4 | 10 Jul 2025 | 2.EGNX-5 | 20 Mar 2025 | 2.EGPH-4 | 7 Aug 2025 | 2.EGTE-7 | 5 Oct 2023 |
| 2.EGLD-5 | 10 Jul 2025 | 2.EGNX-6 | 10 Jul 2025 | 2.EGPH-5 | 7 Aug 2025 | 2.EGTE-8 | 10 Jul 2025 |
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| * 2.EGLD-2-1 | 2 Oct 2025 | * 2.EGNX-9 | 2 Oct 2025 | * 2.EGPH-8 | 2 Oct 2025 | 2.EGTE-11 | 10 Jul 2025 |
| 2.EGLD-4-1 | 19 May 2022 | 2.EGNX-10 | 17 Apr 2025 | * 2.EGPH-9 | 2 Oct 2025 | 2.EGTE-12 | 10 Jul 2025 |
| * 2.EGBD-1 | 2 Oct 2025 | 2.EGNX-11 | 12 Jun 2025 | 2.EGPH-10 | 10 Jul 2025 | 2.EGTE-13 | 10 Jul 2025 |
| 2.EGBD-2 | 10 Jul 2025 | 2.EGNX-12 | 17 Apr 2025 | 2.EGPH-11 | 25 Jan 2024 | 2.EGTE-14 | 2 Nov 2023 |
| 2.EGBD-3 | 7 Oct 2021 | 2.EGNX-13 | 15 May 2025 | 2.EGPH-12 | 4 Sep 2025 | 2.EGTE-2-1 | 18 Apr 2024 |
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| 2.EGPN-2 | 25 Jan 2024 | 2.EGNX-18 | 15 May 2025 | 2.EGPH-2-1 | 7 Aug 2025 | 2.EGTE-8-3 | 2 Nov 2023 |
| 2.EGPN-3 | 20 Feb 2025 | 2.EGNX-2-1 | 12 Jun 2025 | 2.EGPH-2-2 | 4 Sep 2025 | 2.EGTE-8-4 | 2 Nov 2023 |
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| 2.EGPN-5 | 2 Nov 2023 | 2.EGNX-2-3 | 28 Dec 2023 | * 2.EGPH-4-1 | 2 Oct 2025 | 2.EGTE-8-6 | 2 Nov 2023 |
| * 2.EGPN-6 | 2 Oct 2025 | * 2.EGNX-4-1 | 2 Oct 2025 | 2.EGPH-5-1 | 7 Aug 2025 | 2.EGTE-8-7 | 2 Nov 2023 |
| * 2.EGPN-7 | 2 Oct 2025 | 2.EGNX-5-1 | 17 Apr 2025 | 2.EGPH-6-1 | 7 Aug 2025 | 2.EGTE-8-8 | 2 Nov 2023 |
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| 2.EGPN-9 | 17 Apr 2025 | 2.EGNX-6-2 | 17 Apr 2025 | 2.EGPH-6-3 | 16 May 2024 | 2.EGTE-8-10 | 2 Nov 2023 |
| 2.EGPN-2-1 | 14 Jul 2022 | 2.EGNX-6-3 | 20 Mar 2025 | 2.EGPH-7-1 | 13 Jun 2024 | 2.EGTE-8-11 | 2 Nov 2023 |
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| 2.EGTF-10 | 10 Jul 2025 | 2.EGCL-3 | 10 Jul 2025 | 2.EGPF-8-10 | 12 Jun 2025 | 2.EGJB-8-3 | 11 Jul 2024 |
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| * 2.EGLF-10 | 2 Oct 2025 | 2.EGPF-10 | 3 Oct 2024 | 2.EGBJ-2-1 | 7 Aug 2025 | 2.EGFE-4 | 15 Jun 2023 |
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| 2.EGLF-6-3 | 26 Dec 2024 | 2.EGPF-6-5 | 12 Jun 2025 | 2.EGJB-6 | 11 Jul 2024 | 2.EGNR-8-1 | 20 Feb 2025 |
| 2.EGLF-6-4 | 26 Dec 2024 | 2.EGPF-6-6 | 12 Jun 2025 | * 2.EGJB-7 | 2 Oct 2025 | 2.EGNR-8-2 | 20 Feb 2025 |
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| 2.EGLF-7-3 | 17 Apr 2025 | 2.EGPF-6-9 | 12 Jun 2025 | * 2.EGJB-10 | 2 Oct 2025 | 2.EGNR-8-5 | 20 Feb 2025 |
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| * 2.EGNJ-9 | 2 Oct 2025 | 2.EGPI-8-1 | 20 Feb 2025 | * 2.EGJJ-6-5 | 2 Oct 2025 | 2.EGPA-8-9 | 25 Jan 2024 |
| 2.EGNJ-10 | 16 May 2024 | 2.EGPI-8-2 | 20 Feb 2025 | 2.EGJJ-6-6 | 25 Mar 2021 | 2.EGPA-8-10 | 25 Jan 2024 |
| 2.EGNJ-11 | 3 Nov 2022 | 2.EGPI-8-3 | 20 Feb 2025 | * 2.EGJJ-7-1 | 2 Oct 2025 | 2.EGPA-8-11 | 25 Jan 2024 |
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| 2.EGNJ-8-2 | 16 May 2024 | 2.EGNS-4 | 28 Nov 2024 | 2.EGJJ-8-1 | 18 May 2023 | 2.EGPA-8-16 | 2 Dec 2021 |
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| 2.EGNJ-8-4 | 20 Feb 2025 | 2.EGNS-6 | 28 Nov 2024 | 2.EGJJ-8-3 | 22 Apr 2021 | 2.EGHC-2 | 11 Jul 2024 |
| 2.EGNJ-8-5 | 20 Feb 2025 | 2.EGNS-7 | 10 Jul 2025 | 2.EGJJ-8-4 | 27 Jan 2022 | 2.EGHC-3 | 31 Oct 2024 |
| 2.EGNJ-8-6 | 16 May 2024 | * 2.EGNS-8 | 2 Oct 2025 | 2.EGJJ-8-5 | 18 May 2023 | 2.EGHC-4 | 31 Oct 2024 |
| 2.EGNJ-8-7 | 16 May 2024 | * 2.EGNS-9 | 2 Oct 2025 | 2.EGJJ-8-6 | 15 May 2025 | 2.EGHC-5 | 10 Jul 2025 |
| 2.EGNJ-8-8 | 20 Feb 2025 | 2.EGNS-10 | 17 Apr 2025 | 2.EGJJ-8-7 | 18 May 2023 | 2.EGHC-6 | 31 Oct 2024 |
| 2.EGNJ-8-9 | 17 Jun 2021 | 2.EGNS-11 | 28 Nov 2024 | 2.EGJJ-8-8 | 15 May 2025 | 2.EGHC-7 | 10 Jul 2025 |
| 2.EGNJ-8-10 | 2 Dec 2021 | 2.EGNS-12 | 28 Nov 2024 | 2.EGJJ-8-9 | 27 Jan 2022 | 2.EGHC-8 | 10 Jul 2025 |
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| 2.EGPE-3 | 4 Sep 2025 | 2.EGNS-2-2 | 28 Nov 2024 | 2.EGJJ-8-12 | 8 Oct 2020 | 2.EGHC-2-1 | 11 Jul 2024 |
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| 2.EGPE-8 | 10 Jul 2025 | 2.EGNS-8-4 | 5 Sep 2024 | 2.EGBP-3 | 20 Feb 2025 | 2.EGHC-8-3 | 22 Feb 2024 |
| * 2.EGPE-9 | 2 Oct 2025 | 2.EGNS-8-5 | 5 Sep 2024 | 2.EGBP-4 | 4 Sep 2025 | 2.EGHC-8-4 | 22 Feb 2024 |
| * 2.EGPE-10 | 2 Oct 2025 | 2.EGNS-8-6 | 5 Sep 2024 | 2.EGBP-5 | 20 Feb 2025 | 2.EGHC-8-5 | 30 Dec 2021 |
| * 2.EGPE-11 | 2 Oct 2025 | 2.EGNS-8-7 | 5 Sep 2024 | 2.EGBP-6 | 20 Feb 2025 | 2.EGHC-8-6 | 30 Dec 2021 |
| 2.EGPE-2-1 | 4 Sep 2025 | 2.EGNS-8-8 | 5 Sep 2024 | 2.EGBP-7 | 10 Jul 2025 | 2.EGHC-8-7 | 30 Dec 2021 |
| 2.EGPE-2-2 | 23 Jan 2025 | 2.EGNS-8-9 | 5 Sep 2024 | 2.EGBP-8 | 20 Feb 2025 | 2.EGHC-8-8 | 30 Dec 2021 |
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| 2.EGPE-8-14 | 12 Jun 2025 | 2.EGJJ-14 | 8 Aug 2024 | 2.EGPA-9 | 18 Apr 2024 | 2.EGNM-1 | 7 Aug 2025 |
| 2.EGPE-8-15 | 12 Jun 2025 | 2.EGJJ-15 | 15 May 2025 | 2.EGPA-10 | 18 Apr 2024 | 2.EGNM-2 | 8 Sep 2022 |
| 2.EGPE-8-16 | 12 Jun 2025 | 2.EGJJ-16 | 20 Feb 2025 | 2.EGPA-2-1 | 4 Sep 2025 | 2.EGNM-3 | 19 May 2022 |
| 2.EGPI-1 | 18 Apr 2024 | 2.EGJJ-2-1 | 12 Jun 2025 | 2.EGPA-8-1 | 25 Jan 2024 | 2.EGNM-4 | 7 Aug 2025 |
| 2.EGPI-2 | 26 Dec 2024 | 2.EGJJ-2-2 | 12 Jun 2025 | 2.EGPA-8-2 | 25 Jan 2024 | 2.EGNM-5 | 7 Aug 2025 |
| 2.EGPI-3 | 10 Jul 2025 | 2.EGJJ-3-1 | 20 Feb 2025 | 2.EGPA-8-3 | 25 Jan 2024 | 2.EGNM-6 | 7 Aug 2025 |
| 2.EGPI-4 | 18 Apr 2024 | 2.EGJJ-5-1 | 26 Jan 2023 | 2.EGPA-8-4 | 25 Jan 2024 | 2.EGNM-7 | 7 Aug 2025 |
| * 2.EGPI-5 | 2 Oct 2025 | * 2.EGJJ-6-1 | 2 Oct 2025 | 2.EGPA-8-5 | 25 Jan 2024 | 2.EGNM-8 | 7 Aug 2025 |
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| * 2.EGNM-11 | 2 Oct 2025 | 2.EGGP-5 | 10 Jul 2025 | 2.EGLC-13 | 7 Aug 2025 | 2.EGKK-15 | 7 Aug 2025 |
| * 2.EGNM-12 | 2 Oct 2025 | 2.EGGP-6 | 10 Jul 2025 | 2.EGLC-14 | 7 Aug 2025 | 2.EGKK-16 | 7 Aug 2025 |
| 2.EGNM-13 | 4 Sep 2025 | 2.EGGP-7 | 10 Jul 2025 | 2.EGLC-15 | 7 Aug 2025 | 2.EGKK-17 | 7 Aug 2025 |
| * 2.EGNM-14 | 2 Oct 2025 | 2.EGGP-8 | 10 Jul 2025 | 2.EGLC-2-1 | 28 Nov 2024 | 2.EGKK-18 | 7 Aug 2025 |
| * 2.EGNM-15 | 2 Oct 2025 | 2.EGGP-9 | 10 Jul 2025 | 2.EGLC-2-2 | 20 Feb 2025 | 2.EGKK-19 | 7 Aug 2025 |
| 2.EGNM-16 | 7 Aug 2025 | 2.EGGP-10 | 10 Jul 2025 | 2.EGLC-4-1 | 17 Apr 2025 | 2.EGKK-20 | 7 Aug 2025 |
| 2.EGNM-17 | 4 Sep 2025 | * 2.EGGP-11 | 2 Oct 2025 | 2.EGLC-5-1 | 17 Apr 2025 | 2.EGKK-21 | 10 Jul 2025 |
| 2.EGNM-18 | 7 Aug 2025 | 2.EGGP-12 | 7 Aug 2025 | 2.EGLC-6-1 | 2 Nov 2023 | 2.EGKK-22 | 4 Sep 2025 |
| 2.EGNM-2-1 | 7 Aug 2025 | 2.EGGP-13 | 7 Aug 2025 | 2.EGLC-6-2 | 29 Dec 2022 | 2.EGKK-23 | 10 Jul 2025 |
| 2.EGNM-2-2 | 7 Aug 2025 | 2.EGGP-14 | 10 Jul 2025 | 2.EGLC-6-3 | 2 Nov 2023 | 2.EGKK-24 | 10 Jul 2025 |
| 2.EGNM-5-1 | 4 Sep 2025 | 2.EGGP-15 | 10 Jul 2025 | 2.EGLC-6-4 | 2 Nov 2023 | 2.EGKK-25 | 10 Jul 2025 |
| 2.EGNM-6-1 | 7 Aug 2025 | 2.EGGP-16 | 10 Jul 2025 | 2.EGLC-6-5 | 29 Dec 2022 | 2.EGKK-26 | 10 Jul 2025 |
| 2.EGNM-6-2 | 4 Sep 2025 | 2.EGGP-17 | 10 Jul 2025 | 2.EGLC-6-6 | 29 Dec 2022 | 2.EGKK-27 | 10 Jul 2025 |
| 2.EGNM-8-1 | 7 Aug 2025 | 2.EGGP-18 | 4 Sep 2025 | 2.EGLC-6-7 | 29 Dec 2022 | 2.EGKK-28 | 10 Jul 2025 |
| 2.EGNM-8-2 | 7 Aug 2025 | 2.EGGP-19 | 4 Sep 2025 | 2.EGLC-6-8 | 29 Dec 2022 | 2.EGKK-29 | 10 Jul 2025 |
| 2.EGNM-8-3 | 7 Aug 2025 | 2.EGGP-2-1 | 10 Jul 2025 | 2.EGLC-7-1 | 5 Sep 2024 | 2.EGKK-2-1 | 7 Aug 2025 |
| 2.EGNM-8-4 | 7 Aug 2025 | 2.EGGP-2-2 | 20 Mar 2025 | 2.EGLC-7-2 | 10 Jul 2025 | 2.EGKK-2-2 | 7 Aug 2025 |
| 2.EGNM-8-5 | 7 Aug 2025 | 2.EGGP-4-1 | 17 Apr 2025 | 2.EGLC-7-3 | 5 Sep 2024 | 2.EGKK-2-3 | 10 Jul 2025 |
| 2.EGNM-8-6 | 7 Aug 2025 | 2.EGGP-5-1 | 17 Apr 2025 | 2.EGLC-7-4 | 10 Jul 2025 | 2.EGKK-2-4 | 7 Aug 2025 |
| 2.EGNM-8-7 | 7 Aug 2025 | 2.EGGP-6-1 | 20 Feb 2025 | 2.EGLC-7-5 | 10 Jul 2025 | 2.EGKK-2-5 | 7 Aug 2025 |
| 2.EGNM-8-8 | 7 Aug 2025 | 2.EGGP-6-2 | 20 Feb 2025 | 2.EGLC-7-6 | 5 Sep 2024 | 2.EGKK-2-6 | 7 Aug 2025 |
| 2.EGNM-8-9 | 7 Aug 2025 | 2.EGGP-6-3 | 20 Feb 2025 | 2.EGLC-7-7 | 17 Apr 2025 | 2.EGKK-4-1 | 28 Nov 2024 |
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| 2.EGCM-2 | 30 Nov 2023 | 2.EGGP-6-5 | 20 Feb 2025 | 2.EGLC-7-9 | 5 Sep 2024 | 2.EGKK-5-1 | 17 Apr 2025 |
| 2.EGCM-3 | 10 Aug 2023 | 2.EGGP-7-1 | 20 Mar 2025 | 2.EGLC-7-10 | 5 Sep 2024 | 2.EGKK-6-1 | 7 Aug 2025 |
| 2.EGCM-4 | 10 Jul 2025 | 2.EGGP-7-2 | 4 Sep 2025 | 2.EGLC-7-11 | 5 Sep 2024 | * 2.EGKK-6-2 | 2 Oct 2025 |
| 2.EGCM-5 | 10 Aug 2023 | 2.EGGP-7-3 | 20 Feb 2025 | 2.EGLC-7-12 | 5 Sep 2024 | 2.EGKK-6-3 | 17 Apr 2025 |
| 2.EGCM-6 | 10 Jul 2025 | 2.EGGP-7-4 | 23 Mar 2023 | 2.EGLC-7-13 | 5 Sep 2024 | * 2.EGKK-6-4 | 2 Oct 2025 |
| 2.EGCM-7 | 31 Oct 2024 | 2.EGGP-7-5 | 4 Sep 2025 | 2.EGLC-7-14 | 5 Sep 2024 | 2.EGKK-6-5 | 17 Apr 2025 |
| 2.EGCM-8 | 31 Oct 2024 | 2.EGGP-7-6 | 23 Mar 2023 | 2.EGLC-7-15 | 5 Sep 2024 | 2.EGKK-6-6 | 12 Jun 2025 |
| 2.EGCM-2-1 | 7 Sep 2023 | 2.EGGP-7-7 | 23 Mar 2023 | 2.EGLC-7-16 | 5 Sep 2024 | 2.EGKK-6-7 | 17 Apr 2025 |
| 2.EGCM-8-1 | 28 Dec 2023 | 2.EGGP-8-1 | 20 Feb 2025 | 2.EGLC-7-17 | 28 Dec 2023 | 2.EGKK-6-8 | 12 Jun 2025 |
| 2.EGCM-8-2 | 28 Dec 2023 | 2.EGGP-8-2 | 20 Feb 2025 | 2.EGLC-7-18 | 28 Dec 2023 | 2.EGKK-6-9 | 17 Apr 2025 |
| 2.EGCM-8-3 | 10 Aug 2023 | 2.EGGP-8-3 | 20 Feb 2025 | 2.EGLC-7-19 | 28 Dec 2023 | 2.EGKK-6-10 | 17 Apr 2025 |
| 2.EGCM-8-4 | 10 Aug 2023 | 2.EGGP-8-4 | 20 Feb 2025 | 2.EGLC-8-1 | 3 Oct 2024 | 2.EGKK-6-11 | 17 Apr 2025 |
| 2.EGBG-1 | 14 Jul 2022 | 2.EGGP-8-5 | 20 Feb 2025 | 2.EGLC-8-2 | 3 Oct 2024 | * 2.EGKK-6-12 | 2 Oct 2025 |
| 2.EGBG-2 | 10 Jul 2025 | 2.EGGP-8-6 | 20 Feb 2025 | 2.EGLC-8-3 | 13 Jul 2023 | 2.EGKK-6-13 | 17 Apr 2025 |
| 2.EGBG-3 | 14 Jul 2022 | 2.EGGP-8-7 | 20 Feb 2025 | 2.EGLC-8-4 | 3 Oct 2024 | * 2.EGKK-6-14 | 2 Oct 2025 |
| 2.EGBG-4 | 10 Jul 2025 | 2.EGGP-8-8 | 20 Feb 2025 | 2.EGLC-8-5 | 3 Oct 2024 | 2.EGKK-6-15 | 17 Apr 2025 |
| * 2.EGBG-5 | 2 Oct 2025 | 2.EGGP-8-9 | 20 Feb 2025 | 2.EGLC-8-6 | 13 Jul 2023 | 2.EGKK-6-16 | 7 Aug 2025 |
| 2.EGBG-6 | 10 Jul 2025 | 2.EGGP-8-10 | 17 Jun 2021 | 2.EGKK-1 | 13 Jun 2024 | 2.EGKK-6-17 | 17 Apr 2025 |
| 2.EGBG-2-1 | 25 Apr 2019 | 2.EGGP-8-11 | 17 Jun 2021 | 2.EGKK-2 | 8 Aug 2024 | 2.EGKK-6-18 | 17 Apr 2025 |
| * 2.EGET-1 | 2 Oct 2025 | 2.EGLC-1 | 3 Oct 2024 | 2.EGKK-3 | 10 Jul 2025 | 2.EGKK-6-19 | 17 Apr 2025 |
| * 2.EGET-2 | 2 Oct 2025 | 2.EGLC-2 | 28 Nov 2024 | 2.EGKK-4 | 7 Aug 2025 | 2.EGKK-6-20 | 17 Apr 2025 |
| * 2.EGET-3 | 2 Oct 2025 | 2.EGLC-3 | 20 Mar 2025 | 2.EGKK-5 | 7 Aug 2025 | 2.EGKK-6-21 | 17 Apr 2025 |
| * 2.EGET-4 | 2 Oct 2025 | 2.EGLC-4 | 7 Aug 2025 | 2.EGKK-6 | 7 Aug 2025 | 2.EGKK-6-22 | 17 Apr 2025 |
| * 2.EGET-5 | 2 Oct 2025 | 2.EGLC-5 | 10 Jul 2025 | 2.EGKK-7 | 7 Aug 2025 | 2.EGKK-7-1 | 10 Jul 2025 |
| * 2.EGET-6 | 2 Oct 2025 | 2.EGLC-6 | 10 Jul 2025 | 2.EGKK-8 | 7 Aug 2025 | 2.EGKK-7-2 | 25 Jan 2024 |
| 2.EGET-7 | 3 Oct 2024 | 2.EGLC-7 | 20 Feb 2025 | 2.EGKK-9 | 10 Jul 2025 | 2.EGKK-7-3 | 25 Jan 2024 |
| * 2.EGET-2-1 | 2 Oct 2025 | 2.EGLC-8 | 10 Jul 2025 | 2.EGKK-10 | 10 Jul 2025 | 2.EGKK-7-4 | 25 Jan 2024 |
| 2.EGGP-1 | 10 Jul 2025 | * 2.EGLC-9 | 2 Oct 2025 | * 2.EGKK-11 | 2 Oct 2025 | 2.EGKK-7-5 | 25 Jan 2024 |
| 2.EGGP-2 | 10 Jul 2025 | 2.EGLC-10 | 7 Aug 2025 | * 2.EGKK-12 | 2 Oct 2025 | 2.EGKK-7-6 | 25 Jan 2024 |
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| 2.EGKK-7-10 | 25 Jan 2024 | 2.EGLL-37 | 4 Sep 2025 | 2.EGLL-7-23 | 12 Jun 2025 | 2.EGGW-7-2 | 4 Sep 2025 |
| 2.EGKK-7-11 | 25 Jan 2024 | 2.EGLL-38 | 4 Sep 2025 | 2.EGLL-7-24 | 12 Jun 2025 | 2.EGGW-7-3 | 4 Sep 2025 |
| 2.EGKK-7-12 | 25 Jan 2024 | 2.EGLL-39 | 4 Sep 2025 | 2.EGLL-7-25 | 7 Aug 2025 | 2.EGGW-7-4 | 4 Sep 2025 |
| 2.EGKK-7-13 | 25 Jan 2024 | 2.EGLL-40 | 4 Sep 2025 | 2.EGLL-7-26 | 12 Jun 2025 | 2.EGGW-7-5 | 4 Sep 2025 |
| 2.EGKK-7-14 | 25 Jan 2024 | 2.EGLL-41 | 4 Sep 2025 | 2.EGLL-8-1 | 12 Jun 2025 | 2.EGGW-7-6 | 4 Sep 2025 |
| 2.EGKK-7-15 | 25 Jan 2024 | 2.EGLL-42 | 4 Sep 2025 | 2.EGLL-8-2 | 12 Jun 2025 | 2.EGGW-7-7 | 23 Mar 2023 |
| 2.EGKK-7-16 | 25 Jan 2024 | 2.EGLL-43 | 4 Sep 2025 | 2.EGLL-8-3 | 12 Jun 2025 | 2.EGGW-7-8 | 20 Feb 2025 |
| 2.EGKK-7-17 | 7 Aug 2025 | 2.EGLL-44 | 4 Sep 2025 | 2.EGLL-8-4 | 12 Jun 2025 | 2.EGGW-7-9 | 24 Feb 2022 |
| 2.EGKK-7-18 | 7 Aug 2025 | 2.EGLL-45 | 4 Sep 2025 | 2.EGLL-8-5 | 12 Jun 2025 | 2.EGGW-7-10 | 24 Feb 2022 |
| 2.EGKK-8-1 | 15 May 2025 | 2.EGLL-2-1 | 12 Jun 2025 | 2.EGLL-8-6 | 12 Jun 2025 | 2.EGGW-7-11 | 24 Feb 2022 |
| 2.EGKK-8-2 | 15 May 2025 | 2.EGLL-2-2 | 13 Jun 2024 | 2.EGLL-8-7 | 12 Jun 2025 | 2.EGGW-7-12 | 24 Feb 2022 |
| 2.EGKK-8-3 | 7 Aug 2025 | 2.EGLL-2-3 | 4 Sep 2025 | 2.EGLL-8-8 | 12 Jun 2025 | 2.EGGW-7-13 | 24 Feb 2022 |
| 2.EGKK-8-4 | 7 Aug 2025 | 2.EGLL-2-4 | 12 Jun 2025 | 2.EGLL-8-9 | 12 Jun 2025 | 2.EGGW-7-14 | 4 Sep 2025 |
| 2.EGKK-8-5 | 15 May 2025 | 2.EGLL-2-5 | 12 Jun 2025 | 2.EGLL-8-10 | 12 Jun 2025 | 2.EGGW-7-15 | 4 Sep 2025 |
| 2.EGKK-8-6 | 15 May 2025 | 2.EGLL-2-6 | 12 Jun 2025 | 2.EGLL-8-11 | 12 Jun 2025 | 2.EGGW-7-16 | 24 Feb 2022 |
| 2.EGKK-8-7 | 7 Aug 2025 | 2.EGLL-2-7 | 12 Jun 2025 | 2.EGLL-8-12 | 12 Jun 2025 | 2.EGGW-7-17 | 4 Sep 2025 |
| 2.EGKK-8-8 | 7 Aug 2025 | 2.EGLL-2-8 | 13 Jun 2024 | 2.EGLL-8-13 | 2 Dec 2021 | 2.EGGW-7-18 | 4 Sep 2025 |
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| 2.EGLL-1 | 31 Oct 2024 | 2.EGLL-2-10 | 13 Jun 2024 | 2.EGGW-2 | 5 Sep 2024 | 2.EGGW-8-2 | 4 Sep 2025 |
| 2.EGLL-2 | 28 Nov 2024 | 2.EGLL-2-11 | 24 May 2018 | 2.EGGW-3 | 25 Jan 2024 | 2.EGGW-8-3 | 4 Sep 2025 |
| 2.EGLL-3 | 28 Nov 2024 | 2.EGLL-2-12 | 13 Sep 2018 | 2.EGGW-4 | 17 Apr 2025 | 2.EGGW-8-4 | 4 Sep 2025 |
| 2.EGLL-4 | 28 Nov 2024 | 2.EGLL-3-1 | 17 Apr 2025 | 2.EGGW-5 | 10 Jul 2025 | 2.EGGW-8-5 | 4 Sep 2025 |
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| * 2.EGLL-10 | 2 Oct 2025 | 2.EGLL-6-2 | 4 Sep 2025 | * 2.EGGW-11 | 2 Oct 2025 | 2.EGSS-4 | 3 Oct 2024 |
| 2.EGLL-11 | 4 Sep 2025 | 2.EGLL-6-3 | 4 Sep 2025 | * 2.EGGW-12 | 2 Oct 2025 | 2.EGSS-5 | 10 Jul 2025 |
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| 2.EGLL-13 | 4 Sep 2025 | 2.EGLL-6-5 | 4 Sep 2025 | * 2.EGGW-14 | 2 Oct 2025 | 2.EGSS-7 | 3 Oct 2024 |
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| * 2.EGLL-15 | 2 Oct 2025 | 2.EGLL-7-1 | 12 Jun 2025 | * 2.EGGW-16 | 2 Oct 2025 | 2.EGSS-9 | 10 Jul 2025 |
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| * 2.EGLL-17 | 2 Oct 2025 | 2.EGLL-7-3 | 12 Jun 2025 | * 2.EGGW-18 | 2 Oct 2025 | * 2.EGSS-11 | 2 Oct 2025 |
| 2.EGLL-18 | 7 Aug 2025 | 2.EGLL-7-4 | 10 Jul 2025 | * 2.EGGW-19 | 2 Oct 2025 | 2.EGSS-12 | 10 Jul 2025 |
| 2.EGLL-19 | 7 Aug 2025 | 2.EGLL-7-5 | 10 Jul 2025 | 2.EGGW-2-1 | 8 Aug 2024 | 2.EGSS-13 | 10 Jul 2025 |
| * 2.EGLL-20 | 2 Oct 2025 | 2.EGLL-7-6 | 10 Jul 2025 | * 2.EGGW-2-2 | 2 Oct 2025 | 2.EGSS-14 | 15 May 2025 |
| * 2.EGLL-21 | 2 Oct 2025 | 2.EGLL-7-7 | 10 Jul 2025 | 2.EGGW-2-3 | 3 Oct 2024 | 2.EGSS-15 | 15 May 2025 |
| * 2.EGLL-22 | 2 Oct 2025 | 2.EGLL-7-8 | 12 Jun 2025 | 2.EGGW-3-1 | 7 Aug 2025 | 2.EGSS-16 | 15 May 2025 |
| * 2.EGLL-23 | 2 Oct 2025 | 2.EGLL-7-9 | 12 Jun 2025 | 2.EGGW-4-1 | 10 Jul 2025 | 2.EGSS-17 | 7 Aug 2025 |
| * 2.EGLL-24 | 2 Oct 2025 | 2.EGLL-7-10 | 10 Jul 2025 | 2.EGGW-5-1 | 4 Sep 2025 | 2.EGSS-18 | 7 Aug 2025 |
| * 2.EGLL-25 | 2 Oct 2025 | 2.EGLL-7-11 | 4 Sep 2025 | 2.EGGW-6-1 | 4 Sep 2025 | 2.EGSS-19 | 12 Jun 2025 |
| * 2.EGLL-26 | 2 Oct 2025 | 2.EGLL-7-12 | 4 Sep 2025 | 2.EGGW-6-2 | 4 Sep 2025 | 2.EGSS-20 | 12 Jun 2025 |
| * 2.EGLL-27 | 2 Oct 2025 | 2.EGLL-7-13 | 23 Jan 2025 | 2.EGGW-6-3 | 4 Sep 2025 | 2.EGSS-21 | 12 Jun 2025 |
| 2.EGLL-28 | 10 Jul 2025 | 2.EGLL-7-14 | 12 Jun 2025 | 2.EGGW-6-4 | 4 Sep 2025 | 2.EGSS-22 | 12 Jun 2025 |
| 2.EGLL-29 | 7 Aug 2025 | 2.EGLL-7-15 | 12 Jun 2025 | 2.EGGW-6-5 | 4 Sep 2025 | 2.EGSS-23 | 12 Jun 2025 |
| 2.EGLL-30 | 4 Sep 2025 | 2.EGLL-7-16 | 12 Jun 2025 | 2.EGGW-6-6 | 4 Sep 2025 | 2.EGSS-24 | 12 Jun 2025 |
| 2.EGLL-31 | 4 Sep 2025 | 2.EGLL-7-17 | 28 Nov 2024 | 2.EGGW-6-7 | 4 Sep 2025 | 2.EGSS-25 | 12 Jun 2025 |
| 2.EGLL-32 | 4 Sep 2025 | 2.EGLL-7-18 | 28 Nov 2024 | 2.EGGW-6-8 | 4 Sep 2025 | 2.EGSS-2-1 | 3 Oct 2024 |
| 2.EGLL-33 | 4 Sep 2025 | 2.EGLL-7-19 | 4 Sep 2025 | 2.EGGW-6-9 | 4 Sep 2025 | 2.EGSS-2-2 | 8 Aug 2024 |
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| 2.EGSS-4-1 | 20 Feb 2025 | 2.EGAE-8-2 | 22 Feb 2024 | * 2.EGCC-2-1 | 2 Oct 2025 | 2.EGNF-2-1 | 10 Jul 2025 |
| 2.EGSS-4-3 | 25 Jan 2024 | 2.EGAE-8-3 | 22 Feb 2024 | 2.EGCC-2-2 | 15 May 2025 | 2.EGNT-1 | 28 Nov 2024 |
| 2.EGSS-5-1 | 20 Feb 2025 | 2.EGAE-8-4 | 22 Feb 2024 | * 2.EGCC-2-3 | 2 Oct 2025 | 2.EGNT-2 | 10 Aug 2023 |
| 2.EGSS-6-1 | 25 Jan 2024 | 2.EGAE-8-5 | 22 Feb 2024 | 2.EGCC-2-4 | 15 May 2025 | 2.EGNT-3 | 10 Aug 2023 |
| 2.EGSS-6-2 | 25 Jan 2024 | 2.EGAE-8-6 | 22 Feb 2024 | 2.EGCC-3-1 | 20 Feb 2025 | 2.EGNT-4 | 28 Nov 2024 |
| 2.EGSS-6-3 | 18 Apr 2024 | 2.EGAE-8-7 | 22 Feb 2024 | * 2.EGCC-3-2 | 2 Oct 2025 | 2.EGNT-5 | 10 Jul 2025 |
| 2.EGSS-6-4 | 25 Jan 2024 | 2.EGAE-8-8 | 22 Feb 2024 | 2.EGCC-4-1 | 17 Apr 2025 | 2.EGNT-6 | 28 Nov 2024 |
| 2.EGSS-6-5 | 7 Aug 2025 | 2.EGAE-8-9 | 22 Feb 2024 | 2.EGCC-5-1 | 17 Apr 2025 | 2.EGNT-7 | 16 May 2024 |
| 2.EGSS-6-6 | 25 Jan 2024 | 2.EGAE-8-10 | 22 Feb 2024 | 2.EGCC-6-1 | 20 Feb 2025 | 2.EGNT-8 | 10 Jul 2025 |
| 2.EGSS-6-7 | 25 Jan 2024 | 2.EGAE-8-11 | 22 Feb 2024 | 2.EGCC-6-2 | 20 Feb 2025 | * 2.EGNT-9 | 2 Oct 2025 |
| 2.EGSS-6-8 | 24 Feb 2022 | 2.EGMD-1 | 26 Dec 2024 | 2.EGCC-6-3 | 20 Feb 2025 | 2.EGNT-10 | 10 Jul 2025 |
| 2.EGSS-6-9 | 24 Feb 2022 | 2.EGMD-2 | 31 Oct 2024 | 2.EGCC-6-4 | 20 Feb 2025 | 2.EGNT-11 | 7 Aug 2025 |
| * 2.EGSS-7-1 | 2 Oct 2025 | 2.EGMD-3 | 31 Oct 2024 | 2.EGCC-6-5 | 20 Feb 2025 | 2.EGNT-12 | 7 Aug 2025 |
| * 2.EGSS-7-2 | 2 Oct 2025 | 2.EGMD-4 | 10 Jul 2025 | 2.EGCC-6-6 | 12 Jun 2025 | 2.EGNT-13 | 7 Aug 2025 |
| * 2.EGSS-7-3 | 2 Oct 2025 | 2.EGMD-5 | 31 Oct 2024 | 2.EGCC-7-1 | 20 Feb 2025 | 2.EGNT-14 | 11 Jul 2024 |
| * 2.EGSS-7-4 | 2 Oct 2025 | * 2.EGMD-6 | 2 Oct 2025 | 2.EGCC-7-2 | 20 Mar 2025 | 2.EGNT-15 | 31 Oct 2024 |
| * 2.EGSS-7-5 | 2 Oct 2025 | 2.EGMD-7 | 10 Jul 2025 | 2.EGCC-7-3 | 20 Feb 2025 | 2.EGNT-16 | 31 Oct 2024 |
| * 2.EGSS-7-6 | 2 Oct 2025 | 2.EGMD-8 | 10 Jul 2025 | 2.EGCC-7-4 | 20 Feb 2025 | 2.EGNT-2-1 | 10 Jul 2025 |
| * 2.EGSS-7-7 | 2 Oct 2025 | 2.EGMD-9 | 10 Jul 2025 | 2.EGCC-7-5 | 23 Mar 2023 | 2.EGNT-2-2 | 10 Jul 2025 |
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| * 2.EGSS-7-10 | 2 Oct 2025 | 2.EGMD-2-2 | 31 Oct 2024 | 2.EGCC-7-8 | 23 Mar 2023 | 2.EGNT-6-1 | 31 Oct 2024 |
| * 2.EGSS-7-11 | 2 Oct 2025 | 2.EGMD-8-1 | 10 Jul 2025 | 2.EGCC-8-1 | 7 Aug 2025 | 2.EGNT-6-2 | 31 Oct 2024 |
| * 2.EGSS-7-12 | 2 Oct 2025 | 2.EGMD-8-2 | 10 Jul 2025 | 2.EGCC-8-2 | 7 Aug 2025 | 2.EGNT-6-3 | 31 Oct 2024 |
| * 2.EGSS-7-13 | 2 Oct 2025 | 2.EGMD-8-3 | 10 Jul 2025 | 2.EGCC-8-3 | 7 Aug 2025 | 2.EGNT-6-4 | 31 Oct 2024 |
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| * 2.EGSS-7-15 | 2 Oct 2025 | 2.EGMD-8-5 | 10 Jul 2025 | 2.EGCC-8-5 | 7 Aug 2025 | 2.EGNT-7-2 | 22 Feb 2024 |
| * 2.EGSS-7-16 | 2 Oct 2025 | 2.EGMD-8-6 | 10 Jul 2025 | 2.EGCC-8-6 | 7 Aug 2025 | 2.EGNT-7-3 | 22 Feb 2024 |
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| 2.EGSS-8-3 | 20 Feb 2025 | * 2.EGCC-3 | 2 Oct 2025 | 2.EGCC-8-11 | 20 Feb 2025 | 2.EGNT-8-3 | 11 Jul 2024 |
| 2.EGSS-8-4 | 20 Feb 2025 | 2.EGCC-4 | 15 May 2025 | 2.EGCC-8-12 | 20 Feb 2025 | 2.EGNT-8-4 | 11 Jul 2024 |
| 2.EGSS-8-5 | 20 Feb 2025 | * 2.EGCC-5 | 2 Oct 2025 | 2.EGCC-8-13 | 7 Aug 2025 | 2.EGNT-8-5 | 11 Jul 2024 |
| 2.EGSS-8-6 | 20 Feb 2025 | * 2.EGCC-6 | 2 Oct 2025 | 2.EGCC-8-14 | 7 Aug 2025 | 2.EGNT-8-6 | 11 Jul 2024 |
| 2.EGSS-8-7 | 20 Feb 2025 | * 2.EGCC-7 | 2 Oct 2025 | 2.EGCC-8-15 | 5 Nov 2020 | 2.EGNT-8-7 | 11 Jul 2024 |
| 2.EGSS-8-8 | 20 Feb 2025 | * 2.EGCC-8 | 2 Oct 2025 | 2.EGCB-1 | 10 Jul 2025 | 2.EGNT-8-8 | 31 Oct 2024 |
| 2.EGSS-8-9 | 22 Feb 2024 | * 2.EGCC-9 | 2 Oct 2025 | 2.EGCB-2 | 18 Apr 2024 | 2.EGNT-8-9 | 11 Jul 2024 |
| 2.EGSS-8-10 | 22 Feb 2024 | * 2.EGCC-10 | 2 Oct 2025 | 2.EGCB-3 | 18 Apr 2024 | 2.EGNT-8-10 | 11 Jul 2024 |
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| 2.EGAE-4 | 10 Jul 2025 | * 2.EGCC-14 | 2 Oct 2025 | 2.EGCB-7 | 4 Sep 2025 | 2.EGHQ-4 | 28 Nov 2024 |
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| 2.EGBN-2 | 17 Apr 2025 | * 2.EGEP-2-1 | 2 Oct 2025 | 2.EGPK-8-15 | 16 May 2024 | 2.EGHE-3-1 | 17 Apr 2025 |
| 2.EGBN-3 | 10 Jul 2025 | * 2.EGPT-1 | 2 Oct 2025 | 2.EGPK-8-16 | 14 Jul 2022 | 2.EGHE-8-1 | 30 Dec 2021 |
| 2.EGBN-4 | 17 Apr 2025 | 2.EGPT-2 | 30 Nov 2023 | 2.EGPK-8-17 | 12 Jun 2025 | 2.EGHE-8-2 | 30 Dec 2021 |
| 2.EGBN-5 | 10 Jul 2025 | 2.EGPT-3 | 10 Jul 2025 | 2.EGPK-8-18 | 14 Jul 2022 | 2.EGCJ-1 | 10 Aug 2023 |
| 2.EGBN-6 | 18 Apr 2024 | 2.EGPT-4 | 10 Jul 2025 | 2.EGKR-1 | 17 Apr 2025 | 2.EGCJ-2 | 7 Sep 2023 |
| * 2.EGBN-2-1 | 2 Oct 2025 | 2.EGPT-5 | 10 Jul 2025 | 2.EGKR-2 | 1 Dec 2022 | 2.EGCJ-3 | 10 Jul 2025 |
| * 2.EGEO-1 | 2 Oct 2025 | 2.EGPT-6 | 10 Jul 2025 | 2.EGKR-3 | 10 Jul 2025 | 2.EGCJ-4 | 7 Sep 2023 |
| 2.EGEO-2 | 15 Jun 2023 | * 2.EGPT-2-1 | 2 Oct 2025 | 2.EGKR-4 | 10 Jul 2025 | * 2.EGCJ-5 | 2 Oct 2025 |
| 2.EGEO-3 | 3 Oct 2024 | 2.EGPK-1 | 4 Sep 2025 | 2.EGKR-5 | 1 Dec 2022 | 2.EGCJ-6 | 7 Sep 2023 |
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| 2.EGCJ-8-3 | 15 Jun 2023 | 2.EGHI-7-5 | 8 Aug 2024 | 2.EGSY-7 | 11 Jul 2024 | 2.EGPB-7 | 10 Jul 2025 |
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| 2.EGHI-5-1 | 17 Apr 2025 | 2.EGSY-2 | 29 Dec 2022 | 2.EGPB-2 | 20 Feb 2025 | 2.EGNV-2-1 | 7 Aug 2025 |
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| 2.EGNL-9 | 31 Oct 2024 | 2.EGLM-2 | 4 Sep 2025 | 2.EGHG-3 | 15 May 2025 | | |
| 2.EGNL-2-1 | 31 Oct 2024 | 2.EGLM-3 | 10 Jul 2025 | 2.EGHG-4 | 10 Jul 2025 | | |
| 2.EGNL-8-1 | 23 Jan 2025 | 2.EGLM-4 | 20 Mar 2025 | 2.EGHG-5 | 11 Jul 2024 | | |
| 2.EGNL-8-2 | 13 Jun 2024 | 2.EGLM-5 | 10 Jul 2025 | * 2.EGHG-6 | 2 Oct 2025 | | |
| 2.EGNL-8-3 | 2 Nov 2023 | 2.EGLM-6 | 20 Mar 2025 | 2.EGHG-7 | 10 Jul 2025 | | |
| 2.EGNL-8-4 | 23 Jan 2025 | 2.EGLM-2-1 | 20 Mar 2025 | 2.EGHG-8 | 10 Jul 2025 | | |
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| 2.EGNL-8-6 | 2 Nov 2023 | 2.EGPC-1 | 28 Nov 2024 | 2.EGHG-8-1 | 4 Sep 2025 | | |
| 2.EGNL-8-7 | 21 Mar 2024 | 2.EGPC-2 | 21 Mar 2024 | 2.EGHG-8-2 | 4 Sep 2025 | | |
| 2.EGNL-8-8 | 8 Sep 2022 | 2.EGPC-3 | 28 Nov 2024 | 2.EGHG-8-3 | 4 Sep 2025 | | |
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| 2.EGNO-3 | 3 Oct 2024 | 2.EGPC-6 | 10 Jul 2025 | 2.EGHG-8-6 | 4 Sep 2025 | | |
| 2.EGNO-4 | 3 Oct 2024 | * 2.EGPC-7 | 2 Oct 2025 | 2.EGHG-8-7 | 25 Feb 2021 | | |
| 2.EGNO-5 | 3 Oct 2024 | 2.EGPC-8 | 28 Nov 2024 | 2.EGHG-8-8 | 2 Dec 2021 | | |
| 2.EGNO-6 | 10 Jul 2025 | 2.EGPC-9 | 28 Nov 2024 | * 3.EGBC-1 | 2 Oct 2025 | | |
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# GEN 1 NATIONAL REGULATIONS AND REQUIREMENTS

## GEN 1.1 DESIGNATED AUTHORITIES

**1** The addresses of the designated authorities concerned with facilitation of international air navigation are:

a) **Civil Aviation**

**Department for Transport**

Post: Great Minster House, 76 Marsham Street, London. SW1P 4DR
Phone: 020-7944 8300 (Main Switchboard) (Office Hours: 0830-1730)
020-7944 5999 (Out of Office Hours)
Fax: 020-7944 9643
AFS: EGGCYAYX

**Civil Aviation Authority**

Post: Headquarters, Aviation House, Gatwick Airport South, West Sussex. RH6 0YR
Phone: 0330-022-1500
AFS: EGGAYAYX

**Civil Aviation Authority**

Post: Legal Department, 5th Floor, 11 Westferry Circus, London, E14 4HD

**Civil Aviation Authority**

Post: Safety Regulation Group, Aviation House, Gatwick Airport South, West Sussex. RH6 0YR
Phone: 01293-567171
Fax: 01293-573999
AFS: EGGRYAYX

**Civil Aviation Authority (Scottish Office)**

Post: 7 Melville Terrace, Stirling. FK8 2ND
Phone: 01786-431410
Fax: 01786-448030

b) **Meteorology**

The Civil Aviation Authority is the Meteorological Authority for the United Kingdom. Meteorological forecasting and climatological services for civil aviation are provided by the Meteorological Office as the agent for the Civil Aviation Authority.

See GEN Section 3.5

c) **Customs and Excise**

Post: HM Revenue and Customs, CITEX Written Enquiries team, Crownhill Court, Tailyour Road, Plymouth, PL6 5BZ
Phone: 0845-010 9000
Email: www.hmrc.gov.uk - see under ‘contact us’

d) **Immigration**

Post: Home Office
UK Border Agency, Lunar House, 40 Wellesley Road, Croydon. CR9 2BY
Phone: 0870-606 7766 (Central Telephone Enquiry Bureau).
Calls are held and answered in sequence, if not answered immediately please hold.

e) **Health**

Post: Department of Health, International Division
Area 326, 3rd Floor, 135-155 Wellington House, London. SE1 8UG
Phone: 020-7972 2000
Fax: 020-7210 4884/0
Email: dhmail@dh.gsi.gov.uk

f) **En Route and Aerodrome/Heliport Charges**

See GEN 4.

g) **Agricultural Quarantine**

Post: Department for Environment, Food and Rural Affairs
Nobel House, 17 Smith Square, London. SW1P 3JR
Phone: 020-7238 6000
Email: helpline@defra.gsi.gov.uk

## GEN 1.1 DESIGNATED AUTHORITIES (continued)

Post: Department of Agriculture and Rural Development for Northern Ireland
Dundonald House, Upper Newtownards Road, Belfast. BT4 3SB
Phone: 028-9052 4999
Fax: 028-9052 5546
Email: dardhelpline@dardni.gov.uk

h) **Aircraft Accident Investigation**

Post: Department of Transport
Air Accidents Investigation Branch, Berkshire Copse Road, Aldershot, Hants. GU11 2HH

Phone: 01252-510300
01252-512299 (Accident Reports (H24))
Fax: 01252-376999
AFS: EGGCYLYX
Email: enquiries@aaib.gov.uk

# GEN 1.2 ENTRY, TRANSIT AND DEPARTURE OF AIRCRAFT

## 1 National Regulations

### 1.1 General

1.1.1 **Crossing UK Boundaries**

1.1.1.1 Aircraft flying from or to places abroad may cross the coastline or the land frontier at any point, subject, however, to the requirements of regulations in force including those contained in the UK AIP ENR 1.1.3, paragraph 7.

### 1.2 Restrictions on Use

1.2.1 All operators are reminded of the need to comply with local flying restrictions, and noise characteristics and noise abatement procedures in respect of jet aircraft at United Kingdom airports, details of which are shown on the relevant pages of the AD Section. Care must be taken to ensure that advance arrangements have been made for the ground handling of the aircraft and that, unless special arrangements have been made with the airport authorities concerned, arrivals are scheduled during the airports normal hours of watch.

### 1.3 Aerodrome Operating Minima

1.3.1 The UK Air Navigation Order states that public transport aircraft registered in a country other than the United Kingdom, aerial work aircraft and private aircraft, when making a descent to an aerodrome must not descend from a height of 1000 FT or more above the aerodrome to a height of less than 1000 FT above the aerodrome if the relevant runway visual range at the aerodrome is at the time less than the specified minimum for landing.

In addition the aircraft referred to above when making a descent to an aerodrome must not:

a) Continue an approach to landing at any aerodrome by flying below the relevant specified decision height; or
b) descend below the relevant specified minimum descent height:

Unless, in either case, the specified visual reference for landing is established and maintained from such height.

### 1.4 Jet Aircraft

1.4.1 The Department for Transport's Aviation Environmental Division publishes a Notice giving effect to the night restrictions for jet aircraft to and from London Gatwick, London Heathrow and London Stansted. The Notice is published twice yearly as a supplement to the AIP in accordance with Civil Aviation (Notices) Regulations 1978 (SI 1978/1303). The night restrictions are set on a seasonal basis as the clocks change. They comprise a maximum number of movements which can be made each season with a quota which is related to an aircraft's noise classification on take-off or landing.

### 1.5 Arrival and Departure of Civil Aircraft on Flights between Great Britain, Republic of Ireland, Northern Ireland, Isle of Man or the Channel Islands

1.5.1 The Terrorism Act 2000 came into operation on 19 February 2001, replacing the Prevention of Terrorism Act 1989.

1.5.2 The owners or agents of aircraft employed to carry passengers for reward, coming to Great Britain from the Republic of Ireland, Northern Ireland or any of the Islands or going from Great Britain to any other of those places shall not, without the approval of an examining officer, arrange for the aircraft to call at an airport other than a designated airport for the purpose of disembarking or embarking passengers.

1.5.3 The captain of an aircraft not employed to carry passengers for reward and coming to Great Britain from the Republic of Ireland, Northern Ireland or any of the Islands or going from Great Britain to any other of those places shall not, without the approval of an examining officer, permit the aircraft to call or leave an airport in Great Britain other than a designated airport.

1.5.4 The purpose of these requirements is to enable the police to exercise their powers under the Act to carry out security checks and pilots must comply with the requirements of the examining officer in respect of any examination of the captain, crew or passengers where carried. Arrangements in respect of scheduled flights are well established.

1.5.5 If a pilot or an aircraft operator wishes to make a flight to or from a non-designated airport without an intermediate landing at a designated airport, he must seek prior permission from the Chief Officer of Police in whose area the non-designated airport is located. In practice this is usually via the force Special Branch and should be done as far in advance as possible of the flight being made. (Most Police forces require at least 24 hours notice either directly or via the airport operator).

1.5.6 The following Acts continue to remain in force: Prevention of Terrorism (Jersey) Law 1996. Terrorism and Crime (Bailiwick of Guernsey) Law, 2002. The Isle of Man Prevention of Terrorism 1990.

1.5.7 Airports now available and designated under the 2000 Act are listed at GEN 1.2, Appendix A.

1.5.8 Addresses of Chief Constables are given at GEN 1.2, Appendix B.

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

## 1.6 Notification of Civil Helicopter Flights to Northern Ireland

1.6.1 Under the present arrangements contained in the Terrorism Act 2000, the Secretary of State for Northern Ireland, requires pilots in command of civil helicopters flying into Northern Ireland to notify the Police Service of Northern Ireland - Belfast 02890-650222 Ext 33607, of the point and time of arrival in Northern Ireland. In addition the usual security arrangements for the destination should be followed.

1.6.2 An amendment to the arrival point/time must be advised to Belfast Aldergrove Radar Control on RTF 133.125 MHz who will advise the Police Service of Northern Ireland for the pilot.

## 1.7 Flights between the Isle of Man and Great Britain or Northern Ireland

1.7.1 All aircraft carrying from the Isle of Man any goods on which United Kingdom or European Union duties have not been paid must land at one of the airports designated by the Secretary of State for the purposes of customs and excise (hereafter referred as 'designated airports') designated airports are listed at Appendix C (paragraph 1.9.1 refers).

## 1.8 Forced Landings

1.8.1 If an aircraft while on a flight to which the restrictions as to place of landing set out at GEN 1.2. paragraph 1.11.1 apply, is required under or by virtue of any enactment relating to air navigation, or is compelled by accident, stress of weather or other unavoidable cause, to land at a place other than a designated airport, the commander of that aircraft must as soon as possible report the landing to an officer of the Border Force for customs and excise or immigration purposes or a police constable. The commander must comply with any directions given by a Border Force officer with respect to any passengers, crew or goods on board the aircraft. In all forced landing situations, any action taken by officers of the Border Force will take full account of the health and safety needs of passengers and crew.

## 1.9 Customs and Excise, Immigration and Health Airports

1.9.1 The aerodromes in the United Kingdom which have been designated for the purpose of customs and excise by the Secretary of State for the DfT and as designated ports of entry for the purposes of the Immigration Act 1971 are listed at Appendix C. The appendix also gives information on those aerodromes designated as Sanitary Airports under International Sanitary Regulations.

1.9.2 Only designated airports listed in Appendix C which are also ports of entry for immigration purposes may handle unlimited traffic to and from places outside the European Union (EU) (see GEN 1.2 paragraph 1.10.1 for details of EU countries) although certain non-designated aerodromes may handle a limited range of traffic to and from such places subject to the airports being covered by a Certificate of Agreement issued by the Border Force. For detailed arrangements at specific aerodromes contact the aerodrome manager.

1.9.3 There are no customs or immigration restrictions on the places of landing and take-off of aircraft on flights to and from other EU countries but see the notification procedures detailed at GEN 1.2, paragraph 1.10.2.

1.9.4 Charges are payable for the attendance of Border Force staff, for customs and excise purposes, outside certain authorised hours for any duties other than the acceptance of inward report of the aircraft, and the clearance of passengers and their baggage. Details of such charges are published in HM Revenue and Customs Notice No.112 or they may be obtained from the HMRC's VAT, Excise & Customs helpline. Tel: 0845-010 9000. A charge may also be levied if attendance by Border Force staff for immigration purposes is required; contact the local Border Force Office for further information.

1.9.5 For information about the International traffic authorised to be handled by individual aerodromes, and about the hours of attendance and arrangements for immigration clearance contact the aerodrome operator or the relevant Border Force office (see GEN 1.2 Appendix D).

## 1.10 Flights from/to Countries within the EU

1.10.1 As a result of the completion of the European Single Market on 1 January 1993, the customs and excise requirements referred to in GEN 1.2. paragraph 1.1.1, GEN 1.2. paragraphs 1.10.2 and 1.10.3; GEN 1.2. paragraphs 1.11.1; GEN 1.3. paragraph 1.1, 1.2 and 1.3; and GEN 1.4. paragraph 1.1, now vary according to whether or not the place of departure or the destination is within the European Union (EU). For the purposes of these requirements, the Countries of the EU (also known as Member States) are:

| | | | | | | |
|---|---|---|---|---|---|---|
| Austria | Belgium | Bulgaria | Cyprus | Czech Republic | Denmark | Estonia |
| Finland | France | Germany | Greece | Hungary | Republic of Ireland | Italy |
| Latvia | Lithuania | Luxembourg | Malta | Netherlands | Poland | |
| Portugal (including the Azores and Madeira) | | | Romania | Slovakia | Slovenia | |
| Spain (including the Balearic Islands) | | | Sweden | United Kingdom (including the Isle of Man) | | |

***Note:*** *The Channel Islands and the Canary Islands are regarded as places outside the EU for the purposes of the arrival and departure procedures set out in GEN 1.2. paragraph 1.11.1.*

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

1.10.2 **Arrival in the United Kingdom from another EU Country**

1.10.2.1 Except in the circumstances referred to in GEN 1.2. paragraph 1.11.1, there is no Customs restriction on the places of landing for aircraft arriving in the United Kingdom from another EU Country.

1.10.2.2 All aircraft have to report their expected arrival to the Border Force at least 4 hours prior to arrival. Aircraft commanders and operators should report their expected arrival by completing and submitting a General Aviation Report (GAR) form. The GAR can be submitted over the internet using an approved GAR submission portal. Details of approved GAR submission internet portals are available at: https://www.gov.uk/government/publications/general-aviation-operators-and-pilots-notification-of-flights
Aircraft commanders and operators are strongly advised to use an approved internet portal to submit the GAR. Internet portals are the most efficient method of submitting a GAR and provide users with a message and unique reference number confirming successful submission of the GAR. Alternatively the GAR can be emailed to NCU@hmrc.gsi.gov.uk. In addition the GAR should also be submitted to a local Border Force Office if local reporting arrangements are in place. The airfield operator will be able to inform you if this is necessary. If a GAR is submitted to a local Border Force office it must also be emailed to NCU@hmrc.gsi.gov.uk or submitted via an approved GAR internet portal. The title of the email should be titled:*'GAR, airfield registration, name of airfield, postcode of airfield (if known)'.*
The GAR form and instructions are available at: https://www.gov.uk/government/publications/general-aviation-operators-and-pilots-notification-of-flights

1.10.2.2.1 The GAR can either be supplied by the aircraft commander or the operator of the aerodrome at which the aircraft is due to land.

1.10.2.3 There is no need for the aircraft commander to bring the aircraft to the examination station unless requested to do so by a Border Force Officer. If the aircraft has stores on board, they must be declared to the Border Force in accordance with the procedure in operation at the airport concerned (generally using Form C209).

1.10.2.4 Liability of Aircraft to Customs Duty and VAT

a) Duty: There is no customs duty on EU registered civil aircraft entering the United Kingdom from another EU country. For other civil aircraft see GEN 1.2. paragraph 1.11.1.3.2.
b) VAT: For aircraft liable to VAT, there are no formalities provided that VAT on the aircraft has been accounted for in one of the EU member states.

1.10.3 **Departure from the United Kingdom to another EU Country**

1.10.3.1 With the exception of the stopover flights referred to in GEN 1.2. paragraph 1.11.1.3.3, there is no Border Force restriction, for the purpose of customs and excise, on the places of take-off for flights to other EU Countries, nor is there any need for details of the flight to be notified to Border Force. However, if the aircraft is carrying stores, these together with a copy of the stores list on form C208 must be made available for Border Force examination if required for customs and excise purposes.

## 1.11 Flights from/to Countries Outside the EU

1.11.1 **Arrival in the United Kingdom from outside the EU**

1.11.1.1 Place of arrival. Unless special permission has been obtained from the Border Force for both customs and excise and immigration purposes, the commander of an aircraft entering the United Kingdom from a place outside the EU may not land at any place other than one of the airports listed at Appendix C which is approved for both customs and excise and immigration purposes unless the airport is covered by a Certificate of Agreement issued by the Border Force. Non-scheduled flights need to give advance notice by completing the General Aviation report (GAR) with the timeframes specified on the report.

1.11.1.1.1 All aircraft have to report their expected arrival to the Border Force at least 24 hours (12 hours if arriving from the Channel Islands) prior to arrival. Aircraft commanders and operators should report their expected arrival by completing and submitting a General Aviation Report (GAR) form. The GAR can be submitted over the internet using an approved GAR submission portal. Details of approved GAR submission internet portals are available at: https://www.gov.uk/government/publications/general-aviation-operators-and-pilots-notification-of-flights
Aircraft commanders and operators are strongly advised to use an approved internet portal to submit the GAR. Internet portals are the most efficient method of submitting a GAR and provide users with a message and unique reference number confirming successful submission of the GAR. Alternatively the GAR can be emailed to NCU@hmrc.gsi.gov.uk. In addition the GAR should also be submitted to a local Border Force Office if local reporting arrangements are in place. The airfield operator will be able to inform you if this is necessary. If a GAR is submitted to a local Border Force office it must also be emailed to NCU@hmrc.gsi.gov.uk or submitted via an approved GAR internet portal. The title of the email should be titled:*'GAR, airfield registration, name of airfield, postcode of airfield (if known)'.* The GAR form and instructions are available at: https://www.gov.uk/government/publications/general-aviation-operators-and-pilots-notification-of-flights

1.11.1.2 Timely requests for the special permission referred to should be made by or on behalf of the commander of an aircraft through the operator of the aerodrome to the appropriate local offices of the Border Force for customs and excise and immigration services. It should be noted that the grant of such permission in no way affects the need for compliance with the relevant Article of the Air Navigation Order which requires particular aircraft to use a licensed aerodrome when engaged in the public transport of passengers.

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

1.11.1.3 When an aircraft lands at a designated airport the aircraft commander must bring it to the examination station and report its arrival to the Border Force for customs and excise purposes. The Border Force office for the airport of arrival should be contacted for advice on the procedure for making report there concerning customs and excise matters (including any documentary requirements), as such procedures may vary depending on local circumstances.

1.11.1.3.1 If the aircraft has stores on board, they must be declared to the Border Force in accordance with the procedure in operation at the airport concerned (generally using Form C209).

1.11.1.3.2 Liability of Aircraft to Customs Duty and VAT

a) Duty: Civil aircraft are eligible for relief of customs duty on importation into the EU under the end-use arrangements if imported by persons established in the customs territory of the Community (see HM Revenue and Customs Notice 770 );
b) VAT: Aircraft are liable to VAT at the standard rate.
c) Relief from customs duty and import VAT may be available on civil aircraft registered outside the EU (or if it is not registered, where it is owned by a person resident outside the EU) where it is temporarily imported into the EU for private or commercial transport use,(see HM Revenue and Customs Notice 308 Temporary Admission – temporarily importing non EU Means of Transport). Relief under Temporary Admission is subject to certain conditions, these include that the importer:

i. is a non-EU resident; and
ii. intends to re-export the aircraft after use (the maximum period of relief for private use is 6 months, relief for commercial use for transport which begins or ends outside the EC is available for the time it takes for the carriage, picking up and setting down of passengers, loading and unloading goods, subject to a maximum of 24 months).
iii. Relief for EU residents is available in limited circumstances and subject to more restricted periods of use.

1.11.1.3.3 The provisions of this paragraph apply both to aircraft which have entered the United Kingdom direct from a non-EU Country and to those which have made a stopover at an airport in another EU Country.

1.11.1.4 **Departure from the United Kingdom for a destination outside the EU**

1.11.1.4.1 Unless special permission has been obtained from the Border Force, the commander of an aircraft may not depart from the United Kingdom to any place or area outside the EU except from a designated airport. Timely requests for the special permission referred to should be made by or on behalf of the commander of an aircraft through the operator of the aerodrome to the appropriate Border Force local office. (Note: Special permission is not required for outward non-scheduled flights for non-EU destinations from Certificate of Agreement airports, just prior notification using the General Aviation Report (GAR)).

1.11.1.4.1.1 All aircraft have to report their expected departure to the Border Force at least 24 hours (12 hours if flying to the Channel Islands) prior to departure. Aircraft commanders and operators should report their expected arrival by completing and submitting a General Aviation Report (GAR) form. The GAR can be submitted over the internet using an approved GAR submission portal. Details of approved GAR submission internet portals are available at: https://www.gov.uk/government/publications/general-aviation-operators-and-pilots-notification-of-flights
Aircraft commanders and operators are strongly advised to use an approved internet portal to submit the GAR. Internet portals are the most efficient method of submitting a GAR and provide users with a message and unique reference number confirming successful submission of the GAR. Alternatively the GAR can be emailed to NCU@hmrc.gsi.gov.uk. In addition the GAR should also be submitted to a local Border Force Office if local reporting arrangements are in place. The airfield operator will be able to inform you if this is necessary. If a GAR is submitted to a local Border Force office it must also be emailed to NCU@hmrc.gsi.gov.uk or submitted via an approved GAR internet portal. The title of the email should be titled:*'GAR, airfield registration, name of airfield, postcode of airfield (if known)'.* The GAR form and instructions are available at: https://www.gov.uk/government/publications/general-aviation-operators-and-pilots-notification-of-flights

1.11.1.4.2 It should be noted that the grant of such permission in no way affects the need for compliance with the relevant Article of the Air Navigation Order which requires particular aircraft to use a licensed aerodrome when engaged in the public transport of passengers.

1.11.1.4.3 Any stores on board or loaded onto an aircraft, together with the stores list on form C208 must be made available for Border Force examination if required for customs and excise purposes. The Border Force will advise details of any other documentary requirements, relating to customs and excise matters, which may vary from place to place depending on local circumstances.

1.11.1.4.4 The provisions of this paragraph apply both to direct flights to non-EU destinations and to those where the aircraft makes a stopover at an airport in another EU country.

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

## 2 Scheduled Flights

### 2.1 Flights to and from the United Kingdom - Scheduled Flights - Commercial

2.1.1 Flights to/from countries within the European Economic Area (EEA)

2.1.1.1 Under EC Regulation 2408/92 on Market Access carriers registered in a European Economic Area country may operate freely between those countries including cabotage. Permission is not required from the United Kingdom Department for Transport (DfT) for EEA airlines to operate on such routes which are available to them under EC Regulation 2408/92.

2.1.2 The European Economic Area consists of the following countries:

| | | | | | | |
|---|---|---|---|---|---|---|
| Austria | Belgium | Bulgaria† | Cyprus | Czech Republic | Denmark | Estonia |
| Finland | France | Germany | Greece | Hungary | Iceland | Republic of Ireland |
| Italy | Latvia | Lichtenstein | Lithuania | Luxembourg | Malta | Netherlands |
| Norway | Poland | Portugal | Romania | Slovakia | Slovenia | Spain |
| Sweden | Switzerland | United Kingdom | | | | |

† Bulgaria is currently partially excluded from the internal aviation market. Bulgarian operators may therefore be required to apply to DfT for specific permissions.

***Note:*** *The Market Access Regulations do not include the Channel Islands and the Isle of Man. Scheduled services to these destinations currently require DfT operating permits.*

2.1.3 Airlines are, however, required to fulfil the following:

a) Confirmation to be made to the DfT whether dangerous goods, weapons or munitions of war are to be carried. If it is proposed to carry forbidden goods, as defined in ICAO Technical Instructions for the Safe Transport of Dangerous Goods by Air (Doc. 9284-AN/905), confirmation should be provided by the airline that an 'exemption' has been issued by the UK CAA. (The term 'Dangerous Goods' has the meaning assigned to it by the Air Navigation (Dangerous Goods) Regulation 2002). For more details contact: Dangerous Goods Office, CAA, Aviation House, Gatwick Airport, West Sussex RH6 0YR.Tel: 01293-573800, Fax: 01293-573991, Telex: 878753 CAA SRG, e-mail dgo@srg.caa.co.uk);
b) Air Travel Organisers Licence (ATOL), as set out at GEN 1.2. paragraph 3.7.

### 2.2 Flights to/from Countries Outside the European Economic Area (including services involving the Channel Islands, Isle of Man, Gibraltar and UK Overseas Territories)

2.2.1 DfT Operating permits for scheduled services are required under Article 138 of the Air Navigation Order 2005, Article 77 of the Air Navigation Order 1972 (for flights to Jersey), Article 77 of the Air Navigation Order 1976 (for flights to the Isle of Man), Article 80 of the Air Navigation Order 1980 (for flights to Guernsey) and Article 135 of the Air Navigation (Overseas Territories) Order 2007 and will be issued in accordance with the traffic rights available under the UK's bilateral air services agreements with the carrier's State. Permits are normally granted on a seasonal basis.

2.2.2 Designation

2.2.2.1 Formal designation of the carrier to operate agreed routes under the relevant bilateral Air Services Agreement will be required. If the airline is not already designated, DfT will require confirmation by the airline's aeronautical authority that it is prepared to designate the airline under the relevant air services agreement before permission will be granted.

2.2.3 Operators wishing to apply for the permission required must also provide the following information to DfT:

a) Schedule, including start date, of the proposed service;
b) Type of aircraft to be used;
c) In some cases airlines may be required to file tariffs for passenger services with the Foreign Carrier Permits Department, Civil Aviation Authority, foreigncarrierpermits@caa.co.uk, Fax 020-7453 6322, Tel 033-0138 3484.

2.2.4 Documentary Requirements

a) Certificate of Competency and/or Air Operators Certificate and an Operating Licence issued by the aeronautical authority of the airline's country of registration;
b) Certificate of Airworthiness and Certificate of Registration issued by the aeronautical authority of the country of registration for all aircraft to be used on services to the UK;
c) Certificate of liability insurance for passengers and third party risks in respect of each aircraft to be used on services to the UK. For cargo flights, certificate of third party liability. The level of insurance must meet the minimum levels of insurance for passenger and third party liability set out in Articles 6 and 7 of EC Regulation 785/2004;
d) Dangerous Goods confirmation as set out in paragraph 2.1.3 (a);
e) Air Travel Organisers Licence (ATOL) as set out at GEN 1.2. paragraph 3.7 (not for cargo services);

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

f) A statement that flight crews' Non-Precision and Category 1 Aerodrome Operating Minima complies with the UK Air Navigation Order;

***Note:*** *The notified method for calculating UK minima is set out in the UK AIP Aerodrome (AD Volume 1);*

g) Statement that the aircraft operator is aware of the UK Approach Ban requirements set out in the UK Air Navigation Order, and that flight crews will be issued with written instructions with regard to the UK Air Navigation Order prior to operating the flights into the UK;

***Note:*** *Statements about Aerodrome Minima and Approach Ban are to be made to the DfT but any enquiries should be made to the Flight Operations Policy Dept, Civil Aviation Authority, Aviation House, London Gatwick Airport, West Sussex RH6 0YR. Tel: 01293-573414, Fax: 01293-573991, Telex: 878753;*

h) Noise certificate of aircraft to be used (all aircraft must be Chapter 3 compliant);

i) Confirmation that Airborne Collision Avoidance System (ACAS II or TCAS Version 7.1) is fitted (if not, provide exemption statement by the airline's aeronautical authority).

2.2.5 Leased Aircraft

2.2.5.1 DfT will also require the above documents in regard to any foreign registered aircraft leased from another carrier which the applicant carrier proposes to use to the UK and additionally the following information:

a) Confirmation that the lease has been approved by the lessee's aeronautical authorities;
b) confirmation of which airline's operations and flight manuals will be used;
c) contact details of the lessor airline (name, address, telephone, fax, telex, e-mail);
d) copy of the lease agreement;

***Note:*** *Documents should be provided in the English language. If they are submitted in a foreign language, DfT may request an English translation to be provided.*

## 2.3 Applications

2.3.1 Applications to be submitted at least two months prior the start of the operating season in question, or start date proposed for new services, to: DfT, International Aviation & Safety Division, First Floor, Great Minster House, 76 Marsham Street, London SW1P 4DR as follows:

Fax: 020-7944 2194, e-mail: airlineoperatingpermits@dft.gsi.gov.uk

For operators of aircraft registered in the CIS, Asia, Far East, Australasia, Central, North and South America, including the Caribbean

- IASD1: Tel: 020-7944-5804, 020-7944 5848; 020-7944-5849, 020-7944-5807;

For operators of aircraft registered in Africa, Middle East and Europe (including Baltic States, but excluding CIS)

- IASD2: Tel: 020-7944-5847, 020-7944-5806, 020-7944-5812;

***Note:*** *Applications for seasonal permits will be considered only during normal office hours. Operating permits will be refused to any airlines, type or specific aircraft or aircraft registered in States where evidence suggests do not comply with international safety standards, including those banned within the European Union. The list of which can be found at http://ec.europa.eu/transport/air-ban/list_en.htm*

## 2.4 Overflight and Non Traffic Stops

2.4.1 Prior permission is not required for scheduled flights by aircraft registered in countries that are parties to the International Air Services Transit Agreement (IASTA) or where the relevant UK bilateral Air Services Agreement allows overflying the UK or making stops for non-traffic purposes. Prior permission is, however, required for such flights by aircraft registered in countries that are not party to IASTA or where the relevant bilateral Air Services Agreement does not provide for either first and second freedom rights and should be sought in accordance with the procedure set out in paragraph 2.2.

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

## 3 Non-Scheduled Commercial Flights

### 3.1 Procedures

3.1.1 **Overflying and Technical Stops**

3.1.1.1 Prior permission is not required for non-scheduled flights by aircraft registered in countries which are parties to the Chicago Convention (Contracting States) overflying the United Kingdom or making stops for non-traffic purposes. Prior permission is, however, required for such flights by aircraft registered in countries which are not parties to the Chicago Convention and should be sought in accordance with the procedure set out in paragraph 3.8.

### 3.2 Traffic Stops

3.2.1 Civil aircraft registered in Chicago Contracting States operating flights for valuable consideration, may not take on board or discharge passengers or goods in the United Kingdom, except with the prior permission of the Secretary of State for Transport (DfT), granted under the UK Air Navigation Order, to the operator or charterer of the aircraft or to the Government of the country in which the aircraft is registered. Applications for such permission should be made in accordance with the procedures set out in paragraphs 3.8 to 3.12 as appropriate.

3.2.2 Flights to/from countries within the European Economic Area (EEA)

3.2.2.1 Under EC Regulation 2408/92 on Market Access carriers registered in a European Economic Area (EEA) country may operate freely between those countries including cabotage. Permission is not required from the DfT for EEA airlines to operate on such routes which are available to them under EC Regulation 2408/92.

3.2.3 The European Economic Area consists of the following countries:

| | | | | | | |
|---|---|---|---|---|---|---|
| Austria | Belgium | Bulgaria† | Cyprus | Czech Republic | Denmark | Estonia |
| Finland | France | Germany | Greece | Hungary | Iceland | Republic of Ireland. |
| Italy | Latvia | Lichtenstein | Lithuania | Luxembourg | Malta | Netherlands |
| Norway | Poland | Portugal | Romania | Slovakia | Slovenia | Spain |
| Sweden | Switzerland | United Kingdom | | | | |

† Bulgaria is currently partially excluded from the internal aviation market. Bulgarian operators may therefore be required to apply to DfT for specific permissions.

***Note:*** *The Channel Islands, Isle of Man and Gibraltar are currently outside the scope of the market access regulation.*

### 3.3 Charter Services Operated in Place of a Scheduled Service

3.3.1 A charter flight operated in place of a scheduled service and which does not comply with the terms of the operating permit originally issued becomes a non-scheduled flight. The United Kingdom does not recognise the concept of 'blocked-off' scheduled flight, which this sort of flight is sometimes termed, and the prior permission from the DfT must be obtained in accordance with the procedures set out in paragraphs 3.8 to 3.12 as appropriate, before such a flight is operated.

### 3.4 Cabotage

3.4.1 Other than flights under EC Regulation 2408/92 on Market Access, the DfT is prepared to consider applications only in accordance with its procedures for processing applications by foreign airlines wishing to operate fifth freedom charter flights to/from the UK (there are separate procedures for cargo and passenger flights). A copy of the procedures, which apply 'no-objections' and reciprocity of treatment by other governments towards similar flights by UK airlines, can be obtained from the DfT geographical desks given at paragraph 3.14 or at http://www.dft.gov.uk/stellent/groups/dft_control/documents/contentservertemplate/dft_index.hcst?n=14338&l=2. The procedures cover such applications for flights between one place in the United Kingdom and another place in either the United Kingdom or in a United Kingdom Overseas Territory or Associated State.

### 3.5 Fifth and Seventh Freedom Flights

3.5.1 The DfT is prepared to consider applications **only** in accordance with its procedures for processing applications by foreign airlines wishing to operate fifth freedom charter flights to/from the UK. A copy of the procedures, which apply 'no-objections' from UK airlines and reciprocity of treatment by other governments towards similar flights by UK airlines, can be obtained from the DfT geographical desks given at paragraph 3.14 or at http://www.dft.gov.uk/stellent/groups/dft_control/documents/contentservertemplate/dft_index.hcst?n=14338&l=2.

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

3.5.2 The DfT's 'no-objections' procedures do not apply to the following flights:

a) Flights by EEA carriers under EC Regulation 2408/92 on Market Access;
b) flights that are permitted under the 1956 Multilateral Agreement on Commercial Rights of Non-Scheduled Air Services in Europe; and
c) flights to which EC Council Directive 92/50 relating to the co-ordination of procedures for the award of public services contract applies.

## 3.6 1956 Multilateral Agreement on Commercial Rights of Non-Scheduled Air Services in Europe

3.6.1 The United Kingdom is a party to the Multilateral Agreement. To give effect to the provisions of this Agreement, permits covering the exercise of traffic rights in the United Kingdom for the categories of flight listed in paragraph 3.6.3 (a) to (e), have been issued to the Governments of the other States which have ratified, or adhered to, the Agreement. Prior permission for each flight operated under such permits is not necessary but should be notified, in advance, to the DfT (Fax: 020-7944 2194, e-mail: airlineoperatingpermits@dft.gsi.gov.uk), giving details as shown in paragraph 3.8.4.

3.6.2 The countries signatory to the 1956 Multilateral Agreement are:

| | | | | | | |
|---|---|---|---|---|---|---|
| Austria | Belgium | Croatia | Denmark | Estonia | Finland | France |
| Germany | Hungary | Iceland | Republic of Ireland | Luxembourg | Macedonia | Moldova |
| Netherlands | Norway | Portugal | Spain | Sweden | Switzerland | Turkey |
| United Kingdom | | | | | | |

3.6.3 Categories of flight:

a) All-Cargo charters;
b) flights for the purpose of meeting humanitarian or emergency needs;
c) taxi class passenger flights of occasional character on request, provided that the aircraft does not have a seating capacity of more than ten passengers and provided that the destination is chosen by the hirer or hirers and no part of the capacity of the flight is resold to the public;
d) flights on which the entire space is hired by a single person (individual, firm, corporation or institution) for the carriage of his or its staff or merchandise, provided that no part of such space is resold;
e) single flights, no operator or group of operators being entitled under this sub-paragraph to more than one flight per month between the same two traffic centres for all aircraft available to him.

3.6.4 Operators should note that although non-scheduled flights can be operated under the terms of the Multilateral Agreement as indicated above, they will nevertheless need to comply not only with the UK regulations for that category of traffic but also with the regulations of the country at the other end of the route.

3.6.5 The following details in respect of each flight operated in accordance with paragraph 3.6.3, but excluding taxi class flights as in paragraph 3.6.3 (c), for which no notification is required must be furnished to the DfT not less than two full working days before the operation:

a) Name of airline;
b) type of aircraft, nationality and registration marks;
c) date(s) and programmes of flight(s);
d) nature of flight, eg cargo, sole-use charter, etc;
e) name, address and business of charterer, the number of passengers and/or the nature and amount of cargo to be taken on or put down;
f) when applicable, the Air Travel Organiser's Licence Number for passenger charters. See paragraph 3.7.

## 3.7 Air Travel Organisers' Licences (ATOL)

3.7.1 Any person who makes available in the United Kingdom, or holds themselves out in the United Kingdom as a person who may make available, accommodation for carriage of persons on an aircraft is required, under the provisions of the Civil Aviation (Air Travel Organisers' Licensing) Regulations 1995 (SI 1995/1054) to hold an appropriate Air Travel Organiser's Licence, issued by the United Kingdom Civil Aviation Authority (CAA) authorising him to do so, unless:

a) He will be the operator or reasonably believes that he will be the operator of the relevant aircraft when the flight is made;
b) he is acting as agent on behalf and with the authority of a disclosed identified ATOL holder;
c) he is a person who is exempted by the CAA from the need to hold an ATOL;
d) before accepting any payment he supplies a valid ticket for travel in respect of any flight accommodation which he makes available.

3.7.2 Details of the conditions of, and applications for Air Travel Organisers' Licences can be found here https://www.caa.co.uk/ATOL-protection/Trade/About-ATOL-and-how-to-apply/

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

## 3.8 Other Charter Flights

3.8.1 General Procedures (types of charter).

3.8.2 Prior permission is required for all types of flights other than:

a) Private flights;
b) flights as listed in paragraph 3.1.1 (ie overflying/technical stops);
c) flights in Europe as listed in paragraph 3.2.2.1;
d) third and fourth freedom passenger and cargo charters by US 'charter designated' carriers who need to file in advance details of flights or flight programmes only, accompanied where necessary by passenger lists, etc.

3.8.3 Operators should make applications for permits, where required, or filings in the case of US designated carriers, to the DfT on the geographical desk basis detailed in paragraph 14. Operators should give as much notice of the proposed flights as possible and, except in cases of genuine urgency (see paragraph 3.8.4 Note 1) at least two full working days before the arrival in, or departure from, the United Kingdom. Applications for fifth or seventh freedom or cabotage flights must be made in accordance with the timescales in the DfT's procedures for processing applications by foreign airlines wishing to operate fifth freedom charter flights to/from the UK. It is recommended that requests for permission are made on the application forms available at http:// www.dft.gov.uk/stellent/groups/dft_aviation/documents/ page/dft_aviation_040026.hcsp.

3.8.4 All applications for permission must include the following details:

a) Name of airline and address to which permit should be sent;
b) type of aircraft, nationality or registration marks;
c) date and programme of flights;
d) place of embarkation or disembarkation abroad, as the case may be, of passengers and/or cargo;
e) nature of flight eg cargo, inclusive tour, sole-use charter etc (see conditions set out in paragraphs 3.8.5 to 3.8.9);
f) name, address and business of charterer, the number of passengers and/or the nature and amount of cargo to be taken on or put down;
g) when applicable, the Air Travel Organiser's Licence Number.

***Note 1:*** *The reason for the urgency* ***must*** *be stated in any application submitted at less than the specified period of notice. Outside normal office hours (0900 to 1730 local, Monday to Friday), applications should be made to the DfT Duty Office either by fax or e-mail (Fax: 020-7944-5369, e-mail: duty.officers@dft.gsi.gov.uk). Tel: 020-7944 5999. All messages must contain all of the information about the flight set out at (a) to (g) above.*

***Note 2:*** *In considering applications for permission to operate non-scheduled flights to and/or from the United Kingdom, the DfT will take into account the conditions imposed by foreign States on similar flights by United Kingdom operators.*

3.8.5 **Special Event Charters**

3.8.5.1 A special event charter flight is a flight for the carriage of persons all of whom have a bona fide intention of participating in a special event of a sporting, religious, cultural, or other nature who have, before their outward journey, been provided with a ticket for a round-trip entitling them to be carried on both their outward and return journeys by air.

***Note:*** *The DfT will only consider applications for permission to operate fifth or seventh freedom special event charters in accordance with its procedures for processing applications by foreign airlines wishing to operate fifth freedom charter flights to or from the UK. Applications should include the details set out in paragraph 3.8.4, together with full details of the special event in question and of arrangements for surface transport between the event and the airport. The operator will normally be required to certify that each passenger has a bona fide intention of attending the event - eg has a valid ticket to the event.*

3.8.6 **Sole-use (Single Entity) Charters**

3.8.6.1 A sole-use charter flight is a flight solely for the carriage of cargo or passengers with or without their baggage, or both cargo and passengers, in consequence of a person's exclusive right to use the carrying capacity of the aircraft, being:

a) Cargo - all of which is consigned by that person and none of which is carried in pursuance of an agreement between that person and any other person made otherwise than as a term of the sale of the cargo (see also paragraph 3.9.5 for cargo only charter flights);
b) passengers - none of whom are carried for a separate fare: for the purposes of this provision:
    i. any reward wholly or partly in respect of or in connection with the carriage of a passenger (other than remuneration passing from the operator of the aircraft to a member of the crew thereof) shall be deemed to be a fare, irrespective of the person by or to whom it has been given: provided that reward for exclusive right to use the passenger capacity of the aircraft shall not be a fare; and
    ii. a fare shall be deemed to be separate although it is for several journeys, or for a journey by a group of passengers who are fewer in number than the number of seats occupied on the flight.

3.8.6.2 Applications for permission, or filings in the case of US charter designated carriers, to operate sole-use charter flights should be made as set out in paragraph 3.8.4 and must be submitted together with statements by both the operator and the charterer that the conditions set out above will be complied with.

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

3.8.7 **Cargo Charters**

3.8.7.1 Applications for permission to operate cargo charter flights should be made to the geographical desk at DfT detailed at paragraph 3.14, by country of registration of the aircraft involved. Filings by US charter designated carriers should be made to the address given at paragraph 3.14. The attention of operators is drawn to GEN 1.4. paragraph 1.2 and GEN 1.4 paragraphs 3.1 and 3.2.

3.8.7.2 Applications must contain confirmation whether dangerous goods, weapons or munitions of war are to be carried, if it is proposed to carry forbidden goods, as defined in ICAO Technical Instructions for the Safe Transport of Dangerous Goods by Air (Doc 9284-AN/905), confirmation should be provided by the airline that an 'exemption' has been issued by the UK CAA (The term 'Dangerous Goods' has the meaning assigned to it by the Air Navigation (Dangerous Goods) Regulations 2002). For more details contact: Dangerous Goods Office, CAA, Aviation House, Gatwick Airport, West Sussex RH6 0YR.(Tel: 01293-573800 Fax: 01293-573991, Telex: 878753 CAASRG, e-mail: dgo@srg.caa.co.uk).

3.8.7.3 Airlines are reminded that applications for fifth or seventh freedom cargo charters must be made in accordance with DfT procedures for such flights. These are available from the DfT geographical desks and at http://www.dft.gov.uk/stellent /groups/ dft_control/ documents/contentservertemplate/dft_index.hcst?n=14338&l=2.

## 3.9 Inclusive Tour Charters

3.9.1 Inclusive Tour Charter Services - Other Routes.

3.9.1.1 Operators of aircraft registered in a Chicago Convention Contracting State, wishing to apply to the DfT for the permission required under the Air Navigation Order, to operate inclusive tour charter services to/from the United Kingdom, are reminded that their applications must give the following information for each series of flights:

a) full name and address of operator;
b) nationality, registration marks of aircraft, and capacity to be provided during the whole period (on round trip basis) and showing, where there is more than one tour organiser, the number of seats allocated to each organiser;
c) programme of operations, including the itinerary of the aircraft;
d) name(s) and address(es) of the travel agency(ies) or tour organiser(s) and, where applicable, the number of the Air Travel Organiser's Licence (see paragraph 3.10.1.3 Note 1);
e) details of the conditions under which the inclusive tour is organised:

    i. minimum price payable by a passenger for the inclusive tour (see paragraph 3.10.1.3 Note 3);
    ii. complete routeing of the inclusive tour;
    iii. duration of inclusive tour (including stay at hotel).

3.9.1.2 Applications should be sent to the DfT geographical desk detailed in paragraph 3.14. Separate applications are required for flights to Jersey, Guernsey and the Isle of Man. In addition to operational requirements as set out in other parts of the United Kingdom AIP, operators must ensure that all documentary requirements specified in GEN 1.2.paragraph 3.15 are complied with.

***Note:*** *Applications will not be considered without all the above information.*

3.10 In accordance with the recommendations of the European Civil Aviation Conference (ECAC), DfT requires application for seasonal inclusive tour charter flights to be made by the following dates:

a) For flights between 1 April and 31 October, by 15 January;
b) for flights between 1 November and 31 March, by 1 September.

3.10.1 These time limits shall not, however, apply to single flights or series of flights for which information is not available by the dates specified. In these cases DfT will require a minimum of two full working days notice for single flights and five full working days for series of flights. Any alterations in the condition of operational programmes already approved must be submitted for approval at the earliest possible date.

3.10.2 DfT will only consider applications from airlines of the country of origin or destination of the inclusive tour traffic by air, where the air portion of the holiday includes a single terminal point outside the United Kingdom. In the case of a 2-centre or circular tour holiday originating in or including a stop in the United Kingdom, the Department is prepared to consider applications from operators belonging to any of the Countries which appear in the proposed routeing of the tour, provided that the aircraft will be making a stopover (and not merely a fuelling or other technical stop) at the point or points in the territory of the country to which the operator belongs.

3.10.3 The attention of operators of foreign registered aircraft is drawn to the fact that permits issued to them by DfT for inclusive tour charter flights originating in the United Kingdom will contain the following conditions:

By means of the advertising, publicity or booking arrangements to an inclusive tour charter flight or flights to be performed under this permit, passengers shall be informed before entering into the contract of carriage:

a) That the holder of this permit is intended to be the operator of the aircraft performing the flight(s);
b) of the type of aircraft which the operator intends to use for the purpose of performing the flight(s); and
c) of the airport of destination at which it is intended to set down passengers.

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

***Note 1:*** *Permits will only authorise the carriage of passengers paying an inclusive charge for air transport, surface transport, hotel accommodation and/or facilities in connection with a special event, booked by the tour organisers named in the application for it. It is therefore important that any travel agent(s) associated with the charterer of the aircraft should be named in the application.*

***Note 2:*** *The information given should include a summary of the facilities (other than air transport) between the places named in paragraph 3.9.1.1(c) which are to be provided for the passenger, eg transport from…….. to…… by…… accommodation at…… for…… period, and indicate the nature of the tour, eg single or 2-centre holiday, coach tour, etc. The DfT may request a copy of the relevant tour brochures.*

***Note 3:*** *Charges for inclusive tour charters must comply with regulations prescribed from time to time by the United Kingdom Government.*

## 3.11 Substitute Charters (Sub-service or Sub-charter Flights)

3.11.1 A substitute charter flight is a flight operated by one operator pursuant to an agreement between that operator and another operator on whose behalf the flight is to be operated, when that other operator holds a licence or permit for the flight.

3.11.2 When the operator of an aircraft registered in any foreign country wishes to exercise traffic rights in the United Kingdom with that aircraft on a substitute flight for another operator (whether that other operator is an operator of a United Kingdom registered aircraft or is the operator of a foreign registered aircraft) prior permission must be obtained from the DfT even though the original operator holds a licence or permit for that flight. Applications for such permission should be submitted by the operator who is to perform the flight, giving reasons for the substitution.

3.11.3 In the case of a substitute flight for other flights described in paragraphs 3.8.5 to 3.8.9 or 3.8.12, the application should be made as set out in paragraphs 3.8 or 3.12 as appropriate; it must include confirmation that the relevant conditions will be complied with, and state the serial number of the licence or permit granted to the operator on whose behalf the flight is to be operated.

***Note 1:*** *In these paragraphs 'licence' means an air service licence granted by the UK CAA to the operator of a United Kingdom registered aircraft.*

***Note 2:*** *In these paragraphs 'permit' means a permit for a flight issued by the DfT to the operator of an aircraft registered in a foreign country.*

## 3.12 Permits

3.12.1 When a flight has been approved as required by the DfT, a permit will be granted to the operator of the aircraft (see paragraphs 3.8 to 3.11). The airport concerned will be sent a copy of the permit by DfT. For passenger flights, His Majesty's Customs and Revenue will be notified for the purposes of Passenger Duty. Operators are responsible for making their own arrangements with the airport concerned for the reception and handling of the aircraft and should, if necessary, quote the DfT permit number when making these arrangements. Any changes in:

a) The date of operation of the flight into or from the United Kingdom;
b) the nationality or type of the aircraft to be used;
c) the route of the flight; or
d) the charterer or the nature and weight of goods to be taken on board or discharged from the aircraft in the United Kingdom,

must be notified by the operator to the DfT and a variation of the permit obtained before the flight may be operated into or from the United Kingdom. Failure to so notify the DfT may result in the permit for the flight being invalid. Any changes to the times of arrival at or departure from United Kingdom airports for fifth or seventh freedom operations must be notified to the DfT and may require a new application to be made in accordance with DfT's fifth freedom procedures.

## 3.13 Aerial Photography, Aerial Survey and any form of Aerial Work and Application

3.13.1 Operators of aircraft registered in any foreign country wishing to engage in aerial photography or aerial survey flights in the United Kingdom, whether or not hire or reward is given or for the purpose of any other form of aerial work for hire or reward, are required under the provisions of the UK Air Navigation Order to obtain a permit from DfT. For this purpose they must submit their application to DfT at least **20 full working days** in advance of the proposed operation giving the following information:

a) Name and address of operator;
b) type, nationality and registration mark(s) of aircraft to be used;
c) details of the employer of the crew and photographer (for aerial survey and photography);
d) complete details of proposed operations, including dates, location, height to be flown, etc;
e) documentary requirements:
    i. copy of a valid certificate of airworthiness (copy of annual maintenance log book entries as well, if the certificate of airworthiness is not time limited);
    ii. copy of the certificate of registration;
    iii. copy of the Trust documents if the registered owner is a Trustee;
    iv. copy of valid certificate of insurance; and
    v. radio station licence.

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

***Note 1:*** *If the aircraft has been modified for the type of aerial work to be carried out, details of the modifications together with a copy of the approval of the modifications from the aeronautical authority of the state of registry will be required;*

***Note 2:*** *all documents should be provided in the English language. If they are submitted in a foreign language DfT may request an English translation to be provided;*

***Note 3:*** *DfT will consider all applications subject only to receiving advice from the UK CAA.*

3.13.2 Additionally, operators wishing to engage in low flying (whether for agricultural, horticultural or forestry purposes) in the United Kingdom are required under the UK Air Navigation Order to obtain an exemption from the UK CAA. For this purpose they must submit their application with details (a) to (e) above, through the DfT, at least 20 full working days in advance. Operators are advised to obtain a copy of the document entitled 'The Aerial Application Certificate (CAP 414)' published by and obtainable from Tangent Marketing Services Limited, 37 Windsor Street, Cheltenham, Glos. GL52 2DG.

## 3.14 Applications

3.14.1 Applications for any type of charter should be made to DfT, International Aviation & Safety Division, First Floor, Great Minster House, 76 Marsham Street, London SW1P 4DR as follows:

Fax: 020-7944 2194
Email: airlineoperatingpermits@dft.gsi.gov.uk

***Note: Operators are advised to make applications electronically using the downloadable application forms from the DfT web site (www.dft.gov.uk/stellent/groups/dft_aviation/documents/page/dft aviation_040026.hcsp).***

For operators of aircraft registered in the CIS, Asia, Far East, Australasia, Central, North and South America, including the Caribbean:

- IASD1: Tel: 020-7944-5804, 020-7944 5848;

For operators of aircraft registered in Africa, Middle East and Europe (including the Baltic States, but excluding CIS)

- IASD2: Tel: 020-7944-5847, 020-7944-5806,

***Note:*** *Operating permits will be refused to any airline, type of or specific aircraft or aircraft registered in States with evidence suggests do not comply with international safety standards. These are listed on the DfT web site (**http://www.dft.gov.uk**).*

3.14.2 Requests for permission made **out-of-hours, public holidays or at weekends** must be made to the DfT out-of-hours Duty Office:

Phone: 020-7944 5999
Fax: 020-7944 5847
Email: duty.officers@dft.gsi.gov.uk

3.14.3 Applications for seasonal permits will be dealt with only during normal office hours.

3.14.4 In addition to operational requirements as set out in other parts of the United Kingdom AIP, operators must ensure that all documentary requirements specified in GEN 1.2 paragraph 3.15 are complied with.

## 3.15 Documentary Requirements

3.15.1 **Flights to and from the United Kingdom - Non-Scheduled Flights - Commercial**

3.15.1.1 Documentary Requirements

3.15.1.2 In addition to operational requirements as set out in other parts of the UK AIP operators are required to provide copies of the following:

a) Certificate of Competency and/or Air Operator's Certificate and/or an Operating Licence issued by the aeronautical authority of the country of origin;
b) Certificate of Airworthiness and Certificate of Registration issued by the aeronautical authority of the country of origin for each aircraft to be used on services to the UK;
c) Certificate of liability insurance for passengers and third party risks in respect of each aircraft to be used on services to the UK. For cargo flights, certificate of third party liability. The level of insurance must meet the minimum requirements of insurance for passengers and third party liability set out in Articles 6 and 7 of EC Regulation No785/2004;
d) Dangerous Goods confirmation as set out in GEN 1.2. paragraph 3.8.7.2;
e) Air Travel Organisers Licence (ATOL) as set out in GEN 1.2. paragraph 3.7 (not for cargo services);
f) A statement that flight crews Non Precision and Category 1 Aerodrome Operating Minima complies with the UK Air Navigation Order. (Note: The notified method for calculating UK minima is set out in the UK AIP Aerodrome (AD Volume 1);
g) Statement that the aircraft operator is aware of the UK Approach Ban requirements set out in the UK Air Navigation Order and that flight crews will be issued with written instructions with regard to the UK Air Navigation Order prior to operating the flights into the UK;

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

***Note:*** *Statements about Aerodrome Minima and Approach Ban are to be made to the DfT, but any enquiries should be made to the Flight Operations Policy Dept. CAA, Aviation House, London Gatwick Airport, West Sussex, RH6 0YR. Tel: 01293 - 573414, Fax: 01293-573991, Telex: 878753.*

h) Noise certificate for each aircraft to be used (all aircraft must be Chapter 3 compliant);
i) Confirmation that Airborne Collision Avoidance System (ACAS II or TCAS Version 7.1) is fitted (if not, provide exemption statement by the airline's aeronautical authority).

3.15.2 **Leased Aircraft**

3.15.2.1 The Department will also require the above documents in regard to any foreign registered aircraft leased from another carrier which the applicant carrier proposes to use to the UK together with the following information:

a) Confirmation that the lease has been approved by the lessee's aeronautical authorities;
b) confirmation of which airline's operations and flight manuals will be used;
c) contact details of the lessor airline (name, address, telephone, fax, telex).

***Note 1:*** *Where possible, documents should be provided in the English language. If they are submitted in a foreign language, DfT may request an English translation to be provided.*

***Note 2:*** *DfT may request a copy of the lease agreement (confidentiality will be maintained).*

## 4 Private Flights

### 4.1 Advanced Notification - Non-Scheduled Flights - Non-Commercial

4.1.1 Advance Notice of Permit Requirements

4.1.1.1 Except for airport purposes (GEN 1.2. paragraph 1.1) prior permission is not required for private flights by aircraft registered in States which are parties to the Chicago Convention for overflying the United Kingdom or for making non-traffic stops in United Kingdom territory. Permission for such flights by aircraft registered in States not parties to the Chicago Convention should be sought in accordance with the procedure as set out in GEN 1.2. paragraph 3.8 for commercial flights.

4.1.1.2 Pilots of non-scheduled non-commercial flights, have the obligation in respect of passport-control requirements set out in GEN 1.3. paragraph 2.1 and are to present their passengers on arrival and departure to a UKBA Officer, in accordance with the arrangements approved by the Home Office and notified to the airport manager.

4.1.1.3 The exemption for aircrew detailed in GEN 1.3. paragraph 2.1.1 is not applicable to non-commercial crew and the provisions of GEN 1.3. paragraph 2.2.1 apply.

## 5 Public Health Measures

NOT APPLICABLE

## 6 Appendix A — Airports Designated Under Terrorism Act 2000 (GEN 1.2 paragraph 1.5 refers)

| Designated Airports (Great Britain) | |
|---|---|
| Aberdeen | Leeds Bradford |
| Biggin Hill | Liverpool |
| Birmingham | London City |
| Blackpool | London Gatwick |
| Bournemouth | London Heathrow |
| Bristol | London Luton |
| Cambridge | London Stansted |
| Cardiff | Lydd |
| Coventry | Manchester |
| East Midlands | Newcastle |
| Edinburgh | Norwich |
| Exeter | Prestwick |
| Glasgow | Southampton |
| Gloucestershire | Southend |
| Humberside | Teesside International |

| Designated Airports (Northern Ireland) | | |
|---|---|---|
| Belfast Aldergrove | Belfast City | Londonderry Eglinton (City of Derry) |

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

| Designated Airports (Isle of Man and Channel Islands) | |
|---|---|
| Alderney | Isle of Man |
| Guernsey | Jersey |

## 7 Appendix B— United Kingdom Police Forces (GEN 1.2 paragraph 1.5 refers)

**England and Wales**

| Constabulary (unless 'Police' in title) | Addresses | Telephone Number |
|---|---|---|
| Avon and Somerset | PO Box 37, Valley Road, Portishead, Bristol. BS20 8QJ | 0845-456 7000 |
| Bedfordshire Police | Woburn Road, Kempston, Bedfordshire. MK43 9AX | 01234-841212 |
| Cambridgeshire | Hinchingbrooke Park, Huntingdon. PE29 6NP | 0845-456 4564 |
| Cheshire Police | Clemonds Hey, Oaksmere Road, Winsford. CW7 2UA | 0845-458 0000 |
| Cleveland Police | Ladgate Lane, Middlesbrough, Cleveland. TS8 9EH | 01642-326326 |
| Cumbria | Carleton Hall, Penrith, Cumbria. CA10 2AU | 0845-330 0247 |
| Derbyshire | Butterley Hall, Ripley, Derbyshire. DE5 3RS | 0845-123 3333 |
| Devon and Cornwall | Middlemoor HQ, Exeter. EX2 7HQ | 0845-277 7444 |
| Dorset Police | Winfrith, Dorchester, Dorset. DT2 8DZ | 01305-222222 |
| Durham | Aykley Heads, Durham. DH1 5TT | 0845-606 0365 |
| Dyfed-Powys Police | PO Box 99, Carmarthen. SA31 2PF | 0845-330 2000 |
| Essex Police | PO Box 2, Springfield, Chelmsford, Essex. CM2 6DA | 01245-491491 |
| Gloucestershire | No.1 Waterwells Drive, Quedgeley, Gloucester GL2 2AN | 0845-090 1234 |
| Greater Manchester Police | PO Box 22, Manchester. M16 0RE | 0161-872 5050 |
| Gwent | Croesyceiliog, Cwmbran. NP44 2XJ | 01633-838111 |
| Hampshire | West Hill, Winchester, Hampshire. SO22 5DB | 0845-045 4545 |
| Hertfordshire | Stanborough Road, Welwyn Garden City, Herts. AL8 6XF | 0845-330 0222 |
| Humberside Police | Priory Police Station, Kingston-upon-Hull. HU5 5SF | 0845-606 0222 |
| Kent Police | Sutton Road, Maidstone, Kent. ME15 9BZ | 01622-690690 |
| Lancashire | PO Box 77, Hutton, Preston. PR4 5SB | 0845-125 3545 |
| Leicestershire | St.John's, Enderby, Leicester. LE19 2BX | 0116-222 2222 |
| Lincolnshire Police | PO Box 999, Lincoln. LN5 7PH | 01522-532222 |
| London Metropolitan Police | New Scotland Yard, Broadway, London. SW1H 0BG | 020-7230 1212 |
| London, City of, Police | 37 Wood Street, London. EC2P 2NQ | 020-7601 2455 |
| Merseyside Police | Canning Place, Liverpool, Merseyside. L69 1JD | 0151-709 6010 |
| Norfolk | Falconers Chase, Wymondham, Norfolk. NR18 0WW | 0845-456 4567 |
| Northamptonshire Police | Wootton Hall, Northampton. NN4 0JQ | 0845-370 0700 |
| Northumbria Police | North Road, Ponteland, Newcastle upon Tyne. NE20 0BL | 01661-872555 |
| North Wales Police | Glan-y-Don, Colwyn Bay, Conwy. LL29 8AW | 0845-607 1002 |
| North Yorkshire Police | Newby Wiske, Northallerton. DL7 9HA | 0845-606 0247 |
| Nottinghamshire Police | Sherwood Lodge, Arnold, Nottingham. NG5 8PP | 0115-9670999 |
| South Wales Police | Cowbridge Road, Bridgend. CF31 3SU | 01656-655555 |
| South Yorkshire Police | Snig Hill, Sheffield. S3 8LY | 0114-220 2020 |
| Staffordshire Police | Cannock Road, Stafford. ST17 0QG | 0845-330 2010 |
| Suffolk | Martlesham Heath, Ipswich, Suffolk. IP5 3QS | 01473-613500 |
| Surrey Police | Mount Browne, Sandy Lane, Guildford, Surrey, GU3 1HG | 0845-125 2222 |
| Sussex Police | Malling House, Lewes, East Sussex. BN7 2DZ | 0845-607 0999 |
| Thames Valley Police | Oxford Road, Kidlington, Oxfordshire. OX5 2NX | 0845-850 5505 |
| Warwickshire Police | PO Box 4, Leek Wootton, Warwick. CV35 7QB | 01926-415000 |
| West Mercia | Hindlip Hall, Hindlip, PO Box 55, Worcester. WR3 8SP | 0845-744 4888 |
| West Midlands Police | Lloyd House, Colmore Circus, Birmingham. B4 6NQ | 0845-113 5000 |
| West Yorkshire Police | PO Box 9, Wakefield. WF1 3QP | 0845-606 0606 |
| Wiltshire | London Road, Devizes, Wiltshire. SN10 2DN | 0845-408 7000 |

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

**Scotland**

| Constabulary (unless 'Police' in title) | Addresses | Telephone Number |
|---|---|---|
| Central Scotland Police | Randolphfield, Stirling. FK8 2HD | 01786-456000 |
| Dumfries and Galloway | Cornwall Mount, Dumfries. DG1 1PZ | 0845-600 5701 |
| Fife | Detroit Road, Glenrothes. KY6 2RJ | 01592-418888 |
| Grampian Police | Queen Street, Aberdeen. AB10 1ZA | 0845-600 5700 |
| Lothian and Borders Police | Fettes Avenue, Edinburgh. EH4 1RB | 0131-311 3131 |
| Northern | Perth Road, Inverness. IV2 3SY | 01463-715 555 |
| Strathclyde Police | 173 Pitt Street, Glasgow. G2 4JS | 0141-532 2000 |
| Tayside Police | PO Box 59, West Bell Street, Dundee. DD1 9JU | 01382-223200 |

**Northern Ireland**

| Constabulary (unless 'Police' in title) | Addresses | Telephone Number |
|---|---|---|
| Police Service of Northern Ireland | Brooklyn, 65 Knock Road, Belfast. BT5 6LE | 02890-6502 22 |

**Isle of Man and Channel Islands**

| Constabulary (unless 'Police' in title) | Addresses | Telephone Number |
|---|---|---|
| Isle of Man | Glencrutchery Road, Douglas. IM2 4RG | 01624-631212 |
| Jersey Police | PO Box 789, Jersey, Channel Islands. JE2 3ZA | 01534-612612 |
| Guernsey Police | Hospital Lane, St. Peter Port, Guernsey, Channel Islands. GY1 2QN | 01481-725111 |

## 8 Appendix C — Designated International Airports - Customs, Immigration and Health (GEN 1.2 paragraph 1.9.1 refers)

8.1 The Aerodromes listed below have been designated for the purpose of customs and excise by the DfT.

8.2 All are also designated points of entry for the purposes of the Immigration Act 1971 except those indicated by Note 1.

8.3 For those aerodromes which are also designated as Sanitary Airports are also identified under International Sanitary Regulations (see Note 2).

Aberdeen
Belfast Aldergrove(2)
Biggin Hill(1)
Birmingham
Blackpool(1)
Bournemouth
Bristol
Cambridge(1)
Cardiff
Coventry(1)
East Midlands
Edinburgh
Exeter(1)
Farnborough(1)
Glasgow(2)
Humberside(1)
Isle of Man(1)(Not designated by the DfT)
Leeds Bradford
Liverpool
London City(1)
London Gatwick(2)
London Heathrow(2)
London Luton
London Stansted

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

| |
|---|
| Lydd[1] |
| Manchester[2] |
| Newcastle |
| Newquay[1] |
| Norwich |
| Prestwick[2] |
| Shoreham[1] |
| Southampton |
| Southend |
| Sumburgh[1] |
| Teesside International |

***Note 1:*** *These aerodromes are NOT Ports of Entry under the Immigration Act 1971.*

***Note 2:*** *These aerodromes are Sanitary Airports under International Sanitary Regulations.*

## 9 Appendix D - Border Force Airport Offices for Immigration and Customs Related Enquiries

| Port | Border Force Port Office Postal Address | Telephone Number | Fax Number |
|---|---|---|---|
| Aberdeen Airport | Border Force Scotland, Terminal Building, Aberdeen Airport, Dyce AB21 7DU | 01224-722890/ 0777-5992743 | 01224-214340 |
| Belfast Airport | Old Customs House, Belfast International Airport, Crumlin BT29 4AB | 02894-422500 | 02894-459211 |
| Birmingham Airport | Border Force, Birmingham International Airport, Birmingham, West Midlands. B37 7YB | 0121-606 7364 | 0121-782 0006 |
| Blackbushe Airport | Refer to Border Force contact for Farnborough Airport | | |
| Blackpool Airport | Border Force Blackpool Airport, Blackpool, Lancashire FY4 2QS | 01253-349259 | 01253-402587 |
| Bristol Airport | Border Force, Bristol Airport, Lulsgate, Bristol BS48 3DY | 01275-472843 | 01275-473147 |
| Cambridge Airport | Border Force, Terminal Building, Cambridge Airport, Newmarket Road, Cambridge CB5 8RX | 01223-294213 | 01223-292836 |
| Cardiff Airport | Border Force, Cardiff International Airport, Vale of Glamorgan, Wales CP62 3BD | 01446-712920 | 01446-712921 |
| Denham Airfield | Refer to Border Force contact for Farnborough Airport | | |
| East Midlands Airport | Border Force, Building 16, East Midlands Airport, Castle Donnington, Derby DE74 2SA | 01332-442050 | 01332-442090 |
| Edinburgh Airport | Border Force Scotland,Terminal Building, Edinburgh Airport, Edinburgh EH12 9DN | 07909-681 806/ 0131-348 4021/2/5/6 | 0131-348 4029 |
| Elstree Airfield | Refer to Border Force contact for Farnborough Airport | | |
| Exeter Airport | Border Force, Exeter Airport, Clyst Honiton, Devon EX5 2BD | 01392-366492/ 01392-440310 | 01392-364156 |
| Fairoaks Airport | Refer to Border Force contact for Farnborough Airport | | |
| Farnborough Airport | Border Force, Control Authorities Office, Farnborough Airport, Hampshire GU14 6XA | 01252-526128 | 01252-526138 |
| Gatwick | Border Force, Ashdown House, Perimeter Road East, Gatwick Airport, West Sussex RH6 0LX | 01293-502100 | 01293-501620 |
| Gatwick Airport North Terminal | Border Force, North Terminal, Gatwick Airport, West Sussex RH6 0PJ | 01293-507075 | 01293-507097 |
| Gatwick Airport South Terminal | Border Force, South Terminal, Gatwick Airport, West Sussex RH6 0NP | 01293-502019 | 01293-501022 |

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

| Port | Border Force Port Office Postal Address | Telephone Number | Fax Number |
|---|---|---|---|
| Glasgow Airport | Border Force Scotland, Terminal Building, Glasgow Airport, Paisley PA3 2TD | 0141-847 5300/ 07767-248785 | 0141-887 1566 |
| Heathrow Airport TN 1 | Border Force, Terminal 1, Heathrow Airport, Hounslow, Middx TW6 1AP | 020-8745 6801 | 020-8745 6828 |
| Heathrow Airport TN 3 | Border Force, Terminal 3, Heathrow Airport, Hounslow, Middx TW6 1QG | 020-8745 6900/01/03 | 020-8745 6943 |
| Heathrow Airport TN 4 | Border Force, Terminal 4, Heathrow Airport, Hounslow, Middx TW6 3XA | 020-8745 4700 | 020-8745 4705/4733 |
| Heathrow Airport TN 5 | Border Force, Terminal 5, Heathrow Airport, Hounslow, Middx TW6 2GA | 020-8196 2500 | 020-8196 2494 |
| Humberside Airport | Humberside International Airport, Kirmington Ulceby DN39 6AB | 01652-688584 | 01652-688551 |
| Inverness Airport | Refer to Border Force contact for Aberdeen Airport | | |
| Leeds Bradford Airport | Leeds Bradford Airport Whitehouse Lane, Yeadon, Leeds LS19 7TZ | 0113-3911920 | 0113-3911921 |
| Liverpool Airport | Border Force, Liverpool John Lennon Airport, Speke, Liverpool L24 2QS | 0151-448 1448 | 0151-448 1594 |
| London City Airport | Border Force, London City Airport. Royal Docks, Silvertown, London E16 2PX | 0207-055 5900 | 0207-055 5923 |
| Luton Airport | Border Force, London Luton Airport. Percival Way, Luton, Bedfordshire LU2 9LU | 01582-878700/878705 | 01582-878718<br>01582-878731 |
| Manchester Airport | Border Force, Manchester International Airport, Terminal 1, Manchester M90 1QX | 0161-261 5907 | 0161-261 5801 |
| Newcastle Airport | Newcastle Airport, Terminal Building, Woolsington, Newcastle NE13 8BZ | 0191-214 4580 | 0191-214 0089 |
| Norwich Airport | Border Force, Norwich Airport, Amsterdam Way, Norwich, Norfolk NR6 6EP | 01603-268960 | 01603-268961 |
| Oxford Airport | Refer to Border Force contact for RAF Brize Norton | | |
| Prestwick Airport | Border Force Scotland, 1st Floor Terminal Building, Prestwick Airport, Prestwick KA9 2PQ | 01292-478675 | 01292-478604 |
| RAF Brize Norton | Border Force, Terminal Building, RAF Brize Norton OX18 3LX<br><br>SECONDARY CONTACT: Border Force, Control Authorities Office, Farnborough Airport, Hampshire GU14 6XA | 01993-845992<br><br>01252-526128 | 01993-845992<br><br>01252-526138 |
| RAF Northolt | Border Force, RAF Northolt Operations Building, RAF Northolt, West End Road, Ruislip HA4 6NG<br><br>SECONDARY CONTACT: Border Force contact for Farnborough Airport, otherwise - Mike Hurst (HMI) 07919-218086, Mark Suter (HO) 07802-614709 and Fred Symons (CIO) 07775-668793 | 020-8833 8949 | 020-8845 3334 |
| Southampton Airport | Border Force, Southampton Airport SO18 2NL | 02380-627107 (Immigration)<br>02380-612542 (Customs) | 02380-627262 (Immigration)<br>02380-650587 (Customs) |
| Southend Airport | Border Force, Southend Airport, Southend-on-Sea, Essex SS2 6YH | 01702-538573 | No fax at present |

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

| Port | Border Force Port Office Postal Address | Telephone Number | Fax Number |
|---|---|---|---|
| Stansted Airport | Border Force, Stansted Airport, Passenger Terminal, Stansted, Essex CM24 1RW | 01279-680118 (Casework) | 01279-680145 |
| Teesside International Airport | Teesside International Airport, Darlington, County Durham DL2 1LU | 01325-331400 | 01325-335063 |
| White Waltham Airfield | Refer to Border Force contact for Farnborough Airport | | |
| Wycombe Air Park/ Booker Airfield | Refer to Border Force contact for Farnborough Airport | | |

# GEN 1.3 ENTRY, TRANSIT AND DEPARTURE OF PASSENGERS AND CREW

## 1 CUSTOMS REQUIREMENTS

1.1 **Aircrew**

1.1.1 **Arriving on Flights from other EU Countries**

1.1.1.1 The duty/tax free allowances do not apply to intra EU crew. No declaration is required to be made unless they are carrying goods which need to be declared such as prohibited or restricted goods. Also, there is no customs restriction on crew members' exit route from the airport (although in practice at most larger airports their movements are constrained by security measures).

1.1.2 **Arriving on Flights from Non-EU Countries**

1.1.2.1 The Border Force officer at the airport of arrival will be able to advise on the arrangements in operation there for clearance of aircrew. Normally, this will involve the crew members in either:

a) Making a declaration on Form C909; or
b) making an oral declaration in the Red Channel or at the Red Point, if they are carrying goods in excess of the customs allowances.

1.1.2.2 The terms of this paragraph apply not only to crew who have arrived on a direct flight from outside the EU, but also to crew whose aircraft has made a stopover at another EU airport.

1.1.3 **Departing on Flights to Non-EU Destinations**

1.1.3.1 It is not normally necessary for crews' effects to be made available for Border Force inspection, except when refund of VAT is being claimed under the Retail Export Scheme. VAT leaflet 704/1 explains the conditions under which aircrew are eligible for the Scheme, and the procedures to be followed.

1.2 **Passengers**

1.2.1 **Arriving on Domestic Flights**

1.2.1.1 The hold baggage of passengers who arrived in the United Kingdom from a non-EU Country and have transferred to a domestic flight will be subject to customs control at the destination airport, if it has not been cleared at the airport of arrival in the United Kingdom. The Border Force officer at the destination airport should be contacted for details of the arrangements.

1.2.2 **Arriving on Flights from other EU Countries**

1.2.2.1 Passengers on direct flights from other EU Countries are not normally required to make any declaration and at most airports proceed through a separate EU exit.

1.2.2.2 The only exception is for passengers who commenced their journey outside the EU and have transferred to a flight to the United Kingdom after arriving in another EU Country. After reclaiming their hold baggage, such passengers must make an oral declaration in the Red Channel or at the Red Point, if they are carrying goods in excess of Customs allowances or prohibited or restricted items. Passengers with nothing to declare should proceed through the Green Channel.

1.2.3 **Arriving on Flights from Non-EU Countries**

1.2.3.1 After disembarkation, passengers completing their journey at a United Kingdom airport reclaim any hold baggage, and if they are carrying goods in excess of Customs allowances, cash or equivalent of €10000 or more, prohibited or restricted items or commercial goods, they must make an oral declaration in the Red Channel or at the Red Point. Passengers with nothing to declare should proceed through the Green Channel. These procedures apply not only to passengers who have arrived on a direct flight from outside the EU, but also to passengers whose aircraft has made a stopover at another EU airport.

1.2.3.2 Passengers who are transferring to a flight to another EU Country do not reclaim their hold baggage, but must declare any goods in their cabin baggage which are in excess of customs allowances.

1.2.3.3 Passengers who are transferring to a flight to a non-EU Country are not required to make any declaration to customs.

1.2.3.4 The Border Force officer at the airport of arrival should be contacted for advice on the arrangements there for passengers transferring to a flight to another United Kingdom airport, as these may vary depending on local circumstances.

1.2.4 **Departing on Flights to Non-EU Destinations**

1.2.4.1 It is not normally necessary for passengers baggage to be made available to Border Force, except when refund of VAT is being claimed under the Retail Export Scheme. VAT leaflet 704/1 explains the conditions under which passengers are eligible for the Scheme and the procedures to be followed.

# GEN 1.3 ENTRY, TRANSIT AND DEPARTURE OF PASSENGERS AND CREW

1.3 **Further Information**

1.3.1 Further information on the customs requirements for international travellers, including details of customs allowances, is in Notice 1-Travelling to the UK.

1.4 **Custom's forms and Notices**

1.4.1 Copies of all customs forms, notices and leaflets may be obtained free of charge from the HMRC website www.hmrc.gov.uk or from the HMRC, Customs, International Trade and Excise enquiries service tel: 0845-010 9000.

## 2 IMMIGRATION REQUIREMENTS

2.1 **Aircrew**

2.1.1 In the case of an aircrew member arriving or departing as such, a valid crew licence or crew member certificate which includes a certification that the holder may at all times re-enter the state of issuance, is acceptable as a document of identity. Aircrew travelling as passengers are required to comply with the provisions of paragraph 2.2.1.

2.1.2 When a person subject to immigration control arrives as a member of the crew of an aircraft and is under an engagement requiring him to leave within seven days as a member of the crew of that or another aircraft, he may enter the United Kingdom without leave and remain until the departure of the aircraft on which he is required by his engagement to leave unless either:

a) There is in force a deportation order against him; or
b) he has at any time been refused leave to enter the United Kingdom and has not since been given leave to enter or remain in the United Kingdom; or
c) a Border Force Officer requires him to submit to examination.

2.1.3 An aircrew member who lawfully enters the United Kingdom without leave by virtue of the foregoing provision, should seek the permission of the Border Force Officer if he wishes to stay longer than seven days.

2.2 **Passengers**

2.2.1 For immigration purposes the United Kingdom, the Channel Islands, the Isle of Man and the Republic of Ireland collectively form a common travel area. A person arriving in the United Kingdom direct from, or departing from the United Kingdom direct to, a place outside the common travel area, is liable to be examined by a Border Force Officer and must produce to him (if required to do so) a valid passport or some other acceptable document satisfactorily establishing identity and nationality or citizenship, endorsed when necessary with a current United Kingdom visa or entry clearance. He must furnish the Border Force Officer with such information as may be required for the purpose of deciding whether he requires leave to enter and, if so, whether and on what terms leave should be given. Information on visa or entry clearance requirements may be obtained from a British Government representative overseas, the Home Office, UKBA or the local Border Force Office.

2.2.2 For the purposes of these requirements the term European Economic Area (EEA) is used to refer to the group of countries listed at GEN 1.2.1.2 paragraph 1 but also includes Iceland, Norway and Liechtenstein.

2.2.3 **Powers and Obligations of Captains and Owners or Agents of Aircraft Under the Immigration Act 1971**

a) Except with the prior approval of the Secretary of State, to embark and disembark passengers only at an airport designated as a port of entry in the GEN 1.2.1.1 Appendix C unless there is reasonable cause to believe all of them to be British citizens;
b) to ensure that persons who have arrived in the United Kingdom do not disembark until examined by a Border Force Officer or other than in accordance with arrangements approved by a Border Force Officer;
c) to ensure that passengers are presented for examination in an orderly manner;
d) to provide a list of crew and passengers if required to do so;
e) to provide landing cards for all passengers who are not British citizens or other nationals of Member States of the EEA;
f) to remove or make arrangements for the removal from the United Kingdom of a passenger arriving in the United Kingdom who is refused leave to enter;
g) to detain in custody persons placed on board an aircraft under the authority of a Border Force Officer;
h) to pay the Secretary of State on demand any expenses incurred by the latter in respect of the custody, accommodation or maintenance of a person at any time after his arrival while he was detained or liable to be detained under the authority of a Border Force Officer unless on arrival that person held a certificate of entitlement, an entry clearance or work permit, or was subsequently given leave to enter before removal directions had been carried out;
i) to remove a person against whom a deportation order is in force, if so directed by the Secretary of State.

2.3 Immigration (Carriers' Liability) Act 1987

2.3.1 Under the Immigration (Carriers' Liability) Act a charge will be levied on carriers who bring to the United Kingdom passengers without proper documentation. The charge will be £2000 for each passenger. The charge will be enforceable by civil action and would arise where a person requiring leave to enter (ie not a British Citizen or other national of the EEA) arrives at the Immigration Control without:

a) A valid passport or document satisfactorily establishing identity and nationality or citizenship; and
b) a valid visa where one is required under the Immigration Rules.

# GEN 1.3 ENTRY, TRANSIT AND DEPARTURE OF PASSENGERS AND CREW

2.3.2 Information on visas and documentation can be obtained from British Consulates abroad or from Border Force offices in the United Kingdom; the principal air travel information-systems also carry up-dated information on visas.

2.4 **Landing Cards**

2.4.1 In addition to the general requirements described in paragraph 2 passengers who are not British citizens or other nationals of the EEA will normally be required to produce completed landing cards to the Border Force Officer.

## 3 PUBLIC HEALTH

3.1 **Public Health Requirements**

3.1.1 The Public Health (Aircraft) Regulations 1979 (England and Wales) give authorised officers and medical officers at airports a number of powers to control the spread of infectious disease, both on arrival and departure. In Scotland and Northern Ireland, broadly similar provision is made in the Public Health (Aircraft) (Scotland) Regulations 1971 (as amended in 1974 and 1978) and the Public Health (Prevention of Infections and Epidemic Diseases - Aircraft) Regulations 1971 (Northern Ireland).

3.1.2 These include powers to inspect aircraft; to de-rat or disinfect the aircraft if necessary; and under certain conditions detain the aircraft on arrival. (Regulations 7, 13, 14 and 16).

3.1.3 Medical officers, under certain conditions, have a number of powers to examine passengers on arrival, to order their isolation, to prohibit their leaving the aircraft, to require a passenger leaving an aircraft to state in writing his name and intended destination address; to cause the removal of an infected passenger from an aircraft; to place passengers under surveillance; or apply a number of additional health protection measures. (Regulations 8, 9, 18, 20, 21 and 23).

3.1.4 In addition, the Regulations impose a number of duties on the commanders of aircraft in terms of notifying cases of infectious disease on board their aircraft prior to landing, as well as supplying information as to the health conditions on board the aircraft once the aircraft has landed (Regulations 11 and 12).

3.1.5 The regulations also give medical officers a number of powers to examine passengers proposing to embark on an aircraft, to prohibit their embarkation if necessary, and under certain conditions to apply any other public health measures required by the Secretary of State for Health (Regulations 27 and 28).

## 4 FLYING LICENCES AND RATINGS

4.1 **Definitions**

4.1.1 A UK Part-FCL pilot licence means a licence granted in accordance with UK Regulation (EU) No 1178/2011 (as retained and amended into United Kingdom (UK) domestic law under the European Union (Withdrawal) Act), the ‘Aircrew Regulation’.

4.1.2 ‘Part-21 aircraft’ means an aircraft that is subject to UK Regulation (EU) 2018/1139 (as retained and amended into UK domestic law under the European Union (Withdrawal) Act), the ‘Basic Regulation’. The majority of aircraft registered in the United Kingdom are ‘Part-21’ aircraft. A UK registered ‘Part-21 aircraft’ will have a Certificate of Airworthiness or Permit to Fly granted by the CAA.

4.1.3 ‘Non-Part-21 aircraft’ means an aircraft that is not subject to UK Regulation (EU) 2018/1139, the ‘Basic Regulation’. They are aircraft that fall within the categories set out in that Regulation at Annex I or are ‘State’ aircraft. A United Kingdom civil registered ‘non-Part-21 aircraft’ will have a UK national Certificate of Airworthiness or Permit to Fly granted by the CAA.

4.2 **Visiting Pilots holding Third Country ICAO licences**

4.2.1 Unless the CAA directs otherwise, the holder of a valid pilot's licence, granted under the law of a Contracting State to the ICAO Convention or a relevant Overseas Territory, may exercise the privileges of that licence in any UK registered aircraft for a period not exceeding 28 days in a calendar year. This does not apply to student pilot licences and is subject to the following conditions:

a) the licence has been issued in accordance with the relevant international standards as set out in Annex 1 (Personnel Licensing) to the ICAO Convention; and

b) the licence does not include any extraordinary operational or medical conditions, restrictions or limitations; and

c) no flights are made for the purpose of public transport, commercial air transport, or aerial work and the pilot does not receive remuneration; and

d) the holder of the licence does not act as pilot of any aircraft flying in controlled airspace in circumstances requiring compliance with the Instrument Flight Rules and does not give instruction in flying.

e) a declaration is to be made, using forms SRG2141 and SRG2142.

# GEN 1.3 ENTRY, TRANSIT AND DEPARTURE OF PASSENGERS AND CREW

4.2.2 Except as may be provided for in UK Regulation (EU) 2020/723, there are no provisions for the validation of instructor or examiner privileges granted under the law of a Contracting State to the ICAO Convention or under the law of a relevant Overseas Territory. Any pilot who wishes to exercise instructor or examiner privileges in a UK registered aircraft to instruct or examine for UK Part-FCL or UK ANO Licence qualifications must hold appropriate UK instructor or examiner privileges issued by the UK.

4.2.3 It should be noted that a licence issued by a Member State of the European Union or the European Economic Area, is considered as a Third Country Licences.

4.3 **Pilots licences for persons residents within the United Kingdom**

4.3.1 UK Part-21 aircraft - pilots flying UK registered 'Part-21 aircraft' for any purpose must hold a UK Part-FCL licence by the UK in accordance with the Aircrew Regulation or validation issued in accordance with UK Regulation (EU) 2020/723 (as retained and amended into UK domestic law under the European Union (Withdrawal) Act).

4.3.2 UK Non-Part-21 aircraft - pilots flying UK registered non-Part-21 aircraft must hold a licence issued in accordance with the current UK Air Navigation Order or hold a validation in accordance with said Order, unless they are the holder of a UK Part-FCL licence.

4.3.3 All pilots who are resident within the UK, must hold a UK licence to operate UK and third country aircraft that are resident within the UK in accordance with Article 2 of UK Regulation (EU) 2018/1139.

4.4 **Pilots of aircraft registered in a third country flying within the territory of the United Kingdom**

4.4.1 Pilots wishing to fly aircraft registered in third countries must comply with the UK Air Navigation Order (UK ANO) Articles 148 and 151, as applicable. This requires the pilot to hold a valid pilot licence, granted or rendered valid under the law of the State of Registry of the aircraft, issued in accordance with the relevant international standards as set out in ICAO Convention Annex 1 (Personnel Licensing).

4.4.2 UK Regulation (EU) 2018/1139, applies to aircraft registered anywhere in the world if they are used by an 'operator established or residing in the United Kingdom'. UK Regulation (EU) 2018/1139 defines an operator as 'any legal or natural person, operating or proposing to operate one or more aircraft.....'.

4.4.3 UK Regulation (EU) 2018/1139 also requires pilots of UK aircraft registered anywhere in the world that are used by operators based in the UK to hold either a valid UK Part-FCL pilot licence or a validation issued in accordance UK Regulation (EU) 2020/723, except where there is an agreement between the UK and the third country of aircraft registry to the contrary.

4.4.4 Pilots of non-Part-21 (Annex I) aircraft registered in third countries and flying within the United Kingdom are unaffected by UK Regulation (EU) 2018/1139 but remain subject to the ANO Articles 148 and 151.

4.5 **Pilots holding licences other than UK Part-FCL or UK ANO licences that are not granted in accordance with the Standards of Annex 1 (Personnel Licensing) to the ICAO Convention**

4.5.1 Pilots whose licences are not ICAO-Annex 1 compliant or include extraordinary operational or medical conditions, restrictions or limitations, must contact the CAA for advice before flying aircraft either registered in the UK, wherever the aircraft based, or registered elsewhere, if the aircraft is based in the UK.

4.6 **Contacting the United Kingdom CAA on licensing matters**

Post: Civil Aviation Authority, Shared Services Centre (Flight Crew Licensing), Aviation House, Beehive Ring Road Crawley, West Sussex, RH6 0YR.
Phone: +44 (0)3300-221972
Email: fclweb@caa.co.uk

# GEN 1.4 ENTRY, TRANSIT AND DEPARTURE OF CARGO

## 1 CUSTOMS AND EXCISE REQUIREMENTS

1.1 **Importation and Exportation of Cargo and Cargo in Transit**

1.1.1 **Movement of Community Goods**

1.1.1.1 With the completion of the Single Market, Community goods moving within the EC are considered to be in 'Free Circulation', and will for the most part, no longer require Community Transit documentation. Community/Free Circulation goods are those which:

a) Originate in the Community; or
b) are goods imported from a non-Community country and which have had all duties and charges paid and are said to be in Free Circulation;
c) goods which have been manufactured in the community wholly or partly from materials or parts which are in Free Circulation.

1.1.2 **Import of Non-Community Goods**

1.1.2.1 The importation of goods from a third country are subject to customs controls and require documentary evidence. Refer to HM Revenue and Customs Notice 199 – Imported goods: Customs procedures and customs debt.

1.1.3 **Transit of Non-Community Goods**

1.1.3.1 Goods which transit the UK and are not in Free Circulation are required to be under Customs control.

1.1.4 **Export of Non-Community Goods**

1.1.4.1 Goods which are to be exported either direct to a third country, or via the EU require an export declaration to be lodged at the Customs office of export. Further information can be found in HM Revenue and Customs Notice 275 – Export Procedures.

1.2 **Freight Charters - Consolidation and Consignment Size**

1.2.1 For outbound cargo charters between the United Kingdom and Europe* there is no minimum consignment size requirement. Consolidation is permitted.

1.2.2 For outbound cargo charters from the United Kingdom, other than to Europe* and the USA, no consignment shall be carried unless it exceeds 500 kg in weight, or 3.0 cubic metres in volume. Consolidation of consignments of less than 500 kg is permitted.

1.2.3 For inbound charters to the United Kingdom, other than from USA and Canada, there are no consignment size or consolidation restrictions.

1.2.4 For inbound charters from Canada, no consignment shall be carried unless it exceeds 500 kg in weight or 3.0 cubic metres in volume. Consolidation of consignments of less than 500 kg is permitted.

1.2.5 Special arrangements apply for both inbound and outbound charters to and from the USA and details can be obtained from IA 2A, Department of Transport.

***Note:*** ** Europe means the area comprising the following countries:*

| | | |
|---|---|---|
| Albania | Algeria | Andorra |
| Austria | Belgium | Republic of Bosnia & Herzegovina |
| Bulgaria | CIS (West of Urals) | Croatia |
| Czech Republic | Denmark | Finland |
| France | Germany | Gibraltar |
| Greece | Hungary | Iceland |
| Republic of Ireland | Italy | Liechtenstein |
| Luxembourg | Macedonia | Malta |
| Monaco | Morocco | Netherlands |
| Norway | Poland | Portugal (including Azores & Madeira) |
| Romania | Slovenia | San Marino |
| Slovak Republic | Spain (including Balearics & Canaries) | Sweden |
| Switzerland | Tunisia | Turkey (Europe & Asia) |
| Fed Rep of Yugoslavia (Serbia & Montenegro) | | |

# GEN 1.4 ENTRY, TRANSIT AND DEPARTURE OF CARGO (continued)

## 2 AGRICULTURAL QUARANTINE REQUIREMENTS

2.1 **TO BE DEVELOPED**

## 3 DANGEROUS GOODS AND MUNITIONS OF WAR REQUIREMENTS

3.1 **Carriage of Munitions of War**

3.1.1 For operators subject to EASA Ops, CAT.GEN.MPA.155 states that weapons of war or munitions of war may only be carried if approval to do so has been granted by all States whose airspace is intended to be used for the flight. As indicated in GM1 CAT.GEN.MPA.155, there is no internationally agreed definition of the terms 'weapons of war' and 'munitions of war'. For the purposes of flights using UK airspace, these terms are considered to include:

a) any weapon (with or without ammunition);
b) any ammunition;
c) any article containing an explosive or any noxious liquid, gas; or
d) any other thing, which is designed or made for use in warfare or against the person, including parts and accessories for such weapon, ammunition or article.

3.1.2 For all other aircraft (i.e. those not subject to EASA Ops), the UK Air Navigation Order states that munitions of war may only be carried if the Civil Aviation Authority (CAA) has granted permission to do so. The ANO contains the same definition of a munition of war as 3.1.1 above.

3.1.3 Therefore, weapons of war or munitions of war may only be carried by an aircraft within UK airspace if an approval or a permission has been granted by the CAA. Such documents are only granted on a long-term basis rather than for each flight. Application must be made at least 10 working days before the proposed date of the first flight on which weapons of war or munitions of war are to be carried. Applications may either request the approval/permission be granted for a period of one year, or non-expiring. Non-expiring approvals/permissions are subject to an annual fee which is charged by invoice.

3.1.4 If the weapons of war or munitions of war are also classified as dangerous goods, then see also paragraph 3.2 (Carriage of Dangerous Goods).

3.1.5 For details of how to apply for an approval or a permission to carry weapons of war or munitions of war, see paragraph 3.3 (Applications and Enquiries).

3.2 **Carriage of Dangerous Goods**

3.2.1 The requirements concerning dangerous goods vary depending upon which operating regulations apply to the aircraft, as follows:

a) UK commercial air transport aircraft operating under an EASA Ops Air Operators Certificate are subject to CAT.GEN.MPA.200 and require an approval granted by the CAA in order to carry dangerous goods;
b) all other UK registered aircraft are subject to Regulation 4(1)(a) of the Air Navigation (Dangerous Goods) Regulations 2002 and require an approval granted by the CAA in order to carry dangerous goods;
c) non-UK commercial air transport aircraft operating under an EASA Ops Air Operator Certificate are also subject to CAT.GEN.MPA.200 and require an approval granted by the National Aviation Authority of their own State in order to carry dangerous goods within UK airspace;
d) all other non-UK commercial air transport aircraft that are not operating under an EASA Ops Air Operator Certificate (i.e. Third Country Operators) will be subject to EASA Part-TCO once it comes into force and will require an authorisation granted by the European Aviation Safety Agency (EASA) in order to operate in any EASA member State. This authorisation will specify whether or not the operator is authorised to carry dangerous goods. Until such time as EASA Part-TCO becomes applicable to Third Country Operators, a general approval granted by the UK CAA approves the operator to carry dangerous goods within UK airspace provided it holds approval to carry dangerous goods granted by its own State in accordance with International Civil Aviation Organization (ICAO) Annex 18 and the Technical Instructions; and
e) all non-UK, non-commercial air transport aircraft are subject to Regulation 4(1)(a) of the Air Navigation (Dangerous Goods) Regulations 2002 and require an approval granted by the CAA in order to carry dangerous goods.

3.2.2 In addition to the approval described in paragraph 3.2.1, where the ICAO Technical Instructions indicates that a particular type of dangerous goods requires an additional exemption or approval in order to be carried, such approval or exemption must be obtained from the CAA.

3.2.3 Applications for approvals and/or exemptions must be made at least 10 working days before the proposed date of the flight. For details of how to apply for an approval or exemption to carry dangerous goods, see paragraph 3.3.

3.3 **Applications and Enquiries**

3.3.1 Application forms and further information about dangerous goods, weapons of war and munitions of war can be obtained from the following website address:

www.caa.co.uk/dangerousgoods

# GEN 1.4 ENTRY, TRANSIT AND DEPARTURE OF CARGO (continued)

3.3.2 Completed application forms should be sent to the Civil Aviation Authority by e-mail, although they may also be sent by post. The applicable addresses and contact details are below:

Email: dgo@caa.co.uk
Phone: +44 (0)1293-573800
Flight Operations, Civil Aviation Authority
Aviation House, Gatwick Airport South
West Sussex
RH6 0YR
United Kingdom

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# GEN 1.5 AIRCRAFT INSTRUMENTS, EQUIPMENT AND FLIGHT DOCUMENTS

## 1 Introduction

1.1 The entry for RVSM is published in accordance with European RVSM implementation.

1.2 Details of other UK General and Special Equipment requirements may be added once determined.

## 2 RVSM

### 2.1 Introduction

2.1.1 Reduced Vertical Separation Minimum (RVSM) operations are mandated in part of the upper airspace of the United Kingdom, other European Civil Aviation Conference (ECAC) member states and some adjacent states (referred to as EUR RVSM airspace). In addition RVSM operations are in place in the majority of the world's continental and oceanic airspace. RVSM airspace in the North Atlantic (NAT) region covers the same flight levels as in the EUR RVSM area. RVSM is the generic term for a reduction in vertical separation from 2000 FT to 1000 FT that can be applied to approved operators of approved aeroplanes operating between FL 290 and FL 410 inclusive. With the exception of State aircraft, Non-RVSM Approved aircraft are not permitted to operate within the EUR RVSM airspace, including in the Scottish FIR/UIR and the London FIR/UIR, except for operators of Non-RVSM Approved aircraft wishing to transit the NAT region above RVSM airspace, that is at FL 430 or above.

2.1.2 The requirements for European RVSM are published in the ICAO documents **Regional Supplementary Procedures (Doc 7030 -EUR) and Procedures for Air Navigation Services Air traffic Management (PANS ATM Doc 4444) plus JAA Temporary Guidance Leaflet No. 6 Revision 1 (TGL 6).** Detailed information on the ATS routes, associated flight level allocation and RVSM entry/exit points in the London and Scottish UIRs are published in the UK AIP.

### 2.2 Means of Compliance

2.2.1 Except for State aircraft, operators intending to conduct flights within the EUR RVSM airspace require a RVSM approval from the State in which the operator is based or from the State in which the aircraft is registered. To obtain such an RVSM approval operators shall satisfy the said State that:

a) aircraft for which an approval is sought have the vertical navigation performance capability required for RVSM operations through compliance with the criteria of the RVSM minimum aviation system performance standards (MASPS);
b) they have instituted procedures in respect of continued airworthiness (maintenance and repair) practices and programmes; and
c) they have instituted operational procedures and a programme of flight crew training so that they have an in-depth knowledge of the criteria for operating in RVSM airspace and this should include both initial and recurrent training.

2.2.2 For UK based operators and the operators of civil aircraft registered in the UK the RVSM approval is to be obtained from the Civil Aviation Authority Safety and Airspace Regulation Group (SARG). Once obtained the RVSM approval is not restricted to a specific region. Instead it is valid globally, where RVSM procedures are applied, on the understanding that any operating procedures specific to a given region should be stated in the operations manual or appropriate crew guidance. Applications for approval should be made on Form CA4040 (RVSM Approval Application) which is available on the CAA website.

2.2.3 Aircraft that have received State approval for RVSM operations will be referred to as 'RVSM approved aircraft' while those aircraft that have not received such approval will be referred to as 'non-RVSM approved aircraft'. State aircraft that have not been granted RVSM approval should be granted access to RVSM airspace and ATC will apply a 2000 FT separation from other traffic.

### 2.3 Flight Crew Operating Practices and Procedures

2.3.1 All RVSM airspace is defined by ICAO as 'special qualification airspace'. Accordingly it is important that all operators provide their flight crews with a resume of any special procedures or phraseology applicable to a given RVSM operation. Holders of AOCs are required to have an 'operations manual' in which all pertinent details and procedures are specified. Non-AOC holders are required to submit to the CAA for approval RVSM operations instructions/procedures for use by flight crews.

2.3.2 Operations manuals should include sections on:

a) Equipment Requirements and Minima;
b) Flight Planning;
c) Pre-Flight, In-Flight and Post-Flight Procedures;
d) Contingencies;
e) TCAS/ACAS Alerts;
f) R/T Phraseology;
g) Height Monitoring Requirements.

### 2.4 Contingencies - Applicable to all RVSM Airspace

2.4.1 **General**

2.4.1.1 Flight crews are to report to ATC as soon as practicable any event that may affect their ability to comply with the ATC clearance,

examples being: severe turbulence, loss of thrust, loss of pressurisation, need to divert, uncertainty of present position, etc. If, at any time, it is not possible to notify ATC immediately that a problem has occurred and obtain a new clearance before departing from the old, comply as accurately as possible with any procedures that may be specified for the airspace, eg NAT contingency Procedures. In all cases a good lookout should be maintained and if the aeroplane is equipped with TCAS/ACAS the visual display should be used to assist in the sighting of proximate traffic.

2.4.1.2 The following equipment failures must be reported to ATC:

a) Loss of thrust on one or more engines necessitating descent;
b) Loss of one or more altimetry systems;
c) Failure of all automatic altitude control systems;
d) Failure of any other equipment that could affect the ability of the aeroplane to maintain flight as cleared.

2.4.2 **Contingencies - Applicable to Specified RVSM Airspace**

2.4.2.1 **UK and EUR RVSM Airspace -** In this RVSM airspace it is expected that all aeroplanes will be in continuous radio contact with ATC either on the assigned frequency or on the distress and emergency frequency (121.500 MHz). They will therefore be able to advise ATC of any abnormal circumstances where RVSM performance requirements cannot be met, including encounters with turbulence greater than 'moderate'. ATC will then respond and issue an appropriate revised clearance before the pilot initiates a deviation from the original clearance. It is recognised, however, that there may be some circumstances (such as emergency descent following the loss of cabin pressurisation) where deviations may have to occur with little or no prior notice to ATC. In such cases the pilot will need to obtain a revised clearance as soon as possible after the deviation.

2.4.2.2 **North Atlantic and other Oceanic or Remote RVSM Airspace (if applicable)** - For oceanic and remote area RVSM application, where continuous direct controller-pilot communication may not always be possible, a range of contingencies have been considered which allow independent action by flight crews. In general they permit crews, in exceptional circumstances, to deviate from assigned clearances by selecting flight levels and/or tracks where other aeroplanes are least likely to be encountered. During such deviations crews are required to make maximum use of aeroplane lighting and to transmit relevant information on all appropriate frequencies, including the distress and emergency frequency. Once contact with ATC has been re-established, the crew will be assisted and issued with new clearances as required. Offset track procedures may be permitted if an encounter with turbulence is considered to be due to wake vortex in accordance with PANS ATM (Section 15.2.4). Specific procedures for the NAT region are contained in Section ENR 2.2 of the UK AIP.

## 2.5 TCAS/ACAS Alerts and Warnings

2.5.1 Procedures for dealing with TCAS/ACAS Alerts and Warnings are contained in Procedures for Air Navigation Services Aircraft Operations (PANS OPS, ICAO Doc 8168), Part 3, Section 3, Chapter 3.

## 2.6 RT Phraseology

2.6.1 Phraseology associated with RVSM operations has been developed for European wide use. **All** flights must use this phraseology whilst operating, or intending to operate, between FL 290 and FL 410 inclusive in the London and Scottish UIRs.

2.6.2 Aircraft operators are reminded that, within UK airspace, when responding to ATC the pilot is to append the callsign at the end of the message and not at the beginning.

2.6.3 ATC are to use the controller-controller RVSM phraseology for co-ordination between Air Traffic Service Units (ATSUs). In the event of ATC being advised by the pilot that the aircraft is no longer capable of RVSM operations, it is particularly important that the first ATSU that is made aware of the failure generates the appropriate co-ordination, eg the pilot calls for start-up and declares 'unable RVSM due equipment' and the airport ATSU then passes this message on to the first Air Traffic Control Centre involved with the flight.

2.6.4 The detailed RVSM phraseology is contained in Section 2.10.

## 2.7 UK Specific RVSM Exemptions

2.7.1 This section details the procedure for operators of civil registered aircraft to obtain an RVSM Exemption for the flights listed in paragraph 2.7.2 below. It also details Flight Planning and ATC procedures for civil registered aircraft which have obtained an RVSM Exemption to carry out specific flights in UK RVSM airspace under the control of a military or civil ATS agency as appropriate. The Exemption procedures detailed are UK specific and applicable for flights where RVSM monitoring is required, flights for test purposes and flights in support of MOD requirements. **These procedures are not applicable for EUR RVSM in general or applicable over other HMUs in Europe.**

2.7.2 **Categories of Civil Registered Aircraft Eligible for RVSM Exemption:** The following categories of flights by civil registered Non-RVSM Approved aircraft may be granted RVSM Exemptions to enter UK RVSM airspace:

a) Flights for the purpose of overflying the Strumble HMU for RVSM monitoring;
b) Aircraft using GMU equipment to complete a RVSM monitoring flight;

# GEN 1.5 AIRCRAFT INSTRUMENTS, EQUIPMENT AND FLIGHT DOCUMENTS (continued)

c) Flight testing, whether for the purpose of prototype testing or in association with the approval of a modification to an existing type designed aircraft (eg Trailing Cone Flights for the purpose of gaining RVSM approval);
d) Air Tests (eg post maintenance);
e) Special flights on behalf of the MOD;
f) Calibration flights (eg Radio Navigation Aids).

2.7.3 Aircraft conducting an Airworthiness Flight Test for the CAA are considered RVSM exempt and no application is required. This includes CAA Continued Airworthiness Flight Tests and those flight tests associated with an initial issue of a Certificate of Airworthiness for a series of aircraft. However, operators of aircraft not holding an RVSM approval should take note of the Flight Planning requirements provided in paragraph 2.7.5.3 Note 1, and in all cases prior notification of such a flight test should be made with the appropriate ATC agency. Note: Definition of 'State' aircraft - For the purpose of EUR RVSM, only aircraft used in military, customs or police services shall qualify as 'State' aircraft and are eligible to apply 'M' in ITEM 8 of the Flight Plan.

***Note:*** *Definition of 'State' aircraft - For the purpose of EUR RVSM, only aircraft used in military, customs or police services shall qualify as 'State' aircraft and are eligible to apply 'M' in ITEM 8 of the Flight Plan.*

2.7.4 **RVSM Exemptions - Application Procedure**

2.7.4.1 Manager Airspace Regulation, Safety and Airspace Regulation Group (SARG) is the UK Authority for issuing RVSM Exemptions to aircraft operators for flights conducting tasks detailed in paragraph 2.7.2. An application for an RVSM Exemption will be treated on an individual basis. RVSM Exemptions will only be issued for a specific period in respect of a specific aircraft, or a series of aircraft (eg in support of MOD tasks or aircraft undergoing a CAA Airworthiness Flight Check). Operators of civil registered aircraft requiring RVSM Exemptions should apply to Head of Airspace using a proforma that can be obtained from SARG Tel: 020-7453 6553. All applications (either by E-Mail, Fax or post) are to be sent to:

Post: Manager Airspace Regulation
1E,
Aviation House,
Gatwick Airport South,
West Sussex,
RH6 0YR
Phone: 020-7453 6553
Email: airspaceregulation@caa.co.uk

2.7.4.2 RVSM Exemptions will be returned to the operator by the quickest means and details copied to the relevant ACCs. It is essential that the Serial No. of the RVSM Exemption is quoted in the Remarks of the Flight Plan, otherwise entry to UK RVSM airspace will be refused.

2.7.5 **Completion of Flight Plans - Additional Flight Planning Requirements**

2.7.5.1 Normal flight planning requirements for RVSM operation are contained in Chapter 10 of the UK Flight Planning Guide (CAP 694). Flights operating under an exemption granted in accordance with the guidance above shall conform to the following additional flight planning requirements.

2.7.5.2 **For all Flights, in Item 15** file a maximum level of FL 280 to the point where the flight wishes to enter RVSM airspace (otherwise if GAT the FPL will be rejected by DNM). Do not enter RFL details at FL 290 or above anywhere in item 15. A verbal request to ATC for flight above FL 280 will ensure the FPL is not rejected by DNM.

2.7.5.3 For all flights, in Item 18 include the RVSM Status and Exemption Serial No. in the Remarks, ie: **'STS/UK RVSM EXEMPT.....Serial No.'**

***Note 1:*** *Operators of Non-RVSM Approved aircraft* ***are not to enter 'W'*** *in item 10 even with this specific exemption.*

***Note 2:*** *Having an RVSM Exemption does not confer any right to enter RVSM airspace as GAT unless specifically agreed by the appropriate ATC agency on the day. Any such penetration of RVSM airspace must be subject to the prevailing traffic conditions and controller workload.*

2.7.5.4 **Flight Testing or CAA Airworthiness Test Flights by Non-RVSM Approved Aircraft - In Item 15,** enter route details within the area in which the flight intends to operate, eg OAT, VLN, SMG, VLN and then the return joining point for the ATS route structure to destination at a level not above FL 280. If aerodrome of departure is outside the ATS route structure insert the appropriate routeing; if the final intention is to rejoin the ATS route structure, file to rejoin at the appropriate point not above FL 280. **In Item 18,** insert RVSM Status and Exemption Serial No. (if applicable) and 'RMK/Flight Testing' or 'RMK/CAA Airworthiness Flight Test' as appropriate with requested flight level in RVSM airspace.

2.7.5.5 **Overflight of the Strumble HMU by Non-RVSM Approved Aircraft** - Aircraft requiring RVSM monitoring over the Strumble HMU should flight plan via Strumble in accordance with standard routeing. If flying along the ATS route structure specifically to STU only, after STU insert the required routeing to destination. For flights intending to receive a service from London Radar (Military Control) for the purpose of conducting Air Tests or CAA Airworthiness Test Flights prior to overflying the Strumble HMU, or intending to fly OAT (off route) to facilitate flight over the Strumble HMU without flying along the ATS route structure, the appropriate routeing should be filed. **In Item 18 insert** 'RMK/HMU FLT' (this information will be presented to controllers on active flight progress strips).

# GEN 1.5 AIRCRAFT INSTRUMENTS, EQUIPMENT AND FLIGHT DOCUMENTS (continued)

2.7.6 **Notification to Air Traffic Control**

2.7.6.1 Pilots must pre-arrange handling in RVSM airspace by contacting the appropriate ACC Supervisor or Military Supervisor as appropriate on one of the following numbers:

- LACC Civil Supervisor. Tel: 01489-612420;
- Swanwick Military East Supervisor. Tel: 01489-612408;
- Swanwick Military West Supervisor. Tel: 01489-612417;
- Swanwick Military North Supervisor. Tel: 01489-612943;
- ScACC Civil Supervisor. Tel: 01292-692763.

2.7.6.2 In addition to filing the appropriate flight plan in order to ensure correct handling, pilots should also pass the relevant flight profile details to the appropriate ATC Supervisor.

2.7.6.3 Operators requiring flight over the Strumble HMU should avoid peak periods as ATC need to provide 2000 FT separation between RVSM approved and Non-RVSM approved aircraft above FL 290. If in doubt suitable timings can be arranged with the LACC Civil ATC Supervisor.

2.7.7 **Air Traffic Control (ATC) Procedures for all Flights**

2.7.7.1 When Non-RVSM aircraft are ready to enter RVSM airspace, the appropriate clearance is to be obtained from ATC. Note that, due to the need to provide 2000 FT separation, controllers need to co-ordinate the flight with other RVSM approved aircraft. These flights therefore create extra workload and a slight delay in receiving such clearances should be anticipated. It would therefore be helpful if pilots can provide as much notice as possible prior to requesting flight levels above FL 280.

2.7.7.2 Pilots must comply with any requirements stated in the RVSM Exemption unless otherwise instructed by ATC. Pilots are also reminded to include their Non-RVSM status (callsign: NEGATIVE RVSM) in the initial call on any frequency within RVSM airspace and subsequent frequency changes, when requesting level changes pertaining to flight levels in RVSM airspace and in all read backs to flight level clearances pertaining to flight levels in RVSM airspace.

2.7.8 **Air Traffic Control (ATC) Procedures for Strumble HMU Flights**

2.7.8.1 Pilots should request a suitable flight level above FL 280 from ATC well before reaching the Strumble HMU. For the best chance of successful monitoring, aircraft should fly straight and level at an ATC assigned level between FL 290 and FL 410 throughout the area depicted on the chart at Annex B. Mode A SSR code should not be changed within that area. A single pass over the HMU is sufficient for certification purposes, though some operators may request a second. Pilots of aircraft are to comply with ATC instructions at all times.

2.7.8.2 Overflight of the HMU may be delayed until the flight can be integrated with other traffic and 2000 FT separation applied. ATC will therefore issue instructions as appropriate. As a reminder to ATC that the aircraft is attempting height monitoring, the crew is to transmit 'for Strumble HMU flight' on first contact with London Control or London Radar as appropriate.

## 2.8 Height Monitoring Requirements

2.8.1 There is an ongoing requirement for height monitoring within the EUR and NAT RVSM airspace in order to monitor safety levels of RVSM operations. Aircraft operators are therefore required to continue participating in ongoing monitoring activities and this may involve the re-monitoring of aircraft that have previously gone through the process. Non-participation can result in the withdrawal of RVSM approval. This monitoring requirement is, in its current form, applicable for EUR RVSM operations specifically to fulfil the requirements for ongoing EUR RVSM Safety Assessments. However, activities are under way to harmonise the detailed monitoring requirements globally. **The CAA is obliged, by ICAO, to keep a database of all UK registered RVSM approved aircraft. Therefore, operators are to inform the CAA (RVSM Approvals) both when they add aircraft to their fleet and of any aircraft they intend to remove from their fleet of RVSM approved aircraft. The CAA will pass this information to the appropriate Regional Monitoring Agency (RMA). This is in addition to any requirements to comply with any Eurocontrol notification procedures.**

2.8.2 In order to have sufficient confidence in safety assessment results sufficient monitoring data is required. Due to the potential changes to altimetry performance over time, there is a limitation on the age of data that can be used for the assessments. Therefore there is a need to obtain new data and this may result in the re-monitoring of certain aircraft types and airframes. Data will be obtained through monitoring by the existing ground based Height Monitoring Units (HMUs). Since much of the data is obtained automatically, no specific action is required from operators unless they are approached by the RMA. Where such an approach is made, the operator is required to cooperate by arranging a special flight to over-fly an HMU. Lack of co-operation by an operator would be reported to the state issuing the approval and could result in the withdrawal of RVSM approval for the aircraft and/or operator in question.

2.8.3 For aircraft operator specific information, such as how many of his/her aircraft of a particular type need to be monitored and within what time frame, the operator may contact the RMA direct.

# GEN 1.5 AIRCRAFT INSTRUMENTS, EQUIPMENT AND FLIGHT DOCUMENTS (continued)

2.8.4 **Organisation of Monitoring Activities**

2.8.4.1 On behalf of ICAO the EUROCONTROL Agency acts as the RMA. The information which will be obtained through the monitoring programme on aircraft compliance status and measured height keeping performance will be combined with the information available from monitoring agencies in other regions.

2.8.4.2 The RMA will support operators and approval authorities on any issue related to RVSM approval and monitoring. The RMA will require information on the aircraft which are intended to operate in EUR RVSM airspace, and which will, therefore, need to be monitored on a periodic basis as part of the continuing safety assessment. To this end the RMA will also be in contact with State approval authorities. The RMA is based at the EUROCONTROL headquarters in Brussels, Belgium.

2.8.4.3 The RMA will ensure the continuous operation of the monitoring systems and will manage the measured height keeping performance data. The RMA will identify any height deviations that are outside the specifications of the ICAO RVSM performance requirements, and will follow-up as required.

2.8.5 **Global Long Term Monitoring Requirements**

2.8.5.1 ICAO has identified the need for ongoing monitoring to ensure the safety objectives continue to be met and to ensure the continued maintenance of height keeping performance of approved aircraft. This longer term monitoring is seen to be essential for the ongoing safety of RVSM operations.

2.8.5.2 The detailed global long term monitoring requirements are continuously evolving and the procedures in place in the EUR RVSM region are designed to conform with these.

## 2.9 Wake Vortex Issues

2.9.1 The purpose of this section is to present information in respect of wake vortex and to notify pilots and controllers of the relevant procedures in the event of a wake vortex encounter with specific regard to EUR RVSM operations.

2.9.2 The Eurocontrol scheme is recording those encounters that take place in RVSM airspace and does not in any way replace the UK reporting scheme which records all wake vortex encounters in UK airspace (including those at RVSM levels).

2.9.3 **Wake Vortices in EUR RVSM Airspace:** Prior to the implementation of RVSM in the EUR region an independent study concluded that the 'probability of hazardous encounters with wake vortices are not expected to increase but that nuisance encounters would increase'. Since August 2000 EUROCONTROL has been collating wake vortex encounters in the European airspace at FL 245 and above. These encounters have been subject to further independent analysis which has confirmed the findings of the above mentioned study. It is vital, however, that pilots continue to provide reports of wake vortex encounters in RVSM airspace. Any pilot who encounters a wake turbulence incident when flying in EUR RVSM airspace or within an adjacent RVSM transition area should ensure that a detailed report is provided to EUROCONTROL and State Regulation Authorities.

2.9.4 **Wake Vortices Encounters:** ICAO Document 7030 'Regional Supplementary Procedures' recognises wake turbulence as a factor in European and North Atlantic RVSM operations. In the North Atlantic, due to the special nature of the airspace and frequent poor communications, procedures have been developed which allow action by flight crews independent of ATC involvement. These procedures are **not** applicable to EUR RVSM airspace, where direct pilot/controller communication exists together with sufficient radar coverage to enable ATC to manage required flight deviations. In addition the vertical separation between aircraft can be increased tactically should this be necessary.

2.9.5 **Pilot Actions:**

2.9.5.1 When an aircraft is operating in the EUR RVSM airspace and encounters severe turbulence due to weather or wake vortex, and the Pilot-in-Command believes the vertical navigation performance requirements for EUR RVSM airspace cannot be maintained, the pilot shall:

a) inform ATC as soon as possible **('UNABLE RVSM DUE TURBULENCE') ;**
b) obtain a revised ATC clearance prior to initiating any deviation from cleared route or flight level;
c) where such revised ATC clearance could not be obtained prior to such a deviation, obtain a revised clearance as soon as possible thereafter.

2.9.5.2 These procedures should not be interpreted in any way that prejudices the final authority and responsibility of the Pilot-in-Command for the safe operation of the aircraft.

2.9.6 **Controller Actions:**

2.9.6.1 The ATC controller:

a) shall establish either an appropriate horizontal separation or an increased vertical separation of 600 M (2000 FT;
b) shall, to the extent possible, accommodate the pilot's request for flight level and/or route changes and pass traffic information as required;
c) confirm that the pilot is ready to resume RVSM operations **('REPORT READY TO RESUME RVSM')**.

# GEN 1.5 AIRCRAFT INSTRUMENTS, EQUIPMENT AND FLIGHT DOCUMENTS (continued)

## 2.10 Controller/Pilot RVSM Phraseology

| Para | Message | Phraseology |
|---|---|---|
| 1. | ATC ascertain the RVSM approval status of a flight | (callsign) **CONFIRM RVSM APPROVED** |
| 2. | Pilot indication of non-RVSM approval Status:<br>To be stated:<br>a) in the initial call on any frequency within the RVSM airspace (ATC shall provide a readback with the same phrase); and<br>b) in all requests for flight level changes pertaining to flight levels within the RVSM airspace;<br>c) in all readbacks to flight level clearances pertaining to flight levels within the RVSM airspace.<br>As well, pilots of aircraft, other than State aircraft, shall respond to level clearances involving the vertical transit through either FL 290 or FL 410 with this phrase.<br>See examples shown below. | **NEGATIVE RVSM*** |
| 3. | Pilot indication of RVSM approval status: | **AFFIRM RVSM*** |
| 4. | State aircraft, non-RVSM approved, shall Indicate their status as being that of a State aircraft, in conjunction with a negative response to the RTF with the phrase: | **NEGATIVE RVSM STATE AIRCRAFT*** |
| 5. | ATC denial of clearance into the RVSM airspace: | (callsign) **UNABLE CLEARANCE INTO RVSM AIRSPACE, MAINTAIN** (or **DESCEND TO,** or **CLIMB TO) FLIGHT LEVEL** (number) |
| 6. | For the case of an individual aircraft reporting severe turbulence or other severe weather related phenomenon, the pilot phraseology shall be: | **UNABLE RVSM DUE TURBULENCE*** |
| 7. | The phraseology required of a pilot to communicate those circumstances which would cause an aircraft's equipment to degrade to below altimetry MASPS compliance levels shall be:<br><br>The phrase is to be used to convey both the initial indication of the non-altimetry MASPS compliance and, henceforth, on initial contact on all frequencies within the lateral limits of the RVSM airspace until such time as the problem ceases to exist. | **UNABLE RVSM DUE EQUIPMENT*** |
| 8. | The pilot shall communicate his/her ability to resume operation within the RVSM airspace after an equipment related contingency, or his/her ability to resume RVSM operations after a weather related contingency with the phrase: | **READY TO RESUME RVSM*** |
| 9. | To solicit this information ATC shall use the phrase: | (callsign) **REPORT ABLE TO RESUME RVSM** |
| ***Note:*** ** indicates a pilot transmission* | | |

Example 1: A non-RVSM approved aircraft, maintaining FL 260, subsequently requests a climb to FL 320

| | |
|---|---|
| Pilot RTF: | (callsign) REQUEST FL 320, NEGATIVE RVSM |
| Controller RTF | (callsign) CLIMB FL 320 |
| Pilot RTF | CLIMB FL 320, NEGATIVE RVSM (callsign) |

Example 2: A non-RVSM approved aircraft, maintaining FL 260, subsequently requests a climb to FL 430.

| | |
|---|---|
| Pilot RTF: | (callsign) REQUEST FL 430, NEGATIVE RVSM |
| Controller RTF | (callsign) CLIMB FL 430 |
| Pilot RTF | CLIMB FL 430, NEGATIVE RVSM (callsign) |

Example 3: A non-RVSM approved aircraft, maintaining FL 360, subsequently requests a climb to FL 380.

| | |
|---|---|
| Pilot RTF: | (callsign) REQUEST FL 380, NEGATIVE RVSM |
| Controller RTF | (callsign) CLIMB FL 380 |
| Pilot RTF | CLIMB FL 380, NEGATIVE RVSM (callsign) |

Example 4: A non-RVSM approved civil aircraft, maintaining FL 280, subsequently requests a climb to FL 320.

| | |
|---|---|
| Pilot RTF: | (callsign) REQUEST FL 320, NEGATIVE RVSM |
| Controller RTF | (callsign) UNABLE CLEARANCE INTO RVSM AIRSPACE, MAINTAIN FL 280 |

# GEN 1.5 AIRCRAFT INSTRUMENTS, EQUIPMENT AND FLIGHT DOCUMENTS (continued)

| Controller-controller RVSM Phraseology | | |
|---|---|---|
| **Para** | **Message** | **Phraseology** |
| 1. | To verbally supplement an automated estimate message exchange which does not automatically transfer Item 18 information | **NEGATIVE RVSM or**<br><br>**NEGATIVE RVSM STATE AIRCRAFT (as applicable)** |
| 2. | To verbally supplement estimate messages of non-RVSM approved aircraft: | **NEGATIVE RVSM or**<br><br>**NEGATIVE RVSM STATE AIRCRAFT (as applicable)** |
| 3. | To communicate the cause of a single aircraft contingency: | **UNABLE RVSM DUE TURBULENCE (or EQUIPMENT, as applicable)** |

## 3 Area Navigation - RNAV

### 3.1 Introduction

3.1.1 RNAV is a method of navigation which permits aircraft operation on any desired flight path within the coverage of referenced navigation aids or within the limits of the capability of self contained navigation systems, or a combination of the two. The introduction of RNAV has allowed greater flexibility in airspace design and potential user advantages such as direct tracks, fuel savings etc.

3.1.2 All aircraft that wish to fly in RNAV designated airspace are to be equipped with the appropriate navigation equipment as specified in EASA AMC 20-4 or the AMC-20 series document appropriate to the particular RNAV specification. Specific requirements for equipment to be carried by UK registered aircraft are contained in the table in GEN 1.5, paragraph 5.2.1.

### 3.2 RNAV 5 / Basic Area Navigation (B-RNAV) (RNAV 5 is PBN terminology for B-RNAV)

3.2.1 **General.** All aircraft, other than State Aircraft*, operating in en-route controlled airspace** within the London and Scottish FIRs/ UIRs shall be equipped with, as a minimum, RNAV equipment meeting RNAV 5 in accordance with the requirements set out in ICAO Doc 7030 Regional Supplementary Procedures (EUR).

***Note 1:*** ** State aircraft are defined by ICAO Convention Article 3 as aircraft used in military, customs and police services.*

***Note 2:*** *** Currently the mandate for the carriage of B-RNAV equipment applies only to the en-route portion of the UK ATS route structure and does not apply to designated feeder routes (SIDs and STARs) in/out of UK TMAs unless otherwise specified. However, consideration is being given to extend the mandate for the carriage of B-RNAV equipment for TMA and feeder route operations.*

3.2.2 **Flight Planning.** Operators of aircraft fitted with RNAV equipment having a navigation accuracy meeting RNAV 5 shall insert the designator letter 'R' in Item 10 of the Flight plan.

3.2.3 **Certification and Approval Requirements.** To be eligible for B-RNAV operations on-board navigation equipment will be required to provide en-route lateral track keeping accuracy of +/- 5 NM or better for 95% of the flight time (RNAV 5). For UK operators and UK registered aircraft the only approval required under the ANO is that B-RNAV equipment and its installation in the aircraft conform to the provisions outlined in the UK Air Navigation Order. No separate operational approvals are required.

***Note:*** *Guidance material concerning navigation requirements associated with RNAV 5 (B-RNAV) operations is contained in EASA AMC 20-4, Airworthiness Approval And Operational Criteria For The Use Of Navigation Systems In European Airspace Designated For Basic RNAV Operations.*

3.2.4 **UK Exemption Policy.** There are no general exemptions issued from the requirement to carry RNAV equipment in the relevant airspace. Aircraft operators seeking to carry out a flight for the purpose of safety of life, maintenance or delivery should, in the first instance, contact the Safety and Airspace Regulation Group (SARG), Manager Airspace Regulation using the details below:

Post: Manager Airspace Regulation
Aviation House,
Gatwick Airport South,
West Sussex,
RH6 0YR,
Phone: 01293-573203
Email: airspaceregulation@caa.co.uk

3.2.5 **Contingency Procedures.** ICAO Doc 7030 Regional Supplementary Procedures detail the procedures for RNAV operations, including contingency procedures. These contingency procedures are summarised below:

a) Failure of RNAV Capability Whilst Airborne - If, as a result of failure of the RNAV system or degradation of it below RNP 5, an aircraft is unable either to enter mandated RNAV airspace or continue operations in accordance with the existing ATC clearance, a revised clearance shall, wherever possible be obtained by the pilot. Subsequent ATC action in respect of that

aircraft will be dependent upon the nature of the reported failure and the overall traffic situation. Continued operation with the current ATC clearance may be possible in many situations. When this cannot be achieved, a revised clearance may be required to revert to navigation using conventional aids. ATC may also provide the aircraft with radar vectors until the aircraft is capable of resuming its own navigation.

b) Failure of RNAV Capability before Departure - In case of failure or degradation of the RNAV system which is detected before departure from an aerodrome where it is not practicable to effect a repair, the aircraft concerned should be permitted to proceed to the nearest suitable aerodrome where repair can be made. When granting clearance to such aircraft, ATC should take unto account the existing or anticipated traffic situation and may have to modify the time of departure, flight level or route of the intended flight. Subsequent adjustments may become necessary during the course of the flight.

c) Flight Plan Procedures - Operators of such aircraft, where a failure or degradation is detected before departure, shall not insert the designators 'S' or 'R' in Item 10 of the Flight Plan. Since such flights require special handling by ATC, Item 18 of the Flight Plan shall contain STS/RNAVINOP. Subsequently, for a flight for which a flight plan has been submitted, a new plan should be filed and the old plan cancelled. For a flight operating on a Repetitive Flight Plan (RPL), the RPL should be cancelled and a new flight plan filed.

d) Phraseology - Whenever initial contact on an ATC frequency is established the pilot shall include the phrase 'UNABLE RNAV DUE EQUIPMENT' immediately after the aircraft callsign.

3.2.6 **UK ATS Routes.** Historically ATS routes have been delineated by ground-based navigation aids (today predominately VORs). Following the introduction of RNAV 5 to all UK en-route airspace, WGS 84 geographical points, which may not be coincident with a VOR, will define the ATS routes in the UK. This has the advantage that if a VOR is moved or withdrawn the alignment of the route can remain unchanged. All UK ATS routes are now RNAV routes at all flight levels. These routes are annotated accordingly in the En-Route section of the AIP.

3.2.7 **Responsibility of Operators.** The navigation system accuracy achievable by a RNAV system is dependent upon both the airspace infrastructure and the airborne equipment. It is the responsibility of the operator to ensure that the required system accuracy can be achieved when planning to operate in designated RNAV 5 airspace. Where position information derived from GPS is the only input to the RNAV system it is incumbent upon operators to confirm that the necessary coverage from GPS is provided for the intended flight.

### 3.3 Precision Area Navigation (P-RNAV)

3.3.1 AIP text to be developed.

## 4 RNP Instrument Approach Procedures

4.1 RNP Approach Procedures were previously published in AIP Supplement S11/2008. The supporting text and charts for those aerodrome procedures approved by the CAA have now been introduced into the AIP with effect from 31 July 2008 at which date, Supplement S11/2008 is withdrawn. The CAA approval for the use of RNP Approach Procedures in the UK is detailed below and includes guidance on the calculation of aerodrome operating minima supporting the introduction of APV Baro VNAV procedures.

4.2 RNP 2-Dimensional Non-Precision Approach (NPA) procedures and 3-Dimensional Barometric VNAV (APV Baro VNAV) Approach procedures are only authorised to suitable instrument runways, at appropriately equipped licensed aerodromes with Air Traffic Control (ATC) services as detailed below. However, exceptionally, the CAA may approve a procedure to a non-instrument runway, subject to a case by case assessment.

4.3 Procedures and charts for approved RNP Approaches are included in the appropriate AIP AD Section 8.

4.4 **General**

4.4.1 Notified RNP Instrument Approach Procedures will be available for use by all Instrument and IMC Rated pilots of UK and foreign registered aircraft. Aircraft must have suitably approved equipment.

4.5 **Aircraft Navigation System**

4.5.1 The aircraft navigation system shall include at least one GPS receiver. The navigation system must be approved to conduct :

a) RNP Approaches or;
b) Approaches with RNP 0.3 or RNP-RNAV 0.3.

***Note:*** *The terminology used in Aircraft Flight Manuals may vary between aircraft types.*

4.5.2 All approved installations must have the appropriate approval for RNP Approach operations entered in the Aircraft Flight Manual (AFM), Pilot Operating Handbook (POH) or equivalent.

The navigation system can be as a minimum:

a) A system only based on GNSS having at least one GPS receiver qualified to TSO-C129a/ETSO-C129a Class A1 or TSO-C146()/ETSO-C146() Class Gamma and operational class 1, 2 or 3 or;
b) a multi-sensor system (eg, Flight Management System) having at least one GPS receiver qualified to TSO-C129()/ETSO-C129() Class B1, C1, B3 or C3 or TSO-C145()/ETSO-C145() class 1, 2 or 3 (with equivalent integration guidance).

***Note:*** *() refers to any version of the equipment Technical Standard Order is acceptable eg. TSO-C129 or TSO-C129a.*

# GEN 1.5 AIRCRAFT INSTRUMENTS, EQUIPMENT AND FLIGHT DOCUMENTS (continued)

4.5.3 Any operating limitations mentioned in the AFM, concerning use of the navigation system on RNP Approach procedures must be observed.

4.5.4 Pilots must be able to determine that the on-board aeronautical database and software version in use for the navigation system is valid for the time of flight. The entire approach procedure must be loadable, by name, from the navigation database.

**Manually entered and overlay procedures must not be used as the primary reference on any approach, at any time.**

4.6 **Pilot Training and Licensing**

4.6.1 UK AOC holder's approval to fly these approaches will be administered under current CAA oversight arrangements. Flight Operations Division Communication 04/2008 directs the attention of AOC holders to guidance material for RNAV operations, including Instrument Approach Procedures. The document may be found on the CAA website at www.caa.co.uk/fodcom0408.

4.6.2 CAP 773 contains technical information on the function of GPS together with equipment requirements, human factors considerations, training and practical guidance for the use of GPS during RNP Approach operations. It also contains guidance for instructors, Flight Training Organisations (FTOs) and Registered Facilities on appropriate training for RNP Approaches. CAP 773 is available on the CAA website and then by following the links Publications; General Aviation.

4.6.3 A CAA Personnel Licensing Department policy statement entitled, 'Flight Training and Testing for RNAV (GNSS) Non-Precision Instrument Approaches' is available on the CAA website and then by following the links Safety Regulation; Personnel Licensing; What's New?

4.6.4 CAA Safety Sense Leaflet No.25 (Use of GPS) has been updated to include safety related guidance and information on the use of GPS in IMC and on Instrument Approaches. The leaflet may be found on the CAA website at www.caa.co.uk/safetysense.

4.7 **Aerodrome Licensing**

4.7.1 The CAA Safety Regulation Group (SRG) Aerodrome Standards Department has issued a Notice to Aerodrome Licence Holders (NOTAL) 4/2007 specifying the responsibilities and actions required of licence holders intending to introduce RNP approach operations. The NOTAL may be found on the CAA website and then by following the links, Publications; Aerodrome; NOTAL.

4.8 **Aerodrome Procedures**

4.8.1 Individual aerodromes wishing to introduce RNP Instrument Approach Procedures are to request the design of such procedures by completing the following form:

http://www.caa.co.uk/docs/7/dap_ta_ifprequestform.pdf

The request is to be made to the Head of Airspace Regulation at the Directorate of Airspace Policy (DAP).

4.8.2 To enable a design to be initiated, aerodromes must have an up-to-date obstacle survey that complies with CAP 232 Aerodrome Survey Information requirements. Where instrument flight procedures do not currently exist, or new procedures introduce markedly different flight profiles, aerodrome operators should be aware of the requirements of the Airspace Change Process published in CAP 725 Airspace Change Process Guidance Document. Both CAP 232 and 725 are available via the CAA website.

4.9 **Aerodrome Operating Minima**

4.9.1 See AD 1.1 subsection 4 for information on Aerodrome Operating Minima.

4.10 **ATS Providers - Information**

4.10.1 The CAA SRG Air Traffic Standards Division has issued an Air Traffic Services Information Notice (ATSIN) Number 108 outlining the responsibilities and actions required of ATS providers at aerodromes intending to introduce RNP Instrument Approach Procedures. The ATSIN is available on the CAA website and then by following the links, Publications; Air Traffic Services; ATS Information Notices.

4.11 **Pre-Flight Planning**

4.11.1 Aircraft operators shall ensure that the appropriate coverage from GNSS is provided for the intended flight. Receiver Autonomous Integrity Monitor (RAIM) availability prediction should take into account the GPS constellation predicted for the duration of the flight, NOTAM and avionics architecture eg, Baro aiding input. Software tools available on the Internet can be used for this purpose e.g. AUGUR or through the aircraft navigation system RAIM prediction capability, if provided. In the event of a predicted, continuous loss of appropriate level of fault detection of more than five (5) minutes for any part of the RNP Approach Procedure, the flight planning should be revised eg, delaying the departure or planning a different approach procedure.

***Note:*** *AUGUR has been developed by EUROCONTROL and is available at http://augur.ecacnav.com/*

4.11.2 RAIM availability prediction software does not guarantee the service; they are tools to assess the expected capability to meet the required navigation performance. Because of failure of some GNSS elements, operators must be aware that RAIM, or GPS navigation altogether, may be lost while airborne which may require reversion to an alternative means of navigation. Therefore,

pilots should assess their capability to navigate (potentially to an alternate destination) in case of failure of GPS navigation.

4.12 **Method of Operation**

4.12.1 Standard Air Traffic Control procedures for sequencing and separating aircraft will apply at all times during RNP approaches.

4.12.2 Pilots shall request clearance to fly the procedure. Clearance to fly the procedure permits the pilot to fly in accordance with the published procedure, following the descent profile.

4.12.3 For APV Baro VNAV procedures, in order to minimise the potential for mis-setting of barometric reference Air Traffic Controllers must confirm QNH with flight crews prior to commencement of the approach.

4.12.4 The approach commences at the Initial Approach Fix (IAF).

***Note:*** *At aerodromes where aircraft are vectored to the Intermediate Fix (IF), eg. London Gatwick and London Heathrow, the RNP Instrument Approach Procedure will commence at the IF.*

4.12.5 **RTF Phraseology:** Pilots should request clearance to fly the procedure using the phraseology:

**'(Aircraft c/s), request RNP approach, via (Initial Approach Fix Designator), runway xx'.**

Where traffic conditions permit, air traffic controllers shall clear the pilot to follow the procedure using the following phraseology:

**'(Aircraft c/s), cleared RNP approach, runway xx, (report at (Initial Approach Fix designator))'.**

For traffic sequencing and to aid situational awareness, air traffic controllers may request the pilot to report when established on final approach track or to report at any other relevant point in the procedure. For example:

**'(Aircraft c/s), report established on final approach track';**

**'(Aircraft c/s), report 2 miles from final approach fix'.**

Air Traffic Controllers will request that the pilot reports at the final approach fix, using the phraseology:

**'(Aircraft c/s), report final approach fix'.**

When Air Traffic Control is aware of problems with the GNSS system, the following phraseology should be used:

**'(Aircraft c/s), GNSS reported unreliable (or GNSS may not be available (due to interference))';**

**In the vicinity of (location) (radius) (between (levels)).**

**or:**

In the area of (description) (between (levels)):

**'(Aircraft c/s), GNSS unavailable for (specify operation) (from (time) to (time) (or until further notice))'.**

Following a RAIM indication, pilots should inform the controller of the event and subsequent intentions.

**'(Aircraft c/s), GNSS unavailable (due to (reason eg Loss of RAIM or RAIM alert)) (intentions)';**

**'(Aircraft c/s), Loss of RAIM or RAIM alert (intentions)'.**

4.12.6 After reaching the final approach fix, the pilot will continue to fly the procedure towards the next waypoint, normally the runway threshold. At the appropriate time, the pilot will either continue with the air traffic clearance received or will execute the Missed Approach Procedure (MAP).

4.12.7 **Missed Approach Procedure:** To expedite the introduction of RNP Approaches, the Missed Approach Procedures will be conventional, using ground-based navigational aids. These will be reviewed in due course and, after detailed discussions with the aerodromes to determine optimum hold locations and required tracks, will be converted to full RNP MAPs. Environmental consultation will need to be considered for any new tracks. Until then, all MAPs will be straight ahead to a designated altitude with track guidance. At the designated altitude, the pilot should revert to conventional navigation and route to the holding beacon, ie. by making a turn to the beacon or a turn with continued climb to holding altitude at the beacon.

4.12.8 **Loss of Communications:** In the event of communications failure, the pilot should continue with the RNP procedure in accordance with published loss of communication procedures.

4.13 **Point of Contact**

4.13.1 Pilots, ATS providers or aerodrome operators seeking further information on the establishment of RNP Instrument Approach Procedures should contact:

Post: Manager Airspace Regulation, CAA, 1 NE Aviation House, Beehive Ring Road, Crawley, West Sussex, RH6 0YR
Email: airspace@caa.co.uk

The CAA website may be found at: http://www.caa.co.uk

# GEN 1.5 AIRCRAFT INSTRUMENTS, EQUIPMENT AND FLIGHT DOCUMENTS (continued)

## 5 Carriage of Radio and Radio Navigation Equipment

### 5.1 Carriage of Communications Equipment

5.1.1 The requirements for the carriage of radio equipment are contained in the Air Operations Regulation (EU) No 965/2012 and the Air Navigation Order (2016). In the case of the Shanwick Oceanic Control Area, additional requirements are contained in the ANO and the Air Navigation (General) Regulations 2006, as amended.

5.1.2 When required by the applicable airspace requirements, type of aircraft and operations being flown, aircraft and helicopters must be equipped with VHF 8.33 kHz channel spacing radio communication equipment that is capable of conducting two-way communications with aeronautical stations on published channels, as follows:

| Applicability | VFR | IFR (or CAT VFR with no visual landmarks) |
|---|---|---|
| CS-25 aircraft | 2 independent radios | 2 independent radios |
| CS-23 Class I aircraft | 1 radio | 1 radio |
| CS-29 / CS-27 / Other CS-23 aircraft | 1 radio | 2 independent radios |
| Other aircraft operations in controlled airspace class A (IFR only), B, C, D or RMZ | 1 radio | 1 radio |
| Other aircraft operations in controlled airspace Class E | No radio required | 1 radio |
| Other cases | No radio required | |

***Note:*** *CS-23 Class 1 aircraft is a Single Reciprocating Engine aircraft with a MCTOW of less than 2721 KG.*

5.1.3 **Operation in the Shanwick Oceanic Control Area**

All aircraft operating within the Shanwick Oceanic Control Area must be equipped with at least one long range communication system, such as HF RTF.

5.1.4 **FM Immunity**

ICAO requirements for receiver FM immunity from the adjacent sound broadcast band are defined in ICAO Annex 10 Volume III Part 2.3.3. (VHF communications). Radio equipment not meeting the immunity standard shall not be used to comply with carriage requirements. UK-registered aircraft exceeding 5700 KG must also have appropriate placards on any non-immune communications set.

5.1.5 **Exemptions for 8.33 kHz Radio Equipment**

Provision for State aircraft exempted from the carriage of 8.33 kHz channel spacing communications equipment will be made on a tactical basis through the provision of an alternative UHF/25 kHz VHF channel. Exemptions from mandatory carriage of VHF 8.33 kHz aircraft radio equipment and procedures to be followed by pilots of non-8.33 kHz equipped State aircraft are described in ENR 1.8.

5.1.6 **Radio Mandatory Zones (RMZ)**

For the purposes of SERA.6005, the following airspace is notified as a 'RMZ':

- Hawarden RMZ (permanent);
- Ekofisk RMZ;
- Land's End RMZ.

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5.1.7 En-route RMZs are detailed at ENR 2.2, subsection 5, and aerodrome specific RMZs are detailed in the Aerodrome Index – Specific.

5.1.8 Temporary RMZs put in place to meet urgent operational requirements may not be incorporated in the AIP due to their limited duration. They will be notified through appropriate means including NOTAM and AIC.

### 5.2 Carriage of Navigation Equipment

5.2.1 Aircraft must be equipped with sufficient navigation equipment to ensure that, in the event of the failure of one item of equipment at any stage of the flight, the remaining equipment allows safe navigation in accordance with the flight plan.

5.2.2 Aircraft operating IFR or over routes with no visual landmarks as well as UK-registered multi-engined aircraft when flying for the purpose of public transport under VFR must be equipped with navigation equipment necessary to fly in accordance with the ATS

flight plan, if applicable; and the applicable notified airspace requirements.

5.2.3 An acceptable means of compliance is:

- One VHF omnidirectional radio range (VOR) receiving system, one DME and one ADF system, except that an ADF system need not be installed provided that the use of ADF is not required in any phase of the planned flight;
- One ILS where ILS is required for approach navigation purposes;
- One marker beacon receiving system where a marker beacon is required for approach navigation purposes;
- Area navigation equipment when area navigation is required for the route being flown;
- An additional DME system on any route, or part thereof, where navigation is based only on DME signals;
- An additional VOR receiving system on any route, or part thereof, where navigation is based only on VOR signals; and
- An additional ADF system on any route, or part thereof, where navigation is based only on NDB signals.

5.2.4 Aircraft operators may operate without an additional VOR receiving system or additional ADF system as above provided they are equipped with alternative equipment that allows safe navigation for the intended route.

5.2.5 **Exemptions for Navigation Equipment**

State aircraft are exempt from the requirement for carriage of RNAV equipment. No other general exemption from these requirements will be granted, but, in very special circumstances, relaxation of the requirements, for a single flight, may be approved by the appropriate ATC Unit.

5.2.6 **Navigation equipment unserviceable**

Operators should consult their minimum equipment list and Master Minimum Equipment Lists, as applicable. Otherwise, where not more than one item of equipment is unserviceable when the aircraft is about to begin a flight, may nevertheless take off on that flight if:

1. It is not reasonably practicable for the repair or replacement of that item to be carried out before the beginning of the flight;
2. The aircraft has not made more than one flight since the item was last serviceable; and
3. The commander of the aircraft is satisfied that the flight can be made safely and in accordance with any relevant requirements of the appropriate air traffic control unit, taking into account the latest information available as to the route and aerodrome to be used (including any planned diversion) and the weather conditions likely to be encountered.

5.2.7 **FM Immunity**

All required radio navigation equipment must be FM immune. If the aircraft is UK-registered then any non-immune navigation set must be identified with an appropriately worded placard.

5.3 **Carriage of Surveillance Equipment**

5.3.1 Commission Regulation (EU) No. 1207/2011 and UK Air Navigation Order.

5.3.1.1 Commission Regulation (EU) No. 1207/2011 applies to all flights operating as general air traffic in accordance with instrument flight rules within UK airspace. In addition, requirements for the carriage of Secondary Surveillance Radar (SSR) transponder equipment are given in the Air Navigation Order and related airspace requirements are notified in this section.

5.3.1.2 Commission Regulation (EU) No. 1207/2011 also requires aircraft with a maximum certified take-off mass exceeding 5700 KG or having a maximum cruising true airspeed capability greater than 250 KTS, operating under IFR, to be equipped with ADS-B version 2 datalink, typically pairing of a 1090 MHz Mode S “extended squitter” transponder with an approved GNSS navigation source to provide the required position, vector, altitude and velocity data.

5.3.1.3 A summary of the surveillance equipage requirements is given below:

| Sub - para | Applicability | Requirements |
|---|---|---|
| **SSR Transponder Equipment for Aircraft Operating Under IFR** | | |
| (a) | All fixed-wing aeroplanes operating under IFR having a MTOM in excess of 5700 KG **or** having a maximum cruising true airspeed capability in excess of 250 KT with an individual certificate of airworthiness first issued on or after 7 June 1995. | Mode S Enhanced Surveillance, ADS-B version 2 and Mode S Enhanced Surveillance |
| (b) | Other aircraft operating in accordance with instrument flight rules within UK airspace. | Mode S Elementary Surveillance |
| **SSR Transponder Equipment for Aircraft Operating Under VFR** | | |
| (c) | All aircraft operating under VFR within United Kingdom controlled airspace of Classification B and C. | Mode S Elementary Surveillance |
| (d) | All aircraft operating under VFR within United Kingdom airspace at and above FL 100. | Mode S Elementary Surveillance |

# GEN 1.5 AIRCRAFT INSTRUMENTS, EQUIPMENT AND FLIGHT DOCUMENTS (continued)

| Sub - para | Applicability | Requirements |
|---|---|---|
| (e) | All aircraft operating under VFR within United Kingdom airspace notified as a 'Transponder Mandatory Zone'.<br>***Note:*** *Applies to Airspace Classes D, E, F and G as appropriate.* | Mode S Elementary Surveillance |
| (f) | All aircraft operating under VFR flying for the purpose of Public Transport. | Mode S Elementary Surveillance |

5.3.2 **Transponder carriage and operation, Transponder Mandatory Zone Airspace**

5.3.2.1 In accordance with SERA.13001 (a), when an aircraft carries a serviceable SSR transponder, the pilot shall operate the transponder at all times during flight, regardless of whether the aircraft is within or outside airspace where SSR is used for ATS purposes. Pilots are to operate the transponder if equipped and to the full extent of its capabilities. This includes Elementary and Enhanced Mode S and Mode A/C. Pilots of Mode A/C equipped aircraft should note that Mode C should NOT be deselected at any time. The pilot of an aircraft that wishes to operate in a Transponder Mandatory Zone (TMZ - see 5.3.2.2) without such serviceable transponder equipment may be granted access to the TMZ subject to specific ATC approval.

5.3.2.2 **Notified 'Transponder Mandatory Zone' Airspace**

For the purposes of the UK Air Navigation Order and SERA.6005, the following airspace is notified as a 'Transponder Mandatory Zone':

- The vertical and lateral boundaries of Scottish TMA 1, 2, 3, 4 & 5 between 6000 FT ALT and FL 100 as detailed in ENR 2.1.
- The vertical and lateral boundaries of Scottish TMA 6 & 7 as detailed in ENR 2.1.
- The vertical and lateral boundaries of the London Control Zone as detailed in AD2-EGLL.
- The vertical and lateral boundaries of the Stansted TMZ as detailed in AD2-EGSS.
- The vertical and lateral boundaries of the Farnborough TMZ as detailed in AD2-EGLF.
- The vertical and lateral boundaries of the London Array TMZ as detailed in ENR 2.2 Paragraph 4.
- The vertical and lateral boundaries of the Humber Gateway TMZ as detailed in ENR 6-25 and ENR 2.2 Paragraph 4.
- The vertical and lateral boundaries of the Burbo Bank TMZ as detailed in ENR 6-28 and at ENR 2.2 Paragraph 4.
- The vertical and lateral boundaries of the Walney TMZ as detailed in ENR 6-28 and at ENR 2.2 Paragraph 4.
- The vertical and lateral boundaries of Argyll CTAs 1, 2 & 3 as detailed in ENR 2.1.
- The vertical and lateral boundaries of Moray CTA (except Moray CTAs 14 & 15) as detailed in ENR 2.1.
- The vertical and lateral boundaries of Holyhead CTAs 15 & 16 as detailed in ENR 2.1.
- The vertical and lateral boundaries of the Moray Firth TMZ as detailed in ENR 2.2 Paragraph 4.

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5.3.2.3 Temporary Transponder Mandatory Zones put in place to meet urgent operational requirements may not be incorporated in the AIP due to their limited duration. They will be notified through appropriate means including NOTAM and AIC.

5.3.2.4 En-route Transponder Mandatory Zones are detailed at ENR 2.2 Paragraph 4, and aerodrome specific Transponder Mandatory Zones are detailed in the AIP Aerodrome Index – Specific.

5.3.3 **Mode S Capability**

5.3.3.1 **Enhanced Surveillance.** An aircraft is only considered to be compliant with the Mode S Enhanced Surveillance requirements when it can provide all the Downlinked Aircraft Parameters (DAPs) notified in Part 6 to the Air Navigation (General) Regulations 2006 and which have been certificated as compliant with the requirements of EASA AMC 20-13 or with equivalent national certification requirements.

5.3.3.2 **Elementary Surveillance.** An aircraft is only considered to be compliant with the Mode S Elementary Surveillance requirements when it meets the requirements notified in Part 6 to the Air Navigation (General) Regulations 2006 and has been certificated as compliant with the requirements of EASA CS-ACNS. In addition, provided that the differences listed in CS-ACNS Sub-part D, Appendix D have also been addressed, then previous compliance declarations with JAA TGL 13 Revision 1 (Certification of Mode S Transponder Systems for Elementary Surveillance) supplemented with the additional assessments is another Acceptable Means of Compliance.

***Note 1:*** *The minimum capability for the secondary surveillance transponder shall be Mode S Level 2 meeting the performance and functionality objectives of Annex 10 to the Chicago Convention, Volume IV, Third Edition including all amendments up to No 77.*

***Note 2:*** *In accordance with ICAO Annex 10 Volume IV paragraph 3.1.2.10.4, Mode S transponders installed on aircraft with maximum certified take-off mass exceeding 5700 KG or a maximum cruising true airspeed capability in excess of 250 KTS, shall operate the Mode S transponders above with antenna diversity operation i.e. two RF ports for operation with two antennas, one antenna on the top and the other on the bottom of the aircraft's fuselage.*

5.3.4 **Exceptions**

5.3.4.1 The requirements at sub-paragraphs 5.3.1.3 (c) to 5.3.1.3 (e) shall not apply to:

a) Gliders, including self-sustaining gliders and self-propelled hang gliders, and self-launching motor gliders;

i. Where operating above FL 195 inside airspace notified as TRA(G), or

# GEN 1.5 AIRCRAFT INSTRUMENTS, EQUIPMENT AND FLIGHT DOCUMENTS (continued)

ii. Where operating below FL 195 inside notified Non-SSR Transponder Glider Areas.

b) Aircraft below FL 100 in Controlled Airspace outside of the London Terminal Manoeuvring Area when receiving an approved crossing service;
c) Aircraft operating in accordance with a clearance from an appropriate ATC unit for a particular flight, whilst complying with the appropriate Rules of the Air that apply to the airspace concerned and any specific instructions that the ATC unit may give;
d) Aircraft operating in accordance with a general permission given by the appropriate ATC unit, whilst complying with the appropriate Rules of the Air that apply to the airspace concerned and any specific instructions that the ATC unit may give in relation to that particular flight operating under the general permission.

5.3.4.2 The requirements at sub-paragraph 5.3.1.3 (f) shall not apply to:

a) Gliders, including self-sustaining gliders and self-propelled hang gliders, and self-launching motor gliders except when flying above FL 195 outside of airspace notified as TRA(G);
b) Balloons except when flying in the circumstances prescribed at paragraphs 5.3.1.3 (c) to 5.3.1.3 (e).

5.3.4.3 The exception at paragraph 5.3.4.1 (a)(ii) applies in accordance with any specific permission issued by the CAA and published on its website.

5.3.4.4 In accordance with 5.3.4.1 (a) (ii), in order to inform other airspace users of intended flights in Non-SSR Transponder Glider Area 1 (essentially covering much of the Scottish mainland away from the TMAs), glider operators will notify planned areas of operation by NOTAM, typically issued not later than 1400 hours on the day before the planned flight(s).

5.3.5 **Exemptions**

5.3.5.1 **Non Mode S Enhanced Surveillance Capable Aircraft**

5.3.5.1.1 Fixed-wing aircraft operating under IFR having a maximum take-off mass in excess of 5700 KG or having a maximum cruising true airspeed capability in excess of 250 KT, with an individual certificate of airworthiness first issued before 7 June 1995, which are not Mode S Enhanced Surveillance and ADS-B v2 compliant, do not have to comply with these requirements. The aircraft must be Mode S Elementary Surveillance compliant, as a minimum.

5.3.5.1.2 Exemptions from the Mode S Enhanced Surveillance and ADS-B v2 requirements will not be granted for fixed-wing aircraft operating IFR in UK airspace with a first certificate of airworthiness issued on or after 7 June 1995 except for aircraft:

- That are being flown in or out of UK airspace, for the purpose of maintenance and engineering at approved facilities.
- That are being flown out of UK airspace for export purposes;
- That will be taken out of service from UK airspace no later than 31 October 2025.

5.3.5.1.3 Operators of aircraft, with a first certificate of airworthiness issued before 7 December 2020 that is not Mode S Enhanced Surveillance and ADS-B v2 compliant do not have to comply with the requirements until 6 June 2023 inclusive at the latest, subject to having established a retrofit programme before 7 December 2020 demonstrating how they will establish compliance.

5.3.5.2 **Exceptional Circumstance Exemptions from Mode S Elementary Surveillance.** Exemptions from the SSR transponder carriage for ELS requirements will not normally be issued. However, if it is considered that exceptional circumstances exist, an application should be made to:

Post: CNS Policy, Safety and Airspace Regulation Group
Aviation House
Gatwick Airport South
West Sussex
RH6 0YR

Phone: +44 (0)330-138 3373
Email: modes@caa.co.uk

Applications shall state details of the inability to meet the requirement, including aircraft type, registration and, where applicable, the forecast date by which installation of equipment will be complete. Due to the significant coordination and planning required with ATS providers, such applications must be made at least 5 days in advance of the flight.

5.3.5.2.1 Where a non-compliant aircraft does not have an exemption as prescribed above the ATS provider is likely to refuse to provide a service within UK airspace.

5.3.5.3 **Transponder Failure.** Cases in respect of transponder failure are to be dealt with in accordance with the SSR Operating Procedures as promulgated in ENR 1.6.2, paragraph 4.

5.3.5.4 **Emergencies.** An aircraft in an emergency situation will be afforded the appropriate level of priority, which shall include implicit exemptions from the appropriate legislation for the purpose of saving life.

# GEN 1.5 AIRCRAFT INSTRUMENTS, EQUIPMENT AND FLIGHT DOCUMENTS (continued)

5.3.6 **Channel Islands Control Zone**

5.3.6.1 Requirements for the Channel Islands Control Zone are given at EGJJ AD 2.22, paragraph 1.

5.3.7 **State Aircraft**

5.3.7.1 All visiting non-compliant state aircraft require a dispensation against the AIP not to carry the required equipment as detailed at paragraph 5.3.1. All applications for dispensations to be made to:

Post: CNS Policy, Safety and Airspace Regulation Group
Aviation House
Gatwick Airport South
West Sussex
RH6 0YR

Phone: +44 (0)330-138 3373
Email: modes@caa.co.uk

Dispensations are only issued up to a maximum length of 3 months, after which time a new application will need to be submitted.

5.3.8 **Flight Plans**

5.3.8.1 Operators of non-equipped State aircraft communicated as per Article 8(3) and operators of aircraft not equipped in accordance with Article 5(5) of the Commission Regulation (EU) 1207/2011, or hold a valid exemption from the UK CAA, operating wholly or partially within the UK airspace shall include the indicators SUR/EUADSBX or SUR/EUEHSX or SUR/EUELSX or a combination thereof, in Item 18 of the flight plan.

5.4 **Carriage of Airborne Collision Avoidance Systems (ACAS) in the Scottish FIR/UIR and the London FIR/UIR**

5.4.1 The requirements for the carriage of Airborne Collision Avoidance Systems (ACAS) are contained in the UK Air Navigation Order. Traffic Alert and Collision Avoidance System (TCAS) II is accepted as a suitable ACAS system provided its installation is certificated by the State of Registry, and that its operation by flight crew is in accordance with instructions for the use of this equipment specified in their company's operations manual.

5.4.2 With the exception of those circumstances at paragraph 5.4.3, all turbine-powered aeroplanes with a maximum certificated take-off mass exceeding 5700 KG or authorised to carry more than 19 passengers, and all other aircraft equipped on a voluntary basis with ACAS II are to be fitted with, and operate, TCAS II software Version 7.1 with a Mode S transponder compliant with Annex 10 Mode S SARPs within UK Airspace.

General flight procedures relating to the operation of ACAS II equipment are detailed at ENR 1.1, paragraph 3, General Flight Procedures. This includes operation of aircraft when ACAS II is unserviceable.

5.4.3 **Exemptions**

5.4.3.1 A General Exemption from the requirements of the UK Air Navigation Order concerning the carriage of ACAS II has been granted for aeroplanes operating under certain conditions. Two classes of flights are affected:

a) **Delivery Flights.** Aeroplanes newly manufactured within European Civil Aviation Conference (ECAC) member states, which are not fitted with ACAS II. These will be permitted to transit on direct flights only, out of the airspace of ECAC member states to regions where the carriage and operation of ACAS II is not required.
b) **Maintenance Flights.** Direct flights by aeroplanes, which are not fitted with ACAS II, from outside ECAC member states, for the purpose of maintenance and engineering at facilities located within the ECAC member states.

5.4.3.2 Following notification approval of an ACAS II exemption for the flight, the aircraft operator should indicate on the Flight Plan that the flight is being operated under the provisions of the ACAS II Delivery and Maintenance Flight Exemption provisions, by inserting, in Field 18, the information:

'RMK / Delivery flight - ACAS II exemption approved', or 'RMK / Maintenance flight - ACAS II exemption approved'.

5.4.3.3 Flights operated under the provisions of these exemptions must be non-revenue flights. An ACAS II delivery or maintenance flight exemption is not available for those flights seeking only to transit through the airspace of ECAC member states.

5.4.3.4 The following conditions apply:

a) Where agreed Regulations and Procedures exist, these shall be maintained.
b) An ICAO compliant altitude reporting transponder must be fitted and serviceable **before** departure.
c) An ACAS II exemption approval will be valid for a 3-day period from estimated departure date, and solely for the purpose for which it has been issued. If the flight is subsequently delayed beyond the maximum 3-day exemption period a fresh application must be submitted; this may take a further 3 working days to process.
d) An ACAS II Exemption Letter issued by the ASU, must be carried on-board the aircraft.

e) Conditions may be imposed by one or more ECAC Member States: such as operating within certain restrictive hours, or via specific routes, or at stated flight levels (for safety reasons or otherwise).
f) The flight must be conducted along the most direct (or permissible) route to the delivery or maintenance destination airport.

Aircraft operators are to ensure compliance with the above conditions and that the exempted flight is in accordance with the operator's originally stated intentions, and that it must comply with any conditions laid down by the CAA and subsequently by the ATC authorities.

5.4.3.5 In addition, test flights are to be subject to established national regulations, procedures and authorisation. Carriage of ACAS II equipment will be addressed under the current provisions for avionics equipment required for these flights.

5.4.3.6 Operators of aeroplanes intended to be operated under the provisions of these exemptions must apply for an exemption on an individual, case-by-case basis, to the CAA at least 5 working days before a flight is due to depart for or from, or transit through, the Scottish FIR/UIR and the London FIR/UIR.

5.4.3.7 A General Exemption from the requirements of the UK Air Navigation Order concerning the carriage of ACAS II in has been granted for turbine-powered historical and ex-military aeroplanes into which it is recognized as being technically unfeasible to incorporate ACAS II. The exemption applies to aeroplanes which fall within the provisions of Annex II to the EC Regulation (EC) No. 216/2008 namely:

a) historic non-complex aircraft for which:
   i. initial design was established before 1 January 1955, and
   ii. production has been stopped before 1 January 1975;
b) aircraft having a clear historical relevance, related to:
   i. participation in a noteworthy historic event; or
   ii. a major step in the development of aviation; or
   iii. a major role played in the armed forces of a Member State;
c) aircraft that have been in the service of military forces, unless the aircraft is of a type for which a design standard has been adopted by the Agency;
d) replicas of (a), (b) or (c).

5.4.3.8 This exemption is automatically invoked by the inclusion of **'RMK / Historic Aircraft - ACAS II exemption approved'** in Field 18 of the ICAO Flight Plan Form (CA48). No further exemption application action is required.

5.4.3.9 Owners and operators of historical and ex-military aeroplanes intended to be operated under the provisions of this exemption must seek approval for flights through the airspace of other ECAC member states from the appropriate State authorities.

5.4.3.10 Operators of aeroplanes that meet the carriage requirements at paragraph 5.4.2 but are not equipped and cannot be operated under the provisions of the General Exemptions described at paragraphs 5.4.3.1 and 5.4.3.7 must apply for exemptions on an individual, case-by-case basis to the CAA at least 5 working days before a flight is due to depart for or from, or transit through, the Scottish FIR/UIR and the London FIR/UIR.

5.4.3.11 Owners and operators of aeroplanes intended to be operated under the provisions of these exemptions must seek approval for flights through the airspace of other ECAC member states from the appropriate State authorities.

5.4.4 **Departure from Air Traffic Control Clearances**

5.4.4.1 The legal aspects of departure from an air traffic control clearance in compliance with a TCAS Resolution Advisory are clarified in AIC P 079/2011.

5.4.5 **TCAS I**

5.4.5.1 TCAS I is an airborne collision avoidance system that utilises interrogations of, and replies from, airborne radar transponders to alert pilots to close proximity traffic. Unlike TCAS II it does not generate ‘Resolution Advisory' (RA) warnings. TCAS I is not intended for ICAO International implementation and standardisation and is not mandated for equipage.

5.4.6 **ACAS Systems Approvals**

5.4.6.1 Any ACAS system that operates by interrogating transponders using the 1030 and 1090 MHz frequencies must be approved to transmit by the National IFF/SSR Committee (NISC).

5.4.6.2 All TCAS II interrogators and certain TCAS I interrogators are covered by a series of generic NISC approvals to transmit. Operators of other TCAS I interrogators must apply to the NISC for approval on an individual basis.

5.4.6.3 A list of interrogators holding generic approvals, as well as the approval process for other TCAS interrogators is available in CAP 761.

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5.4.7 **Further Information, Advice and Exemptions**

5.4.7.1 Further information and advice concerning the carriage and operation of ACAS II equipment (and exemptions from these) can be obtained from:

Post: Head of Airspace Regulation
Safety and Airspace Regulation Group
Aviation House
Gatwick Airport South
West Sussex
RH6 0YR
Phone: +(0)20-7453 6510
Fax: +(0)20-7453 6565
Email: airspaceregulation@caa.co.uk

5.5 **8.33 kHz Channel Spacing in the VHF Radio Communications Band**

5.5.1 Non-equipped flights which are flight planned to enter any FIR/UIR in the EUR region where no exemptions have been published, except for those applicable to UHF equipped State flights (refer to AIP/Supplement of the State covering the FIR/UIR concerned), must flight plan outside of converted airspace. Non-equipped IFR flights will be rejected from specific sectors or states. Within the Scottish FIR/UIR and the London FIR/UIR, flights must equip in accordance with GEN 1.5, paragraph 5.2.

5.6 **Use of GPS for North Sea Operations**

5.6.1 UK AOC Holders intending to use GPS for en-route navigation for North Sea flight operations are to use GPS equipment that meets or exceeds CAA Specification 22. AOC holders requiring further information should contact their assigned flight operations Inspector. Non UK AOC holders are recommended to operate to at least the CAA Specification 22 standard.

5.7 **Controller-Pilot Data Link Communication Service in UK Domestic Airspace**

5.7.1 **Introduction**

5.7.1.1 Controller-pilot data link communication (CPDLC) provides a means of communication between the controller and pilot, using data link for ATC communication. This application includes a set of clearance/information/request message elements which corresponds to the phraseologies used in the radiotelephony environment. Standard voice radiotelephony will remain the primary means of ATC communications at all times. Any failure event concerning CPDLC will lead to a reversion to voice operation.

5.7.1.2 CPDLC services are available in the Scottish FIR/UIR and the London FIR/UIR, and these are distinct from Oceanic CPDLC procedures.

5.7.1.3 CPDLC services are available from FL 285 and above and will be provided at FL 195 and above where possible within the Scottish FIR/UIR and the London FIR/UIR. The following CPDLC services are provided in this airspace:

- DLIC (data link initiation capability)
- ACL (ATC clearances and instructions)
- ACM (ATC communications management)
- AMC (ATC microphone check)

5.7.1.4 Provision of CPDLC services is based on the requirements of the Commission Regulation (EC) No. 29/2009, as amended, on data link services. The rule applies to all flights operating as general air traffic in accordance with instrument flight rules within the airspace above FL 285. A CPDLC service is provided to ATN VDL 2, FANS1/A and FANS1/A+ equipped aircraft.

5.7.1.5 Aircraft meeting the conditions as specified in Article 3(3) of Commission Regulation (EC) No. 29/2009, as amended, or as defined in Commission Implementing decision 2019/2012 are not required to be equipped with CPDLC Aeronautical Telecommunications Network (ATN) Very High Frequency Data Link Mode 2 (VDL Mode 2) capable data link systems. In order to ensure that ATS providers have information on such aircraft, this should be indicated on the filed flight plan.

5.7.1.6 Operators conducting flights wholly or partly in airspace where ATN B1 CPDLC is required but for which Commission Regulation (EC) No. 29/2009, as amended, is not applicable in accordance with Article 3(3), or which aircraft types/models are exempted by Commission Implementing Decision 2019/2012, should include the letter "Z" in item 10 and the indicator "DAT/CPDLCX" in item 18 of each flight plan. Operators that voluntarily equip their aircraft in compliance with Commission Regulation (EC) No. 29/2009, as amended, and intend to use the CPDLC capability do not need to indicate in their flight plans the status as exempted.

5.7.2 **Area of Applicability**

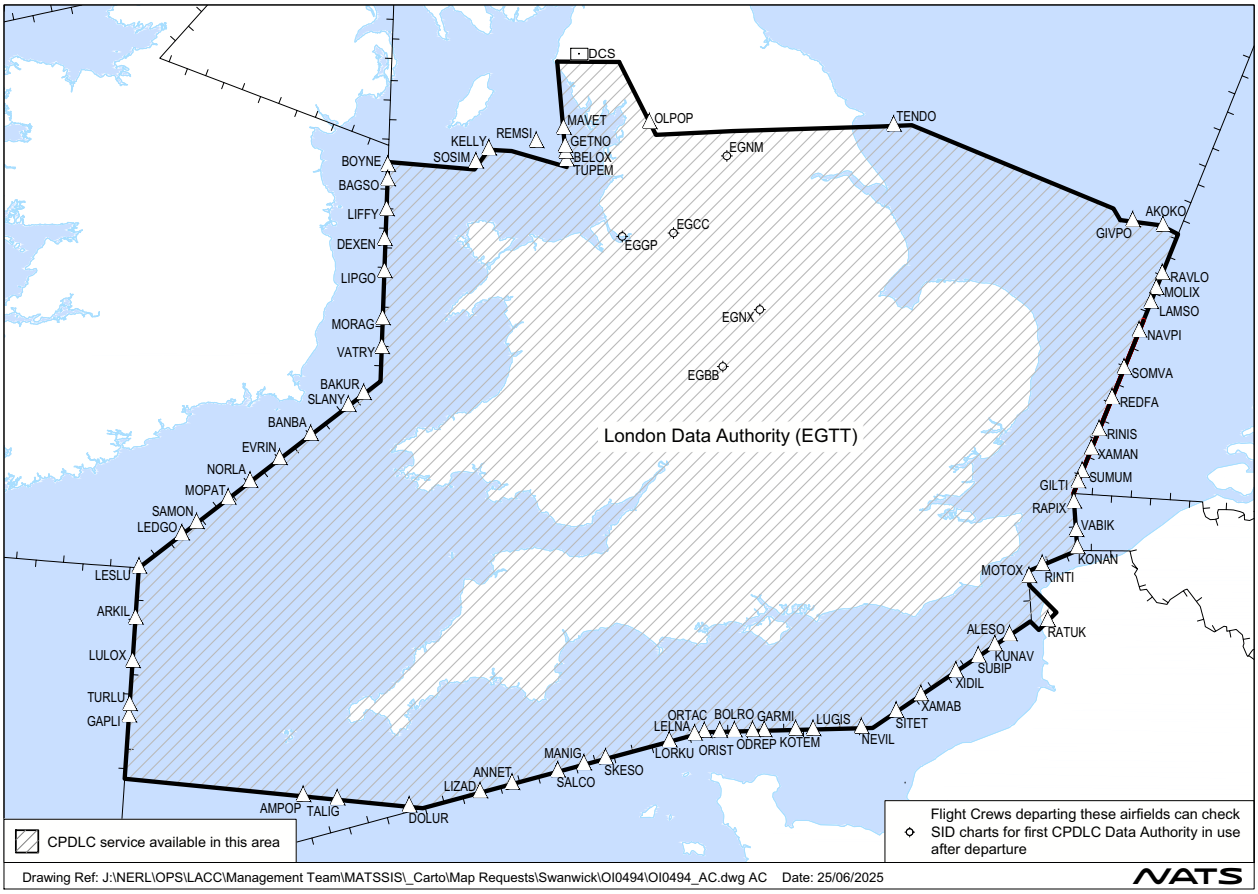
Flight Crews should refer to the map of NATS CPDLC Data Authorities (see figures below).

5.7.2.1 **Aircraft Transiting Airspace Where a CPDLC Service is Not Available**

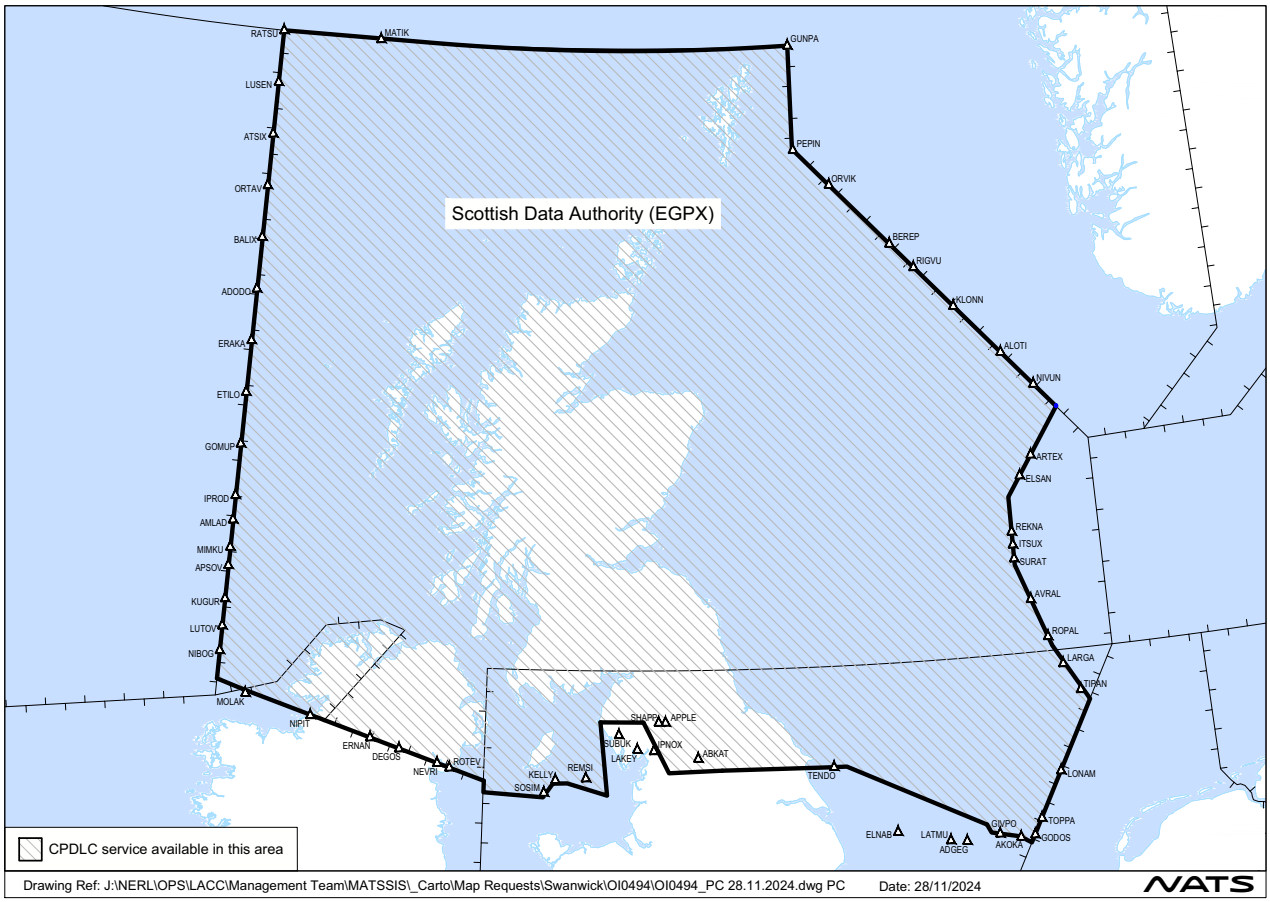
5.7.2.1.1 Aircraft transiting airspace below FL 285 where a CPDLC service is not available will maintain a logon, but will not receive a CPDLC service. Upon entering airspace where a logon is maintained but CPDLC is not available, the flight will be notified via CPDLC. The

# GEN 1.5 AIRCRAFT INSTRUMENTS, EQUIPMENT AND FLIGHT DOCUMENTS (continued)

specific messages are detailed in the current AIC.



# GEN 1.5 AIRCRAFT INSTRUMENTS, EQUIPMENT AND FLIGHT DOCUMENTS (continued)




5.7.3 **Requirements**

In all CPDLC communications, the highest standard of discipline shall be observed at all times (Ref. ICAO Annex 10, Vol. II).

The use of CPDLC is not mandatory and is conducted at the discretion of ATC and the pilots concerned. Where urgent or time critical communications are required voice shall be used. Voice read-back is not required for any CPDLC instruction. In cases were uncertainty arises as a result of a data link message, communication shall revert to voice.

5.7.3.1 **Flight Plan**

5.7.3.1.1 In order to use the CPDLC services, pilots shall file the respective equipage in their flight plan in accordance with Flight Plan 2012 J codes.

5.7.3.1.2 For flights granted a CPDLC exemption, the indicator DAT/CPDLCX shall be included in Item 18 of the flight plan.

5.7.3.2 **Establishing a CPDLC connection**

5.7.3.2.1 Establishment of a CPDLC connection through the initiation of a logon is a pre requisite for receiving CPDLC service. Prior to initiating the logon, the flight crew should verify the correctness of the logon information associated with the flight plan.

5.7.3.2.2 A CPDLC service is only established when all the required logon parameters match those contained in the ICAO flight plan:

For an ATN LOGON:

- Mode-S Aircraft-ID i.e. ICAO [Flight plan item 7] callsign
- Aircraft ID – 24bit address
- ICAO Flight plan Departure and destination airfields (not IATA codes)

For a FANS LOGON:

- Mode-S Aircraft-ID i.e. ICAO [Flight plan item 7] callsign
- Aircraft registration
- ICAO Flight plan Departure and destination airfields (not IATA codes)

5.7.3.2.3 To resolve any discrepancies, airlines will need to contact the relevant ATC data authority using the email address specified in the

current AIC.

5.7.3.2.4 For Dual Stacked operators equipped with both FANS 1/A or FANS 1/A + and ATN VDL 2 as separate systems the preferred mode of operation is ATN VDL 2.

5.7.3.2.5 If there is an indication that the logon procedure was unsuccessful, the flight crew should confirm that the logon information above is correct and retry a logon. If on a second attempt connection is still not successful, revert to voice.

5.7.3.3 **Current Data Authority (CDA) / Next data Authority (NDA) Confirmation**

5.7.3.3.1 Aircraft entering the Scottish or London Data Authority for the first time will receive a welcome message to establish CDA. The welcome message will be an uplink UM183 (with ATSU facility designator) to all CPDLC equipped aircraft. Aircraft must respond to this message for CDA to be established.

5.7.3.3.2 For more information on this process, refer to PANS ATM section 14, the ICAO GOLD version 2.0, or Eurocontrol guidance material for ATC and Flight Crews V6.0.

5.7.4 **Procedures**

5.7.4.1 **Logon for transiting aircraft**

5.7.4.1.1 The Data Authority address for London ACC is EGTT. The Data Authority address for Scottish ACC is EGPX.

5.7.4.1.2 CPDLC log on shall be established in sufficient time to ensure that the aircraft is communicating with the appropriate Data Authority. The following guidance criteria provided by GOLD is applicable to UK airspace.

| Logon Timing Condition(s) | When | Logon Address of Data Authority |
|---|---|---|
| 15 minutes or more prior to boundary estimate | When operating above FL 100 | Current Data Authority for the airspace in which the aircraft is operating |
| Less than 15 minutes prior to boundary estimate | When operating above FL 100 | Next Data Authority that provides CPDLC and/or ADS C services on that flight |
| Following an unsuccessful data link transfer to another ATSU | When detected by the flight crew or upon receipt of instruction from ATC | As instructed or per above |

5.7.4.1.3 For flights departing aerodromes in the United Kingdom logon may also be conducted by aircraft on the ground where coverage exists.

5.7.4.1.4 Standard Instrument Departure plates for aerodromes close to the boundary of EGTT/EGPX data authorities (see London Data Authority map) will advise flight crews of the appropriate CPDLC Data Authority to select prior to departure.

5.7.4.1.5 Flights transiting both London and Scottish ACC using CPDLC, the change of CDA to NDA will be initiated by the controller and will be automatically transferred seamlessly to the operator. The flight crew should not need to reinitiate a logon. The current and next data authority is notified to the aircrew by viewing the ACTIVE CENTRE and NEXT.

5.7.4.1.6 When entering the next ATSU's airspace, the flight crew should confirm the successful transfer from the Current Data Authority to the Next Data Authority by observing the change in the active centre indication provided by the aircraft system. Crews should be aware that they need to keep the CDA and the frequency aligned. THEY MUST NOT RESPOND TO UPLINK MESSAGES FROM A UNIT THAT THEY ARE NOT IN VOICE COMMUNICATION WITH.

5.7.4.2 **Log-off**

5.7.4.2.1 Flights leaving London or Scottish CDA to a non-CPDLC capable airspace will receive an 'End of Service' message and will be logged off automatically.

5.7.4.3 **Data link failure**

5.7.4.3.1 When the CDA detects a CPDLC failure, the controller will contact the aircraft using voice, inform the crew 'Disregard CPDLC [message type] message, break, [correct clearance or instruction]'. CREWS ARE REQUESTED TO RESPOND UNABLE IF THE MESSAGE REMAINS UNANSWERED. This closes the message dialogue and ensures that messages do not trigger time out alerts.

5.7.4.3.2 Due to safety concerns, there is a requirement for all FANS aircraft, following an uplink message timeout alert to disconnect from the CPDLC ground system. Controllers may instruct crews to disconnect via CPDLC using phraseology described in the current AIC.

'Disconnect CPDLC and revert to voice'

# GEN 1.5 AIRCRAFT INSTRUMENTS, EQUIPMENT AND FLIGHT DOCUMENTS (continued)

5.7.5 **CPDLC message sets**

5.7.5.1 Currently there are two sets of messages being used:

- to support FANS 1/A equipped aircraft:
  Safety and Performance Standard for Air Traffic Data Link Services in Oceanic and Remote Airspace (Oceanic SPR Standard, RTCA DO-306/EUROCAE ED-122).
- and to support ATN VDL 2 equipped aircraft:
  Safety and Performance Standard for Air Traffic Data Link Services in Continental Airspace (Continental SPR Standard, RTCA DO-290/EUROCAE ED-120).

5.7.5.2 Messages supported by CPDLC in the UK are published in the corresponding AIC.

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# GEN 1.6 SUMMARY OF NATIONAL REGULATIONS AND INTERNATIONAL AGREEMENTS/CONVENTIONS

**1** The following list of titles and references of regulations affecting air navigation in the United Kingdom, Channel Islands and the Isle of Man, together with International Agreements/Conventions ratified by the United Kingdom. It is essential that anyone engaged in air operations be acquainted with the relevant regulations. The UK applies EU aviation safety legislation. Copies of these documents may be obtained from:

The Stationery Office UK.

Phone: 0870-600 5522
Http: http://www.tso.co.uk

European Union Aviation Safety Agency (EASA) regulation website.

Http: https://www.easa.europa.eu/regulations

A reference to a legal instrument, such as the Air Navigation Order 2009, is a reference to that instrument as amended. The various amending instruments are not shown separately.

| Title | Main Subjects (where not self evident) |
|---|---|
| Aeroplane Noise Regulations 1999 (1999/1452) | |
| Air Navigation Order 2016 (2016/765) as amended | Registration, Airworthiness and Operation of Aircraft, Air Traffic Control, Aircrew and Aerodrome Licensing. |
| Air Navigation (General) Regulations 2006 (2006/601) | Load Sheets, Weight and performance of Public Transport Aircraft, Noise and vibration caused by aircraft, Maintenance, Landing facilities at aerodromes, Mandatory Reporting and Radio Navigation appliances to be carried on aircraft. |
| Air Navigation Aircraft (Wreck and Salvage) Order 1938 (1938/136) | |
| Air Navigation (Dangerous Goods) Regulations 2002 (2002/2786) | |
| Air Navigation (Environmental Standards) Order 2002 (2002/798) | |
| Air Navigation (Overseas Territories) Order 2013 (2013/2870)<br>Air Navigation (Overseas Territories) (Environmental Standards) Order 2019 | These Orders apply to Territories listed in the relevant schedule. |
| Air Navigation (Restriction of Flying)<br>(City of London) Regulations 2004 (2004/2092)<br>(Highgrove House) Regulations 1991 (1991/44)<br>(Hyde Park) Regulations 2004 (2004/2090)<br>(Isle of Dogs) Regulations 2004 (2004/2091)<br>(Nuclear Installations) Regulations 2007 (2007/1929)<br>(Prisons) Regulations 2001 (2001/1657)<br>(Scampton Airfield) Regulations 2000 (2000/3390)<br>(Scottish Highlands) Regulations 2008 (2008/1239)<br>(Specified Area) Regulations 2005 (2005/964) | |
| Airports Slot Allocation Regulation 2006 (2006/2665) | |
| Aviation Security Act 1982 | |
| Aviation Security (Air Cargo Agents) Regulations 1993 (1993/1073) | |
| Aviation and Maritime Security Act 1990 (c. 31) | |
| Carriage by Air Act 1961 (c. 27) | Gives effect to the Warsaw Convention as amended at The Hague, 1955. |
| Carriage by Air Acts (Application of Provisions) Order 1967 (1967/480) | Applies the principles of the Warsaw Convention as amended, and the Guadalajara Convention to carriage of mail and to non-international carriage within the meaning of those conventions to which those conventions do not themselves apply. |
| Carriage by Air Acts (Application of Provisions) (Overseas Territories) Order 1967 (1967/810) | |
| Carriage by Air (Convention) Order 1967 (c. 8) (1967/479) | |
| Carriage by Air Acts (Implementation of Protocol No 4 of Montreal 1975) Order 1999 (1999/1312) | |
| Carriage by Air (Parties to Convention) Order 1999 (1999/1313) | |
| Carriage by Air (Sterling Equivalents) Order 1999 (1999/2881) | Specifies the sterling equivalents of amounts, expressed in gold francs, in the Warsaw Convention and in the provisions relating to other carriage by air. |
| Carriage by Air (Supplementary Provisions) Act 1962 (c. 43) | To give effect to the Guadalajara Convention, supplementary to the Warsaw Convention, for the unification of certain rules relating to carriage by air by a person other than the contracting carrier; for the connected purposes. |

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

| Title | Main Subjects (where not self evident) |
|---|---|
| Carriage by Air and Road Act 1979 (c. 28)<br>(Commencement No 1) Order 1980 (1980/1966)<br>(Commencement No 2) Order 1997 (1997/2565)<br>(Commencement No 3) Order 1998 (1998/2562) | |
| Civil Aviation Act 1982 (c. 16) | Establishment and functions of CAA. Power to make Air Navigation Order |
| Civil Aviation Act 2006 (c. 34)<br>(Commencement No.1) Order 2007 (2007/598) | |
| Civil Aviation Act 2012 (c. 19) | |
| Civil Aviation (Air Carrier Liability) Order 1998 (1998/1751) | |
| Civil Aviation (Air Travel Organisers' Licensing) Regulations 2012 (2012/1017) | |
| Civil Aviation (Contributions to the Air Travel Trust) Regulations 2007 (2007/2999) | |
| Civil Aviation (Customs and Excise Airports) Order 1985 (1985/ 1643) | This Order designates aerodromes to be places for the landing and departure of aircraft for the purpose of the enactments for the time being in force relating to Customs. |
| Civil Aviation (Designation of Aerodromes) Order 1981 (1981/651) | |
| Civil Aviation (Documentary Evidence) Regulations 1972 (1972/ 187) | These regulations designate the authorities and persons who may certify the documents referred to in Section 6 of the Tokyo Convention Act 1967, |
| Civil Aviation (Eurocontrol) Act 1983 (c. 11)<br>Civil Aviation (Eurocontrol) Act 1983 (Commencement No. 1) Order 1983 (1983/1886) (c. 50)<br>Civil Aviation (Eurocontrol) Act 1983 (Commencement No. 2) Order 1985 (1985/1915) (c. 46) | The Convention, the organiser and status of Eurocontrol. |
| Civil Aviation (Insurance) Regulations 2005 (2005/1089) | |
| Civil Aviation (Investigation of Accidents) Regulations 1996 (1996/ 76) | |
| Civil Aviation (Investigation of Air Accidents and Incidents) Regulations 1996 (1996/2798) | |
| Civil Aviation (Investigation of Military Air Accidents at Civil Aerodromes) Regulations 2005 (2005/2693) | |
| Civil Aviation (Notices) Regulations 1978 (1978/1303) | |
| Civil Aviation (Personnel Licences) Order 1992 (1992/2673) | |
| Civil Aviation (Safety of Third-Country Aircraft) Regulations 2006 (2006/1384) | |
| Commission Regulation (EU) No 73/2010 (ADQ) | Requirements for the quality of aeronautical data and aeronautical information for the Single European Sky (see GEN 1.6 paragraph 5). |
| Commission Implementing Regulation (EU) No 923/2012 (Standardised European Rules of the Air (SERA)) as amended | Flight over the high seas; protection of persons and property; avoidance of collisions; signals; time; flight plans; visual meteorological conditions, visual flight rules, special VFR and instrument flight rules; airspace classification and air traffic services. |
| Commission Regulation (EU) 1178/2011 as amended | EASA Aircrew Regulation (Aircrew Licensing) |
| Immigration Act 1971 (c. 77) | |
| Military Lands Act 1892 (c. 43) | Bye Laws which prohibit entry to Danger Areas. |
| Rules of the Air Regulations 2015 (2015/840) | Lights and other Signals; General and Special Flight Rules; Aerodrome Traffic Rules; Aerodrome Markings; Air Traffic Control; Miscellaneous Special Rules. |
| Summer Time Act 1972 (c. 6)<br>Summer Time Order 1997 (1997/2982) | |
| Terrorism Act 2000 | See GEN 1.2.1.1 Paragraph 5 |
| Tokyo Convention Act 1967 (c. 52) | To give effect to the provisions of the Tokyo Convention, 1963, relating to offences etc. committed on board aircraft. |
| Tokyo Convention (Certification of Countries) Order 1977 (1977/ 1258)<br>(Supplementary) Order 1978 (1978/1534) | This order certifies in which countries the Convention on Offences and certain other acts committed on board aircraft, is for the time being in force. |
| ***Note:*** *Formal Exemptions to Legislation listed on these pages may also be published* | |

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

| Title | Main Subjects (where not self evident) |
|---|---|
| **CHANNEL ISLANDS** | |
| Civil Aviation Act (Channel Islands) Order 1953 (1953/393) | |
| Civil Aviation Act (Channel Islands) Order 1966 (1966/688) | Extension to the Channel Islands to certain provisions of the Civil Aviation Act |
| Civil Aviation Act 1971 (Channel Islands) Order 1972 (1972/450) | Enables His Majesty to confer power on certain authorities in the Channel islands to make regulations. |
| **ALDERNEY** | |
| Air Transport Licensing (Alderney) Law 1996 | Notifies the requirements for application to be made to the States of Alderney for a licence to operate Scheduled or Charter Flights between Alderney and the UK, Isle of Man and other Channel Islands |
| Airport Ordinance 1950 | General Regulations for the use of Alderney Airport |
| Airports Fees Ordinance 1987 | Regulations under which fees and charges are determined for the use of Alderney Airport. |
| **GUERNSEY** | |
| Air Navigation (Guernsey) Order 1981 (1981/1805) | This Order extends the provisions of the ANO, subject to modifications set out in the Schedule, to Guernsey. |
| Air Navigation (General) (Guernsey) Regulations 1972 (1972/486) | These Regulations apply to the UK Air Navigation (General) Regulations as amended, to Guernsey. |
| Air Navigation (Restriction of Flying) (Guernsey) Regulations 1985 (Guernsey 1985/21) | Notifies the Sark Restricted Area (R 095). |
| Air Transport Licensing (Guernsey) Law 1995 | |
| Airport Ordinance 1950 | General Regulations for the use of Guernsey Airport |
| Airport Fees Ordinance 1987 | Regulations under which fees and charges are determined for the use of Guernsey Airport. |
| Aviation Security (Guernsey) Order 1997 (1997/2989) | Extension to Guernsey of certain provisions of the UK Aviation Security Act 1982, and the Aviation and Maritime Security Act 1990. |
| Carriage by Air (Guernsey) Order 1967 (1967/804)<br>Carriage by Air (Application of Provisions) (Guernsey) Order 1967 (1967/807) | |
| Civil Aviation Act 1980 (Guernsey) Order 1984 (1984/130) | |
| Civil Aviation Act 1982 (Guernsey) Order 1986 (1986/1162) | Extension to Guernsey of certain provisions of the Civil Aviation Act. |
| Civil Aviation (Investigation of Air Accidents and Incidents) (Guernsey) Order 1998 (1998/1503) | The Order extends the provision of the UK Order, subject to modifications set out in the schedule, to Guernsey |
| Detention of Aircraft (Guernsey and Alderney) Law 1994 | |
| Firearms Ordinance 1987 | Notifies Fort Le Marchant Small Arms range |
| Terrorism and Crime (Bailiwick of Guernsey) Law 2002 | |
| Public Health (Aircraft) (Guernsey) Order 1974 (Guernsey 1974/47) | |
| Rules of the Air and Air Traffic Control (Guernsey) Regulations 1985 (1985/23) | Regulations as UK Legislation, but made under the Air Navigation (Guernsey) Order 1981 and applying to the Bailiwick of Guernsey. |
| **JERSEY** | |
| Aerodromes Administration (Jersey) Law 1952 | |
| Aerodromes (Jersey) Regulations 1965 | |
| Air Navigation (Jersey) Law 2014 | |
| Airport Dues (Jersey) Law 1956 | |
| Aviation Security (Jersey) Order 1993 | |
| Carriage by Air (Jersey) Order 1967 | |
| Carriage by Air (Application of Provisions) (Jersey) Order 1967 | |
| Civil Aviation Act 1982 (Jersey) Order 1990 | Extension to Jersey of certain provisions of the Civil Aviation Act. |
| Terrorism (Jersey) Law 2002 | |
| Public Health (Aircraft) (Jersey) Order 1971 | |
| Air Navigation (Rules of the Air) (Jersey) Regulations 2017 | Regulations as per Standardised European Rules of the Air (SERA), but made under the Air Navigation (Jersey) Law 2014. |
| Civil Aviation (Jersey) Law 2008 | |
| ***Note:*** *Copies of the Legislation listed for Channel Islands, Alderney and Guernsey can be obtained from: The Greffe Office, St Peter Port, Guernsey.* | |
| ***Note:*** *Copies of the Legislation listed for Jersey can be obtained from the Jersey Legal Information Board website. www.jerseylaw.je* | |
| ***Note:*** *Formal Exemptions to Legislation listed on these pages may also be published.* | |

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

| Title | Main Subjects (where not self evident) |
|---|---|
| **ISLE OF MAN** | |
| **Civil Aviation Legislation** | |
| Civil Aviation Act 1982 | As amended and applied to the Isle of Man by the following:<br>Civil Aviation (Isle of Man) Order 2007 (SI 2007/614);<br>Civil Aviation (Application) Order 2006;<br>Civil Aviation Acts (Application)(Amendment) Order 2017;<br>Civil Aviation Acts (Application)(Amendment) Order 2019;<br>Civil Aviation Acts (Application) (Amendment) Order 2023.<br><br>Extends to the Isle of Man the Civil Aviation Act 1982 in part. |
| Airports and Civil Aviation Act 1987 | |
| **Aviation Safety** | |
| Air Navigation (Isle of Man) Order 2015 | Airworthiness; operation of aircraft; personnel licensing. |
| Civil Aviation (Miscellaneous Provisions) Order 2020 | Common interpretations used Statutory Documents made under the Airports and Civil Aviation Act 1987.<br>Conduct of the Department. |
| Civil Aviation (Aerodromes) Order 2022 | |
| Civil Aviation (Air Traffic Services) Order 2020 | |
| Civil Aviation (Aircraft Registration and Marking) Order 2022 | |
| Civil Aviation (Investigation of Air Accidents and Incidents) Order 2019 | including EC Regulations No. 996/2010 on the investigation and prevention of accidents and incidents in civil aviation on the Island. |
| Civil Aviation (Occurrence Reporting) Order 2020 | |
| Civil Aviation (Ramp Inspection) Order 2024 | |
| Civil Aviation (Rules of the Air) Order 2021 | |
| Civil Aviation (Safe Transport of Dangerous Goods) Order 2020 | |
| Civil Aviation (Small Unmanned Aircraft) Order 2020 | |
| Railways and Transport Safety Act 2003 | As amended and applied by SD 0232/13 and 2018/0279, in part. |
| **Aviation Security** | |
| Aviation Security Act 1982 | As applied and amended. |
| Aviation and Maritime Security Act 1990 | As applied and amended. |
| Anti-Terrorism, Crime and Security Act 2001 | As applied and amended. |
| Aviation Security Regulations 2010 | As applied and amended. |
| Aviation Security Act 1982 (Civil Penalties) Regulations 2015 | As applied and amended. |
| Civil Aviation (Aviation Security) (Application) 2024 | Regulation EC No 300/2008;<br>Regulation EC No 272/2009;<br>Regulation EU No 18/2010;<br>Regulation EU No 297/2010;<br>Regulation EU No 720/2011;<br>Regulation EU No 1141/2011;<br>Regulation EU No 245/2013;<br>as applied and amended. |
| **Miscellaneous Aviation Legislation** | |
| Civil Aviation (Carbon Offsetting and Reduction Scheme For International Aviation) Order 2024 | CORSIA |
| Civil Aviation (Charges) Scheme 2024 | Updated annually from 01 April. |
| International Interests in Aircraft Equipment (Cape Town Convention) Regulations 2015 | |
| Air Navigation (General) Regulations 2006 | Navigation performance and equipment; Noise and vibration caused by aircraft on aerodromes. |
| Civil Aviation (Insurance) Regulations 2005 | |
| (EC) Regulations No. 785/2004 | Insurance requirements for air carriers and aircraft operators. |
| Civil Aviation (Aircraft Noise Certification) Order 2024 | |
| Air Carrier Liability Order 1998 | |
| Civil Aviation (Aerial Advertising) Regulations 1995 | |
| Civil Aviation (Procedure) Regulations 1991 | Also refer to Miscellaneous Provisions Order 2020. |
| Civil Aviation (Documentary Evidence) Regulations 1972 | |
| Civil Aviation (Births, Deaths and Missing Persons) Regulations 1948 | |
| ***Note:*** *Copies of the Legislation with consolidated 'as amended and applied' versions can be obtained from www.gov.im/caa.* | |

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

## 2 Landing and Taking Off Near Open Air Assemblies

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

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

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

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

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

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

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

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

a) Operations should be conducted in accordance with the guidance contained in CAP 793;
b) The aircraft commander or operator shall obtain the written permission of the person in charge of the event prior to using the aerodrome;
c) The person in charge of the event should convey to aircraft commanders written details pertaining to the location and layout of the aerodrome and the procedures to be employed;
d) Aircraft shall not fly over any area occupied by spectators or car parks below a height of 1000 FT AGL or such height as will permit the aircraft, in the event of a power unit failure, to alight clear of the assembly, whichever is the higher.

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

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

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

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

3.3 Hostile environment means:

a) an area in which:

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

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

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

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

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

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

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

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

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

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

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

Where used to define to airspace boundaries, 'Coastline' is defined as a generalisation of the geographic feature; operators must not use this as a definitive boundary and are responsible for applying appropriate measures to ensure they operate within or outside of the airspace structure.

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

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

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

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

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

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

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

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

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

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

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

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

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

Information Services described in (ICAO) Annex 15.

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

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

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# GEN 1.7 DIFFERENCES FROM ICAO STANDARDS, RECOMMENDED PRACTICES AND PROCEDURES

## 1 Data not fully compliant with data quality requirements of Commission Regulation (EU) 73/2010 (ADQ)

Numerical data and information with ICAO integrity classification 'critical', 'essential' or 'routine' made available via UK AIS, shall be provided in accordance with the requirements on the quality of aeronautical data and aeronautical information specified in relevant ICAO Annexes and European Regulations (EU) No 73/2010, 2017/373 and 139/2014.

Aerodromes and Heliports for which IFR or SVFR procedures are published in the UK AIP; air navigation service providers, entities providing survey data, procedure design and electronic terrain and obstacle data are in scope of (EU) 73/2010 (ADQ IR). It is expected that from December 2023 all data items in the UK AIP that are within the scope of the ADQ IR requirements will be ADQ compliant. Airspace information included in the UK AIP as of 3 January 2019 (AIRAC 01/2019) was underwritten by the CAA. Consequently, although these airspace data items are identified as non-compliant with ADQ IR, the CAA does not require the pre-existing airspace to be retrospectively re-originated. All new airspace changes shall be fully compliant to ADQ IR when submitted for AIP Publication. All data items that are in the scope of the ADQ IR but do not meet the data quality requirements are listed here:

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

Additionally, all **Area 1 Obstacles** (the height of which is 100 M or more AGL) included in ENR 5.4 and all **Instrument Flight Procedures** published in relevant AD sections should be considered non-compliant with ADQ IR. As soon as some of these items gain compliance a register will be provided listing the compliant items. Aerodromes and Heliports published in the UK AIP that do not operate under the conditions of IFR or SVFR are considered outside of the scope of (EU) 73/2010 and are listed in UK AIP AD 1.4. Aeronautical data published for aerodromes outside of the scope will **not** be annotated to indicate their data quality compliance.

**2** In CAA publications, where a term is used, which is defined by ICAO in a relevant Annex or PANS document, that definition will apply unless:

a) the contrary is indicated; or
b) there is a different definition in the Air Navigation Order or European Union Regulations.

**3** Differences to ICAO definitions and SARPS are identified in the tables below.

| Annex 1: Personnel Licensing (13th Edition) (AMDT 177) | | | | |
|---|---|---|---|---|
| **ICAO Ref.** | **Category (Standard, Rec'd Practice, etc.)** | **Difference** | **Details of Difference** | **Comments/Status** |
| **No Significant UK Differences** | | | | |

# GEN 1.7 DIFFERENCES FROM ICAO STANDARDS, RECOMMENDED PRACTICES AND PROCEDURES (continued)

| Annex 2: Rules of the Air (10th Edition) (Amendment 46) | | | | |
|---|---|---|---|---|
| **ICAO** Ref. | **Category (Standard, Rec'd Practice, etc.)** | **Difference** | **Details of Difference** | **Comments/Status** |
| C1 1.0.1 | Definition: Acrobatic Flight | More exacting or exceeds | Air Navigation Order 2016 definition is more aligned to specific aerobatic manoeuvres. UK Reg (EU) No 923/2012 definition includes Annex 2 definition but expands upon it to highlight that it is not associated with "normal" flight. | The UK uses the terms aerobatic manoeuvres (ANO 2016) and aerobatic flight (UK Reg (EU) No 923/2012. |
| C1 1.0.81 | Definition: Operator | Different in character or other means of compliance | The UK Air Navigation Order definition refers to the person who has responsibility for the management of the aircraft. | |
| C1 1.0.89 | Definition: Remote Pilot Station | Different in character or other means of compliance | The UK has not adopted the term 'remote pilot station' and has instead adopted the term 'command unit (CU)' meaning "the equipment or system of equipment to control unmanned aircraft remotely as defined in point 32 of Article 3 of Regulation (EU) 2018/1139 which supports the control or the monitoring of the unmanned aircraft during any phase of flight, with the exception of any infrastructure supporting the command and control (C2) link service". | |
| C1 1.0.95 | Definition: RPA Observer | More exacting or exceeds | The UK has not adopted the term 'RPA observer' and has instead adopted the terms 'unmanned aircraft observer' and 'airspace observer' as defined in Article 2(24) and Article 2(25) (respectively) of Regulation (EU) 2019/947. These definitions differentiate between an individual that monitors the RPA to ensure that it remains within VLOS, and an individual that visually scans the airspace to identify airborne hazards. The definitions do not describe the trained or competent status of the individual. | |
| C1 1.0.113 | Visual line-of-sight (VLOS) operation | Different in character or other means of compliance | The UK definition includes the context of VLOS operation, highlighting that it allows "the remote pilot to control the flight path of the unmanned aircraft in relation to other aircraft, people and obstacles for the purpose of avoiding collisions". | |
| C3 3.2.2 | Standard | Different in character or other means of compliance | UK SERA.3210(b) states that an aircraft that is aware that the manoeuvrability of another aircraft is impaired shall give way to that aircraft. It further requires priority for aircraft with impaired manoeuvrability. | |
| C3 3.2.2.4 | Standard | Less protective or partially implemented or not implemented | UK SERA.3210(c)(3)(i) states that a sailplane overtaking another sailplane may alter its course to the right or to the left. | Difference allows sailplanes to overtake each other on the left as well. |

# GEN 1.7 DIFFERENCES FROM ICAO STANDARDS, RECOMMENDED PRACTICES AND PROCEDURES (continued)

| Annex 2: Rules of the Air (10th Edition) (Amendment 46) | | | | |
|---|---|---|---|---|
| **ICAO** Ref. | **Category (Standard, Rec'd Practice, etc.)** | **Difference** | **Details of Difference** | **Comments/Status** |
| C3 3.2.3.2 | Standard | Less protective or partially implemented or not implemented | UK regulations specify in point b) to act as far as practicable and in point c) the operation is specified as taxiing or being towed.<br><br>Rules of the Air Regulations 2015 Rule 14 and Rule 15 permit the following:<br><br>**Rule 14 Stationary helicopters on offshore or renewable energy installations.**<br>Notwithstanding SERA.3215 a helicopter may, when stationary on an offshore or renewable energy installation, switch off the red anti-collision light as long as that is done in accordance with a procedure contained in the operations manual of the helicopter operator as a signal to ground personnel that it is safe to approach the helicopter for the purpose of embarkation or disembarkation of passengers or the loading or unloading of cargo.<br><br>**Rule 15 Failure of anti-collision and navigation lights**<br>(1) If any light required to be displayed by SERA.3215 fails during flight at night and cannot be immediately repaired or replaced, the aircraft must land as soon as it can safely do so, unless authorised by the appropriate air traffic control unit to continue its flight.<br>(2) An aircraft may continue to fly during the day in the event of a failure of an anticollision light provided the light is repaired at the earliest practicable opportunity. | The period for the requirement is defined as "at night" as defined in UK SERA Art 2(97). |
| C3 3.2.5 | Standard | Less protective or partially implemented or not implemented | UK SERA. 3225 (c) & (d) specify that points c) & d) do not apply to balloons. UK SERA.3225 (c) specifies that point c) applies unless otherwise "indicated or instructed by ATC". | UK SERA. 3225 does not specify that these provisions apply "whether or not within an aerodrome traffic zone". |
| C3 3.3.1.2 | Standard | Different in character or other means of compliance | (e) UK Reg. (EU) No. 923/2012, SERA.4001(b)(5) requires a flight plan to be submitted for any flight across international borders, unless otherwise prescribed by the States concerned. In addition, UK Reg. (EU) No. 923/2012, SERA.4001(b)(6) requires a flight plan to be submitted for any flight planned to operate at night, if leaving the vicinity of an aerodrome. | |
| C3 3.9 Table3-1 | Standard | Different in character or other means of compliance | In the UK, in addition to the minima specified, VFR flight is permitted by aircraft in class D airspace at or below 3000 FT AMSL, or 1000 FT above terrain, whichever is the higher, if the aircraft is flown in accordance with the following conditions:<br>a) during day;<br>b) at an indicated airspeed of 140 KT or less to give adequate opportunity to observe other traffic or any obstacles in time to avoid a collision; and,<br>c) remaining clear of cloud, with the surface in sight and:<br>i) for aircraft other than helicopters, with a flight visibility of at least 5 KM;<br>ii) for helicopters, with a flight visibility of at least 1500 M.<br>In addition to the minima specified against footnote **(a)(1), the UK specifies that flight visibilities in airspace classes F and G may be reduced, during day only, to not less than 1500 M for flights operating at an indicated airspeed of 140 KT or less to give adequate opportunity to observe other traffic or any obstacles in time to avoid a collision. | |

# GEN 1.7 DIFFERENCES FROM ICAO STANDARDS, RECOMMENDED PRACTICES AND PROCEDURES (continued)

| Annex 2: Rules of the Air (10th Edition) (Amendment 46) | | | | |
|---|---|---|---|---|
| **ICAO Ref.** | **Category (Standard, Rec'd Practice, etc.)** | **Difference** | **Details of Difference** | **Comments/Status** |
| C4 4.6 | Standard | More exacting or exceeds | b) UK SERA. 5005(f)(2) requires a VFR flight not to fly at a height less than 150 M (500 FT) above the ground or water, or 150 M (500 FT) above the highest obstacle within a radius of 150 M (500 FT) from the aircraft. | SERA.3105 requires that aircraft shall not be flown over the congested areas of cities, towns or settlements or over an open-air assembly of persons, unless at such a height as will permit. In the event of an emergency arising, a landing to be made without undue hazard to persons or property on the surface. |

| Annex 3: Meteorological Services For International Air Navigation (20th Edition) (Amendment 79) | | | | |
|---|---|---|---|---|
| **ICAO Ref.** | **Category (Standard, Rec'd Practice, etc.)** | **Difference** | **Details of Difference** | **Comments/Status** |
| C1 1.1.83 | Definition: VOLMET | Less protective or partially implemented or not implemented | UK VOLMET and D-VOLMET provides current aerodrome routine meteorological reports only. | System designed to give rapid refresh of current conditions at key aerodromes in high density air traffic airspace. |
| C3 3.2.1 | Standard | Different in character or other means of compliance | Differences in specifications for World Area Forecast System (WAFS) Upper-Air (En-route). SIGWX forecast information, and in the appearance of WAFS SIGWX Forecast Charts produced by World Area Forecast Centre London - WAFC London (Appendix 2, Paragraphs 1.3.2, 1.3.3, and 1.3.4). Users should refer to and be familiar with UK AIC P 168/2024 (Changes to SIGWX Forecasts). | Difference will be addressed, and the specifications will become aligned with Annex 3, Amendment 82 (envisaged applicability November 2025). |
| C4 4.1.6 | Recommend ation | Less protective or partially implemented or not implemented | Automated equipment for the measurement of visibility and runway visual range is not mandatory at aerodromes with runways intended for Category I instrument approach and landing operations. At these aerodromes human observed visibility and runway visual range are reported. Such aerodromes will not have fully integrated automatic systems for acquisition, processing, dissemination, and display in real time of the meteorological parameters affecting landing and take-off operations. | Installation and use of equipment for measuring height of cloud base is mandatory at licensed aerodromes with precision approach runways. |
| C4 4.6.5.1 | Standard | Different in character or other means of compliance | Vertical visibility is not measured in the UK. | In the UK when the sky is obscured 'VV///' is reported in lieu of cloud information. |
| C5 5.3.1 | Recommend ation | Less protective or partially implemented or not implemented | Secondary Surveillance Radar (SSR) Mode S within Europe does not support the downlinking of automated routine observations sent via ADS in the Shanwick Oceanic Area are made every 30 minutes. | Current European Mode S Downlink Aircraft Parameters do not include the meteorological data block. WMO AMDAR data provides automated en-route meteorological observations. |
| C5 5.3.4 | Standard | Less protective or partially implemented or not implemented | Secondary Surveillance Radar (SSR) Mode S within Europe does not support the downlinking of automated routine observations. | Aircraft reports in the climb-out phase are obtained via AMDAR. |
| C6 6.2.6 | Recommend ation | Less protective or partially implemented or not implemented | UK issues TAFs of 2-5 hour validity to aerodromes that are due to close. | TAFs with validity periods of less than 6 hours are issued to aerodromes that are due to close in order to reduce the number of TAF cancellations. |

# GEN 1.7 DIFFERENCES FROM ICAO STANDARDS, RECOMMENDED PRACTICES AND PROCEDURES (continued)

| Annex 3: Meteorological Services For International Air Navigation (20th Edition) (Amendment 79) | | | | |
|---|---|---|---|---|
| **ICAO Ref.** | **Category (Standard, Rec'd Practice, etc.)** | **Difference** | **Details of Difference** | **Comments/Status** |
| C6 6.5.2 and 6.5.3 | Standard | Less protective or partially implemented or not implemented | AIRMET information is not issued in the UK. GAMET area forecasts in plain language are issued. | AIRMET information is not issued as the specified phenomena are covered by SIGMET where applicable and appropriate warnings in low-level area forecasts. |
| C7 7.2.1 to 7.2.3 | Standard | Less protective or partially implemented or not implemented | AIRMET information is not issued in the UK. | AIRMET information is not issued as the specified phenomena are covered by SIGMET where applicable and appropriate warnings in low-level area forecasts. |
| C7 7.3.2 | Recommendation | Less protective or partially implemented or not implemented | Aerodrome warnings in the UK are issued at specified times and are not cancelled or amended between issue times, except at certain aerodromes. | For operational reasons at certain aerodromes warnings will be issued, cancelled or amended 24/7 as required. |
| C11 11.5 | Standard | Less protective or partially implemented or not implemented | UK D-VOLMET reflects the content of UK VHF VOLMET broadcasts and does not provide TAF, SIGMET, special air-reports or AIRMET. | The D-VOLMET service is provided using the same equipment as VHF VOLMET. |
| C11 11.6.1 | Standard | Less protective or partially implemented or not implemented | UK VOLMET provides current aerodrome routine meteorological reports (METAR) only. | System designed to give rapid refresh of current conditions at key aerodromes in high density air traffic airspace. |
| C11 11.6.2 | Standard | Less protective or partially implemented or not implemented | UK does not broadcast VOLMET on high frequencies (HF). | The UK only broadcasts VOLMET on VHF broadcasts. |

| Annex 4: Aeronautical Charts (11th Edition) (AMDT 61) | | | | |
|---|---|---|---|---|
| **ICAO Ref.** | **Category (Standard, Rec'd Practice, etc.)** | **Difference** | **Details of Difference** | **Comments/Status** |
| C1 1.1.4 | Definition Aerodrome reference point | More exacting or exceeds | In the UK the aerodrome reference point is the geographical location of the aerodrome and the centre of its traffic zone where an ATZ is established. | |
| C1 1.1.9 | Definition Air transit route | Less Protective or partially implemented or not implemented | Heli Route' or Helicopter Main Route' (HMR) are used in place of Air transit route. | |
| C1 1.1.62 | Definition Instrument approach procedure | More exacting or exceeds | The UK definition includes instrument approach procedure classifications. | |
| C2 2.1.8 | Recommendation | Different in character or other means of compliance | In the UK the basic sheet size of the charts is 297 MM x 210 MM (A4). | Reduction in sheet size would reduce the area of coverage and the amount of data published. |
| C4 4.1 - 4.10.4 | Standard | Less protective or partially implemented or not implemented | The UK does not produce an Aerodrome Obstacle Chart ICAO Type B. | A demand for this chart has not been identified in the UK. User requirement is satisfied by the current content of the AIP. There are no current plans to produce this chart. |
| C5 5.1 - 5.8.8 | Standard | Less protective or partially implemented or not implemented | The UK does not produce an Aerodrome Terrain and Obstacle Chart - ICAO (Electronic). | A demand for this chart has not been identified in the UK. |
| C7 7.1 – 7.9.4.2 | Standard | Less protective or partially implemented or not implemented | The UK does not produce the En-route Chart - ICAO. | Information is published in tabular format in UK AIP ENR 3. Similar charts produced by industry are more appropriate for use by aircraft operators. |

# GEN 1.7 DIFFERENCES FROM ICAO STANDARDS, RECOMMENDED PRACTICES AND PROCEDURES (continued)

| Annex 4: Aeronautical Charts (11th Edition) (AMDT 61) | | | | |
|---|---|---|---|---|
| **ICAO Ref.** | **Category (Standard, Rec'd Practice, etc.)** | **Difference** | **Details of Difference** | **Comments/Status** |
| C8 8.1 - 8.9.4.1.1 | Standard | Less protective or partially implemented or not implemented | The UK does not produce the Area Chart - ICAO. | Requirement fulfilled by other means - SID and STAR charts, Approach charts and 1:500000 charts. |
| C9 9.9.3.1 | Standard | Different in character or other means of compliance | Only Area Minimum Altitude (AMA) are shown. | The extent of the Minimum Sector Altitude (MSA) does not sufficiently take account of the complete route. |
| C9 9.9.4.2 | Recommendation | Different in character or other means of compliance | The communication failure procedure is not shown on SID Charts. Communication failure procedures are shown on ATC Surveillance Minimum Altitude Charts. | UK will review its administrative arrangements and make amendments as applicable. |
| C10 10.9.3.1 | Standard | Different in character or other means of compliance | Only Area Minimum Altitude (AMA) are shown. | The extent of the Minimum Sector Altitude (MSA) does not sufficiently take account of the complete route. |
| C10 10.9.4.2 | Recommendation | Different in character or other means of compliance | The communication failure procedure is not shown on STAR Charts. Communication failure procedures are shown on ATC Surveillance Minimum Altitude Charts. | UK will review its administrative arrangements and make amendments as applicable. |
| C11 11.4 | Recommendation | More exacting or exceeds | In the UK the basic sheet size of the charts is 297 MM x 210 MM (A4). | Reduction in sheet size would reduce the area of coverage and the amount of data published. |
| C11 11.8.2 | Standard | Different in character or other means of compliance | The magnetic variation shown only agrees with non-VOR procedures. | The set value of the VOR is used in the design of a VOR procedure and this could be different from the local magnetic variation value. |
| C11 11.10.2.2 | Recommendation | Less protective or partially implemented or not implemented | Only a generic set of obstacles for the area are shown, which does not always include the controlling obstacles. | For chart clarity purposes. |
| C11 11.10.4.3 | Recommendation | Less protective or partially implemented or not implemented | The Final Approach Fix or Point (FAF/FAP) geographical co-ordinates are not shown. | A requirement for publication of these co-ordinates has not been identified in the UK. |
| C11 11.10.6.3 | Standard | Different in character or other means of compliance | f) Transition altitude information is not shown within the profile area. | |
| C11 11.10.7.1 | Standard | Less protective or partially implemented or not implemented | Aerodrome operating minima is not shown on UK Instrument Approach Charts. | UK publishes the Obstacle Clearance Altitude and Obstacle Clearance Height (OCA/H), and instructions on how to calculate the Aerodrome Operating Minima in the UK AIP AD 1.1 subsection 4. |
| C11 11.10.7.2 | Standard | Less protective or partially implemented or not implemented | Only basic CAT D OCA(H) are shown. | Work is currently underway to identify the measures required to achieve compliance with this standard. |
| C11 11.10.8.5 | Standard | Less protective or partially implemented or not implemented | In accordance with PANS-OPS (Doc 8168), only the approach descent gradient is shown on UK AIP non-precision instrument approach charts. | Fully compliant for RNAV IAPs when BaroVNAV and/or SBAS elements have been provided on the chart. |
| C11 11.10.8.9 | Standard | Less protective or partially implemented or not implemented | This Standard has not been implemented in the UK as there are no approach procedures authorised in the UK for simultaneous operations. | Implementation of the provision will be reviewed should simultaneous operations be introduced in the UK. |
| C11 11.10.9 | Standard | Less protective or partially implemented or not implemented | Only RNAV coding data is shown. | Non RNAV procedures were designed pre RNAV standards and/or will not conform to coding standards. Therefore the UK has taken the position to not supply appropriate data for non RNAV procedures. |

# GEN 1.7 DIFFERENCES FROM ICAO STANDARDS, RECOMMENDED PRACTICES AND PROCEDURES (continued)

| Annex 4: Aeronautical Charts (11th Edition) (AMDT 61) | | | | |
|---|---|---|---|---|
| **ICAO Ref.** | **Category (Standard, Rec'd Practice, etc.)** | **Difference** | **Details of Difference** | **Comments/Status** |
| C12<br>12.1 to 12.10.6.2 | Standard | Less protective or partially implemented or not implemented | The UK does not produce the Visual Approach Chart - ICAO. | Established Visual Approach Procedures do not exist in UK. |
| C13<br>13.6.2 | Recommendation | Less protective or partially implemented or not implemented | The location where the wing tips may be safely extended is not shown on charts. | It is not anticipated that aeroplanes with folding wing tips will be operating to/from UK aerodromes before 2023 and the recommendation will be reviewed ahead of this time. |
| C14<br>14.6.2 | Recommendation | Less protective or partially implemented or not implemented | The location where the wing tips may be safely extended is not shown on charts. | It is not anticipated that aeroplanes with folding wing tips will be operating to/from UK aerodromes before 2023 and the recommendation will be reviewed ahead of this time. |
| C16<br>16.1 to 16.9.7.2 | Standard | Less protective or partially implemented or not implemented | The UK does not produce the World Aeronautical Chart ICAO 1:1 000 000. | There is no operational requirement for this chart. ICAO Chart 1:500 000 is produced instead. |
| C17<br>17.4.3 | Recommendation | Different in character or other means of compliance | Chart is sold flat. | Chart user folds at own discretion. |
| C17<br>17.7.11.1 | Recommendation | Less Protective or partially implemented or not implemented | Only hypsometric tints and contours shown. | Not applicable to UK topography. |
| C17<br>17.7.12.2 | Standard | Less Protective or partially implemented or not implemented | Limits of tree growth not shown. | Not applicable to UK topography. |
| C18<br>18.1 to 18.8.5 | Standard | Less Protective or partially implemented or not implemented | The UK does not produce the Aeronautical Navigation Chart - ICAO Small scale. | This Chart is not produced in the UK as there is either no operational requirement for the chart, or equivalent charts which are more appropriate for the required use are made available by commercial organisations. |
| C19<br>19.1 to 19.9.2 | Standard | Less Protective or partially implemented or not implemented | The UK does not produce the Plotting Chart - ICAO. | There is no operational requirement for the chart in the UK. Aircraft Operators use large format or Electronic En-Route charts provided by commercial organizations. These are more appropriate for the required use. |
| C20<br>20.1 to 20.6 | Standard | Less Protective or partially implemented or not implemented | The UK does not produce the Electronic Aeronautical Chart Display - ICAO. | Products provided by commercial service providers are more suitable for use by aircraft operators. |

| Annex 5: Units of Measurement to be Used in Air and Ground Operations (5th Edition) (AMDT 17) | | | | |
|---|---|---|---|---|
| **ICAO Ref.** | **Category (Standard, Rec'd Practice, etc.)** | **Difference** | **Details of Difference** | **Comments/Status** |
| **NIL** | | | | |

# GEN 1.7 DIFFERENCES FROM ICAO STANDARDS, RECOMMENDED PRACTICES AND PROCEDURES (continued)

| Annex 6 Part 1: Operation of Aircraft (International Commercial Air Transport - Aeroplanes) (12th Edition) (AMDT 48) | | | | |
|---|---|---|---|---|
| **ICAO Ref.** | **Category (Standard, Rec'd Practice, etc.)** | **Difference** | **Details of Difference** | **Comments/Status** |
| C3 3.1.4 | Standard | Different in character or other means of compliance | The UK does not give any formal status to flight operations officers/flight dispatchers. | The UK requires an operator to ensure that the operations manual contains instructions and information necessary for operations personnel to perform their duty including training for those other than crew members. |
| C3 3.1.5 | Standard | Less protective or partially implemented or not implemented | The UK does not give any formal status to flight operations officers/flight dispatchers. | The UK requires an operator to ensure that the operations manual contains instructions and information necessary for operations personnel to perform their duty including training for those other than crew members. |
| C3 3.3.1 | Recommend ation | Less protective or partially implemented or not implemented | The UK only requires operators of aeroplanes in excess of 27,000 KG to establish FDM programmes. | The term Flight Data Monitoring is used instead of Flight Data Analysis. |
| C3 3.5.1 | Standard | Less protective or partially implemented or not implemented | The scope of CAT.GEN.MPA.205 – aircraft tracking - is essentially restricted to aeroplanes in excess of 27,000 KG. | Requiring an aircraft tracking capability for lighter aeroplanes is considered to be disproportionate with regards to the cost and expected safety benefit. |
| C3 3.5.2, 3.5.3 | Standard & Recommend ation | Less protective or partially implemented or not implemented | The UK only requires tracking of such aeroplanes with a first individual CofA on or after 16 December 2018. | |
| C4 4.2.1.3.1 | Standard | Different in character or other means of compliance | The operator remains responsible that the contracted services comply with the applica-ble requirements and that the aviation safety hazards associated with contracted services or products are considered by the operator's management system. However, it is not specified that the operator shall develop poli-cies and procedures for third parties. | |
| C4 4.2.8.1.1 | Standard | Less protective or partially implemented or not implemented | The regulations currently only provide operational credits for HUDs and EVS. | The approval for additional operational credits will be introduced through AWO rule changes. |
| C4 4.2.8.3 | Standard | Less protective or partially implemented or not implemented | The new approach classifications have not yet been transposed into UK regulations. | Alignment will be considered within future rule making activities. |
| C4 4.2.8.6 | Recommen-dation | Less protective or partially implemented or not implemented | The UK allows Met Visibility to be converted to RVR. No limiting visibility is prescribed. | |
| C4 4.3.3.1 | Standard | Less protective or partially implemented or not implemented | In the UK, the commander is not required to sign the Operational Flight Plan (OFP). An OFP is not required for operations under VFR of other-than-complex motor-powered aero-plane taking off and landing at the same aer-odrome or operating site. | Alignment will be considered within future rule making activities. |
| C4 4.3.4.1.2 | Standard | Different in character or other means of compliance | UK rules allow 2 hours for ETOPS (EDTO not yet implemented). | |
| C4 4.3.4.1.3 | Standard | More exacting or exceeds | CAT.OP.MPA.185 (a) requires a period commencing one hour before and ending one hour after the estimated time of arrival at the aerodrome. | |
| C4 4.3.4.3.1 | Standard | More exacting or exceeds | UK ANO rules require a period commencing two hours before and ending two hours after the estimated time of arrival at the aero-drome. | |
| C4 4.3.4.4 | Standard | Less protective or partially implemented or not implemented | The UK has not yet adopted this Standard. | Alignment will be considered within fu-ture rule making activities. |

# GEN 1.7 DIFFERENCES FROM ICAO STANDARDS, RECOMMENDED PRACTICES AND PROCEDURES (continued)

| Annex 6 Part 1: Operation of Aircraft (International Commercial Air Transport - Aeroplanes) (12th Edition) (AMDT 48) | | | | |
|---|---|---|---|---|
| **ICAO Ref.** | **Category (Standard, Rec'd Practice, etc.)** | **Difference** | **Details of Difference** | **Comments/Status** |
| C4 4.3.6.4 | Recommend ation | Less protective or partially implemented or not implemented | The UK has not adopted this Recommenda-tion. | |
| C4 4.3.7.2.1 | Standard | Less protective or partially implemented or not implemented | The UK has not yet adopted this Standard but rule changes are under development. | |
| C4 4.3.10.1 | Recommend ation | Less protective or partially implemented or not implemented | The recommendation will be considered in the scope of rule making for the implementation of the EDTO standards. | |
| C4 4.5.5 | Standard | Different in character or other means of compliance | The operator specifies the procedure in the OM which the Pilot in Command is obliged to comply with in accordance with CAT.GEN.MPA.105 (a)(8). | |
| C4 4.6.1, 4.6.2 | Standard | Different in character or other means of compliance | The UK does not give any formal status to flight operations officers/flight dispatchers. | |
| C4 4.7.1.1, 4.7.1.2, 4.7.2.1 to 4.7.2.3.1 and 4.7.2.4 to 4.7.2.6 | Standard | Less protective or partially implemented or not implemented | The UK has not yet adopted the Standard for EDTO which will be the subject of future rule making and implementation. | The UK uses ETOPS procedures. |
| C4 4.7.2.7 | Recommend ation | Less protective or partially implemented or not implemented | The UK has not adopted this Recommenda-tion. | The UK uses ETOPS procedures. |
| C4 4.9.2 | Standard | Less protective or partially implemented or not implemented | Under UK Reg.(EU) 965/2012, the maximum certificated take-off mass (MCTOM) is not stipulated. | |
| C6 6.1.5 | Standard | Less protective or partially implemented or not implemented | The UK has not ratified Article 83 bis but would follow this Standard if required. | |
| C6 6.2.2.1 | Standard | Less protective or partially implemented or not implemented | Only applied to large aeroplanes with a first individual CofA on or after 18 February 2020 for lavatory waste receptacles, and 18 May 2019 for portable fire extinguishers. | |
| C6 6.3.1.1.1 | Standard | Different in character or other means of compliance | CAT.IDE.A.190 (a)(3) applies to multi-engine turbine-powered aeroplanes with an MCTOM of 5700 KG or less with a MOPSC of more than 9.<br><br>CAT.IDE.A.190 (b)(5) is applicable to aeroplanes with an individual first CofA on or after 1 January 2016.<br><br>CAT.IDE.A.191 (light weight FDR) applies to turbine-engine aeroplanes with MCTOM of 2250 KG or more, or aeroplanes with a MOPSC of more than 9 not covered under CAT.IDE.A.190, and first issued with an individual CofA on or after 5 September 2022. | |

# GEN 1.7 DIFFERENCES FROM ICAO STANDARDS, RECOMMENDED PRACTICES AND PROCEDURES (continued)

| Annex 6 Part 1: Operation of Aircraft (International Commercial Air Transport - Aeroplanes) (12th Edition) (AMDT 48) | | | | |
|---|---|---|---|---|
| **ICAO Ref.** | **Category (Standard, Rec'd Practice, etc.)** | **Difference** | **Details of Difference** | **Comments/Status** |
| C6 6.3.1.1.2 | Recommendation | Different in character or other means of compliance | ANO 2016 and CAT.IDE.A.190 (a)(3) applies to multi-engine turbine-powered aeroplanes with an MCTOM of 5700 KG or less with a MOPSC of more than 9.<br><br>CAT.IDE.A.190 (b)(5) is applicable to aeroplanes with an individual first CofA on or after 1 January 2016.<br><br>CAT.IDE.A.191 (light weight FDR) applies to turbine-engine aeroplanes with MCTOM of 2250 KG or more, or aeroplanes with a MOPSC of more than 9 not covered under CAT.IDE.A.190, and first issued with an individual CofA on or after 5 September 2022 not covered under CAT.IDE.A.190, and first issued with an individual CofA on or after 5 September 2022. | |
| C6 6.3.1.1.3 | Standard | More exacting or exceeds | CAT.IDE.A.190 (a)(1) applies to aeroplanes with an individual CofA after 1 June 1990 and MCTOM of more than 5700 KG.<br><br>CAT.IDE.A.190 (a)(2) applies to turbine-engined aeroplanes with an individual CofA before 1 June 1990 and MCTOM of more than 5700 KG. | |
| C6 6.3.1.1.4 | Standard | Different in character or other means of compliance | ANO 2016 and CAT.IDE.A.190 (a)(1) applies to aeroplanes with an individual CofA after 1 June 1990 and MCTOM of more than 5700 KG.<br><br>CAT.IDE.A.190 (a)(2) applies to turbine-engined aeroplanes with an individual CofA before 1 June 1990 and MCTOM of more than 5700 KG. | |
| C6 6.3.1.1.5 | Recommendation | Different in character or other means of compliance | ANO 2016 applies to aeroplanes with an individual CofA on or after 1 June 1990 and CAT.IDE.A.190 (a)(3) applies to aeroplanes with an individual CofA on or after 1 April 1998. | |
| C6 6.3.1.1.7 | Recommendation | More exacting or exceeds | CAT.IDE.A.190 (a) captures all turbine-engined aeroplanes with an individual CofA before 1 June 1990 and MCTOM of more than 5700 KG. | |
| C6 6.3.1.1.8, 6.3.1.1.9 | Standard & Recommendation | More exacting or exceeds | CAT.IDE.A.190 (a)(2) applies to all turbine-engined aeroplanes with a MCTOM of over 5700 KG and first issued with an individual CofA before 1 June 1990 whatever the date of prototype certification. | |
| C6 6.3.1.1.10 | Standard | Less protective or partially implemented or not implemented | CAT.IDE.A.190 (a)(1) applies to all aeroplanes with a MCTOM of over 5700 KG with an individual CofA issued on or after 1 June 1990. However, in the case where the aeroplane was first issued an individual CofA between 1 January 2005 and 1 January 2016, AMC2 CAT.IDE.A.190 is applicable but does not specify all of the first 78 parameters listed in table A8-1. | |

# GEN 1.7 DIFFERENCES FROM ICAO STANDARDS, RECOMMENDED PRACTICES AND PROCEDURES (continued)

| Annex 6 Part 1: Operation of Aircraft (International Commercial Air Transport - Aeroplanes) (12th Edition) (AMDT 48) | | | | |
|---|---|---|---|---|
| **ICAO Ref.** | **Category (Standard, Rec'd Practice, etc.)** | **Difference** | **Details of Difference** | **Comments/Status** |
| C6 6.3.1.1.11 6.3.1.1.12 | Standard & Recommendation | More exacting or exceeds | CAT.IDE.A.190 (a)(1) applies to all aeroplanes with a MCTOM of over 5700 KG and first issued with an individual CofA on or after 1 June 1990.<br><br>AMC1.2 CAT.IDE.A.190 is applicable to aeroplanes first issued with an individual CofA on or after 1 January 2023. | AMC1.2 CAT.IDE.A.190 specifies the 82 parameters listed in table A8-1. |
| C6 6.3.1.2 | Standard | Less protective or partially implemented or not implemented | Not specifically stated but CAT.IDE.A.190 requires that the FDR uses a digital method of recording and storing the data, hence CAT.IDE.A.190 excludes de facto engraving metal foil and photographic film. | |
| C6 6.3.1.3 | Standard | More exacting or exceeds | The minimum recording duration for the FDR is 25 hours for aeroplanes other than those referenced in 6.3.1.1.5. For aeroplanes referenced in 6.3.1.1.5, the minimum recording duration is 10 hours. | |
| C6 6.3.2.1.1, 6.3.2.1.2, and 6.3.2.3.3 | Standard & Recommendation | Less protective or partially implemented or not implemented | The UK has not yet adopted this Standard/ Recommendation. | Alignment will be considered within future rule making activities. |
| C6 6.3.2.4.2 | Standard | More exacting or exceeds | The requirement is for aeroplanes with an individual first CofA from 5 September 2022. | |
| C6 6.3.2.4.3 | Recommendation | Less protective or partially implemented or not implemented | The requirement is for aeroplanes with an individual first CofA from 5 September 2022. | |
| C6 6.3.3.1.1 | Standard | More exacting or exceeds | The requirement is for aeroplanes with an individual first CofA from 8 April 2014. | |
| C6 6.3.3.1.2, 6.3.3.1.3 | Standard & Recommendation | Less protective or partially implemented or not implemented | The requirement is for aeroplanes with an individual first CofA from 8 April 2014 but no retrofit or update is required. | |
| C6 6.3.4.1.1, 6.3.4.1.2, 6.3.4.2, 6.3.4.3, 6.3.5.4 | Standard & Recommendation | Less protective or partially implemented or not implemented | The UK has not yet adopted this Standard/ Recommendation. | Alignment will be considered within future rule making activities. |
| C6 6.3.5.5.1 | Recommendation | Different in character or other means of compliance | Aeroplanes required to be fitted with a FDR and CVR may instead be fitted with combination recorders. | |
| C6 6.3.5.5.2 | Standard | Less protective or partially implemented or not implemented | The UK has not yet adopted this Standard but aeroplanes required to be fitted with a FDR and CVR may instead be fitted with combination recorders. | Alignment will be considered within future rule making activities. |
| C6 6.3.6.1 | Standard | Different in character or other means of compliance | CAT.GEN.MPA.210 is applicable to aeroplanes with MCTOM of over 27,000 KG with a MOPSC of more than 19 and all aeroplanes with a MCTOM of more than 45,500 KG. CAT.GEN.MPA.210 is applicable to such aeroplanes with a CofA first issued on or after 1 January 2023. | The means for accurately locating the point of end of flight after an accident required by CAT.GEN.MPA.210 will, as a secondary benefit, also allow quick retrieval of flight recorder data. |
| C6 6.3.6.2 | Standard | Different in character or other means of compliance | CAT.GEN.MPA.210 is also applicable to aeroplanes with MCTOM of over 45,500 KG and less than 19 pax. CAT.GEN.MPA.210 is applicable to every aeroplane with a CofA first issued on or after 1 January 2023. | The means for accurately locating the point of end of flight after an accident required by CAT.GEN.MPA.210 will, as a secondary benefit, also allow quick retrieval of flight recorder data. |

# GEN 1.7 DIFFERENCES FROM ICAO STANDARDS, RECOMMENDED PRACTICES AND PROCEDURES (continued)

| Annex 6 Part 1: Operation of Aircraft (International Commercial Air Transport - Aeroplanes) (12th Edition) (AMDT 48) | | | | |
|---|---|---|---|---|
| **ICAO Ref.** | **Category (Standard, Rec'd Practice, etc.)** | **Difference** | **Details of Difference** | **Comments/Status** |
| C6 6.5.2.1 | Standard | Less protective or partially implemented or not implemented | For aeroplanes under CAT.IDE.A.285, carriage of life jackets when flying en route over water beyond gliding distance from the shore, in the case of all other land planes (not operated in accordance with 5.2.9 or 5.2.10) not implemented. | |
| C6 6.5.3.1 | Standard | Less protective or partially implemented or not implemented | For aeroplanes under CAT.IDE.A.285, the ULD at (c) might not be fitted if the aeroplane is equipped with robust and automatic means to accurately determine, following an accident where the aeroplane is severely damaged, the location of the point of end of flight. | |
| C6 6.12 | Standard | Different in character or other means of compliance | Management of cosmic radiation is conducted in accordance with the Air Navigation (Cosmic Radiation: protection of Air Crew and Space Crew and Consequential Amendments) Order 2019 and equipment is not necessarily carried on board the aircraft. | |
| C6 6.18.1 | Standard | Different in character or other means of compliance | The UK has currently adopted the EASA implementation requirements which are intended to meet the same objective as 6.18.1 'to establish the location of an accident site within 6 NM radius'. | Alignment will be considered within future rule making activities. |
| C6 6.18.2 | Recommend ation | Different in character or other means of compliance | The UK has not yet adopted this Recommendation. | Alignment will be considered within future rule making activities. |
| C6 6.18.3 | Standard | Different in character or other means of compliance | The provision of position information will be dependent on how that information is derived. | |
| C6 6.19.2 | Recommend ation | Less protective or partially implemented or not implemented | The UK has not adopted this Recommendation. | |
| C6 6.20.2, 6.20.3, 6.22.1, 6.22.2, 6.24 | Standard & Recommend ation | Less protective or partially implemented or not implemented | The UK has not yet adopted this Standard/ Recommendation. | Alignment will be considered within future rule making activities. |
| C8 8.2.1 | Standard | Less protective or partially implemented or not implemented | UK requirements do not address the human factors principles in Part M sub part G and Part CAMO. | The CAMO must have a Continuing Airworthiness Maintenance Exposition which is equivalent to a Maintenance Control Manual. |
| C8 8.3.1 | Standard | Less protective or partially implemented or not implemented | Part M Sub part G, Part CAMO and Part CAO do not observe Human Factors principles in the design of the Maintenance Programme. | |
| C8 8.3.2 | Standard | Less protective or partially implemented or not implemented | The requirements do not explicitly state that 'Copies of all amendments shall be furnished promptly to all organizations or persons to whom the manual has been issued". | |
| C8 8.4.2 | Standard | More exacting or exceeds | The UK requires the records to be retained for 2 years. | |
| C8 8.8.2, 8.8.3 | Standard | Less protective or partially implemented or not implemented | For CAT operations maintenance release must be completed by an approved maintenance organisation. | |
| C10 | Standard | Less protective or partially implemented or not implemented | The UK does not give any formal status to flight operations officers/flight dispatchers. | The UK requires an operator to ensure that the operations manual contains instructions and information necessary for operations personnel to perform their duty including training for those other than crew members. |

# GEN 1.7 DIFFERENCES FROM ICAO STANDARDS, RECOMMENDED PRACTICES AND PROCEDURES (continued)

| Annex 6 Part 1: Operation of Aircraft (International Commercial Air Transport - Aeroplanes) (12th Edition) (AMDT 48) | | | | |
|---|---|---|---|---|
| **ICAO Ref.** | **Category (Standard, Rec'd Practice, etc.)** | **Difference** | **Details of Difference** | **Comments/Status** |
| C11 11.4.3 | Recommendation | Less protective or partially implemented or not implemented | The UK only requires the Journey Log Book to be retained for three months. | |
| C12 12.4 | Standard | More exacting or exceeds | For CAT operations, Cabin Crew are required to hold a CC Attestation following the successful completion of the Initial training required by UK Reg.(EU) 1178/2011. | |
| C13 13.2.4 | Recommendation | Less protective or partially implemented or not implemented | The UK has not mandated this Recommendation. | It is not considered practical to implement this Recommendation on some smaller aircraft. |
| C13 13.6.1 | Recommendation | Less protective or partially implemented or not implemented | The UK does not currently prescribe that specialised means of attenuating and directing the blast should be provided for use in the least-risk bomb location. | |
| C15 15.2.1 | Standard | More exacting or exceeds | Any provision of flight manual information will be provided through aeroplane certification. | |

| Annex 6 Part 2: Operation of Aircraft (International General Aviation - Aeroplanes) (11th Edition) (AMDT 40) | | | | |
|---|---|---|---|---|
| **ICAO Ref.** | **Category (Standard, Rec'd Practice, etc.)** | **Difference** | **Details of Difference** | **Comments/Status** |
| 2.2.3.4.2 & 2.2.3.4.3 | Standard | More exacting or exceeds | UK ANO rules require a period commencing two hours before and ending two hours after the estimated time of arrival at the aerodrome. | |
| 2.4.2.2 | Standard | More exacting or exceeds | In order to operate within UK airspace, Operators are also required to carry a functioning active Carbon Monoxide detector, capable of alerting flight crew by aural and/or visual warnings in affected piston engine aircraft, when operating with passengers onboard who do not hold a recognised flight crew qualification. | Carbon Monoxide poisoning has been a factor in multiple General Aviation accidents in the UK. To address this the CAA has published a Safety Directive (SD 2024/001 V2), which establishes the mandatory carriage of a functioning active CO detector, applicable to both UK registered and non-UK registered aircraft operating in UK airspace, Operators must review the Safety Directive to determine if it is applicable to their operation. It is the intention of the CAA to incorporate this Safety Directive into legislation at an appropriate time in the future. |
| 2.4.2.3 | Standard | Less protective or partially implemented or not implemented | Only applied to large aeroplanes with a first individual CofA on or after 18 February 2020 for lavatory waste receptacles, and 18 May 2019 for portable fire extinguishers. | Alignment will be considered within future rule making activity. |
| 2.4.3.2 | Recommendation | Different in character or other means of compliance | The UK rules do not distinguish between VFR flights and VFR controlled flights. | |
| 2.4.11.2, 2.4.11.3 | Recommendation | Less protective or partially implemented or not implemented | The UK has not yet adopted this Recommendation. | Alignment will be considered within future rule making activity. |
| 2.4.15 | Standard | Less protective or partially implemented or not implemented | The UK has not yet fully adopted this Standard. | The UK intends to develop appropriate regulations through a rule making activity. |

# GEN 1.7 DIFFERENCES FROM ICAO STANDARDS, RECOMMENDED PRACTICES AND PROCEDURES (continued)

| Annex 6 Part 2: Operation of Aircraft (International General Aviation - Aeroplanes) (11th Edition) (AMDT 40) | | | | |
|---|---|---|---|---|
| **ICAO Ref.** | **Category (Standard, Rec'd Practice, etc.)** | **Difference** | **Details of Difference** | **Comments/Status** |
| 2.4.16.1.1.1 | Recommendation | Less protective or partially implemented or not implemented | The UK has not yet adopted this Recommendation. | Alignment will be considered within future rule making activity. |
| 2.4.16.1.1.2, 2.4.16.1.1.3 | Standard & Recommendation | More exacting or exceeds | NCC.IDE.A.165 is applicable to aeroplanes with an individual first Cof A issued on or after 1 January 2016. | |
| 2.4.16.2.1 | Recommendation | Less protective or partially implemented or not implemented | The UK has not yet adopted this Recommendation. | Alignment will be considered within future rule making activity. |
| 2.4.16.2.3.1 | Standard | More exacting or exceeds | The UK requires aeroplanes with a MCTOM of over 27,000 KG and a first individual CofA issued on or after 1 January 2021 to retain the information for the preceding 25 hours. | |
| 2.4.16.2.3.2, 2.4.16.3.1.2 & 2.4.16.3.1.3 | Standard & Recommendation | Less protective or partially implemented or not implemented | The UK has not yet adopted this Standard/Recommendation. | Alignment will be considered within future rule making activity. |
| 2.4.17.2.2 & 2.4.17.3 | Standard | Less protective or partially implemented or not implemented | The UK does not require a specific approval for use of EFB in non-commercial operations. | |
| 2.4.18 | Standard | Less protective or partially implemented or not implemented | The UK has not ratified Article 83 bis but would follow these Standards if required. | |
| 2.6.2.2 | Standard | More exacting or exceeds | The UK requires records to be retained for 2 years. | |
| 3.1.2 | Recommendation | Less protective or partially implemented or not implemented | The UK has not yet adopted this Standard/Recommendation. | Alignment will be considered within future rule making activity. |
| 3.4.2.8 | Standard | Less protective or partially implemented or not implemented | The UK has not yet fully adopted this Standard but relies on individual crew management of fatigue. | Alignment will be considered within future rule making activity. |
| 3.4.3.7.1 | Recommendation | Less protective or partially implemented or not | The UK has not implemented this Recommendation. | Alignment will be considered within future rule making activity. |
| 3.6.3.1.1.1, 3.6.3.1.1.2, 3.6.3.1.1.3, 3.6.3.2.1.2 | Standard & Recommendation | Less protective or partially implemented or not implemented | NCC.IDE.A.165 is applicable to aeroplanes with an individual first Cof A issued on or after 1 January 2016. | Alignment will be considered within future rule making activity. |
| 3.6.3.2.1.1 | Standard | More Exacting or Exceeds | This Standard is applied to turbine aeroplanes with a MCTOM of more than 2250 KG. | Alignment will be considered within future rule making activity. |
| 3.6.3.2.1.3 | Recommendation | Less protective or partially implemented or not implemented | The UK has not implemented this Recommendation. | Alignment will be considered within future rule making activity. |
| 3.6.9.1 | Recommendation | More exacting or exceeds | The UK requires all turbine-engined aeroplanes of more than 5700 KG or a MOPSC of more than 19 to be fitted with ACAS. | Alignment will be considered within future rule making activity. |
| 3.8.5.2, 3.8.5.3 | Standard | More exacting or exceeds | In the UK an AME can only release a Non Part 21 aircraft on their license. | UK AME cannot release a large turbojet aircraft. Alignment will be considered within future rule making activity. |
| 3.10 | Recommendation | Less protective or partially implemented or not implemented | The UK does not give any formal status to flight operations officers/flight dispatchers. The UK does not specify the duties and training associated with the employment of flight operations officers / flight dispatchers. | Alignment will be considered within future rule making activity. |

# GEN 1.7 DIFFERENCES FROM ICAO STANDARDS, RECOMMENDED PRACTICES AND PROCEDURES (continued)

| Annex 6 Part 3: Operation of Aircraft (International Operations - Helicopters) (11th Edition) (AMDT 24) | | | | |
|---|---|---|---|---|
| **ICAO Ref.** | **Category (Standard, Rec'd Practice, etc.)** | **Difference** | **Details of Difference** | **Comments/Status** |
| | | **Section 2** | | |
| 1.1.4 | Standard | Different in character or other means of compliance | The UK does not give any formal status to flight operations officers/flight dispatchers. | The UK requires an operator to ensure that the operations manual contains instructions and information necessary for operations personnel to perform their duty including training for those other than crew members. |
| 1.1.5, 2.6.1, 2.6.2 | Standard | Less protective or partially implemented or not implemented | The UK does not give any formal status to flight operations officers/flight dispatchers. | The UK requires an operator to ensure that the operations manual contains instructions and information necessary for operations personnel to perform their duty including training for those other than crew members. |
| 1.3.1 | Recommendation | Less protective or partially implemented or not implemented | The UK only requires operators of helicopters conducting CAT operations under a Helicopter Offshore Operations Specific Approval to establish FDM programmes. | |
| 2.2.8.1.1, 2.2.8.1.2 | Standard | Less protective or partially implemented or not implemented | The UK currently only provides operational credits for HUDs and EVS. | The approval for additional operational credits will be introduced through AWO rule changes. |
| 2.2.8.1.3 | Standard | Less protective or partially implemented or not implemented | Not yet implemented. | The criteria for safe operation of aircraft with operational credit with minima above those related to low visibility operations will be introduced through AWO rule changes. |
| 2.2.8.3 | Standard | Less protective or partially implemented or not implemented | The new approach classifications have not yet been transposed into UK regulations. | Alignment will be considered within future rule making activities. |
| 2.2.8.6 | Recommendation | Less protective or partially implemented or not implemented | The UK allows Met Visibility to be converted to RVR. No limiting visibility is prescribed. | |
| 2.3.3.1 | Standard | Less protective or partially implemented or not implemented | UK regulations do not require the commander to sign the Operational Flight Plan.<br>An OFP is not required for operations under VFR of helicopters with an MCTOM of 3175 KG or less, by day and over routes navigated by reference to visual landmarks in a local area as specified in the operations manual. | Alignment will be considered within future rule making activities. |
| 2.3.4.1.2 | Standard | More exacting or exceeds | The UK requires in CAT.OP.MPA.186 (a) a period commencing one hour before and ending one hour after the estimated time of arrival at the aerodrome. | |
| 2.3.4.2.1 | Standard | More exacting or exceeds | The UK ANO regulations require a period commencing two hours before and ending two hours after the estimated time of arrival at the aerodrome. | |
| 2.3.4.3.10 | Recommendation | Different in character or other means of compliance | Operator's procedures for the use of offshore destination alternate heliports are required to be approved under SPA.HOFO. | |
| 2.3.4.3.15 | Recommendation | Less protective or partially implemented or not implemented | No minimum distance between destination and offshore destination heliport is specified. | |
| 2.3.6.2, 2.3.6.3, 2.3.6.3.1, 2.3.6.3.2, 2.3.6.4 | Standard | Less protective or partially implemented or not implemented | The UK does not specify duration of fuel/oil reserves for non-Part-21 flights. | |

# GEN 1.7 DIFFERENCES FROM ICAO STANDARDS, RECOMMENDED PRACTICES AND PROCEDURES (continued)

| Annex 6 Part 3: Operation of Aircraft (International Operations - Helicopters) (11th Edition) (AMDT 24) | | | | |
|---|---|---|---|---|
| **ICAO Ref.** | **Category (Standard, Rec'd Practice, etc.)** | **Difference** | **Details of Difference** | **Comments/Status** |
| 2.3.7.1 & 2.3.7.6 | Standard | Less protective or partially implemented or not implemented | (a) passenger embarking/disembarking is permitted with appropriate precautions.<br>(b) oxygen replenishment is allowed. | |
| 2.3.7.2 | Standard | Less protective or partially implemented or not implemented | Alternative means of compliance is given in AMC1 CAT.OP.MPA.195 SPA.HEMS.155 | |
| 2.3.7.4 | Standard | Less protective or partially implemented or not implemented | (f) and (g) not implemented in the UK. | |
| 2.3.8.2, 4.8.2, 4.8.3, 4.8.4 | Standard & Recommendation | Less protective or partially implemented or not implemented | Not implemented for CAT aircraft. There are no pressurised helicopters operated in the UK. | |
| 2.8.1, 2.8.2 | Standard | Less protective or partially implemented or not implemented | The UK does not currently permit the use of a FRMS for CAT operations with helicopters. | |
| 3.1.4, 3.4.1, 3.4.2, 3.4.3, 3.4.4 | Standard & Recommendation | Less protective or partially implemented or not implemented | The UK does not permit IMC operations in Performance Class 3. | |
| 4.1.5.1, 4.1.5.2, 4.1.5.3, 4.1.5.4 | Standard & Recommendation | Less protective or partially implemented or not implemented | The UK has not ratified Article 83 bis but would follow these Standards and Recommended Practice if required. | |
| 4.2.2 | Standard | Less protective or partially implemented or not implemented | UK Reg (EU) 965/2012 does not require the carriage of spare electrical fuses in helicopters. | |
| 4.2.2.1 | Standard | Less protective or partially implemented or not implemented | The UK only requires this for Large Helicopters with Initial CofA after 18 February 2020 (lavatory) and 18 May 2019 (portable). | |
| 4.3.1.1.2 | Standard | More exacting or exceeds | The passenger capacity threshold in CAT.IDE.H.190 (a)(1) is 9 not 19. | |
| 4.3.1.1.3 | Recommendation | More exacting or exceeds | The UK requires this as a standard for Public Transport helicopters between 2730 and 7000 KG. Required for CAT helicopters first issued with an individual CofA on or after 1 August 1999. | |
| 4.3.1.1.4 | Standard | Less protective or partially implemented or not implemented | Only required for CAT and the scope of CAT.IDE.H.191 covers those helicopters with an individual CofA first issued on or after 5 September 2022. | |
| 4.3.1.1.5 | Recommendation | Less protective or partially implemented or not implemented | Only required for CAT Turbine helicopters and the scope of CAT.IDE.H.191 covers those helicopters with an individual CofA first issued on or after 5 September 2022. | |
| 4.3.1.3 | Standard | Less protective or partially implemented or not implemented | The UK only requires recorders capable of retaining the information recorded during at least the last 8 hours of their operation for Public Transport operations. For CAT operations only in the case of helicopters first issued with an individual CofA on or after 1 January 2016 is the FDR required to record data for at least the preceding 10 hours. | |
| 4.3.2.3 | Standard | Less protective or partially implemented or not implemented | Fully implemented for CAT helicopters with initial CofA after 1 Jan 2016. Other helicopters are required to be equipped with a CVR capable of retaining the information of a duration of only 1 hour or 0.5 hours. | |
| 4.3.3.1.1 | Standard | More exacting or exceeds | The data link recording capability is required for CAT helicopters first issued with an individual CofA on or after 8 April 2014. | |

# GEN 1.7 DIFFERENCES FROM ICAO STANDARDS, RECOMMENDED PRACTICES AND PROCEDURES (continued)

| Annex 6 Part 3: Operation of Aircraft (International Operations - Helicopters) (11th Edition) (AMDT 24) | | | | |
|---|---|---|---|---|
| **ICAO Ref.** | **Category (Standard, Rec'd Practice, etc.)** | **Difference** | **Details of Difference** | **Comments/Status** |
| 4.3.3.1.2, 4.3.3.1.3 | Standard & Recommendation | Less protective or partially implemented or not implemented | The data link recording capability is only required for CAT helicopters first issued with an individual CofA on or after 8 April 2014. | |
| 4.3.4.4 | Recommendation | Less protective or partially implemented or not implemented | Partially implemented. FDR documentation is not currently required to be in electronic format. | |
| 4.4.4 | Recommendation | Less protective or partially implemented or not implemented | The UK has not implemented this Recommendation for Non-Part-21 aircraft and has partially implemented only for CAT HOFO operations for Part-21 aircraft. | |
| 4.5.2.6, 4.5.2.8 | Recommendation | Less protective or partially implemented or not implemented | The UK has not implemented this Recommendation for Public Transport aircraft but the AMC for CAT aircraft is applicable to all helicopters regardless of the date of issuance of the CofA. | |
| 4.5.2.7 | Recommendation | Less protective or partially implemented or not implemented | The UK has not implemented this Recommendation for Public Transport aircraft but the AMC for CAT aircraft ensures that all life rafts of more than 40 KG should have remote control deployment. | |
| 4.10.1 | Recommendation | Less protective or partially implemented or not implemented | Not required for Public Transport aircraft and only for CAT helicopters with pax seating capability of more than 9. | |
| 4.15.1 | Recommendation | More Exacting or Exceeding | The UK has mandated this Recommendation for operations in hostile environment. | |
| 4.16 | Standard | Less protective or partially implemented or not implemented | UK Reg. (EU) 965/2012 does not contain rules for SVS and CVS. | UK Reg. (EU) 965/2012 currently only allows operational credits for HUDs and EVS. The approval for additional operational credits will be introduced in the OPS regulation through the AWO rule making activity. |
| 6.3.1 | Standard | Less protective or partially implemented or not implemented | The UK does not require operators to observe Human Factors principles in the design and application of the maintenance manual. | |
| 6.3.2 | Standard | Less protective or partially implemented or not implemented | Partially implemented. UK requirements do not explicitly describe that 'Copies of all amendments shall be furnished promptly to all organizations or persons to whom the manual has been issued'. | |
| 6.4.2, 6.8.2 | Standard | More Exacting or Exceeding | Retaining periods vary but exceed the ICAO requirement. | |
| 8.1, 8.2, 8.3, 8.4, 8.5 | Standard & Recommendation | Less protective or partially implemented or not implemented | The UK does not give any formal status to flight operations officers/flight dispatchers. The UK does not specify the duties and training associated with the employment of flight operations officers / flight dispatchers. | The UK requires an operator to ensure that the operations manuals contains instructions and information necessary for operations personnel to perform their duty including training for those other than crew members. |
| 9.4.3 | Recommendation | Less protective or partially implemented or not implemented | The UK only requires the Journey Log Book to be retained for 3 months. | |
| 12.4.3.3 | Standard | Less protective or partially implemented or not implemented | Not Implemented. | |
| **Section 3** | | | | |
| 1.1.5 | Recommendation | Less protective or partially implemented or not implemented | Fully implemented for NCC but not explicitly implemented for NCO. | |

# GEN 1.7 DIFFERENCES FROM ICAO STANDARDS, RECOMMENDED PRACTICES AND PROCEDURES (continued)

| Annex 6 Part 3: Operation of Aircraft (International Operations - Helicopters) (11th Edition) (AMDT 24) | | | | |
|---|---|---|---|---|
| **ICAO Ref.** | **Category (Standard, Rec'd Practice, etc.)** | **Difference** | **Details of Difference** | **Comments/Status** |
| 2.2.1.1 | Standard | Less protective or partially implemented or not implemented | UK regulations currently only provide operational credits for HUDs and EVS.<br>For non-commercial operators, the State of Operator approves the operational credits instead of the State of Registry. | The approval for additional operational credits will be introduced through AWO rule changes. |
| 2.2.1.2 | Standard | Less protective or partially implemented or not implemented | The UK currently only provides operational credits for HUDs and EVS. | The approval for additional operational credits will be introduced through AWO rule changes. |
| 2.2.1.3 | Standard | Less protective or partially implemented or not implemented | Not Implemented. | The criteria for safe operation of aircraft with operational credit with minima above those related to low visibility operations will be introduced through AWO rule changes. |
| 2.6.2.1 | Standard | Less protective or partially implemented or not implemented | Weather conditions, at the heliport of intended landing OR at least one alternate heliport will, at the estimated time of arrival, be at or above the heliport operating minima. | |
| 2.7.1 | Standard | More exacting or exceeds | For isolated heliports the minimum weather conditions defined in 2.6.2.2 have to prevail and all the other conditions must be met. | |
| 2.7.2 | Standard | Less protective or partially implemented or not implemented | Fully implemented for NCC. Not implemented for NCO flights. | |
| 2.7.3 | Standard | Less protective or partially implemented or not implemented | Fully implemented for NCC. Not implemented for NCO flights.<br>Offshore alternatives in a hostile environment may be used. | |
| 2.8.2, 2.8.3.1, 2.8.3.2, 2.8.3.3 | Standard | Less protective or partially implemented or not implemented | The UK does not specify duration of fuel/oil reserves for non-Part-21 flights. | |
| 2.8.4 | Standard | Less protective or partially implemented or not implemented | The UK does not specify potential contingencies for non Part-21 flights. | |
| 2.10.1, 2.11, 4.5.1 | Standard | Less protective or partially implemented or not implemented | NCO.OP.190 contains an alleviation to the availability of oxygen on board. The pilot in command can decide to fly at any altitude without oxygen being available if he is able to determine that this can be done safely without impairment. | |
| 2.10.2, 4.5.2.1 | Standard & Recommendation | Less protective or partially implemented or not implemented | Not implemented for NCC & NCO operations. | There are no pressurised helicopters operated in the UK. |
| 2.20 | Standard | Less protective or partially implemented or not implemented | Not implemented for NCC flights at a distance from land corresponding to 10 minutes of flight or less or NCO flights within 50 NM from land. | Emergency floatation equipment can be used as another means of compliance. |
| 4.1.3.1 | Standard | Less protective or partially implemented or not implemented | The State of Operator is the competent authority for NCC operators and for NCO operators operating aircraft registered in a third country.<br>The UK does not require the carriage of spare electrical fuses in helicopters. | "Certificate of airworthiness" includes any flight manual, performance schedule or other document, whatever its title, incorporated by reference in that certificate relating to the certificate of airworthiness. |
| 4.1.3.2 | Standard | Less protective or partially implemented or not implemented | Partially implemented: Only for Large Helicopters with an Initial CofA after 18 Feb 2020 (lavatory) and 18 May 2019 (portable). | |
| 4.1.3.3 | Recommendation | Less protective or partially implemented or not implemented | Not specifically required for non Part-21 operators. Specifically implemented only on flights where additional survival equipment is required for NCC & NCO operators. | |

# GEN 1.7 DIFFERENCES FROM ICAO STANDARDS, RECOMMENDED PRACTICES AND PROCEDURES (continued)

| Annex 6 Part 3: Operation of Aircraft (International Operations - Helicopters) (11th Edition) (AMDT 24) | | | | |
|---|---|---|---|---|
| **ICAO Ref.** | **Category (Standard, Rec'd Practice, etc.)** | **Difference** | **Details of Difference** | **Comments/Status** |
| 4.2.2.1, 4.2.3 | Standard & Recommendation | Less protective or partially implemented or not implemented | Trainable Landing Lamp not required for non-Part-21 aircraft.<br>NCC & NCO aircraft may optionally be fitted with an additional fixed light or lights positioned to give a wide spread of illumination instead. | |
| 4.3.1 | Standard | Less protective or partially implemented or not implemented | The floatation equipment requirement for non-Part-21 helicopters on all over water flights is not mandated. | Specified conditions and distances are: For NCC - required beyond 10 minutes flying time from land over a hostile sea area.<br>For NCO - required beyond 50 NM from land over a hostile sea area. |
| 4.3.2.1 | Standard | Less protective or partially implemented or not implemented | UK does not mandate the carriage of life-saving rafts and equipment for making Pyrotechnical distress signals for non-Part-21 aircraft but relies on the provision of guidance material on their carriage and use. For NCC & NCO aircraft there are additional provisions for crew survival suits, life-saving equipment and survival equipment. | |
| 4.3.2.4, 4.3.2.5, 4.3.2.6 | Recommendation | Less protective or partially implemented or not implemented | The UK has not implemented this Recommendation for non-Part-21 and NCO aircraft. Implemented for all NCC aircraft regardless of the date of issue of the CofA. | |
| 4.7.1.1.1 | Standard | Less protective or partially implemented or not implemented | The UK does not mandate carriage of this type of recorder for non-Part-21 and NCO aircraft. The parameters recorded may be reduced for some NCC aircraft. | |
| 4.7.1.1.2, 4.7.1.1.3, 4.7.2.1.2 | Standard & Recommendation | Less protective or partially implemented or not implemented | The UK does not mandate carriage of this type of recorder in these circumstances. | |
| 4.7.2.1.1 | Standard | Less protective or partially implemented or not implemented | The UK does not mandate carriage of this type of recorder for non-Part-21 and NCO aircraft. It is mandated for NCC aircraft with a first CofA on or after 1 January 2016. | |
| 4.7.3.1.2, 4.7.3.1.3 | Standard & Recommendation | Less protective or partially implemented or not implemented | The UK does not mandate carriage of this type of recorder for any aircraft with a first CofA before 1 January 2016. | |
| 4.8.1, 4.8.2 | Standard | Less protective or partially implemented or not implemented | The UK does not mandate carriage of an ELT for non Part-21 aircraft.<br>For NCC/NCO, one ELT(S) is required in each life raft. In addition, 1 ELT(AD) is required for NCC offshore over hostile waters. | |
| 4.9.1, 4.9.2 | Standard & Recommendation | Less protective or partially implemented or not implemented | The UK requires Pressure-altitude reporting (Mode S) transponders for NCC aircraft at all times and for flights in notified airspace for non-Part-21 and NCO aircraft. | |
| 4.11 | Standard | Less protective or partially implemented or not implemented | UK Reg. (EU) 965/2012 does not contain rules for SVS and CVS.<br>Not implemented for non-Part-21 aircraft. | Future rule making activities regarding AWO will introduce SVS/CVS. In addition, the State of Operator is the competent authority instead of State of Registry for NCC operators and for NCO operators using third country registered aircraft. |
| 4.12.2.1 | Standard | Less protective or partially implemented or not implemented | Not mandated for non-Part-21 operations. | The UK rules for NCO have been adapted to the characteristics of NCO operators. The level of protection is equivalent and consistent with the guidelines of ICAO Doc 10020 Chap 8. |

# GEN 1.7 DIFFERENCES FROM ICAO STANDARDS, RECOMMENDED PRACTICES AND PROCEDURES (continued)

| Annex 6 Part 3: Operation of Aircraft (International Operations - Helicopters) (11th Edition) (AMDT 24) | | | | |
|---|---|---|---|---|
| **ICAO Ref.** | **Category (Standard, Rec'd Practice, etc.)** | **Difference** | **Details of Difference** | **Comments/Status** |
| 4.12.2.2, 4.12.3 | Standard | Less protective or partially implemented or not implemented | A specific approval from the competent authority is not required for NCC, NCO or non-Part-21 operations. | |
| 4.13.1, 4.13.2, 4.13.3, 4.13.4 | Standard & Recommendation | Less protective or partially implemented or not implemented | The UK has not ratified Article 83 bis but would follow these Standards and Recommended Practice if required. | |
| 5.1.1 | Standard | Less protective or partially implemented or not implemented | For non-Part-21 and NCO aircraft the UK requires radio communication equipment when required by the applicable airspace requirements for the airspace being flown. | |
| 5.1.3, 5.1.4 | Standard | Less protective or partially implemented or not implemented | The UK requires radio communication equipment when required by the applicable airspace requirements for the airspace being flown. | |
| 5.1.7, 5.1.8 | Standard | Different in character or other means of compliance | For non-Part-21 and NCC operators the State of Operator shall establish those criteria. | Not applicable to NCO because such operations are not performed with aircraft used for NCO. |
| 5.1.9, 5.2.3, 5.2.4, 5.2.5, 5.3.3, 5.3.4, 5.3.5 | Standard | Different in character or other means of compliance | For NCC operators and for NCO operators using third country registered aircraft, the State of Operator shall establish those criteria. | |
| 7.1 | Standard | Different in character or other means of compliance | For NCC and NCO operators using third country registered aircraft, the State of Operator is the competent authority issuing or validating the licences. | |

# GEN 1.7 DIFFERENCES FROM ICAO STANDARDS, RECOMMENDED PRACTICES AND PROCEDURES (continued)

| Annex 7: Aircraft Nationality and Registration Marks (6th Edition) (AMDT 7) | | | | |
|---|---|---|---|---|
| **ICAO Ref.** | **Category (Standard, Rec'd Practice, etc.)** | **Difference** | **Details of Difference** | **Comments/Status** |
| C2<br>2.2<br>2.3 | Standard | Less protective or partially implemented or not implemented. | The UK does not register unmanned aircraft unless they require certification. | |
| C4<br>4.2.5 | Standard | Less protective or partially implemented or not implemented. | Balloons of not more than 2 M in any linear dimension at any stage of its flight, including any basket or other equipment attached to the balloon are exempt from registration and from the need to carry a fireproof identification plate. | To exclude toy balloons from Registration. All such balloons do not carry a payload and are therefore excluded from Annex 7 section 10. |
| C7<br>7.0 | Standard | Less protective or partially implemented or not implemented. | There is no distinct Register of unmanned free balloons. Unmanned free balloons over 2 M in any linear dimension are entered on the UK Register of Civil Aircraft. | Unmanned free balloon launches that affect other airspace users are recorded but do not include all the detail specified. All such balloons do not carry a payload and are therefore excluded from Annex 7 section 10. |
| C8<br>8.1 | Standard | Less protective or partially implemented or not implemented. | From 26 November 2026 the Air Navigation Order 2016 Articles 27 (2) and (4) require amendment to allow owners of aircraft registered in the names(s) of a charterer by demise to be included on the Certificate of Registration. | A legislative change is yet to be initiated. |
| C9<br>9.1 | Standard | Less protective or partially implemented or not implemented. | By virtue of Air Navigation Order 2016 Article 27 (2) and (4) if an aircraft is registered in the name of a charterer(s) by demise the name of the owner is not included on the Certificate of De-registration. | A legislative change is yet to be initiated. |
| C9<br>9.2 | Standard | Less protective or partially implemented or not implemented. | a) Not required. Balloons of not more than 2 M in any linear dimension at any stage of its flight, including any basket or other equipment attached to the balloon are exempt from registration and from the need to carry a fireproof identification plate. | All such balloons do not carry a payload and are therefore excluded from Annex 7 section 10. |

# GEN 1.7 DIFFERENCES FROM ICAO STANDARDS, RECOMMENDED PRACTICES AND PROCEDURES (continued)

| Annex 8: Airworthiness of Aircraft (11th Edition) (AMDT 108) | | | | |
|---|---|---|---|---|
| **ICAO Ref.** | **Category (Standard, Rec'd Practice, etc.)** | **Difference** | **Details of Difference** | **Comments/Status** |
| Part II 1.3.2 | Recom-mendation | Less protective or partially implemented or not implemented | Non-Part-21: Not implemented. | |
| Part II 1.5.4 | Standard | Less protective or partially implement-ed or not imple-mented | Not fully implemented. Process is not estab-lished. | |
| Part II 1.6.2 | Standard | Less protective or partially implement-ed or not imple-mented | Not fully implemented. Process is not estab-lished. | |
| Part II 1.6.3 | Standard | Less protective or partially implement-ed or not imple-mented | Not fully implemented. Process is not estab-lished. | |
| Part II 3.2.4 | Standard | Less protective or partially implement-ed or not imple-mented | No consideration is given in UK law for CofA is-sued by another state. Export CoA required for import. | |
| Part II 3.3.1 | Standard | Less protective or partially implement-ed or not imple-mented | The United Kingdom CAA format of Certificate of Airworthiness describes categories, but not permitted operations. | It is not considered a loss of performance by this omission. |
| Part II 3.6.1 | Standard | Different in charac-ter or other means of compliance | Assessment is also permitted by DOA under the UK Part-21 regulation. | Safety is assured through the DOA com-pliance and regulatory oversight. |
| Part II 4.2.1.5 | Standard | Less protective or partially implement-ed or not imple-mented | Not fully implemented. Process is not estab-lished. | |
| Part II 4.2.1.6 | Standard | Less protective or partially implement-ed or not imple-mented | Not fully implemented. Process is not estab-lished. | |
| Part II 4.2.3.3 | Standard | Less protective or partially implement-ed or not imple-mented | Not implemented. | |
| Part II 4.2.3.4 | Standard | Less protective or partially implement-ed or not imple-mented | Not fully implemented. Process is not estab-lished. | |
| Part II 5 | Standard | Less protective or partially implement-ed or not imple-mented | SMS not yet implemented for maintenance or-ganisations. | There is a rulemaking action to include SMS in Part 145 organisations. Subpart F and CAO, BCAR: no SMS requirements. |
| Part II 6.2.2 | Standard | Less protective or partially implement-ed or not imple-mented | SMS not yet implemented for maintenance or-ganisations. | There is a rulemaking action to include SMS in Part 145 organisations. Subpart F and CAO, BCAR: no SMS requirements. |
| Part II 6.2.4 | Standard | Less protective or partially implement-ed or not imple-mented | SMS not yet implemented for maintenance or-ganisations. | There is a rulemaking action to include SMS in Part 145 organisations. Subpart F and CAO, BCAR: no SMS requirements Non-Part-21 aircraft: CAP553 BCAR Sec-tion A – no requirements. |
| Part II 6.6.5 | Standard | Less protective or partially implement-ed or not imple-mented | Human Performance not specified. | Human performance not covered in Sub-part F, CAO, or Non-Part-21 aircraft: CAP553 BCAR Section A. |

# GEN 1.7 DIFFERENCES FROM ICAO STANDARDS, RECOMMENDED PRACTICES AND PROCEDURES (continued)

| Annex 8: Airworthiness of Aircraft (11th Edition) (AMDT 108) | | | | |
|---|---|---|---|---|
| **ICAO Ref.** | **Category (Standard, Rec'd Practice, etc.)** | **Difference** | **Details of Difference** | **Comments/Status** |
| Part IIIA 2.2.3 | Standard | Less protective or partially implemented or not implemented | The United Kingdom complies except that it does not require the scheduling of landing distance with runway slope. Performance is not scheduled for variations in water surface conditions, density of water and strength of current. | The UK requires that the allowable water surface conditions and any necessary water handling procedures for seaplanes be established. However, factors on landing distance are applied by operational rules where appropriate. |
| Part IIIA 4.1 | Standard | Less protective or partially implemented or not implemented | The UK is not yet fully compliant with the text "They shall also consider Human Factors principles" | UK CS-25 Amendment 3 (July 2012) introduced 25.1302 relating to Flight Crew Error/Flight Crew Performance considerations in the Flight Deck Certification process. For the design of other parts of the aeroplane, the European Human Factors Advisory Group is tasked with producing a HF strategy and action plan which will guide the necessary rule making to achieve the goals of that strategy. |
| Part IIIA 4.1.6 | Standard | Less protective or partially implemented or not implemented | For paragraphs (b), (g), (h) and (i): Part of these provisions implement ICAO's initiative to incorporate security into aircraft design. Protection against explosive and incendiary devices was not requested in the applicable airworthiness codes (JAR 25, CS 25) effective within the time span of the applicability of Part IIIA (up to 2 March 2004). | The differences related to security standards have been removed by the amendment of CS 25.795 introduced by Amendment 9 to CS 25 effective 12 August 2010. After this date the new security provisions are applicable to new applications for type certification as well as already certificated types subjected to certification of significant changes to TC (changed product rule Part 21A.101). |
| Part IIIA 9.2.4 | Standard | Less protective or partially implemented or not implemented | The UK does not specify that limitations on equipment and systems shall include all those established for the various equipment and systems as installed in the aeroplane. | Paragraph 25X1524 was deleted from JAR-25 in order to harmonise with FAR 25, and therefore is not present in UK CS-25. |
| Part IIIA 11.1.1 | Recommendation | Less protective or partially implemented or not implemented | Not specified (except for pilots compartment doors) by the applicable airworthiness codes (JAR 25, CS 25) effective within the time span of applicability of this provision of Part IIIA (up to 2 March 2004). | The differences related to security standards have been removed by the amendment of CS 25.795 introduced by Amendment 9 to CS 25 effective 12 August 2010. |
| Part IIIA 11.2 | Standard | Less protective or partially implemented or not implemented | Not specified (except for pilots compartment doors) by the applicable airworthiness codes (JAR 25, CS 25) effective within the time span of applicability of this provision of Part IIIA (up to 2 March 2004). | The differences related to security standards have been removed by the amendment of CS 25.795 introduced by Amendment 9 to CS 25 effective 12 August 2010. |
| Part IIIB 2.2.7 | Standard | Less protective or partially implemented or not implemented | The United Kingdom complies except that it does not require the scheduling of landing distance with runway slope. Performance is not scheduled for variations in water surface conditions, density of water and strength of current | The UK requires that the allowable water surface conditions and any necessary water handling procedures for seaplanes be established. However, factors on landing distance are applied by operational rules where appropriate. |
| Part IIIB 3.7 | Standard | Less protective or partially implemented or not implemented | The UK only requires bird impact to be taken into account for CS 25 Large Aeroplanes and CS 23 Commuter Category aeroplanes.<br><br>In the UK, certification with ditching provisions has to be requested by the applicant, as CS 23 and CS 25 do not require certification for ditching. However, CS 25.807(e) requires provision of ditching emergency exits for passengers, whether or not certification for ditching provisions is requested. | Compliance with the ditching requirements are at the discretion of the applicant.<br><br>In practice, the operational restrictions which would result from a lack of ditching certification, means that most applicants seek to comply. |
| Part IIIB 4.1.1 | Standard | Less protective or partially implemented or not implemented | The UK is not yet fully compliant with the text "They shall also consider Human Factors principles". | |

# GEN 1.7 DIFFERENCES FROM ICAO STANDARDS, RECOMMENDED PRACTICES AND PROCEDURES (continued)

| Annex 8: Airworthiness of Aircraft (11th Edition) (AMDT 108) | | | | |
|---|---|---|---|---|
| **ICAO Ref.** | **Category (Standard, Rec'd Practice, etc.)** | **Difference** | **Details of Difference** | **Comments/Status** |
| Part IIIB 4.1.3 | Standard | Different in character or other means of compliance | The UK does not require that the effects of materials during emergency situations be taken into account, with regard to persons on the ground and the environment in general. | |
| Part IIIB 6.1.1 | Standard | Less protective or partially implemented or not implemented | The UK is not yet fully compliant with the text "They shall also consider Human Factors principles". | |
| Part IIIB 7.2.5 | Standard | Less protective or partially implemented or not implemented | The UK does not specify that limitations on equipment and systems shall include all those established for the various equipment and systems as installed in the aeroplane. | Paragraph 25X1524 was deleted from JAR-25 in order to harmonise with FAR 25, and therefore is not present in CS 25. |
| Part IIIB 8.6 | Standard | Less protective or partially implemented or not implemented | The United Kingdom only requires account to be taken of the installation of survival equipment in the Certification Specifications. | |
| Part IV 2.2.3.2 | Standard | Less protective or partially implemented or not implemented | In the United Kingdom en-route performance is based on climb performance both for all engines operating and one engine inoperative situations. The case of the two critical power units inoperative for helicopters having three or more engines is not addressed. | |
| Part IV 4.1.6 | Standard | Less protective or partially implemented or not implemented | There are no requirements in the United Kingdom for design precautions to be taken to protect against instances of cabin depressurisation. Unpressurised cabins and compliance with CS 27/29.831 ensures compliance with the standard relating to incapacitation from smoke or other toxic gases. | The UK does not have any pressurised helicopters at this time. |
| Part IV 4.1.8 | Standard | Different in character or other means of compliance | In the UK, ground handling is not directly addressed. | The instructions for continued airworthiness in Appendices A29.3 & A27.3(a)(4) require information regarding towing & jacking to be supplied by the Type Certificate Holder. For Annex II aircraft there is no difference. |
| Part IVB 4.7 | Standard | Different in character or other means of compliance | In the UK, ground handling is not directly addressed. | The instructions for continued airworthiness in Appendices A29.3 & A27.3(a)(4) require information regarding towing & jacking to be supplied by the Type Certificate Holder. For Annex II aircraft there is no difference. |
| Part IVB 5.2.7 | Standard | More exacting or exceeds | The UK requires a restart capability for small rotorcraft up to 3175 KG. | CS 27 is more exacting or exceeds Part IVB which only requires restart capability for helicopters greater than 3175 KG or which are certificated to category A. |
| Part IVB 6.1.1 | Standard | Different in character or other means of compliance | The United Kingdom does not comply with the Human Factors element. | |
| Part V 1.1.2 | Recommendation | Different in character or other means of compliance | The United Kingdom applies EASA Certification Specification 22 to powered sailplanes. The upper weight limit of CS 22 is 850 KG. This means that powered sailplanes between 750 and 850 KG, certified in accordance with CS-22, may not be fully compliant. | |
| Part V 6.1.1 | Standard | Different in character or other means of compliance | The United Kingdom does not comply with the Human Factors element. | |

# GEN 1.7 DIFFERENCES FROM ICAO STANDARDS, RECOMMENDED PRACTICES AND PROCEDURES (continued)

# GEN 1.7 DIFFERENCES FROM ICAO STANDARDS, RECOMMENDED PRACTICES AND PROCEDURES (continued)

| Annex 9: Facilitation (14th Edition) (AMDT 25) | | | | |
|---|---|---|---|---|
| **ICAO Ref.** | **Category (Standard, Rec'd Practice, etc.)** | **Difference** | **Details of Difference** | **Comments/Status** |
| **Chapter 2: Entry and Departure of Aircraft** | | | | |
| 2.10 | Standard | | In certain circumstances particulars of members of crew and any supernumerary passengers may be required. | |
| 2.12 | Standard | | In certain circumstances carriers may be required to provide a passenger list showing the names, date of birth, nationalities and other particulars of passengers. | |
| 2.19 | Standard | | General customs supervision should at all times be possible; such supervision may include a document check (Article 13 of the European Union's Customs Code refers). | |
| **Chapter 3: Entry and Departure of Persons and Their Baggage** | | | | |
| 3.26 | Recommenda-tion | | Normally disembarkation cards must be completed by all passengers except nationals of Member States of the European Economic Area. | |
| 3.29 | Standard | | Disembarkation cards must be provided by the carrier at its expense and distributed to all passengers who need to complete them. | |
| 3.38 | Standard | | The UK retains the right to introduce export controls in certain circumstances. | |
| 3.45 | Recommenda-tion | | An operator remains liable for the care and custody of passengers and crew, including associated costs, in certain circumstances. | |
| 3.48 | Standard | | Where the UK imposes a requirement to provide API, this shall include biographic data, flight details and travel document data. | |
| 3.48.1 | Standard | | Where the UK imposes a requirement to provide API, this requirement will apply regardless of whether the information in the passenger's travel document is available in machine readable form. | |
| 3.48.6 | Recommenda-tion | | Failure to provide data on request, without reasonable excuse, may carry a penalty. | |

# GEN 1.7 DIFFERENCES FROM ICAO STANDARDS, RECOMMENDED PRACTICES AND PROCEDURES (continued)

| Annex 9: Facilitation (14th Edition) (AMDT 25) | | | | |
|---|---|---|---|---|
| **ICAO Ref.** | **Category (Standard, Rec'd Practice, etc.)** | **Difference** | **Details of Difference** | **Comments/Status** |
| 3.65<br>3.66.1<br>3.67<br>3.67.1<br>3.68 | Standard & Recommenda-tion | | Crew member certificates are not issued by the UK public authorities to crew members of UK airlines, whether or not they are required to be licensed.<br><br>Identification documents bearing photographs of the holders are issued to UK aircrew members, licensed and unlicensed, by UK airlines and by airport authorities on their behalf, the validity of which may be checked by contacting the issuing authority.<br><br>UK flight crew licences conform to the specification for personnel licences set forth in paragraph 5.1.1 of Annex 1. The date of birth is also included. Following the introduction of computerised licence issues a photograph of the holder is no longer required, neither is the place of birth nor a statement of the right of re-entry to the State of issue – these items are part of the Annex 9 Appendix 7 crew member certificate but are not called for in paragraph 5.1.1 of Annex 1. | |
| 3.69<br>3.69.1 | Recommenda-tion | | The United Kingdom visa requirement is waived in respect of visa nationals who arrive and leave as operational aircrew within seven days. | |
| 3.69.2 | Recommenda-tion | | The United Kingdom requires aircrew who are supernumerary to be in possession of a valid passport or other satisfactory document establishing identity and nationality and, where applicable, a valid visa. | |
| 3.71<br>3.72 | Recommenda-tion | | The United Kingdom requires civil aviation inspectors who arrive to conduct inspection duties to be in possession of a valid passport or other satisfactory document establishing identity and nationality and, where applicable, a valid visa. | |
| 3.74 | Recommenda-tion | | Where required UK visas and entry clearances should be obtained prior to travel and a person will normally be refused entry in the absence of the necessary clearance. The Border Force Officer has discretion to waive the requirement for an entry clearance in exceptional circumstances. | |
| 3.75 | Standard | | The UK permits transit without visas for passengers who normally require visas, provided that the passenger has: (a) entry facilities for the countries en route and for the final destination; (b) a firm booking to travel by air within 24 hours; (c) no purpose in entering the UK other than to pass through in transit.<br>***Note:*** *This information is regularly updated in the Travel Information Manual* | |
| 3.77 | Recommenda-tion | | In the United Kingdom children and young persons (minors) are those passengers aged under 18 years of age. | |

# GEN 1.7 DIFFERENCES FROM ICAO STANDARDS, RECOMMENDED PRACTICES AND PROCEDURES (continued)

| Annex 9: Facilitation (14th Edition) (AMDT 25) | | | | |
|---|---|---|---|---|
| **ICAO Ref.** | **Category (Standard, Rec'd Practice, etc.)** | **Difference** | **Details of Difference** | **Comments/Status** |
| 3.78 | Recommenda-tion | | The United Kingdom visa requirement is waived in respect of visa nationals who arrive and leave as operational aircrew within seven days. The United Kingdom requires aircrew who are supernumerary to be in possession of a valid passport or other satisfactory document establishing identity and nationality and, where applicable, a valid visa. | |
| **Chapter 4: Entry and Departure of Cargo and Other Articles** | | | | |
| 4.2 | Recommenda-tion | | The European Union's Customs Code and the Implementing Provisions do not foresee waiving the need for a guarantee for transport by road (including airfreight by road); however, provisions exist to authorise a reduction of the guarantee level. | |
| 4.3 | Standard | | Under European Union Customs legislation consultation with operators and other parties concerned is not compulsory in every case. Close co-operation and consultation with the operators is however generally sought in order to improve the quality and effectiveness of new regulations and of amendments to existing rules. | |
| 4.15 | Standard | | In the UK this provision applies to cus-toms matters for which the 'declarant' is the relevant person. With regard to other policies (such as phyto-sanitary matters, etc) the person responsible for the infor-mation concerned may be a person other than the declarant. | |
| 4.22 | Standard | | In the European Union a wide range of simplified customs procedures are in practice available for operators as regards export (for example, incomplete declarations, simplified declarations, local clearance procedures – Article 76 of the European Union's Customs Code refers). Some of these procedures are subject to prior authorisation from the customs authorities. As an authorised operator, the exporter is allowed to carry out any number of operations. The authorisation is based on general criteria, for example the ability to ensure that effective checks can be undertaken. Depending on the simplified procedure used, the declarant must be made available to the Customs authorities all of the required documents required for application of the provisions governing the export of goods. | |
| 4.24 | Standard | | This Standard, and in particular the words 'at any customs office', does not conform with Article 161 § 5 of the European Union's Customs Code which provides that the export declaration must be lodged where the goods are packed or where the exporter is established. | |

# GEN 1.7 DIFFERENCES FROM ICAO STANDARDS, RECOMMENDED PRACTICES AND PROCEDURES (continued)

| Annex 9: Facilitation (14th Edition) (AMDT 25) | | | | |
|---|---|---|---|---|
| **ICAO Ref.** | **Category (Standard, Rec'd Practice, etc.)** | **Difference** | **Details of Difference** | **Comments/Status** |
| 4.26 | Recommendation | | The Recommended Practice would seriously frustrate control by public authorities over goods loaded on a departing aircraft. Furthermore, the return of certain goods after their departure would not be guaranteed despite the lodging of a security. | |
| 4.29 | Standard | | Currently, no European Union provision determines in which cases the use of simplified arrangements is obligatory or must be granted to the operators. In the European Union a wide range of simplified customs procedures are in practice available for operators as regards export (for example, incomplete declarations, simplified declarations, local clearance procedures – Article 76 of the European Union's customs Code refers). Some of these procedures are subject to prior authorisation from the customs authorities. As an authorised operator, the exporter is allowed to carry out any number of operations. | |
| 4.31 | Recommendation | | While Customs clearance is expedited as far as possible, there may be other agencies involved in the clearance procedure. Customs cannot therefore undertake to release all goods within three hours of their arrival. One of the objectives of customs is nevertheless to perform checks and release goods within the shortest possible times. | |
| 4.32 | Recommendation | | This Recommended Practice is acceptable in as far as the Contracting States have a common interpretation of the term "part consignment". According to Article 73(2) of the European Union's Customs Code, all the goods covered by the same declaration shall be released at the same time on the understanding that, where a declaration form covers two or more items, the particulars relating to each item shall be deemed to constitute a separate declaration. | |
| 4.36 | Standard | | UK and European Union provisions concerning export and transit licences remain applicable, in certain cases, when the goods are redirected to another destination (for example weapons, dual use goods, precursors, etc). | |
| **Chapter 5: Inadmissible Persons and Deportees** | | | | |
| 5.4 | Standard | | An operator is required to remove an inadmissible person in accordance with the directions given by the Border Force Officer. | |
| 5.9.1 | Standard | | Under UK legislation, where a passenger is refused entry, the operator will normally be responsible for any detention costs up to a maximum of 14 days unless the passenger is in possession of a current entry clearance/visa. | |

# GEN 1.7 DIFFERENCES FROM ICAO STANDARDS, RECOMMENDED PRACTICES AND PROCEDURES (continued)

| Annex 9: Facilitation (14th Edition) (AMDT 25) | | | | |
|---|---|---|---|---|
| **ICAO Ref.** | **Category (Standard, Rec'd Practice, etc.)** | **Difference** | **Details of Difference** | **Comments/Status** |
| 5.11 | Standard | | UK legislation requires an operator to remove an inadmissible person to a country of which he is a national or citizen, a country or territory in which he has obtained a passport or other document of identity, a country or territory in which he embarked for the UK or a country or territory to which there is reason to believe that he will be admitted. | |
| 5.11.1 | Recommendation | | A Border Force Officer may direct the carrier as to which country an inadmissible may be removed to. | |
| 5.14 | Standard | | Under UK carrier liability legislation a charge may be imposed on the operator if a person arrives without the required documents. However, the operator is not liable if:<br>i. It can show that the required documents were produced when the passenger embarked for the UK;<br>ii. a false document is produced or the passenger impersonates the rightful holder of a document unless the falsity of the document or the impersonation is reasonably apparent;<br>In addition, an operator may apply for Approved Gate Check status at individual ports of embarkation. If the operator satisfies the UK authorities that it meets the published criteria, which include an audited high standard of document checking and security procedures, the UK will normally waive charges relating to persons who arrive with no documents from the station and to a limited number of charges arising from passengers who do not hold current UK visas. | |
| 5.26 | Standard | | The UK will co-operate fully with the requesting State to investigate and validate the persons claim to be a British citizen and to resolve the claim quickly, within 30 days if possible. | |
| 5.27 | Standard | | This provision only applies where the person concerned is admissible or is to be expelled by the authorities. | |
| **Chapter 8: Other Facilitation Provisions** | | | | |

# GEN 1.7 DIFFERENCES FROM ICAO STANDARDS, RECOMMENDED PRACTICES AND PROCEDURES (continued)

| Annex 9: Facilitation (14th Edition) (AMDT 25) | | | | |
|---|---|---|---|---|
| **ICAO Ref.** | **Category (Standard, Rec'd Practice, etc.)** | **Difference** | **Details of Difference** | **Comments/Status** |
| 8.17<br>8.18<br>8.18.1<br>8.19<br>8.20<br>8.21 | Standard & Recommendation | | The UK will establish a National Air Transport Facilitation Programme in 2016 consistent with 8.17. A Facilitation Stakeholders Forum, under Department for Transport chairmanship, aims to meet regularly to discuss relevant issues. The UK strongly supports close co-ordination between civil aviation security and facilitation programmes. The Government itself does not establish facilitation committees at airports. There are, however, national consultative bodies for particular subjects, and ad hoc meetings are arranged when necessary to discuss particular topics. UK law (Section 35 of the Civil Aviation Act 1982) allows the Government to require that adequate facilities for consultation be established at airports. Consultation arrangements have been established under these powers at 51 airports. | |

| Annex 10: Aeronautical Telecommunications Vol I (Radio Navigation Aids) (6th Edition) (AMDT 91) | | | | |
|---|---|---|---|---|
| **ICAO Ref.** | **Category (Standard, Rec'd Practice, etc.)** | **Difference** | **Details of Difference** | **Comments/Status** |
| **Chapter 2: General Provisions For Radio Navigation Aids** | | | | |
| 2.1.6 | Recommendation | Less protective or partially implemented or not implemented | Not specified in UK requirements. | Approach design incorporates supplemental aids as available and appropriate. |
| 2.2.1 | Standard | Less protective or partially implemented or not implemented | The UK does not currently require periodic flight testing of DME not associated with a published procedure. | |
| **Chapter 3: Specifications For Radio Navigation Aids** | | | | |
| 3.1.3.3.2 | Standard | Less protective or partially implemented or not implemented | Some localisers are promulgated in AIP as having specific areas where signals do not meet specifications. | This is world-wide standard practice where topography restricts or influences the signals. |
| 3.1.3.3.2.1, 3.1.3.3.2.2 and 3.1.3.3.2.3 | Standard | Different in character or other means of compliance | UK requirements written in terms of usable signal. | |
| 3.1.3.5.3.6 | Standard | Less protective or partially implemented or not implemented | Several old CAT I systems do not meet this recommendation. | This is a function of aerial design and cannot be changed by simple adjustment. Airports are advised at flight inspection if their system could give false capture on certain types of receiver. |
| 3.1.5.1.5 | Recommendation | Less protective or partially implemented or not implemented | Some CAT I systems have reference datum heights between 40 and 50 FT. | Requiring 40 feet at certain airports would reduce the useable runway length too much. |
| 3.1.5.1.6 | Recommendation | Less protective or partially implemented or not implemented | Some CAT 1 systems have a reference datum lower than 40 FT. These facilities are exclusive to particular aircraft types. | Requiring 40 feet at certain airports would reduce the useable runway length too much. |

# GEN 1.7 DIFFERENCES FROM ICAO STANDARDS, RECOMMENDED PRACTICES AND PROCEDURES (continued)

| Annex 10: Aeronautical Telecommunications Vol I (Radio Navigation Aids) (6th Edition) (AMDT 91) | | | | |
|---|---|---|---|---|
| **ICAO Ref.** | **Category (Standard, Rec'd Practice, etc.)** | **Difference** | **Details of Difference** | **Comments/Status** |
| 3.1.5.3.1 | Standard | Less protective or partially implemented or not implemented | The UK accepts that some G/P have restricted coverage - this is published in AIPs for each specific system. | This is world-wide standard practice where topography restricts or influences the signals. |
| 3.4.6.4 | Recommendation | Less protective or partially implemented or not implemented | The UK allows a fall of up to 0.5 dB. | To achieve no fall in carrier when modulating is almost impossible. The UK requirement is practical and has no discernable effect on aircraft equipment. |
| 3.5.3.4.1 | Standard | More exacting or exceeds | Requirements limit average PRF to 16ppps, or 30 ppps for interrogators of 100w or less peak pulse power. | |
| 3.5.3.4.3 | Recommendation | More exacting or exceeds | Requirements limit PRF to 16 ppps after 30 seconds in search mode and 30ppps for interrogators of less than 100 watts. | |
| 3.5.3.4.4 | Standard | More exacting or exceeds | Requirements limit PRF to 16 ppps after 30 seconds in search mode and 30ppps for interrogators of less than 100 watts. | |
| 3.5.5.1.5.2 | Standard | Less protective or partially implemented or not implemented | UK requirements only explicitly specify this requirement for DME/P. | |
| 3.5.5.4.4 | Standard | More exacting or exceeds | ED-54 (MOPS for aircraft DME interrogator) specifies a reply efficiency of 60% or more. | |
| 3.11.6.1.3.1 | Standard | Different in character or other means of compliance | In the UK, angle filter characteristics are expressed in terms of limits on degrees of pase lag per rate of angle change needed for autopilot. | |

# GEN 1.7 DIFFERENCES FROM ICAO STANDARDS, RECOMMENDED PRACTICES AND PROCEDURES (continued)

| Annex 10: Aeronautical Telecommunications Vol II (Communications Procedures including those with PANS status) (6th Edition) (AMDT 92) | | | | |
|---|---|---|---|---|
| **ICAO Ref.** | **Category (Standard, Rec'd Practice, etc.)** | **Difference** | **Details of Difference** | **Comments/Status** |
| **Chapter 3: General Procedures for the International Aeronautical Telecommunication Service** | | | | |
| 3.5.1.1 and 3.5.1.1.1 | Standard | Less protective or partially implemented or not implemented | UK complies only at ATC units and recommends compliance at certain AFIS units. | |
| **Chapter 5: Aeronautical Mobile Service - Voice Communications** | | | | |
| 5.1.7 | Standard | Less protective or partially implemented or not implemented | Not specifically defined in UK legislation. | The ICAO requirement to be referenced in the relevant CAA publication or the requirement to be promulgated. |
| 5.2.1.4.1.1 | Standard | Yes | On safety grounds in order to reduce level busts, Flight Levels ending in hundreds are transmitted as HUNDRED eg, FLIGHT LEVEL ONE HUNDRED in order to differentiate from Flight Level one one zero. | |
| 5.2.1.5.8 | Standard | More Exacting or Exceeds | CONTACT shall have the meaning "Establish communications with...(your details have been passed)".<br>Additional word - FREECALL shall have the meaning "Call (unit)..(your details have not been passed)". Mainly used by military ATC.<br><br>In the UK the additional term PASS YOUR MESSAGE is used.<br><br>RECLEARED (ICAO) is only used in the UK for route clearances and not for vertical clearances. | Shortens a pilot's first call on the next ATS unit/frequency as he/she knows he/she does not have to pass full details. Informs the pilot he/she will have to pass full details to the next ATS unit/frequency on first contact. In the case of RECLEARED, the direction of vertical movement, provided by CLIMB and DESCEND, acts as a check in some circumstances when a pilot misinterprets a call not directed at him/her. |
| 5.2.1.7.1.2 | Standard | Less protective or partially implemented or not implemented | Approach control radar arrivals = DIRECTOR/ARRIVAL (when approved).<br>Precision approach radar = TALKDOWN.HOMER not used in UK. | |
| 5.2.1.7.2.1.1 | Standard | More Exacting or Exceeds | Type (b) in UK is the telephony designator of the aircraft operating agency, followed by the full registration marking of the aircraft | |
| 5.2.1.7.2.2.1 | Standard | More Exacting or Exceeds | In the UK, the name of either the aircraft manufacturer, or name of the aircraft model, or name of the aircraft category (e.g. helicopter or gyrocopter) may be used as a prefix to the callsign. | To aid recognition by the ground station and/or other aircraft that the aircraft transmitting is of a particular category and may manoeuvre differently or require special handling. |
| 5.2.1.7.3.2.3 | Standard | More Exacting or Exceeds | Whereas the calling aeronautical station's call sign followed by the answering station's call sign shall be considered an invitation to proceed with a transmission, the UK additionally uses the phrase Pass Your Message Under certain circumstances the answering ground station may omit its callsign. | It has been shown that omitting the ground station call sign may improve safety standards at busy ATC units. |
| 5.2.1.9.2.3 | Standard | Less protective or partially implemented or not implemented | The following method of acknowledging receipt is not used in UK: The callsign of the aircraft followed if necessary by callsign of the aeronautical station' (ICAO).<br><br>(CALLSIGN) ROGER is used in the UK. | UK procedures in accordance with the examples in ICAO Doc 9432, para 2.8.1.6 and 3.3.2. |
| 5.2.2.1.1.3 | Recommendation | Less protective or partially implemented or not implemented | Not specifically defined in UK legislation. | |

# GEN 1.7 DIFFERENCES FROM ICAO STANDARDS, RECOMMENDED PRACTICES AND PROCEDURES (continued)

| Annex 10: Aeronautical Telecommunications Vol II (Communications Procedures including those with PANS status) (6th Edition) (AMDT 92) | | | | |
|---|---|---|---|---|
| **ICAO Ref.** | **Category (Standard, Rec'd Practice, etc.)** | **Difference** | **Details of Difference** | **Comments/Status** |
| 5.2.2.1.3 | Standard | Different in character or other means of compliance | VHF emergency channel 121.5 MHz not routinely monitored at civil aerodromes in the UK, however, it is monitored 24 HR at Area Control Centres and covers most of UK above 3000 FT AMSL. | 121.5 MHz is to be monitored at international aerodromes if D&D are unable to monitor to circuit altitude. |
| 5.2.2.3.3 | Recommendation | Less protective or partially implemented or not implemented | Not specifically defined in UK legislation. | The ICAO requirement to be referenced in the relevant CAA publication or the requirement to be promulgated. |
| 6.2.1 | Recommendation | Less protective or partially implemented or not implemented | Para (2) true heading to be steered by the aircraft, with no wind, to head for the direction-finding station not usually provided in UK. | |

| Annex 10: Aeronautical Telecommunications Vol III Part 1 (Digital Data Communication Systems) and Part 2 (Voice Communication Systems) (2nd Edition) (AMDT 90) | | | | |
|---|---|---|---|---|
| **ICAO Ref.** | **Category (Standard, Rec'd Practice, etc.)** | **Difference** | **Details of Difference** | **Comments/Status** |
| **Part I** | | | | |
| C4 | Standard | Less Protective or partially implemented or not implemented | AMS(R)S is not currently in use in the UK. | |
| C6.8 | Standard | Less Protective or partially implemented or not implemented | VDL mode 3 is not in use in the UK. | |
| C6.9 | Standard | Less Protective or partially implemented or not implemented | VDL mode 4 is not in use in the UK. | |
| C10 | Standard | Less Protective or partially implemented or not implemented | Point-to-Multi-point Communications not used in the UK. | |
| C11 | Standard | Less Protective or partially implemented or not implemented | The UK does not use HF Data Link. | |
| C12 | Standard | Less Protective or partially implemented or not implemented | Universal Access Transceiver is not used in the UK. | |
| **Part II** | | | | |
| **Chapter 2: Aeronautical Mobile Service** | | | | |
| 2.2.1.2 | Recommendation | Different in character or other means of compliance | The UK interprets 'On a high percentage of occasions' to be the 95th percentile value and thus requires the effective radiated power to be such as to provide a field strength of at least 188 microvolts per metre (minus 101 dBW/m2). | |

# GEN 1.7 DIFFERENCES FROM ICAO STANDARDS, RECOMMENDED PRACTICES AND PROCEDURES (continued)

| Annex 10: Aeronautical Telecommunications Vol III Part 1 (Digital Data Communication Systems) and Part 2 (Voice Communication Systems) (2nd Edition) (AMDT 90) | | | | |
|---|---|---|---|---|
| **ICAO Ref.** | **Category (Standard, Rec'd Practice, etc.)** | **Difference** | **Details of Difference** | **Comments/Status** |
| 2.2.2.2 | Standard | Different in character or other means of compliance | The UK specifies receiver sensitivity in terms of the minimum level of input signal (dBm), modulated 30% by a sinewave of 1 kHz, applied to the receiver which is required to produce a SINAD ratio of 12dB at the audio output measured with a psophometric filter. | |
| 2.2.2.3 | Standard | Less Protective or partially implemented or not implemented | The UK requirement includes both 25 kHz and 8.33 kHz channels spacing specified in values of kHz and not percentage of the assigned frequency. | |
| 2.3.1.2 | Standard | Less Protective or partially implemented or not implemented | The UK does not specify the effective radiated power but provides for classes of transmitter grouped into two classifications of 16 Watts and 4 Watts Minimum Output Power, having estimated radio-line-of-sight distances of 200 NM and 100 NM respectively. A recommendation that the output power be limited to 25 Watts to reduce interference is also made. | |
| 2.3.1.3 | Standard | Less Protective or partially implemented or not implemented | The UK does not specify the adjacent channel power but defines a spectral mask for the transmitter occupied spectrum. | |
| 2.3.1.4 | Standard | Less Protective or partially implemented or not implemented | The UK specifies the modulation as 'not less than 70%' when modulated by a 1000 Hz audio frequency signal. | |
| 2.3.2.1 | Standard | Less Protective or partially implemented or not implemented | The UK does not define the frequency stability of receiver. | |
| 2.3.2.2.1 | Recommendation | Less Protective or partially implemented or not implemented | The UK specifies the sensitivity in terms of a radio frequency input signal not exceeding 10 microvolts (-93 dBm), with 30% modulation at 1000 Hz to produce a signal plus noise to noise ratio of 6 dBm with an audio output power not less than 10 dB below the declared output power. | |
| 2.3.2.3 | Standard | Less Protective or partially implemented or not implemented | The UK does not state the effective acceptance bandwidth but defines the effective bandwidth relative to the selected channel frequency of the receiver at the 6 dB and 60 dB points. | |
| 2.3.2.4 | Standard | Less Protective or partially implemented or not implemented | The UK does not state the effective acceptance bandwidth but defines the effective bandwidth relative to the selected channel frequency of the receiver at the 6 dB and 60 dB points. | |
| 2.3.2.5 | Standard | Less Protective or partially implemented or not implemented | The specification the UK applies only states the adjacent channel rejection for 8.33 kHz channel spacing. For 8.33 kHz channel spacing an adjacent channel rejection of 45 dB is specified at the first upper and lower adjacent channels for defined desired and interfering signals. | |
| 2.3.2.6 | Recommendation | Less Protective or partially implemented or not implemented | The UK does not specify the adjacent channel rejection for 25 kHz, 50 kHz or 100 kHz channel spacing. | |

# GEN 1.7 DIFFERENCES FROM ICAO STANDARDS, RECOMMENDED PRACTICES AND PROCEDURES (continued)

| Annex 10: Aeronautical Telecommunications Vol III Part 1 (Digital Data Communication Systems) and Part 2 (Voice Communication Systems) (2nd Edition) (AMDT 90) | | | | |
|---|---|---|---|---|
| **ICAO Ref.** | **Category (Standard, Rec'd Practice, etc.)** | **Difference** | **Details of Difference** | **Comments/Status** |
| 2.3.2.8.1 | Standard | Less Protective or partially implemented or not implemented | Interference from adjacent channel VDL is not specified in UK requirements. | |
| 2.3.2.8.2, 2.3.2.8.3, 2.3.2.8.4 & 2.3.2.8.4.1 | Standard | Less Protective or partially implemented or not implemented | Not yet implemented. | |
| 2.3.3.1, 2.3.3.2 & 2.3.3.3 | Standard | Less Protective or partially implemented or not implemented | For aircraft (including helicopters) of 5700 KG MTWA or less, non-immune VHF Comm receivers may be permitted and the aircraft permitted to operate under IFR provided that crews are alerted to potential sources of interference. | This reflects the reduced risk posed to comm. receivers as compared to ILS and VOR receivers. No evidence notified to date to justify a reconsideration of this relaxation. |
| 2.3.3.4 | Recommendation | Less Protective or partially implemented or not implemented | For aircraft (including helicopters) of 5700 KG MTWA or less, non-immune VHF Comm receivers may be permitted and the aircraft permitted to operate under IFR provided that crews are alerted to potential sources of interference. | This reflects the reduced risk posed to comm. receivers as compared to ILS and VOR receivers. No evidence notified to date to justify a reconsideration of this relaxation |
| **Chapter 5: SSR Mode S Air-Ground Data Link** | | | | |
| 5.1.9 | Standard | More exacting or exceeds | Provision of an e-mail address is not required. The manufacturer assigned serial number is required to relate to a unique beacon identification when it is used with a COSPAS SARSAT type approval certificate and so the COSPAS SARSAT approval number may be obtained indirectly. Information regarding aircraft colour is not required, however, information relating to max POB is required. | |
| 5.2.1.3 | Standard | More exacting or exceeds | The UK requires that the PERP is not less than 100mW | |

| Annex 10: Aeronautical Telecommunications Vol IV (Surveillance Radar and Collision Avoidance Systems) (4th Edition) (AMDT 83) | | | | |
|---|---|---|---|---|
| **ICAO Ref.** | **Category (Standard, Rec'd Practice, etc.)** | **Difference** | **Details of Difference** | **Comments/Status** |
| **Chapter 2: General** | | | | |
| 2.1.3.2.1 | Standard | | The UK does not comply with this paragraph as it currently mandates the carriage and operation in designated airspace only. Non-Mode C transponders are still used outside of this airspace. | |
| **Chapter 4: Airborne Collision Avoidance System (ACAS)** | | | | |
| | | | ACAS systems certified in accordance with DO-185A which does not address all ICAO parameters. | DO-185B being produced which will match current ICAO standards. |

# GEN 1.7 DIFFERENCES FROM ICAO STANDARDS, RECOMMENDED PRACTICES AND PROCEDURES (continued)

| Annex 10: Aeronautical Telecommunications Vol V (Aeronautical Radio Frequency Spectrum Utilization) (3rd Edition) (AMDT 90) | | | | |
|---|---|---|---|---|
| **ICAO Ref.** | **Category (Standard, Rec'd Practice, etc.)** | **Difference** | **Details of Difference** | **Comments/Status** |
| C2 2.1.1 | Standard | Less protective or partially implemented or not implemented | Not implemented in the UK | |
| C3 3.1.1 | Standard | Less protective or partially implemented or not implemented | This requirement is not specified in UK regulations. | |
| C3 3.1.2.1 | Standard | Less protective or partially implemented or not implemented | This requirement is not specified in UK regulations. | |
| C3 3.1.2.2 | Standard | Less protective or partially implemented or not implemented | This requirement is not specified in UK regulations. | |
| C3 3.1.2.3 | Recommendation | Less protective or partially implemented or not implemented | This requirement is not specified in UK regulations. | |
| C3 3.1.2.4 | Recommendation | Less protective or partially implemented or not implemented | The UK has not assigned any HF frequencies. | |
| C3 3.1.2.5 | Standard | Less protective or partially implemented or not implemented | This requirement is not specified in UK regulations. | |
| C3 3.1.3.1 | Standard | Less protective or partially implemented or not implemented | This requirement is not specified in UK regulations. | |
| C3 3.2.2 | Recommendation | Less protective or partially implemented or not implemented | This requirement is not specified in UK regulations. | |
| C4 4.1.1.1 | Standard | Different in character or other means of compliance | VHF communications frequencies are planned in accordance with planning agreements reached within Europe and contained in ICAO EUR DOC 011. The utilization table is based on Annex 10 Vol IV Para 4.1.1 but incorporates regional agreements on specific uses of individual frequencies or sub-bands. | To maximise the number of frequency assignments and planning efficiency that can be achieved. |
| C4 4.1.2.1 | Standard | Less protective or partially implemented or not implemented | This requirement is not specified in UK regulations. | |
| C4 4.1.2.3 | Standard | Less protective or partially implemented or not implemented | This requirement is not specified in UK regulations. | |
| C4 4.1.2.4 | Standard | Less protective or partially implemented or not implemented | Compliant for VDL Mode 2 however there are currently no mandatory carriage requirements for VDL Mode 3 or Mode 4 in Europe. | Provision has been made regionally for two VDL Mode 4 signalling channels. |
| C4 4.1.2.4.1 | Standard | Less protective or partially implemented or not implemented | This requirement is not specified in UK regulations. | |
| C4 4.1.2.5 | Standard | Less protective or partially implemented or not implemented | This requirement is not specified in UK regulations. | |
| C4 4.1.3.1.1 | Standard | Different in character or other means of compliance | The UK encourages the use of practice PAN calls on 121.500 MHz in contradiction with the Annex 10 requirement for the frequency to only be used in genuine emergencies. | To ensure pilot familiarity with the process. |
| C4 4.1.3.1.2 | Standard | Different in character or other means of compliance | The UK operates a distress and diversion cell which provides 121.500 MHz for the whole of the UK, therefore not all International aerodromes provide 121.500 MHz Facilities. Those that do are published in UK AIP GEN 3.6.6, Para 5. | To provide the most efficient and coherent response to 121.500 MHz calls. |
| C4 4.1.3.1.3 | Standard | Less protective or partially implemented or not implemented | This requirement is not specified in UK regulations. | |
| C4 4.1.3.1.5 | Standard | Less protective or partially implemented or not implemented | This requirement is not specified in UK regulations. | |
| C4 4.1.3.2.1 | Standard | Less protective or partially implemented or not implemented | This requirement is not specified in UK regulations. | |

# GEN 1.7 DIFFERENCES FROM ICAO STANDARDS, RECOMMENDED PRACTICES AND PROCEDURES (continued)

| Annex 10: Aeronautical Telecommunications Vol V (Aeronautical Radio Frequency Spectrum Utilization) (3rd Edition) (AMDT 90) | | | | |
|---|---|---|---|---|
| **ICAO Ref.** | **Category (Standard, Rec'd Practice, etc.)** | **Difference** | **Details of Difference** | **Comments/Status** |
| C4 4.1.3.3.1 | Standard | Less protective or partially implemented or not implemented | This requirement is not specified in UK regulations. | |
| C4 4.1.3.3.2 | Standard | Less protective or partially implemented or not implemented | The UK has not implemented VDL Mode 4. | |
| C4 4.1.3.4.2 | Standard | Less protective or partially implemented or not implemented | This requirement is not specified in UK regulations but is a prerequisite for ground station and aeronautical communications equipment approvals. | |
| C4 4.1.4.6 | Recommendation | Less protective or partially implemented or not implemented | This requirement is not specified in UK regulations. | |
| C4 4.1.4.9 | Recommendation | Less protective or partially implemented or not implemented | This requirement is not specified in UK regulations. | |
| C4 4.1.5.1 | Standard | Less protective or partially implemented or not implemented | This requirement is not specified in UK regulations. | |
| C4 4.1.5.2 | Standard | Less protective or partially implemented or not implemented | This requirement is not specified in UK regulations. | |
| C4 4.1.6.1.2 | Standard | Different in character or other means of compliance | Within Europe the bands 131.400 - 132.000 and 136.800 - 136.875 MHz inclusive are designated for operational control communications. This has been agreed at a European regional level and hence frequencies to meet aircraft operating obligations under Annex 6 may not be assigned in the band 128.825 - 132.025 MHz. | To maximise the number of frequency assignments and planning efficiency that can be achieved. |
| C4 4.1.6.2 | Standard | Less protective or partially implemented or not implemented | This requirement is not specified in UK regulations but all assigned frequencies are published in ICAO Table COM 2 published by the EUR regional office. | |
| C4 4.2.4 | Standard | Less protective or partially implemented or not implemented | This requirement is not specified in UK regulations. | |
| C4 4.3.2 | Standard | Less protective or partially implemented or not implemented | No operational W and Z channels assigned in UK. | |
| C4 4.4.1 | Standard | Less protective or partially implemented or not implemented | This requirement is not specified in UK regulations. | |
| C4 4.4.2 | Standard | Less protective or partially implemented or not implemented | This requirement is not specified in UK regulations. | |
| C4 4.4.3 | Standard | Less protective or partially implemented or not implemented | This requirement is not specified in UK regulations. | |

| Annex 11: Air Traffic Services (15th Edition) (AMDT 52) | | | | |
|---|---|---|---|---|
| **ICAO Ref.** | **Category (Standard, Rec'd Practice, etc.)** | **Difference** | **Details of Difference** | **Comments/Status** |
| C2 2.5.2.3 | Standard | Less protective or partially implemented or not implemented | Whilst the UK has adopted the term "controlled aerodrome", aerodromes where it is determined that air traffic control service will be provided are not designated as controlled aerodromes. | |
| C2 2.6.1 | Standard | Different in character or other means of compliance | Subject to availability, VFR flights within class E airspace and all flights within class G airspace may receive UK Flight Information Services. | The UK does not designate airspace classes B and F. |

# GEN 1.7 DIFFERENCES FROM ICAO STANDARDS, RECOMMENDED PRACTICES AND PROCEDURES (continued)

| Annex 11: Air Traffic Services (15th Edition) (AMDT 52) | | | | |
|---|---|---|---|---|
| **ICAO Ref.** | **Category (Standard, Rec'd Practice, etc.)** | **Difference** | **Details of Difference** | **Comments/Status** |
| C2 2.6.3 | Standard | Less protective or partially implemented or not implemented | With regards to Class G, the UK does not require continuous two-way communications under IFR. | |
| C2 2.8.1 | Standard | Less protective or partially implemented or not implemented | Not yet implemented in the UK. No EUR Region requirements specified in Doc 7030. | |
| C2 2.8.2 | Standard | Less protective or partially implemented or not implemented | Not yet implemented in the UK. No EUR Region requirements specified in Doc 7030. | |
| C2 2.9.1 | Standard | Less protective or partially implemented or not implemented | Not yet implemented in the UK. No EUR Region requirements specified in Doc 7030. | |
| C2 2.9.2 | Standard | Less protective or partially implemented or not implemented | Not yet implemented in the UK. There are no EUR Region requirements specified in Doc 7030. | |
| C2 2.9.3 | Standard | Less protective or partially implemented or not implemented | Not yet implemented in the UK. There are no EUR Region requirements specified in Doc 7030. | |
| C2 2.11.2.3 | Standard | Less protective or partially implemented or not implemented | With the exception that the UK does not apply VFR cruising levels, the UK complies with the intent of the Standard but has not adopted it into the UK's rule set. | Limits of UK airspace structures are determined on the basis of justified operational requirements. |
| C2 2.11.3.2.2 | Recommendation | Less protective or partially implemented or not implemented | UK does not apply VFR cruising levels as the lower limit. | Limits of UK airspace structures are determined on the basis of justified operational requirements. |
| C2 2.11.3.3 | Standard | Less protective or partially implemented or not implemented | With the exception that the UK does not apply VFR cruising levels, the UK complies with the intent of the Standard but has not adopted it into the UK's rule set. | Limits of UK airspace structures are determined on the basis of justified operational requirements. |
| C2 2.11.5.5 | Recommendation | Less protective or partially implemented or not implemented | With the exception that the UK does not apply VFR cruising levels, the UK complies with the intent of the Recommendation but has not adopted it into the UK's rule set. | Limits of UK airspace structures are determined on the basis of justified operational requirements. |
| C2 2.13.4 | Standard | Less protective or partially implemented or not implemented | ATS route designators are being modified to comply with Appendix 1 requirements in accordance with the EUROCONTROL Route Network Development plan. | Changes to route designators in dense/complex airspace are timed to coincide with major structural airspace changes. |
| C2 2.26.5 | Standard | Less protective or partially implemented or not implemented | Time checks are available on request to the nearest minute. | Normal practice is for pilots to use other sources. |
| C3 3.4.2 | Standard | Less protective or partially implemented or not implemented | Not implemented with regards to b). Pilots and operators are not notified though the AIP. | |
| C6 6.2.2.3.7 | Standard | Less protective or partially implemented or not implemented | Automatic Recording is not available in each and every case in the UK. | FIS units remain a recommendation. |
| C7 7.1.3.5 | Recommendation | Less protective or partially implemented or not implemented | The UK has not adopted this recommendation. | |
| C7 7.1.4.5 | Recommendation | Less protective or partially implemented or not implemented | The UK has not adopted this recommendation. | |

# GEN 1.7 DIFFERENCES FROM ICAO STANDARDS, RECOMMENDED PRACTICES AND PROCEDURES (continued)

| Annex 12: Search and Rescue (7th Edition) (AMDT 17) | | | | |
|---|---|---|---|---|
| **ICAO Ref.** | **Category (Standard, Rec'd Practice, etc.)** | **Difference** | **Details of Difference** | **Comments/Status** |
| **Chapter 1: Definitions** | | | | |
| | | | **Pilot-in-Command.** In United Kingdom legislation, 'Pilot-in-command' in relation to an aircraft means a person who for the time being is in charge of the piloting of the aircraft without being under the direction of any other pilot in the aircraft. | |

| Annex 13: Aircraft Accident and Incident Investigation (13th Edition) (AMDT 19) | | | | |
|---|---|---|---|---|
| **ICAO Ref.** | **Category (Standard, Rec'd Practice, etc.)** | **Difference** | **Details of Difference** | **Comments/Status** |
| C5<br>5.9.1 | Recommendation | | Assimilated Regulation (EU) No 996/2010 (as amended), Article 11.2 (e) gives powers to request medical examination and tests and have immediate access to results. | The AAIB can only request, it has no powers to insist but it does have full access to results. |
| C6<br>6.3 | Standard | | Civil Aviation (Investigation of Air Accidents & Incidents) Regulations 2018 Regulation 16 requires that comments on draft final reports be received within 28 days unless an extension of that time is granted. | To expedite report publication. Regulations allow for extenstion to 30 days and to 60 days and beyond to be granted by the Chief Inspector. The intention is to align to 30 days at the next revision to the regulations. |

| Annex 14: Aerodromes Vol I (Aerodrome Design and Operations) (9th Edition) (AMDT 17) | | | | |
|---|---|---|---|---|
| **ICAO Ref.** | **Category (Standard, Rec'd Practice, etc.)** | **Difference** | **Details of Difference** | **Comments/Status** |
| 1.1.56 | Definition | Different in character other means of compliance | Instead of Intermediate holding position, the UK commonly uses the terms Taxiway Holding Position, Runway-taxi holding position and Intermediate-taxi holding position. | |
| 1.2.2 | Standard | Less protective or partially implemented or not implemented | The UK requires most types of aircraft operations for the purpose of Public Transport of Passengers and flying training to use an aerodrome licensed by the CAA or a Government aerodrome. However, neither cargo-only nor maintenance flights are required to use a licensed aerodrome and there is no requirement for Annex 14 to apply to Government aerodromes. | Government aerodrome means any aerodrome in the UK which is in the occupation of any Government Department or visiting force. |
| 1.3.2 | Standard | Less protective or partially implemented or not implemented | The UK does not specifically refer to a vertical reference system. | Orthometric height used as detailed in AIP GEN 2.1 Para 4. |
| 1.4 | Standard | Different in character other means of compliance | UK uses the term Public Transport of Passengers or flying training as the trigger for certifying. There is no requirement to certify Government aerodromes (see 1.2.2). In addition, the UK uses the term "licensing" as meaning the same as the ICAO term "certification". | |

# GEN 1.7 DIFFERENCES FROM ICAO STANDARDS, RECOMMENDED PRACTICES AND PROCEDURES (continued)

| Annex 14: Aerodromes Vol I (Aerodrome Design and Operations) (9th Edition) (AMDT 17) | | | | |
|---|---|---|---|---|
| **ICAO Ref.** | **Category (Standard, Rec'd Practice, etc.)** | **Difference** | **Details of Difference** | **Comments/Status** |
| 1.6.1 | Standard | Different in character other means of compliance | UK determines code number in accordance with characteristics of the aerodrome. UK uses the greater of TODA/ASDA to determine the reference code number. Column (2) ARFL is replaced by "greater of TODA/ASDA". | UK considers the use of TODA/ASDA to be more relevant. |
| 1.6.3 | Standard | Different in character other means of compliance | The UK uses the greater of TODA/ASDA instead of aeroplane reference field lengths. | UK considers the use of TODA/ASDA to be more relevant. |
| 2.2.2 | Standard | Different in character other means of compliance | The UK does not include "and shall normally remain where first established". | The UK requires the ARP to be located at the centre of the ATZ, therefore, any change in location would require changes to the ATZ. This would require a safety case to be approved by the CAA. |
| 2.2.3 | Standard | Different in character other means of compliance | The UK requires the aerodrome reference point to be specified in WGS 84 format. | WGS84 adopted by ICAO as the geodetic reference system for all aeronautical data in 1998. |
| 2.3.1 & 2.3.3 | Standard | More exacting or exceeds | The UK requires a vertical accuracy of 0.3 M. | |
| 2.6.1 - 2.6.8 | Standard & Recommendation | Less protective or partially implemented or not implemented | UK delaying the applicability date for the change to PCR for pavement bearing strength in order to allow airports adequate time to plan and prepare and undertake pavement strength evaluation. | |
| 2.7.1 - 2.7.3 | Standard & Recommendation | Less protective or partially implemented or not implemented | The UK does not require pre-flight altimeter check locations to be established. | Flight Operational procedures require the pre-flight checks to involve setting the QNH on all the barometric altimeters (usually 3) and checking that the height displayed is approximately correct and there is no major discrepancy between them. |
| 2.9.5 | Standard | Different in character other means of compliance | The UK does not use the terms loose sand or chemically treated. | |
| 3.1.1 | Standard | Less protective or partially implemented or not implemented | UK does not utilise the useability factor. | The long-term use of this practice in the UK has not adversely affected or reduced safety or impacted upon interoperability. |
| 3.1.2 | Recommendation | Less protective or partially implemented or not implemented | The UK does not regulate aerodromes on this issue, although it is applied in practice through instrument flight procedures and airspace design procedures. | The long-term use of this practice in the UK has not adversely affected or reduced safety or impacted upon interoperability. |
| 3.1.3.1 | Recommendation | Different in character other means of compliance | The UK does not consider cross-wind limitations to be associated with runway licensing criteria. | This is considered an aircraft performance issue handled by the aircraft operator and the pilot. |
| 3.1.4.1 | Recommendation | Less protective or partially implemented or not implemented | The UK does not utilise the usability factor. | The long-term use of this practice in the UK has not adversely affected or reduced safety or impacted upon interoperability. |
| 3.1.11 | Recommendation | Less protective or partially implemented or not implemented | The UK does not specify these requirements. They are implemented through ATC operations in accordance with PANS Docs and Air Traffic operations design. | The long-term use of this practice in the UK has not adversely affected or reduced safety or impacted upon interoperability. |

# GEN 1.7 DIFFERENCES FROM ICAO STANDARDS, RECOMMENDED PRACTICES AND PROCEDURES (continued)

| Annex 14: Aerodromes Vol I (Aerodrome Design and Operations) (9th Edition) (AMDT 17) | | | | |
|---|---|---|---|---|
| **ICAO Ref.** | **Category (Standard, Rec'd Practice, etc.)** | **Difference** | **Details of Difference** | **Comments/Status** |
| 3.1.12 | Recommendation | Less protective or partially implemented or not implemented | The UK does not specify these requirements. They are implemented through ATC operations in accordance PANS Docs, Doc 9643 (SOIR) and Instrument flight procedure design. | The long-term use of this practice in the UK has not adversely affected or reduced safety or impacted upon interoperability. |
| 3.4.8 | Recommendation | More exacting or exceeds | Exceeds by 30 M code 3 and 4 and by 5 M code 1 and 2. The runway strip which encloses an instrument runway should be graded for a distance of 105 M either side of the centreline where the code number is 3 or 4, and 45 M where the code number is 1 or 2. | |
| 3.4.17 | Recommendation | More exacting or exceeds | For runways code 3 and 4, the UK requires this portion to extend out to 105 M. | |
| 3.5.2 | Recommendation | Less protective or partially implemented or not implemented | CAP 168 states that for national aerodromes, RESAs should be considered for non-instrument runways where the code number is 1 or 2, particularly where there are movements by jet aircraft not using public transport performance factors, or a high proportion of runway-limited movements at the higher weights. | RESA requirements for non-instrument code 1 and 2 runways will be re-assessed. |
| 3.6.3 | Recommendation | More exacting or exceeds | The UK allows for the width to be not less than that of the visual strip width where that is the limiting width. | |
| 3.6.4 | Recommendation | Less protective or partially implemented or not implemented | The UK allows 2% up slope where the codes are 1 and 2. | Only permitted after aeronautical study determines acceptability. |
| 3.7.4 | Standard | Different in character other means of compliance | The UK specifies that Stopways should have friction characteristics not substantially less than those of the associated runway and above the minimum friction level specified in CAP 683. | |
| 3.8.1 | Recommendation | Less protective or partially implemented or not implemented | The UK does not specifically require radio altimeter operating areas to be established. The UK requires information out to 900 M before the threshold for PATC generation<br><br>In operation at CAT II/III PACTC would refer. | The long-term use of this practice in the UK has not adversely affected or reduced safety or impacted upon interoperability. |
| 3.8.2 | Recommendation | Less protective or partially implemented or not implemented | The UK does not specifically require radio altimeter operating areas to be established. The UK requires information out to 900 M before the threshold for PATC generation. | Survey information required to 60 M either side of extended runway. |
| 3.8.3 & 3.8.4 | Recommendation | Less protective or partially implemented or not implemented | The UK does not require radio altimeter operating areas to be established. | The long-term use of this practice in the UK has not adversely affected or reduced safety or impacted upon interoperability. |
| 3.9.2 | Recommendation | Less protective or partially implemented or not implemented | The UK does not regulate this aspect as it is considered to be a commercial issue. | The long-term use of this practice in the UK has not adversely affected or reduced safety or impacted upon interoperability. |

# GEN 1.7 DIFFERENCES FROM ICAO STANDARDS, RECOMMENDED PRACTICES AND PROCEDURES (continued)

| Annex 14: Aerodromes Vol I (Aerodrome Design and Operations) (9th Edition) (AMDT 17) | | | | |
|---|---|---|---|---|
| **ICAO Ref.** | **Category (Standard, Rec'd Practice, etc.)** | **Difference** | **Details of Difference** | **Comments/Status** |
| 3.10.1 | Recommendation | Different in character other means of compliance | The UK requirements refer to strip rather than taxiway shoulder. | |
| 3.12.1 | Recommendation | Less protective or partially implemented or not implemented | The UK does not use traffic density as a trigger for the requirement of a holding bay. | The UK does not consider this to be an aerodrome certification issue. When required, holding bays are constructed in accordance with requirements. |
| 3.12.3 & 3.12.9 | Standard | Different in character other means of compliance | The UK permits the location of a runway-holding position that will cause an infringement of the OLS, but not the OFZ, by a manoeuvring aircraft. | Permissible only if no interference occurs and the impact of the infringement is addressed in the calculation of the OCA/H. |
| 3.12.6 | Standard | More exacting or exceeds | UK applies 137 M precision approach 2/3 runway. | |
| 3.15 | Recommendation | Less protective or partially implemented or not implemented | The UK requires only that the aerodrome operator ensures that aircraft de-icing/anti-icing is available where icing conditions are expected to occur. Specific de-icing/anti-icing facilities are not required in the UK. Difference also applies to the marking and lighting of de-icing/anti-icing facilities. | De-icing of aircraft is not an aerodrome regulation issue. Individual aerodrome's provisions for de/anti-icing are assessed in view of local conditions. |
| 4.1.8 | Standard | Less protective or partially implemented or not implemented | d) not implemented. | The UK addresses requirements for curved and other shaped approach surfaces on an individual basis. |
| 4.1.11 | Standard | Different in character other means of compliance | CAP 168, for national aerodromes, does not use the term "inner approach surface", although it is applied as part of the OFZ. | |
| 4.1.17 | Standard | Different in character other means of compliance | The UK does not use the term "Inner Transitional Surface". | |
| 4.2.10 & 4.2.11 | Standard & Recommendation | Different in character other means of compliance | The UK does not divide the APPS for the purposes of obstacle penetration. | The long-term use of this practice in the UK has not adversely affected or reduced safety or impacted upon interoperability. |
| 4.2.12 | Recommendation | Different in character other means of compliance | The UK applies this but does not specify the need for aeronautical study. | The long-term use of this practice in the UK has not adversely affected or reduced safety or impacted upon interoperability. |
| 4.2.20 | Recommendation | Different in character other means of compliance | The UK applies this but does not specify the need for aeronautical study. | The long-term use of this practice in the UK has not adversely affected or reduced safety or impacted upon interoperability. |
| 5.1.1.4 | Recommendation | Different in character other means of compliance | The UK recommends that only aerodromes that accept non-radio aircraft have a wind indicator that should be marked by a white, circular band that is 7.5 M in diameter and 0.6 M wide. | |
| 5.1.1.5 | Recommendation | Less protective or partially implemented or not implemented | Illuminated wind direction indicators are required only at aerodromes serving scheduled public transport operations at night. | UK require at least one illuminated wind sleeve for night OPS. |
| 5.1.4.1 | Standard | Less protective or partially implemented or not implemented | The UK does not specify 10° or height of 300 M for licensed aerodromes. | |

# GEN 1.7 DIFFERENCES FROM ICAO STANDARDS, RECOMMENDED PRACTICES AND PROCEDURES (continued)

| Annex 14: Aerodromes Vol I (Aerodrome Design and Operations) (9th Edition) (AMDT 17) | | | | |
|---|---|---|---|---|
| **ICAO Ref.** | **Category (Standard, Rec'd Practice, etc.)** | **Difference** | **Details of Difference** | **Comments/Status** |
| 5.2.1.2 | Recommendation | More exacting or exceeds | At runway intersections the marking of the major runway should be continued and that of the subsidiary runway should be interrupted. | The UK permits aerodromes to determine their primary runways. |
| 5.2.1.7 | Recommendation | Less protective or partially implemented or not implemented | The UK does not require pavement markings to be made with reflective materials. | The UK requires sufficient illumination across the apron and for markings to contrast with the surface on which they are installed. |
| 5.2.8.3 | Standard | Less protective or partially implemented or not implemented | UK does not require or specify taxiway markings on runways used as a taxiway. | Runway markings are considered adequate. |
| 5.2.10.8 | Recommendation | More exacting or exceeds | The UK does not specify this requirement. | To prevent runway incursion, as far as possible the UK requires the aerodrome to limit the width of taxiways at holding points. |
| 5.2.12 - 5.2.12.6 | Standard | Less protective or partially implemented or not implemented | UK does not require or specify VOR aerodrome checkpoints, nor therefore VOR aerodrome checkpoint signs (5.4.4). | VOR equipment is checked electronically. |
| 5.2.13.7 | Recommendation | Less protective or partially implemented or not implemented | The UK does not specify the radii of markings. | The UK leaves this to aerodrome designers. |
| 5.2.16.2 | Recommendation | More exacting or exceeds | To prevent runway incursion, as far as possible the UK requires the aerodrome to limit the width of taxiways at holding points. | |
| 5.3.1.2 | Recommendation | Less protective or partially implemented or not implemented | The UK has not established protected laser emission zones around aerodromes. | |
| 5.3.2.3 | Recommendation | More exacting or exceeds | The UK requires the colour to be maintained throughout the range. | |
| 5.3.4.34 & 5.3.4.35 | Recommendation & Standard | Less protective or partially implemented or not implemented | The UK does not specify this. | Although capacitor discharge lights are allowed in the UK, no aerodrome has yet installed them - not used in the UK. |
| 5.3.5.2 | Standard | Less protective or partially implemented or not implemented | The UK does not use T-VASIS or AT-VASIS. | UK considers T-VASIS and AT-VASIS are not acceptable for public transport operations. |
| 5.3.5.3 | Standard | Less protective or partially implemented or not implemented | The UK only requires APAPI or PAPI. | T-VASIS and AT-VASIS are not considered acceptable for public transport operations. |
| 5.3.5.43 | Standard | More exacting or exceeds | The UK uses a plane 1 degree below the lower boundary of an on slope signal originating 90 M from units where the LDA is 1200 M or greater, 60 M where the LDA is 800 M - 1199 M and 30 M where the LDA is less than 800 M, diverging at 15 degrees from the runway edge at the threshold out to 15 NM. | This practice has been in existence since PAPI was originally designed. |
| 5.3.7.1 - 5.3.7.6 | Recommendation | Less protective or partially implemented or not implemented | The UK has not implemented such systems but permits variations to simple approach systems. If necessary, Annex 14 would apply. | |
| 5.3.9.4 & 5.3.11.2 | Standard | More exacting or exceeds | UK does not give 3 M discretion. The lights are located along the edges of the area declared for use as the runway. | Does not promote the use of non-load bearing or unsuitable surface. |

# GEN 1.7 DIFFERENCES FROM ICAO STANDARDS, RECOMMENDED PRACTICES AND PROCEDURES (continued)

| Annex 14: Aerodromes Vol I (Aerodrome Design and Operations) (9th Edition) (AMDT 17) | | | | |
|---|---|---|---|---|
| **ICAO Ref.** | **Category (Standard, Rec'd Practice, etc.)** | **Difference** | **Details of Difference** | **Comments/Status** |
| 5.3.12.5 | Standard | More exacting or exceeds | No discretion is given for offset of runway centreline lights. The UK specifies 30 M spacing except for CAT III operations or departures in RVR <400 M when 15 M spacing is required. | The UK has never specified 15 M spacing on runways intended to be used in RVR greater than 400 M regardless of maintenance serviceability. The long-term use of this practice in the UK has not adversely affected or reduced safety or impacted upon interoperability. |
| 5.3.16.2 | Standard | More exacting or exceeds | The UK does not give 3 M discretion. The lights are located along the edges of the area declared for use as the stopway. | The UK does not promote the use of non-load bearing or unsuitable surface. |
| 5.3.17.1 | Standard | Less protective or partially implemented or not implemented | Centre line lights are not required between the taxiway centre line and the stop position on the stand. | The UK requires conspicuous centreline markings and stand lead-in arrows which provide adequate guidance. |
| 5.3.17.2, 5.3.17.4 & 5.3.17.9 | Recommendation | More exacting or exceeds | The UK requires Taxi Centre Line Lights to be provided in RVR <400 M. | The long-term use of this practice in the UK has not adversely affected or reduced safety or impacted upon interoperability. |
| 5.3.17.5 | Recommendation | Less protective or partially implemented or not implemented | The UK requirements refer to runway lighting and marking. If aircraft taxi routes utilise part of a runway, guidance is supplied by the runway marking and lighting. | |
| 5.3.17.12 | Recommendation | More exacting or exceeds | The UK does not permit offset. | |
| 5.3.17.15 | Recommendation | Different in character other means of compliance | The UK bases spacing on RVR not radius of curve. | Tests & practical experience confirm that the spacing is sufficient. |
| 5.3.18.6 | Recommendation | Different in character other means of compliance | The UK does not permit 3 M offset. | The UK does not promote the use of non-load bearing or unsuitable surface. |
| 5.3.20.1 | Standard | More exacting or exceeds | The UK requires stop bars for operations in RVR <800 M. | The UK considers 800 M to be more suitable for the weather conditions experienced in the UK. |
| 5.3.20.10 | Recommendation | More exacting or exceeds | The UK specifies High Intensity lighting to be used as a component of an A-SMGCS. | |
| 5.3.21.1 & 5.3.21.2 | Standard & Recommendation | Different in character other means of compliance | Stop bar specifications apply. Stop bars are provided at those aerodromes operating in RVR <800 M. | The UK does not make any distinction between stop bars and Intermediate holding position lights. |
| 5.3.21.3 | Recommendation | Different in character other means of compliance | They should be positioned co-incident with any associated taxiway holding position marking so as not to obscure or interfere with the integrity of the marking. | The UK does not make any distinction between stop bars and Intermediate holding position lights. |
| 5.3.21.4 | Standard | Different in character other means of compliance | The stop bar light fittings shall be spaced equally across the taxiway in a line at right angles to the taxiway centreline at intervals of no greater than 3 M. | The UK does not make any distinction between stop bars and Intermediate holding position lights. |
| 5.3.22.1 | Standard | More exacting or exceeds | Instead of de/anti-icing facility exit lights, taxiways are protected by stop bars irrespective of the type of facility e.g. apron, hangar, de-icing facility etc. | |
| 5.3.22.2 & 5.3.22.3 | Standard | Less protective or partially implemented or not implemented | The UK does not specify de-icing facility specifications. | De-icing is carried out on apron areas. |

# GEN 1.7 DIFFERENCES FROM ICAO STANDARDS, RECOMMENDED PRACTICES AND PROCEDURES (continued)

| Annex 14: Aerodromes Vol I (Aerodrome Design and Operations) (9th Edition) (AMDT 17) | | | | |
|---|---|---|---|---|
| **ICAO Ref.** | **Category (Standard, Rec'd Practice, etc.)** | **Difference** | **Details of Difference** | **Comments/Status** |
| 5.3.27.1 | Standard | Less protective or partially implemented or not implemented | The UK does not specify requirements for aircraft stand manoeuvring guidance lights. | A visual docking guidance system or marshaller is normally used, and the UK requires adequate illumination to be provided across the apron area. |
| 5.3.28.1 & 5.3.28.2 | Standard & Recommendation | More exacting or exceeds | The UK requires this for RVR <1200 M to be consistent with requirements for runway guard lights. | The UK believes that the application of road holding position lights should be consistent with those for runway guard lights, to provide commonality for airside drivers. |
| 5.3.28.4 | Standard | Different in character other means of compliance | b) an amber light system meeting the characteristics of Runway Guard Lights is used. | The UK requires lights meeting the configuration of runway guard lights are installed to provide consistency for airside drivers at all locations when entering a runway. |
| 5.4.1.2 | Recommendation | Less protective or partially implemented or not implemented | The UK does not currently permit variable message signs. | The UK does not regard the technology, suitability and safety of such signs to be sufficiently mature. |
| 5.4.3.4 | Standard | Different in character other means of compliance | Not used in the UK. The UK uses a location sign reversed onto the runway holding position sign. | The UK believes that the location sign format and location is understood and applied across aerodromes. The long-term use of this practice in the UK has not adversely affected or reduced safety or impacted upon interoperability. |
| 5.4.3.5 | Recommendation | Different in character other means of compliance | TORAs for intersection take offs are promulgated in the UK AIP. | Providing a sign for intersections is not consistent with full length take-off procedures. |
| 5.4.3.17 | Standard | Less protective or partially implemented or not implemented | The UK does not specify the requirement for a runway exit sign. The UK uses a destination sign or a taxiway location sign to indicate the runway exit where required. | The long-term use of this practice in the UK has not adversely affected or reduced safety or impacted upon interoperability. |
| 5.4.3.19 | Standard | Less protective or partially implemented or not implemented | The UK does not specify the positioning of a runway vacated sign. | |
| 5.4.3.20 | Standard | Less protective or partially implemented or not implemented | The UK requires intersection take-off distances to be promulgated in the AIP. | |
| 5.4.3.24 | Recommendation | Different in character other means of compliance | The UK permits the sign to be beside the taxiway. | The long-term use of this practice in the UK has not adversely affected or reduced safety or impacted upon interoperability. |
| 5.4.3.26 | Standard | More exacting or exceeds | The UK requires location signs to be provided with a yellow border at all times. | This provides a consistent format for all location signs. |
| 5.4.3.28 | Standard | Less protective or partially implemented or not implemented | The UK does not specify runway vacated signs. | The long-term use of this practice in the UK has not adversely affected or reduced safety or impacted upon interoperability. |
| 5.4.3.29 | Recommendation | Less protective or partially implemented or not implemented | The UK does not specify intersection take-off signs. | The long-term use of this practice in the UK has not adversely affected or reduced safety or impacted upon interoperability. |
| 5.4.4.1 | Standard | Less protective or partially implemented or not implemented | The UK does not require or specify VOR aerodrome checkpoints. | The long-term use of this practice in the UK has not adversely affected or reduced safety or impacted upon interoperability. |

# GEN 1.7 DIFFERENCES FROM ICAO STANDARDS, RECOMMENDED PRACTICES AND PROCEDURES (continued)

| Annex 14: Aerodromes Vol I (Aerodrome Design and Operations) (9th Edition) (AMDT 17) | | | | |
|---|---|---|---|---|
| **ICAO Ref.** | **Category (Standard, Rec'd Practice, etc.)** | **Difference** | **Details of Difference** | **Comments/Status** |
| 5.4.5.1 | Standard | Less protective or partially implemented or not implemented | The UK does not require aerodrome identification signs. | The long-term use of this practice in the UK has not adversely affected or reduced safety or impacted upon interoperability. |
| 5.5.7.2 | Standard | Different in character other means of compliance | The UK does not require markers to be within the light fitting. | The UK does not perceive a safety benefit is achieved by doing so. Markers located next to lights have proved effective. |
| 5.5.8.2 | Standard | More exacting or exceeds | Spacing of boundary markers is every 45 M not 90 M. | |
| 6.2.3.9 | Recommendation | Less protective or partially implemented or not implemented | The UK does not specify the colour of overhead cable markers. | Provision of cable markers rests with power transmission undertakings. The long-term use of this practice in the UK has not adversely affected or reduced safety or impacted upon interoperability. |
| 6.2.5.4 | Recommendation | Less protective or partially implemented or not implemented | The UK does not specify the size of cable markers. | Provision of cable markers rests with power transmission undertakings. The long-term use of this practice in the UK has not adversely affected or reduced safety or impacted upon interoperability. |
| 6.2.5.5 | Recommendation | Less protective or partially implemented or not implemented | The UK does not specify the spacing of cable markers. | Provision of cable markers rests with power transmission undertakings. |
| 6.2.5.6 | Recommendation | Less protective or partially implemented or not implemented | The UK does not specify the colour of cable markers. | Provision of cable markers rests with power transmission undertakings. |
| 7.2.2 | Recommendation | More exacting or exceeds | Inner edge of the taxi side stripe marking indicates the outer edge of the load bearing surface. | The UK does not promote the use of non-load bearing or unsuitable surface. |
| 8.1.10 | Recommendation | Different in character other means of compliance | The UK requires all except for e), g) & h), as it is not considered that standby power requirements are essential for these lights. | Existing power supply and standby arrangements are adequate. The long-term use of this practice in the UK has not adversely affected or reduced safety or impacted upon interoperability. |
| 8.3.3 | Recommendation | Less protective or partially implemented or not implemented | The UK does not specify these time minima. | The long-term use of this practice in the UK has not adversely affected or reduced safety or impacted upon interoperability. |
| 9.1.13 | Standard | Less protective or partially implemented or not implemented | b) The UK requires full-scale aerodrome emergency exercises at intervals not exceeding four years. | The UK considers four years provides more flexibility to aerodrome operators to engage the necessary support of externally based agencies in support of these exercises. This improves the quality of the exercise. |
| 9.2.1 | Standard | More exacting or exceeds | The provision of RFFS at a level appropriate to the longest aircraft normally using the aerodrome and its fuselage width, is a requirement of the aerodrome licence/certificate. | |

# GEN 1.7 DIFFERENCES FROM ICAO STANDARDS, RECOMMENDED PRACTICES AND PROCEDURES (continued)

| Annex 14: Aerodromes Vol I (Aerodrome Design and Operations) (9th Edition) (AMDT 17) | | | | |
|---|---|---|---|---|
| **ICAO Ref.** | **Category (Standard, Rec'd Practice, etc.)** | **Difference** | **Details of Difference** | **Comments/Status** |
| 9.5.1 - 9.5.3 | Recommendation | Less protective or partially implemented or not implemented | The UK delaying the applicability of Apron Management Services therefore does not currently require aerodrome operators to implement apron management services through a dedicated unit. Instead, several organisations have responsibilities for apron management and the safe movement of both aircraft and vehicles. Coordination between them is required. | Subject to future rule making. |
| 9.8.7 | Recommendation | Less protective or partially implemented or not implemented | The UK does not require surface movement radar to be provided for use in RVR conditions less than 350 M. | If SMR is not provided, operational limitations apply to ensure separation. SMR may be used in normal visibilities (e.g. at night) and is not limited only to poor visibility conditions. |
| 9.12.2 | Standard | Less protective or partially implemented or not implemented | The UK does not specify the requirement for ARIWS characteristics and status to be promulgated in the AIP. | |
| 10.4.4 | Standard | Different in character other means of compliance | UK permits 1.2 M wide transverse strip. | This has proven to be sufficient. The long-term use of this practice in the UK has not adversely affected or reduced safety or impacted upon interoperability. |
| 10.5.8 & 10.5.9 | Standard | More exacting or exceeds | The UK starts this requirement at RVR <400 M. | 400 M provides consistency with MATS Part 1 procedures for the implementation of LVOs. |
| 10.5.11 & 10.5.12 | Standard | More exacting or exceeds | The UK starts this requirement at RVR <800 M. | |

| | Annex 14 Volume II: Heliports (4th Edition) (AMDT 9) | | | |
|---|---|---|---|---|
| **ICAO Ref.** | **Category (Standard, Rec'd Practice, etc.)** | **Difference** | **Details of Difference** | **Comments/Status** |
| 3.2.4 | Standard | Less protective or partially implemented or not implemented | Where, subject to appropriate risk assessment, new helicopter types or type variants seek use of helideck designs which are less than 1D, 3.2.4 b) may be applied even to helicopters having a MTOM > 3175 KG. | New helicopter types have been introduced to the UK sector which in some cases, have exceeded the D-value of helidecks on existing assets (commonly known as a sub-1D operation). Provided a CAP 437 Appendix H risk assesment for sub-1D operations can be satisfied on a case-by-case basis, it is acceptable for the dimensions of the TLOF to drop below 1D, even when serviced by a helicopter type with a MTOM which is > 3175 KG, as long as the FATO is no less than 1D. |
| 3.2.10 | Standard | Less protective or partially implemented or not implemented | Fully implemented with the exception of the requirement for object frangibility. | The UK does not accept that objects can be frangible to all parts of a helicopter – particularly vulnerable is the tail section (rotor, stinger). |

# GEN 1.7 DIFFERENCES FROM ICAO STANDARDS, RECOMMENDED PRACTICES AND PROCEDURES (continued)

| | Annex 14 Volume II: Heliports (4th Edition) (AMDT 9) | | | |
|---|---|---|---|---|
| **ICAO Ref.** | **Category (Standard, Rec'd Practice, etc.)** | **Difference** | **Details of Difference** | **Comments/Status** |
| 3.2.13 | Standard | Less protective or partially implemented or not implemented | The Standard is applied to new builds completed on or after 14 November 2013. | For existing installations with a D-value of 16.00 M or less, a review of essential objects in the OFS has been instigated with a view to limiting obstruction heights to as low as reasonably practicable. |
| 3.2.14 | Standard | Different in Character or Other means of compliance | 2.5 CM height limit based on max permitted height of the circle-H lighting components or helideck landing net each prior to installation. Where an operational need exists to install both systems a 2.5 CM height limit may be assumed for each component in isolation. Acceptance is applied only for helidecks used exclusively by wheeled helicopters where the threat of dynamic rollover is not an issue. | The safety issue addressed by 3.2.14, as confirmed by the accompanying Note, is to mitigate the incidence of dynamic rollover for helicopters equipped with skids due to the presence of nets or raised light fittings above the surface of the TLOF. For the installed height of lighting the UK allows some small leeway for the installed height of components (segments, subsections, lighting elements and associated cabling) to marginally exceed 2.5 CM where a TLOF is serviced exclusively by helicopters with wheeled undercarriages. Helideck nets are acceptable where knots do not exceed 2.5 CM prior to installation. |
| 3.3.12 | Standard | Less protective or partially implemented or not implemented | Fully implemented with the exception of the requirement for object frangibility. | The UK does not accept that objects can be frangible to all parts of a helicopter – particularly vulnerable is the tail section (rotor, stinger). |
| 3.3.15 | Standard | Less protective or partially implemented or not implemented | This Standard is being applied to new builds completed on or after 14 November 2013. | For existing installations with a D-value of 16.00 M or less, a review of essential objects in the OFS has been instigated with a view to limiting obstruction heights to as low as reasonably practicable. |
| 3.3.16 | Standard | Different in Character | 2.5 CM height limit based on max permitted height of the circle-H lighting components or landing net each prior to installation. Where an operational need exists to install both systems a 2.5 CM height limit may be assumed for each component in isolation. Acceptance is applied only for shipboard heliports used exclusively by wheeled helicopters where the threat of dynamic rollover is not an issue. | The safety issue addressed by 3.3.16 is to mitigate the incidence of dynamic rollover for helicopters equipped with skids due to the presence of nets or raised light fittings above the surface of the TLOF. For the installed height of lighting, the UK allows some small leeway for the installed height of components (segments, subsections, lighting elements and associated cabling) to marginally exceed 2.5 CM where a TLOF is serviced exclusively by helicopters with wheeled undercarriages. Helideck nets are acceptable where knots do not exceed 2.5 CM prior to installation. |

# GEN 1.7 DIFFERENCES FROM ICAO STANDARDS, RECOMMENDED PRACTICES AND PROCEDURES (continued)

| | Annex 14 Volume II: Heliports (4th Edition) (AMDT 9) | | | |
|---|---|---|---|---|
| **ICAO Ref.** | **Category (Standard, Rec'd Practice, etc.)** | **Difference** | **Details of Difference** | **Comments/Status** |
| 4.1.24 | Standard | Less protective or partially implemented or not implemented | The requirement for a 210° obstacle free sector is upheld for all new build helidecks. For legacy helidecks the obstacle free sector may be reduced to no less than 180°. | All new helidecks must comply with the requirement for a 210° OFS. As regards legacy helidecks, it is agreed that an absolute minimum of a 180° OFS be provided. For helidecks with an OFS between 180° and 210°, there is insufficient evidence of a safety issue to impose any restrictions or demand corrective action. In order to regularise the situation, for those legacy helidecks which are unable to comply, the 210° Obstacle Limitation Surface (OLS) may be regarded as an Obstacle Identification Surface (OIS). |
| 4.2.7, 4.2.10 | Standard | More exacting or exceeds | The UK does not permit heliport designs with only a single approach and take-off climb surface. | Most helicopters require to operate into wind approach and take-offs. |
| 4.2.19 | Standard | More exacting or exceeds | For new build amidships shipboard heliports and refurbishments over 16.0 M completed on or after 10 November 2018, objects are restricted to no greater than 15 CM. For amidships shipboard heliports of 16.0 M or less, objects are restricted to no greater than 5 CM. | There is a potential incompatibility between 3.3.14 and 3.3.15 and 4.2.19 which will be raised with ICAO. |
| 4.2.23 | Standard | More exacting or exceeds | For non-purpose built ship side landing areas of 16.0 M or less objects are restricted to no greater than 5 CM. | There is a potential incompatibility between 3.3.15 and 4.2.23 which will be raised with ICAO. |
| 5.3.7.3 | Standard | Different in character or other means of compliance | Where the TLOF is not located within the FATO at a surface level heliport, the lighting of the FATO may consist of green perimeter lights (in lieu of white lights). | For surface level heliports located in a light rich environment of a city, town or settlement, research has indicated more effective acquisition of the heliport by use of green perimeter lighting. |
| 5.3.7.4 | Recommendation | Different in character or other means of compliance | Where the TLOF is not located within the FATO at a surface level heliport, the lighting of the FATO may consist of green perimeter lights meeting Illustration 5. | The distribution of light for illustration 4 is contrary to the established position of the helicopter on approach to a heliport as confirmed by UK research data i.e. the specification for the light in the vertical elevation is incompatible with typical approach path angles. |
| 5.3.9.11 | Recommendation | More exacting or exceeds | The UK requires that both the TD/PM circle and heliport identification marking be illuminated. | As of 1 April 2018, the lit TD/PM circle and lit heliport identification 'H' marking is mandated for offshore helidecks by a Safety Directive. |
| 5.3.9.16 | Standard | Different in character or other means of compliance | For the TD/PM circle, the UK allows a minimum width of 40 MM. | This specification is now recognised in the Heliport Manual (onshore) Doc 9261 as being an acceptable means of compliance. |

# GEN 1.7 DIFFERENCES FROM ICAO STANDARDS, RECOMMENDED PRACTICES AND PROCEDURES (continued)

| | Annex 14 Volume II: Heliports (4th Edition) (AMDT 9) | | | |
|---|---|---|---|---|
| **ICAO Ref.** | **Category (Standard, Rec'd Practice, etc.)** | **Difference** | **Details of Difference** | **Comments/Status** |
| 5.3.9.22 | Recommendation | More exacting or exceeds | UK specification is more demanding at lowest elevations but less demanding at higher level (where UK research confirms the lowest light outputs are required). | UK has published its own version of Illustration 5 based on real data for helicopter approach path angles. This specification is now recognised in the Heliport Manual (onshore) Doc 9261 as being an acceptable means of compliance. |
| 5.3.11.4 | Recommendation | Less protective or partially implemented or not implemented | The UK does not require a heliport to demonstrate compliance with this recommendation. | It is very difficult to achieve or verify this recommendation and UK accepts that if the objective of standard 5.3.11.3 for the spectral distribution of floodlighting across the surface is met, this will provide adequate visual cues to allow for safe winching area operations. |
| 5.3.14.3 | Recommendation | Less protective or partially implemented or not implemented | The UK does not require a lit obstacle to demonstrate compliance with this recommendation. | It is very difficult to achieve or verify this recommendation and UK accepts that if the objective of standard 5.3.14.2 for the illumination of the entire obstacle is met, this will provide adequate warning to pilots to facilitate safe operations/ clearance from the object. |

# GEN 1.7 DIFFERENCES FROM ICAO STANDARDS, RECOMMENDED PRACTICES AND PROCEDURES (continued)

| Annex 15 Aeronautical Information Services (16th Edition) (AMDT 41) | | | | |
|---|---|---|---|---|
| **ICAO Ref.** | **Category (Standard, Rec'd Practice, etc.)** | **Difference** | **Details of Difference** | **Comments/Status** |
| C1 1.1.106 | Definition VOLMET | Less protective or partially implemented or not implemented | UK VOLMET and D-VOLMET provides current aerodrome routine meteorological reports only. | System designed to give rapid refresh of current conditions at key aerodromes in high density air traffic airspace. |
| C1 1.2.2.2 | Standard | More exacting or exceeds | In the UK, OSGM15 (which includes data from EGM-96) is the geoid model used for determining heights above MSL to the required level of accuracy. | EGM-96 does not meet accuracy requirements for elevation and geoid undulation specified in Annex 14, Volumes I and II. |
| C1 1.2.2.3 | Standard | Less protective or partially implemented or not implemented | Parameters for height transformation between OSGM15 and EGM-96 are not published. | There is no perceived requirement in the UK for a description of the parameters required for height transformation between OSGM15 and EGM-96. |
| C3 3.2.2 | Standard | More exacting or exceeds | Publication resolution is more exacting. | Where the data appears in more than one section of the AIP with different resolution requirements, the higher resolution will be applied, to avoid 'rounding'. |
| C5 5.3.1.1 to 5.3.2.3; and 5.3.4.1 to 5.3.5.2 | Standard | Less protective or partially implemented or not implemented | UK regulation requires the AIS provider to ensure that digital data is in the form of the specified data sets only when available. | The UK has a stated objective to work towards the provision and maintenance of digital data sets for all aeronautical information products in accordance with ICAO specifications to be implemented by 31 December 2024. |
| C5 5.3.1.1; 5.3.3.3. 4; 5.3.3.3. 7; 5.3.3.4. 5 and 5.3.3.4. 6 | Standard | More exacting or exceeds | UK policy is more demanding in certain cases. | UK requirements for data collection surfaces and coverage areas are intended to ensure that one aerodrome survey will deliver all data necessary to generate Obstacle Limitation Surfaces, design Instrument Flight Procedures and produce the required charts. |
| C6 6.3.2.3 and 6.3.2.4 | Standard | More exacting or exceeds | The UK requires that unavailability of a runway due to runway marking works or, if the equipment used for those works can be removed, a time lag required for making the runway available shall be notified by NOTAM. | |

| Annex 16: Environmental Protection — Vol I (Aircraft Noise) (8th Edition) (AMDT 13) | | | | |
|---|---|---|---|---|
| **ICAO Ref.** | **Category (Standard, Rec'd Practice, etc.)** | **Difference** | **Details of Difference** | **Comments/Status** |
| **NIL** | | | | |

| Annex 16: Environmental Protection — Vol II (Aircraft Engine Emissions) (4th Edition) (AMDT 10) | | | | |
|---|---|---|---|---|
| **ICAO Ref.** | **Category (Standard, Rec'd Practice, etc.)** | **Difference** | **Details of Difference** | **Comments/Status** |
| **Part I** | | | | |
| 1.13 | Definition | Less protective or partially implemented or not implemented | Not yet implemented in UK regulations. | Will be compliant on 01 January 2023 under regulation 1(3) of S.I. 2022/637. |

# GEN 1.7 DIFFERENCES FROM ICAO STANDARDS, RECOMMENDED PRACTICES AND PROCEDURES (continued)

| Annex 16: Environmental Protection — Vol II (Aircraft Engine Emissions) (4th Edition) (AMDT 10) | | | | |
|---|---|---|---|---|
| **ICAO Ref.** | **Category (Standard, Rec'd Practice, etc.)** | **Difference** | **Details of Difference** | **Comments/Status** |
| **Part III** | | | | |
| 1.6, 1.7, 2.1.1.1, 4.2.1.1, 4.2.1.2, 4.2.2.1, 4.2.2.2, 4.2.3 | Standard | Less protective or partially implemented or not implemented | Not yet implemented in UK regulations. | Will be compliant on 01 January 2023 under regulation 1(3) of S.I. 2022/637. |

| Annex 16: Environmental Protection — Vol III (Aeroplane CO2 Emissions) (1st Edition) (AMDT 1) | | | | |
|---|---|---|---|---|
| **ICAO Ref.** | **Category (Standard, Rec'd Practice, etc.)** | **Difference** | **Details of Difference** | **Comments/Status** |
| **NIL** | | | | |

| Annex 17: Security (6th Edition) (AMDT 10) | | | | |
|---|---|---|---|---|
| **ICAO Ref.** | **Category (Standard, Rec'd Practice, etc.)** | **Difference** | **Details of Difference** | **Comments/Status** |
| **NIL** | | | | |

| Annex 18: The Safe Transport of Dangerous Goods by Air (4th Edition) (AMDT 12) | | | | |
|---|---|---|---|---|
| **ICAO Ref.** | **Category (Standard, Rec'd Practice, etc.)** | **Difference** | **Details of Difference** | **Comments/Status** |
| C10 10.1 | Standard | Less protective or partially implemented or not implemented | UK Reg. (EU) and national regulations provide the legal requirement for initial and recurrent training programmes to be established for all entities except for agencies engaged in the security screening of passengers and their baggage. | The CAA is in dialogue with the DfT with the aim of establishing a) UK legal requirements for passenger and baggage screeners to complete initial and recurrent dangerous goods training and testing and b) guidance to aid industry to comply. |
| C10 10.2.2 | Standard | Less protective or partially implemented or not implemented | Designated Postal Operator training programmes subject to review and approval but legal requirement for approval is not yet in place. | Legislation has been drafted but is subject to review. |
| C10 10.2.3 | Recommendation | Different in character or other means of compliance | Outsourced Cat 1 training and all Cat 6 training is subject to CAA approval. All other training subject to audit. | |
| C11 11.4 | Standard | Less protective or partially implemented or not implemented | Designated Postal Operator procedures subject to review and approval but legal requirement for approval is not yet in place. | Legislation has been drafted but is subject to review. |

| Annex 19: Safety Management (1st Edition) (AMDT 1) | | | | |
|---|---|---|---|---|
| **ICAO Ref.** | **Category (Standard, Rec'd Practice, etc.)** | **Difference** | **Details of Difference** | **Comments/Status** |
| **NIL** | | | | |

# GEN 1.7 DIFFERENCES FROM ICAO STANDARDS, RECOMMENDED PRACTICES AND PROCEDURES (continued)

| Doc 4444: Procedures for Air Navigation Services — Air Traffic Management (15th Edition) | | | | |
|---|---|---|---|---|
| **ICAO Ref.** | **Category (Standard, Rec'd Practice, etc.)** | **Difference** | **Details of Difference** | **Comments/Status** |
| **Chapter 4: General Provisions for Air Traffic Services** | | | | |
| 4.5.7.2.1 | | | The phraseology 'Cleared via flight plan route' is not used in the UK. | |
| 4.5.7.5.1 | | | In addition, the following items are to be read back in full: taxi/ towing instructions, approach clearances, altimeter settings, VDF information, type of ATS Surveillance Service being received and frequency changes. See GEN 3.3.3. | |
| 4.6.1.5 | | | At or above FL 280, speeds shall be expressed in multiples of 0.01 Mach; below FL 280, multiples of 10 KT shall be used. | |
| 4.9 | | | UK wake turbulence categories are different to ICAO. Pilots should refer to and be familiar with UK AIC P083/2020 Wake Turbulence. | |
| **Chapter 5: Separation Methods and Minima** | | | | |
| 5.3.3.2 | | | Cruise climbs are not authorised by ATC in the UK. | |
| **Chapter 6: Separation in the vicinity of aerodromes** | | | | |
| 6.3.2.4 | | | Revised SID/STAR phraseology not yet implemented. | Work is under way to effect UK implementation of PANS-ATM Amendment 7 provisions (date to be confirmed). |
| 6.5.2.4 | | | Descent clearance on a STAR is as directed by ATC. Revised STAR phraseology not yet implemented. | Work is under way to effect UK implementation of PANS-ATM Amendment 7 provisions (date to be confirmed). |
| **Chapter 7: Procedures for Aerodrome Control Service** | | | | |
| 7.2 | | | The procedure for selection of runway in use for noise preferential reasons is currently not implemented in the UK. | |
| 7.6.3.1.1.3 | | | Standard taxi routes are not published in the UK. Taxi instructions will be issued individually by ATC. | |
| 7.6.3.2.3.3 | | | In the UK, the use of flashing runway or taxiway lights has no meaning and is not used. | |
| 7.15 | | | Aerodrome lighting shall be displayed from 15 minutes before any ETA and until 15 minutes after any ATD as follows:<br>1. **By day:** High intensity systems, where installed on the runway to be used, whenever the visibility is less than 5 KM and/or the cloud base is less than 700 FT;<br>2. **By night:** Irrespective of weather conditions. | |
| **Chapter 8: ATS Surveillance Services** | | | | |
| 8.6.5.1 (b) | | | Except in the approach phase, the purpose and extent of initial vectors will not be given by controllers. Aircraft in receipt of vectors and subsequently experiencing radio failure must follow the radio failure procedure notified at ENR 1.1.3. | |
| 8.6.5.1 (c) | | | Controllers will endeavour to keep aircraft in receipt of vectors not less than 2 NM from the boundary of controlled airspace. | |

# GEN 1.7 DIFFERENCES FROM ICAO STANDARDS, RECOMMENDED PRACTICES AND PROCEDURES (continued)

| Doc 4444: Procedures for Air Navigation Services — Air Traffic Management (15th Edition) | | | | |
|---|---|---|---|---|
| **ICAO Ref.** | **Category (Standard, Rec'd Practice, etc.)** | **Difference** | **Details of Difference** | **Comments/Status** |
| 8.7.3.2 (b) | | | Unless wake turbulence spacing is required, 2.5 NM spacing on final approach may be used between successive aircraft arriving at London Heathrow. Pilots should be aware that this spacing may be applied up to 20 NM from the threshold. Further details are notified in AIP EGLL-AD-2.20. | |
| 8.7.3.4 | | | UK wake turbulence categories are different to ICAO. Pilots should refer to and be familiar with UK AIC P083/2020 Wake Turblence. | |
| 8.9.6.1.3 | | | Obstacle clearance criteria applicable to each runway are detailed on UK AIP aerodrome approach charts and will not be routinely given by controllers over the RTF. | |
| | | | **Chapter 12: Phraseologies** | |
| 12.2.4 | | | Pilots are not required to report non-approved RVSM status in all requests for level changes and their read-backs. | |
| 12.3.1.2 (a) 1 | | | For level changes and reports: 'TO' shall only be used to describe altitude or height, eg 'DESCEND TO ALTITUDE 3000 FT'. It is **not** used when describing Flight Levels, eg 'CLIMB FL 250'. | |
| 12.3.1.2 (z) to (kk) | | | Revised SID/STAR phraseology not yet implemented. | Work is under way to effect UK implementation of the PANS-ATM Amendment 7 phraseology (date to be confirmed but not before late 2017). |
| 12.3.2.1 (c) & (d) | | | RECLEARED is to be used only when it relates to an ATC route clearance, airways, reporting points and waypoints, but NOT for instructions to climb and descend. The phrase 'CONTINUE AS CLEARED' is not to be used in the UK. | |
| 12.3.2.4 (c) | | | 'CRUISE CLIMB' is not used in the UK. | |
| 12.3.3.1 (f) to (h) | | | Revised departure instructions phraseology not yet implemented. | Work is under way to effect UK implementation of the revised PANS-ATM Amendment 7 phraseology (date to be confirmed but not before late 2017). |
| 12.3.3.2 (a) to (f) | | | Revised approach instructions phraseology not yet implemented. | Work is under way to effect UK implementation of the revised PANS-ATM Amendment 7 phraseology (date to be confirmed but not before late 2017). |
| 12.4.1.8 (e) & (f) | | | For avoiding action the following phraseology will be used:<br><br>AVOIDING ACTION. Turn left (or right) immediately heading (three digits). Traffic (bearing by clock reference and distance). | |

# GEN 1.7 DIFFERENCES FROM ICAO STANDARDS, RECOMMENDED PRACTICES AND PROCEDURES (continued)

| Doc 4444: Procedures for Air Navigation Services — Air Traffic Management (15th Edition) | | | | |
|---|---|---|---|---|
| **ICAO Ref.** | **Category (Standard, Rec'd Practice, etc.)** | **Difference** | **Details of Difference** | **Comments/Status** |
| | | | **OTHER UK PHRASEOLOGY**<br>**Student Pilots:** In the UK, pilots may hear the use of 'STUDENT' as part of the RTF callsign. The use of this term has been introduced to increase the awareness of controllers and other airspace users to the presence of student pilots flying solo.<br><br>**Reduced runway separations:** When using ICAO reduced runway separation procedures, the phraseology 'LAND AFTER THE (aircraft type)' will be used. Full details of these procedures are notified in GEN 3.3.3.<br><br>**Unlawful interference:** Pilots of aircraft subject to unlawful interference may hear one or more of the following phraseologies:<br>1. 'I am instructed by His Majesty's Government to refuse entry into United Kingdom airspace/ to inform you that landing clearance has been refused for any airfield within the United Kingdom. What are your intentions?'<br>2. 'I am instructed by His Majesty's Government that you are to hold at (fix or GPS position) at (level). Acknowledge'.<br><br>**Approach delays:** If, for reasons other than weather, eg an obstruction on the runway, the extent of approach delays are not known, aircraft will be advised 'DELAY NOT DETERMINED'. As soon as it is possible for aircraft to re- commence approach procedures, EATs will be issued.<br><br>**Helicopter phraseology**<br>The UK has developed specific phraseology for use in helicopter operations. Helicopter pilots should be familiar with the relevant content of CAP 413 Radiotelephony Manual.**http://www.caa.co.uk/cap413** | |
| **Chapter 13: Automatic dependent surveillance - contact (ADS-C) services** | | | | |
| | | | ADS-C systems are currently not used in the UK. | |
| **Chapter 15: Procedures related to emergencies, communication failure and contingencies** | | | | |
| 15.1.4 | | | UK controlled airspace is complex and congested; traffic is often orientated on the airway in certain directions or flows. Therefore, if able, aircraft executing an emergency descent should remain on the assigned route or track whilst carrying out the descent; unless doing so would endanger the aircraft. | |

# GEN 1.7 DIFFERENCES FROM ICAO STANDARDS, RECOMMENDED PRACTICES AND PROCEDURES (continued)

| Doc 4444: Procedures for Air Navigation Services — Air Traffic Management (15th Edition) | | | | |
|---|---|---|---|---|
| **ICAO Ref.** | **Category (Standard, Rec'd Practice, etc.)** | **Difference** | **Details of Difference** | **Comments/Status** |
| 15.1.4.2 | | | Upon hearing an emergency descent broadcast on the ATC frequency, pilots should: maintain radio silence, listen for instructions from ATC, maintain a good visual lookout and respond to TCAS advisories. | |
| 15.3.3 | | | UK Radio Failure procedures for IFR/IMC flights provide pilots with instructions more comprehensive than ICAO procedures. Pilots should read and be familiar with UK Radio Failure procedures notified at ENR 1.1.3 paragraph 3. | |
| **Chapter 16: Miscellaneous Procedures** | | | | |
| 16.2 | | | For the rules, regulations, responsibilities and restrictions regarding unmanned free balloons in UK airspace, users should contact the UK CAA's Airspace Utilisation Section. | |
| 16.4 | | | For UK repetitive flight planning requirements see ENR 1.10. | |

| Doc 8168: Procedures for Air Navigation Services — Aircraft Operations Vol I (Flight Procedures) (4th Edition) | | | | |
|---|---|---|---|---|
| **ICAO Ref.** | **Category (Standard, Rec'd Practice, etc.)** | **Difference** | **Details of Difference** | **Comments/Status** |
| **Part I: Departure Procedures<br>Section 2; Chapter 1: Use of FMS/RNAV equipment to follow conventional departure procedures** | | | | |
| 1.4 | | | **Additional requirements:**<br>1. the conventional procedure must have been inserted into the FMS from a recognised database and cannot be manually loaded or modified by the crew other than to follow ATC instructions;<br>2. after the procedure has been loaded into the FMS as above, it must be cross-checked against the published conventional procedure before any attempt is made to follow the procedure using the FMS. | |
| **Part I: Noise Abatement Procedures<br>Section 7; Chapter 2: Noise Preferential Runways and Routes** | | | | |

# GEN 1.7 DIFFERENCES FROM ICAO STANDARDS, RECOMMENDED PRACTICES AND PROCEDURES (continued)

| Doc 8168: Procedures for Air Navigation Services — Aircraft Operations Vol I (Flight Procedures) (4th Edition) | | | | |
|---|---|---|---|---|
| **ICAO Ref.** | **Category (Standard, Rec'd Practice, etc.)** | **Difference** | **Details of Difference** | **Comments/Status** |
| 2.2.3. | | | In general, where turns are required shortly after take-off for noise abatement or other operational purposes, the nominal track has not been designed in accordance with the criteria in Volume II Part 2 Chapter 3 para 3.3. However, no turns are to be commenced below a height of 500 FT AAL. Airport Operators may specify the criteria used to determine individual Noise Preferential Routes. These criteria are for guidance only and aircraft operators should adhere to the routes to the maximum extent practicable commensurate with the safe operation of the aircraft. | |
| **Part I: Aeroplane Operating Procedures** | | | | |
| **Section 7; Chapter 3** | | | | |
| 3.8. | | | Unless otherwise stated, the upper limit for noise abatement procedures is 3000 FT ALT. However, aircraft operators are expected to operate their aircraft at all times in a manner calculated to cause the least noise disturbance on the ground. | |

| Doc 8168: Procedures for Air Navigation Services — Aircraft Operations Volume II (Construction of Visual and Instrument Flight Procedures) (4th Edition) | | | | |
|---|---|---|---|---|
| **ICAO Ref.** | **Category (Standard, Rec'd Practice, etc.)** | **Difference** | **Details of Difference** | **Comments/Status** |
| **Part I: Procedure Construction and Obstacle Clearance Criteria for Departure Procedures<br>Section 3; Chapter 3: Turning Departure** | | | | |
| 3.3 | | | In general, when turns are required shortly after take-off for noise abatement or other operational purposes, the nominal track has not been designed in accordance with these criteria. However, no turns are to be commenced below a height of 500 FT AAL Primary and Secondary areas for obstacle clearance on Standard Instrument Departure Procedures, where published, are determined along the nominal ground track of the Noise Preferential Route as specified by the Airport Operator. Obstacle clearance is not assessed for any routes other than published Standard Instrument Departures Procedures. | |
| **Part I: Initial Approach Segment<br>Section 4; Chapter 3: Requirements for separate instrument approach charts** | | | | |

# GEN 1.7 DIFFERENCES FROM ICAO STANDARDS, RECOMMENDED PRACTICES AND PROCEDURES (continued)

| Doc 8168: Procedures for Air Navigation Services — Aircraft Operations Volume II (Construction of Visual and Instrument Flight Procedures) (4th Edition) | | | | |
|---|---|---|---|---|
| **ICAO Ref.** | **Category (Standard, Rec'd Practice, etc.)** | **Difference** | **Details of Difference** | **Comments/Status** |
| 3.4.5.2<br>3.5.4.4 | | | In certain procedures different outbound tracks and/or timings may be specified for Category A/B and Category C/D aircraft. These tracks/ timings will normally bepublished on a common instrument approach chart. Separate charts will normally be published whenever Category A/B and Category C/D aircraft have different procedure altitudes or different missed approach points. | |
| **Part I: Length Section; Chapter 4** | | | | |
| 4.3.1.1 | | | The length of the intermediate segment should conform to the standard given in paragraph 4.3.1.1 whenever possible. However, when an operational advantage may be gained, the minimum length of the intermediate segment may be reduced to 5.5 KM (3 NM). | |
| **Part I: Turn as soon as practicable Section 4; Chapter 6** | | | | |
| **UK Addition** 6.4.5.7 | | | Paragraph 6.4.5.7 UK addition to PANS-OPS. | |
| **Part I: General** | | | | |
| **UK Addition** 6.4.5.7.1 | | | A turn as soon as practicable is prescribed in non-precision procedures when it is essential to locate the TP before the SOC associated with the normal turn at an altitude or at a fix, and when it is not convenient to move the MAPt. When specified, the missed approach procedures shall be annotated 'turn left (or right) as soon as practicable'. The criteria are the same as those for a turn at a designated altitude, modified in accordance with the paragraphs UK Addition 6.4.5.7.2 to 6.4.5.7.4. | |
| **Part I: Turn altitude/height** | | | | |
| **UK Addition** 6.4.5.7.2 | | | The turn altitude/height is also the OCA/H for the procedure. The TP is plotted at distance c after the latest limit of the MAPt tolerance area. | |
| **Part I: Areas** | | | | |
| **UK Addition** 6.4.5.7.3 | | | Turn initiation area. The turn initiation area is bounded by the edges of the MAPt tolerance area, starting at the earliest MAPt and extended beyond the latest MAPt to the TP. | |

# GEN 1.7 DIFFERENCES FROM ICAO STANDARDS, RECOMMENDED PRACTICES AND PROCEDURES (continued)

| Doc 8168: Procedures for Air Navigation Services — Aircraft Operations Volume II (Construction of Visual and Instrument Flight Procedures) (4th Edition) | | | | |
|---|---|---|---|---|
| **ICAO Ref.** | **Category (Standard, Rec'd Practice, etc.)** | **Difference** | **Details of Difference** | **Comments/Status** |
| **UK Addition** 6.4.5.7.3.1 | | | Turn area. The inner and outer boundaries of the turn area are constructed as specified in paragraph Part I Sect 4 Chapter 6 paragraph 6.4.5.2.2 with the following exceptions:<br>a. The boundaries are based on the intermediate missed approach speed of the appropriate aircraft category;<br>b. The outer boundary starts at the range of the TP (distance c has already been included in the turn initiation area). | |
| **Part I: Obstacle clearance** | | | | |
| **UK Addition** 6.4.5.7.4 | | | The obstacle clearance in the turn initiation and turn areas is adjusted to preserve the normal MOC associated with the transitional tolerance X into the turn area as follows:<br>a. Obstacle clearance in the turn initiation area. Obstacle elevation/height in the turn initiation area shall be less than:<br>OCA/H - MOC approach segment<br>b. Obstacle clearance in the turn area. Obstacle elevation/ height in the turn area and subsequently shall be less than:<br>OCA/H - MOC missed approach + (d0 - X) tan Z with the additional provision that obstacle height need not be less than (OCH - MOC approach segment).<br>Where d0 is measured from the obstacle to the nearest point on the turn initiation area boundary.<br>MOC approach is the primary area MOC associated with the final approach segment. MOC missed approach is the MOC applicable to the missed approach; 50 M (164 FT) for turns exceeding 15° and 30 M (98 FT) for turns of 15° or less, reduced if appropriate for obstacles within any secondary areas. | |
| **Part I: Minimum Sector Altitudes (MSA)<br>Section 4; Chapter 8** | | | | |

# GEN 1.7 DIFFERENCES FROM ICAO STANDARDS, RECOMMENDED PRACTICES AND PROCEDURES (continued)

| Doc 8168: Procedures for Air Navigation Services — Aircraft Operations Volume II (Construction of Visual and Instrument Flight Procedures) (4th Edition) | | | | |
|---|---|---|---|---|
| **ICAO Ref.** | **Category (Standard, Rec'd Practice, etc.)** | **Difference** | **Details of Difference** | **Comments/Status** |
| 8.4 | | | Combining sectors for adjacent facilities: Where more than one facility provides arrival segment tracking to an instrument approach procedure, and unless otherwise specified, the minimum sector altitude for each sector is the highest of those calculated for that specific sector for every facility serving the procedure, regardless of the distance between the facilities. The Instrument Approach chart will state the facilities used in the calculation of MSA. eg 'MSA 25NM VOR XXX or NDB(L) YYY'. | |
| **Part II: Surveillance Radar Section 2; Chapter 6** | | | | |
| **UK Addition** 6.1.1 6.2.3 | | | **General.** See paragraph UK Addition 6.6 below for separate criteria for approved 'high resolution' equipment with a termination range of 0.5 NM or less. Additionally, within a specified area aligned with an Instrument Runway, when an aircraft is being vectored to an Instrument Approach, minimum obstacle clearance may be reduced to 150 M (500 FT). The specified area is shown on the ATC Surveillance Minimum Altitude Chart and is of the following dimensions: A line 2.5 NM long, centred on the runway centreline, 1.5 NM from the threshold in the approach and a line 5 NM long, centred on the runway centreline, 9.5 NM from the threshold in the approach, joined at the ends to form a quadrangle. | |
| 6.4.3 | | | **Area.** The area to be considered for obstacle clearance begins at the FAF and ends at the MAPt. | |

# GEN 1.7 DIFFERENCES FROM ICAO STANDARDS, RECOMMENDED PRACTICES AND PROCEDURES (continued)

| Doc 8168: Procedures for Air Navigation Services — Aircraft Operations Volume II (Construction of Visual and Instrument Flight Procedures) (4th Edition) | | | | |
|---|---|---|---|---|
| **ICAO Ref.** | **Category (Standard, Rec'd Practice, etc.)** | **Difference** | **Details of Difference** | **Comments/Status** |
| 6.5 | | | **Termination Range.**<br>A Surveillance Radar Approach shall be terminated 2 NM before touchdown except where a termination range of 1 NM has been specifically approved. See paragraph 6.6 below for separate criteria for approved 'high resolution' equipment with a termination range of 0.5 NM or less.<br>The Missed Approach Point (MAPt) is located at the point where the radar approach terminates. However, where operationally advantageous, the MAPt for 2 NM SRAs may be designated as 1 NM before touchdown. | |
| **Surveillance Radar (high resolution) - UK addition to PANS-OPS** | | | | |
| **UK Addition** 6.6 | | | **General.**<br>Certain approved Surveillance Radar equipments can provide final approach guidance of better quality than that provided for in paragraph 6.1. The criteria for procedures using these radars are the same as those contained in paragraphs 6.2 and 6.3 except for the final approach and missed approach areas and obstacle clearance described below:<br>Note: Approval of 'high resolution' SRE procedures is based on an operational and technical evaluation of the equipment. In all cases:<br>a. There is a continuous talk-down, on a discrete frequency, from 4 NM with ranges and advisory heights being given every 0.5 NM;<br>b. The approach controller providing final approach guidance is allocated full time to the task;<br>c. The display system incorporates a centreline with associated reflectors to confirm centreline accuracy;<br>d. The accuracy, resolution, antenna rotation rate. Low- level cover, and extent of permanent echoes are assessed as capable of giving a high probability of a successful approach with a termination range of 0.5 NM or less. | |

# GEN 1.7 DIFFERENCES FROM ICAO STANDARDS, RECOMMENDED PRACTICES AND PROCEDURES (continued)

| Doc 8168: Procedures for Air Navigation Services — Aircraft Operations Volume II (Construction of Visual and Instrument Flight Procedures) (4th Edition) | | | | |
|---|---|---|---|---|
| **ICAO Ref.** | **Category (Standard, Rec'd Practice, etc.)** | **Difference** | **Details of Difference** | **Comments/Status** |
| **UK Addition** 6.6.1 | | | **Area.** The area to be considered for obstacle clearance begins at the FAF and ends at the MAPt and is centred on the Final Approach Track. The minimum length of the Final Approach Track shall be 3 NM. The length shall be established by taking account of the permissible descent gradient (see paragraph 6.4.5). The maximum length should not exceed 6 NM. Where a turn is required over the FAF, Table I-4-5-1 in Part 1, Section 4, Chapter 5 applies. The width of the area is proportional to the distance from the radar antenna, according to the following formulae:<br>W/2 = 1.9 + 0.1 D KM, for D greater than 10 KM.<br>W/2 = 0.3 + 0.26 D KM, for D equal or less than 10 KM.<br>Where:<br>W = total area width in KM.<br>D = distance from antenna to track in KM<br>The maximum value for D is 37 KM (20 NM) subject to the accuracy of the radar equipment as determined by the Authority. A secondary area comprising 25% of the total width lies on each side of the primary area, which comprises 50% of the total width. | |
| **UK Addition** 6.6.2 | | | **Obstacle Clearance.** The MOC is 75 M (246 FT) in the primary area, reducing to zero at the outer edges of the secondary areas. | |
| **UK Addition** 6.6.3 | | | **Missed Approach Secondary Areas.** Secondary areas are established on each side of the primary area, with width equal to 25% of the total area width at the MAPt, reducing to zero width at the SOC. | |

Aeronautical data published in the Remarks column of an AIP Table shall be considered as non-compliant to the ADQ.

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# GEN 2 TABLES AND CODES

## GEN 2.1 MEASURING SYSTEM, AIRCRAFT MARKINGS, HOLIDAYS

## 1 Units of Measurement

1.1 The table of units of measurement used in the United Kingdom is that which is published in ICAO Annex 5 (Fifth Edition) Chapter 3 including permitted non-SI alternative units.

| Measurement of | Units |
|---|---|
| Distance used in navigation, position report etc – generally in excess of 2 or 3 nautical miles | *Nautical miles and tenths |
| Relatively short distances such as those relating to aerodromes (eg runway lengths) | Metres |
| Altitudes, elevations and heights | Feet and Flight Levels |
| Horizontal speed including wind speed | Knots |
| Vertical speed | Feet per minute |
| Wind direction for landing and taking off | Degrees Magnetic |
| Wind direction except for landing and taking off | Degrees True |
| Visibility < 5000 metres (including RVR) | Metres |
| Visibility > 5000 metres | Kilometres |
| Distance from cloud | Metres |
| Depth of runway deposit | Centimetres or millimetres |
| Altimeter setting | Hectopascals |
| Temperature | Degrees Celsius (Centigrade) |
| Weight/mass | Metric tonnes or kilogrammes |
| Date/Time | Year, Month, Day, Hour and Minute, the day of 24 hours beginning at midnight Co-ordinated Universal Time |
| * International nautical miles, for which conversion into metres is given by 1 international nautical mile = 1852 M. | |

1.2 There is no sharp dividing line between the usage of nautical miles or metres for the two types of horizontal distances referred to in the table above. There is no hard and fast rule, but distances having a navigational or position reporting aspect are given in nautical miles even if they are less than 2 nautical miles (eg ranges from touchdown during a precision approach). These are given in nautical miles and fractions. Distances on the aerodrome (eg runway lengths, etc.) are given in metres. Distances from obstacles in the vicinity of aerodromes and ILS marker distances are generally shown in nautical miles and tenths, except when it is necessary for greater accuracy for some middle markers to be shown in metres.

1.3 Nautical miles or feet, as appropriate, will be used in designating horizontal distances at military aerodromes, joint-user aerodromes controlled by Service personnel and in RAF Sections at Air Traffic Control Centres. Horizontal distances will, however, be given to civil pilots in metric units, on request. Similarly, at civil aerodromes, joint-user aerodromes under civil control and in civil sections at Air Traffic Control Centres, Service pilots will be given distances in nautical miles or feet, as appropriate, on request.

## 2 Temporal Reference System

2.1 The Gregorian calendar and Coordinated Universal Time (UTC) shall be used as the temporal reference system for air navigation.

2.2 Daylight saving time is UTC plus 1 hour. The expression “summer period” indicates that part of the year in which “daylight saving time” is in force. The other part of the year is named the “winter period”. Times applicable during the “summer period” are given in brackets.

2.3 The “summer period” is introduced every year on the last Sunday in MAR at 01:00 UTC and ceases on the last Sunday in OCT at 01:00 UTC.

2.4 Guidance material for expressing time periods in AIS Products is available on the NATS AIS website www.nats.aero/ais.

## 3 Horizontal Reference System

3.1 The geographical co-ordinates indicating Latitude and Longitude are expressed in terms of the World Geodetic System of 1984 (WGS84) geodetic reference datum.

3.2 Surveyed co-ordinates WGS84 are realised in the UK using the National GPS Network, a 3-D TRF (Terrestrial Reference Frame), using the ETRS89 (European Terrain Reference System 89) datum or by direct connection to the IGS system.

3.3 Area of Application

3.3.1 The area of application for the published geographical co-ordinates coincides with the Area of Responsibility for UK Air Traffic Services, ie London and Scottish Flight Information Regions; Scottish and Shanwick Oceanic Control Areas. In particular the airspace types shown below:

# GEN 2.1 MEASURING SYSTEM, AIRCRAFT MARKINGS, HOLIDAYS (continued)

| Area/en-route co-ordinates | Aerodrome co-ordinates |
|---|---|
| FIR Boundaries and Crossing points | Reference Points |
| ATS, RNAV and Conditional Routes | Thresholds |
| Holding Points | Radio Nav Aids – Precision and Non-Precision |
| Radio Nav Aids (Off Aerodrome) | Runway centre-line |
| CTA, TMA, CTR | Extended Runway centre-line FAFs |
| Restricted, Prohibited and Danger Areas | Stands and Nav Checkpoints |
| Obstacles – En-route | |
| Other significant points and areas | |

3.4 Aerodromes with coordinates which have been transformed into WGS84 coordinates but whose accuracy of original field work does not meet the requirements in Annex 11, Chapter 2, and Annex 14, Volumes I and II, Chapter 2, are listed below:

Cheltenham
Derby

## 4 Vertical Reference System

4.1 The Ordnance Datum Newlyn (ODN) can be considered the source of Mean Sea Level (MSL) in the UK.

4.2 OSGM15 is the National Geoid Model used in the UK for determining elevations Above Mean Sea Level (AMSL) datum.

4.3 Primary term expressed in UK AIP.

a) Elevation (ELEV) - The vertical distance measured from Mean Sea Level (MSL). (FT/M)

4.4 Other terms expressed in AIP:

a) Above Aerodrome Level (AAL) - The vertical distance measured from a specified aerodrome. (FT/M)
b) Above Ground Level (AGL) - The vertical distance measured from the surface of the earth. (FT/M)
c) Above Mean Sea Level (AMSL) - The vertical distance measured from Mean Sea Level (MSL). (FT/M)
d) Altitude (ALT) - The vertical distance measured from Mean Sea Level (MSL). (FT/M)
e) Flight Level (FL) - A surface of constant atmosphere pressure which is related to a specific pressure datum, 1013.2 hPa, and is separated from other such surfaces by specific pressure intervals. Altitude above sea level in 100 FT units measured according to a standard atmosphere. Only above the transition level are flight levels used to indicate altitude; below the transition level feet (FT) are used.
e.g. FL250 = 25,000 FT AMSL when the pressure at sea level is 1013.2 hPa.
f) Height (HGT) - The vertical distance measured from a specified point or datum. e.g. An aerodrome.
g) Surface (SFC) - The distance measured from the surface of the earth. (FT/M)

## 5 Aircraft Nationality and Registration Marks

5.1 The nationality mark for British Civil aircraft is the letter 'G'. This nationality mark is followed by a hyphen and a registration mark consisting of four letters. Example: G-BAAA.

## 6 Public Holidays

6.1 The following link provides access to the government website announcing public holidays for the UK:

https://www.gov.uk/bank-holidays

# GEN 2.2 ABBREVIATIONS USED IN AERONAUTICAL INFORMATION PRODUCTS

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

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

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

| | |
|---|---|
| | |
| | Terms which are not defined in ICAO Annexes or PANS but which are used regularly in the UK are defined below: |
| . | |
| *...T* | *True (preceded by a bearing to indicate reference to True North)* |
| **A** | |
| A/A | Air-to-air |
| A/G | Air-to-Ground |
| AAA | (or AAB, AAC....etc, in sequence) Amended meteorological message (message type designator) |
| AAL | Above Aerodrome Level |
| AAR | Air to Air Refuelling |
| *AARA* | *Air to Air Refuelling Areas* |
| ABM | Abeam |
| ABN | Aerodrome Beacon |
| ABV | Above |
| *AC* | *Area Control* |
| ACARS | Aircraft Communications Addressing And Reporting System |
| ACAS | †Airborne Collision Avoidance Systems |
| ACC | ‡Area Control Centre OR Area Control |
| ACCID | Notification of an Aircraft Accident |
| ACFT | Aircraft |
| ACK | Acknowledge |
| ACL | Altimeter Check Location |
| *ACN* | *Airspace Co-ordination Notice (ACN in ICAO is aircraft classification number)* |
| ACT | Active OR Activated OR Activity |
| AD | Aerodrome |
| ADA | Advisory Area |
| ADF | ‡Automatic Direction-Finding Equipment |
| ADIZ | †(to be pronounced 'AY-DIZ') Air Defence Identification Code |
| ADS-B | ‡Automatic Dependent Surveillance - Broadcast |
| ADS-C | ‡Automatic Dependent Surveillance - Contract |
| ADSU | Automatic Dependent Surveillance Unit |
| ADVS | Advisory Service |
| Aerodrome Approach: | That part of an Instrument Approach Procedure commencing at the designated height over the radio aid to be used and ending when the aircraft has broken cloud. |
| *AEW* | *Airborne Early Warning* |
| AFIL | Flight Plan Filed in the Air |
| AFIS | Aerodrome Flight Information Service |
| *AFPEx* | *Assisted Flight Plan Exchange* |
| AFS | Aeronautical Fixed Service |
| AFTN | ‡Aeronautical Fixed Telecommunication Network |
| AGL | Above Ground Level |
| *AGNIS* | *Azimuth Guidance for Nose-In Stand* |
| *AIAA* | *Area of Intense Air Activity* |
| AIC | Aeronautical Information Circular |
| AIM | Aeronautical Information Management |
| AIP | Aeronautical Information Publication |
| AIRAC | Aeronautical Information Regulation and Control |
| AIREP | †Air-Report |
| *AIREX* | *Air Exercise* |
| *AIRPROX:* | *A situation in which, in the opinion of a pilot or a controller, the distance between aircraft as well as their relative positions and speed have been such that the safety of the aircraft involved was or may have been comprised.* |
| AIS | Aeronautical Information Services |
| ALA | Alighting Area |
| ALERFA | †Alert Phase |
| ALR | Alerting (message type designator) |
| ALRS | Alerting Service |
| ALS | Approach Lighting System |
| ALT | Altitude |
| ALTN | Alternate (Aerodrome) |
| AMA | Area Minimum Altitude |
| *AMC* | *Airspace Management Cell* |
| AMD | Amend OR Amended (used to indicate amended meteorological message; message type designator) |
| AMDT | Amendment (AIP Amendment) |
| AMS | Aeronautical Mobile Service |
| AMSL | Above Mean Sea Level |
| AMSS | Aeronautical Mobile Satellite Service |
| *ANM* | *ATFM Notification Message* |
| *ANO* | *Air Navigation Order* |
| *AO* | *Aircraft Operators* |
| AOC | Air Operator Certificate |
| *AOM* | *Aerodrome Operating Minima* |
| AP | Airport |
| APAPI | Abbreviated Precision Approach Path Indicator |
| APCH | Approach |
| *APIS* | *Aircraft Positioning and Information System* |
| APP | Approach Control Office OR Approach Control OR Approach Control Service |
| APRX | Approximate OR Approximately |
| *ARA* | *Advisory Radio Area* |
| ARO | Air Traffic Services Reporting Office |
| ARP | Air-Report (message type designator) |
| ARR | Arrival (message type designator) |
| ARST | Arresting (Specify (part of ) Aircraft Arresting Equipment) |
| ASC | Ascent to OR Ascending to |
| ASDA | Accelerate-Stop Distance Available |
| ASHTAM | Special series of NOTAM notifying, by means of specific format, change in activity of a volcano, a volcano eruption and/or volcanic ash cloud that is of significance to aircraft operations |
| ASPH | Asphalt |
| *ASR* | *Airspace Reservation* |
| *ATA* | *Aerial Tactics Area* |
| ATC | ‡Air Traffic Control (in general) |
| ATC Surveillance Minimum Altitude Area: | A defined area in the vicinity of an aerodrome, in which the minimum safe levels allocated by a controller vectoring IFR flights with Primary and/or Secondary Radar equipment have been predetermined. |
| ATD | ‡Actual Time of Departure |
| ATFM | Air Traffic Flow Management |

# GEN 2.2 ABBREVIATIONS USED IN AERONAUTICAL INFORMATION PRODUCTS (continued)

| | |
|---|---|
| ATIS | †Automatic Terminal Information Service |
| ATM | Air Traffic Management |
| ATN | Aeronautical Telecommunication Network |
| ATS | Air Traffic Service |
| *ATSU* | *Air Traffic Service Unit* |
| ATZ | Aerodrome Traffic Zone |
| AU | Airspace Utilisation |
| *AUP* | *Airspace Utilisation Plan* |
| AUW | All Up Weight |
| AUX | Auxiliary |
| AVBL | Available OR Availability |
| AVGAS | †Aviation Gasoline |
| *AVTUR* | *Aviation Turbine Fuel* |
| *AWR* | *Air Weapon Range* |
| AWY | Airway |
| AZM | Azimuth |
| **B** | |
| BA | Braking Action |
| *BBMF* | *Battle of Britain Memorial Flight* |
| BCN | Beacon (Aeronautical ground light) |
| BDRY | Boundary |
| BFR | Before |
| BKN | Broken |
| *BLCP* | *Base Level Change Point* |
| *BLDG* | *(ENR 5.4) Miscellaneous Tower; Tower on Structure; Apartment/Hotel with Flat Roof; Building, General (All Types); Observation Tower; Commercial Building, General; Observatory; Dwelling, Multi-Family; Stadium, Domed; Hospital, General; Commercial Building with Curved Roof; Ferris Wheel; Water-Tower Building, Masonary/Concrete; Building General (All Types); Transformer Yard; Commercial Building, Circular with Flat Roof; Capitol Building; Commercial Building with Flat Roof; Commercial/Recreational Structure, General.* |
| BLO | Below Clouds |
| BLW | Below… |
| BOMB | Bombing |
| *BOTA* | *Brest Oceanic Transition Area* |
| BR | Mist |
| *BRDG* | *(ENR 5.4) Bridge Tower; Suspension Bridge; Bridge, General; Arch* |
| BRF | Short (Used to indicate the type of approach desired or required) |
| BRG | Bearing |
| BRKG | Braking |
| *B-RNAV* | *†Basic - (To be pronounced 'AR-NAV') Area Navigation* |
| BS | Commercial Broadcasting Station |
| BTL | Between Layers |
| BTN | Between |
| *BVLOS* | *Beyond Visual Line Of Sight* |
| **C** | |
| C | Degrees Celsius (Centigrade) |
| *CAA* | *Civil Aviation Authority* |
| *CANP* | *Civil Aircraft Notification Procedure* |
| *CAP* | *Civil Aviation Publication* |
| *CAS* | *Controlled Airspace* |
| CAT | Clear Air Turbulence |
| *CATZ* | *Combined Aerodrome Traffic Zone* |
| CAVOK | †(To be pronounced 'KAV-OH-KAY') Visibility, cloud and present weather better than prescribed values or conditions |
| *CBA* | *Cross Border Area* |
| *CC* | *Counter Clockwise* |
| CDN | Co-ordination (message type designator) |
| *CDR* | *Conditional Route* |
| CH | Channel |
| *CHAPI* | *Compact Helicopter Approach Path Indicator* |
| CHG | Modification (message type designator) |
| *CHIM* | *(ENR 5.4) Smokestack, General; Thermal Power-Plant Smokestack* |
| CI | Cirrus |
| CIDIN | †Common ICAO Data Interchange Network |
| CIV | Civil |
| CL | Centre-Line |
| CLBR | Calibration |
| CLG | Calling |
| Cloud Ceiling: | In relation to an aerodrome, the distance measured vertically from the notified elevation of the aerodrome to the lowest part of any cloud visible from the aerodrome which is sufficient to obscure more than one half of the sky so visible. |
| CLR | Clear(s) OR Cleared to … OR Clearance |
| CLSD | Close OR Closed OR Closing |
| CM | Centimetre |
| *CMATZ* | *Combined Military Aerodrome Traffic Zone* |
| CMB | Climb to OR Climbing to |
| CMPL | Completion OR Completed OR Complete |
| CNL | Flight Plan Cancellation (message type designator) |
| CNS | Communications, Navigation and Surveillance |
| COM | Communications |
| Competent ATS Authority: | Means in relation to the UK, the Civil Aviation Authority, and in relation to any other country the authority responsible under the law of that country for promoting the safety of civil aviation. |
| CONC | Concrete |
| COND | Condition |
| CONS | Continuous |
| CONST | Construction OR Constructed |
| CONT | Continue(s) OR Continued |
| Continuous Descent Approach (CDA): | A noise abatement technique for arriving aircraft in which the pilot, when given descent clearance below Transition Altitude by ATC, will descend at the rate he judges will be best suited to the achievement of continuous descent, whilst meeting the ATC speed control requirements, the objective being to join the glidepath at the appropriate height for the distance without recourse to level flight |
| *COOL* | *(ENR 5.4) Cooling Tower, Industrial* |
| COOR | Co-ordinate OR Co-ordination |
| COORD | Geographical Co-ordinates |
| COP | Change-Over Point |
| COR | Correct OR Correction OR Corrected (Used to indicate corrected meteorological message; message type designator) |
| COV | Cover OR Covered OR Covering |
| CPDLC | Controller to Pilot Data link |
| CPL | Current Flight Plan (message type designator) |
| *CRAM* | *Conditional Route Availability Message* |
| *CRN* | *(ENR 5.4) Rotating Crane on Tower, Industrial; Rotating Crane, Industrial; Bridge Crane, Industrial* |
| CRZ | Cruise |
| CTA | Control Area |
| CTAM | Climb to and Maintain |
| CTC | Contact |
| CTL | Control |

# GEN 2.2 ABBREVIATIONS USED IN AERONAUTICAL INFORMATION PRODUCTS (continued)

| | |
|---|---|
| CTN | Caution |
| *CTOT* | *Calculated Take-off Time* |
| CTR | Control Zone |
| CUST | Customs |
| CWY | Clearway |
| **D** | |
| *D....* | *DME Range (prefix used in graphics)* |
| D… | Danger Area (Followed by Identification) |
| DA | Decision Altitude |
| D-ATIS | Data Link Automatic Terminal Information Service |
| DCKG | Docking |
| DCT | Direct (In relation to flight path clearances and type of approach) |
| DEG | Degrees |
| *DEMO* | *Demonstration* |
| DEP | Departure (message type designator) |
| DER | Departure End of the Runway |
| DES | Descend to OR Descending to |
| DEST | Destination |
| DETRESFA | †Distress Phase |
| DEV | Deviation OR Deviating |
| DF | Direction Finding |
| *DfT* | *Department for Transport* |
| DFTI | Distance from Touchdown Indicator |
| DH | Decision Height |
| DIST | Distance |
| DIV | Divert OR Diverting |
| DLA | Delay OR Delayed |
| DLY | Daily |
| DME | ‡Distance Measuring Equipment |
| DNG | Danger OR Dangerous |
| *DNM* | *Directorate Network Management* |
| *DOC* | *Designated Operational Coverage* |
| DOM | Domestic |
| DPT | Depth |
| DR | Dead Reckoning |
| *DRA* | *Direct Route Airspace* |
| *DRDF* | *Digital Resolution Direction Finding* |
| DRG | During |
| Dropping Zone/Drop Zone: | Means the notified portion of airspace within which parachute descents are made. |
| DTAM | Descend to and Maintain |
| DTG | Date-Time Group |
| DU | Dust |
| DUC | Dense Upper Cloud |
| DUR | Duration |
| DVOR | Doppler VOR |
| DW | Dual Wheels |
| **E** | |
| *EASA* | *European Union Aviation Safety Agency* |
| EAT | Expected Approach Time |
| *ECA* | *Emergency Controlling Authority* |
| *ECAC* | *European Civil Aviation Conference* |
| *EDT* | *Estimated Departure Time* |
| EET | Estimated Elapsed Time |
| EFC | Expected Further Clearance |
| EFIS | †Electronic Flight Instrument System |
| EGNOS | European Geostationary Navigation Overlay Service |
| EHF | Extremely High Frequency (30000 to 300000 MHz) |
| ELBA | †Emergency Location Beacon - Aircraft |
| ELEV | Elevation |
| ELR | Extra Long Range |
| ELT | Emergency Locator Transmitter (GEN 3.6.6) |
| EMBD | Embedded in a Layer (To indicate cumulonimbus embedded in layers of other clouds) |
| EMERG | Emergency |
| END | Stop-end (related to RVR) |
| ENG | Engine |
| ENR | En-Route |
| EOBT | Estimated Off-Block Time |
| EQPT | Equipment |
| EST | Estimate OR Estimated OR Estimate (message type designator) |
| ETA | *‡Estimated Time of Arrival OR Estimating Arrival |
| ETD | ‡Estimated Time of Departure OR Estimating Departure |
| *ETFMS* | *Enhanced Tactical Flight Management System* |
| *ETOPS* | *Extended Twin-jet Operations* |
| EXC | Except |
| EXER | Exercises OR Exercising OR To Exercise |
| EXP | Expect OR Expected OR Expecting |
| *EXT* | *Extension* |
| EXTD | Extend OR Extending |
| **F** | |
| FAC | Facilities |
| FAF | Final Approach Fix |
| *FAM* | *Flight Activation Monitoring* |
| FAP | Final Approach Point |
| FAS | Final Approach Segment |
| *FAT* | *Final Approach Track* |
| FATO | Final Approach and Take-off Area |
| FBL | Light (Used to indicate the intensity of weather phenomena, interference or static reports, eg FBL RA = Light rain) |
| *FBO* | *Fixed-base Operator* |
| *FBU* | *Flight Briefing Unit* |
| *FBZ* | *Flight Plan Buffer Zone* |
| FCT | Friction Coefficient |
| *FDOD* | *Flight Data Operations Division* |
| FDPS | Flight Data Processing System |
| FIC | Flight Information Centre |
| FIR | ‡Flight Information Region |
| FIS | Flight Information Service |
| FISA | Automated Flight Information Service |
| *FISO* | *Flight Information Service Officer* |
| FL | Flight Level |
| *FLAS* | *Flight Level Allocation Scheme* |
| FLG | Flashing |
| *FLR* | *(ENR 5.4) Flare Pipe - On Land (In Refinery)* |
| FLT | Flight |
| FLTCK | Flight Check |
| FLY | Fly OR Flying |
| FM | From |
| FMC | Flight Management Computer |
| *FMD* | *Flow Management Division* |
| *FMP* | *Flow Management Position* |
| FMS | Flight Management System |
| FMU | Flow Management Unit |
| FNA | Final Approach |
| *FOD* | *Foreign Object Damage/Debris* |
| FPL | Filed Flight Plan (message type designator) |
| FPM | Feet Per Minute |
| FPR | Flight Plan Route |
| *FRA* | *Free Route Airspace* |
| *FRA (A)* | *FRA Arrival Connecting Point* |
| *FRA (D)* | *FRA Departure Connecting Point* |

# GEN 2.2 ABBREVIATIONS USED IN AERONAUTICAL INFORMATION PRODUCTS (continued)

| | |
|---|---|
| *FRA (E)* | *FRA Horizontal Entry Point* |
| *FRA (I)* | *FRA Intermediate Point* |
| *FRA (X)* | *FRA Horizontal Exit Point* |
| FREQ | Frequency |
| FRNG | Firing |
| FRQ | Frequent |
| *FRZ* | *Flight Restriction Zone* |
| FSL | Full Stop Landing |
| FSS | Flight Service Station |
| FT | Feet (Dimensional Unit) |
| FU | Smoke |
| *FUA* | *Flexible Use of Airspace* |
| **G** | |
| G/A | Ground-to-Air |
| G/A/G | Ground-to-Air and Air-to-Ground |
| *GA* | *General Aviation* |
| GAGAN | GPS & Geostationary Earth Orbit Augmented Navigation |
| GAMET | General Aviation Meteorological Forecast |
| GAT | General Air Traffic |
| GBAS | Ground Based Augmentation System |
| GCA | ‡Ground Controlled Approach System OR Ground Controlled Approach |
| General Air Traffic (GAT): | Flights conducted in accordance with the Regulations and Procedures for flight promulgated by the State Civil Aviation Authorities and operating under the control or authority of the Civil ATS organisation. |
| GEO | Geographic OR True |
| GES | Ground Earth Station |
| GLD | Glider |
| GLONASS | Global Orbiting Navigation Satellite System |
| GLS | ‡GBAS Landing System |
| *GMC* | *Ground Movement Control* |
| *GMR* | *Ground Movement Radar* |
| GND | Ground |
| GNSS | Global Navigation Satellite System |
| GP | Glide Path |
| GPA | Glide Path Angle |
| GPS | Global Positioning System |
| GPWS | ‡Ground Proximity Warning System |
| GR | Hail |
| GRAS | Ground Based Regional Augmentation system |
| GRASS | Grass Landing Area |
| GRVL | Gravel |
| GS | Ground Speed |
| GUND | Geoid Undulation |
| *GVS* | *Gas Venting Site* |
| **H** | |
| H24 | Continuous Day and Night Service |
| HAPI | Helicopter Approach Path Indicator |
| HBN | Hazard Beacon |
| HDF | High Frequency Direction-Finding Station |
| HDG | Heading |
| HEL | Helicopter |
| *HEMS* | *Helicopter Emergency Medical Service* |
| HF | ‡High Frequency (3000 to 30000 kHz) |
| HGT | Height OR Height Above |
| *HI* | *High Intensity directional lights* |
| *HIAL* | *Highlands and Islands Airports Ltd* |
| *HIRTA* | *High Intensity Radio Transmission Area* |
| HJ | Sunrise to sunset |
| *HLA* | *High Level Airspace* |
| HLDG | Holding |
| *HMRI* | *Helicopter Main Routing Indicator* |
| *HMU* | *Height Monitoring Units* |
| HN | Sunset to Sunrise |
| HO | Service available to meet operational requirements |
| HOL | Holiday |
| *HOPA* | *Helicopter Operational Area* |
| HOSP | Hospital Aircraft |
| *HOZ* | *Helicopter Operating Zone* |
| HPA | Hectopascal |
| HR | Hours |
| HS | Service Available During Hours of Scheduled Operations |
| *HT* | *High Tension (power)* |
| *HTA* | *Helicopter Training Area* |
| HVDF | High and Very High Frequency Direction Finding Stations (At the Same Location) |
| HVY | Heavy |
| HX | No Specific Working Hours |
| Hz | Hertz (Cycle Per Second) |
| **I** | |
| IAC | Instrument Approach Chart |
| IAF | Initial Approach Fix |
| IAP | Instrument Approach Procedure |
| IAR | Intersection of Air Routes |
| IAS | Indicated Air Speed |
| IBN | Identification Beacon |
| ID | Identifier OR Identify |
| IDENT | †Identification |
| IF | Intermediate Approach Fix |
| IFF | Identification Friend/Foe |
| IFPS | Integrated Flight Planning System |
| IFR | ‡Instrument Flight Rules |
| IGA | International General Aviation |
| ILS | ‡Instrument Landing System |
| IM | Inner marker |
| IMC | ‡Instrument Meteorological Condition |
| IMT | Immediate OR Immediately |
| INA | Initial Approach |
| INBD | Inbound |
| INC | In Cloud |
| INCERFA | †Uncertainty Phase |
| INFO | †Information |
| INOP | Inoperative |
| INS | Inertial Navigation System |
| INSTL | Install OR Installed OR Installation |
| INSTR | Instrument |
| INT | Intersection |
| INTL | International |
| INTSF | Intensify OR Intensifying |
| INTST | Intensity |
| IRS | Inertial Reference System |
| IRVR | Instrumented Runway Visual Range |
| ISA | International Standard Atmosphere |
| ISOL | Isolated |
| **J** | |
| *JMC* | *Joint Maritime Course* |
| JTST | Jet Stream |
| **K** | |
| KG | Kilogrammes |
| KHz | Kilohertz |
| KIAS | Knots Indicated Airspeed |
| KM | Kilometres |
| KMH | Kilometres per Hour |

# GEN 2.2 ABBREVIATIONS USED IN AERONAUTICAL INFORMATION PRODUCTS (continued)

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

# GEN 2.2 ABBREVIATIONS USED IN AERONAUTICAL INFORMATION PRODUCTS (continued)

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

# GEN 2.2 ABBREVIATIONS USED IN AERONAUTICAL INFORMATION PRODUCTS (continued)

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

# GEN 2.2 ABBREVIATIONS USED IN AERONAUTICAL INFORMATION PRODUCTS (continued)

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

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

# GEN 2.2 ABBREVIATIONS USED IN AERONAUTICAL INFORMATION PRODUCTS (continued)

| | |
|---|---|
| UAR | Upper Air Route |
| UAS | Unmanned Aircraft System |
| *UAV* | *Unmanned Aerial Vehicle* |
| UDF | Ultra High Frequency Direction Finding Station |
| UFN | Until Further Notice |
| UHF | ‡Ultra High Frequency (300 to 3000 MHz) |
| UIC | Upper Information Centre |
| UIR | ‡Upper Flight Information Region |
| *UK* | *United Kingdom* |
| *UK FIS* | *UK Flight Information Service/Services* |
| *UK Flight Information Service/Services* | *UK Flight Information Service/Services (UK FIS). ICAO defines FIS: As a service provided for the purpose of giving advice and information useful for the safe and efficient conduct of flights. Within the UK, the scope of FIS as defined in ICAO Annex 11 is met through the application of any of the UK FIS. However, additional information and/or advice to airspace users are provided to meet their specific requirements. The suite of services together form the UK FIS as detailed in CAP 774 - UK Flight Information Services.* |
| ULR | Ultra Long Range |
| UNAP | Unable to Approve |
| UNL | Unlimited |
| UNREL | Unreliable |
| Upper ATS Route: | A designated route within the Upper Airspace CTA. |
| UTA | Upper Control Area |
| UTC | ‡Co-ordinated Universal Time |
| **V** | |
| VA | Volcanic Ash |
| VAC | Visual Approach Chart |
| VAN | Runway Control Van |
| VAR | Visual-aural radio range |
| VASIS | †Visual Approach Slope Indicator System |
| VCY | Vicinity |
| VDF | Very High Frequency Direction Finding Station |
| VFR | ‡Visual Flight Rules |
| VHF | ‡Very High Frequency (30 to 300 MHz) |
| VIP | ‡Very Important Person |
| VIS | Visibility |
| VLF | Very Low Frequency (3 to 30 KHz) |
| *VLOS* | *Visual Line Of Sight* |
| VLR | Very Long Range |
| *VM(C)* | *Visual Manoeuv ring (Circling)* |
| VMC | ‡Visual Meteorological Conditions |
| VOLMET | †Meteorological information for aircraft in flight |
| VOR | ‡Very High Frequency Omnidirectional Radio Range |
| VORTAC | †VOR and TACAN combination |
| VPT | Visual manoeuvre with prescribed track |
| VRB | Variable |
| VRP | Visual Reference Point |
| VSP | Vertical speed |
| *VSTOL* | *Very Short Take-Off and Landing* |
| VTOL | Vertical Take-Off and Landing |
| **W** | |
| WAAS | Wide Area Augmentation System |
| WAC | World Aeronautical Chart — ICAO 1:1 000 000 |
| WAFC | World Area Forecast Centre |
| *WASTE* | *(ENR 5.4) Disposal, General* |
| WBAR | Wing bar lights |
| WDI | Wind Direction Indicator |
| WEF | With Effect From OR Effective From |
| WGS | World Geodetic System |
| WIE | With Immediate Effect OR Effective Immediately |
| WILCO | †Will comply |
| WIP | Work In Progress |
| WPT | Way-point |
| WRNG | Warning |
| WS | Windshear |
| WT | Weight |
| WX | Weather |
| **X** | |
| X | Cross |
| XBAR | Crossbar (of approach lighting system) |
| XNG | Crossing |
| **Y** | |
| YCZ | Yellow caution zone (runway lighting) |
| **Z** | |
| Z | Co-ordinated Universal Time |

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# GEN 2.3 CHART SYMBOLS

## AERONAUTICAL CHART SYMBOLOGY

AERODROME - Civil .....

AERODROME - Civil, limited or no facilities .....

HELIPORT - Civil .....

AERODROME - Government, available for Civil use .....

AERODROME - Government .....

HELIPORT - Government .....

MICROLIGHT FLYING SITES .....

DISUSED or ABANDONED Aerodrome .....

Aerodrome ELEVATION AMSL ..... 250 250

AERODROME - Training Aerodrome: flight training, including circuit training, takes place from this aerodrome. See UK AIP ENR 1.1 & ENR 5.5 ..... T

AERODROME - Unusual Activity: Unusual aerial activities including aerobatic and formation flights take place from this aerodrome. See UK AIP ENR 1.1 & ENR 5.5 ..... U

Aerodrome having one or more IAPs outside Controlled Airspace .....

AERODROME TRAFFIC ZONE (ATZ) .....

Customs Aerodromes ..... MANCHESTER 257

AERODROME LIGHT BEACON ..... FIW FIG FIR

GLIDER LAUNCHING SITES

a. Primary activity at locations showing Maximum Altitude of winch launch. AMSL ..... G /2.5

b. Additional activity at locations showing Maximum Altitude of winch launch. AMSL ..... G/2.5

c. Additional activity without cables ..... G

HANG/PARA GLIDING - showing Maximum Altitude of winch launch. AMSL ..... /2.5

FREE-FALL PARACHUTING DROP ZONE .....

OTHER SPORTING & RECREATIONAL ACTIVITIES ..... K1/3.1 SR
Showing Maximum Altitude AMSL: K = Kite Flying.
M = Model Aircraft Flying. R = Rocket Launch Sites.
See UK AIP ENR 5.5

RADIO NAVIGATION AIDS

Distance Measuring Equipment (DME) .....

VHF Omnidirectional Radio Range (VOR) .....

Collocated, freq-paired VOR/DME .....

UHF Tactical Air Navigation Aid (TACAN) .....

Non-Directional Radio Beacon (NDB and NDB(L)) .....

Other Navigational Aids .....

VOR COMPASS ROSE
Oriented on Magnetic North .....

Marine Light ..... Fl(3)30·0secs

Lightship ..... FIWR12·0secs

MAXIMUM ELEVATION FIGURES (MEF) ..... 3²

MILITARY AERODROME TRAFFIC ZONE (MATZ) .....

5NM 4NM MATZ LARS 126·500 5NM

Standard MATZ with two stubs and LARS

CONTROLLED AIRSPACE

Annotation of vertical limits for controlled airspace which have an upper limit of FL195 are shown with a plus (+) after their base level altitude, eg 3000'-FL195 is shown as 3000'+. Where the upper limit is below FL195 both base and upper limits are shown. Airspace vertical limits are defined by altitude/flight level unless otherwise noted.
Wide tint banding denotes the extremity of controlled airspace and narrow tint banding denotes level changes within area.

A L10 A FL45+

C CTA C 2500'-FL185

D CTA D 2500'-3500'

E TMA E 2000'-6000'

All airspace not covered by classes A-E ..... G

Controlled Airspace or ATZ with Lower Limit as the surface .....

Low Level Corridor or Special Route ..... 750'-2500'

Radar Advisory Service Zone or Area .....

Air Traffic Service Unit (ATSU) Area .....

Transponder Mandatory Zone (TMZ) .....

Radio Mandatory Zone (RMZ) .....

RMZ/TMZ .....

Reporting Point .....

Compulsory Reporting Point .....

Altimeter Setting Region (ASR) Boundary ..... PORTREE ASR BELFAST ASR

AIAA and ATA areas .....

Lines of equal magnetic variation ..... 2.5°W

Special Access Lane Entry/Exit ( indicates centre of lane) ..... E/E MERSEY LANE

Visual Reference Point (VRP) Location identified by .... VRP SANDBACH

AIRSPACE RESTRICTIONS

Prohibited 'P', Restricted 'R' and Danger Areas 'D' are shown with identification number/effective altitude (in thousands of feet AMSL) or a Flight Level.
Areas activated by NOTAM are shown with a broken boundary line .....

HIGH INTENSITY RADIO TRANSMISSION AREA (HIRTA) .....

BIRD SANCTUARIES .....

GAS VENTING OPERATIONS ..... GVS/3.1

LASER SITES ..... LASER SITE/UNL

AIR NAVIGATION OBSTACLES

Exceptionally High Obstacle (Lighted) 1000ft or more AGL ..... 1978 (1031)

Single Obstacle (Unlighted) ..... 825 (350)
Multiple Obstacle (Lighted) ..... 1614 (505)
Cable joining Obstacles ..... cables

Wind Turbine (Single Unlighted) ..... 519 (394)

Windfarm (Multiple Lighted) minor group ..... 1726 (328)

Windfarm (Multiple Lighted) major group ..... 1841 (381)

CHANGE (8/25): OTHER SPORTING & RECREATIONAL ACTIVITES ADDED.

AERO INFO DATE 14 MAY 25

# GEN 2.3 CHART SYMBOLS (continued)

## ADDITIONAL SYMBOLS FOR THE 1:250,000 TOPOGRAPHICAL AIR CHARTS

AERODROMES - Field limits with hard runway pattern... Civil..... Government.....

- Showing disused runways as solid patterns .....

HELIPORT.....

MINOR AERODROME with runway pattern unknown or not portrayable and where flying training may be taking place .....

DISUSED or ABANDONED Aerodrome.
Shown for navigational landmark purposes only .....

Power Transmission Line .....

Power Transmission Line over 200' AGL ..... 200+

Low Level Corridor or Special..... 750'-2500' or

## ADDITIONAL SYMBOLS FOR THE 1:50,000 HELICOPTER ROUTES IN THE LONDON CTR & THE LONDON CITY CTR (LONDON HELI CHART)

Annotation of vertical limits for controlled airspace which have an upper limit of FL195 are shown with a plus (+) after their base level/altitude, eg 3000'-FL195 is shown as 3000' +. Where the upper limit is below FL195 both base and upper limits are shown.

D ..... LONDON CTR D SFC-2500' ALT

A ..... LONDON TMA A 2500' ALT +

Cable Car, etc. ..... cables

Power Transmission Line (80'-200' AGL) .....

Power Transmission Line (over 200' AGL) ..... 200+

Hospital Helicopter Landing Site .....

Aerodrome Traffic Zone (ATZ) circle 2.0NM or 2.5NM radius and Local Flying Area within the London CTR .....

Route from BEDFONT to SIPSON & vice versa, as directed by ATC .....

Helicopter Routes .....

Helicopter Routes not available to single-engined Helicopters at night .....

Compulsory & On Request Reporting Point .....

Reporting Points where Holding may be required ..... H H

Route Identifier ..... H3

Maximim Route Altitude between Max Altitude extent markers [ ] ..... VFR 1500 SVFR 1000

Suggested Minimum Route Altitude to achieve required obstacle clearance between consecutive reporting points [ △ / ▲ ] ..... 650

Special Access Lane, Entry/Exit .....

Aerodromes With Instrument Approach Procedures (IAP) Outside Controlled Airspace. Pilots are strongly recommended to contact aerodrome ATSU before flying within 10nm of any aerodrome marked with instrument approach feathers. Note that the feathers only align with the main instrument runway.There may also be approaches to other runways as well.

Runway Extended Centrelines .....

## ADDITIONAL SYMBOLS FOR AERODROME AND AIRCRAFT PARKING/DOCKING CHARTS - ICAO

Wind Direction Indicator .....

Illuminated Wind Direction Indicator .....

Aerodrome Reference Point .....

Runway Visual Range .....

Pattern A (CAT I) Holding Position Closest to the Runway .....

Pattern B (CATII/III) Holding Position .....

Intermediate Holding Position .....

Holding Position Signs ..... H1 D2

Helicopter Approach Aiming Point .....

Helicopter Training Area ..... HTA W

Approach Lighting, simple approach - 2 bar (spacing not to scale)

Approach Lighting ..... (spacing not to scale)

Supplementary Lighting (spacing not to scale)

Precision Approach Path Indicator (PAPI).....

Runway Lighting .....

Aerodrome Radar .....

Aerodrome Radar (lit) .....

Aerodrome Radar and Obstacle .....

Aerodrome Radar and Obstacle (lit) .....

Centreline, Threshold and Touch-Down Zone Markings:

09

09

Starter Extension/Stopway .....

Taxiway Centreline, Stands & TRP .....

Apron .....

Operational Taxiway .....

Disused Area .....

Apron/Taxiway/Runway .....

Grass Apron/Taxiway/Runway .....

Hot Spot ..... HS2

Lighting Table .....

| LIGHTING | |
|---|---|
| APCH 05/23 | HI 900m with 5 crossbars. |
| THR 05/23<br>THR 12/30 | HI green W bars.<br>HI green W bars. |
| RWY 05/23 | HI white final 600m yellow.<br>HI white final 600m yellow.<br>HI white final 600m yellow. |
| TWY | Blue edge between THR 12 and THR 05 round apron.<br>(but not via Hold C) Green C/L through north apron.<br>Guard lights and stop bars at Holds A and F.<br>Guard lights and stop bars at Holds A and F. |

**CHANGE (1/25):** UPDATE, VARIOUS.

AERO INFO DATE 07 NOV 24

# GEN 2.3 CHART SYMBOLS (continued)

## ADDITIONAL SYMBOLS FOR INSTRUMENT PROCEDURE CHARTS

AERODROME - Civil & Civil, limited or no facilities .....

AERODROME - Government, available for Civil use & Government .....

HELIPORT - Civil & Government ..... (H) (Ⓗ)

MICROLIGHT & GLIDER Flying/Launch Sites ..... (M) (G)

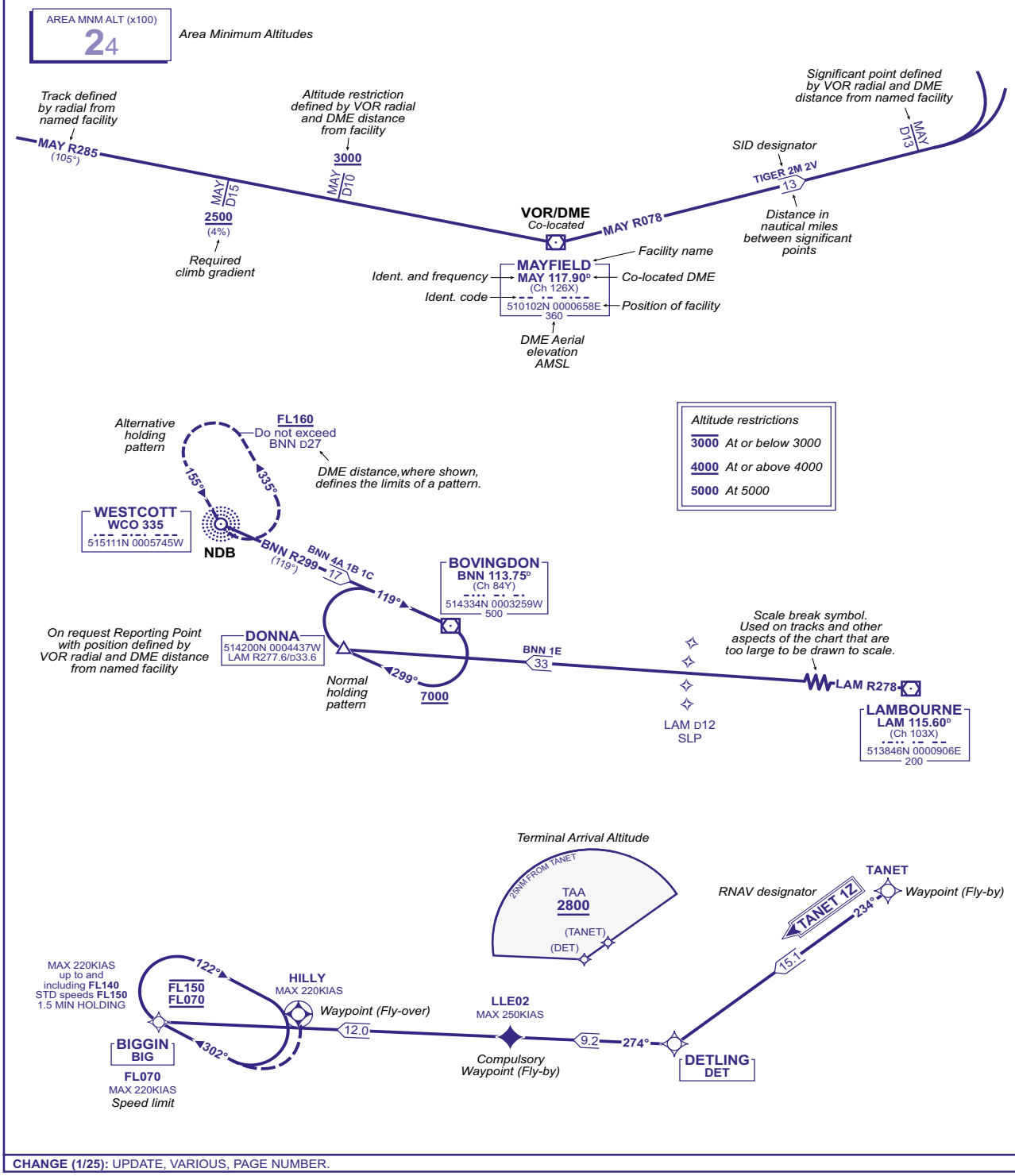
AERODROME - Marine & Disused .....

AIR NAVIGATION OBSTACLES

Single Obstacle (Lighted & Unlighted) .....

Multiple Obstacle (Lighted & Unlighted) ....

Exceptionally High Obstacle (Lighted)
Single & Multiple 1000ft or more AGL .....




**CHANGE (1/25):** UPDATE, VARIOUS, PAGE NUMBER.

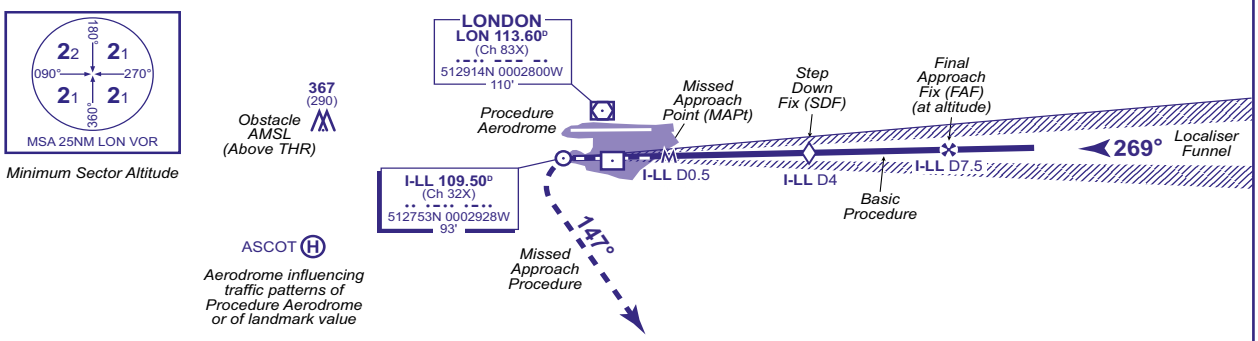
AERO INFO DATE 07 NOV 24

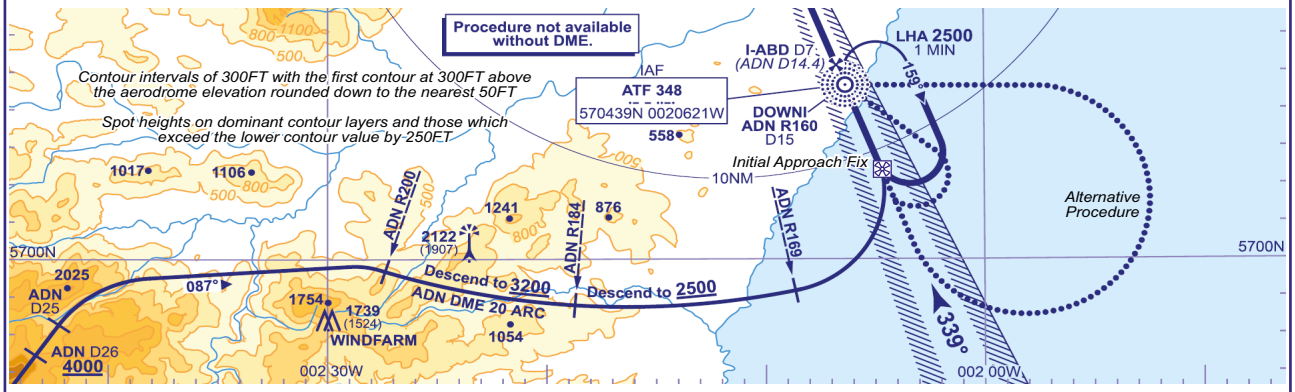
# GEN 2.3 CHART SYMBOLS (continued)

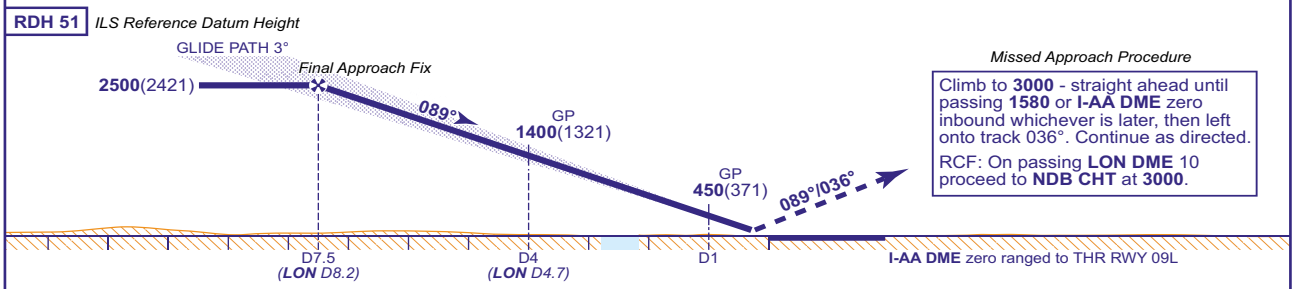
| STANDARD INSTRUMENT DEPARTURE (SID) AND ARRIVAL ROUTES (STAR) | |
|---|---|
| 1 | SID procedure charts are located in AD 2.<br>They consist of a textual description of the procedure, a graphical illustration and explanatory notes. Only aeronautical information pertinent to the procedure is shown and these charts should therefore be used together with a suitable En-route chart which gives details of Airspace Reservations, Controlled Airspace and ATS routes. |
| 2 | SID charts are arranged by Main Exit Points: the various runway directions which can be used to the relevant Main Exit Point will be found on one chart. |
| 3 | The procedure charts are drawn to scale.<br>Unless otherwise indicated:<br>a) Distances are in nautical miles;<br>b) Headings, bearings, tracks and radials are in degrees magnetic;<br>c) Heights/altitudes where stated are based on QFE/QNH;<br>d) Horizontal datum WGS 84 (CO-ORDS in DEG MIN SEC). |
| 4 | Area Minimum Altitude (AMA).<br>The lowest altitude to be used under instrument meteorological conditions (IMC) that will provide a minimum vertical clearance of 300M (1000FT) or in designated mountainous terrain 600M (2000FT) above all obstacles located in the area specified, rounded up to the nearest (next higher) 30M (100FT). |
| 5 | Net Climb Gradient.<br>The climb gradient, expressed as a percentage, that the aircraft is required to achieve to meet standard (ICAO PANS-OPS) obstacle clearance requirements, will be detailed in the textural description of the SID procedure when the required gradient is greater than 3.3% to be achieved. Procedure design gradients are annotated on charts as necessary. A table for conversion of percentage climb gradients to rates of climb for various speeds is given in the GEN 2.6 section. |
| 6 | Arrival Charts.<br>STARs or established inbound routes are shown in a similar fashion to SIDs. Tracks terminate at the main inbound holding point from which the Instrument Approach commences. |

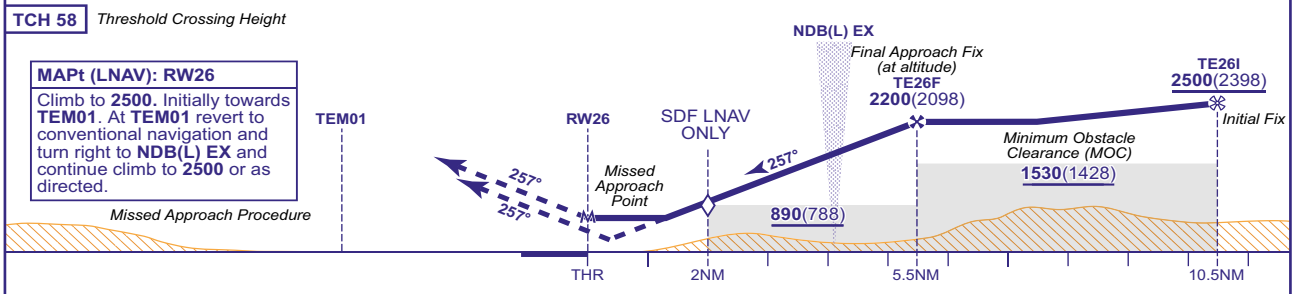
# GEN 2.3 CHART SYMBOLS (continued)

## ADDITIONAL SYMBOLS FOR INSTRUMENT PROCEDURE CHARTS




**CHANGE (1/25):** UPDATE, VARIOUS. PAGE NUMBER.

AERO INFO DATE 07 NOV 24

# GEN 2.3 CHART SYMBOLS (continued)

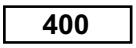
## Meteorological Charts-Explanatory Notes

### 1 Symbols for significant Weather, Tropopause and Freezing Level etc

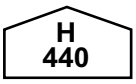
| | |
|---|---|
|  | Thunderstorm |
|  | Tropical cyclone |
|  | Severe squall line |
|  | Hail |
|  | Moderate turbulence |
|  | Severe turbulence |
|  | Mountain waves |
|  | Moderate aircraft icing |
|  | Severe aircraft icing |
|  | Freezing precipitation |
|  | Drizzle |
|  | Rain |

| | |
|---|---|
|  | Snow |
|  | Widespread blowing snow |
|  | Shower |
|  | Severe sand or dust haze |
|  | Widespread sandstorm or duststorm |
|  | Widespread haze |
|  | Widespread mist |
|  | Widespread fog |
|  | Freezing fog |
|  | Widespread smoke |
|  | Volcanic eruption |
|  | Radioactive materials in the atmosphere |

**Note:** Altitudes between which phenomena and any associated cloud are expected are indicated by flight levels, top over base or top followed by base. 'XXX' means the phenomenon is expected to continue above and/or below the vertical coverage of the chart. Phenomena of relatively lesser significance, for example light aircraft icing or drizzle, are not usually shown on charts even when the phenomenon is expected. The thunderstorm symbol implies hail, moderate or severe icing and/or turbulence.



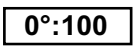

Tropopause spot altitude (eg FL400)




High point or maximum in tropopause topography (eg FL440)




Low point or minimum in tropopause topography (eg FL340)




Freezing level



Boundary of area of significant weather



Boundary of area of clear air turbulance. The CAT area may be marked by a numeral inside a square and a legend describing the numbered CAT area may be entered in the margin



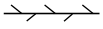

State of sea (wave height in metres)




Sea surface temperature (°C)

### 2 Fronts and Convergence Zones

| | |
|---|---|
|  | Cold front at the surface |
|  | Warm front at the surface |
|  | Occluded front at the surface |
|  | Quasi-stationary front at the surface |

| | |
|---|---|
|  | Convergence line |
|  | Inter-tropical convergence zone |
|   | Position, speed and level of maximum wind |
|   | Widespread strong surface wind |

**Note:** An arrow with associated figures indicates the direction and the speed of the movement of the front (knots). Dots inserted at intervals along the line of a front indicate it is a developing feature (frontogenesis), while bars indicate it is a weakening feature (frontolysis).

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# GEN 2.3 CHART SYMBOLS (continued)

## 3 Cloud Abbreviations

### 3.1 Type

CI = Cirrus
CC = Cirrocumulus
CS = Cirrostratus
AC = Altocumulus
AS = Altostratus
NS = Nimbostratus
SC = Stratocumulus
ST = Stratus
CU = Cumulus
CB = Cumulonimbus (its insertion implies hail moderate or severe icing and/or turbulence)

### 3.2 Amount

Clouds except CB
FEW = few (1/8 or 2/8)
SCT = scattered (3/8 or 4/8)
BKN = broken (5/8 to 7/8)
OVC = overcast (8/8)
CB only
ISOL = individual CB's (isolated)
OCNL = well separated CB's (occasional)
FRQ = CB's with little or no separation (frequent)
EMBD = thunderstorm clouds contained in layers of other clouds (embedded).

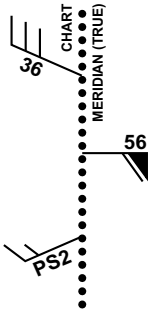
## 4 Example Weather Abbreviations

RA = rain
DZ = drizzle
SN = snow
SH = showers
FZ = freezing
TS = thunderstorms

Other phenomena may be expressed as a combination of abbreviations or written in full. TS implies severe turbulence and icing.

## 5 Wind Symbols

### 5.1 Wind/Temperature Chart

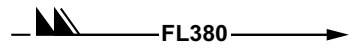



Wind 300°(T) 30 KT, temperature -36°C at arrow head

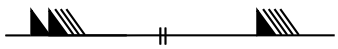
Wind 090°(T) 60 KT, temperature -56°C at arrow head

nd 240°(T) 15 K T, temperature +2°C at arrow head

### 5.2 Significant Weather/Tropopause/ Maximum Wind Chart




Maximum wind 270°(T), 110 KT at FL380



A double bar marks a speed change of 20 KT, and/or height change of 3000 ft



FL 320
220/400

If the maximum wind speed is 120kt or more, the flight levels between which winds are greater than 80kts is placed below the maximum wind level.
In this example winds are greater than 80kt between FL220 and FL400

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# GEN 2.4 LOCATION INDICATORS

† Location indicators with NO connectivity with AFS

*Table GEN 2.4-1: 1. Encode*

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

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

# GEN 2.4 LOCATION INDICATORS (continued)

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

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

# GEN 2.4 LOCATION INDICATORS (continued)

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

Table GEN 2.4-2: 2. Decode

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

# GEN 2.4 LOCATION INDICATORS (continued)

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

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

# GEN 2.4 LOCATION INDICATORS (continued)

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

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

# GEN 2.4 LOCATION INDICATORS (continued)

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

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

# GEN 2.5 LIST OF RADIO NAVIGATION AIDS

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

# GEN 2.5 LIST OF RADIO NAVIGATION AIDS (continued)

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

# GEN 2.5 LIST OF RADIO NAVIGATION AIDS (continued)

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

# GEN 2.5 LIST OF RADIO NAVIGATION AIDS (continued)

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

# GEN 2.5 LIST OF RADIO NAVIGATION AIDS (continued)

| ID | Station name | Aid | Purpose | Station name | Aid | ID | Purpose |
|---|---|---|---|---|---|---|---|
| ISG | SUMBURGH 27 CAT I | ILS | A | LONDON STANSTED 04 CAT III | ILS | ISED | A |
| ISN | SOUTHAMPTON | DME | A | LONDON STANSTED | DME | ISX | A |
| ISN | SOUTHAMPTON 20 CAT I | ILS | A | LONDON STANSTED 22 CAT III | ILS | ISX | A |
| ISO | SOUTHEND | DME | A | LONDONDERRY/EGLINTON | NDB | EGT | A |
| ISO | SOUTHEND 05 CAT I | ILS | A | LONDONDERRY/EGLINTON | DME | IEGN | A |
| ISX | LONDON STANSTED | DME | A | LONDONDERRY/EGLINTON 08 CAT I | ILS | IEGN | A |
| ISX | LONDON STANSTED 22 CAT III | ILS | A | LONDONDERRY/EGLINTON | DME | IEGT | A |
| ISY | ISLAY | DME | A | LONDONDERRY/EGLINTON 26 CAT I | ILS | IEGT | A |
| ITD | TEESSIDE INTERNATIONAL | DME | A | LYDD | DME | ILDY | A |
| ITD | TEESSIDE INTERNATIONAL 23 CAT I | ILS | A | LYDD 21 CAT I | ILS | ILDY | A |
| ITH | EDINBURGH | DME | A | LYDD | DME | LYD | E |
| ITH | EDINBURGH 24 CAT III | ILS | A | LYDD | NDB | LZD | A |
| ITSE | TEESSIDE INTERNATIONAL | DME | A | MACHRIHANISH | DME | MAC | AE |
| ITSE | TEESSIDE INTERNATIONAL 05 CAT I | ILS | A | MADFORD | DME | DFO | E |
| IUU | GLASGOW | DME | A | MANCHESTER | DME | IMC | A |
| IUU | GLASGOW 05 CAT III | ILS | A | MANCHESTER 05R CAT I | ILS | IMC | A |
| IUY | GUERNSEY | DME | A | MANCHESTER | DME | IMM | A |
| IUY | GUERNSEY 09 CAT I | ILS | A | MANCHESTER 05L CAT III | ILS | IMM | A |
| IVG | EDINBURGH | DME | A | MANCHESTER | DME | INN | A |
| IVG | EDINBURGH 06 CAT III | ILS | A | MANCHESTER 23R CAT III | ILS | INN | A |
| IVR | INVERNESS | NDB | A | MANCHESTER | DME | MCT | E |
| IWL | WALNEY | DME | A | MANCHESTER | DME | MCT | A |
| IWL | WALNEY 35 CAT I | ILS | A | MANCHESTER | VOR | MCT | A |
| IWQ | WARTON | DME | A | MAYFIELD | DME | MAY | E |
| IWQ | WARTON 25 CAT I | ILS | A | MAYFIELD | DME | MAY | A |
| IWW | LONDON GATWICK | DME | A | MAYFIELD | VOR | MAY | A |
| IWW | LONDON GATWICK 26L CAT III | ILS | A | MIDHURST | DME | MID | A |
| IXR | EXETER | DME | A | MIDHURST | DME | MID | E |
| IXR | EXETER 26 CAT I | ILS | A | MIDHURST | VOR | MID | A |
| JSY | JERSEY | DME | AE | NEWCASTLE | DME | INC | A |
| JSY | JERSEY | VOR | AE | NEWCASTLE 07 CAT III | ILS | INC | A |
| JW | JERSEY | NDB | A | NEWCASTLE | DME | INWC | A |
| KIM | HUMBERSIDE | NDB | A | NEWCASTLE 25 CAT III | ILS | INWC | A |
| KW | KIRKWALL | NDB | A | NEWCASTLE | DME | NEW | AE |
| KWL | KIRKWALL | DME | A | NEWCASTLE | NDB | NT | A |
| KWL | KIRKWALL | VOR | A | NEWQUAY | DME | INEW | A |
| LAM | LAMBOURNE | DME | A | NEWQUAY 12 CAT I | ILS | INEW | A |
| LAM | LAMBOURNE | DME | E | NEWQUAY | DME | INWQ | A |
| LAM | LAMBOURNE | VOR | A | NEWQUAY 30 CAT III | ILS | INWQ | A |
| LAY | ISLAY | NDB | A | NEWQUAY | NDB | NQY | A |
| LBA | LEEDS BRADFORD | NDB | A | NORWICH | DME | INH | A |
| LCY | LONDON CITY | NDB | A | NORWICH 27 CAT I | ILS | INH | A |
| LE | LEICESTER | NDB | A | NORWICH | NDB | NWI | A |
| LND | LAND'S END | DME | E | OBAN | DME | OBA | A |
| LND | LAND'S END | VOR | E | OBAN | NDB | OBN | A |
| LON | LONDON | DME | A | OCKHAM | DME | OCK | E |
| LON | LONDON | DME | E | OCKHAM | DME | OCK | A |
| LON | LONDON | VOR | A | OCKHAM | VOR | OCK | A |
| LPL | LIVERPOOL | NDB | A | OTTRINGHAM | DME | OTR | E |
| LUT | LONDON LUTON | NDB | A | OTTRINGHAM | VOR | OTR | E |
| LYD | LYDD | DME | E | OXFORD | DME | IOXF | A |
| LZD | LYDD | NDB | A | OXFORD 19 CAT I | ILS | IOXF | A |
| MAC | MACHRIHANISH | DME | AE | OXFORD | NDB | OX | A |
| MAY | MAYFIELD | DME | A | PERTH | VOR | PTH | AE |

# GEN 2.5 LIST OF RADIO NAVIGATION AIDS (continued)

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

# GEN 2.5 LIST OF RADIO NAVIGATION AIDS (continued)

| ID | Station name | Aid | Purpose | Station name | Aid | ID | Purpose |
|---|---|---|---|---|---|---|---|
| TNT | TRENT | DME | A | TURNBERRY | DME | TRN | A |
| TNT | TRENT | DME | E | TURNBERRY | DME | TRN | E |
| TNT | TRENT | VOR | A | TURNBERRY | VOR | TRN | A |
| TRN | TURNBERRY | DME | E | WALLASEY | DME | WAL | E |
| TRN | TURNBERRY | DME | A | WALLASEY | VOR | WAL | E |
| TRN | TURNBERRY | VOR | A | WALNEY | DME | IWL | A |
| UW | EDINBURGH | NDB | A | WALNEY 35 CAT I | ILS | IWL | A |
| WAL | WALLASEY | DME | E | WALNEY | NDB | WL | A |
| WAL | WALLASEY | VOR | E | WARTON | DME | IWQ | A |
| WBA | WOLVERHAMPTON/HALFPENNY GREEN | NDB | A | WARTON 25 CAT I | ILS | IWQ | A |
| WCK | WICK | NDB | A | WARTON | NDB | WTN | A |
| WHI | WHITEGATE | NDB | A | WELSHPOOL | DME | WPL | A |
| WIK | WICK | DME | AE | WELSHPOOL | NDB | WPL | A |
| WIK | WICK | VOR | AE | WHITEGATE | NDB | WHI | A |
| WIN | WINSTONE | DME | E | WICK | NDB | WCK | A |
| WL | WALNEY | NDB | A | WICK | DME | WIK | AE |
| WOD | WOODLEY | NDB | AE | WICK | VOR | WIK | AE |
| WOL | WOLVERHAMPTON/HALFPENNY GREEN | DME | A | WINSTONE | DME | WIN | E |
| WPL | WELSHPOOL | DME | A | WOLVERHAMPTON/HALFPENNY GREEN | NDB | WBA | A |
| WPL | WELSHPOOL | NDB | A | WOLVERHAMPTON/HALFPENNY GREEN | DME | WOL | A |
| WTN | WARTON | NDB | A | WOODLEY | NDB | WOD | AE |
| YVL | YEOVIL/WESTLAND | DME | A | YEOVIL/WESTLAND | DME | YVL | A |
| YVL | YEOVIL/WESTLAND | NDB | A | YEOVIL/WESTLAND | NDB | YVL | A |

**INTENTIONALLY BLANK**

# GEN 2.6 CONVERSION OF UNITS OF MEASUREMENT

| NM to KM<br>1 NM = 1.8520 KM<br>1NM = 1.1508 Statute Miles | | KM to NM<br>1 KM = 0.54 NM<br>1KM = 0.6214 Statute Miles | | Feet to Metres<br>1 Foot = 0.3048 Metres | | Metres to Feet<br>1 Metre = 3.2808 Feet | |
|---|---|---|---|---|---|---|---|
| 1 | 1.85 | 1 | 0.54 | 1 | 0.305 | 1 | 3.281 |
| 2 | 3.70 | 2 | 1.08 | 2 | 0.610 | 2 | 6.562 |
| 3 | 5.56 | 3 | 1.62 | 3 | 0.914 | 3 | 9.843 |
| 4 | 7.41 | 4 | 2.16 | 4 | 1.219 | 4 | 13.123 |
| 5 | 9.26 | 5 | 2.70 | 5 | 1.524 | 5 | 16.404 |
| 6 | 11.11 | 6 | 3.24 | 6 | 1.829 | 6 | 19.685 |
| 7 | 12.96 | 7 | 3.78 | 7 | 2.134 | 7 | 22.966 |
| 8 | 14.82 | 8 | 4.32 | 8 | 2.438 | 8 | 26.247 |
| 9 | 16.67 | 9 | 4.86 | 9 | 2.743 | 9 | 29.528 |
| 10 | 18.52 | 10 | 5.40 | 10 | 3.048 | 10 | 32.808 |
| 20 | 37.04 | 20 | 10.80 | 20 | 6.096 | 20 | 65.617 |
| 30 | 55.56 | 30 | 16.20 | 30 | 9.144 | 30 | 98.425 |
| 40 | 74.08 | 40 | 21.60 | 40 | 12.192 | 40 | 131.234 |
| 50 | 92.60 | 50 | 27.00 | 50 | 15.240 | 50 | 164.042 |
| 60 | 111.12 | 60 | 32.40 | 60 | 18.288 | 60 | 196.850 |
| 70 | 129.64 | 70 | 37.80 | 70 | 21.336 | 70 | 229.659 |
| 80 | 148.16 | 80 | 43.20 | 80 | 24.384 | 80 | 262.467 |
| 90 | 166.68 | 90 | 48.60 | 90 | 27.432 | 90 | 295.276 |
| 100 | 185.20 | 100 | 54.00 | 100 | 30.48 | 100 | 328.084 |
| 200 | 370.40 | 200 | 108.00 | 200 | 60.96 | 200 | 656.168 |
| 300 | 555.60 | 300 | 162.00 | 300 | 91.44 | 300 | 984.252 |
| 400 | 740.80 | 400 | 216.00 | 400 | 121.92 | 400 | 1312.336 |
| 500 | 926.00 | 500 | 270.00 | 500 | 152.4 | 500 | 1640.420 |
| 600 | 1111.20 | 600 | 324.00 | 1000 | 304.8 | 1000 | 3280.840 |
| 700 | 1296.40 | 700 | 378.00 | 2000 | 609.6 | 2000 | 6561.680 |
| 800 | 1481.60 | 800 | 432.00 | 3000 | 914.4 | 3000 | 9842.520 |
| 900 | 1666.80 | 900 | 486.00 | 4000 | 1219.2 | 4000 | 13123.360 |
| 1000 | 1852.00 | 1000 | 540.00 | 5000 | 1524.0 | 5000 | 16404.199 |

| KG to LBS<br>1 KG = 2.2046 LBS | | LBS to KG<br>1 LB = 0.4536 KG | |
|---|---|---|---|
| 1 | 2.205 | 1 | 0.454 |
| 2 | 4.409 | 2 | 0.907 |
| 3 | 6.614 | 3 | 1.361 |
| 4 | 8.818 | 4 | 1.814 |
| 5 | 11.023 | 5 | 2.268 |
| 6 | 13.228 | 6 | 2.722 |
| 7 | 15.432 | 7 | 3.175 |
| 8 | 17.637 | 8 | 3.629 |
| 9 | 19.842 | 9 | 4.082 |
| 10 | 22.046 | 10 | 4.536 |
| 20 | 44.092 | 20 | 9.072 |
| 30 | 66.139 | 30 | 13.608 |
| 40 | 88.185 | 40 | 18.144 |
| 50 | 110.231 | 50 | 22.680 |
| 60 | 132.277 | 60 | 27.216 |
| 70 | 154.324 | 70 | 31.751 |
| 80 | 176.370 | 80 | 36.287 |
| 90 | 198.416 | 90 | 40.823 |
| 100 | 220.462 | 100 | 45.359 |
| 1000 kgs = 1 metric tonne | | 1 metric tonne = 1000 kgs | |

# GEN 2.6 CONVERSION OF UNITS OF MEASUREMENT (continued)

## CLIMB GRADIENT TABLE

In order to assure obstacle clearance, controlled airspace containment or safe integration of procedures, some Standard Instrument Departure Procedures in the UK require Climb Gradients in excess of 3.3% to be achieved. Procedure design Gradients are annotated as percentage climb gradients where necessary. The Table below provides a conversion to rates of climb for various speeds.

| | | ground speed (kt) | 75 | 100 | 150 | 180 | 200 | 210 | 250 |
|---|---|---|---|---|---|---|---|---|---|
| Climb Gradient % | (ft/nm) | rate of climb (ft/min) | | | | | | | |
| 3.9% | 237 ft/nm | | 297 | 395 | 593 | 711 | 790 | 830 | 988 |
| 4.0% | 243 ft/nm | | 304 | 405 | 608 | 730 | 810 | 851 | 1013 |
| 4.1% | 249 ft/nm | | 311 | 415 | 623 | 748 | 830 | 872 | 1038 |
| 4.2% | 255 ft/nm | | 319 | 426 | 638 | 766 | 851 | 894 | 1064 |
| 4.3% | 261 ft/nm | | 327 | 436 | 654 | 784 | 871 | 915 | 1090 |
| 4.4% | 268 ft/nm | | 335 | 447 | 670 | 803 | 892 | 936 | 1115 |
| 4.5% | 274 ft/nm | | 343 | 457 | 685 | 821 | 912 | 958 | 1140 |
| 4.6% | 280 ft/nm | | 350 | 467 | 700 | 839 | 932 | 979 | 1165 |
| 4.7% | 286 ft/nm | | 358 | 477 | 715 | 857 | 953 | 1000 | 1191 |
| 4.8% | 292 ft/nm | | 365 | 487 | 730 | 876 | 973 | 1021 | 1216 |
| 4.9% | 298 ft/nm | | 373 | 497 | 745 | 894 | 993 | 1043 | 1241 |
| 5.0% | 304 ft/nm | | 380 | 507 | 760 | 912 | 1013 | 1067 | 1267 |
| 5.1% | 310 ft/nm | | 388 | 517 | 775 | 930 | 1034 | 1085 | 1292 |
| 5.2% | 316 ft/nm | | 395 | 527 | 790 | 948 | 1054 | 1107 | 1317 |
| 5.3% | 322 ft/nm | | 403 | 537 | 805 | 966 | 1074 | 1128 | 1343 |
| 5.4% | 328 ft/nm | | 410 | 547 | 821 | 985 | 1094 | 1149 | 1368 |
| 5.5% | 334 ft/nm | | 418 | 557 | 835 | 1002 | 1115 | 1170 | 1393 |
| 5.6% | 340 ft/nm | | 426 | 567 | 851 | 1021 | 1135 | 1192 | 1419 |
| 5.7% | 347 ft/nm | | 434 | 578 | 868 | 1041 | 1155 | 1213 | 1444 |
| 5.8% | 353 ft/nm | | 441 | 588 | 883 | 1059 | 1175 | 1234 | 1469 |
| 5.9% | 359 ft/nm | | 448 | 598 | 897 | 1077 | 1196 | 1256 | 1495 |
| 6.0% | 365 ft/nm | | 456 | 608 | 913 | 1095 | 1216 | 1277 | 1520 |
| 6.1% | 371 ft/nm | | 464 | 618 | 927 | 1113 | 1236 | 1298 | 1545 |
| 6.2% | 377 ft/nm | | 471 | 628 | 942 | 1131 | 1257 | 1319 | 1571 |
| 6.3% | 383 ft/nm | | 479 | 638 | 958 | 1149 | 1277 | 1341 | 1596 |
| 6.4% | 389 ft/nm | | 486 | 649 | 973 | 1167 | 1297 | 1362 | 1621 |
| 6.5% | 395 ft/nm | | 494 | 659 | 988 | 1186 | 1317 | 1383 | 1647 |
| 6.6% | 401 ft/nm | | 501 | 669 | 1003 | 1204 | 1338 | 1404 | 1672 |
| 6.7% | 407 ft/nm | | 509 | 679 | 1018 | 1222 | 1358 | 1426 | 1697 |
| 6.8% | 413 ft/nm | | 517 | 689 | 1034 | 1246 | 1378 | 1447 | 1723 |
| 6.9% | 420 ft/nm | | 524 | 699 | 1049 | 1259 | 1398 | 1468 | 1748 |
| 7.0% | 426 ft/nm | | 533 | 709 | 1064 | 1277 | 1419 | 1490 | 1773 |
| 7.1% | 432 ft/nm | | 540 | 719 | 1079 | 1295 | 1439 | 1511 | 1799 |
| 7.2% | 438 ft/nm | | 547 | 730 | 1094 | 1313 | 1459 | 1532 | 1824 |
| 7.3% | 444 ft/nm | | 555 | 740 | 1110 | 1332 | 1480 | 1553 | 1849 |
| 7.4% | 450 ft/nm | | 562 | 750 | 1125 | 1350 | 1500 | 1575 | 1875 |
| 7.5% | 456 ft/nm | | 570 | 760 | 1140 | 1368 | 1520 | 1596 | 1900 |
| 7.6% | 462 ft/nm | | 578 | 770 | 1155 | 1386 | 1540 | 1617 | 1925 |
| 7.7% | 468 ft/nm | | 585 | 780 | 1170 | 1404 | 1561 | 1639 | 1951 |
| 7.8% | 474 ft/nm | | 593 | 790 | 1186 | 1423 | 1581 | 1660 | 1976 |
| 7.9% | 480 ft/nm | | 600 | 800 | 1200 | 1441 | 1601 | 1681 | 2001 |
| 8.0% | 486 ft/nm | | 608 | 810 | 1216 | 1458 | 1621 | 1702 | 2027 |

# GEN 2.7 SUNRISE/SUNSET

**1** Sunrise/Sunset/Twilight times for UK aerodromes can be obtained from the following internet websites:

a) US Navy Observatory website: http://www.usno.navy.mil/USNO/astronomical-applications
b) HM Nautical Almanac Office website: http://astro.ukho.gov.uk/websurf/

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# GEN 3 SERVICES

## GEN 3.1 AERONAUTICAL INFORMATION SERVICES

## 1 Responsible Service

1.1 The United Kingdom Aeronautical Information Service (UK AIS) is operated by NATS Limited. AIS is one of the services specified under the Air Traffic Services Licence granted to NATS by the Secretary of State and regulated by the UK Civil Aviation Authority. The Isle of Man, the Bailiwick of Jersey and the Bailiwick of Guernsey are Crown Dependencies of the United Kingdom and their AIS is provided as an integral part of the UK AIS system.

1.2 UK AIS is located at:

| | |
|---|---|
| Post: | Aeronautical Information Service (AIS),<br>NATS Swanwick, Sopwith Way, Southampton, Hants, SO31 7AY |
| Tel: | See paragraph 1.3 |
| AFS: | EGGNYNYX |
| URL: | www.nats.aero/ais |
| Email General Enquiries: | aissupervisor@nats.co.uk |
| Email NOTAM Enquiries: | notam.proposals@nats.co.uk |

1.3 Principal UK AIS sections and service hours are as follows:

| | | |
|---|---|---|
| UK NOTAM Office (NOF/INO) | H24 | 01489-612488 / 01489-612489 |
| AIS Information Line UK | H24 | 08085-354802 / 01489-887515 |
| UK AIS Publications Section (AIP/SUP/AIC/etc.) | Monday to Friday (0800-1600) | 01489-887462 / aissupervisor@nats.co.uk |
| UK Charting Section | Monday to Friday (0800-1600) | 01489-887463 |
| Foreign AIP Library – Enquiries - UK Registered Airlines Only | aissupervisor@nats.co.uk | www.nats.aero/ais |

## 2 Area of Responsibility

2.1 **The UK Aeronautical Information Service**

2.1.1 The UK Aeronautical Information Service is responsible for the collection and dissemination of information/data necessary for the safety, regularity and efficiency of air navigation throughout the entire territory and airspace of the UK, UK Crown Dependencies (the Isle of Man and the Bailiwicks of Jersey and Guernsey) and the airspace over the high seas under the jurisdiction of the UK for Air Traffic Control purposes.

2.1.2 In accordance with the requirements of ICAO Annex 15 and of ICAO DOC 10066, PANS AIM Chapter 3, the Aeronautical Information Service Unit has an established Quality Management System, which is certified and registered to International Standards Organisation – ISO 9001: 2015 Standard by DET Norske Veritas (DNV).

2.2 **International AIS Products**

2.2.1 The UK AIS strongly recommends that the AIS products published directly by the State(s) are consulted during the planning of international flight operations.

2.2.2 It is recommended that the GEN 1.2 section of the AIP published by the State describing Entry, Transit and Departure of Aircraft is consulted in the first instance.

2.2.3 ENR 1.10 and ENR 1.11 sections of the AIP are normally used to publish all flight planning requirements imposed by the State. The information will include all flight planning requirements for visiting, transiting and internal flight operations.

2.2.4 The link below provides information on AIS/AIM offices around the world. The information is divided into sections, where each state is listed alphabetically. The link provides information about AIS websites including contact email addresses. http://www.eurocontrol.int/articles/ais-online.

2.2.5 European AIS Products can be accessed through the contact details and websites of AIS/AIM providers listed at https://www.eurocontrol.int/articles/ais-online.

2.2.6 The UK AIS holds limited CD/DVD supplied by some international AIS offices that do not make their information available via the internet. Further information regarding the availability of this information is available by emailing aissupervisor@nats.co.uk.

# GEN 3.1 AERONAUTICAL INFORMATION SERVICES (continued)

## 3 Aeronautical Publications

3.1 Aeronautical Information Products

3.1.1 The UK AIS operates in accordance with ICAO Annex 15 requirements and publishes aeronautical information as an integrated package.

3.1.2 Aeronautical information products consist of aeronautical data and information provided either as digital data sets or as a standardised presentation in paper or electronic media. Aeronautical information products include:

a) The Aeronautical Information Publication (AIP), including Amendments and Supplements (see paragraph 3.2, 3.3 and 3.4);
b) Aeronautical Information Circulars (see paragraph 3.5);
c) Aeronautical charts;
d) NOTAM (see paragraph 3.6);
e) Pre-Flight Information Bulletins (PIB) (see paragraph 3.8);
f) Check Lists (see paragraph 3.9); and
g) Digital data sets

3.2 **The United Kingdom Aeronautical Information Publication (AIP)**

3.2.1 The UK AIP is the official document used to publish Notifications required by the UK Air Navigation Order.

3.2.2 In order to register any permanent changes to the AIP, Information providers are required to register their details via the email support.aissupervisor@nats.co.uk. Changes to the contents of the IAIP can only be accepted from approved sponsors, using the online Portal https://www.aurora.nats.co.uk.

***Note:*** *Changes of short term/temporary nature should follow the processes required for submission of NOTAM (see paragraph 3.6).*

3.2.3 **Civil Aviation Legislation**

3.2.3.1 UK legislation makes specific provision in a number of cases for Notification. The term 'notified' is defined as set forth in a document published by the Civil Aviation Authority and entitled 'United Kingdom AIP'. A list of principal civil aviation legislation and air navigation regulations is shown at section GEN 1.6 and references to the legislation under which Notification is made appear, as appropriate, within the UK AIP.

3.2.3.2 Notices relating to the limitation of noise at London Gatwick, London Heathrow and London Stansted aerodromes (Section 78 of the Civil Aviation Act 1982 refers) are required to be published in a format that may not be compatible with the host AIS document. Notices requiring operators of aircraft to ensure that specified requirements for limiting or mitigating the effect of noise and vibration are complied with by aircraft landing or taking off at those designated aerodromes appear in the UK AIP under each of the aerodromes' item AD 2.21. Notices specifying, for those designated aerodromes, a maximum number of take-offs or landings which may be permitted during specific periods and determining the operators who are entitled to land and take off during these periods and the number of occasions on which their aircraft may take off or land during those periods will appear in UK AIP Supplements.

3.3 **UK AIP Amendment Service (AMDT and AIRAC AMDT)**

3.3.1 The UK AIP is freely available on the internet http://www.nats.aero/ais. AIP Amendments may contain both AIRAC and Non-AIRAC changes (paragraphs 3.3.2, 3.3.3 and 4 refer). The electronic version will be updated to a specified AIRAC date and the DVD-ROM will also present a preview of AIRAC changes.

3.3.2 The ICAO AIRAC system is used to provide advance notice of the introduction of permanent operationally significant changes on an internationally recognised AIRAC effective date. AIRAC Amendment pages are identified by the footnote AIRAC AMDT and do not replace the existing AIP pages until the AIRAC effective date on which the changes take place. (See also paragraph 3.6.1.2).

3.3.3 Non-AIRAC amendments (AMDT) to the AIP comprise permanent operationally significant changes that have received previous notification by NOTAM and other permanent information that is not required to be announced by NOTAM. Non-AIRAC changes to the AIP are published together with AIRAC changes but may be considered to be effective on or before receipt, unless otherwise indicated. AIP pages (AIRAC and Non-AIRAC) should not be replaced before the stated date of the page.

3.3.4 The AIP Amendment cover sheet will indicate any NOTAM or permanent AIP Supplements that have been incorporated. On each replacement page, changes are either annotated or identified in the outer margin of the page by a vertical line or arrow adjacent to the change/addition/deletion.

3.3.5 Each AIP page is dated to reflect the Amendments AIRAC effective date or AIP insertion date and a complete checklist of AIP pages, relating page reference to date, is reissued with each amendment as AIP section GEN 0.4.

3.3.6 Each combined AIP amendment is allocated an AIRAC Cycle serial number that is consecutive and based on the calendar year.

# GEN 3.1 AERONAUTICAL INFORMATION SERVICES (continued)

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

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

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

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

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

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

3.5 **Aeronautical Information Circulars (AIC)**

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

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

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

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

3.6 **NOTAM**

3.6.1 **General**

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

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

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

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

3.6.2 **NOTAM Proposals**

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

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

3.6.3 NOTAM Construction

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

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

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

# GEN 3.1 AERONAUTICAL INFORMATION SERVICES (continued)

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

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

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

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

NOTAMN PROPOSAL EGGN

FROM 0800 ON 23 JAN TIL 2300 ON 24 JAN

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

NOTAMN PROPOSAL EGGN A

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

A)EGGN B) 2412121212 C)2412232323

E)THIS OBSTACLE IS IN THE MIDDLE OF NOWHERE)

NOTAMR PROPOSAL EGGN A0123/08

A)EGGN B) 0812121212 C)0812232323

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

NOTAMC PROPOSAL EGGN A0125/08

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

3.6.3.4

Table – UK NOTAM Series

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

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

issued in ascending and continuous sequence in every series.

3.6.3.6 ICAO NOTAM format and conditions require that:

a) Each NOTAM deals only with one subject and one condition concerning that subject;
b) NOTAM text is both precise and concise, using plain language and commonly used ICAO Doc 8400 NOTAM abbreviations;
c) An activity or condition applying 'with immediate effect' (WIE) is indicated by a ten figure group (Year/Month/Day/Time) UTC reflecting the actual date/time of NOTAM issue;
d) All temporary NOTAM must include an expiry date/time. The term 'until further notice' (UFN) shall not be used. If estimated, then a ten figure group will be suffixed by 'EST' (eg 0104032100 EST). **NOTAM Sponsors are required to monitor their estimates,** and to advise the UK NOTAM Office of any change or cancellation. NOTAM with an estimated expiry date/time, remain in force until cancelled by a NOTAMC or replaced by a NOTAMR;
e) If information is permanent then the abbreviation 'PERM' will appear in the NOTAM.

3.6.3.7 More information about UK NOTAM can be found in the NOTAM Guidance Material part of the AIS website (www.nats.aero/ais).

3.7 **SNOWTAM**

3.7.1 SNOWTAM messages shall be submitted by the Aerodrome Operator or ATS Unit, using a strict format for automatic processing through the UK NOTAM OFFICE via AFTN using the address EUECYIYP.

3.7.2 The SNOWTAM serial number resets at the beginning of each calendar year (begins with SNOWTAM 0001 on January 1 at 0000 UTC).

3.7.3 More information about reporting of aerodrome surface conditions is provided in AD 1.2 paragraph 2 Runway surface condition assessment and reporting / snow plan.

3.8 **Pre-flight Information Bulletins (PIB)**

3.8.1 NOTAM are freely available on the Internet http://www.nats.aero/ais in the form of Pre-flight Information Bulletins (PIB). Users are required to register onto the web site in order to obtain a briefing. The UK AIS web site offers several methods by which users can obtain a PIB. Both UK and International NOTAM are available whereby the user inputs selectable parameters in order to obtain Narrow Route/Route/Aerodrome and Area briefings.

3.9 **Checklists and lists of valid NOTAM**

3.9.1 Checklists are issued as a NOTAM in the series that they refer to on the 1st of every month. Separate Checklists are issued for each NOTAM Series.

3.9.2 NOTAM checklists also contain the list of valid AIP Supplements and AIC.

3.9.3 NOTAM are also automatically transmitted by AFTN to the list of recipients who requested to be on distribution lists. Requests to amend the AFTN distribution lists used for NOTAM shall be directed to the UK AIS NOTAM Office using email address: notam.proposals@nats.co.uk.

3.10 **AIS Information Line**

3.10.1 The AIS information line is a voice recorded message system, designed to supplement the information available from the AIS website. It is not intended to replace the need to obtain a full briefing.

The message provides information on restricted areas (used to notify Red Arrows activities), airspace upgrades (to notify Royal flights operated in fixed wing aircraft) and emergency restrictions of flying (to prohibit flight in the vicinity of an accident or incident).

Phone: 08085-354802, International +44 (0)1489-887515

The information is recorded by the AIS staff at 1900L for next day's Airspace Upgrade and/or Restriction of Flying. The current day's information is updated during the day should any change or addition be required.

## 4 AIRAC System

4.1 AIRAC AIP Amendments are originated and distributed by AIS with the objective of reaching chart producers and data handlers at least 28 days in advance of the effective date. Information Providers should note that strict adherence to both the AIRAC publication and effective dates is essential if the information is to be incorporated in flight-deck documentation and flight management systems by the effective date of the selected AIRAC Cycle.

4.2 The information listed below is required by ICAO to be published and brought into effect in accordance with the AIRAC System.

a) The establishment and withdrawal of, and predetermined significant changes (including operational trials) to:

Horizontal and vertical limits, regulations and procedures applicable to FIR/UIR, CTA, CTR, Advisory Areas and ATS Routes; Permanent danger, prohibited and restricted areas (including type and periods of activity when known) and ADIZ, Permanent areas or routes or portions thereof where the possibility of interception exists;

b) Positions, frequencies, callsigns, known irregularities and maintenance periods of radio navigational aids and communications facilities;
c) Holding and approach to land procedures, arrival and departure procedures, noise abatement procedures and any other pertinent ATS procedures;
d) Meteorological facilities (including broadcasts) and procedures;
e) Runways and stopways.

4.3 In addition, the establishment and withdrawal of, and predetermined significant changes to the information listed below may be published and brought into effect in accordance with the AIRAC System:

a) Position, height and lighting of navigational obstacles;
b) Taxiways and aprons;
c) Hours of service: Aerodromes, facilities and services;
d) Customs, immigration and health services;
e) Temporary danger, prohibited and restricted areas and navigational hazards, military exercises and mass movements of aircraft;
f) Temporary areas or routes or portions thereof where the possibility of interception exists.

4.4 When operationally necessary, the ICAO AIRAC System permits major changes to be promulgated two Cycles (56 days) in advance. Similarly, additional notice is required if the introduction of an intended change cannot be planned to take place on an AIRAC effective date. Publication would then be required no later than the AIRAC Cycle within which the actual effective date falls.

4.5 Information Providers should consult the UK AIS Publications Section (see paragraph 1.3) for guidance and details of the promulgation schedules.

4.6 Schedule of AIRAC effective dates available at https://www.icao.int/airnavigation/information-management/Pages/AIRAC.aspx.

## 5 Pre-Flight Information Service at Aerodromes/Heliports

5.1 UK AIS is operated from a single central location from which information is made available via multi-media output.

5.2 Aerodrome operators are responsible for providing briefing facilities, including UK AIP, AIP SUPs, AICs, NOTAM and/or selected Pre-flight Information Bulletins (PIB), is normally held and made available for reference and self briefing.

## 6 Digital Data Sets

The following UK digital data sets and their respective Dataset Products Specifications (DPS) are made available on the UK AIS website http://www.nats.aero/ais/datasets.

| Data Set Title | Description | Data Subjects Included | Geographical Scope | Usage Limitations[1]/ Remarks/Contact Details[1] |
|---|---|---|---|---|
| UK ICAO Obstacle Dataset Area 1 | Obstacles affecting air navigation (100 M AGL and above) | • Vertical Structures<br>• Obstacle Area | Area 1[2] | Replaces ENR 5.4 table |
| UK ICAO Terrain Dataset Area 1 | Area 1 Terrain | • Terrain | Area 1[2] | See: https://www.ordnance-survey.co.uk/products/os-terrain-50 |
| UK UAS Flight Restrictions Dataset | Airspace restrictions appli-cable to UAS. | • Airspace<br>• Geoborders | Area 1[2] | |
| UK Visual Reference Points (VRP) Dataset | Visual Reference Points | • Designated Points | Area 1[2] | |
| London Area Control (LAC) and Prestwick Control (PC) Sector Da-taset | Sector volumes reflecting operational sectorisation for London Area and Prestwick ATC centres | • Airspace | Area 1[2] | |

[1] Refer to Dataset Products Specifications (DPS) which are made available on the UK AIS website http://www.nats.aero/ais/datasets and UK AIP Gen 0.1.

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

***Note:*** *The dataset is provided in AIXM version 5.1. NATS reserve the right to model aeronautical information (AI) appropriately for AI product production and the right to adopt newer versions of AIXM with prior notification.*

*Users should check forward/backward compatibility within their applications if using a newer AIXM version in the future to ensure there is no data loss. Please review http://www.aixm.aero/page/aixm-versioning-policy for guidance.*

6.1 An ICAO filed difference is in place in respect to the provision of Electronic Terrain and Obstacle Data. (AIP GEN Section 1.7 - Annex 15 refers).

# GEN 3.2 AERONAUTICAL CHARTS

## 1 Responsible Service

### 1.1 General

1.1.1 Aeronautical Charts are produced and published by NATS Ltd on behalf of the UK Civil Aviation Authority. NATS Ltd publish a range of aeronautical charts for use by all types of civil aviation.

Post: Aeronautical Chart Section, Aeronautical Information Service (AIS), NATS Swanwick, Sopwith Way, Southampton, Hants, SO31 7AY.
Phone: 01489-887463
Fax: 01489-612490
Email: aissupervisor@nats.co.uk

### 1.2 Applicable ICAO Documents

1.2.1 The Standards, Recommended Practices and, when applicable, the procedures contained in the following ICAO documents are applied:

| | |
|---|---|
| Annex 4 | Aeronautical Charts; |
| Doc 8168-OPS/611 | Aircraft Operations (Holding patterns, OCH and Instrument Approach Procedures diagrams); |
| Doc 8697 AN/889 | Aeronautical Chart Manual. |

1.2.2 Differences from ICAO Standards Recommended Practices and Procedures are given at GEN 1.7.

### 1.3 ICAO IAP Charts

1.3.1 Instrument Approach Charts (IAC) are produced and published by NATS/AIM in the UK AIP.

1.3.2 An Approved Procedure Design Organisation (APDO) will be contracted by the relevant sponsor to design the Instrument Flight Procedures (IFPs). The responsibility for the notification of IFPs (including IAC, for civil aerodromes) in the UK lies with the sponsor: the Aerodrome Licence Holder or ANSP.

1.3.3 Users are invited to forward comments or questions on all policy matters relating to the regulation and design of IFPs to:

Post: Airspace Regulation, CAA, 1 NE Aviation House, Beehive Ring Road, Crawley, West Sussex, RH6 0YR
Email: airspace@caa.co.uk

## 2 Maintenance of Charts

### 2.1 Chart Amendment and Revision

2.1.1 New editions of charts are published as often as resources permit with priority being given to those charts affected by major changes to aeronautical information. However, due to high production costs some charts - particularly those listed at GEN 3.2 paragraphs 5.1 and 5.2 have an edition life of at least 1 year. The publication of each new edition will replace the previous edition, which will then become obsolete. Details will be notified by AIP Amendment as appropriate. The aeronautical information validity date will be specified on each edition and topographical and hydrographical information will have been revised where necessary.

2.1.2 Before using any chart operationally, users must determine what aeronautical changes have taken place since its validity date and amend the chart accordingly. This will require users to consult all UK AIP amendments issued since the charts validity date. If in doubt, they should consult AIS Central Office. A list of amendments for the VFR chart series is available on the AIS web site: www.nats.aero/ais.

2.1.3 Amendments to the Aerodrome Obstacle Charts - ICAO - Type A and to the Chart of United Kingdom Airspace Restrictions and Hazardous Areas may be published as or when necessary, but the Chart of UK Areas of Intense Air Activity, Aerial Tactics Areas and Military Low Flying System is amended by annual re-issue.

## 3 Purchase Arrangements

3.1 The VFR charts listed at GEN 3.2 paragraphs 5.1, 5.2, 5.3, 5.4, 5.5 and 5.6, may be obtained through NATS R&M (Renewables and Mitigations) and other NATS Ltd Chart Stockists listed at www.nats.aero/ais.

Post: NATS R&M (Renewables and Mitigations)
Phone: +44 (0) 1489-444321
Email: renewablesandmitigations@nats.co.uk

3.2 A selection of Royal Air Force aeronautical charts and planning documents are available from:

Post: Operations Centre, No1 AIDU

# GEN 3.2 AERONAUTICAL CHARTS (continued)

Phone: +44 (0) 20 8833 8587
Email: UKStratCom-DI-NCGI-AIDU-OPSCentre@mod.gov.uk

A catalogue and price list are available on request.

3.3 A series of LORAN C Charts are published by the Hydrographic Department of the Admiralty for all areas where coverage exists (with the exception of the Mediterranean), and can be obtained from Admiralty Chart Agents.

## 4 Aeronautical Chart Series Available

### 4.1 Specifications

4.1.1 Internationally agreed standards for aeronautical charts are set down by the International Civil Aviation Organisation in Annex 4 to the convention on International Civil Aviation. In general, the charts listed below conform to these standards where they apply.

4.1.2 Co-ordinate Datum Reference = WGS 84.

### 4.2 General Description of CAA Aeronautical Charts

4.2.1 **Aeronautical Charts ICAO Scale 1:500,000 - United Kingdom**

4.2.1.1 This series, covering the United Kingdom, is constructed on a Lambert conformal conic projection and conforms with ICAO specifications for Topography, Culture and Aeronautical Information. A Chart List is at GEN 3.2 paragraph 5.1 with an Index at GEN 3.2 paragraph 6.

4.2.2 **Topographical Air Charts of the United Kingdom - Scale 1:250,000**

4.2.2.1 This series is constructed on a Transverse Mercator projection. The Aeronautical Information generally conforms with the series at paragraph 4.2.1, though runway patterns of both active and disused aerodromes are shown where reliable information is available. The vertical limit of the series is 5000 FT ALT. To assist users, airspace with a base of FL 55 is shown, EXCEPT where a minimum ALT in excess of 5000 FT applies. If the QNH is below 1013 hPa Controlled Airspace not shown on the charts may be below 5000 FT ALT and reference must be made to Aeronautical Chart ICAO 1:500,000 to ensure adequate vertical separation. A chart list is at GEN 3.2 paragraph 5.2 with an index at GEN 3.2 paragraph 7. Under normal conditions the revision cycle for sheets 6 and 8 is annual, while the remaining sheets will be bi-annual.

4.2.3 **Procedural and Aerodrome Charts**

a) **Instrument Approach and Aerodrome Charts - ICAO**

i. Refer to GEN 3.2 paragraph 1.3 for information on departmental responsibilities within the CAA for Instrument Approach Charts - ICAO.
ii. These charts are available for all aerodromes where Instrument Approach Procedures have been established and approved by the CAA. They conform to ICAO specifications, and appear in AD 2.
iii. Separate charts for initial arrival procedures, instrument approach procedures, aerodrome charts and, where necessary, parking/docking charts, are now available for all aerodromes used by international commercial air transport listed in Sections AD 2 and AD 3 of the UK AIP. See GEN 3.2 paragraph 3.2.

b) **Aerodrome Obstacle Charts - ICAO Type 'A'.** These charts are available for most aerodromes designated for use by scheduled international air services. Where a Type 'A' Chart is not published, operators are advised to refer to the appropriate 1:50,000 Ordnance Survey Maps.
c) **Precision Approach Terrain Charts - ICAO.** These charts are designed to provide detailed terrain profile information within a defined portion of the final approach so as to enable aircraft operating agencies to assess the effect of the terrain on decision height determination by the use of radio altimeters. They are published for aerodromes with precision approach runways Categories II and III.
d) **Standard Instrument Departure, Standard Instrument Arrival, Standard Terminal Arrival Route and Noise Abatement Charts.** These charts show designated Departure and Arrival routes for all aerodromes where such procedures are established, and are suitable for operational use. They conform to ICAO specifications. See GEN 3.2 paragraph 3.2.

4.2.4 **Miscellaneous Charts**

a) **UK Airspace Restrictions and Hazardous Areas - 1:1,000,000:** This chart shows all UK airspace restrictions including danger areas and other areas where a potential hazard to air navigation may exist. This chart is available online from the NATS/AIS website at www.nats.aero/ais.
b) **UK Areas of Intense Air Activity, Aerial Tactics Areas and Military Low Flying System - 1:1,000,000:** This chart portrays areas of intense military air activity and elements of the military low flying system within the Scottish FIR and London FIR. This chart is available online from the NATS/AIS website at www.nats.aero/ais.
c) **Helicopter Routes in the London Control Zone - Scale 1:50,000:** This chart is based on a modified version of the 1:50,000 Ordnance Survey Landranger series, and shows the London Control Zone, Helicopter Routes, the Specified Area, aerodromes, heliports and reporting points within the Zone.

# GEN 3.2 AERONAUTICAL CHARTS (continued)

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

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

### 4.3 Symbol Sheet

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

## 5 List of Aeronautical Charts Available

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

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

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

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

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

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

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

5.2.1 For comments/feedback on these charts:

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

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

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

### 5.4 Aerodrome Obstacle Charts - ICAO TYPE A - Operating Limitations

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

# GEN 3.2 AERONAUTICAL CHARTS (continued)

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

# GEN 3.2 AERONAUTICAL CHARTS (continued)

| Chart Title | |
|---|---|
| Sumburgh | Runway 15/33 |
| Teesside International | Runway 05/23 |
| Tiree | Runway 05/23 |
| Walney | Runway 17/35 |
| Warton | Runway 07/25 |
| Wick | Runway 13/31 |
| Wolverhampton | Runway 16/34 |

## 5.5 Precision Approach Terrain Charts - ICAO

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

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

## 5.6 Other Charts

### 5.6.1 Miscellaneous Charts

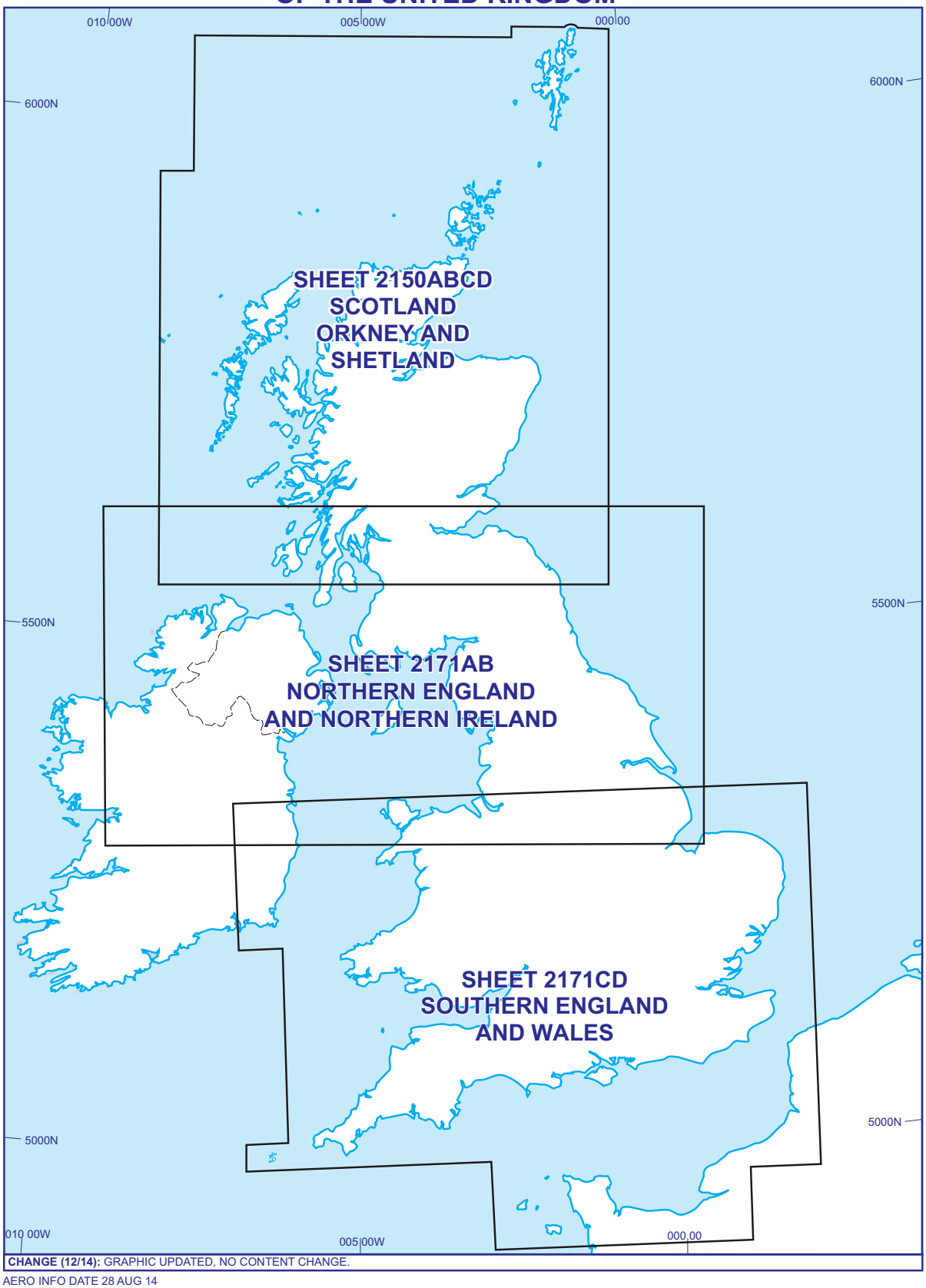
Copies of these charts may be obtained from NATS Ltd Chart Stockists - see www.nats.aero/ais for details.

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

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

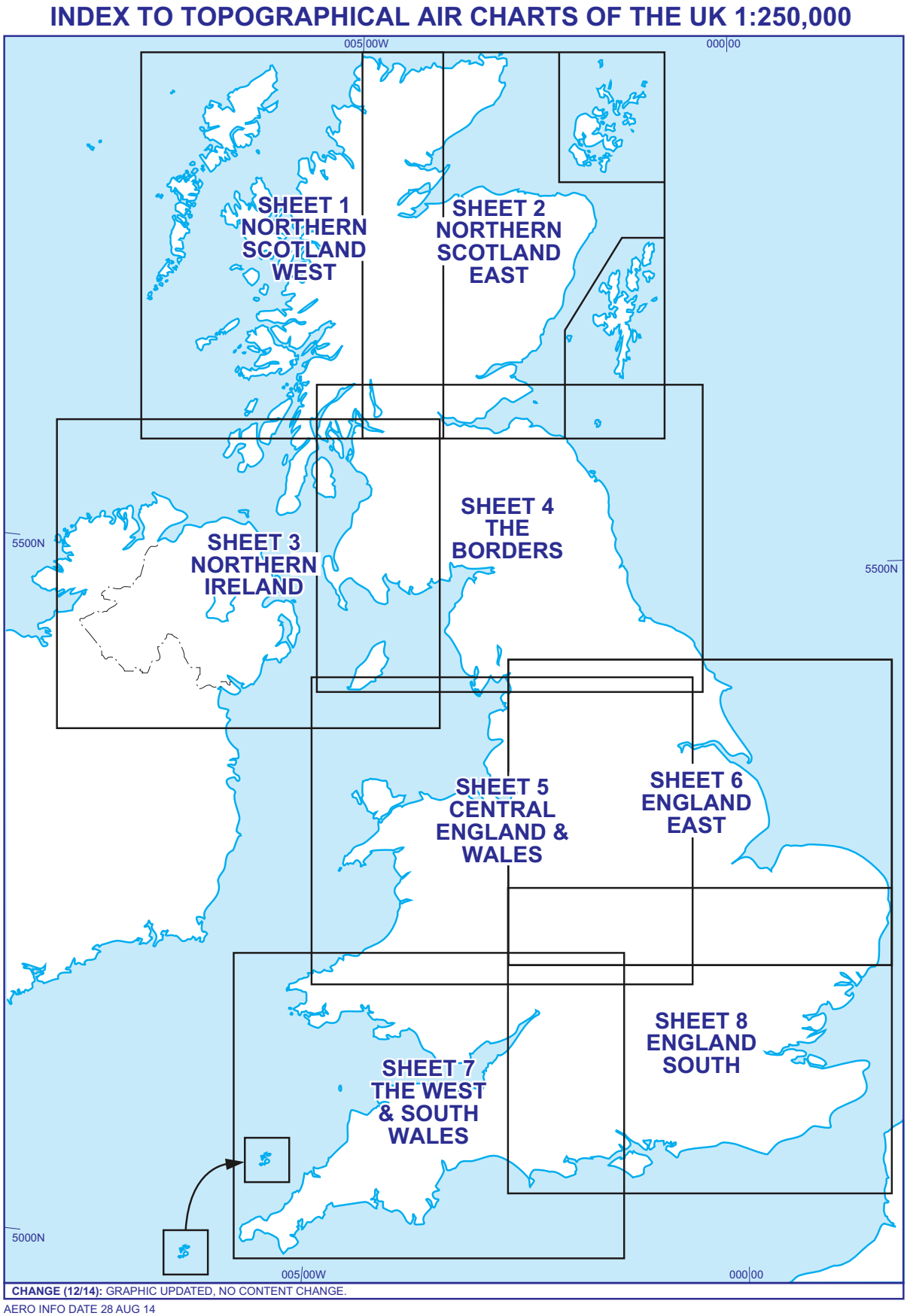
## GEN 3.2 AERONAUTICAL CHARTS (continued)

### 6 Aeronautical Charts - ICAO 1: 500,000



## GEN 3.2 AERONAUTICAL CHARTS (continued)

### 7 Topographical Charts - ICAO 1: 250,000



# GEN 3.2 AERONAUTICAL CHARTS (continued)

## 8 Corrections to charts not contained in the AIP

8.1 Further information can be found at:

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

# GEN 3.3 AIR TRAFFIC SERVICES

## 1 Responsible Service

1.1 Responsibility for the overall administration of the Air Traffic Services in the United Kingdom is vested in the Chief Executive of the National Air Traffic Services Ltd (NATS Ltd) acting under the powers of the Secretaries of State for Transport and for Defence.

Post: Chief Executive NATS Ltd, Corporate and Technical Centre, 4000 Parkway, Whiteley, Fareham, Hants. PO15 7FL.
Phone: 01489-616001

1.2 **Applicable ICAO Documents**

1.2.1 The Standards, Recommended Practices and, when applicable, the procedures contained in the following ICAO documents are applied:

- Annex 2 - Rules of the Air;
- Annex 11 - Air Traffic Services;
- Doc 4444 - Procedures for Air Navigation Services - Air Traffic Management;
- Doc 7030 - Regional Supplementary Procedures;
- Doc 7754 - Air Navigation Plan - European Region;
- Doc 8755 - Air Navigation Plan - North Atlantic.

1.2.2 Differences from ICAO Standards Recommended Practices and Procedures are given at GEN 1.7.

## 2 Area of Responsibility

2.1 **National Responsibilities**

2.1.1 Air Traffic Services, notified in the AIP, are provided for the Airspace above the UK and surrounding seas within the London and Scottish FIRs/UIRs. By arrangement with the appropriate State authorities, this responsibility has, in some areas, been delegated to the UK. In other areas, responsibility has been delegated to the appropriate State authority.

a) Under the terms of a bi-lateral contract between the European Organisation for the safety of Air Navigation (Eurocontrol) and the UK Government, Air Traffic Services above FL 245 are provided by the London and Scottish ACCs throughout the Scottish FIR/UIR and the London FIR/UIR, and certain portions of Airspace over the Republic of Ireland and its territorial waters, but excluding a portion of the London UIR in the southwest and portions of routes over the North Sea, where arrangements for delegation of control have been made with the appropriate authorities.
b) By agreement with the North Atlantic Provider States, Air Traffic Services are provided by Scottish ACC for the Airspace over the high seas encompassed by the boundaries of the Shanwick Oceanic Control Area, except for a portion of the Shannon Oceanic Transition Area, where arrangements for delegation of control have been made with the Irish authorities.
c) The United Kingdom, Denmark and Norway have agreed, to transfer responsibility for providing Air Traffic Services to all aircraft at and below FL 85 in those areas of their FIRs between the FIR boundary and the Median Line (the demarcation line of National areas for sea bed natural resource exploration and exploitation), to the nation exploiting the natural resources of the area. The areas are shown at ENR 2.2 (Airspace within which ATS is Delegated), paragraphs 1.1.1 to 1.1.3.
d) The United Kingdom and Iceland have agreed to transfer responsibility to the UK for providing Air Traffic Services to all aircraft at and below FL 85 within a defined area of the Reykjavik FIR/OCA during the hours of operation of Sumburgh ATSU as listed at ENR 1.6, paragraph 4.5.2.2. The area is shown at ENR 2.2 (Airspace within which ATS is Delegated), paragraph 1.1.4.
e) The United Kingdom and Iceland have arranged, through the exchange of a bi-lateral Letter of Agreement, to transfer responsibility for providing Air Traffic Services to all aircraft from the surface to FL 660 to Iceland. These areas are shown at ENR 2.2 paragraph 1.10.1 and 1.10.2.
f) The United Kingdom and the Netherlands have arranged, through the exchange of a bi-lateral Letter of Agreement, to transfer responsibility for providing Air Traffic Services to all aircraft at FL 55 and below (FL 45 and below, beneath EGD323D and EGD323E) in those areas of the London and Scottish FIRs between the FIR boundaries and the Median Line (the demarcation line of National areas for sea bed natural resource exploration and exploitation), to the Netherlands. The area is shown at ENR 2.2 (Airspace within which ATS is Delegated), paragraph 1.2.1.
g) The United Kingdom and Denmark have arranged, through the exchange of a bi-lateral Letter of Agreement, to transfer responsibility for providing Air Traffic Services to all aircraft between FL 195 and FL 660 (inclusive) in parts of the London and Scottish FIRs/UIRs to Denmark. The area is shown at ENR 2.2 (Airspace within which ATS is Delegated), paragraph 1.3.1.
h) The United Kingdom and the Netherlands have arranged, through the exchange of a bi-lateral Letter of Agreement, to transfer responsibility for providing Air Traffic Services to all aircraft between FL 175 and FL 245 (inclusive) in parts of the London FIR to the Netherlands. The areas are shown at ENR 2.2 (Airspace within which ATS is Delegated), paragraph 1.4.1.
i) The United Kingdom and the Netherlands have arranged, through the exchange of a bi-lateral Letter of Agreement, to transfer responsibility for providing Air Traffic Services to all aircraft between FL 215 and FL 660 (inclusive) and between FL 55 and FL 660 (inclusive) in parts of the Amsterdam FIR to the United Kingdom. The areas are shown at ENR 2.2 paragraphs 1.5.1 and 1.5.2, 1.6.1 and 1.6.2.
j) The United Kingdom, France and the Irish Republic have arranged, through the exchange of a bi-lateral Letter of Agreement, to transfer responsibility for providing Air Traffic Services to all aircraft between FL 245 and FL 660 (inclusive) in parts of the London UIR to France and the Irish Republic. The areas are shown at ENR 2.2 (Airspace within which ATS is Delegated), paragraphs 1.7.1 and 1.7.2.

k) The United Kingdom and the Irish Republic have arranged, through the exchange of a bi-lateral Letter of Agreement, to transfer responsibility for providing Air Traffic Services to all GAT in a part of the London FIR to the Irish Republic. These areas are shown at ENR 2.2 (Airspace within which ATS is Delegated), paragraphs 1.8.1 and 1.8.4.

l) The United Kingdom and the Irish Republic have arranged, through the exchange of a bi-lateral Letter of Agreement, to transfer responsibility for providing Air Traffic Services to all GAT in a part of the Shannon UIR to the United Kingdom. These areas are shown at ENR 2.2 (Airspace within which ATS is Delegated), paragraph 1.9.1.

m) The United Kingdom and the Irish Republic have arranged, through the exchange of a bi-lateral Letter of Agreement, to transfer responsibility for providing Air Traffic Services to all aircraft in a part of the Shannon FIR to the United Kingdom. This area is shown at ENR 2.2 paragraph 1.9.2 to 1.9.4.

n) The United Kingdom and France have arranged, through the exchange of a bi-lateral Letters of Agreement, to transfer responsibility for providing Air Traffic Services to all aircraft between FL 115 and FL 660 (levels vary within areas) in parts of the Paris and Reims FIRs/UIRs to the United Kingdom. The areas are shown at ENR 2.2, paragraphs 1.11.1 to 1.11.3, 1.12.1 and 1.12.2.

o) The United Kingdom and Jersey have arranged, through the exchange of a bi-lateral Letter of Agreement to transfer responsibility for providing Air Traffic Services to all aircraft between FL 55-FL 195, and between SFC-FL 195, in parts of the London FIR to Jersey (during the opening hours of Jersey ATC). The areas are shown at ENR 2.2.8 paragraphs 1.14.1 and 1.14.2.

p) The United Kingdom and the Irish Republic have arranged, through the exchange of a bi-lateral Letter of Agreement, to transfer responsibility for providing Air Traffic Services to all aircraft between FL 255 and FL 660 (inclusive) in a part of the Scottish UIR to the Irish Republic. The area is shown at ENR 2.2 (Airspace within which ATS is Delegated), paragraph 1.10.3.

2.1.2 Flight Information Service and Alerting Service will be provided throughout all the Airspace described above. Whenever part of the FIR or UIR has been further classified, FIS and Alerting Service will be provided by the controller giving other ATS appropriate to the airspace classification. In those parts of the FIR or UIR which have not been further classified, FIS and Alerting Service will be provided by a special Area FIS Officer operating from the appropriate ACC.

### 2.2 Provision of Air Traffic Services (ATS)

2.2.1 The provision of ATS within the United Kingdom's areas of responsibility described in paragraph 1 is shared by several organisations, both Civil and Military.

2.2.2 NATS Ltd provides the principal en-route (ACC/OAC) services together with aerodrome ATS at the airports listed at GEN 3.4, paragraph 2.2.2. Other en-route and aerodrome ATS are provided by civil and military organisations identified within the specific AIP entries.

## 3 Types of Service

### 3.1 Air Traffic Control Clearances

3.1.1 Clearances are issued solely for expediting and separating air traffic and are based on known traffic conditions which affect safety in aircraft operation. Such traffic conditions include not only aircraft in the air and on the manoeuvring area over which control is being exercised, but also any vehicular traffic or other obstructions not permanently installed on the manoeuvring area in use.

3.1.2 If an air traffic control clearance is not suitable to the pilot-in-command of an aircraft, the flight crew may request and, if practicable, obtain an amended clearance.

3.1.3 The issuance of air traffic control clearances by Air Traffic Control units constitutes authority for an aircraft to proceed only in so far as known air traffic is concerned. ATC clearances do not constitute authority to violate any applicable regulations for promoting the safety of flight operations or for any other purpose; neither do clearances relieve a pilot-in-command of any responsibility whatsoever in connection with a possible violation of applicable rules and regulations.

3.1.4 Occasionally, instances of false or deceptive transmissions on ATC frequencies may occur. Flight crews should challenge or verify with the ATC unit concerned any instruction or clearance issued to them, which they suspect may be false or deceptive.

### 3.2 Types of Service - Overview

3.2.1 The type of air traffic service (ATS) to be provided will depend on the class of airspace within which the aircraft is flying, and the type of ATS unit, ie Area, Aerodrome, or Approach. Information on Area, Aerodrome and Approach services are contained herein.

3.2.2 Several other civil and military ATS units provide air traffic services which are detailed at ENR 1.1 (ARA), ENR 1.6 subsection 4.1 (LARS), ENR 1.6 subsection 4.5 (Offshore), ENR 2.2 (MATZ) and ENR 5.1 (SUACS/SUAAIS). Details of air traffic services provided within specific airspace classifications can be found at ENR 1.1 (General Rules) and ENR 1.4 (ATS Airspace Classification).

### 3.3 Area Control Centre Air Traffic Services

3.3.1 Area Control Centre (ACC) ATS within the UK FIRs encompass the provision of surveillance and non-surveillance Area Control, Alerting, and UK Flight Information Services, to traffic not under the jurisdiction of an approach or aerodrome control unit. This includes the provision of a Basic Service as defined at ENR 1.1, subsection 2 by ACC Flight Information Service Officers (FISO).

# GEN 3.3 AIR TRAFFIC SERVICES (continued)

In addition to a Basic Service, the FISO will:

a) On receipt of a request for joining or crossing clearance of Controlled Airspace or Advisory Routes either:
   i. inform the pilot that he should change frequency in time to make the request direct to the appropriate ATC Unit at least ten minutes before ETA for the entry or crossing point; or
   ii. obtain the clearance from the appropriate ATC Unit himself/herself and pass it to the pilot on the FIR frequency.
b) Pass ETA to destination aerodromes in special circumstances, such as diversions, or at particular locations when traffic conditions demand it. Normally, however, pilots who wish destination aerodromes outside Controlled Airspace to have prior warning of arrival should communicate direct with ATC at the aerodrome concerned, at least ten minutes before ETA.
c) Accept airborne flight plans and pass the information to the appropriate authority.

3.4 **Aerodrome Air Traffic Services**

3.4.1 ATC at an aerodrome is responsible for the control of aircraft in the air in the vicinity of the aerodrome and for the control of all traffic on the manoeuvring area. All movements of aircraft and vehicles on the manoeuvring area are subject to prior permission from ATC.

3.4.2 Control of movements of vehicles and persons on the apron is the responsibility of the aerodrome authority. Movement of aircraft on the apron is subject to prior permission from ATC, who will provide advice and instructions to assist in the prevention of collisions between moving aircraft.

3.4.3 The total ATC responsibility at an aerodrome is shared between Aerodrome Control and Approach Control. Aerodrome Control is responsible for aircraft on the manoeuvring area except the runways-in-use. The point dividing the responsibilities of Aerodrome Control and of Approach Control for aircraft on the runways-in-use and in the air may vary with different weather conditions or for other considerations, but it is the normal rule that departing aircraft contact Aerodrome Control first and that arriving aircraft contact Approach Control first for ATC instructions.

3.4.4 Three types of service are used at United Kingdom aerodromes for the control or supervision of aerodrome traffic. Where Air Traffic Control is required an Aerodrome Control Service (TWR) is provided. At other aerodromes, either an Aerodrome Flight Information Service (AFIS) or an Air-Ground Service (A/G) may be provided. Where traffic levels are variable, the available service may be changed at specific times or by arrangement.

3.4.5 ATC fulfils its functions at an aerodrome by giving aircraft by RTF the instructions and information required for taxiing, take-off or landing.

3.4.6 At some busy airports to alleviate RTF loading on the operational channels, Automatic Terminal Information Service (ATIS) broadcast messages are used to pass routine arrival/departure information on a discrete RTF frequency or on an appropriate VOR. Pilots of aircraft inbound to these airports are required on first contact with the aerodrome ATS Unit to acknowledge receipt of current information by quoting the code letter of the broadcast. Pilots of outbound aircraft are not normally required to acknowledge receipt of departure ATIS but are requested to ensure that they are in possession of up-to-date information. It may not be possible for ATC to provide the contents of the ATIS message on operational ATC frequencies due to RT and controller workload and pilots should only request such assistance when operationally essential and the ATIS frequency is unable to be monitored.

3.4.7 **Uncertainty of position on the manoeuvring area**

3.4.7.1 Except as provided for in 3.4.7.2, a pilot in doubt as to the position of the aircraft with respect to the manoeuvring area shall immediately:

a) Stop the aircraft; and
b) simultaneously notify the appropriate ATS unit of the circumstances (including the last known position).

3.4.7.2 In those situations where a pilot is in doubt as to the position of the aircraft with respect to the manoeuvring area, but recognizes that the aircraft is on a runway, the pilot shall immediately:

a) Notify the appropriate ATS unit of the circumstances (including the last known position);
b) if able to locate a nearby suitable taxiway, vacate the runway as expeditiously as possible, unless otherwise instructed by the ATS unit; and then,
c) stop the aircraft.

3.4.7.3 A vehicle driver in doubt as to the position of the vehicle with respect to the manoeuvring area shall immediately:

a) Notify the appropriate ATS unit of the circumstances (including the last known position);
b) simultaneously, unless otherwise instructed by the ATS unit, vacate the landing area, taxiway, or other part of the manoeuvring area, to a safe distance as expeditiously as possible; and then
c) stop the vehicle.

3.4.7.4 In the event the aerodrome controller becomes aware of an aircraft or vehicle that is lost or uncertain of its position on the manoeuvring area, appropriate action shall be taken immediately to safeguard operations and assist the aircraft or vehicle

# GEN 3.3 AIR TRAFFIC SERVICES (continued)

concerned to determine its position.

3.5 **Phraseology**

3.5.1 Pilots should be aware that ATC use of the phrase 'No ATC Speed Restriction' does not absolve pilots from the responsibility to operate at speeds that would:

a) Ensure adequate obstacle clearance;
b) comply with flight operations manual requirements;
c) not prejudice the 'see and avoid' principle (for both conflicting parties);
d) comply with the airspace speed limit in Class E, F or G Airspace;
e) enable adherence to tracks and levels specified in Noise Preferential Routes or Noise Abatement Procedures (including Continuous Descent Approaches).

3.6 **Approach Control Service (APP)**

3.6.1 Approach Control Services are provided at aerodromes which are within Controlled Airspace and some aerodromes which are outside controlled airspace. In the latter case, however, there is no legal requirement for pilots to comply with the instructions issued by Approach Control unless they are within the Aerodrome Traffic Zone. Nor is there any legal requirement for such pilots to report their presence. It is, therefore, impossible for Approach Control to be sure that they are giving separation from all aircraft in their area.

3.6.2 The more aircraft that are known to Approach Control at an aerodrome outside Controlled Airspace, the better will be the service provided and pilots are therefore strongly recommended either:

a) To avoid flying under IFR within 10 nm radius at less than 3000 ft above an aerodrome having Approach Control; or
b) if it is necessary to fly under IFR in such an airspace, to contact Approach Control when at least 10 minutes flying time away and to comply with any instructions they may give.

3.6.3 Responsibility of APP at Aerodromes inside Controlled Airspace

3.6.3.1 Approach Control will provide standard separation to IFR flights from the time or place at which:

a) Inbound aircraft are released by the ACC or Zone Control until they are transferred to Aerodrome Control; and
b) outbound aircraft are taken over from Aerodrome Control until they are handed over to the ACC or Zone Control;
c) aircraft inbound from the FIR come under its jurisdiction within the Controlled Airspace until they are transferred to Aerodrome Control.

3.6.4 Responsibility of APP at Aerodromes outside Controlled Airspace

3.6.4.1 Approach Control will provide air traffic services between aircraft under its jurisdiction from the time and place at which:

a) Arriving aircraft are released by the ACC until they are transferred to Aerodrome Control;
b) arriving aircraft first place themselves under Approach Control until they are transferred to Aerodrome Control;
c) departing aircraft are taken over from Aerodrome Control until they are transferred to the ACC, or they state that they no longer wish to be controlled or they are more than 10 minutes flying time away from the aerodrome, whichever is the sooner;
d) transit aircraft first place themselves under the control of Approach Control until they are clear of the approach pattern or state they no longer wish to be controlled.

3.7 **Aerodrome Flight Information Service (AFIS)**

3.7.1 The Aerodrome Flight Information Service (AFIS) is a service provided by Aerodrome Flight Information Service Officers (AFISO) to give information useful for the safe and efficient conduct of aerodrome traffic, including assisting pilots in the prevention of collisions, and to give taxi instructions on the apron and manoeuvring area. From the information received pilots will be able to decide the appropriate course of action to be taken to ensure the safety of flight.

3.7.2 AFIS is available at aerodromes during the hours of operation indicated at AD 2 and AD 3. The service is easily identifiable by the call sign suffix 'INFORMATION'. Only the holder of an AFISO licence is permitted to use this suffix.

3.7.3 The AFISO is responsible for:

a) Issuing information to aircraft flying in and in the vicinity of the ATZ to assist pilots in preventing collisions;
b) issuing instructions and information to aircraft on the apron and manoeuvring area to assist pilots in preventing collisions between aircraft and vehicles/obstructions on the manoeuvring area, or between aircraft moving on the apron;
c) issuing instructions to vehicles and persons on the manoeuvring area;
d) informing aircraft of essential aerodrome information (ie the state of the aerodrome and its facilities);
e) provision of an alerting service;
f) initiating overdue action.

3.8 **Services and Procedures for Arriving Flights**

3.8.1 Pilots of arriving aircraft should contact Approach Control when instructed to do so by the ACC. If flying outside Controlled Airspace

# GEN 3.3 AIR TRAFFIC SERVICES (continued)

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

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

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

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

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

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

3.8.2 **Holding**

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

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

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

3.8.3 **Procedures for Arriving VFR Flights**

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

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

3.8.4 **Instrument Approaches**

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

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

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

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

ATC will continue to provide IFR separation from other aircraft.

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

separation from other aircraft.

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

3.8.5 **Visual Circuit Reporting Procedures**

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

3.8.5.2 **Standard Overhead Join**

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

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

3.8.5.3 Position reports are to be made as follows:

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

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

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

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

3.8.6 **Visual Approaches**

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

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

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

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

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

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

additional spacing is required, the flight crew shall inform the ATC unit accordingly, stating their requirements.

3.8.6.6 Transfer of communications to the aerodrome controller will be effected at such a point or time that information on essential local traffic, if applicable, and clearance to land or alternative instructions can be issued to the aircraft in a timely manner.

3.9 **Runway Utilisation Procedures**

3.9.1 **Runway-in-Use**

3.9.1.1 The runway-in-use is selected by Aerodrome Control as the best for general purposes. If it is unsuitable for a particular operation, ATC may offer, or the pilot can obtain permission from ATC to use another runway but must accept that he may thereby incur a delay.

3.9.2 **Clearance for Immediate Take-Off**

3.9.2.1 A pilot receiving the ATC instruction 'cleared for immediate take-off' is required to act as follows:

a) If waiting clear of the runway, taxi immediately on to it and begin his take-off run without stopping his aircraft;
b) if already lined up on the runway, take-off without delay;
c) if unable to comply with the instruction, inform ATC immediately

3.9.3 **Land After Procedure**

3.9.3.1 Normally, only one aircraft is permitted to land or take-off on the runway-in-use at any one time. However, when the traffic sequence is two successive landing aircraft, the second one may be allowed to land before the first one has vacated the runway-in-use, providing:

a) the runway is long enough, and there is no evidence to indicate that braking may be adversely affected.
b) it is during daylight hours.
c) the first landing aircraft is not required to backtrack to vacate the runway.
d) the second aircraft will be able to see the first aircraft clearly and continuously until it has vacated the runway.
e) the second aircraft has been warned. ATC will provide this warning by issuing the pilot of the second aircraft with permission to land using the phraseology "... land after the (first aircraft type) ..." instead of issuing a landing clearance.
f) responsibility for ensuring adequate separation between the two aircraft rests with the pilot of the second aircraft.

An example of the RTF exchange is as follows:

ATC: “(Call sign) runway (designator), **land after** the (first aircraft type), surface wind (direction and speed)”.

Pilot: “Runway (designator), **land after** the (first aircraft type), (Call sign)”.

3.9.4 **Special Landing Procedures at London Gatwick and London Stansted Airports.**

3.9.4.1 Special landing procedures may be in force at London Gatwick (except for Runway 08L/26R) and London Stansted (Land after Departure only) in conditions shown hereunder, when the use will be as follows:

a) When the runway-in-use is temporarily occupied by other traffic, landing clearance will be issued to an arriving aircraft provided that at the time the aircraft crosses the threshold of the runway-in-use the following separation distances will exist:

**London Gatwick**

i. Landing following landing - The preceding landing aircraft will be clear of the runway-in-use or will be at least 2500 M from the threshold of the runway-in-use.
ii. Landing following departure - The departing aircraft will be airborne and at least 2000 M from the threshold of the runway-in-use, or if not airborne, will be at least 2500 M from the threshold of the runway-in-use

**London Stansted**

Landing following departure - The departing aircraft will be airborne and at least 2000 M from the threshold of the runway-in-use, or if not airborne, will be at least 2500 M from the threshold of the runway-in-use.

b) Reduced separation distances as follows will be used where both the preceding and succeeding landing aircraft or both the landing and departing aircraft are propeller driven and have a maximum total weight authorised not exceeding 5700 KG:

**London Gatwick**

i. Landing following landing - The preceding aircraft will be clear of the runway-in-use or will be at least 1500 M from the threshold of the runway-in-use.
ii. Landing following departure - The departing aircraft will be airborne or will be at least 1500 M from the threshold of the runway-in-use.

**London Stansted**

Landing following departure - The departing aircraft will be airborne and at least 1500 M from the landing threshold, or if not airborne, will be at least 1500 M from the landing threshold.

# GEN 3.3 AIR TRAFFIC SERVICES (continued)

***Note:*** *The reduced distances do not apply to those jets which are 5700 KG MTWA or less.*

c) Conditions of Use. The procedures will be used by DAY only under the following conditions:

**London Stansted**

i. When the reported meteorological conditions are equal to or better than a visibility of 6 KM and a cloud ceiling of 1000 FT and the Air Controller is satisfied that the pilot of the next arriving aircraft will be able to observe continuously the relevant traffic.
ii. When both the preceding and succeeding aircraft are being operated in the normal manner. (Pilots are responsible for notifying ATC if they are operating their aircraft in other than the normal manner; eg final approach speed greater than 160 KT).
iii. When the runway is dry and free of all precipitants such that there is no evidence that the braking action may be adversely affected.
iv. When the Air Controller is able to assess the separation either visually or by means of Aerodrome Traffic Monitor.

**London Gatwick**

1. When 26L/08R is in use;
2. When the controller is satisfied that the pilot of the next arriving aircraft will be able to observe the relevant traffic clearly and continuously;
3. When the pilot of the following aircraft is warned;
4. When there is no evidence that the braking action may be adversely affected;
5. When the controller is able to assess separation visually or by radar derived information.

d) When issuing a landing clearance following the application of these procedures ATC will issue the second aircraft with the following instructions:

**London Gatwick**

..... (call sign) ..... after the landing/departing ..... (Aircraft Type) cleared to land Runway ..... (Designator).

**London Stansted**

..... (call sign) ..... after the departing ..... (Aircraft Type) cleared to land Runway ..... (Designator).

3.10 **Handling of Aircraft in Emergency where the Intended Flight Path passes over Densely Populated Areas**

3.10.1 When a pilot has declared an emergency and stated the aerodrome to which he wishes to proceed, controllers will acknowledge this message. The controller may be instructed to inform the pilot that the aircraft is required or requested to divert to another aerodrome together with the reason for this change. This message, together with the reason, shall then be passed to the captain and his intentions requested.

3.10.2 The decision to comply with advice or instructions to land at an airport, other than his selected diversion, lies with the captain of the aircraft who has ultimate responsibility for the safety of his aircraft.

3.10.3 It is desirable that aircraft in an emergency should not be routed over densely populated areas, particularly if there is reason to believe that the aircraft's ability to remain in controlled flight is compromised or that parts of the aircraft could detach while in flight. If this is inconsistent with providing the most appropriate service to the aircraft, for example when any extended routeing could further jeopardise the safety of the aircraft, the most expeditious route will be given. Where possible, when expeditious routeing is not required, suggestions of alternative runways or aerodromes together with the rationale that the routeing would avoid densely populated areas and be consistent with safety, shall be passed to the pilot and his intentions requested.

3.10.4 It is recognised that controllers providing en-route services at Area Control Centres may not be aware of the boundaries of major cities, towns or villages. However, controllers providing aerodrome, approach or approach radar control services should be familiar with the centres of population within their areas of jurisdiction.

3.11 **Departure Clearances**

3.11.1 ATC clearances shall specify some or all of the following as necessary:

a) Direction of take-off and turn after take-off;
b) track to be made good before proceeding on desired heading;
c) level to maintain before continuing climb to assigned cruising level, time, point and/or rate at which level change shall be made;
d) and any other manoeuvre necessary to maintain separation as appropriate.

3.11.2 A departing aircraft may be cleared to climb, subject to remaining in VMC and maintaining own separation, until a specified time, place or level if reports indicate that this is possible. Essential traffic information will be given.

3.12 **Lamp, Pyrotechnic and Ground Signals**

3.12.1 Non-radio aircraft may be given instructions or information by signal lamp or pyrotechnics from the Control Tower and by ground

signals in the Aerodrome Signals Area.

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

3.13 **Initial Calls**

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

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

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

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

3.13.2 **IFR Flights**

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

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

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

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

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

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

## 4 Co-ordination between the Operator and ATS

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

## 5 Minimum Flight Altitude

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

## 6 ATS Units Address List

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

# GEN 3.3 AIR TRAFFIC SERVICES (continued)

| Name | Postal Address | Tel | Fax | Telex | AFS |
|---|---|---|---|---|---|
| | Flight Plan Processing Section | 01489-612423/ 612424/612425 | 01489-612448 | | |
| | Western Radar | 01489-585511 | | | EGTTZFZC |
| Scottish AC (Prestwick) Shanwick OAC (Prestwick) | Prestwick Centre<br>Fresson Avenue<br>Prestwick<br>Ayrshire<br>KA9 2GX | 01292-479800 | 01294-655140 | | EGPXZRZX |
| | Prestwick Centre Ops Sup | 01294-655300 | 01294-655140 | | |

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

# GEN 3.4 COMMUNICATION AND NAVIGATION SERVICES

## 1 Responsible Services

1.1 The Civil Aviation Telecommunications Services in the United Kingdom are administered by the Civil Aviation Authority.

Post: CNS and Spectrum, Civil Aviation Authority, Aviation House, Beehive Ring Road, Crawley, West Sussex, RH6 0YR
Email: spectrum@caa.co.uk
Phone: 033-0022 1500

1.2 **Applicable ICAO Documents**

1.2.1 The Standards, Recommended Practices and, when applicable, the procedures contained in the following ICAO documents are applied:

| | |
|---|---|
| Annex 10 | - Aeronautical Telecommunications; |
| Doc 7030 | - Regional Supplementary Procedures; |
| Doc 7910 | - Location Indicators for geographical locations; |
| Doc 8400 | - ICAO Abbreviations and Codes; |
| Doc 8585 | - Designators for Aircraft Operating Agencies, Aeronautical Authorities and Services. |

1.2.2 Differences from ICAO Standards Recommended Practices and Procedures are given at GEN 1.7.

## 2 Area of Responsibility

### 2.1 En-route Telecommunications Services

2.1.1 All en-route telecommunications (air-interpreted navigational aids and communications) services, together with those services at aerodromes administered by Highlands and Islands Airports Ltd, except where otherwise identified in the AIP, are provided by the NATS (En Route) plc.

Post: NATS (En Route) plc, Director of Service Delivery, Corporate and Technical Centre, 4000 Parkway, Whiteley, Fareham, Hampshire. PO15 7FL.
Phone: 07785-953265
Fax: 01489-444015

### 2.2 Communications and Navigational Aids at UK Aerodromes

2.2.1 Several organisations are approved by the CAA to provide Civil Aviation Telecommunications Services at UK aerodromes.

2.2.2 The telecommunication service provider for each aerodrome can be contacted using the ATS/ATC telephone number stated at AD 2.2/AD 3.2.

### 2.3 AFTN and associated Data Services

Post: NATS, Data Services, Box 25, Sopwith Way, Swanwick, Southampton, Hampshire, SO31 7AY
Phone: Operations (H24) 01489-612790, Support (Mon-Fri) 01489-887155
Fax: 01489-612793
Email: dataservicessupport@nats.co.uk

### 2.4 Enquiries and Complaints

2.4.1 Enquiries or complaints about the performance of Civil Aviation Telecommunications Services should be referred in the first instance to the operational organisation providing the services. Urgent matters should be communicated verbally and supported by written reports.

## 3 Type of Service

### 3.1 Radio Navigation Services

3.1.1 The following types of radio aids to navigation are provided in the UK:

a) MF Non-Directional Beacon (NDB);
b) VHF Direction-Finding Station (VDF);
c) Approach Radar (RAD);
d) Precision Approach Radar (PAR) at certain military aerodromes;
e) Instrument Landing System (ILS);
f) VHF Omni-directional Radio Range (VOR);
g) Distance Measuring Equipment (DME).

# GEN 3.4 COMMUNICATION AND NAVIGATION SERVICES (continued)

### 3.1.2 MF Non-directional Beacon (NDB)

a) The range promulgated for UK NDBs is based on a daytime protection ratio between wanted and unwanted signals that limits bearing errors at that distance to ±5 degrees or less. At ranges greater than those promulgated bearing errors will increase. Adverse propagation conditions particularly at night will also increase bearing errors.
b) NDBs provided for use as approach aids, during the notified hours of ATS, at aerodromes for which instrument approach procedures are published in the AD section are notified in this AIP as locator beacons (L). Most locator beacons continue to transmit a usable signal outside notified hours, these signals are provided for the purposes of navigational aid only. Aerodrome NDBs not notified as locator beacons are provided for navigational use only.
c) Details of the Maritime Radio beacons (NDB) are published by the Hydrographer of the Navy, Hydrographic Department (MOD), Taunton, Somerset TA1 2DN, and are available from Admiralty Chart Agents.

### 3.1.3 VHF Direction-Finding Station (VDF)

a) VDF bearings are classified as follows:

- Class A: accurate to within ±2 degrees;
- Class B: accurate to within ±5 degrees;
- Class C: accurate to within ±10 degrees.

b) VDF bearing information will only be given when conditions are satisfactory. Normally no better than Class B bearing will be available.

### 3.1.4 Approach Radar (RAD)

a) The VHF communications frequencies for use with Approach Radars are listed in AD 2 item 2.18

### 3.1.5 Instrument Landing System (ILS)

a) Aircraft overflying the localizer or manoeuvring on or near the runway may disturb the ILS guidance signals. ATC will apply increased separation and such other measures considered necessary to prevent interference during Category II and III operations.
b) Such measures will also be applied at the discretion of ATS when requested by pilots wishing to use Category II and III landing procedures when meteorological conditions do not necessitate them
c) For all civil ILS notified in AD 2 item 2.19 the Localizer usable coverage sector is ±35° about the nominal course line and the glidepath provides coverage to the minimum ICAO requirement of 10 NM unless otherwise stated. Pilots using these instrument landing systems are advised not to attempt to intercept and follow the glidepath until the aircraft is established on the Localizer centre-line. Due to the presence of false courses on some localizers operating in the UK, pilots are advised not to attempt to use any ILS facility outside ±35° of the front course line. This advice is in addition to the notes promulgated in AD 2 item 2.19 for individual ILS.
d) Steep Angle facilities listed in the ILS entries in AD 2 item 2.19 provide a more limited coverage than that described in paragraph 1.5(c), the Localizer usable coverage sector being limited to 10 NM at ±35° and to 18 NM at ±10°. The glidepath provides coverage to 8 NM.
e) Although all MoD ILS facilities are technically classed as ‘uncategorised’, they are flight checked to ICAO CAT I standards. However, pilots of aircraft cleared to carry out practice auto-coupled approaches with the appropriate visual references to below CAT I limits are to note the following: Unless specifically promulgated otherwise, ILS facilities at MoD airfields are not capable of providing the required quality of beam structure to enable auto-coupled approaches to be continued below the minimum CAT I Decision Height.

### 3.1.6 Instrument Landing System (ILS) and Distance Measuring Equipment (DME)

a) A DME facility at an aerodrome, which is frequency paired with the ILS, is arranged to give zero range indication with respect to the threshold of the runway with which it is associated and precise ranges will only be indicated when aircraft are in line with the runway on the approach path. As a consequence of this, if used other than in accordance with promulgated procedures indicated range should be taken as an approximate range to the aerodrome.

### 3.1.7 VHF Omni-directional Radio Range (VOR) and Distance Measuring Equipment (DME)

a) The Designated Operational Coverage promulgated for UK VOR and DME together with details of any unsatisfactory conditions known to exist, are listed in AD 2 item 2.19 or at ENR 4.1.
b) Because inaccurate bearing information may be radiated by a VOR during a changeover to the standby transmitter, no identification signal is radiated until the changeover is completed. Pilots are advised to continually monitor the identification signal throughout a VOR approach.
c) Where a VOR and TACAN are frequency paired, but not within the co-location limit of 600 M, the last letter of the TACAN identification will be a 'Z'. Civil Pilots are advised not to make operational use of distance information provided by Military TACAN facilities promulgated as unreliable and/or transmitting a series of dots after the identification code.
d) Where an en-route VOR or VOR/DME facility has an instrument approach procedure published in the AD section, a note in Column 7 at ENR 4.1 indicates the aerodrome so served. The hours of service as an approach aid are within the notified hours of the Air Traffic Services at the aerodrome served.

# GEN 3.4 COMMUNICATION AND NAVIGATION SERVICES (continued)

3.1.8 **Aerodrome Distance Measuring Equipment (DME)**

a) Aerodrome DME referred to in an instrument approach procedure published in the AD section is provided for use as an approach aid during the notified hours of ATS only. Most DME continue to transmit outside ATC notified hours for the purpose of navigational aid only.
b) Aerodrome DME with their zero range off-set to occur at specific runway thresholds are identified by comments in Column 7 at AD 2 item 2.19. Any DME range indications observed when between runway thresholds should be ignored. Other aerodrome DME indicate true slant range from aircraft to DME site.

3.1.9 **Radio Navigation Aids - Designated Operational Coverage**

3.1.9.1 Due to the limitations in the availability of spectrum, most NDB, VOR and DME facilities operate on a shared frequency channel. Frequency planning criteria based on ICAO Standards and Recommended Practices are employed to reduce the risk of interference from other facilities operating on the same frequency (co-channel interference).

3.1.9.2 When interference occurs, it is likely to be manifested in one of the following ways:

a) Garbled identification;
b) Bearing/range errors;
c) Inability to acquire the navigational signal;
d) Acquiring the undesired signal instead of the desired one.

3.1.9.3 Under abnormal propagation conditions interference can occur. For VOR and DME this is rare in the European region. However for a NDB, such conditions occur for a number of reasons (see paragraph 3.1.11).

3.1.9.4 The attention of pilots and aircraft operators is drawn to the following:

a) Using a VOR/DME outside the Designated Operational Coverage (DOC) can lead to errors in navigation. Such errors can be dangerous. This is particularly to be noted when using multiple DME in the RNAV configuration where it is difficult, if not impossible, to make a positive identification of the beacon being used.
b) DOCs are published in the UK AIP AD 2 item 2.19 and ENR 4.1. Where pilot channel selection is made, it is essential that this document be consulted as part of the pre-flight briefing to determine the DOC of every radio navigation aid upon which the safety of the intended flight may depend.

3.1.10 **Limitations of Non-Directional Beacons and Automatic Direction Finding Equipment**

3.1.10.1 Although VHF Omni-Range facilities (VOR) have increasingly replaced Non-Directional Beacons (NDBs) in many parts of the world, NDBs are still in use as navigation and instrument approach aids and are likely to be utilised in these roles for several years to come.

3.1.10.2 The increasing use of VOR may result in pilots losing sight of the inherent limitations of the NDB and its associated airborne Automatic Direction-Finding (ADF) equipment which if used under certain conditions is capable of producing large and potentially dangerous errors.

3.1.10.3 The principal factors liable to affect NDB/ADF system performance and integrity are:

- Static Interference;
- Station Interference;
- Night Effect;
- Mountain Effect;
- Coastal Refraction;
- Absence of failure warning system.

3.1.10.3.1 Very occasionally the Authority becomes aware of other conditions in ADF/NDB systems which give rise to false indications. In all such cases notification is given to the affected aircraft and ground equipment operators.

3.1.10.3.2 **Static Interference -** All kinds of precipitation (including falling snow) and thunderstorms can cause static interference of varying intensity to ADF systems. Precipitation static reduces the effective range and accuracy of bearing information and thunderstorms can give rise to bearing errors of considerable magnitude and even to false 'overhead' indications. Indeed it is often said that in an area affected by thunderstorm activity, the ADF bearing pointer is useful only as an indication of the direction of the most active storm cell.

3.1.10.3.3 **Station Interference -** Most countries adopt measures to minimise the possibility of interference between transmissions from different stations by spacing frequencies and limiting the power outputs of those which might conflict. However, the LF and MF frequency bands remain inevitably congested and there is a risk that some interference will occasionally occur. When interference is experienced, bearing errors of varying degree will result. By day, the use of a NDB within the promulgated service range (based on daylight conditions) will normally afford protection against interference. Providing the NDB is correctly selected and identified reliable performance can usually be expected. By night, however, it is possible for skywave signals from other (more distant) transmitters to penetrate those areas considered protected during the day, thus giving rise to the possibility of two signals being received and resulting in unreliable bearing indications. Extreme care should therefore be exercised when making use of NDBs during night or twilight hours, even when well within the promulgated service range. A similar degree of care is necessary by day when close

to the limit of the promulgated service range. Positive identification of the callsign of the required NDB is essential and is just as important with modern incrementally-tuned crystal controlled ADF sets, as with the earlier designs since frequency references alone cannot guarantee that the required NDB is being unambiguously received. Following initial identification and when ADF indications are being followed, further checks on reception of the correct callsign and on the accuracy of tuning should also be made at frequent intervals.

3.1.10.3.4 **Night Effect -** At night in addition to the interference which can occur between transmissions from different stations (already described in paragraph 1.11.3.3) it is possible for the reception of a ground wave signal from an individual NDB to be contaminated by a skywave signal from the same transmission source. This will give rise to bearing errors of varying magnitude depending on the heights of the ionised layers and the polarisation of the signals on arrival at the receiver. Night effect is usually most marked during the twilight hours when skywave contamination can cause 'fading' of signal strength with resultant wandering of the ADF bearing pointer. Caution should therefore be exercised whenever fluctuations in bearing indications are observed in the circumstances described.

3.1.10.3.5 **Mountain Effect -** ADF systems may be subject to errors caused by the reflection and refraction of the transmitted radio waves in mountainous areas. High ground between the aircraft and the NDB may increase the errors especially at low altitude.

3.1.10.3.6 **Coastal Refraction -** In coastal areas the differing radio energy absorption properties of land and water result in refraction of NDB transmissions. This error, known as 'Coastal Refraction', is most marked when the transmissions cross the coastline at an oblique angle and when the NDB is located away from the coast. Such bearings should, therefore, be used with caution.

3.1.10.3.7 **Lack of Failure Warning System -** Because of the absence of failure warning devices on most ADF instruments, failure in any part of the system (including the NDB) may produce false indications which are not readily detectable. NDB failures in particular could adversely effect both systems of a dual ADF installation in the aircraft. Having selected and identified the NDB, monitoring the audio identification signal and the pointer behaviour is the correct method of assuring normal system operation. This will reduce the risk of a false indication being followed and applies particularly when making an approach toward the NDB, when, in the event of failure, the ADF pointer could indicate that the beacon is ahead of the aircraft even though the beacon has been passed. Particular care should be exercised when an instrument approach procedure is commenced at ADF pointer reversal, in Instrument Meteorological Conditions to below sector safety altitude where no independent cross check is available.

3.1.10.4 Two methods of modulation are used to transmit the Morse identification signal of a NDB. In the UK all NDB utilise Modulated Continuous Wave (N0N A2A) type of modulation but in many other countries Interrupted Continuous Wave (N0N A1A) modulation may be employed which requires the use of a Beat Frequency Oscillator (BFO) or tone generator in the ADF receiver. Pilots must therefore be aware of the type of emission to expect and to pre-select the ADF receiver controls accordingly. In the case of Interrupted Continuous Wave (N0N A1A) type emissions, the ADF bearing pointer may wander during the ident period, due to the interruptions in the carrier frequency.

3.1.10.5 In conclusion it has to be stressed that at the comparatively short distances, ie less than 50 nautical miles, over which NDB are most commonly used, the most potentially dangerous errors are those resulting from all types of precipitation static, thunderstorms and station interference (particularly at night). When these are experienced, the ADF system should be used only when necessary and then with extreme caution; VHF aids are much less affected and these should be used in preference wherever possible. Cross-checking on the accuracy of ADF indications by reference to other available navigational aids is not only a matter of good airmanship but also a most necessary safeguard wherever any difficulty is experienced in the reception or identification of the intended NDB.

## 3.2 The Aeronautical Mobile Service

### 3.2.1 General

a) Facilities are provided to meet the Air/Ground communications requirements of the Air Traffic Services described in the AIP and the Emergency Services detailed at paragraph 3.2.7. These services include coverage over the greater part of the United Kingdom Flight Information Regions above 3000 FT. Some limited cover may be possible below this altitude.
b) United Kingdom Air/Ground facilities will communicate with aircraft on frequencies within the Aeronautical Mobile (R) Service which has been allocated to the band 118 to 136.975 MHz.
c) United Kingdom airspace utilises 8.33 kHz channel spacing in line with Assimilated Regulation (EU) No. 1079/2012. All airspace users, unless otherwise notified, in ENR 1.8, will be required to be equipped with 8.33 kHz VCS capable radios.
d) The language to be used when communicating on the United Kingdom Aeronautical Mobile Service is English.
e) Procedures to follow in the event of Radio failures are contained in the AD and ENR Sections.
f) At a civil aerodrome the following words in a callsign identify an Air Traffic Control Service: TOWER, APPROACH, GROUND, ZONE, RADAR, DIRECTOR, DELIVERY.
g) In a callsign, only the word INFORMATION is used to identify an Aerodrome Flight Information Service, Aerodrome Terminal Information Service or Area Flight Information Service.
h) In a callsign, only the word RADIO is used to identify an aerodrome Air/Ground communication service.

### 3.2.2 Use of VHF R/T Channels

a) Geographical separation between international services using the same or adjacent frequencies is determined so as to ensure as far as possible that aircraft at the limits of height and range to each service do not interfere with one another. In

the case of en-route sectors these limits correspond to that of the ATC sector concerned and those for international aerodrome services are appropriate a radius of 25 NM up to a height of 4000 FT (TWR) or 10000 FT (APP).

b) Except in emergency, or unless otherwise instructed by the Air Traffic Services, pilots should observe these limits. Services other than international services are provided on frequencies which are shared between numerous ground stations and have to operate to a higher utilisation in order to satisfy the demand for frequencies. Pilots using these frequencies should assist in reducing interference by keeping communications to a minimum and by limiting the use of aircraft transmitters to the minimum height and distance from the aerodrome that are operationally necessary. In the case of TWR, AFIS and A/G facilities, communications on these frequencies should be restricted as far as possible to heights up to 1000 FT in the immediate vicinity of the aerodrome concerned and in any event within 10 NM and 3000 FT.

### 3.2.3 Common Channel for Helicopter Departures

a) At locations having no ground radio facilities a VHF channel is available to assist departing helicopters.
b) Conditions of use are:

   i. It shall only be used at locations having no radio facilities. If another VHF assignment is valid for that location, it must be used even outside the normal operating hours;
   ii. Transmissions shall occur only when helicopters are below 500 FT AGL;
   iii. Helicopters approaching a site should monitor the channel. Blind transmissions are not permitted, except where Pilot Controlled Lighting is used.

c) Departing helicopters shall state:

   i. 'To all stations';
   ii. The callsign of the aircraft;
   iii. The location either by name or by reference to a readily identifiable feature;
   iv. The direction and height of the intended departure.

d) The channel assigned is 122.955 and shall be known as 'DEPCOM'.
e) Where Pilot Controlled Lighting systems are used, arriving helicopters may transmit a sequence of microphone clicks to activate the ground lighting system, within 6 NM from the ground location. Pilot Controlled Lighting systems using the common channel must not transmit from the ground.

### 3.2.4 Common VHF Channel for Use at Aerodromes having no notified Ground Radio Channel

a) At aerodromes having no notified ground radio facilities a VHF channel is available to assist pilots to avoid potential collisions between arriving and departing aircraft. Pilots may use this channel to broadcast their intentions for safety purposes.
b) The channel assigned is 135.480 and is known as 'SAFETYCOM'.
c) The conditions of use are:

   i. SAFETYCOM shall only be used at aerodromes having no notified ground radio facility. If a VHF channel is notified for a location, that notified channel must be used even outside the notified operating hours.
   ii. Transmissions shall be made only within a maximum range of 10 NM of the aerodrome of intended landing, and below 2000 FT above the aerodrome elevation.
   iii. SAFETYCOM shall only be used to transmit information regarding the pilot's intentions, and there should be no response, except where the pilot of another aircraft also needs to transmit his intentions or, exceptionally, has information critical to the safety of an aircraft in a condition of distress or urgency.
   iv. Phraseology is to comply with the requirements of CAP 413 (Radiotelephony Manual) Chapter 4 Section 6.
   v. SAFETYCOM is not to be used for the conduct of formation flights unless landing at or taking off from an aerodrome for which no other frequency is notified and within the limits specified at sub paragraph (ii).
   vi. Pilots operating at aerodromes without a notified channel are recommended to use SAFETYCOM, but its use is not mandatory. However, if pilots choose to use it, they must make the transmissions listed in CAP 413 as 'essential'. It must not be assumed that all other pilots in the vicinity are monitoring the channel and, as at all other times, pilots must maintain a good lookout.
   vii. No air traffic service is associated with SAFETYCOM. Where an aerodrome lies within controlled airspace, pilots must establish contact with the responsible air traffic services unit, and obtain clearance prior to entering controlled airspace.
   viii. Information transmitted on SAFETYCOM confers no priority or right of way. Pilots shall comply with the Rules of the Air Regulations, including the provisions in relation to avoiding aerial collisions.

d) Unless specifically approved by the CAA, SAFETYCOM is not to be used for special events as defined in CAP 403 (Flying Displays and Special Events: A Guide to Safety and Administrative Arrangements). Channels for special events should continue to be requested through existing contacts.

### 3.2.5 VHF Low Level Common Frequency for use within the UK Low Flying System (UKLFS)

a) Available for use by all aircrew, military and civilian, operating in Class G airspace at or below 2000 FT AGL in the UKLFS and should be monitored whenever possible.
b) Pilots should use this channel to broadcast their intentions to help improve situational awareness between all aircrew operating in the same area.
c) The channel assigned is 130.490 and shall be known as the “LL-Common Frequency”.
d) The conditions of use are:

## GEN 3.4 COMMUNICATION AND NAVIGATION SERVICES (continued)

i. Pilots should make use of the LL Common Frequency only when not in receipt of a Lower Airspace Radar Service or other Air Traffic Service, or when operating outside an area where a Frequency Monitoring Code and associated ATC frequency/channel is used.
ii. Pilots should make blind calls. To prevent clutter the channel must not be used as a chat channel.
iii. Transmissions should be accurate, clear and concise.

e) Transmission Timing:

i. When safe and suitable.
ii. When entering/exiting the UKLFS.
iii. At turning points or significant heading changes.
iv. Approaching well-known and recognisable physical features.
v. Any time it is considered beneficial to the safety of the aircraft.

f) Blind call Content:

i. Call Sign.
ii. Aircraft type (and number, in case of formations).
iii. Position in relation to reference points immediately identifiable to other pilots (using cardinal or inter-cardinal directions).
iv. Altitude.
v. Heading.
vi. Next significant reference point.

g) Details of the UKLFS are shown in ENR 6-20 and ENR 6-21.

***Note:*** *Whilst civil aircraft will broadcast their Altitude above sea level based on QNH, military aircraft in the UKLFS will be operating on Radar Altimeter heights and broadcasting their height Above Ground Level. Civil operators should consider their actual height above ground when assessing any potential conflict with military traffic.*

3.2.6 **Common Air-to-Air Channels for General Aviation**

a) Two channels 123.065 and 123.135 have been assigned for Air-to-Air communications. These channels should be used to share important safety information between pilots, where information is not provided by other services, such as ATC or FIS, mainly in uncontrolled airspace.

- Sharing Weather Issues
- Formation Flights
- Flights in Areas without ATC (Airspace Classes Golf and Echo)
- Flights in Areas without FIS Coverage
- Local Competitions (within Flying Clubs)
- Self-Coordination

b) The channels will eventually be allocated European-wide to enable cross-border communication without the necessity to retune to other channels. The International Council of Aircraft Owner and Pilot Associations (IAOPA) can provide an updated list of other States currently using these channels for Air-to-Air communications.

3.2.7 **Emergency Service**

a) An emergency communications and aid service is continuously available on 121.500 from the Distress and Diversion (D & D) section located at RAF (U) Swanwick.
b) Operational control is exercised from RAF (U) Swanwick D & D, callsign 'LONDON CENTRE'. The service provides coverage over the greater part of the United Kingdom above 3000 FT. In addition, the stations and units listed at GEN 3.6 have the capability of providing an emergency service on 121.500. (For further details see GEN 3.6, paragraph 6.5).
c) Pilots of aircraft in emergency and using 121.500 should broadcast the initial 'MAYDAY' or 'PAN PAN' call. The Air Traffic Controller at Swanwick will answer the call and initiate appropriate action. (For use of SSR in emergency see ENR 1.6).
d) If the emergency is ended the pilot should inform the controlling authority of the fact and state his intentions before leaving the frequency. This will ensure that any action to alert diversion aerodromes or other assistance will be cancelled.
e) Details of the ATSUs with Emergency Facilities are shown at GEN 3.6.

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

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

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

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

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

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

# GEN 3.4 COMMUNICATION AND NAVIGATION SERVICES (continued)

3.2.10 Pilot Controlled Lighting (PCL)

Pilot Controlled Lighting is used at certain aerodromes for pilots to remotely turn on Aeronautical Ground Lighting outside operating hours, normally using an existing ATS or AGCS VHF channel.

Pilots or organisations using PCL must seek agreement from the relevant aerodrome authority.

## 3.3 Aeronautical Fixed Services

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

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

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

## 3.4 Aeronautical Broadcast Service

a) The Aeronautical Broadcast Service provides broadcasts which contain meteorological, navigation and aerodrome information.
b) Details of these broadcasts are listed under the name of the controlling aerodrome or Air Traffic Control Unit in the AD section at 2.18/3.17 and in GEN 3.5, paragraph 7.

# 4 Requirements and Conditions

### 4.1 Approval and Licensing of Aircraft Radio Stations

#### 4.1.1 General

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

#### 4.1.2 Approval and Licensing Procedure

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

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

#### 4.1.3 Carriage of Radio and Radar Equipment

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

#### 4.1.4 Radio Tests in Flight

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

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

| Air Traffic Service Unit | RTF Call sign | Channel/ Frequency (MHz) | DOC (based upon ARP unless otherwise stated) |
|---|---|---|---|
| Aberdeen/Dyce | Aberdeen Approach / Aberdeen Radar | 119.055 | 55 NM / FL 250 |
| Belfast Aldergrove | Aldergrove Approach / Aldergrove Radar | 133.125 | 60 NM / FL 245 |
| Birmingham | Birmingham Radar | 123.980 | 40 NM / FL 200 |
| Bournemouth | Bournemouth Approach / Bournemouth Radar | 119.480 | 50 NM / FL 120 |
| Cambridge | Cambridge Approach | 120.965 | 40 NM / FL 200 |
| Cardiff | Cardiff Approach / Cardiff Radar | 125.855 | 50 NM / FL 190 |
| East Midlands | East Midlands Radar | 134.180 | 60 NM / FL 150 |
| Edinburgh | Edinburgh Approach /Edinburgh Radar | 121.205 | 40 NM / FL 100 |

## GEN 3.4 COMMUNICATION AND NAVIGATION SERVICES (continued)

| Air Traffic Service Unit | RTF Call sign | Channel/ Frequency (MHz) | DOC (based upon ARP unless otherwise stated) |
|---|---|---|---|
| Exeter | Exeter Approach / Exeter Radar | 128.980 | 40 NM / FL 160 |
| Glasgow | Glasgow Approach / Glasgow Radar | 119.105 | 25 NM / FL 100 |
| Isle of Man | Ronaldsway Approach / Ronaldsway Radar | 120.855 | 40 NM / FL 100 |
| Leeds Bradford | Leeds Approach / Leeds Radar | 134.580 | 40 NM / FL 100 |
| Liverpool | Liverpool Approach /Liverpool Radar | 119.855 | 40 NM / FL 100 |
| London Terminal Control | Stansted Radar | 120.625 | Within the operational area of Stansted Radar. |
| Newcastle | Newcastle Approach / Newcastle Radar | 124.380 | 60 NM / FL 250 |
| Norwich | Norwich Approach / Norwich Radar | 119.355 | 40 NM / FL 70 |
| Prestwick | Prestwick Approach / Prestwick Radar | 129.450 | 40 NM / FL 195 |
| Shoreham | Shoreham Approach / Shoreham Tower / Shoreham Radio | 123.155 | 25 NM / FL 100 |
| Southend | Southend Approach / Southend Radar | 130.780 | 40 NM / FL 100 |
| Sumburgh | Sumburgh Tower | 118.255 | 25 NM / FL 40 |

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

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

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

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

4.1.4.7 **Conditions for Tests**

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

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

4.1.4.7.2.1 6K80A3EJN for 25 kHz frequency assignments.

4.1.4.7.2.2 5K00A3EJN for 8.33 Channel assignments.

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

4.1.4.8 **Priority of Messages**

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

4.1.4.9 **Radio Test in Flight Procedure**

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

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

4.1.4.9.3 All radio transmissions for test in flight purposes shall be of the minimum duration necessary for the test and shall not continue for more than 10 seconds. The recurrence of such transmissions shall be kept to the minimum necessary for the test.

4.1.4.9.4 The nature of the test transmission shall be such that it is identifiable as a test transmission and can not be confused with other communications. To achieve this the following format shall be used:

a) 'the call sign' of the aeronautical radio station being called, followed by the words ‘THIS IS’;
b) 'the aircraft identification';
c) the words ‘RADIO CHECK ON’;
d) 'the channel (or frequency (MHz))' being used for the test;
e) 'the aircraft identification'.

4.1.4.9.5 The operator of the aeronautical radio station being called will assess the transmission and will advise the aircraft making the test

# GEN 3.4 COMMUNICATION AND NAVIGATION SERVICES (continued)

transmission in terms of the readability scale below, together with a comment on the nature of any abnormality noted (ie excessive noise) using the following format:

a) 'the aircraft identification' followed by the words 'THIS IS';
b) 'the call sign' of the aeronautical radio station replying;
c) information regarding the readability of the aircraft transmission using the words 'READABILITY x' where 'x' is a number taken from the table below that equates to the assessment of the transmission;
d) additional concise and unambiguous information with respect to the noted abnormality may be given;
e) 'the call sign' of the aeronautical radio station replying;
f) for practical reasons it may be necessary for the operator of an aeronautical radio station to reply with 'THIS IS' followed by 'the call sign' of the aeronautical radio station 'STATION CALLING ON' state 'the channel (or 8.33 frequency (MHz)) UNREADABLE'

| Quality | Scale |
|---|---|
| Unreadable | 1 |
| Readable now and then | 2 |
| Readable but with difficulty | 3 |
| Readable | 4 |
| Perfectly Readable | 5 |

4.1.4.9.6 The test transmission and reply thereto are recorded at the ATSU.

4.1.4.9.7 The operator of the airborne station shall complete a 'Flight Test Report' based upon the assessment information conveyed to them, this should be recorded in the aircraft maintenance records. Action should be taken to rectify any identified problems be fore further test or use.

## 4.2 Approval and Licensing of Ground Radio Stations

4.2.1 General

4.2.1.1 The Civil Aviation Authority must approve in writing the operation of a ground radio station and the station must be licensed by Ofcom under the terms of the Wireless Telegraphy Act before it may be operated.

4.2.2 Approval and Licensing Procedure

4.2.2.1 Full details of the procedures governing the approval and licensing of ground radio stations are obtainable from:

Post: Civil Aviation Authority, ATM Oversight Team, Aviation House, Gatwick Road, Gatwick Airport South, West Sussex RH6 0YR
Phone: 03301-382036/03301-382883
Email: Approvals.RCS@caa.co.uk

4.2.2.2 Full details of the procedures governing the Wireless Telegraphy Act, aeronautical licensing are obtainable from:

Http: www.ofcom.org.uk/manage-your-licence/radiocommunication-licences/aeronautical-licensing

## 4.3 Malfunctions, Maintenance and Test Transmissions

4.3.1 During periods of malfunction or maintenance of navigational aids, the promulgated identification signal is suppressed as a means of warning users that the transmission cannot be safely used for navigation purposes. The identification signal will be suppressed in one of two ways:

a) by complete removal;
b) by radiating a continuous tone.

4.3.2 Any transmission using the identification 'TST' is radiating for test purposes only and must not be used for operational purposes.

## 4.4 Interference from High Powered Transmitters

4.4.1 Pilots are advised that interference may be experienced in aircraft flying in the vicinity of high power broadcast stations. If such interference is troublesome or is experienced well beyond the vicinity of the ground transmitter, pilots are requested to report concerns to the Civil Aviation Authority.

4.4.2 The CAA coordinates through Ofcom to ensure that any changes or additions to the FM broadcasting service in the UK and adjacent states do not have any impact on FM immune ILS/VOR navigation and VHF communications receivers. Older receivers

that do not meet the FM immune standard may suffer interference.

4.4.2.1 Since 1 Jan 2001, the use of FM-immune ILS/VOR navigation and VHF communications receivers is required for IFR operations within the London and Scottish FIRs. Further details of FM immunity requirements are listed in GEN 1.5.

4.4.3 Safety concerns can be reported to the CAA marked for the attention of 'CNS and Spectrum Team' using the details below:

Post: Civil Aviation Authority, CNS and Spectrum Team, Aviation House, Gatwick Road, Gatwick Airport South, West Sussex RH6 0YR
Http: www.caa.co.uk/Our-work/Make-a-report-or-complaint/Report-a-safety-concern/

Reports should include the following information:

a) Frequency on which interference occurred;
b) Approximate position and height of aircraft;
c) aircraft registration letters;
d) date and time of interference;
e) description of interfering signal e.g. music, speech, language, etc.

4.4.4 Other sources of High Intensity Radio Transmission (HIRTA) are listed in the ENR Section. Pilots are warned that within the areas defined, interference or damage to aircraft electronic equipment may occur. Navigation information from equipment may be unreliable.

## 5 Miscellaneous

5.1 To be developed.

# GEN 3.5 METEOROLOGICAL SERVICES

## 1 Responsible Service

1.1 The Civil Aviation Authority is the Meteorological Authority for the United Kingdom (UK). This authority is derived from Directions issued under section 66(1) of the Transport Act 2000 relating to the Civil Aviation Authority's performance of air navigation functions. The policy of the UK Met Authority is to discharge its responsibilities for the provision of meteorological services to UK based national and international civil aviation operations in accordance with International, European, and National requirements as may be promulgated from time to time including Regulation (EU) No 2017/373 as retained (and amended in UK domestic law) under the European Union (Withdrawal) Act 2018, ICAO Annex 3 and CAP 746.

Post: Civil Aviation Authority, Aviation House, Beehive Ringroad, Crawley, West Sussex, RH6 0YR
Email: metauthority@caa.co.uk

1.2 Meteorological forecasting and climatological services for civil aviation in the United Kingdom are provided by the Met Office designated as the Meteorological Air Navigation Service Provider (ANSP) for the UK under the EU Service Provision Regulation:

Post: Hd Aviation Business, Met Office, Fitzroy Road, Exeter, EX1 3PB

Phone: 0330-135 0000 and 0370-900 0100 or outside the UK +44 (0)330-135 0000

Fax: 0330-135 0050 or outside the UK +44 (0)330-135 0050

AFS: EGRRYTYH (Administrative) or EGRRYMYX (Operations Centre)

Email: enquiries@metoffice.gov.uk

1.3 Applicable ICAO Documents

1.3.1 The Standards, Recommended Practices and, when applicable, the procedures contained in the following ICAO documents are applied:

| | |
|---|---|
| Annex 3 | - Meteorological Service for International Air Navigation; |
| Doc 7754 | - Air Navigation Plan - EUR Region; |
| Doc 8400 | - PANS - ICAO Abbreviations and Codes; |
| Doc 8755 | - Air Navigation Plan - NAT Region; |
| Doc 8896 | - Manual of Aeronautical Meteorological Practice; |
| Doc 9328 | - Manual of Runway Visual Range Observing and Reporting Practices. |

1.3.2 The UK Met Authority's objective is to supply operators, flight crew members, ATS units, airport management and other civil aviation users with the meteorological information necessary for the performance of their respective functions, thus contributing towards the safety, regularity and efficiency of air navigation. All ICAO Annex 3 standards and recommended practices, including ICAO definitions listed in Chapter 1 of Annex 3, are applied in the UK unless a difference has been filed with ICAO. UK differences from ICAO standards and recommended practices are listed in GEN 1.7.

## 2 Area of Responsibility

2.1 The United Kingdom provides area Meteorological Watch for the London and Scottish FIR/UIRs and for the Shanwick Oceanic FIR. The Met Office's Operations Centre, Exeter, acts as the Meteorological Watch Office (MWO) for these areas.

2.2 The UK operates one of the two World Area Forecast Centres (WAFC), responsible for the provision of global forecasts of significant weather and the following global grid point data; wind, temperature, humidity, tropopause height and temperature, maximum wind speed, direction and height. In the event of an interruption of the operation of a WAFC, its functions will be provided by the other WAFC. Additionally, the UK operates a Volcanic Ash Advisory Centre; further information on this service can be found at https://www.metoffice.gov.uk/services/transport/aviation/regulated

## 3 Meteorological Observations and Reports

3.1 **Observing Systems and Operating Procedures**

3.1.1 Surface wind sensors on aerodromes are positioned to give the best practical indication of the winds which an aircraft will encounter during take-off and landing within the layer between 6 and 10 M above the runway(s). The surface wind reported for take-off and landing by ATS Units at aerodromes supporting operations by aircraft whose maximum total weight authorised is below 5700 KG is usually an instantaneous wind measurement with direction referenced to Magnetic North. However, at other designated aerodromes the wind reports for take-off and landing are averaged over the previous 2 minutes. Variations in the wind direction are given when the total variation is 60° or more and the mean speed 3 KT or more, the directional variations are expressed as the two extreme directions between which the wind has varied in the past 10 minutes. In reports for take-off, surface winds of 3 KT or less include a range of wind directions whenever possible if the total variation is 60° or more. Variations from the mean wind speed (gust and lulls) during the past 10 minutes are only reported when the variation from the mean speed has

# GEN 3.5 METEOROLOGICAL SERVICES (continued)

exceeded 10 KT. Such variations are expressed as the maximum and minimum speeds attained.

3.1.1.1 At aerodromes which normally report surface wind averaged over the previous 2 minutes, the instantaneous wind velocity is available on request. Where an instantaneous wind velocity has been requested the word 'instant' will be inserted in the report (eg. 'G-CD Runway 34 cleared to land instant surface wind 270 7' or 'G-CD Runway 34 cleared to land instant 270 7'). An indication of the wind velocity normally reported at particular aerodromes is included in Table 3.5.3.2.

3.1.1.2 Surface wind measurements contained in the Meteorological Aerodrome Report, METAR and special report are referenced to True North and are averaged over the previous 10 minutes, except when during the 10 minute period there is an abrupt and sustained change in wind direction of 30° or more, with a wind speed of at least 10 KT both before and after the change, or a change in wind speed of 10 KT or more lasting more than 2 minutes. In this case only data occurring since the abrupt change will be used to obtain the mean values. METAR and special reports may give variations in wind direction if during the 10 minute period preceding the time of observation, the total variation in wind direction is 60° or more but less than 180° and the speed is 3 KT or more. The maximum speed is only given if it exceeds the mean speed by 10 KT or more. At aerodromes with wind sensors at two or more sites, METAR surface wind reports are always obtained from one designated 'aerodrome system' irrespective of the system currently in use by the ATS Unit for take-off and landing reports.

3.1.2 Temperature is reported in whole degrees from liquid-in-glass or electrical resistance thermometers located in a ventilated screen.

3.1.3 Horizontal surface visibility is assessed by human observer, assisted at some aerodromes by a visiometer. Visibility is reported in increments of 50 M up to and including 800 M and then increments of 100 M up to 5000 M and in units of kilometres for 5000 M or more.

3.1.3.1 Pilots are reminded that surface visibility forecast in a TAF, TREND or Area Forecast might be subject to marked deterioration caused by smoke at any time. Such deteriorations in surface visibility will be reported as they occur in routine or special aerodrome meteorological reports and forecasts might consequently be amended. It is not possible to forecast the onset or cessation of the smoke, or the precise amount of visibility deterioration. Turbulence and breathing difficulty might be encountered in the area affected by the smoke.

3.1.4 For aerodromes employing IRVR systems.

3.1.4.1 RVR tendency abbreviations U, D or N shall be reported in METARs. When the variation of the RVR values shows an upward or downward tendency, this should be indicated by the abbreviation 'U' or 'D', respectively. In cases when actual fluctuations during the 10-minute period show no distinct tendency, this should be indicated using the abbreviation 'N'. When indications of tendency are not available, no abbreviations should be included.

3.1.4.2 When the RVR is above the maximum value that can be determined by the system in use, it shall be reported using the abbreviation 'ABV' in local routine and local special reports, and when the RVR is below the minimum value that can be determined by the system in use, it shall be reported using the abbreviation 'BLW' in local routine and local special reports.

3.2 **Accuracy of Meteorological Measurement or Observation**

The United Nation's World Meteorological Organisation (WMO) has assessed the attainable accuracy of meteorological measurement or observation of a number of meteorological parameters, described below. However it should be noted that in most cases this exceeds the requirements for aeronautical meteorological observations specified by ICAO.

| Element | Accuracy of Measurement or Observation |
|---|---|
| Mean surface wind | Direction: ± 5°<br>Speed: ± 1 KT up to 10 KT, ± 10% above 10 KT |
| Variations from the mean surface wind speed | ± 1 KT |
| Visibility | ± 50 M up to 550 M<br>± 10 % between 600 M and 1500 M<br>± 20 % above 1500 M |
| RVR | ± 10 M from 50 M to 400 M<br>± 25 M from 400 M to 800 M<br>± 10 % above 800 M |
| Cloud amount | ± 1 okta |
| Cloud height | ± 30 FT up to 300 FT<br>± 10 % above 300 FT |
| Air temperature and dew point temperature | ± 1°C |
| Pressure value (QNH, QFE) | ± 0.5 hPa |

3.3 Details of UK aerodromes certified to provide METARs are listed in Table 3.5.3.2. Whilst a list of those aerodromes certified to provide local observations only is given in paragraph 3.7.

3.4 **Aerodrome Weather Warnings Service**

3.4.1 Aerodrome Warnings will be issued at the times shown in the table below, and for the periods of validity indicated, if one or more

# GEN 3.5 METEOROLOGICAL SERVICES (continued)

of the specified phenomena occurs or is expected to occur (Note: Thunderstorms will have at least 15 minutes lead time). If it is forecast that there is a 40% or greater chance that the phenomena will occur, the warning will say that the phenomena is 'likely to occur'. If there is a less than 40% chance that the phenomena will occur, the warning will say that the phenomena 'may occur':

| Set review and Issue Times between (See Note) | Maximum Validity Period Thunderstorm warnings | Maximum Validity Period All other warnings |
|---|---|---|
| 0530 - 0545 | 0600 - 1200 | 1200 - 1800 |
| 1130 - 1145 | 1200 - 1800 | 1800 - 0000 |
| 1730 - 1745 | 1800 - 0000 | 0000 - 0600 (next day) |
| 2330 - 2345 | 0000 - 0600 (next day) | 0600 - 1200 (next day) |
| ***Note:*** *For operational reasons certain aerodromes will be provided with an Enhanced Warning Service and at these aerodromes warnings will be issued and amended 24/7 as required.* | | |

a) Gales (when the mean surface wind is expected to exceed 33 KT, and/or if gusts are expected to exceed 42 KT);
b) Strong wind warnings (When the surface wind is expected to reach or exceed mean wind speed 20 KT and/or gusts of 28 KT);
c) thunderstorms, hail or squalls;
d) snow, including the:

   i. time of onset;
   ii. intensity (slight, moderate or heavy);
   iii. expected time of cessation (including thaw if appropriate);
   iv. approximate depth of snow likely (cm) and;
   v. type of snow (Wet or Dry);
   vi. possibility of drifting (significant falls of snow with high winds (>15 KT);
   vii. visibility when expected to fall below 600 M.

e) frost warnings are issued when any of the following conditions are expected:

   i. A ground frost with air temperatures not below freezing point;
   ii. the air temperature above the surface is below freezing point (air frost);
   iii. frozen deposits (hoar frost, rime or glaze) are expected to form on parked aircraft, runways or taxiways.

f) fog (when the visibility is expected to fall below 600 M);
g) freezing rain or drizzle.

Amendments or cancellations will not be issued.

3.4.2 Aerodrome operators requiring notification of the above warnings should apply to the MET Authority (see GEN 3.5 paragraph 1).

3.4.3 The normal method of notifying Aerodrome Warnings is by a single AFS or email to the aerodrome, with local dissemination of the warning being the responsibility of the aerodrome operator. Warnings will also be published on the Met Office website: https://www.metoffice.gov.uk/services/transport/aviation/regulated/aviation-briefing-service-guidance and all aviation users can register via the website to receive email alerts.

3.5 **Special Facilities**

3.5.1 Warnings of Marked Temperature Inversion are issued whenever a temperature difference of 10°C or more exists between the surface and any point up to 1000 FT above the aerodrome. This warning is broadcast on departure and arrival ATIS at aerodromes so equipped, or in the absence of ATIS passed by radio to departing aircraft before take-off, and to arriving aircraft as part of the report of aerodrome meteorological conditions.

3.5.2 **Windshear Warning Service**

3.5.2.1 Forecasters regularly review the weather conditions and monitor aircraft reports of windshear experienced on the approach or climb out. Where a potential low level (below 1600 FT) windshear condition exists, a Warning is issued; this will be based on one or more of the following criteria:

a) Mean surface wind speed at least 20 KT;
b) the magnitude of the vector difference between the mean surface wind and the gradient wind (an estimate of the 2000 FT wind) at least 40 KT;
c) thunderstorm(s) or heavy shower(s) within approximately 5 NM of the airport.

***Note 1:*** *Warnings are also issued based on recent pilot reports of windshear on the approach or climb-out.*

***Note 2:*** *Windshear warnings will be cancelled when aircraft reports indicate that windshear no longer exists.*

3.5.2.2 The Warning message is given in the arrival and departure ATIS broadcasts in one of three formats:

a) 'WINDSHEAR FORECAST' (WSF) - when the meteorological conditions indicate that low level windshear on the approach or climb-out (below 2000 FT) might be encountered;
b) 'WINDSHEAR FORECAST AND REPORTED' (WSFR) - as above, supported by a report from at least one aircraft of windshear on the approach or climb-out within the last hour;

# GEN 3.5 METEOROLOGICAL SERVICES (continued)

c) 'WINDSHEAR REPORTED' (WSR) - when an aircraft has reported windshear on the approach or climb-out within the last hour, but insufficient meteorological evidence exists for the issue of a forecast of windshear.

3.5.2.3 Pilot reports of windshear on approach or climb-out can greatly enhance the operational efficiency of this service. In addition, they also serve in the continuous evaluation of the criteria upon which Warnings are forecast. Thus pilots who experience windshear on the approach or climb-out are requested to report the occurrence to ATC, as soon as it is operationally possible to do so, even if a warning has been issued. Windshear reporting criteria are shown at paragraph 6.3.2. Pilots who experience windshear at any UK aerodrome are requested to report it in the same way.

***Note:*** *No UK aerodromes are currently equipped with automated ground-based remote-sensing equipment for the detection of windshear.*

3.5.3 **Runway Visual Range (RVR)**

3.5.3.1 RVR assessment is made by either a Human Observer or an Instrumented RVR system (IRVR). Most IRVR systems have an upper limit of 1500 M; the upper limit of the Human Observer system is normally less than this. The system in use at particular aerodromes is indicated in Table 3.5.3.2, and explained in Table 3.5.3.3.

3.5.3.2 The United Kingdom standard RVR reporting incremental scale is 25 M between 0 and 400 M, 50 M between 400 and 800 M, and 100 M above 800 M. Some IRVR systems are unable to report every incremental point in the scale. Known limitations in IRVR systems are as follows:

| | |
|---|---|
| Liverpool (EGGP) | IRVR 50 - 1500 M (175 M not reported). |
| London/City (EGLC) | IRVR 50 - 1500 M IRVR remains serviceable if TDZ fails. |
| London Gatwick (EGKK) | RWY 08L IRVR remains serviceable if TDZ fails. |
| | RWY 26R TDZ IRVR is considerably displaced from Start-to-Roll position. |

3.5.3.3 The assessment and reporting of RVR begins whenever the horizontal visibility or the RVR is observed to be less than 1500 M. At those aerodromes where IRVR is available, RVR may also be reported when the observed value is at or below the maximum reportable value or when shallow fog is forecast or reported.

3.5.3.4 RVR is passed to aircraft before take-off and during the approach to landing. Changes in the RVR are passed to aircraft throughout the approach. Additionally, information from pilot reports or ATC observation that the visibility on the runway is worse than that indicated by the RVR report, for example patches of thick fog, are passed.

3.5.3.5 Table 3.5.3.2 shows which IRVR system is provided at an aerodrome. Aerodromes using AGIVIS systems suppress mid-point and/or stop-end values when:

a) They are equal to or higher than the touchdown zone value unless they are less than 400 M; or
b) they are 800 M or more.

Aerodromes using MET-1 systems suppress mid-point and/or stop-end values unless they are 550 M or less.

3.5.3.6 At those aerodromes having multi-site IRVR the standard UK procedure is that the touchdown zone RVR is always given first, followed by any values for the mid-point RVR and/or stop-end RVR which have not been suppressed. With the above in mind, the co-operation of the pilots is sought in avoiding unnecessary radio requests for mid-point and/or stop-end values when they have not been given. When all three values are given they are passed as a series of numbers, for example, 'RVR 600, 500, 550' relates to touchdown zone, mid-point and stop-end respectively. If two values are to be passed, they are to be individually identified, eg 'touchdown 650, stop-end 550'.

3.5.3.7 If a single transmissometer fails, and the remainder of the IRVR system is still serviceable, RVR readings are not suppressed for the remaining sites and these values are passed to pilots. For example, if the touchdown zone transmissometer is unserviceable, 'RVR: touchdown not available, mid-point 600, stop-end 400'. If two transmissometers fail in a three-site IRVR system, the remaining value is passed and identified provided that it is not the stop-end value, in which event the system is considered unserviceable for that runway direction. In a two-site IRVR system, giving touchdown zone and stop-end values, if the touchdown zone transmissometer fails, the system is considered unserviceable for that runway direction.

3.5.3.8 When RVR information is not available, or when the RVR element of Aerodrome Operating Minima falls outside the range of reportable RVR, pilots should use meteorological visibility in the manner specified in their operations manuals, or at AD 1.1 subsection 4 (Aerodrome Operating Minima – Non-public transport flights by aircraft).

3.6 Climatological information for certain UK aerodromes is available for civil aviation purposes from the Met Office, according to the following criteria:

**Table 3.5.3.1 — Climatological Information**

| | |
|---|---|
| A | Climatological statistics readily available based on at least 10 years' of three-hourly (usually hourly) data. |
| B | Climatological statistics readily available based on less than 10 years' data and/or some gaps in night-time data. |
| C | Limited climatological statistics available based on available METAR reports starting July 1983 or later. |
| D | No data available or insufficient data available to provide climatological statistics. |

# GEN 3.5 METEOROLOGICAL SERVICES (continued)

The aerodromes are so classified at Table 3.5.3.2.

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

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

**Table 3.5.3.2 —Aerodromes providing METARs**

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

# GEN 3.5 METEOROLOGICAL SERVICES (continued)

**Table 3.5.3.2 —Aerodromes providing METARs**

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

# GEN 3.5 METEOROLOGICAL SERVICES (continued)

**Table 3.5.3.2 —Aerodromes providing METARs**

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

**Table 3.5.3.3 — Explanation of Terms used in Table 3.5.3.2**

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

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

Aerodrome / Location Indicator

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

# GEN 3.5 METEOROLOGICAL SERVICES (continued)

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

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

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

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

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

3.8.2 **Identifier**

3.8.2.1 The identifier has three components as shown below:

a) Report type

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

b) Location indicator

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

c) Date/Time

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

d) AUTO

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

3.8.3 **Wind**

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

Example: 31015KT

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

Example: 31015G30KT.

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

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

Example: 31015G30KT 280V350.

# GEN 3.5 METEOROLOGICAL SERVICES (continued)

3.8.4 **Horizontal Visibility**

3.8.4.1 In the METAR, the visibility reported is the prevailing visibility and, under certain conditions, the minimum visibility. Prevailing visibility is the visibility value that is reached or exceeded within at least half the horizon circle or within at least half of the surface of the aerodrome. These areas could comprise contiguous or non-contiguous sectors.

3.8.4.2 If the visibility in one direction which is not the prevailing visibility, is less than 1500 M or less than 50% of the prevailing visibility, the lowest visibility observed should also be reported and its general direction in relation to the aerodrome indicated by reference to one of the eight points of the compass. If the lowest visibility is observed in more than one direction, then the most operationally significant direction should be reported. When the visibility is fluctuating rapidly and the prevailing visibility cannot be determined, only the lowest visibility should be reported, with no indication of direction.

***Note:*** *There is no requirement to report the lowest visibility if it is 10 KM or more.*

3.8.4.3 Visibility is recorded in metres (M) rounded down to:

a) the nearest 50 M when the visibility is 800 M or less;
b) the nearest 100 M when the visibility is greater than 800 M but less than or equal to 5000 M, and expressed in kilometres (KM);
c) The nearest 1 kilometre when the visibility is greater than 5000 M.

***Note:*** *The code 9999 indicates a visibility of 10 KM or more; 0000 a visibility of less than 50 M.*

3.8.5 **RVR**

3.8.5.1 An RVR group always includes the prefix R followed by the runway designator and a diagonal, in turn followed by the touch-down zone RVR in metres. If the RVR is assessed on two or more runways simultaneously, the RVR group will be repeated; parallel runways will be distinguished by appending, to the runway designator, L, C or R indicating the left, central or right parallel respectively.

Examples: R24L/1100 R24R/0750.

3.8.5.2 When the RVR is greater than the maximum value which can be assessed the group will be preceded by the letter indicator P followed by the highest value which can be assessed.

Example: R24/P1500.

3.8.5.3 When the RVR is below the minimum value which can be assessed, the RVR will be reported as M followed by the appropriate minimum value assessed.

Example: R24/M0050.

3.8.5.4 If it is possible to determine mean values of RVR, the mean value of RVR over the 10 minute period immediately preceding the observation will be reported; trends and significant variations may be reported as follows:

a) Trends. If RVR values during the 10 minute period preceding the observation show a distinct increasing or decreasing tendency, such that the mean during the first five minutes varies by 100 M or more from the mean during the second five minutes, this will be indicated by subscripts U or D for increasing or decreasing tendencies; otherwise, subscript N will indicate no distinct change during the period.

   Example: R24/1100D.

b) Significant Variations. When the RVR at a runway varies significantly such that, during the 10 minute period preceding the observation, the 1 minute mean extreme values vary from the 10 minute mean value by either more than 50 M or more than 20% of the 10 minute mean value (whichever is greater), the 1 minute mean minimum and maximum values will be given in that order, separated by V, instead of the 10 minute mean.

   Example: R24/0750V1100.

3.8.5.5 If the 10 minute period immediately preceding the observation includes a marked discontinuity in runway visual range values, only those values occurring after the discontinuity should be used to obtain mean values.

3.8.5.6 A complete RVR group may therefore be of the form:

Example: R24L/0750V1100U.

***Note:*** *Until further notice, UK aerodromes will not be required to report RVR trends and significant variations. RVR is reported when the horizontal visibility or RVR is less than 1500 M. For multi-site RVR/IRVR systems, the value quoted is that for the Touch Down Zone (TDZ). If the RVR is assessed for two or more runways simultaneously, the value for each runway is given.*

3.8.6 **Weather**

3.8.6.1 Each weather group may consist of appropriate intensity indicators and letter abbreviations combined in groups of two to nine

# GEN 3.5 METEOROLOGICAL SERVICES (continued)

characters and drawn from the following table:

**Table 3.5.3.4 — Significant Present and Forecast Weather Codes**

| Qualfier | | Weather Phenomena | | |
|---|---|---|---|---|
| **Intensity or Proximity** | **Descriptor** | **Precipitation** | **Obscuration** | **Other** |
| - Light | BC — Patches | DZ — Drizzle | BR — Mist | DS — Duststorm |
| | BL — Blowing | GR — Hail | DU — Widespread Dust | FC — Funnel Cloud(s) (tornado or water-spout) |
| Moderate | | | | |
| + Heavy ('Well developed' in the case of FC and PO) | DR — Drifting | GS — Small hail (<5 mm diameter) and/or snow pellets) | FG — Fog | PO — Dust/Sand Whirls (Dust Devils) |
| VC | | | | |
| In the vicinity (not at the aerodrome but not further away than approx 8 KM from the aerodrome perimeter) | FZ — Freezing (Super-Cooled) | | FU — Smoke | SQ — Squall |
| | MI — Shallow | PL — Ice-Pellets | HZ — Haze | SS — Sandstorm |
| | PR — Partial (covering part of aerodrome) | RA — Rain | SA — Sand | — |
| | SH — Shower(s) | SG — Snow Grains | VA — Volcanic Ash | — |
| | TS — Thunderstorm | SN —Snow | — | — |

3.8.6.2 Mixture of precipitation types may be reported in combination as one group, but up to three separate groups may be inserted to indicate the presence of more than one independent weather type.

Examples: MIFG, VCSH, +SHRA, RASN, -DZ HZ.

***Note 1:*** *BR, HZ, FU, DU and SA will not be reported when the visibility is greater than 5000 M.*

***Note 2:*** *Some codes are shown that will not be used in UK METARs and TAFs but may be seen in continental reports and when flying in Europe.*

3.8.7 **Cloud**

3.8.7.1 A six character group will be given under normal circumstances. The first three to indicate cloud amount:

a) FEW to indicate 1 to 2 oktas;
b) SCT (scattered) to indicate 3 to 4 oktas;
c) BKN (broken) to indicate 5 to 7 oktas;
d) OVC (overcast) to indicate 8 oktas.

and the last three characters indicate the height of the base of the cloud layer in hundreds of feet above aerodrome level.

Example: FEW018.

3.8.7.2 Types of cloud other than significant convective clouds are not identified. Significant clouds are:

a) CB Cumulonimbus;
b) TCU Towering Cumulus.

Example:SCT018CB.

3.8.7.3 Reporting of layers or masses of cloud is made as follows:

a) First Group: Lowest individual layer of any amount;
b) Second Group: Next individual layer of more than 2 oktas;
c) Third Group: Next higher layer of more than 4 oktas;
d) Additional Group: Significant convective cloud if not already reported.

The cloud groups are given in ascending order of height.

Example: FEW005 SCT010 SCT018CB BKN025

3.8.7.4 When there is no cloud below 5000 FT or below the highest minimum sector altitude (whichever is the greater) and there is no towering cumulus or cumulonimbus, 'NSC' (no significant cloud) is reported. However, the amount, height of cloud base and cloud type of towering cumulus or cumulonimbus shall be reported, irrespective of the cloud base height.

3.8.7.5 Sky obscured is coded by VV followed by the vertical visibility in hundreds of feet. When the vertical visibility cannot be assessed

# GEN 3.5 METEOROLOGICAL SERVICES (continued)

the group will read VV///: (See GEN 1.7)

Example: VV003.

3.8.8 **CAVOK**

3.8.8.1 The visibility, RVR, weather and cloud groups are replaced by CAVOK when the following conditions exist:

a) Prevailing visibility is 10 KM or more;
b) No minimum visibility is reported
c) No cloud below 5000 FT or below the highest Minimum Sector Altitude, whichever is the greater.
d) No towering cumulus or cumulonimbus clouds.
e) No significant weather phenomena at or in the vicinity of aerodrome.

3.8.9 **Air Temperature/Dewpoint**

3.8.9.1 These are given in Degrees Celsius, M indicates a negative value.

Examples: 10/03, 01/M01.

If the dew point is missing, the temperature would be reported as 10///.

3.8.9.2 Temperatures are reported to the nearest whole degree Celsius, with observed values involving 0.5°C rounded up to the next higher degree Celsius, for example +2.5°C is rounded off to +3°C, -2.5°C is rounded off to -2°C.

3.8.10 **QNH**

3.8.10.1 QNH is rounded down to the next whole hectopascal and reported as a four digit group preceded by the letter indicator Q. If the value of QNH is less than 1000 hPa the first digit will be 0.

Example: Q0995.

3.8.10.2 Where reported in inches of mercury, the pressure is prefixed by 'A', and the pressure entered in hundredths of inches, viz with the decimal point omitted between the second and third figure.

Example: A3027

3.8.11 **Supplementary Information**

a) **Recent Weather**. Recent Weather will be operationally significant weather observed in the period since the previous observation (or in the last hour whichever period is the shorter), but not now. The appropriate present weather code will be used, preceded by the letter indicator RE; up to three groups may be inserted to indicate the former presence of more than one weather type.
b) **Windshear.** UK aerodromes will not insert windshear groups in the METAR, instead it is passed by the local ATS unit to flight crew via RTF.
c) **Sea surface temperature and state.** The sea surface temperature is preceded by the letter indicator W and given in Degrees Celsius, with M indicating a negative value. The sea state is a single numerical value, 0-9, preceded by the letter indicator S and decodes to give the height in metres of well-developed wind waves over the open sea. Sea surface temperature and state are not used in the UK.

**Table 3.5.3.5 - State of the Sea**

| Code | Description | Height (M) |
|---|---|---|
| 0 | Calm (Glassy) | 0 |
| 1 | Calm (Rippled) | 0 - 0.1 |
| 2 | Smooth (Wavelets) | 0.1 - 0.5 |
| 3 | Slight | 0.5 - 1.25 |
| 4 | Moderate | 1.25 - 2.5 |
| 5 | Rough | 2.5 - 4 |
| 6 | Very Rough | 4 - 6 |
| 7 | High | 6 - 9 |
| 8 | Very High | 9 - 14 |
| 9 | Phenomenal | Over 14 |

***Note 1:*** *These height values may be used by observers when reporting the total state of agitation of the sea resulting from various factors such as wind, swell, currents, angle between swell and wind etc.*
***Note 2:*** *The exact bounding height shall be assigned for the lower code: eg a height of 4 M is coded as sea state 5.*

Example: Sea surface temperature of 13°C with a moderate sea state would be coded in the METAR as: W13 S4.

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# GEN 3.5 METEOROLOGICAL SERVICES (continued)

3.8.12 **TREND**

3.8.12.1 For selected aerodromes, this is a forecast of significant changes in conditions during the two hours after the observation time:

a) Change Indicator: BECMG (becoming) or TEMPO (temporary), which may be followed by a time group (hours and minutes UTC) preceded by one of the letter indicators FM (from), TL (until), AT (at);
b) Weather: Standard codes are used. NOSIG replaces the trend group when no significant changes are forecast to occur during the trend forecast period.

Examples: BECMG FM1100 25035G50KT; TEMPO FM0630 TL0830 3000 SHRA.

3.8.13 **'RMK'**

3.8.13.1 The indicator 'RMK' (remark) denotes an optional section containing additional meteorological elements. It will be appended to METARs by national decision and should not be disseminated internationally. In the UK, the section will not be inserted without the prior agreement of the Met Authority.

3.8.14 **Missing Information**

3.8.14.1 Information that is missing in a METAR or SPECI may be replaced by diagonals.

3.8.15 **Examples of METAR:**

a) METAR EGGX 301220Z 14005KT 1200 0600E R12/1000N DZ BCFG VV/// 08/07 Q1004 NOSIG=
b) METAR EGLY 301220Z 24015KT 200V280 8000 -RA SCT010 BKN025 18/15 Q0983 TEMPO 3000 RA BKN008 OVC020=
c) METAR EGPZ 301220Z 30025G37KT 270V360 1200 0800NE +SHSNRAGS FEW005 SCT010 BKN020CB 03/M01 Q0999 RETS BECMG AT1300 9999 NSW SCT015 BKN100=

**The above METAR for 1220 UTC on the 30th of the month, in plain language:**

**EGGX:** Surface wind: mean 140 Deg True, 5 KT; Prevailing visibility 1200 M, minimum visibility 600 M to east; mean RVR 1000 M (at threshold Runway 12, no apparent tendency); moderate drizzle with fog patches ; Sky obscured, vertical visibility not available; dry bulb temperature Plus 8 C, dew point Plus 7 C; Aerodrome QNH 1004 hPa; Trend: no significant change expected next two hours;

**EGLY:** Surface wind: mean 240 Deg True, 15 KT; varying between 200 and 280 deg; Prevailing visibility 8 KM; Light rain; cloud 3-4 oktas base 1000 FT, 5-7 oktas 2500 FT; dry bulb: plus 18 C, dew point; plus 15 C; QNH 983 hPa; Trend: temporarily 3000 M in moderate rain with 5-7 oktas 800 FT, 8 oktas 2000 FT;

**EGPZ:** Surface wind: mean 300 Deg True, 25 KT; Gust 37 KT, varying between 270 and 360 deg; Prevailing visibility 1200 M, minimum visibility 800 M to northeast; heavy shower of snow, rain and small hail; 1-2 oktas base 500 FT, 3-4 oktas base 1000 FT, 5-7 oktas CB base 2000 FT; dry bulb: plus 3 C, dew point: minus 1 C; QNH 999 hPa; thunderstorm since previous report. Trend: improving at 1300 UTC to 10 KM or more, nil weather, 3- 4 oktas 1500 FT, 5-7 oktas 10000 FT.

3.8.16 **AUTO METAR coding**

3.8.16.1 Where the observation is generated by an automatic observing system without any human input, the code 'AUTO' shall be inserted between the date/time of the report group and the wind group. In an AUTO METAR or automated weather report on ATIS, the presence or absence of the phenomena may not have been verified by a human observer. Aircraft operators are therefore advised to exercise caution with respect to phenomena likely to affect their flight.

3.8.16.2 Where the observation is generated by an automatic observing system without any human input or supervision and the present weather cannot be detected due to unserviceable or missing present weather sensors, the lack of present weather information should be indicated by two slashes (//). If the present weather sensor is unable to determine the state or form of the precipitation, 'UP' (unidentified precipitation) or 'FZUP' (freezing unidentified precipitation), together with any intensity qualifiers, should be reported as appropriate. If the present weather sensor is serviceable but not detecting any present weather, then no present weather group shall be reported in the METAR.

3.8.16.3 Where the observation is generated by an automatic observing system and showers cannot be determined based upon a method that takes account of convective cloud, precipitation should not be characterised by SH.

3.8.16.4 Recent unidentified precipitation ('REUP') shall be reported if moderate or heavy unidentified precipitation has ceased or decreased in intensity since being reported in the last routine report or within the last hour, whichever is the shorter.

3.8.16.5 When the observation is generated by an automated observing system without human input or supervision the following coding may be seen related to cloud observations.

a) NNNhhh/// Cloud detected, but it is unknown whether it is a convective cloud type (ie TCU or CB).
b) ///////// Detection of cloud height & type not available.
c) NCD No Clouds Detected. No cloud of operational significance or convective cloud detected by the automated system
d) //////TCU Towering Cumulus detected, but no information on its height or cloud cover is available.
e) //////CB Cumulonimbus detected, but no information on its height or cloud cover is available.
f) VCTS Indicates lightning has been detected between 9-16 KM from the aerodrome reference point.

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3.8.16.6 Examples of AUTO METAR coding:

a) METAR EGZZ 292220Z AUTO 29010KT 6000 // FEW010/// BKN025/// 17/12 Q0996=
b) METAR EGZZ 300450Z AUTO VRB02KT 3000 BR NCD 10/09 Q1002=
c) METAR EGZZ 301220Z AUTO 25015KT 9999 TS FEW010/// BKN025/// //////CB 18/12 Q1001 =

## 4 Types of Service

4.1 **Forecast Offices providing a service to Civil Aviation**

4.1.1 The designated forecast office(s) for principal aerodromes are given in AD 2.11 (Meteorological Information Provided), in the Aerodromes section of the AIP. Designated forecast offices operate H24.

4.1.2 Some Military and Government aerodromes provide a forecast and briefing service for Civil Aviation, but only for departures from those aerodromes.

4.2 **Pre-flight Briefing**

4.2.1 The primary method of meteorological briefing for flight crew in the UK is by self-briefing, using information and documentation routinely displayed in aerodrome briefing areas. English is the language used for all UK documentation and forecast clarification. The primary method of briefing does not require prior notification to a Forecast Office.

4.2.2 Where this primary method is not available, or is inadequate for the intended flight, Special Forecasts, as described at paragraph 5, may be provided.

4.2.3 A wide range of meteorological information is available on the world wide web for pre-flight planning. Flight Briefing Information from the Met Office is available at **http://www.metoffice.gov.uk/aviation**. However, users should be aware of the risks of use of the public Internet in this regard. This includes, but not limited to, a browsers' cache facility not providing the user with the very latest information; delays to, or irregular update of sites; or the receipt of falsified data purporting to have come from a legitimate provider. Users should ensure, wherever possible, that the data is up to date and consistent with the general weather situation.

4.2.4 When necessary, the personal advice of a forecaster, or other meteorological information, can be obtained from the appropriate forecast office. Pilots departing from Military or Government aerodromes may find an on-site Forecaster or Briefing Service available. **Forecaster advice or other information for safety related clarification/amplification will only be given on the understanding that full use has already been made of available meteorological briefing material. Forecaster clarification/ amplification of conditions en-route is not provided for flights departing from locations outside the UK**.

4.2.5 The Met Office operates a centralised telephone enquiry system. Pilots should state their requirements to the operator who may provide the necessary information or who will promptly transfer the call to the most suitable location.

**Table 3.5.4.1 — Forecast Offices providing service to Civil Aviation**

| Forecast Office | Services Available | Telephone | Remarks |
|---|---|---|---|
| Met Office | A, B, C, D, E | 0370-900 0100 | Alternate 0330-135 0000. |
| Isle of Man Airport | A, B, C | 01624-821641 | Isle of Man services B and C available only to departures from within the Isle of Man. |
| Jersey Met | A, B, C | 01534-448765 | Jersey Met services B and C available only to departures from within the Channel Islands. |

Key to Services Available:

A. – Provision of TAF, warnings and take-off data for the assigned principal aerodrome. Amplification/ clarification of these aerodrome forecasts and warnings only.

B. – Dictation of TAFs and METARs unobtainable from the automated services (usually limited to four aerodromes).

C. – Amplification/clarification of GAMET Regional/Area Forecasts and Metforms 214/215, and requests for Special Forecast.

D. – Dictation of GAMET amendments and Regional Forecasts.

E. – Amplification/clarification and amendments for Metforms 414/415 and EUR Charts

4.2.6 Forecast Offices and self-briefing facilities are under no obligation to prepare briefing documentation packages.

4.2.7 Meteorological observations and forecasts have certain expected tolerances of accuracy. Pilots interpreting observations and forecasts should be aware that information could vary within these tolerances, which are shown at paragraph 3.2 and Table 3.5.4.3. respectively. Additionally, observations and forecasts are not normally amended until certain criteria for change are exceeded. These are shown at paragraph 4.7.

4.2.8 The specific value of any of the elements given in a forecast shall be understood to be the most probable value which the element is likely to assume during the period of the forecast. Similarly, when the time occurrence or change of an element is given in a

forecast, this time shall be understood to be the most probable time.

4.2.9 The issue of a new forecast, such as an aerodrome forecast, shall be understood to automatically cancel any forecast of the same type previously issued for the same place and for the same period of validity or part thereof.

4.3 **UK Low Level Weather and Spot Wind Forecast Charts – Metform 215/214**

4.3.1 **The UK Low Level Forecast (Metform 215)** is a forecast of in-flight conditions from the surface to 10000 FT, covering the UK and near Continent. The form comprises:

a) A fixed time forecast weather chart and text box describing the expected visibility and weather, the cloud and the height of the zero degree isotherm in each separate area of weather highlighted on the chart. An outlook box describes the main weather developments in the 7-hour period beyond the end of the validity period of the forecast.
b) A separate outlook chart, available on the internet only, shows the expected position of the principle synoptic features, 1 hour after the end of the validity period of the forecast.

4.3.2 Information on Form. The following sub-paragraphs summarise the contents of Metform 216 (Explanatory Notes for Form 215), available in A4 or larger size on application to the address at paragraph 1.2.

4.3.2.1 **Main Forecast Weather Chart and Text**

a) The fixed time weather chart

i. The weather chart shows the forecast position, direction and speed of movement of surface fronts and pressure centres for the fixed time shown in the chart legend. The position of highs (H) and lows (L), with pressure values in hectopascals is shown by the symbols O and X. The direction and speed of movement (in knots) of fronts and other features is given by arrows and figures. Speeds of less than 5 knots are shown as 'SLOW'.
ii. Zones of distinct weather patterns are enclosed by continuous scalloped lines, each zone being identified by a letter within a rectangle. The forecast weather conditions (visibility, weather, cloud and height of the zero degree isotherm) during the period of validity, together with warnings and any remarks are given in the text to the right of the charts, each zone being dealt with separately and completely.

b) In the text

i. Surface visibility and weather

1. surface visibility is expressed in metres (M) or kilometres (KM), with the change over at 5000 M;
2. weather is described using the METAR code form; the full list of terms is available at paragraph 3.8.6.
3. warnings and the expected occurrence of icing and turbulence are highlighted, using standard ICAO symbolism and abbreviations where possible (see AIP GEN 2.2);

ii. Cloud

1. cloud amount is described using the METAR code form, where FEW indicates 1 to 2 oktas, SCT (scattered) indicates 3 to 4 oktas, BKN (broken) indicates 5 to 7 oktas and OVC (overcast) indicates 8 oktas.
2. cloud type is given using standard meteorological and ICAO abbreviations (see AIP GEN 2.2).
3. the height of the cloud base and top is given in the form 'height of cloud base / height of cloud top' with all heights in hundreds of feet (FT) above mean sea level:

iii. The height of the zero degree Celsius isotherm.

1. the height of the zero degree Celsius isotherm is given with all heights in hundreds of feet (FT) AMSL.
2. the height of any sub-zero layer below the main layer will also be given.

c) Outlook text

An outlook box describes the main weather developments in the 7-hour period beyond the end of the validity period of the forecast.

d) Notes

i. A forecast of thunderstorm (TS) and/or cumulonimbus (CB) implies hail and severe turbulence and icing;
ii. Hill fog will be included as a warning in the text whenever the base of any cloud is forecast to be at the same height or below the height of the highest ground in the zone. Hill fog implies visibility less than 200 M:
iii. The specific value of any elements given in a forecast shall be understood to the most probable value which the element is likely to assume during the period of the forecast.

4.3.2.2 Outlook Chart

4.3.2.2.1 A separate outlook chart, available on the internet only, shows the expected position of the principle synoptic features 1 hour after the end of the validity period of the forecast. No weather zones are given on the outlook chart but the pattern of surface isobars and frontal positions are shown.

4.3.3 **The UK Low Level Spot Wind Forecast (Metform 214)** is fixed time, and suitable for use for a period three hours before or after

# GEN 3.5 METEOROLOGICAL SERVICES (continued)

the validity time.

a) The data provided is for Latitude/Longitude positions shown at the top of each box;
b) Wind Speed and temperature information is provided for a selected range of altitudes and are shown in thousands of feet above mean sea level and Degrees Celsius.

4.3.4 **Weather Forecast Chart Issues**

4.3.4.1 The date and time that each Metform 215/415 is issued by the Met Office will be shown at the bottom of the form. A summary of the times of issue and validity times of the F215 chart is given in the table below.

| Time when F215 Forecast Chart becomes available | Front and Weather Zones forecast time | Period of validity |
|---|---|---|
| 0330 | 1200 | 0800 – 1700 |
| 0930 | 1800 | 1400 – 2300 |
| 1530 | 0000 | 2000 – 0500 |
| 2130 | 0600 | 0200 – 1100 |

4.3.4.2 **Amendments**

a) Amendments may appear as complete re-issues of the Metform in which case the validity start time may be different from the routine issue.
b) An amended Metform 215 is indicated by the word AMENDED at the top of the form, and the element amended written in bold and underlined.

4.4 **Northwest Europe Low Level Weather and Spot Wind Forecast Charts - Metforms 415/414**

a) These charts are similar in format to Metforms 214/215 and extend the low-level flight forecast coverage more into continental Europe.
b) They are issued daily at the same times as Metform 214/215 and are valid for the same periods.
c) Amendments will appear as complete re-issues of the Metform in which case the validity start time may be different from the routine issue.

4.5 **European Medium / High Level Spot Wind / Temperature Forecast Chart - Metform 614**

a) This chart is similar in format to Metforms 214 and 414 but extends the coverage to most of Europe and western parts of the Mediterranean and North Africa.
b) It is available only from METFAX (09060 700 541) and provides a single sheet alternative to part of the area covered by the six standard EUR wind/temperature charts between FL 050 and FL 340 to accompany the EUR significant weather chart.

4.6 **Global upper-air wind and temperature data**

a) Global upper-air wind and temperature data, as well as data on upper-air humidity, tropopause heights and temperatures and maximum wind speed, direction and height are available in grid points in digital form, updated four times per day, from the address given in paragraph 1.2.
b) Specific chart areas representing part or all of the above data may be available from some suppliers.

**Table 3.5.4.2 — Meteorological Forecast Charts — Coverage and Validity Times**

| Area | Chart | Levels | Coverage | Projection | Issue Times | Validity Times *1 |
|---|---|---|---|---|---|---|
| UK (F215) | Weather *3 | SFC - 10000 FT AMSL | British Isles and near continent | | 1530 *2<br>2130 *2<br>0330<br>0930 | 2000 to 0500<br>0200 to 1100<br>0800 to 1700<br>1400 to 2300 |
| UK (F214) | Spot Wind / Temperature | 24000, 18000, 10000, 5000, 2000, 1000 *4 FT AMSL | British Isles and near continent | | 1800 *2<br>0000<br>0600<br>1200 | 0000<br>0600<br>1200<br>1800 |
| Europe (EUR) | Weather / Tropopause / Max wind | FL 100 - FL 450 | N53 E065<br>N25 E034<br>N26 W018<br>N54 W050 | Polar Stereographic | 1100 *2<br>1700 *2<br>2300 *2<br>0500 | 0000<br>0600<br>1200<br>1800 |

# GEN 3.5 METEOROLOGICAL SERVICES (continued)

**Table 3.5.4.2 — Meteorological Forecast Charts — Coverage and Validity Times**

| Area | Chart | Levels | Coverage | Projection | Issue Times | Validity Times *1 |
|---|---|---|---|---|---|---|
| North Atlantic (NAT) | Weather / Tropopause / Max wind | FL 250 - FL 630 | N24 E056<br>N02 W004<br>N03 W083<br>N28 W148 | Polar Stereographic | 1100 *2<br>1700 *2<br>2300 *2<br>0500 | 0000<br>0600<br>1200<br>1800 |
| | Isobaric and frontal analysis (ASXX) | Surface | N37 E050<br>N68 W105<br>N34 W055<br>N20 E010 | Polar Stereographic | 0200<br>0800<br>1400<br>2000 | 0000<br>0600<br>1200<br>1800 |
| | Isobaric and frontal analysis (FSXX) | Surface | | | 0400 *2<br>1000 *2<br>1600 *2<br>2200 *2 | 0000<br>0600<br>1200<br>1800 |
| Mid/Far East (MID) | Weather / Tropopause / Max wind | FL 250 - FL 630 | N23 E150<br>S06 E102<br>S03 E033<br>N20 W020 | Polar Stereographic | 1100 *2<br>1700 *2<br>2300 *2<br>0500 | 0000<br>0600<br>1200<br>1800 |
| Africa (AFI) | Weather / Tropopause / Max wind | FL 250 - FL 630 | N70 W032<br>N70 E065<br>S38 W083<br>S38 W032 | Mercator | 1100 *2<br>1700 *2<br>2300 *2<br>0500 | 0000<br>0600<br>1200<br>1800 |
| Caribbean/ South America (CARSAM) | Weather / Tropopause / Max wind | FL 250 - FL 630 | N23 W113<br>N72 W003<br>N33 E059<br>S48 W052 | Tilted Mercator | 1100 *2<br>1700 *2<br>2300 *2<br>0500 | 0000<br>0600<br>1200<br>1800 |

***Note 1:*** *(*1): Charts cover the period within 3 hours either side of the quoted fixed time, except 215 charts and surface isobaric charts, which are valid for the time specified.*
***Note 2:*** *(*2):Previous day.*
***Note 3:*** *(*3): This chart includes an outlook to the end of the next forecast period.*
***Note 4:*** *(*4): Where terrain permits.*

**Table 3.5.4.3 — Accuracy of Meteorological Forecasts**

**The percentages in this table are ICAO minimum standards.**

| Element | Operationally desirable accuracy of forecast | Minimum percentage of cases within range |
|---|---|---|
| **Aerodrome Forecast (TAF)** | | |
| Wind direction | ± 30° | 80 |
| Wind speed | ± 5 KT up to 25 KT<br>± 20% above 25 KT | 80 |
| Visibility | ± 200 M up to 700 M<br>± 30% between 700 M and 10 KM | 80 |
| Precipitation | Occurrence or non-occurrence | 80 |
| Cloud amount | ± 2 okta | 70 |
| Cloud height | ± 100 FT up to 400 FT<br>± 30% between 400 FT and 10000 FT | 70 |
| Air temperature (if forecast) | ± 1°C | 70 |
| **Landing Forecast (TREND)** | | |
| Wind direction | ± 30° | 90 |
| Wind speed | ± 5 KT up to 25 KT<br>± 20% above 25 KT | 90 |
| Visibility | ± 200 M up to 700 M<br>± 30% between 700 M and 10 KM | 90 |
| Precipitation | Occurrence or non-occurrence | 90 |
| Cloud amount | ± 2 okta | 90 |
| Cloud height | ± 100 FT up to 400 FT<br>± 30% between 400 FT and 10000 FT | 90 |
| **Take-Off Forecast** | | |
| Wind direction | ± 30° | 90 |
| Wind speed | ± 5 KT up to 25 KT<br>± 20% above 25 KT | 90 |
| Air Temperature | ± 1°C | 90 |
| Pressure value (QNH) | ± 1 hPa | 90 |
| **Area, Flight and Route Forecast** | | |

# GEN 3.5 METEOROLOGICAL SERVICES (continued)

| Table 3.5.4.3 — Accuracy of Meteorological Forecasts | | |
|---|---|---|
| The percentages in this table are ICAO minimum standards. | | |
| **Element** | **Operationally desirable accuracy of forecast** | **Minimum percentage of cases within range** |
| Upper air temperature | ± 3°C (mean for 500 NM) | 90 |
| Upper wind | ± 15 KT up to FL 250<br>± 20 KT above FL 250<br>(modulus of vector difference for 500 NM | 90 |
| Significant en-route<br>WX phenomena<br>and cloud | Occurrence or non-occurrence<br>Location: ± 60 NM<br>Vertical extent: ± 2000 FT | 80<br>70<br>70 |

4.7 **Aerodrome Forecast (TAF)**

4.7.1 The Aerodrome Forecast (TAF) is the primary method of providing the forecast weather information that pilots require about an airfield in an abbreviated format. The TAF consists of a concise statement of the mean or average meteorological conditions expected at an aerodrome or heliport during the specified period of validity.

4.7.2 UK civil TAFs are prepared to cover the notified hours of operation of those principal civil aerodromes that have accredited meteorological observers, who produce regular aerodrome weather reports. Being site-specific, to provide an aerodrome forecast in TAF form requires the forecaster to be confident in the knowledge of the weather conditions prevailing at that aerodrome. In the interests of flight safety, continuity of regular reports, and ideally special reports when significant changes occur (particularly if the deterioration or improvement has not been forecast or is mis-timed), are essential for the routine updates and an adequate amendment service to be provided by the forecast office.

4.7.3 Therefore, where an aerodrome is not open H24, the issue of a TAF will be delayed until at least two consecutive METARs have been received and accepted by the forecaster at the forecast office responsible for its preparation.

4.7.4 The METARs will be produced by an accredited observer and separated by an interval of not less than 20 minutes and not more than 1 hour. In practice, when METARs are prepared every 30 minutes, a TAF will be drafted by the forecaster once the first METAR has been seen, and when the second METAR is received 30 minutes later and confirms the prevailing weather over the aerodrome the forecaster will issue the TAF.

4.7.5 However, in the event that an automatic observing system located on the aerodrome regularly issues AUTO METARs containing information on wind speed and direction, visibility, cloud amount and height, present weather, pressure, temperature and dewpoint when the aerodrome is closed, the forecaster will, with agreement of the CAA Met Authority issue the TAF on the basis of the AUTO METAR.

4.7.6 If a gap of two hours between METAR reports occurs or if an element is missing from more than three consecutive reports then the TAF will be cancelled. The TAF will not be re-issued until two complete METARs have been received.

4.7.6.1 In practical terms this means that the TAF will be cancelled if:

a) More than 3 half hourly METARs are not received;
b) More than 3 half hourly METARs contain missing or erroneous data;
c) A second hourly METAR is not received.

4.7.7 Accredited observers at some H24 aerodromes take a duty break overnight, of maximum two hours duration. A supply of AUTO METARs will be provided during this period. If the duty observer has not recommenced observations after two hours (ie when more than 3 AUTO METARs are issued) the TAF may be cancelled.

4.7.8 If a TAF needs to be amended due to a deterioration or improvement that has not been forecast or is mis-timed, such amendments shall be issued within 15 minutes of receipt of the observation at the forecast office.

4.7.9 In order to reduce the number of TAF cancellations that are required to be issued when an aerodrome closes, the UK issues TAFs of duration 2-24 hours where appropriate.

| Table 3.5.4.4 - List of TAFs Issued by Aerodrome | | | |
|---|---|---|---|
| **Airport** | **9 Hour TAF** | **24 Hour TAF** | **30 hour TAF** |
| Aberdeen/Dyce | | • | |
| Alderney | • | | |
| Belfast Aldergrove | | • | |
| Belfast City | • | | |
| Benbecula | • | | |
| Biggin Hill | • | | |
| Birmingham | | • | |
| Blackpool | • | | |

# GEN 3.5 METEOROLOGICAL SERVICES (continued)

**Table 3.5.4.4 - List of TAFs Issued by Aerodrome**

| Airport | 9 Hour TAF | 24 Hour TAF | 30 hour TAF |
|---|---|---|---|
| Bournemouth | • | | |
| Bristol | | • | |
| Caernarfon | • | | |
| Cambridge | • | | |
| Campbeltown | • | | |
| Cardiff | | • | |
| Cranfield | • | | |
| Dundee | • | | |
| East Midlands | | • | |
| Edinburgh | | • | |
| Exeter | • | | |
| Farnborough | • | | |
| Glasgow | | • | |
| Gloucestershire | • | | |
| Guernsey | • | | |
| Hawarden | • | | |
| Humberside | • | | |
| Inverness | • | | |
| Islay | • | | |
| Isle of Man | • | | |
| Jersey | • | | |
| Kirkwall | • | | |
| Land's End | • | | |
| Leeds Bradford | | • | |
| Liverpool | | • | |
| London/City | • | | |
| London Gatwick | | | • |
| London Heathrow | | | • |
| London Luton | | • | |
| London Stansted | | | • |
| Londonderry/Eglinton | • | | |
| Lydd | • | | |
| Manchester | | | • |
| Newcastle | | • | |
| Newquay | • | | |
| Norwich | • | | |
| Oban | • | | |
| Oxford | • | | |
| Prestwick | | • | |
| Scilly Isles | • | | |
| Shoreham | • | | |
| Southampton | • | | |
| Southend | • | | |
| St Athan | • | | |
| Stornoway | • | | |
| Sumburgh | • | | |
| Teesside International | • | | |
| Tiree | • | | |
| Warton | • | | |
| Wick | • | | |

**Table 3.5.4.5 - TAF Validity and Issue Times**

| 9 Hour TAF | | |
|---|---|---|
| Start Time | End Time | Approx Issue Time |
| 0000 | 0900 | 2300 |
| 0300 | 1200 | 0200 |
| 0600 | 1500 | 0500 |

# GEN 3.5 METEOROLOGICAL SERVICES (continued)

| Table 3.5.4.5 - TAF Validity and Issue Times | | |
|---|---|---|
| **9 Hour TAF** | | |
| 0900 | 1800 | 0800 |
| 1200 | 2100 | 1100 |
| 1500 | 2400 | 1400 |
| 1800 | 0300 | 1700 |
| 2100 | 0600 | 2000 |

| 24 Hour TAF | | |
|---|---|---|
| Start Time | End Time | Approx Issue Time |
| 0000 | 2400 | 2300 |
| 0600 | 0600 | 0500 |
| 1200 | 1200 | 1100 |
| 1800 | 1800 | 1700 |

| 30 Hour TAF | | |
|---|---|---|
| Start Time | End Time (Next Day) | Approx Issue Time |
| 0000 | 0600 | 2300 |
| 0600 | 1200 | 0500 |
| 1200 | 1800 | 1100 |
| 1800 | 2400 | 1700 |

4.8 **Aerodrome Forecast (TAF) Codes**

4.8.1 TAFs describe the forecast prevailing conditions at an aerodrome and usually cover a period of 9, 24 or 30 hours. TAFs valid for 9 hours are updated and re-issued every 3 hours and those valid for more than 12 hours, every 6 hours. Amendments are issued as and when necessary. TAFs are issued separately from the METAR or SPECI and do not refer to any specific report; however, many of the METAR groups are also used in TAFs and significant differences are detailed in paragraph 4.9.

4.8.2 The content and format of a TAF is as in the following table:

| Report Type | Location Identifier | Date/Time of Origin | Validity Time | Wind | Visibility | Weather |
|---|---|---|---|---|---|---|
| TAF | EGZZ | 130505Z | 1306/1315 | 31015KT | 8000 | -SHRA |

| Cloud | Variant | Validity Times |
|---|---|---|
| FEW005<br>SCT018CB<br>BKN025 | TEMPO | 1311/1315 |

| Visibility | Weather | Cloud | Probability | Validity Time | Weather |
|---|---|---|---|---|---|
| 4000 | +SHRA | BKN010CB | PROB30 | 1312/1315 | TSRA |

4.8.2.1 Example of TAF

a) 9 hour TAF:

TAF EGGY 162005Z 1621/1706 13018KT 9999 BKN012 BECMG 1623/1702 FEW020 BECMG 1704/1706 3000 BR BKN007=

The validity group should be read as 2100 UTC on the 16th of the month to 0600 UTC on the 17th of the month. The first BECMG group should be read as 2300 UTC on the 16th of the month to 0200 UTC on the 17th of the month. The second BECMG group should be read as 0400 UTC on the 17th of the month to 0600 UTC on the 17th of the month.

b) 24 hour TAF:

Example 24 Hour TAF illustrating the use of the FM group, as used regularly by some states to indicate a change to alternative conditions, from a specific time:

TAF KGGY 160505Z 1606/1706 13018KT 9999 BKN020 TEMPO 1608/1612 17025G45KT 3000 TSRA BKN010CB FM161230 21015KT TEMPO 1703/1706 4000 BR =

The example above shows 'FM161230', which should be read as from 1230 UTC on the 16th of the month.

c) 30 hour TAF:

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TAF EGGY 160505Z 1606/1712 13018KT 9999 BKN020 TEMPO 1608/1612 17025G45KT 3000 TSRA BKN008CB BECMG 1612/1614 20015KT FEW020 TEMPO 1703/1706 4000 BR TEMPO 1709/1712 BKN012=

The validity group should be read as 0600 UTC on the 16th of the month to 1200 UTC on the 17th of the month. The first TEMPO group should be read as from 0800 UTC on the 16th of the month to 1200 UTC on the 16th of the month. The BECMG group should be read as 1200 UTC on the 16th of the month to 1400 UTC on the 16th of the month. The last TEMPO should be read as 0900 UTC on the 17th of the month to 1200 UTC on the 17th of the month.

4.9 **Differences from the METAR**

a) **Identifier**. In the validity period, the first two digits indicate the day on which the period begins, the next two digits indicate the time of commencement of the forecast in whole hours UTC and the last two digits are the time of ending of the forecast in whole hours.

b) **Wind**. In the forecast of the surface wind, the expected prevailing direction will be given. When it is not possible to forecast a prevailing surface wind direction due to its expected variability, for example, during light wind conditions (3 KTS or less) or thunderstorms, the forecast wind direction will be indicated by the use of the abbreviation 'VRB'.

c) **Horizontal Visibility**. As with the METAR code, except that only one value (the prevailing visibility) will be forecast. Visibility is reported in steps detailed in para 3.8.4.3.

d) **Weather**. If no significant weather is expected the group is omitted. However, after a change group, if the weather ceases to be significant, the abbreviation NSW is used for No Significant Weather.

e) **Cloud**. When no cumulonimbus, towering cumulus or clouds below 5000 FT or below the highest minimum sector altitude, whichever is the greater, are forecast and CAVOK is not appropriate, then NSC (No Significant Cloud) is used. Only CB and TCU clouds will be specified.

f) **Significant Changes**. The abbreviation FM followed by the date and time to the nearest hour and minute UTC is used to indicate the beginning of a self contained part in a forecast. All conditions given before this group are superseded by the conditions indicated after the group.

Example: FM161220 27017KT 4000 BKN010.

The change indicator BECMG followed by an eight figure date and time group, indicates an expected permanent change in the forecast meteorological conditions, at either a regular or irregular rate, occurring at an unspecified time within the period. The time period should not normally exceed 2 hours but in any case should not exceed 4 hours.

Example: BECMG 1721/1724 1500 BR

The change indicator TEMPO followed by a eight figure date and time group indicates a period of temporary fluctuations to the forecast meteorological conditions which may occur at any time during the period given. The conditions following these groups are expected to last less than one hour in each instance and in aggregate less than half the period indicated.

Example: TEMPO 0911/0916 4000 +SHRA BKN010CB.

g) **Probability**. The probability of occurrence happening will be given as a percentage, although only 30% and 40% will be used. The abbreviation PROB is used to introduce the group, followed by a time group, or an indicator and a time group.

Examples:

i. PROB30 1205/1207 0800 FG BKN004;
ii. PROB40 TEMPO 1214/1216 TSRA.

h) **Amendments**. When a TAF requires amendment, the amended forecast shall be indicated by inserting AMD after TAF in the identifier and this new forecast covers the remaining validity period of the original TAF.

Example: TAF AMD EGZZ 130820Z 1308/1316 21007KT 9999 BKN020 BECMG 1309/1312 4000 RADZ BKN008=

Any further amendments to a TAF that has already been amended will result in the same 'TAF AMD' coding being used; however, the date and time of origin will be updated

i) **Corrections**. When a METAR or TAF requires correction, the correction shall be indicated by inserting COR after TAF or METAR in the identifier.

Example:

Original: TAF EGZZ 140905Z 1409/1418 27012KT 4000 RUDZ BKN012 TEMPO 1410/1419 BKN008=

Update: TAF COR EGZZ 140918Z 1409/1418 27012KT 4000 RADZ BKN012 TEMPO 1410/1419 BKN008=

***Note:*** *A correction will be issued only to correct an obvious typographical error. However a TAF amendment shall be issued instead whenever such a change would result in the meteorological conditions forecast being better or worse than previously stated, for example, 3000 RADZ instead of 4000 RADZ.*

j) **Cancellations**. Where the forecaster has cancelled a TAF, for example when routine METARs are not being made available the abbreviation CNL will be used.

Example: TAF AMD EGZZ 101030Z 1009/1018 CNL=

k) **Other Groups**. Three further TAF groups are not used for civil aerodromes in the UK but are shown here to assist in decoding overseas and UK military TAF.

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| Forecast Temperature | TXaa/ggZ TNbb/hhZ |
|---|---|
| aa | Maximum temperature preceded by the letter indicators TX and given in Degrees Celsius, with M indicating a negative value. |
| gg | Time of maximum temperature, in UTC. |
| bb | Minimum temperature preceded by the letter indicators TN and given in Degrees Celsius, with M indicating a negative value. |
| hh | Time of minimum temperature, in UTC. |

Example: TX25/13Z TN09/05Z

i.

Airframe Ice Accretion — 6 Ic hhh tL

6 Group Indicator

$I_c$ Type of airframe ice accretion:

- 0 none
- 1 light
- 2 light in cloud
- 3 light in precipitation
- 4 moderate
- 5 moderate in cloud
- 6 moderate in precipitation
- 7 severe
- 8 severe in cloud
- 9 severe in precipitation

hhh Height above ground level of lowest icing level (hundreds of feet)

$t_L$ Thickness of icing layer:

- 0 up to top of clouds
- 1-9 thickness in thousands of feet

Example of an icing forecast: 650104.

This decodes as moderate icing potential is expected in clouds (code 5) from 1000 feet (code 010 in hundreds of feet) to 5000 feet AGL (4000 feet thickness as denoted by the ending '4')

ii.

Turbulence — 5 B hhh tL

- 0 none
- 1 light
- 2 moderate in clear air, infrequent
- 3 moderate in clear air, frequent
- 4 moderate in cloud, infrequent
- 5 moderate in cloud, frequent
- 6 severe in clear air, infrequent
- 7 severe in clear air, frequent
- 8 severe in cloud, infrequent
- 9 severe in cloud, frequent

hhh Height above ground level of lowest level of turbulence (hundreds of feet)

$t_L$ Thickness of turbulent layer:

- 0 up to top of clouds
- 1-9 thickness in thousands of feet

Example of a turbulence forecast: 530804.

This decodes as frequent moderate turbulence is expected in clear air (code 3 from the table) and that the turbulence will extend from 8000 feet to 12000 feet AGL. As with the icing forecast above, if a layer of turbulence is forecast to exceed 9000 feet in thickness, a second group would be required.

## 4.10 Reports in Abbreviated Plain Language

4.10.1 Some reports may be disseminated in abbreviated plain language. These will use:

a) Standard ICAO abbreviations and
b) numerical values of a self explanatory nature.

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The abbreviations referred to under (a) are contained in the Procedures for Air Navigation Services - ICAO Abbreviations and Codes (ICAO Doc 8400).

4.11 **Criteria for Special Meteorological Reports and Forecasts**

4.11.1 The following are the criteria for the issue of Special Aerodrome Meteorological Reports, TRENDS, TAF Variants/Amendments and Amended Route/Area Forecasts:

a) **Special Report**

i. **Surface Wind**: Issued only when no serviceable wind indicator in ATC; criteria to be agreed locally, based on changes of operational significance at aerodrome; for example:

1. A change in mean direction of 60° or more, mean speed before or after change being 10 KT or more; and/or a change of 30°, the speed 20 KT or more;
2. a change in mean speed of 10 KT or more;
3. a change in gust speed of 10 KT or more, the mean speed before or after the change being 15 KT or more.

ii. **Visibility:**

1. A change in the prevailing visibility from one of the following ranges to another:

   10 KM or more

   5000 M to 9 KM

   3000 M to 4900 M

   2000 M to 2900 M

   1500 M to 1900 M

   800 M to 1400 M

   750 M or less

2. At the onset or cessation of the requirement to report minimum visibility ie. when the minimum visibility in one or more directions is less than 50% of the prevailing visibility.
3. If the minimum visibility is being reported, when the minimum visibility changes from one of the ranges, given in (1) above, to another.
4. Additional change groups of 100 M or less, 150 to 300 M, 350 to 550 M and 600 to 750 M are used where an RVR is not available, either permanently or during temporary unserviceablilty. These criteria will apply by local arrangement.
5. Additional change groups of 3000 to 3900 M and 4000 to 4900 M apply at Aberdeen/Dyce airport.

iii. **Runway Visual Range (RVR)**:

1. A change from one of the following ranges to another:

   800 M or more

   550 M to 750 M

   300 M to 500 M

   275 M to 175 M

   175 M to 50 M

   50 M or less

2. Note that special reports for RVR are only made by local arrangement.
3. See para 3.1.4.2 for reporting RVR minimum and maximum values.

iv. **Weather** and Recent Weather:

1. The onset, cessation or change in intensity of any of the following weather phenomena or combinations:

   -- Freezing rain or freezing drizzle of any intensity;

   -- Freezing fog;

   -- Moderate or heavy precipitation (including showers);

   -- Thunderstorm (with or without precipitation);

   -- Squall, funnel cloud;

   -- Low drifting or blowing: snow, sand or dust.

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2. In local routine reports and local special reports when reported by a semi-automatic observing system, recent weather phenomena should be reported, up to a maximum of three groups, in the supplementary information. The following recent weather information shall be reported:

    1. freezing precipitation;
    2. moderate or heavy precipitation, including showers;
    3. blowing snow;
    4. dust storm, sandstorm;
    5. thunderstorm;
    6. funnel cloud, tornado or water spout; and
    7. volcanic ash.

v. **Cloud**:

1. When the base of the lowest cloud of over 4 oktas (BKN or OVC) changes from one of the following ranges to another:

    2000 FT or more

    1500 FT to 1900 FT

    1000 FT to 1400 FT

    700 FT to 900 FT

    500 FT to 600 FT

    300 FT to 400 FT

    200 FT

    100 FT

    Less than 100 FT*

2. *This includes state of sky obscured. ANSPs should also review whether there is a requirement to report the height of cloud base in steps of 50 FT up to and including 300 FT in local routine reports and local special reports.
3. When the amount of cloud below 1500 FT changes from 4 oktas or less (nil, FEW, SCT) to more than 4 oktas (BKN or OVC), and vice versa.

vi. **Temperature:** When the air temperature changes by 2 degrees or more, from that given in the last report.
vii. **Pressure:** When the 'as read' pressure changes by 1.0 hPa or more since the last report.
viii. **Severe/Icing/Turbulence:** After confirmation by the duty forecaster, pilot reports of severe icing or severe turbulence, either on the approach to, or climb out from, the aerodrome.

b) **Trend**

i. **Surface Wind**

1. A change in mean direction of 30° or more, the mean speed before or after the change being 20 KT or more; a change in mean direction of 60° or more, the mean speed before or after the change being 10 KT or more.
2. A change in mean speed of 10 KT or more.

ii. **Surface Visibility.**

1. A change in the prevailing visibility from one of the following ranges to another:

    5000 M or more

    3000 M to 4900 M

    1500 M to 2900 M

    800 M to 1400 M

    600 M to 750 M

    350 M to 550 M

    150 M to 300 M

    100 M or less

iii. **Weather**

1. Onset, cessation or change in intensity of:

    – freezing precipitation;

    – moderate or heavy: precipitation, including showers;

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– freezing fog and freezing precipitation;

– low drifting: sand, dust or snow;

– blowing: sand, dust or snow;

– thunderstorm;

– squall, funnel cloud, tornado or waterspout;

– other phenomena if associated with a significant change in visibility or cloud, whatever the intensity.

iv. **Cloud**

1. When the base of the lowest cloud of over 4 oktas (BKN or OVC) changes from one of the following ranges to another:

   1500 FT or more

   1000 FT to 1400 FT

   500 FT to 900 FT

   300 FT to 400 FT

   200 FT

   100 FT

   Less than 100 FT*

2. *This includes state of sky obscured.
3. Additional change groups of 500 to 600 feet and 700 to 900 feet apply at aerodromes serving oil rig helicopter operations where a TREND service is provided; Aberdeen and Norwich.
4. When the amount of the lowest cloud below 1500 FT changes from half or less (nil, FEW or SCT) to more than half (BKN or OVC) and vice versa. A change to no cloud below 5000 FT and no CB or TCU should be shown as No Significant Cloud - NSC, unless CAVOK applies.

c) **TAF Variants/Amendments**

i. **Surface Wind**

1. A change in mean direction of 30° or more, the mean speed before or after the change being 20 KT or more; a change in mean direction of 60°, the mean speed before or after the change being 10 KT or more
2. a change in mean speed of 10 KT or more.
3. a change in gust speed of 10 KT or more, the mean speed before or after the change being 15 KT or more.

ii. **Surface Visibility**

1. A change in the prevailing visibility from one of the following ranges to another:

   10 KM or more

   5000 M to 9 KM

   1500 M to 4900 M

   800 M to 1400 M

   350 M to 750 M

   300 M or less

2. Additional change groups of 1500 M to 2900 M and 3000 M to 4900 M as well as 5000 M to 6 KM and 7 to 9 KM apply at aerodromes serving oil rig helicopter operations; Aberdeen, Benbecula, Blackpool, Humberside, Inverness, Kirkwall, Liverpool, Norwich, Sumburgh and Wick.

iii. **Weather**

1. Onset, cessation or change in intensity of:

   freezing precipitation;

   freezing fog;

   moderate or heavy: precipitation, including showers;

   low drifting: sand, dust or snow;

   blowing: sand, dust or snow;

   thunderstorm;

# GEN 3.5 METEOROLOGICAL SERVICES (continued)

squall, funnel cloud, tornado or waterspout;

other phenomena if associated with a significant change in visibility or cloud, whatever the intensity.

CAVOK conditions.

iv. **Cloud**

1. When the base of the lowest cloud of over 4 oktas (BKN or OVC) changes from one of the following ranges to another:

   5000 FT or more

   1500 FT to 4900 FT

   1000 FT to 1400 FT

   500 FT to 900 FT

   200 FT to 400 FT

   100 FT or less*

2. *This includes state of sky obscured.
3. Additional change groups of 500 FT to 600 FT and 700 FT to 900 FT apply at aerodromes serving oil rig helicopter operations; Aberdeen, Benbecula, Blackpool, Humberside, Inverness, Kirkwall, Liverpool, Norwich, Sumburgh and Wick.
4. When the amount of the lowest cloud below 1500 FT changes from half or less (nil, FEW or SCT) to more than half (BKN or OVC) and vice versa. A change to no cloud below 5000 FT and no CB or TCU should be shown as No Significant Cloud - NSC, unless CAVOK applies.

d) **Amended Route/Area Forecast (Advisory Criteria)**

i. 1000 FT, 3000 FT and 6000 FT Wind. A change in direction of 30° or more, the speed before and/or after the change being at least 30 KT. A change of speed of 20 KT or more.
ii. Temperature/Dew Point. 5°C or more.
iii. Cloud Amount. Changes in the general forecast lowest cloud base below 1500 FT from 4 oktas or less to more than 4 oktas, or more than 4 oktas to 4 oktas or less.

| Element | | Original Forecast | Revised Opinion |
|---|---|---|---|
| iv | Surface visibility (general visibility) | 8 KM or more<br>5000 M to 8 KM<br>3700 M to 5000 M<br>2500 M to 3700 M<br>1600 M to 2500 M<br>800 M to 1600 M<br>0 M to 800 M | Less than 8 KM<br>Less than 5000 M or more than 8 KM<br>Less than 3700 M or more than 5 KM<br>Less than 2500 M or more than 3700 M<br>Less than 1600 M or more than 2500 M<br>Less than 800 M or more than 1600 M<br>Less than 800 M |
| v | Weather phenomena<br>TS, SQ, GR, SA, RASN, SN, FZFG, FZRA, FZDZ | Not included<br><br>Included | Now expected<br><br>Not now expected |
| vi | Cloud Height (general forecast lowest cloud base) | 2500 FT or more<br>1500 FT to 2500 FT<br>700 FT to 1500 FT<br>500 FT to 700 FT<br>300 FT to 500 FT<br>200 FT to 300 FT<br>Surface to 200 FT | Less than 2500 FT<br>Less than 1500 FT or more than 2500 FT<br>Less than 700 FT or more than 1500 FT<br>Less than 500 FT or more than 700 FT<br>Less than 300 FT or more than 500 FT<br>Less than 200 FT or more than 300 FT<br>Less than 200 FT |
| vii | Turbulence | Nil<br>Light<br>Moderate<br>Severe | Moderate or severe<br>Severe<br>Nil<br>Nil or light |
| viii | Zero degree Celsius isotherm | Below 5000 FT<br>Above 5000 FT | Changes of 1000 FT or more<br>Changes of ±25% or 2000 FT, whichever is smaller. |
| ix | Airframe icing | Nil<br>Light<br>Moderate<br>Severe | Moderate or severe<br>Severe<br>Nil<br>Nil or light |
| x | Area boundaries, significant fronts and tropical disturbances | Not included<br><br>Included | Now expected<br><br>Not now expected or ± 60 NM different from forecast. |

# GEN 3.5 METEOROLOGICAL SERVICES (continued)

## 5 Notification Required from Operators

5.1 Changes to Meteorological Services

5.1.1 Where a change to the MET information being provided is required by an operator, they should notify the Meteorological Authority (contact details are provided in paragraph 1) in advance. The Meteorological Authority will review the request for the change and provide a response within an agreed time.

5.2 **Special Forecasts and Specialised Information**

5.2.1 For departures where the standard pre-flight meteorological self-briefing material cannot be obtained or is inadequate for the intended flight, a Special Forecast may be issued on request to the appropriate Forecast Office for a specific period for a designated route, or an area which includes the route. Normally, a Special Flight Forecast will be supplied from the last UK departure point to the first transit aerodrome outside the coverage of standard documentation, at which point pilots should re-brief. However, by prior arrangement, a forecast may be prepared for other legs, provided initial ETD to final ETA does not exceed 6 hours and no stops longer than 60 minutes are planned. The usual method of issuing Special Flight Forecasts is by AFS or email to the aerodrome of departure, but if the Flight Briefing Unit is not so equipped or will not be open, pilots may telephone the Forecasting Office for a dictation of the forecast. Similarly, Aerodrome Forecasts and reports for the destination and up to four alternates will be provided with the forecast, if not otherwise available.

5.2.2 **Ballooning Forecast**. Specialised forecasts for balloon operators containing forecasts of surface wind, thermal activity, inversions, wind shear, sea breezes and lee waves are provided. Forecasts of the lowest pressure (QNH), humidity and surface temperature are also included. These products are provided as a combination of site specific and area text and graphical forecasts. The forecast schedule varies between summer and winter months. Forecasts and more details are available from the Met Office Aviation Briefing Service at **https://www.metoffice.gov.uk/services/transport/aviation/regulated/aviation-briefing-service-guidance**.

5.2.3 **London CTA Helicopter Forecast.** A specialised forecast for helicopter operators containing forecasts of cloud base, visibility and freezing level. The area covered by this product is the London CTR and London/City CTR. Forecasts and more details are available from the Met Office Aviation Briefing Service at https://www.metoffice.gov.uk/services/transport/aviation/regulated/aviation-briefing-service-guidance.

5.3 **Prior Notification for Special Forecasts**

5.3.1 Forecast Offices normally require prior notification for Special Forecasts as follows:

a) For flights up to 500 NM, at least two hours before the time of collection;
b) for flights of over 500 NM, at least four hours before the time of collection.

5.3.1.1 Request for Special Forecasts must include details of the route, the period of the flight and where appropriate the ETD/ETA of each leg, the height to be flown and the time at which the forecast is required. Ideally a forecast should be collected no earlier than 90 minutes before departure.

5.3.2 It is in the interest of all concerned that the maximum possible period of notice is given. The Forecast Office will give priority to emergencies, in-flight forecast and to forecast requirements which have been properly notified. Other requests could be delayed at busy periods and might not comprise full forecasts. A Forecast collected a long time in advance of departure will be less specific and might be less accurate than one prepared nearer departure time.

5.3.3 Forecast Offices providing Special Forecasts are shown at Table 3.5.4.1. They are not provided for flights inbound to the UK.

5.3.4 Take-off forecasts containing information on expected conditions over the runway complex in respect of surface wind, temperature and pressure can be made available from Forecast Offices. Requests for the routine provision of these forecasts should be made to the Meteorological Authority (contact details are provided in paragraph 1.1). For ad hoc requests prior notification is not normally required, requests should be made directly to the Met Office, three hours before the expected time of departure.

5.3.5 Meteorological information for specialised aviation use, as defined below, is not included in the GAMET service or given as Special Forecasts but arrangements can be made for its provision on prior request:

a) To provide meteorological information for special aviation events for which routine forecasts are not adequate;
b) to provide helicopter operators in off-shore areas with forecast winds and temperatures at 1000 FT AMSL, information on airframe icing, and sea state and temperature.

5.3.6 Appropriate forecasts for (a) above will be made available up to twice in any 24 hour period. For (a), the initial request should be made to the nearest forecasting office designated as providing service 'C' at Table 3.5.4.1 at least 2 hours in advance of the forecast being required. For (b), application must be made to the Meteorological Authority for approval (see paragraph 1.1), giving at least 6 weeks' notice of the requirement. The application must specify the nature of the aviation activity, the location(s) involved, the meteorological information required and the associated time periods. If appropriate an AFTN address or Fax number should

be included. Applicants will be advised of the time at which the information will be available and the means of delivery.

5.4 **Additional Meteorological Services**

5.4.1 When specialist, non-standard, aviation meteorological services additional to those given above are required (eg forecaster briefings for aerial photography, test flying, crop spraying and for outlooks for over a day ahead), they may be obtained on a repayment basis by prior arrangement with the Met Office. Enquiries should be directed to the Met Office address at paragraph 1. 2, or to one of the Forecast Offices listed at Table 3.5.4.1

## 6 Aircraft Reports

6.1 **Routine Aircraft Observations**

6.1.1 Routine Observations in the Scottish FIR/UIR, the London FIR/UIR or the Shanwick Oceanic FIR are only required to be made by aircraft equipped with air ground data link.

6.2 **Special Aircraft Observations**

6.2.1 Special aircraft observations are required to be issued by aircraft as special air-reports in the Scottish FIR/UIR, the London FIR/UIR or the Shanwick Oceanic FIR whenever any of the following conditions are encountered or observed:

a) moderate icing (MOD ICE) or severe icing (SEV ICE); or
b) moderate turbulence (MOD TURB) or severe turbulence (SEV TURB); or
c) severe mountain wave (SEV MTW); or
d) thunderstorms with or without hail (that are obscured, embedded, widespread or in squall lines) (TSGR or TS);or
e) if volcanic ash cloud is observed or encountered, or if pre-eruption volcanic activity or a volcanic eruption is observed to assist other Users, ATS Providers and the Volcanic Ash Advisory Centre (VAAC);

6.2.2 Special aircraft observations may be reported when other meteorological conditions are encountered which, in the opinion of the pilot-in-command, might affect the safety or markedly affect the efficiency of other aircraft operations, for example, other en-route weather phenomena specified for SIGMET messages, or adverse conditions during the climb-out or approach not previously forecast or reported to the pilot-in-command.

6.3 **Turbulence and Icing Reporting Criteria**

6.3.1 **Turbulence (TURB)**

6.3.1.1 While MOD and SEV TURB are to be reported, TURB remains an important operational factor at all levels but particularly above FL 150 therefore all pilots encountering TURB are requested to report this to the ATS Unit with whom they are in radio contact. High level turbulence (normally above FL 150 not associated with cumuliform cloud, including thunderstorms) should be reported as TURB, preceded by the appropriate intensity or preceded by Light or Moderate Chop.

**Table 3.5.6.1 — TURB and other Turbulence Criteria Table**

| Incidence | Occasional — less than 1/3 of the time | Intermittent — 1/3 to 2/3 Continuous — more than 2/3 |
|---|---|---|
| **Intensity** | **Aircraft Reaction (transport size aircraft)** | **Reaction Inside Aircraft** |
| **Light** | Turbulence that momentarily causes slight, erratic changes in altitude and/or attitude (pitch, roll, yaw)<br>IAS fluctuates 5 - 15 KT. (<0.5 g at the aircraft's centre of gravity) Report as ' **Light Turbulence** '. or;<br>turbulence that causes slight, rapid and somewhat rhythmic bumpiness without appreciable changes in altitude or attitude. No IAS fluctuations. Report as ' **Light Chop** ' | Occupants may feel a slight strain against seat belts or shoulder straps. Unsecured objects may be displaced slightly. Food service may be conducted and little or no difficulty is encountered in walking. |
| **Moderate** | Turbulence that is similar to Light Turbulence but of greater intensity. Changes in altitude and/or attitude occur but the aircraft remains in positive control at all times. IAS fluctuates 15 - 25 KT. (0.5-1.0g at the aircraft's centre of gravity). Report as ' **Moderate Turbulence** '. or;<br>turbulence that is similar to Light Chop but of greater intensity. It causes rapid bumps or jolts without appreciable changes in altitude or attitude. IAS may fluctuate slightly. Report as ' **Moderate Chop** '. | Occupants feel definite strains against seat belts or shoulder straps. Unsecured objects are dislodged. Food service and walking are difficult. |

# GEN 3.5 METEOROLOGICAL SERVICES (continued)

| Table 3.5.6.1 — TURB and other Turbulence Criteria Table | | |
|---|---|---|
| **Incidence** | **Occasional — less than 1/3 of the time** | **Intermittent — 1/3 to 2/3 Continuous — more than 2/3** |
| **Intensity** | **Aircraft Reaction (transport size aircraft)** | **Reaction Inside Aircraft** |
| **Severe** | Turbulence that causes large, abrupt changes in altitude and/or attitude. Aircraft may be momentarily out of control. IAS fluctuates more than 25 KT. (> 1.0 g at the aircraft's centre of gravity). Report as ' **Severe Turbulence** ' | Occupants are forced violently against seat belts or shoulder straps. Unsecured objects are tossed about. Food service and walking impossible. |
| ***Note:*** *Pilots should report location(s), time(s) (UTC), incidence, intensity, whether in or near clouds, altitude(s) and type of aircraft. All locations should be readily identifiable. Turbulence reports should be made on request, or in accordance with paragraph 6.2. Example:*<br>a) Over Pole Hill 1230 intermittent Severe Turbulence in cloud, FL 310, B747.<br>b) From 50 NM north of Glasgow to 30 NM west of Heathrow 1210 to 1250, occasional Moderate Chop TURB, FL 330, MD80.<br>***Note:*** *The UK does not use the term 'Extreme' in relation to turbulence.* | | |

6.3.2 **Windshear Reporting Criteria**

6.3.2.1 Pilots using navigation systems providing direct wind velocity readout should report the wind and altitude/height above and below the shear layer, and its location. Other pilots should report the loss or gain of airspeed and/or the presence of up-or-down draughts or a significant change in crosswind effect, the altitude/height and location, their phase of flight and aircraft type. Pilots not able to report windshear in these specific terms should do so in terms of its effect on the aircraft, the altitude/height and location and aircraft type, for example, 'Abrupt windshear at 500 feet QFE on finals, maximum thrust required, B747'. Pilots encountering windshear are requested to make a report even if windshear has previously been forecast or reported.

6.3.3 **Airframe Icing**

6.3.3.1 All pilots encountering unforecast icing are requested to report time, location, level, intensity, icing type* and aircraft type (see Table 3.5.6.2 below) to the ATS Unit with whom they are in radio contact. It should be noted that the following icing intensity criteria are reporting definitions; they are not necessarily the same as forecasting definitions because reporting definitions are related to aircraft type and to the ice protection equipment installed, and do not involve cloud characteristics. For similar reasons, aircraft icing certification criteria might differ from reporting and/or forecasting criteria.

| Table 3.5.6.2 — Airframe Icing Intensity Criteria | |
|---|---|
| **Intensity** | **Ice Accumulation** |
| Trace | Ice becomes perceptible. Rate of accumulation slightly greater than rate of sublimation. It is not hazardous even though de-icing/anti-icing equipment is not utilised, unless encountered for more than one hour. |
| Light | The rate of accumulation might create a problem if flight in this environment exceeds one hour. Occasional use of de-icing/anti-icing equipment removes/prevents accumulation. It does not present a problem if de-icing/anti-icing equipment is used. |
| Moderate | The rate of accumulation is such that even short encounters become potentially hazardous and use of de-icing/anti-icing equipment, or diversion, is necessary. |
| Severe | The rate of accumulation is such that de-icing/anti-icing equipment fails to reduce or control the hazard. Immediate diversion is necessary. |
| *Rime Ice:<br>*Clear Ice: | Rough, milky, opaque ice formed by the instantaneous freezing of small supercooled water droplets.<br>A glossy, clear, or translucent ice formed by the relatively slow freezing of large supercooled water droplets. |

6.3.4 Volcanic Ash Reporting

6.3.4.1 Whenever volcanic ash is observed or encountered, a special air-report shall be provided; additionally a post-flight report shall be made on the Volcanic Activity Reporting (Model VAR). All elements which are observed shall be recorded and indicated respectively in the appropriate places on the Model VAR. Once completed, the form should be submitted to the UK Met Office by telephone (+44 (0)330 -1354246) or email to AviationForecasters@metoffice.gov.uk and emarc@metoffice.gov.uk.

# GEN 3.5 METEOROLOGICAL SERVICES (continued)

## 2. Special air-report of volcanic activity form (Model VAR)

**MODEL VAR: to be used for post-flight reporting**

### VOLCANIC ACTIVITY REPORT

Air-reports are critically important in assessing the hazards which volcanic ash cloud presents to aircraft operations.

| | | | | | |
|---|---|---|---|---|---|
| OPERATOR: | | | A/C IDENTIFICATION: (as indicated on flight plan) | | |
| PILOT-IN-COMMAND: | | | | | |
| DEP FROM: | DATE: | TIME; UTC: | ARR AT: | DATE: | TIME; UTC: |
| ADDRESSEE | | | AIREP SPECIAL | | |
| **Items 1–8 are to be reported immediately to the ATS unit that you are in contact with.** | | | | | |
| 1) AIRCRAFT IDENTIFICATION | | | 2) POSITION | | |
| 3) TIME | | | 4) FLIGHT LEVEL OR ALTITUDE | | |
| 5) VOLCANIC ACTIVITY OBSERVED AT (position or bearing, estimated level of ash cloud and distance from aircraft) | | | | | |
| 6) AIR TEMPERATURE | | | 7) SPOT WIND | | |
| 8) SUPPLEMENTARY INFORMATION<br>$SO_2$ detected Yes ☐ No ☐<br>Ash encountered Yes ☐ No ☐ | | | Other _____<br>(Brief description of activity especially vertical and lateral extent of ash cloud and, where possible, horizontal movement, rate of growth, etc.) | | |
| **After landing complete items 9–16 then fax form to: (Fax number to be provided by the meteorological authority based on local arrangements between the meteorological authority and the operator concerned.)** | | | | | |
| 9) DENSITY OF ASH CLOUD | ☐ (a) Wispy | | ☐ (b) Moderate dense | | ☐ (c) Very dense |
| 10) COLOUR OF ASH CLOUD | ☐ (a) White | | ☐ (b) Light grey | | ☐ (c) Dark grey |
| ☐ (d) Black | ☐ (e) Other _____ | | | | |
| 11) ERUPTION | ☐ (a) Continuous | | ☐ (b) Intermittent | | ☐ (c) Not visible |
| 12) POSITION OF ACTIVITY | ☐ (a) Summit | | ☐ (b) Side | | ☐ (c) Single |
| ☐ (d) Multiple | ☐ (e) Not observed | | | | |
| 13) OTHER OBSERVED FEATURES OF ERUPTION | ☐ (a) Lightning | | ☐ (b) Glow | | ☐ (c) Large rocks |
| ☐ (d) Ash fallout | ☐ (e) Mushroom cloud | | ☐ (f) All | | |
| 14) EFFECT ON AIRCRAFT | ☐ (a) Communication | | ☐ (b) Navigation systems | | ☐ (c) Engines |
| ☐ (d) Pitot static | ☐ (e) Windscreen | | ☐ (f) Windows | | |
| 15) OTHER EFFECTS | ☐ (a) Turbulence | | ☐ (b) St. Elmo's Fire | | ☐ (c) Other fumes |
| 16) OTHER INFORMATION (Any information considered useful.) | | | | | |

### 6.4 In-flight Procedures

6.4.1 Information to aircraft in flight is usually supplied in accordance with area Meteorological Watch procedures, supplemented when necessary by an En-route Forecast service. Information is also available from the appropriate ATS Unit at the commanders request, or from meteorological broadcasts.

6.4.2 An in-flight en-route service is available in exceptional circumstances by prior arrangement with the Meteorological Authority (see paragraph 1). A meteorological office is designated to provide the aircraft in flight with the winds and temperatures for a specific route sector. Applications for this service should be made in advance, stating:

## GEN 3.5 METEOROLOGICAL SERVICES (continued)

a) The flight level(s) and the route sector required;
b) the period of validity necessary;
c) the approximate time and position in flight at which the request will be made
d) the ATS Unit with whom the aircraft is expected to be in contact.

6.4.3 Aircraft can obtain aerodrome weather information from any of the following:

a) VOLMET broadcasts (see paragraph 7);
b) Automatic Terminal Information Service (ATIS) broadcasts (and D-ATIS where available);
c) by request to an ATS Unit but whenever possible only if the information required is not available from a broadcast.

6.4.4 When an aircraft diverts, or proposes to divert, to an aerodrome along a route for which no forecast has been provided, the commander may request the relevant information from the ATS Unit serving the aircraft at the time, and the necessary forecasts will be provided by the associated Forecast Office.

## 7 VOLMET Service

**Table 3.5.7.1 — Meteorological Radio Broadcasts (VOLMET)**

| Call Sign/ID | EM | Frequency MHz | Operating Hours | Stations | Contents | Remarks |
|---|---|---|---|---|---|---|
| 1 | 2 | 3 | 4 | 5 | 6 | 7 |
| London Volmet (Main) | A3E | 135.375 | H24 continuous | Amsterdam<br>Brussels<br>Dublin<br>Glasgow<br>London Gatwick<br>London Heathrow<br>London Stansted<br>Manchester<br>Paris/Charles de Gaulle | 1. Half hourly reports (METAR)<br>2. The elements of each report broadcast in the following order:<br>1. Surface wind<br>2. Visibility (or CAVOK)<br>3. RVR if applicable<br>4. Weather<br>5. Cloud (or CAVOK)<br>6. Temperature<br>7. Dewpoint<br>8. QNH<br>9. Recent Weather if applicable<br>10. Windshear if applicable<br>11. TREND if applicable<br>3. Non-essential words such as ‘surface wind’, ‘visibility’ etc are not spoken.<br>4. All broadcasts are in English | |
| London Volmet (South) | A3E | 128.600 | H24 continuous | Birmingham<br>Bournemouth<br>Bristol<br>Cardiff<br>Jersey<br>London Luton<br>Norwich<br>Southampton<br>Southend<br>Exeter | | |
| London Volmet (North) **(Note 1)** | A3E | 126.600 | H24 continuous | East Midlands<br>Humberside<br>Isle of Man<br>Leeds Bradford<br>Liverpool<br>London Gatwick<br>Manchester<br>Newcastle<br>Teesside International | | |
| Scottish Volmet | A3E | 125.725 | H24 continuous | Aberdeen/Dyce<br>Belfast Aldergrove<br>Edinburgh<br>Glasgow<br>Inverness<br>London Heathrow<br>Prestwick<br>Stornoway<br>Sumburgh | | |

***Note 1:*** *Broadcasting range extended to cover Southeast England and English Channel.*
***Note 2:*** *An HF VOLMET broadcast for North Atlantic flights (Shannon VOLMET) is operated by the Republic of Ireland.*

# GEN 3.5 METEOROLOGICAL SERVICES (continued)

## 8 SIGMET and AIRMET Service

**Table 3.5.8.1 — SIGMET and AIRMET SERVICES**

| Name of MWO Location Indicators | Hours | FIR or CTA served | Type of SIGMET validity | Specific SIGMET Procedures | AIRMET Procedures | ATS Unit Served | Additional Information |
|---|---|---|---|---|---|---|---|
| 1 | 2 | 3 | 4 | 5 | 6 | 7 | 8 |
| Met Office Exeter EGRR | H24 | London FIR/ UIR Scottish FIR/ UIR Shanwick OCA Shanwick FIR | SIGMET 4 hours<br><br>Volcanic Ash SIGMET 6 hours | Tropical cyclone SIGMET is not issued. | ICAO Annex 3 AIRMET (low level en-route weather warning) is not issued in the UK. | London Area Control Centre (Swanwick), London Terminal Control (Swanwick), Scottish AC (Prestwick), Shanwick OCA | NIL |

8.1 MWOs are responsible for the preparation and dissemination of SIGMETs to appropriate ACC/FIC within their own and agreed adjacent FIRs. Aircraft in flight should be warned by the ACC/FIC of the occurrence or expected occurrence of one or more of the following SIGMET phenomena for the route ahead for up to 500 NM or 2 hours flying time:

- thunderstorm (see Note 2);
- heavy hail (see Note 2);
- tropical cyclone;
- freezing rain;
- severe turbulence (not associated with convective cloud);
- severe icing (not associated with convective cloud);
- severe mountain waves;
- heavy sand/dust storm;
- volcanic ash cloud.

***Note 1:*** *In general, SIGMET messages are identified by the letters WS at the beginning of the header line, but those referring to tropical cyclones and volcanic ash will be identified by WC and WV respectively. SIGMETs are valid for 4 hours, for volcanic ash cloud and tropical cyclones, a further outlook for up to 6 hours may be included and are re-issued if they are to remain valid after the original period expires. They can be cancelled or amended within the period of validity. SIGMETs are numbered sequentially from 0001 UTC each day.*

***Note 2:*** *This refers only to thunderstorms (including if necessary, cumulo-nimbus cloud which is not accompanied by a thunderstorm) widespread within an area with little or no separation (FRQ), along a line with little or no separation (SQL), embedded in cloud layers (EMBD), or concealed in cloud layers or concealed by haze (OBSC), but does not refer to isolated or occasional thunderstorms not embedded in cloud layers or concealed by haze. Thunderstorms and tropical cyclones each imply moderate or severe turbulence, moderate or severe icing and hail. However, heavy hail (HVYGR) may be used as a further description of the thunderstorm as necessary.*

***Note 3:*** *A volcanic ash cloud SIGMET will be issued based on advisory information provided by the relevant VAAC. The Met Watch Office listed in Table 3.5.8.1 will ensure that information included in SIGMET and NOTAM messages is consistent.*

***Note 4:*** *SIGMET messages will be issued not more than 4 hours before the commencement of the period of validity. In the special case of SIGMET messages for volcanic ash cloud and tropical cyclones, these messages will be issued as soon as practicable but not more than 12 hours before the commencement of the period of validity. SIGMET messages for volcanic ash and tropical cyclones will be updated at least every 6 hours.*

8.2 **GAMET Service**

8.2.1 GAMET is a general aviation weather briefing service providing four area forecasts covering the UK for low level flights in plain language, which detail the current Met situation and also contain forecasts of wind, freezing level and weather conditions, and a forecast outlook. GAMET covers the UK. A map giving details of the GAMET forecast areas is shown after paragraph 8.2.4. GAMET information is also provided in text form via the AFS and Internet.

https://www.metoffice.gov.uk/services/transport/aviation/regulated/aviation-briefing-service-guidance.

8.2.2 The forecasts will reflect the contents of SIGMETs which are current at the time of issue or amendments of the forecasts. Safety related amplification of an GAMET forecast may be obtained from a forecaster by telephoning one of the forecast offices listed in Table 3.5.4.1 as providing service 'E'. Callers must be able to confirm that they have obtained a current GAMET forecast on contacting the forecast office, otherwise no additional forecast information will be given.

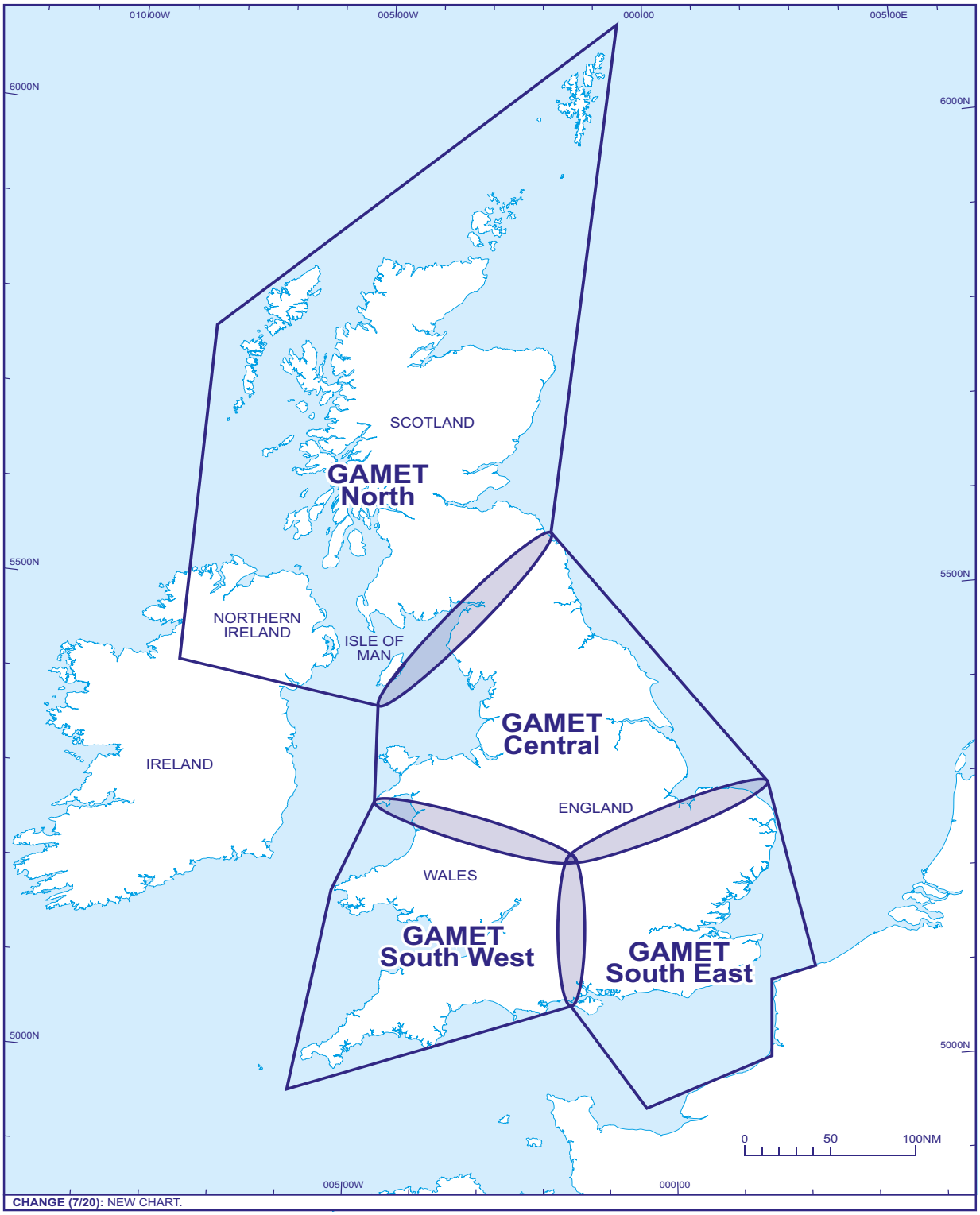
8.2.3 Special Forecasts in accordance with paragraph 5.2 are not provided for flights within the coverage of GAMET Forecasts. For flights which extend beyond the area of coverage, Special Forecasts will be available on request from selected forecast offices providing a service to civil aviation (see Table 3.5.4.1).

8.2.4 Channel Islands Low Level Flight Forecast. Jersey Met provides a 100 NM radius Channel Islands low level forecast. Available on the Internet at http://www.gov.je/Weather/AviationForecast/Pages/Aviation.aspx. Amplification or clarification of the current

## GEN 3.5 METEOROLOGICAL SERVICES (continued)

Channel Islands Low Level Flight Forecast may be obtained, following receipt of the forecast, by consulting Jersey Met. Telephone numbers are shown in Table 3.5.4.1.

### GAMET FORECAST AREAS




**CHANGE (7/20):** NEW CHART.

AERO INFO DATE 01 APR 20

GEN 3.5-8

# GEN 3.5 METEOROLOGICAL SERVICES (continued)

| Table 3.5.8.2 — GAMET FORECASTS | | | | | | |
|---|---|---|---|---|---|---|
| Regional Area/ Forecast | Update Time | Validity period | Met Situation validity time | Regional Outlook period | Spot wind validity | UK Outlook period |
| **Standard for all GAMETs** (North, Central, SW and SE) | 0400 | 08-17 | 1200 | 18-00 | 09, 12, 15 | 00-24 |
| | 1000 | 14-23 | 1800 | 00-06 | 15, 18, 21 | 06-06 |
| | 1600 | 20-05 | 0000 | 06-12 | 21, 24, 03 | 12-12 |
| | 2200 | 02-11 | 0600 | 12-18 | 03, 06, 09 | 18-18 |

## 9 Other Automated Meteorological Services

9.1 Meteorological charts are available from the automated Broadcast Fax Service.

9.1.1 **Broadcast Fax** is a routine broadcast service available to users requiring a minimum number of charts regularly each week.

a) Charts routinely transmitted over the Broadcast Fax network cover:

i. Low and medium level flights within the UK and Near Continent;
ii. Medium and high level flights to Europe and the Mediterranean;
iii. High level flights to North America;
iv. High level flights to the Middle/Far East;
v. High level flights to Africa.

b) There are additional charts which are not routinely available by Broadcast Fax, for example EURSAM significant weather for high level flights to South America and upper winds / temperatures at other levels. These may be obtained on prior request from the Met Office's Operations Centre, Exeter. A charge to cover handling and transmission costs will be made for this facility (and if Broadcast Fax is not used, an account must be set up in advance by application to the address at paragraph 1.2).

c) Table 3.5.4.2 gives the geographical and vertical coverage, the times of issue and validity of charts which are routinely available by Broadcast Fax.

d) It should be noted that forecasts may be amended at any time, which charts received via facsimile may not show. Therefore, it is advisable to check there are no changes to the forecast conditions prior to departure. Amendment criteria for forecasts are given in paragraph 4.11.

9.1.2 **Broadcast Text Meteorological Information**

9.1.2.1 This information is distributed in the UK by National Air Traffic Services Ltd (NATS) via the AFS. Data from three fixed groups of countries are available to broadcast text recipients; these are listed below. Alternatively, NATS offer tailored broadcasts to meet individual customer's needs. Information includes METAR, TAF and warnings of weather significant to flight safety (SIGMET), including volcanic activity reports.

a) Contents of the **OPMET 1** teleprinter broadcast - METARs, TAFs and SIGMETs for the following areas:

| | | | |
|---|---|---|---|
| Belgium | France | Italy | Spain/Canaries |
| Denmark | Germany | Netherlands | Sweden |
| Faeroes | Iceland | Norway | Switzerland |
| Finland | Ireland | Portugal | United Kingdom |

b) Contents of the **OPMET 2** teleprinter broadcast - METARs, TAFs and SIGMETs for the following areas:

| | | | | |
|---|---|---|---|---|
| Algeria | Egypt | Kyrgyz | Morocco | Tajikistan |
| Armenia | Estonia | Latvia | Near East | Tunisia |
| Austria | Georgia | Lebanon | Poland | Turkey |
| Azerbaijan | Greece | Libya | Romania | Turkmenistan |
| Bahrain | Hungary | Lithuania | Russian Fed East | Ukraine |
| Belarus | Iran | Macedonia | Russian Fed West | Uzbekistan |
| Bulgaria | Iraq | Malta | Saudi Arabia | |
| Croatia | Israel | Med - Eastern | Serbia and Montenegro | |
| Cyprus | Jordan | Med - Central | Slovakia | |
| Czech Republic | Kazakhstan | Middle Europe | Slovenia | |
| Eastern Europe | Kuwait | Moldova | Syria | |

c) Contents of the **OPMET 3** teleprinter broadcast - METARs, TAFs and SIGMETs for the following areas:

| | | | | |
|---|---|---|---|---|
| Austria | Faeroes | Iceland | Netherlands | Switzerland |
| Belgium | Finland | Ireland | Norway | Turkey |

# GEN 3.5 METEOROLOGICAL SERVICES (continued)

| | | | | |
|---|---|---|---|---|
| Bulgaria | France | Italy | Portugal | United Kingdom |
| Denmark | Germany | Malta | Romania | |
| Eastern Europe | Greece | Med - Central | Serbia and Montenegro | |
| Estonia | Hungary | Middle Europe | Sweden | |

***Note 1:*** *METARs are broadcast as routine at half-hourly (exceptionally hourly) intervals during aerodrome opening hours.*

***Note 2:*** *TAFs valid for periods of less than 12 hours, usually for 9 hours, (FC) are broadcast every three hours and TAFs valid for periods of 12 hours or more, usually 24 hours, (FT) are broadcast every six hours. Amendments are broadcast between routine times as required.*

9.1.2.2 Additional Information

a) Local special meteorological reports (SPECIAL) are issued for operational use locally when conditions change through limits specified in paragraph 4.11;
b) Special reports in the SPECI code form are defined as Special Reports disseminated beyond the aerodrome of origin (not applicable at UK civil aerodromes);
c) In general, TAFs are provided only for those aerodromes where official meteorological observations are available;
d) Amended TAFs and GAMET area forecasts are issued when forecast conditions change significantly, see paragraph 4.7;
e) The formats and codes used for METAR, SPECI, TREND and TAF are described in paragraph 3.8;
f) The actual or forecast meteorological conditions for which a SIGMET warning is prepared are detailed in paragraph 8.

9.1.2.3 Further information on Broadcast Text information can be obtained from the Meteorological Authority.

9.1.2.4 **GetMet**

9.1.2.4.1 GetMet is an information tool that contains essential information on accessing aviation related meteorological information from a variety of sources. GetMet is provided by the Met Office and can be downloaded from the iBook store or obtained in PDF format from the following website https://www.metoffice.gov.uk/services/transport/aviation/regulated.

## 9.2 Meteorological Observer Training

### 9.2.1 Accredited Aerodrome Meteorological Observer Training

9.2.1.1 At most aerodromes, there is usually a requirement to provide weather reports for aircraft taking-off and landing and flying in the area. An observer does not need accreditation to give an opinion on the latest meteorological conditions but these are not regarded as 'official' for air navigation purposes, and the observer is required to have a basic competency in assessing conditions and reading instrumentation. However, a METAR issued from a UK aerodrome and disseminated beyond the aerodrome must be prepared by an accredited meteorological observer.

### 9.2.2 Accredited Aerodrome Meteorological Observer Training Courses

9.2.2.1 Training for aerodrome personnel to enable them to gain accreditation in meteorological observing is provided by CAA approved training organisations. Applications for the training courses should be made to the approved training organisation and can only be accepted from aerodrome sponsors (e.g. ATS Managers) prepared to accept responsibility for trainees.

9.2.2.2 The duration of each Full Met Observer course is two weeks. The first week covers theory training followed by a week of practical experience (including night-time observations) under the supervision of a professional meteorological trainer.

9.2.2.3 A 5 day course is available for staff at aerodromes using a semi-automatic observing system, this course develops the skills necessary to observe, report and encode the 'visual' elements of the METAR to a standard that meets CAA requirements.

9.2.2.4 Further details and costs on Full and Restricted Observer courses are available from approved training organisations. However, it is essential that those nominated for courses have a basic knowledge of the aeronautical weather code, sufficient at least to decode a METAR without difficulty, prior to attending the course. It is also desirable to have had experience of an Air Traffic Services environment.

9.2.2.5 Trainees successfully completing a course are awarded an Aeronautical Met Observing Certificate for the production of aerodrome weather reports that meet the requirements of ICAO Annex 3. Restricted certificates are for use solely at aerodromes similarly equipped to the training site at which the trainee gained their certification.

### 9.2.3 Other Aviation Meteorological Observer Training

9.2.3.1 Refresher and Met Focal Point training is aimed at qualified observers who have not carried out the making of official Met reports for some considerable time, or who are designated aerodrome Met Focal Points, and Offshore Observer Training which is

# GEN 3.5 METEOROLOGICAL SERVICES (continued)

designed to enable observers make accurate weather reports for offshore helicopter operations.

9.2.4 **Approved Training Organisations**

9.2.4.1 For Full, Restricted and Offshore Observer courses contact:

Post: Account Manager Aviation Observer Courses, Met Office College, Met Office, Fitzroy Road, Exeter, Devon, EX1 3PB
Fax: 01392-885681
Email: aviationtraining@metoffice.gov.uk

9.2.4.2 For Full Restricted and Offshore Observer courses contact: Training Co-ordinator, StormGeo:

Phone: +44 (0)1224-766581
Email: training@stormgeo.com

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# GEN 3.6 SEARCH AND RESCUE

## 1 Responsible Services

1.1 Responsibility for Search and Rescue (SAR) for civil aircraft within the UK Search and Rescue Region (SRR) rests with the Department for Transport (DfT). Responsibility for Aeronautical SAR Coordination is discharged by the UK Joint Rescue Centre (UK JRCC), which is staffed by specialist personnel of His Majesty's Coastguard (HMCG). SAR Helicopter Services are provided under contract to DfT by Bristow Helicopters Ltd, while fixed wing SAR Services are provided under contract to DfT by 2Excel Aviation Ltd and Reconnaissance Ventures Ltd.

1.1.1 The DfT is responsible for SAR policy for civil aviation.

Post: Department for Transport, Airports Policy Division, Great Minster House, 76 Marsham Street, London, SW1P 4DR
Phone: 020-7944 4393
Fax: 020-7944 2192

1.1.2 The Civil Aviation Authority (CAA) acts as adviser on SAR to the DfT. Queries on SAR for civil aviation, including matters arising from this section of the AIP, should be addressed to:

Post: Airspace Regulation, CAA, 1 NE Aviation House, Beehive Ring Road, Crawley, West Sussex, RH6 0YR
Email: airspace@caa.co.uk

1.1.3 SAR aviation services are managed by the Maritime and Coastguard Agency (MCA) Commercial Directorate.

Post: MCA Commercial Directorate (Aviation). Spring Place, 105 Commercial Road, Southampton, Hampshire, SO15 1EG
Phone: 023-8032-9416 or 023-8032-9486

1.1.4 Implementation of SAR services for civil aviation throughout the UK SRR is undertaken by the UK JRCC.

Post: UK JRCC, 12 Kites Croft Business Park, Fareham, Hampshire, PO14 4LW
Phone: 023-8032-9100

1.2 **Applicable ICAO Documents**

1.2.1 The Standards, Recommended Practices and, when applicable, the procedures contained in the following ICAO documents are applied:

| | | |
|---|---|---|
| Annex 2 | - | Rules of the Air; |
| Annex 3 | - | Meteorological Services for International Air Navigation; |
| Annex 6 | - | Operation of Aircraft - Parts I, II & III; |
| Annex 10 | - | Aeronautical Telecommunications - Volume I & II; |
| Annex 11 | - | Air Traffic Services; |
| Annex 12 | - | Search and Rescue; |
| Annex 13 | - | Aircraft Accident Investigation; |
| Annex 15 | - | Aeronautical Information Services; |
| Annex 17 | - | Security; |
| Annex 18 | - | The Safe Transport of Dangerous Goods by Air; |
| | | |
| Doc 4444 ATM/501 | - | Procedures for Air Navigation Services - Air Traffic Management; |
| Doc 7030 | - | Regional Supplementary Procedures; |
| Doc 7754 | - | Air Navigation Plan - European Region; |
| Doc 8755 | - | Air Navigation Plan - North Atlantic; |
| Doc 9731 | - | IAMSAR Manual. |

## 2 Area of Responsibility

2.1 In general, aeronautical SRR boundary coincides with FIR boundary. The UK SRR comprises the London, Scottish and Shanwick FIRs but to the North and East of the UK, the boundaries with Iceland, Norway, Denmark and Germany have been modified by a series of bilateral agreements. Under these agreements, the SRR boundary no longer follow the FIR boundaries but have been aligned with the median line. The UK SRR boundary co-ordinates are given below and a chart depicting the areas of responsibility is shown after GEN 3.6, paragraph 6.12, Tables 1 and 2.

2.2 UK JRCC. The area of responsibility is enclosed by the lines joining the following points:

610000N 0300000W - 610000N 0040000W - 632833N 0004622W - 632833N 0000000E - 620000N 0000000E

620000N 0012222E - 614410N 0013329E - 612122N 0014718E - 595346N 0020430E - 591722N 0014236E

582546N 0012854E - 575416N 0015748E - 563540N 0023642E - 560510N 0031455E - 555458N 0032055E

# GEN 3.6 SEARCH AND RESCUE (continued)

555004N 0032355E - 554552N 0032208E - 543715N 0025349E - 542245N 0024543E - 531803N 0030319E

524657N 0031213E - 523715N 0031055E - 522457N 0030325E - 521721N 0025555E - 520557N 0024249E

515857N 0023731E - 514815N 0022849E - 513000N 0020000E - 510700N 0020000E - 510000N 0012800E

504000N 0012800E - 500000N 0001500W - 500000N 0020000W - 485000N 0080000W - 450000N 0080000W

450000N 0300000W - 610000N 0300000W.

with the exception of the Shannon FIR which is bounded by lines joining the following points:

540000N 0150000W - 543400N 0100000W - 544500N 0090000W - 552000N 0081500W - 552500N 0072000W

552000N 0065500W - 542500N 0081000W - 535500N 0053000W - 522000N 0053000W - 510000N 0080000W

510000N 0150000W - 540000N 0150000W.

## 3 Types of Service

3.1 Locations and types of dedicated SAR facilities are listed below, and shown on the chart published after GEN 3.6, paragraph 6.12, Tables 1 and 2:

a) HMCG helicopters, under DfT contract;
b) MCA fixed wing aircraft, under DfT contract.

3.1.1 Specialized SAR helicopters are equipped with winch gear.

**Table 3.6.3.1 State of readiness of individual SAR units**

| Unit | State of Readiness | Remarks |
|---|---|---|
| HM Coastguard | 15 min (0800-2200 local time)<br>45 min (2200-0800 local time) | |
| MCA Fixed Wing Aircraft | 45 min (0800-2200)<br>60 min (2200-0800) | |

3.1.2 In undertaking Aeronautical SAR Coordination for incidents on land or at sea, the UK JRCC works in partnership with those agencies with statutory responsibility, or primacy, for SAR Coordination respective of the environment of the incident. In responding to aeronautical incidents, the UK JRCC works in partnership with the Distress and Diversion Cell (D&D), 78 Sqn Swanwick Mil, based at NATS Swanwick. In responding to satellite emergency beacon alerts, the UK JRCC works in partnership with the UK Mission Control Centre, which is co-located with the JRCC. Through these agencies, the JRCC can call upon the following resources for assistance:

a) HM Coastguard Coastal Rescue Teams;
b) Royal National Lifeboat Institution vessels;
c) MoD aircraft, vessels and personnel;
d) Police, Fire and Ambulance services;
e) Commercial Air Transport aircraft;
f) Merchant and leisure vessels;
g) Civilian Volunteer Land Rescue Teams;
h) RAF Mountain Rescue;
i) COSPAS/SARSAT and SAR SPOT satellite distress alerting systems;
j) Neighbouring and International SAR Agencies;
k) Commercial SAR Aircraft.

3.1.3 **Distress Frequencies**

3.1.3.1 SAR aircraft and other military aircraft carry the distress frequencies shown in table 3.6.3.2:

**Table 3.6.3.2 Distress frequencies carried by SAR aircraft and other military aircraft**

| Frequency | Speech Facility | Homing Facility |
|---|---|---|
| 121.500 MHz | a) HMCG helicopters.<br>b) MCA fixed wing aircraft.<br>c) MoD helicopters and fixed wing aircraft.<br>d) Commercial Air Transport aircraft. | a) HMCG helicopters.<br>b) Some MoD helicopters and fixed wing aircraft. |
| 243.00 MHz | a) HMCG helicopters.<br>b) MoD helicopters and fixed wing aircraft. | a) HMCG helicopters.<br>b) Some MoD helicopters and fixed wing aircraft. |

# GEN 3.6 SEARCH AND RESCUE (continued)

3.1.4 **Scene of Search Frequencies**

3.1.4.1 SAR aircraft may use any of the following frequencies as a Scene of Search frequency:

| | | | | | |
|---|---|---|---|---|---|
| | 123.100 MHz | Civil; | | 156.300 MHz | Channel 6 VHF/FM Marine; |
| | 282.800 MHz | NATO; | * | 156.800 MHz | Channel 16 VHF/FM Marine; |
| * | 5680 kHz | Civil/Military-Day (SAMAR 1); | * | 3023 kHz | Civil/Military-Night (SAMAR 1); |
| * | 3085 kHz | Military-Night (SAMAR 4); | * | 5695 kHz | Military-Day (SAMAR 4); |
| | | | * | 8364 kHz | International intercommunication. |
| * | Emission J3E or 6K00A3EJN | | | | |

***Note:*** *Other HF frequencies may be used as directed by the controlling JRCC.*

## 4 SAR Agreements

4.1 As a Contracting State under the Convention on International Civil Aviation, the United Kingdom is committed to providing SAR services for international civil aviation throughout defined areas on a 24 hour basis. These areas consist of the UK overland area and adjacent sea areas to approximately midway to the European mainland to the east and to 030W over the North Atlantic, excluding the Shannon FIR (see chart published after GEN 3.6, paragraph 6.12, Tables 1 and 2).

4.1.1 The International Civil Aviation Organization's (ICAO) Regional Air Navigation Plans do not define the scale of effort which should be available but identify the required facilities by types of services which should be provided with due regard to the density of traffic and the size and passenger capacity of aircraft operating in the region.

4.1.2 As a member of NATO, a contracting State under the ICAO Convention and according to bilateral inter-RCC agreements, the United Kingdom can seek SAR assistance from the resources of other nations as necessary.

4.1.3 When the UK JRCC requests the assistance of suitable SAR aircraft from a neighbouring State RCC, it will provide all pertinent details on the scope of the assistance required. Entry and flight of the requested SAR aircraft into or over the territory of the UK for the purpose of conducting SAR operations may be conducted in accordance with the procedures and approvals granted by the State of the operator of the aircraft. If it is necessary for the requested SAR aircraft to land at a UK airfield or to make use of other facilities in the course of performing its assigned SAR task, the UK JRCC will coordinate arrangements and liaise with the appropriate organisations to facilitate the taking of such measures or actions.

## 5 Conditions of Availability

5.1 The availability of both British military SAR facilities is on the authority of MoD. The availability of Foreign civilian and NATO military SAR facilities is on the authority of the appropriate RCC which remains responsible for operational control of such facilities throughout the duration of the requirement (whether a Maritime RCC (MRCC) or Joint Rescue Coordination Centre (JRCC)).

## 6 Procedures and Signals Used

### 6.1 The Rescue Organisation

6.1.1 When D&D has reason to believe that an aircraft is in a state of emergency, it will alert the JRCC who will, in turn, alert SAR units and the Police (D&D may alert the Police directly in extremis if appropriate to do so); the police will notify civilian MRT, fire, ambulance and hospital services. In addition, the JRCC may alert RAF Mountain Rescue Teams, via the MoD. Should the first report of an accident be given to the police by a member of the public, the police will alert fire and other services. The police will also advise the ACC of the rescue action being taken and give full details.

6.1.2 The JRCC will handover responsibility, or primacy, for SAR Coordination to the best placed Maritime Rescue Coordination Centre should an Aviation SAR incident become a Maritime accident. Where an Aviation SAR incident occurs across an SRR boundary, the UK JRCC will liaise with the relevant foreign RCC, confirming the individual RCC responsibilities, and primacy, for the response.

6.1.3 When the location of a civil aircraft which has crashed on land is known, and no air search is necessary, the civil ground organization (normally the police) takes responsibility for dealing with the incident. However, it is essential that both D&D **and** the JRCC are informed to avoid duplication of effort and for expert consideration of any SAR back-up services which could be required.

6.1.4 In the vicinity of aerodromes it is not possible to define in specific terms where the responsibility of the SAR services begins and that of the aerodrome emergency services ends with respect to potential incidents, so the closest co-operation must be maintained between these two services.

6.1.5 Direct speech circuits exist between the UK JRCC and the (D&D) cell at the 78 Sqn Swanwick Mil (Co-located at NATS Swanwick). Under normal circumstances, the quickest and most reliable means for an aerodrome to alert the JRCC is via D&D cell, but a direct

# GEN 3.6 SEARCH AND RESCUE (continued)

call to the JRCC on any of its listed numbers may at times be more expedient.

## 6.2 Alerting

6.2.1 The alerting service is available for all aircraft which are known by the air traffic services to be operating within the UK Flight Information Regions (FIRs). The responsibility for initiating action normally rests with the Air Traffic Service Unit (ATSU) which was last in communication with the aircraft in need of SAR assistance or which receives such information from an external source.

6.2.2 If a distress signal and/or message is intercepted by their aircraft, pilots are to inform the appropriate ATSU giving all available information who are in turn to inform D&D. The UK JRCC does not maintain a listening watch on VHF.

6.2.3 **Difficult Areas for SAR**

6.2.3.1 Although the UK has not formally designated land or sea areas where SAR operations would be difficult, EASA regulations state that all General Aviation (GA) aircraft, should carry appropriate survival equipment, including an Emergency Locator Transmitter (ELT) or Personal Locator Beacon (PLB).

6.2.3.2 The following areas within the UK are considered to be difficult from a SAR aspect:

| | | |
|---|---|---|
| The Scottish Highlands; | The Hebrides, Orkneys and Shetlands; | The Pennine Range; |
| The Lake District; | The Yorkshire Moors; | The Welsh Mountains; |
| The Peak District of Derbyshire; | Exmoor; | Dartmoor. |

6.2.4 For flight over the North Atlantic (NAT), International GA (IGA) pilots should pay particular attention to the varying requirements of the NAT provider states. Canada, Iceland, Denmark and Greenland have requirements more stringent than those of the UK particularly regarding the carriage of ELTs, survival equipment, communications, aircraft inspections and navigation equipment, fuel reserves and instrument ratings. IGA pilots planning trans-oceanic flight are strongly recommended to read the North Atlantic International General Aviation Operations Manual and to seek advice and guidance from the UK Aeronautical Information Service (see GEN 3.1).

## 6.3 Communication

6.3.1 Distress and urgency communications within the UK SRR are in accordance with standard international procedures.

6.3.2 **Emergency Service**

6.3.2.1 An emergency communications and aid service is continuously available on 121.500 MHz. The service covers most of the UK above 3000 FT, but in many areas reception is good below this altitude. In an emergency, pilots who have difficulty in establishing communication on the frequency in use should make use of the service on 121.500 MHz.

6.3.2.2 Executive control is exercised from D&D, callsign 'London Centre', throughout the London and Scottish FIRs/UIRs. Aerodromes capable of providing an emergency service on 121.500 MHz are listed via paragraph 6.5 below.

6.3.2.3 It is not necessary for pilots in emergency to address the initial 'MAYDAY' or 'PAN PAN' call to a specific unit. The D&D Emergency Controller at Swanwick will answer the call irrespective of the location of the transmission. If transponder fitted, in emergency select code 7700 (emergency) or 7600 (radio failure) to assist the Emergency Controller in determining your position and providing a timely response.

6.3.2.4 Pilots should be aware that the airspace west of ATS Route N864 has limited VHF Direction Finding (VDF) coverage and the Emergency Controller's ability to locate an aircraft using VDF is dependent on the aircraft's position and altitude. Furthermore, at the D&D, due to the lack of primary radar in the Southwest, non-transponding aircraft will be difficult to locate and will not receive a radar service from the D&D Emergency Controller. Response time to any incident is governed by the amount of assistance received from other ATC units and the Coastguard authorities.

## 6.4 Emergency Satellite Voice Calls from Aircraft

6.4.1 For aircraft flying in the London, Scottish and Shanwick FIRs/UIRs, in the event that all other means of communication have failed, dedicated satellite voice telephone numbers for the D&D section and for the Shanwick OAC have been programmed into the aeronautical Ground Earth Stations of the Inmarsat Signatories.

6.4.2 The allocated airborne numbers for use via the aircraft satellite voice equipment are as follows:

| | | |
|---|---|---|
| (a) Shanwick OAC | 423201 | To be used only in emergency situations. This facility is provided in addition to the number for routine ATS messages via Shanwick Radio (425002) and allows direct pilot/controller communication. |
| (b) 78, Sqn, Swanwick D&D | 423202 | |

# GEN 3.6 SEARCH AND RESCUE (continued)

6.4.3 It must be emphasised that these numbers are for emergency use only, when all other airborne means of communication with the appropriate ATSU have failed.

6.4.4 Almost instantaneous aircraft position fixing by auto-triangulation is available H24 on 121.500 MHz over most of central and southeast England above 3000 FT AMSL but down to 2000 FT AMSL in the vicinity of the London airports. Outside the coverage of the auto - triangulation system, position may be fixed by use of surveillance equipment or by investigative measures based upon last known position and when, speed, direction of travel and observable features from the aircraft which may take several minutes and multiple transmissions.

6.4.5 Aircraft operating in the Shanwick OCA are required to maintain a continuous watch on 121.500 MHz (see ENR 2.2 (Shanwick Oceanic Control Area (North Atlantic Region - NAT) paragraph 9). For operations over the sea, out of range of land based emergency communications, pilots, particularly IGA pilots at low altitude, should, if in difficulty, attempt to establish contact with aircraft at higher levels.

6.4.6 When an emergency is ended, it is important that the controlling authority is so informed and that the pilot states his intentions before leaving the frequency in use. This will ensure that SAR actions already underway are cancelled.

## 6.5 Units with Emergency Facilities on 121.500 MHz

6.5.1 In addition to the 24 hour service provided by the London ACC, there are a number of UK aerodromes that can provide a service on 121.500 MHz, including UK civil aerodromes listed in the ICAO European Air Navigation Plan, Volume I Part II (AOP) Table AOP I-1, International Aerodromes Required in the EUR Region. At Brize Norton which is the Military Emergency Diversion Aerodrome (MEDA), a 24 hour communications monitor is maintained on 121.500 MHz. The civil aerodromes listed do not routinely monitor 121.500 MHz, but this frequency can be activated as necessary to provide a clear channel for emergency traffic. This facility can be requested by direct call to the unit concerned on an in-use frequency, or, more usually, by request from an ACC.

6.5.2 **Aircraft Not Equipped with Radio**

6.5.2.1 A pilot of an aircraft not equipped with radio is advised to file a Flight Plan if he intends to fly more than 10 NM from the coast or over sparsely populated or mountainous areas as this will assist rescue action should the aircraft be reported overdue. Pilots should particularly note that Flight Plans can only be delivered to destinations which are on the AFS or linked to the AFS by the parent station scheme and that search action can only be initiated if an aircraft is reported overdue. This action is performed by the destination aerodrome ATSU, when established, but pilots intending to fly to destinations which are not on the AFS or linked to them by a parent station should advise a responsible person at their destinations of the intended flight and arrange for that person to notify the ATS authorities in the event of non-arrival.

## 6.6 Flight in Areas in which Search and Rescue Operations are in Progress

6.6.1 To avoid interference with SAR operations and to avoid unnecessary collision hazard, pilots are strongly advised not to fly near an area where SAR operations are known to be in progress. Crews of aircraft involved in the SAR operation may be performing complex manoeuvres, often in poor weather conditions, and may not be able to maintain a good lookout for itinerant aircraft.

6.6.2 Pilots who consider it necessary to fly in a known area of SAR operations should:

a) Contact the JRCC by telephone before departure;
b) file a Flight Plan giving times of entering and leaving the area and the height to be flown, ensuring that the JRCC is included among the addressees;
c) obtain the latest information about weather conditions en-route and in the search area;
d) monitor the VHF International Distress (121.500 MHz) and the Scene of Search (123.100 MHz) frequencies when in the vicinity, but avoid transmitting on these frequencies.

6.6.3 Under certain circumstances, a Temporary Danger Area (TDA) may be established around the scene of an incident. This will normally be established by NOTAM. If such a measure fails to achieve its objective, Restriction of Flying (Emergency) Regulations may be invoked. These will make it an offence for an aircraft to be flown in the designated area. Such regulations will also be promulgated by NOTAM (see also ENR 1.1.5).

## 6.7 Action by Survivors

(See also paragraphs 8 and 10)

6.7.1 Basic procedures that can assist SAR operations are set out below.

6.7.1.1 Life Rafts

Survivors should use some or all of the following methods when search aircraft or surface craft are seen or heard:

a) Fire distress flares or cartridges;
b) use some object with a bright flat surface as a heliograph;
c) flash torch or mobile phone;

d) fly anything in the form of a flag and, if possible, make the international distress signal by flying a ball, or something resembling a ball, above or below it;
e) use the fluorescent marker to leave a trail in the sea.

6.7.1.2 Crash Landing in Isolated Area

Survivors should use some or all of the following methods to attract attention when aircraft or surface craft are heard or seen:

a) Visual and ground signals (see paragraphs 6.10 to 6.12 and the Ground to Air Emergency Signalling Code Tables 1 and 2 following paragraph 6.12);
b) make the aircraft as conspicuous as possible by spreading any parachutes or other material over the wings and fuselage;
c) smoke or fire. A continuously burning fire is recommended, with material kept ready to hand to cause it to smoke at short notice. A quantity of green branches, leaves, oil or rubber from the aircraft should achieve the desired result. Three fires in the form of a triangle make a good signal especially at night.

## 6.8 Emergency Locator Transmitters (ELT) and Personal Locator Beacons (PLBs)

6.8.1 The COSPAS/SARSAT (C/S) system uses near-polar orbital satellites, the LEOSAR system, Geostationary satellites, the GEOSAR system, and global orbiting satellites called the MEOSAR system, to detect and localize signals from ELTs, PLBs and EPIRBs. The UK has a Local User Terminal (LUT), currently at Lee-On-Solent, that processes the satellite downlink from all three satellite constellations, and passes ELT, PLB and EPIRB locations to the UK Mission Control Centre (UKMCC) collocated at the JRCC in Fareham. These beacons operate on the 406.0 - 406.1 MHz frequency and detect transmissions across the entire globe. Location accuracy is normally better than 5 KM through the LEOSAR satellites, whereas the Geostationary satellites require position information to be included in the beacon alert transmission, achieved through a GNSS chip contained within the beacon, which can provide position accuracy to greater than 1 KM. The MEOSAR system, when at Full Operational Capability, will achieve greater location accuracy of 5 KM or less, 95% of the time, with near instantaneous alert information. This is due to the unique continuous global coverage. Position resolution (5 KM or better) via the LEOSAR system does not usually exceed 90 minutes. This is due to this system working solely on Doppler and requires at least two satellite passes, for position resolution. If the beacon has a GNSS chip within it, position detection and position information is near instantaneous, via the GEOSAR satellites.

6.8.2 Because the C/S system can detect 406 MHz beacon transmissions throughout the entire globe, and because much of the UK SRR covers an area of busy civil and military air traffic where the distress frequencies are routinely monitored, survivors should switch on an ELT without delay.

6.8.3 Valuable SAR assets can be expended searching for the source of inadvertent distress transmissions and thus delay the response to an actual emergency situation; great care should be taken to avoid inadvertent transmissions, especially during maintenance or testing of 406 MHz beacons, which is when the beacon should be placed in self-test mode. Should inadvertent transmissions occur, a report should be made immediately to the nearest MCC to where the beacon is currently located, to cancel an unnecessary SAR response. If the beacon is within the UK, contact should be made to the UKMCC on +44(0)34438-20902.

6.8.4 ELT/PLB coding and registration arrangements are provided at AIC P 053/2018.

## 6.9 SAR Callsigns

6.9.1 Within the UK SRR, forces engaged in SAR operations normally use callsigns assigned by the JRCC and prefixed by the root word 'RESCUE'. Fixed-wing assets use a 2 figure number, for example 'RESCUE 41'. DfT contracted SAR helicopters use the prefix 'RESCUE' plus a 3 digit numeric, for example 'RESCUE 175'.

## 6.10 Search and Rescue Signals

6.10.1 The SAR signals to be used are in accordance with international procedures. When signalling to surface craft, visual signals can be more effective than audio signals because of possibly high noise levels on board the surface craft.

6.10.2 Signals to Surface Craft

# GEN 3.6 SEARCH AND RESCUE (continued)

6.10.2.1 The following manoeuvres performed in sequence by an aircraft mean that the aircraft wishes to direct a surface craft towards an aircraft or a surface craft in distress:.

a) Circling the surface craft at least once.
b) Crossing the projected course of the surface craft ahead at low altitudes and:

i. rocking the wings; or
ii. opening and closing the throttle; or
iii. changing the propeller pitch.

c) Heading in the direction in which the surface craft is to be directed. Repetition of such manoeuvres has the same meaning.

6.10.2.2 The following manoeuvre by an aircraft means that the assistance of the surface craft to which the signal is directed is no longer required:

Crossing the wake of the surface craft close astern at a low altitude and:

a) rocking the wings; or
b) opening and closing the throttle; or
c) changing the propeller pitch.

6.10.3 The following replies may be made by surface craft to the signals in paragraph 6.10.2.1 (b).

6.10.3.1 To acknowledge receipt of signals:

a) hoist the 'code pennant' (vertical red and white stripes) close up (meaning understood);
b) flash a succession of 'T's by signal lamp in the Morse Code;
c) change heading to follow the aircraft.

6.10.3.2 To indicate inability to comply:

a) hoist the international flag 'N' (a blue and white chequered square);
b) flash a succession of 'N's in the Morse Code.

## 6.11 Ground-to-Air Emergency Signalling Code

6.11.1 The following guidelines should be employed when using the symbols, as detailed in Tables 1 and 2 shown after GEN 3.6, paragraph 6.12.

6.11.2 The symbols should be at least 2.5 M (8 FT) long and should be made as conspicuous as possible by attempting to provide the maximum colour contrast between the symbols and the background against which they are displayed.

6.11.3 Care should be taken to lay out symbols exactly as depicted to avoid any possible confusion with other symbols.

6.11.4 Symbols may be formed by any means such as: strips of fabric, parachute material, pieces of wood, stones, by trampling, or staining the surface with oil etc. When the surface is snow covered, signals can be made by dragging, shovelling or trampling the snow. The symbols thus formed will appear to be black from the air.

6.11.5 In addition to using these symbols every effort should be made to attract attention to them by means of radio, flares, smoke, reflected light or by other available means.

## 6.12 Air-to-Ground Signals

6.12.1 The following signals by aircraft mean that the ground signals have been understood.

- During the hours of daylight: — rocking the aircraft's wings.
- During the hours of darkness: — flashing on and off twice the aircraft's landing lights or, if not so equipped, by switching its navigation lights on and off twice.

6.12.2 Lack of the above signals indicates that the ground signal is not understood.

## GEN 3.6 SEARCH AND RESCUE (continued)

# GROUND TO AIR EMERGENCY SIGNALLING CODE

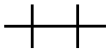
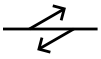
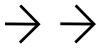
### Table 1:

GROUND-AIR VISUAL SIGNAL CODE FOR USE BY SURVIVORS

| No. | Message | Code Symbol |
|---|---|---|
| 1 | Require assistance |  |
| 2 | Require medical assistance |  |
| 3 | No or negative |  |
| 4 | Yes or affirmative |  |
| 5 | Proceeding in this direction |  |

### Table 2:

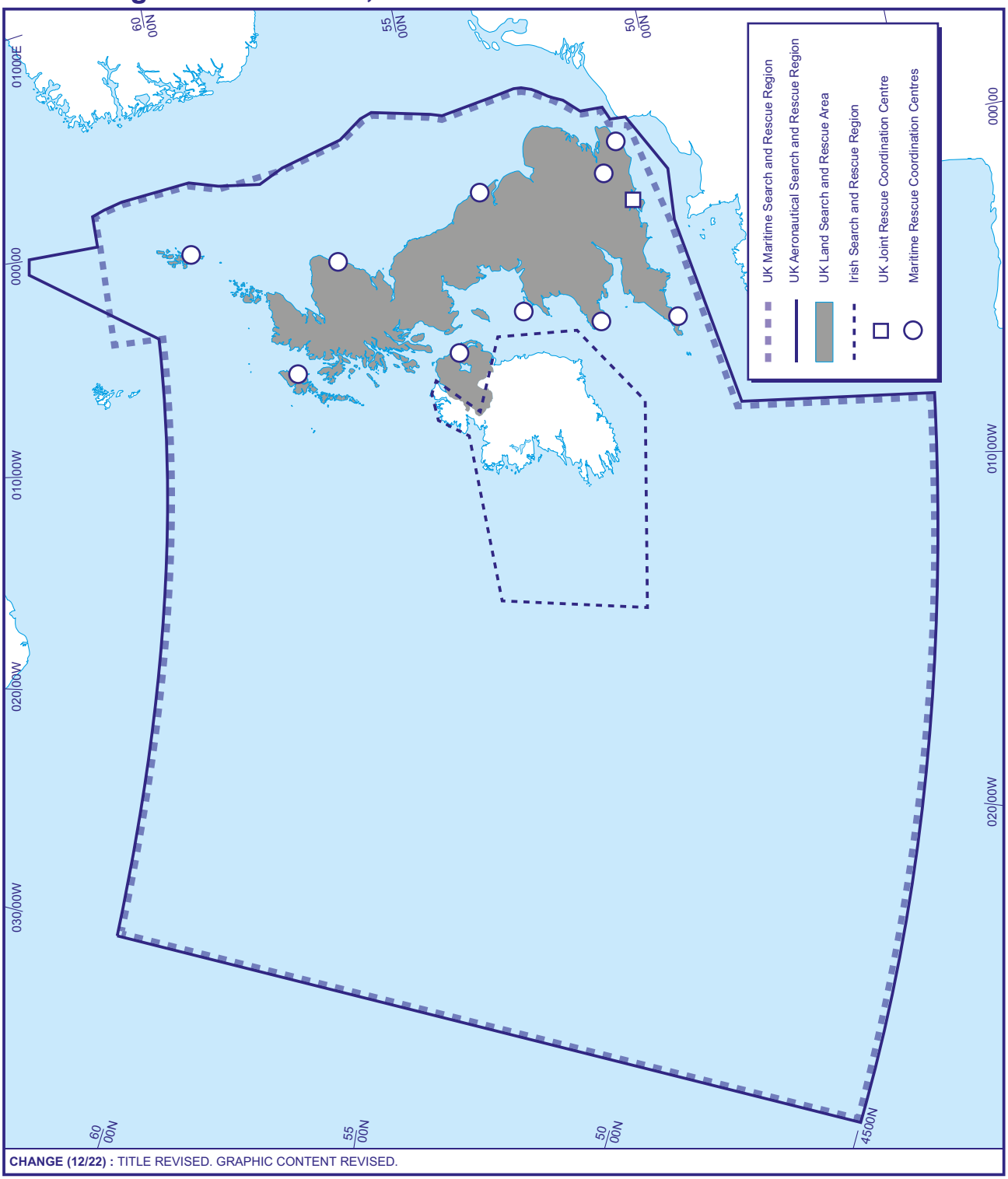
GROUND-AIR VISUAL SIGNAL CODE FOR USE BY RESCUE UNITS

| No. | Message | Code Symbol |
|---|---|---|
| 1 | Operation completed |  |
| 2 | We have found all personnel |  |
| 3 | We have found only some personnel |  |
| 4 | We are not able to continue.<br>Returning to base |  |
| 5 | We have divided into two groups.<br>Each proceeding in direction indicated |  |
| 6 | Information received that aircraft<br>is in this direction |  |
| 7 | Nothing found. Will continue to search |  |

**CHANGE (12/22):** GRAPHIC UPDATED, NO CONTENT CHANGE.
AERO INFO DATE 07 SEP 22

## GEN 3.6 SEARCH AND RESCUE (continued)

### UK Region for Maritime, Aeronautical and Land Search and Rescue




**CHANGE (12/22) :** TITLE REVISED. GRAPHIC CONTENT REVISED.

AERO INFO DATE 07 SEP 22

## GEN 3.6 SEARCH AND RESCUE (continued)

### UK Maritime Rescue Coordination Centres




**CHANGE (12/22):** TITLE REVISED. GRAPHIC CONTENT REVISED.

AERO INFO DATE 07 SEP 22

# GEN 4 CHARGES FOR AERODROMES/HELIPORTS AND AIR NAVIGATION SERVICES

## GEN 4.1 AERODROME/HELIPORT CHARGES

### 1 Landing charges for UK Aerodromes and Heliports are not established centrally and vary between Aerodrome Operators.

### 2 Landing of Aircraft

2.1 Charges are generally calculated on the Aircraft's Maximum Total Weight Authorised (MTWA) in accordance with its Certificate of Airworthiness.

2.2 Additional Charges may be levied for:

a) Parking, hangarage and storage of aircraft;
b) passenger load supplements;
c) security;
d) noise related items.

### 3 Conditions Applicable to the Landing, Parking or Storage of Aircraft

3.1 The conditions under which aircraft may land, be parked, housed or otherwise dealt with, are governed by the Acts of Parliament in respect of certain aerodromes and are established by the aerodrome authority in respect of others.

3.1.1 In general, it is a condition that the Aerodrome Authority shall have a lien on the aircraft, its parts and accessories, for fees and charges which become due and payable, and shall be at liberty, subject to certain provisions, to sell, remove, destroy or otherwise dispose of the aircraft and any of its parts and accessories in order to satisfy any such lien.

3.1.2 To obtain the precise legal terms and conditions of use for any specific aerodrome, reference should be made to the appropriate authorities at that aerodrome.

### 4 Aerodrome Operators

a) British Airports Authority PLC (BAA)

i. BAA operates London Gatwick, Heathrow and Stansted, and Southampton Airports as subsidiary companies.
ii. The Conditions of Use and Scale of Charges can be obtained from the Finance Departments at the addresses below:

Post: BAA PLC
130 Wilton Road, London SW1V 1LQ
Phone: 020-7834 9449,
Fax: 020-7932 6699,
Telex: 919268 BAAPLC G

Post: Gatwick Airport Ltd
PO Box 29, Horley, Surrey RH6 0YP
Phone: 01293-503249,
Fax: 01293-504700

Post: Heathrow Airport Ltd
Hounslow, Middlesex TW6 1JH
Phone: 020-8745 7970,
Fax: 020-8745 7832

Post: Stansted Airport Ltd
Stansted, Essex CM24 9QW
Phone: 01279-662382,
Fax: 01279-662974

Post: Managing Director
Southampton International Airport Ltd, Southampton Airport, Southampton, Hants SO9 1RH
Phone: 023-8062 9600,
Fax: 023-8062 9300

b) Scottish Airports Ltd

i. Scottish Airports Ltd operates Aberdeen, Edinburgh and Glasgow Airports.
ii. The Conditions of Use and Scale of Charges can be obtained from the Finance Departments at the addresses below:

Post: Scottish Airports Ltd
St Andrew's Drive, Glasgow Airport, Paisley, Renfrewshire PA3 2SW
Phone: 0141-887 1111,

## GEN 4.1 AERODROME/HELIPORT CHARGES (continued)

Fax: 0141-887 1669

Post: Aberdeen Airport Ltd
Dyce, Aberdeen AB2 0DU
Phone: 01224-722331,
Fax: 01224-725724

Post: Edinburgh Airport Ltd
Edinburgh EH12 9DN
Phone: 0131-333 1000,
Fax: 0131-335 3181

Post: Glasgow Airport Ltd
Paisley, Renfrewshire PA3 2ST
Phone: 0141-887 1111,
Fax: 0141-848 4586

c) Highlands and Islands Airports Ltd (HIAL)

i. The airports managed by HIAL are:

| | | | | | |
|---|---|---|---|---|---|
| Barra | Benbecula | Campbeltown | Dundee | Inverness | Islay |
| Kirkwall | Stornoway | Sumburgh | Tiree | Wick | |

ii. The Conditions of Use and Scale of Charges can be obtained from the Finance Department at the address below:

Post: Highlands and Islands Airports Ltd
Head Office, Inverness Airport, Inverness IV2 7JB
Phone: 01667-462445,
Fax: 01667-464216,
Email: hial@hial.co.uk

d) Other Civil Aerodrome Operators

i. The Conditions of Use and Scale of Charges at aerodromes not listed in this section may be obtained on application to the individual aerodrome operators, the addresses of which appear in the AD section.

e) Ministry of Defence (Government Aerodromes)

i. The Ministry of Defence is responsible for RAF Aerodromes, RN Stations and other Government Aerodromes.
ii. The Conditions of Use and Scale of Charges can be obtained from the address below:

Post: Ministry of Defence CS (CTS) 1a, HQ Air Command, RAF High Wycombe, Bucks HP14 4UE
Phone: 01494-461461 Ext 7234,
Fax: 01494-497227

# GEN 4.2 AIR NAVIGATION SERVICES CHARGES

## 1 AERODROME AIR NAVIGATION SERVICE CHARGES

### 1.1 Charges at London Heathrow, London Gatwick, London Stansted, London City and London Luton.

1.1.1 Consequent to the Civil Aviation Authority (Navigation Services Charges) Specification 2025 the following are the charges payable for navigation services at the aerodromes to which the Specification applies from 1 January 2025.

1.1.2 The operator of every aircraft for which chargeable air services are provided by NERL in connection with an approach to any of London Heathrow, London Gatwick, London Stansted, London City and London Luton aerodromes (whether or not the services are actually used or could be used with the equipment installed in the aircraft), shall pay to NERL a charge calculated according to the following formula:

**r = TSU x U**

Where **r** is the charge for the flight,
**TSU** is the terminal service unit relating to that flight, and
**U** is the unit rate of £17.96.

1.1.3 For the purposes of paragraph 1.1.2 the terminal service unit relating to a flight shall be equal to the weight factor for the aircraft concerned. The weight factor, expressed as a figure taken to two decimal places, shall be the quotient, obtained by dividing by fifty the number of metric tons in the highest maximum certified take-off weight of the aircraft, to the power of 0.7.

1.1.4 For the purposes of paragraph 1.1.3 the highest maximum certified take-off weight of the aircraft is the maximum certified take-off weight of the aircraft as shown in the Aircraft Flight Manual or equivalent document, converted into metric tons where appropriate. Where an aircraft has multiple certified maximum take-off weights, the highest one shall be used. Where the weight factor is unknown, the weight factor shall be calculated by taking the weight of the heaviest aircraft of the same type known to exist.

## 2 EN-ROUTE AIR NAVIGATION SERVICE CHARGES

### 2.1 Charges for En-route Navigation Services made available by NATS in the Shanwick Oceanic Control Area

2.1.1 Subject to the provisions of the Civil Aviation Authority (Navigation Services Charges) Specification 2025, the charge payable by the operator of every aircraft (whether or not registered in the United Kingdom) that flies within the Shanwick Oceanic Control Area and in respect of which a flight plan is communicated to the appropriate air traffic control unit is £57.60.

**Charges for ADS-B data**. The operator of every aircraft (whether or not registered in the United Kingdom) that flies across the Atlantic (formerly NAT) area shall pay to NERL an ADS-B data charge ("the Atlantic data charge") of £38.89 per flight, provided that at the time of the flight the ADS-B service is fully available. The operator of every aircraft (whether or not registered in the United Kingdom) that flies across the Tango area shall pay to NERL an ADS-B data charge of £0.45 per flight provided that at the time of the flight the ADS-B service is fully available. Oceanic Tango flights are defined as flights operating along the length of ATS routes T9 and T290, as defined and promulgated in the UK AIP, within a defined volume of airspace bounded by coordinates 4500N 01000W, 4500N 00845W, 4834N 00845W, 4841N 01000W, 4500N 01000W. Flights that cross both the Atlantic and Tango areas will pay only the Atlantic ADS-B data charge. For the purposes of this Specification, the ADS-B service is fully available as certified by NERL's Board in December 2019, which means that NERL is providing an Automatic Dependent Surveillance-Broadcast-based Oceanic En route Air Traffic Control Service to at least 99% of all users of the En route (Oceanic) Area that have the correct and functioning equipment, regulatory approval and plan to use it.

2.1.2 NATS currently grants dispensations from the Shanwick charges in the following cases:

a) Flights made for the purposes of Search and Rescue operations;
b) flights other than military flights made exclusively for the carriage on official business of a reigning Monarch or his immediate family, a Head of State, a Head of Government or a Government Minister;
c) flights made for the purpose of checking or testing equipment used or intended to be used as aids to air navigation;
d) test flights and flights made exclusively for the purposes of instruction or training of flight crew;
e) flights made by aircraft of which the Maximum Total Weight Authorised is less than 5.7 metric tonnes.

### 2.2 Charges for the Navigation Services made available by NATS for flights made by Helicopter to a Vessel or Off-shore Installation in the North Sea

2.2.1 Subject to the provisions of the Civil Aviation Authority (Navigation Services Charges) Specification 2025, the charge payable by the operator of every helicopter (whether or not registered in the United Kingdom), which flies from any point within the United Kingdom to a vessel or an off-shore installation within the area described below, is as described in CAA Official Record Series 7.

2.2.1.1 The area is bounded by straight lines joining successively the following points:

6300N 00500W – 632833N 0000000W – thence South along the UK Median Line to 5500N 00302E – 5500N 00100W – 5600N 00230W – 5740N 00230W – 5740N 00400W – 5830N 00400W – 5830N 00500W – 6300N 00500W.

2.2.2 Subject to the provisions of the Civil Aviation Authority (Navigation Services Charges) Specification 2025, the charge payable by

# GEN 4.2 AIR NAVIGATION SERVICES CHARGES (continued)

the operator of every helicopter (whether or not registered in the United Kingdom), which flies from any point within the United Kingdom to a vessel or an off-shore installation within the area described below, is as described in CAA Official Record Series 7.

2.2.2.1 The area is bounded by straight lines joining successively the following points:

5500N 00100W – 5500N 00300E – 5423N 00245E – 5256N 00309E – 5230N 00247E – 5226N 00137E – 5238N 00140E – 5251N 00124E – 5319N 00010E – 5500N 00100W.

2.2.3 NATS grants a dispensation from the charge for flights made for the purpose of Search and Rescue operations.

## 2.3 Eurocontrol

2.3.1 Charges for En-route Navigation Services made available in the Airspace of Member and Contracting States of Eurocontrol.

2.3.1.1 Under a Multilateral Agreement (Cmnd 4916) concluded between the Member States of the European Organization for the Safety of Air Navigation 'EUROCONTROL' (Belgium, France, the Federal Republic of Germany, the Republic of Ireland, Luxembourg, the Netherlands and the United Kingdom), a system of charges for the use of route air navigation facilities and services in the airspace of the Member States of the Organization was introduced on 1 November 1971. A Multilateral Agreement (Cmnd 8662) relating to route charges was concluded at Brussels on 12 February 1981 between the following Contracting States – Austria, Belgium, France, Germany, Ireland, Luxembourg, Netherlands, Portugal, Spain, Switzerland and the United Kingdom. Since then the following States have also signed the Multilateral Agreement – Albania, Armenia, Bosnia and Herzegovina, Bulgaria, Croatia, Cyprus, Czech Republic, Denmark, Finland, Georgia, Greece, Hungary, Italy, Latvia, Lithuania, the Former Yugoslav Republic of Macedonia, Malta, Moldova, Monaco, Montenegro, Norway, Poland, Romania, Serbia, Slovak Republic, Slovenia, Sweden and Turkey.

2.3.1.2 The Civil Aviation Authority (Eurocontrol Charges) Specification 2025, prescribes the charges payable to Eurocontrol by the operator of any aircraft (whether or not registered in the United Kingdom), for which navigation services (not being navigation services provided in connection with the use of an aerodrome) are made available in the airspace comprising the following regions:

- London Flight Information Region;
- London Upper Flight Information Region;
- Scottish Flight Information Region;
- Scottish Upper Flight Information Region.

2.3.1.3 The charges collected in respect of the defined airspace, less the costs of collection, are remitted to the United Kingdom Government by Eurocontrol in accordance with a bilateral agreement (Cmnd 4915).

2.3.1.4 The Specification prescribes that the following flights will not be subject to the United Kingdom charges:

a) Flights by military aircraft;
b) flights made for the purposes of Search and Rescue operations;
c) flights by aircraft of which the Maximum Total Weight Authorised is 5700 KG or less made entirely in accordance with the Visual Flight Rules in the Rules of the Air (SERA.5005 and SERA.5010)(c);
d) flights terminating at the aerodrome from which the aircraft has taken off;
e) flights other than the flights referred to in (a) of this paragraph made exclusively for the purpose of the carriage on official business of a reigning Monarch or his immediate family, a Head of State, a Head of Government or a Government Minister;
f) flights made exclusively for the purpose of checking or testing equipment used or intended to be used as aids to air navigation;
g) flights made exclusively for the purposes of the instruction or testing of flight crew within the specified airspace of the United Kingdom;
h) flights made by aircraft of which the Maximum Total Weight Authorised is less than two metric tonnes;
i) flights made by helicopters from any point in the United Kingdom to a vessel or an off-shore installation within the area bounded by straight lines joining successively the following points:

   6300N 00500W – 632833N 0000000W – thence South along the UK Median Line to 5500N 00302E – 5500N 00100W – 5600N 00230W – 5740N 00230W – 5740N 00400W – 5830N 00400W – 5830N 00500W – 6300N 00500W.

j) flights made by helicopters from any point in the United Kingdom to a vessel or an off-shore installation within the area bounded by straight lines joining successively the following points:

   5500N 00100W – 5500N 00300E – 5423N 00245E – 5256N 00309E – 5230N 00247E – 5226N 00137E – 5238N 00140E – 5251N 00124E – 5319N 00010E – 5500N 00100W.

2.3.1.5 Further information concerning the Eurocontrol Route Charges System may be obtained from:

Post: Eurocontrol
Central Route Charges Office
Rue de la Fusee, 96
B-1130 - Brussels
BELGIUM
Phone: 00-32-2-729 9011

# GEN 4.2 AIR NAVIGATION SERVICES CHARGES (continued)

Fax: 00-32-2-729 9094

## 3 METHODS OF PAYMENT

### 3.1 Aerodrome, North Sea Helicopter and Shanwick Charges

3.1.1 Navigation Service charges are invoiced to the aircraft operators, and are payable to:

Post: NATS (En Route) Plc
Accounts Receivable, 2nd Floor, Citypoint
65 Haymarket Terrace
Edinburgh
EH12 5HD

### 3.2 Eurocontrol Charges

3.2.1 The charges prescribed in the Specification are payable in euros to Eurocontrol at its principal office in Brussels. Arrangements have been made under which United Kingdom citizens and companies registered in the United Kingdom may pay either in sterling or euros into a Eurocontrol bank account in the United Kingdom. Other operators, who are nationals of a Member State of Eurocontrol may pay the charges in euros or their national currencies in the State of which they are nationals. Arrangements have also been made that will enable operators, who are not nationals of a Member State, to pay the charges in euros into bank accounts designated by Eurocontrol in any of the Member States.

### 3.3 Value Added Tax

3.3.1 The charges quoted herein are exclusive of any Value Added Tax which may be chargeable in accordance with the provisions of the Finance Act 1972 or with any Orders or Regulations made thereunder or by virtue of any Act replacing or amending the same.

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# PART 2 EN-ROUTE (ENR)

## ENR 0

When applicable the following chapters are left blank: ENR 0.2, ENR 0.3, ENR 0.4, ENR 0.5, ENR 0.6

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# ENR 1 GENERAL RULES AND PROCEDURES

## ENR 1.1 GENERAL RULES

## 1 ATS Routes and Upper Control Areas (UTA)

### 1.1 ATS Routes — Description

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

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

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

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

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

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

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

1.1.7 In addition to published ATS routes, specific direct (DCT) options are allowed via the RAD Appendix 4. Specified DCT routes connecting the Reykjavik/Scottish boundary points and the UK Upper ATS route network should be used when flight planning to cross 61N between 000E and 006W.

### 1.2 ATS Route Designators

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

### 1.3 Free Route Airspace

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

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

### 1.4 Airspace Security Warnings by the Department for Transport

1.4.1 **Introduction**

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

1.4.2 **Information**

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

# ENR 1.1 GENERAL RULES (continued)

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

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

1.4.3 **Guidance**

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

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

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

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

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

1.4.3.5 Queries can be made to:

Global Risk & Response Team, Aviation Security Division: +44 (0)207-082 6639, Mon-Fri 0830-1630 (0730-1530);
If urgent, out of hours the Aviation Security Duty Officer can be contacted via +44 (0)207-944 3111.

1.4.4 **International Co-ordination**

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

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

1.4.5 **Current Airspace Warnings**

| Serial | Location | Text | Lower Altitude | Upper Altitude | Date of Issue |
|---|---|---|---|---|---|
| 1 | Afghanistan | **Security - Hazardous Situation in Afghanistan**<br><br>UK civil air operators are recommended not to enter FIR KABUL (OAKX) below 25,000 FT above ground level (AGL). Potential risk from anti-aircraft weaponry. Excluded from this recommendation are airways P500 and G500 for transiting overflights. | Surface | 25,000 FT AGL | 08 Oct 15 |
| 2 | (Gulf of) Aqaba | **Security - Hazardous Situation in Gulf of Aqaba**<br><br>UK civil air operators are advised to take risk into account when operating up to 150 NM from the centre point of the Gulf of Aqaba (calculated to be 284536N 344236E) due to potential risk from heightened military activity. | Surface | Unlimited | 26 Dec 24 |

# ENR 1.1 GENERAL RULES (continued)

| | | | | | |
|---|---|---|---|---|---|
| 3 | Belarus | **Security - Hazardous Situation in Belarus**<br><br>UK civil air operators are recommended not to enter FIR MINSK (UMMV). Potential safety and security risks. | Surface | Unlimited | 24 Jan 22 |
| 4 | Iran | **Security - Hazardous Situation in Iran**<br><br>UK civil air operators are recommended not to enter FIR TEHRAN (OIIX). Potential risk from anti-aircraft weaponry and heightened military activity. | Surface | Unlimited | 03 Oct 24 |
| 5 | Haiti | **Security - Hazardous Situation in Haiti**<br><br>UK civil air operators are recommended not to enter FIR PORT-AU-PRINCE (MTEG) below 10,000 FT AGL due to potential risk to aviation from small arms fire. | Surface | 10,000 FT AGL | 15 Nov 24 |
| 6 | Iraq | **Security - Hazardous Situation in Iraq**<br><br>UK civil air operators are recommended not to enter FIR BAGHDAD (ORBB) below FL 320. Potential risk from anti-aircraft weaponry. | Surface | FL 320 | 12 Sep 22 |
| 7 | Libya | **Security - Hazardous Situation in Libya**<br><br>In accordance with Direction under the Aviation Security Act 1982, UK civil operators so served are prohibited to enter FIR TRIPOLI (HLLL) / the territory and airspace of the State of Libya. Potential risk from anti-aircraft weaponry.<br><br>UK operators not currently subject to direction under the Aviation Security Act should contact UK Department for Transport (DfT) before operating in this area. | Surface | Unlimited | 12 Jun 15 |
| 8 | Mali | **Security - Hazardous Situation in Mali**<br><br>UK civil air operators are advised to take potential risk into account within FIR NIAMEY (DRRR) and FIR DAKAR (GOOO) within the territory and airspace of Mali. Potential risk from anti-aircraft weaponry. | Surface | Unlimited | 17 Mar 23 |
| 9 | Myanmar | **Security - Hazardous Situation in Myanmar**<br><br>UK civil air operators are advised to take potential risk into account when operating below 25,000 FT above ground level (AGL) in FIR YANGON (VYYF). Potential risk from anti-aircraft weaponry. | Surface | 25,000 FT AGL | 15 May 25 |
| 10 | North Korea / Sea of Japan | **Security - Hazardous Situation in North Korea / Sea of Japan**<br><br>UK civil air operators are recommended not to enter FIR PYONGYANG (ZKKP) and are advised to take potential risk into account over the Sea of Japan (within the geographical coordinates of 1280000E and 1400000E degrees of longitude). Potential risk from unannounced missile tests. | Surface | Unlimited | 23 Aug 17 |
| 11 | Red Sea | **Security - Hazardous Situation in the Red Sea**<br><br>UK civil air operators are advised to take potential risk into account when operating over the waters of the Red Sea due to potential risk from heightened military activity. | Surface | Unlimited | 26 Dec 24 |
| 12 | Somalia | **Security - Hazardous Situation in Somalia**<br><br>UK civil air operators are recommended not to enter FIR MOGADISHU (HCSM) below 25,000 FT above ground level (AGL). Potential risk from anti-aircraft weaponry. | Surface | 25,000 FT AGL | 15 Jan 16 |

# ENR 1.1 GENERAL RULES (continued)

| | | | | | |
|---|---|---|---|---|---|
| 13 | Sudan | **Security - Hazardous Situation in Sudan**<br><br>UK civil air operators are recommended not to enter FIR KHARTOUM (HSSS) within the territory and airspace of Sudan. Potential risk from anti-aircraft weaponry and heightened Military activity. | Surface | Unlimited | 21 Apr 23 |
| 14 | South Sudan | **Security - Hazardous Situation in South Sudan**<br><br>UK civil air operators are advised to take potential risk into account within FIR KHARTOUM (HSSS) within the territory and airspace of South Sudan below 25,000 FT above ground level (AGL). Potential risk from anti-aircraft weaponry. | Surface | 25,000 FT AGL | 12 Jun 15 |
| 15a | Syria | **Security - Hazardous Situation in Syria**<br><br>In accordance with Direction under the Aviation Security Act 1982, UK civil operators so served are prohibited to enter FIR DAMASCUS (OSTT) / territory and airspace of the Syrian Arab Republic. Potential risk from anti-aircraft weaponry.<br><br>UK operators not currently subject to direction under the Aviation Security Act should contact UK Department for Transport (DfT) before operating in this area. | Surface | Unlimited | 12 Jun 15 |
| 15b | (Vicinity of) Syria | **Security - Hazardous Situation in Vicinity of Syria**<br><br>UK civil air operators are advised to take potential risk into account when operating up to 200 NM outside FIR DAMASCUS (OSTT). Potential risk from anti-aircraft weaponry. | Surface | Unlimited | 22 Oct 18 |
| 16 | Ukraine | **Security - Hazardous Situation in Ukraine**<br><br>In accordance with Direction under the Aviation Security Act 1982, UK registered air operators so served are prohibited to enter FIR LVIV (UKLV), FIR SIMFEROPOL (UKFV), FIR ODESA (UKOV), FIR KYIV (UKBV) and FIR DNIPROPETROVSK (UKDV) / territory and airspace of Ukraine. Potential risk from anti-aircraft weaponry and heightened military activity.<br><br>UK operators not currently subject to direction under the Aviation Security Act should contact UK Department for Transport (DfT) before operating in this area. | Surface | Unlimited | 24 Feb 22 |
| 17 | Yemen | **Security - Hazardous Situation in Yemen**<br><br>UK civil air operators are recommended not to enter FIR SANAA (OY-SC). Potential risk from anti-aircraft weaponry. Excluded from this recommendation are airways N315, UL425 and R401. | Surface | Unlimited | 08 Sep 15 |

## 1.5 Flight Planning Restrictions

1.5.1 Flight planning restrictions applicable to UK airspace are published within the **DNM RAD (a pre-flight ATFCM Tool)**. UK restrictions are contained within the UK Annex (Annex EG) as well as Appendices 2, 3, 4, 5 and 6 which can be found via the DNM NOP Portal website within the RAD Home page section -

https://www.nm.eurocontrol.int/RAD/

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

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

1.5.2 For information on standard routings within UK airspace, and alternative routings during CDR closures, users should refer to the **United Kingdom & Ireland Standard Route Document (SRD)** as published via the UK AIS CD-ROM (bespoke database and Adobe PDF formats) or via the DNM NOP Portal RAD Homepage within the 'Additional Documentation' section.

1.5.2.1 The United Kingdom & Ireland SRD is issued in line with the AIRAC cycle and is available to assist aircraft operators in constructing RAD compliant UK and Irish portions of IFR flight plannable routes. The route listings contained should be considered as 'preferred'

and are not mandatory, however they are promulgated to identify optimum routings for operators with due regard for the ATC system. Reference may be made to applicable RAD restrictions for a route, details of which may be found via the DNM NOP Portal RAD Home page website.

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

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

## 1.6 Rules and Procedures

1.6.1 **Control Areas (Airways)**

1.6.1.1 **Radio Communications and Equipment**

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

1.6.1.2 **ATC Clearance**

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

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

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

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

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

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

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

1.6.1.4 **Flights Joining Airways**

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

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

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

# ENR 1.1 GENERAL RULES (continued)

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

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

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

1.6.1.5 **Flights Crossing Airways in IFR**

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

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

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

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

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

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

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

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

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

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

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

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

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

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

1.6.1.7 **Procedures for Military Aircraft**

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

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

1.6.1.7.1.2 Military aircraft crossing Airways will do so either:

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

# ENR 1.1 GENERAL RULES (continued)

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

1.6.2 **Air Traffic Advisory Routes**

None are currently established by the UK.

1.6.3 **The Upper Airspace Control Area**

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

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

1.6.3.1.1 **Altimeter Setting Procedures**

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

1.6.3.1.2 **Cruising Levels**

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

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

1.6.3.1.3 **Exemptions**

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

1.6.3.4.1 **Night Time Fuel Saving Routes**

1.6.3.4.1.1 Night Time Fuel Saving Routes (NTFSR) are introduced in UK upper airspace, excluding airspace defined as FRA, and are routes that formalise the practice of giving flight plannable direct routings (DCT) to GAT at set times overnight. NTFSR will enable the proportion of flights flying direct to increase during their hours of operation and will thereby produce a reduction in $CO_2$ emissions. Details of the routes will be included in Appendix 4 of the UK RAD.

1.6.3.4.2 **Loss of Communication**

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

1.6.3.5 **Military Training Areas (MTA)**

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

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

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

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

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

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

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

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

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

1.6.3.7 **FRA Reduced Co-Ordination Area**

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

## 1.7 Reporting Points

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

# ENR 1.1 GENERAL RULES (continued)

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

## 1.8 Terrain Clearance

1.8.1 **Control Areas (Airways)**

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

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

## 1.9 En-Route Holding

1.9.1 **Control Areas (Airways)**

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

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

1.9.1.3 Pilots are required to report as follows:

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

1.9.2 **En-Route High Level Holding**

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

## 1.10 Hazards and Danger Areas

1.10.1 **The Upper Airspace Control Area**

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

## 1.11 Glider Operations above FL 195

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

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

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

1.11.2.1 VFR criteria:

| Level | Distance from Cloud | Flight Visibility |
|---|---|---|
| At and above FL 195 | 1500 M Horizontally<br>1000 FT Vertically | 8 KM |

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

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

1.11.2.4 Radio contact must be maintained on the appropriate frequency.

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

# ENR 1.1 GENERAL RULES (continued)

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

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

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

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

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

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

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

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

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

1.11.4.3 Area Control contact telephone numbers:

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

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

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

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

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

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

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

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

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

# ENR 1.1 GENERAL RULES (continued)

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

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

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

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

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

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

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

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

1.11.6.2 Other Gliding Activity

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

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

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

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

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

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

# 2 UK Flight Information Services

## 2.1 Overview

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

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

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

## 2.2 Service Principles

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

# ENR 1.1 GENERAL RULES (continued)

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

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

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

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

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

## 2.3 Basic Service

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

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

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

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

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

## 2.4 Traffic Service

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

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

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

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

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

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

the controller.

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

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

### 2.5 Deconfliction Service

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

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

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

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

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

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

### 2.6 Procedural Service

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

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

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

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

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

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

## 3 General Flight Procedures

### 3.1 Position Reporting within the London and Scottish FIR/UIR

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

a) After transfer of communication;

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

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

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

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

3.1.2 **Omit Position Report Procedure**

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

3.1.3 **DME Distance Reports to ATC**

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

## 3.2 Climb and Descent

3.2.1 **Vacating (Leaving) Levels**

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

3.2.2 **Level Restrictions**

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

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

3.2.2.3 **Maximum Rates of Climb and Descent**

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

3.2.2.4 **Minimum Rates of Climb and Descent**

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

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

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

# ENR 1.1 GENERAL RULES (continued)

3.2.2.5 **Noise Abatement Approach Techniques**

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

## 3.3 Speed Control

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

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

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

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

## 3.4 Radiotelephony, Radio Failure and Loss of Communication Procedures

3.4.1 **General Radiotelephony Procedures**

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

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

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

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

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

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

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

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

3.4.1.4 **Operations Normal**

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

inactivity of 30 minutes.

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

3.4.2 **Radio Failure Procedures For Pilots**

3.4.2.1 **Failure of Navigation Equipment**

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

London D&D Tel: 01489-612406

# ENR 1.1 GENERAL RULES (continued)

3.4.2.3 **Visual Meteorological Conditions (VMC)**

3.4.2.3.1 A VFR flight experiencing communication failure shall:

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

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

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

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

3.4.2.4 **Instrument Meteorological Conditions (IMC)**

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

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

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

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

# ENR 1.1 GENERAL RULES (continued)

3.4.3 **Actions taken by ATC**

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

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

3.5.1 **General**

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

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

3.5.2 **Procedures to be Established**

3.5.2.1 An operator shall establish procedures to ensure that:

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

3.5.3 **TCAS II Operating Characteristics**

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

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

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

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

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

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

for which mandatory carriage of a transponder is required.

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

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

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

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

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

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

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

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

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

3.5.6.5 Flight Crews should note that:

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

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

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

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

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

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

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

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

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

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

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

## 3.6 Emergency Descents

3.6.1 **General**

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

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

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

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

## 3.7 Diversion

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

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

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

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

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

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

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

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

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

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

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

# ENR 1.1 GENERAL RULES (continued)

### 3.8 Low Level Cross-Channel Operations - UK/France

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

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

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

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

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

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

### 4.1 Non-Standard Flights (NSFs) in Controlled Airspace

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

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

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

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

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

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

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

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

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

Post: Swanwick(Mil) West Bank Supervisor
RAF(U) Swanwick, Sopwith Way, Swanwick, Southampton, Hants, SO31 7AY.
Phone: 01489-612417
Fax: 01489-612611
Email: **SwanwickMilitary-West@nats.co.uk**

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

# ENR 1.1 GENERAL RULES (continued)

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

# ENR 1.1 GENERAL RULES (continued)

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

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

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

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

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

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

4.1.8 **Unmanned Aircraft Systems (UAS)**

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

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

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

4.1.8.3 The FRZ consists of:

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

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

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

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

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

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

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

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

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

details can be found in CAP 722.

4.1.8.8 FRZ Permission Requirement Summary.

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

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

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

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

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

4.1.8.12 There may be occasions where, for urgent operational reasons, UAS operations need to occur within an FRZ at short notice, for example, an emergency police response. The requirements outlined in paragraphs 4.1.8.1 to 4.1.8.8 still apply, and permission must be sought. Paragraphs 4.1.8.9 to 4.1.8.11 are advisory, and must be followed where possible. Emergency service operations responding to an incident with little notice, may elect not to issue a NOTAM if it is not possible.

4.1.8.13 FRZ NOTAM Requirement Summary.

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

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

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

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

4.1.8.16 Flights by unmanned aircraft into Restricted Areas EGR156, EGR157, EGR158 and EGR159 within the London and London City

# ENR 1.1 GENERAL RULES (continued)

Control Zones require specific approval via the ENSF process (see paragraph 4.1.6).

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

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

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

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

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

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

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

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

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

4.1.10.3 It is anticipated the demand for VFR access outside of an airspace reservation will be minimal. Such access will be accommodated within the context of safety, capacity and effect on the ATS network as a whole; consequently VFR access to the ATS route structure is only likely to be permitted in exceptional circumstances. In this case the appropriate civil ATC Unit will coordinate provision of ATS. Operators seeking to operate in such areas should contact the appropriate ACC Operations Department as detailed at paragraphs 4.1.1 to 4.1.5. Applications for VFR flight to avoid IFR ATS route flow restrictions will not be granted.

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

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

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

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

## 4.2 Non Deviating Status (NDS)

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

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

4.2.3 NDS affords priority of passage over all other OAT and GAT except for: aircraft in emergency; Royal Flights; Air Defence Priority

# ENR 1.1 GENERAL RULES (continued)

Flights; GAT with higher civil priority category or other higher priority Special flights.

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

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

a) Operating authority, including a point of contact;
b) type of aircraft operation (e.g. flight trial, calibration etc);
c) reference number or other discrete nomenclature;
d) aircraft registration(s) and/or callsign(s);
e) details of flight(s);
   i. departure aerodrome and destination;
   ii. route or area;
   iii. profiles (if appropriate);
   iv. times;
   v. altitudes or Flight Levels;
   vi. facilities to be used (if appropriate);
   vii. any non-ATC agencies involved;
   viii. any specific requirements eg frequencies to be used etc.
f) details of any specific flexibility, limitation or critical aspect.

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

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

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

## 4.3 Unusual Aerial Activities (UAA) Outside Controlled Airspace

4.3.1 A UAA may constitute a hazard if pilots of non-participating aircraft are not aware that it is taking place. The Civil Aviation Authority and in particular Airspace Regulation (Utilisation) (AR(U)) require appropriate prior notification of a UAA to enable either AR(U) to co-ordinate and notify the event, or for the Authority to issue a Permission or Exemption under the Air Navigation Order (ANO) and the Regulations. Event or display organisers are advised to utilise the CAA Publication CAP 403 'Flying Displays and Special Events: A Guide to Safety and Administrative Arrangements'. The document is available from The Stationery Office (Tel: 0870-6005522) and on the CAA web site: http//www.caa.co.uk/publications

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

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

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

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

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

a) UAA at a licensed aerodrome or site where a temporary aerodrome licence is required - 60 days;
b) UAA at an aerodrome or a site where an aerodrome licence is not necessary - 42 days;
c) If an activity is intended to attract more than 100 aircraft it is essential that proposals are discussed with both the Aerodrome Standards Department (ASD) and the appropriate Regional Manager - Air Traffic Services (ATS) prior to any firm arrangements being made. These discussions should be initiated at least **90 days** prior to the date of the Activity. If the organiser has any doubt on the level or type of Air Traffic Service that should be provided, he/she is strongly recommended to contact the relevant Regional Manager (ATS) for guidance;

# ENR 1.1 GENERAL RULES (continued)

d) If it is intended to establish a Temporary Air Traffic Control Unit (ATCU) at an event, it is essential that organisers refer to the document CAP 670 'ATS Safety Requirements' which contains comprehensive information and requirements for the establishment of such a unit. This document is available on the CAA web site: http//www.caa.co.uk/publications

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

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

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

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

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

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

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

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

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

4.3.6 Display organisers and pilots are advised that, although every effort will be made to deal with late notification forms, no guarantee can be given that they will be processed in time for the event.

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

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

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

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

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

## 4.4 Royal Flights

4.4.1 **Introduction**

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

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

# ENR 1.1 GENERAL RULES (continued)

Royal Flight status.

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

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

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

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

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

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

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

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

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

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

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

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

4.4.2.3 **Promulgation of Royal Flight Information**

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

4.4.3 **Royal Flights in Helicopters**

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

# ENR 1.1 GENERAL RULES (continued)

a Royal Low-Level Corridor (RLLC).

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

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

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

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

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

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

4.4.4 **Royal Flight Callsigns**

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

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

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

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

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

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

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

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

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

# ENR 1.1 GENERAL RULES (continued)

## 4.5 Observation Flights Conducted Under the Treaty on Open Skies

### 4.5.1 Introduction

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

### 4.5.2 Observation Flights

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

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

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

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

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

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

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

4.5.2.6 The Open Skies Scottish Highland Area is within the area bounded by straight lines joining the following coordinates: 555300N 0050000W – 560400N 0045200W – 560100N 0044200W – 565400N 0022900W – 572800N 0025300W – 572600N 0044000W – 573700N 0043100W – 581300N 0032800W – 583500N 0045500W – 571200N 0062100W – 561800N 0061200W.

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

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

## 4.6 Special Flights

### 4.6.1 Introduction

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

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

### 4.6.2 Content

4.6.2.1 SFNs will contain details of:

a) The purpose of the subject flight.

# ENR 1.1 GENERAL RULES (continued)

b) The priority(ies) of the subject flight, to be in accordance with flight categories defined at CAP 493 Manual of Air Traffic Services Part 1, Section 1, Chapter 4 and as authorised by the CAA as follows:

   i. Police Authority ASU and AOU flights - Category A (Police Emergencies), Category B (the normal operational priority) or Category Z (training, test and other flights involving Police Authority aircraft).
   ii. HEMS flights - A, E or Z as described in AIC Y 9/2014 dated 20 February 2014.
   iii. HM Government-sponsored flights, subject to the nature of the activity but usually Category B for special surveys. Category E applies to time-critical test and training flights, Category Z to all routine training, test and other flights.

c) The period(s) during which flights may take place.
d) The period of validity of the SFN.

   i. A Special Flight Notification should normally be issued for no longer than twelve months from the date of issue.
   ii. Exceptionally, subject to the approval of the NATS SFN Co-ordinator and the CAA, this period may be extended to no longer than fifteen months from the date of issue when the period of operation of the flight is expected to be longer than twelve, but no longer than fifteen months from the date of issue and/or to assist in the timely administration of notices of renewal.

e) The name of the operator and the type of aircraft.
f) The callsign(s) to be used and the main operating base(s).
g) The routine operating area of the activity.
h) The operating level (or levels), where appropriate to include minimum and/or maximum levels and/or level bands.
i) The minimum weather criteria required for the particular operation.
j) Points of contact for the operator and ATC agencies responsible for the area in which the flight is to be undertaken.
k) The rules under which the aircraft captain is to operate the aircraft.
l) Available communications and (if applicable) discrete SSR codes to be used.
m) Pre-flight notification and co-ordination requirements for the flight, to include the minimum pre-notification period where appropriate or possible.
n) The action by the aircraft captain in the event of loss of communications (AIP ENR 1.1, subsection 3 refers to basic national procedures).
o) Any special considerations.

4.6.3 **Promulgation**

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

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

4.6.4 **Enquiries**

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

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

## 4.7 Civilian Formation Flights - ATC Procedures

4.7.1 **General**

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

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

# ENR 1.1 GENERAL RULES (continued)

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

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

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

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

4.7.2 **Controlled Airspace**

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

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

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

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

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

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

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

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

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

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

# ENR 1.1 GENERAL RULES (continued)

**ANNEX A TO 3.01.18**
**CIVIL AIR TEST PROFORMA**

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

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

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

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

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

CIVIL AIRTESTS ARE ACCEPTED SUBJECT TO MILITARY TRAFFIC LEVELS.

# ENR 1.1 GENERAL RULES (continued)

### 4.9 Civil Air Tests within the London FIR and UIR

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

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

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

For non-standard flights, please see section 4.1.

## 5 Special Use Airspace and Hazards to Flight

### 5.1 Special Use Airspace

5.1.1 **Overview**

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

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

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

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

5.1.2 **Special Use Airspace Activities**

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

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

# ENR 1.1 GENERAL RULES (continued)

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

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

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

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

5.1.3 **Restriction of Flying Regulations**

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

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

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

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

5.1.4 **Emergency Restriction of Flying Regulations**

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

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

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

will be notified as quickly as possible by NOTAM. Under certain circumstances, Restriction of Flying Regulations may be brought into operation without the prior establishment of a TDA.

5.1.4.3 The ECA, which will be identified in the relevant NOTAM, is the only authority that may grant permission for an aircraft to be flown within the designated area. Subject to any overriding considerations of safety, flights by aircraft directly associated with emergency action will invariably be given priority over those seeking to overfly the area for any other reason. Whenever possible, ATSUs in the vicinity of emergency incidents are requested to inform aircraft already airborne of the introduction of a TDA or RA(T). Details of RA(T)s will also be included on the NATS Aeronautical Information Service Freephone telephone number 08085-354802. Notification of the withdrawal of airspace restrictions will be published by NOTAM at the appropriate time.

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

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

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

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

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

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

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

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

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

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

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

5.1.6 **Danger Area Byelaws**

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

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

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

5.1.7.1 **Pre-flight information**
Pre-flight information on the status (active/not active) of SUA can be obtained from several sources such as the AIP ENR 5.1 and 5.2 and NOTAMs. Obtaining pre-flight information can help pilots plan their flight safely and efficiently. Pre-flight information is not

classified as a SUA Activity Information Service, which can be used to obtain information regarding the status of SUA while in flight, as described below. The existence of an SUA Activity Information Service does not absolve pilots from the responsibility of obtaining as much information as possible on a relevant SUA as part of normal pre-flight briefing procedures.

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

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

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

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

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

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

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

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

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

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

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

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

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

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

5.1.9.1.3 The requirement for VFR operations by civil aircraft above FL 195 has been assessed to be very small. Therefore, other than the

schematic charts included at ENR 6-13, details of these TRAs will not be included in the CAA 1:500,000 chart series, but are represented on the military En-Route Low Altitude chart series, available from RAF AIDU, Customer Services Department, Tel: 020-8833 8587 or 020-8833 8209.

5.1.9.2 **ATS Routes**

5.1.9.2.1 Some ATS Routes exist within the lateral limits of TRAs 001, 002, 007 and 008 and are available during certain weekday periods and throughout weekends and PHs. Airspace users are to ensure they remain clear of these ATS routes unless they are in receipt of an appropriate Radar Control service. Details of such ATS routes are detailed in ENR 3.3.

5.1.9.3 **Air Traffic Services and Separation Requirements**

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

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

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

5.1.9.4 **Operational Procedures**

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

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

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

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

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

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

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

5.1.9.5 **VFR Weather Minima**

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

5.1.9.6 **Access Requirements**

5.1.9.6.1 **IFR**

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

# ENR 1.1 GENERAL RULES (continued)

5.1.9.6.2 **VFR**

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

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

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

5.1.9.7 **Military Autonomous Operations**

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

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

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

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

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

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

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

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

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

## 5.2 Hazards to Flight

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

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

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

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

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

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

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

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

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

5.2.5.1 Test flight aircraft are routinely flown from MoD Boscombe Down in the Advisory Radio Area as shown at ENR 5.2. A test profile

involves manoeuvres that are required to take place overland but which may place the aircraft at the limits of its flight envelope. Consequently, whilst the test pilot remains responsible for the safe conduct of the flight, there could be occasions when the pilot would be unable to manoeuvre the aircraft in compliance with SERA and the Rules of the Air Regulations 2015.

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

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

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

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

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

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

5.2.7 **UK Military Low Flying System**

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

5.2.7.2 Military aircraft are considered to be low flying when:

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

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

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

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

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

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

NATS AIS Supervisor

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

## 5.3 Activities of a Dangerous Nature

5.3.1 **Small Arms Ranges**

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

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

those Danger Areas.

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

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

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

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

5.3.3 **Gas Venting Operations**

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

5.3.4 **Laser Sites**

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

5.3.5 **Radiosonde Balloon Ascents**

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

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

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

## 5.4 Air Navigation Obstacles

5.4.1 **List of Air Navigation Obstacles**

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

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

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

5.4.2 **Aerodrome Obstacles**

5.4.2.1 An aerodrome obstacle is one that is located on an area intended for the surface movement of aircraft or that extends above a defined surface intended to protect aircraft in flight. Obstacle limitation surfaces can extend to distances greater than 15 KM from the runway thresholds. Details of aerodrome obstacles selected as significant are listed in the AD Section and are shown on Aerodrome and Instrument Approach Charts where these have been published. Obstacle data is provided to AIS in accordance

with CAP 232 'Aerodrome Survey Information' or CAP 1732 'Aerodrome Survey Guidance'. By December 2023 all certificated aerodromes and aerodromes with Instrument Flight Procedures should be fully compliant with CAP 1732. The method of lighting aerodrome obstacles is detailed in CAP 168 'Licensing of Aerodromes' and is briefly described in CAP 637 'Visual Aids Handbook'.

5.4.3 **Land Based Air Navigation Obstacles**

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

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

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

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

5.4.4 **Off-shore Air Navigation Obstacles**

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

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

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

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

## 5.5 Aerial Sporting and Recreational Activities

5.5.1 **Glider Launching Sites**

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

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

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

aircraft to use the sites.

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

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

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

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

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

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

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

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

5.5.4 **Free-fall Parachuting Drop Zones**

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

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

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

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

5.5.5 **Microlight Flying sites**

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

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

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

5.5.7 **Kites**

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

5.5.8 **Training and Unusual Activity Aerodromes**

5.5.8.1 Training Aerodromes - Designated Training Aerodromes are listed in ENR 5.5 and are regarded as an aerodrome. Flight Training including circuit practice is known to take place from these sites, the list and chart symbol are published to identify the hazards to other airspace users and the listing does not imply any right for an aircraft to use these aerodromes. Where training takes place

# ENR 1.1 GENERAL RULES (continued)

at a licensed aerodrome and within the defined Aerodrome Traffic Zone, the aerodrome will be listed within the AD section.

5.5.8.2 Unusual Activity Aerodromes - Designated Unusual Activity aerodromes are listed in ENR 5.5 and are regarded as an aerodrome. Activities such as aerobatic, formation flights and other aerial activities are known to take place from these sites, the list and chart symbol are published to identify the hazards to other airspace users and the listing does not imply any right for an aircraft to use these aerodromes. Where flights takes place at a licensed aerodrome and within the defined Aerodrome Traffic Zone, the aerodrome will be listed within the AD section.

## 6 Other Temporary Hazards

6.1 Hazards of a temporary nature will be notified, whenever time permits, by NOTAM as Temporary Navigation Warnings.

6.2 Activity of a hazardous nature may occur without notification within the Aerodrome Traffic Zones of active aerodromes not normally available to civil aircraft (see ENR 2.2).

# ENR 1.2 VISUAL FLIGHT RULES

## 1 VFR Flight

1.1 VFR flights shall be conducted so that the aircraft is flown in conditions of visibility and distance from clouds equal to or greater than those specified in Table 1.

**Table 1**

| Altitude Band | Airspace Class | Flight Visibility | Distance from Cloud |
|---|---|---|---|
| At and above FL 100 | A B C D E F G (See Note 1) | 8 KM | 1500 M horizontally 300 M (1000 FT) vertically |
| Below FL 100 and above 900 M (3000 FT) AMSL, or above 300 M (1000 FT) above terrain, whichever is the higher. | A B C D E F G (See Note 1) | 5 KM | 1500 M horizontally 300 M (1000 FT) vertically |
| At and below 900 M (3000 FT) AMSL, or 300 M (1000 FT) above terrain, whichever is the higher | A B C D E (See Notes 1 & 2) | 5 KM | 1500 M horizontally 300 M (1000 FT) vertically |
| | F G (See Note 3) | 5 KM | Clear of cloud and with the surface in sight |

***Note 1:*** *The VMC minima in Class A Airspace are included for guidance to pilots and do not imply acceptance of VFR flights in Class A Airspace.*

***Note 2:*** *Alternatively, an aircraft in Class D airspace shall also be deemed to have complied with Table 1 if it is flown:*

*a) During day only;*
*b) At and below 900 M (3000 FT) AMSL, or 300 M (1000 FT) above terrain, whichever is the higher;*
*c) At an indicated airspeed of 140 KT or less to give adequate opportunity to observe other traffic or any obstacles in time to avoid collision;*
*d) Remaining clear of cloud and with the surface in sight; and*

*i. For aircraft other than helicopters, a flight visibility of at least 5 KM;*
*ii. For helicopters, a flight visibility of at least 1500 M.*

***Note 3:*** *Alternatively, an aircraft in Class F or G airspace shall also be deemed to have complied with Table 1 if it is flown:*

*a) During day only;*
*b) At and below 900 M (3000 FT) AMSL, or 300 M (1000 FT) above terrain, whichever is the higher;*
*c) At an indicated airspeed of 140 KT or less to give adequate opportunity to observe other traffic or any obstacles in time to avoid collision;*
*d) Remaining clear of cloud and with the surface in sight; and*
*e) With a flight visibility of at least 1500 M.*

1.2 For the purposes of an aeroplane taking off from or approaching to land at an aerodrome within Class B, C or D Airspace, the visibility, if any, communicated to the commander of an aeroplane by the appropriate air traffic control unit shall be taken to be the flight visibility for the time being.

1.3 The minimum heights at which aircraft may be flown are detailed at SERA.3105 Minimum Heights. For the purposes of SERA.3105, SERA.5005(c)(5) Visual Flight Rules at night, SERA.5005(f) Visual Flight Rules by day and SERA.5015(b) Instrument Flight Rules (IFR) — Rules Applicable to all IFR Flights, exceptions to the minimum height requirements are permitted for specific operations. See CAA Official Record Series 4 (www.caa.co.uk/ors4) for the current ORS4 'Standardised European Rules of the Air - Exceptions to the Minimum Height Requirements).

1.4 Except where otherwise indicated in air traffic control clearances or specified by the appropriate ATS authority, it is not mandatory in the United Kingdom for VFR flights in level cruising flight when operated above 3000 FT (900 M) from the ground or water, or a higher datum as specified by the appropriate ATS authority, to adopt any particular cruising level system. Such flights are advised to adopt the table of cruising levels for IFR flights as given at ENR 1.7, paragraph 6.1.

1.5 VFR flights shall comply with the provisions of ICAO Annex 2, paragraph 3.6, when operating in Class B, C and D Airspace. Flight Planning requirements and Air Traffic Control Clearances are detailed at SERA.4001-SERA.4020, SERA.5005-SERA.5025, SERA.6001, SERA.8015 and SERA.8020.

***Note:*** *A Special VFR clearance may be requested without the submission of a filed flight plan. Brief details of the proposed flight should be passed to the appropriate Air Traffic Control Unit.*

1.6 ICAO Annex 2 and SERA precludes authorisation for VFR flights to operate above FL 290 where a vertical separation minimum of 300 M (1000 FT) is applied above FL 290. Therefore, for aircraft operating as General Air Traffic (GAT), VFR flights shall not be authorised within the London and Scottish UIRs above FL 290, as described in ENR 2.1.

1.7 For the purposes of SERA.5005(c) Visual Flight Rules, VFR flight is permitted at night (see ORS4 No.1125 Standardised European Rules of the Air – Visual Flight Rules (VFR) and Special VFR Flight at Night) in accordance with the following criteria:

a) if leaving the vicinity of an aerodrome, a flight plan shall be submitted;
b) flights shall establish and maintain two-way radio communication on the appropriate ATS communication channel, when available;
c) The VMC visibility and distance from cloud minima as specified in SERA Table S5-1 shall apply except that:

i. the ceiling shall not be less than 450 M (1500 FT);
ii. except as specified in (v), the specified reduced flight visibility provisions shall not apply;
iii. in Airspace Classes B, C, D, E, F and G, at and below 900 M (3000 FT) AMSL or 300 M (1000 FT) above terrain, whichever is the higher, the pilot shall maintain continuous sight of the surface; and
iv. ceiling, visibility and distance from cloud minima lower than those specified in above may be permitted for helicopters in special cases, such as medical flights, search and rescue operations and fire-fighting.

d) In accordance with SERA.5005 (c)(5), VFR flights in the United Kingdom at night may be flown below a level which is at least 300 M (1000 FT) above the highest obstacle located within 8 KM of the estimated position of the aircraft subject to the conditions at paragraph (e).
e) The conditions specified in paragraph (d) are that the aircraft is flown:

i. at an altitude not exceeding 3000 FT AMSL;
ii. clear of cloud and with the surface in sight;
iii. at a height not less than 300 M (1000 FT) above the highest obstacle within a radius of 600 M from the aircraft when over the congested areas of cities, towns or settlements or over an open-air assembly of persons; and
iv. elsewhere than as specified in sub-paragraph (iii), at a height of more than 150 M (500 FT) above the ground or water, or 150 M (500 FT) above the highest obstacle within a radius of 150 M (500 FT) from the aircraft.

f) The Civil Aviation Authority permits, under SERA.5010(b) (Special VFR in Control Zones), a special VFR flight within a control zone at night in the United Kingdom.

## 2 Special VFR Flight

2.1 Clearance for Special VFR flight in the UK is an authorization by ATC for a pilot to fly within a Control Zone although he is unable to comply with IFR. In exceptional circumstances, requests for Special VFR flight may be granted for aircraft with an all-up-weight exceeding 5700 KG and capable of flight under IFR. Special VFR clearance is only granted when traffic conditions permit it to take place without hindrance to the normal IFR flights. For meteorological limitations relating to the issuance of SVFR clearances, see SERA 5010.

2.2 When operating on a Special VFR clearance, the pilot must comply with ATC instructions and remain at all times in flight conditions which enable him to determine his flight path and to keep clear of obstacles. Therefore, it is implicit in all Special VFR clearances that the aircraft remains clear of cloud and in sight of the surface. It may be necessary for ATC purposes to impose a height limitation on a Special VFR clearance which will require the pilot to fly either at or not above a specific level.

2.3 A full flight plan, Form CA48/RAF2919, is not required for Special VFR flight but ATC must be given brief details of the call sign, aircraft type and pilots intentions. These details may be passed either by RTF or, at busy aerodromes, through the Flight Clearance Office. A full flight plan must be filed if the pilot wishes the destination aerodrome to be notified of the flight.

2.4 Requests for Special VFR clearance to enter a Control Zone, or to transit a Control Zone, may be made to the ATC authority whilst airborne. Aircraft departing from aerodromes adjacent to a Control Zone boundary and wishing to enter may obtain Special VFR clearance either prior to take-off by telephone or by RTF when airborne. In any case, all such requests must specify the ETA for the selected entry point and must be made 5-10 minutes beforehand.

2.5 ATC will provide standard separation between all Special VFR flights and between such flights and other aircraft under IFR.

2.6 A Special VFR clearance within a Control Zone does not absolve the pilot from the responsibility for avoiding an Aerodrome Traffic Zone unless prior permission to penetrate the ATZ has been obtained from the relevant ATC Unit.

2.7 Because Special VFR flights are made at the lower levels, it is important for pilots to realise that a Special VFR clearance does not absolve them from the need to comply with the relevant low flying restrictions of SERA.3105 Minimum Heights and SERA.5005 Visual Flight Rules (unless permitted otherwise by the CAA). In particular, it does not absolve pilots from the requirement that an aircraft, other than a helicopter, flying over congested areas must fly at such a height as would enable it to clear the area and alight without danger to persons or property on the ground in the event of an engine failure and that a helicopter, whether flying over a congested area or not, must fly at such a height as would enable it to alight without danger to persons or property on the ground in the event of an engine failure. In addition there are special rules applicable to flight by helicopters over London (see AD 2.EGLL AD 2.22, paragraphs 9, 11 and 12).

2.8 For the purposes of SERA.5010(b) Special VFR in Control Zones, special VFR flight within a control zone is permitted at night in the UK FIRs. (ORS4 No.1125 Standardised European Rules of the Air – Visual Flight Rules (VFR) and Special VFR Flight at Night).

2.9 **Radio Communication Failure Procedures**

2.9.1 The procedures to be adopted by pilots experiencing two-way radio communication failure are:

a) If the aircraft is suitably equipped, operate the Transponder on Mode A, Code 7600 and Mode C;
b) If it is believed that the radio communication transmitter is functioning, transmit blind giving position reports and stating intentions;
c) If, when radio communication failure occurs, the aircraft is not yet in the CTR, the pilot must in all cases remain clear even if Special VFR clearance has been obtained;
d) If Special VFR clearance has been obtained and the aircraft is in the CTR when the radio communication failure occurs, proceed as follows:

# ENR 1.2 VISUAL FLIGHT RULES (continued)

i. Aircraft inbound to an aerodrome in the CTR - proceed in accordance with Special VFR clearance to the aerodrome and land as soon as possible. When in aerodrome traffic circuit watch for visual signals;
ii. Aircraft transiting a CTR - continue flight not above the cleared altitude to leave the CTR by the most direct route, taking into account weather limitations, obstacle clearance and areas of known dense traffic.

***Note:*** *In (i) and (ii), if flying on a heading advised by radar, when radio communication failure occurs, resume own navigation and carry out the appropriate procedure described.*

In all cases, notify the ATC Unit concerned as soon as possible after landing.

## 3 Following Line Features

3.1 An aircraft which is flying within the United Kingdom with the surface in sight and following a road, railway, canal or coastline, or any other line of landmarks, should fly to the right of the line feature unless flying within controlled airspace in accordance with instructions given by the appropriate air traffic control unit.

3.2 'With the surface in sight' means with the flight crew being able to see sufficient surface features or surface illumination to enable the flight crew to maintain the aircraft in a desired attitude without reference to any flight instrument and 'when the surface is not in sight' is to be construed accordingly. (Air Navigation Order 2016 Schedule 1 'Interpretation').

## 4 Visual Reference Points

4.1 A Visual Reference Point (VRP) is an easily distinguishable fixed feature on the ground such as a windmill, pier etc. or a geographical feature such as a lake, hill and so on, which a pilot flying in good flight conditions should be easily able to identify. VRPs are established to assist Air Traffic Services (ATS) in routeing VFR traffic and to integrate VFR flights with IFR flights. Where VRPs are established outside controlled airspace, ATS staff should not instruct aircraft to hold over such VRPs. This does not apply to VRPs established within controlled airspace where a known traffic environment exists. ATS staff should not direct VFR traffic to fly directly over VRPs unless the IFR traffic situation specifically demands this.

4.2 VRPs are to be depicted in charts supporting aerodrome entries at UK AIP AD 2; they may also be depicted in Terminal Controlled Airspace charts at ENR 6. In addition, they are to be depicted on the CAA's 1:250000 and 1:500000 VFR charts by a blue box surrounding the name which is linked to the location identified by a cross within a circle.

4.3 Details of VRPs established at individual aerodromes are available in the consolidated 'Visual Reference Point List' published on the 'Digital Dataset' page of the NATS AIS website, www.nats.aero/ais.

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# ENR 1.3 INSTRUMENT FLIGHT RULES

## 1 IFR Flight

SERA.2005 Compliance with the Rules of the Air and SERA.5015 Instrument Flight Rules (IFR) — Rules Applicable to All IFR Flights as applied within UK Airspace.

1.1 **Aircraft Equipment**

1.1.1 Aircraft shall be equipped with suitable instruments and with navigation equipment appropriate to the route to be flown.

1.2 **Minimum Levels**

1.2.1 Except when necessary for take-off or landing, or except when specifically authorized by the appropriate authority, an IFR flight shall be flown at a level which is at least 1000 FT (300 M) above the highest obstacle located within 8 KM of the estimated position of the aircraft.

***Note 1:*** *When determining which are the highest obstacles within 8 KM of the estimated position of the aircraft, the estimate will take account of the navigational accuracy which can be achieved on the relevant route segment, having regard to the navigational facilities available on the ground and in the aircraft.*

***Note 2:*** *See also SERA.3105 Minimum Heights and SERA.5015 Instrument Flight Rules (IFR) — Rules Applicable to All IFR Flights.*

1.3 **Change from IFR flight to VFR flight**

1.3.1 An aircraft electing to change the conduct of its flight from compliance with the instrument flight rules to compliance with the visual flight rules shall, if a flight plan was submitted, notify the appropriate air traffic services unit specifically that the IFR flight is cancelled and communicate thereto the changes to be made to its current flight plan.

1.3.2 When an aircraft operating under the instrument flight rules is flown in or encounters visual meteorological conditions it shall not cancel its IFR flight unless it is anticipated, and intended, that the flight will be continued for a reasonable period of time in uninterrupted visual meteorological conditions.

***Note:*** *See also ENR 1.10, paragraph 1.14.1.*

## 2 Rules applicable to IFR flights within Controlled Airspace

2.1 IFR flights shall comply with the provisions of SERA.8015 Air Traffic Control Clearances when operated in controlled airspace.

2.2 As specified in the ICAO EUR Regional Supplementary Procedures (DOC 7030/5-EUR), flights shall be conducted in accordance with Instrument Flight Rules when operated within or above the EUR RVSM airspace. Therefore, flights operating as General Air Traffic (GAT) within the London and Scottish UIRs at or above FL 290, as described in ENR 2.1, shall be conducted in accordance with the Instrument Flight Rules.

2.3 An IFR flight operating in cruising flight in controlled airspace shall be flown at a cruising level, or, if authorized to employ cruise climb techniques, between two levels or above a level, selected from the Tables of cruising levels at ENR 1.7 paragraph 6.1, except that the correlation of levels to track prescribed therein shall not apply whenever otherwise indicated in air traffic control clearances or specified by the appropriate ATS authority in Aeronautical Information Publications.

2.4 For TRA Access Requirements see ENR 1.1.5, paragraph 1.5.6.

## 3 Rules applicable to IFR flights outside Controlled Airspace

3.1 **Cruising Levels**

3.1.1 An IFR flight operating in level cruising flight outside of controlled airspace shall be flown at a cruising level appropriate to its track as specified in the Tables of cruising levels at ENR 1.7 paragraph 6.1.

***Note:*** *This provision does not preclude the use of cruise climb techniques by aircraft in supersonic flight.*

3.2 **Communications**

3.2.1 An IFR flight operating outside controlled airspace but within or into areas, or along routes, designated by the appropriate ATS authority in accordance with SERA.4001(b) Submission of a Flight Plan and incorporating UK Differences (GEN 1.7 refers), shall maintain a listening watch on the appropriate radio frequency and establish two-way communication, as necessary, with the air traffic services unit providing flight information service.

***Note 1:*** *See notes following ICAO Annex 2, paragraph 3.6.5.1.*

***Note 2:***

a) In a HF environment, SELCAL or similar automatic signalling devices satisfy the requirement to maintain an air-ground voice communication watch;

b) An aircraft may be permitted to communicate temporarily with a control unit other than the unit controlling the aircraft.

# ENR 1.3 INSTRUMENT FLIGHT RULES (continued)

3.3 **Position Reports**

3.3.1 An IFR flight operating outside controlled airspace and required by the appropriate ATS authority to:

- submit a flight plan,
- maintain a listening watch on the appropriate radio frequency and establish two-way communication, as necessary, with the air traffic services unit providing flight information service, shall report position as specified in SERA.8025 Position Reports for controlled flights.

shall report position as specified in SERA.8025 Position Reports for controlled flights.

## 4 Free Route Airspace - General Procedures

4.1 **Area of Application**

4.1.1 FRA is available within a specified areas of UK airspace as detailed in ENR 2.2 within which free route flight planning is available H24.

4.2 **Eligible Flights**

4.2.1 Flights eligible to operate within FRA are all flights equipped to at least RNAV 5 that intend to operate within the vertical and lateral limits of the UK FRA as specified in ENR 2.2. This includes traffic arriving and departing airfields situated below the lateral area of UK FRA or in its proximity and have a requested flight level within FRA.

4.3 **Flight Procedures**

4.3.1 **General**

4.3.1.1 No ATS routes are published within the defined UK FRA and operators should flight plan user-preferred trajectories via published FRA Significant Points as defined in ENR 4.1 and ENR 4.4.

4.3.1.2 Within UK FRA there is no limit to the length of DCT segments that can be flight planned.

4.3.2 **FRA Procedures**

4.3.2.1 Flights shall operate within FRA in accordance with the procedures detailed in the tables at Para 4.3.2.2 / 3 / 4.

4.3.2.2 **Overflying Traffic**

4.3.2.2.1 It is mandatory to enter/exit UK FRA via FRA Horizontal Entry/Exit Points.

4.3.2.2.2 Eligible flights transiting from the ATS route network to FRA:

| From | To | Remark |
|---|---|---|
| FRA Horizontal Entry Point (E) | FRA Horizontal Exit Point (X) | If required flights may include FRA (I) points in accordance with ENR 4.1/ENR 4.4 in their FPL route. |
| | FRA Arrival Connecting Point (A) | If required flights may include FRA (I) points in accordance with ENR 4.1/ENR 4.4 in their FPL route. |
| | FRA Intermediate Point (I) | If required flights may transition vertically in or out of FRA from or to the underlying ATS route network at a published FRA (I) point that is common to an ATS route below the defined FRA. |

4.3.2.3 **Access to/from Terminal Airspace**

4.3.2.3.1 It is mandatory for arrivals and departures to and from airfields in the vicinity of UK FRA to enter via a FRA Arrival Connecting Point (A) or a FRA Departure Connecting Point (D) as defined in ENR 4.4.

4.3.2.3.2 Details of FRA arrival and departure connecting routes to and from airfields beneath and adjacent to FRA within UK airspace can

# ENR 1.3 INSTRUMENT FLIGHT RULES (continued)

be found in the UK & Ireland Standard Route Document (SRD).

4.3.2.3.3 Flights transitioning vertically into UK FRA from departure airfield:

| From | To | Remark |
|---|---|---|
| FRA Departure Connecting Point (D) | FRA Horizontal Exit Point (X) | If required flights may include FRA (I) points in accordance with ENR 4.1/4.4 within FRA in their FPL route. |
| | FRA Arrival Connecting Point (A) | If required flights may include FRA (I) points in accordance with ENR 4.1/4.4 within FRA in their FPL route. |

4.3.2.4 **Vertical Transition to/from the underlying ATS Route Network**

4.3.2.4.1 It is mandatory for flights wishing to transit vertically between FRA and the underlying ATS route network and vice versa, to do so by including a level change in the flight plan at a published FRA Intermediate Point (I).

| From | To | Remark |
|---|---|---|
| FRA Intermediate Point (I) | FRA Horizontal Exit Point (X) | Flights may enter FRA from the underlying ATS route network vertically by changing level at a common published FRA (I) point. |
| | FRA Arrival Connecting Point (A) | Flights may enter FRA from the underlying ATS route network vertically by changing level at a common published FRA (I) point. |

4.3.3 **Cross-Border Application**

4.3.3.1 Cross border UIR DCT requirements are detailed within the Route Availability Document (RAD): See ENR 1.10 Sect 3.

4.4 **Airspace Reservation – Special Use Airspace**

4.4.1 **Re-routing - Special Use Areas**

4.4.1.1 Special Use Airspace (SUA) is permitted within FRA and managed under the Flexible Use of Airspace (FUA) concept. SUA shall be segregated to exclude GAT traffic when activated and protected in flight planning terms within FRA by the application of a Flight Plan Buffer Zone (FBZ) around the edge of the SUA.

4.4.1.2 GAT operators are expected to flight plan through FRA avoiding active SUA and associated FBZs at their discretion using published FRA (I) Points in accordance with ENR4.1/4.4 unless specific routings are mandated in accordance with the Route Availability Document (RAD): See ENR 1.10 Sect 3.

4.4.1.3 SUA activity within FRA will be published via NOTAM and via the Airspace Use Plan (AUP) and Updated Use Plan (UUP).

4.4.1.4 Details of vertical and lateral boundaries of SUAs and FBZs within FRA are contained within ENR 5.1/5.2.

4.5 **Additional FRA Procedures**

4.5.1 **General Provisions**

4.5.1.1 It is not permissible to flight plan a route along the UK FRA boundary or within 3 NM of the UK FRA boundary, except when crossing the UK FRA boundary to an adjacent UIR.

4.5.1.2 It is not permissible to flight plan a route that crosses a ‘Non-standard Planning Zone’ (NPZ) as defined in ENR 2.2.

4.6 **Route Availability Document**

4.6.1 All UK FRA constraints, exemptions and restrictions will be published via the Route Availability Document (RAD) and promulgated in accordance with ENR 1.10.

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# ENR 1.4 ATS AIRSPACE CLASSIFICATION AND DESCRIPTION

## 1 ATS Airspace Classification

1.1 UK Airspace may be classified as A, B, C, D, E, F and G in accordance with ICAO Annex 11, subject to the Differences notified at GEN 1.7. The airspace classifications are described in subsequent paragraphs.

1.2 Where controlled airspace is vertically adjoined by Class G airspace, aircraft operating at the base (lower limit) of a control area or at the upper limit of a control zone or control area should comply with the requirements of Class G airspace. With the exception of VFR flights operating into or out of Class E airspace and where appropriate, complying with any applicable TMZ requirement, flights without an ATC clearance that are observed operating immediately above the base (lower limit) of a control area or immediately below the upper limit of a control zone or control area will be considered to have infringed controlled airspace. →

1.3 When considering the vertical profile of a flight within Class G airspace, pilots are reminded to select a level that is compliant with SERA.5025(a) and ORS4 No 1578. To mitigate the risk of penetrating notified airspace structures without complying with the conditions associated with those structures, pilots are recommended to plan their flights to operate:

- not closer than 2 NM from the boundary of the notified airspace structure.
- at least 200 FT above the upper limit of the notified airspace structure.
- at least 200 FT below the lower limit of the notified airspace structure.

1.4 When operating proximate to control areas in turbulent, or in ascending or descending air masses, as part of effective Threat and Error Management, when able to, pilots may wish to consider increasing the 200 FT recommended spacing to mitigate inadvertent vertical deviations that could result in an infringement.

1.5 Pilots are further reminded that, when operating within Class G airspace within 500 FT of the base of controlled airspace, they should consider the risk of encountering wake turbulence generated by aircraft operating at the lowest available level within the controlled airspace above.

1.6 Pilots operating in Class G airspace are encouraged to obtain an appropriate air traffic service (see ENR 1 sections 2.3 and 2.4 or CAP 774 – UK Flight Information Service) from the designated air traffic service unit. Pilots who operate within Class G airspace, especially those who operate proximate to the boundary of controlled airspace, and have chosen not to obtain a suitable ATS in an aircraft fitted with a serviceable transponder are reminded to:

- monitor the appropriate ATS frequency whilst displaying the corresponding frequency monitoring code; or
- display the appropriate conspicuity code.

## 2 ATS Airspace Description

### 2.1 Class A - Controlled Airspace

| | IFR | VFR |
|---|---|---|
| **Service** | Air Traffic Control Service. | VFR FLIGHT |
| **Separation** | Separation provided between all IFR flights by ATC. | |
| **ATC Rules** | Flight Plan required **(See Note 1)**;<br>ATC clearance required;<br>Radio Communication required;<br>ATC instructions are mandatory. | NOT |
| **VMC Minima** | **At and above FL 100:**<br>8 KM flight visibility<br>1500 M horizontal and 1000 FT vertical distance from cloud.<br>**Below FL 100:**<br>5 KM flight visibility<br>1500 M horizontal and 1000 FT vertical distance from cloud.<br>**(See Note 2)** | PERMITTED |
| **Speed Limitation** | As published in procedures or instructed by ATC. | |

***Note 1:*** *In certain circumstances, Flight Plan requirements may be satisfied by passing flight details on RTF (detailed at ENR 1.10).*

***Note 2:*** *For the purposes of:*

a) Climbs and descents maintaining VMC;
b) Powered aircraft - Airways crossings (ENR 1.1, paragraph 1.6.1.6.1);
c) Powered aircraft - other penetrations of Airways (ENR 1.1, paragraph 1.6.1.6.2).

# ENR 1.4 ATS AIRSPACE CLASSIFICATION AND DESCRIPTION (continued)

2.1.1 **Notifications**

2.1.1.1 The following airspace is notified as Class A:

a) **All Control Areas and TMAs below FL 195 within the London and Scottish FIRs** except those listed in ENR 1.4 Para 2.3.1.2, 2.4.1.1 and 2.5.1.1.

b) **Channel Islands Terminal Control Area (North and South);**

Outside the notified hours of watch of the Jersey Air Traffic Control Unit:

i. Those parts of the Channel Islands TMA (South), which lie within the Brest FIR are notified as Class E and are controlled by Brest ACC.
ii. Those parts of the Channel Islands TMA (North) which lie within the London FIR and are located below the lower limits of the Berry Head and Portsmouth CTAs are notified as Class G.

c) **Shanwick Oceanic Control Area;**

The Shanwick Oceanic Control Area is notified as Class A.

2.1.2 **Glider operations in Class A Airspace**

In certain notified portions of Class A airspace, gliders are permitted to operate without reference to ATC in accordance with specified conditions and neither separation nor traffic information will be provided in respect of such flights. When such activity occurs, such airspace will be segregated from other traffic, which is provided with at least standard separation from the segregated airspace. Such segregated activities are undertaken in accordance with the flexible use of airspace provisions contained within Commission Regulation (EC) 2150 of 2005.

# ENR 1.4 ATS AIRSPACE CLASSIFICATION AND DESCRIPTION (continued)

## 2.2 Class B - Controlled Airspace

| | IFR | VFR |
|---|---|---|
| **Service** | Air Traffic Control Service. | |
| **Separation** | Separation provided between all flights by ATC. | |
| **ATC Rules** | Flight Plan required **(See Note)**;<br>ATC clearance required;<br>Radio Communication required;<br>ATC instructions are mandatory. | |
| **VMC Minima** | Not applicable. | **At and above FL 100:**<br>8 KM flight visibility<br>1500 M horizontal and 1000 FT vertical distance from cloud.<br>**Below FL 100:**<br>5 KM flight visibility<br>1500 M horizontal and 1000 FT vertical distance from cloud. |
| **Speed Limitation** | As published in procedures or instructed by ATC. | |

***Note:*** *In certain circumstances, Flight Plan requirements may be satisfied by passing flight details on RTF (detailed at ENR 1.10).*

**No UK Airspace is currently designated Class B.**

# ENR 1.4 ATS AIRSPACE CLASSIFICATION AND DESCRIPTION (continued)

## 2.3 Class C - Controlled Airspace

| | IFR | VFR |
|---|---|---|
| **Service** | Air Traffic Control Service. | |
| **Separation** | Separation provided between all IFR flights by ATC. | All VFR flights separated from all IFR flights by ATC.<br>Traffic information provided on other VFR flights and traffic avoidance advice on request. |
| **ATC Rules** | Flight Plan required **(See Note);**<br>ATC clearance required;<br>Radio Communication required;<br>ATC instructions are mandatory. | |
| **VMC Minima** | Not applicable. | **At and above FL 100:**<br>8 KM flight visibility<br>1500 M horizontal and 1000 FT vertical distance from cloud.<br>**Below FL 100:**<br>5 KM flight visibility<br>1500 M horizontal and 1000 FT vertical distance from cloud. |
| **Speed Limitation** | As published in procedures or instructed by ATC. | **Below FL 100:**<br>250 KT IAS;<br>**OR**<br>lower when published in procedures or instructed by ATC. |

***Note:*** *In certain circumstances, Flight Plan requirements may be satisfied by passing flight details on RTF (detailed at ENR 1.10).*

2.3.1 **Notifications**

2.3.1.1 Above FL 195 all airspace in the London and Scottish FIRs/UIRs is notified as Class C.

2.3.1.2 Below FL 195 the following Airspace is also notified as Class C Airspace:

a) Clacton CTAs 10, 11, 12;
b) Cotswold CTAs 2, 15, 16, 17, 18;
c) Daventry CTAs 21, 22, 23, 24, 25;
d) Holyhead CTA (excluding CTAs 15 and 16);
e) Londonderry/Eglinton CTA;
f) Manchester TMA 1;
g) North Sea CTA;
h) Portsmouth CTA 3;
i) Scottish TMA;
j) Severn CTA.

2.3.2 **VFR Flight in Class C Airspace**

2.3.2.1 General arrangements for VFR flight in Class C airspace are specified at ENR 1.1, sub-section 4.

2.3.2.2 Specific arrangements for glider operations within Temporary Reserved Areas in Class C airspace above FL 195 are detailed at ENR 1.1, paragraph 1.11 (Charts see ENR 6-64 and ENR 6-65).

# ENR 1.4 ATS AIRSPACE CLASSIFICATION AND DESCRIPTION (continued)

## 2.4 Class D - Controlled Airspace

| | IFR | VFR |
|---|---|---|
| **Service** | Air Traffic Control Service. | |
| **Separation** | Separation provided between all IFR flights by ATC.<br><br>Traffic information provided on VFR flights and traffic avoidance advice on request. | ATC separation not provided.<br><br>Traffic information provided on IFR flights and other VFR flights; traffic avoidance advice on request. |
| **ATC Rules** | Flight Plan required **(See Note 1)**;<br><br>ATC clearance required;<br><br>Radio Communication required;<br><br>ATC instructions are mandatory. | |
| **VMC Minima** | Not applicable. | **At and above FL 100:**<br>8 KM flight visibility<br>1500 M horizontal and 1000 FT vertical distance from cloud.<br>**Below FL 100:**<br>5 KM flight visibility<br>1500 M horizontal and 1000 FT vertical distance from cloud.<br>**Alternatively, during day only, at and below 3000 FT AMSL, or 1000 FT above terrain, whichever is the higher (See Note 2):**<br>a) **For aircraft other than helicopters, flying at 140 KT IAS or less:**<br>5 KM flight visibility<br>Clear of cloud and with the surface in sight.<br>b) **For helicopters, flying at 140 KT IAS or less:**<br>1500 M flight visibility<br>Clear of cloud and with the surface in sight. |
| **Speed Limitation** | **Below FL 100:**<br>250 KT IAS;<br>**OR**<br>lower when published in procedures or instructed by ATC. | |

***Note 1:*** *In certain circumstances, Flight Plan requirements may be satisfied by passing flight details on RTF (detailed at ENR 1.10).*

***Note 2:*** *The VMC criteria stated in the table above for flight by day at and below 3000 FT AMSL, or 1000 FT above terrain, whichever is the higher, reflect changes from SERA.5001 Table S5-1, as enabled through the Aviation Safety (Amendment) Regulation 2021.*

# ENR 1.4 ATS AIRSPACE CLASSIFICATION AND DESCRIPTION (continued)

2.4.1 **Notifications**

2.4.1.1 The following airspace is notified as Class D Airspace during the notified hours of watch of the appropriate Air Traffic Control Unit.

Aberdeen Control Zone/Control Area **(Notes 1 and 2(a))**;
Balder Control Area **(Note 3)**;
Belfast Control Zone;
Belfast Terminal Control Area;
Belfast/City Control Zone/Control Area;
Birmingham Control Zone/Control Area;
Borders Control Area 5, 9, 10, 11, 12, 13 & 14;
Bournemouth Control Zone **(Note 1)**;
Bristol Control Zone/Control Area;
Brize Norton Control Zone;
Cardiff Control Zone/Control Area;
Channel Islands Control Zone/Control Area;
East Midlands Control Zone/Control Area;
Edinburgh Control Zone/Control Area **(Notes 1 and 2(b))**;
Ekofisk Control Area **(Note 3)**;
Farnborough Control Zone/Control Area **(Note 1);**
Glasgow Control Zone/Control Area **(Notes 1 and 2(b))**;
Isle of Man Control Zone/Control Area **(Note 1)**;
Leeds Bradford Control Zone/Control Area **(Note 1)**;
Liverpool Control Zone/Control Area;
London Control Zone;
London/City Control Zone/Control Area;
London Gatwick Control Zone/Control Area;
London Luton Control Zone/Control Area;
London Stansted Control Zone/Control Area;
Manchester Control Zone/Control Area;
Newcastle Control Zone/Control Area **(Notes 1 and 2(b))**;
Norwich Control Zone/Control Area **(Note 1)**;
Prestwick Control Zone/Control Area **(Note 2(b))**;
Scottish Terminal Control Area as shown at ENR 6-37;
Solent Control Area **(Note 1)**;
Southampton Control Zone **(Note 1)**;
Southend Control Zone/Control Area;
Strangford Control Area below FL 195;
Sumburgh Control Zone/Control Area **(Note 2(c))**;
Tay Control Area 10, 11, 12 & 13;
Teesside International Control Zone/Control Area;
Yorkshire Control Area 17.

**Note 1**

Notified as Class D Airspace for the purposes of SERA.6001 Classification of Airspaces, during the notified hours of watch of the appropriate Air Traffic Control Unit subject to the conditions in Note 2.

**Note 2**

a) An aircraft without radio equipment must not fly in Class D Airspace during the notified hours of watch of the appropriate air traffic control unit unless it has been otherwise authorised by the appropriate air traffic control unit and is subject to the conditions at paragraph (c).
b) An aircraft without radio equipment and flown in accordance with the Instrument Flight Rules must not fly in Class E Airspace during the notified hours of watch of the appropriate air traffic control unit unless it has been otherwise authorised by the appropriate air traffic control unit and is subject to the conditions at paragraph (c).
c) For the purposes of paragraphs (1) and (2), the conditions are that the aircraft must:

i. only fly during the day;
ii. only fly within notified controlled airspace notified for the purpose of this paragraph;
iii. remain at least 1500 M horizontally and 1000 FT vertically away from cloud and in a flight visibility of at least 5 KM;
iv. comply with any electronic conspicuity requirements specified by the air traffic control unit; and
v. comply with any other conditions specified by the appropriate air traffic control unit. (As applied to the Isle of Man by the Civil Aviation (Subordinate Legislation) (Application) (No 2) Order 1996).

**Note 3**

a) Balder CTA, Ekofisk CTA and Ekofisk RMZ.

At Polaris ACC (SG West), Sector Offshore is manned with Air Traffic Controllers and a Flight Data Operator (FDO), working frequencies 125.550 MHz, 134.200 MHz and 125.875 MHz, for Ekofisk RMZ 130.550 MHz. The operation of ADS-B is mandated in those volumes of the Balder and Ekofisk CTA where the provision of air traffic services has been delegated by the UK to Norway. The following procedures outline the access arrangements for these volumes of airspace:

i. The UK MOD reserves the right of access to such airspace for State aircraft regardless of their equipage or ability to comply with the requirements set out by the delegated service provider; for:

- Aircraft in an emergency;
- Aircraft involved in National Security tasks, where possible under the positive control of either: Land, Maritime or Airborne Units;
- Aircraft engaged in Maritime operations, under positive control;
- For Ekofisk RMZ; unless in an emergency, when an emergency squawk may be required, aircraft under positive control will wear a listening squawk of 0455 whilst monitoring 130.550 MHz when inside the RMZ. The Queen Elizabeth (QE) Class aircraft carriers may wish to utilise dedicated squawks subject to co-ordination with Offshore Sector 20 Ekofisk as per para (c).

Under such circumstances UK State aircraft will operate within the subject airspace under ‘due regard’ procedures in accordance with Article 3d to the Convention of International Civil Aviation.

ii. Specific procedures to enable UK MOD (including UK based USAFE) aircraft to conduct normal operational training sorties are detailed below.

b) **Procedures for Coordination of Operational Air Traffic (OAT).**

# ENR 1.4 ATS AIRSPACE CLASSIFICATION AND DESCRIPTION (continued)

i. **Coordination of Planned OAT Exercises.** Planned military OAT exercises within the Area of Common Interest (see relevant section of LOA) should be coordinated with Polaris ACC SG West at least 24 hours prior to the start of the exercise, with a request for Special Use Airspace (SUA) for the planned exercise. In a normal offshore helicopter traffic situation (priorities may need to be defined) Polaris ACC SG West will give an approval for the SUA request.

The SUA request shall contain:

1. The lateral and vertical limits of the Exercise Area;
2. The time for start and finish of the Exercise, including means of activation and deactivation of the Exercise Area;
3. Contact information for the Exercise Coordination Unit;
4. Other operational information related to the Exercise, such as number of aircraft involved, if applicable.

ii. **Special Procedures for Coordination of OAT Operations.**

1. **Purpose.** Outwith Exercise scenarios, when MOD OAT requires to operate within the Area of Common Interest (ACI), the OAT will normally require to be controlled by a MOD Operational Control Unit (OCU) during the operations. OAT operations within the ACI are to remain outside of the lateral limits of Helicopter Traffic Zones (HTZ).
2. The following coordination procedures are to be applied between UK MOD units and Polaris ACC SG West in respect of OAT carrying out operations and training within the ACI when prior co-ordination of the OAT operations is not applicable. The procedures are designed to ensure safe operations for both civil offshore helicopters and OAT operating simultaneously within the ACI.
3. **Procedures for OAT Coordination.** When OAT operations are required within the ACI, the appropriate UK MOD OCU or the OAT planning to enter the ACI, shall contact the appropriate sector at Polaris ACC SG West, on the appropriate frequency or telephone line, prior to entering the ACI, with the following information, where applicable:

(aa) MOD OCU or OAT callsign;

(bb) The estimated position and a time for the OAT entering the ACI;

(cc) Expected direction and estimated period of time for the OAT operations within ACI;

(dd) The lateral and vertical limits of the Operating Area;

(ee) Maximum altitude for the OAT operations within ACI;

(ff) Radar transponder status, including SSR code, if applicable (aircraft may not be ADS-B-out equipped);

(gg) Other information, such as contact information to the MOD OCU.

When OAT operations within the ACI are finished, the appropriate MOD OCU or the OAT shall contact the appropriate sector at Polaris ACC SG West, on the allocated frequency or telephone line, to deactivate the OAT operations within the ACI and release the airspace for civil helicopter operations.

c) **Communications.**

i. Exchange of Operational Air Traffic Information.

1. Means of Communication.

(aa) Equipment.

Fixed Communication with Polaris ACC SG West via public telephone lines (see para (c)(2)) or Mobile VHF Communication with Polaris ACC SG West (see para (c)(3)).

2. **Telephone Coordination.** Exchange of Airspace Requests, flight plan data, estimates and other OAT-messages by telephone shall be carried out in accordance with the tables below:

(aa) **Messages to Polaris ACC SG West.**

Switchboard: +47 51 65 8000
Supervisor: +47 51 65 8142
Sector Offshore (FDO): +47 51 65 8155
Sector Offshore (ATCO): +47 51 65 8232
Telefax: +47 51 65 8154

3. **VHF RX/TX Communication**

| ATC Sector | R/T Callsign | Frequency | Hours of Operation |
|---|---|---|---|
| Offshore Sector 20 Ekofisk | Polaris Control | 125.875 MHz | 0600-2030 Mon-Fri* |
| Offshore Sector 21 Balder | Polaris Control | 134.200 MHz | 0600-2030 Mon-Fri* |
| Offshore Sector 22 Statfjord | Polaris Control | 125.550 MHz | H24 |

***Note:*** **Published opening hours are in UTC. During summer time period 1 hour earlier.*

ATS Offshore is provided by Polaris ACC SG West Sector South (Sector 20 and 21) and Sector North (Sector 22) outside Sector Offshore opening hours.

# ENR 1.4 ATS AIRSPACE CLASSIFICATION AND DESCRIPTION (continued)

## 2.5 Class E - Controlled Airspace

| | IFR | VFR |
|---|---|---|
| **Service** | Air Traffic Control Service. | Traffic information in accordance with UK FIS (Basic Service or Traffic Service) - see ENR 1.1, ENR 1.6 and Civil Aviation Publication (CAP) 774 - UK Flight Information Services. |
| **Separation** | Separation provided between all flights by ATC.<br>Whenever practicable, traffic information is provided on VFR flights and if requested by the pilot or if deemed necessary by the controller, traffic avoidance advice will be suggested **(See Note 3 and 4)**. | None. |
| **ATC Rules** | Flight Plan required **(See Note 1 and 2)**;<br>ATC clearance required;<br>Radio Communication required;<br>ATC instructions are mandatory. | None.<br>However, pilots are encouraged to contact ATC and comply with instructions. |
| **VMC Minima** | Not applicable. | **At and above FL 100:**<br>8 KM flight visibility<br>1500 M horizontal and 1000 FT vertical distance from cloud.<br>**Below FL 100:**<br>5 KM flight visibility<br>1500 M horizontal and 1000 FT vertical distance from cloud. |
| **Speed Limitation** | **Below FL 100:**<br>250 KT IAS;<br>**OR**<br>lower when published in procedures or instructed by ATC. | |

***Note 1:*** *In certain circumstances, Flight Plan requirements may be satisfied by passing flight details on RTF (detailed at ENR 1.10).*

***Note 2:*** *Pilots of IFR flights will be advised when they enter and leave Class E airspace if the flight is an unplanned diversion or no flight plan has been filed prior to requesting a clearance to enter controlled airspace.*

***Note 3:*** *Pilots of IFR flights and VFR flights receiving an ATS should be aware of the existence of factors that might adversely affect the ability of a controller to detect a collision hazard and provide timely and accurate traffic information and/or traffic avoidance advice within class E airspace. Such factors include:*

- *The inability of an ATSU to restrict the volume of VFR flights operating within class E airspace;*
- *The inability of an ATSU to anticipate changes in the flightpath of every VFR flight;*
- *The inability of an ATSU to detect collision hazards on every occasion because of surveillance clutter;*
- *The inability of an ATSU to provide timely transmissions on every occasion because of RTF congestion;*
- *The expectation that pilots receiving an ATS will respond appropriately following receipt of traffic information; and*
- *The requirement for the provision of an air traffic control service to have precedence over the provision of flight information service (SERA.9001(c)).*

***Note 4:*** *Pilots must consider the need for traffic avoidance advice upon receipt of traffic information. Pilots who require traffic avoidance advice must make a corresponding request as soon as is practicable.*

### 2.5.1 Notifications

2.5.1.1 The following airspace below FL 195 is notified as Class E Airspace:

a) Parts of the Scottish Terminal Control Area below 6000 FT (See ENR 6-37);
b) Parts of the Farnborough Control Area (See **Note 1**);
c) Holyhead CTA 15 and CTA 16 (See **Note 1**);
d) Argyll CTA (See **Note 1**);
e) Moray CTA (See **Note1**);

***Note 1:*** *Additionally notified as Transponder Mandatory Zone airspace for the purposes of the UK Air Navigation Order.*

# ENR 1.4 ATS AIRSPACE CLASSIFICATION AND DESCRIPTION (continued)

2.5.1.2 Pilots of VFR flights who wish to operate without receiving an ATS within class E airspace in an aircraft with a serviceable transponder, or within class E airspace additionally notified as TMZ must display either:

a) The VFR conspicuity code Mode A7000, with altitude reporting; or
b) The frequency monitoring code defined as VFR conspicuity with altitude reporting established for use in that airspace (see ENR 1.6).

# ENR 1.4 ATS AIRSPACE CLASSIFICATION AND DESCRIPTION (continued)

## 2.6 Class F - Advisory Airspace

| | IFR | VFR |
|---|---|---|
| **Service** | Air Traffic Advisory Service. | UK Flight Information Services as required (Basic Service, Traffic Service). |
| **VMC Minima** | Not applicable. | **At and above FL 100:**<br>8 KM flight visibility<br>1500 M horizontal and 1000 FT vertical distance from cloud.<br>**Below FL 100:**<br>5 KM flight visibility<br>1500 M horizontal and 1000 FT vertical distance from cloud.<br>**At and below 3000 FT AMSL, or 1000 FT above terrain, whichever is the higher:**<br>5 KM flight visibility<br>Clear of cloud and with the surface in sight.<br>**Alternatively, during day only, at and below 3000 FT AMSL, or 1000 FT above terrain, whichever is the higher, for all aircraft, flying at 140 KT IAS or less (See Note)**:<br>1500 M flight visibility<br>Clear of cloud and with the surface in sight. |
| **Speed Limitation** | **Below FL 100:**<br>250 KT IAS;<br>**OR**<br>lower when published in procedures or instructed by ATC. | |

***Note:*** *The VMC criteria stated in the table above for flight by day at and below 3000 FT AMSL, or 1000 FT above terrain, whichever is the higher, reflect changes from SERA.5001 Table S5-1, as enabled through the Aviation Safety (Amendment) Regulation 2021.*

**No UK Airspace is currently designated Class F.**

# ENR 1.4 ATS AIRSPACE CLASSIFICATION AND DESCRIPTION (continued)

## 2.7 Class G Airspace

| | IFR | VFR |
|---|---|---|
| **Service** | UK Flight Information Services as required (Basic Service, Traffic Service, Deconfliction Service or Procedural Service) | |
| **Separation** | ATC Separation cannot be provided due to the nature of the unknown Class G traffic environment. Deconfliction advice is provided against participating aircraft under a Procedural Service or against participating and non-participating traffic (unknown traffic) under a Deconfliction Service. Both the Procedural Service and Deconfliction Service aim to achieve planned deconfliction minima. | |
| **ATC Rules** | Instructions issued by controllers to pilots operating outside controlled airspace are not mandatory; however, the services rely upon pilot compliance with the specified terms and conditions so as to promote a safer operating environment for all airspace users. | |
| **VMC Minima** | Not applicable. | **At and above FL 100:**<br>8 KM flight visibility<br>1500 M horizontal and 1000 FT vertical distance from cloud.<br>**Below FL 100:**<br>5 KM flight visibility<br>1500 M horizontal and 1000 FT vertical distance from cloud.<br>**At and below 3000 FT AMSL, or 1000 FT above terrain, whichever is the higher:**<br>5 KM flight visibility<br>Clear of cloud and with the surface in sight.<br>**Alternatively, during day only, at and below 3000 FT AMSL, or 1000 FT above terrain, whichever is the higher, for all aircraft, flying at 140 KT IAS or less (See Note):**<br>1500 M flight visibility<br>Clear of cloud and with the surface in sight. |
| **Speed Limitation** | **Below FL 100:**<br>250 KT IAS;<br>**OR**<br>lower when published in procedures or instructed by ATC. | |

***Note:*** *The VMC criteria stated in the table above for flight by day at and below 3000 FT AMSL, or 1000 FT above terrain, whichever is the higher, reflect changes from SERA.5001 Table S5-1, as enabled through the Aviation Safety (Amendment) Regulation 2021.*

2.7.1 **Designation**

2.7.1.1 All UK Airspace, including that above FL 660, not included in Classes A to F.

2.7.2 **Aerodrome Traffic Zones and Notification for Rule 11**

2.7.2.1 Aerodrome Traffic Zones (ATZs) are not included in the Airspace Classification System. An ATZ assumes the conditions associated with the Class of Airspace in which it is situated.

2.7.2.2 Every aerodrome at which an ATZ is established is notified for the purposes of Rule 11 of the Rules of the Air Regulations 2015. As a minimum therefore, when flying within an ATZ the requirements of Rule 11 must be complied with.

2.7.2.3 ATZs at civil licensed aerodromes are notified in the UK AIP within individual aerodrome entries. ATZs at other than civil licensed aerodromes are notified in the UK AIP at ENR 2-2.

2.7.2.4 Where the requirements of the Class of Airspace of which an ATZ forms a part are more stringent than Rule 11 then those must be complied with in addition to the requirements of Rule 11 to enter the ATZ.

2.7.2.5 Aerodromes at which ATZs may be established are those which:

a) A government aerodrome, at such times as are notified; or
b) An aerodrome having an air traffic control unit or flight information service centre, during the notified hours of watch of the air traffic control unit or the flight information service centre; or

## ENR 1.4 ATS AIRSPACE CLASSIFICATION AND DESCRIPTION (continued)

c) A national licensed aerodrome or an EASA certificated aerodrome having an air/ground communications service unit with aircraft, during the notified hours of watch of the air/ground communications service unit.

2.7.2.6 An aircraft must not fly, take off or land within the Aerodrome Traffic Zone of an aerodrome unless the commander of the aircraft has complied with the following paragraphs, where appropriate,

a) If the aerodrome has an air traffic control unit the commander must obtain the permission of that unit to enable the flight to be conducted safely within the aerodrome traffic zone.
b) If the aerodrome provides a flight information service the commander must obtain information from the flight information centre to enable the flight to be conducted safely within the aerodrome traffic zone.
c) If there is no flight information centre at the aerodrome the commander must obtain information from the air/ground communication service to enable the flight to be conducted safely within the aerodrome traffic zone.

2.7.2.7 The commander of an aircraft flying within the aerodrome traffic zone of an aerodrome must,

a) Cause a continuous watch to be maintained on the appropriate radio frequency notified for communications at the aerodrome; or
b) If this is not possible, cause a watch to be kept for such instructions as may be issued by visual means; and
c) If the aircraft is fitted with means of communication by radio with the ground, communicate the aircraft's position and height to the air traffic control unit, the flight information centre or the air/ground communications service unit at the aerodrome (as the case may be) on entering the aerodrome traffic zone and immediately prior to leaving it.

2.7.2.8 Permanent or temporary changes/extensions to ATZ hours may be notified by United Kingdom NOTAM. Pilots should exercise caution, however, since some airfields may continue to operate outside of those notified and published hours.

# ENR 1.5 HOLDING, APPROACH AND DEPARTURE PROCEDURES

## 1 General

1.1 UK Holding, Approach and Departure Procedures have been established in accordance with the ICAO Document 8168 (PANS-OPS), except for those UK differences shown at GEN 1.7 and in UK CAA CAP 785 B.

1.2 The UK Instrument Flight Procedures are listed in AD 2.24.

1.3 PANS-OPS vol I and III stresses the need for flight crew and operational personnel to adhere strictly to the published procedures to achieve and maintain an acceptable level of safety in operations.

1.4 Continuous Descent Final Approach 'CDFA technique' is the preferred method for non-precision approaches in the UK where practicable.

## 2 Arriving Flights

### 2.1 Introduction

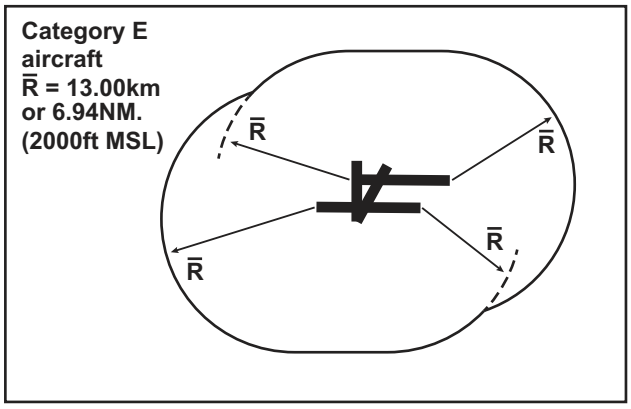
2.1.1 Aerodrome specific arrival procedures can be found in the relevant AD 2.22 Flight Procedures and AD 2.24 charts.

### 2.2 Visual Manoeuvring (Circling) VM(C) in the Vicinity of the Aerodrome after Completing an Instrument Approach

2.2.1 Visual Manoeuvring (Circling) VM(C) is the term used to describe the visual phase of flight, after completing an Instrument Approach, where an aircraft is manoeuvred into position for a landing on a runway which is not suitably located for a straight-in approach.

2.2.2 The VM(C) area is the area in which obstacle clearance has been considered for aircraft manoeuvring visually before landing. Aircraft performance has a direct effect on the airspace and visibility needed to perform the circling manoeuvre; since the most significant factor in performance is speed, the size of the VM(C) area varies with the category of the aircraft. The limits of the area applicable to each category of aircraft are defined by combining arcs centred on the threshold of each usable runway; the total area thus enclosed is the VM(C) area - see example at Figure 1.

Figure 1. Construction of Visual Manoeuvring (Circling) Area for a Category E Aircraft




### 2.3 Obstacle Clearance

2.3.1 When the VM(C) area has been established, the Obstacle Clearance Height (OCH) is determined for each category of aircraft. The criteria used to determine the OCH is as follows:

| Aircraft Category | Maximum Speeds for Circling (KT) | Circling Area Maximum radii from RWY THR (NM) | Minimum Obstacle Clearance (FT) | Lowest Permissible OCH AAL (FT) |
|---|---|---|---|---|
| A | 100 | 1.68 | 300 | 400 |
| B | 135 | 2.66 | 300 | 500 |
| C | 180 | 4.20 | 400 | 600 |
| D | 205 | 5.28 | 400 | 700 |
| E | 240 | 6.94 | 500 | 800 |

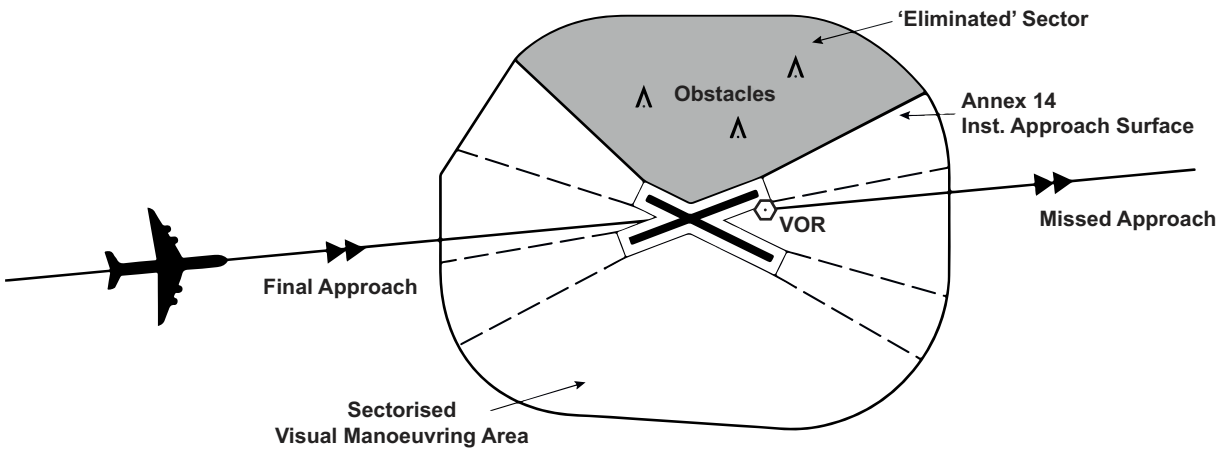
### 2.4 Sectorization of Visual Manoeuvring (Circling) Area

2.4.1 It is permissible to eliminate from obstacle clearance consideration a particular sector, within the total VM(C) area, where the sector lies outside the final approach and missed approach areas; this 'eliminated' sector is determined by the dimensions of the ICAO

## ENR 1.5 HOLDING, APPROACH AND DEPARTURE PROCEDURES (continued)

Annex 14 instrument approach surfaces - see example at Figure 2.

Figure 2. Sectorized Visual Manoeuvring (Circling) Area




2.5 **Obstacle Clearance Heights for Aerodromes with Published Instrument Approach Procedures**

2.5.1 Visual Manoeuvring (Circling) (VM(C)) OCHs are listed for the total VM(C) area, and where operational advantage can be gained by sectorization, for the relevant sectorized VM(C) area also.

2.5.2 When the principle of sectorization has been applied to a particular aerodrome, two OCA(H) values for VM(C) will be promulgated at AD 2.24. The first OCA(H) will allow a pilot to manoeuvre safely within the total VM(C) area and the second OCA(H) is for the pilot who exercises the option to avoid manoeuvring within the eliminated sector and restricts his visual manoeuvring to the remaining sectorized area.

| Aircraft Category | | A | B | C | D |
|---|---|---|---|---|---|
| OCA (OCH) | CAT I | **369**(164) | **376**(171) | **385**(180) | **395**(190) |
| VM(C)OCA (OCH AAL) | Total Area | **1150**(935) | **1320**(1105) | **1420**(1205) | **1420**(1205) |
| | East of RWY 16/34 | **720**(505) | **940**(725) | **1050**(835) | **1070**(855) |

2.5.3 The OCA(H) for the visual manoeuvring (circling) shall not be less than the OCA(H) calculated for the instrument approach procedure which leads to the circling manoeuvre.

2.6 **Summary of Holding and Approach to Land Procedures at Individual Aerodromes**

2.6.1 Instrument approach procedures with both precision and non-precision straight in Obstacle Clearance Heights will be heights above the published threshold elevation.

2.6.2 VM(C) Obstacle Clearance Heights will be heights above published aerodrome elevation.

2.6.3 Where the term 'straight ahead' is used in missed approach procedures, pilots should maintain Final Approach Track (FAT) unless a different track is given.

2.6.4 For availability of Instrument Approach Charts, see GEN 3.2.

2.7 **Descent Gradient**

2.7.1 To permit the approximate rates of descent required in the intermediate and final approach segments of non-precision Instrument Approach Procedures to be calculated, whenever an Intermediate Fix (IF) or Final Approach Fix (FAF) is included in a non-precision procedure, the descent path required in the corresponding approach segment will be specified, as a percentage gradient.

2.8 **Procedure Turns**

2.8.1 Except where an 80°/260° procedure turn is specifically prescribed, procedure turns specified in instrument approach procedures may be flown as 45°/180° or 80°/260° type, at pilots' discretion.

2.8.2 Since the 80°/260° procedure turn occupies less airspace along track than the 45°/180° type, aircraft completing an 80°/260° manoeuvre will normally return to the extended Final Approach Track approximately 1 NM closer to the FAP or FAF (when provided) than if a 45°/180° manoeuvre had been used; pilots using an 80°/260° manoeuvre should allow for this factor when preparing for any subsequent inbound descent. Where an 80°/260° procedure turn is specifically prescribed, due allowance for

this factor will already be provided in the procedure design.

2.9 **Race-track Procedure**

2.9.1 Extensions to holding patterns may be specified in some cases as alternative procedures for use after holding. Where such alternative procedures are joined without first entering the hold, they should be joined and flown as race-track procedures. However, because of the requirement to intercept the inbound track before returning to the facility following a Sector 1 parallel entry in such procedures, and its effect on the distance available for any subsequent descent, aircraft joining a race-track procedure from Sector 1 are recommended to join the hold prior to entering the racetrack.

2.10 **Established**

2.10.1 Aircraft are considered to be 'established' when they are within half full-scale deflection for the ILS and VOR, or within ± 5° of the required bearing for NDB(L).

2.11 **Missed Approach Climb Gradient**

2.11.1 Unless otherwise specified, the normal climb gradient upon which Missed Approach Procedures are based is 2.5% (1 in 40).

2.11.2 Where an operational advantage can be gained from an increased missed approach climb gradient, an additional OCA(H) associated with the increased missed approach climb gradient will also be published.

2.12 **Radar Approach Procedures**

2.12.1 During the Intermediate phase of the procedure the pilot will be asked to check both his Minima and the Missed Approach Point (MAPt); he will not be given the OCA(H) for his category of aircraft nor the location of the MAPt unless he specifically requests this information.

2.12.2 SRA procedures designed to ICAO PANS-OPS criteria permit descent on final approach to the OCA(H) (subject to any specified height/distance (Step Down Fix (SDF) limitation), without regard to the 'advisory altitudes/ heights' given by the Controller. These 'advisory altitude/heights' are not essential for obstacle clearance and are only provided as a guide to pilots wishing to maintain a constant angle descent path.

2.12.3 Pilots flying an SRA requiring the alternative datum profile, will be passed advisory altitudes/heights based on the appropriate datum and rounded up to the nearest 10 FT.

2.12.4 Pilots are recommended to fly to the radar advisory altitude/heights. However, where an SDF is specified as part of the procedure the SDF 'not-below' altitude/height is mandatory. Adherence to the nominal descent gradient defined by advisory altitude/ heights will ensure compliance with SDF minimum altitude/height requirements.

2.12.5 A MAPt is designated for each procedure; it is normally located at the point where the radar approach terminates (Radar Termination Range (RTR)). However, where operationally advantageous, the MAPt for the 2 NM SRA may be designated as 1 NM after RTR (i.e., 1 NM before touch down zone).

***Note:*** *Where the MAPt is designated as 1 NM after RTR, talkdown will still cease at 2 NM (RTR), and it will be the pilot's responsibility to determine when the MAPt has been reached.*

## 3 Departing Flights

3.1 Aerodrome specific departure procedures can be found in the relevant AD 2.21 Noise Abatement Procedures, AD 2.22 Flight Procedures and AD 2.24 charts.

## 4 Other Relevant Information and Procedures

4.1 **FM Broadcast Interference**

4.1.1 Aircraft ILS/VOR equipment may experience interference from high powered FM broadcast stations in the radio frequency band 88 - 108 MHz (GEN 3.4 refers). Pilots are warned that instrument approach procedures based on ILS/VOR may not be available.

4.2 **Protection of Instrument Approach Procedures at Aerodromes outside Controlled Airspace**

4.2.1 Aerodromes located outside Controlled Airspace, for which Instrument Approach Procedures (IAP) are published, are identified by a 'feathered arrow' symbol on the Aeronautical Charts ICAO Scale 1: 500 000 United Kingdom and the Topographical Air Charts of the United Kingdom Scale 1: 250 000. Portrayal on these charts is provided to assist pilots of VFR flights to avoid confliction with IFR traffic at these aerodromes. Pilots are urged to take this information into account in their pre-flight planning.

## ENR 1.5 HOLDING, APPROACH AND DEPARTURE PROCEDURES (continued)

4.2.2 For further information relating to Air Traffic Services at Aerodromes outside Controlled Airspace, please refer to GEN 3.3 Air Traffic Services.

# ENR 1.6 ATS SURVEILLANCE SERVICES AND PROCEDURES

## 1 Primary Radar

### 1.1 General

1.1.1 Generally, the UK subscribes to the procedures for the use of ATS surveillance systems in the provision of ATS which are detailed within PANS-ATM (Doc 4444). Exceptions are the ATS surveillance service provided to VFR flights in class E airspace, and to all flights in class G airspace. These arrangements are described in ENR 1.1 paragraph 2 and summarised in ENR 1.6 paragraph 1.2.

### 1.2 Types of ATS Surveillance Service

1.2.1 **ICAO References**

Doc 4444, paragraph 8.

1.2.2 The provision of an Air Traffic Service is dependent upon specific types of airspace. Details of the services provided are stated in the table below.

**Table** (see also maps at ENR 6-9, ENR 6-10, ENR 6-70 and ENR 6-71).

| Type of Airspace | Type of Service | ATC action with regard to Unknown Aircraft that may be in Unsafe Proximity to the Aircraft in Receipt of an Air Traffic Service |
|---|---|---|
| Class A, C and D Airspace. | Radar Control Service | If ATS surveillance system derived, or other information, indicates that the unknown aircraft is lost, has experienced radio failure or is making an unauthorised penetration of the airspace - avoiding action shall be given and traffic information shall be passed. |
| Class E Airspace, Controlled Airspace in which VFR flight without ATC clearance is permitted. | | Pass traffic information unless the controller's primary function of sequencing and separating IFR flights is likely to be compromised.<br>Avoiding action will be given at the request of pilots but to limits decided by the controller or if information has been received which indicates that a position indication/symbol may be a particular aircraft that is lost or experiencing radio failure. |
| Class G Airspace and Temporary Reserved Areas and all other airspace. | Deconfliction Service or Traffic Service | Traffic information will be passed followed by advice on avoiding action.<br>or<br>Traffic information will be passed but no avoiding action is to be given. The pilot is responsible for his own separation. |

### 1.3 ATS Surveillance Service Outside Controlled Airspace

1.3.1 **London Control - Requests for Deconfliction Service or Traffic Service**

1.3.1.1 In order to avoid excessive RTF conversations on the frequencies used by 'London Control', pilots who intend to request such a service from 'London Control' are to make their initial request on the London Information frequency appropriate to their geographical position. The FISO will co-ordinate with the appropriate Radar Sector and subsequently inform the pilot whether or not a Deconfliction Service or Traffic Service can be provided and, if so, on what frequency.

1.3.1.2 Pilots should note that no Deconfliction Service or Traffic Service will be available on any London Control Frequency below FL 70. In any case a serviceable transponder will be a pre-requisite for either service.

### 1.4 Radar Vectoring — Controlled Airspace

1.4.1 At certain aerodromes where the associated Controlled Airspace does not encompass the Surveillance Minimum Altitude Area (SMAA), aircraft may be vectored outside the notified airspace for approaches to certain runways. The aerodromes and runways to which this procedure may apply are listed below:

| Aerodromes | Runways | Aerodromes | Runways |
|---|---|---|---|
| Bournemouth | 08 | Prestwick | 20 |
| Leeds Bradford | 14 | Southend | 05/23 |
| London/City | 27 | Teesside International | 05 |

### 1.5 Radar Vectoring for ILS Approach

1.5.1 **ICAO Reference**

Doc 4444, Chapter 8, paragraph 8.9.4.

1.5.2 Aircraft being positioned for final approach will be given a heading to close with the localizer at a range of at least 5 NM from the runway threshold and at a level below the glide path. The pilot will be told to complete the turn on and to report established on ILS, but at this point if he requests it, ATC will give another vector to bring the aircraft on to the localizer. If the pilot wishes to lock himself on to the localizer, he must ask permission from ATC when there is still time for the action to take place without crossing the

localizer.

1.5.3 On occasions in order to maintain the correct spacing between aircraft, ATC will deliberately vector the aircraft through the localizer for approach from the other side. Pilots will be warned when this manoeuvre is being given.

## 1.6 Terrain Clearance

1.6.1 **ICAO Reference**

Doc 4444, Chapter 8, paragraphs 8.6.5.2 and 8.6.5.3.

1.6.2 Controllers will ensure that levels assigned to IFR flights when in receipt of a Radar Control Service will provide at least the minimum terrain clearances given below:

1.6.2.1 Within 30 NM of the radar antenna but excluding the Final and Intermediate Approach Area: 300 M above any fixed obstacle which is closer than 5 NM to the aircraft or which is situated within the area 15 NM ahead of and 20 degrees either side of the aircraft's track. These distances may be reduced to 3 NM and 10 NM respectively where official CAA approval has been promulgated. Levels assigned to aircraft during initial approach will also provide this terrain clearance.

1.6.2.2 Outside 30 NM from the Radar Antenna, for flights on Airways, 300 M above any fixed obstacle within 15 NM of the centre-line; otherwise 300 M above any fixed obstacle within 30 NM of the aircraft.

1.6.2.3 Radar Controllers have no responsibility for the terrain clearance of, and will not assign levels to, aircraft operating Special VFR or VFR within controlled airspace which accept radar vectors.

***Note:*** *In sections of ATS Routes where the base is defined as a Flight Level, the lowest usable level normally provides not less than 1500 FT Terrain Clearance.*

1.6.3 Within Class G Airspace, regardless of the service being provided, pilots are ultimately responsible for terrain clearance.

1.6.3.1 A Deconfliction Service shall only be provided to aircraft operating at or above the ATC unit's terrain safe level, unless on departure from an aerodrome when climbing to the ATC unit's terrain safe level, or when following notified instrument approach procedures.

1.6.3.2 Subject to ATS surveillance system coverage, a Traffic Service may be provided below ATC unit terrain safe levels. However, levels allocated by controllers shall be terrain safe unless an agreement is reached with the pilot, or such levels form part of VFR clearances for aerodrome arrival or to enter controlled airspace that by necessity require flight below the unit terrain safe levels. Controllers shall only instigate heading allocations when the aircraft is at or above an ATC unit's terrain safe level. However, if pilots request a heading from the controller whilst operating below the ATC unit terrain safe level, this may be provided as long as the controller reminds the pilot that he remains responsible for terrain clearance.

1.6.4 **ATC Surveillance Minimum Altitude Charts**

1.6.4.1 In November 2007, ICAO introduced new charting requirements for the depiction of minimum altitudes issued by a controller providing an ATC Surveillance service under the title ATC Surveillance Minimum Altitude Chart (ATCSMAC). The purpose of the ATCSMAC is to provide information that will enable flight crews to monitor and cross check altitudes assigned whilst receiving vectoring instructions from air traffic controllers.

1.6.4.2 In the UK, the ATCSMAC depicts the Surveillance Minimum Altitude Area(s) in the vicinity of a designated aerodrome. For the purposes of the UK application of ATCSMACs, the following definition of a Surveillance Minimum Altitude Area (SMAA) will apply:

'A Surveillance Minimum Altitude Area is a defined area in the vicinity of an aerodrome, in which the minimum safe levels allocated by a controller vectoring IFR flights with Primary and/or Secondary Radar equipment have been predetermined.'

1.6.4.3 Charts for individual aerodromes appear in the AIP Aerodrome Section (AD 2-EGXX-5-1). Each chart includes the following:

a) Outline of the Surveillance Minimum Altitude Area(s);
b) significant obstructions and spot heights;
c) minimum initial altitudes within the Surveillance Minimum Altitude Area(s) and detailed geographic delineation;
d) Final Approach Tracks;
e) Intermediate Approach Areas (where appropriate);
f) aerodrome elevation;
g) Transition Altitude;
h) Missed Approach instructions;
i) loss of communication procedures.

1.6.4.4 Further information about the criteria used in the design of ATCSMACs will be included in CAP 777 - ATC Surveillance Minimum Altitude Charts in UK Airspace, Policy and Design Criteria.

CAP 777 is available at: www.caa.co.uk (Publications).

# ENR 1.6 ATS SURVEILLANCE SERVICES AND PROCEDURES (continued)

## 1.7 Navigational Assistance

1.7.1 **ICAO Reference**

Doc 4444, Chapter 8, paragraph 8.6.6.

1.7.2 In order that a controller may provide the most appropriate advice/instructions, the pilot of an aircraft requesting navigational assistance when in receipt of an ATS surveillance service shall state the reason (eg to avoid areas of adverse weather or unreliable navigational instruments) and giving as much information as possible in the circumstances.

1.7.3 Identified aircraft operating within controlled airspace are deemed to be separated from unknown aircraft flying in adjoining uncontrolled airspace. However, whenever practicable the controller will aim to keep aircraft under his control at least 2 NM within the boundary of controlled airspace.

## 1.8 Weather Avoidance

1.8.1 **ICAO Reference**

Doc 4444, Chapter 8, paragraph 8.6.9.

1.8.2 In order to avoid weather, if a controller considers it expedient for the aircraft to leave controlled airspace, the pilot will be advised and will be responsible for accepting the detour into uncontrolled airspace.

1.8.3 In controlled airspace, a pilot using an aircraft radar and intending to detour around observed weather, must obtain a clearance from the controller before doing so. Under these circumstances, if it is necessary to leave controlled airspace the pilot must request permission to re-join.

# 2 Secondary Surveillance Radar (SSR)

## 2.1 General

2.1.1 In accordance with the Air Navigation Order, a SSR Mode S transponder shall be operated within the airspace notified at GEN 1.5, paragraph 5.3.1. In all other airspace, when a serviceable SSR transponder is carried, a pilot shall operate the transponder at all times during flight, regardless of whether the aircraft is within or outside airspace where SSR is used for ATS purposes in accordance with SERA.13001(a) and should enable pressure-altitude reporting if available, in order to facilitate detection of their aircraft by collision avoidance systems and ATS surveillance equipment.

2.1.2 Except for flight in airspace designated by the CAA for mandatory operation of transponder, aircraft without sufficient electrical power supply are exempted from the requirement to operate the transponder at all times.

2.1.3 In airspace where the operation of transponders is not mandatory, pilots of suitably equipped aircraft shall comply with paragraph 2.2.2.1.2.

2.1.4 With the exceptions detailed in paragraph 2 pilots **shall:**

a) If proceeding from an area where a specific Mode A code has been assigned to the aircraft by an ATS Unit, maintain that code setting unless otherwise instructed;
b) select or reselect Mode A codes, or switch off the equipment when airborne only when instructed by an ATS Unit;
c) acknowledge Mode A code setting instructions by reading back the code to be set;
d) select Mode C pressure-altitude reporting mode of the transponder simultaneously with Mode A unless otherwise instructed by an ATS Unit;

***Note:*** *Where the term Mode C pressure-altitude reporting is used, the information and requirements also apply to pressure-altitude reporting employed by Mode S transponders in response to interrogations from Mode S radars.*

e) when reporting levels under routine procedures or when requested by ATC, state the current altimeter reading to the nearest 100 FT. This is to assist in the verification of Mode C pressure-altitude reporting data transmitted by the aircraft.

***Note:*** *If, on verification there is a difference of more than 200 FT between the level readout and the reported level, the pilot will normally be instructed to switch off the Mode C pressure-altitude reporting mode of the transponder. If independent switching of Mode C pressure-altitude reporting is not possible, the pilot will be instructed to select Mode A code 0000 to indicate a transponder malfunction.*

## 2.2 Special Purpose Mode A Codes

2.2.1 Some Mode A codes are reserved internationally for special purposes and should be selected as follows:

a) Code 7700. To indicate an emergency condition, this code should be selected as soon as is practicable after declaring an emergency situation, and having due regard for the over-riding importance of controlling aircraft and containing the emergency. However, if the aircraft is already transmitting a discrete code and receiving an air traffic service, that code may be retained at the discretion of either the pilot or the controller;

b) Code 7600. To indicate a radio failure;
c) Code 7500. To indicate unlawful interference with the planned operation of a flight, unless circumstances warrant the use of Code 7700;
d) Code 1000. To indicate an aircraft conducting IFR flight as GAT, where the downlinked aircraft identification is validated as matching the aircraft identification entered in the flight plan;
e) Code 2000. When:

i. entering United Kingdom airspace from an adjacent region where the operation of transponders has not been required; or
ii. when operating within United Kingdom airspace in accordance with IFR and is either not receiving an ATS or has not received a specific instruction from ATS concerning the setting of the transponder; or
iii. unless instructed otherwise by ATS, Mode S transponder equipped aircraft on the aerodrome surface when under tow, or parked and prior to selecting Off or STBDY.

f) Code 7007. This code is allocated to aircraft engaged on airborne observation flights under the terms of the Treaty on Open Skies. Flight Priority Category B status has been granted for such flights and details will be published by NOTAM.

***Note:*** *The Mode C pressure-altitude reporting mode of the transponder should be selected with all of the above Mode A codes.*

2.2.2 **Mode A Conspicuity Codes**

2.2.2.1 **General Conspicuity Codes**

2.2.2.1.1 When operating at and above FL 100 pilots of aircraft shall select the relevant Mode A conspicuity code (see paragraph 2.2.2.1.3) **and** the Mode C pressure-altitude reporting mode of the transponder except:

a) When receiving a service from an ATS Unit or Air Surveillance and Control System Unit which requires a different setting;
b) When circumstances require the use of one of the Special Purpose Mode A codes or one of the other specific Mode A conspicuity codes assigned in accordance with the UK SSR Code Allocation Plan as detailed in the table at paragraph 2.6 of ENR 1.6.

2.2.2.1.2 When operating a SSR equipped aircraft below FL 100 in circumstances where the operation of SSR transponders is not mandatory, pilots shall select the relevant Mode A conspicuity code (see paragraph 2.2.2.1.3) with Mode C pressure-altitude reporting if available, except:

a) As in sub-paragraphs 2.2.2.1.1 (a) and 2.2.2.1.1 (b); or
b) When selecting a Monitoring Code (see paragraph 2.2.5).

2.2.2.1.3 Types:

*7000 – VFR conspicuity code: when operating within United Kingdom airspace in accordance with VFR and have not received a specific instruction from ATS concerning the setting of the transponder.

*2000 – IFR conspicuity code: when operating within United Kingdom airspace in accordance with IFR and have not received a specific instruction from ATS concerning the setting of the transponder.

2.2.2.2 **Other Conspicuity Codes**

2.2.2.2.1 In addition to Special Purpose Codes and the General Conspicuity Codes detailed above, there are a number of other conspicuity codes in the UK SSR Code Allocation Plan, as detailed in the table at paragraph 2.6 of ENR 1.6. For ease of reference, those not specific to particular locations or ATS Units are listed in the table below:

| Code | Use | Conditions/Remarks |
|---|---|---|
| *0024 | Radar Flight Evaluation/Calibration | Aircraft conducting radar evaluation/calibration flights shall only squawk 0024 for the duration of the trial. The code shall not be used whilst transiting to/from the trial; in such circumstances the appropriate Mode A code as per paragraph 2.2.2.1 should be selected.<br>May be selected at pilot's discretion. |
| *0033 | Aircraft Paradropping | Unless a discrete Mode A code has already been assigned, pilots of transponder equipped aircraft should select Mode A code 0033, together with Mode C pressure altitude reporting mode of the transponder, five minutes before the drop commences until the drop is complete and parachutists or loads are known or estimated by the pilot to be on the ground. |
| *0450 | Blackpool Basic Service Conspicuity | Aircraft in receipt of a Basic Service from Blackpool Approach.<br>Shall only be selected with ATC direction. |
| *1177 | London AC (Swanwick) FIS | Aircraft in receipt of a Basic Service from London Information.<br>Shall only be selected with ATC direction. |
| *4520 | Oxford Approach Basic Service | Aircraft in receipt of a Basic Service from Oxford Approach. Shall only be selected with ATC direction. |

# ENR 1.6 ATS SURVEILLANCE SERVICES AND PROCEDURES (continued)

| Code | Use | Conditions/Remarks |
|---|---|---|
| *7001 | Military Fixed-Wing Low Level Conspicuity and Climb-out | For use by military fixed-wing aircraft on passing 2000 FT MSD in the descent to the UK Low Flying System (LFS) and retained whilst operating in the LFS. When a radar service is required on climb-out from the LFS, the code will be retained until alternative instructions are passed by an ATC Unit.<br>May be selected at pilot's discretion. |
| *7002 | Danger Areas General | May be selected at pilot's discretion. |
| *7003 | Red Arrows Transit/Display | May be selected at pilot's discretion. |
| *7004 | Aerobatics and Display | For use by civil or military aircraft conducting solo or formation aerobatic manoeuvres, whilst displaying, practising or training for a display or for aerobatics training or general aerobatic practice.<br>Unless a discrete Mode A code has already been assigned, pilots of transponder equipped aircraft should select *7004, together with Mode C pressure-altitude reporting mode of the transponder, five minutes before commencement of their aerobatic manoeuvres until they cease and resume normal operations.<br>Pilots are encouraged to contact ATS Units and advise them of the lateral, vertical and temporal limits within which they will be operating and using *7004.<br>Controllers are reminded that *7004 must be considered as unvalidated and the associated Mode C pressure-altitude reporting data unverified.<br>Traffic information will be passed to aircraft receiving a service as follows:<br>'Unknown aerobatic traffic, (number) o'clock (distance) miles opposite direction/crossing left/right indicating (altitude) unverified (if Mode C pressure-altitude reporting data is displayed)'.<br>May be selected at pilot's discretion. |
| *7005 | High-Energy Manoeuvres | Unless a discrete Mode A code has already been assigned, outside controlled airspace below FL 195 and outwith the UK Low Flying System, pilots of military fast-jet aircraft should select *7005 prior to engaging in sustained high-energy manoeuvres. This will highlight to controllers the nature of the flight. Controllers should expect such aircraft to perform sudden and unpredictable changes in altitude and heading, and should be prepared to react accordingly. Controllers are reminded that the *7005 must be considered as unvalidated and the associated Mode C pressure-altitude reporting data unverified.<br>May be selected at pilot's discretion. |
| *7006 | Autonomous Operations within a TRA and TRA(G) | For use by military aircraft conducting autonomous operations within a TRA or TRA(G).<br>May be selected at pilot's discretion. |
| *7010 | Operating in an Aerodrome Traffic Pattern | For use by aircraft operating in an aerodrome traffic pattern, when instructed to do so by an ATS Unit or local operating instructions.<br>Shall only be selected with ATC direction or in accordance with local aerodrome procedures. |
| *7401 | Scottish FIS | Aircraft in receipt of a Basic Service from Scottish Information.<br>Shall only be selected with ATC direction. |

2.2.2.2.2 **Pilots are warned of the need for caution when selecting Mode A conspicuity codes in the 70xx series, due to the proximity of the Special Purposes Mode A codes.**

2.2.2.2.3 **Controllers are reminded that codes annotated with * are used for conspicuity, co-ordination or special purposes and the Mode A and associated Mode C pressure-altitude reporting data must be considered unvalidated and unverified.**

2.2.2.2.4 The use of aerodrome-specific conspicuity codes detailed in the UK SSR Code Plan (Table at paragraph 2.6 of ENR 1.6) should be strictly in accordance with local operating instructions/procedures as published by the relevant aerodrome.

2.2.3 **Transponder Testing**

2.2.3.1 Transponder testing has the potential to generate false SSR returns, thereby incorrectly triggering safety nets such as TCAS and short term conflict alert, with consequential disruption to flight crews and ATC and potential to cause an adverse safety impact. Therefore, individuals or Organisations intending to conduct ground-based transponder testing and maintenance shall take necessary precautions to ensure transponder transmissions cannot be erroneously identified as valid replies by airborne or ground interrogator systems that may detect them. Consequently, the following steps are strongly recommended:

a) Set the Mode A code to *0002 (UK-specific ground transponder testing code);
b) Use effective screening or absorption devices on the antennas or physically connect the ramp test set to the antenna system;
c) Where possible, conduct the testing inside a hangar, as this may provide additional shielding;

# ENR 1.6 ATS SURVEILLANCE SERVICES AND PROCEDURES (continued)

d) Manually set the Mode C pressure-altitude data to either a high value (eg over 60000 FT) or an unrealistically low value (eg 2000 FT below ground);
e) Select the transponder(s) to 'OFF' or 'STANDBY' when testing is complete.

2.2.3.2 Additional guidance on transponder testing can be found in ICAO Annex 10 Vol IV, JAA TGL 13 and EUROCAE ED-73C.

2.2.4 **SSR Site Monitors/Far Field Monitors**

2.2.4.1 SSR site monitors, sometimes referred to as Far Field Monitors (FFMs) for Mode S radars, shall use Mode A codes *7776 and *7777, along with Mode C pressure-altitude data set to either a high value (eg over 60000 FT) or an unrealistically low value (eg 2000 FT below ground).

2.2.4.2 Mode S FFMs will also require an ICAO 24-bit address to uniquely identify them. These addresses shall be allocated as part of the National IFF/SSR Committee approval process. For further details contact: nisc@caa.co.uk

2.2.5 **Frequency Monitoring Codes**

2.2.5.1 In order to both prevent and mitigate the consequences of airspace infringements, pilots operating close to the peripheries of certain controlled airspace and monitoring the relevant frequency (but not requiring an Air Traffic Service) should select a local SSR conspicuity code and the Mode C pressure-altitude mode (if available) as specified to indicate they are monitoring the promulgated ATC frequency. This facility also exists for aircraft routing close to certain airfields outside controlled airspace to advise ATC that pilots are monitoring their frequency.

2.2.5.2 This will allow the appropriate Air Traffic Control Unit to attempt to establish contact with an aircraft which is displaying such a code and which is considered to be infringing, or is likely to infringe, controlled airspace in order to resolve an actual or potential infringement quickly and efficiently. For units outside controlled airspace, this will allow Air Traffic Control to attempt to establish contact with pilots in order to resolve potential conflictions. Selection of such codes does not imply the provision of any form of Air Traffic Service and the use of such codes does not prevent a pilot from requesting an Air Traffic Service at any time should they subsequently decide they require one.

2.2.5.3 In such circumstances, blind transmissions will be made by Air Traffic Control on the appropriate frequency including the code, position, level (if appropriate) and direction of flight of the observed contact. The Mode S-derived callsign may also be used. A pilot monitoring the frequency who suspects, on the basis of the information provided, that theirs is the aircraft being referred to should contact Air Traffic Control accordingly. At this point a discrete code may be assigned to confirm identity. The controller will establish the requirements of the pilot and will confirm the type of Air Traffic Service available. Exceptionally, Air Traffic Control may issue immediate instructions or advice to resolve a particular situation. For aircraft outside controlled airspace, Air Traffic Control may request the pilot's compliance to achieve coordination. If, after positive identification or on the basis of additional information provided by the pilot it is felt that the aircraft responding is not the aircraft concerned, the pilot will be informed accordingly and may continue to monitor the frequency and if necessary revert to the appropriate monitoring code.

2.2.5.4 Use of monitoring codes does not imply that any form of Air Traffic Service is being provided. The code and any associated Mode C pressure-altitude reporting data is considered to be unvalidated and unverified. Pilots remain responsible for their own navigation and in particular for obtaining permission to enter controlled airspace and Aerodrome Traffic Zones from the appropriate agency.

2.2.5.5 Any pilot who believes they are flying in the vicinity of the aerodromes listed below who is lost or temporarily uncertain of position should immediately seek navigational assistance from the appropriate radar unit. Alternatively, they should select code 0030 and contact London Centre on 121.500 MHz for assistance.

2.2.5.6 **Codes in Use**

| Area/Aerodrome | SSR Code | Remarks |
|---|---|---|
| Aberdeen Airport | * 4270 | This code may be used when flying in the vicinity of Aberdeen Airport and operating outside of the Aberdeen CTR/Aberdeen CTA but within the area defined in EGPD AD 2.22 FLIGHT PROCEDURES. |
| Belfast Aldergrove | * 7045 | This code may be used when flying in the vicinity of Belfast Aldergrove, within the area defined in EGAA AD 2.22 FLIGHT PROCEDURES. |
| Belfast City | * 4255 | This code may be used when flying in the vicinity of Belfast/City, within the area defined in EGAC AD 2.22 FLIGHT PROCEDURES. |
| Birmingham | * 0010 | This code may be used when flying in the vicinity of Birmingham within the area defined in EGBB AD 2.22 FLIGHT PROCEDURES. |
| Bournemouth | * 0011 | This code may be used when flying in the vicinity of Bournemouth Control Zone and monitoring Bournemouth Radar Frequency within the area defined in EGHH AD 2.22 FLIGHT PROCEDURES. The delineation with Solent is west of a line between Stoney Cross VRP and Hurst Castle VRP. |
| Bristol | * 5077 | This code may be used when flying in the vicinity of Bristol controlled airspace within the area defined in EGGD AD 2.22 FLIGHT PROCEDURES. |
| Brize Norton | * 3727 | This code may be used when flying outside of Brize Norton Zone and monitoring Brize Radar Channel 124.280. |

# ENR 1.6 ATS SURVEILLANCE SERVICES AND PROCEDURES (continued)

| Area/Aerodrome | SSR Code | Remarks |
|---|---|---|
| Cardiff Airport | * 3636 | This code may be used when flying in the vicinity of Cardiff Airport and operating outside of the Cardiff CTR/Cardiff CTA but within the area defined in EGFF AD 2.22 FLIGHT PROCEDURES. |
| East Midlands | * 4572 | This code may be used when flying in the vicinity of the East Midlands Control Zones/ Areas and monitoring the East Midlands Radar Frequency. Pilots should refer to UK AIP EGNX AD 2.22 FLIGHT PROCEDURES for further details. |
| Edinburgh | * 0440 | This code may be used when flying in the vicinity of Edinburgh within in the area defined in EGPH AD 2.22 FLIGHT PROCEDURES. |
| Farnborough | * 4572 | This code may be used when flying in the vicinity of Farnborough; VFR within Class E airspace and VFR or IFR in Class G airspace. Pilots must monitor the LARS West Frequency. All pilots should refer to UK AIP EGLF AD 2.22 FLIGHT PROCEDURES for further details. |
| Glasgow Airport | * 2620 | This code may be used when flying in the vicinity of Glasgow Airport within the area defined in EGPF AD 2.22 FLIGHT PROCEDURES. |
| Hawarden | * 4607 | This code may be used when flying in the vicinity of Hawarden within the area defined in EGNR AD 2.22 FLIGHT PROCEDURES. |
| Leeds Bradford | * 2677 | This code may be used when flying in the vicinity of Leeds Bradford within in the area defined in EGNM AD 2.22 FLIGHTPROCEDURES. |
| Liverpool | * 5060 (5067 for students flying solo) | This code may be used when flying in the vicinity of Liverpool and operating outside of the Liverpool CTR/Liverpool CTA but within the area defined in EGGP AD 2.22 FLIGHT PROCEDURES. |
| London City/ London Heathrow | * 0012 | This code may be used when flying in the vicinity of London City and London Heathrow and operating outside of the London CTR/London City CTR/London CTA but within the area defined in EGLC AD 2.22 FLIGHT PROCEDURES and EGLL AD 2.22 FLIGHT PROCEDURES. |
| London Gatwick | * 7012 | This code may be used when flying in the vicinity of London Gatwick and operating outside of the London Gatwick CTR/London Gatwick CTA but within the area defined in EGKK AD 2.22 FLIGHT PROCEDURES. |
| London Luton CTR/ CTA | * 0013 | This code may be used when flying in the vicinity of London Luton and operating outside of the London Luton CTR/ London Luton CTA but within the area defined in EGGW AD 2.22 FLIGHT PROCEDURES. |
| London Stansted | * 7013 | This code may be used when flying in the vicinity of Stansted and operating outside of the Stansted CTR/Stansted CTA but within the area defined in EGSS AD 2.22 FLIGHT PROCEDURES. |
| Manchester | * 7366 (7367 for students flying solo) | This code may be used when flying in the vicinity of Manchester and operating outside of the Manchester CTR/Manchester CTA but within the area defined in EGCC AD 2.22 FLIGHT PROCEDURES. |
| Newcastle Airport | * 3737 | This code may be used when flying in the vicinity of Newcastle Airport and operating outside of the Newcastle CTR/ Newcastle CTA but within the area defined in EGNT AD 2.22 FLIGHT PROCEDURES. |
| Norwich Airport | * 7350 | This code may be used when flying in the vicinity of Norwich Airport, operating outside of Norwich CTR/Norwich CTA and monitoring Norwich Radar Frequency 119.355 MHz. Refer to EGSH AD 2.22 FLIGHT PROCEDURES for further details. |
| Oxford Airport | * 4517 | This code may be used when flying in the vicinity of Oxford Airport and operating outside of the Brize Norton CTR but within the area defined in EGTK AD 2.22 FLIGHT PROCEDURES. |
| Southampton | * 7011 | This code may be used when flying in the vicinity of Southampton and operating outside of the Southampton CTR/Solent CTA but within the area defined in EGHI AD 2.22 FLIGHT PROCEDURES. |
| Southend | * 5050 | This code may be used when flying in the vicinity of Southend and operating outside of the Southend CTR/Southend CTA but within the area defined in EGMC AD 2.22 FLIGHT PROCEDURES. |
| Teesside | * 7047 | This code may be used when flying in the vicinity of Teesside Aerodrome, and operating outside of controlled airspace, but within the area defined in EGNV AD 2.22 FLIGHT PROCEDURES. |
| Warton Aerodrome | * 3660 | This code may be used when flying in the vicinity of Warton Aerodrome, and operating outside of controlled airspace, but within the area defined in EGNO AD 2.22 FLIGHT PROCEDURES. |

## 2.3 Mode S Aircraft Identification

2.3.1 To comply with ICAO airborne equipment requirements, all Mode S transponder equipped aircraft engaged in international civil aviation must incorporate an Aircraft Identification Feature (sometimes referred to as Flight Identity or Flight ID). Correct setting of Aircraft Identification is essential for the correlation of radar tracks with flight plan data in Air Traffic Management (ATM) and Airport Operator ground systems. Data analysed by the Eurocontrol AMP has shown that many Mode S compliant aircraft are transmitting

# ENR 1.6 ATS SURVEILLANCE SERVICES AND PROCEDURES (continued)

an incorrect Aircraft Identification, for example, incorrectly setting ABC_123 instead of ABC123.

2.3.2 **Incorrect Aircraft Identification settings compromise the safety and ATM benefits of Mode S and will prohibit automatic flight plan correlation, which could affect subsequent ATC clearances and sequencing.**

2.3.3 In accordance with ICAO Doc 8168 (PANS-OPS) Vol I, Part III, Section 4, Chapter 1, paragraph 1.3, flight crew of aircraft equipped with Mode S having an Aircraft Identification Feature shall set the Aircraft Identification in the transponder. This setting shall correspond to the Aircraft Identification specified in item 7 of the ICAO flight plan, or if no flight plan has been filed, the aircraft registration or as detailed in paragraph 2.3.4.1.

2.3.4 Aircraft Identification, not exceeding 7 alphanumeric characters, is to be entered in item 7 of the flight plan and set in the aircraft as follows:

2.3.4.1 Either,

a) The ICAO three letter designator (not the IATA two letter designator) for the aircraft operating agency followed by the flight identification, for example, BAW213 or JTR25, when:

   i. In radiotelephony, the callsign used consists of the ICAO telephony designator for the operating agency followed by the flight identification, for example, SPEEDBIRD 213 or HERBIE 25.

   Or,

b) The registration marking of the aircraft, for example, G-INFO or EIAKO, when:

   i. In radiotelephony, the callsign used comprises the registration marking alone, for example, G-INFO, or is preceded by the ICAO telephony designator for the operating agency, for example, SVENAIR EIAKO;
   ii. the aircraft is not equipped with radio.

   Or,

c) The callsign determined by the military authorities if this will be used to identify the aircraft in radiotelephony during flight.

***Note 1:*** *When the Aircraft Identification consists of less than 7 characters, no zeros, dashes or spaces are to be added, either before or between the characters. Only alphanumeric characters are to be used. Nothing should be added after the final character of the registration. For example, an aircraft registered 'G-INFO' would be input as 'GINFO'.*

***Note 2:*** *Appendix 2 to ICAO Doc 4444 (PANS-ATM) refers. ICAO designators and telephony designators for aircraft operating agencies are contained in ICAO Doc 8585.*

2.3.5 Flight crew of aircraft which have the capability to change the downlinked aircraft identification feature when airborne shall not change the downlinked aircraft identification feature during the flight unless requested by the air navigation service provider.

## 2.4 Transponder Failure

2.4.1 Failure before intended departure

2.4.1.1 If the transponder fails before intended departure and cannot be repaired pilots shall:

a) Plan to proceed as directly as possible to the nearest suitable aerodrome where repair can be made;
b) inform ATS as soon as possible preferably before the submission of a flight plan. When granting clearance to such aircraft, ATC will take into account the existing and anticipated traffic situation and may have to modify the time of departure, flight level or route of the intended flight;
c) insert in item 10 of the ICAO flight plan under SSR the letter N for complete unserviceability of the transponder or in the case of partial failure, the letter corresponding to the remaining transponder capability, including unserviceability of any Mode S functionality, as specified in ICAO Doc 4444, Appendix 2.

2.4.2 Failure after departure

2.4.2.1 If the transponder fails after departure or en-route, ATS Units will endeavour to provide for continuation of the flight in accordance with the original flight plan. In certain traffic situations this may not be possible particularly when the failure is detected shortly after take-off. The aircraft may then be required to return to the departure aerodrome or to land at another aerodrome acceptable to the operator and to ATC. After landing, pilots shall make every effort to have the transponder restored to normal operation. If the transponder cannot be repaired then the provisions in paragraph 2.4.1.1 apply.

2.4.3 At present the temporary failure of Mode C alone would not restrict the normal operation of the flight.

## 2.5 Radio Telephony Phraseology For Use With SSR.

This is in accordance with ICAO Doc 4444, Chapter 12, para 12.4.3.

# ENR 1.6 ATS SURVEILLANCE SERVICES AND PROCEDURES (continued)

## 2.6 UK SSR Code Allocation Plan

(as detailed in the table at ENR 1.6-9 (See also notes below)).

***Note 1:*** *Pilots are not to preselect Mode A code settings for discrete codes until instructed to do so by the appropriate controlling agency.*

***Note 2:*** *The codes or series annotated * are used for conspicuity, co-ordination or special purposes and, unless procedures have been agreed with UK CAA Safety and Airspace Regulation Group, the Mode A code and associated Mode C pressure-altitude reporting data must be considered unvalidated and unverified.*

***Note 3:*** *These codes are assigned by Aberdeen for helicopters operating in Northern North Sea Off-shore area and out to 5° West.*

***Note 4:*** *Ground based transponder equipment.*

***Note 5:*** *This code is allocated to Transit (ORCAM) UK and is temporarily assigned for use by London Control (Swanwick) FIS. Notwithstanding, it retains all the properties and protection of an ORCAM Transit code.*

***Note 6:*** *These codes will be assigned to aircraft on air policing missions operating under Air Defence Priority Flight (ADPF) status. NATO Air Surveillance and Control System (ASACS) units, NATO Airborne Early Warning aircraft or military ATCCs will normally control the aircraft. The actual controlling unit for a particular flight will be notified by the relevant NATO ASACS unit to the military ATC supervisor whose area of responsibility contains the intended route of the ADPF aircraft. The military ATC supervisor will then inform the relevant civil ATCC. Where any doubt about the controlling agency exists, the relevant military ATC supervisor with the responsibility for the area within which the ADPF aircraft is operating should be contacted in the first instance.*

***Note 7:*** *This code is assigned by the FISO to aircraft requesting entry into Controlled Airspace for the purpose of joining or crossing the ATS Route network. Pilots shall only select the code when they are within two-way communication with the London FIS. Where available, the Mode C pressure-altitude reporting mode of the transponder should also be selected. If communication is lost or the aircraft leaves the FIS frequency, pilots shall deselect this special purpose code. The assignment of this code does not imply the provision of a radar service and the code and any associated Mode C pressure-altitude reporting data must be considered to be unvalidated and unverified.*

***Note 8:*** *All Spadeadam squawks indicating flight above FL 50 will be validated and verified by Spadeadam ATC.*

***Note 9:*** *This conspicuity code shall be used by aircraft operating in an Off-shore Safety Area (OSA) when contact with the Area Air Traffic Service Provider (ATSP) has not been established and no other code has previously been allocated.*

***Note 10:*** *These codes will be assigned to Unmanned Aeronautical Vehicles operating within an active danger area, which will be validated but may be unverified.*

***Note 11:*** *Aircraft operating within, and in the vicinity of, EGD123, EGD124, EGD125, EGD126, EGD128.*

***Note 12:*** *This conspicuity code shall be used by Unmanned Aerial Systems/Remotely Piloted Aircraft that have lost communications with their remote pilot and are following a pre-programmed Lost Link flight profile.*

***Note 13:*** *This code may also be used for Blackpool Instrument Training.*

***Note 14:*** *For use within a 20 NM radius of Land's End up to 4000 FT AMSL.*

***Note 15:*** *Codes allocated to HQ Air Command are reserved for the purpose of major Operations or Exercises under HQ Air Command control including national events coordinated under HQ 11 Gp.*

***Note 16:*** *Codes "On loan to CCAMS" may be reallocated to Special Events (e.g. Royal International Air Tattoo) providing at least two weeks' notice is submitted to SSRCodeAllocation@caa.co.uk.*

***Note 17:*** *Uncrewed Air Systems operating Beyond Visual Line of Sight in segregated airspace authorised by CAA via ACP. This SSR code is not to be utilised within unsegregated airspace and only selected with express permission of CAA. When the system is being provided a Flight Information Service or requires positive identification to enable control, a discrete SSR codes from the controlling unit is to be utilised.*

| Codes / Series | Controlling Authority / Function |
|---|---|
| * 0000 | SSR data unreliable |
| * 0001 | Height Monitoring Unit **(See note 4)** |
| * 0002 | Ground Transponder Testing **(Refer to ENR 1.6, paragraph 2.2.3)** |
| * 0003 | Surrey/Sussex HEMS (HLE60) |
| 0004 — 0005 | Scottish Non-standard Flights |
| * 0006 | British Transport Police ASU |
| * 0007 | Off-shore Safety Area (OSA) Conspicuity **(See note 9)** |
| * 0010 | This code may be used when flying in the vicinity of Birmingham, operating outside of Birmingham CTR/ Birmingham CTA and monitoring Birmingham Radar frequency **(Refer to ENR 1.6, paragraph 2.2.5)** |
| * 0011 | Aircraft operating in the vicinity of Bournemouth Control Zone and monitoring Bournemouth Radar Frequency West **(Refer to ENR 1.6, paragraph 2.2.5)** |
| * 0012 | This code may be used when flying in the vicinity of London City and London Heathrow and monitoring Thames Director frequency **(Refer to ENR 1.6, paragraph 2.2.5)** |

# ENR 1.6 ATS SURVEILLANCE SERVICES AND PROCEDURES (continued)

| Codes / Series | Controlling Authority / Function |
|---|---|
| * 0013 | This code may be used when flying in the vicinity of London Luton and monitoring Luton Radar frequency **(Refer to ENR 1.6, paragraph 2.2.5)** |
| * 0014 | Kent Air Ambulance (HLE21) |
| * 0015 | Essex Air Ambulance (HLE07) |
| * 0016 | Thames Valley Air Ambulance (HLE24) |
| * 0017 | London Air Ambulance (HLE27) |
| * 0020 | Air Ambulance Helicopter Emergency Medivac |
| * 0021 | Fixed-wing aircraft (Receiving service from a ship) |
| * 0022 | Helicopter(s) (Receiving service from a ship) |
| * 0023 | Aircraft engaged in actual SAR Operations |
| * 0024 | Radar Flight Evaluation/Calibration **(Refer to ENR 1.6, paragraph 2.2.2.2)** |
| 0025 | Scottish Non-standard Flights |
| * 0026 | Special Tasks |
| * 0027 | London Control (Swanwick) Ops Crossing/Joining CAS **(See note 7)** |
| * 0030 | FIR Lost |
| * 0031 | Hertfordshire Air Ambulance (HLE55) |
| * 0032 | Aircraft engaged in police air support operations |
| * 0033 | Aircraft Paradropping **(Refer to ENR 1.6, paragraph 2.2.2.2)** |
| * 0034 | Antenna trailing/target towing/glider towing |
| * 0035 | Selected Flights - Helicopters |
| * 0036 | Helicopter Pipeline/Powerline Inspection Flights |
| * 0037 | Royal Flights - Helicopters |
| * 0040 | Civil Helicopters North Sea |
| * 0041 — 0061 | Police Air Support |
| * 0062 — 0076 | Battlespace Management Force HQ |
| * 0077 | Allocated by CAA |
| * 0100 | HQ Air Command **(See note 15)** |
| 0101 — 0117 | Transit (ORCAM) Brussels |
| 0120 — 0137 | Transit (ORCAM) Germany |
| 0140 — 0177 | Transit (ORCAM) Amsterdam |
| * 0200 | HQ Air Command **(See note 15)** |
| 0201 — 0277 | Allocated to NATS as CCAMS redundancy |
| * 0300 | HQ Air Command **(See note 15)** |
| 0301 — 0377 | Assigned by CCAMS |
| * 0400 | HQ Air Command **(See note 15)** |
| * 0401 | RAF Leeming Conspicuity |
| 0401 — 0417 | Birmingham Radar |
| 0401 — 0437 | Ireland Domestic |
| 0401 — 0450 | Exeter Approach |
| 0401 — 0461 | RAF Lakenheath |
| 0402 — 0437 | RAF Leeming |
| * 0420 | Coventry Conspicuity |
| 0421 — 0427 | Farnborough Zone/Approach Radar IFR/SVFR |
| * 0430 | Hawarden Airport Conspicuity Code |
| 0430 — 0437 | Edinburgh Approach |
| 0430 — 0456 | Farnborough LARS West |
| 0431 — 0446 | Hawarden Approach |
| * 0440 | This code may be used when flying in the vicinity of Edinburgh, operating outside of Edinburgh CTR/ Edinburgh CTA and monitoring Edinburgh Radar frequency **(Refer to ENR 1.6, para 2.2.5)** |
| 0441 — 0443 | Edinburgh Approach |

# ENR 1.6 ATS SURVEILLANCE SERVICES AND PROCEDURES (continued)

| Codes / Series | Controlling Authority / Function |
|---|---|
| * 0450 | Blackpool Basic Service Conspicuity |
| * 0451 | Blackpool Procedural Service Conspicuity **(See note 13)** |
| * 0452 | Morecambe Bay Helicopter Conspicuity |
| * 0453 | Liverpool Bay Helicopter Conspicuity |
| 0455 | Ekofisk RMZ |
| * 0457 | Farnborough LARS West VFR Conspicuity Code for periods when no discrete SSR code is available |
| 0460 — 0467 | Farnborough Zone VFR |
| * 0462 — 0467 | USAFE autonomous use in EGD323 complex and Vale of York AIAA. |
| 0470 — 0477 | Allocated to NATS as CCAMS redundancy |
| * 0500 | HQ Air Command **(See note 15)** |
| 0501 — 0577 | Assigned by CCAMS |
| * 0600 | HQ Air Command **(See note 15)** |
| 0601 — 0637 | Transit (ORCAM) Germany |
| 0640 — 0677 | Transit (ORCAM) Paris |
| * 0700 | HQ Air Command **(See note 15)** |
| 0701 — 0727 | Transit (ORCAM) Maastricht |
| 0730 — 0767 | Assigned by CCAMS |
| 0770 — 0777 | Transit (ORCAM) Maastricht |

| Codes / Series | Controlling Authority / Function |
|---|---|
| 1000 | IFR GAT flights operating in designated Mode S Airspace |
| 1001 — 1067 | Transit (ORCAM) Spain |
| 1070 — 1077 | Assigned by CCAMS |
| * 1100 | HQ Air Command **(See note 15)** |
| 1101 — 1137 | Transit (ORCAM) Germany |
| 1140 — 1176 | Assigned by CCAMS |
| * 1177 | London Control (Swanwick) FIS **(Refer to ENR 1.6, paragraph 2.2.2.2 and note 5)** |
| * 1200 | HQ Air Command **(See note 15)** |
| 1201 — 1247 | Channel Islands Domestic |
| 1250 — 1257 | Assigned by CCAMS |
| 1260 — 1277 | Queen Elizabeth Class aircraft carrier operations |
| * 1300 | HQ Air Command **(See note 15)** |
| * 1301 — 1306 | Assigned by CAA |
| 1307 — 1327 | NATO - Air Policing (Air Defence Priority Flights) **(See note 6)** |
| 1330 — 1377 | Transit (ORCAM) Germany |
| * 1400 | HQ Air Command **(See note 15)** |
| 1401 — 1407 | Irish CCAMS Contingency Codes |
| 1410 — 1477 | Assigned by CCAMS |
| * 1500 | HQ Air Command **(See note 15)** |
| * 1501 — 1577 | Battlespace Management Force HQ |

# ENR 1.6 ATS SURVEILLANCE SERVICES AND PROCEDURES (continued)

| Codes / Series | Controlling Authority / Function |
|---|---|
| * 1600 | HQ Air Command **(See note 15)** |
| * 1601 — 1677 | Battlespace Management Force HQ |
| * 1700 | HQ Air Command **(See note 15)** |
| * 1701 — 1727 | Battlespace Management Force HQ |
| 1730 — 1746 | Newquay Approach |
| 1730 — 1746 | Farnborough LARS East |
| * 1730 — 1767 | RAF Spadeadam **(See note 8)** |
| 1730 — 1776 | RAF Coningsby |
| * 1747 | Farnborough LARS East Conspicuity |
| * 1747 | Newquay Conspicuity |
| 1750 — 1757 | Farnborough Zone (IFR/SVFR) |
| 1750 — 1756 | Newquay Approach |
| * 1757 | Newquay LARS when no discrete SSR code is available |
| 1760 — 1777 | RNAS Yeovilton Fighter Control |
| * 1777 | RAF Coningsby Conspicuity |

| Codes / Series | Controlling Authority / Function |
|---|---|
| * 2000 | Conspicuity when entering United Kingdom airspace from an adjacent region where the operation of transponders has not been required; or when operating within United Kingdom airspace in accordance with IFR and is either not receiving an ATS or has not received a specific instruction from ATS concerning the setting of the transponder; or unless instructed otherwise by ATS, Mode S transponder equipped aircraft on the aerodrome surface when under tow, or parked and prior to selecting Off or STBDY. **(Refer to ENR 1.6, paragraphs 2.2.1 e and 2.2.2.1.3)** |
| 2001 — 2077 | Assigned by CCAMS |
| * 2100 | HQ Air Command **(See note 15)** |
| 2101 — 2147 | Transit (ORCAM) Amsterdam |
| 2150 — 2177 | Assigned by CCAMS |
| * 2200 | HQ Air Command **(See note 15)** |
| 2201 — 2277 | Assigned by CCAMS |
| * 2300 | HQ Air Command **(See note 15)** |
| 2301 — 2377 | Transit (ORCAM) France |
| * 2400 | HQ Air Command **(See note 15)** |
| * 2401 — 2477 | Battlespace Management Force HQ |
| * 2500 | HQ Air Command **(See note 15)** |
| 2501 — 2577 | Transit (ORCAM) Germany |
| * 2600 | HQ Air Command **(See note 15)** |
| 2601 — 2617 | Glasgow Approach |
| 2601 — 2637 | RAF Cranwell |
| 2601 — 2645 | MoD Boscombe Down |
| 2601 — 2657 | Irish Domestic Westbound departures and Eastbound arrivals |
| * 2620 | This code may be used when flying in the vicinity of Glasgow, operating outside of Glasgow CTR/ Glasgow CTA and monitoring Glasgow Radar frequency **(Refer to ENR 1.6 para 2.2.5)** |
| 2621 — 2630 | Aberdeen (Sumburgh Approach) |
| 2631 — 2637 | Aberdeen (Northern North Sea Off-shore) **(See note 3)** |
| 2640 — 2642 | RAF Cranwell - Lincolnshire AIAA |
| 2640 — 2657 | Aberdeen (Northern North Sea Off-shore - Sumburgh Sector) **(See note 3)** |

# ENR 1.6 ATS SURVEILLANCE SERVICES AND PROCEDURES (continued)

| Codes / Series | Controlling Authority / Function |
|---|---|
| 2643 — 2644 | RAF Cranwell |
| * 2645 | RAF Cranwell Conspicuity |
| 2646 — 2647 | RAF Cranwell |
| 2646 — 2647 | MoD Boscombe Down - UAS |
| * 2650 | MoD Boscombe Down Conspicuity |
| 2650 — 2653 | Leeds Bradford Approach |
| 2651 — 2657 | MoD Boscombe Down |
| * 2654 | Leeds Bradford Conspicuity |
| 2655 — 2676 | Leeds Bradford Approach |
| * 2660 | Thruxton conspicuity |
| 2660 — 2677 | Aberdeen (Northern North Sea Off-shore) **(See note 3)** |
| 2661 — 2675 | Middle Wallop |
| * 2676 | Middle Wallop Conspicuity |
| 2677 | Middle Wallop Conspicuity |
| * 2677 | This code may be used when flying in the vicinity of Leeds Bradford and monitoring the Leeds Radar Frequency **(Refer to ENR 1.6, para 2.2.5)** |
| * 2700 | HQ Air Command **(See note 15)** |
| 2701 — 2737 | Assigned by CCAMS |
| 2740 — 2777 | Transit (ORCAM) Zurich |

| Codes / Series | Controlling Authority / Function |
|---|---|
| 3000 | NATO Aircraft receiving a service from AEW aircraft |
| 3001 — 3077 | Transit (ORCAM) Zurich |
| 3100 | NATO Aircraft receiving a service from AEW aircraft |
| 3101 — 3127 | Transit (ORCAM) Germany |
| 3130 — 3177 | Transit (ORCAM) Amsterdam |
| 3200 | NATO Aircraft receiving a service from AEW aircraft |
| 3201 — 3277 | Transit (ORCAM) Turkey - may also be Assigned by CCAMS |
| 3300 | NATO Aircraft receiving a service from AEW aircraft |
| 3301 — 3303 | Swanwick (Military) Special Tasks |
| 3304 — 3306 | Aircraft receiving a service from London D&D Cell |
| * 3307 | D&D Conspicuity Training Fix |
| 3310 — 3367 | Swanwick (Military) |
| 3370 — 3377 | Allocated to NATS as CCAMS redundancy |
| 3400 | NATO Aircraft receiving a service from AEW aircraft |
| 3401 — 3477 | Assigned by CCAMS |
| 3500 | NATO Aircraft receiving a service from AEW aircraft |
| 3501 — 3507 | Transit (ORCAM) Luxembourg |
| 3510 — 3537 | Assigned by CCAMS |
| 3540 — 3577 | Transit (ORCAM) Berlin |
| 3600 | NATO Aircraft receiving a service from AEW aircraft |
| 3601 — 3623 | RAF Benson |
| 3601 — 3632 | Scottish UK FIS Purposes |
| 3601 — 3634 | RAF Waddington |

# ENR 1.6 ATS SURVEILLANCE SERVICES AND PROCEDURES (continued)

| Codes / Series | Controlling Authority / Function |
|---|---|
| 3601 — 3647 | Jersey Approach |
| 3601 — 3657 | Cardiff Approach |
| * 3624 | RAF Benson Conspicuity |
| 3625 — 3627 | RAF Benson |
| * 3636 | This code may be used when flying in the vicinity of Cardiff, operating outside of Cardiff CTR/Cardiff CTA and monitoring Cardiff Approach frequency **(Refer to ENR 1.6, para 2.2.5)** |
| * 3637 | Wycombe Air Park Conspicuity. Not to be used outside 20 NM from the airfield. |
| 3640 — 3645 | RAF Odiham |
| 3640 — 3666 | RAF Marham |
| 3640 — 3677 | Aberdeen (Northern North Sea Off-shore) **(See note 3)** |
| 3641 — 3647 | BAE Systems Warton |
| * 3646 | RAF Odiham Conspicuity |
| 3646 — 3657 | Cardiff Approach |
| * 3647 | RAF Odiham Visual Circuit/MATZ Conspicuity when in Contact with Odiham Tower |
| 3650 — 3653 | RAF Odiham |
| * 3650 | BAE Systems Warton Conspicuity |
| 3651 — 3657 | BAE Systems Warton |
| * 3660 | This code may be used when flying in the vicinity of Warton Aerodrome and monitoring Warton Radar frequency **(Refer to ENR 1.6, para 2.2.5)** |
| 3660 — 3665 | Solent Approach (Southampton) |
| 3661 — 3677 | BAE Systems Warton |
| * 3666 | Solent Radar Conspicuity |
| * 3667 | RAF Marham - FIS Conspicuity |
| 3667 — 3677 | Solent Approach (Southampton) |
| 3700 | NATO Aircraft receiving a service from AEW aircraft |
| 3701 — 3706 | Norwich Approach |
| 3707 | Norwich Basic Service |
| 3710 | Norwich Approach |
| * 3701 — 3717 | Military aircraft under service from RN AEW aircraft in South West Approaches |
| 3701 — 3736 | RAF Brize Norton |
| 3701 — 3727 | Guernsey Approach |
| 3701 — 3767 | RAF Lossiemouth |
| 3720 — 3725 | RAF Valley |
| 3720 — 3727 | RAF Wittering Approach/Director |
| 3720 — 3766 | Newcastle Approach |
| 3726 | RAF Valley Basic Service |
| * 3727 | This code may be used when flying in the vicinity of RAF Brize Norton, operating outside of Brize Norton CTR and monitoring Brize Norton LARS frequency (Refer to ENR 1.6, paragraph 2.2.5) |
| * 3727 | RAF Valley |
| 3730 — 3736 | RAF Valley |
| 3730 — 3747 | RAF Wittering Tutor Operations |
| * 3737 | RAF Valley - Visual Recovery |
| * 3737 | RAF Brize Norton Approach Conspicuity |
| * 3737 | This code may be used when flying in the vicinity of Newcastle, operating outside of Newcastle CTR and Newcastle CTA and monitoring Newcastle Radar frequency **(Refer to ENR 1.6, para 2.2.5)** |
| 3740 — 3745 | RAF Brize Norton |
| 3740 — 3747 | RAF Valley |
| * 3750 | RAF Wittering Zone Conspicuity (Basic Service) |
| 3750 — 3751 | RAF Valley |
| 3750 — 3761 | TC Gatwick |
| 3751 — 3757 | RAF Wittering Zone Transits |
| 3752 | RAF Valley - RIFA |
| * 3753 | RAF Valley - Low Level Helicopters |
| * 3754 | RAF Valley - Special Tasks |
| 3755 — 3756 | RAF Valley |
| 3757 | RAF Valley Rotary at RAF Mona |
| 3760 | RAF Wittering |

# ENR 1.6 ATS SURVEILLANCE SERVICES AND PROCEDURES (continued)

| Codes / Series | Controlling Authority / Function |
|---|---|
| 3760 — 3762 | RAF Valley |
| 3761 | RAF Wittering – Cranwell/Wittering/Cranwell VFR Transit |
| * 3762 | Shoreham ATS IFR |
| 3762 | RAF Wittering |
| * 3763 | Shoreham ATS VFR |
| 3763 — 3765 | RAF Valley - Approach/Director |
| 3764 — 3766 | Gatwick Tower |
| 3766 — 3767 | RAF Valley |
| * 3767 | Redhill Approach Conspicuity |
| * 3767 | Newcastle Approach Conspicuity |
| 3770 — 3777 | Western Radar |

| Codes / Series | Controlling Authority / Function |
|---|---|
| 4000 | NATO Aircraft receiving a service from AEW aircraft |
| 4001 — 4077 | Transit (ORCAM) France |
| 4100 | NATO Aircraft receiving a service from AEW aircraft |
| 4101 — 4177 | Transit (ORCAM) Germany |
| 4200 | NATO Aircraft receiving a service from AEW aircraft |
| 4201 — 4210 | Western Radar |
| 4211 — 4214 | Assigned by CAA |
| 4215 — 4247 | Assigned by CCAMS |
| 4250 — 4257 | Belfast City Approach |
| 4250 — 4267 | Aberdeen Approach |
| 4250 — 4277 | Humberside Approach |
| * 4255 | This code may be used when flying in the vicinity of Belfast/City, operating outside of Belfast/City CTR/ Belfast TMA and monitoring Belfast Approach frequency **(Refer to ENR 1.6, para 2.2.5)** |
| * 4270 | This code may be used when flying in the vicinity of Aberdeen Airport and operating outside of the Aberdeen CTR/ Aberdeen CTA **(Refer to ENR 1.6, para 2.2.5)** |
| 4300 | NATO Aircraft receiving a service from AEW aircraft |
| 4301 — 4305 | Assigned by CAA |
| * 4306 | Lee-on-Solent Conspicuity |
| 4307 — 4317 | London Control Non-Standard Flights |
| 4320 — 4327 | Ireland Domestic |
| 4320 — 4327 | RNAS Yeovilton |
| 4330 — 4337 | UK Domestic (Prestwick Centre Special Sector Codes) |
| 4340 — 4353 | UK Domestic (Scottish Special Sector Codes) |
| * 4354 — 4356 | Westland Helicopters Yeovil |
| 4357 | Ireland Domestic |
| * 4357 | RNAS Yeovilton Conspicuity |
| 4360 — 4361 | Oil Survey Helicopters - Faeroes/Iceland Gap |
| * 4360 — 4367 | Westland Helicopters Yeovil |
| 4360 — 4367 | RAF Northolt |
| 4370 — 4377 | Anglia Radar |
| 4370 — 4377 | Ireland Domestic |
| 4370 — 4377 | RNAS Yeovilton |
| 4400 | NATO Aircraft receiving a service from AEW aircraft |
| 4401 — 4427 | Transit (ORCAM) Brussels |
| 4430 — 4477 | Assigned by CCAMS |
| 4500 | NATO Aircraft receiving a service from AEW aircraft |

# ENR 1.6 ATS SURVEILLANCE SERVICES AND PROCEDURES (continued)

| Codes / Series | Controlling Authority / Function |
|---|---|
| * 4501 | Land's End GNSS Approach **(See note 14)** |
| * 4501 | Wattisham Conspicuity |
| 4501 — 4516 | Oxford Approach |
| 4501 — 4517 | Prestwick Approach |
| 4502 — 4547 | Wattisham Approach |
| 4506 | RAF Topcliffe |
| * 4517 | This code may be used when flying in the vicinity of Oxford Airport and monitoring Oxford Radar frequency **(Refer to ENR 1.6, para 2.2.5)** |
| * 4520 | Prestwick Conspicuity |
| * 4520 | Oxford Approach Basic Service |
| * 4521 — 4527 | West Wales Radar (NQY) |
| * 4530 | MoD Aberporth Conspicuity |
| * 4530 | Gloucestershire Airport Instrument Approach Training |
| 4530 — 4546 | Plymouth (Military) Radar |
| 4531 — 4537 | MoD Aberporth |
| * 4531 | Gloucestershire Airport Conspicuity only to be used within 25 NM and 10,000 FT of the airfield and monitoring the Gloucestershire Airport Frequency |
| * 4540 — 4542 | MoD Aberporth **(See note 10)** |
| * 4540 — 4541 | RAF Topcliffe Conspicuity Code |
| * 4543 | West Wales Airport UAS Conspicuity Code. Shall only be selected with AFIS direction. |
| * 4547 | Plymouth (Military) Radar conspicuity |
| 4550 — 4567 | Plymouth (Military) Radar |
| 4550 — 4567 | Isle of Man |
| 4550 — 4570 | East Midlands Radar |
| * 4571 | East Midlands LARS Basic Service Conspicuity |
| * 4572 | Aircraft operating outside of East Midlands Controlled Airspace/Zone and monitoring East Midlands Radar frequency **(Refer to ENR 1.6, paragraph 2.2.5)** |
| * 4572 | Farnborough LARS West VFR Frequency Monitoring Code **(Refer to ENR 1.6, paragraph 2.2.5)** |
| * 4573 | Costock Helicopters operating inside East Midlands CTR - Conspicuity |
| * 4574 | Southdown Gliding Club Conspicuity |
| * 4575 | Southend Airport Conspicuity |
| * 4575 | Haverfordwest RNP Approach Conspicuity. Only to be used within 20 NM and 10,000 FT of the aerodrome |
| * 4576 | Walney Aerodrome Conspicuity. Only to be used within 25 NM and 10,000 FT of the aerodrome and in communication with Walney ATS. |
| * 4576 | RAF Honington |
| * 4577 | Allocated by the CAA |
| 4600 | NATO Aircraft receiving a service from AEW aircraft |
| * 4601 | MoD Ops in Salisbury Plain Training Area **(See note 11)** |
| 4602 — 4607 | Anglia Radar |
| * 4607 | This code may be used when flying in the vicinity of Hawarden and monitoring the Hawarden Radar Frequency **(Refer to ENR 1.6 para 2.2.5)** |
| 4610 — 4667 | Assigned by CCAMS |
| 4670 — 4676 | TC Stansted/TC Luton |
| * 4677 | Luton Airport Tower Conspicuity |
| 4700 | NATO Aircraft receiving a service from AEW aircraft |
| 4701 — 4777 | Assigned by CCAMS |

| Codes / Series | Controlling Authority / Function |
|---|---|
| 5000 | NATO Aircraft receiving a service from AEW aircraft |
| 5001 — 5012 | London Control Non-Standard Flights |
| 5013 — 5017 | Assigned by CCAMS |
| 5020 — 5036 | Farnborough LARS North |
| * 5037 | Farnborough LARS North Conspicuity |
| 5040 — 5047 | Assigned by CAA |
| * 5050 | Liverpool Conspicuity |

# ENR 1.6 ATS SURVEILLANCE SERVICES AND PROCEDURES (continued)

| Codes / Series | Controlling Authority / Function |
|---|---|
| * 5050 | This code may be used when flying in the vicinity of Southend and monitoring Southend Radar Frequency **(Refer to ENR 1.6, para 2.2.5)** |
| 5050 — 5067 | Bristol Approach |
| 5050 — 5067 | Southend Approach |
| 5051 — 5067 | Liverpool Airport |
| * 5060 (or 5067 for students flying solo) | This code may be used when flying in the vicinity of Liverpool and monitoring the Liverpool Radar Frequency **(Refer to ENR 1.6, para 2.2.5)** |
| * 5070 — 5071 | Bristol VFR Conspicuity |
| * 5070 — 5071 | RAF Syerston Conspicuity |
| 5072 — 5076 | Bristol Approach |
| * 5077 | This code may be used when flying in the vicinity of Bristol Airport, operating outside of Bristol CTR/ Bristol CTA and monitoring Bristol Radar frequency **(Refer to ENR 1.6, para 2.2.5)** |
| * 5077 | Sherburn-in-Elmet and Leeds East RNP Approach Conspicuity. Only to be used within 20 NM and 10,000 FT of the aerodrome |
| * 5077 | Cumbernauld RNP Approach Conspicuity. Only to be used within 20 NM and 10,000 FT of the aerodrome |
| 5100 | NATO Aircraft receiving a service from AEW aircraft |
| 5101 — 5107 | Assigned by CAA |
| 5110 — 5137 | NATS |
| 5140 — 5177 | Assigned by CCAMS |
| 5200 | NATO Aircraft receiving a service from AEW aircraft |
| 5201 — 5270 | Assigned by CCAMS |
| 5271 — 5277 | Transit (ORCAM) Channel Islands |
| 5300 | NATO Aircraft receiving a service from AEW aircraft |
| 5301 — 5377 | Transit (ORCAM) Barcelona |
| 5400 | NATO Aircraft receiving a service from AEW aircraft |
| 5401 — 5477 | Assigned by CCAMS |
| 5500 | NATO Aircraft receiving a service from AEW aircraft |
| 5501 — 5577 | Transit (ORCAM) Barcelona |
| 5600 | NATO Aircraft receiving a service from AEW aircraft |
| 5601 — 5647 | Transit (ORCAM) Paris |
| 5650 — 5657 | Transit (ORCAM) Luxembourg |
| 5660 — 5664 | Allocated to NATS as CCAMS redundancy |
| 5665 — 5676 | Assigned by CCAMS |
| 5677 | Medical emergency in France |
| 5700 | NATO Aircraft receiving a service from AEW aircraft |
| 5701 — 5777 | Transit (ORCAM) Geneva |

| Codes / Series | Controlling Authority / Function |
|---|---|
| * 6000 | Uncrewed Air System BVLOS Trial Conspicuity operating within segregated airspace and specifically authorised by CAA (**See note 17**) |
| * 6001 — 6037 | On loan to CCAMS **(See note 16)** |
| 6040 — 6077 | Swanwick (Military) |
| * 6100 | HQ Air Command **(See note 15)** |

# ENR 1.6 ATS SURVEILLANCE SERVICES AND PROCEDURES (continued)

| Codes / Series | Controlling Authority / Function |
|---|---|
| 6101 — 6157 | Swanwick (Military) |
| 6160 — 6175 | Cambridge Approach |
| 6160 — 6176 | Inverness Radar |
| 6160 — 6177 | Plymouth (Military) Radar |
| 6161 — 6167 | Doncaster Sheffield (CAA Reserved) |
| 6171 — 6177 | Doncaster Sheffield (CAA Reserved) |
| * 6176 | Cambridge VFR Conspicuity |
| * 6177 | Cambridge IFR Conspicuity |
| * 6177 | Inverness Conspicuity |
| * 6200 | HQ Air Command **(See note 15)** |
| 6201 — 6257 | Assigned by CCAMS |
| 6260 — 6277 | Transit (ORCAM) Amsterdam |
| * 6300 | HQ Air Command **(See note 15)** |
| 6301 — 6377 | Assigned by CCAMS |
| * 6400 | HQ Air Command **(See note 15)** |
| 6401 — 6457 | Swanwick (Military) Radar |
| 6460 — 6467 | Assigned by CCAMS |
| 6470 — 6477 | Allocated to NATS as CCAMS redundancy |
| * 6500 | HQ Air Command **(See note 15)** |
| 6501 — 6577 | CRC Boulmer |
| * 6600 | HQ Air Command **(See note 15)** |
| 6601 — 6677 | Transit (ORCAM) Germany |
| * 6700 | HQ Air Command **(See note 15)** |
| 6701 — 6777 | Transit (ORCAM) France |

| Codes / Series | Controlling Authority / Function |
|---|---|
| * 7000 | Conspicuity when operating within United Kingdom airspace in accordance with VFR and have not received a specific instruction from ATS concerning the setting of the transponder**. (Refer to ENR 1.6, paragraph 2.2.2.1.3)** |
| * 7001 | Military Fixed-wing Low Level Conspicuity/ Climb-out **(Refer to ENR 1.6, paragraph 2.2.2.2)** |
| * 7002 | Danger Areas General |
| * 7003 | Red Arrows Transit/Display |
| * 7004 | Conspicuity Aerobatics and Display **(Refer to ENR 1.6, paragraph 2.2.2.2)** |
| * 7005 | High-Energy Manoeuvres |
| * 7006 | Autonomous Operations within TRA and TRA (G) **(Refer to ENR 1.6, paragraph 2.2.2.2)** |
| 7007 | Open Skies Observation Aircraft |
| * 7010 | Operating in Aerodrome Traffic Pattern **(Refer to ENR 1.6, paragraph 2.2.2.2)** |
| * 7011 | This code may be used when flying in the vicinity of Southampton Airport and monitoring Solent Radar frequency **(Refer to ENR 1.6, paragraph 2.2.5)** |
| * 7012 | This code may be used when flying in the vicinity of London Gatwick and monitoring Gatwick Director frequency **(Refer to ENR 1.6, para 2.2.5)** |
| * 7013 | This code may be used when flying in the vicinity of Stansted and monitoring Stansted Radar frequency **(Refer to ENR 1.6, para 2.2.5)** |
| 7014 — 7017 | Allocated to NATS as CCAMS redundancy |
| 7020 — 7027 | Assigned by CCAMS |
| * 7030 | RNAS Culdrose Conspicuity |
| 7030 — 7044 | Aldergrove Approach |

# ENR 1.6 ATS SURVEILLANCE SERVICES AND PROCEDURES (continued)

| Codes / Series | Controlling Authority / Function |
|---|---|
| 7030 — 7046 | TC Thames/TC Heathrow |
| 7030 — 7046 | Teesside International Airport |
| 7030 — 7077 | Aberdeen (Northern North Sea Off-shore) **(See note 3)** |
| 7031 — 7077 | RNAS Culdrose |
| * 7045 | This code may be used when flying in the vicinity of Belfast Aldergrove, operating outside of Belfast Aldergrove CTR/ Belfast TMA and monitoring Aldergrove Approach frequency **(Refer to ENR 1.6, para 2.2.5)** |
| 7046 — 7047 | Aldergrove Approach |
| * 7047 | TC Thames (Biggin Hill Airport Conspicuity) |
| * 7047 | This code may be used when flying in the vicinity of Teesside, operating outside of Teesside CTR and Teesside CTA and monitoring Teesside Radar frequency **(Refer to ENR 1.6, para 2.2.5)** |
| * 7047 | RNAS Culdrose Conspicuity |
| 7050 — 7056 | TC Thames/TC Heathrow |
| 7050 — 7066 | Teesside International Airport |
| * 7057 | TC Thames (London City Airport Conspicuity) |
| * 7066 | Lydd Approach VFR |
| * 7067 | Teesside International Airport Conspicuity |
| * 7067 | Lydd Approach IFR |
| 7070 — 7076 | TC Thames/TC Heathrow |
| * 7077 | TC Thames (London Heliport Conspicuity) |
| * 7100 | SSR Code Saturation |
| 7101 — 7167 | Transit (ORCAM) Brussels |
| 7170 — 7177 | Transit (ORCAM) Luxembourg |
| * 7200 | RN Ships Conspicuity |
| 7201 — 7267 | Allocated to NATS as CCAMS redundancy |
| 7270 — 7277 | Assigned by CCAMS |
| * 7300 | MPA/DEFRA/Fishery Protection/AIRTASK146 |
| * 7300 | (Civil Contingency) Conspicuity |
| 7301 — 7327 | Assigned by CCAMS |
| 7330 — 7347 | Transit (ORCAM) Netherlands |
| * 7350 | Norwich Frequency Monitoring Code - This code may be used when flying in the vicinity of Norwich, operating outside of Norwich CTR/Norwich CTA and monitoring Norwich Radar Frequency **(Refer to ENR 1.6, paragraph 2.2.5)** |
| 7350 — 7353 | RNAS Culdrose |
| 7350 — 7361 | MoD Ops in EGD701 (Hebrides) |
| 7350 — 7363 | Manchester Approach |
| 7350 — 7376 | Bournemouth Approach/LARS |
| 7351 — 7377 | Norwich Approach |
| * 7354 — *7355 | RNAS Culdrose Conspicuity |
| * 7356 | RNAS Culdrose Conspicuity Code utilised by Penzance Heliport iaw local orders |
| * 7357 | RNAS Culdrose Conspicuity |
| 7360 — 7367 | RNAS Culdrose |
| * 7362 | MoD Ops in EGD702 (Fort George) |
| * 7365 | Manchester Barton Conspicuity |
| * 7366 (or 7367 for students flying solo) | This code may be used when flying in the vicinity of Manchester Airport and monitoring Manchester Radar frequency **(Refer to ENR 1.6, paragraph 2.2.5)** |
| 7367 — 7373 | Manchester Approach |
| * 7374 | Dundee Airport IFR Procedural Approach |
| * 7375 | Manchester TMA and Woodvale Local Area (Woodvale UAS and VGS Conspicuity) |
| * 7376 | Dundee Airport VFR Conspicuity |
| * 7377 | Bournemouth Radar Conspicuity |
| * 7400 | UAS/RPA Lost Link **(See note 12)** |

# ENR 1.6 ATS SURVEILLANCE SERVICES AND PROCEDURES (continued)

| Codes / Series | Controlling Authority / Function |
|---|---|
| * 7401 | Scottish FIS **(Refer to ENR 1.6, paragraph 2.2.2.2)** |
| * 7402 | RAF Leuchars Conspicuity |
| 7402 — 7414 | TC Stansted/TC Luton |
| 7402 — 7417 | RAF Shawbury |
| 7402 — 7436 | RNAS Yeovilton |
| 7402 — 7437 | Anglia Radar |
| 7403 — 7427 | RAF Leuchars |
| * 7417 | Cranfield Airport - IFR Conspicuity Purposes |
| * 7420 | RAF Shawbury Conspicuity |
| 7421 — 7425 | RAF Shawbury |
| * 7426 | RAF Shawbury Conspicuity |
| * 7427 | RAF Shawbury |
| 7430 — 7437 | RAF Shawbury |
| * 7437 | RNAS Yeovilton Conspicuity |
| 7440 — 7477 | Transit (ORCAM) France |
| * 7500 | Special Purpose Code - Hi-Jacking |
| 7501 — 7507 | Assigned by CCAMS |
| 7510 — 7535 | Transit (ORCAM) Switzerland |
| 7536 — 7537 | Assigned by CCAMS |
| 7540 — 7547 | Transit (ORCAM) Germany |
| 7550 — 7567 | Transit (ORCAM) Paris |
| 7570 — 7577 | Assigned by CCAMS |
| * 7600 | Special Purpose Code - Radio Failure |
| * 7601 | Special Purpose Code - European Radio Failure Procedure (Not Avaliable in UK FIR) |
| 7602 — 7617 | Allocated to NATS as CCAMS Redundancy (Prestwick Upper) |
| 7620 — 7677 | Assigned by CCAMS |
| * 7700 | Special Purpose Code - Emergency |
| 7701 — 7775 | Assigned by CCAMS |
| * 7776 — 7777 | SSR Monitors **(Refer to ENR 1.6, paragraph 2.2.4)** |

### 2.7 Centralised Code Assignment and Management System (CCAMS)

2.7.1 The UK is part of the Centralised Code Assignment and Management System (CCAMS). CCAMS optimises the efficiency of European SSR code management by centrally selecting a SSR Mode A code for each flight based on its area of applicability and distributing it to the appropriate ATS unit. The Originating Region Code Assignment Method (ORCAM) will continue to be used by those nations which are not participating in CCAMS for international flights. For participating nations CCAMS will allocate ORCAM compatible codes.

2.7.2 To mitigate against the risk of CCAMS failure or in the event of a potential confliction with a CCAMS allocated code, states are allocated blocks of codes that can be used in place of CCAMS if necessary. In the UK, these blocks of codes are managed by NATS and are articulated in Section 2.6 as “Allocated to NATS as CCAMS redundancy”.

## 3 Automatic Dependent Surveillance - Broadcast (ADS-B)

3.1 Commission Regulation (EU) No. 1207/2011, as amended, requires aircraft with a maximum certified take-off mass exceeding 5,700 KG or having a maximum cruising true airspeed capability greater than 250 KT, operating as GAT under IFR, to be equipped with ADS-B version 2, typically pairing of a 1090 MHz Mode S “Extended Squitter” (ES) Level 2 transponder with an approved GNSS navigation source to provide the required data items as per Annex II Part B of that regulation. This applies to transport-type State aircraft (military, customs or police fixed-wing aircraft operated for the purpose of transporting persons and/or cargo) unless notified to the UK CAA.

3.2 Aircraft that are unable to transmit ADS-B for technical or operational reasons will be accommodated by UK ANSPs through conventional surveillance e.g. Mode S. See section GEN 1.5.3.

3.3 The UK’s preferred national system to improve electronic conspicuity for general aviation is ADS-B using 1090 MHz. It is also likely

# ENR 1.6 ATS SURVEILLANCE SERVICES AND PROCEDURES (continued)

that ADS-B will become more prevalent as a source of surveillance data for all aircraft types and to providers of ATS.

3.4 Extended Squitter devices using uncertified GPS sources may require the Surveillance Integrity Level to be set to zero.

## 4 Other Relevant Information and Procedures

### 4.1 Lower Airspace Radar Service (LARS)

4.1.1 **Availability of Service**

4.1.1.1 The service is available to all aircraft flying outside Controlled Airspace up to FL 100, within the limits of radar/radio cover. The service will be provided within approximately 30 NM of each participating ATS Unit. Unless a participating ATS Unit is H24, the service will normally be available between Winter 0800 and 1700, Summer 0700 and 1600, Mondays to Fridays. However, as some participating Units may remain open to serve evening, night or weekend flying, pilots are recommended to call for the service irrespective of the published hours of ATS. If no reply is received after three consecutive calls, it should be assumed that the service is not available.

4.1.1.2 LARS will not normally be available from non-H24 Units at weekends and during public holidays.

4.1.1.3 Pilots intending to operate at or above FL 100 may be advised to contact an appropriate ATCRU and request a Deconfliction Service or a Traffic Service. However, as VHF frequencies at Military ATCRUs are not continuously monitored, unless in use, civil pilots may ask controllers to arrange a frequency on which to call the appropriate Unit.

4.1.2 **Description of Service**

4.1.2.1 The service provided will be a Deconfliction Service or Traffic Service as detailed at ENR 1.1, subsection 2 (UK Flight Information Service).

4.1.3 **Procedures**

4.1.3.1 Pilots intending to use the Lower Airspace Radar Service should note the participating ATS Units close to their intended track and establish two-way RTF communication on the appropriate frequency using the phraseology: '. . . .(Participating ATS Unit), . . . .(Aircraft callsign), request (Basic/Traffic/Deconfliction Service)'. Pilots may be asked to 'stand-by'. When asked to pass your message, pilots should pass the following information:

a) Callsign and type of aircraft;
b) departure aerodrome;
c) destination aerodrome;
d) present position;
e) level;
f) additional details/intentions as necessary (next route point, squawk code).

4.1.3.2 Aircraft will be identified and pilots so informed before radar service is given.

4.1.3.3 Under a Deconfliction Service or Traffic Service, participating LARS aircraft will be given the service in accordance with ENR 1.1, subsection 2 (UK Flight Information Service).

4.1.3.4 Whenever possible, aircraft will be handed over from controller to controller in an area of overlapping radar cover and pilots told to 'Contact' the next Unit. When this cannot be effected, pilots will be informed of their position and advised which Unit to call for further service.

4.1.3.5 If a pilot wishes to enter regulated airspace, even though he may be in receipt of a LARS beforehand, he remains responsible for obtaining the required clearances before entry. LARS Controllers may assist in obtaining clearance, if workload permits, but pilots must be prepared to carry out this task independently.

4.1.4 **Terrain Clearance**

4.1.4.1 Terrain clearance will be the responsibility of pilots. However, LARS Units will set a level or levels below which a Deconfliction Service is to be refused or terminated.

4.1.5 **Advice to Pilots**

4.1.5.1 The provision of LARS is at the discretion of the controllers concerned because they may be fully engaged in their primary tasks. Therefore, occasionally, the service may not be available.

4.1.5.2 Boscombe Down Service Limitations

4.1.5.2.1 Limited Traffic Service - At and below FL 40. Subject to ATC workload, pilots will be informed of any limitations to Deconfliction

# ENR 1.6 ATS SURVEILLANCE SERVICES AND PROCEDURES (continued)

Service and standard separation will be provided whenever possible.

4.1.5.3 Cardiff Radar Service Limitations

4.1.5.3.1 Due to limits of surveillance cover, a LARS may not be available below altitude 3000 FT. Pilots will be advised if LARS is not available and an alternative ATS may be offered.

4.1.5.4 Farnborough Service Limitations

4.1.5.4.1 Limited Traffic Service - At all altitudes/Flight Levels. Aircraft inbound to Farnborough should contact Farnborough Radar on 134.355 MHz. On weekdays (excluding PHs) LARS/MATZ service is not normally available on 125.250 MHz after 2000 HR (one hour earlier in summer). Traffic inbound to Odiham should contact Odiham Approach on 131.305.

4.1.5.4.2 Traffic Service is not available below altitude 1500 FT.

4.1.5.5 Warton Service Limitations

4.1.5.5.1 Warton PSR is suppressed in certain sectors to mitigate interference from ground clutter and wind turbines. Pilots will be advised of reduced service by Warton Radar.

4.1.6 **ATS Units Participating in the Lower Airspace Radar**

| Unit | Position | Frequency (MHz)/ Channel | Service Radius (NM) | Availability/ Remarks |
|---|---|---|---|---|
| Boscombe Down | 510912N 0014504W | 126.705 | 30 | Mon-Thu 0900-1700 (0800-1600), Fri 0900-1600 (0800-1500).<br>Opening hours may vary subject to operational flying requirements. |
| Bournemouth | 504648N 0015033W | 119.480 | 30 | 0800-2000 (0700-1900). |
| Brize Norton | 514500N 0013459W | 124.280 | 40 | 0900-1700 (0800-1600). |
| Cardiff | 512348N 0032036W | 119.155 | 40 | 0600-2300 (0500-2200). |
| Coningsby | 530535N 0000958W | 119.205 | 30 | Mon-Fri 0800-1700 (0700-1600). |
| Culdrose | 500507N 0051515W | 134.055 | 30 | Mon-Thu 0830-1700 (0730-1600), Fri 0830-1400 (0730-1300). |
| East Midlands | 524952N 0011940W | 134.180 | 30 | H24. |
| Exeter | 504404N 0032450W | 128.980 | 30 | Mon-Fri 0630-0230 (0500-0200), Sat 0600-2100 (0500-0200), Sun 0600-2200 (0500-0200). |
| Farnborough (West) | 511633N 0004635W | 125.250 | See ENR 6-11 | 0800-2000 (0700-1900).<br>See paragraph 4.1.7. |
| Farnborough (East) | 511633N 0004635W | 123.225 | | |
| Farnborough (North) | 511633N 0004635W | 132.800 | | |
| Humberside | 533428N 0002103W | 119.130 | 30 | 0630-2115 (0530-2015). |
| Leeming | 541733N 0013207W | 133.380 | 30 | Mon-Thu 0800-1800 (0700-1700), Fri 0800-1700 (0700-1600). |
| Leuchars | 562230N 0025132W | 126.505 | 40 | Mon-Fri 0900-1700 (0800-1600). |
| Lossiemouth | 574224N 0032016W | 119.575 | 40 | Mon-Fri 0900-1700 (0800-1600). |
| Marham | 523854N 0003302E | 124.155 | 30 | Mon-Thu 0800-2359 (0700-2300), Fri 0800-1800 (0700-1700). |
| Newcastle | 550217N 0014123W | 124.380 | 40 | H24. |
| Newquay | 502627N 0045943W | 133.405 | 60 | 0730-2130 (0630-2030). |
| Norwich | 524033N 0011658E | 119.355 | 30 | 0630-2130 (0530-2030). |
| Plymouth Military (West) | 501900N 0040700W | 121.255 | 40 | Mon-Thu 0800-1700 (0700-1600), Fri 0800-1400 (0700-1300). |
| Plymouth Military (East) | 503405N 0022659W | 124.150 | 40 | The East and West LARS areas are divided at the western edge of Berry Head CTA 1, 3 & 5. |
| Shawbury | 524737N 0024005W | 133.155 | 40 | Mon-Fri 0830-1700 (0730-1630). |
| Southend | 513417N 0004144E | 130.780 | 25 | 0900-1800 (0800-1700). |
| Teesside International | 543033N 0012546W | 118.855 | 40 | 0800-1800 (0700-1700). |
| Valley | 531450N 0043201W | 125.230 | 40 | Mon-Thu 0800-1800 (0700-1700), Fri 0800-1700 (0700-1600). |

# ENR 1.6 ATS SURVEILLANCE SERVICES AND PROCEDURES (continued)

| Unit | Position | Frequency (MHz)/ Channel | Service Radius (NM) | Availability/ Remarks |
|---|---|---|---|---|
| Waddington | 530958N 0003126W | 119.505 | 30 | Mon-Thu 0800-2000 (0700-1900), Fri 0800-1800 (0700-1700), Sat & Sun 1000-1700 (0900-1600). |
| Warton | 534442N 0025300W | 129.530 | 40 | Mon-Thu 0730-1900 (0630-1800), Fri 0730-1700 (0630-1600). |
| Yeovilton | 510030N 0023844W | 127.355 | 30 | Mon-Thu 0830-1600; Fri 0830-1300. |

4.1.7 **Farnborough LARS**

4.1.7.1 The co-ordinates of the Farnborough Radar Sectors are detailed below. The boundaries shown purely indicate the extent of the available service and DOES NOT infer that Farnborough LARS will be the controlling Authority for the crossing of either CAS or Military ATZs.

a) **LARS North**

520742N 0001825W - 520729N 0000708W - 520755N 0000723E - 520457N 0002608E - 520157N 0003808E - 515031N 0004700E – 514654N 0003118E – 513759N 0001801E – 513421N 0001707E – 513534N 0001246E – 513612N 0002639W - 513611N 0004133W - 514401N 0010541W thence clockwise by the arc of a circle radius 30 NM centred on 511631N 0004639W (Farnborough ARP) to 514550N 0005638W - 515411N 0004452W - 520742N 0001825W.

b) **LARS East**

511814N 0003550E - 505613N 0003110E - 504354N 0001455E - 504325N 0003247W - 504846N 0003247W - 510054N 0002700W - 511030N 0002352W thence clockwise by the arc of a circle radius 8 NM centred on 510853N 0001125W to 511118N 0002332W - 511242N 0001323W - 512013N 0001255W - 513611N 0001253W - 513534N 0001246E – 513421N 0001707E – 511833N 0002531E - 511814N 0003550E

c) **LARS West**

514401N 0010541W - 513611N 0004133W - 513612N 0002639W - 513611N 0001253W - 512013N 0001255W - 511242N 0001323W - 511118N 0002332W thence an arc radius 8 NM centred on 510853N 0001125W to 511030N 0002352W - 510054N 0002700W - 504846N 0003247W - 504325N 0003247W - 504313N 0004727W - 504957N 0010837W thence an arc 30 NM radius centred on 511631N 0004639W (Farnborough ARP) to 514401N 0010541W.

## 4.2 Radar Service - FL 100 and Above (Outside CAS)

4.2.1 **Availability of Service**

4.2.1.1 This service is available to all aircraft flying outside CAS in the London and Scottish FIRs between FL 100 and FL 190, and within active TRAs, subject to Unit capacity.

4.2.1.2 The military Units providing this service together with their boundaries are depicted on the chart at ENR 6-12. The table below shows their hours of operation, the RTF operating frequency on which this service is normally provided and a telephone number for pre-flight contact.

| Unit and Callsign | Operating Hours | Initial Contact Frequency (ICF) | Telephone Number |
|---|---|---|---|
| 78 Squadron Swanwick (Swanwick Mil) | H24 (Subject to 4.2.3) | North West Sector 134.300 MHz,<br>North Sector 136.375 MHz,<br>North East Sector 135.075 MHz,<br>East Sector 133.325 MHz,<br>Central Sector 128.700 MHz,<br>West Sector (Northern) 127.450 MHz,<br>West Sector (Southern) 133.900 MHz &<br>South West Sector 135.150 MHz. | 01489-612943<br><br>01489-612408<br><br>01489-612417 |
| Western Radar | 0645-1930 (0545-1830) | 132.300 MHz | Admin: 01489-585511 |

4.2.1.3 Participating aircraft must be equipped with a serviceable transponder.

4.2.2 **Type of Service**

4.2.2.1 The service provided will be a Deconfliction Service or Traffic Service (See ENR 1.1.2).

4.2.3 **Availibility of Service**

4.2.3.1 Swanwick (Mil) will only provide an ATS 2300-0700 (2200-0600) Mon to Thu, and 2300-0700 (2200-0600) Fri to Mon subject to 2 weeks notification and associated approval. A request is to be sent to: SWK-Plans@mod.gov.uk and contain the details laid out

# ENR 1.6 ATS SURVEILLANCE SERVICES AND PROCEDURES (continued)

in 4.2.4.1 (b). Swanwick (Mil) also have reduced staffing between the hours of 1800-2300 (1700-2200) Mon to Fri, provision of service will be prioritised in accordance with RAF Battlespace Management Orders.

4.2.4 **Procedures**

4.2.4.1 In order to comply with the requirements of the FPPS at 78 Squadron (Swanwick Mil), captains of aircraft requiring a radar service in the Upper or Lower Airspace within the Swanwick(Mil) area of responsibility are to pre-notify their intended flight details to Swanwick(Mil) by one of the following methods:

a) Pre-flight Notification - Flight Plans. As the preferred method of notification flight plans (F2919/CA48) should be submitted as far in advance of ETD as possible and in any case not less than 30 minutes before service is required. The Swanwick(Mil) signals address - EGZYOATT - must be included on the flight plan. When appropriate these additions to the standard flight plan format must also be included:

i. Item 18. The point and the time at which a radar service is required to commence;
ii. Item 15. The point of entry into the area and the point of exit.

***Note:*** *Item 15. If a flight is planned to enter any CAS within the Swanwick(Mil) area of responsibility and a service is required before joining or after leaving CAS, both parts of the route may be entered in Item 15 of the same flight plan. In this case both IFPS - EGZYIFPS - and Swanwick(Mil) EGZYOATT must appear as addressees.*

b) Pre-Flight Notification - Military Prenote. When it has not been possible to file a flight plan, as sub-paragraph (a), relevant details of the intended flight should be telephoned by the pilot or by his aerodrome operations or ATC to Swanwick(Mil), Main Flight Plan Reception Section, (ATOTN Telephone Ext 6710) at least 15 minutes before service is required. Flight details should be passed in this order:

i. Callsign;
ii. number of aircraft (if more than 1) and aircraft type(s);
iii. position and time at which service is required to commence;
iv. speed and flight level at commencement of service;
v. route (including any required speed or level changes);
vi. position of leaving the delineated area (if applicable); and
vii. destination (ICAO Location Indicator).

c) In-Flight Notification (Air Filing). Exceptionally, when neither form of pre-flight notification has been made the flight details listed in sub-paragraph (b) above, may be notified in flight (Air Filed) by radio to:

i. ATCRU. Airfile with the ATCRU, currently providing a service for onward transmission by them to Swanwick(Mil) at least 15 minutes in advance of service being required;
ii. Swanwick(Mil). Request radar service by calling Swanwick(Mil) on the appropriate (ICF), at least 5 minutes before service is required passing the details listed in sub-paragraph (b) above.

d) In order to comply with the requirements of the FPPS for Western Radar, pilots and operators of aircraft leaving or joining Controlled Airspace within the Western Radar Area of Operation, who wish to receive an ATS from Western Radar are advised to file all flight plans (CA48) to both EUCHZMFP and EUCBZMFP not less than 30 minutes before the ATS is required.

The flight plan should include the following information:

i. Item 18. The point and time at which a UK FIS radar service will be required within the Western Radar Area of Operation.
ii. Item 15. The point of entry into and exit from the Western Radar Area of Operation.

***Note:*** *An ATS is available to aircraft entering or leaving CAS within the Western Radar Area of Operation; therefore, to secure an ATS, Flight Plan Item 15 is to be fully completed.*

4.2.4.1.1 **Changes to Flight Details**

a) Pre-Flight Notification. Changes to pre-flight notifications are to be passed to Swanwick(Mil) as soon as possible by:

i. Amended flight plan if time permits (as in paragraph 4.2.3.1 (a)); otherwise
ii. by telephone (as in paragraph 4.2.3.1 (b)).

b) In-Flight Notification (Air Filing). By RTF as soon as possible (as in paragraph 4.2.3.1 (c)).

## 4.3 (Former) Pennine Radar Area of Responsibility

4.3.1 **Area of Responsibility**

4.3.1.1 Provision of ATS outside of controlled airspace within the area defined below is a NATS licensed task which is provided, subject

to unit workload, by Swanwick(Mil):

a) 550000N 0015420W - 550000N 004444W - 534153N 0002245E - 534134N 0010443W - 534007N 0011937W - 535348N 0013100W - 535955N 0014027W - 540236N 0014900W - 535557N 0020827W - 541113N 0021858W - 541201N 0021700W - 545127N 0023916W - 550000N 0015420W.
b) But excluding:

   i. Aerodrome Traffic Zones (ATZ);
   ii. Danger Areas;
   iii. Newcastle CTR/CTA;
   iv. Teesside International CTR/CTA

4.3.1.2 Vertical limits between FL 55 and FL 195. Deconfliction Service will not be provided below 4000 FT Regional Pressure Setting (RPS). Exceptionally, a Traffic Service may be provided below 4000 FT RPS, however, radar vectors will not be provided. (If there are high traffic levels in the Vale of York AIAA this may preclude standard separation from being maintained and a Traffic Service or a re-route may be offered).

4.3.1.3 Core operating hours are Mon-Fri 0700-2030 (Summer 1hr earlier). However, outside of these hours a service may still be provided H24 subject to unit capacity.

4.3.1.4 The area of responsibility is depicted on chart ENR 6-14.

4.3.1.5 Other ATSUs providing a radar service, within the Area of Responsibility, are:

a) Lower Airspace Radar Service (LARS) areas of Warton, Teesside International, Newcastle, Leeming and Humberside;
b) Anglia Radar Area of Responsibility (ENR 6-25).

4.3.2 **Flight Plan Requirements**

4.3.2.1 Pilots wishing to receive an ATS from Swanwick(Mil) within the Former Pennine Radar Area are to include within their Flight Plan the Swanwick(Mil) address EGZYOATT, in addition to any other IFPS address requirements. This requirement also applies to aircraft wishing to join or leave L602 at ERKIT routing in or outbound from EGNT or EGNV. Failure to address Flight Plans to Swanwick(Mil) may result in the refusal of service.

4.3.3 **Radio Communication**

4.3.3.1 Pilots receiving a service who wish to leave the frequency temporarily (for example to listen to VOLMET), and as a result will be unable to maintain two-way communication, must inform the controlling unit (ordinarily Swanwick(Mil)) of their intentions to leave the frequency and also of their return to it.

4.3.3.2 The Initial Contact Frequency for Swanwick(Mil) is 135.075 MHz.

4.3.3.3 If radio communication is lost, attempts should be made to establish contact with either Newcastle, Teesside International, London or Scottish Control as appropriate to the planned route.

4.3.3.4 If complete radio failure occurs, pilots should follow the standard radio failure procedure detailed at ENR 1.1, paragraph 3.4.

## 4.4 Western Radar Area of Operation

4.4.1 **Area of Operation**

4.4.1.1 Provision of ATS outside of controlled airspace within the area defined below is a NATS licensed task provided on a full-time basis by Swanwick(Mil) and by Western Radar depending on the time of day and the flight profile.

a) 492840N 0045516W - 493146N 0060840W - 510000N 0080000W - 522000N 0053000W - 524406N 0053000W - 525704N 0053000W - 524318N 0050508W - 525038N 0045358W - 531042N 0053000W - 531500N 0053000W - 532315N 0051017W - 532019N 0033502W - 531855N 0031650W - 530313N 0024434W - 521902N 0014707W - 513536N 0012124W - 511623N 0012049W - 510122N 0012720W - 504944N 0013439W - 495813N 0020959W - 495427N 0023012W - 492840N 0045516W.
b) But excluding:

   i. Danger Areas*;
   ii. North Wales MTA.

   ***Note:*** ** Western Radar may be able to obtain crossing clearance from the appropriate agency.*

4.4.2 Vertical limits between FL 100 and FL 195 (FL 245 within active TRAs). The service from Western Radar is intended for (although not exclusively restricted to) aircraft wishing to join or leave Controlled Airspace within the Area of Operation.

4.4.3 Western Radar core operating hours are daily 0645-1930 (0545-1830). Swanwick(Mil) will continue to provide an ATS on a full-

time basis subject to unit workload.

4.4.4 Other ATSU's providing a radar service, within the Area of Operation, are:

a) Lower Airspace Radar Service (LARS) areas of Boscombe Down, Bournemouth, Brize Norton, Cardiff, Culdrose, Exeter, Farnborough North/West, Newquay, Plymouth Military, Shawbury, Valley and Yeovilton;
b) Swanwick(Mil);
c) Solent Radar.

4.4.5 **Flight Plan Requirements**

4.4.5.1 Pilots wishing to receive an ATS from Western Radar are to include within their Flight Plan the Western Radar address EGTTZFZC in addition to any other IFPS address requirements. Failure to address Flight Plans to Western Radar may result in the refusal of service.

4.4.6 **Radio Communication**

4.4.6.1 Pilots receiving a service who wish to leave the frequency temporarily (for instance to listen to VOLMET), and as a result will be unable to maintain two-way communication, must inform the controlling authority of their intentions to leave the frequency and also of their return to it.

4.4.6.2 The primary frequency for Western Radar is 132.300 MHz.

4.4.6.3 If radio communication is lost, attempts should be made to establish contact with either Swanwick(Mil), Newquay, Exeter, Bournemouth, Brize Norton, London Control or Scottish Control as appropriate to the planned route.

4.4.6.4 If complete radio failure occurs, pilots should follow the standard radio failure procedure detailed at ENR 1.1, paragraph 3.4.

## 4.5 Off-Shore Operations

4.5.1 **Southern North Sea Low Level Air Traffic Services and Helicopter Operating Procedures**

4.5.1.1 **Introduction**

4.5.1.1.1 To enhance flight safety and expedite Search and Rescue in the Southern North Sea Airspace, a Deconfliction Service, Traffic Service, Basic Service and Alerting Service is available from the Air Traffic Service Unit (ATSU) at Aberdeen Airport (Anglia Radar). These services are available to helicopters operating in support to the off-shore oil, gas and renewable industries and to civil and military aircraft transiting the area at and below FL 65.

4.5.1.2 **Description**

| Lateral Limits | Vertical Limits | Controlling Authority Callsign and frequencies Hours |
|---|---|---|
| **Anglia Radar Area of Responsibility**<br>550000N 0010000W - 550000N 0030301E - 543715N 0025349E - 542245N 0024543E - 535745N 0025155E - 534003N 0025719E - 533503N 0025913E - 532809N 0030055E - 531803N 0030319E - 525551N 0030936E - 523606N 0025307E - 523612N 0014423E then following the coastline to 525655N 0010856E to Strubby (531836N 0001034E) to Easington (533919N 0000706E) - 550000N 0010000W. | FL 65<br>_____<br>SFC | Anglia Radar (Aberdeen ATSU).<br><br>'Anglia Radar'<br>Primary: 125.275 MHz<br>Secondary: 128.925 MHz<br><br>**Hours:** 0630-2200 daily Winter (Summer 1hr earlier). |

4.5.1.3 The ATSU will provide, within its specified area of responsibility, Deconfliction Service or Traffic Service within the limits of surveillance cover. Outside surveillance cover or in the event of surveillance failure, a Basic Service and Alerting Service will be provided within the limits of VHF cover. These services will be provided to helicopter pilots routing:

a) To off-shore installations, until the time that the pilot is in contact with the destination rig/platform;
b) from off-shore installations, from the time two-way communications is established with the ATSU, until the time that the pilot is in contact with the destination landing pad or other agency.

***Note:*** *Under the terms of a Memorandum of Understanding between NATS Limited and the off-shore helicopter companies, aircraft operated by these companies will be provided with modified Flight Information Services, which are prefixed by the term 'Off-shore', eg 'Off-shore Deconfliction Service'.*

4.5.1.4 **Airspace Structure**

4.5.1.4.1 **Helicopter Main Routing Indicators (HMRI)**

4.5.1.4.1.1 Helicopter Main Routing Indicators are indicators of routes typically and routinely flown by helicopters operating to and from off-shore destinations and are promulgated for the purpose of signposting concentrations of helicopter traffic to other airspace users.

# ENR 1.6 ATS SURVEILLANCE SERVICES AND PROCEDURES (continued)

HMRI promulgation does not predicate the flow of helicopter traffic. Whilst HMRIs have no airspace status and assume the background airspace classification within which they lie (in the case of the Southern North Sea, Class G), they are used by the air navigation service provider (NATS Ltd/Anglia Radar) and helicopter operators for flight planning and management purposes.

4.5.1.4.1.2 HMRIs have no lateral dimensions. Vertically the HMRIs over the Southern North Sea extend from 1500 FT AMSL to FL 60 (inclusive) except that:

a) Anglia Radar will not normally allocate cruising levels above FL 40 in the Southern North Sea beneath EGD323D, EGD323E and EGD323K. Where helicopter icing conditions or other flight safety considerations dictate, helicopters may be forced to operate below 1500 FT AMSL.

4.5.1.4.1.3 Compliance with the HMRI structure is not compulsory. In the general interests of flight safety, however, civil helicopter pilots are strongly encouraged to plan their flights using HMRIs wherever possible.

4.5.1.4.1.4 Other traffic operating in proximity of these routes are advised to maintain an alert look out, especially in the Off-shore Safety Area.

4.5.1.4.2 The Southern North Sea HMRI Structure is as follows:

| | |
|---|---|
| HMRI 1 | SORER (524815N 0013445E) to Indefatigable '23A' (*531924N 0023428E); |
| HMRI 2 | SORER (524815N 0013445E) to Windermere (*534954N 0024617E) **(Note 1)**; |
| HMRI 3 | BAGPA (525338N 0012421E) to Munro (*542602N 0021755E) **(Note 1)**; |
| HMRI 4 | BAGPA (525338N 0012421E) to Trent (*541755N 0013930E) **(Note 1)**; |
| HMRI 5 | Waveney (*532109N 0011811E) to Leman '27A' (*530313N 0021358E); |
| HMRI 6 | LAGER (533640N 0000849W) to Viking 'B' (*532648N 0021954E); |
| HMRI 7 | LAGER (533640N 0000849W) to Hyde (*534828N 0010144E) **(Note 1)**; |
| HMRI 8 | LAGER (533640N 0000849W) to Rough 'A' (*534928N 0002811E) to Ravenspurn North (*540150N 0010603E) to Munro (*542602N 0021755E) **(Note 1)**; |
| HMRI 9 | Rough 'A' (*534928N 0002811E) to Cleeton 'PQ' (*540159N 0004336E) **(Note 1)**; |
| HMRI 10 | Cleeton 'PQ' (*540159N 0004336E) to Hyde (*534828N 0010144E) **(Note 1)**; |
| HMRI 20 | Lowestoft (522824N 0014519E) to Inner Gabbard (515450N 0015636E) to Galloper (514710N 0015729E) **(Note 2)**; |
| HMRI 435 | IRDUK (533327N 0025937E) to Carrack (*533444N 0024727E); |
| HMRI 440 | INDEV (531720N 0030331E) to Indefatigable '49/24N' (*531717N 0024316E); |
| HMRI 445 | KUSON (531141N 0030508E) to Indefatigable '49/24N' (*531717N 0024316E); |
| HMRI 446 | KOPAD (530746N 0030615E) to Hewitt '52/5A' (*525956N 0015045E); |
| HMRI 447 | LUVOR (524823N 0030321E) to Hewitt '52/5A' (*525956N 0015045E); |
| HMRI 450 | LUVOR (524823N 0030321E) to RIKPU (524235N 0014227E). |

***Note 1:*** *The maximum cruising level beneath EGD323D, EGD323E and EGD323K is restricted to FL 40 unless cleared by Anglia Radar.*
***Note 2:*** *HMRI 20 lies outside the Anglia Area of Responsibility and extends vertically from 500 FT AMSL to 2000 FT AMSL inclusive. There are no ATS service provision arrangements to support operations on this HMRI.*

4.5.1.4.3 **Off-shore Safety Areas (OSAs).** The Anglia OSA consists of the Airspace from surface to 3500 FT ALT within the area bounded by straight lines joining in succession:

533544N 0015732E - 533328N 0021621E - 532200N 0023900E - 531143N 0025505E - 523612N 0014423E then following the coastline to 525242N 0012618E - 532132N 0013545E - 532838N 0014150E - 533544N 0015732E.

4.5.1.4.4 **Helicopter Traffic Zones (HTZ).** HTZs are established as notification of helicopters engaged in platform approaches, departures and extensive unco-ordinated inter-platform transit flying. Inter-platform flying by civil helicopters within HTZs contained within the OSA will be conducted on the company or field discrete frequency. HTZs consist of the airspace from sea level to 2000 FT ALT contained within tangential lines, not exceeding 5 NM in length, joining the neighbouring circumferences of circles 1.5 NM radius around each individual platform helideck.

4.5.1.4.4.1 The position of individual platforms, together with their maximum height AMSL and helideck height AMSL, within their parent field complex are detailed at paragraph 5.2.

4.5.1.5 **Operating Procedures**

4.5.1.5.1 **General**

4.5.1.5.1.1 **Helicopter Procedures.** Helicopter pilots wishing to use this service must establish two way RTF communication with the ATSU. For flights within the same or adjacent field complex, helicopter pilots should remain on the field frequency. Pilots should advise ATC before changing frequency and/or altitude.

4.5.1.5.1.2 **Fixed-Wing Procedures.** Pilots of civil and military fixed-wing aircraft intending to fly within the area of responsibility of Anglia Radar are strongly advised to make use of the services provided. Crews of wildlife and aerial survey aircraft should consider utilising notification procedures detailed at ENR 1.1.4 as well as contacting Aberdeen ATSU prior to commencing operations. Whenever possible civil aircraft should be flown above the Transition Altitude at the appropriate level. Pilots are also advised that

the helicopters on inter-platform flights in the same field complex normally operate at 500 FT AMSL and frequently carry underslung loads which limit the pilot's ability to take sudden avoiding action.

4.5.1.5.2 **Position Reporting; ATC Reports**

4.5.1.5.2.1 Position reports on initial contact will include the following information:

a) Callsign;
b) Type;
c) Point of departure;
d) Point of next landing;
e) Altitude/requested Altitude;
f) Total number of people on board.

4.5.1.5.2.2 Subsequent position reports if requested by the ATSU will include the following abbreviated information:

a) Callsign;
b) Position;
c) Altitude.

4.5.1.5.2.3 Helicopter pilots will, prior to leaving a frequency, inform the ATSU of the next off-shore sector to be flown.

4.5.1.5.3 **Off-shore Safety Area (OSA)**

4.5.1.5.3.1 Pilots of helicopters entering the Anglia OSA should contact Anglia Radar.

4.5.1.5.3.2 **Fixed-Wing Procedures.** Military and civil pilots of fixed-wing aircraft are recommended to avoid the Anglia OSA, however, if penetration is essential, contact should be made with Anglia Radar no later than 10 NM before entering the area giving their position, altitude, squawk, heading and intentions. When unable to maintain contact with Anglia Radar, and where not previously allocated a squawk by Anglia Radar, pilots should squawk A0007 with ALT (or mode C) selected. Maritime patrol aircraft (MPA) and fisheries protection aircraft should squawk A7300 with ALT (or mode C) selected.

4.5.1.5.4 **Cruising Altitudes**

4.5.1.5.4.1 Helicopters will normally plan to fly at the following en-route altitudes:

a) Outbound (land to sea) 2000 FT and 3000 FT AMSL;
b) Inbound (sea to land) 1500 FT and 2500 FT AMSL;
c) Inter-field:

i. Northbound (270° to 089° MAG track) 1000 FT, 2000 FT and 3000 FT AMSL;
ii. Southbound (090° to 269° MAG track) 500 FT, 1500 FT and 2500 FT AMSL.

Above the Transition Altitude (3000 FT AMSL) all aircraft should conform to the Semicircular Rule.

4.5.1.5.5 **Altimeter Setting Procedures**

4.5.1.5.5.1 En-route altitudes of 3000 FT AMSL and below will be flown with reference to the appropriate Regional Pressure Setting (RPS). Anglia Radar will give the appropriate pressure setting on first contact. Helicopters operating in this area crossing from one Altimeter Setting Region (ASR) to another, and when in contact with Anglia Radar will not change the RPS datum until instructed to do so. This procedure is to enable the Controller to plan and control vertical separation in the vicinity of an ASR boundary and beneath EGD323D, EGD323E, EGD323K and the Lakenheath ATA North.

***Note:*** *When instructed by Anglia Radar to squawk the allocated code, helicopter pilots are requested to state their level to the nearest hundred feet in order that the Mode C transponder information can be verified.*

4.5.1.5.6 **Use of GPS for North Sea Operations**

4.5.1.5.6.1 UK AOC Holders intending to use GPS for en-route navigation for North Sea flight operations are to use GPS equipment that meets or exceeds CAA Specification 22. AOC holders requiring further information should contact their assigned flight operations Inspector. Non UK AOC holders are recommended to operate to at least the Specification 22 standard.

4.5.1.6 **Out of Hours Helicopter Operations**

4.5.1.6.1 Helicopter off-shore support activity is not confined to published ATS hours and helicopters may be operating in VMC or IMC at all levels and times.

4.5.2 **Northern North Sea and Atlantic Rim Low Level Air Traffic Services and Helicopter Operating Procedures**

4.5.2.1 To enhance flight safety and expedite Search and Rescue in the Northern North Sea Airspace, including Atlantic Rim Airspace and the East Shetland Basin, a Deconfliction Service, Traffic Service, Basic Service and Alerting Service is available from the Air

# ENR 1.6 ATS SURVEILLANCE SERVICES AND PROCEDURES (continued)

Traffic Service Unit (ATSU) at Aberdeen Airport. These services are available to helicopters operating in support to the off-shore oil, gas and renewable industries and to civil and military aircraft transiting the area at and below FL 100.

4.5.2.2 **Description.** Within the areas of responsibility specified below, a Deconfliction Service or Traffic Service within the limits of surveillance cover and, outside surveillance cover or in the event of surveillance failure, a Basic Service and Alerting Service within the limits of VHF cover will be provided. Outside the hours of service notified above, a Basic Service and Alerting Service is available within the limits of VHF RTF cover from the FIR Sector at Scottish ACC, callsign 'Scottish Information' on 129.225 MHz. The above services will be provided to helicopter pilots routing:

a) To off-shore installations until two-way communication is established with their destination; and
b) from off-shore installations from the time two-way communication is established with the appropriate Sector.

| Lateral Limits (A chart depicting the sectors is at ENR 6-23) | Vertical Limits | Controlling Authorities Callsign and frequencies Hours |
|---|---|---|
| **Sumburgh Radar Sector — Cormorant QNH Area**<br>This area of responsibility is enclosed by straight lines joining in succession the following points:<br>602856N 0004429W - 610000N 0002000W - 610000N 0000000E - 605109N 0000000E thence clockwise by the arc of a circle radius 70 NM centred on 595243N 0011712W (SUM VOR) to 600453N 0010000E – 600000N 0010000E - 600000N 0000059E thence anti-clockwise by the arc of a circle radius 40 NM centred on 595243N 0011712W (SUM VOR) to 602856N 0004429W. | FL 85<br>———<br>SL | Sumburgh Radar (Aberdeen ATSU)<br>'Sumburgh Radar' – 131.300 MHz and 124.900 MHz (west of meridian 3 degrees West)<br><br>**Hours:**<br>(all Sumburgh Areas) 0630-2200 (0530-2100) |
| **Sumburgh Radar Sector — Shetland QNH Area**<br>This area of responsibility is enclosed by straight lines joining in succession the following points:<br>602856N 0004429W thence anti-clockwise by the arc of a circle radius 40 NM centred on 595243N 0011712W (SUM VOR) to 593000N 0022203W - 593000N 0050000W - 610000N 0050000W - 610000N 0002000W - 602856N 0004429W. | FL 85<br>———<br>SL | |
| **Sumburgh Radar Sector—Sumburgh QNH Area**<br>This area of responsibility, excluding the portion of the MORAY CTA contained within the area, is enclosed by straight lines joining in succession the following points:<br>600000N 0000059E thence anti-clockwise by the arc of a circle radius 40 NM centred on 595243N 0011712W (SUM VOR) to 593000N 0022203W - 590000N 0021602W – 590000N 0000319W - 594421N 0010000E – 600000N 0010000E - 600000N 0000059E. | FL 85<br>———<br>SL | |
| **Sumburgh Radar Sector—Aberdeen QNH Area**<br>This area of responsibility, excluding the portion of the MORAY CTA contained within the area, is enclosed by straight lines joining in succession the following points:<br>590000N 0021602W - 590000N 0000319W – 583242N 0004037W – thence anti-clockwise by the arc of a circle radius 90 NM centred on 571838N 0021602W (ADN VOR) to 584825N 0021817W - 590000N 0021602W. | FL 85<br>———<br>SL | |
| **Sumburgh Radar Sector — North Sea Area IV**<br>**(Delegated ATS, see ENR 2-2-1-1)**<br>This area of responsibility is enclosed by straight lines joining in succession the following points:<br>610000N 0000000E - 610000N 0040000W - 630000N 0012637W - 630000N 0000000E - 610000N 0000000E. | FL 85<br>———<br>SL | |
| **Aberdeen Sectors**<br>The area of responsibility, excluding the portion of the MORAY CTA and the Aberdeen CTR/CTA contained within the area, is enclosed by straight lines joining in succession the following points:<br>584825N 0021817W - 582000N 0024600W - 580946N 0031432W thence anti-clockwise by the arc of a circle radius 5 NM centred on 580539N 0030912W (Beatrice C) to 580313N 0031725W - 572100N 0023356W - 571838N 0021602W (ADN VOR) - 560000N 0013000W - 560000N 0000000E - 560510N 0031455E - 563540N 0023642E - 573628N 0020654E - 575416N 0015748E - 582546N 0012854E - 591722N 0014236E - 595346N 0020430E - 600000N 0020320E - 600000N 0010000E - 594421N 0010000E - 583242N 0004037W - thence anti-clockwise by the arc of a circle radius 90 NM centred on 571838N 0021602W (ADN VOR) to 584825N 0021817W. | FL 85<br>———<br>SL | Aberdeen ATSU.<br>'Aberdeen Radar' 134.100 MHz – within the defined sector, out to ADN 90 DME from the northwestern boundary to the 038 HMRI, and then out to ADN 80 DME clockwise from the 038 HMRI.<br>135.175 MHz - on and north of 065 HMRI<br>132.550 MHz - south of 065 HMRI within the Aberdeen sector outwith the areas described above.<br><br>**Hours:**<br>0630-2200 (0530-2100). |

# ENR 1.6 ATS SURVEILLANCE SERVICES AND PROCEDURES (continued)

| Lateral Limits (A chart depicting the sectors is at ENR 6-23) | Vertical Limits | Controlling Authorities Callsign and frequencies Hours |
|---|---|---|
| **Brent Radar Sector**<br>Area enclosed by straight lines joining in succession the following points: 605109N 0000000E - 620000N 0000000E - 620000N 0012222E - 612122N 0014718E (ALLOY) - 600000N 0020320E - 600000N 0010000E - 600453N 0010000E - thence anti-clockwise by the arc of a circle radius 70 NM centred on 595243N 0011712W (SUM VOR) to 605109N 0000000E. | FL 85<br>———<br>SL | Aberdeen ATSU.<br>'Brent Radar' - 122.250 MHz is the primary ATC frequency.<br><br>**Hours:**<br>Mon-Fri 0630-2200 (0530-2100), Sat & Sun 0700-2100 (0600-2000). |
| **East Shetland Basin (ESB)**<br>To co-ordinate the inter-platform and transit helicopter traffic within the ESB, an ATS is established in the area which will provide Flight Information Services. Pilots intending to overfly the ESB below FL 85 are strongly recommended to contact Brent Radar before penetrating the Airspace. | | |
| Area enclosed by arcs of circles joining in succession the following points: 614410N 0003900E - 612412N 0003900E (Gate Golf) - 610807N 0004319E (Gate Hotel) - 605828N 0004555E (Gate Juliet) - 604846N 0010430E (Gate Lima) - 604116N 0011454E (Gate Mike) - 603808N 0012042E (Gate November) - 603300N 0014257E (Gate Oscar) - 603300N 0015659E - 612122N 0014718E (ALLOY) - 614410N 0013329E - 614410N 0003900E. | FL 85<br>———<br>SL | Aberdeen ATSU.<br>'Brent Radar' - 122.250 MHz is the primary ATC frequency.<br><br>**Hours:**<br>0630-2200 Mon-Fri, 0700-2100 Sat & Sun, Winter (Summer 1hr earlier). |

4.5.2.3 **Helicopter Main Routing Indicators (HMRI) - En-Route Structure**

4.5.2.3.1 Helicopter Main Routing Indicators are indicators of routes typically and routinely flown by helicopters operating to and from off-shore destinations and are promulgated for the purpose of signposting concentrations of helicopter traffic to other airspace users. HMRI promulgation does not predicate the flow of helicopter traffic. Whilst HMRIs have no airspace status and assume the back-ground airspace classification within which they lie (in the case of the Northern North Sea, Class G), they are used by the air navigation service provider (NATS Ltd/ Aberdeen) and helicopter operators for flight planning and management purposes.

4.5.2.3.2 HMRIs have no lateral dimensions. Vertically the HMRIs over the Northern North Sea (55°N to 62°N) extend from 1500 FT AMSL to FL 85 (inclusive), except that:

Where helicopter icing conditions or other flight safety considerations dictate, helicopters may be forced to operate below 1500 FT AMSL.

4.5.2.3.3 Compliance with the HMRI structure is not compulsory. In the general interests of flight safety, however, civil helicopter pilots are strongly encouraged to plan their flights using HMRIs wherever possible.

4.5.2.3.4 Other traffic operating in proximity of these routes are advised to maintain an alert look out, especially in the Off-shore Safety Area (OSA).

4.5.2.3.5 **Off-shore Safety Areas (OSAs).** The Aberdeen OSA consists of the Airspace from surface to FL 100 within the area bounded by straight lines joining in succession:

590000N 0013755E following the North Sea Median Line (eastern limit of published Aberdeen Sector) to 560510N 0031455E - 560441N 0024328E - 571227N 0015238W then anti-clockwise around eastern boundary of the Aberdeen CTR/CTZ to HACKLEY HD (571948N 0015717W) then following the coastline anti-clockwise to 574044N 0015652W - 590000N 0013930W - 590000N 0013755E.

4.5.2.3.6 The HMRI track structure between Sumburgh and the East Shetland Basin is as follows:

a) HMRI 'Golf' (eastbound) - from 40 DME SUM on HMRI 'Hotel' direct to Gate 'Golf';
b) HMRI 'Hotel' (eastbound) - from Gate 'Hotel' parallel to HMRI 'Juliet' to 40 DME SUM thence to Sumburgh VOR;
c) HMRI 'Juliet' (westbound) - from Gate 'Juliet' direct track to Sumburgh VOR;
d) HMRI 'Lima' (eastbound) - from Sumburgh VOR direct to Gate 'Lima';
e) HMRI 'Mike' (westbound) - from Gate 'Mike' parallel to HMRI 'Lima' to 40 DME SUM thence to Sumburgh VOR.

4.5.2.3.7 **Aberdeen** based pilots use HMRIs, a track system centred on 571838N 0021602W (ADN VOR). The system is keyed to the outbound master HMRI 029 commencing at 575506N 0014423W and terminating at Gate 'Lima' (604846N 0010430E) on the ESB boundary. The other HMRIs, spaced at 3 degree intervals, are designated alternately 'inbound' or 'outbound' and are identified by three figures. They terminate at either the appropriate Gate on the ESB boundary or the Median Line. The table below shows co-ordinates for the Gates and the points at which the HMRIs intercept the Median Line. When operating to or from permanent off-shore installations or mobile vessels, pilots normally plan along the nearest HMRI. In the Aberdeen area, HMRIs 023 to 086 (inclusive) are joined to two parallel bi-directional 'feeder/funnel' HMRIs, HMRIs Whiskey and Echo. The direction of use of HMRIs Whiskey and Echo is dependent upon the runway in use at Aberdeen. VANOR (571408N 0020304W) and NOBAL (571518N 0020336W) are used as reporting points within the Aberdeen CTR.

| | | | |
|---|---|---|---|
| HMRI 023 | 612412N 0003900E (G Gate) | HMRI 074 | 580248N 0015004E |
| HMRI 026 | 605828N 0004555E (J Gate) | HMRI 077 | 575606N 0015608E |

# ENR 1.6 ATS SURVEILLANCE SERVICES AND PROCEDURES (continued)

| | | | |
|---|---|---|---|
| HMRI 029 | 604846N 0010430E (L Gate) | HMRI 080 | 574904N 0020028E |
| HMRI 032 | 603808N 0012042E (N Gate) | HMRI 083 | 574153N 0020408E |
| HMRI 035 | 603300N 0014257E (O Gate) | HMRI 086 | 573435N 0020749E |
| HMRI 038 | 602326N 0015851E | HMRI 089 | 572709N 0021133E |
| HMRI 041 | 600658N 0020200E | HMRI 092 | 571931N 0021521E |
| HMRI 044 | 595102N 0020249E | HMRI 095 | 571139N 0021915E |
| HMRI 047 | 593014N 0015015E | HMRI 098 | 570328N 0022316E |
| HMRI 050 | 591341N 0014136E | HMRI 101 | 565455N 0022726E |
| HMRI 053 | 590103N 0013811E | HMRI 104 | 564556N 0023147E |
| HMRI 056 | 584942N 0013510E | HMRI 107 | 563633N 0023535E |
| HMRI 059 | 583924N 0013227E | HMRI 110 | 562416N 0025108E |
| HMRI 062 | 582958N 0012959E | HMRI 113 | 560957N 0030900E |
| HMRI 065 | 582221N 0013204E | HMRI 116 | 555535N 0032034E |
| HMRI 068 | 581553N 0013804E | | |
| HMRI 071 | 580923N 0014403E | | |

4.5.2.3.7.1 HMRI Whiskey is aligned along the axis MOCHA (593256N 0012159W) to PETOX (573333N 0014902W) thence to Hackley Head (571949N 0015717W). When Runway 16 is in use at Aberdeen, HMRI Whiskey is the designated inbound track and when Runway 34 is in use HMRI Whiskey is the designated outbound track for traffic planning to operate at 2000 FT and above.

4.5.2.3.7.2 HMRI Echo is aligned along the axis GORSE (571037N 0015351W) to SPIKE (573226N 0013953W) to TYSTI (592224N 0011440W) to TIRIK (593219N 0011214W). When Runway 34 is in use at Aberdeen, HMRI Echo is the designated inbound track but will also be used by outbound traffic planning to operate below 2000 FT. When Runway 16 is in use at Aberdeen, HMRI Echo is the designated outbound track for traffic at all levels.

4.5.2.3.7.3 Helicopter traffic inbound to Aberdeen planning along HMRIs 026 to 086 (inclusive) will be required to maintain the inbound HMRI until intercepting either HMRI Whiskey (Runway 16 in use at Aberdeen) or HMRI Echo (Runway 34 in use at Aberdeen) and then follow the designated inbound track as directed by Aberdeen ATC. Inbound HMRIs south of the HMRI 086 terminate at 30 DME ADN, from whence helicopter traffic will be directed by Aberdeen ATC.

4.5.2.3.7.4 Outbound helicopter traffic utilising the HMRIs 023 to 113 (inclusive) will be directed by Aberdeen to join the desired outbound HMRI via either HMRI Whiskey/Echo or as directed to a specific position on the required HMRI, dependent upon the runway in use at Aberdeen. (Outbound HMRIs south of HMRI 086 commence at 40 DME ADN).

4.5.2.3.7.5 Within the Aberdeen sectors, Aberdeen ATC will allocate ALTs or FLs tactically to participating flights.

Pilots on inter-rigging flights should plan to fly at the following ALTs:

a) Northbound (270˚ to 089˚ MAG track) 1000 FT, 2000 FT and 3000 FT AMSL;
b) Southbound (090˚ to 269˚ MAG track) 500 FT, 1500 FT and 2500 FT AMSL.

***Note:*** *Under certain operating and meteorological conditions civil helicopters may operate below the base of the HMRIs.*

4.5.2.3.8 **Aberdeen - Atlantic Rim (West of Shetland Operations)**

4.5.2.3.8.1 The HMRI tracks between Aberdeen and the Atlantic Rim (as depicted at ENR 6-27) are as follows:

a) HMRI X-Ray (Outbound) - ADN VOR (571838N 0021602W) to SMOKI (574637N 0023556W) to WIK VOR (582732N 0030601W) to SODKI (584751N 0033753W) to VAMLA (600000N 0040000W);
b) HMRI Yankee (Inbound) - NESTA (600000N 0041000W) to MADOX (584343N 0034639W) to WIK VOR (582732N 0030601W).

***Note: HMRI X-Ray is bi-directional between Aberdeen and Wick.***

4.5.2.3.8.2 Altimeter Setting:

a) Within 30 DME ADN - Aberdeen QNH, or as directed by ATC;
b) Outside 30 DME ADN - The appropriate Regional Pressure Setting (RPS), or as directed by ATC.

***Note: To enable controllers to plan and control vertical separation near the boundaries of Altimeter Setting Regions (ASR), helicopters approaching an ASR boundary, and in radio contact with ATC, are not to change RPS until instructed to do so.***

4.5.2.3.8.3 Cruising altitudes:

Within the Aberdeen sectors, Aberdeen ATC will allocate ALTs or FLs tactically to participating flights.

***Note:*** *Under certain operating and meteorological conditions civil helicopters may operate below the base of the HMRIs.*

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4.5.2.3.8.4 Moray Firth TMZ Phase 1 Controlling Authority Lossie Departures (119.575 MHz), active H24, see ENR 2.2 paragraph 4.

4.5.2.3.9 Charts depicting the Aberdeen Area HMRI track structure are at AD 2-EGPD-3-1/2. The chart at ENR 6-26 depicts the en-route HMRI track structure and shows the bi-directional HMRI established between the Ekofisk Hotel platform and platform P37/4, a route normally used by Norwegian helicopters.

4.5.2.4 **Operating Procedures**

4.5.2.4.1 **General**

4.5.2.4.1.1 **Helicopter Procedures.** Helicopter pilots wishing to use the service specified in paragraph 4.5.2.2 must file a flight plan. Pilots who have established two-way communication with the appropriate Sector and subsequently do not receive acknowledgement of a scheduled position report, should make every effort to relay the report via another aircraft or agency. For flights within the same or adjacent field complexes, helicopter pilots should maintain RTF contact on the field, company or Traffic Area frequency. Position reports by civil helicopter pilots operating on HMRIs are to be based on distance from either Aberdeen or Sumburgh VORs, according to the departure or destination aerodrome. Position reports are only required if the flight is not receiving a radar service from the ATSU. In this instance, unless otherwise specified by the ATSU, an initial report is to be made on outbound HMRIs at 40 NM and then at 20 NM intervals, subject to the limitations of VHF cover. For inbound flights subsequent to the initial call, reports are to be made at the same 20 NM intervals according to the destination aerodrome. If the elapsed time between two reporting points exceeds 15 minutes, an additional report is to be made after 15 minutes elapsed time since the last report.

En-route position reports are to include the following information:

a) Callsign;
b) Position (HMRI and range);
c) ALT or FL;
d) Position of next intended report.

On lifting from an installation or ship off-shore, the initial report is to include:

a) Callsign;
b) Actual position and altitude;
c) Requested HMRI and point of joining;
d) Requested altitude;
e) Total persons on board.

4.5.2.4.1.2 **Fixed-Wing Procedures.** Pilots of civil and military fixed-wing aircraft intending to fly within the areas of responsibility of the above Sectors are strongly advised to make use of the services provided. Crews of wildlife and aerial survey aircraft should consider utilising notification procedures detailed at ENR 1.1.4 as well as contacting Aberdeen ATSU prior to commencing operations. Whenever possible civil aircraft should be flown above the Transition Altitude at the appropriate level. Pilots are advised that helicopters engaged on inter-platform flights within the same field complex normally operate at about 500 FT AMSL and frequently carry underslung loads which limit the pilot's ability to take sudden avoidance action.

4.5.2.4.2 **Off-shore Safety Area (OSA)**

4.5.2.4.2.1 Pilots of helicopters entering the Aberdeen OSA should follow procedures detailed in paragraph 4.5.2.4.1.1.

4.5.2.4.2.2 **Fixed-Wing Procedures** . Where penetration of the Aberdeen OSA is essential, contact should be made on the appropriate Aberdeen frequency (paragraph 4.5.2.2) no later than 10 NM before entering the OSA giving their position, altitude, squawk, heading and intentions. Military pilots not previously in contact with the ASACS should call Boulmer ICF (259.225) or the appropriate Aberdeen frequency. Where pilots are unable to maintain contact on the appropriate Aberdeen frequency or the ASACS, and when not previously allocated a squawk, they should squawk A0007 with ALT (or mode C) selected. Maritime patrol aircraft (MPA) and fisheries protection aircraft should squawk A7300 with ALT (or mode C) selected.

4.5.2.4.2.3 **General Procedures.** Within the Sumburgh Radar and Brent Radar sectors, Aberdeen ATC will allocate ALTs or FLs tactically to participating flights.

4.5.2.4.2.4 **Off-shore Operations.** Helicopter off-shore support activity is not confined to published ATS hours and helicopters may be operating in VMC or IMC at all levels and times.

4.5.2.4.2.4.1 The positions of individual platforms within their parent field complex are detailed at paragraph 4.5.5.2.

4.5.2.4.2.5 Within the Aberdeen ATSU Areas of Responsibility as described in paragraph 4.5.2.2, during the published hours of operation, the following QNH values will be used:

a) Brent Radar Sector and northern area of the Sumburgh Radar Sector - Cormorant QNH. If the actual Cormorant QNH data is lost, the Puffin or Marlin will be used as appropriate.
b) Central and eastern area of the Sumburgh Radar Sector - Sumburgh QNH.
c) Western area of the Sumburgh Radar Sector - Shetland Regional QNH.
d) Southern area of the Sumburgh Radar Sector, south of 59N – Aberdeen QNH.
e) Aberdeen Sector out to ADN DME 90 - Aberdeen QNH.

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f) Aberdeen Sector beyond ADN DME 90 and north of HMRI 086 - Brae QNH. (If Brae QNH data is lost the Weller QNH will be used, this being the lower of the Rattray or Petrel RPS.)
g) Aberdeen Sector beyond ADN DME 90 and south of HMRI 086 - Fulmar QNH. (If Fulmar QNH data is lost the McCabe QNH will be used, this being the lower of the Rattray or Skua RPS.)
h) Aircraft routing on HMRI 086 will be instructed to set the most appropriate QNH for the traffic situation.

***Note:*** *See chart at ENR 6-23 for areas.*

4.5.2.4.2.5.1 Transition level within the above areas will be determined with reference to the above pressure settings.

4.5.2.4.2.6 **Use of GPS for North Sea Operations**

4.5.2.4.2.6.1 UK AOC Holders intending to use GPS for en-route navigation for North Sea flight operations are to use GPS equipment that meets or exceeds CAA Specification 22. AOC holders requiring further information should contact their assigned flight operations Inspector. Non UK AOC holders are recommended to operate to at least the Specification 22 standard.

4.5.2.5 **Sumburgh CTR Helicopter Procedures**

4.5.2.5.1 **Standard Arrival and Departure Routes**

4.5.2.5.1.1 The Standard Arrival and Departure Routes are established for use in conjunction with the HMRIs and are shown at AD 2-EGPB-3-1/2. The route orientation is dependant on the runway-in-use as follows:

a) Westerly Operation (Runways 27 and 33 in use):

Departures for the East Shetland Basin are to route via BODAM (595506N 0011606W) and those for HMRIs Whiskey/Echo are to route via SILOK (594612N 0012900W);

Arrivals from the East Shetland Basin are to route via IZACK (595327N 0010113W) and those from HMRIs Whiskey/Echo are to route via BENTY (594615N 0010810W).

b) Easterly Operation (Runways 09 and 15 in use):

Departures for the East Shetland Basin are to route via IZACK and those for HMRIs Whiskey/Echo are to route via BENTY;

Arrivals from the East Shetland Basin are to route via BODAM and those from HMRIs Whiskey/Echo are to route via SILOK.

4.5.2.5.1.2 Additionally, to assist in the integration of flights operating under VFR or, at night, in accordance with a Special VFR clearance, VFR/SVFR flights may be instructed to route via Mousa Lighthouse Visual Reference Point. (See AD 2-EGPB-2.22 paragraph 2).

4.5.2.5.2 **Helicopter Holding Patterns**

4.5.2.5.2.1 **IFR Holding Patterns.** IFR holding patterns are established at Juliet 20, Mike 20, MOCHA and TIRIK. The holds are 1-minute left-hand patterns aligned on the HMRI inbound track.

4.5.2.5.2.2 **Visual Holding Patterns.** Visual holding patterns are established at BODAM, Mousa Lighthouse VRP, IZACK, BENTY and SILOK. Holding is to be conducted clear of cloud and in sight of the surface and helicopters will adopt a 2 minute left-hand orbit, except at BENTY which is right-hand. Maximum holding altitude 1000 FT AMSL.

4.5.3 **Morecambe Bay and Liverpool Bay Gas Fields - Helicopter Support Flights**

4.5.3.1 Permanent platforms positioned on the Morecambe Bay and Liverpool Bay Gas Fields are shown at ENR 6-28.

4.5.3.2 **Helicopter Traffic Zone (HTZ)**

4.5.3.2.1 A Helicopter Traffic Zone (HTZ), established as notification of helicopters engaged in platform approaches, departures and extensive unco-ordinated inter-platform transit flying, is established around the Morecambe Bay and Liverpool Bay Gas Fields. A HTZ consists of the airspace from sea level to 2000 FT AMSL contained within the tangential lines, not exceeding 5 NM in length, joining the neighbouring circumferences of circles 1.5 NM radius around each individual platform helideck.

4.5.3.3 **Airspace Structure - Morecambe Bay**

4.5.3.3.1 The helicopter support land base is Blackpool Airport. Low level flights, normal operating height 1000 FT AMSL or above on the Blackpool QNH, operate daily between Blackpool Airport and the helidecks. Under certain operating and meteorological conditions civil helicopters may operate below 1000 FT AMSL on the Blackpool QNH.

4.5.3.3.2 The route structure is:

Blackpool to Point 'N' (534922N 0030858W) to DP4.

***Note 1:*** *Point 'N' may be used as a holding point.*

***Note 2:*** *Route is bi-directional.*

# ENR 1.6 ATS SURVEILLANCE SERVICES AND PROCEDURES (continued)

4.5.3.3.3 Helicopter traffic information is available from Blackpool Approach during published hours of operation.

4.5.3.3.4 Pilots are warned that gas release and burn-off operations may take place at any time without prior notification from off-shore gas installations.

4.5.3.4 **Airspace Structure - Liverpool Bay**

4.5.3.4.1 The helicopter support land base is Blackpool Airport. Low level flights, normal operating height 1000 FT AMSL on the Blackpool QNH, operate daily between Blackpool Airport and the helidecks. Transit height to/from the Lennox platform is 500 FT AMSL. Flights between helidecks are normally conducted between 500 FT and 1000 FT.

4.5.3.4.2 The route structure is:

a) Blackpool to Gate G (534449N 0030441W) to Hamilton (533357N 0032716W);
b) Blackpool to Gate G to Lennox (533719N 0031037W).

***Note:*** *Routes are bi-directional.*

4.5.3.4.3 Helicopter traffic information is available from Warton Approach during the Warton ATC published hours of operation. Outside these hours, information is available from Blackpool Approach.

4.5.3.4.4 Gas release and burn-off operations may take place at any time without prior notification from off-shore gas installations.

4.5.3.4.5 Burbo Bank TMZ Controlling Authority Warton, (APP 129.530 MHz), active Mon-Thu 0730-1900 (0630-1800), Fri 0730-1700 (0630-1600). See ENR 2.2.

4.5.3.4.6 Walney TMZ Controlling Authority Warton, (APP 129.530 MHz), active Mon-Thu 0730-1900 (0630-1800), Fri 0730-1700 (0630-1600). See ENR 2.2.

4.5.3.5 **Altimeter Setting**

4.5.3.5.1 The Blackpool QNH will be used by helicopter support flights in transit to and from Blackpool Airport, and within the Morecambe Bay and Liverpool Bay Gas Fields.

4.5.4 **Flight Plan Procedures for Helicopter Operations over Sea Areas around the United Kingdom**

4.5.4.1 Pilots are warned of the need to consider application of the procedures detailed at ENR 1-10-4 paragraph 1.11, when operating under both VFR and IFR in support of off-shore facilities (particularly over the Southern and Northern North Sea, Atlantic Rim and Morecambe and Liverpool Bays). When flying to a location without an ATSU or AFTN link, nomination of a responsible person is vital to guarantee the initiation of alerting action in the event of non-arrival.

4.5.5 **RTF and NDB Frequencies Used on Off-shore Installations**

4.5.5.1 **General**

4.5.5.1.1 All Operators wishing to establish an aeronautical radio station within the UK Off-shore Areas under concession are required to obtain regulatory approval from the Civil Aviation Authority prior to operating that radio station.

4.5.5.1.1.1 Application for approval to establish and operate an aeronautical radio station on fixed or mobile installations must be made to Ofcom:

Post: Spectrum Licensing, PO Box 1285, Warrington, WA1 9GL.
Phone: 020-7981 3131.
Email: spectrum.licensing@ofcom.org.uk
Http: www.ofcom.org.uk/manage-your-licence

This application will then be passed to the Civil Aviation Authority (CAA) for approval. Following the approval process, operators of radio stations should hold the following:

a) An equipment approval under the Air Navigation Order (ANO), issued by the CAA;
b) A frequency assignment, issued by the CAA;
c) An aeronautical radio licence under the Wireless Telegraphy Act 2006 (‘the WT Act’), issued by Ofcom.

Applicants should note that coordination with other European states may be necessary before a frequency assignment can be made; applications for approval should be made as early as possible and can be made up to six months before operationally required.

4.5.5.1.2 Frequencies listed for fixed installations and the frequency plan for mobile installations in UK Areas Under Concession.

a) Information on frequencies in use by the off-shore helicopter community can be obtained from the Helideck Certification Agency at http://www.helidecks.org/index.php/helideck-certificates;

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b) Mobiles must operate in accordance with the frequency plan shown in paragraph 4.5.5.3;
c) Aeronautical RTF operations for all installations north of 56°N and east of 5°W and within the UK Off-shore Areas Under Concession, with the exception of the East Shetland Basin – that is Off-shore RTF Areas A to I **(Note 1)** – have each been provided with two RTF frequencies, one for Traffic **(Note 2)** RTF calls and the other for Logistics **(Note 3)** RTF calls, as listed in paragraph 4.5.5.3.1. No suffix will be added to the Civil Aviation Authority approved callsign when traffic information is to be passed by the operator of the aeronautical radio station. When logistics information is to be passed the suffix 'LOG' shall be added to the approved callsign.

Simultaneous operation of the traffic and the LOG frequencies may be required, installations are therefore required to carry radio facilities to support this.

***Note 1:*** *Operators wishing to operate installations in Area X on the RTF frequency allocations chart should contact the Authority at least 90 days before operation is required in order to obtain a temporary RTF frequency assignment.*

***Note 2:*** *The Traffic frequency is to be used for giving information on aircraft positions, obtaining deck clearance, and for lifting calls.*

***Note 3:*** *The logistics (LOG) frequency should be used for all other calls permitted within the terms of an OPC service such as, departure messages, in-field routings, payload information, and ordering fuel and refreshments.*

***RTF Operation - Areas A to P:*** *RTF frequency assignments for off-shore installations may only be used for communication between installations and aircraft that are both within the same off-shore RTF frequency assignment area. The Traffic frequencies may be used for communication with aircraft that are below 2000 FT and the LOG frequencies may be used for communication with aircraft that are below 7000 FT*

*Published Air Traffic Service procedures should be followed where available. A listening watch should be maintained with the Air Traffic Service Unit (ATSU) where possible. Prior to leaving the ATSU's operating area, pilots should advise the ATSU of the aircraft's movement intentions. Where maintaining a listening watch with the ATSU is not possible and at all times when the aircraft is below 1500 FT a listening watch on the RTF Area Traffic Frequency shall be maintained.*

***Outbound - To the off-shore installation:*** *Pilots who are in communication with the ATSU should, once established in the descent and still above 1500 FT, establish contact with their destination on the Area Traffic Frequency, and hand over the flight watch. They should then advise the ATSU on passing 1500 FT. Landing clearances should be obtained from the HLO who will be operating on the Traffic frequency.*

***Inbound - From the off-shore installation:*** *Lifting calls should be made on the Traffic frequency. Once airborne establish communication with the appropriate ATSU whilst below 1000 FT or as soon practical. Published Air Traffic Service procedures should be followed where available.*

*The appropriate LOG frequency should be used as required to exchange information with the destination. When operating below 1500 FT or outside the ATSU's area of operation pilots should retune the ATSU radio to the LOG frequency for passing Logistics information. When not being used for LOG messages the radio should be retuned to monitor the appropriate ATSU's frequency.*

4.5.5.1.3 Offshore installation's VHF RTF facilities and aeronautical Non Directional Beacons operate by arrangement only; the unserviceability of these facilities will **NOT** be promulgated by NOTAM.

4.5.5.1.4 **NDBs on both fixed and mobile installations generally operate on shared frequencies.** NDBs that share frequencies should only be switched on if requested by the helicopter pilot and then only after the frequency has been monitored by the pilot and found to be vacant immediately prior to switching on. The pilot should advise the NDB operators as soon as they no longer require the use of the NDB. When no longer required the NDB should be switched off. Additionally, in order to assist helicopters transiting fields a small number of NDBs on fixed installations have been assigned frequencies that enable them to operate as close to H24 as practical. Pilots may find these NDBs already on and that they remain on after they have advised the installation that they no longer require their use.

4.5.5.1.5 Flight Information Services are provided by NATS Limited from Aberdeen in the Aberdeen ATSU Off-shore Areas of Responsibility (ENR 6-23 and 6-25).

4.5.5.2 **RTF and NDB Frequencies/Channels for Fixed Installations**

4.5.5.2.1 Data on RTF and NDB frequencies/channels in use by the off-shore helicopter community can be obtained from the Helideck Certification Agency at http://www.helidecks.org/index.php/helideck-certificates.

4.5.5.3 **RTF and NDB Frequencies/Channels used on Off-shore Installations in the UK Areas under Concession**

4.5.5.3.1 RTF Frequencies/Channels for Off-shore Installations.

| Area | Boundaries | VHF RTF Channel | |
|---|---|---|---|
| | | Traffic | LOG |
| A | 583736N 0050000W - 602049N 0050000W - 602106N 0045640W - 602405N 0044416W - 604743N 0041832W - 605149N 0041400W - 605459N 0041030W - 610245N 0040352W - 610427N 0040226W - 610739N 0035937W - 612137N 0034754W - 614500N 0031304W - 614500N 0003400W - 595244N 0011712W - 574200N 0014713W - 574200N 0035805W thence along the UK East Coast to 583736N 0050000W. | 122.805 | 129.130 |

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| Area | Boundaries | VHF RTF Channel | |
|---|---|---|---|
| | | Traffic | LOG |
| B | 574200N 0014713W - 595244N 0011712W - 614500N 0003400W - 614410N 0003900E - 612412N 0003900E - 610807N 0004319E - 605828N 0004555E - 604846N 0010430E - 604116N 0011454E - 603808N 0012042E - 603300N 0014257E - 603300N 0015659E - 602324N 0015851E - 574200N 0014648W - 574200N 0014713W. | 122.805 | 129.130 |
| C | 602324N 0015851E - 595346N 0020430E - 591722N 0014236E - 591340N 0014136E - 584026N 0002838E thence anti-clockwise by the arc of a circle radius 120 NM centred on 571838N 0021602W (ADN VOR) to 585707N 0000719W - 602324N 0015851E. | 122.180 | 125.405 |
| D | 591340N 0014136E - 582546N 0012854E - 582430N 0013034E - 581627N 0010020E thence anti-clockwise by the arc of a circle radius 120 NM centred on 571838N 0021602W (ADN VOR) to 584026N 0002838E - 591340N 0014136E. | 123.655 | 129.130 |
| E | 585707N 0000719W thence clockwise by the arc of a circle radius 120 NM centred on 571838N 0021602W (ADN VOR) - 581627N 0010020E - 573123N 0013500W - 574200N 0013500W - 574200N 0014648W - 585707N 0000719W. | 123.005 | 128.405 |
| F | 582430N 0013034E - 580500N 0014803E - 572707N 0013500W - 573123N 0013500W - 582430N 0013034E. | 123.555 | 126.405 |
| G | 580500N 0014803E - 575416N 0015748E - 573927N 0020521E - 572231N 0013500W - 572707N 0013500W - 580500N 0014803E. | 122.005 | 126.355 |
| H | 573927N 0020521E - 564859N 0023018E - 571506N 0013500W - 572231N 0013500W - 573927N 0020521E. | 122.330 | 129.705 (Shell 130.880) |
| I | 564859N 0023018E - 563540N 0023642E - 560510N 0031455E - 560000N 0031758E - 560000N 0013500W - 571506N 0013500W - 564859N 0023018E. | 122.780 | 126.805 (Shell 130.880) |
| J | 560000N 0031758E - 555004N 0032355E - 543715N 0025349E - 542245N 0024543E - 525851N 0005830E thence along the UK East Coast - 560000N 0023000W - 560000N 0031758E. | 122.230 | 122.230 |
| K | 542245N 0024543E - 535745N 0025155E - 534003N 0025719E - 533503N 0025913E - 532809N 0030055E - 531803N 0030319E - 525551N 0030936E - 520000N 0022345E - 520000N 0012528E thence along the UK East Coast - 525851N 0005830E - 542245N 0024543E. | 130.280 | 130.280 |
| | In some circumstances the following may apply: | | |
| | (a) The Leman/Sean Indefatigable Fields use | 123.630 | 123.630 |
| | (b) The Esmond/Forbes/Gordon Fields use | 122.330 | 122.330 |
| | (c) The Rough/West Sole Fields and Villages use | 129.880 | 129.880 |
| | (d) The Viking Field use | 118.655 | 118.655 |
| | (e) The Viking/Ann Field use | 123.580 | 123.580 |
| | (f) The Hewett/Arpet Fields use | 122.880 | 122.880 |
| | (g) The Thames Field use | 123.230 | 123.230 |
| | (h) The Ravenspurn Field use | 123.030 | 123.030 |
| | (i) The Cleeton/West Sole Fields and Villages use | 130.730 | 130.730 |
| L | 550000N 0051004W thence along the UK West Coast - 530000N 0042542W - 530000N 0051200W - 540000N 0051200W - 540000N 0060608W thence along the Northern Ireland East Coast - 550000N 0055911W - 550000N 0051004W. | 122.380 | 122.380 |
| | In some circumstances the following may apply:<br>Liverpool Bay Fields use | 129.780 | 129.780 |
| M | 595000N 0050000W - 583736N 0050000W - 583100N 0061538W thence along the UK West Coast to 580000N 0070542W - 580000N 0100000W - 595952N 0100000W - 595627N 0090040W - 601845N 0052412W - 602049N 0050000W - 595000N 0050000W. | 123.255 | 123.255 |
| N | 580000N 0070542W thence along the UK West Coast - 554000N 0063000W - 554000N 0064800W - 555000N 0064800W - 555000N 0070000W - 560000N 0070000W - 560000N 0080000W - 561000N 0080000W - 561000N 0084800W - 562000N 0084800W - 562000N 0093000W - 562312N 0100000W - 580000N 0100000W - 580000N 0070542W. | 130.155 | 130.155 |
| O | 595952N 0100000W - 562312N 0100000W - 570000N 0192700W - 595000N 0142600W - 594957N 0131612W - 600902N 0131612W - 600718N 0121737W - 600250N 0111627W - 600208N 0105047W - 600057N 0102051W - 595952N 0100000W. | 122.230 | 122.230 |

# ENR 1.6 ATS SURVEILLANCE SERVICES AND PROCEDURES (continued)

| Area | Boundaries | VHF RTF Channel | |
|---|---|---|---|
| | | Traffic | LOG |
| P | 530000N 0051900W - 530000N 0042542W thence along the UK South Coast to 520000N 0012528E - 520000N 0023831E - 514957N 0023015E - 513647N 0021512E - 513328N 0021418E - 513014N 0020718E - 512011N 0020218E - 511935N 0020143E - 511424N 0015713E - 510555N 0014326E - 510216N 0013248E - 505657N 0012120E - 505344N 0011653E - 504747N 0011523E - 503835N 0010721E - 502319N 0004634E - 501938N 0003607E - 501409N 0000209E - 501310N 0001535W - 500726N 0003005W - 500824N 0010005W - 500912N 0013005W - 500911N 0020331W - 495747N 0024829W - 494627N 0025635W - 493827N 0032105W - 493309N 0033455W - 493239N 0034249W - 493205N 0035552W - 492736N 0041759W - 492719N 0042151W - 492310N 0043244W - 491424N 0051105W - 491256N 0052045W - 491206N 0054035W - 481257N 0091200W - 481000N 0092216W - 481000N 0100000W - 482000N 0100000W - 482000N 0094800W - 483000N 0094800W - 483000N 0093600W - 485000N 0093600W - 485000N 0092400W - 490000N 0092400W - 490000N 0091700W - 490956N 0091705W - 490956N 0091205W - 492000N 0091200W - 492000N 0090300W - 493000N 0090300W - 493000N 0085400W - 494000N 0085400W - 494000N 0084500W - 494956N 0084505W - 494956N 0083605W - 495956N 0083605W - 495956N 0082405W - 500956N 0082405W - 500956N 0081205W - 502000N 0081200W - 502000N 0080000W - 502956N 0080005W - 502956N 0073605W - 503956N 0073605W - 503956N 0071205W - 505000N 0071200W - 505000N 0070300W - 510000N 0070300W - 510000N 0064800W - 511000N 0064800W - 511000N 0064200W - 512000N 0064200W - 512000N 0063300W - 513000N 0063300W - 513000N 0061800W - 514000N 0061800W - 514000N 0060600W - 515000N 0060600W - 515000N 0060000W - 515400N 0060000W - 515400N 0055700W - 515800N 0055700W - 515800N 0055400W - 520000N 0055400W - 520000N 0055000W - 520400N 0055000W - 520400N 0054600W - 520800N 0054600W - 520800N 0054200W - 521200N 0054200W - 521200N 0053900W - 521600N 0053900W - 521600N 0053500W - 522400N 0053500W - 522400N 0052248W - 523200N 0052248W - 523200N 0052800W - 524400N 0052800W - 524400N 0052430W - 525200N 0052430W - 525200N 0052230W - 525900N 0052230W - 525900N 0051900W - 530000N 0051900W. | 122.780 | 122.780 |
| ESB | 614410N 0003900E - 612412N 0003900E (Gate Golf) - 610807N 0004319E (Gate Hotel) - 605828N 0004555E (Gate Juliet) - 604846N 0010430E (Gate Lima) - 604116N 0011454E (Gate Mike) - 603808N 0012042E (Gate November) - 603300N 0014257E (Gate Oscar) - 603300N 0015659E - 612122N 0014718E (ALLOY) - 614410N 0013329E - 614410N 0003900E. | 129.405 | 129.405 |

4.5.5.3.2 NDB Frequencies for Mobiles

| | | | |
|---|---|---|---|
| Within the East Shetland Basin (ESB) | 614410N 0003900E - 614410N 0013329E - 612122N 0014718E (ALLOY) - 612000N 0014735E - 612000N 0004008E - 612412N 0003900E - 614410N 0003900E. | 553.5 | 20 |
| | 612000N 0004008E - 612000N 0014735E - 610000N 0015138E - 610000N 0004530E - 610807N 0004319E - 612000N 0004008E. | 597.5 | 20 |
| | 610000N 0004530E - 610000N 0015138E - 603300N 0015659E - 603300N 0014257E - 603808N 0012042E - 604116N 0011454E - 604846N 0010430E - 605828N 0004555E - 610000N 0004530E. | 579.5 | 20 |
| 1 | 635313N 0002927W - 633809N 0003007W - 633809N 0001106W - 625328N 0003821E - 622219N 0010622E - 614410N 0013329E - 614410N 0003900E - 612412N 0003900E - 610807N 0004319E - 605828N 0004555E - 604846N 0010430E - 604116N 0011454E - 603808N 0012042E - 603300N 0014257E - 603300N 0015659E - 595346N 0020430E - 591722N 0014236E - 590000N 0013755E - 590000N 0050000W - 602049N 0050000W - 602106N 0045640W - 602405N 0044416W - 604743N 0041832W - 605149N 0041400W - 605459N 0041030W - 610245N 0040352W - 610427N 0040226W - 610739N 0035937W - 612137N 0034754W - 615207N 0031144W - 615914N 0030320W - 634039N 0004744W - 635313N 0002927W. | 588.5 | 20 |
| 2 | 590000N 0002400E - 570000N 0002400E - 570000N 0021012W thence along the UK East Coast to 583736N 0050000W - 590000N 0050000W - 590000N 0002400E. | 597.5 | 20 |
| | 590000N 0002400E - 590000N 0013755E - 582546N 0012854E - 575416N 0015748E - 570000N 0022458E - 570000N 0002400E - 590000N 0002400E. | 553.5 | 20 |
| | 570000N 0022458E - 563540N 0023642E - 560510N 0031455E - 560000N 0031758E - 560000N 0023000W thence along the East Coast of Scotland to 570000N 0021012W - 570000N 0022458E. | 897.0 | 20 |
| 4A | 560000N 0031758E - 555004N 0032355E - 543715N 0025349E - 542245N 0024543E - 525851N 0005830E thence along the UK East Coast to 560000N 0023000W - 560000N 0031758E. | 949.0 (†) | 20 |
| 4B | 542245N 0024543E - 535745N 0025155E - 534003N 0025719E - 533503N 0025913E - 532809N 0030055E - 531803N 0030319E - 525551N 0030936E - 520000N 0022345E - 520000N 0012528E thence along the UK East Coast to 525851N 0005830E - 542245N 0024543E. | 579.5 (‡)<br>897.0 (‡) | 20 |

## ENR 1.6 ATS SURVEILLANCE SERVICES AND PROCEDURES (continued)

| | | | |
|---|---|---|---|
| 5 | 550000N 0051004W thence along the UK West Coast - 530000N 0042542W - 530000N 0051200W - 540000N 0051200W - 540000N 0060608W thence along the N Ireland East Coast to 550000N 0055911W - 550000N 0051004W. | 597.5 | 20 |
| 6 | 595000N 0050000W - 583736N 0050000W - 583100N 0061538W thence along the UK West Coast to 580000N 0070542W - 580000N 0100000W - 595952N 0100000W - 595627N 0090040W - 601845N 0052412W - 602049N 0050000W - 595000N 0050000W. | 579.5 | 20 |
| 7 | 580000N 0070542W thence along the UK West Coast to 554000N 0063000W - 554000N 0064800W - 555000N 0064800W - 55000N 0070000W - 560000N 0070000W - 560000N 0080000W - 561000N 0080000W - 561000N 0084800W - 562000N 0084800W - 562000N 0093000W - 562312N 0100000W - 580000N 0100000W - 580000N 0070542W. | 553.5 | 20 |
| | (†) **Area 4a NDB/VHF pairing** — 949.0 kHz/122.225 MHz.<br>(‡) **Area 4b NDB/VHF pairing** — 579.5 kHz/130.275 MHz or 897.0 kHz/130.275 MHz.<br>For Notes See End of Table. | | |
| 8 | 595952N 0100000W - 562312N 0100000W - 570000N 0192700W - 595000N 0142600W - 594957N 0131612W - 600902N 0131612W - 600718N 0121737W - 600250N 0011627W - 600208N 0105047W - 600057N 0102051W - 595952N 0100000W. | 897.0 | 20 min<br>50 max |
| 9 | 530000N 0051900W - 530000N 0042542W thence along the UK South Coast to 520000N 0012528W - 520000N 0023831E - 514957N 0023015E - 513647N 0021512E - 513328N 0021418E - 513014N 0020718E - 512011N 0020218E - 511935N 0020143E - 511424N 0015713E - 510555N 0014326E - 510216N 0013248E - 505657N 0012120E - 505344N 0011653E - 504747N 0011523E - 503835N 0010721E - 502319N 0004634E - 501938N 0003607E - 501409N 0000209E - 501310N 0001535W - 500726N 0003005W - 500824N 0010005W - 500912N 0013005W - 500911N 0020331W - 495747N 0024829W - 494627N 0025635W - 493827N 0032105W - 493309N 0033455W - 493239N 0034249W - 493205N 0035552W - 492736N 0041759W - 492719N 0042151W - 492310N 0043244W - 491424N 0051105W - 491256N 0052045W - 491206N 0054035W - 481257N 0091200W - 481000N 0092216W - 481000N 0100000W - 482000N 0100000W - 482000N 0094800W - 483000N 0094800W - 483000N 0093600W - 485000N 0093600W - 485000N 0092400W - 490000N 0092400W - 490000N 0091700W - 490956N 0091705W - 490956N 0091205W - 492000N 0091200W - 492000N 0090300W - 493000N 0090300W - 493000N 0085400W - 494000N 0085400W - 494000N 0084500W - 494956N 0084505W - 494956N 0083605W - 495956N 0083605W - 495956N 0082405W - 500956N 0082405W - 500956N 0081205W - 502000N 0081200W - 502000N 0080000W - 502956N 0080005W - 502956N 0073605W - 503956N 0073605W - 503956N 0071205W - 505000N 0071200W - 505000N 0070300W - 510000N 0070300W - 510000N 0064800W - 511000N 0064800W - 511000N 0064200W - 512000N 0064200W - 512000N 0063300W - 513000N 0063300W - 513000N 0061800W - 514000N 0061800W - 514000N 0060600W - 515000N 0060600W - 515000N 0060000W - 515400N 0060000W - 515400N 0055700W - 515800N 0055700W - 515800N 0055400W - 520000N 0055400W - 520000N 0055000W - 520400N 0055000W - 520400N 0054600W - 520800N 0054600W - 520800N 0054200W - 521200N 0054200W - 521200N 0053900W - 521600N 0053900W - 521600N 0053500W - 522400N 0053500W - 522400N 0052248W - 523200N 0052248W - 523200N 0052800W - 524400N 0052800W - 524400N 0052430W - 525200N 0052430W - 525200N 0052230W - 525900N 0052230W - 525900N 0051900W - 530000N 0051900W. | 435 | 20 |

***Note 1:*** *Simultaneous operation of NDBs on the same frequency by more than one mobile installation is likely to result in incorrect navigational information being displayed to pilots. For this reason it is essential that NDB operators read and comply with Notes regarding off-shore radio facilities. CAA Doc 446 is available from the department detailed at paragraph 4.5.5.1.1.1.*
***Note 2:*** *Alternative arrangements may be desirable for flight safety reasons when working adjacent to a permanent installation. These will be agreed by the CAA in consultation with the parties concerned. Where the mobile installation temporarily uses the RTF frequency assigned to the permanent installation, helicopters will not normally use the mobile NDB because of the difficulty in co-ordinating with other users of the same NDB frequency.*
***Note 3:*** *If NDB operation does become necessary the appropriate NDB frequency shown in the diagram at ENR 6-31 is to be used and the helicopter company involved is requested to co-ordinate use with other mobiles on the appropriate area frequency.*

# ENR 1.7 ALTIMETER SETTING PROCEDURES

## 1 Notification

1.1 The Selected Transition Altitudes listed in paragraph 4 are notified for the purposes of SERA.3110 Cruising Levels, SERA.5005 Visual Flight Rules and SERA.5020 IFR - Rules Applicable to IFR Flights within Controlled Airspace.

1.2 For the purpose of SERA.5005(g), aircraft in level cruising flight and operated in accordance with the visual flight rules above 3000 FT AMSL are not required to be flown at a cruising level appropriate to its magnetic track unless flying in conformity with the conditions specified by the appropriate air traffic control unit.

1.3 For the purposes of SERA.5025(a), an aircraft in level flight outside controlled airspace at or below 3000 FT AMSL and operated in accordance with the instrument flight rules is not required to be flown at a cruising level appropriate to its magnetic track if it flies:

a) in conformity with the instructions of the appropriate air traffic service unit; or
b) in accordance with holding procedures notified in relation to an aerodrome.

## 2 Introduction

2.1 The Altimeter Setting Procedures in use in the UK generally conform to those contained in ICAO Doc 8168-PANS OPS/611 and Doc 4444-PANS ATM/501. Differences are in bold.

2.2 The purpose of these procedures is to provide pilots with suitable pressure information which will assist them in maintaining adequate terrain clearance and also to ensure a safe standard of flight separation by the general use of altimeters set at 1013.2 hPa.

## 3 General Procedures

3.1 The Transition Altitude within the UK is 3000 FT except in, or beneath, that Airspace specified at paragraph 4.1.

3.2 Transition Altitudes are shown in the aerodrome directory in AD 2.17 as well as on aerodrome Approach and ATC Surveillance Minimum Altitude Charts.

3.3 The vertical position of aircraft at, or below, any Transition Altitude will normally be expressed in terms of Altitude. The vertical position at, or above, any Transition Level will normally be expressed in terms of Flight Level. When descending through the Transition Layer the vertical position will be expressed by pilots in terms of Altitude, and when climbing in terms of Flight Level. The Transition Altitude and the Transition Level may be used concurrently in cruising flight, with vertical separation ensured.

3.4 Flight Levels are measured with reference to the Standard Pressure datum of 1013.25 hPa. In the UK, the first available Flight Level above the Transition Altitude is separated from the Transition Altitude by a minimum pressure interval corresponding to a nominal 1000 FT in the ISA. Consecutive IFR cruising Flight Levels above the Transition Level are separated by pressure intervals corresponding to 1000 FT in the ISA up to and including FL 410 and by pressure intervals corresponding to 2000 FT in the ISA above FL 410. Cruising level requirements are detailed at ENR 1.7, paragraph 6.1. FL 195 will not be allocated as a cruising level.

3.5 QNH reports should be obtained from an ATS Unit. These QNH values are rounded down to the nearest whole hectopascal but are available at certain aerodromes in tenths of hectopascals for landing aircraft on request.

3.6 Altimeter setting procedures at military aerodromes may vary from those detailed in this section.

3.7 **Altimeter Setting Regions (ASR).** To make up for any lack of stations reporting actual QNH, the UK has been divided into a number of ASRs for each of which the National Meteorological Office calculates the lowest forecast QNH (Regional Pressure Setting) for each hour. These values are available hourly for the period H+1 to H+2 and may be obtained from all aerodromes having an Air Traffic Service, from London AC (Swanwick) and Scottish AC (Prestwick), or by telephone.

3.8 The ASRs are listed below together with the MET Office Codes. The area covered by the Regions are shown on the combined Flight Information Region (FIR) and ASR Chart at ENR 6-18.

| | | | |
|---|---|---|---|
| Skerry (01) | Holyhead (07) | Chatham (12) | Orkney (17) |
| Portree (02) | Barnsley (08) | Portland (13) | Marlin (18) |
| Rattray (03) | Humber (09) | Yarmouth (14) | Petrel (19) |
| Tyne (04) | Scillies (10) | Cotswold (15) | Skua (20) |
| Belfast (05) | Wessex (11) | Shetland (16) | Puffin (21) |

3.9 Airspace within all Control Zones (CTRs), and within and below all Terminal Control Areas (TMAs), Control Areas (CTAs) except Airways and the Worthing and Clacton Control Areas, during their notified hours of operation, does not form part of the ASR Regional Pressure Setting system.

3.10 When flying in Airspace below TMAs and CTAs detailed above, pilots should use the QNH of an adjacent aerodrome when flying at or below the Transition Altitude. It may be assumed that for aerodromes located beneath such Areas, the differences in the QNH values are insignificant. When flying beneath Airways whose base levels are expressed as Altitudes pilots are recommended to use the QNH of an adjacent aerodrome in order to avoid penetrating the base of Controlled Airspace.

3.11 Pilots operating north of 6130N within the Airspace detailed at ENR 2.2, paragraph 1.1 when not receiving a service from Sumburgh Radar are advised to set the Puffin Regional Pressure Setting as the pressure datum whilst flying at or below 3000 FT.

# ENR 1.7 ALTIMETER SETTING PROCEDURES (continued)

3.12 The QNH settings to be used within the Northern North Sea Radar Service Areas are shown at ENR 6-23.

## 4 Selected Transition Altitudes

4.1 The following Transition Altitudes apply to flights within or beneath the following Airspace:

| | |
|---|---|
| Aberdeen CTR/CTA | 6000 FT |
| Belfast CTR/TMA | 6000 FT |
| Birmingham CTR/CTA | 6000 FT |
| Bristol CTR/CTA | 6000 FT |
| Cardiff CTR/CTA | 6000 FT |
| Channel Islands CTR/CTA | 5000 FT |
| Clacton CTA | 6000 FT |
| Daventry CTA | 6000 FT |
| East Midlands CTR/CTA | 6000 FT |
| Edinburgh CTR/CTA | 6000 FT |
| Glasgow CTR/CTA | 6000 FT |
| Leeds Bradford CTR/CTA | 5000 FT † |
| Liverpool CTR/CTA | 5000 FT |
| London TMA | 6000 FT |
| Manchester TMA | 5000 FT |
| Newcastle CTR/CTA | 6000 FT |
| Norwich CTR/CTA | 5000 FT † |
| Scottish TMA | 6000 FT |
| Solent CTA | 6000 FT † |
| Sumburgh CTR/CTA | 6000 FT † |
| Teesside International CTR/CTA | 6000 FT † |
| Worthing CTA 1, 2, 3 and 5 | 6000 FT |

***Note:*** *† Outside the notified hours of operation the Transition Altitude is 3000 FT.*

## 5 Detailed Procedures

5.1 **Take-off and climb**

5.1.1 A QNH altimeter setting is given with the taxiing clearance prior to take-off.

5.1.2 At UK aerodromes the designated location for pre-flight altimeter checks is the apron.

5.1.3 For all major UK aerodromes, the apron elevation (or the elevation of various parts of an apron where there is significant variation between them) has been determined and the value is displayed in the flight clearance office at the aerodrome concerned. It is also given at AD 2.8.

5.1.4 Within Controlled Airspace a pilot should set one altimeter to the latest Aerodrome QNH prior to take-off. While flying at, or below, the Transition Altitude vertical position will be expressed in terms of altitude based upon the Aerodrome QNH. When cleared for climb to a Flight Level, vertical position will be expressed in terms of Flight Level, unless intermediate altitude reports have been specifically requested by Air Traffic Control.

5.1.5 Outside Controlled Airspace, a pilot may use any desired setting for take-off and climb. However, when under IFR, vertical position must be expressed in terms of Flight Level on climbing through the Transition Altitude.

5.1.6 Pilots taking-off at aerodromes beneath Terminal Control Areas and Control Areas should use aerodrome QNH when flying below the Transition Altitude and beneath these Areas, except that the aerodrome QFE may be used when flying within the circuit. It may be assumed that for aerodromes beneath the same TMA or CTA the differences in their QNH values are insignificant.

5.2 **En-route**

5.2.1 **Within Controlled Airspace**

5.2.1.1 At and above the transition level and during en-route flight the aircraft should be flown at Flight Levels. The latest and most appropriate Regional Pressure Setting value is to be used for checking terrain clearance in flight. Aircraft flying in a Control Zone or TMA at an Altitude at or below the Transition Altitude will be given the appropriate QNH setting in their clearance to enter the

# ENR 1.7 ALTIMETER SETTING PROCEDURES (continued)

Zone/TMA.

5.2.2 **Outside Controlled Airspace and within Active TRAs**

5.2.2.1 In flight at or below 3000 FT AMSL, pilots may use any desired setting. However, pilots flying beneath a TMA or CTA should obtain the QNH from an aerodrome situated beneath that area when flying below the Transition Altitude. It may be assumed that for aerodromes beneath the same TMA or CTA, the differences in the QNH values are insignificant. References to vertical position in flight plans and communications with ATC are to be expressed in terms of altitude.

5.2.2.2 **Outside Controlled Airspace**

a) **IFR**. When flying under IFR above the Transition Altitude, pilots must have 1013.2 hPa selected on an altimeter and conform to the cruising levels at ENR 1.7 paragraph 6.1. An aircraft in level flight operated in accordance with the instrument flight rules outside controlled airspace at or below 3000 FT AMSL is not required to conform with the cruising levels at ENR 1.7 paragraph 6.1 if it is flown in conformity with the instructions of the appropriate air traffic service unit; or in accordance with holding procedures notified in relation to an aerodrome.
b) **VFR**. When flying under VFR, aircraft in level cruising flight and operated in accordance with the visual flight rules above 3000 ft amsl are not required to conform with the cruising levels at ENR 1.7 paragraph 6.1 unless flying in conformity with the conditions specified by the appropriate air traffic control unit. The latest and most appropriate lowest forecast Regional Pressure Setting value should be used for checking terrain clearance.

5.2.2.3 **Flight within Active TRAs**

a) **IFR**. When flying under IFR above the Transition Altitude, pilots must have 1013.2 hPa selected on an altimeter and conform with the cruising level requirements at ENR 1.7, paragraph 6.1.
b) **VFR**. When flying under VFR, pilots are recommended to conform with the cruising level requirements at ENR 1.7, paragraph 6.1. The latest and most appropriate lowest forecast Regional Pressure Setting value should be used for checking terrain clearance.

5.3 **Approach and Landing**

5.3.1 When an aircraft is descended from a Flight Level to an Altitude preparatory to commencing approach for landing, ATC will pass the appropriate aerodrome QNH. In addition, ATC will also pass the Transition Level in due time prior to reaching it during descent either by voice communications, ATIS broadcast or if available, data link. On vacating the Flight Level, the pilot will change to the aerodrome QNH unless further Flight Level vacating reports have been requested by ATC, in which case, the aerodrome QNH will be set following the final Flight Level vacating report. Thereafter, the pilot will continue to fly on the aerodrome QNH until established on final approach. When requested by the pilot or local procedures require, the appropriate QFE and aerodrome or threshold elevation shall also be given.

5.3.2 **When carrying out a radar approach, ATC will assume that an aircraft is using QNH on final approach and will include a reminder of the appropriate QNH setting in the RTF phraseology. If the pilot requests to undertake the approach using QFE, then ATC will pass the appropriate QFE and 'height' will be substituted for 'Altitude' in the RTF phraseology. It should be noted that the Obstacle Clearance Height is always given with reference to the aerodrome or threshold elevation.**

5.3.3 Pilots landing at aerodromes beneath Terminal Control Areas and Control Areas should use aerodrome QNH when flying below the Transition Altitude and beneath these Areas, except that the aerodrome QFE may be used when flying within the circuit. It may be assumed that for aerodromes within the boundary of the same TMA or CTA, differences in their QNH values are insignificant.

5.3.4 The threshold elevation of each instrument runway that is 7 ft or more below the aerodrome elevation is given at AD 2.12. The barometric pressure setting to be used for landing on such a runway will be passed by ATC as QNH . . . . threshold elevation . . . . , or QFE . . . . threshold . . . . .

***Note:*** *At USAF operated aerodromes QFE is not used. All procedures below the Transition Altitude will be based on aerodrome QNH, and all vertical displacements given as altitudes. Aerodrome QFE will be available on request.*

5.4 **Missed Approach**

5.4.1 In the event of a missed approach, pilots may continue to use the altimeter setting selected for final approach, but reference to the vertical position of the aircraft exchanged in communication with ATC should be expressed in terms of altitude on aerodrome QNH, unless otherwise instructed by ATC.

5.5 **Flight Planning**

5.5.1 The levels at which a flight is to be conducted are to be specified in the flight plan:

a) In terms of flight level numbers for that part of the flight to be conducted at or above the transition level; and
b) in terms of altitudes (ft) for that part of the flight at or below the Transition Altitude.

5.5.2 The flight level or levels selected for a flight should ensure adequate terrain clearance at all points along the route to be flown,

should meet Air Traffic Service requirements and comply with the cruising levels at ENR 1.7, paragraph 6.1, where applicable.

5.5.3 The information required to determine the lowest flight level to ensure adequate terrain clearance may be obtained from the appropriate Air Traffic Service Unit or Meteorological Office. A chart for converting QNH values to flight levels for this purpose is shown at ENR 1.7-5.

5.5.4 The Transition Altitude applicable to the aerodromes of departure and destination and for alternate aerodromes should be noted.

5.5.5 Flight levels are to be specified in the flight plan by number and not in terms of ft as is the case with altitudes.

5.5.6 When flight plans are filed for IFR flights above 3000 FT AMSL outside Controlled Airspace in the UK, the cruising level must be selected from the appropriate table at paragraph 6.1.

## 6 Tables of Cruising Levels

6.1 The cruising levels to be observed when so required are as follows:

Within Controlled Airspace in areas where, on the basis of regional air navigation agreement and in accordance with conditions specified therein, a vertical separation minimum (VSM) of 1000 FT (300 M) is applied between FL 290 and FL 410 inclusive (†);

| **Magnetic track°** | | | |
|---|---|---|---|
| **From 000 degrees to 179 degrees** | | **From 180 degrees to 359 degrees** | |
| **IFR Flights** | **VFR Flights** | **IFR Flights** | **VFR Flights** |
| **Level** | **Level** | **Level** | **Level** |
| 1000 FT and above at intervals of 2000 FT.<br><br>41000 FT and above at intervals of 4000 FT. | Odd thousands plus 500 FT to 27500 FT (FL 275). | 2000 FT and above at intervals of 2000 FT.<br><br>43000 FT and above at intervals of 4000 FT. | Even thousands plus 500 FT to 28500 FT (FL 285). |

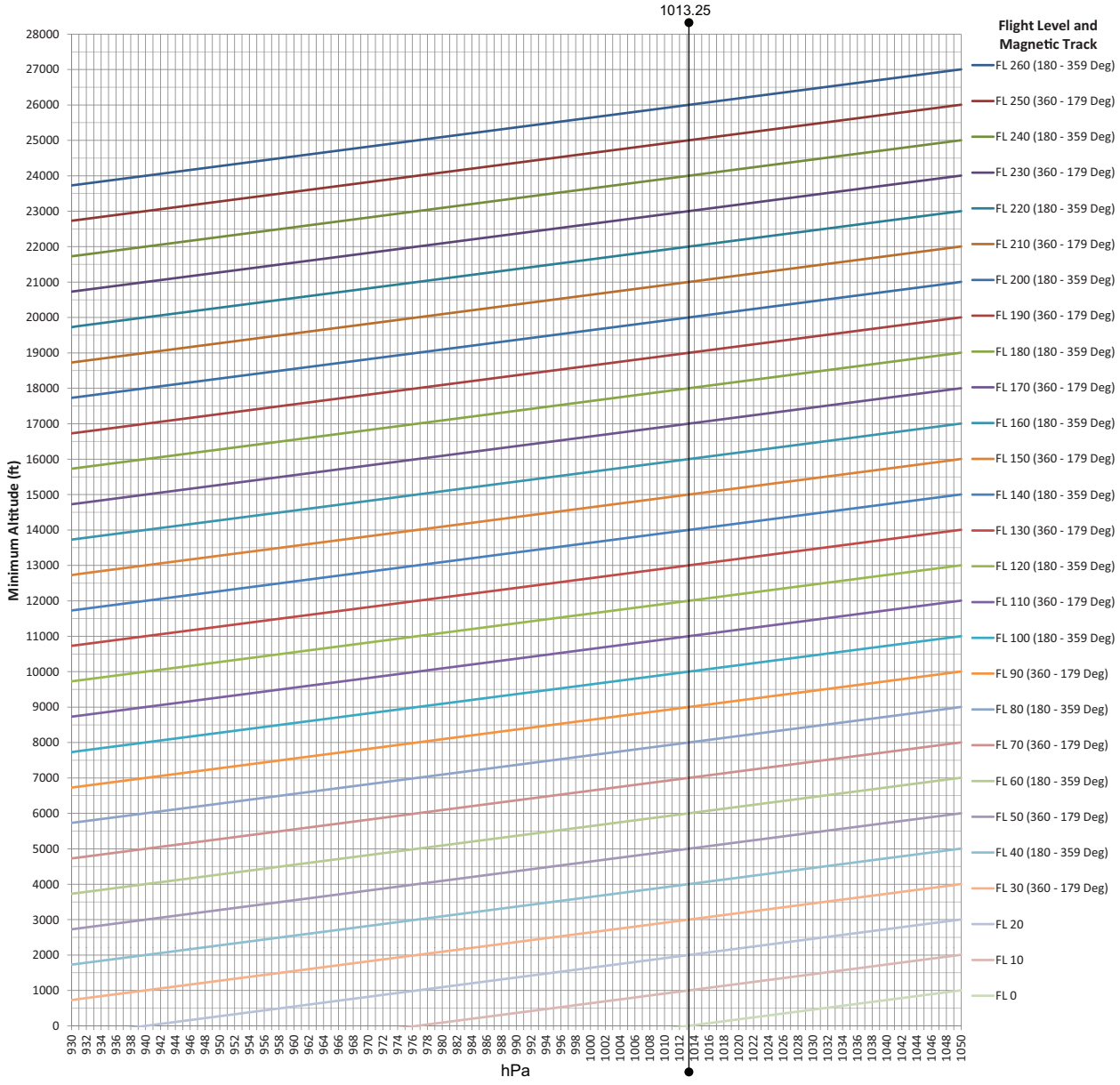
(†) Except when, on the basis of regional air navigation agreements, a modified table of cruising levels based on a nominal vertical separation minimum of 300 M (1000 FT) is prescribed for use, under specified conditions, by aircraft operating above FL 410 within designated portions of the airspace.

***Note:*** *VFR flight by civil aircraft above FL 195 shall not be permitted unless it has been accorded specific arrangements by the appropriate ATS authority. VFR flight shall only be authorised:*

*i. In reserved airspace;*
*ii. Outside reserved airspace up to FL 285, and then only when authorised in accordance with the procedures detailed for Non-Standard Flights in Controlled Airspace. See ENR 1.1 paragraph 4.1.9.*

## ENR 1.7 ALTIMETER SETTING PROCEDURES (continued)

# FLIGHT LEVEL GRAPH



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# ENR 1.8 REGIONAL SUPPLEMENTARY PROCEDURES

**(DOC 7030)**

**Regional supplementary procedures are applied in accordance with ICAO Doc 7030/5 Regional Supplementary Procedures.**

## 1 RVSM

1.1 The airspace within the London and Scottish UIRs between FL 290 and FL 410 inclusive is an element of EUR RVSM airspace. Furthermore, the airspace within the London and Scottish UIRs between FL 290 and FL 410 inclusive is designated for the purpose of transitioning non-RVSM approved aircraft operating to/from the North Atlantic Region.

1.2 Within this airspace, the vertical separation minimum shall be:

a) 300 M (1000 FT) between RVSM approved aircraft;
b) 600 M (2000 FT) between:

i. **non-RVSM approved State aircraft** and any other aircraft operating within RVSM airspace;
ii. all formation flights of State aircraft and any other aircraft operating within RVSM airspace; and
iii. non-RVSM approved aircraft and any other aircraft operating in the EUR RVSM airspace.

## 2 Aircraft Not Equipped With 8.33 kHz Capable Radios

2.1 State aircraft which are permanently exempted from the requirement of having radio equipment with the 8.33 kHz channel spacing capability shall be able to communicate on the remaining VHF 25 kHz frequencies or on UHF, where available. Before departure, and prior to embarking the aircraft, pilots of non-8.33 kHz equipped State aircraft shall contact ATC by telephone in order to confirm their non-equipped status, and where the initial Tower is 8.33 kHz State aircraft shall be provided with the appropriate 25 kHz VHF or UHF frequency.

2.2 Aircraft (other than State aircraft) flying VFR are explicitly exempted from compliance with the provisions of articles 4.5 and 5.4 of the Regulation (EU) Article 14 of (EU) (IR) No. 1079/2012 as described below;

a) The following ATS Units participating in the Lower Airspace Radar Service only:

| Location | 25 kHz Frequency (MHz) |
|---|---|
| FARNBOROUGH EAST | 123.225 |
| FARNBOROUGH NORTH | 132.800 |
| LOSSIEMOUTH | 119.575 |
| PLYMOUTH MIL EAST | 124.150 |

***Note:*** *The dates on which the conversions to 8.33 kHz will take place at these airports will be published in the appropriate AIRAC amendments.*

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# ENR 1.9 AIR TRAFFIC FLOW MANAGEMENT AND AIRSPACE MANAGEMENT

## 1 Introduction

1.1 Air Traffic Flow Management is a service established with the objective of contributing to a safe, orderly and expeditious flow of air traffic by ensuring ACC capacity is utilised to the maximum extent possible and the traffic volume is compatible with the capacities declared by the appropriate ATC authority.

1.2 A Centralised Air Traffic Flow Management (ATFM) service is established within the ICAO (EUR) Region to optimise the use of air traffic system capacity. The Eurocontrol Network Management Directorate (NMD) in Brussels provides this service in conjunction with Flow Management Positions (FMPs) established at each ACC.

1.3 The NMD includes the Flow Management Division (FMD), responsible for the planning, co-ordination and implementation of ATFM measures within the FMD ATFM area and the Flight Data Operations Division (FDOD), responsible for collecting, maintaining and providing data on all flight operations and the air navigation infrastructure. FDOD includes the Integrated Flight Planning System (IFPS). A description of the ATFM area and information on the Network Operations Systems can be found in the Network Operations HANDBOOK.

## 2 ATFM Documentation

2.1 **ICAO European Region ATFM Procedures**

2.1.1 The general ATFM procedures which apply throughout the ICAO European Region are published in the ICAO Doc 7030, Regional Supplementary Procedures (Europe).

2.2 **Network Operations Technical Procedures and Information**

2.2.1 Specific Network Operations Technical procedures and information can be found in the Network Operations HANDBOOK published by the NMD and available from:

Post: Eurocontrol Library, Rue de la Fusée, 96, B-1130 Brussels, Belgium.
Phone: 00-32-2-729-3639/3023
Fax: 00-32-2-729-9109

or from the NMD website at:

Http: https://www.public.nm.eurocontrol.int/PUBPORTAL/gateway/spec/index.html

2.2.2 Basic Network Operations HANDBOOK sections include:

a) **General and Network Operations Systems:** this contains details of the NMD organisation, area of responsibility and a description of Network Operations systems;
b) **The ATFM Users Manual:** this is a self-contained users manual for aircraft operators and ATC units describing Network Operations procedures in the context of the NMD TACTICAL (TACT) and Computer Allocated Slot Allocation (CASA) systems;
c) **IFPS Users Manual:** this is a self-contained users manual describing operating procedures for flight plan filing in the IFPS area.

2.2.3 Only a limited selection of Network Operations Technical procedures are reproduced in the UK AIP. Reference should be made to the Network Operations HANDBOOK for comprehensive information and procedures.

## 3 ATFM Processes

3.1 The emphasis for ATFM measures is changing from regulation (delaying aircraft on the ground) towards capacity management. Only when no other option is available will a regulation be applied and delays issued (Slot Allocation).

3.2 Alternative ATFM measures include the re-routing of aircraft both strategically and tactically. Permanent Strategic routing requirements are published in the Route Availability Document (RAD). The RAD enables ATC to maximise capacity by defining restrictions that prevent disruption to the organised system of major traffic flows through congested areas.

3.3 In addition, routing 'scenarios' may be applied by the NMD to help resolve particular problems on particular days. These involve recommended or mandatory routes for particular groups of flights or selected individual flights. Re-routes for groups of flights will be published by the NMD in an AIM (Air Traffic Flow and Capacity Management Information Message) or ANM (ATFM Notification Message).

3.4 Re-routing may include restricting the level of an aircraft to keep it out of a particular ATC sector. This is known as level capping. Level capping scenarios are published for groups of aircraft.

3.5 A list of available re-routing and level capping scenarios is promulgated on the NMD website:

Http: https://www.public.nm.eurocontrol.int/PUBPORTAL/gateway/spec/index.html

3.6 Aircraft Operators (AOs) complying with a re-route or level capping requirement shall cancel any existing flight plan and re-file on the new route in accordance with the Replacement Flight Plan procedure published in the IFPS Users Manual section of the Network Operations HANDBOOK.

# ENR 1.9 AIR TRAFFIC FLOW MANAGEMENT AND AIRSPACE MANAGEMENT (continued)

## 4 Slot Allocation Process

4.1 When no other option is available, a regulation will be applied by NMD and departure times will be issued in the form of a Calculated Take Off Time (CTOT). This is facilitated by Computer Assisted Slot Allocation (CASA) algorithm within the Enhanced Tactical Flow Management Systems (ETFMS).

4.2 The ETFMS is largely automated and functions from an Aircraft Operators point of view in a passive mode. There is, therefore, no requirement to request a slot as the act of filing a flight plan effectively constitutes a request.

4.3 Pre-planned or strategic ATFM regulations are promulgated by the NMD one day in advance by ATFM Notification Messages (ANM). All changes and tactical additions are promulgated by ANM revision messages.

4.4 For flights subject to a regulation, ETFMS will send a Slot Allocation Message (SAM) containing a CTOT at Estimated Off- Block Time (EOBT) -2 hours. This will be sent to the aerodrome of departure as well as the Aircraft Operator via AFTN or SITA.

4.5 Revisions to, or cancellations of, the last issued CTOT may be initiated by FMD, the Aircraft Operator, or the FMP/ATC unit on behalf of the AO. AOs requiring assistance should contact either the FMD Central Flow HELPDESK (Tel: 00-32-2-745-1901) or the UK FMP (see paragraph 6.3).

4.6 All CTOT revisions or cancellations are to be made using the ATFM message exchange procedures described in the Network Operations HANDBOOK.

4.7 Full details of the Slot Allocation Process are published in the ATFM Users Manual section of the Network Operations HANDBOOK.

## 5 Flight Planning

5.1 The ATFM rules for flight planning, as defined in ICAO Doc 7030, are:

a) For flights likely to be subject to ATFM measures Aircraft Operators shall submit Flight Plans to IFPS at least 3 hours before the EOBT;
b) AOs filing flight plans for flights within the NMD ATFM area or from within the ATFM adjacent area and entering the ATFM area shall assume their flight is subject to ATFM measures and subject to the requirement to submit a flight plan at least 3 hours before EOBT;
c) AOs should be aware that late filing of a flight plan may lead to a disproportionate delay;
d) Full details of flight planning requirements within the NMD ATFM area are included in the NMD ATFM Users Manual;
e) It is also important that the EOBT of a flight is as accurate as possible. It is a European requirement that all controlled flights departing, arriving or overflying Europe subject to a change in an EOBT of more than + or - 15 minutes shall notify the change to the NMD through IFPS. Modification procedures to enable Aircraft Operators to meet this requirement are described below.

5.2 In all cases, it is in the best interest of Aircraft Operators to initiate prompt revisions or cancellations, thus permitting the system to maximise use of available capacity and minimise delay. The later the revision is made the greater the probability of a delay .

5.3 The correct application of the STS/ATFMX procedure will ensure that approved flights are not unnecessarily delayed. (See paragraph 12 for details of the ATFM exemption procedures).

5.4 **Jet aircraft with a total sector length exceeding 220 NM**

5.4.1 In order to reduce complexity in the London Area Control (Swanwick) airspace, and thus provide greater capacity for all airspace users, the following flight planning restriction applies to all aircraft operators filing flight plans, repetitive flight plans and subsequent change messages for jet aircraft planning to operate in UK airspace.

5.4.2 Where the total sector length (including any portion outside the London/Scottish UIR/ FIR) exceeds 220 NM operators are to file a requested flight level for the entire route at FL 250 or above unless prior approval has been given by the UK FMP.

5.4.3 Requests for such approval are to be made to the UK FMP on 00-44-(0)1489-588150.

## 6 UK FMP Tactical Operations

6.1 The Network Manager (NM) at the UK FMP is responsible for the day to day monitoring, planning and co-ordination of all ATFM measures affecting traffic entering, leaving, overflying or remaining within the UK. The FMP is responsible for all co-ordination between ATC and the FMD and for providing ATFM support to Aircraft Operators.

6.2 The Network Management Specialist (NMS) is responsible to the Network Manager for monitoring delays and FMD regulations to optimise traffic flow through UK sectors. The NMS will also undertake message exchanges with the FMD on behalf of ATC or Aircraft Operators when required.

# ENR 1.9 AIR TRAFFIC FLOW MANAGEMENT AND AIRSPACE MANAGEMENT (continued)

6.3 **Responsibilities of the FMP**

6.3.1 The UK has established a single H24 FMP to provide liaison between UK ATC and the FMD as shown in the table below:

| FMP | Location | Area of Responsibility | ACC Served |
|---|---|---|---|
| UK FMP | London Area Control (Swanwick) | London and Scottish FIRs/UIRs Shanwick OCA | London Control (Swanwick) Scottish and Oceanic AC (Prestwick) |

6.3.2 Operational ATFM enquires should normally be addressed to the UK FMP as shown in the table below:

| FMP | Telephone | Fax | AFTN | SITA |
|---|---|---|---|---|
| UK FMP | **Flowline:**<br>01489-588150<br>**ATC use only:**<br>Primary point of contact:<br>Network Management Specialist:<br>ATOTN 7-500-5030<br>PSTN: 01489-612427<br>Secondary point of contact:<br>Network Manager:<br>ATOTN 7-500-5027 | 01489-612437 | EGTTZDZX | SOUSCXH |
| CEU Brussels | **Hot Position:**<br>00-32-2-745-1910 | 00-32-2-729-9028 | EBBDCEUW | BRUEC7X |

6.4 **General ATFM Enquiries**

Post: Head of Network Planning and Interface, Box 23, London Area Control (Swanwick), Sopwith Way, Swanwick, Hampshire SO31 7AY
Phone: 01489-612426
AFS: EGTTZDZX
Email: robert.pearson@nats.co.uk

## 7 Responsibilities of Aircraft Operators

7.1 Aircraft Operators shall inform themselves of and adhere to:

a) General ATFM procedures including flight plan filing and message exchange requirements;
b) strategic ATFM measures (including Route Availability Document (RAD));
c) current ATFM measures (including specific measures applicable on the day of operation, as promulgated by ANM or Flight Suspension (FLS) messages);
d) departure slots (CTOTs) issued by the FMD and procedures related to changes to CTOTs;
e) The NMD requirement for the modification or delay of EOBT. This is particularly important with the progressive implementation of NMD Flight Activation Monitoring (FAM) whereby flights not notified as being airborne within 30 minutes of the notified ETOT or CTOT will receive a flight suspension message;
f) the sole responsibility to obtain a new CTOT if there is no RTF contact with the TWR at CTOT;
g) the correct procedure to be followed to obtain approval for the use of STS/ATFMX.

7.2 In order to comply with a CTOT, Aircraft Operators need to plan the departure of a flight so that the aircraft will be ready for start up in sufficient time to comply with a CTOT taking into account the taxi time shown in the Slot Allocation Message (SAM). A slot window is available to ATC to optimise the departure sequence. This is not for use by AOs who should plan an EOBT consistent with the CTOT.

7.3 Where a flight departs from an aerodrome with an ATSU, the Aircraft Operator or pilot should obtain information, prior to start up from ATS as to whether a CTOT or FLS affects their flight.

7.4 Where a flight departs from an aerodrome without an ATSU, or when the FPL has been filed with a Parent Unit, it is the Aircraft Operator or pilot's responsibility to determine whether a CTOT or FLS affects their flight. In this case, the Aircraft Operator or pilot should contact the NMD or FMP before the aircraft departs.

## 8 Responsibilities of UK Air Traffic Services

8.1 NATS Ltd provides a UK Flow Management Position at London Area Control (Swanwick) to liaise between ATC, Aircraft Operators and the FMD.

8.2 ATC have the following responsibilities:

a) ATC is responsible for departure slot monitoring at departure aerodromes. The exact procedures to be followed will depend on the way that ATS is organised at each aerodrome;
b) ATC units responsible for departure slot monitoring shall be provided with the necessary information concerning the restrictions in force and slots allocated;

c) ATC shall ensure that an ATFM slot, if applicable, is included as part of the ATC clearance;
d) ATC shall take account of an applicable slot or flight suspension when a clearance is issued;
e) ATC shall provide all possible assistance to Aircraft Operators to meet a CTOT or to co-ordinate a revised CTOT;
f) ATC may deny start up clearance to flights unable to meet their slots until co-ordination with the FMP/FMD has been effected and a revised CTOT issued.

8.3 ATC is also responsible for monitoring flights compliance with departure slots (CTOTs) issued by the FMD as detailed in the ATFM Handbook. A slot window of -5 to +10 minutes is available to ATC to optimise the departure sequence.

8.4 In accordance with the provision of the Regional Supplementary Procedures, Europe (ICAO Doc 7030), flights which do not adhere to their slot shall be denied start-up clearance. However, ATC shall make all efforts to enable departing flights to comply with the slot. ATC shall liaise with the UK FMP to co-ordinate extensions to CTOTs.

8.5 With the progressive introduction of the Enhanced Tactical Flight Management System (ETFMS) and Flight Activation Monitoring (FAM), flights that are not notified as being airborne within 30 minutes of the notified ETOT or CTOT will receive a Flight Suspension (FLS) message. If a flight is suspended during the taxiing phase, then ATC is responsible for sending a DLA message. (Further details on ETFMS and FAM can be found at paragraph 11).

8.6 **ATC assistance to Aircraft Operators**

8.6.1 UK aerodromes may be able to assist Aircraft Operators in message exchange with the NMD, provided that the pilot is in RTF contact with the TWR and if:

a) it is a maximum of 30 mins prior to current CTOT; and
b) the revision to the CTOT is for no more than 30 minutes.

***Note 1:*** *The TWR may co-ordinate message action on behalf of the Aircraft Operator or contact the UK FMP.*

***Note 2:*** *Departures from the Jersey Zone should contact either the UK or Brest FMP according to the route of the flight after departure.*

8.6.2 If there is no RTF contact with the TWR at CTOT, the Aircraft Operator/Handling Agent will be solely responsible for obtaining a new CTOT.

## 9 Inbound Flow Management

9.1 In congested terminal areas serving busy airports, holding can often occur at short notice through the need for the tactical integration of arrival traffic flows to achieve optimum airspace and runway utilisation.

9.2 In the United Kingdom, Area Control Centres (ACC) will not issue Expected Approach Times (EAT) to aircraft when the terminal area delay is likely to be less than 20 minutes.

9.3 Where radar sequencing of traffic from the appropriate terminal holding facility is in operation, Approach Control will not normally calculate or issue EATs to aircraft when the delay is expected to be less than 20 minutes.

9.4 If a pilot requests information on the expected delay they will be given a general indication of the delay, eg 'Delay less than 20 minutes', based on the best information available to the controller at that time.

9.5 Additionally, for London Gatwick, London Heathrow, London Stansted and London Luton arrivals, when London TMA inbound delays are likely to exceed 20 minutes, inbound aircraft will be given a general statement concerning the anticipated delay based on the best information available to the controller at the time. Subsequently, when the aircraft is within 20 minutes of its original ETA for the appropriate terminal holding facility, an EAT will be issued. London Area Control (Swanwick) will endeavour to frequently update this data to ensure that the information provided to pilots is as accurate as possible. These procedures will remain applicable when ground equipment unserviceability or traffic demand requires the use of an alternative to the main holding facility.

9.6 Operators should consider the carriage of an extra fuel allowance when the flight includes operation in a congested traffic area or where ATC delays are likely.

## 10 Modification of Estimated Off Block Time (EOBT)

10.1 It is a requirement for both ATC and ATFM that the EOBT of a flight shall be an accurate EOBT. This applies to all flights, whether subject to ATFM or not. Any change to the EOBT of more than 15 minutes (+ or -) for any IFR flight within the NMD Initial Flight Planning Zone (IFPZ) (see the IFPS users manual for details) shall be communicated to IFPS.

10.2 An Aircraft Operator (AO) should not modify the EOBT to a later time simply as a result of an ATFM delay. When an AO submits an amendment message (eg DLA or CHG) to IFPS, they must always give as an EOBT the earliest EOBT they may comply with. This time is not directly related to the CTOT provided in the Slot Allocation Message (SAM) or Slot Revision Message (SRM). The EOBT should always reflect the time the AO wants to be off-blocks. The EOBT should always be changed if the original EOBT established by the AO cannot be met by the AO for reasons other than ATFM delay.

10.3 There are two categories of controlled flights covered by this procedure. Those that have an ATFM Calculated Take-Off Time

(CTOT), issued by the NMD, and those that do not. AOs should not modify the EOBT simply as a result of an ATFM delay.

10.4 The procedure to be followed to modify the EOBT of a flight that has not received an ATFM CTOT is as follows:

a) To amend the EOBT to a **later** time, a DLA or CHG message shall be sent to IFPS;
b) To amend the EOBT to an earlier time, a CNL message must be sent to IFPS followed five minutes later by a new flight plan with new EOBT indicated.

***Note:*** *The replacement flight plan procedure shall not be used.*

10.5 The procedure to be followed to modify the EOBT of a flight that has received an ATFM CTOT is as follows:

a) If the EOBT established by the AO has changed or is no longer realistic for reasons other than ATFM then the following procedure shall be used:

i. If a flight has a CTOT that cannot be met, then the AO shall send a DLA message to IFPS with the new EOBT of the flight. This may trigger a revised CTOT;
ii. If a flight has a CTOT with some delay and the AO is aware that the original EOBT cannot be met but the existing CTOT is acceptable, then a message shall be sent to IFPS with the new EOBT of the flight. However, in order not to trigger a new CTOT, the following formula must be used:

Take the current CTOT minus the taxi-time, minus 10 minutes. The new EOBT must not be after this time.

**Example:**

Original EOBT 1000, CTOT 1100, but the flight cannot go off blocks until 1025. The taxi-time is say 15 minutes. 1100 minus 15, minus 10 = 1035. The new EOBT must be earlier than 1035. If it is, then this action will not trigger a revised CTOT.

However, as Network Operations systems are continuously seeking to give zero delay, the CTOT of the flight will never be earlier than the new EOBT plus the taxi-time.

b) If a flight has had a CTOT and now receives a Slot Cancellation Message (SLC), but the original EOBT can no longer be met, then the AO shall communicate the new EOBT by use of a DLA message. ATC/ATFM will now have the 'true' EOBT of the flight.

10.6 Some states outside the NMD area of responsibility still require AOs to update the EOBT, regardless of why the flight's original EOBT may have changed. AOs should bear in mind the formula explained above when doing this. Where it is known that ATC send Departure messages (DEP) for all flights, then this DEP message will suffice.

10.7 It is not possible to amend (via CHG or DLA) the EOBT to an earlier time than the EOBT given in the flight plan. However, if a flight is ready to go off blocks earlier than the current EOBT, then there are two options available:

a) The AOs may ask the local ATC Unit (TWR), or the FMP, to send a Ready (REA) message. In this case, the flight is considered as 'ready to depart' from the filing time of the REA message; or
b) The AOs may contact the Central Flow Help Desk who has the ability to input an earlier EOBT into the TACT system (max - 30 minutes). Each case is treated on its merits and may be refused if it is considered that the request is not justified.

10.8 Whilst the ultimate responsibility for the sending of flight plan related messages, particularly those applicable to the management of EOBT, lies with the operator, it is acceptable for this to be carried out by an ATS unit suitably equipped to do so if such a request is made by the operator. For the purposes of this statement the 'operator' can include the pilot-in-command of the affected flight.

## 11 Enhanced Tactical Flow Management System (ETFMS) and Flight Activation Monitoring (FAM)

11.1 The development of the Enhanced Tactical Flow Management System (ETFMS), enables the NMD to receive live time data on departing flights using Flight Activation Monitoring (FAM). This data is provided by the ATC systems and is derived from ATC radar information and flight plan messaging. There are advantages with improved knowledge of the traffic situation and this further assists ATFM tactical planning. FAM is being progressively introduced across the FMD ATFM area.

11.2 Flight Activation Monitoring:

a) monitors flights which should have departed;
b) Takes action on these flights (through internal messaging to NMD) to update the take-off time in order to improve the forecast of traffic demand;
c) suspends flights after the designated time parameter (30 minutes after CTOT or ETOT), unless a message is received to confirm that the flight is airborne or delayed and;
d) informs AOs and ATC at the departure aerodrome of any flight suspensions enabling these agencies to react accordingly.

11.3 The expected benefits of FAM are:

a) to provide a better forecast of the actual and expected traffic situation;
b) to release slots 'occupied' by flights that have not yet departed;
c) to create an incentive for the AOs to update their flights promptly;
d) to improve traffic load assessment; and
e) to enable a more efficient use of the available and projected airspace capacity.

11.4 ETFMS expects flights to be airborne, based on the filed EOBT or the ATFM slot departure time issued by the NMD (CTOT). Those flights that are not notified as being airborne through ATC update messages within 30 minutes of the notified ETOT or CTOT time

# ENR 1.9 AIR TRAFFIC FLOW MANAGEMENT AND AIRSPACE MANAGEMENT (continued)

will receive a Flight Suspension (FLS) message from ETFMS and will remain suspended until signal action is taken. The comment **'NOT REPORTED AS AIRBORNE'** will be identified in the text.

11.5 Unless an aircraft is taxiing it is the responsibility of the AO to send a DLA message. If a flight is suspended during the taxiing phase then ATC will be responsible for sending a DLA message.

11.6 A flight is considered to be active in ETFMS (TACT) following reception of any of the following messages:

| | | |
|---|---|---|
| DEP | - | Departure Message |
| FSA | - | Flight System Activation Message |
| CPR | - | Correlated Position Report |
| APL | - | ATC Flight Plan |
| ACH | - | ATC Flight Plan Change |
| APR | - | Aircraft Operator Position Report |
| ARR | - | Arrival Message |

11.7 Flights that have been suspended by FAM, will receive a FLS message with the comment 'Not reported as airborne'. An example of FLS message sent due to FAM:

- TITLE **FLS**
- ARCID ABC1234
- ADEP LPPR
- ADES LFPG
- EOBD 020514
- EOBT 0500
- COMMENT **NOT REPORTED AS AIRBORNE**
- TAXITIME 0012

11.8 Any changes of EOBT for both regulated and non-regulated flights must be notified only by means of a DLA/CHG message to IFPS.

11.9 Flight Plan originators are reminded that all changes to EOBT of more than 15 minutes must be notified to IFPS. This will become increasingly more important to prevent Flight Suspension (FLS) messages being activated. UK AIP ENR 1.10 refers.

11.10 **Flight Suspension - Procedures**

11.10.1 When the AO and ATC at the aerodrome of departure receive an FLS due to the process, as described earlier, the following cases may occur:

a) The flight is still effectively on the ground either on stand or already taxiing:

i. The AO (aircraft on stand) or ATC (aircraft already taxiing) should ensure that the flight plan is re-initiated by sending a DLA message with a correct EOBT.

ETFMS (TACT) will then respond with a De-Suspension Message (DES) or Slot Revision Message (SRM) depending whether the flight is non-regulated or regulated, respectively.

ii. ATC should not let the aircraft start-up/depart before such a message (DES or SRM) is received.

***Note:*** *All effort shall be made by ATC to ensure that all flights, regulated or not, comply with their ETOT/CTOTs, taking into account the respective taxiing/holding/sequencing requirements. Any exception to permit aircraft to continue for departure, following taxi delays caused by airfield congestion, is not applicable unless the aircraft can depart and be airborne within the time frame ETOT/CTOT+30 minutes.*

b) The flight is already flying:

i. No action is needed from the AO or from the Tower of departure. The flight will automatically be de-suspended at the reception of one of the above messages (DEP, CPR, FSA etc).

***Note:*** *The continuous re-occurrence of the above may mean a lack of proper information sent to NMD. One possible solution would be a requirement to initiate DEP messages sent by the departure aerodrome but this will be determined by the NMD through the national flow management office. In the UK this will be the NATS Area Control Service Traffic Management Organisation situated at London Area Control (Swanwick).*

11.11 **Area of Application**

11.11.1 All users will be notified by NMD/FMD by means of Air Traffic Flow and Capacity Management Information Message (AIM) whenever an area becomes FAM enabled.

11.11.2 The effect of these areas being FAM-enabled means that all flights that are departing from or arriving at these areas will be affected by Flight Activation Monitoring.

# ENR 1.9 AIR TRAFFIC FLOW MANAGEMENT AND AIRSPACE MANAGEMENT (continued)

11.11.3 For flights departing from these areas and going to any other area, FAM will start at ETOT/CTOT.

11.11.4 For flights departing from non FAM-enabled and landing at aerodromes in FAM-enabled areas, the process will rely on the entry point of the first safely covered CPR-covered area. FLS may be sent to these flights landing inside, although departing outside.

## 12 ATFM Exemption Procedures

12.1 Since the introduction of the NMD it has been possible for Flight Plan (FPL) originators to obtain exemptions from ATFM restrictions for certain flights through the use of STS/indicators in FPLs.

12.2 The following principles apply:

a) The insertion of a STS/… indicator in Field 18 of a Flight Plan will identify that a flight may require special handling. This indicator is for use by all parties that may have to handle the flight;
b) The current list of STS indicators recognised for ATFM purposes comprises STS/HEAD, STS/SAR, STS/MEDEVAC, STS/FFR, STS/STATE, STS/HUM, STS/HOSP;
c) Additionally, STS/ATFMX may be used if that particular flight has received specific approval from the Office established by the National Administration for processing such requests.

It should be noted that:

i. Only STS/HEAD, STS/SAR, STS/MEDEVAC, STS/FFR and STS/ATFMX qualify for automatic exemption from ATFM measures;
ii. The indicator STS/ATFMX is only used for ATFM purposes. It is subject to strict application of the rules of usage and is additional to any other special handling notification that may be required to be shown for ATC purposes as STS/… in Field 18 of the flight plan.

12.3 Further information on the use of STS/indicators for ATFM purposes may be found in the ATFM Users Manual published by the NMD.

12.4 **Rules of Application for the use of STS/ATFMX**

12.4.1 The following Rules of Application shall be applicable to all flights seeking to gain exemption from ATFM measures within the area of responsibility of the NMD. It is intended to ensure that flights, which by the nature of their mission, cannot under any circumstances be delayed due to ATFM. It is based on the ICAO SARPS (ICAO EUR DOC 003, ATFM-HB/2) and existing material in the Network Operations HANDBOOK.

12.4.2 It should be noted by all users that any flight which obtains exemption, and which may have otherwise been delayed, will have that delay passed on to other flights. It is essential, therefore, that use of the exemption facility shall be properly controlled and monitored so that genuine flight priorities may continue to operate without ATFM delay.

12.4.3 Any flight meeting the criteria established to warrant exemption status may, provided the necessary approval procedure has been followed and the flight duly authorised by the Office established by the National Administration for processing such requests, use STS/ATFMX for that flight and that flight only.

12.4.4 Each flight shall require specific approval to use STS/ATFMX.

12.5 **Criteria for Determining the Application of STS/ATFMX for an Individual Flight**

12.5.1 **STS/HOSP or STS/HUM:**

a) The NMD criteria affords ATFM exemption for flights where the safety of human life is involved. That is, if the flight does not operate without delay a human life or lives may be lost. Such flights shall require specific medical/UNHCR authorisation to support their request.
b) Following consultation with Air Ambulance operators in the UK, the CAA has determined that the term ‘safety of human life’ is not always easy to define and, indeed, there are other urgent medical flights that also require to operate without delay. Such flights may include patients with threat of loss of limbs, transfer of human organs and the transportation of medical teams.
c) Additionally, the CAA has agreed that positioning flights may also warrant exemption when they are required to undertake an urgent medical flight from another aerodrome.
d) If the flight fulfils the requirements, as stated above, then the flight may apply for approval to use STS/ATFMX through the procedure specified in paragraph 12.7.

12.5.2 **STS/STATE:**

a) The NMD guidelines recommend that ATFM exemption may only be approved for flights if the person or persons on board a flight on State business are of such importance that the flight cannot accept any delay. Additionally, approval may be given if the mission of the flight is being carried out by, or on behalf of, the State and is of such importance that any delay will jeopardise the success of the mission.
b) If the flight fulfils the requirements, as stated above, then the flight may apply for approval to use STS/ATFMX through the procedure specified in paragraph 12.7.

# ENR 1.9 AIR TRAFFIC FLOW MANAGEMENT AND AIRSPACE MANAGEMENT (continued)

12.6 **Flight Priority**

12.6.1 It should be noted that the use of STS/ATFMX does not itself afford the flight any additional flight priority status for special handling by ATS. It is the other STS/indicators that indicate the need for special handling by ATS.

12.6.2 A STS/STATE flight may be afforded appropriate UK ATS handling priority because of the importance of the mission, or the person on board the flight.

12.6.3 The combined use of STS/HOSP with STS/ATFMX will indicate to ATS that the flight is required to operate without delay and so justify exemption from ATFM. Such flights may be afforded additional priority that the traffic situation allows.

12.6.4 Non-urgent flights will continue to use STS/HOSP indicating that special handling is required. Additional information may be included in item 18 of the FPL using RMK/ or the pilot may advise ATS exactly what special handling is required.

12.6.5 However, if any STS/HOSP flight experiences a medical emergency in flight, then the appropriate radiotelephony message(s) should be used to express the urgency of the condition to ATS.

12.6.6 It should be noted that the procedures detailed here are for ATC Flow Management purposes. The table of flight priorities for UK ATC purposes, as detailed in CAP 493 Manual of Air Traffic Services (MATS) Part 1, is not affected.

12.7 **UK Procedure for the Approval of use of STS/ATFMX**

12.7.1 The UK has established two processes for the approval of certain qualifying flights to use STS/ATFMX:

a) a **Manual Approval** process applies to AOs who make irregular flights and are able to provide prior notice for approval;
b) a **Self Regulation Approval** process applies to AOs who are regularly engaged in Air Ambulance flights and, by the urgent nature of the flight, may not have sufficient time to undertake the Manual Approval process.

12.8 **Manual Approval Process**

12.8.1 The operator of a flight seeking an individual approval to insert the indicator STS/ATFMX in Item 18 of a flight plan, for a flight departing from an aerodrome within the UK, shall obtain prior permission from the relevant authority, when practicable, at least 24 hours and not more than 48 hours in advance of the flight.

12.8.2 The attached pro-forma to CAP 694 The UK Flight Planning Guide at Annex D must be completed and faxed with appropriate supporting documentation.

***Note:*** *Copies of CAP 694 can be downloaded from the UK CAA website:*

Http: http://www.caa.co.uk/CAP694

12.8.3 Application for approval of STS/HOSP, STS/HUM or STS/STATE flights to use STS/ATFMX should normally be made to Airspace Regulation, Safety and Airspace Regulation Group (SARG), between the hours 0830-1630 (0730-1530), Monday to Friday, excluding Public Holidays, as follows:

Phone: 01293-983880
Email: arops@caa.co.uk

12.8.4 Outside the hours notified in paragraph 12.8.3, application for approval for STS/HOSP or STS/HUM only should be made to the UK FMP FLOLINE, as follows:

Phone: 01489-588150
Fax: 01489-612437

12.9 **Self Regulation Approval Process**

12.9.1 In recognition of the specific requirements of Air Ambulance flights, the CAA has established a process by which an AO can determine whether their own flights meet the requirements for ATFM exemption. Subject to compliance with a set of formal conditions, the CAA may grant AOs an Approval to apply STS/ATFMX to specific flights meeting the conditions of the Approval.

12.9.2 AOs wishing to apply for CAA Approval for Self Regulation should contact:

Post: Airspace Regulation, CAA, 1 NE Aviation House, Beehive Ring Road, Crawley, West Sussex, RH6 0YR.
Email: airspace@caa.co.uk

12.10 **Compliance Monitoring**

12.10.1 The NMD provides the CAA with a list of all flights departing the UK using STS/ATFMX, on a monthly basis. The CAA undertakes to verify that all such flights operated with an appropriate approval for ATFM exemption.

12.10.2 With regard to those AOs that have been granted an Approval for Self Regulation, the CAA will, from time to time, conduct an audit of randomly selected flights and will require proof that the flights met the requirements of the NMD and the conditions of the CAA

# ENR 1.9 AIR TRAFFIC FLOW MANAGEMENT AND AIRSPACE MANAGEMENT (continued)

Approval.

12.10.3 Additionally, the AO will be required to retain, and supply on demand, all appropriate documentation to support the use of STS/ ATFMX.

## 13 Provision of Information on Events Affecting Air Traffic Movements

13.1 Airport Operators at all UK airports (including military airfields) are to provide, at the earliest opportunity, but at least 14 days in advance, details of any event that may lead to an hourly increase in demand, eg football match, trade fair, European Minister meeting, etc.

***Note:*** *The above activity is in addition to any ATC to ATC co-ordination processes.*

13.2 The following information is required:

a) Name of airport;
b) airport contact;
c) ATC contact;
d) nature of the event;
e) the expected nature of increase in demand.

13.3 Event information is to be sent to:

Email: ATFMEventsPlanner@nats.co.uk
Fax: 01489-612497

13.4 Following the provision of the notice of an event, NATS Traffic Management Operations will assess the impact and co-ordinate any necessary ATFCM response.

## 14 NATS Traffic Regeneration Plan

14.1 In the event of prolonged and significant loss of capacity affecting all or part of the UK airspace, a UK Traffic Regeneration Plan will be implemented. This plan is intended to provide a framework for the management of demand and capacity during such an event.

14.2 The UK Traffic Regeneration Plan includes the following measures which will be implemented in order to make maximum use of the available airspace capacity:

a) UK FMP will declare the capacity available and a proportional reduction in the number of flights permitted by individual operators may be applied;
b) All operators intending to fly within the affected airspace must file a flight plan for flights that they intend to operate in accordance with a flight list approved by UK FMP and NMD. Any flights not on the approved list will be rejected through IFPS. This flight list will be requested by UK FMP once the available capacity has been determined. Procedure will be published by NOTAM and communication with airspace users will be managed via the NATS Air Traffic Incident Coordination Communication Cell (ATICCC);
c) Additionally, UK FMP may implement mandatory re-route scenarios to increase the demand accommodated.

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# ENR 1.10 FLIGHT PLANNING

## 1 General Procedures

1.1 Reference Documents

a) ICAO Annex 2, Chapter 3.3.
b) ICAO Doc 4444 Chapter 4, Chapter 11, Chapter 16 and Appendix 2.
c) ICAO Doc 7030/5 Regional Supplementary Procedures, Part EUR and Part NAT.
d) Network Operations HANDBOOK.
e) Integrated Initial Flight Plan Processing System (IFPS) Users Manual (part of the Network Operations HANDBOOK).
f) CAP 694 The UK Flight Planning Guide.
g) North Atlantic Operations and Airspace Manual.
h) CAP 493 Manual of Air Traffic Services (MATS) Part 1.
i) AFPEx Help Guide.
j) Standardised European Rules of the Air (SERA).

1.2 **Flight Rules and Categories of FPL**

1.2.1 Subject to the mandatory requirements of airspace classification shown in paragraph 1.3, a pilot may file a **VFR** or **IFR** Flight Plan for any flight. When flying in different types of airspace, a pilot may indicate if the aircraft will fly VFR first, then change to IFR; or vice versa.

1.2.2 There are three categories of FPL:

a) **Full** Flight Plans - the information filed on the FPL Form (CA48/RAF F2919);
b) **Repetitive** Flight Plans - see paragraph 3.7;
c) **Abbreviated** Flight Plans - the limited information required to obtain a clearance for a portion of flight, filed either by telephone prior to take-off or by radiotelephony (RTF) when airborne. See paragraph 1.4.

***Note:*** *The destination aerodrome will be advised of the flight only if the flight plan information covers the whole route of the flight.*

1.3 **Submission of a Flight Plan**

1.3.1 Information relative to an intended flight or portion of a flight, to be provided to air traffic services units, shall be in the form of a flight plan. The term 'flight plan' is used to mean variously full information on all items comprised in the flight plan description covering the whole route of a flight or limited information required, inter alia, when the purpose is to obtain a clearance for a minor portion of a flight such as to cross an airway or to take-off from/land at a controlled aerodrome.

***Note:*** *An Abbreviated Flight Plan fulfils the historical requirement for 'Booking Out' which is no longer applicable.*

1.3.2 A flight plan shall be submitted prior to operating:

a) any flight or portion thereof to be provided with an air traffic control service;
b) any IFR flight within advisory airspace;
c) any flight within or into areas, or along routes designated by the competent authority, to facilitate the provision of flight information, alerting and search and rescue services;
d) any flight within or into areas, or along routes designated by the competent authority to facilitate coordination with appropriate military units or with air traffic services units in adjacent States in order to avoid the possible need for interception for the purpose of identification;
e) any flight across international borders, unless otherwise prescribed by the States concerned. In the UK this requirement includes any flight that will cross the combined London and Scottish FIR/UIR boundary;
f) any flight planned to operate at night if leaving the vicinity of an aerodrome.

1.3.3 A flight plan shall be submitted before departure to an air traffic services reporting office or, during flight, transmitted to the appropriate air traffic services unit or air-ground control radio station unless arrangements have been made for the submission of repetitive flight plans.

***Note:*** *In the UK, where no air traffic services reporting offices have been established, the flight plan should be submitted to the ATS unit performing the functions of such an office, or direct to the Integrated Initial Flight Plan Processing System (IFPS).*

1.3.4 Unless a shorter period of time has been prescribed by the Competent Authority for domestic VFR flights, a flight plan for any flight planned to operate across international borders or to be provided with an air traffic control service or an air traffic advisory service shall be submitted at least 60 minutes before departure or, if submitted during flight, at a time that will ensure its receipt by the appropriate air traffic services unit at least 10 minutes before the aircraft is intended to reach:

a) the intended point of entry into a control area or advisory area; or
b) the point of crossing an airway or advisory route.

***Note:*** *For submission parameters for flights subject to air traffic flow management (ATFM) and North Atlantic flights see paragraph 3.4.1.*

1.3.5 It is **advisable** to submit a flight plan (VFR or IFR) if the flight involves flying:

# ENR 1.10 FLIGHT PLANNING (continued)

a) Over the sea, more than 10 nm from the UK coastline;
b) over sparsely populated areas where search and rescue operations would be difficult;
c) into an area in which search and rescue operations are in progress. The flight plan should include the expected times of entering and leaving the area and the details must also be passed to the appropriate ACC. The ACC will notify the ARCC.

1.3.6 A flight plan **may** be submitted for any flight.

1.4 **Abbreviated Flight Plans**

1.4.1 An Abbreviated Flight Plan is the limited information required to obtain a clearance for a portion of flight, filed either by telephone prior to take-off or by radiotelephony (RTF) when airborne. This might apply in the case of a required clearance to fly in a Control Zone (CTR) or crossing an Airway. No flight plan form is submitted and the destination aerodrome will not be informed. An abbreviated flight plan transmitted in the air by radiotelephony for the crossing of controlled airspace or any other areas or routes designated by the competent authority normally contains as a minimum: call sign, aircraft type, point of entry, point of exit and level.

1.4.2 In the case of a departure from an aerodrome within a CTR an Abbreviated FPL may be sufficient to obtain clearance to depart the aerodrome and route to the appropriate CTR/CTA boundary. However, some aerodromes require aircraft to follow designated noise preferential routes which may be identified as Standard Departure Routes (SDRs) depending on the outbound track of the flight.

1.4.3 A Full flight plan must be filed if the pilot requires the destination aerodrome to be notified of the flight.

1.5 **Submission Time Parameters**

1.5.1 The general ICAO requirement is that FPLs should be filed on the ground at least 60 minutes before clearance to start-up or taxi is requested. The 'Estimated Off Block Time' (EOBT) is used as the planned departure time in flight planning, not the planned airborne time. Exceptionally, in cases where it is impossible to meet this requirement, pilots or Aircraft Operators (AOs) should give as much notice as possible, but never less than 30 minutes.

1.5.2 In order to comply with the requirements of the Integrated Initial Flight Plan Processing System (IFPS), FPLs for IFR flights should be filed a minimum of **60 minutes** before Estimated Off Block Time (EOBT) (see paragraph 3).

1.5.3 IFR flights on the North Atlantic and on routes subject to Air Traffic Flow Management, should be filed a minimum of 3 hours before EOBT (see paragraph 3).

1.5.4 The Date of Flight (DOF) must be included in Item 18 of the FPL for all flights planned for the following day or beyond.

***Note:*** *IFPS will not accept FPLs submitted more than 120 hours in advance of the flight taking place.*

1.5.5 An Abbreviated or Full FPL can be filed on RTF when airborne with any ATSU but normally with the appropriate FIR controller. If the FPL contains an intention to enter Controlled Airspace or certain Control Zones/Control Areas, at least 10 minutes prior warning of entry must be given. In all cases, the message should start with the words 'I wish to file an airborne FPL'. However, the filing of Full FPLs on the RTF is to be discouraged due to the delay likely to be caused by controller workload and congestion on the frequency.

1.5.6 The requirements for the submission of a Repetitive FPL are detailed in paragraph 3.7.

1.6 **Mechanisms for Filing a FPL**

1.6.1 NATS provides the AFTN within the UK and in addition, an internet based service called 'flightplanningonline'. This internet service uses an application called AFPEx, which provides a gateway via the internet into the AFTN and allows pilots, Airline Operators, Flight Handlers or small aerodromes access to file their own flight plans and other related messages anywhere within the UK or abroad.

1.6.2 The following categories describe the method which should be adopted by each group to file a FPL within the UK:

a) Airline Operators, Flight Handlers and Aerodromes must use the AFTN or 'flightplanningonline';
b) GA pilots should use 'flightplanningonline'.

1.6.3 Foreign pilots and UK based GA pilots (who have no access to the internet) may Fax the FPL to the Parent AFTN Unit.

1.6.4 Applications for 'flightplanningonline' may be made via the website www.flightplanningonline.co.uk or through the following contacts. Approval is required from 'flightplanningonline' prior to connection to the AFPEx system.

| AFPEx/Parent AFTN Unit | Telephone Number(s) | Fax/AFTN address/E-mail |
|---|---|---|
| 24hr Helpdesk | 01489-612792 | 01489-612793<br>EGGGYFAJ<br>flightplanningonline@nats.co.uk |

←

***Note:*** *Applications for AFTN, refer to UK AIP GEN 3-4-2.*

# ENR 1.10 FLIGHT PLANNING (continued)

1.6.5 **Submitting a FPL through the Departure Aerodrome ATSU**

1.6.5.1 A written FPL, which is filed through the ATSU at the departure aerodrome, must be submitted on the FPL form CA48/RAF F2919. The local ATSU may assist in compiling FPLs and checking them. However, the ultimate responsibility for filing an accurate FPL rests with the pilot or AO.

1.6.6 **Submitting a FPL via 'flightplanningonline'**

1.6.6.1 FPL may be submitted through this system by account holders by using the on-line forms and technical assistance is available from the AFPEx Helpdesk. Responsibility for filing an accurate FPL still rests with the pilot.

1.6.7 **Submitting a FPL via Parent AFTN Unit**

1.6.7.1 A written, or preferably typewritten, FPL should be submitted to the Parent AFTN Unit for transmission over AFTN using Fax number 01489-612793.

1.6.7.2 A copy of the transmitted data will be faxed back to the pilot for checking. The checking for accuracy of the transmitted information is the responsibility of the pilot and if there are any discrepancies, contact the Helpdesk number in the table at paragraph 1.6.4.

1.7 **Addressing Flight Plans**

1.7.1 Increasingly the responsibility for originating the FPL and its associated messages is being delegated by ATC to airlines and AOs. In such instances the responsibility for completing all parts of the form, including the addressing, rests with them. Although the ultimate responsibility for filing an accurate FPL rests with the pilot or operator, those who file through 'flightplanningonline' will be given assistance by the AFPEx Helpdesk. Those who submit FPL by fax to the Parent AFTN Unit will still be responsible for completing all parts of the form. However, if they do not know the correct addresses then as a minimum they should indicate which countries their intended flight will be operating through.

1.7.2 The UK is a participating State in the Integrated Initial Flight Plan Processing System (IFPS). IFPS is the only system for the distribution of IFR General Air Traffic (GAT) flight plans and associated messages to Air Traffic Service Units (ATSUs) within the participating European States - the IFPS Zone. The roles and responsibilities of IFPS, with regard to addressing FPL, are detailed in paragraph 3.

1.7.2.1 Although IFPS handles IFR flight plans, it will not process the VFR portions of any mixed VFR/IFR flight plan.

1.7.2.2 An incident involving a mixed IFR/VFR flight highlighted the importance of the FPL and all associated messages being correctly addressed, especially when departure or destination aerodromes are omitted.

**Example:**

An aircraft is planned to depart under VFR from an aerodrome in the UK with the intention of later joining controlled airspace flying under IFR. It is then planned to leave controlled airspace and proceed under VFR to a destination in France.

In this example, IFPS will process the IFR portion of the flight (notifying appropriate ATSUs along the route), but it will not distribute the flight plan information to either the departure or destination aerodromes, as they are included in the VFR portion of the FPL. Therefore, in order to ensure that all relevant ATSUs are included in the flight plan message distribution, pilots or Aircraft Operators should make certain that whenever a flight plan contains portions of the flight operated under VFR, in addition to IFR, the FPL must be addressed to:

- IFPS (EGZYIFPS);
- Aerodrome of departure;
- Aerodrome of destination;
- All FIRs that the flight will route through under VFR (in UK address to EGZYVFRP for Scottish FIR, EGGXZOZX for Shanwick/Oceanic FIR and/or EGZYVFRT for London FIR).

1.7.3 Additional VFR FPL addressing is detailed in paragraph 2.

1.7.4 Additional IFR FPL addressing is detailed in paragraph 3.

1.7.5 Further addressing information is available on the 'flightplanningonline' system, in UK AIP ENR 1.11, AFPEx Help Guide and in the 'Random FPL AFTN Address Book' available in electronic format at: www.nats.aero/ais (Links).

1.8 **Parent AFTN System**

1.8.1 The Parent AFTN Unit based at Swanwick ACC will provide a Faxing service to visiting foreign pilots and UK pilots who have no access to the internet as detailed in paragraph 1.6.7.

1.8.2 Where there is no ATSU at the departure aerodrome, the pilot is responsible for ensuring that the **departure time** is passed to the Parent AFTN Unit or AFPEx Helpdesk, so as to activate the FPL and to enable the DEP message to be sent to the appropriate addressees. Arrangements should be made for a 'responsible person' on the ground to telephone the departure time to the

# ENR 1.10 FLIGHT PLANNING (continued)

Helpdesk. Failure to pass the departure time will result in the FPL remaining inactive. Consequently, this could result in the destination aerodrome not being aware that the aircraft is airborne and any necessary alerting action may not then be taken.

1.8.3 Exceptionally, the Flight Information Region (FIR) Controller at the ACC will accept departure times on RTF from pilots who have departed from aerodromes where there is no ATSU, or it is outside the hours of operation. The pilot is to request the Controller to pass the departure time to the AFPEx Helpdesk. However, controller workload may cause a delay in forwarding such departure messages.

## 1.9 Action When the Destination Aerodrome has no ATSU or AFTN Link

1.9.1 If a pilot has filed a FPL to a destination that does not have an active ATSU, and is not connected to the AFTN, they are required to pass the ETA, prior to departure, to a 'responsible person' at the destination aerodrome. In the event of the aircraft failing to arrive at the destination aerodrome within 30 minutes of the notified ETA, the 'responsible person' must **immediately** advise the AFPEx Helpdesk in order that alerting action may be commenced by ATC.

1.9.2 The AFPEx Helpdesk will commence Overdue Action on behalf of a nominated 'responsible person', but will not act as the responsible person on behalf of the pilot. It is advisable to include contact details of the responsible person in Item 18 RMK/ of the FPL form for reference.

## 1.10 Flight Planning in Remote Areas

### 1.10.1 Introduction

1.10.1.1 Pilots may file a flight plan for any flight, but it is most advisable to file a FPL if flying over the sea more than 10 nm from the UK coast, or over sparsely populated areas where search and rescue operations may be difficult.

### 1.10.2 Flight Planning and Alerting Action

1.10.2.1 Filing a Full or Repetitive FPL makes the ATSU at the destination aerodrome aware of an inbound aircraft's planned flight details. Once the FPL DEP message has been received, the destination aerodrome calculates the aircraft's estimated time of arrival (ETA). If the aircraft fails to arrive or make communication, the ATSU will start overdue action 30 minutes after the calculated ETA. Preliminary action will be taken to confirm the flight plan details and departure time. The supplementary flight plan information (which is not normally transmitted with the FPL) will be requested from the departure aerodrome. If the FPL has been filed for a departure from an aerodrome not connected to the AFTN, the pilot should indicate in Item 18 where the Supplementary FPL information can be obtained (such as the NATS Helpdesk if the FPL has been filed through them).

***Note:*** *A destination aerodrome will not be aware of an inbound flight that has filed an Abbreviated Flight Plan.*

1.10.2.2 If a Full or Repetitive FPL has not been filed, the destination aerodrome may not know that the aircraft is inbound to them, and will not be able to calculate an ETA, nor will they be prepared to initiate alerting action - unless additional information comes to their notice that an aircraft is in difficulties.

1.10.2.3 Searching for an aircraft that may have forced landed in difficult terrain or a sparsely populated area, or ditched in a large expanse of water, can be a difficult and lengthy process. The sooner an ATSU can detect that an aircraft needs assistance and alerts search and rescue services, the better for all concerned.

1.10.2.4 It is also important that if a pilot does file a Full or Repetitive FPL and then lands elsewhere, that they notify the original destination without delay. When landing at an alternate aerodrome with an ATSU, it can be expected that the ATSU will send an arrival message on the pilot's behalf. However, it is important that the pilot informs the ATSU that they have diverted from the planned destination. Failure to notify the original destination may cause unnecessary search and rescue action to be initiated.

1.10.2.5 Specific FPL addressing requirements are detailed in paragraph 2.

## 1.11 Low Level Cross-Channel Operations - UK/France

1.11.1 Pilots undertaking Cross-Channel flights are reminded that a flight plan **MUST** be filed for all flights to or from the United Kingdom which will cross the United Kingdom/France FIR Boundary.

1.11.2 Specific FPL addressing requirements are detailed in paragraph 2 VFR Flight Planning.

1.11.3 For further details see ENR 1.1, paragraph 3.7.

## 1.12 Action in the Event of Diversion

1.12.1 If a pilot lands at an aerodrome other than the destination specified in the Full or Repetitive FPL, they must ensure that the ATSU at the original destination is informed within 30 minutes of the ETA (calculated from the Full FPL and departure time). This will avoid unnecessary search and rescue action being taken by the Alerting Services.

# ENR 1.10 FLIGHT PLANNING (continued)

1.13 **Delays, Departures, Modifications and Cancellations to a Filed Flight Plan**

1.13.1 **General**

1.13.1.1 Having filed a Full or Repetitive FPL, pilots or AOs may be required to change the existing FPL details. In most cases, a standard modification message can be sent. However, in the case of a change to departure, destination or aircraft call sign the original FPL must be cancelled and a new FPL submitted. A second FPL cannot simply be used to amend the first.

1.13.2 **Delays**

1.13.2.1 ICAO requires that an appropriate delay message (DLA) must be sent if the EOBT is more than 30 minutes later than that already shown in the Full or Repetitive FPL.

1.13.2.2 It is important that, in the event of a delay of 30 minutes or more to the EOBT, the pilot advises the departure aerodrome ATSU/ Parent AFTN Unit so that a DLA message can be sent.

1.13.2.3 In order to meet the requirements of ATFM, all IFR aircraft operating within Europe must have any changes to their EOBT of +/- 15 minutes notified to the Integrated Flight Plan Processing System (IFPS). Full details are shown in paragraph 3.

1.13.3 **Departures**

1.13.3.1 It is also important that the DEP message is sent, as this activates the Full or Repetitive FPL. Although the ATSU at the departure aerodrome has the responsibility to send the FPL and DEP message by AFTN, the pilot should check that this has been done, especially when departing from a non-UK aerodrome. If there is no ATSU at the departure aerodrome, or the ATSU is not connected to the AFTN, the pilot must ensure that the departure time is passed to the appropriate agency who will ensure a departure message has been passed.

1.13.3.2 A DEP message is not required if an IFR FPL has been filed with IFPS and the flight will operate solely within the IFPS Zone. (See also paragraph 3).

1.13.3.3 DEP messages must always be sent for VFR FPLs and IFR FPLs operating outside Controlled Airspace (CAS) or outside the IFPS Zone.

1.13.3.4 **Failure to activate the FPL could result in the destination aerodrome not being aware that alerting action should be taken.**

1.13.4 **Modifications**

1.13.4.1 Other modifications to a filed FPL, such as a change in aircraft type, speed, level, route, etc, can be notified using a change (CHG) message.

1.13.4.2 It is also important that when any changes or modifications are made to the original Full or Repetitive FPL, that a change (CHG) message is transmitted to all the addressees that will be affected by the change or modification. In the case of Full or Repetitive FPLs filed with IFPS, and as long as the CHG message is sent to them, IFPS will do this automatically for the IFR portions of the FPL.

1.13.5 **Cancellations**

1.13.5.1 Any changes to aircraft call sign, point of departure and/or destination will require the original Full or Repetitive FPL to be cancelled and a new FPL submitted.

1.13.5.2 Should the flight be cancelled, for any reason, it is equally important to ensure that a cancellation (CNL) message is transmitted to all the original FPL addressees. In the case of FPLs filed with IFPS, and as long as the CNL message is sent to them, IFPS will do this automatically for the IFR portion of the FPL.

1.14 **Cancelling an IFR FPL in Flight**

1.14.1 If a pilot has begun a flight in Controlled Airspace under an IFR FPL he may decide on encountering VMC that he wishes to cancel his IFR FPL and fly under VFR. However, it must be stressed that a pilot cannot exercise this choice when operating a flight:

a) In Controlled Airspace which is notified as Class A Airspace.
b) Above FL 195 in Controlled Airspace which is notified as Class C Airspace.
c) Along an ATS Route which is notified as Class C Airspace.

In these circumstances all flights in all weather conditions are subject to IFR procedures.

1.14.2 In classes of Controlled Airspace where a choice of Flight Rules is possible in VMC, the pilot may cancel an IFR FPL by transmitting the following message to the ATSU:

**'(Identification) - Cancelling my IFR flight.'**

# ENR 1.10 FLIGHT PLANNING (continued)

1.14.3 ATC cannot approve or disapprove cancellation of an IFR FPL but, when in possession of information that IMC is likely to be encountered along the intended route of flight, will advise the pilot accordingly as follows:

**'IMC reported (or forecast) in the vicinity of.....'**

1.14.4 The fact that a pilot reports that he is flying in VMC does not in itself constitute cancellation of an IFR FPL. Unless cancellation action is taken, the flight will continue to be regulated in relation to other IFR traffic.

1.15 **Persons On Board**

1.15.1 The number of persons on board a flight for which a FPL has been filed must be available to ATC for search and rescue purposes for the period up to the ETA at the destination aerodrome plus one hour. If this information has been sent to the AO' s handling agency at destination, no further action is required. Otherwise, the information is to be made available as follows:

a) Where the AO or handling agency at the departure aerodrome closes before the ETA plus one hour, the AO or handling agency must lodge the number on board with the ATSU serving the aerodrome of departure;
b) where the departure aerodrome ATSU closes down before the ETA plus one hour, that ATSU must lodge the number directly with the appropriate Area Control Centre (ACC);
c) at aerodromes without an ATSU, where the aerodrome closes before ETA at destination plus one hour, the aerodrome operator or handling agency must lodge the name and address of officials who have access to flight departure records with the appropriate ACC, so that they can be contacted as necessary, either direct or through the local police.

***Note:*** *The procedure above only applies if 'TBN' (or similar) has been inserted in Item 19 to indicate that the total number of persons on board was not known at the time of filing the FPL.*

## 2 VFR Flight Plans

2.1 **When to File a VFR Flight Plan** see paragraph 1.3.

2.2 **Highland and Island Airports Limited**

2.2.1 Highland and Island Airports Limited have highlighted the specific remoteness of some of their airports and the CAA considers it appropriate to emphasise the advice to pilots to file a flight plan when flying to or from the following HIAL aerodromes:

Barra (EGPR)
Benbecula (EGPL)
Campbeltown
(EGEC)
Inverness (EGPE)
Islay (EGPI)
Kirkwall (EGPA)
Stornoway (EGPO)
Sumburgh (EGPB)
Tiree (EGPU)
Wick (EGPC)

2.3 **Submission Time Parameters**

2.3.1 VFR flight plans should be submitted to the ATSU at the departure aerodrome at least 60 minutes before clearance to start up or taxi is requested. The local ATSU, if required, will assist in compiling the flight plan. If the departure aerodrome is not connected to the AFTN, and the pilot has no AFPEx account, the pilot is responsible for arranging the dispatch of the completed flight plan to the AFPEx Helpdesk/Parent AFTN Unit by Fax.

2.4 **Addressing VFR Flight Plans**

2.4.1 When addressing a VFR flight plan it is important to note that in addition to addressing the Destination Aerodrome, and when applicable the appropriate adjacent foreign FIRs, it **must** also be addressed to the appropriate FIRs, when entering or remaining within them, as listed below:

| | | |
|---|---|---|
| (a) | EGZYVFRP | Scottish FIR |
| (b) | EGZYVFRT | London FIR |
| (c) | EGGXZOZX | Shanwick Oceanic FIR |

2.4.2 For addressing Cross-Channel flight plans see paragraph 2.7.2.4.

2.4.3 Further addressing information is available on the 'flightplanningonline' system, in UK AIP ENR 1.11, AFPEx Help Guide and in the 'Random FPL AFTN Address Book' available in electronic format at: www.nats.aero/ais (Links).

2.5 **VFR Flight Plans with Portion(s) of Flight Operated as IFR**

2.5.1 IFPS is the only source for the distribution of IFR/General Air Traffic (GAT) flight plans and associated messages to ATSUs within

# ENR 1.10 FLIGHT PLANNING (continued)

the participating European States - the IFPS Zone. Although IFPS handles IFR flight plans, **it will not** process the VFR portions of any mixed VFR/IFR flight plan. Therefore, in order to ensure that all relevant ATSUs are included in the flight plan message distribution, pilots or Aircraft Operators should make certain that whenever a flight plan contains portions of the flight operated under VFR, in addition to IFR, the FPL must be addressed to:

a) IFPS (EGZYIFPS);
b) aerodrome of departure;
c) aerodrome of destination and alternate;
d) all FIRs that the flight will route through as VFR (in UK address to EGZYVFRP for Scottish FIR and/or EGZYVFRT for London FIR);
e) Shanwick/Oceanic FIR to EGGXZOZX (for VFR);
f) any additional addressees specifically required by State or Aerodrome Authorities.

2.6 **Airborne Time**

2.6.1 The pilot is responsible for ensuring that the airborne time of the flight is passed to the ATSU with whom the flight plan has been filed. The ATSU will ensure that the departure (DEP) message is sent to the appropriate addressees. The pilot should try to arrange for a 'responsible person' on the ground to telephone the airborne time to the ATSU/AFPEx Helpdesk, as passing it over the RTF may, due to controller workload, lead to a delay in sending a departure message. Failure to pass the airborne time will result in the flight plan remaining inactive; consequently, this could result in the destination aerodrome not being aware that alerting action should be taken.

2.7 **Cross-Channel Flight Planning**

2.7.1 **Introduction**

2.7.1.1 The CAA have received reports that some VFR flight plans, filed for flights between France and the United Kingdom, have not been received at the UK destination aerodrome. Although these reports are infrequent, they nevertheless identify a significant safety aspect of cross-channel flight planning. The ability of the Air Traffic Service Unit at the destination aerodrome to be aware of an inbound flight is a key factor to alert search and rescue services, when appropriate.

2.7.2 **Pilots' Responsibilities**

2.7.2.1 The pilot is responsible for submitting (filing) a FPL to the Air Traffic Service Unit (ATSU) at the departure aerodrome at least 60 minutes before clearance to start up or taxi is requested. The local ATSU will, if required, assist the pilot to complete the FPL. If there is no ATSU at the departure aerodrome, or the ATSU is not connected to the Aeronautical Fixed Telecommunication Network (AFTN), the pilot must ensure that the FPL is passed to the Parent AFTN Unit for onward transmission (see paragraph 1.8).

2.7.2.2 If pilots send their FPLs by Fax, or make use of a non-UK computer based FPL system, they should assure themselves that the FPL has been accepted and has been transmitted by AFTN on their behalf. A telephone call to the ATSU receiving the FPL, or contact with the ATSU at the aerodrome of departure, will enable pilots to confirm that their FPL has been received, accepted and transmitted.

2.7.2.3 Pilots submitting a FPL via Fax to the Parent AFTN Unit, will receive a faxed copy of the transmitted FPL as proof of filing and to check for accuracy as detailed in paragraph 1.6.

2.7.2.4 **VFR Flight Plan Addressing**

2.7.2.4.1 The FPL should be addressed to:

a) The departure aerodrome;
b) the destination aerodrome and alternate;
c) all interested ATSUs en-route;
d) the London FIR - EGZYVFRT;
e) the Scottish FIR - EGZYVFRP (when necessary);
f) the Shanwick/Oceanic FIR - EGGXZOZX (when necessary);
g) all foreign FIRs that the aircraft will fly through or land/depart from.

2.7.2.5 **Flight Plan Route**

2.7.2.5.1 Pilots must ensure that well defined, significant points are included in the FPL to indicate where the aircraft will cross the UK or near continent coastlines. This information should be shown in Item 15 (Route) or Item 18 (Other information: EET/).

2.7.2.5.2 Routing information will NOT be given by the Parent AFTN Unit/AFPEx Helpdesk. For assistance with routing pilots should refer to the AIP and/or local ATSU in the vicinity of intended flight.

2.7.3 **Flight Plan Route - Flights to/from France**

2.7.3.1 Additionally, for flights to/from France, the French Authorities require the frontier crossing point (the UK/France FIR boundary position) to be included in Item 15 (Route) of the FPL. To assist pilots, the UK now includes the ATS route reporting points on the Southern England and Wales 1:500 000 chart. These can be used as a frontier crossing point. A position may also be shown as

LAT/LONG, or as a bearing and distance from a route reporting point or navigation aid.

Example:
Cap Gris Nez - RINTI
Cap Gris Nez - 51N00130E
Cap Gris Nez - RINTI23005
Cap Gris Nez - DVR16010

2.7.3.2 The EET for this position should be shown in Item 18 of the FPL (Other information) in the format EET/LFFF(elapsed time) or EET/EGTT (elapsed time), depending on flight direction.

Example: EET/LFFF0145 (UK/France) or EET/EGTT0020 (France/UK).

2.7.4 **Flight Plan Route - Flights to/from Channel Islands**

2.7.4.1 Recommended VFR routes from the Solent CTA to the Channel Islands are shown in the UK AIP Aerodrome Section - Jersey, page AD 2-EGJJ-3-1.

2.7.5 **Return Flight Plans Filed from the UK**

2.7.5.1 Pilots may elect to file their return FPLs at the same time as they file their outbound FPL. The normal requirement is to address the FPL solely to the aerodrome of departure. However, if the pilot also adds the addressee of the destination aerodrome, then this will ensure that the return destination in the UK is aware of the intended return flight, just in case the return FPL is not transmitted from the non-UK country. If the return flight occurs on a different day, pilots must ensure that the date of flight (DOF) is shown in Item 18 of the FPL.

Example: DOF/060922 (DOF/year/month/day = Date of flight 22 September 2006).

2.8 **Flight Planning in Remote Areas** - see paragraph 1.10.

2.9 **Special VFR Flight** - see ENR 1.2, paragraph 2.

## 3 IFR Flight Planning

3.1 **Introduction**

3.1.1 The UK is a participating State in the **Integrated Initial Flight Plan Processing System (IFPS),** which is an integral part of the Eurocontrol centralised **Air Traffic Flow Management (ATFM)** system.

3.1.2 IFPS is the **sole** source for the distribution of **IFR** /General Air Traffic (GAT) FPL information to ATSUs within the participating European States, which collectively comprise the **IFPS Zone**. A list of participating States is available in Section 13 of the IFPS Users Manual.

3.1.3 IFPS will not handle VFR flight plans or Military Operational Air Traffic (OAT) flights but will process the GAT portions of a mixed OAT/GAT FPL and the IFR portions of a VFR/IFR FPL.

3.2 **IFPS**

3.2.1 IFPS comprises two Units (IFPU) sited within the Eurocontrol facilities at Haren, Brussels and at Bretigny, Paris. The IFPS Zone is divided into two separate geographical areas, each IFPU having a primary responsibility for one area and a secondary role, for contingency purposes, for the other. Consequently all IFR/GAT flight plans and associated messages **must** be addressed to both IFPUs (see paragraph 3.5). Following successful processing, the FPL will be delivered, at the appropriate time, to all the ATSU addressees on the flight-profiled route within the IFPS Zone.

3.2.2 As all IFR/GAT flight plans within the IFPS Zone are addressed to both IFPUs, the effect of one unit being out of action will be transparent to flight plan originators. The likelihood of a simultaneous outage of both IFPUs is considered to be extremely low. In such an event, flight plan originators will be alerted, by NOTAM, to reinstate the filing of messages, for flight plan and RPL operations, to all appropriate addresses, both within and outside the IFPS Zone.

3.3 **ATFM**

3.3.1 Additionally, IFPS provides accurate flight data to the ATFM elements of the **Network Management Directorate (NMD),** located at Haren, Brussels. The day-to-day ATFM activities in the participating states are managed by the NMD, supported by the UK Flow Management Position (FMP) established at London Area Control (Swanwick), and Flight Data Operations (FDO). Overall authority for the provision of ATFM in the London and Scottish FIRs/UIRs is delegated to the Eurocontrol NMD.

3.3.2 NATS has provided an FMP at London Area Control (Swanwick) to liaise between the NMD, local AOs and ATS.

3.3.3 ATS is responsible for monitoring a flight's compliance with any **Calculated Take-Off Time (CTOT)** that may be issued by the

# ENR 1.10 FLIGHT PLANNING (continued)

NMD in response to the filing of a FPL on a route that is regulated. In accordance with agreed procedures, flights that cannot adhere to their CTOT will be denied start-up clearance. However, ATS will make all efforts to enable departing flights to comply with the CTOT and flights will not be prevented from departing due to small taxiing delays.

3.3.4 In some cases, due to specific restrictions in enroute airspace, or at aerodromes, flights will need to be stopped from departing. In this event, a Flight Suspension (FLS) message may be issued after a CTOT has been issued.

3.3.5 Where a flight departs from an aerodrome with an ATSU, the Aircraft Operator or pilot should obtain information, prior to start up from ATS as to whether a CTOT or FLS affects their flight.

3.3.6 Where a flight departs from an aerodrome **without** an ATSU, or when the FPL has been filed with a Parent AFTN Unit, it is the Aircraft Operator or pilot's responsibility to determine whether a CTOT or FLS affects their flight. In this case, the Aircraft Operator or pilot should contact the NMD or FMP before the aircraft departs.

3.3.7 For additional information see ENR 1.9.

3.4 **Submission Time Parameters**

3.4.1 FPLs should be filed a minimum of **3 hours** before Estimated Off Block Time (EOBT) for North Atlantic flights and those subject to ATFM measures, and a minimum of **60 minutes** before EOBT for all other flights.

3.4.2 IFPS always calculates the Date of Flight (DOF) if none is given in the FPL. In doing so it will assume the EOBT to be within the next 24 hours after the filing time. If a FPL is filed more than **24 hours** in advance of the EOBT, the **DOF** must be indicated in **Item 18** of the FPL.

3.4.3 IFPS will not accept flight plans submitted more than 120 hours in advance of the flight taking place.

3.5 **Addressing IFR Flight Plans**

3.5.1 **Flights Wholly Within the IFPS Zone**

3.5.1.1 FPLs and associated messages must be addressed to both IFPUs. This can be achieved by using either the standard collective AFTN address, or the individual AFTN or SITA addresses:

| | | AFTN | SITA |
|---|---|---|---|
| **Collective** | | EGZYIFPS | |
| **Individual** | Haren | EUCHZMFP | BRUEP7X |
| | Bretigny | EUCBZMFP | PAREP7X |

3.5.2 **Flights Entering or Overflying the IFPS Zone**

3.5.2.1 For that part of the flight within the IFPS Zone, only the two IFPUs need to be addressed as shown above.

3.5.3 **Flights Departing from an Aerodrome Within, and then Exiting, the IFPS Zone**

3.5.3.1 For that part of the flight within the IFPS Zone, only the two IFPUs need be addressed as shown above. For any parts of the flight outside the IFPS Zone, the FPL and associated messages must also be addressed to the appropriate ATSUs outside the Zone.

3.5.3.2 FPL originators filing directly to IFPS are responsible for ensuring that any modifications made to the FPL, either by IFPS or through subsequent messages, are distributed to the relevant ATSUs outside the Zone. This is achieved by use of the 'Re-addressing Function' which is described fully in the IFPS User's Manual.

3.5.3.3 Operators are reminded that IFPS does not forward mixed IFR/VFR FPL to VFR addresses.

3.5.4 **IFR Flight Plans with Portion(s) of Flight Operated as VFR**

3.5.4.1 IFPS is the only source for the distribution of IFR/General Air Traffic (GAT) flight plans within the participating European States - the IFPS Zone. Although IFPS handles IFR flight plans, **it will not** process the VFR portions of any mixed VFR/IFR flight plan. Therefore, in order to ensure that all relevant ATSUs are included in the flight plan message distribution, pilots or Aircraft Operators should make certain that whenever a flight plan contains VFR, in addition to IFR, the FPL must be addressed to:

a) IFPS (EGZYIFPS);
b) aerodrome of departure;
c) aerodrome of destination and alternate;
d) all FIRs that the flight will route through as VFR (in UK address to EGZYVFRT for London FIR);
e) any additional addressees specifically required by State or Aerodrome Authorities.

# ENR 1.10 FLIGHT PLANNING (continued)

3.5.5 **Oceanic Flights**

3.5.5.1 For Oceanic flights it should be noted that Shanwick is within the IFPS Zone and FPLs should also be addressed as per ENR 1.11-1.

3.6 **Filing of Flight Plans and Associated Messages**

3.6.1 **Flight Plans**

3.6.1.1 Filing flight plans under IFPS involves an automatic interface with the computer database. Consequently, a rigid protocol for message exchange is needed, especially when delays or modifications are required to the planned route.

3.6.1.2 AOs are ultimately responsible for the complete filing of their FPLs and all associated messages. This encompasses compilation (including addressing), accuracy and submission of FPLs and also for the reception of the Acknowledgement (ACK) message from IFPS.

3.6.1.3 In the UK, AOs who have the facilities (AFTN or 'flightplanningonline' account) may file their own flight plans and associated messages directly with IFPS and any other non-IFPS states. This is the standard IFPS IFR/GAT FPL filing procedure and is termed ' **direct filing** '.

3.6.1.4 **AOs and pilots who, for whatever reason, are unable to conform to the direct filing procedure** should make local arrangements to file their IFR/GAT flight plans through the ATSU at the aerodrome of departure. The ATSU will, when appropriate, assist in the compilation of flight plans and interpreting the associated messages. It is essential for reasons indicated below that the flight crew remains contactable by the ATSU prior to departure.

3.6.1.5 **Adherence to Airspace Utilization Rules and Availability.** No flight plans shall be filed via the airspace of the London and Scottish FIRs/UIRs deviating from the state restrictions defined within the Route Availability Document (RAD). This common European reference document contains all airspace utilisation rules and availability for participating states and any reference to them shall be made via https://www.nm.eurocontrol.int/RAD/index.html.

3.6.2 **Associated Messages**

3.6.2.1 The compilation of Departure **(DEP)**, Arrival **(ARR)**, Modification **(CHG)**, Delay **(DLA)** and Cancellation **(CNL)** messages is detailed in ICAO Doc 4444. Their use for the exchange of information with the automatic IFPS database is strictly governed by the instructions given in the IFPS Users Manual. For example, to change the information in certain Items of the FPL, it is necessary to cancel the original FPL and refile with the amended data after a time lapse of at least 5 minutes.

3.6.2.2 The occasions when an **ARR** message must be sent are minimal, mainly when an aircraft has diverted or when a controlled flight has experienced radio failure. In each instance it is the responsibility of the ATSU at the landing aerodrome to send an ARR message. Submission of an arrival report is not required after landing at an aerodrome where air traffic services are provided on condition that radio communication or visual signals indicate that the landing has been observed.

3.6.2.3 A pilot flying to a destination without an ATS or AFS facility should, prior to departure, notify a responsible person at the destination of his ETA. The responsible person is required to inform the Parent ATSU if the aircraft fails to arrive within 30 minutes of the ETA. In the event of a pilot being unable to find a responsible person at his destination he may request the Parent ATSU to act in this capacity. Should this occur the pilot is required to inform the Parent ATSU within 30 minutes of his arrival at destination. This ensures that prompt alerting and overdue action is initiated if necessary.

3.6.2.4 Certain FPL messages are exclusive to the IFPS process, and are named Operational Reply Messages **(ORM).** They are:

a) The FPL Acceptance Acknowledgement Message **(ACK)**;
b) Referred for Manual Repair **(MAN)**;
c) FPL Message Rejected **(REJ)**.

3.6.2.5 The **ACK** message will be automatically received from IFPS when the FPL has been automatically accepted into the system. Alternatively, a **MAN** message will indicate that the FPL has not been accepted and is awaiting manual intervention by an IFPS operator. Manual repair of a failed FPL is often carried out in conjunction with the FPL originator. Where FPLs are filed directly to IFPS, it is strongly advised that the originator's contact details be included in Item 18 where this is not obvious from the flight details. Dependant upon the success or otherwise of the manual 'repair' to the message, an **ACK** or **REJ** will be received. An ACK message will include the 'repaired' message so that the changes can be checked by the originator, and it is essential that the **flight crew are informed** of the accepted FPL route.

3.6.2.6 Receipt of a **REJ** message will indicate that the FPL has not been accepted by IFPS. The REJ message will indicate the errors in the message which need to be resolved and will also include a copy of the message received by IFPS; this will enable the originator to determine if the message has been corrupted during transmission. If a FPL or associated message is rejected by IFPS, a corrected message must be sent without delay.

3.6.2.7 It is a European ATFM requirement that all controlled flights that are departing, arriving or overflying Europe that have a change (+ or -) in an EOBT of more than 15 minutes shall be notified to the NMD through IFPS. Modification procedures are, therefore,

# ENR 1.10 FLIGHT PLANNING (continued)

necessary to enable Aircraft Operators (AOs) to meet this requirement whenever they know that a flight will not meet its EOBT.

***Note 1: AOs should not modify the EOBT simply as a result of an ATFM delay. The EOBT is to be modified only if the original EOBT established by the AOs cannot be met. It is not possible to amend the EOBT to an earlier time than the EOBT given in the flight plan.***

*The procedure to be followed to modify the EOBT of a flight is shown in ENR 1.9 and full details are contained in the IFPS Users Manual, pages 4.1 and 4.2.*

*Some states outside the NMD area of responsibility still require AOs to update the EOBT, regardless of why the flight's original EOBT may have changed. AOs should bear in mind the formula (as shown in ENR 1.9) for calculating the new EOBT when doing this. Where it is known that ATC send departure messages (DEP) for all flights, then this DEP message will suffice.*

***Note 2:** Extreme care should be exercised when compiling a DLA message; the time specified in the message must be the EOBT, not the planned airborne time or the Calculated Take-Off Time (CTOT).*

3.6.2.8 **Until an ACK message has been received by the message originator, the requirement to submit a valid FPL for an IFR/GAT flight intending to operate within the IFPS Zone will not have been satisfied.** In this case the flight details will not have been processed by IFPS and consequently the flight data will not have been distributed to the relevant ATSUs within the IFPS Zone. Similarly, processed data will not have been sent to the database of the NMD to be considered for ATFM purposes.

3.6.2.9 Therefore, **errors in the FPL or associated messages may result in the flight concerned being delayed.**

3.6.3 To indicate the necessity for 'special handling', the appropriate Status Indicator (STS) should be inserted in Field 18 of the flight plan.

3.6.3.1 The following standard abbreviations should be used:

| | |
|---|---|
| STS/ALTRV | for flights operated in accordance with an altitude reservation; |
| STS/ATFMX | for a flight approved for exemption from ATFM measures by the appropriate ATS authority; |
| STS/FFR | fire fighting; |
| STS/FLTCK | flight check for calibration of navaids; |
| STS/HAZMAT | for a flight carrying hazardous material; |
| STS/HEAD | for a flight with Head of State status; |
| STS/HOSP | for a medical flight declared by medical authorities; |
| STS/HUM | for a flight operating on a humanitarian mission; |
| STS/MARSA | for a flight for which a military entity assumes responsibility for separation of military aircraft; |
| STS/MEDEVAC | for a life critical medical emergency evacuation; |
| STS/NONRVSM | for a non-RVSM capable flight intending to operate in RVSM airspace; |
| STS/SAR | for a flight engaged in a search and rescue mission; |
| STS/STATE | for a flight engaged in military, customs or police services. |

Other reasons for special handling by ATS shall be declared under the designator RMK/.

3.6.3.2 The following STS/indicators will be recognised by the NMD and will be provided with automatic exemption from flow regulation:

STS/HEAD, STS/SAR, STS/MEDEVAC, STS/FFR and STS/ATFMX.

3.6.3.3 The following STS/indicators require approval for exemption from flow regulation from the appropriate State authorities, in accordance with the requirements detailed in the ATFM Users Handbook and in ENR 1.9:

STS/HUM, STS/HOSP and STS/STATE.

3.6.3.4 In addition to military operations, operators of customs or police aircraft shall insert the letter M in Item 8 of the Flight Plan Form.

3.6.3.5 For formation flights that intend to operate - for any part - as GAT, it is essential for en-route ATC Providers to have as much notification as possible in order for planning to take place. Although use of FPL Item 9 in the current ICAO standard Flight Plan Proforma provides for indication of the number of aircraft (if more than one operating under the same callsign), the ability of some ATC Flight Data Processing Systems to detect and highlight this to control staff may not be robust; this is especially the case where Air-to-Air refuelling tanker aircraft file as singleton, only to include a FPL Item 18 remark that it will be joined by other aircraft which have filed separate flight plans.

3.6.3.6 Commanders of all planned GAT formation flights are requested to enter RMK/Formation flight in FPL Item 18 of their flight plan to ensure that ATC Flight Data Processing Systems can detect and promulgate such information correctly to control staff. Any queries should be directed to London Control (Swanwick) Flight Planning and Airspace Data (Tel: +44-(0)1489-612590/612040).

3.6.3.7 Civil formation flights in Controlled Airspace, other than for VFR transit of CTA/CTR/TMA are considered to be Non-Standard Flights (NSFs) requiring the issuing of a NSF number/authorisation in advance of the intended date of flight. A formation's NSF

## ENR 1.10 FLIGHT PLANNING (continued)

number/authorisation is to be included in FPL Item 18 and prior clearance must be obtained from the appropriate ATC Watch Supervisor on the day (See ENR 1.1.4 - Arrangements for Particular Types of Flight (Non-Standard, Non-Deviating, Unusual, Royal, Observation, Special, VFR Access to Class C Airspace Above FL 195, and Civilian Formation Flights) paragraph 1 (Non-Standard Flights (NSFs) in Controlled Airspace).

3.6.3.8 For Military formation flights that intend to operate - for any part - as GAT, it is essential for en-route ATC Providers to have as much notification as possible in order for planning to take place.

3.6.4 **Supplementary Flight Plan Information**

3.6.4.1 As an alternative to ICAO procedure that Supplementary Information should not be transmitted in a flight plan message (ICAO Doc 4444: Appendices 2 and 3) it should be noted that IFPS is able to process and store Field 19 - Supplementary Flight Plan Information. Where such information is supplied as part of a flight plan submission to IFPS it will be extracted and stored for later retrieval, if required, in the event of an emergency situation arising. Supplementary flight plan information will not be included in the normal flight plan distribution by IFPS.

***Note:*** *If the FPL has been filed via 'flightplanningonline' this information will be held by the system, but will not be transmitted. Should this information be required contact the AFPEx Helpdesk.*

3.6.4.2 Whilst the ICAO procedure should normally be followed by flight plan originators in the UK, they may avail themselves of the IFPS facility if they so wish.

3.6.4.3 ATS Authorities, or other relevant bodies, requiring Supplementary flight plan information on a particular flight and for urgent operational reasons may contact the Supervisor at the appropriate IFPU; assistance will be provided by either:

a) giving information on Field 19 where such information has been submitted to and stored by IFPS;
b) giving advice on a contact name/Tel No. of the AO and/or originator of the flight plan, which may be stored in the NMD database;
c) giving any additional information which may be contained in Field 18.

3.6.5 **Replacement Flight Plan Procedure.** If, within 4 hours of the EOBT, an alternative routing is selected between the same points of departure and destination, the procedure shall be as follows:

a) The original Flight Plan **must be cancelled** by submitting a CNL message using the DD priority indicator;
b) the replacement Flight Plan shall be filed **not less than 5 minutes** after the CNL message (It is recommended that the replacement Flight Plan is not submitted until the ACK for the CNL message has been received);
c) the replacement Flight Plan shall contain in Field 18 the indication RFP/Qn where:
    i. **RFP/Q** refers to the replacement Flight Plan; and
    ii. **n** corresponds to the sequence number relating to the replacement Flight Plan.

Example: First replacement Flight Plan - ICAO Field 18 - **RFP/Q1**;
Second replacement Flight Plan - ICAO Field 18 - **RFP/Q2**.

3.7 **Repetitive Flight Plans (RPLs)**

3.7.1 As part of the continuing development of the NMD, Eurocontrol will assume full responsibility for the reception, processing and distribution of Repetitive Flight Plan (RPL) data within the IFPS Zone. Flights within the IFPS Zone shall be filed solely with Eurocontrol at the NMD, Brussels, in accordance with the requirements and procedures detailed below.

3.7.2 Operators who fly routes on a regular or scheduled basis within the IFPS Zone are able to file Repetitive Flight Plans on the Eurocontrol database. These plans are activated automatically at the appropriate time before each flight. RPLs for flights within the IFPS Zone, but which have a route portion outside the Zone, have to be **filed** to the National Authorities of those external states. All external states on the route must have agreed to the use of RPLs; a mixture of RPLs and FPLs is not permitted for an individual flight.

3.7.3 Details of the requirements for the submission and duration of RPLs can be found in the IFPS User Manual section of the Network Operations HANDBOOK. The **IFPS Users Manual and the Network Operations HANDBOOK** are available, free of charge, from:

Post: Eurocontrol Library
Rue de la Fusee, 96
B - 1130 Brussels, Belgium
Http: https://www.public.nm.eurocontrol.int/PUBPORTAL/gateway/spec/index.html

# ENR 1.10 FLIGHT PLANNING (continued)

3.8 **Specific Eurocontrol Requirements for RPL Operations**

3.8.1 The basic principles for the submission of Repetitive Flight Plans are contained in ICAO Docs 4444 and 7030. The following paragraphs detail the differences between the ICAO Standard and the Eurocontrol requirement, which permits a more flexible approach within the basic rules. Full details are contained in the IFPS User Manual section of the Network Operations HANDBOOK.

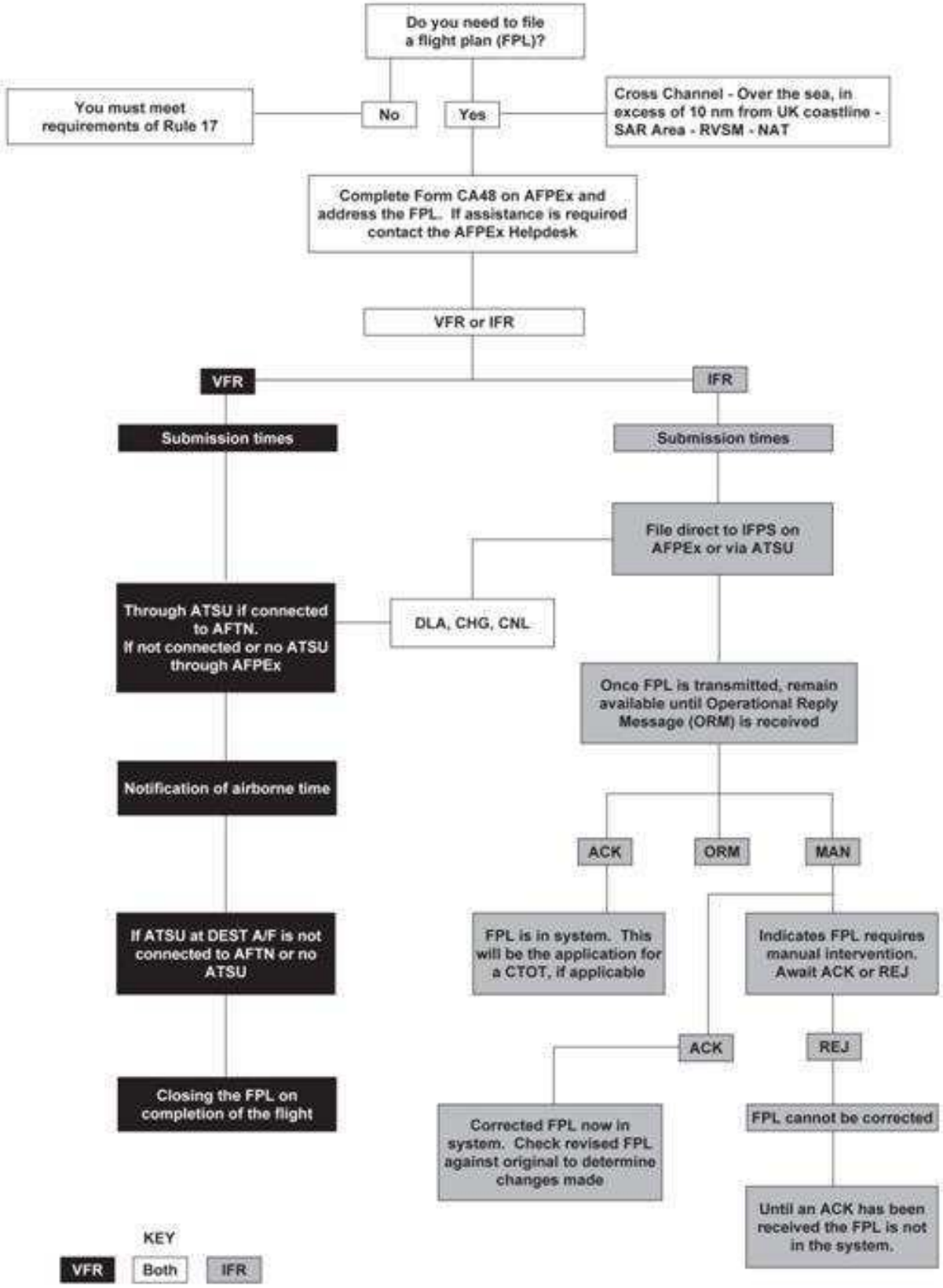
3.8.2 RPLs shall cover the entire flight from the departure aerodrome to the destination aerodrome. Therefore, an RPL shall be submitted by the flight plan originator for its entire route. A mixture of both RPL and FPL message shall not be permitted. RPL procedures shall be applied only when ALL ATS authorities concerned with the flights have agreed to accept RPLs. In this respect, all States of the IFPS Zone accept RPLs. It is the responsibility of the AO to ensure that RPLs for flights which are partly outside the Zone are properly co-ordinated and addressed to the relevant external ATS authorities.

3.8.3 To suspend an RPL the originator should send the information in the format as shown in the IFPS User Manual. However, originators should note that flights cannot be suspended for less than 3 days. If the suspension is for less than 3 days, individual daily cancellation messages must be sent by the originator to the IFPS in order not to waste ATC capacity by leaving 'ghost' flights in the NMD and ATC databases.

3.8.4 To cancel an RPL for a specific day, the originator need only send a normal ICAO CNL message to both of the IFPS units (EUCHZMFP and EUCBZMFP or BRUEP7X and PAREP7X) **but not earlier than 20 hours before the EOBT of the flight.** The same rule applies for a change (CHG) or delay (DLA) message since at 20 hours before EOBT the RPL is transferred to the IFPS and the RPL effectively becomes a FPL.

## ENR 1.10 FLIGHT PLANNING (continued)

### 4 THE FLIGHT PLAN FILING PROCESS VIA AFPEx



# ENR 1.10 FLIGHT PLANNING (continued)

## 5 LOW-LEVEL CIVIL AIRCRAFT NOTIFICATION PROCEDURES (CANP)

### 5.1 Introduction

5.1.1 Many military and civil aircraft operate in Class G Airspace below 2000 FT AGL, where ground radio and radar coverage is not always available to assist pilots in avoiding collisions. Collision avoidance must necessarily, therefore, be based on the 'see and avoid' principle, assisted as far as possible by information on known activity. Whereas a variety of civil aviation activities take place within this airspace, military activity consists mainly of low flying training.

5.1.2 It is not practicable to obtain and disseminate traffic information on all civil flights below 2000 FT AGL, nor is it possible to disseminate details of military low-level flights within the UK Low Flying System (UKLFS) to civil operators. Nevertheless, the greatest conflict of interests occurs at or below 1000 FT AGL where the majority of military low-level operations take place and where civil aircraft may be engaged upon activities, as defined at paragraph 5.2.1, which might inhibit pilot look-out or reduce aircraft manoeuvrability. In addition, certain recreational and other civil flying activity, away from licensed aerodromes, needs to be considered.

5.1.3 A system exists to collect information on civil aerial activities for distribution to military operators to assist in flight planning. This system is known as the Low-Level Civil Aircraft Notification Procedure (CANP).

5.1.4 Before commencing any low flying sortie, military pilots receive a comprehensive brief on all factors likely to affect their flight, including relevant CANP details. Hence, maximum participation in CANP by those planning to conduct the qualifying activities is essential if full benefit is to be obtained from the procedure.

5.1.5 Pilots/operators, or their representatives, intending to embark upon aerial activities described below should notify details of the flights to the Military Airspace Management Cell (MAMC) - Low Flying Co-ord (LFC) at 78 Squadron Swanwick. For the purposes of CANP, direct-dial, Freephone and E-mail facilities are available as follows:

| | |
|---|---|
| Monday to Thursday | 0700-2000 (0600-1900); |
| Friday | 0700-1500 (0600-1400). |

5.1.6 E-mail notification is preferred for CANP requests as this allows LFC to E-mail or telephone confirmation of E-mail and issue a reference number to the aircraft operating authority. Contact details are as follows:

Phone: 01489-443100.
Email: SWK-MAMCLFCOORD@mod.gov.uk

### 5.2 Commercial Aerial Activity

5.2.1 The following civil aerial activities at and below 1000 FT AGL with an expected duration in excess of 20 minutes at a specific location, should be notified to LFC:

a) Aerial crop spraying;
b) underslung aerial load lifting;
c) aerial photography and filming;
d) aerial survey/air surveillance.

***Note:*** *For the purposes of this notification, crop spraying is to be considered as the generic term for all agricultural tasks carried out by an aircraft.*

5.2.1.1 Pipeline/powerline inspection activity is the subject of ENR 1.10, paragraph 6. However, aircraft carrying out powerline inspections and which are able to operate within a limited geographical area may apply for warning status under CANP. Any request for such protection should be made as far in advance as is possible through the E-mail address or Freephone numbers shown at paragraph 5.1.6. The manager of the UKLFS at MAMC LFC, 78 Squadron Swanwick will consider requests of this nature on a case-by-case basis.

### 5.2.2 Procedure

5.2.2.1 CANP telephone messages should provide details of the intended activity in the following format:

a) Type of activity;
b) location(s): Preferably as a 2-letter, 6-figure grid reference taken from an OS 1:50,000 map, although latitude and longitude will be accepted. The name of a nearby village or town is also required;
c) area of operation(s): (See paragraph 5.2.4.1);
d) date and time of intended operation(s): Start/finish in local time;
e) maximum operating height(s) AGL;
f) number and type(s) of aircraft;
g) contact telephone number(s);
h) operating company and telephone number(s) (if applicable).

# ENR 1.10 FLIGHT PLANNING (continued)

Example: CANP NOTIFICATION
A - UNDERSLUNG LOADS
B - SU 561310 - OVINGTON
C - 2 NM RADIUS
D - 12 SEPTEMBER - 1000 to 1300
E - 1000 FEET AGL
F - SINGLE MB105 HELICOPTER
G - Contact fax and telephone number for the site
H - ROTARY HELICOPTERS LTD - Fax and telephone number of operator.

5.2.2.2 Once a notification has been accepted, LFC will allocate a reference number which pilots/operators should retain. Operators are advised that, in the interests of safety and accuracy, all telephone calls to LFC are recorded.

5.2.2.3 Operators should, where possible, use the E-mail facility as the primary method of filing a notification. Requests should be submitted using Form CA 2366 as reproduced at Figure ENR 1.10-1. Customised variations of this form are acceptable if they contain all the information required at paragraph 5.2.2.1. A contact E-mail address and telephone number must be provided in order that notification can be confirmed and a reference number issued (additional copies of Form CA 2366 can be obtained from the Safety and Airspace Regulation Group (SARG) at the address shown at paragraph 5.4.1). **Users will receive a CANP reference number from LFC by E-mail or return telephone call.** This reference number should be retained until the termination of the activity with which it is associated.

5.2.3 **Pre-notification Required**

5.2.3.1 Pre-notification of intended operations should be communicated, by email if possible, to LFC not less than 4 hours before commencement of the activity. Email requests will receive an email or telephone call from LFC with time authentication and reference number. Notifications by telephone will receive a time authentication followed by a return call from LFC with a reference number. Although successful transmission of the CA 2366, or a time authenticator for notification by telephone, not less than 4 hours from the start of the CANP activity can normally be considered as confirmation that a CANP warning for the period requested will be issued. Operators may only request an avoidance under exceptional circumstances and if avoidance status is to be refused (significant adverse effect on military training) the operator will be advised accordingly. CANP activity that takes place in the Highland Restricted Area may also be refused subject to restrictions detailed in the latest Highlands Restricted Area (HRA) AIC.

5.2.3.2 Whenever possible, pre-notification of operations due to take place up to 1300 (1200) should be made the previous day and those due to take place after 1300 (1200) should be pre-notified on the morning of the same day. Consideration should also be given to LFC opening hours (paragraph 5.1.5); as multiple notifications just prior to LFC evening closure may not be processed until the following morning and operators therefore risk not having their activity notified to military crews before activity commencement the next day. It is accepted that there will be occasions when the minimum pre-notification time cannot be met. Nevertheless, late notifications should still be made and every effort will be made to distribute the information as widely as possible. However, reports received less than 4 hours before operations are due to commence are, progressively as the time diminishes, less likely to reach all military pilots before they depart on their low-level sorties and will, therefore, only be issued as a warning to military aircrew.

5.2.3.3 Due to the closure of LFC at weekends, activities planned for the weekend should be notified to LFC no later than 1600 (1500) on the Friday before, in order to receive warning status against any pre-notified Military flying. This also applies to flights which may enter low level due to the prevailing weather and the nature of the activity.

5.2.4 **Operating Area Boundaries**

5.2.4.1 The airspace notified under CANP should not exceed an area bounded by a 2 NM radius circle. **If more than one area is to be notified, these areas are not to be activated concurrently**. In the case of underslung aerial load lifting operations the area should be defined as a corridor extending 2 NM either side of intended track from ground level to a maximum of 1000 FT AGL. When the route of an underslung load exceeds 20 NM it should, wherever possible, be divided into sections not exceeding 20 NM in length; an overlap of 20 minutes is acceptable in such circumstances.

5.2.4.2 CANP may be used to notify pipeline inspection activity in a limited area (see ENR 1.10, paragraph 6), however, warning status will normally only be granted for a maximum period of 2 hours. Concurrent activation will be permitted, although the manager of the UKLFS still retains the right to refuse such requests when the impact on military training is considered to be unacceptable. Specific sites identified for the application of this facility are as follows:

# ENR 1.10 FLIGHT PLANNING (continued)

| | |
|---|---|
| Newark-on-Trent | 530400N<br>0005200W |
| Tewkesbury | 520000N<br>0021200W |
| Glasbury | 520000N<br>0030800W |
| Kineton | 520800N<br>0013000W |
| 5 nm North of Ebbw Vale | 515500N<br>0031900W |

Additional sites may be identified as required by PINS operators subject to normal notification procedures.

5.2.4.3 Pilots of military fixed wing aircraft flying at an IAS greater than 140 KT will avoid areas reported under CANP either laterally or vertically. CANP users should note that military pilots may overfly the reported area by a minimum of 500 FT. Thus, for example, if the height of the CANP area is 1000 FT AGL, military aircraft may overfly the area at a minimum height of 1500 FT AGL. Therefore, the lateral and vertical boundaries that define the area of activity should equate only to the parameters within which the activity is planned to take place and should not build in an allowance as a safety factor.

5.2.4.4 Pilots/operators should note that, other than in exceptional circumstances, the dimensions of a CANP 'warning or avoidance' as defined at paragraph 5.2.4.1 are generally not negotiable. Any request for a CANP of non-standard dimensions should be made, as far in advance as possible, to the contact numbers shown at paragraph 5.1.6.

5.2.5 **Cancellation and Re-submissions**

5.2.5.1 Activities reported under CANP may considerably restrict the airspace available for military low flying training. Thus, in order to maintain the integrity of the CANP system, every reasonable attempt should be made to inform LFC as soon as it becomes obvious that an activity previously notified will no longer take place, or that the activity has been completed. Notification of a completed activity should be made irrespective of the time remaining on the CANP.

5.2.5.2 To eliminate the possibility of error, an application **must** be made in accordance with paragraph 5.2.2.1 on each occasion. Re-submission by reference to a previously issued CANP Reference Number **will not** be accepted by LFC.

5.2.6 **Infringements of CANP Airspace**

5.2.6.1 Infringements of CANP airspace will be fully investigated. If it is considered that CANP airspace has been infringed by military aircraft, and more than 4 hours pre-notification has been given in accordance with paragraph 5.2.3.1, then pilots/operators should contact LFC as soon as possible with the following information:

a) Reference Number (paragraph 5.2.2.2 refers);
b) date and time of the incident;
c) number and type of aircraft involved;
d) position and estimated profile (heading/height) of aircraft involved.

5.2.6.2 Pilots/operators should note that military light aircraft flying at an IAS of 140 KT or less, helicopters and any aircraft flying within a MATZ, need not avoid CANP airspace. However, pilots of such military aircraft will be aware of the notified activity, subject to the minimum notifying period indicated at paragraph 5.2.3.2.

5.3 **Recreational and Other Aerial Activities**

5.3.1 **Recreational Aerial Activities**

5.3.1.1 LFC invite notifications concerning certain recreational aerial activities planned to occur at or below 1000 FT AGL. Such notifications will be granted warning status under CANP and will be promulgated to military aircrew. Notifications are only required, however, when 5 or more gliders, hang-gliders and paragliders, free-flight balloons, microlight aircraft or model aircraft will be operating:

a) From a site not listed in the UK AIP for such activity; or
b) from a site listed in the UK AIP but outside the published operating hours of the site, where these are detailed.

5.3.1.2 BHPA Members may seek avoidance status when operating from one of the BHPA listed sites on weekdays (as also listed in the UK Military Low Flying Handbook). LFC must be notified by 2000 (1900) the day before flight, Monday - Thursday and by 1600 (1500) on Friday for the following Monday (excluding PH). Notification after these times will attract warning status only. LFC should be informed as soon as possible if the activity is cancelled.

5.3.1.3 Notwithstanding the provisions of paragraph 5.3.1.1(b), operators will be aware that permissions for cable launched gliding, hang-gliding and paragliding activities, to a height of more than 60 M AGL, are issued by SARG. Individual permissions will stipulate that, if activity during a weekday, it is conditional on compliance with the CANP system.

## ENR 1.10 FLIGHT PLANNING (continued)

5.3.2 **Other Aerial Activities**

5.3.2.1 LFC also invites notification of the following activities:

a) Tethered and captive balloons (to a height greater than 60 M AGL);
b) kite flying, involving 5 or more kites from a specified site, (to a height greater than 60 M);
c) operations of aircraft from water;
d) any other aerial activity likely to create an exceptional concentration of aircraft at a site not listed in the UK AIP.

5.3.3 **Procedure**

5.3.3.1 E-mail or telephone notification should provide details of the intended activity as at paragraph 5.2.2.1.

Example: RECREATIONAL ACTIVITY
A - HANG-GLIDING
B - ST 187101 - UPOTTERY AERODROME, DEVON
C - 2 NM RADIUS
D - 19 NOVEMBER - 0900 to 1500 (local time)
E - N/A
F - EXPECTED NUMBER OF HANG-GLIDERS - 6
G - Telephone number of the site
H - DISCOVER AIR HANG-GLIDING GROUP (Telephone number if different to that at G).

5.3.3.2 Once a notification has been accepted, LFC will allocate a reference number which pilots/operators should retain.

5.3.3.3 The E-mail facility detailed in paragraph 5.1.6 should be used where possible for the notification of recreational activities.

5.3.4 **Pre-notification is required as in paragraph 5.2.3.1**

5.3.5 **Operating Area Boundaries**

5.3.5.1 The airspace notified should not exceed an area bounded by a 2 NM radius circle, from ground level to 1000 FT AGL.

5.3.5.2 Recreational and other aerial activities will not normally attract CANP avoidance areas; however, warnings of such activities will be promulgated to military aircrew.

5.3.6 **Cancellation**

5.3.6.1 Every reasonable attempt should be made to inform LFC as soon as it becomes obvious that an activity previously notified will no longer take place, or that the activity has been completed. Notification of a completed activity should be made irrespective of the time remaining on the CANP.

5.4 **Comments / Recommendations**

5.4.1 Users are invited to forward comments on CANP, or recommend improvements to the procedure to:

Post: Airspace Regulation, CAA, 1 NE Aviation House, Beehive Ring Road, Crawley, West Sussex, RH6 0YR
Email: airspace@caa.co.uk

## 6 PIPELINE AND POWERLINE INSPECTION PROCEDURES

6.1 **Introduction**

6.1.1 Pipeline and powerline inspection aircraft that operate in the airspace below 1000 FT AGL are not normally able to predict their movements with sufficient accuracy to utilise the CANP system for advising military aircraft of their activities.

6.1.2 To reduce the potential for confliction between pipeline and powerline inspecting aircraft and low-flying aircraft, a number of measures were introduced in October 1993. The system is continually monitored and updated to allow for changes to inspection procedures and profiles.

6.2 **Centralised Aviation Data Service (CADS)**

6.2.1 The use of Centralised Aviation Data Service (CADS) enables users, in the route-planning stage of a sortie, to both identify potential conflicts with the routes of other CADS users and submit and assess low level booking information to LFC. It is very much an ‘early Situational Awareness (SA)’ tool, providing a prompt for further action to ensure that aviators reduce the risk of Mid Air Collision (MAC) as far as is reasonably practicable. It provides a detailed route summary to all users.

6.2.2 Before any flight, pipeline and powerline inspection operators are encouraged to input their route into CADS*. Training on the system and the detailed procedures for using CADS are available from MAMC LFC based at 78 Squadron, Swanwick. They can

# ENR 1.10 FLIGHT PLANNING (continued)

be contacted at SWK-MAMCLFCOORD@mod.gov.uk. Best endeavour is to be used to employ CADS on every sortie.

***Note:*** ** CADS and potentially any subsequent replacement.*

6.2.3 Users should submit routes as early as practicable to maximise visibility of their plan to other users. Route detail may be updated before flight if required. Users should ensure that their route on CADS is plotted as accurately as practicable; the accuracy of each waypoint's position and the time of overflight should allow a subsequent user to gain SA of the plan and identify any potential conflict.

6.2.4 Crews should be aware that CADS only provides SA on flying activity planned by other CADS users. Furthermore, it does not allow for airborne route/timing changes due to weather or other constraints. Crews must ensure that effective lookout remains a fundamental discipline for avoiding MAC.

6.3 **Pipeline/Powerline Inspection Notification System (PINS)**

6.3.1 Pipeline/Powerline Inspection Notification System (PINS) allows for the collation of information on pipeline/powerline inspection programmes and its distribution by NOTAM.

6.3.2 Pipeline/powerline inspection aircraft pilots or their representatives should notify details of all inspection flights to LFC. For this purpose, the PINS E-mail and Freephone facilities are available during the following times:

Monday to Thursday 0700-2000 (0600-1900);
Friday 0700-1500 (0600-1400).

***Note:*** *LFC does not operate on a 24 hour basis.*

6.3.3 E-mail notification is preferred for PINS as this allows LFC to E-mail or telephone confirmation of E-mail to the aircraft operating authority. Operators are advised that, in the interests of safety and accuracy, all telephone calls to LFC are recorded. The contact details for LFC are as follows:

Phone: 0800-515544 or 01489-443100.
Email: SWK-MAMCLFCOORD@mod.gov.uk

6.3.4 Details of planned inspection activity may be notified up to one month in advance. However, to ensure maximum effectiveness of the system, any changes to the pre-planned schedules should be passed to LFC by 1800 (1700) on the preceding weekday. Monday's schedules should be passed by 1700 (1600) on the preceding Friday. These details will be promulgated to military crews during the evening preceding the day of activity by means of a NOTAM for each weekday. The NOTAM will include a consolidated list of all PINS activity by area for the day between 0800-1700 (0700-1600). The areas notified, shown at ENR 6-20, are coincident with the Low Flying Areas of the military UKLFS with LFAs 7, 11 and 14 each subdivided into 2 further areas, but exclude military low flying Avoidance Areas and Dedicated User Areas.

6.4 **Recommended Height Profiles**

6.4.1 Aircraft engaged on pipeline inspection flights are likely to operate in the height band 500 FT to 700 FT AGL (typically 70-90 KT) where they will be above, and skylined to, the majority of military low flying aircraft that operate below 500 FT. Aircraft engaged on powerline inspection flights are likely to operate in the height band 50 FT to 200 FT AGL (typically <40 KT).

6.4.2 Since both inspection and military aircraft can be expected to operate outside of these height bands, pilots are not absolved from maintaining a good lookout and applying visual avoidance criteria. In particular, it should be noted that helicopters involved in inspections will continue, when required by the inspection, to descend in accordance with any permissions granted by the CAA in relation to the provisions of SERA.3105 Minimum Heights, SERA.5001 VMC Visibility and Distance from Cloud Minima and/or SERA.5005 Visual Flight Rules. Where circumstances dictate, helicopters may land to permit further investigation.

6.4.3 The nature of powerline inspections and the height at which they are flown is such that aircraft engaged on these duties are unlikely to conflict with the majority of low flying fast jet military aircraft except in certain specific areas shown at ENR 6-20. Inspection pilots intending to fly in these particular areas are reminded that military aircraft are authorised to fly down to 100 FT Minimum Separating Distance and that they should therefore plan their sortie accordingly. Military helicopter low flying traffic regularly conduct wires crossings at powerlines and therefore there is a requirement to notify and be vigilant, particularly in the areas shown at ENR 6-20 for helicopter activity.

6.4.4 Pipeline/Powerline inspection sorties which are able to operate within a limited area, may apply for warning status under CANP (ENR 1.10-13). This procedure is encouraged in known areas of conflict between military aircraft and inspection helicopters; 5 such areas have been specifically identified in paragraph 5. Any request for such protection should be made as far in advance as is possible through the E-mail or Freephone numbers shown at paragraph 6.3.3. The manager of the UKLFS, at LFC, 78 Squadron Swanwick, will consider requests of this nature on a case-by-case basis.

6.5 **Conspicuity**

6.5.1 Discrete Radiotelephony (RTF) callsigns and a dedicated Secondary Surveillance Radar (SSR) code have been allocated to aircraft on power and pipeline inspection flights. Thus the nature of flight will be immediately apparent to the Air Traffic Service Unit and to other aircraft operating on the frequency as soon as the initial radio transmission using the dedicated callsign is made. The

differing height profile (as per paragraph 6.4.1) and callsign should allow ATC units to understand and identify the likely inspection profile. Similarly, radar controllers will be able to detect the presence of an inspection aircraft which might not be in radio communication with that unit.

6.5.2 **RTF Callsigns**

6.5.2.1 Aircraft conducting inspection flights will use the callsign 'pipeline' or 'powerline', depending upon the nature of the task, followed by a unique numerical suffix. Hence, a helicopter carrying out a powerline inspection might use the callsign 'Powerline12'.

6.5.2.2 A list of operators and their allocated RTF numerical suffixes are listed in the table below. The WPD Helicopter Unit and the National Grid Company plc's licensed contracted operators only use callsign prefix 'Electricity' and 'Grid' respectively.

| PINS Conspicuity Callsign Allocation | |
|---|---|
| **Company** | **Callsign Suffix** |
| HeliAir | 44 to 47 inclusive, 66 and 100 |
| Helicentre Aviation | 81 to 85 inclusive |
| National Grid Company plc (Fixed & Rotary Wing) | GRID |
| PLM Dollar Group Limited | 50 to 65 and 67 to 71 inclusive |
| Ravenair (Fixed Wing) | 33 and 34 |
| WPD Helicopter Unit | ELECTRICITY |

6.5.3 **SSR Operating Procedures**

6.5.3.1 The special purpose SSR Code 0036 has been allocated to pipeline/powerline operations. Pilots should select this code, with Mode C, throughout the period that the aircraft is engaged in inspection activities. Unless there are overriding requirements, ATC Units should permit retention of the dedicated squawk by PINS aircraft for the benefit of adjacent radar equipped units. When in transit between the operating base and the region pilots should comply with the SSR Operating Procedures published at ENR 1.6, paragraph 2.1.3.

6.5.3.2 Air Traffic Controllers are reminded that, in accordance with Note 2 to the UK SSR Code Allocation Plan (ENR 1.6, paragraph 2.6), code 0036 must be considered as unverified and unvalidated.

6.6 **Conclusion**

6.6.1 It must be emphasised that the procedures detailed herein are advisory and that the promulgation of the activities will be in the form of warnings not avoidances. Both CADS and PINS should be used to inform all low flying traffic of potential conflictions. Failure to make pre-flight booking, either through CADS or PINS will not prevent inspection sorties taking place. Similarly, deviation from the booking is at the discretion of the helicopter pilot. The only consequence would be the inability to provide greater clarity to military crews of inspection activity.

6.6.2 Users are invited to forward comments or recommended improvements on pipeline and powerline inspection procedures to:

Post: Airspace Regulation, CAA, 1 NE Aviation House, Beehive Ring Road, Crawley, West Sussex, RH6 0YR
Email: airspace@caa.co.uk

## 7 MILITARY LOW FLYING TRAINING IN THE UNITED KINGDOM

7.1 **Introduction**

7.1.1 The United Kingdom Military Low Flying System (UKLFS) is sponsored by the MoD. The Safety and Airspace Regulation Group and the MoD co-sponsor this section to inform civilian pilots about military low flying training operations in the UK in the interest of mutual flight safety.

7.1.2 Low flying training remains an essential element in the tactical inventory of an effective air force and regular training in a realistic environment is essential to maintain operational capabilities. Over the UK, low flying is carried out by the Royal Air Force, Royal Navy, Army Air Corps and the UK based 16th United States Air Force. To a much lesser degree, training is also conducted by other NATO air forces.

7.2 **The United Kingdom Military Low Flying System (UKLFS)**

7.2.1 The UKLFS extends across the whole of the UK and surrounding overseas areas, from the surface to 2000 FT. This permits a wide distribution of activity, which contributes to flight safety and reduces the environmental impact of low flying. Military pilots are directed to avoid major conurbations, built up areas, Controlled Airspace (CAS), Aerodrome Traffic Zones (ATZ) and other sensitive locations. Inevitably, the protection given to these areas creates unavoidable concentrations of military low flying activity where corridors are formed between them. Where necessary, military pilots follow directional flows below 2000 FT to reduce the risk of confliction.

7.2.2 The UKLFS comprises the airspace vertically from surface to 2000 FT AGL/AMSL extending laterally to the FIR boundary. For

ease of management the airspace is sub-divided into Low Flying Areas (LFA) by day and a different structure of Night LFAs/ Sectors at night (see charts at ENR 6-20 and 6-21). Low Flying Co-ord (LFC) based at 78 Squadron Swanwick is responsible for the day-to-day management of the majority of the UKLFS. Certain LFAs, nominated as Dedicated User Areas (DUA), are allocated for special use (such as concentrated helicopter training) and are managed under local arrangements. Civil pilots should be aware that Unusual Air Activity (UAA) and night exercises are frequently conducted in DUAs including aircraft operating without, or with reduced lighting particularly when in formation. A limited amount of UAA is conducted in other areas of the UKLFS, which will usually be promulgated by AUS NOTAM.

7.2.3 In the North of Scotland, the Highlands Restricted Area (HRA) is used for special training, often in Instrument Meteorological Conditions (IMC). To ensure safety, entry by civilian and non-participating military aircraft is normally prohibited during the promulgated operating hours. The HRA is not permanently active. Activation times will be promulgated via NOTAM. See ENR 5.1.

7.2.4 UK Danger Areas are regularly used for weapons training. This can lead to an increased amount of low flying in the surrounding airspace. Details of Danger Areas can be found at ENR 5.1.

7.3 **Military Low Flying Activity**

7.3.1 Military fixed wing aircraft (except light aircraft) are considered to be low flying when less than 2000 FT Minimum Separation Distance (MSD), which is the authorised minimum separation, in all directions, between an aircraft and the ground, water or any obstacle. The lowest height at which military aircraft normally fly is 250 FT MSD. However, in three specially designated areas, known as Tactical Training Areas (TTA), located in Mid-Wales, in the Borders of Scotland and in the North of Scotland, a small number of flights may be authorised to fly down to 100 FT MSD. Military light propeller aircraft and helicopters are considered to be low flying when operating below 500 FT MSD. In practice, most military low flying takes place between 250 FT and 500 FT MSD, decreasing in intensity up to 1000 FT MSD and reducing further in the 1000 FT to 2000 FT height band. Occasionally, however, military aircraft perform high-energy manoeuvres between 250 FT and 2000 FT, during which rapid changes in height, speed and direction of the aircraft will occur.

7.3.2 The vast majority of low flying training is conducted on weekdays between 0700-2300 (0600-2200), although a limited amount may take place outside these times or at weekends. Fast jet aircraft are normally limited to a cruising speed of 450 KT, although speeds of up to 500 KT can be authorised for short periods during simulated attacks and practice interceptions. Of course, light propeller aircraft and helicopters operate at much lower speeds.

7.3.3 Most low flying takes place in the UK Flight Information Regions (FIR), outside CAS, where ground radio and radar coverage is not adequate to provide a radar service to military aircraft flying at low level. It would be equally impractical for military jet aircraft to achieve deconfliction by contacting ATC units. Military low flying is only conducted in Visual Meteorological Conditions (VMC), where pilots not only fly with visual reference to the surface, but also apply the ‘see and avoid’ principle regarding other aircraft. The exception to this rule is low flying in the HRA, when active, which is regularly conducted in limited visibility using terrain following radar.

7.3.4 LFC based at 78 Squadron Swanwick disseminates information on hazards and restrictions, including Civil Aircraft Notification Procedure (CANP) and some recreational aviation activities, to military aircrews via a military NOTAM distribution network. It is also possible for some late warnings to be passed to aircrew by telephone before flight, but once airborne, because of high transit speeds, frequency distribution and terrain screening, there is a limit on the extent to which ground to air communications can be maintained.

7.4 **Civilian Low Flying**

7.4.1 Civilian pilots engaged in low level aerial work might be subject to aircraft manoeuvring limitations and/or restricted lookout. CANP exists to provide military aircrews with information on civil aircraft below 1000 FT AGL engaged in crop spraying, photography, surveys or helicopters carrying under-slung loads. Military aircraft flying at speeds in excess of 140 KT will avoid the notified CANP areas of operation either laterally or vertically, with a separation of not less than 500 FT. Recreational activities will not normally attract CANP avoidance areas, but military aircrew will take account of some specified activities when planning low flying sorties. Information on the use of CANP is published at ENR 1.10, paragraph 5.

7.4.2 To reduce the risk of confliction with low flying military aircraft, civilian pilots conducting transit flights under Visual Flight Rules (VFR) during the working week are recommended to fly above 2000 FT AGL if possible. In particular, they should avoid operating in the 250 FT to 1000 FT height band. When departing from aerodromes in the FIR, pilots should endeavour to reach 1000 FT as quickly as possible, and to delay descent below 1000 FT for as long as possible when approaching such aerodromes. Military pilots are directed to avoid ATZs. Where an ATZ is established, civilian pilots are recommended to fly circuits and procedures within the ATZ as far as they can. In the vicinity of aerodromes without an ATZ military pilots will apply the ‘see and avoid’ principle.

7.5 **Conclusion**

7.5.1 In UKLFS airspace, as elsewhere in the FIR, deconfliction depends on pilots seeing and avoiding other aircraft. Civilian pilots can make a considerable contribution to flight safety by flying above 1000 FT whenever possible and remaining aware that some military flying occurs in the 1000 FT to 2000 FT height band.

# ENR 1.10 FLIGHT PLANNING (continued)

SAFETY AND AIRSPACE REGULATION GROUP

CIVIL LOW FLYING/AERIAL ACTIVITY

COMMERCIAL* / RECREATIONAL* / OTHER*

Description of Activity .....

Timing: **START** Date ..... Time ..... (Local)

**FINISH** Date ..... Time ..... (Local)

Location: **1:50,000 OS Grid Ref** .....

or

**Lat and Long** N ..... *E/W .....

**Radius** .....NM

Route or Multiple Positions

| Position | Radius of Operation | Times (Local) |
|---|---|---|
| | | |
| | | |
| | | |
| | | |
| | | |
| | | |
| | | |
| | | |
| | | |
| | | |
| | | |
| | | |

**Height:** Upper Height..... FT AGL

Type of Aircraft ..... No of Aircraft .....

Contact No: Fax..... Tel .....

Name..... Company Tel No .....

Company*/Club*/Individual*

**Official Use Only** -

| Time Authentication: | Reference Number: | LFC Ops Initials: |
|---|---|---|
| | | |

**CONFIRMATION MUST BE OBTAINED FROM LFC BEFORE FLIGHT**

*Delete as required

CA 2366

# ENR 1.11 ADDRESSING OF FLIGHT PLAN MESSAGES

## 1 IFR Flight plan addressing

1.1 An IFR Flight Plan is to be addressed as follows (add all addresses that apply):

| Route | Message Address |
|---|---|
| Flight wholly within the IFPS Zone (ENR 1.10 refers) | EUCHZMFP and EUCBZMFP **or use** IFPS collective address EGZYIFPS |
| Within the Shanwick OCA and FIR | EUCHZMFP and EUCBZMFP |
| Flights which will transit the SOTA | EUCHZMFP and EUCBZMFP |
| Flights which will transit the BOTA | LFRRZQZX |
| Flights requiring a service from Swanwick Military | EGZYOATT |
| Flight or part of flight outside the IFPS Zone | As detailed in the AIP of the State or country flown through – see note. |

## 2 Mixed IFR/VFR Flight plan addressing

2.1 The IFR portion of a mixed mode (IFR/VFR) Flight Plan is to be addressed as per the table above; the VFR portion is to be addressed as per the guidance below.

## 3 VFR Flight plan addressing

3.1 A VFR Flight Plan is to be addressed to the Departure and Destination aerodrome (ICAO Location Indicator + ZTZX) plus any additional addresses as specified in the tables below (add all addresses that apply):

| Aerodrome | Requirement |
|---|---|
| EGAC (Belfast/City) | Add EGAAZTZX (Aldergrove ARO) |
| EGBE (Coventry) | Add EGBBZTZX (Birmingham ATC) |
| EGEC (Campbeltown) | Add EGPEZEZA |
| EGFF (Cardiff) | Add EGFFZIZF (for VFR departures from Cardiff and VFR flight plans requiring onward transmission)<br>Add EGFFFDMS (for all VFR or IFR departures from Cardiff) |
| EGHH (Bournemouth) | Add EGHIZTZX (Southampton Zone) |
| EGLK (Blackbushe) | Add EGLFZTZX (Farnborough ATC) |
| EGNH (Blackpool) | Add EGNOZTZX (Warton Approach) |
| EGNL (Walney) | Add EGNOZTZX (Warton Approach) |
| EGPA (Kirkwall) | Add EGPEZEZA |
| EGPB (Sumburgh) and any other Shetland Isles aerodrome/destination | Add EGPDZTZX<br>Add EGPEZEZA |
| EGPC (Wick) | Add EGPEZEZA |
| EGPE (Inverness) | Add EGPEZEZA |
| EGPH (Edinburgh) | Add EGPHZGZX |
| EGPI (Islay) | Add EGPEZEZA |
| EGPL (Benbecula) | Add EGPEZEZA |
| EGPN (Dundee) | Add EGPEZEZA |
| EGPO (Stornoway) | Add EGPEZEZA |
| EGPR (Barra) | Add EGPEZEZA |
| EGPU (Tiree) | Add EGPEZEZA |
| EGSY (St Athan) | Add EGFFZTZX |
| EGTF (Fairoaks) | Add EGLFZTZX |

| Route | Address |
|---|---|
| Entering or remaining within Scottish FIR/UIR | EGZYVFRP |
| Entering or remaining within London FIR/UIR | EGZYVFRT |
| Within the Shanwick Oceanic FIR | EGGXZOZX |
| Entering or remaining within Channel Islands CTR or CTAs | EGJJZRZX |
| Entering any Aberdeen ATSU Off-shore Area of Responsibility (shown at ENR 6-23) | EGPDZTZX |
| Any flight or portion of flight through an FIR of a neighbouring state (eg Cross Channel flight) | As detailed in the AIP of the State or country flown through – see note. |

***Note:*** *AIPs for all Eurocontrol states can be downloaded free of charge from the Eurocontrol Website at: http://www.ead.eurocontrol.int/eadcms/eadsite/index.php.html*

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# ENR 1.12 INTERCEPTION OF CIVIL AIRCRAFT

## 1 Notification

1.1 The procedure to be followed by the pilot-in-command of an intercepted aircraft and visual signals for use by intercepting and intercepted aircraft listed below are hereby notified for the purposes of the UK Air Navigation Order.

1.2 Under Article 9 of the Convention on International Civil Aviation, each contracting State reserves the right for reasons of military necessity or public safety, to restrict or prohibit the aircraft of other States from flying over certain areas of its territory.

1.3 The Regulations of a State may prescribe the need to investigate the identity of aircraft. Accordingly, it may be necessary to lead an aircraft of another nation, which has been intercepted, away from a particular area (such as a prohibited area) or, an intercepted aircraft may be required to land for security reasons at a designated aerodrome.

1.4 To avoid the interception of civil aircraft, adherence to flight plans and ATC procedures and the maintenance of a listening watch on the appropriate ATC frequency, make the possibility of interception highly improbable. If the identity of an aircraft is in doubt, all possible efforts will be made to secure identification through the appropriate Air Traffic Service Units.

1.5 As interception of civil aircraft are, in all cases, potentially hazardous, the interception procedures will only be used as a last resort.

1.6 The word 'interception' does not include the intercept and escort service provided on request to an aircraft in distress in accordance with Search and Rescue procedures.

1.7 An aircraft which is intercepted by another aircraft shall immediately:

a) Follow the instructions given by the intercepting aircraft, interpreting and responding to visual signals in accordance with the tables at ENR 1-12-2;
b) notify, if possible, the appropriate Air Traffic Services Unit;
c) attempt to establish radio communication with the intercepting aircraft or with the appropriate intercept control unit, by making a general call on the emergency frequency 121.500 MHz, giving the identity of the intercepted aircraft and the nature of the flight; and if no contact has been established and if practicable, repeating this call on the emergency frequency 243 MHz;
d) if equipped with SSR transponder, select Mode A, Code 7700 and Mode C, unless otherwise instructed by the appropriate Air Traffic Services Unit.

1.8 If radio contact with the intercepting aircraft is established but communication in a common language is not possible, attempts shall be made to convey essential information and acknowledgement of instructions by using the following phrases and pronunciations:

| Phrase | Pronunciation | Meaning | Phrase | Pronunciation | Meaning |
|---|---|---|---|---|---|
| Callsign | **Kol** sa - In | My callsign is (callsign) | Mayday | **Mayday** | I am in distress |
| Wilco | **Vill** - Ko | Understood will comply | Hijack | **Hi - Jack** | I have been hijacked |
| Can Not | **Kann** Nott | Unable to comply | Land (place name) | Laand (place name) | I request to land at (place name) |
| Repeat | Ree - **Peet** | Repeat your instruction | Descend | Dee - **Send** | I require descent |
| Am Lost | **Am Losst** | Position unknown | | | |

***Note 1:*** *The callsign required to be given is that used in radiotelephony communications with Air Traffic Services Units and corresponding to the aircraft identification in the flight plan.*

***Note 2:*** *Circumstances may not always permit, nor make desirable, the use of the phrase 'HIJACK'.*

1.9 The following phrases are expected to be used by the intercepting aircraft in the circumstances described above: (SERA.11015 Interception Table S11-3 refers).

| Phrase | Pronunciation | Meaning | Phrase | Pronunciation | Meaning |
|---|---|---|---|---|---|
| Callsign | **Kol** sa - In | What is your callsign? | You Land | **You Laand** | Land at this aerodrome |
| Follow | **Fol** - Lo | Follow me | Proceed | Pro - **Seed** | You may proceed |
| Descend | Dee - **Send** | Descend for landing | | | |

1.10 If any instructions received by radio from any sources conflict with those given by the intercepting aircraft by signals, the intercepted aircraft shall request immediate clarification while continuing to comply with the visual instructions given by the intercepting aircraft.

1.11 If any instructions received by radio from any sources conflict with those given by the intercepting aircraft by radio, the intercepted aircraft shall request immediate clarification while continuing to comply with the radio instructions given by the intercepting aircraft.

# ENR 1.12 INTERCEPTION OF CIVIL AIRCRAFT (continued)

## 2 SIGNALS FOR USE IN THE EVENT OF INTERCEPTION

| Signals initiated by intercepting aircraft and responses by intercepted aircraft | | | | |
|---|---|---|---|---|
| **Series** | **INTERCEPTING Aircraft Signals** | **Meaning** | **INTERCEPTED Aircraft Responds** | **Meaning** |
| 1 | DAY-Rocking wings from a position slightly above and ahead of, and normally to the left of, the intercepted aircraft and, after acknowledgement, a slow level turn, normally to the left, on to the desired heading.<br><br>NIGHT-Same and, in addition, flashing navigational lights at irregular intervals.<br><br>***Note 1:*** *Meteorological conditions or terrain may require the intercepting aircraft to take up a position slightly above and ahead of, and to the right of the intercepted aircraft and to make the subsequent turn to the right.*<br><br>***Note 2:*** *If the intercepted aircraft is not able to keep pace with the intercepting aircraft, the latter is expected to fly a series of race-track patterns and to rock its wings each time it passes the intercepted aircraft.* | You have been intercepted. Follow me. | **AEROPLANES:**<br><br>DAY-Rocking wings and following.<br><br>NIGHT-Same and, in addition, flashing navigational lights at irregular intervals.<br><br>**HELICOPTERS:**<br><br>DAY or NIGHT-Rocking aircraft, flashing navigational lights at irregular intervals and following.<br><br>***Note:*** *Additional action required to be taken by intercepted aircraft is prescribed in paragraphs 1.7, 1.8, 1.9, 1.10 and 1.11 on ENR 1-12-1.* | Understood, will comply. |
| 2 | DAY or NIGHT-An abrupt breakaway manoeuvre from the intercepted aircraft consisting of a climbing turn of 90 degrees or more without crossing the line of flight of the intercepted aircraft. | You may proceed. | **AEROPLANES:**<br><br>DAY or NIGHT- Rocking wings.<br><br>**HELICOPTERS:**<br><br>DAY or NIGHT-Rocking aircraft. | Understood, will comply. |
| 3 | DAY-Circling aerodrome, lowering landing gear and overflying runway in the direction of landing or, if the intercepted aircraft is a helicopter, overflying the helicopter landing area.<br><br>NIGHT-Same and, in addition, showing steady landing lights. | Land at this aerodrome. | **AEROPLANES:**<br><br>DAY-Lowering landing gear, following the intercepting aircraft and, if after over-flying the runway landing is considered safe, proceeding to land.<br><br>NIGHT-Same and, in addition, showing steady landing lights (if carried).<br><br>**HELICOPTERS:**<br><br>DAY or NIGHT-Following the intercepting aircraft and proceeding to land, showing a steady landing light (if carried). | Understood, will comply. |

| Signals initiated by intercepted aircraft and responses by intercepting aircraft | | | | |
|---|---|---|---|---|
| **Series** | **INTERCEPTED Aircraft Signals** | **Meaning** | **INTERCEPTING Aircraft Responds** | **Meaning** |
| 4 | **AEROPLANES:**<br><br>DAY-Raising landing gear while passing over landing runway at a height exceeding 300 m (1000 ft) but not exceeding 600 m (2000 ft) above the aerodrome level, and continuing to circle the aerodrome.<br><br>NIGHT-Flashing landing lights while passing over landing runway at a height exceeding 300 m (1000 ft) but not exceeding 600 m (2000 ft) above the aerodrome level, and continuing to circle the aerodrome. If unable to flash landing lights, flash any other lights available. | Aerodrome you have designated is inadequate. | DAY or NIGHT-If it is desired that the intercepted aircraft follow the intercepting aircraft to an alternate aerodrome, the intercepting aircraft raises its landing gear and uses the Series 1 signals prescribed for intercepting aircraft.<br><br>If it is decided to release the intercepted aircraft, the intercepting aircraft uses the Series 2 signals prescribed for intercepting aircraft. | Understood, follow me.<br><br>Understood, you may proceed. |
| 5 | **AEROPLANES:**<br><br>DAY or NIGHT- Regular switching on and off all available lights but in such a manner as to be distinct from flashing lights. | Cannot comply. | DAY or NIGHT-Use Series 2 signals prescribed for intercepting aircraft. | Understood. |
| 6 | AEROPLANES:<br><br>DAY or NIGHT-Irregular flashing of all available lights.<br><br>HELICOPTERS:<br><br>DAY or NIGHT-Irregular flashing of all available lights. | In distress. | DAY or NIGHT-Use Series 2 signals prescribed for intercepting aircraft. | Understood. |

# ENR 1.13 UNLAWFUL INTERFERENCE

**1** An aircraft which is being subjected to unlawful interference shall endeavour to notify the appropriate ATS Unit of this fact, any significant circumstances associated therewith and any deviation from the current flight plan necessitated by the circumstances, in order to enable the ATS Unit to give priority to the aircraft and to minimize conflict with other aircraft.

1.1 If an aircraft is subjected to unlawful interference, the pilot- in-command shall attempt to land as soon as practicable at the nearest suitable aerodrome or at a dedicated aerodrome assigned by the appropriate authority unless considerations aboard the aircraft dictate otherwise.

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# ENR 1.14 AIR TRAFFIC INCIDENTS

## 1 AIRPROX Reporting - General

1.1 An AIRPROX report should be made whenever a situation occurs in which, in the opinion of a pilot or air traffic services personnel, the distance between aircraft as well as their relative positions and speed have been such that the safety of the aircraft involved may have been compromised.

## 2 AIRPROX in UK Airspace

2.1 The UK Airprox Board (UKAB) investigates AIRPROX that occur in UK airspace. AIRPROX reports may be initiated by pilots or air traffic services (ATS) personnel and will be co-ordinated subsequently by the UKAB. Where the event meets Mandatory Occurrence Report (MOR) criteria an MOR should also be submitted to the CAA.

## 3 AIRPROX Reporting Procedures

3.1 Investigations are sometimes made more difficult due to the delay caused by the correct reporting procedure not being followed; those involved may not be aware that an AIRPROX report has been filed. In some cases, it is not possible to trace the other pilot, documentation or recordings may not have been preserved, or the ATS personnel involved may not be able to recollect the incident. Radar and R/T recordings are only preserved for 30 days unless requested to be held for longer by the relevant investigating authorities. Pilots and ATS personnel are therefore reminded that the appropriate procedure for reporting an AIRPROX occurrence is as follows.

3.2 **Immediate Actions - Pilots**

3.2.1 Those in communication with an ATS or listening out should make an initial report of an AIRPROX as soon as practicable, by radio, to the ATS Unit that they are with. They should prefix the message with the word "AIRPROX". Such initial reports act as an important trigger to allow the ATS unit involved to preserve any information relevant to the incident, and for the controllers involved to note the circumstances of the incident for use in future investigations.

3.2.2 Those not in communication with an ATS or not listening out at the time of the AIRPROX should make an initial report, by radio, as soon as practicable on contact with the next ATS.

3.2.3 If the AIRPROX cannot be reported by radio, an initial report should be made by the pilot immediately after landing, preferably using the UKAB App (see paragraph 3.4). This also allows submission should the report be submitted from a destination outside UK airspace.

3.3 **Immediate Actions - Air Traffic Services Personnel**

3.3.1 Whenever ATS personnel operating within UK airspace (including the Shanwick Oceanic FIR) or airspace of another state where the provision of ATS has been delegated to the UK, initiate an AIRPROX report or receive notification of an AIRPROX from either a pilot or the UKAB, it should be submitted as an AIRPROX MOR in accordance with current MOR reporting procedures. The AIRPROX MOR should be submitted as soon as possible using a form specifically designed for AIRPROX reporting. If no such form exists contact the UKAB for advice.

3.3.2 ATS personnel initiating an AIRPROX should not notify the pilots concerned whilst they are airborne but may inform them after landing. The UKAB will initiate tracing of the pilots involved as soon as possible after receipt of the initial ATS AIRPROX report.

3.4 **The AIRPROX Report**

3.4.1 A formal written report should be submitted within seven days of the incident, regardless of whether it was announced on the radio at the time. This allows for more accurate recollection of the event, both for those reporting and for other parties involved once they have been traced and contacted.

3.4.2 AIRPROX reports should be submitted either by:

i. The UKAB App; or
ii. CA1094 form. These should be sent to:

Email: contact@airproxboard.org.uk
Post: Director UK AIRPROX Board, Building 59, RAF Northolt, West End Road, Ruislip, Middlesex, HA4 6NG.
Fax: 0208-842 6056

UKAB will accept company reports but may request that an AIRPROX report also be submitted to ensure all required information is included.

3.4.3 All AIRPROX reports are subject to an initial review upon receipt. They will then receive thorough analysis based on the available evidence. The originator of the report and all aircraft operators and ATS agencies involved will be advised that the report has been received and that the analysis is under way. A request will be made for all those involved to submit reports of their recollections of

the AIRPROX.

3.5 **Military Personnel - Reporting of AIRPROX**

3.5.1 Military pilots and ATS personnel should refer to the appropriate regulations within MRP RA 1410 for AIRPROX reporting through the Defence Air Safety Occurrence Report (DASOR) system within the MAA's Air Safety Information Management System (ASIMS).

3.6 **AIRPROX Report Submission**

3.6.1 The most effective means of AIRPROX submission is by using the UKAB App, which is available for iOS or Android from the UKAB website: www.airproxboard.org.uk. CA1094 forms are also available from the UKAB website.

## 4 AIRPROX Analysis

4.1 The sole reason for assessment of AIRPROX by the UKAB is to enhance air safety by identifying associated lessons or proposing improvements in procedures and/or regulations. It is not the purpose of the UKAB to apportion blame or liability but simply to determine the factors that contributed to the AIRPROX and the risk of collision. All AIRPROX reports are published on the UKAB website at www.airproxboard.org.uk.

## 5 AIRPROX Assessment

5.1 Following appropriate analysis, the UKAB (a panel of civil and military pilots and air traffic services personnel from diverse aviation backgrounds) assesses each AIRPROX to determine contributory factors and the degree of risk. The UKAB may also make safety recommendations as the Board members deem appropriate.

5.2 Once each AIRPROX case is reviewed (i.e. the analysis and assessment stages have been completed), the pilots and ATS personnel involved in the AIRPROX, and their respective operating bodies, will be advised of the findings and asked to submit any factual inaccuracies prior to final release of the report. All AIRPROX reports and assessments are published at regular intervals.

***Note:*** *The conclusions reached by the UKAB have no legal significance, and the anonymity of individuals and companies involved in an AIRPROX is preserved throughout the assessment and by dis-identifying reports in the subsequent publication process.*

5.3 Operators, pilots and ATS personnel who seek further information on any AIRPROX are requested to only contact the UKAB and not any other organisations involved.

## 6 AIRPROX in Foreign Airspace

6.1 Whilst the CAA has no authority to investigate any AIRPROX in foreign airspace, it is concerned about them particularly when UK public transport aircraft are involved. Accordingly, for these aircraft, copies of confirmatory reports made to foreign authorities and details of any response received from them are to be sent to SDD. This satisfies the MOR requirements. The CAA expects commanders/operators of the aircraft to initiate, confirm and follow through AIRPROX reports directly with the foreign authorities themselves in accordance with the appropriate national procedures. The Authority will, however, assist reporters where they have difficulty in following national procedures or in obtaining a response. Assistance may be obtained from the International Directorate, Civil Aviation Authority, 3W, Aviation House, Gatwick Airport South, West Sussex RH6 0YR (Tel: 01293-573815). The CAA may also take action of its own accord with a foreign authority on receipt of a report or follow-up where, for instance, from its knowledge of previous occurrences, it considers this necessary.

6.2 **Initial Report**

6.2.1 The procedure for reporting AIRPROX, as described in the appropriate State's AIP, should be followed.

6.3 **Follow Up Report**

6.3.1 The State's follow up procedure should be adhered to. In addition, a copy of the AIRPROX report on the State's form and an MOR should be sent to SDD.

6.3.2 If there is likely to be an appreciable delay in the transmission of a report, or the AIRPROX is considered particularly serious, the report to SDD should be sent via email. The message should be prefixed AIRPROX.

6.3.3 It is essential that where the form used may apply to an AIRPROX or ATC incident, the originator clearly annotates it as an AIRPROX.

6.3.4 AIRPROX and ATC Incident occurrences involving UK public transport aircraft in foreign airspace will be published in the SDD monthly listings for the information and action, where appropriate, of other UK operators likely to use the same airspace.

6.4 **Investigation of the Occurrence**

6.4.1 Providing that the initial and confirmatory reporting procedure has been followed, an investigation should be carried out by the appropriate foreign authority and the commander/operator advised of the findings and any preventive action taken. When a response is received, the commander/operator should pass the details to SDD indicating whether or not they are satisfied with the

# ENR 1.14 AIR TRAFFIC INCIDENTS (continued)

outcome.

6.4.2 If the commander or operator is not satisfied and/or the CAA does not consider the outcome adequate, then further action may be taken with the authority concerned.

## 7 ATC Incidents

7.1 **In Foreign Airspace - UK Pilots/Operators**

7.1.1 The procedures in the State's AIP should be followed.

7.1.2 The MOR should be clearly annotated 'ATC Incident'.

7.1.3 The amount of attention accorded to incidents varies from State to State and it may be advisable on occasions to seek the assistance of the CAA in follow-up.

7.2 **In UK Airspace - Foreign Pilots/Operators**

7.2.1 Foreign pilots/operators may submit a report, regarding an ATC incident (which is not an AIRPROX) occurring in UK Airspace, into their own state reporting system under EU 376/2014. If an issue has been raised with the UK ANSP then the ANSP can report the event to SDD. Other states may be contacted if the SDD are made aware of the incident by UK parties.

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# ENR 2 AIR TRAFFIC SERVICES AIRSPACE

## ENR 2.1 FIR, UIR, TMA AND CTA

| Name<br>Lateral limits<br>Vertical limits<br>Class of Airspace | Unit Providing Service | Callsign<br>Language<br>Hours of Service<br>Conditions of Use | Channel/<br>Frequency(MHz)/<br>Purpose/<br>SATVOICE number | Remarks |
|---|---|---|---|---|
| 1 | 2 | 3 | 4 | 5 |
| LONDON FIR<br>550000N 0050000E -<br>513000N 0020000E -<br>510700N 0020000E -<br>510000N 0012800E -<br>504000N 0012800E -<br>500000N 0001500W following the line of latitude to -<br>500000N 0020000W -<br>485000N 0080000W -<br>510000N 0080000W -<br>522000N 0053000W -<br>550000N 0053000W following the line of latitude to -<br>550000N 0050000E<br>Upper limit: FL245<br>Lower limit: FL195<br>Class: C<br>Upper limit: FL195<br>Lower limit: SFC<br>Class: G | LONDON ACC | LONDON CONTROL<br>English<br>H24 | 118.480<br>118.825<br>119.780<br>120.180<br>120.475<br>120.530<br>121.030<br>121.230<br>121.280<br>123.905<br>124.930<br>126.080<br>126.780<br>126.875<br>127.105<br>127.430<br>127.700<br>127.830<br>127.880<br>128.130<br>128.160<br>128.430<br>128.480<br>128.815<br>129.025<br>129.050<br>129.080<br>129.205<br>129.280<br>129.380<br>129.430<br>129.605<br>130.925<br>132.165<br>132.605<br>132.840<br>132.860<br>132.950<br>133.080<br>133.180<br>133.525<br>133.600<br>133.705<br>133.940<br>133.975<br>134.125<br>134.250 | LONDON CONTROL:<br>Note 1: The Le Touquet Terminal Control Area extends into the London FIR between:<br>504500N 0012800E -<br>503800N 0011500E and<br>503600N 0011900E.<br>Vertical limits:<br>1000 FT ALT - FL 65.<br>See AIP France.<br><br>Note 2: FIS boundaries do not coincide with FIR boundaries.<br><br>Note 3: FIS sectors are depicted at ENR 6-32.<br><br>Note 4: Western Radar sectors are depicted at ENR 6, 6-15.<br><br>WESTERN RADAR:<br>FL 195 / FL 100 (and between FL 195 to FL 245 within an active TRA)<br>Class of Airspace: G<br>Note: Western Radar Area of Operation is described at ENR 1.6, subsection 4.4. |

## ENR 2.1 FIR, UIR, TMA AND CTA (continued)

| Name<br>Lateral limits<br>Vertical limits<br>Class of Airspace | Unit Providing Service | Callsign<br>Language<br>Hours of Service<br>Conditions of Use | Channel/<br>Frequency(MHz)/<br>Purpose/<br>SATVOICE number | Remarks |
|---|---|---|---|---|
| 1 | 2 | 3 | 4 | 5 |
| | | | 134.390 | |
| | | | 134.440 | |
| | | | 134.460 | |
| | | | 134.755 | |
| | | | 134.905 | |
| | | | 135.055 | |
| | | | 135.250 | |
| | | | 135.255 | |
| | | | 135.425 | |
| | | | 135.580 | |
| | | | 136.200 | |
| | | | 136.275 | |
| | | | 136.550 | |
| | | | 136.600 | |
| | SCOTTISH ACC | SCOTTISH CONTROL<br>English<br>H24 | 118.780 | |
| | | | 119.530 | |
| | | | 128.055 | |
| | | | 133.050 | |
| | | | 133.200 | |
| | | | 133.800 | |
| | | | 134.430 | |
| | | | 135.715 | |
| | WESTERN RADAR | WESTERN RADAR<br>English<br>0645-1930 (0545-1830). | 131.050 | |
| | | | 132.300 | |
| | LONDON ACC | LONDON INFORMATION<br>English<br>H24 | 124.600<br>FIS (Notes 2 and 3)<br>(See latest NOTAM). | |
| | | | 124.750<br>FIS (Notes 2 and 3)<br>(See latest NOTAM). | |
| | | | 125.475<br>FIS (Notes 2 and 3)<br>(See latest NOTAM). | |
| | | LONDON CENTRE<br>English<br>H24 | 121.500<br>Emergency frequency. | |

# ENR 2.1 FIR, UIR, TMA AND CTA (continued)

| Name<br>Lateral limits<br>Vertical limits<br>Class of Airspace | Unit Providing Service | Callsign<br>Language<br>Hours of Service<br>Conditions of Use | Channel/<br>Frequency(MHz)/<br>Purpose/<br>SATVOICE number | Remarks |
|---|---|---|---|---|
| 1 | 2 | 3 | 4 | 5 |
| SCOTTISH FIR<br>610000N 0000000E -<br>600000N 0000000E -<br>570000N 0050000E -<br>550000N 0050000E following the line of latitude to -<br>550000N 0053000W -<br>535500N 0053000W -<br>542500N 0081000W -<br>552000N 0065500W -<br>552500N 0072000W -<br>552000N 0081500W -<br>544500N 0090000W -<br>543400N 0100000W -<br>610000N 0100000W following the line of latitude to -<br>610000N 0000000E<br>Upper limit: FL245<br>Lower limit: FL195<br>Class: C<br>Upper limit: FL195<br>Lower limit: SFC<br>Class: G | SCOTTISH ACC | SCOTTISH CONTROL/<br>INFORMATION<br>English<br>H24 | 119.875<br>0800-2000 (0700-1900) when directed by ATC.<br>FIS (Note 6) | Note 1: Callsign Scottish Control will be used when Control service is being provided, otherwise callsign Scottish Information will be used. Traffic flying within or beneath the Scottish TMA requiring FIS should call Scottish Information.<br><br>Note 2: FIS boundaries do not coincide with FIR boundaries.<br><br>Note 3: FIS sectors are depicted at ENR 6-33.<br><br>Note 4: Aircraft in the Shetland area experiencing difficulty with Scottish FIS may call Sumburgh Approach on 131.300 MHz during its hours of operation.<br><br>Note 5: Frequencies may not be available H24 at all levels in all relevant sectors, see ENR 6-33.<br><br>Note 6: Available at or below FL 55. Outside of these hours, if contact cannot be established on the nominated frequency for Area H (see ENR 6-33) then contact 119.875 MHz which is monitored H24. |
| | | | 121.325<br>(Notes 2 and 3) | |
| | | | 121.375 | |
| | | | 123.775<br>FIS (Notes 2 and 3) | |
| | | | 124.500<br>FIS (Notes 2 and 3) | |
| | | | 124.825 | |
| | | | 125.950 | |
| | | | 126.300 | |
| | | | 127.275<br>FIS (Notes 2, 3 and 5) | |
| | | | 128.675<br>FIS (Notes 2 and 3) | |
| | | | 130.975 | |
| | | | 133.875 | |
| | | | 134.775<br>FIS (Notes 2 and 3) | |
| | | | 134.850<br>FIS (Notes 2, 3 and 4) | |
| | | LONDON CENTRE<br>English<br>H24 | 121.500<br>Emergency frequency. | |
| SHANWICK OCEANIC FIR<br>610000N 0300000W following the line of latitude to -<br>610000N 0100000W -<br>543400N 0100000W -<br>540000N 0150000W -<br>510000N 0150000W following the line of latitude to -<br>510000N 0080000W -<br>450000N 0080000W following the line of latitude to -<br>450000N 0300000W -<br>610000N 0300000W<br>Upper limit: UNL<br>Lower limit: FL55<br>Class: A<br>Upper limit: FL55<br>Lower limit: SFC<br>Class: G | SHANWICK OAC | SHANWICK OCEANIC<br>English | 123.950 | |
| LONDON UIR<br>Same extent as LONDON FIR<br>Upper limit: FL660<br>Lower limit: FL245<br>Class: C | LONDON ACC | H24 | | LONDON ACC:<br>All the Airspace at and above FL 245 within the same horizontal limits as the London FIR.<br>Airspace btn FL 290 and FL 410 inclusive is notified as RVSM airspace.<br>Frequencies as per the London FIR. |
| | SCOTTISH ACC | SCOTTISH CONTROL<br>English<br>H24 | 118.780 | |
| | | | 133.050 | |
| | | | 133.800 | |

## ENR 2.1 FIR, UIR, TMA AND CTA (continued)

| **Name**<br>**Lateral limits**<br>**Vertical limits**<br>**Class of Airspace** | **Unit Providing Service** | **Callsign**<br>**Language**<br>**Hours of Service**<br>**Conditions of Use** | **Channel/**<br>**Frequency(MHz)/**<br>**Purpose/**<br>**SATVOICE number** | **Remarks** |
|---|---|---|---|---|
| **1** | **2** | **3** | **4** | **5** |
| SCOTTISH UIR<br>Same extent as SCOTTISH FIR<br>Upper limit: FL660<br>Lower limit: FL245<br>Class: C | SCOTTISH ACC | SCOTTISH CONTROL<br>English<br>H24 | 121.325<br>121.375<br>123.775<br>124.500<br>124.825<br>125.680<br>125.950<br>126.300<br>126.930<br>127.275<br>128.675<br>129.100<br>129.225<br>132.490<br>132.730<br>133.680<br>133.875<br>134.775<br>134.850<br>135.530<br>135.855 | All the Airspace at and above FL 245 within the same horizontal limits as the Scottish FIR.<br><br>Airspace btn FL 290 and FL 410 inclusive is notified as RVSM airspace.<br><br>Airspace btn FL 290 and FL 410 inclusive is notified for the purpose of transitioning non-RVSM approved aircraft operating to and from the North Atlantic Region. |
| SHANWICK OCEANIC CONTROL AREA (OCA)<br>610000N 0300000W following the line of latitude to -<br>610000N 0100000W -<br>543400N 0100000W -<br>540000N 0150000W -<br>510000N 0150000W following the line of latitude to -<br>510000N 0080000W -<br>450000N 0080000W following the line of latitude to -<br>450000N 0300000W -<br>610000N 0300000W<br>Upper limit: UNL<br>Lower limit: FL55<br>Class: A | SHANWICK OAC | SHANWICK OCEANIC<br>English | | For COM, see ENR 2.2 para 3.9.11.<br><br>Areas of the Shanwick OCA are subject to the delegated provision of ATS:<br>NOTA - Shannon ACC;<br>SOTA - Shannon ACC;<br>BOTA - Brest ACC.<br><br>See ENR 2.2 para 3.1 for details. |
| ABERDEEN CTA 1<br>572153N 0015835W -<br>572100N 0015802W -<br>572100N 0023356W thence clockwise by the arc of a circle radius 10 NM centred on 571834N 0021602W to -<br>572153N 0015835W<br>Upper limit: FL115<br>Lower limit: 1500 FT ALT<br>Class: D | ABERDEEN APP | ABERDEEN RADAR<br>English | 119.055<br>DOC 55 NM/25,000 FT. | The Airspace remains notified even though the Controlling Authority may not be monitoring the frequency at all times.<br><br>To operate UAS within this area, UAS operators are required to notify NATS via the NATS Non-Standard Flight (NSF) Portal. UAS operators are required to notify NATS at least 14 days before the date of each activity.<br><br>CTA Chart published in AD-2 Section. |

# ENR 2.1 FIR, UIR, TMA AND CTA (continued)

| Name<br>Lateral limits<br>Vertical limits<br>Class of Airspace | Unit Providing Service | Callsign<br>Language<br>Hours of Service<br>Conditions of Use | Channel/<br>Frequency(MHz)/<br>Purpose/<br>SATVOICE number | Remarks |
|---|---|---|---|---|
| 1 | 2 | 3 | 4 | 5 |
| ABERDEEN CTA 2<br>571522N 0015428W -<br>570845N 0015019W thence clockwise by the arc of a circle radius 10 NM centred on 570531N 0020740W to<br>570214N 0022458W -<br>570850N 0022913W thence anti-clockwise by the arc of a circle radius 10 NM centred on 571207N 0021152W to -<br>571522N 0015428W<br>Upper limit: FL115<br>Lower limit: 1500 FT ALT<br>Class: D | ABERDEEN APP | ABERDEEN RADAR<br>English | 119.055<br>DOC 55 NM/25,000 FT. | The Airspace remains notified even though the Controlling Authority may not be monitoring the frequency at all times.<br><br>To operate UAS within this area, UAS operators are required to notify NATS via the NATS Non-Standard Flight (NSF) Portal. UAS operators are required to notify NATS at least 14 days before the date of each activity.<br><br>CTA Chart published in AD-2 Section. |
| ABERDEEN CTA 3<br>572100N 0023356W -<br>570015N 0025056W -<br>565433N 0023557W -<br>565533N 0020635W thence clockwise by the arc of a circle radius 10 NM centred on 570531N 0020740W to<br>570214N 0022458W -<br>571520N 0023326W thence clockwise by the arc of a circle radius 10 NM centred on 571834N 0021602W to -<br>572100N 0023356W<br>Upper limit: FL115<br>Lower limit: 3000 FT ALT<br>Class: D | ABERDEEN APP | ABERDEEN RADAR<br>English | 119.055<br>DOC 55 NM/25,000 FT. | The Airspace remains notified even though the Controlling Authority may not be monitoring the frequency at all times.<br><br>To operate UAS within this area, UAS operators are required to notify NATS via the NATS Non-Standard Flight (NSF) Portal. UAS operators are required to notify NATS at least 14 days before the date of each activity.<br><br>CTA Chart published in AD-2 Section. |
| ARGYLL CTA 1<br>561844N 0054648W -<br>560727N 0050308W -<br>560127N 0044028W -<br>560000N 0044400W -<br>555356N 0045343W -<br>555825N 0051042W -<br>560939N 0055411W -<br>561844N 0054648W<br>Upper limit: FL195<br>Lower limit: 5500 FT ALT<br>Class: E | SCOTTISH ACC | SCOTTISH CONTROL<br>English<br>H24 | 127.275 | Part of ATS Route L602 is contained within the CTA.<br><br>Class E + TMZ (Transponder Mandatory Zone).<br><br>To operate UAS within this area, UAS operators are required to notify NATS via the NATS Non-Standard Flight (NSF) Portal. UAS operators are required to notify NATS at least 14 days before the date of each activity. |
| ARGYLL CTA 2<br>564819N 0062031W -<br>561807N 0054423W -<br>561844N 0054648W -<br>560939N 0055411W -<br>562501N 0065609W -<br>563408N 0064847W -<br>562552N 0061508W -<br>564248N 0063539W -<br>564819N 0062031W<br>Upper limit: FL195<br>Lower limit: FL115<br>Class: E | SCOTTISH ACC | SCOTTISH CONTROL<br>English<br>H24 | 127.275 | Part of ATS Route L602 is contained within the CTA.<br><br>Class E + TMZ (Transponder Mandatory Zone).<br><br>To operate UAS within this area, UAS operators are required to notify NATS via the NATS Non-Standard Flight (NSF) Portal. UAS operators are required to notify NATS at least 14 days before the date of each activity. |

# ENR 2.1 FIR, UIR, TMA AND CTA (continued)

| **Name**<br>**Lateral limits**<br>**Vertical limits**<br>**Class of Airspace** | **Unit Providing Service** | **Callsign**<br>**Language**<br>**Hours of Service**<br>**Conditions of Use** | **Channel/**<br>**Frequency(MHz)/**<br>**Purpose/**<br>**SATVOICE number** | **Remarks** |
|---|---|---|---|---|
| **1** | **2** | **3** | **4** | **5** |
| ARGYLL CTA 3<br>553039N 0053655W -<br>552543N 0050000W -<br>551527N 0050000W -<br>552057N 0054102W -<br>553039N 0053655W<br>Upper limit: FL195<br>Lower limit: FL105<br>Class: E | SCOTTISH ACC | SCOTTISH CONTROL<br>English<br>H24 | 127.275 | Part ot ATS Route N562 is contained within the CTA.<br><br>Class E + TMZ (Transponder Mandatory Zone).<br><br>To operate UAS within this area, UAS operators are required to notify NATS via the NATS Non-Standard Flight (NSF) Portal. UAS operators are required to notify NATS at least 14 days before the date of each activity. |
| ARGYLL CTA 4<br>564819N 0062031W -<br>561807N 0054423W -<br>560727N 0050308W -<br>560127N 0044028W -<br>560000N 0044400W -<br>555356N 0045343W -<br>555825N 0051042W -<br>560939N 0055411W -<br>562501N 0065609W -<br>563408N 0064847W -<br>564248N 0063539W -<br>564819N 0062031W<br>Upper limit: FL245<br>Lower limit: FL195<br>Class: C | SCOTTISH ACC | SCOTTISH CONTROL<br>English<br>H24 | 127.275 | Parts of ATS Routes L602 and Y958 are incorporated within this CTA. |
| ARGYLL CTA 5<br>560506N 0100000W -<br>554802N 0073952W -<br>553039N 0053655W -<br>552543N 0050000W -<br>551527N 0050000W -<br>552044N 0053924W -<br>551324N 0070414W -<br>552000N 0065500W -<br>552302N 0071008W -<br>552710N 0062313W -<br>553817N 0074336W -<br>555454N 0100000W -<br>560506N 0100000W<br>Upper limit: FL245<br>Lower limit: FL195<br>Class: C | SCOTTISH ACC | SCOTTISH CONTROL<br>English<br>H24 | 127.275 | Part of ATS Routes N552 and N562 are incorporated within this CTA. |
| BALDER CTA<br>590504N 0013916E -<br>581110N 0030955E -<br>575615N 0015615E -<br>582600N 0012855E -<br>590504N 0013916E<br>Upper limit: FL85<br>Lower limit: 1500 FT ALT<br>Class: D | POLARIS ACC | POLARIS CONTROL<br>English<br>H24 | 134.200 | Mandatory carriage of ADS-B equipment. |
| BANBA CTA<br>520049N 0060720W -<br>514034N 0060027W -<br>512400N 0065305W -<br>512528N 0071351W -<br>520049N 0060720W<br>Upper limit: FL660<br>Lower limit: FL195<br>Class: C | SHANNON ACC | SHANNON CONTROL<br>English<br>H24 | 131.150<br>132.150 | ATS within the BANBA CTA is delegated to Shannon ACC. |

# ENR 2.1 FIR, UIR, TMA AND CTA (continued)

| Name<br>Lateral limits<br>Vertical limits<br>Class of Airspace | Unit Providing Service | Callsign<br>Language<br>Hours of Service<br>Conditions of Use | Channel/<br>Frequency(MHz)/<br>Purpose/<br>SATVOICE number | Remarks |
|---|---|---|---|---|
| 1 | 2 | 3 | 4 | 5 |
| BELFAST/CITY CTA 1<br>542802N 0060613W -<br>543121N 0060219W -<br>542739N 0055306W -<br>542422N 0055701W -<br>542802N 0060613W<br>Upper limit: 2000 FT ALT<br>Lower limit: 1500 FT ALT<br>Class: D | BELFAST APP | BELFAST APPROACH<br>English<br>0630-2130 (0530-2030). | 130.850<br>DOC 40 NM/15,000 FT. | To operate UAS within this area, UAS operators are required to notify NATS via the NATS Non-Standard Flight (NSF) Portal. UAS operators are required to notify NATS at least 14 days before the date of each activity.<br><br>CTA Chart published in AD-2 Section.<br><br>Note 1: The actual time of the switch of frequencies in the evening can vary depending on traffic delays. |
| | | BELFAST RADAR<br>English<br>As directed by ATC. | 134.800<br>DOC 40 NM/15,000 FT. | |
| | BELFAST ALDERGROVE APP | ALDERGROVE RADAR<br>English<br>2130-0630 (2030-0530).<br>Note 1 | 133.125 | |
| BELFAST/CITY CTA 2<br>544431N 0054635W -<br>545014N 0053939W -<br>544632N 0053024W -<br>544048N 0053721W -<br>544431N 0054635W<br>Upper limit: 2000 FT ALT<br>Lower limit: 1500 FT ALT<br>Class: D | BELFAST APP | BELFAST APPROACH<br>English<br>0630-2130 (0530-2030). | 130.850<br>DOC 40 NM/15,000 FT. | To operate UAS within this area, UAS operators are required to notify NATS via the NATS Non-Standard Flight (NSF) Portal. UAS operators are required to notify NATS at least 14 days before the date of each activity.<br><br>CTA Chart published in AD-2 Section.<br><br>Note 1: The actual time of the switch of frequencies in the evening can vary depending on traffic delays. |
| | | BELFAST RADAR<br>English<br>As directed by ATC. | 134.800<br>DOC 40 NM/15,000 FT. | |
| | BELFAST ALDERGROVE APP | ALDERGROVE RADAR<br>English<br>2130-0630 (2030-0530).<br>Note 1 | 133.125 | |
| BELFAST/CITY CTA 3<br>542422N 0055701W -<br>544632N 0053024W -<br>544449N 0052608W -<br>542016N 0054647W -<br>542422N 0055701W<br>Upper limit: 3500 FT ALT<br>Lower limit: 2000 FT ALT<br>Class: D | BELFAST APP | BELFAST APPROACH<br>English<br>0630-2130 (0530-2030). | 130.850<br>DOC 40 NM/15,000 FT. | To operate UAS within this area, UAS operators are required to notify NATS via the NATS Non-Standard Flight (NSF) Portal. UAS operators are required to notify NATS at least 14 days before the date of each activity.<br><br>CTA Chart published in AD-2 Section.<br><br>Note 1: The actual time of the switch of frequencies in the evening can vary depending on traffic delays. |
| | | BELFAST RADAR<br>English<br>As directed by ATC. | 134.800<br>DOC 40 NM/15,000 FT. | |
| | BELFAST ALDERGROVE APP | ALDERGROVE RADAR<br>English<br>2130-0630 (2030-0530).<br>Note 1 | 133.125 | |
| BERRY HEAD CTA 1<br>511115N 0032929W -<br>511010N 0031341W -<br>504336N 0031822W -<br>504441N 0033401W -<br>511115N 0032929W<br>Upper limit: FL195<br>Lower limit: FL65<br>Minimum limit: 5500 FT ALT<br>Class: A | LONDON ACC | LONDON CONTROL<br>English<br>H24<br>(Note 1) | 134.755 | Part of ATS Routes N40, N92 and N864 are incorporated within the CTA.<br><br>To operate UAS within this area, UAS operators are required to notify NATS via the NATS Non-Standard Flight (NSF) Portal. UAS operators are required to notify NATS at least 14 days before the date of each activity.<br><br>LONDON CONTROL:<br>Note 1: 0600-2300 (0500-2200) above FL 165, 2300-0600 (2200-0500) (All Levels).<br><br>CARDIFF RADAR:<br>Note 1: Between 0600-2300 (0500-2200) FL 165 and below the provision of ATS is delegated to Cardiff Radar. |
| | CARDIFF APP | CARDIFF RADAR<br>English<br>0600-2300 (0500-2200)<br>(Note 1) | 125.855 | |

# ENR 2.1 FIR, UIR, TMA AND CTA (continued)

| **Name**<br>**Lateral limits**<br>**Vertical limits**<br>**Class of Airspace** | **Unit Providing Service** | **Callsign**<br>**Language**<br>**Hours of Service**<br>**Conditions of Use** | **Channel/**<br>**Frequency(MHz)/**<br>**Purpose/**<br>**SATVOICE number** | **Remarks** |
|---|---|---|---|---|
| **1** | **2** | **3** | **4** | **5** |
| BERRY HEAD CTA 2<br>511505N 0025335W -<br>504216N 0025936W -<br>504336N 0031822W -<br>511010N 0031341W -<br>511505N 0025335W<br>Upper limit: FL195<br>Lower limit: FL105<br>Class: A | LONDON ACC | LONDON CONTROL<br>English<br>Fri 1600 (1500) - Mon 0745 (0645).<br>(Note 1) | 134.755 | Part of ATS Routes N40 and N862 are incorporated within the CTA.<br><br>To operate UAS within this area, UAS operators are required to notify NATS via the NATS Non-Standard Flight (NSF) Portal. UAS operators are required to notify NATS at least 14 days before the date of each activity.<br><br>LONDON CONTROL:<br>Note 1: 0600-2300 (0500-2200) above FL 165, 2300-0600 (2200-0500) (All Levels).<br><br>CARDIFF RADAR:<br>Note 1: Between 0600-2300 (0500-2200) FL 165 and below the provision of ATS is delegated to Cardiff Radar. |
| | CARDIFF APP | CARDIFF RADAR<br>English<br>Fri 1600 (1500) - Mon 0745 (0645).<br>(Note 1) | 125.855 | |
| BERRY HEAD CTA 3<br>504441N 0033401W -<br>504336N 0031822W -<br>502452N 0032136W -<br>502257N 0033739W -<br>504441N 0033401W<br>Upper limit: FL195<br>Lower limit: FL65<br>Minimum limit: 5500 FT ALT<br>Class: A | LONDON ACC | LONDON CONTROL<br>English<br>H24 | 126.080 | Part of the following ATS Routes are incorporated within the CTA:<br>L149, N90, N92, N864 and P16.<br><br>To operate UAS within this area, UAS operators are required to notify NATS via the NATS Non-Standard Flight (NSF) Portal. UAS operators are required to notify NATS at least 14 days before the date of each activity. |
| BERRY HEAD CTA 4<br>504336N 0031822W -<br>504216N 0025936W -<br>502708N 0030219W -<br>500000N 0024049W following the line of latitude to -<br>500000N 0030048W -<br>502546N 0032127W -<br>504336N 0031822W<br>Upper limit: FL195<br>Lower limit: FL105<br>Class: A | LONDON ACC | LONDON CONTROL<br>English<br>Fri 1600 (1500) - Mon 0745 (0645). | 126.080 | Parts of the following ATS Routes are incorporated within the CTA:<br>L149, N40 and N862.<br><br>To operate UAS within this area, UAS operators are required to notify NATS via the NATS Non-Standard Flight (NSF) Portal. UAS operators are required to notify NATS at least 14 days before the date of each activity. |
| BERRY HEAD CTA 5<br>502546N 0032127W -<br>500000N 0030048W following the line of latitude to -<br>500000N 0031958W -<br>502251N 0033827W -<br>502452N 0032136W -<br>502546N 0032127W<br>Upper limit: FL195<br>Lower limit: FL85<br>Class: A | LONDON ACC | LONDON CONTROL<br>English<br>H24 | 126.080 | Parts of the following ATS Routes are incorporated within the CTA:<br>L22, N22, N90, N862, N864 and P16.<br><br>To operate UAS within this area, UAS operators are required to notify NATS via the NATS Non-Standard Flight (NSF) Portal. UAS operators are required to notify NATS at least 14 days before the date of each activity. |

# ENR 2.1 FIR, UIR, TMA AND CTA (continued)

| Name<br>Lateral limits<br>Vertical limits<br>Class of Airspace | Unit Providing Service | Callsign<br>Language<br>Hours of Service<br>Conditions of Use | Channel/<br>Frequency(MHz)/<br>Purpose/<br>SATVOICE number | Remarks |
|---|---|---|---|---|
| 1 | 2 | 3 | 4 | 5 |
| BERRY HEAD CTA 6<br>512238N 0071903W -<br>510446N 0065224W -<br>504741N 0072114W -<br>510748N 0074601W -<br>512238N 0071903W<br>Upper limit: FL195<br>Lower limit: FL135<br>Class: A | LONDON ACC | LONDON CONTROL<br>English<br>H24 | 132.950 | Part of ATS Routes L37, L38 and N160 are incorporated within the CTA.<br><br>To operate UAS within this area, UAS operators are required to notify NATS via the NATS Non-Standard Flight (NSF) Portal. UAS operators are required to notify NATS at least 14 days before the date of each activity. |
| BERRY HEAD CTA 7<br>512238N 0071903W -<br>510446N 0065224W -<br>504741N 0072114W -<br>510748N 0074601W -<br>512238N 0071903W<br>Upper limit: FL245<br>Lower limit: FL195<br>Class: C | LONDON ACC | LONDON CONTROL<br>English<br>H24 | 132.950 | Part of ATS Routes L37, L38 and N160 are incorporated within the CTA. |
| BERRY HEAD CTA 8<br>510440N 0033037W -<br>504441N 0033401W -<br>504506N 0034002W -<br>505655N 0033746W -<br>510440N 0033037W<br>Upper limit: FL195<br>Lower limit: FL105<br>Class: A | LONDON ACC | LONDON CONTROL<br>English<br>H24<br>(Note 1) | 134.755 | Part of ATS Route P16 is incorporated within the CTA.<br><br>To operate UAS within this area, UAS operators are required to notify NATS via the NATS Non-Standard Flight (NSF) Portal. UAS operators are required to notify NATS at least 14 days before the date of each activity.<br><br>LONDON CONTROL:<br>Note 1: 0600-2300 (0500-2200) above FL 165, 2300-0600 (2200-0500) (All Levels).<br><br>CARDIFF RADAR:<br>Note 1: Between 0600-2300 (0500-2200) FL 165 and below the provision of ATS is delegated to Cardiff Radar. |
| | CARDIFF APP | CARDIFF RADAR<br>English<br>0600-2300 (0500-2200)<br>(Note 1) | 125.855 | |
| BERRY HEAD CTA 9<br>504506N 0034002W -<br>504441N 0033401W -<br>502257N 0033739W -<br>502251N 0033827W -<br>502837N 0034310W -<br>504506N 0034002W<br>Upper limit: FL195<br>Lower limit: FL145<br>Class: A | LONDON ACC | LONDON CONTROL<br>English<br>H24 | 126.080 | Part of ATS Route P16 is incorporated within the CTA.<br><br>To operate UAS within this area, UAS operators are required to notify NATS via the NATS Non-Standard Flight (NSF) Portal. UAS operators are required to notify NATS at least 14 days before the date of each activity. |

# ENR 2.1 FIR, UIR, TMA AND CTA (continued)

| **Name**<br>**Lateral limits**<br>**Vertical limits**<br>**Class of Airspace** | **Unit Providing Service** | **Callsign**<br>**Language**<br>**Hours of Service**<br>**Conditions of Use** | **Channel/**<br>**Frequency(MHz)/**<br>**Purpose/**<br>**SATVOICE number** | **Remarks** |
|---|---|---|---|---|
| **1** | **2** | **3** | **4** | **5** |
| BIRMINGHAM CTA 1<br>524015N 0014744W -<br>523507N 0014154W thence anti-clockwise by the arc of a circle radius 8 NM centred on 522722N 0014502W to<br>522835N 0015758W -<br>523335N 0020342W thence clockwise by the arc of a circle radius 13 NM centred on 522722N 0014502W to -<br>524015N 0014744W<br>Upper limit: 4500 FT ALT<br>Lower limit: 1500 FT ALT<br>Class: D | BIRMINGHAM APP | BIRMINGHAM RADAR<br>English | 123.980<br>DOC 40 NM/20,000 FT | Birmingham APP is the Controlling Authority for that part of the Daventry Control Area which overlies the Birmingham CTR and CTA up to and including FL 80.<br><br>In the event of a radar failure, the BIRMINGHAM APPROACH callsign should be used on Channel 123.980 or 131.005.<br><br>CTA Chart published in AD-2 Section. |
| | | | 131.330<br>DOC 40 NM/20,000 FT | |
| | | BIRMINGHAM DIRECTOR<br>English | 131.005<br>DOC 40 NM/20,000 FT | |
| BIRMINGHAM CTA 2<br>522626N 0013203W -<br>522118N 0012616W thence clockwise by the arc of a circle radius 13 NM centred on 522722N 0014502W to<br>521431N 0014159W -<br>521933N 0014740W thence anti-clockwise by the arc of a circle radius 8 NM centred on 522722N 0014502W to -<br>522626N 0013203W<br>Upper limit: 4500 FT ALT<br>Lower limit: 1500 FT ALT<br>Class: D | BIRMINGHAM APP | BIRMINGHAM RADAR<br>English | 123.980<br>DOC 40 NM/20,000 FT | Birmingham APP is the Controlling Authority for that part of the Daventry Control Area which overlies the Birmingham CTR and CTA up to and including FL 80.<br><br>In the event of a radar failure, the BIRMINGHAM APPROACH callsign should be used on Channel 123.980 or 131.005.<br><br>CTA Chart published in AD-2 Section. |
| | | | 131.330<br>DOC 40 NM/20,000 FT | |
| | | BIRMINGHAM DIRECTOR<br>English | 131.005<br>DOC 40 NM/20,000 FT | |
| BIRMINGHAM CTA 3<br>524342N 0015238W -<br>524020N 0014350W thence anti-clockwise by the arc of a circle radius 13 NM centred on 522722N 0014502W to<br>523335N 0020342W -<br>523708N 0020748W thence clockwise by the arc of a circle radius 17 NM centred on 522722N 0014502W to -<br>524342N 0015238W<br>Upper limit: 4500 FT ALT<br>Lower limit: 3500 FT ALT<br>Class: D | BIRMINGHAM APP | BIRMINGHAM RADAR<br>English | 123.980<br>DOC 40 NM/20,000 FT | Birmingham APP is the Controlling Authority for that part of the Daventry Control Area which overlies the Birmingham CTR and CTA up to and including FL 80.<br><br>In the event of a radar failure, the BIRMINGHAM APPROACH callsign should be used on Channel 123.980 or 131.005.<br><br>CTA Chart published in AD-2 Section. |
| | | | 131.330<br>DOC 40 NM/20,000 FT | |
| | | BIRMINGHAM DIRECTOR<br>English | 131.005<br>DOC 40 NM/20,000 FT | |
| BIRMINGHAM CTA 4<br>522329N 0012446W -<br>521750N 0012205W thence clockwise by the arc of a circle radius 17 NM centred on 522722N 0014502W to<br>521039N 0014012W -<br>521431N 0014159W thence anti-clockwise by the arc of a circle radius 13 NM centred on 522722N 0014502W to -<br>522329N 0012446W<br>Upper limit: 4500 FT ALT<br>Lower limit: 3500 FT ALT<br>Class: D | BIRMINGHAM APP | BIRMINGHAM RADAR<br>English | 123.980<br>DOC 40 NM/20,000 FT | Birmingham APP is the Controlling Authority for that part of the Daventry Control Area which overlies the Birmingham CTR and CTA up to and including FL 80.<br><br>In the event of a radar failure, the BIRMINGHAM APPROACH callsign should be used on Channel 123.980 or 131.005.<br><br>CTA Chart published in AD-2 Section. |
| | | | 131.330<br>DOC 40 NM/20,000 FT | |
| | | BIRMINGHAM DIRECTOR<br>English | 131.005<br>DOC 40 NM/20,000 FT | |

# ENR 2.1 FIR, UIR, TMA AND CTA (continued)

| Name<br>Lateral limits<br>Vertical limits<br>Class of Airspace | Unit Providing Service | Callsign<br>Language<br>Hours of Service<br>Conditions of Use | Channel/<br>Frequency(MHz)/<br>Purpose/<br>SATVOICE number | Remarks |
|---|---|---|---|---|
| 1 | 2 | 3 | 4 | 5 |
| BIRMINGHAM CTA 5<br>523335N 0020342W -<br>521431N 0014159W thence clockwise by the arc of a circle radius 13 NM centred on 522722N 0014502W to<br>521447N 0015012W -<br>522846N 0020610W thence clockwise by the arc of a circle radius 13 NM centred on 522722N 0014502W to -<br>523335N 0020342W<br>Upper limit: FL145<br>Lower limit: 2500 FT ALT<br>Class: D | BIRMINGHAM APP | BIRMINGHAM RADAR<br>English | 123.980<br>DOC 40 NM/20,000 FT | Birmingham APP is the Controlling Authority for that part of the Daventry Control Area which overlies the Birmingham CTR and CTA up to and including FL 80.<br><br>In the event of a radar failure, the BIRMINGHAM APPROACH callsign should be used on Channel 123.980 or 131.005.<br><br>CTA Chart published in AD-2 Section. |
| | | | 131.330<br>DOC 40 NM/20,000 FT | |
| | | BIRMINGHAM DIRECTOR<br>English | 131.005<br>DOC 40 NM/20,000 FT | |
| BIRMINGHAM CTA 6<br>523708N 0020748W -<br>523335N 0020342W thence anti-clockwise by the arc of a circle radius 13 NM centred on 522722N 0014502W to<br>522846N 0020610W -<br>523216N 0021011W -<br>523708N 0020748W<br>Upper limit: FL145<br>Lower limit: 3500 FT ALT<br>Class: D | BIRMINGHAM APP | BIRMINGHAM RADAR<br>English | 123.980<br>DOC 40 NM/20,000 FT | Birmingham APP is the Controlling Authority for that part of the Daventry Control Area which overlies the Birmingham CTR and CTA up to and including FL 80.<br><br>In the event of a radar failure, the BIRMINGHAM APPROACH callsign should be used on Channel 123.980 or 131.005.<br><br>CTA Chart published in AD-2 Section. |
| | | | 131.330<br>DOC 40 NM/20,000 FT | |
| | | BIRMINGHAM DIRECTOR<br>English | 131.005<br>DOC 40 NM/20,000 FT | |
| BIRMINGHAM CTA 7<br>523216N 0021011W -<br>521634N 0015214W -<br>521544N 0020755W -<br>521813N 0021130W -<br>522535N 0021247W -<br>523216N 0021011W<br>Upper limit: FL145<br>Lower limit: FL65<br>Class: D | BIRMINGHAM APP | BIRMINGHAM RADAR<br>English | 123.980<br>DOC 40 NM/20,000 FT | Birmingham APP is the Controlling Authority for that part of the Daventry Control Area which overlies the Birmingham CTR and CTA up to and including FL 80.<br><br>In the event of a radar failure, the BIRMINGHAM APPROACH callsign should be used on Channel 123.980 or 131.005.<br><br>CTA Chart published in AD-2 Section. |
| | | | 131.330<br>DOC 40 NM/20,000 FT | |
| | | BIRMINGHAM DIRECTOR<br>English | 131.005<br>DOC 40 NM/20,000 FT | |
| BIRMINGHAM CTA 8<br>524020N 0014350W -<br>522329N 0012446W thence clockwise by the arc of a circle radius 13 NM centred on 522722N 0014502W to<br>522118N 0012616W -<br>524015N 0014744W thence clockwise by the arc of a circle radius 13 NM centred on 522722N 0014502W to -<br>524020N 0014350W<br>Upper limit: 4500 FT ALT<br>Lower limit: 2000 FT ALT<br>Class: D | BIRMINGHAM APP | BIRMINGHAM RADAR<br>English | 123.980<br>DOC 40 NM/20,000 FT | Birmingham APP is the Controlling Authority for that part of the Daventry Control Area which overlies the Birmingham CTR and CTA up to and including FL 80.<br><br>In the event of a radar failure, the BIRMINGHAM APPROACH callsign should be used on Channel 123.980 or 131.005.<br><br>CTA Chart published in AD-2 Section. |
| | | | 131.330<br>DOC 40 NM/20,000 FT | |
| | | BIRMINGHAM DIRECTOR<br>English | 131.005<br>DOC 40 NM/20,000 FT | |

# ENR 2.1 FIR, UIR, TMA AND CTA (continued)

| **Name**<br>**Lateral limits**<br>**Vertical limits**<br>**Class of Airspace** | **Unit Providing Service** | **Callsign**<br>**Language**<br>**Hours of Service**<br>**Conditions of Use** | **Channel/**<br>**Frequency(MHz)/**<br>**Purpose/**<br>**SATVOICE number** | **Remarks** |
|---|---|---|---|---|
| **1** | **2** | **3** | **4** | **5** |
| BIRMINGHAM CTA 9<br>524025N 0021135W -<br>523708N 0020748W -<br>523442N 0020900W -<br>523847N 0021444W -<br>524025N 0021135W<br>Upper limit: FL85<br>Lower limit: FL65<br>Class: D | BIRMINGHAM APP | BIRMINGHAM RADAR<br>English | 123.980<br>DOC 40 NM/20,000 FT | Birmingham APP is the Controlling Authority for that part of the Daventry Control Area which overlies the Birmingham CTR and CTA up to and including FL 80.<br><br>In the event of a radar failure, the BIRMINGHAM APPROACH callsign should be used on Channel 123.980 or 131.005.<br><br>CTA Chart published in AD-2 Section. |
| | | | 131.330<br>DOC 40 NM/20,000 FT | |
| | | BIRMINGHAM DIRECTOR<br>English | 131.005<br>DOC 40 NM/20,000 FT | |
| BIRMINGHAM CTA 10<br>521803N 0021116W -<br>521544N 0020755W -<br>521634N 0015214W -<br>521447N 0015012W thence anti-clockwise by the arc of a circle radius 13 NM centred on 522722N 0014502W to<br>521423N 0014442W -<br>520711N 0014056W -<br>520648N 0020148W -<br>521702N 0021251W -<br>521803N 0021116W<br>Upper limit: FL105<br>Lower limit: FL65<br>Class: D | BIRMINGHAM APP | BIRMINGHAM RADAR<br>English<br>Mon-Thu 1700-0900 (1600-0800) and Fri (or the day preceding a PH) 1700 (1600) to Mon (or the day following a PH) 0900 (0800). | 123.980 | Outside the published hours of service the airspace reverts to Class G.<br><br>Part of ATS Route N92 is incorporated within the CTA. |
| | | | 131.330<br>As directed. | |
| BORDERS CTA 1<br>550603N 0041419W -<br>545410N 0035231W -<br>544000N 0032654W -<br>543637N 0032230W -<br>543306N 0033033W -<br>550603N 0041419W<br>Upper limit: FL195<br>Lower limit: FL135<br>Class: A | SCOTTISH ACC | SCOTTISH CONTROL<br>English<br>H24 | 124.825 | To operate UAS within this area, UAS operators are required to notify NATS via the NATS Non-Standard Flight (NSF) Portal. UAS operators are required to notify NATS at least 14 days before the date of each activity. |
| BORDERS CTA 2<br>552700N 0030000W -<br>551742N 0030000W -<br>550858N 0030000W -<br>545410N 0035231W -<br>550603N 0041419W -<br>552700N 0030000W<br>Upper limit: FL195<br>Lower limit: FL85<br>Class: A | SCOTTISH ACC | SCOTTISH CONTROL<br>English<br>H24 | 124.825 | Part of the following ATS Routes are incorporated within the CTA: L612, N601, N864 & T256.<br><br>To operate UAS within this area, UAS operators are required to notify NATS via the NATS Non-Standard Flight (NSF) Portal. UAS operators are required to notify NATS at least 14 days before the date of each activity. |
| BORDERS CTA 3<br>550858N 0030000W -<br>545442N 0024940W -<br>543356N 0023451W following the line of latitude to -<br>543356N 0031901W -<br>543637N 0032230W -<br>544000N 0032654W -<br>545410N 0035231W -<br>550858N 0030000W<br>Upper limit: FL195<br>Lower limit: FL125<br>Class: A | SCOTTISH ACC | SCOTTISH CONTROL<br>English<br>H24 | 124.825 | Part of the following ATS Routes are incorporated within the CTA: L612, N57, N601, N864 & T256.<br><br>To operate UAS within this area, UAS operators are required to notify NATS via the NATS Non-Standard Flight (NSF) Portal. UAS operators are required to notify NATS at least 14 days before the date of each activity. |
| | | | 126.300 | |

# ENR 2.1 FIR, UIR, TMA AND CTA (continued)

| Name<br>Lateral limits<br>Vertical limits<br>Class of Airspace | Unit Providing Service | Callsign<br>Language<br>Hours of Service<br>Conditions of Use | Channel/<br>Frequency(MHz)/<br>Purpose/<br>SATVOICE number | Remarks |
|---|---|---|---|---|
| 1 | 2 | 3 | 4 | 5 |
| BORDERS CTA 4<br>551742N 0030000W -<br>551735N 0025427W -<br>545610N 0024159W -<br>545442N 0024940W -<br>550858N 0030000W -<br>551742N 0030000W<br>Upper limit: FL195<br>Lower limit: FL165<br>Class: A | SCOTTISH ACC | SCOTTISH CONTROL<br>English<br>H24 | 126.300 | Part or all of this airspace may not be available when activity associated with EGD510, Spadeadam requires access to the area. Non-availability of airspace will be notified to GAT by Scottish ACC.<br><br>To operate UAS within this area, UAS operators are required to notify NATS via the NATS Non-Standard Flight (NSF) Portal. UAS operators are required to notify NATS at least 14 days before the date of each activity. |
| BORDERS CTA 5<br>551735N 0025427W -<br>551724N 0024532W -<br>551240N 0023052W -<br>545912N 0022555W -<br>545610N 0024159W -<br>551735N 0025427W<br>Upper limit: FL195<br>Lower limit: FL165<br>Class: D | SCOTTISH ACC | SCOTTISH CONTROL<br>English<br>H24 | 126.300 | Part or all of this CTA may not be available when the Ministry of Defence (MoD) requires access to the area. Non availability of airspace will be notified to GAT by Scottish ACC.<br><br>To operate UAS within this area, UAS operators are required to notify NATS via the NATS Non-Standard Flight (NSF) Portal. UAS operators are required to notify NATS at least 14 days before the date of each activity. |
| BORDERS CTA 6<br>553805N 0025111W -<br>552606N 0023655W -<br>551724N 0024532W -<br>551735N 0025427W -<br>551742N 0030000W -<br>552700N 0030000W -<br>553100N 0025156W -<br>553805N 0025111W<br>Upper limit: FL195<br>Lower limit: FL115<br>Class: A | SCOTTISH ACC | SCOTTISH CONTROL<br>English<br>H24 | 124.500 | Part of ATS Route Y96 is incorporated within the CTA.<br><br>To operate UAS within this area, UAS operators are required to notify NATS via the NATS Non-Standard Flight (NSF) Portal. UAS operators are required to notify NATS at least 14 days before the date of each activity. |
| BORDERS CTA 7<br>552606N 0023655W -<br>552111N 0022140W -<br>551230N 0023019W -<br>551240N 0023052W -<br>551724N 0024532W -<br>552606N 0023655W<br>Upper limit: FL195<br>Lower limit: FL155<br>Class: A | SCOTTISH ACC | SCOTTISH CONTROL<br>English<br>H24 | 124.500 | Part of ATS Route Y96 is incorporated within the CTA.<br><br>To operate UAS within this area, UAS operators are required to notify NATS via the NATS Non-Standard Flight (NSF) Portal. UAS operators are required to notify NATS at least 14 days before the date of each activity. |
| BORDERS CTA 8<br>550858N 0030000W -<br>545442N 0024940W -<br>543356N 0023451W -<br>543356N 0031901W -<br>543637N 0032230W -<br>544000N 0032654W -<br>545410N 0035231W -<br>550858N 0030000W<br>Upper limit: FL125<br>Lower limit: FL95<br>Class: A | SCOTTISH ACC | SCOTTISH CONTROL<br>English<br>2000-0700 (1900-0600) | 124.825<br>126.300 | Parts of the following ATS Routes are incorporated within the CTA: L612, N57, N601, N864 & T256.<br><br>2000-0700 (1900-0600) only.<br><br>To operate UAS within this area, UAS operators are required to notify NATS via the NATS Non-Standard Flight (NSF) Portal. UAS operators are required to notify NATS at least 14 days before the date of each activity. |

# ENR 2.1 FIR, UIR, TMA AND CTA (continued)

| **Name**<br>**Lateral limits**<br>**Vertical limits**<br>**Class of Airspace** | **Unit Providing Service** | **Callsign**<br>**Language**<br>**Hours of Service**<br>**Conditions of Use** | **Channel/**<br>**Frequency(MHz)/**<br>**Purpose/**<br>**SATVOICE number** | **Remarks** |
|---|---|---|---|---|
| **1** | **2** | **3** | **4** | **5** |
| BORDERS CTA 9<br>550334N 0015352W -<br>550218N 0014154W -<br>550101N 0012957W -<br>545849N 0013040W -<br>545336N 0015304W thence clockwise by the arc of a circle radius 11 NM centred on 550217N 0014123W to<br>545531N 0015626W -<br>550334N 0015352W<br>Upper limit: FL125<br>Lower limit: FL105<br>Class: D | NEWCASTLE APP | NEWCASTLE RADAR<br>English<br>See remarks. | 124.380<br>125.830 | Part of ATS Route P18 is incorporated in the CTA.<br><br>To operate UAS within this area, UAS operators are required to notify NATS via the NATS Non-Standard Flight (NSF) Portal. UAS operators are required to notify NATS at least 14 days before the date of each activity.<br><br>ATS Provision is delegated to Newcastle Radar during their hours of operation. |
| | SCOTTISH ACC | SCOTTISH CONTROL<br>English<br>H24 | 133.800 | |
| BORDERS CTA 10<br>545849N 0013040W -<br>544124N 0013620W -<br>544356N 0020004W -<br>545531N 0015626W thence anti-clockwise by the arc of a circle radius 11 NM centred on 550217N 0014123W to<br>545336N 0015304W -<br>545849N 0013040W<br>Upper limit: FL125<br>Lower limit: FL55<br>Class: D | NEWCASTLE APP | NEWCASTLE RADAR<br>English<br>See remarks. | 124.380<br>125.830 | Part of ATS Route P18 is incorporated in the CTA.<br><br>To operate UAS within this area, UAS operators are required to notify NATS via the NATS Non-Standard Flight (NSF) Portal. UAS operators are required to notify NATS at least 14 days before the date of each activity.<br><br>ATS Provision is delegated to Newcastle Radar during their hours of operation. |
| | SCOTTISH ACC | SCOTTISH CONTROL<br>English<br>H24 | 133.800 | |
| BORDERS CTA 11<br>544356N 0020004W -<br>544124N 0013620W -<br>543135N 0013929W -<br>543406N 0020308W -<br>544356N 0020004W<br>Upper limit: FL125<br>Lower limit: FL75<br>Class: D | NEWCASTLE APP | NEWCASTLE RADAR<br>English<br>See remarks. | 124.380<br>125.830 | Part of ATS Route P18 is incorporated in the CTA.<br><br>To operate UAS within this area, UAS operators are required to notify NATS via the NATS Non-Standard Flight (NSF) Portal. UAS operators are required to notify NATS at least 14 days before the date of each activity.<br><br>ATS Provision is delegated to Newcastle Radar during their hours of operation. |
| | SCOTTISH ACC | SCOTTISH CONTROL<br>English<br>H24 | 133.800 | |
| BORDERS CTA 12<br>561343N 0014155W -<br>552653N 0012457W -<br>550601N 0013151W -<br>550751N 0014858W -<br>552647N 0014250W -<br>561143N 0015927W -<br>561343N 0014155W<br>Upper limit: FL195<br>Lower limit: FL155<br>Class: D | SCOTTISH ACC | SCOTTISH CONTROL<br>English<br>See remarks for hours. | 124.500 | Part of ATS Route P18 is contained within the CTA.<br><br>Conditional H24 – Unavailability as specified by NOTAM when required for MOD access or by activation of EGD514Z.<br><br>To operate UAS within this area, UAS operators are required to notify NATS via the NATS Non-Standard Flight (NSF) Portal. UAS operators are required to notify NATS at least 14 days before the date of each activity. |

# ENR 2.1 FIR, UIR, TMA AND CTA (continued)

| Name<br>Lateral limits<br>Vertical limits<br>Class of Airspace | Unit Providing Service | Callsign<br>Language<br>Hours of Service<br>Conditions of Use | Channel/<br>Frequency(MHz)/<br>Purpose/<br>SATVOICE number | Remarks |
|---|---|---|---|---|
| 1 | 2 | 3 | 4 | 5 |
| BORDERS CTA 13<br>550751N 0014858W -<br>550601N 0013151W -<br>550123N 0013322W -<br>550313N 0015027W -<br>550751N 0014858W<br>Upper limit: FL195<br>Lower limit: FL105<br>Class: D | SCOTTISH ACC | SCOTTISH CONTROL<br>English<br>See remarks for hours. | 124.500 | Part of ATS Route P18 is contained within the CTA.<br><br>Conditional H24 – Unavailability as specified by NOTAM when required for MOD access or by activation of EGD514Z.<br><br>To operate UAS within this area, UAS operators are required to notify NATS via the NATS Non-Standard Flight (NSF) Portal. UAS operators are required to notify NATS at least 14 days before the date of each activity. |
| BORDERS CTA 14<br>550751N 0014858W -<br>550733N 0014613W -<br>550643N 0014919W -<br>550751N 0014858W<br>Upper limit: FL105<br>Lower limit: FL75<br>Class: D | SCOTTISH ACC | SCOTTISH CONTROL<br>English<br>See remarks for hours. | 124.500 | Conditional H24 – Unavailability as specified by NOTAM when required for MOD access or by activation of EGD514Z.<br><br>To operate UAS within this area, UAS operators are required to notify NATS via the NATS Non-Standard Flight (NSF) Portal. UAS operators are required to notify NATS at least 14 days before the date of each activity. |
| BRISTOL CTA 1<br>512824N 0023142W thence clockwise by the arc of a circle radius 9 NM centred on 512258N 0024309W to<br>511826N 0023045W -<br>511759N 0024239W thence anti-clockwise by the arc of a circle radius 5 NM centred on 512258N 0024309W to<br>512757N 0024339W -<br>512824N 0023142W<br>Upper limit: FL105<br>Lower limit: 1500 FT ALT<br>Class: D | BRISTOL APP | BRISTOL RADAR<br>English | 125.650<br>DOC 60 NM/15,000 FT.<br>136.080<br>DOC 60 NM/15,000 FT. | To operate UAS within this area, UAS operators are required to notify NATS via the NATS Non-Standard Flight (NSF) Portal. UAS operators are required to notify NATS at least 14 days before the date of each activity.<br><br>CTA Chart published in AD-2 Section. |
| BRISTOL CTA 2<br>512757N 0024339W thence anti-clockwise by the arc of a circle radius 5 NM centred on 512258N 0024309W to<br>511759N 0024239W -<br>511730N 0025433W thence clockwise by the arc of a circle radius 9 NM centred on 512258N 0024309W to<br>512728N 0025535W -<br>512757N 0024339W<br>Upper limit: FL105<br>Lower limit: 1500 FT ALT<br>Class: D | BRISTOL APP | BRISTOL RADAR<br>English | 125.650<br>DOC 60 NM/15,000 FT.<br>136.080<br>DOC 60 NM/15,000 FT. | To operate UAS within this area, UAS operators are required to notify NATS via the NATS Non-Standard Flight (NSF) Portal. UAS operators are required to notify NATS at least 14 days before the date of each activity.<br><br>CTA Chart published in AD-2 Section. |

# ENR 2.1 FIR, UIR, TMA AND CTA (continued)

| **Name**<br>**Lateral limits**<br>**Vertical limits**<br>**Class of Airspace** | **Unit Providing Service** | **Callsign**<br>**Language**<br>**Hours of Service**<br>**Conditions of Use** | **Channel/**<br>**Frequency(MHz)/**<br>**Purpose/**<br>**SATVOICE number** | **Remarks** |
|---|---|---|---|---|
| **1** | **2** | **3** | **4** | **5** |
| BRISTOL CTA 3<br>512836N 0022614W thence clockwise by the arc of a circle radius 12 NM centred on 512258N 0024309W to<br>511838N 0022518W - 511826N 0023045W thence anti-clockwise by the arc of a circle radius 9 NM centred on 512258N 0024309W to<br>512824N 0023142W - 512836N 0022614W<br>Upper limit: FL105<br>Lower limit: 2000 FT ALT<br>Class: D | BRISTOL APP | BRISTOL RADAR<br>English | 125.650<br>DOC 60 NM/15,000 FT.<br>136.080<br>DOC 60 NM/15,000 FT. | To operate UAS within this area, UAS operators are required to notify NATS via the NATS Non-Standard Flight (NSF) Portal. UAS operators are required to notify NATS at least 14 days before the date of each activity.<br><br>CTA Chart published in AD-2 Section. |
| BRISTOL CTA 4<br>512728N 0025535W thence anti-clockwise by the arc of a circle radius 9 NM centred on 512258N 0024309W to<br>511730N 0025433W - 511709N 0030302W - 512349N 0030302W - 512715N 0030058W - 512728N 0025535W<br>Upper limit: FL105<br>Lower limit: 2000 FT ALT<br>Class: D | BRISTOL APP | BRISTOL RADAR<br>English | 125.650<br>DOC 60 NM/15,000 FT.<br>136.080<br>DOC 60 NM/15,000 FT. | To operate UAS within this area, UAS operators are required to notify NATS via the NATS Non-Standard Flight (NSF) Portal. UAS operators are required to notify NATS at least 14 days before the date of each activity.<br><br>CTA Chart published in AD-2 Section. |
| BRISTOL CTA 5<br>511826N 0023045W thence clockwise by the arc of a circle radius 9 NM centred on 512258N 0024309W to<br>511620N 0023328W - 511538N 0025120W - 511247N 0030302W - 511709N 0030302W - 511826N 0023045W<br>Upper limit: FL105<br>Lower limit: 3000 FT ALT<br>Class: D | BRISTOL APP | BRISTOL RADAR<br>English | 125.650<br>DOC 60 NM/15,000 FT.<br>136.080<br>DOC 60 NM/15,000 FT. | To operate UAS within this area, UAS operators are required to notify NATS via the NATS Non-Standard Flight (NSF) Portal. UAS operators are required to notify NATS at least 14 days before the date of each activity.<br><br>CTA Chart published in AD-2 Section. |
| BRISTOL CTA 6<br>512847N 0022104W thence clockwise by the arc of a circle radius 15 NM centred on 512258N 0024309W to<br>511849N 0022009W - 511838N 0022518W thence anti-clockwise by the arc of a circle radius 12 NM centred on 512258N 0024309W to<br>512836N 0022614W - 512847N 0022104W<br>Upper limit: FL105<br>Lower limit: 3500 FT ALT<br>Class: D | BRISTOL APP | BRISTOL RADAR<br>English | 125.650<br>DOC 60 NM/15,000 FT.<br>136.080<br>DOC 60 NM/15,000 FT. | To operate UAS within this area, UAS operators are required to notify NATS via the NATS Non-Standard Flight (NSF) Portal. UAS operators are required to notify NATS at least 14 days before the date of each activity.<br><br>CTA Chart published in AD-2 Section. |

# ENR 2.1 FIR, UIR, TMA AND CTA (continued)

| Name<br>Lateral limits<br>Vertical limits<br>Class of Airspace | Unit Providing Service | Callsign<br>Language<br>Hours of Service<br>Conditions of Use | Channel/<br>Frequency(MHz)/<br>Purpose/<br>SATVOICE number | Remarks |
|---|---|---|---|---|
| 1 | 2 | 3 | 4 | 5 |
| BRISTOL CTA 7<br>513450N 0024206W -<br>513235N 0022204W -<br>512842N 0022338W -<br>512715N 0030058W -<br>513450N 0024206W<br>Upper limit: FL105<br>Lower limit: 4000 FT ALT<br>Class: D | BRISTOL APP | BRISTOL RADAR<br>English | 125.650<br>DOC 60 NM/15,000 FT.<br>136.080<br>DOC 60 NM/15,000 FT. | To operate UAS within this area, UAS operators are required to notify NATS via the NATS Non-Standard Flight (NSF) Portal. UAS operators are required to notify NATS at least 14 days before the date of each activity.<br><br>CTA Chart published in AD-2 Section. |
| BRISTOL CTA 8<br>513235N 0022204W -<br>513039N 0020510W -<br>512320N 0021913W thence anti-clockwise by the arc of a circle radius 15 NM centred on 512258N 0024309W to<br>512847N 0022104W -<br>512842N 0022338W -<br>513235N 0022204W<br>Upper limit: FL105<br>Lower limit: 4500 FT ALT<br>Class: D | BRISTOL APP | BRISTOL RADAR<br>English | 125.650<br>DOC 60 NM/15,000 FT.<br>136.080<br>DOC 60 NM/15,000 FT. | To operate UAS within this area, UAS operators are required to notify NATS via the NATS Non-Standard Flight (NSF) Portal. UAS operators are required to notify NATS at least 14 days before the date of each activity.<br><br>CTA Chart published in AD-2 Section. |
| CARDIFF CTA 1<br>512815N 0031700W -<br>512526N 0030806W thence clockwise by the arc of a circle radius 8 NM centred on 512348N 0032036W to<br>511632N 0031518W -<br>511920N 0032411W thence anti-clockwise by the arc of a circle radius 5 NM centred on 512348N 0032036W to -<br>512815N 0031700W<br>Upper limit: FL105<br>Lower limit: 1000 FT ALT<br>Class: D | CARDIFF APP | CARDIFF RADAR<br>English<br>0600-2300 (0500-2200).<br>Note 1 | 125.855<br>DOC 40 NM/19,000 FT. | All training flights in the Cardiff CTR/ CTA are subject to the prior permission of Cardiff Approach Control.<br><br>To operate UAS within this area, UAS operators are required to notify NATS via the NATS Non-Standard Flight (NSF) Portal. UAS operators are required to notify NATS at least 14 days before the date of each activity.<br><br>CTA Chart published in AD-2 Section.<br><br>Note 1: Radar may be available 2300-0600 (2200-0500). |
| | | CARDIFF APPROACH<br>English<br>H24 | 119.155<br>DOC 50 NM/19,000 FT. | |
| CARDIFF CTA 2<br>512526N 0030806W -<br>512349N 0030302W thence clockwise by the arc of a circle radius 11 NM centred on 512348N 0032036W to<br>511455N 0031016W -<br>511632N 0031518W thence anti-clockwise by the arc of a circle radius 8 NM centred on 512348N 0032036W to -<br>512526N 0030806W<br>Upper limit: FL105<br>Lower limit: 1500 FT ALT<br>Class: D | CARDIFF APP | CARDIFF RADAR<br>English<br>0600-2300 (0500-2200).<br>Note 1 | 125.855<br>DOC 40 NM/19,000 FT. | All training flights in the Cardiff CTR/ CTA are subject to the prior permission of Cardiff Approach Control.<br><br>To operate UAS within this area, UAS operators are required to notify NATS via the NATS Non-Standard Flight (NSF) Portal. UAS operators are required to notify NATS at least 14 days before the date of each activity.<br><br>CTA Chart published in AD-2 Section.<br><br>Note 1: Radar may be available 2300-0600 (2200-0500). |
| | | CARDIFF APPROACH<br>English<br>H24 | 119.155<br>DOC 50 NM/19,000 FT. | |

# ENR 2.1 FIR, UIR, TMA AND CTA (continued)

| **Name**<br>**Lateral limits**<br>**Vertical limits**<br>**Class of Airspace** | **Unit Providing Service** | **Callsign**<br>**Language**<br>**Hours of Service**<br>**Conditions of Use** | **Channel/**<br>**Frequency(MHz)/**<br>**Purpose/**<br>**SATVOICE number** | **Remarks** |
|---|---|---|---|---|
| **1** | **2** | **3** | **4** | **5** |
| CARDIFF CTA 3<br>513309N 0033236W -<br>512957N 0032222W -<br>513021N 0032755W thence anti-clockwise by the arc of a circle radius 8 NM centred on 512348N 0032036W to<br>512208N 0033305W -<br>512413N 0033945W thence clockwise by the arc of a circle radius 12 NM centred on 512348N 0032036W to -<br>513309N 0033236W<br>Upper limit: FL105<br>Lower limit: 2000 FT ALT<br>Class: D | CARDIFF APP | CARDIFF RADAR<br>English<br>0600-2300 (0500-2200).<br>Note 1 | 125.855<br>DOC 40 NM/19,000 FT. | All training flights in the Cardiff CTR/ CTA are subject to the prior permission of Cardiff Approach Control.<br><br>To operate UAS within this area, UAS operators are required to notify NATS via the NATS Non-Standard Flight (NSF) Portal. UAS operators are required to notify NATS at least 14 days before the date of each activity.<br><br>CTA Chart published in AD-2 Section.<br><br>Note 1: Radar may be available 2300-0600 (2200-0500). |
| | | CARDIFF APPROACH<br>English<br>H24 | 119.155<br>DOC 50 NM/19,000 FT. | |
| CARDIFF CTA 4<br>513458N 0032522W -<br>512715N 0030058W -<br>512349N 0030302W -<br>513309N 0033236W -<br>513335N 0033205W -<br>513458N 0032522W<br>Upper limit: FL105<br>Lower limit: 3000 FT ALT<br>Class: D | CARDIFF APP | CARDIFF RADAR<br>English<br>0600-2300 (0500-2200).<br>Note 1 | 125.855<br>DOC 40 NM/19,000 FT. | All training flights in the Cardiff CTR/ CTA are subject to the prior permission of Cardiff Approach Control.<br><br>To operate UAS within this area, UAS operators are required to notify NATS via the NATS Non-Standard Flight (NSF) Portal. UAS operators are required to notify NATS at least 14 days before the date of each activity.<br><br>CTA Chart published in AD-2 Section.<br><br>Note 1: Radar may be available 2300-0600 (2200-0500). |
| | | CARDIFF APPROACH<br>English<br>H24 | 119.155<br>DOC 50 NM/19,000 FT. | |
| CARDIFF CTA 5<br>512413N 0033945W -<br>511455N 0031016W thence anti-clockwise by the arc of a circle radius 11 NM centred on 512348N 0032036W to<br>512349N 0030302W -<br>511247N 0030302W -<br>511010N 0031341W -<br>511115N 0032929W -<br>511309N 0032910W -<br>512413N 0033945W<br>Upper limit: FL105<br>Lower limit: 3000 FT ALT<br>Class: D | CARDIFF APP | CARDIFF RADAR<br>English<br>0600-2300 (0500-2200).<br>Note 1 | 125.855<br>DOC 40 NM/19,000 FT. | All training flights in the Cardiff CTR/ CTA are subject to the prior permission of Cardiff Approach Control.<br><br>To operate UAS within this area, UAS operators are required to notify NATS via the NATS Non-Standard Flight (NSF) Portal. UAS operators are required to notify NATS at least 14 days before the date of each activity.<br><br>CTA Chart published in AD-2 Section.<br><br>Note 1: Radar may be available 2300-0600 (2200-0500). |
| | | CARDIFF APPROACH<br>English<br>H24 | 119.155<br>DOC 50 NM/19,000 FT. | |

# ENR 2.1 FIR, UIR, TMA AND CTA (continued)

| Name<br>Lateral limits<br>Vertical limits<br>Class of Airspace | Unit Providing Service | Callsign<br>Language<br>Hours of Service<br>Conditions of Use | Channel/<br>Frequency(MHz)/<br>Purpose/<br>SATVOICE number | Remarks |
|---|---|---|---|---|
| 1 | 2 | 3 | 4 | 5 |
| CARDIFF CTA 6<br>513946N 0032432W -<br>513839N 0031727W -<br>513450N 0024206W -<br>512715N 0030058W -<br>513458N 0032522W -<br>513335N 0033205W -<br>513946N 0032432W<br>Upper limit: FL105<br>Lower limit: 4000 FT ALT<br>Class: D | CARDIFF APP | CARDIFF RADAR<br>English<br>0600-2300 (0500-2200).<br>Note 1 | 125.855<br>DOC 40 NM/19,000 FT. | All training flights in the Cardiff CTR/CTA are subject to the prior permission of Cardiff Approach Control.<br><br>To operate UAS within this area, UAS operators are required to notify NATS via the NATS Non-Standard Flight (NSF) Portal. UAS operators are required to notify NATS at least 14 days before the date of each activity.<br><br>CTA Chart published in AD-2 Section.<br><br>Note 1: Radar may be available 2300-0600 (2200-0500). |
| | | CARDIFF APPROACH<br>English<br>H24 | 119.155<br>DOC 50 NM/19,000 FT. | |
| CARDIFF CTA 7<br>511115N 0032929W -<br>511010N 0031341W -<br>510512N 0031434W -<br>510617N 0033020W -<br>511115N 0032929W<br>Upper limit: FL65<br>Lower limit: 4500 FT ALT<br>Class: D | CARDIFF APP | CARDIFF RADAR<br>English<br>0600-2300 (0500-2200).<br>Note 1 | 125.855<br>DOC 40 NM/19,000 FT. | All training flights in the Cardiff CTR/CTA are subject to the prior permission of Cardiff Approach Control.<br><br>To operate UAS within this area, UAS operators are required to notify NATS via the NATS Non-Standard Flight (NSF) Portal. UAS operators are required to notify NATS at least 14 days before the date of each activity.<br><br>CTA Chart published in AD-2 Section.<br><br>Note 1: Radar may be available 2300-0600 (2200-0500). |
| | | CARDIFF APPROACH<br>English<br>H24 | 119.155<br>DOC 50 NM/19,000 FT. | |
| CARDIFF CTA 8<br>513950N 0030822W -<br>513947N 0024858W -<br>513450N 0024206W -<br>513743N 0030845W -<br>513950N 0030822W<br>Upper limit: FL75<br>Lower limit: 5500 FT ALT<br>Class: D | CARDIFF APP | CARDIFF RADAR<br>English<br>0600-2300 (0500-2200).<br>Note 1 | 125.855<br>DOC 40 NM/19,000 FT. | All training flights in the Cardiff CTR/CTA are subject to the prior permission of Cardiff Approach Control.<br><br>To operate UAS within this area, UAS operators are required to notify NATS via the NATS Non-Standard Flight (NSF) Portal. UAS operators are required to notify NATS at least 14 days before the date of each activity.<br><br>CTA Chart published in AD-2 Section.<br><br>Note 1: Radar may be available 2300-0600 (2200-0500). |
| | | CARDIFF APPROACH<br>English<br>H24 | 119.155<br>DOC 50 NM/19,000 FT. | |
| CHANNEL ISLANDS CTA 2<br>500000N 0020000W following the line of latitude to -<br>500000N 0014700W -<br>494400N 0020000W -<br>500000N 0020000W<br>Upper limit: FL80<br>Lower limit: 3500 FT ALT<br>Class: D | JERSEY APP | JERSEY CONTROL<br>English<br>0545-2100 (0445-2030); and by arrangement. | 120.450<br>(Note 1) | CTA Chart published in ENR 6-40.<br><br>Note 1: To be used in the event of failure of communications on 125.205 MHz. |
| | | | 125.205 | |

# ENR 2.1 FIR, UIR, TMA AND CTA (continued)

| **Name**<br>**Lateral limits**<br>**Vertical limits**<br>**Class of Airspace** | **Unit Providing Service** | **Callsign**<br>**Language**<br>**Hours of Service**<br>**Conditions of Use** | **Channel/**<br>**Frequency(MHz)/**<br>**Purpose/**<br>**SATVOICE number** | **Remarks** |
|---|---|---|---|---|
| **1** | **2** | **3** | **4** | **5** |
| CHANNEL ISLANDS CTA 1<br>NORTH<br>500000N 0030000W -<br>494951N 0030000W -<br>494802N 0031023W -<br>500000N 0032000W following the line of latitude to -<br>500000N 0030000W<br>Upper limit: FL80<br>Lower limit: FL55<br>Class: D | JERSEY APP | JERSEY CONTROL<br>English<br>0545-2100 (0445-2030); and by arrangement. | 120.450<br>(Note 1)<br>125.205 | CTA Chart published in ENR 6-40.<br><br>Note 1: To be used in the event of failure of communications on 125.205 MHz. |
| CHANNEL ISLANDS CTA 1 SOUTH<br>494951N 0030000W -<br>493500N 0030000W -<br>494802N 0031023W -<br>494951N 0030000W<br>Upper limit: FL80<br>Lower limit: FL55<br>Class: D | JERSEY APP | JERSEY CONTROL<br>English<br>0545-2100 (0445-2030); and by arrangement. | 120.450<br>(Note 1)<br>125.205 | CTA Chart published in ENR 6-40.<br><br>Note 1: To be used in the event of failure of communications on 125.205 MHz. |
| CLACTON CTA 1<br>522632N 0003702W -<br>522621N 0000153E -<br>522122N 0000147E -<br>521126N 0002220W -<br>522632N 0003702W<br>Upper limit: FL195<br>Lower limit: FL155<br>Class: A | LONDON ACC | LONDON CONTROL<br>English<br>H24 | 130.925 | To operate UAS within this area, UAS operators are required to notify NATS via the NATS Non-Standard Flight (NSF) Portal. UAS operators are required to notify NATS at least 14 days before the date of each activity. |
| CLACTON CTA 2<br>522026N 0011450E -<br>522008N 0013019E -<br>520327N 0014452E -<br>515808N 0011829E -<br>520707N 0011236E -<br>521032N 0010200E -<br>520839N 0005047E -<br>521221N 0004819E -<br>521245N 0005322E -<br>522026N 0011450E<br>Upper limit: FL195<br>Lower limit: FL105<br>Class: A | LONDON ACC | LONDON CONTROL<br>English<br>H24 | 121.230 | Parts of the following ATS Routes are incorporated within the CTA: M183, M197, M604, P25, P49 and Y6.<br><br>Frequencies purpose: GAT inbound/outbound to/from and/or overflying the LTMA and Clacton CTA 2.<br><br>To operate UAS within this area, UAS operators are required to notify NATS via the NATS Non-Standard Flight (NSF) Portal. UAS operators are required to notify NATS at least 14 days before the date of each activity. |
| CLACTON CTA 3<br>521032N 0010200E -<br>520707N 0011236E -<br>515808N 0011829E -<br>515548N 0010705E -<br>515806N 0005800E -<br>520839N 0005047E -<br>521032N 0010200E<br>Upper limit: FL195<br>Lower limit: FL85<br>Class: A | LONDON ACC | LONDON CONTROL<br>English<br>H24 | 121.230 | Parts of the following ATS Routes are incorporated within the CTA: M183 and M604.<br><br>Frequencies purpose: GAT inbound/outbound to/from and/or overflying the LTMA and Clacton CTA 3.<br><br>To operate UAS within this area, UAS operators are required to notify NATS via the NATS Non-Standard Flight (NSF) Portal. UAS operators are required to notify NATS at least 14 days before the date of each activity. |

# ENR 2.1 FIR, UIR, TMA AND CTA (continued)

| Name<br>Lateral limits<br>Vertical limits<br>Class of Airspace | Unit Providing Service | Callsign<br>Language<br>Hours of Service<br>Conditions of Use | Channel/<br>Frequency(MHz)/<br>Purpose/<br>SATVOICE number | Remarks |
|---|---|---|---|---|
| 1 | 2 | 3 | 4 | 5 |
| CLACTON CTA 4<br>522510N 0012816E -<br>522452N 0014237E -<br>521024N 0015510E -<br>520940N 0013928E -<br>522008N 0013019E -<br>522026N 0011450E -<br>522510N 0012816E<br>Upper limit: FL195<br>Lower limit: FL165<br>Class: A | LONDON ACC | LONDON CONTROL<br>English<br>H24 | 121.230 | Parts of the following ATS Routes are incorporated within the CTA: M604, P25 and Y6.<br><br>Frequencies purpose: GAT inbound/ outbound to/from and/or overflying the LTMA and Clacton CTA 4.<br><br>To operate UAS within this area, UAS operators are required to notify NATS via the NATS Non-Standard Flight (NSF) Portal. UAS operators are required to notify NATS at least 14 days before the date of each activity. |
| CLACTON CTA 5<br>521304N 0023417E -<br>515220N 0021737E -<br>515222N 0012635E -<br>515904N 0012302E -<br>521304N 0023417E<br>Upper limit: FL195<br>Lower limit: FL85<br>Class: A | LONDON ACC | LONDON CONTROL<br>English<br>H24 | 121.230<br>Eastbound<br>135.425<br>Westbound | Parts of the following ATS Routes are incorporated within the CTA: L620, M40, M183, M197, P7, P44, P49, Y4 and Y6.<br><br>Frequencies purpose: GAT inbound/ outbound to/from and/or overflying the LTMA and Clacton CTA 5.<br><br>To operate UAS within this area, UAS operators are required to notify NATS via the NATS Non-Standard Flight (NSF) Portal. UAS operators are required to notify NATS at least 14 days before the date of each activity. |
| CLACTON CTA 6<br>521150N 0022748E -<br>520327N 0014452E -<br>520940N 0013928E -<br>521150N 0022748E<br>Upper limit: FL195<br>Lower limit: FL135<br>Class: A | LONDON ACC | LONDON CONTROL<br>English<br>H24 | 121.230 | Parts of the following ATS Routes are incorporated within the CTA: P7, P44 and Y6.<br><br>Frequencies purpose: GAT inbound/ outbound to/from and/or overflying the LTMA and Clacton CTA 6.<br><br>To operate UAS within this area, UAS operators are required to notify NATS via the NATS Non-Standard Flight (NSF) Portal. UAS operators are required to notify NATS at least 14 days before the date of each activity. |
| CLACTON CTA 7<br>515222N 0012635E -<br>515220N 0021737E -<br>513000N 0020000E -<br>512922N 0020000E -<br>513024N 0013733E -<br>512708N 0013826E -<br>512053N 0013611E -<br>512106N 0013052E -<br>512130N 0012140E -<br>512247N 0011549E -<br>513905N 0012500E -<br>515222N 0012635E<br>Upper limit: FL195<br>Lower limit: FL65<br>Class: A | LONDON ACC | LONDON CONTROL<br>English<br>H24 | 135.425 | Parts of the following ATS Routes are incorporated within the CTA: L179, L608, L610, L980, M84, M189, P7, P49, Q63, Y4 and Y6.<br><br>Frequencies purpose: GAT inbound/ outbound to/from and/or overflying the LTMA and Clacton CTA 7.<br><br>To operate UAS within this area, UAS operators are required to notify NATS via the NATS Non-Standard Flight (NSF) Portal. UAS operators are required to notify NATS at least 14 days before the date of each activity. |

# ENR 2.1 FIR, UIR, TMA AND CTA (continued)

| **Name**<br>**Lateral limits**<br>**Vertical limits**<br>**Class of Airspace** | **Unit Providing Service** | **Callsign**<br>**Language**<br>**Hours of Service**<br>**Conditions of Use** | **Channel/**<br>**Frequency(MHz)/**<br>**Purpose/**<br>**SATVOICE number** | **Remarks** |
|---|---|---|---|---|
| **1** | **2** | **3** | **4** | **5** |
| CLACTON CTA 9<br>513024N 0013733E -<br>512922N 0020000E -<br>511948N 0020000E -<br>512053N 0013611E -<br>512708N 0013826E -<br>513024N 0013733E<br>Upper limit: FL195<br>Lower limit: FL105<br>Class: A | LONDON ACC | LONDON CONTROL<br>English<br>H24 | 135.425 | Part of ATS Routes L610 and Y4 are incorporated within the CTA.<br><br>Frequencies purpose: GAT inbound/ outbound to/from and/or overflying the LTMA and Clacton CTA 9.<br><br>To operate UAS within this area, UAS operators are required to notify NATS via the NATS Non-Standard Flight (NSF) Portal. UAS operators are required to notify NATS at least 14 days before the date of each activity. |
| CLACTON CTA 10<br>521832N 0000507W -<br>521802N 0000240W -<br>521712N 0000935E -<br>521105N 0001412E -<br>521104N 0000528E following the line of latitude to -<br>521104N 0002159W -<br>521126N 0002220W -<br>521832N 0000507W<br>Upper limit: FL195<br>Lower limit: FL75<br>Class: C | LONDON ACC | LONDON CONTROL<br>English<br>H24 | 129.280<br>129.550 | To operate UAS within this area, UAS operators are required to notify NATS via the NATS Non-Standard Flight (NSF) Portal. UAS operators are required to notify NATS at least 14 days before the date of each activity. |
| CLACTON CTA 11<br>521712N 0000935E -<br>521606N 0002507E -<br>521105N 0002410E following the line of latitude to -<br>521105N 0001412E -<br>521712N 0000935E<br>Upper limit: FL195<br>Lower limit: FL105<br>Class: C | LONDON ACC | LONDON CONTROL<br>English<br>H24 | 129.280 | To operate UAS within this area, UAS operators are required to notify NATS via the NATS Non-Standard Flight (NSF) Portal. UAS operators are required to notify NATS at least 14 days before the date of each activity. |
| CLACTON CTA 12<br>522030N 0011113E -<br>522026N 0011450E -<br>521245N 0005322E -<br>521221N 0004819E -<br>521104N 0003242E -<br>521105N 0002410E -<br>521606N 0002507E -<br>521503N 0003932E -<br>521614N 0005918E -<br>522030N 0011113E<br>Upper limit: FL195<br>Lower limit: FL125<br>Class: C | LONDON ACC | LONDON CONTROL<br>English<br>H24 | 121.230<br>129.280 | Frequencies purpose: GAT inbound/ outbound to/from and/or overflying the LTMA and Clacton CTA 12.<br><br>To operate UAS within this area, UAS operators are required to notify NATS via the NATS Non-Standard Flight (NSF) Portal. UAS operators are required to notify NATS at least 14 days before the date of each activity. |

# ENR 2.1 FIR, UIR, TMA AND CTA (continued)

| Name<br>Lateral limits<br>Vertical limits<br>Class of Airspace | Unit Providing Service | Callsign<br>Language<br>Hours of Service<br>Conditions of Use | Channel/<br>Frequency(MHz)/<br>Purpose/<br>SATVOICE number | Remarks |
|---|---|---|---|---|
| 1 | 2 | 3 | 4 | 5 |
| COTSWOLD CTA 1<br>513946N 0032432W -<br>513839N 0031727W -<br>513743N 0030845W -<br>513450N 0024206W -<br>512419N 0024505W -<br>512608N 0031050W -<br>511010N 0031341W -<br>511115N 0032929W -<br>513946N 0032432W<br>Upper limit: FL195<br>Lower limit: FL105<br>Class: A | LONDON ACC | LONDON CONTROL<br>English<br>H24<br>(Note 1) | 134.755 | Parts of the following ATS Routes are incorporated within the CTA: N91, N92, N862, N864 and P4.<br><br>To operate UAS within this area, UAS operators are required to notify NATS via the NATS Non-Standard Flight (NSF) Portal. UAS operators are required to notify NATS at least 14 days before the date of each activity.<br><br>LONDON CONTROL:<br>Note 1: 0600-2300 (0500-2200) above FL 165, 2300-0600 (2200-0500) (All Levels).<br><br>CARDIFF RADAR:<br>Note 1: Between 0600-2300 (0500-2200) FL 165 and below the provision of ATS is delegated to Cardiff Radar. |
| | CARDIFF APP | CARDIFF RADAR<br>English<br>0600-2300 (0500-2200)<br>(Note 1) | 125.855 | |
| COTSWOLD CTA 2<br>512608N 0031050W -<br>512419N 0024505W -<br>512331N 0023410W -<br>511620N 0023328W -<br>511538N 0025120W -<br>511505N 0025335W -<br>511010N 0031341W -<br>512608N 0031050W<br>Upper limit: FL195<br>Lower limit: FL165<br>Class: C | LONDON ACC | LONDON CONTROL<br>English<br>H24 | 134.755 | Part of ATS Routes N92 and N862 are incorporated within the CTA.<br><br>To operate UAS within this area, UAS operators are required to notify NATS via the NATS Non-Standard Flight (NSF) Portal. UAS operators are required to notify NATS at least 14 days before the date of each activity. |
| COTSWOLD CTA 3<br>514440N 0023918W -<br>514413N 0023517W -<br>514125N 0021026W -<br>513135N 0021321W -<br>513450N 0024206W -<br>514440N 0023918W<br>Upper limit: FL195<br>Lower limit: FL75<br>Class: A | LONDON ACC | LONDON CONTROL<br>English<br>H24<br>(Note 1) | 134.755 | Part of ATS Routes N80, N92 and Q63 are incorporated within the CTA.<br><br>To operate UAS within this area, UAS operators are required to notify NATS via the NATS Non-Standard Flight (NSF) Portal. UAS operators are required to notify NATS at least 14 days before the date of each activity.<br><br>LONDON CONTROL:<br>Note 1: 0600-2300 (0500-2200) above FL 135, 2300-0600 (2200-0500) (All Levels).<br><br>BRISTOL RADAR:<br>Note 1: Between 0600-2300 (0500-2200) FL 135 and below the provision of ATS is delegated to Bristol Radar. |
| | BRISTOL APP | BRISTOL RADAR<br>English<br>0600-2300 (0500-2200)<br>(Note 1) | 125.650 | |

# ENR 2.1 FIR, UIR, TMA AND CTA (continued)

| Name<br>Lateral limits<br>Vertical limits<br>Class of Airspace | Unit Providing Service | Callsign<br>Language<br>Hours of Service<br>Conditions of Use | Channel/<br>Frequency(MHz)/<br>Purpose/<br>SATVOICE number | Remarks |
|---|---|---|---|---|
| 1 | 2 | 3 | 4 | 5 |
| COTSWOLD CTA 4<br>514028N 0020214W -<br>513928N 0015338W -<br>513640N 0013011W -<br>513607N 0012547W -<br>512619N 0012850W -<br>512624N 0012933W -<br>513039N 0020510W -<br>514028N 0020214W<br>Upper limit: FL195<br>Lower limit: FL65<br>Class: A | LONDON ACC | LONDON CONTROL<br>English<br>H24 | 134.755 | Parts of the following ATS Routes are incorporated within the CTA: L18, L179, L607, P73, P86 and Q63.<br><br>To operate UAS within this area, UAS operators are required to notify NATS via the NATS Non-Standard Flight (NSF) Portal. UAS operators are required to notify NATS at least 14 days before the date of each activity. |
| COTSWOLD CTA 5<br>515351N 0023017W -<br>514707N 0020509W -<br>514117N 0020916W -<br>514125N 0021026W -<br>514413N 0023517W -<br>515351N 0023017W<br>Upper limit: FL195<br>Lower limit: FL155<br>Class: A | LONDON ACC | LONDON CONTROL<br>English<br>H24 | 134.755 | Part of ATS Routes L9, N14 and N92 are incorporated within the CTA.<br><br>To operate UAS within this area, UAS operators are required to notify NATS via the NATS Non-Standard Flight (NSF) Portal. UAS operators are required to notify NATS at least 14 days before the date of each activity. |
| COTSWOLD CTA 6<br>514707N 0020509W -<br>514457N 0015035W -<br>514454N 0014947W -<br>513928N 0015338W -<br>514028N 0020214W -<br>514117N 0020916W -<br>514707N 0020509W<br>Upper limit: FL195<br>Lower limit: FL125<br>Class: A | LONDON ACC | LONDON CONTROL<br>English<br>H24 | 134.755 | Part of ATS Routes L9 and N14 are incorporated within the CTA.<br><br>To operate UAS within this area, UAS operators are required to notify NATS via the NATS Non-Standard Flight (NSF) Portal. UAS operators are required to notify NATS at least 14 days before the date of each activity. |
| COTSWOLD CTA 7<br>514454N 0014947W -<br>514412N 0014010W -<br>513945N 0012646W -<br>513911N 0012629W -<br>513640N 0013011W -<br>513928N 0015338W -<br>514454N 0014947W<br>Upper limit: FL195<br>Lower limit: FL95<br>Class: A | LONDON ACC | LONDON CONTROL<br>English<br>H24 | 134.755 | Part of ATS Routes L9 and N14 are incorporated within the CTA.<br><br>To operate UAS within this area, UAS operators are required to notify NATS via the NATS Non-Standard Flight (NSF) Portal. UAS operators are required to notify NATS at least 14 days before the date of each activity. |

# ENR 2.1 FIR, UIR, TMA AND CTA (continued)

| Name<br>Lateral limits<br>Vertical limits<br>Class of Airspace | Unit Providing Service | Callsign<br>Language<br>Hours of Service<br>Conditions of Use | Channel/<br>Frequency(MHz)/<br>Purpose/<br>SATVOICE number | Remarks |
|---|---|---|---|---|
| 1 | 2 | 3 | 4 | 5 |
| COTSWOLD CTA 8<br>514954N 0032323W -<br>514825N 0031406W -<br>514743N 0030725W -<br>514308N 0030746W -<br>513743N 0030845W -<br>513839N 0031727W -<br>513946N 0032432W -<br>514355N 0032348W -<br>514954N 0032323W<br>Upper limit: FL195<br>Lower limit: 5500 FT ALT<br>Class: A | LONDON ACC | LONDON CONTROL<br>English<br>H24<br>(Note 1) | 134.755 | Parts of the following ATS Routes are incorporated within the CTA: L9, L180, P4, P69, N80, N864 and Q63.<br><br>To operate UAS within this area, UAS operators are required to notify NATS via the NATS Non-Standard Flight (NSF) Portal. UAS operators are required to notify NATS at least 14 days before the date of each activity.<br><br>LONDON CONTROL:<br>Note 1: 0600-2300 (0500-2200) above FL 165, 2300-0600 (2200-0500) (All Levels).<br><br>CARDIFF RADAR:<br>Note 1: Between 0600-2300 (0500-2200) FL 165 and below the provision of ATS is delegated to Cardiff Radar. |
| | CARDIFF APP | CARDIFF RADAR<br>English<br>0600-2300 (0500-2200)<br>(Note 1) | 125.855 | |
| COTSWOLD CTA 9<br>515341N 0032127W -<br>515313N 0030514W -<br>514738N 0030638W -<br>514825N 0031406W -<br>514954N 0032323W -<br>515056N 0032207W -<br>515341N 0032127W<br>Upper limit: FL195<br>Lower limit: FL75<br>Class: A | LONDON ACC | LONDON CONTROL<br>English<br>H24<br>(Note 1) | 134.755 | Part of ATS Routes L9, L180, N864 and P69 are incorporated within the CTA.<br><br>To operate UAS within this area, UAS operators are required to notify NATS via the NATS Non-Standard Flight (NSF) Portal. UAS operators are required to notify NATS at least 14 days before the date of each activity.<br><br>LONDON CONTROL:<br>Note 1: 0600-2300 (0500-2200) above FL 165, 2300-0600 (2200-0500) (All Levels).<br><br>CARDIFF RADAR:<br>Note 1: Between 0600-2300 (0500-2200) FL 165 and below the provision of ATS is delegated to Cardiff Radar. |
| | CARDIFF APP | CARDIFF RADAR<br>English<br>0600-2300 (0500-2200)<br>(Note 1) | 125.855 | |

# ENR 2.1 FIR, UIR, TMA AND CTA (continued)

| **Name**<br>**Lateral limits**<br>**Vertical limits**<br>**Class of Airspace** | **Unit Providing Service** | **Callsign**<br>**Language**<br>**Hours of Service**<br>**Conditions of Use** | **Channel/**<br>**Frequency(MHz)/**<br>**Purpose/**<br>**SATVOICE number** | **Remarks** |
|---|---|---|---|---|
| **1** | **2** | **3** | **4** | **5** |
| COTSWOLD CTA 11<br>515739N 0032029W -<br>515642N 0024828W -<br>515700N 0024716W -<br>515043N 0024748W -<br>514515N 0024433W -<br>514738N 0030638W -<br>515313N 0030514W -<br>515341N 0032127W -<br>515739N 0032029W<br>Upper limit: FL195<br>Lower limit: FL105<br>Class: A | LONDON ACC | LONDON CONTROL<br>English<br>H24<br>(Note 1) | 134.755 | Part of ATS Routes L9, L180, N91, N862, N864 and P69 are incorporated within the CTA.<br><br>To operate UAS within this area, UAS operators are required to notify NATS via the NATS Non-Standard Flight (NSF) Portal. UAS operators are required to notify NATS at least 14 days before the date of each activity.<br><br>Note: The following two areas, within PEPZE CTAs 13 and 14 and Cotswold CTAs 11 and 17 between the CTAs base level and FL 195, and referred to as the OSSEP Gliding Areas, are notified for the purposes of SERA.6001(a) Classification of Airspaces in accordance with conditions established in a Letter of Agreement (LOA) between the British Gliding Association (BGA) and London ACC, Swanwick Mil and Cardiff ATC:<br><br>MADLEY Box bounded by great circle lines joining:<br>520734N 0025744W -<br>520712N 0024624W -<br>515640N 0024718W -<br>515701N 0025836W -<br>520734N 0025744W.<br><br>RAGLAN Box bounded by great circle lines joining:<br>515701N 0025836W -<br>515640N 0024718W -<br>515040N 0024748W -<br>515153N 0025901W -<br>515701N 0025836W.<br><br>During periods of activation of these areas ATC will direct aircraft to remain clear of the active area.<br><br>LONDON CONTROL:<br>Note 1: 0600-2300 (0500-2200) above FL 165, 2300-0600 (2200-0500) (All Levels).<br><br>CARDIFF RADAR:<br>Note 1: Between 0600-2300 (0500-2200) FL 165 and below the provision of ATS is delegated to Cardiff Radar. |
| | CARDIFF APP | CARDIFF RADAR<br>English<br>0600-2300 (0500-2200)<br>(Note 1) | 125.855 | |

# ENR 2.1 FIR, UIR, TMA AND CTA (continued)

| Name<br>Lateral limits<br>Vertical limits<br>Class of Airspace | Unit Providing Service | Callsign<br>Language<br>Hours of Service<br>Conditions of Use | Channel/<br>Frequency(MHz)/<br>Purpose/<br>SATVOICE number | Remarks |
|---|---|---|---|---|
| 1 | 2 | 3 | 4 | 5 |
| COTSWOLD CTA 12<br>514743N 0030725W -<br>514440N 0023918W -<br>513450N 0024206W -<br>513743N 0030845W -<br>514308N 0030746W -<br>514743N 0030725W<br>Upper limit: FL195<br>Lower limit: FL75<br>Class: A | LONDON ACC | LONDON CONTROL<br>English<br>H24<br>(Note 1) | 134.755 | Part of ATS Routes N80, N91, N92, P4 and Q63 are incorporated within the CTA.<br><br>To operate UAS within this area, UAS operators are required to notify NATS via the NATS Non-Standard Flight (NSF) Portal. UAS operators are required to notify NATS at least 14 days before the date of each activity.<br><br>LONDON CONTROL:<br>Note 1: 0600-2300 (0500-2200) above FL 165, 2300-0600 (2200-0500) (All Levels).<br><br>CARDIFF RADAR:<br>Note 1: Between 0600-2300 (0500-2200) FL 165 and below the provision of ATS is delegated to Cardiff Radar. |
| | CARDIFF APP | CARDIFF RADAR<br>English<br>0600-2300 (0500-2200)<br>(Note 1) | 125.855 | |
| COTSWOLD CTA 13<br>513450N 0024206W -<br>513135N 0021321W -<br>513039N 0020510W -<br>512624N 0012933W -<br>511837N 0012813W -<br>511726N 0012843W -<br>511859N 0013913W -<br>512250N 0023406W -<br>512331N 0023410W -<br>512419N 0024505W -<br>513450N 0024206W<br>Upper limit: FL195<br>Lower limit: FL105<br>Class: A | LONDON ACC | LONDON CONTROL<br>English<br>H24<br>(Note 1) | 134.755 | Part of ATS Routes L18, L607, N21, P2 and P4 are incorporated within the CTA.<br><br>To operate UAS within this area, UAS operators are required to notify NATS via the NATS Non-Standard Flight (NSF) Portal. UAS operators are required to notify NATS at least 14 days before the date of each activity.<br><br>Note 1: Between 0600-2300 (0500-2200) within the portion of Cotswold CTA 13 which overlies the Bristol CTR and Bristol CTAs 1, 2, 3, 6, 7 & 8, FL 135 and below, the provision of ATS is delegated to Bristol Radar. |
| | BRISTOL APP | BRISTOL RADAR<br>English<br>0600-2300 (0500-2200)<br>(Note 1) | 125.650 | |
| COTSWOLD CTA 14<br>514125N 0021026W -<br>514117N 0020916W -<br>514028N 0020214W -<br>513039N 0020510W -<br>513135N 0021321W -<br>514125N 0021026W<br>Upper limit: FL195<br>Lower limit: FL75<br>Class: A | LONDON ACC | LONDON CONTROL<br>English<br>H24 | 134.755 | Part of ATS Route Q63 is incorporated within the CTA.<br><br>To operate UAS within this area, UAS operators are required to notify NATS via the NATS Non-Standard Flight (NSF) Portal. UAS operators are required to notify NATS at least 14 days before the date of each activity. |

# ENR 2.1 FIR, UIR, TMA AND CTA (continued)

| **Name**<br>**Lateral limits**<br>**Vertical limits**<br>**Class of Airspace** | **Unit Providing Service** | **Callsign**<br>**Language**<br>**Hours of Service**<br>**Conditions of Use** | **Channel/**<br>**Frequency(MHz)/**<br>**Purpose/**<br>**SATVOICE number** | **Remarks** |
|---|---|---|---|---|
| **1** | **2** | **3** | **4** | **5** |
| COTSWOLD CTA 15<br>520526N 0023050W -<br>515703N 0021633W -<br>515208N 0022350W -<br>515351N 0023017W -<br>514413N 0023517W -<br>514515N 0024433W -<br>515043N 0024748W -<br>515700N 0024716W -<br>515714N 0024620W -<br>520526N 0023050W<br>Upper limit: FL195<br>Lower limit: FL125<br>Class: C | LONDON ACC | LONDON CONTROL<br>English<br>Mon-Thu 1700-0900 (1600-0800) and Fri (or the day preceding a PH) 1700 (1600) to Mon (or the day following a PH) 0900 (0800). | 134.755 | Outside the published hours of service the airspace reverts to Class G.<br><br>Parts of the following ATS Routes are incorporated within the CTA: L9, L180, N91 and N92.<br><br>To operate UAS within this area, UAS operators are required to notify NATS via the NATS Non-Standard Flight (NSF) Portal. UAS operators are required to notify NATS at least 14 days before the date of each activity.<br><br>Access restrictions may apply during NOTAM activation of EGD218. |
| COTSWOLD CTA 16<br>515351N 0023017W -<br>515208N 0022350W -<br>514413N 0023517W -<br>515351N 0023017W<br>Upper limit: FL155<br>Lower limit: FL125<br>Class: C | LONDON ACC | LONDON CONTROL<br>English<br>Mon-Thu 1700-0900 (1600-0800) and Fri (or the day preceding a PH) 1700 (1600) to Mon (or the day following a PH) 0900 (0800). | 134.755 | Outside the published hours of service the airspace reverts to Class G.<br><br>Part of ATS Route N92 is incorporated within the CTA.<br><br>To operate UAS within this area, UAS operators are required to notify NATS via the NATS Non-Standard Flight (NSF) Portal. UAS operators are required to notify NATS at least 14 days before the date of each activity.<br><br>Access restrictions may apply during NOTAM activation of EGD218. |

# ENR 2.1 FIR, UIR, TMA AND CTA (continued)

| Name<br>Lateral limits<br>Vertical limits<br>Class of Airspace | Unit Providing Service | Callsign<br>Language<br>Hours of Service<br>Conditions of Use | Channel/<br>Frequency(MHz)/<br>Purpose/<br>SATVOICE number | Remarks |
|---|---|---|---|---|
| 1 | 2 | 3 | 4 | 5 |
| COTSWOLD CTA 17<br>525046N 0024529W -<br>523253N 0023011W -<br>521702N 0021251W -<br>520526N 0023050W -<br>515714N 0024620W -<br>515642N 0024828W -<br>515647N 0025125W -<br>515751N 0025203W -<br>522042N 0025007W -<br>522029N 0024337W -<br>523651N 0024210W -<br>524852N 0024522W -<br>525046N 0024529W<br>Upper limit: FL195<br>Lower limit: FL175<br>Class: C | LONDON ACC | LONDON CONTROL<br>English<br>Mon-Thu 1700-0900 (1600-0800) and Fri (or the day preceding a PH) 1700 (1600) to Mon (or the day following a PH) 0900 (0800). | 133.600 | Outside the published hours of service the airspace reverts to Class G.<br><br>Part of ATS Route Y125 is incorporated within the CTA.<br><br>To operate UAS within this area, UAS operators are required to notify NATS via the NATS Non-Standard Flight (NSF) Portal. UAS operators are required to notify NATS at least 14 days before the date of each activity.<br><br>Note: The following two areas, within PEPZE CTAs 13 and 14 and Cotswold CTAs 11 and 17 between the CTAs base level and FL 195, and referred to as the OSSEP Gliding Areas, are notified for the purposes of SERA.6001(a) Classification of Airspaces in accordance with conditions established in a Letter of Agreement (LOA) between the British Gliding Association (BGA) and London ACC, Swanwick Mil and Cardiff ATC:<br><br>MADLEY Box bounded by great circle lines joining:<br>520734N 0025744W -<br>520712N 0024624W -<br>515640N 0024718W -<br>515701N 0025836W -<br>520734N 0025744W.<br><br>RAGLAN Box bounded by great circle lines joining:<br>515701N 0025836W -<br>515640N 0024718W -<br>515040N 0024748W -<br>515153N 0025901W -<br>515701N 0025836W.<br><br>During periods of activation of these areas ATC will direct aircraft to remain clear of the active area. |
| COTSWOLD CTA 18<br>521702N 0021251W -<br>520648N 0020148W -<br>515703N 0021633W -<br>520526N 0023050W -<br>521702N 0021251W<br>Upper limit: FL195<br>Lower limit: FL75<br>Class: C | LONDON ACC | LONDON CONTROL<br>English<br>Mon-Thu 1700-0900 (1600-0800) and Fri (or the day preceding a PH) 1700 (1600) to Mon (or the day following a PH) 0900 (0800). | 134.755 | Outside the published hours of service the airspace reverts to Class G.<br><br>Part of ATS Route N92 is incorporated within the CTA.<br><br>To operate UAS within this area, UAS operators are required to notify NATS via the NATS Non-Standard Flight (NSF) Portal. UAS operators are required to notify NATS at least 14 days before the date of each activity.<br><br>Access restrictions may apply during NOTAM activation of EGD218. |

# ENR 2.1 FIR, UIR, TMA AND CTA (continued)

| **Name**<br>**Lateral limits**<br>**Vertical limits**<br>**Class of Airspace** | **Unit Providing Service** | **Callsign**<br>**Language**<br>**Hours of Service**<br>**Conditions of Use** | **Channel/**<br>**Frequency(MHz)/**<br>**Purpose/**<br>**SATVOICE number** | **Remarks** |
|---|---|---|---|---|
| **1** | **2** | **3** | **4** | **5** |
| DAVENTRY CTA 1<br>532614N 0015024W -<br>531952N 0014757W -<br>530412N 0015647W -<br>530732N 0020056W -<br>532614N 0015024W<br>Upper limit: FL195<br>Lower limit: 4500 FT ALT<br>Class: A | SCOTTISH ACC | SCOTTISH CONTROL<br>English<br>H24 | 119.530<br>As directed.<br>134.430 | Parts of the following ATS Routes are incorporated within Daventry CTA 1:<br>M605 and N57.<br><br>To operate UAS within this area, UAS operators are required to notify NATS via the NATS Non-Standard Flight (NSF) Portal. UAS operators are required to notify NATS at least 14 days before the date of each activity. |
| DAVENTRY CTA 2<br>531952N 0014757W -<br>530952N 0014407W -<br>530108N 0015300W -<br>530412N 0015647W -<br>531952N 0014757W<br>Upper limit: FL195<br>Lower limit: 5500 FT ALT<br>Class: A | SCOTTISH ACC | SCOTTISH CONTROL<br>English<br>H24 | 119.530<br>As directed.<br>134.430 | Parts of the following ATS Routes are incorporated within Daventry CTA 2:<br>M605, N57 and Q4.<br><br>To operate UAS within this area, UAS operators are required to notify NATS via the NATS Non-Standard Flight (NSF) Portal. UAS operators are required to notify NATS at least 14 days before the date of each activity. |
| DAVENTRY CTA 3<br>531145N 0013558W -<br>521403N 0010009W -<br>521355N 0010026W -<br>524702N 0013541W -<br>530108N 0015300W -<br>530952N 0014407W -<br>531145N 0013558W<br>Upper limit: FL195<br>Lower limit: 5500 FT ALT<br>Class: A | LONDON ACC | LONDON CONTROL<br>English<br>H24 | 130.925 | To operate UAS within this area, UAS operators are required to notify NATS via the NATS Non-Standard Flight (NSF) Portal. UAS operators are required to notify NATS at least 14 days before the date of each activity.<br><br>LONDON CONTROL:<br>Parts of the following ATS Routes are incorporated within Daventry CTA 3:<br>M605, N57, P155, T420 and Y53.<br><br>Note: That portion south of a line through Birmingham Airport at right angles to the centre-line of ATS Route N601.<br><br>SCOTTISH CONTROL:<br>Note: That portion north of a line through Birmingham Airport at right angles to the centre-line of ATS Route N601. |
| | SCOTTISH ACC | SCOTTISH CONTROL<br>English<br>H24 | 119.530<br>As directed.<br>134.430 | |
| DAVENTRY CTA 4<br>521403N 0010009W -<br>521049N 0010650W -<br>520633N 0012617W -<br>520428N 0012245W -<br>520843N 0010339W -<br>521222N 0005608W -<br>521403N 0010009W<br>Upper limit: FL195<br>Lower limit: 5500 FT ALT<br>Class: A | LONDON ACC | LONDON CONTROL<br>English<br>H24 | 130.925 | Parts of the following ATS Routes are incorporated within Daventry CTA 4:<br>L10, L15, L608, M605 and Y321.<br><br>To operate UAS within this area, UAS operators are required to notify NATS via the NATS Non-Standard Flight (NSF) Portal. UAS operators are required to notify NATS at least 14 days before the date of each activity. |

# ENR 2.1 FIR, UIR, TMA AND CTA (continued)

| Name<br>Lateral limits<br>Vertical limits<br>Class of Airspace | Unit Providing Service | Callsign<br>Language<br>Hours of Service<br>Conditions of Use | Channel/<br>Frequency(MHz)/<br>Purpose/<br>SATVOICE number | Remarks |
|---|---|---|---|---|
| 1 | 2 | 3 | 4 | 5 |
| DAVENTRY CTA 5<br>521222N 0005608W -<br>520843N 0010339W -<br>520428N 0012245W -<br>515745N 0011126W -<br>520421N 0003712W -<br>521222N 0005608W<br>Upper limit: FL195<br>Lower limit: FL65<br>Class: A | LONDON ACC | LONDON CONTROL<br>English<br>H24 | 130.925 | Parts of the following ATS Routes are incorporated within Daventry CTA 5:<br>L10, L15, L608, M605 and T420.<br><br>To operate UAS within this area, UAS operators are required to notify NATS via the NATS Non-Standard Flight (NSF) Portal. UAS operators are required to notify NATS at least 14 days before the date of each activity. |
| DAVENTRY CTA 6<br>515626N 0011022W -<br>514420N 0010041W -<br>514019N 0010507W -<br>515626N 0011022W<br>Upper limit: FL195<br>Lower limit: FL65<br>Minimum limit: 6500 FT ALT<br>Class: A | LONDON ACC | LONDON CONTROL<br>English<br>H24 | 130.925 | Parts of the following ATS Routes are incorporated within Daventry CTA 6:<br>M183, N84, P86 and Q41.<br><br>To operate UAS within this area, UAS operators are required to notify NATS via the NATS Non-Standard Flight (NSF) Portal. UAS operators are required to notify NATS at least 14 days before the date of each activity. |
| DAVENTRY CTA 7<br>530732N 0020056W -<br>530412N 0015647W -<br>530115N 0015826W -<br>525828N 0020854W -<br>525858N 0023314W -<br>530443N 0024001W -<br>530626N 0024349W -<br>530602N 0022246W -<br>530732N 0020056W<br>Upper limit: FL195<br>Lower limit: 4500 FT ALT<br>Class: A | SCOTTISH ACC | SCOTTISH CONTROL<br>English<br>H24 | 134.430 | Parts of the following ATS Routes are incorporated within Daventry CTA 7:<br>L8, L10, L612, N859, P18 and Y53.<br><br>To operate UAS within this area, UAS operators are required to notify NATS via the NATS Non-Standard Flight (NSF) Portal. UAS operators are required to notify NATS at least 14 days before the date of each activity. |
| DAVENTRY CTA 8<br>530412N 0015647W -<br>525833N 0014948W -<br>524800N 0015216W -<br>524216N 0021343W -<br>525858N 0023314W -<br>525828N 0020854W -<br>530115N 0015826W -<br>530412N 0015647W<br>Upper limit: FL195<br>Lower limit: 5500 FT ALT<br>Class: A | SCOTTISH ACC | SCOTTISH CONTROL<br>English<br>H24 | 134.430 | Parts of the following ATS Routes are incorporated within Daventry CTA 8:<br>L8, L10, L612, N859, P18 and Y53.<br><br>To operate UAS within this area, UAS operators are required to notify NATS via the NATS Non-Standard Flight (NSF) Portal. UAS operators are required to notify NATS at least 14 days before the date of each activity. |

## ENR 2.1 FIR, UIR, TMA AND CTA (continued)

| **Name**<br>**Lateral limits**<br>**Vertical limits**<br>**Class of Airspace** | **Unit Providing Service** | **Callsign**<br>**Language**<br>**Hours of Service**<br>**Conditions of Use** | **Channel/**<br>**Frequency(MHz)/**<br>**Purpose/**<br>**SATVOICE number** | **Remarks** |
|---|---|---|---|---|
| **1** | **2** | **3** | **4** | **5** |
| DAVENTRY CTA 9<br>525833N 0014948W -<br>524702N 0013541W -<br>521355N 0010026W -<br>521049N 0010650W (Daventry VOR) -<br>520633N 0012617W -<br>521135N 0013450W thence clockwise by the arc of a circle radius 17 NM centred on 522722N 0014502W to<br>521039N 0014012W -<br>521431N 0014159W -<br>524216N 0021343W -<br>524800N 0015216W -<br>525833N 0014948W<br>Upper limit: FL195<br>Lower limit: 4500 FT ALT<br>Class: A | LONDON ACC | LONDON CONTROL<br>English<br>H24 | 130.925 | To operate UAS within this area, UAS operators are required to notify NATS via the NATS Non-Standard Flight (NSF) Portal. UAS operators are required to notify NATS at least 14 days before the date of each activity.<br><br>LONDON CONTROL:<br>Parts of the following ATS Routes are incorporated within Daventry CTA 9:<br>L8, L10, L15, L608, L612, M605, N57, N859, P155, Y53, Y250 and Y321.<br><br>Note: That portion south of a line through Birmingham Airport at right angles to the centre-line of ATS Route N601.<br><br>SCOTTISH CONTROL:<br>Note: That portion north of a line through Birmingham Airport at right angles to the centre-line of ATS Route N601. |
| | SCOTTISH ACC | SCOTTISH CONTROL<br>English<br>H24 | 134.430 | |
| DAVENTRY CTA 10<br>532656N 0015000W -<br>532719N 0014617W -<br>531137N 0013631W -<br>530952N 0014407W -<br>532614N 0015024W -<br>532656N 0015000W<br>Upper limit: FL195<br>Lower limit: FL65<br>Minimum limit: 5500 FT ALT<br>Class: A | SCOTTISH ACC | SCOTTISH CONTROL<br>English<br>H24 | 119.530<br>As directed.<br>134.430 | Parts of the following ATS Routes are incorporated within Daventry CTA 10:<br>M605, M868 and N57.<br><br>To operate UAS within this area, UAS operators are required to notify NATS via the NATS Non-Standard Flight (NSF) Portal. UAS operators are required to notify NATS at least 14 days before the date of each activity. |

# ENR 2.1 FIR, UIR, TMA AND CTA (continued)

| Name<br>Lateral limits<br>Vertical limits<br>Class of Airspace | Unit Providing Service | Callsign<br>Language<br>Hours of Service<br>Conditions of Use | Channel/<br>Frequency(MHz)/<br>Purpose/<br>SATVOICE number | Remarks |
|---|---|---|---|---|
| 1 | 2 | 3 | 4 | 5 |
| DAVENTRY CTA 11<br>532227N 0014315W -<br>532109N 0012904W -<br>532003N 0013042W -<br>531930N 0013131W -<br>531143N 0013142W -<br>530517N 0013152W -<br>531145N 0013558W -<br>531137N 0013631W -<br>532227N 0014315W<br>Upper limit: FL195<br>Lower limit: FL85<br>Class: A | SCOTTISH ACC | SCOTTISH CONTROL<br>English<br>H24 | 119.530 | Parts of the following ATS Routes are incorporated within Daventry CTA 11: M868 and N601.<br><br>To operate UAS within this area, UAS operators are required to notify NATS via the NATS Non-Standard Flight (NSF) Portal. UAS operators are required to notify NATS at least 14 days before the date of each activity.<br><br>Camphill Box<br>The portion of airspace formed by joining positions: 532719N 0014617W - 533017N 0011641W - 531938N 0011532W - 532012N 0011840W - 532110N 0012901W - 532002.91N 0013042.10W - is notified for the purposes of SERA.6001(a) Classification of Airspaces in accordance with the conditions established in the Letter of Agreement (LOA) btn the Derbyshire and Lancashire (Camphill) Gliding Club, British Gliding Association (BGA), Leeds Bradford International Airport, and Scottish ACC. |

# ENR 2.1 FIR, UIR, TMA AND CTA (continued)

| **Name**<br>**Lateral limits**<br>**Vertical limits**<br>**Class of Airspace** | **Unit Providing Service** | **Callsign**<br>**Language**<br>**Hours of Service**<br>**Conditions of Use** | **Channel/**<br>**Frequency(MHz)/**<br>**Purpose/**<br>**SATVOICE number** | **Remarks** |
|---|---|---|---|---|
| **1** | **2** | **3** | **4** | **5** |
| DAVENTRY CTA 12<br>532003N 0013042W -<br>531139N 0012206W -<br>521126N 0002220W -<br>521002N 0002427W -<br>521118N 0003323W -<br>523406N 0011224W -<br>530517N 0013152W -<br>531143N 0013142W -<br>531930N 0013131W -<br>532003N 0013042W<br>Upper limit: FL195<br>Lower limit: FL105<br>Class: A | LONDON ACC | LONDON CONTROL<br>English<br>H24 | 130.925 | To operate UAS within this area, UAS operators are required to notify NATS via the NATS Non-Standard Flight (NSF) Portal. UAS operators are required to notify NATS at least 14 days before the date of each activity.<br><br>LONDON CONTROL:<br>Parts of the following ATS Routes are incorporated within Daventry CTA 12:<br>N601, P155 and T420.<br><br>Note: That portion south of a line through Birmingham Airport at right angles to the centre-line of ATS Route N601.<br><br>SCOTTISH CONTROL:<br>Note: That portion north of a line through Birmingham Airport at right angles to the centre-line of ATS Route N601.<br><br>Camphill Box<br>The portion of airspace formed by joining positions:<br>532719N 0014617W - 533017N 0011641W - 531938N 0011532W - 532012N 0011840W - 532110N 0012901W - 532002.91N 0013042.10W - is notified for the purposes of SERA.6001(a) Classification of Airspaces in accordance with the conditions established in the Letter of Agreement (LOA) btn the Derbyshire and Lancashire (Camphill) Gliding Club, British Gliding Association (BGA), Leeds Bradford International Airport, and Scottish ACC. |
| | SCOTTISH ACC | SCOTTISH CONTROL<br>English<br>H24 | 119.530 | |
| DAVENTRY CTA 13<br>523406N 0011224W -<br>521118N 0003323W -<br>521002N 0002427W -<br>520316N 0003441W -<br>521403N 0010009W -<br>523406N 0011224W<br>Upper limit: FL195<br>Lower limit: FL75<br>Class: A | LONDON ACC | LONDON CONTROL<br>English<br>H24 | 130.925 | Parts of the following ATS Routes are incorporated within Daventry CTA 13:<br>L608, N57, N601, P155, P166, T418, T420 and Y250.<br><br>To operate UAS within this area, UAS operators are required to notify NATS via the NATS Non-Standard Flight (NSF) Portal. UAS operators are required to notify NATS at least 14 days before the date of each activity. |

# ENR 2.1 FIR, UIR, TMA AND CTA (continued)

| Name<br>Lateral limits<br>Vertical limits<br>Class of Airspace | Unit Providing Service | Callsign<br>Language<br>Hours of Service<br>Conditions of Use | Channel/<br>Frequency(MHz)/<br>Purpose/<br>SATVOICE number | Remarks |
|---|---|---|---|---|
| 1 | 2 | 3 | 4 | 5 |
| DAVENTRY CTA 14<br>520129N 0013758W -<br>520428N 0012245W -<br>515745N 0011126W -<br>515626N 0011022W -<br>514019N 0010507W -<br>513423N 0011138W -<br>513640N 0013011W -<br>513911N 0012629W -<br>520129N 0013758W<br>Upper limit: FL195<br>Lower limit: FL85<br>Class: A | LONDON ACC | LONDON CONTROL<br>English<br>H24 | 121.030 | Parts of the following ATS Routes are incorporated within Daventry CTA 14:<br>L8, L9, L151, L612, M183, N14, N84, N859, P86, T421 and Y321.<br><br>To operate UAS within this area, UAS operators are required to notify NATS via the NATS Non-Standard Flight (NSF) Portal. UAS operators are required to notify NATS at least 14 days before the date of each activity. |
| DAVENTRY CTA 15<br>515853N 0015319W -<br>520429N 0013932W -<br>513945N 0012646W -<br>514258N 0013626W -<br>515853N 0015319W<br>Upper limit: FL195<br>Lower limit: FL105<br>Class: A | LONDON ACC | LONDON CONTROL<br>English<br>H24 | 121.030 | Parts of the following ATS Routes are incorporated within Daventry CTA 15:<br>L8, L151 and Y322.<br><br>To operate UAS within this area, UAS operators are required to notify NATS via the NATS Non-Standard Flight (NSF) Portal. UAS operators are required to notify NATS at least 14 days before the date of each activity. |
| DAVENTRY CTA 16<br>520420N 0013927W -<br>520650N 0012645W -<br>520428N 0012245W -<br>520129N 0013758W -<br>520420N 0013927W<br>Upper limit: FL195<br>Lower limit: FL75<br>Class: A | LONDON ACC | LONDON CONTROL<br>English<br>H24 | 121.030 | Parts of the following ATS Routes are incorporated within Daventry CTA 16:<br>L151 and N859.<br><br>To operate UAS within this area, UAS operators are required to notify NATS via the NATS Non-Standard Flight (NSF) Portal. UAS operators are required to notify NATS at least 14 days before the date of each activity. |
| DAVENTRY CTA 17<br>520711N 0014056W -<br>520911N 0013046W -<br>520650N 0012645W -<br>520420N 0013927W -<br>520711N 0014056W<br>Upper limit: FL195<br>Lower limit: FL65<br>Class: A | LONDON ACC | LONDON CONTROL<br>English<br>H24 | 121.030 | Part of the following ATS Route is incorporated within Daventry CTA 17:<br>N859.<br><br>To operate UAS within this area, UAS operators are required to notify NATS via the NATS Non-Standard Flight (NSF) Portal. UAS operators are required to notify NATS at least 14 days before the date of each activity. |

## ENR 2.1 FIR, UIR, TMA AND CTA (continued)

| **Name**<br>**Lateral limits**<br>**Vertical limits**<br>**Class of Airspace** | **Unit Providing Service** | **Callsign**<br>**Language**<br>**Hours of Service**<br>**Conditions of Use** | **Channel/**<br>**Frequency(MHz)/**<br>**Purpose/**<br>**SATVOICE number** | **Remarks** |
|---|---|---|---|---|
| **1** | **2** | **3** | **4** | **5** |
| DAVENTRY CTA 18<br>521856N 0014705W -<br>521431N 0014159W -<br>521039N 0014012W thence anti-clockwise by the arc of a circle radius 17 NM centred on 522722N 0014502W to<br>521135N 0013450W -<br>520911N 0013046W -<br>520711N 0014056W -<br>521856N 0014705W<br>Upper limit: FL195<br>Lower limit: 5500 FT ALT<br>Class: A | LONDON ACC | LONDON CONTROL<br>English<br>H24 | 121.030 | To operate UAS within this area, UAS operators are required to notify NATS via the NATS Non-Standard Flight (NSF) Portal. UAS operators are required to notify NATS at least 14 days before the date of each activity.<br><br>LONDON CONTROL:<br>Part of the following ATS Route is incorporated within Daventry CTA 18:<br>N859.<br><br>BIRMINGHAM RADAR:<br>Note: Up to and including FL 80, in that part of Daventry CTA 18 which overlies the Birmingham CTR/CTA. |
| | BIRMINGHAM APP | BIRMINGHAM RADAR<br>English<br>H24 | 123.980<br>131.330<br>As directed. | |
| DAVENTRY CTA 19<br>530006N 0024504W -<br>521856N 0014705W -<br>520429N 0013932W -<br>515853N 0015319W -<br>523253N 0023011W -<br>525046N 0024529W -<br>525334N 0024539W -<br>530006N 0024504W<br>Upper limit: FL195<br>Lower limit: FL145<br>Class: A | LONDON ACC | LONDON CONTROL<br>English<br>H24 | 121.030 | To operate UAS within this area, UAS operators are required to notify NATS via the NATS Non-Standard Flight (NSF) Portal. UAS operators are required to notify NATS at least 14 days before the date of each activity.<br><br>LONDON CONTROL:<br>Parts of the following ATS Routes are incorporated within Daventry CTA 19:<br>L15, L151, N91 and N92.<br><br>Note: That portion south of a line through Birmingham Airport at right angles to the centre-line of ATS Route N601.<br><br>SCOTTISH CONTROL:<br>Note: That portion north of a line through Birmingham Airport at right angles to the centre-line of ATS Route N601. |
| | SCOTTISH ACC | SCOTTISH CONTROL<br>English<br>H24 | 134.430 | |
| DAVENTRY CTA 20<br>530314N 0024935W -<br>530626N 0024349W -<br>530443N 0024001W -<br>521856N 0014705W -<br>530314N 0024935W<br>Upper limit: FL195<br>Lower limit: FL85<br>Class: A | SCOTTISH ACC | SCOTTISH CONTROL<br>English<br>H24 | 134.430 | Parts of the following ATS Routes are incorporated within Daventry CTA 20:<br>L15, L151, P18 and Y53.<br><br>To operate UAS within this area, UAS operators are required to notify NATS via the NATS Non-Standard Flight (NSF) Portal. UAS operators are required to notify NATS at least 14 days before the date of each activity. |
| DAVENTRY CTA 21<br>522632N 0003702W -<br>522627N 0001416W -<br>521855N 0000659W -<br>521832N 0000507W -<br>521126N 0002220W -<br>521658N 0002741W -<br>522632N 0003702W<br>Upper limit: FL155<br>Lower limit: FL75<br>Class: C | LONDON ACC | LONDON CONTROL<br>English<br>H24 | 128.480<br>130.925<br>133.975 | To operate UAS within this area, UAS operators are required to notify NATS via the NATS Non-Standard Flight (NSF) Portal. UAS operators are required to notify NATS at least 14 days before the date of each activity. |

# ENR 2.1 FIR, UIR, TMA AND CTA (continued)

| Name<br>Lateral limits<br>Vertical limits<br>Class of Airspace | Unit Providing Service | Callsign<br>Language<br>Hours of Service<br>Conditions of Use | Channel/<br>Frequency(MHz)/<br>Purpose/<br>SATVOICE number | Remarks |
|---|---|---|---|---|
| 1 | 2 | 3 | 4 | 5 |
| DAVENTRY CTA 22<br>524757N 0004834W -<br>522631N 0002729W -<br>522632N 0003702W -<br>524523N 0005538W -<br>524757N 0004834W<br>Upper limit: FL195<br>Lower limit: FL145<br>Class: C | LONDON ACC | LONDON CONTROL<br>English<br>H24 | 130.925 | To operate UAS within this area, UAS operators are required to notify NATS via the NATS Non-Standard Flight (NSF) Portal. UAS operators are required to notify NATS at least 14 days before the date of each activity. |
| DAVENTRY CTA 23<br>521803N 0021116W -<br>521544N 0020755W -<br>521634N 0015214W -<br>521447N 0015012W thence anti-clockwise by the arc of a circle radius 13 NM centred on 522722N 0014502W to<br>521423N 0014442W -<br>520711N 0014056W -<br>520648N 0020148W -<br>521702N 0021251W -<br>521803N 0021116W<br>Upper limit: FL145<br>Lower limit: FL105<br>Class: C | LONDON ACC | LONDON CONTROL<br>English<br>H24 | 121.030 | Parts of the following ATS Routes are incorporated within the CTA: N92 and N93.<br><br>To operate UAS within this area, UAS operators are required to notify NATS via the NATS Non-Standard Flight (NSF) Portal. UAS operators are required to notify NATS at least 14 days before the date of each activity. |
| DAVENTRY CTA 24<br>520648N 0020148W -<br>520711N 0014056W -<br>520429N 0013932W -<br>515853N 0015319W -<br>520648N 0020148W<br>Upper limit: FL145<br>Lower limit: FL105<br>Class: C | LONDON ACC | LONDON CONTROL<br>English<br>H24 | 121.030 | To operate UAS within this area, UAS operators are required to notify NATS via the NATS Non-Standard Flight (NSF) Portal. UAS operators are required to notify NATS at least 14 days before the date of each activity. |
| DAVENTRY CTA 25<br>521658N 0002741W -<br>521126N 0002220W -<br>521002N 0002427W -<br>521118N 0003323W -<br>521332N 0002806W -<br>521658N 0002741W<br>Upper limit: FL105<br>Lower limit: FL85<br>Class: C | LONDON ACC | LONDON CONTROL<br>English<br>H24 | 129.280 | To operate UAS within this area, UAS operators are required to notify NATS via the NATS Non-Standard Flight (NSF) Portal. UAS operators are required to notify NATS at least 14 days before the date of each activity. |
| EAST MIDLANDS CTA 1<br>525911N 0012801W -<br>525901N 0010918W -<br>525421N 0010006W -<br>525121N 0005725W -<br>525057N 0005724W -<br>525456N 0011804W -<br>525510N 0012530W -<br>525911N 0012801W<br>Upper limit: FL105<br>Lower limit: 2500 FT ALT<br>Class: D | EAST MIDLANDS APP | EAST MIDLANDS RADAR<br>English<br>H24 | 134.180<br>Lower Airspace Radar Service.<br>DOC 60 NM/20,000 FT. | CTA Chart published in AD-2 Section. |

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## ENR 2.1 FIR, UIR, TMA AND CTA (continued)

| Name<br>Lateral limits<br>Vertical limits<br>Class of Airspace | Unit Providing Service | Callsign<br>Language<br>Hours of Service<br>Conditions of Use | Channel/<br>Frequency(MHz)/<br>Purpose/<br>SATVOICE number | Remarks |
|---|---|---|---|---|
| 1 | 2 | 3 | 4 | 5 |
| EAST MIDLANDS CTA 2<br>525255N 0010733W -<br>525057N 0005724W -<br>525014N 0005722W -<br>524619N 0005748W -<br>524558N 0010733W -<br>525255N 0010733W<br>Upper limit: FL105<br>Lower limit: 1500 FT ALT<br>Class: D | EAST MIDLANDS APP | EAST MIDLANDS<br>RADAR<br>English<br>H24 | 134.180<br>Lower Airspace<br>Radar Service.<br>DOC 60 NM/20,000<br>FT. | CTA Chart published in AD-2<br>Section. |
| EAST MIDLANDS CTA 3<br>524619N 0005748W -<br>524315N 0005749W -<br>524122N 0011653W -<br>524536N 0011932W -<br>524537N 0011628W -<br>524619N 0005748W<br>Upper limit: FL105<br>Lower limit: 2500 FT ALT<br>Class: D | EAST MIDLANDS APP | EAST MIDLANDS<br>RADAR<br>English<br>H24 | 134.180<br>Lower Airspace<br>Radar Service.<br>DOC 60 NM/20,000<br>FT. | CTA Chart published in AD-2<br>Section. |
| EAST MIDLANDS CTA 4<br>524536N 0011932W -<br>524122N 0011653W -<br>524013N 0012820W -<br>524533N 0013405W -<br>524536N 0011932W<br>Upper limit: 5500 FT ALT<br>Lower limit: 2500 FT ALT<br>Class: D | EAST MIDLANDS APP | EAST MIDLANDS<br>RADAR<br>English<br>H24 | 134.180<br>Lower Airspace<br>Radar Service.<br>DOC 60 NM/20,000<br>FT. | CTA Chart published in AD-2<br>Section. |
| EAST MIDLANDS CTA 5<br>525142N 0013706W -<br>525233N 0013241W -<br>524535N 0012816W -<br>524533N 0013405W -<br>524702N 0013541W -<br>524942N 0013857W -<br>525142N 0013706W<br>Upper limit: 5500 FT ALT<br>Lower limit: 1500 FT ALT<br>Class: D | EAST MIDLANDS APP | EAST MIDLANDS<br>RADAR<br>English<br>H24 | 134.180<br>Lower Airspace<br>Radar Service.<br>DOC 60 NM/20,000<br>FT. | CTA Chart published in AD-2<br>Section. |
| EAST MIDLANDS CTA 6<br>525629N 0013938W -<br>525911N 0012801W -<br>525510N 0012530W -<br>525233N 0013241W -<br>525142N 0013706W -<br>524942N 0013857W -<br>525059N 0014031W -<br>525629N 0013938W<br>Upper limit: 5500 FT ALT<br>Lower limit: 2500 FT ALT<br>Class: D | EAST MIDLANDS APP | EAST MIDLANDS<br>RADAR<br>English<br>H24 | 134.180<br>Lower Airspace<br>Radar Service.<br>DOC 60 NM/20,000<br>FT. | CTA Chart published in AD-2<br>Section. |
| EAST MIDLANDS CTA 7<br>530410N 0013110W -<br>530402N 0011422W -<br>525901N 0010918W -<br>525911N 0012801W -<br>530410N 0013110W<br>Upper limit: FL105<br>Lower limit: 4000 FT ALT<br>Class: D | EAST MIDLANDS APP | EAST MIDLANDS<br>RADAR<br>English<br>H24 | 134.180<br>Lower Airspace<br>Radar Service.<br>DOC 60 NM/20,000<br>FT. | CTA Chart published in AD-2<br>Section. |

# ENR 2.1 FIR, UIR, TMA AND CTA (continued)

| Name<br>Lateral limits<br>Vertical limits<br>Class of Airspace | Unit Providing Service | Callsign<br>Language<br>Hours of Service<br>Conditions of Use | Channel/<br>Frequency(MHz)/<br>Purpose/<br>SATVOICE number | Remarks |
|---|---|---|---|---|
| 1 | 2 | 3 | 4 | 5 |
| EAST MIDLANDS CTA 8<br>525833N 0014948W -<br>530123N 0014310W -<br>530410N 0013110W -<br>525911N 0012801W -<br>525506N 0014533W -<br>525833N 0014948W<br>Upper limit: 5500 FT ALT<br>Lower limit: 4000 FT ALT<br>Class: D | EAST MIDLANDS APP | EAST MIDLANDS<br>RADAR<br>English<br>H24 | 134.180<br>Lower Airspace<br>Radar Service.<br>DOC 60 NM/20,000<br>FT. | CTA Chart published in AD-2<br>Section. |
| EAST MIDLANDS CTA 9<br>524122N 0011653W -<br>523610N 0011340W -<br>523447N 0012231W -<br>524013N 0012820W -<br>524122N 0011653W<br>Upper limit: 5500 FT ALT<br>Lower limit: 4500 FT ALT<br>Class: D | EAST MIDLANDS APP | EAST MIDLANDS<br>RADAR<br>English<br>H24 | 134.180<br>Lower Airspace<br>Radar Service.<br>DOC 60 NM/20,000<br>FT. | CTA Chart published in AD-2<br>Section. |
| EAST MIDLANDS CTA 10<br>525506N 0014533W -<br>525629N 0013938W -<br>525059N 0014031W -<br>525506N 0014533W<br>Upper limit: 5500 FT ALT<br>Lower limit: 3000 FT ALT<br>Class: D | EAST MIDLANDS APP | EAST MIDLANDS<br>RADAR<br>English<br>H24 | 134.180<br>Lower Airspace<br>Radar Service.<br>DOC 60 NM/20,000<br>FT. | CTA Chart published in AD-2<br>Section. |
| EAST MIDLANDS CTA 11<br>525232N 0014224W -<br>524942N 0013857W -<br>524542N 0013843W -<br>524538N 0014201W -<br>525232N 0014224W<br>Upper limit: 4500 FT ALT<br>Lower limit: 3000 FT ALT<br>Class: D | EAST MIDLANDS APP | EAST MIDLANDS<br>RADAR<br>English<br>H24 | 134.180<br>Lower Airspace<br>Radar Service.<br>DOC 60 NM/20,000<br>FT. | CTA Chart published in AD-2<br>Section. |
| EAST MIDLANDS CTA 12<br>525245N 0014543W -<br>525248N 0014245W -<br>525232N 0014224W -<br>524538N 0014201W -<br>524533N 0014518W -<br>525245N 0014543W<br>Upper limit: 4500 FT ALT<br>Lower limit: 3500 FT ALT<br>Class: D | EAST MIDLANDS APP | EAST MIDLANDS<br>RADAR<br>English<br>H24 | 134.180<br>Lower Airspace<br>Radar Service.<br>DOC 60 NM/20,000<br>FT. | CTA Chart published in AD-2<br>Section. |
| EAST MIDLANDS CTA 13<br>524942N 0013857W -<br>524702N 0013541W -<br>524013N 0012820W -<br>524542N 0013843W -<br>524942N 0013857W<br>Upper limit: 4500 FT ALT<br>Lower limit: 2500 FT ALT<br>Class: D | EAST MIDLANDS APP | EAST MIDLANDS<br>RADAR<br>English<br>H24 | 134.180<br>Lower Airspace<br>Radar Service.<br>DOC 60 NM/20,000<br>FT. | CTA Chart published in AD-2<br>Section. |
| EAST MIDLANDS CTA 14<br>524726N 0005741W -<br>523753N 0004811W -<br>524026N 0005750W -<br>524619N 0005748W -<br>524726N 0005741W<br>Upper limit: FL105<br>Lower limit: FL65<br>Class: D | EAST MIDLANDS APP | EAST MIDLANDS<br>RADAR<br>English<br>Only available between<br>0001-0600 (2301-<br>0500). | 134.180<br>Lower Airspace<br>Radar Service.<br>DOC 60 NM/20,000<br>FT. | Outside the published hours of<br>service the airspace reverts to Class<br>G.<br><br>CTA Chart published in AD-2<br>Section. |

## ENR 2.1 FIR, UIR, TMA AND CTA (continued)

| Name<br>Lateral limits<br>Vertical limits<br>Class of Airspace | Unit Providing Service | Callsign<br>Language<br>Hours of Service<br>Conditions of Use | Channel/<br>Frequency(MHz)/<br>Purpose/<br>SATVOICE number | Remarks |
|---|---|---|---|---|
| 1 | 2 | 3 | 4 | 5 |
| EAST MIDLANDS CTA 15<br>524315N 0005749W -<br>523836N 0005750W -<br>523610N 0011340W -<br>524122N 0011653W -<br>524315N 0005749W<br>Upper limit: FL105<br>Lower limit: 4500 FT ALT<br>Class: D | EAST MIDLANDS APP | EAST MIDLANDS<br>RADAR<br>English<br>H24 | 134.180<br>Lower Airspace<br>Radar Service.<br>DOC 60 NM/20,000<br>FT. | CTA Chart published in AD-2<br>Section. |
| EAST MIDLANDS CTA 16<br>524026N 0005750W -<br>523753N 0004811W -<br>523637N 0004656W -<br>522358N 0005457W -<br>522823N 0010232W -<br>522927N 0005753W -<br>524026N 0005750W<br>Upper limit: FL105<br>Lower limit: FL75<br>Class: D | EAST MIDLANDS APP | EAST MIDLANDS<br>RADAR<br>English<br>H24 | 134.180<br>Lower Airspace<br>Radar Service.<br>DOC 60 NM/20,000<br>FT. | CTA Chart published in AD-2<br>Section. |
| EAST MIDLANDS CTA 17<br>523836N 0005750W -<br>523400N 0005752W -<br>523141N 0011054W -<br>523610N 0011340W -<br>523836N 0005750W<br>Upper limit: FL105<br>Lower limit: 5500 FT ALT<br>Class: D | EAST MIDLANDS APP | EAST MIDLANDS<br>RADAR<br>English<br>H24 | 134.180<br>Lower Airspace<br>Radar Service.<br>DOC 60 NM/20,000<br>FT. | CTA Chart published in AD-2<br>Section. |
| EAST MIDLANDS CTA 18<br>523400N 0005752W -<br>522927N 0005753W -<br>522823N 0010232W -<br>523203N 0010851W -<br>523400N 0005752W<br>Upper limit: FL105<br>Lower limit: FL65<br>Class: D | EAST MIDLANDS APP | EAST MIDLANDS<br>RADAR<br>English<br>H24 | 134.180<br>Lower Airspace<br>Radar Service.<br>DOC 60 NM/20,000<br>FT. | CTA Chart published in AD-2<br>Section. |
| EAST MIDLANDS CTA 19<br>530900N 0013146W -<br>530854N 0011918W -<br>530402N 0011422W -<br>530410N 0013110W -<br>530517N 0013152W -<br>530900N 0013146W<br>Upper limit: FL105<br>Lower limit: 5500 FT ALT<br>Class: D | EAST MIDLANDS APP | EAST MIDLANDS<br>RADAR<br>English<br>H24 | 134.180<br>Lower Airspace<br>Radar Service.<br>DOC 60 NM/20,000<br>FT. | CTA Chart published in AD-2<br>Section. |
| EAST MIDLANDS CTA 20<br>531143N 0013142W -<br>531139N 0012206W -<br>530854N 0011918W -<br>530900N 0013146W -<br>531143N 0013142W<br>Upper limit: FL105<br>Lower limit: FL75<br>Class: D | EAST MIDLANDS APP | EAST MIDLANDS<br>RADAR<br>English<br>H24 | 134.180<br>Lower Airspace<br>Radar Service.<br>DOC 60 NM/20,000<br>FT. | CTA Chart published in AD-2<br>Section. |
| EAST MIDLANDS CTA 21<br>530901N 0013414W -<br>530900N 0013146W -<br>530517N 0013152W -<br>530901N 0013414W<br>Upper limit: FL85<br>Lower limit: 5500 FT ALT<br>Class: D | EAST MIDLANDS APP | EAST MIDLANDS<br>RADAR<br>English<br>H24 | 134.180<br>Lower Airspace<br>Radar Service.<br>DOC 60 NM/20,000<br>FT. | CTA Chart published in AD-2<br>Section. |

# ENR 2.1 FIR, UIR, TMA AND CTA (continued)

| Name<br>Lateral limits<br>Vertical limits<br>Class of Airspace | Unit Providing Service | Callsign<br>Language<br>Hours of Service<br>Conditions of Use | Channel/<br>Frequency(MHz)/<br>Purpose/<br>SATVOICE number | Remarks |
|---|---|---|---|---|
| 1 | 2 | 3 | 4 | 5 |
| EAST MIDLANDS CTA 22<br>531145N 0013558W -<br>531143N 0013142W -<br>530900N 0013146W -<br>530901N 0013414W -<br>531145N 0013558W<br>Upper limit: FL85<br>Lower limit: FL75<br>Class: D | EAST MIDLANDS APP | EAST MIDLANDS RADAR<br>English<br>H24 | 134.180<br>Lower Airspace Radar Service.<br>DOC 60 NM/20,000 FT. | CTA Chart published in AD-2 Section. |
| EDINBURGH CTA 1<br>555916N 0033941W thence anti-clockwise by the arc of a circle radius 10 NM centred on 555700N 0032221W to<br>554851N 0033235W -<br>554349N 0034715W -<br>554806N 0035411W -<br>555417N 0035413W -<br>555916N 0033941W<br>Upper limit: 6000 FT ALT<br>Lower limit: 2500 FT ALT<br>Class: D | EDINBURGH APP | EDINBURGH RADAR<br>English<br>H24 | 121.205<br>Also a CTR Channel.<br>DOC 40 NM/10,000 FT. | CTA Chart published in AD-2 Section. |
| EDINBURGH CTA 2<br>560700N 0032221W -<br>560700N 0025608W -<br>560008N 0024849W -<br>555442N 0030503W thence anti-clockwise by the arc of a circle radius 10 NM centred on 555700N 0032221W to -<br>560700N 0032221W<br>Upper limit: 6000 FT ALT<br>Lower limit: 2500 FT ALT<br>Class: D | EDINBURGH APP | EDINBURGH RADAR<br>English<br>H24 | 121.205<br>Also a CTR Channel.<br>DOC 40 NM/10,000 FT. | CTA Chart published in AD-2 Section. |
| EDINBURGH CTA 3<br>560700N 0034855W -<br>560700N 0032221W thence anti-clockwise by the arc of a circle radius 10 NM centred on 555700N 0032221W to<br>555916N 0033941W -<br>555417N 0035413W -<br>555724N 0035417W -<br>560700N 0034855W<br>Upper limit: 6000 FT ALT<br>Lower limit: 3500 FT ALT<br>Class: D | EDINBURGH APP | EDINBURGH RADAR<br>English<br>H24 | 121.205<br>Also a CTR Channel.<br>DOC 40 NM/10,000 FT. | CTA Chart published in AD-2 Section. |
| EDINBURGH CTA 4<br>560008N 0024849W -<br>554125N 0025510W -<br>554125N 0034324W -<br>554349N 0034715W -<br>554851N 0033235W thence anti-clockwise by the arc of a circle radius 10 NM centred on 555700N 0032221W to<br>555442N 0030503W -<br>560008N 0024849W<br>Upper limit: 6000 FT ALT<br>Lower limit: 3500 FT ALT<br>Class: D | EDINBURGH APP | EDINBURGH RADAR<br>English<br>H24 | 121.205<br>Also a CTR Channel.<br>DOC 40 NM/10,000 FT. | CTA Chart published in AD-2 Section. |

## ENR 2.1 FIR, UIR, TMA AND CTA (continued)

| **Name**<br>**Lateral limits**<br>**Vertical limits**<br>**Class of Airspace** | **Unit Providing Service** | **Callsign**<br>**Language**<br>**Hours of Service**<br>**Conditions of Use** | **Channel/**<br>**Frequency(MHz)/**<br>**Purpose/**<br>**SATVOICE number** | **Remarks** |
|---|---|---|---|---|
| **1** | **2** | **3** | **4** | **5** |
| EKOFISK CTA<br>575525N 0033459E -<br>571645N 0043455E -<br>561305N 0034201E -<br>560510N 0031455E -<br>563540N 0023642E -<br>570817N 0022054E -<br>575525N 0033459E<br>Upper limit: FL85<br>Lower limit: 1500 FT ALT<br>Class: D | POLARIS ACC | POLARIS CONTROL<br>English<br>H24 | 125.875 | Mandatory carriage of ADS-B equipment. |
| FARNBOROUGH CTA 1<br>512014N 0003104W -<br>511741N 0002927W -<br>511520N 0003639W -<br>512013N 0003800W -<br>512014N 0003104W<br>Upper limit: 2500 FT ALT<br>Lower limit: 2000 FT ALT<br>Class: D | FARNBOROUGH APP | FARNBOROUGH RADAR<br>English<br>Mon-Fri 0700-2200 (0600-2100); Sat, Sun and PH 0800-2000 (0700-1900). | 133.440<br>Transit Requests<br>134.355<br>Approach Radar | To operate UAS within this area, UAS operators are required to notify NATS via the NATS Non-Standard Flight (NSF) Portal. UAS operators are required to notify NATS at least 14 days before the date of each activity.<br><br>CTA Chart published in AD-2 Section. |
| FARNBOROUGH CTA 2<br>511705N 0005508W -<br>511035N 0005054W -<br>511101N 0005355W -<br>511535N 0005748W thence clockwise by the arc of a circle radius 4.7168 NM centred on 511256N 0005136W to -<br>511705N 0005508W<br>Upper limit: 5500 FT ALT<br>Lower limit: 1500 FT ALT<br>Class: D | FARNBOROUGH APP | FARNBOROUGH RADAR<br>English<br>Mon-Fri 0700-2200 (0600-2100); Sat, Sun and PH 0800-2000 (0700-1900). | 133.440<br>Transit Requests<br>134.355<br>Approach Radar | To operate UAS within this area, UAS operators are required to notify NATS via the NATS Non-Standard Flight (NSF) Portal. UAS operators are required to notify NATS at least 14 days before the date of each activity.<br><br>CTA Chart published in AD-2 Section. |
| FARNBOROUGH CTA 3<br>511535N 0005748W -<br>511101N 0005355W -<br>511143N 0005851W thence clockwise by the arc of a circle radius 4.7168 NM centred on 511256N 0005136W to -<br>511535N 0005748W<br>Upper limit: 5500 FT ALT<br>Lower limit: 2000 FT ALT<br>Class: D | FARNBOROUGH APP | FARNBOROUGH RADAR<br>English<br>Mon-Fri 0700-2200 (0600-2100); Sat, Sun and PH 0800-2000 (0700-1900). | 133.440<br>Transit Requests<br>134.355<br>Approach Radar | To operate UAS within this area, UAS operators are required to notify NATS via the NATS Non-Standard Flight (NSF) Portal. UAS operators are required to notify NATS at least 14 days before the date of each activity.<br><br>CTA Chart published in AD-2 Section. |
| FARNBOROUGH CTA 4<br>511520N 0003639W -<br>511014N 0003325W -<br>510832N 0004055W -<br>510632N 0003937W -<br>510449N 0004709W -<br>510652N 0004829W -<br>511035N 0005054W -<br>511520N 0003639W<br>Upper limit: 3500 FT ALT<br>Lower limit: 2500 FT ALT<br>Class: D | FARNBOROUGH APP | FARNBOROUGH RADAR<br>English<br>Mon-Fri 0700-2200 (0600-2100); Sat, Sun and PH 0800-2000 (0700-1900). | 133.440<br>Transit Requests<br>134.355<br>Approach Radar | To operate UAS within this area, UAS operators are required to notify NATS via the NATS Non-Standard Flight (NSF) Portal. UAS operators are required to notify NATS at least 14 days before the date of each activity.<br><br>CTA Chart published in AD-2 Section. |

# ENR 2.1 FIR, UIR, TMA AND CTA (continued)

| Name<br>Lateral limits<br>Vertical limits<br>Class of Airspace | Unit Providing Service | Callsign<br>Language<br>Hours of Service<br>Conditions of Use | Channel/<br>Frequency(MHz)/<br>Purpose/<br>SATVOICE number | Remarks |
|---|---|---|---|---|
| 1 | 2 | 3 | 4 | 5 |
| FARNBOROUGH CTA 5<br>510652N 0004829W -<br>510449N 0004709W -<br>510602N 0005439W -<br>510652N 0004829W<br>Upper limit: 4500 FT ALT<br>Lower limit: 2500 FT ALT<br>Class: D | FARNBOROUGH APP | FARNBOROUGH RADAR<br>English<br>Mon-Fri 0700-2200 (0600-2100); Sat, Sun and PH 0800-2000 (0700-1900). | 133.440<br>Transit Requests<br>134.355<br>Approach Radar | To operate UAS within this area, UAS operators are required to notify NATS via the NATS Non-Standard Flight (NSF) Portal. UAS operators are required to notify NATS at least 14 days before the date of each activity.<br><br>CTA Chart published in AD-2 Section. |
| FARNBOROUGH CTA 6<br>511143N 0005851W -<br>511035N 0005054W -<br>510652N 0004829W -<br>510602N 0005439W -<br>511143N 0005851W<br>Upper limit: 5500 FT ALT<br>Lower limit: 2500 FT ALT<br>Class: D | FARNBOROUGH APP | FARNBOROUGH RADAR<br>English<br>Mon-Fri 0700-2200 (0600-2100); Sat, Sun and PH 0800-2000 (0700-1900). | 133.440<br>Transit Requests<br>134.355<br>Approach Radar | To operate UAS within this area, UAS operators are required to notify NATS via the NATS Non-Standard Flight (NSF) Portal. UAS operators are required to notify NATS at least 14 days before the date of each activity.<br><br>CTA Chart published in AD-2 Section. |
| FARNBOROUGH CTA 7<br>510533N 0005140W -<br>510449N 0004709W -<br>510047N 0004433W -<br>510047N 0005251W -<br>510533N 0005140W<br>Upper limit: 4500 FT ALT<br>Lower limit: 3500 FT ALT<br>Class: D | FARNBOROUGH APP | FARNBOROUGH RADAR<br>English<br>Mon-Fri 0700-2200 (0600-2100); Sat, Sun and PH 0800-2000 (0700-1900). | 133.440<br>Transit Requests<br>134.355<br>Approach Radar | To operate UAS within this area, UAS operators are required to notify NATS via the NATS Non-Standard Flight (NSF) Portal. UAS operators are required to notify NATS at least 14 days before the date of each activity.<br><br>CTA Chart published in AD-2 Section. |
| FARNBOROUGH CTA 8<br>510957N 0005732W -<br>510602N 0005439W -<br>510047N 0005251W -<br>505435N 0010335W -<br>510420N 0010657W -<br>510636N 0010817W -<br>510957N 0005732W<br>Upper limit: 5500 FT ALT<br>Lower limit: 4500 FT ALT<br>Class: E | FARNBOROUGH APP | FARNBOROUGH RADAR<br>English<br>Mon-Fri 0700-2200 (0600-2100); Sat, Sun and PH 0800-2000 (0700-1900). | 125.250<br>Transit Requests<br>134.355<br>Approach Radar | IFR aircraft within this airspace may be under the control of Farnborough Radar, Solent Radar or London Control.<br><br>VFR aircraft are strongly recommended to seek a service from Farnborough Radar when transiting this Class E Airspace.<br><br>Farnborough CTA 8 is a TMZ (Transponder Mandatory Zone). Carriage and operation of a transponder with Mode A code and Mode C altitude (or equivalent Mode S) is mandatory. Provisions for non-equipped aircraft are promulgated by the controlling authority 01252-526015 (ATC-Radar).<br><br>To operate UAS within this area, UAS operators are required to notify NATS via the NATS Non-Standard Flight (NSF) Portal. UAS operators are required to notify NATS at least 14 days before the date of each activity.<br><br>CTA Chart published in AD-2 Section. |

# ENR 2.1 FIR, UIR, TMA AND CTA (continued)

| **Name**<br>**Lateral limits**<br>**Vertical limits**<br>**Class of Airspace** | **Unit Providing Service** | **Callsign**<br>**Language**<br>**Hours of Service**<br>**Conditions of Use** | **Channel/**<br>**Frequency(MHz)/**<br>**Purpose/**<br>**SATVOICE number** | **Remarks** |
|---|---|---|---|---|
| **1** | **2** | **3** | **4** | **5** |
| FARNBOROUGH CTA 9<br>505739N 0004104W -<br>505119N 0003419W -<br>505119N 0005457W -<br>505512N 0005908W -<br>505739N 0004104W<br>Upper limit: FL65<br>Lower limit: 5500 FT ALT<br>Class: E | FARNBOROUGH APP | FARNBOROUGH RADAR<br>English<br>Mon-Fri 0700-2200 (0600-2100); Sat, Sun and PH 0800-2000 (0700-1900). | 125.250<br>Transit Requests<br>134.355<br>Approach Radar | IFR aircraft within this airspace may be under the control of Farnborough Radar, Solent Radar or London Control.<br><br>VFR aircraft are strongly recommended to seek a service from Farnborough Radar when transiting this Class E Airspace.<br><br>CAUTION: The ceiling of Farnborough CTA 9 is FL 65 regardless of QNH, with Class A London TMA Airspace immediately above.<br><br>Farnborough CTA 9 is a TMZ (Transponder Mandatory Zone). Carriage and operation of a transponder with Mode A code and Mode C altitude (or equivalent Mode S) is mandatory. Provisions for non-equipped aircraft are promulgated by the controlling authority 01252-526015 (ATC-Radar).<br><br>To operate UAS within this area, UAS operators are required to notify NATS via the NATS Non-Standard Flight (NSF) Portal. UAS operators are required to notify NATS at least 14 days before the date of each activity.<br><br>CTA Chart published in AD-2 Section. |
| FORTH CTA 1<br>572130N 0022334W -<br>571838N 0021602W -<br>571940N 0020701W -<br>571542N 0020528W -<br>571437N 0020959W -<br>564257N 0025041W -<br>562341N 0031445W -<br>562219N 0031721W -<br>561400N 0033259W following the line of latitude to -<br>561400N 0040926W -<br>562000N 0034746W -<br>562948N 0032900W -<br>564838N 0030536W -<br>572130N 0022334W<br>Upper limit: FL245<br>Lower limit: FL195<br>Class: C | SCOTTISH ACC | SCOTTISH CONTROL<br>English<br>H24 | 124.500 | Part of ATS Route P600 is incorporated within this CTA. |

# ENR 2.1 FIR, UIR, TMA AND CTA (continued)

| Name<br>Lateral limits<br>Vertical limits<br>Class of Airspace | Unit Providing Service | Callsign<br>Language<br>Hours of Service<br>Conditions of Use | Channel/<br>Frequency(MHz)/<br>Purpose/<br>SATVOICE number | Remarks |
|---|---|---|---|---|
| 1 | 2 | 3 | 4 | 5 |
| FORTH CTA 2<br>563947N 0025440W -<br>560700N 0030304W following the line of latitude to -<br>560700N 0032107W -<br>562219N 0031721W -<br>562341N 0031445W -<br>563947N 0025440W<br>Upper limit: FL245<br>Lower limit: FL195<br>Class: C | SCOTTISH ACC | SCOTTISH CONTROL<br>English<br>Sat 0001 (2301) - Sun 2359 (2259). | 124.500 | Part of ATS Route N864 is incorporated within this CTA. |
| FORTH CTA 3<br>571542N 0020528W -<br>552653N 0012457W -<br>550123N 0013322W -<br>550218N 0014154W -<br>550637N 0013731W -<br>551011N 0014813W -<br>552647N 0014250W -<br>570627N 0022037W -<br>571437N 0020959W -<br>571542N 0020528W<br>Upper limit: FL245<br>Lower limit: FL195<br>Class: C | SCOTTISH ACC | SCOTTISH CONTROL<br>English<br>See remarks for hours. | 124.500 | Part of ATS Route P18 is incorporated within this CTA.<br><br>Conditional H24 – Unavailability as specified by NOTAM when required for MOD access or by activation of EGD514Z. |
| GLASGOW CTA 1<br>560700N 0034855W -<br>560700N 0040910W -<br>560400N 0042000W -<br>560130N 0040435W -<br>554434N 0040924W -<br>554349N 0034715W -<br>554806N 0035411W -<br>555724N 0035417W -<br>560700N 0034855W<br>Upper limit: 6000 FT ALT<br>Lower limit: 3000 FT ALT<br>Class: D | GLASGOW APP | GLASGOW RADAR<br>English<br>H24 | 119.105<br>DOC 42 NM/15,000 FT. | To operate UAS within this area, UAS operators are required to notify NATS via the NATS Non-Standard Flight (NSF) Portal. UAS operators are required to notify NATS at least 14 days before the date of each activity.<br><br>CTA Chart published in AD-2 Section. |
| GLASGOW CTA 2<br>554349N 0034715W -<br>554434N 0040924W -<br>554132N 0042405W -<br>553700N 0042847W -<br>554125N 0041017W -<br>554125N 0034324W -<br>554349N 0034715W<br>Upper limit: 6000 FT ALT<br>Lower limit: 3500 FT ALT<br>Class: D | GLASGOW APP | GLASGOW RADAR<br>English<br>H24 | 119.105<br>DOC 42 NM/15,000 FT. | To operate UAS within this area, UAS operators are required to notify NATS via the NATS Non-Standard Flight (NSF) Portal. UAS operators are required to notify NATS at least 14 days before the date of each activity.<br><br>CTA Chart published in AD-2 Section. |
| HOLYHEAD CTA 1<br>531957N 0033954W -<br>531855N 0031647W -<br>530813N 0031736W -<br>531957N 0033954W<br>Upper limit: FL195<br>Lower limit: FL145<br>Class: C | SCOTTISH ACC | SCOTTISH CONTROL<br>English<br>H24 | 133.050 | Parts of the following ATS Routes are incorporated within the CTA: L15 and Q36.<br><br>To operate UAS within this area, UAS operators are required to notify NATS via the NATS Non-Standard Flight (NSF) Portal. UAS operators are required to notify NATS at least 14 days before the date of each activity. |

## ENR 2.1 FIR, UIR, TMA AND CTA (continued)

| **Name**<br>**Lateral limits**<br>**Vertical limits**<br>**Class of Airspace** | **Unit Providing Service** | **Callsign**<br>**Language**<br>**Hours of Service**<br>**Conditions of Use** | **Channel/**<br>**Frequency(MHz)/**<br>**Purpose/**<br>**SATVOICE number** | **Remarks** |
|---|---|---|---|---|
| **1** | **2** | **3** | **4** | **5** |
| HOLYHEAD CTA 2<br>533944N 0033153W -<br>533213N 0031406W -<br>532621N 0032107W -<br>531909N 0032201W -<br>532006N 0034339W -<br>533054N 0034222W -<br>533944N 0033153W<br>Upper limit: FL195<br>Lower limit: FL45<br>Class: C | SCOTTISH ACC | SCOTTISH CONTROL<br>English<br>H24 | 133.050 | Parts of the following ATS Routes are incorporated within the CTA: L10, L15, L28, L70, L975, M146, Q4, Q36, Q37, Q38, Q39, Z195, Z196 and Z197.<br><br>To operate UAS within this area, UAS operators are required to notify NATS via the NATS Non-Standard Flight (NSF) Portal. UAS operators are required to notify NATS at least 14 days before the date of each activity. |
| HOLYHEAD CTA 3<br>535106N 0035909W -<br>533944N 0033153W -<br>533054N 0034222W -<br>532006N 0034339W -<br>532043N 0035838W -<br>533754N 0035641W -<br>534254N 0040847W -<br>535106N 0035909W<br>Upper limit: FL195<br>Lower limit: FL75<br>Class: C | SCOTTISH ACC | SCOTTISH CONTROL<br>English<br>H24 | 133.050 | Parts of the following ATS Routes are incorporated within the CTA: L10, L15, L28, L70, L975, M144, M145, M146, Q4, Q36, Q37, Q38, Q39, Z195 and Z196.<br><br>To operate UAS within this area, UAS operators are required to notify NATS via the NATS Non-Standard Flight (NSF) Portal. UAS operators are required to notify NATS at least 14 days before the date of each activity. |
| HOLYHEAD CTA 4<br>534329N 0041807W -<br>534309N 0040924W -<br>533754N 0035641W -<br>532043N 0035838W -<br>532134N 0042031W -<br>534329N 0041807W<br>Upper limit: FL195<br>Lower limit: FL115<br>Class: C | SCOTTISH ACC | SCOTTISH CONTROL<br>English<br>H24 | 133.050 | Parts of the following ATS Routes are incorporated within the CTA: L15, L70, L975, M144, M145, Q4, Q36, Q37 and Q38.<br><br>To operate UAS within this area, UAS operators are required to notify NATS via the NATS Non-Standard Flight (NSF) Portal. UAS operators are required to notify NATS at least 14 days before the date of each activity. |
| HOLYHEAD CTA 5<br>540405N 0050040W -<br>534309N 0040924W -<br>534329N 0041807W -<br>532134N 0042031W -<br>532240N 0045156W -<br>534735N 0044937W -<br>534718N 0044057W -<br>540356N 0051933W -<br>540202N 0050543W -<br>540405N 0050040W<br>Upper limit: FL195<br>Lower limit: FL145<br>Class: C | SCOTTISH ACC | SCOTTISH CONTROL<br>English<br>H24 | 133.050 | Parts of the following ATS Routes are incorporated within the CTA: L15, L28, L70, L975, M144, M145, Q36, Q37, Q38 and Y911.<br><br>To operate UAS within this area, UAS operators are required to notify NATS via the NATS Non-Standard Flight (NSF) Portal. UAS operators are required to notify NATS at least 14 days before the date of each activity. |
| HOLYHEAD CTA 6<br>535358N 0040608W -<br>535106N 0035909W -<br>534254N 0040847W -<br>534546N 0041545W -<br>535358N 0040608W<br>Upper limit: FL195<br>Lower limit: FL45<br>Class: C | SCOTTISH ACC | SCOTTISH CONTROL<br>English<br>H24 | 133.050 | Parts of the following ATS Routes are incorporated within the CTA: L10, L28, M145, M146 and Q39.<br><br>To operate UAS within this area, UAS operators are required to notify NATS via the NATS Non-Standard Flight (NSF) Portal. UAS operators are required to notify NATS at least 14 days before the date of each activity. |

# ENR 2.1 FIR, UIR, TMA AND CTA (continued)

| Name<br>Lateral limits<br>Vertical limits<br>Class of Airspace | Unit Providing Service | Callsign<br>Language<br>Hours of Service<br>Conditions of Use | Channel/<br>Frequency(MHz)/<br>Purpose/<br>SATVOICE number | Remarks |
|---|---|---|---|---|
| 1 | 2 | 3 | 4 | 5 |
| HOLYHEAD CTA 7<br>540805N 0044053W -<br>535358N 0040608W -<br>534546N 0041545W -<br>535956N 0045043W -<br>540805N 0044053W<br>Upper limit: FL195<br>Lower limit: FL45<br>Class: C | SCOTTISH ACC | SCOTTISH CONTROL<br>English<br>H24 | 133.050 | Parts of the following ATS Routes are incorporated within the CTA: L10, M146, Q39 and Z198.<br><br>To operate UAS within this area, UAS operators are required to notify NATS via the NATS Non-Standard Flight (NSF) Portal. UAS operators are required to notify NATS at least 14 days before the date of each activity.<br><br>Note: During the notified hours of operation of the Isle of Man CTR/ CTA the lower limit of the portions of the CTA coincident with the Isle of Man CTR/CTA will be FL 105. |
| HOLYHEAD CTA 8<br>541627N 0043100W -<br>541125N 0041845W -<br>540307N 0042834W -<br>540805N 0044053W -<br>541627N 0043100W<br>Upper limit: FL195<br>Lower limit: FL135<br>Class: C | SCOTTISH ACC | SCOTTISH CONTROL<br>English<br>H24 | 133.050 | Parts of the following ATS Routes are incorporated within the CTA: M147 and M148.<br><br>To operate UAS within this area, UAS operators are required to notify NATS via the NATS Non-Standard Flight (NSF) Portal. UAS operators are required to notify NATS at least 14 days before the date of each activity. |
| HOLYHEAD CTA 9<br>532240N 0045156W -<br>532221N 0044336W -<br>531023N 0044444W -<br>531040N 0045301W -<br>532240N 0045156W<br>Upper limit: FL195<br>Lower limit: FL145<br>Class: C | SCOTTISH ACC | SCOTTISH CONTROL<br>English<br>H24 | 133.050 | Part of ATS Route Y124 is incorporated within the CTA.<br><br>To operate UAS within this area, UAS operators are required to notify NATS via the NATS Non-Standard Flight (NSF) Portal. UAS operators are required to notify NATS at least 14 days before the date of each activity. |
| HOLYHEAD CTA 10<br>532315N 0051017W -<br>532240N 0045156W -<br>531040N 0045301W -<br>531117N 0051112W -<br>532315N 0051017W<br>Upper limit: FL195<br>Lower limit: FL145<br>Class: C | DUBLIN ACC | DUBLIN CONTROL<br>English<br>H24 | 129.180 | Part of ATS Route Y124 is incorporated within the CTA.<br><br>The provision of ATS within Holyhead CTA 10 is delegated to Dublin ACC.<br><br>To operate UAS within this area, UAS operators are required to notify NATS via the NATS Non-Standard Flight (NSF) Portal. UAS operators are required to notify NATS at least 14 days before the date of each activity. |

## ENR 2.1 FIR, UIR, TMA AND CTA (continued)

| **Name**<br>**Lateral limits**<br>**Vertical limits**<br>**Class of Airspace** | **Unit Providing Service** | **Callsign**<br>**Language**<br>**Hours of Service**<br>**Conditions of Use** | **Channel/**<br>**Frequency(MHz)/**<br>**Purpose/**<br>**SATVOICE number** | **Remarks** |
|---|---|---|---|---|
| **1** | **2** | **3** | **4** | **5** |
| HOLYHEAD CTA 11<br>532315N 0051017W -<br>531117N 0051112W -<br>531149N 0053000W -<br>531500N 0053000W -<br>532315N 0051017W<br>Upper limit: FL195<br>Lower limit: FL115<br>Class: C | DUBLIN ACC | DUBLIN CONTROL<br>English<br>H24 | 129.180 | Part of ATS Route Y124 is incorporated within the CTA.<br><br>The provision of ATS within Holyhead CTA 11 is delegated to Dublin ACC.<br><br>To operate UAS within this area, UAS operators are required to notify NATS via the NATS Non-Standard Flight (NSF) Portal. UAS operators are required to notify NATS at least 14 days before the date of each activity. |
| HOLYHEAD CTA 12<br>533548N 0053000W -<br>533513N 0050915W -<br>532315N 0051017W -<br>531500N 0053000W -<br>533548N 0053000W<br>Upper limit: FL195<br>Lower limit: FL35<br>Class: C | DUBLIN ACC | DUBLIN CONTROL<br>English<br>H24 | 129.180 | Parts of the following ATS Routes are incorporated within the CTA: L975, Q36, Q37 and Y124.<br><br>The provision of ATS within Holyhead CTA 12 is delegated to Dublin ACC.<br><br>To operate UAS within this area, UAS operators are required to notify NATS via the NATS Non-Standard Flight (NSF) Portal. UAS operators are required to notify NATS at least 14 days before the date of each activity. |
| HOLYHEAD CTA 13<br>534811N 0050807W -<br>534735N 0044937W -<br>532240N 0045156W -<br>532315N 0051017W -<br>534811N 0050807W<br>Upper limit: FL195<br>Lower limit: FL115<br>Class: C | DUBLIN ACC | DUBLIN CONTROL<br>English<br>H24 | 129.180 | Parts of the following ATS Routes are incorporated within the CTA: L70, L975, M144, M145, Q36 and Q37.<br><br>The provision of ATS within Holyhead CTA 13 is delegated to Dublin ACC.<br><br>To operate UAS within this area, UAS operators are required to notify NATS via the NATS Non-Standard Flight (NSF) Portal. UAS operators are required to notify NATS at least 14 days before the date of each activity. |
| HOLYHEAD CTA 14<br>534848N 0053000W -<br>534811N 0050807W -<br>533513N 0050915W -<br>533548N 0053000W -<br>534848N 0053000W<br>Upper limit: FL195<br>Lower limit: FL75<br>Class: C | DUBLIN ACC | DUBLIN CONTROL<br>English<br>H24 | 129.180 | Parts of the following ATS Routes are incorporated within the CTA: L70, M144, M145 and Y911.<br><br>The provision of ATS within Holyhead CTA 14 is delegated to Dublin ACC.<br><br>To operate UAS within this area, UAS operators are required to notify NATS via the NATS Non-Standard Flight (NSF) Portal. UAS operators are required to notify NATS at least 14 days before the date of each activity. |

# ENR 2.1 FIR, UIR, TMA AND CTA (continued)

| Name<br>Lateral limits<br>Vertical limits<br>Class of Airspace | Unit Providing Service | Callsign<br>Language<br>Hours of Service<br>Conditions of Use | Channel/<br>Frequency(MHz)/<br>Purpose/<br>SATVOICE number | Remarks |
|---|---|---|---|---|
| 1 | 2 | 3 | 4 | 5 |
| HOLYHEAD CTA 15<br>540005N 0051032W -<br>535351N 0045602W -<br>534814N 0050951W -<br>534848N 0053000W -<br>535207N 0053000W -<br>540005N 0051032W<br>Upper limit: FL195<br>Lower limit: FL75<br>Class: E | SCOTTISH ACC | SCOTTISH CONTROL<br>English<br>H24 | 123.775 | Part of ATS Route Y911 is incorporated within the CTA.<br><br>To operate UAS within this area, UAS operators are required to notify NATS via the NATS Non-Standard Flight (NSF) Portal. UAS operators are required to notify NATS at least 14 days before the date of each activity.<br><br>Note: Holyhead CTA 15 is a TMZ (Transponder Mandatory Zone). Carriage and operation of a transponder with Mode A code and Mode C altitude (or equivalent Mode S) is mandatory. |
| HOLYHEAD CTA 16<br>540405N 0050040W -<br>535758N 0044548W -<br>535351N 0045602W -<br>540005N 0051032W -<br>540405N 0050040W<br>Upper limit: FL145<br>Lower limit: FL75<br>Class: E | SCOTTISH ACC | SCOTTISH CONTROL<br>English<br>H24 | 123.775 | Part of ATS Route Y911 is incorporated within the CTA.<br><br>To operate UAS within this area, UAS operators are required to notify NATS via the NATS Non-Standard Flight (NSF) Portal. UAS operators are required to notify NATS at least 14 days before the date of each activity.<br><br>Note 1: Holyhead CTA 16 is a TMZ (Transponder Mandatory Zone). Carriage and operation of a transponder with Mode A code and Mode C altitude (or equivalent Mode S) is mandatory.<br><br>Note 2: During the notified hours of operation of the Isle of Man CTR/ CTA the lower limit of the portion of the CTA coincident with the Isle of Man CTR/CTA will be FL 105. |
| HOLYHEAD CTA 17<br>533213N 0031406W -<br>532734N 0030310W -<br>532336N 0031110W -<br>532345N 0031625W -<br>531855N 0031647W -<br>531909N 0032201W -<br>532621N 0032107W -<br>533213N 0031406W<br>Upper limit: FL195<br>Lower limit: 3500 FT ALT<br>Class: C | SCOTTISH ACC | SCOTTISH CONTROL<br>English<br>H24 | 128.055 | Parts of the following ATS Routes are incorporated within the CTA: L10, L975, M146, N864, Q4, Q38 and Z197.<br><br>To operate UAS within this area, UAS operators are required to notify NATS via the NATS Non-Standard Flight (NSF) Portal. UAS operators are required to notify NATS at least 14 days before the date of each activity. |

## ENR 2.1 FIR, UIR, TMA AND CTA (continued)

| **Name**<br>**Lateral limits**<br>**Vertical limits**<br>**Class of Airspace** | **Unit Providing Service** | **Callsign**<br>**Language**<br>**Hours of Service**<br>**Conditions of Use** | **Channel/**<br>**Frequency(MHz)/**<br>**Purpose/**<br>**SATVOICE number** | **Remarks** |
|---|---|---|---|---|
| **1** | **2** | **3** | **4** | **5** |
| HOLYHEAD CTA 18<br>534150N 0033653W -<br>533918N 0023900W -<br>533630N 0030136W -<br>533222N 0030059W -<br>533213N 0031406W -<br>534150N 0033653W<br>Upper limit: FL195<br>Lower limit: FL85<br>Class: C | SCOTTISH ACC | SCOTTISH CONTROL<br>English<br>H24 | 128.055 | Parts of the following ATS Routes are incorporated within the CTA: L28, L60, L70, N864 and Z196.<br><br>To operate UAS within this area, UAS operators are required to notify NATS via the NATS Non-Standard Flight (NSF) Portal. UAS operators are required to notify NATS at least 14 days before the date of each activity.<br><br>Note: Warton operational requirements may require ATC to tactically vector flights outside this CTA. |
| HOLYHEAD CTA 19<br>531035N 0053000W -<br>530329N 0051705W -<br>525606N 0052813W -<br>525705N 0053000W -<br>531035N 0053000W<br>Upper limit: FL195<br>Lower limit: FL55<br>Class: C | DUBLIN ACC | DUBLIN CONTROL<br>English<br>H24 | 124.650 | Part of ATS Route L18 is incorporated within the CTA.<br><br>The provision of ATS within Holyhead CTA 19 is delegated to Dublin ACC.<br><br>To operate UAS within this area, UAS operators are required to notify NATS via the NATS Non-Standard Flight (NSF) Portal. UAS operators are required to notify NATS at least 14 days before the date of each activity. |
| HOLYHEAD CTA 20<br>530329N 0051705W -<br>525038N 0045358W -<br>524318N 0050508W -<br>525606N 0052813W -<br>530329N 0051705W<br>Upper limit: FL195<br>Lower limit: FL85<br>Class: C | DUBLIN ACC | DUBLIN CONTROL<br>English<br>H24 | 124.650 | Part of ATS Route L18 is incorporated within the CTA.<br><br>The provision of ATS within Holyhead CTA 20 is delegated to Dublin ACC.<br><br>To operate UAS within this area, UAS operators are required to notify NATS via the NATS Non-Standard Flight (NSF) Portal. UAS operators are required to notify NATS at least 14 days before the date of each activity. |
| HOLYHEAD CTA 21<br>525038N 0045358W -<br>524310N 0044042W -<br>523550N 0045151W -<br>524318N 0050508W -<br>525038N 0045358W<br>Upper limit: FL195<br>Lower limit: FL145<br>Class: C | DUBLIN ACC | DUBLIN CONTROL<br>English<br>H24 | 124.650 | Part of ATS Route L18 is incorporated within the CTA.<br><br>The provision of ATS within Holyhead CTA 21 is delegated to Dublin ACC.<br><br>To operate UAS within this area, UAS operators are required to notify NATS via the NATS Non-Standard Flight (NSF) Portal. UAS operators are required to notify NATS at least 14 days before the date of each activity. |

# ENR 2.1 FIR, UIR, TMA AND CTA (continued)

| Name<br>Lateral limits<br>Vertical limits<br>Class of Airspace | Unit Providing Service | Callsign<br>Language<br>Hours of Service<br>Conditions of Use | Channel/<br>Frequency(MHz)/<br>Purpose/<br>SATVOICE number | Remarks |
|---|---|---|---|---|
| 1 | 2 | 3 | 4 | 5 |
| HOLYHEAD CTA 22<br>533918N 0023900W -<br>533223N 0025907W -<br>533222N 0030059W -<br>533630N 0030136W -<br>533918N 0023900W<br>Upper limit: FL195<br>Lower limit: FL145<br>Class: C | SCOTTISH ACC | SCOTTISH CONTROL<br>English<br>H24 | 128.055 | Part of ATS Route L70 is incorporated within the CTA.<br><br>To operate UAS within this area, UAS operators are required to notify NATS via the NATS Non-Standard Flight (NSF) Portal. UAS operators are required to notify NATS at least 14 days before the date of each activity.<br><br>Note: Warton operational requirements may require ATC to tactically vector flights outside this CTA. |
| IRISH SEA CTA 1<br>552044N 0053924W -<br>551527N 0050000W -<br>551511N 0050000W -<br>551214N 0050234W -<br>550806N 0043002W -<br>550251N 0045118W -<br>545120N 0050118W -<br>543138N 0050835W -<br>540246N 0035756W -<br>535556N 0040608W -<br>535419N 0042151W -<br>534617N 0043112W -<br>534817N 0053000W -<br>535500N 0053000W -<br>542500N 0081000W -<br>551324N 0070414W -<br>552044N 0053924W<br>Upper limit: FL255<br>Lower limit: FL195<br>Class: C | SCOTTISH ACC | SCOTTISH CONTROL<br>English<br>H24 | 123.775 | Parts of the following ATS Routes are incorporated within the CTA: L10, L15, (U)L28, L603, M146, M147, M148, N34, P6, P600, P620, Q38, Q39, UN57, Y911 and Z198. |
| IRISH SEA CTA 2<br>535556N 0040608W -<br>535522N 0040649W -<br>535358N 0040608W -<br>534150N 0033653W -<br>533918N 0023900W -<br>533223N 0025907W -<br>533213N 0031406W -<br>532734N 0030310W -<br>532336N 0031110W -<br>532345N 0031625W -<br>530813N 0031736W -<br>531957N 0033954W -<br>532240N 0045156W -<br>534658N 0044941W -<br>534617N 0043112W -<br>535419N 0042151W -<br>535556N 0040608W<br>Upper limit: FL245<br>Lower limit: FL195<br>Class: C | SCOTTISH ACC | SCOTTISH CONTROL<br>English<br>H24 | 133.050 | Parts of the following ATS Routes are incorporated within the CTA: L10, L15, L28, L70, L975, M144, M145, M146, N864, Q4, Q36, Q37, Q38, Q39, Y124, Z195, Z196, Z197 and Z198. |

## ENR 2.1 FIR, UIR, TMA AND CTA (continued)

| **Name**<br>**Lateral limits**<br>**Vertical limits**<br>**Class of Airspace** | **Unit Providing Service** | **Callsign**<br>**Language**<br>**Hours of Service**<br>**Conditions of Use** | **Channel/**<br>**Frequency(MHz)/**<br>**Purpose/**<br>**SATVOICE number** | **Remarks** |
|---|---|---|---|---|
| **1** | **2** | **3** | **4** | **5** |
| IRISH SEA CTA 3<br>532240N 0045156W -<br>531957N 0033954W -<br>530813N 0031736W -<br>530656N 0031741W -<br>531040N 0045301W -<br>532240N 0045156W<br>Upper limit: FL245<br>Lower limit: FL195<br>Class: C | SCOTTISH ACC | SCOTTISH CONTROL<br>English<br>H24 | 133.050 | Part of ATS Route Y124 is incorporated within the CTA. |
| IRISH SEA CTA 4<br>532315N 0051017W -<br>532240N 0045156W -<br>531040N 0045301W -<br>531149N 0053000W -<br>531500N 0053000W -<br>532315N 0051017W<br>Upper limit: FL245<br>Lower limit: FL195<br>Class: C | DUBLIN ACC | DUBLIN CONTROL<br>English<br>H24 | 129.180 | Part of ATS Route Y124 is incorporated within the CTA.<br><br>The provision of ATS within Irish Sea CTA 4 is delegated to Dublin ACC. |
| IRISH SEA CTA 5<br>534817N 0053000W -<br>534658N 0044941W -<br>532240N 0045156W -<br>532315N 0051017W -<br>531500N 0053000W -<br>534817N 0053000W<br>Upper limit: FL245<br>Lower limit: FL195<br>Class: C | DUBLIN ACC | DUBLIN CONTROL<br>English<br>H24 | 129.180 | Parts of the following ATS Routes are incorporated within the CTA: L70, L975, M144, M145, Q36, Q37 and Y124.<br><br>The provision of ATS within Irish Sea CTA 5 is delegated to Dublin ACC. |
| IRISH SEA CTA 6<br>531035N 0053000W -<br>524310N 0044042W -<br>523550N 0045151W -<br>525705N 0053000W -<br>531035N 0053000W<br>Upper limit: FL245<br>Lower limit: FL195<br>Class: C | DUBLIN ACC | DUBLIN CONTROL<br>English<br>H24 | 124.650 | Part of ATS Route L18 is incorporated within the CTA.<br><br>The provision of ATS within Irish Sea CTA 6 is delegated to Dublin ACC. |
| IRISH SEA CTA 7<br>524310N 0044042W -<br>522931N 0041647W -<br>522212N 0042754W -<br>523550N 0045151W -<br>524310N 0044042W<br>Upper limit: FL245<br>Lower limit: FL195<br>Class: C | LONDON ACC | LONDON CONTROL<br>English<br>H24 | 129.380 | Part of ATS Route L18 is incorporated within the CTA. |
| ISLE OF MAN CTA 1<br>535826N 0041702W -<br>534858N 0042805W -<br>535411N 0044824W -<br>535743N 0042028W thence anti-clockwise by the arc of a circle radius 8.5 NM centred on 540600N 0042335W to -<br>535826N 0041702W<br>Upper limit: FL105<br>Lower limit: 1500 FT ALT<br>Class: D | ISLE OF MAN APP | RONALDSWAY RADAR<br>English<br>Mon-Sat 0600-2045 (0500-1945); Sun 0645-2045 (0545-1945); and by arrangement. | 135.905<br>Also CTR channel.<br>DOC 50 NM/ 16,000 FT. | CTA Chart published in AD-2 Section. |

# ENR 2.1 FIR, UIR, TMA AND CTA (continued)

| Name<br>Lateral limits<br>Vertical limits<br>Class of Airspace | Unit Providing Service | Callsign<br>Language<br>Hours of Service<br>Conditions of Use | Channel/<br>Frequency(MHz)/<br>Purpose/<br>SATVOICE number | Remarks |
|---|---|---|---|---|
| 1 | 2 | 3 | 4 | 5 |
| ISLE OF MAN CTA 2<br>541609N 0050021W -<br>541122N 0044846W -<br>541056N 0045159W thence anti-clockwise by the arc of a circle radius 8.5 NM centred on 540240N 0044845W to<br>540455N 0050240W -<br>540759N 0051008W -<br>541609N 0050021W<br>Upper limit: FL105<br>Lower limit: 2500 FT ALT<br>Class: D | ISLE OF MAN APP | RONALDSWAY RADAR<br>English<br>Mon-Sat 0600-2045 (0500-1945); Sun 0645-2045 (0545-1945); and by arrangement. | 135.905<br>Also CTR channel.<br>DOC 50 NM/ 16,000 FT. | CTA Chart published in AD-2 Section. |
| ISLE OF MAN CTA 3<br>540233N 0041024W -<br>535740N 0040758W -<br>534700N 0042028W -<br>534858N 0042805W -<br>535826N 0041702W thence anti-clockwise by the arc of a circle radius 8.5 NM centred on 540600N 0042335W to -<br>540233N 0041024W<br>Upper limit: FL105<br>Lower limit: 2500 FT ALT<br>Class: D | ISLE OF MAN APP | RONALDSWAY RADAR<br>English<br>Mon-Sat 0600-2045 (0500-1945); Sun 0645-2045 (0545-1945); and by arrangement. | 135.905<br>Also CTR channel.<br>DOC 50 NM/ 16,000 FT. | CTA Chart published in AD-2 Section. |
| ISLE OF MAN CTA 4<br>535740N 0040758W -<br>535358N 0040608W -<br>534546N 0041545W -<br>534700N 0042028W -<br>535740N 0040758W<br>Upper limit: FL105<br>Lower limit: 3500 FT ALT<br>Class: D | ISLE OF MAN APP | RONALDSWAY RADAR<br>English<br>Mon-Sat 0600-2045 (0500-1945); Sun 0645-2045 (0545-1945); and by arrangement. | 135.905<br>Also CTR channel.<br>DOC 50 NM/ 16,000 FT. | CTA Chart published in AD-2 Section. |
| LEEDS BRADFORD CTA 1<br>534904N 0012703W -<br>534445N 0012327W thence clockwise by the arc of a circle radius 12 NM centred on 535157N 0013938W to<br>534032N 0013331W -<br>534359N 0013847W thence anti-clockwise by the arc of a circle radius 8 NM centred on 535157N 0013938W to -<br>534904N 0012703W<br>Upper limit: FL85<br>Lower limit: 2500 FT ALT<br>Class: D | LEEDS BRADFORD APP | LEEDS RADAR<br>English<br>H24 | 134.580<br>DOC 40 NM/10,000 FT | A Transition Altitude of 5000 FT is effective within the Leeds Bradford CTR/CTA during the notified hours of operation.<br><br>To operate UAS above 400 FT AGL within this area, UAS operators a required to notify Leeds Bradford Airport ATC via email ATC@lba.co.uk at least 14 days before the date of each activity.<br><br>CTA Chart published in AD-2 Section. |
| LEEDS BRADFORD CTA 2<br>535312N 0015259W -<br>534359N 0013847W thence clockwise by the arc of a circle radius 8 NM centred on 535157N 0013938W to -<br>535312N 0015259W<br>Upper limit: FL85<br>Lower limit: 2500 FT ALT<br>Class: D | LEEDS BRADFORD APP | LEEDS RADAR<br>English<br>H24 | 134.580<br>DOC 40 NM/10,000 FT | A Transition Altitude of 5000 FT is effective within the Leeds Bradford CTR/CTA during the notified hours of operation.<br><br>To operate UAS above 400 FT AGL within this area, UAS operators a required to notify Leeds Bradford Airport ATC via email ATC@lba.co.uk at least 14 days before the date of each activity.<br><br>CTA Chart published in AD-2 Section. |

## ENR 2.1 FIR, UIR, TMA AND CTA (continued)

| **Name**<br>**Lateral limits**<br>**Vertical limits**<br>**Class of Airspace** | **Unit Providing Service** | **Callsign**<br>**Language**<br>**Hours of Service**<br>**Conditions of Use** | **Channel/**<br>**Frequency(MHz)/**<br>**Purpose/**<br>**SATVOICE number** | **Remarks** |
|---|---|---|---|---|
| **1** | **2** | **3** | **4** | **5** |
| LEEDS BRADFORD CTA 3<br>540236N 0014900W -<br>535955N 0014027W thence anti-clockwise by the arc of a circle radius 8 NM centred on 535157N 0013938W to<br>534359N 0013847W -<br>534032N 0013331W thence anti-clockwise by the arc of a circle radius 12 NM centred on 535157N 0013938W to<br>534445N 0012327W -<br>534007N 0011937W -<br>533713N 0014830W -<br>534726N 0015913W -<br>535539N 0020919W -<br>540236N 0014900W<br>Upper limit: FL85<br>Lower limit: 3000 FT ALT<br>Class: D | LEEDS BRADFORD APP | LEEDS RADAR<br>English<br>H24 | 134.580<br>DOC 40 NM/10,000 FT | A Transition Altitude of 5000 FT is effective within the Leeds Bradford CTR/CTA during the notified hours of operation.<br><br>To operate UAS above 400 FT AGL within this area, UAS operators a required to notify Leeds Bradford Airport ATC via email ATC@lba.co.uk at least 14 days before the date of each activity.<br><br>CTA Chart published in AD-2 Section. |
| LINCOLNSHIRE CTA 1<br>532830N 0001732W -<br>532204N 0000431E -<br>531717N 0000155E -<br>531222N 0000029E -<br>531232N 0000107W -<br>530618N 0000428W -<br>531101N 0002908W -<br>532007N 0002420W -<br>532830N 0001732W<br>Upper limit: FL195<br>Lower limit: FL155<br>Class: A | SCOTTISH ACC | SCOTTISH CONTROL<br>English<br>H24 | 133.800 | Parts of the following ATS Routes are incorporated within the CTA: L60, L603 and Y70.<br><br>To operate UAS within this area, UAS operators are required to notify NATS via the NATS Non-Standard Flight (NSF) Portal. UAS operators are required to notify NATS at least 14 days before the date of each activity. |
| LINCOLNSHIRE CTA 2<br>533225N 0003106W -<br>532830N 0001732W -<br>532007N 0002420W -<br>531101N 0002908W -<br>531343N 0004324W -<br>532325N 0003820W -<br>533225N 0003106W<br>Upper limit: FL195<br>Lower limit: FL125<br>Class: A | SCOTTISH ACC | SCOTTISH CONTROL<br>English<br>H24 | 133.800 | Parts of the following ATS Routes are incorporated within the CTA: L60, L603 and Y70.<br><br>To operate UAS within this area, UAS operators are required to notify NATS via the NATS Non-Standard Flight (NSF) Portal. UAS operators are required to notify NATS at least 14 days before the date of each activity. |
| LINCOLNSHIRE CTA 3<br>533619N 0004448W -<br>533225N 0003106W -<br>532325N 0003820W -<br>531343N 0004324W -<br>531938N 0011532W -<br>533059N 0010932W -<br>533109N 0010751W -<br>533119N 0010614W -<br>532643N 0004958W -<br>533619N 0004448W<br>Upper limit: FL195<br>Lower limit: FL105<br>Class: A | SCOTTISH ACC | SCOTTISH CONTROL<br>English<br>H24 | 133.800 | Parts of the following ATS Routes are incorporated within the CTA: L60, L603 and Y70.<br><br>To operate UAS within this area, UAS operators are required to notify NATS via the NATS Non-Standard Flight (NSF) Portal. UAS operators are required to notify NATS at least 14 days before the date of each activity. |

# ENR 2.1 FIR, UIR, TMA AND CTA (continued)

| Name<br>Lateral limits<br>Vertical limits<br>Class of Airspace | Unit Providing Service | Callsign<br>Language<br>Hours of Service<br>Conditions of Use | Channel/<br>Frequency(MHz)/<br>Purpose/<br>SATVOICE number | Remarks |
|---|---|---|---|---|
| 1 | 2 | 3 | 4 | 5 |
| LINCOLNSHIRE CTA 4<br>534117N 0010226W -<br>533619N 0004448W -<br>532643N 0004958W -<br>533119N 0010614W -<br>533109N 0010751W -<br>534117N 0010226W<br>Upper limit: FL195<br>Lower limit: FL85<br>Class: A | SCOTTISH ACC | SCOTTISH CONTROL<br>English<br>H24 | 133.800 | Part of the following ATS Route is incorporated within the CTA: Y70.<br><br>To operate UAS within this area, UAS operators are required to notify NATS via the NATS Non-Standard Flight (NSF) Portal. UAS operators are required to notify NATS at least 14 days before the date of each activity. |
| LIVERPOOL CTA 1<br>532817N 0025719W -<br>532331N 0030804W -<br>531924N 0030735W -<br>532309N 0031205W -<br>532734N 0030310W -<br>532817N 0025719W<br>Upper limit: 3500 FT ALT<br>Lower limit: 1500 FT ALT<br>Class: D | LIVERPOOL APP | LIVERPOOL RADAR<br>English<br>H24 | 119.855<br>DOC 40 NM/10,000 FT | CTA Chart published in AD-2 Section. |
| LIVERPOOL CTA 2<br>532734N 0030310W -<br>532336N 0031110W -<br>532345N 0031625W -<br>531855N 0031647W -<br>531909N 0032201W -<br>532621N 0032107W -<br>533213N 0031406W -<br>532734N 0030310W<br>Upper limit: 3500 FT ALT<br>Lower limit: 2000 FT ALT<br>Class: D | LIVERPOOL APP | LIVERPOOL RADAR<br>English<br>H24 | 119.855<br>DOC 40 NM/10,000 FT | CTA Chart published in AD-2 Section. |
| LIVERPOOL CTA 3<br>532902N 0025059W -<br>531309N 0025059W -<br>531427N 0030140W -<br>531924N 0030735W -<br>532331N 0030804W -<br>532817N 0025719W -<br>532902N 0025059W<br>Upper limit: 3500 FT ALT<br>Lower limit: 2500 FT ALT<br>Class: D | LIVERPOOL APP | LIVERPOOL RADAR<br>English<br>H24 | 119.855<br>DOC 40 NM/10,000 FT | CTA Chart published in AD-2 Section. |
| LIVERPOOL CTA 4<br>532336N 0031110W -<br>532309N 0031205W -<br>531427N 0030140W -<br>531855N 0031647W -<br>532345N 0031625W -<br>532336N 0031110W<br>Upper limit: 3000 FT ALT<br>Lower limit: 2000 FT ALT<br>Class: D | LIVERPOOL APP | LIVERPOOL RADAR<br>English<br>H24 | 119.855<br>DOC 40 NM/10,000 FT | CTA Chart published in AD-2 Section. |

## ENR 2.1 FIR, UIR, TMA AND CTA (continued)

| **Name**<br>**Lateral limits**<br>**Vertical limits**<br>**Class of Airspace** | **Unit Providing Service** | **Callsign**<br>**Language**<br>**Hours of Service**<br>**Conditions of Use** | **Channel/**<br>**Frequency(MHz)/**<br>**Purpose/**<br>**SATVOICE number** | **Remarks** |
|---|---|---|---|---|
| **1** | **2** | **3** | **4** | **5** |
| LONDON GATWICK CTA<br>510100N 0000458E -<br>510100N 0002545W thence clockwise by the arc of a circle radius 12 NM centred on 510853N 0001125W to<br>511124N 0003003W -<br>511618N 0000533E thence clockwise by the arc of a circle radius 13 NM centred on 510853N 0001125W to -<br>510100N 0000458E<br>but excluding the Gatwick CTR.<br>Upper limit: 2500 FT ALT<br>Lower limit: 1500 FT ALT<br>Class: D | LONDON GATWICK APP | GATWICK DIRECTOR<br>English<br>H24 | 118.950<br>When instructed by ATC.<br>DOC 25 NM/10,000 FT.<br>121.500<br>Emergency frequency O/R.<br>126.825<br>DOC 45 NM/24,500 FT.<br>129.025<br>When instructed by ATC.<br>DOC 45 NM/24,500 FT. | See EGKR AD 2.22, Section (3) for details of Redhill Local Flying Area.<br><br>To operate UAS within this area, UAS operators are required to notify NATS via the NATS Non-Standard Flight (NSF) Portal. UAS operators are required to notify NATS at least 14 days before the date of each activity.<br><br>CTA Chart published in AD-2 Section. |
| LONDON LUTON CTA 1<br>515857N 0001434W -<br>520127N 0000000E -<br>515146N 0000006W -<br>515102N 0000030W -<br>514830N 0001506W -<br>515042N 0000931W thence anti-clockwise by the arc of a circle radius 8 NM centred on 515229N 0002206W to -<br>515857N 0001434W<br>Upper limit: 3500 FT ALT<br>Lower limit: 2500 FT ALT<br>Class: D | LONDON LUTON APP | LUTON RADAR<br>English<br>H24 | 129.550<br>132.050<br>When directed by ATC. | To operate UAS within this area, UAS operators are required to notify NATS via the NATS Non-Standard Flight (NSF) Portal. UAS operators are required to notify NATS at least 14 days before the date of each activity.<br><br>CTA Chart published in AD-2 Section. |
| LONDON LUTON CTA 2<br>514810N 0004155W -<br>514905N 0003647W -<br>514503N 0003457W -<br>514409N 0004005W -<br>514810N 0004155W<br>Upper limit: 3500 FT ALT<br>Lower limit: 2500 FT ALT<br>Class: D | LONDON LUTON APP | LUTON RADAR<br>English<br>H24 | 129.550<br>132.050<br>When directed by ATC. | To operate UAS within this area, UAS operators are required to notify NATS via the NATS Non-Standard Flight (NSF) Portal. UAS operators are required to notify NATS at least 14 days before the date of each activity.<br><br>CTA Chart published in AD-2 Section. |
| LONDON LUTON CTA 3<br>514810N 0004155W -<br>515150N 0004336W -<br>515244N 0003828W -<br>514905N 0003647W -<br>514810N 0004155W<br>Upper limit: 5500 FT ALT<br>Lower limit: 2500 FT ALT<br>Class: D | LONDON LUTON APP | LUTON RADAR<br>English<br>H24 | 129.550<br>132.050<br>When directed by ATC. | To operate UAS within this area, UAS operators are required to notify NATS via the NATS Non-Standard Flight (NSF) Portal. UAS operators are required to notify NATS at least 14 days before the date of each activity.<br><br>CTA Chart published in AD-2 Section. |
| LONDON LUTON CTA 4<br>515150N 0004336W -<br>514810N 0004155W -<br>514659N 0004838W -<br>515048N 0004926W -<br>515150N 0004336W<br>Upper limit: 5500 FT ALT<br>Lower limit: 3500 FT ALT<br>Class: D | LONDON LUTON APP | LUTON RADAR<br>English<br>H24 | 129.550<br>132.050<br>When directed by ATC. | To operate UAS within this area, UAS operators are required to notify NATS via the NATS Non-Standard Flight (NSF) Portal. UAS operators are required to notify NATS at least 14 days before the date of each activity.<br><br>CTA Chart published in AD-2 Section. |

# ENR 2.1 FIR, UIR, TMA AND CTA (continued)

| Name<br>Lateral limits<br>Vertical limits<br>Class of Airspace | Unit Providing Service | Callsign<br>Language<br>Hours of Service<br>Conditions of Use | Channel/<br>Frequency(MHz)/<br>Purpose/<br>SATVOICE number | Remarks |
|---|---|---|---|---|
| 1 | 2 | 3 | 4 | 5 |
| LONDON LUTON CTA 5<br>520038N 0002832W -<br>515743N 0002145W -<br>515021N 0002931W -<br>514905N 0003647W -<br>515244N 0003828W -<br>515258N 0003709W -<br>520038N 0002832W<br>Upper limit: 5500 FT ALT<br>Lower limit: 3500 FT ALT<br>Class: D | LONDON LUTON APP | LUTON RADAR<br>English<br>H24 | 129.550<br>132.050<br>When directed by ATC. | To operate UAS within this area, UAS operators are required to notify NATS via the NATS Non-Standard Flight (NSF) Portal. UAS operators are required to notify NATS at least 14 days before the date of each activity.<br><br>CTA Chart published in AD-2 Section. |
| LONDON LUTON CTA 6<br>520316N 0003441W -<br>520038N 0002832W -<br>515258N 0003709W -<br>515244N 0003828W -<br>515503N 0004353W -<br>520316N 0003441W<br>Upper limit: 5500 FT ALT<br>Lower limit: 4500 FT ALT<br>Class: D | LONDON LUTON APP | LUTON RADAR<br>English<br>H24 | 129.550<br>132.050<br>When directed by ATC. | To operate UAS within this area, UAS operators are required to notify NATS via the NATS Non-Standard Flight (NSF) Portal. UAS operators are required to notify NATS at least 14 days before the date of each activity.<br><br>CTA Chart published in AD-2 Section. |
| LONDON LUTON CTA 7<br>520606N 0001712W -<br>515935N 0001056W -<br>515743N 0002145W -<br>520038N 0002832W -<br>520606N 0001712W<br>Upper limit: 4500 FT ALT<br>Lower limit: 3500 FT ALT<br>Class: D | LONDON LUTON APP | LUTON RADAR<br>English<br>H24 | 129.550<br>132.050<br>When directed by ATC. | To operate UAS within this area, UAS operators are required to notify NATS via the NATS Non-Standard Flight (NSF) Portal. UAS operators are required to notify NATS at least 14 days before the date of each activity.<br><br>CTA Chart published in AD-2 Section. |
| LONDON LUTON CTA 8<br>515150N 0004336W -<br>515244N 0003828W -<br>515503N 0004353W -<br>515150N 0004336W<br>Upper limit: 5500 FT ALT<br>Lower limit: 3500 FT ALT<br>Class: D | LONDON LUTON APP | LUTON RADAR<br>English<br>H24 | 129.550<br>132.050<br>When directed by ATC. | To operate UAS within this area, UAS operators are required to notify NATS via the NATS Non-Standard Flight (NSF) Portal. UAS operators are required to notify NATS at least 14 days before the date of each activity.<br><br>CTA Chart published in AD-2 Section. |
| LONDON LUTON CTA 9<br>515150N 0004336W -<br>515503N 0004353W -<br>515749N 0004048W -<br>515356N 0005006W -<br>515048N 0004926W -<br>515150N 0004336W<br>Upper limit: 5500 FT ALT<br>Lower limit: 4500 FT ALT<br>Class: D | LONDON LUTON APP | LUTON RADAR<br>English<br>H24 | 129.550<br>132.050<br>When directed by ATC. | To operate UAS within this area, UAS operators are required to notify NATS via the NATS Non-Standard Flight (NSF) Portal. UAS operators are required to notify NATS at least 14 days before the date of each activity.<br><br>CTA Chart published in AD-2 Section. |

# ENR 2.1 FIR, UIR, TMA AND CTA (continued)

| **Name**<br>**Lateral limits**<br>**Vertical limits**<br>**Class of Airspace** | **Unit Providing Service** | **Callsign**<br>**Language**<br>**Hours of Service**<br>**Conditions of Use** | **Channel/**<br>**Frequency(MHz)/**<br>**Purpose/**<br>**SATVOICE number** | **Remarks** |
|---|---|---|---|---|
| **1** | **2** | **3** | **4** | **5** |
| LONDON STANSTED CTA 1<br>515416N 0002653E thence anti-clockwise by the arc of a circle radius 8 NM centred on 515306N 0001406E to<br>520104N 0001503E -<br>520517N 0002124E thence clockwise by the arc of a circle radius 13 NM centred on 515306N 0001406E to<br>515828N 0003314E -<br>515416N 0002653E<br>Upper limit: 3500 FT ALT<br>Lower limit: 1500 FT ALT<br>Class: D | LONDON STANSTED APP | STANSTED RADAR<br>English<br>H24 | 120.625<br>132.050<br>As directed by ATC. | A pilot wishing to fly within the CTR/ CTA must unless otherwise notified, comply with the following procedures:<br><br>1 Call the appropriate ATC Unit on the frequency giving details of the aircraft's position, level and proposed track.<br>2 Obtain clearance from the appropriate ATC Unit for the flight.<br>3 Listen out on the appropriate frequency.<br>4 Obey all instructions from the appropriate ATC Unit.<br><br>See EGSL AD 2.22, paragraph b for details of Andrewsfield Local Flying Area.<br><br>To operate UAS within this area, UAS operators are required to notify NATS via the NATS Non-Standard Flight (NSF) Portal. UAS operators are required to notify NATS at least 14 days before the date of each activity.<br><br>CTA Chart published in AD-2 Section. |
| LONDON STANSTED CTA 2<br>514508N 0001309E -<br>514055N 0000652E thence clockwise by the arc of a circle radius 13 NM centred on 515306N 0001406E to<br>514550N 0000316W -<br>515146N 0000006W -<br>515155N 0000120E thence anti-clockwise by the arc of a circle radius 8 NM centred on 515306N 0001406E to -<br>514508N 0001309E<br>Upper limit: 2500 FT ALT<br>Lower limit: 1500 FT ALT<br>Class: D | LONDON STANSTED APP | STANSTED RADAR<br>English<br>H24 | 120.625<br>132.050<br>As directed by ATC. | A pilot wishing to fly within the CTR/ CTA must unless otherwise notified, comply with the following procedures:<br><br>1 Call the appropriate ATC Unit on the frequency giving details of the aircraft's position, level and proposed track.<br>2 Obtain clearance from the appropriate ATC Unit for the flight.<br>3 Listen out on the appropriate frequency.<br>4 Obey all instructions from the appropriate ATC Unit.<br><br>See EGSL AD 2.22, paragraph b for details of Andrewsfield Local Flying Area.<br><br>To operate UAS within this area, UAS operators are required to notify NATS via the NATS Non-Standard Flight (NSF) Portal. UAS operators are required to notify NATS at least 14 days before the date of each activity.<br><br>CTA Chart published in AD-2 Section. |

# ENR 2.1 FIR, UIR, TMA AND CTA (continued)

| Name<br>Lateral limits<br>Vertical limits<br>Class of Airspace | Unit Providing Service | Callsign<br>Language<br>Hours of Service<br>Conditions of Use | Channel/<br>Frequency(MHz)/<br>Purpose/<br>SATVOICE number | Remarks |
|---|---|---|---|---|
| 1 | 2 | 3 | 4 | 5 |
| LONDON STANSTED CTA 3<br>515828N 0003314E thence clockwise by the arc of a circle radius 13 NM centred on 515306N 0001406E to<br>515349N 0003503E -<br>514556N 0002309E -<br>514508N 0001309E -<br>515828N 0003314E<br>Upper limit: 3500 FT ALT<br>Lower limit: 2500 FT ALT<br>Class: D | LONDON STANSTED APP | STANSTED RADAR<br>English<br>H24 | 120.625<br>132.050<br>As directed by ATC. | A pilot wishing to fly within the CTR/ CTA must unless otherwise notified, comply with the following procedures:<br><br>1 Call the appropriate ATC Unit on the frequency giving details of the aircraft's position, level and proposed track.<br>2 Obtain clearance from the appropriate ATC Unit for the flight.<br>3 Listen out on the appropriate frequency.<br>4 Obey all instructions from the appropriate ATC Unit.<br><br>See EGSL AD 2.22, paragraph b for details of Andrewsfield Local Flying Area.<br><br>To operate UAS within this area, UAS operators are required to notify NATS via the NATS Non-Standard Flight (NSF) Portal. UAS operators are required to notify NATS at least 14 days before the date of each activity.<br><br>CTA Chart published in AD-2 Section. |
| LONDON STANSTED CTA 4<br>520300N 0000907E -<br>520517N 0002124E -<br>515155N 0000120E -<br>515146N 0000006W -<br>520127N 0000000E -<br>520300N 0000907E<br>Upper limit: 3500 FT ALT<br>Lower limit: 2500 FT ALT<br>Class: D | LONDON STANSTED APP | STANSTED RADAR<br>English<br>H24 | 120.625<br>132.050<br>As directed by ATC. | A pilot wishing to fly within the CTR/ CTA must unless otherwise notified, comply with the following procedures:<br><br>1 Call the appropriate ATC Unit on the frequency giving details of the aircraft's position, level and proposed track.<br>2 Obtain clearance from the appropriate ATC Unit for the flight.<br>3 Listen out on the appropriate frequency.<br>4 Obey all instructions from the appropriate ATC Unit.<br><br>See EGSL AD 2.22, paragraph b for details of Andrewsfield Local Flying Area.<br><br>To operate UAS within this area, UAS operators are required to notify NATS via the NATS Non-Standard Flight (NSF) Portal. UAS operators are required to notify NATS at least 14 days before the date of each activity.<br><br>CTA Chart published in AD-2 Section. |

# ENR 2.1 FIR, UIR, TMA AND CTA (continued)

| **Name**<br>**Lateral limits**<br>**Vertical limits**<br>**Class of Airspace** | **Unit Providing Service** | **Callsign**<br>**Language**<br>**Hours of Service**<br>**Conditions of Use** | **Channel/**<br>**Frequency(MHz)/**<br>**Purpose/**<br>**SATVOICE number** | **Remarks** |
|---|---|---|---|---|
| **1** | **2** | **3** | **4** | **5** |
| LONDON/CITY CTA<br>513547N 0001221W -<br>513505N 0001022E thence clockwise by the arc of a circle radius 6.5 NM centred on 513019N 0000319E to<br>512507N 0000932E -<br>512541N 0000828W thence anti-clockwise by the arc of a circle radius 12 NM centred on 512812N 0002713W to<br>512640N 0000811W -<br>512610N 0000747E thence anti-clockwise by the arc of a circle radius 5 NM centred on 513019N 0000319E to<br>513409N 0000826E -<br>513445N 0001108W thence anti-clockwise by the arc of a circle radius 12 NM centred on 512812N 0002713W to -<br>513547N 0001221W<br>Upper limit: 2500 FT ALT<br>Lower limit: 1500 FT ALT<br>Class: D | LONDON CITY APP | HEATHROW RADAR<br>English<br>H24 | 125.625 | To operate UAS within this area, UAS operators are required to notify NATS via the NATS Non-Standard Flight (NSF) Portal. UAS operators are required to notify NATS at least 14 days before the date of each activity.<br><br>CTA Chart published in AD-2 Section. |
| | | THAMES DIRECTOR<br>English<br>As directed by ATC. | 128.025<br>132.700<br>133.455 | |
| LONDONDERRY/EGLINTON CTA 1<br>550527N 0071520W -<br>545506N 0072926W -<br>550205N 0073332W -<br>550527N 0071520W<br>Upper limit: FL75<br>Lower limit: 1500 FT ALT<br>Class: C | LONDONDERRY APP | EGLINTON APPROACH<br>English | 123.625<br>DOC 25 NM/10000 FT | VMC visibility and distance from cloud minima applicable in this Class C Airspace in accordance with ICAO criteria. (5 KM visibility, 1500 M horizontal and 1000 FT vertical distance from cloud). Outside the published hours of operation of Eglinton ATC (or NOTAM extension thereof), the blocks of Airspace CTA 1, CTA 2 and CTA 3, revert to Class G Airspace under the authority of Shannon ACC.<br><br>CTA Chart published in AD-2 Section. |
| LONDONDERRY/EGLINTON CTA 2<br>550205N 0073332W -<br>545506N 0072926W -<br>545212N 0073329W -<br>550114N 0073807W -<br>550205N 0073332W<br>Upper limit: FL75<br>Lower limit: 2000 FT ALT<br>Class: C | LONDONDERRY APP | EGLINTON APPROACH<br>English | 123.625<br>DOC 25 NM/10000 FT | VMC visibility and distance from cloud minima applicable in this Class C Airspace in accordance with ICAO criteria. (5 KM visibility, 1500 M horizontal and 1000 FT vertical distance from cloud). Outside the published hours of operation of Eglinton ATC (or NOTAM extension thereof), the blocks of Airspace CTA 1, CTA 2 and CTA 3, revert to Class G Airspace under the authority of Shannon ACC.<br><br>CTA Chart published in AD-2 Section. |

# ENR 2.1 FIR, UIR, TMA AND CTA (continued)

| Name<br>Lateral limits<br>Vertical limits<br>Class of Airspace | Unit Providing Service | Callsign<br>Language<br>Hours of Service<br>Conditions of Use | Channel/<br>Frequency(MHz)/<br>Purpose/<br>SATVOICE number | Remarks |
|---|---|---|---|---|
| 1 | 2 | 3 | 4 | 5 |
| LONDONDERRY/EGLINTON CTA 3<br>551217N 0070547W -<br>550527N 0071520W -<br>550317N 0072703W thence clockwise by the arc of a circle radius 10 NM centred on 550234N 0070943W to -<br>551217N 0070547W<br>Upper limit: FL75<br>Lower limit: 3000 FT ALT<br>Class: C | LONDONDERRY APP | EGLINTON<br>APPROACH<br>English | 123.625<br>DOC 25 NM/10000 FT | VMC visibility and distance from cloud minima applicable in this Class C Airspace in accordance with ICAO criteria. (5 KM visibility, 1500 M horizontal and 1000 FT vertical distance from cloud). Outside the published hours of operation of Eglinton ATC (or NOTAM extension thereof), the blocks of Airspace CTA 1, CTA 2 and CTA 3, revert to Class G Airspace under the authority of Shannon ACC.<br><br>CTA Chart published in AD-2 Section. |
| MANCHESTER CTA 1<br>533430N 0020400W -<br>532734N 0030310W -<br>533200N 0025000W -<br>533430N 0020400W<br>Upper limit: 3500 FT ALT<br>Lower limit: 2500 FT ALT<br>Class: D | MANCHESTER APP | MANCHESTER<br>DIRECTOR<br>English<br>As directed by ATC. | 121.355<br>DOC 25 NM/10,000 FT. | To operate UAS within this area, UAS operators are required to notify NATS via the NATS Non-Standard Flight (NSF) Portal. UAS operators are required to notify NATS at least 14 days before the date of each activity.<br><br>CTA Chart published in AD-2 Section. |
| | | MANCHESTER<br>RADAR<br>English<br>H24 | 118.580<br>DOC 40 NM/15,000 FT. | |
| | | | 135.005<br>DOC 40 NM/15,000 FT. | |
| MANCHESTER CTA 2<br>531047N 0020459W -<br>530602N 0022246W -<br>530626N 0024349W -<br>531427N 0030140W -<br>531050N 0023224W -<br>531055N 0022207W -<br>531616N 0020131W -<br>531047N 0020459W<br>Upper limit: 3500 FT ALT<br>Lower limit: 2500 FT ALT<br>Class: D | MANCHESTER APP | MANCHESTER<br>DIRECTOR<br>English<br>As directed by ATC. | 121.355<br>DOC 25 NM/10,000 FT. | To operate UAS within this area, UAS operators are required to notify NATS via the NATS Non-Standard Flight (NSF) Portal. UAS operators are required to notify NATS at least 14 days before the date of each activity.<br><br>CTA Chart published in AD-2 Section. |
| | | MANCHESTER<br>RADAR<br>English<br>H24 | 118.580<br>DOC 40 NM/15,000 FT. | |
| | | | 135.005<br>DOC 40 NM/15,000 FT. | |
| MANCHESTER CTA 3<br>533650N 0015216W -<br>532719N 0014617W -<br>532656N 0015000W -<br>530732N 0020056W -<br>531047N 0020459W -<br>532730N 0015400W -<br>533430N 0020400W -<br>533650N 0015216W<br>Upper limit: 3500 FT ALT<br>Lower limit: 3000 FT ALT<br>Class: D | MANCHESTER APP | MANCHESTER<br>DIRECTOR<br>English<br>As directed by ATC. | 121.355<br>DOC 25 NM/10,000 FT. | To operate UAS within this area, UAS operators are required to notify NATS via the NATS Non-Standard Flight (NSF) Portal. UAS operators are required to notify NATS at least 14 days before the date of each activity.<br><br>CTA Chart published in AD-2 Section. |
| | | MANCHESTER<br>RADAR<br>English<br>H24 | 118.580<br>DOC 40 NM/15,000 FT. | |
| | | | 135.005<br>DOC 40 NM/15,000 FT. | |
| MANCHESTER CTA 4<br>533011N 0024123W -<br>532708N 0023744W -<br>531130N 0023744W -<br>531309N 0025059W -<br>532902N 0025059W -<br>533011N 0024123W<br>Upper limit: 3500 FT ALT<br>Lower limit: 2500 FT ALT<br>Class: D | MANCHESTER APP | MANCHESTER<br>DIRECTOR<br>English<br>As directed by ATC. | 121.355<br>DOC 25 NM/10,000 FT. | To operate UAS within this area, UAS operators are required to notify NATS via the NATS Non-Standard Flight (NSF) Portal. UAS operators are required to notify NATS at least 14 days before the date of each activity.<br><br>CTA Chart published in AD-2 Section. |
| | | MANCHESTER<br>RADAR<br>English<br>H24 | 118.580<br>DOC 40 NM/15,000 FT. | |
| | | | 135.005<br>DOC 40 NM/15,000 FT. | |

## ENR 2.1 FIR, UIR, TMA AND CTA (continued)

| **Name**<br>**Lateral limits**<br>**Vertical limits**<br>**Class of Airspace** | **Unit Providing Service** | **Callsign**<br>**Language**<br>**Hours of Service**<br>**Conditions of Use** | **Channel/**<br>**Frequency(MHz)/**<br>**Purpose/**<br>**SATVOICE number** | **Remarks** |
|---|---|---|---|---|
| **1** | **2** | **3** | **4** | **5** |
| MANCHESTER CTA 5<br>533124N 0023102W -<br>532056N 0023103W -<br>532638N 0022258W -<br>533430N 0020400W -<br>533124N 0023102W<br>Upper limit: 3500 FT ALT<br>Lower limit: 2000 FT ALT<br>Class: D | MANCHESTER APP | MANCHESTER<br>DIRECTOR<br>English<br>As directed by ATC. | 121.355<br>DOC 25 NM/10,000 FT. | To operate UAS within this area, UAS operators are required to notify NATS via the NATS Non-Standard Flight (NSF) Portal. UAS operators are required to notify NATS at least 14 days before the date of each activity.<br><br>CTA Chart published in AD-2 Section. |
| | | MANCHESTER<br>RADAR<br>English<br>H24 | 118.580<br>DOC 40 NM/15,000 FT. | |
| | | | 135.005<br>DOC 40 NM/15,000 FT. | |
| MANCHESTER CTA 6<br>533124N 0023102W -<br>532056N 0023103W -<br>532141N 0023000W -<br>531255N 0023000W -<br>531050N 0022814W following the line of latitude to -<br>531050N 0023224W -<br>531130N 0023744W -<br>532708N 0023744W -<br>533011N 0024123W -<br>533124N 0023102W<br>Upper limit: 3500 FT ALT<br>Lower limit: 1500 FT ALT<br>Class: D | MANCHESTER APP | MANCHESTER<br>DIRECTOR<br>English<br>As directed by ATC. | 121.355<br>DOC 25 NM/10,000 FT. | To operate UAS within this area, UAS operators are required to notify NATS via the NATS Non-Standard Flight (NSF) Portal. UAS operators are required to notify NATS at least 14 days before the date of each activity.<br><br>CTA Chart published in AD-2 Section. |
| | | MANCHESTER<br>RADAR<br>English<br>H24 | 118.580<br>DOC 40 NM/15,000 FT. | |
| | | | 135.005<br>DOC 40 NM/15,000 FT. | |
| MIDLANDS CTA<br>532719N 0014617W -<br>532227N 0014315W -<br>532109N 0012904W -<br>532012N 0011840W -<br>531755N 0010606W -<br>530016N 0010043W -<br>522631N 0002729W -<br>522632N 0003702W -<br>521126N 0002220W -<br>520316N 0003441W -<br>520421N 0003712W -<br>515745N 0011126W -<br>514420N 0010041W -<br>513423N 0011138W -<br>513640N 0013011W -<br>513911N 0012629W -<br>513945N 0012646W -<br>514412N 0014010W -<br>514457N 0015035W -<br>514707N 0020509W -<br>515351N 0023017W -<br>515640N 0024718W -<br>515749N 0032602W -<br>523810N 0032308W -<br>524429N 0031923W -<br>532345N 0031625W -<br>532336N 0031110W -<br>532309N 0031205W -<br>531427N 0030140W -<br>530626N 0024349W -<br>530602N 0022246W -<br>530732N 0020056W -<br>532656N 0015000W -<br>532719N 0014617W<br>Upper limit: FL245<br>Lower limit: FL195<br>Class: C | LONDON ACC | LONDON CONTROL<br>English<br>H24 | 127.105 | Parts of the following ATS Routes are incorporated within the CTA: L8, L9, L10, L15, L28, L151, L180, L608, L612, M183, M605, M868, N14, N38, N42, N57, N58, N84, N91, N92, N93, N601, N859, N862, N864, P6, P16, P17, P18, P69, P86, P155, P166, Q4, Q36, Q38, Q41, T418, T420, T421, Y53, Y124, Y125, Y250, Y321, Y322 and Z197. |
| | | | 129.205 | |
| | | | 130.925 | |
| | | | 133.600 | |
| | | | 134.390 | |
| | SCOTTISH ACC | SCOTTISH CONTROL<br>English<br>H24 | 118.780 | |

# ENR 2.1 FIR, UIR, TMA AND CTA (continued)

| Name<br>Lateral limits<br>Vertical limits<br>Class of Airspace | Unit Providing Service | Callsign<br>Language<br>Hours of Service<br>Conditions of Use | Channel/<br>Frequency(MHz)/<br>Purpose/<br>SATVOICE number | Remarks |
|---|---|---|---|---|
| 1 | 2 | 3 | 4 | 5 |
| MORAY CTA 1<br>573706N 0015736W -<br>573556N 0013910W -<br>573333N 0013540W -<br>572422N 0012815W -<br>570417N 0014929W thence anti-clockwise by the arc of a circle radius 10 NM centred on 570531N 0020740W to<br>570845N 0015019W -<br>572153N 0015835W thence anti-clockwise by the arc of a circle radius 10 NM centred on 571834N 0021602W to<br>572100N 0023356W -<br>573241N 0023554W -<br>573613N 0021832W -<br>573706N 0015736W<br>Upper limit: FL195<br>Lower limit: 4500 FT ALT<br>Class: E | SCOTTISH ACC | SCOTTISH CONTROL<br>English<br>H24 | 134.850 | Part of ATS Routes P600, Y904 and Y905 are contained within the CTA.<br><br>Class E + TMZ (Transponder Mandatory Zone).<br><br>To operate UAS within this area, UAS operators are required to notify NATS via the NATS Non-Standard Flight (NSF) Portal. UAS operators are required to notify NATS at least 14 days before the date of each activity. |
| MORAY CTA 2<br>574643N 0003720W -<br>573731N 0003007W -<br>572758N 0011242W -<br>572422N 0012815W -<br>573333N 0013540W -<br>573708N 0012004W -<br>574643N 0003720W<br>Upper limit: FL195<br>Lower limit: FL105<br>Class: E | SCOTTISH ACC | SCOTTISH CONTROL<br>English<br>H24 | 134.850 | Part of ATS Route P600 is contained within the CTA.<br><br>Class E + TMZ (Transponder Mandatory Zone).<br><br>To operate UAS within this area, UAS operators are required to notify NATS via the NATS Non-Standard Flight (NSF) Portal. UAS operators are required to notify NATS at least 14 days before the date of each activity. |
| MORAY CTA 3<br>591927N 0011522W -<br>573556N 0013910W -<br>573706N 0015736W -<br>592039N 0013445W -<br>591927N 0011522W<br>Upper limit: FL195<br>Lower limit: FL105<br>Class: E | SCOTTISH ACC | SCOTTISH CONTROL<br>English<br>H24 | 134.850 | Part of ATS Route Y905 is contained within the CTA.<br><br>Class E + TMZ (Transponder Mandatory Zone).<br><br>To operate UAS within this area, UAS operators are required to notify NATS via the NATS Non-Standard Flight (NSF) Portal. UAS operators are required to notify NATS at least 14 days before the date of each activity. |
| MORAY CTA 4<br>593033N 0013227W -<br>592921N 0011258W -<br>591927N 0011522W -<br>592039N 0013445W -<br>593033N 0013227W<br>Upper limit: FL195<br>Lower limit: FL75<br>Class: E | SCOTTISH ACC | SCOTTISH CONTROL<br>English<br>H24 | 134.850 | Part of ATS Route Y905 is contained within the CTA.<br><br>Class E + TMZ (Transponder Mandatory Zone).<br><br>To operate UAS within this area, UAS operators are required to notify NATS via the NATS Non-Standard Flight (NSF) Portal. UAS operators are required to notify NATS at least 14 days before the date of each activity. |

## ENR 2.1 FIR, UIR, TMA AND CTA (continued)

| **Name**<br>**Lateral limits**<br>**Vertical limits**<br>**Class of Airspace** | **Unit Providing Service** | **Callsign**<br>**Language**<br>**Hours of Service**<br>**Conditions of Use** | **Channel/**<br>**Frequency(MHz)/**<br>**Purpose/**<br>**SATVOICE number** | **Remarks** |
|---|---|---|---|---|
| **1** | **2** | **3** | **4** | **5** |
| MORAY CTA 5<br>593331N 0013145W -<br>593219N 0011214W -<br>592921N 0011258W -<br>593033N 0013227W -<br>593331N 0013145W<br>Upper limit: FL195<br>Lower limit: FL45<br>Class: E | SCOTTISH ACC | SCOTTISH CONTROL<br>English<br>H24 | 134.850 | Part of ATS Route Y905 is contained within the CTA.<br><br>Class E + TMZ (Transponder Mandatory Zone).<br><br>To operate UAS within this area, UAS operators are required to notify NATS via the NATS Non-Standard Flight (NSF) Portal. UAS operators are required to notify NATS at least 14 days before the date of each activity. |
| MORAY CTA 6<br>582757N 0025607W -<br>573613N 0021832W -<br>573241N 0023554W -<br>581914N 0031000W -<br>582451N 0025723W -<br>582757N 0025607W<br>Upper limit: FL155<br>Lower limit: FL75<br>Class: E | SCOTTISH ACC | SCOTTISH CONTROL<br>English<br>H24 | 134.850 | Part of ATS Route Y904 is contained within the CTA.<br><br>Class E + TMZ (Transponder Mandatory Zone).<br><br>To operate UAS within this area, UAS operators are required to notify NATS via the NATS Non-Standard Flight (NSF) Portal. UAS operators are required to notify NATS at least 14 days before the date of each activity. |
| MORAY CTA 7<br>585837N 0030305W -<br>585632N 0024412W -<br>582451N 0025723W -<br>575213N 0040909W -<br>575449N 0043204W -<br>580345N 0041248W -<br>582356N 0032847W -<br>583014N 0031440W -<br>585837N 0030305W<br>Upper limit: FL195<br>Lower limit: FL75<br>Class: E | SCOTTISH ACC | SCOTTISH CONTROL<br>English<br>H24 | 134.850 | Part of ATS Route N560 is contained within the CTA.<br><br>Class E + TMZ (Transponder Mandatory Zone).<br><br>To operate UAS within this area, UAS operators are required to notify NATS via the NATS Non-Standard Flight (NSF) Portal. UAS operators are required to notify NATS at least 14 days before the date of each activity. |
| MORAY CTA 8<br>575820N 0050530W -<br>574511N 0042339W -<br>575449N 0043204W -<br>575213N 0040909W -<br>573320N 0035256W -<br>571206N 0035820W -<br>571327N 0041634W -<br>572958N 0041230W -<br>573700N 0043424W -<br>574940N 0051447W -<br>575820N 0050530W<br>Upper limit: FL195<br>Lower limit: FL95<br>Class: E | SCOTTISH ACC | SCOTTISH CONTROL<br>English<br>H24 | 127.275<br>134.800 | Part of ATS Route N560 is contained within the CTA.<br><br>Class E + TMZ (Transponder Mandatory Zone).<br><br>To operate UAS within this area, UAS operators are required to notify NATS via the NATS Non-Standard Flight (NSF) Portal. UAS operators are required to notify NATS at least 14 days before the date of each activity. |

# ENR 2.1 FIR, UIR, TMA AND CTA (continued)

| Name<br>Lateral limits<br>Vertical limits<br>Class of Airspace | Unit Providing Service | Callsign<br>Language<br>Hours of Service<br>Conditions of Use | Channel/<br>Frequency(MHz)/<br>Purpose/<br>SATVOICE number | Remarks |
|---|---|---|---|---|
| 1 | 2 | 3 | 4 | 5 |
| MORAY CTA 9<br>581645N 0060617W -<br>575820N 0050530W -<br>574940N 0051447W -<br>580805N 0061540W -<br>581645N 0060617W<br>Upper limit: FL195<br>Lower limit: FL55<br>Minimum limit: 5200 FT ALT<br>Class: E | SCOTTISH ACC | SCOTTISH CONTROL<br>English<br>H24 | 127.275 | Part of ATS Route N560 is contained within the CTA.<br><br>Class E + TMZ (Transponder Mandatory Zone).<br><br>To operate UAS within this area, UAS operators are required to notify NATS via the NATS Non-Standard Flight (NSF) Portal. UAS operators are required to notify NATS at least 14 days before the date of each activity. |
| MORAY CTA 10<br>571327N 0041634W -<br>571206N 0035820W -<br>564120N 0040600W -<br>564239N 0042359W -<br>571327N 0041634W<br>Upper limit: FL195<br>Lower limit: FL105<br>Class: E | SCOTTISH ACC | SCOTTISH CONTROL<br>English<br>H24 | 127.275 | Part of ATS Route N560 is contained within the CTA.<br><br>Class E + TMZ (Transponder Mandatory Zone).<br><br>To operate UAS within this area, UAS operators are required to notify NATS via the NATS Non-Standard Flight (NSF) Portal. UAS operators are required to notify NATS at least 14 days before the date of each activity. |
| MORAY CTA 11<br>564239N 0042359W -<br>564120N 0040600W -<br>562708N 0040928W -<br>562827N 0042720W -<br>564239N 0042359W<br>Upper limit: FL195<br>Lower limit: FL125<br>Class: E | SCOTTISH ACC | SCOTTISH CONTROL<br>English<br>H24 | 127.275 | Part of ATS Route N560 is contained within the CTA.<br><br>Class E + TMZ (Transponder Mandatory Zone).<br><br>To operate UAS within this area, UAS operators are required to notify NATS via the NATS Non-Standard Flight (NSF) Portal. UAS operators are required to notify NATS at least 14 days before the date of each activity. |
| MORAY CTA 12<br>564239N 0042359W -<br>564120N 0040600W -<br>562708N 0040928W -<br>562827N 0042720W -<br>564239N 0042359W<br>Upper limit: FL125<br>Lower limit: FL105<br>Class: E | SCOTTISH ACC | SCOTTISH CONTROL<br>English<br>As notified. | 127.275 | Part of ATS Route N560 is contained within the CTA.<br><br>Class E + TMZ (Transponder Mandatory Zone).<br><br>Activation of the airspace will be during notified activation of EGD713/EGD713Z for Exercise Joint Warrior and other large military exercises as notified to facilitate access to the ATS Route N560.<br><br>To operate UAS within this area, UAS operators are required to notify NATS via the NATS Non-Standard Flight (NSF) Portal. UAS operators are required to notify NATS at least 14 days before the date of each activity. |

# ENR 2.1 FIR, UIR, TMA AND CTA (continued)

| **Name**<br>**Lateral limits**<br>**Vertical limits**<br>**Class of Airspace** | **Unit Providing Service** | **Callsign**<br>**Language**<br>**Hours of Service**<br>**Conditions of Use** | **Channel/**<br>**Frequency(MHz)/**<br>**Purpose/**<br>**SATVOICE number** | **Remarks** |
|---|---|---|---|---|
| **1** | **2** | **3** | **4** | **5** |
| MORAY CTA 13<br>562827N 0042720W -<br>562708N 0040928W -<br>561235N 0041258W -<br>560432N 0043253W -<br>562827N 0042720W<br>Upper limit: FL195<br>Lower limit: 5500 FT ALT<br>Class: E | SCOTTISH ACC | SCOTTISH CONTROL<br>English<br>As notified. | 127.275 | Part of ATS Route N560 is contained within the CTA.<br><br>Class E + TMZ (Transponder Mandatory Zone).<br><br>Activation of the airspace will be during notified activation of EGD713/EGD713Z for Exercise Joint Warrior and other large military exercises as notified to facilitate access to the ATS Route N560.<br><br>To operate UAS within this area, UAS operators are required to notify NATS via the NATS Non-Standard Flight (NSF) Portal. UAS operators are required to notify NATS at least 14 days before the date of each activity. |
| MORAY CTA 14<br>570758N 0041754W -<br>570638N 0035943W -<br>561235N 0041258W -<br>560432N 0043253W -<br>570758N 0041754W<br>Upper limit: FL245<br>Lower limit: FL195<br>Class: C | SCOTTISH ACC | SCOTTISH CONTROL<br>English<br>H24 | 127.275 | Part of ATS Route N560 is incorporated within this CTA. |
| MORAY CTA 15<br>575758N 0001444E -<br>574844N 0002151E -<br>572758N 0011242W -<br>573708N 0012004W -<br>575758N 0001444E<br>Upper limit: FL245<br>Lower limit: FL195<br>Class: C | SCOTTISH ACC | SCOTTISH CONTROL<br>English<br>H24 | 124.500 | Part of ATS Route P600 is contained within this CTA. |
| MORAY CTA 16<br>595319N 0012703W -<br>595207N 0010721W -<br>593219N 0011214W -<br>593331N 0013145W -<br>595319N 0012703W<br>Upper limit: FL195<br>Lower limit: FL45<br>Class: E | SCOTTISH ACC | SCOTTISH CONTROL<br>English<br>H24 | 134.850 | Part of ATS Route Y905 is contained within the CTA.<br><br>Class E + TMZ (Transponder Mandatory Zone).<br><br>During notified hours of operation of the Sumburgh CTA/CTR the lower limit of Moray CTA 16 changes to FL 100.<br><br>To operate UAS within this area, UAS operators are required to notify NATS via the NATS Non-Standard Flight (NSF) Portal. UAS operators are required to notify NATS at least 14 days before the date of each activity. |

# ENR 2.1 FIR, UIR, TMA AND CTA (continued)

| Name<br>Lateral limits<br>Vertical limits<br>Class of Airspace | Unit Providing Service | Callsign<br>Language<br>Hours of Service<br>Conditions of Use | Channel/<br>Frequency(MHz)/<br>Purpose/<br>SATVOICE number | Remarks |
|---|---|---|---|---|
| 1 | 2 | 3 | 4 | 5 |
| MORAY CTA 17<br>572453N 0023020W thence clockwise by the arc of a circle radius 10 NM centred on 571834N 0021602W to<br>572153N 0015835W -<br>572100N 0015802W -<br>571755N 0015605W -<br>571542N 0020528W -<br>571940N 0020701W -<br>571838N 0021602W -<br>572130N 0022334W -<br>571920N 0022624W -<br>572453N 0023020W<br>Upper limit: FL195<br>Lower limit: FL115<br>Class: E | SCOTTISH ACC | SCOTTISH CONTROL<br>English<br>As notified. | 124.500 | Part of ATS Routes P600 and Y904 are incorporated within this CTA.<br><br>Class E + TMZ (Transponder Mandatory Zone).<br><br>To operate UAS within this area, UAS operators are required to notify NATS via the NATS Non-Standard Flight (NSF) Portal. UAS operators are required to notify NATS at least 14 days before the date of each activity. |
| NEWCASTLE CTA 1<br>550345N 0020020W -<br>550525N 0015411W thence anti-clockwise by the arc of a circle radius 8 NM centred on 550217N 0014123W to<br>545500N 0014705W -<br>545336N 0015304W thence clockwise by the arc of a circle radius 11 NM centred on 550217N 0014123W to -<br>550345N 0020020W<br>Upper limit: FL105<br>Lower limit: 1500 FT ALT<br>Class: D | NEWCASTLE APP | NEWCASTLE RADAR<br>English<br>H24 | 124.380<br>DOC 60 NM/25,000 FT. | CTA Chart published in AD-2 Section. |
| NEWCASTLE CTA 2<br>550955N 0013719W -<br>551134N 0013108W thence clockwise by the arc of a circle radius 11 NM centred on 550217N 0014123W to<br>550042N 0012228W -<br>545919N 0012829W thence anti-clockwise by the arc of a circle radius 8 NM centred on 550217N 0014123W to -<br>550955N 0013719W<br>Upper limit: FL105<br>Lower limit: 1500 FT ALT<br>Class: D | NEWCASTLE APP | NEWCASTLE RADAR<br>English<br>H24 | 124.380<br>DOC 60 NM/25,000 FT. | CTA Chart published in AD-2 Section. |
| NEWCASTLE CTA 3<br>551338N 0012147W thence clockwise by the arc of a circle radius 16 NM centred on 550217N 0014123W to<br>550149N 0011336W -<br>545010N 0013330W -<br>545849N 0013040W -<br>550042N 0012228W thence anti-clockwise by the arc of a circle radius 11 NM centred on 550217N 0014123W to<br>551134N 0013108W -<br>551338N 0012147W<br>Upper limit: FL105<br>Lower limit: 3000 FT ALT<br>Class: D | NEWCASTLE APP | NEWCASTLE RADAR<br>English<br>H24 | 124.380<br>DOC 60 NM/25,000 FT. | CTA Chart published in AD-2 Section. |

# ENR 2.1 FIR, UIR, TMA AND CTA (continued)

| **Name**<br>**Lateral limits**<br>**Vertical limits**<br>**Class of Airspace** | **Unit Providing Service** | **Callsign**<br>**Language**<br>**Hours of Service**<br>**Conditions of Use** | **Channel/**<br>**Frequency(MHz)/**<br>**Purpose/**<br>**SATVOICE number** | **Remarks** |
|---|---|---|---|---|
| **1** | **2** | **3** | **4** | **5** |
| NEWCASTLE CTA 4<br>550209N 0020030W thence anti-clockwise by the arc of a circle radius 11 NM centred on 550217N 0014123W to<br>545531N 0015626W -<br>544356N 0020004W -<br>550209N 0020030W<br>Upper limit: FL105<br>Lower limit: 3000 FT ALT<br>Class: D | NEWCASTLE APP | NEWCASTLE RADAR<br>English<br>H24 | 124.380<br>DOC 60 NM/25,000 FT. | CTA Chart published in AD-2 Section. |
| NEWCASTLE CTA 5<br>545849N 0013040W -<br>545010N 0013330W -<br>544356N 0020004W -<br>545531N 0015626W thence anti-clockwise by the arc of a circle radius 11 NM centred on 550217N 0014123W to<br>545336N 0015304W -<br>545849N 0013040W<br>Upper limit: FL55<br>Lower limit: 3000 FT ALT<br>Class: D | NEWCASTLE APP | NEWCASTLE RADAR<br>English<br>H24 | 124.380<br>DOC 60 NM/25,000 FT. | CTA Chart published in AD-2 Section. |
| NEWCASTLE CTA 6<br>545010N 0013330W -<br>544124N 0013620W -<br>544356N 0020004W -<br>545010N 0013330W<br>Upper limit: FL55<br>Lower limit: 4500 FT ALT<br>Class: D | NEWCASTLE APP | NEWCASTLE RADAR<br>English<br>H24 | 124.380<br>DOC 60 NM/25,000 FT. | CTA Chart published in AD-2 Section. |
| NEWCASTLE CTA 7<br>544356N 0020004W -<br>544219N 0014448W -<br>543724N 0014622W -<br>543901N 0020136W -<br>544356N 0020004W<br>Upper limit: FL75<br>Lower limit: 6000 FT ALT<br>Class: D | NEWCASTLE APP | NEWCASTLE RADAR<br>English<br>H24 | 124.380<br>DOC 60 NM/25,000 FT. | CTA Chart published in AD-2 Section. |
| NORTH SEA CTA 1<br>532204N 0000431E -<br>530815N 0020534E -<br>531139N 0023000E -<br>525206N 0023000E -<br>525820N 0020321E -<br>531222N 0000029E -<br>531717N 0000155E -<br>532204N 0000431E<br>Upper limit: FL195<br>Lower limit: FL175<br>Class: A<br>Upper limit: FL245<br>Lower limit: FL195<br>Class: C | LONDON ACC | LONDON CONTROL<br>English<br>H24 | 128.130<br>(Note 1) | Parts of the following ATS Routes are incorporated within North Sea CTA 1:<br>L17, L60, L603, L989 and Y70.<br><br>Note 1: GAT overflying the North Sea CTA 1.<br><br>Note 2: Traffic shall not flight plan through this airspace unless via the routes listed above. |

# ENR 2.1 FIR, UIR, TMA AND CTA (continued)

| Name<br>Lateral limits<br>Vertical limits<br>Class of Airspace | Unit Providing Service | Callsign<br>Language<br>Hours of Service<br>Conditions of Use | Channel/<br>Frequency(MHz)/<br>Purpose/<br>SATVOICE number | Remarks |
|---|---|---|---|---|
| 1 | 2 | 3 | 4 | 5 |
| NORTH SEA CTA 2 (GODOS)<br>534148N 0030000E -<br>533411N 0034222E -<br>531029N 0032158E -<br>531441N 0031102E -<br>531608N 0030000E -<br>534148N 0030000E<br>Upper limit: FL195<br>Lower limit: FL175<br>Class: A<br>Upper limit: FL245<br>Lower limit: FL195<br>Class: C | AMSTERDAM ACC | AMSTERDAM CONTROL<br>English<br>H24 | 123.700<br>(Note 1) | Parts of the following ATS Routes are incorporated within North Sea CTA 2:<br>L74, M981 and P1.<br><br>Note 1: GAT overflying the North Sea CTA 2.<br><br>Note 2: ATS within CTA 2 is delegated to Amsterdam ACC.<br><br>Note 3: Traffic shall not flight plan through this airspace unless via the routes listed above. |
| NORTH SEA CTA 3 (MOLIX)<br>532000N 0023000E -<br>531441N 0031102E -<br>531029N 0032158E -<br>523704N 0025356E -<br>524010N 0023000E -<br>532000N 0023000E<br>Upper limit: FL195<br>Lower limit: FL175<br>Class: A<br>Upper limit: FL245<br>Lower limit: FL195<br>Class: C | AMSTERDAM ACC | AMSTERDAM CONTROL<br>English<br>H24 | 123.700<br>(Note 1) | Parts of the following ATS Routes are incorporated within North Sea CTA 3:<br>L17, L60, L602 and L603.<br><br>Note 1: GAT overflying the North Sea CTA 3.<br><br>Note 2: ATS within CTA 3 is delegated to Amsterdam ACC.<br><br>Note 3: Traffic shall not flight plan through this airspace unless via the routes listed above. |
| NORTHERN CTA 1<br>553805N 0025111W -<br>552606N 0023655W -<br>551724N 0024532W -<br>551735N 0025427W -<br>545610N 0024159W -<br>544628N 0023625W -<br>542156N 0021546W following the line of latitude to -<br>542156N 0020653W -<br>541528N 0020852W -<br>540828N 0022515W -<br>535110N 0020348W -<br>533918N 0023900W -<br>534107N 0031910W -<br>543022N 0032659W -<br>543306N 0033033W -<br>550603N 0041419W -<br>552700N 0030000W -<br>553100N 0025156W -<br>553805N 0025111W<br>Upper limit: FL245<br>Lower limit: FL195<br>Class: C | SCOTTISH ACC | SCOTTISH CONTROL<br>English<br>H24 | 118.780<br>124.500<br>124.825<br>126.300 | Part of the following ATS Routes are incorporated within the CTA: L612, N57, N601, N864, P16, T256 & Y96. |

## ENR 2.1 FIR, UIR, TMA AND CTA (continued)

| **Name**<br>**Lateral limits**<br>**Vertical limits**<br>**Class of Airspace** | **Unit Providing Service** | **Callsign**<br>**Language**<br>**Hours of Service**<br>**Conditions of Use** | **Channel/**<br>**Frequency(MHz)/**<br>**Purpose/**<br>**SATVOICE number** | **Remarks** |
|---|---|---|---|---|
| **1** | **2** | **3** | **4** | **5** |
| NORTHERN CTA 2<br>552606N 0023655W -<br>550637N 0013731W -<br>550218N 0014154W -<br>550101N 0012957W -<br>541152N 0014544W -<br>534312N 0011636W -<br>534134N 0010443W -<br>534117N 0010226W -<br>533109N 0010751W -<br>533059N 0010932W -<br>531938N 0011532W -<br>532012N 0011840W -<br>532109N 0012904W -<br>532227N 0014315W -<br>533650N 0015216W -<br>533713N 0014830W -<br>534726N 0015913W -<br>535110N 0020348W -<br>535539N 0020919W -<br>540828N 0022515W -<br>541528N 0020852W -<br>550049N 0015445W -<br>551724N 0024532W -<br>552606N 0023655W<br>Upper limit: FL245<br>Lower limit: FL195<br>Class: C | SCOTTISH ACC | SCOTTISH CONTROL<br>English<br>H24 | 118.780<br>124.500<br>133.800 | Part of the following ATS Routes are incorporated within the CTA: L60, L603, L975, M868, N601, P16, P17, P18, Y70, Y96 & Y250. |
| NORWICH CTA 1<br>524653N 0005826E -<br>524708N 0012946E -<br>524304N 0013754E thence clockwise by the arc of a circle radius 12.5 NM centred on 524034N 0011747E to<br>523541N 0013639E -<br>523537N 0012319E thence anti-clockwise by the arc of a circle radius 6 NM centred on 524034N 0011747E to<br>524536N 0012308E -<br>524530N 0011035E thence anti-clockwise by the arc of a circle radius 6 NM centred on 524033N 0011609E to<br>523531N 0011049E -<br>523815N 0005559E thence clockwise by the arc of a circle radius 12.5 NM centred on 524033N 0011609E to -<br>524653N 0005826E<br>Upper limit: 4000 FT ALT<br>Lower limit: 1500 FT ALT<br>Class: D | NORWICH APP | NORWICH RADAR<br>English<br>As per AD Hours and by arrangement. | 119.355<br>DOC 40 NM/25,000 FT. | CTA Chart published in AD-2 Section. |
| NORWICH CTA 2<br>523535N 0011921E -<br>523541N 0013639E -<br>523409N 0012916E -<br>523407N 0012448E -<br>523535N 0011921E<br>Upper limit: 4000 FT ALT<br>Lower limit: 2500 FT ALT<br>Class: D | NORWICH APP | NORWICH RADAR<br>English<br>As per AD Hours and by arrangement. | 119.355<br>DOC 40 NM/25,000 FT. | CTA Chart published in AD-2 Section. |

# ENR 2.1 FIR, UIR, TMA AND CTA (continued)

| Name<br>Lateral limits<br>Vertical limits<br>Class of Airspace | Unit Providing Service | Callsign<br>Language<br>Hours of Service<br>Conditions of Use | Channel/<br>Frequency(MHz)/<br>Purpose/<br>SATVOICE number | Remarks |
|---|---|---|---|---|
| 1 | 2 | 3 | 4 | 5 |
| NORWICH CTA 3<br>523815N 0005559E -<br>523531N 0011049E -<br>523527N 0010311E -<br>523815N 0005559E<br>Upper limit: 4000 FT ALT<br>Lower limit: 2500 FT ALT<br>Class: D | NORWICH APP | NORWICH RADAR<br>English<br>As per AD Hours and by arrangement. | 119.355<br>DOC 40 NM/25,000 FT. | CTA Chart published in AD-2 Section. |
| PEPZE CTA 1<br>532345N 0031625W -<br>532336N 0031110W -<br>532309N 0031205W -<br>531427N 0030140W -<br>530626N 0024349W -<br>530314N 0024935W -<br>530209N 0025131W -<br>531018N 0031726W -<br>531733N 0031654W -<br>532345N 0031625W<br>Upper limit: FL195<br>Lower limit: 3000 FT ALT<br>Class: A | SCOTTISH ACC | SCOTTISH CONTROL<br>English<br>H24 | 128.055 | Part of ATS Routes L15, L151, N38, N862, N864, P16, P17, Q36, Q38 and Z197 are incorporated within the CTA.<br><br>To operate UAS within this area, UAS operators are required to notify NATS via the NATS Non-Standard Flight (NSF) Portal. UAS operators are required to notify NATS at least 14 days before the date of each activity. |
| PEPZE CTA 2<br>531733N 0031654W -<br>531018N 0031726W -<br>530348N 0031757W -<br>530540N 0032345W -<br>531733N 0031654W<br>Upper limit: FL105<br>Lower limit: FL55<br>Class: A | SCOTTISH ACC | SCOTTISH CONTROL<br>English<br>2000-0700 (1900-0600) | 128.055<br>(Notes 1 and 2) | To operate UAS within this area, UAS operators are required to notify NATS via the NATS Non-Standard Flight (NSF) Portal. UAS operators are required to notify NATS at least 14 days before the date of each activity.<br><br>Note 1: Daily between 2000-0700 (1900-0600).<br>Note 2: Usage only as directed by ATC. |
| | LIVERPOOL APP | LIVERPOOL RADAR<br>English<br>2000-0700 (1900-0600) | 119.855<br>(Notes 1 and 2) | |
| PEPZE CTA 3<br>531018N 0031726W -<br>530209N 0025131W -<br>525618N 0030157W -<br>525846N 0030145W -<br>525914N 0031817W -<br>530348N 0031757W -<br>531018N 0031726W<br>Upper limit: FL195<br>Lower limit: 4500 FT ALT<br>Class: A | SCOTTISH ACC | SCOTTISH CONTROL<br>English<br>H24 | 128.055 | Part of ATS Routes L15, N38, N42, N862, N864, P16 and P17 are incorporated within the CTA.<br><br>To operate UAS within this area, UAS operators are required to notify NATS via the NATS Non-Standard Flight (NSF) Portal. UAS operators are required to notify NATS at least 14 days before the date of each activity. |
| PEPZE CTA 4<br>525914N 0031817W -<br>525846N 0030145W -<br>525618N 0030157W -<br>525320N 0030212W -<br>525348N 0031841W -<br>525914N 0031817W<br>Upper limit: FL195<br>Lower limit: FL65<br>Minimum limit: 5500 FT ALT<br>Class: A | SCOTTISH ACC | SCOTTISH CONTROL<br>English<br>H24 | 128.055 | Part of ATS Routes N42, N864 and P16 are incorporated within the CTA.<br><br>Minimum Flight Altitude 5500 FT.<br><br>To operate UAS within this area, UAS operators are required to notify NATS via the NATS Non-Standard Flight (NSF) Portal. UAS operators are required to notify NATS at least 14 days before the date of each activity. |

# ENR 2.1 FIR, UIR, TMA AND CTA (continued)

| **Name**<br>**Lateral limits**<br>**Vertical limits**<br>**Class of Airspace** | **Unit Providing Service** | **Callsign**<br>**Language**<br>**Hours of Service**<br>**Conditions of Use** | **Channel/**<br>**Frequency(MHz)/**<br>**Purpose/**<br>**SATVOICE number** | **Remarks** |
|---|---|---|---|---|
| **1** | **2** | **3** | **4** | **5** |
| PEPZE CTA 5<br>525348N 0031841W -<br>525320N 0030212W -<br>524821N 0030236W -<br>524849N 0031904W -<br>525348N 0031841W<br>Upper limit: FL195<br>Lower limit: FL85<br>Class: A | SCOTTISH ACC | SCOTTISH CONTROL<br>English<br>H24 | 128.055<br>Traffic operating below FL 145. | Parts of ATS Routes N38, N864 and P16 are incorporated within the CTA.<br><br>To operate UAS within this area, UAS operators are required to notify NATS via the NATS Non-Standard Flight (NSF) Portal. UAS operators are required to notify NATS at least 14 days before the date of each activity. |
| | LONDON ACC | LONDON CONTROL<br>English<br>H24 | 133.600<br>Traffic operating FL 145 and above. | |
| PEPZE CTA 6<br>530314N 0024935W -<br>530006N 0024504W -<br>525334N 0024539W -<br>525046N 0024529W -<br>524852N 0024522W -<br>524748N 0024505W -<br>524821N 0030236W -<br>525320N 0030212W -<br>525618N 0030157W -<br>530209N 0025131W -<br>530314N 0024935W<br>Upper limit: FL195<br>Lower limit: FL95<br>Class: A | SCOTTISH ACC | SCOTTISH CONTROL<br>English<br>H24 | 128.055 | Parts of ATS Routes L15, N38, N42, N58, N862 and P17 are incorporated within the CTA.<br><br>To operate UAS within this area, UAS operators are required to notify NATS via the NATS Non-Standard Flight (NSF) Portal. UAS operators are required to notify NATS at least 14 days before the date of each activity. |
| PEPZE CTA 7<br>524849N 0031904W -<br>524821N 0030236W -<br>524256N 0030302W -<br>524325N 0032001W -<br>524429N 0031923W -<br>524849N 0031904W<br>Upper limit: FL195<br>Lower limit: FL105<br>Class: A | LONDON ACC | LONDON CONTROL<br>English<br>H24 | 133.600<br>Traffic operating below FL 145. | Part of ATS Routes N38, N864 and P16 are incorporated within the CTA.<br><br>To operate UAS within this area, UAS operators are required to notify NATS via the NATS Non-Standard Flight (NSF) Portal. UAS operators are required to notify NATS at least 14 days before the date of each activity. |
| | SCOTTISH ACC | SCOTTISH CONTROL<br>English<br>H24 | 128.055<br>Traffic operating FL 145 and above. | |
| PEPZE CTA 8<br>524821N 0030236W -<br>524748N 0024505W -<br>524220N 0024338W -<br>524256N 0030302W -<br>524821N 0030236W<br>Upper limit: FL195<br>Lower limit: FL125<br>Class: A | LONDON ACC | LONDON CONTROL<br>English<br>H24 | 133.600<br>Traffic operating below FL 145. | Parts of ATS Routes N862 and P17 are incorporated within the CTA.<br><br>To operate UAS within this area, UAS operators are required to notify NATS via the NATS Non-Standard Flight (NSF) Portal. UAS operators are required to notify NATS at least 14 days before the date of each activity. |
| | SCOTTISH ACC | SCOTTISH CONTROL<br>English<br>H24 | 128.055<br>Traffic operating FL 145 and above. | |
| PEPZE CTA 9<br>524325N 0032001W -<br>524220N 0024338W -<br>523651N 0024210W -<br>523639N 0024211W -<br>523752N 0032310W -<br>523810N 0032308W -<br>524325N 0032001W<br>Upper limit: FL195<br>Lower limit: FL145<br>Class: A | LONDON ACC | | 133.600 | Parts of ATS Routes N862, N864, P16 and P17 are incorporated within the CTA.<br><br>To operate UAS within this area, UAS operators are required to notify NATS via the NATS Non-Standard Flight (NSF) Portal. UAS operators are required to notify NATS at least 14 days before the date of each activity. |

# ENR 2.1 FIR, UIR, TMA AND CTA (continued)

| Name<br>Lateral limits<br>Vertical limits<br>Class of Airspace | Unit Providing Service | Callsign<br>Language<br>Hours of Service<br>Conditions of Use | Channel/<br>Frequency(MHz)/<br>Purpose/<br>SATVOICE number | Remarks |
|---|---|---|---|---|
| 1 | 2 | 3 | 4 | 5 |
| PEPZE CTA 10<br>523752N 0032310W -<br>523639N 0024211W -<br>523028N 0024244W -<br>523040N 0024916W -<br>520722N 0025115W -<br>520749N 0030551W -<br>520811N 0031848W -<br>522743N 0031721W -<br>522753N 0032353W -<br>523752N 0032310W<br>Upper limit: FL195<br>Lower limit: FL155<br>Class: A | LONDON ACC | LONDON CONTROL<br>English<br>H24 | 133.600 | Parts of ATS Routes N862, N864, P16, P17 and Y125 are incorporated within the CTA.<br><br>To operate UAS within this area, UAS operators are required to notify NATS via the NATS Non-Standard Flight (NSF) Portal. UAS operators are required to notify NATS at least 14 days before the date of each activity. |
| PEPZE CTA 11<br>523040N 0024916W -<br>523028N 0024244W -<br>522029N 0024337W -<br>522042N 0025007W -<br>523040N 0024916W<br>Upper limit: FL195<br>Lower limit: FL175<br>Class: A | LONDON ACC | | 133.600 | Part of ATS Routes P17 and Y125 are incorporated within the CTA.<br><br>To operate UAS within this area, UAS operators are required to notify NATS via the NATS Non-Standard Flight (NSF) Portal. UAS operators are required to notify NATS at least 14 days before the date of each activity. |
| PEPZE CTA 12<br>522753N 0032353W -<br>522743N 0031721W -<br>520811N 0031848W -<br>520822N 0032517W -<br>522753N 0032353W<br>Upper limit: FL195<br>Lower limit: FL175<br>Class: A | LONDON ACC | | 133.600 | Part of ATS Route P16 is incorporated within the CTA.<br><br>To operate UAS within this area, UAS operators are required to notify NATS via the NATS Non-Standard Flight (NSF) Portal. UAS operators are required to notify NATS at least 14 days before the date of each activity. |

# ENR 2.1 FIR, UIR, TMA AND CTA (continued)

| **Name**<br>**Lateral limits**<br>**Vertical limits**<br>**Class of Airspace** | **Unit Providing Service** | **Callsign**<br>**Language**<br>**Hours of Service**<br>**Conditions of Use** | **Channel/**<br>**Frequency(MHz)/**<br>**Purpose/**<br>**SATVOICE number** | **Remarks** |
|---|---|---|---|---|
| **1** | **2** | **3** | **4** | **5** |
| PEPZE CTA 13<br>520811N 0031848W -<br>520722N 0025115W -<br>520148N 0025143W -<br>520237N 0031916W -<br>520253N 0031912W -<br>520811N 0031848W<br>Upper limit: FL195<br>Lower limit: FL145<br>Class: A | LONDON ACC | LONDON CONTROL<br>English<br>H24 | 133.600 | Part of ATS Routes N862 and N864 are incorporated within the CTA.<br><br>To operate UAS within this area, UAS operators are required to notify NATS via the NATS Non-Standard Flight (NSF) Portal. UAS operators are required to notify NATS at least 14 days before the date of each activity.<br><br>Note: The following two areas, within PEPZE CTAs 13 and 14 and Cotswold CTAs 11 and 17 between the CTAs base level and FL 195, and referred to as the OSSEP Gliding Areas, are notified for the purposes of SERA.6001(a) Classification of Airspaces in accordance with conditions established in a Letter of Agreement (LOA) between the British Gliding Association (BGA) and London ACC, Swanwick Mil and Cardiff ATC:<br><br>MADLEY Box bounded by great circle lines joining:<br>520734N 0025744W -<br>520712N 0024624W -<br>515640N 0024718W -<br>515701N 0025836W -<br>520734N 0025744W.<br><br>RAGLAN Box bounded by great circle lines joining:<br>515701N 0025836W -<br>515640N 0024718W -<br>515040N 0024748W -<br>515153N 0025901W -<br>515701N 0025836W.<br><br>During periods of activation of these areas ATC will direct aircraft to remain clear of the active area. |

# ENR 2.1 FIR, UIR, TMA AND CTA (continued)

| Name<br>Lateral limits<br>Vertical limits<br>Class of Airspace | Unit Providing Service | Callsign<br>Language<br>Hours of Service<br>Conditions of Use | Channel/<br>Frequency(MHz)/<br>Purpose/<br>SATVOICE number | Remarks |
|---|---|---|---|---|
| 1 | 2 | 3 | 4 | 5 |
| PEPZE CTA 14<br>520237N 0031916W -<br>520148N 0025143W -<br>515751N 0025203W -<br>515647N 0025125W -<br>515739N 0032029W -<br>520237N 0031916W<br>Upper limit: FL195<br>Lower limit: FL145<br>Class: A | LONDON ACC | LONDON CONTROL<br>English<br>H24 | 133.600<br>(Note 1) | Part of ATS Routes N862, N864 and P69 are incorporated within the CTA.<br><br>To operate UAS within this area, UAS operators are required to notify NATS via the NATS Non-Standard Flight (NSF) Portal. UAS operators are required to notify NATS at least 14 days before the date of each activity.<br><br>Note: The following two areas, within PEPZE CTAs 13 and 14 and Cotswold CTAs 11 and 17 between the CTAs base level and FL 195, and referred to as the OSSEP Gliding Areas, are notified for the purposes of SERA.6001(a) Classification of Airspaces in accordance with conditions established in a Letter of Agreement (LOA) between the British Gliding Association (BGA) and London ACC, Swanwick Mil and Cardiff ATC:<br><br>MADLEY Box bounded by great circle lines joining:<br>520734N 0025744W -<br>520712N 0024624W -<br>515640N 0024718W -<br>515701N 0025836W -<br>520734N 0025744W.<br><br>RAGLAN Box bounded by great circle lines joining:<br>515701N 0025836W -<br>515640N 0024718W -<br>515040N 0024748W -<br>515153N 0025901W -<br>515701N 0025836W.<br><br>During periods of activation of these areas ATC will direct aircraft to remain clear of the active area.<br><br>Note 1: 0600-2300 (0500-2200) above FL 165, 2300-0600 (2200-0500) (All Levels).<br><br>CARDIFF RADAR:<br>Note 1: Between 0600-2300 (0500-2200) FL 165 and below the provision of ATS is delegated to Cardiff Approach. |
| | CARDIFF APP | CARDIFF RADAR<br>English<br>0600-2300 (0500-2200)<br>(Note 1) | 125.855<br>(Note 1) | |

## ENR 2.1 FIR, UIR, TMA AND CTA (continued)

| **Name**<br>**Lateral limits**<br>**Vertical limits**<br>**Class of Airspace** | **Unit Providing Service** | **Callsign**<br>**Language**<br>**Hours of Service**<br>**Conditions of Use** | **Channel/**<br>**Frequency(MHz)/**<br>**Purpose/**<br>**SATVOICE number** | **Remarks** |
|---|---|---|---|---|
| **1** | **2** | **3** | **4** | **5** |
| PORTSMOUTH CTA 1<br>504928N 0011714W -<br>504848N 0005214W -<br>504626N 0004942W -<br>503700N 0003938W -<br>504139N 0010236W -<br>504125N 0012315W -<br>504928N 0011714W<br>Upper limit: FL195<br>Lower limit: FL65<br>Class: A | LONDON ACC | LONDON CONTROL<br>English<br>H24 | 129.430<br>134.440 | Parts of the following ATS Routes are incorporated within the CTA: L980, L982, M184, M185, N6, N17, and N867.<br><br>To operate UAS within this area, UAS operators are required to notify NATS via the NATS Non-Standard Flight (NSF) Portal. UAS operators are required to notify NATS at least 14 days before the date of each activity. |
| PORTSMOUTH CTA 2<br>504125N 0012315W -<br>504139N 0010236W -<br>503700N 0003938W following the line of latitude to -<br>503700N 0012620W -<br>504125N 0012315W<br>Upper limit: FL195<br>Lower limit: FL75<br>Class: A | LONDON ACC | LONDON CONTROL<br>English<br>H24 | 129.430<br>134.440 | Parts of the following ATS Routes are incorporated within the CTA: L980, L982, M184, M185, N6 and N867.<br><br>To operate UAS within this area, UAS operators are required to notify NATS via the NATS Non-Standard Flight (NSF) Portal. UAS operators are required to notify NATS at least 14 days before the date of each activity. |
| PORTSMOUTH CTA 3<br>503700N 0010211W following the line of latitude to -<br>503700N 0003938W -<br>501347N 0001511W -<br>500000N 0003155W following the line of latitude to -<br>500000N 0014700W -<br>500440N 0014420W -<br>503700N 0010211W<br>Upper limit: FL195<br>Lower limit: FL125<br>Class: C | LONDON ACC | LONDON CONTROL<br>English<br>H24 | 127.830<br>134.440 | Parts of the following ATS Routes are incorporated within the CTA: M184, M185, N6, N867, P83, P87 and P88.<br><br>To operate UAS within this area, UAS operators are required to notify NATS via the NATS Non-Standard Flight (NSF) Portal. UAS operators are required to notify NATS at least 14 days before the date of each activity. |
| PORTSMOUTH CTA 4<br>503700N 0012620W following the line of latitude to -<br>503700N 0010211W -<br>500440N 0014420W -<br>500000N 0014700W following the line of latitude to -<br>500000N 0015149W -<br>503700N 0012620W<br>Upper limit: FL195<br>Lower limit: FL105<br>Class: A | LONDON ACC | LONDON CONTROL<br>English<br>H24 | 127.830<br>129.430 | Parts of the following ATS Routes are incorporated within the CTA: L980, L982, P83, and Y110.<br><br>To operate UAS within this area, UAS operators are required to notify NATS via the NATS Non-Standard Flight (NSF) Portal. UAS operators are required to notify NATS at least 14 days before the date of each activity. |
| PORTSMOUTH CTA 5<br>503156N 0014700W -<br>502754N 0013240W -<br>500000N 0015149W following the line of latitude to -<br>500000N 0021015W -<br>500235N 0020659W -<br>503156N 0014700W<br>Upper limit: FL195<br>Lower limit: FL55<br>Class: A | LONDON ACC | LONDON CONTROL<br>English<br>H24 | 127.830<br>129.430 | Parts of the following ATS Routes are incorporated within the CTA: L980, Q41 and Y110.<br><br>To operate UAS within this area, UAS operators are required to notify NATS via the NATS Non-Standard Flight (NSF) Portal. UAS operators are required to notify NATS at least 14 days before the date of each activity. |

# ENR 2.1 FIR, UIR, TMA AND CTA (continued)

| Name<br>Lateral limits<br>Vertical limits<br>Class of Airspace | Unit Providing Service | Callsign<br>Language<br>Hours of Service<br>Conditions of Use | Channel/<br>Frequency(MHz)/<br>Purpose/<br>SATVOICE number | Remarks |
|---|---|---|---|---|
| 1 | 2 | 3 | 4 | 5 |
| PORTSMOUTH CTA 6<br>510913N 0012355W -<br>510717N 0011218W -<br>510329N 0011312W -<br>510420N 0010657W -<br>505435N 0010335W -<br>504928N 0011714W -<br>504125N 0012315W -<br>503700N 0012620W -<br>502754N 0013240W -<br>503156N 0014700W -<br>504035N 0014102W -<br>504946N 0013439W -<br>505512N 0013047W -<br>505859N 0012811W -<br>510416N 0012559W -<br>510913N 0012355W<br>Upper limit: FL195<br>Lower limit: FL55<br>Class: A | LONDON ACC | LONDON CONTROL<br>English<br>H24 | 120.230<br>127.830<br>129.080<br>129.430 | Parts of the following ATS Routes are incorporated within the CTA: L620, N17, N514, N621, N866, P83, Q41 and Y8.<br><br>To operate UAS within this area, UAS operators are required to notify NATS via the NATS Non-Standard Flight (NSF) Portal. UAS operators are required to notify NATS at least 14 days before the date of each activity.<br><br>Note: During the notified hours of operation of Solent CTA the base changes to 5500 FT ALT. |
| PORTSMOUTH CTA 7<br>504012N 0021558W -<br>504035N 0014102W -<br>502333N 0015245W -<br>502628N 0020633W -<br>502839N 0020525W -<br>503146N 0022018W -<br>504012N 0021558W<br>Upper limit: FL195<br>Lower limit: FL165<br>Class: A | LONDON ACC | LONDON CONTROL<br>English<br>H24 | 129.430 | Parts of the following ATS Routes are incorporated within the CTA: N621 and N866.<br><br>To operate UAS within this area, UAS operators are required to notify NATS via the NATS Non-Standard Flight (NSF) Portal. UAS operators are required to notify NATS at least 14 days before the date of each activity. |
| PORTSMOUTH CTA 8<br>504959N 0023117W -<br>505012N 0021519W -<br>504311N 0021212W -<br>504946N 0013439W -<br>504441N 0013824W -<br>504035N 0014102W -<br>504012N 0021558W -<br>504000N 0023058W -<br>504959N 0023117W<br>Upper limit: FL195<br>Lower limit: FL155<br>Class: A | LONDON ACC | LONDON CONTROL<br>English<br>H24 | 129.430 | Parts of the following ATS Routes are incorporated within the CTA: L620, N17, N621 and N866.<br><br>To operate UAS within this area, UAS operators are required to notify NATS via the NATS Non-Standard Flight (NSF) Portal. UAS operators are required to notify NATS at least 14 days before the date of each activity. |
| PORTSMOUTH CTA 9<br>505248N 0021628W -<br>505532N 0020105W -<br>504554N 0015652W -<br>504311N 0021212W -<br>505248N 0021628W<br>Upper limit: FL195<br>Lower limit: FL135<br>Class: A | LONDON ACC | LONDON CONTROL<br>English<br>H24 | 129.430 | Parts of the following ATS Routes are incorporated within the CTA: L620 and N514.<br><br>To operate UAS within this area, UAS operators are required to notify NATS via the NATS Non-Standard Flight (NSF) Portal. UAS operators are required to notify NATS at least 14 days before the date of each activity. |

# ENR 2.1 FIR, UIR, TMA AND CTA (continued)

| **Name**<br>**Lateral limits**<br>**Vertical limits**<br>**Class of Airspace** | **Unit Providing Service** | **Callsign**<br>**Language**<br>**Hours of Service**<br>**Conditions of Use** | **Channel/**<br>**Frequency(MHz)/**<br>**Purpose/**<br>**SATVOICE number** | **Remarks** |
|---|---|---|---|---|
| **1** | **2** | **3** | **4** | **5** |
| PORTSMOUTH CTA 10<br>510123N 0012711W -<br>505859N 0012811W -<br>505512N 0013047W -<br>504946N 0013439W -<br>504554N 0015652W -<br>505532N 0020105W -<br>505950N 0013614W -<br>510045N 0013053W -<br>510123N 0012711W<br>Upper limit: FL195<br>Lower limit: FL95<br>Class: A | LONDON ACC | LONDON CONTROL<br>English<br>H24 | 120.230<br>129.430 | Parts of the following ATS Routes are incorporated within the CTA: L620.<br><br>To operate UAS within this area, UAS operators are required to notify NATS via the NATS Non-Standard Flight (NSF) Portal. UAS operators are required to notify NATS at least 14 days before the date of each activity. |
| PORTSMOUTH CTA 11<br>511726N 0012843W -<br>511617N 0012057W -<br>510416N 0012559W -<br>510045N 0013053W -<br>505950N 0013614W -<br>510038N 0013541W -<br>511726N 0012843W<br>Upper limit: FL115<br>Lower limit: FL65<br>Class: A | LONDON ACC | LONDON CONTROL<br>English<br>0630-0930 (0445-0830) and 1730-2130 (1630-2030). | 120.230<br>129.080 | Part of ATS Route Q41 is incorporated within the CTA.<br><br>To operate UAS within this area, UAS operators are required to notify NATS via the NATS Non-Standard Flight (NSF) Portal. UAS operators are required to notify NATS at least 14 days before the date of each activity. |
| PORTSMOUTH CTA 12<br>512624N 0012933W -<br>512348N 0010822W -<br>510717N 0011218W -<br>510913N 0012355W -<br>511721N 0012030W -<br>512624N 0012933W<br>Upper limit: FL195<br>Lower limit: FL65<br>Class: A | LONDON ACC | LONDON CONTROL<br>English<br>H24 | 129.080<br>134.125<br>135.805 | Parts of the following ATS Routes are incorporated within the CTA: L18, L607, N14, N859, P2, P72, P73, Q41, Y321.<br><br>To operate UAS within this area, UAS operators are required to notify NATS via the NATS Non-Standard Flight (NSF) Portal. UAS operators are required to notify NATS at least 14 days before the date of each activity. |
| PORTSMOUTH CTA 13<br>510045N 0013053W -<br>505334N 0014051W -<br>505950N 0013614W -<br>510045N 0013053W<br>Upper limit: FL95<br>Lower limit: FL65<br>Class: A | LONDON ACC | LONDON CONTROL<br>English<br>0630-0930 (0445-0830) and 1730-2130 (1630-2030). | 120.230<br>134.125 | Part of ATS Route Q41 is incorporated within the CTA.<br><br>To operate UAS within this area, UAS operators are required to notify NATS via the NATS Non-Standard Flight (NSF) Portal. UAS operators are required to notify NATS at least 14 days before the date of each activity. |
| PORTSMOUTH CTA 15<br>512624N 0012933W -<br>511721N 0012030W -<br>511617N 0012057W -<br>511726N 0012843W -<br>511837N 0012813W -<br>512624N 0012933W<br>Upper limit: FL105<br>Lower limit: FL65<br>Class: A | LONDON ACC | LONDON CONTROL<br>English<br>0630-0930 (0445-0830) and 1730-2130 (1630-2030). | 134.125 | To operate UAS within this area, UAS operators are required to notify NATS via the NATS Non-Standard Flight (NSF) Portal. UAS operators are required to notify NATS at least 14 days before the date of each activity. |

# ENR 2.1 FIR, UIR, TMA AND CTA (continued)

| Name<br>Lateral limits<br>Vertical limits<br>Class of Airspace | Unit Providing Service | Callsign<br>Language<br>Hours of Service<br>Conditions of Use | Channel/<br>Frequency(MHz)/<br>Purpose/<br>SATVOICE number | Remarks |
|---|---|---|---|---|
| 1 | 2 | 3 | 4 | 5 |
| PORTSMOUTH CTA 16<br>512624N 0012933W -<br>511721N 0012030W -<br>511617N 0012057W -<br>511726N 0012843W -<br>511837N 0012813W -<br>512624N 0012933W<br>Upper limit: FL195<br>Lower limit: FL105<br>Class: A | LONDON ACC | LONDON CONTROL<br>English<br>H24 | 134.125<br>135.805 | Part of ATS Routes L18 and P2 are incorporated within the CTA.<br><br>To operate UAS within this area, UAS operators are required to notify NATS via the NATS Non-Standard Flight (NSF) Portal. UAS operators are required to notify NATS at least 14 days before the date of each activity. |
| PORTSMOUTH CTA 17<br>510416N 0012559W -<br>510123N 0012711W -<br>510045N 0013053W -<br>510416N 0012559W<br>Upper limit: FL115<br>Lower limit: FL55<br>Class: A | LONDON ACC | LONDON CONTROL<br>English<br>0630-0930 (0445-0830) and 1730-2130 (1630-2030). | 120.230<br>134.125 | To operate UAS within this area, UAS operators are required to notify NATS via the NATS Non-Standard Flight (NSF) Portal. UAS operators are required to notify NATS at least 14 days before the date of each activity.<br><br>Note: During the notified hours of operation of Solent CTA the base changes to 5500 FT ALT. |
| PORTSMOUTH CTA 18<br>510123N 0012711W -<br>505859N 0012811W -<br>505512N 0013047W -<br>505334N 0014051W -<br>510045N 0013053W -<br>510123N 0012711W<br>Upper limit: FL95<br>Lower limit: FL55<br>Class: A | LONDON ACC | LONDON CONTROL<br>English<br>0630-0930 (0445-0830) and 1730-2130 (1630-2030). | 120.230<br>134.125 | To operate UAS within this area, UAS operators are required to notify NATS via the NATS Non-Standard Flight (NSF) Portal. UAS operators are required to notify NATS at least 14 days before the date of each activity.<br><br>Note: During the notified hours of operation of Solent CTA the base changes to 5500 FT ALT. |
| PRESTWICK CTA 1<br>554023N 0045040W -<br>553734N 0044227W thence anti-clockwise by the arc of a circle radius 8 NM centred on 553034N 0043540W to<br>552811N 0044906W -<br>553124N 0045830W thence clockwise by the arc of a circle radius 13 NM centred on 553034N 0043540W to -<br>554023N 0045040W<br>Upper limit: 5500 FT ALT<br>Lower limit: 1500 FT ALT<br>Class: D | PRESTWICK APP | PRESTWICK RADAR<br>English<br>H24 | 124.630<br>As directed by ATC.<br>129.450<br>DOC 40 NM/19,500 FT. | CTA Chart published in AD-2 Section. |
| PRESTWICK CTA 2<br>553044N 0044945W -<br>552703N 0043902W -<br>552518N 0044044W -<br>552811N 0044906W thence clockwise by the arc of a circle radius 8 NM centred on 553034N 0043540W to -<br>553044N 0044945W<br>Upper limit: 5500 FT ALT<br>Lower limit: 2000 FT ALT<br>Class: D | PRESTWICK APP | PRESTWICK RADAR<br>English<br>H24 | 124.630<br>As directed by ATC.<br>129.450<br>DOC 40 NM/19,500 FT. | CTA Chart published in AD-2 Section. |

## ENR 2.1 FIR, UIR, TMA AND CTA (continued)

| **Name**<br>**Lateral limits**<br>**Vertical limits**<br>**Class of Airspace** | **Unit Providing Service** | **Callsign**<br>**Language**<br>**Hours of Service**<br>**Conditions of Use** | **Channel/**<br>**Frequency(MHz)/**<br>**Purpose/**<br>**SATVOICE number** | **Remarks** |
|---|---|---|---|---|
| **1** | **2** | **3** | **4** | **5** |
| PRESTWICK CTA 3<br>552703N 0043902W -<br>552150N 0042400W thence clockwise by the arc of a circle radius 11 NM centred on 553034N 0043540W to<br>552040N 0042722W -<br>552518N 0044044W -<br>552703N 0043902W<br>Upper limit: 5500 FT ALT<br>Lower limit: 3000 FT ALT<br>Class: D | PRESTWICK APP | PRESTWICK RADAR<br>English<br>H24 | 124.630<br>As directed by ATC.<br>129.450<br>DOC 40 NM/19,500 FT. | CTA Chart published in AD-2 Section. |
| PRESTWICK CTA 4<br>552838N 0041639W -<br>552658N 0041154W thence clockwise by the arc of a circle radius 14 NM centred on 553034N 0043540W to<br>552010N 0041916W -<br>552150N 0042400W thence anti-clockwise by the arc of a circle radius 11 NM centred on 553034N 0043540W to -<br>552838N 0041639W<br>Upper limit: 5500 FT ALT<br>Lower limit: 3000 FT ALT<br>Class: D | PRESTWICK APP | PRESTWICK RADAR<br>English<br>H24 | 124.630<br>As directed by ATC.<br>129.450<br>DOC 40 NM/19,500 FT. | CTA Chart published in AD-2 Section. |
| PRESTWICK CTA 5<br>553124N 0045830W -<br>552040N 0042722W -<br>551848N 0044702W -<br>553124N 0045830W<br>Upper limit: 5500 FT ALT<br>Lower limit: 3500 FT ALT<br>Class: D | PRESTWICK APP | PRESTWICK RADAR<br>English<br>H24 | 124.630<br>As directed by ATC.<br>129.450<br>DOC 40 NM/19,500 FT. | CTA Chart published in AD-2 Section. |
| PRESTWICK CTA 6<br>552658N 0041154W -<br>552521N 0040716W thence clockwise by the arc of a circle radius 17 NM centred on 553034N 0043540W to<br>551710N 0041723W -<br>552040N 0042722W thence anti-clockwise by the arc of a circle radius 11 NM centred on 553034N 0043540W to<br>552150N 0042400W -<br>552010N 0041916W thence anti-clockwise by the arc of a circle radius 14 NM centred on 553034N 0043540W to -<br>552658N 0041154W<br>Upper limit: 5500 FT ALT<br>Lower limit: 4000 FT ALT<br>Class: D | PRESTWICK APP | PRESTWICK RADAR<br>English<br>H24 | 124.630<br>As directed by ATC.<br>129.450<br>DOC 40 NM/19,500 FT. | CTA Chart published in AD-2 Section. |
| SEVERN CTA 1<br>512448N 0025147W -<br>512331N 0023410W -<br>511620N 0023328W -<br>511538N 0025120W -<br>511505N 0025335W -<br>512448N 0025147W<br>Upper limit: FL165<br>Lower limit: FL105<br>Class: C | LONDON ACC | LONDON CONTROL<br>English<br>2300-0600 (2200-0500). | 134.755 | To operate UAS within this area, UAS operators are required to notify NATS via the NATS Non-Standard Flight (NSF) Portal. UAS operators are required to notify NATS at least 14 days before the date of each activity. |
| | CARDIFF APP | CARDIFF RADAR<br>English<br>0600-2300 (0500-2200) | 125.855 | |

# ENR 2.1 FIR, UIR, TMA AND CTA (continued)

| Name<br>Lateral limits<br>Vertical limits<br>Class of Airspace | Unit Providing Service | Callsign<br>Language<br>Hours of Service<br>Conditions of Use | Channel/<br>Frequency(MHz)/<br>Purpose/<br>SATVOICE number | Remarks |
|---|---|---|---|---|
| 1 | 2 | 3 | 4 | 5 |
| SEVERN CTA 2<br>512608N 0031050W -<br>512448N 0025147W -<br>511505N 0025335W -<br>511010N 0031341W -<br>512608N 0031050W<br>Upper limit: FL165<br>Lower limit: FL105<br>Class: C | LONDON ACC | LONDON CONTROL<br>English<br>2300-0600 (2200-0500). | 134.755 | Part of ATS routes N92 and N862 are incorporated within the CTA.<br><br>To operate UAS within this area, UAS operators are required to notify NATS via the NATS Non-Standard Flight (NSF) Portal. UAS operators are required to notify NATS at least 14 days before the date of each activity. |
| | CARDIFF APP | CARDIFF RADAR<br>English<br>0600-2300 (0500-2200). | 125.855 | |
| SOLENT CTA 1<br>510459N 0012017W -<br>510123N 0012722W -<br>510433N 0012536W thence clockwise by the arc of a circle radius 8 NM centred on 505701N 0012124W to -<br>510459N 0012017W<br>Upper limit: 5500 FT ALT<br>Lower limit: 1500 FT ALT<br>Class: D | SOUTHAMPTON APP | SOLENT RADAR<br>English<br>Mon-Sat 0630-2200 (0530-2100); Sun 0730-2200 (0630-2100). PPR until 2300 (2200). | 120.230 | When active the top level of the Solent CTA (5500 FT ALT) is entirely contiguous with the overlying en-route airspace structure.<br><br>To operate UAS within this area, UAS operators are required to notify NATS via the NATS Non-Standard Flight (NSF) Portal. UAS operators are required to notify NATS at least 14 days before the date of each activity. |
| SOLENT CTA 2<br>510459N 0012017W thence clockwise by the arc of a circle radius 8 NM centred on 505701N 0012124W to<br>510115N 0011039W -<br>504928N 0011714W -<br>504035N 0012350W -<br>504441N 0013824W -<br>504036N 0020254W thence clockwise by the arc of a circle radius 10 NM centred on 504648N 0015033W to<br>504926N 0020545W -<br>505512N 0013047W -<br>510123N 0012722W -<br>510459N 0012017W<br>Upper limit: 5500 FT ALT<br>Lower limit: 2000 FT ALT<br>Class: D | SOUTHAMPTON APP | SOLENT RADAR<br>English<br>Mon-Sat 0630-2200 (0530-2100); Sun 0730-2200 (0630-2100). PPR until 2300 (2200). | 120.230 | When active the top level of the Solent CTA (5500 FT ALT) is entirely contiguous with the overlying en-route airspace structure.<br><br>To operate UAS within this area, UAS operators are required to notify NATS via the NATS Non-Standard Flight (NSF) Portal. UAS operators are required to notify NATS at least 14 days before the date of each activity. |
| SOLENT CTA 3<br>510700N 0012146W thence clockwise by the arc of a circle radius 10 NM centred on 505701N 0012124W to<br>510340N 0010935W -<br>510115N 0011039W thence anti-clockwise by the arc of a circle radius 8 NM centred on 505701N 0012124W to<br>510433N 0012536W -<br>510700N 0012146W<br>Upper limit: 5500 FT ALT<br>Lower limit: 2000 FT ALT<br>Class: D | SOUTHAMPTON APP | SOLENT RADAR<br>English<br>Mon-Sat 0630-2200 (0530-2100); Sun 0730-2200 (0630-2100). PPR until 2300 (2200). | 120.230 | When active the top level of the Solent CTA (5500 FT ALT) is entirely contiguous with the overlying en-route airspace structure.<br><br>To operate UAS within this area, UAS operators are required to notify NATS via the NATS Non-Standard Flight (NSF) Portal. UAS operators are required to notify NATS at least 14 days before the date of each activity. |

## ENR 2.1 FIR, UIR, TMA AND CTA (continued)

| Name<br>Lateral limits<br>Vertical limits<br>Class of Airspace | Unit Providing Service | Callsign<br>Language<br>Hours of Service<br>Conditions of Use | Channel/<br>Frequency(MHz)/<br>Purpose/<br>SATVOICE number | Remarks |
|---|---|---|---|---|
| 1 | 2 | 3 | 4 | 5 |
| SOLENT CTA 4<br>510433N 0012536W -<br>505512N 0013047W -<br>505334N 0014051W -<br>510433N 0012536W<br>Upper limit: 5500 FT ALT<br>Lower limit: 2500 FT ALT<br>Class: D | SOUTHAMPTON APP | SOLENT RADAR<br>English<br>Mon-Sat 0630-2200 (0530-2100); Sun 0730-2200 (0630-2100). PPR until 2300 (2200). | 120.230 | When active the top level of the Solent CTA (5500 FT ALT) is entirely contiguous with the overlying en-route airspace structure.<br><br>To operate UAS within this area, UAS operators are required to notify NATS via the NATS Non-Standard Flight (NSF) Portal. UAS operators are required to notify NATS at least 14 days before the date of each activity. |
| SOLENT CTA 5<br>510828N 0011928W -<br>510636N 0010817W -<br>510340N 0010935W thence anti-clockwise by the arc of a circle radius 10 NM centred on 505701N 0012124W to<br>510700N 0012146W -<br>510828N 0011928W<br>Upper limit: 5500 FT ALT<br>Lower limit: 2500 FT ALT<br>Class: D | SOUTHAMPTON APP | SOLENT RADAR<br>English<br>Mon-Sat 0630-2200 (0530-2100); Sun 0730-2200 (0630-2100). PPR until 2300 (2200). | 120.230 | When active the top level of the Solent CTA (5500 FT ALT) is entirely contiguous with the overlying en-route airspace structure.<br><br>To operate UAS within this area, UAS operators are required to notify NATS via the NATS Non-Standard Flight (NSF) Portal. UAS operators are required to notify NATS at least 14 days before the date of each activity. |
| SOLENT CTA 6<br>510636N 0010817W -<br>510420N 0010657W -<br>505435N 0010335W -<br>504928N 0011714W -<br>510115N 0011039W -<br>510636N 0010817W<br>Upper limit: 5500 FT ALT<br>Lower limit: 3000 FT ALT<br>Class: D | SOUTHAMPTON APP | SOLENT RADAR<br>English<br>Mon-Sat 0630-2200 (0530-2100); Sun 0730-2200 (0630-2100). PPR until 2300 (2200). | 120.230 | When active the top level of the Solent CTA (5500 FT ALT) is entirely contiguous with the overlying en-route airspace structure.<br><br>To operate UAS within this area, UAS operators are required to notify NATS via the NATS Non-Standard Flight (NSF) Portal. UAS operators are required to notify NATS at least 14 days before the date of each activity. |
| SOLENT CTA 7<br>504214N 0015313W -<br>504441N 0013824W -<br>503156N 0014700W -<br>504214N 0015313W<br>Upper limit: 5500 FT ALT<br>Lower limit: 3500 FT ALT<br>Class: D | SOUTHAMPTON APP | SOLENT RADAR<br>English<br>Mon-Sat 0630-2200 (0530-2100); Sun 0730-2200 (0630-2100). PPR until 2300 (2200). | 120.230 | When active the top level of the Solent CTA (5500 FT ALT) is entirely contiguous with the overlying en-route airspace structure.<br><br>To operate UAS within this area, UAS operators are required to notify NATS via the NATS Non-Standard Flight (NSF) Portal. UAS operators are required to notify NATS at least 14 days before the date of each activity. |
| SOLENT CTA 8<br>504441N 0013824W -<br>504035N 0012350W -<br>502754N 0013240W -<br>503156N 0014700W -<br>504441N 0013824W<br>Upper limit: 5500 FT ALT<br>Lower limit: 3500 FT ALT<br>Class: D | SOUTHAMPTON APP | SOLENT RADAR<br>English<br>Mon-Sat 0630-2200 (0530-2100); Sun 0730-2200 (0630-2100). PPR until 2300 (2200). | 120.230 | When active the top level of the Solent CTA (5500 FT ALT) is entirely contiguous with the overlying en-route airspace structure.<br><br>To operate UAS within this area, UAS operators are required to notify NATS via the NATS Non-Standard Flight (NSF) Portal. UAS operators are required to notify NATS at least 14 days before the date of each activity. |

# ENR 2.1 FIR, UIR, TMA AND CTA (continued)

| Name<br>Lateral limits<br>Vertical limits<br>Class of Airspace | Unit Providing Service | Callsign<br>Language<br>Hours of Service<br>Conditions of Use | Channel/<br>Frequency(MHz)/<br>Purpose/<br>SATVOICE number | Remarks |
|---|---|---|---|---|
| 1 | 2 | 3 | 4 | 5 |
| SOUTHEND CTA 1<br>513437N 0002440E -<br>514333N 0004429E -<br>514206N 0004521E -<br>513445N 0002903E thence anti-clockwise by the arc of a circle radius 7.5 NM centred on 513357N 0004100E to<br>512701N 0003630E -<br>512719N 0003955E -<br>513151N 0005000E -<br>513000N 0005000E -<br>512528N 0003956E -<br>512446N 0003202E -<br>512757N 0002721E -<br>513146N 0002401E -<br>513437N 0002440E<br>Upper limit: 3500 FT ALT<br>Lower limit: 1500 FT ALT<br>Class: D | SOUTHEND APP | SOUTHEND<br>APPROACH<br>English<br>H24 | 130.780<br>DOC 40 NM/10,000 FT. | LTMA airspace 3500 FT upwards.<br><br>CTA Chart published in AD-2 Section. |
| SOUTHEND CTA 2<br>514333N 0004429E -<br>514420N 0004614E -<br>514440N 0005036E -<br>514431N 0005038E -<br>514138N 0005222E -<br>514312N 0004748E -<br>514206N 0004521E -<br>514333N 0004429E<br>Upper limit: 4500 FT ALT<br>Lower limit: 1500 FT ALT<br>Class: D | SOUTHEND APP | SOUTHEND<br>APPROACH<br>English<br>H24 | 130.780<br>DOC 40 NM/10,000 FT. | LTMA airspace 4500 FT upwards.<br><br>CTA Chart published in AD-2 Section. |
| SOUTHEND CTA 3<br>514440N 0005036E -<br>514446N 0005158E thence clockwise by the arc of a circle radius 12 NM centred on 513428N 0004207E to<br>513504N 0010120E -<br>513000N 0005000E -<br>513151N 0005000E -<br>513528N 0005805E thence anti-clockwise by the arc of a circle radius 10 NM centred on 513428N 0004207E to<br>514057N 0005420E -<br>514138N 0005222E -<br>514431N 0005038E -<br>514440N 0005036E<br>Upper limit: 5500 FT ALT<br>Lower limit: 1500 FT ALT<br>Class: D | SOUTHEND APP | SOUTHEND<br>APPROACH<br>English<br>H24 | 130.780<br>DOC 40 NM/10,000 FT. | LTMA airspace 5500 FT upwards.<br><br>CTA Chart published in AD-2 Section. |
| SOUTHEND CTA 4<br>513437N 0002440E -<br>513943N 0002551E -<br>514353N 0003508E -<br>514435N 0004406E -<br>514401N 0004412E -<br>514333N 0004429E -<br>513437N 0002440E<br>Upper limit: 3500 FT ALT<br>Lower limit: 2500 FT ALT<br>Class: D | SOUTHEND APP | SOUTHEND<br>APPROACH<br>English<br>H24 | 130.780<br>DOC 40 NM/10,000 FT. | LTMA airspace 3500 FT upwards.<br><br>CTA Chart published in AD-2 Section. |

## ENR 2.1 FIR, UIR, TMA AND CTA (continued)

| Name<br>Lateral limits<br>Vertical limits<br>Class of Airspace | Unit Providing Service | Callsign<br>Language<br>Hours of Service<br>Conditions of Use | Channel/<br>Frequency(MHz)/<br>Purpose/<br>SATVOICE number | Remarks |
|---|---|---|---|---|
| **1** | **2** | **3** | **4** | **5** |
| SOUTHEND CTA 5<br>514435N 0004406E -<br>514506N 0004514E -<br>514530N 0005026E -<br>514440N 0005036E -<br>514420N 0004614E -<br>514333N 0004429E -<br>514401N 0004412E -<br>514435N 0004406E<br>Upper limit: 4500 FT ALT<br>Lower limit: 2500 FT ALT<br>Class: D | SOUTHEND APP | SOUTHEND<br>APPROACH<br>English<br>H24 | 130.780<br>DOC 40 NM/10,000<br>FT. | LTMA airspace 4500 FT upwards.<br><br>CTA Chart published in AD-2<br>Section. |
| SOUTHEND CTA 6<br>514530N 0005026E -<br>514551N 0005510E thence<br>clockwise by the arc of a circle<br>radius 14 NM centred on 513428N<br>0004207E to<br>513653N 0010414E -<br>513535N 0010117E thence anti-<br>clockwise by the arc of a circle<br>radius 12 NM centred on 513428N<br>0004207E to<br>514446N 0005158E -<br>514440N 0005036E -<br>514530N 0005026E<br>Upper limit: 5500 FT ALT<br>Lower limit: 2500 FT ALT<br>Class: D | SOUTHEND APP | SOUTHEND<br>APPROACH<br>English<br>H24 | 130.780<br>DOC 40 NM/10,000<br>FT. | LTMA airspace 5500 FT upwards.<br><br>CTA Chart published in AD-2<br>Section. |
| SOUTHEND CTA 7<br>512757N 0002721E -<br>512446N 0003202E -<br>512528N 0003956E -<br>513000N 0005000E -<br>512120N 0005000E -<br>512046N 0003338E -<br>512757N 0002721E<br>Upper limit: 3500 FT ALT<br>Lower limit: 2500 FT ALT<br>Class: D | SOUTHEND APP | SOUTHEND<br>APPROACH<br>English<br>H24 | 130.780<br>DOC 40 NM/10,000<br>FT. | LTMA airspace 3500 FT upwards.<br><br>CTA Chart published in AD-2<br>Section. |
| SOUTHEND CTA 8<br>512829N 0005000E -<br>512555N 0005625E -<br>512124N 0005144E -<br>512120N 0005000E -<br>512829N 0005000E<br>Upper limit: 5500 FT ALT<br>Lower limit: 3500 FT ALT<br>Class: D | SOUTHEND APP | SOUTHEND<br>APPROACH<br>English<br>H24 | 130.780<br>DOC 40 NM/10,000<br>FT. | LTMA airspace 5500 FT upwards.<br><br>CTA Chart published in AD-2<br>Section. |
| SOUTHEND CTA 9<br>514506N 0004514E -<br>514716N 0005005E -<br>514530N 0005026E -<br>514506N 0004514E<br>Upper limit: 4500 FT ALT<br>Lower limit: 3500 FT ALT<br>Class: D | SOUTHEND APP | SOUTHEND<br>APPROACH<br>English<br>H24 | 130.780<br>DOC 40 NM/10,000<br>FT. | LTMA airspace 4500 FT upwards.<br><br>CTA Chart published in AD-2<br>Section. |

# ENR 2.1 FIR, UIR, TMA AND CTA (continued)

| Name<br>Lateral limits<br>Vertical limits<br>Class of Airspace | Unit Providing Service | Callsign<br>Language<br>Hours of Service<br>Conditions of Use | Channel/<br>Frequency(MHz)/<br>Purpose/<br>SATVOICE number | Remarks |
|---|---|---|---|---|
| 1 | 2 | 3 | 4 | 5 |
| SOUTHEND CTA 10<br>514716N 0005005E -<br>515032N 0005922E -<br>515158N 0011450E -<br>514921N 0012014E -<br>514212N 0012127E -<br>513836N 0011744E -<br>513751N 0010627E -<br>513653N 0010414E thence anti-clockwise by the arc of a circle radius 14 NM centred on 513428N 0004207E to<br>514551N 0005510E -<br>514530N 0005026E -<br>514716N 0005005E<br>Upper limit: 5500 FT ALT<br>Lower limit: 3500 FT ALT<br>Class: D | SOUTHEND APP | SOUTHEND<br>APPROACH<br>English<br>H24 | 130.780<br>DOC 40 NM/10,000 FT. | CTA Chart published in AD-2 Section. |
| SOUTHERN CTA<br>523412N 0015410E -<br>522842N 0023414E -<br>522819N 0024644E -<br>513000N 0020000E -<br>510700N 0020000E -<br>510000N 0012800E -<br>504000N 0012800E -<br>500000N 0001500W following the line of latitude to -<br>500000N 0020000W -<br>495738N 0021420W -<br>495458N 0023011W -<br>501745N 0022725W -<br>503146N 0022018W -<br>503712N 0021731W -<br>503949N 0023058W -<br>504459N 0023107W -<br>504947N 0023317W -<br>510123N 0012711W -<br>511617N 0012057W -<br>511726N 0012843W -<br>511837N 0012813W -<br>512624N 0012933W -<br>512619N 0012850W -<br>513607N 0012547W -<br>513423N 0011138W -<br>514420N 0010041W -<br>515745N 0011126W -<br>520421N 0003712W -<br>520316N 0003441W -<br>521126N 0002220W -<br>522632N 0003702W -<br>522511N 0012817E -<br>523412N 0015410E<br>Upper limit: FL245<br>Lower limit: FL195<br>Class: C | LONDON ACC | LONDON CONTROL<br>English<br>H24 | 118.480<br>121.030<br>121.230<br>127.105<br>127.955<br>128.430<br>129.430<br>130.925<br>132.165<br>132.605<br>133.940<br>134.905<br>135.055<br>135.425<br>135.805 | Parts of the following ATS Routes are incorporated within the CTA: L6, L9, L10, L15, L18, L89, L151, L179, L607, L608, L610, L612, L613, L620, L980, L982, M8, M40, M84, M85, M87, M91, M183, M184, M185, M189, M195, M197, M604, M605, M733, N6, N14, N16, N17, N19, N20, N27, N57, N63, N84, N514, N601, N621, N859, N866, N867, P2, P7, P25, P44, P49, P72, P73, P83, P86, P87, P88, P137, P144, P155, P166, Q3, Q41, Q63, Q70, Q75, Q295, T71, T418, T420, T421, Y4, Y6, Y8, Y47, Y110, Y311, Y312, Y321, Y803 and Z171. |

# ENR 2.1 FIR, UIR, TMA AND CTA (continued)

| **Name**<br>**Lateral limits**<br>**Vertical limits**<br>**Class of Airspace** | **Unit Providing Service** | **Callsign**<br>**Language**<br>**Hours of Service**<br>**Conditions of Use** | **Channel/**<br>**Frequency(MHz)/**<br>**Purpose/**<br>**SATVOICE number** | **Remarks** |
|---|---|---|---|---|
| **1** | **2** | **3** | **4** | **5** |
| STRANGFORD CTA 1<br>543542N 0051444W -<br>543230N 0051046W -<br>542209N 0044501W -<br>541645N 0045125W -<br>540805N 0044053W -<br>542534N 0052320W -<br>543542N 0051444W<br>Upper limit: FL195<br>Lower limit: FL75<br>Class: D | SCOTTISH ACC | SCOTTISH CONTROL<br>English<br>H24 | 123.775 | Parts of the following ATS Routes are incorporated within the CTA: M146, M147, M148 and P620.<br><br>To operate UAS within this area, UAS operators are required to notify NATS via the NATS Non-Standard Flight (NSF) Portal. UAS operators are required to notify NATS at least 14 days before the date of each activity.<br><br>Note: During the notified hours of operation of the Isle of Man CTR/ CTA the lower limit of the portion of the CTA coincident with the Isle of Man CTR/CTA will be FL 105. |
| STRANGFORD CTA 2<br>544449N 0052608W -<br>543118N 0053734W -<br>542534N 0052320W -<br>543542N 0051444W -<br>544449N 0052608W<br>Upper limit: FL195<br>Lower limit: 3500 FT ALT<br>Class: D | SCOTTISH ACC | SCOTTISH CONTROL<br>English<br>H24 | 123.775 | Parts of the following ATS Routes are incorporated within the CTA: M146, M147, M148, P6, P600 and P620.<br><br>Airspace within CTA 2 (excluding AWY P600) is subject to airspace sharing agreements and ATS from Scottish ACC may not be available.<br><br>To operate UAS within this area, UAS operators are required to notify NATS via the NATS Non-Standard Flight (NSF) Portal. UAS operators are required to notify NATS at least 14 days before the date of each activity. |
| STRANGFORD CTA 3<br>545715N 0051530W -<br>541100N 0055428W -<br>542634N 0061018W thence clockwise by the arc of a circle radius 13 NM centred on 543927N 0061257W to<br>545030N 0062442W -<br>545310N 0054701W -<br>545418N 0053000W -<br>545715N 0051530W<br>Upper limit: FL195<br>Lower limit: FL105<br>Class: D | SCOTTISH ACC | SCOTTISH CONTROL<br>English<br>H24 | 123.775 | Parts of the following ATS Routes are incorporated within the CTA: L10, L15, L603, M147, M148, N34, P6 and P600.<br><br>To operate UAS within this area, UAS operators are required to notify NATS via the NATS Non-Standard Flight (NSF) Portal. UAS operators are required to notify NATS at least 14 days before the date of each activity. |
| STRANGFORD CTA 4<br>542214N 0054509W -<br>541630N 0053058W -<br>540636N 0053913W -<br>541100N 0055428W -<br>542214N 0054509W<br>Upper limit: FL195<br>Lower limit: FL55<br>Class: D | SCOTTISH ACC | SCOTTISH CONTROL<br>English<br>H24 | 123.775 | Parts of the following ATS Routes are incorporated within the CTA: L15, L603 and Q38.<br><br>To operate UAS within this area, UAS operators are required to notify NATS via the NATS Non-Standard Flight (NSF) Portal. UAS operators are required to notify NATS at least 14 days before the date of each activity. |

# ENR 2.1 FIR, UIR, TMA AND CTA (continued)

| Name<br>Lateral limits<br>Vertical limits<br>Class of Airspace | Unit Providing Service | Callsign<br>Language<br>Hours of Service<br>Conditions of Use | Channel/<br>Frequency(MHz)/<br>Purpose/<br>SATVOICE number | Remarks |
|---|---|---|---|---|
| 1 | 2 | 3 | 4 | 5 |
| STRANGFORD CTA 5<br>541630N 0053058W -<br>540405N 0050040W -<br>540202N 0050543W -<br>540636N 0053913W -<br>541630N 0053058W<br>Upper limit: FL195<br>Lower limit: FL75<br>Class: D | SCOTTISH ACC | SCOTTISH CONTROL<br>English<br>H24 | 123.775 | Parts of the following ATS Routes are incorporated within the CTA: L15, L603, P620 and Q38.<br><br>To operate UAS within this area, UAS operators are required to notify NATS via the NATS Non-Standard Flight (NSF) Portal. UAS operators are required to notify NATS at least 14 days before the date of each activity.<br><br>Note: During the notified hours of operation of the Isle of Man CTR/ CTA the lower limit of the portion of the CTA coincident with the Isle of Man CTR/CTA will be FL 105. |
| STRANGFORD CTA 6<br>543118N 0053734W -<br>542534N 0052320W -<br>540805N 0044053W -<br>535956N 0045043W -<br>541630N 0053058W -<br>542214N 0054509W -<br>543118N 0053734W<br>Upper limit: FL195<br>Lower limit: FL45<br>Class: D | SCOTTISH ACC | SCOTTISH CONTROL<br>English<br>H24 | 123.775 | Parts of the following ATS Routes are incorporated within the CTA: L10, L15, L603, M146, P620, Q39 and Y911.<br><br>To operate UAS within this area, UAS operators are required to notify NATS via the NATS Non-Standard Flight (NSF) Portal. UAS operators are required to notify NATS at least 14 days before the date of each activity.<br><br>Note: During the notified hours of operation of the Isle of Man CTR/ CTA the lower limit of the portion of the CTA coincident with the Isle of Man CTR/CTA will be FL 105. |
| STRANGFORD CTA 7<br>542209N 0044501W -<br>541627N 0043100W -<br>540805N 0044053W -<br>541645N 0045125W -<br>542209N 0044501W<br>Upper limit: FL195<br>Lower limit: FL135<br>Class: D | SCOTTISH ACC | SCOTTISH CONTROL<br>English<br>H24 | 123.775 | Parts of the following ATS Routes are incorporated within the CTA: M147 and M148.<br><br>To operate UAS within this area, UAS operators are required to notify NATS via the NATS Non-Standard Flight (NSF) Portal. UAS operators are required to notify NATS at least 14 days before the date of each activity. |
| STRANGFORD CTA 8<br>540915N 0054823W -<br>540636N 0053913W -<br>540514N 0052901W -<br>535617N 0053627W -<br>540008N 0055552W -<br>540915N 0054823W<br>Upper limit: FL195<br>Lower limit: FL95<br>Class: D | SCOTTISH ACC | SCOTTISH CONTROL<br>English<br>H24 | 123.775 | Part of the following ATS Route is incorporated within the CTA: P620.<br><br>To operate UAS within this area, UAS operators are required to notify NATS via the NATS Non-Standard Flight (NSF) Portal. UAS operators are required to notify NATS at least 14 days before the date of each activity. |

## ENR 2.1 FIR, UIR, TMA AND CTA (continued)

| **Name**<br>**Lateral limits**<br>**Vertical limits**<br>**Class of Airspace** | **Unit Providing Service** | **Callsign**<br>**Language**<br>**Hours of Service**<br>**Conditions of Use** | **Channel/**<br>**Frequency(MHz)/**<br>**Purpose/**<br>**SATVOICE number** | **Remarks** |
|---|---|---|---|---|
| **1** | **2** | **3** | **4** | **5** |
| STRANGFORD CTA 9<br>541744N 0062349W -<br>541711N 0060044W -<br>541100N 0055428W -<br>540915N 0054823W -<br>540008N 0055552W -<br>540543N 0062435W -<br>541744N 0062349W<br>Upper limit: FL195<br>Lower limit: FL75<br>Class: D | SCOTTISH ACC | SCOTTISH CONTROL<br>English<br>H24 | 123.775 | Parts of the following ATS Routes are incorporated within the CTA: P600, N34.<br><br>To operate UAS within this area, UAS operators are required to notify NATS via the NATS Non-Standard Flight (NSF) Portal. UAS operators are required to notify NATS at least 14 days before the date of each activity. |
| STRANGFORD CTA 10<br>542755N 0062310W thence anti-clockwise by the arc of a circle radius 13 NM centred on 543927N 0061257W to<br>542634N 0061018W -<br>541711N 0060044W -<br>541744N 0062349W -<br>542755N 0062310W<br>Upper limit: FL195<br>Lower limit: FL55<br>Class: D | SCOTTISH ACC | SCOTTISH CONTROL<br>English<br>H24 | 123.775 | Part of the following ATS Route is incorporated within the CTA: N34.<br><br>To operate UAS within this area, UAS operators are required to notify NATS via the NATS Non-Standard Flight (NSF) Portal. UAS operators are required to notify NATS at least 14 days before the date of each activity. |
| STRANGFORD CTA 11<br>545040N 0050133W -<br>543138N 0050835W -<br>543230N 0051046W -<br>543912N 0051906W -<br>545040N 0050133W<br>Upper limit: FL195<br>Lower limit: FL95<br>Class: D | SCOTTISH ACC | SCOTTISH CONTROL<br>English<br>H24 | 123.775 | Part of the following ATS Route is incorporated within the CTA: P620.<br><br>To operate UAS within this area, UAS operators are required to notify NATS via the NATS Non-Standard Flight (NSF) Portal. UAS operators are required to notify NATS at least 14 days before the date of each activity. |
| STRANGFORD CTA 12<br>551214N 0050234W -<br>551002N 0044501W -<br>550251N 0045118W -<br>545120N 0050118W -<br>545040N 0050133W -<br>543912N 0051906W -<br>544449N 0052608W -<br>545715N 0051530W -<br>551214N 0050234W<br>Upper limit: FL195<br>Lower limit: FL55<br>Minimum limit: 5000 FT ALT<br>Class: D | SCOTTISH ACC | SCOTTISH CONTROL<br>English<br>H24 | 123.775 | Part of the following ATS Routes are incorporated within the CTA: P600, P620 and UN57.<br><br>To operate UAS within this area, UAS operators are required to notify NATS via the NATS Non-Standard Flight (NSF) Portal. UAS operators are required to notify NATS at least 14 days before the date of each activity. |
| STRANGFORD CTA 13<br>551002N 0044501W -<br>550806N 0043002W -<br>550251N 0045118W -<br>551002N 0044501W<br>Upper limit: FL195<br>Lower limit: FL125<br>Class: D | SCOTTISH ACC | SCOTTISH CONTROL<br>English<br>H24 | 123.775 | Part of the following ATS Route is incorporated within the CTA: UN57.<br><br>To operate UAS within this area, UAS operators are required to notify NATS via the NATS Non-Standard Flight (NSF) Portal. UAS operators are required to notify NATS at least 14 days before the date of each activity. |

# ENR 2.1 FIR, UIR, TMA AND CTA (continued)

| Name<br>Lateral limits<br>Vertical limits<br>Class of Airspace | Unit Providing Service | Callsign<br>Language<br>Hours of Service<br>Conditions of Use | Channel/<br>Frequency(MHz)/<br>Purpose/<br>SATVOICE number | Remarks |
|---|---|---|---|---|
| 1 | 2 | 3 | 4 | 5 |
| STRUMBLE CTA 1<br>524418N 0053000W -<br>520401N 0045652W -<br>515517N 0035758W -<br>514412N 0040223W -<br>515254N 0051413W -<br>515341N 0053338W -<br>515234N 0060431W -<br>515144N 0062443W -<br>522000N 0053000W -<br>524418N 0053000W<br>Upper limit: FL195<br>Lower limit: FL155<br>Class: A | LONDON ACC | LONDON CONTROL<br>English<br>H24 | 129.380 | Parts of the following ATS Routes are incorporated within the CTA: L9, M17, N12, N18, N24, N30, N83, N546, P2, P70 and Q63.<br><br>To operate UAS within this area, UAS operators are required to notify NATS via the NATS Non-Standard Flight (NSF) Portal. UAS operators are required to notify NATS at least 14 days before the date of each activity. |
| STRUMBLE CTA 2<br>515517N 0035758W -<br>515401N 0034944W -<br>514309N 0035406W -<br>514412N 0040223W -<br>515517N 0035758W<br>Upper limit: FL195<br>Lower limit: FL145<br>Class: A | LONDON ACC | LONDON CONTROL<br>English<br>H24 | 129.380 | Part of ATS Routes L9 and Q63 are incorporated within the CTA.<br><br>To operate UAS within this area, UAS operators are required to notify NATS via the NATS Non-Standard Flight (NSF) Portal. UAS operators are required to notify NATS at least 14 days before the date of each activity. |
| STRUMBLE CTA 3<br>515401N 0034944W -<br>515211N 0033709W -<br>514131N 0034129W -<br>514309N 0035406W -<br>515401N 0034944W<br>Upper limit: FL195<br>Lower limit: FL125<br>Class: A | LONDON ACC | LONDON CONTROL<br>English<br>H24<br>(Note 1) | 129.380 | Part of ATS Routes L9 and Q63 are incorporated within the CTA.<br><br>To operate UAS within this area, UAS operators are required to notify NATS via the NATS Non-Standard Flight (NSF) Portal. UAS operators are required to notify NATS at least 14 days before the date of each activity.<br><br>LONDON CONTROL:<br>Note 1: 0600-2300 (0500-2200) above FL 165, 2300-0600 (2200-0500) (All Levels).<br><br>CARDIFF RADAR:<br>Note 1: Between 0600-2300 (0500-2200) FL 165 and below the provision of ATS is delegated to Cardiff Radar. |
| | CARDIFF APP | CARDIFF RADAR<br>English<br>0600-2300 (0500-2200)<br>(Note 1) | 125.855 | |

# ENR 2.1 FIR, UIR, TMA AND CTA (continued)

| **Name**<br>**Lateral limits**<br>**Vertical limits**<br>**Class of Airspace** | **Unit Providing Service** | **Callsign**<br>**Language**<br>**Hours of Service**<br>**Conditions of Use** | **Channel/**<br>**Frequency(MHz)/**<br>**Purpose/**<br>**SATVOICE number** | **Remarks** |
|---|---|---|---|---|
| **1** | **2** | **3** | **4** | **5** |
| STRUMBLE CTA 4<br>515211N 0033709W -<br>515130N 0033151W -<br>515056N 0032207W -<br>514954N 0032323W -<br>514355N 0032348W -<br>513946N 0032432W -<br>514037N 0033429W -<br>514131N 0034129W -<br>515211N 0033709W<br>Upper limit: FL195<br>Lower limit: FL75<br>Class: A | LONDON ACC | LONDON CONTROL<br>English<br>H24<br>(Note 1) | 129.380<br>134.755 | Parts of the following ATS Routes are incorporated within the CTA: L9, L180, P4 and Q63.<br><br>To operate UAS within this area, UAS operators are required to notify NATS via the NATS Non-Standard Flight (NSF) Portal. UAS operators are required to notify NATS at least 14 days before the date of each activity.<br><br>LONDON CONTROL:<br>Note 1: 0600-2300 (0500-2200) above FL 165, 2300-0600 (2200-0500) (All Levels).<br><br>CARDIFF RADAR:<br>Note 1: Between 0600-2300 (0500-2200) FL 165 and below the provision of ATS is delegated to Cardiff Radar. |
| | CARDIFF APP | CARDIFF RADAR<br>English<br>0600-2300 (0500-2200)<br>(Note 1) | 125.855 | |
| SUMBURGH CTA<br>594309N 0005423W -<br>593219N 0011214W -<br>593329N 0013104W -<br>594202N 0014946W -<br>594620N 0014725W -<br>593839N 0013034W -<br>594309N 0005423W<br>Upper limit: FL100<br>Lower limit: 1500 FT ALT<br>Class: D | SUMBURGH | SUMBURGH RADAR<br>English<br>Coincident with TWR hours. See EGPB AD 2.18.<br>(Note 1) | 123.155<br>Standby frequency not continuously monitored.<br>131.300<br>Radar services for both Approach Radar and offshore sectors. | CTA Chart published in AD-2 Section.<br><br>Note 1: Hours subject to change, consult the latest NOTAM. |
| TAY CTA 1<br>562146N 0034425W -<br>561555N 0032923W -<br>561400N 0033259W following the line of latitude to -<br>561400N 0040926W -<br>562000N 0034746W -<br>562146N 0034425W<br>Upper limit: FL195<br>Lower limit: FL55<br>Class: A | SCOTTISH ACC | SCOTTISH CONTROL<br>English<br>H24 | 124.500 | Part of ATS Route P600 is contained within the CTA.<br><br>To operate UAS within this area, UAS operators are required to notify NATS via the NATS Non-Standard Flight (NSF) Portal. UAS operators are required to notify NATS at least 14 days before the date of each activity. |
| TAY CTA 2<br>562948N 0032900W -<br>562633N 0032207W -<br>562341N 0031445W -<br>562219N 0031721W -<br>561555N 0032923W -<br>562146N 0034425W -<br>562948N 0032900W<br>Upper limit: FL195<br>Lower limit: FL85<br>Class: A | SCOTTISH ACC | SCOTTISH CONTROL<br>English<br>H24 | 124.500 | Part of ATS Route P600 is contained within the CTA.<br><br>To operate UAS within this area, UAS operators are required to notify NATS via the NATS Non-Standard Flight (NSF) Portal. UAS operators are required to notify NATS at least 14 days before the date of each activity. |

# ENR 2.1 FIR, UIR, TMA AND CTA (continued)

| Name<br>Lateral limits<br>Vertical limits<br>Class of Airspace | Unit Providing Service | Callsign<br>Language<br>Hours of Service<br>Conditions of Use | Channel/<br>Frequency(MHz)/<br>Purpose/<br>SATVOICE number | Remarks |
|---|---|---|---|---|
| 1 | 2 | 3 | 4 | 5 |
| TAY CTA 3<br>561241N 0031943W -<br>561118N 0030159W -<br>560700N 0030304W following the line of latitude to -<br>560700N 0032107W -<br>561241N 0031943W<br>Upper limit: FL195<br>Lower limit: FL65<br>Class: A | SCOTTISH ACC | SCOTTISH CONTROL<br>English<br>Sat 0001 - Sun 2359. | 124.500 | Part of ATS Route N864 is contained within the CTA.<br><br>Tay CTA 3 is notified for the purpose of SERA.6001(a) Classification of Airspace in accordance with the conditions established in a Letter of Agreement (LOA) between the British Gliding Association (BGA) and Scottish ACC.<br><br>To operate UAS within this area, UAS operators are required to notify NATS via the NATS Non-Standard Flight (NSF) Portal. UAS operators are required to notify NATS at least 14 days before the date of each activity. |
| TAY CTA 4<br>562341N 0031445W -<br>562228N 0025909W -<br>561118N 0030159W -<br>561241N 0031943W -<br>562219N 0031721W -<br>562341N 0031445W<br>Upper limit: FL195<br>Lower limit: FL85<br>Class: A | SCOTTISH ACC | SCOTTISH CONTROL<br>English<br>Sat 0001 - Sun 2359. | 124.500 | Part of ATS Route N864 is contained within the CTA.<br><br>Tay CTA 4 is notified for the purpose of SERA.6001(a) Classification of Airspace in accordance with the conditions established in a Letter of Agreement (LOA) between the British Gliding Association (BGA) and Scottish ACC.<br><br>To operate UAS within this area, UAS operators are required to notify NATS via the NATS Non-Standard Flight (NSF) Portal. UAS operators are required to notify NATS at least 14 days before the date of each activity. |
| TAY CTA 5<br>563947N 0025440W -<br>562228N 0025909W -<br>562341N 0031445W -<br>563947N 0025440W<br>Upper limit: FL195<br>Lower limit: FL105<br>Class: A | SCOTTISH ACC | SCOTTISH CONTROL<br>English<br>Sat 0001 - Sun 2359. | 124.500 | Part of ATS Route N864 is contained within the CTA.<br><br>Tay CTA 5 is notified for the purpose of SERA.6001(a) Classification of Airspace in accordance with the conditions established in a Letter of Agreement (LOA) between the British Gliding Association (BGA) and Scottish ACC.<br><br>To operate UAS within this area, UAS operators are required to notify NATS via the NATS Non-Standard Flight (NSF) Portal. UAS operators are required to notify NATS at least 14 days before the date of each activity. |
| TAY CTA 6<br>564838N 0030536W -<br>564257N 0025041W -<br>562341N 0031445W -<br>562633N 0032207W -<br>562948N 0032900W -<br>564838N 0030536W<br>Upper limit: FL195<br>Lower limit: FL105<br>Class: A | SCOTTISH ACC | SCOTTISH CONTROL<br>English<br>H24 | 124.500 | Part of ATS Route P600 is contained within the CTA.<br><br>To operate UAS within this area, UAS operators are required to notify NATS via the NATS Non-Standard Flight (NSF) Portal. UAS operators are required to notify NATS at least 14 days before the date of each activity. |

# ENR 2.1 FIR, UIR, TMA AND CTA (continued)

| Name<br>Lateral limits<br>Vertical limits<br>Class of Airspace | Unit Providing Service | Callsign<br>Language<br>Hours of Service<br>Conditions of Use | Channel/<br>Frequency(MHz)/<br>Purpose/<br>SATVOICE number | Remarks |
|---|---|---|---|---|
| 1 | 2 | 3 | 4 | 5 |
| TAY CTA 7<br>565650N 0025515W -<br>565109N 0024016W -<br>564257N 0025041W -<br>564838N 0030536W -<br>565650N 0025515W<br>Upper limit: FL195<br>Lower limit: FL85<br>Class: A | SCOTTISH ACC | SCOTTISH CONTROL<br>English<br>H24 | 124.500 | Part of ATS Route P600 is contained within the CTA.<br><br>To operate UAS within this area, UAS operators are required to notify NATS via the NATS Non-Standard Flight (NSF) Portal. UAS operators are required to notify NATS at least 14 days before the date of each activity. |
| TAY CTA 8<br>570015N 0025056W -<br>565433N 0023557W -<br>565109N 0024016W -<br>565650N 0025515W -<br>570015N 0025056W<br>Upper limit: FL195<br>Lower limit: FL55<br>Class: A | SCOTTISH ACC | SCOTTISH CONTROL<br>English<br>H24 | 124.500 | Part of ATS Route P600 is contained within the CTA.<br><br>To operate UAS within this area, UAS operators are required to notify NATS via the NATS Non-Standard Flight (NSF) Portal. UAS operators are required to notify NATS at least 14 days before the date of each activity. |
| TAY CTA 9<br>572130N 0022334W -<br>571838N 0021602W -<br>571437N 0020959W -<br>565433N 0023557W -<br>570015N 0025056W -<br>572130N 0022334W<br>Upper limit: FL195<br>Lower limit: FL115<br>Class: A | SCOTTISH ACC | SCOTTISH CONTROL<br>English<br>H24 | 124.500 | Part of ATS Route P600 is contained within the CTA.<br><br>To operate UAS within this area, UAS operators are required to notify NATS via the NATS Non-Standard Flight (NSF) Portal. UAS operators are required to notify NATS at least 14 days before the date of each activity. |
| TAY CTA 10<br>571940N 0020701W -<br>563050N 0014817W -<br>562848N 0020556W -<br>570627N 0022037W -<br>571437N 0020959W -<br>571838N 0021602W -<br>571940N 0020701W<br>Upper limit: FL195<br>Lower limit: FL115<br>Class: D | SCOTTISH ACC | SCOTTISH CONTROL<br>English<br>See remarks for hours. | 124.500 | Part of ATS Route P18 is contained within the CTA.<br><br>Conditional H24 – Unavailability as specified by NOTAM when required for MOD access or by activation of EGD514Z.<br><br>To operate UAS within this area, UAS operators are required to notify NATS via the NATS Non-Standard Flight (NSF) Portal. UAS operators are required to notify NATS at least 14 days before the date of each activity. |
| TAY CTA 11<br>570417N 0014929W -<br>565044N 0015237W -<br>564809N 0021455W -<br>565507N 0021952W -<br>565533N 0020635W thence anti-clockwise by the arc of a circle radius 10 NM centred on 570531N 0020740W to -<br>570417N 0014929W<br>Upper limit: FL115<br>Lower limit: 4500 FT ALT<br>Class: D | SCOTTISH ACC | SCOTTISH CONTROL<br>English<br>See remarks for hours. | 124.500 | Part of ATS Route P18 is contained within the CTA.<br><br>Conditional H24 – Unavailability as specified by NOTAM when required for MOD access or by activation of EGD514Z.<br><br>To operate UAS within this area, UAS operators are required to notify NATS via the NATS Non-Standard Flight (NSF) Portal. UAS operators are required to notify NATS at least 14 days before the date of each activity. |

# ENR 2.1 FIR, UIR, TMA AND CTA (continued)

| Name<br>Lateral limits<br>Vertical limits<br>Class of Airspace | Unit Providing Service | Callsign<br>Language<br>Hours of Service<br>Conditions of Use | Channel/<br>Frequency(MHz)/<br>Purpose/<br>SATVOICE number | Remarks |
|---|---|---|---|---|
| 1 | 2 | 3 | 4 | 5 |
| TAY CTA 12<br>565044N 0015237W -<br>564530N 0015349W -<br>564036N 0015158W -<br>563833N 0020942W -<br>564326N 0021135W -<br>564809N 0021455W -<br>565044N 0015237W<br>Upper limit: FL115<br>Lower limit: FL75<br>Class: D | SCOTTISH ACC | SCOTTISH CONTROL<br>English<br>See remarks for hours. | 124.500 | Part of ATS Route P18 is contained within the CTA.<br><br>Conditional H24 – Unavailability as specified by NOTAM when required for MOD access or by activation of EGD514Z.<br><br>To operate UAS within this area, UAS operators are required to notify NATS via the NATS Non-Standard Flight (NSF) Portal. UAS operators are required to notify NATS at least 14 days before the date of each activity. |
| TAY CTA 13<br>563050N 0014817W -<br>561343N 0014155W -<br>561143N 0015927W -<br>562848N 0020556W -<br>563050N 0014817W<br>Upper limit: FL195<br>Lower limit: FL135<br>Class: D | SCOTTISH ACC | SCOTTISH CONTROL<br>English<br>See remarks for hours. | 124.500 | Part of ATS Route P18 is contained within the CTA.<br><br>Conditional H24 – Unavailability as specified by NOTAM when required for MOD access or by activation of EGD514Z.<br><br>To operate UAS within this area, UAS operators are required to notify NATS via the NATS Non-Standard Flight (NSF) Portal. UAS operators are required to notify NATS at least 14 days before the date of each activity. |
| TEESSIDE INTERNATIONAL CTA 1<br>543303N 0013347W thence anti-clockwise by the arc of a circle radius 5.3 NM centred on 543033N 0012546W to<br>542541N 0012211W -<br>542417N 0012449W thence clockwise by the arc of a circle radius 6.3 NM centred on 543033N 0012546W to<br>543138N 0013625W -<br>543303N 0013347W<br>Upper limit: 6000 FT ALT<br>Lower limit: 1200 FT ALT<br>Class: D | TEESSIDE INTERNATIONAL APP | TEESSIDE RADAR<br>English<br>0600-2200 (0500-2100); and by arrangement. | 118.855<br>DOC 40 NM/15,000 FT. | CTA Chart published in AD-2 Section. |
| TEESSIDE INTERNATIONAL CTA 2<br>543138N 0013625W thence anti-clockwise by the arc of a circle radius 6.3 NM centred on 543033N 0012546W to<br>542417N 0012449W -<br>542251N 0013100W thence clockwise by the arc of a circle radius 8.3 NM centred on 543033N 0012546W to<br>542945N 0013956W -<br>543138N 0013625W<br>Upper limit: 6000 FT ALT<br>Lower limit: 1500 FT ALT<br>Class: D | TEESSIDE INTERNATIONAL APP | TEESSIDE RADAR<br>English<br>0600-2200 (0500-2100); and by arrangement. | 118.855<br>DOC 40 NM/15,000 FT. | CTA Chart published in AD-2 Section. |

# ENR 2.1 FIR, UIR, TMA AND CTA (continued)

| **Name**<br>**Lateral limits**<br>**Vertical limits**<br>**Class of Airspace** | **Unit Providing Service** | **Callsign**<br>**Language**<br>**Hours of Service**<br>**Conditions of Use** | **Channel/**<br>**Frequency(MHz)/**<br>**Purpose/**<br>**SATVOICE number** | **Remarks** |
|---|---|---|---|---|
| **1** | **2** | **3** | **4** | **5** |
| TEESSIDE INTERNATIONAL CTA 3<br>544219N 0011621W thence clockwise by the arc of a circle radius 13 NM centred on 543033N 0012546W to<br>543456N 0010446W - 543328N 0010734W thence anti-clockwise by the arc of a circle radius 11 NM centred on 543033N 0012546W to<br>544050N 0011909W - 544219N 0011621W<br>Upper limit: 6000 FT ALT<br>Lower limit: 3000 FT ALT<br>Class: D | TEESSIDE INTERNATIONAL APP | TEESSIDE RADAR<br>English<br>0600-2200 (0500-2100); and by arrangement. | 118.855<br>DOC 40 NM/15,000 FT. | CTA Chart published in AD-2 Section. |
| UPPER AIRSPACE CTA<br>610000N 0100000W following the line of latitude to -<br>610000N 0000000E - 600000N 0000000E - 570000N 0050000E - 550000N 0050000E - 523000N 0024800E - 513000N 0020000E - 510700N 0020000E - 510000N 0012800E - 504000N 0012800E - 500000N 0001500W following the line of latitude to -<br>500000N 0020000W - 485000N 0080000W - 510000N 0080000W - 522000N 0053000W - 535500N 0053000W - 542500N 0081000W - 552000N 0065500W - 552500N 0072000W - 552000N 0081500W - 544500N 0090000W - 543400N 0100000W - 610000N 0100000W<br>Upper limit: FL660<br>Lower limit: FL245<br>Class: C | LONDON ACC | LONDON CONTROL<br>English<br>H24 | 126.080<br>Off-route traffic.<br>(Note 1) | The area contains a network of Upper ATS Routes.<br><br>A large part of the Upper Airspace CTA is covered by a Military Mandatory Radar Service Area (MRSA) within which military aircraft flying between FL 245 and FL 660 are required to operate under a radar control/procedural control service.<br><br>Note 1: That area of the London UIR to the west of L151 and south of UL975.<br><br>Note 2: That area of the London UIR to the east of UN601, north of L620 and south of UL975/Y70, and that area to the north of UL975.<br><br>Frequencies as per the London FIR.<br><br>Frequencies as per the Scottish FIR. |
| | | | 126.780<br>Off-route traffic.<br>(Note 2) | |
| | | | 132.860<br>Off-route traffic.<br>(Note 2) | |
| | | | 134.250<br>Off-route traffic.<br>(Note 2) | |
| | | | 136.200<br>Off-route traffic.<br>(Note 2) | |
| | SCOTTISH ACC | SCOTTISH CONTROL<br>English<br>H24 | 133.680<br>Off-route traffic. | |
| | | | 135.530<br>Off-route traffic. | |
| WASH CTA 1<br>534117N 0010226W - 533619N 0004448W - 533225N 0003106W - 532830N 0001732W - 532204N 0000431E - 531717N 0000155E - 531222N 0000029E - 531232N 0000107W - 530618N 0000428W - 531101N 0002908W - 531343N 0004324W - 531938N 0011532W - 533059N 0010932W - 533109N 0010751W - 534117N 0010226W<br>Upper limit: FL245<br>Lower limit: FL195<br>Class: C | SCOTTISH ACC | SCOTTISH CONTROL<br>English<br>H24 | 133.800 | Parts of the following ATS Routes are incorporated within the CTA: L60, L603 and Y70. |

# ENR 2.1 FIR, UIR, TMA AND CTA (continued)

| Name<br>Lateral limits<br>Vertical limits<br>Class of Airspace | Unit Providing Service | Callsign<br>Language<br>Hours of Service<br>Conditions of Use | Channel/<br>Frequency(MHz)/<br>Purpose/<br>SATVOICE number | Remarks |
|---|---|---|---|---|
| 1 | 2 | 3 | 4 | 5 |
| WEST CTA<br>524418N 0053000W -<br>520408N 0045658W -<br>515310N 0032643W -<br>515554N 0032610W -<br>515749N 0032602W -<br>515640N 0024718W -<br>515351N 0023017W -<br>514707N 0020509W -<br>514457N 0015035W -<br>514412N 0014010W -<br>513945N 0012646W -<br>513911N 0012629W -<br>513640N 0013011W -<br>513607N 0012547W -<br>512619N 0012850W -<br>512624N 0012933W -<br>511837N 0012813W -<br>511726N 0012843W -<br>511859N 0013913W -<br>512250N 0023406W -<br>512331N 0023410W -<br>512448N 0025147W -<br>511505N 0025335W -<br>511010N 0031341W -<br>504123N 0031845W -<br>504947N 0023317W -<br>504459N 0023107W -<br>503949N 0023058W -<br>503712N 0021731W -<br>503146N 0022018W -<br>501745N 0022725W -<br>495458N 0023011W -<br>494801N 0031025W -<br>501648N 0033332W following the line of latitude to -<br>501648N 0034450W -<br>502459N 0034351W -<br>513937N 0032926W -<br>514039N 0033449W -<br>515254N 0051413W -<br>515341N 0053338W -<br>515234N 0060431W -<br>520049N 0060720W -<br>522000N 0053000W -<br>524418N 0053000W<br>Upper limit: FL245<br>Lower limit: FL195<br>Class: C | LONDON ACC | LONDON CONTROL<br>English<br>H24 | 126.080<br>129.380<br>134.755 | Parts of the following ATS Routes are incorporated within the CTA:<br>L9, L18, L22, L149, L179, L180, L607, L620, M17, N12, N14, N17, N18, N21, N22, N24, N30, N40, N80, N83, N90, N91, N92, N546, N862, N864, P2, P4, P16, P17, P69, P70, P73, P86 and Q63. |
| WORTHING CTA 1<br>512247N 0011549E -<br>512130N 0012140E -<br>512106N 0013052E -<br>512053N 0013611E -<br>511826N 0013519E -<br>511929N 0013040E -<br>511422N 0013004E -<br>510600N 0014138E -<br>510354N 0014545E -<br>510000N 0012800E -<br>505842N 0010227E -<br>512247N 0011549E<br>Upper limit: FL195<br>Lower limit: FL65<br>Class: A | LONDON ACC | LONDON CONTROL<br>English<br>H24 | 134.125<br>(Note 1)<br>134.905<br>(Note 1) | Parts of the following ATS Routes are incorporated within Worthing CTA 1:<br>L6, L9, L10, L18, L613, M84, M189, N57, Q70, Y311 and Y312.<br><br>To operate UAS within this area, UAS operators are required to notify NATS via the NATS Non-Standard Flight (NSF) Portal. UAS operators are required to notify NATS at least 14 days before the date of each activity.<br><br>Note 1: GAT inbound/outbound LTMA and/or overflying Worthing CTA 1. |

# ENR 2.1 FIR, UIR, TMA AND CTA (continued)

| **Name**<br>**Lateral limits**<br>**Vertical limits**<br>**Class of Airspace** | **Unit Providing Service** | **Callsign**<br>**Language**<br>**Hours of Service**<br>**Conditions of Use** | **Channel/**<br>**Frequency(MHz)/**<br>**Purpose/**<br>**SATVOICE number** | **Remarks** |
|---|---|---|---|---|
| **1** | **2** | **3** | **4** | **5** |
| WORTHING CTA 2<br>504000N 0002220W following the line of latitude to -<br>504000N 0003000E -<br>504507N 0004500E -<br>505842N 0010227E -<br>510000N 0012800E -<br>504000N 0012800E -<br>500320N 0000639W -<br>501027N 0001143W -<br>501347N 0001511W -<br>501717N 0001053W -<br>502605N 0000746W -<br>504000N 0002220W<br>Upper limit: FL195<br>Lower limit: FL75<br>Class: A | LONDON ACC | LONDON CONTROL<br>English<br>H24 | 134.125<br>(Note 1)<br>135.055<br>(Note 1) | Parts of the following ATS Routes are incorporated within Worthing CTA 2:<br>L151, L612, L613, M8, M91, M189, M605, M733, N20, N57, N859, T420, T421, Y8 and Y47.<br><br>To operate UAS within this area, UAS operators are required to notify NATS via the NATS Non-Standard Flight (NSF) Portal. UAS operators are required to notify NATS at least 14 days before the date of each activity.<br><br>Note 1:GAT inbound/outbound LTMA and/or overflying Worthing CTA 2. |
| WORTHING CTA 3<br>511929N 0013040E -<br>511251N 0020000E -<br>510700N 0020000E -<br>510354N 0014545E -<br>510600N 0014138E -<br>511422N 0013004E -<br>511929N 0013040E<br>Upper limit: FL195<br>Lower limit: FL75<br>Class: A | LONDON ACC | LONDON CONTROL<br>English<br>H24 | 133.180<br>(Note 1)<br>135.055<br>(Note 1) | Parts of the following ATS Routes are incorporated within Worthing CTA 3:<br>L9, L18, M84 and Q70.<br><br>To operate UAS within this area, UAS operators are required to notify NATS via the NATS Non-Standard Flight (NSF) Portal. UAS operators are required to notify NATS at least 14 days before the date of each activity.<br><br>Note 1:GAT inbound/outbound LTMA and/or overflying Worthing CTA 3. |
| WORTHING CTA 4<br>503606N 0003840W -<br>504012N 0002904W -<br>504132N 0002357W -<br>502605N 0000746W -<br>501717N 0001053W -<br>501347N 0001511W -<br>503606N 0003840W<br>Upper limit: FL195<br>Lower limit: FL85<br>Class: A | LONDON ACC | LONDON CONTROL<br>English<br>H24 | 133.180<br>(Note 1)<br>135.055<br>(Note 1) | Parts of the following ATS Routes are incorporated within Worthing CTA 4:<br>L151, N20 and N859.<br><br>To operate UAS within this area, UAS operators are required to notify NATS via the NATS Non-Standard Flight (NSF) Portal. UAS operators are required to notify NATS at least 14 days before the date of each activity.<br><br>Note 1: GAT inbound/outbound LTMA and/or overflying Worthing CTA 4. |

# ENR 2.1 FIR, UIR, TMA AND CTA (continued)

| Name<br>Lateral limits<br>Vertical limits<br>Class of Airspace | Unit Providing Service | Callsign<br>Language<br>Hours of Service<br>Conditions of Use | Channel/<br>Frequency(MHz)/<br>Purpose/<br>SATVOICE number | Remarks |
|---|---|---|---|---|
| 1 | 2 | 3 | 4 | 5 |
| WORTHING CTA 5<br>512053N 0013611E -<br>511948N 0020000E -<br>511251N 0020000E -<br>511826N 0013519E -<br>512053N 0013611E<br>Upper limit: FL195<br>Lower limit: FL105<br>Class: A | LONDON ACC | LONDON CONTROL<br>English<br>H24 | 133.180<br>(Note 1)<br>134.905<br>(Note 1) | Parts of the following ATS Routes are incorporated within Worthing CTA 5:<br>L18, M84 and Q70.<br><br>To operate UAS within this area, UAS operators are required to notify NATS via the NATS Non-Standard Flight (NSF) Portal. UAS operators are required to notify NATS at least 14 days before the date of each activity.<br><br>Note 1: GAT inbound/outbound LTMA and/or overflying Worthing CTA 5. |
| WORTHING CTA 6<br>500000N 0003155W -<br>501347N 0001511W -<br>501027N 0001143W -<br>500320N 0000639W -<br>500000N 0001500W -<br>500000N 0003155W<br>Upper limit: FL195<br>Lower limit: FL75<br>Class: A | LONDON ACC | LONDON CONTROL<br>English<br>H24 | 135.055<br>(Note 1) | Part of ATS Route M189 is incorporated within Worthing CTA 6.<br><br>To operate UAS within this area, UAS operators are required to notify NATS via the NATS Non-Standard Flight (NSF) Portal. UAS operators are required to notify NATS at least 14 days before the date of each activity.<br><br>Note 1: GAT inbound/outbound LTMA and/or overflying Worthing CTA 6. |
| WORTHING CTA 7<br>504626N 0004942W -<br>504626N 0002908W -<br>504132N 0002357W -<br>504012N 0002904W -<br>503606N 0003840W -<br>503700N 0003938W -<br>504626N 0004942W<br>Upper limit: FL195<br>Lower limit: FL65<br>Class: A | LONDON ACC | LONDON CONTROL<br>English<br>H24 | 133.180<br>(Note 1)<br>135.055<br>(Note 1)<br>135.805<br>(Note 1) | Parts of the following ATS Routes are incorporated within Worthing CTA 7:<br>M185, N6 and N859.<br><br>To operate UAS within this area, UAS operators are required to notify NATS via the NATS Non-Standard Flight (NSF) Portal. UAS operators are required to notify NATS at least 14 days before the date of each activity.<br><br>Note 1: GAT inbound/outbound LTMA and/or overflying Worthing CTA 7. |
| YORKSHIRE CTA 1<br>535539N 0020919W -<br>535110N 0020348W -<br>534127N 0023240W -<br>534529N 0023244W -<br>535539N 0020919W<br>Upper limit: FL195<br>Lower limit: 4500 FT ALT<br>Class: A | SCOTTISH ACC | SCOTTISH CONTROL<br>English<br>H24 | 135.715 | Parts of the following ATS Routes are incorporated within the CTA:<br>N57, N601 & P16.<br><br>To operate UAS within this area, UAS operators are required to notify NATS via the NATS Non-Standard Flight (NSF) Portal. UAS operators are required to notify NATS at least 14 days before the date of each activity. |

# ENR 2.1 FIR, UIR, TMA AND CTA (continued)

| **Name**<br>**Lateral limits**<br>**Vertical limits**<br>**Class of Airspace** | **Unit Providing Service** | **Callsign**<br>**Language**<br>**Hours of Service**<br>**Conditions of Use** | **Channel/**<br>**Frequency(MHz)/**<br>**Purpose/**<br>**SATVOICE number** | **Remarks** |
|---|---|---|---|---|
| **1** | **2** | **3** | **4** | **5** |
| YORKSHIRE CTA 2<br>540342N 0021918W -<br>535539N 0020919W -<br>534529N 0023244W -<br>535734N 0023258W -<br>535747N 0023258W -<br>540342N 0021918W<br>Upper limit: FL195<br>Lower limit: FL55<br>Class: A | SCOTTISH ACC | SCOTTISH CONTROL<br>English<br>H24 | 135.715 | Parts of the following ATS Routes are incorporated within the CTA: N57, N601 & P16.<br><br>To operate UAS within this area, UAS operators are required to notify NATS via the NATS Non-Standard Flight (NSF) Portal. UAS operators are required to notify NATS at least 14 days before the date of each activity. |
| YORKSHIRE CTA 3<br>540828N 0022515W -<br>540342N 0021918W -<br>535747N 0023258W -<br>540234N 0023858W -<br>540828N 0022515W<br>Upper limit: FL195<br>Lower limit: FL75<br>Class: A | SCOTTISH ACC | SCOTTISH CONTROL<br>English<br>H24 | 135.715 | Part of ATS Route N57 is incorporated within the CTA.<br><br>To operate UAS within this area, UAS operators are required to notify NATS via the NATS Non-Standard Flight (NSF) Portal. UAS operators are required to notify NATS at least 14 days before the date of each activity. |
| YORKSHIRE CTA 4<br>543356N 0023451W -<br>541110N 0021856W -<br>540234N 0023858W -<br>541042N 0024912W -<br>543356N 0031901W following the line of latitude to -<br>543356N 0023451W<br>Upper limit: FL195<br>Lower limit: FL125<br>Class: A | SCOTTISH ACC | SCOTTISH CONTROL<br>English<br>H24 | 124.825<br>(Note 1)<br>126.300<br>(Note 1)<br>135.715<br>(Note 1) | Parts of the following ATS Routes are incorporated within the CTA: L612, N57 & N601.<br><br>To operate UAS within this area, UAS operators are required to notify NATS via the NATS Non-Standard Flight (NSF) Portal. UAS operators are required to notify NATS at least 14 days before the date of each activity.<br><br>Note 1:<br>Freq: 124.825/126.300 (North of 5415N);<br>Freq: 135.715 (South of 5415N). |
| YORKSHIRE CTA 5<br>535734N 0023258W -<br>534529N 0023244W -<br>534127N 0023240W -<br>533918N 0023900W -<br>535329N 0024913W -<br>535734N 0023258W<br>Upper limit: FL195<br>Lower limit: FL65<br>Class: A | SCOTTISH ACC | SCOTTISH CONTROL<br>English<br>H24 | 135.715 | Part of ATS Route L612 is incorporated within the CTA.<br><br>To operate UAS within this area, UAS operators are required to notify NATS via the NATS Non-Standard Flight (NSF) Portal. UAS operators are required to notify NATS at least 14 days before the date of each activity. |
| YORKSHIRE CTA 6<br>540234N 0023858W -<br>535747N 0023258W -<br>535734N 0023258W -<br>535329N 0024913W -<br>535859N 0025312W -<br>540234N 0023858W<br>Upper limit: FL195<br>Lower limit: FL95<br>Class: A | SCOTTISH ACC | SCOTTISH CONTROL<br>English<br>H24 | 135.715 | Part of ATS Route L612 is incorporated within the CTA.<br><br>To operate UAS within this area, UAS operators are required to notify NATS via the NATS Non-Standard Flight (NSF) Portal. UAS operators are required to notify NATS at least 14 days before the date of each activity. |

# ENR 2.1 FIR, UIR, TMA AND CTA (continued)

| Name<br>Lateral limits<br>Vertical limits<br>Class of Airspace | Unit Providing Service | Callsign<br>Language<br>Hours of Service<br>Conditions of Use | Channel/<br>Frequency(MHz)/<br>Purpose/<br>SATVOICE number | Remarks |
|---|---|---|---|---|
| 1 | 2 | 3 | 4 | 5 |
| YORKSHIRE CTA 7<br>543356N 0031901W -<br>541042N 0024912W -<br>540234N 0023858W -<br>535859N 0025312W -<br>543356N 0031901W<br>Upper limit: FL195<br>Lower limit: FL145<br>Class: A | SCOTTISH ACC | SCOTTISH CONTROL<br>English<br>H24 | 124.825<br>(Note 1)<br>126.300<br>(Note 1)<br>135.715<br>(Note 1) | Part of ATS Route L612 is incorporated within the CTA.<br><br>To operate UAS within this area, UAS operators are required to notify NATS via the NATS Non-Standard Flight (NSF) Portal. UAS operators are required to notify NATS at least 14 days before the date of each activity.<br><br>Note 1:<br>Freq: 124.825/126.300 (North of 5415N);<br>Freq: 135.715 (South of 5415N). |
| YORKSHIRE CTA 8<br>541110N 0021856W -<br>540236N 0014900W -<br>535539N 0020919W -<br>540828N 0022515W -<br>541110N 0021856W<br>Upper limit: FL195<br>Lower limit: FL95<br>Class: A | SCOTTISH ACC | SCOTTISH CONTROL<br>English<br>H24 | 135.715 | Parts of the following ATS Routes are incorporated within the CTA: N601, P16, P17 & P18.<br><br>To operate UAS within this area, UAS operators are required to notify NATS via the NATS Non-Standard Flight (NSF) Portal. UAS operators are required to notify NATS at least 14 days before the date of each activity. |
| YORKSHIRE CTA 9<br>540236N 0014900W -<br>535955N 0014027W -<br>535348N 0013100W -<br>534007N 0011937W -<br>533713N 0014830W -<br>534726N 0015913W -<br>535539N 0020919W -<br>540236N 0014900W<br>Upper limit: FL195<br>Lower limit: FL85<br>Class: A | SCOTTISH ACC | SCOTTISH CONTROL<br>English<br>H24 | 135.715 | Parts of the following ATS Routes are incorporated within the CTA: P17, P18, Y70 & Y250.<br><br>To operate UAS within this area, UAS operators are required to notify NATS via the NATS Non-Standard Flight (NSF) Portal. UAS operators are required to notify NATS at least 14 days before the date of each activity. |

# ENR 2.1 FIR, UIR, TMA AND CTA (continued)

| **Name**<br>**Lateral limits**<br>**Vertical limits**<br>**Class of Airspace** | **Unit Providing Service** | **Callsign**<br>**Language**<br>**Hours of Service**<br>**Conditions of Use** | **Channel/**<br>**Frequency(MHz)/**<br>**Purpose/**<br>**SATVOICE number** | **Remarks** |
|---|---|---|---|---|
| **1** | **2** | **3** | **4** | **5** |
| YORKSHIRE CTA 10<br>550334N 0015352W -<br>550218N 0014154W -<br>550101N 0012957W -<br>541152N 0014544W -<br>534312N 0011636W -<br>534134N 0010443W -<br>534007N 0011937W -<br>535348N 0013100W -<br>535955N 0014027W -<br>540236N 0014900W -<br>541110N 0021856W -<br>541528N 0020852W -<br>550334N 0015352W<br>Upper limit: FL195<br>Lower limit: FL125<br>Class: A | SCOTTISH ACC | SCOTTISH CONTROL<br>English<br>H24 | 133.800 | Parts of the following ATS Routes are incorporated within the CTA: P16, P17, P18 & Y250.<br><br>To operate UAS within this area, UAS operators are required to notify NATS via the NATS Non-Standard Flight (NSF) Portal. UAS operators are required to notify NATS at least 14 days before the date of each activity.<br><br>L975 Crossing Area<br>An area of Class A controlled airspace bounded by straight lines joining: 533835N 0013503W - 534007N 0011937W - 534626.98N 0011937.00W - 534308.41N 0011615.09W - 534127.82N 0010357.97W - 533059N 0010932W - 532845N 0013215W - 533835N 0013503W, from CTA base to an upper limit of FL 120, occasionally to FL 190 on request; is notified for the purposes SERA.6001(a) Classification of Airspaces in accordance with the conditions established in the Letter of Agreement (LOA) btn the Derbyshire and Lancashire (Camphill) Gliding Club, British Gliding Association (BGA), Leeds Bradford International Airport, and Scottish ACC. |

# ENR 2.1 FIR, UIR, TMA AND CTA (continued)

| Name<br>Lateral limits<br>Vertical limits<br>Class of Airspace | Unit Providing Service | Callsign<br>Language<br>Hours of Service<br>Conditions of Use | Channel/<br>Frequency(MHz)/<br>Purpose/<br>SATVOICE number | Remarks |
|---|---|---|---|---|
| 1 | 2 | 3 | 4 | 5 |
| YORKSHIRE CTA 11<br>534140N 0010347W -<br>534117N 0010226W -<br>533109N 0010751W -<br>533038N 0011307W -<br>534030N 0011550W -<br>534140N 0010347W<br>Upper limit: FL195<br>Lower limit: FL65<br>Class: A | SCOTTISH ACC | SCOTTISH CONTROL<br>English<br>H24 | 133.800<br>(Note 1)<br>135.715<br>(Note 1) | Part of the following ATS Routes are incorporated with the CTA: L975 & Y70.<br><br>To operate UAS within this area, UAS operators are required to notify NATS via the NATS Non-Standard Flight (NSF) Portal. UAS operators are required to notify NATS at least 14 days before the date of each activity.<br><br>L975 Crossing Area<br>An area of Class A controlled airspace bounded by straight lines joining: 533835N 0013503W - 534007N 0011937W - 534626.98N 0011937.00W - 534308.41N 0011615.09W - 534127.82N 0010357.97W - 533059N 0010932W - 532845N 0013215W - 533835N 0013503W, from CTA base to an upper limit of FL 120, occasionally to FL 190 on request; is notified for the purposes SERA.6001(a) Classification of Airspaces in accordance with the conditions established in the Letter of Agreement (LOA) btn the Derbyshire and Lancashire (Camphill) Gliding Club, British Gliding Association (BGA), Leeds Bradford International Airport, and Scottish ACC.<br><br>Note 1:<br>Freq: 133.800 (above FL 135);<br>Freq: 135.715 (FL 135 and below). |

# ENR 2.1 FIR, UIR, TMA AND CTA (continued)

| **Name**<br>**Lateral limits**<br>**Vertical limits**<br>**Class of Airspace** | **Unit Providing Service** | **Callsign**<br>**Language**<br>**Hours of Service**<br>**Conditions of Use** | **Channel/**<br>**Frequency(MHz)/**<br>**Purpose/**<br>**SATVOICE number** | **Remarks** |
|---|---|---|---|---|
| **1** | **2** | **3** | **4** | **5** |
| YORKSHIRE CTA 12<br>534030N 0011550W -<br>533038N 0011307W -<br>532845N 0013215W -<br>533835N 0013503W -<br>534030N 0011550W<br>Upper limit: FL195<br>Lower limit: FL55<br>Class: A | SCOTTISH ACC | SCOTTISH CONTROL<br>English<br>H24 | 133.800<br>(Note 1)<br>135.715<br>(Note 1) | Part of the following ATS Routes are incorporated with the CTA: L975, Y70 & Y250.<br><br>To operate UAS within this area, UAS operators are required to notify NATS via the NATS Non-Standard Flight (NSF) Portal. UAS operators are required to notify NATS at least 14 days before the date of each activity.<br><br>L975 Crossing Area<br>An area of Class A controlled airspace bounded by straight lines joining: 533835N 0013503W - 534007N 0011937W - 534626.98N 0011937.00W - 534308.41N 0011615.09W - 534127.82N 0010357.97W - 533059N 0010932W - 532845N 0013215W - 533835N 0013503W, from CTA base to an upper limit of FL120, occasionally to FL190 on request; is notified for the purposes SERA.6001(a) Classification of Airspaces in accordance with the conditions established in the Letter of Agreement (LOA) btn the Derbyshire and Lancashire (Camphill) Gliding Club, British Gliding Association (BGA), Leeds Bradford International Airport, and Scottish ACC.<br><br>Note 1:<br>Freq: 133.800 (above FL 135);<br>Freq: 135.715 (FL 135 and below). |
| YORKSHIRE CTA 13<br>533835N 0013503W -<br>532845N 0013215W -<br>532719N 0014617W -<br>533650N 0015216W -<br>533835N 0013503W<br>Upper limit: FL195<br>Lower limit: 3500 FT ALT<br>Class: A | SCOTTISH ACC | SCOTTISH CONTROL<br>English<br>H24 | 135.715 | Part of the following ATS Routes are incorporated within the CTA: L603 & L975.<br><br>To operate UAS within this area, UAS operators are required to notify NATS via the NATS Non-Standard Flight (NSF) Portal. UAS operators are required to notify NATS at least 14 days before the date of each activity. |

# ENR 2.1 FIR, UIR, TMA AND CTA (continued)

| Name<br>Lateral limits<br>Vertical limits<br>Class of Airspace | Unit Providing Service | Callsign<br>Language<br>Hours of Service<br>Conditions of Use | Channel/<br>Frequency(MHz)/<br>Purpose/<br>SATVOICE number | Remarks |
|---|---|---|---|---|
| 1 | 2 | 3 | 4 | 5 |
| YORKSHIRE CTA 14<br>533059N 0010932W -<br>531938N 0011532W -<br>532012N 0011840W -<br>532109N 0012904W -<br>532227N 0014315W -<br>532719N 0014617W -<br>533059N 0010932W<br>Upper limit: FL195<br>Lower limit: FL85<br>Class: A | SCOTTISH ACC | SCOTTISH CONTROL<br>English<br>H24 | 133.800<br>(Note 1)<br>135.715<br>(Note 1) | Part of the following ATS Routes are incorporated within the CTA: L60, L603, M868 & Y250.<br><br>To operate UAS within this area, UAS operators are required to notify NATS via the NATS Non-Standard Flight (NSF) Portal. UAS operators are required to notify NATS at least 14 days before the date of each activity.<br><br>Camphill Box<br>The portion of airspace formed by joining positions: 532719N 0014617W - 533017N 0011641W - 531938N 0011532W - 532012N 0011840W - 532110N 0012901W - 532002.91N 0013042.10W - 531418.31N 0012448.84W - 531137N 0013631W - 532719N 0014617W from CTA base level to an upper limit of FL 100, occasionally to FL 190 on request is notified for the purposes of SERA.6001(a) Classification of Airspaces in accordance with the conditions established in the Letter of Agreement (LOA) btn the Derbyshire and Lancashire (Camphill) Gliding Club, British Gliding Association (BGA), Leeds Bradford International Airport, and Scottish ACC.<br><br>Note 1:<br>Freq: 133.800 (above FL 135);<br>Freq: 135.715 (FL 135 and below). |
| YORKSHIRE CTA 15<br>541638N 0023531W -<br>540828N 0022515W -<br>540234N 0023858W -<br>541042N 0024912W -<br>541638N 0023531W<br>Upper limit: FL125<br>Lower limit: FL75<br>Class: A | SCOTTISH ACC | SCOTTISH CONTROL<br>English<br>2000-0700 (1900-0600) | 124.825<br>(Note 1)<br>126.300<br>(Note 1)<br>135.715<br>(Note 1) | Part of ATS Route N57 is incorporated within the CTA.<br><br>2000-0700 (1900-0600) only.<br><br>To operate UAS within this area, UAS operators are required to notify NATS via the NATS Non-Standard Flight (NSF) Portal. UAS operators are required to notify NATS at least 14 days before the date of each activity.<br><br>Note 1:<br>Freq: 124.825/126.300 (North of 5415N);<br>Freq: 135.715 (South of 5415N). |

## ENR 2.1 FIR, UIR, TMA AND CTA (continued)

| **Name**<br>**Lateral limits**<br>**Vertical limits**<br>**Class of Airspace** | **Unit Providing Service** | **Callsign**<br>**Language**<br>**Hours of Service**<br>**Conditions of Use** | **Channel/**<br>**Frequency(MHz)/**<br>**Purpose/**<br>**SATVOICE number** | **Remarks** |
|---|---|---|---|---|
| **1** | **2** | **3** | **4** | **5** |
| YORKSHIRE CTA 16<br>543356N 0023451W -<br>541110N 0021856W -<br>540828N 0022515W -<br>541638N 0023531W -<br>541042N 0024912W -<br>543356N 0031901W -<br>543356N 0023451W<br>Upper limit: FL125<br>Lower limit: FL95<br>Class: A | SCOTTISH ACC | SCOTTISH CONTROL<br>English<br>2000-0700 (1900-0600) | 124.825<br>(Note 1)<br>126.300<br>(Note 1)<br>135.715<br>(Note 1) | Part of the following ATS Routes are incorporated within the CTA: N57 & N601.<br><br>2000-0700 (1900-0600) only.<br><br>To operate UAS within this area, UAS operators are required to notify NATS via the NATS Non-Standard Flight (NSF) Portal. UAS operators are required to notify NATS at least 14 days before the date of each activity.<br><br>Note 1:<br>Freq: 124.825/126.300 (North of 5415N)<br>Freq: 135.715 (South of 5415N). |
| YORKSHIRE CTA 17<br>543406N 0020308W -<br>543135N 0013929W -<br>542344N 0014159W -<br>542615N 0020534W -<br>543406N 0020308W<br>Upper limit: FL125<br>Lower limit: FL105<br>Class: D | NEWCASTLE APP | NEWCASTLE RADAR<br>English<br>See remarks. | 124.380<br>125.830 | Part of ATS Route P18 is incorporated within the CTA.<br><br>To operate UAS within this area, UAS operators are required to notify NATS via the NATS Non-Standard Flight (NSF) Portal. UAS operators are required to notify NATS at least 14 days before the date of each activity.<br><br>ATS Provision is delegated to Newcastle Radar during their hours of operation. |
| | SCOTTISH ACC | SCOTTISH CONTROL<br>English<br>H24 | 133.800 | |
| BELFAST TMA 1<br>545310N 0054701W -<br>544632N 0053024W -<br>542422N 0055701W -<br>542130N 0060507W -<br>542634N 0061018W thence clockwise by the arc of a circle radius 13 NM centred on 543927N 0061257W to<br>545030N 0062442W -<br>545310N 0054701W<br>Upper limit: FL105<br>Lower limit: 700 FT AGL<br>Class: D | BELFAST ALDERGROVE APP | ALDERGROVE RADAR<br>English<br>H24 | 133.125 | To operate UAS within this area, UAS operators are required to notify NATS via the NATS Non-Standard Flight (NSF) Portal. UAS operators are required to notify NATS at least 14 days before the date of each activity.<br><br>FL 105 / 2000 FT ALT * : Class D<br><br>(* Or 700 FT AGL, whichever is higher)<br><br>(But excluding the Belfast CTR)<br><br>(See EGAA AD 2.17) |
| BELFAST TMA 2<br>545310N 0054701W -<br>545418N 0053000W -<br>545715N 0051530W -<br>541100N 0055428W -<br>542130N 0060507W -<br>542422N 0055701W -<br>544632N 0053024W -<br>545310N 0054701W<br>Upper limit: FL105<br>Lower limit: 3500 FT ALT<br>Class: D | BELFAST ALDERGROVE APP | ALDERGROVE RADAR<br>English<br>H24 | 133.125 | To operate UAS within this area, UAS operators are required to notify NATS via the NATS Non-Standard Flight (NSF) Portal. UAS operators are required to notify NATS at least 14 days before the date of each activity. |

# ENR 2.1 FIR, UIR, TMA AND CTA (continued)

| Name<br>Lateral limits<br>Vertical limits<br>Class of Airspace | Unit Providing Service | Callsign<br>Language<br>Hours of Service<br>Conditions of Use | Channel/<br>Frequency(MHz)/<br>Purpose/<br>SATVOICE number | Remarks |
|---|---|---|---|---|
| 1 | 2 | 3 | 4 | 5 |
| CHANNEL ISLANDS TMA NORTH<br>500000N 0020000W -<br>494802N 0031023W -<br>500000N 0032000W following the line of latitude to -<br>500000N 0020000W<br>Upper limit: FL195<br>Lower limit: FL80<br>Class: A | JERSEY APP | JERSEY CONTROL<br>English<br>0545-2100 (0445-2030); and by arrangement. | 120.450<br>(Note 1)<br>125.205 | Note 1: To be used in event of failure of communications on 125.205 MHz. |
| CHANNEL ISLANDS TMA SOUTH<br>500000N 0020000W following the line of latitude to -<br>500000N 0014700W -<br>494400N 0020000W -<br>493000N 0020000W -<br>490200N 0014000W following the line of latitude to -<br>490200N 0030000W -<br>493500N 0030000W -<br>494802N 0031023W -<br>500000N 0020000W<br>Upper limit: FL195<br>Lower limit: FL80<br>Class: A | JERSEY APP | JERSEY CONTROL<br>English<br>0545-2100 (0445-2030); and by arrangement. | 120.450<br>(Note 1)<br>125.205 | Note 1: To be used in event of failure of communications on 125.205 MHz.<br><br>Note 2: Portions of the Channel Island TMA (South) may be temporarily established by NOTAM as Class D airspace by Jersey ATC to facilitate skydiving or air display activities. |
| LONDON TMA 1<br>513451N 0005516W -<br>513515N 0004901W -<br>513632N 0004606W -<br>514226N 0004110W -<br>514409N 0004005W -<br>514830N 0001506W -<br>515102N 0000030W -<br>515146N 0000006W -<br>515155N 0000120E thence anti-clockwise by the arc of a circle radius 8 NM centred on 515306N 0001406E to<br>514508N 0001309E -<br>514556N 0002309E -<br>513908N 0001416E -<br>513430N 0002136E -<br>512046N 0003338E -<br>511621N 0003054E -<br>511217N 0002018E -<br>510002N 0001541E -<br>505900N 0001333E -<br>505541N 0001007W -<br>505832N 0003428W -<br>510832N 0004055W -<br>511014N 0003325W -<br>512035N 0003959W -<br>512103N 0004236W thence clockwise by the arc of a circle radius 12 NM centred on 512812N 0002713W to<br>512112N 0004247W -<br>512108N 0004300W -<br>512335N 0005516W -<br>513451N 0005516W<br>Upper limit: FL195<br>Lower limit: 2500 FT ALT<br>Class: A | LONDON ACC | LONDON CONTROL<br>English<br>H24 | 118.825<br>119.780<br>120.530<br>121.280<br>As directed.<br>123.905<br>As directed.<br>127.955<br>128.430<br>128.480<br>As directed.<br>129.280<br>129.430<br>133.180<br>133.975<br>As directed.<br>134.125<br>135.055<br>135.805 | Parts of the following ATS Routes are incorporated within London TMA 1:<br>L9, L10, L15, L18, L89, L151, L179, L607, L610, L612, L980, M40, M84, M184, M185, M197, M605, M733, N16, N27, N57, N63, N601, P2, P72, Q3, Q63, Q70, Q295, T418, T420, T421, Y47 and Y803.<br><br>Frequencies purpose: GAT inbound/ outbound to/from and/or overflying the LTMA.<br><br>To operate UAS within this area, UAS operators are required to notify NATS via the NATS Non-Standard Flight (NSF) Portal. UAS operators are required to notify NATS at least 14 days before the date of each activity.<br><br>Note: Service on one or more of these frequencies may be withdrawn by ATC approximately during the hours 2100-0630 (2000-0530). |

# ENR 2.1 FIR, UIR, TMA AND CTA (continued)

| **Name**<br>**Lateral limits**<br>**Vertical limits**<br>**Class of Airspace** | **Unit Providing Service** | **Callsign**<br>**Language**<br>**Hours of Service**<br>**Conditions of Use** | **Channel/**<br>**Frequency(MHz)/**<br>**Purpose/**<br>**SATVOICE number** | **Remarks** |
|---|---|---|---|---|
| **1** | **2** | **3** | **4** | **5** |
| LONDON TMA 3<br>520608N 0001350E -<br>520606N 0002550E -<br>520226N 0004040E -<br>514401N 0004412E -<br>513417N 0005000E -<br>512120N 0005000E -<br>510906N 0004618E -<br>510051N 0002141E -<br>510426N 0001721E -<br>511217N 0002018E -<br>511621N 0003054E -<br>512046N 0003338E -<br>513430N 0002136E -<br>513908N 0001416E -<br>514556N 0002309E -<br>514508N 0001309E thence clockwise by the arc of a circle radius 8 NM centred on 515306N 0001406E to<br>515155N 0000120E -<br>515146N 0000006W -<br>515102N 0000030W -<br>514830N 0001506W -<br>514409N 0004005W -<br>514226N 0004110W -<br>513632N 0004606W -<br>513515N 0004901W -<br>514021N 0004916W -<br>514542N 0005550W -<br>515021N 0002931W -<br>515743N 0002145W -<br>520300N 0000907E -<br>520608N 0001350E<br>Upper limit: FL195<br>Lower limit: 3500 FT ALT<br>Class: A | LONDON ACC | LONDON CONTROL<br>English<br>H24 | 118.825<br>119.780<br>120.530<br>121.230<br>121.280<br>As directed.<br>123.905<br>As directed.<br>127.955<br>129.280<br>129.430<br>As directed.<br>129.605<br>As directed. | Parts of the following ATS Routes are incorporated within LTMA 3: L6, L9, L10, L15, L18, L179, L608, L610, L980, M40, M84, M87, M91, M183, M184, M197, M604, N16, N27, N84, N57, N601, P2, P44, P144, Q3, Q63, Q70, Q75, Q295, T418, T420, T421, Y311 and Y312.<br><br>Frequencies purpose: GAT inbound/ outbound to/from and/or overflying the LTMA.<br><br>To operate UAS within this area, UAS operators are required to notify NATS via the NATS Non-Standard Flight (NSF) Portal. UAS operators are required to notify NATS at least 14 days before the date of each activity.<br><br>Note: Service on one or more of these frequencies may be withdrawn by ATC approximately during the hours 2100-0630 (2000-0530). |
| LONDON TMA 4<br>512430N 0010000W -<br>513433N 0010000W -<br>513451N 0005516W -<br>512335N 0005516W -<br>512108N 0004300W -<br>512112N 0004247W thence anti-clockwise by the arc of a circle radius 12 NM centred on 512812N 0002713W to<br>512103N 0004236W -<br>512035N 0003959W -<br>511014N 0003325W -<br>510832N 0004055W -<br>505832N 0003428W -<br>505739N 0004104W -<br>505728N 0004224W -<br>510652N 0004829W -<br>511035N 0005054W -<br>511705N 0005508W -<br>512430N 0010000W<br>Upper limit: FL195<br>Lower limit: 3500 FT ALT<br>Class: A | LONDON ACC | LONDON CONTROL<br>English<br>H24 | 119.780<br>129.280<br>133.180<br>134.125<br>135.805 | Parts of the following ATS Routes are incorporated within LTMA 4: L9, L18, L89, L151, L179, L607, L612, L620, L980, M184, M185, M197, M605, N63, P2, P72, Q70, Q295, T421 and Y803.<br><br>Frequencies purpose: GAT inbound/ outbound to/from and/or overflying the LTMA.<br><br>To operate UAS within this area, UAS operators are required to notify NATS via the NATS Non-Standard Flight (NSF) Portal. UAS operators are required to notify NATS at least 14 days before the date of each activity.<br><br>Note: Service on one or more of these frequencies may be withdrawn by ATC approximately during the hours 2100-0630 (2000-0530). |

# ENR 2.1 FIR, UIR, TMA AND CTA (continued)

| Name<br>Lateral limits<br>Vertical limits<br>Class of Airspace | Unit Providing Service | Callsign<br>Language<br>Hours of Service<br>Conditions of Use | Channel/<br>Frequency(MHz)/<br>Purpose/<br>SATVOICE number | Remarks |
|---|---|---|---|---|
| 1 | 2 | 3 | 4 | 5 |
| LONDON TMA 5<br>513451N 0005516W -<br>514457N 0010000W -<br>514542N 0005550W -<br>514021N 0004916W -<br>513515N 0004901W -<br>513451N 0005516W<br>Upper limit: FL195<br>Lower limit: 4500 FT ALT<br>Class: A | LONDON ACC | LONDON CONTROL<br>English<br>H24 | 119.780<br>135.805 | Parts of the following ATS Routes are incorporated within LTMA 5: M605, N27, N84 and Q295.<br><br>Frequencies purpose: GAT inbound/ outbound to/from and/or overflying the LTMA.<br><br>To operate UAS within this area, UAS operators are required to notify NATS via the NATS Non-Standard Flight (NSF) Portal. UAS operators are required to notify NATS at least 14 days before the date of each activity.<br><br>Note: Service on one or more of these frequencies may be withdrawn by ATC approximately during the hours 2100-0630 (2000-0530). |
| LONDON TMA 6<br>520606N 0001712W -<br>520608N 0001350E -<br>520300N 0000907E -<br>515743N 0002145W -<br>520038N 0002832W -<br>520606N 0001712W<br>Upper limit: FL195<br>Lower limit: 4500 FT ALT<br>Class: A | LONDON ACC | LONDON CONTROL<br>English<br>H24 | 119.780<br>121.230<br>129.280<br>129.430<br>As directed.<br>130.925 | Parts of the following ATS Routes are incorporated within LTMA 6: L608, N57 and N601.<br><br>Frequencies purpose: GAT inbound/ outbound to/from and/or overflying the LTMA.<br><br>To operate UAS within this area, UAS operators are required to notify NATS via the NATS Non-Standard Flight (NSF) Portal. UAS operators are required to notify NATS at least 14 days before the date of each activity.<br><br>Note: Service on one or more of these frequencies may be withdrawn by ATC approximately during the hours 2100-0630 (2000-0530). |
| LONDON TMA 7<br>514401N 0004412E -<br>520226N 0004040E -<br>520045N 0004724E -<br>514431N 0005038E -<br>513618N 0005532E -<br>513417N 0005000E -<br>514401N 0004412E<br>Upper limit: FL195<br>Lower limit: 4500 FT ALT<br>Class: A | LONDON ACC | LONDON CONTROL<br>English<br>H24 | 118.825<br>121.230<br>123.905<br>As directed.<br>124.930<br>As directed.<br>129.280<br>129.605<br>As directed.<br>135.425 | Parts of the following ATS Routes are incorporated within LTMA 7: L179, L608, L610, L620, L980, M40, M84, M183, M189, M197, M604, P44 and Q295.<br><br>Frequencies purpose: GAT inbound/ outbound to/from and/or overflying the LTMA.<br><br>To operate UAS within this area, UAS operators are required to notify NATS via the NATS Non-Standard Flight (NSF) Portal. UAS operators are required to notify NATS at least 14 days before the date of each activity.<br><br>Note: Service on one or more of these frequencies may be withdrawn by ATC approximately during the hours 2100-0630 (2000-0530). |

## ENR 2.1 FIR, UIR, TMA AND CTA (continued)

| Name<br>Lateral limits<br>Vertical limits<br>Class of Airspace | Unit Providing Service | Callsign<br>Language<br>Hours of Service<br>Conditions of Use | Channel/<br>Frequency(MHz)/<br>Purpose/<br>SATVOICE number | Remarks |
|---|---|---|---|---|
| 1 | 2 | 3 | 4 | 5 |
| LONDON TMA 8<br>520045N 0004724E -<br>515548N 0010705E -<br>515904N 0012302E -<br>515222N 0012635E -<br>513905N 0012500E -<br>512247N 0011549E -<br>505842N 0010227E -<br>504507N 0004500E -<br>504000N 0003000E following the line of latitude to -<br>504000N 0002220W -<br>505500N 0003814W following the line of latitude to -<br>505500N 0002256W -<br>505429N 0002115W -<br>505157N 0000418W -<br>510906N 0004618E -<br>512120N 0005000E -<br>512829N 0005000E -<br>513417N 0005000E -<br>513618N 0005532E -<br>514431N 0005038E -<br>520045N 0004724E<br>Upper limit: FL195<br>Lower limit: 5500 FT ALT<br>Class: A | LONDON ACC | LONDON CONTROL<br>English<br>H24 | 120.180<br>120.530<br>121.230<br>124.930<br>As directed.<br>129.605<br>As directed.<br>133.180<br>135.325<br>135.425<br>135.805 | Parts of the following ATS Routes are incorporated within LTMA 8: L6, L9, L10, L18, L151, L179, L608, L610, L612, L613, L620, L980, M40, M84, M85, M87, M91, M189, M197, M604, M605, M733, N57, P2, P44, Q63, Q70, Q295, T420, T421, Y8, Y47, Y311, Y312 and Y803.<br><br>Frequencies purpose: GAT inbound/ outbound to/from and/or overflying the LTMA.<br><br>To operate UAS within this area, UAS operators are required to notify NATS via the NATS Non-Standard Flight (NSF) Portal. UAS operators are required to notify NATS at least 14 days before the date of each activity.<br><br>Note: Service on one or more of these frequencies may be withdrawn by ATC approximately during the hours 2100-0630 (2000-0530). |
| LONDON TMA 9<br>521104N 0002159W -<br>521104N 0000528E -<br>520606N 0002550E -<br>520606N 0001712W -<br>521104N 0002159W<br>Upper limit: FL195<br>Lower limit: 5500 FT ALT<br>Class: A | LONDON ACC | LONDON CONTROL<br>English<br>H24 | 121.230<br>124.930<br>As directed.<br>129.280<br>130.925 | Frequencies purpose: GAT inbound/ outbound to/from and/or overflying the LTMA.<br><br>To operate UAS within this area, UAS operators are required to notify NATS via the NATS Non-Standard Flight (NSF) Portal. UAS operators are required to notify NATS at least 14 days before the date of each activity.<br><br>Note: Service on one or more of these frequencies may be withdrawn by ATC approximately during the hours 2100-0630 (2000-0530). |
| LONDON TMA 10<br>514457N 0010000W -<br>513451N 0005516W -<br>513433N 0010000W -<br>513302N 0010000W -<br>513423N 0011138W -<br>514457N 0010000W<br>Upper limit: FL195<br>Lower limit: 5500 FT ALT<br>Class: A | LONDON ACC | LONDON CONTROL<br>English<br>H24 | 119.780<br>121.030<br>As directed.<br>130.925<br>133.180<br>135.805 | Parts of the following ATS Routes are incorporated within LTMA 10: L151, L612, M183, N27, N84, Q41, Q70 and T71.<br><br>Frequencies purpose: GAT inbound/ outbound to/from and/or overflying the LTMA.<br><br>To operate UAS within this area, UAS operators are required to notify NATS via the NATS Non-Standard Flight (NSF) Portal. UAS operators are required to notify NATS at least 14 days before the date of each activity.<br><br>Note: Service on one or more of these frequencies may be withdrawn by ATC approximately during the hours 2100-0630 (2000-0530). |

# ENR 2.1 FIR, UIR, TMA AND CTA (continued)

| Name<br>Lateral limits<br>Vertical limits<br>Class of Airspace | Unit Providing Service | Callsign<br>Language<br>Hours of Service<br>Conditions of Use | Channel/<br>Frequency(MHz)/<br>Purpose/<br>SATVOICE number | Remarks |
|---|---|---|---|---|
| 1 | 2 | 3 | 4 | 5 |
| LONDON TMA 11<br>513423N 0011138W -<br>513302N 0010000W -<br>512430N 0010000W -<br>511705N 0005508W thence anti-clockwise by the arc of a circle radius 4.7168 NM centred on<br>511256N 0005136W to<br>511535N 0005748W -<br>511956N 0010918W -<br>512348N 0010822W -<br>512435N 0011444W -<br>513423N 0011138W<br>Upper limit: FL195<br>Lower limit: 4500 FT ALT<br>Class: A | LONDON ACC | LONDON CONTROL<br>English<br>H24 | 129.080<br>133.180<br>134.125<br>135.805 | Parts of the following ATS Routes are incorporated within LTMA 11: L9, L151, L179, L607, M183, M197, N27, N621, N859, P72, Q41, Q63, Q295, T71, T421 and Y321.<br><br>Frequencies purpose: GAT inbound/ outbound to/from and/or overflying the LTMA.<br><br>To operate UAS within this area, UAS operators are required to notify NATS via the NATS Non-Standard Flight (NSF) Portal. UAS operators are required to notify NATS at least 14 days before the date of each activity.<br><br>Note: Service on one or more of these frequencies may be withdrawn by ATC approximately during the hours 2100-0630 (2000-0530). |
| LONDON TMA 13<br>511956N 0010918W -<br>511535N 0005748W thence clockwise by the arc of a circle radius 4.7168 NM centred on<br>511256N 0005136W to<br>511705N 0005508W -<br>510652N 0004829W -<br>510602N 0005439W -<br>505616N 0005119W -<br>505512N 0005908W -<br>505119N 0005457W -<br>504848N 0005214W -<br>504928N 0011714W -<br>505435N 0010335W -<br>510420N 0010657W -<br>510329N 0011312W -<br>511956N 0010918W<br>Upper limit: FL195<br>Lower limit: 5500 FT ALT<br>Class: A | LONDON ACC | LONDON CONTROL<br>English<br>H24 | 120.530 | Parts of the following ATS Routes are incorporated within LTMA 13: L18, L89, L620, L980, M184, N14, N16, N63, N514, N621, N859, N866, N867, P2, T71 and Y8.<br><br>Frequencies purpose: GAT inbound/ outbound to/from and/or overflying the LTMA.<br><br>To operate UAS within this area, UAS operators are required to notify NATS via the NATS Non-Standard Flight (NSF) Portal. UAS operators are required to notify NATS at least 14 days before the date of each activity.<br><br>Note: Service on one or more of these frequencies may be withdrawn by ATC approximately during the hours 2100-0630 (2000-0530). |
| LONDON TMA 14<br>505739N 0004104W -<br>505832N 0003428W -<br>505500N 0002256W -<br>505500N 0003814W -<br>505739N 0004104W<br>Upper limit: FL195<br>Lower limit: 5000 FT ALT<br>Class: A | LONDON ACC | LONDON CONTROL<br>English<br>H24 | 133.180<br>135.055<br>135.805 | Parts of the following ATS Routes are incorporated within LTMA 14: L151, L612, M185 and N16.<br><br>Frequencies purpose: GAT inbound/ outbound to/from and/or overflying the LTMA.<br><br>To operate UAS within this area, UAS operators are required to notify NATS via the NATS Non-Standard Flight (NSF) Portal. UAS operators are required to notify NATS at least 14 days before the date of each activity.<br><br>Note: Service on one or more of these frequencies may be withdrawn by ATC approximately during the hours 2100-0630 (2000-0530). |

# ENR 2.1 FIR, UIR, TMA AND CTA (continued)

| **Name**<br>**Lateral limits**<br>**Vertical limits**<br>**Class of Airspace** | **Unit Providing Service** | **Callsign**<br>**Language**<br>**Hours of Service**<br>**Conditions of Use** | **Channel/**<br>**Frequency(MHz)/**<br>**Purpose/**<br>**SATVOICE number** | **Remarks** |
|---|---|---|---|---|
| **1** | **2** | **3** | **4** | **5** |
| LONDON TMA 16<br>520548N 0002701E -<br>520713N 0005149E -<br>520024N 0004848E -<br>520548N 0002701E<br>Upper limit: FL195<br>Lower limit: 5500 FT ALT<br>Class: A | LONDON ACC | LONDON CONTROL<br>English<br>H24 | 118.825<br>121.230<br>123.905<br>As directed.<br>129.280<br>129.430<br>As directed. | Part of ATS Route M183 is incorporated within LTMA 16.<br><br>Frequencies purpose: GAT inbound/ outbound to/from and/or overflying the LTMA.<br><br>To operate UAS within this area, UAS operators are required to notify NATS via the NATS Non-Standard Flight (NSF) Portal. UAS operators are required to notify NATS at least 14 days before the date of each activity.<br><br>Note: Service on one or more of these frequencies may be withdrawn by ATC approximately during the hours 2100-0630 (2000-0530). |
| LONDON TMA 17<br>520024N 0004848E -<br>520713N 0005149E -<br>515806N 0005800E -<br>520024N 0004848E<br>Upper limit: FL195<br>Lower limit: FL75<br>Class: A | LONDON ACC | LONDON CONTROL<br>English<br>H24 | 118.825<br>121.230<br>123.905<br>As directed.<br>129.280<br>129.430<br>As directed. | Part of ATS Route M183 is incorporated within LTMA 17.<br><br>Frequencies purpose: GAT inbound/ outbound to/from and/or overflying the LTMA.<br><br>To operate UAS within this area, UAS operators are required to notify NATS via the NATS Non-Standard Flight (NSF) Portal. UAS operators are required to notify NATS at least 14 days before the date of each activity.<br><br>Note: Service on one or more of these frequencies may be withdrawn by ATC approximately during the hours 2100-0630 (2000-0530). |
| LONDON TMA 18<br>520548N 0002701E -<br>521104N 0000528E -<br>521104N 0003242E -<br>521221N 0004819E -<br>520713N 0005149E -<br>520548N 0002701E<br>Upper limit: FL195<br>Lower limit: FL75<br>Class: A | LONDON ACC | LONDON CONTROL<br>English<br>H24 | 118.825<br>121.230<br>123.905<br>As directed.<br>129.280<br>129.430<br>As directed. | Frequencies purpose: GAT inbound/ outbound to/from and/or overflying the LTMA.<br><br>To operate UAS within this area, UAS operators are required to notify NATS via the NATS Non-Standard Flight (NSF) Portal. UAS operators are required to notify NATS at least 14 days before the date of each activity.<br><br>Note: Service on one or more of these frequencies may be withdrawn by ATC approximately during the hours 2100-0630 (2000-0530). |

# ENR 2.1 FIR, UIR, TMA AND CTA (continued)

| Name<br>Lateral limits<br>Vertical limits<br>Class of Airspace | Unit Providing Service | Callsign<br>Language<br>Hours of Service<br>Conditions of Use | Channel/<br>Frequency(MHz)/<br>Purpose/<br>SATVOICE number | Remarks |
|---|---|---|---|---|
| 1 | 2 | 3 | 4 | 5 |
| LONDON TMA 19<br>515745N 0011126W -<br>520421N 0003712W -<br>520316N 0003441W -<br>521126N 0002220W -<br>520606N 0001712W -<br>520038N 0002832W -<br>515743N 0002145W -<br>515021N 0002931W -<br>514457N 0010000W -<br>514420N 0010041W -<br>515745N 0011126W<br>Upper limit: FL195<br>Lower limit: 5500 FT ALT<br>Class: A | LONDON ACC | LONDON CONTROL<br>English<br>H24 | 119.780<br>121.030<br>As directed.<br>121.280<br>As directed.<br>130.925 | Parts of the following ATS Routes are incorporated within LTMA 19: L10, L15, L608, M183, M605, N57, N601, P86, Q41, Q75, T418 and T420.<br><br>Frequencies purpose: GAT inbound/ outbound to/from and/or overflying the LTMA.<br><br>To operate UAS within this area, UAS operators are required to notify NATS via the NATS Non-Standard Flight (NSF) Portal. UAS operators are required to notify NATS at least 14 days before the date of each activity.<br><br>Note: Service on one or more of these frequencies may be withdrawn by ATC approximately during the hours 2100-0630 (2000-0530). |
| LONDON TMA 20<br>510426N 0001721E -<br>510051N 0002141E -<br>505157N 0000418W -<br>505429N 0002115W -<br>505832N 0003428W -<br>505541N 0001007W -<br>505900N 0001333E -<br>510002N 0001541E -<br>510426N 0001721E<br>Upper limit: FL195<br>Lower limit: 4500 FT ALT<br>Class: A | LONDON ACC | LONDON CONTROL<br>English<br>H24 | 120.530<br>128.430<br>133.180<br>135.055<br>135.805 | Parts of the following ATS Routes are incorporated within LTMA 20: L18, L612, M605, M733, N16, Y47 and Y803.<br><br>Frequencies purpose: GAT inbound/ outbound to/from and/or overflying the LTMA.<br><br>To operate UAS within this area, UAS operators are required to notify NATS via the NATS Non-Standard Flight (NSF) Portal. UAS operators are required to notify NATS at least 14 days before the date of each activity.<br><br>Note: Service on one or more of these frequencies may be withdrawn by ATC approximately during the hours 2100-0630 (2000-0530). |
| LONDON TMA 21<br>505739N 0004104W -<br>504626N 0002908W -<br>504626N 0004942W -<br>504848N 0005214W -<br>505119N 0005457W -<br>505512N 0005908W -<br>505616N 0005119W -<br>505728N 0004224W -<br>505739N 0004104W<br>Upper limit: FL195<br>Lower limit: FL65<br>Class: A | LONDON ACC | LONDON CONTROL<br>English<br>H24 | 133.180<br>134.440<br>135.055<br>135.805 | Parts of the following ATS Routes are incorporated within LTMA 21: L980, L982, M184, M185, N6, N16, N17, N20, N859 and Y8.<br><br>Frequencies purpose: GAT inbound/ outbound to/from and/or overflying the LTMA.<br><br>To operate UAS within this area, UAS operators are required to notify NATS via the NATS Non-Standard Flight (NSF) Portal. UAS operators are required to notify NATS at least 14 days before the date of each activity.<br><br>Note: Service on one or more of these frequencies may be withdrawn by ATC approximately during the hours 2100-0630 (2000-0530). |

## ENR 2.1 FIR, UIR, TMA AND CTA (continued)

| **Name**<br>**Lateral limits**<br>**Vertical limits**<br>**Class of Airspace** | **Unit Providing Service** | **Callsign**<br>**Language**<br>**Hours of Service**<br>**Conditions of Use** | **Channel/**<br>**Frequency(MHz)/**<br>**Purpose/**<br>**SATVOICE number** | **Remarks** |
|---|---|---|---|---|
| **1** | **2** | **3** | **4** | **5** |
| LONDON TMA 23<br>513607N 0012547W -<br>513423N 0011138W -<br>512435N 0011444W -<br>512619N 0012850W -<br>513607N 0012547W<br>Upper limit: FL195<br>Lower limit: 5500 FT ALT<br>Class: A | LONDON ACC | LONDON CONTROL<br>English<br>H24 | 129.080<br>134.125<br>134.755<br>135.805 | Parts of the following ATS Routes are incorporated within LTMA 23: L9, L179, L607, N14, N859, P73, T421, Q63 and Y321.<br><br>Frequencies purpose: GAT inbound/ outbound to/from and/or overflying the LTMA.<br><br>To operate UAS within this area, UAS operators are required to notify NATS via the NATS Non-Standard Flight (NSF) Portal. UAS operators are required to notify NATS at least 14 days before the date of each activity.<br><br>Note: Service on one or more of these frequencies may be withdrawn by ATC approximately during the hours 2100-0630 (2000-0530). |
| LONDON TMA 24<br>510652N 0004829W -<br>505728N 0004224W -<br>505616N 0005119W -<br>510602N 0005439W -<br>510652N 0004829W<br>Upper limit: FL195<br>Lower limit: 4500 FT ALT<br>Class: A | LONDON ACC | LONDON CONTROL<br>English<br>H24 | 133.180<br>135.805 | Parts of the following ATS Routes are incorporated within LTMA 24: L620, L980, M184, N63 and N859.<br><br>Frequencies purpose: GAT inbound/ outbound to/from and/or overflying the LTMA.<br><br>To operate UAS within this area, UAS operators are required to notify NATS via the NATS Non-Standard Flight (NSF) Portal. UAS operators are required to notify NATS at least 14 days before the date of each activity.<br><br>Note: Service on one or more of these frequencies may be withdrawn by ATC approximately during the hours 2100-0630 (2000-0530). |
| MANCHESTER TMA 1<br>535110N 0020348W -<br>534726N 0015913W -<br>533713N 0014830W -<br>533650N 0015216W -<br>532719N 0014617W -<br>532656N 0015000W -<br>530732N 0020056W -<br>530602N 0022246W -<br>530626N 0024349W -<br>531427N 0030140W -<br>532309N 0031205W -<br>532734N 0030310W -<br>533213N 0031406W -<br>533223N 0025907W -<br>535110N 0020348W<br>Upper limit: FL195<br>Lower limit: 3500 FT ALT<br>Class: A<br>Upper limit: FL245<br>Lower limit: FL195<br>Class: C | SCOTTISH ACC | SCOTTISH CONTROL<br>English<br>H24 | 128.055<br>133.800<br>134.430<br>135.715 | Parts of the following ATS Routes are incorporated within the TMA: L8, L10, L28, L70, L151, L603, L612 L975, M605, N57, N601, N862, N864, P16, P17, P18, Q4, Y53, Y70, Y124 & Z197.<br><br>Inbound traffic operating at or cleared to a level FL 85 or below is likely to be in communication Manchester or Liverpool Radar.<br><br>To operate UAS within this area, UAS operators are required to notify NATS via the NATS Non-Standard Flight (NSF) Portal. UAS operators are required to notify NATS at least 14 days before the date of each activity. |
| | MANCHESTER APP | MANCHESTER RADAR<br>English<br>H24 | 118.580<br>135.005 | |
| | LIVERPOOL APP | LIVERPOOL RADAR<br>English<br>H24 | 119.855 | |

# ENR 2.1 FIR, UIR, TMA AND CTA (continued)

| Name<br>Lateral limits<br>Vertical limits<br>Class of Airspace | Unit Providing Service | Callsign<br>Language<br>Hours of Service<br>Conditions of Use | Channel/<br>Frequency(MHz)/<br>Purpose/<br>SATVOICE number | Remarks |
|---|---|---|---|---|
| 1 | 2 | 3 | 4 | 5 |
| MANCHESTER TMA 2<br>533918N 0023900W -<br>533630N 0030136W -<br>533222N 0030059W -<br>533223N 0025907W -<br>533918N 0023900W<br>Upper limit: FL145<br>Lower limit: FL55<br>Class: A | SCOTTISH ACC | SCOTTISH CONTROL<br>English<br>H24 | 128.055 | Part of ATS Route L70 is incorporated with the Manchester TMA 2.<br><br>Inbound traffic operating at or cleared to a level FL 85 or below is likely to be in communication Manchester or Liverpool Radar.<br><br>To operate UAS within this area, UAS operators are required to notify NATS via the NATS Non-Standard Flight (NSF) Portal. UAS operators are required to notify NATS at least 14 days before the date of each activity. |
| | MANCHESTER APP | MANCHESTER RADAR<br>English<br>H24 | 118.580<br>135.005 | |
| SCOTTISH TMA 1<br>553700N 0042847W -<br>554125N 0041017W -<br>554125N 0025510W -<br>553302N 0042918W -<br>553700N 0042847W<br>Upper limit: FL245<br>Lower limit: FL195<br>Class: C<br>Upper limit: FL195<br>Lower limit: 4500 FT ALT<br>Class: D | SCOTTISH ACC | SCOTTISH CONTROL<br>English<br>H24 | 121.375<br>124.825<br>126.300<br>130.975 | Inbound traffic operating at or cleared to a level FL 85 is likely to be in communication Glasgow, Edinburgh or Prestwick Radar.<br><br>Within the lateral boundaries of Scottish TMA 1 between 6000 FT ALT and FL 100 is a TMZ (Transponder Mandatory Zone). Carriage and operation of a transponder with Mode A code and Mode C altitude (or equivalent Mode S) is mandatory.<br><br>To operate UAS within this area, UAS operators are required to notify NATS via the NATS Non-Standard Flight (NSF) Portal. UAS operators are required to notify NATS at least 14 days before the date of each activity. |
| SCOTTISH TMA 2<br>554334N 0050000W -<br>553302N 0042918W -<br>554125N 0025510W -<br>552700N 0030000W -<br>550603N 0041419W -<br>551214N 0050234W -<br>551511N 0050000W -<br>554334N 0050000W<br>Upper limit: FL245<br>Lower limit: FL195<br>Class: C<br>Upper limit: FL195<br>Lower limit: 5500 FT ALT<br>Class: D | SCOTTISH ACC | SCOTTISH CONTROL<br>English<br>H24 | 121.375<br>124.825<br>126.300<br>130.975 | Inbound traffic operating at or cleared to a level FL 85 is likely to be in communication Glasgow, Edinburgh or Prestwick Radar.<br><br>Within the lateral boundaries of Scottish TMA 2 between 6000 FT ALT and FL 100 is a TMZ (Transponder Mandatory Zone). Carriage and operation of a transponder with Mode A code and Mode C altitude (or equivalent Mode S) is mandatory.<br><br>To operate UAS within this area, UAS operators are required to notify NATS via the NATS Non-Standard Flight (NSF) Portal. UAS operators are required to notify NATS at least 14 days before the date of each activity. |

# ENR 2.1 FIR, UIR, TMA AND CTA (continued)

| **Name**<br>**Lateral limits**<br>**Vertical limits**<br>**Class of Airspace** | **Unit Providing Service** | **Callsign**<br>**Language**<br>**Hours of Service**<br>**Conditions of Use** | **Channel/**<br>**Frequency(MHz)/**<br>**Purpose/**<br>**SATVOICE number** | **Remarks** |
|---|---|---|---|---|
| **1** | **2** | **3** | **4** | **5** |
| SCOTTISH TMA 3<br>561400N 0040926W -<br>561400N 0033259W -<br>560700N 0032938W -<br>560700N 0025608W -<br>560008N 0024849W -<br>554125N 0025510W -<br>554125N 0041017W -<br>553700N 0042847W -<br>554428N 0045035W -<br>554334N 0050000W -<br>555000N 0050000W -<br>560000N 0044400W -<br>561400N 0040926W<br>Upper limit: FL245<br>Lower limit: FL195<br>Class: C<br>Upper limit: FL195<br>Lower limit: 6000 FT ALT<br>Class: D | SCOTTISH ACC | SCOTTISH CONTROL<br>English<br>H24 | 121.375<br>124.825<br>126.300<br>130.975 | Inbound traffic operating at or cleared to a level FL 85 is likely to be in communication Glasgow, Edinburgh or Prestwick Radar.<br><br>Within the lateral boundaries of Scottish TMA 3 between 6000 FT ALT and FL 100 is a TMZ (Transponder Mandatory Zone). Carriage and operation of a transponder with Mode A code and Mode C altitude (or equivalent Mode S) is mandatory.<br><br>To operate UAS within this area, UAS operators are required to notify NATS via the NATS Non-Standard Flight (NSF) Portal. UAS operators are required to notify NATS at least 14 days before the date of each activity. |
| SCOTTISH TMA 4<br>560008N 0024849W -<br>553100N 0025156W -<br>552700N 0030000W -<br>560008N 0024849W<br>Upper limit: FL245<br>Lower limit: FL195<br>Class: C<br>Upper limit: FL195<br>Lower limit: 5500 FT ALT<br>Class: D | SCOTTISH ACC | SCOTTISH CONTROL<br>English<br>H24 | 121.375<br>124.825<br>126.300<br>130.975 | Inbound traffic operating at or cleared to a level FL 85 is likely to be in communication Glasgow, Edinburgh or Prestwick Radar.<br><br>Within the lateral boundaries of Scottish TMA 4 between 6000 FT ALT and FL 100 is a TMZ (Transponder Mandatory Zone). Carriage and operation of a transponder with Mode A code and Mode C altitude (or equivalent Mode S) is mandatory.<br><br>To operate UAS within this area, UAS operators are required to notify NATS via the NATS Non-Standard Flight (NSF) Portal. UAS operators are required to notify NATS at least 14 days before the date of each activity. |
| SCOTTISH TMA 5<br>554428N 0045035W -<br>553700N 0042847W -<br>553302N 0042918W -<br>554334N 0050000W -<br>554428N 0045035W<br>Upper limit: FL245<br>Lower limit: FL195<br>Class: C<br>Upper limit: FL195<br>Lower limit: 3500 FT ALT<br>Class: D | SCOTTISH ACC | SCOTTISH CONTROL<br>English<br>H24 | 121.375<br>124.825<br>126.300<br>130.975 | Inbound traffic operating at or cleared to a level FL 85 is likely to be in communication Glasgow, Edinburgh or Prestwick Radar.<br><br>Within the lateral boundaries of Scottish TMA 5 between 6000 FT ALT and FL 100 is a TMZ (Transponder Mandatory Zone). Carriage and operation of a transponder with Mode A code and Mode C altitude (or equivalent Mode S) is mandatory.<br><br>To operate UAS within this area, UAS operators are required to notify NATS via the NATS Non-Standard Flight (NSF) Portal. UAS operators are required to notify NATS at least 14 days before the date of each activity. |

# ENR 2.1 FIR, UIR, TMA AND CTA (continued)

| Name<br>Lateral limits<br>Vertical limits<br>Class of Airspace | Unit Providing Service | Callsign<br>Language<br>Hours of Service<br>Conditions of Use | Channel/<br>Frequency(MHz)/<br>Purpose/<br>SATVOICE number | Remarks |
|---|---|---|---|---|
| 1 | 2 | 3 | 4 | 5 |
| SCOTTISH TMA 6<br>555500N 0045200W -<br>554600N 0044951W -<br>554428N 0045035W -<br>554334N 0050000W -<br>555000N 0050000W -<br>555500N 0045200W<br>Upper limit: 6000 FT ALT<br>Lower limit: 3000 FT ALT<br>Class: E | SCOTTISH ACC | SCOTTISH CONTROL<br>English<br>H24 | 121.375<br>124.825<br>126.300<br>130.975 | Inbound traffic operating at or cleared to a level FL 85 is likely to be in communication Glasgow, Edinburgh or Prestwick Radar.<br><br>Within the lateral boundaries of Scottish TMA 6 between 6000 FT ALT and FL 100 is a TMZ (Transponder Mandatory Zone). Carriage and operation of a transponder with Mode A code and Mode C altitude (or equivalent Mode S) is mandatory.<br><br>To operate UAS within this area, UAS operators are required to notify NATS via the NATS Non-Standard Flight (NSF) Portal. UAS operators are required to notify NATS at least 14 days before the date of each activity. |
| SCOTTISH TMA 7<br>561400N 0040926W -<br>561400N 0033259W -<br>560700N 0032938W -<br>560700N 0040910W -<br>555500N 0045200W -<br>560000N 0044400W -<br>561400N 0040926W<br>Upper limit: 6000 FT ALT<br>Lower limit: 4000 FT ALT<br>Class: E | SCOTTISH ACC | SCOTTISH CONTROL<br>English<br>H24 | 121.375<br>124.825<br>126.300<br>130.975 | Inbound traffic operating at or cleared to a level FL 85 is likely to be in communication Glasgow, Edinburgh or Prestwick Radar.<br><br>Within the lateral boundaries of Scottish TMA 7 between 6000 FT ALT and FL 100 is a TMZ (Transponder Mandatory Zone). Carriage and operation of a transponder with Mode A code and Mode C altitude (or equivalent Mode S) is mandatory.<br><br>To operate UAS within this area, UAS operators are required to notify NATS via the NATS Non-Standard Flight (NSF) Portal. UAS operators are required to notify NATS at least 14 days before the date of each activity. |

| Name<br>Lateral limits<br>Vertical limits<br>Class of Airspace | Unit Providing Service | Callsign<br>Language<br>Hours of Service<br>Conditions of Use | Frequency MHz/<br>Channel Purpose/<br>SATVOICE number | Remarks |
|---|---|---|---|---|
| 1 | 2 | 3 | 4 | 5 |
| BRIZE NORTON CTR<br>514556N 0015202W - 515006N 0012925W - thence<br>clockwise by the arc of a circle radius 5.5 NM centered on 514513N 0013334W to 514737N 0012537W - 514834N 0011958W - 514349N 0011753W - 513951N 0014031W - thence<br>clockwise by the arc of a circle radius 5.5 NM centered on 514443N 0013631W to 514218N 0014427W - 514120N 0015001W - 514556N 0015202W<br>Upper limit: 3500 FT ALT<br>Lower limit: SFC<br>Class: D | RAF BRIZE NORTON | BRIZE ZONE<br>English<br>H24 | 119.005 MHz | Note: BUT excluding any Airspace which is within the ATZ of Oxford Aerodrome.<br><br>Brize Zone channel 119.005 is for Zone transits ONLY.<br><br>RAF Brize Norton<br>Tel: 01993-897785.<br><br>See below for General Information and Paragraph 2 for VRPs. |

# ENR 2.1 FIR, UIR, TMA AND CTA (continued)

| Name<br>Lateral limits<br>Vertical limits<br>Class of Airspace | Unit Providing Service | Callsign<br>Language<br>Hours of Service<br>Conditions of Use | Frequency MHz/<br>Channel Purpose/<br>SATVOICE<br>number | Remarks |
|---|---|---|---|---|
| 1 | 2 | 3 | 4 | 5 |
| | RAF BRIZE NORTON | BRIZE RADAR<br>English<br>0900-1700 (0800-1600) | 124.280 MHz | |

## 1 General Information

### 1.1 Brize Norton Control Zone

1.1.1 Pilots wishing to enter the Control Zone must observe the normal procedure for joining Controlled Airspace and should make their request for entry when 15 NM or 5 minutes flying time (whichever is earlier) from the Control Zone Boundary. Pilots should make their request for Control Zone entry to BRIZE ZONE.

1.1.2 Pilots are advised that holding, instrument approach and departure procedures for Brize Norton are not wholly contained within the Control Zone. Additionally, due to the nature of military aircraft operations in the vicinity of Brize Norton, pilots operating in the vicinity of the Control Zone are advised to keep a good lookout for other traffic and are strongly recommended to request a Radar Service from BRIZE ZONE.

### 1.2 VFR Transit Flights

1.2.1 VFR flights requesting clearance to transit through the Brize Norton Control Zone may be given routing and/or altitude restrictions in order to enable VFR flights to be integrated with other traffic. Pilots should anticipate routing and/or holding instructions via the VRPs detailed in paragraph 2. Exceptionally, radar vectoring of VFR flights may be necessary for the effective integration of traffic.

1.2.2 Pilots are reminded of the requirement to remain in VMC at all times and to comply with SERA.3105 Minimum Heights and the relevant parts of SERA.5001 VMC Visibility and Distance from Cloud Minima and SERA.5005 Visual Flight Rules. Pilots must advise ATC if at any time they are unable to comply with the ATC instructions issued.

### 1.3 IFR Transit Flights

1.3.1 IFR flights requesting transit through the Brize Norton Control Zone will be accommodated whenever possible and will normally be given clearance and may be radar vectored to provide separation from other IFR flights.

1.3.2 Exceptionally, when re-routing would be impractical, due to the nature of military operations, vertical separation between IFR flights may be reduced to 500 FT provided that the pilots have been advised of, and have agreed to, the reduced separation.

## 2 Visual Reference Points (VRP)

a) Details of VRPs applicable to Brize Norton are available in the consolidated 'Visual Reference Points List' published on the 'Digital Dataset' page of the NATS AIS website, www.nats.aero/ais.

# ENR 2.2 OTHER REGULATED AIRSPACE

| Name<br>Lateral limits<br>Vertical limits<br>Class of Airspace | Unit ProvidingService | Callsign<br>Language<br>Hours of Service<br>Conditions of Use | Channel/<br>Frequency(MHz)<br>Purpose | Remarks |
|---|---|---|---|---|
| 1 | 2 | 3 | 4 | 5 |
| BARKSTON HEATH ATZ<br>A circle, 2 NM radius, centred at 525747N 0003337W on longest notified runway (06/24)<br>Upper limit: 2000 FT AGL<br>Lower limit: SFC<br>Class: G | CRANWELL | CRANWELL APPROACH<br>English<br>Mon-Thu 0830-1730 (0730-1630); Fri 0830-1700 (0730-1600). | 124.455<br>ATC | Elevation: 367 FT AMSL.<br><br>Hours of applicability for Rule 11 - See Column 3 Hours of Service. |
| BENSON ATZ<br>A circle, 2 NM radius, centred at 513654N 0010545W on longest notified runway (01/19)<br>Upper limit: 2000 FT AGL<br>Lower limit: SFC<br>Class: G | BENSON | BENSON ZONE<br>English<br>H24 | 120.900<br>ATC | Elevation: 203 FT AMSL.<br><br>Note 1: Prior to entering the ATZ, aircraft inbound to sites within the ATZ are to contact Benson Zone (120.900 MHz) in the first instance, or if no answer, Benson Tower (127.150 MHz), with details of route and landing site location. If no response is received this information should be transmitted blind.<br><br>Note 2: ATZ crossing service only available to meet operational requirements which may include night flying. If contact is not made with Benson Zone or Tower, all aircraft are to avoid the ATZ as Air Ambulance and Police operate H24.<br><br>Hours of applicability for Rule 11 - See Column 3 Hours of Service. |
| BOSCOMBE DOWN ATZ<br>A circle, 2.5 NM radius, centred at 510912N 0014504W on longest notified runway (05/23)<br>Upper limit: 2000 FT AGL<br>Lower limit: SFC<br>Class: G | BOSCOMBE DOWN | BOSCOMBE ZONE<br>English<br>Mon-Fri 0730-2359 (0630-2300); Sat-Sun SR-SS. | 126.705<br>ATC | Elevation: 407 FT AMSL.<br><br>Hours of applicability for Rule 11 - See Column 3 Hours of Service.<br><br>Note: When EGDM MATZ is active, flights into Old Sarum are subject to local agreement between Old Sarum and Boscombe Down. |
| BRIZE NORTON ATZ<br>A circle, 2.5 NM radius, centred at 514500N 0013459W on longest notified runway (08/26)<br>Upper limit: 2000 FT AGL<br>Lower limit: SFC<br>Class: D | BRIZE NORTON | BRIZE ZONE<br>English<br>H24 | 119.005<br>ATC | Elevation: 287 FT AMSL.<br><br>Hours of applicability for Rule 11 - See Column 3 Hours of Service. |
| CONINGSBY ATZ<br>A circle, 2.5 NM radius, centred at 530535N 0000958W on longest notified runway (07/25)<br>Upper limit: 2000 FT AGL<br>Lower limit: SFC<br>Class: G | CONINGSBY | CONINGSBY APPROACH<br>English<br>H24 | 119.205<br>ATC | Elevation: 24 FT AMSL.<br><br>Hours of applicability for Rule 11 - See Column 3 Hours of Service. |
| COSFORD ATZ<br>A circle, 2 NM radius, centred at 523826N 0021819W on longest notified runway (06/24)<br>Upper limit: 2000 FT AGL<br>Lower limit: SFC<br>Class: G | COSFORD | COSFORD APPROACH<br>English<br>Sep-Jun: Sat-Wed 0900-1730 (0800-1630);<br>Jul-Aug: Mon-Fri (0800-1630). | 135.875<br>ATC | Elevation: 272 FT AMSL.<br><br>Hours of applicability for Rule 11 - See Column 3 Hours of Service.<br><br>Note 1: Crews wishing to transit when ATC is closed should make blind calls on Cosford APP 135.875 MHz.<br><br>Note 2: Air Ambulance and resident flying club activity may continue outside ATS times. |

# ENR 2.2 OTHER REGULATED AIRSPACE (continued)

| **Name**<br>**Lateral limits**<br>**Vertical limits**<br>**Class of Airspace** | **Unit ProvidingService** | **Callsign**<br>**Language**<br>**Hours of Service**<br>**Conditions of Use** | **Channel/**<br>**Frequency(MHz)**<br>**Purpose** | **Remarks** |
|---|---|---|---|---|
| **1** | **2** | **3** | **4** | **5** |
| CRANWELL ATZ<br>A circle, 2.5 NM radius, centred at 530147N 0002934W on longest notified runway (08/26)<br>Upper limit: 2000 FT AGL<br>Lower limit: SFC<br>Class: G | CRANWELL | CRANWELL APPROACH<br>English<br>Mon-Thu 0800-1730 (0700-1630);<br>Fri 0800-1700 (0700-1600);<br>Sat-Sun 0900-1700 (0800-1600). | 124.455<br>ATC | Elevation: 222 FT AMSL.<br><br>Hours of applicability for Rule 11 - See Column 3 Hours of Service.<br><br>Note: At weekends 124.455 is monitored by Cranwell Tower and pilots may make contact if requiring an ATZ/ MATZ crossing. No radar services available at weekends.<br><br>When Air Traffic Control Services are not available, control of the ATZ is transferred to Cranwell Gliding Club 129.980 MHz (Cranwell Gliders). |
| CULDROSE ATZ<br>A circle, 2.5 NM radius, centred at 500507N 0051515W on longest notified runway (11/29)<br>Upper limit: 2000 FT AGL<br>Lower limit: SFC<br>Class: G | CULDROSE | CULDROSE APPROACH<br>English<br>H24 | 134.055<br>ATC | Elevation: 268 FT AMSL.<br><br>Hours of applicability for Rule 11 - See Column 3 Hours of Service. |
| EGPX FRA (AS PART OF BOREALIS FRA CONTINUUM)<br>610000N 0100000W following the line of latitude to - 610000N 0000000E - 600000N 0000000E - 570000N 0050000E - 550000N 0050000E - 543000N 0043209E - 543843N 0042000E - 544927N 0041110E - 550252N 0040000E - 552547N 0034557E - 552536N 0034259E - 552528N 0024830E - 552517N 0022451E - 552507N 0020850E - 552436N 0013246E - 552754N 0001453E - 552751N 0001521W - 552733N 0010125W - 552700N 0011023W - 552650N 0013354W - 552703N 0021345W - 552702N 0021836W - 552700N 0022627W - 552740N 0025947W - 552957N 0032110W - 553146N 0035631W - 552943N 0040436W - 552338N 0042825W - 550947N 0044512W - 550520N 0044907W - 544014N 0032836W - 542220N 0032542W - 540257N 0033104W - 535548N 0032947W - 535316N 0032923W - 535017N 0032855W - 534125N 0032734W - 534150N 0033649W - 535439N 0040737W - 535623N 0041926W - 535419N 0042151W - 535216N 0042414W - 534856N 0043030W - 534617N 0043112W - 534817N 0053000W - 535500N 0053000W - 540316N 0061212W - 542500N 0081000W - 543858N 0093320W - 543400N 0100000W - 610000N 0100000W<br>Upper limit: FL660<br>Lower limit: FL255<br>Class: C | SCOTTISH ACC | SCOTTISH CONTROL<br>English<br>H24 | 121.325<br>(Note 2 and 4)<br>125.680<br>(Note 4)<br>126.930<br>(Note 4)<br>129.100<br>(Note 1 and 4)<br>129.225<br>(Note 1, 3 and 5)<br>132.730<br>(Note 4)<br>134.775<br>(Note 2 and 4)<br>135.855<br>(Note 4) | Note 1: Scottish ACC is responsible for providing ATS between FL 245 and FL 660 within the Donegal Area. See ENR 2.2 Sect 1.8.<br><br>Note 2: Copenhagen ACC is responsible for providing ATS between FL 195 and FL 660, within the North Sea High Area. See ENR 2.2 Sect 1.3.<br><br>Note 3: Reykjavik ACC is responsible for providing ATS between SFC and FL 660, within the RATSU Triangle. See ENR 2.2 Sect 1.9.<br><br>Note 4: Shannon ACC is responsible for providing ATS between FL 255 and FL 660, within the MOLAK Triangle. See ENR 2.2 Sect 1.9.3.<br><br>Note 5: For sector dimensions associated with frequency allocation see UK AIP Supplement 017/2020. |

# ENR 2.2 OTHER REGULATED AIRSPACE (continued)

| Name<br>Lateral limits<br>Vertical limits<br>Class of Airspace | Unit ProvidingService | Callsign<br>Language<br>Hours of Service<br>Conditions of Use | Channel/<br>Frequency(MHz)<br>Purpose | Remarks |
|---|---|---|---|---|
| 1 | 2 | 3 | 4 | 5 |
| EGTT FRA WEST (AS PART OF BOREALIS FRA CONTINUUM)<br>531149N 0053000W - 531111N 0050858W - 525542N 0041447W - 525436N 0032650W - 525334N 0031026W - 525350N 0025933W - 525340N 0025354W - 524754N 0024827W - 524148N 0023747W - 523450N 0023151W - 523253N 0023011W - 522103N 0021713W - 521524N 0021105W - 520831N 0020338W - 520355N 0015842W - 514723N 0014106W - 514215N 0014109W - 513941N 0013712W - 513505N 0013916W - 512808N 0014035W - 512423N 0014313W - 512036N 0013359W - 511306N 0013031W - 511238N 0013600W - 511527N 0020000W - 511506N 0020000W - 505543N 0020000W - 504947N 0023317W - 504749N 0023245W - 504459N 0023107W - 504055N 0023053W - 503949N 0023058W - 503712N 0021731W - 501745N 0022725W - 495458N 0023011W - 492841N 0045513W - 493500N 0080000W - 510000N 0080000W - 522000N 0053000W - 531149N 0053000W<br>Upper limit: FL660<br>Lower limit: FL245<br>Class: C | LONDON ACC | LONDON CONTROL<br>English<br>H24 | 126.080<br>128.815<br>129.380<br>(Note 1)<br>129.430<br>132.860<br>132.950<br>(Note 1)<br>133.600<br>134.460<br>134.755<br>135.255<br>(Note 1) | Note 1: Shannon ACC is responsible for providing ATS between FL 195 and FL 660 within the BANBA CTA. See ENR 2.2 Sect 1.7. |
| FAIRFORD ATZ<br>A circle, 2.5 NM radius, centred at 514101N 0014724W on longest notified runway (09/27)<br>Upper limit: 2000 FT AGL<br>Lower limit: SFC<br>Class: D | BRIZE NORTON | BRIZE ZONE<br>English<br>H24 | 119.005<br>ATC | Elevation: 285 FT AMSL.<br><br>Hours of applicability for Rule 11 - See Column 3 Hours of Service.<br><br>Note: Airspace Class: D/G. Partly within Brize Norton CTR. |
| HALTON ATZ<br>A circle, 2 NM radius, centred at 514732N 0004411W on longest notified runway (02/20)<br>Upper limit: 2000 FT AGL<br>Lower limit: SFC<br>Class: G | HALTON | HALTON RADIO<br>English<br>0900-2000 (0800-1900) or SS+15. | 130.430<br>A/G | Elevation: 369 FT AMSL.<br><br>Hours of applicability for Rule 11 - See Column 3 Hours of Service. |
| HONINGTON ATZ<br>A circle, 2 NM radius, centred at 522036N 0004648E on longest notified runway (08/26)<br>Upper limit: 2000 FT AGL<br>Lower limit: SFC<br>Class: G | HONINGTON | HONINGTON RADIO<br>English<br>Sat-Sun 0830-1700 (0730-1600). Other times by NOTAM. | 124.105<br>A/G | Elevation: 174 FT AMSL.<br><br>Hours of applicability for Rule 11 - See Column 3 Hours of Service.<br><br>Note 1: Western side of ATZ overlaps the Lakenheath/Mildenhall CMATZ. |
| LAKENHEATH ATZ<br>A circle, 2.5 NM radius, centred at 522434N 0003340E on longest notified runway (06/24)<br>Upper limit: 2000 FT AGL<br>Lower limit: SFC<br>Class: G | LAKENHEATH | LAKENHEATH RADAR<br>English<br>H24 | 128.900<br>ATC | Elevation: 32 FT AMSL.<br><br>Hours of applicability for Rule 11 - See Column 3 Hours of Service.<br><br>Note: Sat-Sun 0001-0859 (0001-0759) and Sat-Sun 1700-2359 (1600-2359) no ATS provided. ATZ remains active H24. |

# ENR 2.2 OTHER REGULATED AIRSPACE (continued)

| Name<br>Lateral limits<br>Vertical limits<br>Class of Airspace | Unit ProvidingService | Callsign<br>Language<br>Hours of Service<br>Conditions of Use | Channel/<br>Frequency(MHz)<br>Purpose | Remarks |
|---|---|---|---|---|
| 1 | 2 | 3 | 4 | 5 |
| LEEMING ATZ<br>A circle, 2.5 NM radius, centred at 541733N 0013207W on longest notified runway (16/34)<br>Upper limit: 2000 FT AGL<br>Lower limit: SFC<br>Class: G | LEEMING | LEEMING ZONE<br>English<br>Mon-Thu 0800-1800 (0700-1700); Fri 0900-1700 (0800-1600). | 133.380<br>ATC | Elevation: 132 FT AMSL.<br><br>Hours of applicability for Rule 11 - See Column 3 Hours of Service. |
| LEUCHARS ATZ<br>A circle, 2.5 NM radius, centred at 562230N 0025132W on longest notified runway (08/26)<br>Upper limit: 2000 FT AGL<br>Lower limit: SFC<br>Class: G | LEUCHARS | LEUCHARS RADAR<br>English<br>H24 | 126.505<br>ATC | Elevation: 38 FT AMSL.<br><br>Hours of applicability for Rule 11 - See Column 3 Hours of Service. |
| LITTLE RISSINGTON ATZ<br>A circle, 2 NM radius, centred at 515202N 0014139W on longest notified runway (04/22)<br>Upper limit: 2000 FT AGL<br>Lower limit: SFC<br>Class: G | LITTLE RISSINGTON | RISSINGTON RADIO<br>English<br>Sat-Sun and Public Holidays 0830-1800 (0730-1700). | 120.780<br>A/G | Elevation: 731 FT AMSL.<br><br>Hours of applicability for Rule 11 - See Column 3 Hours of Service.<br><br>Note: Mil AGCS available during notified hours. |
| LOSSIEMOUTH ATZ<br>A circle, 2.5 NM radius, centred at 574224N 0032016W on longest notified runway (05/23)<br>Upper limit: 2000 FT AGL<br>Lower limit: SFC<br>Class: G | LOSSIEMOUTH | LOSSIE RADAR<br>English<br>H24 | 119.575<br>ATC | Elevation: 40 FT AMSL.<br><br>Hours of applicability for Rule 11 - See Column 3 Hours of Service. |
| MARHAM ATZ<br>A circle, 2.5 NM radius, centred at 523854N 0003302E on longest notified runway (05/23)<br>Upper limit: 2000 FT AGL<br>Lower limit: SFC<br>Class: G | MARHAM | MARHAM ZONE<br>English<br>H24 | 124.155<br>ATC | Elevation: 76 FT AMSL.<br><br>Hours of applicability for Rule 11 - See Column 3 Hours of Service.<br><br>Note: Outside of hours of ATS, ATZ remains active. |
| MERRYFIELD ATZ<br>A circle, 2.5 NM radius, centred at 505747N 0025620W on longest notified runway (09/27)<br>Upper limit: 2000 FT AGL<br>Lower limit: SFC<br>Class: G | MERRYFIELD | MERRYFIELD TOWER<br>English<br>By NOTAM. | 122.100<br>ATC | Elevation: 144 FT AMSL.<br><br>Hours of applicability for Rule 11 - See Column 3 Hours of Service. |
| MIDDLE WALLOP ATZ<br>A circle, 2 NM radius, centred at 510828N 0013422W<br>Upper limit: 2000 FT AGL<br>Lower limit: SFC<br>Class: G | BOSCOMBE DOWN | BOSCOMBE ZONE<br>English<br>H24 | 126.705<br>ATC | Elevation: 297 FT AMSL.<br><br>Hours of applicability for Rule 11 - See Column 3 Hours of Service.<br><br>Note: Outside of hours of ATS, ATZ remains active. |
| MILDENHALL ATZ<br>A circle, 2.5 NM radius, centred at 522143N 0002911E on longest notified runway (11/29)<br>Upper limit: 2000 FT AGL<br>Lower limit: SFC<br>Class: G | LAKENHEATH | LAKENHEATH RADAR<br>English<br>H24 | 128.900<br>ATC | Elevation: 34 FT AMSL.<br><br>Hours of applicability for Rule 11 - See Column 3 Hours of Service.<br><br>Note: Outside of hours of ATS, ATZ remains active. |
| MONA ATZ<br>A circle, 2 NM radius, centred at 531533N 0042226W on longest notified runway (04/22)<br>Upper limit: 2000 FT AGL<br>Lower limit: SFC<br>Class: G | VALLEY | VALLEY RADAR<br>English<br>Mon-Thu 0800-2359 (0700-2300); Fri-Sun 0800-2200 (0700-2100). | 125.230<br>ATC | Elevation: 202 FT AMSL.<br><br>Hours of applicability for Rule 11 - See Column 3 Hours of Service. |

# ENR 2.2 OTHER REGULATED AIRSPACE (continued)

| Name<br>Lateral limits<br>Vertical limits<br>Class of Airspace | Unit ProvidingService | Callsign<br>Language<br>Hours of Service<br>Conditions of Use | Channel/<br>Frequency(MHz)<br>Purpose | Remarks |
|---|---|---|---|---|
| 1 | 2 | 3 | 4 | 5 |
| NETHERAVON ATZ<br>A circle, 2 NM radius, centred at 511453N 0014517W on longest notified runway (11/29)<br>Upper limit: 2000 FT AGL<br>Lower limit: SFC<br>Class: G | NETHERAVON | NETHERAVON INFORMATION<br>English<br>H24 | 128.305<br>AFIS | Elevation: 454 FT AMSL.<br><br>Hours of applicability for Rule 11 - See Column 3 Hours of Service.<br><br>Note: Aircraft flying within the ATZ are to call AFIS or DZ Radio on 128.305.<br>If no answer make blind calls. |
| NORTH SEA REDUCED COORDINATION AREA<br>552528N 0024830E - 545747N 0031350E - 541820N 0033908E - 533948N 0031120E - 531015N 0024622E - 531935N 0013046E - 532900N 0002406E - 534303N 0012559W - 541036N 0015420W - 543206N 0014419W - 545236N 0025346W - 551650N 0022600W - 552650N 0013354W - 552700N 0011023W - 552733N 0010125W - 552751N 0001521W - 552754N 0001453E - 552436N 0013246E - 552507N 0020850E - 552517N 0022451E - 552528N 0024830E<br>Upper limit: FL660<br>Lower limit: FL195<br>Class: C | LONDON ACC | LONDON CONTROL<br>English<br>H24 | 126.780<br>(Note 9)<br>128.130<br>(Note 8) | Within Controlled Airspace at all levels, inclusive of FL 195 to FL 245, except during periods of notified activation of TRA 5, 6, 7A, 7B.<br><br>Note 1: Within active TRA lower limit is raised to FL 245.<br><br>Note 2: South of line DIGBI-ERLOT-GIVEM-BADGA and west of line BADGA-PELET-ROKAN-ROXAT and east of line ROXAT-NATEB.<br><br>Note 3: Above FL 255 - North of ERKIT, south of ALASO, east of 0020000W and west of 0000000E.<br><br>Note 4: South of 550000N and west of 0020000W.<br><br>Note 5: Above FL 255 - North of 550000N and west of 0020000W.<br><br>Note 6: Below FL 285 - North of L46, east of Y250 and UP17, west of M79.<br><br>Note 7: Below FL 255 - North of BAVDO, south of ALASO, east of OTBUN and west of DIGBI.<br><br>Note 8: Below FL 335 - Within EMLON-TENDO-ERKIT-MITSO-LEGRO.<br><br>Note 9: Above FL 335 - Within EMLON-TENDO-ERKIT-MITSO-LEGRO. |
| | SCOTTISH ACC | SCOTTISH CONTROL<br>English<br>H24 | 121.325<br>(Note 2)<br>124.500<br>(Note 7)<br>126.930<br>(Note 3)<br>133.800<br>(Note 6)<br>135.530<br>(Note 4)<br>135.855<br>(Note 5) | |
| NORTHOLT ATZ<br>A circle, 2 NM radius, centred at 513310N 0002511W on longest notified runway (07/25).<br>Upper limit: 2000 FT AGL<br>Lower limit: SFC<br>Class: D | NORTHOLT | NORTHOLT APPROACH<br>English<br>H24 | 126.450<br>ATC | Elevation 126 FT AMSL.<br><br>Hours of applicability for Rule 11 - See Column 3 Hours of Service.<br><br>Note: When Northolt aerodrome is closed, Heli routes/ATZ transits are controlled by Heathrow Radar (125.625 MHz). |
| ODIHAM ATZ<br>A circle, 2 NM radius, centred at 511403N 0005634W on longest notified runway (09/27)<br>Upper limit: 2000 FT AGL<br>Lower limit: SFC<br>Class: G | ODIHAM | ODIHAM APPROACH<br>English<br>H24 | 131.305<br>ATC | Elevation: 405 FT AMSL.<br><br>Hours of applicability for Rule 11 - See Column 3 Hours of Service.<br><br>Note 1: Odiham Approach, except weekends and PH, when the task may be carried out by Farnborough on Frequency 125.250 MHz.<br><br>Note 2: Outside of hours of ATS, ATZ remains active. |

# ENR 2.2 OTHER REGULATED AIRSPACE (continued)

| **Name**<br>**Lateral limits**<br>**Vertical limits**<br>**Class of Airspace** | **Unit ProvidingService** | **Callsign**<br>**Language**<br>**Hours of Service**<br>**Conditions of Use** | **Channel/**<br>**Frequency(MHz)**<br>**Purpose** | **Remarks** |
|---|---|---|---|---|
| **1** | **2** | **3** | **4** | **5** |
| PORTSMOUTH/FLEETLANDS ATZ<br>504810N 0010929W thence anti-clockwise by the arc of a circle radius 2 NM centred on 505007N 0011010W to 505054N 0011304W thence clockwise by the arc of a circle radius 2 NM centred on 504857N 0011224W to 505049N 0011117W - 504824N 0010921W thence clockwise by the arc of a circle radius 2 NM centred on 504857N 0011224W to 504810N 0010929W<br>Upper limit: 2000 FT AGL<br>Lower limit: SFC<br>Class: G | FLEETLANDS | FLEETLANDS<br>INFORMATION<br>English<br>Mon-Thu 0830-1700 (0730-1600), Fri 0830-1500 (0730-1400) or SS, whichever is earlier. | 135.705<br>AFIS | Elevation: 27 FT AMSL.<br><br>Hours of applicability for Rule 11 - See Column 3 Hours of Service.<br><br>Note: Aircraft operations may be encountered outside of published hours. |
| PREDANNACK ATZ<br>A circle, 2 NM radius, centred at 500007N 0051354W on longest notified runway (05/23)<br>Upper limit: 2000 FT AGL<br>Lower limit: SFC<br>Class: G | CULDROSE | CULDROSE APPROACH<br>English<br>H24 | 134.055<br>ATC | Elevation: 299 FT AMSL.<br><br>Hours of applicability for Rule 11 - See Column 3 Hours of Service. |
| SHAWBURY ATZ<br>A circle, 2 NM radius, centred at 524737N 0024005W on longest notified runway (18/36)<br>Upper limit: 2000 FT AGL<br>Lower limit: SFC<br>Class: G | SHAWBURY | SHAWBURY ZONE<br>English<br>H24 | 133.155<br>ATC | Elevation: 248 FT AMSL.<br><br>Hours of applicability for Rule 11 - See Column 3 Hours of Service. |
| SYERSTON ATZ<br>A circle, 2 NM radius, centred at 530124N 0005442W on longest notified runway (06/24)<br><br>Upper limit: 2000 FT AGL<br>Lower limit: SFC<br>Class: G | SYERSTON | SYERSTON RADIO<br>English<br>Mon-Fri (Excluding Public Holidays) 0830-1700 (0730-1600);<br>Sat-Sun and Public Holidays 0830-SS+15 (0730-SS+15). | 128.530<br>A/G | Elevation: 231 FT AMSL.<br><br>Hours of applicability for Rule 11 - See Column 3 Hours of Service.<br><br>Note: Mil ACGS available during notified hours. |
| TERNHILL ATZ<br>A circle, 2 NM radius, centred at 525223N 0023156W on longest notified runway (05/23)<br>Upper limit: 2000 FT AGL<br>Lower limit: SFC<br>Class: G | SHAWBURY | SHAWBURY ZONE<br>English<br>Mon-Thu 0830-0230 (0730-0130); Fri 0800-1700 (0700-1600); Sat-Sun SR-SS+15. | 133.155<br>ATC | Elevation: 285 FT AMSL.<br><br>Hours of applicability for Rule 11 - See Column 3 Hours of Service.<br><br>Note: Weekend and out of hours, freecall Ternhill Radio for Aerodrome information freq 122.100 MHz. |
| TOPCLIFFE ATZ<br>A circle, 2 NM radius, centred at 541220N 0012254W on longest notified runway (02/20)<br>Upper limit: 2000 FT AGL<br>Lower limit: SFC<br>Class: G | TOPCLIFFE | TOPCLIFFE RADIO<br>English<br>Sat-Sun and Public Holidays 0830-SS+15 (0730-SS+15). | 121.455<br>ATC | Elevation: 91 FT AMSL.<br><br>Note 1: Mil AGCS available during notified hours.<br><br>Note 2: Yorkshire Air Ambulance operate outside of ATZ hours, 0700-2200 (0600-2100) 7 days a week. |
| VALLEY ATZ<br>A circle, 2.5 NM radius, centred at 531453N 0043207W on longest notified runway (13/31)<br>Upper limit: 2000 FT AGL<br>Lower limit: SFC<br>Class: G | VALLEY | VALLEY RADAR<br>English<br>H24 | 125.230<br>ATC | Elevation: 37 FT AMSL.<br><br>Hours of applicability for Rule 11 - See Column 3 Hours of Service.<br><br>Note: Outside of hours of ATS, ATZ remains active. |

# ENR 2.2 OTHER REGULATED AIRSPACE (continued)

| Name<br>Lateral limits<br>Vertical limits<br>Class of Airspace | Unit ProvidingService | Callsign<br>Language<br>Hours of Service<br>Conditions of Use | Channel/<br>Frequency(MHz)<br>Purpose | Remarks |
|---|---|---|---|---|
| 1 | 2 | 3 | 4 | 5 |
| WADDINGTON ATZ<br>A circle, 2.5 NM radius, centred at 530958N 0003126W on longest notified runway (02/20)<br>Upper limit: 2000 FT AGL<br>Lower limit: SFC<br>Class: G | WADDINGTON | WADDINGTON ZONE<br>English<br>H24 | 119.505<br>ATC | Elevation: 230 FT AMSL.<br><br>Hours of applicability for Rule 11 - See Column 3 Hours of Service. |
| WATTISHAM ATZ<br>A circle, 2.5 NM radius, centred at 520737N 0005719E on longest notified runway (05/23)<br>Upper limit: 2000 FT AGL<br>Lower limit: SFC<br>Class: G | WATTISHAM | WATTISHAM APPROACH<br>English<br>H24 | 125.800<br>ATC | Elevation: 283 FT AMSL.<br><br>Hours of applicability for Rule 11 - See Column 3 Hours of Service. |
| WITTERING ATZ<br>A circle, 2.5 NM radius, centred at 523647N 0002833W on longest notified runway (07/25)<br>Upper limit: 2000 FT AGL<br>Lower limit: SFC<br>Class: G | WITTERING | WITTERING ZONE<br>English<br>H24 | 119.680<br>ATC<br>Note 1 | Elevation: 274 FT AMSL.<br><br>Hours of applicability for Rule 11 - See Column 3 Hours of Service.<br><br>Caution: Unlit aircraft operate at night.<br><br>Note 1: Primary Freq for Mil (234.075 MHz). |
| WOODVALE ATZ<br>A circle, 2 NM radius, centred at 533454N 0030327W on longest notified runway (03/21)<br>Upper limit: 2000 FT AGL<br>Lower limit: SFC<br>Class: G | WOODVALE | WOODVALE INFORMATION<br>English<br>Sun-Thu 0845-1745, or SS+30 (0745-1645, or SS+30) whichever is earlier. | 121.000<br>AFIS | Elevation: 37 FT AMSL.<br><br>Hours of applicability for Rule 11 - See Column 3 Hours of Service.<br><br>Note 1: AD may close earlier by NOTAM, AD status available from:<br><br>Warton RADAR 129.530 MHz; Blackpool APP 119.955 MHz; Liverpool APP 119.855 MHz.<br><br>Note 2: Police helicopter and other aerial activity H24.<br><br>Note 3: OOH if Woodvale INFORMATION is not available, announce intentions and make standard R/T calls on 121.000 MHz. |
| YEOVILTON ATZ<br>505817N 0024035W thence clockwise by the arc of a circle radius 2.5 NM centred on 510030N 0023844W to 505804N 0023747W - 505817N 0024035W<br>Upper limit: 2000 FT AGL<br>Lower limit: SFC<br>Class: G | YEOVILTON | YEOVIL RADAR<br>English<br>H24 | 127.355<br>ATC | Elevation: 75 FT AMSL.<br><br>Hours of applicability for Rule 11 - See Column 3 Hours of Service.<br><br>Note: Police/SAR/Air Ambulance are approved to transit the ATZ without ATS provision. They should call Yeovil Tower 120.800 MHz when transiting, this freq is monitored when activity is taking place. |

## 1 AIRSPACE WITHIN WHICH ATS IS DELEGATED

### 1.1 The Areas Involved in the Transfer of ATS Responsibility Within the Northern North Sea at FL 85 and Below

1.1.1 **North Sea Area I** — Class G Airspace.

In this part of the Polaris FIR, the United Kingdom will provide Air Traffic Services to all aircraft at FL 85 and below. Procedures and communications will be as if this airspace is an integral part of the Scottish FIR. This area is bounded by arcs of Great Circles joining in succession the following points:
590504N 0013916E - 600000N 0000000E - 630000N 0000000E following the line of latitude to - 630000N 0003120E - 625328N

# ENR 2.2 OTHER REGULATED AIRSPACE (continued)

0003821E - 622219N 0010622E - 614410N 0013329E - 612122N 0014718E - 595346N 0020430E - 591722N 0014236E - 590504N 0013916E.

1.1.2 **North Sea Area II** – Class G Airspace (includes two areas of Class D Airspace).

In this part of the Scottish FIR, Norway will provide Air Traffic Services to all aircraft at FL 85 and below. Procedures and communications will be as if this airspace is an integral part of the Polaris FIR. This area is bounded by arcs of Great Circles joining in succession the following points:
590504N 0013916E - 570000N 0050000E - 563500N 0050000E - 560510N 0031455E - 563540N 0023642E - 575416N 0015748E - 582546N 0012854E - 590504N 0013916E.

1.1.2.1 **Balder CTA** – Class D Airspace.

In this airspace, contained within the North Sea Area II, a CTA of airspace Classification D has been established, in which Norway will provide Air Traffic Services to all aircraft at 1500 FT to FL 85. Procedures and communications will be as if this airspace is an integral part of the Polaris FIR. For lateral limits, please refer to CTA entry detailed in ENR 2.1.

1.1.2.2 **Ekofisk CTA** – Class D Airspace

In this airspace, contained within the North Sea Area II, a CTA of airspace Classification D has been established, in which Norway will provide Air Traffic Services to all aircraft at 1500 FT to FL 85. Procedures and communications will be as if this airspace is an integral part of the Polaris FIR. For lateral limits, please refer to CTA entry detailed in ENR 2.1. RMZ is SFC to 1500 FT ALT, please refer to ENR 2.2, paragraph 5.1 for lateral limits.

1.1.3 **North Sea Area III** — Class G Airspace.

In this part of the Scottish FIR, Denmark will provide Air Traffic Services to all aircraft at FL 85 and below. Procedures and communications will be as if this airspace is an integral part of the Copenhagen FIR. This area is bounded by arcs of Great Circles joining in succession the following points:
563500N 0050000E - 550000N 0050000E - 551958N 0041955E - 554552N 0032208E - 555004N 0032355E - 555458N 0032055E - 560510N 0031455E - 563500N 0050000E.

1.1.4 **North Sea Area IV** — Class G Airspace (See Note).

In this part of the Reykjavik FIR/OCA, the United Kingdom will provide Air Traffic Services to all aircraft at FL 85 and below during the notified times of the Sumburgh Radar (Aberdeen ATSU) as listed at ENR 1.6, paragraph 4.5.2.2. Procedures and communications will be as if this airspace is an integral part of the Scottish FIR. This area is bounded by rhumb lines joining points (1) to (2) and points (3) to (4) and the arcs of Great Circles joining points (2) to (3) and points (4) to (1). The points within the Reykjavik FIR/OCA are:
(1) 610000N 0000000E following the line of latitude to -
(2) 610000N 0040000W -
(3) 630000N 0012637W following the line of latitude to -
(4) 630000N 0000000E -
(1) 610000N 0000000E.

***Note:*** *Class A FL 55 and above outside notified times.*

## 1.2 The Area Involved in the Transfer of ATS Responsibility Within the Southern North Sea at FL 55 and Below

1.2.1 **North Sea Area V** — Class G Airspace.

In these parts of the London and Scottish FIRs the Netherlands will provide Air Traffic Services to all aircraft at FL 55 and below (FL 45 and below, beneath EGD323D and EGD323E). Procedures and communications will be as if this airspace was an integral part of the Amsterdam FIR. This area is bounded (excluding the extreme south-eastern fillet of EGD323E) by the arcs of Great Circles joining in succession the following points:
550000N 0050000E - 551958N 0041955E - 554552N 0032208E - 543715N 0025349E - 542245N 0024543E - 535745N 0025155E - 534003N 0025719E - 533503N 0025913E - 532809N 0030055E - 531803N 0030319E - 525551N 0030936E - 550000N 0050000E.
Aircraft operating within Area V are strongly encouraged to contact Amsterdam ACC (on published frequencies, providing their position, altitude, squawk, heading and intentions) and strongly encouraged to ensure that transponders are switched on and operational in Mode 3/A and C/ALT.

## 1.3 The Area Involved in the Transfer of ATS Responsibility Within the North Sea High Area between FL 195 and FL 660 (inclusive)

1.3.1 **North Sea High Area - FL 195 - FL 660** — Class C Airspace.

In these parts of the London and Scottish UIRs/FIRs Denmark will provide Air Traffic Services to all aircraft between FL 195 and FL 660 (inclusive) in parts of the London and Scottish FIRs/UIRs to Denmark. Procedures and communications will be as if this airspace was an integral part of the Copenhagen FIR. This area is bounded by arcs of Great Circles joining in succession the

# ENR 2.2 OTHER REGULATED AIRSPACE (continued)

following points:
570000N 0050000E - 550000N 0050000E - 543000N 0043209E - 543843N 0042000E - 544927N 0041110E - 550252N 0040000E - 555116N 0033000E - 563035N 0033000E - 572000N 0042958E - 570000N 0050000E.

## 1.4 The Area Involved in the Transfer of ATS Responsibility Within the Southern North Sea between FL 175 and FL 245 (inclusive).

1.4.1 **North Sea CTA 2 (GODOS) and North Sea CTA 3 (MOLIX).**
FL 195 - FL 245 — Class C Airspace.
FL 175 - FL 195 — Class A Airspace.
In these parts of the London FIR the Netherlands will provide Air Traffic Services to all aircraft between FL 175 and FL 245 (inclusive) operating on ATS routes L17, L60, L74, L602, L989, M981, M982 and Y70. Procedures and communications will be as if this airspace was an integral part of the Amsterdam FIR.

## 1.5 The Area Involved in the Transfer of ATS Responsibility Within the Amsterdam FIR.

1.5.1 **IBNOS Area**

FL 245 - FL 660 — Class C Airspace (ATS - London Area Control (Swanwick)).

In these parts of the Amsterdam FIR the United Kingdom will provide Air Traffic Services to all aircraft between FL 245 and FL 660 (inclusive). Procedures and communications will be as if this airspace was an integral part of the London FIR/UIR. This area is bounded in succession by the following points:
515702.16N 0022122.62E - 515756.44N 0031018.61E - 512850.17N 0031018.61E - 514244.83N 0021001.17E - 515702.16N 0022122.62E

1.5.2 **ABNED Area**

FL 215 - FL 245— Class C Airspace (ATS - London Terminal Control (Swanwick)).

In these parts of the Amsterdam FIR the United Kingdom will provide Air Traffic Services to all aircraft between FL 215 and FL 245 (inclusive). Procedures and communications will be as if this airspace was an integral part of the London FIR/UIR. This area is bounded in succession by the following points:
520027.05N 0031018.61E - 512850.17N 0031018.61E - 513812.59N 0023000.00E - 512720.12N 0023000.00E - 513000.00N 0020000.00E - 515709.71N 0022128.66E - 520027.05N 0031018.61E.

1.5.3 **AMRIV Area**

FL 195 - FL 215 — Class C Airspace (ATS - London Terminal Control (Swanwick)).
FL 55 - FL 195 — Class A Airspace (ATS - London Terminal Control (Swanwick)).

In these parts of the Amsterdam FIR the United Kingdom will provide Air Traffic Services to all aircraft between FL 55 and FL 215 (inclusive). Procedures and communications will be as if this airspace was an integral part of the London FIR/UIR. This area is bounded in succession by the following points:
515827.02N 0024000.87E - 513554.52N 0024000.87E - 513812.59N 0023000.00E - 512720.12N 0023000.00E - 513000.00N 0020000.00E - 515709.71N 0022128.66E - 515827.02N 0024000.87E.

1.5.4 **SASKI Area B**

FL 245 - FL 660 — Class C Airspace (ATS - London Area Control (Swanwick)).

In these parts of the Amsterdam FIR the United Kingdom will provide Air Traffic Services to all aircraft between FL 245 and FL 660 (inclusive). Procedures and communications will be as if this airspace was an integral part of the London FIR/UIR. This area is bounded in succession by the following points:
514244.83N 0021001.17E - 513812.59N 0023000.00E - 512720.12N 0023000.00E - 513000.00N 0020000.00E - 514244.83N 0021001.17E.

## 1.6 The Area Involved in the Transfer of ATS Responsibility Within the Southwestern Corner of the London UIR between FL 245 and FL 660 (inclusive)

1.6.1 **LARLA Triangle** - FL 245 - FL 660 — Class C Airspace.

In this part of the London UIR, France will provide Air Traffic Services to all aircraft between FL 245 and FL 660 (inclusive). Procedures and communications will be as if this airspace were an integral part of the France UIR. This area is bounded by arcs of Great Circles joining in succession the following points:
493323N 0065617W - 492841N 0045513W - 485542N 0073430W - 493323N 0065617W.

For FRA procedures see AIP France.

# ENR 2.2 OTHER REGULATED AIRSPACE (continued)

1.6.2 **TAKAS Box** - FL 245 - FL 660 — Class C Airspace.

In this part of the London UIR, the Irish Republic will provide Air Traffic Services to all aircraft between FL 245 and FL 660 (inclusive). Procedures and communications will be as if this airspace were an integral part of the Shannon UIR. This area is bounded by arcs of Great Circles joining in succession the following points:
493500N 0080000W - 493323N 0065617W - 485542N 0073430W - 485000N 0080000W - 493500N 0080000W.

For FRA procedures see AIP Ireland.

## 1.7 The Area Involved in the Transfer of ATS Responsibility Within the Irish Sea

1.7.1 **Holyhead CTAs 10, 11, 12, 13, 14, 19, 20 and 21 and Irish Sea CTAs 4, 5, 6 and 7** — Class C Airspace.

In this part of the London FIR, the Irish Republic will provide Air Traffic Services to all GAT. Procedures and communications will be as if this airspace were an integral part of the Shannon FIR.

1.7.2 **BANBA CTA** FL 195 - FL 660 — Class C Airspace.

In this part of the London FIR/UIR, the Irish Republic will provide Air Traffic Services to all GAT, between FL 195 and FL 660 (inclusive). Procedures and communications will be as if this airspace were an integral part of the Shannon UIR.

## 1.8 The Area Involved in the Transfer of ATS Responsibility Within the Shannon FIR/UIR

1.8.1 **Donegal Area -** FL 245 - FL 660 — Class C Airspace.

In this part of the Shannon UIR, the United Kingdom (Scottish AC (Prestwick)) will provide Air Traffic Services to all aircraft between FL 245 and FL 660 (inclusive). Procedures and communications will be as if this airspace were an integral part of the Scottish UIR. This area is bounded by arcs of Great Circles joining in succession the following points:
542500N 0081000W - 552000N 0065500W - 552500N 0072000W - 552000N 0081500W - 544500N 0090000W - 543858N 0093320W - 542500N 0081000W.

1.8.2 **EGLINTON CTA (CTA 1)** 1500 FT ALT - FL 75 - Class C Airspace (ATS - EGAE).

In this part of the Shannon FIR, the United Kingdom will provide Air Traffic Services to all aircraft between 1500 FT altitude and FL 75 (inclusive). Procedures and communications will be as if this airspace was an integral part of the Scottish FIR. This area is bounded in succession by the following points:
550527N 0071520W - 545506N 0072926W - 550205N 0073332W - 550527N 0071520W.

1.8.3 **EGLINTON CTA (CTA 2)** 2000 FT ALT - FL 75 — Class C Airspace (ATS - EGAE).

In this part of the Shannon FIR, the United Kingdom will provide Air Traffic Services to all aircraft between 2000 FT altitude and FL 75 (inclusive). Procedures and communications will be as if this airspace was an integral part of the Scottish FIR. This area is bounded in succession by the following points:
550205N 0073332W - 545506N 0072926W - 545212N 0073329W - 550114N 0073807W - 550205N 0073332W.

1.8.4 **EGLINTON CTA (CTA 3)** 3000 FT ALT - FL 75 - Class C Airspace (ATS - EGAE).

In this part of the Shannon FIR, the United Kingdom will provide Air Traffic Services to all aircraft between 3000 FT altitude and FL 75 (inclusive). Procedures and communications will be as if this airspace was an integral part of the Scottish FIR. This area is bounded in succession by the following points:
551217N 0070547W - 550527N 0071520W - 550317N 0072703W - Arc 10 NM radius centred on EGAE ARP (550234N 0070943W) - 551217N 0070547W.

1.8.5 Outside the published hours of operation of Eglinton ATC (or NOTAM extensions thereof), the blocks of Airspace CTA1, CTA2, CTA3, revert to Class G Airspace under the authority of Shannon ACC.

## 1.9 The Area Involved in the Transfer of ATS Responsibility Within the North Atlantic

1.9.1 **RATSU Triangle**

SFC - FL 195 — Class G Airspace.
FL 195 - FL 660 — Class C Airspace.

In this part of the Scottish FIR/UIR, Iceland (Reykjavik ACC) will provide Air Traffic Services to all aircraft between the surface and FL 660 (inclusive). Procedures and communications will be as if this airspace were an integral part of the Reykjavik FIR. The area is bounded by straight lines joining in succession the following points:
610000N 0070000W - 604000N 0100000W - 610000N 0100000W following the line of latitude to - 610000N 0070000W.

1.9.2 **The Common Boundary Line (61N)**

SFC - FL 195 — Class G Airspace.
FL 195 - FL 660 — Class C Airspace.

# ENR 2.2 OTHER REGULATED AIRSPACE (continued)

At the Scottish and Reykjavik FIR/UIR boundary, Iceland (Reykjavik ACC) will provide Air Traffic Services to all aircraft between the surface and FL 660 (inclusive). Procedures and communications will be as if this airspace were an integral part of the Reykjavik FIR. The area is a straight line joining the following points:
610000N 0000000E following the line of latitude to - 610000N 0070000W.

1.9.3 **MOLAK Triangle**

FL255 - FL660 — Class C Airspace.

In this part of the Scottish UIR, the Irish Republic (Shannon ACC) will provide Air Traffic Services to all aircraft between FL 255 and FL 660 (inclusive). Procedures and communications will be as if this airspace were an integral part of the Shannon UIR. The area is bounded by straight lines joining in succession the following points:
544311.750N 0100000.000W - 543857.730N 0093320.029W - 543400.000N 0100000.000W - 544311.750N 0100000.000W.

## 1.10 The Area Involved in the Transfer of ATS Responsibility Within the Paris FIR – La Manche Low.

1.10.1 **La Manche East (Low) 1 – FL 115 - FL 265.**

FL 115 - FL 195 — Class D Airspace (ATS - London Area Control (Swanwick)).
FL 195 - FL 265 — Class C Airspace (ATS - London Area Control (Swanwick)).

In these parts of the Paris FIR the United Kingdom will provide Air Traffic Services to all aircraft between FL 115 and FL 265 (inclusive). Procedures and communications will be as if this airspace was an integral part of the London FIR/UIR. The area is bounded by arcs of Great Circles joining in succession the following points:

504000N 0012800E - 503606N 0013218E - 501017N 0015131E - 500331N 0013906E - 501629N 0010108E - 502517N 0004917E - 504000N 0012800E.

1.10.2 **La Manche East (Low) 2 – FL 195 - FL 265.**

FL 195 - FL 265 — Class C Airspace (ATS - London Area Control (Swanwick)).

In these parts of the Paris FIR the United Kingdom will provide Air Traffic Services to all aircraft between FL 195 and FL 265 (inclusive). Procedures and communications will be as if this airspace was an integral part of the London FIR/UIR. The area is bounded by arcs of Great Circles joining in succession the following points:

501629N 0010108E - 500331N 0013906E - 495656N 0012709E - 501629N 0010108E.

1.10.3 **La Manche East (Low) 3 – FL 115 - FL 265.**

FL 115 - FL 195 — Class D Airspace (ATS - London Terminal Control (Swanwick)).
FL 195 - FL 265 — Class C Airspace (ATS - London Area Control (Swanwick)).

In these parts of the Paris FIR the United Kingdom will provide Air Traffic Services to all aircraft between FL 115 and FL 265 (inclusive). Procedures and communications will be as if this airspace was an integral part of the London FIR/UIR. The area is bounded by arcs of Great Circles joining in succession the following points:

505419N 0012754E - 504244N 0014405E - 503925N 0013811E - 503606N 0013218E - 504000N 0012800E - 505419N 0012754E.

## 1.11 The Area Involved in the Transfer of ATS Responsibility Within the Reims UIR – La Manche High Area.

1.11.1 **La Manche East (High 1) - FL 265 - FL 285 — Class C Airspace.**

In this part of the Reims UIR, the United Kingdom will provide Air Traffic Services to all aircraft between FL 265 and FL 285 (inclusive). Procedures and communications will be as if this airspace was an integral part of the London FIR/UIR. The area is bounded by arcs of Great Circles joining in succession the following points:

505419N 0012754E - 504244N 0014405E - 503925N 0013811E - 503606N 0013218E - 501346N 0015706E - 501017N 0015131E - 500659N 0014527E - 495656N 0012709E - 495951N 0012317E - 495841N 0011944E - 502405N 0004611E - 502517N 0004917E - 504000N 0012800E - 505419N 0012754E.

1.11.2 **La Manche East (High 2) - FL 285 - FL 660 — Class C Airspace.**

In this part of the Reims UIR, the United Kingdom will provide Air Traffic Services to all aircraft between FL 285 and FL 660 (inclusive). Procedures and communications will be as if this airspace was an integral part of the London FIR/UIR. The area is bounded by arcs of Great Circles joining in succession the following points:

505419N 0012754E - 504244N 0014405E - 503925N 0013811E - 503606N 0013218E - 501346N 0015706E - 501017N 0015131E - 500659N 0014527E - 495656N 0012709E - 495519N 0012412E - 495841N 0011944E - 502405N 0004611E - 502517N 0004917E - 504000N 0012800E - 505419N 0012754E.

# ENR 2.2 OTHER REGULATED AIRSPACE (continued)

### 1.12 The Area Involved in the Transfer of ATS Responsibility Within the London FIR – South-eastern Section of the English Channel.

1.12.1 **Part of Lille TMA Area 7 - 1500 FT AMSL - FL 65 Class E Airspace (ATS Lille Approach).**

In this part of the London FIR, France will provide Air Traffic Services to all aircraft between 1500 FT AMSL – FL 65 (inclusive). Procedures and communications will be as if this airspace was an integral part of the Paris FIR. The area is bounded by arcs of Great Circles joining in succession the following points:

503800N 0011500E - 504526N 0012800E - 504000N 0012800E - 503608N 0011744E - 503800N 0011500E.

### 1.13 The Area Involved in the Transfer of ATS Responsibility Within the London FIR – The Channel Islands.

1.13.1 **Channel Islands CTA 1 (North) - FL 55 - FL 80 — Class D Airspace.**

In this part of the London FIR, Jersey will provide Air Traffic Services to all aircraft between FL 55 and FL 80 (inclusive). Procedures and communications will be as if this airspace was an integral part of the Channel Islands airspace which is delegated to Jersey from France during the opening hours of Jersey ATC. The area is bounded by arcs of Great Circles joining in succession the following points:

500000N 0030000W - 494951N 0030000W - 494802N 0031023W - 500000N 0032000W following the line of latitude to - 500000N 0030000W.

1.13.2 **Channel Islands Control Zone (North) - SFC - FL 80 — Class D Airspace.**

In this part of the London FIR, Jersey will provide Air Traffic Services to all aircraft between SFC and FL 80 (inclusive). Procedures and communications will be as if this airspace was an integral part of the Channel Islands airspace which is delegated to Jersey from France during the opening hours of Jersey ATC. The area is bounded by arcs of Great Circles joining in succession the following points:

500000N 0020000W - 494951N 0030000W - 500000N 0030000W following the line of latitude to - 500000N 0020000W.

1.13.3 **Channel Islands TMA (North) - FL 80 - FL 195 — Class A Airspace.**

In this part of the London FIR, Jersey will provide Air Traffic Services to all aircraft between FL 80 and FL 195 (inclusive). Procedures and communications will be as if this airspace was an integral part of the Channel Islands airspace which is delegated to Jersey from France during the opening hours of Jersey ATC. The area is bounded by arcs of Great Circles joining in succession the following points:

500000N 0020000W - 494802N 0031023W - 500000N 0032000W following the line of latitude to - 500000N 0020000W.

### 1.14 The Areas involved in the Transfer of ATS Responsibility are marked on the charts at ENR 6-44 to ENR 6-58.

## 2 MILITARY AERODROME TRAFFIC ZONES

### 2.1 Description

2.1.1 At certain military aerodromes, Military Aerodrome Traffic Zones (MATZ) have been established to provide a volume of airspace within which increased protection may be given to aircraft in the critical stages of circuit, approach and climb-out. A MATZ acquires the status of the airspace classification within which it lies; however, additional mandatory ATC requirements are invariably specified for military pilots. In the airspace outside the Aerodrome Traffic Zone (ATZ), observation of MATZ procedures is not compulsory for civil pilots.

2.1.2 MATZ are established at the locations listed at paragraph 2.4 and shown on the chart at ENR 6-59.

2.1.3 In general, the dimensions of a MATZ are as follows:

a) The airspace within 5 NM radius of the mid-point of the longest runway, from the surface to 3000 FT AAL.
b) The airspace within a stub or stubs projected from the above airspace, having a length of 5 NM along the centre-line(s) aligned with the selected final approach path(s), and a width of 4 NM (2 NM either side of the centre-line) from 1000 FT AAL to 3000 FT AAL.
c) Exceptions to the above exist; however, for details of the dimensions of specific zones and the associated stub(s) see paragraph 2.4 and ENR 6-59 (chart).

2.1.4 Where two or more MATZs are grouped together and one aerodrome is designated the Controlling Aerodrome, the upper limit of each MATZ within the Combined MATZ (CMATZ) is determined with reference to the elevation of the higher (or highest) aerodrome in the CMATZ.

2.1.5 An ATZ, as defined in the Air Navigation Order, exists within a MATZ and is based upon the same reference point as defined in paragraph 2.1.3 and detailed at paragraph 2.4. Although civil recognition of a MATZ is not mandatory, pilots are to comply with the

provisions of Rule 11 of the Rules of the Air Regulations 2015 in respect of the ATZ. The notified hours of operation of an ATZ may vary from the notified hours of watch of a MATZ.

2.1.6 A MATZ is operative when the aerodrome concerned, or in the case of a CMATZ, any one of the aerodromes, is open. Normally, the Controlling Aerodrome ATC Unit for a CMATZ is to remain open while any one of the aerodromes in the CMATZ is open for flying. Alternatively, the Controlling Aerodrome is to delegate overall responsibility to the aerodrome remaining open, including arrangements for operating the CMATZ frequency.

## 2.2 Procedures for Penetration of a MATZ

2.2.1 A MATZ Penetration Service is available from the controlling aerodromes listed at paragraph 2.4 for the provision of increased protection to RTF equipped aircraft. Pilots wishing to penetrate a MATZ, and where required the associated ATZ, are requested to observe the following procedures:

a) When 15 NM or 5 minutes flying time from the zone boundary, whichever is the greater, establish two-way RTF communication with the controlling aerodrome on the appropriate frequency using the phraseology:

'..... (controlling aerodrome), this is ..... (aircraft callsign), request MATZ (and ATZ) penetration.'

b) when the call is acknowledged and when asked to 'pass your message', the pilot should pass the following information:

i. Callsign;
ii. Type of aircraft;
iii. Position;
iv. Heading;
v. Altitude;
vi. Intentions (eg destination and the intention to route through one or more ATZ);

c) comply with any instructions issued by the controller;
d) maintain a listening watch on the allocated RTF frequency until the aircraft is clear of the MATZ/ATZ;
e) advise the controller when the aircraft is clear of the MATZ/ATZ.

***Note 1:*** *Flight conditions are not required unless requested by the controller.*

***Note 2:*** *Terrain clearance will be the responsibility of the pilot.*

***Note 3:*** *Since compliance is not compulsory for civil aircraft some aircraft within the MATZ may not be known to the controller. All pilots should therefore maintain a good look-out at all times.*

2.2.2 The military ATSU providing the MATZ Penetration Service will normally continue with the service that the aircraft was previously receiving. In the interests of flight safety and good airmanship, it is strongly recommended that all pilots not previously receiving an ATS obtain a MATZ penetration 'approval' from the MATZ operating authority prior to entering a MATZ. It is recognised that most MATZ crossing/penetration 'approvals' will be obtained via RTF by pilots in receipt of a UK FIS; however, it should be possible for a pilot to request a MATZ crossing/penetration 'approval' without the use of radio (i.e. by prior agreement via telephone). In accordance with Class G Airspace classification and the rules of UK FIS, pilots are ultimately responsible for maintaining their own separation against other airspace users within the MATZ. Occasionally, a change in service may need to be negotiated in order to facilitate the MATZ crossing and the advisory information and/or instructions passed by the ATSU will accord with the service being provided. In the event of no radar being available, a non-radar Basic Service, and/or routing instructions, might be provided to aircraft penetrating the MATZ.

2.2.3 Where a MATZ penetration approval cannot be issued, pilots are advised to avoid the MATZ, notwithstanding any action necessary to maintain the safety of the aircraft and/or its occupants.

2.2.4 Subject to paragraph 2.2.5, when crossing a MATZ or CMATZ it is the responsibility of the pilot to ensure that permission is obtained to transit each individual ATZ embedded therein. The pilot, in his request for approval to transit the MATZ/CMATZ, may ask the controller to obtain such permission on his behalf. When issuing any approval to cross a MATZ or CMATZ controllers are, where appropriate, to articulate clearly any permission to transit embedded ATZs.

2.2.5 Whilst specific permission is not required to transit an ATZ that is not served by an ATC unit, flights within such ATZs are nevertheless subject to the pilot obtaining information from the associated flight information service unit or air/ground unit to enable the flight to be conducted safely (Rule 11 of the Rules of the Air Regulations 2015 refers). In such cases the pilot may ask the controller to obtain relevant information on his behalf.

2.2.6 If appropriate, controllers will endeavour to co-ordinate flights with the controlling authority of an adjacent MATZ, but pilots should not assume approval to penetrate another MATZ until it is explicitly given.

***Note:*** *Given that military aircrew observance of a MATZ and associated ATC requirements are mandatory, MATZ penetration by a military aircraft is subject to specific permission/clearance.*

2.2.7 To enable vertical separation to be applied, all aircraft will be given an altimeter setting to use within the MATZ. Normally this will be the aerodrome QFE, with the exceptions being listed in the table remarks at para 2.4. In the case of overlapping MATZs, the altimeter setting to be used will be the QFE of the higher or highest aerodrome of the CMATZ. This will be passed as the 'Clutch

# ENR 2.2 OTHER REGULATED AIRSPACE (continued)

QFE'.

## 2.3 Availability of the MATZ Penetration Service

2.3.1 A MATZ Penetration Service will be available during the published hours of watch of the respective ATS Units. However, as many units are often open for flying outside normal operating hours, pilots should call for the penetration service irrespective of the hours of watch published. If, outside normal operating hours, no reply is received after two consecutive calls, pilots are advised to proceed with caution. Information on the operation of aerodromes outside their normal operating hours may be obtained by telephone from the Distress and Diversion (D & D) cell at the London ATCC. Telephone: 01489-612406.

## 2.4 MATZ Participating Aerodromes

| MATZ Designation/ Mid-point of Longest Runway | AD Elevation (FT) (AMSL) | MATZ Core Radius/Limits | 1st Stub Heading °T to AD/ Distance/ Limits | 2nd Stub Heading °T to AD/ Distance | Controlling Aerodrome/ ATS unit callsign/ frequency/ channel/ language | Hours of applicability | Remarks |
|---|---|---|---|---|---|---|---|
| 1 | 2 | 3 | 4 | 5 | 6 | 7 | 8 |
| Barkston Heath<br>525746.74N<br>0003337.16W | 367 | Radius: 3 NM<br>Upper Limit:<br>3000 FT AGL<br>Lower Limit:<br>SFC | 058<br>2 NM<br>Upper Limit:<br>3000 FT AGL<br>Lower Limit:<br>1000 FT AGL | — | Cranwell<br>CRANWELL<br>APRROACH<br>124.455<br>English | — | — |
| Benson<br>513654.14N<br>0010545.05W | 203 | Radius: 5 NM<br>Upper Limit:<br>3000 FT AGL<br>Lower Limit:<br>SFC | 008<br>5 NM<br>Upper Limit:<br>3000 FT AGL<br>Lower Limit:<br>1000 FT AGL | 188<br>5 NM<br>Upper Limit:<br>3000 FT AGL<br>Lower Limit:<br>1000 FT AGL | Benson<br>BENSON<br>ZONE<br>120.900 MHz<br>English | — | — |
| Boscombe Down<br>510911N<br>0014504W | 407 | Radius: 5 NM<br>Upper Limit:<br>3000 FT AGL<br>Lower Limit:<br>SFC | 050<br>5 NM<br>Upper Limit:<br>3000 FT AGL<br>Lower Limit:<br>1000 FT AGL | 230<br>5 NM<br>Upper Limit:<br>3000 FT AGL<br>Lower Limit:<br>1000 FT AGL | Boscombe Down<br>BOSCOMBE<br>ZONE<br>126.705<br>English | — | If Boscombe Down is closed but Middle Wallop remains open, a CMATZ penetration service will be provided by Wallop Approach on 126.705. |
| Coningsby<br>530535N<br>0000958W | 24 | Radius: 5 NM<br>Upper Limit:<br>3000 FT AGL<br>Lower Limit:<br>SFC | 252<br>5 NM<br>Upper Limit:<br>3000 FT AGL<br>Lower Limit:<br>1000 FT AGL | — | Coningsby<br>CONINGSBY<br>APPROACH<br>119.205 MHz<br>English | — | — |
| Cranwell<br>530147.04N<br>0002933.91W | 222 | Radius: 5 NM<br>Upper Limit:<br>3000 FT AGL<br>Lower Limit:<br>SFC | 263<br>5 NM<br>Upper Limit:<br>3000 FT AGL<br>Lower Limit:<br>1000 FT AGL | — | Cranwell<br>CRANWELL<br>APPROACH<br>124.455<br>English | — | — |
| Culdrose<br>500507.43N<br>0051514.66W | 268 | Radius: 5 NM<br>Upper Limit:<br>3000 FT AGL<br>Lower Limit:<br>SFC | 293<br>5 NM<br>Upper Limit:<br>3000 FT AGL<br>Lower Limit:<br>1000 FT AGL | — | Culdrose<br>CULDROSE<br>APPROACH<br>134.055<br>English | — | Culdrose Combined MATZ is formed with the Predannack MATZ, based on the Culdrose QFE. |
| Fairford<br>514101N<br>0014725W | 285 | Radius: 5 NM<br>Upper Limit:<br>3000 FT AGL<br>Lower Limit:<br>SFC | 268<br>5 NM<br>Upper Limit:<br>3000 FT AGL<br>Lower Limit:<br>1000 FT AGL | — | Brize Norton<br>BRIZE ZONE<br>119.005<br>English | NOTAM or Supplement | This aerodrome is open on very limited occasions when advised by NOTAM or Supplement. |

# ENR 2.2 OTHER REGULATED AIRSPACE (continued)

| MATZ Designation/ Mid-point of Longest Runway | AD Elevation (FT) (AMSL) | MATZ Core Radius/Limits | 1st Stub Heading °T to AD/ Distance/ Limits | 2nd Stub Heading °T to AD/ Distance | Controlling Aerodrome/ ATS unit callsign/ frequency/ channel/ language | Hours of applicability | Remarks |
|---|---|---|---|---|---|---|---|
| Lakenheath<br>522433.85N<br>0003339.64E | 32 | Radius: 5 NM<br>Upper Limit:<br>3000 FT AGL<br>Lower Limit:<br>SFC | 056<br>5 NM<br>Upper Limit:<br>3000 FT AGL<br>Lower Limit:<br>SFC | 236<br>5 NM<br>Upper Limit:<br>3000 FT AGL<br>Lower Limit:<br>1000 FT AGL | Lakenheath<br>LAKENHEATH<br>RADAR<br>128.900 MHz<br>English | — | Helicopters tasked to operate in EGD208 are required to call Lakenheath ATC to notify intended entry to EGD208 prior to penetrating the CMATZ. No restrictions will be imposed by Lakenheath on helicopters which operate within that portion of their north-easterly stub which is also within the lateral limits of EGD208, provided that the aircraft remain at or below 800 FT AMSL.<br><br>Within the Lakenheath/ Mildenhall MATZ the pressure setting used will be the Lakenheath QNH. |
| Leeming<br>541733N<br>0013207W | 132 | Radius: 5 NM<br>Upper Limit:<br>3000 FT AGL<br>Lower Limit:<br>SFC | 156<br>5 NM<br>Upper Limit:<br>3000 FT AGL<br>Lower Limit:<br>1000 FT AGL | — | Leeming<br>LEEMING<br>ZONE<br>133.380<br>English | — | — |
| Leuchars<br>562229.61N<br>0025131.61W | 38 | Radius: 5 NM<br>Upper Limit:<br>3000 FT AGL<br>Lower Limit:<br>SFC | 082<br>5 NM<br>Upper Limit:<br>3000 FT AGL<br>Lower Limit:<br>1000 FT AGL | 262<br>5 NM<br>Upper Limit:<br>3000 FT AGL<br>Lower Limit:<br>1000 FT AGL | Leuchars<br>LEUCHARS<br>RADAR<br>126.505<br>English | — | — |
| Lossiemouth<br>574223.97N<br>0032016.40W | 40 | Radius: 5 NM<br>Upper Limit:<br>3000 FT AGL<br>Lower Limit:<br>SFC | 224<br>5 NM<br>Upper Limit:<br>3000 FT AGL<br>Lower Limit:<br>1000 FT AGL | — | Lossiemouth<br>LOSSIE<br>RADAR<br>119.575 MHz<br>English | — | — |
| Marham<br>523854N<br>0003302E | 76 | Radius: 5 NM<br>Upper Limit:<br>3000 FT AGL<br>Lower Limit:<br>SFC | 057<br>5 NM<br>Upper Limit:<br>3000 FT AGL<br>Lower Limit:<br>1000 FT AGL | 237<br>5 NM<br>Upper Limit:<br>3000 FT AGL<br>Lower Limit:<br>1000 FT AGL | Marham<br>MARHAM<br>ZONE<br>124.155<br>English | — | — |
| Merryfield<br>505747.29N<br>0025619.73W | 144 | Radius: 3 NM<br>Upper Limit:<br>3000 FT AGL<br>Lower Limit:<br>SFC | — | — | Yeovilton<br>YEOVIL<br>RADAR<br>127.355<br>English | — | — |

# ENR 2.2 OTHER REGULATED AIRSPACE (continued)

| MATZ Designation/ Mid-point of Longest Runway | AD Elevation (FT) (AMSL) | MATZ Core Radius/Limits | 1st Stub Heading °T to AD/ Distance/ Limits | 2nd Stub Heading °T to AD/ Distance | Controlling Aerodrome/ ATS unit callsign/ frequency/ channel/ language | Hours of applicability | Remarks |
|---|---|---|---|---|---|---|---|
| Middle Wallop<br>510827.54N<br>0013421.62W | 297 | Radius: 5 NM<br>Upper Limit:<br>3000 FT AGL<br>Lower Limit:<br>SFC | 256<br>3 NM<br>Upper Limit:<br>3000 FT AGL<br>Lower Limit:<br>1000 FT AGL | — | Boscombe Down<br>BOSCOMBE ZONE<br>126.705<br>English | — | Non-standard reference point aligned with common radar touchdown point.<br><br>If Boscombe Down is closed but Middle Wallop remains open, a CMATZ penetration service will be provided by Wallop Approach on 126.705. |
| Mildenhall<br>522142.96N<br>0002911.06E | 34 | Radius: 5 NM<br>Upper Limit:<br>3000 FT AGL<br>Lower Limit:<br>SFC<br>See Remark | 103<br>5 NM<br>Upper Limit:<br>3000 FT AGL<br>Lower Limit:<br>1000 FT AGL<br>See Remark | 283<br>5 NM<br>Upper Limit:<br>3000 FT AGL<br>Lower Limit:<br>1000 FT AGL<br>See Remark | Lakenheath<br>LAKENHEATH RADAR<br>128.900 MHz<br>English | — | Non-standard extension to both stubs - 5 NM south of extended centre-lines.<br><br>Non-standard demarcation of the 5 NM circles which are joined by a straight line at their most easterly points.<br><br>Within the Lakenheath/ Mildenhall MATZ the pressure setting used will be the Lakenheath QNH. |
| Mona<br>531533.48N<br>0042226.44W | 202 | Radius: 5 NM<br>Upper Limit:<br>3000 FT AGL<br>Lower Limit:<br>SFC | — | — | Valley<br>VALLEY RADAR<br>125.230<br>English | — | — |
| Odiham<br>511403.09N<br>0005634.11W | 405 | Radius: 5 NM<br>Upper Limit:<br>3000 FT AGL<br>Lower Limit:<br>SFC | 093<br>5 NM<br>Upper Limit:<br>3000 FT AGL<br>Lower Limit:<br>1000 FT AGL | — | Odiham<br>ODIHAM APPROACH<br>131.305<br>English | — | Odiham Approach, except weekends and PH, when the task may be carried out by Farnborough on Frequency 125.250 MHz. Within the Odiham MATZ the transit pressure setting will be the Farnborough QNH. |
| Predannack<br>500006N<br>0051355W | 299 | Radius: 5 NM<br>Upper Limit:<br>3000 FT AGL<br>Lower Limit:<br>SFC | — | — | Culdrose<br>CULDROSE APPROACH<br>134.055<br>English | — | Predannack MATZ forms part of the Culdrose Com-bined MATZ, based on the Culdrose QFE. |
| Shawbury<br>524737N<br>0024004W | 248 | Radius: 5 NM<br>Upper Limit:<br>3000 FT AGL<br>Lower Limit:<br>SFC | 180<br>5 NM<br>Upper Limit:<br>3000 FT AGL<br>Lower Limit:<br>1000 FT AGL | 360<br>5 NM<br>Upper Limit:<br>3000 FT AGL<br>Lower Limit:<br>1000 FT AGL | Shawbury<br>SHAWBURY ZONE<br>133.155<br>English | — | — |

# ENR 2.2 OTHER REGULATED AIRSPACE (continued)

| MATZ Designation/ Mid-point of Longest Runway | AD Elevation (FT) (AMSL) | MATZ Core Radius/Limits | 1st Stub Heading °T to AD/ Distance/ Limits | 2nd Stub Heading °T to AD/ Distance | Controlling Aerodrome/ ATS unit callsign/ frequency/ channel/ language | Hours of applicability | Remarks |
|---|---|---|---|---|---|---|---|
| Ternhill<br>525223.38N<br>0023155.89W | 285 | Radius: 5 NM<br>Upper Limit:<br>3000 FT AGL<br>Lower Limit:<br>SFC | — | — | Shawbury<br>SHAWBURY<br>ZONE<br>133.155<br>English | — | Weekend and out of hours,<br>freecall Ternhill Radio for aerodrome information freq 122.100 MHz. |
| Topcliffe<br>541220.26N<br>0012253.86W | 91 | Radius: 5 NM<br>Upper Limit:<br>3000 FT AGL<br>Lower Limit:<br>SFC | — | — | Leeming<br>LEEMING<br>ZONE<br>133.380<br>English | — | — |
| Valley<br>531453.40N<br>0043207.20W | 37 | Radius: 5 NM<br>Upper Limit:<br>3000 FT AGL<br>Lower Limit:<br>SFC | 130<br>5 NM<br>Upper Limit:<br>3000 FT AGL<br>Lower Limit:<br>1000 FT AGL | — | Valley<br>VALLEY<br>RADAR<br>125.230<br>English | — | — |
| Waddington<br>530958N<br>0003126W | 230 | Radius: 5 NM<br>Upper Limit:<br>3000 FT AGL<br>Lower Limit:<br>SFC | 202<br>5 NM<br>Upper Limit:<br>3000 FT AGL<br>Lower Limit:<br>1000 FT AGL | — | Waddington<br>WADDINGTO<br>N ZONE<br>119.505 MHz<br>English | — | — |

## ENR 2.2 OTHER REGULATED AIRSPACE (continued)

| MATZ Designation/ Mid-point of Longest Runway | AD Elevation (FT) (AMSL) | MATZ Core Radius/Limits | 1st Stub Heading °T to AD/ Distance/ Limits | 2nd Stub Heading °T to AD/ Distance | Controlling Aerodrome/ ATS unit callsign/ frequency/ channel/ language | Hours of applicability | Remarks |
|---|---|---|---|---|---|---|---|
| Warton<br>534442N<br>0025300W | 54 | See Remark | See Remark | See Remark | Warton<br>WARTON RADAR<br>129.530 MHz<br>English | — | Non-standard MATZ with the following dimensions:<br><br>Lateral - A rectangle of airspace, 20 NM x 6 NM. The major axis is centred on the Aerodrome Reference Point (ARP), aligned with the major runway headings 071° (T)/ 251° (T) and off-set 1 NM to the south.<br><br>Vertical - The portion of the rectangle contained within the part circle radius 5 NM centred on the ARP extends from the surface to 3000 FT AAL. The remainder extends from 1000 FT AAL to 3000 FT AAL.<br><br>Warning - The northern sector of the ATZ is not wholly contained within the MATZ.<br><br>Within the Warton MATZ the pressure setting will be the Warton QNH. |
| Wattisham<br>520738N<br>0005723E | 283 | Radius: 5 NM<br>Upper Limit: 3000 FT AGL<br>Lower Limit: SFC | 048<br>5 NM<br>Upper Limit: 3000 FT AGL<br>Lower Limit: 1000 FT AGL | 228<br>5 NM<br>Upper Limit: 3000 FT AGL<br>Lower Limit: 1000 FT AGL | Wattisham<br>WATTISHAM APPROACH<br>125.800 MHz<br>English | — | — |
| Wittering<br>523647.00N<br>0002833.26W | 274 | Radius: 5 NM<br>Upper Limit: 3000 FT AGL<br>Lower Limit: SFC | 073<br>5 NM<br>Upper Limit: 3000 FT AGL<br>Lower Limit: 1000 FT AGL | 253<br>5 NM<br>Upper Limit: 3000 FT AGL<br>Lower Limit: 1000 FT AGL | Wittering<br>WITTERING ZONE<br>119.680<br>English | — | Caution: Unlit aircraft operate at night. |
| Yeovilton<br>510029.77N<br>0023843.77W | 75 | Radius: 5 NM<br>Upper Limit: 3000 FT AGL<br>Lower Limit: SFC | 083<br>5 NM<br>Upper Limit: 3000 FT AGL<br>Lower Limit: 1000 FT AGL | 263<br>5 NM<br>Upper Limit: 3000 FT AGL<br>Lower Limit: 1000 FT AGL | Yeovilton<br>YEOVIL RADAR<br>127.355<br>English | — | — |

# ENR 2.2 OTHER REGULATED AIRSPACE (continued)

## 3 SHANWICK OCEANIC OPERATIONS

### 3.1 Areas within the Shanwick Oceanic Control Area where the provision of ATS has been delegated

| Name | Lateral Limits | Vertical Limits and Classification | Controlling Authority |
|---|---|---|---|
| Northern Oceanic Transition Area (NOTA) | DOGAL (540000N 0150000W) - SUNOT (570000N 0150000W) following the line of latitude to - GOMUP (570000N 0100000W) - 543400N 0100000W - DOGAL (540000N 0150000W). | UNL<br>———<br>FL 55<br>Class A | Shannon ACC. |
| Shannon Oceanic Transition Area (SOTA) | DINIM (510000N 0150000W) following the line of latitude to - LESLU (510000N 0080000W) - 483000N 0080000W - BEDRA (490000N 0150000W) - DINIM (510000N 0150000W). | UNL<br>———<br>FL 55<br>Class A | Shannon ACC. |
| Brest Oceanic Transition Area (BOTA) | 483428N 0084500W - 483000N 0080000W - 450000N 0080000W following the line of latitude to - 450000N 0084500W - 483428N 0084500W. | UNL<br>———<br>FL 55<br>Class A | Brest ACC. |

### 3.2 Air Traffic Service

Regional Supplementary Procedures DOC 7030.

3.2.1 Air Traffic Service for the Shanwick OCA is provided by the Oceanic Area Control centre at Prestwick supported by the communications station at Ballygirreen near Shannon, Ireland. The callsign SHANWICK will be used.

3.2.2 Aircraft operating along tracks through successive points on the northern or southern boundaries of Gander and Shanwick OCAs will be provided with Air Traffic Services by Gander or Shanwick as appropriate.

3.2.3 Air Traffic Service in the NOTA and SOTA is provided by Shannon Area Control Centre, using the callsign ‘SHANNON’. Full details of the service provided and the procedures used are contained in AIP Ireland.

3.2.4 Air Traffic Service in the BOTA is provided by Brest Area Control Centre, using the callsign ‘Brest Control’. Full details of the service provided and the procedures used are contained in AIP France.

### 3.3 Flight Rules

Annex 2, Annex 11 and Regional Supplementary Procedures DOC 7030.

3.3.1 Flight shall be conducted in accordance with the Instrument Flight Rules (even when not operating in Instrument Meteorological Conditions) when operated within the Shanwick OCA.

3.3.2 Clearances to climb or descend maintaining own separation while in Visual Meteorological Conditions shall not be issued.

3.3.3 **Rules Applicable to all IFR flights**

3.3.3.1 ARINC 424

3.3.3.1.1 NAT operators should use a full latitude/longitude (e.g., 13-character) input for waypoints containing both half-degree and whole degrees of latitude and whole degrees of longitude.

3.3.3.1.2 NAT operators with an operational need to populate the aircraft NDB with a 5-character waypoint identifier should use the established ARINC 424 "H" format for half-degrees of latitude such as Hxxyy, where xx = degrees and 30 minutes of NORTH latitude and yy = degrees of WEST longitude (e.g., H5250 = 52°30' NORTH 050°00' WEST).

3.3.3.1.3 It is recognized that, for whole degree waypoint inputs, such operators will likely continue using the ARINC 424, 7.2.5 "N-suffix" format (e.g., 5250N = 52°00' NORTH 050°00 WEST). It is recommended that insertion of waypoints into the FMC be accomplished by established automated data link systems (e.g. AOC and CPDLC) wherever possible.

3.3.3.1.4 Regardless of FMC waypoint format and entry method, flight crew procedures should require each pilot to independently display and verify the DEGREES and MINUTES loaded into the FMC for the latitude/longitude waypoints defining the route contained in the NAT oceanic clearance to mitigate potential display ambiguity.

3.3.3.1.5 ATC CPDLC route clearance uplinks will be in a full Lat/Long format and will require those operators using ARINC 424 and the "H"

format to ensure their flight crews are trained to display and verify the full Lat/Longs of any uplink.

### 3.4 Separation of Aircraft within the Shanwick OCA

Regional Supplementary Procedures DOC 7030.

3.4.1 Separation, including radar separation, of aircraft within the NOTA and SOTA will be to standards defined by the Irish ATC authorities. Separation, including radar separation, of aircraft within the BOTA will be to standards defined by the French ATC Authorities.

3.4.2 Reduced Vertical Separation Minima (RVSM) applies within the Shanwick OCA between FL 290 and FL 410 inclusive. Aircraft wishing to fly within this level band must meet the RVSM requirements.

3.4.3 The French and Irish Authorities respectively designate the BOTA and NOTA/SOTA airspace between FL 290 and FL 410 inclusive for the purpose of transitioning non-RVSM approved aircraft operating to and from the North Atlantic Region.

### 3.5 NAT Organized Track System (NAT OTS)

Regional Supplementary Procedures DOC 7030.

3.5.1 Organized tracks are formulated and published as an AFTN Track Structure Message. The day-time structure, valid from 1130 UTC until 1900 UTC at 030°W is published by Shanwick, and the night-time structure, valid from 0100 UTC until 0800 UTC at 030°W by Gander.

3.5.2 All NAT Operators shall provide Company Preferred Route information providing Shanwick with the number of jet flights and routes likely to be requested during each of the main traffic periods, eg westbound flights crossing 030°W between 0800 and 1900 UTC and eastbound flights crossing 030°W between 2200 and 0900 UTC.

3.5.2.1 Shanwick can accept airlines Company Preferred Route information for westbound flights in two formats; The Preferred Route Message format (PRM) or alternatively a Flight Plan day minus 1 format (FPL-1).

3.5.2.2 Operators wishing to submit Company Preferred Route information via Flight Plan day minus 1 format (FPL-1) are required to pre-register by email at CPR@nats.co.uk before doing so.

3.5.2.3 The westbound PRM or FPL-1 is to be sent no later than 1900 UTC and the eastbound PRM no later than 1000 UTC. The format of the PRM, FPL-1 and the AFTN addresses to which they are to be sent are contained at ENR 2.2, paragraphs 3.24, 3.25 and 3.26.

3.5.3 The most northerly Track of a day Organized Track System (OTS) is designated as NAT Track Alpha, the adjacent Track to the south as NAT Track Bravo etc. In the case of the structure published for night use the most southerly Track is designated Zulu, the adjacent Track to the North is designated Yankee, etc.

3.5.4 Flight levels are allocated for use within the Track structure to make optimum use of the available airspace.

3.5.5 Pilots are encouraged to flight plan on published NAT tracks, when appropriate, although it is not mandatory to do so.

3.5.6 To permit an orderly change-over between successive OTSs a period of several hours is interposed between the termination of one system and the commencement of the next. During these periods, operators are expected to file random flight plans or use the co-ordinates of a track in the system about to come into effect. Appropriate flight planning levels are contained in the tables in paragraph 3.6.13.2. In all cases of doubt, advice should be sought by telephone from the appropriate OAC supervisor.

### 3.6 Flight Plans

Annex 2, Regional Supplementary Procedures DOC 7030 and PANS Doc 4444 ATM/501.

3.6.1 Pilots and operators are advised that as Shanwick is within the IFPS area, they are to ensure that all flight plans routing via the Shanwick Area of Responsibility are addressed to both EUCHZMFP and EUCBZMFP.

3.6.2 Submission of a Flight Plan advises ATC of the pilot's intent and the aircraft/pilot capabilities and authorisations (UK Flight Planning Guide CAP 694). ATC clearances are provided consistent with these capabilities and it is important that the content of the Flight Plan is correct.

Within the Flight Plan the PBN descriptors used in Item 10 – 'Equipment' indicates that:

a) Designated equipment fitted to the aircraft is serviceable.
b) Flight Crew are qualified for the intended operation.
c) The AOC holder holds the required navigation authorisations.

# ENR 2.2 OTHER REGULATED AIRSPACE (continued)

It should be noted that for routes T9 and T290 there is currently no ICAO code for use within the Flight Plan to declare RNP2 capability, therefore (and in conformance with CAP 694) aircraft with RNP2 capability should submit the following descriptors within Item 10 – 'Equipment' and Item 18 – 'Other Information' as a minimum when operating via T9 or T290:

| Field 10 – Equipment and Capabilities | | | | | | |
|---|---|---|---|---|---|---|
| G | H | I (Note) | R | W | Y | Z |
| GNSS | HF RTF | Inertial Navigation | PBN Approved | RVSM Approved | VHF with 8.33 kHz | Other Equipment |

***Note:*** *T9 and T290 are designated with a navigational specification of RNP2 and are further designated as Continental/Offshore for the purposes of contingency requirements.*

| Field 18 – Other Information |
|---|
| NAV/RNP2 |

3.6.3 For flights conducted along one of the organized tracks from the entry point into the NAT Flight Information Regions to the exit point, the organized track shall be defined in the flight plan by the abbreviation 'NAT' followed by the code letter assigned to the track. For flights wishing to join or leave an organized track at some point between entry and exit fixes, full track details should be specified in the flight plan, the track letter should not be used to abbreviate any portion of the route in these circumstances.

3.6.4 Flights planned wholly or partly outside the organized tracks shall be planned along great circle tracks joining successive significant points. The latitude and longitude of each designated reporting line (eg 010W, 020W, 030W, 040W, 050W, 060W, Fishpoint and landfall), should be entered in Item 15 of the flight plan.

3.6.5 ATS requires flights entering or exiting the Gander OCA to flight plan in accordance with the published NAT OTS or, if exiting the Gander OCA by way of 58°N 050°W and south thereof, via the following named points and associated 050°W coordinates:

- CUDDY DCT 58N 050W (Midwest Traffic)
- DORYY DCT 58N 050W (Eastern Seaboard Traffic)
- ENNSO DCT 5730N 050W
- HOIST DCT 57N 050W
- IRLOK DCT 5630N 050W
- JANJO DCT 56N 050W
- KODIK DCT 5530N 050W
- LOMSI DCT 55N 050W
- MELDI DCT 5430N 050W
- NEEKO DCT 54N 050W
- PELTU DCT 5330N 050W
- RIKAL DCT 53N 050W
- SAXAN DCT 5230N 050W
- TUDEP DCT 52N 050W
- UMESI DCT 5130N 050W
- ALLRY DCT 51N 050W
- BUDAR DCT 5030N 050W
- ELSIR DCT 50N 050W
- IBERG DCT 4930N 050W
- JOOPY DCT 49N 050W
- MUSAK DCT 4830N 050W
- NICSO DCT 48N 050W
- OMSAT DCT 4730N 050W
- PORTI DCT 47N 050W
- RELIC DCT 4630N 050W
- SUPRY DCT 46N 050W
- RAFIN DCT 45N 050W
- BOBTU DCT 44N 050W

3.6.6 Estimated Times

3.6.6.1 For flights conducted in the NAT, the accumulated estimated elapsed times to each oceanic FIR boundary shall be specified in Item 18 of the flight plan, following the EET/indicator.

3.6.6.2 For flights entering Shanwick OCA directly from the SOTA, the Estimated Elapsed Time (EET) for the Shanwick Boundary filed in Item 18 of the flight plan is to be the EET for the point of crossing the Shanwick/SOTA Boundary (RODEL/SOMAX/BEDRA/ KOGAD/OMOKO/TAMEL or LASNO).

3.6.6.3 For flights entering Shanwick OCA directly from the BOTA, the EET for the Shanwick Boundary filed in Item 18 of the flight plan is

## ENR 2.2 OTHER REGULATED AIRSPACE (continued)

to be the EET for the point of crossing the Shanwick/BOTA Boundary (ETIKI/UMLER/SEPAL/BUNAV or SIVIR).

3.6.6.4 For flights exiting Shanwick OCA directly to the SOTA, the EET for the Shannon Boundary filed in Item 18 of the flight plan is to be the EET for the point of crossing the Shanwick/SOTA Boundary (RODEL/SOMAX/BEDRA/KOGAD/OMOKO/TAMEL or LASNO).

3.6.6.5 For flights exiting Shanwick OCA directly to the BOTA, the EET for the Brest Boundary filed in Item 18 of the flight plan is to be the EET for the point of crossing the Shanwick/BOTA Boundary (ETIKI/UMLER/SEPAL/BUNAV or SIVIR).

3.6.6.6 For flights entering Shanwick OCA directly from the NOTA, the EET for the Shanwick Boundary filed in Item 18 of the flight plan is to be the EET for the point of crossing the Shanwick/NOTA Boundary (VENER/RESNO/ETARI/PIKIL/BILTO/SUNOT or AGORI).

3.6.6.7 For flights exiting Shanwick OCA directly to the NOTA, the EET for the Shannon Boundary filed in Item 18 of the flight plan is to be the EET for the point of crossing the Shanwick/NOTA Boundary (VENER/RESNO/ETARI/PIKIL/BILTO/SUNOT or AGORI).

3.6.7 Flights Routing to/from GOMUP (57N 010W)

3.6.7.1 Flights will not be cleared to route along 57N between GOMUP (57N 010W) and SUNOT (57N 015W). Flights to/from GOMUP routing to/from 020W will be required to cross 020W at or north of 58N.

3.6.8 The designated reporting lines within the Shanwick OCA are:

| | |
|---|---|
| For flights Europe — North America | Eastern boundary of the OCA, and longitudes 02000W and 03000W. |
| For flights Europe — Iceland | 01000W and latitude 6100N (RATSU). |
| For flights Europe — Azores | 00845W and latitude 4500N. |

3.6.9 MACH Numbers

3.6.9.1 Jet aircraft intending to operate in the Shanwick OCA must indicate the MACH number planned to be used for any portion of the flight within the area in Item 15 of the flight plan.

3.6.9.1.1 Jet aircraft should indicate their proposed speeds in the following sequence:

a) Cruising speed (TAS) in knots;
b) Oceanic Entry Point and cruising MACH number;
c) Landfall Fix and cruising speed (TAS) in knots.

3.6.9.2 All other aircraft: speed in terms of TAS in knots or MACH number.

3.6.10 Minimum Navigation Performance Specification (MNPS)

3.6.10.1 If the flight is certified as being in compliance with Minimum Navigation Performance Specifications (MNPS) and intends to operate in the North Atlantic High Level Airspace (NAT HLA) for any portion of the flight, the letter ‘X’ shall be inserted after the letter ‘S’ in item 10 of the flight plan to indicate that the flight has been approved for operations within the NAT HLA. It is the captain’s responsibility to ensure that specific approval has been given for such operations by the State of Registry of either the aircraft or of the operator. See paragraph 3.18.1 (Application of MNPS in Shanwick OCA).

3.6.11 **North Atlantic Data Link Services**

3.6.11.1 ICAO document 10037, “Global Operational Data Link (GOLD) Manual”, North Atlantic Airspace and Operations Manual DOC 007

The NAT Data Link Mandate (NAT DLM) for Data Link Services applies within the Shanwick OCA between Flight Levels 290 and 410 inclusive and requires that aircraft have fitted and operate FANS 1/A equipment, i.e. FANS 1/A CPDLC and ADS-C.

CPDLC and ADS-C service is available throughout the whole of the Shanwick OCA.

Flights equipped with and prepared to operate FANS 1/A (or equivalent) CPDLC and ADS-C data link systems will be permitted to flight plan to enter the NAT DLM airspace, (NAT Regional Supplementary Procedures (ICAO Doc 7030) paragraphs 3.3.2 and 5.4.2 apply for CPDLC and ADS-C respectively).

Certain non-equipped flights, as noted below, may flight plan to enter mandated airspace, however such flights may not receive their requested profile which fully corresponds to the filed flight plan.

3.6.11.2 These procedures are applicable to all FANS 1/A flights that are required, or wish to, participate in NAT DLM Data Link Services.

The FANS data link log-on address for the Shanwick OCA is EGGX.

For correct functioning of FANS data link the aircraft identification entered in the avionics must be precisely the same as that contained in the filed flight plan. This should be confirmed by the flight crew prior to log-on.

# ENR 2.2 OTHER REGULATED AIRSPACE (continued)

3.6.11.3 FANS 1/A equipped flights are permitted to enter the mandated airspace if the flight plan indicates in Item 10:

a) D1 (ADS-C with FANS 1/A capabilities); and
b) J5 (CPDLC FANS 1/A SATCOM (INMARSAT)); and/or
c) J7 (CPDLC FANS 1/A SATCOM (Iridium)).

Non-FANS 1/A equipped flights are permitted to enter the mandated airspace if the flight plan indicates in Item 18:

a) STS/FFR; or
b) HOSP; or
c) HUM; or
d) MEDEVAC; or
e) SAR; or
f) STATE.

3.6.11.4 Any aircraft not equipped with FANS 1/A (or equivalent) systems may request a continuous climb or descent, without intermediate level off, through the mandated airspace. Such requests will be considered on a tactical basis.

Altitude Reservation (ALTRV) requests will be considered on a case by case basis irrespective of the equipage status of the participating aircraft.

NAT DLM restrictions are not applicable to aircraft experiencing a contingency situation.

3.6.11.5 Flights that experience an equipment failure prior to departure which renders the aircraft non-DLM compliant should re-submit a flight plan to remain clear of mandated airspace.

Flights that experience an equipment failure after departure but before entry to mandated airspace which renders the aircraft unable to operate FANS 1/A (or equivalent) CPDLC and/or ADS-C systems must notify ATC of their status prior to entering the airspace. Such flights may be approved to operate in the airspace subject to tactical considerations.

Flights that experience a FANS 1/A data link equipment failure while the flight is operating within NAT DLM airspace must immediately advise ATC. Such flights may be allowed to continue within the airspace subject to tactical considerations.

3.6.11.6 ATS Surveillance Service utilising ADS-B is available to suitably equipped flights throughout the Shanwick OCA. Service is enabled by ADS-B equipment hosted in a network of earth satellites.

ADS-B use is mandatory for flights operating on routes T9 and T290 to facilitate access to these routes by certain aircraft unable to comply with the NAT DLM. These routes are designated continental/offshore; see 3.18.1.8 below and ENR 3.5 'Other Routes' for further details.

Participating flights benefit from enhanced flight monitoring and the application, where appropriate, of surveillance separation minima.

**Summary of Data Link, Navigational and Communications provisions in the Shanwick High Level Airspace.**

***Note:*** *Detailed Communications requirements can be found at 3.9 below.*

**Shanwick HLA (FL 290 – FL 410) Data Link, Navigational and Communications Requirements**
BOTA (Note 1) and SOTA (Note 2)

| Route Type | HF | CPDLC | ADS-C | RSP180 | RNP4 | RCP240 | RNP10 | ADS-B (Note 3) | RNP2 (Note 4) |
|---|---|---|---|---|---|---|---|---|---|
| PBCS OTS Track | Yes | Yes | Yes | Yes | Yes | Yes | Yes | No | No |
| Non-PBCS OTS Tracks and Random Routes | Yes | Yes | Yes | No | No | No | Yes | No | No |
| T9 and T290 | Yes | No | No | No | No | No | Yes | Yes | Yes |

***Note 1:*** *Brest Oceanic Transition Area – see AIP France.*
***Note 2:*** *Shannon Oceanic Transition area – See AIP Ireland.*
***Note 3:*** *ADS-B with dedicated 1090 MHz out capability.*
***Note 4:*** *T9/T290 RNP2 designation is continental/offshore utilising ADS-B with VHF voice available.*
***Note 5:*** *With the exception of HF radio these requirements do not apply outside NAT HLA.*

3.6.11.7 **Uplink Message Latency Monitor Function**

3.6.11.7.1 Set Timer

3.6.11.7.1.1 The uplink message latency monitor function is designed to prevent pilots from acting on a CPDLC uplink message that has been delayed in the network. Approximately 5 minutes after entering Shanwick Oceanic airspace, equipped flights will receive a message advising crews to set the latency timer: "SET MAX UPLINK DELAY VALUE TO 300 SEC".

# ENR 2.2 OTHER REGULATED AIRSPACE (continued)

3.6.11.7.1.2 When the pilot receives the uplink CPDLC message "SET MAX UPLINK DELAY VALUE TO 300 SEC" he/she shall;

a) Send a positive response to ATC as prompted by the avionics (ACCEPT [ROGER]) regardless of whether the aircraft supports the latency monitor.

***Note 1:*** *It is important that pilots respond to the "SET MAX UPLINK DELAY VALUE TO 300 SEC" uplink message to avoid having open unanswered CPDLC messages in the system. This also applies to aircraft that have deficient message latency monitor functionality or no such functionality at all.*

***Note 2:*** *The Global Operational Data Link Manual specifies that the pilot should append the response downlink with the free text message "TIMER NOT AVAILABLE" when the message latency monitor function is not available in the aircraft.*

b) If the aircraft is equipped with a correctly functioning message latency monitor, enter the specified uplink delay into the avionics in accordance with the aircraft procedures. Some avionics will automatically set the delay value in accordance with the uplink message and do not allow for a manual input.

***Note 1:*** *If an aircraft is instructed to log off and then log on again mid-flight, ATC may send the message "SET MAX UPLINK DELAY VALUE TO 300 SEC" again once the logon is completed.*

3.6.11.7.2 Delayed CPDLC Uplink Message

3.6.11.7.2.1 When a pilot receives a CPDLC uplink message with an indication that the message has been delayed the pilot shall:

a) Revert to voice communications to notify the ATS unit of the delayed message received and to request clarification of the intent of the CPDLC message; and
b) Respond appropriately to close the message as per the instructions of the controller.
c) The pilot must not act on the delayed uplink message until clarification has been received from the controller.

3.6.12 Reduced Vertical Separation Minima (RVSM)

3.6.12.1 If the flight is certified as being in compliance with the Minimum Aircraft System Performance Specification (MASPS) and intends to operate in RVSM Airspace for any portion of the flight, the letter 'W' shall be inserted after the letter(s) 'S' and 'X' (if applicable) in Item 10 of the flight plan to indicate that the flight has been approved for operations within RVSM Airspace. It is the Captain's responsibility to ensure that specific approval has been given for such operations by the State of registry of either the aircraft or the operator. See Paragraph 3.18.2 (Application of RVSM in Shanwick OCA).

3.6.13 **Flight Level Allocation Scheme (FLAS)**

3.6.13.1 Operators should use the Flight Level Allocation Scheme (FLAS) for flight planning guidance.

3.6.13.2 The Flight Level allocations under FLAS are:

| | |
|---|---|
| FL 430 | May be Flight Planned for both eastbound and westbound non-RVSM certified aircraft. |
| FL 410 | Eastbound FL. |
| FL 310, 320, 340, 360, 380, 400 | Westbound FL (except within Eastbound OTS). |
| FL 330, 350, 370, 390 | Eastbound FL (except within Westbound OTS). |
| FL 300 and below | Even FLs westbound. Odd FLs eastbound. |

3.6.13.3 Operators are permitted to file flight plans at any flight level for a route which is wholly contained within the routing structure of T13, T16 and T213, however flight planning requirements apply to T9 and T290 (see ENR 3.5 Other Routes).

Operators are reminded that T13, T16 and T213 are included in the DLM.

3.6.13.4 To accommodate significant single direction demand during OTS times, OACs may exchange Flight Levels on a tactical basis. This allows additional profiles for main direction flow.

3.6.13.5 During OTS times, aircraft intending to use the OTS may Flight Plan levels which are allocated to the published OTS.

Additionally, to accommodate demand:

During the eastbound OTS, eastbound non-OTS aircraft may Flight Plan at FL 340 or FL 380.

During the westbound OTS, westbound non-OTS aircraft may Flight Plan at FL 330.

3.6.13.6 Unless suitable eastbound Tracks exist, during the eastbound OTS times, eastbound traffic originating in New York OAC, planned to enter Shanwick OAC, is recommended to Flight Plan as follows:

a) FL 310 or FL 340 and restrict routing to landfall BEDRA or south.
b) FL 310, FL 340 or FL 380, and restrict routing to landfall either: BEDRA or south, or to remain south of the OTS, whichever is further south.

3.6.13.7 During the westbound OTS, track and random westbound aircraft, flight planned to enter Shanwick and Gander airspace which

# ENR 2.2 OTHER REGULATED AIRSPACE (continued)

landfall at or north of AVUTI, should not flight plan at FL 340. FL 340 is reserved for flights routing between Reykjavik OAC and Gander OAC.

3.6.13.8 For aircraft opposing the main flows during OTS periods, operators should Flight Plan optimum levels, in accordance with the direction of flight. ATC will endeavour to accommodate any requested levels, however priority will be given to main flow traffic.

3.6.13.9 If a flight is expected to be level critical, Operators should contact the initial OAC prior to filing the flight plan to determine the likely availability of such level(s).

3.6.13.10 Request for a suitable alternative flight level may be included in Item 18 of the flight plan.

3.6.13.11 Flight plans for flights departing from points within adjacent regions and entering the NAT Region, without intermediate stops, should be submitted at least 3 hours prior to departure. For addressing of Flight Plan messages see ENR 1.11.

3.6.13.12 Flight Plans for flights through NOTA/SOTA Airspace by aircraft not equipped with VHF RTF are to be annotated, in Item 18, COM/ UHF only.

## 3.7 Send an ’RCL’

’RCL’: Voice, or data link message via ACARS, used to provide ETA at Oceanic Entry Point (OEP), requested flight level, and Mach.

Annex 11 and PANS Doc 4444 ATM/501.

3.7.1 Aircraft entering Shanwick OCA from domestic airspace are required to send an ’RCL’ to Shanwick using one of the methods indicated in paragraph 3.8.

3.7.1.1 For Westbound aircraft routing via RATSU (61N 010W), see paragraph 3.8.3.

3.7.1.2 Aircraft entering Shanwick OCA from an adjacent OCA will normally receive approval for their level, route and speed by the authority controlling the adjacent OCA.

3.7.2 Aircraft which have filed a flight plan using a MACH number are permitted to fly at normal speed at the MACH number in the filed flight plan. Any changes to speed shall be issued on entering Shanwick airspace. After leaving Oceanic Airspace aircraft should maintain their assigned MACH number in domestic airspace unless the appropriate ATC unit authorises a change.

3.7.3 It is essential that the ETA within the ’RCL’ is correct. If the estimate for the Oceanic Boundary last reported to Shanwick is found to be in error by 3 minutes or more, flights must transmit a revised estimate to Shanwick, as soon as possible.

3.7.4 Flights that experience or suspect GNSS interference en-route to the Shanwick OEP shall notify Shanwick ATC in the RCL.

3.7.5 Notification should be included in the RCL message via ACARS or voice, confirming degradation of navigation status and detail of ongoing loss/impacts to the aircraft systems and capabilities.

Examples of RCL 'ATC REMARKS/' text:

- 'GNSS INTERFERENCE RNP10 ONLY'
- 'NO DATA LINK'
- 'DEGRADED NAVIGATION NO GNSS'

3.7.6 In addition, operators can also make Shanwick aware when one of their flights has been impacted by GNSS interference through direct contact.

3.7.7 **Abbreviated Route Amendments**

3.7.7.1 Upon receipt of the ACARS Data Link ’RCL’, any route amendment to the current flight plan (what is loaded in the FMS) will be issued by voice.

3.7.7.2 An abbreviated route amendment is issued when an aircraft is rerouted onto a NAT TRACK or when there is a change to one coordinate only. In all other circumstances full details of the cleared route will be given.

3.7.7.3 A pilot-in-command shall, if at any time in doubt, request a detailed description of the cleared route from ATS.

3.7.8 **Identification of Track Structure Message**

3.7.8.1 Shanwick OAC will identify each Westbound NAT Track Structure Message by using a 3 digit Track Message Identification number (TMI) in the remarks section of the Track Structure Message.

Example: Remarks: Trk Message Ident 283.

3.7.8.2 Gander and Shanwick OACs will generate a revised TMI number only when the change is to:

a) Any NAT Track co-ordinate including named positions;
b) NAT Track published levels;
c) Named Points within European Routes West; or
d) Any combination of (a), (b) or (c).

***Note:*** *Both centres will continue to publish revisions regarding other items such as North American Routings (NARS), but revisions outside the above listed categories will not warrant a change to the TMI.*

3.7.8.3 Amendments will be identified by adding an Alpha character to the TMI number for each revision.

Example: (Remarks amended) Remarks: Amended Track Message Ident 283 A, B, C etc.

3.7.9 **Reroutes on to NAT Tracks**

3.7.9.1 Flights will receive reroutes on VHF or HF radio. If the aircraft is rerouted to follow an organised track an abbreviated routeing will be issued and the pilot must confirm the Track Message Identification number (TMI). If the pilot cannot correctly identify the Track Message Identification, Shanwick will read the approved NAT Track coordinates in full and request a full read back of those coordinates.

### 3.8 'RCL' Requests

3.8.1 **Westbound Aircraft (Apart from Traffic as detailed in paragraph 3.8.2)**

3.8.1.1 Westbound aircraft operating within the United Kingdom UIR/FIR and the northern part of the France UIR should submit an 'RCL' by voice to 'Shanwick Oceanic' on VHF RTF. VHF coverage is contained within an area joined by the following points: 48N 010W - RATSU (61N 010W) - 61N 005W - 52N 004E - 48N 004W - 48N 010W. An 'RCL' request should be submitted when an accurate boundary estimate can be calculated, and submitted between 30 and 90 minutes prior to the Oceanic boundary ETA. United Kingdom departures are to submit an 'RCL' as soon as possible after departure. Aircraft overflying the United Kingdom UIR/FIR and the northern part of the France UIR are to submit an 'RCL' when they consider that they are within the area specified above. Aircraft other than jet should submit an 'RCL' at least 40 minutes before the ETA for the OCA entry point.

3.8.1.1.1 For Westbound aircraft routing via RATSU (61N 010W), see paragraph 3.8.3.

3.8.1.2 Aircraft unable to contact 'Shanwick Oceanic' on VHF should submit an 'RCL' by voice on a NARTEL HF frequency (North Atlantic en-route HF RTF Network) at least 40 minutes before the ETA for the Oceanic Boundary and thereafter maintain a SELCAL watch for the 'RCL' confirmation response message.

3.8.1.3 Aircraft Communication Addressing and Reporting System (ACARS) equipped aircraft may submit an 'RCL' and receive their 'RCL' confirmation response message via datalink, for entry points on the Shanwick eastern boundary (from LUSEN to PASAS), without the requirement to contact Shanwick on RTF. This system should not be used by aircraft within 30 minutes of the Shanwick boundary; instead, VHF or HF RTF should be used.

3.8.1.4 While in communication with Shanwick to submit an 'RCL', aircraft must also maintain communication with the ATC authority for the airspace within which they are operating. Aircraft unable to contact Shanwick on VHF or on NARTEL HF should request the ATC authority for the airspace in which they are operating to relay their 'RCL' to Shanwick.

3.8.1.5 Aircraft entering Shanwick directly from the Madrid FIR/UIR should operate the procedures in paragraphs 3.8.1.2 and 3.8.1.4 at least 40 minutes before the ETA for 45N.

3.8.1.6 'RCL's shall include:

a) Callsign;
b) OCA entry point and ETA;
c) requested MACH number and flight level;
d) any change to flight plan affecting OCA;
e) the highest acceptable flight level which can be maintained at the OCA entry point.

***Note:*** *'Entry Points' are the boundary position between Shanwick OCA and domestic airspace, ie for SOTA these are: RODEL, SOMAX, KOGAD, BEDRA, OMOKO, TAMEL or LASNO, for BOTA these are: ETIKI, UMLER, SEPAL, BUNAV or SIVIR and for NOTA these are: VENER, RESNO, ETARI, PIKIL, BILTO, SUNOT or AGORI.*

Example of 'RCL'.
'Estimating SUNOT at One One Three One, Speed, Mach decimal eight zero, Flight Level three five zero, able Flight Level three six zero, second choice Track Charlie'.

# ENR 2.2 OTHER REGULATED AIRSPACE (continued)

If the 'RCL' also includes a change to the original Flight Plan, affecting OCA:
'BAW 123; Estimating PIKIL at One One Four Seven, Speed, Mach decimal eight zero, Flight Level three four zero, Now Requesting Track Charlie, able Flight Level three six zero, second choice Track Delta'.

3.8.2 **Aircraft Sending an 'RCL' (Request for Clearance) before Departure**

3.8.2.1 Flights whose elapse time from departure to the Shanwick OEP (Oceanic Entry Point) is 30 minutes or less should submit an 'RCL' before departure on OCL, VHF, or HF. Only flights whose elapse time from departure to the Shanwick OEP is 30 minutes or less and who are unable to submit an 'RCL' before departure on OCL, VHF, or HF shall request via 3.8.2.2.

3.8.2.2 Flights who are unable to submit an 'RCL' before departure on OCL, VHF, or HF shall request by telephone to Shanwick on 01294-655100. This may be done by the handling agent, operating company, or Aerodrome ATC (at the request of the pilot) or by the crew. Shanwick will issue the 'RCL' confirmation response message, via AFTN, or telephone for relay to the crew.

3.8.2.2.1 If 'RCL' submission is not required prior to departure, pilots are reminded that they should request clearance between 90 and 30 minutes prior to the Shanwick boundary. Aircraft entering Shanwick directly from the Madrid FIR/UIR are reminded that they should submit an 'RCL' at least 40 minutes before the ETA for 45N, as outlined in paragraph 3.8.1.5.

3.8.2.3 **General**

3.8.2.3.1 An 'RCL' should be submitted when an accurate boundary estimate can be calculated, and submitted between 30 and 90 minutes prior to the Oceanic boundary ETA. Submitting an 'RCL' more than 90 minutes prior to the ETA may result in rejection of the 'RCL'.

3.8.2.3.2 The 'RCL' must contain an accurate boundary ETA, based on the expected ETD. Pilots are responsible for informing Shanwick to request a reclearance, as soon as possible, if the Shanwick boundary ETA changes by 3 minutes or more.

3.8.2.4 **OCL Equipped Aircraft Submitting an 'RCL' Before Take-off**

3.8.2.4.1 The free-text field of the 'RCL' should include the phrase, 'ETD <time><aerodrome name>', eg ETD 1137 EGAA.

3.8.2.5 **Voice Process**

3.8.2.5.1 The following phraseology is to be used:

a) 'RCL'
b) Flight Identification
c) Oceanic Entry Point and ETA
d) Requested Mach Number and Flight Level
e) Any change to the flight plan affecting OCA
f) 'ETD', Time, Aerodrome name - eg ETD 1137 EGPH.

3.8.2.6 **Reclearances**

3.8.2.6.1 Pilots should inform Shanwick as soon as possible, preferably before departure, if the Shanwick boundary ETA changes by 3 minutes or more or if a profile modification is required.

3.8.2.6.2 Pilots may input a second 'RCL' by ACARS, VHF, HF or via the method as per 3.8.2.2 if they wish to amend their request.

3.8.2.6.3 Shanwick may send a message via OCL or domestic asking the flight to contact Shanwick by voice. Pilots must contact Shanwick as soon as possible after the receipt of that message.

3.8.3 **Flights Routing via 6100N**

3.8.3.1 All aircraft entering the Reykjavik OCA at or above FL 55 via 6100N at or East of 01000W from Scottish Domestic Airspace are required to submit an 'RCL' to Reykjavik OAC, as detailed in AIP Iceland.

***Note:*** *Flights routing via RATSU (6100N 01000W) are not required to submit an 'RCL' to Shanwick OAC. Therefore, aircraft intending to route via RATSU (6100N 01000W) must not contact Shanwick Clearance Delivery.*

3.8.3.2 ATC Procedures via 6100N (above FL 55)

3.8.3.2.1 An amended procedure for traffic between Scottish AC (Prestwick), Reykjavik OAC and Shanwick OAC in the vicinity of 6100N 01000W simplifies the ATC procedures used and makes use of reduced separation standards. A system of preferred routings is established between the Scottish UIR and the Reykjavik OCA as detailed below.

3.8.3.3 Routings

3.8.3.3.1 Dependent on anticipated traffic demands over the North Atlantic Area, Reykjavik OAC may establish NAT Tracks through the

following points along 61N:

RATSU;
MATIK;
NALAN;
OSBON;
PEMOS;
RIXUN;
SOSAR.

***Note:*** *The tracks will be published by Shanwick OAC on behalf of Reykjavik OAC using the normal NAT Track promulgation method.*

3.8.4 **Time Keeping Procedures**

3.8.4.1 Prior to entry into Oceanic Airspace, the pilot shall synchronise the time reference system(s) to be used during the flight for the calculation of waypoint Actual Time of Arrival (ATA) and Estimated Time of Arrival (ETA) to an acceptable international time source. The pilot passing ATAs and ETAs to ATC is to ensure that they are based on a time reference system that has been properly synchronised.

3.8.4.2 Acceptable international time sources are:

a) **BBC** (United Kingdom, Greenwich) — H24 on 12095 kHz; 0200 - 2315 on 9410 kHz; 0430 - 0030 on 15070 kHz; 0800 - 1600 on 17705 kHz, 17640 kHz, 9760 kHz, 9750 kHz. Time is UTC and given every minute. within specified periods.
b) **Global Positioning System**, corrected to UTC.
c) **WWV** (USA Fort Collins, Colorado) — H24 on 2500 kHz, 5000 kHz, 10000 kHz, 15000 kHz, 20000 kHz (AM/SSB). Time is UTC and given every minute.
d) **CHU** (National Research Council (NRC), Canada) — H24 on 3330 kHz, 7335 kHz, 14670 kHz (SSB). Time is UTC and given every minute.

***Note:*** *Aircraft Communications Addressing and Reporting Systems (ACARS) are not suitable time sources due to the unknown delay involved between the time that the update message is generated and when it is received by the ACARS equipment on the aircraft.*

## 3.9 Communications

3.9.1 Aircraft operating in the Shanwick OCA must be capable of maintaining direct two-way communication with the appropriate aeronautical radio stations. The carriage of NARTEL HF frequencies in the Shanwick OCA is mandatory. The appropriate frequencies and service areas are detailed in paragraph 3 9.12.

3.9.2 Flights planning to operate outside VHF coverage may request a waiver from the HF requirement, provided the flight has at least two other long-range communication systems appropriate for the route of flight and falls into one of the following categories:

- Air carriers with HF unserviceable wishing to return to base for repairs; or
- Ferry or delivery flights; or
- Special event flight.

Applications for HF Relief shall be made to the Shanwick Supervisor via email (shanwicksupervisors@nats.co.uk) giving a minimum 24 hours notice prior to entering the Shanwick OCA.

3.9.3 Pilots of aircraft equipped with VHF communications only, which are not eligible to request an HF Waiver as per 3.9.2, should plan their route outside the Shanwick OCA and ensure that they are within VHF coverage of appropriate ground stations throughout the flight. Theoretical coverage diagrams are shown at ENR 6-73 and ENR 6-74.

3.9.4 Aircraft subject to the NAT DLM must carry and operate FANS 1/A CPDLC equipment.

FANS 1/A CPDLC service is available throughout the Shanwick OCA.

3.9.5 Aircraft operating on T9 and T290, in addition to maintaining routine communications with Shanwick Radio on HF radio, are required to monitor VHF Channel 128.360 MHz which is reserved for intervention or emergency purposes only.

Upon first contact with Shanwick Radio the radio officer will:

a) Assign a primary and secondary HF frequency;
b) Designate the position and frequency to contact the next agency;
c) Provide a SELCAL check;
d) Assign Channel 128.360 MHz for monitoring.

Channel 128.360 MHz is continually monitored by both radio officers who use the callsign ‘Shanwick Radio’ and air traffic controllers who use the callsign ‘Shanwick Control’.

If immediate contact is required with the flight due to an emergency situation, or if a navigational non-conformance is identified, the Shanwick controller may contact the flight directly on Channel 128.360 MHz.

# ENR 2.2 OTHER REGULATED AIRSPACE (continued)

3.9.6 Continuous watch on emergency frequency 121.500 MHz.

3.9.6.1 The VHF emergency frequency of 121.500 MHz should be continuously guarded except for those periods when aircraft are carrying out communications on other channels, or when airborne equipment or cockpit duties do not permit the simultaneous guarding of multiple channels.

3.9.6.2 When contact has been established between aircraft on emergency frequency 121.500 MHz, subsequent communication should be conducted on another frequency mutually agreed between the aircraft concerned.

3.9.7 Pilots may use SATCOM voice for routine ATS communications in the Shanwick OCA.

***Note:*** *At this time Shanwick only supports Quick-Dial Service via the INMARSAT system, for normal communications.*

3.9.7.1 A dedicated Quick-Dial satellite voice telephone number for Shanwick Radio has been programmed into the aeronautical Ground Earth Stations of the Inmarsat Signatories. The allocated airborne number for use via the aircraft satellite voice equipment is 425002.

3.9.7.2 SATCOM voice facilities are provided in addition to, but not as an alternative to, HF communications and pilots must adhere to all requirements pertaining to the carriage and use of HF radio. Pilots using this SATCOM number will continue to communicate with Shanwick OCA via Shanwick Radio and standard RTF phraseology should be used at all times.

3.9.7.3 A dedicated airborne number (423201) is provided for direct pilot/controller communication for use in emergency situations. GEN 3-6-5 refers. This dedicated Quick-Dial satellite voice telephone number has been programmed into the aeronautical Ground Earth Stations of the Inmarsat Signatories only and is not available through any other Satellite service provider.

3.9.7.4 SATCOM communications initiated due to HF propagation difficulties do not constitute an urgency situation and should be addressed to Shanwick Radio on 425002.

3.9.8 If an aircraft within the Shanwick OCA is unable to communicate direct with Shanwick Oceanic, the pilot-in-command must endeavour to pass position reports by one of the following methods:

a) By relay through any other Oceanic Centre with which communication has been established;
b) if no other means is available, by relay through another aircraft on frequency 121.500 MHz.

3.9.9 While operating in an HF air-ground communications environment, pilots shall maintain a listening watch on the assigned radio frequency. This will not be necessary, however, if the aircraft is SELCAL equipped and correct use is ensured. Correct SELCAL use shall comprise:

a) The inclusion of the SELCAL code in the flight plan;
b) the issue of a correction to the SELCAL code if subsequently altered due to change of aircraft or equipment; and
c) an operational check of the SELCAL equipment with the appropriate radio station at or prior to initial entry into Oceanic Airspace. This SELCAL check must be completed prior to commencing SELCAL watch.

3.9.10 Communications within NOTA and SOTA are carried out with Shannon ACC using VHF. The appropriate frequencies and service areas are detailed in AIP Ireland.

3.9.11 Communications within BOTA are carried out with Brest ACC using VHF. The appropriate frequencies and service areas are detailed in AIP France.

3.9.12 Communications within the Shanwick OCA are as follows:

a) HF Aeromobile operations in the North Atlantic Region (NAT) are available for use in groups known as 'Families' and will be assigned as appropriate on first contact;
b) As a general guide, the following frequency allocation principles are used:

| Frequency Family | Usage |
|---|---|
| NAT A | Assigned to aircraft flying routes with reporting coordinates between 43N and 47N. |
| NAT B and C | Assigned to aircraft flying routes with reporting coordinates between 47N and 64N. Primary assignment for aircraft flying central routes. |
| NAT D | Assigned to aircraft flying routes with reporting coordinates North of 62N. |
| NAT F | Assigned on a tactical basis and coordinated between Shanwick Radio and Gander Radio. |
| NAT H, I and J | Assigned on a tactical basis and coordinated between Shanwick Radio, adjoining NARTEL Radio Stations and Domestic Air Traffic Control agencies. |

| Service | Callsign/Ident | Freq | Hours of Service | Operating Authority and Remarks |
|---|---|---|---|---|
| 1 | 2 | 3 | 4 | 5 |
| | | **SELCAL is available on all HF A/G frequencies.** | | |
| | | | | Irish Aviation Authority. |

## ENR 2.2 OTHER REGULATED AIRSPACE (continued)

| Service | Callsign/Ident | Freq | Hours of Service | Operating Authority and Remarks |
|---|---|---|---|---|
| A/G | Shanwick Radio | 3016 kHz<br>5598 kHz<br>8906 kHz<br>13306 kHz | 0100-0900, 1800-2200<br>H24<br>0900-2100<br>HO | **Family A.** To be used by all aircraft flying the Southern NAT Routes. Assigned to aircraft flying routes with reporting coordinates between 43N and 47N. |
| A/G | Shanwick Radio | 2899 kHz<br>5616 kHz<br>8864 kHz<br>13291 kHz<br>17946 kHz | 0000-0900, 1800-2400<br>H24<br>0900-2100<br>HO<br>HO | **Family B.** Assigned to aircraft flying routes with reporting coordinates between 47N and 64N. |
| A/G | Shanwick Radio | 2872 kHz<br>5649 kHz<br>8879 kHz<br>11336 kHz<br>13306 kHz<br>17946 kHZ | 0000-0900, 1800-2400<br>H24<br>0900-2100<br>HO<br>HO<br>HO | **Family C.** Assigned to aircraft flying routes with reporting coordinates between 47N and 64N. |
| A/G | Shanwick Radio | 2971 kHz<br>4675 kHz<br>8891 kHz<br>11279 kHz<br>17946 kHz | 0100-0800<br>0100-0800, 1100-1800<br>HO<br>HO<br>HO | **Family D.** Assigned to aircraft flying routes with reporting coordinates North of 62N. |
| A/G | Shanwick Radio | 3476 kHz<br>6622 kHz<br>8831 kHz<br>13291 kHz<br>17946 kHz | 0100-0800<br>1000-1800<br>1000-1800<br>HO<br>HO | **Family F:** Assigned on a tactical basis and coordinated between Shanwick Radio and Gander Radio. |
| A/G | Shanwick Radio | 2965 kHz<br>3491 kHz<br>5583 kHz<br>6556 kHz<br>6667 kHz<br>10021 kHz<br>10036 kHz<br>11363 kHz | HO | **Family H:** Assigned on a tactical basis and coordinated between Shanwick Radio, adjoining NARTEL Radio Stations and Domestic ATC agencies. |
| A/G | Shanwick Radio | 2860 kHz<br>2881 kHz<br>2890 kHz<br>3458 kHz<br>3473 kHz<br>3488 kHz<br>5484 kHz<br>5568 kHz<br>6550 kHz<br>6595 kHz<br>10066 kHz | HO | **Family I:** Used on a tactical basis and coordinated between Shanwick Radio, adjoining NARTEL Radio Stations and Domestic ATC agencies. |
| A/G | Shanwick Radio | 2869 kHz<br>2944 kHz<br>2992 kHz<br>3446 kHz<br>3473 kHz<br>4651 kHz<br>4666 kHz<br>4684 kHz<br>5460 kHz<br>5481 kHz<br>5559 kHz<br>5577 kHz<br>6547 kHz<br>8843 kHz<br>8954 kHz<br>11276 kHz | HO | **Family J:** Used on a tactical basis and coordinated between Shanwick Radio, adjoining NARTEL Radio Stations and Domestic ATC agencies. |
| A/G | Shanwick Radio | 2182 kHz<br>3023 kHz<br>5680 kHz | HO | Search and Rescue (SAR).<br>Operated as required. |
| Hours of service of individual frequencies, or groups of frequencies, may vary as HF propagation conditions or operational requirements demand. | | | | |

# ENR 2.2 OTHER REGULATED AIRSPACE (continued)

| Service | Callsign/Ident | Freq | Hours of Service | Operating Authority and Remarks |
|---|---|---|---|---|
| A/G | Shanwick Radio | 127.900 MHz<br>124.175 MHz | H24 | To be used as far as practicable by aircraft when East of 020°W so as to reduce the loading on HF channels.<br>Traffic received on this freq is handled in exactly the same way as if received on HF. |
| A/G and ATC | Shanwick Radio or Shanwick Control | 128.360 MHz | H24 | To enable direct controller pilot communications on routes T9 and T290. See ENR 2.2 paragraph 3.9.5. |
| A/G | Shanwick Oceanic | 123.950 MHz | H24<br>**(See note)** | NATS Ltd. For use by aircraft registered in States West of 030°W for submitting an 'RCL' direct to OAC.<br>***Note:*** *If communication cannot be established on designated Channel, pilot should communicate on the alternative frequencies.* |
| A/G | Shanwick Oceanic | 127.650 MHz | H24 | For use by aircraft registered in States East of 030°W for submitting an 'RCL' direct to OAC. For this purpose Australia is regarded as being East of 030°W. |
| Air-to-Air | — | 123.450 MHz | H24 | Air-to-Air inter-pilot frequency. |

| Service | Callsign/Ident | SATCOM number | Hours of Service | Operating Authority and Remarks |
|---|---|---|---|---|
| 1 | 2 | 3 | 4 | 5 |
| A/G | Shanwick Radio | 425002 | H24 | Irish Aviation Authority<br>Available for routine ATS messages via Shanwick Radio. |
| ATC | Shanwick Oceanic | 423201 | H24 | NATS Ltd.<br>Available for direct pilot/controller communications in emergency situations only |

## 3.10 Air Ground Messages

Annex 2, Regional Supplementary Procedures DOC 7030 and PANS Doc 4444 ATM/501.

3.10.1 Standard Air/Ground message types and formats are used within the NAT Region. To enable the ground stations to process messages in the shortest possible time, pilots should observe the following rules:

a) Use the correct type of message applicable to the data transmitted;
b) state the message type on the contact call to the ground station or at the start of the message;
c) adhere strictly to the sequence of information for the type of message;
d) all times in each of the messages should be expressed in hours and minutes.

3.10.2 Position
Content and data sequence to be used for routine position reports:

a) 'Position';
b) flight Identification;
c) present position;
d) time over present position (hours and minutes);
e) present Flight Level;
f) next position on assigned route;
g) estimated time for position (hours and minutes);
h) next subsequent position;
i) any further information eg MET data or Company Message.

Example: 'Position, LUFTHANSA420, SUNOT (57N 015W), 1235, FL 330, Est 56N 020W, 1310, Next 56N 030W'

3.10.3 Request Clearance

3.10.3.1 Content and data sequence to be used, in conjunction with a routine position report, to request a change of MACH number, Flight Level or route:

a) 'Request Clearance';
b) flight Identification;
c) present or last reported position;
d) time over present or last reported position (hours and minutes);
e) present Flight Level;
f) next position on assigned route or Oceanic Entry point;

## ENR 2.2 OTHER REGULATED AIRSPACE (continued)

g) estimate for next position or Oceanic Entry point;
h) next subsequent position;
i) requested MACH Number, Flight Level or route;
j) further information or clarifying remarks.

Example: 'Request clearance TRANSWORLD 801, 56N 020W, 1245, FL 330, Est 56N 030W, 1320, Next 56N 040W. Request FL 350'.

3.10.3.2 When a change of MACH number, Flight Level or route is requested and a position report message is not appropriate, the content and data sequence may be limited to:

a) 'Request Clearance';
b) flight Identification;
c) requested MACH number, Flight Level or route;
d) further information or clarifying remarks.

Example: 'Request Clearance SPEEDBIRD 212, Request FL 370'.

3.10.4 Revised Estimate

3.10.4.1 Content and data sequence to be used to up date estimate for next position:

a) 'Revised Estimate';
b) flight identification;
c) next position on route;
d) revised estimate for next position (hours and minutes);
e) further information.

Example: 'Revised Estimate SPEEDBIRD 212, 57N 040W, 0325'.

3.10.5 Miscellaneous

3.10.5.1 Content and data sequence to be used to pass information or make a request in plain language that does not conform with the content of other message formats. No message designator is required as this will be inserted by the ground station:
(a) Flight identification;
(b) general information or request in plain language and format free.

3.10.6 Time and Place of Position Reports

3.10.6.1 Position reports shall be made at the significant points of the current flight plan track.

3.10.6.2 Shanwick may require flights operating in an east-west direction to make additional position reports at any intermediate meridians spaced at intervals of 10 degrees of longitude between 005W and 030W.

3.10.6.3 Shanwick may require flights operating in a north-south direction to make position reports at any intermediate parallel of latitude.

3.10.6.4 In requiring aircraft to report their position at intermediate intervals, Shanwick will be guided by the requirement to have position information at approximately hourly intervals and also by the need to cater for varying types of aircraft and for varying traffic and meteorological conditions.

3.10.7 Contents of Position Report

3.10.7.1 Position information shall be based on the best obtainable navigation fix. The time of fixing aircraft position shall be arranged to provide the most accurate position information and estimates possible.

3.10.7.2 'Position' shall be expressed by the latitude and longitude of the point at which the fixed reporting line is crossed. For flights whose tracks are predominantly east or west, latitude shall be expressed in degrees and minutes, longitude in degrees only. For flights whose tracks are predominantly north or south, latitude shall be expressed in degrees only, longitude in degrees and minutes. Aircraft operating in the Organized Track System for supersonic aircraft operations may report their position by reference to the track code with the longitude of the reporting point.

3.10.7.3 'Next position' shall normally be expressed as the significant point at which the aircraft is next required to report its position.

3.10.7.4 Unless providing position reports via ADS-C, if the estimated time for the next position as last reported to ATC has changed by three minutes or more, a revised estimate shall be transmitted to the ATC units concerned, as soon as possible.

3.10.7.5 The name or co-ordinates of the significant point following the 'next position' shall be given when making a position report.

3.10.8 Addressing Position Reports

3.10.8.1 Position reports, made to Shanwick by flights operating in the Shanwick OCA at a distance of 60 NM or less from the common

# ENR 2.2 OTHER REGULATED AIRSPACE (continued)

Boundary with an adjacent OCA (including aircraft operating on tracks through successive points on the Boundary) should also be addressed to the controlling authority of the adjacent OCA.

## 3.11 Special Procedures for In-flight Contingencies

PANS Doc 4444

3.11.1 Although all possible contingencies cannot be covered, the procedures in 3.11.2, 3.11.3 and 3.11.4 provide the more frequent cases such as:

a) inability to comply with assigned clearance due to meteorological conditions (3.11.4 refers);
b) en-route diversion across the prevailing traffic flow (for example, due to medical emergencies (3.11.2 and 3.11.3 refer)); and
c) loss of, or significant reduction in, the required navigation capability when operating in airspace where the navigation performance accuracy is a prerequisite to the safe conduct of flight operations, or pressurisation failure (3.11.2 and 3.11.3 refer).

***Note:*** *Guidance on procedures to follow when an aircraft experiences a degradation in navigation capabilities can be found in PANS-ATM, Chapter 5, section 5.2.2.*

3.11.1.1 The pilot shall take action as necessary to ensure the safety of the aircraft, and the pilot's judgement shall determine the sequence of actions to be taken, having regard to the prevailing circumstances. Air traffic control shall render all possible assistance.

3.11.2 **General Procedures**

***Note:*** *Figure 3-1 provides an aid for understanding and applying the contingency procedures contained in paragraphs 3.11.2 and 3.11.3.*

3.11.2.1 If an aircraft is unable to continue flight in accordance with its ATC clearance, a revised clearance shall be obtained, whenever possible, prior to initiating any action.

3.11.2.2 If prior clearance cannot be obtained, the following contingency procedures should be employed until a revised clearance is received, the pilot shall:

a) leave the assigned route or track by initially turning at least 30 degrees to the right or to the left in order to intercept and maintain a parallel, direction track or route offset 9.3 KM (5.0 NM). The direction of the turn should be based on one or more of the following:
    i. aircraft position relative to any organised track or route system;
    ii. the direction of flights and flight levels allocated on adjacent tracks;
    iii. the direction of an alternate airport;
    iv. any strategic lateral offset being flown; and
    v. terrain clearance;
b) the aircraft should be flown at a flight level and an offset track where other aircraft are less likely to be encountered;
c) maintain a watch for conflicting traffic both visually and by reference to ACAS (if equipped) leaving ACAS in RA mode at all times, unless aircraft operating limitations dictate otherwise;
d) turn on all aircraft exterior lights (commensurate with appropriate operating limitations);
e) keep the SSR transponder on at all times and, when able squawk 7700, as appropriate;
f) as soon as practicable, the pilot shall advise air traffic control of any deviation from assigned clearance;
g) use whatever means is appropriate (i.e. voice and/or CPDLC) to communicate during contingency or emergency;
h) if voice communication is used, the radiotelephony distress signal (MAYDAY) or emergency signal (PAN PAN), preferably spoken three times, shall be used as appropriate;
i) when emergency situations are communicated via CPDLC, the controller may respond via CPDLC. However, the controller may also attempt to make voice communication contact with the aircraft;

    ***Note:*** *Additional guidance on emergency procedures for controllers, radio operators and flight crew in data link operations can be found in the Global Operational Data Link (GOLD) Manual (Doc 10037).*

j) establish communications with and alert nearby aircraft by broadcasting, at suitable intervals on 121.500 MHz (or, as a backup, on the inter-pilot air-to-air frequency 123.450 MHz) and where appropriate on the frequency in use: aircraft identification, the nature of the distress condition, intention of the person in command, position (including the ATS route designator or the track code, as appropriate) and flight level; and
k) the controller should attempt to determine the nature of the emergency and ascertain any assistance that may be required. Subsequent ATC action with respect to that aircraft shall be based on the intentions of the pilot and overall traffic situation.

# ENR 2.2 OTHER REGULATED AIRSPACE (continued)

3.11.3 **Actions to be Taken Once Offset From Track**

3.11.3.1 If possible, maintain the assigned flight level until established on the 9.3 KM (5.0 NM) parallel, same direction track or route offset. If unable, initially minimize the rate of descent to the extent that is operationally feasible.

3.11.3.2 Once established on a parallel, same direction track or route offset by 9.3 KM (5.0 NM), either:

a) descend below FL 290, and establish a 150 M (500 FT) vertical offset from those flight levels normally used, and proceed as required by the operational situation or if an ATC clearance has been obtained, proceed in accordance with the clearance; or

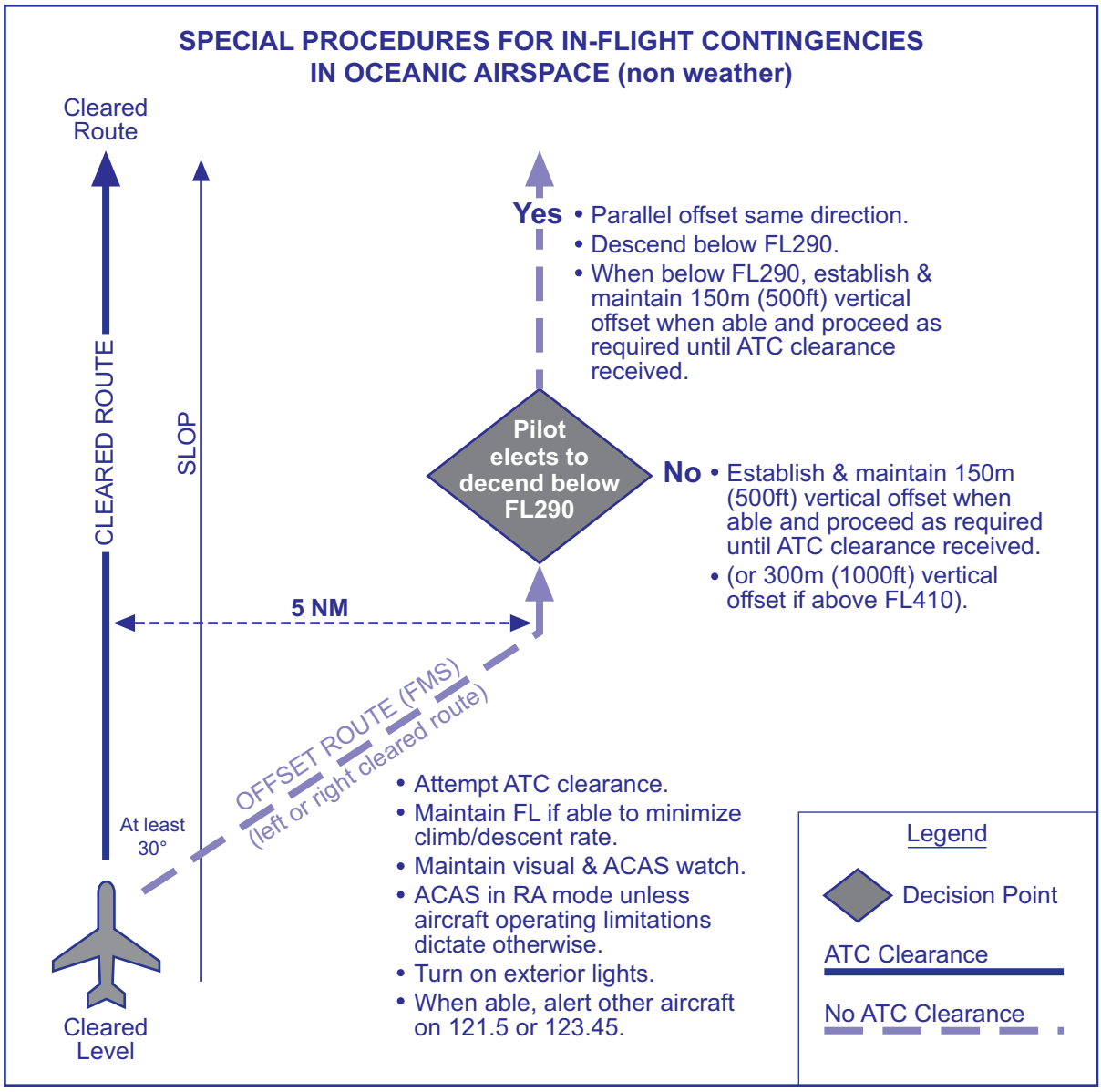
***Note:*** *Descent below FL 290 is considered particularly applicable to operations where there is a predominant traffic flow (e.g. east-west) or parallel track system where the aircraft's diversion path will likely cross adjacent tracks or routes. A descent below FL 290 can decrease the likelihood of conflict with other aircraft, ACAS RA events and delays in obtaining a revised ATC clearance.*

b) establish a 150 M (500 FT) vertical offset (or 300 M (1000 FT) vertical offset if above FL 410) from those flight levels normally used, and proceed as required by the operational situation, or if an ATC clearance has been obtained, proceed in accordance with the clearance.

***Note:*** *Altimetry System Error may lead to less than actual 500 FT vertical separation when the above procedure is applied. In addition, with the 500 FT vertical offset applied, ACAS RAs may occur.*

## ENR 2.2 OTHER REGULATED AIRSPACE (continued)

**Figure 3-1. Visual aid for understanding and applying the contingency procedures guidance**




3.11.4 **Weather Deviation Procedures**

3.11.4.1 **General**

***Note:*** *The following procedures are intended for deviation around adverse meteorological conditions.*

3.11.4.1.1 When weather deviation is required, the pilot should initiate communications with ATC via voice or CPDLC. A rapid response may be obtained by either:

a) stating “WEATHER DEVIATION REQUIRED” to indicate that priority is desired on the frequency and for ATC response; or
b) requesting a weather deviation using a CPDLC lateral downlink message.

3.11.4.1.2 When necessary, the pilot should initiate the communications using the urgency call “PAN PAN” (preferably spoken three times) or by using a CPDLC urgency downlink message.

3.11.4.1.3 The pilot shall inform ATC when weather deviation is no longer required, or when a weather deviation has been completed and the aircraft has returned to its cleared route.

# ENR 2.2 OTHER REGULATED AIRSPACE (continued)

3.11.4.2 **ACTIONS TO BE TAKEN WHEN CONTROLLER-PILOT COMMUNICATIONS ARE ESTABLISHED**

3.11.4.2.1 The pilot should notify ATC and request clearance to deviate from track or route, advising, when possible, the extent of the deviation requested. The flight crew will use whatever means is appropriate (i.e. voice and/or CPDLC) to communicate during a weather deviation.

***Note:*** *Pilots are advised to contact ATC as soon as possible with requests for clearance in order to provide time for the request to be assessed and acted upon.*

3.11.4.2.2 ATC should take one of the following actions:

a) When appropriate separation can be applied, issue clearance to deviate from track; or
b) If there is conflicting traffic and ATC is unable to establish appropriate separation. ATC shall;

i. Advise the pilot of inability to issue clearance for the requested deviation;
ii. Advise the pilot of conflicting traffic; and
iii. Request the pilot's intentions.

3.11.4.2.3 The pilot should take the following actions:

a) comply with the ATC clearance issue; or
b) advise ATC of intentions and execute the procedures detailed in 3.11.4.3.

3.11.4.3 **ACTIONS TO BE TAKEN IF A REVISED ATC CLEARANCE CANNOT BE OBTAINED**

***Note:*** *The provisions of this section apply to situations where a pilot needs to exercise the authority of a pilot-in-command under the provisions of Annex 2, 2.3.1.*

3.11.4.3.1 If the aircraft is required to deviate from track or route to avoid adverse meteorological conditions and prior clearance cannot be obtained, an ATC clearance shall be obtained at the earliest possible time. Until an ATC clearance is received, the pilot shall take the following actions:

a) if possible, deviate away from an organized track or route system;
b) establish communications with and alert nearby aircraft by broadcasting, at suitable intervals: aircraft identification, flight level, position (including ATS route designator or the track code) and intentions, on the frequency in use and on 121.500 MHz (or, as a backup, on the inter-pilot air-to-air frequency 123.450 MHz);
c) watch for conflicting traffic both visually and by reference to ACAS (if equipped);
d) turn on all aircraft exterior lights (commensurate with appropriate operating limitations);
e) for deviations of less than 9.3 KM (5.0 NM) from the originally cleared track or route remain at a level assigned by ATC;
f) for deviations greater than or equal to 9.3 KM (5.0 NM) from the originally cleared track or route, when the aircraft is approximately 9.3 KM (5.0 NM) from track, initiate a level change in accordance with Table 3-1;
g) if the pilot receives clearance to deviate from cleared track or route for a specified distance and, subsequently, requests, but cannot obtain a clearance to deviate beyond that distance, the pilot should apply an altitude offset in accordance with Table 3-1 before deviating beyond the cleared distance.
h) when returning to track or route, be at its assigned flight level when the aircraft is within approximately 9.3 KM (5.0 NM) of the centre line; and
i) if contact was not established prior to deviating, continue to attempt to contact ATC to obtain a clearance. If contact was established, continue to keep ATC advised of intentions and obtain essential traffic information.

***Note:*** *If, as a result of actions taken under the provisions of 3.11.4.3.1, the pilot determines that there is another aircraft at or near the same flight level with which a conflict may occur, then the pilot is expected to adjust the path of the aircraft, as necessary, to avoid conflict.*

**Table 3-1**

| Originally cleared track or route centre-line | Deviations > 9.3 KM (5.0 NM) | Level Changed |
|---|---|---|
| EAST (000° - 179° magnetic) | LEFT | DESCEND 90 M (300 FT) |
| | RIGHT | CLIMB 90 M (300 FT) |
| WEST (180° - 359° magnetic) | LEFT | CLIMB 90 M (300 FT) |
| | RIGHT | DESCEND 90 M (300 FT) |

# ENR 2.2 OTHER REGULATED AIRSPACE (continued)

3.11.5 **Extended Range Operations by Aeroplanes with Two Turbine Power Units (ETOPS)**

3.11.5.1 If the contingency procedures are employed by a twin-engine aircraft as a result of an engine shutdown or failure of an ETOPS critical system, the pilot should advise ATC as soon as practicable of the situation, reminding ATC of the type of aircraft involved, and request expeditious handling.

## 3.12 Procedure for Strategic Lateral Offsets in NAT Airspace

***Note 1:*** *The following incorporates lateral offset procedures for both the mitigation of the increasing lateral overlap probability due to increased navigation accuracy and wake turbulence encounters.*

***Note 2:*** *The use of highly accurate navigation systems (such as the global navigation satellite system (GNSS)) by an increasing proportion of the aircraft population has had the effect of reducing the magnitude of lateral deviations from the route centre-line and, consequently, increasing the probability of a collision should a loss of vertical separation between aircraft on the same route occur.*

3.12.1 It has been determined that allowing aircraft conducting oceanic flight to fly lateral offsets, not to exceed 3.7 KM **(2 NM) right of centre-line** relative to the direction of flight in tenths of a nautical mile, will provide an additional safety margin and mitigate the risk of conflict when non-normal events such as aircraft navigation errors, altitude deviation errors and turbulence-induced altitude-keeping errors occur. Distributing aircraft laterally across the available positions adds an additional safety margin and reduces collision risk. PANS-ATM, Doc 4444 SLOP is now a standard operating procedure for the entire NAT Region and pilots are encouraged to adopt this procedure as appropriate. These procedures are known as “Strategic Lateral Offset Procedures (SLOP).”

3.12.2 This procedure provides for offsets within the following guidelines. The following provisions apply:

a) Aircraft without automatic offset programming capability must fly the centre-line;
b) Though the majority of flights are able to perform offsets either 1 or 2 NM (whole nautical miles), flights able to perform SLOP procedure in tenths of a nautical mile should use that capability as it contributes to risk reductions;
c) It is recommended that pilots of aircraft capable of programming automatic offsets should randomly select flying centre-line or an offset. In order to obtain lateral spacing from nearby aircraft (i.e. those immediately above and/or below), pilots should use whatever means available (e.g. ACAS/TCAS, communications, visual acquisition, GPWS) to determine the best flight path to fly;
d) An aircraft overtaking another aircraft should offset within the confines of this procedure, if capable, so as to create the least amount of wake turbulence for the aircraft being overtaken;
e) The avoidance of wake turbulence (even in the OTS) can be accomplished effectively within the confines of the SLOP procedure, as specified above. Pilots may contact other aircraft on frequency 123.450 MHz, as necessary, to co-ordinate the best wake turbulence offset option;

   ***Note:*** *It is recognised that pilots will use their judgement to determine the action most appropriate to any given situation and have the final authority and responsibility for the safe operations of the aircraft.*

f) Pilots may apply an offset outbound at the oceanic entry point and must return to centre-line at the oceanic exit point;
g) There is no ATC clearance required for this procedure and it is not necessary that ATC be advised;
h) Voice Position Reports should be based on the waypoints of the current ATC clearance and **not** on the offset positions;
i) **Pilots should not offset to the left of centre-line nor offset more than 2 NM right of centre-line.**

## 3.13 Adherence to ATC Approved Routes

Annex 2.

3.13.1 If an aircraft has inadvertently deviated from the route specified in the ATC clearance, it shall forthwith take action to regain such route within 100 NM from the position at which the deviation was observed.

## 3.14 Flight Information Service

PANS Doc 4444 ATM/501.

3.14.1 SIGMET Information

3.14.1.1 SIGMET information shall be transmitted to aircraft by VOLMET broadcast, by a general call to a group of aircraft, or by directed transmissions to individual aircraft, as determined by the appropriate area control centre according to circumstances, bearing in mind the need to ensure timely receipt of the information by the aircraft and to keep the load of the HF en-route communication channels to a minimum.

3.14.1.2 SIGMET information passed to aircraft shall cover a portion of the route up to two hours flying time ahead of the aircraft.

## 3.15 Air Traffic Services Messages

Regional Supplementary Procedures DOC 7030. PANS Doc 4444 ATM/501.

3.15.1 Filed flight plan messages for flights intending to operate within the Shanwick OCA, at a distance of 60 NM or less from the northern

or southern boundaries of the Shanwick OCA, shall also be addressed to the controlling authority for the adjacent OCA.

### 3.16 Secondary Surveillance Radar (SSR)

Regional Supplementary Procedures DOC 7030.

3.16.1 Operation of transponders

3.16.1.1 Unless otherwise directed by ATC, aircraft equipped with SSR transponders in the NAT region shall operate transponders continuously on Mode A Code 2000 regardless of the direction of flight, except that the last assigned code shall normally be retained for a maximum period of 10 minutes after entry into NAT airspace.

3.16.1.2 For all SSR equipped aircraft with a routeing sequence Reykjavik-Shanwick- Scottish (BIRD-EGGX-EGPX) the last assigned code shall be changed to Mode A 2000 on transfer from Reykjavik and no later than ten minutes after entering Shanwick airspace.

***Note:*** *This procedure does not affect the use of Special Purpose Codes 7500, 7600 and 7700 in cases of unlawful interference, radio failure or emergency.*

3.16.2 Aircraft intending to fly in the SOTA are expected to be equipped with an SSR transponder capable of responding to Mode A interrogations with 4096 codes and Mode C interrogations with Automatic Pressure Altitude Reporting. Aircraft SSR codes will be allocated by Shannon ACC.

3.16.2.1 Exemptions from the SOTA SSR requirements for specific flights may be obtained from the Shannon ACC Supervisor before departure.

### 3.17 Action in the event of Air-Ground Communication Failure

3.17.1 The following procedures are intended to provide general guidance for North Atlantic (NAT) aircraft experiencing a communications failure. These procedures are intended to complement and not supersede State procedures/regulations. It is not possible to provide guidance for all situations associated with a communications failure.

3.17.2 General

3.17.2.1 If so equipped, the pilot of an aircraft experiencing a two way communications failure shall operate the secondary radar transponder on identity Mode A Code 7600 and Mode C.

3.17.2.2 The pilot shall also attempt to contact any ATC facility or another aircraft and inform them of the difficulty and request they relay information to the ATC facility with whom communications are intended.

3.17.3 Communications failure prior to entering NAT oceanic airspace.

3.17.3.1 Due to the potential length of time in oceanic airspace, it is strongly recommended that a pilot experiencing communications failure whilst still in European domestic airspace does not enter the Shanwick Oceanic Control Area but adopts the procedure as specified at ENR 1.1 sub-section 3. However, if the pilot elects to continue, then to allow the ATC organisation to provide adequate separation, adopt either the procedure at paragraphs 3.17.3.2 or 3.17.3.4.

3.17.3.2 If loss of communications is encountered before entering the NAT the pilot should:

- follow the radio communication procedures of the airspace in which the aircraft is operating;
- if the pilot elects to continue the flight, then enter oceanic airspace at the oceanic entry point at the level and speed resulting from the execution of the adjacent airspace radio communications failure (RCF) procedures then;
- follow the procedures in 3.17.4.1 below.

3.17.3.3 If the pilot elects to operate **without** a received and acknowledged oceanic clearance, the pilot shall enter oceanic airspace at the first oceanic entry point level and speed as contained in the filed flight plan and proceed via the filed flight plan route to landfall. That first oceanic level and speed shall be maintained to landfall.

3.17.4 Communications failure after entry to NAT oceanic airspace.

3.17.4.1 If loss of communications is encountered after entering the NAT then:

- The pilot shall maintain the currently cleared route, flight level and speed until reaching the Oceanic Exit Point.
- No route, flight level or speed change shall be made before the Oceanic Exit Point unless a change is deemed necessary by the pilot in command to ensure the safety of the aircraft.
- When being vectored or having been directed by ATC to proceed offset using RNAV without a specified limit, proceed in the most direct manner possible to re-join the current flight plan route no later than the next significant point, taking into consideration the applicable minimum flight altitude.

# ENR 2.2 OTHER REGULATED AIRSPACE (continued)

3.17.5 **Emergency Satellite Voice Calls from Aircraft** (See GEN 3.6, paragraph 6.4).

## 3.18 Minimum Aircraft System Performance Specification (MASPS)

3.18.1 **Application of Minimum Navigation Performance Specification (MNPS) in Shanwick OCA**

3.18.1.1 MNPS applies in that part of the Shanwick Oceanic Control Area from FL 285 to FL 420 inclusive. Aircraft using the NAT High Level Airspace (NAT HLA) shown at ENR 6-62 are required to have a navigation performance capability such that:

a) Pre-PBN navigation:

- The standard deviation of lateral track errors shall be less than 6.3 NM;
- the proportion of total flight time spent by aircraft 30 NM or more off the cleared track shall be less than $5.3 \times 10^{-4}$;
- the proportion of the total flight time spent by aircraft between 50 and 70 NM off the cleared track shall be less than $13 \times 10^{-5}$.

These mathematical standards can be approximated operationally as follows:

- Aircraft must be operated so that lateral deviations from track remain less than 12.6 NM for at least 95 per cent of the time the system is required for navigation;
- the navigation system must demonstrate a continuing capability to keep lateral deviations from cleared track in excess of 30 NM to less than 53 per 100 000 flight hours in the system; and
- keep lateral deviations between 50 and 70 NM from cleared track to less than 13 per 100 000 flight hours in the system.

b) Area Navigation (RNAV) Specifications:

- RNAV 10 (RNP 10) specification shall be applicable to navigation systems used to support a minimum lateral separation of 60 NM between aircraft that the requirements to operate in the NAT HLA provided that a portion of the route of the aircraft is within, above or below NAT HLA. In addition RNAV 10 can support a minimum lateral separation of 50 NM between aircraft operating in the New York Oceanic East FIR.

c) Required Navigation Performance (RNP) Specifications:

- RNP 4 specification shall be applicable to navigation systems used to support minimum lateral separations as in (b) above and is required to support minimum lateral separations of 30 NM between aircraft operating within the control area of the New York Oceanic East FIR.

***Note 1:*** *Aircraft that have been NAT MNPS approved by the State of Registry or the State of the Operator prior to 1 January 2015 shall be permitted to operate in NAT HLA until 30 January 2020. As of 1 January 2015 new NAT MNPS approvals shall not be granted.*

***Note 2:*** *RNAV 10 (RNP 10) and RNP 4 approved aircraft require a NAT HLA MNPS approval to demonstrate compliance with the MNPS established for the NAT HLA.*

***Note 3:*** *Except for the navigational portion the requirements for a NAT HLA MNPS approval are equivalent to the 3 requirements that were associated with granting NAT MNPS approvals.*

3.18.1.2 These mathematical standards can be approximated operationally as follows:

a) Aircraft must be operated so that lateral deviations from track remain less than 12.6 NM for at least 95 per cent of the time the system is required for navigation;
b) the navigation system must demonstrate a continuing capability to keep lateral deviations from cleared track in excess of 30 NM to less than 53 per 100 000 flight hours in the system; and
c) keep lateral deviations between 50 and 70 NM from cleared track, to less than 13 per 100 000 flight hours in the system.

3.18.1.3 In order to ensure that the required navigation standards are being observed within the NAT HLA, a continuous monitoring of the navigation accuracy of aircraft in this airspace takes place using land based radars in Canada, Ireland, France, Iceland and the UK. Where large navigation errors are observed the pilot of the aircraft concerned will be notified by the ATC Unit observing the error. The subsequent investigation to determine the cause of the error will involve the ATC Unit, the operator, and the State of Registry.

3.18.1.4 Lateral separation minima for aircraft operating in the NAT HLA are set out in the Regional Supplementary Procedures, NAT Region (ICAO Doc 7030/5). It is implicit in the concept of MNPS and essential to the application of these quoted separation minima, that all operations in the NAT HLA – be they Public Transport or General Aviation – achieve the highest standards of navigation performance accuracy. Thus all flights within the NAT HLA must have the specific approval of either the State of Registry of the aircraft or the State of Registry of the operator for such operations. UK registered aircraft are approved by the UK CAA in accordance with the Air Navigation Order. Such approvals will encompass all aspects of the expected navigation performance accuracy of the aircraft, navigation equipment carried, installation and maintenance procedures and crew navigation procedures and training.

3.18.1.5 The inherent obligations placed upon crews and operators of UK registered aircraft by the NAT HLA requirements can be summarized as follows:

a) The flight MUST have prior approval for operations in NAT HLA;

# ENR 2.2 OTHER REGULATED AIRSPACE (continued)

b) the approved aircraft minimum navigation installation MUST be serviceable and MUST have been checked for accuracy prior to entry into NAT HLA;
c) whilst in NAT HLA the approved operating procedures MUST be adhered to. Except in emergency, diversions from the ATC cleared track MUST NOT be made without prior approval of the controlling ATC Unit;
d) if subsequent unserviceability reduces the navigational capability below the required minimum for MNPS operations after entry into NAT HLA then the controlling ATC Unit MUST be advised so as to allow for any adjustments of separation from adjacent aircraft;
e) there MUST be a high standard of supervision, monitoring and cross checking of data inserted into automatic navigation system to prevent large errors arising from erroneous waypoint entries;
f) there MUST be a high standard of co-ordination with ATC Units to ensure that misunderstandings over the route to be flown do not occur.

3.18.1.5.1 Westbound flights submitting an 'RCL' to Shanwick to enter North Atlantic High Level Airspace (NAT HLA) may be invited to confirm that they have been approved for operating within NAT HLA by their State of Registry or their State of Operator.

3.18.1.5.2 The submission of a Flight Plan alone does **NOT** constitute NAT HLA operating approval. Pilots/operators unable to provide such confirmation will not be permitted to fly in NAT HLA airspace but will be required to operate outside HLA (below FL 285 or above FL 420). Details of the flight will be passed to the NAT Central Monitoring Agency (CMA) for follow-up action by the relevant State Aviation Authority.

3.18.1.6 **Navigation Equipment for Unrestricted NAT HLA Operations**.

3.18.1.6.1 In order to justify consideration for State approval for future unrestricted operation in the NAT HLA an aircraft will be required to be equipped as follows:

a) **Two** fully serviceable Long Range Navigation Systems (LRNS).
A LRNS may be one of the following:

i. One Inertial Navigation System (INS);
ii. one Global Navigation Satellite System (GNSS); or
iii. one navigation system using the inputs from one or more Inertial Reference System (IRS) or any other sensor system complying with the NAT HLA requirement.

b) each LRNS must be capable of providing to the flight crew with a continuous indication of the aircraft position relative to desired track.
c) it is highly desirable that the navigation system employed for the provision of steering guidance is capable of being coupled to the auto-pilot.

***Note 1:*** *currently the only GPS system fully operational and for which approval material is available is GPS.*

***Note 2:*** *A GPS installation must be approved as follows:*
*If the two required LRNSs are both GPS they must be approved in accordance with the current version of FAA Advisory Circular AC-20—138D Appendix 1. AC-20-138 requires that GPS systems used in Oceanic airspace must have a FDE function. States other than the USA may set their own standards for operational approval of GPS to provide Primary Means of Navigation in Oceanic and remote areas but in all cases these approvals will include the requirement to carry out Pre-Departure Satellite Navigation Prediction Programmes. If, however, GPS serves as only one of the two required LRNSs then it must be approved in accordance with FAA TSO-C129 or later standard as Class A1, A2, B1, B2, C1 or C2 or with equivalent European Aviation Safety Agency (EASA) documentation ETSO-C129a. In this instance individual States vary in their insistence upon the need for the conduct of pre-departure satellite navigation prediction programmes (viz. FDE/RAIM).*

***Note 3:*** *Currently equivalent approval material for GLONASS is not under development but it will need to be available prior to approval of any GLONASS equipped aircraft for NAT HLA operations.*

3.18.1.7 **Provisions for Partial Loss of the full MNPS Navigational Capability**

3.18.1.7.1 In the event of an aircraft **having State approval for un-restricted operation in NAT HLA** suffering partial loss of navigation capability (only one long range navigation system serviceable) prior to entry into Oceanic Airspace, the pilot should either avoid NAT HLA or consider a re-route via Reykjavik OCA.

3.18.1.8 **Special Routes for Aircraft fitted with a Single LRNS**

3.18.1.8.1 Aircraft, **having State approval for operating in NAT HLA,** which are equipped with normal short-range navigation equipment (VOR/DME, ADF) and at least one fully operational Long Range Navigation System (see paragraph 3.18.1.6.1) are considered capable of meeting the MNPS while operating along the following routes:

***Note:*** *T9 and T290 have continuous VHF coverage at FL 300 and above.*

| Via | Route Options |
|---|---|
| T9 | LASNO - BEGAS (VHF, HF and ADS-B required) |
| T290 | ADVAT - GELPO (VHF, HF and ADS-B required) |

# ENR 2.2 OTHER REGULATED AIRSPACE (continued)

3.18.2 **Application of Reduced Vertical Separation Minima (RVSM) in Shanwick OCA**

3.18.2.1 RVSM applies in the MNPS Area of the Shanwick Oceanic Control Area from FL 290 to FL 410 inclusive. Aircraft using this area are required to have a height keeping performance capability as defined in the appropriate ICAO Documents/JAA Temporary Guidance Leaflet.

3.18.2.2 In order to ensure that the overall standard of required height keeping is being achieved within RVSM airspace a technical height keeping monitoring program has been established in accordance with ICAO guidance.

3.18.2.3 In order to ensure that the required altimetry standards are being observed within RVSM airspace, a technical height keeping monitoring programme has been initiated.

3.18.2.3.1 For the task of monitoring technical height keeping accuracy, a hybrid system comprising of a Height Monitoring Unit (HMU) and GPS Monitoring Systems (GMS) is employed. The HMU element consists of an unmanned ground-based HMU near Strumble (United Kingdom).

3.18.2.3.2 The GMS consists of air portable Global Positioning System Monitoring Units (GMUs), GPS reference stations, access to Mode C and MET information, post-flight processing facilities and logistic support.

3.18.2.4 It is implicit in the concept of RVSM airspace and essential to the application of this quoted vertical separation minimum, that all operations in the NAT High Level Airspace/RVSM airspace - be they Public Transport or General Aviation - achieve the highest standards of navigation performance accuracy. Thus all flights within the NAT High Level Airspace must have the specific approval of either the State of Registry of the aircraft, or the State of Registry of the Operator, for such operations. UK Registered aircraft are approved by the UK CAA in accordance with the Air Navigation Order. Such approvals will encompass all aspects of the expected height keeping performance accuracy of the aircraft; altitude measuring equipment carried; installation and maintenance procedures and crew navigation procedures and training.

3.18.2.4.1 The inherent obligations placed upon crews and operators of UK registered aircraft by the NAT RVSM airspace requirements can be summarized as follows:

a) The flight **MUST** have prior approval for operations in NAT RVSM airspace;
b) the approved aircraft minimum altitude measuring installation **MUST** be serviceable and **MUST** have been checked for accuracy prior to entry into RVSM airspace;
c) whilst in RVSM airspace the approved operating procedures **MUST** be adhered to. Except in emergency, diversions from the ATC cleared Flight level **MUST NOT** be made without prior approval of the controlling ATC Unit;
d) if subsequent unserviceability reduces the altitude measuring capability below the required minimum for RVSM operations after entry into RVSM airspace then the controlling ATC Unit **MUST** be advised so as to allow for any adjustments of separation from adjacent aircraft;
e) there **MUST** be a high standard of supervision, monitoring and cross checking of altimeters to prevent a large discrepancy from the cleared flight level (less than 300 FT);
f) an automatic Altitude Keeping Device (AKD) should be operative and engaged during level cruise, except when circumstances such as the need to re-trim the aircraft or the onset of turbulence, require disengagement. In any event, adherence to cruise altitude should be accomplished by reference to one of the two primary altimeters;
g) there **MUST** be a high standard of co-ordination with ATC Units to ensure that misunderstandings over the cleared flight level do not occur.

3.18.2.5 Westbound flights submitting an 'RCL' to Shanwick to enter North Atlantic (NAT) Reduced Vertical Separation Minima (RVSM) airspace may be invited to confirm that they have been approved for operating within RVSM airspace by their State of Registry or their State of Operator.

3.18.2.5.1 The submission of a Flight Plan alone does **NOT** constitute NAT RVSM operating approval. Pilots/Operators unable to provide such confirmation will not be permitted to enter NAT RVSM airspace and will be issued an Oceanic approval to operate outside RVSM airspace (below FL 290 or above FL 410). Details of the flight will be passed to the NAT Central Monitoring Agency (CMA) for follow-up action by the relevant State Aviation Authority.

3.18.2.6 **Altitude Measuring Equipment or Features for Unrestricted RVSM airspace Operations**

3.18.2.6.1 In order to justify consideration for State approval for future unrestricted operation in the RVSM airspace, an aircraft will be required to be equipped as follows:

a) at least two primary altitude measurement systems meeting the MASPS requirements;
b) a static source error correction (SSEC)/position error correction (PEC) must be applied automatically;
c) an altitude deviation warning system that shall alert when the altitude displayed to the flight crew deviates from selected altitude by more than a nominal value. This nominal value shall not be greater than 300 FT. For aircraft whose application for type certification was made after 1 January 1997, the nominal value should not be greater than 200 FT. The overall equipment tolerance in implementing this nominal value shall not exceed 50 FT; and
d) an automatic altitude-alerting device which is required to be capable of controlling altitude within +/- 65 FT of the selected altitude, when the aircraft is operated in straight and level flight, under non-turbulent, non-gust conditions.

## ENR 2.2 OTHER REGULATED AIRSPACE (continued)

3.18.2.7 Suspension of RVSM due to actual or forecast Turbulence

3.18.2.7.1 On receipt of information indicating actual or forecast Turbulence, ATC should take the following action:

a) if possible, establish increased vertical, longitudinal or lateral separation; or
b) suspend RVSM operations in the affected area.

3.18.3 In order to assist operators and crews to achieve the required standard of navigation and height keeping accuracy two documents have been published:

a) Guidance and Information Material concerning Air Navigation in the NAT Region, including RVSM, is produced by and available from the ICAO Paris Office. The material in this Document deals primarily with planning and management of operations in the NAT Region and is mainly addressed to States and Operators;
b) The North Atlantic Operations and Airspace Manual. This manual has been developed specifically for use by pilots intending to operate in the NAT HLA. This manual is available for download from the EUR/NAT Regional Office section of the ICAO website www.icao.int.

3.18.4 Operators of UK registered aircraft intending to fly in NAT High Level Airspace can obtain further information on the measures necessary to gain CAA approval from the following:

Equipment and Installation Approvals:

The Chief Surveyor,

Post: CAA Safety Regulation Group, Aviation House, South Area, London Gatwick Airport, West Sussex RH6 0YR.
Phone: +44-(0)1293-573362;

Operational Approvals:

Post: Civil Aviation Authority, Flight Operations Department (Attn: Flight Operations Policy), Aviation House, 1W, South Area, London Gatwick Airport, West Sussex RH6 0YR.
Phone: +44-(0)1293-573521
Fax: +44-(0)1293-573991;

Further Information on other aspects of MNPS/RVSM Operations (including height-monitoring requirements):

Post: North Atlantic Central Monitoring Agency, c/o NATS Limited, Room G41, Atlantic House, Fresson Avenue, Prestwick, Ayrshire, KA9 2GX.
Phone: +44-(0)1292-692412 HMU Status (recorded message)
+44-(0)1292-692760
Fax: +44-(0)1292-692754
Email: natcma@nats.co.uk

### 3.19 Routes Between Northern Europe and Spain/Canaries/Lisbon FIRs

3.19.1 Operators are recommended to Flight Plan using routes T9, T13, T16, T213 and T290 as published in ENR 3.3 Other Routes.

3.19.2 For fuel planning purposes, operators should note that optimum cruising levels may not be available on T9, T13, T16, T213 and T290.

***Note:*** *Operators should not file using the route designator T13, T16, T213, and should file full route coordinates for these routes.*

### 3.20 Alerting and Search and Rescue Services

(See GEN 3.6 of the UK AIP).

### 3.21 Procedures — Westbound

a) Westbound flights are advised to flight plan the routes through UK Airspace that are offered by the Standard Routes Document published on the AIS CD-ROM.
b) Westbound flights departing from UK airports that are not listed are to flight plan via the published UK Upper ATS route structure.
c) For the UK Upper ATS Routes for the Westbound North Atlantic Flow refer to the Standard Routes Document published on the AIS CD-ROM.

### 3.22 Procedures - In the Event of Shanwick Oceanic Area Control Centre Evacuation

3.22.1 Scottish and Oceanic Area Control Centre includes both Scottish Radar and Shanwick Oceanic Control. Should Shanwick OAC be evacuated the potential would exist for a major disruption to Air Traffic Control (ATC) within the Shanwick OCA and Scottish

# ENR 2.2 OTHER REGULATED AIRSPACE (continued)

Radar units. The HF radio communications for the Shanwick Oceanic Centre are remotely located, so will not be affected.

3.22.2 In the event that Shanwick OAC is evacuated, Gander Oceanic will assume responsibility for the provision of Air Traffic Services (ATS) within the Shanwick OCA to the best of their ability.

3.22.3 As soon as possible after evacuation a contingency message will be sent to the operators and agencies that receive the NAT track message. A NOTAM shall also be issued. Recipients of both messages shall advise the affected traffic.

3.22.4 On receipt of the contingency message pilots are requested to broadcast to other flights on 121.500 and 123.450 MHz. A listening watch on these frequencies must be maintained.

3.22.5 HF congestion is likely. Communications should be kept to a necessary minimum. Unnecessary route changes will not be issued.

3.22.6 The procedures outlined below are to be used as guidance for pilots in the immediate aftermath of a sudden withdrawal of the ATC service as described above.

3.22.7 **Procedures - Westbound Flights**

3.22.7.1 Due to the uncertainty surrounding the contingency situation pilots are strongly advised to re-route around the Shanwick OCA or to land at an appropriate aerodrome.

3.22.7.2 **Westbound Flights within Scottish FIR**

3.22.7.2.1 If Scottish radar is subject to evacuation also, pilots of flights operating within the Scottish FIR may elect to continue, the flight must be operated in accordance with the last submitted and acknowledged 'RCL' from eastern boundary until last specified route point, normally landfall.

3.22.7.2.2 Whilst operating within the Scottish FIR all flights are requested to make position reports on the last assigned frequency, stating position, level and next fix.

3.22.7.2.3 Flights may also elect to contact Scottish FIR aerodromes for assistance.

3.22.7.2.4 The following communications procedures have been developed in accordance with the Traffic Information Broadcast by Aircraft (TIBA) procedures recommended by ICAO (Annex 11 - Air Traffic Services, Attachment C).

At least 3 minutes prior to the commencement of a climb or descent the flight should broadcast on the last assigned frequency, 121.500, 243.000 and 123.450 MHz the following:

ALL STATIONS
(callsign)
(direction)
DIRECT FROM (landfall fix) TO (Oceanic entry point)
LEAVING FLIGHT LEVEL (number) FOR FLIGHT LEVEL (number) AT (distance)(direction) FROM (Oceanic entry point) AT (time)

When the level change begins, the flight should make the following broadcast:

ALL STATIONS
(callsign)
(direction)
DIRECTION FROM (landfall fix) TO (Oceanic entry point)
LEAVING FLIGHT LEVEL (number) NOW FOR FLIGHT LEVEL (number)

When level, the flight should make the following broadcast:

ALL STATIONS
(callsign)
MAINTAINING FLIGHT LEVEL (number)

3.22.7.3 **Westbound Flights within the Shanwick Oceanic Control Area**

3.22.7.3.1 Gander Oceanic shall endeavor to provide an ATC service throughout the Shanwick OCA as soon as evacuation commences.

3.22.7.3.2 All flights should establish communication with the next agency at the earliest opportunity stating current position, cleared flight level, next position and estimate, and subsequent position. This also applies to flights using automated position reports (ADS/FMC) because those reports may not have been received by the next agency.

3.22.7.3.3 When ADS equipped flights are notified of a Shanwick evacuation they must revert to voice position reporting until clear of Shanwick OCA, or notified otherwise. Pilots should note that they may be asked to log-on to CYQX when within the Shanwick OCA.

## ENR 2.2 OTHER REGULATED AIRSPACE (continued)

They should not initiate this action until instructed to do so.

3.22.7.3.4 Any flights involved in level changes should complete the manoeuvre as soon as possible in accordance with the clearance.

3.22.7.3.5 If unable to establish radio contact, flights may use SATCOM voice or satellite telephone to provide position reports.

3.22.7.3.6 Flights may request their flight dispatch offices to forward position reports, if sending position reports to multiple ATS Units or if otherwise unable to forward position reports.

3.22.8 **Procedures for Eastbound Flights within the Shanwick Oceanic Control Area**

3.22.8.1 Gander Oceanic shall endeavour to provide an ATC service throughout the Shanwick OCA as soon as evacuation commences.

3.22.8.2 Flights operating with a received and acknowledged Oceanic Clearance will be expected to continue in accordance with the last clearance issued unless otherwise advised by ATC.

3.22.8.3 When ADS equipped flights are notified of a Shanwick evacuation they must revert to voice position reporting until clear of Shanwick OCA, or notified otherwise. Pilots should note that they may be asked to log-on to CYQX when within the Shanwick OCA. They should not initiate this action until instructed to do so.

3.22.8.4 Any flights involved in level changes should complete the manoeuvre as soon as possible in accordance with the clearance.

3.22.8.5 If unable to establish radio contact, flights may use SATCOM voice or satellite telephone to provide position reports.

3.22.8.6 Flights making automatic position reports are required to make voice position reports whilst within the Shanwick OCA, unless advised otherwise.

3.22.8.7 Communications with the next ATSU should be established at the earliest opportunity. Where no contact can be established, Shanwick Radio should be contacted on HF for advice.

3.22.8.8 **Procedures for Eastbound Flights entering the Scottish FIR**

3.22.8.8.1 Unless instructed otherwise, flights entering the Scottish FIR should use the following contingency routes:

a) RATSU DCT GUNPA contact Reykjavik Oceanic Control - 125.500 MHz;
b) LUSEN DCT ELKOG DCT ORVIK contact Polaris Control - 135.675 MHz;
c) ATSIX DCT AKIVO DCT KLONN contact Polaris Control - 136.275 MHz;
d) ORTAV DCT ODPEX DCT ELSAN contact Copenhagen Control - 134.680 MHz;
e) BALIX DCT NINEX DCT ASKAM contact Maastricht Control - 132.085 MHz;
f) ADODO DCT AMTAP DCT ROKAN DCT TOPPA contact Maastricht Control - 132.085 MHz;
g) ERAKA DCT ETSOM DCT ERKIT contact London Control - 128.130 MHz;
h) ETILO DCT EVNAL DCT DCS DCT LAKEY contact London Control - 132.860 MHz;
i) GOMUP DCT GINGA DCT SOSIM contact London Control - 135.580 MHz.

3.22.8.8.2 Flights operating close to the Reykjavik or Shannon northern boundaries should, where possible, establish communications with those units in order to negotiate a re-route to avoid the Scottish FIR.

3.22.9 **Procedures for Flights Flight Planned to enter Shanwick OCA from other Oceanic Centres**

3.22.9.1 Flights within Reykjavik or Santa Maria Oceanic airspace, can anticipate a large re-route to avoid the Shanwick OCA and Scottish FIR. Reykjavik and Santa Maria will issue advice on procedures to be followed.

### 3.23 Enquiries and Comments

3.23.1 Enquiries and comments about ATS procedures applicable to the Shanwick OCA should be addressed to:

Manager PC Procedures and Development,

Post: Room F-059, NATS Prestwick, Prestwick Centre, Fresson Avenue, Prestwick, Ayrshire, KA9 2GX.

3.23.2 Advice on day-to-day operations is available from Shanwick Oceanic Watch Manager Prestwick.

Phone: 01294-655300.

### 3.24 Format of NAT Company Preferred Routing Messages (CPR PRM)

**Westbound:**

(PRIORITY) (DESTINATION ADDRESS)
(DATE TIME OF ORIGIN) (ORIGIN ADDRESS)

(MESSAGE TYPE) — (COMPANY) — (WESTBOUND) — (YYMMDD AT 30W)
(DEP / DEST) (FIRST UK POINT) (ANCHOR POINT) (OCA RPS) (LANDFALL)
(INLAND FIX) (NUMBER OF FLIGHTS (01 — 99))

***Note:*** *If there is no INLAND FIX then the latitude at 80W is to be used.*

**Example:**

FF EGGXZOZX EGTTZDZX CZQXZQZX CZQMZQZX CZULZQZX CYHQZDZX BIRDZQZX LPPOZOZX KZNYZRZX KCFCZDZX
111824 LSZHSWRW
PRM — SWR — W — 930212 —
LSZH / KJFK BNE BEL 55/10 56/20 57/30 55/40 53/50 YAY TOPPS 02
LSZH / KIAD BNE BURAK 53/15 53/20 52/30 51/40 50/50 YQX TUSKY 01

**Eastbound:**

(PRIORITY) (DESTINATION ADDRESS)
(DATE TIME OF ORIGIN) (ORIGIN ADDRESS)
(MESSAGE TYPE) — (COMPANY) — (EASTBOUND) — (YYMMDD AT 30W)
(DEP / DEST) (INLAND FIX) (ANCHOR POINT) (OCA RPS) (LANDFALL)
(LAST UK POINT) (NUMBER OF FLIGHTS (01 — 99))

***Note:*** *If there is no INLAND FIX then the latitude at 80W is to be used.*

**Example:**

FF EGGXZOZX EGTTZDZX CZQXZQZX CZQMZQZX CZULZQZX CYHQZDZX BIRDZQZX LPPOZOZX KZNYZRZX KCFCZDZX
120936 EHAMKLMW
PRM — KLM — E — 930213 —
KJFK / EHAM TOPPS YAY 53/50 53/40 54/30 54/20 54/15 BABAN LAMSO 03
CYMX / EHAM YML FOXXE 57/50 58/40 58/30 57/20 56/10 MAC LAMSO 01

## 3.25 Format of NAT Company Preferred Route Flight Plan day minus 1 (CPR FPL-1)

3.25.1 The Company Preferred Route Flight Plan day minus 1 (FPL-1) format utilises the standard ICAO flight plan (FPL) format and a predetermined Company Preferred Route Identifier (CPR_ID).

3.25.2 Upon receipt of a flight plan at a dedicated AFTN address (EGGXGATT) the Shanwick Automated Track Tool (ATT) system extracts the Oceanic Route portion from the Company Preferred Route Flight Plan day minus 1 (FPL-1), and correlates this with airline scheduled data which corresponds to the Company Preferred Route Identifier (CPR_ID). This provides Shanwick with both route and traffic loading information accordingly.

3.25.3 The Callsign field of the Company Preferred Route Flight Plan day minus 1 (FPL-1) is utilised to indicate the Company Preferred Route Identifier (CPR_ID). The CPR_ID is a unique designator which must be pre-configured with Shanwick to indicate the departure point and destination pairing.

3.25.4 The preferred route is detailed in the Company Preferred Route (FPL-1) as per a normal flight plan. The Date of Flight (DOF field) in field 18 shall indicate the flight is for the next day's OTS Design.

Examples:

The CPR_ID is a seven character code defined as follows:

| | | |
|---|---|---|
| Airline ICAO Code | British Airways: | **BAW** |
| **P**referred Route Indicator | P (does not change) | **P** |
| **W**estbound | W | **W** |
| Company Preferred Route ID Number (00-99) | Correlates to set departure/destination | **01** |
| **The resulting CPR_ID in this example is BAWPW01** | | |

**Example 1 –** ***(Indicating CPR_ID 01 for British Airways)***

CPR (FPL-1) sent to EGGXGATT on the 04/08/2016 for a Westbound OTS Design for the 05/08/2016.

(FPL-**BAWPW01**-IS
-B772/H-SDE1E3FGHIJ3J5J6M1M2RWXYZ/LB1D1
-EGLL1030
-N0487F340 CPT3G CPT Q63 KENET UL9 STU/N0490F360 UL9 SLANY DCT DINIM/M083F360 DCT 50N020W 45N030W 38N040W/M083F380 35N045W 31N050W 20N060W DCT ANU DCT
-TAPA0752
-PBN/A1B1D1O1S2 NAV/RNVD1E2A1 SUR/TCAS DOF/160805 REG/BA777 EET/EISN0032 EGGX0119 50N020W0146

## ENR 2.2 OTHER REGULATED AIRSPACE (continued)

LPPO0253 KZWY0412 35N045W0452 31N050W0536 20N060W0723 TTZP0743 CODE/4007F9 OPR/BAW RVR/075 RMK/ TCAS)

**Example 2 –** ***(Indicating CPR_ID 23 for British Airways)***

CPR (FPL-1) sent to EGGXGATT on the 04/08/2016 for a Westbound OTS Design for the 05/08/2016.

(FPL-**BAWPW23**-IS
-B744/H-SDE1E3FGHIJ3J5J6M1M2RWXYZ/LB1D1
-EGLL1030
-N0490F300 CPT5J CPT Q63 KENET N14 UGNUS UN14 BAKUR DCT KORAK DCT CON DCT REVNU/M082F300 DCT SUNOT/M082F300 DCT 59N020W/M082F320 61N030W/M082F340 61N040W/M082F360 DCT NA DCT 61N050W DCT RADUN N822A PEPKI/N0481F360 N822A LOPVI DCT 58N070W
5430N08000W/N0483F380 4930N09000W DCT KP12G/N0489F400 DCT KP84A DCT KD66U DCT EKR J100 BCE GRNPA1
-KLAS0952
-PBN/A1B1D1O1S2 NAV/RNVD1E2A1 SUR/TCAS DOF/160805 REG/BA744 EET/EISN0030 EGGX0056 SUNOT0122 59N020W0146 CZQX0226 61N040W0303 BGGL0307 NA0324 61N050W0342 CZQX0350 RADUN0413 CZUL0427 CZWG0552 KZMP0704 KZDV0807 KZLC0913 KZLA0933 CODE/4006B2 OPR/BAW RVR/075 RMK/NRP TCAS)

3.25.5 **Initial Configuration and Setup for Company Preferred Route Messages FPL-1 Format**

3.25.5.1 Operators who would like to send Company Preferred Route messages via FPL-1 format are required to register by email at CPR@nats.co.uk. Registration is required so that configuration elements are completed prior to message sending.

3.25.5.2 During registration Company Preferred Identifiers (CPR_IDs) will be determined for each scheduled departure point and destination pairing to be flown by the airline and a start date will be provided by the Shanwick.

**Example of CPR_ID TABLE**

| ICAO AL | IATA AL | Carrier1Name | Market Pair (Airport) | Dep Airport | Arr Airport | Unique Market Pair (Route) Name (CPR_ID) |
|---|---|---|---|---|---|---|
| BAW | BA | British Airways | ANU-LGW | LGW | ANU | BAWPW01 |
| BAW | BA | British Airways | ATL-LHR | LHR | ATL | BAWPW02 |
| BAW | BA | British Airways | AUS-LHR | LHR | AUS | BAWPW03 |
| BAW | BA | British Airways | BDA-LGW | LGW | BDA | BAWPW04 |
| BAW | BA | British Airways | BGI-LGW | LGW | BGI | BAWPW05 |

### 3.26 DESTINATION ADDRESS CODE:

**PRM format:**

EGGXZOZX — Shanwick
EGTTZDZX — London FMU
BIRDZQZX — Reykjavik
KCFCZDZX — FAA Central Flow
CZQXZQZX — Gander
CZQMZQZX — Moncton
LPPOZOZX — Santa Maria
CZULZQZX — Montreal
CYHQZDZX — TCA ARU
KZNYZRZX — New York

**FPL-1** **format:**
EGGXGATT — Shanwick

***Note:*** *Shanwick can receive Company Preferred Route data in both PRM or FPL-1 formats at EGGXGATT. The AFTN address EGGXZOZX is only available for Company Preferred Route data in PRM format.*

## 4 En-Route Transponder Mandatory Zones

| Designation and Lateral Limits | Vertical Limits and Classification | Controlling Authority |
|---|---|---|
| Burbo Bank TMZ (Area A)<br><br>533215N 0031146W – 533213N 0031406W – 532916N 0030709W – 533215N 0031146W. | 3500 FT<br>———<br><br>SFC<br>(Class G) | Warton APP (129.530 MHz) between Mon-Thu 0730-1900 (0630-1800), Fri 0730-1700 (0630-1600). |

# ENR 2.2 OTHER REGULATED AIRSPACE (continued)

| Designation and Lateral Limits | Vertical Limits and Classification | Controlling Authority |
|---|---|---|
| Burbo Bank TMZ (Area B)<br><br>533213N 0031406W – 532916N 0030709W – 532704N 0030737W – 532550N 0031030W – 532550N 0031939W – 532631N 0032055W – 533213N 0031406W. | 2000 FT<br>———<br>SFC<br>(Class G) | Warton APP (129.530 MHz) between Mon-Thu 0730-1900 (0630-1800), Fri 0730-1700 (0630-1600). |
| Burbo Bank TMZ (Area C)<br><br>533211N 0032449W – 533213N 0031406W – 532631N 0032055W – 532938N 0032640W – 533211N 0032449W. | FL 45<br>———<br>SFC<br>(Class G) | Warton APP (129.530 MHz) between Mon-Thu 0730-1900 (0630-1800), Fri 0730-1700 (0630-1600). |
| ***Note:*** *See also ENR 6-28. For aircraft equipped with and operating secondary surveillance radar equipment, as defined in GEN 1.5 paragraph 5.3, access to the Burbo Bank TMZ is not subject to ATC approval. Access to the Burbo Bank TMZ without serviceable transponder equipment, as defined in GEN 1.5 paragraph 5.3, is subject to specific approval of the Controlling Authority.* | | |

| Designation and Lateral Limits | Vertical Limits and Classification | Controlling Authority |
|---|---|---|
| Greater Wash TMZ - the area bounded by:<br><br>533420.44N 0005239.24E - 531700.01N 0013011.23E - 531206.6N 0012951.44E - 530328.42N 0011342.33E - 530531.14N 0010510.48E - 531353.77N 0004450.58E - 531727.25N 0004132.09E - 532923.10N 0003801.81E - 533333.56N 0004031.16E - 533420.44N 0005239.24E. | FL 100<br>———<br>SFC<br>(Class G) | Anglia Radar (125.275 MHz (backup 128.925 MHz)) - from surface up to and including FL 65, between 0630-2200 (0530-2100).<br><br>Swanwick Military (133.325 MHz) - above FL 65 to FL 100, H24. Additionally from surface up to and including FL 65 between 2200-0630 (2100-0530). |
| ***Note:*** *For aircraft equipped with and operating secondary surveillance radar equipment, as defined in GEN 1.5 paragraph 5.3, access to the Greater Wash TMZ is not subject to ATC approval. Access to the Greater Wash TMZ without serviceable transponder equipment, as defined in GEN 1.5 paragraph 5.3, is subject to specific approval of the Controlling Authority.* | | |

| Designation and Lateral Limits | Vertical Limits and Classification | Controlling Authority |
|---|---|---|
| Humber Gateway TMZ - the area bounded by:<br><br>535410N 0001037E - 534902N 0001650E - 534153N 0002245E - 533714N 0002412E - 533258N 0001703E thence in an anti-clockwise direction by an arc of a circle radius 5 NM centred on 532830N 0001315E to 533330N 0001305E - 533902N 0001056E - 534919N 0000046W - 535410N 0001037E. | FL 100<br>———<br>SFC<br>(Class G) | Anglia Radar (128.925 MHz (backup 125.275 MHz)) - from surface up to and including FL 65, between 0630-2200 (0530-2100).<br><br>Swanwick Military (135.075 MHz) - above FL 65 to FL 100, H24. Additionally from surface up to and including FL 65 between 2200-0630 (2100-0530). |
| ***Note:*** *For aircraft equipped with and operating secondary surveillance radar equipment, as defined in GEN 1.5 paragraph 5.3, access to the Humber Gateway TMZ is not subject to ATC approval. Access to the Humber Gateway TMZ without serviceable transponder equipment, as defined in GEN 1.5 paragraph 5.3, is subject to specific approval of the Controlling Authority.* | | |

| Designation and Lateral Limits | Vertical Limits and Classification | Controlling Authority |
|---|---|---|
| London Array (Area A)<br><br>513906N 0012459E - 514036N 0012507E - 514305N 0012824E - 514304N 0013112E - 514050N 0013459E - 513722N 0013646E - 513341N 0013627E - 513306N 0013414E - 513325N 0012642E - 513516N 0012327E - 513552N 0012310E - 513906N 0012459E. | FL 65<br>———<br>SFC<br>(Class G) | Southend Radar<br>130.780 MHz |
| London Array (Area B)<br><br>513906N 0012459E - 513552N 0012310E - 513814N 0012201E - 514036N 0012507E - 513906N 0012459E. | 5500 FT<br>———<br>SFC<br>(Class G) | Southend Radar<br>130.780 MHz |
| ***Note 1:*** *Providing aircraft have and operate secondary surveillance radar equipment, as defined in GEN 1.5 paragraph 5.3, access to the London Array TMZ is not subject to ATC approval.*<br>***Note 2:*** *The pilot of an aircraft that wishes to operate in the London Array TMZ without serviceable transponder equipment as defined in GEN 1-5 paragraph 5.3 may be granted access to the TMZ subject to specific ATC approval. This approval may be obtained from Southend Radar/Approach on frequency 130.780 MHz.* | | |

# ENR 2.2 OTHER REGULATED AIRSPACE (continued)

| Designation and Lateral Limits | Vertical Limits and Classification | Controlling Authority |
|---|---|---|
| Moray Firth TMZ - the area bounded by:<br><br>582151.1871N 0025310.7227W -<br>582116.1994N 0024224.5231W -<br>581352.7801N 0023029.6207W -<br>580642.1273N 0023023.4770W -<br>575720.6905N 0031638.5461W -<br>580312.9113N 0031651.1155W -<br>580801.6231N 0031039.1423W -<br>581152.8636N 0030449.3381W -<br>581434.3990N 0030233.8130W -<br>581936.1622N 0025802.6109W -<br>582151.1871N 0025310.7227W. | FL 100<br>_____<br><br>SFC<br>(Class E & G) | Lossie Departures (119.575 MHz), H24 from surface up to and including FL 100.<br>Class E approval for VFR transits only. |
| ***Note:*** *For aircraft equipped with and operating secondary surveillance radar equipment, as defined in GEN 1-5 paragraph 5.3, access to the Moray Firth TMZ is not subject to ATC approval. Access to the Moray Firth TMZ without serviceable transponder equipment, as defined in GEN 1-5 paragraph 5.3, is subject to specific approval of the Controlling Authority.*<br>*The TMZ incorporates parts of Y904 (Class E) and EGD809S; the more stringent relevant airspace classification regulations apply.* | | |

| Designation and Lateral Limits | Vertical Limits and Classification | Controlling Authority |
|---|---|---|
| Neart na Gaoithe TMZ - the area bounded by:<br><br>562136.64N 0021426.73W-<br>561532.40N 0020809.60W-<br>561228.80N 0020722.80W-<br>561228.80N 0021619.20W-<br>561549.59N 0022003.29W-<br>561725.83N 0022013.94W-<br>562009.60N 0021825.20W-<br>562136.64N 0021426.73W. | FL 100<br>_____<br><br>SFC<br>(Class G) | The Controlling Authority is Leuchars.<br><br>The TMZ is active during the hours of Leuchars LARS provision ((P) 126.505,(S) 123.300 MHz, (U) 292.350 MHz) Mon-Fri 0900-1700 (0800-1600) and other times by NOTAM.<br>Outside of these hours non-transponding aircraft should attempt contact with Leuchars on the published LARS frequencies and pilots are recommended to maintain a listening watch on the Leuchars LARS frequency until exiting. |
| ***Note:*** *For aircraft equipped with and operating secondary surveillance radar equipment, as defined in GEN 1.5 paragraph 5.3, access to the Neart na Gaoithe TMZ is not subject to ATC approval. Access to the Neart na Gaoithe TMZ without serviceable transponder equipment, as defined in GEN 1.5 paragraph 5.3, is subject to specific approval of the Controlling Authority.* | | |

| Designation and Lateral Limits | Vertical Limits and Classification | Controlling Authority |
|---|---|---|
| Seagreen TMZ (Phase 1) - the area bounded by:<br><br>562848.316N 0015621.635W -<br>562856.706N 0015742.338W -<br>562919.903N 0015849.297W -<br>562953.266N 0015935.362W -<br>563026.418N 0015955.875W -<br>563100.251N 0015959.339W -<br>564040.162N 0015951.322W -<br>564116.339N 0015940.636W -<br>564144.708N 0015915.968W -<br>564214.164N 0015826.478W -<br>564232.981N 0015722.075W -<br>564239.062N 0015613.168W -<br>564235.348N 0013542.561W -<br>564222.592N 0013428.108W -<br>564158.290N 0013326.897W -<br>564124.944N 0013212.864W -<br>564052.426N 0013126.112W -<br>563235.237N 0012554.843W -<br>563155.589N 0012541.776W -<br>563107.564N 0012558.881W -<br>563024.930N 0012653.949W -<br>563001.552N 0012804.526W -<br>562953.254N 0012938.623W -<br>562848.316N 0015621.635W. | FL 100<br>_____<br><br>SFC<br>(Class D & G) | No Controlling Authority.<br><br>Contact Scottish FIS (119.875 MHz) H24 from SFC up to and including FL 55 for flight information.<br><br>Flights transiting P18 when active between waypoints UPGET and OKPAL should contact Scottish Control (124.500 MHz). |
| ***Note:*** *For aircraft equipped with and operating SSR equipment, as defined in GEN 1-5 paragraph 5.3, access to the Seagreen TMZ (Phase 1) is not subject to ATC approval. The TMZ incorporates parts of P18 (Class D) and EGD613C; within these areas the more stringent relevant airspace classification regulations apply.* | | |

# ENR 2.2 OTHER REGULATED AIRSPACE (continued)

| Designation and Lateral Limits | Vertical Limits and Classification | Controlling Authority |
|---|---|---|
| Walney TMZ<br><br>540745.1N 0033800.0W -<br>535910.5N 0032140.2W -<br>535529.17N 0032639.34W -<br>540636.13N 0035541.49W -<br>540823.51N 0035539.10W -<br>540804.0N 0035336.0W -<br>541049.0N 0034630.0W thence anti-clockwise by the arc of a circle radius 15 NM centred on 541900.0N 0032505.0W to<br>540634.0N 0033920W -<br>540745.1N 0033800.0W. | FL 100<br>———<br>SFC<br>(Class G) | Warton APP (129.530 MHz) between Mon-Thu 0730-1900 (0630-1800), Fri 0730-1700 (0630-1600). |
| ***Note:*** *See also ENR 6-28. For aircraft equipped with and operating secondary surveillance radar equipment, as defined in GEN 1.5 paragraph 5.3, access to the Walney TMZ is not subject to ATC approval. Access to the Walney TMZ without serviceable transponder equipment, as defined in GEN 1.5 paragraph 5.3, is subject to specific approval of the Controlling Authority.* | | |

## 5 En-Route Radio Mandatory Zones

| Designation and Lateral Limits | Vertical Limits and Classification | Controlling Authority |
|---|---|---|
| Ekofisk RMZ<br><br>563540N 0023642E -<br>564217.13N 0025020.57E thence clockwise by the arc of a circle radius 5 NM centred on 563832N 0025619E (Albuskjell A) to<br>564331.37N 0025620.42E -<br>564328.36N 0031935.09E thence clockwise by the arc of a circle radius 5 NM centred on 563829N 0031932E (Tor) to 563931.88N 0032823.33E -<br>561207.00N 0033843.00E (DANOR) -<br>560510N 0031455E -<br>563540N 0023642E. | 1500 FT<br>———<br>SFC | Ekofisk HFIS 130.550 MHz |

# ENR 2.2 OTHER REGULATED AIRSPACE (continued)

## 6 UK Free Route Airspace - Non-standard Planning Zone (NPZ)

| Identification and Name<br>Lateral Limits | Upper Limit<br>Lower Limit | Purpose |
|---|---|---|
| EGNPZ1 GOMUP<br>570000N 0100000W following the line of latitude to - 570000N 0095810.29W - 564500N 0095811.02W following the line of latitude to - 564500N 0100000W - 570000N 0100000W | Upper Limit: FL 660<br>Lower Limit: FL 255 | To prevent traffic from filling a flight plan across the NOTA/Scottish UIR boundary and conflicting with traffic entering or leaving Shanwick Oceanic airspace via GOMUP. Shall not prevent use of GOMUP as an Entry and Exit from FRA. |
| EGNPZ2 GUNPA<br>604500N 0000000E following the line of latitude to - 604500N 0000202.26W - 610000N 0000203.22W following the line of latitude to - 610000N 0000000E - 604500N 0000000E | Upper Limit: FL 660<br>Lower Limit: FL 255 | To prevent traffic from filling a flight plan across the Polaris/Scottish UIR boundary and conflicting with traffic entering or leaving Reykjavik Oceanic airspace via GUNPA. Shall not prevent use of GUNPA as a crossing point between Polaris and Reykjavik UIRs. |
| EGNPZ3 WEST NPZ 3<br>515232.28N 0024010.91W - 524354.41N 0024121.20W - 524443.68N 0024250.72W - 515252.89N 0024426.80W - 502125.60N 0030449.43W - 501945.78N 0030057.03W - 515232.28N 0024010.91W | Upper Limit: FL 660<br>Lower Limit: FL 245 | To segregate and manage complex traffic flows at the flight planning stage. |
| EGNPZ4 WEST NPZ 4<br>525400.43N 0025127.56W - 525357.04N 0025033.17W - 515258.18N 0025249.02W - 503149.80N 0030806.14W - 504155.35N 0031128.89W - 515254.95N 0025712.89W - 525400.43N 0025127.56W | Upper Limit: FL 660<br>Lower Limit: FL 245 | To segregate and manage complex traffic flows at the flight planning stage. |
| EGNPZ5 WEST NPZ 5<br>524901.25N 0030041.94W - 524905.00N 0025908.55W - 515225.52N 0030458.06W - 502548.78N 0032033.18W - 502830.84N 0032327.46W - 515237.45N 0030811.10W - 524901.25N 0030041.94W | Upper Limit: FL 660<br>Lower Limit: FL 245 | To segregate and manage complex traffic flows at the flight planning stage. |
| EGNPZ6 WEST NPZ 6<br>524331.96N 0031324.32W - 524333.84N 0031214.24W - 514428.44N 0031709.99W - 502232.59N 0033253.61W - 502609.35N 0033607.45W - 513849.08N 0032151.59W - 524331.96N 0031324.32W | Upper Limit: FL 660<br>Lower Limit: FL 245 | To segregate and manage complex traffic flows at the flight planning stage. |
| EGNPZ7 WEST NPZ 7<br>525424.21N 0031452.52W - 525429.44N 0031716.49W - 523653.49N 0032636.07W - 515701.32N 0033257.83W - 494050.61N 0035225.34W - 494105.00N 0034912.00W - 515714.71N 0032638.20W - 523656.80N 0032324.01W - 525424.21N 0031452.52W | Upper Limit: FL 660<br>Lower Limit: FL 245 | To segregate and manage complex traffic flows at the flight planning stage. |
| EGNPZ8 WEST NPZ 8<br>522000.00N 0053000.00W - 514624.84N 0014120.19W - 514323.89N 0014118.50W - 521502.10N 0053000.00W - 522000.00N 0053000.00W | Upper Limit: FL 660<br>Lower Limit: FL 245 | To segregate and manage complex traffic flows at the flight planning stage. |

# ENR 2.2 OTHER REGULATED AIRSPACE (continued)

| Identification and Name<br>Lateral Limits | Upper Limit<br>Lower Limit | Purpose |
|---|---|---|
| EGNPZ9 WEST NPZ 9<br>520557.01N 0050228.17W -<br>515420.01N 0032420.63W -<br>514757.76N 0023846.62W -<br>515056.17N 0032840.85W -<br>520230.02N 0050100.39W -<br>520557.01N0050228.17W | Upper Limit: FL 660<br>Lower Limit: FL 245 | To segregate and manage complex traffic flows at the flight planning stage. |
| EGNPZ10 WEST NPZ 10<br>514141.64N 0014827.94W -<br>513956.97N 0014842.45W -<br>513937.94N 0022445.85W -<br>514409.13N 0033454.21W -<br>515551.57N 0050732.32W -<br>520037.42N 0051836.75W -<br>515904.68N 0050457.05W -<br>514756.26N 0033438.00W -<br>514239.53N 0015547.90W -<br>514141.64N 0014827.94W | Upper Limit: FL 660<br>Lower Limit: FL 245 | To segregate and manage complex traffic flows at the flight planning stage. |
| EGNPZ11 WEST NPZ 11<br>514840.78N 0050540.20W -<br>515245.80N 0051912.90W -<br>515310.90N 0051355.47W -<br>514055.53N 0033435.14W -<br>513327.53N 0014013.64W -<br>512932.76N 0014129.61W -<br>513720.16N 0033651.76W -<br>514840.78N 0050540.20W | Upper Limit: FL 660<br>Lower Limit: FL 245 | To segregate and manage complex traffic flows at the flight planning stage. |
| EGNPZ12 WEST NPZ 12<br>512314.52N 0014537.95W -<br>512709.27N 0014250.98W -<br>513331.62N 0033615.95W -<br>514408.88N 0044650.29W -<br>515105.30N 0055829.55W -<br>514633.42N 0060342.44W -<br>514249.13N 0044659.98W -<br>513021.80N 0033654.63W -<br>512314.52N 0014537.95W | Upper Limit: FL 660<br>Lower Limit: FL 245 | To segregate and manage complex traffic flows at the flight planning stage. |
| EGNPZ13 WEST NPZ 13<br>511758.38N 0013459.68W -<br>512704.32N 0034420.14W -<br>514343.55N 0063229.94W -<br>514153.33N 0063325.89W -<br>512403.05N 0034336.90W -<br>511758.38N 0013459.68W | Upper Limit: FL 660<br>Lower Limit: FL 245 | To segregate and manage complex traffic flows at the flight planning stage. |

# ENR 2.2 OTHER REGULATED AIRSPACE (continued)

## 7 Channel Islands Airspace - EGJT

Purpose: To describe the complete volume of airspace delegated to Jersey by both the UK and French authorities and collectively identified as Channel Islands Airspace with the ICAO designator: EGJT.

<table>
<tr><th colspan="3">CHANNEL ISLANDS AIRSPACE - ICAO: EGJT</th></tr>
<tr><th>Vertical Limits, Classification and associated FIRs</th><th>Lateral Limits</th><th>Remarks</th></tr>
<tr><td>[TMA] FL 80 - FL 195 Class A Airspace<br>[CTA] FL 55 - FL 80 Class D Airspace<br><br>(London FIR & Brest FIR)</td><td>500000N 0030000W –<br>493500N 0030000W –<br>500000N 0032000W following the line of latitude to –<br>500000N 0030000W.</td><td rowspan="3">Controlling Authority: JERSEY ATC<br><br>0545-2100 (0445-2030) and by arrangement.<br><br>Outside Jersey notified hours the airspace adopts the classification appropriate to airway or uncontrolled airspace designation, as appropriate for the respective FIR, as detailed in the UK and France AIPs.<br><br>During the notified hours of operation of Jersey ATC, the airspace is operated in accordance with Air Navigation (Jersey) Law 2014 and Air Navigation (Rules of the Air) (Jersey) Regulations 2017.<br>Note: Regulations as per Standardised European Rules of the Air (SERA) but established by the Air Navigation (Jersey) Law 2014.<br><br>UK SERA derogations do not apply in Channel Island Airspace<br><br>JERSEY MET issue SIGMET for EGJT.</td></tr>
<tr><td>[TMA] FL 80 - FL 195 Class A Airspace<br>[CTA] 3500 FT ALT - FL 80 Class D Airspace<br><br>(Brest FIR)</td><td>500000N 0020000W following the line of latitude to –<br>500000N 0014700W –<br>494400N 0020000W –<br>500000N 0020000W.</td></tr>
<tr><td>[TMA] FL 80 - FL 195 Class A Airspace<br>[CTR] SFC - FL 80 Class D Airspace<br><br>(London FIR & Brest FIR)</td><td>500000N 0020000W –<br>493000N 0020000W –<br>490200N 0014000W following the line of latitude to –<br>490200N 0030000W –<br>500000N 0030000W following the line of latitude to –<br>500000N 0020000W.</td></tr>
<tr><td colspan="3">***Note:*** *The above airspace is an amalgamation of the Channel Islands CTA1 North, CTA1 South, CTA2, CTR North, CTR South, TMA North & TMA South as detailed in ENR 2.1 and EGJJ AD 2.17 and identified on chart ENR 6-40.*</td></tr>
<tr><td colspan="3">Forecast and SIGMET services within Channel Islands Airspace are provided by JERSEY MET (EGJX).</td></tr>
</table>

# ENR 3 ROUTES

## ENR 3.1 CONVENTIONAL NAVIGATION ROUTES

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# ENR 3.2 AREA NAVIGATION ROUTES

| Route Designator | Route Usage Notes | | | | | |
|---|---|---|---|---|---|---|
| Significant Point Name | Significant Point Coordinates | | Waypoint: IDENT of VOR/DME BRG, DIST & ELEV of DME antenna | | | Remarks |
| (RNP/RNAV Type & Accuracy) | MAG Track ↓ / ↑ | Geodesic Distance | Upper limit / Lower limit | IFR cruising levels max/min ↓ | IFR cruising levels max/min ↑ | Airspace Class/ Controlling Unit/ Channel/ Logon address/ SATVOICE number/ RCP & RSP limitations |
| **L6** | | | | | | |
| △ DOVER DME (DVR) | 510945.44N 0012132.71E | | | | | Eastbound route only above FL 245. Extremity of L6. Intersection with (U)L9, L10 and L18. |
| (RNAV 5) | 286°/105° | 30.0 NM | FL 460 / FL 85 | even FL 240 / FL 100 | odd FL 450 / FL 90 | FL 460/FL 195 Class C, FL 195/FL 85 Class A.<br><br>Between DET and 5 NM east of DET:<br>London ACC<br>Freq: 127.430 (FL 305 and above);<br>Freq: 132.605 (Below FL 305 to FL 255);<br>Freq: 134.905 (Below FL 255 to FL 195);<br>Freq: 120.530 (Below FL 195).<br><br>Between 5 NM east of DET and 15 NM before DVR:<br>London ACC<br>Freq: 127.430 (FL 305 and above);<br>Freq: 135.325 (Below FL 305 to FL 275);<br>Freq: 134.905 (Below FL 275).<br><br>Between 15 NM before DVR and DVR:<br>London ACC<br>Freq: 127.430 (FL 305 and above);<br>Freq: 134.905 (Below FL 305). |
| △ DETLING DME (DET) | 511814.41N 0003550.19E | | | | | Extremity of L6. |

| Route Designator | Route Usage Notes | | | | | |
|---|---|---|---|---|---|---|
| Significant Point Name | Significant Point Coordinates | | Waypoint: IDENT of VOR/DME BRG, DIST & ELEV of DME antenna | | | Remarks |
| (RNP/RNAV Type & Accuracy) | MAG Track ↓ / ↑ | Geodesic Distance | Upper limit / Lower limit | IFR cruising levels max/min ↓ | IFR cruising levels max/min ↑ | Airspace Class/ Controlling Unit/ Channel/ Logon address/ SATVOICE number/ RCP & RSP limitations |
| **L7** | | | | | | |
| △ LONAM | 535022.32N 0035633.03E | | | | | UIR Boundary. |
| (RNAV 5) | 338°/158° | 9.5 NM | FL 460 / FL 245 | even FL 430 / FL 260 | odd FL 450 / FL 250 | Class C.<br><br>Scottish ACC<br>Freq: 121.325 (All Levels). |
| △ WECOW | 535916.41N 0035103.10E | | | | | Intersection with N866. |
| (RNAV 5) | 338°/158° | 20.3 NM | FL 460 / FL 245 | even FL 430 / FL 260 | odd FL 450 / FL 250 | Class C.<br><br>Scottish ACC<br>Freq: 121.325 (All Levels). |
| △ VENAS | 541819.85N 0033908.23E | | | | | Eastbound route only below FL 245 btn GOLVO and VENAS. Intersection with L74. |
| (RNAV 5) | 338°/158° | 6.8 NM | FL 460 / FL 195 | even FL 430 / FL 260 | odd FL 450 / FL 210 | Class C.<br><br>Scottish ACC<br>Freq: 121.325 (All Levels). |

# ENR 3.2 AREA NAVIGATION ROUTES (continued)

| Route Designator | Route Usage Notes | | | | | |
|---|---|---|---|---|---|---|
| Significant Point Name | Significant Point Coordinates | | Waypoint: IDENT of VOR/DME BRG, DIST & ELEV of DME antenna | | | Remarks |
| (RNP/RNAV Type & Accuracy) | MAG Track ↓ / ↑ | Geodesic Distance | Upper limit / Lower limit | IFR cruising levels max/min ↓ | IFR cruising levels max/min ↑ | Airspace Class/ Controlling Unit/ Channel/ Logon address/ SATVOICE number/ RCP & RSP limitations |
| △ GOLVO | 542440.69N 0033507.52E | | | | | |
| (RNAV 5) | 338°/158° | 15.5 NM | FL 460 / FL 245 | even FL 430 / FL 260 | odd FL 450 / FL 250 | Class C.<br><br>Scottish ACC<br>Freq: 121.325 (All Levels). |
| △ PELET | 543912.33N 0032551.54E | | | | | Intersection with P58. |
| (RNAV 5) | 338°/158° | 19.9 NM | FL 460 / FL 245 | even FL 430 / FL 260 | odd FL 450 / FL 250 | Class C.<br><br>Scottish ACC<br>Freq: 121.325 (All Levels). |
| △ ASKAM | 545747.34N 0031349.91E | | | | | Intersection with UP59. |
| (RNAV 5) | 331°/151° | 31.3 NM | FL 460 / FL 245 | even FL 430 / FL 260 | odd FL 450 / FL 250 | Class C.<br><br>Scottish ACC<br>Freq: 121.325 (All Levels). |
| △ TIMUP | 552527.79N 0024829.63E | | | | | FRA Entry/Exit Point.<br>Extremity of L7. |
| Route Remarks:<br>LONAM - VENAS CDR H24.<br>Rest of L7 - PERM. | | | | | | |

| Route Designator | Route Usage Notes | | | | | |
|---|---|---|---|---|---|---|
| Significant Point Name | Significant Point Coordinates | | Waypoint: IDENT of VOR/DME BRG, DIST & ELEV of DME antenna | | | Remarks |
| (RNP/RNAV Type & Accuracy) | MAG Track ↓ / ↑ | Geodesic Distance | Upper limit / Lower limit | IFR cruising levels max/min ↓ | IFR cruising levels max/min ↑ | Airspace Class/ Controlling Unit/ Channel/ Logon address/ SATVOICE number/ RCP & RSP limitations |
| **L8** | | | | | | |
| △ BUGUP | 515237.17N 0013659.89W | | | | | Eastbound route only btn STAFA and BUGUP.<br>Extremity of L8. |
| (RNAV 5) | - /177° | 9.0 NM | FL 245 / FL 105 | | odd FL 230 / FL 110 | FL 245/FL 195 Class C,<br>FL 195/FL 105 Class A.<br><br>London ACC<br>Freq: 134.390 (FL 225 and above);<br>Freq: 121.030 (Below FL 225). |
| △ NANUM | 520134.97N 0013747.00W | | | | | Intersection with L151. |
| (RNAV 5) | - /176° | 19.9 NM | FL 245 / FL 85 | | odd FL 230 / FL 90 | FL 245/FL 195 Class C,<br>FL 195/FL 85 Class A.<br><br>London ACC<br>Freq: 134.390 (FL 225 and above);<br>Freq: 121.030 (Below FL 225). |
| △ HONILEY VOR/DME (HON) | 522124.04N 0013949.41W | | | | | Intersection with L10, L15, L612, N859 and P155. |
| (RNAV 5) | - /145° | 37.0 NM | FL 245 / FL 75 | | odd FL 230 / FL 90 | FL 245/FL 195 Class C,<br>FL 195/FL 75 Class A.<br><br>London ACC<br>Freq: 134.390 for traffic via L612 and N859 (FL 195 and above);<br>Freq: 129.205 for traffic via L15 and P155 (FL 195 and above);<br>Scottish ACC<br>Freq: 134.430 (Below FL 195). |

# ENR 3.2 AREA NAVIGATION ROUTES (continued)

| Route Designator | Route Usage Notes | | | | | |
|---|---|---|---|---|---|---|
| Significant Point Name | Significant Point Coordinates | | Waypoint: IDENT of VOR/DME BRG, DIST & ELEV of DME antenna | | | Remarks |
| (RNP/RNAV Type & Accuracy) | MAG Track ↓ / ↑ | Geodesic Distance | Upper limit / Lower limit | IFR cruising levels max/min ↓ | IFR cruising levels max/min ↑ | Airspace Class/ Controlling Unit/ Channel/ Logon address/ SATVOICE number/ RCP & RSP limitations |
| △ STAFA | 525141.00N 0021434.55W | | DTY R314 58.2 NM 600 FT | | | Intersection with P18. |
| (RNAV 5) | 325°/145° | 20.3 NM | FL 245 / FL 75 | even FL 240 / FL 80 | odd FL 230 / FL 90 | FL 245/FL 195 Class C, FL 195/FL 75 Class A.<br><br>Scottish ACC<br>Freq: 118.780 (FL 195 and above);<br>Freq: 134.430 (Below FL 195). |
| △ NANTI | 530814.54N 0023400.51W | | WAL R127 25.5 NM 55 FT | | | Westbound route only btn NANTI and TADAL.<br>Intersection with Y53. |
| (RNAV 5) | 325°/ - | 3.5 NM | FL 245 / FL 75 | even FL 240 / FL 200 | | FL 245/FL 195 Class C, FL 195/FL 75 Class A.<br><br>Scottish ACC<br>Freq: 118.780 (FL 195 and above);<br>Freq: 128.055 (Below FL 195). |
| △ UMKIL | 531105.53N 0023723.06W | | | | | |
| (RNAV 5) | 331°/ - | 8.1 NM | FL 245 / FL 75 | even FL 240 / FL 200 | | FL 245/FL 195 Class C, FL 195/FL 75 Class A.<br><br>Scottish ACC<br>Freq: 118.780 (FL 195 and above);<br>Freq: 128.055 (Below FL 195). |
| △ VABKA | 531808.31N 0024410.02W | | | | | |
| (RNAV 5) | 331°/ - | 12.2 NM | FL 245 / FL 75 | even FL 240 / FL 200 | | FL 245/FL 195 Class C, FL 195/FL 75 Class A.<br><br>Scottish ACC<br>Freq: 118.780 (FL 195 and above);<br>Freq: 128.055 (Below FL 195). |
| △ ASNIP | 532843.09N 0025425.97W | | | | | Intersection with L28. |
| (RNAV 5) | 328°/ - | 7.8 NM | FL 245 / FL 195 | even FL 240 / FL 200 | | Class C.<br><br>Scottish ACC<br>Freq: 118.780 (All levels). |
| △ TADAL | 533513.83N 0030135.22W | | | | | Extremity of L8.<br>Intersection with L70. |

| Route Designator | Route Usage Notes | | | | | |
|---|---|---|---|---|---|---|
| Significant Point Name | Significant Point Coordinates | | Waypoint: IDENT of VOR/DME BRG, DIST & ELEV of DME antenna | | | Remarks |
| (RNP/RNAV Type & Accuracy) | MAG Track ↓ / ↑ | Geodesic Distance | Upper limit / Lower limit | IFR cruising levels max/min ↓ | IFR cruising levels max/min ↑ | Airspace Class/ Controlling Unit/ Channel/ Logon address/ SATVOICE number/ RCP & RSP limitations |
| **L9** | | | | | | |
| △ KONAN | 510750.75N 0020000.00E | | | | | FIR Boundary.<br>Intersection with (U)L607 (see AIP Belgium). |
| (RNAV 5) | 274°/093° | 24.3 NM | FL 245 / FL 75 | even FL 240 / FL 80 | odd FL 230 / FL 90 | FL 245/FL 195 Class C, FL 195/FL 75 Class A.<br><br>London ACC<br>Freq: 134.905 (FL 135 and above);<br>Freq: 135.325 (Below FL 135). |

# ENR 3.2 AREA NAVIGATION ROUTES (continued)

| **Route Designator** | **Route Usage Notes** | | | | | |
|---|---|---|---|---|---|---|
| **Significant Point Name** | **Significant Point Coordinates** | | **Waypoint: IDENT of VOR/DME BRG, DIST & ELEV of DME antenna** | | | **Remarks** |
| **(RNP/RNAV Type & Accuracy)** | **MAG Track ↓ / ↑** | **Geodesic Distance** | **Upper limit / Lower limit** | **IFR cruising levels max/min** | | **Airspace Class/ Controlling Unit/ Channel/ Logon address/ SATVOICE number/ RCP & RSP limitations** |
| | | | | ↓ | ↑ | |
| △ DOVER DME (DVR) | 510945.44N 0012132.71E | | | | | Intersection with L18. |
| (RNAV 5) | 281°/101° | 13.2 NM | FL 245 / FL 75 | even FL 240 / FL 80 | odd FL 230 / FL 90 | FL 245/FL 195 Class C,<br>FL 195/FL 75 Class A.<br><br>London ACC<br>Freq: 134.905 (FL 195 and above);<br>Freq: 120.530 (Below FL 195). |
| △ UMTUM | 511227.30N 0010102.78E | | | | | |
| (RNAV 5) | 281°/101° | 11.9 NM | FL 245 / FL 75 | even FL 240 / FL 100 | odd FL 230 / FL 90 | FL 245/FL 195 Class C,<br>FL 195/FL 75 Class A.<br><br>London ACC<br>Freq: 134.905 (FL 195 and above);<br>Freq: 120.530 (Below FL 195). |
| △ EMKAD | 511449.88N 0004233.94E | | | | | |
| (RNAV 5) | 281°/100° | 15.1 NM | FL 245 / FL 75 | even FL 240 / FL 100 | odd FL 230 / FL 90 | FL 245/FL 195 Class C,<br>FL 195/FL 75 Class A.<br><br>London ACC<br>Freq: 134.905 (FL 195 and above);<br>Freq: 120.530 (Below FL 195). |
| △ DIKVU | 511746.89N 0001901.84E | | | | | |
| (RNAV 5) | 280°/100° | 10.8 NM | FL 245 / FL 75 | even FL 240 / FL 100 | odd FL 230 / FL 90 | FL 245/FL 195 Class C,<br>FL 195/FL 75 Class A.<br><br>London ACC<br>Freq: 134.905 (FL 195 and above);<br>Freq: 120.530 (Below FL 195). |
| △ BIGGIN DME (BIG) | 511951.15N 0000205.32E | | | | | |
| (RNAV 5) | 281°/101° | 8.1 NM | FL 245 / FL 75 | even FL 240 / FL 100 | odd FL 230 / FL 90 | FL 245/FL 195 Class C,<br>FL 195/FL 75 Class A.<br><br>London ACC<br>Freq: 132.165 (All Levels). |
| △ GOXUL | 512132.02N 0001033.49W | | | | | |
| (RNAV 5) | 281°/101° | 36.3 NM | FL 245 / FL 75 | even FL 240 / FL 100 | odd FL 230 / FL 90 | FL 245/FL 195 Class C,<br>FL 195/FL 75 Class A.<br><br>London ACC<br>Freq: 132.165 (All Levels). |
| △ NORRY | 512847.11N 0010724.13W | | | | | |
| (RNAV 5) | 281°/101° | 3.7 NM | FL 245 / FL 75 | even FL 240 / FL 100 | odd FL 230 / FL 90 | FL 245/FL 195 Class C,<br>FL 195/FL 75 Class A.<br><br>London ACC<br>Freq: 132.165 (All Levels). |
| △ COMPTON VOR/DME (CPT) | 512929.66N 0011310.89W | | | | | Westbound route only btn CPT and SLANY.<br>Intersection with Q63. |
| (RNAV 1) | 317°/ - | 9.6 NM | FL 245 / FL 85 | even FL 240 / FL 100 | | FL 245/FL 195 Class C,<br>FL 195/FL 85 Class A.<br><br>London ACC<br>Freq: 132.165 (FL 215 and above);<br>Freq: 135.805 (Below FL 215 to FL 155);<br>Freq: 134.125 (FL 155 and below). |

# ENR 3.2 AREA NAVIGATION ROUTES (continued)

| Route Designator | Route Usage Notes | | | | | |
|---|---|---|---|---|---|---|
| Significant Point Name | Significant Point Coordinates | | Waypoint: IDENT of VOR/DME BRG, DIST & ELEV of DME antenna | | | Remarks |
| (RNP/RNAV Type & Accuracy) | MAG Track ↓ / ↑ | Geodesic Distance | Upper limit / Lower limit | IFR cruising levels max/min ↓ | IFR cruising levels max/min ↑ | Airspace Class/ Controlling Unit/ Channel/ Logon address/ SATVOICE number/ RCP & RSP limitations |
| △ DIDZA | 513627.71N 0012343.46W | | | | | |
| (RNAV 1) | 298°/ - | 12.3 NM | FL 460 / FL 95 | even FL 430 / FL 100 | | FL 460/FL 195 Class C,<br>FL 195/FL 95 Class A.<br><br>Dual designation with N14 between DIDZA and BIBPE.<br><br>London ACC<br>Freq: 134.460 (FL 305 and above);<br>Freq: 133.600 (Below FL 305 to FL 265);<br>Freq: 134.755 (Below FL 265). |
| △ OKSAW | 514215.31N 0014108.54W | | | | | FRA Entry Point. |
| (RNAV 1) | 276°/ - | 6.3 NM | FL 245 / FL 95 | even FL 240 / FL 100 | | FL 245/FL 195 Class C,<br>FL 195/FL 95 Class A.<br><br>Dual designation with N14 between DIDZA and BIBPE.<br><br>London ACC<br>Freq: 134.755 (All Levels). |
| △ BIBPE | 514258.91N 0015108.70W | | | | | Base level change is aligned with Cotswold CTA 6. |
| (RNAV 1) | 276°/ - | 10.1 NM | FL 245 / FL 125 | even FL 240 / FL 140 | | FL 245/FL 195 Class C,<br>FL 195/FL 125 Class A.<br><br>London ACC<br>Freq: 134.755 (All Levels). |
| △ KITFE | 514407.29N 0020715.54W | | | | | |
| (RNAV 1) | 276°/ - | 15.4 NM | FL 245 / FL 155 | even FL 240 / FL 160 | | FL 245/FL 195 Class C,<br>FL 195/FL 155 Class A.<br><br>London ACC<br>Freq: 134.755 (All Levels). |
| △ ELWIS | 514547.16N 0023149.08W | | | | | |
| (RNAV 1) | 276°/ - | 3.0 NM | FL 245 / FL 195 | even FL 240 / FL 200 | | Class C.<br><br>London ACC<br>Freq: 134.755 (All Levels). |
| △ BUCGO | 514606.08N 0023637.20W | | | | | |

# ENR 3.2 AREA NAVIGATION ROUTES (continued)

| **Route Designator** | **Route Usage Notes** | | | | | |
|---|---|---|---|---|---|---|
| **Significant Point Name** | **Significant Point Coordinates** | | **Waypoint: IDENT of VOR/DME BRG, DIST & ELEV of DME antenna** | | | **Remarks** |
| **(RNP/RNAV Type & Accuracy)** | **MAG Track ↓ / ↑** | **Geodesic Distance** | **Upper limit / Lower limit** | **IFR cruising levels max/min** | | **Airspace Class/ Controlling Unit/ Channel/ Logon address/ SATVOICE number/ RCP & RSP limitations** |
| | | | | **↓** | **↑** | |
| (RNAV 1) | 276°/ - | 22.7 NM | FL 245 / FL 135 | even FL 240 / FL 140 | | Between BUCGO and the western boundary of Cotswold CTA 15 (514640N 0024524W):<br>Class C.<br><br>London ACC<br>Freq: 134.755 (All Levels).<br><br>Between the western boundary of Cotswold CTA 15 (514640N 0024524W) and TIGWE:<br>FL 245/FL 195 Class C,<br>FL 195/FL 135 Class A.<br><br>0600-2300 (0500-2200)<br>London ACC<br>Freq: 134.755 (Above FL 165);<br>Cardiff APP<br>Freq: 125.855 (FL 165 and below).<br><br>2300-0600 (2200-0500)<br>London ACC<br>Freq: 134.755 (All Levels). |
| △ TIGWE | 514822.73N 0031257.91W | | | | | |
| (RNAV 1) | 276°/ - | 3.8 NM | FL 245 / FL 75 | even FL 240 / FL 80 | | FL 245/FL 195 Class C,<br>FL 195/FL 75 Class A.<br><br>0600-2300 (0500-2200)<br>London ACC<br>Freq: 134.755 (Above FL 165);<br>Cardiff APP<br>Freq: 125.855 (FL 165 and below).<br><br>2300-0600 (2200-0500)<br>London ACC<br>Freq: 134.755 (All Levels). |
| △ ARPAK | 514844.64N 0031905.48W | | | | | |
| (RNAV 1) | 276°/ - | 8.2 NM | FL 245 / FL 75 | even FL 240 / FL 80 | | FL 245/FL 195 Class C,<br>FL 195/FL 75 Class A.<br><br>0600-2300 (0500-2200)<br>London ACC<br>Freq: 134.755 (Above FL 165);<br>Cardiff APP<br>Freq: 125.855 (FL 165 and below).<br><br>2300-0600 (2200-0500)<br>London ACC<br>Freq: 134.755 (All Levels). |
| △ FELCA | 514930.86N 0033219.61W | | | | | |
| (RNAV 1) | 282°/ - | 3.6 NM | FL 245 / FL 75 | even FL 240 / FL 80 | | FL 245/FL 195 Class C,<br>FL 195/FL 75 Class A.<br><br>0600-2300 (0500-2200)<br>London ACC<br>Freq: 134.755 (Above FL 165);<br>Cardiff APP<br>Freq: 125.855 (FL 165 and below).<br><br>2300-0600 (2200-0500)<br>London ACC<br>Freq: 134.755 (All Levels). |
| △ AGBOS | 515014.72N 0033756.19W | | | | | |

# ENR 3.2 AREA NAVIGATION ROUTES (continued)

| Route Designator | Route Usage Notes | | | | | |
|---|---|---|---|---|---|---|
| Significant Point Name | Significant Point Coordinates | | Waypoint: IDENT of VOR/DME BRG, DIST & ELEV of DME antenna | | | Remarks |
| (RNP/RNAV Type & Accuracy) | MAG Track ↓ / ↑ | Geodesic Distance | Upper limit / Lower limit | IFR cruising levels max/min ↓ | IFR cruising levels max/min ↑ | Airspace Class/ Controlling Unit/ Channel/ Logon address/ SATVOICE number/ RCP & RSP limitations |
| (RNAV 1) | 282°/ - | 8.0 NM | FL 245 / FL 125 | even FL 240 / FL 140 | | FL 245/FL 195 Class C,<br>FL 195/FL 125 Class A.<br><br>0600-2300 (0500-2200)<br>London ACC<br>Freq: 129.380 (Above FL 165);<br>Cardiff APP<br>Freq: 125.855 (FL 165 and below).<br><br>2300-0600 (2200-0500)<br>London ACC<br>Freq: 129.380 (All Levels). |
| △ ACCAQ | 515152.62N 0035035.63W | | | | | |
| (RNAV 1) | 282°/ - | 5.3 NM | FL 245 / FL 145 | even FL 240 / FL 160 | | FL 245/FL 195 Class C,<br>FL 195/FL 145 Class A.<br><br>0600-2300 (0500-2200)<br>London ACC<br>Freq: 129.380 (Above FL 165);<br>Cardiff APP<br>Freq: 125.855 (FL 165 and below).<br><br>2300-0600 (2200-0500)<br>London ACC<br>Freq: 129.380 (All Levels). |
| △ FADZU | 515256.10N 0035854.33W | | | | | |
| (RNAV 1) | 282°/ - | 40.6 NM | FL 245 / FL 155 | even FL 240 / FL 160 | | FL 245/FL 195 Class C,<br>FL 195/FL 155 Class A.<br><br>London ACC<br>Freq: 129.380 (All Levels). |
| △ NICXI | 520046.40N 0050317.78W | | | | | Intersection with M17, N546 and Q63. |
| (RNAV 5) | 281°/ - | 5.3 NM | FL 245 / FL 155 | even FL 240 / FL 160 | | FL 245/FL 195 Class C,<br>FL 195/FL 155 Class A.<br><br>London ACC<br>Freq: 129.380 (All Levels). |
| △ OFSOX | 520145.18N 0051143.62W | | | | | Intersection with N83. |
| (RNAV 5) | 289°/ - | 25.2 NM | FL 245 / FL 155 | even FL 240 / FL 160 | | FL 245/FL 195 Class C,<br>FL 195/FL 155 Class A.<br><br>London ACC<br>Freq: 129.380 (All Levels). |
| △ SLANY | 520930.80N 0055031.67W | | | | | FIR Boundary.<br>For continuation see AIP Ireland. |
| Route Remarks:<br>See also ENR 1.1, paragraph 1.1.3. | | | | | | |

# ENR 3.2 AREA NAVIGATION ROUTES (continued)

| Route Designator | Route Usage Notes | | | | | |
|---|---|---|---|---|---|---|
| **Significant Point Name** | **Significant Point Coordinates** | | **Waypoint: IDENT of VOR/DME BRG, DIST & ELEV of DME antenna** | | | **Remarks** |
| **(RNP/RNAV Type & Accuracy)** | **MAG Track ↓ / ↑** | **Geodesic Distance** | **Upper limit / Lower limit** | **IFR cruising levels max/min** | | **Airspace Class/ Controlling Unit/ Channel/ Logon address/ SATVOICE number/ RCP & RSP limitations** |
| | | | | **↓** | **↑** | |
| **L10** | | | | | | |
| △ RINTI | 510158.33N 0013655.91E | | | | | Eastbound route only btn DVR and RINTI FL 245 and above.<br>FIR/UIR boundary.<br>Intersection with B3 and UL10 (See AIP France). |
| (RNAV 5) | 308°/128° | 12.4 NM | FL 315 / FL 65 | even FL 240 / FL 80 | odd FL 310 / FL 70 | FL 315/FL 195 Class C,<br>FL 195/FL 65 Class A.<br><br>London ACC<br>Freq: 134.905 (FL 135 and above);<br>Freq: 135.325 (Below FL 135). |
| △ DOVER DME (DVR) | 510945.44N 0012132.71E | | | | | |
| (RNAV 5) | 302°/122° | 13.7 NM | FL 460 / FL 75 | even FL 430 / FL 80 | odd FL 450 / FL 90 | FL 460/FL 195 Class C,<br>FL 195/FL 75 Class A.<br><br>London ACC<br>Freq: 127.430 (FL 305 and above);<br>Freq: 134.905 (Below FL 305 to FL 135);<br>Freq: 135.325 (Below FL 135). |
| △ ITVIP | 511713.75N 0010312.30E | | | | | Intersection with Q70. |
| (RNAV 5) | 302°/122° | 40.1 NM | FL 460 / FL 75 | even FL 430 / FL 100 | odd FL 450 / FL 90 | FL 460/FL 195 Class C,<br>FL 195/FL 75 Class A.<br><br>London ACC<br>Freq: 127.430 (FL 305 and above);<br>Freq: 134.905 (FL 305 to FL 135);<br>Freq: 135.325 (Below FL 135). |
| △ LAMBOURNE DME (LAM) | 513845.69N 0000906.13E | | | | | Westbound route only btn LAM and BPK FL 245 and above. |
| (RNAV 5) | 302°/122° | 11.5 NM | FL 460 / FL 75 | even FL 430 / FL 100 | odd FL 230 / FL 90 | FL 460/FL 195 Class C,<br>FL 195/FL 75 Class A.<br><br>London ACC<br>Freq: 127.430 (FL 305 and above);<br>Freq: 132.605 (Below FL 305 to FL 215);<br>Freq: 127.955 (Below FL 215 to FL 155);<br>Freq: 129.280 (Below FL 155 to FL 115);<br>Freq: 118.825 (Below FL 115). |

# ENR 3.2 AREA NAVIGATION ROUTES (continued)

| Route Designator | Route Usage Notes | | | | | |
|---|---|---|---|---|---|---|
| Significant Point Name | Significant Point Coordinates | | Waypoint: IDENT of VOR/DME BRG, DIST & ELEV of DME antenna | | | Remarks |
| (RNP/RNAV Type & Accuracy) | MAG Track ↓ / ↑ | Geodesic Distance | Upper limit / Lower limit | IFR cruising levels max/min ↓ | IFR cruising levels max/min ↑ | Airspace Class/ Controlling Unit/ Channel/ Logon address/ SATVOICE number/ RCP & RSP limitations |
| △ BROOKMANS PARK DME (BPK) | 514459.05N 0000624.25W | | | | | |
| (RNAV 5) | 305°/124° | 20.2 NM | FL 460 / FL 75 | even FL 430 / FL 100 | odd FL 450 / FL 90 | FL 460/FL 195 Class C,<br>FL 195/FL 75 Class A.<br><br>Between BPK and 10 NM before BUZAD:<br>London ACC<br>Freq: 127.430 (FL 305 and above);<br>Freq: 132.165 (Below FL 305 to FL 295);<br>Freq: 127.105 (Below FL 295).<br><br>Between 10 NM before BUZAD and BUZAD:<br>London ACC<br>Freq: 132.605 (FL 215 and above);<br>Freq: 127.955 (Below FL 215 to FL 155);<br>Freq: 129.280 (Below FL 155 to FL 115);<br>Freq: 118.825 (Below FL 115).<br><br>Between 10 NM NW of BPK and BUZAD:<br>London ACC<br>Freq: 132.605 (FL 215 and above);<br>Freq: 130.925 (Below FL 215 to FL 165);<br>Freq: 121.280 (Below FL 165 to FL 125);<br>Freq: 119.780 (Below FL 125). |
| △ BUZAD | 515632.08N 0003308.21W | | BNN R359 13.0 NM 558 FT | | | |
| (RNAV 5) | 304°/124° | 8.2 NM | FL 460 / FL 75 | even FL 430 / FL 100 | odd FL 450 / FL 90 | FL 460/FL 195 Class C,<br>FL 195/FL 75 Class A.<br><br>London ACC<br>Freq: 127.880 (FL 295 and above);<br>Freq: 127.105 (Below 215 to FL 165);<br>Freq: 130.925 (Below FL 215 to FL 165);<br>Freq: 121.280 (Below FL 165 to FL 125);<br>Freq: 119.780 (Below FL 125). |
| △ WOBUN | 520110.27N 0004400.00W | | DTY R123 17.1 NM 600 FT | | | |
| (RNAV 5) | 304°/124° | 17.1 NM | FL 460 / FL 65 | even FL 430 / FL 80 | odd FL 450 / FL 70 | FL 460/FL 195 Class C,<br>FL 195/FL 65 Class A.<br><br>Between WOBUN and 7 NM before DTY:<br>London ACC<br>Freq: 127.880 (FL 295 and above);<br>Freq: 127.105 (Below FL 295 to FL 215);<br>Freq: 130.925 (Below FL 215).<br><br>Between 7 NM before DTY and DTY:<br>London ACC<br>Freq: 129.205 (FL 215 and above);<br>Freq: 130.925 (Below FL 215). |

# ENR 3.2 AREA NAVIGATION ROUTES (continued)

| **Route Designator** | **Route Usage Notes** | | | | | |
|---|---|---|---|---|---|---|
| **Significant Point Name** | **Significant Point Coordinates** | | **Waypoint: IDENT of VOR/DME BRG, DIST & ELEV of DME antenna** | | | **Remarks** |
| **(RNP/RNAV Type & Accuracy)** | **MAG Track ↓ / ↑** | **Geodesic Distance** | **Upper limit / Lower limit** | **IFR cruising levels max/min** | | **Airspace Class/ Controlling Unit/ Channel/ Logon address/ SATVOICE number/ RCP & RSP limitations** |
| | | | | ↓ | ↑ | |
| △ DAVENTRY DME (DTY) | 521048.51N 0010649.64W | | | | | |
| (RNAV 5) | 298°/117° | 22.9 NM | FL 460 / 5500 FT ALT | even FL 460 / 6000 FT ALT | odd FL 450 / FL 70 | FL 460/FL 195 Class C,<br>FL 195/ALT 5500 FT Class A.<br><br>London ACC<br>Freq: 129.205 (FL 225 and above);<br>Freq: 121.030 (Below FL 225). |
| △ HONILEY VOR/DME (HON) | 522124.04N 0013949.41W | | | | | Eastbound route only btn WAL and HON.<br>Intersection with L15, L612, N859 and P155. |
| (RNAV 5) | - /139° | 82.0 NM | FL 460 / FL 85 | | odd FL 450 / FL 90 | FL 460/FL 195 Class C,<br>FL 195/FL 85 Class A.<br><br>Between WAL and abm Crewe:<br>London ACC<br>Freq: 132.860 (FL 335 and above);<br>Freq: 135.580 (Below FL 335 to FL 285).<br>Scottish ACC<br>Freq: 118.780 (FL 195 and above);<br>Freq: 128.055 (Below FL 195).<br><br>Between abm Crewe and abm Birmingham:<br>London ACC<br>Freq: 134.390 for traffic via L612 and N859 (FL 195 and above);<br>Freq: 129.205 for traffic via L15 and P155 (FL 195 and above);<br>Scottish ACC<br>Freq: 134.430 (Below FL 195).<br><br>Between abm Birmingham and HON:<br>London ACC<br>Freq: 134.390 for traffic via L612 and N859 (FL 195 and above);<br>Freq: 129.205 for traffic via L15 and P155 (FL 195 and above);<br>Freq: 130.925 (Below FL 195). |

# ENR 3.2 AREA NAVIGATION ROUTES (continued)

| Route Designator | Route Usage Notes | | | | | |
|---|---|---|---|---|---|---|
| Significant Point Name | Significant Point Coordinates | | Waypoint: IDENT of VOR/DME BRG, DIST & ELEV of DME antenna | | | Remarks |
| (RNP/RNAV Type & Accuracy) | MAG Track ↓ / ↑ | Geodesic Distance | Upper limit / Lower limit | IFR cruising levels max/min ↓ | IFR cruising levels max/min ↑ | Airspace Class/ Controlling Unit/ Channel/ Logon address/ SATVOICE number/ RCP & RSP limitations |
| △ WALLASEY VOR/DME (WAL) | 532330.97N 0030804.06W | | | | | Intersection with L151, (U)L975, N862 and (U)Y53. |
| (RNAV 5) | 306°/126° | 23.2 NM | FL 460 / FL 75 | even FL 430 / FL 80 | odd FL 450 / FL 90 | Class C.<br><br>Between WAL and 8 NM north of WAL:<br>London ACC<br>Freq: 132.860 (FL 335 and above);<br>Freq: 135.580 (Below FL 335 to FL 285).<br>Scottish ACC<br>Freq: 118.780 (Below FL 285 to FL 195);<br>Freq: 128.055 (Below FL 195).<br><br>Between 8 NM north of WAL and PENIL:<br>London ACC<br>Freq: 132.860 (FL 335 and above);<br>Freq: 135.580 (Below FL 335 to FL 285).<br>Scottish ACC<br>Freq: 133.050 (Below FL 285). |
| △ PENIL | 533657.47N 0033948.72W | | WAL R306 23.2 NM 55 FT | | | Intersection with (U)L70 and M144. |
| (RNAV 5) | 306°/126° | 22.6 NM | FL 460 / FL 75 | even FL 430 / FL 80 | odd FL 450 / FL 90 | Class C.<br><br>London ACC<br>Freq: 132.860 (FL 335 and above);<br>Freq: 135.580 (Below FL 335 to FL 285).<br>Scottish ACC<br>Freq: 133.050 (Below FL 285). |
| △ CASEL | 534952.13N 0041056.75W | | | | | |
| (RNAV 5) | 306°/126° | 7.8 NM | FL 460 / FL 45 | even FL 430 / FL 60 | odd FL 450 / FL 50 | Class C.<br><br>London ACC<br>Freq: 132.860 (FL 335 and above);<br>Freq: 135.580 (Below FL 335 to FL 285).<br>Scottish ACC<br>Freq: 133.050 (Below FL 285). |
| △ KELLY | 535419.47N 0042150.52W | | IOM R125 17.2 NM 567 FT | | | FRA Entry/Exit Point. |
| (RNAV 5) | 306°/126° | 17.2 NM | FL 255 / FL 45 | even FL 240 / FL 60 | odd FL 250 / FL 50 | Class C.<br><br>Scottish ACC<br>Freq: 133.050 (All Levels). |
| △ ISLE OF MAN VOR/DME (IOM) | 540401.12N 0044548.50W | | | | | Intersection with L603. |
| (RNAV 5) | 307°/127° | 14.0 NM | FL 255 / FL 45 | even FL 240 / FL 60 | odd FL 250 / FL 50 | FL 255/FL 195 Class C,<br>FL 195/FL 45 Class D.<br><br>Scottish ACC<br>Freq: 123.775 (All Levels). |
| △ SLYDA | 541204.37N 0050515.07W | | | | | |
| (RNAV 5) | 307°/127° | 20.7 NM | FL 255 / FL 45 | even FL 240 / FL 60 | odd FL 250 / FL 50 | FL 255/FL 195 Class C,<br>FL 195/FL 45 Class D.<br><br>Scottish ACC<br>Freq: 123.775 (All Levels). |

# ENR 3.2 AREA NAVIGATION ROUTES (continued)

| Route Designator | Route Usage Notes | | | | | |
|---|---|---|---|---|---|---|
| **Significant Point Name** | **Significant Point Coordinates** | | **Waypoint: IDENT of VOR/DME BRG, DIST & ELEV of DME antenna** | | | **Remarks** |
| **(RNP/RNAV Type & Accuracy)** | **MAG Track ↓ / ↑** | **Geodesic Distance** | **Upper limit / Lower limit** | **IFR cruising levels max/min** | | **Airspace Class/ Controlling Unit/ Channel/ Logon address/ SATVOICE number/ RCP & RSP limitations** |
| | | | | ↓ | ↑ | |
| △ RINGA | 542354.44N 0053415.66W | | | | | Intersection with Q39. |
| (RNAV 5) | 307°/126° | 12.3 NM | FL 255 / FL 45 | even FL 240 / FL 60 | odd FL 250 / FL 50 | FL 255/FL 195 Class C,<br>FL 195/FL 45 Class D.<br><br>Scottish ACC<br>Freq: 123.775 (FL 105 and above);<br>Aldergrove Radar<br>Freq: 133.125 (Below FL 105). |
| △ DUFFY | 543053.42N 0055138.80W | | | | | Intersection with L15. |
| (RNAV 5) | 306°/126° | 15.6 NM | FL 255 / FL 45 | even FL 240 / FL 60 | odd FL 250 / FL 50 | FL 255/FL 195 Class C,<br>FL 195/FL 45 Class D.<br><br>Scottish ACC<br>Freq: 123.775 (FL 105 and above);<br>Aldergrove Radar<br>Freq: 133.125 (Below FL 105). |
| △ BELZU | 543940.00N 0061348.00W | | | | | Extremity of L10. |

Route Remarks:
During the notified hours of operation of the Isle of Man CTR/CTA the controlling authority for traffic FL 105 and below btn CASEL and SLYDA will be Ronaldsway Radar Frequency 135.905.

DVR - RINTI FL 245 and above only CDR H24.
Rest of L10 - PERM.

See also ENR 1.1, paragraph 1.1.3.

| Route Designator | Route Usage Notes | | | | | |
|---|---|---|---|---|---|---|
| **Significant Point Name** | **Significant Point Coordinates** | | **Waypoint: IDENT of VOR/DME BRG, DIST & ELEV of DME antenna** | | | **Remarks** |
| **(RNP/RNAV Type & Accuracy)** | **MAG Track ↓ / ↑** | **Geodesic Distance** | **Upper limit / Lower limit** | **IFR cruising levels max/min** | | **Airspace Class/ Controlling Unit/ Channel/ Logon address/ SATVOICE number/ RCP & RSP limitations** |
| | | | | ↓ | ↑ | |
| **L15** | | | | | | |
| △ MOTOX | 505727.52N 0012800.00E | | | | | Eastbound route only btn SANDY and MOTOX.<br>UIR Boundary.<br>For continuation see AIP France. |
| (RNAV 5) | - /112° | 16.4 NM | FL 460 / FL 245 | | odd FL 450 / FL 350 | Class C.<br><br>Between 10 NM before MOTOX and MOTOX:<br>London ACC<br>Freq: 127.430 (FL 305 and above);<br>Freq: 135.325 (Below FL 305).<br><br>Between SANDY and 10 NM before MOTOX:<br>London ACC<br>Freq: 127.430 (FL 305 and above);<br>Freq: 135.325 (Below FL 305 to FL 275);<br>Freq: 134.905 (Below FL 275). |

# ENR 3.2 AREA NAVIGATION ROUTES (continued)

| Route Designator | Route Usage Notes | | | | | |
|---|---|---|---|---|---|---|
| Significant Point Name | Significant Point Coordinates | | Waypoint: IDENT of VOR/DME BRG, DIST & ELEV of DME antenna | | | Remarks |
| (RNP/RNAV Type & Accuracy) | MAG Track ↓ / ↑ | Geodesic Distance | Upper limit / Lower limit | IFR cruising levels max/min ↓ | IFR cruising levels max/min ↑ | Airspace Class/ Controlling Unit/ Channel/ Logon address/ SATVOICE number/ RCP & RSP limitations |
| △ SANDY | 510350.81N 0010403.13E | | DET R128 22.9 NM 645 FT | | | |
| (RNAV 5) | 292°/111° | 42.1 NM | FL 460 / FL 245 | even FL 430 / FL 260 | odd FL 450 / FL 310 | Class C.<br><br>Between SANDY and 20 NM before BIG:<br>London ACC<br>Freq: 127.430 (FL 305 and above);<br>Freq: 135.325 (Below FL 305 to FL 275);<br>Freq: 134.905 (Below FL 275).<br><br>Between 20 NM before BIG and BIG:<br>London ACC<br>Freq: 127.430 (FL 305 and above);<br>Freq: 132.605 (Below FL 305 to FL 255);<br>Freq: 134.905 (Below FL 255). |
| △ BIGGIN DME (BIG) | 511951.15N 0000205.32E | | | | | Eastbound only route between DUFFY and BIG.<br>Intersection with (U)L9. |
| (RNAV 5) | - /134° | 40.0 NM | FL 460 / FL 155 | | odd FL 450 / FL 170 | FL 460/FL 195 Class C,<br>FL 195/FL 155 Class A.<br><br>Between 20 NM before BIG and BIG:<br>London ACC<br>Freq: 127.430 (FL 305 and above);<br>Freq: 132.605 (Below FL 305 to FL 215);<br>Freq: 127.955 (Below FL 215).<br><br>Between 35 NM before BIG and 20 NM before BIG:<br>London ACC<br>Freq: 127.430 (FL 305 and above);<br>Freq: 132.605 (FL 215 and above);<br>Freq: 135.805 (Below FL 215).<br><br>Between BETPO and 35 NM before BIG:<br>London ACC<br>Freq: 127.430 (FL 305 and above);<br>Freq: 132.605 (Below FL 305 to FL 215);<br>Freq: 135.805 (Below FL 215). |

# ENR 3.2 AREA NAVIGATION ROUTES (continued)

| Route Designator | Route Usage Notes | | | | | |
|---|---|---|---|---|---|---|
| **Significant Point Name** | **Significant Point Coordinates** | | **Waypoint: IDENT of VOR/DME BRG, DIST & ELEV of DME antenna** | | | **Remarks** |
| **(RNP/RNAV Type & Accuracy)** | **MAG Track ↓ / ↑** | **Geodesic Distance** | **Upper limit / Lower limit** | **IFR cruising levels max/min** | | **Airspace Class/ Controlling Unit/ Channel/ Logon address/ SATVOICE number/ RCP & RSP limitations** |
| | | | | ↓ | ↑ | |
| △ BETPO | 514754N 0004328W | | | | | |
| (RNAV 5) | - /134° | 17.1 NM | FL 460 / FL 115 | | odd FL 450 / FL 130 | FL 460/FL 195 Class C,<br>FL 195/FL 115 Class A.<br><br>Between 10 NM before BETPO and BETPO:<br>London ACC<br>Freq: 127.430 (FL 305 and above);<br>Freq: 132.605 (Below FL 305 to FL 215);<br>Freq: 121.030 (Below FL 215 to FL 165);<br>Freq: 121.280 (Below FL 165).<br><br>Between FINMA and 10 NM before BETPO:<br>London ACC<br>Freq: 127.430 (FL 305 and above);<br>Freq: 132.605 (Below FL 305 to FL 215);<br>Freq: 121.030 (Below FL 215). |
| △ FINMA | 515947.21N 0010313.34W | | DTY R168 11.3 NM 600 FT | | | Intersection with M605. |
| (RNAV 5) | - /134° | 3.0 NM | FL 460 / FL 115 | | odd FL 450 / FL 130 | FL 460/FL 195 Class C,<br>FL 195/FL 115 Class A.<br><br>London ACC<br>Freq: 127.430 (FL 305 and above);<br>Freq: 132.165 (Below FL 305 to FL 215);<br>Freq: 121.030 (Below FL 215). |
| △ PIXUP | 520151N 0010640W | | | | | Manchester TMA departures that FPL a cruising level at FL 310 or above, will be required to achieve FL 310 by PIXUP. |
| (RNAV 5) | - /134° | 28.3 NM | FL 460 / FL 115 | | odd FL 450 / FL 130 | FL 460/FL 195 Class C,<br>FL 195/FL 115 Class A.<br><br>London ACC<br>Freq: 129.205 (FL 225 and above);<br>Freq: 121.030 (Below FL 225). |
| △ HONILEY VOR/DME (HON) | 522124.04N 0013949.41W | | | | | Intersection with P155. |
| (RNAV 5) | - /132° | 40.4 NM | FL 460 / FL 145 | | odd FL 450 / FL 150 | FL 460/FL 195 Class C,<br>FL 195/FL 145 Class A.<br><br>London ACC<br>Freq: 129.205 (FL195 and above);<br>Scottish ACC<br>Freq: 134.430 (Below FL 195). |
| △ KEPAD | 524835.41N 0022844.28W | | | | | Intersection with L151. |
| (RNAV 5) | - /132° | 19.9 NM | FL 460 / FL 145 | | odd FL 450 / FL 150 | FL 460/FL 195 Class C,<br>FL 195/FL 145 Class A.<br><br>London ACC<br>Freq: 132.860 (FL 335 and above);<br>Freq: 135.580 (Below FL 335 to FL 285).<br>Scottish ACC<br>Freq: 118.780 (Below FL 285 to FL 195);<br>Freq: 134.430 (Below FL 195). |

# ENR 3.2 AREA NAVIGATION ROUTES (continued)

| Route Designator | Route Usage Notes | | | | | |
|---|---|---|---|---|---|---|
| Significant Point Name | Significant Point Coordinates | | Waypoint: IDENT of VOR/DME BRG, DIST & ELEV of DME antenna | | | Remarks |
| (RNP/RNAV Type & Accuracy) | MAG Track ↓ / ↑ | Geodesic Distance | Upper limit / Lower limit | IFR cruising levels max/min ↓ | IFR cruising levels max/min ↑ | Airspace Class/ Controlling Unit/ Channel/ Logon address/ SATVOICE number/ RCP & RSP limitations |
| △ RISLA | 530151.39N 0025312.29W | | | | | Intersection with N862. |
| (RNAV 5) | - /132° | 14.8 NM | FL 460 / FL 145 | | odd FL 450 / FL 150 | FL 460/FL 195 Class C,<br>FL 195/FL 145 Class A.<br><br>London ACC<br>Freq: 132.860 (FL 335 and above);<br>Freq: 135.580 (Below FL 335 to FL 285).<br>Scottish ACC<br>Freq: 118.780 (Below FL 285 to FL 195);<br>Freq: 128.055 (Below FL 195). |
| △ AMPIT | 531139.41N 0031132.59W | | | | | |
| (RNAV 5) | - /132° | 12.6 NM | FL 460 / FL 145 | | odd FL 450 / FL 150 | Between EPOXI and 531437N 0031707W:<br>Class C.<br><br>London ACC<br>Freq: 132.860 (FL 335 and above);<br>Freq: 135.580 (Below FL 335 to FL 285).<br>Scottish ACC<br>Freq: 118.780 (Below FL 285 to FL 195);<br>Freq: 128.055 (Below FL 195).<br><br>Between 531437N 0031707W and AMPIT:<br>FL 460/FL 195 Class C,<br>FL 195/FL 145 Class A.<br><br>London ACC<br>Freq: 132.860 (FL 335 and above);<br>Freq: 135.580 (Below FL 335 to FL 285).<br>Scottish ACC<br>Freq: 118.780 (Below FL 285 to FL 195);<br>Freq: 128.055 (Below FL 195). |
| △ EPOXI | 531958.70N 0032717.71W | | | | | |
| (RNAV 5) | - /132° | 7.3 NM | FL 460 / FL 145 | | odd FL 450 / FL 150 | Class C.<br><br>London ACC<br>Freq: 132.860 (FL 335 and above);<br>Freq: 135.580 (Below FL 335 to FL 285).<br>Scottish ACC<br>Freq: 133.050 (Below FL 285). |
| △ MALUD | 532448.17N 0033630.30W | | WAL R275 17.1 NM 55 FT | | | |
| (RNAV 5) | - /128° | 22.0 NM | FL 460 / FL 145 | | odd FL 450 / FL 150 | Class C.<br><br>London ACC<br>Freq: 132.860 (FL 335 and above);<br>Freq: 135.580 (Below FL 335 to FL 285).<br>Scottish ACC<br>Freq: 133.050 (Below FL 285). |

# ENR 3.2 AREA NAVIGATION ROUTES (continued)

| Route Designator | Route Usage Notes | | | | | |
|---|---|---|---|---|---|---|
| **Significant Point Name** | **Significant Point Coordinates** | | **Waypoint: IDENT of VOR/DME BRG, DIST & ELEV of DME antenna** | | | **Remarks** |
| **(RNP/RNAV Type & Accuracy)** | **MAG Track ↓ / ↑** | **Geodesic Distance** | **Upper limit / Lower limit** | **IFR cruising levels max/min** | | **Airspace Class/ Controlling Unit/ Channel/ Logon address/ SATVOICE number/ RCP & RSP limitations** |
| | | | | ↓ | ↑ | |
| △ GIGTO | 533801.06N 0040550.62W | | | | | |
| (RNAV 5) | - /128° | 18.3 NM | FL 460 / FL 145 | | odd FL 450 / FL 150 | Class C.<br><br>London ACC<br>Freq: 132.860 (FL 335 and above);<br>Freq: 135.580 (Below FL 335 to FL 285).<br>Scottish ACC<br>Freq: 133.050 (Below FL 285). |
| △ SOSIM | 534855.75N 0043030.46W | | | | | FRA Exit Point. |
| (RNAV 5) | - /128° | 16.1 NM | FL 255 / FL 145 | | odd FL 250 / FL 150 | Class C.<br><br>Scottish ACC<br>Freq: 133.050 (All Levels). |
| △ MAKUX | 535829.90N 0045227.89W | | | | | |
| (RNAV 5) | - /128° | 22.0 NM | FL 255 / FL 145 | | odd FL 250 / FL 150 | Between VAKPO and 540305N 0050307W:<br>FL 255/FL 195 Class C,<br>FL 195/FL 145 Class D.<br><br>Between 540305N 0050307W and MAKUX:<br>Class C.<br><br>Scottish ACC<br>Freq: 123.775 (All Levels). |
| △ VAKPO | 541125.09N 0052239.23W | | | | | |
| (RNAV 5) | - /128° | 8.3 NM | FL 255 / FL 145 | | odd FL 250 / FL 150 | FL 255/FL 195 Class C,<br>FL 195/FL 145 Class D.<br><br>Scottish ACC<br>Freq: 123.775 (All Levels). |
| △ PEPOD | 541616.31N 0053409.26W | | | | | Intersection with L603 and Q38. |
| (RNAV 5) | - /147° | 17.9 NM | FL 255 / FL 85 | | odd FL 250 / FL 90 | FL 255/FL 195 Class C,<br>FL 195/FL 85 Class D.<br><br>Scottish ACC<br>Freq: 123.775 (All Levels). |
| △ DUFFY | 543053.42N 0055138.80W | | | | | Extremity of L15. |
| Route Remarks:<br>SANDY - MOTOX CDR H24.<br>Rest of L15 - PERM. | | | | | | |

| Route Designator | Route Usage Notes | | | | | |
|---|---|---|---|---|---|---|
| **Significant Point Name** | **Significant Point Coordinates** | | **Waypoint: IDENT of VOR/DME BRG, DIST & ELEV of DME antenna** | | | **Remarks** |
| **(RNP/RNAV Type & Accuracy)** | **MAG Track ↓ / ↑** | **Geodesic Distance** | **Upper limit / Lower limit** | **IFR cruising levels max/min** | | **Airspace Class/ Controlling Unit/ Channel/ Logon address/ SATVOICE number/ RCP & RSP limitations** |
| | | | | ↓ | ↑ | |
| **L17** | | | | | | |
| △ MOLIX | 524919.21N 0030407.22E | | | | | Eastbound route only.<br>FIR Boundary.<br>For continuation see AIP Netherlands.<br>Intersection with L19 (See AIP Netherlands). |
| (RNAV 5) | - /110° | 22.2 NM | FL 245 / FL 175 | | odd FL 230 / FL 190 | FL 245/FL 195 Class C,<br>FL 195/FL 175 Class A.<br><br>ATS delegated to Amsterdam ACC. |

# ENR 3.2 AREA NAVIGATION ROUTES (continued)

| Route Designator | Route Usage Notes | | | | | |
|---|---|---|---|---|---|---|
| Significant Point Name | Significant Point Coordinates | | Waypoint: IDENT of VOR/DME BRG, DIST & ELEV of DME antenna | | | Remarks |
| (RNP/RNAV Type & Accuracy) | MAG Track ↓ / ↑ | Geodesic Distance | Upper limit / Lower limit | IFR cruising levels max/min ↓ | IFR cruising levels max/min ↑ | Airspace Class/ Controlling Unit/ Channel/ Logon address/ SATVOICE number/ RCP & RSP limitations |
| △ RAMID | 525727.79N 0023000.00E | | | | | |
| (RNAV 5) | - /110° | 15.8 NM | FL 245 / FL 175 | | odd FL 230 / FL 190 | FL 245/FL 195 Class C,<br>FL 195/FL 175 Class A.<br><br>London ACC<br>Freq: 128.130 (All Levels). |
| △ BODSO | 530308.25N 0020540.71E | | | | | Extremity of L17. |
| Route Remarks:<br>See also ENR 1.1, paragraph 1.1.3. | | | | | | |

| Route Designator | Route Usage Notes | | | | | |
|---|---|---|---|---|---|---|
| Significant Point Name | Significant Point Coordinates | | Waypoint: IDENT of VOR/DME BRG, DIST & ELEV of DME antenna | | | Remarks |
| (RNP/RNAV Type & Accuracy) | MAG Track ↓ / ↑ | Geodesic Distance | Upper limit / Lower limit | IFR cruising levels max/min ↓ | IFR cruising levels max/min ↑ | Airspace Class/ Controlling Unit/ Channel/ Logon address/ SATVOICE number/ RCP & RSP limitations |
| **L18** | | | | | | |
| △ VABIK | 511447.30N 0020000.00E | | | | | FIR Boundary.<br>Extremity of L18.<br>Eastbound route only btn DVR and VABIK.<br>Intersection with Q70 (see AIP Belgium). |
| (RNAV 5) | - /077° | 24.7 NM | FL 245 / FL 105 | | odd FL 230 / FL 110 | FL 245/FL 195 Class C,<br>FL 195/FL 105 Class A.<br><br>Between DVR and 5 NM from DVR:<br>London ACC<br>Freq: 134.905 (FL 195 and above);<br>Freq: 120.530 (Below FL 195 to FL 135);<br>Freq: 135.325 (Below FL 135).<br><br>Between 5 NM from DVR and VABIK:<br>London ACC<br>Freq: 134.905 (FL 135 and above);<br>Freq: 135.325 (Below FL 135). |
| △ DOVER DME (DVR) | 510945.44N 0012132.71E | | | | | Intersection with L9. |
| (RNAV 5) | 259°/079° | 15.6 NM | FL 245 / FL 75 | even FL 240 / FL 100 | odd FL 230 / FL 90 | FL 245/FL 195 Class C,<br>FL 195/FL 75 Class A.<br><br>Between DVR and 10 NM from DVR:<br>London ACC<br>Freq: 134.905 (FL 195 and above);<br>Freq: 120.530 (Below FL195 to FL135);<br>Freq: 135.325 (Below FL 135).<br><br>Between 10 NM from DVR and WIZAD:<br>London ACC<br>Freq: 134.905 (FL 195 and above);<br>Freq: 120.530 (Below FL 195). |

# ENR 3.2 AREA NAVIGATION ROUTES (continued)

| **Route Designator** | **Route Usage Notes** | | | | | |
|---|---|---|---|---|---|---|
| **Significant Point Name** | **Significant Point Coordinates** | | **Waypoint: IDENT of VOR/DME BRG, DIST & ELEV of DME antenna** | | | **Remarks** |
| **(RNP/RNAV Type & Accuracy)** | **MAG Track ↓ / ↑** | **Geodesic Distance** | **Upper limit / Lower limit** | **IFR cruising levels max/min** | | **Airspace Class/ Controlling Unit/ Channel/ Logon address/ SATVOICE number/ RCP & RSP limitations** |
| | | | | **↓** | **↑** | |
| △ WIZAD | 510700.00N 0005711.09E | | DVR R259 15.6 NM 325 FT | | | |
| (RNAV 5) | 259°/078° | 32.2 NM | FL 245 / FL 75 | even FL 240 / FL 100 | odd FL 230 / FL 90 | FL 245/FL 195 Class C,<br>FL 195/FL 75 Class A.<br><br>Between WIZAD and 10 NM from WIZAD:<br>London ACC<br>Freq: 134.905 (FL 195 and above);<br>Freq: 120.530 (Below FL 195).<br><br>Between 10 NM from WIZAD and MAY:<br>London ACC<br>Freq: 128.430 (FL 195 and above);<br>Freq: 120.530 (Below FL 195). |
| △ MAYFIELD DME (MAY) | 510101.86N 0000658.04E | | | | | |
| (RNAV 5) | 274°/094° | 28.2 NM | FL 245 / FL 85 | even FL 240 / FL 100 | odd FL 230 / FL 90 | FL 245/FL 195 Class C,<br>FL 195/FL 85 Class A.<br><br>Between MAY and 5 NM from MAY:<br>London ACC<br>Freq: 128.430 (FL 195 and above);<br>Freq: 120.530 (Below FL 195).<br><br>Between 5 NM from MAY and 18 NM from MAY:<br>London ACC<br>Freq: 135.055 (FL 175 and above);<br>Freq: 133.180 (Below FL 175).<br><br>Between 18 NM from MAY and MID:<br>London ACC<br>Freq: 132.165 (FL 215 and above);<br>Freq: 135.805 (Below FL 215 to FL 175);<br>Freq: 133.180 (Below FL 175). |
| △ MIDHURST DME (MID) | 510314.23N 0003730.01W | | | | | Intersection with L151, L620 and (U)L612. |
| (RNAV 5) | 307°/127° | 19.9 NM | FL 460 / FL 165 | even FL 430 / FL 240 | odd FL 450 / FL 170 | FL 460/FL 195 Class C,<br>FL 195/FL 165 Class A.<br><br>Between MID and 15 NM from MID:<br>London ACC<br>Freq: 132.840 (FL 305 and above);<br>Freq: 132.165 (Below FL 305 to FL 215);<br>Freq: 135.805 (Below FL 215 to FL 175);<br>Freq: 129.080 (Below FL 175).<br><br>Between 15 NM from MID and VAPID:<br>London ACC<br>Freq: 134.460 (FL 305 and above);<br>Freq: 132.165 (Below FL 305 to FL 215);<br>Freq: 135.805 (Below FL 215 to FL 175);<br>Freq: 129.080 (Below FL 175). |

# ENR 3.2 AREA NAVIGATION ROUTES (continued)

| Route Designator | Route Usage Notes | | | | | |
|---|---|---|---|---|---|---|
| Significant Point Name | Significant Point Coordinates | | Waypoint: IDENT of VOR/DME BRG, DIST & ELEV of DME antenna | | | Remarks |
| (RNP/RNAV Type & Accuracy) | MAG Track ↓ / ↑ | Geodesic Distance | Upper limit / Lower limit | IFR cruising levels max/min ↓ | IFR cruising levels max/min ↑ | Airspace Class/ Controlling Unit/ Channel/ Logon address/ SATVOICE number/ RCP & RSP limitations |
| △ VAPID | 511513.97N 0010242.40W | | | | | |
| (RNAV 5) | 307°/127° | 5.9 NM | FL 460 / FL 65 | even FL 430 / FL 240 | odd FL 450 / FL 70 | FL 460/FL 195 Class C,<br>FL 195/FL 65 Class A.<br><br>London ACC<br>Freq: 134.460 (FL 305 and above);<br>Freq: 132.165 (Below FL 305 to FL 215);<br>Freq: 135.805 (Below FL 215 to FL 175);<br>Freq: 129.080 (Below FL 175). |
| △ NIGIT | 511846.96N 0011014.71W | | MID R306 25.8 NM 233 FT | | | |
| (RNAV 5) | 303°/123° | 2.8 NM | FL 460 / FL 65 | even FL 430 / FL 240 | odd FL 450 / FL 70 | FL 460/FL 195 Class C,<br>FL 195/FL 65 Class A.<br><br>London ACC<br>Freq: 134.460 (FL 305 and above);<br>Freq: 132.165 (Below FL 305 to FL 215);<br>Freq: 135.805 (Below FL 215 to FL 155);<br>Freq: 129.080 (Below FL 155). |
| △ NUBRI | 512016.68N 0011355.99W | | | | | Eastbound route only btn CONKO and NUBRI.<br>Intersection with N14 and Y321. |
| (RNAV 5) | - /115° | 18.5 NM | FL 460 / FL 105 | | odd FL 450 / FL 110 | FL 460/FL 195 Class C,<br>FL 195/FL 105 Class A.<br><br>London ACC<br>Freq: 134.460 (FL 305 and above);<br>Freq: 133.600 (Below FL 305 to FL 265);<br>Freq: 134.755 (Below FL 265). |
| △ NUCHU | 512808.10N 0014035.43W | | | | | FRA Exit Point.<br>Intersection with L607, P73 and Q295. |
| (RNAV 5) | - /096° | 11.8 NM | FL 245 / FL 105 | | odd FL 230 / FL 110 | FL 245/FL 195 Class C,<br>FL 195/FL 105 Class A.<br><br>Dual designation with L607 between NUCHU and UNZIB.<br><br>London ACC<br>Freq: 134.755 (All Levels). |
| △ UNZIB | 512929.62N 0015920.96W | | | | | |
| (RNAV 5) | - /162° | 7.7 NM | FL 245 / FL 105 | | odd FL 230 / FL 110 | FL 245/FL 195 Class C,<br>FL 195/FL 105 Class A.<br><br>London ACC<br>Freq: 134.755 (All Levels). |
| △ CONKO | 513648.00N 0020310.18W | | | | | Extremity of partition of L18. |
| (RNAV ) | | | | | | ROUTE BREAK - THIS ATS ROUTE IS NOT CONTINUOUS. |
| △ LANON | 522551.90N 0042220.94W | | | | | Westbound route only btn LANON and LIPGO.<br>Extremity of partition of L18. |
| (RNAV 5) | 314°/ - | 20.0 NM | FL 245 / FL 195 | even FL 240 / FL 200 | | Class C.<br><br>London ACC<br>Freq: 129.380 (All Levels). |

# ENR 3.2 AREA NAVIGATION ROUTES (continued)

| Route Designator | Route Usage Notes | | | | | |
|---|---|---|---|---|---|---|
| **Significant Point Name** | **Significant Point Coordinates** | | **Waypoint: IDENT of VOR/DME BRG, DIST & ELEV of DME antenna** | | | **Remarks** |
| **(RNP/RNAV Type & Accuracy)** | **MAG Track ↓ / ↑** | **Geodesic Distance** | **Upper limit / Lower limit** | **IFR cruising levels max/min** | | **Airspace Class/ Controlling Unit/ Channel/ Logon address/ SATVOICE number/ RCP & RSP limitations** |
| | | | | **↓** | **↑** | |
| △ BADSI | 523930.00N 0044617.12W | | | | | |
| (RNAV 5) | 314°/ - | 11.0 NM | FL 245 / FL 145 | even FL 240 / FL 160 | | Class C.<br><br>ATS delegated to Dublin ATC. |
| △ ABLIN | 524657.86N 0045933.38W | | | | | |
| (RNAV 5) | 314°/ - | 19.0 NM | FL 245 / FL 85 | even FL 240 / FL 100 | | Class C.<br><br>ATS delegated to Dublin ATC. |
| △ IRKUM | 525947.90N 0052239.45W | | | | | |
| (RNAV 5) | 314°/ - | 6.0 NM | FL 245 / FL 55 | even FL 240 / FL 60 | | Class C.<br><br>ATS delegated to Dublin ATC. |
| △ LIPGO | 530350.13N 0053000.00W | | | | | FIR/UIR Boundary.<br>For continuation see AIP Ireland. |
| Route Remarks:<br>LANON - LIPGO CDR H24.<br>Rest of L18 - PERM.<br><br>See also ENR 1.1, paragraph 1.1.3.<br><br>During periods of North Wales MTA activation L18 LANON - LIPGO will not be avbl. Non-availability of L18 will be notified to GAT by London Control and traffic will be re-routed via PEMOB. | | | | | | |

| Route Designator | Route Usage Notes | | | | | |
|---|---|---|---|---|---|---|
| **Significant Point Name** | **Significant Point Coordinates** | | **Waypoint: IDENT of VOR/DME BRG, DIST & ELEV of DME antenna** | | | **Remarks** |
| **(RNP/RNAV Type & Accuracy)** | **MAG Track ↓ / ↑** | **Geodesic Distance** | **Upper limit / Lower limit** | **IFR cruising levels max/min** | | **Airspace Class/ Controlling Unit/ Channel/ Logon address/ SATVOICE number/ RCP & RSP limitations** |
| | | | | **↓** | **↑** | |
| **L22** | | | | | | |
| △ SKERY | 500000.00N 0031023.06W | | BHD R153 26.9 NM 218 FT | | | Westbound route only.<br>Extremity of L22. |
| (RNAV 1) | 301°/ - | 6.6 NM | FL 245 / FL 85 | even FL 240 / FL 100 | | FL 245/FL 195 Class C,<br>FL 195/FL 85 Class A.<br><br>London ACC<br>Freq: 126.080 (All Levels). |
| △ EMWIP | 500319.72N 0031908.98W | | | | | Extremity of L22. |

| Route Designator | Route Usage Notes | | | | | |
|---|---|---|---|---|---|---|
| **Significant Point Name** | **Significant Point Coordinates** | | **Waypoint: IDENT of VOR/DME BRG, DIST & ELEV of DME antenna** | | | **Remarks** |
| **(RNP/RNAV Type & Accuracy)** | **MAG Track ↓ / ↑** | **Geodesic Distance** | **Upper limit / Lower limit** | **IFR cruising levels max/min** | | **Airspace Class/ Controlling Unit/ Channel/ Logon address/ SATVOICE number/ RCP & RSP limitations** |
| | | | | **↓** | **↑** | |
| **L28** | | | | | | |
| △ TRENT DME (TNT) | 530314.23N 0014011.90W | | | | | Westbound route only btn TNT and ASNIP.<br>Extremity of L28. |
| (RNAV 5) | 328°/ - | 13.1 NM | FL 245 / FL 195 | even FL 240 / FL 200 | | Class C.<br><br>Scottish ACC<br>Freq: 118.780 (All Levels). |

# ENR 3.2 AREA NAVIGATION ROUTES (continued)

| Route Designator | Route Usage Notes | | | | | |
|---|---|---|---|---|---|---|
| Significant Point Name | Significant Point Coordinates | | Waypoint: IDENT of VOR/DME BRG, DIST & ELEV of DME antenna | | | Remarks |
| (RNP/RNAV Type & Accuracy) | MAG Track ↓ / ↑ | Geodesic Distance | Upper limit / Lower limit | IFR cruising levels max/min ↓ | IFR cruising levels max/min ↑ | Airspace Class/ Controlling Unit/ Channel/ Logon address/ SATVOICE number/ RCP & RSP limitations |
| △ RODOL | 531417N 0015143W | | | | | Intersection with P6. |
| (RNAV 5) | 297°/ - | 16.1 NM | FL 245 / FL 195 | even FL 240 / FL 200 | | Class C.<br><br>Scottish ACC<br>Freq: 118.780 (All Levels). |
| △ MANCHESTER DME (MCT) | 532125.29N 0021544.24W | | | | | |
| (RNAV 5) | 288°/ - | 24.3 NM | FL 245 / FL 195 | even FL 240 / FL 200 | | Class C.<br><br>Scottish ACC<br>Freq: 118.780 (All Levels). |
| △ ASNIP | 532843.09N 0025425.97W | | | | | Intersection with L8. |
| (RNAV 5) | 288°/108° | 20.4 NM | FL 245 / FL 195 | even FL 240 / FL 200 | odd FL 230 / FL 210 | Class C.<br><br>Scottish ACC<br>Freq: 118.780 (All Levels). |
| △ AGLIL | 533441.99N 0032711.30W | | | | | |
| (RNAV 5) | 288°/108° | 7.9 NM | FL 245 / FL 195 | even FL 240 / FL 200 | odd FL 230 / FL 210 | Class C.<br><br>Scottish ACC<br>Freq: 118.780 (All Levels). |
| △ PENIL | 533657.47N 0033948.72W | | WAL R306 23.2 NM 55 FT | | | Intersection with L70 and M144. |
| (RNAV 5) | 293°/113° | 11.0 NM | FL 245 / FL 145 | even FL 240 / FL 160 | odd FL 230 / FL 150 | Class C.<br><br>Scottish ACC<br>Freq: 133.050 (All Levels). |
| △ DANDI | 534103.71N 0035658.08W | | | | | Intersection with Q39. |
| (RNAV 5) | 293°/113° | 5.2 NM | FL 245 / FL 145 | even FL 240 / FL 160 | odd FL 230 / FL 150 | Class C.<br><br>Scottish ACC<br>Freq: 133.050 (All Levels). |
| △ LELDO | 534259.53N 0040507.00W | | | | | Eastbound route only btn SOSIM and LELDO. |
| (RNAV 5) | - /113° | 16.2 NM | FL 245 / FL 145 | | odd FL 230 / FL 150 | Class C.<br><br>Scottish ACC<br>Freq: 133.050 (All Levels). |
| △ SOSIM | 534855.75N 0043030.46W | | | | | Extremity of L28. |

| Route Designator | Route Usage Notes | | | | | |
|---|---|---|---|---|---|---|
| Significant Point Name | Significant Point Coordinates | | Waypoint: IDENT of VOR/DME BRG, DIST & ELEV of DME antenna | | | Remarks |
| (RNP/RNAV Type & Accuracy) | MAG Track ↓ / ↑ | Geodesic Distance | Upper limit / Lower limit | IFR cruising levels max/min ↓ | IFR cruising levels max/min ↑ | Airspace Class/ Controlling Unit/ Channel/ Logon address/ SATVOICE number/ RCP & RSP limitations |
| **L37** | | | | | | |
| △ OVZOG | 505106.32N 0071529.77W | | | | | Extremity of L37. |
| (RNAV 5) | 335°/155° | 26.1 NM | FL 245 / FL 135 | even FL 240 / FL 140 | odd FL 230 / FL 150 | FL 245/FL 195 Class C,<br>FL 195/FL 135 Class A.<br><br>London ACC<br>Freq: 132.950 (All Levels). |

# ENR 3.2 AREA NAVIGATION ROUTES (continued)

| Route Designator | Route Usage Notes | | | | | |
|---|---|---|---|---|---|---|
| Significant Point Name | Significant Point Coordinates | | Waypoint: IDENT of VOR/DME BRG, DIST & ELEV of DME antenna | | | Remarks |
| (RNP/RNAV Type & Accuracy) | MAG Track ↓ / ↑ | Geodesic Distance | Upper limit / Lower limit | IFR cruising levels max/min ↓ | IFR cruising levels max/min ↑ | Airspace Class/ Controlling Unit/ Channel/ Logon address/ SATVOICE number/ RCP & RSP limitations |
| △ LEDGO | 511423.78N 0073404.65W | | | | | FIR Boundary.<br>Extremity of L37. |
| Route Remarks:<br>CDR H24.<br><br>See also ENR 1.1, paragraph 1.1.3. | | | | | | |

| Route Designator | Route Usage Notes | | | | | |
|---|---|---|---|---|---|---|
| Significant Point Name | Significant Point Coordinates | | Waypoint: IDENT of VOR/DME BRG, DIST & ELEV of DME antenna | | | Remarks |
| (RNP/RNAV Type & Accuracy) | MAG Track ↓ / ↑ | Geodesic Distance | Upper limit / Lower limit | IFR cruising levels max/min ↓ | IFR cruising levels max/min ↑ | Airspace Class/ Controlling Unit/ Channel/ Logon address/ SATVOICE number/ RCP & RSP limitations |
| **L38** | | | | | | |
| △ CANZI | 510121.30N 0065812.04W | | | | | Extremity of L38. |
| (RNAV 5) | 318°/139° | 24.7 NM | FL 245 / FL 135 | even FL 240 / FL 140 | odd FL 230 / FL 150 | FL 245/FL 195 Class C,<br>FL 195/FL 135 Class A.<br><br>London ACC<br>Freq: 132.950 (All Levels). |
| △ SAMON | 511921N 0072504W | | | | | FIR Boundary.<br>Extremity of L38. |
| Route Remarks:<br>CDR H24.<br><br>See also ENR 1.1, paragraph 1.1.3. | | | | | | |

| Route Designator | Route Usage Notes | | | | | |
|---|---|---|---|---|---|---|
| Significant Point Name | Significant Point Coordinates | | Waypoint: IDENT of VOR/DME BRG, DIST & ELEV of DME antenna | | | Remarks |
| (RNP/RNAV Type & Accuracy) | MAG Track ↓ / ↑ | Geodesic Distance | Upper limit / Lower limit | IFR cruising levels max/min ↓ | IFR cruising levels max/min ↑ | Airspace Class/ Controlling Unit/ Channel/ Logon address/ SATVOICE number/ RCP & RSP limitations |
| **L46** | | | | | | |
| △ NALAX | 532859.89N 0002405.94E | | | | | Westbound route only.<br>Extremity of L46. |
| (RNAV 5) | 282°/ - | 11.3 NM | FL 460 / FL 245 | even FL 430 / FL 260 | | Class C.<br><br>London ACC<br>Freq: 126.780 (FL 355 and above);<br>Freq: 128.130 (Below FL 355 to FL 285);<br>Scottish ACC<br>Freq: 133.800 (Below FL 285). |
| △ LIBSO | 533129.33N 0000536.32E | | | | | |
| (RNAV 5) | 282°/ - | 14.6 NM | FL 460 / FL 245 | even FL 430 / FL 260 | | Class C.<br><br>London ACC<br>Freq: 126.780 (FL 355 and above);<br>Freq: 128.130 (Below FL 355 to FL 285);<br>Scottish ACC<br>Freq: 133.800 (Below FL 285). |

# ENR 3.2 AREA NAVIGATION ROUTES (continued)

| Route Designator | Route Usage Notes | | | | | |
|---|---|---|---|---|---|---|
| Significant Point Name | Significant Point Coordinates | | Waypoint: IDENT of VOR/DME BRG, DIST & ELEV of DME antenna | | | Remarks |
| (RNP/RNAV Type & Accuracy) | MAG Track ↓ / ↑ | Geodesic Distance | Upper limit / Lower limit | IFR cruising levels max/min ↓ | IFR cruising levels max/min ↑ | Airspace Class/ Controlling Unit/ Channel/ Logon address/ SATVOICE number/ RCP & RSP limitations |
| △ ESHIN | 533437.20N 0001813.05W | | | | | Intersection with N110. |
| (RNAV 5) | 282°/ - | 21.6 NM | FL 460 / FL 245 | even FL 430 / FL 260 | | Class C.<br><br>London ACC<br>Freq: 126.780 (FL 355 and above);<br>Freq: 128.130 (Below FL 355 to FL 285);<br>Scottish ACC<br>Freq: 133.800 (Below FL 285). |
| △ MITSO | 533906.86N 0005337.75W | | | | | |
| (RNAV 5) | 282°/ - | 19.6 NM | FL 460 / FL 245 | even FL 430 / FL 260 | | Class C.<br><br>Between MITSO and 10 NM before RIMTO:<br>London ACC<br>Freq: 126.780 (FL 355 and above);<br>Freq: 128.130 (Below FL 355 to FL 285);<br>Scottish ACC<br>Freq: 133.800 (Below FL 285).<br><br>Between 10 NM before RIMTO and RIMTO:<br>London ACC<br>Freq: 132.860 (FL 335 and above);<br>Freq: 133.705 (Below FL 335 to FL 285);<br>Scottish ACC<br>Freq: 133.800 (Below FL 285). |
| △ RIMTO | 534303.25N 0012558.78W | | | | | Intersection with UY250. |
| (RNAV 5) | 282°/ - | 5.4 NM | FL 460 / FL 245 | even FL 430 / FL 260 | | Class C.<br><br>London ACC<br>Freq: 132.860 (FL 335 and above);<br>Freq: 133.705 (Below FL 335 to FL 285);<br>Scottish ACC<br>Freq: 133.800 (Below FL 285). |
| △ HALIF | 534406.31N 0013450.10W | | | | | |
| (RNAV 5) | 281°/ - | 69.1 NM | FL 460 / FL 245 | even FL 430 / FL 260 | | Class C.<br><br>London ACC<br>Freq: 132.860 (FL 335 and above);<br>Freq: 133.705 (Below FL 335 to FL 285);<br>Scottish ACC<br>Freq: 118.780 (Below FL 285). |
| △ GETNO | 535547.97N 0032947.06W | | | | | FRA Entry Point.<br>Extremity of L46. |

# ENR 3.2 AREA NAVIGATION ROUTES (continued)

| Route Designator | Route Usage Notes | | | | | |
|---|---|---|---|---|---|---|
| Significant Point Name | Significant Point Coordinates | | Waypoint: IDENT of VOR/DME BRG, DIST & ELEV of DME antenna | | | Remarks |
| (RNP/RNAV Type & Accuracy) | MAG Track ↓ / ↑ | Geodesic Distance | Upper limit / Lower limit | IFR cruising levels max/min ↓ | IFR cruising levels max/min ↑ | Airspace Class/ Controlling Unit/ Channel/ Logon address/ SATVOICE number/ RCP & RSP limitations |
| **L60** | | | | | | |
| △ ENZEN | 525839.07N 0031157.12E | | | | | Westbound route only btn ENZEN and OTBED.<br>FIR/UIR Boundary.<br>For continuation see AIP Netherlands. |
| (RNAV 5) | 286°/ - | 26.5 NM | FL 460 / FL 175 | even FL 430 / FL 180 | | FL 460/FL 195 Class C,<br>FL 195/FL 175 Class A.<br><br>London ACC<br>Freq: 126.780 (FL 355 and above);<br>Freq: 128.130 (Below FL 355 to FL 245).<br>ATS delegated to Amsterdam ACC below FL 245. |
| △ SOPEK | 530631.88N 0023000.00E | | | | | Intersection with L989. |
| (RNAV 5) | 277°/ - | 89.7 NM | FL 460 / FL 245 | even FL 430 / FL 260 | | Class C.<br><br>Between SOPEK and 0010000E:<br>London ACC<br>Freq: 126.780 (FL 355 and above);<br>Freq: 128.130 (Below FL 355).<br><br>Between 0010000E and OTBED:<br>London ACC<br>Freq: 126.780 (FL 355 and above);<br>Freq: 128.130 (Below FL 355 to FL 285).<br>Scottish ACC<br>Freq: 133.800 (Below FL 285). |
| △ OTBED | 531716.71N 0000154.61E | | | | | Btn OTBED and MAMUL FL 245 and above the route is westbound only, below FL 245 the route is eastbound only.<br>Intersection with Y70. |
| (RNAV 5) | 280°/099° | 16.0 NM | FL 460 / FL 155 | even FL 430 / FL 260 | odd FL 230 / FL 190 | FL 460/FL 195 Class C,<br>FL 195/FL 155 Class A.<br><br>London ACC<br>Freq: 126.780 (FL 355 and above);<br>Freq: 128.130 (Below FL 355 to FL 285).<br>Scottish ACC<br>Freq: 133.800 (Below FL 285). |
| △ ENCOD | 531959.32N 0002423.92W | | | | | |
| (RNAV 5) | 279°/099° | 9.1 NM | FL 460 / FL 125 | even FL 430 / FL 260 | odd FL 230 / FL 190 | FL 460/FL 195 Class C,<br>FL 195/FL 125 Class A.<br><br>London ACC<br>Freq: 126.780 (FL 355 and above);<br>Freq: 128.125 (Below FL 355 to FL 285).<br>Scottish ACC<br>Freq: 133.800 (Below FL 285). |

# ENR 3.2 AREA NAVIGATION ROUTES (continued)

| Route Designator | Route Usage Notes | | | | | |
|---|---|---|---|---|---|---|
| Significant Point Name | Significant Point Coordinates | | Waypoint: IDENT of VOR/DME BRG, DIST & ELEV of DME antenna | | | Remarks |
| (RNP/RNAV Type & Accuracy) | MAG Track ↓ / ↑ | Geodesic Distance | Upper limit / Lower limit | IFR cruising levels max/min ↓ | IFR cruising levels max/min ↑ | Airspace Class/ Controlling Unit/ Channel/ Logon address/ SATVOICE number/ RCP & RSP limitations |
| △ NISBI | 532129N 0003921W | | | | | Base level change point is not at right angles to the CL of L60 and follows a perpendicular line to the CL of L603 until it reaches the southern bdry of Y70, where it then follows a perpendicular line to the CL of Y70. |
| (RNAV 5) | 279°/099° | 9.8 NM | FL 460 / FL 105 | even FL 430 / FL 260 | odd FL 230 / FL 190 | FL 460/FL 195 Class C,<br>FL 195/FL 105 Class A.<br><br>London ACC<br>Freq: 126.780 (FL 355 and above);<br>Freq: 128.130 (Below FL 355 to FL 285).<br>Scottish ACC<br>Freq: 133.800 (Below FL 285). |
| △ DOPEK | 532303.95N 0005531.64W | | POL R116 47.3 NM 1438 FT | | | |
| (RNAV 5) | 279°/099° | 4.0 NM | FL 460 / FL 105 | even FL 430 / FL 260 | odd FL 230 / FL 190 | FL 460/FL 195 Class C,<br>FL 195/FL 105 Class A.<br><br>London ACC<br>Freq: 126.780 (FL 355 and above);<br>Freq: 128.130 (Below FL 355 to FL 285).<br>Scottish ACC<br>Freq: 133.800 (Below FL 285). |
| △ ARTIX | 532342.08N 0010208.72W | | | | | |
| (RNAV 5) | 279°/099° | 6.5 NM | FL 460 / FL 105 | even FL 430 / FL 260 | odd FL 230 / FL 190 | FL 460/FL 195 Class C,<br>FL 195/FL 105 Class A.<br><br>London ACC<br>Freq: 132.860 (FL 335 and above);<br>Freq: 133.705 (Below FL 335 to FL 285).<br>Scottish ACC<br>Freq: 133.800 (Below FL 285). |
| △ MOGMO | 532443N 0011251W | | | | | Base level change point is not at right angles to the CL of L60 and extends between 532932N 0011019W and 531954N 0011523W. |
| (RNAV 5) | 279°/099° | 2.4 NM | FL 460 / FL 85 | even FL 430 / FL 260 | odd FL 230 / FL 190 | FL 460/FL 195 Class C,<br>FL 195/FL 85 Class A.<br><br>London ACC<br>Freq: 132.860 (FL 335 and above);<br>Freq: 133.705 (Below FL 335 to FL 285).<br>Scottish ACC<br>Freq: 133.800 (Below FL 285). |
| △ MAMUL | 532505.20N 0011648.45W | | | | | Intersection with L603. |
| (RNAV 5) | 279°/099° | 9.3 NM | FL 460 / FL 85 | even FL 430 / FL 260 | odd FL 450 / FL 190 | FL 460/FL 195 Class C,<br>FL 195/FL 85 Class A.<br><br>London ACC<br>Freq: 132.860 (FL 335 and above);<br>Freq: 133.705 (Below FL 335 to FL 285).<br>Scottish ACC<br>Freq: 133.800 (Below FL 285). |

# ENR 3.2 AREA NAVIGATION ROUTES (continued)

| Route Designator | Route Usage Notes | | | | | |
|---|---|---|---|---|---|---|
| **Significant Point Name** | **Significant Point Coordinates** | | **Waypoint: IDENT of VOR/DME BRG, DIST & ELEV of DME antenna** | | | **Remarks** |
| **(RNP/RNAV Type & Accuracy)** | **MAG Track ↓ / ↑** | **Geodesic Distance** | **Upper limit / Lower limit** | **IFR cruising levels max/min** | | **Airspace Class/ Controlling Unit/ Channel/ Logon address/ SATVOICE number/ RCP & RSP limitations** |
| | | | | ↓ | ↑ | |
| ← △ ADELU | 532630.48N 0013212.64W | | | | | Westbound route only btn ADELU and PENIL. |
| (RNAV 5) | 279°/ - | 10.0 NM | FL 460 / FL 245 | even FL 430 / FL 260 | | Class C.<br><br>London ACC<br>Freq: 132.860 (FL 335 and above);<br>Freq: 133.705 (Below FL 335 to FL 285).<br>Scottish ACC<br>Freq: 118.780 (Below FL 285). |
| △ BOLBI | 532759.75N 0014845.07W | | | | | |
| (RNAV 5) | 279°/ - | 13.0 NM | FL 460 / FL 245 | even FL 430 / FL 260 | | Class C.<br><br>London ACC<br>Freq: 132.860 (FL 335 and above);<br>Freq: 133.705 (Below FL 335 to FL 285).<br>Scottish ACC<br>Freq: 118.780 (Below FL 285). |
| △ SONEX | 532952.70N 0021020.86W | | POL R189 15.0 NM 1438 FT | | | |
| (RNAV 5) | 279°/ - | 53.8 NM | FL 460 / FL 245 | even FL 430 / FL 260 | | Class C.<br><br>London ACC<br>Freq: 132.860 (FL 335 and above);<br>Freq: 135.580 (Below FL 335 to FL 285).<br>Scottish ACC<br>Freq: 118.780 (Below FL 285). |
| △ PENIL | 533657.47N 0033948.72W | | WAL R306 23.2 NM 55 FT | | | Extremity of L60.<br>Intersection with L10 and UL70. |

| Route Designator | Route Usage Notes | | | | | |
|---|---|---|---|---|---|---|
| **Significant Point Name** | **Significant Point Coordinates** | | **Waypoint: IDENT of VOR/DME BRG, DIST & ELEV of DME antenna** | | | **Remarks** |
| **(RNP/RNAV Type & Accuracy)** | **MAG Track ↓ / ↑** | **Geodesic Distance** | **Upper limit / Lower limit** | **IFR cruising levels max/min** | | **Airspace Class/ Controlling Unit/ Channel/ Logon address/ SATVOICE number/ RCP & RSP limitations** |
| | | | | ↓ | ↑ | |
| **L70** | | | | | | |
| △ DESIG | 533138.13N 0015333.70W | | POL R149 15.0 NM 1438 FT | | | Intersection with L603 and L975.<br>Extremity of L70. |
| (RNAV 5) | 276°/095° | 31.0 NM | FL 245 / FL 85 | even FL 240 / FL 100 | odd FL 230 / FL 90 | FL 245/FL 195 Class C,<br>FL 195/FL 85 Class A.<br><br>Scottish ACC<br>Freq: 118.780 (FL 195 and above);<br>Freq: 135.715 (Below FL 195). |
| △ KOLID | 533425.70N 0024520.23W | | | | | |
| (RNAV 5) | 275°/095° | 9.7 NM | FL 245 / FL 85 | even FL 240 / FL 100 | odd FL 230 / FL 90 | FL 245/FL 85 Class C<br>(see Route Remarks).<br><br>Scottish ACC<br>Freq: 118.780 (FL 195 and above);<br>Freq: 128.055 (Below FL 195). |
| △ TADAL | 533513.83N 0030135.22W | | | | | |
| (RNAV 5) | 275°/095° | 5.0 NM | FL 245 / FL 85 | even FL 240 / FL 100 | odd FL 230 / FL 90 | Class C.<br><br>Scottish ACC<br>Freq: 128.055 (All levels). |

# ENR 3.2 AREA NAVIGATION ROUTES (continued)

| Route Designator | Route Usage Notes | | | | | |
|---|---|---|---|---|---|---|
| Significant Point Name | Significant Point Coordinates | | Waypoint: IDENT of VOR/DME BRG, DIST & ELEV of DME antenna | | | Remarks |
| (RNP/RNAV Type & Accuracy) | MAG Track ↓ / ↑ | Geodesic Distance | Upper limit / Lower limit | IFR cruising levels max/min ↓ | IFR cruising levels max/min ↑ | Airspace Class/ Controlling Unit/ Channel/ Logon address/ SATVOICE number/ RCP & RSP limitations |
| △ GUNTU | 533537.40N 0030953.64W | | | | | Intersection with Z196. |
| (RNAV 5) | 275°/095° | 17.9 NM | FL 245 / FL 85 | even FL 240 / FL 100 | odd FL 230 / FL 90 | Class C.<br><br>Scottish ACC<br>Freq: 133.050 (All Levels). |
| △ PENIL | 533657.47N 0033948.72W | | WAL R306 23.2 NM 55 FT | | | Westbound route only btn PENIL and BAGSO.<br>Intersection with L10 and M144. |
| (RNAV 5) | 275°/ - | 10.1 NM | FL 245 / FL 75 | even FL 240 / FL 80 | | Class C.<br><br>Scottish ACC<br>Freq: 133.050 (All Levels). |
| △ BABRA | 533739.37N 0035642.63W | | | | | |
| (RNAV 5) | 275°/ - | 5.4 NM | FL 245 / FL 115 | even FL 240 / FL 120 | | Class C.<br><br>Scottish ACC<br>Freq: 133.050 (All Levels). |
| △ GIGTO | 533801.06N 0040550.62W | | | | | |
| (RNAV 5) | 275°/ - | 7.6 NM | FL 245 / FL 115 | even FL 240 / FL 120 | | Class C.<br><br>Scottish ACC<br>Freq: 133.050 (All Levels). |
| △ UNDUX | 533830.25N 0041838.76W | | | | | |
| (RNAV 5) | 275°/ - | 5.1 NM | FL 245 / FL 145 | even FL 240 / FL 160 | | Class C.<br><br>Scottish ACC<br>Freq: 133.050 (All Levels). |
| △ SOPAX | 533848.89N 0042708.06W | | | | | |
| (RNAV 5) | 275°/ - | 13.9 NM | FL 245 / FL 145 | even FL 240 / FL 160 | | Class C.<br><br>Scottish ACC<br>Freq: 133.050 (All Levels). |
| △ RAMOX | 533936.72N 0045022.41W | | | | | |
| (RNAV 5) | 275°/ - | 11.0 NM | FL 245 / FL 115 | even FL 240 / FL 120 | | Class C.<br><br>ATS delegated to Dublin ATC<br>Freq: 129.180. |
| △ OGTUG | 534012N 0050850W | | | | | |
| (RNAV 5) | 274°/ - | 12.6 NM | FL 245 / FL 75 | even FL 240 / FL 80 | | Class C.<br><br>ATS delegated to Dublin ATC<br>Freq: 129.180.<br>Dublin ATIS<br>Freq: 124.530. |
| △ BAGSO | 534047.96N 0053000.00W | | | | | FIR Boundary.<br>Extremity of L70.<br>Intersection with V14 (see AIP Ireland). |

Route Remarks:
See also ENR 1.1, paragraph 1.1.3.

# ENR 3.2 AREA NAVIGATION ROUTES (continued)

| Route Designator | Route Usage Notes | | | | | |
|---|---|---|---|---|---|---|
| Significant Point Name | Significant Point Coordinates | | Waypoint: IDENT of VOR/DME BRG, DIST & ELEV of DME antenna | | | Remarks |
| (RNP/RNAV Type & Accuracy) | MAG Track ↓ / ↑ | Geodesic Distance | Upper limit / Lower limit | IFR cruising levels max/min ↓ | IFR cruising levels max/min ↑ | Airspace Class/ Controlling Unit/ Channel/ Logon address/ SATVOICE number/ RCP & RSP limitations |
| **L74** | | | | | | |
| △ TOPPA | 532408.99N 0033341.01E | | | | | Eastbound route only.<br>FIR/UIR Boundary.<br>Continues as (U)L74 (see AIP Netherlands). |
| (RNAV 5) | - /171° | 12.2 NM | FL 460 / FL 175 | | odd FL 450 / FL 190 | FL 460/FL 195 Class C,<br>FL 195/FL 175 Class A.<br><br>Scottish ACC<br>Freq: 121.325 (FL 245 and above).<br>ATS delegated to Amsterdam ACC below FL 245. |
| △ LARDI | 533616.09N 0033057.16E | | | | | |
| (RNAV 5) | - /185° | 34.6 NM | FL 460 / FL 195 | | odd FL 450 / FL 210 | Class C.<br><br>Scottish ACC<br>Freq: 121.325 (All Levels). |
| △ SOTUN | 541035.65N 0033736.65E | | | | | |
| (RNAV 5) | - /185° | 7.8 NM | FL 460 / FL 195 | | odd FL 450 / FL 210 | Class C.<br><br>Scottish ACC<br>Freq: 121.325 (All Levels). |
| △ VENAS | 541819.85N 0033908.23E | | | | | Extremity of L74. |
| Route Remarks:<br>See also ENR 1.1, paragraph 1.1.3.<br><br>Due to ATC operational requirements, the cruising level allocation between VENAS and LARDI is inappropriate to the MAG Track. | | | | | | |

| Route Designator | Route Usage Notes | | | | | |
|---|---|---|---|---|---|---|
| Significant Point Name | Significant Point Coordinates | | Waypoint: IDENT of VOR/DME BRG, DIST & ELEV of DME antenna | | | Remarks |
| (RNP/RNAV Type & Accuracy) | MAG Track ↓ / ↑ | Geodesic Distance | Upper limit / Lower limit | IFR cruising levels max/min ↓ | IFR cruising levels max/min ↑ | Airspace Class/ Controlling Unit/ Channel/ Logon address/ SATVOICE number/ RCP & RSP limitations |
| **L89** | | | | | | |
| △ KATHY | 503113.59N 0012000.23W | | SAM R178 26.1 NM 64 FT | | | Eastbound route only.<br>Extremity of L89. |
| (RNAV 5) | 024°/ - | 32.0 NM | FL 245 / FL 85 | odd FL 230 / FL 90 | | FL 245/FL 195 Class C,<br>FL 195/FL 85 Class A.<br><br>Between KATHY and 10 NM north of KATHY<br>London ACC<br>Freq: 127.830 (All levels).<br><br>Between 10 NM north of KATHY and 15 NM south of HAZEL<br>London ACC<br>Freq: 127.830 (FL 125 and above);<br>Freq: 133.180 (Below FL 125).<br><br>Between 15 NM south of HAZEL and HAZEL<br>London ACC<br>Freq: 127.830 (FL 175 and above);<br>Freq: 133.180 (Below FL 175). |

# ENR 3.2 AREA NAVIGATION ROUTES (continued)

| Route Designator | Route Usage Notes | | | | | |
|---|---|---|---|---|---|---|
| Significant Point Name | Significant Point Coordinates | | Waypoint: IDENT of VOR/DME BRG, DIST & ELEV of DME antenna | | | Remarks |
| (RNP/RNAV Type & Accuracy) | MAG Track ↓ / ↑ | Geodesic Distance | Upper limit / Lower limit | IFR cruising levels max/min ↓ | IFR cruising levels max/min ↑ | Airspace Class/ Controlling Unit/ Channel/ Logon address/ SATVOICE number/ RCP & RSP limitations |
| △ HAZEL | 510019.03N 0005904.06W | | SAM R077 14.0 NM 64 FT | | | |
| (RNAV 5) | 008°/ - | 27.2 NM | FL 245 / FL 85 | odd FL 230 / FL 90 | | FL 245/FL 195 Class C,<br>FL 195/FL 85 Class A.<br><br>Between HAZEL and 5 NM south of WOD<br>London ACC<br>Freq: 132.165 (FL 215 and above);<br>Freq: 135.805 (Below FL 215 to FL 175);<br>Freq: 133.180 (Below FL 175).<br><br>Between 5 NM south of WOD and WOD<br>London ACC<br>Freq: 132.165 (FL 215 and above);<br>Freq: 135.805 (Below FL 215 to FL 155);<br>Freq: 129.080 (Below FL 155 to FL 135);<br>Freq: 134.125 (Below FL 135). |
| △ WOODLEY NDB (WOD) | 512710.02N 0005243.68W | | | | | Extremity of L89.<br>Intersection with M605. |

| Route Designator | Route Usage Notes | | | | | |
|---|---|---|---|---|---|---|
| Significant Point Name | Significant Point Coordinates | | Waypoint: IDENT of VOR/DME BRG, DIST & ELEV of DME antenna | | | Remarks |
| (RNP/RNAV Type & Accuracy) | MAG Track ↓ / ↑ | Geodesic Distance | Upper limit / Lower limit | IFR cruising levels max/min ↓ | IFR cruising levels max/min ↑ | Airspace Class/ Controlling Unit/ Channel/ Logon address/ SATVOICE number/ RCP & RSP limitations |
| **L90** | | | | | | |
| △ DOLAS | 525842.96N 0010003.43E | | | | | Extremity of L90.<br>Intersection with L603. |
| (RNAV 5) | 315°/135° | 21.1 NM | FL 460 / FL 245 | even FL 430 / FL 260 | odd FL 450 / FL 250 | Class C.<br><br>London ACC<br>Freq: 126.780 (FL 355 and above);<br>Freq: 128.130 (Below FL 355 to FL 285).<br>Scottish ACC<br>Freq: 133.800 (Below FL 285). |
| △ SUPEL | 531340.27N 0003528.02E | | | | | |
| (RNAV 5) | 315°/134° | 25.3 NM | FL 460 / FL 245 | even FL 430 / FL 260 | odd FL 450 / FL 250 | Class C.<br><br>London ACC<br>Freq: 126.780 (FL 355 and above);<br>Freq: 128.130 (Below FL 355 to FL 285).<br>Scottish ACC<br>Freq: 133.800 (Below FL 285). |
| △ LIBSO | 533129.33N 0000536.32E | | | | | |
| (RNAV 5) | 326°/146° | 12.6 NM | FL 460 / FL 245 | even FL 430 / FL 260 | odd FL 450 / FL 250 | Class C.<br><br>London ACC<br>Freq: 126.780 (FL 355 and above);<br>Freq: 128.130 (Below FL 355 to FL 285).<br>Scottish ACC<br>Freq: 133.800 (Below FL 285). |

# ENR 3.2 AREA NAVIGATION ROUTES (continued)

| Route Designator | | Route Usage Notes | | | | | |
|---|---|---|---|---|---|---|---|
| Significant Point Name | | Significant Point Coordinates | | Waypoint: IDENT of VOR/DME BRG, DIST & ELEV of DME antenna | | | Remarks |
| (RNP/RNAV Type & Accuracy) | | MAG Track ↓ / ↑ | Geodesic Distance | Upper limit / Lower limit | IFR cruising levels max/min ↓ | IFR cruising levels max/min ↑ | Airspace Class/ Controlling Unit/ Channel/ Logon address/ SATVOICE number/ RCP & RSP limitations |
| △ | OTTRINGHAM VOR/DME (OTR) | 534153.49N 0000613.61W | | | | | Extremity of L90.<br>Intersection with L602. |

| Route Designator | | Route Usage Notes | | | | | |
|---|---|---|---|---|---|---|---|
| Significant Point Name | | Significant Point Coordinates | | Waypoint: IDENT of VOR/DME BRG, DIST & ELEV of DME antenna | | | Remarks |
| (RNP/RNAV Type & Accuracy) | | MAG Track ↓ / ↑ | Geodesic Distance | Upper limit / Lower limit | IFR cruising levels max/min ↓ | IFR cruising levels max/min ↑ | Airspace Class/ Controlling Unit/ Channel/ Logon address/ SATVOICE number/ RCP & RSP limitations |
| **L149** | | | | | | | |
| △ | BIGNO | 500000N 0024930W | | GUR R346 34.9 NM 343 FT | | | Eastbound route only.<br>Extremity of L149. |
| (RNAV 5) | | - /152° | 25.2 NM | FL 245 / FL 105 | | odd FL 230 / FL 110 | FL 245/FL 195 Class C,<br>FL 195/FL 105 Class A.<br><br>London ACC<br>Freq: 126.080 (All Levels). |
| △ | KLAKI | 502216.59N 0030754.14W | | | | | |
| (RNAV 5) | | - /134° | 8.7 NM | FL 245 / FL 105 | | odd FL 230 / FL 110 | FL 245/FL 195 Class C,<br>FL 195/FL 105 Class A.<br><br>London ACC<br>Freq: 126.080 (All Levels). |
| △ | BUDXE | 502818.29N 0031744.21W | | | | | |
| (RNAV 5) | | - /134° | 8.9 NM | FL 245 / FL 105 | | odd FL 230 / FL 110 | FL 245/FL 195 Class C,<br>FL 195/FL 105 Class A.<br><br>London ACC<br>Freq: 126.080 (All Levels). |
| △ | DAWLY | 503427.31N 0032750.23W | | | | | Extremity of L149. |
| Route Remarks:<br>CDR Fri 1600 (1500) - Mon 0745 (0645). | | | | | | | |

| Route Designator | | Route Usage Notes | | | | | |
|---|---|---|---|---|---|---|---|
| Significant Point Name | | Significant Point Coordinates | | Waypoint: IDENT of VOR/DME BRG, DIST & ELEV of DME antenna | | | Remarks |
| (RNP/RNAV Type & Accuracy) | | MAG Track ↓ / ↑ | Geodesic Distance | Upper limit / Lower limit | IFR cruising levels max/min ↓ | IFR cruising levels max/min ↑ | Airspace Class/ Controlling Unit/ Channel/ Logon address/ SATVOICE number/ RCP & RSP limitations |
| **L151** | | | | | | | |
| △ | SITET | 500600N 0000000E | | | | | Eastbound route only above FL 245 btn MID and SITET.<br>FIR/UIR Boundary.<br>Extremity of L151.<br>Intersection with A34 and UN859 (See AIP France). |
| (RNAV 5) | | 335°/155° | 7.2 NM | FL 460 / FL 75 | even FL 240 / FL 100 | odd FL 450 / FL 90 | FL 460/FL 195 Class C,<br>FL 195/FL 75 Class A.<br><br>London ACC<br>Freq: 132.840 (FL 295 and above);<br>Freq: 135.055 (Below FL 295). |

# ENR 3.2 AREA NAVIGATION ROUTES (continued)

| Route Designator | Route Usage Notes | | | | | |
|---|---|---|---|---|---|---|
| Significant Point Name | Significant Point Coordinates | | Waypoint: IDENT of VOR/DME BRG, DIST & ELEV of DME antenna | | | Remarks |
| (RNP/RNAV Type & Accuracy) | MAG Track ↓ / ↑ | Geodesic Distance | Upper limit / Lower limit | IFR cruising levels max/min ↓ | IFR cruising levels max/min ↑ | Airspace Class/ Controlling Unit/ Channel/ Logon address/ SATVOICE number/ RCP & RSP limitations |
| △ DRAKE | 501234N 0000434W | | | | | |
| (RNAV 5) | 337°/157° | 54.9 NM | FL 460 / FL 85 | even FL 240 / FL 100 | odd FL 450 / FL 90 | FL 460/FL 195 Class C,<br>FL 195/FL 85 Class A.<br><br>Between DRAKE and abm BENBO:<br>London ACC<br>Freq: 132.840 (FL 295 and above);<br>Freq: 135.055 (Below FL 295).<br><br>Between abm BENBO and abm BOGNA:<br>London ACC<br>Freq: 132.840 (FL 295 and above);<br>Freq: 135.055 (Below FL 295 to FL 175);<br>Freq: 133.180 (Below FL 175).<br><br>Between abm BOGNA and 8 NM from MID:<br>London ACC<br>Freq: 132.840 (FL 305 and above);<br>Freq: 132.165 (Below FL 305 to FL 255);<br>Freq: 135.055 (Below FL 255 to FL 175);<br>Freq: 133.180 (Below FL 175).<br><br>Between 8 NM from MID and MID:<br>London ACC<br>Freq: 132.840 (FL 305 and above);<br>Freq: 132.165 (Below FL 305 to FL 215);<br>Freq: 135.805 (Below FL 215 to FL 175):<br>Freq: 133.180 (Below FL 175). |

# ENR 3.2 AREA NAVIGATION ROUTES (continued)

| Route Designator | Route Usage Notes | | | | | |
|---|---|---|---|---|---|---|
| **Significant Point Name** | **Significant Point Coordinates** | | **Waypoint: IDENT of VOR/DME BRG, DIST & ELEV of DME antenna** | | | **Remarks** |
| **(RNP/RNAV Type & Accuracy)** | **MAG Track ↓ / ↑** | **Geodesic Distance** | **Upper limit / Lower limit** | **IFR cruising levels max/min** | | **Airspace Class/ Controlling Unit/ Channel/ Logon address/ SATVOICE number/ RCP & RSP limitations** |
| | | | | ↓ | ↑ | |
| △ MIDHURST DME (MID) | 510314.23N 0003730.01W | | | | | Eastbound route only btn WAL and MID.<br>Intersection with Y803. |
| (RNAV 5) | - /147° | 29.7 NM | FL 460 / FL 105 | | odd FL 450 / FL 110 | FL 460/FL 195 Class C,<br>FL 195/FL 105 Class A.<br><br>Between LINDY and abm TEVSI:<br>London ACC<br>Freq: 134.460 (FL 305 and above);<br>Freq: 132.165 (Below FL 305 to FL 215);<br>Freq: 135.805 (Below FL 215 to FL 155);<br>Freq: 129.080 (Below FL 155 to FL 135);<br>Freq: 134.125 (Below FL 135).<br><br>Between abm TEVSI and 10 NM before MID:<br>London ACC<br>Freq: 134.460 (FL 305 and above);<br>Freq: 132.165 (Below FL 305 to FL 215);<br>Freq: 135.805 (Below FL 215 to FL 175);<br>Freq: 129.080 (Below FL 175).<br><br>Between 10 NM before MID and 5 NM before MID:<br>London ACC<br>Freq: 132.840 (FL 305 and above);<br>Freq: 132.165 (Below FL 305 to FL 215);<br>Freq: 135.805 (Below FL 215 to FL 175);<br>Freq: 129.080 (Below FL 175).<br><br>Between 5 NM before MID and MID:<br>London ACC<br>Freq: 132.840 (FL 305 and above);<br>Freq: 132.165 (Below FL 305 to FL 215);<br>Freq: 135.805 (Below FL 215 to FL 175);<br>Freq: 133.180 (Below FL 175). |

# ENR 3.2 AREA NAVIGATION ROUTES (continued)

| Route Designator | Route Usage Notes | | | | | |
|---|---|---|---|---|---|---|
| Significant Point Name | Significant Point Coordinates | | Waypoint: IDENT of VOR/DME BRG, DIST & ELEV of DME antenna | | | Remarks |
| (RNP/RNAV Type & Accuracy) | MAG Track ↓ / ↑ | Geodesic Distance | Upper limit / Lower limit | IFR cruising levels max/min ↓ | IFR cruising levels max/min ↑ | Airspace Class/ Controlling Unit/ Channel/ Logon address/ SATVOICE number/ RCP & RSP limitations |
| △ LINDY | 512814.12N 0010257.19W | | | | | |
| (RNAV 5) | - /147° | 21.5 NM | FL 460 / FL 105 | | odd FL 450 / FL 110 | FL 460/FL 195 Class C,<br>FL 195/FL 105 Class A.<br><br>Between KIDLI and 5 NM from KIDLI:<br>London ACC<br>Freq: 134.460 (FL 305 and above);<br>Freq: 132.165 (Below FL 305 to FL 215);<br>Freq: 121.030 (Below FL 215).<br><br>Between 5 NM from KIDLI and abm COWLY:<br>London ACC<br>Freq: 134.460 (FL 305 and above);<br>Freq: 132.165 (Below FL 305 to FL 215);<br>Freq: 133.080 (Below FL 215 to FL 165);<br>Freq: 121.280 (Below FL 165).<br><br>Between abm COWLY and LINDY:<br>London ACC<br>Freq: 134.460 (FL 305 and above);<br>Freq: 132.165 (Below FL 305 to FL 215);<br>Freq: 135.805 (Below FL 215 to FL 155);<br>Freq: 129.080 (Below FL 155 to FL 135);<br>Freq: 134.125 (Below FL 135). |
| △ KIDLI | 514617.00N 0012140.87W | | CPT R342 17.6 NM 498 FT | | | Intersection with (U)N859. |
| (RNAV 5) | - /147° | 7.6 NM | FL 460 / FL 105 | | odd FL 450 / FL 110 | FL 460/FL 195 Class C,<br>FL 195/FL 105 Class A.<br><br>London ACC<br>Freq: 134.460 (FL 305 and above);<br>Freq: 134.390 (Below FL 305 to FL 245);<br>Freq: 132.165 (Below FL 245 to FL 215);<br>Freq: 121.030 (Below FL 215). |
| △ NEDEX | 515237.17N 0012819.67W | | | | | |
| (RNAV 5) | - /147° | 10.7 NM | FL 460 / FL 105 | | odd FL 450 / FL 110 | FL 460/FL 195 Class C,<br>FL 195/FL 105 Class A.<br><br>London ACC<br>Freq: 134.390 (FL 225 and above);<br>Freq: 121.030 (Below FL 225). |
| △ NANUM | 520134.97N 0013747.00W | | | | | |
| (RNAV 5) | - /147° | 3.0 NM | FL 460 / FL 105 | | odd FL 450 / FL 110 | FL 460/FL 195 Class C,<br>FL 195/FL 105 Class A.<br><br>London ACC<br>Freq: 134.390 (FL 225 and above);<br>Freq: 121.030 (Below FL 225). |

# ENR 3.2 AREA NAVIGATION ROUTES (continued)

| Route Designator | Route Usage Notes | | | | | |
|---|---|---|---|---|---|---|
| Significant Point Name | Significant Point Coordinates | | Waypoint: IDENT of VOR/DME BRG, DIST & ELEV of DME antenna | | | Remarks |
| (RNP/RNAV Type & Accuracy) | MAG Track ↓ / ↑ | Geodesic Distance | Upper limit / Lower limit | IFR cruising levels max/min ↓ | IFR cruising levels max/min ↑ | Airspace Class/ Controlling Unit/ Channel/ Logon address/ SATVOICE number/ RCP & RSP limitations |
| △ TUBSU | 520406N 0014028W | | | | | |
| (RNAV 5) | - /147° | 2.5 NM | FL 460 / FL 145 | | odd FL 450 / FL 150 | FL 460/FL 195 Class C, FL 195/FL 145 Class A.<br><br>London ACC<br>Freq: 134.390 (FL 225 and above);<br>Freq: 121.030 (Below FL 225). |
| △ DISIT | 520610.84N 0014240.91W | | | | | |
| (RNAV 5) | - /147° | 11.8 NM | FL 460 / FL 145 | | odd FL 450 / FL 150 | FL 460/FL 195 Class C, FL 195/FL 145 Class A.<br><br>London ACC<br>Freq: 134.390 (FL 225 and above);<br>Freq: 121.030 (Below FL 225). |
| △ PEPUL | 521603.00N 0015314.37W | | | | | |
| (RNAV 5) | - /147° | 7.9 NM | FL 460 / FL 145 | | odd FL 450 / FL 150 | FL 460/FL 195 Class C, FL 195/FL 145 Class A.<br><br>London ACC<br>Freq: 134.390 (FL 195 and above);<br>Freq: 121.030 (Below FL 195). |
| △ BRUMI | 522237.21N 0020019.14W | | | | | |
| (RNAV 5) | - /147° | 2.4 NM | FL 460 / FL 145 | | odd FL 450 / FL 150 | FL 460/FL 195 Class C, FL 195/FL 145 Class A.<br><br>London ACC<br>Freq: 134.390 (FL 195 and above);<br>Freq: 134.430 (Below FL 195). |
| △ VIDOK | 522439.05N 0020231.12W | | | | | |
| (RNAV 5) | - /147° | 18.3 NM | FL 460 / FL 145 | | odd FL 450 / FL 150 | FL 460/FL 195 Class C, FL 195/FL 145 Class A.<br><br>London ACC<br>Freq: 134.390 (FL 195 and above);<br>Freq: 134.430 (Below FL 195). |
| △ TELBA | 523952.00N 0021906.97W | | | | | |
| (RNAV 5) | - /147° | 10.5 NM | FL 460 / FL 145 | | odd FL 450 / FL 150 | FL 460/FL 195 Class C, FL 195/FL 145 Class A.<br><br>London ACC<br>Freq: 134.390 (FL 195 and above);<br>Freq: 134.430 (Below FL 195). |

# ENR 3.2 AREA NAVIGATION ROUTES (continued)

| Route Designator | Route Usage Notes | | | | | |
|---|---|---|---|---|---|---|
| Significant Point Name | Significant Point Coordinates | | Waypoint: IDENT of VOR/DME BRG, DIST & ELEV of DME antenna | | | Remarks |
| (RNP/RNAV Type & Accuracy) | MAG Track ↓ / ↑ | Geodesic Distance | Upper limit / Lower limit | IFR cruising levels max/min ↓ | IFR cruising levels max/min ↑ | Airspace Class/ Controlling Unit/ Channel/ Logon address/ SATVOICE number/ RCP & RSP limitations |
| △ KEPAD | 524835.41N 0022844.28W | | | | | Intersection with L15. |
| (RNAV 5) | - /146° | 42.3 NM | FL 460 / FL 145 | | odd FL 450 / FL 150 | FL 460/FL 195 Class C,<br>FL 195/FL 145 Class A.<br><br>Between WAL and 15 NM before KEPAD:<br>London ACC<br>Freq: 132.860 (FL 335 and above);<br>Freq: 135.580 (Below FL 335 to FL 285);<br>Freq: 118.780 (Below FL 285 to FL 195);<br>Freq: 128.055 (below FL 195).<br><br>Between 15 NM before KEPAD and 10 NM before KEPAD:<br>London ACC<br>Freq: 132.860 (FL 335 and above);<br>Freq: 135.580 (Below FL 335 to FL 285);<br>Freq: 118.780 (Below FL 285 to FL 195);<br>Freq: 134.425 (Below FL 195).<br><br>Between 10 NM before KEPAD and KEPAD:<br>London ACC<br>Freq: 134.390 (FL 285 and above);<br>Freq: 118.780 (Below FL 285 to FL 195);<br>Freq: 134.430 (Below FL 195). |
| △ WALLASEY VOR/DME (WAL) | 532330.97N 0030804.06W | | | | | Extremity of L151. |
| Route Remarks:<br>See also ENR 1.1, paragraph 1.1.3. | | | | | | |

| Route Designator | Route Usage Notes | | | | | |
|---|---|---|---|---|---|---|
| Significant Point Name | Significant Point Coordinates | | Waypoint: IDENT of VOR/DME BRG, DIST & ELEV of DME antenna | | | Remarks |
| (RNP/RNAV Type & Accuracy) | MAG Track ↓ / ↑ | Geodesic Distance | Upper limit / Lower limit | IFR cruising levels max/min ↓ | IFR cruising levels max/min ↑ | Airspace Class/ Controlling Unit/ Channel/ Logon address/ SATVOICE number/ RCP & RSP limitations |
| **L179** | | | | | | |
| △ GILTI | 513413.01N 0020318.17E | | | | | Westbound route only btn GILTI and ICTAM.<br>FIR/UIR Boundary.<br>For continuation see AIP Netherlands. |
| (RNAV 5) | 273°/ - | 10.2 NM | FL 460 / FL 95 | even FL 430 / FL 100 | | FL 460/FL 195 Class C,<br>FL 195/FL 95 Class A.<br><br>London ACC<br>Freq: 128.160 (FL 245 and above);<br>Freq: 118.480 (Below FL 245 to FL 215);<br>Freq: 135.425 (Below FL 215). |

# ENR 3.2 AREA NAVIGATION ROUTES (continued)

| Route Designator | Route Usage Notes | | | | | |
|---|---|---|---|---|---|---|
| Significant Point Name | Significant Point Coordinates | | Waypoint: IDENT of VOR/DME BRG, DIST & ELEV of DME antenna | | | Remarks |
| (RNP/RNAV Type & Accuracy) | MAG Track ↓ / ↑ | Geodesic Distance | Upper limit / Lower limit | IFR cruising levels max/min ↓ | IFR cruising levels max/min ↑ | Airspace Class/ Controlling Unit/ Channel/ Logon address/ SATVOICE number/ RCP & RSP limitations |
| △ PIBUX | 513458.88N 0014657.42E | | | | | Intersection with Y4. |
| (RNAV 5) | 273°/ - | 6.4 NM | FL 460 / FL 95 | even FL 430 / FL 100 | | FL 460/FL 195 Class C,<br>FL 195/FL 95 Class A.<br><br>London ACC<br>Freq: 128.160 (FL 245 and above);<br>Freq: 118.480 (Below FL 245 to FL 215);<br>Freq: 135.425 (Below FL 215). |
| △ ERING | 513526.45N 0013643.00E | | | | | |
| (RNAV 5) | 273°/ - | 12.4 NM | FL 460 / FL 95 | even FL 430 / FL 100 | | FL 460/FL 195 Class C,<br>FL 195/FL 95 Class A.<br><br>London ACC<br>Freq: 128.160 (FL 245 and above);<br>Freq: 129.605 (Below FL 245 to FL 125);<br>Freq: 135.425 (Below FL 125). |
| △ TOBIX | 513617.39N 0011651.40E | | | | | |
| (RNAV 5) | 273°/ - | 13.7 NM | FL 460 / FL 95 | even FL 430 / FL 100 | | FL 460/FL 195 Class C,<br>FL 195/FL 95 Class A.<br><br>London ACC<br>Freq: 128.160 (FL 245 and above);<br>Freq: 129.605 (Below FL 245 to FL 125);<br>Freq: 135.425 (Below FL 125). |
| △ TUGPO | 513709.84N 0005451.93E | | | | | |
| (RNAV 5) | 273°/ - | 6.3 NM | FL 460 / FL 95 | even FL 430 / FL 100 | | FL 460/FL 195 Class C,<br>FL 195/FL 95 Class A.<br><br>London ACC<br>Freq: 128.160 (FL 245 and above);<br>Freq: 129.605 (Below FL 245 to FL 175);<br>Freq: 123.905 (Below FL 175). |
| △ TERKO | 513732.46N 0004448.08E | | | | | Intersection with M40. |
| (RNAV 5) | 273°/ - | 3.8 NM | FL 460 / FL 95 | even FL 430 / FL 100 | | FL 460/FL 195 Class C,<br>FL 195/FL 95 Class A.<br><br>London ACC<br>Freq: 127.430 (FL 305 and above);<br>Freq: 132.605 (Below FL 305 to FL 245);<br>Freq: 129.605 (Below FL 245 to FL 175);<br>Freq: 123.905 (Below FL 175). |
| △ SIRGO | 513745.56N 0003847.03E | | | | | Intersection with L620. |
| (RNAV 5) | 273°/ - | 4.0 NM | FL 460 / FL 95 | even FL 430 / FL 100 | | FL 460/FL 195 Class C,<br>FL 195/FL 95 Class A.<br><br>London ACC<br>Freq: 127.430 (FL 305 and above);<br>Freq: 132.605 (Below FL 305 to FL 245);<br>Freq: 129.605 (Below FL 245 to FL 175);<br>Freq: 123.905 (Below FL 175). |

# ENR 3.2 AREA NAVIGATION ROUTES (continued)

| Route Designator | Route Usage Notes | | | | | |
|---|---|---|---|---|---|---|
| Significant Point Name | Significant Point Coordinates | | Waypoint: IDENT of VOR/DME BRG, DIST & ELEV of DME antenna | | | Remarks |
| (RNP/RNAV Type & Accuracy) | MAG Track ↓ / ↑ | Geodesic Distance | Upper limit / Lower limit | IFR cruising levels max/min ↓ | IFR cruising levels max/min ↑ | Airspace Class/ Controlling Unit/ Channel/ Logon address/ SATVOICE number/ RCP & RSP limitations |
| △ FERIT | 513759.23N 0003221.20E | | | | | Intersection with M14. |
| (RNAV 5) | 272°/ - | 14.5 NM | FL 460 / FL 95 | even FL 430 / FL 100 | | FL 460/FL 195 Class C,<br>FL 195/FL 95 Class A.<br><br>Between FERIT and 4 NM from LAM:<br>London ACC<br>Freq: 127.430 (FL 305 and above);<br>Freq: 132.605 (Below FL 305 to FL 245);<br>Freq: 129.605 (Below FL 245 to FL 175);<br>Freq: 123.905 (Below FL 175).<br><br>Between 4 NM from LAM and LAM:<br>London ACC<br>Freq: 127.430 (FL 305 and above);<br>Freq: 132.605 (Below FL 305 to FL 215);<br>Freq: 127.955 (Below FL 215 to FL 175);<br>Freq: 123.905 (Below FL 175). |
| △ LAMBOURNE DME (LAM) | 513845.69N 0000906.13E | | | | | |
| (RNAV 5) | 260°/ - | 10.2 NM | FL 460 / FL 95 | even FL 430 / FL 100 | | FL 460/FL 195 Class C,<br>FL 195/FL 95 Class A.<br><br>London ACC<br>Freq: 127.430 (FL 305 and above);<br>Freq: 132.605 (Below FL 305 to FL 215);<br>Freq: 127.955 (Below FL 215 to FL 115);<br>Freq: 123.905 (Below FL 115). |

# ENR 3.2 AREA NAVIGATION ROUTES (continued)

| Route Designator | Route Usage Notes | | | | | |
|---|---|---|---|---|---|---|
| Significant Point Name | Significant Point Coordinates | | Waypoint: IDENT of VOR/DME BRG, DIST & ELEV of DME antenna | | | Remarks |
| (RNP/RNAV Type & Accuracy) | MAG Track ↓ / ↑ | Geodesic Distance | Upper limit / Lower limit | IFR cruising levels max/min ↓ | IFR cruising levels max/min ↑ | Airspace Class/ Controlling Unit/ Channel/ Logon address/ SATVOICE number/ RCP & RSP limitations |
| △ UGBET | 513701.15N 0000705.18W | | | | | Intersection with Q60. |
| (RNAV 5) | 262°/ - | 39.5 NM | FL 460 / FL 95 | even FL 430 / FL 100 | | FL 460/FL 195 Class C,<br>FL 195/FL 95 Class A.<br><br>Between UGBET and 10 NM from UGBET:<br>London ACC<br>Freq: 127.430 (FL 305 and above);<br>Freq: 132.605 (Below FL 305 to FL 215);<br>Freq: 127.955 (Below FL 215 to FL 115);<br>Freq: 118.825 (Below FL 115).<br><br>Between 10 NM from UGBET and 19 NM from ICTAM:<br>London ACC<br>Freq: 127.430 (FL 305 and above);<br>Freq: 132.605 (Below FL 305 to FL 215);<br>Freq: 127.955 (Below FL 215 to FL 175);<br>Freq: 135.805 (Below FL 175 to FL 155);<br>Freq: 119.780 (Below FL 155 to FL 115);<br>Freq: 118.825 (Below FL 115).<br><br>Between 19 NM from ICTAM and 12 NM from ICTAM:<br>London ACC<br>Freq: 127.430 (FL 305 and above);<br>Freq: 132.605 (Below FL 305 to FL 215);<br>Freq: 135.805 (Below FL 215 to FL 155);<br>Freq: 119.780 (Below FL 155).<br><br>Between 12 NM from ICTAM and ICTAM:<br>London ACC<br>Freq: 134.460 (FL 305 and above);<br>Freq: 132.165 (Below FL 305 to FL 215);<br>Freq: 135.805 (Below FL 215 to FL 155);<br>Freq: 134.125 (Below FL 155). |

# ENR 3.2 AREA NAVIGATION ROUTES (continued)

| Route Designator | Route Usage Notes | | | | | |
|---|---|---|---|---|---|---|
| Significant Point Name | Significant Point Coordinates | | Waypoint: IDENT of VOR/DME BRG, DIST & ELEV of DME antenna | | | Remarks |
| (RNP/RNAV Type & Accuracy) | MAG Track ↓ / ↑ | Geodesic Distance | Upper limit / Lower limit | IFR cruising levels max/min ↓ | IFR cruising levels max/min ↑ | Airspace Class/ Controlling Unit/ Channel/ Logon address/ SATVOICE number/ RCP & RSP limitations |
| △ ICTAM | 513137.37N 0010948.12W | | | | | Intersection with M197, T421 and Q63. |
| (RNAV 5) | 280°/100° | 18.7 NM | FL 460 / FL 95 | even FL 430 / FL 100 | odd FL 450 / FL 250 | FL 460/FL 195 Class C,<br>FL 195/FL 95 Class A.<br><br>Between ICTAM and 7NM from ICTAM:<br>London ACC<br>Freq: 134.460 (FL 305 and above);<br>Freq: 132.165 (Below FL 305 to FL 215);<br>Freq: 135.805 (Below FL 215 to FL 155);<br>Freq: 134.125 (Below FL 155).<br><br>Between 7NM from ICTAM and SAWPE:<br>London ACC<br>Freq: 134.460 (FL 305 and above);<br>Freq: 133.600 (Below FL 305 to FL 265);<br>Freq: 134.755 (Below FL 265 to FL 115);<br>Freq: 134.125 (Below FL 115). |
| △ SAWPE | 513504.67N 0013916.42W | | | | | FRA Entry/Exit Point.<br>Extremity of L179. |
| Route Remarks:<br>GILTI - TERKO CDR H24.<br>Rest of L179 - PERM.<br><br>See also ENR 1.1, paragraph 1.1.3. | | | | | | |

| Route Designator | Route Usage Notes | | | | | |
|---|---|---|---|---|---|---|
| Significant Point Name | Significant Point Coordinates | | Waypoint: IDENT of VOR/DME BRG, DIST & ELEV of DME antenna | | | Remarks |
| (RNP/RNAV Type & Accuracy) | MAG Track ↓ / ↑ | Geodesic Distance | Upper limit / Lower limit | IFR cruising levels max/min ↓ | IFR cruising levels max/min ↑ | Airspace Class/ Controlling Unit/ Channel/ Logon address/ SATVOICE number/ RCP & RSP limitations |
| **L180** | | | | | | |
| △ LEKCI | 513440.46N 0025314.66W | | | | | Eastbound route only btn ZIPWE and LEKCI.<br>Extremity of L180. |
| (RNAV 1) | - /107° | 26.6 NM | FL 245 / FL 195 | | odd FL 230 / FL 210 | Class C.<br><br>London ACC<br>Freq: 134.755 (All Levels). |
| △ ZIPWE | 514235.40N 0033400.70W | | | | | |
| (RNAV 1) | 066°/246° | 14.3 NM | FL 245 / FL 125 | odd FL 230 / FL 130 | even FL 240 / FL 200 | FL 245/FL 195 Class C,<br>FL 195/FL 125 Class A.<br><br>0600-2300 (0500-2200)<br>London ACC<br>Freq: 134.755 (Above FL 165);<br>Cardiff APP<br>Freq: 125.855 (FL 165 and below).<br><br>2300-0600 (2200-0500)<br>London ACC<br>Freq: 134.755 (All Levels). |
| △ TIGWE | 514822.73N 0031257.91W | | | | | |

# ENR 3.2 AREA NAVIGATION ROUTES (continued)

| Route Designator | Route Usage Notes | | | | | |
|---|---|---|---|---|---|---|
| **Significant Point Name** | **Significant Point Coordinates** | | **Waypoint: IDENT of VOR/DME BRG, DIST & ELEV of DME antenna** | | | **Remarks** |
| **(RNP/RNAV Type & Accuracy)** | **MAG Track ↓ / ↑** | **Geodesic Distance** | **Upper limit / Lower limit** | **IFR cruising levels max/min** | | **Airspace Class/ Controlling Unit/ Channel/ Logon address/ SATVOICE number/ RCP & RSP limitations** |
| | | | | **↓** | **↑** | |
| (RNAV 1) | 068°/248° | 16.0 NM | FL 245 / FL 125 | odd FL 230 / FL 130 | even FL 240 / FL 200 | FL 245/FL 195 Class C,<br>FL 195/FL 125 Class A.<br><br>0600-2300 (0500-2200)<br>London ACC<br>Freq: 134.755 (Above FL 165);<br>Cardiff APP<br>Freq: 125.855 (FL 165 and below).<br><br>2300-0600 (2200-0500)<br>London ACC<br>Freq: 134.755 (All Levels). |
| △ OXCUD | 515423.03N 0024906.11W | | | | | Eastbound route only btn OXCUD and FIGZI. |
| (RNAV 1) | 068°/ - | 8.6 NM | FL 245 / FL 125 | odd FL 230 / FL 130 | | Between OXCUD and the western boundary of Cotswold CTA 15 (515448N 0024727W):<br>FL 245/FL 195 Class C,<br>FL 195/FL 125 Class A.<br><br>0600-2300 (0500-2200)<br>London ACC<br>Freq: 134.755 (Above FL 165);<br>Cardiff APP<br>Freq: 125.855 (FL 165 and below).<br><br>2300-0600 (2200-0500)<br>London ACC<br>Freq: 134.755 (All Levels).<br><br>Between the western boundary of Cotswold CTA 15 (515448N 0024727W) and FIGZI:<br>Class C.<br><br>London ACC<br>Freq: 134.755 (All Levels). |
| △ FIGZI | 515734.77N 0023613.57W | | | | | Extremity of L180. |
| Route Remarks:<br>TIGWE – FIGZI CDR H24.<br>Rest of L180 Perm. | | | | | | |

| Route Designator | Route Usage Notes | | | | | |
|---|---|---|---|---|---|---|
| **Significant Point Name** | **Significant Point Coordinates** | | **Waypoint: IDENT of VOR/DME BRG, DIST & ELEV of DME antenna** | | | **Remarks** |
| **(RNP/RNAV Type & Accuracy)** | **MAG Track ↓ / ↑** | **Geodesic Distance** | **Upper limit / Lower limit** | **IFR cruising levels max/min** | | **Airspace Class/ Controlling Unit/ Channel/ Logon address/ SATVOICE number/ RCP & RSP limitations** |
| | | | | **↓** | **↑** | |
| **L186** | | | | | | |
| △ TURNBERRY DME (TRN) | 551848.28N 0044701.91W | | | | | Westbound route only.<br>Extremity of L186.<br>Intersection with N562 and P600. |
| (RNAV 5) | - /184° | 17.0 NM | FL 255 / 6000 FT ALT | | even FL 240 / FL 80 | FL 255/FL 195 Class C,<br>FL 195/Alt 6000 FT Class D.<br><br>Scottish ACC<br>Freq: 124.825 (All Levels). |
| △ NORBO | 553545.36N 0044543.46W | | TRN R003 17.0 NM 586 FT | | | Extremity of L186. |

# ENR 3.2 AREA NAVIGATION ROUTES (continued)

| Route Designator | Route Usage Notes | | | | | |
|---|---|---|---|---|---|---|
| Significant Point Name | Significant Point Coordinates | | Waypoint: IDENT of VOR/DME BRG, DIST & ELEV of DME antenna | | | Remarks |
| (RNP/RNAV Type & Accuracy) | MAG Track ↓ / ↑ | Geodesic Distance | Upper limit / Lower limit | IFR cruising levels max/min ↓ | IFR cruising levels max/min ↑ | Airspace Class/ Controlling Unit/ Channel/ Logon address/ SATVOICE number/ RCP & RSP limitations |
| **L602** | | | | | | |
| △ MIMVA | 530603.21N 0031812.63E | | | | | Westbound route only btn MIMVA and OTR.<br>FIR/UIR Boundary.<br>For continuation see AIP Netherlands. |
| (RNAV 5) | 281°/ - | 29.7 NM | FL 460 / FL 175 | even FL 430 / FL 180 | | FL 460/FL 195 Class C,<br>FL 195/FL 175 Class A.<br><br>London ACC<br>Freq: 126.780 (FL 355 and above);<br>Freq: 128.130 (Below FL 355 to FL 245).<br>ATS Delegated to Amsterdam ACC below FL 245. |
| △ EMLON | 531220.44N 0023000.00E | | | | | Intersection with M79. |
| (RNAV 5) | 281°/ - | 36.3 NM | FL 460 / FL 245 | even FL 430 / FL 260 | | Class C.<br><br>London ACC<br>Freq: 126.780 (FL 355 and above);<br>Freq: 128.130 (Below FL 355). |
| △ LEGRO | 531934.86N 0013045.89E | | | | | |
| (RNAV 5) | 283°/ - | 41.0 NM | FL 460 / FL 245 | even FL 430 / FL 260 | | Class C.<br><br>Between LEGRO and 0010000E:<br>London ACC<br>Freq: 126.780 (FL 355 and above);<br>Freq: 128.130 (Below FL 355).<br><br>Between 0010000E and NALAX:<br>London ACC<br>Freq: 126.780 (FL 355 and above);<br>Freq: 128.130 (Below FL 355 to FL 285);<br>Scottish ACC<br>Freq: 133.800 (Below FL 285). |
| △ NALAX | 532859.89N 0002405.94E | | | | | Intersection with L46. |
| (RNAV 5) | 305°/ - | 22.2 NM | FL 460 / FL 245 | even FL 430 / FL 260 | | Class C.<br><br>London ACC<br>Freq: 126.780 (FL 355 and above);<br>Freq: 128.130 (Below FL 355 to FL 285);<br>Scottish ACC<br>Freq: 133.800 (Below FL 285). |
| △ OTTRINGHAM VOR/DME (OTR) | 534153.49N 0000613.61W | | | | | Intersection with L90. |
| (RNAV 5) | 308°/127° | 32.6 NM | FL 460 / FL 245 | even FL 430 / FL 260 | odd FL 450 / FL 250 | Class C.<br><br>London ACC<br>Freq: 126.780 (FL 355 and above);<br>Freq: 128.130 (Below FL 355 to FL 285);<br>Scottish ACC<br>Freq: 133.800 (Below FL 285). |

# ENR 3.2 AREA NAVIGATION ROUTES (continued)

| Route Designator | Route Usage Notes | | | | | |
|---|---|---|---|---|---|---|
| **Significant Point Name** | **Significant Point Coordinates** | | **Waypoint: IDENT of VOR/DME BRG, DIST & ELEV of DME antenna** | | | **Remarks** |
| **(RNP/RNAV Type & Accuracy)** | **MAG Track ↓ / ↑** | **Geodesic Distance** | **Upper limit / Lower limit** | **IFR cruising levels max/min** | | **Airspace Class/ Controlling Unit/ Channel/ Logon address/ SATVOICE number/ RCP & RSP limitations** |
| | | | | **↓** | **↑** | |
| △ ERKIT | 540148.85N 0004948.85W | | | | | Intersection with N110. |
| (RNAV 5) | 316°/135° | 124.4 NM | FL 460 / FL 285 | even FL 430 / FL 300 | odd FL 450 / FL 290 | Class C.<br><br>Between ERKIT and 0020000W:<br>Scottish ACC<br>Freq: 126.930 (All Levels).<br><br>Between 0020000W and TLA:<br>Scottish ACC<br>Freq: 135.855 (All Levels). |
| △ TALLA VOR/DME (TLA) | 552956.84N 0032110.09W | | | | | Intersection with N601 and N864.<br>FRA Entry/Exit Point.<br>Extremity of partition of L602. |
| (RNAV ) | | | | | | ROUTE BREAK - THIS ATS ROUTE IS NOT CONTINUOUS. |
| △ GLASGOW DME (GOW) | 555213.81N 0042644.60W | | | | | Intersection with N560 and L612.<br>Extremity of partition of L602. |
| (RNAV 5) | 297°/117° | 13.0 NM | FL 255 / 5500 FT ALT | even FL 240 / FL 80 | odd FL 250 / FL 70 | FL 255/FL 195 Class C,<br>FL 195/Alt 5500 FT Class E and TMZ. (See Note)<br><br>Scottish ACC<br>Freq: 127.275 (All Levels). |
| △ CLYDE | 555748.43N 0044731.51W | | GOW R297 13.0 NM 46 FT | | | |
| (RNAV 5) | 297°/117° | 12.0 NM | FL 255 / 5500 FT ALT | even FL 240 / FL 60 | odd FL 250 / FL 70 | FL 255/FL 195 Class C,<br>FL 195/Alt 5500 FT Class E and TMZ. (See Note)<br><br>Scottish ACC<br>Freq: 127.275 (All Levels). |
| △ FYNER | 560256.12N 0050655.19W | | GOW R297 25.0 NM 46 FT | | | |
| (RNAV 5) | 297°/117° | 26.8 NM | FL 255 / 5500 FT ALT | even FL 240 / FL 60 | odd FL 250 / FL 70 | FL 255/FL 195 Class C,<br>FL 195/Alt 5500 FT Class E and TMZ. (See Note)<br><br>Scottish ACC<br>Freq: 127.275 (All Levels). |
| △ BRUCE | 561411.05N 0055028.09W | | | | | Intersection with Y958. |
| (RNAV 5) | 297°/116° | 37.8 NM | FL 255 / FL 115 | even FL 240 / FL 120 | odd FL 250 / FL 130 | FL 255/FL 195 Class C,<br>FL 195/FL 115 Class E and TMZ. (See Note)<br><br>Scottish ACC<br>Freq: 127.275 (All Levels). |
| △ TIREE VOR/DME (TIR) | 562935.61N 0065232.27W | | | | | Extremity of L602. |

Route Remarks:
NALAX-ERKIT CDR H24.
Rest of L602 - PERM.

The portion of L602 between GOW and TIR is for use by traffic climbing to or descending from the Shanwick OCA Boundary and the NOTA and below FL 195 is Class E and TMZ and extends 5 NM either side of the centre-line. However, within the confines of the Scottish TMA, L602 assumes the airspace classification of the Scottish TMA.

Note: Transponder carriage and operation required within that part of L602 notified as Class E and TMZ.

See also ENR 1.1, paragraph 1.1.3.

# ENR 3.2 AREA NAVIGATION ROUTES (continued)

| Route Designator | Route Usage Notes | | | | | |
|---|---|---|---|---|---|---|
| Significant Point Name | Significant Point Coordinates | | Waypoint: IDENT of VOR/DME BRG, DIST & ELEV of DME antenna | | | Remarks |
| (RNP/RNAV Type & Accuracy) | MAG Track ↓ / ↑ | Geodesic Distance | Upper limit / Lower limit | IFR cruising levels max/min ↓ | IFR cruising levels max/min ↑ | Airspace Class/ Controlling Unit/ Channel/ Logon address/ SATVOICE number/ RCP & RSP limitations |
| **L603** | | | | | | |
| △ LAMSO | 524358.43N 0025939.68E | | | | | Eastbound route only btn TENSO and LAMSO.<br>FIR/UIR Boundary.<br>Continues as UL603 and intersects with UP154 and UZ304 (see AIP Netherlands). |
| (RNAV 5) | - /101° | 7.2 NM | FL 460 / FL 175 | | odd FL 450 / FL 190 | FL 460/FL 195 Class C,<br>FL 195/FL 175 Class A.<br><br>London ACC<br>Freq: 126.780 (FL 355 and above);<br>Freq: 128.130 (Below FL 355 to FL 245).<br>ATS Delegated to Amsterdam ACC below FL 245. |
| △ BUKUT | 524530.21N 0024801.68E | | | | | |
| (RNAV 5) | - /101° | 11.2 NM | FL 460 / FL 175 | | odd FL 450 / FL 190 | FL 460/FL 195 Class C,<br>FL 195/FL 175 Class A.<br><br>London ACC<br>Freq: 126.780 (FL 355 and above);<br>Freq: 128.130 (Below FL 355 to FL 245).<br>ATS Delegated to Amsterdam ACC below FL 245. |
| △ DIBAL | 524749.98N 0023000.00E | | | | | |
| (RNAV 5) | - /100° | 55.6 NM | FL 460 / FL 245 | | odd FL 450 / FL 250 | Class C.<br><br>London ACC<br>Freq: 126.780 (FL 355 and above);<br>Freq: 128.130 (Below FL 355). |
| △ DOLAS | 525842.96N 0010003.43E | | | | | |
| (RNAV 5) | - /107° | 39.4 NM | FL 460 / FL 245 | | odd FL 450 / FL 250 | Class C.<br><br>London ACC<br>Freq: 126.780 (FL 355 and above);<br>Freq: 128.130 (Below FL 355 to FL 285).<br>Scottish ACC<br>Freq: 133.800 (Below FL 285). |
| △ AMVEL | 531102.96N 0000155.16W | | | | | |
| (RNAV 5) | - /107° | 10.0 NM | FL 460 / FL 155 | | odd FL 450 / FL 170 | FL 460/FL 195 Class C,<br>FL 195/FL 155 Class A.<br><br>London ACC<br>Freq: 126.780 (FL 355 and above);<br>Freq: 128.130 (Below FL 355 to FL 285).<br>Scottish ACC<br>Freq: 133.800 (Below FL 285). |
| △ ROGAG | 531405.79N 0001745.46W | | | | | |
| (RNAV 5) | - /107° | 5.6 NM | FL 460 / FL 155 | | odd FL 450 / FL 170 | FL 460/FL 195 Class C,<br>FL 195/FL 155 Class A.<br><br>London ACC<br>Freq: 126.780 (FL 355 and above);<br>Freq: 128.130 (Below FL 355 to FL 285).<br>Scottish ACC<br>Freq: 133.800 (Below FL 285). |

# ENR 3.2 AREA NAVIGATION ROUTES (continued)

| Route Designator | Route Usage Notes | | | | | |
|---|---|---|---|---|---|---|
| **Significant Point Name** | **Significant Point Coordinates** | | **Waypoint: IDENT of VOR/DME BRG, DIST & ELEV of DME antenna** | | | **Remarks** |
| **(RNP/RNAV Type & Accuracy)** | **MAG Track ↓ / ↑** | **Geodesic Distance** | **Upper limit / Lower limit** | **IFR cruising levels max/min** | | **Airspace Class/ Controlling Unit/ Channel/ Logon address/ SATVOICE number/ RCP & RSP limitations** |
| | | | | **↓** | **↑** | |
| △ EVKAL | 531546.99N 0002637.21W | | | | | |
| (RNAV 5) | - /107° | 9.0 NM | FL 460 / FL 125 | | odd FL 450 / FL 130 | FL 460/FL 195 Class C,<br>FL 195/FL 125 Class A.<br><br>London ACC<br>Freq: 126.780 (FL 355 and above);<br>Freq: 128.130 (Below FL 355 to FL 285).<br>Scottish ACC<br>Freq: 133.800 (Below FL 285). |
| △ LAMIX | 531828.66N 0004055.52W | | POL R116 57.2 NM 1438 FT | | | Intersection with UT29. |
| (RNAV 5) | - /107° | 20.1 NM | FL 460 / FL 105 | | odd FL 450 / FL 110 | FL 460/FL 195 Class C,<br>FL 195/FL 105 Class A.<br><br>London ACC<br>Freq: 126.780 (FL 355 and above);<br>Freq: 128.130 (Below FL 355 to FL 285).<br>Scottish ACC<br>Freq: 133.800 (Below FL 285). |
| △ EDUXO | 532424N 0011301W | | | | | Base level change point is not at right angles to the CL of L603 and extends between:<br>531938N 0011532W and 532910N 0011030W. |
| (RNAV 5) | - /107° | 2.4 NM | FL 460 / FL 85 | | odd FL 450 / FL 90 | FL 460/FL 195 Class C,<br>FL 195/FL 85 Class A.<br><br>London ACC<br>Freq: 132.860 (FL 335 and above);<br>Freq: 133.705 (Below FL 335 to FL 285).<br>Scottish ACC<br>Freq: 133.800 (Below FL 285). |
| △ MAMUL | 532505.20N 0011648.45W | | | | | Intersection with L60. |
| (RNAV 5) | - /107° | 11.6 NM | FL 460 / FL 85 | | odd FL 450 / FL 90 | FL 460/FL 195 Class C,<br>FL 195/FL 85 Class A.<br><br>London ACC<br>Freq: 132.860 (FL 335 and above);<br>Freq: 133.705 (Below FL 335 to FL 285).<br>Scottish ACC<br>Freq: 133.800 (Below FL 285). |
| △ ELNOD | 532826N 0013524W | | | | | |
| (RNAV 5) | - /107° | 11.3 NM | FL 460 / FL 85 | | odd FL 450 / FL 90 | FL 460/FL 195 Class C,<br>FL 195/FL 85 Class A.<br><br>London ACC<br>Freq: 132.860 (FL 335 and above);<br>Freq: 133.705 (Below FL 335 to FL 285).<br>Scottish ACC<br>Freq: 133.800 (Below FL 285). |

# ENR 3.2 AREA NAVIGATION ROUTES (continued)

| Route Designator | Route Usage Notes | | | | | |
|---|---|---|---|---|---|---|
| Significant Point Name | Significant Point Coordinates | | Waypoint: IDENT of VOR/DME BRG, DIST & ELEV of DME antenna | | | Remarks |
| (RNP/RNAV Type & Accuracy) | MAG Track ↓ / ↑ | Geodesic Distance | Upper limit / Lower limit | IFR cruising levels max/min ↓ | IFR cruising levels max/min ↑ | Airspace Class/ Controlling Unit/ Channel/ Logon address/ SATVOICE number/ RCP & RSP limitations |
| △ DESIG | 533138.13N 0015333.70W | | POL R149 15.0 NM 1438 FT | | | For flight planning purposes btn BELOX and DESIG, FL 250 and FL 270 are not avbl for cruising tfc. |
| (RNAV 5) | - /112° | 12.1 NM | FL 460 / FL 245 | | odd FL 450 / FL 250 | Class C.<br><br>London ACC<br>Freq: 132.860 (FL 335 and above);<br>Freq: 133.705 (Below FL 335 to FL 285).<br>Scottish ACC<br>Freq: 118.780 (Below FL 285). |
| △ TENSO | 533601.89N 0021227.00W | | | | | |
| (RNAV 5) | 292°/111° | 48.8 NM | FL 460 / FL 245 | even FL 430 / FL 260 | odd FL 450 / FL 250 | Class C.<br><br>London ACC<br>Freq: 132.860 (FL 335 and above);<br>Freq: 133.705 (Below FL 335 to FL 285).<br>Scottish ACC<br>Freq: 118.780 (Below FL 285). |
| △ BELOX | 535316.37N 0032923.15W | | | | | FRA Entry/Exit Point.<br>Extremity of partition of L603. |
| (RNAV ) | | | | | | ROUTE BREAK - THIS ATS ROUTE IS NOT CONTINUOUS. |
| △ ISLE OF MAN VOR/DME (IOM) | 540401.12N 0044548.50W | | | | | Eastbound route only btn LISBO and IOM.<br>Extremity of partition of L603.<br>Intersection with L10. |
| (RNAV 5) | - /115° | 31.0 NM | FL 255 / FL 75 | | odd FL 250 / FL 90 | FL 255/FL 195 Class C,<br>FL 195/FL 75 Class D.<br><br>Scottish ACC<br>Freq: 123.775 (All Levels). |
| △ PEPOD | 541616.31N 0053409.26W | | | | | Intersection with L15. |
| (RNAV 5) | - /132° | 23.8 NM | FL 255 / FL 75 | | odd FL 250 / FL 90 | FL 255/FL 195 Class C,<br>FL 195/FL 75 Class D.<br><br>Scottish ACC<br>Freq: 123.775 (All Levels). |
| △ LISBO | 543130.00N 0060524.10W | | | | | Extremity of L603. |
| Route Remarks:<br>See also ENR 1.1, paragraph 1.1.3. | | | | | | |

# ENR 3.2 AREA NAVIGATION ROUTES (continued)

| Route Designator | Route Usage Notes | | | | | |
|---|---|---|---|---|---|---|
| Significant Point Name | Significant Point Coordinates | | Waypoint: IDENT of VOR/DME BRG, DIST & ELEV of DME antenna | | | Remarks |
| (RNP/RNAV Type & Accuracy) | MAG Track ↓ / ↑ | Geodesic Distance | Upper limit / Lower limit | IFR cruising levels max/min ↓ | IFR cruising levels max/min ↑ | Airspace Class/ Controlling Unit/ Channel/ Logon address/ SATVOICE number/ RCP & RSP limitations |
| **L607** | | | | | | |
| △ KONAN | 510750.75N 0020000.00E | | | | | Eastbound route only.<br>UIR Boundary.<br>For continuation see AIP Belgium. |
| (RNAV 5) | - /098° | 75.1 NM | FL 460 / FL 245 | | odd FL 450 / FL 250 | Class C.<br><br>Between BIG and abm ITVIP:<br>London ACC<br>Freq: 127.430 (FL 305 and above);<br>Freq: 132.605 (Below FL 305 to FL 275);<br>Freq: 134.905 (Below FL 275).<br><br>Between abm ITVIP and KONAN:<br>London ACC<br>Freq: 127.430 (FL 315 and above);<br>Freq: 134.905 (Below FL 315). |
| △ BIGGIN DME (BIG) | 511951.15N 0000205.32E | | | | | Intersection with (U)L9, L15 and Q70. |
| (RNAV 5) | - /094° | 44.7 NM | FL 460 / FL 175 | | odd FL 450 / FL 190 | FL 460/FL 195 Class C,<br>FL 195/FL 175 Class A.<br><br>Between ALHAD and abm OCK:<br>London ACC<br>Freq: 134.460 (FL 305 and above);<br>Freq: 132.165 (Below FL 305 to FL 215);<br>Freq: 135.805 (Below FL 215).<br><br>Between abm OCK and BIG:<br>London ACC<br>Freq: 127.430 (FL 305 and above);<br>Freq: 132.605 (Below FL 305 to FL 215);<br>Freq: 127.955 (Below FL 215). |
| △ ALHAD | 512346.75N 0010858.16W | | | | | Intersection with P72. |
| (RNAV 5) | - /102° | 12.7 NM | FL 460 / FL 105 | | odd FL 450 / FL 110 | FL 460/FL 195 Class C,<br>FL 195/FL 105 Class A.<br><br>Between ELSOF and 5NM from ELSOF:<br>London ACC<br>Freq: 134.460 (FL 305 and above);<br>Freq: 133.600 (Below FL 305 to FL 265);<br>Freq: 134.755 (Below FL 265 to FL 115);<br>Freq: 129.080 (Below FL 115).<br><br>Between 5NM from ELSOF and ALHAD:<br>London ACC<br>Freq: 134.460 (FL 305 and above);<br>Freq: 132.165 (Below FL 305 to FL 215);<br>Freq: 129.080 (Below FL 155). |
| △ ELSOF | 512631.49N 0012846.13W | | | | | |

# ENR 3.2 AREA NAVIGATION ROUTES (continued)

| Route Designator | Route Usage Notes | | | | | |
|---|---|---|---|---|---|---|
| Significant Point Name | Significant Point Coordinates | | Waypoint: IDENT of VOR/DME BRG, DIST & ELEV of DME antenna | | | Remarks |
| (RNP/RNAV Type & Accuracy) | MAG Track ↓ / ↑ | Geodesic Distance | Upper limit / Lower limit | IFR cruising levels max/min ↓ | IFR cruising levels max/min ↑ | Airspace Class/ Controlling Unit/ Channel/ Logon address/ SATVOICE number/ RCP & RSP limitations |
| (RNAV 5) | - /102° | 7.6 NM | FL 460 / FL 105 | | odd FL 450 / FL 110 | FL 460/FL 195 Class C,<br>FL 195/FL 105 Class A.<br><br>London ACC<br>Freq: 134.460 (FL 305 and above);<br>Freq: 133.600 (Below FL 305 to FL 265);<br>Freq: 134.755 (Below FL 265). |
| △ NUCHU | 512808.10N 0014035.43W | | | | | FRA Exit Point.<br>Intersection with L18 and P73. |
| (RNAV 5) | - /096° | 11.8 NM | FL 245 / FL 105 | | odd FL 230 / FL 110 | FL 245/FL 195 Class C,<br>FL 195/FL 105 Class A.<br><br>Dual designation with L18 between NUCHU and UNZIB.<br><br>London ACC<br>Freq: 134.755 (All Levels). |
| △ UNZIB | 512929.62N 0015920.96W | | | | | |
| (RNAV 5) | - /096° | 6.5 NM | FL 245 / FL 105 | | odd FL 230 / FL 110 | FL 245/FL 195 Class C,<br>FL 195/FL 105 Class A.<br><br>London ACC<br>Freq: 134.755 (All Levels). |
| △ BUCFA | 513013.22N 0020941.09W | | | | | The base level change point is not at right angles to the CL and is coincident with the boundary of Bristol CTA 8. |
| (RNAV 5) | - /096° | 10.0 NM | FL 245 / FL 75 | | odd FL 230 / FL 90 | FL 245/FL 195 Class C,<br>FL 195/FL 105 Class A,<br>FL 105/FL 75 Class D.<br><br>London ACC<br>Freq: 134.755 (Above FL 135);<br>Bristol APP<br>Freq: 125.650 (FL 135 and below). |
| △ YORQI | 513118.51N 0022535.78W | | | | | Intersection with N21. |
| (RNAV 5) | - /096° | 7.9 NM | FL 245 / FL 75 | | odd FL 230 / FL 90 | FL 245/FL 195 Class C,<br>FL 195/FL 105 Class A,<br>FL 105/FL 75 Class D.<br><br>London ACC<br>Freq: 134.755 (Above FL 135);<br>Bristol APP<br>Freq: 125.650 (FL 135 and below). |
| △ HAWFA | 513208.71N 0023812.55W | | | | | |
| (RNAV 1) | - /095° | 36.0 NM | FL 245 / FL 195 | | odd FL 230 / FL 210 | Class C.<br><br>London ACC<br>Freq: 134.755 (All Levels). |
| △ RUHUN | 513539.92N 0033541.28W | | | | | Extremity of L607. |

# ENR 3.2 AREA NAVIGATION ROUTES (continued)

| Route Designator | Route Usage Notes | | | | | |
|---|---|---|---|---|---|---|
| Significant Point Name | Significant Point Coordinates | | Waypoint: IDENT of VOR/DME BRG, DIST & ELEV of DME antenna | | | Remarks |
| (RNP/RNAV Type & Accuracy) | MAG Track ↓ / ↑ | Geodesic Distance | Upper limit / Lower limit | IFR cruising levels max/min ↓ | IFR cruising levels max/min ↑ | Airspace Class/ Controlling Unit/ Channel/ Logon address/ SATVOICE number/ RCP & RSP limitations |
| **L608** | | | | | | |
| △ SUMUM | 513814.25N 0020627.77E | | | | | Westbound route only FL 245 and above btn SUMUM and CLN.<br>FIR/UIR Boundary.<br>For continuation see AIP Netherlands.<br>Intersection with Y6. |
| (RNAV 5) | 289°/108° | 19.7 NM | FL 460 / FL 85 | even FL 430 / FL 100 | odd FL 230 / FL 90 | FL 460/FL 195 Class C,<br>FL 195/FL 85 Class A.<br><br>London ACC<br>Freq: 128.160 (FL 245 and above);<br>Freq: 118.480 (Below FL 245 to FL 215);<br>Freq: 135.425 (Below FL 215). |
| △ LOGAN | 514451.32N 0013642.58E | | CLN R108 18.3 NM 100 FT | | | Intersection with L980. |
| (RNAV 5) | 288°/108° | 18.3 NM | FL 460 / FL 85 | even FL 430 / FL 100 | odd FL 230 / FL 90 | FL 460/FL 195 Class C,<br>FL 195/FL 85 Class A.<br><br>Between LOGAN and 10 NM before CLN:<br>London ACC<br>Freq: 128.160 (FL 245 and above);<br>Freq: 118.480 (Below FL 245 to FL 215);<br>Freq: 135.425 (Below FL 215).<br><br>Between 10 NM before CLN and CLN:<br>London ACC<br>Freq: 133.940 (FL 245 and above);<br>Freq: 118.480 (Below FL 245 to FL 215);<br>Freq: 135.425 (Below FL 215). |
| △ CLACTON VOR/DME (CLN) | 515054.50N 0010851.32E | | | | | Eastbound route only btn UNGAP and CLN.<br>Intersection with M189. |
| (RNAV 5) | - /103° | 37.2 NM | FL 245 / FL 85 | | odd FL 230 / FL 90 | FL 245/FL 195 Class C,<br>FL 195/FL 85 Class A.<br><br>Between ADMIS and 7 NM from ADMIS:<br>London ACC<br>Freq: 124.930 (FL 155 and above);<br>Freq: 129.280 (Below FL 155).<br><br>Between 7 NM from ADMIS and 10 NM from ADMIS:<br>London ACC<br>Freq: 124.930 (FL 155 and above);<br>Freq: 118.825 (Below FL 155 to FL 125);<br>Freq: 129.280 (Below FL 125).<br><br>Between 10 NM from ADMIS and CLN:<br>London ACC<br>Freq: 124.930 (FL 155 and above);<br>Freq: 121.230 (Below FL 155). |

# ENR 3.2 AREA NAVIGATION ROUTES (continued)

| Route Designator | Route Usage Notes | | | | | |
|---|---|---|---|---|---|---|
| Significant Point Name | Significant Point Coordinates | | Waypoint: IDENT of VOR/DME BRG, DIST & ELEV of DME antenna | | | Remarks |
| (RNP/RNAV Type & Accuracy) | MAG Track ↓ / ↑ | Geodesic Distance | Upper limit / Lower limit | IFR cruising levels max/min ↓ | IFR cruising levels max/min ↑ | Airspace Class/ Controlling Unit/ Channel/ Logon address/ SATVOICE number/ RCP & RSP limitations |
| △ ADMIS | 515948.54N 0001035.56E | | | | | Intersection with M183. |
| (RNAV 5) | - /103° | 23.0 NM | FL 245 / FL 85 | | odd FL 230 / FL 90 | FL 245/FL 195 Class C,<br>FL 195/FL 85 Class A.<br><br>Between POTON and 7 NM from POTON:<br>London ACC<br>Freq: 127.105 (FL 215 and above);<br>Freq: 130.925 (Below FL 215 to FL 165);<br>Freq: 119.780 (Below FL 165).<br><br>Between 7 NM from POTON and 13 NM from POTON:<br>London ACC<br>Freq: 127.105 (FL 215 and above);<br>Freq: 130.925 (Below FL 215 to FL 155);<br>Freq: 129.280 (Below FL 155).<br><br>Between 13 NM from POTON and ADMIS:<br>London ACC<br>Freq: 124.930 (FL 155 and above);<br>Freq: 129.280 (Below FL 155). |
| △ POTON | 520504.32N 0002537.78W | | | | | |
| (RNAV 5) | - /103° | 11.7 NM | FL 245 / FL 85 | | odd FL 230 / FL 90 | FL 245/FL 195 Class C,<br>FL 195/FL 85 Class A.<br><br>Between OLNEY and 7 NM from OLNEY:<br>London ACC<br>Freq: 127.105 (FL 195 and above);<br>Freq: 130.925 (Below FL 195).<br><br>Between 7 NM from OLNEY and POTON:<br>London ACC<br>Freq: 127.105 (FL 215 and above);<br>Freq: 130.925 (Below FL 215 to FL 165);<br>Freq: 119.780 (Below FL 165). |
| △ OLNEY | 520740.22N 0004403.32W | | DTY R102 14.4 NM 600 FT | | | |
| (RNAV 5) | - /102° | 14.4 NM | FL 245 / FL 85 | | odd FL 230 / FL 90 | FL 245/FL 195 Class C,<br>FL 195/FL 85 Class A.<br><br>London ACC<br>Freq: 127.105 (FL 195 and above);<br>Freq: 130.925 (Below FL 195). |
| △ DAVENTRY DME (DTY) | 521048.51N 0010649.64W | | | | | Intersection with L10 and M605. |
| (RNAV 5) | - /136° | 14.9 NM | FL 245 / FL 85 | | odd FL 230 / FL 90 | FL 245/FL 195 Class C,<br>FL 195/FL 85 Class A.<br><br>London ACC<br>Freq: 129.205 (FL 225 and above);<br>Freq: 130.925 (Below FL 225). |
| △ UNGAP | 522129.49N 0012338.97W | | HON R089 9.9 NM 435 FT | | | Extremity of L608. |
| Route Remarks:<br>See also ENR 1.1, paragraph 1.1.3. | | | | | | |

# ENR 3.2 AREA NAVIGATION ROUTES (continued)

| Route Designator | Route Usage Notes | | | | | |
|---|---|---|---|---|---|---|
| Significant Point Name | Significant Point Coordinates | | Waypoint: IDENT of VOR/DME BRG, DIST & ELEV of DME antenna | | | Remarks |
| (RNP/RNAV Type & Accuracy) | MAG Track ↓ / ↑ | Geodesic Distance | Upper limit / Lower limit | IFR cruising levels max/min ↓ | IFR cruising levels max/min ↑ | Airspace Class/ Controlling Unit/ Channel/ Logon address/ SATVOICE number/ RCP & RSP limitations |
| **L610** | | | | | | |
| △ RAPIX | 512638.39N 0020000.00E | | | | | Westbound route only.<br>FIR/UIR Boundary.<br>For continuation see AIP Belgium. |
| (RNAV 5) | 279°/ - | 4.8 NM | FL 460 / FL 115 | even FL 430 / FL 120 | | FL 460/FL 195 Class C,<br>FL 195/FL 115 Class A.<br><br>London ACC<br>Freq: 128.160 (FL 245 and above);<br>Freq: 118.480 (Below FL 245 to FL 215);<br>Freq: 135.425 (Below FL 215). |
| △ SUNUP | 512731.48N 0015226.63E | | | | | |
| (RNAV 5) | 279°/ - | 10.0 NM | FL 460 / FL 115 | even FL 430 / FL 120 | | FL 460/FL 195 Class C,<br>FL 195/FL 115 Class A.<br><br>London ACC<br>Freq: 128.160 (FL 245 and above);<br>Freq: 118.480 (Below FL 245 to FL 215);<br>Freq: 135.425 (Below FL 215). |
| △ TEBRA | 512920.30N 0013643.00E | | | | | |
| (RNAV 5) | 279°/ - | 18.1 NM | FL 460 / FL 115 | even FL 430 / FL 120 | | FL 460/FL 195 Class C,<br>FL 195/FL 115 Class A.<br><br>London ACC<br>Freq: 128.160 (FL 245 and above);<br>Freq: 129.605 (Below FL 245 to FL 125);<br>Freq: 135.425 (Below FL 125). |
| △ KOPUL | 513231.76N 0010813.84E | | DET R053 24.8 NM 645 FT | | | |
| (RNAV 5) | 279°/ - | 6.6 NM | FL 460 / FL 115 | even FL 430 / FL 120 | | FL 460/FL 195 Class C,<br>FL 195/FL 115 Class A.<br><br>London ACC<br>Freq: 128.160 (FL 245 and above);<br>Freq: 129.605 (Below FL 245 to FL 125);<br>Freq: 135.425 (Below FL 125). |
| △ UNSAD | 513340.24N 0005745.91E | | | | | |
| (RNAV 5) | 279°/ - | 12.5 NM | FL 460 / FL 115 | even FL 430 / FL 120 | | FL 460/FL 195 Class C,<br>FL 195/FL 115 Class A.<br><br>Between UNSAD and 7 NM from UNSAD:<br>London ACC<br>Freq: 128.160 (FL 245 and above);<br>Freq: 129.605 (Below FL 245 to FL 125);<br>Freq: 135.425 (Below FL 125).<br><br>Between 7 NM from UNSAD and NILON:<br>London ACC<br>Freq: 127.430 (FL 305 and above);<br>Freq: 132.605 (Below FL 305 to FL 245);<br>Freq: 129.605 (Below FL 245 to FL 175);<br>Freq: 123.905 (Below FL 175). |

# ENR 3.2 AREA NAVIGATION ROUTES (continued)

| Route Designator | Route Usage Notes | | | | | |
|---|---|---|---|---|---|---|
| Significant Point Name | Significant Point Coordinates | | Waypoint: IDENT of VOR/DME BRG, DIST & ELEV of DME antenna | | | Remarks |
| (RNP/RNAV Type & Accuracy) | MAG Track ↓ / ↑ | Geodesic Distance | Upper limit / Lower limit | IFR cruising levels max/min ↓ | IFR cruising levels max/min ↑ | Airspace Class/ Controlling Unit/ Channel/ Logon address/ SATVOICE number/ RCP & RSP limitations |
| △ NILON | 513546.46N 0003803.93E | | | | | Intersection with M40. |
| (RNAV 5) | 279°/ - | 1.9 NM | FL 460 / FL 115 | even FL 430 / FL 120 | | FL 460/FL 195 Class C,<br>FL 195/FL 115 Class A.<br><br>London ACC<br>Freq: 127.430 (FL 305 and above);<br>Freq: 132.605 (Below FL 305 to FL 245);<br>Freq: 129.605 (Below FL 245 to FL 175);<br>Freq: 123.905 (Below FL 175). |
| △ GILDA | 513605.68N 0003501.04E | | | | | Intersection with L620 and M14. |
| (RNAV 5) | 279°/ - | 16.4 NM | FL 460 / FL 115 | even FL 430 / FL 120 | | FL 460/FL 195 Class C,<br>FL 195/FL 115 Class A.<br><br>London ACC<br>Freq: 127.430 (FL 305 and above);<br>Freq: 132.605 (Below FL 305 to FL 245);<br>Freq: 129.605 (Below FL 245 to FL 175);<br>Freq: 123.905 (Below FL 175). |
| △ LAMBOURNE DME (LAM) | 513845.69N 0000906.13E | | | | | Intersection with L179 and (U)N57. |
| (RNAV 5) | 294°/ - | 23.4 NM | FL 460 / FL 115 | even FL 430 / FL 120 | | FL 460/FL 195 Class C,<br>FL 195/FL 115 Class A.<br><br>London ACC<br>Freq: 127.430 (FL 305 and above);<br>Freq: 132.605 (Below FL 305 to FL 215);<br>Freq: 127.955 (Below FL 215 to FL 155);<br>Freq: 129.280 (Below FL 155). |
| △ HEMEL | 514820.00N 0002509.78W | | | | | Extremity of L610.<br>Intersection with T420. |
| Route Remarks:<br>RAPIX - LAM CDR H24.<br>Rest of L610 - PERM.<br><br>See also ENR 1.1, paragraph 1.1.3. | | | | | | |

| Route Designator | Route Usage Notes | | | | | |
|---|---|---|---|---|---|---|
| Significant Point Name | Significant Point Coordinates | | Waypoint: IDENT of VOR/DME BRG, DIST & ELEV of DME antenna | | | Remarks |
| (RNP/RNAV Type & Accuracy) | MAG Track ↓ / ↑ | Geodesic Distance | Upper limit / Lower limit | IFR cruising levels max/min ↓ | IFR cruising levels max/min ↑ | Airspace Class/ Controlling Unit/ Channel/ Logon address/ SATVOICE number/ RCP & RSP limitations |
| **L612** | | | | | | |
| △ XAMAB | 501216.25N 0001552.83E | | | | | Eastbound route only btn MID and XAMAB.<br>FIR Boundary.<br>Extremity of L612. |
| (RNAV 5) | - /146° | 12.2 NM | FL 245 / FL 105 | | odd FL 230 / FL 210 | FL 245/FL 195 Class C,<br>FL 195/FL 105 Class A.<br><br>London ACC<br>Freq: 135.055 (All Levels). |

# ENR 3.2 AREA NAVIGATION ROUTES (continued)

| Route Designator | Route Usage Notes | | | | | |
|---|---|---|---|---|---|---|
| Significant Point Name | Significant Point Coordinates | | Waypoint: IDENT of VOR/DME BRG, DIST & ELEV of DME antenna | | | Remarks |
| (RNP/RNAV Type & Accuracy) | MAG Track ↓ / ↑ | Geodesic Distance | Upper limit / Lower limit | IFR cruising levels max/min ↓ | IFR cruising levels max/min ↑ | Airspace Class/ Controlling Unit/ Channel/ Logon address/ SATVOICE number/ RCP & RSP limitations |
| △ HAWKE | 502226.57N 0000524.77E | | | | | Intersection with M189. |
| (RNAV 5) | - /146° | 5.6 NM | FL 245 / FL 105 | | odd FL 230 / FL 210 | FL 245/FL 195 Class C,<br>FL 195/FL 105 Class A.<br><br>London ACC<br>Freq: 135.055 (All Levels). |
| △ BENBO | 502704.76N 0000036.71E | | | | | Intersection with Y47. |
| (RNAV 5) | - /146° | 18.1 NM | FL 245 / FL 105 | | odd FL 230 / FL 210 | FL 245/FL 195 Class C,<br>FL 195/FL 105 Class A.<br><br>London ACC<br>Freq: 135.055 (FL 175 and above);<br>Freq: 133.180 (Below FL 175). |
| △ BOGNA | 504207.00N 0001505.57W | | GWC R115 21.3 NM 122 FT | | | |
| (RNAV 5) | - /146° | 25.5 NM | FL 245 / FL 65 | | odd FL 230 / FL 70 | FL 245/FL 195 Class C,<br>FL 195/FL 65 Class A.<br><br>London ACC<br>Freq: 135.055 (FL 175 and above);<br>Freq: 133.180 (Below FL 175). |
| △ MIDHURST DME (MID) | 510314.23N 0003730.01W | | | | | |
| (RNAV 5) | 338°/158° | 25.8 NM | FL 245 / FL 85 | even FL 240 / FL 100 | odd FL 230 / FL 90 | FL 245/FL 195 Class C,<br>FL 195/FL 85 Class A.<br><br>Between 5 NM before MID and MID:<br>London ACC<br>Freq: 132.165 (FL 215 and above);<br>Freq: 135.805 (Below FL 215 to FL 175);<br>Freq: 133.180 (Below FL 175).<br><br>Between WOD and 5 NM before MID:<br>London ACC<br>Freq: 132.165 (FL 215 and above);<br>Freq: 135.805 (Below FL 215 to FL 175);<br>Freq: 129.080 (Below FL 175 to FL 105);<br>Freq: 134.125 (Below FL 105). |

# ENR 3.2 AREA NAVIGATION ROUTES (continued)

| Route Designator | Route Usage Notes | | | | | |
|---|---|---|---|---|---|---|
| Significant Point Name | Significant Point Coordinates | | Waypoint: IDENT of VOR/DME BRG, DIST & ELEV of DME antenna | | | Remarks |
| (RNP/RNAV Type & Accuracy) | MAG Track ↓ / ↑ | Geodesic Distance | Upper limit / Lower limit | IFR cruising levels max/min ↓ | IFR cruising levels max/min ↑ | Airspace Class/ Controlling Unit/ Channel/ Logon address/ SATVOICE number/ RCP & RSP limitations |
| △ WOODLEY NDB (WOD) | 512710.02N 0005243.68W | | | | | Eastbound route only btn GOW and WOD.<br>Intersection with M605. |
| (RNAV 5) | - /144° | 12.0 NM | FL 245 / FL 85 | | odd FL 230 / FL 90 | FL 245/FL 195 Class C,<br>FL 195/FL 85 Class A.<br><br>Between 10 NM before WOD and WOD:<br>London ACC<br>Freq: 132.165 (FL 215 and above);<br>Freq: 135.805 (Below FL 215 to FL 155);<br>Freq: 129.080 (Below FL 155 to FL 135);<br>Freq: 134.125 (Below FL 135).<br><br>Between COWLY and 10 NM before WOD:<br>London ACC<br>Freq: 132.165 (FL 215 and above);<br>Freq: 135.805 (Below FL 215 to FL 155);<br>Freq: 119.780 (Below FL 155). |
| △ COWLY | 513657.58N 0010353.72W | | | | | Intersection with Q41. |
| (RNAV 5) | - /153° | 24.2 NM | FL 245 / FL 85 | | odd FL 230 / FL 90 | FL 245/FL 195 Class C,<br>FL 195/FL 85 Class A.<br><br>Between COWLY and abm SILVA:<br>London ACC<br>Freq: 132.165 (FL 215 and above);<br>Freq: 130.925 (Below FL 215 to FL 165);<br>Freq: 121.280 (Below FL 165 to FL 125);<br>Freq: 119.780 (Below FL 125).<br><br>Between abm SILVA and EMKUK:<br>London ACC<br>Freq: 134.390 (FL 215 and above);<br>Freq: 130.925 (Below FL 215). |
| △ EMKUK | 515837.47N 0012114.72W | | | | | Intersection with Y321. |
| (RNAV 5) | - /153° | 6.1 NM | FL 245 / FL 85 | | odd FL 230 / FL 90 | FL 245/FL 195 Class C,<br>FL 195/FL 85 Class A.<br><br>London ACC<br>Freq: 134.390 (FL 225 and above);<br>Freq: 130.925 (Below FL 225). |
| △ IXURA | 520405N 0012540W | | | | | |
| (RNAV 5) | - /153° | 19.4 NM | FL 245 / FL 85 | | odd FL 230 / FL 90 | FL 245/FL 195 Class C,<br>FL 195/FL 85 Class A.<br><br>London ACC<br>Freq: 134.390 (FL 225 and above);<br>Freq: 130.925 (Below FL 225). |

# ENR 3.2 AREA NAVIGATION ROUTES (continued)

| Route Designator | Route Usage Notes | | | | | |
|---|---|---|---|---|---|---|
| Significant Point Name | Significant Point Coordinates | | Waypoint: IDENT of VOR/DME BRG, DIST & ELEV of DME antenna | | | Remarks |
| (RNP/RNAV Type & Accuracy) | MAG Track ↓ / ↑ | Geodesic Distance | Upper limit / Lower limit | IFR cruising levels max/min ↓ | IFR cruising levels max/min ↑ | Airspace Class/ Controlling Unit/ Channel/ Logon address/ SATVOICE number/ RCP & RSP limitations |
| △ HONILEY VOR/DME (HON) | 522124.04N 0013949.41W | | | | | Intersection with L8, L15, L608, N859 & P155. |
| (RNAV 5) | - /158° | 51.1 NM | FL 245 / FL 85 | | odd FL 230 / FL 90 | FL 245/FL 195 Class C,<br>FL 195/FL 85 Class A.<br><br>Between HON and abm Birmingham:<br>London ACC<br>Freq: 134.390 (FL 215 and above);<br>Freq: 130.925 (Below FL 215).<br><br>Between abm Birmingham and abm STAFA:<br>London ACC<br>Freq: 134.390 (FL 195 and above);<br>Scottish ACC<br>Freq: 134.430 (Below FL 195).<br><br>Between abm STAFA and LISTO:<br>Scottish ACC<br>Freq: 118.780 (FL 195 and above);<br>Freq: 134.430 (Below FL 195). |
| △ LISTO | 530835.93N 0021156.54W | | POL R185 36.2 NM 1438 FT | | | Intersection with P18. |
| (RNAV 5) | - /158° | 7.1 NM | FL 245 / FL 85 | | odd FL 230 / FL 90 | FL 245/FL 195 Class C,<br>FL 195/FL 85 Class A.<br><br>Scottish ACC<br>Freq: 118.780 (FL 195 and above);<br>Freq: 134.430 (Below FL 195). |
| △ LOVEL | 531506.00N 0021627.98W | | | | | |
| (RNAV 5) | - /158° | 14.3 NM | FL 245 / FL 85 | | odd FL 230 / FL 90 | FL 245/FL 195 Class C,<br>FL 195/FL 85 Class A.<br><br>Between LOVEL and abm MCT:<br>Scottish ACC<br>Freq: 118.780 (FL 195 and above);<br>Freq: 134.430 (Below FL 195).<br><br>Between abm MCT and BARTN:<br>Scottish ACC<br>Freq: 118.780 (FL 195 and above);<br>Freq: 135.715 (Below FL 195). |
| △ BARTN | 532814.17N 0022541.11W | | POL R215 20.1 NM 1438 FT | | | |
| (RNAV 5) | - /158° | 10.2 NM | FL 245 / FL 65 | | odd FL 230 / FL 150 | FL 245/FL 195 Class C,<br>FL 195/FL 65 Class A.<br><br>Scottish ACC<br>Freq: 118.780 (FL 195 and above);<br>Freq: 135.715 (Below FL 195). |
| △ CROFT | 533736.89N 0023219.85W | | WAL R056 25.6 NM 55 FT | | | Intersection with P16. |
| (RNAV 5) | - /158° | 9.6 NM | FL 245 / FL 65 | | odd FL 230 / FL 150 | FL 245/FL 195 Class C,<br>FL 195/FL 65 Class A.<br><br>Scottish ACC<br>Freq: 118.780 (FL 195 and above);<br>Freq: 135.715 (Below FL 195). |

# ENR 3.2 AREA NAVIGATION ROUTES (continued)

| Route Designator | Route Usage Notes | | | | | |
|---|---|---|---|---|---|---|
| Significant Point Name | Significant Point Coordinates | | Waypoint: IDENT of VOR/DME BRG, DIST & ELEV of DME antenna | | | Remarks |
| (RNP/RNAV Type & Accuracy) | MAG Track ↓ / ↑ | Geodesic Distance | Upper limit / Lower limit | IFR cruising levels max/min ↓ | IFR cruising levels max/min ↑ | Airspace Class/ Controlling Unit/ Channel/ Logon address/ SATVOICE number/ RCP & RSP limitations |
| △ CALDA | 534627.00N 0023838.38W | | | | | |
| (RNAV 5) | - /158° | 8.9 NM | FL 245 / FL 65 | | odd FL 230 / FL 150 | FL 245/FL 195 Class C,<br>FL 195/FL 65 Class A.<br><br>Scottish ACC<br>Freq: 118.780 (FL 195 and above);<br>Freq: 135.715 (Below FL 195). |
| △ OBUNI | 535440N 0024433W | | | | | |
| (RNAV 5) | - /158° | 6.0 NM | FL 245 / FL 95 | | odd FL 230 / FL 150 | FL 245/FL 195 Class C,<br>FL 195/FL 95 Class A.<br><br>Scottish ACC<br>Freq: 118.780 (FL 195 and above);<br>Freq: 135.715 (Below FL 195). |
| △ VAMEB | 540010N 0024832W | | | | | |
| (RNAV 5) | - /158° | 15.4 NM | FL 245 / FL 145 | | odd FL 230 / FL 150 | FL 245/FL 195 Class C,<br>FL 195/FL 145 Class A.<br><br>Scottish ACC<br>Freq: 118.780 (FL 195 and above);<br>Freq: 135.715 (Below FL 195). |
| △ LAKEY | 541420.00N 0025852.38W | | | | | |
| (RNAV 5) | - /157° | 31.6 NM | FL 245 / FL 145 | | odd FL 230 / FL 150 | FL 245/FL 195 Class C,<br>FL 195/FL 145 Class A.<br><br>Scottish ACC<br>Freq: 124.825 (All Levels). |
| △ DEAN CROSS DME (DCS) | 544318.88N 0032026.30W | | | | | Intersection with N57 and N864. |
| (RNAV 5) | - /153° | 18.0 NM | FL 245 / FL 95 | | odd FL 230 / FL 110 | FL 245/FL 195 Class C,<br>FL 195/FL 95 Class A.<br>(Variable lower limit; see Route Remarks)<br><br>Scottish ACC<br>Freq: 124.825 (All Levels). |
| △ BEBNI | 545905.82N 0033514.22W | | | | | |
| (RNAV 5) | - /153° | 16.3 NM | FL 245 / FL 85 | | odd FL 230 / FL 90 | FL 245/FL 195 Class C,<br>FL 195/FL 85 Class A.<br><br>Scottish ACC<br>Freq: 124.825 (All Levels). |
| △ NAVSO | 551322.02N 0034848.63W | | | | | |
| (RNAV 5) | - /153° | 18.7 NM | FL 245 / 6000 FT ALT | | odd FL 230 / FL 70 | FL 245/FL 195 Class C,<br>FL 195/ALT 6000 FT Class D.<br><br>Scottish ACC<br>Freq: 124.825 (All Levels). |
| △ ELBUS | 552943.28N 0040435.87W | | | | | |
| (RNAV 5) | - /152° | 11.8 NM | FL 255 / 6000 FT ALT | | odd FL 250 / FL 70 | FL 255/FL 195 Class C,<br>FL 195/ALT 6000 FT Class D.<br><br>Scottish ACC<br>Freq: 124.825 (All Levels). |

# ENR 3.2 AREA NAVIGATION ROUTES (continued)

| Route Designator | Route Usage Notes | | | | | |
|---|---|---|---|---|---|---|
| **Significant Point Name** | **Significant Point Coordinates** | | **Waypoint: IDENT of VOR/DME BRG, DIST & ELEV of DME antenna** | | | **Remarks** |
| **(RNP/RNAV Type & Accuracy)** | **MAG Track ↓ / ↑** | **Geodesic Distance** | **Upper limit / Lower limit** | **IFR cruising levels max/min** | | **Airspace Class/ Controlling Unit/ Channel/ Logon address/ SATVOICE number/ RCP & RSP limitations** |
| | | | | **↓** | **↑** | |
| △ LUSIV | 554001.54N 0041440.50W | | GOW R152 14.0 NM 46 FT | | | |
| (RNAV 5) | - /152° | 3.3 NM | FL 255 / 6000 FT ALT | | odd FL 250 / FL 70 | FL 255/FL 195 Class C,<br>FL 195/ALT 6000 FT Class D.<br><br>Scottish ACC<br>Freq: 124.825 (All Levels). |
| △ FENIK | 554254.65N 0041730.91W | | GOW R152 10.7 NM 46 FT | | | |
| (RNAV 5) | - /152° | 10.7 NM | FL 255 / 6000 FT ALT | | odd FL 250 / FL 70 | FL 255/FL 195 Class C,<br>FL 195/ALT 6000 FT Class D.<br><br>Scottish ACC<br>Freq: 124.825 (All Levels). |
| △ GLASGOW DME (GOW) | 555213.81N 0042644.60W | | | | | Intersection with L602 and N560.<br>Extremity of L612. |
| Route Remarks:<br>Variable lower limit: Daily from 0700-2000 (0600-1900) between BEBNI and DCS.<br><br>See also ENR 1.1, paragraph 1.1.3. | | | | | | |

| Route Designator | Route Usage Notes | | | | | |
|---|---|---|---|---|---|---|
| **Significant Point Name** | **Significant Point Coordinates** | | **Waypoint: IDENT of VOR/DME BRG, DIST & ELEV of DME antenna** | | | **Remarks** |
| **(RNP/RNAV Type & Accuracy)** | **MAG Track ↓ / ↑** | **Geodesic Distance** | **Upper limit / Lower limit** | **IFR cruising levels max/min** | | **Airspace Class/ Controlling Unit/ Channel/ Logon address/ SATVOICE number/ RCP & RSP limitations** |
| | | | | **↓** | **↑** | |
| **L613** | | | | | | |
| △ SOVAT | 504645.67N 0012800.00E | | | | | Westbound route only.<br>FIR/UIR Boundary.<br>For continuation see AIP France. |
| (RNAV 5) | 318°/ - | 22.9 NM | FL 465 / FL 95 | even FL 430 / FL 100 | | FL 460/FL 195 Class C,<br>FL 195/FL 95 Class A.<br><br>London ACC<br>Freq: 127.430 (FL 305 and above);<br>Freq: 134.905 (Below FL 305 to FL 195);<br>Freq: 135.325 (Below FL 195). |
| △ SANDY | 510350.81N 0010403.13E | | DET R128 22.9 NM 645 FT | | | Intersection with L15, UN57 and UN601. |
| (RNAV 5) | 324°/ - | 70.7 NM | FL 460 / FL 245 | even FL 430 / FL 260 | | Class C.<br><br>Between SANDY and abm DET:<br>London ACC<br>Freq: 127.430 (FL 305 and above);<br>Freq: 134.905 (Below FL 305).<br><br>Between abm DET and STOAT:<br>London ACC<br>Freq: 127.430 (FL 305 and above);<br>Freq: 132.165 (Below FL 305). |
| △ STOAT | 520133.22N 0000115.37W | | | | | |
| (RNAV 5) | 331°/ - | 19.3 NM | FL 460 / FL 245 | even FL 430 / FL 260 | | Class C.<br><br>London ACC<br>Freq: 127.880 (FL 285 and above);<br>Freq: 127.105 (Below FL 285). |

# ENR 3.2 AREA NAVIGATION ROUTES (continued)

| Route Designator | Route Usage Notes | | | | | |
|---|---|---|---|---|---|---|
| Significant Point Name | Significant Point Coordinates | | Waypoint: IDENT of VOR/DME BRG, DIST & ELEV of DME antenna | | | Remarks |
| (RNP/RNAV Type & Accuracy) | MAG Track ↓ / ↑ | Geodesic Distance | Upper limit / Lower limit | IFR cruising levels max/min ↓ | IFR cruising levels max/min ↑ | Airspace Class/ Controlling Unit/ Channel/ Logon address/ SATVOICE number/ RCP & RSP limitations |
| △ MOGLI | 521830.00N 0001608.63W | | | | | |
| (RNAV 5) | 331°/ - | 48.0 NM | FL 460 / FL 245 | even FL 430 / FL 260 | | Class C.<br><br>London ACC<br>Freq: 127.880 (FL 285 and above);<br>Freq: 127.105 (Below FL 285). |
| △ BETAX | 530032.89N 0005402.72W | | | | | |
| (RNAV 5) | 331°/ - | 28.1 NM | FL 460 / FL 245 | even FL 430 / FL 260 | | Class C.<br><br>London ACC<br>Freq: 132.860 (FL 335 and above);<br>Freq: 133.705 (Below FL 335 to FL 285);<br>Scottish ACC<br>Freq: 133.800 (Below FL 285). |
| △ MAMUL | 532505.20N 0011648.45W | | | | | Intersection with UY250. |
| (RNAV 5) | 331°/ - | 21.9 NM | FL 460 / FL 245 | even FL 430 / FL 260 | | Class C.<br><br>London ACC<br>Freq: 132.860 (FL 335 and above);<br>Freq: 133.705 (Below FL 335 to FL 285);<br>Scottish ACC<br>Freq: 133.800 (Below FL 285). |
| △ HALIF | 534406.31N 0013450.10W | | | | | Intersection with UN590. |
| (RNAV 5) | 331°/ - | 28.6 NM | FL 460 / FL 245 | even FL 430 / FL 260 | | Class C.<br><br>London ACC<br>Freq: 132.860 (FL 335 and above);<br>Freq: 133.705 (Below FL 335 to FL 285);<br>Scottish ACC<br>Freq: 133.800 (Below FL 285). |
| △ ABKAT | 540853.12N 0015846.69W | | | | | Intersection with UP18. |
| (RNAV 5) | 331°/ - | 94.2 NM | FL 460 / FL 245 | even FL 430 / FL 260 | | Class C.<br><br>Scottish ACC<br>Freq: 135.530 (All Levels). |
| △ TALLA VOR/DME (TLA) | 552956.84N 0032110.09W | | | | | FRA Entry Point.<br>Extremity of L613. |
| Route Remarks:<br>See also ENR 1.1, paragraph 1.1.3. | | | | | | |

| Route Designator | Route Usage Notes | | | | | |
|---|---|---|---|---|---|---|
| Significant Point Name | Significant Point Coordinates | | Waypoint: IDENT of VOR/DME BRG, DIST & ELEV of DME antenna | | | Remarks |
| (RNP/RNAV Type & Accuracy) | MAG Track ↓ / ↑ | Geodesic Distance | Upper limit / Lower limit | IFR cruising levels max/min ↓ | IFR cruising levels max/min ↑ | Airspace Class/ Controlling Unit/ Channel/ Logon address/ SATVOICE number/ RCP & RSP limitations |
| **L620** | | | | | | |
| △ DAWLY | 503427.31N 0032750.23W | | | | | Extremity of L620. |
| (RNAV 5) | 074°/254° | 28.4 NM | FL 245 / FL 195 | odd FL 230 / FL 210 | even FL 240 / FL 200 | Class C.<br><br>London ACC<br>Freq: 126.080 (All Levels). |

# ENR 3.2 AREA NAVIGATION ROUTES (continued)

| Route Designator | Route Usage Notes | | | | | |
|---|---|---|---|---|---|---|
| Significant Point Name | Significant Point Coordinates | | Waypoint: IDENT of VOR/DME BRG, DIST & ELEV of DME antenna | | | Remarks |
| (RNP/RNAV Type & Accuracy) | MAG Track ↓ / ↑ | Geodesic Distance | Upper limit / Lower limit | IFR cruising levels max/min ↓ | IFR cruising levels max/min ↑ | Airspace Class/ Controlling Unit/ Channel/ Logon address/ SATVOICE number/ RCP & RSP limitations |
| △ BRIPO | 504227.47N 0024500.00W | | | | | |
| (RNAV 5) | 074°/254° | 9.2 NM | FL 245 / FL 195 | odd FL 230 / FL 210 | even FL 240 / FL 200 | Class C.<br><br>London ACC<br>Freq: 126.080 (All Levels). |
| △ GIBSO | 504459.08N 0023107.33W | | | | | FRA Entry/Exit Point.<br>Intersection with N16. |
| (RNAV 5) | 074°/254° | 11.1 NM | FL 460 / FL 195 | odd FL 450 / FL 210 | even FL 430 / FL 200 | Class C.<br><br>London ACC<br>Freq: 128.815 (FL 305 and above);<br>Freq: 129.430 (Below FL 305). |
| △ BEVUP | 504800N 0021420W | | | | | |
| (RNAV 5) | 074°/255° | 10.1 NM | FL 460 / FL 135 | odd FL 450 / FL 150 | even FL 430 / FL 140 | FL 460/FL 195 Class C,<br>FL 195/FL 135 Class A.<br><br>London ACC<br>Freq: 128.815 (FL 305 and above);<br>Freq: 129.430 (Below FL 305). |
| △ ABKIM | 505043N 0015858W | | | | | |
| (RNAV 5) | 075°/255° | 25.1 NM | FL 460 / FL 95 | odd FL 450 / FL 110 | even FL 430 / FL 100 | FL 460/FL 195 Class C,<br>FL 195/FL 95 Class A.<br><br>Between ABKIM and 6 NM from SAM:<br>London ACC<br>Freq: 132.840 (FL 305 and above);<br>Freq: 129.430 (Below FL 305).<br><br>Between 6 NM from SAM and SAM:<br>London ACC<br>Freq: 132.840 (FL 305 and above);<br>Freq: 129.430 (Below FL 305 to FL 155);<br>Freq: 129.080 (Below FL 155 to FL 105);<br>Freq: 134.125 (Below FL 105). |
| △ SOUTHAMPTON DME (SAM) | 505718.90N 0012042.20W | | | | | Intersection with M140, N63, N621, N866, Q41 and Y8. |
| (RNAV 5) | 077°/257° | 14.0 NM | FL 460 / FL 85 | odd FL 450 / FL 90 | even FL 430 / FL 100 | FL 460/FL 195 Class C,<br>FL 195/FL 85 Class A.<br><br>London ACC<br>Freq: 132.840 (FL 305 and above);<br>Freq: 129.430 (Below FL 305 to FL 155);<br>Freq: 129.080 (Below FL 155 to FL 105);<br>Freq: 134.125 (Below FL 105). |
| △ HAZEL | 510019.03N 0005904.06W | | SAM R077 14.0 NM 64 FT | | | |
| (RNAV 5) | 077°/257° | 2.6 NM | FL 460 / FL 85 | odd FL 450 / FL 90 | even FL 430 / FL 100 | FL 460/FL 195 Class C,<br>FL 195/FL 85 Class A.<br><br>London ACC<br>Freq: 132.840 (FL 305 and above);<br>Freq: 132.165 (Below FL 305 to FL 215);<br>Freq: 135.805 (Below FL 215 to FL 175);<br>Freq: 129.080 (Below FL 175 to FL 105);<br>Freq: 134.125 (Below FL 105). |

# ENR 3.2 AREA NAVIGATION ROUTES (continued)

| Route Designator | Route Usage Notes | | | | | |
|---|---|---|---|---|---|---|
| Significant Point Name | Significant Point Coordinates | | Waypoint: IDENT of VOR/DME BRG, DIST & ELEV of DME antenna | | | Remarks |
| (RNP/RNAV Type & Accuracy) | MAG Track ↓ / ↑ | Geodesic Distance | Upper limit / Lower limit | IFR cruising levels max/min ↓ | IFR cruising levels max/min ↑ | Airspace Class/ Controlling Unit/ Channel/ Logon address/ SATVOICE number/ RCP & RSP limitations |
| △ NIBDA | 510052.20N 0005501.48W | | | | | Intersection with N14. |
| (RNAV 5) | 077°/258° | 6.3 NM | FL 460 / FL 85 | odd FL 450 / FL 90 | even FL 430 / FL 100 | FL 460/FL 195 Class C,<br>FL 195/FL 85 Class A.<br><br>London ACC<br>Freq: 132.840 (FL 305 and above);<br>Freq: 132.165 (Below FL 305 to FL 215);<br>Freq: 135.805 (Below FL 215 to FL 175);<br>Freq: 133.180 (Below FL 175). |
| △ NOVMA | 510211.79N 0004514.92W | | MID R257 5.0 NM 233 FT | | | |
| (RNAV 5) | 078°/258° | 5.0 NM | FL 460 / FL 85 | odd FL 450 / FL 90 | even FL 430 / FL 100 | FL 460/FL 195 Class C,<br>FL 195/FL 85 Class A.<br><br>London ACC<br>Freq: 132.840 (FL 305 and above);<br>Freq: 132.165 (Below FL 305 to FL 215);<br>Freq: 135.805 (Below FL 215 to FL 175);<br>Freq: 133.180 (Below FL 175). |
| △ MIDHURST DME (MID) | 510314.23N 0003730.01W | | | | | Westbound route only btn CLN and MID. |
| (RNAV 5) | - /234° | 56.1 NM | FL 460 / FL 245 | | even FL 430 / FL 260 | Class C.<br><br>Between GILDA and 16 NM from MID:<br>London ACC<br>Freq: 127.430 (FL 305 and above);<br>Freq: 132.605 (Below FL 305).<br><br>Between 16 NM from MID and MID:<br>London ACC<br>Freq: 132.840 (FL 305 and above);<br>Freq: 132.165 (Below FL 305). |
| △ GILDA | 513605.68N 0003501.04E | | | | | Intersection with L610. |
| (RNAV 5) | - /234° | 2.9 NM | FL 460 / FL 245 | | even FL 430 / FL 260 | Class C.<br><br>London ACC<br>Freq: 127.430 (FL 305 and above);<br>Freq: 132.605 (Below FL 305). |
| △ SIRGO | 513745.56N 0003847.03E | | | | | Intersection with L179. |
| (RNAV 5) | - /234° | 6.6 NM | FL 460 / FL 245 | | even FL 430 / FL 260 | Class C.<br><br>London ACC<br>Freq: 128.160 (All Levels). |
| △ MANGO | 514133.88N 0004725.58E | | | | | |
| (RNAV 5) | - /234° | 16.3 NM | FL 460 / FL 245 | | even FL 430 / FL 260 | Class C.<br><br>Between CLN and 9 NM from CLN:<br>London ACC<br>Freq: 133.940 (All Levels).<br><br>Between 9 NM from CLN and MANGO:<br>London ACC<br>Freq: 128.160 (All Levels). |

# ENR 3.2 AREA NAVIGATION ROUTES (continued)

| Route Designator | Route Usage Notes | | | | | |
|---|---|---|---|---|---|---|
| **Significant Point Name** | **Significant Point Coordinates** | | **Waypoint: IDENT of VOR/DME BRG, DIST & ELEV of DME antenna** | | | **Remarks** |
| **(RNP/RNAV Type & Accuracy)** | **MAG Track ↓ / ↑** | **Geodesic Distance** | **Upper limit / Lower limit** | **IFR cruising levels max/min** | | **Airspace Class/ Controlling Unit/ Channel/ Logon address/ SATVOICE number/ RCP & RSP limitations** |
| | | | | ↓ | ↑ | |
| △ CLACTON VOR/DME (CLN) | 515054.50N 0010851.32E | | | | | Eastbound route only btn CLN and REDFA. |
| (RNAV 5) | 071°/ - | 52.2 NM | FL 460 / FL 85 | odd FL 450 / FL 90 | | FL 460/FL 195 Class C,<br>FL 195/FL 85 Class A.<br><br>Between CLN and 10 NM from CLN:<br>London ACC<br>Freq: 133.940 (FL 245 and above);<br>Freq: 124.930 (Below FL 245 to FL 155);<br>Freq: 121.230 (Below FL 155).<br><br>Between 10 NM from CLN and REDFA:<br>London ACC<br>Freq: 133.940 (FL 215 and above);<br>Freq: 121.230 (Below FL 215). |
| △ REDFA | 520652.75N 0022916.81E | | | | | FIR/UIR Boundary.<br>For continuation see AIP Netherlands. |
| Route Remarks:<br>DAWLY - BRIPO CDR H24.<br>Rest of L620 - PERM.<br><br>See also ENR 1.1, paragraph 1.1.3. | | | | | | |

| Route Designator | Route Usage Notes | | | | | |
|---|---|---|---|---|---|---|
| **Significant Point Name** | **Significant Point Coordinates** | | **Waypoint: IDENT of VOR/DME BRG, DIST & ELEV of DME antenna** | | | **Remarks** |
| **(RNP/RNAV Type & Accuracy)** | **MAG Track ↓ / ↑** | **Geodesic Distance** | **Upper limit / Lower limit** | **IFR cruising levels max/min** | | **Airspace Class/ Controlling Unit/ Channel/ Logon address/ SATVOICE number/ RCP & RSP limitations** |
| | | | | ↓ | ↑ | |
| **L722** | | | | | | |
| △ SANDY | 510350.81N 0010403.13E | | DET R128 22.9 NM 645 FT | | | Extremity of L722. |
| (RNAV 5) | 288°/107° | 31.5 NM | FL 460 / FL 245 | even FL 430 / FL 260 | odd FL 450 / FL 250 | Class C.<br><br>London ACC<br>Freq: 127.430 (FL 305 and above);<br>Freq: 132.605 (Below FL 305 to FL 275);<br>Freq: 134.905 (Below FL 275). |
| △ HABCI | 511401.12N 0001644.96E | | | | | Westbound route only btn HABCI and ICTAM. |
| (RNAV 5) | 287°/ - | 57.0 NM | FL 460 / FL 245 | even FL 430 / FL 260 | | Class C.<br><br>Between HABCI and abm OCK:<br>London ACC<br>Freq: 127.430 (FL 305 and above);<br>Freq: 132.605 (Below FL 305).<br><br>Between abm OCK and ICTAM:<br>London ACC<br>Freq: 134.460 (FL 305 and above);<br>Freq: 132.165 (Below FL 305). |
| △ ICTAM | 513137.37N 0010948.12W | | | | | Extremity of L722. |

# ENR 3.2 AREA NAVIGATION ROUTES (continued)

| Route Designator | Route Usage Notes | | | | | |
|---|---|---|---|---|---|---|
| Significant Point Name | Significant Point Coordinates | | Waypoint: IDENT of VOR/DME BRG, DIST & ELEV of DME antenna | | | Remarks |
| (RNP/RNAV Type & Accuracy) | MAG Track ↓ / ↑ | Geodesic Distance | Upper limit / Lower limit | IFR cruising levels max/min ↓ | IFR cruising levels max/min ↑ | Airspace Class/ Controlling Unit/ Channel/ Logon address/ SATVOICE number/ RCP & RSP limitations |
| **L975** | | | | | | |
| △ GOLES | 533629.08N 0010500.37W | | POL R102 37.3 NM 1438 FT | | | Extremity of L975.<br>Intersection with Y70. |
| (RNAV 5) | 261°/081° | 5.7 NM | FL 245 / FL 65 | even FL 240 / FL 80 | odd FL 230 / FL 90 | FL 245/FL 195 Class C,<br>FL 195/FL 65 Class A.<br><br>Scottish ACC<br>Freq: 133.800 (All Levels). |
| △ ARPUB | 533534N 0011428W | | | | | |
| (RNAV 5) | 261°/081° | 2.2 NM | FL 245 / FL 55 | even FL 240 / FL 80 | odd FL 230 / FL 90 | FL 245/FL 195 Class C,<br>FL 195/FL 55 Class A.<br><br>Scottish ACC<br>Freq: 133.800 (All Levels). |
| △ UPTON | 533513.00N 0011802.58W | | POL R107 30.2 NM 1438 FT | | | |
| (RNAV 5) | 261°/081° | 9.4 NM | FL 245 / FL 55 | even FL 240 / FL 80 | odd FL 230 / FL 90 | FL 245/FL 195 Class C,<br>FL 195/FL 55 Class A.<br><br>Scottish ACC<br>Freq: 133.800 (All Levels). |
| △ UNIGO | 533340N 0013339W | | | | | |
| (RNAV 5) | 261°/080° | 12.1 NM | FL 245 / 3500 FT ALT | even FL 240 / FL 80 | odd FL 230 / FL 90 | FL 245/FL 195 Class C,<br>FL 195/Alt 3500 FT Class A.<br><br>Scottish ACC<br>Freq: 118.780 (FL 195 and above);<br>Freq: 135.715 (Below FL 195). |
| △ DESIG | 533138.13N 0015333.70W | | POL R149 15.0 NM 1438 FT | | | Intersection with L70 and L603. |
| (RNAV 5) | 260°/080° | 2.5 NM | FL 245 / FL 55 | even FL 240 / FL 80 | odd FL 230 / FL 90 | FL 245/FL 195 Class C,<br>FL 195/FL 55 Class A.<br><br>Scottish ACC<br>Freq: 118.780 (FL 195 and above);<br>Freq: 135.715 (Below FL 195). |
| △ DENBY | 533112.53N 0015740.39W | | POL R159 14.4 NM 1438 FT | | | |
| (RNAV 5) | 260°/080° | 7.7 NM | FL 245 / FL 55 | even FL 240 / FL 80 | odd FL 230 / FL 90 | FL 245/FL 195 Class C,<br>FL 195/FL 55 Class A.<br><br>Scottish ACC<br>Freq: 118.780 (FL 195 and above);<br>Freq: 135.715 (Below FL 195). |
| △ SONEX | 532952.70N 0021020.86W | | POL R189 15.0 NM 1438 FT | | | |
| (RNAV 5) | 260°/080° | 9.3 NM | FL 245 / FL 55 | even FL 240 / FL 80 | odd FL 230 / FL 90 | FL 245/FL 195 Class C,<br>FL 195/FL 55 Class A.<br><br>Scottish ACC<br>Freq: 118.780 (FL 195 and above);<br>Freq: 135.715 (Below FL 195). |
| △ BARTN | 532814.17N 0022541.11W | | POL R215 20.1 NM 1438 FT | | | Intersection with P17. |
| (RNAV 5) | 260°/080° | 8.2 NM | FL 245 / FL 55 | even FL 240 / FL 80 | odd FL 230 / FL 90 | FL 245/FL 195 Class C,<br>FL 195/FL 55 Class A.<br><br>Scottish ACC<br>Freq: 118.780 (FL 195 and above);<br>Freq: 128.055 (Below FL 195). |

# ENR 3.2 AREA NAVIGATION ROUTES (continued)

| Route Designator | Route Usage Notes | | | | | |
|---|---|---|---|---|---|---|
| **Significant Point Name** | **Significant Point Coordinates** | | **Waypoint: IDENT of VOR/DME BRG, DIST & ELEV of DME antenna** | | | **Remarks** |
| **(RNP/RNAV Type & Accuracy)** | **MAG Track ↓ / ↑** | **Geodesic Distance** | **Upper limit / Lower limit** | **IFR cruising levels max/min** | | **Airspace Class/ Controlling Unit/ Channel/ Logon address/ SATVOICE number/ RCP & RSP limitations** |
| | | | | **↓** | **↑** | |
| △ ASMIM | 532645.75N 0023910.71W | | WAL R079 17.6 NM 55 FT | | | |
| (RNAV 5) | 260°/080° | 17.6 NM | FL 245 / FL 55 | even FL 240 / FL 80 | odd FL 230 / FL 90 | FL 245/FL 195 Class C,<br>FL 195/FL 55 Class A.<br><br>Scottish ACC<br>Freq: 118.780 (FL 195 and above);<br>Freq: 128.055 (Below FL 195). |
| △ WALLASEY VOR/DME (WAL) | 532330.97N 0030804.06W | | | | | Eastbound route only btn LIFFY and WAL.<br>Intersection with L10, L151, M146, N862 and Y53. |
| (RNAV 5) | - /095° | 17.1 NM | FL 245 / FL 85 | | odd FL 230 / FL 90 | Class C.<br><br>Scottish ACC<br>Freq: 118.780 (FL 195 and above);<br>Freq: 128.055 (Below FL 195). |
| △ MALUD | 532448.17N 0033630.30W | | WAL R275 17.1 NM 55 FT | | | Intersection with L15. |
| (RNAV 5) | - /095° | 12.9 NM | FL 245 / FL 85 | | odd FL 230 / FL 90 | Class C.<br><br>Scottish ACC<br>Freq: 133.050 (All Levels). |
| △ ROLEX | 532542.14N 0035803.85W | | | | | |
| (RNAV 5) | - /095° | 13.1 NM | FL 245 / FL 125 | | odd FL 230 / FL 130 | Class C.<br><br>Scottish ACC<br>Freq: 133.050 (All Levels). |
| △ LYNAS | 532633.02N 0042000.00W | | | | | |
| (RNAV 5) | - /095° | 10.9 NM | FL 245 / FL 145 | | odd FL 230 / FL 150 | Class C.<br><br>Scottish ACC<br>Freq: 133.050 (All Levels). |
| △ NATKO | 532711.99N 0043806.92W | | | | | |
| (RNAV 5) | - /095° | 8.0 NM | FL 245 / FL 145 | | odd FL 230 / FL 150 | Class C.<br><br>Scottish ACC<br>Freq: 133.050 (All Levels). |
| △ GINIS | 532738.95N 0045128.61W | | | | | |
| (RNAV 5) | - /094° | 11.0 NM | FL 245 / FL 125 | | odd FL 230 / FL 130 | Class C.<br><br>ATS delegated to Dublin ACC<br>Freq: 129.180. |
| △ IDEXA | 532814N 0050951W | | | | | |
| (RNAV 5) | - /094° | 12.1 NM | FL 245 / FL 45 | | odd FL 230 / FL 50 | Class C.<br><br>ATS delegated to Dublin ACC<br>Freq: 129.180.<br>Dublin ATIS<br>Freq: 124.530. |
| △ LIFFY | 532848.28N 0053000.00W | | | | | FIR Boundary.<br>For continuation see AIP Ireland. |
| Route Remarks:<br>See also ENR 1.1, paragraph 1.1.3. | | | | | | |

# ENR 3.2 AREA NAVIGATION ROUTES (continued)

| Route Designator | Route Usage Notes | | | | | |
|---|---|---|---|---|---|---|
| Significant Point Name | Significant Point Coordinates | | Waypoint: IDENT of VOR/DME BRG, DIST & ELEV of DME antenna | | | Remarks |
| (RNP/RNAV Type & Accuracy) | MAG Track ↓ / ↑ | Geodesic Distance | Upper limit / Lower limit | IFR cruising levels max/min ↓ | IFR cruising levels max/min ↑ | Airspace Class/ Controlling Unit/ Channel/ Logon address/ SATVOICE number/ RCP & RSP limitations |
| **L980** | | | | | | |
| △ VEXEN | 500821.98N 0014934.38W | | | | | Eastbound route only btn VEXEN and MID.<br>Extremity of L980. |
| (RNAV 5) | 039°/ - | 9.5 NM | FL 460 / FL 105 | even FL 430 / FL 260<br>odd FL 230 / FL 110 | | FL 460/FL 195 Class C,<br>FL 195/FL 105 Class A.<br><br>London ACC<br>Freq: 134.440 (FL 345 and above);<br>Freq: 127.830 (Below FL 345 to FL 225);<br>Freq: 129.430 (Below FL 225). |
| △ DOMUT | 501542.57N 0014008.65W | | MID R219 62.1 NM 233 FT | | | |
| (RNAV 5) | 039°/ - | 20.2 NM | FL 460 / FL 105 | even FL 430 / FL 260<br>odd FL 230 / FL 110 | | FL 460/FL 195 Class C,<br>FL 195/FL 105 Class A.<br><br>London ACC<br>Freq: 134.440 (FL 345 and above);<br>Freq: 127.830 (Below FL 345). |
| △ KATHY | 503113.59N 0012000.23W | | SAM R178 26.1 NM 64 FT | | | Intersection with L89. |
| (RNAV 5) | 040°/ - | 9.5 NM | FL 460 / FL 105 | even FL 430 / FL 260<br>odd FL 230 / FL 110 | | FL 460/FL 195 Class C,<br>FL 195/FL 105 Class A.<br><br>London ACC<br>Freq: 134.440 (FL 345 and above);<br>Freq: 127.830 (Below FL 345). |
| △ ABSAV | 503828.94N 0011029.05W | | | | | |
| (RNAV 5) | 040°/ - | 14.0 NM | FL 460 / FL 105 | even FL 430 / FL 260<br>odd FL 230 / FL 110 | | FL 460/FL 195 Class C,<br>FL 195/FL 105 Class A.<br><br>Between ABSAV and 4 NM from ABSAV:<br>London ACC<br>Freq: 134.440 (FL 345 and above);<br>Freq: 127.830 (Below FL 345 to FL 125);<br>Freq: 133.180 (Below FL 125).<br><br>Between 4 NM from ABSAV and AVANT:<br>London ACC<br>Freq: 132.840 (FL 305 and above);<br>Freq: 134.440 (Below FL 305 to FL 255);<br>Freq: 127.830 (Below FL 255 to FL 125);<br>Freq: 133.180 (Below FL 125). |

# ENR 3.2 AREA NAVIGATION ROUTES (continued)

| Route Designator | Route Usage Notes | | | | | |
|---|---|---|---|---|---|---|
| Significant Point Name | Significant Point Coordinates | | Waypoint: IDENT of VOR/DME BRG, DIST & ELEV of DME antenna | | | Remarks |
| (RNP/RNAV Type & Accuracy) | MAG Track ↓ / ↑ | Geodesic Distance | Upper limit / Lower limit | IFR cruising levels max/min ↓ | IFR cruising levels max/min ↑ | Airspace Class/ Controlling Unit/ Channel/ Logon address/ SATVOICE number/ RCP & RSP limitations |
| △ AVANT | 504912.00N 0005618.05W | | GWC R252 7.2 NM 122 FT | | | |
| (RNAV 5) | 040°/ - | 18.4 NM | FL 460 / FL 105 | even FL 430 / FL 260 odd FL 230 / FL 110 | | FL 460/FL 195 Class C,<br>FL 195/FL 105 Class A.<br><br>Between AVANT and 7 NM from AVANT:<br>London ACC<br>Freq: 132.840 (FL 305 and above);<br>Freq: 132.165 (Below FL 305 to FL 255);<br>Freq: 134.440 (Below FL 255 to FL 175);<br>Freq: 133.180 (Below FL 175).<br><br>Between 7 NM from AVANT and MID:<br>London ACC<br>Freq: 132.840 (FL 305 and above);<br>Freq: 132.165 (Below FL 305 to FL 215);<br>Freq: 135.805 (Below FL 215 to FL 175);<br>Freq: 133.180 (Below FL 175). |
| △ MIDHURST DME (MID) | 510314.23N 0003730.01W | | | | | Westbound route only btn XAMAN and MID. |
| (RNAV 5) | - /219° | 46.0 NM | FL 460 / FL 245 | | even FL 430 / FL 260 | Class C.<br><br>Between LAM and 29 NM from LAM:<br>London ACC<br>Freq: 127.430 (FL 305 and above);<br>Freq: 132.605 (Below FL 305).<br><br>Between 29 NM from LAM and 34 NM from LAM:<br>London ACC<br>Freq: 134.460 (FL 305 and above);<br>Freq: 132.165 (Below FL 305).<br><br>Between 34 NM from LAM and MID:<br>London ACC<br>Freq: 132.840 (FL 305 and above);<br>Freq: 132.165 (Below FL 305). |
| △ LAMBOURNE DME (LAM) | 513845.69N 0000906.13E | | | | | Intersection with L179 and L610. |
| (RNAV 5) | - /263° | 11.0 NM | FL 460 / FL 95 | | even FL 430 / FL 100 | FL 460/FL 195 Class C,<br>FL 195/FL 95 Class A.<br><br>London ACC<br>Freq: 127.430 (FL 305 and above);<br>Freq: 132.605 (Below FL 305 to FL 245);<br>Freq: 129.605 (Below FL 245 to FL 175);<br>Freq: 123.905 (Below FL 175). |

# ENR 3.2 AREA NAVIGATION ROUTES (continued)

| Route Designator | Route Usage Notes | | | | | |
|---|---|---|---|---|---|---|
| Significant Point Name | Significant Point Coordinates | | Waypoint: IDENT of VOR/DME BRG, DIST & ELEV of DME antenna | | | Remarks |
| (RNP/RNAV Type & Accuracy) | MAG Track ↓ / ↑ | Geodesic Distance | Upper limit / Lower limit | IFR cruising levels max/min ↓ | IFR cruising levels max/min ↑ | Airspace Class/ Controlling Unit/ Channel/ Logon address/ SATVOICE number/ RCP & RSP limitations |
| △ EVNAS | 514004.25N 0002638.37E | | | | | |
| (RNAV 5) | - /263° | 1.6 NM | FL 460 / FL 95 | | even FL 430 / FL 100 | FL 460/FL 195 Class C,<br>FL 195/FL 95 Class A.<br><br>London ACC<br>Freq: 127.430 (FL 305 and above);<br>Freq: 132.605 (Below FL 305 to FL 245);<br>Freq: 129.605 (Below FL 245 to FL 175);<br>Freq: 123.905 (Below FL 175). |
| △ WESUL | 514015.29N 0002909.27E | | | | | Intersection with M14. |
| (RNAV 5) | - /263° | 7.4 NM | FL 460 / FL 95 | | even FL 430 / FL 100 | FL 460/FL 195 Class C,<br>FL 195/FL 95 Class A.<br><br>London ACC<br>Freq: 127.430 (FL 305 and above);<br>Freq: 132.605 (Below FL 305 to FL 245);<br>Freq: 129.605 (Below FL 245 to FL 175);<br>Freq: 123.905 (Below FL 175). |
| △ BRASO | 514106.57N 0004100.03E | | LAM R082 20.0 NM 241 FT | | | |
| (RNAV 5) | - /263° | 4.0 NM | FL 460 / FL 95 | | even FL 430 / FL 100 | FL 460/FL 195 Class C,<br>FL 195/FL 95 Class A.<br><br>London ACC<br>Freq: 128.160 (FL 245 and above);<br>Freq: 129.605 (Below FL 245 to FL 175);<br>Freq: 123.905 (Below FL 175). |
| △ MANGO | 514133.88N 0004725.58E | | | | | |
| (RNAV 5) | - /263° | 2.2 NM | FL 460 / FL 95 | | even FL 430 / FL 100 | FL 460/FL 195 Class C,<br>FL 195/FL 95 Class A.<br><br>London ACC<br>Freq: 128.160 (FL 245 and above);<br>Freq: 129.605 (Below FL 245 to FL 175);<br>Freq: 123.905 (Below FL 175). |
| △ LIVSU | 514148.74N 0005057.72E | | | | | |
| (RNAV 5) | - /263° | 3.8 NM | FL 460 / FL 95 | | even FL 430 / FL 100 | FL 460/FL 195 Class C,<br>FL 195/FL 95 Class A.<br><br>London ACC<br>Freq: 128.160 (FL 245 and above);<br>Freq: 129.605 (Below FL 245 to FL 125);<br>Freq: 135.425 (Below FL 125). |
| △ SABER | 514213.76N 0005658.19E | | LAM R082 30.0 NM 241 FT | | | Intersection with M40. |
| (RNAV 1) | - /263° | 5.0 NM | FL 460 / FL 95 | | even FL 430 / FL 100 | FL 460/FL 195 Class C,<br>FL 195/FL 95 Class A.<br><br>London ACC<br>Freq: 128.160 (FL 245 and above);<br>Freq: 129.605 (Below FL 245 to FL 125);<br>Freq: 135.425 (Below FL 125). |

# ENR 3.2 AREA NAVIGATION ROUTES (continued)

| **Route Designator** | **Route Usage Notes** | | | | | |
|---|---|---|---|---|---|---|
| **Significant Point Name** | **Significant Point Coordinates** | | **Waypoint: IDENT of VOR/DME BRG, DIST & ELEV of DME antenna** | | | **Remarks** |
| **(RNP/RNAV Type & Accuracy)** | **MAG Track ↓ / ↑** | **Geodesic Distance** | **Upper limit / Lower limit** | **IFR cruising levels max/min** | | **Airspace Class/ Controlling Unit/ Channel/ Logon address/ SATVOICE number/ RCP & RSP limitations** |
| | | | | **↓** | **↑** | |
| △ TRIPO | 514246.54N 0010457.56E | | CLN R195 8.5 NM 100 FT | | | |
| (RNAV 1) | - /263° | 12.9 NM | FL 460 / FL 95 | | even FL 430 / FL 100 | FL 460/FL 195 Class C, FL 195/FL 95 Class A.<br><br>London ACC<br>Freq: 128.160 (FL 245 and above);<br>Freq: 129.605 (Below FL 245 to FL 125);<br>Freq: 135.425 (Below FL 125). |
| △ JACKO | 514408.65N 0012536.00E | | | | | |
| (RNAV 1) | - /263° | 6.9 NM | FL 460 / FL 95 | | even FL 430 / FL 100 | FL 460/FL 195 Class C, FL 195/FL 95 Class A.<br><br>London ACC<br>Freq: 128.160 (FL 245 and above);<br>Freq: 129.605 (Below FL 245 to FL 125);<br>Freq: 135.425 (Below FL 125). |
| △ LOGAN | 514451.32N 0013642.58E | | CLN R108 18.3 NM 100 FT | | | |
| (RNAV 1) | - /263° | 22.9 NM | FL 460 / FL 95 | | even FL 430 / FL 100 | FL 460/FL 195 Class C, FL 195/FL 95 Class A.<br><br>London ACC<br>Freq: 128.160 (FL 245 and above);<br>Freq: 118.480 (Below FL 245 to FL 215);<br>Freq: 135.425 (Below FL 215). |
| △ XAMAN | 514704.77N 0021326.94E | | | | | FIR/UIR Boundary.<br>For continuation see AIP Netherlands. |
| Route Remarks:<br>Due to Brest ACC operational requirements, the cruising level allocation between VEXEN and MID above FL 245 is inappropriate to the MAG Track.<br><br>See also ENR 1.1, paragraph 1.1.3. | | | | | | |

| **Route Designator** | **Route Usage Notes** | | | | | |
|---|---|---|---|---|---|---|
| **Significant Point Name** | **Significant Point Coordinates** | | **Waypoint: IDENT of VOR/DME BRG, DIST & ELEV of DME antenna** | | | **Remarks** |
| **(RNP/RNAV Type & Accuracy)** | **MAG Track ↓ / ↑** | **Geodesic Distance** | **Upper limit / Lower limit** | **IFR cruising levels max/min** | | **Airspace Class/ Controlling Unit/ Channel/ Logon address/ SATVOICE number/ RCP & RSP limitations** |
| | | | | **↓** | **↑** | |
| **L982** | | | | | | |
| △ ORIST | 500000N 0015042W | | | | | Eastbound route only.<br>FIR/UIR Boundary.<br>Extremity of L982. |
| (RNAV 1) | 027°/ - | 8.3 NM | FL 460 / FL 125 | odd FL 450 / FL 130 | | FL 460/FL 195 Class C, FL 195/FL 125 Class A.<br><br>London ACC<br>Freq: 134.440 (FL 345 and above);<br>Freq: 127.830 (Below FL 345 to FL 225);<br>Freq: 129.430 (Below FL 225). |
| △ ERGUM | 500725.13N 0014449.66W | | | | | |
| (RNAV 1) | 040°/ - | 11.1 NM | FL 460 / FL 105 | odd FL 450 / FL 110 | | FL 460/FL 195 Class C, FL 195/FL 105 Class A.<br><br>London ACC<br>Freq: 134.440 (FL 345 and above);<br>Freq: 127.830 (Below FL 345). |

# ENR 3.2 AREA NAVIGATION ROUTES (continued)

| Route Designator | Route Usage Notes | | | | | |
|---|---|---|---|---|---|---|
| Significant Point Name | Significant Point Coordinates | | Waypoint: IDENT of VOR/DME BRG, DIST & ELEV of DME antenna | | | Remarks |
| (RNP/RNAV Type & Accuracy) | MAG Track ↓ / ↑ | Geodesic Distance | Upper limit / Lower limit | IFR cruising levels max/min ↓ | IFR cruising levels max/min ↑ | Airspace Class/ Controlling Unit/ Channel/ Logon address/ SATVOICE number/ RCP & RSP limitations |
| △ ROXOG | 501558.29N 0013344.41W | | | | | |
| (RNAV 1) | 039°/ - | 18.5 NM | FL 460 / FL 105 | odd FL 450 / FL 110 | | FL 460/FL 195 Class C,<br>FL 195/FL 105 Class A.<br><br>London ACC<br>Freq: 134.440 (FL 345 and above);<br>Freq: 127.830 (Below FL 345). |
| △ VASUX | 503009.23N 0011516.99W | | | | | Intersection with (U)N867. |
| (RNAV 1) | 040°/ - | 12.2 NM | FL 460 / FL 105 | odd FL 450 / FL 110 | | FL 460/FL 195 Class C,<br>FL 195/FL 105 Class A.<br><br>London ACC<br>Freq: 134.440 (FL 185 and above);<br>Freq: 127.830 (Below FL 185). |
| △ DISVO | 503931.38N 0010257.16W | | | | | |
| (RNAV 1) | 050°/ - | 14.5 NM | FL 460 / FL 105 | odd FL 450 / FL 110 | | FL 460/FL 195 Class C,<br>FL 195/FL 105 Class A.<br><br>London ACC<br>Freq: 134.440 (FL 185 and above);<br>Freq: 127.830 (Below FL 185). |
| △ TELTU | 504839.92N 0004517.69W | | | | | Extremity of L982. |
| Route Remarks:<br>CDR H24. | | | | | | |

| Route Designator | Route Usage Notes | | | | | |
|---|---|---|---|---|---|---|
| Significant Point Name | Significant Point Coordinates | | Waypoint: IDENT of VOR/DME BRG, DIST & ELEV of DME antenna | | | Remarks |
| (RNP/RNAV Type & Accuracy) | MAG Track ↓ / ↑ | Geodesic Distance | Upper limit / Lower limit | IFR cruising levels max/min ↓ | IFR cruising levels max/min ↑ | Airspace Class/ Controlling Unit/ Channel/ Logon address/ SATVOICE number/ RCP & RSP limitations |
| **L989** | | | | | | |
| △ BODSO | 530308.25N 0020540.71E | | | | | Westbound route only.<br>Extremity of L989.<br>Intersection with Y70. |
| (RNAV 5) | - /256° | 15.1 NM | FL 245 / FL 175 | | even FL 240 / FL 180 | FL 245/FL 195 Class C,<br>FL 195/FL 175 Class A.<br><br>London ACC<br>Freq: 128.130 (All Levels). |
| △ SOPEK | 530631.88N 0023000.00E | | | | | Extremity of L989. |

# ENR 3.2 AREA NAVIGATION ROUTES (continued)

| Route Designator | Route Usage Notes | | | | | |
|---|---|---|---|---|---|---|
| Significant Point Name | Significant Point Coordinates | | Waypoint: IDENT of VOR/DME BRG, DIST & ELEV of DME antenna | | | Remarks |
| (RNP/RNAV Type & Accuracy) | MAG Track ↓ / ↑ | Geodesic Distance | Upper limit / Lower limit | IFR cruising levels max/min ↓ | IFR cruising levels max/min ↑ | Airspace Class/ Controlling Unit/ Channel/ Logon address/ SATVOICE number/ RCP & RSP limitations |
| **M8** | | | | | | |
| △ SUBIP | 502644N 0005306E | | | | | Westbound route only.<br>FIR Boundary.<br>Extremity of M8. |
| (RNAV 5) | 286°/ - | 9.1 NM | FL 245 / FL 95 | even FL 240 / FL 100 | | FL 245/FL 195 Class C,<br>FL 195/FL 95 Class A.<br><br>London ACC<br>Freq: 128.430 (FL 145 and above);<br>Freq: 135.325 (Below FL 145). |
| △ ELDAX | 502918.36N 0003930.42E | | | | | Intersection with N20. |
| (RNAV 5) | 295°/ - | 13.1 NM | FL 245 / FL 95 | even FL 240 / FL 100 | | FL 245/FL 195 Class C,<br>FL 195/FL 95 Class A.<br><br>London ACC<br>Freq: 135.055 (All Levels). |
| △ WAFFU | 503456.89N 0002059.29E | | | | | Extremity of M8.<br>Intersection with Y8. |
| Route Remarks:<br>See also ENR 1.1, paragraph 1.1.3. | | | | | | |

| Route Designator | Route Usage Notes | | | | | |
|---|---|---|---|---|---|---|
| Significant Point Name | Significant Point Coordinates | | Waypoint: IDENT of VOR/DME BRG, DIST & ELEV of DME antenna | | | Remarks |
| (RNP/RNAV Type & Accuracy) | MAG Track ↓ / ↑ | Geodesic Distance | Upper limit / Lower limit | IFR cruising levels max/min ↓ | IFR cruising levels max/min ↑ | Airspace Class/ Controlling Unit/ Channel/ Logon address/ SATVOICE number/ RCP & RSP limitations |
| **M14** | | | | | | |
| △ GILDA | 513605.68N 0003501.04E | | | | | Westbound route only.<br>Extremity of M14. |
| (RNAV 5) | 318°/ - | 2.5 NM | FL 460 / FL 245 | even FL 430 / FL 260 | | Class C.<br><br>London ACC<br>Freq: 127.430 (FL 305 and above);<br>Freq: 132.605 (Below FL 305). |
| △ FERIT | 513759.23N 0003221.20E | | | | | |
| (RNAV 5) | 318°/ - | 3.0 NM | FL 460 / FL 245 | even FL 430 / FL 260 | | Class C.<br><br>London ACC<br>Freq: 127.430 (FL 305 and above);<br>Freq: 132.605 (Below FL 305). |
| △ WESUL | 514015.29N 0002909.27E | | | | | |
| (RNAV 5) | 318°/ - | 28.5 NM | FL 460 / FL 245 | even FL 430 / FL 260 | | Class C.<br><br>London ACC<br>Freq: 127.430 (FL 305 and above);<br>Freq: 132.605 (Below FL 305). |
| △ STOAT | 520133.22N 0000115.37W | | | | | Extremity of M14.<br>Intersection with L613. |

# ENR 3.2 AREA NAVIGATION ROUTES (continued)

| Route Designator | Route Usage Notes | | | | | |
|---|---|---|---|---|---|---|
| Significant Point Name | Significant Point Coordinates | | Waypoint: IDENT of VOR/DME BRG, DIST & ELEV of DME antenna | | | Remarks |
| (RNP/RNAV Type & Accuracy) | MAG Track ↓ / ↑ | Geodesic Distance | Upper limit / Lower limit | IFR cruising levels max/min ↓ | IFR cruising levels max/min ↑ | Airspace Class/ Controlling Unit/ Channel/ Logon address/ SATVOICE number/ RCP & RSP limitations |
| **M16** | | | | | | |
| △ DOLAS | 525842.96N 0010003.43E | | | | | Eastbound route only.<br>Extremity of M16.<br>Intersection with L603. |
| (RNAV 5) | - /101° | 68.7 NM | FL 460 / FL 285 | | odd FL 450 / FL 290 | Class C.<br><br>London ACC<br>Freq: 126.780 (FL 355 and above);<br>Freq: 128.130 (Below FL 355). |
| △ NAPEX | 531222.64N 0005139.78W | | | | | |
| (RNAV 5) | - /100° | 28.2 NM | FL 460 / FL 285 | | odd FL 450 / FL 290 | Class C.<br><br>London ACC<br>Freq: 132.860 (FL 335 and above);<br>Freq: 133.705 (Below FL 335). |
| △ XAPOS | 531728.59N 0013751.25W | | | | | |
| (RNAV 5) | - /100° | 23.1 NM | FL 460 / FL 285 | | odd FL 450 / FL 290 | Class C.<br><br>London ACC<br>Freq: 132.860 (FL 335 and above);<br>Freq: 133.705 (Below FL 335). |
| △ MANCHESTER DME (MCT) | 532125.29N 0021544.24W | | | | | |
| (RNAV 5) | - /094° | 31.4 NM | FL 460 / FL 285 | | odd FL 450 / FL 290 | Class C.<br><br>London ACC<br>Freq: 132.860 (FL 335 and above);<br>Freq: 135.580 (Below FL 335). |
| △ WALLASEY VOR/DME (WAL) | 532330.97N 0030804.06W | | | | | Extremity of M16. |

| Route Designator | Route Usage Notes | | | | | |
|---|---|---|---|---|---|---|
| Significant Point Name | Significant Point Coordinates | | Waypoint: IDENT of VOR/DME BRG, DIST & ELEV of DME antenna | | | Remarks |
| (RNP/RNAV Type & Accuracy) | MAG Track ↓ / ↑ | Geodesic Distance | Upper limit / Lower limit | IFR cruising levels max/min ↓ | IFR cruising levels max/min ↑ | Airspace Class/ Controlling Unit/ Channel/ Logon address/ SATVOICE number/ RCP & RSP limitations |
| **M17** | | | | | | |
| △ NICXI | 520046.40N 0050317.78W | | | | | Westbound route only.<br>Extremity of M17. |
| (RNAV 5) | 334°/ - | 8.8 NM | FL 245 / FL 155 | even FL 240 / FL 160 | | FL 245/FL 195 Class C,<br>FL 195/FL 155 Class A.<br><br>London ACC<br>Freq: 129.380 (All Levels). |
| △ PEMOB | 520837.77N 0050941.13W | | | | | |
| (RNAV 5) | 335°/ - | 17.6 NM | FL 245 / FL 155 | even FL 240 / FL 160 | | FL 245/FL 195 Class C,<br>FL 195/FL 155 Class A.<br><br>London ACC<br>Freq: 129.380 (All Levels). |

# ENR 3.2 AREA NAVIGATION ROUTES (continued)

| Route Designator | Route Usage Notes | | | | | |
|---|---|---|---|---|---|---|
| **Significant Point Name** | **Significant Point Coordinates** | | **Waypoint: IDENT of VOR/DME BRG, DIST & ELEV of DME antenna** | | | **Remarks** |
| **(RNP/RNAV Type & Accuracy)** | **MAG Track ↓ / ↑** | **Geodesic Distance** | **Upper limit / Lower limit** | **IFR cruising levels max/min** | | **Airspace Class/ Controlling Unit/ Channel/ Logon address/ SATVOICE number/ RCP & RSP limitations** |
| | | | | ↓ | ↑ | |
| △ LEMGU | 522421.56N 0052236.38W | | | | | |
| (RNAV 5) | 335°/ - | 10.0 NM | FL 245 / FL 155 | even FL 240 / FL 160 | | FL 245/FL 195 Class C,<br>FL 195/FL 155 Class A.<br><br>London ACC<br>Freq: 129.380 (All Levels). |
| △ VATRY | 523316N 0053000W | | | | | FIR/UIR Boundary.<br>For continuation see AIP Ireland. |
| Route Remarks:<br>CDR H24.<br><br>See also ENR 1.1, paragraph 1.1.3. | | | | | | |

| Route Designator | Route Usage Notes | | | | | |
|---|---|---|---|---|---|---|
| **Significant Point Name** | **Significant Point Coordinates** | | **Waypoint: IDENT of VOR/DME BRG, DIST & ELEV of DME antenna** | | | **Remarks** |
| **(RNP/RNAV Type & Accuracy)** | **MAG Track ↓ / ↑** | **Geodesic Distance** | **Upper limit / Lower limit** | **IFR cruising levels max/min** | | **Airspace Class/ Controlling Unit/ Channel/ Logon address/ SATVOICE number/ RCP & RSP limitations** |
| | | | | ↓ | ↑ | |
| **M40** | | | | | | |
| △ UMBUR | 512733.00N 0000708.17E | | | | | Westbound route only.<br>Extremity of M40. |
| (RNAV 5) | - /246° | 11.0 NM | FL 245 / FL 95 | | even FL 240 / FL 100 | FL 245/FL 195 Class C,<br>FL 195/FL 95 Class A.<br><br>London ACC<br>Freq: 132.605 (FL 215 and above);<br>Freq: 127.955 (Below FL 215 to FL 175);<br>Freq: 123.905 (Below FL 175). |
| △ IPKUS | 513152.43N 0002318.58E | | | | | |
| (RNAV 5) | - /246° | 10.0 NM | FL 245 / FL 95 | | even FL 240 / FL 100 | FL 245/FL 195 Class C,<br>FL 195/FL 95 Class A.<br><br>London ACC<br>Freq: 129.605 (FL 175 and above);<br>Freq: 123.905 (Below FL 175). |
| △ NILON | 513546.46N 0003803.93E | | | | | |
| (RNAV 5) | - /246° | 4.6 NM | FL 460 / FL 95 | | even FL 430 / FL 100 | FL 460/FL 195 Class C,<br>FL 195/FL 95 Class A.<br><br>London ACC<br>Freq: 127.430 (FL 305 and above);<br>Freq: 132.605 (Below FL 305 to FL 245);<br>Freq: 129.605 (Below FL 245 to FL 175);<br>Freq: 123.905 (Below FL 175). |
| △ TERKO | 513732.46N 0004448.08E | | | | | |
| (RNAV 5) | - /237° | 8.9 NM | FL 460 / FL 95 | | even FL 430 / FL 100 | FL 460/FL 195 Class C,<br>FL 195/FL 95 Class A.<br><br>London ACC<br>Freq: 128.160 (FL 245 and above);<br>Freq: 129.605 (Below FL 245 to FL 175);<br>Freq: 123.905 (Below FL 175). |

# ENR 3.2 AREA NAVIGATION ROUTES (continued)

| Route Designator | Route Usage Notes | | | | | |
|---|---|---|---|---|---|---|
| Significant Point Name | Significant Point Coordinates | | Waypoint: IDENT of VOR/DME BRG, DIST & ELEV of DME antenna | | | Remarks |
| (RNP/RNAV Type & Accuracy) | MAG Track ↓ / ↑ | Geodesic Distance | Upper limit / Lower limit | IFR cruising levels max/min ↓ | IFR cruising levels max/min ↑ | Airspace Class/ Controlling Unit/ Channel/ Logon address/ SATVOICE number/ RCP & RSP limitations |
| △ SABER | 514213.76N 0005658.19E | | LAM R082 30.0 NM 241 FT | | | Intersection with L980. |
| (RNAV 1) | - /251° | 36.8 NM | FL 460 / FL 275 | | even FL 430 / FL 280 | Class C.<br><br>London ACC<br>Freq: 128.160 (All Levels). |
| △ IDESI | 515351.74N 0015308.08E | | | | | Intersection with P49 and Y6. |
| (RNAV 1) | - /267° | 16.2 NM | FL 460 / FL 85 | | even FL 430 / FL 100 | FL 460/FL 195 Class C,<br>FL 195/FL 85 Class A.<br><br>London ACC<br>Freq: 128.160 (FL 245 and above);<br>Freq: 118.480 (Below FL 245 to FL 215);<br>Freq: 135.425 (Below FL 215). |
| △ RINIS | 515429.66N 0021920.82E | | | | | FIR/UIR Boundary.<br>For continuation see AIP Netherlands. |
| Route Remarks:<br>See also ENR 1.1, paragraph 1.1.3. | | | | | | |

| Route Designator | Route Usage Notes | | | | | |
|---|---|---|---|---|---|---|
| Significant Point Name | Significant Point Coordinates | | Waypoint: IDENT of VOR/DME BRG, DIST & ELEV of DME antenna | | | Remarks |
| (RNP/RNAV Type & Accuracy) | MAG Track ↓ / ↑ | Geodesic Distance | Upper limit / Lower limit | IFR cruising levels max/min ↓ | IFR cruising levels max/min ↑ | Airspace Class/ Controlling Unit/ Channel/ Logon address/ SATVOICE number/ RCP & RSP limitations |
| **M79** | | | | | | |
| △ EMLON | 531220.44N 0023000.00E | | | | | Westbound route only.<br>Extremity of M79. |
| (RNAV 5) | 301°/ - | 77.8 NM | FL 460 / FL 245 | even FL 430 / FL 260 | | Class C.<br><br>London ACC<br>Freq: 126.780 (FL 355 and above);<br>Freq: 128.130 (Below FL 355). |
| △ ROVNI | 535313N 0003901E | | | | | |
| (RNAV 5) | 300°/ - | 16.7 NM | FL 460 / FL 245 | even FL 430 / FL 260 | | Class C.<br><br>London ACC<br>Freq: 126.780 (FL 355 and above);<br>Freq: 128.130 (Below FL 355). |
| △ TENDO | 540144.00N 0001446.72E | | | | | |
| (RNAV 5) | 312°/ - | 91.1 NM | FL 460 / FL 245 | even FL 430 / FL 260 | | Class C.<br><br>Scottish ACC<br>Freq: 126.930 (All Levels). |
| △ NATEB | 550218.41N 0014154.13W | | | | | Extremity of M79.<br>Intersection with L602, N610 and UP18. |
| Route Remarks:<br>CDR H24. | | | | | | |

# ENR 3.2 AREA NAVIGATION ROUTES (continued)

| Route Designator | Route Usage Notes | | | | | |
|---|---|---|---|---|---|---|
| **Significant Point Name** | **Significant Point Coordinates** | | **Waypoint: IDENT of VOR/DME BRG, DIST & ELEV of DME antenna** | | | **Remarks** |
| **(RNP/RNAV Type & Accuracy)** | **MAG Track ↓ / ↑** | **Geodesic Distance** | **Upper limit / Lower limit** | **IFR cruising levels max/min** ↓ | ↑ | **Airspace Class/ Controlling Unit/ Channel/ Logon address/ SATVOICE number/ RCP & RSP limitations** |
| **M84** | | | | | | |
| △ KONAN | 510750.75N 0020000.00E | | | | | Eastbound route only.<br>Intersection with UL607 (see AIP Belgium).<br>FIR/UIR Boundary.<br>Extremity of M84. |
| (RNAV 5) | - /126° | 29.8 NM | FL 460 / FL 105 | | odd FL 450 / FL 110 | FL 460/FL 195 Class C,<br>FL 195/FL 105 Class A.<br><br>Between ABTUM and 7 NM from ABTUM:<br>London ACC<br>Freq: 127.430 (FL 315 and above);<br>Freq: 134.905 (Below FL 315 to FL 195);<br>Freq: 120.530 (Below FL 195 to FL 135);<br>Freq: 135.325 (Below FL 135).<br><br>Between 7 NM from ABTUM and KONAN:<br>London ACC<br>Freq: 127.430 (FL 315 and above);<br>Freq: 134.905 (Below FL 315 to FL 135);<br>Freq: 135.325 (Below FL 135). |
| △ ABTUM | 512603.66N 0012228.98E | | | | | |
| (RNAV 5) | - /177° | 12.7 NM | FL 460 / FL 105 | | odd FL 450 / FL 110 | FL 460/FL 195 Class C,<br>FL 195/FL 105 Class A.<br><br>London ACC<br>Freq: 128.160 (FL 245 and above);<br>Freq: 129.605 (Below FL 245 to FL 125);<br>Freq: 135.425 (Below FL 125). |
| △ NONVA | 513846.45N 0012144.31E | | | | | |
| (RNAV 5) | - /146° | 10.7 NM | FL 460 / FL 105 | | odd FL 450 / FL 110 | FL 460/FL 195 Class C,<br>FL 195/FL 105 Class A.<br><br>London ACC<br>Freq: 128.160 (FL 245 and above);<br>Freq: 129.605 (Below FL 245 to FL 125);<br>Freq: 135.425 (Below FL 125). |
| △ EVMEK | 514740.93N 0011217.66E | | | | | |
| (RNAV 5) | - /146° | 3.9 NM | FL 460 / FL 105 | | odd FL 450 / FL 110 | FL 460/FL 195 Class C,<br>FL 195/FL 105 Class A.<br><br>London ACC<br>Freq: 133.940 (FL 245 and above);<br>Freq: 124.930 (Below FL 245 to FL 155);<br>Freq: 121.230 (Below FL 155). |
| △ CLACTON VOR/DME (CLN) | 515054.50N 0010851.32E | | | | | |
| (RNAV 5) | - /064° | 16.0 NM | FL 245 / FL 85 | | odd FL 230 / FL 90 | FL 245/FL 195 Class C,<br>FL 195/FL 85 Class A.<br><br>London ACC<br>Freq: 124.930 (FL 155 and above);<br>Freq: 121.230 (Below FL 155). |

# ENR 3.2 AREA NAVIGATION ROUTES (continued)

| Route Designator | Route Usage Notes | | | | | |
|---|---|---|---|---|---|---|
| Significant Point Name | Significant Point Coordinates | | Waypoint: IDENT of VOR/DME BRG, DIST & ELEV of DME antenna | | | Remarks |
| (RNP/RNAV Type & Accuracy) | MAG Track ↓ / ↑ | Geodesic Distance | Upper limit / Lower limit | IFR cruising levels max/min ↓ | IFR cruising levels max/min ↑ | Airspace Class/ Controlling Unit/ Channel/ Logon address/ SATVOICE number/ RCP & RSP limitations |
| △ TOVGU | 514403.18N 0004537.55E | | | | | Intersection with M604. |
| (RNAV 5) | - /063° | 19.6 NM | FL 245 / FL 85 | | odd FL 230 / FL 90 | FL 245/FL 195 Class C,<br>FL 195/FL 85 Class A.<br><br>London ACC<br>Freq: 129.605 (FL 175 and above);<br>Freq: 123.905 (Below FL 175). |
| △ ODUKU | 513531.78N 0001715.47E | | | | | Extremity of M84. |
| Route Remarks:<br>See also ENR 1.1, paragraph 1.1.3. | | | | | | |

| Route Designator | Route Usage Notes | | | | | |
|---|---|---|---|---|---|---|
| Significant Point Name | Significant Point Coordinates | | Waypoint: IDENT of VOR/DME BRG, DIST & ELEV of DME antenna | | | Remarks |
| (RNP/RNAV Type & Accuracy) | MAG Track ↓ / ↑ | Geodesic Distance | Upper limit / Lower limit | IFR cruising levels max/min ↓ | IFR cruising levels max/min ↑ | Airspace Class/ Controlling Unit/ Channel/ Logon address/ SATVOICE number/ RCP & RSP limitations |
| **M85** | | | | | | |
| △ ITVIP | 511713.75N 0010312.30E | | | | | Southbound route only.<br>Extremity of M85.<br>Intersection with L10 and Q70. |
| (RNAV 5) | - /162° | 33.6 NM | FL 245 / FL 85 | | odd FL 230 / FL 90 | FL 245/FL 195 Class C,<br>FL 195/FL 85 Class A.<br><br>London ACC<br>Freq: 129.605 (All Levels). |
| △ DAGGA | 514919.37N 0004739.00E | | CLN R262 13.2 NM 100 FT | | | Extremity of M85. |
| Route Remarks:<br>CDR H24. | | | | | | |

| Route Designator | Route Usage Notes | | | | | |
|---|---|---|---|---|---|---|
| Significant Point Name | Significant Point Coordinates | | Waypoint: IDENT of VOR/DME BRG, DIST & ELEV of DME antenna | | | Remarks |
| (RNP/RNAV Type & Accuracy) | MAG Track ↓ / ↑ | Geodesic Distance | Upper limit / Lower limit | IFR cruising levels max/min ↓ | IFR cruising levels max/min ↑ | Airspace Class/ Controlling Unit/ Channel/ Logon address/ SATVOICE number/ RCP & RSP limitations |
| **M87** | | | | | | |
| △ UMTUM | 511227.30N 0010102.78E | | | | | Eastbound route only.<br>Extremity of M87.<br>Intersection with L9. |
| (RNAV 1) | - /128° | 19.0 NM | FL 245 / FL 85 | | odd FL 230 / FL 90 | FL 245/FL 195 Class C,<br>FL 195/FL 85 Class A.<br><br>London ACC<br>Freq: 134.905 (FL 195 and above);<br>Freq: 120.530 (Below FL 195). |
| △ EKNIV | 512425.62N 0003731.08E | | | | | Intersection with M91. |
| (RNAV 1) | - /170° | 11.0 NM | FL 245 / FL 65 | | odd FL 230 / FL 70 | FL 245/FL 195 Class C,<br>FL 195/FL 65 Class A.<br><br>London ACC<br>Freq: 129.605 (FL 175 and above);<br>Freq: 118.825 (Below FL 175 to FL 105);<br>Freq: 120.530 (Below FL 105). |
| △ SODVU | 513515.48N 0003446.80E | | | | | |

# ENR 3.2 AREA NAVIGATION ROUTES (continued)

| Route Designator | Route Usage Notes | | | | | |
|---|---|---|---|---|---|---|
| Significant Point Name | Significant Point Coordinates | | Waypoint: IDENT of VOR/DME BRG, DIST & ELEV of DME antenna | | | Remarks |
| (RNP/RNAV Type & Accuracy) | MAG Track ↓ / ↑ | Geodesic Distance | Upper limit / Lower limit | IFR cruising levels max/min ↓ | IFR cruising levels max/min ↑ | Airspace Class/ Controlling Unit/ Channel/ Logon address/ SATVOICE number/ RCP & RSP limitations |
| (RNAV 1) | - /098° | 7.1 NM | FL 245 / FL 65 | | odd FL 230 / FL 70 | FL 245/FL 195 Class C,<br>FL 195/FL 65 Class A.<br><br>London ACC<br>Freq: 129.605 (FL 175 and above);<br>Freq: 118.825 (Below FL 175 to FL 105);<br>Freq: 120.530 (Below FL 105). |
| △ SOQQA | 513623.75N 0002328.43E | | | | | Extremity of M87. |

| Route Designator | Route Usage Notes | | | | | |
|---|---|---|---|---|---|---|
| Significant Point Name | Significant Point Coordinates | | Waypoint: IDENT of VOR/DME BRG, DIST & ELEV of DME antenna | | | Remarks |
| (RNP/RNAV Type & Accuracy) | MAG Track ↓ / ↑ | Geodesic Distance | Upper limit / Lower limit | IFR cruising levels max/min ↓ | IFR cruising levels max/min ↑ | Airspace Class/ Controlling Unit/ Channel/ Logon address/ SATVOICE number/ RCP & RSP limitations |
| **M90** | | | | | | |
| △ LONAM | 535022.32N 0035633.03E | | | | | UIR Boundary.<br>For continuation see AIP Netherlands.<br>Intersection with UL7. |
| (RNAV 5) | 329°/149° | 23.1 NM | FL 460 / FL 245 | even FL 430 / FL 260 | odd FL 450 / FL 250 | Class C.<br><br>Scottish ACC<br>Freq: 121.325 (All Levels). |
| △ SOTUN | 541035.65N 0033736.65E | | | | | Intersection with L74. |
| (RNAV 5) | 303°/123° | 13.6 NM | FL 460 / FL 245 | even FL 430 / FL 260 | odd FL 450 / FL 250 | Class C.<br><br>Scottish ACC<br>Freq: 121.325 (All Levels). |
| △ ROLUM | 541819.85N 0031831.29E | | | | | |
| (RNAV 5) | 303°/122° | 126.9 NM | FL 460 / FL 245 | even FL 430 / FL 260 | odd FL 450 / FL 250 | Class C.<br><br>Scottish ACC<br>Freq: 121.325 (All Levels). |
| △ GIVEM | 552753.52N 0001452.78E | | | | | FRA Entry/Exit Point.<br>Extremity of M90.<br>Intersection with P58. |
| Route Remarks:<br>SOTUN - GIVEM CDR H24. | | | | | | |

| Route Designator | Route Usage Notes | | | | | |
|---|---|---|---|---|---|---|
| Significant Point Name | Significant Point Coordinates | | Waypoint: IDENT of VOR/DME BRG, DIST & ELEV of DME antenna | | | Remarks |
| (RNP/RNAV Type & Accuracy) | MAG Track ↓ / ↑ | Geodesic Distance | Upper limit / Lower limit | IFR cruising levels max/min ↓ | IFR cruising levels max/min ↑ | Airspace Class/ Controlling Unit/ Channel/ Logon address/ SATVOICE number/ RCP & RSP limitations |
| **M91** | | | | | | |
| △ IRKUN | 505516N 0012800E | | | | | Westbound route only btn IRKUN and LYD.<br>FIR Boundary.<br>Extremity of M91. |
| (RNAV 5) | 281°/ - | 22.8 NM | FL 245 / FL 75 | even FL 240 / FL 80 | | FL 245/FL 195 Class C,<br>FL 195/FL 75 Class A.<br><br>London ACC<br>Freq: 134.905 (FL 195 and above);<br>Freq: 135.325 (Below FL 195). |

# ENR 3.2 AREA NAVIGATION ROUTES (continued)

| Route Designator | Route Usage Notes | | | | | |
|---|---|---|---|---|---|---|
| Significant Point Name | Significant Point Coordinates | | Waypoint: IDENT of VOR/DME BRG, DIST & ELEV of DME antenna | | | Remarks |
| (RNP/RNAV Type & Accuracy) | MAG Track ↓ / ↑ | Geodesic Distance | Upper limit / Lower limit | IFR cruising levels max/min ↓ | IFR cruising levels max/min ↑ | Airspace Class/ Controlling Unit/ Channel/ Logon address/ SATVOICE number/ RCP & RSP limitations |
| △ LYDD DME (LYD) | 505958.87N 0005243.18E | | | | | Eastbound route only between EKNIV and LYD. |
| (RNAV 5) | - /156° | 16.2 NM | FL 245 / FL 85 | | odd FL 230 / FL 90 | FL 245/FL 195 Class C, FL 195/FL 85 Class A.<br><br>London ACC<br>Freq 134.905 (FL 195 and above);<br>Freq: 120.530 (Below FL 195). |
| △ EMKAD | 511449.88N 0004233.94E | | | | | |
| (RNAV 5) | - /161° | 10.1 NM | FL 245 / FL 85 | | odd FL 230 / FL 90 | FL 245/FL 195 Class C, FL 195/FL 85 Class A.<br><br>London ACC<br>Freq 134.905 (FL 195 and above);<br>Freq: 120.530 (Below FL 195). |
| △ EKNIV | 512425.62N 0003731.08E | | | | | Extremity of M91. |
| Route Remarks:<br>See also ENR 1.1, paragraph 1.1.3. | | | | | | |

| Route Designator | Route Usage Notes | | | | | |
|---|---|---|---|---|---|---|
| Significant Point Name | Significant Point Coordinates | | Waypoint: IDENT of VOR/DME BRG, DIST & ELEV of DME antenna | | | Remarks |
| (RNP/RNAV Type & Accuracy) | MAG Track ↓ / ↑ | Geodesic Distance | Upper limit / Lower limit | IFR cruising levels max/min ↓ | IFR cruising levels max/min ↑ | Airspace Class/ Controlling Unit/ Channel/ Logon address/ SATVOICE number/ RCP & RSP limitations |
| **M140** | | | | | | |
| △ OXLOW | 510154.80N 0020000.00W | | | | | FRA Entry/Exit Point.<br>Extremity of M140. |
| (RNAV 5) | 100°/281° | 25.3 NM | FL 460 / FL 245 | odd FL 450 / FL 250 | even FL 430 / FL 260 | Class C.<br><br>London ACC<br>Freq: 132.840 (FL 305 and above);<br>Freq: 129.430 (Below FL 305). |
| △ SOUTHAMPTON DME (SAM) | 505718.90N 0012042.20W | | | | | Eastbound route only btn SAM and DVR. |
| (RNAV 5) | 082°/ - | 53.1 NM | FL 460 / FL 245 | odd FL 450 / FL 250 | | Class C.<br><br>London ACC<br>Freq: 127.430 (FL 305 and above);<br>Freq: 132.605 (Below FL 305 to FL 275);<br>Freq: 134.440 (Below FL 275). |
| △ ROKKE | 510411.95N 0000241.82E | | | | | |
| (RNAV 5) | 082°/ - | 20.0 NM | FL 460 / FL 245 | odd FL 450 / FL 250 | | Class C.<br><br>London ACC<br>Freq: 127.430 (FL 305 and above);<br>Freq: 132.605 (Below FL 305 to FL 275);<br>Freq: 134.440 (Below FL 275). |

# ENR 3.2 AREA NAVIGATION ROUTES (continued)

| Route Designator | Route Usage Notes | | | | | |
|---|---|---|---|---|---|---|
| **Significant Point Name** | **Significant Point Coordinates** | | **Waypoint: IDENT of VOR/DME BRG, DIST & ELEV of DME antenna** | | | **Remarks** |
| **(RNP/RNAV Type & Accuracy)** | **MAG Track ↓ / ↑** | **Geodesic Distance** | **Upper limit / Lower limit** | **IFR cruising levels max/min** | | **Airspace Class/ Controlling Unit/ Channel/ Logon address/ SATVOICE number/ RCP & RSP limitations** |
| | | | | **↓** | **↑** | |
| △ PENUX | 510632N 0003412E | | | | | |
| (RNAV 5) | 083°/ - | 30.0 NM | FL 460 / FL 245 | odd FL 450 / FL 250 | | Class C.<br><br>London ACC<br>Freq: 127.430 (FL 305 and above);<br>Freq: 132.605 (Below FL 305 to FL 275);<br>Freq: 134.905 (Below FL 275). |
| △ DOVER DME (DVR) | 510945.44N 0012132.71E | | | | | Extremity of M140. |

| Route Designator | Route Usage Notes | | | | | |
|---|---|---|---|---|---|---|
| **Significant Point Name** | **Significant Point Coordinates** | | **Waypoint: IDENT of VOR/DME BRG, DIST & ELEV of DME antenna** | | | **Remarks** |
| **(RNP/RNAV Type & Accuracy)** | **MAG Track ↓ / ↑** | **Geodesic Distance** | **Upper limit / Lower limit** | **IFR cruising levels max/min** | | **Airspace Class/ Controlling Unit/ Channel/ Logon address/ SATVOICE number/ RCP & RSP limitations** |
| | | | | **↓** | **↑** | |
| **M142** | | | | | | |
| △ OXLOW | 510154.80N 0020000.00W | | | | | FRA Exit Point.<br>Eastbound route only.<br>Extremity of M142. |
| (RNAV 1) | 088°/ - | 77.5 NM | FL 460 / FL 245 | odd FL 450 / FL 250 | | Class C.<br><br>Between OXLOW and abm VOUGA:<br>London ACC<br>Freq: 132.840 (FL 305 and above);<br>Freq: 129.430 (Below FL 305).<br><br>Between abm VOUGA and ROKKE:<br>London ACC<br>Freq: 132.840 (FL 305 and above);<br>Freq: 132.165 (Below FL 305). |
| △ ROKKE | 510411.95N 0000241.82E | | | | | Extremity of M142.<br>Intersection with M140. |

| Route Designator | Route Usage Notes | | | | | |
|---|---|---|---|---|---|---|
| **Significant Point Name** | **Significant Point Coordinates** | | **Waypoint: IDENT of VOR/DME BRG, DIST & ELEV of DME antenna** | | | **Remarks** |
| **(RNP/RNAV Type & Accuracy)** | **MAG Track ↓ / ↑** | **Geodesic Distance** | **Upper limit / Lower limit** | **IFR cruising levels max/min** | | **Airspace Class/ Controlling Unit/ Channel/ Logon address/ SATVOICE number/ RCP & RSP limitations** |
| | | | | **↓** | **↑** | |
| **M144** | | | | | | |
| △ PENIL | 533657.47N 0033948.72W | | WAL R306 23.2 NM 55 FT | | | Westbound route only.<br>Extremity of M144. |
| (RNAV 1) | 275°/ - | 10.1 NM | FL 460 / FL 75 | even FL 430 / FL 80 | | Class C.<br><br>London ACC<br>Freq: 132.860 (FL 335 and above);<br>Freq: 135.580 (Below FL 335 to FL 285).<br>Scottish ACC<br>Freq: 133.050 (Below FL 285). |

# ENR 3.2 AREA NAVIGATION ROUTES (continued)

| Route Designator | Route Usage Notes | | | | | |
|---|---|---|---|---|---|---|
| Significant Point Name | Significant Point Coordinates | | Waypoint: IDENT of VOR/DME BRG, DIST & ELEV of DME antenna | | | Remarks |
| (RNP/RNAV Type & Accuracy) | MAG Track ↓ / ↑ | Geodesic Distance | Upper limit / Lower limit | IFR cruising levels max/min ↓ | IFR cruising levels max/min ↑ | Airspace Class/ Controlling Unit/ Channel/ Logon address/ SATVOICE number/ RCP & RSP limitations |
| △ BABRA | 533739.37N 0035642.63W | | | | | |
| (RNAV 1) | 275°/ - | 5.4 NM | FL 460 / FL 115 | even FL 430 / FL 120 | | Class C.<br><br>London ACC<br>Freq: 132.860 (FL 335 and above);<br>Freq: 135.580 (Below FL 335 to FL 285).<br>Scottish ACC<br>Freq: 133.050 (Below FL 285). |
| △ GIGTO | 533801.06N 0040550.62W | | | | | |
| (RNAV 1) | 275°/ - | 7.6 NM | FL 460 / FL 115 | even FL 430 / FL 120 | | Class C.<br><br>London ACC<br>Freq: 132.860 (FL 335 and above);<br>Freq: 135.580 (Below FL 335 to FL 285).<br>Scottish ACC<br>Freq: 133.050 (Below FL 285). |
| △ UNDUX | 533830.25N 0041838.76W | | | | | |
| (RNAV 1) | 275°/ - | 5.1 NM | FL 460 / FL 155 | even FL 430 / FL 160 | | Class C.<br><br>London ACC<br>Freq: 132.860 (FL 335 and above);<br>Freq: 135.580 (Below FL 335 to FL 285).<br>Scottish ACC<br>Freq: 133.050 (Below FL 285). |
| △ SOPAX | 533848.89N 0042708.06W | | | | | |
| (RNAV 1) | 275°/ - | 13.9 NM | FL 460 / FL 145 | even FL 430 / FL 160 | | Class C.<br><br>London ACC<br>Freq: 132.860 (FL 335 and above);<br>Freq: 135.580 (Below FL 335 to FL 285).<br>Scottish ACC<br>Freq: 133.050 (Below FL 285). |
| △ RAMOX | 533936.72N 0045022.41W | | | | | |
| (RNAV 1) | 275°/ - | 11.0 NM | FL 460 / FL 115 | even FL 430 / FL 120 | | Class C.<br><br>London ACC<br>Freq: 132.860 (FL 335 and above);<br>Freq: 135.580 (Below FL 335 to FL 285).<br>Scottish ACC<br>Freq: 133.050 (Below FL 285 to FL 245).<br>ATS delegated to Dublin ACC<br>Freq: 129.180 (Below FL 245). |
| △ OGTUG | 534012N 0050850W | | | | | |
| (RNAV 1) | 274°/ - | 12.6 NM | FL 460 / FL 75 | even FL 430 / FL 80 | | Class C.<br><br>London ACC<br>Freq: 132.860 (FL 335 and above);<br>Freq: 135.580 (Below FL 335 to FL 285).<br>Scottish ACC<br>Freq: 133.050 (Below FL 285 to FL 245).<br>ATS delegated to Dublin ACC<br>Freq: 129.180 (Below FL 245). |

# ENR 3.2 AREA NAVIGATION ROUTES (continued)

| Route Designator | Route Usage Notes | | | | | |
|---|---|---|---|---|---|---|
| **Significant Point Name** | **Significant Point Coordinates** | | **Waypoint: IDENT of VOR/DME BRG, DIST & ELEV of DME antenna** | | | **Remarks** |
| **(RNP/RNAV Type & Accuracy)** | **MAG Track ↓ / ↑** | **Geodesic Distance** | **Upper limit / Lower limit** | **IFR cruising levels max/min** | | **Airspace Class/ Controlling Unit/ Channel/ Logon address/ SATVOICE number/ RCP & RSP limitations** |
| | | | | ↓ | ↑ | |
| △ BAGSO | 534047.96N 0053000.00W | | | | | FIR/UIR Boundary.<br>Extremity of M144. |
| Route Remarks:<br>See also ENR 1.1, paragraph 1.1.3. | | | | | | |

| Route Designator | Route Usage Notes | | | | | |
|---|---|---|---|---|---|---|
| **Significant Point Name** | **Significant Point Coordinates** | | **Waypoint: IDENT of VOR/DME BRG, DIST & ELEV of DME antenna** | | | **Remarks** |
| **(RNP/RNAV Type & Accuracy)** | **MAG Track ↓ / ↑** | **Geodesic Distance** | **Upper limit / Lower limit** | **IFR cruising levels max/min** | | **Airspace Class/ Controlling Unit/ Channel/ Logon address/ SATVOICE number/ RCP & RSP limitations** |
| | | | | ↓ | ↑ | |
| **M145** | | | | | | |
| △ BAGSO | 534047.96N 0053000.00W | | | | | Westbound route only.<br>FIR/UIR Boundary.<br>Extremity of M145. |
| (RNAV 1) | - /253° | 13.6 NM | FL 460 / FL 75 | | even FL 430 / FL 80 | Class C.<br><br>London ACC<br>Freq: 132.860 (FL 335 and above);<br>Freq: 135.580 (Below FL 335 to FL 285).<br>Scottish ACC<br>Freq: 133.050 (Below FL 285 to FL 245).<br>ATS delegated to Dublin ACC<br>Freq: 129.180 (Below FL 245). |
| △ RIMVU | 534511.14N 0050824.68W | | | | | |
| (RNAV 1) | - /275° | 11.0 NM | FL 460 / FL 115 | | even FL 430 / FL 120 | Class C.<br><br>London ACC<br>Freq: 132.860 (FL 335 and above);<br>Freq: 135.580 (Below FL 335 to FL 285).<br>Scottish ACC<br>Freq: 133.050 (Below FL 285 to FL 245).<br>ATS delegated to Dublin ACC<br>Freq: 129.180 (Below FL 245). |
| △ SITKU | 534435.77N 0044954.26W | | | | | |
| (RNAV 1) | - /275° | 13.8 NM | FL 460 / FL 155 | | even FL 430 / FL 160 | Class C.<br><br>London ACC<br>Freq: 132.860 (FL 335 and above);<br>Freq: 135.580 (Below FL 335 to FL 285).<br>Scottish ACC<br>Freq: 133.050 (Below FL 285). |
| △ LANVA | 534347.86N 0042637.51W | | | | | |
| (RNAV 1) | - /275° | 12.8 NM | FL 460 / FL 115 | | even FL 430 / FL 120 | Class C.<br><br>London ACC<br>Freq: 132.860 (FL 335 and above);<br>Freq: 135.580 (Below FL 335 to FL 285).<br>Scottish ACC<br>Freq: 133.050 (Below FL 285). |
| △ LELDO | 534259.53N 0040507.00W | | | | | Extremity of M145. |
| Route Remarks:<br>See also ENR 1.1, paragraph 1.1.3. | | | | | | |

# ENR 3.2 AREA NAVIGATION ROUTES (continued)

| Route Designator | Route Usage Notes | | | | | |
|---|---|---|---|---|---|---|
| Significant Point Name | Significant Point Coordinates | | Waypoint: IDENT of VOR/DME BRG, DIST & ELEV of DME antenna | | | Remarks |
| (RNP/RNAV Type & Accuracy) | MAG Track ↓ / ↑ | Geodesic Distance | Upper limit / Lower limit | IFR cruising levels max/min ↓ | IFR cruising levels max/min ↑ | Airspace Class/ Controlling Unit/ Channel/ Logon address/ SATVOICE number/ RCP & RSP limitations |
| **M146** | | | | | | |
| △ WALLASEY VOR/DME (WAL) | 532330.97N 0030804.06W | | | | | Westbound route only.<br>Extremity of M146. |
| (RNAV 1) | 315°/ - | 16.0 NM | FL 460 / FL 75 | even FL 430 / FL 80 | | Class C.<br><br>London ACC<br>Freq: 132.860 (FL 335 and above);<br>Freq: 135.580 (Below FL 335 to FL 285).<br>Scottish ACC<br>Freq: 133.050 (Below FL 285). |
| △ AGLIL | 533441.99N 0032711.30W | | | | | |
| (RNAV 1) | 306°/ - | 7.4 NM | FL 460 / FL 75 | even FL 430 / FL 80 | | Class C.<br><br>London ACC<br>Freq: 132.860 (FL 335 and above);<br>Freq: 135.580 (Below FL 335 to FL 285).<br>Scottish ACC<br>Freq: 133.050 (Below FL 285). |
| △ DIGMA | 533859.86N 0033723.50W | | | | | |
| (RNAV 1) | 306°/ - | 23.7 NM | FL 460 / FL 75 | even FL 430 / FL 80 | | Class C.<br><br>London ACC<br>Freq: 132.860 (FL 335 and above);<br>Freq: 135.580 (Below FL 335 to FL 285).<br>Scottish ACC<br>Freq: 133.050 (Below FL 285). |
| △ ERDUV | 535234.66N 0041008.23W | | | | | Intersection with Z198. |
| (RNAV 1) | 306°/ - | 6.7 NM | FL 460 / FL 75 | even FL 430 / FL 80 | | Class C.<br><br>London ACC<br>Freq: 132.860 (FL 335 and above);<br>Freq: 135.580 (Below FL 335 to FL 285).<br>Scottish ACC<br>Freq: 133.050 (Below FL 285). |
| △ LUSOD | 535622.70N 0041926.37W | | | | | FRA Entry Point. |
| (RNAV 1) | 306°/ - | 8.4 NM | FL 255 / FL 75 | even FL 240 / FL 80 | | Class C.<br><br>Scottish ACC<br>Freq: 133.050 (All Levels). |
| △ PEPEG | 540106.49N 0043105.30W | | | | | |
| (RNAV 1) | 314°/ - | 38.8 NM | FL 255 / FL 75 | even FL 240 / FL 80 | | Between PEPEG and 540703N 0044207W:<br>Class C.<br><br>Between 540703N 0044207W and ROBOP:<br>FL 255/FL 195 Class C,<br>FL 195/FL 75 Class D.<br><br>Scottish ACC<br>Freq: 123.775 (All Levels). |

# ENR 3.2 AREA NAVIGATION ROUTES (continued)

| Route Designator | Route Usage Notes | | | | | |
|---|---|---|---|---|---|---|
| **Significant Point Name** | **Significant Point Coordinates** | | **Waypoint: IDENT of VOR/DME BRG, DIST & ELEV of DME antenna** | | | **Remarks** |
| **(RNP/RNAV Type & Accuracy)** | **MAG Track ↓ / ↑** | **Geodesic Distance** | **Upper limit / Lower limit** | **IFR cruising levels max/min** | | **Airspace Class/ Controlling Unit/ Channel/ Logon address/ SATVOICE number/ RCP & RSP limitations** |
| | | | | ↓ | ↑ | |
| △ ROBOP | 542708.56N 0052005.35W | | | | | Intersection with M147. |
| (RNAV 1) | 316°/ - | 5.7 NM | FL 255 / FL 75 | even FL 240 / FL 80 | | FL 255/FL 195 Class C,<br>FL 195/FL 75 Class D.<br><br>Scottish ACC<br>Freq: 123.775 (All Levels). |
| △ IPSET | 543105.63N 0052708.92W | | | | | Extremity of M146.<br>Intersection with P6. |

| Route Designator | Route Usage Notes | | | | | |
|---|---|---|---|---|---|---|
| **Significant Point Name** | **Significant Point Coordinates** | | **Waypoint: IDENT of VOR/DME BRG, DIST & ELEV of DME antenna** | | | **Remarks** |
| **(RNP/RNAV Type & Accuracy)** | **MAG Track ↓ / ↑** | **Geodesic Distance** | **Upper limit / Lower limit** | **IFR cruising levels max/min** | | **Airspace Class/ Controlling Unit/ Channel/ Logon address/ SATVOICE number/ RCP & RSP limitations** |
| | | | | ↓ | ↑ | |
| **M147** | | | | | | |
| △ UVPOK | 535939.61N 0041235.26W | | | | | Westbound route only.<br>Extremity of M147. |
| (RNAV 1) | 306°/ - | 9.8 NM | FL 255 / FL 195 | even FL 240 / FL 200 | | Class C.<br><br>Scottish ACC<br>Freq: 123.775 (All Levels). |
| △ NOPKI | 540515.93N 0042608.29W | | | | | |
| (RNAV 1) | 306°/ - | 8.8 NM | FL 255 / FL 135 | even FL 240 / FL 140 | | Class C.<br><br>Scottish ACC<br>Freq: 123.775 (All Levels). |
| △ MATUT | 541017.23N 0043821.89W | | | | | |
| (RNAV 1) | 306°/ - | 29.7 NM | FL 255 / FL 135 | even FL 240 / FL 140 | | FL 255/FL 195 Class C,<br>FL 195/FL 135 Class D.<br><br>Scottish ACC<br>Freq: 123.775 (All Levels). |
| △ ROBOP | 542708.56N 0052005.35W | | | | | Intersection with M146. |
| (RNAV 1) | 337°/ - | 22.5 NM | FL 255 / FL 75 | even FL 240 / FL 80 | | FL 255/FL 195 Class C,<br>FL 195/FL 75 Class D.<br><br>Scottish ACC<br>Freq: 123.775 (All Levels). |
| △ MAGEE | 544729.53N 0053630.02W | | BEL R071 23.0 NM 221 FT | | | Extremity of M147. |

| Route Designator | Route Usage Notes | | | | | |
|---|---|---|---|---|---|---|
| **Significant Point Name** | **Significant Point Coordinates** | | **Waypoint: IDENT of VOR/DME BRG, DIST & ELEV of DME antenna** | | | **Remarks** |
| **(RNP/RNAV Type & Accuracy)** | **MAG Track ↓ / ↑** | **Geodesic Distance** | **Upper limit / Lower limit** | **IFR cruising levels max/min** | | **Airspace Class/ Controlling Unit/ Channel/ Logon address/ SATVOICE number/ RCP & RSP limitations** |
| | | | | ↓ | ↑ | |
| **M148** | | | | | | |
| △ NINEB | 540344.27N 0040741.84W | | | | | Westbound route only.<br>Extremity of M148. |
| (RNAV 1) | 306°/ - | 9.8 NM | FL 255 / FL 195 | even FL 240 / FL 200 | | Class C.<br><br>Scottish ACC<br>Freq: 123.775 (All Levels). |

# ENR 3.2 AREA NAVIGATION ROUTES (continued)

| Route Designator | Route Usage Notes | | | | | |
|---|---|---|---|---|---|---|
| Significant Point Name | Significant Point Coordinates | | Waypoint: IDENT of VOR/DME BRG, DIST & ELEV of DME antenna | | | Remarks |
| (RNP/RNAV Type & Accuracy) | MAG Track ↓ / ↑ | Geodesic Distance | Upper limit / Lower limit | IFR cruising levels max/min ↓ | IFR cruising levels max/min ↑ | Airspace Class/ Controlling Unit/ Channel/ Logon address/ SATVOICE number/ RCP & RSP limitations |
| △ MASOP | 540921.02N 0042115.26W | | | | | |
| (RNAV 1) | 306°/ - | 8.8 NM | FL 255 / FL 135 | even FL 240 / FL 140 | | Class C.<br><br>Scottish ACC<br>Freq: 123.775 (All Levels). |
| △ IDGAS | 541422.81N 0043329.47W | | | | | |
| (RNAV 1) | 306°/ - | 21.2 NM | FL 255 / FL 135 | even FL 240 / FL 140 | | FL 255/FL 195 Class C,<br>FL 195/FL 135 Class D.<br><br>Scottish ACC<br>Freq: 123.775 (All Levels). |
| △ IBTES | 542625.20N 0050315.12W | | | | | |
| (RNAV 1) | 307°/ - | 7.1 NM | FL 255 / FL 75 | even FL 240 / FL 80 | | FL 255/FL 195 Class C,<br>FL 195/FL 75 Class D.<br><br>Scottish ACC<br>Freq: 123.775 (All Levels). |
| △ LIMKA | 543026.50N 0051311.22W | | | | | |
| (RNAV 1) | 323°/ - | 21.8 NM | FL 255 / FL 75 | even FL 240 / FL 80 | | FL 255/FL 195 Class C,<br>FL 195/FL 75 Class D.<br><br>Scottish ACC<br>Freq: 123.775 (All Levels). |
| △ MAGEE | 544729.53N 0053630.02W | | BEL R071 23.0 NM 221 FT | | | Extremity of M148. |

| Route Designator | Route Usage Notes | | | | | |
|---|---|---|---|---|---|---|
| Significant Point Name | Significant Point Coordinates | | Waypoint: IDENT of VOR/DME BRG, DIST & ELEV of DME antenna | | | Remarks |
| (RNP/RNAV Type & Accuracy) | MAG Track ↓ / ↑ | Geodesic Distance | Upper limit / Lower limit | IFR cruising levels max/min ↓ | IFR cruising levels max/min ↑ | Airspace Class/ Controlling Unit/ Channel/ Logon address/ SATVOICE number/ RCP & RSP limitations |
| **M183** | | | | | | |
| △ COMPTON VOR/DME (CPT) | 512929.66N 0011310.89W | | | | | Extremity of M183.<br>Intersection with N859, Q63 and Y321. |
| (RNAV 5) | 020°/200° | 22.8 NM | FL 245 / FL 85 | odd FL 230 / FL 90 | even FL 240 / FL 100 | FL 245/FL 195 Class C,<br>FL 195/FL 85 Class A.<br><br>Between CPT and 5 NM north of CPT:<br>London ACC<br>Freq: 132.165 (FL 215 and above);<br>Freq: 135.805 (Below FL 215 to FL 155);<br>Freq: 134.125 (Below FL 155).<br><br>Between 5 NM north of CPT and SILVA:<br>London ACC<br>Freq: 132.165 (FL 215 and above);<br>Freq: 121.030 (Below FL 215 to FL 165);<br>Freq: 121.280 (Below FL 165 to FL 125);<br>Freq: 119.780 (Below FL 125). |

# ENR 3.2 AREA NAVIGATION ROUTES (continued)

| Route Designator | Route Usage Notes | | | | | |
|---|---|---|---|---|---|---|
| **Significant Point Name** | **Significant Point Coordinates** | | **Waypoint: IDENT of VOR/DME BRG, DIST & ELEV of DME antenna** | | | **Remarks** |
| **(RNP/RNAV Type & Accuracy)** | **MAG Track ↓ / ↑** | **Geodesic Distance** | **Upper limit / Lower limit** | **IFR cruising levels max/min** | | **Airspace Class/ Controlling Unit/ Channel/ Logon address/ SATVOICE number/ RCP & RSP limitations** |
| | | | | ↓ | ↑ | |
| △ SILVA | 515051.34N 0010019.40W | | | | | Westbound route only btn BKY and SILVA.<br>Intersection with M605. |
| (RNAV 5) | - /258° | 35.6 NM | FL 245 / FL 85 | | even FL 240 / FL 100 | FL 245/FL 195 Class C,<br>FL 195/FL 85 Class A.<br><br>Between NUGBO and 5 NM west of NUGBO:<br>London ACC<br>Freq: 130.925 (FL 155 and above);<br>Freq: 129.280 (Below FL 155).<br><br>Between 5 NM west of NUGBO and 10 NM east of SILVA:<br>London ACC<br>Freq: 127.105 (FL 215 and above);<br>Freq: 130.925 (Below FL 215 to FL 165);<br>Freq: 121.280 (Below FL 165 to FL 125);<br>Freq: 119.780 (Below FL 125).<br><br>Between 10 NM east of SILVA and SILVA:<br>London ACC<br>Freq: 132.605 (FL 215 and above);<br>Freq: 121.030 (Below FL 215 to FL 165);<br>Freq: 121.280 (Below FL 165 to FL 125);<br>Freq: 119.780 (Below FL 125). |
| △ NUGBO | 515821.96N 0000412.09W | | BKY R257 5.0 NM 486 FT | | | |
| (RNAV 5) | - /258° | 5.0 NM | FL 245 / FL 85 | | even FL 240 / FL 100 | FL 245/FL 195 Class C,<br>FL 195/FL 85 Class A.<br><br>London ACC<br>Freq: 130.925 (FL 155 and above);<br>Freq: 129.280 (Below FL 155). |
| △ BARKWAY DME (BKY) | 515923.17N 0000342.87E | | | | | Eastbound route only btn BKY and REDFA. |
| (RNAV 5) | 084°/ - | 4.3 NM | FL 460 / FL 135 | odd FL 450 / FL 150 | | FL 460/FL 195 Class C,<br>FL 195/FL 135 Class A.<br><br>London ACC<br>Freq: 127.430 (FL 305 and above);<br>Freq: 132.165 (Below FL 305 to FL 245);<br>Freq: 124.930 (Below FL 245 to FL 155);<br>Freq: 129.280 (Below FL 155). |

# ENR 3.2 AREA NAVIGATION ROUTES (continued)

| Route Designator | Route Usage Notes | | | | | |
|---|---|---|---|---|---|---|
| Significant Point Name | Significant Point Coordinates | | Waypoint: IDENT of VOR/DME BRG, DIST & ELEV of DME antenna | | | Remarks |
| (RNP/RNAV Type & Accuracy) | MAG Track ↓ / ↑ | Geodesic Distance | Upper limit / Lower limit | IFR cruising levels max/min ↓ | IFR cruising levels max/min ↑ | Airspace Class/ Controlling Unit/ Channel/ Logon address/ SATVOICE number/ RCP & RSP limitations |
| △ ADMIS | 515948.54N 0001035.56E | | | | | |
| (RNAV 5) | 084°/ - | 35.4 NM | FL 460 / FL 135 | odd FL 450 / FL 150 | | FL 460/FL 195 Class C,<br>FL 195/FL 135 Class A.<br><br>Between ADMIS and 5 NM east of ADMIS:<br>London ACC<br>Freq: 127.430 (FL 305 and above);<br>Freq: 132.165 (Below FL 305 to FL 245);<br>Freq: 124.930 (Below FL 245 to FL 155);<br>Freq: 129.280 (Below FL 155).<br><br>Between 5 NM east of ADMIS and 20 NM west of TEDSA:<br>London ACC<br>Freq: 133.940 (FL 245 and above);<br>Freq: 124.930 (Below FL 245 to FL 155);<br>Freq: 129.280 (Below FL 155).<br><br>Between 20 NM west of TEDSA and 5 NM west of TEDSA:<br>London ACC<br>Freq: 133.940 (FL 245 and above);<br>Freq: 124.930 (Below FL 245 to FL 155);<br>Freq: 119.780 (Below FL 155).<br><br>Between 5 NM west of TEDSA and TEDSA:<br>London ACC<br>Freq: 133.940 (FL 215 and above);<br>Freq: 124.930 (Below FL 215 to FL 155);<br>Freq: 121.230 (Below FL 155). |
| △ TEDSA | 520303.10N 0010739.03E | | | | | |
| (RNAV 5) | 084°/ - | 25.4 NM | FL 460 / FL 135 | odd FL 450 / FL 150 | | FL 460/FL 195 Class C,<br>FL 195/FL 135 Class A.<br><br>London ACC<br>Freq: 133.940 (FL 215 and above);<br>Freq: 121.230 (Below FL 215). |
| △ SONDO | 520505.92N 0014842.35E | | | | | |
| (RNAV 5) | 085°/ - | 17.0 NM | FL 460 / FL 135 | odd FL 450 / FL 150 | | FL 460/FL 195 Class C,<br>FL 195/FL 135 Class A.<br><br>London ACC<br>Freq: 133.940 (FL 215 and above);<br>Freq: 121.230 (Below FL 215). |
| △ SONOG | 520619.71N 0021610.08E | | | | | |
| (RNAV 5) | 085°/ - | 8.1 NM | FL 460 / FL 135 | odd FL 450 / FL 150 | | FL 460/FL 195 Class C,<br>FL 195/FL 135 Class A.<br><br>London ACC<br>Freq: 133.940 (FL 215 and above);<br>Freq: 121.230 (Below FL 215). |

# ENR 3.2 AREA NAVIGATION ROUTES (continued)

| Route Designator | Route Usage Notes | | | | | |
|---|---|---|---|---|---|---|
| **Significant Point Name** | **Significant Point Coordinates** | | **Waypoint: IDENT of VOR/DME BRG, DIST & ELEV of DME antenna** | | | **Remarks** |
| **(RNP/RNAV Type & Accuracy)** | **MAG Track ↓ / ↑** | **Geodesic Distance** | **Upper limit / Lower limit** | **IFR cruising levels max/min** | | **Airspace Class/ Controlling Unit/ Channel/ Logon address/ SATVOICE number/ RCP & RSP limitations** |
| | | | | ↓ | ↑ | |
| △ REDFA | 520652.75N 0022916.81E | | | | | FIR/UIR Boundary.<br>Extremity of M183.<br>Intersection with (U)L620 (see AIP Netherlands). |
| Route Remarks:<br>See also ENR 1.1, paragraph 1.1.3. | | | | | | |

| Route Designator | Route Usage Notes | | | | | |
|---|---|---|---|---|---|---|
| **Significant Point Name** | **Significant Point Coordinates** | | **Waypoint: IDENT of VOR/DME BRG, DIST & ELEV of DME antenna** | | | **Remarks** |
| **(RNP/RNAV Type & Accuracy)** | **MAG Track ↓ / ↑** | **Geodesic Distance** | **Upper limit / Lower limit** | **IFR cruising levels max/min** | | **Airspace Class/ Controlling Unit/ Channel/ Logon address/ SATVOICE number/ RCP & RSP limitations** |
| | | | | ↓ | ↑ | |
| **M184** | | | | | | |
| △ KOTEM | 500000.00N 0010313.83W | | | | | Eastbound route only.<br>FIR Boundary.<br>For continuation see AIP France. |
| (RNAV 1) | 005°/ - | 20.2 NM | FL 245 / FL 125 | even FL 240 / FL 200 | | FL 245/FL 195 Class C,<br>FL 195/FL 125 Class A.<br><br>London ACC<br>Freq: 134.440 (FL 185 and above);<br>Freq: 127.830 (Below FL 185). |
| △ PILIP | 502003.05N 0010026.13W | | | | | |
| (RNAV 1) | 005°/ - | 22.3 NM | FL 245 / FL 125 | even FL 240 / FL 200 | | FL 245/FL 195 Class C,<br>FL 195/FL 125 Class A.<br><br>London ACC<br>Freq: 134.440 (FL 185 and above);<br>Freq: 127.830 (Below FL 185). |
| △ NELKO | 504214.18N 0005717.79W | | | | | |
| (RNAV 1) | 005°/ - | 7.0 NM | FL 245 / FL 125 | even FL 240 / FL 200 | | FL 245/FL 195 Class C,<br>FL 195/FL 125 Class A.<br><br>London ACC<br>Freq: 134.440 (FL 185 and above);<br>Freq: 127.830 (Below FL 185). |
| △ AVANT | 504912.00N 0005618.05W | | GWC R252 7.2 NM 122 FT | | | Intersection with L980. |
| (RNAV 1) | 018°/ - | 62.3 NM | FL 245 / FL 175 | even FL 240 / FL 180 | | FL 245/FL 195 Class C,<br>FL 195/FL 175 Class A.<br><br>Between AVANT and 10 NM north of AVANT:<br>London ACC<br>Freq: 134.440 (All Levels).<br><br>Between 10 NM north of AVANT and 20 NM south of HEMEL:<br>London ACC<br>Freq: 132.165 (FL 215 and above);<br>Freq: 135.805 (Below FL 215).<br><br>Between 20 NM south of HEMEL and HEMEL:<br>London ACC<br>Freq: 132.605 (FL 215 and above);<br>Freq: 127.955 (Below FL 215). |

# ENR 3.2 AREA NAVIGATION ROUTES (continued)

| Route Designator | Route Usage Notes | | | | | |
|---|---|---|---|---|---|---|
| Significant Point Name | Significant Point Coordinates | | Waypoint: IDENT of VOR/DME BRG, DIST & ELEV of DME antenna | | | Remarks |
| (RNP/RNAV Type & Accuracy) | MAG Track ↓ / ↑ | Geodesic Distance | Upper limit / Lower limit | IFR cruising levels max/min ↓ | IFR cruising levels max/min ↑ | Airspace Class/ Controlling Unit/ Channel/ Logon address/ SATVOICE number/ RCP & RSP limitations |
| △ HEMEL | 514820.00N 0002509.78W | | | | | Extremity of M184.<br>Intersection with T420. |
| Route Remarks:<br>KOTEM - AVANT FL 195 and above CDR, below FL 195 unavailable for Flight Planning but may be used tactically H24.<br>Rest of M184 - PERM.<br><br>Due to ATC operational requirements, the cruising level allocation for the entire route is inappropriate to the MAG Track.<br><br>See also ENR 1.1, paragraph 1.1.3. | | | | | | |

| Route Designator | Route Usage Notes | | | | | |
|---|---|---|---|---|---|---|
| Significant Point Name | Significant Point Coordinates | | Waypoint: IDENT of VOR/DME BRG, DIST & ELEV of DME antenna | | | Remarks |
| (RNP/RNAV Type & Accuracy) | MAG Track ↓ / ↑ | Geodesic Distance | Upper limit / Lower limit | IFR cruising levels max/min ↓ | IFR cruising levels max/min ↑ | Airspace Class/ Controlling Unit/ Channel/ Logon address/ SATVOICE number/ RCP & RSP limitations |
| **M185** | | | | | | |
| △ LUGIS | 500000.00N 0005220.10W | | | | | Eastbound route only btn LUGIS and MID.<br>FIR Boundary.<br>For continuation see AIP France. |
| (RNAV 1) | 005°/ - | 19.5 NM | FL 245 / FL 125 | even FL 240 / FL 200 | | Class C.<br><br>London ACC<br>Freq: 134.440 (All Levels). |
| △ ADLOG | 501925.00N 0004933.40W | | | | | |
| (RNAV 1) | 005°/ - | 17.7 NM | FL 245 / FL 125 | even FL 240 / FL 200 | | Class C.<br><br>London ACC<br>Freq: 134.440 (All Levels). |
| △ DESNA | 503700.00N 0004700.31W | | | | | |
| (RNAV 1) | 005°/ - | 11.7 NM | FL 245 / FL 125 | even FL 240 / FL 140 | | FL 245/FL 195 Class C,<br>FL 195/FL 125 Class A.<br><br>London ACC<br>Freq: 134.440 (All Levels). |
| △ TELTU | 504839.92N 0004517.69W | | | | | |
| (RNAV 5) | 018°/ - | 15.4 NM | FL 245 / FL 85 | odd FL 230 / FL 90 | | FL 245/FL 195 Class C,<br>FL 195/FL 85 Class A.<br><br>London ACC<br>Freq: 132.165 (FL 215 and above);<br>Freq: 135.805 (Below FL 215). |
| △ MIDHURST DME (MID) | 510314.23N 0003730.01W | | | | | |
| (RNAV 5) | 025°/206° | 12.0 NM | FL 245 / FL 85 | odd FL 230 / FL 90 | even FL 240 / FL 100 | FL 245/FL 195 Class C,<br>FL 195/FL 85 Class A.<br><br>London ACC<br>Freq: 132.165 (FL 215 and above);<br>Freq: 135.805 (Below FL 215 to FL 175);<br>Freq: 133.180 (Below FL 175). |

# ENR 3.2 AREA NAVIGATION ROUTES (continued)

| Route Designator | Route Usage Notes | | | | | |
|---|---|---|---|---|---|---|
| **Significant Point Name** | **Significant Point Coordinates** | | **Waypoint: IDENT of VOR/DME BRG, DIST & ELEV of DME antenna** | | | **Remarks** |
| **(RNP/RNAV Type & Accuracy)** | **MAG Track ↓ / ↑** | **Geodesic Distance** | **Upper limit / Lower limit** | **IFR cruising levels max/min** | | **Airspace Class/ Controlling Unit/ Channel/ Logon address/ SATVOICE number/ RCP & RSP limitations** |
| | | | | ↓ | ↑ | |
| △ MODMI | 511400.99N 0002909.99W | | | | | Eastbound route only btn MODMI and BPK. |
| (RNAV 5) | 018°/ - | 4.5 NM | FL 245 / FL 85 | odd FL 230 / FL 90 | | FL 245/FL 195 Class C,<br>FL 195/FL 85 Class A.<br><br>London ACC<br>Freq: 132.165 (FL 215 and above);<br>Freq: 135.805 (Below FL 215 to FL 175);<br>Freq: 133.180 (Below FL 175). |
| △ OCKHAM DME (OCK) | 511818.17N 0002649.86W | | | | | Intersection with Q3. |
| (RNAV 5) | 025°/ - | 25.4 NM | FL 245 / FL 85 | odd FL 230 / FL 90 | | FL 245/FL 195 Class C,<br>FL 195/FL 85 Class A.<br><br>Between OCK and 11 NM from OCK:<br>London ACC<br>Freq: 132.165 (FL 215 and above);<br>Freq: 127.955 (Below FL 215 to FL 155);<br>Freq: 120.530 (Below FL 155).<br><br>Between 11 NM from OCK and KOBBI:<br>London ACC<br>Freq: 132.605 (FL 215 and above);<br>Freq: 127.955 (Below FL 215 to FL 115);<br>Freq: 118.825 (Below FL 115). |
| △ KOBBI | 514113.77N 0000918.34W | | | | | Intersection with M197. |
| (RNAV 5) | 025°/ - | 4.2 NM | FL 245 / FL 85 | odd FL 230 / FL 90 | | FL 245/FL 195 Class C,<br>FL 195/FL 85 Class A.<br><br>London ACC<br>Freq: 132.605 (FL 215 and above);<br>Freq: 127.955 (Below FL 215 to FL 155);<br>Freq: 129.280 (Below FL 155 to FL 115);<br>Freq: 118.825 (Below FL 115). |
| △ BROOKMANS PARK DME (BPK) | 514459.05N 0000624.25W | | | | | Extremity of M185. |

Route Remarks:
LUGIS - DESNA FL 195 and above CDR, below FL 195 unavailable for Flight Planning but may be used tactically H24.
Rest of M185 - PERM.

Due to ATC operational requirements, the cruising level allocation between LUGIS and TELTU is inappropriate to the MAG Track.

See also ENR 1.1, paragraph 1.1.3.

# ENR 3.2 AREA NAVIGATION ROUTES (continued)

| Route Designator | Route Usage Notes | | | | | |
|---|---|---|---|---|---|---|
| Significant Point Name | Significant Point Coordinates | | Waypoint: IDENT of VOR/DME BRG, DIST & ELEV of DME antenna | | | Remarks |
| (RNP/RNAV Type & Accuracy) | MAG Track ↓ / ↑ | Geodesic Distance | Upper limit / Lower limit | IFR cruising levels max/min ↓ | IFR cruising levels max/min ↑ | Airspace Class/ Controlling Unit/ Channel/ Logon address/ SATVOICE number/ RCP & RSP limitations |
| **M189** | | | | | | |
| △ NEVIL | 500000.00N 0002205.64W | | | | | FIR Boundary.<br>Extremity of M189.<br>Intersection with G27 (see AIP France). |
| (RNAV 5) | 037°/218° | 11.4 NM | FL 245 / FL 75 | odd FL 230 / FL 90 | even FL 240 / FL 80 | FL 245/FL 195 Class C,<br>FL 195/FL 75 Class A.<br><br>London ACC<br>Freq: 135.055 (All Levels). |
| △ OSPOL | 500900.00N 0001107.84W | | | | | |
| (RNAV 5) | 038°/218° | 17.1 NM | FL 245 / FL 75 | odd FL 230 / FL 90 | even FL 240 / FL 80 | FL 245/FL 195 Class C,<br>FL 195/FL 75 Class A.<br><br>London ACC<br>Freq: 135.055 (All Levels). |
| △ HAWKE | 502226.57N 0000524.77E | | | | | Intersection with L612. |
| (RNAV 5) | 038°/218° | 16.0 NM | FL 245 / FL 75 | odd FL 230 / FL 90 | even FL 240 / FL 80 | FL 245/FL 195 Class C,<br>FL 195/FL 75 Class A.<br><br>London ACC<br>Freq: 135.055 (FL 175 and above);<br>Freq: 133.180 (Below FL 175). |
| △ WAFFU | 503456.89N 0002059.29E | | | | | Intersection with M605 and Y8. |
| (RNAV 5) | 038°/218° | 11.2 NM | FL 245 / FL 75 | odd FL 230 / FL 90 | even FL 240 / FL 80 | FL 245/FL 195 Class C,<br>FL 195/FL 75 Class A.<br><br>London ACC<br>Freq: 135.055 (All Levels). |
| △ HASTY | 504342.46N 0003200.37E | | | | | |
| (RNAV 5) | 038°/218° | 20.9 NM | FL 245 / FL 75 | odd FL 230 / FL 90 | even FL 240 / FL 80 | FL 245/FL 195 Class C,<br>FL 195/FL 75 Class A.<br><br>London ACC<br>Freq: 134.905 (All Levels). |
| △ LYDD DME (LYD) | 505958.87N 0005243.18E | | | | | Intersection with Y803. |
| (RNAV 5) | 061°/241° | 8.1 NM | FL 245 / FL 75 | odd FL 230 / FL 90 | even FL 240 / FL 80 | FL 245/FL 195 Class C,<br>FL 195/FL 75 Class A.<br><br>London ACC<br>Freq: 134.905 (FL 195 and above);<br>Freq: 120.180 (Below FL 195). |
| △ SANDY | 510350.81N 0010403.13E | | DET R128 22.9 NM 645 FT | | | |
| (RNAV 5) | 061°/241° | 12.5 NM | FL 245 / FL 75 | odd FL 230 / FL 90 | even FL 240 / FL 80 | FL 245/FL 195 Class C,<br>FL 195/FL 75 Class A.<br><br>London ACC<br>Freq: 134.905 (FL 195 and above);<br>Freq: 120.530 (Below FL 195 to FL 135);<br>Freq: 135.325 (Below FL 135). |

# ENR 3.2 AREA NAVIGATION ROUTES (continued)

| Route Designator | Route Usage Notes | | | | | |
|---|---|---|---|---|---|---|
| **Significant Point Name** | **Significant Point Coordinates** | | **Waypoint: IDENT of VOR/DME BRG, DIST & ELEV of DME antenna** | | | **Remarks** |
| **(RNP/RNAV Type & Accuracy)** | **MAG Track ↓ / ↑** | **Geodesic Distance** | **Upper limit / Lower limit** | **IFR cruising levels max/min** | | **Airspace Class/ Controlling Unit/ Channel/ Logon address/ SATVOICE number/ RCP & RSP limitations** |
| | | | | **↓** | **↑** | |
| △ DOVER DME (DVR) | 510945.44N 0012132.71E | | | | | Intersection with L9 and L18. |
| (RNAV 5) | 003°/183° | 34.5 NM | FL 245 / FL 85 | odd FL 230 / FL 90 | even FL 240 / FL 100 | FL 245/FL 195 Class C, FL 195/FL 85 Class A.<br><br>Between DVR and 20 NM north of DVR:<br>London ACC<br>Freq: 134.905 (All Levels).<br><br>Between 20 NM north of DVR and JACKO:<br>London ACC<br>Freq: 128.160 (All Levels). |
| △ JACKO | 514408.65N 0012536.00E | | | | | |
| (RNAV 5) | 302°/122° | 12.4 NM | FL 245 / FL 85 | even FL 240 / FL 100 | odd FL 230 / FL 90 | FL 245/FL 195 Class C, FL 195/FL 85 Class A.<br><br>London ACC<br>Freq: 128.160 (All Levels). |
| △ CLACTON VOR/DME (CLN) | 515054.50N 0010851.32E | | | | | Eastbound route only btn GASBA and CLN. |
| (RNAV 5) | - /086° | 12.4 NM | FL 245 / FL 85 | | odd FL 230 / FL 90 | FL 245/FL 195 Class C, FL 195/FL 85 Class A.<br><br>London ACC<br>Freq: 124.930 (FL 155 and above);<br>Freq: 121.230 (Below FL 155). |
| △ GASBA | 515010.40N 0004852.85E | | | | | Extremity of M189. |
| Route Remarks:<br>See also ENR 1.1, paragraph 1.1.3. | | | | | | |

| Route Designator | Route Usage Notes | | | | | |
|---|---|---|---|---|---|---|
| **Significant Point Name** | **Significant Point Coordinates** | | **Waypoint: IDENT of VOR/DME BRG, DIST & ELEV of DME antenna** | | | **Remarks** |
| **(RNP/RNAV Type & Accuracy)** | **MAG Track ↓ / ↑** | **Geodesic Distance** | **Upper limit / Lower limit** | **IFR cruising levels max/min** | | **Airspace Class/ Controlling Unit/ Channel/ Logon address/ SATVOICE number/ RCP & RSP limitations** |
| | | | | **↓** | **↑** | |
| **M195** | | | | | | |
| △ LORKU | 495618.10N 0022215.64W | | | | | Westbound route only.<br>UIR Boundary.<br>Extremity of M195. |
| (RNAV 5) | - /212° | 21.8 NM | FL 460 / FL 245 | | odd FL 450 / FL 250 | Class C.<br><br>London ACC<br>Freq: 129.430 (All Levels). |
| △ MARUK | 501446.56N 0020420.41W | | | | | Intersection with N621. |
| (RNAV 1) | - /213° | 20.2 NM | FL 460 / FL 195 | | odd FL 450 / FL 210 | Class C.<br><br>London ACC<br>Freq: 129.430 (All Levels). |
| △ IBNID | 503143.71N 0014708.46W | | | | | |
| (RNAV 1) | - /213° | 30.6 NM | FL 460 / FL 55 | | odd FL 450 / FL 130 | FL 460/FL 195 Class C, FL 195/FL 55 Class A.<br><br>London ACC<br>Freq: 129.430 (All Levels). |

# ENR 3.2 AREA NAVIGATION ROUTES (continued)

| Route Designator | | Route Usage Notes | | | | | |
|---|---|---|---|---|---|---|---|
| Significant Point Name | | Significant Point Coordinates | | Waypoint: IDENT of VOR/DME BRG, DIST & ELEV of DME antenna | | | Remarks |
| (RNP/RNAV Type & Accuracy) | | MAG Track ↓ / ↑ | Geodesic Distance | Upper limit / Lower limit | IFR cruising levels max/min ↓ | IFR cruising levels max/min ↑ | Airspace Class/ Controlling Unit/ Channel/ Logon address/ SATVOICE number/ RCP & RSP limitations |
| △ | SOUTHAMPTON DME (SAM) | 505718.90N 0012042.20W | | | | | Extremity of M195. |
| Route Remarks:<br>MARUK - LORKU CDR H24.<br>Rest of M195 - PERM.<br><br>Due to ATC operational requirements, the cruising level allocation for the entire route is inappropriate to the MAG Track. | | | | | | | |

| Route Designator | | Route Usage Notes | | | | | |
|---|---|---|---|---|---|---|---|
| Significant Point Name | | Significant Point Coordinates | | Waypoint: IDENT of VOR/DME BRG, DIST & ELEV of DME antenna | | | Remarks |
| (RNP/RNAV Type & Accuracy) | | MAG Track ↓ / ↑ | Geodesic Distance | Upper limit / Lower limit | IFR cruising levels max/min ↓ | IFR cruising levels max/min ↑ | Airspace Class/ Controlling Unit/ Channel/ Logon address/ SATVOICE number/ RCP & RSP limitations |
| **M197** | | | | | | | |
| △ | ENHAQ | 512422.69N 0014313.40W | | | | | FRA Entry/Exit Point.<br>Extremity of M197. |
| (RNAV 5) | | 070°/250° | 22.1 NM | FL 460 / FL 245 | odd FL 450 / FL 250 | even FL 430 / FL 260 | Class C.<br><br>London ACC<br>Freq: 134.460 (All Levels). |
| △ | ICTAM | 513137.37N 0010948.12W | | | | | Eastbound route only btn ICTAM and REDFA.<br>Intersection with Q63 and Q295. |

# ENR 3.2 AREA NAVIGATION ROUTES (continued)

| Route Designator | Route Usage Notes | | | | | |
|---|---|---|---|---|---|---|
| **Significant Point Name** | **Significant Point Coordinates** | | **Waypoint: IDENT of VOR/DME BRG, DIST & ELEV of DME antenna** | | | **Remarks** |
| **(RNP/RNAV Type & Accuracy)** | **MAG Track ↓ / ↑** | **Geodesic Distance** | **Upper limit / Lower limit** | **IFR cruising levels max/min** | | **Airspace Class/ Controlling Unit/ Channel/ Logon address/ SATVOICE number/ RCP & RSP limitations** |
| | | | | ↓ | ↑ | |
| (RNAV 5) | 075°/ - | 36.2 NM | FL 460 / FL 85 | odd FL 450 / FL 90 | | FL 460/FL 195 Class C,<br>FL 195/FL 85 Class A.<br><br>Between ICTAM and 6 NM from ICTAM:<br>London ACC<br>Freq: 134.460 (FL 305 and above);<br>Freq: 132.165 (Below FL 305 to FL 215);<br>Freq: 135.805 (Below FL 215 to FL 155);<br>Freq: 129.080 (Below FL 155 to FL 135);<br>Freq: 134.125 (Below FL 135).<br><br>Between 6 NM from ICTAM and 18 NM from ICTAM:<br>London ACC<br>Freq: 134.460 (FL 305 and above);<br>Freq: 132.165 (Below FL 305 to FL 215);<br>Freq: 135.805 (Below FL 215 to FL 155);<br>Freq: 119.780 (Below FL 155).<br><br>Between 18 NM from ICTAM and 25 NM from ICTAM:<br>London ACC<br>Freq: 127.430 (FL 305 and above);<br>Freq: 132.605 (Below FL 305 to FL 215);<br>Freq: 135.805 (Below FL 215 to FL 155);<br>Freq: 119.780 (Below FL 155).<br><br>Between 25 NM from ICTAM and IPRIL:<br>London ACC<br>Freq: 127.430 (FL 305 and above);<br>Freq: 132.605 (Below FL 305 to FL 215);<br>Freq: 127.955 (Below FL 215 to FL 175);<br>Freq: 135.805 (Below FL 175 to FL 155);<br>Freq: 119.780 (Below FL 155 to FL 115);<br>Freq: 118.825 (Below FL 115). |
| △ IPRIL | 514028.81N 0001335.35W | | | | | |
| (RNAV 5) | 074°/ - | 2.8 NM | FL 460 / FL 85 | odd FL 450 / FL 90 | | FL 460/FL 195 Class C,<br>FL 195/FL 85 Class A.<br><br>London ACC<br>Freq: 127.430 (FL 305 and above);<br>Freq: 132.605 (Below FL 305 to FL 215);<br>Freq: 127.955 (Below FL 215 to FL 155);<br>Freq: 129.280 (Below FL 155 to FL 115);<br>Freq: 118.825 (Below FL 115). |

# ENR 3.2 AREA NAVIGATION ROUTES (continued)

| Route Designator | Route Usage Notes | | | | | |
|---|---|---|---|---|---|---|
| Significant Point Name | Significant Point Coordinates | | Waypoint: IDENT of VOR/DME BRG, DIST & ELEV of DME antenna | | | Remarks |
| (RNP/RNAV Type & Accuracy) | MAG Track ↓ / ↑ | Geodesic Distance | Upper limit / Lower limit | IFR cruising levels max/min ↓ | IFR cruising levels max/min ↑ | Airspace Class/ Controlling Unit/ Channel/ Logon address/ SATVOICE number/ RCP & RSP limitations |
| △ KOBBI | 514113.77N 0000918.34W | | | | | |
| (RNAV 5) | 075°/ - | 31.0 NM | FL 460 / FL 85 | odd FL 450 / FL 90 | | FL 460/FL 195 Class C,<br>FL 195/FL 85 Class A.<br><br>Between KOBBI and 10 NM from KOBBI:<br>London ACC<br>Freq: 127.430 (FL 305 and above);<br>Freq: 132.605 (Below FL 305 to FL 215);<br>Freq: 127.955 (Below FL 215 to FL 155);<br>Freq: 129.280 (Below FL 155 to FL 115);<br>Freq: 118.825 (Below FL 115).<br><br>Between 10 NM from KOBBI and BRAIN:<br>London ACC<br>Freq: 127.430 (FL 305 and above);<br>Freq: 132.605 (Below FL 305 to FL 245);<br>Freq: 124.930 (Below FL 245 to FL 155);<br>Freq: 118.825 (Below FL 155). |
| △ BRAIN | 514839.91N 0003906.00E | | BKY R115 24.4 NM 486 FT | | | Intersection with P44 and Q295. |
| (RNAV 1) | 075°/ - | 6.3 NM | FL 460 / FL 85 | odd FL 450 / FL 90 | | FL 460/FL 195 Class C,<br>FL 195/FL 85 Class A.<br><br>London ACC<br>Freq: 133.940 (FL 245 and above);<br>Freq: 124.930 (Below FL 245 to FL 155);<br>Freq: 118.825 (Below FL 155). |
| △ GASBA | 515010.40N 0004852.85E | | | | | |
| (RNAV 1) | 073°/ - | 33.5 NM | FL 460 / FL 85 | odd FL 450 / FL 90 | | FL 460/FL 195 Class C,<br>FL 195/FL 85 Class A.<br><br>Between GASBA and 20 NM from GASBA:<br>London ACC<br>Freq: 133.940 (FL 245 and above);<br>Freq: 134.440 (Below FL 245 to FL 185);<br>Freq: 124.930 (Below FL 185 to FL 155);<br>Freq: 121.230 (Below FL 155).<br><br>Between 20 NM from GASBA and RATLO:<br>London ACC<br>Freq: 133.940 (FL 215 and above);<br>Freq: 121.230 (Below FL 215). |
| △ RATLO | 515929.13N 0014055.18E | | | | | |
| (RNAV 1) | 075°/ - | 30.8 NM | FL 460 / FL 85 | odd FL 450 / FL 90 | | FL 460/FL 195 Class C,<br>FL 195/FL 85 Class A.<br><br>London ACC<br>Freq: 133.940 (FL 215 and above);<br>Freq: 121.230 (Below FL 215). |

# ENR 3.2 AREA NAVIGATION ROUTES (continued)

| Route Designator | Route Usage Notes | | | | | |
|---|---|---|---|---|---|---|
| **Significant Point Name** | **Significant Point Coordinates** | | **Waypoint: IDENT of VOR/DME BRG, DIST & ELEV of DME antenna** | | | **Remarks** |
| **(RNP/RNAV Type & Accuracy)** | **MAG Track ↓ / ↑** | **Geodesic Distance** | **Upper limit / Lower limit** | **IFR cruising levels max/min** | | **Airspace Class/ Controlling Unit/ Channel/ Logon address/ SATVOICE number/ RCP & RSP limitations** |
| | | | | ↓ | ↑ | |
| △ REDFA | 520652.75N 0022916.81E | | | | | FIR/UIR Boundary.<br>Extremity of M197.<br>Intersection with L620 (see AIP Netherlands). |

| Route Designator | Route Usage Notes | | | | | |
|---|---|---|---|---|---|---|
| **Significant Point Name** | **Significant Point Coordinates** | | **Waypoint: IDENT of VOR/DME BRG, DIST & ELEV of DME antenna** | | | **Remarks** |
| **(RNP/RNAV Type & Accuracy)** | **MAG Track ↓ / ↑** | **Geodesic Distance** | **Upper limit / Lower limit** | **IFR cruising levels max/min** | | **Airspace Class/ Controlling Unit/ Channel/ Logon address/ SATVOICE number/ RCP & RSP limitations** |
| | | | | ↓ | ↑ | |
| **M604** | | | | | | |
| △ LYDD DME (LYD) | 505958.87N 0005243.18E | | | | | Eastbound route only.<br>Intersection with M189.<br>Extremity of M604. |
| (RNAV 5) | - /149° | 21.1 NM | FL 460 / FL 85 | | odd FL 450 / FL 90 | FL 460/FL 195 Class C,<br>FL 195/FL 85 Class A.<br><br>London ACC<br>Freq: 127.430 (FL 305 and above);<br>Freq: 132.605 (Below FL 305 to FL 275);<br>Freq: 134.905 (Below FL 275 to FL 195);<br>Freq: 120.530 (Below FL 195). |
| △ DETLING DME (DET) | 511814.41N 0003550.19E | | | | | |
| (RNAV 5) | 012°/ - | 5.0 NM | FL 460 / FL 85 | odd FL 450 / FL 90 | | FL 460/FL 195 Class C,<br>FL 195/FL 85 Class A.<br><br>London ACC<br>Freq: 127.430 (FL 305 and above);<br>Freq: 132.605 (Below FL 305 to FL 275);<br>Freq: 134.905 (Below FL 275 to FL 195);<br>Freq: 120.530 (Below FL 195). |
| △ FRANE | 512306.00N 0003739.40E | | DET R012 5.0 NM 645 FT | | | |
| (RNAV 5) | 013°/ - | 11.8 NM | FL 460 / FL 85 | odd FL 450 / FL 90 | | FL 460/FL 195 Class C,<br>FL 195/FL 85 Class A.<br><br>London ACC<br>Freq: 127.430 (FL 305 and above);<br>Freq: 132.605 (Below FL 305 to FL 245);<br>Freq: 129.605 (Below FL 245 to FL 175);<br>Freq: 123.905 (Below FL 175). |
| △ SPEAR | 513433.79N 0004200.57E | | DET R012 16.8 NM 645 FT | | | |
| (RNAV 5) | 013°/ - | 9.8 NM | FL 460 / FL 85 | odd FL 450 / FL 90 | | FL 460/FL 195 Class C,<br>FL 195/FL 85 Class A.<br><br>London ACC<br>Freq: 128.160 (FL 245 and above);<br>Freq: 129.605 (Below FL 245 to FL 175);<br>Freq: 123.905 (Below FL 175). |

# ENR 3.2 AREA NAVIGATION ROUTES (continued)

| Route Designator | Route Usage Notes | | | | | |
|---|---|---|---|---|---|---|
| Significant Point Name | Significant Point Coordinates | | Waypoint: IDENT of VOR/DME BRG, DIST & ELEV of DME antenna | | | Remarks |
| (RNP/RNAV Type & Accuracy) | MAG Track ↓ / ↑ | Geodesic Distance | Upper limit / Lower limit | IFR cruising levels max/min ↓ | IFR cruising levels max/min ↑ | Airspace Class/ Controlling Unit/ Channel/ Logon address/ SATVOICE number/ RCP & RSP limitations |
| △ TOVGU | 514403.18N 0004537.55E | | | | | |
| (RNAV 5) | 013°/ - | 5.4 NM | FL 460 / FL 85 | odd FL 450 / FL 90 | | FL 460/FL 195 Class C,<br>FL 195/FL 85 Class A.<br><br>London ACC<br>Freq: 133.940 (FL 245 and above);<br>Freq: 124.930 (Below FL 245 to FL 155);<br>Freq: 118.825 (Below FL 155). |
| △ DAGGA | 514919.37N 0004739.00E | | CLN R262 13.2 NM 100 FT | | | Intersection with P44. |
| (RNAV 5) | 041°/ - | 1.1 NM | FL 460 / FL 105 | odd FL 450 / FL 110 | | FL 460/FL 195 Class C,<br>FL 195/FL 105 Class A.<br><br>London ACC<br>Freq: 133.940 (FL 245 and above);<br>Freq: 124.930 (Below FL 245 to FL 155);<br>Freq: 118.825 (Below FL 155). |
| △ GASBA | 515010.40N 0004852.85E | | | | | Intersection with M197. |
| (RNAV 5) | 041°/ - | 2.2 NM | FL 460 / FL 105 | odd FL 450 / FL 110 | | FL 460/FL 195 Class C,<br>FL 195/FL 105 Class A.<br><br>London ACC<br>Freq: 133.940 (FL 245 and above);<br>Freq: 124.930 (Below FL 245 to FL 155);<br>Freq: 121.230 (Below FL 155). |
| △ PAAVO | 515149.03N 0005115.76E | | | | | Intersection with Q295. |
| (RNAV 5) | 041°/ - | 15.1 NM | FL 460 / FL 105 | odd FL 450 / FL 110 | | FL 460/FL 195 Class C,<br>FL 195/FL 105 Class A.<br><br>London ACC<br>Freq: 133.940 (FL 245 and above);<br>Freq: 124.930 (Below FL 245 to FL 155);<br>Freq: 121.230 (Below FL 155). |
| △ TEDSA | 520303.10N 0010739.03E | | | | | Intersection with M183. |
| (RNAV 5) | 036°/ - | 5.1 NM | FL 460 / FL 105 | odd FL 450 / FL 110 | | FL 460/FL 195 Class C,<br>FL 195/FL 105 Class A.<br><br>London ACC<br>Freq: 133.940 (FL 215 and above);<br>Freq: 121.230 (Below FL 215). |
| △ LAPRA | 520707.18N 0011236.45E | | | | | |
| (RNAV 5) | 039°/ - | 17.0 NM | FL 460 / FL 245 | odd FL 450 / FL 250 | | Class C.<br><br>London ACC<br>Freq: 133.940 (All Levels). |
| △ BANEM | 522008.11N 0013019.26E | | | | | |
| (RNAV 5) | 045°/ - | 20.1 NM | FL 460 / FL 245 | odd FL 450 / FL 250 | | Class C.<br><br>London ACC<br>Freq: 133.940 (All Levels). |
| △ EFMIH | 523406.42N 0015353.84E | | | | | |
| (RNAV 5) | 044°/ - | 36.3 NM | FL 460 / FL 245 | odd FL 450 / FL 250 | | Class C.<br><br>London ACC<br>Freq: 126.780 (FL 355 and above);<br>Freq: 128.130 (Below FL 355). |

# ENR 3.2 AREA NAVIGATION ROUTES (continued)

| Route Designator | Route Usage Notes | | | | | |
|---|---|---|---|---|---|---|
| Significant Point Name | Significant Point Coordinates | | Waypoint: IDENT of VOR/DME BRG, DIST & ELEV of DME antenna | | | Remarks |
| (RNP/RNAV Type & Accuracy) | MAG Track ↓ / ↑ | Geodesic Distance | Upper limit / Lower limit | IFR cruising levels max/min ↓ | IFR cruising levels max/min ↑ | Airspace Class/ Controlling Unit/ Channel/ Logon address/ SATVOICE number/ RCP & RSP limitations |
| △ BEKMO | 525910.21N 0023710.22E | | | | | |
| (RNAV 5) | 025°/ - | 20.2 NM | FL 460 / FL 245 | odd FL 450 / FL 250 | | Class C.<br><br>London ACC<br>Freq: 126.780 (FL 355 and above);<br>Freq: 128.130 (Below FL 355). |
| △ GIVPO | 531709.77N 0025209.02E | | | | | |
| (RNAV 5) | 025°/ - | 25.4 NM | FL 460 / FL 245 | odd FL 450 / FL 250 | | Class C.<br><br>Scottish ACC<br>Freq: 121.325 (All Levels). |
| △ ROKAN | 533947.50N 0031119.84E | | | | | |
| (RNAV 5) | 021°/ - | 41.9 NM | FL 460 / FL 245 | odd FL 450 / FL 250 | | Class C.<br><br>Scottish ACC<br>Freq: 121.325 (All Levels). |
| △ VENAS | 541819.85N 0033908.23E | | | | | |
| (RNAV 5) | 026°/ - | 37.8 NM | FL 460 / FL 245 | odd FL 450 / FL 250 | | Class C.<br><br>Scottish ACC<br>Freq: 121.325 (All Levels). |
| △ LARGA | 545149.54N 0040911.97E | | | | | FRA Entry Point.<br>Extremity of M604. |

| Route Designator | Route Usage Notes | | | | | |
|---|---|---|---|---|---|---|
| Significant Point Name | Significant Point Coordinates | | Waypoint: IDENT of VOR/DME BRG, DIST & ELEV of DME antenna | | | Remarks |
| (RNP/RNAV Type & Accuracy) | MAG Track ↓ / ↑ | Geodesic Distance | Upper limit / Lower limit | IFR cruising levels max/min ↓ | IFR cruising levels max/min ↑ | Airspace Class/ Controlling Unit/ Channel/ Logon address/ SATVOICE number/ RCP & RSP limitations |
| **M605** | | | | | | |
| △ XIDIL | 502106.15N 0003829.37E | | | | | Eastbound route only btn SFD and XIDIL.<br>FIR Boundary.<br>For continuation see AIP France. |
| (RNAV 5) | - /140° | 9.2 NM | FL 245 / FL 85 | | odd FL 230 / FL 90 | FL 245/FL 195 Class C,<br>FL 195/FL 85 Class A.<br><br>London ACC<br>Freq: 135.055 (All Levels). |
| △ HARDY | 502815.75N 0002928.04E | | SFD R140 22.4 NM 289 FT | | | |
| (RNAV 5) | - /140° | 8.6 NM | FL 245 / FL 85 | | odd FL 230 / FL 90 | FL 245/FL 195 Class C,<br>FL 195/FL 85 Class A.<br><br>London ACC<br>Freq: 135.055 (All Levels). |
| △ WAFFU | 503456.89N 0002059.29E | | | | | Intersection with M189. |
| (RNAV 5) | - /140° | 13.8 NM | FL 245 / FL 85 | | odd FL 230 / FL 90 | FL 245/FL 195 Class C,<br>FL 195/FL 85 Class A.<br><br>London ACC<br>Freq: 135.055 (FL 175 and above);<br>Freq: 133.180 (Below FL 175). |

# ENR 3.2 AREA NAVIGATION ROUTES (continued)

| Route Designator | Route Usage Notes | | | | | |
|---|---|---|---|---|---|---|
| Significant Point Name | Significant Point Coordinates | | Waypoint: IDENT of VOR/DME BRG, DIST & ELEV of DME antenna | | | Remarks |
| (RNP/RNAV Type & Accuracy) | MAG Track ↓ / ↑ | Geodesic Distance | Upper limit / Lower limit | IFR cruising levels max/min ↓ | IFR cruising levels max/min ↑ | Airspace Class/ Controlling Unit/ Channel/ Logon address/ SATVOICE number/ RCP & RSP limitations |
| △ SEAFORD VOR/DME (SFD) | 504538.48N 0000718.89E | | | | | |
| (RNAV 5) | 317°/137° | 56.2 NM | FL 245 / FL 85 | even FL 240 / FL 100 | odd FL 230 / FL 90 | FL 245/FL 195 Class C,<br>FL 195/FL 85 Class A.<br><br>London ACC<br>Freq: 132.165 (FL 215 and above);<br>Freq: 135.805 (Below FL 215 to FL 175);<br>Freq: 133.180 (Below FL 175). |
| △ WOODLEY NDB (WOD) | 512710.02N 0005243.68W | | | | | Intersection with L612. |
| (RNAV 5) | 348°/168° | 7.7 NM | FL 245 / FL 85 | even FL 240 / FL 100 | odd FL 230 / FL 90 | FL 245/FL 195 Class C,<br>FL 195/FL 85 Class A.<br><br>London ACC<br>Freq: 132.165 (FL 215 and above);<br>Freq: 135.805 (Below FL 215 to FL 155);<br>Freq: 129.080 (Below FL 155 to FL 135);<br>Freq: 134.125 (Below FL 135). |
| △ BENSU | 513444.26N 0005508.45W | | | | | Intersection with Q70. |
| (RNAV 5) | 348°/168° | 16.5 NM | FL 245 / FL 85 | even FL 240 / FL 100 | odd FL 230 / FL 90 | FL 245/FL 195 Class C,<br>FL 195/FL 85 Class A.<br><br>London ACC<br>Freq: 132.165 (FL 215 and above);<br>Freq: 130.925 (Below FL 215 to FL 165);<br>Freq: 121.280 (Below FL 165 to FL 125);<br>Freq: 119.780 (Below FL 125). |
| △ SILVA | 515051.34N 0010019.40W | | | | | Intersection with Q41. |
| (RNAV 5) | 348°/168° | 9.1 NM | FL 245 / FL 85 | even FL 240 / FL 100 | odd FL 230 / FL 90 | FL 245/FL 195 Class C,<br>FL 195/FL 85 Class A.<br><br>London ACC<br>Freq: 132.165 (FL 195 and above);<br>Freq: 130.925 (Below FL 195). |
| △ FINMA | 515947.21N 0010313.34W | | DTY R168 11.3 NM 600 FT | | | Intersection with L15. |
| (RNAV 5) | 348°/168° | 11.3 NM | FL 245 / FL 85 | even FL 240 / FL 100 | odd FL 230 / FL 90 | FL 245/FL 195 Class C,<br>FL 195/FL 85 Class A.<br><br>London ACC<br>Freq: 132.165 (FL 195 and above);<br>Freq: 130.925 (Below FL 195). |

# ENR 3.2 AREA NAVIGATION ROUTES (continued)

| **Route Designator** | **Route Usage Notes** | | | | | |
|---|---|---|---|---|---|---|
| **Significant Point Name** | **Significant Point Coordinates** | | **Waypoint: IDENT of VOR/DME BRG, DIST & ELEV of DME antenna** | | | **Remarks** |
| **(RNP/RNAV Type & Accuracy)** | **MAG Track ↓ / ↑** | **Geodesic Distance** | **Upper limit / Lower limit** | **IFR cruising levels max/min** | | **Airspace Class/ Controlling Unit/ Channel/ Logon address/ SATVOICE number/ RCP & RSP limitations** |
| | | | | **↓** | **↑** | |
| △ DAVENTRY DME (DTY) | 521048.51N 0010649.64W | | | | | Intersection with Y53 and Y250. |
| (RNAV 5) | 327°/147° | 40.6 NM | FL 245 / FL 65 | even FL 240 / FL 80 | odd FL 230 / FL 70 | FL 245/FL 195 Class C,<br>FL 195/FL 65 Class A.<br><br>Between DTY and abm Birmingham:<br>London ACC<br>Freq: 129.205 (FL 195 and above);<br>Freq: 130.925 (Below FL 195).<br><br>Between abm Birmingham and PEDIG:<br>London ACC<br>Freq: 134.390 (FL 195 and above);<br>Scottish ACC<br>Freq: 134.430 (Below FL 195). |
| △ PEDIG | 524447.59N 0014309.97W | | WAL R127 64.2 NM 55 FT | | | |
| (RNAV 5) | 347°/167° | 61.5 NM | FL 245 / FL 75 | even FL 240 / FL 100 | odd FL 230 / FL 90 | FL 245/FL 195 Class C,<br>FL 195/FL 75 Class A.<br><br>Between PEDIG and abm TNT:<br>London ACC<br>Freq: 134.390 (FL 195 and above);<br>Scottish ACC<br>Freq: 134.430 (Below FL 195).<br><br>Between abm TNT and 533328N 0020149W:<br>Scottish ACC<br>Freq: 118.780 (FL 195 and above);<br>Freq: 134.430 (Below FL 195).<br><br>Between 533328N 0020149W and POL:<br>Scottish ACC<br>Freq: 118.780 (FL 195 and above);<br>Freq: 135.715 (Below FL 195). |
| △ POLE HILL VOR/DME (POL) | 534437.60N 0020611.83W | | | | | Extremity of M605. |
| Route Remarks:<br>See also ENR 1.1, paragraph 1.1.3. | | | | | | |

| **Route Designator** | **Route Usage Notes** | | | | | |
|---|---|---|---|---|---|---|
| **Significant Point Name** | **Significant Point Coordinates** | | **Waypoint: IDENT of VOR/DME BRG, DIST & ELEV of DME antenna** | | | **Remarks** |
| **(RNP/RNAV Type & Accuracy)** | **MAG Track ↓ / ↑** | **Geodesic Distance** | **Upper limit / Lower limit** | **IFR cruising levels max/min** | | **Airspace Class/ Controlling Unit/ Channel/ Logon address/ SATVOICE number/ RCP & RSP limitations** |
| | | | | **↓** | **↑** | |
| **M733** | | | | | | |
| △ SUBIP | 502644N 0005306E | | | | | Northbound route only.<br>FIR Boundary.<br>Extremity of M733. |
| (RNAV 5) | 319°/ - | 7.8 NM | FL 245 / FL 175 | even FL 240 / FL 180 | | FL 245/FL 195 Class C,<br>FL 195/FL 175 Class A.<br><br>London ACC<br>Freq: 128.430 (All Levels). |

# ENR 3.2 AREA NAVIGATION ROUTES (continued)

| Route Designator | Route Usage Notes | | | | | |
|---|---|---|---|---|---|---|
| Significant Point Name | Significant Point Coordinates | | Waypoint: IDENT of VOR/DME BRG, DIST & ELEV of DME antenna | | | Remarks |
| (RNP/RNAV Type & Accuracy) | MAG Track ↓ / ↑ | Geodesic Distance | Upper limit / Lower limit | IFR cruising levels max/min ↓ | IFR cruising levels max/min ↑ | Airspace Class/ Controlling Unit/ Channel/ Logon address/ SATVOICE number/ RCP & RSP limitations |
| △ BANVA | 503242N 0004512E | | | | | |
| (RNAV 5) | 319°/ - | 19.3 NM | FL 245 / FL 175 | even FL 240 / FL 180 | | FL 245/FL 195 Class C,<br>FL 195/FL 175 Class A.<br><br>London ACC<br>Freq: 128.430 (All Levels). |
| △ UNDUG | 504723.71N 0002530.03E | | MAY R138 18.0 NM 384 FT | | | |
| (RNAV 5) | 319°/ - | 18.0 NM | FL 245 / FL 175 | even FL 240 / FL 180 | | FL 245/FL 195 Class C,<br>FL 195/FL 175 Class A.<br><br>London ACC<br>Freq: 128.430 (All Levels). |
| △ MAYFIELD DME (MAY) | 510101.86N 0000658.04E | | | | | Extremity of M733. |
| Route Remarks:<br>See also ENR 1.1, paragraph 1.1.3. | | | | | | |

| Route Designator | Route Usage Notes | | | | | |
|---|---|---|---|---|---|---|
| Significant Point Name | Significant Point Coordinates | | Waypoint: IDENT of VOR/DME BRG, DIST & ELEV of DME antenna | | | Remarks |
| (RNP/RNAV Type & Accuracy) | MAG Track ↓ / ↑ | Geodesic Distance | Upper limit / Lower limit | IFR cruising levels max/min ↓ | IFR cruising levels max/min ↑ | Airspace Class/ Controlling Unit/ Channel/ Logon address/ SATVOICE number/ RCP & RSP limitations |
| **M868** | | | | | | |
| △ TRENT DME (TNT) | 530314.23N 0014011.90W | | | | | Eastbound route only.<br>Extremity of M868. |
| (RNAV 5) | 340°/ - | 7.2 NM | FL 245 / FL 85 | odd FL 230 / FL 90 | | FL 245/FL 195 Class C,<br>FL 195/FL 85 Class A.<br><br>Dual designation with N57 btn TNT and TIPIL.<br><br>Scottish ACC<br>Freq: 118.780 (FL 195 and above);<br>Freq: 119.530 (Below FL 195). |
| △ TIPIL | 531000.00N 0014423.13W | | | | | → |
| (RNAV 5) | 014°/ - | 11.8 NM | FL 245 / FL 85 | odd FL 230 / FL 90 | | FL 245/FL 195 Class C,<br>FL 195/FL 85 Class A.<br><br>Scottish ACC<br>Freq: 118.780 (FL 195 and above);<br>Freq: 119.530 (Below FL 195). |
| △ EVSON | 532127N 0013949W | | | | | → |
| (RNAV 5) | 042°/ - | 6.8 NM | FL 245 / FL 85 | odd FL 230 / FL 90 | | FL 245/FL 195 Class C,<br>FL 195/FL 85 Class A.<br><br>Scottish ACC<br>Freq: 133.800 (All Levels). |
| △ ADELU | 532630.48N 0013212.64W | | | | | Extremity of M868.<br>Intersection with L60. → |
| Route Remarks:<br>Due to ATC operational requirements, the cruising level allocation between TNT and TIPIL is inappropriate to the MAG Track. | | | | | | |

# ENR 3.2 AREA NAVIGATION ROUTES (continued)

| Route Designator | Route Usage Notes | | | | | |
|---|---|---|---|---|---|---|
| **Significant Point Name** | **Significant Point Coordinates** | | **Waypoint: IDENT of VOR/DME BRG, DIST & ELEV of DME antenna** | | | **Remarks** |
| **(RNP/RNAV Type & Accuracy)** | **MAG Track ↓ / ↑** | **Geodesic Distance** | **Upper limit / Lower limit** | **IFR cruising levels max/min** | | **Airspace Class/ Controlling Unit/ Channel/ Logon address/ SATVOICE number/ RCP & RSP limitations** |
| | | | | ↓ | ↑ | |
| **M981** | | | | | | |
| △ GODOS | 531456.55N 0032546.79E | | | | | FIR/UIR Boundary.<br>Extremity of M981. |
| (RNAV 5) | 301°/121° | 18.3 NM | FL 460 / FL 175 | even FL 430 / FL 180 | odd FL 450 / FL 190 | FL 460/FL 195 Class C,<br>FL 195/FL 175 Class A.<br><br>Scottish ACC<br>Freq: 121.325 (FL 245 and above).<br>ATS delegated to Amsterdam ACC below FL 245. |
| △ ROXAT | 532449.03N 0030000.00E | | | | | |
| (RNAV 5) | 301°/119° | 192.1 NM | FL 460 / FL 245 | even FL 430 / FL 260 | odd FL 450 / FL 250 | Class C.<br><br>Between ROXAT and 543000N:<br>Scottish ACC<br>Freq: 121.325 (All Levels).<br><br>Between 543000N and NATEB:<br>Scottish ACC<br>Freq: 126.930 (All Levels). |
| △ NATEB | 550218.41N 0014154.13W | | | | | Extremity of M981.<br>Intersection with N97, N610, Y96. |
| Route Remarks:<br>CDR H24.<br><br>See also ENR 1.1, paragraph 1.1.3. | | | | | | |

| Route Designator | Route Usage Notes | | | | | |
|---|---|---|---|---|---|---|
| **Significant Point Name** | **Significant Point Coordinates** | | **Waypoint: IDENT of VOR/DME BRG, DIST & ELEV of DME antenna** | | | **Remarks** |
| **(RNP/RNAV Type & Accuracy)** | **MAG Track ↓ / ↑** | **Geodesic Distance** | **Upper limit / Lower limit** | **IFR cruising levels max/min** | | **Airspace Class/ Controlling Unit/ Channel/ Logon address/ SATVOICE number/ RCP & RSP limitations** |
| | | | | ↓ | ↑ | |
| **M982** | | | | | | |
| △ TOPPA | 532408.99N 0033341.01E | | | | | FIR/UIR Boundary.<br>Extremity of M982. |
| (RNAV 5) | 318°/138° | 20.6 NM | FL 460 / FL 175 | even FL 430 / FL 180 | odd FL 450 / FL 190 | FL 460/FL 195 Class C,<br>FL 195/FL 175 Class A.<br><br>Scottish ACC<br>Freq: 121.325 (FL 245 and above).<br>ATS Delegated to Amsterdam ACC below FL 245. |
| △ ROKAN | 533947.50N 0031119.84E | | | | | Intersection with M604, N96, N97 and P1. |
| (RNAV 5) | 306°/125° | 164.2 NM | FL 460 / FL 245 | even FL 430 / FL 260 | odd FL 450 / FL 250 | Class C.<br><br>Scottish ACC<br>Freq: 121.325 (All Levels). |
| △ ERLOT | 551714.26N 0003505.84W | | | | | |
| (RNAV 5) | 305°/125° | 18.1 NM | FL 460 / FL 245 | even FL 430 / FL 260 | odd FL 450 / FL 250 | Class C.<br><br>Scottish ACC<br>Freq: 134.775 (All Levels). |

# ENR 3.2 AREA NAVIGATION ROUTES (continued)

| Route Designator | Route Usage Notes | | | | | |
|---|---|---|---|---|---|---|
| Significant Point Name | Significant Point Coordinates | | Waypoint: IDENT of VOR/DME BRG, DIST & ELEV of DME antenna | | | Remarks |
| (RNP/RNAV Type & Accuracy) | MAG Track ↓ / ↑ | Geodesic Distance | Upper limit / Lower limit | IFR cruising levels max/min ↓ | IFR cruising levels max/min ↑ | Airspace Class/ Controlling Unit/ Channel/ Logon address/ SATVOICE number/ RCP & RSP limitations |
| △ ROBEM | 552733.36N 0010113.69W | | | | | FRA Entry/Exit Point.<br>Extremity of M982. |
| Route Remarks:<br>ROKAN - ROBEM CDR H24.<br><br>See also ENR 1.1, paragraph 1.1.3. | | | | | | |

| Route Designator | Route Usage Notes | | | | | |
|---|---|---|---|---|---|---|
| Significant Point Name | Significant Point Coordinates | | Waypoint: IDENT of VOR/DME BRG, DIST & ELEV of DME antenna | | | Remarks |
| (RNP/RNAV Type & Accuracy) | MAG Track ↓ / ↑ | Geodesic Distance | Upper limit / Lower limit | IFR cruising levels max/min ↓ | IFR cruising levels max/min ↑ | Airspace Class/ Controlling Unit/ Channel/ Logon address/ SATVOICE number/ RCP & RSP limitations |
| **N6** | | | | | | |
| △ PILIP | 502003.05N 0010026.13W | | | | | Eastbound route only.<br>Extremity of N6. |
| (RNAV 1) | 018°/ - | 17.9 NM | FL 245 / FL 125 | even FL 240 / FL 140 | | Class C.<br><br>London ACC<br>Freq: 134.440 (All Levels). |
| △ TIGGY | 503700.54N 0005130.10W | | | | | |
| (RNAV 1) | 018°/ - | 12.3 NM | FL 245 / FL 125 | even FL 240 / FL 140 | | FL 245/FL 195 Class C,<br>FL 195/FL 125 Class A.<br><br>London ACC<br>Freq: 134.440 (All Levels). |
| △ TELTU | 504839.92N 0004517.69W | | | | | Extremity of N6.<br>Intersection with M185. |
| Route Remarks:<br>PILIP – TIGGY FL 195 and above CDR, below FL 195 unavailable for Flight Planning but may be used tactically H24.<br>Rest of N6 - PERM.<br><br>Due to ATC operational requirements, the cruising level allocation is inappropriate to the MAG Track. | | | | | | |

| Route Designator | Route Usage Notes | | | | | |
|---|---|---|---|---|---|---|
| Significant Point Name | Significant Point Coordinates | | Waypoint: IDENT of VOR/DME BRG, DIST & ELEV of DME antenna | | | Remarks |
| (RNP/RNAV Type & Accuracy) | MAG Track ↓ / ↑ | Geodesic Distance | Upper limit / Lower limit | IFR cruising levels max/min ↓ | IFR cruising levels max/min ↑ | Airspace Class/ Controlling Unit/ Channel/ Logon address/ SATVOICE number/ RCP & RSP limitations |
| **N12** | | | | | | |
| △ EVTOL | 521101.34N 0053114.02W | | | | | Westbound route only.<br>Extremity of N12. |
| (RNAV 5) | 347°/ - | 7.1 NM | FL 245 / FL 155 | even FL 240 / FL 160 | | FL 245/FL 195 Class C,<br>FL 195/FL 155 Class A.<br><br>London ACC<br>Freq: 129.380 (All Levels). |
| △ NIRIF | 521755.87N 0053404.33W | | | | | FIR Boundary.<br>Extremity of N12. |
| Route Remarks:<br>See also ENR 1.1, paragraph 1.1.3. | | | | | | |

# ENR 3.2 AREA NAVIGATION ROUTES (continued)

| Route Designator | Route Usage Notes | | | | | |
|---|---|---|---|---|---|---|
| **Significant Point Name** | **Significant Point Coordinates** | | **Waypoint: IDENT of VOR/DME BRG, DIST & ELEV of DME antenna** | | | **Remarks** |
| **(RNP/RNAV Type & Accuracy)** | **MAG Track ↓ / ↑** | **Geodesic Distance** | **Upper limit / Lower limit** | **IFR cruising levels max/min** | | **Airspace Class/ Controlling Unit/ Channel/ Logon address/ SATVOICE number/ RCP & RSP limitations** |
| | | | | ↓ | ↑ | |
| **N14** | | | | | | |
| △ NIBDA | 510052.20N 0005501.48W | | | | | Westbound route only.<br>Extremity of N14. |
| (RNAV 5) | 326°/ - | 3.2 NM | FL 460 / FL 95 | even FL 430 / FL 100 | | FL 460/FL 195 Class C,<br>FL 195/FL 95 Class A.<br><br>London ACC<br>Freq: 132.840 (FL 305 and above);<br>Freq: 132.165 (Below FL 305 to FL 215);<br>Freq: 135.805 (Below FL 215 to FL 175);<br>Freq: 129.080 (Below FL 175 to FL 105);<br>Freq: 134.125 (Below FL 105). |
| △ VOUGA | 510332.85N 0005750.20W | | | | | |
| (RNAV 5) | 329°/ - | 19.6 NM | FL 460 / FL 95 | even FL 430 / FL 100 | | FL 460/FL 195 Class C,<br>FL 195/FL 95 Class A.<br><br>Between VOUGA and 10 NM from VOUGA:<br>London ACC<br>Freq: 132.840 (FL 305 and above);<br>Freq: 132.165 (Below FL 305 to FL 215);<br>Freq: 135.805 (Below FL 215 to FL 175);<br>Freq: 129.080 (Below FL 175 to FL 105);<br>Freq: 134.125 (Below FL 105).<br><br>Between 10 NM from VOUGA and NUBRI:<br>London ACC<br>Freq: 134.460 (FL 305 and above);<br>Freq: 132.165 (Below FL 305 to FL 215);<br>Freq: 135.805 (Below FL 215 to FL 155);<br>Freq: 129.080 (Below FL 155 to FL 105);<br>Freq: 134.125 (Below FL 105). |
| △ NUBRI | 512016.68N 0011355.99W | | | | | |

# ENR 3.2 AREA NAVIGATION ROUTES (continued)

| Route Designator | Route Usage Notes | | | | | |
|---|---|---|---|---|---|---|
| Significant Point Name | Significant Point Coordinates | | Waypoint: IDENT of VOR/DME BRG, DIST & ELEV of DME antenna | | | Remarks |
| (RNP/RNAV Type & Accuracy) | MAG Track ↓ / ↑ | Geodesic Distance | Upper limit / Lower limit | IFR cruising levels max/min | | Airspace Class/ Controlling Unit/ Channel/ Logon address/ SATVOICE number/ RCP & RSP limitations |
| | | | | ↓ | ↑ | |
| (RNAV 5) | 339°/ - | 11.5 NM | FL 460 / FL 95 | even FL 430 / FL 100 | | FL 460/FL 195 Class C,<br>FL 195/FL 95 Class A.<br><br>Between NUBRI and 5 NM from NUBRI:<br>London ACC<br>Freq: 134.460 (FL 305 and above);<br>Freq: 132.165 (Below FL 305 to FL 215);<br>Freq: 135.805 (Below FL 215 to FL 155);<br>Freq: 129.080 (Below FL 155 to FL 105);<br>Freq: 134.125 (Below FL 105).<br><br>Between 5 NM from NUBRI and HEKXA:<br>London ACC<br>Freq: 134.460 (FL 305 and above);<br>Freq: 132.165 (Below FL 305 to FL 215);<br>Freq: 135.805 (Below FL 215 to FL 155);<br>Freq: 134.125 (Below FL 155). |
| △ HEKXA | 513103.61N 0012026.55W | | | | | Intersection with Q63. |
| (RNAV 1) | 339°/ - | 5.8 NM | FL 460 / FL 95 | even FL 430 / FL 100 | | FL 460/FL 195 Class C,<br>FL 195/FL 95 Class A.<br><br>London ACC<br>Freq: 134.460 (FL 305 and above);<br>Freq: 133.600 (Below FL 305 to FL 265);<br>Freq: 134.755 (Below FL 265 to FL 115);<br>Freq: 134.125 (Below FL 115). |
| △ DIDZA | 513627.71N 0012343.46W | | | | | |
| (RNAV 1) | 298°/ - | 12.3 NM | FL 460 / FL 95 | even FL 430 / FL 100 | | FL 460/FL 195 Class C,<br>FL 195/FL 95 Class A.<br><br>Dual designation with L9 between DIDZA and BIBPE.<br><br>London ACC<br>Freq: 134.460 (FL 305 and above);<br>Freq: 133.600 (Below FL 305 to FL 265);<br>Freq: 134.755 (Below FL 265). |
| △ OKSAW | 514215.31N 0014108.54W | | | | | FRA Entry Point. |
| (RNAV 1) | 276°/ - | 6.3 NM | FL 245 / FL 95 | even FL 240 / FL 100 | | FL 245/FL 195 Class C,<br>FL 195/FL 95 Class A.<br><br>Dual designation with L9 between DIDZA and BIBPE.<br><br>London ACC<br>Freq: 134.755 (All Levels). |
| △ BIBPE | 514258.91N 0015108.70W | | | | | |
| (RNAV 1) | 283°/ - | 26.6 NM | FL 245 / FL 155 | even FL 240 / FL 160 | | FL 245/FL 195 Class C,<br>FL 195/FL 155 Class A.<br><br>London ACC<br>Freq: 134.755 (All Levels). |

# ENR 3.2 AREA NAVIGATION ROUTES (continued)

| Route Designator | Route Usage Notes | | | | | |
|---|---|---|---|---|---|---|
| Significant Point Name | Significant Point Coordinates | | Waypoint: IDENT of VOR/DME BRG, DIST & ELEV of DME antenna | | | Remarks |
| (RNP/RNAV Type & Accuracy) | MAG Track ↓ / ↑ | Geodesic Distance | Upper limit / Lower limit | IFR cruising levels max/min ↓ | IFR cruising levels max/min ↑ | Airspace Class/ Controlling Unit/ Channel/ Logon address/ SATVOICE number/ RCP & RSP limitations |
| △ OKTAD | 514904.47N 0023246.30W | | | | | |
| (RNAV 1) | 283°/ - | 10.5 NM | FL 245 / FL 195 | even FL 240 / FL 200 | | Class C.<br><br>London ACC<br>Freq: 134.755 (All Levels). |
| △ ELNIF | 515119.24N 0024921.61W | | | | | |
| (RNAV 1) | 282°/ - | 4.1 NM | FL 245 / FL 195 | even FL 240 / FL 200 | | Class C.<br><br>London ACC<br>Freq: 134.755 (All Levels). |
| △ DOBEM | 515210.52N 0025545.33W | | | | | Extremity of N14. |

| Route Designator | Route Usage Notes | | | | | |
|---|---|---|---|---|---|---|
| Significant Point Name | Significant Point Coordinates | | Waypoint: IDENT of VOR/DME BRG, DIST & ELEV of DME antenna | | | Remarks |
| (RNP/RNAV Type & Accuracy) | MAG Track ↓ / ↑ | Geodesic Distance | Upper limit / Lower limit | IFR cruising levels max/min ↓ | IFR cruising levels max/min ↑ | Airspace Class/ Controlling Unit/ Channel/ Logon address/ SATVOICE number/ RCP & RSP limitations |
| **N16** | | | | | | |
| △ GIBSO | 504459.08N 0023107.33W | | | | | FRA Exit Point.<br>Eastbound route only.<br>Extremity of N16. |
| (RNAV 5) | 089°/ - | 48.9 NM | FL 460 / FL 195 | odd FL 450 / FL 210 | | Class C.<br><br>London ACC<br>Freq: 132.840 (FL 305 and above);<br>Freq: 129.430 (Below FL 305). |
| △ BEGTO | 504545.12N 0011407.99W | | | | | |
| (RNAV 5) | 073°/ - | 11.8 NM | FL 460 / FL 85 | odd FL 450 / FL 90 | | FL 460/FL 195 Class C,<br>FL 195/FL 85 Class A.<br><br>London ACC<br>Freq: 132.840 (FL 305 and above);<br>Freq: 129.430 (Below FL 305). |
| AVANT | 504912.00N 0005618.05W | | GWC R252 7.2 NM 122 FT | | | |
| (RNAV 5) | 073°/ - | 7.2 NM | FL 460 / FL 85 | odd FL 450 / FL 90 | | FL 460/FL 195 Class C,<br>FL 195/FL 85 Class A.<br><br>London ACC<br>Freq: 132.840 (FL 305 and above);<br>Freq: 129.430 (Below FL 305). |
| △ GOODWOOD DME (GWC) | 505118.79N 0004524.25W | | | | | |
| (RNAV 5) | 046°/ - | 27.6 NM | FL 460 / FL 85 | odd FL 450 / FL 90 | | FL 460/FL 195 Class C,<br>FL 195/FL 85 Class A.<br><br>London ACC<br>Freq: 132.840 (FL 305 and above);<br>Freq: 132.165 (Below FL 305 to FL 215);<br>Freq: 135.805 (Below FL 215 to FL 175);<br>Freq: 134.125 (Below FL 175). |

# ENR 3.2 AREA NAVIGATION ROUTES (continued)

| Route Designator | Route Usage Notes | | | | | |
|---|---|---|---|---|---|---|
| Significant Point Name | Significant Point Coordinates | | Waypoint: IDENT of VOR/DME BRG, DIST & ELEV of DME antenna | | | Remarks |
| (RNP/RNAV Type & Accuracy) | MAG Track ↓ / ↑ | Geodesic Distance | Upper limit / Lower limit | IFR cruising levels max/min ↓ | IFR cruising levels max/min ↑ | Airspace Class/ Controlling Unit/ Channel/ Logon address/ SATVOICE number/ RCP & RSP limitations |
| △ OTSID | 511022.54N 0001351.01W | | | | | |
| (RNAV 5) | 046°/ - | 13.8 NM | FL 460 / FL 85 | odd FL 450 / FL 90 | | FL 460/FL 195 Class C,<br>FL 195/FL 85 Class A.<br><br>London ACC<br>Freq: 127.430 (FL 305 and above);<br>Freq: 132.605 (Below FL 305 to FL 215);<br>Freq: 135.805 (Below FL 215 to FL 175);<br>Freq: 120.530 (Below FL 175). |
| △ BIGGIN DME (BIG) | 511951.15N 0000205.32E | | | | | |
| (RNAV 5) | 348°/ - | 25.7 NM | FL 460 / FL 85 | odd FL 450 / FL 90 | | FL 460/FL 195 Class C,<br>FL 195/FL 85 Class A.<br><br>Between BIG and 8 NM north of BIG:<br>London ACC<br>Freq: 127.430 (FL 305 and above);<br>Freq: 132.605 (Below FL 305 to FL 215);<br>Freq: 135.805 (Below FL 215 to FL 175);<br>Freq: 120.530 (Below FL 175).<br><br>Between 8 NM north of BIG and 5 NM south of BPK:<br>London ACC<br>Freq: 127.430 (FL 305 and above);<br>Freq: 132.605 (Below FL 305 to FL 215);<br>Freq: 127.955 (Below FL 215 to FL 115);<br>Freq: 118.825 (Below FL 115).<br><br>Between 5 NM south of BPK and BPK:<br>London ACC<br>Freq: 127.430 (FL 305 and above);<br>Freq: 132.605 (Below FL 305 to FL 215);<br>Freq: 127.955 (Below FL 215 to FL 155);<br>Freq: 129.280 (Below FL 155 to FL 115);<br>Freq: 118.825 (Below FL 115). |

# ENR 3.2 AREA NAVIGATION ROUTES (continued)

| **Route Designator** | **Route Usage Notes** | | | | | |
|---|---|---|---|---|---|---|
| **Significant Point Name** | **Significant Point Coordinates** | | **Waypoint: IDENT of VOR/DME BRG, DIST & ELEV of DME antenna** | | | **Remarks** |
| **(RNP/RNAV Type & Accuracy)** | **MAG Track ↓ / ↑** | **Geodesic Distance** | **Upper limit / Lower limit** | **IFR cruising levels max/min** | | **Airspace Class/ Controlling Unit/ Channel/ Logon address/ SATVOICE number/ RCP & RSP limitations** |
| | | | | **↓** | **↑** | |
| △ BROOKMANS PARK DME (BPK) | 514459.05N 0000624.25W | | | | | |
| (RNAV 5) | 023°/ - | 15.7 NM | FL 460 / FL 85 | odd FL 450 / FL 90 | | FL 460/FL 195 Class C,<br>FL 195/FL 85 Class A.<br><br>Between BPK and 5 NM north of BPK:<br>London ACC<br>Freq: 127.430 (FL 305 and above);<br>Freq: 132.605 (Below FL 305 to FL 215);<br>Freq: 127.955 (Below FL 215 to FL 155);<br>Freq: 129.280 (Below FL 155 to FL 115);<br>Freq: 118.825 (Below FL 115).<br><br>Between 5 NM north of BPK and 10 NM north of BPK:<br>London ACC<br>Freq: 127.430 (FL 305 and above);<br>Freq: 132.605 (Below FL 305 to FL 215);<br>Freq: 127.955 (Below FL 215 to FL 155);<br>Freq: 129.280 (Below FL 155).<br><br>Between 10 NM north of BPK and BKY:<br>London ACC<br>Freq: 127.430 (FL 305 and above);<br>Freq: 132.605 (Below FL 305 to FL 245);<br>Freq: 124.930 (Below FL 245 to FL 155);<br>Freq: 129.280 (Below FL 155). |
| △ BARKWAY DME (BKY) | 515923.17N 0000342.87E | | | | | Extremity of N16. |
| Route Remarks:<br>Due to ATC operational requirements, the cruising level allocation between BIG and BPK is inappropriate to the MAG Track. | | | | | | |

| **Route Designator** | **Route Usage Notes** | | | | | |
|---|---|---|---|---|---|---|
| **Significant Point Name** | **Significant Point Coordinates** | | **Waypoint: IDENT of VOR/DME BRG, DIST & ELEV of DME antenna** | | | **Remarks** |
| **(RNP/RNAV Type & Accuracy)** | **MAG Track ↓ / ↑** | **Geodesic Distance** | **Upper limit / Lower limit** | **IFR cruising levels max/min** | | **Airspace Class/ Controlling Unit/ Channel/ Logon address/ SATVOICE number/ RCP & RSP limitations** |
| | | | | **↓** | **↑** | |
| **N17** | | | | | | |
| △ DAWLY | 503427.31N 0032750.23W | | | | | Eastbound route only.<br>Extremity of N17. |
| (RNAV 1) | 080°/ - | 18.4 NM | FL 245 / FL 195 | odd FL 230 / FL 210 | | Class C.<br><br>London ACC<br>Freq: 126.080 (All Levels). |

# ENR 3.2 AREA NAVIGATION ROUTES (continued)

| Route Designator | Route Usage Notes | | | | | |
|---|---|---|---|---|---|---|
| Significant Point Name | Significant Point Coordinates | | Waypoint: IDENT of VOR/DME BRG, DIST & ELEV of DME antenna | | | Remarks |
| (RNP/RNAV Type & Accuracy) | MAG Track ↓ / ↑ | Geodesic Distance | Upper limit / Lower limit | IFR cruising levels max/min ↓ | IFR cruising levels max/min ↑ | Airspace Class/ Controlling Unit/ Channel/ Logon address/ SATVOICE number/ RCP & RSP limitations |
| △ ELRIP | 503744.67N 0025923.73W | | | | | |
| (RNAV 1) | 080°/ - | 18.4 NM | FL 245 / FL 195 | odd FL 230 / FL 210 | | Class C.<br><br>London ACC<br>Freq: 126.080 (All Levels). |
| △ OTMET | 504055.06N 0023053.37W | | | | | FRA Exit Point. |
| (RNAV 1) | 094°/ - | 18.7 NM | FL 460 / FL 195 | odd FL 450 / FL 210 | | Class C.<br><br>London ACC<br>Freq: 132.840 (FL 305 and above);<br>Freq: 129.430 (Below FL 305). |
| △ SOKDU | 503939.22N 0020133.06W | | | | | |
| (RNAV 1) | 089°/ - | 18.3 NM | FL 460 / FL 175 | odd FL 450 / FL 190 | | FL 460/FL 195 Class C,<br>FL 195/FL 175 Class A.<br><br>London ACC<br>Freq: 132.840 (FL 305 and above);<br>Freq: 129.430 (Below FL 305). |
| △ NEDUL | 503958.00N 0013251.86W | | SAM R203 19.0 NM 64 FT | | | |
| (RNAV 1) | 073°/ - | 31.4 NM | FL 460 / FL 175 | odd FL 450 / FL 190 | | FL 460/FL 195 Class C,<br>FL 195/FL 175 Class A.<br><br>London ACC<br>Freq: 132.840 (FL 305 and above);<br>Freq: 129.430 (Below FL 305). |
| △ TELTU | 504839.92N 0004517.69W | | | | | Extremity of N17. |
| Route Remarks:<br>DAWLY - OTMET CDR H24.<br>Rest of N17 - PERM. | | | | | | |

| Route Designator | Route Usage Notes | | | | | |
|---|---|---|---|---|---|---|
| Significant Point Name | Significant Point Coordinates | | Waypoint: IDENT of VOR/DME BRG, DIST & ELEV of DME antenna | | | Remarks |
| (RNP/RNAV Type & Accuracy) | MAG Track ↓ / ↑ | Geodesic Distance | Upper limit / Lower limit | IFR cruising levels max/min ↓ | IFR cruising levels max/min ↑ | Airspace Class/ Controlling Unit/ Channel/ Logon address/ SATVOICE number/ RCP & RSP limitations |
| **N18** | | | | | | |
| △ GUBJE | 520227.50N 0053242.80W | | | | | Eastbound route only.<br>Extremity of N18.<br>Intersection with N24. |
| (RNAV 5) | - /146° | 6.5 NM | FL 245 / FL 155 | | odd FL 230 / FL 170 | FL 245/FL 195 Class C,<br>FL 195/FL 155 Class A.<br><br>London ACC<br>Freq: 129.380 (All Levels). |
| △ ECCIT | 520747.90N 0053843.73W | | | | | |
| (RNAV 5) | - /146° | 6.0 NM | FL 245 / FL 155 | | odd FL 230 / FL 170 | FL 245/FL 195 Class C,<br>FL 195/FL 155 Class A.<br><br>London ACC<br>Freq: 129.380 (All Levels). |
| △ RUKOH | 521242.83N 0054417.55W | | | | | FIR Boundary.<br>Extremity of N18. |
| Route Remarks:<br>See also ENR 1.1, paragraph 1.1.3. | | | | | | |

# ENR 3.2 AREA NAVIGATION ROUTES (continued)

| Route Designator | | Route Usage Notes | | | | | |
|---|---|---|---|---|---|---|---|
| Significant Point Name | | Significant Point Coordinates | | Waypoint: IDENT of VOR/DME BRG, DIST & ELEV of DME antenna | | | Remarks |
| (RNP/RNAV Type & Accuracy) | | MAG Track ↓ / ↑ | Geodesic Distance | Upper limit / Lower limit | IFR cruising levels max/min ↓ | IFR cruising levels max/min ↑ | Airspace Class/ Controlling Unit/ Channel/ Logon address/ SATVOICE number/ RCP & RSP limitations |
| **N19** | | | | | | | |
| △ | ADKIK | 504748.52N 0023245.46W | | | | | FRA Entry Point.<br>Westbound route only.<br>Extremity of N19. |
| (RNAV 1) | | - /258° | 21.5 NM | FL 460 / FL 195 | | even FL 430 / FL 200 | Class C.<br><br>London ACC<br>Freq: 132.840 (FL 305 and above);<br>Freq: 129.430 (Below FL 305). |
| △ | NULGU | 505216.60N 0015939.01W | | | | | |
| (RNAV 1) | | - /259° | 25.2 NM | FL 460 / FL 95 | | even FL 430 / FL 100 | FL 460/FL 195 Class C,<br>FL 195/FL 95 Class A.<br><br>London ACC<br>Freq: 132.840 (FL 305 and above);<br>Freq: 129.430 (Below FL 305). |
| △ | SOUTHAMPTON DME (SAM) | 505718.90N 0012042.20W | | | | | Extremity of N19. |

| Route Designator | | Route Usage Notes | | | | | |
|---|---|---|---|---|---|---|---|
| Significant Point Name | | Significant Point Coordinates | | Waypoint: IDENT of VOR/DME BRG, DIST & ELEV of DME antenna | | | Remarks |
| (RNP/RNAV Type & Accuracy) | | MAG Track ↓ / ↑ | Geodesic Distance | Upper limit / Lower limit | IFR cruising levels max/min ↓ | IFR cruising levels max/min ↑ | Airspace Class/ Controlling Unit/ Channel/ Logon address/ SATVOICE number/ RCP & RSP limitations |
| **N20** | | | | | | | |
| △ | KUNAV | 503054N 0010356E | | | | | Westbound route only.<br>FIR boundary.<br>For continuation see AIP France. |
| (RNAV 5) | | 263°/ - | 15.7 NM | FL 245 / FL 75 | even FL 240 / FL 80 | | FL 245/FL 195 Class C,<br>FL 195/FL 75 Class A.<br><br>London ACC<br>Freq: 128.430 (FL 145 and above);<br>Freq: 120.180 (Below FL 145). |
| △ | ELDAX | 502918.36N 0003930.42E | | | | | Intersection with M8. |
| (RNAV 5) | | 278°/ - | 41.6 NM | FL 245 / FL 85 | even FL 240 / FL 100 | | FL 245/FL 195 Class C,<br>FL 195/FL 85 Class A.<br><br>London ACC<br>Freq: 135.055 (FL 175 and above);<br>Freq: 133.180 (Below FL 175). |
| △ | NOTGI | 503510.14N 0002502.94W | | | | | |
| (RNAV 5) | | 314°/ - | 8.6 NM | FL 245 / FL 85 | even FL 240 / FL 100 | | FL 245/FL 195 Class C,<br>FL 195/FL 85 Class A.<br><br>London ACC<br>Freq: 135.055 (FL 175 and above);<br>Freq: 133.180 (Below FL 175). |
| △ | EVEXU | 504115.78N 0003440.86W | | | | | Extremity of N20.<br>Intersection with N859. |
| Route Remarks:<br>See also ENR 1.1, paragraph 1.1.3. | | | | | | | |

# ENR 3.2 AREA NAVIGATION ROUTES (continued)

| Route Designator | Route Usage Notes | | | | | |
|---|---|---|---|---|---|---|
| Significant Point Name | Significant Point Coordinates | | Waypoint: IDENT of VOR/DME BRG, DIST & ELEV of DME antenna | | | Remarks |
| (RNP/RNAV Type & Accuracy) | MAG Track ↓ / ↑ | Geodesic Distance | Upper limit / Lower limit | IFR cruising levels max/min ↓ | IFR cruising levels max/min ↑ | Airspace Class/ Controlling Unit/ Channel/ Logon address/ SATVOICE number/ RCP & RSP limitations |
| **N21** | | | | | | |
| △ CAWZE | 512227.35N 0015920.05W | | | | | Eastbound route only.<br>Extremity of N21.<br>Intersection with P2. |
| (RNAV 1) | - /118° | 18.7 NM | FL 245 / FL 105 | | odd FL 230 / FL 110 | FL 245/FL 195 Class C,<br>FL 195/FL 105 Class A.<br><br>London ACC<br>Freq: 134.755 (All Levels). |
| △ YORQI | 513118.51N 0022535.78W | | | | | Extremity of N21. |

| Route Designator | Route Usage Notes | | | | | |
|---|---|---|---|---|---|---|
| Significant Point Name | Significant Point Coordinates | | Waypoint: IDENT of VOR/DME BRG, DIST & ELEV of DME antenna | | | Remarks |
| (RNP/RNAV Type & Accuracy) | MAG Track ↓ / ↑ | Geodesic Distance | Upper limit / Lower limit | IFR cruising levels max/min ↓ | IFR cruising levels max/min ↑ | Airspace Class/ Controlling Unit/ Channel/ Logon address/ SATVOICE number/ RCP & RSP limitations |
| **N22** | | | | | | |
| △ FIMCA | 501648.49N 0033000.82W | | | | | Eastbound route only.<br>Extremity of N22. |
| (RNAV 1) | 002°/ - | 7.1 NM | FL 245 / FL 85 | even FL 240 / FL 100 | | FL 245/FL 195 Class C,<br>FL 195/FL 85 Class A.<br><br>London ACC<br>Freq: 126.080 (All Levels). |
| △ BERRY HEAD VOR/DME (BHD) | 502354.96N 0032937.28W | | | | | Extremity of N22.<br>Intersection with N864. |
| Route Remarks:<br>Due to ATC operational requirements, the cruising level allocation is inappropriate to the MAG Track. | | | | | | |

| Route Designator | Route Usage Notes | | | | | |
|---|---|---|---|---|---|---|
| Significant Point Name | Significant Point Coordinates | | Waypoint: IDENT of VOR/DME BRG, DIST & ELEV of DME antenna | | | Remarks |
| (RNP/RNAV Type & Accuracy) | MAG Track ↓ / ↑ | Geodesic Distance | Upper limit / Lower limit | IFR cruising levels max/min ↓ | IFR cruising levels max/min ↑ | Airspace Class/ Controlling Unit/ Channel/ Logon address/ SATVOICE number/ RCP & RSP limitations |
| **N24** | | | | | | |
| △ ADHAV | 515452.88N 0051348.51W | | | | | Eastbound route only.<br>Extremity of N24.<br>Intersection with P70. |
| (RNAV 1) | - /124° | 13.9 NM | FL 245 / FL 155 | | odd FL 230 / FL 170 | FL 245/FL 195 Class C,<br>FL 195/FL 155 Class A.<br><br>London ACC<br>Freq: 129.380 (All Levels). |
| △ GUBJE | 520227.50N 0053242.80W | | | | | |
| (RNAV 5) | - /159° | 13.0 NM | FL 245 / FL 155 | | odd FL 230 / FL 170 | FL 245/FL 195 Class C,<br>FL 195/FL 155 Class A.<br><br>London ACC<br>Freq: 129.380 (All Levels). |
| △ BAKUR | 521429.61N 0054048.81W | | | | | FIR Boundary.<br>Extremity of N24. |
| Route Remarks:<br>See also ENR 1.1, paragraph 1.1.3. | | | | | | |

# ENR 3.2 AREA NAVIGATION ROUTES (continued)

| Route Designator | Route Usage Notes | | | | | |
|---|---|---|---|---|---|---|
| Significant Point Name | Significant Point Coordinates | | Waypoint: IDENT of VOR/DME BRG, DIST & ELEV of DME antenna | | | Remarks |
| (RNP/RNAV Type & Accuracy) | MAG Track ↓ / ↑ | Geodesic Distance | Upper limit / Lower limit | IFR cruising levels max/min ↓ | IFR cruising levels max/min ↑ | Airspace Class/ Controlling Unit/ Channel/ Logon address/ SATVOICE number/ RCP & RSP limitations |
| **N27** | | | | | | |
| △ ICTAM | 513137.37N 0010948.12W | | | | | Westbound route only.<br>Extremity of N27.<br>Intersection with L179, Q63 and T421. |
| (RNAV 5) | - /224° | 8.5 NM | FL 460 / FL 75 | | even FL 430 / FL 80 | FL 460/FL 195 Class C,<br>FL 195/FL 75 Class A.<br><br>London ACC<br>Freq: 134.460 (FL 305 and above);<br>Freq: 132.165 (Below FL 305 to FL 215);<br>Freq: 135.805 (Below FL 215 to FL 155);<br>Freq: 134.125 (Below FL 155). |
| △ DEGGE | 513740.40N 0010009.12W | | | | | |
| (RNAV 5) | - /225° | 7.5 NM | FL 460 / FL 75 | | even FL 430 / FL 80 | FL 460/FL 195 Class C,<br>FL 195/FL 75 Class A.<br><br>London ACC<br>Freq: 134.460 (FL 305 and above);<br>Freq: 132.165 (Below FL 305 to FL 215);<br>Freq: 121.030 (Below FL 215 to FL 165);<br>Freq: 121.280 (Below FL 165 to FL 125);<br>Freq: 119.780 (Below FL 125). |
| △ RODNI | 514256.50N 0005141.83W | | CPT R044 19.0 NM 498 FT | | | |
| (RNAV 5) | - /225° | 3.8 NM | FL 460 / FL 75 | | even FL 430 / FL 80 | FL 460/FL 195 Class C,<br>FL 195/FL 75 Class A.<br><br>London ACC<br>Freq: 134.460 (FL 305 and above);<br>Freq: 132.165 (Below FL 305 to FL 215);<br>Freq: 121.030 (Below FL 215 to FL 165);<br>Freq: 121.280 (Below FL 165 to FL 125);<br>Freq: 119.780 (Below FL 125). |
| △ HENTON NDB (HEN) | 514535.07N 0004725.05W | | | | | Intersection with N84. |
| (RNAV 5) | - /271° | 22.5 NM | FL 460 / FL 75 | | even FL 430 / FL 80 | FL 460/FL 195 Class C,<br>FL 195/FL 75 Class A.<br><br>London ACC<br>Freq: 134.460 (FL 305 and above);<br>Freq: 132.165 (Below FL 305 to FL 215);<br>Freq: 129.080 (Below FL 215 to FL 165);<br>Freq: 119.780 (Below FL 165). |
| △ SAXBI | 514504.03N 0001113.77W | | | | | Extremity of N27. |

# ENR 3.2 AREA NAVIGATION ROUTES (continued)

| Route Designator | Route Usage Notes | | | | | |
|---|---|---|---|---|---|---|
| Significant Point Name | Significant Point Coordinates | | Waypoint: IDENT of VOR/DME BRG, DIST & ELEV of DME antenna | | | Remarks |
| (RNP/RNAV Type & Accuracy) | MAG Track ↓ / ↑ | Geodesic Distance | Upper limit / Lower limit | IFR cruising levels max/min ↓ | IFR cruising levels max/min ↑ | Airspace Class/ Controlling Unit/ Channel/ Logon address/ SATVOICE number/ RCP & RSP limitations |
| **N30** | | | | | | |
| △ ADHAV | 515452.88N 0051348.51W | | | | | Eastbound route only.<br>Extremity of N30.<br>Intersection with P70. |
| (RNAV 1) | - /095° | 37.5 NM | FL 245 / FL 155 | | odd FL 230 / FL 170 | FL 245/FL 195 Class C,<br>FL 195/FL 155 Class A.<br><br>Between BANBA and the eastern boundary of the BANBA CTA (515653N 0060559W):<br>ATS delegated to Shannon ACC at FL 195 and above.<br><br>Shannon ACC<br>Freq: 132.150 (FL 195 and above);<br>London ACC<br>Freq: 129.380 (Below FL 195).<br><br>Between the eastern boundary of the BANBA CTA (515653N 0060559W) and ADHAV:<br>London ACC<br>Freq: 129.380 (All Levels). |
| △ BANBA | 515710.10N 0061420.59W | | | | | FIR Boundary.<br>Extremity of N30. |
| Route Remarks:<br>See also ENR 1.1, paragraph 1.1.3. | | | | | | |

| Route Designator | Route Usage Notes | | | | | |
|---|---|---|---|---|---|---|
| Significant Point Name | Significant Point Coordinates | | Waypoint: IDENT of VOR/DME BRG, DIST & ELEV of DME antenna | | | Remarks |
| (RNP/RNAV Type & Accuracy) | MAG Track ↓ / ↑ | Geodesic Distance | Upper limit / Lower limit | IFR cruising levels max/min ↓ | IFR cruising levels max/min ↑ | Airspace Class/ Controlling Unit/ Channel/ Logon address/ SATVOICE number/ RCP & RSP limitations |
| **N34** | | | | | | |
| △ NEVRI | 540406.03N 0061611.42W | | | | | Northbound route only.<br>FIR Boundary.<br>For continuation see AIP Ireland. |
| (RNAV 5) | 004°/ - | 13.5 NM | FL 255 / FL 75 | odd FL 250 / FL 90 | | FL 255/FL 195 Class C,<br>FL 195/FL 75 Class D.<br><br>Scottish ACC<br>Freq: 123.775 (All Levels). |
| △ ABSUN | 541732.20N 0061517.74W | | | | | |
| (RNAV 5) | 004°/ - | 22.2 NM | FL 255 / FL 55 | odd FL 250 / FL 70 | | FL 255/FL 195 Class C,<br>FL 195/FL 55 Class D.<br><br>Scottish ACC<br>Freq: 123.775 (All Levels). |
| △ BELZU | 543940.00N 0061348.00W | | | | | Extremity of N34. |
| Route Remarks:<br>See also ENR 1.1, paragraph 1.1.3. | | | | | | |

# ENR 3.2 AREA NAVIGATION ROUTES (continued)

| Route Designator | Route Usage Notes | | | | | |
|---|---|---|---|---|---|---|
| **Significant Point Name** | **Significant Point Coordinates** | | **Waypoint: IDENT of VOR/DME BRG, DIST & ELEV of DME antenna** | | | **Remarks** |
| **(RNP/RNAV Type & Accuracy)** | **MAG Track ↓ / ↑** | **Geodesic Distance** | **Upper limit / Lower limit** | **IFR cruising levels max/min** | | **Airspace Class/ Controlling Unit/ Channel/ Logon address/ SATVOICE number/ RCP & RSP limitations** |
| | | | | **↓** | **↑** | |
| **N38** | | | | | | |
| △ AVTIC | 524304.81N 0030757.93W | | | | | Eastbound route only.<br>Extremity of N38. |
| (RNAV 5) | 025°/ - | 11.9 NM | FL 245 / FL 155 | even<br>FL 240 /<br>FL 160 | | FL 245/FL 195 Class C,<br>FL 195/FL 155 Class A.<br><br>London ACC<br>Freq: 133.600 (All Levels). |
| △ ANJAK | 525350.17N 0025933.44W | | | | | FRA Exit Point. |
| (RNAV 5) | 021°/ - | 11.5 NM | FL 460 / FL 155 | even<br>FL 430 /<br>FL 160 | | FL 460/FL 195 Class C,<br>FL 195/FL 155 Class A.<br><br>London ACC<br>Freq: 132.860 (FL 335 and above);<br>Freq: 135.580 (Below FL 335 to FL 285).<br><br>Scottish ACC<br>Freq: 118.780 (Below FL 285 to FL 195);<br>Freq: 128.055 (Below FL 195). |
| △ NOKIN | 530436.00N 0025258.25W | | | | | Extremity of N38.<br>Intersection with (U)P16 and (U)P17. |
| Route Remarks:<br>Due to ATC operational requirements, the cruising level allocation is inappropriate to the MAG Track. | | | | | | |

| Route Designator | Route Usage Notes | | | | | |
|---|---|---|---|---|---|---|
| **Significant Point Name** | **Significant Point Coordinates** | | **Waypoint: IDENT of VOR/DME BRG, DIST & ELEV of DME antenna** | | | **Remarks** |
| **(RNP/RNAV Type & Accuracy)** | **MAG Track ↓ / ↑** | **Geodesic Distance** | **Upper limit / Lower limit** | **IFR cruising levels max/min** | | **Airspace Class/ Controlling Unit/ Channel/ Logon address/ SATVOICE number/ RCP & RSP limitations** |
| | | | | **↓** | **↑** | |
| **N40** | | | | | | |
| △ KLAKI | 502216.59N 0030754.14W | | | | | Eastbound route only.<br>Extremity of N40.<br>Intersection with L149. |
| (RNAV 1) | - /170° | 23.7 NM | FL 245 / FL 105 | | odd<br>FL 230 /<br>FL 110 | FL 245/FL 195 Class C,<br>FL 195/FL 105 Class A.<br><br>London ACC<br>Freq: 126.080 (All Levels). |
| △ SIDHO | 504538.88N 0031417.65W | | | | | Intersection with N862. |
| (RNAV 1) | - /179° | 19.2 NM | FL 245 / FL 105 | | odd<br>FL 230 /<br>FL 110 | FL 245/FL 195 Class C,<br>FL 195/FL 105 Class A.<br><br>0600-2300 (0500-2200)<br>London ACC<br>Freq: 126.080 (FL 165 and above);<br>Cardiff APP<br>Freq: 125.855 (Below FL 165).<br><br>2300-0600 (2200-0500)<br>London ACC<br>Freq: 126.080 (All Levels). |
| △ LUFMA | 510448.01N 0031438.16W | | | | | The base level change at LUFMA is coincident with the western boundary of Berry Head CTA 2. |

# ENR 3.2 AREA NAVIGATION ROUTES (continued)

| Route Designator | Route Usage Notes | | | | | |
|---|---|---|---|---|---|---|
| Significant Point Name | Significant Point Coordinates | | Waypoint: IDENT of VOR/DME BRG, DIST & ELEV of DME antenna | | | Remarks |
| (RNP/RNAV Type & Accuracy) | MAG Track ↓ / ↑ | Geodesic Distance | Upper limit / Lower limit | IFR cruising levels max/min ↓ | IFR cruising levels max/min ↑ | Airspace Class/ Controlling Unit/ Channel/ Logon address/ SATVOICE number/ RCP & RSP limitations |
| (RNAV 1) | - /144° | 7.4 NM | FL 245 / FL 65 | | odd FL 230 / FL 70 | FL 245/FL 195 Class C,<br>FL 195/FL 65 Class A.<br><br>0600-2300 (0500-2200)<br>London ACC<br>Freq: 126.080 (FL 165 and above);<br>Cardiff APP<br>Freq: 125.855 (Below FL 165).<br><br>2300-0600 (2200-0500)<br>London ACC<br>Freq: 126.080 (All Levels). |
| △ EXMOR | 511042.76N 0032135.11W | | BHD R007 47.1 NM 218 FT | | | Extremity of N40. |
| Route Remarks:<br>CDR Fri 1700 - Mon 0745 (0645). | | | | | | |

| Route Designator | Route Usage Notes | | | | | |
|---|---|---|---|---|---|---|
| Significant Point Name | Significant Point Coordinates | | Waypoint: IDENT of VOR/DME BRG, DIST & ELEV of DME antenna | | | Remarks |
| (RNP/RNAV Type & Accuracy) | MAG Track ↓ / ↑ | Geodesic Distance | Upper limit / Lower limit | IFR cruising levels max/min ↓ | IFR cruising levels max/min ↑ | Airspace Class/ Controlling Unit/ Channel/ Logon address/ SATVOICE number/ RCP & RSP limitations |
| **N42** | | | | | | |
| △ MIDJO | 524754.42N 0024827.24W | | | | | Eastbound route only.<br>Extremity of N42.<br>Intersection with P17.<br>Base level change is aligned with PEPZE CTA 6. |
| (RNAV 1) | - /142° | 11.8 NM | FL 245 / FL 95 | | odd FL 230 / FL 110 | FL 245/FL 195 Class C,<br>FL 195/FL 95 Class A.<br><br>London ACC<br>Freq: 133.600 (All Levels). |
| △ ELLIQ | 525706.48N 0030030.80W | | | | | |
| (RNAV 1) | - /142° | 8.8 NM | FL 245 / FL 65 | | odd FL 230 / FL 70 | FL 245/FL 195 Class C,<br>FL 195/FL 65 Class A.<br><br>Scottish ACC<br>Freq: 118.780 (FL 195 and above);<br>Freq: 128.055 (Below FL 195). |
| △ REXAM | 530400.00N 0030937.21W | | WAL R183 19.6 NM 55 FT | | | Extremity of N42. |

| Route Designator | Route Usage Notes | | | | | |
|---|---|---|---|---|---|---|
| Significant Point Name | Significant Point Coordinates | | Waypoint: IDENT of VOR/DME BRG, DIST & ELEV of DME antenna | | | Remarks |
| (RNP/RNAV Type & Accuracy) | MAG Track ↓ / ↑ | Geodesic Distance | Upper limit / Lower limit | IFR cruising levels max/min ↓ | IFR cruising levels max/min ↑ | Airspace Class/ Controlling Unit/ Channel/ Logon address/ SATVOICE number/ RCP & RSP limitations |
| **N44** | | | | | | |
| GIGUL | 543626.27N 0031009.89E | | | | | Westbound route only.<br>Extremity of N44. |
| (RNAV 5) | 333°/ - | 10.0 NM | FL 460 / FL 245 | even FL 430 / FL 260 | | Class C.<br><br>Scottish ACC<br>Freq: 121.325 (All Levels). |

# ENR 3.2 AREA NAVIGATION ROUTES (continued)

| Route Designator | Route Usage Notes | | | | | |
|---|---|---|---|---|---|---|
| **Significant Point Name** | **Significant Point Coordinates** | | **Waypoint: IDENT of VOR/DME BRG, DIST & ELEV of DME antenna** | | | **Remarks** |
| **(RNP/RNAV Type & Accuracy)** | **MAG Track ↓ / ↑** | **Geodesic Distance** | **Upper limit / Lower limit** | **IFR cruising levels max/min** | | **Airspace Class/ Controlling Unit/ Channel/ Logon address/ SATVOICE number/ RCP & RSP limitations** |
| | | | | ↓ | ↑ | |
| △ ODMOS | 544526.32N 0030252.23E | | | | | Intersection with P58. |
| (RNAV 5) | 335°/ - | 21.3 NM | FL 460 / FL 245 | even FL 430 / FL 260 | | Class C.<br><br>Scottish ACC<br>Freq: 121.325 (All Levels). |
| △ NOBDO | 550453.28N 0024747.63E | | | | | Intersection with UP59. |
| (RNAV 5) | 326°/ - | 24.3 NM | FL 460 / FL 245 | even FL 430 / FL 260 | | Class C.<br><br>Scottish ACC<br>Freq: 121.325 (All Levels). |
| △ UPNAL | 552516.67N 0022451.00E | | | | | FRA Entry Point.<br>Extremity of N44. |

| Route Designator | Route Usage Notes | | | | | |
|---|---|---|---|---|---|---|
| **Significant Point Name** | **Significant Point Coordinates** | | **Waypoint: IDENT of VOR/DME BRG, DIST & ELEV of DME antenna** | | | **Remarks** |
| **(RNP/RNAV Type & Accuracy)** | **MAG Track ↓ / ↑** | **Geodesic Distance** | **Upper limit / Lower limit** | **IFR cruising levels max/min** | | **Airspace Class/ Controlling Unit/ Channel/ Logon address/ SATVOICE number/ RCP & RSP limitations** |
| | | | | ↓ | ↑ | |
| **N57** | | | | | | |
| △ DEVAL | 505125.35N 0012800.00E | | | | | Westbound route only btn DEVAL and SAPCO.<br>FIR Boundary. |
| (RNAV 5) | 308°/ - | 19.6 NM | FL 245 / FL 75 | even FL 240 / FL 80 | | FL 245/FL 195 Class C,<br>FL 195/FL 75 Class A.<br><br>London ACC<br>Freq: 134.905 (FL 195 and above);<br>Freq: 135.325 (Below FL 195). |
| △ SANDY | 510350.81N 0010403.13E | | DET R128 22.9 NM 645 FT | | | |
| (RNAV 5) | 308°/ - | 22.9 NM | FL 245 / FL 95 | even FL 240 / FL 100 | | FL 245/FL 195 Class C,<br>FL 195/FL 95 Class A.<br><br>London ACC<br>Freq: 134.905 (FL 195 and above);<br>Freq: 120.530 (Below FL 195). |
| △ DETLING DME (DET) | 511814.41N 0003550.19E | | | | | |
| (RNAV 5) | 320°/ - | 26.5 NM | FL 245 / FL 95 | even FL 240 / FL 100 | | FL 245/FL 195 Class C,<br>FL 195/FL 95 Class A.<br><br>London ACC<br>Freq: 134.905 (All Levels). |

# ENR 3.2 AREA NAVIGATION ROUTES (continued)

| Route Designator | Route Usage Notes | | | | | |
|---|---|---|---|---|---|---|
| Significant Point Name | Significant Point Coordinates | | Waypoint: IDENT of VOR/DME BRG, DIST & ELEV of DME antenna | | | Remarks |
| (RNP/RNAV Type & Accuracy) | MAG Track ↓ / ↑ | Geodesic Distance | Upper limit / Lower limit | IFR cruising levels max/min ↓ | IFR cruising levels max/min ↑ | Airspace Class/ Controlling Unit/ Channel/ Logon address/ SATVOICE number/ RCP & RSP limitations |
| △ LAMBOURNE DME (LAM) | 513845.69N 0000906.13E | | | | | |
| (RNAV 5) | 314°/ - | 51.9 NM | FL 245 / FL 95 | even FL 240 / FL 100 | | FL 245/FL 195 Class C,<br>FL 195/FL 95 Class A.<br><br>Between LAM and 15 NM from LAM:<br>London ACC<br>Freq: 132.605 (FL 215 and above);<br>Freq: 127.955 (Below FL 215 to FL 155);<br>Freq: 129.280 (Below FL 155 to FL 115);<br>Freq: 118.825 (Below FL 115).<br><br>Between 15 NM from LAM and 22 NM from LAM:<br>London ACC<br>Freq: 132.605 (FL 215 and above);<br>Freq: 130.925 (Below FL 215 to FL 165);<br>Freq: 129.280 (Below FL 165).<br><br>Between 22 NM from LAM and 38 NM from LAM:<br>London ACC<br>Freq: 127.105 (FL 215 and above);<br>Freq: 130.925 (Below FL 215).<br><br>Between 38 NM from LAM and WELIN:<br>London ACC<br>Freq: 127.105 (FL 195 and above);<br>Freq: 130.925 (Below FL 195). |
| △ WELIN | 521450.25N 0005108.41W | | HON R101 30.6 NM 435 FT | | | Intersection with T420. |
| (RNAV 5) | 313°/ - | 25.6 NM | FL 245 / FL 75 | even FL 240 / FL 80 | | FL 245/FL 195 Class C,<br>FL 195/FL 75 Class A.<br><br>Between WELIN and abm Birmingham:<br>London ACC<br>Freq: 127.105 (FL 195 and above);<br>Freq: 130.925 (Below FL 195).<br><br>Between abm Birmingham and SAPCO:<br>London ACC<br>Freq: 127.105 (FL 195 and above);<br>Scottish ACC<br>Freq: 119.530 (Below FL 195). |
| △ SAPCO | 523225N 0012125W | | HON R045 15.8 NM 435 FT | | | Intersection with Y53. |
| (RNAV 5) | 340°/160° | 32.9 NM | FL 245 / FL 65 | even FL 240 / FL 80 | odd FL 230 / FL 70 | FL 245/FL 195 Class C,<br>FL 195/FL 65 Class A.<br><br>FL 140 not available between SAPCO and TNT.<br>London ACC<br>Freq: 127.105 (Above FL 195);<br>Scottish ACC<br>Freq: 119.530 (Below FL 195). |

# ENR 3.2 AREA NAVIGATION ROUTES (continued)

| Route Designator | Route Usage Notes | | | | | |
|---|---|---|---|---|---|---|
| **Significant Point Name** | **Significant Point Coordinates** | | **Waypoint: IDENT of VOR/DME BRG, DIST & ELEV of DME antenna** | | | **Remarks** |
| **(RNP/RNAV Type & Accuracy)** | **MAG Track ↓ / ↑** | **Geodesic Distance** | **Upper limit / Lower limit** | **IFR cruising levels max/min** | | **Airspace Class/ Controlling Unit/ Channel/ Logon address/ SATVOICE number/ RCP & RSP limitations** |
| | | | | **↓** | **↑** | |
| △ TRENT DME (TNT) | 530314.23N 0014011.90W | | | | | Intersection with L28 and M868. |
| (RNAV 5) | 340°/160° | 7.2 NM | FL 245 / FL 75 | even FL 240 / FL 80 | odd FL 230 / FL 90 | FL 245/FL 195 Class C,<br>FL 195/FL 75 Class A.<br><br>Dual designation with M868 btn TNT and TIPIL.<br><br>Scottish ACC<br>Freq: 118.780 (FL 195 and above);<br>Freq: 119.530 (Below FL 195). |
| ← △ TIPIL | 531000.00N 0014423.13W | | | | | |
| (RNAV 5) | 340°/160° | 22.7 NM | FL 245 / FL 75 | even FL 240 / FL 80 | odd FL 230 / FL 90 | FL 245/FL 195 Class C,<br>FL 195/FL 75 Class A.<br><br>Scottish ACC<br>Freq: 118.780 (FL 195 and above);<br>Freq: 119.530 (Below FL 195). |
| △ DENBY | 533112.53N 0015740.39W | | POL R159 14.4 NM 1438 FT | | | Intersection with L975. |
| (RNAV 5) | 340°/160° | 14.4 NM | FL 245 / FL 75 | even FL 240 / FL 80 | odd FL 230 / FL 90 | FL 245/FL 195 Class C,<br>FL 195/FL 75 Class A.<br><br>Scottish ACC<br>Freq: 118.780 (FL 195 and above);<br>Freq: 135.715 (Below FL 195). |
| △ POLE HILL VOR/DME (POL) | 534437.60N 0020611.83W | | | | | Eastbound route only btn DCS and POL.<br>Intersection with P18. |
| (RNAV 5) | - /144° | 10.0 NM | FL 245 / 4500 FT ALT | | odd FL 230 / FL 90 | FL 245/FL 195 Class C,<br>FL 195/Alt 4500 FT Class A.<br><br>Scottish ACC<br>Freq: 118.780 (FL 195 and above);<br>Freq: 135.715 (Below FL 195). |
| △ BAMEP | 535242N 0021609W | | | | | |
| (RNAV 5) | - /144° | 10.0 NM | FL 245 / FL 55 | | odd FL 230 / FL 90 | FL 245/FL 195 Class C,<br>FL 195/FL 55 Class A.<br><br>Scottish ACC<br>Freq: 118.780 (FL 195 and above);<br>Freq: 135.715 (Below FL 195). |
| △ SETEL | 540044.64N 0022608.71W | | POL R323 20.0 NM 1438 FT | | | |
| (RNAV 5) | - /144° | 6.0 NM | FL 245 / FL 75 | | odd FL 230 / FL 90 | FL 245/FL 195 Class C,<br>FL 195/FL 75 Class A.<br><br>Scottish ACC<br>Freq: 118.780 (FL 195 and above);<br>Freq: 135.715 (Below FL 195). |
| △ OLPOP | 540532N 0023208W | | | | | |
| (RNAV 5) | - /144° | 10.1 NM | FL 245 / FL 75 | | odd FL 230 / FL 90 | FL 245/FL 195 Class C,<br>FL 195/FL 75 Class A.<br>(Variable lower limit)<br><br>Scottish ACC<br>Freq: 118.780 (FL 195 and above);<br>Freq: 135.715 (Below FL 195). |

# ENR 3.2 AREA NAVIGATION ROUTES (continued)

| Route Designator | Route Usage Notes | | | | | |
|---|---|---|---|---|---|---|
| Significant Point Name | Significant Point Coordinates | | Waypoint: IDENT of VOR/DME BRG, DIST & ELEV of DME antenna | | | Remarks |
| (RNP/RNAV Type & Accuracy) | MAG Track ↓ / ↑ | Geodesic Distance | Upper limit / Lower limit | IFR cruising levels max/min ↓ | IFR cruising levels max/min ↑ | Airspace Class/ Controlling Unit/ Channel/ Logon address/ SATVOICE number/ RCP & RSP limitations |
| △ IPNOX | 541340N 0024222W | | | | | |
| (RNAV 5) | - /144° | 37.1 NM | FL 245 / FL 95 | | odd FL 230 / FL 110 | FL 245/FL 195 Class C,<br>FL 195/FL 95 Class A.<br>(Variable lower limit)<br><br>Scottish ACC<br>Freq: 118.780 (FL 195 and above);<br>Freq: 135.715 (Below FL 195). |
| △ DEAN CROSS DME (DCS) | 544318.88N 0032026.30W | | | | | Extremity of N57. |
| Route Remarks:<br>Daily from 0700-2000 (0600-1900) btn DCS and OLPOP the lower limit is FL 125.<br><br>See also ENR 1.1, paragraph 1.1.3. | | | | | | |

| Route Designator | Route Usage Notes | | | | | |
|---|---|---|---|---|---|---|
| Significant Point Name | Significant Point Coordinates | | Waypoint: IDENT of VOR/DME BRG, DIST & ELEV of DME antenna | | | Remarks |
| (RNP/RNAV Type & Accuracy) | MAG Track ↓ / ↑ | Geodesic Distance | Upper limit / Lower limit | IFR cruising levels max/min ↓ | IFR cruising levels max/min ↑ | Airspace Class/ Controlling Unit/ Channel/ Logon address/ SATVOICE number/ RCP & RSP limitations |
| **N58** | | | | | | |
| △ KARNO | 525339.55N 0025354.05W | | | | | FRA Entry Point.<br>Westbound route only.<br>Extremity of N58.<br>Intersection with N862. |
| (RNAV 5) | - /207° | 38.6 NM | FL 460 / FL 145 | | odd FL 450 / FL 150 | Between BARTN and 530626N 0024335W:<br>Class C.<br><br>Between 530626N 0024335W and KARNO:<br>FL 460/FL 195 Class C,<br>FL 195/FL 145 Class A.<br><br>London ACC<br>Freq: 132.860 (FL 335 and above);<br>Freq: 135.580 (Below FL 335 to FL 285).<br><br>Scottish ACC<br>Freq: 118.780 (Below FL 285 to FL 195);<br>Freq: 128.055 (Below FL 195). |
| △ BARTN | 532814.17N 0022541.11W | | POL R215 20.1 NM 1438 FT | | | Extremity of N58. |
| Route Remarks:<br>Due to ATC operational requirements, the cruising level allocation is inappropriate to the MAG Track. | | | | | | |

# ENR 3.2 AREA NAVIGATION ROUTES (continued)

| Route Designator | Route Usage Notes | | | | | |
|---|---|---|---|---|---|---|
| **Significant Point Name** | **Significant Point Coordinates** | | **Waypoint: IDENT of VOR/DME BRG, DIST & ELEV of DME antenna** | | | **Remarks** |
| **(RNP/RNAV Type & Accuracy)** | **MAG Track ↓ / ↑** | **Geodesic Distance** | **Upper limit / Lower limit** | **IFR cruising levels max/min** | | **Airspace Class/ Controlling Unit/ Channel/ Logon address/ SATVOICE number/ RCP & RSP limitations** |
| | | | | **↓** | **↑** | |
| **N63** | | | | | | |
| △ LELNA | 495856.80N 0020623.42W | | | | | Westbound route only.<br>FIR/UIR Boundary.<br>Extremity of N63. |
| (RNAV 1) | - /207° | 50.3 NM | FL 460 / FL 105 | | odd FL 450 / FL 210<br>even FL 200 / FL 120 | FL 460/FL 195 Class C,<br>FL 195/FL 105 Class A.<br><br>Between LELNA and abeam NEDUL:<br>London ACC<br>Freq: 129.430 (All Levels).<br><br>Between abeam NEDUL and OLGUD:<br>London ACC<br>Freq: 132.840 (FL 305 and above);<br>Freq: 129.430 (Below FL 305). |
| △ OLGUD | 504356.27N 0013121.75W | | | | | |
| (RNAV 1) | - /207° | 15.0 NM | FL 460 / FL 105 | | odd FL 450 / FL 210<br>even FL 200 / FL 120 | FL 460/FL 195 Class C,<br>FL 195/FL 105 Class A.<br><br>Between OLGUD and 6 NM from OLGUD:<br>London ACC<br>Freq: 132.840 (FL 305 and above);<br>Freq: 129.430 (Below FL 305).<br><br>Between 6 NM from OLGUD and SAM:<br>London ACC<br>Freq: 132.840 (FL 305 and above);<br>Freq: 129.430 (Below FL 305 to FL 155);<br>Freq: 129.080 (Below FL 155). |
| △ SOUTHAMPTON DME (SAM) | 505718.90N 0012042.20W | | | | | Intersection with L620, M140, N19, N621, N866, Y8 and Z171. |
| (RNAV 1) | - /247° | 15.7 NM | FL 460 / FL 75 | | even FL 430 / FL 80 | FL 460/FL 195 Class C,<br>FL 195/FL 75 Class A.<br><br>London ACC<br>Freq: 132.840 (FL 305 and above);<br>Freq: 129.430 (Below FL 305 to FL 175);<br>Freq: 133.175 (Below FL 175). |
| △ VOUGA | 510332.85N 0005750.20W | | | | | |
| (RNAV 1) | - /247° | 17.7 NM | FL 460 / FL 75 | | even FL 430 / FL 80 | FL 460/FL 195 Class C,<br>FL 195/FL 75 Class A.<br><br>London ACC<br>Freq: 132.840 (FL 305 and above);<br>Freq: 132.165 (Below FL 305 to FL 215);<br>Freq: 127.955 (Below FL 215 to FL 175);<br>Freq: 133.175 (Below FL 175). |
| △ IMVUR | 511028.90N 0003156.40W | | | | | Extremity of N63. |

Route Remarks:
SAM - LELNA CDR above FL 195 H24.
Rest of N63 - PERM.

Due to ATC operational requirements, the cruising level allocation between SAM and LELNA above FL 200 is inappropriate to the MAG Track.

See also ENR 1.1, paragraph 1.1.3.

# ENR 3.2 AREA NAVIGATION ROUTES (continued)

| Route Designator | Route Usage Notes | | | | | |
|---|---|---|---|---|---|---|
| Significant Point Name | Significant Point Coordinates | | Waypoint: IDENT of VOR/DME BRG, DIST & ELEV of DME antenna | | | Remarks |
| (RNP/RNAV Type & Accuracy) | MAG Track ↓ / ↑ | Geodesic Distance | Upper limit / Lower limit | IFR cruising levels max/min ↓ | IFR cruising levels max/min ↑ | Airspace Class/ Controlling Unit/ Channel/ Logon address/ SATVOICE number/ RCP & RSP limitations |
| **N80** | | | | | | |
| △ OZZIL | 513821.34N 0022549.17W | | | | | Westbound route only.<br>Extremity of N80. |
| (RNAV 1) | 288°/ - | 34.7 NM | FL 245 / FL 155 | even FL 240 / FL 160 | | FL 245/FL 195 Class C,<br>FL 195/FL 155 Class A.<br><br>0600-2300 (0500-2200)<br>London ACC<br>Freq: 134.755 (Above FL 165);<br>Cardiff APP<br>Freq: 125.855 (FL 165 and below).<br><br>2300-0600 (2200-0500)<br>London ACC<br>Freq: 134.755 (All Levels). |
| △ ARPAK | 514844.64N 0031905.48W | | | | | Extremity of N80.<br>Intersection with L9. |

| Route Designator | Route Usage Notes | | | | | |
|---|---|---|---|---|---|---|
| Significant Point Name | Significant Point Coordinates | | Waypoint: IDENT of VOR/DME BRG, DIST & ELEV of DME antenna | | | Remarks |
| (RNP/RNAV Type & Accuracy) | MAG Track ↓ / ↑ | Geodesic Distance | Upper limit / Lower limit | IFR cruising levels max/min ↓ | IFR cruising levels max/min ↑ | Airspace Class/ Controlling Unit/ Channel/ Logon address/ SATVOICE number/ RCP & RSP limitations |
| **N83** | | | | | | |
| △ OFSOX | 520145.18N 0051143.62W | | | | | Westbound route only btn OFSOX and GUBJE.<br>Extremity of N83. |
| (RNAV 5) | 274°/ - | 13.0 NM | FL 245 / FL 155 | even FL 240 / FL 160 | | FL 245/FL 195 Class C,<br>FL 195/FL 155 Class A.<br><br>London ACC<br>Freq: 129.380 (All Levels). |
| △ GUBJE | 520227.50N 0053242.80W | | | | | |
| (RNAV 5) | 274°/094° | 18.4 NM | FL 245 / FL 155 | even FL 240 / FL 160 | odd FL 170 / FL 170 | FL 245/FL 195 Class C,<br>FL 195/FL 155 Class A.<br><br>London ACC<br>Freq: 129.380 (All Levels). |
| △ ENJEX | 520321.06N 0060227.78W | | | | | FIR Boundary.<br>Extremity of N83. |
| Route Remarks:<br>See also ENR 1.1, paragraph 1.1.3. | | | | | | |

| Route Designator | Route Usage Notes | | | | | |
|---|---|---|---|---|---|---|
| Significant Point Name | Significant Point Coordinates | | Waypoint: IDENT of VOR/DME BRG, DIST & ELEV of DME antenna | | | Remarks |
| (RNP/RNAV Type & Accuracy) | MAG Track ↓ / ↑ | Geodesic Distance | Upper limit / Lower limit | IFR cruising levels max/min ↓ | IFR cruising levels max/min ↑ | Airspace Class/ Controlling Unit/ Channel/ Logon address/ SATVOICE number/ RCP & RSP limitations |
| **N84** | | | | | | |
| △ DIDZA | 513627.71N 0012343.46W | | | | | Westbound route only.<br>Extremity of N84.<br>Intersection with N14 and P86. |

# ENR 3.2 AREA NAVIGATION ROUTES (continued)

| Route Designator | Route Usage Notes | | | | | |
|---|---|---|---|---|---|---|
| Significant Point Name | Significant Point Coordinates | | Waypoint: IDENT of VOR/DME BRG, DIST & ELEV of DME antenna | | | Remarks |
| (RNP/RNAV Type & Accuracy) | MAG Track ↓ / ↑ | Geodesic Distance | Upper limit / Lower limit | IFR cruising levels max/min ↓ | IFR cruising levels max/min ↑ | Airspace Class/ Controlling Unit/ Channel/ Logon address/ SATVOICE number/ RCP & RSP limitations |
| (RNAV 5) | - /248° | 24.4 NM | FL 460 / FL 85 | | even FL 430 / FL 100 | FL 460/FL 195 Class C,<br>FL 195/FL 85 Class A.<br><br>London ACC<br>Freq: 134.460 (FL 305 and above);<br>Freq: 132.165 (Below FL 305 to FL 215);<br>Freq: 121.030 (Below FL 215 to FL 165);<br>Freq: 121.280 (Below FL 165 to FL 125);<br>Freq: 119.780 (Below FL 125). |
| △ HENTON NDB (HEN) | 514535.07N 0004725.05W | | | | | Extremity of N84. |

| Route Designator | Route Usage Notes | | | | | |
|---|---|---|---|---|---|---|
| Significant Point Name | Significant Point Coordinates | | Waypoint: IDENT of VOR/DME BRG, DIST & ELEV of DME antenna | | | Remarks |
| (RNP/RNAV Type & Accuracy) | MAG Track ↓ / ↑ | Geodesic Distance | Upper limit / Lower limit | IFR cruising levels max/min ↓ | IFR cruising levels max/min ↑ | Airspace Class/ Controlling Unit/ Channel/ Logon address/ SATVOICE number/ RCP & RSP limitations |
| **N90** | | | | | | |
| △ SKESO | 494929.42N 0030202.60W | | | | | Eastbound (southbound) route only.<br>Extremity of N90. |
| (RNAV 1) | - /188° | 6.1 NM | FL 245 / FL 85 | | odd FL 230 / FL 90 | FL 245/FL 195 Class C,<br>FL 195/FL 85 Class A.<br><br>London ACC<br>Freq: 126.080 (FL 195 and above).<br><br>Jersey Control<br>Freq: 125.205 (Below FL 195). |
| △ EPLEF | 495531.78N 0030044.62W | | | | | |
| (RNAV 1) | - /153° | 20.7 NM | FL 245 / FL 85 | | odd FL 230 / FL 90 | FL 245/FL 195 Class C,<br>FL 195/FL 85 Class A.<br><br>Between ENHEL and 5 NM from EPLEF:<br>London ACC<br>Freq: 126.080 (All Levels).<br><br>Between 5 NM from EPLEF and EPLEF:<br>London ACC<br>Freq: 126.080 (FL 195 and above).<br>Jersey Control<br>Freq: 125.205 (Below FL 195). |
| △ ENHEL | 501354.15N 0031523.42W | | | | | Intersection with N862. |
| (RNAV 1) | - /153° | 11.0 NM | FL 245 / FL 85 | | odd FL 230 / FL 90 | FL 245/FL 195 Class C,<br>FL 195/FL 85 Class A.<br><br>London ACC<br>Freq: 126.080 (All Levels). |
| △ ZEFIQ | 502338.06N 0032314.11W | | | | | |
| (RNAV 1) | - /153° | 7.4 NM | FL 245 / FL 85 | | odd FL 230 / FL 90 | FL 245/FL 195 Class C,<br>FL 195/FL 85 Class A.<br><br>London ACC<br>Freq: 126.080 (All Levels). |

# ENR 3.2 AREA NAVIGATION ROUTES (continued)

| Route Designator | Route Usage Notes | | | | | |
|---|---|---|---|---|---|---|
| Significant Point Name | Significant Point Coordinates | | Waypoint: IDENT of VOR/DME BRG, DIST & ELEV of DME antenna | | | Remarks |
| (RNP/RNAV Type & Accuracy) | MAG Track ↓ / ↑ | Geodesic Distance | Upper limit / Lower limit | IFR cruising levels max/min ↓ | IFR cruising levels max/min ↑ | Airspace Class/ Controlling Unit/ Channel/ Logon address/ SATVOICE number/ RCP & RSP limitations |
| △ ABBEW | 503011.88N 0032833.64W | | | | | Extremity of N90. |
| Route Remarks:<br>CDR H24.<br><br>Due to ATC operational requirements, the cruising level allocation between EPLEF and SKESO is inappropriate to the MAG Track. | | | | | | |

| Route Designator | Route Usage Notes | | | | | |
|---|---|---|---|---|---|---|
| Significant Point Name | Significant Point Coordinates | | Waypoint: IDENT of VOR/DME BRG, DIST & ELEV of DME antenna | | | Remarks |
| (RNP/RNAV Type & Accuracy) | MAG Track ↓ / ↑ | Geodesic Distance | Upper limit / Lower limit | IFR cruising levels max/min ↓ | IFR cruising levels max/min ↑ | Airspace Class/ Controlling Unit/ Channel/ Logon address/ SATVOICE number/ RCP & RSP limitations |
| **N91** | | | | | | |
| △ EPACE | 511420.88N 0033111.46W | | | | | Eastbound route only.<br>Extremity of N91. |
| (RNAV 1) | 038°/ - | 13.7 NM | FL 245 / FL 195 | odd FL 230 / FL 210 | | Class C.<br><br>London ACC<br>Freq: 134.755 (All Levels). |
| △ CARWI | 512505.88N 0031744.16W | | | | | |
| (RNAV 1) | 038°/ - | 30.9 NM | FL 245 / FL 125 | odd FL 230 / FL 130 | | FL 245/FL 195 Class C,<br>FL 195/FL 125 Class A.<br><br>0600-2300 (0500-2200)<br>London ACC<br>Freq: 134.755 (Above FL 165);<br>Cardiff APP<br>Freq: 125.855 (FL 165 and below).<br><br>2300-0600 (2200-0500)<br>London ACC<br>Freq: 134.755 (All Levels). |
| △ MULYM | 514917.14N 0024657.01W | | | | | |
| (RNAV 1) | 039°/ - | 10.6 NM | FL 245 / FL 125 | odd FL 230 / FL 130 | | Class C.<br><br>London ACC<br>Freq: 134.755 (All Levels). |
| △ FIGZI | 515734.77N 0023613.57W | | | | | Extremity of N91. |
| Route Remarks:<br>CARWI – FIGZI CDR H24.<br>Rest of N91 Perm. | | | | | | |

| Route Designator | Route Usage Notes | | | | | |
|---|---|---|---|---|---|---|
| Significant Point Name | Significant Point Coordinates | | Waypoint: IDENT of VOR/DME BRG, DIST & ELEV of DME antenna | | | Remarks |
| (RNP/RNAV Type & Accuracy) | MAG Track ↓ / ↑ | Geodesic Distance | Upper limit / Lower limit | IFR cruising levels max/min ↓ | IFR cruising levels max/min ↑ | Airspace Class/ Controlling Unit/ Channel/ Logon address/ SATVOICE number/ RCP & RSP limitations |
| **N92** | | | | | | |
| △ DAWLY | 503427.31N 0032750.23W | | | | | Extremity of N92.<br>Intersection with L149 and N864. |

# ENR 3.2 AREA NAVIGATION ROUTES (continued)

| Route Designator | Route Usage Notes | | | | | |
|---|---|---|---|---|---|---|
| **Significant Point Name** | **Significant Point Coordinates** | | **Waypoint: IDENT of VOR/DME BRG, DIST & ELEV of DME antenna** | | | **Remarks** |
| **(RNP/RNAV Type & Accuracy)** | **MAG Track ↓ / ↑** | **Geodesic Distance** | **Upper limit / Lower limit** | **IFR cruising levels max/min** | | **Airspace Class/ Controlling Unit/ Channel/ Logon address/ SATVOICE number/ RCP & RSP limitations** |
| | | | | **↓** | **↑** | |
| (RNAV 5) | 007°/187° | 14.2 NM | FL 245 / FL 65 | even FL 160 / FL 80 | odd FL 230 / FL 70 | FL 245/FL 195 Class C,<br>FL 195/FL 65 Class A.<br><br>Between DAWLY and 10 NM from DAWLY:<br>London ACC<br>Freq: 126.080 (All Levels).<br><br>Between 10 NM from DAWLY and TIVER:<br>0600-2300 (0500-2200)<br>London ACC<br>Freq: 126.080 (FL 165 and above);<br>Cardiff APP<br>Freq: 125.855 (Below FL 165).<br><br>2300-0600 (2200-0500)<br>London ACC<br>Freq: 126.080 (All Levels). |
| △ TIVER | 504832.58N 0032525.65W | | BHD R007 24.8 NM 218 FT | | | |
| (RNAV 5) | 007°/187° | 22.3 NM | FL 245 / FL 65 | even FL 160 / FL 80 | odd FL 230 / FL 70 | FL 245/FL 195 Class C,<br>FL 195/FL 65 Class A.<br><br>0600-2300 (0500-2200)<br>London ACC<br>Freq: 126.080 (FL 165 and above);<br>Cardiff APP<br>Freq: 125.855 (Below FL 165).<br><br>2300-0600 (2200-0500)<br>London ACC<br>Freq: 126.080 (All Levels). |
| △ EXMOR | 511042.76N 0032135.11W | | BHD R007 47.1 NM 218 FT | | | |
| (RNAV 1) | - /218° | 1.1 NM | FL 245 / FL 75 | | even FL 240 / FL 80 | FL 245/FL 195 Class C,<br>FL 195/FL 105 Class A,<br>FL 105/FL 75 Class D.<br><br>0600-2300 (0500-2200)<br>London ACC<br>Freq: 126.080 (FL 165 and above);<br>Cardiff APP<br>Freq: 125.855 (Below FL 165).<br><br>2300-0600 (2200-0500)<br>London ACC<br>Freq: 126.080 (All Levels). |
| △ WIGGU | 511136.66N 0032027.75W | | | | | |
| (RNAV 1) | - /218° | 13.8 NM | FL 245 / FL 125 | | even FL 240 / FL 140 | FL 245/FL 195 Class C,<br>FL 195/FL 125 Class A.<br><br>0600-2300 (0500-2200)<br>London ACC<br>Freq: 126.080 (FL 165 and above);<br>Cardiff APP<br>Freq: 125.855 (Below FL 165).<br><br>2300-0600 (2200-0500)<br>London ACC<br>Freq: 126.080 (All Levels). |
| △ PACSE | 512226.78N 0030650.70W | | | | | Intersection with N862. |

# ENR 3.2 AREA NAVIGATION ROUTES (continued)

| Route Designator | Route Usage Notes | | | | | |
|---|---|---|---|---|---|---|
| Significant Point Name | Significant Point Coordinates | | Waypoint: IDENT of VOR/DME BRG, DIST & ELEV of DME antenna | | | Remarks |
| (RNP/RNAV Type & Accuracy) | MAG Track ↓ / ↑ | Geodesic Distance | Upper limit / Lower limit | IFR cruising levels max/min | | Airspace Class/ Controlling Unit/ Channel/ Logon address/ SATVOICE number/ RCP & RSP limitations |
| | | | | ↓ | ↑ | |
| (RNAV 1) | - /218° | 13.7 NM | FL 245 / FL 125 | | even FL 240 / FL 140 | FL 245/FL 195 Class C,<br>FL 195/FL 125 Class A.<br><br>0600-2300 (0500-2200)<br>London ACC<br>Freq: 134.755 (FL 165 and above);<br>Cardiff APP<br>Freq: 125.855 (Below FL 165).<br><br>2300-0600 (2200-0500)<br>London ACC<br>Freq: 134.755 (All Levels). |
| △ ZESPE | 513309.63N 0025314.43W | | | | | |
| (RNAV 1) | - /219° | 8.3 NM | FL 245 / FL 125 | | even FL 240 / FL 140 | FL 245/FL 195 Class C,<br>FL 195/FL 125 Class A.<br><br>0600-2300 (0500-2200)<br>London ACC<br>Freq: 134.755 (FL 165 and above);<br>Cardiff APP<br>Freq: 125.855 (Below FL 165).<br><br>2300-0600 (2200-0500)<br>London ACC<br>Freq: 134.755 (All Levels). |
| △ ICCIN | 513936.80N 0024458.74W | | | | | |
| (RNAV 1) | - /219° | 8.3 NM | FL 245 / FL 125 | | even FL 240 / FL 140 | Between BUCGO and the southern boundary of Cotswold CTA 15 (514435N 0023834W):<br>Class C.<br><br>Between the southern boundary of Cotswold CTA 15 (514435N 0023834W) and ICCIN:<br>FL 245/FL 195 Class C,<br>FL 195/FL 125 Class A.<br><br>0600-2300 (0500-2200)<br>London ACC<br>Freq: 134.755 (FL 165 and above);<br>Cardiff APP<br>Freq: 125.855 (Below FL 165).<br><br>2300-0600 (2200-0500)<br>London ACC<br>Freq: 134.755 (All Levels). |
| △ BUCGO | 514606.08N 0023637.20W | | | | | Intersection with L9. |
| (RNAV 1) | - /219° | 3.8 NM | FL 245 / FL 125 | | even FL 240 / FL 140 | Class C.<br><br>London ACC<br>Freq: 134.755 (All Levels). |
| △ OKTAD | 514904.47N 0023246.30W | | | | | Intersection with N14. |
| (RNAV 1) | - /223° | 12.7 NM | FL 245 / FL 125 | | even FL 240 / FL 140 | Class C.<br><br>London ACC<br>Freq: 134.755 (All Levels). |
| △ DUCNO | 515824.34N 0021851.65W | | | | | |
| (RNAV 1) | - /223° | 13.8 NM | FL 245 / FL 75 | | even FL 240 / FL 80 | Class C.<br><br>London ACC<br>Freq: 134.755 (All Levels). |

# ENR 3.2 AREA NAVIGATION ROUTES (continued)

| Route Designator | Route Usage Notes | | | | | |
|---|---|---|---|---|---|---|
| **Significant Point Name** | **Significant Point Coordinates** | | **Waypoint: IDENT of VOR/DME BRG, DIST & ELEV of DME antenna** | | | **Remarks** |
| **(RNP/RNAV Type & Accuracy)** | **MAG Track ↓ / ↑** | **Geodesic Distance** | **Upper limit / Lower limit** | **IFR cruising levels max/min** | | **Airspace Class/ Controlling Unit/ Channel/ Logon address/ SATVOICE number/ RCP & RSP limitations** |
| | | | | ↓ | ↑ | |
| △ LUXTO | 520830.66N 0020338.38W | | | | | |
| (RNAV 1) | - /188° | 14.3 NM | FL 460 / FL 75 | | even FL 430 / FL 80 | Between BRUMI and abm PEPUL:<br>FL 460/FL 195 Class C,<br>FL 195/FL 145 Class A,<br>FL 145/FL 75 Class D.<br><br>Between abm PEPUL and LUXTO:<br>Class C.<br><br>London ACC<br>Freq: 135.255 (FL 355 and above);<br>Freq: 133.600 (Below FL 355 to FL 265);<br>Freq: 134.755 (Below FL 265 to FL 145);<br>Birmingham APP<br>Freq: 123.980 (Below FL 145). |
| △ BRUMI | 522237.21N 0020019.14W | | | | | Extremity of N92. |
| Route Remarks:<br>LUXTO – OKTAD CDR H24.<br>Rest of N92 Perm.<br><br>Due to ATC operational requirements, the cruising level allocation between DAWLY and EXMOR is inappropriate to the MAG Track. | | | | | | |

| Route Designator | Route Usage Notes | | | | | |
|---|---|---|---|---|---|---|
| **Significant Point Name** | **Significant Point Coordinates** | | **Waypoint: IDENT of VOR/DME BRG, DIST & ELEV of DME antenna** | | | **Remarks** |
| **(RNP/RNAV Type & Accuracy)** | **MAG Track ↓ / ↑** | **Geodesic Distance** | **Upper limit / Lower limit** | **IFR cruising levels max/min** | | **Airspace Class/ Controlling Unit/ Channel/ Logon address/ SATVOICE number/ RCP & RSP limitations** |
| | | | | ↓ | ↑ | |
| **N93** | | | | | | |
| △ LUXTO | 520830.66N 0020338.38W | | | | | Extremity of N93.<br>Intersection with N92. |
| (RNAV 1) | - /221° | 9.9 NM | FL 460 / FL 105 | | even FL 430 / FL 120 | FL 460/FL 195 Class C,<br>FL 195/FL 145 Class A,<br>FL 145/FL 105 Class C.<br><br>London ACC<br>Freq: 135.255 (FL 355 and above);<br>Freq: 133.600 (Below FL 355 to FL 265);<br>Freq: 134.755 (Below FL 265 to FL 145).<br><br>Birmingham APP<br>Freq: 123.980 (Below FL 145). |

# ENR 3.2 AREA NAVIGATION ROUTES (continued)

| Route Designator | Route Usage Notes | | | | | |
|---|---|---|---|---|---|---|
| Significant Point Name | Significant Point Coordinates | | Waypoint: IDENT of VOR/DME BRG, DIST & ELEV of DME antenna | | | Remarks |
| (RNP/RNAV Type & Accuracy) | MAG Track ↓ / ↑ | Geodesic Distance | Upper limit / Lower limit | IFR cruising levels max/min ↓ | IFR cruising levels max/min ↑ | Airspace Class/ Controlling Unit/ Channel/ Logon address/ SATVOICE number/ RCP & RSP limitations |
| △ PEPUL | 521603.00N 0015314.37W | | | | | |
| (RNAV 1) | - /250° | 16.6 NM | FL 460 / FL 105 | | even FL 430 / FL 120 | Between ADMEX and 521744N 0014537W:<br>FL 460/FL 195 Class C,<br>FL 195/FL 105 Class A.<br>Between 521744N 0014537W and 521620N 0015158W:<br>FL 460/FL 195 Class C,<br>FL 195/FL 145 Class A,<br>FL 145/FL 105 Class D.<br>Between 521620N 0015158W and PEPUL:<br>FL 460/FL 195 Class C,<br>FL 195/FL 145 Class A,<br>FL 145/FL 105 Class C.<br><br>London ACC<br>Freq: 135.255 (FL 355 and above);<br>Freq: 133.600 (Below FL 355 to FL 265);<br>Freq: 134.755 (Below FL 265 to FL 145).<br><br>Birmingham APP<br>Freq: 123.980 (Below FL 145). |
| △ ADMEX | 522139.20N 0012744.81W | | HON R087 7.4 NM 435 FT | | | Extremity of N93. |
| Route Remarks:<br>Tactical use only. Not available for flight planning. | | | | | | |

| Route Designator | Route Usage Notes | | | | | |
|---|---|---|---|---|---|---|
| Significant Point Name | Significant Point Coordinates | | Waypoint: IDENT of VOR/DME BRG, DIST & ELEV of DME antenna | | | Remarks |
| (RNP/RNAV Type & Accuracy) | MAG Track ↓ / ↑ | Geodesic Distance | Upper limit / Lower limit | IFR cruising levels max/min ↓ | IFR cruising levels max/min ↑ | Airspace Class/ Controlling Unit/ Channel/ Logon address/ SATVOICE number/ RCP & RSP limitations |
| **N96** | | | | | | |
| △ ROKAN | 533947.50N 0031119.84E | | | | | Extremity of N96.<br>Intersection with M982. |
| (RNAV 5) | 312°/130° | 161.8 NM | FL 460 / FL 245 | even FL 430 / FL 260 | odd FL 450 / FL 250 | Class C.<br><br>Between ROKAN and abm ERLOT:<br>Scottish ACC<br>Freq: 121.325 (All Levels).<br><br>Between abm ERLOT and EVTAR:<br>Scottish ACC<br>Freq: 126.930 (FL 255 and above);<br>Freq: 124.500 (Below FL 255). |
| △ EVTAR | 552751.18N 0001521.15W | | | | | FRA Entry/Exit Point.<br>Extremity of N96. |
| Route Remarks:<br>CDR H24. | | | | | | |

# ENR 3.2 AREA NAVIGATION ROUTES (continued)

| Route Designator | Route Usage Notes | | | | | |
|---|---|---|---|---|---|---|
| **Significant Point Name** | **Significant Point Coordinates** | | **Waypoint: IDENT of VOR/DME BRG, DIST & ELEV of DME antenna** | | | **Remarks** |
| **(RNP/RNAV Type & Accuracy)** | **MAG Track ↓ / ↑** | **Geodesic Distance** | **Upper limit / Lower limit** | **IFR cruising levels max/min** | | **Airspace Class/ Controlling Unit/ Channel/ Logon address/ SATVOICE number/ RCP & RSP limitations** |
| | | | | **↓** | **↑** | |
| **N97** | | | | | | |
| △ ROKAN | 533947.50N 0031119.84E | | | | | Extremity of N97.<br>Intersection with M982, P1. |
| (RNAV 5) | 296°/114° | 190.4 NM | FL 460 / FL 245 | even FL 430 / FL 260 | odd FL 450 / FL 250 | Class C.<br><br>Between NATEB and abm BAVDO:<br>Scottish ACC<br>Freq: 126.930 (All Levels).<br><br>Between abm BAVDO and ROKAN:<br>Scottish ACC<br>Freq: 121.325 (All Levels). |
| △ NATEB | 550218.41N 0014154.13W | | | | | Intersection with N610. |
| (RNAV 5) | 297°/116° | 63.2 NM | FL 460 / FL 245 | even FL 430 / FL 260 | odd FL 450 / FL 250 | Class C.<br><br>Scottish ACC<br>Freq: 126.930 (FL 255 and above);<br>Freq: 124.500 (Below FL 255). |
| △ TALLA VOR/DME (TLA) | 552956.84N 0032110.09W | | | | | FRA Entry/Exit Point.<br>Intersection with L602.<br>Extremity of N97. |
| Route Remarks:<br>ROKAN - NATEB CDR H24.<br>Rest of N97 - PERM. | | | | | | |

| Route Designator | Route Usage Notes | | | | | |
|---|---|---|---|---|---|---|
| **Significant Point Name** | **Significant Point Coordinates** | | **Waypoint: IDENT of VOR/DME BRG, DIST & ELEV of DME antenna** | | | **Remarks** |
| **(RNP/RNAV Type & Accuracy)** | **MAG Track ↓ / ↑** | **Geodesic Distance** | **Upper limit / Lower limit** | **IFR cruising levels max/min** | | **Airspace Class/ Controlling Unit/ Channel/ Logon address/ SATVOICE number/ RCP & RSP limitations** |
| | | | | **↓** | **↑** | |
| **N110** | | | | | | |
| △ DOLAS | 525842.96N 0010003.43E | | | | | Extremity of N110.<br>Intersection with L603. |
| (RNAV 5) | 307°/127° | 26.2 NM | FL 460 / FL 245 | even FL 430 / FL 260 | odd FL 450 / FL 250 | Class C.<br><br>London ACC<br>Freq: 126.780 (FL 355 and above);<br>Freq: 128.130 (Below FL 355 to FL 285);<br>Scottish ACC<br>Freq: 133.800 (Below FL 285). |
| △ ABTOS | 531444.92N 0002536.29E | | | | | Intersection with Y70. |
| (RNAV 5) | 307°/127° | 32.9 NM | FL 460 / FL 245 | even FL 430 / FL 260 | odd FL 450 / FL 250 | Class C.<br><br>London ACC<br>Freq: 126.780 (FL 355 and above);<br>Freq: 128.130 (Below FL 355 to FL 285);<br>Scottish ACC<br>Freq: 133.800 (Below FL 285). |

# ENR 3.2 AREA NAVIGATION ROUTES (continued)

| Route Designator | Route Usage Notes | | | | | |
|---|---|---|---|---|---|---|
| Significant Point Name | Significant Point Coordinates | | Waypoint: IDENT of VOR/DME BRG, DIST & ELEV of DME antenna | | | Remarks |
| (RNP/RNAV Type & Accuracy) | MAG Track ↓ / ↑ | Geodesic Distance | Upper limit / Lower limit | IFR cruising levels max/min ↓ | IFR cruising levels max/min ↑ | Airspace Class/ Controlling Unit/ Channel/ Logon address/ SATVOICE number/ RCP & RSP limitations |
| △ ESHIN | 533437.20N 0001813.05W | | | | | Intersection with L46. |
| (RNAV 5) | 325°/145° | 9.0 NM | FL 460 / FL 245 | even FL 430 / FL 260 | odd FL 450 / FL 250 | Class C.<br><br>London ACC<br>Freq: 126.780 (FL 355 and above);<br>Freq: 128.130 (Below FL 355 to FL 285);<br>Scottish ACC<br>Freq: 133.800 (Below FL 285). |
| △ USEKA | 534202.24N 0002645.13W | | | | | |
| (RNAV 5) | 325°/145° | 24.1 NM | FL 460 / FL 245 | even FL 430 / FL 260 | odd FL 450 / FL 250 | Class C.<br><br>London ACC<br>Freq: 126.780 (FL 355 and above);<br>Freq: 128.130 (Below FL 355 to FL 285);<br>Scottish ACC<br>Freq: 133.800 (Below FL 285). |
| △ ERKIT | 540148.85N 0004948.85W | | | | | Intersection with L602. |
| (RNAV 5) | 325°/145° | 20.2 NM | FL 460 / FL 245 | even FL 430 / FL 260 | odd FL 450 / FL 250 | Class C.<br><br>Scottish ACC<br>Freq: 126.925 (FL 285 and above);<br>Freq: 133.800 (Below FL 285). |
| △ BAVDO | 541819.73N 0010925.35W | | | | | |
| (RNAV 5) | 331°/151° | 41.6 NM | FL 460 / FL 245 | even FL 430 / FL 260 | odd FL 450 / FL 250 | Class C.<br><br>Scottish ACC<br>Freq: 126.925 (FL 255 and above);<br>Freq: 124.500 (Below FL 255). |
| △ UNTAL | 545435.20N 0014423.27W | | | | | Intersection with UP18. |
| (RNAV 5) | 331°/151° | 14.7 NM | FL 460 / FL 245 | even FL 430 / FL 260 | odd FL 450 / FL 250 | Class C.<br><br>Scottish ACC<br>Freq: 126.925 (FL 255 and above);<br>Freq: 124.500 (Below FL 255). |
| △ AGPED | 550718.90N 0015657.15W | | | | | Intersection with Y96. |
| (RNAV 5) | 329°/149° | 23.3 NM | FL 460 / FL 245 | even FL 430 / FL 260 | odd FL 450 / FL 250 | Class C.<br><br>Scottish ACC<br>Freq: 126.925 (FL 255 and above);<br>Freq: 124.500 (Below FL 255). |
| △ INVON | 552702.19N 0021835.87W | | | | | FRA Entry/Exit Point.<br>Extremity of N110. |
| Route Remarks:<br>AGPED - INVON CDR H24.<br>Rest of N110 - PERM. | | | | | | |

| Route Designator | Route Usage Notes | | | | | |
|---|---|---|---|---|---|---|
| Significant Point Name | Significant Point Coordinates | | Waypoint: IDENT of VOR/DME BRG, DIST & ELEV of DME antenna | | | Remarks |
| (RNP/RNAV Type & Accuracy) | MAG Track ↓ / ↑ | Geodesic Distance | Upper limit / Lower limit | IFR cruising levels max/min ↓ | IFR cruising levels max/min ↑ | Airspace Class/ Controlling Unit/ Channel/ Logon address/ SATVOICE number/ RCP & RSP limitations |
| **N160** | | | | | | |
| △ EVCOR | 505614.13N 0070651.86W | | | | | Extremity of N160. |

# ENR 3.2 AREA NAVIGATION ROUTES (continued)

| Route Designator | Route Usage Notes | | | | | |
|---|---|---|---|---|---|---|
| Significant Point Name | Significant Point Coordinates | | Waypoint: IDENT of VOR/DME BRG, DIST & ELEV of DME antenna | | | Remarks |
| (RNP/RNAV Type & Accuracy) | MAG Track ↓ / ↑ | Geodesic Distance | Upper limit / Lower limit | IFR cruising levels max/min ↓ | IFR cruising levels max/min ↑ | Airspace Class/ Controlling Unit/ Channel/ Logon address/ SATVOICE number/ RCP & RSP limitations |
| (RNAV 5) | 318°/139° | 25.0 NM | FL 245 / FL 135 | even FL 240 / FL 140 | odd FL 230 / FL 150 | FL 245/FL 195 Class C,<br>FL 195/FL 135 Class A.<br><br>London ACC<br>Freq: 132.950 (All Levels). |
| △ LEDGO | 511423.78N 0073404.65W | | | | | FIR Boundary.<br>Extremity of N160. |
| Route Remarks:<br>CDR H24.<br><br>See also ENR 1.1, paragraph 1.1.3. | | | | | | |

| Route Designator | Route Usage Notes | | | | | |
|---|---|---|---|---|---|---|
| Significant Point Name | Significant Point Coordinates | | Waypoint: IDENT of VOR/DME BRG, DIST & ELEV of DME antenna | | | Remarks |
| (RNP/RNAV Type & Accuracy) | MAG Track ↓ / ↑ | Geodesic Distance | Upper limit / Lower limit | IFR cruising levels max/min ↓ | IFR cruising levels max/min ↑ | Airspace Class/ Controlling Unit/ Channel/ Logon address/ SATVOICE number/ RCP & RSP limitations |
| **N514** | | | | | | |
| △ ADKIK | 504748.52N 0023245.46W | | | | | FRA Entry Point.<br>Westbound route only.<br>Extremity of N514 |
| (RNAV 1) | - /255° | 21.4 NM | FL 460 / FL 195 | | even FL 430 / FL 200 | Class C.<br><br>London ACC<br>Freq: 132.840 (FL 305 and above);<br>Freq: 129.430 (Below FL 305). |
| △ OSNUG | 505336.26N 0020013.95W | | | | | |
| (RNAV 1) | - /255° | 24.5 NM | FL 460 / FL 95 | | even FL 430 / FL 100 | FL 460/FL 195 Class C,<br>FL 195/FL 95 Class A.<br><br>London ACC<br>Freq: 132.840 (FL 305 and above);<br>Freq: 129.430 (Below FL 305). |
| △ EXARO | 510003.26N 0012249.54W | | | | | |
| (RNAV 1) | - /232° | 7.9 NM | FL 460 / FL 95 | | even FL 430 / FL 100 | FL 460/FL 195 Class C,<br>FL 195/FL 95 Class A.<br><br>London ACC<br>Freq: 132.840 (FL 305 and above);<br>Freq: 129.430 (Below FL 305 to FL 155);<br>Freq: 129.080 (Below FL 155 to FL 105);<br>Freq: 134.125 (Below FL 105). |
| △ EVTES | 510454.66N 0011257.07W | | | | | |
| (RNAV 1) | - /232° | 12.2 NM | FL 460 / FL 95 | | even FL 430 / FL 100 | FL 460/FL 195 Class C,<br>FL 195/FL 95 Class A.<br><br>London ACC<br>Freq: 132.840 (FL 305 and above);<br>Freq: 129.430 (Below FL 305 to FL 155);<br>Freq: 129.080 (Below FL 155 to FL 105);<br>Freq: 134.125 (Below FL 105). |
| △ GASGU | 511223.99N 0005736.02W | | SAM R043 21.0 NM 64 FT | | | Extremity of N514. |

# ENR 3.2 AREA NAVIGATION ROUTES (continued)

| Route Designator | Route Usage Notes | | | | | |
|---|---|---|---|---|---|---|
| Significant Point Name | Significant Point Coordinates | | Waypoint: IDENT of VOR/DME BRG, DIST & ELEV of DME antenna | | | Remarks |
| (RNP/RNAV Type & Accuracy) | MAG Track ↓ / ↑ | Geodesic Distance | Upper limit / Lower limit | IFR cruising levels max/min ↓ | IFR cruising levels max/min ↑ | Airspace Class/ Controlling Unit/ Channel/ Logon address/ SATVOICE number/ RCP & RSP limitations |
| **N546** | | | | | | |
| △ NICXI | 520046.40N 0050317.78W | | | | | Westbound route only.<br>Extremity of N546. |
| (RNAV 5) | 302°/ - | 20.1 NM | FL 245 / FL 155 | even FL 240 / FL 160 | | FL 245/FL 195 Class C,<br>FL 195/FL 155 Class A.<br><br>London ACC<br>Freq: 129.380 (All Levels). |
| △ EVTOL | 521101.34N 0053114.02W | | | | | Intersection with N12. |
| (RNAV 5) | 302°/ - | 6.8 NM | FL 245 / FL 155 | even FL 240 / FL 160 | | FL 245/FL 195 Class C,<br>FL 195/FL 155 Class A.<br><br>London ACC<br>Freq: 129.380 (All Levels). |
| △ BAKUR | 521429.61N 0054048.81W | | | | | FIR/UIR Boundary.<br>Extremity of N546. |
| Route Remarks:<br>See also ENR 1.1, paragraph 1.1.3. | | | | | | |

| Route Designator | Route Usage Notes | | | | | |
|---|---|---|---|---|---|---|
| Significant Point Name | Significant Point Coordinates | | Waypoint: IDENT of VOR/DME BRG, DIST & ELEV of DME antenna | | | Remarks |
| (RNP/RNAV Type & Accuracy) | MAG Track ↓ / ↑ | Geodesic Distance | Upper limit / Lower limit | IFR cruising levels max/min ↓ | IFR cruising levels max/min ↑ | Airspace Class/ Controlling Unit/ Channel/ Logon address/ SATVOICE number/ RCP & RSP limitations |
| **N552** | | | | | | |
| △ RUBEX | 551912.14N 0065607.21W | | | | | FIR Boundary.<br>Extremity of N552. |
| (RNAV 5) | 083°/264° | 44.5 NM | FL 255 / FL 195 | odd FL 250 / FL 210 | even FL 240 / FL 200 | Class C.<br><br>Scottish ACC<br>Freq: 127.275 (All Levels). |
| △ MACHRIHANISH DME (MAC) | 552548.08N 0053901.49W | | | | | Extremity of N552.<br>Intersection with N562. |
| Route Remarks:<br>For use by tfc climbing to or descending from the NOTA.<br><br>See also ENR 1.1, paragraph 1.1.3. | | | | | | |

| Route Designator | Route Usage Notes | | | | | |
|---|---|---|---|---|---|---|
| Significant Point Name | Significant Point Coordinates | | Waypoint: IDENT of VOR/DME BRG, DIST & ELEV of DME antenna | | | Remarks |
| (RNP/RNAV Type & Accuracy) | MAG Track ↓ / ↑ | Geodesic Distance | Upper limit / Lower limit | IFR cruising levels max/min ↓ | IFR cruising levels max/min ↑ | Airspace Class/ Controlling Unit/ Channel/ Logon address/ SATVOICE number/ RCP & RSP limitations |
| **N560** | | | | | | |
| △ GLASGOW DME (GOW) | 555213.81N 0042644.60W | | | | | Extremity of N560.<br>Intersection with L612 and L602. |
| (RNAV 5) | 009°/189° | 16.5 NM | FL 255 / FL 195 | odd FL 250 / FL 210 | even FL 240 / FL 200 | Class C.<br><br>Scottish ACC<br>Freq: 127.275 (All Levels). |

# ENR 3.2 AREA NAVIGATION ROUTES (continued)

| Route Designator | Route Usage Notes | | | | | |
|---|---|---|---|---|---|---|
| Significant Point Name | Significant Point Coordinates | | Waypoint: IDENT of VOR/DME BRG, DIST & ELEV of DME antenna | | | Remarks |
| (RNP/RNAV Type & Accuracy) | MAG Track ↓ / ↑ | Geodesic Distance | Upper limit / Lower limit | IFR cruising levels max/min | | Airspace Class/ Controlling Unit/ Channel/ Logon address/ SATVOICE number/ RCP & RSP limitations |
| | | | | ↓ | ↑ | |
| △ FOYLE | 560834.13N 0042256.41W | | GOW R008 16.5 NM 46 FT | | | |
| (RNAV 5) | 009°/189° | 19.4 NM | FL 255 / FL 195 | odd FL 250 / FL 210 | even FL 240 / FL 200 | Class C.<br><br>Scottish ACC<br>Freq: 127.275 (All Levels). |
| △ ERSON | 562747.58N 0041823.67W | | | | | |
| (RNAV 5) | 009°/189° | 14.4 NM | FL 255 / FL 125 | odd FL 250 / FL 130 | even FL 240 / FL 140 | FL 255/FL 195 Class C,<br>FL 195/FL 125 Class E and TMZ.<br><br>Scottish ACC<br>Freq: 127.275 (All Levels). |
| △ INBAS | 564200.00N 0041459.11W | | | | | |
| (RNAV 5) | 009°/189° | 11.7 NM | FL 255 / FL 105 | odd FL 250 / FL 110 | even FL 240 / FL 120 | FL 255/FL 195 Class C,<br>FL 195/FL 105 Class E and TMZ.<br><br>Scottish ACC<br>Freq: 127.275 (All Levels). |
| △ LAGAV | 565335.12N 0041210.37W | | | | | |
| (RNAV 5) | 009°/189° | 13.9 NM | FL 255 / FL 105 | odd FL 250 / FL 110 | even FL 240 / FL 120 | FL 255/FL 195 Class C,<br>FL 195/FL 105 Class E and TMZ.<br><br>Scottish ACC<br>Freq: 127.275 (All Levels). |
| △ NESDI | 570718.00N 0040848.32W | | | | | |
| (RNAV 5) | 009°/189° | 5.5 NM | FL 195 / FL 105 | odd FL 190 / FL 110 | even FL 180 / FL 120 | Class E and TMZ.<br><br>Scottish ACC<br>Freq: 127.275 (All Levels). |
| △ GUSSI | 571246.93N 0040726.86W | | INS R189 20.0 NM 42 FT | | | |
| (RNAV 5) | 009°/189° | 8.0 NM | FL 195 / FL 95 | odd FL 190 / FL 110 | even FL 180 / FL 100 | Class E and TMZ.<br><br>Scottish ACC<br>Freq: 127.275 (All Levels). |
| △ DAVOT | 572041.57N 0040528.57W | | | | | |
| (RNAV 5) | 009°/189° | 12.0 NM | FL 195 / FL 95 | odd FL 190 / FL 110 | even FL 180 / FL 100 | Class E and TMZ.<br><br>Scottish ACC<br>Freq: 127.275 (All Levels). |
| △ RIMOL | 573233.45N 0040229.55W | | | | | Intersection with Y906. |
| (RNAV 5) | 337°/157° | 23.1 NM | FL 195 / FL 95 | odd FL 190 / FL 110 | even FL 180 / FL 100 | Class E and TMZ.<br><br>Scottish ACC<br>Freq: 134.850 (All Levels). |
| △ BONBY | 575330N 0042036W | | | | | |
| (RNAV 5) | 051°/231° | 6.6 NM | FL 195 / FL 75 | odd FL 190 / FL 90 | even FL 180 / FL 80 | Class E and TMZ.<br><br>Scottish ACC<br>Freq: 134.850 (All Levels). |
| △ CHINN | 575751.00N 0041117.14W | | | | | |
| (RNAV 5) | 051°/231° | 45.6 NM | FL 195 / FL 75 | odd FL 190 / FL 90 | even FL 180 / FL 80 | Class E and TMZ.<br><br>Scottish ACC<br>Freq: 134.850 (All Levels). |

# ENR 3.2 AREA NAVIGATION ROUTES (continued)

| Route Designator | Route Usage Notes | | | | | |
|---|---|---|---|---|---|---|
| Significant Point Name | Significant Point Coordinates | | Waypoint: IDENT of VOR/DME BRG, DIST & ELEV of DME antenna | | | Remarks |
| (RNP/RNAV Type & Accuracy) | MAG Track ↓ / ↑ | Geodesic Distance | Upper limit / Lower limit | IFR cruising levels max/min ↓ | IFR cruising levels max/min ↑ | Airspace Class/ Controlling Unit/ Channel/ Logon address/ SATVOICE number/ RCP & RSP limitations |
| △ WICK VOR/DME (WIK) | 582731.74N 0030601.34W | | | | | Intersection with Y904. |
| (RNAV 5) | 013°/194° | 30.8 NM | FL 195 / FL 75 | odd FL 190 / FL 90 | even FL 180 / FL 80 | Class E and TMZ.<br><br>Scottish ACC<br>Freq: 134.850 (All Levels). |
| △ KOKAL | 585734.82N 0025338.21W | | | | | Extremity of N560. |
| Route Remarks:<br>Transponder carriage and operation required within that part of N560 notified as Class E and TMZ.<br><br>Inverness Radar provide a radar service for tfc inbound to and outbound from Inverness via N560 during the promulgated hours of Inverness Radar as published in UK AIP AD 2.EGPE AD 2.18 (and as amended by NOTAM).<br><br>Due to ATC operational requirements, the cruising level allocation between RIMOL and BONBY is inappropriate to the MAG Track.<br><br>En-route Danger Area EGD703 to the east between RIMOL and WIK. | | | | | | |

| Route Designator | Route Usage Notes | | | | | |
|---|---|---|---|---|---|---|
| Significant Point Name | Significant Point Coordinates | | Waypoint: IDENT of VOR/DME BRG, DIST & ELEV of DME antenna | | | Remarks |
| (RNP/RNAV Type & Accuracy) | MAG Track ↓ / ↑ | Geodesic Distance | Upper limit / Lower limit | IFR cruising levels max/min ↓ | IFR cruising levels max/min ↑ | Airspace Class/ Controlling Unit/ Channel/ Logon address/ SATVOICE number/ RCP & RSP limitations |
| **N562** | | | | | | |
| △ TURNBERRY DME (TRN) | 551848.28N 0044701.91W | | | | | Extremity of N562. |
| (RNAV 5) | 285°/105° | 7.6 NM | FL 255 / FL 105 | even FL 240 / FL 120 | odd FL 250 / FL 110 | FL 255/FL 195 Class C,<br>FL 195/FL 105 Class E and TMZ.<br>(See Note)<br><br>Within the confines of the Scottish TMA, N562 assumes the airspace classification of the Scottish TMA.<br><br>Scottish ACC<br>Freq: 127.275 (All Levels). |
| △ HERON | 552035.29N 0050000.00W | | | | | |
| (RNAV 5) | 285°/105° | 22.9 NM | FL 255 / FL 105 | even FL 240 / FL 120 | odd FL 250 / FL 110 | FL 255/FL 195 Class C,<br>FL 195/FL 105 Class E and TMZ.<br>(See Note)<br><br>Scottish ACC<br>Freq: 127.275 (All Levels). |
| △ MACHRIHANISH DME (MAC) | 552548.08N 0053901.49W | | | | | Intersection with N552. |
| (RNAV 5) | 287°/107° | 35.0 NM | FL 255 / FL 195 | even FL 240 / FL 200 | odd FL 250 / FL 210 | Class C.<br><br>Scottish ACC<br>Freq: 127.275 (All Levels). |
| △ AMCON | 553431.14N 0063837.46W | | | | | |
| (RNAV 5) | 287°/106° | 36.8 NM | FL 255 / FL 195 | even FL 240 / FL 200 | odd FL 250 / FL 210 | Class C.<br><br>Scottish ACC<br>Freq: 127.275 (All Levels). |

# ENR 3.2 AREA NAVIGATION ROUTES (continued)

| **Route Designator** | **Route Usage Notes** | | | | | |
|---|---|---|---|---|---|---|
| **Significant Point Name** | **Significant Point Coordinates** | | **Waypoint: IDENT of VOR/DME BRG, DIST & ELEV of DME antenna** | | | **Remarks** |
| **(RNP/RNAV Type & Accuracy)** | **MAG Track ↓ / ↑** | **Geodesic Distance** | **Upper limit / Lower limit** | **IFR cruising levels max/min** ↓ | ↑ | **Airspace Class/ Controlling Unit/ Channel/ Logon address/ SATVOICE number/ RCP & RSP limitations** |
| △ DONIB | 554309.46N 0074144.04W | | | | | |
| (RNAV 5) | 286°/105° | 79.7 NM | FL 255 / FL 195 | even FL 240 / FL 200 | odd FL 250 / FL 210 | Class C.<br><br>Scottish ACC<br>Freq: 127.275 (All Levels). |
| △ MIMKU | 560000N 0100000W | | | | | FIR Boundary.<br>Extremity of N562. |

Route Remarks:
The portion of N562 between HERON and MAC below FL 195 is Class E and TMZ.

See also ENR 1.1, paragraph 1.1.3.

Note: Transponder carriage and operation required within that part of N562 notified as Class E and TMZ.

# ENR 3.2 AREA NAVIGATION ROUTES (continued)

| Route Designator | Route Usage Notes | | | | | |
|---|---|---|---|---|---|---|
| Significant Point Name | Significant Point Coordinates | | Waypoint: IDENT of VOR/DME BRG, DIST & ELEV of DME antenna | | | Remarks |
| (RNP/RNAV Type & Accuracy) | MAG Track ↓ / ↑ | Geodesic Distance | Upper limit / Lower limit | IFR cruising levels max/min ↓ | IFR cruising levels max/min ↑ | Airspace Class/ Controlling Unit/ Channel/ Logon address/ SATVOICE number/ RCP & RSP limitations |
| **N601** | | | | | | |
| △ DETLING DME (DET) | 511814.41N 0003550.19E | | | | | Extremity of N601. |
| (RNAV 5) | 315°/135° | 37.6 NM | FL 245 / FL 85 | even FL 240 / FL 100 | odd FL 230 / FL 90 | FL 245/FL 195 Class C,<br>FL 195/FL 85 Class A.<br><br>Between DET and 29 NM from BPK:<br>London ACC<br>Freq: 134.905 (FL 195 and above);<br>Freq: 120.530 (Below FL 195).<br><br>Between 29 NM from BPK and 25 NM from BPK:<br>London ACC<br>Freq: 132.605 (FL 215 and above);<br>Freq: 127.955 (Below FL 215 to FL 175);<br>Freq: 118.825 (Below FL 175).<br><br>Between 25 NM from BPK and 14 NM from BPK:<br>London ACC<br>Freq: 132.605 (FL 215 and above);<br>Freq: 127.955 (Below FL 215 to FL 175);<br>Freq: 118.825 (Below FL 175).<br><br>Between 14 NM from BPK and 9 NM from BPK:<br>London ACC<br>Freq: 132.605 (FL 215 and above);<br>Freq: 127.955 (Below FL 215 to FL 115);<br>Freq: 118.825 (Below FL 115).<br><br>Between 9 NM from BPK and BPK:<br>London ACC<br>Freq: 132.605 (FL 215 and above);<br>Freq: 127.955 (Below FL 215 to FL 155);<br>Freq: 129.280 (Below FL 155 to FL 115);<br>Freq: 118.825 (Below FL 115). |
| △ BROOKMANS PARK DME (BPK) | 514459.05N 0000624.25W | | | | | Westbound route only btn BPK and TLA. |
| (RNAV 5) | 329°/ - | 23.4 NM | FL 245 / FL 95 | even FL 240 / FL 100 | | FL 245/FL 195 Class C,<br>FL 195/FL 95 Class A.<br><br>London ACC<br>Freq: 132.605 (FL 215 and above);<br>Freq: 130.925 (Below FL 215 to FL 165);<br>Freq: 121.280 (Below FL 165 to FL 125);<br>Freq: 119.780 (Below FL 125). |

# ENR 3.2 AREA NAVIGATION ROUTES (continued)

| Route Designator | Route Usage Notes | | | | | |
|---|---|---|---|---|---|---|
| Significant Point Name | Significant Point Coordinates | | Waypoint: IDENT of VOR/DME BRG, DIST & ELEV of DME antenna | | | Remarks |
| (RNP/RNAV Type & Accuracy) | MAG Track ↓ / ↑ | Geodesic Distance | Upper limit / Lower limit | IFR cruising levels max/min ↓ | IFR cruising levels max/min ↑ | Airspace Class/ Controlling Unit/ Channel/ Logon address/ SATVOICE number/ RCP & RSP limitations |
| △ POTON | 520504.32N 0002537.78W | | | | | |
| (RNAV 5) | 329°/ - | 9.8 NM | FL 245 / FL 105 | even FL 240 / FL 120 | | FL 245/FL 195 Class C,<br>FL 195/FL 105 Class A.<br><br>London ACC<br>Freq: 132.605 (FL 215 and above);<br>Freq: 130.925 (Below FL 215). |
| △ BEDFO | 521330.00N 0003347.81W | | | | | |
| (RNAV 5) | 329°/ - | 9.4 NM | FL 245 / FL 105 | even FL 240 / FL 120 | | FL 245/FL 195 Class C,<br>FL 195/FL 105 Class A.<br><br>London ACC<br>Freq: 127.105 (FL 195 and above);<br>Freq: 130.925 (Below FL 195). |
| △ EBOTO | 522133.30N 0004139.63W | | | | | |
| (RNAV 5) | 329°/ - | 17.6 NM | FL 245 / FL 105 | even FL 240 / FL 120 | | FL 245/FL 195 Class C,<br>FL 195/FL 105 Class A.<br><br>London ACC<br>Freq: 127.105 (FL 195 and above);<br>Freq: 130.925 (Below FL 195). |
| △ PIPIN | 523636.06N 0005630.04W | | | | | |
| (RNAV 5) | 329°/ - | 9.2 NM | FL 245 / FL 105 | even FL 240 / FL 120 | | FL 245/FL 195 Class C,<br>FL 195/FL 105 Class A.<br><br>London ACC<br>Freq: 127.105 (FL 195 and above);<br>Freq: 130.925 (Below FL 195). |
| △ LESTA | 524427.09N 0010419.42W | | | | | Intersection with P6 and Y250. |
| (RNAV 5) | 329°/ - | 15.7 NM | FL 245 / FL 105 | even FL 240 / FL 120 | | FL 245/FL 195 Class C,<br>FL 195/FL 105 Class A.<br><br>Scottish ACC<br>Freq: 118.780 (FL 195 and above);<br>Freq: 119.530 (Below FL 195). |
| ← △ EMBOR | 525748.00N 0011745.25W | | | | | |
| (RNAV 5) | 329°/ - | 23.1 NM | FL 245 / FL 105 | even FL 240 / FL 120 | | FL 245/FL 195 Class C,<br>FL 195/FL 105 Class A.<br><br>Scottish ACC<br>Freq: 118.780 (FL 195 and above);<br>Freq: 119.530 (Below FL 195). |
| △ XAPOS | 531728.59N 0013751.25W | | | | | |
| (RNAV 5) | 328°/ - | 12.4 NM | FL 245 / FL 105 | even FL 240 / FL 120 | | FL 245/FL 195 Class C,<br>FL 195/FL 105 Class A.<br><br>Scottish ACC<br>Freq: 118.780 (FL 195 and above);<br>Freq: 119.530 (Below FL 195). |
| △ BOLBI | 532759.75N 0014845.07W | | | | | |
| (RNAV 5) | 328°/ - | 9.3 NM | FL 245 / FL 105 | even FL 240 / FL 120 | | FL 245/FL 195 Class C,<br>FL 195/FL 105 Class A.<br><br>Scottish ACC<br>Freq: 118.780 (FL 195 and above);<br>Freq: 119.530 (Below FL 195). |

# ENR 3.2 AREA NAVIGATION ROUTES (continued)

| Route Designator | Route Usage Notes | | | | | |
|---|---|---|---|---|---|---|
| Significant Point Name | Significant Point Coordinates | | Waypoint: IDENT of VOR/DME BRG, DIST & ELEV of DME antenna | | | Remarks |
| (RNP/RNAV Type & Accuracy) | MAG Track ↓ / ↑ | Geodesic Distance | Upper limit / Lower limit | IFR cruising levels max/min ↓ | IFR cruising levels max/min ↑ | Airspace Class/ Controlling Unit/ Channel/ Logon address/ SATVOICE number/ RCP & RSP limitations |
| △ ULSAX | 533554N 0015700W | | | | | |
| (RNAV 5) | 328°/ - | 10.3 NM | FL 245 / FL 85 | even FL 240 / FL 100 | | FL 245/FL 195 Class C,<br>FL 195/FL 85 Class A.<br><br>Scottish ACC<br>Freq: 118.780 (FL 195 and above);<br>Freq: 135.715 (Below FL 195). |
| △ POLE HILL VOR/DME (POL) | 534437.60N 0020611.83W | | | | | |
| (RNAV 5) | 338°/ - | 7.7 NM | FL 245 / FL 95 | even FL 240 / FL 100 | | FL 245/FL 195 Class C,<br>FL 195/FL 95 Class A.<br><br>Scottish ACC<br>Freq: 118.780 (FL 195 and above);<br>Freq: 135.715 (Below FL 195). |
| △ NELSA | 535148.00N 0021105.27W | | | | | |
| (RNAV 5) | 338°/ - | 9.9 NM | FL 245 / FL 95 | even FL 240 / FL 100 | | FL 245/FL 195 Class C,<br>FL 195/FL 95 Class A.<br><br>Scottish ACC<br>Freq: 118.780 (FL 195 and above);<br>Freq: 135.715 (Below FL 195). |
| △ RIBEL | 540058.00N 0021722.76W | | | | | |
| (RNAV 5) | 338°/ - | 9.1 NM | FL 245 / FL 95 | even FL 240 / FL 100 | | FL 245/FL 195 Class C,<br>FL 195/FL 95 Class A.<br><br>Scottish ACC<br>Freq: 118.780 (FL 195 and above);<br>Freq: 135.715 (Below FL 195). |
| △ ERGAB | 540922N 0022312W | | | | | |
| (RNAV 5) | 338°/ - | 22.3 NM | FL 245 / FL 95 | even FL 240 / FL 100 | | FL 245/FL 195 Class C,<br>FL 195/FL 95 Class A.<br>(Variable lower limit; see Route Remarks)<br><br>Scottish ACC<br>Freq: 118.780 (FL 195 and above);<br>Freq: 135.715 (Below FL 195). |
| △ SHAPP | 543000.00N 0023738.33W | | | | | |
| (RNAV 5) | 338°/ - | 13.5 NM | FL 245 / FL 95 | even FL 240 / FL 100 | | FL 245/FL 195 Class C,<br>FL 195/FL 95 Class A.<br>(Variable lower limit; see Route Remarks)<br><br>Scottish ACC<br>Freq: 126.300 (All Levels). |
| △ ABEVI | 544227.00N 0024629.24W | | | | | Intersection with UN590 and UN601. |
| (RNAV 5) | 338°/ - | 11.0 NM | FL 245 / FL 95 | even FL 240 / FL 100 | | FL 245/FL 195 Class C,<br>FL 195/FL 95 Class A.<br>(Variable lower limit; see Route Remarks)<br><br>Scottish ACC<br>Freq: 126.300 (All Levels). |

# ENR 3.2 AREA NAVIGATION ROUTES (continued)

| Route Designator | Route Usage Notes | | | | | |
|---|---|---|---|---|---|---|
| **Significant Point Name** | **Significant Point Coordinates** | | **Waypoint: IDENT of VOR/DME BRG, DIST & ELEV of DME antenna** | | | **Remarks** |
| **(RNP/RNAV Type & Accuracy)** | **MAG Track ↓ / ↑** | **Geodesic Distance** | **Upper limit / Lower limit** | **IFR cruising levels max/min** | | **Airspace Class/ Controlling Unit/ Channel/ Logon address/ SATVOICE number/ RCP & RSP limitations** |
| | | | | ↓ | ↑ | |
| △ INPIP | 545235.54N 0025346.10W | | | | | |
| (RNAV 5) | 338°/ - | 16.4 NM | FL 245 / FL 95 | even FL 240 / FL 100 | | FL 245/FL 195 Class C,<br>FL 195/FL 95 Class A.<br>(Variable lower limit; see Route Remarks)<br><br>Scottish ACC<br>Freq: 126.300 (All Levels). |
| △ UTOGU | 550740N 0030443W | | | | | |
| (RNAV 5) | 338°/ - | 1.4 NM | FL 245 / FL 85 | even FL 240 / FL 100 | | FL 245/FL 195 Class C,<br>FL 195/FL 85 Class A.<br><br>Scottish ACC<br>Freq: 126.300 (All Levels). |
| △ INREV | 550857.44N 0030539.46W | | | | | |
| (RNAV 5) | 338°/ - | 9.8 NM | FL 245 / FL 85 | even FL 240 / FL 100 | | FL 245/FL 195 Class C,<br>FL 195/FL 85 Class A.<br><br>Scottish ACC<br>Freq: 126.300 (All Levels). |
| △ ESKDO | 551756.00N 0031215.26W | | | | | |
| (RNAV 5) | 338°/ - | 5.1 NM | FL 245 / FL 85 | even FL 240 / FL 100 | | FL 245/FL 195 Class C,<br>FL 195/FL 85 Class A.<br><br>Scottish ACC<br>Freq: 126.300 (All Levels). |
| △ IPDOR | 552239N 0031545W | | | | | |
| (RNAV 5) | 338°/ - | 7.9 NM | FL 245 / FL 85 | even FL 240 / FL 100 | | FL 245/FL 195 Class C,<br>FL 195/FL 85 Class D.<br><br>Scottish ACC<br>Freq: 126.300 (All Levels). |
| △ TALLA VOR/DME (TLA) | 552956.84N 0032110.09W | | | | | |
| (RNAV 5) | 346°/166° | 43.4 NM | FL 255 / 6000 FT ALT | even FL 240 / FL 80 | odd FL 250 / FL 70 | FL 255/FL 195 Class C,<br>FL 195/ALT 6000 FT Class D.<br><br>Scottish ACC<br>Freq: 126.300 (All Levels). |
| △ GRICE | 561148.00N 0034107.79W | | GOW R053 32.2 NM 46 FT | | | Intersection with P600.<br>Extremity of N601. |
| Route Remarks:<br>Variable lower limit: Daily from 0700-2000 (0600-1900) btn ERGAB and UTOGU the lower limit is FL 125. | | | | | | |

# ENR 3.2 AREA NAVIGATION ROUTES (continued)

| Route Designator | Route Usage Notes | | | | | |
|---|---|---|---|---|---|---|
| Significant Point Name | Significant Point Coordinates | | Waypoint: IDENT of VOR/DME BRG, DIST & ELEV of DME antenna | | | Remarks |
| (RNP/RNAV Type & Accuracy) | MAG Track ↓ / ↑ | Geodesic Distance | Upper limit / Lower limit | IFR cruising levels max/min ↓ | IFR cruising levels max/min ↑ | Airspace Class/ Controlling Unit/ Channel/ Logon address/ SATVOICE number/ RCP & RSP limitations |
| **N610** | | | | | | |
| △ LONAM | 535022.32N 0035633.03E | | | | | UIR Boundary.<br>Extremity of N610.<br>Intersection with UL7 (see AIP Netherlands). |
| (RNAV 5) | 291°/108° | 210.3 NM | FL 460 / FL 245 | even FL 430 / FL 260 | odd FL 450 / FL 250 | Class C.<br><br>Between LONAM and abm BAVDO:<br>Scottish ACC<br>Freq: 121.325 (All Levels).<br><br>Between abm BAVDO and NATEB:<br>Scottish ACC<br>Freq: 126.930 (FL 255 and above);<br>Freq: 124.500 (Below FL 255). |
| △ NATEB | 550218.41N 0014154.13W | | | | | Intersection with L602 and N97. |
| (RNAV 5) | 324°/144° | 30.8 NM | FL 460 / FL 245 | even FL 430 / FL 260 | odd FL 450 / FL 250 | Class C.<br><br>Scottish ACC<br>Freq: 126.930 (FL 255 and above);<br>Freq: 124.500 (Below FL 255). |
| △ VEREX | 552703.29N 0021345.10W | | | | | FRA Entry/Exit Point.<br>Extremity of N610. |
| Route Remarks:<br>CDR H24. | | | | | | |

| Route Designator | Route Usage Notes | | | | | |
|---|---|---|---|---|---|---|
| Significant Point Name | Significant Point Coordinates | | Waypoint: IDENT of VOR/DME BRG, DIST & ELEV of DME antenna | | | Remarks |
| (RNP/RNAV Type & Accuracy) | MAG Track ↓ / ↑ | Geodesic Distance | Upper limit / Lower limit | IFR cruising levels max/min ↓ | IFR cruising levels max/min ↑ | Airspace Class/ Controlling Unit/ Channel/ Logon address/ SATVOICE number/ RCP & RSP limitations |
| **N621** | | | | | | |
| △ LELNA | 495856.80N 0020623.42W | | | | | Westbound route only.<br>FIR/UIR Boundary.<br>Extremity of N621. |
| (RNAV 5) | - /185° | 15.9 NM | FL 460 / FL 195 | | odd FL 450 / FL 210 | Class C.<br><br>London ACC<br>Freq: 129.430 (All Levels). |
| △ MARUK | 501446.56N 0020420.41W | | | | | |
| (RNAV 5) | - /198° | 27.1 NM | FL 460 / FL 195 | | odd FL 450 / FL 210 | Class C.<br><br>London ACC<br>Freq: 129.430 (All Levels). |
| △ KAPEX | 504029.70N 0015059.80W | | | | | |
| (RNAV 5) | - /229° | 25.5 NM | FL 460 / FL 155 | | odd FL 450 / FL 170 | FL 460/FL 195 Class C,<br>FL 195/FL 155 Class A.<br><br>London ACC<br>Freq: 129.430 (All Levels). |

# ENR 3.2 AREA NAVIGATION ROUTES (continued)

| **Route Designator** | **Route Usage Notes** | | | | | |
|---|---|---|---|---|---|---|
| **Significant Point Name** | **Significant Point Coordinates** | | **Waypoint: IDENT of VOR/DME BRG, DIST & ELEV of DME antenna** | | | **Remarks** |
| **(RNP/RNAV Type & Accuracy)** | **MAG Track ↓ / ↑** | **Geodesic Distance** | **Upper limit / Lower limit** | **IFR cruising levels max/min** | | **Airspace Class/ Controlling Unit/ Channel/ Logon address/ SATVOICE number/ RCP & RSP limitations** |
| | | | | **↓** | **↑** | |
| △ SOUTHAMPTON DME (SAM) | 505718.90N 0012042.20W | | | | | Intersection with L620. |
| (RNAV 5) | - /213° | 9.0 NM | FL 460 / FL 85 | | odd FL 450 / FL 90 | FL 460/FL 195 Class C,<br>FL 195/FL 85 Class A.<br><br>London ACC<br>Freq: 132.840 (FL 305 and above);<br>Freq: 129.430 (Below FL 305 to FL 155);<br>Freq: 134.125 (Below FL 155). |
| △ EVTES | 510454.66N 0011257.07W | | | | | Intersection with N514. |
| (RNAV 5) | - /213° | 15.0 NM | FL 460 / FL 85 | | odd FL 450 / FL 90 | FL 460/FL 195 Class C,<br>FL 195/FL 85 Class A.<br><br>London ACC<br>Freq: 132.840 (FL 305 and above);<br>Freq: 129.430 (Below FL 305 to FL 155);<br>Freq: 134.125 (Below FL 155). |
| △ GOGSI | 511727.16N 0010002.31W | | SAM R032 24.0 NM 64 FT | | | Extremity of N621. |
| Route Remarks:<br>Due to Brest ACC operational requirements, the cruising level allocation for the entire route is inappropriate to the MAG Track.<br>See also ENR 1.1, paragraph 1.1.3. | | | | | | |

| **Route Designator** | **Route Usage Notes** | | | | | |
|---|---|---|---|---|---|---|
| **Significant Point Name** | **Significant Point Coordinates** | | **Waypoint: IDENT of VOR/DME BRG, DIST & ELEV of DME antenna** | | | **Remarks** |
| **(RNP/RNAV Type & Accuracy)** | **MAG Track ↓ / ↑** | **Geodesic Distance** | **Upper limit / Lower limit** | **IFR cruising levels max/min** | | **Airspace Class/ Controlling Unit/ Channel/ Logon address/ SATVOICE number/ RCP & RSP limitations** |
| | | | | **↓** | **↑** | |
| **N859** | | | | | | |
| △ SITET | 500600N 0000000E | | | | | Eastbound route only btn EVEXU and SITET.<br>FIR Boundary.<br>Continues as UN859 and intersects with A34 (See AIP France). |
| (RNAV 5) | - /155° | 7.2 NM | FL 245 / FL 85 | | odd FL 230 / FL 90 | FL 245/FL 195 Class C,<br>FL 195/FL 85 Class A.<br><br>Dual designation with L151 btn SITET and DRAKE.<br><br>London ACC<br>Freq: 135.055 (All Levels). |
| △ DRAKE | 501234N 0000434W | | | | | |
| (RNAV 5) | - /146° | 31.7 NM | FL 245 / FL 85 | | odd FL 230 / FL 90 | FL 245/FL 195 Class C,<br>FL 195/FL 85 Class A.<br><br>Between 25 NM before DRAKE and DRAKE:<br>London ACC<br>Freq: 135.055 (All Levels).<br><br>Between INKEK and 25 NM before DRAKE:<br>London ACC<br>Freq: 135.055 (FL 175 and above);<br>Freq: 133.180 (Below FL 175). |

# ENR 3.2 AREA NAVIGATION ROUTES (continued)

| Route Designator | Route Usage Notes | | | | | |
|---|---|---|---|---|---|---|
| Significant Point Name | Significant Point Coordinates | | Waypoint: IDENT of VOR/DME BRG, DIST & ELEV of DME antenna | | | Remarks |
| (RNP/RNAV Type & Accuracy) | MAG Track ↓ / ↑ | Geodesic Distance | Upper limit / Lower limit | IFR cruising levels max/min ↓ | IFR cruising levels max/min ↑ | Airspace Class/ Controlling Unit/ Channel/ Logon address/ SATVOICE number/ RCP & RSP limitations |
| △ INKEK | 503853N 0003209W | | | | | |
| (RNAV 5) | - /145° | 2.9 NM | FL 245 / FL 65 | | odd FL 230 / FL 90 | FL 245/FL 195 Class C,<br>FL 195/FL 65 Class A.<br><br>London ACC<br>Freq: 135.055 (FL 175 and above);<br>Freq: 133.180 (Below FL 175). |
| △ EVEXU | 504115.78N 0003440.86W | | | | | |
| (RNAV 5) | 326°/145° | 12.1 NM | FL 245 / FL 65 | even FL 240 / FL 80 | odd FL 230 / FL 90 | FL 245/FL 195 Class C,<br>FL 195/FL 65 Class A.<br><br>London ACC<br>Freq: 132.165 (FL 215 and above);<br>Freq: 135.805 (Below FL 215 to FL 175);<br>Freq: 133.180 (Below FL 175). |
| △ GOODWOOD DME (GWC) | 505118.79N 0004524.25W | | | | | Eastbound route only btn CPT and GWC. |
| (RNAV 5) | - /155° | 26.3 NM | FL 245 / FL 85 | | odd FL 230 / FL 90 | FL 245/FL 195 Class C,<br>FL 195/FL 85 Class A.<br><br>Between 10 NM before GWC and GWC:<br>London ACC<br>Freq: 132.165 (FL 215 and above);<br>Freq: 135.805 (Below FL 215 to FL 175);<br>Freq: 133.180 (Below FL 175).<br><br>Between VAPID and 10 NM before GWC:<br>London ACC<br>Freq: 132.165 (FL 215 and above);<br>Freq: 135.805 (Below FL 215 to FL 175);<br>Freq: 129.080 (Below FL 175 to FL 105);<br>Freq: 134.125 (Below FL 105). |
| △ VAPID | 511513.97N 0010242.40W | | | | | |
| (RNAV 5) | - /155° | 9.4 NM | FL 245 / FL 85 | | odd FL 230 / FL 90 | FL 245/FL 195 Class C,<br>FL 195/FL 85 Class A.<br><br>London ACC<br>Freq: 132.165 (FL 215 and above);<br>Freq: 135.805 (Below FL 215 to FL 155);<br>Freq: 129.080 (Below FL 155 to FL 105);<br>Freq: 134.125 (Below FL 105). |
| △ ALHAD | 512346.75N 0010858.16W | | | | | |
| (RNAV 5) | - /155° | 6.3 NM | FL 245 / FL 85 | | odd FL 230 / FL 90 | FL 245/FL 195 Class C,<br>FL 195/FL 85 Class A.<br><br>London ACC<br>Freq: 132.165 (FL 215 and above);<br>Freq: 135.805 (Below FL 215 to FL 155);<br>Freq: 134.125 (Below FL 155). |

# ENR 3.2 AREA NAVIGATION ROUTES (continued)

| Route Designator | Route Usage Notes | | | | | |
|---|---|---|---|---|---|---|
| Significant Point Name | Significant Point Coordinates | | Waypoint: IDENT of VOR/DME BRG, DIST & ELEV of DME antenna | | | Remarks |
| (RNP/RNAV Type & Accuracy) | MAG Track ↓ / ↑ | Geodesic Distance | Upper limit / Lower limit | IFR cruising levels max/min ↓ | IFR cruising levels max/min ↑ | Airspace Class/ Controlling Unit/ Channel/ Logon address/ SATVOICE number/ RCP & RSP limitations |
| △ COMPTON VOR/DME (CPT) | 512929.66N 0011310.89W | | | | | Intersection with Y321. |
| (RNAV 5) | 342°/162° | 10.0 NM | FL 245 / FL 85 | even FL 240 / FL 100 | odd FL 230 / FL 90 | FL 245/FL 195 Class C,<br>FL 195/FL 85 Class A.<br><br>London ACC<br>Freq: 132.165 (FL 215 and above);<br>Freq: 135.805 (Below FL 215 to FL 165);<br>Freq: 129.080 (Below FL 165 to FL 135);<br>Freq: 134.125 (Below FL 135). |
| △ DIGUT | 513901.29N 0011759.47W | | | | | |
| (RNAV 5) | 342°/162° | 7.6 NM | FL 245 / FL 85 | even FL 240 / FL 100 | odd FL 230 / FL 90 | FL 245/FL 195 Class C,<br>FL 195/FL 85 Class A.<br><br>Between DIGUT and 5 NM from DIGUT:<br>London ACC<br>Freq: 132.165 (FL 215 and above);<br>Freq: 133.080 (Below FL 215 to FL 165);<br>Freq: 121.280 (Below FL 165 to FL 125);<br>Freq: 119.780 (Below FL 125).<br><br>Between 5 NM from DIGUT and KIDLI:<br>London ACC<br>Freq: 132.165 (FL 215 and above);<br>Freq: 133.080 (Below FL 215). |
| △ KIDLI | 514617.00N 0012140.87W | | CPT R342 17.6 NM 498 FT | | | Intersection with L151. |
| (RNAV 5) | 342°/162° | 36.9 NM | FL 245 / FL 85 | even FL 240 / FL 100 | odd FL 230 / FL 90 | FL 245/FL 195 Class C,<br>FL 195/FL 85 Class A.<br><br>Between KIDLI and 10 NM from KIDLI:<br>London ACC<br>Freq: 132.165 (FL 215 and above);<br>Freq: 133.080 (Below FL 215).<br><br>Between 10 NM from KIDLI and HON:<br>London ACC<br>Freq: 134.390 (FL 225 and above);<br>Freq: 133.080 (Below FL 225). |

# ENR 3.2 AREA NAVIGATION ROUTES (continued)

| Route Designator | Route Usage Notes | | | | | |
|---|---|---|---|---|---|---|
| Significant Point Name | Significant Point Coordinates | | Waypoint: IDENT of VOR/DME BRG, DIST & ELEV of DME antenna | | | Remarks |
| (RNP/RNAV Type & Accuracy) | MAG Track ↓ / ↑ | Geodesic Distance | Upper limit / Lower limit | IFR cruising levels max/min ↓ | IFR cruising levels max/min ↑ | Airspace Class/ Controlling Unit/ Channel/ Logon address/ SATVOICE number/ RCP & RSP limitations |
| △ HONILEY VOR/DME (HON) | 522124.04N 0013949.41W | | | | | Southbound route only btn SANBA and HON.<br>Intersection with L10, L15, L612 and P155. |
| (RNAV 5) | - /153° | 44.1 NM | FL 245 / FL 85 | | odd FL 230 / FL 90 | FL 245/FL 195 Class C,<br>FL 195/FL 85 Class A.<br><br>Between abm EGBB and HON:<br>London ACC<br>Freq: 134.390 (FL 195 and above);<br>Freq: 133.080 (Below FL 195).<br><br>Between 10 NM after UTUXA and abm EGBB:<br>London ACC<br>Freq: 134.390 (FL 195 and above).<br>Scottish ACC<br>Freq: 134.430 (Below FL 195).<br><br>Between UTUXA and 10 NM after UTUXA:<br>Scottish ACC<br>Freq: 118.780 (FL 195 and above);<br>Freq: 134.430 (Below FL 195). |
| △ UTUXA | 530030.45N 0021312.52W | | | | | Intersection with P18. |
| (RNAV 5) | - /153° | 8.9 NM | FL 245 / FL 85 | | odd FL 230 / FL 90 | FL 245/FL 195 Class C,<br>FL 195/FL 85 Class A.<br><br>Scottish ACC<br>Freq: 118.780 (FL 195 and above);<br>Freq: 134.430 (Below FL 195). |
| △ SANBA | 530821.53N 0022002.98W | | HON R332 53.0 NM 435 FT | | | Extremity of N859. |
| Route Remarks:<br>See also ENR 1.1, paragraph 1.1.3. | | | | | | |

| Route Designator | Route Usage Notes | | | | | |
|---|---|---|---|---|---|---|
| Significant Point Name | Significant Point Coordinates | | Waypoint: IDENT of VOR/DME BRG, DIST & ELEV of DME antenna | | | Remarks |
| (RNP/RNAV Type & Accuracy) | MAG Track ↓ / ↑ | Geodesic Distance | Upper limit / Lower limit | IFR cruising levels max/min ↓ | IFR cruising levels max/min ↑ | Airspace Class/ Controlling Unit/ Channel/ Logon address/ SATVOICE number/ RCP & RSP limitations |
| **N862** | | | | | | |
| △ SKESO | 494929.42N 0030202.60W | | | | | FIR Boundary.<br>Extremity of N862.<br>Intersection with A25 (see AIP France). |
| (RNAV 5) | 333°/153° | 11.8 NM | FL 245 / FL 85 | even FL 240 / FL 100 | odd FL 230 / FL 90 | FL 245/FL 195 Class C,<br>FL 195/FL 85 Class A.<br><br>London ACC<br>Freq: 126.080 (FL 195 and above);<br>Jersey Control<br>Freq: 125.205 (Below FL 195). |
| △ SKERY | 500000.00N 0031023.06W | | BHD R153 26.9 NM 218 FT | | | Westbound (southbound) route only btn WAL and SKERY. |
| (RNAV 1) | - /167° | 14.3 NM | FL 245 / FL 85 | | odd FL 230 / FL 90 | FL 245/FL 195 Class C,<br>FL 195/FL 85 Class A.<br><br>London ACC<br>Freq: 126.080 (All Levels). |

# ENR 3.2 AREA NAVIGATION ROUTES (continued)

| Route Designator | Route Usage Notes | | | | | |
|---|---|---|---|---|---|---|
| **Significant Point Name** | **Significant Point Coordinates** | | **Waypoint: IDENT of VOR/DME BRG, DIST & ELEV of DME antenna** | | | **Remarks** |
| **(RNP/RNAV Type & Accuracy)** | **MAG Track ↓ / ↑** | **Geodesic Distance** | **Upper limit / Lower limit** | **IFR cruising levels max/min** | | **Airspace Class/ Controlling Unit/ Channel/ Logon address/ SATVOICE number/ RCP & RSP limitations** |
| | | | | ↓ | ↑ | |
| △ ENHEL | 501354.15N 0031523.42W | | | | | Intersection with N90. |
| (RNAV 1) | - /167° | 9.5 NM | FL 245 / FL 105 | | odd FL 230 / FL 110 | FL 245/FL 195 Class C, FL 195/FL 105 Class A.<br><br>London ACC<br>Freq: 126.080 (All Levels). |
| △ TONQU | 502309.42N 0031845.03W | | | | | |
| (RNAV 1) | - /187° | 5.2 NM | FL 245 / FL 105 | | odd FL 230 / FL 110 | FL 245/FL 195 Class C, FL 195/FL 105 Class A.<br><br>London ACC<br>Freq: 126.080 (All Levels). |
| △ BUDXE | 502818.29N 0031744.21W | | | | | Intersection with L149. |
| (RNAV 1) | - /187° | 17.5 NM | FL 245 / FL 105 | | odd FL 230 / FL 110 | FL 245/FL 195 Class C, FL 195/FL 105 Class A.<br><br>London ACC<br>Freq: 126.080 (All Levels). |
| △ SIDHO | 504538.88N 0031417.65W | | | | | Intersection with N40. |
| (RNAV 1) | - /187° | 37.1 NM | FL 245 / FL 105 | | odd FL 230 / FL 110 | FL 245/FL 195 Class C, FL 195/FL 105 Class A.<br><br>0600-2300 (0500-2200)<br>London ACC<br>Freq: 126.080 (FL 165 and above);<br>Cardiff APP<br>Freq: 125.855 (Below FL 165).<br><br>2300-0600 (2200-0500)<br>London ACC<br>Freq: 126.080 (All Levels). |
| △ PACSE | 512226.78N 0030650.70W | | | | | Intersection with N92. |
| (RNAV 5) | - /187° | 30.7 NM | FL 245 / FL 105 | | odd FL 230 / FL 110 | FL 245/FL 195 Class C, FL 195/FL 105 Class A.<br><br>0600-2300 (0500-2200)<br>London ACC<br>Freq: 134.755 (FL 165 and above);<br>Cardiff APP<br>Freq: 125.855 (Below FL 165).<br><br>2300-0600 (2200-0500)<br>London ACC<br>Freq: 134.755 (All Levels). |
| △ ABWIV | 515248.67N 0030032.70W | | | | | |
| (RNAV 5) | - /183° | 4.3 NM | FL 245 / FL 145 | | odd FL 230 / FL 150 | FL 245/FL 195 Class C, FL 195/FL 145 Class A.<br><br>0600-2300 (0500-2200)<br>London ACC<br>Freq: 134.755 (FL 165 and above);<br>Cardiff APP<br>Freq: 125.855 (Below FL 165).<br><br>2300-0600 (2200-0500)<br>London ACC<br>Freq: 134.755 (All Levels). |
| △ UBCAM | 515704.18N 0030012.19W | | | | | |

# ENR 3.2 AREA NAVIGATION ROUTES (continued)

| Route Designator | Route Usage Notes | | | | | |
|---|---|---|---|---|---|---|
| Significant Point Name | Significant Point Coordinates | | Waypoint: IDENT of VOR/DME BRG, DIST & ELEV of DME antenna | | | Remarks |
| (RNP/RNAV Type & Accuracy) | MAG Track ↓ / ↑ | Geodesic Distance | Upper limit / Lower limit | IFR cruising levels max/min ↓ | IFR cruising levels max/min ↑ | Airspace Class/ Controlling Unit/ Channel/ Logon address/ SATVOICE number/ RCP & RSP limitations |
| (RNAV 5) | - /183° | 10.6 NM | FL 245 / FL 145 | | odd FL 230 / FL 150 | FL 245/ FL 195 Class C,<br>FL 195/FL 145 Class A.<br><br>Between WEVBE and abm DIZIM:<br>London ACC<br>Freq: 133.600 (All Levels).<br><br>Between abm DIZIM and UBCAM:<br>0600-2300 (0500-2200)<br>London ACC<br>Freq: 134.755 (FL 165 and above);<br>Cardiff APP<br>Freq: 125.855 (Below FL 165).<br><br>2300-0600 (2200-0500)<br>London ACC<br>Freq: 134.755 (All Levels). |
| △ WEVBE | 520736.93N 0025921.14W | | | | | |
| (RNAV 5) | - /183° | 10.0 NM | FL 245 / FL 155 | | odd FL 230 / FL 170 | FL 245/FL 195 Class C,<br>FL 195/FL 155 Class A.<br><br>London ACC<br>Freq: 133.600 (All Levels). |
| △ RUMKE | 521735.37N 0025832.48W | | | | | |
| (RNAV 5) | - /183° | 19.6 NM | FL 245 / FL 155 | | odd FL 230 / FL 170 | FL 245/FL 195 Class C,<br>FL 195/FL 155 Class A.<br><br>London ACC<br>Freq: 133.600 (All Levels). |
| △ LUCSA | 523706.60N 0025656.18W | | | | | |
| (RNAV 5) | - /183° | 5.6 NM | FL 245 / FL 145 | | odd FL 230 / FL 150 | FL 245/FL 195 Class C,<br>FL 195/FL 145 Class A.<br><br>London ACC<br>Freq: 133.600 (All Levels). |
| △ ALHUP | 524244.24N 0025628.15W | | | | | Base level change is aligned with PEPZE CTA 9. |
| (RNAV 5) | - /188° | 5.4 NM | FL 245 / FL 125 | | odd FL 230 / FL 130 | FL 245/FL 195 Class C,<br>FL 195/FL 125 Class A.<br><br>London ACC<br>Freq: 133.600 (FL 145 and above).<br><br>Scottish ACC<br>Freq: 128.055 (Below FL 145). |
| △ OGTAW | 524807.11N 0025512.39W | | | | | Base level change is aligned with PEPZE CTA 8. |
| (RNAV 5) | - /189° | 5.6 NM | FL 245 / FL 95 | | odd FL 230 / FL 110 | FL 245/FL 195 Class C,<br>FL 195/FL 95 Class A.<br><br>London ACC<br>Freq: 133.600 (FL 145 and above).<br><br>Scottish ACC<br>Freq: 128.055 (Below FL 145). |

# ENR 3.2 AREA NAVIGATION ROUTES (continued)

| Route Designator | Route Usage Notes | | | | | |
|---|---|---|---|---|---|---|
| **Significant Point Name** | **Significant Point Coordinates** | | **Waypoint: IDENT of VOR/DME BRG, DIST & ELEV of DME antenna** | | | **Remarks** |
| **(RNP/RNAV Type & Accuracy)** | **MAG Track ↓ / ↑** | **Geodesic Distance** | **Upper limit / Lower limit** | **IFR cruising levels max/min** | | **Airspace Class/ Controlling Unit/ Channel/ Logon address/ SATVOICE number/ RCP & RSP limitations** |
| | | | | ↓ | ↑ | |
| △ KARNO | 525339.55N 0025354.05W | | | | | FRA Entry Point. |
| (RNAV 5) | - /184° | 8.2 NM | FL 460 / FL 95 | | odd FL 450 / FL 110 | FL 460/FL 195 Class C,<br>FL 195/FL 95 Class A.<br><br>London ACC<br>Freq: 132.860 (FL 335 and above);<br>Freq: 135.580 (Below FL 335 to FL 285).<br><br>Scottish ACC<br>Freq: 118.780 (Below FL 285 to FL 195);<br>Freq: 128.055 (Below FL 195). |
| △ RISLA | 530151.39N 0025312.29W | | | | | Intersection with L15. |
| (RNAV 5) | - /184° | 2.8 NM | FL 460 / FL 95 | | odd FL 450 / FL 110 | FL 460/FL 195 Class C,<br>FL 195/FL 95 Class A.<br><br>London ACC<br>Freq: 132.860 (FL 335 and above);<br>Freq: 135.580 (Below FL 335 to FL 285).<br>Scottish ACC<br>Freq: 118.780 (Below FL 285 to FL 195);<br>Freq: 128.055 (Below FL 195). |
| △ NOKIN | 530436.00N 0025258.25W | | | | | |
| (RNAV 5) | - /155° | 21.0 NM | FL 460 / FL 95 | | odd FL 450 / FL 110 | FL 460/FL 195 Class C,<br>FL 195/FL 95 Class A.<br><br>London ACC<br>Freq: 132.860 (FL 335 and above);<br>Freq: 135.580 (Below FL 335 to FL 285).<br>Scottish ACC<br>Freq: 118.780 (Below FL 285 to FL 195);<br>Freq: 128.055 (Below FL 195). |
| △ WALLASEY VOR/DME (WAL) | 532330.97N 0030804.06W | | | | | Extremity of N862. |

Route Remarks:
SIDHO - SKERY CDR H24.

PACSE - ENHEL below FL 195 only available for flight planning Fri 1700 - Mon 0745 (0645).

PACSE - SIDHO above FL 195 only available for flight planning Mon-Thu 1700-0830 (1700-0730) and Fri (or the day preceding a PH) 1700 to Mon (or the day following a PH) 0830 (0730).

Due to ATC operational requirements, the cruising level allocation between NOKIN and TONQU is inappropriate to the MAG Track.

See also ENR 1.1, paragraph 1.1.3.

# ENR 3.2 AREA NAVIGATION ROUTES (continued)

| Route Designator | Route Usage Notes | | | | | |
|---|---|---|---|---|---|---|
| Significant Point Name | Significant Point Coordinates | | Waypoint: IDENT of VOR/DME BRG, DIST & ELEV of DME antenna | | | Remarks |
| (RNP/RNAV Type & Accuracy) | MAG Track ↓ / ↑ | Geodesic Distance | Upper limit / Lower limit | IFR cruising levels max/min ↓ | IFR cruising levels max/min ↑ | Airspace Class/ Controlling Unit/ Channel/ Logon address/ SATVOICE number/ RCP & RSP limitations |
| **N864** | | | | | | |
| △ SKERY | 500000.00N 0031023.06W | | BHD R153 26.9 NM 218 FT | | | Extremity of N864.<br>Intersection with N862. |
| (RNAV 5) | 333°/153° | 26.9 NM | FL 245 / FL 85 | even FL 240 / FL 100 | odd FL 230 / FL 90 | FL 245/FL 195 Class C,<br>FL 195/FL 85 Class A.<br><br>London ACC<br>Freq: 126.080 (All Levels). |
| △ BERRY HEAD VOR/DME (BHD) | 502354.96N 0032937.28W | | | | | |
| (RNAV 5) | 007°/186° | 6.3 NM | FL 245 / FL 65 | even FL 240 / FL 80 | odd FL 230 / FL 70 | FL 245/FL 195 Class C,<br>FL 195/FL 65 Class A.<br><br>London ACC<br>Freq: 126.080 (All Levels). |
| △ ABBEW | 503011.88N 0032833.64W | | | | | |
| (RNAV 5) | 006°/187° | 4.3 NM | FL 245 / FL 65 | even FL 240 / FL 80 | odd FL 230 / FL 70 | FL 245/FL 195 Class C,<br>FL 195/FL 65 Class A.<br><br>London ACC<br>Freq: 126.080 (All Levels). |
| △ DAWLY | 503427.31N 0032750.23W | | | | | Intersection with N92. |
| (RNAV 1) | 008°/187° | 37.5 NM | FL 245 / FL 65 | even FL 240 / FL 80 | odd FL 230 / FL 70 | FL 245/FL 195 Class C,<br>FL 195/FL 65 Class A.<br><br>Between DAWLY and 10 NM from DAWLY:<br>London ACC<br>Freq: 126.080 (All Levels).<br><br>Between 10 NM from DAWLY and WIGGU:<br>0600-2300 (0500-2200)<br>London ACC<br>Freq: 126.080 (FL 165 and above);<br>Cardiff APP<br>Freq: 125.855 (Below FL 165).<br><br>2300-0600 (2200-0500)<br>London ACC<br>Freq: 126.080 (All Levels). |
| △ WIGGU | 511136.66N 0032027.75W | | | | | Eastbound (northbound) route only btn WIGGU and WAL. |

# ENR 3.2 AREA NAVIGATION ROUTES (continued)

| Route Designator | Route Usage Notes | | | | | |
|---|---|---|---|---|---|---|
| Significant Point Name | Significant Point Coordinates | | Waypoint: IDENT of VOR/DME BRG, DIST & ELEV of DME antenna | | | Remarks |
| (RNP/RNAV Type & Accuracy) | MAG Track ↓ / ↑ | Geodesic Distance | Upper limit / Lower limit | IFR cruising levels max/min ↓ | IFR cruising levels max/min ↑ | Airspace Class/ Controlling Unit/ Channel/ Logon address/ SATVOICE number/ RCP & RSP limitations |
| (RNAV 1) | 007°/ - | 13.6 NM | FL 245 / FL 75 | even FL 240 / FL 80 | | FL 245/FL 195 Class C,<br>FL 195/FL 75 Class A.<br><br>Between WIGGU and 5 NM from CARWI:<br>0600-2300 (0500-2200)<br>London ACC<br>Freq: 126.080 (FL 165 and above);<br>Cardiff APP<br>Freq: 125.855 (Below FL 165).<br><br>2300-0600 (2200-0500)<br>London ACC<br>Freq: 126.080 (All Levels).<br><br>Between 5 NM from CARWI and CARWI:<br>0600-2300 (0500-2200)<br>London ACC<br>Freq: 134.755 (FL 165 and above);<br>Cardiff APP<br>Freq: 125.855 (Below FL 165).<br><br>2300-0600 (2200-0500)<br>London ACC<br>Freq: 134.755 (All Levels). |
| △ CARWI | 512505.88N 0031744.16W | | | | | Intersection with N91. |
| (RNAV 5) | 007°/ - | 16.5 NM | FL 245 / FL 75 | even FL 240 / FL 80 | | FL 245/FL 195 Class C,<br>FL 195/FL 75 Class A.<br><br>0600-2300 (0500-2200)<br>London ACC<br>Freq: 134.755 (FL 165 and above);<br>Cardiff APP<br>Freq: 125.855 (Below FL 165).<br><br>2300-0600 (2200-0500)<br>London ACC<br>Freq: 134.755 (All Levels). |
| △ ETNAH | 514126.45N 0031423.74W | | | | | |
| (RNAV 5) | 007°/ - | 7.0 NM | FL 245 / FL 105 | even FL 240 / FL 120 | | FL 245/FL 195 Class C,<br>FL 195/FL 105 Class A.<br><br>0600-2300 (0500-2200)<br>London ACC<br>Freq: 134.755 (FL 165 and above);<br>Cardiff APP<br>Freq: 125.855 (Below FL 165).<br><br>2300-0600 (2200-0500)<br>London ACC<br>Freq: 134.755 (All Levels). |
| △ TIGWE | 514822.73N 0031257.91W | | | | | Intersection with L9. |

# ENR 3.2 AREA NAVIGATION ROUTES (continued)

| Route Designator | Route Usage Notes | | | | | |
|---|---|---|---|---|---|---|
| Significant Point Name | Significant Point Coordinates | | Waypoint: IDENT of VOR/DME BRG, DIST & ELEV of DME antenna | | | Remarks |
| (RNP/RNAV Type & Accuracy) | MAG Track ↓ / ↑ | Geodesic Distance | Upper limit / Lower limit | IFR cruising levels max/min ↓ | IFR cruising levels max/min ↑ | Airspace Class/ Controlling Unit/ Channel/ Logon address/ SATVOICE number/ RCP & RSP limitations |
| (RNAV 5) | 007°/ - | 6.0 NM | FL 245 / FL 135 | even FL 240 / FL 140 | | FL 245/FL 195 Class C,<br>FL 195/FL 135 Class A.<br><br>0600-2300 (0500-2200)<br>London ACC<br>Freq: 134.755 (FL 165 and above);<br>Cardiff APP<br>Freq: 125.855 (Below FL 165).<br><br>2300-0600 (2200-0500)<br>London ACC<br>Freq: 134.755 (All Levels). |
| △ AZCAL | 515417.03N 0031144.52W | | | | | |
| (RNAV 5) | 003°/ - | 8.1 NM | FL 245 / FL 145 | even FL 240 / FL 160 | | FL 245/FL 195 Class C,<br>FL 195/FL 145 Class A.<br><br>0600-2300 (0500-2200)<br>London ACC<br>Freq: 134.755 (FL 165 and above);<br>Cardiff APP<br>Freq: 125.855 (Below FL 165).<br><br>2300-0600 (2200-0500)<br>London ACC<br>Freq: 134.755 (All Levels). |
| △ DIZIM | 520223.59N 0031107.44W | | | | | |
| (RNAV 5) | 003°/ - | 5.6 NM | FL 245 / FL 145 | even FL 240 / FL 160 | | FL 245/FL 195 Class C,<br>FL 195/FL 145 Class A.<br><br>London ACC<br>Freq: 133.600 (All Levels). |
| △ KIPWI | 520757.35N 0031041.87W | | | | | |
| (RNAV 5) | 003°/ - | 29.6 NM | FL 245 / FL 155 | even FL 240 / FL 160 | | FL 245/FL 195 Class C,<br>FL 195/FL 155 Class A.<br><br>London ACC<br>Freq: 133.600 (All Levels). |
| △ KISWO | 523727.16N 0030824.49W | | | | | |
| (RNAV 5) | 003°/ - | 5.6 NM | FL 245 / FL 145 | even FL 240 / FL 160 | | FL 245/FL 195 Class C,<br>FL 195/FL 145 Class A.<br><br>London ACC<br>Freq: 133.600 (All Levels). |
| △ AVTIC | 524304.81N 0030757.93W | | | | | Base level change is aligned with PEPZE CTA 7.<br>Intersection with N38. |
| (RNAV 5) | 352°/ - | 5.5 NM | FL 245 / FL 125 | even FL 240 / FL 140 | | FL 245/FL 195 Class C,<br>FL 195/FL 125 Class A.<br><br>London ACC<br>Freq: 133.600 (FL 145 and above).<br><br>Scottish ACC<br>Freq: 128.055 (Below FL 145). |
| △ OSWEZ | 524832.27N 0030915.07W | | | | | Base level change is aligned with PEPZE CTA 5. |

# ENR 3.2 AREA NAVIGATION ROUTES (continued)

| **Route Designator** | **Route Usage Notes** | | | | | |
|---|---|---|---|---|---|---|
| **Significant Point Name** | **Significant Point Coordinates** | | **Waypoint: IDENT of VOR/DME BRG, DIST & ELEV of DME antenna** | | | **Remarks** |
| **(RNP/RNAV Type & Accuracy)** | **MAG Track ↓ / ↑** | **Geodesic Distance** | **Upper limit / Lower limit** | **IFR cruising levels max/min** | | **Airspace Class/ Controlling Unit/ Channel/ Logon address/ SATVOICE number/ RCP & RSP limitations** |
| | | | | **↓** | **↑** | |
| (RNAV 5) | 352°/ - | 5.1 NM | FL 245 / FL 95 | even FL 240 / FL 100 | | FL 245/FL 195 Class C,<br>FL 195/FL 95 Class A.<br><br>London ACC<br>Freq: 133.600 (FL 145 and above).<br><br>Scottish ACC<br>Freq: 128.055 (Below FL 145). |
| △ MONTY | 525334.00N 0031026.44W | | WAL R183 30.0 NM 55 FT | | | Intersection with P16. |
| (RNAV 5) | 003°/ - | 5.4 NM | FL 245 / FL 65 | even FL 240 / FL 80 | | FL 245/FL 195 Class C,<br>FL 195/FL 65 Class A.<br><br>Scottish ACC<br>Freq: 118.780 (FL 195 and above);<br>Freq: 128.055 (Below FL 195). |
| △ GODPA | 525900N 0031001W | | | | | |
| (RNAV 5) | 003°/ - | 5.0 NM | FL 245 / 4500 FT ALT | even FL 240 / FL 60 | | FL 245/FL 195 Class C,<br>FL 195/4500 FT Class A.<br><br>Scottish ACC<br>Freq: 118.780 (FL 195 and above);<br>Freq: 128.055 (Below FL 195). |
| △ REXAM | 530400.00N 0030937.21W | | WAL R183 19.6 NM 55 FT | | | |
| (RNAV 5) | 003°/ - | 3.8 NM | FL 245 / 4500 FT ALT | even FL 240 / FL 60 | | FL 245/FL 195 Class C,<br>FL 195/4500 FT Class A.<br><br>Scottish ACC<br>Freq: 118.780 (FL 195 and above);<br>Freq: 128.055 (Below FL 195). |
| △ IVLOD | 530746N 0030919W | | | | | |
| (RNAV 5) | 003°/ - | 15.8 NM | FL 245 / 3000 FT ALT | even FL 240 / FL 60 | | Between IVLOD and the northern boundary of PEPZE CTA 1 (532002N 0030821W):<br>FL 245/FL 195 Class C,<br>FL 195/3000 FT Class A.<br><br>Between the northern boundary of PEPZE CTA 1 (532002N 0030821W) and WAL:<br>Class C.<br><br>Scottish ACC<br>Freq: 118.780 (FL 195 and above);<br>Freq: 128.055 (Below FL 195). |
| △ WALLASEY VOR/DME (WAL) | 532330.97N 0030804.06W | | | | | Intersection with L10, L151, M146, N862 and Y53. |
| (RNAV 5) | 356°/176° | 12.2 NM | FL 245 / FL 195 | even FL 240 / FL 200 | odd FL 230 / FL 210 | Class C.<br><br>Scottish ACC<br>Freq: 118.780 (All Levels). |
| △ GUNTU | 533537.40N 0030953.64W | | | | | |
| (RNAV 5) | 356°/176° | 8.3 NM | FL 245 / FL 195 | even FL 240 / FL 200 | odd FL 230 / FL 210 | Class C.<br><br>Scottish ACC<br>Freq: 118.780 (All Levels). |

# ENR 3.2 AREA NAVIGATION ROUTES (continued)

| Route Designator | Route Usage Notes | | | | | |
|---|---|---|---|---|---|---|
| Significant Point Name | Significant Point Coordinates | | Waypoint: IDENT of VOR/DME BRG, DIST & ELEV of DME antenna | | | Remarks |
| (RNP/RNAV Type & Accuracy) | MAG Track ↓ / ↑ | Geodesic Distance | Upper limit / Lower limit | IFR cruising levels max/min ↓ | IFR cruising levels max/min ↑ | Airspace Class/ Controlling Unit/ Channel/ Logon address/ SATVOICE number/ RCP & RSP limitations |
| △ BILVO | 534352.26N 0031108.89W | | | | | |
| (RNAV 5) | 356°/176° | 39.2 NM | FL 245 / FL 195 | even FL 240 / FL 200 | odd FL 230 / FL 210 | Class C.<br><br>Between BILVO and 5415N:<br>Scottish ACC<br>Freq: 118.780 (All Levels).<br><br>Between 5415N and SUBUK:<br>Scottish ACC<br>Freq: 124.825 (All Levels). |
| △ SUBUK | 542247.81N 0031710.85W | | | | | |
| (RNAV 5) | 356°/176° | 20.6 NM | FL 245 / FL 195 | even FL 240 / FL 200 | odd FL 230 / FL 210 | Class C.<br><br>Scottish ACC<br>Freq: 124.825 (All Levels). |
| △ DEAN CROSS DME (DCS) | 544318.88N 0032026.30W | | | | | Intersection with L612. |
| (RNAV 5) | 001°/181° | 20.1 NM | FL 245 / FL 95 | even FL 240 / FL 100 | odd FL 230 / FL 110 | FL 245/FL 195 Class C,<br>FL 195/FL 95 Class A.<br>(Variable lower limit; see Route Remarks)<br><br>Scottish ACC<br>Freq: 126.300 (All Levels). |
| △ ASRUS | 550321N 0032045W | | | | | |
| (RNAV 5) | 001°/181° | 17.9 NM | FL 245 / FL 85 | even FL 240 / FL 100 | odd FL 230 / FL 90 | FL 245/FL 195 Class C,<br>FL 195/FL 85 Class A.<br><br>Scottish ACC<br>Freq: 126.300 (All Levels). |
| △ UNURO | 552111N 0032102W | | | | | |
| (RNAV 5) | 001°/181° | 8.8 NM | FL 245 / FL 65 | even FL 240 / FL 80 | odd FL 230 / FL 70 | FL 245/FL 195 Class C,<br>FL 195/FL 65 Class D.<br><br>Scottish ACC<br>Freq: 126.300 (All Levels). |
| △ TALLA VOR/DME (TLA) | 552956.84N 0032110.09W | | | | | |
| (RNAV 5) | 009°/189° | 37.5 NM | FL 255 / 6000 FT ALT | odd FL 250 / FL 70 | even FL 240 / FL 80 | FL 255/FL 195 Class C,<br>FL 195/ALT 6000 FT Class D.<br><br>Scottish ACC<br>Freq: 124.500 (All Levels). |
| △ PIPAR | 560700.00N 0031205.74W | | | | | |
| (RNAV 5) | 009°/189° | 5.1 NM | FL 255 / FL 65 | odd FL 250 / FL 70 | even FL 240 / FL 80 | FL 255/FL 195 Class C,<br>FL 195/FL 65 Class A.<br><br>Scottish ACC<br>Freq: 124.500 (All Levels). |
| △ NOVBA | 561200N 0031051W | | | | | |
| (RNAV 5) | 009°/189° | 11.3 NM | FL 255 / FL 85 | odd FL 250 / FL 90 | even FL 240 / FL 100 | FL 255/FL 195 Class C,<br>FL 195/FL 85 Class A.<br><br>Scottish ACC<br>Freq: 124.500 (All Levels). |

# ENR 3.2 AREA NAVIGATION ROUTES (continued)

| Route Designator | Route Usage Notes | | | | | |
|---|---|---|---|---|---|---|
| **Significant Point Name** | **Significant Point Coordinates** | | **Waypoint: IDENT of VOR/DME BRG, DIST & ELEV of DME antenna** | | | **Remarks** |
| **(RNP/RNAV Type & Accuracy)** | **MAG Track ↓ / ↑** | **Geodesic Distance** | **Upper limit / Lower limit** | **IFR cruising levels max/min** | | **Airspace Class/ Controlling Unit/ Channel/ Logon address/ SATVOICE number/ RCP & RSP limitations** |
| | | | | **↓** | **↑** | |
| △ IBOLU | 562310N 0030803W | | | | | |
| (RNAV 5) | 009°/189° | 18.7 NM | FL 255 / FL 105 | odd FL 250 / FL 110 | even FL 240 / FL 120 | FL 255/FL 195 Class C,<br>FL 195/FL 105 Class A.<br><br>Scottish ACC<br>Freq: 124.500 (All Levels). |
| △ ASNUD | 564139.00N 0030320.35W | | | | | Extremity of N864.<br>Intersection with P600. |
| Route Remarks:<br>Due to ATC operational requirements, the cruising level allocation between BHD and AVTIC, MONTY and WAL, and DCS and TLA is inappropriate to the MAG Track.<br><br>Variable lower limit: Daily from 0700-2000 (0600-1900) between DCS and ASRUS the lower limit is FL 125. | | | | | | |

| Route Designator | Route Usage Notes | | | | | |
|---|---|---|---|---|---|---|
| **Significant Point Name** | **Significant Point Coordinates** | | **Waypoint: IDENT of VOR/DME BRG, DIST & ELEV of DME antenna** | | | **Remarks** |
| **(RNP/RNAV Type & Accuracy)** | **MAG Track ↓ / ↑** | **Geodesic Distance** | **Upper limit / Lower limit** | **IFR cruising levels max/min** | | **Airspace Class/ Controlling Unit/ Channel/ Logon address/ SATVOICE number/ RCP & RSP limitations** |
| | | | | **↓** | **↑** | |
| **N866** | | | | | | |
| △ LORKU | 495618.10N 0022215.64W | | | | | Westbound route only btn DIGSU and LORKU.<br>FIR/UIR Boundary.<br>Extremity of N866. |
| (RNAV 5) | - /185° | 20.5 NM | FL 460 / FL 245 | | odd FL 450 / FL 250 | Class C.<br><br>London ACC<br>Freq: 129.430 (All Levels). |
| △ LAWJO | 501645.92N 0021943.34W | | | | | |
| (RNAV 5) | - /198° | 14.2 NM | FL 460 / FL 245 | | odd FL 450 / FL 250 | Class C.<br><br>London ACC<br>Freq: 129.430 (All Levels). |
| △ ROKSI | 503012.62N 0021251.28W | | | | | |
| (RNAV 5) | - /198° | 10.9 NM | FL 460 / FL 165 | | odd FL 450 / FL 170 | FL 460/FL 195 Class C,<br>FL 195/FL 165 Class A.<br><br>London ACC<br>Freq: 129.430 (All Levels). |
| △ BILNI | 504031.08N 0020732.56W | | | | | |
| (RNAV 5) | - /241° | 34.1 NM | FL 460 / FL 155 | | odd FL 450 / FL 170 | FL 460/FL 195 Class C,<br>FL 195/FL 155 Class A.<br><br>London ACC<br>Freq: 129.430 (All Levels). |
| △ SOUTHAMPTON DME (SAM) | 505718.90N 0012042.20W | | | | | Intersection with L620. |
| (RNAV 5) | - /224° | 21.0 NM | FL 460 / FL 75 | | odd FL 450 / FL 90 | FL 460/FL 195 Class C,<br>FL 195/FL 75 Class A.<br><br>London ACC<br>Freq: 129.430 (FL 155 and above);<br>Freq: 134.125 (Below FL 155). |

# ENR 3.2 AREA NAVIGATION ROUTES (continued)

| Route Designator | Route Usage Notes | | | | | |
|---|---|---|---|---|---|---|
| Significant Point Name | Significant Point Coordinates | | Waypoint: IDENT of VOR/DME BRG, DIST & ELEV of DME antenna | | | Remarks |
| (RNP/RNAV Type & Accuracy) | MAG Track ↓ / ↑ | Geodesic Distance | Upper limit / Lower limit | IFR cruising levels max/min ↓ | IFR cruising levels max/min ↑ | Airspace Class/ Controlling Unit/ Channel/ Logon address/ SATVOICE number/ RCP & RSP limitations |
| △ GASGU | 511223.99N 0005736.02W | | SAM R043 21.0 NM 64 FT | | | |
| (RNAV 5) | - /230° | 77.2 NM | FL 460 / FL 245 | | even FL 430 / FL 260 | Class C.<br><br>Between DIGSU and 00025E:<br>London ACC<br>Freq: 133.940 (All Levels).<br><br>Between 00025E and 00030W:<br>London ACC<br>Freq: 127.430 (FL 305 and above);<br>Freq: 132.605 (Below FL 305).<br><br>Between 00030W and GASGU:<br>London ACC<br>Freq: 134.460 (FL 305 and above);<br>Freq: 132.165 (Below FL 305). |
| △ DIGSU | 520126N 0003805E | | | | | Intersection with P5 and P144. |
| (RNAV 5) | 059°/239° | 37.2 NM | FL 460 / FL 245 | odd FL 450 / FL 250 | even FL 430 / FL 260 | Class C.<br><br>London ACC<br>Freq: 133.940 (All Levels). |
| △ BANEM | 522008.11N 0013019.26E | | | | | Westbound route only btn TIPAN and BANEM. |
| (RNAV 5) | - /241° | 53.8 NM | FL 460 / FL 245 | | even FL 430 / FL 260 | Class C.<br><br>Between BUKUT and 25 NM from BANEM:<br>London ACC<br>Freq: 126.780 (FL 355 and above);<br>Freq: 128.130 (Below FL 355).<br><br>Between 25 NM from BANEM and BANEM:<br>London ACC<br>Freq: 133.940 (All Levels). |
| △ BUKUT | 524530.21N 0024801.68E | | | | | Intersection with P7. |
| (RNAV 5) | - /205° | 12.4 NM | FL 460 / FL 245 | | even FL 430 / FL 260 | Class C.<br><br>London ACC<br>Freq: 126.780 (FL 355 and above);<br>Freq: 128.130 (Below FL 355). |
| △ KUBAX | 525633.93N 0025713.20E | | | | | |
| (RNAV 5) | - /205° | 12.4 NM | FL 460 / FL 245 | | even FL 430 / FL 260 | Class C.<br><br>London ACC<br>Freq: 126.780 (FL 355 and above);<br>Freq: 128.130 (Below FL 355). |
| △ TOLSA | 530736.89N 0030629.38E | | | | | |
| (RNAV 5) | - /205° | 7.5 NM | FL 460 / FL 245 | | even FL 430 / FL 260 | Class C.<br><br>London ACC<br>Freq: 126.780 (FL 355 and above);<br>Freq: 128.130 (Below FL 355). |
| △ AKOKO | 531416.24N 0031207.03E | | | | | |
| (RNAV 5) | - /206° | 11.1 NM | FL 460 / FL 245 | | even FL 430 / FL 260 | Class C.<br><br>Scottish ACC<br>Freq: 121.325 (All Levels). |

# ENR 3.2 AREA NAVIGATION ROUTES (continued)

| Route Designator | Route Usage Notes | | | | | |
|---|---|---|---|---|---|---|
| **Significant Point Name** | **Significant Point Coordinates** | | **Waypoint: IDENT of VOR/DME BRG, DIST & ELEV of DME antenna** | | | **Remarks** |
| **(RNP/RNAV Type & Accuracy)** | **MAG Track ↓ / ↑** | **Geodesic Distance** | **Upper limit / Lower limit** | **IFR cruising levels max/min** | | **Airspace Class/ Controlling Unit/ Channel/ Logon address/ SATVOICE number/ RCP & RSP limitations** |
| | | | | **↓** | **↑** | |
| △ BINBO | 532406.07N 0032029.35E | | | | | |
| (RNAV 5) | - /206° | 13.7 NM | FL 460 / FL 245 | | even FL 430 / FL 260 | Class C.<br><br>Scottish ACC<br>Freq: 121.325 (All Levels). |
| △ LARDI | 533616.09N 0033057.16E | | | | | |
| (RNAV 5) | - /205° | 25.9 NM | FL 460 / FL 245 | | even FL 430 / FL 260 | Class C.<br><br>Scottish ACC<br>Freq: 121.325 (All Levels). |
| △ WECOW | 535916.41N 0035103.10E | | | | | Intersection with L7. |
| (RNAV 5) | - /206° | 41.4 NM | FL 460 / FL 245 | | even FL 430 / FL 260 | Class C.<br><br>Scottish ACC<br>Freq 121.325 (All Levels). |
| △ TIPAN | 543554.13N 0042356.20E | | | | | FRA Exit Point.<br>Extremity of N866. |
| Route Remarks:<br>SAM - LORKU CDR H24.<br>Rest of N866 - PERM.<br><br>Due to Brest ACC operational requirements, the cruising level allocation is inappropriate to the MAG Track between GASGU and LORKU. | | | | | | |

| Route Designator | Route Usage Notes | | | | | |
|---|---|---|---|---|---|---|
| **Significant Point Name** | **Significant Point Coordinates** | | **Waypoint: IDENT of VOR/DME BRG, DIST & ELEV of DME antenna** | | | **Remarks** |
| **(RNP/RNAV Type & Accuracy)** | **MAG Track ↓ / ↑** | **Geodesic Distance** | **Upper limit / Lower limit** | **IFR cruising levels max/min** | | **Airspace Class/ Controlling Unit/ Channel/ Logon address/ SATVOICE number/ RCP & RSP limitations** |
| | | | | **↓** | **↑** | |
| **N867** | | | | | | |
| △ GARMI | 500000.00N 0012249.59W | | | | | Eastbound route only.<br>FIR Boundary.<br>For continuation see AIP France. |
| (RNAV 1) | 009°/ - | 30.6 NM | FL 245 / FL 125 | even FL 240 / FL 200 | | Between GARMI and 502619N 0011615W:<br>Class C.<br><br>Between 502619N 0011615W and VASUX:<br>FL 245/FL 195 Class C,<br>FL 195/FL 125 Class A.<br><br>London ACC<br>Freq: 127.830 (All Levels). |
| △ VASUX | 503009.23N 0011516.99W | | | | | |
| (RNAV 1) | 032°/ - | 22.6 NM | FL 245 / FL 125 | even FL 240 / FL 200 | | FL 245/FL 195 Class C,<br>FL 195/FL 125 Class A.<br><br>London ACC<br>Freq: 127.830 (All Levels). |
| △ AVANT | 504912.00N 0005618.05W | | GWC R252 7.2 NM 122 FT | | | Extremity of N867. |
| Route Remarks:<br>GARMI - VASUX FL 195 and above CDR, below FL 195 unavailable for Flight Planning (but may be used tactically by ATC) H24.<br>Rest of N867 - PERM.<br><br>Due to ATC operational requirements, the cruising level allocation is inappropriate to the MAG Track.<br><br>See also ENR 1.1, paragraph 1.1.3. | | | | | | |

# ENR 3.2 AREA NAVIGATION ROUTES (continued)

| Route Designator | Route Usage Notes | | | | | |
|---|---|---|---|---|---|---|
| Significant Point Name | Significant Point Coordinates | | Waypoint: IDENT of VOR/DME BRG, DIST & ELEV of DME antenna | | | Remarks |
| (RNP/RNAV Type & Accuracy) | MAG Track ↓ / ↑ | Geodesic Distance | Upper limit / Lower limit | IFR cruising levels max/min ↓ | IFR cruising levels max/min ↑ | Airspace Class/ Controlling Unit/ Channel/ Logon address/ SATVOICE number/ RCP & RSP limitations |
| **P1** | | | | | | |
| △ GODOS | 531456.55N 0032546.79E | | | | | FIR/UIR Boundary. |
| (RNAV 5) | 339°/159° | 9.7 NM | FL 460 / FL 175 | even FL 430 / FL 180 | odd FL 450 / FL 190 | FL 460/FL 195 Class C,<br>FL 195/FL 175 Class A.<br><br>Scottish ACC<br>Freq: 121.325 (FL 245 and above).<br>ATS Delegated to Amsterdam ACC below FL 245. |
| △ BINBO | 532406.07N 0032029.35E | | | | | |
| (RNAV 5) | 339°/159° | 16.6 NM | FL 460 / FL 175 | even FL 430 / FL 180 | odd FL 450 / FL 190 | FL 460/FL 195 Class C,<br>FL 195/FL 175 Class A.<br><br>Scottish ACC<br>Freq: 121.325 (FL 245 and above).<br>ATS Delegated to Amsterdam ACC below FL 245. |
| △ ROKAN | 533947.50N 0031119.84E | | | | | Westbound route only btn ROKAN and RODSI.<br>Intersection with M604, M982 and N96. |
| (RNAV 5) | 005°/ - | 22.6 NM | FL 460 / FL 195 | even FL 430 / FL 200 | | Class C.<br><br>Scottish ACC<br>Freq: 121.325 (All Levels). |
| △ TINDI | 540214.26N 0031529.49E | | | | | |
| (RNAV 5) | 005°/ - | 16.2 NM | FL 460 / FL 245 | even FL 430 / FL 260 | | Class C.<br><br>Scottish ACC<br>Freq: 121.325 (All Levels). |
| △ ROLUM | 541819.85N 0031831.29E | | | | | Intersection with M90 and P13. |
| (RNAV 5) | 344°/ - | 18.8 NM | FL 460 / FL 245 | even FL 430 / FL 260 | | Class C.<br><br>Scottish ACC<br>Freq: 121.325 (All Levels). |
| △ GIGUL | 543626.27N 0031009.89E | | | | | |
| (RNAV 5) | 319°/ - | 15.0 NM | FL 460 / FL 245 | even FL 430 / FL 260 | | Class C.<br><br>Scottish ACC<br>Freq: 121.325 (All Levels). |
| △ RODSI | 544755.62N 0025335.05E | | | | | Extremity of P1.<br>Intersection with P58. |

Route Remarks:
GIGUL - RODSI CDR H24.
Rest of P1 - PERM.

Due to ATC operational requirements, the cruising level allocation between ROKAN and ROLUM is inappropriate to the MAG Track.

See also ENR 1.1, paragraph 1.1.3.

# ENR 3.2 AREA NAVIGATION ROUTES (continued)

| Route Designator | Route Usage Notes | | | | | |
|---|---|---|---|---|---|---|
| Significant Point Name | Significant Point Coordinates | | Waypoint: IDENT of VOR/DME BRG, DIST & ELEV of DME antenna | | | Remarks |
| (RNP/RNAV Type & Accuracy) | MAG Track ↓ / ↑ | Geodesic Distance | Upper limit / Lower limit | IFR cruising levels max/min ↓ | IFR cruising levels max/min ↑ | Airspace Class/ Controlling Unit/ Channel/ Logon address/ SATVOICE number/ RCP & RSP limitations |
| **P2** | | | | | | |
| △ DOVER DME (DVR) | 510945.44N 0012132.71E | | | | | Eastbound route only.<br>Extremity of P2.<br>Intersection with (U)L9, L10 and L18. |
| (RNAV 1) | - /095° | 30.0 NM | FL 460 / FL 105 | | odd FL 450 / FL 110 | FL 460/FL 195 Class C,<br>FL 195/FL 105 Class A.<br><br>London ACC<br>Freq: 127.430 (FL 305 and above);<br>Freq: 132.605 (Below FL 305 to FL 275);<br>Freq: 134.905 (Below FL 275 to FL 195);<br>Freq: 120.530 (Below FL 195). |
| △ ZORFE | 511256.13N 0003407.87E | | | | | |
| (RNAV 1) | - /094° | 11.0 NM | FL 460 / FL 105 | | odd FL 450 / FL 110 | FL 460/FL 195 Class C,<br>FL 195/FL 105 Class A.<br><br>London ACC<br>Freq: 127.430 (FL 305 and above);<br>Freq: 132.605 (Below FL 305 to FL 275);<br>Freq: 134.905 (Below FL 275 to FL 195);<br>Freq: 120.530 (Below FL 195). |
| △ HABCI | 511401.12N 0001644.96E | | | | | Intersection with L722. |
| (RNAV 1) | - /094° | 9.1 NM | FL 460 / FL 105 | | odd FL 450 / FL 110 | FL 460/FL 195 Class C,<br>FL 195/FL 105 Class A.<br><br>London ACC<br>Freq: 127.430 (FL 305 and above);<br>Freq: 132.605 (Below FL 305 to FL 255);<br>Freq: 128.430 (Below FL 255 to FL 195);<br>Freq: 120.530 (Below FL 195). |
| △ PAWDE | 511453.21N 0000216.94E | | | | | |
| (RNAV 1) | - /094° | 45.7 NM | FL 460 / FL 105 | | odd FL 450 / FL 110 | FL 460/FL 195 Class C,<br>FL 195/FL 105 Class A.<br><br>Between NIGIT and 15 NM before PAWDE:<br>London ACC<br>Freq: 134.460 (FL 305 and above);<br>Freq: 132.165 (Below FL 305 to FL 215);<br>Freq: 135.805 (Below FL 215 to FL 175);<br>Freq: 129.080 (Below FL 175).<br><br>Between 15 NM before PAWDE and PAWDE:<br>London ACC<br>Freq: 127.430 (FL 305 and above);<br>Freq: 132.605 (Below FL 305 to FL 215);<br>Freq: 127.955 (Below FL 215 to FL 165);<br>Freq: 120.530 (Below FL 165). |

# ENR 3.2 AREA NAVIGATION ROUTES (continued)

| Route Designator | Route Usage Notes | | | | | |
|---|---|---|---|---|---|---|
| Significant Point Name | Significant Point Coordinates | | Waypoint: IDENT of VOR/DME BRG, DIST & ELEV of DME antenna | | | Remarks |
| (RNP/RNAV Type & Accuracy) | MAG Track ↓ / ↑ | Geodesic Distance | Upper limit / Lower limit | IFR cruising levels max/min ↓ | IFR cruising levels max/min ↑ | Airspace Class/ Controlling Unit/ Channel/ Logon address/ SATVOICE number/ RCP & RSP limitations |
| △ NIGIT | 511846.96N 0011014.71W | | MID R306 25.8 NM 233 FT | | | Intersection with L18. |
| (RNAV 1) | - /096° | 15.0 NM | FL 460 / FL 105 | | odd FL 450 / FL 110 | FL 460/FL 195 Class C,<br>FL 195/FL 105 Class A.<br><br>Between SIRIC and 7 NM before NIGIT:<br>London ACC<br>Freq: 134.460 (FL 305 and above);<br>Freq: 133.600 (Below FL 305 to FL 265);<br>Freq: 134.755 (Below FL 265).<br><br>Between 7 NM before NIGIT and NIGIT:<br>London ACC<br>Freq: 134.460 (FL 305 and above);<br>Freq: 132.165 (Below FL 305 to FL 215);<br>Freq: 135.805 (Below FL 215 to FL 155);<br>Freq: 129.080 (Below FL 155). |
| △ SIRIC | 512036.17N 0013358.89W | | | | | FRA Exit Point. |
| (RNAV 1) | - /096° | 16.0 NM | FL 245 / FL 105 | | odd FL 230 / FL 110 | FL 245/FL 195 Class C,<br>FL 195/FL 105 Class A.<br><br>London ACC<br>Freq: 134.755 (All Levels). |
| △ CAWZE | 512227.35N 0015920.05W | | | | | |
| (RNAV 1) | - /096° | 18.0 NM | FL 245 / FL 105 | | odd FL 230 / FL 110 | FL 245/FL 195 Class C,<br>FL 195/FL 105 Class A.<br><br>London ACC<br>Freq: 134.755 (All Levels). |
| △ ORZEB | 512425.86N 0022753.73W | | | | | |
| (RNAV 1) | - /095° | 43.7 NM | FL 245 / FL 195 | | odd FL 230 / FL 210 | Class C.<br><br>London ACC<br>Freq: 134.755 (All Levels) |
| △ AMFUL | 512844.40N 0033721.36W | | | | | Extremity of P2. |

| Route Designator | Route Usage Notes | | | | | |
|---|---|---|---|---|---|---|
| Significant Point Name | Significant Point Coordinates | | Waypoint: IDENT of VOR/DME BRG, DIST & ELEV of DME antenna | | | Remarks |
| (RNP/RNAV Type & Accuracy) | MAG Track ↓ / ↑ | Geodesic Distance | Upper limit / Lower limit | IFR cruising levels max/min ↓ | IFR cruising levels max/min ↑ | Airspace Class/ Controlling Unit/ Channel/ Logon address/ SATVOICE number/ RCP & RSP limitations |
| **P4** | | | | | | |
| △ HAWFA | 513208.71N 0023812.55W | | | | | Eastbound route only btn BCN and HAWFA.<br>Extremity of P4.<br>Intersection with L607. |

# ENR 3.2 AREA NAVIGATION ROUTES (continued)

| Route Designator | Route Usage Notes | | | | | |
|---|---|---|---|---|---|---|
| Significant Point Name | Significant Point Coordinates | | Waypoint: IDENT of VOR/DME BRG, DIST & ELEV of DME antenna | | | Remarks |
| (RNP/RNAV Type & Accuracy) | MAG Track ↓ / ↑ | Geodesic Distance | Upper limit / Lower limit | IFR cruising levels max/min ↓ | IFR cruising levels max/min ↑ | Airspace Class/ Controlling Unit/ Channel/ Logon address/ SATVOICE number/ RCP & RSP limitations |
| (RNAV 5) | - /105° | 9.7 NM | FL 245 / FL 75 | | odd FL 230 / FL 90 | FL 245/FL 195 Class C;<br>FL 195/FL 105 Class A;<br>FL 105/FL 75 Class D.<br><br>0600-2300 (0500-2200)<br>London ACC<br>Freq: 134.755 (FL 165 and above);<br>Cardiff APP<br>Freq: 125.855 (Below FL 165).<br><br>2300-0600 (2200-0500)<br>London ACC<br>Freq: 134.755 (All Levels). |
| △ LEKCI | 513440.46N 0025314.66W | | | | | |
| (RNAV 5) | - /123° | 16.6 NM | FL 245 / FL 75 | | odd FL 230 / FL 90 | Between BCN and the southern boundary of Cotswold CTA 12 (513634N 0025802W):<br>FL 245/FL 195 Class C,<br>FL 195/FL 75 Class A.<br>Between the southern boundary of Cotswold CTA 12 (513634N 0025802W) and LEKCI:<br>FL 245/FL 195 Class C,<br>FL 195/FL 105 Class A,<br>FL 105/FL 75 Class D.<br><br>0600-2300 (0500-2200)<br>London ACC<br>Freq: 134.755 (FL 165 and above);<br>Cardiff APP<br>Freq: 125.855 (Below FL 165).<br><br>2300-0600 (2200-0500)<br>London ACC<br>Freq: 134.755 (All Levels). |
| △ BRECON DME (BCN) | 514331.89N 0031546.92W | | | | | Westbound route only btn BCN and FELCA. |
| (RNAV 1) | 301°/ - | 5.6 NM | FL 245 / FL 75 | even FL 240 / FL 80 | | FL 245/FL 195 Class C,<br>FL 195/FL 75 Class A.<br><br>0600 - 2300 (0500-2200)<br>London ACC<br>Freq: 134.755 (FL 165 and above);<br>Cardiff APP<br>Freq: 125.855 (Below FL 165).<br><br>2300 - 0600 (2200-0500)<br>London ACC<br>Freq: 134.755 (All Levels). |
| △ TIZDU | 514622.64N 0032337.75W | | | | | |
| (RNAV 1) | 300°/ - | 6.2 NM | FL 245 / FL 75 | even FL 240 / FL 80 | | FL 245/FL 195 Class C,<br>FL 195/FL 75 Class A.<br><br>0600-2300 (0500-2200)<br>London ACC<br>Freq: 134.755 (FL 165 and above);<br>Cardiff APP<br>Freq: 125.855 (Below FL 165).<br><br>2300-0600 (2200-0500)<br>London ACC<br>Freq: 134.755 (All Levels). |

# ENR 3.2 AREA NAVIGATION ROUTES (continued)

| Route Designator | | Route Usage Notes | | | | | |
|---|---|---|---|---|---|---|---|
| Significant Point Name | | Significant Point Coordinates | | Waypoint: IDENT of VOR/DME BRG, DIST & ELEV of DME antenna | | | Remarks |
| (RNP/RNAV Type & Accuracy) | | MAG Track ↓ / ↑ | Geodesic Distance | Upper limit / Lower limit | IFR cruising levels max/min ↓ | IFR cruising levels max/min ↑ | Airspace Class/ Controlling Unit/ Channel/ Logon address/ SATVOICE number/ RCP & RSP limitations |
| △ | FELCA | 514930.86N 0033219.61W | | | | | Extremity of P4.<br>Intersection with L9. |

| Route Designator | | Route Usage Notes | | | | | |
|---|---|---|---|---|---|---|---|
| Significant Point Name | | Significant Point Coordinates | | Waypoint: IDENT of VOR/DME BRG, DIST & ELEV of DME antenna | | | Remarks |
| (RNP/RNAV Type & Accuracy) | | MAG Track ↓ / ↑ | Geodesic Distance | Upper limit / Lower limit | IFR cruising levels max/min ↓ | IFR cruising levels max/min ↑ | Airspace Class/ Controlling Unit/ Channel/ Logon address/ SATVOICE number/ RCP & RSP limitations |
| **P5** | | | | | | | |
| △ | DIGSU | 520126N 0003805E | | | | | Extremity of P5.<br>Intersection with N866 and UM185. |
| (RNAV 5) | | 015°/195° | 20.2 NM | FL 460 / FL 245 | odd FL 450 / FL 250 | even FL 430 / FL 260 | Class C.<br><br>London ACC<br>Freq: 133.940 (All Levels). |
| △ | UMBAG | 522052.37N 0004657.48E | | | | | |
| (RNAV 5) | | 013°/194° | 63.4 NM | FL 460 / FL 245 | odd FL 450 / FL 250 | even FL 430 / FL 260 | Class C.<br><br>Between UMBAG and 5 NM north of UMBAG:<br>London ACC<br>Freq: 133.940 (All Levels).<br><br>Between 5 NM north of UMBAG and ELNAB:<br>London ACC<br>Freq: 126.780 (FL 355 and above);<br>Freq: 128.130 (Below FL 355). |
| △ | ELNAB | 532211N 0011251E | | | | | |
| (RNAV 5) | | 014°/194° | 127.4 NM | FL 460 / FL 245 | odd FL 450 / FL 250 | even FL 430 / FL 260 | Class C.<br><br>Scottish ACC<br>Freq: 121.325 (All Levels). |
| △ | GOTGO | 552506.55N 0020850.44E | | | | | FRA Entry/Exit Point.<br>Extremity of P5. |
| Route Remarks:<br>DIGSU - GOTGO CDR H24. | | | | | | | |

# ENR 3.2 AREA NAVIGATION ROUTES (continued)

| Route Designator | Route Usage Notes | | | | | |
|---|---|---|---|---|---|---|
| **Significant Point Name** | **Significant Point Coordinates** | | **Waypoint: IDENT of VOR/DME BRG, DIST & ELEV of DME antenna** | | | **Remarks** |
| **(RNP/RNAV Type & Accuracy)** | **MAG Track ↓ / ↑** | **Geodesic Distance** | **Upper limit / Lower limit** | **IFR cruising levels max/min** | | **Airspace Class/ Controlling Unit/ Channel/ Logon address/ SATVOICE number/ RCP & RSP limitations** |
| | | | | **↓** | **↑** | |
| **P6** | | | | | | |
| △ LESTA | 524427.09N 0010419.42W | | | | | Westbound route only.<br>Extremity of P6. |
| (RNAV 5) | 316°/ - | 41.4 NM | FL 245 / FL 195 | even FL 240 / FL 200 | | Class C.<br><br>Between LESTA and 15 NM south of RODOL:<br>London ACC<br>Freq: 127.105 (All Levels).<br><br>Between 15 NM south of RODOL and RODOL:<br>Scottish ACC<br>Freq: 118.780 (All Levels). |
| △ RODOL | 531417N 0015143W | | | | | Extremity of partition of P6.<br>Intersection with L28. |
| (RNAV ) | | | | | | ROUTE BREAK - THIS ROUTE IS NOT CONTINUOUS. |
| △ NELBO | 542924.15N 0051810.39W | | | | | Westbound route only.<br>Extremity of partition of P6. |
| (RNAV 5) | 290°/ - | 5.5 NM | FL 255 / FL 55 | even FL 240 / FL 60 | | FL 255/FL 195 Class C,<br>FL 195/FL 55 Class D.<br><br>Scottish ACC<br>Freq: 123.775 (All Levels). |
| △ IPSET | 543105.63N 0052708.92W | | | | | |
| (RNAV 5) | 290°/ - | 28.5 NM | FL 255 / FL 55 | even FL 240 / FL 60 | | FL 255/FL 195 Class C,<br>FL 195/FL 55 Class D.<br><br>Scottish ACC<br>Freq: 123.775 (All Levels). |
| △ BELZU | 543940.00N 0061348.00W | | | | | Extremity of P6. |

| Route Designator | Route Usage Notes | | | | | |
|---|---|---|---|---|---|---|
| **Significant Point Name** | **Significant Point Coordinates** | | **Waypoint: IDENT of VOR/DME BRG, DIST & ELEV of DME antenna** | | | **Remarks** |
| **(RNP/RNAV Type & Accuracy)** | **MAG Track ↓ / ↑** | **Geodesic Distance** | **Upper limit / Lower limit** | **IFR cruising levels max/min** | | **Airspace Class/ Controlling Unit/ Channel/ Logon address/ SATVOICE number/ RCP & RSP limitations** |
| | | | | **↓** | **↑** | |
| **P7** | | | | | | |
| △ LOGAN | 514451.32N 0013642.58E | | CLN R108 18.3 NM 100 FT | | | Westbound route only.<br>Extremity of P7.<br>Intersection with L980. |
| (RNAV 5) | - /227° | 13.6 NM | FL 460 / FL 85 | | even FL 430 / FL 100 | FL 460/FL 195 Class C,<br>FL 195/FL 85 Class A.<br><br>London ACC<br>Freq: 128.160 (FL 245 and above);<br>Freq: 118.480 (Below FL 245 to FL 215);<br>Freq: 135.425 (Below FL 215). |

# ENR 3.2 AREA NAVIGATION ROUTES (continued)

| Route Designator | Route Usage Notes | | | | | |
|---|---|---|---|---|---|---|
| Significant Point Name | Significant Point Coordinates | | Waypoint: IDENT of VOR/DME BRG, DIST & ELEV of DME antenna | | | Remarks |
| (RNP/RNAV Type & Accuracy) | MAG Track ↓ / ↑ | Geodesic Distance | Upper limit / Lower limit | IFR cruising levels max/min ↓ | IFR cruising levels max/min ↑ | Airspace Class/ Controlling Unit/ Channel/ Logon address/ SATVOICE number/ RCP & RSP limitations |
| △ IDESI | 515351.74N 0015308.08E | | | | | |
| (RNAV 5) | - /228° | 18.9 NM | FL 460 / FL 85 | | even FL 430 / FL 100 | FL 460/FL 195 Class C,<br>FL 195/FL 85 Class A.<br><br>Between 5 NM before IDESI and IDESI:<br>London ACC<br>Freq: 128.160 (FL 245 and above);<br>Freq: 118.480 (Below FL 245 to FL 215);<br>Freq: 135.425 (Below FL 215).<br><br>Between SONOG and 5 NM before IDESI:<br>London ACC<br>Freq: 133.940 (FL 215 and above);<br>Freq: 135.425 (Below FL 215). |
| △ SONOG | 520619.71N 0021610.08E | | | | | Intersection with Y4. |
| (RNAV 5) | - /205° | 25.0 NM | FL 460 / FL 215 | | even FL 430 / FL 220 | Class C.<br><br>London ACC<br>Freq: 133.940 (All Levels). |
| △ BARMI | 522841.76N 0023413.73E | | | | | Intersection with P25. |
| (RNAV 5) | - /205° | 18.8 NM | FL 460 / FL 245 | | even FL 430 / FL 260 | Class C.<br><br>London ACC<br>Freq: 126.780 (FL 355 and above);<br>Freq: 128.130 (Below FL 355). |
| △ BUKUT | 524530.21N 0024801.68E | | | | | Extremity of P7. |

| Route Designator | Route Usage Notes | | | | | |
|---|---|---|---|---|---|---|
| Significant Point Name | Significant Point Coordinates | | Waypoint: IDENT of VOR/DME BRG, DIST & ELEV of DME antenna | | | Remarks |
| (RNP/RNAV Type & Accuracy) | MAG Track ↓ / ↑ | Geodesic Distance | Upper limit / Lower limit | IFR cruising levels max/min ↓ | IFR cruising levels max/min ↑ | Airspace Class/ Controlling Unit/ Channel/ Logon address/ SATVOICE number/ RCP & RSP limitations |
| **P13** | | | | | | |
| △ ROLUM | 541819.85N 0031831.29E | | | | | Westbound route only.<br>Extremity of P13. |
| (RNAV 5) | 355°/ - | 39.6 NM | FL 460 / FL 245 | even FL 430 / FL 260 | | Class C.<br><br>Scottish ACC<br>Freq: 121.325 (All Levels). |
| △ ASKAM | 545747.34N 0031349.91E | | | | | Extremity of P13.<br>Intersection with L7 and UP59. |

# ENR 3.2 AREA NAVIGATION ROUTES (continued)

| Route Designator | Route Usage Notes | | | | | |
|---|---|---|---|---|---|---|
| Significant Point Name | Significant Point Coordinates | | Waypoint: IDENT of VOR/DME BRG, DIST & ELEV of DME antenna | | | Remarks |
| (RNP/RNAV Type & Accuracy) | MAG Track ↓ / ↑ | Geodesic Distance | Upper limit / Lower limit | IFR cruising levels max/min ↓ | IFR cruising levels max/min ↑ | Airspace Class/ Controlling Unit/ Channel/ Logon address/ SATVOICE number/ RCP & RSP limitations |
| **P15** | | | | | | |
| △ NATEB | 550218.41N 0014154.13W | | | | | Eastbound route only.<br>Extremity of P15. |
| (RNAV 5) | 069°/ - | 24.0 NM | FL 460 / FL 245 | odd FL 450 / FL 250 | | Class C.<br><br>Scottish ACC<br>Freq: 126.930 (FL 255 and above);<br>Freq: 124.500 (Below FL 255). |
| △ DIGBI | 551105.57N 0010301.45W | | | | | |
| (RNAV 5) | 069°/ - | 17.1 NM | FL 460 / FL 245 | odd FL 450 / FL 250 | | Class C.<br><br>Scottish ACC<br>Freq: 134.775 (All Levels). |
| △ ERLOT | 551714.26N 0003505.84W | | | | | |
| (RNAV 5) | 069°/ - | 30.4 NM | FL 460 / FL 245 | odd FL 450 / FL 250 | | Class C.<br><br>Scottish ACC<br>Freq: 134.775 (All Levels). |
| △ GIVEM | 552753.52N 0001452.78E | | | | | FRA Entry Point.<br>Extremity of P15. |
| Route Remarks:<br>CDR H24. | | | | | | |

| Route Designator | Route Usage Notes | | | | | |
|---|---|---|---|---|---|---|
| Significant Point Name | Significant Point Coordinates | | Waypoint: IDENT of VOR/DME BRG, DIST & ELEV of DME antenna | | | Remarks |
| (RNP/RNAV Type & Accuracy) | MAG Track ↓ / ↑ | Geodesic Distance | Upper limit / Lower limit | IFR cruising levels max/min ↓ | IFR cruising levels max/min ↑ | Airspace Class/ Controlling Unit/ Channel/ Logon address/ SATVOICE number/ RCP & RSP limitations |
| **P16** | | | | | | |
| △ SKESO | 494929.42N 0030202.60W | | | | | Eastbound (northbound) route only between SKESO and NOKIN.<br>FIR Boundary.<br>Extremity of P16. |
| (RNAV 1) | 298°/ - | 6.1 NM | FL 245 / FL 85 | even FL 240 / FL 100 | | FL 245/FL 195 Class C,<br>FL 195/FL 85 Class A.<br><br>London ACC<br>Freq: 126.080 (FL 195 and above).<br>Jersey Control<br>Freq: 125.205 (Below FL 195). |
| △ LIFOX | 495220.46N 0031022.75W | | | | | |
| (RNAV 1) | 333°/ - | 12.4 NM | FL 245 / FL 85 | even FL 240 / FL 100 | | FL 245/FL 195 Class C,<br>FL 195/FL 85 Class A.<br><br>Between LIFOX and 4 NM before EMWIP:<br>London ACC<br>Freq: 126.080 (FL 195 and above).<br>Jersey Control<br>Freq: 125.205 (Below FL 195).<br><br>Between 4 NM before EMWIP and EMWIP:<br>London ACC<br>Freq: 126.080 (All Levels). |
| △ EMWIP | 500319.72N 0031908.98W | | | | | |

# ENR 3.2 AREA NAVIGATION ROUTES (continued)

| Route Designator | Route Usage Notes | | | | | |
|---|---|---|---|---|---|---|
| Significant Point Name | Significant Point Coordinates | | Waypoint: IDENT of VOR/DME BRG, DIST & ELEV of DME antenna | | | Remarks |
| (RNP/RNAV Type & Accuracy) | MAG Track ↓ / ↑ | Geodesic Distance | Upper limit / Lower limit | IFR cruising levels max/min | | Airspace Class/ Controlling Unit/ Channel/ Logon address/ SATVOICE number/ RCP & RSP limitations |
| | | | | ↓ | ↑ | |
| (RNAV 1) | 333°/ - | 15.2 NM | FL 245 / FL 85 | even FL 240 / FL 100 | | FL 245/FL 195 Class C,<br>FL 195/FL 85 Class A.<br><br>London ACC<br>Freq: 126.080 (All Levels). |
| △ FIMCA | 501648.49N 0033000.82W | | | | | Intersection with N22. |
| (RNAV 1) | 333°/ - | 13.8 NM | FL 245 / FL 145 | even FL 240 / FL 160 | | FL 245/FL 195 Class C,<br>FL 195/FL 145 Class A.<br><br>London ACC<br>Freq: 126.080 (All Levels). |
| △ TOJAQ | 502859.78N 0033956.26W | | | | | |
| (RNAV 1) | 007°/ - | 6.4 NM | FL 245 / FL 145 | even FL 240 / FL 160 | | FL 245/FL 195 Class C,<br>FL 195/FL 145 Class A.<br><br>London ACC<br>Freq: 126.080 (All Levels). |
| △ ILZIC | 503518.71N 0033844.20W | | | | | |
| (RNAV 1) | 007°/ - | 9.7 NM | FL 245 / FL 145 | even FL 240 / FL 160 | | FL 245/FL 195 Class C,<br>FL 195/FL 145 Class A.<br><br>London ACC<br>Freq: 126.080 (All Levels). |
| △ EXKIC | 504453.02N 0033654.36W | | | | | |
| (RNAV 1) | 007°/ - | 11.5 NM | FL 245 / FL 145 | even FL 240 / FL 160 | | FL 245/FL 195 Class C,<br>FL 195/FL 145 Class A.<br><br>0600-2300 (0500-2200)<br>London ACC<br>Freq: 126.080 (FL 165 and above);<br>Cardiff APP<br>Freq: 125.855 (Below FL 165).<br><br>2300-0600 (2200-0500)<br>London ACC<br>Freq: 126.080 (All Levels). |
| △ FARJO | 505616.27N 0033442.70W | | | | | |
| (RNAV 1) | 007°/ - | 18.2 NM | FL 245 / FL 195 | even FL 240 / FL 200 | | Class C.<br><br>London ACC<br>Freq: 126.080 (All Levels). |
| △ EPACE | 511420.88N 0033111.46W | | | | | Intersection with N91. |
| (RNAV 1) | 007°/ - | 41.8 NM | FL 245 / FL 195 | even FL 240 / FL 200 | | Class C.<br><br>London ACC<br>Freq: 134.755 (All Levels). |
| △ ACCOP | 515544.33N 0032257.07W | | | | | |
| (RNAV 1) | 003°/ - | 12.6 NM | FL 245 / FL 195 | even FL 240 / FL 200 | | Class C.<br><br>London ACC<br>Freq: 133.600 (All Levels). |
| △ BIFCU | 520816.67N 0032202.77W | | | | | |
| (RNAV 1) | 003°/ - | 19.6 NM | FL 245 / FL 175 | even FL 240 / FL 180 | | FL 245/FL 195 Class C,<br>FL 195/FL 175 Class A.<br><br>London ACC<br>Freq: 133.600 (All Levels). |
| △ MOCQO | 522748.08N 0032037.20W | | | | | |

# ENR 3.2 AREA NAVIGATION ROUTES (continued)

| Route Designator | Route Usage Notes | | | | | |
|---|---|---|---|---|---|---|
| Significant Point Name | Significant Point Coordinates | | Waypoint: IDENT of VOR/DME BRG, DIST & ELEV of DME antenna | | | Remarks |
| (RNP/RNAV Type & Accuracy) | MAG Track ↓ / ↑ | Geodesic Distance | Upper limit / Lower limit | IFR cruising levels max/min ↓ | IFR cruising levels max/min ↑ | Airspace Class/ Controlling Unit/ Channel/ Logon address/ SATVOICE number/ RCP & RSP limitations |
| (RNAV 1) | 003°/ - | 10.0 NM | FL 245 / FL 155 | even FL 240 / FL 160 | | FL 245/FL 195 Class C,<br>FL 195/FL 155 Class A.<br><br>London ACC<br>Freq: 133.600 (All Levels). |
| △ PEPZE | 523746.62N 0031952.98W | | | | | |
| (RNAV 1) | 020°/ - | 5.9 NM | FL 245 / FL 145 | even FL 240 / FL 160 | | FL 245/FL 195 Class C,<br>FL 195/FL 145 Class A.<br><br>London ACC<br>Freq: 133.600 (All Levels). |
| △ AXCIS | 524319.48N 0031634.76W | | | | | |
| (RNAV 1) | 020°/ - | 5.7 NM | FL 245 / FL 105 | even FL 240 / FL 120 | | FL 245/FL 195 Class C,<br>FL 195/FL 105 Class A.<br><br>London ACC<br>Freq: 133.600 (FL 145 and above).<br>Scottish ACC<br>Freq: 128.055 (Below FL 145). |
| △ MOFWE | 524839.37N 0031323.42W | | | | | |
| (RNAV 1) | 020°/ - | 5.2 NM | FL 245 / FL 85 | even FL 240 / FL 100 | | FL 245/FL 195 Class C,<br>FL 195/FL 85 Class A.<br><br>London ACC<br>Freq: 133.600 (FL 145 and above).<br>Scottish ACC<br>Freq: 128.055 (Below FL 145). |
| △ MONTY | 525334.00N 0031026.44W | | WAL R183 30.0 NM 55 FT | | | Intersection with N864. |
| (RNAV 5) | 044°/ - | 15.3 NM | FL 245 / FL 105 | even FL 240 / FL 120 | | FL 245/FL 195 Class C,<br>FL 195/FL 105 Class A.<br><br>Scottish ACC<br>Freq: 118.780 (FL 195 and above);<br>Freq: 128.055 (Below FL 195). |
| △ NOKIN | 530436.00N 0025258.25W | | | | | Intersection with N862 and P17. |
| (RNAV 5) | 021°/201° | 23.7 NM | FL 245 / FL 105 | even FL 240 / FL 200 | odd FL 230 / FL 190 | FL 245/FL 195 Class C,<br>FL 195/FL 105 Class A.<br><br>Scottish ACC<br>Freq: 118.780 (Above FL 195);<br>Freq: 128.055 (FL 195 and below). |
| △ ASMIM | 532645.75N 0023910.71W | | WAL R079 17.6 NM 55 FT | | | |
| (RNAV 5) | 021°/201° | 11.6 NM | FL 245 / FL 105 | even FL 240 / FL 200 | odd FL 230 / FL 190 | FL 245/FL 195 Class C,<br>FL 195/FL 105 Class A.<br><br>Scottish ACC<br>Freq: 118.780 (Above FL 195);<br>Freq: 128.055 (FL 195 and below). |
| △ CROFT | 533736.89N 0023219.85W | | WAL R056 25.6 NM 55 FT | | | Intersection with L612 and Y70. |
| (RNAV 5) | 021°/201° | 25.0 NM | FL 245 / FL 105 | even FL 240 / FL 200 | odd FL 230 / FL 190 | FL 245/FL 195 Class C,<br>FL 195/FL 105 Class A.<br><br>Scottish ACC<br>Freq: 118.780 (Above FL 195);<br>Freq: 135.715 (FL 195 and below). |

# ENR 3.2 AREA NAVIGATION ROUTES (continued)

| Route Designator | Route Usage Notes | | | | | |
|---|---|---|---|---|---|---|
| Significant Point Name | Significant Point Coordinates | | Waypoint: IDENT of VOR/DME BRG, DIST & ELEV of DME antenna | | | Remarks |
| (RNP/RNAV Type & Accuracy) | MAG Track ↓ / ↑ | Geodesic Distance | Upper limit / Lower limit | IFR cruising levels max/min ↓ | IFR cruising levels max/min ↑ | Airspace Class/ Controlling Unit/ Channel/ Logon address/ SATVOICE number/ RCP & RSP limitations |
| △ RIBEL | 540058.00N 0021722.76W | | | | | Eastbound route only btn GASKO and RIBEL.<br>Intersection with N601. |
| (RNAV 5) | - /224° | 17.2 NM | FL 245 / FL 125 | | odd FL 230 / FL 190 | FL 245/FL 195 Class C,<br>FL 195/FL 125 Class A.<br><br>Scottish ACC<br>Freq: 118.780 (Above FL 195);<br>Freq: 135.715 (FL 195 and below). |
| △ GASKO | 541328.97N 0015721.30W | | POL R010 29.4 NM 1438 FT | | | Extremity of P16. |
| Route Remarks:<br>Due to ATC operational requirements, the cruising level allocation between TOJAQ and GASKO is inappropriate to the MAG Track.<br><br>See also ENR 1.1, paragraph 1.1.3. | | | | | | |

| Route Designator | Route Usage Notes | | | | | |
|---|---|---|---|---|---|---|
| Significant Point Name | Significant Point Coordinates | | Waypoint: IDENT of VOR/DME BRG, DIST & ELEV of DME antenna | | | Remarks |
| (RNP/RNAV Type & Accuracy) | MAG Track ↓ / ↑ | Geodesic Distance | Upper limit / Lower limit | IFR cruising levels max/min ↓ | IFR cruising levels max/min ↑ | Airspace Class/ Controlling Unit/ Channel/ Logon address/ SATVOICE number/ RCP & RSP limitations |
| **P17** | | | | | | |
| △ ZESPE | 513309.63N 0025314.43W | | | | | Westbound (southbound) route only between NOKIN and ZESPE.<br>Extremity of P17.<br>Intersection with N92. |
| (RNAV 1) | - /188° | 18.3 NM | FL 245 / FL 195 | | odd FL 230 / FL 210 | Class C.<br><br>London ACC<br>Freq: 134.755 (All Levels). |
| △ ELNIF | 515119.24N 0024921.61W | | | | | |
| (RNAV 1) | - /183° | 3.1 NM | FL 245 / FL 195 | | odd FL 230 / FL 210 | Class C.<br><br>London ACC<br>Freq: 134.755 (All Levels) |
| △ OXCUD | 515423.03N 0024906.11W | | | | | |
| (RNAV 1) | - /183° | 8.9 NM | FL 245 / FL 195 | | odd FL 230 / FL 210 | Class C.<br><br>London ACC<br>Freq: 134.755 (All Levels). |
| △ OSSEP | 520317.32N 0024820.85W | | | | | |
| (RNAV 1) | - /183° | 17.4 NM | FL 245 / FL 195 | | odd FL 230 / FL 210 | Class C.<br><br>London ACC<br>Freq: 133.600 (All Levels). |
| △ EDFAR | 522035.66N 0024652.02W | | | | | |
| (RNAV 1) | - /183° | 10.0 NM | FL 245 / FL 175 | | odd FL 230 / FL 190 | FL 245/FL 195 Class C,<br>FL 195/FL 175 Class A.<br><br>London ACC<br>Freq: 133.600 (All Levels). |
| △ BEPHE | 523033.98N 0024600.31W | | | | | |
| (RNAV 1) | - /183° | 6.2 NM | FL 245 / FL 155 | | odd FL 230 / FL 170 | FL 245/FL 195 Class C,<br>FL 195/FL 155 Class A.<br><br>London ACC<br>Freq: 133.600 (All Levels). |
| △ ATHAS | 523644.93N 0024528.05W | | | | | |

# ENR 3.2 AREA NAVIGATION ROUTES (continued)

| Route Designator | Route Usage Notes | | | | | |
|---|---|---|---|---|---|---|
| **Significant Point Name** | **Significant Point Coordinates** | | **Waypoint: IDENT of VOR/DME BRG, DIST & ELEV of DME antenna** | | | **Remarks** |
| **(RNP/RNAV Type & Accuracy)** | **MAG Track ↓ / ↑** | **Geodesic Distance** | **Upper limit / Lower limit** | **IFR cruising levels max/min** | | **Airspace Class/ Controlling Unit/ Channel/ Logon address/ SATVOICE number/ RCP & RSP limitations** |
| | | | | **↓** | **↑** | |
| (RNAV 1) | - /171° | 5.8 NM | FL 245 / FL 145 | | odd FL 230 / FL 150 | FL 245/FL 195 Class C,<br>FL 195/FL 145 Class A.<br><br>London ACC<br>Freq: 133.600 (All Levels). |
| △ CONHA | 524226.44N 0024659.26W | | | | | |
| (RNAV 1) | - /171° | 5.5 NM | FL 245 / FL 125 | | odd FL 230 / FL 130 | FL 245/FL 195 Class C,<br>FL 195/FL 125 Class A.<br><br>London ACC<br>Freq: 133.600 (FL 145 and above).<br>Scottish ACC<br>Freq: 128.055 (Below FL 145). |
| △ MIDJO | 524754.42N 0024827.24W | | | | | |
| (RNAV 1) | - /171° | 16.9 NM | FL 245 / FL 105 | | odd FL 230 / FL 110 | FL 245/FL 195 Class C,<br>FL 195/FL 105 Class A.<br><br>Between NOKIN and 6 NM from MIDJO:<br>Scottish ACC<br>Freq: 118.780 (FL 195 and above);<br>Freq: 128.055 (Below FL 195).<br><br>Between 6 NM from MIDJO and MIDJO:<br>London ACC<br>Freq: 133.600 (FL 145 and above).<br>Scottish ACC<br>Freq: 128.055 (Below FL 145). |
| △ NOKIN | 530436.00N 0025258.25W | | | | | Intersection with N862 and P16. |
| (RNAV 5) | 035°/215° | 12.9 NM | FL 245 / FL 105 | even FL 240 / FL 120 | odd FL 230 / FL 110 | FL 245/FL 195 Class C,<br>FL 195/FL 105 Class A.<br><br>Scottish ACC<br>Freq: 118.780 (FL 195 and above);<br>Freq: 128.055 (Below FL 195). |
| △ KUXEM | 531511.07N 0024046.76W | | MCT R247 16.3 NM 280 FT | | | |
| (RNAV 5) | 035°/215° | 15.9 NM | FL 245 / FL 105 | even FL 240 / FL 120 | odd FL 230 / FL 110 | FL 245/FL 195 Class C,<br>FL 195/FL 105 Class A.<br><br>Scottish ACC<br>Freq: 118.780 (FL 195 and above);<br>Freq: 128.055 (Below FL 195). |
| △ BARTN | 532814.17N 0022541.11W | | POL R215 20.1 NM 1438 FT | | | Intersection with L612 and L975. |
| (RNAV 5) | 036°/216° | 20.1 NM | FL 245 / FL 105 | even FL 240 / FL 120 | odd FL 230 / FL 110 | FL 245/FL 195 Class C,<br>FL 195/FL 105 Class A.<br><br>Scottish ACC<br>Freq: 118.780 (FL 195 and above);<br>Freq: 135.715 (Below FL 195). |
| △ POLE HILL VOR/DME (POL) | 534437.60N 0020611.83W | | | | | Eastbound route only btn POL and OBOXA.<br>Intersection with N601 and P18. |
| (RNAV 5) | 015°/ - | 21.0 NM | FL 245 / FL 95 | odd FL 230 / FL 110 | | FL 245/FL 195 Class C,<br>FL 195/FL 95 Class A.<br><br>Scottish ACC<br>Freq: 118.780 (FL 195 and above);<br>Freq: 135.715 (Below FL 195). |

# ENR 3.2 AREA NAVIGATION ROUTES (continued)

| Route Designator | Route Usage Notes | | | | | |
|---|---|---|---|---|---|---|
| Significant Point Name | Significant Point Coordinates | | Waypoint: IDENT of VOR/DME BRG, DIST & ELEV of DME antenna | | | Remarks |
| (RNP/RNAV Type & Accuracy) | MAG Track ↓ / ↑ | Geodesic Distance | Upper limit / Lower limit | IFR cruising levels max/min ↓ | IFR cruising levels max/min ↑ | Airspace Class/ Controlling Unit/ Channel/ Logon address/ SATVOICE number/ RCP & RSP limitations |
| △ IPSIR | 540454N 0015657W | | | | | |
| (RNAV 5) | 015°/ - | 5.9 NM | FL 245 / FL 125 | odd FL 230 / FL 130 | | FL 245/FL 195 Class C,<br>FL 195/FL 125 Class A.<br><br>Scottish ACC<br>Freq: 118.780 (FL 195 and above);<br>Freq: 135.715 (Below FL 195). |
| △ OBOXA | 541035.55N 0015420.13W | | | | | Extremity of P17. |
| Route Remarks:<br>ATHAS - OXCUD CDR H24.<br><br>Due to ATC operational requirements, the cruising level allocation between NOKIN and POL and between ATHAS and ZESPE is inappropriate to the MAG Track. | | | | | | |

| Route Designator | Route Usage Notes | | | | | |
|---|---|---|---|---|---|---|
| Significant Point Name | Significant Point Coordinates | | Waypoint: IDENT of VOR/DME BRG, DIST & ELEV of DME antenna | | | Remarks |
| (RNP/RNAV Type & Accuracy) | MAG Track ↓ / ↑ | Geodesic Distance | Upper limit / Lower limit | IFR cruising levels max/min ↓ | IFR cruising levels max/min ↑ | Airspace Class/ Controlling Unit/ Channel/ Logon address/ SATVOICE number/ RCP & RSP limitations |
| **P18** | | | | | | |
| △ TELBA | 523952.00N 0021906.97W | | | | | Extremity of P18. |
| (RNAV 5) | 013°/194° | 12.2 NM | FL 245 / FL 145 | even FL 240 / FL 160 | odd FL 230 / FL 150 | FL 245/FL 195 Class C,<br>FL 195/FL 145 Class A.<br><br>London ACC<br>Freq: 134.390 (FL 195 and above).<br><br>Scottish ACC<br>Freq: 134.430 (Below FL 195). |
| △ STAFA | 525141.00N 0021434.55W | | DTY R314 58.2 NM 600 FT | | | Intersection with L8. |
| (RNAV 5) | 006°/186° | 8.9 NM | FL 245 / FL 85 | even FL 240 / FL 100 | odd FL 230 / FL 90 | FL 245/FL 195 Class C,<br>FL 195/FL 85 Class A.<br><br>Scottish ACC<br>Freq: 118.780 (FL 195 and above);<br>Freq: 134.430 (Below FL 195). |
| △ UTUXA | 530030.45N 0021312.52W | | | | | Intersection with N859. |
| (RNAV 5) | 006°/186° | 8.1 NM | FL 245 / FL 85 | even FL 240 / FL 100 | odd FL 230 / FL 90 | FL 245/FL 195 Class C,<br>FL 195/FL 85 Class A.<br><br>Scottish ACC<br>Freq: 118.780 (FL 195 and above);<br>Freq: 134.430 (Below FL 195). |
| △ LISTO | 530835.93N 0021156.54W | | POL R185 36.2 NM 1438 FT | | | Intersection with L612. |
| (RNAV 5) | 006°/186° | 36.2 NM | FL 245 / FL 85 | even FL 240 / FL 100 | odd FL 230 / FL 90 | FL 245/FL 195 Class C,<br>FL 195/FL 85 Class A.<br><br>Between LISTO and abm MCT:<br>Scottish ACC<br>Freq: 118.780 (FL 195 and above);<br>Freq: 134.430 (Below FL 195).<br><br>Between abm MCT and POL:<br>Scottish ACC<br>Freq: 118.780 (FL 195 and above);<br>Freq: 135.715 (Below FL 195). |

# ENR 3.2 AREA NAVIGATION ROUTES (continued)

| Route Designator | Route Usage Notes | | | | | |
|---|---|---|---|---|---|---|
| **Significant Point Name** | **Significant Point Coordinates** | | **Waypoint: IDENT of VOR/DME BRG, DIST & ELEV of DME antenna** | | | **Remarks** |
| **(RNP/RNAV Type & Accuracy)** | **MAG Track ↓ / ↑** | **Geodesic Distance** | **Upper limit / Lower limit** | **IFR cruising levels max/min** | | **Airspace Class/ Controlling Unit/ Channel/ Logon address/ SATVOICE number/ RCP & RSP limitations** |
| | | | | ↓ | ↑ | |
| △ POLE HILL VOR/DME (POL) | 534437.60N 0020611.83W | | | | | Intersection with N57 and P17. |
| (RNAV 5) | 011°/191° | 21.5 NM | FL 245 / FL 95 | even FL 240 / FL 100 | odd FL 230 / FL 110 | FL 245/FL 195 Class C,<br>FL 195/FL 95 Class A.<br><br>Scottish ACC<br>Freq: 118.780 (FL 195 and above);<br>Freq: 135.715 (Below FL 195). |
| △ IDKOL | 540543N 0015945W | | | | | |
| (RNAV 5) | 011°/191° | 3.2 NM | FL 245 / FL 125 | even FL 240 / FL 140 | odd FL 230 / FL 130 | FL 245/FL 195 Class C,<br>FL 195/FL 125 Class A.<br><br>Scottish ACC<br>Freq: 133.800 (All Levels). |
| △ ABKAT | 540853.12N 0015846.69W | | | | | |
| (RNAV 5) | 011°/191° | 4.7 NM | FL 245 / FL 125 | even FL 240 / FL 140 | odd FL 230 / FL 130 | FL 245/FL 195 Class C,<br>FL 195/FL 125 Class A.<br><br>Scottish ACC<br>Freq: 133.800 (All Levels). |
| △ GASKO | 541328.97N 0015721.30W | | POL R010 29.4 NM 1438 FT | | | Intersection with P16 and Y250. |
| (RNAV 5) | 011°/191° | 11.7 NM | FL 245 / FL 125 | even FL 240 / FL 140 | odd FL 230 / FL 130 | FL 245/FL 195 Class C,<br>FL 195/FL 125 Class A.<br><br>Scottish ACC<br>Freq: 133.800. |
| △ UVAVU | 542500.07N 0015345.95W | | | | | |
| (RNAV 5) | 011°/191° | 8.0 NM | FL 245 / FL 105 | even FL 240 / FL 120 | odd FL 230 / FL 110 | FL 245/FL 195 Class C,<br>FL 195/FL 125 Class A,<br>FL 125/FL 105 Class D.<br><br>Scottish ACC<br>Freq: 124.500 (FL 225 and above);<br>Freq: 133.800 (Below FL 225 to FL 165);<br>Newcastle Approach<br>Freq: 124.380 (Below FL 165). |
| △ TILNI | 543251.41N 0015117.89W | | POL R010 49.1 NM 1438 FT | | | |
| (RNAV 5) | 011°/191° | 10.0 NM | FL 245 / FL 75 | even FL 240 / FL 80 | odd FL 230 / FL 90 | FL 245/FL 195 Class C,<br>FL 195/FL 125 Class A,<br>FL 125/FL 75 Class D.<br><br>Scottish ACC<br>Freq: 124.500 (FL 225 and above);<br>Freq: 133.800 (Below FL 225 to FL 165);<br>Newcastle Approach<br>Freq: 124.380 (Below FL 165). |
| △ GIRLI | 544240.51N 0014811.49W | | | | | |
| (RNAV 5) | 011°/191° | 20.0 NM | FL 245 / FL 55 | even FL 240 / FL 60 | odd FL 230 / FL 70 | FL 245/FL 195 Class C,<br>FL 195/FL 125 Class A,<br>FL 125/FL 55 Class D.<br><br>Scottish ACC<br>Freq: 124.500 (FL 225 and above);<br>Freq: 133.800 (Below FL 225 to FL 165);<br>Newcastle Approach<br>Freq: 124.380 (Below FL 165). |

# ENR 3.2 AREA NAVIGATION ROUTES (continued)

| Route Designator | Route Usage Notes | | | | | |
|---|---|---|---|---|---|---|
| Significant Point Name | Significant Point Coordinates | | Waypoint: IDENT of VOR/DME BRG, DIST & ELEV of DME antenna | | | Remarks |
| (RNP/RNAV Type & Accuracy) | MAG Track ↓ / ↑ | Geodesic Distance | Upper limit / Lower limit | IFR cruising levels max/min ↓ | IFR cruising levels max/min ↑ | Airspace Class/ Controlling Unit/ Channel/ Logon address/ SATVOICE number/ RCP & RSP limitations |
| △ NATEB | 550218.41N 0014154.13W | | | | | Intersection with Y96. |
| (RNAV 5) | 011°/191° | 4.7 NM | FL 245 / FL 75 | even FL 240 / FL 80 | odd FL 230 / FL 90 | FL 245/FL 195 Class C, FL 195/FL 75 Class D.<br><br>Scottish ACC<br>Freq: 124.500 (All Levels). |
| △ ELMUD | 550656N 0014024W | | | | | |
| (RNAV 5) | 011°/191° | 20.3 NM | FL 245 / FL 155 | even FL 240 / FL 160 | odd FL 230 / FL 170 | FL 245/FL 195 Class C, FL 195/FL 155 Class D.<br><br>Scottish ACC<br>Freq: 124.500 (All Levels). |
| △ ALASO | 552650.23N 0013353.69W | | | | | |
| (RNAV 5) | 349°/169° | 15.7 NM | FL 255 / FL 155 | even FL 240 / FL 160 | odd FL 250 / FL 170 | FL 255/FL 195 Class C, FL 195/FL 155 Class D.<br><br>Scottish ACC<br>Freq: 124.500 (All Levels). |
| △ RITSI | 554209.36N 0013925.50W | | | | | |
| (RNAV 5) | 349°/169° | 12.9 NM | FL 255 / FL 155 | even FL 240 / FL 160 | odd FL 250 / FL 170 | FL 255/FL 195 Class C, FL 195/FL 155 Class D.<br><br>Scottish ACC<br>Freq: 124.500 (All Levels). |
| △ MADAD | 555447.35N 0014402.48W | | | | | |
| (RNAV 5) | 349°/169° | 18.4 NM | FL 255 / FL 155 | even FL 240 / FL 160 | odd FL 250 / FL 170 | FL 255/FL 195 Class C, FL 195/FL 155 Class D.<br><br>Scottish ACC<br>Freq: 124.500 (All Levels). |
| △ NEXUS | 561243.34N 0015040.99W | | | | | |
| (RNAV 5) | 349°/169° | 17.5 NM | FL 255 / FL 135 | even FL 240 / FL 140 | odd FL 250 / FL 150 | FL 255/FL 195 Class C, FL 195/FL 135 Class D.<br><br>Scottish ACC<br>Freq: 124.500 (All Levels). |
| △ BALID | 562949.16N 0015706.88W | | | | | |
| (RNAV 5) | 349°/169° | 10.0 NM | FL 255 / FL 115 | even FL 240 / FL 120 | odd FL 250 / FL 130 | FL 255/FL 195 Class C, FL 195/FL 115 Class D.<br><br>Scottish ACC<br>Freq: 124.500 (All Levels). |
| △ UPGET | 563935N 0020050W | | | | | |
| (RNAV 5) | 349°/169° | 10.0 NM | FL 255 / FL 75 | even FL 240 / FL 80 | odd FL 250 / FL 90 | FL 255/FL 195 Class C, FL 195/FL 75 Class D.<br><br>Scottish ACC<br>Freq: 124.500 (All Levels). |
| △ OKPAL | 564921N 0020435W | | | | | |
| (RNAV 5) | 349°/169° | 6.3 NM | FL 255 / FL 65 | even FL 240 / FL 80 | odd FL 250 / FL 70 | FL 255/FL 195 Class C, FL 195/FL 65 Class D.<br><br>Scottish ACC<br>Freq: 124.500 (All Levels). |
| △ EPCAN | 565532N 0020659W | | | | | |
| (RNAV 5) | 349°/169° | 23.7 NM | FL 255 / FL 115 | even FL 240 / FL 120 | odd FL 250 / FL 130 | FL 255/FL 195 Class C, FL 195/FL 115 Class D.<br><br>Scottish ACC<br>Freq: 124.500 (All Levels). |

# ENR 3.2 AREA NAVIGATION ROUTES (continued)

| Route Designator | Route Usage Notes | | | | | |
|---|---|---|---|---|---|---|
| **Significant Point Name** | **Significant Point Coordinates** | | **Waypoint: IDENT of VOR/DME BRG, DIST & ELEV of DME antenna** | | | **Remarks** |
| **(RNP/RNAV Type & Accuracy)** | **MAG Track ↓ / ↑** | **Geodesic Distance** | **Upper limit / Lower limit** | **IFR cruising levels max/min** | | **Airspace Class/ Controlling Unit/ Channel/ Logon address/ SATVOICE number/ RCP & RSP limitations** |
| | | | | ↓ | ↑ | |
| △ ABERDEEN VOR/DME (ADN) | 571837.62N 0021602.09W | | | | | Extremity of P18. |
| Route Remarks:<br>NATEB - ADN CDR H24 – Unavailability as specified by NOTAM when required for MOD access or by activation of EGD514Z.<br><br>Rest of P18 - PERM.<br><br>Due to ATC operational requirements, the cruising level allocation between TELBA and ALASO is inappropriate to the MAG Track. | | | | | | |

| Route Designator | Route Usage Notes | | | | | |
|---|---|---|---|---|---|---|
| **Significant Point Name** | **Significant Point Coordinates** | | **Waypoint: IDENT of VOR/DME BRG, DIST & ELEV of DME antenna** | | | **Remarks** |
| **(RNP/RNAV Type & Accuracy)** | **MAG Track ↓ / ↑** | **Geodesic Distance** | **Upper limit / Lower limit** | **IFR cruising levels max/min** | | **Airspace Class/ Controlling Unit/ Channel/ Logon address/ SATVOICE number/ RCP & RSP limitations** |
| | | | | ↓ | ↑ | |
| **P25** | | | | | | |
| △ LAPRA | 520707.18N 0011236.45E | | | | | Westbound route only.<br>Extremity of P25. |
| (RNAV 5) | - /245° | 15.8 NM | FL 460 / FL 105 | | even FL 430 / FL 120 | FL 460/FL 195 Class C,<br>FL 195/FL 105 Class A.<br><br>London ACC<br>Freq: 133.940 (FL 215 and above);<br>Freq: 121.230 (Below FL 215). |
| △ MIPVO | 521329N 0013609E | | | | | |
| (RNAV 5) | - /246° | 8.9 NM | FL 460 / FL 165 | | even FL 430 / FL 180 | FL 460/FL 195 Class C,<br>FL 195/FL 165 Class A.<br><br>London ACC<br>Freq: 133.940 (FL 215 and above);<br>Freq: 121.230 (Below FL 215). |
| △ DITOB | 521701.15N 0014927.08E | | | | | |
| (RNAV 5) | - /246° | 10.0 NM | FL 460 / FL 195 | | even FL 430 / FL 200 | Class C.<br><br>London ACC<br>Freq: 133.940 (FL 215 and above);<br>Freq: 121.230 (Below FL 215). |
| △ MEGEL | 522057.94N 0020425.20E | | | | | |
| (RNAV 5) | - /246° | 19.8 NM | FL 460 / FL 195 | | even FL 430 / FL 200 | Class C.<br><br>London ACC<br>Freq: 133.940 (FL 215 and above);<br>Freq: 121.230 (Below FL 215). |
| △ BARMI | 522841.76N 0023413.73E | | | | | Extremity of P25. |

# ENR 3.2 AREA NAVIGATION ROUTES (continued)

| Route Designator | Route Usage Notes | | | | | |
|---|---|---|---|---|---|---|
| Significant Point Name | Significant Point Coordinates | | Waypoint: IDENT of VOR/DME BRG, DIST & ELEV of DME antenna | | | Remarks |
| (RNP/RNAV Type & Accuracy) | MAG Track ↓ / ↑ | Geodesic Distance | Upper limit / Lower limit | IFR cruising levels max/min ↓ | IFR cruising levels max/min ↑ | Airspace Class/ Controlling Unit/ Channel/ Logon address/ SATVOICE number/ RCP & RSP limitations |
| **P38** | | | | | | |
| △ RENEQ | 541424.84N 0041759.87E | | | | | UIR Boundary.<br>Extremity of P38. |
| (RNAV 5) | 291°/110° | 198.5 NM | FL 460 / FL 245 | even FL 430 / FL 260 | odd FL 450 / FL 250 | Class C.<br><br>Scottish ACC<br>Freq: 121.325 (All Levels). |
| △ ROBEM | 552733.36N 0010113.69W | | | | | FRA Entry/Exit Point.<br>Extremity of P38. |
| Route Remarks:<br>CDR H24. | | | | | | |

| Route Designator | Route Usage Notes | | | | | |
|---|---|---|---|---|---|---|
| Significant Point Name | Significant Point Coordinates | | Waypoint: IDENT of VOR/DME BRG, DIST & ELEV of DME antenna | | | Remarks |
| (RNP/RNAV Type & Accuracy) | MAG Track ↓ / ↑ | Geodesic Distance | Upper limit / Lower limit | IFR cruising levels max/min ↓ | IFR cruising levels max/min ↑ | Airspace Class/ Controlling Unit/ Channel/ Logon address/ SATVOICE number/ RCP & RSP limitations |
| **P39** | | | | | | |
| △ ROVNI | 535313N 0003901E | | | | | Extremity of P39.<br>Intersection with UL975. |
| (RNAV 5) | 079°/260° | 130.8 NM | FL 460 / FL 245 | odd FL 450 / FL 250 | even FL 430 / FL 260 | Class C.<br><br>Scottish ACC<br>Freq: 121.325 (All Levels). |
| RENEQ | 541424.84N 0041759.87E | | | | | Extremity of P39.<br>UIR Boundary. |
| Route Remarks:<br>CDR H24. | | | | | | |

| Route Designator | Route Usage Notes | | | | | |
|---|---|---|---|---|---|---|
| Significant Point Name | Significant Point Coordinates | | Waypoint: IDENT of VOR/DME BRG, DIST & ELEV of DME antenna | | | Remarks |
| (RNP/RNAV Type & Accuracy) | MAG Track ↓ / ↑ | Geodesic Distance | Upper limit / Lower limit | IFR cruising levels max/min ↓ | IFR cruising levels max/min ↑ | Airspace Class/ Controlling Unit/ Channel/ Logon address/ SATVOICE number/ RCP & RSP limitations |
| **P40** | | | | | | |
| △ ADGEG | 531343N 0021906E | | | | | Extremity of P40.<br>Intersection with UM185.<br>Westbound route only btn ROKAN and ADGEG. |
| (RNAV 5) | - /229° | 40.7 NM | FL 460 / FL 245 | | even FL 430 / FL 260 | Class C.<br><br>Scottish ACC<br>Freq: 121.325 (All Levels). |
| △ ROKAN | 533947.50N 0031119.84E | | | | | Intersection with P48. |
| (RNAV 5) | 047°/227° | 52.5 NM | FL 460 / FL 245 | odd FL 450 / FL 250 | even FL 430 / FL 260 | Class C.<br><br>Scottish ACC<br>Freq: 121.325 (All Levels). |
| △ RENEQ | 541424.84N 0041759.87E | | | | | Extremity of P40.<br>UIR Boundary. |
| Route Remarks:<br>CDR H24. | | | | | | |

# ENR 3.2 AREA NAVIGATION ROUTES (continued)

| Route Designator | Route Usage Notes | | | | | |
|---|---|---|---|---|---|---|
| Significant Point Name | Significant Point Coordinates | | Waypoint: IDENT of VOR/DME BRG, DIST & ELEV of DME antenna | | | Remarks |
| (RNP/RNAV Type & Accuracy) | MAG Track ↓ / ↑ | Geodesic Distance | Upper limit / Lower limit | IFR cruising levels max/min ↓ | IFR cruising levels max/min ↑ | Airspace Class/ Controlling Unit/ Channel/ Logon address/ SATVOICE number/ RCP & RSP limitations |
| **P43** | | | | | | |
| △ LARDI | 533616.09N 0033057.16E | | | | | Extremity of P43.<br>Intersection with N866.<br>Westbound route only. |
| (RNAV 5) | - /226° | 20.8 NM | FL 460 / FL 245 | | even FL 430 / FL 260 | Class C.<br><br>Scottish ACC<br>Freq: 121.325 (All Levels). |
| △ LONAM | 535022.32N 0035633.03E | | | | | Extremity of P43.<br>UIR Boundary. |
| Route Remarks:<br>CDR H24. | | | | | | |

| Route Designator | Route Usage Notes | | | | | |
|---|---|---|---|---|---|---|
| Significant Point Name | Significant Point Coordinates | | Waypoint: IDENT of VOR/DME BRG, DIST & ELEV of DME antenna | | | Remarks |
| (RNP/RNAV Type & Accuracy) | MAG Track ↓ / ↑ | Geodesic Distance | Upper limit / Lower limit | IFR cruising levels max/min ↓ | IFR cruising levels max/min ↑ | Airspace Class/ Controlling Unit/ Channel/ Logon address/ SATVOICE number/ RCP & RSP limitations |
| **P44** | | | | | | |
| △ BRAIN | 514839.91N 0003906.00E | | BKY R115 24.4 NM 486 FT | | | Eastbound route only.<br>Extremity of P44. |
| (RNAV 5) | 082°/ - | 5.3 NM | FL 460 / FL 85 | odd FL 450 / FL 90 | | FL 460/FL 195 Class C,<br>FL 195/FL 85 Class A.<br><br>London ACC<br>Freq: 133.940 (FL 245 and above);<br>Freq: 124.930 (Below FL 245 to FL 155);<br>Freq: 118.825 (Below FL 155). |
| △ DAGGA | 514919.37N 0004739.00E | | CLN R262 13.2 NM 100 FT | | | |
| (RNAV 5) | 082°/ - | 13.2 NM | FL 460 / FL 85 | odd FL 450 / FL 90 | | FL 460/FL 195 Class C,<br>FL 195/FL 85 Class A.<br><br>London ACC<br>Freq: 133.940 (FL 245 and above);<br>Freq: 124.930 (Below FL 245 to FL 155);<br>Freq: 121.230 (Below FL 155). |
| △ CLACTON VOR/DME (CLN) | 515054.50N 0010851.32E | | | | | Intersection with L620. |
| (RNAV 5) | 065°/ - | 21.6 NM | FL 460 / FL 85 | odd FL 450 / FL 90 | | FL 460/FL 195 Class C,<br>FL 195/FL 85 Class A.<br><br>Between CLN and 9 NM from CLN:<br>London ACC<br>Freq: 133.940 (FL 245 and above);<br>Freq: 124.930 (Below FL 245 to FL 155);<br>Freq: 121.230 (Below FL 155).<br><br>Between 9 NM from CLN and RATLO:<br>London ACC<br>Freq: 133.940 (FL 215 and above);<br>Freq: 121.230 (Below FL 215). |

# ENR 3.2 AREA NAVIGATION ROUTES (continued)

| Route Designator | Route Usage Notes | | | | | |
|---|---|---|---|---|---|---|
| Significant Point Name | Significant Point Coordinates | | Waypoint: IDENT of VOR/DME BRG, DIST & ELEV of DME antenna | | | Remarks |
| (RNP/RNAV Type & Accuracy) | MAG Track ↓ / ↑ | Geodesic Distance | Upper limit / Lower limit | IFR cruising levels max/min ↓ | IFR cruising levels max/min ↑ | Airspace Class/ Controlling Unit/ Channel/ Logon address/ SATVOICE number/ RCP & RSP limitations |
| △ RATLO | 515929.13N 0014055.18E | | | | | Intersection with M197. |
| (RNAV 5) | 060°/ - | 11.2 NM | FL 460 / FL 135 | odd FL 450 / FL 150 | | FL 460/FL 195 Class C,<br>FL 195/FL 135 Class A.<br><br>London ACC<br>Freq: 133.940 (FL 215 and above);<br>Freq: 121.230 (Below FL 215). |
| △ PIXAM | 520447N 0015650E | | | | | |
| (RNAV 5) | 061°/ - | 29.1 NM | FL 460 / FL 195 | odd FL 450 / FL 210 | | Class C.<br><br>London ACC<br>Freq: 133.940 (FL 215 and above);<br>Freq: 121.230 (Below FL 215). |
| △ SOMVA | 521826.00N 0023838.44E | | | | | FIR/UIR Boundary.<br>Extremity of P44.<br>Intersection with UP155 (see AIP Netherlands). |
| Route Remarks:<br>See also ENR 1.1, paragraph 1.1.3. | | | | | | |

| Route Designator | Route Usage Notes | | | | | |
|---|---|---|---|---|---|---|
| Significant Point Name | Significant Point Coordinates | | Waypoint: IDENT of VOR/DME BRG, DIST & ELEV of DME antenna | | | Remarks |
| (RNP/RNAV Type & Accuracy) | MAG Track ↓ / ↑ | Geodesic Distance | Upper limit / Lower limit | IFR cruising levels max/min ↓ | IFR cruising levels max/min ↑ | Airspace Class/ Controlling Unit/ Channel/ Logon address/ SATVOICE number/ RCP & RSP limitations |
| **P48** | | | | | | |
| △ LATMU | 531525N 0020522E | | | | | Extremity of P48.<br>Eastbound route only. |
| (RNAV 5) | 057°/ - | 46.4 NM | FL 460 / FL 245 | odd FL 450 / FL 250 | | Class C.<br><br>Scottish ACC<br>Freq: 121.325 (All Levels). |
| △ ROKAN | 533947.50N 0031119.84E | | | | | Extremity of P48.<br>Intersection with P40. |
| Route Remarks:<br>CDR H24. | | | | | | |

| Route Designator | Route Usage Notes | | | | | |
|---|---|---|---|---|---|---|
| Significant Point Name | Significant Point Coordinates | | Waypoint: IDENT of VOR/DME BRG, DIST & ELEV of DME antenna | | | Remarks |
| (RNP/RNAV Type & Accuracy) | MAG Track ↓ / ↑ | Geodesic Distance | Upper limit / Lower limit | IFR cruising levels max/min ↓ | IFR cruising levels max/min ↑ | Airspace Class/ Controlling Unit/ Channel/ Logon address/ SATVOICE number/ RCP & RSP limitations |
| **P49** | | | | | | |
| △ XAMAN | 514704.77N 0021326.94E | | | | | Westbound route only.<br>FIR/UIR Boundary.<br>Extremity of P49. |
| (RNAV 5) | 297°/ - | 14.3 NM | FL 460 / FL 105 | even FL 430 / FL 120 | | FL 460/FL 195 Class C,<br>FL 195/FL 105 Class A.<br><br>London ACC<br>Freq: 128.160 (FL 245 and above);<br>Freq: 118.480 (Below FL 245 to FL 215);<br>Freq: 135.425 (Below FL 215). |

# ENR 3.2 AREA NAVIGATION ROUTES (continued)

| Route Designator | Route Usage Notes | | | | | |
|---|---|---|---|---|---|---|
| Significant Point Name | Significant Point Coordinates | | Waypoint: IDENT of VOR/DME BRG, DIST & ELEV of DME antenna | | | Remarks |
| (RNP/RNAV Type & Accuracy) | MAG Track ↓ / ↑ | Geodesic Distance | Upper limit / Lower limit | IFR cruising levels max/min ↓ | IFR cruising levels max/min ↑ | Airspace Class/ Controlling Unit/ Channel/ Logon address/ SATVOICE number/ RCP & RSP limitations |
| △ IDESI | 515351.74N 0015308.08E | | | | | Intersection with Y6. |
| (RNAV 5) | 297°/ - | 28.3 NM | FL 460 / FL 105 | even FL 430 / FL 120 | | FL 460/FL 195 Class C,<br>FL 195/FL 105 Class A.<br><br>London ACC<br>Freq: 133.940 (FL 215 and above);<br>Freq: 121.230 (Below FL 215). |
| △ LAPRA | 520707.18N 0011236.45E | | | | | Extremity of P49. |
| Route Remarks:<br>See also ENR 1.1, paragraph 1.1.3. | | | | | | |

| Route Designator | Route Usage Notes | | | | | |
|---|---|---|---|---|---|---|
| Significant Point Name | Significant Point Coordinates | | Waypoint: IDENT of VOR/DME BRG, DIST & ELEV of DME antenna | | | Remarks |
| (RNP/RNAV Type & Accuracy) | MAG Track ↓ / ↑ | Geodesic Distance | Upper limit / Lower limit | IFR cruising levels max/min ↓ | IFR cruising levels max/min ↑ | Airspace Class/ Controlling Unit/ Channel/ Logon address/ SATVOICE number/ RCP & RSP limitations |
| **P58** | | | | | | |
| △ RENEQ | 541424.84N 0041759.87E | | | | | UIR Boundary.<br>Extremity of P58. |
| (RNAV 5) | 307°/127° | 39.3 NM | FL 460 / FL 245 | even FL 430 / FL 260 | odd FL 450 / FL 250 | Class C.<br><br>Scottish ACC<br>Freq: 121.325 (All Levels). |
| △ PELET | 543912.33N 0032551.54E | | | | | Intersection with L7. |
| (RNAV 5) | 294°/114° | 14.7 NM | FL 460 / FL 245 | even FL 430 / FL 260 | odd FL 450 / FL 250 | Class C.<br><br>Scottish ACC<br>Freq: 121.325 (All Levels). |
| △ ODMOS | 544526.32N 0030252.23E | | | | | Intersection with N44. |
| (RNAV 5) | 294°/113° | 5.9 NM | FL 460 / FL 245 | even FL 430 / FL 260 | odd FL 450 / FL 250 | Class C.<br><br>Scottish ACC<br>Freq: 121.325 (All Levels). |
| △ RODSI | 544755.62N 0025335.05E | | | | | |
| (RNAV 5) | 293°/112° | 99.5 NM | FL 460 / FL 245 | even FL 430 / FL 260 | odd FL 450 / FL 250 | Class C.<br><br>Scottish ACC<br>Freq: 121.325 (All Levels). |
| △ GIVEM | 552753.52N 0001452.78E | | | | | FRA Entry/Exit Point.<br>Extremity of P58. |
| Route Remarks:<br>RENEQ - PELET / ODMOS - GIVEM CDR H24. | | | | | | |

| Route Designator | Route Usage Notes | | | | | |
|---|---|---|---|---|---|---|
| Significant Point Name | Significant Point Coordinates | | Waypoint: IDENT of VOR/DME BRG, DIST & ELEV of DME antenna | | | Remarks |
| (RNP/RNAV Type & Accuracy) | MAG Track ↓ / ↑ | Geodesic Distance | Upper limit / Lower limit | IFR cruising levels max/min ↓ | IFR cruising levels max/min ↑ | Airspace Class/ Controlling Unit/ Channel/ Logon address/ SATVOICE number/ RCP & RSP limitations |
| **P69** | | | | | | |
| △ BRECON DME (BCN) | 514331.89N 0031546.92W | | | | | Eastbound route only.<br>Extremity of P69. |

# ENR 3.2 AREA NAVIGATION ROUTES (continued)

| Route Designator | Route Usage Notes | | | | | |
|---|---|---|---|---|---|---|
| Significant Point Name | Significant Point Coordinates | | Waypoint: IDENT of VOR/DME BRG, DIST & ELEV of DME antenna | | | Remarks |
| (RNP/RNAV Type & Accuracy) | MAG Track ↓ / ↑ | Geodesic Distance | Upper limit / Lower limit | IFR cruising levels max/min ↓ | IFR cruising levels max/min ↑ | Airspace Class/ Controlling Unit/ Channel/ Logon address/ SATVOICE number/ RCP & RSP limitations |
| (RNAV 5) | 009°/ - | 5.0 NM | FL 245 / FL 75 | even FL 240 / FL 80 | | FL 245/FL 195 Class C,<br>FL 195/FL 75 Class A.<br><br>0600-2300 (0500-2200)<br>London ACC<br>Freq: 134.755 (FL 165 and above).<br>Cardiff APP<br>Freq: 125.855 (Below FL 165).<br><br>2300-0600 (2200-0500)<br>London ACC<br>Freq: 134.755 (All Levels). |
| △ EXBUM | 514829.61N 0031433.78W | | | | | |
| (RNAV 5) | 009°/ - | 5.0 NM | FL 245 / FL 75 | even FL 240 / FL 80 | | FL 245/FL 195 Class C,<br>FL 195/FL 75 Class A.<br><br>0600-2300 (0500-2200)<br>London ACC<br>Freq: 134.755 (FL 165 and above);<br>Cardiff APP<br>Freq: 125.855 (Below FL 165).<br><br>2300-0600 (2200-0500)<br>London ACC<br>Freq: 134.755 (All Levels). |
| △ FEBWI | 515327.13N 0031320.42W | | | | | |
| (RNAV 5) | 009°/ - | 4.0 NM | FL 245 / FL 105 | even FL 240 / FL 120 | | FL 245/FL 195 Class C,<br>FL 195/FL 105 Class A.<br><br>0600-2300 (0500-2200)<br>London ACC<br>Freq: 134.755 (FL 165 and above);<br>Cardiff APP<br>Freq: 125.855 (Below FL 165).<br><br>2300-0600 (2200-0500)<br>London ACC<br>Freq: 134.755 (All Levels). |
| △ INFUS | 515725.85N 0031221.35W | | | | | |
| (RNAV 5) | 009°/ - | 5.0 NM | FL 245 / FL 145 | even FL 240 / FL 160 | | FL 245/FL 195 Class C,<br>FL 195/FL 145 Class A.<br><br>0600-2300 (0500-2200)<br>London ACC<br>Freq: 134.755 (FL 165 and above);<br>Cardiff APP<br>Freq: 125.855 (Below FL 165).<br><br>2300-0600 (2200-0500)<br>London ACC<br>Freq: 134.755 (All Levels). |
| △ DIZIM | 520223.59N 0031107.44W | | | | | Extremity of P69.<br>Intersection with N864. |
| Route Remarks:<br>Due to ATC operational requirements, the cruising level allocation is inappropriate to the MAG Track. | | | | | | |

# ENR 3.2 AREA NAVIGATION ROUTES (continued)

| Route Designator | Route Usage Notes | | | | | |
|---|---|---|---|---|---|---|
| Significant Point Name | Significant Point Coordinates | | Waypoint: IDENT of VOR/DME BRG, DIST & ELEV of DME antenna | | | Remarks |
| (RNP/RNAV Type & Accuracy) | MAG Track ↓ / ↑ | Geodesic Distance | Upper limit / Lower limit | IFR cruising levels max/min ↓ | IFR cruising levels max/min ↑ | Airspace Class/ Controlling Unit/ Channel/ Logon address/ SATVOICE number/ RCP & RSP limitations |
| **P70** | | | | | | |
| △ AGCAT | 515128.74N 0044454.82W | | | | | Eastbound route only.<br>Extremity of P70.<br>Intersection with Q63. |
| (RNAV 1) | - /101° | 18.2 NM | FL 245 / FL 155 | | odd FL 230 / FL 170 | FL 245/FL 195 Class C,<br>FL 195/FL 155 Class A.<br><br>London ACC<br>Freq: 129.380 (All Levels). |
| △ ADHAV | 515452.88N 0051348.51W | | | | | |
| (RNAV 1) | - /107° | 31.3 NM | FL 245 / FL 155 | | odd FL 230 / FL 170 | FL 245/FL 195 Class C,<br>FL 195/FL 155 Class A.<br><br>London ACC<br>Freq: 129.380 (All Levels). |
| △ ENJEX | 520321.06N 0060227.78W | | | | | FIR Boundary.<br>Extremity of P70. |
| Route Remarks:<br>See also ENR 1.1, paragraph 1.1.3. | | | | | | |

| Route Designator | Route Usage Notes | | | | | |
|---|---|---|---|---|---|---|
| Significant Point Name | Significant Point Coordinates | | Waypoint: IDENT of VOR/DME BRG, DIST & ELEV of DME antenna | | | Remarks |
| (RNP/RNAV Type & Accuracy) | MAG Track ↓ / ↑ | Geodesic Distance | Upper limit / Lower limit | IFR cruising levels max/min ↓ | IFR cruising levels max/min ↑ | Airspace Class/ Controlling Unit/ Channel/ Logon address/ SATVOICE number/ RCP & RSP limitations |
| **P72** | | | | | | |
| △ ALHAD | 512346.75N 0010858.16W | | | | | Eastbound route only.<br>Extremity of P72. |
| (RNAV 5) | 063°/ - | 38.4 NM | FL 460 / FL 165 | odd FL 450 / FL 170 | | FL 460/FL 195 Class C,<br>FL 195/FL 165 Class A.<br><br>Between ALHAD and 17 NM before IPRIL:<br>London ACC<br>Freq: 134.460 (FL 305 and above);<br>Freq: 132.165 (Below FL 305 to FL 215);<br>Freq: 135.805 (Below FL 215).<br><br>Between 17 NM before IPRIL and IPRIL:<br>London ACC<br>Freq: 127.430 (FL 305 and above);<br>Freq: 132.605 (Below FL 305 to FL 215);<br>Freq: 127.955 (Below FL 215). |
| △ IPRIL | 514028.81N 0001335.35W | | | | | Intersection with M197. |
| (RNAV 5) | 044°/ - | 6.3 NM | FL 460 / FL 165 | odd FL 450 / FL 170 | | FL 460/FL 195 Class C,<br>FL 195/FL 165 Class A.<br><br>London ACC<br>Freq: 127.430 (FL 305 and above);<br>Freq: 132.605 (Below FL 305 to FL 215);<br>Freq: 127.955 (Below FL 215). |

# ENR 3.2 AREA NAVIGATION ROUTES (continued)

| Route Designator | Route Usage Notes | | | | | |
|---|---|---|---|---|---|---|
| Significant Point Name | Significant Point Coordinates | | Waypoint: IDENT of VOR/DME BRG, DIST & ELEV of DME antenna | | | Remarks |
| (RNP/RNAV Type & Accuracy) | MAG Track ↓ / ↑ | Geodesic Distance | Upper limit / Lower limit | IFR cruising levels max/min ↓ | IFR cruising levels max/min ↑ | Airspace Class/ Controlling Unit/ Channel/ Logon address/ SATVOICE number/ RCP & RSP limitations |
| △ BROOKMANS PARK DME (BPK) | 514459.05N 0000624.25W | | | | | Extremity of P72.<br>Intersection with UM185, N16 and Q295. |

| Route Designator | Route Usage Notes | | | | | |
|---|---|---|---|---|---|---|
| Significant Point Name | Significant Point Coordinates | | Waypoint: IDENT of VOR/DME BRG, DIST & ELEV of DME antenna | | | Remarks |
| (RNP/RNAV Type & Accuracy) | MAG Track ↓ / ↑ | Geodesic Distance | Upper limit / Lower limit | IFR cruising levels max/min ↓ | IFR cruising levels max/min ↑ | Airspace Class/ Controlling Unit/ Channel/ Logon address/ SATVOICE number/ RCP & RSP limitations |
| **P73** | | | | | | |
| △ GOBNU | 512052.92N 0010625.12W | | | | | Eastbound route only.<br>Extremity of P73. |
| (RNAV 1) | - /120° | 15.7 NM | FL 245 / FL 65 | | odd FL 230 / FL 70 | FL 245/FL 195 Class C,<br>FL 195/FL 65 Class A.<br><br>London ACC<br>Freq: 132.165 (FL 215 and above);<br>Freq: 135.805 (Below FL 215 to FL 155);<br>Freq: 134.125 (Below FL 155). |
| △ REFQI | 512846.15N 0012804.33W | | | | | |
| (RNAV 1) | - /085° | 7.9 NM | FL 245 / FL 105 | | odd FL 230 / FL 110 | FL 245/FL 195 Class C,<br>FL 195/FL 105 Class A.<br><br>London ACC<br>Freq: 134.755 (All Levels). |
| △ NUCHU | 512808.10N 0014035.43W | | | | | Extremity of P73. |

| Route Designator | Route Usage Notes | | | | | |
|---|---|---|---|---|---|---|
| Significant Point Name | Significant Point Coordinates | | Waypoint: IDENT of VOR/DME BRG, DIST & ELEV of DME antenna | | | Remarks |
| (RNP/RNAV Type & Accuracy) | MAG Track ↓ / ↑ | Geodesic Distance | Upper limit / Lower limit | IFR cruising levels max/min ↓ | IFR cruising levels max/min ↑ | Airspace Class/ Controlling Unit/ Channel/ Logon address/ SATVOICE number/ RCP & RSP limitations |
| **P83** | | | | | | |
| △ BOLRO | 500000.00N 0014129.43W | | | | | Eastbound route only.<br>FIR Boundary.<br>Extremity of P83. |
| (RNAV 5) | 024°/ - | 34.2 NM | FL 245 / FL 125 | even FL 240 / FL 200 | | Between BOLRO and 501437N 0013130W:<br>Class C.<br><br>Between 501437N 0013130W and KATHY:<br>FL 245/FL 195 Class C,<br>FL 195/FL 125 Class A.<br><br>London ACC<br>Freq: 127.830 (All Levels). |
| △ KATHY | 503113.59N 0012000.23W | | SAM R178 26.1 NM 64 FT | | | Intersection with L89 and L980. |
| (RNAV 5) | 359°/ - | 8.6 NM | FL 245 / FL 125 | even FL 240 / FL 200 | | FL 245/FL 195 Class C,<br>FL 195/FL 125 Class A.<br><br>London ACC<br>Freq: 127.830 (All Levels). |

# ENR 3.2 AREA NAVIGATION ROUTES (continued)

| Route Designator | | Route Usage Notes | | | | | |
|---|---|---|---|---|---|---|---|
| Significant Point Name | | Significant Point Coordinates | | Waypoint: IDENT of VOR/DME BRG, DIST & ELEV of DME antenna | | | Remarks |
| (RNP/RNAV Type & Accuracy) | | MAG Track ↓ / ↑ | Geodesic Distance | Upper limit / Lower limit | IFR cruising levels max/min ↓ | IFR cruising levels max/min ↑ | Airspace Class/ Controlling Unit/ Channel/ Logon address/ SATVOICE number/ RCP & RSP limitations |
| △ | ELDER | 503948.10N 0012013.93W | | SAM R178 17.5 NM 64 FT | | | |
| (RNAV 5) | | 359°/ - | 17.5 NM | FL 245 / FL 125 | even FL 240 / FL 200 | | FL 245/FL 195 Class C,<br>FL 195/FL 125 Class A.<br><br>London ACC<br>Freq: 127.830 (All Levels). |
| △ | SOUTHAMPTON DME (SAM) | 505718.90N 0012042.20W | | | | | Extremity of P83.<br>Intersection with Q41. |
| Route Remarks:<br>BOLRO - KATHY FL 195 and above CDR, below FL 195 unavailable for Flight Planning but may be used tactically by ATC.<br>Rest of P83 - PERM.<br><br>Due to ATC operational requirements, the cruising level allocation is inappropriate to the MAG Track.<br><br>See also ENR 1.1, paragraph 1.1.3. | | | | | | | |

| Route Designator | | Route Usage Notes | | | | | |
|---|---|---|---|---|---|---|---|
| Significant Point Name | | Significant Point Coordinates | | Waypoint: IDENT of VOR/DME BRG, DIST & ELEV of DME antenna | | | Remarks |
| (RNP/RNAV Type & Accuracy) | | MAG Track ↓ / ↑ | Geodesic Distance | Upper limit / Lower limit | IFR cruising levels max/min ↓ | IFR cruising levels max/min ↑ | Airspace Class/ Controlling Unit/ Channel/ Logon address/ SATVOICE number/ RCP & RSP limitations |
| **P86** | | | | | | | |
| △ | SAWPE | 513504.67N 0013916.42W | | | | | FRA Entry Point.<br>Westbound route only.<br>Extremity of P86.<br>Intersection with Q63. |
| (RNAV 5) | | - /261° | 9.8 NM | FL 460 / FL 85 | | even FL 430 / FL 100 | FL 460/FL 195 Class C,<br>FL 195/FL 85 Class A.<br><br>London ACC<br>Freq: 134.460 (FL 305 and above);<br>Freq: 133.600 (Below FL 305 to FL 265);<br>Freq: 134.755 (Below FL 265). |
| △ | DIDZA | 513627.71N 0012343.46W | | | | | Intersection with L9 and N14. |
| (RNAV 5) | | - /225° | 20.5 NM | FL 460 / FL 85 | | even FL 430 / FL 100 | FL 460/FL 195 Class C,<br>FL 195/FL 85 Class A.<br><br>London ACC<br>Freq: 134.460 (FL 305 and above);<br>Freq: 132.165 (Below FL 305 to FL 215);<br>Freq: 133.080 (Below FL 215 to FL 165);<br>Freq: 119.780 (Below FL 165). |
| △ | SILVA | 515051.34N 0010019.40W | | | | | Extremity of P86. |

# ENR 3.2 AREA NAVIGATION ROUTES (continued)

| Route Designator | Route Usage Notes | | | | | |
|---|---|---|---|---|---|---|
| Significant Point Name | Significant Point Coordinates | | Waypoint: IDENT of VOR/DME BRG, DIST & ELEV of DME antenna | | | Remarks |
| (RNP/RNAV Type & Accuracy) | MAG Track ↓ / ↑ | Geodesic Distance | Upper limit / Lower limit | IFR cruising levels max/min ↓ | IFR cruising levels max/min ↑ | Airspace Class/ Controlling Unit/ Channel/ Logon address/ SATVOICE number/ RCP & RSP limitations |
| **P87** | | | | | | |
| △ BOLRO | 500000.00N 0014129.43W | | | | | Eastbound route only.<br>FIR Boundary.<br>Extremity of P87. |
| (RNAV 1) | 017°/ - | 16.7 NM | FL 245 / FL 125 | even FL 240 / FL 200 | | Between BOLRO and 501101N 0013609W:<br>Class C.<br><br>Between 501101N 0013609W and ROXOG:<br>FL 245/FL 195 Class C,<br>FL 195/FL 125 Class A.<br><br>London ACC<br>Freq: 127.830 (All Levels). |
| △ ROXOG | 501558.29N 0013344.41W | | | | | Extremity of P87.<br>Intersection with L982. |
| Route Remarks:<br>FL 195 and above CDR, below FL195 unavailable for Flight Planning but may be used tactically by ATC.<br><br>Due to ATC operational requirements, the cruising level allocation is inappropriate to the MAG Track.<br><br>See also ENR 1.1, paragraph 1.1.3. | | | | | | |

| Route Designator | Route Usage Notes | | | | | |
|---|---|---|---|---|---|---|
| Significant Point Name | Significant Point Coordinates | | Waypoint: IDENT of VOR/DME BRG, DIST & ELEV of DME antenna | | | Remarks |
| (RNP/RNAV Type & Accuracy) | MAG Track ↓ / ↑ | Geodesic Distance | Upper limit / Lower limit | IFR cruising levels max/min ↓ | IFR cruising levels max/min ↑ | Airspace Class/ Controlling Unit/ Channel/ Logon address/ SATVOICE number/ RCP & RSP limitations |
| **P88** | | | | | | |
| △ ODREP | 500000.00N 0013007.46W | | | | | Eastbound route only.<br>FIR Boundary.<br>Extremity of P88. |
| (RNAV 1) | 017°/ - | 15.8 NM | FL 245 / FL 125 | even FL 240 / FL 200 | | Class C.<br><br>London ACC<br>Freq: 127.830 (All Levels). |
| △ GOKTU | 501504.87N 0012244.57W | | | | | |
| (RNAV 1) | 017°/ - | 15.8 NM | FL 245 / FL 125 | even FL 240 / FL 200 | | Between GOKTU and 502510N 0011746W:<br>Class C.<br><br>Between 502510N 0011746W and VASUX:<br>FL 245/FL 195 Class C,<br>FL 195/FL 125 Class A.<br><br>London ACC<br>Freq: 127.830 (All Levels). |
| △ VASUX | 503009.23N 0011516.99W | | | | | Extremity of P88. |
| Route Remarks:<br>FL 195 and above CDR, below FL195 unavailable for Flight Planning but may be used tactically by ATC.<br><br>Due to ATC operational requirements, the cruising level allocation is inappropriate to the MAG Track.<br><br>See also ENR 1.1, paragraph 1.1.3. | | | | | | |

# ENR 3.2 AREA NAVIGATION ROUTES (continued)

| Route Designator | Route Usage Notes | | | | | |
|---|---|---|---|---|---|---|
| Significant Point Name | Significant Point Coordinates | | Waypoint: IDENT of VOR/DME BRG, DIST & ELEV of DME antenna | | | Remarks |
| (RNP/RNAV Type & Accuracy) | MAG Track ↓ / ↑ | Geodesic Distance | Upper limit / Lower limit | IFR cruising levels max/min ↓ | IFR cruising levels max/min ↑ | Airspace Class/ Controlling Unit/ Channel/ Logon address/ SATVOICE number/ RCP & RSP limitations |
| **P137** | | | | | | |
| △ REDFA | 520652.75N 0022916.81E | | | | | Eastbound route only.<br>UIR Boundary.<br>Extremity of P137.<br>Intersection with UL620 (see AIP Netherlands). |
| (RNAV 5) | - /098° | 91.8 NM | FL 460 / FL 205 | | odd FL 450 / FL 210 | Class C.<br><br>London ACC<br>Freq: 133.940 (All Levels). |
| △ SIVDA | 522121.54N 0000147.01E | | | | | Extremity of P137. |

| Route Designator | Route Usage Notes | | | | | |
|---|---|---|---|---|---|---|
| Significant Point Name | Significant Point Coordinates | | Waypoint: IDENT of VOR/DME BRG, DIST & ELEV of DME antenna | | | Remarks |
| (RNP/RNAV Type & Accuracy) | MAG Track ↓ / ↑ | Geodesic Distance | Upper limit / Lower limit | IFR cruising levels max/min ↓ | IFR cruising levels max/min ↑ | Airspace Class/ Controlling Unit/ Channel/ Logon address/ SATVOICE number/ RCP & RSP limitations |
| **P144** | | | | | | |
| △ MATCH | 514645.20N 0001500.00E | | BPK R082 13.4 NM 392 FT | | | Eastbound route only.<br>Extremity of P144. |
| (RNAV 5) | 043°/ - | 20.5 NM | FL 460 / FL 85 | odd FL 450 / FL 90 | | FL 460/FL 195 Class C,<br>FL 195/FL 85 Class A.<br><br>Between MATCH and 8 NM from MATCH:<br>London ACC<br>Freq: 127.430 (FL 305 and above);<br>Freq: 132.605 (Below FL 305 to FL 245);<br>Freq: 124.930 (Below FL 245 to FL 155);<br>Freq: 118.825 (Below FL 155).<br><br>Between 8 NM from MATCH and DIGSU:<br>London ACC<br>Freq: 133.940 (FL 245 and above);<br>Freq: 124.930 (Below FL 245 to FL 155);<br>Freq: 121.230 (Below FL 155). |
| △ DIGSU | 520126N 0003805E | | | | | Intersection with M85 and N866. |
| (RNAV 5) | 034°/ - | 23.6 NM | FL 460 / FL 195 | odd FL 450 / FL 210 | | Class C.<br><br>Between DIGSU and 12 NM from DIGSU:<br>London ACC<br>Freq: 133.940 (FL 245 and above);<br>Freq: 124.930 (Below FL 245).<br><br>Between 12 NM from DIGSU and TUZLA:<br>London ACC<br>Freq: 133.940 (FL 215 and above);<br>Freq: 121.230 (Below FL 215). |

# ENR 3.2 AREA NAVIGATION ROUTES (continued)

| Route Designator | Route Usage Notes | | | | | |
|---|---|---|---|---|---|---|
| Significant Point Name | Significant Point Coordinates | | Waypoint: IDENT of VOR/DME BRG, DIST & ELEV of DME antenna | | | Remarks |
| (RNP/RNAV Type & Accuracy) | MAG Track ↓ / ↑ | Geodesic Distance | Upper limit / Lower limit | IFR cruising levels max/min ↓ | IFR cruising levels max/min ↑ | Airspace Class/ Controlling Unit/ Channel/ Logon address/ SATVOICE number/ RCP & RSP limitations |
| △ TUZLA | 522040.55N 0010011.74E | | | | | |
| (RNAV 5) | 035°/ - | 67.6 NM | FL 460 / FL 245 | odd FL 450 / FL 250 | | Class C.<br><br>Between TUZLA and 6 NM from TUZLA:<br>London ACC<br>Freq: 133.940 (All Levels).<br><br>Between 6 NM from TUZLA and LATMU:<br>London ACC<br>Freq: 126.780 (FL 355 and above);<br>Freq: 128.130 (Below FL 355). |
| △ LATMU | 531525N 0020522E | | | | | Intersection with P48. |
| (RNAV 5) | 035°/ - | 121.0 NM | FL 460 / FL 245 | odd FL 450 / FL 250 | | Class C.<br><br>Scottish ACC<br>Freq: 134.775 (All Levels). |
| △ LARGA | 545149.54N 0040911.97E | | | | | FRA Entry Point.<br>Extremity of P144. |
| Route Remarks:<br>MATCH - LARGA CDR H24. | | | | | | |

| Route Designator | Route Usage Notes | | | | | |
|---|---|---|---|---|---|---|
| Significant Point Name | Significant Point Coordinates | | Waypoint: IDENT of VOR/DME BRG, DIST & ELEV of DME antenna | | | Remarks |
| (RNP/RNAV Type & Accuracy) | MAG Track ↓ / ↑ | Geodesic Distance | Upper limit / Lower limit | IFR cruising levels max/min ↓ | IFR cruising levels max/min ↑ | Airspace Class/ Controlling Unit/ Channel/ Logon address/ SATVOICE number/ RCP & RSP limitations |
| **P155** | | | | | | |
| △ SOMVA | 521826.00N 0023838.44E | | | | | Eastbound route only.<br>FIR Boundary.<br>Continues as UP155 (see AIP Netherlands). |
| (RNAV 5) | - /091° | 28.5 NM | FL 460 / FL 245 | | odd FL 450 / FL 250 | Class C.<br><br>London ACC<br>Freq: 133.940 (All Levels). |
| △ ABEDA | 521939.63N 0015215.84E | | | | | |
| (RNAV 5) | - /091° | 13.5 NM | FL 460 / FL 195 | | odd FL 450 / FL 210 | Class C.<br><br>London ACC<br>Freq: 133.940 (FL 215 and above);<br>Freq: 121.230 (Below FL 215). |
| △ BANEM | 522008.11N 0013019.26E | | | | | |
| (RNAV 5) | - /091° | 26.6 NM | FL 460 / FL 195 | | odd FL 450 / FL 210 | Class C.<br><br>London ACC<br>Freq: 133.940 (FL 215 and above);<br>Freq: 121.230 (Below FL 215). |
| △ UMBAG | 522052.37N 0004657.48E | | | | | |
| (RNAV 5) | - /090° | 27.7 NM | FL 460 / FL 195 | | odd FL 450 / FL 210 | Class C.<br><br>London ACC<br>Freq: 133.940 (FL 215 and above);<br>Freq: 124.930 (Below FL 215). |

# ENR 3.2 AREA NAVIGATION ROUTES (continued)

| Route Designator | Route Usage Notes | | | | | |
|---|---|---|---|---|---|---|
| **Significant Point Name** | **Significant Point Coordinates** | | **Waypoint: IDENT of VOR/DME BRG, DIST & ELEV of DME antenna** | | | **Remarks** |
| **(RNP/RNAV Type & Accuracy)** | **MAG Track ↓ / ↑** | **Geodesic Distance** | **Upper limit / Lower limit** | **IFR cruising levels max/min** | | **Airspace Class/ Controlling Unit/ Channel/ Logon address/ SATVOICE number/ RCP & RSP limitations** |
| | | | | ↓ | ↑ | |
| △ SIVDA | 522121.54N 0000147.01E | | | | | Intersection with P137. |
| (RNAV 5) | - /090° | 9.7 NM | FL 460 / FL 195 | | odd FL 450 / FL 210 | Class C.<br><br>London ACC<br>Freq: 127.880 (FL 295 and above);<br>Freq: 127.105 (Below FL 295 to FL 215);<br>Freq: 130.925 (Below FL 215). |
| △ BANTO | 522127.65N 0001357.38W | | | | | |
| (RNAV 5) | - /090° | 17.0 NM | FL 460 / FL 195 | | odd FL 450 / FL 210 | Class C.<br><br>London ACC<br>Freq: 127.880 (FL 295 and above);<br>Freq: 127.105 (Below FL 295 to FL 215);<br>Freq: 130.925 (Below FL 215). |
| △ EBOTO | 522133.30N 0004139.63W | | | | | |
| (RNAV 5) | - /090° | 25.7 NM | FL 460 / FL 105 | | odd FL 450 / FL 110 | FL 450/FL 195 Class C,<br>FL 195/FL 105 Class A.<br><br>London ACC<br>Freq: 127.880 (FL 295 and above);<br>Freq: 127.105 (Below FL 295 to FL 215);<br>Freq: 130.925 (Below FL 215). |
| △ UNGAP | 522129.49N 0012338.97W | | HON R089 9.9 NM 435 FT | | | |
| (RNAV 5) | - /089° | 9.9 NM | FL 460 / FL 105 | | odd FL 450 / FL 110 | FL 450/FL 195 Class C,<br>FL 195/FL 105 Class A.<br><br>London ACC<br>Freq: 127.880 (FL 295 and above);<br>Freq: 127.105 (Below FL 295 to FL 225);<br>Freq: 130.925 (Below FL 225). |
| △ HONILEY VOR/DME (HON) | 522124.04N 0013949.41W | | | | | Intersection with L15 and UL612. |
| (RNAV 5) | - /089° | 22.9 NM | FL 460 / FL 305 | | odd FL 450 / FL 310 | Class C.<br><br>London ACC<br>Freq: 134.390 (All levels). |
| △ FACTU | 522102.96N 0021713.23W | | | | | FRA Exit Point.<br>Extremity of P155. |
| Route Remarks:<br>See also ENR 1.1, paragraph 1.1.3. | | | | | | |

# ENR 3.2 AREA NAVIGATION ROUTES (continued)

| Route Designator | Route Usage Notes | | | | | |
|---|---|---|---|---|---|---|
| Significant Point Name | Significant Point Coordinates | | Waypoint: IDENT of VOR/DME BRG, DIST & ELEV of DME antenna | | | Remarks |
| (RNP/RNAV Type & Accuracy) | MAG Track ↓ / ↑ | Geodesic Distance | Upper limit / Lower limit | IFR cruising levels max/min ↓ | IFR cruising levels max/min ↑ | Airspace Class/ Controlling Unit/ Channel/ Logon address/ SATVOICE number/ RCP & RSP limitations |
| **P166** | | | | | | |
| △ DAVENTRY DME (DTY) | 521048.51N 0010649.64W | | | | | Eastbound route only.<br>Extremity of P166. |
| (RNAV 5) | 067°/ - | 10.5 NM | FL 460 / FL 85 | odd FL 450 / FL 90 | | FL 460/FL 195 Class C,<br>FL 195/FL 85 Class A.<br><br>London ACC<br>Freq: 127.880 (FL 295 and above);<br>Freq: 127.105 (Below FL 295 to FL 215);<br>Freq: 130.925 (Below FL 215). |
| △ WELIN | 521450.25N 0005108.41W | | HON R101 30.6 NM 435 FT | | | |
| (RNAV 5) | 073°/ - | 23.8 NM | FL 460 / FL 205 | odd FL 450 / FL 210 | | Class C.<br><br>London ACC<br>Freq: 133.940 (All Levels). |
| △ BANTO | 522127.65N 0001357.38W | | | | | Extremity of P166.<br>Intersection with P155. |

| Route Designator | Route Usage Notes | | | | | |
|---|---|---|---|---|---|---|
| Significant Point Name | Significant Point Coordinates | | Waypoint: IDENT of VOR/DME BRG, DIST & ELEV of DME antenna | | | Remarks |
| (RNP/RNAV Type & Accuracy) | MAG Track ↓ / ↑ | Geodesic Distance | Upper limit / Lower limit | IFR cruising levels max/min ↓ | IFR cruising levels max/min ↑ | Airspace Class/ Controlling Unit/ Channel/ Logon address/ SATVOICE number/ RCP & RSP limitations |
| **P600** | | | | | | |
| △ ROTEV | 540143.72N 0060358.39W | | | | | Northbound route only btn ROTEV and BLACA.<br>FIR Boundary. |
| (RNAV 5) | 028°/ - | 37.8 NM | FL 255 / FL 75 | odd FL 250 / FL 90 | | FL 255/FL 195 Class C,<br>FL 195/FL 75 Class D.<br><br>Scottish ACC<br>Freq: 123.775 (All Levels). |
| △ GOTNA | 543541.43N 0053552.85W | | | | | |
| (RNAV 5) | 043°/ - | 23.1 NM | FL 255 / FL 55 | odd FL 250 / FL 70 | | FL 255/FL 195 Class C,<br>FL 195/FL 55 Class D.<br><br>Scottish ACC<br>Freq: 123.775 (All Levels). |
| △ BLACA | 545300.00N 0050931.92W | | TRN R208 28.9 NM 586 FT | | | Intersection with P620. |
| (RNAV 5) | 028°/208° | 15.3 NM | FL 255 / FL 55 | odd FL 250 / FL 70 | even FL 240 / FL 60 | FL 255/FL 195 Class C,<br>FL 195/FL 55 Class D.<br><br>Scottish ACC<br>Freq: 123.775 (All Levels). |
| △ TUNSO | 550640.24N 0045740.78W | | TRN R208 13.6 NM 586 FT | | | |
| (RNAV 5) | 028°/208° | 5.0 NM | FL 255 / FL 55 | odd FL 250 / FL 70 | even FL 240 / FL 60 | FL 255/FL 195 Class C,<br>FL 195/FL 55 Class D.<br><br>Scottish ACC<br>Freq: 123.775 (All Levels). |

# ENR 3.2 AREA NAVIGATION ROUTES (continued)

| Route Designator | Route Usage Notes | | | | | |
|---|---|---|---|---|---|---|
| Significant Point Name | Significant Point Coordinates | | Waypoint: IDENT of VOR/DME BRG, DIST & ELEV of DME antenna | | | Remarks |
| (RNP/RNAV Type & Accuracy) | MAG Track ↓ / ↑ | Geodesic Distance | Upper limit / Lower limit | IFR cruising levels max/min ↓ | IFR cruising levels max/min ↑ | Airspace Class/ Controlling Unit/ Channel/ Logon address/ SATVOICE number/ RCP & RSP limitations |
| △ GIRVA | 551107.99N 0045346.67W | | TRN R208 8.6 NM 586 FT | | | Base level change is aligned with Scottish TMA. |
| (RNAV 5) | 028°/208° | 8.6 NM | FL 255 / 6000 FT ALT | odd FL 250 / FL 70 | even FL 240 / FL 80 | FL 255/FL 195 Class C, FL 195/Alt 6000 FT Class D.<br><br>Scottish ACC<br>Freq: 124.825 (All Levels). |
| △ TURNBERRY DME (TRN) | 551848.28N 0044701.91W | | | | | |
| (RNAV 5) | 036°/217° | 29.4 NM | FL 255 / 6000 FT ALT | odd FL 250 / FL 70 | even FL 240 / FL 80 | FL 255/FL 195 Class C, FL 195/Alt 6000 FT Class D.<br><br>Scottish ACC<br>Freq: 124.825 (All Levels). |
| △ FENIK | 554254.65N 0041730.91W | | GOW R152 10.7 NM 46 FT | | | Intersection with L612. |
| (RNAV 5) | 037°/217° | 5.4 NM | FL 255 / 6000 FT ALT | odd FL 250 / FL 70 | even FL 240 / FL 80 | FL 255/FL 195 Class C, FL 195/Alt 6000 FT Class D.<br><br>Scottish ACC<br>Freq: 124.825 (All Levels). |
| △ GOSAM | 554719.18N 0041202.10W | | TRN R035 34.8 NM 586 FT | | | |
| (RNAV 5) | 037°/217° | 30.0 NM | FL 255 / 6000 FT ALT | odd FL 250 / FL 70 | even FL 240 / FL 80 | FL 255/FL 195 Class C, FL 195/Alt 6000 FT Class D.<br><br>Scottish ACC<br>Freq: 124.825 (All Levels). |
| △ GRICE | 561148.00N 0034107.79W | | GOW R053 32.2 NM 46 FT | | | Intersection with N601. |
| (RNAV 5) | 037°/217° | 2.7 NM | FL 255 / 6000 FT ALT | odd FL 250 / FL 70 | even FL 240 / FL 80 | FL 255/FL 195 Class C, FL 195/Alt 6000 FT Class D.<br><br>Scottish ACC<br>Freq: 124.825 (All Levels). |
| △ ENUKU | 561400N 0033819W | | | | | |
| (RNAV 5) | 037°/217° | 4.4 NM | FL 255 / FL 55 | odd FL 250 / FL 70 | even FL 240 / FL 60 | FL 255/FL 195 Class C, FL 195/FL 55 Class A.<br><br>Scottish ACC<br>Freq: 124.500 (All Levels). |
| △ EDONU | 561736N 0033341W | | | | | |
| (RNAV 5) | 037°/217° | 5.6 NM | FL 255 / FL 85 | odd FL 250 / FL 90 | even FL 240 / FL 100 | FL 255/FL 195 Class C, FL 195/FL 85 Class A.<br><br>Scottish ACC<br>Freq: 124.500 (All Levels). |
| △ FINDO | 562209.05N 0032748.80W | | | | | |
| (RNAV 5) | 037°/217° | 5.4 NM | FL 255 / FL 85 | odd FL 250 / FL 90 | even FL 240 / FL 100 | FL 255/FL 195 Class C, FL 195/FL 85 Class A.<br><br>Scottish ACC<br>Freq: 124.500 (All Levels). |
| △ PERTH VOR (PTH) | 562632.63N 0032206.96W | | | | | |
| (RNAV 5) | 036°/216° | 18.4 NM | FL 255 / FL 105 | odd FL 250 / FL 110 | even FL 240 / FL 120 | FL 255/FL 195 Class C, FL 195/FL 105 Class A.<br><br>Scottish ACC<br>Freq: 124.500 (All Levels). |

# ENR 3.2 AREA NAVIGATION ROUTES (continued)

| Route Designator | Route Usage Notes | | | | | |
|---|---|---|---|---|---|---|
| Significant Point Name | Significant Point Coordinates | | Waypoint: IDENT of VOR/DME BRG, DIST & ELEV of DME antenna | | | Remarks |
| (RNP/RNAV Type & Accuracy) | MAG Track ↓ / ↑ | Geodesic Distance | Upper limit / Lower limit | IFR cruising levels max/min ↓ | IFR cruising levels max/min ↑ | Airspace Class/ Controlling Unit/ Channel/ Logon address/ SATVOICE number/ RCP & RSP limitations |
| △ ASNUD | 564139.00N 0030320.35W | | | | | Intersection with N864. |
| (RNAV 5) | 036°/216° | 5.1 NM | FL 255 / FL 105 | odd FL 250 / FL 110 | even FL 240 / FL 120 | FL 255/FL 195 Class C, FL 195/FL 105 Class A.<br><br>Scottish ACC<br>Freq: 124.500 (All Levels). |
| △ GANKI | 564548N 0025808W | | | | | |
| (RNAV 5) | 036°/216° | 10.0 NM | FL 255 / FL 85 | odd FL 250 / FL 90 | even FL 240 / FL 100 | FL 255/FL 195 Class C, FL 195/FL 85 Class A.<br><br>Scottish ACC<br>Freq: 124.500 (All Levels). |
| △ GLESK | 565400.00N 0024745.28W | | | | | |
| (RNAV 5) | 036°/216° | 4.1 NM | FL 255 / FL 55 | odd FL 250 / FL 70 | even FL 240 / FL 60 | FL 255/FL 195 Class C, FL 195/FL 55 Class A.<br><br>Scottish ACC<br>Freq: 124.500 (All Levels). |
| △ NAXIL | 565724N 0024326W | | | | | |
| (RNAV 5) | 036°/216° | 26.0 NM | FL 255 / FL 115 | odd FL 250 / FL 130 | even FL 240 / FL 120 | FL 255/FL 195 Class C, FL 195/FL 115 Class A.<br><br>Scottish ACC<br>Freq: 124.500 (All Levels). |
| △ ABERDEEN VOR/DME (ADN) | 571837.62N 0021602.09W | | | | | Intersection with Y904 and Y905. |
| (RNAV 5) | 067°/247° | 26.0 NM | FL 195 / FL 65 | odd FL 190 / FL 70 | even FL 180 / FL 80 | Class E and TMZ. (See Note)<br><br>Within the confines of the Aberdeen CTR/CTA, P600 assumes the airspace classification of the Aberdeen CTR/ CTA.<br><br>Scottish ACC<br>Freq: 134.850 (All Levels). |
| △ OSLEL | 572858.48N 0013158.07W | | | | | |
| (RNAV 5) | 067°/248° | 9.1 NM | FL 195 / FL 105 | odd FL 190 / FL 110 | even FL 180 / FL 120 | Class E and TMZ. (See Note)<br><br>Scottish ACC<br>Freq: 134.850 (All Levels). |
| △ LESNI | 573233.14N 0011622.40W | | | | | |
| (RNAV 5) | 068°/248° | 24.9 NM | FL 255 / FL 105 | odd FL 250 / FL 110 | even FL 240 / FL 120 | FL 255/FL 195 Class C, FL 195/FL 105 Class E and TMZ. (See Note)<br><br>Scottish ACC<br>Freq: 134.850 (All Levels). |
| △ BUDON | 574206.85N 0003343.38W | | | | | |
| (RNAV 5) | 068°/248° | 30.0 NM | FL 255 / FL 195 | odd FL 250 / FL 210 | even FL 240 / FL 200 | Class C.<br><br>Scottish ACC<br>Freq: 134.850 (All Levels). |

# ENR 3.2 AREA NAVIGATION ROUTES (continued)

| Route Designator | Route Usage Notes | | | | | |
|---|---|---|---|---|---|---|
| **Significant Point Name** | **Significant Point Coordinates** | | **Waypoint: IDENT of VOR/DME BRG, DIST & ELEV of DME antenna** | | | **Remarks** |
| **(RNP/RNAV Type & Accuracy)** | **MAG Track ↓ / ↑** | **Geodesic Distance** | **Upper limit / Lower limit** | **IFR cruising levels max/min** | | **Airspace Class/ Controlling Unit/ Channel/ Logon address/ SATVOICE number/ RCP & RSP limitations** |
| | | | | ↓ | ↑ | |
| △ OVDAN | 575320.66N 0001818.06E | | | | | Extremity of P600. |
| Route Remarks:<br>When gliding conditions are favourable the use of P600 between GRICE and PTH may be suspended during daylight hours on Saturdays and Sundays. Aircraft will then be routed via N864 by Scottish ACC.<br><br>Transponder carriage and operation required within that part of P600 notified as Class E and TMZ.<br><br>See also ENR 1.1, paragraph 1.1.3. | | | | | | |

| Route Designator | Route Usage Notes | | | | | |
|---|---|---|---|---|---|---|
| **Significant Point Name** | **Significant Point Coordinates** | | **Waypoint: IDENT of VOR/DME BRG, DIST & ELEV of DME antenna** | | | **Remarks** |
| **(RNP/RNAV Type & Accuracy)** | **MAG Track ↓ / ↑** | **Geodesic Distance** | **Upper limit / Lower limit** | **IFR cruising levels max/min** | | **Airspace Class/ Controlling Unit/ Channel/ Logon address/ SATVOICE number/ RCP & RSP limitations** |
| | | | | ↓ | ↑ | |
| **P620** | | | | | | |
| △ NIMAT | 535754.10N 0054431.75W | | | | | Westbound route only.<br>FIR Boundary.<br>For continuation see AIP Ireland. |
| (RNAV 5) | - /208° | 12.0 NM | FL 255 / FL 95 | | even FL 240 / FL 100 | FL 255/FL 195 Class C,<br>FL 195/FL 95 Class D.<br><br>Scottish ACC<br>Freq: 123.775 (All Levels). |
| △ NUMPI | 540840.17N 0053536.26W | | | | | |
| (RNAV 5) | - /208° | 23.1 NM | FL 255 / FL 95 | | even FL 240 / FL 100 | FL 255/FL 195 Class C,<br>FL 195/FL 95 Class D.<br><br>Scottish ACC<br>Freq: 123.775 (All Levels). |
| △ NELBO | 542924.15N 0051810.39W | | | | | |
| (RNAV 5) | - /194° | 24.2 NM | FL 255 / FL 95 | | even FL 240 / FL 100 | FL 255/FL 195 Class C,<br>FL 195/FL 95 Class D.<br><br>Scottish ACC<br>Freq: 123.775 (All Levels). |
| △ BLACA | 545300.00N 0050931.92W | | TRN R208 28.9 NM 586 FT | | | Extremity of P620. |
| Route Remarks:<br>See also ENR 1.1, paragraph 1.1.3. | | | | | | |

# ENR 3.2 AREA NAVIGATION ROUTES (continued)

| Route Designator | Route Usage Notes | | | | | |
|---|---|---|---|---|---|---|
| Significant Point Name | Significant Point Coordinates | | Waypoint: IDENT of VOR/DME BRG, DIST & ELEV of DME antenna | | | Remarks |
| (RNP/RNAV Type & Accuracy) | MAG Track ↓ / ↑ | Geodesic Distance | Upper limit / Lower limit | IFR cruising levels max/min ↓ | IFR cruising levels max/min ↑ | Airspace Class/ Controlling Unit/ Channel/ Logon address/ SATVOICE number/ RCP & RSP limitations |
| **Q3** | | | | | | |
| △ LAMBOURNE DME (LAM) | 513845.69N 0000906.13E | | | | | Westbound route only btn LAM and OCK. |
| (RNAV 5) | 227°/ - | 30.4 NM | FL 245 / FL 95 | even FL 240 / FL 100 | | FL 245/FL 195 Class C,<br>FL 195/FL 95 Class A.<br><br>Between LAM and abm BPK:<br>London ACC<br>Freq: 128.160 (All Levels).<br><br>Between abm BPK and 5 NM north of OCK:<br>London ACC<br>Freq: 132.165 (FL 215 and above);<br>Freq: 127.955 (Below FL 215).<br><br>Between 5 NM north of OCK and OCK:<br>London ACC<br>Freq: 132.605 (FL 215 and above);<br>Freq: 127.955 (Below FL 215). |
| △ OCKHAM DME (OCK) | 511818.17N 0002649.86W | | | | | Eastbound route only btn OCK and MOGLI. |
| (RNAV 5) | 002°/ - | 30.1 NM | FL 460 / FL 185 | odd FL 450 / FL 190 | | FL 460/FL 195 Class C,<br>FL 195/FL 185 Class A.<br><br>Between OCK and 5 NM south of HEMEL:<br>London ACC<br>Freq: 127.430 (FL 305 and above);<br>Freq: 132.165 (Below FL 305 to FL 215);<br>Freq: 127.955 (Below FL 215).<br><br>Between 5 NM south of HEMEL and HEMEL:<br>London ACC<br>Freq: 127.430 (FL 305 and above);<br>Freq: 132.605 (Below FL 305 to FL 215);<br>Freq: 130.925 (Below FL 215). |
| △ HEMEL | 514820.00N 0002509.78W | | | | | Intersection with T420. |
| (RNAV 5) | 010°/ - | 30.7 NM | FL 460 / FL 245 | odd FL 450 / FL 250 | | Class C.<br><br>Between HEMEL and 10 NM north of HEMEL:<br>London ACC<br>Freq: 127.430 (FL 305 and above);<br>Freq: 132.605 (Below FL 305).<br><br>Between 10 NM north of HEMEL and MOGLI:<br>London ACC<br>Freq: 127.880 (FL 295 and above);<br>Freq: 127.105 (Below FL 295). |
| △ MOGLI | 521830.00N 0001608.63W | | | | | Extremity of Q3.<br>Intersection with L613. |

# ENR 3.2 AREA NAVIGATION ROUTES (continued)

| Route Designator | Route Usage Notes | | | | | |
|---|---|---|---|---|---|---|
| **Significant Point Name** | **Significant Point Coordinates** | | **Waypoint: IDENT of VOR/DME BRG, DIST & ELEV of DME antenna** | | | **Remarks** |
| **(RNP/RNAV Type & Accuracy)** | **MAG Track ↓ / ↑** | **Geodesic Distance** | **Upper limit / Lower limit** | **IFR cruising levels max/min** | | **Airspace Class/ Controlling Unit/ Channel/ Logon address/ SATVOICE number/ RCP & RSP limitations** |
| | | | | ↓ | ↑ | |
| **Q4** | | | | | | |
| △ EMBOR | 525748.00N 0011745.25W | | | | | Westbound route only btn EMBOR and LISTO.<br>Extremity of Q4. |
| (RNAV 5) | 292°/ - | 14.6 NM | FL 245 / FL 115 | even FL 240 / FL 120 | | FL 245/FL 195 Class C,<br>FL 195/FL 115 Class A.<br><br>London ACC<br>Freq: 127.105 (FL 195 and above).<br>Scottish ACC<br>Freq: 134.430 (Below FL 195). |
| △ TRENT DME (TNT) | 530314.23N 0014011.90W | | | | | Intersection with L28. |
| (RNAV 5) | 286°/ - | 19.9 NM | FL 245 / FL 75 | even FL 240 / FL 80 | | FL 245/FL 195 Class C,<br>FL 195/FL 75 Class A.<br><br>Scottish ACC<br>Freq: 118.780 (FL 195 and above);<br>Freq: 134.430 (Below FL 195). |
| △ LISTO | 530835.93N 0021156.54W | | POL R185 36.2 NM 1438 FT | | | |
| (RNAV 5) | 297°/117° | 21.6 NM | FL 245 / FL 75 | even FL 240 / FL 80 | odd FL 230 / FL 210 | FL 245/FL 195 Class C,<br>FL 195/FL 75 Class A.<br><br>Scottish ACC<br>Freq: 118.780 (FL 195 and above);<br>Freq: 134.430 (Below FL 195). |
| △ VABKA | 531808.31N 0024410.02W | | | | | Intersection with L8. |
| (RNAV 5) | 291°/111° | 15.3 NM | FL 245 / FL 75 | even FL 240 / FL 80 | odd FL 230 / FL 210 | FL 245/FL 195 Class C,<br>FL 195/FL 75 Class A.<br><br>Scottish ACC<br>Freq: 118.780 (FL 195 and above);<br>Freq: 134.430 (Below FL 195). |
| △ WALLASEY VOR/DME (WAL) | 532330.97N 0030804.06W | | | | | Eastbound route only btn GIGTO and WAL.<br>Intersection with L10, L975, M146 and N864. |
| (RNAV 5) | - /114° | 11.7 NM | FL 245 / FL 145 | | odd FL 230 / FL 150 | Class C.<br><br>Scottish ACC<br>Freq: 133.050 (All Levels). |
| △ NOMSU | 532806.04N 0032603.79W | | | | | |
| (RNAV 5) | - /114° | 25.7 NM | FL 245 / FL 145 | | odd FL 230 / FL 150 | Class C.<br><br>Scottish ACC<br>Freq: 133.050 (All Levels). |
| △ GIGTO | 533801.06N 0040550.62W | | | | | Extremity of Q4. |

# ENR 3.2 AREA NAVIGATION ROUTES (continued)

| Route Designator | Route Usage Notes | | | | | |
|---|---|---|---|---|---|---|
| Significant Point Name | Significant Point Coordinates | | Waypoint: IDENT of VOR/DME BRG, DIST & ELEV of DME antenna | | | Remarks |
| (RNP/RNAV Type & Accuracy) | MAG Track ↓ / ↑ | Geodesic Distance | Upper limit / Lower limit | IFR cruising levels max/min ↓ | IFR cruising levels max/min ↑ | Airspace Class/ Controlling Unit/ Channel/ Logon address/ SATVOICE number/ RCP & RSP limitations |
| **Q36** | | | | | | |
| △ NUGRA | 530146.43N 0021813.52W | | WAL R126 37.0 NM 55 FT | | | Eastbound route only.<br>Extremity of Q36.<br>Intersection with Y53. |
| (RNAV 1) | - /114° | 45.4 NM | FL 460 / FL 145 | | odd FL 450 / FL 150 | Between NUGRA and 6 NM east of EPOXI:<br>FL 460/FL 195 Class C,<br>FL 195/FL 145 Class A.<br><br>Between 6 NM east of EPOXI and EPOXI:<br>Class C.<br><br>London ACC<br>Freq: 132.860 (FL 335 and above);<br>Freq: 135.580 (Below FL 335 to FL 285).<br>Scottish ACC<br>Freq: 118.780 (Below FL 285 to FL 195);<br>Freq: 128.055 (Below FL 195). |
| △ EPOXI | 531958.70N 0032717.71W | | | | | Intersection with L15. |
| (RNAV 1) | - /114° | 7.4 NM | FL 460 / FL 85 | | odd FL 450 / FL 90 | Class C.<br><br>London ACC<br>Freq: 132.860 (FL 335 and above);<br>Freq: 135.580 (Below FL 335 to FL 285).<br>Scottish ACC<br>Freq: 133.050 (Below FL 285). |
| △ NOSLO | 532253.72N 0033841.89W | | | | | Intersection with Z197. |
| (RNAV 1) | - /095° | 11.8 NM | FL 460 / FL 85 | | odd FL 450 / FL 90 | Class C.<br><br>London ACC<br>Freq: 132.860 (FL 335 and above);<br>Freq: 135.580 (Below FL 335 to FL 285).<br>Scottish ACC<br>Freq: 133.050 (Below FL 285). |
| △ ALAVA | 532342.60N 0035817.31W | | | | | Intersection with Z195. |
| (RNAV 1) | - /095° | 32.0 NM | FL 460 / FL 145 | | odd FL 450 / FL 150 | Class C.<br><br>London ACC<br>Freq: 132.860 (FL 335 and above);<br>Freq: 135.580 (Below FL 335 to FL 285).<br>Scottish ACC<br>Freq: 133.050 (Below FL 285). |
| △ ABGEP | 532539.32N 0045139.71W | | | | | |
| (RNAV 1) | - /094° | 11.0 NM | FL 460 / FL 125 | | odd FL 450 / FL 130 | Class C.<br><br>London ACC<br>Freq: 132.860 (FL 335 and above);<br>Freq: 135.580 (Below FL 335 to FL 285).<br>Scottish ACC<br>Freq: 133.050 (Below FL 285 to FL 245).<br>ATS delegated to Dublin ACC<br>Freq: 129.180 (Below FL 245). |

# ENR 3.2 AREA NAVIGATION ROUTES (continued)

| Route Designator | Route Usage Notes | | | | | |
|---|---|---|---|---|---|---|
| Significant Point Name | Significant Point Coordinates | | Waypoint: IDENT of VOR/DME BRG, DIST & ELEV of DME antenna | | | Remarks |
| (RNP/RNAV Type & Accuracy) | MAG Track ↓ / ↑ | Geodesic Distance | Upper limit / Lower limit | IFR cruising levels max/min ↓ | IFR cruising levels max/min ↑ | Airspace Class/ Controlling Unit/ Channel/ Logon address/ SATVOICE number/ RCP & RSP limitations |
| △ RULAV | 532614.35N 0051001.25W | | | | | |
| (RNAV 1) | - /094° | 12.0 NM | FL 460 / FL 45 | | odd FL 450 / FL 50 | Class C.<br><br>London ACC<br>Freq: 132.860 (FL 335 and above);<br>Freq: 135.580 (Below FL 335 to FL 285).<br>Scottish ACC<br>Freq: 133.050 (Below FL 285 to FL 245).<br>ATS delegated to Dublin ACC<br>Freq: 129.180 (Below FL 245). |
| △ ENDEQ | 532644.38N 0053000.00W | | | | | FIR/UIR Boundary.<br>Extremity of Q36. |
| Route Remarks:<br>See also ENR 1.1, paragraph 1.1.3. | | | | | | |

| Route Designator | Route Usage Notes | | | | | |
|---|---|---|---|---|---|---|
| Significant Point Name | Significant Point Coordinates | | Waypoint: IDENT of VOR/DME BRG, DIST & ELEV of DME antenna | | | Remarks |
| (RNP/RNAV Type & Accuracy) | MAG Track ↓ / ↑ | Geodesic Distance | Upper limit / Lower limit | IFR cruising levels max/min ↓ | IFR cruising levels max/min ↑ | Airspace Class/ Controlling Unit/ Channel/ Logon address/ SATVOICE number/ RCP & RSP limitations |
| **Q37** | | | | | | |
| △ MALUD | 532448.17N 0033630.30W | | WAL R275 17.1 NM 55 FT | | | Eastbound route only.<br>Extremity of Q37.<br>Intersection with L15, (U)L975 and Q38. |
| (RNAV 1) | - /110° | 13.4 NM | FL 460 / FL 85 | | odd FL 450 / FL 90 | Class C.<br><br>London ACC<br>Freq: 132.860 (FL 335 and above);<br>Freq: 135.580 (Below FL 335 to FL 285).<br>Scottish ACC<br>Freq: 133.050 (Below FL 285). |
| △ DONAX | 532911.34N 0035740.24W | | | | | |
| (RNAV 1) | - /095° | 32.0 NM | FL 460 / FL 145 | | odd FL 450 / FL 150 | Class C.<br><br>London ACC<br>Freq: 132.860 (FL 335 and above);<br>Freq: 135.580 (Below FL 335 to FL 285).<br>Scottish ACC<br>Freq: 133.050 (Below FL 285). |
| △ BAVUD | 533108.30N 0045109.14W | | | | | |
| (RNAV 1) | - /094° | 11.0 NM | FL 460 / FL 125 | | odd FL 450 / FL 130 | Class C.<br><br>London ACC<br>Freq: 132.860 (FL 335 and above);<br>Freq: 135.580 (Below FL 335 to FL 285).<br>Scottish ACC<br>Freq: 133.050 (Below FL 285 to FL 245).<br>ATS delegated to Dublin ACC<br>Freq: 129.180 (Below FL 245). |

# ENR 3.2 AREA NAVIGATION ROUTES (continued)

| Route Designator | Route Usage Notes | | | | | |
|---|---|---|---|---|---|---|
| Significant Point Name | Significant Point Coordinates | | Waypoint: IDENT of VOR/DME BRG, DIST & ELEV of DME antenna | | | Remarks |
| (RNP/RNAV Type & Accuracy) | MAG Track ↓ / ↑ | Geodesic Distance | Upper limit / Lower limit | IFR cruising levels max/min ↓ | IFR cruising levels max/min ↑ | Airspace Class/ Controlling Unit/ Channel/ Logon address/ SATVOICE number/ RCP & RSP limitations |
| △ BAKOX | 533143.40N 0050933.03W | | | | | |
| (RNAV 1) | - /094° | 12.2 NM | FL 460 / FL 45 | | odd FL 450 / FL 50 | Class C.<br><br>London ACC<br>Freq: 132.860 (FL 335 and above);<br>Freq: 135.580 (Below FL 335 to FL 285).<br>Scottish ACC<br>Freq: 133.050 (Below FL 285 to FL 245).<br>ATS delegated to Dublin ACC<br>Freq: 129.180 (Below FL 245). |
| △ BOFUM | 533213.98N 0053000.00W | | | | | FIR/UIR Boundary.<br>Extremity of Q37. |
| Route Remarks:<br>See also ENR 1.1, paragraph 1.1.3. | | | | | | |

| Route Designator | Route Usage Notes | | | | | |
|---|---|---|---|---|---|---|
| Significant Point Name | Significant Point Coordinates | | Waypoint: IDENT of VOR/DME BRG, DIST & ELEV of DME antenna | | | Remarks |
| (RNP/RNAV Type & Accuracy) | MAG Track ↓ / ↑ | Geodesic Distance | Upper limit / Lower limit | IFR cruising levels max/min ↓ | IFR cruising levels max/min ↑ | Airspace Class/ Controlling Unit/ Channel/ Logon address/ SATVOICE number/ RCP & RSP limitations |
| **Q38** | | | | | | |
| △ NUGRA | 530146.43N 0021813.52W | | WAL R126 37.0 NM 55 FT | | | Eastbound route only.<br>Extremity of Q38.<br>Intersection with (U)Y53. |
| (RNAV 1) | - /117° | 42.7 NM | FL 460 / FL 145 | | odd FL 450 / FL 150 | Between NUGRA and 3 NM east of VOLFI:<br>FL 460/FL 195 Class C,<br>FL 195/FL 145 Class A.<br><br>Between 3 NM east of VOLFI and VOLFI:<br>Class C (All Levels).<br><br>London ACC<br>Freq: 132.860 (FL 335 and above);<br>Freq: 135.580 (Below FL 335 to FL 285).<br>Scottish ACC<br>Freq: 118.780 (Below FL 285 to FL 195);<br>Freq: 128.055 (Below FL 195). |
| △ VOLFI | 532035.13N 0032150.51W | | | | | Intersection with Z197. |
| (RNAV 1) | - /117° | 9.7 NM | FL 460 / FL 145 | | odd FL 450 / FL 150 | Class C.<br><br>London ACC<br>Freq: 132.860 (FL 335 and above);<br>Freq: 135.580 (Below FL 335 to FL 285).<br>Scottish ACC<br>Freq: 133.050 (Below FL 285). |

# ENR 3.2 AREA NAVIGATION ROUTES (continued)

| Route Designator | Route Usage Notes | | | | | |
|---|---|---|---|---|---|---|
| Significant Point Name | Significant Point Coordinates | | Waypoint: IDENT of VOR/DME BRG, DIST & ELEV of DME antenna | | | Remarks |
| (RNP/RNAV Type & Accuracy) | MAG Track ↓ / ↑ | Geodesic Distance | Upper limit / Lower limit | IFR cruising levels max/min ↓ | IFR cruising levels max/min ↑ | Airspace Class/ Controlling Unit/ Channel/ Logon address/ SATVOICE number/ RCP & RSP limitations |
| △ MALUD | 532448.17N 0033630.30W | | WAL R275 17.1 NM 55 FT | | | |
| (RNAV 1) | - /128° | 22.0 NM | FL 460 / FL 145 | | odd FL 450 / FL 150 | Class C.<br><br>London ACC<br>Freq: 132.860 (FL 335 and above);<br>Freq: 135.580 (Below FL 335 to FL 285).<br>Scottish ACC<br>Freq: 133.050 (Below FL 285). |
| △ GIGTO | 533801.06N 0040550.62W | | | | | Intersection with (U)Q4. |
| (RNAV 1) | - /128° | 18.3 NM | FL 285 / FL 145 | | odd FL 270 / FL 150 | Class C.<br><br>Scottish ACC<br>Freq: 133.050 (All Levels). |
| △ SOSIM | 534855.75N 0043030.46W | | | | | Intersection with (U)L28.<br>FRA Exit Point. |
| (RNAV 1) | - /128° | 16.1 NM | FL 255 / FL 145 | | odd FL 250 / FL 150 | FL 255/FL 195 Class C,<br>FL 195/FL 145 Class D.<br><br>Scottish ACC<br>Freq: 133.050 (All Levels). |
| △ MAKUX | 535829.90N 0045227.89W | | | | | |
| (RNAV 1) | - /128° | 22.0 NM | FL 255 / FL 145 | | odd FL 250 / FL 150 | Between MAKUX and 540305N 0050307W:<br>Class C (All Levels).<br><br>Between 540305N 0050307W and VAKPO:<br>FL 255/FL 195 Class C,<br>FL 195/FL 145 Class D.<br><br>Scottish ACC<br>Freq: 123.775 (All Levels). |
| △ VAKPO | 541125.09N 0052239.23W | | | | | |
| (RNAV 1) | - /128° | 8.3 NM | FL 255 / FL 85 | | odd FL 250 / FL 90 | FL 255/FL 195 Class C,<br>FL 195/FL 85 Class D.<br><br>Scottish ACC<br>Freq: 123.775 (All Levels). |
| △ PEPOD | 541616.31N 0053409.26W | | | | | Extremity of Q38. |

| Route Designator | Route Usage Notes | | | | | |
|---|---|---|---|---|---|---|
| Significant Point Name | Significant Point Coordinates | | Waypoint: IDENT of VOR/DME BRG, DIST & ELEV of DME antenna | | | Remarks |
| (RNP/RNAV Type & Accuracy) | MAG Track ↓ / ↑ | Geodesic Distance | Upper limit / Lower limit | IFR cruising levels max/min ↓ | IFR cruising levels max/min ↑ | Airspace Class/ Controlling Unit/ Channel/ Logon address/ SATVOICE number/ RCP & RSP limitations |
| **Q39** | | | | | | |
| △ NOMSU | 532806.04N 0032603.79W | | | | | Eastbound route only.<br>Extremity of Q39.<br>Intersection with Q4. |
| (RNAV 1) | - /126° | 22.5 NM | FL 460 / FL 85 | | odd FL 450 / FL 90 | Class C.<br><br>London ACC<br>Freq: 132.860 (FL 335 and above);<br>Freq: 135.580 (Below FL 335 to FL 285).<br>Scottish ACC<br>Freq: 133.050 (Below FL 285). |

# ENR 3.2 AREA NAVIGATION ROUTES (continued)

| Route Designator | Route Usage Notes | | | | | |
|---|---|---|---|---|---|---|
| Significant Point Name | Significant Point Coordinates | | Waypoint: IDENT of VOR/DME BRG, DIST & ELEV of DME antenna | | | Remarks |
| (RNP/RNAV Type & Accuracy) | MAG Track ↓ / ↑ | Geodesic Distance | Upper limit / Lower limit | IFR cruising levels max/min ↓ | IFR cruising levels max/min ↑ | Airspace Class/ Controlling Unit/ Channel/ Logon address/ SATVOICE number/ RCP & RSP limitations |
| △ DANDI | 534103.71N 0035658.08W | | | | | Intersection with (U)L28. |
| (RNAV 1) | - /126° | 19.7 NM | FL 460 / FL 85 | | odd FL 450 / FL 90 | Class C.<br><br>London ACC<br>Freq: 132.860 (FL 335 and above);<br>Freq: 135.580 (Below FL 335 to FL 285).<br>Scottish ACC<br>Freq: 133.050 (Below FL 285). |
| △ INKOB | 535216.19N 0042414.43W | | | | | FRA Exit Point. |
| (RNAV 1) | - /126° | 8.4 NM | FL 255 / FL 85 | | odd FL 250 / FL 90 | Class C.<br><br>Scottish ACC<br>Freq: 133.050 (All Levels). |
| △ TIMIS | 535700.98N 0043556.41W | | | | | |
| (RNAV 1) | - /131° | 8.8 NM | FL 255 / FL 85 | | odd FL 250 / FL 90 | Class C.<br><br>Scottish ACC<br>Freq: 133.050 (All Levels). |
| △ ETIGA | 540239.17N 0044726.67W | | | | | |
| (RNAV 1) | - /131° | 22.1 NM | FL 255 / FL 85 | | odd FL 250 / FL 90 | FL 255/FL 195 Class C,<br>FL 195/FL 85 Class D.<br><br>Scottish ACC<br>Freq: 123.775 (All Levels). |
| △ BABGU | 541639.33N 0051625.07W | | | | | |
| (RNAV 1) | - /127° | 12.7 NM | FL 255 / FL 85 | | odd FL 250 / FL 90 | FL 255/FL 195 Class C,<br>FL 195/FL 85 Class D.<br><br>Scottish ACC<br>Freq: 129.100 (FL 255 and above);<br>Freq: 123.775 (Below FL 255). |
| △ RINGA | 542354.44N 0053415.66W | | | | | Extremity of Q39. |

| Route Designator | Route Usage Notes | | | | | |
|---|---|---|---|---|---|---|
| Significant Point Name | Significant Point Coordinates | | Waypoint: IDENT of VOR/DME BRG, DIST & ELEV of DME antenna | | | Remarks |
| (RNP/RNAV Type & Accuracy) | MAG Track ↓ / ↑ | Geodesic Distance | Upper limit / Lower limit | IFR cruising levels max/min ↓ | IFR cruising levels max/min ↑ | Airspace Class/ Controlling Unit/ Channel/ Logon address/ SATVOICE number/ RCP & RSP limitations |
| **Q41** | | | | | | |
| △ ORTAC | 495957.02N 0020018.02W | | GUR R035 41.0 NM 343 FT | | | FIR Boundary.<br>For continuation see AIP France. |
| (RNAV 5) | 023°/204° | 32.7 NM | FL 135 / FL 55 | odd FL 130 / FL 70 | even FL 120 / FL 60 | Class A.<br><br>London ACC<br>Freq: 129.430 (All Levels). |
| △ THRED | 502955.11N 0013950.03W | | SAM R203 30.0 NM 64 FT | | | Intersection with Z171. |
| (RNAV 5) | 024°/204° | 11.0 NM | FL 125 / FL 55 | odd FL 110 / FL 70 | even FL 120 / FL 60 | Class A.<br><br>London ACC<br>Freq: 129.430 (All Levels). |

# ENR 3.2 AREA NAVIGATION ROUTES (continued)

| Route Designator | Route Usage Notes | | | | | |
|---|---|---|---|---|---|---|
| Significant Point Name | Significant Point Coordinates | | Waypoint: IDENT of VOR/DME BRG, DIST & ELEV of DME antenna | | | Remarks |
| (RNP/RNAV Type & Accuracy) | MAG Track ↓ / ↑ | Geodesic Distance | Upper limit / Lower limit | IFR cruising levels max/min | | Airspace Class/ Controlling Unit/ Channel/ Logon address/ SATVOICE number/ RCP & RSP limitations |
| | | | | ↓ | ↑ | |
| △ NEDUL | 503958.00N 0013251.86W | | SAM R203 19.0 NM 64 FT | | | Intersection with Z171. |
| (RNAV 5) | 024°/204° | 19.0 NM | FL 125 / FL 55 | odd FL 110 / FL 70 | even FL 120 / FL 60 | Class A.<br><br>Between NEDUL and 11 NM from NEDUL:<br>London ACC<br>Freq: 129.430 (All Levels).<br><br>Between 11 NM from NEDUL and SAM:<br>London ACC<br>Freq: 129.080 (FL 105 and above);<br>Freq: 134.125 (Below FL 105). |
| △ SOUTHAMPTON DME (SAM) | 505718.90N 0012042.20W | | | | | Intersection with Z171. |
| (RNAV 5) | 015°/195° | 15.0 NM | FL 460 / FL 85 | odd FL 450 / FL 90 | even FL 430 / FL 100 | FL 460/FL 195 Class C,<br>FL 195/FL 85 Class A.<br><br>London ACC<br>Freq: 129.430 (All Levels). |
| △ PEPIS | 511147.95N 0011437.22W | | SAM R014 15.0 NM 64 FT | | | |
| (RNAV 5) | 015°/195° | 10.4 NM | FL 460 / FL 85 | odd FL 450 / FL 90 | even FL 430 / FL 100 | FL 460/FL 195 Class C,<br>FL 195/FL 85 Class A.<br><br>London ACC<br>Freq: 134.460 (FL 305 and above);<br>Freq: 132.165 (Below FL 305 to FL 215);<br>Freq: 135.805 (Below FL 215 to FL 155);<br>Freq: 134.125 (Below FL 155). |
| △ TABEN | 512149.05N 0011022.46W | | | | | |
| (RNAV 5) | 015°/195° | 7.2 NM | FL 460 / FL 85 | odd FL 450 / FL 90 | even FL 430 / FL 100 | FL 460/FL 195 Class C,<br>FL 195/FL 85 Class A.<br><br>Between TABEN and 5 NM north of TABEN:<br>London ACC<br>Freq: 134.460 (FL 305 and above);<br>Freq: 132.165 (Below FL 305 to FL 215);<br>Freq: 135.805 (Below FL 215 to FL 155);<br>Freq: 129.080 (Below FL 155 to FL 105);<br>Freq: 134.125 (Below FL 105).<br><br>Between 5 NM north of TABEN and NORRY:<br>London ACC<br>Freq: 134.460 (FL 305 and above);<br>Freq: 132.165 (Below FL 305 to FL 215);<br>Freq: 135.805 (Below FL 215 to FL 155);<br>Freq: 129.080 (Below FL 155 to FL 135);<br>Freq: 134.125 (Below FL 135). |

# ENR 3.2 AREA NAVIGATION ROUTES (continued)

| Route Designator | Route Usage Notes | | | | | |
|---|---|---|---|---|---|---|
| Significant Point Name | Significant Point Coordinates | | Waypoint: IDENT of VOR/DME BRG, DIST & ELEV of DME antenna | | | Remarks |
| (RNP/RNAV Type & Accuracy) | MAG Track ↓ / ↑ | Geodesic Distance | Upper limit / Lower limit | IFR cruising levels max/min ↓ | IFR cruising levels max/min ↑ | Airspace Class/ Controlling Unit/ Channel/ Logon address/ SATVOICE number/ RCP & RSP limitations |
| △ NORRY | 512847.11N 0010724.13W | | | | | |
| (RNAV 5) | 015°/195° | 8.5 NM | FL 460 / FL 85 | odd FL 450 / FL 90 | even FL 430 / FL 100 | FL 460/FL 195 Class C,<br>FL 195/FL 85 Class A.<br><br>Between NORRY and 5 NM south of COWLY:<br>London ACC<br>Freq: 134.460 (FL 305 and above);<br>Freq: 132.165 (Below FL 305 to FL 215);<br>Freq: 135.805 (Below FL 215 to FL 155);<br>Freq: 129.080 (Below FL 155 to FL 135);<br>Freq: 134.125 (Below FL 135).<br><br>Between 5 NM south of COWLY and COWLY:<br>London ACC<br>Freq: 134.460 (FL 305 and above);<br>Freq: 132.165 (Below FL 305 to FL 215);<br>Freq: 121.030 (Below FL 215). |
| △ COWLY | 513657.58N 0010353.72W | | | | | |
| (RNAV 5) | 009°/189° | 14.1 NM | FL 460 / FL 85 | odd FL 450 / FL 90 | even FL 430 / FL 100 | FL 460/FL 195 Class C,<br>FL 195/FL 85 Class A.<br><br>London ACC<br>Freq: 134.460 (FL 305 and above);<br>Freq: 132.165 (Below FL 305 to FL 215);<br>Freq: 121.030 (Below FL 215). |
| △ SILVA | 515051.34N 0010019.40W | | | | | Extremity of Q41.<br>Intersection with M605. |
| Route Remarks:<br>See also ENR 1.1, paragraph 1.1.3. | | | | | | |

| Route Designator | Route Usage Notes | | | | | |
|---|---|---|---|---|---|---|
| Significant Point Name | Significant Point Coordinates | | Waypoint: IDENT of VOR/DME BRG, DIST & ELEV of DME antenna | | | Remarks |
| (RNP/RNAV Type & Accuracy) | MAG Track ↓ / ↑ | Geodesic Distance | Upper limit / Lower limit | IFR cruising levels max/min ↓ | IFR cruising levels max/min ↑ | Airspace Class/ Controlling Unit/ Channel/ Logon address/ SATVOICE number/ RCP & RSP limitations |
| **Q60** | | | | | | |
| △ KOPUL | 513231.76N 0010813.84E | | DET R053 24.8 NM 645 FT | | | Westbound route only.<br>Extremity of Q60. |
| (RNAV 5) | 275°/ - | 47.2 NM | FL 460 / FL 315 | even FL 430 / FL 320 | | Class C.<br><br>Between KOPUL and 13 NM from KOPUL:<br>London ACC<br>Freq: 128.160 (All Levels).<br><br>Between 13 NM from KOPUL and UGBET:<br>London ACC<br>Freq: 127.430 (All Levels). |

# ENR 3.2 AREA NAVIGATION ROUTES (continued)

| Route Designator | Route Usage Notes | | | | | |
|---|---|---|---|---|---|---|
| Significant Point Name | Significant Point Coordinates | | Waypoint: IDENT of VOR/DME BRG, DIST & ELEV of DME antenna | | | Remarks |
| (RNP/RNAV Type & Accuracy) | MAG Track ↓ / ↑ | Geodesic Distance | Upper limit / Lower limit | IFR cruising levels max/min ↓ | IFR cruising levels max/min ↑ | Airspace Class/ Controlling Unit/ Channel/ Logon address/ SATVOICE number/ RCP & RSP limitations |
| △ UGBET | 513701.15N 0000705.18W | | | | | |
| (RNAV 5) | 275°/ - | 58.8 NM | FL 460 / FL 315 | even FL 430 / FL 320 | | Class C.<br><br>Between UGBET and abm UMLAT:<br>London ACC<br>Freq: 127.430 (All Levels).<br><br>Between abm UMLAT and OKSAW:<br>London ACC<br>Freq: 134.460 (All Levels). |
| △ OKSAW | 514215.31N 0014108.54W | | | | | FRA Entry Point.<br>Extremity of Q60. |

| Route Designator | Route Usage Notes | | | | | |
|---|---|---|---|---|---|---|
| Significant Point Name | Significant Point Coordinates | | Waypoint: IDENT of VOR/DME BRG, DIST & ELEV of DME antenna | | | Remarks |
| (RNP/RNAV Type & Accuracy) | MAG Track ↓ / ↑ | Geodesic Distance | Upper limit / Lower limit | IFR cruising levels max/min ↓ | IFR cruising levels max/min ↑ | Airspace Class/ Controlling Unit/ Channel/ Logon address/ SATVOICE number/ RCP & RSP limitations |
| **Q63** | | | | | | |
| △ SUMUM | 513814.25N 0020627.77E | | | | | Westbound route only btn SUMUM and ICTAM.<br>FIR/UIR Boundary.<br>For continuation see AIP Netherlands. |
| (RNAV 1) | 260°/ - | 5.0 NM | FL 460 / FL 95 | even FL 430 / FL 100 | | FL 460/FL 195 Class C,<br>FL 195/FL 95 Class A.<br><br>London ACC<br>Freq: 128.160 (FL 245 and above);<br>Freq: 118.480 (Below FL 245 to FL 215);<br>Freq: 135.425 (Below FL 215). |
| △ BLIXY | 513730.25N 0015831.54E | | | | | |
| (RNAV 1) | 260°/ - | 5.3 NM | FL 460 / FL 95 | even FL 430 / FL 100 | | FL 460/FL 195 Class C,<br>FL 195/FL 95 Class A.<br><br>London ACC<br>Freq: 128.160 (FL 245 and above);<br>Freq: 118.480 (Below FL 245 to FL 215);<br>Freq: 135.425 (Below FL 215). |
| △ ARREK | 513643.04N 0015007.27E | | | | | Intersection with Y4. |
| (RNAV 1) | 260°/ - | 8.5 NM | FL 460 / FL 135 | even FL 430 / FL 140 | | FL 460/FL 195 Class C,<br>FL 195/FL 135 Class A.<br><br>London ACC<br>Freq: 128.160 (FL 245 and above);<br>Freq: 118.480 (Below FL 245 to FL 215);<br>Freq: 135.425 (Below FL 215). |
| △ ERING | 513526.45N 0013643.00E | | | | | Intersection with L179. |
| (RNAV 1) | 260°/ - | 18.0 NM | FL 460 / FL 135 | even FL 430 / FL 140 | | FL 460/FL 195 Class C,<br>FL 195/FL 135 Class A.<br><br>London ACC<br>Freq: 128.160 (FL 245 and above);<br>Freq: 129.605 (Below FL 245). |

# ENR 3.2 AREA NAVIGATION ROUTES (continued)

| Route Designator | Route Usage Notes | | | | | |
|---|---|---|---|---|---|---|
| Significant Point Name | Significant Point Coordinates | | Waypoint: IDENT of VOR/DME BRG, DIST & ELEV of DME antenna | | | Remarks |
| (RNP/RNAV Type & Accuracy) | MAG Track ↓ / ↑ | Geodesic Distance | Upper limit / Lower limit | IFR cruising levels max/min ↓ | IFR cruising levels max/min ↑ | Airspace Class/ Controlling Unit/ Channel/ Logon address/ SATVOICE number/ RCP & RSP limitations |
| △ KOPUL | 513231.76N 0010813.84E | | DET R053 24.8 NM 645 FT | | | |
| (RNAV 5) | 268°/ - | 6.0 NM | FL 460 / FL 135 | even FL 430 / FL 140 | | FL 460/FL 195 Class C,<br>FL 195/FL 135 Class A.<br><br>London ACC<br>Freq: 128.160 (FL 245 and above);<br>Freq: 129.605 (Below FL 245). |
| △ IDITU | 513224.79N 0005837.35E | | | | | |
| (RNAV 5) | 268°/ - | 22.1 NM | FL 460 / FL 135 | even FL 430 / FL 140 | | FL 460/FL 195 Class C,<br>FL 195/FL 135 Class A.<br><br>Between IDITU and 5 NM from IDITU:<br>London ACC<br>Freq: 128.160 (FL 245 and above);<br>Freq: 129.605 (Below FL 245).<br><br>Between 5 NM from IDITU and IPKUS:<br>London ACC<br>Freq: 127.430 (FL 305 and above);<br>Freq: 132.605 (Below FL 305 to FL 215);<br>Freq: 127.955 (Below FL 215 to FL 175);<br>Freq: 123.905 (Below FL 175). |
| △ IPKUS | 513152.43N 0002318.58E | | | | | Intersection with M40. |
| (RNAV 5) | 270°/ - | 58.1 NM | FL 460 / FL 245 | even FL 430 / FL 260 | | Class C.<br><br>Between IPKUS and 20 NM from ICTAM:<br>London ACC<br>Freq: 127.430 (FL 305 and above);<br>Freq: 132.605 (Below FL 305).<br><br>Between 20 NM from ICTAM and ICTAM:<br>London ACC<br>Freq: 134.460 (FL 305 and above);<br>Freq: 132.165 (Below FL 305). |
| △ ICTAM | 513137.37N 0010948.12W | | | | | Intersection with L179, M197 and T421. |
| (RNAV 5) | 224°/045° | 3.0 NM | FL 460 / FL 85 | even FL 430 / FL 100 | odd FL 450 / FL 90 | FL 460/FL 195 Class C,<br>FL 195/FL 85 Class A.<br><br>London ACC<br>Freq: 134.460 (FL 305 and above);<br>Freq: 132.165 (Below FL 305 to FL 215);<br>Freq: 135.805 (Below FL 215 to FL 155);<br>Freq: 134.125 (Below FL 155). |

# ENR 3.2 AREA NAVIGATION ROUTES (continued)

| Route Designator | Route Usage Notes | | | | | |
|---|---|---|---|---|---|---|
| Significant Point Name | Significant Point Coordinates | | Waypoint: IDENT of VOR/DME BRG, DIST & ELEV of DME antenna | | | Remarks |
| (RNP/RNAV Type & Accuracy) | MAG Track ↓ / ↑ | Geodesic Distance | Upper limit / Lower limit | IFR cruising levels max/min ↓ | IFR cruising levels max/min ↑ | Airspace Class/ Controlling Unit/ Channel/ Logon address/ SATVOICE number/ RCP & RSP limitations |
| △ COMPTON VOR/DME (CPT) | 512929.66N 0011310.89W | | | | | Intersection with (U)L9, (U)N859, and Y321. |
| (RNAV 1) | 289°/108° | 4.8 NM | FL 460 / FL 65 | even FL 430 / FL 80 | odd FL 450 / FL 250 | FL 460/FL 195 Class C,<br>FL 195/FL 65 Class A.<br><br>London ACC<br>Freq: 134.460 (FL 305 and above);<br>Freq: 132.165 (Below FL 305 to FL 215);<br>Freq: 135.805 (Below FL 215 to FL 155);<br>Freq: 134.125 (Below FL 155). |
| △ HEKXA | 513103.61N 0012026.55W | | | | | |
| (RNAV 1) | 288°/108° | 12.4 NM | FL 460 / FL 65 | even FL 430 / FL 80 | odd FL 450 / FL 250 | FL 460/FL 195 Class C,<br>FL 195/FL 65 Class A.<br><br>London ACC<br>Freq: 134.460 (FL 305 and above);<br>Freq: 133.600 (Below FL 305 to FL 265);<br>Freq: 134.755 (Below FL 265 to FL 115);<br>Freq: 134.125 (Below FL 115). |
| △ SAWPE | 513504.67N 0013916.42W | | | | | FRA Entry/Exit Point.<br>Westbound route only btn SAWPE and CONKO. |
| (RNAV 1) | 276°/ - | 9.0 NM | FL 245 / FL 65 | even FL 240 / FL 80 | | FL 245/FL 195 Class C,<br>FL 195/FL 65 Class A.<br><br>London ACC<br>Freq: 134.755 (All Levels). |
| △ ASHUM | 513607.25N 0015336.46W | | | | | |
| (RNAV 1) | 276°/ - | 6.0 NM | FL 245 / FL 65 | even FL 240 / FL 80 | | FL 245/FL 195 Class C,<br>FL 195/FL 65 Class A.<br><br>London ACC<br>Freq: 134.755 (All Levels). |
| △ CONKO | 513648.00N 0020310.18W | | | | | |
| (RNAV 1) | 276°/096° | 14.2 NM | FL 245 / FL 75 | even FL 240 / FL 80 | odd FL 230 / FL 90 | FL 245/FL 195 Class C,<br>FL 195/FL 75 Class A.<br><br>Between CONKO and the eastern boundary of Cotswold CTA 3 (513723N 0021138W):<br>London ACC<br>Freq: 134.755 (All Levels).<br><br>Between the eastern boundary of Cotswold CTA 3 (513723N 0021138W) and OZZIL:<br>0600 - 2300 (0500-2200)<br>London ACC<br>Freq: 134.755 (Above FL 135);<br>Bristol APP<br>Freq: 125.650 (FL 135 and below).<br><br>2300 - 0600 (2200-0500)<br>London ACC<br>Freq: 134.755 (All Levels). |
| △ OZZIL | 513821.34N 0022549.17W | | | | | Intersection with N80. |

# ENR 3.2 AREA NAVIGATION ROUTES (continued)

| Route Designator | Route Usage Notes | | | | | |
|---|---|---|---|---|---|---|
| Significant Point Name | Significant Point Coordinates | | Waypoint: IDENT of VOR/DME BRG, DIST & ELEV of DME antenna | | | Remarks |
| (RNP/RNAV Type & Accuracy) | MAG Track ↓ / ↑ | Geodesic Distance | Upper limit / Lower limit | IFR cruising levels max/min ↓ | IFR cruising levels max/min ↑ | Airspace Class/ Controlling Unit/ Channel/ Logon address/ SATVOICE number/ RCP & RSP limitations |
| (RNAV 1) | 276°/096° | 12.0 NM | FL 245 / FL 75 | even FL 240 / FL 80 | odd FL 230 / FL 90 | FL 245/FL 195 Class C,<br>FL 195/FL 75 Class A.<br><br>Between OZZIL and the western boundary of Cotswold CTA 3 (513921N 0024049W):<br>0600 - 2300 (0500-2200)<br>London ACC<br>Freq: 134.755 (Above FL 135);<br>Bristol APP<br>Freq: 125.650 (FL 135 and below).<br><br>2300 - 0600 (2200-0500)<br>London ACC<br>Freq: 134.755 (All Levels).<br><br>Between the western boundary of Cotswold CTA 3 (513921N 0024049W) and ICCIN:<br>0600 - 2300 (0500-2200)<br>London ACC<br>Freq: 134.755 (FL 165 and above);<br>Cardiff APP<br>Freq: 125.855 (Below FL 165).<br><br>2300 - 0600 (2200-0500)<br>London ACC<br>Freq: 134.755 (All Levels). |
| △ ICCIN | 513936.80N 0024458.74W | | | | | |
| (RNAV 1) | 276°/096° | 18.4 NM | FL 245 / FL 95 | even FL 240 / FL 100 | odd FL 230 / FL 110 | FL 245/FL 195 Class C,<br>FL 195/FL 95 Class A.<br><br>0600 - 2300 (0500-2200)<br>London ACC<br>Freq: 134.755 (FL 165 and above);<br>Cardiff APP<br>Freq: 125.855 (Below FL 165).<br><br>2300 - 0600 (2200-0500)<br>London ACC<br>Freq: 134.755 (All Levels). |
| △ ETNAH | 514126.45N 0031423.74W | | | | | |
| (RNAV 1) | 276°/095° | 12.3 NM | FL 245 / FL 95 | even FL 240 / FL 100 | odd FL 230 / FL 110 | FL 245/FL 195 Class C,<br>FL 195/FL 95 Class A.<br><br>0600 - 2300 (0500-2200)<br>London ACC<br>Freq: 134.755 (FL 165 and above);<br>Cardiff APP<br>Freq: 125.855 (Below FL 165).<br><br>2300 - 0600 (2200-0500)<br>London ACC<br>Freq: 134.755 (All Levels). |
| △ ZIPWE | 514235.40N 0033400.70W | | | | | Eastbound route only btn AGCAT and ZIPWE. |

# ENR 3.2 AREA NAVIGATION ROUTES (continued)

| Route Designator | Route Usage Notes | | | | | |
|---|---|---|---|---|---|---|
| **Significant Point Name** | **Significant Point Coordinates** | | **Waypoint: IDENT of VOR/DME BRG, DIST & ELEV of DME antenna** | | | **Remarks** |
| **(RNP/RNAV Type & Accuracy)** | **MAG Track ↓ / ↑** | **Geodesic Distance** | **Upper limit / Lower limit** | **IFR cruising levels max/min** | | **Airspace Class/ Controlling Unit/ Channel/ Logon address/ SATVOICE number/ RCP & RSP limitations** |
| | | | | **↓** | **↑** | |
| (RNAV 1) | - /102° | 4.3 NM | FL 245 / FL 95 | | odd FL 230 / FL 110 | FL 245/FL 195 Class C,<br>FL 195/FL 95 Class A.<br><br>0600 - 2300 (0500-2200)<br>London ACC<br>Freq: 134.755 (FL 165 and above);<br>Cardiff APP<br>Freq: 125.855 (Below FL 165).<br><br>2300 - 0600 (2200-0500)<br>London ACC<br>Freq: 134.755 (All Levels). |
| △ EGRUF | 514327.72N 0034042.18W | | | | | |
| (RNAV 1) | - /102° | 8.0 NM | FL 245 / FL 125 | | odd FL 230 / FL 130 | FL 245/FL 195 Class C,<br>FL 195/FL 125 Class A.<br><br>0600 - 2300 (0500-2200)<br>London ACC<br>Freq: 129.380 (FL 165 and above);<br>Cardiff APP<br>Freq: 125.855 (Below FL 165).<br><br>2300 - 0600 (2200-0500)<br>London ACC<br>Freq: 129.380 (All Levels). |
| △ AXNEF | 514505.23N 0035319.14W | | | | | |
| (RNAV 1) | - /102° | 5.3 NM | FL 245 / FL 145 | | odd FL 230 / FL 150 | FL 245/FL 195 Class C,<br>FL 195/FL 145 Class A.<br><br>0600 - 2300 (0500-2200)<br>London ACC<br>Freq: 129.380 (FL 165 and above);<br>Cardiff APP<br>Freq: 125.855 (Below FL 165).<br><br>2300 - 0600 (2200-0500)<br>London ACC<br>Freq: 129.380 (All Levels). |
| △ AMWAB | 514608.52N 0040136.69W | | | | | |
| (RNAV 1) | - /102° | 9.8 NM | FL 245 / FL 155 | | odd FL 230 / FL 170 | FL 245/FL 195 Class C,<br>FL 195/FL 155 Class A.<br><br>London ACC<br>Freq: 129.380 (All Levels). |
| △ BAJJA | 514805.01N 0041705.77W | | | | | |
| (RNAV 1) | - /102° | 17.6 NM | FL 245 / FL 155 | | odd FL 230 / FL 170 | FL 245/FL 195 Class C,<br>FL 195/FL 155 Class A.<br><br>London ACC<br>Freq: 129.380 (All Levels). |
| △ AGCAT | 515128.74N 0044454.82W | | | | | Extremity of partition of Q63. |
| (RNAV ) | | | | | | ROUTE BREAK - THIS ATS ROUTE IS NOT CONTINUOUS. |
| △ NICXI | 520046.40N 0050317.78W | | | | | Westbound route only btn NICXI and VATRY.<br>Extremity of partition of Q63. |
| (RNAV 5) | 311°/ - | 16.3 NM | FL 245 / FL 155 | even FL 240 / FL 160 | | FL 245/FL 195 Class C,<br>FL 195/FL 155 Class A.<br><br>London ACC<br>Freq: 129.380 (All Levels). |

# ENR 3.2 AREA NAVIGATION ROUTES (continued)

| Route Designator | Route Usage Notes | | | | | |
|---|---|---|---|---|---|---|
| Significant Point Name | Significant Point Coordinates | | Waypoint: IDENT of VOR/DME BRG, DIST & ELEV of DME antenna | | | Remarks |
| (RNP/RNAV Type & Accuracy) | MAG Track ↓ / ↑ | Geodesic Distance | Upper limit / Lower limit | IFR cruising levels max/min ↓ | IFR cruising levels max/min ↑ | Airspace Class/ Controlling Unit/ Channel/ Logon address/ SATVOICE number/ RCP & RSP limitations |
| △ LANPI | 521115.07N 0052329.75W | | | | | |
| (RNAV 5) | 351°/ - | 12.4 NM | FL 245 / FL 155 | even FL 240 / FL 160 | | FL 245/FL 195 Class C,<br>FL 195/FL 155 Class A.<br><br>London ACC<br>Freq: 129.380 (All Levels). |
| △ TIBGA | 522326.45N 0052705.01W | | | | | |
| (RNAV 5) | 351°/ - | 10.0 NM | FL 245 / FL 155 | even FL 240 / FL 160 | | FL 245/FL 195 Class C,<br>FL 195/FL 155 Class A.<br><br>London ACC<br>Freq: 129.380 (All Levels). |
| △ VATRY | 523316N 0053000W | | | | | FIR Boundary.<br>Extremity of Q63.<br>Intersection with M17 (see AIP Ireland). |
| Route Remarks:<br>KOPUL - IPKUS, NICXI - VATRY CDR H24.<br>Rest of Q63 - PERM.<br><br>See also ENR 1.1, paragraph 1.1.3. | | | | | | |

| Route Designator | Route Usage Notes | | | | | |
|---|---|---|---|---|---|---|
| Significant Point Name | Significant Point Coordinates | | Waypoint: IDENT of VOR/DME BRG, DIST & ELEV of DME antenna | | | Remarks |
| (RNP/RNAV Type & Accuracy) | MAG Track ↓ / ↑ | Geodesic Distance | Upper limit / Lower limit | IFR cruising levels max/min ↓ | IFR cruising levels max/min ↑ | Airspace Class/ Controlling Unit/ Channel/ Logon address/ SATVOICE number/ RCP & RSP limitations |
| **Q70** | | | | | | |
| △ VABIK | 511447.30N 0020000.00E | | | | | Eastbound route only.<br>FIR Boundary.<br>For continuation see AIP Belgium. |
| (RNAV 5) | - /093° | 19.4 NM | FL 460 / FL 105 | | odd FL 450 / FL 110 | FL 460/FL 195 Class C,<br>FL 195/FL 105 Class A.<br><br>London ACC<br>Freq: 127.430 (FL 315 and above);<br>Freq: 134.905 (Below FL 315 to FL 135);<br>Freq: 135.325 (Below FL 135). |
| △ MOKBU | 511610.10N 0012913.78E | | | | | |
| (RNAV 5) | - /093° | 16.4 NM | FL 460 / FL 105 | | odd FL 450 / FL 110 | FL 460/FL 195 Class C,<br>FL 195/FL 105 Class A.<br><br>London ACC<br>Freq: 127.430 (FL 315 and above);<br>Freq: 134.905 (Below FL 315 to FL 195);<br>Freq: 120.530 (Below FL 195). |
| △ ITVIP | 511713.75N 0010312.30E | | | | | Intersection with L10. |
| (RNAV 5) | - /092° | 17.2 NM | FL 460 / FL 105 | | odd FL 450 / FL 110 | FL 460/FL 195 Class C,<br>FL 195/FL 105 Class A.<br><br>London ACC<br>Freq: 127.430 (FL 305 and above);<br>Freq: 132.165 (Below FL 305 to FL 195);<br>Freq: 120.530 (Below FL 195). |

# ENR 3.2 AREA NAVIGATION ROUTES (continued)

| Route Designator | Route Usage Notes | | | | | |
|---|---|---|---|---|---|---|
| Significant Point Name | Significant Point Coordinates | | Waypoint: IDENT of VOR/DME BRG, DIST & ELEV of DME antenna | | | Remarks |
| (RNP/RNAV Type & Accuracy) | MAG Track ↓ / ↑ | Geodesic Distance | Upper limit / Lower limit | IFR cruising levels max/min ↓ | IFR cruising levels max/min ↑ | Airspace Class/ Controlling Unit/ Channel/ Logon address/ SATVOICE number/ RCP & RSP limitations |
| △ DETLING DME (DET) | 511814.41N 0003550.19E | | | | | |
| (RNAV 5) | - /094° | 21.2 NM | FL 460 / FL 105 | | odd FL 450 / FL 110 | FL 460/FL 195 Class C, FL 195/FL 105 Class A.<br><br>London ACC<br>Freq: 127.430 (FL 305 and above);<br>Freq: 132.165 (Below FL 305 to FL 215);<br>Freq: 120.530 (Below FL 215). |
| △ BIGGIN DME (BIG) | 511951.15N 0000205.32E | | | | | Intersection with L9 and L15. |
| (RNAV 5) | - /112° | 38.8 NM | FL 460 / FL 155 | | odd FL 450 / FL 170 | FL 460/FL 195 Class C, FL 195/FL 155 Class A.<br><br>London ACC<br>Freq: 134.460 (FL 305 and above);<br>Freq: 132.165 (Below FL 305 to FL 215);<br>Freq: 119.780 (Below FL 215). |
| △ BENSU | 513444.26N 0005508.45W | | | | | Intersection with M605. |
| (RNAV 5) | - /112° | 5.9 NM | FL 460 / FL 155 | | odd FL 450 / FL 170 | FL 460/FL 195 Class C, FL 195/FL 155 Class A.<br><br>London ACC<br>Freq: 134.460 (FL 305 and above);<br>Freq: 132.165 (Below FL 305 to FL 215);<br>Freq: 119.780 (Below FL 215). |
| △ COWLY | 513657.58N 0010353.72W | | | | | Extremity of Q70. |
| Route Remarks:<br>See also ENR 1.1, paragraph 1.1.3. | | | | | | |

# ENR 3.2 AREA NAVIGATION ROUTES (continued)

| Route Designator | Route Usage Notes | | | | | |
|---|---|---|---|---|---|---|
| Significant Point Name | Significant Point Coordinates | | Waypoint: IDENT of VOR/DME BRG, DIST & ELEV of DME antenna | | | Remarks |
| (RNP/RNAV Type & Accuracy) | MAG Track ↓ / ↑ | Geodesic Distance | Upper limit / Lower limit | IFR cruising levels max/min ↓ | IFR cruising levels max/min ↑ | Airspace Class/ Controlling Unit/ Channel/ Logon address/ SATVOICE number/ RCP & RSP limitations |
| **Q75** | | | | | | |
| △ BUZAD | 515632.08N 0003308.21W | | BNN R359 13.0 NM 558 FT | | | Westbound route only.<br>Extremity of Q75.<br>Intersection with L10 and T420. |
| (RNAV 5) | - /262° | 18.0 NM | FL 245 / FL 95 | | even FL 240 / FL 100 | FL 245/FL 195 Class C,<br>FL 195/FL 95 Class A.<br><br>Between 5nm west of UTAVA and BUZAD:<br>London ACC<br>Freq: 127.105 (Below FL 215 to FL 195);<br>Freq: 130.925 (Below FL 195 to FL 165);<br>Freq: 121.280 (Below FL 165 to FL 125);<br>Freq: 119.780 (Below FL 125).<br><br>Between UTAVA and 5nm west of UTAVA:<br>London ACC<br>Freq: 130.925 (FL 155 and above);<br>Freq: 129.280 (Below FL 155). |
| △ UTAVA | 515846.91N 0000418.79W | | BKY R262 5.0 NM 486 FT | | | Not available for flight planning btn BKY and UTAVA. |
| (RNAV 5) | - /263° | 5.0 NM | FL 245 / FL 95 | | even FL 240 / FL 100 | FL 245/FL 195 Class C,<br>FL 195/FL 95 Class A.<br><br>London ACC<br>Freq: 130.925 (FL 155 and above);<br>Freq: 129.280 (Below FL 155). |
| △ BARKWAY DME (BKY) | 515923.17N 0000342.87E | | | | | Extremity of Q75. |

| Route Designator | Route Usage Notes | | | | | |
|---|---|---|---|---|---|---|
| Significant Point Name | Significant Point Coordinates | | Waypoint: IDENT of VOR/DME BRG, DIST & ELEV of DME antenna | | | Remarks |
| (RNP/RNAV Type & Accuracy) | MAG Track ↓ / ↑ | Geodesic Distance | Upper limit / Lower limit | IFR cruising levels max/min ↓ | IFR cruising levels max/min ↑ | Airspace Class/ Controlling Unit/ Channel/ Logon address/ SATVOICE number/ RCP & RSP limitations |
| **Q295** | | | | | | |
| △ NUCHU | 512808.10N 0014035.43W | | | | | FRA Exit Point.<br>Extremity of Q295.<br>Eastbound route only. |
| (RNAV 1) | 079°/ - | 19.6 NM | FL 460 / FL 245 | odd FL 450 / FL 250 | | Class C.<br><br>Between NUCHU and abm HEKXA:<br>London ACC<br>Freq: 134.460 (FL 305 and above);<br>Freq: 133.600 (Below FL 305 to FL 265);<br>Freq: 134.755 (Below FL 265).<br><br>Between abm HEKXA and ICTAM:<br>London ACC<br>Freq: 134.460 (FL 305 and above);<br>Freq: 132.165 (Below FL 305). |
| △ ICTAM | 513137.37N 0010948.12W | | | | | Intersection with M197. |

# ENR 3.2 AREA NAVIGATION ROUTES (continued)

| Route Designator | Route Usage Notes | | | | | |
|---|---|---|---|---|---|---|
| Significant Point Name | Significant Point Coordinates | | Waypoint: IDENT of VOR/DME BRG, DIST & ELEV of DME antenna | | | Remarks |
| (RNP/RNAV Type & Accuracy) | MAG Track ↓ / ↑ | Geodesic Distance | Upper limit / Lower limit | IFR cruising levels max/min | | Airspace Class/ Controlling Unit/ Channel/ Logon address/ SATVOICE number/ RCP & RSP limitations |
| | | | | ↓ | ↑ | |
| (RNAV 5) | 070°/ - | 41.7 NM | FL 460 / FL 85 | odd FL 450 / FL 90 | | FL 460/FL 195 Class C,<br>FL 195/FL 85 Class A.<br><br>Between ICTAM and 5 NM from ICTAM:<br>London ACC<br>Freq: 134.460 (FL 305 and above);<br>Freq: 132.165 (Below FL 305 to FL 215);<br>Freq: 135.800 (Below FL 215 to FL 155);<br>Freq: 134.125 (Below FL 155).<br><br>Between 5 NM from ICTAM and 18 NM from ICTAM:<br>London ACC<br>Freq: 127.430 (FL 305 and above);<br>Freq: 132.605 (Below FL 305 to FL 215);<br>Freq: 135.800 (Below FL 215 to FL 155);<br>Freq: 119.780 (Below FL 155).<br><br>Between 18 NM from ICTAM and 31 NM from ICTAM:<br>London ACC<br>Freq: 127.430 (FL 305 and above);<br>Freq: 132.605 (Below FL 305 to FL 215);<br>Freq: 127.955 (Below FL 215 to FL 175);<br>Freq: 135.800 (Below FL 175 to FL 155);<br>Freq: 119.780 (Below FL 155).<br><br>Between 31 NM from ICTAM and BPK:<br>London ACC<br>Freq: 127.430 (FL 305 and above);<br>Freq: 132.605 (Below FL 305 to FL 215);<br>Freq: 127.955 (Below FL 215 to FL 155);<br>Freq: 129.280 (Below FL 155 to FL 115);<br>Freq: 118.825 (Below FL 115). |

# ENR 3.2 AREA NAVIGATION ROUTES (continued)

| Route Designator | Route Usage Notes | | | | | |
|---|---|---|---|---|---|---|
| Significant Point Name | Significant Point Coordinates | | Waypoint: IDENT of VOR/DME BRG, DIST & ELEV of DME antenna | | | Remarks |
| (RNP/RNAV Type & Accuracy) | MAG Track ↓ / ↑ | Geodesic Distance | Upper limit / Lower limit | IFR cruising levels max/min ↓ | IFR cruising levels max/min ↑ | Airspace Class/ Controlling Unit/ Channel/ Logon address/ SATVOICE number/ RCP & RSP limitations |
| △ BROOKMANS PARK DME (BPK) | 514459.05N 0000624.25W | | | | | Eastbound route only btn BPK and SOMVA. |
| (RNAV 5) | 082°/ - | 11.4 NM | FL 460 / FL 85 | odd FL 450 / FL 90 | | FL460/FL195 Class C,<br>FL195/FL 85 Class A.<br><br>Between BPK and 6 NM from BPK:<br>London ACC<br>Freq: 127.430 (FL 305 and above);<br>Freq: 132.605 (Below FL 305 to FL 215);<br>Freq: 127.955 (Below FL 215 to FL 155);<br>Freq: 129.280 (Below FL 155 to FL 115);<br>Freq: 118.825 (Below FL 115).<br><br>Between 6 NM from BPK and TOTRI:<br>London ACC<br>Freq: 127.430 (FL 305 and above);<br>Freq: 132.605 (Below FL 305 to FL 245);<br>Freq: 124.930 (Below FL 245 to FL 155);<br>Freq: 118.825 (Below FL 155). |
| △ TOTRI | 514629.57N 0001147.72E | | | | | |
| (RNAV 5) | 082°/ - | 2.0 NM | FL 460 / FL 85 | odd FL 450 / FL 90 | | FL 460/FL 195 Class C,<br>FL 195/FL 85 Class A.<br><br>London ACC<br>Freq: 127.430 (FL 305 and above);<br>Freq: 132.605 (Below FL 305 to FL 245);<br>Freq: 124.930 (Below FL 245 to FL 155);<br>Freq: 118.825 (Below FL 155). |
| △ MATCH | 514645.20N 0001500.00E | | BPK R082 13.4 NM 392 FT | | | |
| (RNAV 5) | 082°/ - | 15.1 NM | FL 460 / FL 85 | odd FL 450 / FL 90 | | FL 460/FL 195 Class C,<br>FL 195/FL 85 Class A.<br><br>Between MATCH and 11 NM from MATCH:<br>London ACC<br>Freq: 127.430 (FL 305 and above);<br>Freq: 132.605 (Below FL 305 to FL 245);<br>Freq: 124.930 (Below FL 245 to FL 155);<br>Freq: 118.825 (Below FL 155).<br><br>Between 11 NM from MATCH and BRAIN:<br>London ACC<br>Freq: 133.940 (FL 245 and above);<br>Freq: 124.930 (Below FL 245 to FL 155);<br>Freq: 118.825 (Below FL 155). |

# ENR 3.2 AREA NAVIGATION ROUTES (continued)

| Route Designator | Route Usage Notes | | | | | |
|---|---|---|---|---|---|---|
| Significant Point Name | Significant Point Coordinates | | Waypoint: IDENT of VOR/DME BRG, DIST & ELEV of DME antenna | | | Remarks |
| (RNP/RNAV Type & Accuracy) | MAG Track ↓ / ↑ | Geodesic Distance | Upper limit / Lower limit | IFR cruising levels max/min ↓ | IFR cruising levels max/min ↑ | Airspace Class/ Controlling Unit/ Channel/ Logon address/ SATVOICE number/ RCP & RSP limitations |
| △ BRAIN | 514839.91N 0003906.00E | | BKY R115 24.4 NM 486 FT | | | Intersection with M197 and P44. |
| (RNAV 5) | 066°/ - | 8.2 NM | FL 460 / FL 85 | odd FL 450 / FL 90 | | FL 460/FL 195 Class C,<br>FL 195/FL 85 Class A.<br><br>London ACC<br>Freq: 133.940 (FL 245 and above);<br>Freq: 124.930 (Below FL 245 to FL 155);<br>Freq: 118.825 (Below FL 155). |
| △ PAAVO | 515149.03N 0005115.76E | | | | | Intersection with M604. |
| (RNAV 5) | 067°/ - | 71.4 NM | FL 460 / FL 195 | odd FL 450 / FL 210 | | Class C.<br><br>Between PAAVO and 16 NM from PAAVO:<br>London ACC<br>Freq: 133.940 (FL 245 and above);<br>Freq: 124.930 (Below FL 245).<br><br>Between 16 NM from PAAVO and SOMVA:<br>London ACC<br>Freq: 133.940 (FL 215 and above);<br>Freq: 121.230 (Below FL 215). |
| △ SOMVA | 521826.00N 0023838.44E | | | | | Extremity of Q295.<br>Intersection with UP155 (see AIP Netherlands). |

| Route Designator | Route Usage Notes | | | | | |
|---|---|---|---|---|---|---|
| Significant Point Name | Significant Point Coordinates | | Waypoint: IDENT of VOR/DME BRG, DIST & ELEV of DME antenna | | | Remarks |
| (RNP/RNAV Type & Accuracy) | MAG Track ↓ / ↑ | Geodesic Distance | Upper limit / Lower limit | IFR cruising levels max/min ↓ | IFR cruising levels max/min ↑ | Airspace Class/ Controlling Unit/ Channel/ Logon address/ SATVOICE number/ RCP & RSP limitations |
| **T71** | | | | | | |
| △ VAPID | 511513.97N 0010242.40W | | | | | Eastbound route only.<br>Extremity of T71.<br>Intersection with N859. |
| (RNAV 5) | - /178° | 5.8 NM | FL 245 / FL 175 | | odd FL 230 / FL 190 | FL 245/FL 195 Class C,<br>FL 195/FL 175 Class A.<br><br>London ACC<br>Freq: 132.165 (All Levels). |
| △ TEVSI | 512100.75N 0010301.26W | | | | | |
| (RNAV 5) | - /178° | 16.0 NM | FL 245 / FL 175 | | odd FL 230 / FL 190 | FL 245/FL 195 Class C,<br>FL 195/FL 175 Class A.<br><br>London ACC<br>Freq: 132.165 (All Levels). |
| △ COWLY | 513657.58N 0010353.72W | | | | | Extremity of T71. |

# ENR 3.2 AREA NAVIGATION ROUTES (continued)

| Route Designator | Route Usage Notes | | | | | |
|---|---|---|---|---|---|---|
| Significant Point Name | Significant Point Coordinates | | Waypoint: IDENT of VOR/DME BRG, DIST & ELEV of DME antenna | | | Remarks |
| (RNP/RNAV Type & Accuracy) | MAG Track ↓ / ↑ | Geodesic Distance | Upper limit / Lower limit | IFR cruising levels max/min ↓ | IFR cruising levels max/min ↑ | Airspace Class/ Controlling Unit/ Channel/ Logon address/ SATVOICE number/ RCP & RSP limitations |
| **T256** | | | | | | |
| △ DEAN CROSS DME (DCS) | 544318.88N 0032026.30W | | | | | Eastbound route only.<br>Extremity of T256.<br>Intersection with L612, N57 and N864. |
| (RNAV 5) | - /135° | 19.1 NM | FL 245 / FL 95 | | odd FL 230 / FL 110 | FL 245/FL 195 Class C,<br>FL 195/FL 95 Class A.<br>(Variable lower limit)<br><br>Scottish ACC<br>Freq: 124.825 (All Levels). |
| △ RIPNO | 545632N 0034415W | | | | | |
| (RNAV 5) | - /135° | 17.3 NM | FL 245 / FL 85 | | odd FL 230 / FL 90 | FL 245/FL 195 Class C,<br>FL 195/FL 85 Class A.<br><br>Scottish ACC<br>Freq: 124.825 (All Levels). |
| △ OSMEG | 550826N 0040603W | | | | | |
| (RNAV 5) | - /135° | 3.2 NM | FL 245 / 6000 FT ALT | | odd FL 230 / FL 70 | FL 245/FL 195 Class C,<br>FL 195/Alt 6000 FT Class D.<br><br>Scottish ACC<br>Freq: 124.825 (All Levels). |
| △ ORVUL | 551038.52N 0041007.02W | | | | | |
| (RNAV 5) | - /143° | 16.7 NM | FL 255 / 6000 FT ALT | | odd FL 250 / FL 70 | FL 255/FL 195 Class C,<br>FL 195/ALT 6000 FT Class D.<br><br>Scottish ACC<br>Freq: 124.825 (All Levels). |
| △ ROVLA | 552338.18N 0042824.96W | | | | | |
| (RNAV 5) | - /143° | 15.6 NM | FL 255 / 6000 FT ALT | | odd FL 250 / FL 70 | FL 255/FL 195 Class C,<br>FL 195/ALT 6000 FT Class D.<br><br>Scottish ACC<br>Freq: 124.825 (All Levels). |
| △ NORBO | 553545.36N 0044543.46W | | TRN R003 17.0 NM 586 FT | | | Extremity of T256. |
| Route Remarks:<br>Variable lower limit: Daily from 0700-2000 (0600-1900) btn DCS and RIPNO the lower limit is FL 125. | | | | | | |

# ENR 3.2 AREA NAVIGATION ROUTES (continued)

| Route Designator | Route Usage Notes | | | | | |
|---|---|---|---|---|---|---|
| Significant Point Name | Significant Point Coordinates | | Waypoint: IDENT of VOR/DME BRG, DIST & ELEV of DME antenna | | | Remarks |
| (RNP/RNAV Type & Accuracy) | MAG Track ↓ / ↑ | Geodesic Distance | Upper limit / Lower limit | IFR cruising levels max/min ↓ | IFR cruising levels max/min ↑ | Airspace Class/ Controlling Unit/ Channel/ Logon address/ SATVOICE number/ RCP & RSP limitations |
| **T418** | | | | | | |
| △ UMLAT | 514019.70N 0004139.32W | | DTY R152 34.3 NM 600 FT | | | Westbound route only.<br>Extremity of T418. |
| (RNAV 5) | 356°/ - | 20.9 NM | FL 460 / FL 95 | even FL 430 / FL 100 | | FL 460/FL 195 Class C,<br>FL 195/FL 95 Class A.<br><br>London ACC<br>Freq: 127.430 (FL 305 and above);<br>Freq: 132.605 (Below FL 305 to FL 215);<br>Freq: 127.955 (Below FL 215 to FL 175);<br>Freq: 135.800 (Below FL 175 to FL 155);<br>Freq: 129.280 (Below FL 155 to FL 115);<br>Freq: 118.825 (Below FL 115). |
| △ WOBUN | 520110.27N 0004400.00W | | DTY R123 17.1 NM 600 FT | | | |
| (RNAV 5) | 342°/ - | 14.4 NM | FL 460 / FL 95 | even FL 430 / FL 100 | | FL 460/FL 195 Class C,<br>FL 195/FL 95 Class A.<br><br>London ACC<br>Freq: 127.880 (FL 295 and above);<br>Freq: 127.105 (Below FL 295 to FL 195);<br>Freq: 130.925 (Below FL 195). |
| △ WELIN | 521450.25N 0005108.41W | | HON R101 30.6 NM 435 FT | | | Extremity of T418.<br>Intersection with T420. |

| Route Designator | Route Usage Notes | | | | | |
|---|---|---|---|---|---|---|
| Significant Point Name | Significant Point Coordinates | | Waypoint: IDENT of VOR/DME BRG, DIST & ELEV of DME antenna | | | Remarks |
| (RNP/RNAV Type & Accuracy) | MAG Track ↓ / ↑ | Geodesic Distance | Upper limit / Lower limit | IFR cruising levels max/min ↓ | IFR cruising levels max/min ↑ | Airspace Class/ Controlling Unit/ Channel/ Logon address/ SATVOICE number/ RCP & RSP limitations |
| **T420** | | | | | | |
| △ ALESO | 503432.24N 0011331.50E | | | | | Westbound route only btn ALESO and WELIN.<br>FIR/UIR Boundary.<br>For continuation see AIP France. |
| (RNAV 5) | 314°/ - | 24.0 NM | FL 460 / FL 95 | even FL 430 / FL 100 | | FL 460/FL 195 Class C,<br>FL 195/FL 95 Class A.<br><br>London ACC<br>Freq: 128.430 (FL 195 and above);<br>Freq: 120.175 (Below FL 195). |
| △ ROTNO | 505126.07N 0004641.20E | | | | | |
| (RNAV 5) | 314°/ - | 9.5 NM | FL 460 / FL 95 | even FL 430 / FL 100 | | FL 460/FL 195 Class C,<br>FL 195/FL 95 Class A.<br><br>London ACC<br>Freq: 127.430 (FL 355 and above);<br>Freq: 128.430 (Below FL 355 to FL 195);<br>Freq: 120.175 (Below FL 195). |

# ENR 3.2 AREA NAVIGATION ROUTES (continued)

| Route Designator | Route Usage Notes | | | | | |
|---|---|---|---|---|---|---|
| Significant Point Name | Significant Point Coordinates | | Waypoint: IDENT of VOR/DME BRG, DIST & ELEV of DME antenna | | | Remarks |
| (RNP/RNAV Type & Accuracy) | MAG Track ↓ / ↑ | Geodesic Distance | Upper limit / Lower limit | IFR cruising levels max/min ↓ | IFR cruising levels max/min ↑ | Airspace Class/ Controlling Unit/ Channel/ Logon address/ SATVOICE number/ RCP & RSP limitations |
| △ ETVAX | 505806.99N 0003556.27E | | | | | |
| (RNAV 5) | 314°/ - | 8.5 NM | FL 460 / FL 95 | even FL 430 / FL 100 | | FL 460/FL 195 Class C,<br>FL 195/FL 95 Class A.<br><br>London ACC<br>Freq: 127.430 (FL 305 and above);<br>Freq: 132.605 (Below FL 305 to FL 255);<br>Freq: 128.430 (Below FL 255 to FL 195);<br>Freq: 120.175 (Below FL 195). |
| △ TIGER | 510401.82N 0002621.54E | | MAY R075 12.6 NM 384 FT | | | |
| (RNAV 5) | 315°/ - | 22.0 NM | FL 460 / FL 95 | even FL 430 / FL 100 | | FL 460/FL 195 Class C,<br>FL 195/FL 95 Class A.<br><br>London ACC<br>Freq: 127.430 (FL 305 and above);<br>Freq: 132.605 (Below FL 305 to FL 255);<br>Freq: 128.430 (Below FL 255 to FL 195);<br>Freq: 120.175 (Below FL 195). |
| △ BIGGIN DME (BIG) | 511951.15N 0000205.32E | | | | | Intersection with L9. |
| (RNAV 5) | 329°/ - | 23.0 NM | FL 460 / FL 115 | even FL 430 / FL 120 | | FL 460/FL 195 Class C,<br>FL 195/FL 115 Class A.<br><br>Between BIG and 15 NM north of BIG:<br>London ACC<br>Freq: 127.430 (FL 305 and above);<br>Freq: 132.605 (Below FL 305 to FL 215);<br>Freq: 127.955 (Below FL 215 to FL 155);<br>Freq: 120.530 (Below FL 155).<br><br>Between 15 NM north of BIG and ULTIB:<br>London ACC<br>Freq: 127.430 (FL 305 and above);<br>Freq: 132.605 (Below FL 305 to FL 215);<br>Freq: 127.955 (Below FL 215). |

# ENR 3.2 AREA NAVIGATION ROUTES (continued)

| **Route Designator** | **Route Usage Notes** | | | | | |
|---|---|---|---|---|---|---|
| **Significant Point Name** | **Significant Point Coordinates** | | **Waypoint: IDENT of VOR/DME BRG, DIST & ELEV of DME antenna** | | | **Remarks** |
| **(RNP/RNAV Type & Accuracy)** | **MAG Track ↓ / ↑** | **Geodesic Distance** | **Upper limit / Lower limit** | **IFR cruising levels max/min** | | **Airspace Class/ Controlling Unit/ Channel/ Logon address/ SATVOICE number/ RCP & RSP limitations** |
| | | | | **↓** | **↑** | |
| △ ULTIB | 513935.57N 0001643.51W | | BIG R328 23.0 NM 589 FT | | | |
| (RNAV 5) | 329°/ - | 10.2 NM | FL 460 / FL 115 | even FL 430 / FL 120 | | FL 460/FL 195 Class C,<br>FL 195/FL 115 Class A.<br><br>Between ULTIB and 10 NM north of ULTIB:<br>London ACC<br>Freq: 127.430 (FL 305 and above);<br>Freq: 132.605 (Below FL 305 to FL 215);<br>Freq: 127.955 (Below FL 215 to FL 155);<br>Freq: 129.280 (Below FL 155).<br><br>Between 10 NM north of ULTIB and 5 NM south of HEMEL:<br>London ACC<br>Freq: 127.430 (FL 305 and above);<br>Freq: 132.605 (Below FL 305 to FL 215);<br>Freq: 127.955 (Below FL 215 to FL 155);<br>Freq: 121.275 (Below FL 155).<br><br>Between 5 NM south of HEMEL and HEMEL:<br>London ACC<br>Freq: 127.430 (FL 305 and above);<br>Freq: 132.605 (Below FL 305 to FL 215);<br>Freq: 130.925 (Below FL 215 to FL 155);<br>Freq: 121.275 (Below FL 155). |
| △ HEMEL | 514820.00N 0002509.78W | | | | | |
| (RNAV 5) | 329°/ - | 9.6 NM | FL 460 / FL 115 | even FL 430 / FL 120 | | FL 460/FL 195 Class C,<br>FL 195/FL 115 Class A.<br><br>Between HEMEL and 7 NM north of HEMEL:<br>London ACC<br>Freq: 127.430 (FL 305 and above);<br>Freq: 132.605 (Below FL 305 to FL 215);<br>Freq: 130.925 (Below FL 215 to FL 155);<br>Freq: 121.275 (Below FL 155).<br><br>Between 7 NM north of HEMEL and BUZAD:<br>London ACC<br>Freq: 127.880 (FL 295 and above);<br>Freq: 127.105 (Below FL 295 to FL 215);<br>Freq: 130.925 (Below FL 215 to FL 155);<br>Freq: 121.275 (Below FL 155). |

# ENR 3.2 AREA NAVIGATION ROUTES (continued)

| Route Designator | Route Usage Notes | | | | | |
|---|---|---|---|---|---|---|
| Significant Point Name | Significant Point Coordinates | | Waypoint: IDENT of VOR/DME BRG, DIST & ELEV of DME antenna | | | Remarks |
| (RNP/RNAV Type & Accuracy) | MAG Track ↓ / ↑ | Geodesic Distance | Upper limit / Lower limit | IFR cruising levels max/min ↓ | IFR cruising levels max/min ↑ | Airspace Class/ Controlling Unit/ Channel/ Logon address/ SATVOICE number/ RCP & RSP limitations |
| △ BUZAD | 515632.08N 0003308.21W | | BNN R359 13.0 NM 558 FT | | | Intersection with L10. |
| (RNAV 5) | 329°/ - | 13.0 NM | FL 460 / FL 115 | even FL 430 / FL 120 | | FL 460/FL 195 Class C,<br>FL 195/FL 115 Class A.<br><br>Between BUZAD and 10 NM north of BUZAD:<br>London ACC<br>Freq: 127.880 (FL 295 and above);<br>Freq: 127.105 (Below FL 295 to FL 215);<br>Freq: 130.925 (Below FL 215 to FL 155);<br>Freq: 121.275 (Below FL 155).<br><br>Between 10 NM north of BUZAD and OLNEY:<br>London ACC<br>Freq: 127.880 (FL 295 and above);<br>Freq: 127.105 (Below FL 295 to FL 195);<br>Freq: 130.925 (Below FL 195). |
| △ OLNEY | 520740.22N 0004403.32W | | DTY R102 14.4 NM 600 FT | | | |
| (RNAV 5) | 329°/ - | 8.4 NM | FL 460 / FL 115 | even FL 430 / FL 120 | | FL 460/FL 195 Class C,<br>FL 195/FL 115 Class A.<br><br>London ACC<br>Freq: 127.880 (FL 295 and above);<br>Freq: 127.105 (Below FL 295 to FL 195);<br>Freq: 130.925 (Below FL 195). |
| △ WELIN | 521450.25N 0005108.41W | | HON R101 30.6 NM 435 FT | | | Intersection with N57. |
| (RNAV 5) | 328°/148° | 16.8 NM | FL 460 / FL 105 | even FL 430 / FL 120 | odd FL 450 / FL 110 | FL 460/FL 195 Class C,<br>FL 195/FL 105 Class A.<br><br>FL 140 not available between WELIN and TNT.<br><br>London ACC<br>Freq: 127.880 (FL 295 and above);<br>Freq: 127.105 (Below FL 295 to FL 195);<br>Freq: 130.925 (Below FL 195). |
| △ AKUPA | 522911.57N 0010528.03W | | | | | Intersection with (U)Y250. |
| (RNAV 5) | 328°/148° | 5.1 NM | FL 460 / FL 105 | even FL 430 / FL 120 | odd FL 450 / FL 110 | FL 460/FL 195 Class C,<br>FL 195/FL 105 Class A.<br><br>FL 140 not available between WELIN and TNT.<br><br>London ACC<br>Freq: 127.880 (FL 295 and above);<br>Freq: 127.105 (Below FL 295 to FL 195);<br>Freq: 130.925 (Below FL 195). |

# ENR 3.2 AREA NAVIGATION ROUTES (continued)

| **Route Designator** | **Route Usage Notes** | | | | | |
|---|---|---|---|---|---|---|
| **Significant Point Name** | **Significant Point Coordinates** | | **Waypoint: IDENT of VOR/DME BRG, DIST & ELEV of DME antenna** | | | **Remarks** |
| **(RNP/RNAV Type & Accuracy)** | **MAG Track ↓ / ↑** | **Geodesic Distance** | **Upper limit / Lower limit** | **IFR cruising levels max/min** | | **Airspace Class/ Controlling Unit/ Channel/ Logon address/ SATVOICE number/ RCP & RSP limitations** |
| | | | | ↓ | ↑ | |
| △ TIMPO | 523331.58N 0010949.71W | | | | | |
| (RNAV 5) | 328°/148° | 10.0 NM | FL 460 / FL 105 | even FL 430 / FL 120 | odd FL 450 / FL 110 | FL 460/FL 195 Class C,<br>FL 195/FL 105 Class A.<br><br>FL 140 not available between WELIN and TNT.<br><br>Between TIMPO and 10 NM before ELVOS:<br>London ACC<br>Freq: 127.880 (FL 295 and above);<br>Freq: 127.105 (Below FL 295 to FL 195);<br>Freq: 130.925 (Below FL 195).<br><br>Between 10 NM before ELVOS and ELVOS:<br>London ACC<br>Freq: 127.880 (FL 295 and above);<br>Freq: 127.105 (Below FL 295 to FL 195);<br>Scottish ACC<br>Freq: 134.430 (Below FL 195 to FL 135);<br>London ACC<br>Freq: 130.925 (Below FL 135). |
| △ ELVOS | 524201N 0011825W | | | | | |
| (RNAV 5) | 328°/148° | 25.0 NM | FL 460 / FL 105 | even FL 430 / FL 120 | odd FL 450 / FL 110 | FL 460/FL 195 Class C,<br>FL 195/FL 105 Class A.<br><br>FL 140 not available between WELIN and TNT.<br><br>Between ELVOS and 12 NM north of ELVOS:<br>London ACC<br>Freq: 127.880 (FL 295 and above);<br>Freq: 127.105 (Below FL 295 to FL 195).<br>Scottish ACC<br>Freq: 134.430 (Below FL 195 to FL 135).<br>London ACC<br>Freq: 130.925 (Below FL 135).<br><br>Between 12 NM north of ELVOS and TNT:<br>London ACC<br>Freq: 127.880 (FL 295 and above);<br>Freq: 127.105 (Below FL 295 to FL 195).<br>Scottish ACC<br>Freq: 134.430 (Below FL 195). |
| △ TRENT DME (TNT) | 530314.23N 0014011.90W | | | | | Extremity of T420.<br>Intersection with (U)L28. |
| Route Remarks:<br>See also ENR 1.1, paragraph 1.1.3. | | | | | | |

# ENR 3.2 AREA NAVIGATION ROUTES (continued)

| Route Designator | Route Usage Notes | | | | | |
|---|---|---|---|---|---|---|
| Significant Point Name | Significant Point Coordinates | | Waypoint: IDENT of VOR/DME BRG, DIST & ELEV of DME antenna | | | Remarks |
| (RNP/RNAV Type & Accuracy) | MAG Track ↓ / ↑ | Geodesic Distance | Upper limit / Lower limit | IFR cruising levels max/min ↓ | IFR cruising levels max/min ↑ | Airspace Class/ Controlling Unit/ Channel/ Logon address/ SATVOICE number/ RCP & RSP limitations |
| **T421** | | | | | | |
| △ KUNAV | 503054N 0010356E | | | | | Westbound route only.<br>FIR/UIR Boundary.<br>For continuation see AIP France. |
| (RNAV 5) | 321°/ - | 32.2 NM | FL 460 / FL 155 | even FL 430 / FL 160 | | FL 460/FL 195 Class C,<br>FL 195/FL 155 Class A.<br><br>Between KUNAV and 10 NM before NIVKO:<br>London ACC<br>Freq: 128.430 (FL 195 and above);<br>Freq: 120.180 (Below FL 195).<br><br>Between 10 NM before NIVKO and NIVKO:<br>London ACC<br>Freq: 127.430 (FL 305 and above);<br>Freq: 128.430 (Below FL 305 to FL 195);<br>Freq: 120.180 (Below FL 195). |
| △ NIVKO | 505605.77N 0003227.54E | | | | | |
| (RNAV 5) | 321°/ - | 10.5 NM | FL 460 / FL 155 | even FL 430 / FL 160 | | FL 460/FL 195 Class C,<br>FL 195/FL 155 Class A.<br><br>Between NIVKO and 5 NM before BISRU:<br>London ACC<br>Freq: 127.430 (FL 305 and above);<br>Freq: 128.430 (Below FL 305 to FL 195);<br>Freq: 120.180 (Below FL 195).<br><br>Between 5 NM before BISRU and BISRU:<br>London ACC<br>Freq: 127.430 (FL 305 and above);<br>Freq: 132.605 (Below FL 305 to FL 255);<br>Freq: 128.430 (Below FL 255 to FL 195);<br>Freq: 120.180 (Below FL 195). |
| △ BISRU | 510418.09N 0002202.82E | | | | | |
| (RNAV 5) | 321°/ - | 20.0 NM | FL 460 / FL 155 | even FL 430 / FL 160 | | FL 460/FL 195 Class C,<br>FL 195/FL 155 Class A.<br><br>Between BISRU and 10 NM before BIG:<br>London ACC<br>Freq: 127.430 (FL 305 and above);<br>Freq: 132.605 (Below FL 305 to FL 255);<br>Freq: 128.430 (Below FL 255 to FL 195);<br>Freq: 120.180 (Below FL 195).<br><br>Between 10 NM before BIG and BIG:<br>London ACC<br>Freq: 127.430 (FL 305 and above);<br>Freq: 132.605 (Below FL 305 to FL 215);<br>Freq: 128.430 (Below FL 215 to FL 195);<br>Freq: 120.180 (Below FL195). |

# ENR 3.2 AREA NAVIGATION ROUTES (continued)

| Route Designator | Route Usage Notes | | | | | |
|---|---|---|---|---|---|---|
| Significant Point Name | Significant Point Coordinates | | Waypoint: IDENT of VOR/DME BRG, DIST & ELEV of DME antenna | | | Remarks |
| (RNP/RNAV Type & Accuracy) | MAG Track ↓ / ↑ | Geodesic Distance | Upper limit / Lower limit | IFR cruising levels max/min ↓ | IFR cruising levels max/min ↑ | Airspace Class/ Controlling Unit/ Channel/ Logon address/ SATVOICE number/ RCP & RSP limitations |
| △ BIGGIN DME (BIG) | 511951.15N 0000205.32E | | | | | |
| (RNAV 5) | 285°/ - | 46.5 NM | FL 460 / FL 155 | even FL 430 / FL 160 | | FL 460/FL 195 Class C,<br>FL 195/ FL 155 Class A.<br><br>Between BIG and 20NM from BIG:<br>London ACC<br>Freq: 127.430 (FL 305 and above);<br>Freq: 132.605 (Below FL 305 to FL 215);<br>Freq: 127.955 (Below FL 215).<br><br>Between 20NM from BIG and ICTAM:<br>London ACC<br>Freq: 134.460 (FL 305 and above);<br>Freq: 132.165 (Below FL 305 to FL 215);<br>Freq: 135.805 (Below FL 215). |
| △ ICTAM | 513137.37N 0010948.12W | | | | | Intersection with L179. |
| (RNAV 5) | 299°/ - | 9.9 NM | FL 460 / FL 155 | even FL 430 / FL 160 | | FL 460/FL 195 Class C,<br>FL 195/FL 155 Class A.<br><br>London ACC<br>Freq: 134.460 (FL 305 and above);<br>Freq: 132.165 (Below FL 305 to FL 215);<br>Freq: 135.805 (Below FL 215). |
| △ DIDZA | 513627.71N 0012343.46W | | | | | Extremity of T421.<br>Intersection with N14. |
| Route Remarks:<br>See also ENR 1.1, paragraph 1.1.3. | | | | | | |

| Route Designator | Route Usage Notes | | | | | |
|---|---|---|---|---|---|---|
| Significant Point Name | Significant Point Coordinates | | Waypoint: IDENT of VOR/DME BRG, DIST & ELEV of DME antenna | | | Remarks |
| (RNP/RNAV Type & Accuracy) | MAG Track ↓ / ↑ | Geodesic Distance | Upper limit / Lower limit | IFR cruising levels max/min ↓ | IFR cruising levels max/min ↑ | Airspace Class/ Controlling Unit/ Channel/ Logon address/ SATVOICE number/ RCP & RSP limitations |
| **UL8** | | | | | | |
| △ STAFA | 525141.00N 0021434.55W | | DTY R314 58.2 NM 600 FT | | | Westbound route only.<br>Extremity of UL8. |
| (RNAV 5) | 325°/ - | 20.3 NM | FL 460 / FL 245 | even FL 430 / FL 260 | | Class C.<br><br>London ACC<br>Freq: 132.860 (FL 335 and above);<br>Freq: 135.580 (Below FL 335 to FL 285).<br>Scottish ACC<br>Freq: 118.780 (Below FL 285). |
| △ NANTI | 530814.54N 0023400.51W | | WAL R127 25.5 NM 55 FT | | | |
| (RNAV 5) | 325°/ - | 3.5 NM | FL 460 / FL 245 | even FL 430 / FL 260 | | Class C.<br><br>London ACC<br>Freq: 132.860 (FL 335 and above);<br>Freq: 135.580 (Below FL 335 to FL 285).<br>Scottish ACC<br>Freq: 118.780 (Below FL 285). |

# ENR 3.2 AREA NAVIGATION ROUTES (continued)

| Route Designator | Route Usage Notes | | | | | |
|---|---|---|---|---|---|---|
| Significant Point Name | Significant Point Coordinates | | Waypoint: IDENT of VOR/DME BRG, DIST & ELEV of DME antenna | | | Remarks |
| (RNP/RNAV Type & Accuracy) | MAG Track ↓ / ↑ | Geodesic Distance | Upper limit / Lower limit | IFR cruising levels max/min ↓ | IFR cruising levels max/min ↑ | Airspace Class/ Controlling Unit/ Channel/ Logon address/ SATVOICE number/ RCP & RSP limitations |
| △ UMKIL | 531105.53N 0023723.06W | | | | | |
| (RNAV 5) | 331°/ - | 8.1 NM | FL 460 / FL 245 | even FL 430 / FL 260 | | Class C.<br><br>London ACC<br>Freq: 132.860 (FL 335 and above);<br>Freq: 135.580 (Below FL 335 to FL 285).<br>Scottish ACC<br>Freq: 118.780 (Below FL 285). |
| △ VABKA | 531808.31N 0024410.02W | | | | | |
| (RNAV 5) | 331°/ - | 12.2 NM | FL 460 / FL 245 | even FL 430 / FL 260 | | Class C.<br>London ACC<br>Freq: 132.860 (FL 335 and above);<br>Freq: 135.580 (Below FL 335 to FL 285).<br>Scottish ACC<br>Freq: 118.780 (Below FL 285). |
| △ ASNIP | 532843.09N 0025425.97W | | | | | Intersection with UL28. |
| (RNAV 5) | 328°/ - | 7.8 NM | FL 460 / FL 245 | even FL 430 / FL 260 | | Class C.<br><br>London ACC<br>Freq: 132.860 (FL 335 and above);<br>Freq: 135.580 (Below FL 335 to FL 285).<br>Scottish ACC<br>Freq: 118.780 (Below FL 285). |
| △ TADAL | 533513.83N 0030135.22W | | | | | |
| (RNAV 5) | 327°/ - | 10.4 NM | FL 460 / FL 245 | even FL 430 / FL 260 | | Class C.<br><br>London ACC<br>Freq: 132.860 (FL 335 and above);<br>Freq: 135.580 (Below FL 335 to FL 285).<br>Scottish ACC<br>Freq: 118.780 (Below FL 285). |
| △ BILVO | 534352.26N 0031108.89W | | | | | Extremity of UL8.<br>Intersection with UP6. |

| Route Designator | Route Usage Notes | | | | | |
|---|---|---|---|---|---|---|
| Significant Point Name | Significant Point Coordinates | | Waypoint: IDENT of VOR/DME BRG, DIST & ELEV of DME antenna | | | Remarks |
| (RNP/RNAV Type & Accuracy) | MAG Track ↓ / ↑ | Geodesic Distance | Upper limit / Lower limit | IFR cruising levels max/min ↓ | IFR cruising levels max/min ↑ | Airspace Class/ Controlling Unit/ Channel/ Logon address/ SATVOICE number/ RCP & RSP limitations |
| **UL9** | | | | | | |
| △ KONAN | 510750.75N 0020000.00E | | | | | Eastbound route only btn BIG and KONAN.<br>UIR Boundary.<br>Extremity of UL9.<br>Intersection with UL607 (see AIP Belgium). |
| (RNAV 5) | - /093° | 24.3 NM | FL 460 / FL 245 | | odd FL 450 / FL 250 | Class C.<br><br>London ACC<br>Freq: 132.840 (FL 315 and above);<br>Freq: 134.905 (Below FL 315). |

# ENR 3.2 AREA NAVIGATION ROUTES (continued)

| Route Designator | Route Usage Notes | | | | | |
|---|---|---|---|---|---|---|
| **Significant Point Name** | **Significant Point Coordinates** | | **Waypoint: IDENT of VOR/DME BRG, DIST & ELEV of DME antenna** | | | **Remarks** |
| **(RNP/RNAV Type & Accuracy)** | **MAG Track ↓ / ↑** | **Geodesic Distance** | **Upper limit / Lower limit** | **IFR cruising levels max/min** | | **Airspace Class/ Controlling Unit/ Channel/ Logon address/ SATVOICE number/ RCP & RSP limitations** |
| | | | | ↓ | ↑ | |
| △ DOVER DME (DVR) | 510945.44N 0012132.71E | | | | | |
| (RNAV 5) | - /101° | 13.2 NM | FL 460 / FL 245 | | odd FL 450 / FL 250 | Class C.<br><br>London ACC<br>Freq: 132.840 (FL 295 and above);<br>Freq: 134.905 (Below FL 295). |
| △ UMTUM | 511227.30N 0010102.78E | | | | | |
| (RNAV 5) | - /101° | 11.9 NM | FL 460 / FL 245 | | odd FL 450 / FL 250 | Class C.<br><br>London ACC<br>Freq: 132.840 (FL 295 and above);<br>Freq: 132.605 (Below FL 295 to FL 275);<br>Freq: 134.905 (Below FL 275). |
| △ EMKAD | 511449.88N 0004233.94E | | | | | |
| (RNAV 5) | - /101° | 5.0 NM | FL 460 / FL 245 | | odd FL 450 / FL 250 | Class C.<br><br>London ACC<br>Freq: 132.840 (FL 295 and above);<br>Freq: 132.605 (Below FL 295 to FL 275);<br>Freq: 134.905 (Below FL 275). |
| △ LAVRI | 511549N 0003449E | | | | | |
| (RNAV 5) | - /100° | 10.1 NM | FL 460 / FL 245 | | odd FL 450 / FL 250 | Class C.<br><br>London ACC<br>Freq: 132.840 (FL 295 and above);<br>Freq: 132.605 (Below FL 295 to FL 275);<br>Freq: 134.905 (Below FL 275). |
| △ DIKVU | 511746.89N 0001901.84E | | | | | |
| (RNAV 5) | - /100° | 10.8 NM | FL 460 / FL 245 | | odd FL 450 / FL 250 | Class C.<br><br>London ACC<br>Freq: 132.840 (FL 295 and above);<br>Freq: 132.605 (Below FL 295). |
| △ BIGGIN DME (BIG) | 511951.15N 0000205.32E | | | | | |
| (RNAV 5) | 281°/101° | 8.1 NM | FL 460 / FL 245 | even FL 430 / FL 260 | odd FL 450 / FL 250 | Class C.<br><br>London ACC<br>Freq: 134.460 (FL 305 and above);<br>Freq: 132.165 (Below FL 305). |
| △ GOXUL | 512132.02N 0001033.49W | | | | | |
| (RNAV 5) | 281°/101° | 33.5 NM | FL 460 / FL 245 | even FL 430 / FL 260 | odd FL 450 / FL 250 | Class C.<br><br>London ACC<br>Freq: 134.460 (FL 305 and above);<br>Freq: 132.165 (Below FL 305). |
| △ LINDY | 512814.12N 0010257.19W | | | | | |
| (RNAV 5) | 281°/101° | 2.8 NM | FL 460 / FL 245 | even FL 430 / FL 260 | odd FL 450 / FL 250 | Class C.<br><br>London ACC<br>Freq: 134.460 (FL 305 and above);<br>Freq: 132.165 (Below FL 305). |

# ENR 3.2 AREA NAVIGATION ROUTES (continued)

| Route Designator | Route Usage Notes | | | | | |
|---|---|---|---|---|---|---|
| Significant Point Name | Significant Point Coordinates | | Waypoint: IDENT of VOR/DME BRG, DIST & ELEV of DME antenna | | | Remarks |
| (RNP/RNAV Type & Accuracy) | MAG Track ↓ / ↑ | Geodesic Distance | Upper limit / Lower limit | IFR cruising levels max/min ↓ | IFR cruising levels max/min ↑ | Airspace Class/ Controlling Unit/ Channel/ Logon address/ SATVOICE number/ RCP & RSP limitations |
| △ NORRY | 512847.11N 0010724.13W | | | | | |
| (RNAV 5) | 281°/101° | 3.7 NM | FL 460 / FL 245 | even FL 430 / FL 260 | odd FL 450 / FL 250 | Class C.<br><br>London ACC<br>Freq: 134.460 (FL 305 and above);<br>Freq: 132.165 (Below FL 305). |
| △ COMPTON VOR/DME (CPT) | 512929.66N 0011310.89W | | | | | Extremity of UL9.<br>Intersection with Q63. |

| Route Designator | Route Usage Notes | | | | | |
|---|---|---|---|---|---|---|
| Significant Point Name | Significant Point Coordinates | | Waypoint: IDENT of VOR/DME BRG, DIST & ELEV of DME antenna | | | Remarks |
| (RNP/RNAV Type & Accuracy) | MAG Track ↓ / ↑ | Geodesic Distance | Upper limit / Lower limit | IFR cruising levels max/min ↓ | IFR cruising levels max/min ↑ | Airspace Class/ Controlling Unit/ Channel/ Logon address/ SATVOICE number/ RCP & RSP limitations |
| **UL28** | | | | | | |
| △ TRENT DME (TNT) | 530314.23N 0014011.90W | | | | | Westbound route only btn TNT and MCT.<br>Extremity of UL28. |
| (RNAV 5) | 328°/ - | 13.1 NM | FL 460 / FL 245 | even FL 430 / FL 260 | | Class C.<br><br>London ACC<br>Freq: 132.860 (FL 335 and above);<br>Freq: 135.580 (Below FL 335 to FL 285).<br>Scottish ACC<br>Freq: 118.780 (Below FL 285). |
| △ RODOL | 531417N 0015143W | | | | | Intersection with UP6. |
| (RNAV 5) | 297°/ - | 16.1 NM | FL 460 / FL 245 | even FL 430 / FL 260 | | Class C.<br><br>London ACC<br>Freq: 132.860 (FL 335 and above);<br>Freq: 135.580 (Below FL 335 to FL 285).<br>Scottish ACC<br>Freq: 118.780 (Below FL 285). |
| △ MANCHESTER DME (MCT) | 532125.29N 0021544.24W | | | | | Intersection with M16. |
| (RNAV 5) | 288°/108° | 24.3 NM | FL 460 / FL 245 | even FL 430 / FL 260 | odd FL 450 / FL 250 | Class C.<br><br>London ACC<br>Freq: 132.860 (FL 335 and above);<br>Freq: 135.580 (Below FL 335 to FL 285).<br>Scottish ACC<br>Freq: 118.780 (Below FL 285). |
| △ ASNIP | 532843.09N 0025425.97W | | | | | Intersection with UL8. |
| (RNAV 5) | 288°/108° | 20.4 NM | FL 460 / FL 245 | even FL 430 / FL 260 | odd FL 450 / FL 250 | Class C.<br><br>London ACC<br>Freq: 132.860 (FL 335 and above);<br>Freq: 135.580 (Below FL 335 to FL 285).<br>Scottish ACC<br>Freq: 118.780 (Below FL 285). |

# ENR 3.2 AREA NAVIGATION ROUTES (continued)

| Route Designator | Route Usage Notes | | | | | |
|---|---|---|---|---|---|---|
| Significant Point Name | Significant Point Coordinates | | Waypoint: IDENT of VOR/DME BRG, DIST & ELEV of DME antenna | | | Remarks |
| (RNP/RNAV Type & Accuracy) | MAG Track ↓ / ↑ | Geodesic Distance | Upper limit / Lower limit | IFR cruising levels max/min ↓ | IFR cruising levels max/min ↑ | Airspace Class/ Controlling Unit/ Channel/ Logon address/ SATVOICE number/ RCP & RSP limitations |
| △ AGLIL | 533441.99N 0032711.30W | | | | | |
| (RNAV 5) | 288°/108° | 7.9 NM | FL 460 / FL 245 | even FL 430 / FL 260 | odd FL 450 / FL 250 | Class C.<br><br>London ACC<br>Freq: 132.860 (FL 335 and above);<br>Freq: 135.580 (Below FL 335 to FL 285);<br>Scottish ACC<br>Freq: 118.780 (Below FL 285). |
| △ PENIL | 533657.47N 0033948.72W | | WAL R306 23.2 NM 55 FT | | | Intersection with UL70 and M144. |
| (RNAV 5) | 293°/113° | 11.0 NM | FL 460 / FL 245 | even FL 430 / FL 260 | odd FL 450 / FL 250 | Class C.<br><br>London ACC<br>Freq: 132.860 (FL 335 and above);<br>Freq: 135.580 (Below FL 335 to FL 285).<br>Scottish ACC<br>Freq: 133.050 (Below FL 285). |
| △ DANDI | 534103.71N 0035658.08W | | | | | |
| (RNAV 5) | 293°/113° | 5.2 NM | FL 460 / FL 245 | even FL 430 / FL 260 | odd FL 450 / FL 250 | Class C.<br><br>London ACC<br>Freq: 132.860 (FL 335 and above);<br>Freq: 135.580 (Below FL 335 to FL 285).<br>Scottish ACC<br>Freq: 133.050 (Below FL 285). |
| △ LELDO | 534259.53N 0040507.00W | | | | | Eastbound route only btn SOSIM and LELDO. |
| (RNAV 5) | - /113° | 16.2 NM | FL 460 / FL 245 | | odd FL 450 / FL 250 | Class C.<br><br>Scottish ACC<br>Freq: 133.050 (All Levels). |
| △ SOSIM | 534855.75N 0043030.46W | | | | | FRA Exit Point.<br>Extremity of UL28. |

| Route Designator | Route Usage Notes | | | | | |
|---|---|---|---|---|---|---|
| Significant Point Name | Significant Point Coordinates | | Waypoint: IDENT of VOR/DME BRG, DIST & ELEV of DME antenna | | | Remarks |
| (RNP/RNAV Type & Accuracy) | MAG Track ↓ / ↑ | Geodesic Distance | Upper limit / Lower limit | IFR cruising levels max/min ↓ | IFR cruising levels max/min ↑ | Airspace Class/ Controlling Unit/ Channel/ Logon address/ SATVOICE number/ RCP & RSP limitations |
| **UL70** | | | | | | |
| △ DESIG | 533138.13N 0015333.70W | | POL R149 15.0 NM 1438 FT | | | Extremity of UL70.<br>Intersection with L603 and UL975. |
| (RNAV 5) | 276°/095° | 31.0 NM | FL 460 / FL 245 | even FL 430 / FL 260 | odd FL 450 / FL 250 | Class C.<br><br>London ACC<br>Freq: 132.860 (FL 335 and above);<br>Freq: 133.705 (Below FL 335 to FL 285).<br>Scottish ACC<br>Freq: 118.780 (Below FL 285). |

# ENR 3.2 AREA NAVIGATION ROUTES (continued)

| Route Designator | Route Usage Notes | | | | | |
|---|---|---|---|---|---|---|
| Significant Point Name | Significant Point Coordinates | | Waypoint: IDENT of VOR/DME BRG, DIST & ELEV of DME antenna | | | Remarks |
| (RNP/RNAV Type & Accuracy) | MAG Track ↓ / ↑ | Geodesic Distance | Upper limit / Lower limit | IFR cruising levels max/min ↓ | IFR cruising levels max/min ↑ | Airspace Class/ Controlling Unit/ Channel/ Logon address/ SATVOICE number/ RCP & RSP limitations |
| △ KOLID | 533425.70N 0024520.23W | | | | | |
| (RNAV 5) | 275°/095° | 9.7 NM | FL 460 / FL 245 | even FL 430 / FL 260 | odd FL 450 / FL 250 | Class C.<br><br>London ACC<br>Freq: 132.860 (FL 335 and above);<br>Freq: 135.580 (Below FL 335 to FL 285).<br>Scottish ACC<br>Freq: 118.780 (Below FL 285). |
| △ TADAL | 533513.83N 0030135.22W | | | | | |
| (RNAV 5) | 275°/095° | 5.0 NM | FL 460 / FL 245 | even FL 430 / FL 260 | odd FL 450 / FL 250 | Class C.<br><br>London ACC<br>Freq: 132.860 (FL 335 and above);<br>Freq: 135.580 (Below FL 335 to FL 285).<br>Scottish ACC<br>Freq: 118.780 (Below FL 285). |
| △ GUNTU | 533537.40N 0030953.64W | | | | | Intersection with Z196. |
| (RNAV 5) | 275°/095° | 17.9 NM | FL 460 / FL 245 | even FL 430 / FL 260 | odd FL 450 / FL 250 | Class C.<br><br>London ACC<br>Freq: 132.860 (FL 335 and above);<br>Freq: 135.580 (Below FL 335 to FL 285).<br>Scottish ACC<br>Freq: 118.780 (Below FL 285). |
| △ PENIL | 533657.47N 0033948.72W | | WAL R306 23.2 NM 55 FT | | | Westbound route only btn PENIL and BAGSO.<br>Intersection with L10 and M144. |
| (RNAV 5) | 275°/ - | 10.1 NM | FL 460 / FL 245 | even FL 430 / FL 260 | | Class C.<br><br>London ACC<br>Freq: 132.860 (FL 335 and above);<br>Freq: 135.580 (Below FL 335 to FL 285).<br>Scottish ACC<br>Freq: 133.050 (Below FL 285). |
| △ BABRA | 533739.37N 0035642.63W | | | | | |
| (RNAV 5) | 275°/ - | 5.4 NM | FL 460 / FL 245 | even FL 430 / FL 260 | | Class C.<br><br>London ACC<br>Freq: 132.860 (FL 335 and above);<br>Freq: 135.580 (Below FL 335 to FL 285).<br>Scottish ACC<br>Freq: 133.050 (Below FL 285). |
| △ GIGTO | 533801.06N 0040550.62W | | | | | |
| (RNAV 5) | 275°/ - | 7.6 NM | FL 460 / FL 245 | even FL 430 / FL 260 | | Class C.<br><br>London ACC<br>Freq: 132.860 (FL 335 and above);<br>Freq: 135.580 (Below FL 335 to FL 285).<br>Scottish ACC<br>Freq: 133.050 (Below FL 285). |

# ENR 3.2 AREA NAVIGATION ROUTES (continued)

| Route Designator | Route Usage Notes | | | | | |
|---|---|---|---|---|---|---|
| Significant Point Name | Significant Point Coordinates | | Waypoint: IDENT of VOR/DME BRG, DIST & ELEV of DME antenna | | | Remarks |
| (RNP/RNAV Type & Accuracy) | MAG Track ↓ / ↑ | Geodesic Distance | Upper limit / Lower limit | IFR cruising levels max/min ↓ | IFR cruising levels max/min ↑ | Airspace Class/ Controlling Unit/ Channel/ Logon address/ SATVOICE number/ RCP & RSP limitations |
| △ UNDUX | 533830.25N 0041838.76W | | | | | |
| (RNAV 5) | 275°/ - | 5.1 NM | FL 460 / FL 245 | even FL 430 / FL 260 | | Class C.<br><br>London ACC<br>Freq: 132.860 (FL 335 and above);<br>Freq: 135.580 (Below FL 335 to FL 285).<br>Scottish ACC<br>Freq: 133.050 (Below FL 285). |
| △ SOPAX | 533848.89N 0042708.06W | | | | | |
| (RNAV 5) | 275°/ - | 13.9 NM | FL 460 / FL 245 | even FL 430 / FL 260 | | Class C.<br><br>London ACC<br>Freq: 132.860 (FL 335 and above);<br>Freq: 135.580 (Below FL 335 to FL 285).<br>Scottish ACC<br>Freq: 133.050 (Below FL 285). |
| △ RAMOX | 533936.72N 0045022.41W | | | | | |
| (RNAV 5) | 275°/ - | 11.0 NM | FL 460 / FL 245 | even FL 430 / FL 260 | | Class C.<br><br>London ACC<br>Freq: 132.860 (FL 335 and above);<br>Freq: 135.580 (Below FL 335 to FL 285).<br>Scottish ACC<br>Freq: 133.050 (Below FL 285). |
| △ OGTUG | 534012N 0050850W | | | | | |
| (RNAV 5) | 274°/ - | 12.6 NM | FL 460 / FL 245 | even FL 430 / FL 260 | | Class C.<br><br>London ACC<br>Freq: 132.860 (FL 335 and above);<br>Freq: 135.580 (Below FL 335 to FL 285).<br>Scottish ACC<br>Freq: 133.050 (Below FL 285). |
| △ BAGSO | 534047.96N 0053000.00W | | | | | UIR Boundary.<br>Extremity of UL70. |

| Route Designator | Route Usage Notes | | | | | |
|---|---|---|---|---|---|---|
| Significant Point Name | Significant Point Coordinates | | Waypoint: IDENT of VOR/DME BRG, DIST & ELEV of DME antenna | | | Remarks |
| (RNP/RNAV Type & Accuracy) | MAG Track ↓ / ↑ | Geodesic Distance | Upper limit / Lower limit | IFR cruising levels max/min ↓ | IFR cruising levels max/min ↑ | Airspace Class/ Controlling Unit/ Channel/ Logon address/ SATVOICE number/ RCP & RSP limitations |
| **UL612** | | | | | | |
| △ XAMAB | 501216.25N 0001552.83E | | | | | Eastbound route only btn DCS and XAMAB.<br>UIR Boundary.<br>For continuation see AIP France. |
| (RNAV 5) | - /146° | 12.2 NM | FL 460 / FL 245 | | odd FL 450 / FL 250 | Class C.<br><br>London ACC<br>Freq: 132.840 (FL 295 and above);<br>Freq: 135.055 (Below FL 295). |

# ENR 3.2 AREA NAVIGATION ROUTES (continued)

| Route Designator | Route Usage Notes | | | | | |
|---|---|---|---|---|---|---|
| Significant Point Name | Significant Point Coordinates | | Waypoint: IDENT of VOR/DME BRG, DIST & ELEV of DME antenna | | | Remarks |
| (RNP/RNAV Type & Accuracy) | MAG Track ↓ / ↑ | Geodesic Distance | Upper limit / Lower limit | IFR cruising levels max/min ↓ | IFR cruising levels max/min ↑ | Airspace Class/ Controlling Unit/ Channel/ Logon address/ SATVOICE number/ RCP & RSP limitations |
| △ HAWKE | 502226.57N 0000524.77E | | | | | Intersection with UM189. |
| (RNAV 5) | - /146° | 5.6 NM | FL 460 / FL 245 | | odd FL 450 / FL 250 | Class C.<br><br>London ACC<br>Freq: 132.840 (FL 295 and above);<br>Freq: 135.055 (Below FL 295). |
| △ BENBO | 502704.76N 0000036.71E | | | | | Intersection with UY47. |
| (RNAV 5) | - /146° | 18.1 NM | FL 460 / FL 245 | | odd FL 450 / FL 250 | Class C.<br><br>London ACC<br>Freq: 132.840 (FL 295 and above);<br>Freq: 135.055 (Below FL 295). |
| △ BOGNA | 504207.00N 0001505.57W | | GWC R115 21.3 NM 122 FT | | | |
| (RNAV 5) | - /146° | 25.5 NM | FL 460 / FL 245 | | odd FL 450 / FL 250 | Class C.<br><br>Between MID and 10 NM after MID:<br>London ACC<br>Freq: 132.840 (FL 305 and above);<br>Freq: 132.165 (Below FL 305).<br><br>Between 10 NM after MID and 10 NM before BOGNA:<br>London ACC<br>Freq: 132.840 (FL 305 and above);<br>Freq: 132.165 (Below FL 305 to FL 255);<br>Freq: 135.055 (Below FL 255).<br><br>Between 10 NM before BOGNA and BOGNA:<br>London ACC<br>Freq: 132.840 (FL 295 and above);<br>Freq: 135.055 (Below FL 295). |
| △ MIDHURST DME (MID) | 510314.23N 0003730.01W | | | | | Intersection with Y803. |
| (RNAV 5) | - /158° | 25.8 NM | FL 460 / FL 245 | | odd FL 450 / FL 250 | Class C.<br><br>Between WOD and 15 NM before MID:<br>London ACC<br>Freq: 134.460 (FL 305 and above);<br>Freq: 132.165 (Below FL 305).<br><br>Between 15 NM before MID and MID:<br>London ACC<br>Freq: 132.840 (FL 305 and above);<br>Freq: 132.165 (Below FL 305). |
| △ WOODLEY NDB (WOD) | 512710.02N 0005243.68W | | | | | Intersection with UM605. |
| (RNAV 5) | - /144° | 12.0 NM | FL 460 / FL 245 | | odd FL 450 / FL 250 | Class C.<br><br>London ACC<br>Freq: 134.460 (FL 305 and above);<br>Freq: 132.165 (Below FL 305). |
| △ COWLY | 513657.58N 0010353.72W | | | | | Intersection with Q41. |
| (RNAV 5) | - /153° | 24.2 NM | FL 460 / FL 245 | | odd FL 450 / FL 250 | Class C.<br><br>London ACC<br>Freq: 134.460 (FL 305 and above);<br>Freq: 132.165 (Below FL 305). |

# ENR 3.2 AREA NAVIGATION ROUTES (continued)

| Route Designator | Route Usage Notes | | | | | |
|---|---|---|---|---|---|---|
| Significant Point Name | Significant Point Coordinates | | Waypoint: IDENT of VOR/DME BRG, DIST & ELEV of DME antenna | | | Remarks |
| (RNP/RNAV Type & Accuracy) | MAG Track ↓ / ↑ | Geodesic Distance | Upper limit / Lower limit | IFR cruising levels max/min ↓ | IFR cruising levels max/min ↑ | Airspace Class/ Controlling Unit/ Channel/ Logon address/ SATVOICE number/ RCP & RSP limitations |
| △ EMKUK | 515837.47N 0012114.72W | | | | | Intersection with Y321. |
| (RNAV 5) | - /153° | 6.1 NM | FL 460 / FL 245 | | odd FL 450 / FL 250 | Class C.<br><br>London ACC<br>Freq: 134.390 (All Levels). |
| △ IXURA | 520405N 0012540W | | | | | |
| (RNAV 5) | - /153° | 19.4 NM | FL 460 / FL 245 | | odd FL 450 / FL 250 | Class C.<br><br>London ACC<br>Freq: 134.390 (All Levels). |
| △ HONILEY VOR/DME (HON) | 522124.04N 0013949.41W | | | | | Intersection with P155. |
| (RNAV 5) | - /158° | 51.1 NM | FL 460 / FL 245 | | odd FL 450 / FL 250 | Class C.<br><br>London ACC<br>Freq: 134.390 (All Levels). |
| △ LISTO | 530835.93N 0021156.54W | | POL R185 36.2 NM 1438 FT | | | |
| (RNAV 5) | - /158° | 7.1 NM | FL 460 / FL 245 | | odd FL 450 / FL 250 | Class C.<br><br>London ACC<br>Freq: 132.860 (FL 335 and above);<br>Freq: 135.580 (Below FL 335 to FL 285).<br>Scottish ACC<br>Freq: 118.780 (Below FL 285). |
| △ LOVEL | 531506.00N 0021627.98W | | | | | |
| (RNAV 5) | - /158° | 14.3 NM | FL 460 / FL 245 | | odd FL 450 / FL 250 | Class C.<br><br>London ACC<br>Freq: 132.860 (FL 335 and above);<br>Freq: 135.580 (Below FL 335 to FL 285).<br>Scottish ACC<br>Freq: 118.780 (Below FL 285). |
| △ BARTN | 532814.17N 0022541.11W | | POL R215 20.1 NM 1438 FT | | | Intersection with UL975. |
| (RNAV 5) | - /158° | 10.2 NM | FL 460 / FL 245 | | odd FL 450 / FL 250 | Class C.<br><br>London ACC<br>Freq: 132.860 (FL 335 and above);<br>Freq: 135.580 (Below FL 335 to FL 285).<br>Scottish ACC<br>Freq: 118.780 (Below FL 285). |
| △ CROFT | 533736.89N 0023219.85W | | WAL R056 25.6 NM 55 FT | | | |
| (RNAV 5) | - /158° | 9.6 NM | FL 460 / FL 245 | | odd FL 450 / FL 250 | Class C.<br><br>London ACC<br>Freq: 132.860 (FL 335 and above);<br>Freq: 133.705 (Below FL 335 to FL 285).<br>Scottish ACC<br>Freq: 118.780 (Below FL 285). |

# ENR 3.2 AREA NAVIGATION ROUTES (continued)

| Route Designator | Route Usage Notes | | | | | |
|---|---|---|---|---|---|---|
| Significant Point Name | Significant Point Coordinates | | Waypoint: IDENT of VOR/DME BRG, DIST & ELEV of DME antenna | | | Remarks |
| (RNP/RNAV Type & Accuracy) | MAG Track ↓ / ↑ | Geodesic Distance | Upper limit / Lower limit | IFR cruising levels max/min ↓ | IFR cruising levels max/min ↑ | Airspace Class/ Controlling Unit/ Channel/ Logon address/ SATVOICE number/ RCP & RSP limitations |
| △ CALDA | 534627.00N 0023838.38W | | | | | |
| (RNAV 5) | - /158° | 8.9 NM | FL 460 / FL 245 | | odd FL 450 / FL 250 | Class C.<br><br>London ACC<br>Freq: 132.860 (FL 335 and above);<br>Freq: 133.705 (Below FL 335 to FL 285).<br>Scottish ACC<br>Freq: 118.780 (Below FL 285). |
| △ OBUNI | 535440N 0024433W | | | | | |
| (RNAV 5) | - /158° | 6.0 NM | FL 460 / FL 245 | | odd FL 450 / FL 250 | Class C.<br><br>London ACC<br>Freq: 132.860 (FL 335 and above);<br>Freq: 133.705 (Below FL 335 to FL 285).<br>Scottish ACC<br>Freq: 118.780 (Below FL 285). |
| △ VAMEB | 540010N 0024832W | | | | | |
| (RNAV 5) | - /158° | 15.4 NM | FL 460 / FL 245 | | odd FL 450 / FL 250 | Class C.<br><br>London ACC<br>Freq: 132.860 (FL 335 and above);<br>Freq: 133.705 (Below FL 335 to FL 285).<br>Scottish ACC<br>Freq: 118.780 (Below FL 285). |
| △ LAKEY | 541420.00N 0025852.38W | | | | | |
| (RNAV 5) | - /157° | 31.6 NM | FL 460 / FL 245 | | odd FL 450 / FL 250 | Class C.<br><br>Between DCS and 5415N:<br>Scottish ACC<br>Freq: 135.530 (All Levels).<br><br>Between 5415N and LAKEY:<br>London ACC<br>Freq: 132.860 (FL 335 and above);<br>Freq: 133.705 (Below FL 335 to FL 285).<br>Scottish ACC<br>Freq: 118.780 (Below FL 285). |
| △ DEAN CROSS DME (DCS) | 544318.88N 0032026.30W | | | | | |
| (RNAV 5) | 333°/153° | 18.0 NM | FL 460 / FL 245 | even FL 430 / FL 260 | odd FL 450 / FL 250 | Class C.<br><br>Scottish ACC<br>Freq: 135.530 (All Levels). |
| △ BEBNI | 545905.82N 0033514.22W | | | | | |
| (RNAV 5) | 333°/153° | 16.3 NM | FL 460 / FL 245 | even FL 430 / FL 260 | odd FL 450 / FL 250 | Class C.<br><br>Scottish ACC<br>Freq: 135.530 (All Levels). |
| △ NAVSO | 551322.02N 0034848.63W | | | | | |
| (RNAV 5) | 333°/153° | 18.7 NM | FL 460 / FL 245 | even FL 430 / FL 260 | odd FL 450 / FL 250 | Class C.<br><br>Scottish ACC<br>Freq: 135.530 (All Levels). |
| △ ELBUS | 552943.28N 0040435.87W | | | | | FRA Exit Point.<br>Extremity of UL612. |

# ENR 3.2 AREA NAVIGATION ROUTES (continued)

| Route Designator | Route Usage Notes | | | | | |
|---|---|---|---|---|---|---|
| Significant Point Name | Significant Point Coordinates | | Waypoint: IDENT of VOR/DME BRG, DIST & ELEV of DME antenna | | | Remarks |
| (RNP/RNAV Type & Accuracy) | MAG Track ↓ / ↑ | Geodesic Distance | Upper limit / Lower limit | IFR cruising levels max/min ↓ | IFR cruising levels max/min ↑ | Airspace Class/ Controlling Unit/ Channel/ Logon address/ SATVOICE number/ RCP & RSP limitations |
| **UL975** | | | | | | |
| △ LIFFY | 532848.28N 0053000.00W | | | | | Eastbound route only btn LIFFY and BARTN.<br>UIR Boundary.<br>Extremity of UL975. |
| (RNAV 5) | 094°/ - | 12.1 NM | FL 460 / FL 245 | odd FL 450 / FL 250 | | Class C.<br><br>London ACC<br>Freq: 132.860 (FL 335 and above);<br>Freq: 135.580 (Below FL 335 to FL 285).<br>Scottish ACC<br>Freq: 133.050 (Below FL 285). |
| △ IDEXA | 532814N 0050951W | | | | | |
| (RNAV 5) | 094°/ - | 11.0 NM | FL 460 / FL 245 | odd FL 450 / FL 250 | | Class C.<br><br>London ACC<br>Freq: 132.860 (FL 335 and above);<br>Freq: 135.580 (Below FL 335 to FL 285).<br>Scottish ACC<br>Freq: 133.050 (Below FL 285). |
| △ GINIS | 532738.95N 0045128.61W | | | | | |
| (RNAV 5) | 095°/ - | 8.0 NM | FL 460 / FL 245 | odd FL 450 / FL 250 | | Class C.<br><br>London ACC<br>Freq: 132.860 (FL 335 and above);<br>Freq: 135.580 (Below FL 335 to FL 285).<br>Scottish ACC<br>Freq: 133.050 (Below FL 285). |
| △ NATKO | 532711.99N 0043806.92W | | | | | |
| (RNAV 5) | 095°/ - | 10.9 NM | FL 460 / FL 245 | odd FL 450 / FL 250 | | Class C.<br><br>London ACC<br>Freq: 132.860 (FL 335 and above);<br>Freq: 135.580 (Below FL 335 to FL 285).<br>Scottish ACC<br>Freq: 133.050 (Below FL 285). |
| △ LYNAS | 532633.02N 0042000.00W | | | | | |
| (RNAV 5) | 095°/ - | 13.1 NM | FL 460 / FL 245 | odd FL 450 / FL 250 | | Class C.<br><br>London ACC<br>Freq: 132.860 (FL 335 and above);<br>Freq: 135.580 (Below FL 335 to FL 285).<br>Scottish ACC<br>Freq: 133.050 (Below FL 285). |
| △ ROLEX | 532542.14N 0035803.85W | | | | | |
| (RNAV 5) | 095°/ - | 12.9 NM | FL 460 / FL 245 | odd FL 450 / FL 250 | | Class C.<br><br>London ACC<br>Freq: 132.860 (FL 335 and above);<br>Freq: 135.580 (Below FL 335 to FL 285).<br>Scottish ACC<br>Freq: 133.050 (Below FL 285). |

# ENR 3.2 AREA NAVIGATION ROUTES (continued)

| Route Designator | Route Usage Notes | | | | | |
|---|---|---|---|---|---|---|
| Significant Point Name | Significant Point Coordinates | | Waypoint: IDENT of VOR/DME BRG, DIST & ELEV of DME antenna | | | Remarks |
| (RNP/RNAV Type & Accuracy) | MAG Track ↓ / ↑ | Geodesic Distance | Upper limit / Lower limit | IFR cruising levels max/min ↓ | IFR cruising levels max/min ↑ | Airspace Class/ Controlling Unit/ Channel/ Logon address/ SATVOICE number/ RCP & RSP limitations |
| △ MALUD | 532448.17N 0033630.30W | | WAL R275 17.1 NM 55 FT | | | Intersection with L15. |
| (RNAV 5) | 095°/ - | 17.1 NM | FL 460 / FL 245 | odd FL 450 / FL 250 | | Class C.<br><br>London ACC<br>Freq: 132.860 (FL 335 and above);<br>Freq: 135.580 (Below FL 335 to FL 285).<br>Scottish ACC<br>Freq: 133.050 (Below FL 285). |
| △ WALLASEY VOR/DME (WAL) | 532330.97N 0030804.06W | | | | | Intersection with M16, L10, L151, N862 and UY53. |
| (RNAV 5) | 080°/ - | 17.6 NM | FL 460 / FL 245 | odd FL 450 / FL 250 | | Class C.<br><br>London ACC<br>Freq: 132.860 (FL 335 and above);<br>Freq: 135.580 (Below FL 335 to FL 285).<br>Scottish ACC<br>Freq: 118.780 (Below FL 285). |
| △ ASMIM | 532645.75N 0023910.71W | | WAL R079 17.6 NM 55 FT | | | |
| (RNAV 5) | 080°/ - | 8.2 NM | FL 460 / FL 245 | odd FL 450 / FL 250 | | Class C.<br><br>London ACC<br>Freq: 132.860 (FL 335 and above);<br>Freq: 135.580 (Below FL 335 to FL 285).<br>Scottish ACC<br>Freq: 118.780 (Below FL 285). |
| △ BARTN | 532814.17N 0022541.11W | | POL R215 20.1 NM 1438 FT | | | |
| (RNAV 5) | 080°/260° | 9.3 NM | FL 460 / FL 245 | odd FL 450 / FL 250 | even FL 430 / FL 260 | Class C.<br><br>London ACC<br>Freq: 132.860 (FL 335 and above);<br>Freq: 133.705 (Below FL 335 to FL 285).<br>Scottish ACC<br>Freq: 118.780 (Below FL 285). |
| △ SONEX | 532952.70N 0021020.86W | | POL R189 15.0 NM 1438 FT | | | |
| (RNAV 5) | 080°/260° | 7.7 NM | FL 460 / FL 245 | odd FL 450 / FL 250 | even FL 430 / FL 260 | Class C.<br><br>London ACC<br>Freq: 132.860 (FL 335 and above);<br>Freq: 133.705 (Below FL 335 to FL 285).<br>Scottish ACC<br>Freq: 118.780 (Below FL 285). |
| △ DENBY | 533112.53N 0015740.39W | | POL R159 14.4 NM 1438 FT | | | |
| (RNAV 5) | 080°/260° | 2.5 NM | FL 460 / FL 245 | odd FL 450 / FL 250 | even FL 430 / FL 260 | Class C.<br><br>London ACC<br>Freq: 132.860 (FL 335 and above);<br>Freq: 133.705 (Below FL 335 to FL 285).<br>Scottish ACC<br>Freq: 118.780 (Below FL 285). |

# ENR 3.2 AREA NAVIGATION ROUTES (continued)

| Route Designator | Route Usage Notes | | | | | |
|---|---|---|---|---|---|---|
| Significant Point Name | Significant Point Coordinates | | Waypoint: IDENT of VOR/DME BRG, DIST & ELEV of DME antenna | | | Remarks |
| (RNP/RNAV Type & Accuracy) | MAG Track ↓ / ↑ | Geodesic Distance | Upper limit / Lower limit | IFR cruising levels max/min ↓ | IFR cruising levels max/min ↑ | Airspace Class/ Controlling Unit/ Channel/ Logon address/ SATVOICE number/ RCP & RSP limitations |
| △ DESIG | 533138.13N 0015333.70W | | POL R149 15.0 NM 1438 FT | | | Intersection with L603 and UL70. |
| (RNAV 5) | 080°/261° | 12.1 NM | FL 460 / FL 245 | odd FL 450 / FL 250 | even FL 430 / FL 260 | Class C.<br><br>London ACC<br>Freq: 132.860 (FL 335 and above);<br>Freq: 133.705 (Below FL 335 to FL 285).<br>Scottish ACC<br>Freq: 133.800 (Below FL 285). |
| △ UNIGO | 533340N 0013339W | | | | | |
| (RNAV 5) | 081°/261° | 9.4 NM | FL 460 / FL 245 | odd FL 450 / FL 250 | even FL 430 / FL 260 | Class C.<br><br>London ACC<br>Freq: 132.860 (FL 335 and above);<br>Freq: 133.705 (Below FL 335 to FL 285).<br>Scottish ACC<br>Freq: 133.800 (Below FL 285). |
| △ UPTON | 533513.00N 0011802.58W | | POL R107 30.2 NM 1438 FT | | | |
| (RNAV 5) | 081°/261° | 2.2 NM | FL 460 / FL 245 | odd FL 450 / FL 250 | even FL 430 / FL 260 | Class C.<br><br>London ACC<br>Freq: 132.860 (FL 335 and above);<br>Freq: 133.705 (Below FL 335 to FL 285).<br>Scottish ACC<br>Freq: 133.800 (Below FL 285). |
| △ ARPUB | 533534N 0011428W | | | | | |
| (RNAV 5) | 081°/261° | 5.7 NM | FL 460 / FL 245 | odd FL 450 / FL 250 | even FL 430 / FL 260 | Class C.<br><br>London ACC<br>Freq: 132.860 (FL 335 and above);<br>Freq: 133.705 (Below FL 335 to FL 285).<br>Scottish ACC<br>Freq: 133.800 (Below FL 285). |
| △ GOLES | 533629.08N 0010500.37W | | POL R102 37.3 NM 1438 FT | | | Westbound route only btn LIBSO and GOLES. |
| (RNAV 5) | - /277° | 15.4 NM | FL 460 / FL 245 | | even FL 430 / FL 260 | Class C.<br><br>London ACC<br>Freq: 126.780 (FL 355 and above);<br>Freq: 128.130 (Below FL 355 to FL 285).<br>Scottish ACC<br>Freq: 133.800 (Below FL 285). |
| △ FIZED | 533444.87N 0003917.40W | | | | | |
| (RNAV 5) | - /277° | 27.0 NM | FL 460 / FL 245 | | even FL 430 / FL 260 | Class C.<br><br>London ACC<br>Freq: 126.780 (FL 355 and above);<br>Freq: 128.130 (Below FL 355 to FL 285).<br>Scottish ACC<br>Freq: 133.800 (Below FL 285). |

# ENR 3.2 AREA NAVIGATION ROUTES (continued)

| Route Designator | Route Usage Notes | | | | | |
|---|---|---|---|---|---|---|
| Significant Point Name | Significant Point Coordinates | | Waypoint: IDENT of VOR/DME BRG, DIST & ELEV of DME antenna | | | Remarks |
| (RNP/RNAV Type & Accuracy) | MAG Track ↓ / ↑ | Geodesic Distance | Upper limit / Lower limit | IFR cruising levels max/min ↓ | IFR cruising levels max/min ↑ | Airspace Class/ Controlling Unit/ Channel/ Logon address/ SATVOICE number/ RCP & RSP limitations |
| △ LIBSO | 533129.33N 0000536.32E | | | | | Intersection with UT29. |
| (RNAV 5) | 042°/222° | 29.5 NM | FL 460 / FL 245 | odd FL 450 / FL 250 | even FL 430 / FL 260 | Class C.<br><br>Between LIBSO and 15 NM before ROVNI:<br>London ACC<br>Freq: 126.780 (FL 355 and above);<br>Freq: 128.130 (Below FL 355 to FL 285).<br>Scottish ACC<br>Freq: 133.800 (Below FL 285).<br><br>Between 15 NM before ROVNI and ROVNI:<br>London ACC<br>Freq: 126.780 (FL 355 and above);<br>Freq: 128.130 (Below FL 355). |
| △ ROVNI | 535313N 0003901E | | | | | Intersection with P39. |
| (RNAV 5) | 057°/238° | 99.1 NM | FL 460 / FL 245 | odd FL 450 / FL 250 | even FL 430 / FL 260 | Class C.<br><br>Scottish ACC<br>Freq: 121.325 (All Levels). |
| △ ODMOS | 544526.32N 0030252.23E | | | | | |
| (RNAV 5) | 052°/232° | 38.6 NM | FL 460 / FL 245 | odd FL 450 / FL 250 | even FL 430 / FL 260 | Class C.<br><br>Scottish ACC<br>Freq: 121.325 (All Levels). |
| △ ROPAL | 550816.53N 0035642.67E | | | | | FRA Entry/Exit Point.<br>Extremity of UL975. |
| Route Remarks:<br>LIBSO - ROPAL CDR H24.<br>Rest of UL975 - PERM. | | | | | | |

| Route Designator | Route Usage Notes | | | | | |
|---|---|---|---|---|---|---|
| Significant Point Name | Significant Point Coordinates | | Waypoint: IDENT of VOR/DME BRG, DIST & ELEV of DME antenna | | | Remarks |
| (RNP/RNAV Type & Accuracy) | MAG Track ↓ / ↑ | Geodesic Distance | Upper limit / Lower limit | IFR cruising levels max/min ↓ | IFR cruising levels max/min ↑ | Airspace Class/ Controlling Unit/ Channel/ Logon address/ SATVOICE number/ RCP & RSP limitations |
| **UM8** | | | | | | |
| △ SUBIP | 502644N 0005306E | | | | | Westbound route only.<br>UIR Boundary.<br>Extremity of UM8. |
| (RNAV 5) | 286°/ - | 9.1 NM | FL 460 / FL 245 | even FL 430 / FL 260 | | Class C.<br><br>London ACC<br>Freq: 128.430 (All Levels). |
| △ ELDAX | 502918.36N 0003930.42E | | | | | |
| (RNAV 5) | 295°/ - | 13.1 NM | FL 460 / FL 245 | even FL 430 / FL 260 | | Class C.<br><br>London ACC<br>Freq: 135.055 (All Levels). |
| △ WAFFU | 503456.89N 0002059.29E | | | | | Extremity of UM8.<br>Intersection with Y8. |

# ENR 3.2 AREA NAVIGATION ROUTES (continued)

| Route Designator | Route Usage Notes | | | | | |
|---|---|---|---|---|---|---|
| Significant Point Name | Significant Point Coordinates | | Waypoint: IDENT of VOR/DME BRG, DIST & ELEV of DME antenna | | | Remarks |
| (RNP/RNAV Type & Accuracy) | MAG Track ↓ / ↑ | Geodesic Distance | Upper limit / Lower limit | IFR cruising levels max/min ↓ | IFR cruising levels max/min ↑ | Airspace Class/ Controlling Unit/ Channel/ Logon address/ SATVOICE number/ RCP & RSP limitations |
| **UM65** | | | | | | |
| △ RODOL | 531417N 0015143W | | | | | Westbound route only.<br>Extremity of UM65. |
| (RNAV 5) | 331°/ - | 25.1 NM | FL 460 / FL 245 | even<br>FL 430 /<br>FL 260 | | Class C.<br><br>London ACC<br>Freq: 132.860 (FL 335 and above);<br>Freq: 133.705 (Below FL 335 to FL 285).<br>Scottish ACC<br>Freq: 118.780 (Below FL 285). |
| △ TENSO | 533601.89N 0021227.00W | | | | | Extremity of UM65.<br>Intersection with L603. |

| Route Designator | Route Usage Notes | | | | | |
|---|---|---|---|---|---|---|
| Significant Point Name | Significant Point Coordinates | | Waypoint: IDENT of VOR/DME BRG, DIST & ELEV of DME antenna | | | Remarks |
| (RNP/RNAV Type & Accuracy) | MAG Track ↓ / ↑ | Geodesic Distance | Upper limit / Lower limit | IFR cruising levels max/min ↓ | IFR cruising levels max/min ↑ | Airspace Class/ Controlling Unit/ Channel/ Logon address/ SATVOICE number/ RCP & RSP limitations |
| **UM82** | | | | | | |
| △ TIPTA | 544812.54N 0013641.03W | | | | | Eastbound route only.<br>Extremity of UM82. |
| (RNAV 5) | 027°/ - | 44.4 NM | FL 460 / FL 245 | odd<br>FL 450 /<br>FL 250 | | Class C.<br><br>Scottish ACC<br>Freq: 126.930 (FL 255 and above);<br>Freq: 124.500 (Below FL 255). |
| △ ROBEM | 552733.36N 0010113.69W | | | | | FRA Entry Point.<br>Extremity of UM82. |
| Route Remarks:<br>CDR H24. | | | | | | |

| Route Designator | Route Usage Notes | | | | | |
|---|---|---|---|---|---|---|
| Significant Point Name | Significant Point Coordinates | | Waypoint: IDENT of VOR/DME BRG, DIST & ELEV of DME antenna | | | Remarks |
| (RNP/RNAV Type & Accuracy) | MAG Track ↓ / ↑ | Geodesic Distance | Upper limit / Lower limit | IFR cruising levels max/min ↓ | IFR cruising levels max/min ↑ | Airspace Class/ Controlling Unit/ Channel/ Logon address/ SATVOICE number/ RCP & RSP limitations |
| **UM184** | | | | | | |
| △ KOTEM | 500000.00N 0010313.83W | | | | | Eastbound route only.<br>UIR Boundary.<br>For continuation see AIP France. |
| (RNAV 1) | 005°/ - | 20.2 NM | FL 460 / FL 245 | even<br>FL 430 /<br>FL 260 | | Class C.<br><br>London ACC<br>Freq: 134.440 (All Levels). |
| △ PILIP | 502003.05N 0010026.13W | | | | | |
| (RNAV 1) | 005°/ - | 22.3 NM | FL 460 / FL 245 | even<br>FL 430 /<br>FL 260 | | Class C.<br><br>London ACC<br>Freq: 134.440 (All Levels). |

# ENR 3.2 AREA NAVIGATION ROUTES (continued)

| Route Designator | Route Usage Notes | | | | | |
|---|---|---|---|---|---|---|
| Significant Point Name | Significant Point Coordinates | | Waypoint: IDENT of VOR/DME BRG, DIST & ELEV of DME antenna | | | Remarks |
| (RNP/RNAV Type & Accuracy) | MAG Track ↓ / ↑ | Geodesic Distance | Upper limit / Lower limit | IFR cruising levels max/min ↓ | IFR cruising levels max/min ↑ | Airspace Class/ Controlling Unit/ Channel/ Logon address/ SATVOICE number/ RCP & RSP limitations |
| △ NELKO | 504214.18N 0005717.79W | | | | | |
| (RNAV 1) | 005°/ - | 7.0 NM | FL 460 / FL 245 | even FL 430 / FL 260 | | Class C.<br><br>London ACC<br>Freq: 134.440 (All Levels). |
| △ AVANT | 504912.00N 0005618.05W | | GWC R252 7.2 NM 122 FT | | | Intersection with L980. |
| (RNAV 1) | 018°/ - | 62.3 NM | FL 460 / FL 245 | even FL 430 / FL 260 | | Class C.<br><br>Between AVANT and 20 NM north of AVANT:<br>London ACC<br>Freq: 132.840 (FL 305 and above);<br>Freq: 132.165 (Below FL 305).<br><br>Between 20 NM north of AVANT and 20 NM south of HEMEL:<br>Freq: 134.460 (FL 305 and above);<br>Freq: 132.165 (Below FL 305).<br><br>Between 20 NM south of HEMEL and HEMEL:<br>London ACC<br>Freq: 127.430 (FL 305 and above);<br>Freq: 132.605 (Below FL 305). |
| △ HEMEL | 514820.00N 0002509.78W | | | | | Extremity of UM184.<br>Intersection with Q3 and T420. |
| Route Remarks:<br>KOTEM - AVANT CDR H24. Rest of UM184 - PERM.<br><br>Due to ATC operational requirements, the cruising level allocation for the entire route is inappropriate to the MAG Track. | | | | | | |

| Route Designator | Route Usage Notes | | | | | |
|---|---|---|---|---|---|---|
| Significant Point Name | Significant Point Coordinates | | Waypoint: IDENT of VOR/DME BRG, DIST & ELEV of DME antenna | | | Remarks |
| (RNP/RNAV Type & Accuracy) | MAG Track ↓ / ↑ | Geodesic Distance | Upper limit / Lower limit | IFR cruising levels max/min ↓ | IFR cruising levels max/min ↑ | Airspace Class/ Controlling Unit/ Channel/ Logon address/ SATVOICE number/ RCP & RSP limitations |
| **UM185** | | | | | | |
| △ LUGIS | 500000.00N 0005220.10W | | | | | Eastbound route only btn LUGIS and BPK.<br>UIR Boundary.<br>For continuation see AIP France. |
| (RNAV 1) | 005°/ - | 19.5 NM | FL 460 / FL 245 | even FL 430 / FL 260 | | Class C.<br><br>London ACC<br>Freq: 134.440 (All Levels). |
| △ ADLOG | 501925.00N 0004933.40W | | | | | |
| (RNAV 1) | 005°/ - | 17.7 NM | FL 460 / FL 245 | even FL 430 / FL 260 | | Class C.<br><br>London ACC<br>Freq: 134.440 (All Levels). |
| △ DESNA | 503700.00N 0004700.31W | | | | | |
| (RNAV 1) | 005°/ - | 11.7 NM | FL 460 / FL 245 | even FL 430 / FL 260 | | Class C.<br><br>London ACC<br>Freq: 134.440 (All Levels). |

# ENR 3.2 AREA NAVIGATION ROUTES (continued)

| Route Designator | Route Usage Notes | | | | | |
|---|---|---|---|---|---|---|
| **Significant Point Name** | **Significant Point Coordinates** | | **Waypoint: IDENT of VOR/DME BRG, DIST & ELEV of DME antenna** | | | **Remarks** |
| **(RNP/RNAV Type & Accuracy)** | **MAG Track ↓ / ↑** | **Geodesic Distance** | **Upper limit / Lower limit** | **IFR cruising levels max/min** | | **Airspace Class/ Controlling Unit/ Channel/ Logon address/ SATVOICE number/ RCP & RSP limitations** |
| | | | | ↓ | ↑ | |
| △ TELTU | 504839.92N 0004517.69W | | | | | |
| (RNAV 5) | 018°/ - | 15.4 NM | FL 460 / FL 245 | odd FL 450 / FL 250 | | Class C.<br><br>London ACC<br>Freq: 132.840 (FL 305 and above);<br>Freq: 132.165 (Below FL 305). |
| △ MIDHURST DME (MID) | 510314.23N 0003730.01W | | | | | |
| (RNAV 5) | 025°/ - | 12.0 NM | FL 460 / FL 245 | odd FL 450 / FL 250 | | Class C.<br><br>London ACC<br>Freq: 132.840 (FL 305 and above);<br>Freq: 132.165 (Below FL 305). |
| △ MODMI | 511400.99N 0002909.99W | | | | | |
| (RNAV 5) | 018°/ - | 4.5 NM | FL 460 / FL 245 | odd FL 450 / FL 250 | | Class C.<br><br>Between MODMI and 5 NM south of OCK:<br>London ACC<br>Freq: 132.840 (FL 305 and above);<br>Freq: 132.165 (Below FL 305).<br><br>Between 5 NM south of OCK and OCK:<br>London ACC<br>Freq: 134.460 (FL 305 and above);<br>Freq: 132.185 (Below FL 305). |
| △ OCKHAM DME (OCK) | 511818.17N 0002649.86W | | | | | Intersection with Q3. |
| (RNAV 5) | 025°/ - | 25.4 NM | FL 460 / FL 245 | odd FL 450 / FL 250 | | Class C.<br><br>Between OCK and 3 NM from OCK:<br>London ACC<br>Freq: 134.460 (FL 305 and above);<br>Freq: 132.165 (Below FL 305).<br><br>Between 3 NM from OCK and KOBBI:<br>London ACC<br>Freq: 127.430 (FL 305 and above);<br>Freq: 132.605 (Below FL 305). |
| △ KOBBI | 514113.77N 0000918.34W | | | | | Intersection with M197. |
| (RNAV 5) | 025°/ - | 4.2 NM | FL 460 / FL 245 | odd FL 450 / FL 250 | | Class C.<br><br>London ACC<br>Freq: 127.430 (FL 305 and above);<br>Freq: 132.605 (Below FL 305). |

# ENR 3.2 AREA NAVIGATION ROUTES (continued)

| Route Designator | Route Usage Notes | | | | | |
|---|---|---|---|---|---|---|
| Significant Point Name | Significant Point Coordinates | | Waypoint: IDENT of VOR/DME BRG, DIST & ELEV of DME antenna | | | Remarks |
| (RNP/RNAV Type & Accuracy) | MAG Track ↓ / ↑ | Geodesic Distance | Upper limit / Lower limit | IFR cruising levels max/min ↓ | IFR cruising levels max/min ↑ | Airspace Class/ Controlling Unit/ Channel/ Logon address/ SATVOICE number/ RCP & RSP limitations |
| △ BROOKMANS PARK DME (BPK) | 514459.05N 0000624.25W | | | | | |
| (RNAV 5) | 058°/239° | 32.1 NM | FL 460 / FL 245 | odd FL 450 / FL 250 | even FL 430 / FL 260 | Class C.<br><br>Between BPK and 21 NM from BPK:<br>London ACC<br>Freq: 127.430 (FL 305 and above);<br>Freq: 132.605 (Below FL 305).<br><br>Between 21 NM from BPK and DIGSU:<br>London ACC<br>Freq: 133.940 (All Levels). |
| △ DIGSU | 520126N 0003805E | | | | | Westbound route only btn TIPAN and DIGSU.<br>Intersection with N866. |
| (RNAV 5) | - /220° | 95.0 NM | FL 460 / FL 245 | | even FL 430 / FL 260 | Class C.<br><br>Between ADGEG and 30 NM before DIGSU:<br>London ACC<br>Freq: 126.780 (FL 355 and above);<br>Freq: 128.130 (Below FL 355).<br><br>Between 30 NM before DIGSU and DIGSU:<br>London ACC<br>Freq: 133.940 (All Levels). |
| △ ADGEG | 531343N 0021906E | | | | | |
| (RNAV 5) | - /221° | 110.6 NM | FL 460 / FL 245 | | even FL 430 / FL 260 | Class C.<br><br>Scottish ACC<br>Freq: 134.775 (All Levels). |
| △ TIPAN | 543554.13N 0042356.20E | | | | | FRA Exit Point.<br>Extremity of UM185. |
| Route Remarks:<br>LUGIS - DESNA / TIPAN - DIGSU CDR H24.<br><br>Due to ATC operational requirements, the cruising level allocation between LUGIS and TELTU is inappropriate to the MAG Track. | | | | | | |

| Route Designator | Route Usage Notes | | | | | |
|---|---|---|---|---|---|---|
| Significant Point Name | Significant Point Coordinates | | Waypoint: IDENT of VOR/DME BRG, DIST & ELEV of DME antenna | | | Remarks |
| (RNP/RNAV Type & Accuracy) | MAG Track ↓ / ↑ | Geodesic Distance | Upper limit / Lower limit | IFR cruising levels max/min ↓ | IFR cruising levels max/min ↑ | Airspace Class/ Controlling Unit/ Channel/ Logon address/ SATVOICE number/ RCP & RSP limitations |
| **UM189** | | | | | | |
| △ DRAKE | 501234N 0000434W | | | | | Southbound route only.<br>Tfc should plan to use eastbound levels.<br>Extremity of UM189. |
| (RNAV 5) | - /212° | 11.8 NM | FL 460 / FL 245 | | odd FL 450 / FL 250 | Class C.<br><br>London ACC<br>Freq: 132.840 (FL 295 and above);<br>Freq: 135.055 (Below FL 295). |

# ENR 3.2 AREA NAVIGATION ROUTES (continued)

| Route Designator | Route Usage Notes | | | | | |
|---|---|---|---|---|---|---|
| Significant Point Name | Significant Point Coordinates | | Waypoint: IDENT of VOR/DME BRG, DIST & ELEV of DME antenna | | | Remarks |
| (RNP/RNAV Type & Accuracy) | MAG Track ↓ / ↑ | Geodesic Distance | Upper limit / Lower limit | IFR cruising levels max/min ↓ | IFR cruising levels max/min ↑ | Airspace Class/ Controlling Unit/ Channel/ Logon address/ SATVOICE number/ RCP & RSP limitations |
| △ HAWKE | 502226.57N 0000524.77E | | | | | Intersection with UL612. |
| (RNAV 5) | - /218° | 16.0 NM | FL 460 / FL 245 | | odd FL 450 / FL 250 | Class C.<br><br>London ACC<br>Freq: 132.840 (FL 295 and above);<br>Freq: 135.055 (Below FL 295). |
| △ WAFFU | 503456.89N 0002059.29E | | | | | Intersection with UM605 and Y8. |
| (RNAV 5) | - /218° | 32.1 NM | FL 460 / FL 245 | | odd FL 450 / FL 250 | Class C.<br><br>Between WAFFU and 10 NM from WAFFU:<br>London ACC<br>Freq: 132.840 (FL 295 and above);<br>Freq: 135.055 (Below FL 295).<br><br>Between 10 NM from WAFFU and LYD:<br>London ACC<br>Freq: 128.430 (All Levels). |
| △ LYDD DME (LYD) | 505958.87N 0005243.18E | | | | | Extremity of UM189. |
| Route Remarks:<br>Due to ATC operational requirements, the cruising level allocation for the entire route is inappropriate to the MAG Track. | | | | | | |

| Route Designator | Route Usage Notes | | | | | |
|---|---|---|---|---|---|---|
| Significant Point Name | Significant Point Coordinates | | Waypoint: IDENT of VOR/DME BRG, DIST & ELEV of DME antenna | | | Remarks |
| (RNP/RNAV Type & Accuracy) | MAG Track ↓ / ↑ | Geodesic Distance | Upper limit / Lower limit | IFR cruising levels max/min ↓ | IFR cruising levels max/min ↑ | Airspace Class/ Controlling Unit/ Channel/ Logon address/ SATVOICE number/ RCP & RSP limitations |
| **UM605** | | | | | | |
| △ XIDIL | 502106.15N 0003829.37E | | | | | Eastbound route only btn SILVA and XIDIL.<br>UIR Boundary.<br>For continuation see AIP France. |
| (RNAV 5) | - /140° | 9.2 NM | FL 460 / FL 245 | | odd FL 450 / FL 250 | Class C.<br><br>London ACC<br>Freq: 132.840 (FL 295 and above);<br>Freq: 135.055 (Below FL 295). |
| △ HARDY | 502815.75N 0002928.04E | | SFD R140 22.4 NM 289 FT | | | |
| (RNAV 5) | - /140° | 8.6 NM | FL 460 / FL 245 | | odd FL 450 / FL 250 | Class C.<br><br>London ACC<br>Freq: 132.840 (FL 295 and above);<br>Freq: 135.055 (Below FL 295). |
| △ WAFFU | 503456.89N 0002059.29E | | | | | |
| (RNAV 5) | - /140° | 13.8 NM | FL 460 / FL 245 | | odd FL 450 / FL 250 | Class C.<br><br>London ACC<br>Freq: 132.840 (FL 295 and above);<br>Freq: 135.055 (Below FL 295). |

# ENR 3.2 AREA NAVIGATION ROUTES (continued)

| Route Designator | Route Usage Notes | | | | | |
|---|---|---|---|---|---|---|
| Significant Point Name | Significant Point Coordinates | | Waypoint: IDENT of VOR/DME BRG, DIST & ELEV of DME antenna | | | Remarks |
| (RNP/RNAV Type & Accuracy) | MAG Track ↓ / ↑ | Geodesic Distance | Upper limit / Lower limit | IFR cruising levels max/min ↓ | IFR cruising levels max/min ↑ | Airspace Class/ Controlling Unit/ Channel/ Logon address/ SATVOICE number/ RCP & RSP limitations |
| △ SEAFORD VOR/DME (SFD) | 504538.48N 0000718.89E | | | | | |
| (RNAV 5) | - /137° | 56.2 NM | FL 460 / FL 245 | | odd FL 450 / FL 250 | Class C.<br><br>Between WOD and abm MID:<br>London ACC<br>Freq: 134.460 (FL 305 and above);<br>Freq: 132.165 (Below FL 305).<br><br>Between abm MID and SFD:<br>London ACC<br>Freq: 132.840 (FL 295 and above);<br>Freq: 135.055 (Below FL 295). |
| △ WOODLEY NDB (WOD) | 512710.02N 0005243.68W | | | | | Intersection with UL612. |
| (RNAV 5) | - /168° | 7.7 NM | FL 460 / FL 245 | | odd FL 450 / FL 250 | Class C.<br><br>London ACC<br>Freq: 134.460 (FL 305 and above);<br>Freq: 132.165 (Below FL 305). |
| △ BENSU | 513444.26N 0005508.45W | | | | | Intersection with Q70. |
| (RNAV 5) | - /168° | 16.5 NM | FL 460 / FL 245 | | odd FL 450 / FL 250 | Class C.<br><br>London ACC<br>Freq: 134.460 (FL 305 and above);<br>Freq: 132.165 (Below FL 305). |
| △ SILVA | 515051.34N 0010019.40W | | | | | Intersection with Q41. |
| (RNAV 5) | 348°/168° | 9.1 NM | FL 460 / FL 245 | even FL 430 / FL 260 | odd FL 450 / FL 250 | Class C.<br><br>London ACC<br>Freq: 134.460 (FL 305 and above);<br>Freq: 132.165 (Below FL 305). |
| △ FINMA | 515947.21N 0010313.34W | | DTY R168 11.3 NM 600 FT | | | Intersection with L15. |
| (RNAV 5) | 348°/168° | 11.3 NM | FL 460 / FL 245 | even FL 430 / FL 260 | odd FL 450 / FL 250 | Class C.<br><br>London ACC<br>Freq: 134.460 (FL 305 and above);<br>Freq: 132.165 (Below FL 305). |
| △ DAVENTRY DME (DTY) | 521048.51N 0010649.64W | | | | | Extremity of UM605.<br>Intersection with UY53 and UY250. |

| Route Designator | Route Usage Notes | | | | | |
|---|---|---|---|---|---|---|
| Significant Point Name | Significant Point Coordinates | | Waypoint: IDENT of VOR/DME BRG, DIST & ELEV of DME antenna | | | Remarks |
| (RNP/RNAV Type & Accuracy) | MAG Track ↓ / ↑ | Geodesic Distance | Upper limit / Lower limit | IFR cruising levels max/min ↓ | IFR cruising levels max/min ↑ | Airspace Class/ Controlling Unit/ Channel/ Logon address/ SATVOICE number/ RCP & RSP limitations |
| **UM733** | | | | | | |
| △ SUBIP | 502644N 0005306E | | | | | Northbound route only.<br>UIR Boundary.<br>For continuation see AIP France. |
| (RNAV 5) | 319°/ - | 7.8 NM | FL 460 / FL 245 | even FL 430 / FL 260 | | Class C.<br><br>London ACC<br>Freq: 128.430 (All Levels). |

# ENR 3.2 AREA NAVIGATION ROUTES (continued)

| Route Designator | Route Usage Notes | | | | | |
|---|---|---|---|---|---|---|
| **Significant Point Name** | **Significant Point Coordinates** | | **Waypoint: IDENT of VOR/DME BRG, DIST & ELEV of DME antenna** | | | **Remarks** |
| **(RNP/RNAV Type & Accuracy)** | **MAG Track ↓ / ↑** | **Geodesic Distance** | **Upper limit / Lower limit** | **IFR cruising levels max/min** | | **Airspace Class/ Controlling Unit/ Channel/ Logon address/ SATVOICE number/ RCP & RSP limitations** |
| | | | | ↓ | ↑ | |
| △ BANVA | 503242N 0004512E | | | | | |
| (RNAV 5) | 319°/ - | 19.3 NM | FL 460 / FL 245 | even FL 430 / FL 260 | | Class C.<br><br>London ACC<br>Freq: 128.430 (All Levels). |
| △ UNDUG | 504723.71N 0002530.03E | | MAY R138 18.0 NM 384 FT | | | |
| (RNAV 5) | 319°/ - | 18.0 NM | FL 460 / FL 245 | even FL 430 / FL 260 | | Class C.<br><br>London ACC<br>Freq: 128.430 (All Levels). |
| △ MAYFIELD DME (MAY) | 510101.86N 0000658.04E | | | | | Extremity of UM733. |

| Route Designator | Route Usage Notes | | | | | |
|---|---|---|---|---|---|---|
| **Significant Point Name** | **Significant Point Coordinates** | | **Waypoint: IDENT of VOR/DME BRG, DIST & ELEV of DME antenna** | | | **Remarks** |
| **(RNP/RNAV Type & Accuracy)** | **MAG Track ↓ / ↑** | **Geodesic Distance** | **Upper limit / Lower limit** | **IFR cruising levels max/min** | | **Airspace Class/ Controlling Unit/ Channel/ Logon address/ SATVOICE number/ RCP & RSP limitations** |
| | | | | ↓ | ↑ | |
| **UM868** | | | | | | |
| △ TRENT DME (TNT) | 530314.23N 0014011.90W | | | | | Eastbound route only.<br>Extremity of UM868. |
| (RNAV 5) | 340°/ - | 7.2 NM | FL 460 / FL 245 | odd FL 450 / FL 250 | | Class C.<br><br>London ACC<br>Freq: 132.860 (FL 335 and above);<br>Freq: 133.705 (Below FL 335 to FL 285).<br>Scottish ACC<br>Freq: 118.780 (Below FL 285). |
| ← △ TIPIL | 531000.00N 0014423.13W | | | | | |
| (RNAV 5) | 014°/ - | 11.8 NM | FL 460 / FL 245 | odd FL 450 / FL 250 | | Class C.<br><br>London ACC<br>Freq: 132.860 (FL 335 and above);<br>Freq: 133.705 (Below FL 335 to FL 285).<br>Scottish ACC<br>Freq: 118.780 (Below FL 285). |
| ← △ EVSON | 532127N 0013949W | | | | | |
| (RNAV 5) | 042°/ - | 6.8 NM | FL 460 / FL 245 | odd FL 450 / FL 250 | | Class C.<br><br>London ACC<br>Freq: 132.860 (FL 335 and above);<br>Freq: 133.705 (Below FL 335 to FL 285).<br>Scottish ACC<br>Freq: 118.780 (Below FL 285). |
| ← △ ADELU | 532630.48N 0013212.64W | | | | | Extremity of UM868.<br>Intersection with L60. |
| Route Remarks:<br>Due to ATC operational requirements, the cruising level allocation between TNT and TIPIL is inappropriate to the MAG Track. | | | | | | |

# ENR 3.2 AREA NAVIGATION ROUTES (continued)

| Route Designator | Route Usage Notes | | | | | |
|---|---|---|---|---|---|---|
| Significant Point Name | Significant Point Coordinates | | Waypoint: IDENT of VOR/DME BRG, DIST & ELEV of DME antenna | | | Remarks |
| (RNP/RNAV Type & Accuracy) | MAG Track ↓ / ↑ | Geodesic Distance | Upper limit / Lower limit | IFR cruising levels max/min ↓ | IFR cruising levels max/min ↑ | Airspace Class/ Controlling Unit/ Channel/ Logon address/ SATVOICE number/ RCP & RSP limitations |
| **UN6** | | | | | | |
| △ PILIP | 502003.05N 0010026.13W | | | | | Eastbound route only.<br>Extremity of UN6. |
| (RNAV 1) | 018°/ - | 17.9 NM | FL 460 / FL 245 | even FL 430 / FL 260 | | Class C.<br><br>London ACC<br>Freq: 134.440 (All Levels). |
| △ TIGGY | 503700.54N 0005130.10W | | | | | |
| (RNAV 1) | 018°/ - | 12.3 NM | FL 460 / FL 245 | even FL 430 / FL 260 | | Class C.<br><br>London ACC<br>Freq: 134.440 (All Levels). |
| △ TELTU | 504839.92N 0004517.69W | | | | | Extremity of UN6.<br>Intersection with UM185. |
| Route Remarks:<br>CDR H24.<br>Due to ATC operational requirements, the cruising level allocation is inappropriate to the MAG Track. | | | | | | |

| Route Designator | Route Usage Notes | | | | | |
|---|---|---|---|---|---|---|
| Significant Point Name | Significant Point Coordinates | | Waypoint: IDENT of VOR/DME BRG, DIST & ELEV of DME antenna | | | Remarks |
| (RNP/RNAV Type & Accuracy) | MAG Track ↓ / ↑ | Geodesic Distance | Upper limit / Lower limit | IFR cruising levels max/min ↓ | IFR cruising levels max/min ↑ | Airspace Class/ Controlling Unit/ Channel/ Logon address/ SATVOICE number/ RCP & RSP limitations |
| **UN57** | | | | | | |
| △ SANDY | 510350.81N 0010403.13E | | DET R128 22.9 NM 645 FT | | | Westbound (northbound) route only btn SANDY and POL.<br>Extremity of UN57. |
| (RNAV 5) | 315°/ - | 49.1 NM | FL 460 / FL 245 | even FL 430 / FL 260 | | Class C.<br><br>Between SANDY and abm DET:<br>London ACC<br>Freq: 135.325 (FL 275 and above);<br>Freq: 134.905 (Below FL 275).<br><br>Between abm DET and LAM:<br>London ACC<br>Freq: 127.430 (FL 305 and above);<br>Freq: 132.605 (Below FL 305). |
| △ LAMBOURNE DME (LAM) | 513845.69N 0000906.13E | | | | | |
| (RNAV 5) | 314°/ - | 51.9 NM | FL 460 / FL 245 | even FL 430 / FL 260 | | Class C.<br><br>Between LAM and abm BPK:<br>London ACC<br>Freq: 127.430 (FL 305 and above);<br>Freq: 132.605 (Below FL 305).<br><br>Between abm BPK and WELIN:<br>London ACC<br>Freq: 127.880 (FL 295 and above);<br>Freq: 127.105 (Below FL 295). |
| △ WELIN | 521450.25N 0005108.41W | | HON R101 30.6 NM 435 FT | | | |
| (RNAV 5) | 313°/ - | 25.6 NM | FL 460 / FL 245 | even FL 430 / FL 260 | | Class C.<br><br>London ACC<br>Freq: 127.880 (FL 295 and above);<br>Freq: 127.105 (Below FL 295). |

# ENR 3.2 AREA NAVIGATION ROUTES (continued)

| Route Designator | Route Usage Notes | | | | | |
|---|---|---|---|---|---|---|
| Significant Point Name | Significant Point Coordinates | | Waypoint: IDENT of VOR/DME BRG, DIST & ELEV of DME antenna | | | Remarks |
| (RNP/RNAV Type & Accuracy) | MAG Track ↓ / ↑ | Geodesic Distance | Upper limit / Lower limit | IFR cruising levels max/min ↓ | IFR cruising levels max/min ↑ | Airspace Class/ Controlling Unit/ Channel/ Logon address/ SATVOICE number/ RCP & RSP limitations |
| △ SAPCO | 523225N 0012125W | | HON R045 15.8 NM 435 FT | | | |
| (RNAV 5) | 340°/ - | 32.9 NM | FL 460 / FL 245 | even FL 430 / FL 260 | | Class C.<br><br>London ACC<br>Freq: 127.880 (FL 295 and above);<br>Freq: 127.105 (Below FL 295). |
| △ TRENT DME (TNT) | 530314.23N 0014011.90W | | | | | Intersection with UL28. |
| (RNAV 5) | 340°/ - | 44.3 NM | FL 460 / FL 245 | even FL 430 / FL 260 | | Class C.<br><br>London ACC<br>Freq: 132.860 (FL 335 and above);<br>Freq: 133.705 (Below FL 335 to FL 285).<br>Scottish ACC<br>Freq: 118.780 (Below FL 285). |
| △ POLE HILL VOR/DME (POL) | 534437.60N 0020611.83W | | | | | Not available for flight planning btn DCS and POL. |
| (RNAV 5) | - /144° | 10.0 NM | FL 460 / FL 245 | | odd FL 450 / FL 250 | Class C.<br><br>London ACC<br>Freq: 132.860 (FL 335 and above);<br>Freq: 133.705 (Below FL 335 to FL 285).<br>Scottish ACC<br>Freq: 118.780 (Below FL 285). |
| △ BAMEP | 535242N 0021609W | | | | | |
| (RNAV 5) | - /144° | 10.0 NM | FL 460 / FL 245 | | odd FL 450 / FL 250 | Class C.<br><br>London ACC<br>Freq: 132.860 (FL 335 and above);<br>Freq: 133.705 (Below FL 335 to FL 285).<br>Scottish ACC<br>Freq: 118.780 (Below FL 285). |
| △ SETEL | 540044.64N 0022608.71W | | POL R323 20.0 NM 1438 FT | | | |
| (RNAV 5) | - /144° | 6.0 NM | FL 460 / FL 245 | | odd FL 450 / FL 250 | Class C.<br><br>London ACC<br>Freq: 132.860 (FL 335 and above);<br>Freq: 133.705 (Below FL 335 to FL 285).<br>Scottish ACC<br>Freq: 118.780 (Below FL 285). |
| △ OLPOP | 540532N 0023208W | | | | | |
| (RNAV 5) | - /144° | 10.1 NM | FL 460 / FL 245 | | odd FL 450 / FL 250 | Class C.<br><br>London ACC<br>Freq: 132.860 (FL 335 and above);<br>Freq: 133.705 (Below FL 335 to FL 285).<br>Scottish ACC<br>Freq: 118.780 (Below FL 285). |
| △ IPNOX | 541340N 0024222W | | | | | |
| (RNAV 5) | - /144° | 37.1 NM | FL 460 / FL 245 | | odd FL 450 / FL 250 | Class C.<br><br>Scottish ACC<br>Freq: 129.225 (All Levels). |

# ENR 3.2 AREA NAVIGATION ROUTES (continued)

| Route Designator | Route Usage Notes | | | | | |
|---|---|---|---|---|---|---|
| Significant Point Name | Significant Point Coordinates | | Waypoint: IDENT of VOR/DME BRG, DIST & ELEV of DME antenna | | | Remarks |
| (RNP/RNAV Type & Accuracy) | MAG Track ↓ / ↑ | Geodesic Distance | Upper limit / Lower limit | IFR cruising levels max/min ↓ | IFR cruising levels max/min ↑ | Airspace Class/ Controlling Unit/ Channel/ Logon address/ SATVOICE number/ RCP & RSP limitations |
| △ DEAN CROSS DME (DCS) | 544318.88N 0032026.30W | | | | | Eastbound route only between DCS and EMGAT.<br>Intersection with UL612 and UN864. |
| (RNAV 5) | - /120° | 55.6 NM | FL 460 / FL 245 | | odd FL 450 / FL 250 | Class C.<br><br>Scottish ACC<br>Freq: 129.225 (All Levels). |
| △ EMGAT | 550947.37N 0044511.90W | | | | | FRA Exit Point.<br>Extremity of UN57. |

| Route Designator | Route Usage Notes | | | | | |
|---|---|---|---|---|---|---|
| Significant Point Name | Significant Point Coordinates | | Waypoint: IDENT of VOR/DME BRG, DIST & ELEV of DME antenna | | | Remarks |
| (RNP/RNAV Type & Accuracy) | MAG Track ↓ / ↑ | Geodesic Distance | Upper limit / Lower limit | IFR cruising levels max/min ↓ | IFR cruising levels max/min ↑ | Airspace Class/ Controlling Unit/ Channel/ Logon address/ SATVOICE number/ RCP & RSP limitations |
| **UN590** | | | | | | |
| △ HALIF | 534406.31N 0013450.10W | | | | | Westbound route only.<br>Extremity of UN590. |
| (RNAV 5) | 325°/ - | 56.6 NM | FL 460 / FL 245 | even FL 430 / FL 260 | | Class C.<br><br>Between HALIF and abm RIBEL:<br>London ACC<br>Freq: 132.860 (FL 335 and above);<br>Freq: 133.705 (Below FL 335 to FL 285).<br>Scottish ACC<br>Freq: 118.780 (Below FL 285).<br><br>Between abm RIBEL and APPLE:<br>Scottish ACC<br>Freq: 135.530 (All Levels). |
| △ APPLE | 543000.00N 0023050.23W | | | | | |
| (RNAV 5) | 325°/ - | 15.4 NM | FL 460 / FL 245 | even FL 430 / FL 260 | | Class C.<br><br>Scottish ACC<br>Freq: 135.530 (All Levels). |
| △ ABEVI | 544227.00N 0024629.24W | | | | | Intersection with N601 and UN601. |
| (RNAV 5) | 322°/ - | 63.7 NM | FL 460 / FL 245 | even FL 430 / FL 260 | | Class C.<br><br>Scottish ACC<br>Freq: 135.530 (All Levels). |
| △ LORTA | 553145.72N 0035630.83W | | | | | FRA Entry Point.<br>Extremity of UN590. |

# ENR 3.2 AREA NAVIGATION ROUTES (continued)

| Route Designator | Route Usage Notes | | | | | |
|---|---|---|---|---|---|---|
| Significant Point Name | Significant Point Coordinates | | Waypoint: IDENT of VOR/DME BRG, DIST & ELEV of DME antenna | | | Remarks |
| (RNP/RNAV Type & Accuracy) | MAG Track ↓ / ↑ | Geodesic Distance | Upper limit / Lower limit | IFR cruising levels max/min ↓ | IFR cruising levels max/min ↑ | Airspace Class/ Controlling Unit/ Channel/ Logon address/ SATVOICE number/ RCP & RSP limitations |
| **UN601** | | | | | | |
| △ SANDY | 510350.81N 0010403.13E | | DET R128 22.9 NM 645 FT | | | Westbound route only.<br>Extremity of UN601. |
| (RNAV 5) | 308°/ - | 22.9 NM | FL 460 / FL 245 | even FL 430 / FL 260 | | Class C.<br><br>London ACC<br>Freq: 127.430 (FL 305 and above);<br>Freq: 132.605 (Below FL 305 to FL 275);<br>Freq: 134.905 (Below FL 275). |
| △ DETLING DME (DET) | 511814.41N 0003550.19E | | | | | |
| (RNAV 5) | 315°/ - | 37.6 NM | FL 460 / FL 245 | even FL 430 / FL 260 | | Class C.<br><br>London ACC<br>Freq: 127.430 (FL 305 and above);<br>Freq: 132.165 (Below FL 305). |
| △ BROOKMANS PARK DME (BPK) | 514459.05N 0000624.25W | | | | | |
| (RNAV 5) | 329°/ - | 23.4 NM | FL 460 / FL 245 | even FL 430 / FL 260 | | Class C.<br><br>London ACC<br>Freq: 127.880 (FL 295 and above);<br>Freq: 127.105 (Below FL 295). |
| △ POTON | 520504.32N 0002537.78W | | | | | |
| (RNAV 5) | 329°/ - | 9.8 NM | FL 460 / FL 245 | even FL 430 / FL 260 | | Class C.<br><br>London ACC<br>Freq: 127.880 (FL 295 and above);<br>Freq: 127.105 (Below FL 295). |
| △ BEDFO | 521330.00N 0003347.81W | | | | | |
| (RNAV 5) | 329°/ - | 9.4 NM | FL 460 / FL 245 | even FL 430 / FL 260 | | Class C.<br><br>London ACC<br>Freq: 127.880 (FL 295 and above);<br>Freq: 127.105 (Below FL 295). |
| △ EBOTO | 522133.30N 0004139.63W | | | | | |
| (RNAV 5) | 329°/ - | 17.6 NM | FL 460 / FL 245 | even FL 430 / FL 260 | | Class C.<br><br>London ACC<br>Freq: 127.880 (FL 295 and above);<br>Freq: 127.105 (Below FL 295). |
| △ PIPIN | 523636.06N 0005630.04W | | | | | |
| (RNAV 5) | 329°/ - | 9.2 NM | FL 460 / FL 245 | even FL 430 / FL 260 | | Class C.<br><br>London ACC<br>Freq: 127.880 (FL 295 and above);<br>Freq: 127.105 (Below FL 295) |
| △ LESTA | 524427.09N 0010419.42W | | | | | Intersection with UP6 and UY250. |
| (RNAV 5) | 329°/ - | 15.7 NM | FL 460 / FL 245 | even FL 430 / FL 260 | | Class C.<br><br>London ACC<br>Freq: 127.880 (FL 295 and above);<br>Freq: 127.105 (Below FL 295). |

# ENR 3.2 AREA NAVIGATION ROUTES (continued)

| Route Designator | Route Usage Notes | | | | | |
|---|---|---|---|---|---|---|
| Significant Point Name | Significant Point Coordinates | | Waypoint: IDENT of VOR/DME BRG, DIST & ELEV of DME antenna | | | Remarks |
| (RNP/RNAV Type & Accuracy) | MAG Track ↓ / ↑ | Geodesic Distance | Upper limit / Lower limit | IFR cruising levels max/min ↓ | IFR cruising levels max/min ↑ | Airspace Class/ Controlling Unit/ Channel/ Logon address/ SATVOICE number/ RCP & RSP limitations |
| △ EMBOR | 525748.00N 0011745.25W | | | | | |
| (RNAV 5) | 329°/ - | 23.1 NM | FL 460 / FL 245 | even FL 430 / FL 260 | | Class C.<br><br>London ACC<br>Freq: 132.860 (FL 335 and above);<br>Freq: 133.705 (Below FL 335 to FL 285).<br>Scottish ACC<br>Freq: 118.780 (Below FL 285). |
| △ XAPOS | 531728.59N 0013751.25W | | | | | |
| (RNAV 5) | 328°/ - | 12.4 NM | FL 460 / FL 245 | even FL 430 / FL 260 | | Class C.<br><br>London ACC<br>Freq: 132.860 (FL 335 and above);<br>Freq: 133.705 (Below FL 335 to FL 285).<br>Scottish ACC<br>Freq: 118.780 (Below FL 285). |
| △ BOLBI | 532759.75N 0014845.07W | | | | | |
| (RNAV 5) | 328°/ - | 9.3 NM | FL 460 / FL 245 | even FL 430 / FL 260 | | Class C.<br><br>London ACC<br>Freq: 132.860 (FL 335 and above);<br>Freq: 133.705 (Below FL 335 to FL 285).<br>Scottish ACC<br>Freq: 118.780 (Below FL 285). |
| △ ULSAX | 533554N 0015700W | | | | | |
| (RNAV 5) | 328°/ - | 10.3 NM | FL 460 / FL 245 | even FL 430 / FL 260 | | Class C.<br><br>London ACC<br>Freq: 132.860 (FL 335 and above);<br>Freq: 133.705 (Below FL 335 to FL 285).<br>Scottish ACC<br>Freq: 118.780 (Below FL 285). |
| △ POLE HILL VOR/DME (POL) | 534437.60N 0020611.83W | | | | | Intersection with UP18. |
| (RNAV 5) | 338°/ - | 7.7 NM | FL 460 / FL 245 | even FL 430 / FL 260 | | Class C.<br><br>London ACC<br>Freq: 132.860 (FL 335 and above);<br>Freq: 133.705 (Below FL 335 to FL 285).<br>Scottish ACC<br>Freq: 118.780 (Below FL 285). |
| △ NELSA | 535148.00N 0021105.27W | | | | | |
| (RNAV 5) | 338°/ - | 9.9 NM | FL 460 / FL 245 | even FL 430 / FL 260 | | Class C.<br><br>London ACC<br>Freq: 132.860 (FL 335 and above);<br>Freq: 133.705 (Below FL 335 to FL 285).<br>Scottish ACC<br>Freq: 118.780 (Below FL 285). |

# ENR 3.2 AREA NAVIGATION ROUTES (continued)

| Route Designator | Route Usage Notes | | | | | |
|---|---|---|---|---|---|---|
| **Significant Point Name** | **Significant Point Coordinates** | | **Waypoint: IDENT of VOR/DME BRG, DIST & ELEV of DME antenna** | | | **Remarks** |
| **(RNP/RNAV Type & Accuracy)** | **MAG Track ↓ / ↑** | **Geodesic Distance** | **Upper limit / Lower limit** | **IFR cruising levels max/min** | | **Airspace Class/ Controlling Unit/ Channel/ Logon address/ SATVOICE number/ RCP & RSP limitations** |
| | | | | ↓ | ↑ | |
| △ RIBEL | 540058.00N 0021722.76W | | | | | |
| (RNAV 5) | 338°/ - | 9.1 NM | FL 460 / FL 245 | even FL 430 / FL 260 | | Class C.<br><br>London ACC<br>Freq: 132.860 (FL 335 and above);<br>Freq: 133.705 (Below FL 335 to FL 285).<br>Scottish ACC<br>Freq: 118.780 (Below FL 285). |
| △ ERGAB | 540922N 0022312W | | | | | |
| (RNAV 5) | 338°/ - | 22.3 NM | FL 460 / FL 245 | even FL 430 / FL 260 | | Class C.<br><br>Scottish ACC<br>Freq: 135.530 (All Levels). |
| △ SHAPP | 543000.00N 0023738.33W | | | | | |
| (RNAV 5) | 338°/ - | 13.5 NM | FL 460 / FL 245 | even FL 430 / FL 260 | | Class C.<br><br>Scottish ACC<br>Freq: 135.530 (All Levels). |
| △ ABEVI | 544227.00N 0024629.24W | | | | | Intersection with N601 and UN590. |
| (RNAV 5) | 338°/ - | 11.0 NM | FL 460 / FL 245 | even FL 430 / FL 260 | | Class C.<br><br>Scottish ACC<br>Freq: 135.530 (All Levels). |
| △ INPIP | 545235.54N 0025346.10W | | | | | |
| (RNAV 5) | 338°/ - | 16.4 NM | FL 460 / FL 245 | even FL 430 / FL 260 | | Class C.<br><br>Scottish ACC<br>Freq: 135.530 (All Levels). |
| △ UTOGU | 550740N 0030443W | | | | | |
| (RNAV 5) | 338°/ - | 1.4 NM | FL 460 / FL 245 | even FL 430 / FL 260 | | Class C.<br><br>Scottish ACC<br>Freq: 135.530 (All Levels). |
| △ INREV | 550857.44N 0030539.46W | | | | | |
| (RNAV 5) | 338°/ - | 9.8 NM | FL 460 / FL 245 | even FL 430 / FL 260 | | Class C.<br><br>Scottish ACC<br>Freq: 135.530 (All Levels). |
| △ ESKDO | 551756.00N 0031215.26W | | | | | |
| (RNAV 5) | 338°/ - | 5.1 NM | FL 460 / FL 245 | even FL 430 / FL 260 | | Class C.<br><br>Scottish ACC<br>Freq: 135.530 (All Levels). |
| △ IPDOR | 552239N 0031545W | | | | | |
| (RNAV 5) | 338°/ - | 7.9 NM | FL 460 / FL 245 | even FL 430 / FL 260 | | Class C.<br><br>Scottish ACC<br>Freq: 135.530 (All Levels). |

# ENR 3.2 AREA NAVIGATION ROUTES (continued)

| Route Designator | Route Usage Notes | | | | | |
|---|---|---|---|---|---|---|
| Significant Point Name | Significant Point Coordinates | | Waypoint: IDENT of VOR/DME BRG, DIST & ELEV of DME antenna | | | Remarks |
| (RNP/RNAV Type & Accuracy) | MAG Track ↓ / ↑ | Geodesic Distance | Upper limit / Lower limit | IFR cruising levels max/min ↓ | IFR cruising levels max/min ↑ | Airspace Class/ Controlling Unit/ Channel/ Logon address/ SATVOICE number/ RCP & RSP limitations |
| △ TALLA VOR/DME (TLA) | 552956.84N 0032110.09W | | | | | FRA Entry Point.<br>Extremity of UN601.<br>Intersection with N601 and N864. |
| Route Remarks:<br>Two areas of controlled airspace Class C are part of UN601:<br><br>(FL 245 - FL 460)<br>524757N 0004834W - 524523N 0005538W -<br>532003N 0013042W - 532109N 0012904W -<br>532012N 0011840W - 531755N 0010606W -<br>530016N 0010043W - 524757N 0004834W.<br><br>(FL 245 - FL 460)<br>522632N 0003702W - 522630N 0002732W -<br>524757N 0004834W - 524523N 0005538W -<br>522632N 0003702W.<br><br>Available H24.<br><br>The area of airspace bounded by straight lines joining:<br>552700N 0030000W - 535342N 0020655W -<br>552358N 0031101W - 552700N 0030000W,<br>is part of UN601. | | | | | | |

| Route Designator | Route Usage Notes | | | | | |
|---|---|---|---|---|---|---|
| Significant Point Name | Significant Point Coordinates | | Waypoint: IDENT of VOR/DME BRG, DIST & ELEV of DME antenna | | | Remarks |
| (RNP/RNAV Type & Accuracy) | MAG Track ↓ / ↑ | Geodesic Distance | Upper limit / Lower limit | IFR cruising levels max/min ↓ | IFR cruising levels max/min ↑ | Airspace Class/ Controlling Unit/ Channel/ Logon address/ SATVOICE number/ RCP & RSP limitations |
| **UN859** | | | | | | |
| △ SITET | 500600N 0000000E | | | | | Eastbound (southbound) route only btn CPT and SITET.<br>UIR Boundary.<br>For continuation see AIP France. |
| (RNAV 5) | - /147° | 53.8 NM | FL 460 / FL 245 | | odd FL 450 / FL 250 | Class C.<br><br>London ACC<br>Freq: 132.840 (FL 295 and above);<br>Freq: 135.055 (Below FL 295). |
| △ GOODWOOD DME (GWC) | 505118.79N 0004524.25W | | | | | |
| (RNAV 5) | - /155° | 26.3 NM | FL 460 / FL 245 | | odd FL 450 / FL 250 | Class C.<br><br>Between GWC and abm MID:<br>London ACC<br>Freq: 132.840 (FL 295 and above);<br>Freq: 135.055 (Below FL 295).<br><br>Between abm MID and VAPID:<br>London ACC<br>Freq: 134.460 (FL 305 and above);<br>Freq: 132.165 (Below FL 305). |
| △ VAPID | 511513.97N 0010242.40W | | | | | |
| (RNAV 5) | - /155° | 9.4 NM | FL 460 / FL 245 | | odd FL 450 / FL 250 | Class C.<br><br>London ACC<br>Freq: 134.460 (FL 305 and above);<br>Freq: 132.165 (Below FL 305). |

# ENR 3.2 AREA NAVIGATION ROUTES (continued)

| Route Designator | Route Usage Notes | | | | | |
|---|---|---|---|---|---|---|
| Significant Point Name | Significant Point Coordinates | | Waypoint: IDENT of VOR/DME BRG, DIST & ELEV of DME antenna | | | Remarks |
| (RNP/RNAV Type & Accuracy) | MAG Track ↓ / ↑ | Geodesic Distance | Upper limit / Lower limit | IFR cruising levels max/min ↓ | IFR cruising levels max/min ↑ | Airspace Class/ Controlling Unit/ Channel/ Logon address/ SATVOICE number/ RCP & RSP limitations |
| △ ALHAD | 512346.75N 0010858.16W | | | | | |
| (RNAV 5) | - /155° | 6.3 NM | FL 460 / FL 245 | | odd FL 450 / FL 250 | Class C.<br><br>London ACC<br>Freq: 134.460 (FL 305 and above);<br>Freq: 132.165 (Below FL 305). |
| △ COMPTON VOR/DME (CPT) | 512929.66N 0011310.89W | | | | | Intersection with Y321. |
| (RNAV 5) | 342°/162° | 10.0 NM | FL 460 / FL 245 | even FL 430 / FL 260 | odd FL 450 / FL 250 | Class C.<br><br>London ACC<br>Freq: 134.460 (FL 305 and above);<br>Freq: 132.165 (Below FL 305). |
| △ DIGUT | 513901.29N 0011759.47W | | | | | |
| (RNAV 5) | 342°/162° | 7.6 NM | FL 460 / FL 245 | even FL 430 / FL 260 | odd FL 450 / FL 250 | Class C.<br><br>London ACC<br>Freq: 134.460 (FL 305 and above);<br>Freq: 132.165 (Below FL 305). |
| △ KIDLI | 514617.00N 0012140.87W | | CPT R342 17.6 NM 498 FT | | | Intersection with L151. |
| (RNAV 5) | 342°/162° | 36.9 NM | FL 460 / FL 245 | even FL 430 / FL 260 | odd FL 450 / FL 250 | Class C.<br><br>Manchester TMA deps that FPL a cruising level at FL 310 or above, will be required to achieve FL 310 level 5 NM before KIDLI.<br><br>Between KIDLI and abm NEDEX:<br>London ACC<br>Freq: 134.460 (FL 305 and above);<br>Freq: 132.165 (Below FL 305).<br><br>Between abm NEDEX and HON:<br>London ACC<br>Freq: 132.840 (FL 305 and above);<br>Freq: 132.165 (Below FL 305). |
| △ HONILEY VOR/DME (HON) | 522124.04N 0013949.41W | | | | | Eastbound (southbound) route only btn SANBA and HON.<br>Intersection with L10, L15, P155 and UL612. |
| (RNAV 5) | - /153° | 44.1 NM | FL 460 / FL 245 | | odd FL 450 / FL 250 | Class C.<br><br>London ACC<br>Freq: 134.390 (All Levels) for traffic via UL612 and UN859 after HON.<br>Freq: 129.205 (All Levels) for traffic via L10, L15 and P155 after HON. |
| △ UTUXA | 530030.45N 0021312.52W | | | | | |
| (RNAV 5) | - /153° | 8.9 NM | FL 460 / FL 245 | | odd FL 450 / FL 250 | Class C.<br><br>London ACC<br>Freq: 132.860 (FL 335 and above);<br>Freq: 135.580 (Below FL 335 to FL 285).<br>Scottish ACC<br>Freq: 118.780 (Below FL 285). |
| △ SANBA | 530821.53N 0022002.98W | | HON R332 53.0 NM 435 FT | | | Extremity of UN859. |

# ENR 3.2 AREA NAVIGATION ROUTES (continued)

| Route Designator | Route Usage Notes | | | | | |
|---|---|---|---|---|---|---|
| Significant Point Name | Significant Point Coordinates | | Waypoint: IDENT of VOR/DME BRG, DIST & ELEV of DME antenna | | | Remarks |
| (RNP/RNAV Type & Accuracy) | MAG Track ↓ / ↑ | Geodesic Distance | Upper limit / Lower limit | IFR cruising levels max/min ↓ | IFR cruising levels max/min ↑ | Airspace Class/ Controlling Unit/ Channel/ Logon address/ SATVOICE number/ RCP & RSP limitations |
| **UN864** | | | | | | |
| △ MONTY | 525334.00N 0031026.44W | | WAL R183 30.0 NM 55 FT | | | FRA Exit Point.<br>Northbound route only btn MONTY and WAL.<br>Extremity of UN864. |
| (RNAV 5) | 003°/ - | 5.4 NM | FL 460 / FL 245 | even FL 430 / FL 260 | | Class C.<br><br>London ACC<br>Freq: 132.860 (FL 335 and above);<br>Freq: 135.580 (Below FL 335 to FL 285).<br>Scottish ACC<br>Freq: 118.780 (Below FL 285). |
| △ GODPA | 525900N 0031001W | | | | | |
| (RNAV 5) | 003°/ - | 5.0 NM | FL 460 / FL 245 | even FL 430 / FL 260 | | Class C.<br><br>London ACC<br>Freq: 132.860 (FL 335 and above);<br>Freq: 135.580 (Below FL 335 to FL 285).<br>Scottish ACC<br>Freq: 118.780 (Below FL 285). |
| △ REXAM | 530400.00N 0030937.21W | | WAL R183 19.6 NM 55 FT | | | |
| (RNAV 5) | 003°/ - | 3.8 NM | FL 460 / FL 245 | even FL 430 / FL 260 | | Class C.<br><br>London ACC<br>Freq: 132.860 (FL 335 and above);<br>Freq: 135.580 (Below FL 335 to FL 285).<br>Scottish ACC<br>Freq: 118.780 (Below FL 285). |
| △ IVLOD | 530746N 0030919W | | | | | |
| (RNAV 5) | 003°/ - | 15.8 NM | FL 460 / FL 245 | even FL 430 / FL 260 | | Class C.<br><br>London ACC<br>Freq: 132.860 (FL 335 and above);<br>Freq: 135.580 (Below FL 335 to FL 285).<br>Scottish ACC<br>Freq: 118.780 (Below FL 285). |
| △ WALLASEY VOR/DME (WAL) | 532330.97N 0030804.06W | | | | | Intersection with L10, L151 and N862. |
| (RNAV 5) | 356°/176° | 12.2 NM | FL 460 / FL 245 | even FL 430 / FL 260 | odd FL 450 / FL 250 | Class C.<br><br>London ACC<br>Freq: 132.860 (FL 335 and above);<br>Freq: 135.580 (Below FL 335 to FL 285).<br>Scottish ACC<br>Freq: 118.780 (Below FL 285). |
| △ GUNTU | 533537.40N 0030953.64W | | | | | |
| (RNAV 5) | 356°/176° | 8.3 NM | FL 460 / FL 245 | even FL 430 / FL 260 | odd FL 450 / FL 250 | Class C.<br><br>London ACC<br>Freq: 132.860 (FL 335 and above);<br>Freq: 135.580 (Below FL 335 to FL 285).<br>Scottish ACC<br>Freq: 118.780 (Below FL 285). |

# ENR 3.2 AREA NAVIGATION ROUTES (continued)

| Route Designator | Route Usage Notes | | | | | |
|---|---|---|---|---|---|---|
| **Significant Point Name** | **Significant Point Coordinates** | | **Waypoint: IDENT of VOR/DME BRG, DIST & ELEV of DME antenna** | | | **Remarks** |
| **(RNP/RNAV Type & Accuracy)** | **MAG Track ↓ / ↑** | **Geodesic Distance** | **Upper limit / Lower limit** | **IFR cruising levels max/min** | | **Airspace Class/ Controlling Unit/ Channel/ Logon address/ SATVOICE number/ RCP & RSP limitations** |
| | | | | ↓ | ↑ | |
| △ BILVO | 534352.26N 0031108.89W | | | | | Southbound route only btn TLA and BILVO.<br>Intersection with UP6. |
| (RNAV 5) | - /176° | 39.2 NM | FL 460 / FL 245 | | odd FL 450 / FL 250 | Class C.<br><br>Between SUBUK and 5415N:<br>Scottish ACC<br>Freq: 135.530 (All Levels).<br><br>Between 5415N and BILVO:<br>London ACC<br>Freq: 132.860 (FL 335 and above);<br>Freq: 133.705 (Below FL 335 to FL 285).<br>Scottish ACC<br>Freq: 118.780 (Below FL 285). |
| △ SUBUK | 542247.81N 0031710.85W | | | | | |
| (RNAV 5) | - /176° | 20.6 NM | FL 460 / FL 245 | | odd FL 450 / FL 250 | Class C.<br><br>Scottish ACC<br>Freq: 135.530 (All Levels). |
| △ DEAN CROSS DME (DCS) | 544318.88N 0032026.30W | | | | | Intersection with UL612. |
| (RNAV 5) | - /181° | 20.1 NM | FL 460 / FL 245 | | odd FL 450 / FL 250 | Class C.<br><br>Scottish ACC<br>Freq: 135.530 (All Levels). |
| △ ASRUS | 550321N 0032045W | | | | | |
| (RNAV 5) | - /181° | 17.9 NM | FL 460 / FL 245 | | odd FL 450 / FL 250 | Class C.<br><br>Scottish ACC<br>Freq: 135.530 (All Levels). |
| △ UNURO | 552111N 0032102W | | | | | |
| (RNAV 5) | - /181° | 8.8 NM | FL 460 / FL 245 | | odd FL 450 / FL 250 | Class C.<br><br>Scottish ACC<br>Freq: 135.530 (All Levels). |
| △ TALLA VOR/DME (TLA) | 552956.84N 0032110.09W | | | | | FRA Exit Point.<br>Extremity of UN864. |

Route Remarks:
This route to be flown on a limited basis only - Availability of UN864 btn DCS - WAL may be subject to MoD requirements at certain times – such requirements will normally be of short duration and will be announced by London ACC or Scottish ACC as appropriate. The alternative route will be 'as directed by ATC'.
Due to ATC operational requirements, the cruising level allocation between MONTY and WAL and between TLA and DCS is inappropriate to the MAG Track.

# ENR 3.2 AREA NAVIGATION ROUTES (continued)

| Route Designator | Route Usage Notes | | | | | |
|---|---|---|---|---|---|---|
| Significant Point Name | Significant Point Coordinates | | Waypoint: IDENT of VOR/DME BRG, DIST & ELEV of DME antenna | | | Remarks |
| (RNP/RNAV Type & Accuracy) | MAG Track ↓ / ↑ | Geodesic Distance | Upper limit / Lower limit | IFR cruising levels max/min ↓ | IFR cruising levels max/min ↑ | Airspace Class/ Controlling Unit/ Channel/ Logon address/ SATVOICE number/ RCP & RSP limitations |
| **UN867** | | | | | | |
| △ GARMI | 500000.00N 0012249.59W | | | | | Eastbound route only.<br>UIR Boundary.<br>For continuation see AIP France. |
| (RNAV 1) | 009°/ - | 30.6 NM | FL 460 / FL 245 | even FL 430 / FL 260 | | Class C.<br><br>London ACC<br>Freq: 134.440 (FL 345 and above);<br>Freq: 127.830 (Below FL 345). |
| △ VASUX | 503009.23N 0011516.99W | | | | | |
| (RNAV 1) | 032°/ - | 22.6 NM | FL 460 / FL 245 | even FL 430 / FL 260 | | Class C.<br><br>London ACC<br>Freq: 134.440 (FL 345 and above);<br>Freq: 127.830 (Below FL 345). |
| △ AVANT | 504912.00N 0005618.05W | | GWC R252 7.2 NM 122 FT | | | Extremity of UN867. |
| Route Remarks:<br>GARMI - VASUX CDR H24.<br>Rest of UN867 - PERM.<br><br>Due to ATC operational requirements, the cruising level allocation is inappropriate to the MAG Track. | | | | | | |

| Route Designator | Route Usage Notes | | | | | |
|---|---|---|---|---|---|---|
| Significant Point Name | Significant Point Coordinates | | Waypoint: IDENT of VOR/DME BRG, DIST & ELEV of DME antenna | | | Remarks |
| (RNP/RNAV Type & Accuracy) | MAG Track ↓ / ↑ | Geodesic Distance | Upper limit / Lower limit | IFR cruising levels max/min ↓ | IFR cruising levels max/min ↑ | Airspace Class/ Controlling Unit/ Channel/ Logon address/ SATVOICE number/ RCP & RSP limitations |
| **UP6** | | | | | | |
| △ MOGLI | 521830.00N 0001608.63W | | | | | Westbound route only.<br>Extremity of UP6. |
| (RNAV 5) | 311°/ - | 39.3 NM | FL 460 / FL 245 | even FL 430 / FL 260 | | Class C.<br><br>London ACC<br>Freq: 127.880 (FL 295 and above);<br>Freq: 127.105 (Below FL 295). |
| △ LESTA | 524427.09N 0010419.42W | | | | | Intersection with UN601. |
| (RNAV 5) | 316°/ - | 28.0 NM | FL 460 / FL 245 | even FL 430 / FL 260 | | Class C.<br><br>London ACC<br>Freq: 127.880 (FL 295 and above);<br>Freq: 127.105 (Below FL 295). |
| △ TUMTI | 530439.54N 0013615.16W | | | | | |
| (RNAV 5) | 316°/ - | 13.4 NM | FL 460 / FL 245 | even FL 430 / FL 260 | | Class C.<br><br>London ACC<br>Freq: 132.860 (FL 335 and above);<br>Freq: 133.705 (Below FL 335 to FL 285).<br>Scottish ACC<br>Freq: 118.780 (Below FL 285). |

# ENR 3.2 AREA NAVIGATION ROUTES (continued)

| Route Designator | Route Usage Notes | | | | | |
|---|---|---|---|---|---|---|
| Significant Point Name | Significant Point Coordinates | | Waypoint: IDENT of VOR/DME BRG, DIST & ELEV of DME antenna | | | Remarks |
| (RNP/RNAV Type & Accuracy) | MAG Track ↓ / ↑ | Geodesic Distance | Upper limit / Lower limit | IFR cruising levels max/min ↓ | IFR cruising levels max/min ↑ | Airspace Class/ Controlling Unit/ Channel/ Logon address/ SATVOICE number/ RCP & RSP limitations |
| △ RODOL | 531417N 0015143W | | | | | Intersection with UL28. |
| (RNAV 5) | 303°/ - | 37.9 NM | FL 460 / FL 245 | even FL 430 / FL 260 | | Class C.<br><br>London ACC<br>Freq: 132.860 (FL 335 and above);<br>Freq: 135.580 (Below FL 335 to FL 285).<br>Scottish ACC<br>Freq: 118.780 (Below FL 285). |
| △ KOLID | 533425.70N 0024520.23W | | | | | Intersection with UL70. |
| (RNAV 5) | 302°/ - | 18.0 NM | FL 460 / FL 245 | even FL 430 / FL 260 | | Class C.<br><br>London ACC<br>Freq: 132.860 (FL 335 and above);<br>Freq: 135.580 (Below FL 335 to FL 285).<br>Scottish ACC<br>Freq: 118.780 (Below FL 285). |
| △ BILVO | 534352.26N 0031108.89W | | | | | |
| (RNAV 5) | 302°/ - | 12.3 NM | FL 460 / FL 245 | even FL 430 / FL 260 | | Class C.<br><br>London ACC<br>Freq: 132.860 (FL 335 and above);<br>Freq: 133.705 (Below FL 335 to FL 285).<br>Scottish ACC<br>Freq: 118.780 (Below FL 285). |
| △ TUPEM | 535016.57N 0032854.85W | | | | | FRA Entry Point.<br>Extremity of UP6. |

| Route Designator | Route Usage Notes | | | | | |
|---|---|---|---|---|---|---|
| Significant Point Name | Significant Point Coordinates | | Waypoint: IDENT of VOR/DME BRG, DIST & ELEV of DME antenna | | | Remarks |
| (RNP/RNAV Type & Accuracy) | MAG Track ↓ / ↑ | Geodesic Distance | Upper limit / Lower limit | IFR cruising levels max/min ↓ | IFR cruising levels max/min ↑ | Airspace Class/ Controlling Unit/ Channel/ Logon address/ SATVOICE number/ RCP & RSP limitations |
| **UP16** | | | | | | |
| △ MONTY | 525334.00N 0031026.44W | | WAL R183 30.0 NM 55 FT | | | FRA Exit Point.<br>Northbound route only btn MONTY and NOKIN.<br>Extremity of UP16. |
| (RNAV 5) | 044°/ - | 15.3 NM | FL 460 / FL 275 | even FL 430 / FL 280 | | Class C.<br><br>London ACC<br>Freq: 132.860 (FL 335 and above);<br>Freq: 135.580 (Below FL 335 to FL 285).<br>Scottish ACC<br>Freq: 118.780 (Below FL 285). |
| △ NOKIN | 530436.00N 0025258.25W | | | | | Intersection with N862 and UP17. |
| (RNAV 5) | 021°/201° | 23.7 NM | FL 460 / FL 245 | even FL 430 / FL 260 | odd FL 450 / FL 250 | Class C.<br><br>London ACC<br>Freq: 132.860 (FL 335 and above);<br>Freq: 135.580 (Below FL 335 to FL 285).<br>Scottish ACC<br>Freq: 118.780 (Below FL 285). |

# ENR 3.2 AREA NAVIGATION ROUTES (continued)

| Route Designator | Route Usage Notes | | | | | |
|---|---|---|---|---|---|---|
| **Significant Point Name** | **Significant Point Coordinates** | | **Waypoint: IDENT of VOR/DME BRG, DIST & ELEV of DME antenna** | | | **Remarks** |
| **(RNP/RNAV Type & Accuracy)** | **MAG Track ↓ / ↑** | **Geodesic Distance** | **Upper limit / Lower limit** | **IFR cruising levels max/min** | | **Airspace Class/ Controlling Unit/ Channel/ Logon address/ SATVOICE number/ RCP & RSP limitations** |
| | | | | ↓ | ↑ | |
| △ ASMIM | 532645.75N 0023910.71W | | WAL R079 17.6 NM 55 FT | | | |
| (RNAV 5) | 021°/201° | 11.6 NM | FL 460 / FL 245 | even FL 430 / FL 260 | odd FL 450 / FL 250 | Class C.<br><br>London ACC<br>Freq: 132.860 (FL 335 and above);<br>Freq: 135.580 (Below FL 335 to FL 285).<br>Scottish ACC<br>Freq: 118.780 (Below FL 285). |
| △ CROFT | 533736.89N 0023219.85W | | WAL R056 25.6 NM 55 FT | | | Intersection with Y70 and UL612. |
| (RNAV 5) | 021°/201° | 25.0 NM | FL 460 / FL 245 | even FL 430 / FL 260 | odd FL 450 / FL 250 | Class C.<br><br>London ACC<br>Freq: 132.860 (FL 335 and above);<br>Freq: 133.705 (Below FL 335 to FL 285).<br>Scottish ACC<br>Freq: 118.780 (Below FL 285). |
| △ RIBEL | 540058.00N 0021722.76W | | | | | Southbound route only btn ROBEM and RIBEL.<br>Intersection with UN601. |
| (RNAV 5) | - /216° | 10.4 NM | FL 460 / FL 245 | | odd FL 450 / FL 250 | Class C.<br><br>London ACC<br>Freq: 132.860 (FL 335 and above);<br>Freq: 133.705 (Below FL 335 to FL 285).<br>Scottish ACC<br>Freq: 118.780 (Below FL 285). |
| △ BEGAM | 540924.84N 0020715.43W | | | | | |
| (RNAV 5) | - /191° | 24.8 NM | FL 460 / FL 245 | | even FL 430 / FL 260 | Class C.<br><br>London ACC<br>Freq: 132.860 (FL 335 and above);<br>Freq: 133.705 (Below FL 335 to FL 285).<br>Scottish ACC<br>Freq: 118.780 (Below FL 285). |
| △ BINTI | 543344.74N 0015944.93W | | | | | |
| (RNAV 5) | - /191° | 22.0 NM | FL 460 / FL 245 | | even FL 430 / FL 260 | Class C.<br><br>Scottish ACC<br>Freq: 126.930 (All Levels). |
| △ RAPUM | 545518.28N 0015258.08W | | | | | |
| (RNAV 5) | - /223° | 9.5 NM | FL 460 / FL 245 | | even FL 430 / FL 260 | Class C.<br><br>Scottish ACC<br>Freq: 126.930 (All Levels). |
| △ NATEB | 550218.41N 0014154.13W | | | | | Intersection with UP18. |
| (RNAV 5) | - /223° | 34.4 NM | FL 460 / FL 245 | | even FL 430 / FL 260 | Class C.<br><br>Scottish ACC<br>Freq: 126.930 (All Levels). |
| △ ROBEM | 552733.36N 0010113.69W | | | | | FRA Exit Point.<br>Extremity of UP16. |

Route Remarks:
NATEB - ROBEM CDR H24.
Rest of UP16 - PERM.

Due to ATC operational requirements, the cruising level allocation between MONTY and BEGAM is inappropriate to the MAG Track.

# ENR 3.2 AREA NAVIGATION ROUTES (continued)

| Route Designator | Route Usage Notes | | | | | |
|---|---|---|---|---|---|---|
| Significant Point Name | Significant Point Coordinates | | Waypoint: IDENT of VOR/DME BRG, DIST & ELEV of DME antenna | | | Remarks |
| (RNP/RNAV Type & Accuracy) | MAG Track ↓ / ↑ | Geodesic Distance | Upper limit / Lower limit | IFR cruising levels max/min ↓ | IFR cruising levels max/min ↑ | Airspace Class/ Controlling Unit/ Channel/ Logon address/ SATVOICE number/ RCP & RSP limitations |
| **UP17** | | | | | | |
| △ NOKIN | 530436.00N 0025258.25W | | | | | Extremity of UP17.<br>Intersection with N862. |
| (RNAV 5) | 035°/215° | 12.9 NM | FL 460 / FL 245 | even FL 430 / FL 260 | odd FL 450 / FL 250 | Class C.<br><br>London ACC<br>Freq: 132.860 (FL 335 and above);<br>Freq: 135.580 (Below FL 335 to FL 285).<br>Scottish ACC<br>Freq: 118.780 (Below FL 285). |
| △ KUXEM | 531511.07N 0024046.76W | | MCT R247 16.3 NM 280 FT | | | |
| (RNAV 5) | 035°/215° | 15.9 NM | FL 460 / FL 245 | even FL 430 / FL 260 | odd FL 450 / FL 250 | Class C.<br><br>London ACC<br>Freq: 132.860 (FL 335 and above);<br>Freq: 135.580 (Below FL 335 to FL 285).<br>Scottish ACC<br>Freq: 118.780 (Below FL 285). |
| △ BARTN | 532814.17N 0022541.11W | | POL R215 20.1 NM 1438 FT | | | Northbound route only btn BARTN and DIGBI. |
| (RNAV 5) | 036°/ - | 20.1 NM | FL 460 / FL 245 | even FL 430 / FL 260 | | Class C.<br><br>London ACC<br>Freq: 132.860 (FL 335 and above);<br>Freq: 135.580 (Below FL 335 to FL 285).<br>Scottish ACC<br>Freq: 118.780 (Below FL 285). |
| △ POLE HILL VOR/DME (POL) | 534437.60N 0020611.83W | | | | | Intersection with UN601 and UP18. |
| (RNAV 5) | 015°/ - | 21.0 NM | FL 460 / FL 245 | odd FL 450 / FL 250 | | Class C.<br><br>London ACC<br>Freq: 132.860 (FL 335 and above);<br>Freq: 133.705 (Below FL 335 to FL 285).<br>Scottish ACC<br>Freq: 118.780 (Below FL 285). |
| △ IPSIR | 540454N 0015657W | | | | | |
| (RNAV 5) | 015°/ - | 5.9 NM | FL 460 / FL 245 | odd FL 450 / FL 250 | | Class C.<br><br>London ACC<br>Freq: 132.860 (FL 335 and above);<br>Freq: 133.705 (Below FL 335 to FL 285).<br>Scottish ACC<br>Freq: 118.780 (Below FL 285). |
| △ OBOXA | 541035.55N 0015420.13W | | | | | |
| (RNAV 5) | 016°/ - | 22.3 NM | FL 460 / FL 245 | odd FL 450 / FL 250 | | Class C.<br><br>London ACC<br>Freq: 132.860 (FL 335 and above);<br>Freq: 133.705 (Below FL 335 to FL 285).<br>Scottish ACC<br>Freq: 133.800 (Below FL 285). |

# ENR 3.2 AREA NAVIGATION ROUTES (continued)

| Route Designator | Route Usage Notes | | | | | |
|---|---|---|---|---|---|---|
| Significant Point Name | Significant Point Coordinates | | Waypoint: IDENT of VOR/DME BRG, DIST & ELEV of DME antenna | | | Remarks |
| (RNP/RNAV Type & Accuracy) | MAG Track ↓ / ↑ | Geodesic Distance | Upper limit / Lower limit | IFR cruising levels max/min ↓ | IFR cruising levels max/min ↑ | Airspace Class/ Controlling Unit/ Channel/ Logon address/ SATVOICE number/ RCP & RSP limitations |
| △ ARSAT | 543206.19N 0014418.63W | | | | | |
| (RNAV 5) | 016°/ - | 16.7 NM | FL 460 / FL 245 | odd FL 450 / FL 250 | | Class C.<br><br>Scottish ACC<br>Freq: 126.930 (FL 285 and above);<br>Freq: 133.800 (Below FL 285). |
| △ TIPTA | 544812.54N 0013641.03W | | | | | Intersection with UM82. |
| (RNAV 5) | 040°/ - | 30.0 NM | FL 460 / FL 245 | odd FL 450 / FL 250 | | Class C.<br><br>Scottish ACC<br>Freq: 126.930 (FL 255 and above);<br>Freq: 124.500 (Below FL 255). |
| △ DIGBI | 551105.57N 0010301.45W | | | | | Extremity of UP17.<br>Intersection with P15. |
| Route Remarks:<br>TIPTA - DIGBI CDR H24.<br>Rest of UP17 - PERM.<br><br>Due to ATC operational requirements, the cruising level allocation between NOKIN and POL is inappropriate to the MAG Track. | | | | | | |

| Route Designator | Route Usage Notes | | | | | |
|---|---|---|---|---|---|---|
| Significant Point Name | Significant Point Coordinates | | Waypoint: IDENT of VOR/DME BRG, DIST & ELEV of DME antenna | | | Remarks |
| (RNP/RNAV Type & Accuracy) | MAG Track ↓ / ↑ | Geodesic Distance | Upper limit / Lower limit | IFR cruising levels max/min ↓ | IFR cruising levels max/min ↑ | Airspace Class/ Controlling Unit/ Channel/ Logon address/ SATVOICE number/ RCP & RSP limitations |
| **UP18** | | | | | | |
| △ POLE HILL VOR/DME (POL) | 534437.60N 0020611.83W | | | | | Extremity of UP18. |
| (RNAV 5) | 011°/191° | 21.5 NM | FL 460 / FL 245 | even FL 430 / FL 260 | odd FL 450 / FL 250 | Class C.<br><br>London ACC<br>Freq: 132.860 (FL 335 and above);<br>Freq: 133.705 (Below FL 335 to FL 285).<br>Scottish ACC<br>Freq: 133.800 (Below FL 285). |
| △ IDKOL | 540543N 0015945W | | | | | |
| (RNAV 5) | 011°/191° | 3.2 NM | FL 460 / FL 245 | even FL 430 / FL 260 | odd FL 450 / FL 250 | Class C.<br><br>London ACC<br>Freq: 132.860 (FL 335 and above);<br>Freq: 133.705 (Below FL 335 to FL 285).<br>Scottish ACC<br>Freq: 133.800 (Below FL 285). |
| △ ABKAT | 540853.12N 0015846.69W | | | | | |
| (RNAV 5) | 011°/191° | 4.7 NM | FL 460 / FL 245 | even FL 430 / FL 260 | odd FL 450 / FL 250 | Class C.<br><br>London ACC<br>Freq: 132.860 (FL 335 and above);<br>Freq: 133.705 (Below FL 335 to FL 285);<br>Scottish ACC<br>Freq: 133.800 (Below FL 285). |

# ENR 3.2 AREA NAVIGATION ROUTES (continued)

| Route Designator | Route Usage Notes | | | | | |
|---|---|---|---|---|---|---|
| **Significant Point Name** | **Significant Point Coordinates** | | **Waypoint: IDENT of VOR/DME BRG, DIST & ELEV of DME antenna** | | | **Remarks** |
| **(RNP/RNAV Type & Accuracy)** | **MAG Track ↓ / ↑** | **Geodesic Distance** | **Upper limit / Lower limit** | **IFR cruising levels max/min** | | **Airspace Class/ Controlling Unit/ Channel/ Logon address/ SATVOICE number/ RCP & RSP limitations** |
| | | | | ↓ | ↑ | |
| △ GASKO | 541328.97N 0015721.30W | | POL R010 29.4 NM 1438 FT | | | Intersection with UY250. |
| (RNAV 5) | 011°/191° | 11.7 NM | FL 460 / FL 245 | even FL 430 / FL 260 | odd FL 450 / FL 250 | Class C.<br><br>London ACC<br>Freq: 132.860 (FL 335 and above);<br>Freq: 133.705 (Below FL 335 to FL 285);<br>Scottish ACC<br>Freq: 133.800 (Below FL 285). |
| △ UVAVU | 542500.07N 0015345.95W | | | | | |
| (RNAV 5) | 011°/191° | 8.0 NM | FL 460 / FL 245 | even FL 430 / FL 260 | odd FL 450 / FL 250 | Class C.<br><br>Scottish ACC<br>Freq: 126.930 (FL 285 and above);<br>Freq: 133.800 (Below FL 285). |
| △ TILNI | 543251.41N 0015117.89W | | POL R010 49.1 NM 1438 FT | | | |
| (RNAV 5) | 011°/191° | 10.0 NM | FL 460 / FL 245 | even FL 430 / FL 260 | odd FL 450 / FL 250 | Class C.<br><br>Scottish ACC<br>Freq: 126.930 (FL 255 and above);<br>Freq: 124.500 (Below FL 255). |
| △ GIRLI | 544240.51N 0014811.49W | | | | | |
| (RNAV 5) | 011°/191° | 12.1 NM | FL 460 / FL 245 | even FL 430 / FL 260 | odd FL 450 / FL 250 | Class C.<br><br>Scottish ACC<br>Freq: 126.930 (FL 255 and above);<br>Freq: 124.500 (Below FL 255). |
| △ UNTAL | 545435.20N 0014423.27W | | | | | Intersection with N110. |
| (RNAV 5) | 011°/191° | 7.9 NM | FL 460 / FL 245 | even FL 430 / FL 260 | odd FL 450 / FL 250 | Class C.<br><br>Scottish ACC<br>freq: 126.930 (FL255 and above);<br>Freq: 124.500 (Below FL255). |
| △ NATEB | 550218.41N 0014154.13W | | | | | Intersection with L602 and P15. |
| (RNAV 5) | 011°/191° | 4.7 NM | FL 460 / FL 245 | even FL 430 / FL 260 | odd FL 450 / FL 250 | Class C.<br><br>Scottish ACC<br>Freq: 126.930 (FL 255 and above);<br>Freq: 124.500 (Below FL 255). |
| △ ELMUD | 550656N 0014024W | | | | | |
| (RNAV 5) | 011°/191° | 20.3 NM | FL 460 / FL 245 | even FL 430 / FL 260 | odd FL 450 / FL 250 | Class C.<br><br>Scottish ACC<br>Freq: 126.930 (FL 255 and above);<br>Freq: 124.500 (Below FL 255). |
| △ ALASO | 552650.23N 0013353.69W | | | | | FRA Entry/Exit Point.<br>Extremity of UP18. |

Route Remarks:
NATEB - ALASO CDR H24.
Rest of UP18 - PERM.

Due to operational requirements, cruising levels are inappropriate to the MAG TR btn POL and ALASO.

Btn POL and ALASO only avbl for EGPD arrivals when UK Flight Information Services below FL 245 are avbl on request from Swanwick Military or during hours of availability of P18.

# ENR 3.2 AREA NAVIGATION ROUTES (continued)

| Route Designator | Route Usage Notes | | | | | |
|---|---|---|---|---|---|---|
| Significant Point Name | Significant Point Coordinates | | Waypoint: IDENT of VOR/DME BRG, DIST & ELEV of DME antenna | | | Remarks |
| (RNP/RNAV Type & Accuracy) | MAG Track ↓ / ↑ | Geodesic Distance | Upper limit / Lower limit | IFR cruising levels max/min ↓ | IFR cruising levels max/min ↑ | Airspace Class/ Controlling Unit/ Channel/ Logon address/ SATVOICE number/ RCP & RSP limitations |
| **UP59** | | | | | | |
| △ RENEQ | 541424.84N 0041759.87E | | | | | UIR Boundary.<br>Extremity of UP59. |
| (RNAV 5) | 317°/137° | 57.3 NM | FL 460 / FL 245 | even FL 430 / FL 260 | odd FL 450 / FL 250 | Class C.<br><br>Scottish ACC<br>Freq: 121.325 (All Levels). |
| △ ASKAM | 545747.34N 0031349.91E | | | | | Intersection with L7. |
| (RNAV 5) | 294°/114° | 16.6 NM | FL 460 / FL 245 | even FL 430 / FL 260 | odd FL 450 / FL 250 | Class C.<br><br>Scottish ACC<br>Freq: 121.325 (All Levels). |
| △ NOBDO | 550453.28N 0024747.63E | | | | | Intersection with N44. |
| (RNAV 5) | 294°/113° | 47.3 NM | FL 460 / FL 245 | even FL 430 / FL 260 | odd FL 450 / FL 250 | Class C.<br><br>Scottish ACC<br>Freq:121.325 (All Levels). |
| △ OTLAB | 552436.05N 0013245.59E | | | | | FRA Entry/Exit Point.<br>Extremity of UP59. |
| Route Remarks:<br>RENEQ - ASKAM / NOBDO - OTLAB CDR H24.<br>Rest of UP59 - PERM. | | | | | | |

| Route Designator | Route Usage Notes | | | | | |
|---|---|---|---|---|---|---|
| Significant Point Name | Significant Point Coordinates | | Waypoint: IDENT of VOR/DME BRG, DIST & ELEV of DME antenna | | | Remarks |
| (RNP/RNAV Type & Accuracy) | MAG Track ↓ / ↑ | Geodesic Distance | Upper limit / Lower limit | IFR cruising levels max/min ↓ | IFR cruising levels max/min ↑ | Airspace Class/ Controlling Unit/ Channel/ Logon address/ SATVOICE number/ RCP & RSP limitations |
| **UP83** | | | | | | |
| △ BOLRO | 500000.00N 0014129.43W | | | | | Eastbound route only.<br>UIR Boundary.<br>Extremity of UP83. |
| (RNAV 5) | 024°/ - | 34.2 NM | FL 460 / FL 245 | even FL 430 / FL 260 | | Class C.<br><br>London ACC<br>Freq: 127.830 (All Levels). |
| △ KATHY | 503113.59N 0012000.23W | | SAM R178 26.1 NM 64 FT | | | Intersection with L980. |
| (RNAV 5) | 359°/ - | 8.6 NM | FL 460 / FL 245 | even FL 430 / FL 260 | | Class C.<br><br>London ACC<br>Freq: 127.830 (All Levels). |
| △ ELDER | 503948.10N 0012013.93W | | SAM R178 17.5 NM 64 FT | | | |
| (RNAV 5) | 359°/ - | 17.5 NM | FL 460 / FL 245 | even FL 430 / FL 260 | | Class C.<br><br>London ACC<br>Freq: 127.830 (All Levels). |
| △ SOUTHAMPTON DME (SAM) | 505718.90N 0012042.20W | | | | | Extremity of UP83.<br>Intersection with Q41. |
| Route Remarks:<br>BOLRO - KATHY CDR H24.<br>Rest of UP83 - PERM.<br><br>Due to ATC operational requirements, the cruising level allocation is inappropriate to the MAG Track. | | | | | | |

# ENR 3.2 AREA NAVIGATION ROUTES (continued)

| Route Designator | Route Usage Notes | | | | | |
|---|---|---|---|---|---|---|
| Significant Point Name | Significant Point Coordinates | | Waypoint: IDENT of VOR/DME BRG, DIST & ELEV of DME antenna | | | Remarks |
| (RNP/RNAV Type & Accuracy) | MAG Track ↓ / ↑ | Geodesic Distance | Upper limit / Lower limit | IFR cruising levels max/min ↓ | IFR cruising levels max/min ↑ | Airspace Class/ Controlling Unit/ Channel/ Logon address/ SATVOICE number/ RCP & RSP limitations |
| **UP87** | | | | | | |
| △ BOLRO | 500000.00N 0014129.43W | | | | | Eastbound route only.<br>UIR Boundary.<br>For continuation see AIP France. |
| (RNAV 1) | 017°/ - | 16.7 NM | FL 460 / FL 245 | even FL 430 / FL 260 | | Class C.<br><br>London ACC<br>Freq: 134.440 (FL 345 and above);<br>Freq: 127.830 (Below FL 345). |
| △ ROXOG | 501558.29N 0013344.41W | | | | | Extremity of UP87.<br>Intersection with L982. |
| Route Remarks:<br>CDR H24.<br><br>Due to ATC operational requirements, the cruising level allocation is inappropriate to the MAG Track. | | | | | | |

| Route Designator | Route Usage Notes | | | | | |
|---|---|---|---|---|---|---|
| Significant Point Name | Significant Point Coordinates | | Waypoint: IDENT of VOR/DME BRG, DIST & ELEV of DME antenna | | | Remarks |
| (RNP/RNAV Type & Accuracy) | MAG Track ↓ / ↑ | Geodesic Distance | Upper limit / Lower limit | IFR cruising levels max/min ↓ | IFR cruising levels max/min ↑ | Airspace Class/ Controlling Unit/ Channel/ Logon address/ SATVOICE number/ RCP & RSP limitations |
| **UP88** | | | | | | |
| △ ODREP | 500000.00N 0013007.46W | | | | | Eastbound route only.<br>UIR Boundary.<br>Extremity of UP88. |
| (RNAV 1) | 017°/ - | 15.8 NM | FL 460 / FL 245 | even FL 430 / FL 260 | | Class C.<br><br>London ACC<br>Freq: 134.440 (FL 345 and above);<br>Freq: 127.830 (Below FL 345). |
| △ GOKTU | 501504.87N 0012244.57W | | | | | |
| (RNAV 1) | 017°/ - | 15.8 NM | FL 460 / FL 245 | even FL 430 / FL 260 | | Class C.<br><br>London ACC<br>Freq: 134.440 (FL 345 and above);<br>Freq: 127.830 (Below FL 345). |
| △ VASUX | 503009.23N 0011516.99W | | | | | Extremity of UP88.<br>Intersection with L982. |
| Route Remarks:<br>CDR H24.<br><br>Due to ATC operational requirements, the cruising level allocation is inappropriate to the MAG Track. | | | | | | |

# ENR 3.2 AREA NAVIGATION ROUTES (continued)

| Route Designator | Route Usage Notes | | | | | |
|---|---|---|---|---|---|---|
| Significant Point Name | Significant Point Coordinates | | Waypoint: IDENT of VOR/DME BRG, DIST & ELEV of DME antenna | | | Remarks |
| (RNP/RNAV Type & Accuracy) | MAG Track ↓ / ↑ | Geodesic Distance | Upper limit / Lower limit | IFR cruising levels max/min ↓ | IFR cruising levels max/min ↑ | Airspace Class/ Controlling Unit/ Channel/ Logon address/ SATVOICE number/ RCP & RSP limitations |
| **UQ4** | | | | | | |
| △ TRENT DME (TNT) | 530314.23N 0014011.90W | | | | | Westbound route only btn TNT and LISTO.<br>Extremity of UQ4. |
| (RNAV 5) | 286°/ - | 19.9 NM | FL 460 / FL 245 | even FL 430 / FL 260 | | Class C.<br><br>London ACC<br>Freq: 132.860 (FL 335 and above);<br>Freq: 135.580 (Below FL 335 to FL 285);<br>Scottish ACC<br>Freq: 118.780 (Below FL 285). |
| △ LISTO | 530835.93N 0021156.54W | | POL R185 36.2 NM 1438 FT | | | |
| (RNAV 5) | 297°/117° | 21.6 NM | FL 460 / FL 245 | even FL 430 / FL 260 | odd FL 450 / FL 250 | Class C.<br><br>London ACC<br>Freq: 132.860 (FL 335 and above);<br>Freq: 135.580 (Below FL 335 to FL 285);<br>Scottish ACC<br>Freq: 118.780 (Below FL 285). |
| △ VABKA | 531808.31N 0024410.02W | | | | | Intersection with UL8. |
| (RNAV 5) | 291°/111° | 15.3 NM | FL 460 / FL 245 | even FL 430 / FL 260 | odd FL 450 / FL 250 | Class C.<br><br>London ACC<br>Freq: 132.860 (FL 335 and above);<br>Freq: 135.580 (Below FL 335 to FL 285);<br>Scottish ACC<br>Freq: 118.780 (Below FL 285). |
| △ WALLASEY VOR/DME (WAL) | 532330.97N 0030804.06W | | | | | Eastbound route only btn GIGTO and WAL. |
| (RNAV 5) | - /114° | 11.7 NM | FL 460 / FL 245 | | odd FL 450 / FL 250 | Class C.<br><br>London ACC<br>Freq: 132.860 (FL 335 and above);<br>Freq: 135.580 (Below FL 335 to FL 285);<br>Scottish ACC<br>Freq: 133.050 (Below FL 285). |
| △ NOMSU | 532806.04N 0032603.79W | | | | | |
| (RNAV 5) | - /114° | 25.7 NM | FL 460 / FL 245 | | odd FL 450 / FL 250 | Class C.<br><br>London ACC<br>Freq: 132.860 (FL 335 and above);<br>Freq: 135.580 (Below FL 335 to FL 285);<br>Scottish ACC<br>Freq: 133.050 (Below FL 285). |
| △ GIGTO | 533801.06N 0040550.62W | | | | | Extremity of UQ4. |

# ENR 3.2 AREA NAVIGATION ROUTES (continued)

| Route Designator | Route Usage Notes | | | | | |
|---|---|---|---|---|---|---|
| Significant Point Name | Significant Point Coordinates | | Waypoint: IDENT of VOR/DME BRG, DIST & ELEV of DME antenna | | | Remarks |
| (RNP/RNAV Type & Accuracy) | MAG Track ↓ / ↑ | Geodesic Distance | Upper limit / Lower limit | IFR cruising levels max/min ↓ | IFR cruising levels max/min ↑ | Airspace Class/ Controlling Unit/ Channel/ Logon address/ SATVOICE number/ RCP & RSP limitations |
| **UT29** | | | | | | |
| △ LAMIX | 531828.66N 0004055.52W | | POL R116 57.2 NM 1438 FT | | | Eastbound route only.<br>Extremity of UT29. |
| (RNAV 5) | 065°/ - | 13.1 NM | FL 460 / FL 245 | odd FL 450 / FL 250 | | Class C.<br><br>London ACC<br>Freq: 126.780 (FL 355 and above);<br>Freq: 128.130 (Below FL 355 to FL 285);<br>Scottish ACC<br>Freq: 133.800 (Below FL 285). |
| △ VEGUS | 532400.54N 0002110.76W | | | | | |
| (RNAV 5) | 064°/ - | 17.7 NM | FL 460 / FL 245 | odd FL 450 / FL 250 | | Class C.<br><br>London ACC<br>Freq: 126.780 (FL 355 and above);<br>Freq: 128.130 (Below FL 355 to FL 285);<br>Scottish ACC<br>Freq: 133.800 (Below FL 285). |
| △ LIBSO | 533129.33N 0000536.32E | | | | | Extremity of UT29.<br>Intersection with UL975. |

| Route Designator | Route Usage Notes | | | | | |
|---|---|---|---|---|---|---|
| Significant Point Name | Significant Point Coordinates | | Waypoint: IDENT of VOR/DME BRG, DIST & ELEV of DME antenna | | | Remarks |
| (RNP/RNAV Type & Accuracy) | MAG Track ↓ / ↑ | Geodesic Distance | Upper limit / Lower limit | IFR cruising levels max/min ↓ | IFR cruising levels max/min ↑ | Airspace Class/ Controlling Unit/ Channel/ Logon address/ SATVOICE number/ RCP & RSP limitations |
| **UT71** | | | | | | |
| △ VAPID | 511513.97N 0010242.40W | | | | | Eastbound route only.<br>Extremity of UT71.<br>Intersection with UN859. |
| (RNAV 5) | - /178° | 5.8 NM | FL 460 / FL 245 | | odd FL 450 / FL 250 | Class C.<br><br>London ACC<br>Freq: 134.460 (FL 305 and above);<br>Freq: 132.165 (Below FL 305). |
| △ TEVSI | 512100.75N 0010301.26W | | | | | |
| (RNAV 5) | - /178° | 16.0 NM | FL 460 / FL 245 | | odd FL 450 / FL 250 | Class C.<br><br>London ACC<br>Freq: 134.460 (FL 305 and above);<br>Freq: 132.165 (Below FL 305). |
| △ COWLY | 513657.58N 0010353.72W | | | | | Extremity of UT71. |

# ENR 3.2 AREA NAVIGATION ROUTES (continued)

| Route Designator | Route Usage Notes | | | | | |
|---|---|---|---|---|---|---|
| Significant Point Name | Significant Point Coordinates | | Waypoint: IDENT of VOR/DME BRG, DIST & ELEV of DME antenna | | | Remarks |
| (RNP/RNAV Type & Accuracy) | MAG Track ↓ / ↑ | Geodesic Distance | Upper limit / Lower limit | IFR cruising levels max/min ↓ | IFR cruising levels max/min ↑ | Airspace Class/ Controlling Unit/ Channel/ Logon address/ SATVOICE number/ RCP & RSP limitations |
| **UT256** | | | | | | |
| △ DEAN CROSS DME (DCS) | 544318.88N 0032026.30W | | | | | Eastbound route only.<br>Extremity of UT256.<br>Intersection with UL612, UN57 and UN864. |
| (RNAV 5) | - /135° | 19.1 NM | FL 460 / FL 245 | | odd FL 450 / FL 250 | Class C.<br><br>Scottish ACC<br>Freq: 135.530 (FL 255 and above);<br>Freq: 124.825 (Below FL 255). |
| △ RIPNO | 545632N 0034415W | | | | | |
| (RNAV 5) | - /135° | 17.3 NM | FL 460 / FL 245 | | odd FL 450 / FL 250 | Class C.<br><br>Scottish ACC<br>Freq: 135.530 (FL 255 and above);<br>Freq: 124.825 (Below FL 255). |
| △ OSMEG | 550826N 0040603W | | | | | |
| (RNAV 5) | - /141° | 19.9 NM | FL 460 / FL 245 | | odd FL 450 / FL 250 | Class C.<br><br>Scottish ACC<br>Freq: 135.530 (FL 255 and above);<br>Freq: 124.825 (Below FL 255). |
| △ ROVLA | 552338.18N 0042824.96W | | | | | FRA Exit Point.<br>Extremity of UT256. |

| Route Designator | Route Usage Notes | | | | | |
|---|---|---|---|---|---|---|
| Significant Point Name | Significant Point Coordinates | | Waypoint: IDENT of VOR/DME BRG, DIST & ELEV of DME antenna | | | Remarks |
| (RNP/RNAV Type & Accuracy) | MAG Track ↓ / ↑ | Geodesic Distance | Upper limit / Lower limit | IFR cruising levels max/min ↓ | IFR cruising levels max/min ↑ | Airspace Class/ Controlling Unit/ Channel/ Logon address/ SATVOICE number/ RCP & RSP limitations |
| **UY47** | | | | | | |
| △ DRAKE | 501234N 0000434W | | | | | Southbound route only.<br>Extremity of UY47.<br>Intersection with L151. |
| (RNAV 5) | - /192° | 14.9 NM | FL 460 / FL 245 | | odd FL 450 / FL 250 | Class C.<br><br>London ACC<br>Freq: 132.840 (FL 295 and above);<br>Freq: 135.055 (Below FL 295). |
| △ BENBO | 502704.76N 0000036.71E | | | | | Intersection with UL612. |
| (RNAV 5) | - /192° | 19.1 NM | FL 460 / FL 245 | | odd FL 450 / FL 250 | Class C.<br><br>London ACC<br>Freq: 132.840 (FL 295 and above);<br>Freq: 135.055 (Below FL 295). |
| △ SEAFORD VOR/DME (SFD) | 504538.48N 0000718.89E | | | | | Extremity of UY47. |
| Route Remarks:<br>Due to ATC operational requirements, the cruising level allocation for the entire route is inappropriate to the MAG Track. | | | | | | |

# ENR 3.2 AREA NAVIGATION ROUTES (continued)

| Route Designator | Route Usage Notes | | | | | |
|---|---|---|---|---|---|---|
| **Significant Point Name** | **Significant Point Coordinates** | | **Waypoint: IDENT of VOR/DME BRG, DIST & ELEV of DME antenna** | | | **Remarks** |
| **(RNP/RNAV Type & Accuracy)** | **MAG Track ↓ / ↑** | **Geodesic Distance** | **Upper limit / Lower limit** | **IFR cruising levels max/min** | | **Airspace Class/ Controlling Unit/ Channel/ Logon address/ SATVOICE number/ RCP & RSP limitations** |
| | | | | **↓** | **↑** | |
| **UY53** | | | | | | |
| △ DAVENTRY DME (DTY) | 521048.51N 0010649.64W | | | | | Extremity of UY53.<br>Intersection with L10, P166 and UM605. |
| (RNAV 5) | 338°/157° | 23.4 NM | FL 460 / FL 245 | even FL 430 / FL 260 | odd FL 450 / FL 250 | Class C.<br><br>London ACC<br>Freq: 127.880 (FL 295 and above);<br>Freq: 127.105 (Below FL 295). |
| △ SAPCO | 523225N 0012125W | | HON R045 15.8 NM 435 FT | | | Extremity of partition of UY53. |
| (RNAV ) | | | | | | ROUTE BREAK - THIS ATS ROUTE IS NOT CONTINUOUS. |
| △ NUGRA | 530146.43N 0021813.52W | | WAL R126 37.0 NM 55 FT | | | Extremity of partition of UY53.<br>Eastbound route only btn EKLAD and NUGRA. |
| (RNAV 5) | - /125° | 11.5 NM | FL 460 / FL 245 | | odd FL 450 / FL 250 | Class C.<br><br>London ACC<br>Freq: 132.860 (FL 335 and above);<br>Freq: 135.580 (Below FL 335 to FL 285).<br>Scottish ACC<br>Freq: 118.780 (Below FL 285). |
| △ NANTI | 530814.54N 0023400.51W | | WAL R127 25.5 NM 55 FT | | | |
| (RNAV 5) | - /128° | 3.1 NM | FL 460 / FL 245 | | odd FL 450 / FL 250 | Class C.<br><br>London ACC<br>Freq: 132.860 (FL 335 and above);<br>Freq: 135.580 (Below FL 335 to FL 285).<br>Scottish ACC<br>Freq: 118.780 (Below FL 285). |
| △ MOGTA | 531008N 0023810W | | | | | |
| (RNAV 5) | - /127° | 8.5 NM | FL 460 / FL 245 | | odd FL 450 / FL 250 | Class C.<br><br>London ACC<br>Freq: 132.860 (FL 335 and above);<br>Freq: 135.580 (Below FL 335 to FL 285).<br>Scottish ACC<br>Freq: 118.780 (Below FL 285). |
| △ EKLAD | 531513.70N 0024928.85W | | WAL R127 13.9 NM 55 FT | | | |
| (RNAV 5) | 307°/127° | 13.9 NM | FL 460 / FL 245 | even FL 430 / FL 260 | odd FL 450 / FL 250 | Class C.<br><br>London ACC<br>Freq: 132.860 (FL 335 and above);<br>Freq: 135.580 (Below FL 335 to FL 285).<br>Scottish ACC<br>Freq: 118.780 (Below FL 285). |
| △ WALLASEY VOR/DME (WAL) | 532330.97N 0030804.06W | | | | | Extremity of UY53.<br>Intersection with L10. |

# ENR 3.2 AREA NAVIGATION ROUTES (continued)

| Route Designator | Route Usage Notes | | | | | |
|---|---|---|---|---|---|---|
| Significant Point Name | Significant Point Coordinates | | Waypoint: IDENT of VOR/DME BRG, DIST & ELEV of DME antenna | | | Remarks |
| (RNP/RNAV Type & Accuracy) | MAG Track ↓ / ↑ | Geodesic Distance | Upper limit / Lower limit | IFR cruising levels max/min ↓ | IFR cruising levels max/min ↑ | Airspace Class/ Controlling Unit/ Channel/ Logon address/ SATVOICE number/ RCP & RSP limitations |
| **UY124** | | | | | | |
| △ LISTO | 530835.93N 0021156.54W | | POL R185 36.2 NM 1438 FT | | | Eastbound route only.<br>Extremity of UY124. |
| (RNAV 5) | - /096° | 15.9 NM | FL 460 / FL 245 | | odd FL 450 / FL 250 | Class C.<br><br>London ACC<br>Freq: 132.860 (FL 335 and above);<br>Freq: 135.580 (Below FL 335 to FL 285).<br>Scottish ACC<br>Freq: 118.780 (Below FL 285). |
| △ MOGTA | 531008N 0023810W | | | | | Intersection with UY53. |
| (RNAV 5) | - /095° | 20.1 NM | FL 460 / FL 245 | | odd FL 450 / FL 250 | Class C.<br><br>London ACC<br>Freq: 132.860 (FL 335 and above);<br>Freq: 135.580 (Below FL 335 to FL 285).<br>Scottish ACC<br>Freq: 118.780 (Below FL 285). |
| △ AMPIT | 531139.41N 0031132.59W | | | | | Intersection with L15. |
| (RNAV 5) | - /095° | 15.9 NM | FL 460 / FL 245 | | odd FL 450 / FL 250 | Class C.<br><br>London ACC<br>Freq: 132.860 (FL 335 and above);<br>Freq: 135.580 (Below FL 335 to FL 285).<br>Scottish ACC<br>Freq: 133.050 (Below FL 285). |
| △ DOLOP | 531250.90N 0033750.73W | | | | | |
| (RNAV 5) | - /095° | 12.9 NM | FL 460 / FL 245 | | odd FL 450 / FL 250 | Class C.<br><br>London ACC<br>Freq: 132.860 (FL 335 and above);<br>Freq: 135.580 (Below FL 335 to FL 285).<br>Scottish ACC<br>Freq: 133.050 (Below FL 285). |
| △ BAGIT | 531344.63N 0035918.18W | | | | | |
| (RNAV 5) | - /094° | 27.1 NM | FL 460 / FL 245 | | odd FL 450 / FL 250 | Class C.<br><br>London ACC<br>Freq: 132.860 (FL 335 and above);<br>Freq: 135.580 (Below FL 335 to FL 285).<br>Scottish ACC<br>Freq: 133.050 (Below FL 285). |
| △ LUTIP | 531521.89N 0044415.59W | | | | | |
| (RNAV 5) | - /095° | 15.9 NM | FL 460 / FL 245 | | odd FL 450 / FL 250 | Class C.<br><br>London ACC<br>Freq: 132.860 (FL 335 and above);<br>Freq: 135.580 (Below FL 335 to FL 285).<br>Scottish ACC<br>Freq: 118.780 (Below FL 285). |

# ENR 3.2 AREA NAVIGATION ROUTES (continued)

| Route Designator | Route Usage Notes | | | | | |
|---|---|---|---|---|---|---|
| **Significant Point Name** | **Significant Point Coordinates** | | **Waypoint: IDENT of VOR/DME BRG, DIST & ELEV of DME antenna** | | | **Remarks** |
| **(RNP/RNAV Type & Accuracy)** | **MAG Track ↓ / ↑** | **Geodesic Distance** | **Upper limit / Lower limit** | **IFR cruising levels max/min** | | **Airspace Class/ Controlling Unit/ Channel/ Logon address/ SATVOICE number/ RCP & RSP limitations** |
| | | | | ↓ | ↑ | |
| △ LOMVO | 531615.87N 0051045.82W | | | | | |
| (RNAV 5) | - /094° | 11.6 NM | FL 460 / FL 245 | | odd FL 450 / FL 250 | Class C.<br><br>London ACC<br>Freq: 132.860 (FL 335 and above);<br>Freq: 135.580 (Below FL 335 to FL 285).<br>Scottish ACC<br>Freq: 118.780 (Below FL 285). |
| △ DEXEN | 531649N 0053000W | | | | | UIR Boundary.<br>Extremity of UY124. |
| Route Remarks:<br>CDR H24.<br><br>See also ENR 1.1, paragraph 1.1.3. | | | | | | |

| Route Designator | Route Usage Notes | | | | | |
|---|---|---|---|---|---|---|
| **Significant Point Name** | **Significant Point Coordinates** | | **Waypoint: IDENT of VOR/DME BRG, DIST & ELEV of DME antenna** | | | **Remarks** |
| **(RNP/RNAV Type & Accuracy)** | **MAG Track ↓ / ↑** | **Geodesic Distance** | **Upper limit / Lower limit** | **IFR cruising levels max/min** | | **Airspace Class/ Controlling Unit/ Channel/ Logon address/ SATVOICE number/ RCP & RSP limitations** |
| | | | | ↓ | ↑ | |
| **UY250** | | | | | | |
| △ DAVENTRY DME (DTY) | 521048.51N 0010649.64W | | | | | Northbound route only btn DTY and MAMUL.<br>Extremity of UY250. |
| (RNAV 5) | 002°/ - | 18.4 NM | FL 460 / FL 245 | even FL 430 / FL 260 | | Class C.<br><br>London ACC<br>Freq: 127.880 (FL 285 and above);<br>Freq: 127.105 (Below FL 285). |
| △ AKUPA | 522911.57N 0010528.03W | | | | | Intersection with T420. |
| (RNAV 5) | 003°/ - | 15.3 NM | FL 460 / FL 245 | even FL 430 / FL 260 | | Class C.<br><br>London ACC<br>Freq: 127.880 (FL 285 and above);<br>Freq: 127.105 (Below FL 285). |
| △ LESTA | 524427.09N 0010419.42W | | | | | Intersection with UN601. |
| (RNAV 5) | 350°/ - | 41.4 NM | FL 460 / FL 245 | even FL 430 / FL 260 | | Class C.<br><br>Between LESTA and 15 NM from MAMUL:<br>London ACC<br>Freq: 127.880 (FL 285 and above);<br>Freq: 127.105 (Below FL 285).<br><br>Between 15 NM from MAMUL and MAMUL:<br>London ACC<br>Freq: 132.860 (FL 335 and above);<br>Freq: 133.705 (Below FL 335 to FL 285);<br>Scottish ACC<br>Freq: 133.800 (Below FL 285). |

# ENR 3.2 AREA NAVIGATION ROUTES (continued)

| Route Designator | Route Usage Notes | | | | | |
|---|---|---|---|---|---|---|
| Significant Point Name | Significant Point Coordinates | | Waypoint: IDENT of VOR/DME BRG, DIST & ELEV of DME antenna | | | Remarks |
| (RNP/RNAV Type & Accuracy) | MAG Track ↓ / ↑ | Geodesic Distance | Upper limit / Lower limit | IFR cruising levels max/min ↓ | IFR cruising levels max/min ↑ | Airspace Class/ Controlling Unit/ Channel/ Logon address/ SATVOICE number/ RCP & RSP limitations |
| △ MAMUL | 532505.20N 0011648.45W | | | | | Intersection with L603. |
| (RNAV 5) | 356°/176° | 10.2 NM | FL 460 / FL 245 | even FL 430 / FL 260 | odd FL 450 / FL 250 | Class C.<br><br>London ACC<br>Freq: 132.860 (FL 335 and above);<br>Freq: 133.705 (Below FL 335 to FL 285);<br>Scottish ACC<br>Freq: 133.800 (Below FL 285). |
| △ UPTON | 533513.00N 0011802.58W | | POL R107 30.2 NM 1438 FT | | | |
| (RNAV 5) | 329°/149° | 4.1 NM | FL 460 / FL 245 | even FL 430 / FL 260 | odd FL 450 / FL 250 | Class C.<br><br>London ACC<br>Freq: 132.860 (FL 335 and above);<br>Freq: 133.705 (Below FL 335 to FL 285);<br>Scottish ACC<br>Freq: 133.800 (Below FL 285). |
| △ BATLI | 533845.07N 0012136.90W | | | | | |
| (RNAV 5) | 329°/149° | 5.0 NM | FL 460 / FL 245 | even FL 430 / FL 260 | odd FL 450 / FL 250 | Class C.<br><br>London ACC<br>Freq: 132.860 (FL 335 and above);<br>Freq: 133.705 (Below FL 335 to FL 285);<br>Scottish ACC<br>Freq: 133.800 (Below FL 285). |
| △ RIMTO | 534303.25N 0012558.78W | | | | | |
| (RNAV 5) | 329°/149° | 32.3 NM | FL 460 / FL 245 | even FL 430 / FL 260 | odd FL 450 / FL 250 | Class C.<br><br>London ACC<br>Freq: 132.860 (FL 335 and above);<br>Freq: 133.705 (Below FL 335 to FL 285);<br>Scottish ACC<br>Freq: 133.800 (Below FL 285). |
| △ OBOXA | 541035.55N 0015420.13W | | | | | Intersection with UP17. |
| (RNAV 5) | 329°/149° | 3.4 NM | FL 460 / FL 245 | even FL 430 / FL 260 | odd FL 450 / FL 250 | Class C.<br><br>London ACC<br>Freq: 132.860 (FL 335 and above);<br>Freq: 133.705 (Below FL 335 to FL 285);<br>Scottish ACC<br>Freq: 133.800 (Below FL 285). |
| △ GASKO | 541328.97N 0015721.30W | | POL R010 29.4 NM 1438 FT | | | Extremity of UY250.<br>Intersection with UP18. |
| Route Remarks:<br>Due to ATC operational requirements, the cruising level allocation between DTY and LESTA is inappropriate to the MAG Track. | | | | | | |

# ENR 3.2 AREA NAVIGATION ROUTES (continued)

| Route Designator | Route Usage Notes | | | | | |
|---|---|---|---|---|---|---|
| Significant Point Name | Significant Point Coordinates | | Waypoint: IDENT of VOR/DME BRG, DIST & ELEV of DME antenna | | | Remarks |
| (RNP/RNAV Type & Accuracy) | MAG Track ↓ / ↑ | Geodesic Distance | Upper limit / Lower limit | IFR cruising levels max/min ↓ | IFR cruising levels max/min ↑ | Airspace Class/ Controlling Unit/ Channel/ Logon address/ SATVOICE number/ RCP & RSP limitations |
| **Y4** | | | | | | |
| △ TEBRA | 512920.30N 0013643.00E | | | | | Westbound route only.<br>Extremity of Y4. |
| (RNAV 5) | - /227° | 8.5 NM | FL 460 / FL 95 | | even FL 430 / FL 100 | FL 460/FL 195 Class C,<br>FL 195/FL 95 Class A.<br><br>London ACC<br>Freq: 128.160 (FL 245 and above);<br>Freq: 129.605 (Below FL 245 to FL 125);<br>Freq: 135.425 (Below FL 125). |
| △ PIBUX | 513458.88N 0014657.42E | | | | | |
| (RNAV 5) | - /227° | 2.6 NM | FL 460 / FL 95 | | even FL 430 / FL 100 | FL 460/FL 195 Class C,<br>FL 195/FL 95 Class A.<br><br>London ACC<br>Freq: 128.160 (FL 245 and above);<br>Freq: 118.480 (Below FL 245 to FL 215);<br>Freq: 135.425 (Below FL 215). |
| △ ARREK | 513643.04N 0015007.27E | | | | | |
| (RNAV 5) | - /228° | 3.8 NM | FL 460 / FL 95 | | even FL 430 / FL 100 | FL 460/FL 195 Class C,<br>FL 195/FL 95 Class A.<br><br>London ACC<br>Freq: 128.160 (FL 245 and above);<br>Freq: 118.480 (Below FL 245 to FL 215);<br>Freq: 135.425 (Below FL 215). |
| △ ODROB | 513915.11N 0015445.17E | | | | | |
| (RNAV 5) | - /205° | 30.2 NM | FL 460 / FL 95 | | even FL 430 / FL 100 | FL 460/FL 195 Class C,<br>FL 195/FL 95 Class A.<br><br>Between SONOG and 11 NM from SONOG:<br>London ACC<br>Freq: 133.940 (FL 215 and above);<br>Freq: 121.230 (Below FL 215).<br><br>Between 11 NM from SONOG and ODROB:<br>London ACC<br>Freq: 128.160 (FL 245 and above);<br>Freq: 118.480 (Below FL 245 to FL 215);<br>Freq: 135.425 (Below FL 215). |
| △ SONOG | 520619.71N 0021610.08E | | | | | Extremity of Y4. |

# ENR 3.2 AREA NAVIGATION ROUTES (continued)

| Route Designator | Route Usage Notes | | | | | |
|---|---|---|---|---|---|---|
| Significant Point Name | Significant Point Coordinates | | Waypoint: IDENT of VOR/DME BRG, DIST & ELEV of DME antenna | | | Remarks |
| (RNP/RNAV Type & Accuracy) | MAG Track ↓ / ↑ | Geodesic Distance | Upper limit / Lower limit | IFR cruising levels max/min ↓ | IFR cruising levels max/min ↑ | Airspace Class/ Controlling Unit/ Channel/ Logon address/ SATVOICE number/ RCP & RSP limitations |
| **Y6** | | | | | | |
| △ SUMUM | 513814.25N 0020627.77E | | | | | Westbound route only.<br>FIR/UIR Boundary.<br>Extremity of Y6. |
| (RNAV 5) | 331°/ - | 2.7 NM | FL 460 / FL 105 | even FL 430 / FL 120 | | FL 460/FL 195 Class C,<br>FL 195/FL 105 Class A.<br><br>London ACC<br>Freq: 128.160 (FL 245 and above);<br>Freq: 118.480 (Below FL 245 to FL 215);<br>Freq: 135.425 (Below FL 215). |
| △ TOSVA | 514037.40N 0020426.34E | | | | | |
| (RNAV 5) | 331°/ - | 15.0 NM | FL 460 / FL 105 | even FL 430 / FL 120 | | FL 460/FL 195 Class C,<br>FL 195/FL 105 Class A.<br><br>London ACC<br>Freq: 128.160 (FL 245 and above);<br>Freq: 118.480 (Below FL 245 to FL 215);<br>Freq: 135.425 (Below FL 215). |
| △ IDESI | 515351.74N 0015308.08E | | | | | Intersection with P49. |
| (RNAV 5) | 331°/ - | 29.8 NM | FL 460 / FL 165 | even FL 430 / FL 180 | | FL 460/FL 195 Class C,<br>FL 195/FL 165 Class A.<br><br>Between IDESI and 10 NM north of IDESI:<br>London ACC<br>Freq: 128.160 (FL 245 and above);<br>Freq: 118.480 (Below FL 245 to FL 215);<br>Freq: 135.425 (Below FL 215).<br><br>Between 10 NM north of IDESI and BANEM:<br>London ACC<br>Freq: 133.940 (FL 215 and above);<br>Freq: 121.230 (Below FL 215). |
| △ BANEM | 522008.11N 0013019.26E | | | | | Extremity of Y6. |
| Route Remarks:<br>See also ENR 1.1, paragraph 1.1.3. | | | | | | |

| Route Designator | Route Usage Notes | | | | | |
|---|---|---|---|---|---|---|
| Significant Point Name | Significant Point Coordinates | | Waypoint: IDENT of VOR/DME BRG, DIST & ELEV of DME antenna | | | Remarks |
| (RNP/RNAV Type & Accuracy) | MAG Track ↓ / ↑ | Geodesic Distance | Upper limit / Lower limit | IFR cruising levels max/min ↓ | IFR cruising levels max/min ↑ | Airspace Class/ Controlling Unit/ Channel/ Logon address/ SATVOICE number/ RCP & RSP limitations |
| **Y8** | | | | | | |
| △ KUNAV | 503054N 0010356E | | | | | Westbound route only btn KUNAV and WAFFU.<br>FIR Boundary.<br>Extremity of Y8. |
| (RNAV 5) | 098°/ - | 12.1 NM | FL 460 / FL 95 | even FL 430 / FL 100 | | FL 460/FL 195 Class C,<br>FL 195/FL 95 Class A.<br><br>London ACC<br>Freq: 128.430 (FL 145 and above);<br>Freq: 134.125 (Below FL 145). |

# ENR 3.2 AREA NAVIGATION ROUTES (continued)

| Route Designator | Route Usage Notes | | | | | |
|---|---|---|---|---|---|---|
| **Significant Point Name** | **Significant Point Coordinates** | | **Waypoint: IDENT of VOR/DME BRG, DIST & ELEV of DME antenna** | | | **Remarks** |
| **(RNP/RNAV Type & Accuracy)** | **MAG Track ↓ / ↑** | **Geodesic Distance** | **Upper limit / Lower limit** | **IFR cruising levels max/min** | | **Airspace Class/ Controlling Unit/ Channel/ Logon address/ SATVOICE number/ RCP & RSP limitations** |
| | | | | ↓ | ↑ | |
| △ BANVA | 503242N 0004512E | | | | | |
| (RNAV 5) | 097°/ - | 15.6 NM | FL 460 / FL 95 | even FL 430 / FL 100 | | FL 460/FL 195 Class C,<br>FL 195/FL 95 Class A.<br><br>Between BANVA and 10 NM east of WAFFU:<br>London ACC<br>Freq: 128.430 (FL 145 and above);<br>Freq: 134.125 (Below FL 145).<br><br>Between 10 NM east of WAFFU and WAFFU:<br>London ACC<br>Freq: 132.840 (FL 295 and above);<br>Freq: 135.055 (Below FL 295 to FL 175);<br>Freq: 134.125 (Below FL 175). |
| △ WAFFU | 503456.89N 0002059.29E | | | | | |
| (RNAV 5) | 110°/291° | 45.3 NM | FL 460 / FL 95 | even FL 430 / FL 100 | odd FL 230 / FL 110 | FL 460/FL 195 Class C,<br>FL 195/FL 95 Class A.<br><br>Between GWC and 5 NM east of GWC:<br>London ACC<br>Freq: 132.840 (FL 305 and above);<br>Freq: 132.165 (Below FL 305 to FL 255);<br>Freq: 134.440 (Below FL 255 to FL 175);<br>Freq: 134.125 (Below FL 175).<br><br>Between 5 NM east of GWC and 20 NM east of GWC:<br>London ACC<br>Freq: 132.840 (FL 295 and above);<br>Freq: 135.055 (Below FL 295 to FL 175);<br>Freq: 134.125 (Below FL 175).<br><br>Between 20 NM east of GWC and WAFFU:<br>London ACC<br>Freq: 132.840 (FL 295 and above);<br>Freq: 135.055 (Below FL 295 to FL 175);<br>Freq: 134.125 (Below FL 175). |

# ENR 3.2 AREA NAVIGATION ROUTES (continued)

| Route Designator | Route Usage Notes | | | | | |
|---|---|---|---|---|---|---|
| Significant Point Name | Significant Point Coordinates | | Waypoint: IDENT of VOR/DME BRG, DIST & ELEV of DME antenna | | | Remarks |
| (RNP/RNAV Type & Accuracy) | MAG Track ↓ / ↑ | Geodesic Distance | Upper limit / Lower limit | IFR cruising levels max/min ↓ | IFR cruising levels max/min ↑ | Airspace Class/ Controlling Unit/ Channel/ Logon address/ SATVOICE number/ RCP & RSP limitations |
| △ GOODWOOD DME (GWC) | 505118.79N 0004524.25W | | | | | |
| (RNAV 5) | 105°/285° | 23.1 NM | FL 460 / FL 75 | even FL 430 / FL 80 | odd FL 450 / FL 90 | FL 460/FL 195 Class C,<br>FL 195/FL 75 Class A.<br><br>Between SAM and 8 NM west of GWC:<br>London ACC<br>Freq: 132.840 (FL 305 and above);<br>Freq: 134.440 (Below FL 305 to FL 215);<br>Freq: 135.805 (Below FL 215 to FL 175);<br>Freq: 134.125 (Below FL 175).<br><br>Between 8 NM west of GWC and GWC:<br>London ACC<br>Freq: 132.840 (FL 305 and above);<br>Freq: 132.165 (Below FL 305 to FL 255);<br>Freq: 134.440 (Below FL 255 to FL 175);<br>Freq: 134.125 (Below FL 175). |
| △ SOUTHAMPTON DME (SAM) | 505718.90N 0012042.20W | | | | | Extremity of Y8.<br>Intersection with L620, M140 and N19. |
| Route Remarks:<br>See also ENR 1.1, paragraph 1.1.3. | | | | | | |

| Route Designator | Route Usage Notes | | | | | |
|---|---|---|---|---|---|---|
| Significant Point Name | Significant Point Coordinates | | Waypoint: IDENT of VOR/DME BRG, DIST & ELEV of DME antenna | | | Remarks |
| (RNP/RNAV Type & Accuracy) | MAG Track ↓ / ↑ | Geodesic Distance | Upper limit / Lower limit | IFR cruising levels max/min ↓ | IFR cruising levels max/min ↑ | Airspace Class/ Controlling Unit/ Channel/ Logon address/ SATVOICE number/ RCP & RSP limitations |
| **Y47** | | | | | | |
| △ DRAKE | 501234N 0000434W | | | | | Southbound route only.<br>Extremity of Y47. |
| (RNAV 5) | - /192° | 14.9 NM | FL 245 / FL 75 | | odd FL 230 / FL 90 | FL 245/FL 195 Class C,<br>FL 195/FL 75 Class A.<br><br>London ACC<br>Freq: 135.055 (All Levels). |
| △ BENBO | 502704.76N 0000036.71E | | | | | Intersection with L612. |
| (RNAV 5) | - /192° | 19.1 NM | FL 245 / FL 75 | | odd FL 230 / FL 90 | FL 245/FL 195 Class C,<br>FL 195/FL 75 Class A.<br><br>London ACC<br>Freq: 135.055 (FL 175 and above);<br>Freq: 133.180 (Below FL 175). |
| △ SEAFORD VOR/DME (SFD) | 504538.48N 0000718.89E | | | | | |
| (RNAV 5) | - /179° | 15.4 NM | FL 245 / FL 75 | | odd FL 230 / FL 90 | FL 245/FL 195 Class C,<br>FL 195/FL 75 Class A.<br><br>London ACC<br>Freq: 135.055 (FL 175 and above);<br>Freq: 133.180 (Below FL 175). |

# ENR 3.2 AREA NAVIGATION ROUTES (continued)

| Route Designator | Route Usage Notes | | | | | |
|---|---|---|---|---|---|---|
| **Significant Point Name** | **Significant Point Coordinates** | | **Waypoint: IDENT of VOR/DME BRG, DIST & ELEV of DME antenna** | | | **Remarks** |
| **(RNP/RNAV Type & Accuracy)** | **MAG Track ↓ / ↑** | **Geodesic Distance** | **Upper limit / Lower limit** | **IFR cruising levels max/min** | | **Airspace Class/ Controlling Unit/ Channel/ Logon address/ SATVOICE number/ RCP & RSP limitations** |
| | | | | ↓ | ↑ | |
| △ MAYFIELD DME (MAY) | 510101.86N 0000658.04E | | | | | Extremity of Y47. |
| Route Remarks:<br>Due to ATC operational requirements, the cruising level allocation for the entire route is inappropriate to the MAG Track. | | | | | | |

| Route Designator | Route Usage Notes | | | | | |
|---|---|---|---|---|---|---|
| **Significant Point Name** | **Significant Point Coordinates** | | **Waypoint: IDENT of VOR/DME BRG, DIST & ELEV of DME antenna** | | | **Remarks** |
| **(RNP/RNAV Type & Accuracy)** | **MAG Track ↓ / ↑** | **Geodesic Distance** | **Upper limit / Lower limit** | **IFR cruising levels max/min** | | **Airspace Class/ Controlling Unit/ Channel/ Logon address/ SATVOICE number/ RCP & RSP limitations** |
| | | | | ↓ | ↑ | |
| **Y53** | | | | | | |
| △ DAVENTRY DME (DTY) | 521048.51N 0010649.64W | | | | | Extremity of Y53.<br>Intersection with L10, L608, M605 and P166. |
| (RNAV 5) | 338°/157° | 23.4 NM | FL 245 / FL 75 | even FL 240 / FL 80 | odd FL 230 / FL 90 | FL 245/FL 195 Class C,<br>FL 195/FL 75 Class A.<br><br>London ACC<br>Freq: 127.105 (FL 195 and above);<br>Freq: 130.925 (Below FL 195). |
| △ SAPCO | 523225N 0012125W | | HON R045 15.8 NM 435 FT | | | Intersection with N57. |
| (RNAV 5) | 313°/133° | 18.1 NM | FL 245 / FL 75 | even FL 240 / FL 80 | odd FL 230 / FL 90 | FL 245/FL 195 Class C,<br>FL 195/FL 75 Class A.<br><br>For flight planning purposes the portion of AWY Y53 btn SAPCO and PEDIG is for westbound flights only which are unable to route on AWY N601, exceptionally ATC may clear tfc eastbound.<br><br>London ACC<br>Freq: 127.105 (Above FL 195);<br>Freq: 130.925 (FL 195 and below). |
| △ PEDIG | 524447.59N 0014309.97W | | WAL R127 64.2 NM 55 FT | | | |
| (RNAV 5) | 309°/129° | 27.2 NM | FL 245 / FL 65 | even FL 240 / FL 80 | odd FL 230 / FL 70 | FL 245/FL 195 Class C,<br>FL 195/FL 65 Class A.<br><br>London ACC<br>Freq: 134.390 (Above FL 195);<br>Scottish ACC<br>Freq: 134.430 (FL 195 and below). |
| △ NUGRA | 530146.43N 0021813.52W | | WAL R126 37.0 NM 55 FT | | | |
| (RNAV 5) | 305°/125° | 11.5 NM | FL 245 / FL 65 | even FL 240 / FL 80 | odd FL 230 / FL 70 | FL 245/FL 195 Class C,<br>FL 195/FL 65 Class A.<br><br>London ACC<br>Freq: 134.390 (Above FL 195);<br>Scottish ACC<br>Freq: 134.430 (FL 195 and below). |
| △ NANTI | 530814.54N 0023400.51W | | WAL R127 25.5 NM 55 FT | | | |
| (RNAV 5) | 308°/128° | 3.1 NM | FL 245 / 3500 FT ALT | even FL 240 / FL 60 | odd FL 230 / 5000 FT ALT | FL 245/FL 195 Class C,<br>FL 195/Alt 3500 FT Class A.<br><br>Scottish ACC<br>Freq: 118.780 (Above FL 195);<br>Freq: 128.055 (FL 195 and below). |

# ENR 3.2 AREA NAVIGATION ROUTES (continued)

| Route Designator | Route Usage Notes | | | | | |
|---|---|---|---|---|---|---|
| Significant Point Name | Significant Point Coordinates | | Waypoint: IDENT of VOR/DME BRG, DIST & ELEV of DME antenna | | | Remarks |
| (RNP/RNAV Type & Accuracy) | MAG Track ↓ / ↑ | Geodesic Distance | Upper limit / Lower limit | IFR cruising levels max/min ↓ | IFR cruising levels max/min ↑ | Airspace Class/ Controlling Unit/ Channel/ Logon address/ SATVOICE number/ RCP & RSP limitations |
| △ MOGTA | 531008N 0023810W | | | | | |
| (RNAV 5) | 307°/127° | 8.5 NM | FL 245 / 3500 FT ALT | even FL 240 / FL 60 | odd FL 230 / 5000 FT ALT | FL 245/FL 195 Class C,<br>FL 195/Alt 3500 FT Class A.<br><br>Scottish ACC<br>Freq: 118.780 (Above FL 195);<br>Freq: 128.055 (FL 195 and below). |
| △ EKLAD | 531513.70N 0024928.85W | | WAL R127 13.9 NM 55 FT | | | |
| (RNAV 5) | 307°/127° | 13.9 NM | FL 245 / 3500 FT ALT | even FL 240 / FL 60 | odd FL 230 / 5000 FT ALT | FL 245/FL 195 Class C,<br>FL 195/Alt 3500 FT Class A.<br><br>Scottish ACC<br>Freq: 118.780 (Above FL 195);<br>Freq: 128.055 (FL 195 and below). |
| △ WALLASEY VOR/DME (WAL) | 532330.97N 0030804.06W | | | | | Intersection with L10 and M146.<br>Extremity of Y53. |

| Route Designator | Route Usage Notes | | | | | |
|---|---|---|---|---|---|---|
| Significant Point Name | Significant Point Coordinates | | Waypoint: IDENT of VOR/DME BRG, DIST & ELEV of DME antenna | | | Remarks |
| (RNP/RNAV Type & Accuracy) | MAG Track ↓ / ↑ | Geodesic Distance | Upper limit / Lower limit | IFR cruising levels max/min ↓ | IFR cruising levels max/min ↑ | Airspace Class/ Controlling Unit/ Channel/ Logon address/ SATVOICE number/ RCP & RSP limitations |
| **Y70** | | | | | | |
| △ RAVLO | 525501.21N 0030853.81E | | | | | Westbound route only btn RAVLO and BODSO.<br>UIR Boundary.<br>For continuation see AIP Netherlands. |
| (RNAV 5) | 281°/ - | 39.1 NM | FL 460 / FL 245 | even FL 430 / FL 260 | | Class C.<br><br>London ACC<br>Freq: 126.780 (FL 355 and above);<br>Freq: 128.130 (Below FL 355). |
| △ BODSO | 530308.25N 0020540.71E | | | | | Westbound route only FL 245 and above and bi-directional below FL 245 btn BODSO and GOLES.<br>Intersection with L17. |
| (RNAV 5) | 280°/100° | 55.3 NM | FL 460 / FL 175 | even FL 430 / FL 180 | odd FL 230 / FL 190 | Class C.<br><br>London ACC<br>Freq: 126.780 (FL 355 and above);<br>Freq: 128.130 (Below FL 355). |
| △ SUPEL | 531340.27N 0003528.02E | | | | | |
| (RNAV 5) | 280°/100° | 6.0 NM | FL 460 / FL 175 | even FL 430 / FL 180 | odd FL 230 / FL 190 | Class C.<br><br>London ACC<br>Freq: 126.780 (FL 355 and above);<br>Freq: 128.130 (Below FL 355). |
| △ ABTOS | 531444.92N 0002536.29E | | | | | Intersection with N110. |
| (RNAV 5) | 280°/100° | 14.5 NM | FL 460 / FL 175 | even FL 430 / FL 180 | odd FL 230 / FL 190 | Class C.<br><br>London ACC<br>Freq: 126.780 (FL 355 and above);<br>Freq: 128.130 (Below FL 355). |

# ENR 3.2 AREA NAVIGATION ROUTES (continued)

| Route Designator | Route Usage Notes | | | | | |
|---|---|---|---|---|---|---|
| **Significant Point Name** | **Significant Point Coordinates** | | **Waypoint: IDENT of VOR/DME BRG, DIST & ELEV of DME antenna** | | | **Remarks** |
| **(RNP/RNAV Type & Accuracy)** | **MAG Track ↓ / ↑** | **Geodesic Distance** | **Upper limit / Lower limit** | **IFR cruising levels max/min** | | **Airspace Class/ Controlling Unit/ Channel/ Logon address/ SATVOICE number/ RCP & RSP limitations** |
| | | | | ↓ | ↑ | |
| △ OTBED | 531716.71N 0000154.61E | | | | | The base level change at OTBED is coincident with the western boundary of North Sea CTA 1.<br>Intersection with L60. |
| (RNAV 5) | 296°/116° | 15.4 NM | FL 460 / FL 155 | even FL 430 / FL 160 | odd FL 230 / FL 170 | Class C.<br><br>London ACC<br>Freq: 126.780 (FL 355 and above);<br>Freq: 128.130 (Below FL 355). |
| △ VEGUS | 532400.54N 0002110.76W | | | | | |
| (RNAV 5) | 296°/115° | 9.0 NM | FL 460 / FL 125 | even FL 430 / FL 140 | odd FL 230 / FL 130 | FL 460/FL 195 Class C,<br>FL 195/FL 125 Class A.<br><br>London ACC<br>Freq: 126.780 (FL 355 and above);<br>Freq: 128.130 (Below FL 355 to FL 285).<br>Scottish ACC<br>Freq: 133.800 (Below FL 285). |
| △ SIVBU | 532755N 0003444W | | | | | |
| (RNAV 5) | 295°/115° | 8.4 NM | FL 460 / FL 105 | even FL 430 / FL 120 | odd FL 230 / FL 110 | FL 460/FL 195 Class C,<br>FL 195/FL 105 Class A.<br><br>London ACC<br>Freq: 126.780 (FL 355 and above);<br>Freq: 128.130 (Below FL 355 to FL 285).<br>Scottish ACC<br>Freq: 133.800 (Below FL 285). |
| △ GIPLO | 533131N 0004723W | | | | | Base level change point is not at right angles to the CL of Y70 and extends between 533619N 0004448W and 532643N 0004958W. |
| (RNAV 5) | 295°/115° | 11.6 NM | FL 460 / FL 85 | even FL 430 / FL 100 | odd FL 230 / FL 90 | FL 460/FL 195 Class C,<br>FL 195/FL 85 Class A.<br><br>London ACC<br>Freq: 126.780 (FL 355 and above);<br>Freq: 128.130 (Below FL 355 to FL 285).<br>Scottish ACC<br>Freq: 133.800 (Below FL 285). |
| △ GOLES | 533629.08N 0010500.37W | | POL R102 37.3 NM 1438 FT | | | Westbound route only btn GOLES and KOLID.<br>Intersection with (U)L975. |
| (RNAV 5) | 283°/ - | 10.1 NM | FL 460 / FL 85 | even FL 430 / FL 100 | | FL 460/FL 195 Class C,<br>FL 195/FL 85 Class A.<br><br>London ACC<br>Freq: 132.860 (FL 335 and above);<br>Freq: 133.705 (Below FL 335 to FL 285).<br>Scottish ACC<br>Freq: 133.800 (Below FL 285 to FL 135).<br>Freq: 135.715 (FL 135 and below). |

# ENR 3.2 AREA NAVIGATION ROUTES (continued)

| Route Designator | Route Usage Notes | | | | | |
|---|---|---|---|---|---|---|
| Significant Point Name | Significant Point Coordinates | | Waypoint: IDENT of VOR/DME BRG, DIST & ELEV of DME antenna | | | Remarks |
| (RNP/RNAV Type & Accuracy) | MAG Track ↓ / ↑ | Geodesic Distance | Upper limit / Lower limit | IFR cruising levels max/min ↓ | IFR cruising levels max/min ↑ | Airspace Class/ Controlling Unit/ Channel/ Logon address/ SATVOICE number/ RCP & RSP limitations |
| △ BATLI | 533845.07N 0012136.90W | | | | | Intersection with (U)Y250. |
| (RNAV 5) | 283°/ - | 27.1 NM | FL 460 / FL 85 | even FL 430 / FL 100 | | FL 460/FL 195 Class C,<br>FL 195/FL 85 Class A.<br><br>London ACC<br>Freq: 132.860 (FL 335 and above);<br>Freq: 133.705 (Below FL 335 to FL 285).<br>Scottish ACC<br>Freq: 133.800 (Below FL 285 to FL 135).<br>Freq: 135.715 (FL 135 and below). |
| △ POLE HILL VOR/DME (POL) | 534437.60N 0020611.83W | | | | | Intersection with (U)N601. |
| (RNAV 5) | 246°/ - | 17.1 NM | FL 460 / FL 85 | even FL 430 / FL 100 | | FL 460/FL 195 Class C,<br>FL 195/FL 85 Class A.<br><br>London ACC<br>Freq: 132.860 (FL 335 and above);<br>Freq: 133.705 (Below FL 335 to FL 285).<br>Scottish ACC<br>Freq: 118.780 (Below FL 285 to FL 195);<br>Freq: 135.715 (Below FL 195). |
| △ CROFT | 533736.89N 0023219.85W | | WAL R056 25.6 NM 55 FT | | | Intersection with (U)P16. |
| (RNAV 5) | 248°/ - | 8.4 NM | FL 460 / FL 85 | even FL 430 / FL 100 | | FL 460/FL 195 Class C,<br>FL 195/FL 85 Class A.<br><br>London ACC<br>Freq: 132.860 (FL 335 and above);<br>Freq: 133.705 (Below FL 335 to FL 285).<br>Scottish ACC<br>Freq: 118.780 (Below FL 285 to FL 195);<br>Freq: 128.055 (Below FL 195). |

# ENR 3.2 AREA NAVIGATION ROUTES (continued)

| Route Designator | Route Usage Notes | | | | | |
|---|---|---|---|---|---|---|
| Significant Point Name | Significant Point Coordinates | | Waypoint: IDENT of VOR/DME BRG, DIST & ELEV of DME antenna | | | Remarks |
| (RNP/RNAV Type & Accuracy) | MAG Track ↓ / ↑ | Geodesic Distance | Upper limit / Lower limit | IFR cruising levels max/min ↓ | IFR cruising levels max/min ↑ | Airspace Class/ Controlling Unit/ Channel/ Logon address/ SATVOICE number/ RCP & RSP limitations |
| △ KOLID | 533425.70N 0024520.23W | | | | | Extremity of Y70.<br>Intersection with (U)L70. |

Route Remarks:
The portion of Y70 between OTBED and BATLI below FL 195 is Class A and extends 5 NM either side of the centre-line.

The portion of airspace formed by joining positions:

L975 Crossing Area

533835N 0013503W - 534007N 0011937W -
534626.98N 0011937.00W - 534308.41N 0011615.09W -
534127.82N 0010357.97W - 533059N 0010932W -
532845N 0013215W - 533835N 0013503W,
from AWY base level to an upper limit of FL 120, occasionally to FL 190 on request;

is notified for the purposes of SERA.6001(a) Classification of Airspaces in accordance with the conditions established in the Letter of Agreement (LOA) btn the Derbyshire and Lancashire (Camphill) Gliding Club, British Gliding Association (BGA), Leeds Bradford International Airport, and Scottish ACC.

The area of Y70 bounded by the co-ordinates:
533142N 0010734W - 533119N 0010614W -
533109N 0010751W - 533142N 0010734W, has a lower limit of FL 85.

The area of Y70 bounded by the co-ordinates:
534402N 0012252W - 534134N 0010443W -
534007N 0011937W - 534402N 0012252W, has a lower limit of FL 125.

See also ENR 1.1, paragraph 1.1.3.

| Route Designator | Route Usage Notes | | | | | |
|---|---|---|---|---|---|---|
| Significant Point Name | Significant Point Coordinates | | Waypoint: IDENT of VOR/DME BRG, DIST & ELEV of DME antenna | | | Remarks |
| (RNP/RNAV Type & Accuracy) | MAG Track ↓ / ↑ | Geodesic Distance | Upper limit / Lower limit | IFR cruising levels max/min ↓ | IFR cruising levels max/min ↑ | Airspace Class/ Controlling Unit/ Channel/ Logon address/ SATVOICE number/ RCP & RSP limitations |
| **Y96** | | | | | | |
| △ RENEQ | 541424.84N 0041759.87E | | | | | UIR Boundary.<br>Extremity of Y96. |
| (RNAV 5) | 283°/101° | 214.5 NM | FL 460 / FL 245 | even FL 430 / FL 260 | odd FL 450 / FL 250 | Class C.<br><br>Between NATEB and abm BAVDO:<br>Scottish ACC<br>Freq: 126.930 (All Levels).<br><br>Between abm BAVDO and RENEQ:<br>Scottish ACC<br>Freq: 121.325 (All Levels). |
| △ NATEB | 550218.41N 0014154.13W | | | | | Intersection with M981, N97, N601, P15, P18. |
| (RNAV 5) | 301°/121° | 10.0 NM | FL 460 / FL 195 | even FL 430 / FL 200 | odd FL 450 / FL 210 | Class C.<br><br>Scottish ACC<br>Freq: 126.930 (FL 255 and above);<br>Freq: 124.500 (Below FL 255). |
| △ AGPED | 550718.90N 0015657.15W | | | | | Intersection with N110. |
| (RNAV 5) | 301°/120° | 19.2 NM | FL 460 / FL 195 | even FL 430 / FL 200 | odd FL 450 / FL 210 | Class C.<br><br>Scottish ACC<br>Freq: 135.855 (FL 255 and above);<br>Freq: 124.500 (Below FL 255). |

# ENR 3.2 AREA NAVIGATION ROUTES (continued)

| Route Designator | Route Usage Notes | | | | | |
|---|---|---|---|---|---|---|
| Significant Point Name | Significant Point Coordinates | | Waypoint: IDENT of VOR/DME BRG, DIST & ELEV of DME antenna | | | Remarks |
| (RNP/RNAV Type & Accuracy) | MAG Track ↓ / ↑ | Geodesic Distance | Upper limit / Lower limit | IFR cruising levels max/min ↓ | IFR cruising levels max/min ↑ | Airspace Class/ Controlling Unit/ Channel/ Logon address/ SATVOICE number/ RCP & RSP limitations |
| △ OTBUN | 551650.10N 0022600.00W | | | | | |
| (RNAV 5) | 300°/120° | 10.0 NM | FL 460 / FL 155 | even FL 430 / FL 160 | odd FL 450 / FL 170 | FL 460/FL 195 Class C,<br>FL 195/FL 155 Class A.<br><br>Scottish ACC<br>Freq: 135.855 (FL 255 and above);<br>Freq: 124.500 (Below FL 255). |
| △ IPSAD | 552145N 0024114W | | | | | |
| (RNAV 5) | 300°/120° | 12.1 NM | FL 460 / FL 115 | even FL 430 / FL 120 | odd FL 450 / FL 130 | FL 460/FL 195 Class C,<br>FL 195/FL 115 Class A.<br><br>Scottish ACC<br>Freq: 135.855 (FL 255 and above);<br>Freq: 124.500 (Below FL 255). |
| △ HAVEN | 552740.00N 0025946.67W | | TLA R101 12.4 NM 2773 FT | | | FRA Entry Point. |
| (RNAV 5) | 282°/102° | 12.4 NM | FL 460 / FL 95 | even FL 430 / FL 100 | odd FL 450 / FL 110 | FL 460/FL 195 Class C,<br>FL 195/FL 95 Class D.<br><br>Scottish ACC<br>Freq: 135.855 (FL 255 and above);<br>Freq: 124.500 (Below FL 255). |
| △ TALLA VOR/DME (TLA) | 552956.84N 0032110.09W | | | | | FRA Entry/Exit Point.<br>Eastbound route only btn NORBO and TLA.<br>Intersection with N601 and N864. |
| (RNAV 5) | - /098° | 48.4 NM | FL 255 / 6000 FT ALT | | odd FL 250 / FL 70 | FL 255/FL 195 Class C,<br>FL 195/ALT 6000 FT Class D.<br><br>Scottish ACC<br>Freq: 135.855 (FL 255 and above);<br>Freq: 124.825 (Below FL 255). |
| △ NORBO | 553545.36N 0044543.46W | | TRN R003 17.0 NM 586 FT | | | Extremity of Y96. |
| Route Remarks:<br>AGPED - IPSAD may not be available due to activity within either EGD512A or EGD512B (Otterburn Danger Areas).<br><br>RENEQ - NATEB CDR H24 | | | | | | |

| Route Designator | Route Usage Notes | | | | | |
|---|---|---|---|---|---|---|
| Significant Point Name | Significant Point Coordinates | | Waypoint: IDENT of VOR/DME BRG, DIST & ELEV of DME antenna | | | Remarks |
| (RNP/RNAV Type & Accuracy) | MAG Track ↓ / ↑ | Geodesic Distance | Upper limit / Lower limit | IFR cruising levels max/min ↓ | IFR cruising levels max/min ↑ | Airspace Class/ Controlling Unit/ Channel/ Logon address/ SATVOICE number/ RCP & RSP limitations |
| **Y110** | | | | | | |
| △ ORIST | 500000N 0015042W | | | | | Eastbound route only.<br>FIR/UIR Boundary.<br>Continues as UY110 (see AIP France). |
| (RNAV 5) | 005°/ - | 8.4 NM | FL 460 / FL 125 | even FL 430 / FL 200<br>odd FL 190 / FL 130 | | FL 460/FL 195 Class C,<br>FL 195/FL 125 Class A.<br><br>London ACC<br>Freq: 134.440 (FL 345 and above);<br>Freq: 127.830 (Below FL 345 to FL 225);<br>Freq: 129.430 (Below FL 225). |

# ENR 3.2 AREA NAVIGATION ROUTES (continued)

| Route Designator | Route Usage Notes | | | | | |
|---|---|---|---|---|---|---|
| **Significant Point Name** | **Significant Point Coordinates** | | **Waypoint: IDENT of VOR/DME BRG, DIST & ELEV of DME antenna** | | | **Remarks** |
| **(RNP/RNAV Type & Accuracy)** | **MAG Track ↓ / ↑** | **Geodesic Distance** | **Upper limit / Lower limit** | **IFR cruising levels max/min** | | **Airspace Class/ Controlling Unit/ Channel/ Logon address/ SATVOICE number/ RCP & RSP limitations** |
| | | | | **↓** | **↑** | |
| △ VEXEN | 500821.98N 0014934.38W | | | | | Intersection with L980. |
| (RNAV 5) | 016°/ - | 22.5 NM | FL 460 / FL 105 | odd FL 150 / FL 110 | | FL 460/FL 195 Class C,<br>FL 195/FL 105 Class A.<br><br>Between VEXEN and 5 NM from VEXEN:<br>London ACC<br>Freq: 134.440 (FL 345 and above);<br>Freq: 127.830 (Below FL 345 to FL 225);<br>Freq: 129.430 (Below FL 225).<br><br>Between 5 NM from VEXEN and THRED:<br>London ACC<br>Freq: 129.430 (All Levels). |
| △ THRED | 502955.11N 0013950.03W | | SAM R203 30.0 NM 64 FT | | | Extremity of Y110.<br>Intersection with Q41 and Z171. |

Route Remarks:
CDR FL 225 and above H24.
Below FL 225 - PERM.

Due to ATC operational requirements, the cruising level allocation above FL 195 between ORIST and VEXEN is inappropriate to the MAG Track.

See also ENR 1.1, paragraph 1.1.3.

| Route Designator | Route Usage Notes | | | | | |
|---|---|---|---|---|---|---|
| **Significant Point Name** | **Significant Point Coordinates** | | **Waypoint: IDENT of VOR/DME BRG, DIST & ELEV of DME antenna** | | | **Remarks** |
| **(RNP/RNAV Type & Accuracy)** | **MAG Track ↓ / ↑** | **Geodesic Distance** | **Upper limit / Lower limit** | **IFR cruising levels max/min** | | **Airspace Class/ Controlling Unit/ Channel/ Logon address/ SATVOICE number/ RCP & RSP limitations** |
| | | | | **↓** | **↑** | |
| **Y124** | | | | | | |
| △ LISTO | 530835.93N 0021156.54W | | POL R185 36.2 NM 1438 FT | | | Eastbound route only.<br>Available for jet traffic only.<br>Extremity of Y124. |
| (RNAV 5) | - /096° | 15.9 NM | FL 245 / FL 195 | | odd FL 230 / FL 210 | Class C.<br><br>Scottish ACC<br>Freq: 118.780 (All Levels). |
| △ MOGTA | 531008N 0023810W | | | | | Intersection with Y53. |
| (RNAV 5) | - /095° | 20.1 NM | FL 245 / FL 195 | | odd FL 230 / FL 210 | Class C.<br><br>Scottish ACC<br>Freq: 118.780 (All Levels). |
| △ AMPIT | 531139.41N 0031132.59W | | | | | Intersection with L15. |
| (RNAV 5) | - /095° | 15.9 NM | FL 245 / FL 195 | | odd FL 230 / FL 210 | Class C.<br><br>Scottish ACC<br>Freq: 133.050 (All Levels). |
| △ DOLOP | 531250.90N 0033750.73W | | | | | |
| (RNAV 5) | - /095° | 12.9 NM | FL 245 / FL 195 | | odd FL 230 / FL 210 | Class C.<br><br>Scottish ACC<br>Freq: 133.050 (All Levels). |

# ENR 3.2 AREA NAVIGATION ROUTES (continued)

| Route Designator | Route Usage Notes | | | | | |
|---|---|---|---|---|---|---|
| Significant Point Name | Significant Point Coordinates | | Waypoint: IDENT of VOR/DME BRG, DIST & ELEV of DME antenna | | | Remarks |
| (RNP/RNAV Type & Accuracy) | MAG Track ↓ / ↑ | Geodesic Distance | Upper limit / Lower limit | IFR cruising levels max/min ↓ | IFR cruising levels max/min ↑ | Airspace Class/ Controlling Unit/ Channel/ Logon address/ SATVOICE number/ RCP & RSP limitations |
| △ BAGIT | 531344.63N 0035918.18W | | | | | |
| (RNAV 5) | - /094° | 27.1 NM | FL 245 / FL 195 | | odd FL 230 / FL 210 | Class C.<br><br>Scottish ACC<br>Freq: 133.050 (All Levels). |
| △ LUTIP | 531521.89N 0044415.59W | | | | | |
| (RNAV 5) | - /095° | 15.9 NM | FL 245 / FL 145 | | odd FL 230 / FL 150 | Class C.<br><br>Between LOMVO and 5 NM west of LUTIP:<br>ATS Delegated to Dublin ACC<br>Freq: 129.180.<br><br>Between 5 NM west of LUTIP and LUTIP:<br>Scottish ACC<br>Freq: 133.050 (All Levels). |
| △ LOMVO | 531615.87N 0051045.82W | | | | | |
| (RNAV 5) | - /094° | 11.6 NM | FL 245 / FL 115 | | odd FL 230 / FL 130 | Class C.<br><br>ATS delegated to Dublin ACC<br>Freq: 129.180. |
| △ DEXEN | 531649N 0053000W | | | | | FIR Boundary.<br>Extremity of Y124. |
| Route Remarks:<br>CDR H24.<br><br>See also ENR 1.1, paragraph 1.1.3. | | | | | | |

| Route Designator | Route Usage Notes | | | | | |
|---|---|---|---|---|---|---|
| Significant Point Name | Significant Point Coordinates | | Waypoint: IDENT of VOR/DME BRG, DIST & ELEV of DME antenna | | | Remarks |
| (RNP/RNAV Type & Accuracy) | MAG Track ↓ / ↑ | Geodesic Distance | Upper limit / Lower limit | IFR cruising levels max/min ↓ | IFR cruising levels max/min ↑ | Airspace Class/ Controlling Unit/ Channel/ Logon address/ SATVOICE number/ RCP & RSP limitations |
| **Y125** | | | | | | |
| △ FITBO | 521308.55N 0022412.55W | | | | | Eastbound route only.<br>Extremity of Y125. |
| (RNAV 1) | - /136° | 24.7 NM | FL 245 / FL 175 | | odd FL 230 / FL 190 | Between RETSI and 522555N 0024446W:<br>FL 245/FL 195 Class C,<br>FL 195/FL 175 Class A.<br>Between 522555N 0024446W and FITBO:<br>Class C.<br><br>London ACC<br>Freq: 133.600 (All Levels). |
| △ RETSI | 523042.42N 0025232.93W | | | | | |
| (RNAV 1) | - /113° | 25.4 NM | FL 245 / FL 195 | | odd FL 230 / FL 210 | Class C.<br><br>London ACC<br>Freq: 133.600 (All Levels). |
| △ BERUL | 524016.19N 0033112.63W | | | | | Extremity of Y125. |
| Route Remarks:<br>Tactical use only. Not available for flight planning. | | | | | | |

# ENR 3.2 AREA NAVIGATION ROUTES (continued)

| Route Designator | Route Usage Notes | | | | | |
|---|---|---|---|---|---|---|
| **Significant Point Name** | **Significant Point Coordinates** | | **Waypoint: IDENT of VOR/DME BRG, DIST & ELEV of DME antenna** | | | **Remarks** |
| **(RNP/RNAV Type & Accuracy)** | **MAG Track ↓ / ↑** | **Geodesic Distance** | **Upper limit / Lower limit** | **IFR cruising levels max/min** | | **Airspace Class/ Controlling Unit/ Channel/ Logon address/ SATVOICE number/ RCP & RSP limitations** |
| | | | | ↓ | ↑ | |
| **Y250** | | | | | | |
| △ DAVENTRY DME (DTY) | 521048.51N 0010649.64W | | | | | Westbound route only btn DTY and MAMUL.<br>Extremity of Y250. |
| (RNAV 5) | 002°/ - | 18.4 NM | FL 245 / FL 105 | even FL 240 / FL 120 | | FL 245/FL 195 Class C,<br>FL 195/FL 105 Class A.<br><br>London ACC<br>Freq: 129.205 (Above FL 195);<br>Freq: 130.925 (FL 195 and below). |
| △ AKUPA | 522911.57N 0010528.03W | | | | | Intersection with T420. |
| (RNAV 5) | 003°/ - | 15.3 NM | FL 245 / FL 105 | even FL 240 / FL 120 | | FL 245/FL 195 Class C,<br>FL 195/FL 105 Class A.<br><br>London ACC<br>Freq: 129.205 (Above FL 195);<br>Freq: 130.925 (FL 195 and below). |
| △ LESTA | 524427.09N 0010419.42W | | | | | Intersection with N601. |
| (RNAV 5) | 350°/ - | 41.4 NM | FL 245 / FL 195 | even FL 240 / FL 200 | | Class C.<br><br>London ACC<br>Freq: 129.205 (Above FL 195). |
| ← △ MAMUL | 532505.20N 0011648.45W | | | | | Intersection with L60 and L603. |
| (RNAV 5) | 356°/176° | 10.2 NM | FL 245 / FL 125 | even FL 240 / FL 140 | odd FL 230 / FL 130 | FL 245/FL 195 Class C,<br>FL 195/FL 125 Class A.<br><br>Scottish ACC<br>Freq: 133.800 (All Levels). |
| △ UPTON | 533513.00N 0011802.58W | | POL R107 30.2 NM 1438 FT | | | |
| (RNAV 5) | 329°/149° | 4.1 NM | FL 245 / FL 125 | even FL 240 / FL 140 | odd FL 230 / FL 130 | FL 245/FL 195 Class C,<br>FL 195/FL 125 Class A.<br><br>Scottish ACC<br>Freq: 133.800 (All Levels). |
| △ BATLI | 533845.07N 0012136.90W | | | | | |
| (RNAV 5) | 329°/149° | 5.0 NM | FL 245 / FL 125 | even FL 240 / FL 140 | odd FL 230 / FL 130 | FL 245/FL 195 Class C,<br>FL 195/FL 125 Class A.<br><br>Scottish ACC<br>Freq: 133.800 (All Levels). |
| △ RIMTO | 534303.25N 0012558.78W | | | | | |
| (RNAV 5) | 329°/149° | 32.3 NM | FL 245 / FL 125 | even FL 240 / FL 140 | odd FL 230 / FL 130 | FL 245/FL 195 Class C,<br>FL 195/FL 125 Class A.<br><br>Scottish ACC<br>Freq: 133.800 (All Levels). |
| △ OBOXA | 541035.55N 0015420.13W | | | | | |
| (RNAV 5) | 329°/149° | 3.4 NM | FL 245 / FL 125 | even FL 240 / FL 140 | odd FL 230 / FL 130 | FL 245/FL 195 Class C,<br>FL 195/FL 125 Class A.<br><br>Scottish ACC<br>Freq: 133.800 (All Levels). |
| △ GASKO | 541328.97N 0015721.30W | | POL R010 29.4 NM 1438 FT | | | Extremity of Y250.<br>Intersection with P18. |
| Route Remarks:<br>Due to ATC operational requirements, the cruising level allocation between DTY and LESTA is inappropriate to the MAG Track. | | | | | | |

# ENR 3.2 AREA NAVIGATION ROUTES (continued)

| Route Designator | Route Usage Notes | | | | | |
|---|---|---|---|---|---|---|
| Significant Point Name | Significant Point Coordinates | | Waypoint: IDENT of VOR/DME BRG, DIST & ELEV of DME antenna | | | Remarks |
| (RNP/RNAV Type & Accuracy) | MAG Track ↓ / ↑ | Geodesic Distance | Upper limit / Lower limit | IFR cruising levels max/min ↓ | IFR cruising levels max/min ↑ | Airspace Class/ Controlling Unit/ Channel/ Logon address/ SATVOICE number/ RCP & RSP limitations |
| **Y311** | | | | | | |
| △ DOVER DME (DVR) | 510945.44N 0012132.71E | | | | | Eastbound route only.<br>Extremity of Y311.<br>Intersection with (U)L9, L10, and L18. |
| (RNAV 5) | - /089° | 33.0 NM | FL 460 / FL 85 | | odd FL 450 / FL 90 | FL 460/FL 195 Class C,<br>FL 195/FL 85 Class A.<br><br>London ACC<br>Freq: 127.430 (FL 305 and above);<br>Freq: 134.905 (Below FL 305). |
| △ ODVIK | 510957.40N 0002909.33E | | | | | Extremity of Y311. |

| Route Designator | Route Usage Notes | | | | | |
|---|---|---|---|---|---|---|
| Significant Point Name | Significant Point Coordinates | | Waypoint: IDENT of VOR/DME BRG, DIST & ELEV of DME antenna | | | Remarks |
| (RNP/RNAV Type & Accuracy) | MAG Track ↓ / ↑ | Geodesic Distance | Upper limit / Lower limit | IFR cruising levels max/min ↓ | IFR cruising levels max/min ↑ | Airspace Class/ Controlling Unit/ Channel/ Logon address/ SATVOICE number/ RCP & RSP limitations |
| **Y312** | | | | | | |
| △ DOVER DME (DVR) | 510945.44N 0012132.71E | | | | | Eastbound route only.<br>Extremity of Y312.<br>Intersection with (U)L9, L10 and L18. |
| (RNAV 5) | - /096° | 33.0 NM | FL 460 / FL 75 | | odd FL 450 / FL 90 | FL 460/FL 195 Class C,<br>FL 195/FL 75 Class A.<br><br>London ACC<br>Freq: 127.430 (FL 305 and above);<br>Freq: 134.905 (Below FL 305). |
| △ MIMFO | 511358.23N 0002930.43E | | DET R222 5.8 NM 645 FT | | | Extremity of Y312. |

| Route Designator | Route Usage Notes | | | | | |
|---|---|---|---|---|---|---|
| Significant Point Name | Significant Point Coordinates | | Waypoint: IDENT of VOR/DME BRG, DIST & ELEV of DME antenna | | | Remarks |
| (RNP/RNAV Type & Accuracy) | MAG Track ↓ / ↑ | Geodesic Distance | Upper limit / Lower limit | IFR cruising levels max/min ↓ | IFR cruising levels max/min ↑ | Airspace Class/ Controlling Unit/ Channel/ Logon address/ SATVOICE number/ RCP & RSP limitations |
| **Y321** | | | | | | |
| △ EXARO | 510003.26N 0012249.54W | | | | | Westbound route only except for specified aerodrome arriving tfc; See DNM RAD Annex EG.<br>Extremity of Y321.<br>Intersection with N514. |
| (RNAV 1) | - /204° | 12.8 NM | FL 460 / FL 195 | | even FL 430 / FL 200 | Class C.<br><br>London ACC<br>Freq: 132.840 (FL 305 and above);<br>Freq: 129.430 (Below FL 305). |

# ENR 3.2 AREA NAVIGATION ROUTES (continued)

| **Route Designator** | **Route Usage Notes** | | | | | |
|---|---|---|---|---|---|---|
| **Significant Point Name** | **Significant Point Coordinates** | | **Waypoint: IDENT of VOR/DME BRG, DIST & ELEV of DME antenna** | | | **Remarks** |
| **(RNP/RNAV Type & Accuracy)** | **MAG Track ↓ / ↑** | **Geodesic Distance** | **Upper limit / Lower limit** | **IFR cruising levels max/min** | | **Airspace Class/ Controlling Unit/ Channel/ Logon address/ SATVOICE number/ RCP & RSP limitations** |
| | | | | ↓ | ↑ | |
| △ PEPIS | 511147.95N 0011437.22W | | SAM R014 15.0 NM 64 FT | | | Intersection with Q41. |
| (RNAV 5) | 003°/183° | 8.5 NM | FL 460 / FL 85 | even FL 240 / FL 100 | odd FL 450 / FL 90 | FL 460/FL 195 Class C,<br>FL 195/FL 85 Class A.<br><br>London ACC<br>Freq: 134.460 (FL 305 and above);<br>Freq: 132.165 (Below FL 305 to FL 215);<br>Freq: 135.805 (Below FL 215 to FL 155);<br>Freq: 129.080 (Below FL 155 to FL 105);<br>Freq: 134.125 (Below FL 105). |
| △ NUBRI | 512016.68N 0011355.99W | | | | | |
| (RNAV 5) | 003°/183° | 9.2 NM | FL 460 / FL 85 | even FL 240 / FL 100 | odd FL 450 / FL 90 | FL 460/FL 195 Class C,<br>FL 195/FL 85 Class A.<br><br>Between 5 NM south of CPT and NUBRI:<br>London ACC<br>Freq: 134.460 (FL 305 and above);<br>Freq: 132.165 (Below FL 305 to FL 215);<br>Freq: 135.805 (Below FL 215 to FL 155);<br>Freq: 129.080 (Below FL 155 to FL 105);<br>Freq: 134.125 (Below FL 105).<br><br>Between CPT and 5 NM south of CPT:<br>London ACC<br>Freq: 134.460 (FL 305 and above);<br>Freq: 132.165 (Below FL 305 to FL 215);<br>Freq: 135.805 (Below FL 215 to FL 155);<br>Freq: 129.080 (Below FL 155 to FL 135);<br>Freq: 134.125 (Below FL 135). |

# ENR 3.2 AREA NAVIGATION ROUTES (continued)

| Route Designator | Route Usage Notes | | | | | |
|---|---|---|---|---|---|---|
| Significant Point Name | Significant Point Coordinates | | Waypoint: IDENT of VOR/DME BRG, DIST & ELEV of DME antenna | | | Remarks |
| (RNP/RNAV Type & Accuracy) | MAG Track ↓ / ↑ | Geodesic Distance | Upper limit / Lower limit | IFR cruising levels max/min ↓ | IFR cruising levels max/min ↑ | Airspace Class/ Controlling Unit/ Channel/ Logon address/ SATVOICE number/ RCP & RSP limitations |
| △ COMPTON VOR/DME (CPT) | 512929.66N 0011310.89W | | | | | Intersection with Q63 and UL9. |
| (RNAV 5) | - /170° | 29.6 NM | FL 460 / FL 85 | | odd FL 450 / FL 90 | FL 460/FL 195 Class C,<br>FL 195/FL 85 Class A.<br><br>Between 10 NM north of CPT and CPT:<br>London ACC<br>Freq: 134.460 (FL 305 and above);<br>Freq: 132.165 (Below FL 305 to FL 215);<br>Freq: 135.805 (Below FL 215 to FL 155);<br>Freq: 129.080 (Below FL 155 to FL 135);<br>Freq: 134.125 (Below FL 135).<br><br>Between 15 NM north of CPT and 10 NM north of CPT:<br>London ACC<br>Freq: 134.460 (FL 305 and above);<br>Freq: 132.165 (Below FL 305 to FL 215);<br>Freq: 135.805 (Below FL 215 to FL 155);<br>Freq: 121.280 (Below FL 155 to FL 125);<br>Freq: 119.780 (Below FL 125).<br><br>Between EMKUK and 15 NM north of CPT:<br>London ACC<br>Freq: 134.460 (FL 305 and above);<br>Freq: 132.165 (Below FL 305 to FL 215);<br>Freq: 133.080 (Below FL 215). |
| △ EMKUK | 515837.47N 0012114.72W | | | | | Intersection with (U)L612. |
| (RNAV 5) | - /170° | 23.4 NM | FL 460 / FL 85 | | odd FL 450 / FL 90 | FL 460/FL 195 Class C,<br>FL 195/FL 85 Class A.<br><br>London ACC<br>Freq: 134.390 (FL 225 and above);<br>Freq: 133.080 (Below FL 225). |
| △ ADMEX | 522139.20N 0012744.81W | | HON R087 7.4 NM 435 FT | | | Extremity of Y321. |
| Route Remarks:<br>Due to ATC operational requirements, the cruising level allocation between CPT and PEPIS is inappropriate to the MAG Track. | | | | | | |

# ENR 3.2 AREA NAVIGATION ROUTES (continued)

| Route Designator | Route Usage Notes | | | | | |
|---|---|---|---|---|---|---|
| Significant Point Name | Significant Point Coordinates | | Waypoint: IDENT of VOR/DME BRG, DIST & ELEV of DME antenna | | | Remarks |
| (RNP/RNAV Type & Accuracy) | MAG Track ↓ / ↑ | Geodesic Distance | Upper limit / Lower limit | IFR cruising levels max/min ↓ | IFR cruising levels max/min ↑ | Airspace Class/ Controlling Unit/ Channel/ Logon address/ SATVOICE number/ RCP & RSP limitations |
| **Y322** | | | | | | |
| △ BUGUP | 515237.17N 0013659.89W | | | | | Eastbound route only.<br>Extremity of Y322. |
| (RNAV 5) | - /157° | 25.5 NM | FL 245 / FL 145 | | odd FL 230 / FL 150 | FL 245/FL 195 Class C,<br>FL 195/FL 145 Class A.<br><br>London ACC<br>Freq: 134.390 (FL 225 and above);<br>Freq: 121.030 (Below FL 225). |
| △ PEPUL | 521603.00N 0015314.37W | | | | | Extremity of Y322. |

| Route Designator | Route Usage Notes | | | | | |
|---|---|---|---|---|---|---|
| Significant Point Name | Significant Point Coordinates | | Waypoint: IDENT of VOR/DME BRG, DIST & ELEV of DME antenna | | | Remarks |
| (RNP/RNAV Type & Accuracy) | MAG Track ↓ / ↑ | Geodesic Distance | Upper limit / Lower limit | IFR cruising levels max/min ↓ | IFR cruising levels max/min ↑ | Airspace Class/ Controlling Unit/ Channel/ Logon address/ SATVOICE number/ RCP & RSP limitations |
| **Y803** | | | | | | |
| △ LYDD DME (LYD) | 505958.87N 0005243.18E | | | | | Extremity of Y803.<br>Intersection with M189. |
| (RNAV 5) | 243°/063° | 32.1 NM | FL 245 / FL 85 | even FL 240 / FL 100 | odd FL 230 / FL 90 | FL 245/FL 195 Class C,<br>FL 195/FL 85 Class A.<br><br>Between LYD and 5 NM from SFD:<br>London ACC<br>Freq: 128.430 (FL 195 and above);<br>Freq: 120.180 (Below FL 195).<br><br>Between 5 NM from SFD and SFD:<br>London ACC<br>Freq: 135.055 (FL 175 and above);<br>Freq: 133.180 (Below FL 175). |

# ENR 3.2 AREA NAVIGATION ROUTES (continued)

| Route Designator | Route Usage Notes | | | | | |
|---|---|---|---|---|---|---|
| Significant Point Name | Significant Point Coordinates | | Waypoint: IDENT of VOR/DME BRG, DIST & ELEV of DME antenna | | | Remarks |
| (RNP/RNAV Type & Accuracy) | MAG Track ↓ / ↑ | Geodesic Distance | Upper limit / Lower limit | IFR cruising levels max/min ↓ | IFR cruising levels max/min ↑ | Airspace Class/ Controlling Unit/ Channel/ Logon address/ SATVOICE number/ RCP & RSP limitations |
| △ SEAFORD VOR/DME (SFD) | 504538.48N 0000718.89E | | | | | Eastbound route only FL 245 and above between MID and SFD. |
| (RNAV 5) | 301°/121° | 33.4 NM | FL 460 / FL 85 | even FL 240 / FL 100 | odd FL 450 / FL 90 | FL 460/FL 195 Class C,<br>FL 195/FL 85 Class A.<br><br>Between SFD and 9 NM from SFD:<br>London ACC<br>Freq: 132.840 (FL 295 and above);<br>Freq: 135.055 (Below FL 295 to FL 175);<br>Freq: 133.180 (Below FL 175).<br><br>Between 9 NM from SFD and 26 NM from SFD:<br>London ACC<br>Freq: 132.840 (FL 305 and above);<br>Freq: 132.165 (Below FL 305 to FL 255);<br>Freq: 135.055 (Below FL 255 to FL 175);<br>Freq: 133.180 (Below FL 175).<br><br>Between 26 NM from SFD and MID:<br>London ACC<br>Freq: 132.840 (FL 305 and above);<br>Freq: 132.165 (Below FL 305 to FL 215);<br>Freq: 135.805 (Below FL 215 to FL 175);<br>Freq: 133.180 (Below FL 175). |
| △ MIDHURST DME (MID) | 510314.23N 0003730.01W | | | | | Westbound route only btn MAXIT and MID. |
| (RNAV 5) | - /191° | 12.0 NM | FL 460 / FL 95 | | even FL 430 / FL 100 | FL 460/FL 195 Class C,<br>FL 195/FL 95 Class A.<br><br>London ACC<br>Freq: 132.840 (FL 305 and above);<br>Freq: 132.165 (Below FL 305 to FL 215);<br>Freq: 135.805 (Below FL 215 to FL 175);<br>Freq: 133.180 (Below FL 175). |
| △ MAXIT | 511459.08N 0003342.83W | | | | | Extremity of Y803. |

# ENR 3.2 AREA NAVIGATION ROUTES (continued)

| Route Designator | Route Usage Notes | | | | | |
|---|---|---|---|---|---|---|
| Significant Point Name | Significant Point Coordinates | | Waypoint: IDENT of VOR/DME BRG, DIST & ELEV of DME antenna | | | Remarks |
| (RNP/RNAV Type & Accuracy) | MAG Track ↓ / ↑ | Geodesic Distance | Upper limit / Lower limit | IFR cruising levels max/min ↓ | IFR cruising levels max/min ↑ | Airspace Class/ Controlling Unit/ Channel/ Logon address/ SATVOICE number/ RCP & RSP limitations |
| **Y904** | | | | | | |
| △ ABERDEEN VOR/DME (ADN) | 571837.62N 0021602.09W | | | | | Extremity of Y904. |
| (RNAV 5) | 340°/160° | 17.0 NM | FL 195 / FL 65 | even FL 180 / FL 80 | odd FL 190 / FL 70 | Class E and TMZ. (See Note)<br><br>Within the confines of the Aberdeen CTR/CTA, Y904 assumes the airspace classification of the Aberdeen CTR/ CTA.<br><br>Scottish ACC<br>Freq: 134.850 (All Levels). |
| △ NANEV | 573428.67N 0022713.91W | | | | | |
| (RNAV 5) | 340°/160° | 13.0 NM | FL 155 / FL 75 | even FL 140 / FL 80 | odd FL 150 / FL 90 | Class E and TMZ. (See Note)<br><br>Scottish ACC<br>Freq: 134.850 (All Levels). |
| △ SMOKI | 574637.00N 0023555.62W | | | | | |
| (RNAV 5) | 340°/160° | 44.0 NM | FL 155 / FL 75 | even FL 140 / FL 80 | odd FL 150 / FL 90 | Class E and TMZ. (See Note)<br><br>Scottish ACC<br>Freq: 134.850 (All Levels). |
| △ WICK VOR/DME (WIK) | 582731.74N 0030601.34W | | | | | Extremity of Y904. |
| Route Remarks:<br>Transponder carriage and operation required. | | | | | | |

| Route Designator | Route Usage Notes | | | | | |
|---|---|---|---|---|---|---|
| Significant Point Name | Significant Point Coordinates | | Waypoint: IDENT of VOR/DME BRG, DIST & ELEV of DME antenna | | | Remarks |
| (RNP/RNAV Type & Accuracy) | MAG Track ↓ / ↑ | Geodesic Distance | Upper limit / Lower limit | IFR cruising levels max/min ↓ | IFR cruising levels max/min ↑ | Airspace Class/ Controlling Unit/ Channel/ Logon address/ SATVOICE number/ RCP & RSP limitations |
| **Y905** | | | | | | |
| △ ABERDEEN VOR/DME (ADN) | 571837.62N 0021602.09W | | | | | Extremity of Y905. |
| (RNAV 5) | 045°/225° | 20.9 NM | FL 195 / FL 65 | odd FL 190 / FL 70 | even FL 180 / FL 80 | Class E and TMZ. (See Note)<br><br>Within the confines of the Aberdeen CTR/CTA, Y905 assumes the airspace classification of the Aberdeen CTR/ CTA.<br><br>Scottish ACC<br>Freq: 134.850 (All Levels). |
| △ PETOX | 573333N 0014902W | | | | | |
| (RNAV 5) | 007°/187° | 3.0 NM | FL 195 / FL 65 | odd FL 190 / FL 70 | even FL 180 / FL 80 | Class E and TMZ. (See Note)<br><br>Scottish ACC<br>Freq: 134.850 (All Levels). |

# ENR 3.2 AREA NAVIGATION ROUTES (continued)

| Route Designator | Route Usage Notes | | | | | |
|---|---|---|---|---|---|---|
| Significant Point Name | Significant Point Coordinates | | Waypoint: IDENT of VOR/DME BRG, DIST & ELEV of DME antenna | | | Remarks |
| (RNP/RNAV Type & Accuracy) | MAG Track ↓ / ↑ | Geodesic Distance | Upper limit / Lower limit | IFR cruising levels max/min ↓ | IFR cruising levels max/min ↑ | Airspace Class/ Controlling Unit/ Channel/ Logon address/ SATVOICE number/ RCP & RSP limitations |
| △ RISDU | 573631.42N 0014823.78W | | | | | |
| (RNAV 5) | 007°/188° | 47.0 NM | FL 195 / FL 105 | odd FL 190 / FL 110 | even FL 180 / FL 120 | Class E and TMZ.<br>(See Note)<br><br>Scottish ACC<br>Freq: 134.850 (All Levels). |
| △ MONAV | 582306.02N 0013811.02W | | | | | |
| (RNAV 5) | 008°/188° | 30.4 NM | FL 195 / FL 105 | odd FL 190 / FL 110 | even FL 180 / FL 120 | Class E and TMZ.<br>(See Note)<br><br>Scottish ACC<br>Freq: 134.850 (All Levels). |
| △ BEKET | 585313.00N 0013120.14W | | | | | |
| (RNAV 5) | 008°/188° | 27.1 NM | FL 195 / FL 105 | odd FL 190 / FL 110 | even FL 180 / FL 120 | Class E and TMZ.<br>(See Note)<br><br>Scottish ACC<br>Freq: 134.850 (All Levels). |
| △ ERDOG | 592003.14N 0012503.64W | | | | | |
| (RNAV 5) | 008°/188° | 3.0 NM | FL 195 / FL 75 | odd FL 190 / FL 90 | even FL 180 / FL 80 | Class E and TMZ.<br>(See Note)<br><br>Scottish ACC<br>Freq: 134.850 (All Levels). |
| △ GAVEL | 592300.00N 0012421.67W | | | | | |
| (RNAV 5) | 008°/188° | 7.0 NM | FL 195 / FL 75 | odd FL 190 / FL 110 | even FL 180 / FL 120 | Class E and TMZ.<br>(See Note)<br><br>Scottish ACC<br>Freq: 134.850 (All Levels). |
| △ RAVDI | 592957.26N 0012242.18W | | | | | |
| (RNAV 5) | 008°/188° | 3.0 NM | FL 195 / FL 45 | odd FL 190 / FL 110 | even FL 180 / FL 120 | Class E and TMZ.<br>(See Note)<br><br>Scottish ACC<br>Freq: 134.850 (All Levels). |
| ▲ MOCHA | 593255.50N 0012159.47W | | | | | Acft in communication with Sumburgh ATC must report OHD MOCHA unless otherwise authorized by that Unit. |
| (RNAV 5) | 008°/188° | 20.0 NM | FL 195 / FL 45 | odd FL 190 / FL 110 | even FL 180 / FL 120 | Class E and TMZ.<br>(See Note)<br><br>Within the confines of the Sumburgh CTR/CTA, Y905 assumes the airspace classification of the Sumburgh CTR/ CTA.<br><br>Scottish ACC<br>Freq: 134.850 (All Levels). |
| △ WAFIL | 595243.00N 0011711.00W | | | | | Extremity of Y905. |

Route Remarks:
Although coverage of SUM VOR meets ICAO criteria, it is nevertheless deficient along the alignment of Y905 at low level in view of the distance btn SUM and PETOX. During commissioning flight inspection ICAO mnm field strength at FL 70 occurred to 90 NM and it is estimated it would occur above approximately FL 100 overhead PETOX. Therefore in line VOR navigation beyond SUM VOR 50D to PETOX may not comply with RNP 5.

Transponder carriage and operation required.

# ENR 3.2 AREA NAVIGATION ROUTES (continued)

| Route Designator | Route Usage Notes | | | | | |
|---|---|---|---|---|---|---|
| Significant Point Name | Significant Point Coordinates | | Waypoint: IDENT of VOR/DME BRG, DIST & ELEV of DME antenna | | | Remarks |
| (RNP/RNAV Type & Accuracy) | MAG Track ↓ / ↑ | Geodesic Distance | Upper limit / Lower limit | IFR cruising levels max/min ↓ | IFR cruising levels max/min ↑ | Airspace Class/ Controlling Unit/ Channel/ Logon address/ SATVOICE number/ RCP & RSP limitations |
| **Y906** | | | | | | |
| △ RIMOL | 573233.45N 0040229.55W | | | | | Extremity of Y906. |
| (RNAV 5) | 303°/123° | 17.1 NM | FL 195 / FL 95 | even FL 180 / FL 100 | odd FL 190 / FL 110 | Class E and TMZ. (See Note)<br><br>Scottish ACC<br>Freq: 127.275 (All Levels). |
| △ GARVA | 574118.00N 0042941.35W | | INS R302 17.1 NM 42 FT | | | |
| (RNAV 5) | 303°/122° | 25.1 NM | FL 195 / FL 95 | even FL 180 / FL 100 | odd FL 190 / FL 110 | Class E and TMZ. (See Note)<br><br>Scottish ACC<br>Freq: 127.275 (All Levels). |
| △ ULLAP | 575400.00N 0051009.20W | | | | | |
| (RNAV 5) | 302°/122° | 37.2 NM | FL 195 / FL 55 | even FL 180 / FL 60 | odd FL 190 / FL 70 | Class E and TMZ. (See Note)<br><br>Scottish ACC<br>Freq: 127.275 (All Levels). |
| △ STORNOWAY VOR/DME (STN) | 581225.02N 0061058.97W | | | | | Extremity of Y906. |

Route Remarks:
Inverness Radar provide a radar service for tfc inbound to and outbound from Inverness via Y906 during the promulgated hours of Inverness Radar as published in UK AIP AD 2.EGPE AD 2.18 (and as amended by NOTAM).

Tfc inbound to Inverness via Y906 has a clearance limit of GARVA, descent clearance will be issued by Scottish ACC to be level by GARVA unless otherwise instructed by ATC. Scottish ACC will instruct tfc when to contact Inverness Radar (122.605), this will normally be at or before 40 NM from RIMOL.

Transponder carriage and operation required.

| Route Designator | Route Usage Notes | | | | | |
|---|---|---|---|---|---|---|
| Significant Point Name | Significant Point Coordinates | | Waypoint: IDENT of VOR/DME BRG, DIST & ELEV of DME antenna | | | Remarks |
| (RNP/RNAV Type & Accuracy) | MAG Track ↓ / ↑ | Geodesic Distance | Upper limit / Lower limit | IFR cruising levels max/min ↓ | IFR cruising levels max/min ↑ | Airspace Class/ Controlling Unit/ Channel/ Logon address/ SATVOICE number/ RCP & RSP limitations |
| **Y911** | | | | | | |
| △ BOYNE | 534601.59N 0053000.00W | | | | | FIR Boundary.<br>Extremity of Y911. |
| (RNAV 5) | 057°/237° | 22.2 NM | FL 195 / FL 75 | odd FL 190 / FL 90 | even FL 180 / FL 80 | Between BOYNE and 3.5 NM east of BOYNE:<br>Class C (All Levels).<br><br>Between 3.5 NM east of BOYNE and 19 NM east of BOYNE:<br>Class E and TMZ (All Levels) - see Note 1.<br><br>Between 19 NM east of BOYNE and NOCAD:<br>FL 195/FL 145 Class C,<br>FL 145/FL 105 Class E and TMZ - see Note 1,<br>FL 105/FL 75 Class D - see Note 2.<br><br>Scottish ACC<br>Freq: 123.775 (All Levels). |

# ENR 3.2 AREA NAVIGATION ROUTES (continued)

| Route Designator | Route Usage Notes | | | | | |
|---|---|---|---|---|---|---|
| Significant Point Name | Significant Point Coordinates | | Waypoint: IDENT of VOR/DME BRG, DIST & ELEV of DME antenna | | | Remarks |
| (RNP/RNAV Type & Accuracy) | MAG Track ↓ / ↑ | Geodesic Distance | Upper limit / Lower limit | IFR cruising levels max/min ↓ | IFR cruising levels max/min ↑ | Airspace Class/ Controlling Unit/ Channel/ Logon address/ SATVOICE number/ RCP & RSP limitations |
| △ NOCAD | 535836.63N 0045913.06W | | IOM R236 9.6 NM 567 FT | | | |
| (RNAV 5) | 057°/237° | 9.6 NM | FL 195 / FL 75 | odd FL 190 / FL 90 | even FL 180 / FL 80 | Between NOCAD and 540100N 0045317W:<br>FL 195/FL 145 Class C,<br>FL 145/FL 105 Class E and TMZ - see Note 1.<br><br>Between 540100N 0045317W and IOM:<br>FL 195/FL 75 Class D.<br><br>Scottish ACC<br>Freq: 123.775 (All Levels). |
| △ ISLE OF MAN VOR/DME (IOM) | 540401.12N 0044548.50W | | | | | Extremity of Y911. |

Route Remarks:
See also ENR 1.1, pargraph 1.1.3.
Note 1: Transponder carriage and operation required.
Note 2: Class D airspace during the published times of the Isle of Man CTR. Outside Isle of Man CTR hours airspace reverts to Class E and TMZ.

| Route Designator | Route Usage Notes | | | | | |
|---|---|---|---|---|---|---|
| Significant Point Name | Significant Point Coordinates | | Waypoint: IDENT of VOR/DME BRG, DIST & ELEV of DME antenna | | | Remarks |
| (RNP/RNAV Type & Accuracy) | MAG Track ↓ / ↑ | Geodesic Distance | Upper limit / Lower limit | IFR cruising levels max/min ↓ | IFR cruising levels max/min ↑ | Airspace Class/ Controlling Unit/ Channel/ Logon address/ SATVOICE number/ RCP & RSP limitations |
| **Y958** | | | | | | |
| △ BRUCE | 561411.05N 0055028.09W | | | | | Extremity of Y958.<br>Intersection with L602. |
| (RNAV 5) | 329°/149° | 37.8 NM | FL 255 / FL 115 | even FL 240 / FL 120 | odd FL 250 / FL 130 | FL 255/FL 195 Class C,<br>FL 195/FL 115 Class E and TMZ.<br>(See Note)<br><br>Scottish ACC<br>Freq: 127.275 (All Levels). |
| △ TOBMO | 564538.16N 0062810.51W | | | | | Extremity of Y958. |

Route Remarks:
For use by traffic climbing to or descending from the Shanwick OCA Boundary.

The portion of Y958 below FL 195 is Class E and TMZ and extends 5 NM either side of the centre-line.

Note: Transponder carriage and operation required within that part of Y958 notified as Class E and TMZ.

# ENR 3.2 AREA NAVIGATION ROUTES (continued)

| Route Designator | Route Usage Notes | | | | | |
|---|---|---|---|---|---|---|
| Significant Point Name | Significant Point Coordinates | | Waypoint: IDENT of VOR/DME BRG, DIST & ELEV of DME antenna | | | Remarks |
| (RNP/RNAV Type & Accuracy) | MAG Track ↓ / ↑ | Geodesic Distance | Upper limit / Lower limit | IFR cruising levels max/min ↓ | IFR cruising levels max/min ↑ | Airspace Class/ Controlling Unit/ Channel/ Logon address/ SATVOICE number/ RCP & RSP limitations |
| **Z150** | | | | | | |
| △ MEGEL | 522057.94N 0020425.20E | | | | | Westbound route only.<br>Extremity of Z150. |
| (RNAV 5) | - /220° | 13.3 NM | FL 460 / FL 195 | | even FL 430 / FL 200 | Class C.<br><br>London ACC<br>Freq: 133.940 (FL 215 and above);<br>Freq: 121.230 (Below FL 215). |
| △ AMFEP | 523050.36N 0021851.80E | | | | | |
| (RNAV 5) | - /221° | 34.7 NM | FL 460 / FL 245 | | even FL 430 / FL 260 | Class C.<br><br>London ACC<br>Freq: 126.780 (FL 355 and above);<br>Freq: 128.130 (Below FL 355). |
| △ KUBAX | 525633.93N 0025713.20E | | | | | Extremity of Z150. |

| Route Designator | Route Usage Notes | | | | | |
|---|---|---|---|---|---|---|
| Significant Point Name | Significant Point Coordinates | | Waypoint: IDENT of VOR/DME BRG, DIST & ELEV of DME antenna | | | Remarks |
| (RNP/RNAV Type & Accuracy) | MAG Track ↓ / ↑ | Geodesic Distance | Upper limit / Lower limit | IFR cruising levels max/min ↓ | IFR cruising levels max/min ↑ | Airspace Class/ Controlling Unit/ Channel/ Logon address/ SATVOICE number/ RCP & RSP limitations |
| **Z171** | | | | | | |
| △ LELNA | 495856.80N 0020623.42W | | | | | Westbound route only between THRED and LELNA.<br>FIR Boundary.<br>Extremity of Z171. |
| (RNAV 1) | - /209° | 35.4 NM | FL 245 / FL 105 | | odd FL 230 / FL 210<br>even FL 200 / FL 120 | FL 245/FL 195 Class C,<br>FL 195/FL 105 Class A.<br><br>London ACC<br>Freq: 129.430 (All Levels). |
| △ THRED | 502955.11N 0013950.03W | | SAM R203 30.0 NM 64 FT | | | Intersection with Q41. |
| (RNAV 1) | 024°/204° | 11.0 NM | FL 245 / FL 125 | odd FL 230 / FL 130 | even FL 220 / FL 140 | FL 245/FL 195 Class C,<br>FL 195/FL 125 Class A.<br><br>London ACC<br>Freq: 129.430 (All Levels). |
| △ NEDUL | 503958.00N 0013251.86W | | SAM R203 19.0 NM 64 FT | | | Intersection with Q41. |
| (RNAV 1) | 024°/204° | 19.0 NM | FL 245 / FL 125 | odd FL 230 / FL 130 | even FL 220 / FL 140 | FL 245/FL 195 Class C,<br>FL 195/FL 125 Class A.<br><br>London ACC<br>Freq: 129.430 (All Levels). |
| △ SOUTHAMPTON DME (SAM) | 505718.90N 0012042.20W | | | | | Extremity of Z171.<br>Intersection with Q41. |

Route Remarks:
Due to Brest ACC operational requirements, the cruising level allocation between THRED and LELNA above FL 200 is inappropriate to the MAG Track.

See also ENR 1.1, paragraph 1.1.3.

# ENR 3.2 AREA NAVIGATION ROUTES (continued)

| Route Designator | Route Usage Notes | | | | | |
|---|---|---|---|---|---|---|
| Significant Point Name | Significant Point Coordinates | | Waypoint: IDENT of VOR/DME BRG, DIST & ELEV of DME antenna | | | Remarks |
| (RNP/RNAV Type & Accuracy) | MAG Track ↓ / ↑ | Geodesic Distance | Upper limit / Lower limit | IFR cruising levels max/min ↓ | IFR cruising levels max/min ↑ | Airspace Class/ Controlling Unit/ Channel/ Logon address/ SATVOICE number/ RCP & RSP limitations |
| **Z195** | | | | | | |
| △ ALAVA | 532342.60N 0035817.31W | | | | | Eastbound route only.<br>Extremity of Z195. |
| (RNAV 1) | 086°/ - | 13.1 NM | FL 460 / FL 85 | odd FL 450 / FL 90 | | Class C.<br><br>London ACC<br>Freq: 132.860 (FL 335 and above);<br>Freq: 135.580 (Below FL 335 to FL 285).<br>Scottish ACC<br>Freq: 133.050 (Below FL 285). |
| △ MALUD | 532448.17N 0033630.30W | | WAL R275 17.1 NM 55 FT | | | Extremity of Z195.<br>Intersection with (U)L975. |

| Route Designator | Route Usage Notes | | | | | |
|---|---|---|---|---|---|---|
| Significant Point Name | Significant Point Coordinates | | Waypoint: IDENT of VOR/DME BRG, DIST & ELEV of DME antenna | | | Remarks |
| (RNP/RNAV Type & Accuracy) | MAG Track ↓ / ↑ | Geodesic Distance | Upper limit / Lower limit | IFR cruising levels max/min ↓ | IFR cruising levels max/min ↑ | Airspace Class/ Controlling Unit/ Channel/ Logon address/ SATVOICE number/ RCP & RSP limitations |
| **Z196** | | | | | | |
| △ GUNTU | 533537.40N 0030953.64W | | | | | Westbound route only.<br>Extremity of Z196. |
| (RNAV 1) | 283°/ - | 16.7 NM | FL 460 / FL 115 | even FL 430 / FL 120 | | Class C.<br><br>London ACC<br>Freq: 132.860 (FL 335 and above);<br>Freq: 135.580 (Below FL 335 to FL 285).<br>Scottish ACC<br>Freq: 118.780 (Below FL 285). |
| △ DIGMA | 533859.86N 0033723.50W | | | | | Intersection with M146. |
| (RNAV 1) | 285°/ - | 17.0 NM | FL 460 / FL 115 | even FL 430 / FL 120 | | Class C.<br><br>London ACC<br>Freq: 132.860 (FL 335 and above);<br>Freq: 135.580 (Below FL 335 to FL 285).<br>Scottish ACC<br>Freq: 133.050 (Below FL 285). |
| △ LELDO | 534259.53N 0040507.00W | | | | | Extremity of Z196.<br>Intersection with M145. |

# ENR 3.2 AREA NAVIGATION ROUTES (continued)

| Route Designator | Route Usage Notes | | | | | |
|---|---|---|---|---|---|---|
| Significant Point Name | Significant Point Coordinates | | Waypoint: IDENT of VOR/DME BRG, DIST & ELEV of DME antenna | | | Remarks |
| (RNP/RNAV Type & Accuracy) | MAG Track ↓ / ↑ | Geodesic Distance | Upper limit / Lower limit | IFR cruising levels max/min ↓ | IFR cruising levels max/min ↑ | Airspace Class/ Controlling Unit/ Channel/ Logon address/ SATVOICE number/ RCP & RSP limitations |
| **Z197** | | | | | | |
| △ LISTO | 530835.93N 0021156.54W | | POL R185 36.2 NM 1438 FT | | | Eastbound route only.<br>Extremity of Z197. |
| (RNAV 1) | - /107° | 23.5 NM | FL 460 / FL 85 | | odd FL 450 / FL 90 | FL 460/FL 195 Class C,<br>FL 195/FL 85 Class A.<br><br>London ACC<br>Freq: 132.860 (FL 335 and above);<br>Freq: 135.580 (Below FL 335 to FL 285).<br>Scottish ACC<br>Freq: 118.780 (Below FL 285 to FL 195);<br>Freq: 128.055 (Below FL 195). |
| △ EKLAD | 531513.70N 0024928.85W | | WAL R127 13.9 NM 55 FT | | | |
| (RNAV 1) | - /106° | 20.1 NM | FL 460 / FL 85 | | odd FL 450 / FL 90 | Between VOLFI and 3 NM east of VOLFI:<br>Class C (All Levels).<br><br>Between 3 NM east of VOLFI and EKLAD:<br>FL 460/FL 195 Class C,<br>FL 195/FL 85 Class A.<br><br>London ACC<br>Freq: 132.860 (FL 335 and above);<br>Freq: 135.580 (Below FL 335 to FL 285).<br>Scottish ACC<br>Freq: 118.780 (Below FL 285 to FL 195);<br>Freq: 128.055 (Below FL 195). |
| △ VOLFI | 532035.13N 0032150.51W | | | | | |
| (RNAV 1) | - /104° | 10.4 NM | FL 460 / FL 85 | | odd FL 450 / FL 90 | Class C.<br><br>London ACC<br>Freq: 132.860 (FL 335 and above);<br>Freq: 135.580 (Below FL 335 to FL 285).<br>Scottish ACC<br>Freq: 133.050 (Below FL 285). |
| △ NOSLO | 532253.72N 0033841.89W | | | | | Extremity of Z197. |

| Route Designator | Route Usage Notes | | | | | |
|---|---|---|---|---|---|---|
| Significant Point Name | Significant Point Coordinates | | Waypoint: IDENT of VOR/DME BRG, DIST & ELEV of DME antenna | | | Remarks |
| (RNP/RNAV Type & Accuracy) | MAG Track ↓ / ↑ | Geodesic Distance | Upper limit / Lower limit | IFR cruising levels max/min ↓ | IFR cruising levels max/min ↑ | Airspace Class/ Controlling Unit/ Channel/ Logon address/ SATVOICE number/ RCP & RSP limitations |
| **Z198** | | | | | | |
| △ ERDUV | 535234.66N 0041008.23W | | | | | Westbound route only.<br>Extremity of Z198. |
| (RNAV 1) | 340°/ - | 18.0 NM | FL 255 / FL 195 | even FL 240 / FL 200 | | Class C.<br><br>Scottish ACC<br>Freq: 123.775 (All Levels). |
| △ MASOP | 540921.02N 0042115.26W | | | | | Extremity of Z198.<br>Intersection with M148. |

# ENR 3.2 AREA NAVIGATION ROUTES (continued)

| Route Designator | Route Usage Notes | | | | | |
|---|---|---|---|---|---|---|
| Significant Point Name | Significant Point Coordinates | | Waypoint: IDENT of VOR/DME BRG, DIST & ELEV of DME antenna | | | Remarks |
| (RNP/RNAV Type & Accuracy) | MAG Track ↓ / ↑ | Geodesic Distance | Upper limit / Lower limit | IFR cruising levels max/min ↓ | IFR cruising levels max/min ↑ | Airspace Class/ Controlling Unit/ Channel/ Logon address/ SATVOICE number/ RCP & RSP limitations |
| **Z246** | | | | | | |
| △ HERON | 552035.29N 0050000.00W | | | | | Westbound route only.<br>Extremity of Z246.<br>Intersection with N562. |
| (RNAV 1) | - /224° | 6.1 NM | FL 255 / 5500 FT ALT | | even FL 240 / FL 80 | FL 255/FL 195 Class C,<br>FL 195/ALT 5500 FT Class D.<br><br>Scottish ACC<br>Freq: 127.275 (All Levels). |
| △ DAUNT | 552508.18N 0045246.93W | | | | | Extremity of Z246. |

| Route Designator | Route Usage Notes | | | | | |
|---|---|---|---|---|---|---|
| Significant Point Name | Significant Point Coordinates | | Waypoint: IDENT of VOR/DME BRG, DIST & ELEV of DME antenna | | | Remarks |
| (RNP/RNAV Type & Accuracy) | MAG Track ↓ / ↑ | Geodesic Distance | Upper limit / Lower limit | IFR cruising levels max/min ↓ | IFR cruising levels max/min ↑ | Airspace Class/ Controlling Unit/ Channel/ Logon address/ SATVOICE number/ RCP & RSP limitations |
| **Z247** | | | | | | |
| △ HERON | 552035.29N 0050000.00W | | | | | Westbound route only.<br>Extremity of Z247.<br>Intersection with N562. |
| (RNAV 1) | - /261° | 6.0 NM | FL 255 / 5500 FT ALT | | even FL 240 / FL 80 | FL 255/FL 195 Class C,<br>FL 195/ALT 5500 FT Class D.<br><br>Scottish ACC<br>Freq: 127.275 (All Levels). |
| △ AKODA | 552144.78N 0044942.12W | | | | | Extremity of Z247. |

| Route Designator | Route Usage Notes | | | | | |
|---|---|---|---|---|---|---|
| Significant Point Name | Significant Point Coordinates | | Waypoint: IDENT of VOR/DME BRG, DIST & ELEV of DME antenna | | | Remarks |
| (RNP/RNAV Type & Accuracy) | MAG Track ↓ / ↑ | Geodesic Distance | Upper limit / Lower limit | IFR cruising levels max/min ↓ | IFR cruising levels max/min ↑ | Airspace Class/ Controlling Unit/ Channel/ Logon address/ SATVOICE number/ RCP & RSP limitations |
| **Z248** | | | | | | |
| △ OSMEG | 550826N 0040603W | | | | | Eastbound route only.<br>Extremity of Z248.<br>Intersection with T256. |
| (RNAV 1) | - /129° | 20.1 NM | FL 255 / 5500 FT ALT | | odd FL 230 / FL 70 | FL 255/FL 195 Class C,<br>FL 195/ALT 5500 FT Class D.<br><br>Scottish ACC<br>Freq: 124.825 (FL 195 and above);<br>Freq: 121.375 (Below FL 195). |
| △ LUCCO | 552048.54N 0043341.11W | | | | | Extremity of Z248. |

# ENR 3.2 AREA NAVIGATION ROUTES (continued)

| Route Designator | Route Usage Notes | | | | | |
|---|---|---|---|---|---|---|
| Significant Point Name | Significant Point Coordinates | | Waypoint: IDENT of VOR/DME BRG, DIST & ELEV of DME antenna | | | Remarks |
| (RNP/RNAV Type & Accuracy) | MAG Track ↓ / ↑ | Geodesic Distance | Upper limit / Lower limit | IFR cruising levels max/min ↓ | IFR cruising levels max/min ↑ | Airspace Class/ Controlling Unit/ Channel/ Logon address/ SATVOICE number/ RCP & RSP limitations |
| **Z249** | | | | | | |
| △ OSMEG | 550826N 0040603W | | | | | Eastbound route only.<br>Extremity of Z249.<br>Intersection with T256. |
| (RNAV 1) | - /150° | 11.0 NM | FL 255 / 5500 FT ALT | | odd FL 230 / FL 70 | FL 255/FL 195 Class C,<br>FL 195/ALT 5500 FT Class D.<br><br>Scottish ACC<br>Freq: 124.825 (FL 195 and above);<br>Freq: 121.375 (Below FL 195). |
| △ SUDBY | 551745.35N 0041606.05W | | | | | Extremity of Z249. |

| Route Designator | Route Usage Notes | | | | | |
|---|---|---|---|---|---|---|
| Significant Point Name | Significant Point Coordinates | | Waypoint: IDENT of VOR/DME BRG, DIST & ELEV of DME antenna | | | Remarks |
| (RNP/RNAV Type & Accuracy) | MAG Track ↓ / ↑ | Geodesic Distance | Upper limit / Lower limit | IFR cruising levels max/min ↓ | IFR cruising levels max/min ↑ | Airspace Class/ Controlling Unit/ Channel/ Logon address/ SATVOICE number/ RCP & RSP limitations |
| **Z250** | | | | | | |
| △ LUCCO | 552048.54N 0043341.11W | | | | | Eastbound route only.<br>Extremity of Z250. |
| (RNAV 1) | 095°/ - | 17.4 NM | FL 255 / 5500 FT ALT | odd FL 230 / FL 70 | | FL 255/FL 195 Class C,<br>FL 195/ALT 5500 FT Class D.<br><br>Scottish ACC<br>Freq: 124.825 (FL 195 and above);<br>Freq: 121.375 (Below FL 195). |
| △ SUMIN | 551945.76N 0040318.17W | | TRN R088 25.0 NM 586 FT | | | |
| (RNAV 1) | 079°/ - | 37.1 NM | FL 255 / FL 125 | odd FL 230 / FL 130 | | FL 255/FL 195 Class C,<br>FL 195/FL 125 Class D.<br><br>Scottish ACC<br>Freq: 126.300 (FL 195 and above);<br>Freq: 130.975 (Below FL 195). |
| △ HAVEN | 552740.00N 0025946.67W | | TLA R101 12.4 NM 2773 FT | | | Extremity of Z250.<br>Intersection with Y96. |

# ENR 3.3 OTHER ROUTES

| Route Designator | Route Usage Notes | | | | | |
|---|---|---|---|---|---|---|
| Significant Point Name | Significant Point Coordinates | | Waypoint: IDENT of VOR/DME BRG, DIST & ELEV of DME antenna | | | Remarks |
| (RNP/RNAV Type & Accuracy) | MAG Track ↓ / ↑ | Geodesic Distance | Upper limit / Lower limit | IFR cruising levels max/min ↓ | IFR cruising levels max/min ↑ | Airspace class/ Controlling Unit/ Channel/ Logon address/ SATVOICE number/ RCP & RSP limitations |
| **T9** | | | | | | |
| △ BEGAS | 450000N 0090000W | | | | | Southbound route only.<br>Extremity of T9. |
| (RNP 2)<br>(CONTINENTAL/ OFFSHORE) | - /182° | 216.0 NM | FL 660 / FL 290 | | | Class A.<br><br>Shanwick Oceanic<br>Freq: HF as assigned. VHF 128.360 (All Levels). |
| △ LASNO | 483554N 0090000W | | | | | Extremity of T9. |

Route Remarks:
FL Series not applicable. Operators should file Even Levels for southbound transits but may be allocated Odd Levels.

Flight Plan: For RNP2 serviceability, qualification and authorisation, file: Field 10a - GRZ; Field 18 - NAV/RNP2. (See UK AIP ENR 2.2 for further details).

Exemption from FANS 1/A Carriage Requirement.

Requirement for ADS-B Out 1090 MHz Carriage.

Requirement for HF and VHF Carriage.

Routine communications are to be conducted with Shanwick Radio via assigned frequencies/channels using HF. 128.360 MHz is reserved for intervention or emergency purposes only and is to be continuously monitored.

Requirements to monitor 121.500 MHz and to broadcast on 121.500 MHz during in-flight contingencies, contained within UK AIP ENR 2.2 remain unchanged.

North Atlantic Strategic Lateral Offset Procedure (SLOP) does not apply to flights operating along T9. Aircraft shall maintain track along the centre-line of this route.

| Route Designator | Route Usage Notes | | | | | |
|---|---|---|---|---|---|---|
| Significant Point Name | Significant Point Coordinates | | Waypoint: IDENT of VOR/DME BRG, DIST & ELEV of DME antenna | | | Remarks |
| (RNP/RNAV Type & Accuracy) | MAG Track ↓ / ↑ | Geodesic Distance | Upper limit / Lower limit | IFR cruising levels max/min ↓ | IFR cruising levels max/min ↑ | Airspace class/ Controlling Unit/ Channel/ Logon address/ SATVOICE number/ RCP & RSP limitations |
| **T13** | | | | | | |
| △ NILAV | 450000N 0132500W | | | | | Northbound route only.<br>For continuation see AIP Portugal. |
| (RNAV 10) | 017°/ - | 237.7 NM | FL 660 / FL 55 | | | Class A.<br><br>Shanwick Oceanic<br>Freq: HF as assigned (All Levels). |
| △ OMOKO | 485020.30N 0120000.00W | | | | | Extremity of T13. |

Route Remarks:
FL Series not applicable. T13 has no associated flight level allocation scheme. Operators are permitted to file flight plans at any flight level between the lower and upper limit for this route. T13 is available for Northbound flights only.

# ENR 3.3 OTHER ROUTES (continued)

| Route Designator | Route Usage Notes | | | | | |
|---|---|---|---|---|---|---|
| **Significant Point Name** | **Significant Point Coordinates** | | **Waypoint: IDENT of VOR/DME BRG, DIST & ELEV of DME antenna** | | | **Remarks** |
| **(RNP/RNAV Type & Accuracy)** | **MAG Track ↓ / ↑** | **Geodesic Distance** | **Upper limit / Lower limit** | **IFR cruising levels max/min** | | **Airspace class/ Controlling Unit/ Channel/ Logon address/ SATVOICE number/ RCP & RSP limitations** |
| | | | | ↓ | ↑ | |
| **T16** | | | | | | |
| △ GONAN | 450000N 0140000W | | | | | Southbound route only.<br>For continuation see AIP Portugal. |
| (RNAV 10) | - /204° | 244.7 NM | FL 660 / FL 55 | | | Class A.<br><br>Shanwick Oceanic<br>Freq: HF as assigned (All Levels). |
| △ OMOKO | 485020.30N 0120000.00W | | | | | Extremity of T16. |
| Route Remarks:<br>FL Series not applicable. T16 has no associated flight level allocation scheme. Operators are permitted to file flight plans at any flight level between the lower and upper limit for this route. T16 is available for Southbound flights only. | | | | | | |

| Route Designator | Route Usage Notes | | | | | |
|---|---|---|---|---|---|---|
| **Significant Point Name** | **Significant Point Coordinates** | | **Waypoint: IDENT of VOR/DME BRG, DIST & ELEV of DME antenna** | | | **Remarks** |
| **(RNP/RNAV Type & Accuracy)** | **MAG Track ↓ / ↑** | **Geodesic Distance** | **Upper limit / Lower limit** | **IFR cruising levels max/min** | | **Airspace class/ Controlling Unit/ Channel/ Logon address/ SATVOICE number/ RCP & RSP limitations** |
| | | | | ↓ | ↑ | |
| **T213** | | | | | | |
| △ BERUX | 450000N 0110000W | | | | | Extremity of T213. |
| (RNAV 10) | 008°/188° | 224.8 NM | FL 660 / FL 55 | | | Class A.<br><br>Shanwick Oceanic<br>Freq: HF as assigned (All Levels). |
| △ TAMEL | 484342.52N 0102949.80W | | | | | Extremity of T213. |
| Route Remarks:<br>FL Series not applicable. T213 has no associated flight level allocation scheme. Operators are permitted to file flight plans at any flight level between the lower and upper limit on this route. | | | | | | |

| Route Designator | Route Usage Notes | | | | | |
|---|---|---|---|---|---|---|
| **Significant Point Name** | **Significant Point Coordinates** | | **Waypoint: IDENT of VOR/DME BRG, DIST & ELEV of DME antenna** | | | **Remarks** |
| **(RNP/RNAV Type & Accuracy)** | **MAG Track ↓ / ↑** | **Geodesic Distance** | **Upper limit / Lower limit** | **IFR cruising levels max/min** | | **Airspace class/ Controlling Unit/ Channel/ Logon address/ SATVOICE number/ RCP & RSP limitations** |
| | | | | ↓ | ↑ | |
| **T290** | | | | | | |
| △ ADVAT | 450000.00N 0092811.19W | | | | | Northbound route only.<br>Extremity of T290. |
| (RNP 2) (CONTINENTAL/ OFFSHORE) | 002°/ - | 218.7 NM | FL 660 / FL 290 | | | Class A.<br><br>Shanwick Oceanic<br>Freq: HF as assigned. VHF 128.360 (All Levels). |

# ENR 3.3 OTHER ROUTES (continued)

| Route Designator | | Route Usage Notes | | | | |
|---|---|---|---|---|---|---|
| Significant Point Name | | Significant Point Coordinates | | Waypoint: IDENT of VOR/DME BRG, DIST & ELEV of DME antenna | | Remarks |
| (RNP/RNAV Type & Accuracy) | | MAG Track ↓ / ↑ | Geodesic Distance | Upper limit / Lower limit | IFR cruising levels max/min ↓ | ↑ | Airspace class/ Controlling Unit/ Channel/ Logon address/ SATVOICE number/ RCP & RSP limitations |
| △ | GELPO | 483839.06N 0093009.45W | | | | | Extremity of T290. |

Route Remarks:
FL Series not applicable. Operators should file Odd Levels for northbound transits but may be allocated Even Levels.

Flight Plan: For RNP2 serviceability, qualification and authorisation, file: Field 10a - GRZ; Field 18 - NAV/RNP2. (See UK AIP ENR 2.2 for further details).

Exemption from FANS 1/A Carriage Requirement.

Requirement for ADS-B Out 1090 MHz Carriage.

Requirement for HF and VHF Carriage.

Routine communications are to be conducted with Shanwick Radio via assigned frequencies/channels using HF. 128.360 MHz is reserved for intervention or emergency purposes only and is to be continuously monitored.

Requirements to monitor 121.500 MHz and to broadcast on 121.500 MHz during in-flight contingencies, contained within UK AIP ENR 2.2 remain unchanged.

North Atlantic Strategic Lateral Offset Procedure (SLOP) does not apply to flights operating along T290. Aircraft shall maintain track along the centre-line of this route.

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# ENR 3.4 EN-ROUTE HOLDING

| HLDG ID/ FIX/WPT Coordinates | INBD TR (°MAG) | Direction of PTN | MAX IAS (KT) | MNM/ MAX HLDG LVL | TIME or DIST OUBD | Controlling unit and Frequency | Remarks |
|---|---|---|---|---|---|---|---|
| 1 | 2 | 3 | 4 | 5 | 6 | 7 | 8 |
| ADLOG<br>501925N 0004933W | 005° | Right | 240 | FL130 / FL260 | 1.5 MIN | | RNAV Hold.<br>Aircraft inbound to London Stansted/London Luton and Cambridge via TELTU STARs from ATS Routes M185/UM185 may be instructed to hold at ADLOG. |
| AMDUT<br>504028N 0004746E | 312° | Right | 240 | FL160 / FL190 | 1 MIN | | RNAV Hold.<br>Aircraft inbound to Gatwick via TIMBA from KUNAV or NEVIL may be instructed to hold at AMDUT. |
| ARNUN<br>510326N 0005553E | 216° | Right | 220 | FL100 / FL140 | 1 MIN | | RNAV Hold.<br>Aircraft inbound to Gatwick via TIMBA from ERING, TEBRA or KONAN may be instructed to hold at ARNUN. |
| BEL<br>VOR<br>543940N 0061348W | 124° | Right | | FL250 / FL390 | 1.5 MIN | | Conventional Hold based upon VOR BEL R304.<br>Holding interval 1000 FT. |
| BILNI<br>504031N 0020733W | 107° | Left | 265 | FL200 / FL300 | 1.5 MIN | | RNAV Hold.<br>Aircraft inbound to London Heathrow via OCK, London Gatwick via WILLO and Northolt traffic from ATS Routes L620, M17 or N514 above FL 200 may be instructed to hold at BILNI. |
| BOMBO<br>515944N 0002347W | 091° | Left | 220 | FL70 / FL140 | 5 NM | | RNAV Hold.<br>Aircraft inbound to London City, London Luton or London Stansted Airports from the north or west may be required to hold at BOMBO. |
| BONBY<br>575330N 0042036W | 157° | Left | 210 | - / FL100 | 1 MIN | | RNAV Hold.<br>N560 |
| DCS<br>DME<br>544319N 0032026W | 152° | Right | 255 | FL250 / FL370 | 1.5 MIN | | RNAV Hold.<br>Holding interval 1000 FT. |
| DELBO<br>515237N 0011624W | 153° | Right | 240 | FL150 / FL200 | 1.5 MIN | | RNAV Hold.<br>During periods of congestion in the London TMA aircraft inbound to London Gatwick from ATS Routes via HON, WAL and KEPAD may be required to hold at DELBO. Note: DELBO is not aligned with the ATS Routes (L612/UL612; N859) serving Gatwick inbound traffic. Traffic via L612/ UL612 may be required to route from DISIT to DELBO (True 129.724 MAG TR 130/21 NM). Traffic via N859 may be required to route from HON to DELBO. |
| DOMUT<br>501543N 0014009W | 039° | Right | 240 | FL230 / - | 1.5 MIN | | RNAV Hold.<br>Aircraft inbound to London Heathrow via OCK, London Gatwick via WILLO and Northolt traffic from ATS Routes Q41, P87/UP87 or Y110 may be instructed to hold at DOMUT. |
| GARVA<br>574118N 0042941W | 123° | Right | 210 | - / - | 5 NM | | RNAV Hold.<br>Y906 |
| GAVEL<br>592300N 0012422W | 008° | Left | | - / - | 4 NM | | Conventional Hold based upon VOR SUM R188/ D30.<br>Y905<br>Holding for propeller aircraft only. |
| GOKTU<br>501505N 0012245W | 017° | Right | 240 | FL200 / FL340 | 1.5 MIN | | RNAV Hold.<br>Aircraft inbound to London Gatwick via VASUX STARs from ATS Routes P88/UP88 may be instructed to hold at GOKTU. |
| GUSSI<br>571247N 0040727W | 009° | Right | 210 | - / - | 5 NM | | RNAV Hold.<br>N560 |
| HON<br>DME<br>522124N 0013949W | 145° | Right | 240 | FL150 / FL350 | 1.5 MIN | | RNAV Hold. |

## ENR 3.4 EN-ROUTE HOLDING (continued)

| HLDG ID/ FIX/WPT Coordinates | INBD TR (°MAG) | Direction of PTN | MAX IAS (KT) | MNM/ MAX HLDG LVL | TIME or DIST OUBD | Controlling unit and Frequency | Remarks |
|---|---|---|---|---|---|---|---|
| 1 | 2 | 3 | 4 | 5 | 6 | 7 | 8 |
| KATHY<br>503114N 0012000W | 039° | Left | 240 | FL160 / FL190 | 1.5 MIN | | RNAV Hold.<br>Aircraft inbound to London Heathrow via OCK, London Gatwick via WILLO and Northolt traffic from ATS Routes L620, N63, Q41, P87/UP87 or Y110 above FL 160 may be instructed to hold at KATHY. |
| LAPRA<br>520707N 0011236E | 244° | Right | 240 | FL150 / FL210 | 1.5 MIN | | RNAV Hold. |
| LOGAN<br>514451N 0013643E | 288° | Left | 240 | FL150 / FL410 | 1.5 MIN | | RNAV Hold. |
| LOGAN<br>514451N 0013643E | 288° | Left | 220 | FL100 / FL140 | 1 MIN | | RNAV Hold. |
| ORZEB<br>512426N 0022754W | 096° | Left | 240 | FL160 / FL240 | 1.5 MIN | | RNAV Hold. |
| OKVAP<br>505749N 0011956E | 001° | Left | 220 | FL130 / FL150 | 1 MIN | | RNAV Hold.<br>Aircraft inbound to London City/Biggin Hill/ Southend from RATUK and NEVIL may be instructed to hold at OKVAP. |
| PETOX<br>573333N 0014902W | 188° | Left | | - / - | 1 MIN | | RNAV Hold.<br>Y905<br>Holding for propeller aircraft only. |
| ROPMU<br>520614N 0002917E | 097° | Right | 220 | FL160 / FL210 | 1 MIN | | RNAV Hold.<br>Aircraft inbound to London City/Biggin Hill via JACKO from WAL or HON may be instructed to hold at ROPMU. |
| SMOKI<br>574637N 0023556W | 160° | Right | | - / - | 4 NM | | Conventional Hold based upon VOR ADN R340/ D30.<br>Y904<br>Holding for propeller aircraft only. |
| STN<br>VOR<br>581225N 0061059W | 137° | Right | | FL250 / FL390 | 1.5 MIN | | Conventional Hold based upon VOR STN R317.<br>Holding interval 1000 FT. |
| TLA<br>VOR<br>552957N 0032110W | 151° | Left | | FL250 / FL350 | 1.5 MIN | | Conventional Hold based upon VOR TAL R331.<br>Holding interval 1000 FT. |

# ENR 4 RADIO NAVIGATION AIDS/SYSTEMS

## ENR 4.1 RADIO NAVIGATION AIDS - EN-ROUTE

| Name of Station/ MAG Var/ VOR Declination | Ident | Frequency (Channel) | Hours of operation | Coordinates | DME Aerial Elevation | FRA Relevance | Remarks/ Usage |
|---|---|---|---|---|---|---|---|
| 1. | 2. | 3. | 4. | 5. | 6. | 7. | 8. |
| ABERDEEN<br>VOR/DME<br>0.04°E (2027)<br>0.37°W (2021) | ADN | 114.300 MHz<br>90X | H24<br>Hours of operation for aerodrome purposes:<br>HO | 571837.62N<br>0021602.09W | 610 FT | IAD | FRA (A): EGPC, EGPE, EGPN, EGPT, EGQL, EGPF, EGPH, EGPG, EGPK<br>FRA (D): EGPC, EGPE, EGPN, EGPT, EGQL<br><br>APCH Aid to Aberdeen/Dyce.<br>VOR/DME DOC: 90 NM/50,000 FT (200 NM/50,000 FT in Sector R045-135). |
| BARKWAY<br>DME<br>1.36°E (2027) | BKY | 109Y<br>116.250 MHz | H24 | 515923.17N<br>0000342.87E | 486 FT | | No associated En-route VOR.<br>DME DOC: 120 NM/50,000 FT. |
| BELFAST<br>VOR/DME<br>1.19°W (2027)<br>1.2°W (2024) | BEL | 117.200 MHz<br>119X | H24 | 543940.12N<br>0061347.66W | 221 FT | | APCH Aid to Belfast Aldergrove.<br>On Belfast Aldergrove AD.<br>VOR/DME DOC: 40 NM/50,000 FT (200 NM/50,000 FT in Sector R226-346).<br>There may be VOR bearing fluctuations in Sectors R060-110 and R140-180. |
| BENBECULA<br>DME<br>2.11°W (2027) | BEN | 86Y<br>113.950 MHz | H24<br>Hours of operation for aerodrome purposes:<br>Refer to EGPL AD 2.3 Operational hours. | 572840.57N<br>0072155.08W | 46 FT | | No associated En-route VOR.<br>APCH Aid to Benbecula.<br>On Benbecula AD.<br>DME DOC: 150 NM/50,000 FT (200 NM/50,000 FT in Sector R197-002). |
| BERRY HEAD<br>VOR/DME<br>0.32°E (2027)<br>0.4°W (2020) | BHD | 112.050 MHz<br>57Y | H24 | 502354.96N<br>0032937.28W | 218 FT | IAD | FRA (A): EGHH<br>FRA (D): EGFF, EGGD<br><br>VOR DOC: 85 NM/50,000 FT. DME DOC: 85 NM/50,000 FT (160 NM in Sector R210-015).<br>Due to terrain effects significant bearing errors may occur below 3000 FT in Sector R010-025 at ranges between 14 NM and 19 NM. |
| BIGGIN<br>DME<br>1.39°E (2027) | BIG | 98X<br>115.100 MHz | H24 | 511951.15N<br>0000205.32E | 589 FT | | No associated En-route VOR.<br>APCH Aid to Biggin Hill.<br>On Biggin Hill AD.<br>DME DOC: 60 NM/50,000 FT (125 NM/50,000 FT in Sector R284-044 and 100 NM/50,000 FT in Sector R044-134). Due to terrain, coverage at low level is reduced in Sector R114-219. In addition DME unlocks may occur in Sector R004-039 at ranges up to 25 NM. |
| BOVINGDON<br>DME<br>1.18°E (2027) | BNN | 84Y<br>113.750 MHz | H24 | 514334.19N<br>0003259.10W | 558 FT | | No associated En-route VOR.<br>DME DOC: 60 NM/50,000 FT. |
| BRECON<br>DME<br>0.27°E (2027) | BCN | 121Y<br>117.450 MHz | H24 | 514331.89N<br>0031546.92W | 1450 FT | D | FRA (D): EGTE<br><br>No associated En-route VOR.<br>DME DOC: 65 NM/50,000 FT (125 NM/50,000 FT in Sector R136-001). |
| BROOKMANS PARK<br>DME<br>1.32°E (2027) | BPK | 122X<br>117.500 MHz | H24 | 514459.05N<br>0000624.25W | 392 FT | | No associated En-route VOR.<br>DME DOC: 40 NM/50,000 FT (80 NM/50,000 FT in Sector R284-359). |

# ENR 4.1 RADIO NAVIGATION AIDS - EN-ROUTE (continued)

| Name of Station/ MAG Var/ VOR Declination | Ident | Frequency (Channel) | Hours of operation | Coordinates | DME Aerial Elevation | FRA Relevance | Remarks/ Usage |
|---|---|---|---|---|---|---|---|
| 1. | 2. | 3. | 4. | 5. | 6. | 7. | 8. |
| CLACTON<br>VOR/DME<br>1.72°E (2027)<br>1.3°E (2022) | CLN | 114.550 MHz<br>92Y | H24 | 515054.50N<br>0010851.32E | 100 FT | | VOR/DME DOC:<br>100 NM/50,000 FT (150 NM/50,000 FT in Sector R314-044). |
| COMPTON<br>VOR/DME<br>0.98°E (2027)<br>0.4°E (2021) | CPT | 114.350 MHz<br>90Y | H24 | 512929.66N<br>0011310.89W | 498 FT | | VOR/DME DOC: 80 NM/50,000 FT (150 NM/50,000 FT in Sector R225-045 and 130 NM/ 50,000 FT in Sector R045-135). |
| DAVENTRY<br>DME<br>0.96°E (2027) | DTY | 111X<br>116.400 MHz | H24 | 521048.51N<br>0010649.64W | 600 FT | | No associated En-route VOR.<br>DME DOC: 60 NM/50,000 FT (75 NM/50,000 FT in Sector R284-344). |
| DEAN CROSS<br>DME<br>0.08°W (2027) | DCS | 99X<br>115.200 MHz | H24 | 544318.88N<br>0032026.30W | 732 FT | | No associated VOR.<br>Any VOR indications should be ignored.<br>DME DOC: 100 NM/50,000 FT.<br>Due to terrain, coverage at low level is reduced in Sector R093-163. |
| DETLING<br>DME<br>1.58°E (2027) | DET | 120X<br>117.300 MHz | H24 | 511814.41N<br>0003550.19E | 645 FT | | No associated En-route VOR.<br>DME DOC: 60 NM/50,000 FT. |
| DOVER<br>DME<br>1.82°E (2027) | DVR | 96Y<br>114.950 MHz | H24 | 510945.44N<br>0012132.71E | 325 FT | | No associated En-route VOR.<br>DME DOC: 80 NM/50,000 FT (200 NM/50,000 FT in Sector R014-074). |
| DUNDONALD<br>DME<br>0.68°W (2027) | DUD | 101Y<br>115.450 MHz | H24 | 553331.70N<br>0043605.54W | 506 FT | | No associated En-route VOR.<br>DME DOC: 160 NM/50,000 FT.<br>Coverage is reduced in the sector R115-145. |
| GAMSTON<br>DME<br>0.93°E (2027) | GAM | 75X<br>112.800 MHz | H24 | 531653.28N<br>0005649.79W | 115 FT | | No associated En-route VOR.<br>DME DOC: 80 NM/25,000 FT. |
| GLASGOW<br>DME<br>0.66°W (2027) | GOW | 101X<br>115.400 MHz | H24<br>Hours of operation for aerodrome purposes: HO | 555213.81N<br>0042644.60W | 46 FT | IAD | FRA (A): EGPI, EGPU<br>FRA (D): EGPI, EGPN, EGPT, EGPU, EGQL<br><br>No associated En-route VOR.<br>DME DOC: 70 NM/50,000 FT (200 NM/50,000 FT in Sector R241-001).<br>Due to terrain, coverage at low level is reduced in Sectors R346-026 and R181-201. |
| GOODWOOD<br>DME<br>1.17°E (2027) | GWC | 94Y<br>114.750 MHz | H24 | 505118.79N<br>0004524.25W | 122 FT | | No associated En-route VOR.<br>DME DOC: 80 NM/50,000 FT.<br>Due to terrain, coverage at low level is reduced in Sector R299-044. |
| GREAT DUN FELL<br>DME<br>0.25°E (2027) | DUF | 99Y<br>115.250 MHz | H24 | 544100.60N<br>0022703.66W | 2803 FT | | No associated En-route VOR.<br>DME DOC: 160 NM/50,000 FT.<br>Due to terrain, coverage at low level is reduced in Sector R300-020. |
| GREEN LOWTHER<br>DME<br>0.32°W (2027) | GLO | 33Y<br>109.650 MHz | H24 | 552324.44N<br>0034411.52W | 2408 FT | | No associated En-route VOR.<br>DME DOC: 160 NM/50,000 FT.<br>Coverage is reduced in the sectors R005-020 and R235-270. |
| HENTON<br>NDB<br>1.10°E (2027) | HEN | 433.500 kHz | H24 | 514535.07N<br>0004725.05W | | | No associated En-route navigational dependency.<br>Range 30 NM. |
| HONILEY<br>VOR/DME<br>0.76°E (2027)<br>0.6°E (2023) | HON | 113.650 MHz<br>83Y | H24 | 522124.04N<br>0013949.41W | 435 FT | | VOR/DME DOC: 60 NM/50,000 FT (85 NM/50,000 FT in Sector R179-239 and 100 NM/50,000 FT in Sector R314-001). |
| ISLE OF MAN<br>VOR/DME<br>0.54°W (2027)<br>0.8°W (2022) | IOM | 112.200 MHz<br>59X | H24 | 540401.12N<br>0044548.50W | 567 FT | I | APCH Aid to Isle of Man. VOR DOC: 60 NM/50,000 FT (75 NM/50,000 FT in Sector R271-211). DME DOC: 60 NM/50,000 FT (160 NM/50,000 FT in Sector R271-076 and 130 NM/ 50,000 FT in Sector R076-211). |

# ENR 4.1 RADIO NAVIGATION AIDS - EN-ROUTE (continued)

| Name of Station/ MAG Var/ VOR Declination | Ident | Frequency (Channel) | Hours of operation | Coordinates | DME Aerial Elevation | FRA Relevance | Remarks/ Usage |
|---|---|---|---|---|---|---|---|
| 1. | 2. | 3. | 4. | 5. | 6. | 7. | 8. |
| JERSEY<br>VOR/DME<br>0.88°E (2027)<br>0.65°W (2020) | JSY | 112.200 MHz<br>59X | H24<br>Hours of operation for aerodrome purposes:<br>HO | 491315.98N<br>0020246.12W | 276 FT | | APCH Aid to Jersey.<br>DOC: 60 NM/50,000 FT (40 NM/ 50,000 FT in Sector 048-183M).<br>Due to terrain effects DME coverage is reduced in Sector R180-360 and unlocks occur.<br>DME unlocks may occur on the 08 Approach Procedure.<br>ENR Purpose: 491316N 0020246W |
| LAMBOURNE<br>DME<br>1.41°E (2027) | LAM | 103X<br>115.600 MHz | H24 | 513845.69N<br>0000906.13E | 241 FT | | No associated En-route VOR.<br>DME DOC: 40 NM/50,000 FT (110 NM/50,000 FT in Sector R314-134). |
| LAND'S END<br>VOR/DME<br>0.38°W (2027)<br>1.0°W (2020) | LND | 114.200 MHz<br>89X | H24 | 500810.54N<br>0053813.06W | 760 FT | IAD | FRA (A): EGHQ<br>FRA (D): EGTE, EGHQ<br><br>VOR/DME DOC: 200 NM/50,000 FT |
| LONDON<br>DME<br>1.22°E (2027) | LON | 83X | H24 | 512914.09N<br>0002759.54W | 113 FT | | No associated En-route VOR.<br><br>DME DOC: 40 NM/50,000 FT (100 NM/50,000 FT in Sector R179-254 and 80 NM/50,000 FT in Sector R254-314).<br><br>DME unlocks may occur in the Sector R179-249 at ranges greater than 50 NM. |
| LYDD<br>DME<br>1.68°E (2027) | LYD | 87Y<br>114.050 MHz | H24 | 505958.87N<br>0005243.18E | 30 FT | | No associated En-route VOR.<br>DME DOC: 80 NM/50,000 FT (100 NM/50,000 FT in Sector R194-254). |
| MACHRIHANISH<br>DME<br>1.07°W (2027) | MAC | 107X<br>116.000 MHz | H24 | 552548.08N<br>0053901.49W | 122 FT | IAD | FRA (A): EGAA, EGAC, EGEO, EGPF, EGPG, EGPH, EGPU, EIDL<br>FRA (D): EGAA, EGAC, EGEO, EGPF, EGPG, EGPU, EIDL<br><br>No associated En-route VOR.<br>DME DOC: 150 NM/50,000 FT (200 NM/50,000 FT in Sector R227-347).<br>Due to terrain, coverage at low level is reduced in Sectors R122-162, R207-237 and R347-082. |
| MADFORD<br>DME<br>0.36°E (2027) | DFO | 45Y<br>110.850 MHz | H24 | 505131.28N<br>0031426.45W | 870 FT | | No associated En-route VOR.<br>DME DOC: 130 NM/50,000 FT. |
| MANCHESTER<br>DME<br>0.46°E (2027) | MCT | 82Y<br>113.550 MHz | H24<br>Hours of operation for aerodrome purposes:<br>HO | 532125.29N<br>0021544.24W | 280 FT | | On Manchester AD.<br>No associated En-route VOR.<br>DME DOC: 90 NM/50,000 FT. |
| MAYFIELD<br>DME<br>1.44°E (2027) | MAY | 126X<br>117.900 MHz | H24 | 510101.86N<br>0000658.04E | 384 FT | | No associated En-route VOR.<br>DME DOC: 40 NM/25,000 FT (60 NM/25,000 FT in Sector R104-164).<br>Due to terrain, coverage at low level is reduced in Sector R314-039. |
| MIDHURST<br>DME<br>1.20°E (2027) | MID | 87X<br>114.000 MHz | H24 | 510314.23N<br>0003730.01W | 233 FT | | No associated En-route VOR.<br>DME DOC: 60 NM/50,000 FT (100 NM/50,000 FT in Sector R239-359). |
| NEWCASTLE<br>DME<br>0.50°E (2027) | NEW | 89Y<br>114.250 MHz | H24 | 550218.41N<br>0014154.14W | 287 FT | | On Newcastle AD.<br>No associated VOR.<br>Any VOR indications should be ignored.<br>DME DOC: 200 NM/50,000 FT.<br>ENR Purpose: 550218N 0014154W |

# ENR 4.1 RADIO NAVIGATION AIDS - EN-ROUTE (continued)

| Name of Station/ MAG Var/ VOR Declination | Ident | Frequency (Channel) | Hours of operation | Coordinates | DME Aerial Elevation | FRA Relevance | Remarks/ Usage |
|---|---|---|---|---|---|---|---|
| **1.** | **2.** | **3.** | **4.** | **5.** | **6.** | **7.** | **8.** |
| OCKHAM<br>DME<br>1.24°E (2027) | OCK | 100X<br>115.300 MHz | H24 | 511818.17N<br>0002649.86W | 200 FT | | RNAV Substitution Only.<br>No associated En-route VOR.<br>DME DOC: 70 NM/25,000 FT (90 NM/25,000 FT in Sector R059-089). |
| OTTRINGHAM<br>VOR/DME<br>1.19°E (2027)<br>1.4°E (2024) | OTR | 113.900 MHz<br>86X | H24 | 534153.49N<br>0000613.61W | 34 FT | | VOR/DME DOC: 100 NM/60,000 FT (200 NM/60,000 FT in Sector R014-074 and 150 NM/60,000 FT in Sector R074-134). |
| PERTH<br>VOR<br>0.30°W (2027)<br>0.5°W (2023) | PTH | 110.400 MHz | H24 | 562632.63N<br>0032206.96W | | IAD | FRA (A): EGEO<br>FRA (D): EGPD, EGPK, EGEO<br><br>No associated En-route navigational dependency.<br>No associated DME.<br>Any DME indications should be ignored. |
| POLE HILL<br>VOR/DME<br>0.48°E (2027)<br>0.50°E (2023) | POL | 112.100 MHz<br>58X | H24 | 534437.60N<br>0020611.83W | 1438 FT | | VOR/DME DOC: 115 NM/50,000 FT (150 NM/50,000 FT in Sector R075-015). Due to terrain, coverage at low level is reduced in Sector R280-335. |
| SAINT ABBS<br>VOR/DME<br>0.22°E (2027)<br>0.2°W (2022) | SAB | 112.500 MHz<br>72X | H24 | 555427.04N<br>0021222.81W | 760 FT | IA | FRA (A): EGPF<br>VOR DOC: 50 NM/50,000 FT (200 NM/50,000 FT in Sector R045-135 and 100 NM/50,000 FT in Sector R240-285).<br>DME DOC: 90 NM/50,000 FT (200 NM/50,000 FT in Sector R045-135 and 100 NM/50,000 FT in Sector R240-285). |
| SEAFORD<br>VOR/DME<br>1.46°E (2027)<br>1.0°E (2021) | SFD | 117.000 MHz<br>117X | H24 | 504538.48N<br>0000718.89E | 289 FT | | VOR/DME DOC: 75 NM/50,000 FT (120 NM/50,000 FT in Sector R254-299). |
| SOUTHAMPTON<br>DME<br>0.98°E (2027) | SAM | 80Y<br>113.350 MHz | H24<br>Hours of operation for aerodrome purposes: HO | 505718.90N<br>0012042.20W | 64 FT | | No associated En-route VOR.<br>DME DOC: 100 NM/50,000 FT (150 NM/50,000 FT in Sector R224-314).<br>DME unlocks may be experienced at ranges exceeding 30 NM below 8000 FT. |
| STORNOWAY<br>VOR/DME<br>1.72°W (2027)<br>2.2°W (2022) | STN | 115.100 MHz<br>98X | H24 | 581225.02N<br>0061058.97W | 299 FT | IAD | FRA (A): EGPE, EGPL, EGPU, EGEO, EGQS<br>FRA (D): EGPE, EGPL, EGPU, EGEO<br><br>APCH Aid to Stornoway.<br>VOR/DME DOC: 105 NM/50,000 FT (200 NM/50,000 FT in Sector R167-107).<br>ENR Purpose: 581225N 0061059W |
| STRUMBLE<br>VOR/DME<br>0.39°W (2027)<br>0.7°W (2022) | STU | 113.100 MHz<br>78X | H24 | 515940.87N<br>0050224.70W | 551 FT | | VOR DOC: 85 NM/50,000 FT (200 NM/50,000 FT in Sector R211-331 and 120 NM/50,000 FT in Sector R331-016).<br>DME DOC: 85 NM/50,000 FT (170 NM/50,000 FT in Sector R136-211, 200 NM/50,000 FT in Sector R211-331 and 120 NM/50,000 FT in Sector R331-016). |
| SUMBURGH<br>VOR/DME<br>0.18°E (2027)<br>0° (2023) | SUM | 117.350 MHz<br>120Y | H24 | 595243.42N<br>0011711.51W | 80 FT | | APCH Aid to Sumburgh.<br>On Sumburgh AD.<br>VOR/DME DOC: 200 NM/50,000 FT. Due to terrain, coverage at low level is reduced in Sectors R140-160, R285-305 and R345-005. |

# ENR 4.1 RADIO NAVIGATION AIDS - EN-ROUTE (continued)

| Name of Station/ MAG Var/ VOR Declination | Ident | Frequency (Channel) | Hours of operation | Coordinates | DME Aerial Elevation | FRA Relevance | Remarks/ Usage |
|---|---|---|---|---|---|---|---|
| **1.** | **2.** | **3.** | **4.** | **5.** | **6.** | **7.** | **8.** |
| TALLA<br>VOR/DME<br>0.18°W (2027)<br>0.9°W (2021) | TLA | 113.800 MHz<br>85X | H24 | 552956.84N<br>0032110.09W | 2773 FT | EXAD | FRA (X): ODD FL<br>FRA (A): EGNT, EGNV<br>FRA (D): EGNT, EGNV<br><br>VOR/DME DOC: 100 NM/50,000 FT (120 NM/50,000 FT in Sector R316-016). |
| TIREE<br>VOR/DME<br>1.73°W (2027)<br>1.7°W (2024) | TIR | 117.700 MHz<br>124X | H24 | 562935.61N<br>0065232.27W | 51 FT | IAD | FRA (AD): EGAE, EGEC, EGEO<br>APCH Aid to Tiree.<br>On Tiree AD.<br>VOR/DME DOC: 90 NM/50,000 FT (200 NM/50,000 FT in Sector R227-317). |
| TRENT<br>DME<br>0.69°E (2027) | TNT | 104X<br>115.700 MHz | H24 | 530314.23N<br>0014011.90W | 994 FT | | No associated En-route VOR.<br>DME DOC: 80 NM/50,000 FT (100 NM/50,000 FT in Sector R300-000). |
| TURNBERRY<br>DME<br>0.71°W (2027) | TRN | 122X<br>117.500 MHz | H24 | 551848.28N<br>0044701.91W | 586 FT | IAD | FRA (A): EGAA, EGAC, EGAE, EGNS, EGPN, EGPT, EGQL<br>FRA (D): EGAA, EGAC, EGAE, EGNS, EGPH<br><br>No associated En-route VOR.<br>DME DOC: 100 NM/50,000 FT (60 NM/50,000 FT in Sector R076-226 and 200 NM/50,000 FT in Sector R271-001).<br>In addition coverage at low level is reduced in Sector R066-106. |
| WALLASEY<br>VOR/DME<br>0.14°E (2027)<br>0.2°W (2022) | WAL | 114.100 MHz<br>88X | H24 | 532330.97N<br>0030804.06W | 55 FT | | VOR/DME DOC: 120 NM/50,000 FT. |
| WICK<br>VOR/DME<br>0.44°W (2027)<br>0.8°W (2022) | WIK | 113.600 MHz<br>83X | H24 | 582731.74N<br>0030601.34W | 145 FT | IAD | FRA (AD): EGPD, EGPE, EGPO<br>APCH Aid to Wick.<br>On Wick AD.<br>VOR/DME DOC: 100 NM/50,000 FT (160 NM/50,000 FT in Sector R331-001).<br>ENR Purpose: 582732N 0030601W |
| WINSTONE<br>DME<br>0.68°E (2027) | WIN | 104Y<br>115.750 MHz | H24 | 514726.30N<br>0020300.77W | 863 FT | | No associated En-route VOR.<br>DME DOC: 160 NM/50,000 FT.<br>Coverage is reduced in the Sector R175-190. |
| WOODLEY<br>NDB<br>1.09°E (2027) | WOD | 352.000 kHz | H24 | 512710.02N<br>0005243.68W | | | No associated En-route navigational dependency.<br>Range 25 NM. |

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# ENR 4.2 SPECIAL NAVIGATION SYSTEMS

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# ENR 4.3 GLOBAL NAVIGATION SATELLITE SYSTEM (GNSS)

| GNSS Element | Frequency | Co-ordinates | Remarks |
|---|---|---|---|
| GPS | SPS L1 (1575.42 MHz) | All UK Airspace | U.S. Department of Defense. |
| EGNOS | L1 (1575.42 MHz) | As notified through individual aerodrome Instrument Approach Procedures | European Satellite Services Provider – ESSP. |

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# ENR 4.4 NAME-CODE DESIGNATORS FOR SIGNIFICANT POINTS

| Name-code designator | Coordinates | ATS route or other route | FRA Relevance | Remarks/ Usage |
|---|---|---|---|---|
| 1 | 2 | 3 | 4 | 5 |
| ABBEW | 503011.88N 0032833.64W | N864, N90 | A | FRA (A): EGJJ, EGJB |
| ABBOT | 520058.00N 0003558.49E | | | EGGW STARs - EGSS STARs |
| ABEDA | 521939.63N 0015215.84E | P155 | | |
| ABEVI | 544227.00N 0024629.24W | N601, UN590, UN601 | | |
| ABGEP | 532539.32N 0045139.71W | Q36 | | |
| ABKAT | 540853.12N 0015846.69W | L613, P18, UP18 | | |
| ABKIM | 505043N 0015858W | L620 | | |
| ABLIN | 524657.86N 0045933.38W | L18 | | |
| ABLUC | 534756.75N 0043045.91W | | E | |
| ABSAV | 503828.94N 0011029.05W | L980 | | EGLF STARs |
| ABSUN | 541732.20N 0061517.74W | N34 | | |
| ABTOS | 531444.92N 0002536.29E | N110, Y70 | | |
| ABTUM | 512603.66N 0012228.98E | M84 | | EGKK STARs |
| ABWIV | 515248.67N 0030032.70W | N862 | IA | FRA (A): EGTE |
| ACBAZ | 514440.67N 0030214.79W | | | EGFF STARs |
| ACCAQ | 515152.62N 0035035.63W | L9 | | |
| ACCOP | 515544.33N 0032257.07W | P16 | I | |
| ADASI | 591315.16N 0061731.47W | | IAD | FRA (AD): EGPO |
| ADELU | 532630.48N 0013212.64W | L60, M868, UM868 | | → |
| ADGEG | 531343N 0021906E | P40, UM185 | | |
| ADHAV | 515452.88N 0051348.51W | N24, N30, P70 | I | |
| ADKIK | 504748.52N 0023245.46W | N19, N514 | E | |
| ADLOG | 501925.00N 0004933.40W | M185, UM185 | | |
| ADMEX | 522139.20N 0012744.81W | N93, Y321 | | EGBB SIDs |
| ADMIS | 515948.54N 0001035.56E | L608, M183 | | |
| ADNAM | 520616.98N 0004418.84E | | | EGSS STARs |
| ADODO | 583000.00N 0100000.00W | | EX | Shanwick OCA |
| ADRUD | 491014N 0062655W | | | |
| ADVAS | 514053.03N 0012633.13E | | | EGMC STARs |
| ADVAT | 450000.00N 0092811.19W | T290 | | |
| AGBOS | 515014.72N 0033756.19W | L9 | | |
| AGCAT | 515128.74N 0044454.82W | P70, Q63 | IA | FRA (A): EGFF, EGGD, EGBJ |
| AGLIL | 533441.99N 0032711.30W | L28, M146, UL28 | | |
| AGORI | 570000N 0130000W | | | NOTA. See also AIP Ireland |
| AGPED | 550718.90N 0015657.15W | N110, Y96 | | |
| AKIVO | 595751.58N 0093000.00W | | I | |
| AKODA | 552144.78N 0044942.12W | Z247 | | EGPK SIDs |
| AKOKO | 531416.24N 0031207.03E | N866 | | |
| AKUPA | 522911.57N 0010528.03W | T420, UY250, Y250 | | |
| ALASO | 552650.23N 0013353.69W | P18, UP18 | EX | FRA (X): EVEN FL |
| ALAVA | 532342.60N 0035817.31W | Q36, Z195 | | |
| ALESO | 503432.24N 0011331.50E | T420 | | EGLL STARs |
| ALHAD | 512346.75N 0010858.16W | L607, N859, P72, UN859 | | |
| ALHUP | 524244.24N 0025628.15W | N862 | I | |
| ALOTI | 575427.01N 0033630.27E | | I | FRA (I) Polaris FIR |
| ALUTA | 490018.65N 0072953.23W | | | |
| AMCON | 553431.14N 0063837.46W | N562 | IAD | FRA (AD): EGPK, EGAA, EGAC |
| AMDUT | 504027.90N 0004746.38E | | | En-Route Hold - EGKK STARs |
| AMFEP | 523050.36N 0021851.80E | Z150 | | |
| AMFUL | 512844.40N 0033721.36W | P2 | I | |
| AMLAD | 561552.37N 0100000.00W | | I | FRA (I): NOTA<br>NOTA UIR Boundary |
| AMLET | 531606.52N 0015017.59W | | | EGCC STARs |

# ENR 4.4 NAME-CODE DESIGNATORS FOR SIGNIFICANT POINTS (continued)

| Name-code designator | Coordinates | ATS route or other route | FRA Relevance | Remarks/ Usage |
|---|---|---|---|---|
| 1 | 2 | 3 | 4 | 5 |
| AMMAN | 515025.95N 0035954.00W | | | EGGD STARs - EGFF STARs |
| AMPIT | 531139.41N 0031132.59W | L15, UY124, Y124 | | EGBB STARs - EGNX STARs |
| AMPOP | 493147.68N 0060902.85W | | EX | FRA (E): EVEN FL<br>FRA (X): ODD FL |
| AMTAP | 582225.36N 0093000.00W | | I | Oceanic Landfall point |
| AMTOD | 503215.69N 0012544.46W | | | EGLL STARs |
| AMVEL | 531102.96N 0000155.16W | L603 | | |
| AMWAB | 514608.52N 0040136.69W | Q63 | | |
| ANJAK | 525350.17N 0025933.44W | N38 | X | FRA (X): EVEN FL |
| ANMAZ | 543321.61N 0000810.62E | | | |
| ANNET | 493905.11N 0040005.00W | | EX | FRA (E): EVEN FL<br>FRA (X): ODD FL |
| APPLE | 543000.00N 0023050.23W | UN590 | | EGPF STARs - EGPK STARs |
| APSOV | 554922.84N 0100000.00W | | I | FRA (I): NOTA<br>NOTA UIR Boundary |
| ARKIL | 503928N 0080000W | | I | FRA (I): Shannon FIR |
| ARNUN | 510325.98N 0005552.98E | | | En-Route Hold - EGKK STARs |
| ARPAK | 514844.64N 0031905.48W | L9, N80 | ID | FRA (D): EGVN, EGVA, EGBP |
| ARPUB | 533534N 0011428W | L975, UL975 | | |
| ARREK | 513643.04N 0015007.27E | Q63, Y4 | | |
| ARSAT | 543206.19N 0014418.63W | UP17 | | |
| ARTEX | 565341.37N 0035738.47E | | I | |
| ARTIX | 532342.08N 0010208.72W | L60 | | |
| ASHUM | 513607.25N 0015336.46W | Q63 | | EGGD STARs |
| ASKAM | 545747.34N 0031349.91E | L7, P13, UP59 | | |
| ASLIB | 544927.55N 0030339.35W | | | EGPF STARs - EGPK STARs |
| ASMIM | 532645.75N 0023910.71W | L975, P16, UL975, UP16 | | EGCC SIDs |
| ASNIP | 532843.09N 0025425.97W | L28, L8, UL28, UL8 | | |
| ASNUD | 564139.00N 0030320.35W | N864, P600 | ID | FRA (D): EGPF, EGPG, EGPH |
| ASRUS | 550321N 0032045W | N864, UN864 | | |
| ATHAS | 523644.93N 0024528.05W | P17 | IA | FRA (A): EGVN, EGVA, EGBJ, EGBP |
| ATNAK | 570000.00N 0050000.00E | | I | FRA (I): Polaris FIR |
| ATSAP | 512715.96N 0013016.98E | | | EGMC STARs |
| ATSIX | 600000N 0100000W | | EX | Shanwick OCA |
| ATSUR | 500000N 0140000W | | | SOTA landfall point. See also AIP Ireland |
| AVANT | 504912.00N 0005618.05W | L980, M184, N16, N867, UM184, UN867 | | EGKK STARs - EGGW STARs - EGSS STARs - EGKB STARs - EGLC STARs |
| AVRAL | 553034N 0034259E | | I | |
| AVTIC | 524304.81N 0030757.93W | N38, N864 | I | |
| AVZAC | 514637.02N 0050355.57W | | I | |
| AXCIS | 524319.48N 0031634.76W | P16 | | EGCC STARs |
| AXNEF | 514505.23N 0035319.14W | Q63 | I | |
| AZCAL | 515417.03N 0031144.52W | N864 | I | |
| BABGU | 541639.33N 0051625.07W | Q39 | I | |
| BABRA | 533739.37N 0035642.63W | L70, M144, UL70 | | |
| BADGA | 553749.24N 0023657.62E | | I | |
| BADIM | 513837.89N 0023040.43W | | | |
| BADSI | 523930.00N 0044617.12W | L18 | | |
| BAGIT | 531344.63N 0035918.18W | UY124, Y124 | | |
| BAGSO | 534047.96N 0053000.00W | L70, M144, M145, UL70 | | |
| BAJJA | 514805.01N 0041705.77W | Q63 | | EGGD STARs - EGFF STARs |
| BAKOX | 533143.40N 0050933.03W | Q37 | | EGGP STARs |
| BAKUR | 521429.61N 0054048.81W | N24, N546 | I | FRA (I): Shannon FIR |

# ENR 4.4 NAME-CODE DESIGNATORS FOR SIGNIFICANT POINTS (continued)

| Name-code designator | Coordinates | ATS route or other route | FRA Relevance | Remarks/ Usage |
|---|---|---|---|---|
| 1 | 2 | 3 | 4 | 5 |
| BALID | 562949.16N 0015706.88W | P18 | IAD | FRA (AD): EGQS |
| BALIX | 590000N 0100000W | | EX | Shanwick OCA |
| BAMEP | 535242N 0021609W | N57, UN57 | | |
| BAMLI | 540828N 0063904W | | | Co-ordination point on Shannon/Scottish FIR boundary |
| BAMRA | 592600.28N 0035709.80W | | IAD | FRA (AD): EGPC |
| BANBA | 515710.10N 0061420.59W | N30 | I | FRA (I): Shannon FIR |
| BANEM | 522008.11N 0013019.26E | M604, N866, P155, Y6 | | |
| BANTO | 522127.65N 0001357.38W | P155, P166 | | |
| BANVA | 503242N 0004512E | M733, UM733, Y8 | | EGGW STARs - EGSS STARs |
| BAPHU | 511042.47N 0034442.58W | | I | |
| BARKU | 603617.61N 0092436.37W | | I | |
| BARMI | 522841.76N 0023413.73E | P25, P7 | | EGKK STARs - EGLL STARs |
| BAROS | 532422.39N 0032643.38W | | | EGGP STARs |
| BARTN | 532814.17N 0022541.11W | L612, L975, N58, P17, UL612, UL975, UP17 | | EGGP SIDs |
| BATLI | 533845.07N 0012136.90W | UY250, Y250, Y70 | | |
| BAVDO | 541819.73N 0010925.35W | N110 | | |
| BAVUD | 533108.30N 0045109.14W | Q37 | | EGGP STARs |
| BAZNA | 541110.60N 0012655.93E | | | |
| BEBNI | 545905.82N 0033514.22W | L612, UL612 | | |
| BEDFO | 521330.00N 0003347.81W | N601, UN601 | | |
| BEDRA | 490000N 0150000W | | | SOTA. See also AIP Ireland |
| BEGAM | 540924.84N 0020715.43W | UP16 | | EGBB STARs - EGNX STARs - EGCC STARs |
| BEGAS | 450000N 0090000W | T9 | | |
| BEGID | 563000N 0140000W | | | NOTA landfall point. See also AIP Ireland |
| BEGTO | 504545.12N 0011407.99W | N16 | | EGKK STARs - EGLL STARs - EGGW STARs - EGSS STARs - EGKB STARs - EGLC STARs |
| BEKET | 585313.00N 0013120.14W | Y905 | IAD | FRA (AD): EGPB |
| BEKMO | 525910.21N 0023710.22E | M604 | | |
| BELOX | 535316.37N 0032923.15W | L603 | EX | FRA (X): ODD FL |
| BELZU | 543940.00N 0061348.00W | L10, N34, P6 | IAD | FRA (AD): EGNS, EIDW, EGPI |
| BENBO | 502704.76N 0000036.71E | L612, UL612, UY47, Y47 | | |
| BENSU | 513444.26N 0005508.45W | M605, Q70, UM605 | | |
| BEPHE | 523033.98N 0024600.31W | P17 | D | FRA (D): EGGP, EGCC, EGNR, EGNO, EGNH |
| BEREP | 590209N 0014420E | | I | FRA (I): Polaris FIR |
| BERUL | 524016.19N 0033112.63W | Y125 | I | |
| BERUX | 450000N 0110000W | T213 | | |
| BESGA | 604722.52N 0075445.75W | | I | |
| BETAX | 530032.89N 0005402.72W | L613 | | |
| BETPO | 514754N 0004328W | L15 | | |
| BEVAM | 554352.88N 0001502.96E | | IA | FRA (A): EGNT, EGNV |
| BEVUP | 504800N 0021420W | L620 | | |
| BIBPE | 514258.91N 0015108.70W | L9, N14 | ID | FRA (D): EGGW, EGKK, EGSS, EGSC |
| BIDVA | 504338.76N 0005839.48W | | | EGKB STARs - EGLC STARs - EGMC STARs |
| BIFCU | 520816.67N 0032202.77W | P16 | | |
| BIFIN | 520322.51N 0022718.91W | | | EGBB STAR |
| BIGNO | 500000N 0024930W | L149 | | EGJB STARs - EGJJ STARs |
| BILLY | 600110.57N 0083408.26W | | I | |
| BILNI | 504031.08N 0020732.56W | N866 | | En-route Hold |
| BILTO | 563000N 0150000W | | | NOTA. See also AIP Ireland |

# ENR 4.4 NAME-CODE DESIGNATORS FOR SIGNIFICANT POINTS (continued)

| Name-code designator | Coordinates | ATS route or other route | FRA Relevance | Remarks/ Usage |
|---|---|---|---|---|
| 1 | 2 | 3 | 4 | 5 |
| BILVO | 534352.26N 0031108.89W | N864, UL8, UN864, UP6 | | |
| BIMGO | 493000N 0140000W | | | SOTA landfall point. See also AIP Ireland |
| BINBO | 532406.07N 0032029.35E | N866, P1 | | |
| BINTI | 543344.74N 0015944.93W | UP16 | | |
| BISRU | 510418.09N 0002202.82E | T421 | | |
| BLACA | 545300.00N 0050931.92W | P600, P620 | IAD | FRA (A): EIDW<br>FRA (D): EGPF, EGPG<br>EGPH STARs - EGPF STARs - EGPK STARs |
| BLIXY | 513730.25N 0015831.54E | Q63 | | |
| BODSO | 530308.25N 0020540.71E | L17, L989, Y70 | | |
| BOFUM | 533213.98N 0053000.00W | Q37 | | EGGP STARs |
| BOGNA | 504207.00N 0001505.57W | L612, UL612 | | EGKK SIDs |
| BOLBI | 532759.75N 0014845.07W | L60, N601, UN601 | | |
| BOLRO | 500000.00N 0014129.43W | P83, P87, UP83, UP87 | | |
| BOMBO | 515944.29N 0002346.85W | | | En-route Hold - EGLC STARs - EGGW STARs - EGSS STARs - EGMC STARs - EGKB STARs |
| BONBY | 575330N 0042036W | N560 | IAD | FRA (AD): EGPA<br>En-route Hold |
| BOXHE | 500929.33N 0033829.69W | | I | |
| BOYNE | 534601.59N 0053000.00W | Y911 | | |
| BRAIN | 514839.91N 0003906.00E | M197, P44, Q295 | | EGLC STARs - EGMC STARs - EGKB STARs |
| BRASO | 514106.57N 0004100.03E | L980 | | EGLL STARs |
| BRIPO | 504227.47N 0024500.00W | L620 | | |
| BRUCE | 561411.05N 0055028.09W | L602, Y958 | IAD | FRA (A): EGPF, EGPG, EGPH, EGPK, EGPL<br>FRA (D): EGPF, EGPG, EGPL, EGPH |
| BRUMI | 522237.21N 0020019.14W | L151, N92 | | EGBB SIDs |
| BUCFA | 513013.22N 0020941.09W | L607 | | |
| BUCGO | 514606.08N 0023637.20W | L9, N92 | D | FRA (D): EGLL |
| BUDON | 574206.85N 0003343.38W | P600 | ID | FRA (D): EGPD |
| BUDXE | 502818.29N 0031744.21W | L149, N862 | | |
| BUGUP | 515237.17N 0013659.89W | L8, Y322 | | EGHH STARs - EGHI STARs |
| BUKUT | 524530.21N 0024801.68E | L603, N866, P7 | | |
| BURNI | 534337.76N 0023103.86W | | | EGCC STARs |
| BUSTA | 520534.45N 0000403.92E | | | EGGW STARs - EGSS STARs |
| BUZAD | 515632.08N 0003308.21W | L10, Q75, T420 | | EGBB STARs - EGSS SIDs |
| CALDA | 534627.00N 0023838.38W | L612, UL612 | | EGGP STARs |
| CANZI | 510121.30N 0065812.04W | L38 | IA | FRA (A): EICK |
| CARWI | 512505.88N 0031744.16W | N864, N91 | I | |
| CASEL | 534952.13N 0041056.75W | L10 | | |
| CAWZE | 512227.35N 0015920.05W | N21, P2 | IA | FRA (A): EGGW, EGLC, EGSS |
| CESQA | 513940.99N 0013711.97W | | EX | |
| CHASE | 523647.51N 0015501.92W | | | EGBB STARs |
| CHINN | 575751.00N 0041117.14W | N560 | | |
| CLYDE | 555748.43N 0044731.51W | L602 | I | EGPF SIDs/STARs |
| COCCU | 521604.34N 0000322.02W | | | EGGW STARs |
| CONHA | 524226.44N 0024659.26W | P17 | | |
| CONKO | 513648.00N 0020310.18W | L18, Q63 | | EGFF STARs |
| COWLY | 513657.58N 0010353.72W | L612, Q41, Q70, T71, UL612, UT71 | | EGBB SIDs |
| CREWE | 524906.85N 0021826.90W | | | EGBB STARs - EGNX STARs |
| CROFT | 533736.89N 0023219.85W | L612, P16, UL612, UP16, Y70 | | EGBB STARs - EGNX STARs - EGGP STARs |

# ENR 4.4 NAME-CODE DESIGNATORS FOR SIGNIFICANT POINTS (continued)

| Name-code designator | Coordinates | ATS route or other route | FRA Relevance | Remarks/ Usage |
|---|---|---|---|---|
| 1 | 2 | 3 | 4 | 5 |
| CUTEL | 555308.89N 0022227.68E | | I | |
| DAGGA | 514919.37N 0004739.00E | M604, M85, P44 | | EGKK SIDs |
| DANDI | 534103.71N 0035658.08W | L28, Q39, UL28 | | |
| DANWO | 514722.81N 0014105.77W | | X | |
| DAUNT | 552508.18N 0045246.93W | Z246 | | EGPK SIDs |
| DAVAZ | 515258.69N 0052553.59W | | I | |
| DAVOT | 572041.57N 0040528.57W | N560 | | |
| DAWLY | 503427.31N 0032750.23W | L149, L620, N17, N864, N92 | IAD | FRA (A): EGHQ<br>FRA (D): EGHQ, EGHH, EGHI<br>EGGD STARs - EGFF STARs |
| DAYNE | 531419.12N 0020145.26W | | | EGCC STARs |
| DEGGE | 513740.40N 0010009.12W | N27 | | |
| DEGOS | 541121.19N 0065422.89W | | AD | FRA (A): EGAA, EGAC<br>FRA (D): EGAA, EGAC, EGEC<br>Shannon FIR |
| DEJEM | 534629.25N 0043636.41W | | E | |
| DELBO | 515236.92N 0011624.01W | | | En-route Hold - EGKK STARs |
| DENBY | 533112.53N 0015740.39W | L975, N57, UL975 | | |
| DENOG | 572553.37N 0014515.83W | | I | |
| DESIG | 533138.13N 0015333.70W | L603, L70, L975, UL70, UL975 | | EGBB STARs - EGNX STARs - EGGP STARs - EGCC SIDs/STARs |
| DESNA | 503700.00N 0004700.31W | M185, UM185 | | |
| DEVAL | 505125.35N 0012800.00E | N57 | | |
| DEVBI | 604254.32N 0084610.49W | | I | |
| DEXEN | 531649N 0053000W | UY124, Y124 | | |
| DIBAL | 524749.98N 0023000.00E | L603 | | |
| DIDZA | 513627.71N 0012343.46W | L9, N14, N84, P86, T421 | | |
| DIGBI | 551105.57N 0010301.45W | P15, UP17 | | |
| DIGMA | 533859.86N 0033723.50W | M146, Z196 | | |
| DIGSU | 520126N 0003805E | N866, P144, P5, UM185 | | |
| DIGUT | 513901.29N 0011759.47W | N859, UN859 | | |
| DIKVU | 511746.89N 0001901.84E | L9, UL9 | | |
| DIMLI | 545647.47N 0063654.74W | | I | |
| DINIM | 510000N 0150000W | | | SOTA. See also AIP Ireland |
| DIPSO | 530312.62N 0012038.61W | | | EGNX STARs |
| DIQSE | 514800.46N 0051552.78W | | I | |
| DISIT | 520610.84N 0014240.91W | L151 | | EGKK STARs |
| DISVO | 503931.38N 0010257.16W | L982 | | EGKK STARs |
| DITOB | 521701.15N 0014927.08E | P25 | | EGGW STARs - EGSS STARs |
| DIXIB | 511412.22N 0005053.53W | | | EGLF STARs |
| DIZIM | 520223.59N 0031107.44W | N864, P69 | I | EGGD STARs - EGFF STARs |
| DIZZE | 535042.74N 0023232.91W | | | EGCC STARs |
| DOBEM | 515210.52N 0025545.33W | N14 | | EGGD STARs - EGFF STARs |
| DOGAL | 540000N 0150000W | | | NOTA. See also AIP Ireland |
| DOKEN | 554054.59N 0020656.05E | | I | |
| DOLAS | 525842.96N 0010003.43E | L603, L90, M16, N110 | | |
| DOLOP | 531250.90N 0033750.73W | UY124, Y124 | | EGBB STARs - EGNX STARs |
| DOLUR | 492903.89N 0050326.07W | | EX | FRA (E): EVEN FL<br>FRA (X): ODD FL |
| DOMUT | 501542.57N 0014008.65W | L980 | | En-route Hold - EGKK STARs - EGLL STARs - EGKB STARs - EGLC STARs - EGMC STARs |
| DONAX | 532911.34N 0035740.24W | Q37 | | EGGP STARs |
| DONIB | 554309.46N 0074144.04W | N562 | IAD | FRA (AD): EGPI, EGEC |

# ENR 4.4 NAME-CODE DESIGNATORS FOR SIGNIFICANT POINTS (continued)

| Name-code designator | Coordinates | ATS route or other route | FRA Relevance | Remarks/ Usage |
|---|---|---|---|---|
| 1 | 2 | 3 | 4 | 5 |
| DONNA | 514200.38N 0004437.04W | | | EGLL STARs |
| DOPEK | 532303.95N 0005531.64W | L60 | | EGNM SIDs |
| DORKI | 511633N 0001552W | | | EGLL STARs |
| DOSUN | 600702.50N 0062338.51W | | I | |
| DRAKE | 501234N 0000434W | L151, N859, UM189, UY47, Y47 | | |
| DUCNO | 515824.34N 0021851.65W | N92 | | |
| DUFFY | 543053.42N 0055138.80W | L10, L15 | ID | FRA (D): EGAE |
| EBOTO | 522133.30N 0004139.63W | N601, P155, UN601 | | |
| ECCIT | 520747.90N 0053843.73W | N18 | I | |
| EDCOX | 521259.68N 0002419.92W | | | EGGW STARs |
| EDFAR | 522035.66N 0024652.02W | P17 | | |
| EDONU | 561736N 0033341W | P600 | | |
| EDUXO | 532424N 0011301W | L603 | | |
| EFMIH | 523406.42N 0015353.84E | M604 | | |
| EGRUF | 514327.72N 0034042.18W | Q63 | | |
| EKLAD | 531513.70N 0024928.85W | UY53, Y53, Z197 | | EGCC SIDs |
| EKNIV | 512425.62N 0003731.08E | M87, M91 | | |
| ELBOB | 544358.15N 0074438.09W | | AD | FRA (AD): EGAA, EGAC<br>Scottish/Shannon FIR boundary fix. Inbound/ outbound fix for EIDL |
| ELBUS | 552943.28N 0040435.87W | L612, UL612 | X | FRA (X): ODD FL |
| ELDAX | 502918.36N 0003930.42E | M8, N20, UM8 | | EGKK STARs - EGHI STARs - EGHH STARs - EGLF STARs |
| ELDER | 503948.10N 0012013.93W | P83, UP83 | | EGKK STARs |
| ELEZE | 524419.98N 0015600.48W | | | EGBB STARs |
| ELKOG | 602647.63N 0093000.00W | | I | Oceanic Landfall Fix for Reduced Lateral (RLAT) Boundary Points |
| ELLIQ | 525706.48N 0030030.80W | N42 | | |
| ELMUD | 550656N 0014024W | P18, UP18 | | |
| ELNAB | 532211N 0011251E | P5 | | |
| ELNIF | 515119.24N 0024921.61W | N14, P17 | I | |
| ELNOD | 532826N 0013524W | L603 | | |
| ELREW | 520750.16N 0030638.15W | | | EGGD STARs - EGFF STARs |
| ELRIP | 503744.67N 0025923.73W | N17 | I | |
| ELSAN | 564219.29N 0034357.58E | | I | |
| ELSOF | 512631.49N 0012846.13W | L607 | | |
| ELSOX | 510000N 0140000W | | | SOTA landfall point. See also AIP Ireland |
| ELVOS | 524201N 0011825W | T420 | | EGGP STARs - EGCC STARs |
| ELWIS | 514547.16N 0023149.08W | L9 | | |
| ← EMBOR | 525748.00N 0011745.25W | N601, Q4, UN601 | | |
| EMGAT | 550947.37N 0044511.90W | UN57 | X | FRA (X): ODD FL |
| EMJEE | 520354.62N 0015841.73W | | X | |
| EMKAD | 511449.88N 0004233.94E | L9, M91, UL9 | | |
| EMKUK | 515837.47N 0012114.72W | L612, UL612, Y321 | | |
| EMLON | 531220.44N 0023000.00E | L602, M79 | | |
| EMPER | 490000N 0090000W | | | SOTA. See also AIP Ireland |
| EMWIP | 500319.72N 0031908.98W | L22, P16 | I | |
| ENCOD | 531959.32N 0002423.92W | L60 | | |
| ENDEQ | 532644.38N 0053000.00W | Q36 | | |
| ENHAQ | 512422.69N 0014313.40W | M197 | EX | |
| ENHEL | 501354.15N 0031523.42W | N862, N90 | | |
| ENIPI | 550110.78N 0031510.23W | | | EGPF STARs - EGPK STARs |
| ENJEX | 520321.06N 0060227.78W | N83, P70 | I | FRA (I): Shannon FIR |

# ENR 4.4 NAME-CODE DESIGNATORS FOR SIGNIFICANT POINTS (continued)

| Name-code designator | Coordinates | ATS route or other route | FRA Relevance | Remarks/ Usage |
|---|---|---|---|---|
| 1 | 2 | 3 | 4 | 5 |
| ENUKU | 561400N 0033819W | P600 | | |
| ENZEN | 525839.07N 0031157.12E | L60 | | |
| EPACE | 511420.88N 0033111.46W | N91, P16 | IAD | FRA (A): EGBB, EGVN, EGVA, EGTK, EGBP<br>FRA (D): EGHQ |
| EPCAN | 565532N 0020659W | P18 | I | |
| EPLEF | 495531.78N 0030044.62W | N90 | | |
| EPOXI | 531958.70N 0032717.71W | L15, Q36 | | |
| EPUNA | 503000N 0140000W | | | SOTA landfall point. See also AIP Ireland |
| ERAKA | 580000N 0100000W | | EX | Shanwick OCA |
| ERDOG | 592003.14N 0012503.64W | Y905 | | |
| ERDUV | 535234.66N 0041008.23W | M146, Z198 | | |
| ERGAB | 540922N 0022312W | N601, UN601 | | |
| ERGUM | 500725.13N 0014449.66W | L982 | | |
| ERING | 513526.45N 0013643.00E | L179, Q63 | | |
| ERKEX | 505240.62N 0011936.96E | | | EGKB STARs - EGLC STARs - EGMC STARs |
| ERKIT | 540148.85N 0004948.85W | L602, N110 | | |
| ERLOT | 551714.26N 0003505.84W | M982, P15 | | |
| ERNAN | 541643.90N 0072333.97W | | I | FRA (I)<br>Shannon FIR |
| ERSON | 562747.58N 0041823.67W | N560 | ID | FRA (D): EGPE, EGPH, EGPK |
| ESHIN | 533437.20N 0001813.05W | L46, N110 | | |
| ESKDO | 551756.00N 0031215.26W | N601, UN601 | | EGPH STARs |
| ESTRY | 533952.07N 0031542.28W | | | Traffic routing from/to EGNO/EGNH via WAL/PENIL. |
| ETARI | 553000N 0150000W | | | NOTA. See also AIP Ireland |
| ETIGA | 540239.17N 0044726.67W | Q39 | ID | FRA (D): EGAA, EGAC |
| ETILO | 573000.00N 0100000.00W | | EX | Shanwick OCA |
| ETNAH | 514126.45N 0031423.74W | N864, Q63 | D | FRA (D): EGTE, EGVN, EGVA, EGBP |
| ETSOM | 575331.02N 0093000.00W | | I | Oceanic Landfall Fix |
| ETVAX | 505806.99N 0003556.27E | T420 | | EGLL STARs |
| EVATA | 510821.29N 0004557.52W | | | EGLF STARs |
| EVBEV | 574709.60N 0074041.24W | | I | |
| EVCOR | 505614.13N 0070651.86W | N160 | IA | FRA (A): EICK |
| EVEXU | 504115.78N 0003440.86W | N20, N859 | | EGLC STARs - EGKB STARs - EGMC STARs - EGHI STARs - EGHH STARs - EGLF STARs |
| EVKAL | 531546.99N 0002637.21W | L603 | | |
| EVMEK | 514740.93N 0011217.66E | M84 | | |
| EVNAL | 572430.67N 0093000.00W | | I | Oceanic Landfall point |
| EVNAS | 514004.25N 0002638.37E | L980 | | |
| EVRIN | 514656.45N 0063347.61W | | I | FRA (I): Shannon FIR |
| EVSEM | 514350.05N 0012745.14W | | | EGHH STARs - EGHI STARs |
| EVSON | 532127N 0013949W | M868, UM868 | | |
| EVTAR | 552751.18N 0001521.15W | N96 | EX | FRA (X): ODD FL |
| EVTES | 510454.66N 0011257.07W | N514, N621 | | |
| EVTOL | 521101.34N 0053114.02W | N12, N546 | IA | FRA (A): EIDW |
| EXARO | 510003.26N 0012249.54W | N514, Y321 | | |
| EXBUM | 514829.61N 0031433.78W | P69 | | |
| EXFOB | 502700.00N 0005500.00E | | | |
| EXKIC | 504453.02N 0033654.36W | P16 | | |
| EXMOR | 511042.76N 0032135.11W | N40, N92 | | EGGD SIDs/STARs - EGFF SIDs/STARs |
| FACTU | 522102.96N 0021713.23W | P155 | X | |
| FADZU | 515256.10N 0035854.33W | L9 | I | |
| FANFE | 514620.78N 0035248.88W | | | EGGD STARs - EGFF STARs |
| FARJO | 505616.27N 0033442.70W | P16 | | EGGD STARs - EGFF STARs |
| FEBWI | 515327.13N 0031320.42W | P69 | | |
| FELCA | 514930.86N 0033219.61W | L9, P4 | ID | FRA (D): EGBJ |
| FENIK | 554254.65N 0041730.91W | L612, P600 | ID | FRA (D): EGPN, EGPT, EGQL |

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# ENR 4.4 NAME-CODE DESIGNATORS FOR SIGNIFICANT POINTS (continued)

| Name-code designator | Coordinates | ATS route or other route | FRA Relevance | Remarks/ Usage |
|---|---|---|---|---|
| 1 | 2 | 3 | 4 | 5 |
| FERIT | 513759.23N 0003221.20E | L179, M14 | | |
| FIFAH | 515248.51N 0041534.00W | | | EGGD STARs - EGFF STARs |
| FIGZI | 515734.77N 0023613.57W | L180, N91 | | EGBB STARs |
| FIMCA | 501648.49N 0033000.82W | N22, P16 | D | FRA (D): EGJJ, EGJB |
| FINDO | 562209.05N 0032748.80W | P600 | IAD | FRA (A): EGPD, EGPE, EGQS<br>FRA (D): EGPE, EGQS |
| FINMA | 515947.21N 0010313.34W | L15, M605, UM605 | | EGGW STARs - EGSS STARs |
| FITBO | 521308.55N 0022412.55W | Y125 | | EGLL STARs |
| FIZED | 533444.87N 0003917.40W | UL975 | | EGBB STARs - EGCC STARs - EGGP STARs - EGNX STARs |
| FONZU | 504921.60N 0035358.82W | | I | |
| FORTY | 575700.26N 0003544.60E | | I | |
| FOXLA | 520157.13N 0041236.58W | | I | |
| FOYLE | 560834.13N 0042256.41W | N560 | IA | FRA (A): EGPE<br>EGPF SIDs/STARs |
| FRANE | 512306.00N 0003739.40E | M604 | | EGKK SIDs |
| FYNER | 560256.12N 0050655.19W | L602 | IAD | FRA (A): EGPN, EGPT, EGQL<br>FRA (D): EGPK<br>EGPF STARs |
| GAJIT | 512040.02N 0020000.00W | | I | |
| GANKI | 564548N 0025808W | P600 | | |
| GAPLI | 500000N 0080000W | | I | FRA (I): Shannon FIR<br>SOTA UIR Boundary |
| GARMI | 500000.00N 0012249.59W | N867, UN867 | | |
| GARVA | 574118.00N 0042941.35W | Y906 | | En-route Hold |
| GASBA | 515010.40N 0004852.85E | M189, M197, M604 | | |
| GASGU | 511223.99N 0005736.02W | N514, N866 | | EGLL SIDs |
| GASKO | 541328.97N 0015721.30W | P16, P18, UP18, UY250, Y250 | | EGCC STARs - EGGP STARs |
| GAVEL | 592300.00N 0012421.67W | Y905 | | En-Route Hold |
| GELPO | 483839.06N 0093009.45W | T290 | | |
| GETNO | 535547.97N 0032947.06W | L46 | E | |
| GIBSO | 504459.08N 0023107.33W | L620, N16 | EX | EGGW STARs - EGSS STARs - EGKB STARs - EGLC STARs |
| GIBSU | 564547.28N 0031610.15E | | I | |
| GIFJE | 512941.00N 0020000.00E | | | |
| GIGTO | 533801.06N 0040550.62W | L15, L70, M144, Q38, Q4, UL70, UQ4 | | EGCC STARs - EGNX STARs |
| GIGUL | 543626.27N 0031009.89E | N44, P1 | | |
| GILDA | 513605.68N 0003501.04E | L610, L620, M14 | | |
| GILTI | 513413.01N 0020318.17E | L179 | | |
| GINGA | 565530.15N 0093000.00W | | I | Oceanic Landfall Fix |
| GINIS | 532738.95N 0045128.61W | L975, UL975 | | |
| GIPER | 510000N 0120000W | | | SOTA. See also AIP Ireland |
| GIPLO | 533131N 0004723W | Y70 | | EGGP STARs |
| GIRLI | 544240.51N 0014811.49W | P18, UP18 | | EGNT SIDs |
| GIRVA | 551107.99N 0045346.67W | P600 | | EGPH STARs - EGPF STARs |
| GISOK | 513008.62N 0050727.62W | | I | |
| GITUS | 502000.14N 0054159.89W | | I | |
| GIVEM | 552753.52N 0001452.78E | M90, P15, P58 | EXD | FRA (X): ODD FL<br>No connection to P15 from FRA<br>FRA (D): EGNT, EGNV, EGPH, EGPG |
| GIVPO | 531709.77N 0025209.02E | M604 | | |
| GIVUN | 504358.45N 0004803.14W | | | EGHH STARs - EGHI STARs |
| GLESK | 565400.00N 0024745.28W | P600 | I | |

# ENR 4.4 NAME-CODE DESIGNATORS FOR SIGNIFICANT POINTS (continued)

| Name-code designator | Coordinates | ATS route or other route | FRA Relevance | Remarks/ Usage |
|---|---|---|---|---|
| 1 | 2 | 3 | 4 | 5 |
| GOBNU | 512052.92N 0010625.12W | P73 | | EGLF STARs |
| GODLU | 510958.44N 0011704.26E | | | EGKB STARs - EGLC STARs - EGMC STARs |
| GODOS | 531456.55N 0032546.79E | M981, P1 | | |
| GODPA | 525900N 0031001W | N864, UN864 | | |
| GOGSI | 511727.16N 0010002.31W | N621 | | EGLL SIDs |
| GOKTU | 501504.87N 0012244.57W | P88, UP88 | | |
| GOLES | 533629.08N 0010500.37W | L975, UL975, Y70 | | EGCC STARs - EGBB STARs - EGNX STARs - EGGP STARs |
| GOLVO | 542440.69N 0033507.52E | L7 | | |
| GOMOT | 555509.60N 0003239.12W | | IAD | FRA (AD): EGPN, EGPT, EGQL, EGNT, EGNV |
| GOMUP | 570000N 0100000W | | EX | Shanwick OCA |
| GONAN | 450000N 0140000W | T16 | | |
| GOREV | 560312N 0050000E | | IEX | FRA (I): ABV FL 285<br>FRA (EX): BLW FL 285<br>Copenhagen FIR |
| GOSAM | 554719.18N 0041202.10W | P600 | IAD | FRA (AD): EGEC<br>EGPH SID |
| GOTGO | 552506.55N 0020850.44E | P5 | EX | FRA (X): EVEN FL |
| GOTNA | 543541.43N 0053552.85W | P600 | IAD | FRA (A): EGPF, EGPG, EGPH, EGPK<br>FRA (D): EIDW |
| GOXUL | 512132.02N 0001033.49W | L9, UL9 | | |
| GRICE | 561148.00N 0034107.79W | N601, P600 | I | EGPH SIDs/STARs - EGPF STARs |
| GROVE | 522337.76N 0015543.72W | | | EGBB STARs |
| GUBJE | 520227.50N 0053242.80W | N18, N24, N83 | I | |
| GUNPA | 610000N 0000000E | | | UIR Boundary |
| GUNSO | 490310N 0114606W | | | SOTA. See also AIP Ireland |
| GUNTU | 533537.40N 0030953.64W | L70, N864, UL70, UN864, Z196 | | |
| GUSSI | 571246.93N 0040726.86W | N560 | | En-route Hold |
| HABCI | 511401.12N 0001644.96E | L722, P2 | | |
| HALIF | 534406.31N 0013450.10W | L46, L613, UN590 | | |
| HANKY | 510645.98N 0010751.00W | | | EGHH STARs - EGHI STARs - EGLF STARs |
| HARDY | 502815.75N 0002928.04E | M605, UM605 | | EGKK SIDs |
| HASTY | 504342.46N 0003200.37E | M189 | | |
| HAVEN | 552740.00N 0025946.67W | Y96, Z250 | ED | FRA (D): EGPF, EGPK<br>EGPH STARs - EGPF STARs |
| HAWFA | 513208.71N 0023812.55W | L607, P4 | A | FRA (A): EGHI, EGLF, EGMC, EGLK, EGTF, EGVO, EGHL, EGTD<br>EGGD SIDs |
| HAWKE | 502226.57N 0000524.77E | L612, M189, UL612, UM189 | | |
| HAZEL | 510019.03N 0005904.06W | L620, L89 | | EGLL STARs - EGLF SIDs |
| HEKXA | 513103.61N 0012026.55W | N14, Q63 | | |
| HEMEL | 514820.00N 0002509.78W | L610, M184, Q3, T420, UM184 | | EGBB STARs - EGNX STARs |
| HERON | 552035.29N 0050000.00W | N562, Z246, Z247 | | |
| HILLY | 512006.04N 0001437.38E | | | EGLL STARs |
| HOLLY | 505312.18N 0000542.23W | | | EGKK STARs |
| HOTXI | 511506.35N 0020000.00W | | X | |
| IBGON | 510047.24N 0004758.48W | | | EGLF STARs |
| IBNID | 503143.71N 0014708.46W | M195 | | |
| IBOLU | 562310N 0030803W | N864 | ID | FRA (D): EGPD |
| IBRAR | 533154.28N 0034110.87W | | | EGCC STARs |
| IBROD | 563000N 0100000W | | IAD | FRA (I): NOTA<br>FRA (AD): EGPU<br>NOTA UIR Boundary |

# ENR 4.4 NAME-CODE DESIGNATORS FOR SIGNIFICANT POINTS (continued)

| Name-code designator | Coordinates | ATS route or other route | FRA Relevance | Remarks/ Usage |
|---|---|---|---|---|
| 1 | 2 | 3 | 4 | 5 |
| IBTES | 542625.20N 0050315.12W | M148 | | |
| ICCIN | 513936.80N 0024458.74W | N92, Q63 | | |
| ICOSA | 513748.09N 0035210.14W | | I | |
| ICTAM | 513137.37N 0010948.12W | L179, L722, M197, N27, Q295, Q63, T421 | | EGGD STARs - EGFF STARs |
| IDDEC | 542803.59N 0000324.39E | | | |
| IDESI | 515351.74N 0015308.08E | M40, P49, P7, Y6 | | EGGW STARs - EGSS STARs |
| IDEXA | 532814N 0050951W | L975, UL975 | | |
| IDGAS | 541422.81N 0043329.47W | M148 | | |
| IDITU | 513224.79N 0005837.35E | Q63 | | |
| IDKOL | 540543N 0015945W | P18, UP18 | | |
| IJALA | 511658.25N 0062553.43W | | I | |
| ILLOC | 515517.20N 0001056.60E | | | EGGW STARs |
| ILZIC | 503518.71N 0033844.20W | P16 | | |
| IMVUR | 511028.90N 0003156.40W | N63 | | EGKK SIDs |
| INBAS | 564200.00N 0041459.11W | N560 | IA | FRA (A): EGPK |
| INBOB | 553624.86N 0050000.00E | | IX | FRA (I): ABV FL 285<br>FRA (X): BLW FL 285<br>Copenhagen FIR |
| INDOX | 511839.55N 0010114.04W | | | EGLF STARs |
| INFEC | 513237.73N 0041130.99W | | I | |
| INFUS | 515725.85N 0031221.35W | P69 | | |
| INGUR | 514241.67N 0025136.75W | | | EGGD STARs |
| INKEK | 503853N 0003209W | N859 | | |
| INKOB | 535216.19N 0042414.43W | Q39 | X | FRA (X): ODD FL |
| INLIM | 515422.98N 0011912.90E | | | EGKB STARs - EGLC STARs |
| INNUF | 590705.41N 0080234.75W | | IAD | FRA (AD): EGPO |
| INPIP | 545235.54N 0025346.10W | N601, UN601 | | |
| INPUT | 551818.30N 0043905.37E | | | |
| INREV | 550857.44N 0030539.46W | N601, UN601 | | |
| INVON | 552702.19N 0021835.87W | N110 | EX | FRA (X): ODD FL |
| IPDOR | 552239N 0031545W | N601, UN601 | | |
| IPKUS | 513152.43N 0002318.58E | M40, Q63 | | |
| IPNOX | 541340N 0024222W | N57, UN57 | | |
| IPRIL | 514028.81N 0001335.35W | M197, P72 | | |
| IPSAD | 552145N 0024114W | Y96 | | |
| IPSET | 543105.63N 0052708.92W | M146, P6 | | |
| IPSIR | 540454N 0015657W | P17, UP17 | | |
| IRKUM | 525947.90N 0052239.45W | L18 | | |
| IRKUN | 505516N 0012800E | M91 | | |
| ITSUX | 560259.94N 0033000.00E | | I | |
| ITVIP | 511713.75N 0010312.30E | L10, M85, Q70 | | |
| IVLOD | 530746N 0030919W | N864, UN864 | | |
| IXURA | 520405N 0012540W | L612, UL612 | | |
| IZLAW | 510325.45N 0032251.31W | | | EGGD STARs - EGFF STARs |
| JACKO | 514408.65N 0012536.00E | L980, M189 | | EGKB STARs - EGLC STARs - EGMC STARS |
| JETZI | 513027.09N 0035211.94W | | I | |
| JOZMA | 503738.14N 0035635.42W | | I | |
| JUMZI | 521943.58N 0002430.31W | | | EGGW STARs |
| KAMJU | 523450.15N 0023150.54W | | X | |
| KAPEX | 504029.70N 0015059.80W | N621 | | |
| KARNO | 525339.55N 0025354.05W | N58, N862 | E | |
| KATHY | 503113.59N 0012000.23W | L89, L980, P83, UP83 | | En-route Hold - EGKK STARs - EGLF STARs |
| KEGUN | 531132.90N 0030901.35W | | | EGGP STARs |
| KELLY | 535419.47N 0042150.52W | L10 | EX | FRA (X): ODD FL |

# ENR 4.4 NAME-CODE DESIGNATORS FOR SIGNIFICANT POINTS (continued)

| Name-code designator | Coordinates | ATS route or other route | FRA Relevance | Remarks/ Usage |
|---|---|---|---|---|
| 1 | 2 | 3 | 4 | 5 |
| KEMPY | 520738.51N 0003845.57E | | | EGSS STARs |
| KENET | 513113.63N 0012718.00W | | | EGHH STARs - EGHI STARs - EGKB STARs - EGKK SIDs |
| KEPAD | 524835.41N 0022844.28W | L15, L151 | | |
| KESEG | 600058N 0060056W | | IAD | FRA (AD): EGPA |
| KESIX | 565700N 0140000W | | | NOTA landfall point. See also AIP Ireland |
| KIDLI | 514617.00N 0012140.87W | L151, N859, UN859 | | EGHH STARs - EGKK STARs - EGHI STARs |
| KIPWI | 520757.35N 0031041.87W | N864 | | |
| KISWO | 523727.16N 0030824.49W | N864 | ID | FRA (D): EGFF, EGGD, EGVN, EGBJ, EGBP |
| KITFE | 514407.29N 0020715.54W | L9 | | |
| KLAKI | 502216.59N 0030754.14W | L149, N40 | IA | FRA (I): ODD FL<br>FRA (A): EGJJ, EGJB |
| KLONN | 582324.44N 0024944.12E | | I | FRA (I): Polaris FIR |
| KOBBI | 514113.77N 0000918.34W | M185, M197, UM185 | | |
| KOGAD | 493000N 0150000W | | | SOTA. See also AIP Ireland |
| KOKAL | 585734.82N 0025338.21W | N560 | IAD | FRA (AD): EGPB, EGQS |
| KOKIB | 543000N 0140000W | | | NOTA landfall point. See also AIP Ireland |
| KOLID | 533425.70N 0024520.23W | L70, UL70, UP6, Y70 | | |
| KONAN | 510750.75N 0020000.00E | L607, L9, M84, UL9 | | EGKB STARs - EGLC STARs - EGKK STARs |
| KOPUL | 513231.76N 0010813.84E | L610, Q60, Q63 | | |
| KORXA | 514214.41N 0044718.68W | | I | |
| KOTEM | 500000.00N 0010313.83W | M184, UM184 | | |
| KRAGY | 520710.73N 0045655.16W | | I | |
| KUBAX | 525633.93N 0025713.20E | N866, Z150 | | |
| KUGUR | 553000N 0100000W | | I | FRA (I): NOTA<br>NOTA UIR Boundary |
| KUKIS | 514156.23N 0030436.53W | | | EGFF STARs |
| KUMIL | 503431.39N 0013638.81W | | | EGKK STARs - EGLL STARs |
| KUNAV | 503054N 0010356E | N20, T421, Y8 | | EGKK STARs |
| KUVOX | 580458.86N 0073623.54W | | IAD | FRA (AD): EGPO |
| KUXEM | 531511.07N 0024046.76W | P17, UP17 | | EGCC SIDs |
| LAGAV | 565335.12N 0041210.37W | N560 | IAD | FRA (A): EGPH<br>FRA (D): EGPF, EGPG |
| LAKEY | 541420.00N 0025852.38W | L612, UL612 | | EGCC STARs - EGGP STARs |
| LAMIX | 531828.66N 0004055.52W | L603, UT29 | | EGNM SIDs |
| LAMMA | 555130.00N 0024603.39W | | I | |
| LAMRO | 570151.49N 0033309.09E | | I | |
| LAMSO | 524358.43N 0025939.68E | L603 | | |
| LANAK | 554200.87N 0035618.64W | | | EGPF STARs |
| LANON | 522551.90N 0042220.94W | L18 | IA | FRA (A): EIDW, EIWT, EIME |
| LANPI | 521115.07N 0052329.75W | Q63 | I | |
| LANVA | 534347.86N 0042637.51W | M145 | | |
| LAPRA | 520707.18N 0011236.45E | M604, P25, P49 | | En-route Hold - EGGW STARs - EGSS STARs |
| LARCK | 505441.83N 0002647.93E | | | EGKK STARs |
| LARDI | 533616.09N 0033057.16E | L74, N866, P43 | | |
| LARGA | 545149.54N 0040911.97E | M604, P144 | E | |
| LARLA | 492241.13N 0070715.22W | | | |
| LASNO | 483554N 0090000W | T9 | | SOTA. See also AIP Ireland |
| LATMU | 531525N 0020522E | P144, P48 | | |
| LAVRI | 511549N 0003449E | UL9 | | |
| LAWJO | 501645.92N 0021943.34W | N866 | | |
| LEDGO | 511423.78N 0073404.65W | L37, N160 | I | FRA (I): Shannon FIR |
| LEGRO | 531934.86N 0013045.89E | L602 | | |

# ENR 4.4 NAME-CODE DESIGNATORS FOR SIGNIFICANT POINTS (continued)

| Name-code designator | Coordinates | ATS route or other route | FRA Relevance | Remarks/ Usage |
|---|---|---|---|---|
| 1 | 2 | 3 | 4 | 5 |
| LEKCI | 513440.46N 0025314.66W | L180, P4 | | EGFF SIDs |
| LELDO | 534259.53N 0040507.00W | L28, M145, UL28, Z196 | | |
| LELNA | 495856.80N 0020623.42W | N621, N63, Z171 | | EGJB STARs - EGJJ STARs |
| LEMGU | 522421.56N 0052236.38W | M17 | A | FRA (A): EIDW, EIME, EIWT |
| LESLU | 510000N 0080000W | | I | FRA (I): Shannon FIR<br>SOTA UIR Boundary |
| LESNI | 573233.14N 0011622.40W | P600 | IAD | FRA (AD): EGQS |
| LESRA | 552307.98N 0050000.00E | | IEX | FRA (I): ABV FL 285<br>FRA (EX): BLW FL 285<br>Copenhagen FIR |
| LESTA | 524427.09N 0010419.42W | N601, P6, UN601, UP6, UY250, Y250 | | EGGP STARs - EGCC STARs |
| LIBBA | 554326.21N 0034443.21W | | | EGPF STARs |
| LIBSO | 533129.33N 0000536.32E | L46, L90, UL975, UT29 | | EGCC STARs - EGBB STARs - EGNX STARs - EGGP STARs |
| LIFFY | 532848.28N 0053000.00W | L975, UL975 | | |
| LIFOX | 495220.46N 0031022.75W | P16 | | |
| LIMKA | 543026.50N 0051311.22W | M148 | | |
| LINDY | 512814.12N 0010257.19W | L151, UL9 | | |
| LIPGO | 530350.13N 0053000.00W | L18 | I | FRA (I): Shannon FIR |
| LISBO | 543130.00N 0060524.10W | L603 | | |
| LISTO | 530835.93N 0021156.54W | L612, P18, Q4, UL612, UQ4, UY124, Y124, Z197 | | EGLC STARs - EGGW STARs - EGSS STARs - EGCC SIDs - EGMC STARs - EGKB STARs |
| LIVSU | 514148.74N 0005057.72E | L980 | | |
| LIZAD | 493525.24N 0041948.55W | | EX | FRA (X): ODD FL<br>EGJJ SIDs |
| LOFFO | 515012.00N 0003556.37E | | | EGGW STARs - EGSS STARs |
| LOGAN | 514451.32N 0013642.58E | L608, L980, P7 | | En-route Hold - EGLC STARs - EGGW STARs - EGSS STARs - EGKB STARs - EGMC STARs |
| LOMON | 560345.57N 0043447.86W | | | EGPF SID |
| LOMVO | 531615.87N 0051045.82W | UY124, Y124 | | |
| LONAM | 535022.32N 0035633.03E | L7, M90, N610, P43 | | |
| LOREL | 520050.20N 0000309.52W | | | EGGW STARs - EGSS STARs |
| LORKU | 495618.10N 0022215.64W | M195, N866 | | |
| LORTA | 553145.72N 0035630.83W | UN590 | E | |
| LOVEL | 531506.00N 0021627.98W | L612, UL612 | | |
| LUCCO | 552048.54N 0043341.11W | Z248, Z250 | | EGPK SIDs |
| LUCSA | 523706.60N 0025656.18W | N862 | A | FRA (A): EGFF, EGGD |
| LUFMA | 510448.01N 0031438.16W | N40 | | |
| LUGIS | 500000.00N 0005220.10W | M185, UM185 | | |
| LULOX | 502200N 0080000W | | I | FRA (I): Shannon FIR<br>SOTA UIR Boundary |
| LUSEN | 603000.00N 0100000.00W | | EX | Shanwick OCA<br>NOT AVAILABLE FOR FLIGHT PLANNING |
| LUSIV | 554001.54N 0041440.50W | L612 | I | EGPF SIDs |
| LUSOD | 535622.70N 0041926.37W | M146 | E | |
| LUTIP | 531521.89N 0044415.59W | UY124, Y124 | | |
| LUTOV | 551421.66N 0100000.00W | | IAD | FRA (I): NOTA<br>FRA (AD): EGAE<br>NOTA UIR Boundary |
| LUXIV | 510510.63N 0004657.06W | | | EGLF STARs |
| LUXTO | 520830.66N 0020338.38W | N92, N93 | X | |
| LYNAS | 532633.02N 0042000.00W | L975, UL975 | | |
| MADAD | 555447.35N 0014402.48W | P18 | IA | FRA (A): EGPD |

# ENR 4.4 NAME-CODE DESIGNATORS FOR SIGNIFICANT POINTS (continued)

| Name-code designator | Coordinates | ATS route or other route | FRA Relevance | Remarks/ Usage |
|---|---|---|---|---|
| 1 | 2 | 3 | 4 | 5 |
| MAGEE | 544729.53N 0053630.02W | M147, M148 | I | |
| MAKUX | 535829.90N 0045227.89W | L15, Q38 | IAD | FRA (A): EGBB<br>FRA (D): EGAA, EGAC (RNAV 1 FL 285- / RNAV 5)<br>EGBB STARs - EGNX STARs |
| MALUD | 532448.17N 0033630.30W | L15, L975, Q37, Q38, UL975, Z195 | | EGGP STARs - EGCC STARs - EGBB STARs - EGNX STARs |
| MAMUL | 532505.20N 0011648.45W | L60, L603, L613, UY250, Y250 | | |
| MANGO | 514133.88N 0004725.58E | L620, L980 | | |
| MANIG | 494707.01N 0031533.72W | | X | FRA (X): ODD FL |
| MARUK | 501446.56N 0020420.41W | M195, N621 | | |
| MASOP | 540921.02N 0042115.26W | M148, Z198 | IA | FRA (A): EGAA, EGAC (RNAV 5) |
| MATCH | 514645.20N 0001500.00E | P144, Q295 | | EGGW SIDs |
| MATIK | 610000N 0080400W | | EX | Reykjavik OCA |
| MATUT | 541017.23N 0043821.89W | M147 | | |
| MAVET | 540257N 0033104W | | X | FRA (X): ODD FL<br>NTFSR Fix |
| MAXIT | 511459.08N 0003342.83W | Y803 | | EGLL SIDs |
| MAYLA | 513740.76N 0004311.80E | | | EGMC STARs |
| MEDOG | 515701.32N 0033257.83W | | I | |
| MEGEL | 522057.94N 0020425.20E | P25, Z150 | | EGGW STARs - EGSS STARs |
| MEZRE | 500200.00N 0001200.00W | | | |
| MIDJO | 524754.42N 0024827.24W | N42, P17 | X | |
| MIMFO | 511358.23N 0002930.43E | Y312 | | EGKK SIDs |
| MIMKU | 560000N 0100000W | N562 | I | FRA (I): NOTA<br>NOTA UIR Boundary |
| MIMVA | 530603.21N 0031812.63E | L602 | | |
| MIPVO | 521329N 0013609E | P25 | | |
| MIRSI | 533216.69N 0024242.16W | | | EGCC STARs |
| MITSO | 533906.86N 0005337.75W | L46 | | |
| MIVLA | 504630.00N 0011558.02W | | | EGHH STARs - EGHI STARs |
| MOCHA | 593255.50N 0012159.47W | Y905 | I | |
| MOCQO | 522748.08N 0032037.20W | P16 | A | FRA (A): EGGP, EGNR, EGCC, EGNM, EGNH, EGNO |
| MODGO | 602642.86N 0073955.20W | | I | |
| MODMI | 511400.99N 0002909.99W | M185, UM185 | | EGLL SIDs |
| MOFWE | 524839.37N 0031323.42W | P16 | | |
| MOGLI | 521830.00N 0001608.63W | L613, Q3, UP6 | | |
| MOGLO | 553000N 0140000W | | | NOTA landfall point. See also AIP Ireland |
| MOGMO | 532443N 0011251W | L60 | | |
| MOGTA | 531008N 0023810W | UY124, UY53, Y124, Y53 | | |
| MOKBU | 511610.10N 0012913.78E | Q70 | | |
| MOLAK | 543648.90N 0093022.73W | | I | FRA (I)<br>Shannon FIR |
| MOLIX | 524919.21N 0030407.22E | L17 | | |
| MONAV | 582306.02N 0013811.02W | Y905 | IAD | FRA (AD): EGPD, EGQS |
| MONTY | 525334.00N 0031026.44W | N864, P16, UN864, UP16 | X | FRA (X): EVEN FL<br>EGCC SIDs/STARs |
| MOPAT | 512955.20N 0070537.23W | | I | FRA (I): Shannon FIR |
| MORAG | 524510N 0053000W | | I | FRA (I): Shannon FIR |
| MOREZ | 511233.91N 0002948.60W | | | EGGW STARs |
| MOSUN | 515337.69N 0022610.09W | | | Tactical Way Point only for use by flights arriving and departing EGBB via the adjacent ATS Route structure. |
| MOTOX | 505727.52N 0012800.00E | L15 | | |
| MOVEN | 520342.81N 0014846.72W | | | EGHH STAR - EGHI STAR |

# ENR 4.4 NAME-CODE DESIGNATORS FOR SIGNIFICANT POINTS (continued)

| Name-code designator | Coordinates | ATS route or other route | FRA Relevance | Remarks/ Usage |
|---|---|---|---|---|
| 1 | 2 | 3 | 4 | 5 |
| MUCTE | 521031.13N 0011225.43E | | | EGGW STARs |
| MULYM | 514917.14N 0024657.01W | N91 | | |
| NAKID | 494254.09N 0043722.57W | | I | |
| NALAN | 610000N 0060000W | | EX | Reykjavik OCA<br>Scottish/Reykjavik UIR Boundary Fix. |
| NALAX | 532859.89N 0002405.94E | L46, L602 | | |
| NANEV | 573428.67N 0022713.91W | Y904 | | |
| NANTI | 530814.54N 0023400.51W | L8, UL8, UY53, Y53 | | EGGP SIDs/STARs |
| NANUM | 520134.97N 0013747.00W | L151, L8 | | Oxford Airways departure joining CAS at KENET |
| NAPEX | 531222.64N 0005139.78W | M16 | | |
| NATEB | 550218.41N 0014154.13W | M79, M981, N610, N97, P15, P18, UP16, UP18, Y96 | | |
| NATKO | 532711.99N 0043806.92W | L975, UL975 | | |
| NAVEL | 553513.43N 0005030.70E | | I | |
| NAVPI | 523249.58N 0025025.80E | | | |
| NAVSO | 551322.02N 0034848.63W | L612, UL612 | | |
| NAXAT | 514721N 0015756W | | | EGVN Departures for L9 |
| NAXIL | 565724N 0024326W | P600 | | |
| NEDEX | 515237.17N 0012819.67W | L151 | | EGHH STARs - EGHI STARs |
| NEDUL | 503958.00N 0013251.86W | N17, Q41, Z171 | | EGHH STARs - EGHI STARs - EGKK STARs |
| NELBO | 542924.15N 0051810.39W | P6, P620 | IAD | FRA (A): EGAB, EGAE<br>FRA (D): EGPK |
| NELKO | 504214.18N 0005717.79W | M184, UM184 | | EGKK STARs |
| NELSA | 535148.00N 0021105.27W | N601, UN601 | | EGNM SIDs |
| NEPNA | 512958.33N 0002656.55E | | | EGGW SIDs |
| NERTU | 490000N 0140000W | | | SOTA landfall point. See also AIP Ireland |
| NESDI | 570718.00N 0040848.32W | N560 | IA | FRA (A): EGPF, EGPG |
| NETKI | 550000N 0140000W | | | NOTA landfall point. See also AIP Ireland |
| NETVU | 502445.00N 0002854.00E | | | EGKB STARs - EGKK STARs - EGLC STARs - EGMC STARs |
| NEVIL | 500000.00N 0002205.64W | M189 | | EGKB STARs - EGKK STARs - EGLC STARs - EGMC STARs |
| NEVIS | 564143.27N 0043240.70W | | IAD | FRA (AD): EGPU, EGQS |
| NEVRI | 540406.03N 0061611.42W | N34 | | |
| NEXUS | 561243.34N 0015040.99W | P18 | IAD | FRA (A): EGNT, EGNV<br>FRA (D): EGPD, EGNT, EGNV |
| NIBDA | 510052.20N 0005501.48W | L620, N14 | | |
| NIBOG | 550000N 0100000W | | I | FRA (I): NOTA<br>NOTA UIR Boundary |
| NICXI | 520046.40N 0050317.78W | L9, M17, N546, Q63 | ID | FRA (D): EGGD, EGFF |
| NIDGO | 505657.98N 0004607.77W | | | EGLF STARs |
| NIGIT | 511846.96N 0011014.71W | L18, P2 | | EGKK STARs - EGLL STARs - EGGW STARs - EGSS STARs |
| NILAV | 450000N 0132500W | T13 | | |
| NILON | 513546.46N 0003803.93E | L610, M40 | | |
| NIMAT | 535754.10N 0054431.75W | P620 | I | FRA (I)<br>Shannon FIR |
| NINEB | 540344.27N 0040741.84W | M148 | IA | FRA (A): EGAC |
| NINEX | 585119.55N 0093000.00W | | I | Oceanic Landfall Fix |
| NIPIT | 542709.29N 0082409.78W | | I | FRA (I)<br>Shannon FIR |
| NIRIF | 521755.87N 0053404.33W | N12 | I | FRA (I): Shannon FIR |
| NISBI | 532129N 0003921W | L60 | | |
| NISKA | 541500.00N 0023033.35W | | | EGPF STARs - EGPK STARs |
| NIVKO | 505605.77N 0003227.54E | T421 | | |

# ENR 4.4 NAME-CODE DESIGNATORS FOR SIGNIFICANT POINTS (continued)

| Name-code designator | Coordinates | ATS route or other route | FRA Relevance | Remarks/ Usage |
|---|---|---|---|---|
| 1 | 2 | 3 | 4 | 5 |
| NIVUN | 573411.91N 0040812.72E | | I | FRA (I): Polaris FIR |
| NOBDO | 550453.28N 0024747.63E | N44, UP59 | | |
| NOCAD | 535836.63N 0045913.06W | Y911 | | |
| NOKIN | 530436.00N 0025258.25W | N38, N862, P16, P17, UP16, UP17 | | EGBB STARs - EGNX STARs |
| NOMSU | 532806.04N 0032603.79W | Q39, Q4, UQ4 | | |
| NONVA | 513846.45N 0012144.31E | M84 | | |
| NOPKI | 540515.93N 0042608.29W | M147 | | |
| NORBO | 553545.36N 0044543.46W | L186, T256, Y96 | I | EGPF SIDs |
| NORLA | 513708.84N 0065211.29W | | I | FRA (I): Shannon FIR |
| NORRY | 512847.11N 0010724.13W | L9, Q41, UL9 | | EGGW STARs - EGSS STARs |
| NOSLO | 532253.72N 0033841.89W | Q36, Z197 | | |
| NOTGI | 503510.14N 0002502.94W | N20 | | EGHI STARs - EGHH STARs - EGLF STARs |
| NOVBA | 561200N 0031051W | N864 | | |
| NOVMA | 510211.79N 0004514.92W | L620 | | EGKK SIDs |
| NOZHU | 494141.05N 0034552.48W | | E | FRA (E): EVEN FL |
| NUBRI | 512016.68N 0011355.99W | L18, N14, Y321 | | EGHH STARs - EGHI STARs |
| NUCHU | 512808.10N 0014035.43W | L18, L607, P73, Q295 | X | |
| NUDNA | 520354.90N 0005016.56E | | | EGKB STARs - EGLC STARs |
| NUGBO | 515821.96N 0000412.09W | M183 | | EGSS SIDs |
| NUGRA | 530146.43N 0021813.52W | Q36, Q38, UY53, Y53 | | EGLL STARs - EGNX STARs |
| NULGU | 505216.60N 0015939.01W | N19 | | |
| NUMPI | 540840.17N 0053536.26W | P620 | | |
| OBOXA | 541035.55N 0015420.13W | P17, UP17, UY250, Y250 | | |
| OBUBA | 574640.41N 0073319.04W | | IAD | FRA (AD): EGPL |
| OBUNI | 535440N 0024433W | L612, UL612 | | EGGP STARs |
| ODIGI | 551144.28N 0032539.03W | | | EGPF STARs |
| ODMIX | 565812.06N 0012802.95E | | I | |
| ODMOS | 544526.32N 0030252.23E | N44, P58, UL975 | | |
| ODPEX | 592435.66N 0093000.00W | | I | |
| ODREP | 500000.00N 0013007.46W | P88, UP88 | | |
| ODROB | 513915.11N 0015445.17E | Y4 | | |
| ODUKU | 513531.78N 0001715.47E | M84 | | EGLC SIDs |
| ODVIK | 510957.40N 0002909.33E | Y311 | | EGKK SIDs |
| ODVOD | 520755.98N 0000852.98E | | | EGKB STARs - EGLC STARs |
| OFCOT | 570253.47N 0024733.79W | | I | |
| OFJES | 521302.03N 0003929.77E | | | EGGW STARs |
| OFSOX | 520145.18N 0051143.62W | L9, N83 | IA | FRA (A): EIWF |
| OGTAW | 524807.11N 0025512.39W | N862 | I | |
| OGTUG | 534012N 0050850W | L70, M144, UL70 | | |
| OKPAL | 564921N 0020435W | P18 | I | |
| OKSAW | 514215.31N 0014108.54W | L9, N14, Q60 | EXD | FRA (D): EGKB, EGLC, EGMC |
| OKTAD | 514904.47N 0023246.30W | N14, N92 | ID | FRA (D): EGLL |
| OKVAP | 505748.96N 0011955.98E | | | En-route Hold - EGKB STARs - EGLC STARs - EGMC STARs |
| OLGUD | 504356.27N 0013121.75W | N63 | | |
| OLNEY | 520740.22N 0004403.32W | L608, T420 | | EGGW SIDs |
| OLPOP | 540532N 0023208W | N57, UN57 | | |
| OMOKO | 485020.30N 0120000.00W | T13, T16 | | SOTA. See also AIP Ireland |
| ORIST | 500000N 0015042W | L982, Y110 | | EGJB SIDs - EGJJ SIDs |
| ORSUM | 570307.47N 0051741.00W | | IAD | FRA (AD): EGPF, EGPN, EGPO, EGPT, EGQL, EGQS |

# ENR 4.4 NAME-CODE DESIGNATORS FOR SIGNIFICANT POINTS (continued)

| Name-code designator | Coordinates | ATS route or other route | FRA Relevance | Remarks/ Usage |
|---|---|---|---|---|
| 1 | 2 | 3 | 4 | 5 |
| ORTAC | 495957.02N 0020018.02W | Q41 | | EGJA Arrivals - EGJB SIDs/STARs - EGJJ SIDs/ STARs |
| ORTAV | 593000.00N 0100000.00W | | EX | Shanwick OCA<br>FIR/UIR Boundary |
| ORVIK | 593817.75N 0004008.65E | | I | FRA (I): Polaris FIR |
| ORVUL | 551038.52N 0041007.02W | T256 | | |
| ORZEB | 512425.86N 0022753.73W | P2 | A | FRA (A): EGLL, EGWU, EGKK<br>En-Route hold - EGFF STARs |
| OSBON | 610000N 0050000W | | EX | Reykjavik OCA<br>Scottish/Reykjavik UIR Boundary Fix. |
| OSBOX | 564823N 0124806W | | | NOTA. See also AIP Ireland |
| OSDEB | 505654.53N 0002447.85E | | | EGKK STARs |
| OSKOT | 522029.96N 0020330.27W | | | EGBB STARs |
| OSLEL | 572858.48N 0013158.07W | P600 | I | |
| OSMEG | 550826N 0040603W | T256, UT256, Z248, Z249 | | |
| OSNUG | 505336.26N 0020013.95W | N514 | | |
| OSPOL | 500900.00N 0001107.84W | M189 | | EGKB STARs - EGKK STARs - EGLC STARs - EGMC STARs |
| OSSEP | 520317.32N 0024820.85W | P17 | I | |
| OSWEZ | 524832.27N 0030915.07W | N864 | | |
| OTBED | 531716.71N 0000154.61E | L60, Y70 | | EGCC STARs |
| OTBUN | 551650.10N 0022600.00W | Y96 | | |
| OTLAB | 552436.05N 0013245.59E | UP59 | EX | FRA (X): ODD FL |
| OTMET | 504055.06N 0023053.37W | N17 | XA | FRA (A): EGLF<br>EGKK STARs - EGLL STARs |
| OTSID | 511022.54N 0001351.01W | N16 | | |
| OVDAN | 575320.66N 0001818.06E | P600 | IA | FRA (A): EGPD |
| OVZOG | 505106.32N 0071529.77W | L37 | IA | FRA (A): EICK |
| OXCUD | 515423.03N 0024906.11W | L180, P17 | I | |
| OXDUF | 520636.20N 0001900.00E | | | EGGW STARs |
| OXLOW | 510154.80N 0020000.00W | M140, M142 | EX | |
| OZBOC | 521523.66N 0021104.56W | | X | |
| OZRAT | 534835.01N 0044931.86W | | I | |
| OZZIL | 513821.34N 0022549.17W | N80, Q63 | ID | FRA (D): EGLF, EGHI, EGTK |
| OZZOT | 514028.93N 0000952.93W | | | EGGW STARs |
| PAAVO | 515149.03N 0005115.76E | M604, Q295 | | |
| PACSE | 512226.78N 0030650.70W | N862, N92 | IAD | FRA (A): EGHQ<br>FRA (D): EGVN, EGVA, EGBP |
| PAVLO | 505604.77N 0055344.28W | | I | |
| PAWDE | 511453.21N 0000216.94E | P2 | | |
| PEDIG | 524447.59N 0014309.97W | M605, Y53 | | EGGP STARs - EGLC STARs - EGGW STARs - EGSS STARs - EGMC STARs - EGKB STARs |
| PEGZA | 513730.55N 0030609.50W | | | EGGD STARs |
| PELET | 543912.33N 0032551.54E | L7, P58 | | |
| PEMOB | 520837.77N 0050941.13W | M17 | I | |
| PEMOS | 610000N 0040000W | | EX | Reykjavik OCA<br>Scottish/Reykjavik UIR Boundary Fix. |
| PENIL | 533657.47N 0033948.72W | L10, L28, L60, L70, M144, UL28, UL70 | | EGGP STARs - EGCC STARs |
| PENUN | 570635.65N 0045010.79E | | I | FRA (I): Polaris FIR |
| PENUX | 510632N 0003412E | M140 | | |
| PENWU | 514630.59N 0043510.52W | | I | |
| PEPEG | 540106.49N 0043105.30W | M146 | | |
| PEPIN | 595931.24N 0000054.01E | | IAD | FRA (I): Polaris FIR<br>FRA (AD): EGPB |
| PEPIS | 511147.95N 0011437.22W | Q41, Y321 | | EGHH STARs - EGHI STARs - EGLF STARs |

# ENR 4.4 NAME-CODE DESIGNATORS FOR SIGNIFICANT POINTS (continued)

| Name-code designator | Coordinates | ATS route or other route | FRA Relevance | Remarks/ Usage |
|---|---|---|---|---|
| 1 | 2 | 3 | 4 | 5 |
| PEPOD | 541616.31N 0053409.26W | L15, L603, Q38 | ID | FRA (D): EGAB |
| PEPUL | 521603.00N 0015314.37W | L151, N93, Y322 | | EGHH STARs - EGHI STARs |
| PEPZE | 523746.62N 0031952.98W | P16 | I | EGGP STARs |
| PERUP | 514233.95N 0025632.40W | | | |
| PETIL | 555619.93N 0050000.00E | | IEX | FRA (I): ABV FL 285<br>FRA (EX): BLW FL 285<br>Copenhagen FIR |
| PETOX | 573333N 0014902W | Y905 | | En-Route Hold |
| PEWBI | 511851.01N 0050146.28W | | I | |
| PIBUX | 513458.88N 0014657.42E | L179, Y4 | | |
| PIGOT | 522942.57N 0010407.08W | | | EGNX STARs |
| PIKIL | 560000N 0150000W | | | NOTA. See also AIP Ireland |
| PILIP | 502003.05N 0010026.13W | M184, N6, UM184, UN6 | | |
| PIPAR | 560700.00N 0031205.74W | N864 | IA | FRA (A): EGPD |
| PIPEM | 580922.55N 0034418.86W | | I | |
| PIPIN | 523636.06N 0005630.04W | N601, UN601 | | |
| PIXAM | 520447N 0015650E | P44 | | |
| PIXUP | 520151N 0010640W | L15 | | |
| POMAX | 513137.63N 0020452.42W | | | EGGD STARs |
| POTON | 520504.32N 0002537.78W | L608, N601, UN601 | | |
| PUFAX | 521852.01N 0012042.20W | | | EGBB STARs |
| QUSHI | 530629.30N 0014629.41W | | | EGCC STARs & RNAV5 DCT |
| RAMID | 525727.79N 0023000.00E | L17 | | |
| RAMOX | 533936.72N 0045022.41W | L70, M144, UL70 | | |
| RAPIX | 512638.39N 0020000.00E | L610 | | |
| RAPUM | 545518.28N 0015258.08W | UP16 | | |
| RATKA | 493000N 0080000W | | | SOTA UIR Boundary |
| RATLO | 515929.13N 0014055.18E | M197, P44 | | |
| RATSU | 610000N 0100000W | | EX | Reykjavik OCA |
| RAVDI | 592957.26N 0012242.18W | Y905 | | |
| RAVLO | 525501.21N 0030853.81E | Y70 | | |
| REDFA | 520652.75N 0022916.81E | L620, M183, M197, P137 | | |
| REFQI | 512846.15N 0012804.33W | P73 | | |
| REGSI | 525118.97N 0000151.04E | | | |
| REKNA | 561029.10N 0033000.00E | | I | |
| REMSI | 535736.81N 0034931.80W | | I | |
| RENEQ | 541424.84N 0041759.87E | P38, P39, P40, P58, UP59, Y96 | | |
| RESNO | 550000N 0150000W | | | NOTA. See also AIP Ireland |
| RETSI | 523042.42N 0025232.93W | Y125 | A | FRA (A): EGLL |
| REXAM | 530400.00N 0030937.21W | N42, N864, UN864 | | EGGP SIDs - EGCC STARs |
| RIBEL | 540058.00N 0021722.76W | N601, P16, UN601, UP16 | | EGPF STARs - EGPK STARs - EGGP STARs |
| RIGVU | 584735.84N 0020917.84E | | I | FRA (I): Polaris FIR |
| RIMOL | 573233.45N 0040229.55W | N560, Y906 | IAD | FRA (AD): EGPC, EGPO, EGPD, EGEO |
| RIMTO | 534303.25N 0012558.78W | L46, UY250, Y250 | | |
| RIMUP | 505149.08N 0004339.11W | | | EGLF STARs |
| RIMVU | 534511.14N 0050824.68W | M145 | | |
| RINGA | 542354.44N 0053415.66W | L10, Q39 | I | |
| RINIS | 515429.66N 0021920.82E | M40 | | EGGW STARs - EGSS STARs |
| RINTI | 510158.33N 0013655.91E | L10 | | |
| RIPNO | 545632N 0034415W | T256, UT256 | | |
| RISDU | 573631.42N 0014823.78W | Y905 | | |

# ENR 4.4 NAME-CODE DESIGNATORS FOR SIGNIFICANT POINTS (continued)

| Name-code designator | Coordinates | ATS route or other route | FRA Relevance | Remarks/ Usage |
|---|---|---|---|---|
| 1 | 2 | 3 | 4 | 5 |
| RISIN | 514139.05N 0012627.64W | | | EGHH STARs - EGHI STARs |
| RISLA | 530151.39N 0025312.29W | L15, N862 | | |
| RITSI | 554209.36N 0013925.50W | P18 | I | |
| RIVOT | 562428.71N 0004637.49E | | IAD | FRA (AD): EGPD |
| RIXUN | 610000N 0030000W | | EX | Reykjavik OCA<br>Scottish/Reykjavik UIR Boundary Fix. |
| ROBBO | 555322.96N 0045436.56W | | | EGPF SIDs/STARs |
| ROBEM | 552733.36N 0010113.69W | M982, P38, UM82, UP16 | EXA | FRA (X): EVEN FL to UP16, ODD FL to M982, P38<br>FRA (A): EGPF, EGPH, EGPK, EGPG |
| ROBOP | 542708.56N 0052005.35W | M146, M147 | | |
| RODEL | 503000N 0150000W | | | SOTA. See also AIP Ireland |
| RODNI | 514256.50N 0005141.83W | N27 | | EGGW SIDs - EGLC SIDs |
| RODOL | 531417N 0015143W | L28, P6, UL28, UM65, UP6 | | |
| RODSI | 544755.62N 0025335.05E | P1, P58 | | |
| ROGAG | 531405.79N 0001745.46W | L603 | | |
| ROGBI | 521746.63N 0012006.37W | | | EGLC STARs - EGGW STARs - EGSS STARs - EGMC STARs - EGKB STARs |
| ROKAN | 533947.50N 0031119.84E | M604, M982, N96, N97, P1, P40, P48 | | |
| ROKKE | 510411.95N 0000241.82E | M140, M142 | | |
| ROKSI | 503012.62N 0021251.28W | N866 | | |
| ROKUP | 530102.13N 0013057.29W | | | EGNX STARs |
| ROLEX | 532542.14N 0035803.85W | L975, UL975 | | EGGP STARs |
| ROLUM | 541819.85N 0031831.29E | M90, P1, P13 | | |
| ROPAL | 550816.53N 0035642.67E | UL975 | EX | FRA (X): EVEN FL |
| ROPMU | 520614.46N 0002917.16E | | | En-route Hold - EGLC STARs - EGKB STARs |
| ROSUN | 534008.09N 0022057.26W | | | EGCC STARs |
| ROTEV | 540143.72N 0060358.39W | P600 | IA | FRA (I)<br>FRA (A): EGEC<br>Shannon FIR |
| ROTNO | 505126.07N 0004641.20E | T420 | | EGLL STARs |
| ROVLA | 552338.18N 0042824.96W | T256, UT256 | X | FRA (X): ODD FL |
| ROVNI | 535313N 0003901E | M79, P39, UL975 | | |
| ROXAT | 532449.03N 0030000.00E | M981 | | |
| ROXOG | 501558.29N 0013344.41W | L982, P87, UP87 | | |
| RUBEX | 551912.14N 0065607.21W | N552 | I | |
| RUDMO | 504639.60N 0010127.00W | | | EGHI STARs - EGHH STARs - EGLF STARs |
| RUGER | 532857.75N 0032652.40W | | | EGGP STARs |
| RUGID | 572208.80N 0045354.84W | | IAD | FRA (AD): EGPL, EGPN, EGPT, EGPU, EGQL |
| RUHUN | 513539.92N 0033541.28W | L607 | IA | FRA (A): EGVN, EGVA, EGTK, EGBP |
| RUKOH | 521242.83N 0054417.55W | N18 | I | FRA (I): Shannon FIR |
| RULAV | 532614.35N 0051001.25W | Q36 | | |
| RUMKE | 521735.37N 0025832.48W | N862 | | |
| RUXIN | 561655N 0120000W | | | NOTA. See also AIP Ireland |
| SABER | 514213.76N 0005658.19E | L980, M40 | | EGLL STARs |
| SALCO | 494413.81N 0033146.40W | | X | FRA (X): ODD FL |
| SAMON | 511921N 0072504W | L38 | I | FRA (I): Shannon FIR |
| SANBA | 530821.53N 0022002.98W | N859, UN859 | | EGCC SIDs |
| SANDY | 510350.81N 0010403.13E | L15, L613, L722, M189, N57, UN57, UN601 | | EGLL STARs |
| SAPCO | 523225N 0012125W | N57, UN57, UY53, Y53 | | EGNX SIDs |
| SAWPE | 513504.67N 0013916.42W | L179, P86, Q63 | EX | EGGD STARs - EGFF STARs |

# ENR 4.4 NAME-CODE DESIGNATORS FOR SIGNIFICANT POINTS (continued)

| Name-code designator | Coordinates | ATS route or other route | FRA Relevance | Remarks/ Usage |
|---|---|---|---|---|
| 1 | 2 | 3 | 4 | 5 |
| SAXBI | 514504.03N 0001113.77W | N27 | | EGLC SIDs |
| SEMMU | 524641.00N 0040221.71W | | I | |
| SETEL | 540044.64N 0022608.71W | N57, UN57 | | EGCC STARs |
| SHAPP | 543000.00N 0023738.33W | N601, UN601 | | |
| SHIRI | 502447.02N 0034044.14W | | I | |
| SIDDI | 503106.74N 0035801.98W | | I | |
| SIDHO | 504538.88N 0031417.65W | N40, N862 | I | |
| SILVA | 515051.34N 0010019.40W | M183, M605, P86, Q41, UM605 | | EGBB STARs - EGLC STARs - EGMC STARs - EGGW STARs - EGSS STARs |
| SIRGO | 513745.56N 0003847.03E | L179, L620 | | |
| SIRIC | 512036.17N 0013358.89W | P2 | X | EGKK STARs - EGLL STARs - EGGW STARs - EGSS STARs - EGKB STARs - EGLC STARs |
| SITET | 500600N 0000000E | L151, N859, UN859 | | |
| SITKU | 534435.77N 0044954.26W | M145 | | |
| SIVBU | 532755N 0003444W | Y70 | | EGGP STARs |
| SIVDA | 522121.54N 0000147.01E | P137, P155 | | |
| SKERY | 500000.00N 0031023.06W | L22, N862, N864 | | EGJA Arrivals - EGJB SIDs/STARs - EGJJ SIDs/ STARs |
| SKESO | 494929.42N 0030202.60W | N862, N90, P16 | | |
| SKINA | 524817.04N 0014623.14W | | | EGBB STARs |
| SLANY | 520930.80N 0055031.67W | L9 | I | FRA (I): Shannon FIR |
| SLYDA | 541204.37N 0050515.07W | L10 | | |
| SMOKI | 574637.00N 0023555.62W | Y904 | IAD | FRA (AD): EGPA<br>En-route Hold |
| SODVU | 513515.48N 0003446.80E | M87 | | |
| SOKDU | 503939.22N 0020133.06W | N17 | | EGKK STARs - EGLL STARs - EGLF STARs |
| SOMAX | 500000N 0150000W | | | SOTA. See also AIP Ireland |
| SOMVA | 521826.00N 0023838.44E | P155, P44, Q295 | | |
| SONDO | 520505.92N 0014842.35E | M183 | | |
| SONEX | 532952.70N 0021020.86W | L60, L975, UL975 | | EGCC SIDs |
| SONOG | 520619.71N 0021610.08E | M183, P7, Y4 | | |
| SOPAX | 533848.89N 0042708.06W | L70, M144, UL70 | | |
| SOPEK | 530631.88N 0023000.00E | L60, L989 | | |
| SOPIT | 515729.84N 0010626.35W | | | EGLL STARs |
| SOPTO | 551820.17N 0050000.00E | | IX | FRA (I): ABV FL 285<br>FRA (X): BLW FL 285<br>Copenhagen FIR |
| SOQQA | 513623.75N 0002328.43E | M87 | | EGLC SIDs |
| SOSAR | 610000N 0020000W | | EX | Reykjavik OCA<br>Scottish/Reykjavik UIR Boundary Fix. |
| SOSIM | 534855.75N 0043030.46W | L15, L28, Q38, UL28 | X | FRA (X): ODD FL<br>EGNX STARs - EGCC STARs |
| SOTUN | 541035.65N 0033736.65E | L74, M90 | | |
| SOVAT | 504645.67N 0012800.00E | L613 | | EGLC STARs - EGKB STARs - EGMC STARs |
| SOVED | 560000N 0140000W | | | NOTA landfall point. See also AIP Ireland |
| SOXON | 585806.22N 0035222.46W | | I | |
| SOXUX | 503546.32N 0005545.48E | | | EGLC STARs - EGKB STARs - EGMC STARs |
| SPEAR | 513433.79N 0004200.57E | M604 | | EGMC STARs |
| STAFA | 525141.00N 0021434.55W | L8, P18, UL8 | | EGBB STARs |
| STIRA | 560802.11N 0035000.98W | | | EGPH STARs - EGPF STARs |
| STOAT | 520133.22N 0000115.37W | L613, M14 | | |
| SUBIP | 502644N 0005306E | M733, M8, UM733, UM8 | | |
| SUBUK | 542247.81N 0031710.85W | N864, UN864 | | |
| SUDBY | 551745.35N 0041606.05W | Z249 | | EGPK SIDs |

# ENR 4.4 NAME-CODE DESIGNATORS FOR SIGNIFICANT POINTS (continued)

| Name-code designator | Coordinates | ATS route or other route | FRA Relevance | Remarks/ Usage |
|---|---|---|---|---|
| 1 | 2 | 3 | 4 | 5 |
| SUMIN | 551945.76N 0040318.17W | Z250 | | EGPK STARs |
| SUMUM | 513814.25N 0020627.77E | L608, Q63, Y6 | | EGLC STARs - EGKB STARs - EGMC STARs |
| SUNOT | 570000N 0150000W | | | NOTA. See also AIP Ireland |
| SUNUP | 512731.48N 0015226.63E | L610 | | |
| SUPEL | 531340.27N 0003528.02E | L90, Y70 | | |
| SUPIT | 571956.52N 0070505.94W | | I | |
| SURAT | 555455.53N 0033000.00E | | I | |
| SUSIS | 553617.06N 0002102.35W | | I | |
| TABEN | 512149.05N 0011022.46W | Q41 | | |
| TABIS | 520031.75N 0002643.90E | | | EGGW STARs |
| TACQI | 510231.24N 0042846.93W | | I | |
| TADAL | 533513.83N 0030135.22W | L70, L8, UL70, UL8 | | |
| TADEX | 545123.50N 0081401.49W | | I | |
| TAKAS | 490000N 0080000W | | | SOTA UIR Boundary |
| TALIG | 493059.49N 0054804.31W | | EX | FRA (E): EVEN FL<br>FRA (X): ODD FL |
| TAMEL | 484342.52N 0102949.80W | T213 | | SOTA. See also AIP Ireland |
| TANET | 512658.00N 0005531.99E | | | EGLL STARs |
| TARTN | 554301.89N 0030818.73W | | | EGPH STARs |
| TEBRA | 512920.30N 0013643.00E | L610, Y4 | | EGKK STARs |
| TEDSA | 520303.10N 0010739.03E | M183, M604 | | |
| TELBA | 523952.00N 0021906.97W | L151, P18 | | |
| TELTU | 504839.92N 0004517.69W | L982, M185, N17, N6, UM185, UN6 | | EGGW STARs - EGKK STARs - EGSC STARs - EGSS STARs |
| TENDO | 540144.00N 0001446.72E | M79 | | |
| TENSO | 533601.89N 0021227.00W | L603, UM65 | | |
| TERKO | 513732.46N 0004448.08E | L179, M40 | | |
| TEVMO | 511024.94N 0012459.14E | | | EGKB STARs - EGLC STARs |
| TEVSI | 512100.75N 0010301.26W | T71, UT71 | | |
| TEWXI | 514837.78N 0020145.31W | | I | |
| THRED | 502955.11N 0013950.03W | Q41, Y110, Z171 | | EGHH STARs - EGHI STARs |
| TIBGA | 522326.45N 0052705.01W | Q63 | A | FRA (A): EIDW, EIME, EIWT |
| TIGER | 510401.82N 0002621.54E | T420 | | EGKK SIDs - EGLL STARs |
| TIGGY | 503700.54N 0005130.10W | N6, UN6 | | |
| TIGWE | 514822.73N 0031257.91W | L180, L9, N864 | ID | FRA (D): EGBB |
| TIKCA | 512933.57N 0052701.37W | | I | |
| TILNI | 543251.41N 0015117.89W | P18, UP18 | | EGCC STARs |
| TIMBA | 505643.99N 0001542.25E | | | EGKK STARs |
| TIMIS | 535700.98N 0043556.41W | Q39 | | |
| TIMPO | 523331.58N 0010949.71W | T420 | | |
| TIMUP | 552527.79N 0024829.63E | L7 | EX | FRA (X): ODD FL |
| TINAC | 561502.96N 0050000.00E | | IEX | FRA (I): ABV FL 285<br>FRA (EX): BLW FL 285<br>Copenhagen FIR |
| TINAN | 503959.79N 0032653.53W | | I | EGGD STARs - EGFF STARs |
| TINDI | 540214.26N 0031529.49E | P1 | | |
| TIPAN | 543554.13N 0042356.20E | N866, UM185 | X | FRA (X): EVEN FL |
| ← TIPIL | 531000.00N 0014423.13W | M868, N57, UM868 | | |
| TIPOD | 532608.20N 0031705.06W | | | EGGP STARs |
| TIPTA | 544812.54N 0013641.03W | UM82, UP17 | | |
| TIVER | 504832.58N 0032525.65W | N92 | D | FRA (D): EGBJ<br>EGGD STARs - EGFF STARs |
| TIXEX | 520748.00N 0010043.20W | | | EGLC STARs - EGKB STARs |
| TIZDU | 514622.64N 0032337.75W | P4 | | |

# ENR 4.4 NAME-CODE DESIGNATORS FOR SIGNIFICANT POINTS (continued)

| Name-code designator | Coordinates | ATS route or other route | FRA Relevance | Remarks/ Usage |
|---|---|---|---|---|
| 1 | 2 | 3 | 4 | 5 |
| TOBID | 521259.55N 0012759.21W | | | EGLL STARs |
| TOBIX | 513617.39N 0011651.40E | L179 | | |
| TOBMO | 564538.16N 0062810.51W | Y958 | AD | FRA (AD): EGPI, EGPO, EGEC |
| TOJAQ | 502859.78N 0033956.26W | P16 | IA | FRA (A): EGFF, EGGD, EGBJ<br>EGGD STARs - EGFF STARs |
| TOLSA | 530736.89N 0030629.38E | N866 | | |
| TONQU | 502309.42N 0031845.03W | N862 | IAD | FRA (I): ODD FL<br>FRA (A): EGJJ, EGJB<br>FRA (D): EGFF, EGGD |
| TOPPA | 532408.99N 0033341.01E | L74, M982 | | |
| TORGO | 530756.88N 0031558.78W | | | EGGP STARs |
| TOSVA | 514037.40N 0020426.34E | Y6 | | EGGW STARs - EGSS STARs |
| TOTRI | 514629.57N 0001147.72E | Q295 | | |
| TOVGU | 514403.18N 0004537.55E | M604, M84 | | |
| TOWTE | 544421.52N 0004001.72W | | | |
| TOXTA | 551505.77N 0042704.69W | | | EGPK STARs |
| TRIPO | 514246.54N 0010457.56E | L980 | | EGLL STARs |
| TUBSU | 520406N 0014028W | L151 | | |
| TUFOZ | 510101.01N 0003024.31W | | | EGKK STARs |
| TUGPO | 513709.84N 0005451.93E | L179 | | |
| TUJAG | 500200.00N 0012800.00W | | | |
| TULTA | 483436.57N 0080000.00W | | | SOTA. See also AIP Ireland and AIP France |
| TUMTI | 530439.54N 0013615.16W | UP6 | | |
| TUNBY | 511008N 0001929E | | | |
| TUNSO | 550640.24N 0045740.78W | P600 | | EGPH STAR |
| TUPEM | 535016.57N 0032854.85W | UP6 | E | |
| TURLU | 500435N 0080000W | | | |
| TUXOS | 555824.08N 0073135.39W | | I | |
| TUZLA | 522040.55N 0010011.74E | P144 | | |
| UBCAM | 515704.18N 0030012.19W | N862 | | EGGD STARs - EGFF STARs |
| UDDIZ | 521504.21N 0001111.43E | | | EGGW STARs |
| UGBET | 513701.15N 0000705.18W | L179, Q60 | | |
| ULLAP | 575400.00N 0051009.20W | Y906 | ID | FRA (D): EGQS |
| ULSAX | 533554N 0015700W | N601, UN601 | | |
| ULTIB | 513935.57N 0001643.51W | T420 | | EGLL SIDs |
| UMBAG | 522052.37N 0004657.48E | P155, P5 | | |
| UMBUR | 512733.00N 0000708.17E | M40 | | EGHH STARs - EGHI STARs |
| UMKIL | 531105.53N 0023723.06W | L8, UL8 | | |
| UMLAT | 514019.70N 0004139.32W | T418 | | EGLL SIDs |
| UMTUM | 511227.30N 0010102.78E | L9, M87, UL9 | | EGKB STARs - EGLC STARs |
| UNDUG | 504723.71N 0002530.03E | M733, UM733 | | EGGW STARs - EGSS STARs |
| UNDUX | 533830.25N 0041838.76W | L70, M144, UL70 | | |
| UNFIT | 512520.28N 0041857.44W | | I | |
| UNGAP | 522129.49N 0012338.97W | L608, P155 | | EGBB SIDs |
| UNIGO | 533340N 0013339W | L975, UL975 | | |
| UNSAD | 513340.24N 0005745.91E | L610 | | |
| UNTAL | 545435.20N 0014423.27W | N110, UP18 | | |
| UNURO | 552111N 0032102W | N864, UN864 | | |
| UNZIB | 512929.62N 0015920.96W | L18, L607 | I | |
| UPCAB | 505348.30N 0061901.57W | | I | |
| UPDUK | 523426.66N 0005630.11W | | | EGNX STARs |
| UPGAS | 551440.77N 0050000.00E | | IE | FRA (I): ABV FL 285<br>FRA (E): BLW FL 285<br>Copenhagen FIR |
| UPGET | 563935N 0020050W | P18 | I | |
| UPNAL | 552516.67N 0022451.00E | N44 | E | |

# ENR 4.4 NAME-CODE DESIGNATORS FOR SIGNIFICANT POINTS (continued)

| Name-code designator | Coordinates | ATS route or other route | FRA Relevance | Remarks/ Usage |
|---|---|---|---|---|
| 1 | 2 | 3 | 4 | 5 |
| UPTON | 533513.00N 0011802.58W | L975, UL975, UY250, Y250 | | EGCC STARs - EGGP STARs |
| USEKA | 534202.24N 0002645.13W | N110 | | |
| UTAVA | 515846.91N 0000418.79W | Q75 | | EGSS SIDs |
| UTFAV | 510107.18N 0013307.11E | | | |
| UTOGU | 550740N 0030443W | N601, UN601 | | |
| UTUXA | 530030.45N 0021312.52W | N859, P18, UN859 | | |
| UVAVU | 542500.07N 0015345.95W | P18, UP18 | | |
| UVPOK | 535939.61N 0041235.26W | M147 | A | FRA (A): EGAA (RNAV 1) |
| VABIK | 511447.30N 0020000.00E | L18, Q70 | | |
| VABKA | 531808.31N 0024410.02W | L8, Q4, UL8, UQ4 | | |
| VADNO | 572711.05N 0033737.70W | | IAD | FRA (AD): EGPC |
| VAKPO | 541125.09N 0052239.23W | L15, Q38 | | |
| VALBO | 550743.65N 0050000.00E | | IEX | FRA (I): ABV FL 285<br>FRA (EX): BLW FL 285<br>Copenhagen FIR |
| VAMEB | 540010N 0024832W | L612, UL612 | | EGGP STARs |
| VAPID | 511513.97N 0010242.40W | L18, N859, T71, UN859, UT71 | | |
| VAPPI | 553138.92N 0034542.62W | | | EGPF STARs |
| VASUX | 503009.23N 0011516.99W | L982, N867, P88, UN867, UP88 | | EGKK STARs |
| VATON | 512603.83N 0002056.10W | | | EGGW STARs - EGSS STARs |
| VATRY | 523316N 0053000W | M17, Q63 | I | FRA (I): Shannon FIR |
| VAXIT | 563215N 0050000E | | IEX | FRA (I): ABV FL 285<br>FRA (EX): BLW FL 285<br>Copenhagen FIR |
| VEGAR | 530233.76N 0015823.43W | | | EGNX STARs - EGBB STARs |
| VEGUS | 532400.54N 0002110.76W | UT29, Y70 | | EGBB STARs - EGNX STARs - EGGP STARs |
| VELAG | 522435.82N 0010049.56W | | | EGNX STARs |
| VENAS | 541819.85N 0033908.23E | L7, L74, M604 | | |
| VENER | 543000N 0150000W | | | NOTA. See also AIP Ireland |
| VEREX | 552703.29N 0021345.10W | N610 | EX | FRA (X): ODD FL |
| VEXEN | 500821.98N 0014934.38W | L980, Y110 | | |
| VEXUB | 511409.00N 0003645.76W | | | EGLF STARs |
| VIDOK | 522439.05N 0020231.12W | L151 | | |
| VOLFI | 532035.13N 0032150.51W | Q38, Z197 | | |
| VOUGA | 510332.85N 0005750.20W | N14, N63 | | |
| WAFFU | 503456.89N 0002059.29E | M189, M605, M8, UM189, UM605, UM8, Y8 | | |
| WAFIL | 595243.00N 0011711.00W | Y905 | IAD | FRA (AD): EGPA |
| WEALD | 511951.15N 0000205.32E | | | EGLL STARs |
| WECOW | 535916.41N 0035103.10E | L7, N866 | | |
| WELIN | 521450.25N 0005108.41W | N57, P166, T418, T420, UN57 | | EGBB STARs - EGNX STARs |
| WESUL | 514015.29N 0002909.27E | L980, M14 | | EGLL STARs |
| WETFI | 534947.08N 0053000.00W | | I | FRA (I): Shannon FIR |
| WEVBE | 520736.93N 0025921.14W | N862 | I | EGGD STARs - EGFF STARs |
| WIGGU | 511136.66N 0032027.75W | N864, N92 | I | |
| WILLO | 505905.88N 0001130.30W | | | EGKK STARs |
| WIQID | 520944.27N 0012214.94E | | | EGGW STARs |
| WIZAD | 510700.00N 0005711.09E | L18 | | EGKK SIDs |
| WOBUN | 520110.27N 0004400.00W | L10, T418 | | EGGW STARs |
| XAMAB | 501216.25N 0001552.83E | L612, UL612 | | |

# ENR 4.4 NAME-CODE DESIGNATORS FOR SIGNIFICANT POINTS (continued)

| Name-code designator | Coordinates | ATS route or other route | FRA Relevance | Remarks/ Usage |
|---|---|---|---|---|
| 1 | 2 | 3 | 4 | 5 |
| XAMAN | 514704.77N 0021326.94E | L980, P49 | | EGLC STARs - EGKB STARs - EGMC STARs - EGGW STARs - EGSS STARs |
| XAPOS | 531728.59N 0013751.25W | M16, N601, UN601 | | |
| XIDIL | 502106.15N 0003829.37E | M605, UM605 | | |
| YOHDA | 521203.00N 0012736.28W | | | EGBB STARs |
| YORQI | 513118.51N 0022535.78W | L607, N21 | I | EGGD SIDs |
| ZAGZO | 521812.97N 0001352.54W | | | EGGW STARs |
| ZEFIQ | 502338.06N 0032314.11W | N90 | | |
| ZESPE | 513309.63N 0025314.43W | N92, P17 | ID | FRA (D): EGBB |
| ZIPWE | 514235.40N 0033400.70W | L180, Q63 | IA | FRA (A): EGBB |
| ZOFAT | 553536.23N 0040208.03W | | I | |
| ZOPHI | 510126.60N 0000055.43W | | | EGKK STARs |
| ZORFE | 511256.13N 0003407.87E | P2 | | |

**INTENTIONALLY BLANK**

# ENR 4.5 AERONAUTICAL GROUND LIGHTS - EN-ROUTE

| Name IDENT<br>Coordinates | Type and intensity<br>(1 000 Candelas) | Characteristics | Operating hours | Remarks |
|---|---|---|---|---|
| 1 | 2 | 3 | 4 | 5 |
| ANDREWSFIELD<br>515345.00N 0002706.00E | Identification Beacon | Flashing Green 'AF'. | | |
| BLACKBUSHE<br>511921.72N 0005021.78W | Aerodrome Beacon | Flashing White. | | |
| CAMBRIDGE<br>521220.6706N 0001057.6733E | Aerodrome Beacon | Flashing Green 'CI'. 500 M east north east of the ARP. | | |
| CUMBERNAULD<br>555828N 0035817W | Aerodrome Beacon | Flashing White. Top of Visual Control Room. | Activated upon request. | |
| DENHAM<br>513511.54N 0003044.82W | Identification Beacon | Flashing Green 'DN'. | | |
| EDAY<br>591132.41N 0024606.19W | Aerodrome Beacon | Flashing White. | On request. | |
| ELSTREE | Identification Beacon | Flashing Green 'EL' | | |
| FAIROAKS<br>512101.0498N 0003347.6419W | Aerodrome Beacon | Flashing White. | | |
| FENLAND<br>524430.93N 0000143.68W | Aerodrome Beacon | Flashing Green 'FE'. | | |
| GLOUCESTERSHIRE<br>515331.8859N 0021004.4351W | Identification Beacon | Flashing Green 'GO'. Approx. 270 M south of midpoint Runway 09/27. | As required during AD hours. | |
| HAVERFORDWEST<br>514957.1115N 0045751.7436W | Identification Beacon | Flashing Green 'HW'. | | |
| KEMBLE<br>514011.31N 0020326.56W | Aerodrome Beacon | Flashes during published hours. | When aerodrome is open. | |
| LAND'S END<br>500608.9232N 0054005.3835W | Aerodrome Beacon | Flashing White. | | |
| LASHENDEN/HEADCORN<br>510917.10N 0003841.90E | Identification Beacon | Flashing Green. Beacon at centre of east end of the blister hangar. | | |
| LONDONDERRY/EGLINTON<br>550223.3898N 0070921.1604W | Aerodrome Beacon | White Strobe on Control Tower. | During operational hours at night. | |
| LYDD<br>505715.76N 0005602.99E | Aerodrome Beacon | Flashing White - On terminal roof. | | |
| NOTTINGHAM | Identification Beacon | Flashing Green 'NT' | | |
| REDHILL<br>511301N 0000837W | Aerodrome Beacon | Flashing White/Green | HN | |
| ROCHESTER<br>512052.65N 0003017.67E | Aerodrome Beacon | Rotating White. | | |
| SCILLY ISLES/ST MARY'S<br>495451.3634N 0061741.4543W | Identification Beacon | Flashing Green 'SC' - VCR roof. | | |
| SHOBDON<br>521436.97N 0025251.70W | Aerodrome Beacon | Flashing White. | | |
| SHOREHAM<br>505009.69N 0001736.44W | Aerodrome Beacon | Flashing Green 'SH'. | | |
| SLEAP<br>525006.41N 0024625.04W | Aerodrome Beacon | Flashing Green | | |
| SOUTHAMPTON<br>505708.1668N 0012134.1758W | Aerodrome Beacon | Flashing White/Green. | HN during aerodrome operating hours. | |
| TIREE<br>562953.9202N 0065243.1365W | Aerodrome Beacon | Flashing White | | |
| WARTON<br>534421.91N 0025250.18W | Identification Beacon | Flashing Green 'WQ' | H24 | |
| WELLESBOURNE MOUNTFORD<br>521127.50N 0013706.00W | Aerodrome Beacon | Flashing White. | | |
| WOLVERHAMPTON/<br>HALFPENNY GREEN<br>523055.92N 0021548.99W | Identification Beacon | Flashing Green 'WBA' | | |

# ENR 4.5 AERONAUTICAL GROUND LIGHTS - EN-ROUTE (continued)

| Name IDENT<br>Coordinates | Type and intensity<br>(1 000 Candelas) | Characteristics | Operating hours | Remarks |
|---|---|---|---|---|
| 1 | 2 | 3 | 4 | 5 |
| WYCOMBE AIR PARK/BOOKER<br>513649.9061N 0004813.1090W | Identification Beacon | Flashing Green 'WP' | | |

# ENR 5 NAVIGATION WARNINGS

## ENR 5.1 PROHIBITED, RESTRICTED AND DANGER AREAS

**Airspace Restrictions - Manned and Unmanned Aircraft Systems (UAS)**

Unless otherwise stated either in the remarks section or associated SI the Navigational restrictions listed below with an identification which starts with "EGD", "EGP" or "EGR" are applicable to **both** manned **and** unmanned aircraft systems. Restrictions listed below with an identification which starts with "EGRU" are applicable to **Unmanned Aircraft Systems only**.

**Unmanned Aircraft Systems (UAS) - Data File**

To satisfy the requirement for the provision of a dataset of UAS Airspace Restrictions an electronic file is available by selecting the UAS Airspace Restrictions File (ENR 5.1) link from the list available on the current IAIP website (updated each AIRAC).

| **Identification and Name<br>Lateral Limits** | **Upper Limit<br>Lower Limit** | **Remarks<br>(time of activity, type of restriction, nature of hazard, risk of interception)** |
|---|---|---|
| **1** | **2** | **3** |
| Danger Area | | |
| EGD001 TREVOSE HEAD<br>501918N 0053042W - 502400N 0053900W - 503200N 0053400W - 503930N 0052400W - 504300N 0051230W - 503830N 0050430W - 501918N 0053042W | Upper limit: 1000 FT ALT<br>Lower limit: SFC | Activity: Ordnance, Munitions and Explosives.<br><br>Service: SUACS: Culdrose APP on 134.055 when open; at other times SUAAIS: London Information on 124.750 MHz.<br><br>Contact: Pre-flight information / Booking: Culdrose Operations, Tel: 01326-552415.<br><br>SUA Authority: DAATM (HQ Navy).<br><br>Hours: Activated by NOTAM. |
| EGD003 PLYMOUTH<br>501001N 0034740W - 500339N 0033430W - 494105N 0034912W - 493719N 0040938W - 501001N 0034740W | Upper limit: 22000 FT ALT<br>Lower limit: SFC | AMC - Manageable.<br><br>Activity: Ordnance, Munitions and Explosives / Para Dropping / Target Towing / Unmanned Aircraft System (VLOS/BVLOS) / High Energy Manoeuvres / Electronic/Optical Hazards.<br><br>Service: SUACS: Plymouth Military on 121.255 when open; at other times Swanwick Mil via London Information on 124.750 MHz. SUAAIS: London Information on 124.750 MHz.<br><br>Contact: Pre-flight information / Booking: FOST Duty Operations, Tel: 01752-557550.<br><br>SUA Authority: DAATM (HQ Navy).<br><br>Hours: Mon-Thu 0800-1700 (0700-1600), Fri 0800-1400 (0700-1300); and as activated by NOTAM. |
| EGD003Z1 PLYMOUTH FBZ<br>501038N 0034857W - 501055N 0034824W - 501102N 0034743W - 501057N 0034701W - 500414N 0033308W - 500335N 0033252W - 494125N 0034719W - 493658N 0041132W - 501038N 0034857W | Upper limit: As Per AUP / UUP<br>Lower limit: SFC | For IFR flight planning purposes only. |
| EGD003Z5 PLYMOUTH FBZ<br>501304N 0035405W - 501433N 0035123W - 501508N 0034756W - 501442N 0034425W - 500636N 0032741W - 500317N 0032619W - 494248N 0033944W - 493556N 0041705W - 493758N 0041735W - 501304N 0035405W | Upper limit: As Per AUP / UUP<br>Lower limit: SFC | For IFR flight planning purposes only. |

# ENR 5.1 PROHIBITED, RESTRICTED AND DANGER AREAS (continued)

| **Identification and Name<br>Lateral Limits** | **Upper Limit<br>Lower Limit** | **Remarks<br>(time of activity, type of restriction, nature of hazard, risk of interception)** |
|---|---|---|
| **1** | **2** | **3** |
| EGD004 PLYMOUTH<br>500339N 0033430W - 500103N 0032910W - 494653N 0031655W - 494105N 0034912W - 500339N 0033430W | Upper limit: 22000 FT ALT<br>Lower limit: SFC | AMC - Manageable.<br><br>Activity: Ordnance, Munitions and Explosives / Para Dropping / Target Towing / Unmanned Aircraft System (VLOS/BVLOS) / High Energy Manoeuvres / Electronic/Optical Hazards.<br><br>Service: SUACS: Plymouth Military on 121.255 when open; at other times Swanwick Mil via London Information on 124.750 MHz. SUAAIS: London Information on 124.750 MHz.<br><br>Contact: Pre-flight information / Booking: FOST Duty Operations, Tel: 01752-557550.<br><br>SUA Authority: DAATM (HQ Navy).<br><br>Hours: Mon-Thu 0800-1700 (0700-1600), Fri 0800-1400 (0700-1300); and as activated by NOTAM. |
| EGD004Z1 PLYMOUTH FBZ<br>500415N 0033547W - 500433N 0033515W - 500440N 0033433W - 500435N 0033351W - 500143N 0032758W - 494709N 0031523W - 494044N 0035106W - 500415N 0033547W | Upper limit: As Per AUP / UUP<br>Lower limit: SFC | For IFR flight planning purposes only. |
| EGD004Z5 PLYMOUTH FBZ<br>500639N 0034057W - 500811N 0033815W - 500846N 0033446W - 500820N 0033115W - 500424N 0032311W - 494814N 0030915W - 493943N 0035639W - 494141N 0035710W - 500639N 0034057W | Upper limit: As Per AUP / UUP<br>Lower limit: SFC | For IFR flight planning purposes only. |
| EGD005A PREDANNACK<br>A circle, 3 NM radius, centred at 500007N 0051354W | Upper limit: 8000 FT ALT<br>Lower limit: SFC | Activity: Unmanned Aircraft System (VLOS/BVLOS).<br><br>Service: SUACS: Culdrose APP on 134.055 when open; at other times SUAAIS: Swanwick Mil via London Information on 124.750 MHz.<br><br>Contact: Pre-flight information / Booking: Culdrose Operations, Tel: 01326-552201.<br><br>SUA Authority: DAATM (HQ Navy).<br><br>Hours: Activated by NOTAM. |
| EGD005B PREDANNACK CORRIDOR<br>500208N 0051722W - 495818N 0052242W - 495124N 0051200W - 495629N 0050728W - 495809N 0051024W thence clockwise by the arc of a circle radius 3 NM centred on 500007N 0051354W to 500208N 0051722W | Upper limit: 8000 FT ALT<br>Lower limit: SFC | Activity: Unmanned Aircraft System (VLOS/BVLOS).<br><br>Service: SUACS: Culdrose APP on 134.055 when open; at other times SUAAIS: Swanwick Mil via London Information on 124.750 MHz.<br><br>Contact: Pre-flight information / Booking: Culdrose Operations, Tel: 01326-552201.<br><br>SUA Authority: DAATM (HQ Navy).<br><br>Hours: Activated by NOTAM. |

# ENR 5.1 PROHIBITED, RESTRICTED AND DANGER AREAS (continued)

| Identification and Name<br>Lateral Limits | Upper Limit<br>Lower Limit | Remarks<br>(time of activity, type of restriction, nature of hazard, risk of interception) |
|---|---|---|
| 1 | 2 | 3 |
| EGD006A FALMOUTH BAY<br>501244N 0044659W - 500726N 0044228W - 500000N 0045430W - 500924N 0045430W - 501244N 0044659W | Upper limit: 22000 FT ALT<br>Lower limit: SFC | AMC - Manageable.<br><br>Activity: Ordnance, Munitions and Explosives / Para Dropping / Target Towing / Unmanned Aircraft System (VLOS/BVLOS) / High Energy Manoeuvres / Electronic/Optical Hazards.<br><br>Service: SUACS: Plymouth Military on 121.255 when open; at other times Swanwick Mil via London Information on 124.750 MHz. SUAAIS: London Information on 124.750 MHz.<br><br>Contact: Pre-flight information / Booking: FOST Duty Operations, Tel: 01752-557550.<br><br>SUA Authority: DAATM (HQ Navy).<br><br>Hours: Mon-Thu 0800-1700 (0700-1600), Fri 0800-1400 (0700-1300); and as activated by NOTAM. |
| EGD006AZ1 FALMOUTH BAY FBZ<br>501341N 0044736W - 501345N 0044657W - 501339N 0044618W - 501324N 0044547W - 500737N 0044051W - 500657N 0044101W - 495904N 0045346W - 495858N 0045441W - 495912N 0045532W - 495942N 0045603W - 500939N 0045603W - 501005N 0045542W - 501341N 0044736W | Upper limit: As Per AUP / UUP<br>Lower limit: SFC | For IFR flight planning purposes only. |
| EGD006AZ5 FALMOUTH BAY FBZ<br>501727N 0045003W - 501750N 0044648W - 501721N 0044334W - 501604N 0044057W - 500820N 0043423W - 500500N 0043512W - 495521N 0045049W - 495449N 0045523W - 495559N 0045940W - 495830N 0050215W - 501038N 0050217W - 501248N 0050030W - 501727N 0045003W | Upper limit: As Per AUP / UUP<br>Lower limit: SFC | For IFR flight planning purposes only. |
| EGD006B FALMOUTH BAY<br>495907N 0050506W - 500500N 0045948W - 500924N 0045430W - 500000N 0045430W - 495646N 0045634W - 495907N 0050506W | Upper limit: 8000 FT ALT<br>Lower limit: SFC | Activity: Ordnance, Munitions and Explosives / Para Dropping / Target Towing / Unmanned Aircraft System (VLOS/BVLOS) / High Energy Manoeuvres / Electronic/Optical Hazards.<br><br>Service: SUACS: Plymouth Military on 121.255 when open; at other times Swanwick Mil via London Information on 124.750 MHz. SUAAIS: London Information on 124.750 MHz.<br><br>Contact: Pre-flight information / Booking: Culdrose Operations, Tel: 01326-552201.<br><br>SUA Authority: DAATM (HQ Navy).<br><br>Hours: Mon-Thu 0800-1700 (0700-1600), Fri 0800-1400 (0700-1300); and as activated by NOTAM. |
| EGD006C FALMOUTH BAY<br>495907N 0050506W - 495124N 0051200W - 495124N 0050000W - 495646N 0045634W - 495907N 0050506W | Upper limit: 8000 FT ALT<br>Lower limit: SFC | Activity: Ordnance, Munitions and Explosives / Para Dropping / Target Towing / Unmanned Aircraft System (VLOS/BVLOS) / High Energy Manoeuvres / Electronic/Optical Hazards.<br><br>Service: SUACS: Plymouth Military on 121.255 when open; at other times Swanwick Mil via London Information on 124.750 MHz. SUAAIS: London Information on 124.750 MHz.<br><br>Contact: Pre-flight information / Booking: Culdrose Operations, Tel: 01326-552201.<br><br>SUA Authority: DAATM (HQ Navy).<br><br>Hours: Mon-Thu 0800-1700 (0700-1600), Fri 0800-1400 (0700-1300); and as activated by NOTAM. |

# ENR 5.1 PROHIBITED, RESTRICTED AND DANGER AREAS (continued)

| **Identification and Name<br>Lateral Limits** | **Upper Limit<br>Lower Limit** | **Remarks<br>(time of activity, type of restriction, nature of hazard, risk of interception)** |
|---|---|---|
| **1** | **2** | **3** |
| EGD007A FOWEY<br>501801N 0043643W - 501820N 0043152W - 501857N 0042738W - 501550N 0042458W - 500922N 0044407W - 501202N 0044623W - 501801N 0043643W | Upper limit: 22000 FT ALT<br>Lower limit: SFC | AMC - Manageable.<br><br>Activity: Ordnance, Munitions and Explosives / Para Dropping / Target Towing / Unmanned Aircraft System (VLOS/BVLOS) / High Energy Manoeuvres / Electronic/Optical Hazards.<br><br>Service: SUACS: Plymouth Military on 121.255 when open; at other times Swanwick Mil via London Information on 124.750 MHz. SUAAIS: London Information on 124.750 MHz.<br><br>Contact: Pre-flight information / Booking: FOST Duty Operations, Tel: 01752-557550.<br><br>SUA Authority: DAATM (HQ Navy).<br><br>Hours: Mon-Thu 0800-1700 (0700-1600), Fri 0800-1400 (0700-1300); and as activated by NOTAM. |
| EGD007AZ1 FOWEY FBZ<br>501859N 0043725W - 501919N 0043207W - 502000N 0042728W - 501943N 0042631W - 501608N 0042327W - 501544N 0042323W - 501521N 0042334W - 501502N 0042358W - 500818N 0044357W - 500832N 0044511W - 501151N 0044800W - 501231N 0044751W - 501859N 0043725W | Upper limit: As Per AUP / UUP<br>Lower limit: SFC | For IFR flight planning purposes only. |
| EGD007AZ5 FOWEY FBZ<br>502249N 0044012W - 502316N 0043308W - 502411N 0042649W - 502249N 0042203W - 501721N 0041722W - 501521N 0041703W - 501325N 0041758W - 501152N 0041958W - 500400N 0044318W - 500510N 0044924W - 501107N 0045428W - 501427N 0045341W - 502249N 0044012W | Upper limit: As Per AUP / UUP<br>Lower limit: SFC | For IFR flight planning purposes only. |
| EGD007B FOWEY<br>501550N 0042458W - 501342N 0042309W - 500726N 0044228W - 500922N 0044407W - 501550N 0042458W | Upper limit: 22000 FT ALT<br>Lower limit: SFC | AMC - Manageable.<br><br>Activity: Ordnance, Munitions and Explosives / Para Dropping / Target Towing / Unmanned Aircraft System (VLOS/BVLOS) / High Energy Manoeuvres / Electronic/Optical Hazards.<br><br>Service: SUACS: Plymouth Military on 121.255 when open; at other times Swanwick Mil via London Information on 124.750 MHz. SUAAIS: London Information on 124.750 MHz.<br><br>Contact: Pre-flight information / Booking: FOST Duty Operations, Tel: 01752-557550.<br><br>SUA Authority: DAATM (HQ Navy).<br><br>Hours: Mon-Thu 0800-1700 (0700-1600), Fri 0800-1400 (0700-1300); and as activated by NOTAM. |
| EGD007BZ1 FOWEY FBZ<br>501654N 0042507W - 501640N 0042354W - 501348N 0042128W - 501300N 0042152W - 500622N 0044219W - 500636N 0044332W - 500915N 0044548W - 501003N 0044525W - 501654N 0042507W | Upper limit: As Per AUP / UUP<br>Lower limit: SFC | For IFR flight planning purposes only. |
| EGD007BZ5 FOWEY FBZ<br>502112N 0042545W - 502001N 0041939W - 501414N 0041444W - 501011N 0041643W - 500204N 0044145W - 500315N 0044746W - 500848N 0045230W - 501248N 0045038W - 502112N 0042545W | Upper limit: As Per AUP / UUP<br>Lower limit: SFC | For IFR flight planning purposes only. |

# ENR 5.1 PROHIBITED, RESTRICTED AND DANGER AREAS (continued)

| Identification and Name<br>Lateral Limits | Upper Limit<br>Lower Limit | Remarks<br>(time of activity, type of restriction, nature of hazard, risk of interception) |
|---|---|---|
| 1 | 2 | 3 |
| EGD007C FOWEY INNER<br>501733N 0044334W - 501801N 0043643W - 501202N 0044623W - 501244N 0044659W - 501414N 0044441W - 501647N 0044447W - 501733N 0044334W | Upper limit: 2000 FT ALT<br>Lower limit: SFC | Activity: Ordnance, Munitions and Explosives / Para Dropping / Target Towing / Unmanned Aircraft System (VLOS/BVLOS) / High Energy Manoeuvres / Electronic/Optical Hazards..<br><br>Service: SUACS: Plymouth Military on 121.255 when open; at other times Swanwick Mil via London Information on 124.750 MHz. SUAAIS: London Information on 124.750 MHz.<br><br>Contact: Pre-flight information / Booking: FOST Duty Operations, Tel: 01752-557550.<br><br>SUA Authority: DAATM (HQ Navy).<br><br>Hours: Mon-Thu 0800-1700 (0700-1600), Fri 0800-1400 (0700-1300); and as activated by NOTAM. |
| EGD008A PLYMOUTH<br>495654N 0045629W - 493715N 0041003W - 492745N 0050000W - 495124N 0050000W - 495654N 0045629W | Upper limit: 22000 FT ALT<br>Lower limit: SFC | AMC - Manageable.<br><br>Activity: Ordnance, Munitions and Explosives / Para Dropping / Target Towing / Unmanned Aircraft System (VLOS/BVLOS) / High Energy Manoeuvres / Electronic/Optical Hazards.<br><br>Service: SUACS: Plymouth Military on 121.255 when open; at other times Swanwick Mil via London Information on 124.750 MHz. SUAAIS: London Information on 124.750 MHz.<br><br>Contact: Pre-flight information / Booking: FOST Duty Operations, Tel: 01752-557550.<br><br>SUA Authority: DAATM (HQ Navy).<br><br>Hours: Mon-Thu 0800-1700 (0700-1600), Fri 0800-1400 (0700-1300); and as activated by NOTAM. |
| EGD008AZ1 PLYMOUTH FBZ<br>495729N 0045747W - 495747N 0045716W - 495755N 0045637W - 495752N 0045556W - 493736N 0040805W - 492727N 0050132W - 495136N 0050133W - 495729N 0045747W | Upper limit: As Per AUP / UUP<br>Lower limit: SFC | For IFR flight planning purposes only. |
| EGD008AZ5 PLYMOUTH FBZ<br>500120N 0050026W - 500200N 0045709W - 500142N 0045343W - 494036N 0040355W - 493838N 0040235W - 492616N 0050740W - 495223N 0050744W - 495950N 0050259W - 500120N 0050026W | Upper limit: As Per AUP / UUP<br>Lower limit: SFC | For IFR flight planning purposes only. |
| EGD008B PLYMOUTH<br>494740N 0043430W - 494438N 0040446W - 493719N 0040938W - 493715N 0041003W - 494740N 0043430W | Upper limit: 22000 FT ALT<br>Lower limit: SFC | AMC - Manageable.<br><br>Activity: Ordnance, Munitions and Explosives / Para Dropping / Target Towing / Unmanned Aircraft System (VLOS/BVLOS) / High Energy Manoeuvres / Electronic/Optical Hazards.<br><br>Service: SUACS: Plymouth Military on 121.255 when open; at other times Swanwick Mil via London Information on 124.750 MHz. SUAAIS: London Information on 124.750 MHz.<br><br>Contact: Pre-flight information / Booking: FOST Duty Operations, Tel: 01752-557550.<br><br>SUA Authority: DAATM (HQ Navy).<br><br>Hours: Mon-Thu 0800-1700 (0700-1600), Fri 0800-1400 (0700-1300); and as activated by NOTAM. |

## ENR 5.1 PROHIBITED, RESTRICTED AND DANGER AREAS (continued)

| Identification and Name<br>Lateral Limits | Upper Limit<br>Lower Limit | Remarks<br>(time of activity, type of restriction, nature of hazard, risk of interception) |
|---|---|---|
| **1** | **2** | **3** |
| EGD008BZ1 PLYMOUTH FBZ<br>494821N 0043545W - 494842N 0043448W - 494535N 0040410W - 494519N 0040335W - 494455N 0040315W - 494427N 0040313W - 493740N 0040743W - 493653N 0041159W - 494701N 0043548W - 494742N 0043608W - 494821N 0043545W | Upper limit: As Per AUP / UUP<br>Lower limit: SFC | For IFR flight planning purposes only. |
| EGD008BZ5 PLYMOUTH FBZ<br>495106N 0044044W - 495252N 0043601W - 494923N 0040147W - 494803N 0035852W - 494601N 0035709W - 494342N 0035659W - 493905N 0040005W - 493526N 0041946W - 494427N 0044100W - 494748N 0044241W - 495106N 0044044W | Upper limit: As Per AUP / UUP<br>Lower limit: SFC | For IFR flight planning purposes only. |
| EGD008C PLYMOUTH<br>501140N 0042931W thence anti-clockwise by the arc of a circle radius 16.5 NM centred on 501904N 0040633W to 500623N 0035008W - 494438N 0040446W - 494740N 0043430W - 495654N 0045629W - 500000N 0045430W - 500726N 0044228W - 501140N 0042931W | Upper limit: 55000 FT ALT<br>Lower limit: SFC | AMC - Manageable.<br><br>Vertical Limit 22,000 FT ALT.<br><br>Vertical Limit OCNL notified to altitudes up to 55,000 FT ALT by NOTAM.<br><br>Activity: Ordnance, Munitions and Explosives / Para Dropping / Target Towing / Unmanned Aircraft System (VLOS/BVLOS) / High Energy Manoeuvres / Electronic/Optical Hazards.<br><br>Service: SUACS: Plymouth Military on 121.255 when open; at other times Swanwick Mil via London Information on 124.750 MHz. SUAAIS: London Information on 124.750 MHz.<br><br>Contact: Pre-flight information / Booking: FOST Duty Operations, Tel: 01752-557550.<br><br>SUA Authority: DAATM (HQ Navy).<br><br>Hours: Mon-Thu 0800-1700 (0700-1600), Fri 0800-1400 (0700-1300); and as activated by NOTAM. |
| EGD008CZ1 PLYMOUTH FBZ<br>501217N 0042816W thence anti-clockwise by the arc of a circle radius 15.5 NM centred on 501904N 0040633W to 500724N 0035041W - 500722N 0034942W - 500714N 0034914W - 500651N 0034841W - 500615N 0034831W - 494355N 0040334W - 494336N 0040429W - 494643N 0043504W - 495615N 0045748W - 495657N 0045808W - 500034N 0045549W - 500815N 0044323W - 501239N 0042957W - 501241N 0042919W - 501233N 0042843W - 501217N 0042816W | Upper limit: As Per AUP / UUP<br>Lower limit: SFC | For IFR flight planning purposes only. |
| EGD008CZ5 PLYMOUTH FBZ<br>501638N 0043128W - 501641N 0042758W - 501550N 0042459W - 501434N 0042303W thence anti-clockwise by the arc of a circle radius 11.5 NM centred on 501904N 0040633W to 501128N 0035306W - 501120N 0034812W - 501032N 0034531W - 500842N 0034252W - 500545N 0034205W - 494104N 0035845W - 493926N 0040323W - 494254N 0043719W - 495341N 0050302W - 495708N 0050442W - 500252N 0050103W - 501133N 0044701W - 501638N 0043128W | Upper limit: As Per AUP / UUP<br>Lower limit: SFC | For IFR flight planning purposes only. |

# ENR 5.1 PROHIBITED, RESTRICTED AND DANGER AREAS (continued)

| Identification and Name<br>Lateral Limits | Upper Limit<br>Lower Limit | Remarks<br>(time of activity, type of restriction, nature of hazard, risk of interception) |
|---|---|---|
| 1 | 2 | 3 |
| EGD009A WEMBURY<br>501904N 0040633W - 501001N 0034740W - 500623N 0035008W thence clockwise by the arc of a circle radius 16.5 NM centred on 501904N 0040633W to 501140N 0042931W - 501904N 0040633W | Upper limit: 55000 FT ALT<br>Lower limit: SFC | AMC – Manageable.<br><br>Vertical Limit 22,000 FT ALT.<br><br>Vertical Limit OCNL notified to altitudes up to 55,000 FT ALT by NOTAM.<br><br>Activity: Ordnance, Munitions and Explosives / Para Dropping / Target Towing / Unmanned Aircraft System (VLOS/BVLOS) / High Energy Manoeuvres / Electronic/Optical Hazards.<br><br>Service: SUACS: Plymouth Military on 121.255 when open; at other times Swanwick Mil via London Information on 124.750 MHz. SUAAIS: London Information on 124.750 MHz.<br><br>Contact: Pre-flight information / Booking: FOST Duty Operations, Tel: 01752-557550.<br><br>SUA Authority: DAATM (HQ Navy).<br><br>Hours: Mon-Thu 0800-1700 (0700-1600), Fri 0800-1400 (0700-1300); and as activated by NOTAM. |
| EGD009AZ1 WEMBURY FBZ<br>501136N 0043112W - 501222N 0043047W - 502005N 0040651W - 502002N 0040558W - 501036N 0034618W - 500956N 0034601W - 500547N 0034851W thence clockwise by the arc of a circle radius 17.5 NM centred on 501904N 0040633W to 501136N 0043112W | Upper limit: As Per AUP / UUP<br>Lower limit: SFC | For IFR flight planning purposes only. |
| EGD009AZ5 WEMBURY FBZ<br>501134N 0043757W - 501516N 0043540W - 502410N 0040804W - 502355N 0040340W - 501258N 0034050W - 500936N 0033928W - 500353N 0034321W - 500259N 0034422W thence clockwise by the arc of a circle radius 21.5 NM centred on 501904N 0040633W to 501134N 0043757W | Upper limit: As Per AUP / UUP<br>Lower limit: SFC | For IFR flight planning purposes only. |
| EGD009B WEMBURY<br>501342N 0042309W - 501951N 0041015W thence clockwise by the arc of a circle radius 2.5 NM centred on 501904N 0040633W to 501735N 0040325W - 501904N 0040633W - 501342N 0042309W | Upper limit: 22000 FT ALT<br>Lower limit: SFC | AMC – Manageable.<br><br>Activity: Ordnance, Munitions and Explosives / Para Dropping / Target Towing / Unmanned Aircraft System (VLOS/BVLOS) / High Energy Manoeuvres / Electronic/Optical Hazards.<br><br>Service: SUACS: Plymouth Military on 121.255 when open; at other times Swanwick Mil via London Information on 124.750 MHz. SUAAIS: London Information on 124.750 MHz.<br><br>Contact: Pre-flight information / Booking: Plymouth Operations, Tel: 01752-557550.<br><br>SUA Authority: DAATM (HQ Navy).<br><br>Hours: Activated by NOTAM. |
| EGD009BZ1 WEMBURY FBZ<br>502029N 0041133W thence clockwise by the arc of a circle radius 3.5 NM centred on 501904N 0040633W to 501637N 0040239W - 501634N 0040353W - 501754N 0040642W - 501238N 0042259W - 501251N 0042409W - 501330N 0042448W - 501416N 0042434W - 502029N 0041133W | Upper limit: As Per AUP / UUP<br>Lower limit: SFC | For IFR flight planning purposes only. |

## ENR 5.1 PROHIBITED, RESTRICTED AND DANGER AREAS (continued)

| Identification and Name<br>Lateral Limits | Upper Limit<br>Lower Limit | Remarks<br>(time of activity, type of restriction, nature of hazard, risk of interception) |
|---|---|---|
| **1** | **2** | **3** |
| EGD009BZ5 WEMBURY FBZ<br>502311N 0041620W thence clockwise by the arc of a circle radius 7.5 NM centred on 501904N 0040633W to 501227N 0040105W - 501243N 0040616W - 501314N 0040720W - 500822N 0042220W - 500925N 0042810W - 501243N 0043122W - 501632N 0043015W - 502311N 0041620W | Upper limit: As Per AUP / UUP<br>Lower limit: SFC | For IFR flight planning purposes only. |
| EGD011A OKEHAMPTON<br>504226N 0040146W - 504311N 0035854W - 503937N 0035613W - 503725N 0035712W - 503744N 0035801W - 503729N 0040101W - 504019N 0040341W - 504226N 0040146W | Upper limit: 24100 FT ALT<br>Lower limit: SFC | AMC – Manageable above 10,000 FT ALT.<br><br>Vertical Limit 10,000 FT ALT.<br><br>Vertical Limit OCNL notified to altitudes up to 24,100 FT ALT.<br><br>Activity: Ordnance, Munitions and Explosives / Unmanned Aircraft System (VLOS/BVLOS).<br><br>Service: SUAAIS: London Information on 124.750 MHz.<br><br>Contact: Pre-flight information / Booking: Range TSO, Tel: 01837-657210.<br><br>SI 1980/949.<br><br>UAS BVLOS will not be conducted above 10,000 FT ALT.<br><br>SUA Authority: DAATM (DIO).<br><br>Hours: Activated by NOTAM. |
| EGD011AZ OKEHAMPTON FBZ<br>504416N 0035855W - 504358N 0035745W - 503942N 0035433W - 503655N 0035547W - 503634N 0035617W - 503624N 0035658W - 503627N 0035742W - 503642N 0035822W - 503627N 0040117W - 503643N 0040207W - 504002N 0040515W - 504035N 0040516W - 504314N 0040252W - 504416N 0035855W | Upper limit: As Per AUP / UUP<br>Lower limit: SFC | For IFR flight planning purposes only. |
| EGD011B WILLSWORTHY<br>504019N 0040341W - 503729N 0040101W - 503726N 0040136W - 503550N 0040444W - 503747N 0040558W - 504019N 0040341W | Upper limit: 24100 FT ALT<br>Lower limit: SFC | AMC – Manageable above 4500 FT ALT.<br><br>Vertical Limit 4500 FT ALT.<br><br>Vertical Limit OCNL notified to 24,100 FT ALT.<br><br>Activity: Ordnance, Munitions and Explosives / Unmanned Aircraft System (VLOS/BVLOS).<br><br>Service: SUAAIS: London Information on 124.750 MHz.<br><br>Contact: Pre-flight information / Booking: Range TSO, Tel: 01837-657210.<br><br>SI 1980/950.<br><br>UAS BVLOS will not be conducted above 4500 FT ALT.<br><br>SUA Authority: DAATM (DIO).<br><br>Hours: Activated by NOTAM. |

# ENR 5.1 PROHIBITED, RESTRICTED AND DANGER AREAS (continued)

| Identification and Name<br>Lateral Limits | Upper Limit<br>Lower Limit | Remarks<br>(time of activity, type of restriction, nature of hazard, risk of interception) |
|---|---|---|
| 1 | 2 | 3 |
| EGD011BZ WILLSWORTHY FBZ<br>504102N 0040451W - 504119N 0040408W - 504119N 0040317W - 504103N 0040233W - 503747N 0035928W - 503717N 0035926W - 503649N 0035947W - 503632N 0040025W - 503629N 0040057W - 503454N 0040402W - 503448N 0040446W - 503456N 0040529W - 503514N 0040603W - 503737N 0040733W - 503805N 0040731W - 504102N 0040451W | Upper limit: As Per AUP / UUP<br>Lower limit: SFC | For IFR flight planning purposes only. |
| EGD011C MERRIVALE<br>503726N 0040136W - 503729N 0040101W - 503744N 0035801W - 503725N 0035712W - 503426N 0035832W - 503402N 0040336W - 503550N 0040444W - 503726N 0040136W | Upper limit: 24100 FT ALT<br>Lower limit: SFC | AMC – Manageable above 10,000 FT ALT.<br><br>Vertical Limit 10,000 FT ALT.<br><br>Vertical Limit OCNL notified to altitudes up to 24,100 FT ALT.<br><br>Activity: Ordnance, Munitions and Explosives / Unmanned Aircraft System (VLOS/BVLOS).<br><br>Service: SUAAIS: London Information on 124.750 MHz.<br><br>Contact: Pre-flight information / Booking: Range TSO, Tel: 01837-657210.<br><br>SI 1979/1721.<br><br>UAS BVLOS will not be conducted above 10,000 FT ALT.<br><br>SUA Authority: DAATM (DIO).<br><br>Hours: Activated by NOTAM. |
| EGD011CZ MERRIVALE FBZ<br>503823N 0040214W - 503828N 0040113W - 503846N 0035740W - 503806N 0035556W - 503728N 0035533W - 503352N 0035709W - 503329N 0035752W - 503300N 0040356W - 503321N 0040451W - 503546N 0040623W - 503624N 0040607W - 503823N 0040214W | Upper limit: As Per AUP / UUP<br>Lower limit: SFC | For IFR flight planning purposes only. |
| EGD012 LYME BAY NORTH<br>504220N 0024500W - 503400N 0024500W following the line of latitude to - 503400N 0030500W - 503000N 0031730W - 503650N 0031500W - 504106N 0030544W - then along the coastline to 504220N 0024500W | Upper limit: 18000 FT ALT<br>Lower limit: SFC | AMC - Manageable.<br><br>Activity: Ordnance, Munitions and Explosives / Para Dropping / Target Towing / Unmanned Aircraft System (VLOS/BVLOS) / Electronic/Optical Hazards.<br><br>Service: SUACS: Plymouth Military on 124.150 MHz when open; at other times, Swanwick Mil via London Information on 124.750 MHz. SUAAIS: London Information on 124.750 MHz.<br><br>Contact: Pre-flight information / Booking: FOST Duty Operations, Tel: 01752-557550.<br><br>SUA Authority: DAATM (HQ Navy).<br><br>This coastline definition is a generalisation of the geographic feature; operators must not use this as a definitive boundary and are responsible for applying appropriate measures to ensure they operate within or outside of the airspace structure.<br><br>Hours: Mon-Thu 0800-1700 (0700-1600), Fri 0800-1400 (0700-1300); and as activated by NOTAM. |

# ENR 5.1 PROHIBITED, RESTRICTED AND DANGER AREAS (continued)

| **Identification and Name<br>Lateral Limits** | **Upper Limit<br>Lower Limit** | **Remarks<br>(time of activity, type of restriction, nature of hazard, risk of interception)** |
|---|---|---|
| **1** | **2** | **3** |
| EGD012Z LYME BAY NORTH FBZ<br>504510N 0025454W - 504356N 0024627W - 504306N 0024353W - 504237N 0024326W - 503335N 0024326W - 503300N 0024421W following the line of latitude to - 503300N 0030438W - 502859N 0031712W - 502902N 0031807W - 502924N 0031850W - 502957N 0031908W - 503725N 0031624W - 504140N 0030712W - 504213N 0030702W - 504300N 0030547W - 504311N 0030445W - 504312N 0030334W - 504259N 0030117W - 504510N 0025454W | Upper limit: As Per AUP / UUP<br>Lower limit: SFC | For IFR flight planning purposes only. |
| EGD013 LYME BAY<br>503400N 0024500W - 500200N 0024500W - 500200N 0025800W - 500800N 0030430W - 502500N 0031730W - 503000N 0031730W - 503400N 0030500W - 503400N 0024500W | Upper limit: 55000 FT ALT<br>Lower limit: SFC | AMC - Manageable.<br><br>Vertical Limit 22000 FT ALT.<br><br>Vertical Limit OCNL notified to altitudes up to 55000 FT ALT by NOTAM.<br><br>Activity: Ordnance, Munitions and Explosives / Para Dropping / Target Towing / Unmanned Aircraft System (VLOS/BVLOS) / High Energy Manoeuvres / Electronic/Optical Hazards.<br><br>Service: SUACS: Plymouth Military on 124.150 MHz when open; at other times, Swanwick Mil via London Information on 124.750 MHz. SUAAIS: London Information on 124.750 MHz.<br><br>Contact: Pre-flight information / Booking: FOST Duty Operations, Tel: 01752-557550.<br><br>SUA Authority: DAATM (HQ Navy).<br><br>Hours: Mon-Thu 0800-1700 (0700-1600), Fri 0800-1400 (0700-1300); and as activated by NOTAM. |
| EGD013Z1 LYME BAY FBZ<br>503500N 0030522W following the line of latitude to - 503500N 0024439W - 503450N 0024405W - 503425N 0024326W - 500135N 0024327W - 500100N 0024422W following the line of latitude to - 500100N 0025823W - 500114N 0025903W - 500730N 0030551W - 502446N 0031904W - 503017N 0031904W - 503046N 0031836W - 503500N 0030522W | Upper limit: As Per AUP / UUP<br>Lower limit: SFC | For IFR flight planning purposes only. |
| EGD013Z5 LYME BAY FBZ<br>503900N 0030652W following the line of latitude to - 503900N 0024315W - 503809N 0024025W - 503604N 0023709W - 495955N 0023715W - 495700N 0024148W following the line of latitude to - 495700N 0025954W - 495808N 0030316W - 500527N 0031113W - 502350N 0032519W - 503125N 0032520W - 503349N 0032301W - 503900N 0030652W | Upper limit: As Per AUP / UUP<br>Lower limit: SFC | For IFR flight planning purposes only. |

# ENR 5.1 PROHIBITED, RESTRICTED AND DANGER AREAS (continued)

| Identification and Name<br>Lateral Limits | Upper Limit<br>Lower Limit | Remarks<br>(time of activity, type of restriction, nature of hazard, risk of interception) |
|---|---|---|
| 1 | 2 | 3 |
| EGD014 PORTLAND<br>503818N 0023424W - 503736N 0023230W - 503530N 0022948W - 503400N 0023124W - 503400N 0023000W - 502931N 0023000W - 503400N 0024500W - 503400N 0024200W - 503700N 0024130W - 503818N 0023424W | Upper limit: 15000 FT ALT<br>Lower limit: SFC | AMC - Manageable.<br><br>Vertical Limit 5000 FT ALT.<br><br>Vertical Limit OCNL notified to altitudes up to 15000 FT ALT by NOTAM.<br><br>Activity: Ordnance, Munitions and Explosives / Para Dropping / Target Towing / Unmanned Aircraft System (VLOS/BVLOS) / Electronic/Optical Hazards.<br><br>Service: SUACS: Plymouth Military on 124.150 MHz when open; at other times, Swanwick Mil via London Information on 124.750 MHz. SUAAIS: London Information on 124.750 MHz.<br><br>Contact: Pre-flight information / Booking: FOST Duty Operations, Tel: 01752-557550.<br><br>SUA Authority: DAATM (HQ Navy).<br><br>Hours: Mon-Thu 0800-1700 (0700-1600), Fri 0800-1400 (0700-1300); and as activated by NOTAM. |
| EGD015 BOVINGTON<br>A circle, 500 M radius, centred at 504324N 0021424W | Upper limit: 3600 FT ALT<br>Lower limit: SFC | Activity: Ordnance, Munitions and Explosives / Unmanned Aircraft System (VLOS).<br><br>Service: SUAAIS: London Information on 124.750 MHz.<br><br>Contact: Pre-flight information / Booking: Range Control, Tel: 01929-403765.<br><br>SI 1936/118.<br><br>SUA Authority: DAATM (DIO).<br><br>Hours: Activated by NOTAM. |
| EGD017 PORTLAND<br>503400N 0024500W - 502931N 0023000W - 500200N 0023000W - 500200N 0024500W - 503400N 0024500W | Upper limit: 55000 FT ALT<br>Lower limit: SFC | AMC - Manageable.<br><br>Vertical Limit 22000 FT ALT.<br><br>Vertical Limit OCNL notified to altitudes up to 55000 FT ALT by NOTAM.<br><br>Activity: Ordnance, Munitions and Explosives / Para Dropping / Target Towing / Unmanned Aircraft System (VLOS/BVLOS) / High Energy Manoeuvres / Electronic/Optical Hazards.<br><br>Service: SUACS: Plymouth Military on 124.150 MHz when open; at other times, Swanwick Mil via London Information on 124.750 MHz. SUAAIS: London Information on 124.750 MHz.<br><br>Contact: Pre-flight information / Booking: FOST Duty Operations, Tel: 01752-557550.<br><br>SUA Authority: DAATM (HQ Navy).<br><br>Hours: Mon-Thu 0800-1700 (0700-1600), Fri 0800-1400 (0700-1300); and as activated by NOTAM. |
| EGD017Z1 PORTLAND FBZ<br>503500N 0024439W - 503018N 0022855W - 502948N 0022826W - 500135N 0022827W - 500100N 0022922W following the line of latitude to - 500100N 0024538W - 500135N 0024633W - 503433N 0024634W - 503500N 0024527W following the line of latitude to - 503500N 0024439W | Upper limit: As Per AUP / UUP<br>Lower limit: SFC | For IFR flight planning purposes only. |

# ENR 5.1 PROHIBITED, RESTRICTED AND DANGER AREAS (continued)

| Identification and Name<br>Lateral Limits | Upper Limit<br>Lower Limit | Remarks<br>(time of activity, type of restriction, nature of hazard, risk of interception) |
|---|---|---|
| 1 | 2 | 3 |
| EGD017Z5 PORTLAND FBZ<br>503900N 0024315W - 503325N 0022436W - 503058N 0022210W - 495955N 0022215W - 495700N 0022648W following the line of latitude to - 495700N 0024812W - 495955N 0025245W - 503644N 0025251W - 503900N 0024717W following the line of latitude to - 503900N 0024315W | Upper limit: As Per AUP / UUP<br>Lower limit: SFC | For IFR flight planning purposes only. |
| EGD021 PORTLAND<br>503500N 0022000W - 503500N 0021614W - 503154N 0021624W - 503000N 0021700W - 502918N 0021718W - 502500N 0021500W - 502931N 0023000W - 503000N 0023000W - 503000N 0022000W - 503500N 0022000W | Upper limit: 15000 FT ALT<br>Lower limit: SFC | AMC - Manageable.<br><br>Activity: Ordnance, Munitions and Explosives / Para Dropping / Target Towing / Unmanned Aircraft System (VLOS/BVLOS) / High Energy Manoeuvres / Electronic/Optical Hazards.<br><br>Service: SUACS: Plymouth Military on 124.150 MHz when open; at other times, Swanwick Mil via London Information on 124.750 MHz. SUAAIS: London Information on 124.750 MHz.<br><br>Contact: Pre-flight information / Booking: FOST Duty Operations, Tel: 01752-557550.<br><br>SUA Authority: DAATM (HQ Navy).<br><br>Hours: Mon-Thu 0800-1700 (0700-1600), Fri 0800-1400 (0700-1300); and as activated by NOTAM. |
| EGD023 PORTLAND<br>502931N 0023000W - 502500N 0021500W - 500200N 0021500W - 500200N 0023000W - 502931N 0023000W | Upper limit: 55000 FT ALT<br>Lower limit: SFC | AMC - Manageable.<br><br>Vertical Limit 22000 FT ALT.<br><br>Vertical Limit OCNL notified to altitudes up to 55000 FT ALT by NOTAM.<br><br>Activity: Ordnance, Munitions and Explosives / Para Dropping / Target Towing / Unmanned Aircraft System (VLOS/BVLOS) / High Energy Manoeuvres / Electronic/Optical Hazards.<br><br>Service: SUACS: Plymouth Military on 124.150 MHz when open; at other times, Swanwick Mil via London Information on 124.750 MHz. SUAAIS: London Information on 124.750 MHz.<br><br>Contact: Pre-flight information / Booking: FOST Duty Operations, Tel: 01752-557550.<br><br>SUA Authority: DAATM (HQ Navy).<br><br>Hours: Mon-Thu 0800-1700 (0700-1600), Fri 0800-1400 (0700-1300); and as activated by NOTAM. |
| EGD023Z1 PORTLAND FBZ<br>503039N 0023007W - 502547N 0021355W - 502517N 0021326W - 500135N 0021327W - 500100N 0021422W following the line of latitude to - 500100N 0023038W - 500135N 0023133W - 503004N 0023134W - 503039N 0023007W | Upper limit: As Per AUP / UUP<br>Lower limit: SFC | For IFR flight planning purposes only. |
| EGD023Z5 PORTLAND FBZ<br>503512N 0023034W - 502854N 0020936W - 502627N 0020711W - 495955N 0020715W - 495825N 0020936W - 495700N 0021803W following the line of latitude to - 495700N 0023312W - 495955N 0023745W - 503215N 0023750W - 503512N 0023034W | Upper limit: As Per AUP / UUP<br>Lower limit: SFC | For IFR flight planning purposes only. |

# ENR 5.1 PROHIBITED, RESTRICTED AND DANGER AREAS (continued)

| Identification and Name<br>Lateral Limits | Upper Limit<br>Lower Limit | Remarks<br>(time of activity, type of restriction, nature of hazard, risk of interception) |
|---|---|---|
| 1 | 2 | 3 |
| EGD026 LULWORTH<br>504020N 0020755W - 503950N 0020732W - 503751N 0020753W - 503644N 0020813W - 503503N 0020440W - 503030N 0020043W - 502654N 0020230W - 502500N 0020842W - 502500N 0021500W - 502918N 0021718W - 503000N 0021700W - 503154N 0021624W - 503536N 0021612W - 503700N 0021447W - 503800N 0021430W - 503825N 0021137W - 504028N 0021137W - 504020N 0020755W | Upper limit: 15000 FT ALT<br>Lower limit: SFC | Vertical Limit OCNL notified to altitudes up to ALT 20,000 FT ALT.<br><br>Activity: Ordnance, Munitions and Explosives / Unmanned Aircraft System (VLOS/BVLOS less than 150 KTS).<br><br>Service: SUACS not available during notified operating hours.<br><br>SUAAIS: Plymouth Military on 124.150 MHz when open, London Information on 124.750 MHz thereafter.<br><br>Contact: Booking: FOST Eastern Area Manager, Tel: 01752-557752 for the week before, FOST Duty Operations for the current week. Range Information on 01929-404859 or 01929-404712.<br><br>SI 1978/1663.<br><br>Unmanned Aircraft Systems (VLOS/BVLOS less than 150 KTS) will not be conducted above FL 115 and north of a line 503813N 0021301W, 503746N 0021005W and 503810N 0020750W.<br><br>SUA Authority: DAATM (DIO).<br><br>Hours: Mon-Thu 0800-2359 (0700-2359), Fri 0800-1600 (0700-1500); and as activated by NOTAM. |
| EGD031 PORTLAND<br>503626N 0015635W - 503000N 0015635W - 503000N 0020058W - 503030N 0020043W - 503412N 0020356W - 503435N 0020320W - then along the coastline in an easterly direction to 503626N 0015635W | Upper limit: 15000 FT ALT<br>Lower limit: SFC | AMC - Manageable.<br><br>Activity: Ordnance, Munitions and Explosives / Para Dropping / Target Towing / Unmanned Aircraft System (VLOS/BVLOS) / High Energy Manoeuvres / Electronic/Optical Hazards.<br><br>Service: SUACS: Plymouth Military on 124.150 MHz when open; at other times, Swanwick Mil via London Information on 124.750 MHz. SUAAIS: London Information on 124.750 MHz.<br><br>Contact: Pre-flight information / Booking: FOST Duty Operations, Tel: 01752-557550.<br><br>SUA Authority: DAATM (HQ Navy).<br><br>This coastline definition is a generalisation of the geographic feature; operators must not use this as a definitive boundary and are responsible for applying appropriate measures to ensure they operate within or outside of the airspace structure.<br><br>Hours: Mon-Thu 0800-1700 (0700-1600), Fri 0800-1400 (0700-1300); and as activated by NOTAM. |

## ENR 5.1 PROHIBITED, RESTRICTED AND DANGER AREAS (continued)

| Identification and Name<br>Lateral Limits | Upper Limit<br>Lower Limit | Remarks<br>(time of activity, type of restriction, nature of hazard, risk of interception) |
|---|---|---|
| **1** | **2** | **3** |
| EGD036 PORTSMOUTH<br>502927N 0011208W - 500000N 0011126W - 500000N 0014301W - 500620N 0014207W - 502927N 0011208W | Upper limit: 55000 FT ALT<br>Lower limit: SFC | AMC - Manageable.<br><br>Vertical Limit: 10000 FT ALT.<br><br>Vertical Limit: OCNL notified to altitudes up to 55000 FT ALT by NOTAM.<br><br>Activity: Ordnance, Munitions and Explosives / Para Dropping / Target Towing / Unmanned Aircraft System (VLOS/BVLOS) / High Energy Manoeuvres / Electronic/Optical Hazards.<br><br>Service: SUACS: Plymouth Military on 124.150 MHz when open; at other times, Swanwick Mil via London Information on 124.750 MHz. SUAAIS: London Information on 124.750 MHz or 124.600 MHz as appropriate or through Southampton or Jersey ATSUs, as appropriate.<br><br>Contact: Pre-flight information / Booking: FOST Duty Operations, Tel: 01752-557550.<br><br>SUA Authority: DAATM (HQ Navy).<br><br>Hours: Mon-Thu 0800-1700 (0700-1600), Fri 0800-1400 (0700-1300); and as activated by NOTAM. |
| EGD037 PORTSMOUTH<br>503700N 0010211W - 503700N 0003938W - 503000N 0003213W - 503000N 0011124W - 503700N 0010211W | Upper limit: 55000 FT ALT<br>Lower limit: SFC | AMC - Manageable.<br><br>Vertical Limit: 10000 FT ALT.<br><br>Vertical Limit: OCNL notified to altitudes up to 55000 FT ALT by NOTAM.<br><br>Activity: Ordnance, Munitions and Explosives / Para Dropping / Target Towing / Unmanned Aircraft System (VLOS/BVLOS) / High Energy Manoeuvres / Electronic/Optical Hazards.<br><br>Service: SUACS: Plymouth Military on 124.150 MHz when open; at other times, Swanwick Mil via London Information on 124.750 MHz. SUAAIS: London Information on 124.750 MHz or 124.600 MHz as appropriate.<br><br>Contact: Pre-flight information / Booking: FOST Duty Operations, Tel: 01752-557550.<br><br>SUA Authority: DAATM (HQ Navy).<br><br>Hours: Mon-Thu 0800-1700 (0700-1600), Fri 0800-1400 (0700-1300); and as activated by NOTAM. |
| EGD038 PORTSMOUTH<br>503000N 0011124W - 503000N 0005000W - 500000N 0005000W - 500000N 0011126W - 502927N 0011208W - 503000N 0011124W | Upper limit: 55000 FT ALT<br>Lower limit: SFC | AMC - Manageable.<br><br>Vertical Limit: 10000 FT ALT.<br><br>Vertical Limit: OCNL notified to altitudes up to 55000 FT ALT by NOTAM.<br><br>Activity: Ordnance, Munitions and Explosives / Para Dropping / Target Towing / Unmanned Aircraft System (VLOS/BVLOS) / High Energy Manoeuvres / Electronic/Optical Hazards.<br><br>Service: SUACS: Plymouth Military on 124.150 MHz when open; at other times, Swanwick Mil via London Information on 124.750 MHz. SUAAIS: London Information on 124.750 MHz or 124.600 MHz as appropriate.<br><br>Contact: Pre-flight information / Booking: FOST Duty Operations, Tel: 01752-557550.<br><br>SUA Authority: DAATM (HQ Navy).<br><br>Hours: Mon-Thu 0800-1700 (0700-1600), Fri 0800-1400 (0700-1300); and as activated by NOTAM. |

# ENR 5.1 PROHIBITED, RESTRICTED AND DANGER AREAS (continued)

| Identification and Name<br>Lateral Limits | Upper Limit<br>Lower Limit | Remarks<br>(time of activity, type of restriction, nature of hazard, risk of interception) |
|---|---|---|
| 1 | 2 | 3 |
| EGD039 PORTSMOUTH<br>503000N 0005000W - 503000N 0003213W - 502948N 0003200W - 500000N 0003200W - 500000N 0005000W - 503000N 0005000W | Upper limit: 55000 FT ALT<br>Lower limit: SFC | AMC - Manageable.<br><br>Vertical Limit: 10000 FT ALT.<br><br>Vertical Limit: OCNL notified to altitudes up to 55000 FT ALT by NOTAM.<br><br>Activity: Ordnance, Munitions and Explosives / Para Dropping / Target Towing / Unmanned Aircraft System (VLOS/BVLOS) / High Energy Manoeuvres / Electronic/Optical Hazards.<br><br>Service: SUACS: Plymouth Military on 124.150 MHz when open; at other times, Swanwick Mil via London Information on 124.750 MHz. SUAAIS: London Information on 124.750 MHz or 124.600 MHz as appropriate.<br><br>Contact: Pre-flight information / Booking: FOST Duty Operations, Tel: 01752-557550.<br><br>SUA Authority: DAATM (HQ Navy).<br><br>Hours: Mon-Thu 0800-1700 (0700-1600), Fri 0800-1400 (0700-1300); and as activated by NOTAM. |
| EGD040 PORTSMOUTH<br>502948N 0003200W - 501347N 0001511W - 500000N 0003155W - 500000N 0003200W - 502948N 0003200W | Upper limit: 55000 FT ALT<br>Lower limit: SFC | AMC - Manageable.<br><br>Vertical Limit: 10000 FT ALT.<br><br>Vertical Limit: OCNL notified to altitudes up to 55000 FT ALT by NOTAM.<br><br>Activity: Ordnance, Munitions and Explosives / Para Dropping / Target Towing / Unmanned Aircraft System (VLOS/BVLOS) / High Energy Manoeuvres / Electronic/Optical Hazards.<br><br>Service: SUACS: Plymouth Military on 124.150 MHz when open; at other times, Swanwick Mil via London Information on 124.750 MHz. SUAAIS: London Information on 124.750 MHz or 124.600 MHz as appropriate.<br><br>Contact: Pre-flight information / Booking: FOST Duty Operations, Tel: 01752-557550.<br><br>SUA Authority: DAATM (HQ Navy).<br><br>Hours: Mon-Thu 0800-1700 (0700-1600), Fri 0800-1400 (0700-1300); and as activated by NOTAM. |
| EGD044 LYDD RANGES<br>505525N 0005534E - 505328N 0005613E - 505238N 0005359E - 505237N 0005015E - 505420N 0004748E - 505554N 0005009E - 505650N 0005348E - 505525N 0005534E | Upper limit: 4000 FT ALT<br>Lower limit: SFC | Activity: Ordnance, Munitions and Explosives / Unmanned Aircraft System (VLOS).<br><br>Service: SUAAIS: Lydd Approach on 120.705 MHz when open; at other times London Information on 124.600 MHz.<br><br>Contact: Pre-flight information / Booking: Range TSO, Tel: 01303-225503.<br><br>SI 1988/1465.<br><br>SUA Authority: DAATM (DIO).<br><br>Hours: H24 |

## ENR 5.1 PROHIBITED, RESTRICTED AND DANGER AREAS (continued)

| **Identification and Name<br>Lateral Limits** | **Upper Limit<br>Lower Limit** | **Remarks<br>(time of activity, type of restriction, nature of hazard, risk of interception)** |
|---|---|---|
| **1** | **2** | **3** |
| EGD061 WOODBURY COMMON<br>A circle, 926 M radius, centred at 504049N 0032051W | Upper limit: 1500 FT ALT<br>Lower limit: SFC | Activity: Ordnance, Munitions and Explosives / Unmanned Aircraft System (VLOS).<br><br>Service: SUAAIS: Exeter APP on 128.980 MHz when open; at other times London Information on 124.750 MHz.<br><br>Contact: Pre-flight information / Booking: Range TSO, Tel: 01395-272972.<br><br>SI 2009/3284.<br><br>SUA Authority: DAATM (DIO).<br><br>Hours: Activated by NOTAM. |
| EGD064A SOUTH WEST COMPLEX<br>512016N 0071115W - 511616N 0061643W - 502838N 0060046W - 501752N 0070521W - 502621N 0073603W - 503808N 0074914W - 504705N 0075207W - 505745N 0075205W - 512016N 0071115W | Upper limit: FL660<br>Lower limit: FL50 | AMC - Manageable.<br><br>Activity: High Energy Manoeuvres.<br><br>Service: SUAAIS: London Information on 124.750 MHz.<br><br>Contact: Booking: Military Airspace Management Cell – Managed Airspace, Tel: 01489-612495.<br><br>SUA Authority: DAATM (HQ Air).<br><br>Hours: Activated by NOTAM. |
| EGD064AZ SOUTH WEST COMPLEX FBZ<br>512443N 0071513W - 512520N 0071202W - 512102N 0061313W - 511852N 0060928W - 502741N 0055228W - 502417N 0055548W - 501235N 0070558W - 502218N 0074108W - 503605N 0075635W - 504634N 0080000W - 505850N 0080000W - 510047N 0075836W - 512443N 0071513W | Upper limit: As Per AUP / UUP<br>Lower limit: As Per AUP / UUP | For IFR flight planning purposes only. |
| EGD064B SOUTH WEST COMPLEX<br>511616N 0061643W - 511207N 0052532W - 510624N 0052510W - 503012N 0054335W - 502838N 0060046W - 511616N 0061643W | Upper limit: FL660<br>Lower limit: FL50 | AMC - Manageable.<br><br>Activity: High Energy Manoeuvres.<br><br>Service: SUAAIS: London Information on 124.750 MHz.<br><br>Contact: Booking: Military Airspace Management Cell – Managed Airspace, Tel: 01489-612495.<br><br>SUA Authority: DAATM (HQ Air).<br><br>Hours: Activated by NOTAM. |
| EGD064BZ SOUTH WEST COMPLEX FBZ<br>512032N 0062118W - 512122N 0061740W - 511650N 0052136W - 511408N 0051742W - 510542N 0051711W - 502718N 0053649W - 502527N 0054015W - 502324N 0060243W - 502540N 0060747W - 511624N 0062455W - 511845N 0062354W - 512032N 0062118W | Upper limit: As Per AUP / UUP<br>Lower limit: As Per AUP / UUP | For IFR flight planning purposes only. |
| EGD064C SOUTH WEST COMPLEX<br>511207N 0052532W - 511028N 0050621W - 505443N 0043352W - 504712N 0043327W - 504423N 0043914W - 504328N 0043921W - 503012N 0054335W - 510624N 0052510W - 511207N 0052532W | Upper limit: FL660<br>Lower limit: FL50 | AMC - Manageable.<br><br>Activity: High Energy Manoeuvres.<br><br>Service: SUAAIS: London Information on 124.750 MHz.<br><br>Contact: Booking: Military Airspace Management Cell – Managed Airspace, Tel: 01489-612495.<br><br>SUA Authority: DAATM (HQ Air).<br><br>Hours: Activated by NOTAM. |

# ENR 5.1 PROHIBITED, RESTRICTED AND DANGER AREAS (continued)

| Identification and Name<br>Lateral Limits | Upper Limit<br>Lower Limit | Remarks<br>(time of activity, type of restriction, nature of hazard, risk of interception) |
|---|---|---|
| 1 | 2 | 3 |
| EGD064CZ SOUTH WEST COMPLEX FBZ<br>511713N 0052613W - 511514N 0050311W - 505759N 0042737W - 505600N 0042601W - 504609N 0042531W - 504358N 0042709W - 504146N 0043140W - 504132N 0043142W - 503909N 0043442W - 502501N 0054312W - 502539N 0054730W - 502738N 0055039W - 503022N 0055143W - 510705N 0053309W - 511302N 0053333W - 511504N 0053211W - 511634N 0052935W - 511713N 0052613W | Upper limit: As Per AUP / UUP<br>Lower limit: As Per AUP / UUP | For IFR flight planning purposes only. |
| EGD110 BRAUNTON BURROWS<br>510602N 0041529W - 510606N 0041203W - 510500N 0041200W - 510458N 0041315W - 510516N 0041344W - 510514N 0041527W - 510602N 0041529W | Upper limit: 2000 FT ALT<br>Lower limit: SFC | Activity: Ordnance, Munitions and Explosives / Unmanned Aircraft System (VLOS/BVLOS).<br><br>Service: SUAAIS: London Information on 124.750 MHz.<br><br>Contact: Pre-flight information / Booking: Range TSO, Tel: 07870-377646 or 01395-277891.<br><br>SUA Authority: DAATM (DIO).<br><br>Hours: Activated by NOTAM. |
| EGD113A CASTLEMARTIN<br>513937N 0051830W following the line of latitude to - 513937N 0050443W - 513906N 0050320W - 513130N 0050530W - 512900N 0050330W following the line of latitude to - 512900N 0045432W - 512430N 0050220W thence clockwise by the arc of a circle radius 18.1 NM centred on 514213N 0045647W to 513610N 0052408W - 513937N 0051830W | Upper limit: 40000 FT ALT<br>Lower limit: SFC | AMC - Manageable.<br><br>Activity: Ordnance, Munitions and Explosives / Unmanned Aircraft System (VLOS/BVLOS).<br><br>Service: SUAAIS: London Information on 124.750 MHz.<br><br>Contact: Pre-flight information / Booking: Range Control, Tel: 01646-662496.<br><br>SI 1986/1834.<br><br>SUA Authority: DAATM (DIO).<br><br>Hours: Activated by NOTAM. |
| EGD113AZ CASTLEMARTIN FBZ<br>514037N 0051909W following the line of latitude to - 514037N 0050416W - 513948N 0050205W - 513914N 0050140W - 513139N 0050350W - 513000N 0050231W following the line of latitude to - 513000N 0045402W - 512939N 0045313W - 512905N 0045252W - 512828N 0045305W - 512334N 0050136W - 512327N 0050216W thence clockwise by the arc of a circle radius 19.1 NM centred on 514213N 0045647W to 513606N 0052550W - 513639N 0052538W - 514037N 0051909W | Upper limit: As Per AUP / UUP<br>Lower limit: SFC | For IFR flight planning purposes only. |
| EGD113B CASTLEMARTIN<br>513906N 0050320W thence clockwise by the arc of a circle radius 6.6 NM centred on 513230N 0050400W to 513618N 0045520W - 513618N 0045332W - 513230N 0044830W - 512900N 0045432W - 512900N 0050330W - 513130N 0050530W - 513906N 0050320W | Upper limit: 45000 FT ALT<br>Lower limit: SFC | AMC - Manageable.<br><br>Activity: Ordnance, Munitions and Explosives / Unmanned Aircraft System (VLOS/BVLOS).<br><br>Service: SUAAIS: London Information on 124.750 MHz.<br><br>Contact: Pre-flight information / Booking: Range Control, Tel: 01646-662496.<br><br>SI 1986/1834.<br><br>SUA Authority: DAATM (DIO).<br><br>Hours: Activated by NOTAM. |

## ENR 5.1 PROHIBITED, RESTRICTED AND DANGER AREAS (continued)

| Identification and Name<br>Lateral Limits | Upper Limit<br>Lower Limit | Remarks<br>(time of activity, type of restriction, nature of hazard, risk of interception) |
|---|---|---|
| **1** | **2** | **3** |
| EGD113BZ CASTLEMARTIN FBZ<br>514007N 0050353W thence clockwise by the arc of a circle radius 7.63 NM centred on 513230N 0050400W to 513718N 0045430W - 513718N 0045310W - 513706N 0045232W - 513250N 0044652W - 513202N 0044657W - 512800N 0045354W - 512800N 0050357W - 512818N 0050444W - 513121N 0050710W - 513938N 0050449W - 514007N 0050353W | Upper limit: As Per AUP / UUP<br>Lower limit: SFC | For IFR flight planning purposes only. |
| EGD115A MANORBIER<br>513815N 0045012W thence clockwise by the arc of a circle radius 2 NM centred on 513815N 0044700W to 513815N 0044348W - 513815N 0045012W | Upper limit: 27000 FT ALT<br>Lower limit: SFC | AMC - Manageable.<br><br>Activity: Ordnance, Munitions and Explosives / Unmanned Aircraft System (VLOS/BVLOS).<br><br>Service: SUAAIS: London Information on 124.750 MHz.<br><br>Contact: Pre-flight information / Booking: Range Control, Tel: 01834-871282.<br><br>SI 1941/158.<br><br>SUA Authority: DAATM (DIO).<br><br>Hours: Activated by NOTAM. |
| EGD115AZ MANORBIER FBZ<br>513745N 0045145W thence clockwise by the arc of a circle radius 3 NM centred on 513815N 0044700W to 513745N 0044215W - 513715N 0044313W - 513715N 0045047W - 513745N 0045145W | Upper limit: As Per AUP / UUP<br>Lower limit: SFC | For IFR flight planning purposes only. |
| EGD115B MANORBIER<br>513815N 0045012W - 513815N 0044348W - 513345N 0043019W thence clockwise by the arc of a circle radius 11.34 NM centred on 513815N 0044700W to 513208N 0050218W - 513815N 0045012W | Upper limit: 50000 FT ALT<br>Lower limit: SFC | AMC - Manageable.<br><br>Activity: Ordnance, Munitions and Explosives / Unmanned Aircraft System (VLOS/BVLOS).<br><br>Service: SUAAIS: London Information on 124.750 MHz.<br><br>Contact: Pre-flight information / Booking: Range Control, Tel: 01834-871282.<br><br>SI 1941/158.<br><br>SUA Authority: DAATM (DIO).<br><br>Hours: Activated by NOTAM. |
| EGD115BZ MANORBIER FBZ<br>513915N 0045046W - 513915N 0044324W - 513427N 0042901W - 513344N 0042835W thence clockwise by the arc of a circle radius 12.34 NM centred on 513815N 0044700W to 513156N 0050359W - 513240N 0050346W - 513915N 0045046W | Upper limit: As Per AUP / UUP<br>Lower limit: SFC | For IFR flight planning purposes only. |

# ENR 5.1 PROHIBITED, RESTRICTED AND DANGER AREAS (continued)

| Identification and Name<br>Lateral Limits | Upper Limit<br>Lower Limit | Remarks<br>(time of activity, type of restriction, nature of hazard, risk of interception) |
|---|---|---|
| 1 | 2 | 3 |
| EGD117 PENDINE<br>513510N 0042400W - 513629N 0043752W - 513958N 0043743W - 514515N 0043300W - 514524N 0042517W - 514445N 0042400W - 513510N 0042400W | Upper limit: 27000 FT ALT<br>Lower limit: SFC | AMC - Manageable.<br><br>Vertical Limit 23,000 FT ALT.<br><br>Vertical Limit OCNL notified to altitudes up to 27,000 FT ALT.<br><br>Activity: Ordnance, Munitions and Explosives / Unmanned Aircraft System (VLOS/BVLOS) / Electronic/Optical Hazards.<br><br>Service: SUAAIS: London Information on 124.750 MHz.<br><br>Contact: Pre-flight information: Range Control, Tel: 01994-452240.<br><br>SI 1973/1627.<br><br>UAS BVLOS will not be conducted above 10,000 FT ALT.<br><br>SUA Authority: DAATM (DE&S).<br><br>Hours: Activated by NOTAM. |
| EGD117Z PENDINE FBZ<br>514614N 0043329W - 514625N 0042444W - 514523N 0042242W - 514458N 0042223W - 513457N 0042224W - 513433N 0042241W - 513416N 0042313W - 513409N 0042354W - 513533N 0043842W - 513608N 0043929W - 514014N 0043919W - 514558N 0043412W - 514614N 0043329W | Upper limit: As Per AUP / UUP<br>Lower limit: SFC | For IFR flight planning purposes only. |
| EGD118 PEMBREY<br>514625N 0042400W thence clockwise by the arc of a circle radius 3.5 NM centred on 514313N 0042144W to 514001N 0042400W - 514625N 0042400W | Upper limit: 23000 FT ALT<br>Lower limit: SFC | AMC - Manageable.<br><br>Vertical Limit 12,000 FT ALT.<br><br>Vertical Limit OCNL notified to altitudes up to 23,000 FT ALT by NOTAM.<br><br>Activity: Ordnance, Munitions and Explosives / Para Dropping / Unmanned Aircraft Systems (VLOS/BVLOS) / Electronic/Optical Hazards.<br><br>Service: SUACS / SUAAIS: Pembrey Range on 122.755 when open; at other times London Information on 124.750 MHz.<br><br>Contact: Pre-flight information / Booking: Range ATC, Tel: 01554-892205.<br><br>Associated aircraft operations outside area boundary; 122.755 is a common channel also used by Holbeach and Donna Nook AWRs. Ensure crossing clearance request is specific to Pembrey AWR. UAS BVLOS will not be conducted above 9000 FT ALT.<br><br>SUA Authority: DAATM (DIO).<br><br>Hours: Mon-Thu 0900-1600 (0800-1600), Fri 0900-1400 (0800-1300); and as activated by NOTAM. |
| EGD118Z PEMBREY FBZ<br>514711N 0042508W thence clockwise by the arc of a circle radius 4.5 NM centred on 514313N 0042144W to 513915N 0042508W - 513944N 0042536W - 514641N 0042537W - 514711N 0042508W | Upper limit: As Per AUP / UUP<br>Lower limit: SFC | For IFR flight planning purposes only. |

## ENR 5.1 PROHIBITED, RESTRICTED AND DANGER AREAS (continued)

| **Identification and Name<br>Lateral Limits** | **Upper Limit<br>Lower Limit** | **Remarks<br>(time of activity, type of restriction, nature of hazard, risk of interception)** |
|---|---|---|
| **1** | **2** | **3** |
| EGD119 BRIDGWATER BAY<br>A circle, 4 NM radius, centred at 511224N 0031353W | Upper limit: 5000 FT ALT<br>Lower limit: SFC | Activity: Ordnance, Munitions and Explosives.<br><br>Service: SUAAIS: Yeovilton APP on Channel 127.355 when open; at other times London Information on 124.750 MHz.<br><br>Contact: Pre-flight information: RNAS Yeovilton Air Operations, Tel: 01935-455497. Booking: RNAS Yeovilton Air Weapons Supply, Tel: 01935-455449. Range Tower when manned, Tel: 01278-741337.<br><br>SUA Authority: DAATM (HQ Navy).<br><br>Hours: Activated by NOTAM. |
| EGD120 BOSCOMBE DOWN<br>511052N 0014802W - 511059N 0014641W - 511044N 0014308W - 511105N 0014228W thence clockwise by the arc of a circle radius 2.5 NM centred on 510912N 0014504W to 510844N 0014110W - 510801N 0014248W - 510730N 0014248W - 510646N 0014409W - 510746N 0014819W thence clockwise by the arc of a circle radius 2.5 NM centred on 510912N 0014504W to 511052N 0014802W | Upper limit: 2500 FT ALT<br>Lower limit: SFC | Activity: Unmanned Aircraft System (VLOS/BVLOS).<br><br>Service: SUACS / SUAAIS: Boscombe Down Zone 126.705.<br><br>Contact: Pre-flight information: Boscombe Down ATC, Tel: 01980-663246.<br><br>This Danger Area is contained within the extant Boscombe Down ATZ; all regulations associated with flight within an ATZ remain applicable. Upper limit is expressed by reference to height, based on Boscombe Down QFE (identical to ATZ upper limit).<br><br>SUA Authority: DAATM (DE&S).<br><br>Hours: Activated by NOTAM. |
| EGD122A WESSEX WEST<br>511329N 0021149W - 511106N 0020713W - 511006N 0015702W - 510125N 0015702W - 505938N 0020714W - 510120N 0021149W - 511329N 0021149W | Upper limit: FL160<br>Lower limit: FL80 | Activity: Unmanned Aircraft System (VLOS/BVLOS).<br><br>Service: SUACS / SUAAIS: Boscombe Down Zone 126.705.<br><br>Contact: Pre-flight information: Boscombe Down ATC, Tel: 01980-663246.<br><br>Pilots will be required to comply with ATC instructions whilst crossing EGD122A and will be provided with a Deconfliction Service. Pilots who are unable to comply with ATC instructions should not request a crossing clearance.<br><br>SUA Authority: DAATM (DE&S).<br><br>Hours: Activated by NOTAM. |
| EGD122B WESSEX CENTRAL<br>511059N 0014641W - 511044N 0014308W - 510357N 0014230W - 510125N 0015702W - 511006N 0015702W - 511059N 0014641W | Upper limit: FL160<br>Lower limit: FL80 | Activity: Unmanned Aircraft System (VLOS/BVLOS).<br><br>Service: SUACS / SUAAIS: Boscombe Down Zone 126.705.<br><br>Contact: Pre-flight information: Boscombe Down ATC, Tel: 01980-663246.<br><br>Pilots will be required to comply with ATC instructions whilst crossing EGD122B and will be provided with a Deconfliction Service. Pilots who are unable to comply with ATC instructions should not request a crossing clearance.<br><br>SUA Authority: DAATM (DE&S).<br><br>Hours: Activated by NOTAM. |

# ENR 5.1 PROHIBITED, RESTRICTED AND DANGER AREAS (continued)

| Identification and Name<br>Lateral Limits | Upper Limit<br>Lower Limit | Remarks<br>(time of activity, type of restriction, nature of hazard, risk of interception) |
|---|---|---|
| 1 | 2 | 3 |
| EGD122C WESSEX EAST<br>511335N 0013725W - 511236N 0013044W - 510527N 0013342W - 510357N 0014230W - 511044N 0014308W - 511233N 0013942W - 511247N 0013759W - 511335N 0013725W | Upper limit: FL160<br>Lower limit: FL80 | Activity: Unmanned Aircraft System (VLOS/BVLOS).<br><br>Service: SUACS / SUAAIS: Boscombe Down Zone 126.705.<br><br>Contact: Pre-flight information: Boscombe Down ATC, Tel: 01980-663246.<br><br>Pilots will be required to comply with ATC instructions whilst crossing EGD122C and will be provided with a Deconfliction Service. Pilots who are unable to comply with ATC instructions should not request a crossing clearance.<br><br>SUA Authority: DAATM (DE&S).<br><br>Hours: Activated by NOTAM. |
| EGD123 IMBER<br>511724N 0020107W - 511339N 0015746W - 511348N 0015705W - 511023N 0015325W - 511006N 0015702W - 511106N 0020713W - 511329N 0021149W - 511516N 0020939W - 511705N 0020312W - 511724N 0020107W | Upper limit: 50000 FT ALT<br>Lower limit: SFC | AMC Manageable.<br><br>Vertical Limit 3000 FT ALT H24.<br><br>Vertical Limit 23,000 FT ALT Mon-Thu 0800-2359 (0700-2300), Fri 0800-1730 (0700-1630).<br><br>Vertical Limit OCNL notified to altitudes up to 50,000 FT ALT by NOTAM.<br><br>Activity: Ordnance, Munitions and Explosives / Para Dropping / Unmanned Aircraft System (VLOS/BVLOS) / Electronic/Optical Hazards.<br><br>Service: SUACS: Boscombe Down ATC on 126.705 when open; SUAAIS: Salisbury Information on 122.755 when open; at other times SUAAIS via London Information on 124.750 MHz.<br><br>Contact: Pre-flight information / Booking: SPTA Air Operations, Tel: 01980-674710 or 674730 when open.<br><br>SI 1963/1293, SI 1981/1882. Aircraft approved into Danger Areas out of hours are to make blind calls on VHF 122.755. This is a common channel also used by Pembrey, Holbeach and Donna Nook AWRs - ensure calls are specific to SPTA Danger Areas.<br><br>SUA Authority: DAATM (DIO).<br><br>Hours: See above. |
| EGD123Z IMBER FBZ<br>511827N 0020058W - 511811N 0015959W - 511450N 0015700W - 511438N 0015604W - 511044N 0015152W - 511012N 0015148W - 510944N 0015209W - 510925N 0015249W - 510905N 0015704W - 511009N 0020753W - 511258N 0021319W - 511346N 0021328W - 511604N 0021040W - 511802N 0020343W - 511827N 0020058W | Upper limit: As Per AUP / UUP<br>Lower limit: SFC | For IFR flight planning purposes only. |

# ENR 5.1 PROHIBITED, RESTRICTED AND DANGER AREAS (continued)

| Identification and Name<br>Lateral Limits | Upper Limit<br>Lower Limit | Remarks<br>(time of activity, type of restriction, nature of hazard, risk of interception) |
|---|---|---|
| 1 | 2 | 3 |
| EGD124 LAVINGTON<br>A circle, 1.5 NM radius, centred at 511527N 0015812W | Upper limit: UNL<br>Lower limit: SFC | AMC Manageable.<br><br>Activity: Ordnance, Munitions and Explosives / Unmanned Aircraft System (VLOS/BVLOS) / Electronic/Optical Hazards.<br><br>Service: SUACS: Boscombe Down ATC on 126.705 when open; SUAAIS: Salisbury Information on 122.755 when open; at other times SUAAIS via London Information on 124.750 MHz.<br><br>Contact: Pre-flight information / Booking: SPTA Air Operations, Tel: 01980-674710.<br><br>SI 1981/1882. Aircraft approved into Danger Areas out of hours are to make blind calls on VHF 122.755. This is a common channel also used by Pembrey, Holbeach and Donna Nook AWRs - ensure calls are specific to SPTA Danger Areas.<br><br>SUA Authority: DAATM (DIO).<br><br>Hours: Activated by NOTAM. |
| EGD124Z LAVINGTON FBZ<br>A circle, 2.5 NM radius, centred at 511527N 0015812W | Upper limit: As Per AUP / UUP<br>Lower limit: SFC | For IFR flight planning purposes only. |
| EGD125 LARKHILL<br>511828N 0015004W - 511059N 0014641W - 511023N 0015325W - 511348N 0015705W - 511339N 0015746W - 511724N 0020107W - 511807N 0015635W - 511828N 0015004W | Upper limit: 50000 FT ALT<br>Lower limit: SFC | AMC Manageable.<br><br>Vertical Limit 3000 FT ALT H24.<br><br>Vertical Limit 23,000 FT ALT Mon-Thu 0800-2359 (0700-2300), Fri 0800-1730 (0700-1630).<br><br>Vertical Limit OCNL notified to altitudes up to 50,000 FT ALT by NOTAM.<br><br>Activity: Ordnance, Munitions and Explosives / Para Dropping / Unmanned Aircraft Systems (VLOS/BVLOS) / Electronic/Optical Hazards.<br><br>Service: SUACS: Boscombe Down ATC on 126.705 when open; SUAAIS: Salisbury Information on 122.755 when open; at other times SUAAIS via London Information on 124.750 MHz.<br><br>Contact: Pre-flight information / Booking: SPTA Air Operations, Tel: 01980-674710 or 674730.<br><br>SI 1965/1327, SI 1981/1882. Aircraft approved into Danger Areas out of hours are to make blind calls on VHF 122.755. This is a common channel also used by Pembrey, Holbeach and Donna Nook AWRs - ensure calls are specific to SPTA Danger Areas.<br><br>SUA Authority: DAATM (DIO).<br><br>Hours: See above. |
| EGD125Z LARKHILL FBZ<br>511819N 0020152W - 511906N 0015651W - 511930N 0014938W - 511905N 0014841W - 511103N 0014504W - 511037N 0014510W - 511015N 0014532W - 511001N 0014607W - 510921N 0015339W - 510935N 0015429W - 511236N 0015743W - 511235N 0015747W - 511251N 0015852W - 511707N 0020241W - 511735N 0020244W - 511801N 0020226W - 511819N 0020152W | Upper limit: As Per AUP / UUP<br>Lower limit: SFC | For IFR flight planning purposes only. |

# ENR 5.1 PROHIBITED, RESTRICTED AND DANGER AREAS (continued)

| Identification and Name<br>Lateral Limits | Upper Limit<br>Lower Limit | Remarks<br>(time of activity, type of restriction, nature of hazard, risk of interception) |
|---|---|---|
| 1 | 2 | 3 |
| EGD126 BULFORD<br>511621N 0013746W - 511525N 0013606W - 511247N 0013759W - 511233N 0013942W - 511044N 0014308W - 511059N 0014641W - 511351N 0014759W thence clockwise by the arc of a circle radius 5 NM centred on 510912N 0014504W to 511354N 0014225W - 511621N 0013746W | Upper limit: FL90<br>Lower limit: SFC | AMC Manageable.<br><br>Vertical Limit 1400 FT ALT H24.<br><br>Vertical Limit OCNL notified up to FL 90 by NOTAM.<br><br>Activity: Ordnance, Munitions and Explosives / Para Dropping / Unmanned Aircraft System (VLOS/BVLOS).<br><br>Service: SUACS: Boscombe Down ATC on 126.705 when open; SUAAIS: Salisbury Information on 122.755 when open; at other times SUAAIS via London Information on 124.750 MHz.<br><br>Contact: Pre-flight information / Booking: SPTA Air Operations, Tel: 01980-674710 or 01980-674730 or Boscombe Down ATC, Tel: 01980-663246.<br><br>SI 1970/1282, SI 1981/1882. Aircraft approved into Danger Areas out of hours are to make blind calls on VHF 122.755. This is a common channel also used by Pembrey, Holbeach and Donna Nook AWRs - ensure calls are specific to SPTA Danger Areas.<br><br>SUA Authority: DAATM (DIO).<br><br>Hours: See above. |
| EGD127 PORTON<br>510552N 0014315W - 510632N 0014435W - 510730N 0014248W - 510801N 0014248W - 511012N 0013750W - 510752N 0013650W - 510703N 0013843W - 510552N 0014315W | Upper limit: 12000 FT ALT<br>Lower limit: SFC | Vertical Limit 12,000 FT ALT 0600-1800 (0500-1700).<br><br>Vertical Limit 8000 FT ALT 1800-0600 (1700-0500). Vertical Limit OCNL notified to altitudes up to 12,000 FT ALT by NOTAM.<br><br>Activity: Para Dropping / Ordnance, Munitions and Explosives / Electronic/optical hazards / Unmanned Aircraft System (VLOS).<br><br>Service: SUACS / SUAAIS: Boscombe Down Zone on 126.705 when open; at other times London Information on 124.750 MHz.<br><br>Contact: Pre-flight information: Boscombe Down ATC, Tel: 01980-663246.<br><br>SI 1977/1611.<br><br>SUA Authority: DAATM (DIO).<br><br>Hours: H24 |

# ENR 5.1 PROHIBITED, RESTRICTED AND DANGER AREAS (continued)

| **Identification and Name**<br>**Lateral Limits** | **Upper Limit**<br>**Lower Limit** | **Remarks**<br>**(time of activity, type of restriction, nature of hazard, risk of interception)** |
|---|---|---|
| **1** | **2** | **3** |
| EGD128 EVERLEIGH<br>511852N 0014215W - 511621N 0013746W - 511354N 0014225W thence anti-clockwise by the arc of a circle radius 5 NM centred on 510912N 0014504W to 511351N 0014759W - 511828N 0015004W - 511852N 0014215W | Upper limit: 50000 FT ALT<br>Lower limit: SFC | AMC Manageable<br><br>Vertical Limit 1400 FT ALT H24<br><br>Vertical Limit OCNL notified to altitudes up to 50,000 FT ALT by NOTAM.<br><br>Activity: Ordnance, Munitions and Explosives / Para Dropping / Unmanned Aircraft System (VLOS/BVLOS).<br><br>Service: SUACS: Boscombe Down ATC on 126.705 when open; SUAAIS: Salisbury Information on 122.755 when open; at other times SUAAIS via London Information on 124.750 MHz.<br><br>Contact: Pre-flight information: SPTA Air Operations, Tel: 01980-674710 or 674730.<br><br>SI 1981/1882. Aircraft approved into Danger Areas out of hours are to make blind calls on VHF 122.755. This is a common channel also used by Pembrey, Holbeach and Donna Nook AWRs - ensure calls are specific to SPTA Danger Areas.<br><br>SUA Authority: DAATM (DIO).<br><br>Hours: See above. |
| EGD128Z EVERLEIGH FBZ<br>511925N 0015057W - 511953N 0014203W - 511945N 0014126W - 511657N 0013627W - 511633N 0013610W - 511607N 0013611W - 511543N 0013629W - 511257N 0014144W - 511252N 0014234W thence anti-clockwise by the arc of a circle radius 4 NM centred on 510912N 0014504W to 511246N 0014757W - 511307N 0014918W - 511839N 0015148W - 511925N 0015057W | Upper limit: As Per AUP / UUP<br>Lower limit: SFC | For IFR flight planning purposes only. |
| EGD129 WESTON-ON-THE-GREEN<br>A circle, 2 NM radius, centred at 515246N 0011320W | Upper limit: FL120<br>Lower limit: SFC | Activity: Para Dropping.<br><br>Service: SUAAIS: Brize Zone on 119.005. SUACS: Oxford Approach on 125.090 MHz.<br><br>Contact: Pre-flight information / Booking: Brize Norton, Tel: 01993-895147.<br><br>Parachuting activity up to FL 135 may be conducted with London Control (Swanwick) permission. Regular activity SR-SS to FL 85 described in ENR 5.5.<br><br>SUA Authority: DAATM (HQ Air).<br><br>Hours: Mon-Fri SR-SS and as activated by NOTAM. |

# ENR 5.1 PROHIBITED, RESTRICTED AND DANGER AREAS (continued)

| Identification and Name<br>Lateral Limits | Upper Limit<br>Lower Limit | Remarks<br>(time of activity, type of restriction, nature of hazard, risk of interception) |
|---|---|---|
| 1 | 2 | 3 |
| EGD130 LONGMOOR<br>510559N 0005213W - 510541N 0004938W - 510446N 0004940W - 510426N 0005301W - 510559N 0005213W | Upper limit: 2300 FT ALT<br>Lower limit: SFC | Vertical Limit 1800 FT ALT.<br><br>Vertical Limit OCNL notified to altitudes up to 2300 FT ALT by NOTAM.<br><br>Activity: Ordnance, Munitions and Explosives / Unmanned Aircraft System (VLOS).<br><br>Service: SUAAIS: Farnborough Radar on 133.440 MHz when open; at other times London Information on 124.600 MHz.<br><br>Contact: Pre-flight information / Booking: Range Control, Tel: 01420-483405.<br><br>SI 1982/1179.<br><br>SUA Authority: DAATM (DIO).<br><br>Hours: H24 |
| EGD132 ASH RANGES<br>511745N 0003956W - 511623N 0003942W - 511548N 0004034W - 511524N 0004300W - 511606N 0004309W - 511638N 0004259W - 511732N 0004116W - 511745N 0003956W | Upper limit: 2500 FT ALT<br>Lower limit: SFC | Activity: Ordnance, Munitions and Explosives / Unmanned Aircraft System (VLOS).<br><br>Service: SUAAIS: Farnborough Radar on 133.440 MHz when open; at other times London Information on 124.600 MHz.<br><br>Contact: Pre-flight information / Booking: Range TSO, Tel: 01483-798304.<br><br>SI 1983/162.<br><br>SUA Authority: DAATM (DIO).<br><br>Hours: Activated by NOTAM. |
| EGD133A PIRBRIGHT<br>511922N 0003907W - 511915N 0003858W - 511828N 0003951W - 511816N 0004028W - 511815N 0004103W - 511830N 0004118W - 511922N 0003907W | Upper limit: 1200 FT ALT<br>Lower limit: SFC | Activity: Ordnance, Munitions and Explosives / Unmanned Aircraft System (VLOS).<br><br>Service: SUAAIS: Farnborough Radar on 133.440 MHz when open; at other times London Information on 124.600 MHz.<br><br>Contact: Pre-flight information / Booking: Range TSO, Tel: 01483-798304.<br><br>SUA Authority: DAATM (DIO).<br><br>Hours: 0800-2359 (0700-2300); and as activated by NOTAM. |
| EGD133B PIRBRIGHT<br>512040N 0004029W - 512034N 0003957W - 511922N 0003907W - 511830N 0004118W - 511915N 0004146W - 512019N 0004158W - 512040N 0004029W | Upper limit: 2400 FT ALT<br>Lower limit: SFC | Vertical Limit 1200 FT ALT.<br><br>Vertical Limit OCNL notified to altitudes up to 2400 FT ALT by NOTAM.<br><br>Activity: Ordnance, Munitions and Explosives / Unmanned Aircraft System (VLOS).<br><br>Service: SUAAIS: Farnborough Radar on 133.440 MHz when open; at other times London Information on 124.600 MHz.<br><br>Contact: Pre-flight information / Booking: Range TSO, Tel: 01483-798304.<br><br>SUA Authority: DAATM (DIO).<br><br>Hours: 0800-2359 (0700-2300); and as activated by NOTAM. |

# ENR 5.1 PROHIBITED, RESTRICTED AND DANGER AREAS (continued)

| **Identification and Name<br>Lateral Limits** | **Upper Limit<br>Lower Limit** | **Remarks<br>(time of activity, type of restriction, nature of hazard, risk of interception)** |
|---|---|---|
| **1** | **2** | **3** |
| EGD136 SHOEBURYNESS<br>513217N 0004804E - 513017N 0005104E - 513030N 0004700E - 513217N 0004804E | Upper limit: 13000 FT ALT<br>Lower limit: SFC | AMC - Manageable.<br><br>Activity: Ordnance, Munitions and Explosives / Unmanned Aircraft System (VLOS/BVLOS) / Electronic/Optical Hazards.<br><br>Service: SUAAIS: Southend APP on 130.780 MHz when open; at other times London Information on 124.600 MHz.<br><br>Contact: Pre-flight information: Range Control, Tel: 01702-383211 or 01702-383212.<br><br>SI 1936/714.<br><br>SUA Authority: DAATM (DE&S).<br><br>Hours: Activated by NOTAM. |
| EGD138A SHOEBURYNESS<br>514000N 0010400E - 514000N 0011613E - 513714N 0011203E - 513714N 0005536E - 514000N 0010400E | Upper limit: 60000 FT ALT<br>Lower limit: SFC | AMC - Manageable.<br><br>Vertical Limit 6000 FT ALT.<br><br>Vertical Limit OCNL notified to altitudes up to 60,000 FT ALT.<br><br>Activity: Ordnance, Munitions and Explosives / Unmanned Aircraft System (VLOS/BVLOS) / Electronic/Optical Hazards.<br><br>Service: SUAAIS: Southend APP on 130.780 MHz when open; at other times London Information on 124.600 MHz.<br><br>Contact: Pre-flight information: Range Control, Tel: 01702-383211 or 01702-383212.<br><br>SI 1936/714.<br><br>SUA Authority: DAATM (DE&S).<br><br>Hours: Activated by NOTAM. |
| EGD138B SHOEBURYNESS<br>514200N 0011124E - 514200N 0011912E - 514000N 0011613E - 514000N 0010400E - 514200N 0011124E | Upper limit: 5000 FT ALT<br>Lower limit: SFC | AMC - Manageable.<br><br>Activity: Ordnance, Munitions and Explosives / Unmanned Aircraft System (VLOS/BVLOS) / Electronic/Optical Hazards.<br><br>Service: SUAAIS: Southend APP on 130.780 MHz when open; at other times London Information on 124.600 MHz.<br><br>Contact: Pre-flight information: Range Control, Tel: 01702-383211 or 01702-383212.<br><br>SUA Authority: DAATM (DE&S).<br><br>Hours: Activated by NOTAM. |

# ENR 5.1 PROHIBITED, RESTRICTED AND DANGER AREAS (continued)

| Identification and Name<br>Lateral Limits | Upper Limit<br>Lower Limit | Remarks<br>(time of activity, type of restriction, nature of hazard, risk of interception) |
|---|---|---|
| 1 | 2 | 3 |
| EGD138C SHOEBURYNESS<br>513700N 0005455E - 513755N 0005740E - 513638N 0005850E - 513544N 0005620E - 513700N 0005455E | Upper limit: 6000 FT ALT<br>Lower limit: SFC | AMC - Manageable.<br><br>Activity: Ordnance, Munitions and Explosives / Unmanned Aircraft System (VLOS/BVLOS) / Electronic/Optical Hazards.<br><br>Service: SUAAIS: Southend APP on 130.780 MHz when open; at other times London Information on 124.600 MHz.<br><br>Contact: Pre-flight information: Range Control, Tel: 01702-383211 or 01702-383212.<br><br>May be activated at the same time as EGD138A and/or EGD138D as a separate activity.<br><br>SI 1936/714.<br><br>SUA Authority: DAATM (DE&S).<br><br>Hours: Activated by NOTAM. |
| EGD138D SHOEBURYNESS<br>513714N 0005536E - 513714N 0011203E - 513000N 0005300E - 513009N 0005115E - 513217N 0004804E - 513400N 0005000E - 513500N 0005018E - 513541N 0005016E - then along the north coast of Foulness Island to 513700N 0005455E - 513714N 0005536E | Upper limit: 60000 FT ALT<br>Lower limit: SFC | AMC - Manageable.<br><br>Vertical Limit 13,000 FT ALT.<br><br>Vertical Limit OCNL notified to altitudes up to 60,000 FT ALT.<br><br>Activity: Ordnance, Munitions and Explosives / Unmanned Aircraft System (VLOS/BVLOS) / Electronic/Optical Hazards.<br><br>Service: SUAAIS: Southend APP on 130.780 MHz when open; at other times London Information on 124.600 MHz.<br><br>Contact: Pre-flight information: Range Control, Tel: 01702-383211 or 01702-383212.<br><br>SI 1936/714.<br><br>SUA Authority: DAATM (DE&S).<br><br>This coastline definition is a generalisation of the geographic feature; operators must not use this as a definitive boundary and are responsible for applying appropriate measures to ensure they operate within or outside of the airspace structure.<br><br>Hours: Activated by NOTAM. |
| EGD139 FINGRINGHOE<br>515000N 0005458E - 514954N 0005852E - 514833N 0005848E - 514839N 0005452E - 515000N 0005458E | Upper limit: 2000 FT ALT<br>Lower limit: SFC | Vertical Limit 1500 FT ALT.<br><br>Vertical Limit OCNL notified to altitudes up to 2000 FT ALT by NOTAM.<br><br>Activity: Ordnance, Munitions and Explosives / Unmanned Aircraft System (VLOS).<br><br>Service: SUAAIS: London Information on 124.600 MHz.<br><br>Contact: Pre-flight information / Booking: Range TSO, Tel: 01206-736149.<br><br>SI 1974/665.<br><br>SUA Authority: DAATM (DIO).<br><br>Hours: H24 |

## ENR 5.1 PROHIBITED, RESTRICTED AND DANGER AREAS (continued)

| Identification and Name<br>Lateral Limits | Upper Limit<br>Lower Limit | Remarks<br>(time of activity, type of restriction, nature of hazard, risk of interception) |
|---|---|---|
| 1 | 2 | 3 |
| EGD141 HYTHE RANGES<br>510419N 0010426E - 510212N 0010531E - 510120N 0010148E - 510158N 0010111E - 510323N 0010214E - 510419N 0010426E | Upper limit: 3200 FT ALT<br>Lower limit: SFC | Activity: Ordnance, Munitions and Explosives / Unmanned Aircraft System (VLOS).<br><br>Service: SUAAIS: Lydd Approach on 120.705 MHz when open; at other times London Information on 124.600 MHz.<br><br>Contact: Pre-flight information / Booking: Range TSO, Tel: 01303-225879.<br><br>SI 1966/814.<br><br>SUA Authority: DAATM (DIO).<br><br>Hours: H24 |
| EGD147 PONTRILAS<br>A circle, 2 NM radius, centred at 515800N 0025300W | Upper limit: 10000 FT ALT<br>Lower limit: SFC | Activity: Para Dropping / Ordnance, Munitions and Explosives / Unmanned Aircraft System (VLOS/BVLOS) / Electronic/Optical Hazards.<br><br>Service: SUAAIS: London Information 124.750 MHz.<br><br>Contact: Pre-flight information: Air Ops, 01432-357311 Ext 2369. Booking: Range Control, Tel: 01432-357311 Ext 3239.<br><br>SUA Authority: DAATM (Strategic Command).<br><br>Hours: H24 |
| EGD148 KEEVIL<br>511744N 0021016W - 511937N 0020745W - 512055N 0020410W - 511946N 0020305W - 511705N 0020312W - 511602N 0020657W - 511701N 0020929W - 511744N 0021016W | Upper limit: 3200 FT ALT<br>Lower limit: SFC | Activity: Unmanned Aircraft System (VLOS/BVLOS).<br><br>Service: SUACS: Boscombe Down ATC on 126.705. SUAAIS: London Information on 124.750 MHz.<br><br>Contact: Pre-flight information / Booking: Salisbury Operations, Tel: 01980-674710.<br><br>SUA Authority: DAATM (JHC HQ).<br><br>Hours: Activated by NOTAM. |
| EGD201A ABERPORTH<br>523427N 0052148W - 520903N 0050057W - 521000N 0050822W - 521307N 0051616W - 522013N 0052151W - 523427N 0052148W | Upper limit: UNL<br>Lower limit: SFC | AMC - Manageable.<br><br>Activity: Ordnance, Munitions and Explosives / Unmanned Aircraft System (VLOS/BVLOS) / Target Towing / Balloons / High Energy Manoeuvres / Electronic/Optical Hazards.<br><br>Service: SUACS: Aberporth Radar on 120.835 MHz / 244.575 MHz, or West Wales Radar on 127.090 MHz. SUAAIS: West Wales Information on 122.155 MHz.<br><br>Contact: Pre-flight information: Range Control, Tel: 01239-813219.<br><br>Only available above FL 145 for QinetiQ managed activity.<br><br>SUA Authority: DAATM (DE&S).<br><br>Hours: Activated by NOTAM. |
| EGD201AZ ABERPORTH FBZ<br>523447N 0052327W - 523520N 0052244W - 523530N 0052138W - 523512N 0052036W - 520914N 0045917W - 520840N 0045923W - 520813N 0045957W - 520801N 0050050W - 520904N 0050859W - 521225N 0051732W - 521959N 0052329W - 523447N 0052327W | Upper limit: As Per AUP / UUP<br>Lower limit: SFC | For IFR flight planning purposes only. |

# ENR 5.1 PROHIBITED, RESTRICTED AND DANGER AREAS (continued)

| Identification and Name<br>Lateral Limits | Upper Limit<br>Lower Limit | Remarks<br>(time of activity, type of restriction, nature of hazard, risk of interception) |
|---|---|---|
| 1 | 2 | 3 |
| EGD201B ABERPORTH<br>530300N 0053000W - 531500N 0053000W - 532315N 0051017W - 532255N 0050000W - 531200N 0050000W - 530715N 0045319W - 530300N 0045319W following the line of latitude to - 530300N 0053000W | Upper limit: UNL<br>Lower limit: SFC | AMC - Manageable.<br><br>Activity: Ordnance, Munitions and Explosives / Unmanned Aircraft System (VLOS/BVLOS) / Target Towing / Balloons / High Energy Manoeuvres / Electronic/Optical Hazards.<br><br>Service: SUACS: Aberporth Radar on 120.835 MHz / 244.575 MHz, or West Wales Radar on 127.090 MHz. SUAAIS: West Wales Information on 122.155 MHz.<br><br>Contact: Pre-flight information: Range Control, Tel: 01239-813219.<br><br>Only available above FL 145 for QinetiQ managed activity.<br><br>SUA Authority: DAATM (DE&S).<br><br>Hours: Activated by NOTAM. |
| EGD201BZ ABERPORTH FBZ<br>532416N 0051046W - 532353N 0045915W - 532319N 0045820W - 531222N 0045820W - 530737N 0045139W - 530235N 0045140W - 530200N 0045238W following the line of latitude to - 530200N 0053000W - 531613N 0053000W - 532416N 0051046W | Upper limit: As Per AUP / UUP<br>Lower limit: SFC | For IFR flight planning purposes only. |
| EGD201C ABERPORTH<br>525019N 0045319W - 524500N 0044018W - 524500N 0045319W - 525019N 0045319W | Upper limit: UNL<br>Lower limit: FL145 | AMC - Manageable.<br><br>Activity: Ordnance, Munitions and Explosives / Unmanned Aircraft System (VLOS/BVLOS) / Target Towing / Balloons / High Energy Manoeuvres / Electronic/Optical Hazards.<br><br>Service: SUACS: Aberporth Radar on 120.835 MHz / 244.575 MHz, or West Wales Radar on 127.090 MHz. SUAAIS: West Wales Information on 122.155 MHz.<br><br>Contact: Pre-flight information: Range Control, Tel: 01239-813219.<br><br>SI 1976/64.<br><br>SUA Authority: DAATM (DE&S).<br><br>Hours: Activated by NOTAM. |
| EGD201CZ1 ABERPORTH FBZ<br>525120N 0045341W - 525118N 0045247W - 524539N 0043856W - 524501N 0043834W - 524424N 0043853W - 524400N 0043945W following the line of latitude to - 524400N 0045400W - 524435N 0045458W - 525036N 0045458W - 525105N 0045430W - 525120N 0045341W | Upper limit: As Per AUP / UUP<br>Lower limit: As Per AUP / UUP | For IFR flight planning purposes only. |
| EGD201CZ5 ABERPORTH FBZ<br>525523N 0045511W - 525514N 0045036W - 524813N 0043326W - 524506N 0043138W - 524157N 0043314W - 524000N 0043736W following the line of latitude to - 524000N 0045643W - 524255N 0050132W - 525142N 0050134W - 525405N 0045913W - 525523N 0045511W | Upper limit: As Per AUP / UUP<br>Lower limit: As Per AUP / UUP | For IFR flight planning purposes only. |

## ENR 5.1 PROHIBITED, RESTRICTED AND DANGER AREAS (continued)

| Identification and Name<br>Lateral Limits | Upper Limit<br>Lower Limit | Remarks<br>(time of activity, type of restriction, nature of hazard, risk of interception) |
|---|---|---|
| **1** | **2** | **3** |
| EGD201D ABERPORTH<br>531035N 0053000W - 530300N 0051612W following the line of latitude to - 530300N 0053000W - 531035N 0053000W | Upper limit: UNL<br>Lower limit: FL55 | AMC - Manageable.<br><br>Activity: Ordnance, Munitions and Explosives / Unmanned Aircraft System (VLOS/BVLOS) / Target Towing / Balloons / High Energy Manoeuvres / Electronic/Optical Hazards.<br><br>Service: SUACS: Aberporth Radar on 120.835 MHz / 244.575 MHz, or West Wales Radar on 127.090 MHz. SUAAIS: West Wales Information on 122.155 MHz.<br><br>Contact: Pre-flight information: Range Control, Tel: 01239-813219.<br><br>SI 1976/64.<br><br>SUA Authority: DAATM (DE&S).<br><br>Hours: Activated by NOTAM. |
| EGD201DZ1 ABERPORTH FBZ<br>531136N 0053000W - 531132N 0052915W - 530332N 0051442W - 530256N 0051428W - 530221N 0051450W - 530200N 0051541W following the line of latitude to - 530200N 0053000W - 531136N 0053000W | Upper limit: As Per AUP / UUP<br>Lower limit: As Per AUP / UUP | For IFR flight planning purposes only. |
| EGD201DZ5 ABERPORTH FBZ<br>531539N 0053000W - 531517N 0052613W - 530538N 0050842W - 530237N 0050733W - 525945N 0050925W - 525800N 0051338W following the line of latitude to - 525800N 0053000W - 531539N 0053000W | Upper limit: As Per AUP / UUP<br>Lower limit: As Per AUP / UUP | For IFR flight planning purposes only. |
| EGD201F ABERPORTH<br>521236N 0052244W - 521000N 0050822W - 520903N 0050057W - 520840N 0043847W - 520612N 0044900W - 520816N 0051829W - 521236N 0052244W | Upper limit: UNL<br>Lower limit: SFC | AMC - Manageable.<br><br>Activity: Ordnance, Munitions and Explosives / Unmanned Aircraft System (VLOS/BVLOS) / Target Towing / Balloons / High Energy Manoeuvres / Electronic/Optical Hazards.<br><br>Service: SUACS: Aberporth Radar on 120.835 MHz / 244.575 MHz, or West Wales Radar on 127.090 MHz. SUAAIS: West Wales Information on 122.155 MHz.<br><br>Contact: Pre-flight information: Range Control, Tel: 01239-813219.<br><br>Only available above FL 145 for QinetiQ managed activity.<br><br>SUA Authority: DAATM (DE&S).<br><br>Hours: Activated by NOTAM. |
| EGD201FZ ABERPORTH FBZ<br>521339N 0052245W - 521058N 0050758W - 521003N 0050046W - 520939N 0043809W - 520911N 0043717W - 520829N 0043705W - 520752N 0043739W - 520511N 0044847W - 520718N 0051902W - 520733N 0051941W - 521221N 0052423W - 521258N 0052419W - 521327N 0052342W - 521339N 0052245W | Upper limit: As Per AUP / UUP<br>Lower limit: SFC | For IFR flight planning purposes only. |

# ENR 5.1 PROHIBITED, RESTRICTED AND DANGER AREAS (continued)

| Identification and Name<br>Lateral Limits | Upper Limit<br>Lower Limit | Remarks<br>(time of activity, type of restriction, nature of hazard, risk of interception) |
|---|---|---|
| 1 | 2 | 3 |
| EGD201G ABERPORTH<br>524417N 0053000W - 523427N 0052148W - 522013N 0052151W - 521307N 0051616W - 521000N 0050822W - 521236N 0052244W - 522000N 0053000W - 524417N 0053000W | Upper limit: UNL<br>Lower limit: SFC | AMC - Manageable.<br><br>Activity: Ordnance, Munitions and Explosives / Unmanned Aircraft System (VLOS/BVLOS) / Target Towing / Balloons / High Energy Manoeuvres / Electronic/Optical Hazards.<br><br>Service: SUACS: Aberporth Radar on 120.835 MHz / 244.575 MHz, or West Wales Radar on 127.090 MHz. SUAAIS: West Wales Information on 122.155 MHz.<br><br>Contact: Pre-flight information: Range Control, Tel: 01239-813219.<br><br>Only available above FL 145 for QinetiQ managed activity.<br><br>SUA Authority: DAATM (DE&S).<br><br>Hours: Activated by NOTAM. |
| EGD201GZ ABERPORTH FBZ<br>524523N 0053000W - 524503N 0052847W - 523441N 0052010W - 522026N 0052013W - 521348N 0051500W - 521039N 0050658W - 520956N 0050638W - 520915N 0050708W - 520856N 0050814W - 521145N 0052347W - 521921N 0053116W - 522000N 0053000W - 524523N 0053000W | Upper limit: As Per AUP / UUP<br>Lower limit: SFC | For IFR flight planning purposes only. |
| EGD201H ABERPORTH<br>523000N 0051806W following the line of latitude to - 523000N 0041200W - 521600N 0041200W - 521000N 0042942W - 520848N 0042904W - 520702N 0043810W - 520840N 0043847W - 520903N 0050057W - 523000N 0051806W | Upper limit: UNL<br>Lower limit: SFC | AMC - Manageable.<br><br>Activity: Ordnance, Munitions and Explosives / Unmanned Aircraft System (VLOS/BVLOS) / Target Towing / Balloons / High Energy Manoeuvres / Electronic/Optical Hazards.<br><br>Service: SUACS: Aberporth Radar on 120.835 MHz / 244.575 MHz, or West Wales Radar on 127.090 MHz. SUAAIS: West Wales Information on 122.155 MHz.<br><br>Contact: Pre-flight information: Range Control, Tel: 01239-813219.<br><br>SI 1976/64.<br><br>SUA Authority: DAATM (DE&S).<br><br>Hours: Activated by NOTAM. |
| EGD201HZ1 ABERPORTH FBZ<br>523100N 0051832W following the line of latitude to - 523100N 0041119W - 523025N 0041022W - 521544N 0041022W - 521515N 0041050W - 520932N 0042745W - 520843N 0042719W - 520759N 0042756W - 520601N 0043800W - 520603N 0043840W - 520616N 0043916W - 520636N 0043940W - 520741N 0044005W - 520804N 0050127W - 520821N 0050212W - 522947N 0051945W - 523018N 0051943W - 523045N 0051916W - 523100N 0051832W | Upper limit: As Per AUP / UUP<br>Lower limit: SFC | For IFR flight planning purposes only. |
| EGD201HZ5 ABERPORTH FBZ<br>523500N 0052014W following the line of latitude to - 523500N 0040837W - 523204N 0040349W - 521438N 0040352W - 521217N 0040608W - 520708N 0042120W - 520440N 0042324W - 520157N 0043719W - 520210N 0044041W - 520312N 0044338W - 520346N 0044420W - 520406N 0050324W - 520535N 0050712W - 522855N 0052622W - 523131N 0052611W - 523344N 0052357W - 523500N 0052014W | Upper limit: As Per AUP / UUP<br>Lower limit: SFC | For IFR flight planning purposes only. |

# ENR 5.1 PROHIBITED, RESTRICTED AND DANGER AREAS (continued)

| Identification and Name<br>Lateral Limits | Upper Limit<br>Lower Limit | Remarks<br>(time of activity, type of restriction, nature of hazard, risk of interception) |
|---|---|---|
| 1 | 2 | 3 |
| EGD201J ABERPORTH<br>530300N 0053000W following the line of latitude to - 530300N 0045319W - 524500N 0045319W following the line of latitude to - 524500N 0044018W - 523316N 0041200W - 523000N 0041200W following the line of latitude to - 523000N 0051806W - 524417N 0053000W - 530300N 0053000W | Upper limit: UNL<br>Lower limit: SFC | AMC - Manageable.<br><br>Activity: Ordnance, Munitions and Explosives / Unmanned Aircraft System (VLOS/BVLOS) / Target Towing / Balloons / High Energy Manoeuvres / Electronic/Optical Hazards.<br><br>Service: SUACS: Aberporth Radar on 120.835 MHz / 244.575 MHz, or West Wales Radar on 127.090 MHz. SUAAIS: West Wales Information on 122.155 MHz.<br><br>Contact: Pre-flight information: Range Control, Tel: 01239-813219.<br><br>SI 1976/64.<br><br>SUA Authority: DAATM (DE&S).<br><br>Hours: Activated by NOTAM. |
| EGD201JZ1 ABERPORTH FBZ<br>530400N 0053000W following the line of latitude to - 530400N 0045238W - 530325N 0045140W - 524600N 0045140W following the line of latitude to - 524600N 0043948W - 523357N 0041044W - 523331N 0041022W - 522935N 0041022W - 522900N 0041120W following the line of latitude to - 522900N 0051833W - 522918N 0051921W - 524205N 0053000W - 530400N 0053000W | Upper limit: As Per AUP / UUP<br>Lower limit: SFC | For IFR flight planning purposes only. |
| EGD201JZ5 ABERPORTH FBZ<br>530800N 0053000W following the line of latitude to - 530800N 0044956W - 530506N 0044501W - 525000N 0044504W following the line of latitude to - 525000N 0043746W - 523641N 0040541W - 523430N 0040348W - 522756N 0040350W - 522500N 0040837W following the line of latitude to - 522500N 0052031W - 522632N 0052424W - 523316N 0053000W - 530800N 0053000W | Upper limit: As Per AUP / UUP<br>Lower limit: SFC | For IFR flight planning purposes only. |
| EGD201K ABERPORTH<br>522000N 0053000W - 520816N 0051829W - 521038N 0053000W - 522000N 0053000W | Upper limit: FL145<br>Lower limit: SFC | AMC - Manageable.<br><br>Activity: Ordnance, Munitions and Explosives / Unmanned Aircraft System (VLOS/BVLOS) / Target Towing / Balloons / High Energy Manoeuvres / Electronic/Optical Hazards.<br><br>Service: SUACS: Aberporth Radar on 120.835 MHz / 244.575 MHz, or West Wales Radar on 127.090 MHz. SUAAIS: West Wales Information on 122.155 MHz.<br><br>Contact: Pre-flight information: Range Control, Tel: 01239-813219.<br><br>SUA Authority: DAATM (DE&S).<br><br>Hours: Activated by NOTAM. |
| EGD201KZ ABERPORTH FBZ<br>522104N 0053000W - 522048N 0052853W - 521307N 0052120W - 520831N 0051650W - 520753N 0051654W - 520724N 0051732W - 520713N 0051831W - 520947N 0053101W - 521019N 0053137W - 521910N 0053138W - 522000N 0053000W - 522104N 0053000W | Upper limit: As Per AUP / UUP<br>Lower limit: SFC | For IFR flight planning purposes only |

# ENR 5.1 PROHIBITED, RESTRICTED AND DANGER AREAS (continued)

| Identification and Name<br>Lateral Limits | Upper Limit<br>Lower Limit | Remarks<br>(time of activity, type of restriction, nature of hazard, risk of interception) |
|---|---|---|
| 1 | 2 | 3 |
| EGD202A WEST WALES<br>521250N 0042121W - 521600N 0041200W - 521545N 0040958W - 520135N 0041430W - 520019N 0042519W - 521250N 0042121W | Upper limit: FL100<br>Lower limit: FL60 | AMC - Manageable.<br><br>Activity: Unmanned Aircraft System (VLOS/BVLOS).<br><br>Service: SUACS: Aberporth Radar on 120.835 MHz / 244.575 MHz, or West Wales Radar on 127.090 MHz. SUAAIS: West Wales Information on 122.155 MHz.<br><br>Contact: Pre-flight information: Range Control, Tel: 01239-813219.<br><br>Pilots will be required to comply with ATC instructions whilst crossing EGD202A and will be provided with an appropriate Flight Information Service. Pilots who may be unable to comply with ATC instructions should not request a crossing clearance.<br><br>SUA Authority: DAATM (DE&S).<br><br>Hours: Activated by NOTAM. |
| EGD202AZ WEST WALES FBZ<br>521703N 0041216W - 521639N 0040859W - 521558N 0040814W - 520105N 0041300W - 520040N 0041343W - 515917N 0042525W - 515926N 0042611W - 515947N 0042645W - 520016N 0042659W - 521315N 0042253W - 521336N 0042227W - 521703N 0041216W | Upper limit: As Per AUP / UUP<br>Lower limit: As Per AUP / UUP | For IFR flight planning purposes only. |
| EGD202B WEST WALES<br>521250N 0042121W - 521600N 0041200W - 521433N 0040004W - 520320N 0040343W - 520545N 0042336W - 521250N 0042121W | Upper limit: FL225<br>Lower limit: FL100 | AMC - Manageable.<br><br>Activity: Unmanned Aircraft System (VLOS/BVLOS).<br><br>Service: SUACS: Aberporth Radar on 120.835 MHz / 244.575 MHz, or West Wales Radar on 127.090 MHz. SUAAIS: West Wales Information on 122.155 MHz.<br><br>Contact: Pre-flight information: Range Control, Tel: 01239-813219.<br><br>Pilots will be required to comply with ATC instructions whilst crossing EGD202B and will be provided with an appropriate Flight Information Service. Pilots who may be unable to comply with ATC instructions should not request a crossing clearance.<br><br>SUA Authority: DAATM (DE&S).<br><br>Hours: Activated by NOTAM. |
| EGD202BZ WEST WALES FBZ<br>521703N 0041216W - 521527N 0035905W - 521446N 0035820W - 520244N 0040216W - 520216N 0040323W - 520451N 0042434W - 520532N 0042519W - 521315N 0042253W - 521336N 0042227W - 521703N 0041216W | Upper limit: As Per AUP / UUP<br>Lower limit: As Per AUP / UUP | For IFR flight planning purposes only. |

## ENR 5.1 PROHIBITED, RESTRICTED AND DANGER AREAS (continued)

| Identification and Name<br>Lateral Limits | Upper Limit<br>Lower Limit | Remarks<br>(time of activity, type of restriction, nature of hazard, risk of interception) |
|---|---|---|
| **1** | **2** | **3** |
| EGD202C WEST WALES<br>521433N 0040004W - 521047N 0033002W - 520721N 0033015W - 520501N 0033532W - 520211N 0034019W - 520030N 0034053W - 520320N 0040343W - 521433N 0040004W | Upper limit: FL225<br>Lower limit: FL100 | AMC - Manageable.<br><br>Activity: Unmanned Aircraft System (VLOS/BVLOS).<br><br>Service: SUACS: Aberporth Radar on 120.835 MHz / 244.575 MHz, or West Wales Radar on 127.090 MHz. SUAAIS: West Wales Information on 122.155 MHz.<br><br>Contact: Pre-flight information: Range Control, Tel: 01239-813219.<br><br>Pilots will be required to comply with ATC instructions whilst crossing EGD202C and will be provided with an appropriate Flight Information Service. Pilots who may be unable to comply with ATC instructions should not request a crossing clearance.<br><br>SUA Authority: DAATM (DE&S).<br><br>Hours: Activated by NOTAM. |
| EGD202CZ WEST WALES FBZ<br>521537N 0040024W - 521141N 0032907W - 521107N 0032823W - 520705N 0032839W - 520640N 0032900W - 520415N 0033430W - 520141N 0033850W - 515954N 0033926W - 515926N 0034033W - 520226N 0040441W - 520307N 0040526W - 521509N 0040132W - 521537N 0040024W | Upper limit: As Per AUP / UUP<br>Lower limit: As Per AUP / UUP | For IFR flight planning purposes only. |
| EGD202D WEST WALES<br>520840N 0043847W - 520702N 0043810W - 520848N 0042904W - 521000N 0042942W - 521250N 0042121W - 520019N 0042519W - 515840N 0043902W - 520555N 0044130W thence clockwise by the arc of a circle radius 5 NM centred on 520653N 0043334W to 520801N 0044128W - 520840N 0043847W | Upper limit: FL125<br>Lower limit: SFC | AMC - Manageable.<br><br>Activity: Unmanned Aircraft System (VLOS/BVLOS).<br><br>Service: SUACS: Aberporth Radar on 120.835 MHz / 244.575 MHz, or West Wales Radar on 127.090 MHz. SUAAIS: West Wales Information on 122.155 MHz.<br><br>Contact: Pre-flight information: Range Control, Tel: 01239-813219.<br><br>Pilots will be required to comply with ATC instructions whilst crossing EGD202D and will be provided with an appropriate Flight Information Service. Pilots who may be unable to comply with ATC instructions should not request a crossing clearance.<br><br>SUA Authority: DAATM (DE&S).<br><br>Hours: Activated by NOTAM. |
| EGD202DZ WEST WALES FBZ<br>520927N 0043743W - 520906N 0043717W - 520818N 0043659W - 520927N 0043107W - 521002N 0043125W - 521042N 0043100W - 521351N 0042143W - 521349N 0042046W - 521328N 0042001W - 521256N 0041940W - 515950N 0042349W - 515924N 0042431W - 515736N 0043922W - 515804N 0044029W - 520543N 0044307W thence clockwise by the arc of a circle radius 6 NM centred on 520653N 0043334W to 520830N 0044256W - 520852N 0044225W - 520940N 0043903W - 520939N 0043820W - 520927N 0043743W | Upper limit: As Per AUP / UUP<br>Lower limit: SFC | For IFR flight planning purposes only. |

# ENR 5.1 PROHIBITED, RESTRICTED AND DANGER AREAS (continued)

| Identification and Name<br>Lateral Limits | Upper Limit<br>Lower Limit | Remarks<br>(time of activity, type of restriction, nature of hazard, risk of interception) |
|---|---|---|
| 1 | 2 | 3 |
| EGD203 SENNYBRIDGE<br>520743N 0032924W - 520613N 0032645W - 520451N 0032532W - 520252N 0032804W - 520156N 0032943W - 520150N 0033139W - 515858N 0033729W - 515815N 0033935W - 515947N 0034105W - 520211N 0034019W - 520501N 0033532W - 520743N 0032924W | Upper limit: 23000 FT ALT<br>Lower limit: SFC | AMC - Manageable.<br><br>Vertical Limit 23,000 FT ALT Mon-Fri 0800-1800 (0700-1700).<br><br>Vertical Limit 18,000 FT ALT Mon-Fri 1800-0800 (1700-0700), Fri 1800 (1700) - Mon 0800 (0700). Vertical Limit OCNL notified to altitudes up to 23,000 FT ALT by NOTAM.<br><br>Activity: Ordnance, Munitions and Explosives / Para Dropping / Unmanned Aircraft System (VLOS/BVLOS).<br><br>Service: SUAAIS: London Information on 124.750 MHz.<br><br>Contact: Pre-flight information / Booking: Range Control, Tel: 01874-635599.<br><br>SI 1974/1773.<br><br>SUA Authority: DAATM (DIO).<br><br>Hours: H24 |
| EGD203Z SENNYBRIDGE FBZ<br>520844N 0032952W - 520841N 0032844W - 520650N 0032527W - 520504N 0032353W - 520428N 0032358W - 520211N 0032653W - 520058N 0032902W - 520052N 0033102W - 515808N 0033635W - 515711N 0033922W - 515723N 0034038W - 515936N 0034247W - 520241N 0034148W - 520547N 0033634W - 520844N 0032952W | Upper limit: As Per AUP / UUP<br>Lower limit: SFC | For IFR flight planning purposes only. |
| EGD207 HOLBEACH<br>524830N 0001200E - 525400N 0000633E thence clockwise by the arc of a circle radius 6.5 NM centred on 525000N 0001500E to 525300N 0002430E - 524830N 0002000E - 524830N 0001200E | Upper limit: 23000 FT ALT<br>Lower limit: SFC | Activity: Ordnance, Munitions and Explosives / High Energy Manoeuvres / Unmanned Aircraft System (VLOS/BVLOS) / Electronic/Optical Hazards.<br><br>Service: SUACS: Holbeach Range on 122.755 when open. SUAAIS: Holbeach Range on 122.755 when open; at other times London Information on 124.600 MHz.<br><br>Contact: Pre-flight information: Range Ops, Tel: 01406-550083. Booking: Range ATC, Tel: 01406-550364 Ext 7119.<br><br>Airborne bookings and free-calling aircraft accepted subject to availability. Associated aircraft operations outside area boundary. 122.755 is a common channel also used by Donna Nook and Pembrey AWRs. Ensure crossing clearance request is specific to Holbeach AWR. SI 1939/1608. UAS BVLOS will not be conducted above 18,000 FT ALT (12,000 FT ALT in the event of the activation of Contingency ATS Route T999).<br><br>SUA Authority: DAATM (DIO).<br><br>Hours: Mon-Thu 0900-1700 (0800-1600), Fri 0900-1200 (0800-1100). September - April inclusive Tue, Thu 1700-2200 (1600-2100); and as activated by NOTAM. |

## ENR 5.1 PROHIBITED, RESTRICTED AND DANGER AREAS (continued)

| Identification and Name<br>Lateral Limits | Upper Limit<br>Lower Limit | Remarks<br>(time of activity, type of restriction, nature of hazard, risk of interception) |
|---|---|---|
| 1 | 2 | 3 |
| EGD208 STANFORD<br>523315N 0004050E - 523320N 0004500E - 523255N 0004800E - 523045N 0005000E - 522650N 0005050E - 522620N 0004830E - 522800N 0004500E - 522900N 0003900E - 523100N 0004000E - 523315N 0004050E | Upper limit: 7500 FT ALT<br>Lower limit: SFC | Vertical Limit 2500 FT ALT.<br><br>Vertical Limit OCNL notified to altitudes up to 7500 FT ALT by NOTAM.<br><br>Activity: Ordnance, Munitions and Explosives / Para Dropping / Unmanned Aircraft System (VLOS/BVLOS).<br><br>Service: SUAAIS: Lakenheath Zone on 128.900 MHz.<br><br>Contact: Pre-flight information / Booking: Range Control, Tel: 01842-855367.<br><br>SI 1970/909 & SI 1975/24 (Amendment).<br><br>SUA Authority: DAATM (DIO).<br><br>Hours: H24 |
| EGD211 SWYNNERTON<br>A circle, 0.5 NM radius, centred at 525352N 0021312W | Upper limit: 2400 FT ALT<br>Lower limit: SFC | Activity: Ordnance, Munitions and Explosives / Unmanned Aircraft System (VLOS).<br><br>Service: SUAAIS: London Information on 124.750 MHz.<br><br>Contact: Pre-flight information / Booking: Range TSO, Tel: 01785-763134.<br><br>SUA Authority: DAATM (DIO).<br><br>Hours: Activated by NOTAM. |
| EGD213 KINETON<br>A circle, 700 M radius, centred at 520902N 0012656W | Upper limit: 2400 FT ALT<br>Lower limit: SFC | Activity: Ordnance, Munitions and Explosives.<br><br>Service: SUAAIS: Coventry Information on 123.830 MHz when open; at other times London Information on 124.600 MHz.<br><br>Contact: Pre-flight information / Booking: Range TSO, Tel: 01869-257489.<br><br>SUA Authority: DAATM (HQ Land).<br><br>Hours: Activated by NOTAM. |
| EGD215 NORTH LUFFENHAM<br>A circle, 610 M radius, centred at 523754N 0003557W | Upper limit: 2400 FT ALT<br>Lower limit: SFC | Activity: Ordnance, Munitions and Explosives.<br><br>Service: SUAAIS: London Information on 124.600 MHz.<br><br>Contact: Pre-flight information: Guard Room, Tel: 01780-727644.<br><br>SUA Authority: DAATM (HQ Land).<br><br>Hours: Activated by NOTAM. |
| EGD216 CREDENHILL<br>A circle, 2 NM radius, centred at 520453N 0024806W | Upper limit: 10000 FT ALT<br>Lower limit: SFC | Vertical Limit 2300 FT ALT.<br><br>Vertical Limit OCNL notified to altitudes up to 10,000 FT ALT by NOTAM.<br><br>Activity: Para Dropping / Ordnance, Munitions and Explosives / Unmanned Aircraft System (VLOS/BVLOS) / Electronic/Optical Hazards.<br><br>Service: SUAAIS: London Information on 124.750 MHz.<br><br>Contact: Pre-flight information: Air Ops, 01432-357311 Ext 2369. Booking: Range Control, Tel: 01432-357311 Ext 3239.<br><br>SUA Authority: DAATM (Strategic Command).<br><br>Hours: H24 |

# ENR 5.1 PROHIBITED, RESTRICTED AND DANGER AREAS (continued)

| Identification and Name<br>Lateral Limits | Upper Limit<br>Lower Limit | Remarks<br>(time of activity, type of restriction, nature of hazard, risk of interception) |
|---|---|---|
| 1 | 2 | 3 |
| EGD217A LLANBEDR<br>525022N 0040522W - 524617N 0040510W thence clockwise by the arc of a circle radius 2.5 NM centred on 524817N 0040738W to 525022N 0040522W | Upper limit: 2000 FT ALT<br>Lower limit: SFC | Activity: Unmanned Aircraft System (VLOS/BVLOS) / Balloons / Test and Evaluation.<br><br>Service: SUAAIS Llanbedr Information on 118.930 MHz.<br><br>Contact: Llanbedr Information, Tel: 01341-241356.<br><br>SUA Authority: Snowdonia Aerospace.<br><br>Hours: Activated by NOTAM. |
| EGD217B LLANBEDR<br>525306N 0040947W - 525028N 0040939W thence anti-clockwise by the arc of a circle radius 2.5 NM centred on 524817N 0040738W to 524617N 0040510W - 524333N 0040503W thence clockwise by the arc of a circle radius 5 NM centred on 524817N 0040738W to 525306N 0040947W | Upper limit: 2000 FT ALT<br>Lower limit: SFC | Activity: Unmanned Aircraft System (VLOS/BVLOS) / Balloons / Test and Evaluation.<br><br>Service: SUAAIS Llanbedr Information on 118.930 MHz.<br><br>Contact: Llanbedr Information, Tel: 01341-241356.<br><br>SUA Authority: Snowdonia Aerospace.<br><br>Hours: Activated by NOTAM. |
| EGD217C LLANBEDR<br>524942N 0041102W thence anti-clockwise by the arc of a circle radius 2.5 NM centred on 524817N 0040738W to 524617N 0040510W - 524603N 0040510W - 523933N 0041231W - 524222N 0041917W - 524942N 0041102W | Upper limit: 2000 FT ALT<br>Lower limit: SFC | Activity: Unmanned Aircraft System (VLOS/BVLOS) / Balloons / Test and Evaluation.<br><br>Service: SUAAIS Llanbedr Information on 118.930 MHz.<br><br>Contact: Llanbedr Information, Tel: 01341-241356.<br><br>SUA Authority: Snowdonia Aerospace.<br><br>Hours: Activated by NOTAM. |
| EGD217D LLANBEDR<br>524222N 0041917W - 523933N 0041231W - 523526N 0041712W - 523816N 0042359W - 524222N 0041917W | Upper limit: 6000 FT ALT<br>Lower limit: 2000 FT ALT | Activity: Unmanned Aircraft System (VLOS/BVLOS) / Balloons / Test and Evaluation.<br><br>Service: SUAAIS Llanbedr Information on 118.930 MHz.<br><br>Contact: Llanbedr Information, Tel: 01341-241356.<br><br>SUA Authority: Snowdonia Aerospace.<br><br>Hours: Activated by NOTAM. |
| EGD217E LLANBEDR<br>525307N 0040530W thence clockwise by the arc of a circle radius 5 NM centred on 524817N 0040738W to 524333N 0040503W - 525307N 0040530W | Upper limit: 2000 FT ALT<br>Lower limit: SFC | Activity: Unmanned Aircraft System (VLOS/BVLOS) / Balloons / Test and Evaluation.<br><br>Service: SUAAIS Llanbedr Information on 118.930 MHz.<br><br>Contact: Llanbedr Information, Tel: 01341-241356.<br><br>SUA Authority: Snowdonia Aerospace.<br><br>Hours: Activated by NOTAM. |
| EGD217F LLANBEDR<br>525306N 0040947W thence clockwise by the arc of a circle radius 5 NM centred on 524817N 0040738W to 525307N 0040530W - 525022N 0040522W thence anti-clockwise by the arc of a circle radius 2.5 NM centred on 524817N 0040738W to 525028N 0040939W - 525306N 0040947W | Upper limit: 2000 FT ALT<br>Lower limit: SFC | Activity: Unmanned Aircraft System (VLOS/BVLOS) / Balloons / Test and Evaluation.<br><br>Service: SUAAIS Llanbedr Information on 118.930 MHz.<br><br>Contact: Llanbedr Information, Tel: 01341-241356.<br><br>SUA Authority: Snowdonia Aerospace.<br><br>Hours: Activated by NOTAM. |

# ENR 5.1 PROHIBITED, RESTRICTED AND DANGER AREAS (continued)

| **Identification and Name**<br>**Lateral Limits** | **Upper Limit**<br>**Lower Limit** | **Remarks**<br>**(time of activity, type of restriction, nature of hazard, risk of interception)** |
|---|---|---|
| **1** | **2** | **3** |
| EGD217G LLANBEDR<br>525022N 0040522W - 524617N 0040510W thence clockwise by the arc of a circle radius 2.5 NM centred on 524817N 0040738W to 525022N 0040522W | Upper limit: 6000 FT ALT<br>Lower limit: 2000 FT ALT | Activity: Unmanned Aircraft System (VLOS/BVLOS) / Balloons / Test and Evaluation.<br><br>Service: SUAAIS Llanbedr Information on 118.930 MHz.<br><br>Contact: Llanbedr Information, Tel: 01341-241356.<br><br>SUA Authority: Snowdonia Aerospace.<br><br>Hours: Activated by NOTAM. |
| EGD217H LLANBEDR<br>525306N 0040947W - 525028N 0040939W thence anti-clockwise by the arc of a circle radius 2.5 NM centred on 524817N 0040738W to 524617N 0040510W - 524333N 0040503W thence clockwise by the arc of a circle radius 5 NM centred on 524817N 0040738W to 525306N 0040947W | Upper limit: 6000 FT ALT<br>Lower limit: 2000 FT ALT | Activity: Unmanned Aircraft System (VLOS/BVLOS) / Balloons / Test and Evaluation.<br><br>Service: SUAAIS Llanbedr Information on 118.930 MHz.<br><br>Contact: Llanbedr Information, Tel: 01341-241356.<br><br>SUA Authority: Snowdonia Aerospace.<br><br>Hours: Activated by NOTAM. |
| EGD217I LLANBEDR<br>524942N 0041102W thence anti-clockwise by the arc of a circle radius 2.5 NM centred on 524817N 0040738W to 524617N 0040510W - 524603N 0040510W - 523933N 0041231W - 524222N 0041917W - 524942N 0041102W | Upper limit: 6000 FT ALT<br>Lower limit: 2000 FT ALT | Activity: Unmanned Aircraft System (VLOS/BVLOS) / Balloons / Test and Evaluation.<br><br>Service: SUAAIS Llanbedr Information on 118.930 MHz.<br><br>Contact: Llanbedr Information, Tel: 01341-241356.<br><br>SUA Authority: Snowdonia Aerospace.<br><br>Hours: Activated by NOTAM. |
| EGD217J LLANBEDR<br>525307N 0040530W thence clockwise by the arc of a circle radius 5 NM centred on 524817N 0040738W to 524333N 0040503W - 525307N 0040530W | Upper limit: 6000 FT ALT<br>Lower limit: 2000 FT ALT | Activity: Unmanned Aircraft System (VLOS/BVLOS) / Balloons / Test and Evaluation.<br><br>Service: SUAAIS Llanbedr Information on 118.930 MHz.<br><br>Contact: Llanbedr Information, Tel: 01341-241356.<br><br>SUA Authority: Snowdonia Aerospace.<br><br>Hours: Activated by NOTAM. |
| EGD217K LLANBEDR<br>525306N 0040947W thence clockwise by the arc of a circle radius 5 NM centred on 524817N 0040738W to 525307N 0040530W - 525022N 0040522W thence anti-clockwise by the arc of a circle radius 2.5 NM centred on 524817N 0040738W to 525028N 0040939W - 525306N 0040947W | Upper limit: 6000 FT ALT<br>Lower limit: 2000 FT ALT | Activity: Unmanned Aircraft System (VLOS/BVLOS) / Balloons / Test and Evaluation.<br><br>Service: SUAAIS Llanbedr Information on 118.930 MHz.<br><br>Contact: Llanbedr Information, Tel: 01341-241356.<br><br>SUA Authority: Snowdonia Aerospace.<br><br>Hours: Activated by NOTAM. |

# ENR 5.1 PROHIBITED, RESTRICTED AND DANGER AREAS (continued)

| Identification and Name<br>Lateral Limits | Upper Limit<br>Lower Limit | Remarks<br>(time of activity, type of restriction, nature of hazard, risk of interception) |
|---|---|---|
| 1 | 2 | 3 |
| EGD218A FAIRFORD<br>514815N 0013543W - 514016N 0013518W - 513958N 0014917W - 514110N 0015928W - 514744N 0015952W - 514815N 0013543W | Upper limit: FL75<br>Lower limit: SFC | AMC - Manageable.<br><br>Activity: Unmanned Aircraft System Beyond Visual Line Of Sight with an Indicated Airspeed (IAS) of 150 KTS or less (BVLOS less than 150 KTS).<br><br>Service: SUACS: Brize Radar on 124.280. SUAAIS: London Information on 124.750 MHz.<br><br>Contact: Booking: Military Airspace Management Cell – Managed Airspace, Tel: 01489-612495.<br><br>SUA Authority: DAATM (HQ Air).<br><br>Hours: HN<br><br>Activated by NOTAM.<br>Only available HN. |
| EGD218AZ FAIRFORD FBZ<br>514915N 0013506W - 514841N 0013407W - 513953N 0013341W - 513916N 0013435W - 513858N 0014925W - 514015N 0020019W - 514047N 0020103W - 514806N 0020130W - 514843N 0020035W - 514915N 0013506W | Upper limit: As Per AUP / UUP<br>Lower limit: SFC | For IFR flight planning purposes only. |
| EGD218B FAIRFORD<br>520518N 0020404W - 514803N 0014539W - 514749N 0015601W - 514901N 0020407W - 515342N 0022132W - 520518N 0020404W | Upper limit: FL240<br>Lower limit: FL50 | AMC - Manageable.<br><br>Activity: Unmanned Aircraft System Beyond Visual Line Of Sight with an Indicated Airspeed (IAS) of 150 KTS or less (BVLOS less than 150 KTS).<br><br>Service: SUACS: Below FL160 Brize Radar on 124.280. At/above FL160 Swanwick Mil on 128.700 MHz. SUAAIS: London Information on 124.750 MHz.<br><br>Contact: Booking: Military Airspace Management Cell – Managed Airspace, Tel: 01489-612495.<br><br>SUA Authority: DAATM (HQ Air).<br><br>Hours: HN<br><br>Activated by NOTAM. |
| EGD218BZ FAIRFORD FBZ<br>520620N 0020443W - 520615N 0020309W - 514806N 0014347W - 514704N 0014439W - 514649N 0015611W - 514804N 0020438W - 515259N 0022256W - 515359N 0022317W - 520620N 0020443W | Upper limit: As Per AUP / UUP<br>Lower limit: As Per AUP / UUP | For IFR flight planning purposes only. |
| EGD218C FAIRFORD<br>521533N 0021510W - 520518N 0020404W - 515342N 0022132W - 515701N 0023402W - 520117N 0023842W - 521533N 0021510W | Upper limit: FL660<br>Lower limit: FL160 | AMC - Manageable.<br><br>Activity: Unmanned Aircraft System Beyond Visual Line Of Sight with an Indicated Airspeed (IAS) of 150 KTS or less (BVLOS less than 150 KTS).<br><br>Service: SUACS: Swanwick Mil on 128.700 MHz. SUAAIS: London Information on 124.750 MHz.<br><br>Contact: Booking: Military Airspace Management Cell – Managed Airspace, Tel: 01489-612495.<br><br>SUA Authority: DAATM (HQ Air).<br><br>Hours: HN<br><br>Activated by NOTAM. |

## ENR 5.1 PROHIBITED, RESTRICTED AND DANGER AREAS (continued)

| Identification and Name<br>Lateral Limits | Upper Limit<br>Lower Limit | Remarks<br>(time of activity, type of restriction, nature of hazard, risk of interception) |
|---|---|---|
| **1** | **2** | **3** |
| EGD218CZ FAIRFORD FBZ<br>521636N 0021545W - 521630N 0021414W - 520534N 0020225W - 520452N 0020230W - 515247N 0022042W - 515239N 0022142W - 515613N 0023507W - 520102N 0024022W - 520145N 0024015W - 521636N 0021545W | Upper limit: As Per AUP / UUP<br>Lower limit: As Per AUP / UUP | For IFR flight planning purposes only. |
| EGD218D FAIRFORD<br>523258N 0023414W - 521533N 0021510W - 520117N 0023842W - 521342N 0025221W - 522607N 0025118W - 523258N 0023414W | Upper limit: FL660<br>Lower limit: FL200 | AMC - Manageable.<br><br>Activity: Unmanned Aircraft System Beyond Visual Line Of Sight with an Indicated Airspeed (IAS) of 150 KTS or less (BVLOS less than 150 KTS).<br><br>Service: SUACS: Swanwick Mil on 128.700 MHz. SUAAIS: London Information on 124.750 MHz.<br><br>Contact: Booking: Military Airspace Management Cell – Managed Airspace, Tel: 01489-612495.<br><br>SUA Authority: DAATM (HQ Air).<br><br>Hours: HN<br><br>Activated by NOTAM. |
| EGD218DZ FAIRFORD FBZ<br>523402N 0023434W - 523352N 0023315W - 521549N 0021329W - 521506N 0021336W - 520015N 0023806W - 520020N 0023937W - 521325N 0025400W - 522640N 0025253W - 523402N 0023434W | Upper limit: As Per AUP / UUP<br>Lower limit: As Per AUP / UUP | For IFR flight planning purposes only. |
| EGD219A RPAS CORRIDOR<br>523258N 0023414W - 521159N 0010428W - 515150N 0015658W - 515342N 0022132W - 520518N 0020404W - 521533N 0021510W - 523258N 0023414W | Upper limit: FL660<br>Lower limit: FL500 | AMC - Manageable.<br><br>Activity: Unmanned Aircraft System Beyond Visual Line Of Sight.<br><br>Service: SUACS: Swanwick Mil 128.700 MHz and 252.875 MHz.<br><br>Contact: Booking: Military Airspace Management Cell - Managed Airspace, Tel: 01489-612495.<br><br>Danger Area Authority: DAATM (HQ Air).<br><br>Hours: Activated by NOTAM. |
| EGD219AZ RPAS CORRIDOR FBZ<br>523402N 0023434W - 523356N 0023347W - 521248N 0010326W - 521221N 0010253W - 521147N 0010248W - 521117N 0010313W - 515048N 0015636W - 515243N 0022157W - 515259N 0022256W - 515359N 0022317W - 520524N 0020608W - 521500N 0021631W - 523246N 0023558W - 523335N 0023542W - 523402N 0023434W | Upper limit: As Per AUP / UUP<br>Lower limit: As Per AUP / UUP | For IFR flight planning purposes only. |
| EGD219B RPAS CORRIDOR<br>521159N 0010428W - 515209N 0002013E - 511010N 0020000E - 510700N 0020000E - 510000N 0012800E - 504741N 0012800E - 512521N 0000155W - 515150N 0015658W - 521159N 0010428W | Upper limit: FL660<br>Lower limit: FL500 | AMC - Manageable.<br><br>Activity: Unmanned Aircraft System Beyond Visual Line Of Sight.<br><br>Service: SUACS: Swanwick Mil 128.250 MHz and 275.625 MHz.<br><br>Contact: Booking: Military Airspace Management Cell - Managed Airspace, Tel: 01489-612495.<br><br>Danger Area Authority: DAATM (HQ Air).<br><br>Hours: Activated by NOTAM. |

# ENR 5.1 PROHIBITED, RESTRICTED AND DANGER AREAS (continued)

| Identification and Name<br>Lateral Limits | Upper Limit<br>Lower Limit | Remarks<br>(time of activity, type of restriction, nature of hazard, risk of interception) |
|---|---|---|
| 1 | 2 | 3 |
| EGD219BZ RPAS CORRIDOR FBZ<br>521305N 0010438W - 515303N 0002058E - 511123N 0020000E - 510700N 0020000E - 510000N 0012800E - 504629N 0012800E - 512428N 0000238W - 515059N 0015757W - 515126N 0015831W - 515200N 0015837W - 515231N 0015813W - 521305N 0010438W | Upper limit: As Per AUP / UUP<br>Lower limit: As Per AUP / UUP | For IFR flight planning purposes only. |
| EGD219C RPAS CORRIDOR<br>520402N 0024142W - 520117N 0023842W - 515701N 0023402W - 515342N 0022132W - 515150N 0015658W - 504056N 0030505W - 504551N 0031812W - 502653N 0035344W - 495214N 0054210W - 494259N 0054242W - 494501N 0080000W - 501459N 0080000W - 501305N 0054702W - 504346N 0041101W - 505821N 0034349W - 520402N 0024142W | Upper limit: FL660<br>Lower limit: FL500 | AMC - Manageable.<br><br>Activity: Unmanned Aircraft System Beyond Visual Line Of Sight.<br><br>Service: SUACS: Swanwick Mil 135.150 MHz and 278.600 MHz.<br><br>Contact: Booking: Military Airspace Management Cell - Managed Airspace, Tel: 01489-612495.<br><br>Danger Area Authority: DAATM (HQ Air).<br><br>Hours: Activated by NOTAM. |
| EGD219CZ RPAS CORRIDOR FBZ<br>520503N 0024120W - 520449N 0024036W - 520151N 0023721W - 515749N 0023258W - 515440N 0022106W - 515248N 0015622W - 515230N 0015541W - 515202N 0015520W - 515132N 0015523W - 504004N 0030404W - 503952N 0030519W - 504438N 0031803W - 502603N 0035252W - 495136N 0054039W - 494232N 0054112W - 494158N 0054208W - 494401N 0080000W - 501559N 0080000W - 501405N 0054723W - 504436N 0041153W - 505900N 0034502W - 520446N 0024253W - 520502N 0024210W - 520503N 0024120W | Upper limit: As Per AUP / UUP<br>Lower limit: As Per AUP / UUP | For IFR flight planning purposes only. |
| EGD219D RPAS CORRIDOR<br>541133N 0032854E - 540746N 0040240E - 540539N 0040158E - 530557N 0031042E - 524840N 0021314E - 523658N 0001000E - 521159N 0010428W - 522555N 0020321W - 530539N 0000624W - 531758N 0020208E - 530822N 0020426E - 532053N 0024556E - 541133N 0032854E | Upper limit: FL660<br>Lower limit: FL500 | AMC - Manageable.<br><br>Activity: Unmanned Aircraft System Beyond Visual Line Of Sight.<br><br>Service: SUACS: Swanwick Mil 135.075 MHz and 270.050 MHz.<br><br>Contact: Booking: Military Airspace Management Cell - Managed Airspace, Tel: 01489-612495.<br><br>Danger Area Authority: DAATM (HQ Air).<br><br>Hours: Activated by NOTAM. |
| EGD219DZ RPAS CORRIDOR FBZ<br>541236N 0032839E - 540840N 0040341E - 540758N 0040428E - 540519N 0040335E - 530512N 0031156E - 524742N 0021345E - 523601N 0001033E - 521100N 0010359W - 521058N 0010443W - 522505N 0020422W - 522533N 0020456W - 522607N 0020501W - 522638N 0020434W - 530637N 0000657W - 531901N 0020235E - 531831N 0020341E - 530953N 0020545E - 532138N 0024441E - 541218N 0032738E - 541236N 0032839E | Upper limit: As Per AUP / UUP<br>Lower limit: As Per AUP / UUP | For IFR flight planning purposes only. |

# ENR 5.1 PROHIBITED, RESTRICTED AND DANGER AREAS (continued)

| Identification and Name<br>Lateral Limits | Upper Limit<br>Lower Limit | Remarks<br>(time of activity, type of restriction, nature of hazard, risk of interception) |
|---|---|---|
| 1 | 2 | 3 |
| EGD219E RPAS CORRIDOR<br>550713N 0032945E - 542838N 0040016E - 540954N 0040323E - 540746N 0040240E - 541327N 0031125E - 550713N 0032945E | Upper limit: FL660<br>Lower limit: FL500 | AMC - Manageable.<br><br>Activity: Unmanned Aircraft System Beyond Visual Line Of Sight.<br><br>Service: SUACS: Swanwick Mil 135.075 MHz and 270.050 MHz.<br><br>Contact: Booking: Military Airspace Management Cell - Managed Airspace, Tel: 01489-612495.<br><br>Danger Area Authority: DAATM (HQ Air).<br><br>Hours: Activated by NOTAM. |
| EGD219EZ RPAS CORRIDOR FBZ<br>550815N 0033007E - 550755N 0033106E - 542854N 0040157E - 540951N 0040506E - 540710N 0040412E - 540642N 0040302E - 541233N 0031024E - 541306N 0030946E - 541330N 0030941E - 550744N 0032809E - 550810N 0032859E - 550815N 0033007E | Upper limit: As Per AUP / UUP<br>Lower limit: As Per AUP / UUP | For IFR flight planning purposes only. |
| EGD219F RPAS CORRIDOR<br>574624N 0034913E - 572157N 0042700E - 555234N 0025227E - 550713N 0032945E - 541327N 0031125E - 542038N 0031004E - 555336N 0015228E - 574624N 0034913E | Upper limit: FL660<br>Lower limit: FL500 | AMC - Manageable.<br><br>Activity: Unmanned Aircraft System Beyond Visual Line Of Sight.<br><br>Service: SUACS: Swanwick Mil on 135.075 MHz and 270.050 MHz south of 55 degrees north and from Swanwick Mil on 136.375 MHz and 251.250 MHz north of 55 degrees north.<br><br>Contact: Booking: Military Airspace Management Cell - Managed Airspace, Tel: 01489-612495.<br><br>Danger Area Authority: DAATM (HQ Air).<br><br>Hours: Activated by NOTAM. |
| EGD219FZ RPAS CORRIDOR FBZ<br>574713N 0034756E - 572108N 0042815E - 555232N 0025427E - 550720N 0033134E - 541254N 0031258E - 541224N 0031152E - 541233N 0031024E - 541306N 0030946E - 542021N 0030824E - 555323N 0015040E - 555352N 0015042E - 574713N 0034756E | Upper limit: As Per AUP / UUP<br>Lower limit: As Per AUP / UUP | For IFR flight planning purposes only. |
| EGD219G RPAS CORRIDOR<br>564619N 0050000E - 554346N 0050000E - 550313N 0042135E - 540954N 0040323E - 542838N 0040016E - 550713N 0032945E - 551315N 0033144E - 564619N 0050000E | Upper limit: FL660<br>Lower limit: FL500 | AMC - Manageable.<br><br>Activity: Unmanned Aircraft System Beyond Visual Line Of Sight.<br><br>Service: SUACS: Swanwick Mil on 135.075 MHz and 270.050 MHz south of 55 degrees north and from Swanwick Mil on 136.375 MHz and 251.250 MHz north of 55 degrees north.<br><br>Contact: Booking: Military Airspace Management Cell - Managed Airspace, Tel: 01489-612495.<br><br>Danger Area Authority: DAATM (HQ Air).<br><br>Hours: Activated by NOTAM. |
| EGD219GZ RPAS CORRIDOR FBZ<br>564719N 0050000E - 554141N 0050000E - 550253N 0042314E - 540921N 0040455E - 540853N 0040356E - 540856N 0040240E - 540926N 0040145E - 542823N 0035835E - 550705N 0032756E - 551335N 0033004E - 564719N 0045855E - 564719N 0050000E | Upper limit: As Per AUP / UUP<br>Lower limit: As Per AUP / UUP | For IFR flight planning purposes only. |

# ENR 5.1 PROHIBITED, RESTRICTED AND DANGER AREAS (continued)

| Identification and Name<br>Lateral Limits | Upper Limit<br>Lower Limit | Remarks<br>(time of activity, type of restriction, nature of hazard, risk of interception) |
|---|---|---|
| 1 | 2 | 3 |
| EGD219H RPAS CORRIDOR<br>610000N 0073143W - 581543N 0055534W - 561337N 0044446W - 553714N 0023450W - 535608N 0021918W - 522603N 0020353W - 523258N 0023414W - 522607N 0025118W - 521902N 0025154W - 535306N 0030946W - 551801N 0032431W - 555211N 0052852W - 580650N 0064941W - 610000N 0083622W - 610000N 0073143W | Upper limit: FL660<br>Lower limit: FL500 | AMC - Manageable.<br><br>Activity: Unmanned Aircraft System Beyond Visual Line Of Sight.<br><br>Service: SUACS: Swanwick Mil on 128.700 MHz and 252.875 MHz south of 53 degrees north and from Swanwick Mil on 127.450 MHz and 282.125 MHz north of 53 degrees north.<br><br>Contact: Booking: Military Airspace Management Cell - Managed Airspace, Tel: 01489-612495.<br><br>Danger Area Authority: DAATM (HQ Air).<br><br>Hours: Activated by NOTAM. |
| EGD219HZ RPAS CORRIDOR FBZ<br>610000N 0072934W - 581600N 0055345W - 561420N 0044317W - 553800N 0023338W - 553734N 0023307W - 535614N 0021737W - 522553N 0020213W - 522524N 0020234W - 522506N 0020314W - 522501N 0020404W - 523152N 0023401W - 522533N 0024943W - 521835N 0025018W - 521802N 0025113W - 521801N 0025229W - 521832N 0025327W - 535300N 0031127W - 551723N 0032609W - 555128N 0053020W - 580631N 0065129W - 610000N 0083832W - 610000N 0072934W | Upper limit: As Per AUP / UUP<br>Lower limit: As Per AUP / UUP | For IFR flight planning purposes only. |
| EGD220A MARHAM<br>A circle, 5 NM radius, centred at 523854N 0003302E | Upper limit: FL105<br>Lower limit: SFC | Activity: Unmanned Aircraft System (VLOS/BVLOS).<br><br>Service: SUACS. Marham ATC on 124.155. SUAAIS: London Information on 124.600 MHz.<br><br>Contact: Marham ATC, Tel: 01760-337261.<br><br>SUA Authority: DAATM (HQ Air).<br><br>Hours: Activated by NOTAM. |
| EGD220B MARHAM<br>A circle, 5 NM radius, centred at 523854N 0003302E | Upper limit: FL195<br>Lower limit: FL105 | Activity: Unmanned Aircraft System (VLOS/BVLOS).<br><br>Service: SUACS. Marham ATC on 124.155. SUAAIS: London Information on 124.600 MHz.<br><br>Contact: Marham ATC, Tel: 01760-337261.<br><br>SUA Authority: DAATM (HQ Air).<br><br>Hours: Activated by NOTAM. |
| EGD304 UPPER HULME<br>A circle, 1.5 NM radius, centred at 530951N 0015730W | Upper limit: 3500 FT ALT<br>Lower limit: SFC | Activity: Ordnance, Munitions and Explosives / Unmanned Aircraft System (VLOS).<br><br>Service: SUAAIS: Manchester APP on 118.580 MHz.<br><br>Contact: Pre-flight information / Booking: Range TSO, Tel: 01785-763134.<br><br>SI 1985/1082.<br><br>SUA Authority: DAATM (DIO).<br><br>Hours: Activated by NOTAM. |

# ENR 5.1 PROHIBITED, RESTRICTED AND DANGER AREAS (continued)

| Identification and Name<br>Lateral Limits | Upper Limit<br>Lower Limit | Remarks<br>(time of activity, type of restriction, nature of hazard, risk of interception) |
|---|---|---|
| 1 | 2 | 3 |
| EGD305 BECKINGHAM<br>530554N 0004134W - 530542N 0004034W - 530427N 0004044W - 530428N 0004205W - 530534N 0004217W - 530554N 0004134W | Upper limit: 1500 FT ALT<br>Lower limit: SFC | Activity: Ordnance, Munitions and Explosives / Unmanned Aircraft System (VLOS).<br><br>Service: SUAAIS: London Information on 124.600 MHz.<br><br>Contact: Pre-flight information / Booking: Range TSO, Tel: 07769-730481.<br><br>SUA Authority: DAATM (DIO).<br><br>Hours: Activated by NOTAM. |
| EGD307 DONNA NOOK<br>532331N 0001354E - 532932N 0000503E thence clockwise by the arc of a circle radius 5 NM centred on 532830N 0001315E to 532331N 0001354E | Upper limit: 23000 FT ALT<br>Lower limit: SFC | Vertical Limit 20,000 FT ALT.<br><br>Vertical Limit OCNL notified to altitudes up to 23,000 FT ALT by NOTAM.<br><br>Activity: Ordnance, Munitions and Explosives / High Energy Manoeuvres / Unmanned Aircraft System (VLOS/BVLOS) / Electronic/Optical Hazards.<br><br>Service: SUACS: Donna Nook Range on 122.755 when open. SUAAIS: Donna Nook Range on 122.755 when open; at other times London Information on 124.600 MHz.<br><br>Contact: Pre-flight information / Booking: Range ATC, Tel: 01507-359126.<br><br>Associated aircraft operations outside area boundary. 122.755 is a common channel also used by Holbeach and Pembrey AWRs. Ensure crossing clearance request is specific to Donna Nook AWR. SI 1939/451.<br><br>SUA Authority: DAATM (DIO).<br><br>Hours: Mon-Thu 0900-1630 (0800-1530), Fri 0900-1500 (0800-1400). September-April inclusive Mon, Wed 1630-2200 (1530-2100); and as Activated by NOTAM. |
| EGD314 HARPUR HILL<br>A circle, 0.5 NM radius, centred at 531343N 0015528W | Upper limit: 2900 FT ALT<br>Lower limit: SFC | Activity: Ordnance, Munitions and Explosives.<br><br>Service: SUAAIS: Manchester APP on 118.580 MHz.<br><br>Contact: HSE (The Health and Safety Executive), Tel: 0203-028 2000.<br><br>SUA Authority: DAATM (DIO).<br><br>Hours: Mon-Fri 0800-1900 (0700-1800). |
| EGD323A SOUTHERN COMPLEX<br>551710N 0001428E - 550143N 0011753E - 543102N 0003132W - 544841N 0005456W - 545744N 0005457W - 551710N 0001428E | Upper limit: FL660<br>Lower limit: FL50 | AMC - Manageable.<br><br>Activity: High Energy Manoeuvres / Ordnance, Munitions and Explosives (OME) / Electrical/Optical Hazards / Unmanned Aircraft System (BVLOS).<br><br>Service: SUAAIS: London Information on 125.475 MHz.<br><br>Contact: Booking: Military Airspace Management Cell – Managed Airspace, Tel: 01489-612495.<br><br>SUA Authority: DAATM (HQ Air).<br><br>Hours: Activated by NOTAM.<br><br>Not available Sat/Sun/PH. |

# ENR 5.1 PROHIBITED, RESTRICTED AND DANGER AREAS (continued)

| Identification and Name<br>Lateral Limits | Upper Limit<br>Lower Limit | Remarks<br>(time of activity, type of restriction, nature of hazard, risk of interception) |
|---|---|---|
| 1 | 2 | 3 |
| EGD323AZ SOUTHERN COMPLEX FBZ<br>552208N 0001223E - 552211N 0001607E - 550542N 0012342E - 550315N 0012632E - 550018N 0012636E - 545749N 0012353E - 542546N 0003027W - 542634N 0003628W - 544658N 0010334W - 545909N 0010338W - 550134N 0010102W - 552208N 0001223E | Upper limit: As Per AUP / UUP<br>Lower limit: FL245 | For IFR flight planning purposes only |
| EGD323B SOUTHERN COMPLEX<br>550143N 0011753E - 545059N 0020010E - 541451N 0001028W - 543102N 0003132W - 550143N 0011753E | Upper limit: FL660<br>Lower limit: FL50 | AMC - Manageable.<br><br>Activity: High Energy Manoeuvres / Ordnance, Munitions and Explosives (OME) / Electrical/Optical Hazards / Unmanned Aircraft System (BVLOS).<br><br>Service: SUAAIS: London Information on 125.475 MHz.<br><br>Contact: Booking: Military Airspace Management Cell – Managed Airspace, Tel: 01489-612495.<br><br>SUA Authority: DAATM (HQ Air).<br><br>Hours: Activated by NOTAM.<br><br>Not available Sat/Sun/PH. |
| EGD323BZ SOUTHERN COMPLEX FBZ<br>550641N 0011553E - 550643N 0011938E - 545456N 0020602E - 545228N 0020848E - 544932N 0020849E - 544703N 0020604E - 540935N 0000926W - 541024N 0001524W - 542853N 0003931W - 543103N 0004020W - 543314N 0003928W - 543459N 0003706W - 550641N 0011553E | Upper limit: As Per AUP / UUP<br>Lower limit: FL245 | For IFR flight planning purposes only |
| EGD323C SOUTHERN COMPLEX<br>545059N 0020010E - 544532N 0022109E - 540644N 0000002W - 541451N 0001028W - 545059N 0020010E | Upper limit: FL660<br>Lower limit: FL50 | AMC - Manageable.<br><br>Activity: High Energy Manoeuvres / Ordnance, Munitions and Explosives (OME) / Electrical/Optical Hazards / Unmanned Aircraft System (BVLOS).<br><br>Service: SUAAIS: London Information on 125.475 MHz.<br><br>Contact: Booking: Military Airspace Management Cell – Managed Airspace, Tel: 01489-612495.<br><br>SUA Authority: DAATM (HQ Air).<br><br>Hours: Activated by NOTAM.<br><br>Not available Sat/Sun/PH. |
| EGD323CZ SOUTHERN COMPLEX FBZ<br>545559N 0015818E - 545558N 0020202E - 544928N 0022703E - 544659N 0022948E - 544403N 0022947E - 544135N 0022701E - 540127N 0000058E - 540217N 0000458W - 541342N 0001941W - 541817N 0001751W - 545559N 0015818E | Upper limit: As Per AUP / UUP<br>Lower limit: FL245 | For IFR flight planning purposes only |

## ENR 5.1 PROHIBITED, RESTRICTED AND DANGER AREAS (continued)

| Identification and Name<br>Lateral Limits | Upper Limit<br>Lower Limit | Remarks<br>(time of activity, type of restriction, nature of hazard, risk of interception) |
|---|---|---|
| 1 | 2 | 3 |
| EGD323D SOUTHERN COMPLEX<br>544532N 0022109E - 543948N 0024252E - 543143N 0025434E - 541738N 0030110E - 533813N 0003557E - 540644N 0000002W - 544532N 0022109E | Upper limit: FL660<br>Lower limit: FL50 | AMC - Manageable.<br><br>Activity: High Energy Manoeuvres / Ordnance, Munitions and Explosives (OME) / Electrical/Optical Hazards / Unmanned Aircraft System (BVLOS).<br><br>Service: SUAAIS: London Information on 125.475 MHz.<br><br>Contact: Booking: Military Airspace Management Cell – Managed Airspace, Tel: 01489-612495.<br><br>SUA Authority: DAATM (HQ Air).<br><br>Hours: Activated by NOTAM.<br><br>Not available Sat/Sun/PH. |
| EGD323DZ SOUTHERN COMPLEX FBZ<br>545031N 0021918E - 545031N 0022302E - 544352N 0024813E - 543405N 0030222E - 541709N 0031013E - 541349N 0030729E - 533256N 0003652E - 533348N 0003100E - 540437N 0000757W - 540648N 0000844W - 540858N 0000752W - 541043N 0000530W - 545031N 0021918E | Upper limit: As Per AUP / UUP<br>Lower limit: FL245 | For IFR flight planning purposes only |
| EGD323E SOUTHERN COMPLEX<br>541738N 0030110E - 541733N 0030112E - 535535N 0025714E - 532807N 0024241E - 533813N 0003557E - 541738N 0030110E | Upper limit: FL660<br>Lower limit: FL50 | AMC - Manageable.<br><br>Activity: High Energy Manoeuvres / Ordnance, Munitions and Explosives (OME) / Electrical/Optical Hazards / Unmanned Aircraft System (BVLOS).<br><br>Service: SUAAIS: London Information on 125.475 MHz.<br><br>Contact: Booking: Military Airspace Management Cell – Managed Airspace, Tel: 01489-612495.<br><br>SUA Authority: DAATM (HQ Air).<br><br>Hours: Activated by NOTAM.<br><br>Not available Sat/Sun/PH. |
| EGD323EZ SOUTHERN COMPLEX FBZ<br>542239N 0025926E - 542237N 0030310E - 542140N 0030632E - 542000N 0030855E - 541757N 0030951E - 535433N 0030533E - 532452N 0024944E - 532254N 0024430E - 533327N 0003211E - 533545N 0002808E - 533902N 0002712E - 534159N 0002946E - 542239N 0025926E | Upper limit: As Per AUP / UUP<br>Lower limit: FL245 | For IFR flight planning purposes only |
| EGD323F SOUTHERN COMPLEX<br>545744N 0005457W - 544841N 0005456W - 542402N 0005518W - 544229N 0011251W - 545210N 0010815W - 545513N 0010343W - 545744N 0005457W | Upper limit: FL660<br>Lower limit: FL150 | AMC - Manageable.<br><br>Activity: High Energy Manoeuvres / Ordnance, Munitions and Explosives (OME) / Electrical/Optical Hazards / Unmanned Aircraft System (BVLOS).<br><br>Service: SUAAIS: London Information on 125.475 MHz.<br><br>Contact: Booking: Military Airspace Management Cell – Managed Airspace, Tel: 01489-612495.<br><br>SUA Authority: DAATM (HQ Air).<br><br>Hours: Activated by NOTAM.<br><br>Not available Sat/Sun/PH. |

# ENR 5.1 PROHIBITED, RESTRICTED AND DANGER AREAS (continued)

| Identification and Name<br>Lateral Limits | Upper Limit<br>Lower Limit | Remarks<br>(time of activity, type of restriction, nature of hazard, risk of interception) |
|---|---|---|
| 1 | 2 | 3 |
| EGD323FZ SOUTHERN COMPLEX FBZ<br>550247N 0005649W - 550240N 0005218W - 550118N 0004828W - 545902N 0004616W - 544839N 0004618W - 542217N 0004646W - 541937N 0005023W - 541847N 0005602W - 542008N 0010123W - 544055N 0012112W - 544251N 0012136W - 545434N 0011605W - 545914N 0010910W - 550247N 0005649W | Upper limit: As Per AUP / UUP<br>Lower limit: FL245 | For IFR flight planning purposes only |
| EGD323G SOUTHERN COMPLEX<br>544841N 0005456W - 543102N 0003132W - 542402N 0005518W - 544841N 0005456W | Upper limit: FL660<br>Lower limit: FL150 | AMC - Manageable.<br><br>Activity: High Energy Manoeuvres / Ordnance, Munitions and Explosives (OME) / Electrical/Optical Hazards / Unmanned Aircraft System (BVLOS).<br><br>Service: SUAAIS: London Information on 125.475 MHz.<br><br>Contact: Booking: Military Airspace Management Cell – Managed Airspace, Tel: 01489-612495.<br><br>SUA Authority: DAATM (HQ Air).<br><br>Hours: Activated by NOTAM.<br><br>Not available Sat/Sun/PH. |
| EGD323GZ SOUTHERN COMPLEX FBZ<br>545019N 0010334W - 545254N 0010019W - 545355N 0005505W - 545259N 0004947W - 543310N 0002333W - 543059N 0002245W - 542849N 0002337W - 542704N 0002559W - 541900N 0005325W - 541906N 0005754W - 542029N 0010142W - 542246N 0010352W - 545019N 0010334W | Upper limit: As Per AUP / UUP<br>Lower limit: FL245 | For IFR flight planning purposes only |
| EGD323H SOUTHERN COMPLEX<br>543102N 0003132W - 541451N 0001028W - 540726N 0003547W - 542402N 0005518W - 543102N 0003132W | Upper limit: FL660<br>Lower limit: FL150 | AMC - Manageable.<br><br>Activity: High Energy Manoeuvres / Ordnance, Munitions and Explosives (OME) / Electrical/Optical Hazards / Unmanned Aircraft System (BVLOS).<br><br>Service: SUAAIS: London Information on 125.475 MHz.<br><br>Contact: Booking: Military Airspace Management Cell – Managed Airspace, Tel: 01489-612495.<br><br>SUA Authority: DAATM (HQ Air).<br><br>Hours: Activated by NOTAM.<br><br>Not available Sat/Sun/PH. |
| EGD323HZ SOUTHERN COMPLEX FBZ<br>543618N 0003237W - 543529N 0002635W - 541559N 0000115W - 541125N 0000306W - 540208N 0003450W - 540304N 0004059W - 542304N 0010432W - 542727N 0010239W - 543618N 0003237W | Upper limit: As Per AUP / UUP<br>Lower limit: FL245 | For IFR flight planning purposes only |

# ENR 5.1 PROHIBITED, RESTRICTED AND DANGER AREAS (continued)

| Identification and Name<br>Lateral Limits | Upper Limit<br>Lower Limit | Remarks<br>(time of activity, type of restriction, nature of hazard, risk of interception) |
|---|---|---|
| 1 | 2 | 3 |
| EGD323J SOUTHERN COMPLEX<br>541451N 0001028W - 540644N 0000002W - 535908N 0002606W - 540726N 0003547W - 541451N 0001028W | Upper limit: FL660<br>Lower limit: FL150 | AMC - Manageable.<br><br>Activity: High Energy Manoeuvres / Ordnance, Munitions and Explosives (OME) / Electrical/Optical Hazards / Unmanned Aircraft System (BVLOS).<br><br>Service: SUAAIS: London Information on 125.475 MHz.<br><br>Contact: Booking: Military Airspace Management Cell – Managed Airspace, Tel: 01489-612495.<br><br>SUA Authority: DAATM (HQ Air).<br><br>Hours: Activated by NOTAM.<br><br>Not available Sat/Sun/PH. |
| EGD323JZ SOUTHERN COMPLEX FBZ<br>542007N 0001130W - 541917N 0000531W - 540751N 0000910E - 540317N 0000718E - 535350N 0002509W - 535446N 0003117W - 540629N 0004459W - 541053N 0004304W - 542007N 0001130W | Upper limit: As Per AUP / UUP<br>Lower limit: FL245 | For IFR flight planning purposes only |
| EGD323K SOUTHERN COMPLEX<br>540644N 0000002W - 533813N 0003557E - 534331N 0000805W - 535908N 0002606W - 540644N 0000002W | Upper limit: FL660<br>Lower limit: FL150 | AMC - Manageable.<br><br>Activity: High Energy Manoeuvres / Ordnance, Munitions and Explosives (OME) / Electrical/Optical Hazards / Unmanned Aircraft System (BVLOS).<br><br>Service: SUAAIS: London Information on 125.475 MHz.<br><br>Contact: Booking: Military Airspace Management Cell – Managed Airspace, Tel: 01489-612495.<br><br>SUA Authority: DAATM (HQ Air).<br><br>Hours: Activated by NOTAM.<br><br>Not available Sat/Sun/PH. |
| EGD323KZ SOUTHERN COMPLEX FBZ<br>541200N 0000102W - 541110N 0000456E - 533956N 0004416E - 533650N 0004426E - 533413N 0004136E - 533301N 0003648E - 533901N 0001306W - 535811N 0003515W - 540235N 0003320W - 541200N 0000102W | Upper limit: As Per AUP / UUP<br>Lower limit: FL245 | For IFR flight planning purposes only |
| EGD323L SOUTHERN COMPLEX<br>552430N 0004952E - 550944N 0014759E - 550143N 0011753E - 551710N 0001428E - 552430N 0004952E | Upper limit: FL660<br>Lower limit: FL100 | AMC - Manageable.<br><br>Activity: High Energy Manoeuvres / Ordnance, Munitions and Explosives (OME) / Electrical/Optical Hazards / Unmanned Aircraft System (BVLOS).<br><br>Service: SUAAIS: London Information on 125.475 MHz.<br><br>Contact: Booking: Military Airspace Management Cell – Managed Airspace, Tel: 01489-612495.<br><br>SUA Authority: DAATM (HQ Air).<br><br>Hours: Activated by NOTAM.<br><br>Not available Sat/Sun/PH. |
| EGD323LZ SOUTHERN COMPLEX FBZ<br>552931N 0004829E - 552927N 0005151E - 551257N 0015641E - 550632N 0015642E - 545644N 0011953E - 545642N 0011608E - 551352N 0000537E - 552040N 0000551E - 552931N 0004829E | Upper limit: As Per AUP / UUP<br>Lower limit: FL255 | For IFR flight planning purposes only |

# ENR 5.1 PROHIBITED, RESTRICTED AND DANGER AREAS (continued)

| Identification and Name<br>Lateral Limits | Upper Limit<br>Lower Limit | Remarks<br>(time of activity, type of restriction, nature of hazard, risk of interception) |
|---|---|---|
| 1 | 2 | 3 |
| EGD323M SOUTHERN COMPLEX<br>550944N 0014759E - 545840N 0022938E - 545059N 0020010E - 550143N 0011753E - 550944N 0014759E | Upper limit: FL660<br>Lower limit: FL100 | AMC - Manageable.<br><br>Activity: High Energy Manoeuvres / Ordnance, Munitions and Explosives (OME) / Electrical/Optical Hazards / Unmanned Aircraft System (BVLOS).<br><br>Service: SUAAIS: London Information on 125.475 MHz.<br><br>Contact: Booking: Military Airspace Management Cell – Managed Airspace, Tel: 01489-612495.<br><br>SUA Authority: DAATM (HQ Air).<br><br>Hours: Activated by NOTAM.<br><br>Not available Sat/Sun/PH. |
| EGD323MZ SOUTHERN COMPLEX FBZ<br>551443N 0014603E - 551443N 0014952E - 550234N 0023538E - 550005N 0023820E - 545709N 0023817E - 545443N 0023530E - 544600N 0020203E - 544559N 0015820E - 545743N 0011205E - 550010N 0010914E - 550306N 0010909E - 550536N 0011152E - 551443N 0014603E | Upper limit: As Per AUP / UUP<br>Lower limit: FL245 | |
| EGD323N SOUTHERN COMPLEX<br>545840N 0022938E - 544951N 0023752E - 544532N 0022109E - 545059N 0020010E - 545840N 0022938E | Upper limit: FL660<br>Lower limit: FL100 | AMC - Manageable.<br><br>Activity: High Energy Manoeuvres / Ordnance, Munitions and Explosives (OME) / Electrical/Optical Hazards / Unmanned Aircraft System (BVLOS).<br><br>Service: SUAAIS: London Information on 125.475 MHz.<br><br>Contact: Booking: Military Airspace Management Cell – Managed Airspace, Tel: 01489-612495.<br><br>SUA Authority: DAATM (HQ Air).<br><br>Hours: Activated by NOTAM.<br><br>Not available Sat/Sun/PH. |
| EGD323NZ SOUTHERN COMPLEX FBZ<br>550401N 0022912E - 550246N 0023540E - 545117N 0024620E - 544913N 0024637E - 544715N 0024527E - 544543N 0024301E - 544032N 0022300E - 544032N 0021918E - 544701N 0015419E - 544929N 0015132E - 545226N 0015130E - 545454N 0015414E - 550401N 0022912E | Upper limit: As Per AUP / UUP<br>Lower limit: FL245 | For IFR flight planning purposes only |
| EGD323P SOUTHERN COMPLEX<br>544951N 0023752E - 543143N 0025434E - 543948N 0024252E - 544532N 0022109E - 544951N 0023752E | Upper limit: FL660<br>Lower limit: FL100 | AMC - Manageable.<br><br>Activity: High Energy Manoeuvres / Ordnance, Munitions and Explosives (OME) / Electrical/Optical Hazards / Unmanned Aircraft System (BVLOS).<br><br>Service: SUAAIS: London Information on 125.475 MHz.<br><br>Contact: Booking: Military Airspace Management Cell – Managed Airspace, Tel: 01489-612495.<br><br>SUA Authority: DAATM (HQ Air).<br><br>Hours: Activated by NOTAM.<br><br>Not available Sat/Sun/PH. |

# ENR 5.1 PROHIBITED, RESTRICTED AND DANGER AREAS (continued)

| **Identification and Name<br>Lateral Limits** | **Upper Limit<br>Lower Limit** | **Remarks<br>(time of activity, type of restriction, nature of hazard, risk of interception)** |
|---|---|---|
| **1** | **2** | **3** |
| EGD323PZ SOUTHERN COMPLEX FBZ<br>545513N 0023726E - 545356N 0024353E - 543221N 0030342E - 542838N 0030205E - 542630N 0025638E - 542702N 0025007E - 543543N 0023732E - 544135N 0021517E - 544403N 0021232E - 544700N 0021231E - 544928N 0021517E - 545513N 0023726E | Upper limit: As Per AUP / UUP<br>Lower limit: FL245 | For IFR flight planning purposes only |
| EGD323Q SOUTHERN COMPLEX<br>553347N 0013625E - 553150N 0015622E - 551616N 0021300E - 550944N 0014759E - 552430N 0004952E - 553347N 0013625E | Upper limit: FL660<br>Lower limit: FL100 | AMC - Manageable.<br><br>Activity: High Energy Manoeuvres / Ordnance, Munitions and Explosives (OME) / Electrical/Optical Hazards / Unmanned Aircraft System (BVLOS).<br><br>Service: SUAAIS: London Information on 125.475 MHz.<br><br>Contact: Booking: Military Airspace Management Cell – Managed Airspace, Tel: 01489-612495.<br><br>SUA Authority: DAATM (HQ Air).<br><br>Hours: Activated by NOTAM.<br><br>Not available Sat/Sun/PH. |
| EGD323QZ SOUTHERN COMPLEX FBZ<br>553855N 0013540E - 553634N 0015946E - 553521N 0020254E - 551656N 0022231E - 551239N 0022011E - 550445N 0014954E - 550444N 0014607E - 552116N 0004055E - 552803N 0004117E - 553855N 0013540E | Upper limit: As Per AUP / UUP<br>Lower limit: FL255 | For IFR flight planning purposes only |
| EGD323R SOUTHERN COMPLEX<br>551616N 0021300E - 545840N 0022938E - 550944N 0014759E - 551616N 0021300E | Upper limit: FL660<br>Lower limit: FL100 | AMC - Manageable.<br><br>Activity: High Energy Manoeuvres / Ordnance, Munitions and Explosives (OME) / Electrical/Optical Hazards / Unmanned Aircraft System (BVLOS).<br><br>Service: SUAAIS: London Information on 125.475 MHz.<br><br>Contact: Booking: Military Airspace Management Cell – Managed Airspace, Tel: 01489-612495.<br><br>SUA Authority: DAATM (HQ Air).<br><br>Hours: Activated by NOTAM.<br><br>Not available Sat/Sun/PH. |
| EGD323RZ SOUTHERN COMPLEX FBZ<br>552137N 0021232E - 552022N 0021903E - 545751N 0024015E - 545237N 0023137E - 550631N 0013917E - 551255N 0013914E - 552137N 0021232E | Upper limit: As Per AUP / UUP<br>Lower limit: FL255 | For IFR flight planning purposes only |
| EGD324A WADDINGTON LOW<br>A circle, 5 NM radius, centred at 530958N 0003126W | Upper limit: FL105<br>Lower limit: SFC | Activity: Unmanned Aircraft System (VLOS/BVLOS) / High Energy Manoeuvres.<br><br>Service: SUACS: Waddington ATC on 119.505. SUAAIS: London Information on 124.600 MHz.<br><br>Contact: Waddington ATC, Tel: 01522-727451/727452.<br><br>High energy manoeuvres related to display flying training only.<br><br>SUA Authority: DAATM (HQ Air).<br><br>Hours: Activated by NOTAM. |

# ENR 5.1 PROHIBITED, RESTRICTED AND DANGER AREAS (continued)

| Identification and Name<br>Lateral Limits | Upper Limit<br>Lower Limit | Remarks<br>(time of activity, type of restriction, nature of hazard, risk of interception) |
|---|---|---|
| 1 | 2 | 3 |
| EGD324B WADDINGTON MEDIUM<br>531343N 0004324W - 530818N 0001452W - 525556N 0002123W - 530120N 0004950W - 531343N 0004324W | Upper limit: FL195<br>Lower limit: FL105 | Activity: Unmanned Aircraft System (VLOS/BVLOS).<br><br>Service: SUACS: Waddington ATC on 119.505. SUAAIS: London Information on 124.600 MHz.<br><br>Contact: Waddington ATC, Tel: 01522-727451/727452.<br><br>SUA Authority: DAATM (HQ Air).<br><br>Hours: Activated by NOTAM. |
| EGD401 BALLYKINLER<br>541334N 0054612W - 541256N 0054734W - 541316N 0055038W - 541440N 0054940W - then along the river to 541526N 0055010W - 541525N 0054718W - 541334N 0054612W | Upper limit: 3200 FT ALT<br>Lower limit: SFC | Activity: Ordnance, Munitions and Explosives / Unmanned Aircraft System (VLOS).<br><br>Service: SUAAIS: Scottish Information on 127.275 MHz.<br><br>Contact: Pre-flight information / Booking: Range Control, Tel: 02844-610392.<br><br>SI 1940/756.<br><br>SUA Authority: DAATM (DIO).<br><br>Hours: 0800-2359 (0700-2300). |
| EGD402A LUCE BAY (N)<br>550332N 0050509W - 545600N 0045800W - 545600N 0044744W - 544650N 0043837W - 545008N 0044939W - 545100N 0044946W - 545217N 0045134W - 545208N 0045404W - 544953N 0045653W - 544541N 0045627W - 544215N 0045339W - 544007N 0045032W - 543915N 0044653W - 543815N 0045352W - 545812N 0051210W - 550218N 0050909W - 550332N 0050509W | Upper limit: 23000 FT ALT<br>Lower limit: SFC | AMC - Manageable.<br><br>Vertical Limit 3000 FT ALT.<br><br>Vertical Limit OCNL notified to altitudes up to 23,000 FT ALT.<br><br>Activity: Ordnance, Munitions and Explosives / Electronic/Optical Hazards.<br><br>Service: SUAAIS: Luce Bay Information on 130.050 MHz or Scottish Information on 119.875 MHz.<br><br>Contact: Pre-flight information: Range Control, Tel: 01776-888930.<br><br>On no account should negative contact on 130.050 MHz be taken as non-activity of the range.<br><br>SUA Authority: DAATM (DE&S).<br><br>Hours: Activated by NOTAM. |
| EGD402B LUCE BAY (N)<br>550332N 0050509W - 550254N 0045410W - 545600N 0044744W - 545600N 0045800W - 550332N 0050509W | Upper limit: 23000 FT ALT<br>Lower limit: SFC | AMC - Manageable.<br><br>Vertical Limit 3000 FT ALT.<br><br>Vertical Limit OCNL notified to altitudes up to 23,000 FT ALT.<br><br>Activity: Ordnance, Munitions and Explosives / Electronic/Optical Hazards.<br><br>Service: SUAAIS: Luce Bay Information on 130.050 MHz or Scottish Information on 119.875 MHz.<br><br>Contact: Pre-flight information: Range Control, Tel: 01776-888930.<br><br>On no account should negative contact on 130.050 MHz be taken as non-activity of the range.<br><br>SUA Authority: DAATM (DE&S).<br><br>Hours: Activated by NOTAM. |

# ENR 5.1 PROHIBITED, RESTRICTED AND DANGER AREAS (continued)

| **Identification and Name**<br>**Lateral Limits** | **Upper Limit**<br>**Lower Limit** | **Remarks**<br>**(time of activity, type of restriction, nature of hazard, risk of interception)** |
|---|---|---|
| **1** | **2** | **3** |
| EGD402C LUCE BAY (N)<br>A circle, 3000 FT radius, centred at 545659N 0045752W | Upper limit: 4000 FT ALT<br>Lower limit: SFC | AMC - Manageable.<br><br>Activity: Ordnance, Munitions and Explosives / Electronic/Optical Hazards.<br><br>Service: SUAAIS: Luce Bay Information on 130.050 MHz or Scottish Information on 119.875 MHz.<br><br>Contact: Pre-flight information: Range Control, Tel: 01776-888930.<br><br>On no account should negative contact on 130.050 MHz be taken as non-activity of the range.<br><br>SUA Authority: DAATM (DE&S).<br><br>Hours: Activated by NOTAM. |
| EGD403A LUCE BAY<br>545141N 0045438W - 545139N 0045041W - 545100N 0044946W - 544850N 0045646W - 544953N 0045653W - 545141N 0045438W | Upper limit: 3000 FT ALT<br>Lower limit: SFC | AMC - Manageable.<br><br>Activity: Ordnance, Munitions and Explosives / Unmanned Aircraft System (VLOS/BVLOS) / Electronic/Optical Hazards.<br><br>Service: SUAAIS: Luce Bay Information on 130.050 MHz or Scottish Information on 119.875 MHz.<br><br>Contact: Pre-flight information: Range Control, Tel: 01776-888930.<br><br>On no account should negative contact on 130.050 MHz be taken as non-activity of the range. SI 1940/1819.<br><br>SUA Authority: DAATM (DE&S).<br><br>Hours: Activated by NOTAM. |
| EGD403B LUCE BAY<br>545208N 0045404W - 545217N 0045134W - 545100N 0044946W - 545008N 0044939W - 544650N 0043837W - 544304N 0043500W - 544050N 0043543W - 543915N 0044653W - 544007N 0045032W - 544215N 0045339W - 544541N 0045627W - 544953N 0045653W - 545208N 0045404W | Upper limit: 35000 FT ALT<br>Lower limit: SFC | AMC - Manageable.<br><br>Activity: Ordnance, Munitions and Explosives / Unmanned Aircraft System (VLOS/BVLOS) / Electronic/Optical Hazards.<br><br>Service: SUAAIS: Luce Bay Information on 130.050 MHz or Scottish Information on 119.875 MHz.<br><br>Contact: Pre-flight information: Range Control, Tel: 01776-888930.<br><br>On no account should negative contact on 130.050 MHz be taken as non-activity of the range. SI 1940/1819.<br><br>SUA Authority: DAATM (DE&S).<br><br>Hours: Activated by NOTAM. |
| EGD403BZ1 LUCE BAY FBZ<br>545306N 0045437W - 545318N 0045119W - 545306N 0045030W - 545022N 0044639W - 544735N 0043722W - 544314N 0043311W - 544022N 0043407W - 543956N 0043449W - 543812N 0044701W - 543917N 0045135W - 544142N 0045507W - 544526N 0045809W - 545011N 0045839W - 545253N 0045515W - 545306N 0045437W | Upper limit: As Per AUP / UUP<br>Lower limit: FL255 | For IFR flight planning purposes only. |

# ENR 5.1 PROHIBITED, RESTRICTED AND DANGER AREAS (continued)

| Identification and Name<br>Lateral Limits | Upper Limit<br>Lower Limit | Remarks<br>(time of activity, type of restriction, nature of hazard, risk of interception) |
|---|---|---|
| 1 | 2 | 3 |
| EGD405 KIRKCUDBRIGHT<br>544647N 0040349W - 544744N 0040214W - 544828N 0040040W - 544818N 0035705W - 544710N 0035630W - 543800N 0034806W - 543302N 0035720W - 543315N 0041341W - 543537N 0041514W - 544647N 0040349W | Upper limit: 50000 FT ALT<br>Lower limit: SFC | AMC - Manageable.<br><br>Vertical Limit 15,000 FT ALT.<br><br>Vertical Limit OCNL notified to altitudes up to 50,000 FT ALT.<br><br>Activity: Ordnance, Munitions and Explosives / Unmanned Aircraft System (VLOS).<br><br>Service: SUAAIS: Scottish Information on 119.875 MHz.<br><br>Contact: Pre-flight information / Booking: Kirkcudbright Range TSO, Tel: 01412-248500. DTSO 01412-248501.<br><br>SUA Authority: DAATM (DIO).<br><br>Hours: Activated by NOTAM. |
| EGD405Z1 KIRKCUDBRIGHT FBZ<br>544930N 0040113W - 544916N 0035625W - 544853N 0035535W - 544733N 0035454W - 543810N 0034618W - 543730N 0034630W - 543202N 0035641W - 543215N 0041415W - 543237N 0041506W - 543528N 0041659W - 543556N 0041655W - 544724N 0040512W - 544828N 0040324W - 544930N 0040113W | Upper limit: As Per AUP / UUP<br>Lower limit: FL255 | For IFR flight planning purposes only. |
| EGD406A ESKMEALS<br>542057N 0032747W thence clockwise by the arc of a circle radius 2 NM centred on 541900N 0032705W to 541701N 0032723W - 540634N 0033920W thence clockwise by the arc of a circle radius 15 NM centred on 541900N 0032505W to 542357N 0034917W - 542846N 0033842W - 542057N 0032747W | Upper limit: 80000 FT ALT<br>Lower limit: SFC | AMC - Manageable.<br><br>Vertical Limit 50,000 FT ALT.<br><br>Vertical Limit OCNL notified to altitudes up to 80,000 FT ALT.<br><br>Activity: Ordnance, Munitions and Explosives / Unmanned Aircraft System (VLOS/BVLOS) / Balloons / Electronic/Optical Hazards.<br><br>Service: SUAAIS: London Information on 125.475 MHz.<br><br>Contact: Pre-flight information: Eskmeals Range, Tel: 01229-712245/ 712233.<br><br>Aircraft following the west coast may proceed through the Danger Area at a height not below 2000 FT but it is essential that they remain east of the main railway line paralleling the coast while within the Danger Area. SI 1982/1180.<br><br>SUA Authority: DAATM (DE&S).<br><br>Hours: Activated by NOTAM. |
| EGD406AZ1 ESKMEALS FBZ<br>542948N 0033912W - 542943N 0033749W - 542200N 0032702W thence clockwise by the arc of a circle radius 3 NM centred on 541900N 0032705W to 541602N 0032628W - 540541N 0033818W - 540530N 0033940W thence clockwise by the arc of a circle radius 16 NM centred on 541900N 0032505W to 542434N 0035043W - 542948N 0033912W | Upper limit: As Per AUP / UUP<br>Lower limit: FL255 | For IFR flight planning purposes only. |

# ENR 5.1 PROHIBITED, RESTRICTED AND DANGER AREAS (continued)

| Identification and Name<br>Lateral Limits | Upper Limit<br>Lower Limit | Remarks<br>(time of activity, type of restriction, nature of hazard, risk of interception) |
|---|---|---|
| **1** | **2** | **3** |
| EGD406B ESKMEALS<br>541913N 0035042W thence anti-clockwise by the arc of a circle radius 15 NM centred on 541900N 0032505W to 541049N 0034630W - 540804N 0035336W thence clockwise by the arc of a circle radius 20 NM centred on 541900N 0032505W to 541916N 0035914W - 541913N 0035042W | Upper limit: 80000 FT ALT<br>Lower limit: SFC | AMC - Manageable.<br><br>Vertical Limit 50,000 FT ALT.<br><br>Vertical Limit OCNL notified to altitudes up to 80,000 FT ALT.<br><br>Activity: Ordnance, Munitions and Explosives / Unmanned Aircraft System (VLOS/BVLOS) / Balloons / Electronic/Optical Hazards.<br><br>Service: SUAAIS: London Information on 125.475 MHz.<br><br>Contact: Pre-flight information: Eskmeals Range, Tel: 01229-712245/ 712233.<br><br>SUA Authority: DAATM (DE&S).<br><br>Hours: Activated by NOTAM. |
| EGD406BZ1 ESKMEALS FBZ<br>542016N 0035948W - 542013N 0035003W - 541939N 0034858W thence anti-clockwise by the arc of a circle radius 14 NM centred on 541900N 0032505W to 541104N 0034443W - 541014N 0034455W - 540659N 0035318W - 540712N 0035439W thence clockwise by the arc of a circle radius 21 NM centred on 541900N 0032505W to 541946N 0040055W - 542016N 0035948W | Upper limit: As Per AUP / UUP<br>Lower limit: FL255 | For IFR flight planning purposes only. |
| EGD406C ESKMEALS<br>541916N 0035914W thence anti-clockwise by the arc of a circle radius 20 NM centred on 541900N 0032505W to 540804N 0035336W - 541027N 0040844W thence clockwise by the arc of a circle radius 27 NM centred on 541900N 0032505W to 541413N 0041025W - 541916N 0035914W | Upper limit: 50000 FT ALT<br>Lower limit: SFC | AMC - Manageable.<br><br>Activity: Ordnance, Munitions and Explosives / Unmanned Aircraft System (VLOS/BVLOS) / Balloons / Electronic/Optical Hazards.<br><br>Service: SUAAIS: London Information on 125.475 MHz.<br><br>Contact: Pre-flight information: Eskmeals Range, Tel: 01229-712245/ 712233.<br><br>SUA Authority: DAATM (DE&S).<br><br>Hours: Activated by NOTAM. |
| EGD406CZ1 ESKMEALS FBZ<br>542016N 0035948W - 542016N 0035848W - 541951N 0035730W thence anti-clockwise by the arc of a circle radius 19 NM centred on 541900N 0032505W to 540805N 0035133W - 540721N 0035223W - 540659N 0035318W - 540933N 0040935W - 540953N 0041012W thence clockwise by the arc of a circle radius 28 NM centred on 541900N 0032505W to 541419N 0041210W - 541450N 0041150W - 542016N 0035948W | Upper limit: As Per AUP / UUP<br>Lower limit: FL255 | For IFR flight planning purposes only. |

# ENR 5.1 PROHIBITED, RESTRICTED AND DANGER AREAS (continued)

| Identification and Name<br>Lateral Limits | Upper Limit<br>Lower Limit | Remarks<br>(time of activity, type of restriction, nature of hazard, risk of interception) |
|---|---|---|
| 1 | 2 | 3 |
| EGD407 WARCOP<br>543812N 0022047W - 543856N 0021445W - 543753N 0021402W - 543432N 0021545W - 543156N 0022043W - 543202N 0022209W - 543343N 0022536W - 543526N 0022419W - 543812N 0022047W | Upper limit: 13500 FT ALT<br>Lower limit: SFC | Vertical Limit 10,000 FT ALT.<br><br>Vertical Limit OCNL notified to altitudes up to 13,500 FT ALT by NOTAM.<br><br>Activity: Ordnance, Munitions and Explosives / Unmanned Aircraft System (VLOS).<br><br>Service: SUAAIS: London Information on 125.475 MHz.<br><br>Contact: Pre-flight information / Booking: Range TSO, Tel: 01768-343223/343225/343226.<br><br>SI 1981/623.<br><br>SUA Authority: DAATM (DIO).<br><br>Hours: Mon-Sat 0730-0200 (0630-0100), Sun 0730-1300 (0630-1200); and as activated by NOTAM. |
| EGD408 FELDOM<br>542826N 0015159W - 542750N 0014921W - 542656N 0014654W - 542513N 0014819W - 542447N 0015004W - 542505N 0015159W - 542720N 0015350W - 542826N 0015159W | Upper limit: 5600 FT ALT<br>Lower limit: SFC | Vertical Limit 3000 FT ALT.<br><br>Vertical Limit OCNL notified to altitudes up to 5600 FT ALT by NOTAM.<br><br>Activity: Ordnance, Munitions and Explosives / Unmanned Aircraft System (VLOS/ BVLOS) (less than 150 KTS).<br><br>Service: SUAAIS: Leeming Zone on 133.380 when open; at other times London Information on 125.475 MHz.<br><br>Contact: Pre-flight information / Booking: Range TSO, Tel: 01748-875502.<br><br>SI 1976/566.<br><br>SUA Authority: DAATM (DIO).<br><br>Hours: Tue-Sun 0830-1630 (0730-1530); and as activated by NOTAM. |
| EGD410 STRENSALL<br>A circle, 3000 FT radius, centred at 540136N 0010101W | Upper limit: 1000 FT ALT<br>Lower limit: SFC | Activity: Ordnance, Munitions and Explosives / Unmanned Aircraft System (VLOS).<br><br>Service: SUAAIS: Leeming Zone on 133.380 when open; at other times London Information on 125.475 MHz.<br><br>Contact: Pre-flight information / Booking: Range TSO, Tel: 01904-442966.<br><br>SI 1972/246.<br><br>SUA Authority: DAATM (DIO).<br><br>Hours: Activated by NOTAM. |
| EGD412 STAXTON<br>545800N 0002300W - 552500N 0010000E - 550400N 0012100E - 544545N 0005455E following the line of latitude to - 544545N 0000917W - 545800N 0002300W | Upper limit: 10000 FT ALT<br>Lower limit: SFC | AMC - Manageable.<br><br>Activity: Ordnance, Munitions and Explosives.<br><br>Service: SUAAIS: London Information on 125.475 MHz.<br><br>Contact: Booking: Military Airspace Management Cell – Managed Airspace, Tel: 01489-612495.<br><br>SUA Authority: DAATM (HQ Air).<br><br>Hours: Activated by NOTAM. |

# ENR 5.1 PROHIBITED, RESTRICTED AND DANGER AREAS (continued)

| **Identification and Name<br>Lateral Limits** | **Upper Limit<br>Lower Limit** | **Remarks<br>(time of activity, type of restriction, nature of hazard, risk of interception)** |
|---|---|---|
| **1** | **2** | **3** |
| EGD442 BELLERBY<br>A circle, 2300 M radius, centred at 542039N 0015125W | Upper limit: 3000 FT ALT<br>Lower limit: SFC | Activity: Ordnance, Munitions and Explosives / Unmanned Aircraft System (VLOS/BVLOS) (less than 150 KTS).<br><br>Service: SUAAIS: Leeming Zone on 133.380 when open; at other times London Information on 125.475 MHz.<br><br>Contact: Pre-flight information / Booking: Range TSO, Tel: 01748-875502.<br><br>SI 1984/1770.<br><br>SUA Authority: DAATM (DIO).<br><br>Hours: H24 |
| EGD505 MAGILLIGAN<br>551117N 0065827W - 551307N 0065423W - 551253N 0065133W - 551107N 0064948W - 551010N 0065158W - 551008N 0065633W - 551117N 0065827W | Upper limit: 6500 FT ALT<br>Lower limit: SFC | Vertical Limit 2000 FT ALT.<br><br>Vertical Limit OCNL notified to altitudes up to 6500 FT ALT by NOTAM.<br><br>Activity: Ordnance, Munitions and Explosives / Unmanned Aircraft System (VLOS).<br><br>SUAAIS: Scottish Information on 127.275 MHz.<br><br>Contact: Pre-flight information / Booking: Range TSO, Tel: 02877-720029.<br><br>SI 1940/949.<br><br>SUA Authority: DAATM (DIO).<br><br>Hours: 0800-2359 (0700-2300). |
| EGD508 RIDSDALE<br>A circle, 1200 M radius, centred at 550845N 0021007W | Upper limit: 4100 FT ALT<br>Lower limit: SFC | Activity: Ordnance, Munitions and Explosives / Unmanned Aircraft System (VLOS).<br><br>Service: SUACS: Newcastle APP on 124.380 MHz. SUAAIS: Scottish Information on 119.875 MHz.<br><br>Contact: Pre-flight information: Range Reception, Tel: 01434-220952.<br><br>SUA Authority: DAATM (DIO).<br><br>Hours: Mon-Fri 0800-1700 (0700-1600); and as activated by NOTAM. |
| EGD509 CAMPBELTOWN<br>551230N 0053900W following the line of latitude to - 551230N 0050636W - 550706N 0050700W - 545930N 0051542W - 545548N 0052800W - 550630N 0054300W - 551230N 0053900W | Upper limit: 55000 FT ALT<br>Lower limit: SFC | AMC - Manageable.<br><br>Activity: Ordnance, Munitions and Explosives / Unmanned Aircraft System (VLOS/BVLOS).<br><br>Service: SUAAIS: Scottish Information on 119.875 MHz.<br><br>Contact: Pre-flight information / Booking: CTF311 Operations, Tel: 01923-956371.<br><br>SUA Authority: DAATM (HQ Navy).<br><br>Hours: Activated by NOTAM. |
| EGD509Z CAMPBELTOWN FBZ<br>551330N 0053933W - 551330N 0050551W - 551253N 0050449W - 550647N 0050517W - 545844N 0051430W - 545445N 0052745W - 545454N 0052858W - 550605N 0054439W - 550636N 0054448W - 551309N 0054026W - 551330N 0053933W | Upper limit: As Per AUP / UUP<br>Lower limit: FL255 | For IFR flight planning purposes only |

# ENR 5.1 PROHIBITED, RESTRICTED AND DANGER AREAS (continued)

| Identification and Name<br>Lateral Limits | Upper Limit<br>Lower Limit | Remarks<br>(time of activity, type of restriction, nature of hazard, risk of interception) |
|---|---|---|
| 1 | 2 | 3 |
| EGD510A SPADEADAM<br>551500N 0025256W - 550112N 0024453W - 550900N 0030000W - 551500N 0025400W - 551500N 0025256W | Upper limit: 15000 FT ALT<br>Lower limit: SFC | AMC - Manageable.<br><br>Vertical Limit 5500 FT ALT.<br><br>Vertical Limit OCNL notified to altitudes up to 15,000 FT ALT by NOTAM.<br><br>Activity: Electronic/optical hazards / High Energy Manoeuvres / Para Dropping / Balloons / Ordnance, Munitions and Explosives / Unmanned Aircraft System (VLOS/BVLOS).<br><br>Service: SUACS: Spadeadam on 128.725 MHz. SUAAIS: Newcastle APP on 124.380 MHz.<br><br>Contact: Pre-flight information / Booking: Range ATC, Tel: 01697-749486/749488.<br><br>SUA Authority: DAATM (HQ Air).<br><br>Hours: Mon-Thu 0900-1700 (0800-1600), Fri 0900-1600 (0800-1500); and as activated by NOTAM. |
| EGD510B SPADEADAM<br>551500N 0025256W - 551500N 0023951W - 550453N 0021743W - 550417N 0021717W - 550206N 0021640W - 550000N 0022752W - 550000N 0024235W - 550112N 0024453W - 551500N 0025256W | Upper limit: 18000 FT ALT<br>Lower limit: SFC | AMC - Manageable.<br><br>Vertical Limit 5500 FT ALT.<br><br>Vertical Limit OCNL notified to altitudes up to 18,000 FT ALT by NOTAM.<br><br>Activity: Electronic/optical hazards / High Energy Manoeuvres / Para Dropping / Balloons / Ordnance, Munitions Explosives / Unmanned Aircraft System (VLOS/BVLOS).<br><br>Service: SUACS: Spadeadam on 128.725 MHz. SUAAIS: Newcastle APP on 124.380 MHz.<br><br>Contact: Pre-flight information / Booking: Range ATC, Tel: 01697-749486/749488.<br><br>SUA Authority: DAATM (HQ Air).<br><br>Hours: Mon-Thu 0900-1700 (0800-1600), Fri 0900-1600 (0800-1500); and as activated by NOTAM. |
| EGD510C SPADEADAM<br>A circle, 1.5 NM radius, centred at 550243N 0023526W | Upper limit: 18000 FT ALT<br>Lower limit: SFC | AMC - Manageable.<br><br>Vertical Limit 5500 FT ALT.<br><br>Vertical Limit OCNL notified to altitudes up to 18,000 FT ALT by NOTAM.<br><br>Activity: Ordnance, Munitions and Explosives.<br><br>Service: SUACS: Spadeadam on 128.725 MHz. SUAAIS: Newcastle APP on 124.380 MHz.<br><br>Contact: Pre-flight information / Booking: Range ATC, Tel: 01697-749486/749488.<br><br>SUA Authority: DAATM (HQ Air).<br><br>Hours: Mon-Thu 0900-1700 (0800-1600), Fri 0900-1600 (0800-1500); and as activated by NOTAM. |

# ENR 5.1 PROHIBITED, RESTRICTED AND DANGER AREAS (continued)

| Identification and Name<br>Lateral Limits | Upper Limit<br>Lower Limit | Remarks<br>(time of activity, type of restriction, nature of hazard, risk of interception) |
|---|---|---|
| 1 | 2 | 3 |
| EGD512A OTTERBURN<br>551418N 0020239W - 551054N 0021311W - 551615N 0022552W - 551857N 0022315W - 551525N 0021352W - 551418N 0020239W | Upper limit: 22000 FT ALT<br>Lower limit: SFC | AMC - Manageable.<br><br>Activity: Ordnance, Munitions and Explosives / Para Dropping / Unmanned Aircraft System (VLOS).<br><br>Service: SUAAIS: Scottish Information on 119.875 MHz.<br><br>Contact: Pre-flight information / Booking: Range Control, Tel: 01912-394261.<br><br>SI 1971/919 and SI 1980/38.<br><br>SUA Authority: DAATM (DIO).<br><br>Hours: Activated by NOTAM.<br><br>Not from Mon-Fri 0600-0900 (0500-0800) or Mon-Thu 1700-1900 (1600-1800); except under specially agreed arrangements. |
| EGD512B OTTERBURN<br>552426N 0021355W - 551719N 0020336W - 551418N 0020239W - 551525N 0021352W - 551857N 0022315W - 552212N 0022009W - 552426N 0021355W | Upper limit: 25000 FT ALT<br>Lower limit: SFC | AMC - Manageable.<br><br>Vertical Limit 18,000 FT ALT.<br><br>Vertical Limit OCNL notified to altitudes up to 25,000 FT ALT by NOTAM.<br><br>Activity: Ordnance, Munitions and Explosives / Para Dropping / Unmanned Aircraft System (VLOS).<br><br>Service: SUAAIS: Scottish Information on 119.875 MHz.<br><br>Contact: Pre-flight information / Booking: Range Control, Tel: 01912-394261.<br><br>SI 1971/919 and SI 1980/38.<br><br>SUA Authority: DAATM (DIO).<br><br>Hours: H24<br><br>For notifiable upper limit extension, not available from Mon-Fri 0600-0900 (0500-0800) or Mon-Thu 1700-1900 (1600-1800); except under specially agreed arrangements. |
| EGD513A DRURIDGE BAY<br>550200N 0010000W - 552000N 0010640W - 552000N 0002300W - 550200N 0004000W - 550200N 0010000W | Upper limit: FL230<br>Lower limit: SFC | AMC - Manageable.<br><br>Activity: High Energy Manoeuvres / Unmanned Aircraft System (VLOS/ BVLOS) / Ordnance, Munitions and Explosives (OME) / Electrical/Optical Hazards.<br><br>Service: SUAAIS: Scottish Information on 134.775 MHz.<br><br>Contact: Booking: Military Airspace Management Cell – Managed Airspace, Tel: 01489-612495.<br><br>SUA Authority: DAATM (HQ Air).<br><br>Hours: Activated by NOTAM. |

# ENR 5.1 PROHIBITED, RESTRICTED AND DANGER AREAS (continued)

| Identification and Name<br>Lateral Limits | Upper Limit<br>Lower Limit | Remarks<br>(time of activity, type of restriction, nature of hazard, risk of interception) |
|---|---|---|
| 1 | 2 | 3 |
| EGD513B DRURIDGE BAY<br>554400N 0011543W - 554400N 0000726E - 552000N 0001700E - 550200N 0004000W - 552000N 0002300W - 552000N 0010640W - 554400N 0011543W | Upper limit: FL230<br>Lower limit: SFC | AMC - Manageable.<br><br>Activity: High Energy Manoeuvres / Unmanned Aircraft System (VLOS/ BVLOS) / Ordnance, Munitions and Explosives (OME) / Electrical/Optical Hazards.<br><br>Service: SUAAIS: Scottish Information on 134.775 MHz.<br><br>Contact: Booking: Military Airspace Management Cell – Managed Airspace, Tel: 01489-612495.<br><br>SUA Authority: DAATM (HQ Air).<br><br>Hours: Activated by NOTAM. |
| EGD513C DRURIDGE BAY<br>555000N 0011800W - 555000N 0000500E - 552000N 0001700E - 550200N 0004000W - 550200N 0010000W - 555000N 0011800W | Upper limit: FL100<br>Lower limit: SFC | AMC - Manageable.<br><br>Activity: High Energy Manoeuvres / Unmanned Aircraft System (VLOS/ BVLOS) / Ordnance, Munitions and Explosives (OME) / Electrical/Optical Hazards.<br><br>Service: SUAAIS: Scottish Information on 134.775 MHz.<br><br>Contact: Booking: Military Airspace Management Cell – Managed Airspace, Tel: 01489-612495.<br><br>SUA Authority: DAATM (HQ Air).<br><br>Hours: Activated by NOTAM. |
| EGD514 COMBAT AIRSPACE<br>564944N 0023059W - 561522N 0003908E - 554828N 0020148E - 542337N 0012225E - 550310N 0010229W - 550419N 0010503W thence anti-clockwise by the arc of a circle radius 21 NM centred on 550217N 0014123W to 551920N 0012007W - 551610N 0013433W - 551426N 0014100W - 551403N 0014229W - 552952N 0023047W - 553928N 0024212W - 560122N 0023945W - 561317N 0025226W - 563754N 0024601W - 564944N 0023059W | Upper limit: FL660<br>Lower limit: FL85 | AMC - Manageable.<br><br>Activity: High Energy Manoeuvres / Unmanned Aircraft System (VLOS/ BVLOS) / Ordnance, Munitions and Explosives (OME) / Electrical/Optical Hazards.<br><br>Service: SUAAIS: Scottish Information on 119.875 MHz and London Information on 125.475 MHz.<br><br>Contact: Booking: Military Airspace Management Cell – Managed Airspace, Tel: 01489-612495.<br><br>SUA Authority: DAATM (HQ Air).<br><br>Hours: Activated by NOTAM. |
| EGD514Z COMBAT AIRSPACE FBZ<br>565458N 0023110W - 561955N 0004252E - 555154N 0020854E - 554847N 0021108E - 542003N 0012939E - 541805N 0012217E - 545851N 0010701W - 550149N 0011336W thence anti-clockwise by the arc of a circle radius 16 NM centred on 550217N 0014123W to 551338N 0012147W - 551134N 0013108W - 550955N 0013719W - 550826N 0014256W - 552606N 0023655W - 553805N 0025111W - 560008N 0024849W - 561214N 0030145W - 563947N 0025440W - 565355N 0023645W - 565458N 0023110W | Upper limit: As Per AUP / UUP<br>Lower limit: As Per AUP / UUP | For IFR flight planning purposes only. |

## ENR 5.1 PROHIBITED, RESTRICTED AND DANGER AREAS (continued)

| Identification and Name<br>Lateral Limits | Upper Limit<br>Lower Limit | Remarks<br>(time of activity, type of restriction, nature of hazard, risk of interception) |
|---|---|---|
| 1 | 2 | 3 |
| EGD601 GARELOCHHEAD<br>560805N 0044636W - 560505N 0044656W - 560440N 0044740W - 560547N 0044912W - 560706N 0044912W - 560805N 0044636W | Upper limit: 4000 FT ALT<br>Lower limit: SFC | Activity: Ordnance, Munitions and Explosives / Unmanned Aircraft System (VLOS/BVLOS).<br><br>Service: SUAAIS: Scottish Information on 119.875 MHz.<br><br>Contact: Pre-flight information / Booking: Range TSO, Tel: 01412-248123.<br><br>SUA Authority: DAATM (DIO).<br><br>UAS BVLOS will not be conducted above 1500 FT ALT.<br><br>Hours: 0800-2359 (0700-2300); and as activated by NOTAM. |
| EGD604 BARRY BUDDON<br>562849N 0024849W - 562957N 0024010W - 562735N 0023943W - 562738N 0024829W - 562849N 0024849W | Upper limit: 9000 FT ALT<br>Lower limit: SFC | Vertical Limit 1500 FT ALT.<br><br>Vertical Limit OCNL notified to altitudes up to 9000 FT ALT by NOTAM.<br><br>Activity: Ordnance, Munitions and Explosives / Para Dropping / Unmanned Aircraft System (VLOS/BVLOS).<br><br>Service: SUAAIS: Leuchars APP on 126.505.<br><br>Contact: Pre-flight information / Booking: Range TSO, Tel: 01313-103426.<br><br>SI 1973/1428.<br><br>UAS BVLOS will not be conducted above 3000 FT ALT.<br><br>SUA Authority: DAATM (DIO).<br><br>Hours: H24 |
| EGD613A CENTRAL COMPLEX<br>574421N 0002631E - 571940N 0004851E - 564725N 0013559W - 571447N 0014618W - 574421N 0002631E | Upper limit: FL660<br>Lower limit: FL100 | AMC - Manageable.<br><br>Activity: High Energy Manoeuvres / Unmanned Aircraft System (VLOS/BVLOS) / Ordnance, Munitions and Explosives.<br><br>Service: SUAAIS: Swanwick Military on 136.375 MHz.<br><br>Contact: Booking: Military Airspace Management Cell – Managed Airspace, Tel: 01489-612495.<br><br>SUA Authority: DAATM (HQ Air).<br><br>Hours: Activated by NOTAM. |
| EGD613AZ CENTRAL COMPLEX FBZ<br>574942N 0002629E - 574818N 0003318E - 571952N 0005854E - 571548N 0005556E - 564153N 0013621W - 564405N 0014400W - 571530N 0015558W - 571839N 0015258W - 574942N 0002629E | Upper limit: As Per AUP / UUP<br>Lower limit: FL255 | For IFR flight planning purposes only |
| EGD613B CENTRAL COMPLEX<br>571940N 0004851E - 565256N 0011225E - 564725N 0013559W - 571940N 0004851E | Upper limit: FL660<br>Lower limit: FL100 | AMC - Manageable.<br><br>Activity: High Energy Manoeuvres / Unmanned Aircraft System (VLOS/BVLOS) / Ordnance, Munitions and Explosives.<br><br>Service: SUAAIS: Swanwick Military on 136.375 MHz.<br><br>Contact: Booking: Military Airspace Management Cell – Managed Airspace, Tel: 01489-612495.<br><br>SUA Authority: DAATM (HQ Air).<br><br>Hours: Activated by NOTAM. |

# ENR 5.1 PROHIBITED, RESTRICTED AND DANGER AREAS (continued)

| Identification and Name<br>Lateral Limits | Upper Limit<br>Lower Limit | Remarks<br>(time of activity, type of restriction, nature of hazard, risk of interception) |
|---|---|---|
| 1 | 2 | 3 |
| EGD613BZ CENTRAL COMPLEX FBZ<br>572443N 0004724E - 572230N 0005634E - 565246N 0012239E - 564804N 0011753E - 564206N 0014256W - 565019N 0014640W - 572443N 0004724E | Upper limit: As Per AUP / UUP<br>Lower limit: FL255 | For IFR flight planning purposes only |
| EGD613C CENTRAL COMPLEX<br>565256N 0011225E - 561750N 0012507W - 564725N 0013559W - 565256N 0011225E | Upper limit: FL660<br>Lower limit: FL100 | AMC - Manageable.<br><br>Activity: High Energy Manoeuvres / Unmanned Aircraft System (VLOS/ BVLOS) / Ordnance, Munitions and Explosives.<br><br>Service: SUAAIS: Swanwick Military on 136.375 MHz.<br><br>Contact: Booking: Military Airspace Management Cell – Managed Airspace, Tel: 01489-612495.<br><br>SUA Authority: DAATM (HQ Air).<br><br>Hours: Activated by NOTAM. |
| EGD613CZ CENTRAL COMPLEX FBZ<br>565212N 0014048W - 565805N 0011948E - 564947N 0012253E - 561219N 0012531W - 561431N 0013303W - 564836N 0014542W - 565212N 0014048W | Upper limit: As Per AUP / UUP<br>Lower limit: FL255 | For IFR flight planning purposes only |
| EGD613D CENTRAL COMPLEX<br>565256N 0011225E - 560344N 0015411E - 560509N 0002907W - 561750N 0012507W - 565256N 0011225E | Upper limit: FL660<br>Lower limit: FL100 | AMC - Manageable.<br><br>Activity: High Energy Manoeuvres / Unmanned Aircraft System (VLOS/ BVLOS) / Ordnance, Munitions and Explosives.<br><br>Service: SUAAIS: Swanwick Military on 136.375 MHz.<br><br>Contact: Booking: Military Airspace Management Cell – Managed Airspace, Tel: 01489-612495.<br><br>SUA Authority: DAATM (HQ Air).<br><br>Hours: Activated by NOTAM. |
| EGD613DZ CENTRAL COMPLEX FBZ<br>565818N 0011229E - 565651N 0011907E - 560318N 0020423E - 555839N 0015851E - 560009N 0003053W - 561426N 0013400W - 562106N 0013410W - 565818N 0011229E | Upper limit: As Per AUP / UUP<br>Lower limit: FL255 | For IFR flight planning purposes only |
| EGD701A HEBRIDES<br>573347N 0074803W - 572253N 0072531W - 572324N 0072233W - 572147N 0072116W - 571056N 0072253W - 571034N 0073131W - 570200N 0073421W thence clockwise by the arc of a circle radius 19 NM centred on 572004N 0072347W to 573347N 0074803W | Upper limit: UNL<br>Lower limit: SFC | AMC - Manageable.<br><br>Activity: Target Towing / Unmanned Aircraft System (VLOS/BVLOS) / High Energy Manoeuvres / Ordnance, Munitions and Explosives / Para Dropping / Balloons / Electronic/Optical Hazards.<br><br>Service: SUAAIS: Scottish Information on 127.275 MHz.<br><br>Contact: Pre-flight information: Range Control, Tel: 01870-604449.<br><br>SUA Authority: DAATM (DE&S).<br><br>Hours: Activated by NOTAM. |
| EGD701AZ HEBRIDES FBZ<br>573848N 0075129W - 573845N 0074426W - 572831N 0072317W - 572844N 0072159W - 572708N 0071527W - 572236N 0071153W - 570842N 0071400W - 570606N 0071848W - 570554N 0072345W - 565904N 0072602W - 565636N 0073235W thence clockwise by the arc of a circle radius 24 NM centred on 572004N 0072347W to 573848N 0075129W | Upper limit: As Per AUP / UUP<br>Lower limit: FL255 | For IFR flight planning purposes only |

# ENR 5.1 PROHIBITED, RESTRICTED AND DANGER AREAS (continued)

| Identification and Name<br>Lateral Limits | Upper Limit<br>Lower Limit | Remarks<br>(time of activity, type of restriction, nature of hazard, risk of interception) |
|---|---|---|
| 1 | 2 | 3 |
| EGD701B HEBRIDES<br>570200N 0073421W - 565713N 0073556W - 571703N 0092047W - 574801N 0092039W - 574514N 0083032W - 574224N 0080606W - 573347N 0074803W thence anti-clockwise by the arc of a circle radius 19 NM centred on 572004N 0072347W to 570200N 0073421W | Upper limit: UNL<br>Lower limit: SFC | AMC - Manageable.<br><br>Activity: Target Towing / Unmanned Aircraft System (VLOS/BVLOS) / High Energy Manoeuvres / Ordnance, Munitions and Explosives / Para Dropping / Balloons / Electronic/Optical Hazards.<br><br>Service: SUAAIS: Scottish Information on 127.275 MHz.<br><br>Contact: Pre-flight information: Range Control, Tel: 01870-604449.<br><br>SUA Authority: DAATM (DE&S).<br><br>Hours: Activated by NOTAM. |
| EGD701BZ1 HEBRIDES FBZ<br>575312N 0092352W - 575010N 0082902W - 574659N 0080143W - 573659N 0074047W - 573227N 0073547W thence anti-clockwise by the arc of a circle radius 14 NM centred on 572004N 0072347W to 570609N 0072551W - 570144N 0072508W - 565403N 0072743W - 565144N 0073503W - 571249N 0092631W - 571526N 0093000W - 575014N 0093000W - 575312N 0092352W | Upper limit: As Per AUP / UUP<br>Lower limit: FL255 | For IFR flight planning purposes only |
| EGD701BZ2 HEBRIDES FBZ<br>573803N 0100000W following the line of latitude to - 573803N 0092042W - 573703N 0092042W - 573703N 0100000W - 573803N 0100000W | Upper limit: As Per AUP / UUP<br>Lower limit: FL255 | For IFR flight planning purposes only |
| EGD701C HEBRIDES<br>574801N 0092039W - 575639N 0081032W - 575154N 0074532W - 573809N 0073422W thence anti-clockwise by the arc of a circle radius 19 NM centred on 572004N 0072347W to 573347N 0074803W - 574224N 0080606W - 574514N 0083032W - 574801N 0092039W | Upper limit: UNL<br>Lower limit: SFC | AMC - Manageable.<br><br>Activity: Target Towing / Unmanned Aircraft System (VLOS/BVLOS) / High Energy Manoeuvres / Ordnance, Munitions and Explosives / Para Dropping / Balloons / Electronic/Optical Hazards.<br><br>Service: SUAAIS: Scottish Information on 127.275 MHz.<br><br>Contact: Pre-flight information: Range Control, Tel: 01870-604449.<br><br>SUA Authority: DAATM (DE&S).<br><br>Hours: Activated by NOTAM. |
| EGD701CZ HEBRIDES FBZ<br>580150N 0080956W - 575615N 0074032W - 575450N 0073743W - 573357N 0072052W thence anti-clockwise by the arc of a circle radius 14 NM centred on 572004N 0072347W to 572629N 0074646W - 573748N 0081028W - 574018N 0083201W - 574328N 0092925W - 575153N 0093032W - 580150N 0080956W | Upper limit: As Per AUP / UUP<br>Lower limit: FL255 | For IFR flight planning purposes only |
| EGD701D HEBRIDES<br>571703N 0092047W - 565801N 0074000W - 564302N 0074000W - 565603N 0090000W - 571703N 0092047W | Upper limit: UNL<br>Lower limit: SFC | AMC - Manageable.<br><br>Activity: Target Towing / Unmanned Aircraft System (VLOS/BVLOS) / High Energy Manoeuvres / Ordnance, Munitions and Explosives / Para Dropping / Balloons / Electronic/Optical Hazards.<br><br>Service: SUAAIS: Scottish Information on 127.275 MHz.<br><br>Contact: Pre-flight information: Range Control, Tel: 01870-604449.<br><br>SUA Authority: DAATM (DE&S).<br><br>Hours: Activated by NOTAM. |

# ENR 5.1 PROHIBITED, RESTRICTED AND DANGER AREAS (continued)

| Identification and Name<br>Lateral Limits | Upper Limit<br>Lower Limit | Remarks<br>(time of activity, type of restriction, nature of hazard, risk of interception) |
|---|---|---|
| 1 | 2 | 3 |
| EGD701DZ HEBRIDES FBZ<br>572251N 0092349W - 570211N 0073410W - 565935N 0073052W - 564031N 0073056W - 563732N 0073818W - 565133N 0090420W - 565250N 0090711W - 571739N 0093152W - 572251N 0092349W | Upper limit: As Per AUP / UUP<br>Lower limit: FL255 | For IFR flight planning purposes only |
| EGD701E HEBRIDES<br>582859N 0094100W following the line of latitude to - 582859N 0084939W - 574923N 0071500W - 574128N 0073703W - 575154N 0074532W - 575639N 0081032W - 575411N 0083112W - 580439N 0085353W - 582859N 0094100W | Upper limit: UNL<br>Lower limit: SFC | AMC - Manageable.<br><br>Activity: Target Towing / Unmanned Aircraft System (VLOS/BVLOS) / High Energy Manoeuvres / Ordnance, Munitions and Explosives / Para Dropping / Balloons / Electronic/Optical Hazards.<br><br>Service: SUAAIS: Scottish Information on 127.275 MHz.<br><br>Contact: Pre-flight information: Range Control, Tel: 01870-604449.<br><br>SUA Authority: DAATM (DE&S).<br><br>Hours: Activated by NOTAM. |
| EGD701EZ HEBRIDES FBZ<br>583357N 0094729W - 583358N 0084622W - 575140N 0070526W - 574638N 0070553W - 573603N 0073522W - 573717N 0074348W - 574756N 0075229W - 575128N 0081108W - 574903N 0083119W - 574938N 0083540W - 580059N 0090016W - 582744N 0095213W - 583357N 0094729W | Upper limit: As Per AUP / UUP<br>Lower limit: FL255 | For IFR flight planning purposes only |
| EGD701F HEBRIDES<br>593000N 0100000W - 584715N 0074914W - 582525N 0070835W - 574923N 0071500W - 582859N 0084939W following the line of latitude to - 582859N 0100000W - 593000N 0100000W | Upper limit: UNL<br>Lower limit: SFC | AMC - Manageable.<br><br>Activity: Target Towing / Unmanned Aircraft System (VLOS/BVLOS) / High Energy Manoeuvres / Ordnance, Munitions and Explosives / Para Dropping / Balloons / Electronic/Optical Hazards.<br><br>Service: SUAAIS: Scottish Information on 127.275 MHz.<br><br>Contact: Pre-flight information: Range Control, Tel: 01870-604449.<br><br>SUA Authority: DAATM (DE&S).<br><br>Hours: Activated by NOTAM. |
| EGD701FZ HEBRIDES FBZ<br>593547N 0095946W - 585107N 0074305W - 582805N 0070017W - 582601N 0065855W - 574557N 0070614W - 574338N 0071632W - 582400N 0085254W following the line of latitude to - 582400N 0100356W - 582655N 0100931W - 593255N 0100949W - 593547N 0095946W | Upper limit: As Per AUP / UUP<br>Lower limit: FL255 | For IFR flight planning purposes only |
| EGD701G HEBRIDES<br>582859N 0100000W following the line of latitude to - 582859N 0094100W - 580439N 0085353W - 575411N 0083112W - 574801N 0092039W - 571703N 0092047W - 573301N 0100000W - 582859N 0100000W | Upper limit: UNL<br>Lower limit: SFC | AMC - Manageable.<br><br>Activity: Target Towing / Unmanned Aircraft System (VLOS/BVLOS) / High Energy Manoeuvres / Ordnance, Munitions and Explosives / Para Dropping / Balloons / Electronic/Optical Hazards.<br><br>Service: SUAAIS: Scottish Information on 127.275 MHz.<br><br>Contact: Pre-flight information: Range Control, Tel: 01870-604449.<br><br>SUA Authority: DAATM (DE&S).<br><br>Hours: Activated by NOTAM. |

## ENR 5.1 PROHIBITED, RESTRICTED AND DANGER AREAS (continued)

| Identification and Name<br>Lateral Limits | Upper Limit<br>Lower Limit | Remarks<br>(time of activity, type of restriction, nature of hazard, risk of interception) |
|---|---|---|
| **1** | **2** | **3** |
| EGD701GZ HEBRIDES FBZ<br>583358N 0100358W - 583358N 0093908W - 583315N 0093542W - 580819N 0084728W - 575555N 0082042W - 574959N 0082333W - 574405N 0091121W - 571356N 0091136W - 571112N 0092149W - 572943N 0100718W - 573149N 0100916W - 583103N 0100932W - 583358N 0100358W | Upper limit: As Per AUP / UUP<br>Lower limit: FL255 | For IFR flight planning purposes only |
| EGD701H HEBRIDES<br>573301N 0100000W - 571703N 0092047W - 565603N 0090000W - 571500N 0100000W - 573301N 0100000W | Upper limit: UNL<br>Lower limit: SFC | AMC - Manageable.<br><br>Activity: Target Towing / Unmanned Aircraft System (VLOS/BVLOS) / High Energy Manoeuvres / Ordnance, Munitions and Explosives / Para Dropping / Balloons / Electronic/Optical Hazards.<br><br>Service: SUAAIS: Scottish Information on 127.275 MHz.<br><br>Contact: Pre-flight information: Range Control, Tel: 01870-604449.<br><br>SUA Authority: DAATM (DE&S).<br><br>Hours: Activated by NOTAM. |
| EGD701HZ HEBRIDES FBZ<br>573851N 0095902W - 572022N 0091337W - 565504N 0084842W - 564950N 0085841W - 571120N 0100642W - 571339N 0100912W - 573605N 0100918W - 573851N 0095902W | Upper limit: As Per AUP / UUP<br>Lower limit: FL255 | For IFR flight planning purposes only |
| EGD701I HEBRIDES<br>571500N 0100000W - 565603N 0090000W - 564302N 0074000W - 563510N 0074307W - 563524N 0083728W - 564548N 0100000W - 571500N 0100000W | Upper limit: UNL<br>Lower limit: SFC | AMC - Manageable.<br><br>Activity: Target Towing / Unmanned Aircraft System (VLOS/BVLOS) / High Energy Manoeuvres / Ordnance, Munitions and Explosives / Para Dropping / Balloons / Electronic/Optical Hazards.<br><br>Service: SUAAIS: Scottish Information on 127.275 MHz.<br><br>Contact: Pre-flight information: Range Control, Tel: 01870-604449.<br><br>SUA Authority: DAATM (DE&S).<br><br>Hours: Activated by NOTAM. |
| EGD701IZ HEBRIDES FBZ<br>572045N 0100003W - 570041N 0085622W - 564714N 0073356W - 564352N 0073023W - 563221N 0073458W - 563009N 0074001W - 563024N 0083833W - 564118N 0100504W - 564402N 0100905W - 571752N 0100913W - 572045N 0100003W | Upper limit: As Per AUP / UUP<br>Lower limit: FL255 | For IFR flight planning purposes only |
| EGD701J HEBRIDES<br>564548N 0100000W - 563524N 0083728W - 563510N 0074307W - 560339N 0074415W - 563523N 0100000W - 564548N 0100000W | Upper limit: UNL<br>Lower limit: SFC | AMC - Manageable.<br><br>Activity: Target Towing / Unmanned Aircraft System (VLOS/BVLOS) / High Energy Manoeuvres / Ordnance, Munitions and Explosives / Para Dropping / Balloons / Electronic/Optical Hazards.<br><br>Service: SUAAIS: Scottish Information on 127.275 MHz.<br><br>Contact: Pre-flight information: Range Control, Tel: 01870-604449.<br><br>SUA Authority: DAATM (DE&S).<br><br>Hours: Activated by NOTAM. |
| EGD701JZ HEBRIDES FBZ<br>565111N 0100219W - 564023N 0083624W - 564007N 0073913W - 563708N 0073359W - 560052N 0073526W - 555800N 0074328W - 563119N 0100556W - 563351N 0100902W - 564811N 0100906W - 565111N 0100219W | Upper limit: As Per AUP / UUP<br>Lower limit: FL255 | For IFR flight planning purposes only |

# ENR 5.1 PROHIBITED, RESTRICTED AND DANGER AREAS (continued)

| Identification and Name<br>Lateral Limits | Upper Limit<br>Lower Limit | Remarks<br>(time of activity, type of restriction, nature of hazard, risk of interception) |
|---|---|---|
| 1 | 2 | 3 |
| EGD701K HEBRIDES<br>563523N 0100000W - 560339N 0074415W - 555107N 0080000W following the line of latitude to - 555107N 0080331W - 562630N 0100000W - 563523N 0100000W | Upper limit: UNL<br>Lower limit: SFC | AMC - Manageable.<br><br>Activity: Target Towing / Unmanned Aircraft System (VLOS/BVLOS) / High Energy Manoeuvres / Ordnance, Munitions and Explosives / Para Dropping / Balloons / Electronic/Optical Hazards.<br><br>Service: SUAAIS: Scottish Information on 127.275 MHz.<br><br>Contact: Pre-flight information: Range Control, Tel: 01870-604449.<br><br>SUA Authority: DAATM (DE&S).<br><br>Hours: Activated by NOTAM. |
| EGD701KZ HEBRIDES FBZ<br>564100N 0100105W - 560715N 0073646W - 560241N 0073432W - 554715N 0075400W - 554607N 0075750W - 554607N 0080550W - 562244N 0100624W - 562507N 0100900W - 563801N 0100903W - 564100N 0100105W | Upper limit: As Per AUP / UUP<br>Lower limit: FL255 | For IFR flight planning purposes only |
| EGD701L HEBRIDES<br>562630N 0100000W - 560435N 0084640W - 560530N 0100000W - 562630N 0100000W | Upper limit: UNL<br>Lower limit: SFC | AMC - Manageable.<br><br>Activity: Target Towing / Unmanned Aircraft System (VLOS/BVLOS) / High Energy Manoeuvres / Ordnance, Munitions and Explosives / Para Dropping / Balloons / Electronic/Optical Hazards.<br><br>Service: SUAAIS: Scottish Information on 127.275 MHz.<br><br>Contact: Pre-flight information: Range Control, Tel: 01870-604449.<br><br>SUA Authority: DAATM (DE&S).<br><br>Hours: Activated by NOTAM. |
| EGD701LZ HEBRIDES FBZ<br>563214N 0100018W - 560703N 0083612W - 555928N 0083956W - 560033N 0100347W - 560327N 0100855W - 562919N 0100901W - 563214N 0100018W | Upper limit: As Per AUP / UUP<br>Lower limit: FL255 | For IFR flight planning purposes only |
| EGD701M HEBRIDES<br>560530N 0100000W - 560435N 0084640W - 555107N 0080331W following the line of latitude to - 555107N 0080000W - 554000N 0080000W following the line of latitude to - 554000N 0092508W - 554516N 0100000W - 560530N 0100000W | Upper limit: UNL<br>Lower limit: SFC | AMC - Manageable.<br><br>Activity: Target Towing / Unmanned Aircraft System (VLOS/BVLOS) / High Energy Manoeuvres / Ordnance, Munitions and Explosives / Para Dropping / Balloons / Electronic/Optical Hazards.<br><br>Service: SUAAIS: Scottish Information on 127.275 MHz.<br><br>Contact: Pre-flight information: Range Control, Tel: 01870-604449.<br><br>SUA Authority: DAATM (DE&S).<br><br>Hours: Activated by NOTAM. |
| EGD701MZ HEBRIDES FBZ<br>561031N 0100337W - 560932N 0084415W - 555606N 0080111W - 555606N 0075619W - 555311N 0075107W - 553755N 0075111W - 553459N 0075625W following the line of latitude to - 553500N 0092616W - 554053N 0100510W - 554334N 0100851W - 560735N 0100856W - 561031N 0100337W | Upper limit: As Per AUP / UUP<br>Lower limit: FL255 | For IFR flight planning purposes only |

## ENR 5.1 PROHIBITED, RESTRICTED AND DANGER AREAS (continued)

| **Identification and Name<br>Lateral Limits** | **Upper Limit<br>Lower Limit** | **Remarks<br>(time of activity, type of restriction, nature of hazard, risk of interception)** |
|---|---|---|
| **1** | **2** | **3** |
| EGD701N HEBRIDES<br>563148N 0114510W - 560530N 0100000W - 554516N 0100000W - 555352N 0110000W - 563148N 0114510W | Upper limit: UNL<br>Lower limit: SFC | AMC - Manageable.<br><br>Activity: Target Towing / Unmanned Aircraft System (VLOS/BVLOS) / High Energy Manoeuvres / Ordnance, Munitions and Explosives / Para Dropping / Balloons / Electronic/Optical Hazards.<br><br>Service: SUAAIS: Scottish Information on 127.275 MHz.<br><br>Contact: Pre-flight information: Range Control, Tel: 01870-604449.<br><br>SUA Authority: DAATM (DE&S).<br><br>Hours: Activated by NOTAM. |
| EGD701NZ HEBRIDES FBZ<br>563752N 0114747W - 560925N 0095352W - 560657N 0095104W - 554249N 0095110W - 553949N 0095803W - 554915N 0110345W - 555020N 0110630W - 563207N 0115627W - 563752N 0114747W | Upper limit: As Per AUP / UUP<br>Lower limit: FL255 | For IFR flight planning purposes only |
| EGD701O HEBRIDES<br>570000N 0120000W - 562630N 0100000W - 560530N 0100000W - 563148N 0114510W - 564357N 0120000W - 570000N 0120000W | Upper limit: UNL<br>Lower limit: SFC | AMC - Manageable.<br><br>Activity: Target Towing / Unmanned Aircraft System (VLOS/BVLOS) / High Energy Manoeuvres / Ordnance, Munitions and Explosives / Para Dropping / Balloons / Electronic/Optical Hazards.<br><br>Service: SUAAIS: Scottish Information on 127.275 MHz.<br><br>Contact: Pre-flight information: Range Control, Tel: 01870-604449.<br><br>SUA Authority: DAATM (DE&S).<br><br>Hours: Activated by NOTAM. |
| EGD701OZ HEBRIDES FBZ<br>570542N 0120032W - 563016N 0095335W - 562753N 0095059W - 560246N 0095105W - 555950N 0095920W - 562748N 0115111W - 564225N 0120904W - 570246N 0120909W - 570542N 0120032W | Upper limit: As Per AUP / UUP<br>Lower limit: FL255 | For IFR flight planning purposes only |
| EGD701P HEBRIDES<br>572125N 0120000W - 565038N 0104118W - 564548N 0100000W - 562630N 0100000W - 570000N 0120000W - 572125N 0120000W | Upper limit: UNL<br>Lower limit: SFC | AMC - Manageable.<br><br>Activity: Target Towing / Unmanned Aircraft System (VLOS/BVLOS) / High Energy Manoeuvres / Ordnance, Munitions and Explosives / Para Dropping / Balloons / Electronic/Optical Hazards.<br><br>Service: SUAAIS: Scottish Information on 127.275 MHz.<br><br>Contact: Pre-flight information: Range Control, Tel: 01870-604449.<br><br>SUA Authority: DAATM (DE&S).<br><br>Hours: Activated by NOTAM. |
| EGD701PZ HEBRIDES FBZ<br>575512N 0115543W - 571739N 0101903W - 571525N 0100000W - 564613N 0095055W - 562341N 0095100W - 562047N 0095942W - 565531N 0120401W - 570000N 0125302W - 573848N 0125358W - 575512N 0115543W | Upper limit: As Per AUP / UUP<br>Lower limit: FL050 | For IFR flight planning purposes only |

# ENR 5.1 PROHIBITED, RESTRICTED AND DANGER AREAS (continued)

| Identification and Name<br>Lateral Limits | Upper Limit<br>Lower Limit | Remarks<br>(time of activity, type of restriction, nature of hazard, risk of interception) |
|---|---|---|
| 1 | 2 | 3 |
| EGD701Q HEBRIDES<br>572125N 0120000W - 571500N 0100000W - 564548N 0100000W - 565038N 0104118W - 572125N 0120000W | Upper limit: UNL<br>Lower limit: SFC | AMC - Manageable.<br><br>Activity: Target Towing / Unmanned Aircraft System (VLOS/BVLOS) / High Energy Manoeuvres / Ordnance, Munitions and Explosives / Para Dropping / Balloons / Electronic/Optical Hazards.<br><br>Service: SUAAIS: Scottish Information on 127.275 MHz.<br><br>Contact: Pre-flight information: Range Control, Tel: 01870-604449.<br><br>SUA Authority: DAATM (DE&S).<br><br>Hours: Activated by NOTAM. |
| EGD701QZ HEBRIDES FBZ<br>575200N 0123651W - 574407N 0100000W - 571525N 0095048W - 564324N 0095055W - 564025N 0095742W - 564545N 0104309W - 570000N 0123637W - 571013N 0130359W - 575200N 0123651W | Upper limit: As Per AUP / UUP<br>Lower limit: FL050 | For IFR flight planning purposes only |
| EGD701R HEBRIDES<br>580135N 0120000W - 573301N 0100000W - 571500N 0100000W - 572125N 0120000W - 580135N 0120000W | Upper limit: UNL<br>Lower limit: SFC | AMC - Manageable.<br><br>Activity: Target Towing / Unmanned Aircraft System (VLOS/BVLOS) / High Energy Manoeuvres / Ordnance, Munitions and Explosives / Para Dropping / Balloons / Electronic/Optical Hazards.<br><br>Service: SUAAIS: Scottish Information on 127.275 MHz.<br><br>Contact: Pre-flight information: Range Control, Tel: 01870-604449.<br><br>SUA Authority: DAATM (DE&S).<br><br>Hours: Activated by NOTAM. |
| EGD701RZ HEBRIDES FBZ<br>583418N 0120535W - 580454N 0100000W - 573324N 0095043W - 571408N 0095048W - 570000N 0100000W following the line of latitude to - 570000N 0123606W - 570957N 0125316W - 581659N 0125456W - 583418N 0120535W | Upper limit: As Per AUP / UUP<br>Lower limit: FL050 | For IFR flight planning purposes only |
| EGD701S HEBRIDES<br>584514N 0120000W - 582859N 0100000W - 573301N 0100000W - 580135N 0120000W - 584514N 0120000W | Upper limit: UNL<br>Lower limit: SFC | AMC - Manageable.<br><br>Activity: Target Towing / Unmanned Aircraft System (VLOS/BVLOS) / High Energy Manoeuvres / Ordnance, Munitions and Explosives / Para Dropping / Balloons / Electronic/Optical Hazards.<br><br>Service: SUAAIS: Scottish Information on 127.275 MHz.<br><br>Contact: Pre-flight information: Range Control, Tel: 01870-604449.<br><br>SUA Authority: DAATM (DE&S).<br><br>Hours: Activated by NOTAM. |
| EGD701SZ HEBRIDES FBZ<br>591639N 0121319W - 585900N 0100000W - 582924N 0095028W - 573237N 0095043W - 570107N 0100000W - 573819N 0123608W - 575243N 0125419W - 585906N 0125603W - 591639N 0121319W | Upper limit: As Per AUP / UUP<br>Lower limit: FL050 | For IFR flight planning purposes only |

## ENR 5.1 PROHIBITED, RESTRICTED AND DANGER AREAS (continued)

| Identification and Name<br>Lateral Limits | Upper Limit<br>Lower Limit | Remarks<br>(time of activity, type of restriction, nature of hazard, risk of interception) |
|---|---|---|
| 1 | 2 | 3 |
| EGD701T HEBRIDES<br>593000N 0120000W following the line of latitude to - 593000N 0100000W - 582859N 0100000W - 584514N 0120000W - 593000N 0120000W | Upper limit: UNL<br>Lower limit: SFC | AMC - Manageable.<br><br>Activity: Target Towing / Unmanned Aircraft System (VLOS/BVLOS) / High Energy Manoeuvres / Ordnance, Munitions and Explosives / Para Dropping / Balloons / Electronic/Optical Hazards.<br><br>Service: SUAAIS: Scottish Information on 127.275 MHz.<br><br>Contact: Pre-flight information: Range Control, Tel: 01870-604449.<br><br>SUA Authority: DAATM (DE&S).<br><br>Hours: Activated by NOTAM. |
| EGD701TZ HEBRIDES FBZ<br>595856N 0122350W following the line of latitude to - 595856N 0100000W - 593026N 0095011W - 582834N 0095029W - 575859N 0100000W - 581926N 0123130W - 583502N 0125524W - 594146N 0125714W - 595856N 0122350W | Upper limit: As Per AUP / UUP<br>Lower limit: FL050 | For IFR flight planning purposes only |
| EGD701U HEBRIDES<br>590000N 0130000W - 593000N 0120000W - 584514N 0120000W - 585236N 0130000W - 590000N 0130000W | Upper limit: UNL<br>Lower limit: SFC | AMC - Manageable.<br><br>Activity: Target Towing / Unmanned Aircraft System (VLOS/BVLOS) / High Energy Manoeuvres / Ordnance, Munitions and Explosives / Para Dropping / Balloons / Electronic/Optical Hazards.<br><br>Service: SUAAIS: Scottish Information on 127.275 MHz.<br><br>Contact: Pre-flight information: Range Control, Tel: 01870-604449.<br><br>SUA Authority: DAATM (DE&S).<br><br>Hours: Activated by NOTAM. |
| EGD701UZ HEBRIDES FBZ<br>595856N 0122311W following the line of latitude to - 595856N 0114816W - 594855N 0110234W - 583058N 0110442W - 581347N 0114706W - 582635N 0133107W - 584216N 0135536W - 590535N 0135613W - 591620N 0134749W - 595856N 0122311W | Upper limit: As Per AUP / UUP<br>Lower limit: FL050 | For IFR flight planning purposes only |
| EGD701V HEBRIDES<br>585236N 0130000W - 584514N 0120000W - 580135N 0120000W - 581454N 0130000W - 585236N 0130000W | Upper limit: UNL<br>Lower limit: SFC | AMC - Manageable.<br><br>Activity: Target Towing / Unmanned Aircraft System (VLOS/BVLOS) / High Energy Manoeuvres / Ordnance, Munitions and Explosives / Para Dropping / Balloons / Electronic/Optical Hazards.<br><br>Service: SUAAIS: Scottish Information on 127.275 MHz.<br><br>Contact: Pre-flight information: Range Control, Tel: 01870-604449.<br><br>SUA Authority: DAATM (DE&S).<br><br>Hours: Activated by NOTAM. |
| EGD701VZ HEBRIDES FBZ<br>592353N 0131400W - 591054N 0112742W - 585502N 0110404W - 574549N 0110552W - 572851N 0115433W - 575123N 0133554W - 580554N 0135439W - 590619N 0135614W - 592353N 0131400W | Upper limit: As Per AUP / UUP<br>Lower limit: FL050 | For IFR flight planning purposes only |

# ENR 5.1 PROHIBITED, RESTRICTED AND DANGER AREAS (continued)

| Identification and Name<br>Lateral Limits | Upper Limit<br>Lower Limit | Remarks<br>(time of activity, type of restriction, nature of hazard, risk of interception) |
|---|---|---|
| 1 | 2 | 3 |
| EGD701W HEBRIDES<br>581454N 0130000W - 580135N 0120000W - 572125N 0120000W - 573126N 0130000W - 581454N 0130000W | Upper limit: UNL<br>Lower limit: SFC | AMC - Manageable.<br><br>Activity: Target Towing / Unmanned Aircraft System (VLOS/BVLOS) / High Energy Manoeuvres / Ordnance, Munitions and Explosives / Para Dropping / Balloons / Electronic/Optical Hazards.<br><br>Service: SUAAIS: Scottish Information on 127.275 MHz.<br><br>Contact: Pre-flight information: Range Control, Tel: 01870-604449.<br><br>SUA Authority: DAATM (DE&S).<br><br>Hours: Activated by NOTAM. |
| EGD701WZ HEBRIDES FBZ<br>584734N 0130634W - 582441N 0112306W - 581004N 0110515W - 570632N 0110649W - 570000N 0112336W following the line of latitude to - 570000N 0125241W - 570626N 0133212W - 572140N 0135333W - 583000N 0135516W - 584734N 0130634W | Upper limit: As Per AUP / UUP<br>Lower limit: FL050 | For IFR flight planning purposes only |
| EGD701X HEBRIDES<br>573126N 0130000W - 572125N 0120000W - 564357N 0120000W - 573126N 0130000W | Upper limit: UNL<br>Lower limit: SFC | AMC - Manageable.<br><br>Activity: Target Towing / Unmanned Aircraft System (VLOS/BVLOS) / High Energy Manoeuvres / Ordnance, Munitions and Explosives / Para Dropping / Balloons / Electronic/Optical Hazards.<br><br>Service: SUAAIS: Scottish Information on 127.275 MHz.<br><br>Contact: Pre-flight information: Range Control, Tel: 01870-604449.<br><br>SUA Authority: DAATM (DE&S).<br><br>Hours: Activated by NOTAM. |
| EGD701XZ HEBRIDES FBZ<br>580503N 0132125W - 574603N 0112644W - 573041N 0110614W - 570000N 0110658W - 564015N 0115056W - 563806N 0120345W - 570000N 0132431W - 572209N 0135333W - 574038N 0135401W - 580503N 0132125W | Upper limit: As Per AUP / UUP<br>Lower limit: FL050 | For IFR flight planning purposes only |
| EGD701Y HEBRIDES<br>573809N 0073422W - 572324N 0072233W - 572253N 0072531W - 573347N 0074803W thence clockwise by the arc of a circle radius 19 NM centred on 572004N 0072347W to 573809N 0073422W | Upper limit: UNL<br>Lower limit: SFC | AMC - Manageable.<br><br>Activity: Target Towing / Unmanned Aircraft System (VLOS/BVLOS) / High Energy Manoeuvres / Ordnance, Munitions and Explosives / Para Dropping / Balloons / Electronic/Optical Hazards.<br><br>Service: SUAAIS: Scottish Information on 127.275 MHz.<br><br>Contact: Pre-flight information: Range Control, Tel: 01870-604449.<br><br>SUA Authority: DAATM (DE&S).<br><br>Hours: Activated by NOTAM. |
| EGD701YZ HEBRIDES FBZ<br>574321N 0073409W - 574212N 0072729W - 572320N 0071227W - 571919N 0071551W - 571744N 0072502W - 571817N 0072952W - 573144N 0075744W - 573559N 0075659W thence clockwise by the arc of a circle radius 23.99999999936406 NM centred on 572004N 0072347W to 574321N 0073409W | Upper limit: As Per AUP / UUP<br>Lower limit: FL255 | For IFR flight planning purposes only |

## ENR 5.1 PROHIBITED, RESTRICTED AND DANGER AREAS (continued)

| **Identification and Name<br>Lateral Limits** | **Upper Limit<br>Lower Limit** | **Remarks<br>(time of activity, type of restriction, nature of hazard, risk of interception)** |
|---|---|---|
| **1** | **2** | **3** |
| EGD702 FORT GEORGE<br>573617N 0040047W - 573449N 0040128W - 573440N 0040257W - 573456N 0040438W - 573534N 0040338W - 573617N 0040047W | Upper limit: 2100 FT ALT<br>Lower limit: SFC | Activity: Ordnance, Munitions and Explosives / Unmanned Aircraft System (VLOS).<br><br>Service: SUAAIS: Inverness Radar on 122.605 when open; at other times Scottish Information on 134.850 MHz.<br><br>Contact: Pre-flight information / Booking: Range TSO, Tel: 01313-108124/108114.<br><br>SI 1940/30.<br><br>SUA Authority: DAATM (DIO).<br><br>Hours: 0800-1600 (0700-1500); and as activated by NOTAM. |
| EGD703 TAIN<br>575224N 0033030W - 575054N 0034630W - 574500N 0035500W - 574500N 0040254W - 575136N 0040812W - 580324N 0034436W - 580700N 0033700W - 580300N 0033000W - 575224N 0033000W - 575224N 0033030W | Upper limit: 22000 FT ALT<br>Lower limit: SFC | Vertical Limit 15,000 FT ALT.<br><br>Vertical Limit OCNL notified to altitudes up to 22,000 FT ALT by NOTAM.<br><br>Activity: Ordnance, Munitions and Explosives / Unmanned Aircraft System (VLOS/BVLOS) / High Energy Manoeuvres / Para Dropping / Electronic/Optical Hazards.<br><br>Service: SUACS: Tain Range on 122.755 when open. SUAAIS: Tain Range on 122.755 when open; at other times Scottish Information on 134.850 MHz.<br><br>Contact: Pre-flight information / Booking: Range ATC, Tel: 01862-892185 Ext 4945.<br><br>Aircraft wishing to use Dornoch or Easter Aerodromes during range opening hours are to contact Tain Range on 122.755 prior to entering the range. Associated aircraft operations outside area boundary. SI 1940/684.<br><br>SUA Authority: DAATM (DIO).<br><br>Hours: Mon-Thu 0900-2200 (0800-2100), Fri 0900-1400 (0800-1300); and as activated by NOTAM. |
| EGD704 HEBRIDES<br>573727N 0071811W - 573143N 0071055W - 572625N 0072457W - 573305N 0073017W - 573727N 0071811W | Upper limit: 10000 FT ALT<br>Lower limit: SFC | AMC - Manageable.<br><br>Activity: Target Towing / Unmanned Aircraft System (VLOS/BVLOS) / High Energy Manoeuvres / Ordnance, Munitions and Explosives / Para Dropping / Balloons / Electronic/Optical Hazards.<br><br>Service: SUACS: Benbecula Approach on 119.205 MHz when open. SUAAIS: Scottish Information on 127.275 MHz.<br><br>Contact: Pre-flight information: Range Control, Tel: 01870-604449.<br><br>SUA Authority: DAATM (DE&S).<br><br>Hours: Activated by NOTAM. |

# ENR 5.1 PROHIBITED, RESTRICTED AND DANGER AREAS (continued)

| Identification and Name<br>Lateral Limits | Upper Limit<br>Lower Limit | Remarks<br>(time of activity, type of restriction, nature of hazard, risk of interception) |
|---|---|---|
| 1 | 2 | 3 |
| EGD710 RAASAY<br>572200N 0054927W - 572200N 0055935W - then along the east coast of Raasay and Rona in an northerly direction to 573500N 0055800W - 573800N 0055800W - 573800N 0055000W - 573445N 0055000W - then along the west coast of the Applecross peninsula in an southerly direction to 572200N 0054927W | Upper limit: 1500 FT ALT<br>Lower limit: SFC | Activity: Ordnance, Munitions and Explosives / Electronic/Optical Hazards / Unmanned Aircraft System (VLOS/BVLOS).<br><br>Service: SUAAIS: Scottish Information on 127.275 MHz.<br><br>Contact: Pre-flight information: Range Control, Tel: 01397-436720.<br><br>SI 2016/654.<br><br>SUA Authority: DAATM (DE&S).<br><br>This coastline definition is a generalisation of the geographic feature; operators must not use this as a definitive boundary and are responsible for applying appropriate measures to ensure they operate within or outside of the airspace structure.<br><br>Hours: Activated by NOTAM.<br><br>Mon-Sat SR to SS. |
| EGD712A NORTHERN COMPLEX<br>585202N 0052659W - 581310N 0052344W - 581920N 0055243W - 584432N 0055510W - 585202N 0052659W | Upper limit: FL660<br>Lower limit: FL245 | AMC - Manageable.<br><br>Activity: High Energy Manoeuvres / Unmanned Aircraft System (VLOS/ BVLOS).<br><br>Contact: Booking: Military Airspace Management Cell – Managed Airspace, Tel: 01489-612495.<br><br>SUA Authority: DAATM (HQ Air).<br><br>Hours: Activated by NOTAM. |
| EGD712AZ NORTHERN COMPLEX FBZ<br>585743N 0052640W - 585458N 0051735W - 581039N 0051405W - 580731N 0052231W - 581514N 0055848W - 581737N 0060202W - 584544N 0060454W - 584817N 0060206W - 585743N 0052640W | Upper limit: As Per AUP / UUP<br>Lower limit: FL255 | For IFR flight planning purposes only |
| EGD712B NORTHERN COMPLEX<br>591444N 0035801W - 590716N 0033308W - 580412N 0044247W - 581310N 0052344W - 585202N 0052659W - 591444N 0035801W | Upper limit: FL660<br>Lower limit: FL245 | AMC - Manageable.<br><br>Activity: High Energy Manoeuvres / Unmanned Aircraft System (VLOS/ BVLOS).<br><br>Contact: Booking: Military Airspace Management Cell – Managed Airspace, Tel: 01489-612495.<br><br>SUA Authority: DAATM (HQ Air).<br><br>Hours: Activated by NOTAM. |
| EGD712BZ NORTHERN COMPLEX FBZ<br>591945N 0040004W - 591940N 0035513W - 591031N 0032445W - 590631N 0032245W - 580006N 0043621W - 575852N 0044307W - 580906N 0052952W - 581129N 0053303W - 585317N 0053644W - 585549N 0053353W - 591945N 0040004W | Upper limit: As Per AUP / UUP<br>Lower limit: FL255 | For IFR flight planning purposes only |
| EGD712C NORTHERN COMPLEX<br>590716N 0033308W - 584654N 0022720W - 574827N 0033350W - 580412N 0044247W - 590716N 0033308W | Upper limit: FL660<br>Lower limit: FL245 | AMC - Manageable.<br><br>Activity: High Energy Manoeuvres / Unmanned Aircraft System (VLOS/ BVLOS).<br><br>Contact: Booking: Military Airspace Management Cell – Managed Airspace, Tel: 01489-612495.<br><br>SUA Authority: DAATM (HQ Air).<br><br>Hours: Activated by NOTAM. |

## ENR 5.1 PROHIBITED, RESTRICTED AND DANGER AREAS (continued)

| Identification and Name<br>Lateral Limits | Upper Limit<br>Lower Limit | Remarks<br>(time of activity, type of restriction, nature of hazard, risk of interception) |
|---|---|---|
| 1 | 2 | 3 |
| EGD712CZ NORTHERN COMPLEX FBZ<br>591237N 0033141W - 585005N 0021855W - 584604N 0021704W - 574417N 0032735W - 574307N 0033420W - 580028N 0045018W - 580442N 0045303W - 591135N 0033929W - 591237N 0033141W | Upper limit: As Per AUP / UUP<br>Lower limit: FL255 | For IFR flight planning purposes only |
| EGD712D NORTHERN COMPLEX<br>584654N 0022720W - 583622N 0015427W - 574000N 0020624W following the line of latitude to - 574000N 0025821W - 574827N 0033350W - 584654N 0022720W | Upper limit: FL660<br>Lower limit: FL245 | AMC - Manageable.<br><br>Activity: High Energy Manoeuvres / Unmanned Aircraft System (VLOS/ BVLOS).<br><br>Contact: Booking: Military Airspace Management Cell – Managed Airspace, Tel: 01489-612495.<br><br>SUA Authority: DAATM (HQ Air).<br><br>Hours: Activated by NOTAM. |
| EGD712DZ NORTHERN COMPLEX FBZ<br>585214N 0022543W - 583950N 0014702W - 583713N 0014438W - 573732N 0015733W - 573501N 0020251W following the line of latitude to - 573501N 0030021W - 574447N 0034125W - 574902N 0034401W - 585116N 0023328W - 585214N 0022543W | Upper limit: As Per AUP / UUP<br>Lower limit: FL255 | For IFR flight planning purposes only |
| EGD713 FAST JET AREA SOUTH<br>575900N 0065200W - 574600N 0061000W - 563500N 0052200W - 560600N 0063000W - 561000N 0065400W - 564200N 0081500W - 575000N 0081500W - 575900N 0065200W | Upper limit: FL550<br>Lower limit: FL245 | AMC: Manageable.<br><br>Activity: High Energy Manoeuvres / Ordnance, Munitions & Explosives (OME).<br><br>Contact: Booking: Military Airspace Management Cell – Managed Airspace, Tel 01489-612495.<br><br>SUA Authority: DAATM (HQ Air).<br><br>EGD713 is solely in support of Ex Joint Warrior.<br><br>Hours: Activated by NOTAM. |
| EGD713Z FAST JET AREA SOUTH FBZ<br>580415N 0065021W - 574924N 0060224W - 563509N 0051229W - 563200N 0051411W - 560119N 0062614W - 560052N 0063030W - 560527N 0065800W - 563836N 0082200W - 564046N 0082404W - 575146N 0082422W - 575430N 0082012W - 580415N 0065021W | Upper limit: As Per AUP / UUP<br>Lower limit: FL255 | For IFR planning purposes only |
| EGD801 CAPE WRATH (NORTH WEST)<br>590000N 0043000W - 584500N 0043000W following the line of latitude to - 584500N 0050000W - 590000N 0050000W following the line of latitude to - 590000N 0043000W | Upper limit: 55000 FT ALT<br>Lower limit: SFC | AMC - Manageable.<br><br>Activity: Ordnance, Munitions and Explosives / Unmanned Aircraft System (VLOS/BVLOS) / Electronic/Optical Hazards.<br><br>Service: SUAAIS: Scottish Information on 133.675 MHz.<br><br>Contact: Pre-flight information / Booking: Range Control, Tel: 01971-511242 when open; at other times Tain Range ATC, Tel: 01862-892185 Ext 4945.<br><br>SI 1933/40.<br><br>SUA Authority: DAATM (DIO).<br><br>Hours: Activated by NOTAM. |

# ENR 5.1 PROHIBITED, RESTRICTED AND DANGER AREAS (continued)

| Identification and Name<br>Lateral Limits | Upper Limit<br>Lower Limit | Remarks<br>(time of activity, type of restriction, nature of hazard, risk of interception) |
|---|---|---|
| 1 | 2 | 3 |
| EGD801Z CAPE WRATH (NORTH WEST) FBZ<br>590459N 0050402W following the line of latitude to - 590459N 0042558W - 590203N 0042019W - 584255N 0042025W - 584000N 0042604W following the line of latitude to - 584000N 0050356W - 584255N 0050935W - 590203N 0050941W - 590459N 0050402W | Upper limit: As Per AUP / UUP<br>Lower limit: FL255 | For IFR flight planning purposes only |
| EGD802 CAPE WRATH (SOUTH EAST)<br>584500N 0043000W - 583435N 0043000W - then along the coastline to 583200N 0044728W - 583200N 0050000W - 584500N 0050000W - 584500N 0043000W | Upper limit: 55000 FT ALT<br>Lower limit: SFC | AMC - Manageable.<br><br>Activity: Ordnance, Munitions and Explosives / Unmanned Aircraft System (VLOS/BVLOS) / High Energy Manoeuvres / Electronic/Optical Hazards.<br><br>Service: SUAAIS: Scottish Information on 133.675 MHz.<br><br>Contact: Pre-flight information / Booking: Range Control, Tel: 01971-511242 when open; at other times Tain Range ATC, Tel: 01862-892185 Ext 4945.<br><br>SI 1933/40.<br><br>SUA Authority: DAATM (DIO).<br><br>This coastline definition is a generalisation of the geographic feature; operators must not use this as a definitive boundary and are responsible for applying appropriate measures to ensure they operate within or outside of the airspace structure.<br><br>Hours: Activated by NOTAM. |
| EGD802Z CAPE WRATH (SOUTH EAST) FBZ<br>584959N 0050401W following the line of latitude to - 584959N 0042559W - 584703N 0042024W - 583236N 0042028W - 582715N 0043007W - 582529N 0043257W - 582258N 0043807W - 582211N 0044011W - 582134N 0044517W - 582212N 0044953W - 582426N 0045426W - 582701N 0045522W - 582700N 0050356W - 582956N 0050932W - 584703N 0050936W - 584959N 0050401W | Upper limit: As Per AUP / UUP<br>Lower limit: FL255 | For IFR flight planning purposes only |
| EGD803 GARVIE ISLAND<br>A circle, 4 NM radius, centred at 583705N 0045220W | Upper limit: 40000 FT ALT<br>Lower limit: SFC | AMC - Manageable.<br><br>Activity: Ordnance, Munitions and Explosives / Unmanned Aircraft System (VLOS/BVLOS) / High Energy Manoeuvres / Electronic/Optical Hazards.<br><br>Service: SUAAIS: Scottish Information on 133.675 MHz.<br><br>Contact: Pre-flight information / Booking: Range Control, Tel: 01971-511242 when open; at other times Tain Range ATC, Tel: 01862-892185 Ext 4945.<br><br>SUA Authority: DAATM (DIO).<br><br>Hours: Activated by NOTAM. |
| EGD803Z GARVIE ISLAND FBZ<br>A circle, 9 NM radius, centred at 583705N 0045220W | Upper limit: As Per AUP / UUP<br>Lower limit: FL255 | For IFR flight planning purposes only |

## ENR 5.1 PROHIBITED, RESTRICTED AND DANGER AREAS (continued)

| Identification and Name<br>Lateral Limits | Upper Limit<br>Lower Limit | Remarks<br>(time of activity, type of restriction, nature of hazard, risk of interception) |
|---|---|---|
| **1** | **2** | **3** |
| EGD809C MORAY FIRTH (CENTRAL)<br>585000N 0023314W following the line of latitude to - 585000N 0014526W - 582600N 0015049W following the line of latitude to - 582600N 0024048W - 585000N 0023314W | Upper limit: 55000 FT ALT<br>Lower limit: SFC | AMC - Manageable.<br><br>Activity: Ordnance, Munitions and Explosives / Unmanned Aircraft system (VLOS/BVLOS) / High Energy Manoeuvres.<br><br>Service: SUAAIS: Scottish Information on 133.675 MHz.<br><br>Contact: Booking: Military Airspace Management Cell – Managed Airspace, Tel: 01489-612495.<br><br>SUA Authority: DAATM (HQ Air).<br><br>Hours: Activated by NOTAM. |
| EGD809CZ MORAY FIRTH (CENTRAL) FBZ<br>585459N 0023649W - 585458N 0014104W - 585138N 0013522W - 582331N 0014148W - 582100N 0014715W - 582100N 0024509W - 582431N 0025054W - 585236N 0024210W - 585459N 0023649W | Upper limit: As Per AUP / UUP<br>Lower limit: FL255 | For IFR flight planning purposes only |
| EGD809N MORAY FIRTH (NORTH)<br>592300N 0015130W following the line of latitude to - 592300N 0014200W - 590500N 0014200W - 585000N 0014526W following the line of latitude to - 585000N 0023314W - 585800N 0023040W - 592300N 0015130W | Upper limit: 55000 FT ALT<br>Lower limit: SFC | AMC - Manageable.<br><br>Activity: Ordnance, Munitions and Explosives / Unmanned Aircraft system (VLOS/BVLOS) / High Energy Manoeuvres.<br><br>Service: SUAAIS: Scottish Information on 133.675 MHz.<br><br>Contact: Booking: Military Airspace Management Cell – Managed Airspace, Tel: 01489-612495.<br><br>SUA Authority: DAATM (HQ Air).<br><br>Hours: Activated by NOTAM. |
| EGD809NZ MORAY FIRTH (NORTH) FBZ<br>592759N 0015343W - 592759N 0013756W - 592503N 0013213W - 590442N 0013219W - 584731N 0013619W - 584500N 0014149W - 584500N 0023730W - 584827N 0024328W - 590005N 0023947W - 592701N 0015743W - 592759N 0015343W | Upper limit: As Per AUP / UUP<br>Lower limit: FL255 | For IFR flight planning purposes only |
| EGD809S MORAY FIRTH (SOUTH)<br>582600N 0024048W following the line of latitude to - 582600N 0015049W - 575000N 0015840W following the line of latitude to - 575000N 0022415W - 581630N 0024345W - 582600N 0024048W | Upper limit: 55000 FT ALT<br>Lower limit: SFC | AMC - Manageable.<br><br>Activity: Ordnance, Munitions and Explosives / Unmanned Aircraft system (VLOS/BVLOS) / High Energy Manoeuvres.<br><br>Service: SUAAIS: Scottish Information on 133.675 MHz.<br><br>Contact: Booking: Military Airspace Management Cell – Managed Airspace, Tel: 01489-612495.<br><br>SUA Authority: DAATM (HQ Air).<br><br>Hours: Activated by NOTAM. |
| EGD809SZ MORAY FIRTH (SOUTH) FBZ<br>583059N 0024421W - 583058N 0014630W - 582738N 0014052W - 574732N 0014947W - 574500N 0015508W - 574500N 0022707W - 574645N 0023155W - 581557N 0025331W - 582836N 0024938W - 583059N 0024421W | Upper limit: As Per AUP / UUP<br>Lower limit: FL255 | For IFR flight planning purposes only |

# ENR 5.1 PROHIBITED, RESTRICTED AND DANGER AREAS (continued)

| Identification and Name<br>Lateral Limits | Upper Limit<br>Lower Limit | Remarks<br>(time of activity, type of restriction, nature of hazard, risk of interception) |
|---|---|---|
| 1 | 2 | 3 |
| EGD901 FAST JET AREA NORTH<br>594000N 0013000W - 591000N 0010000W - 580215N 0000948E - 574700N 0010000W - 574000N 0013100W following the line of latitude to - 574000N 0025821W - 581920N 0055243W - 595000N 0060149W - 594000N 0013000W | Upper limit: FL550<br>Lower limit: FL245 | AMC: Manageable.<br><br>Activity: High Energy Manoeuvres / Ordnance, Munitions & Explosives (OME).<br><br>Contact: Booking: Military Airspace Management Cell – Managed Airspace, Tel 01489-612495.<br><br>SUA Authority: DAATM (HQ Air).<br><br>EGD901 is solely in support of Ex Joint Warrior.<br><br>Hours: Activated by NOTAM. |
| EGD901Z FAST JET AREA NORTH FBZ<br>595504N 0060549W - 594449N 0012628W - 594324N 0012222W - 591224N 0005129W - 580236N 0002004E - 575826N 0001710E - 574224N 0005624W - 573500N 0012909W - 573500N 0030018W - 581514N 0055848W - 581737N 0060202W - 595156N 0061157W - 595504N 0060549W | Upper limit: As Per AUP / UUP<br>Lower limit: FL255 | For IFR planning purposes only |
| EGD902A SAXAVORD<br>A circle, 0.75 NM radius, centred at 604906N 0004612W | Upper limit: 3000 FT ALT<br>Lower limit: SFC | Activity: Spaceflight Activities / Ordnance Munitions and Explosives.<br><br>Contact: SaxaVord Range Operations, Tel: 01479-782040, email: rangeops@shetlandspacecentre.com.<br><br>SUA Authority: SaxaVord Spaceport.<br><br>Hours: Activated by NOTAM. |
| EGD902B SAXAVORD<br>610000N 0010600W following the line of latitude to - 610000N 0002500W - 604600N 0002500W following the line of latitude to - 604600N 0010600W - 610000N 0010600W | Upper limit: UNL<br>Lower limit: SFC | Activity: Spaceflight Activities / Ordnance Munitions and Explosives.<br><br>Contact: SaxaVord Range Operations, Tel: 01479-782040, email: rangeops@shetlandspacecentre.com.<br><br>SUA Authority: SaxaVord Spaceport.<br><br>Hours: Activated by NOTAM. |
| EGD902BZ SAXAVORD FBZ<br>610000N 0010802W following the line of latitude to - 610000N 0002257W - 604537N 0002257W - 604505N 0002353W - 604500N 0002449W following the line of latitude to - 604500N 0010614W - 604510N 0010715W - 604538N 0010803W - 610000N 0010802W | Upper limit: As Per AUP / UUP<br>Lower limit: SFC | For IFR flight planning purposes only. |
| EGD902C SAXAVORD<br>604600N 0010600W following the line of latitude to - 604600N 0002500W - 604000N 0002500W following the line of latitude to - 604000N 0010600W - 604600N 0010600W | Upper limit: UNL<br>Lower limit: SFC | Activity: Spaceflight Activities / Ordnance Munitions and Explosives.<br><br>Contact: SaxaVord Range Operations, Tel: 01479-782040, email: rangeops@shetlandspacecentre.com.<br><br>SUA Authority: SaxaVord Spaceport.<br><br>Hours: Activated by NOTAM. |
| EGD902CZ SAXAVORD FBZ<br>604700N 0010634W following the line of latitude to - 604700N 0002430W - 604647N 0002338W - 604617N 0002257W - 603918N 0002257W - 603900N 0002416W following the line of latitude to - 603900N 0010622W - 603906N 0010656W - 603920N 0010734W - 603945N 0010802W - 604617N 0010803W - 604644N 0010730W - 604700N 0010634W | Upper limit: As Per AUP / UUP<br>Lower limit: SFC | For IFR flight planning purposes only. |

## ENR 5.1 PROHIBITED, RESTRICTED AND DANGER AREAS (continued)

| **Identification and Name<br>Lateral Limits** | **Upper Limit<br>Lower Limit** | **Remarks<br>(time of activity, type of restriction, nature of hazard, risk of interception)** |
|---|---|---|
| **1** | **2** | **3** |
| EGD902D SAXAVORD<br>610000N 0013000W - 604600N 0010600W - 604000N 0010600W - 604805N 0013000W - 610000N 0013000W | Upper limit: UNL<br>Lower limit: SFC | Activity: Spaceflight Activities / Ordnance Munitions and Explosives.<br><br>Contact: SaxaVord Range Operations, Tel: 01479-782040, email: rangeops@shetlandspacecentre.com.<br><br>SUA Authority: SaxaVord Spaceport.<br><br>Hours: Activated by NOTAM. |
| EGD902DZ SAXAVORD FBZ<br>610000N 0013203W following the line of latitude to - 610000N 0012719W - 604622N 0010357W - 603939N 0010357W - 603913N 0010440W - 603901N 0010530W - 603900N 0010622W - 603906N 0010656W - 603920N 0010734W - 604657N 0013016W - 604725N 0013137W - 604747N 0013203W - 610000N 0013203W | Upper limit: As Per AUP / UUP<br>Lower limit: SFC | For IFR flight planning purposes only. |
| EGD902E SAXAVORD<br>610000N 0000000E - 604805N 0000000E - 604000N 0002500W - 604600N 0002500W - 610000N 0000000E | Upper limit: UNL<br>Lower limit: SFC | Activity: Spaceflight Activities / Ordnance Munitions and Explosives.<br><br>Contact: SaxaVord Range Operations, Tel: 01479-782040, email: rangeops@shetlandspacecentre.com.<br><br>SUA Authority: SaxaVord Spaceport.<br><br>Hours: Activated by NOTAM. |
| EGD902EZ SAXAVORD FBZ<br>610000N 0000243W following the line of latitude to - 610000N 0000000E - 604704N 0000000E - 603918N 0002257W - 603900N 0002416W following the line of latitude to - 603900N 0002605W - 603941N 0002705W - 604541N 0002704W - 604621N 0002704W - 610000N 0000243W | Upper limit: As Per AUP / UUP<br>Lower limit: SFC | For IFR flight planning purposes only. |
| EGD902F SAXAVORD<br>610000N 0020445W following the line of latitude to - 610000N 0013000W - 604805N 0013000W - 610000N 0020445W | Upper limit: UNL<br>Lower limit: SFC | Activity: Spaceflight Activities / Ordnance Munitions and Explosives.<br><br>Contact: SaxaVord Range Operations, Tel: 01479-782040, email: rangeops@shetlandspacecentre.com.<br><br>SUA Authority: SaxaVord Spaceport.<br><br>Hours: Activated by NOTAM. |
| EGD902FZ SAXAVORD FBZ<br>610000N 0020819W following the line of latitude to - 610000N 0012753W - 604748N 0012758W - 604715N 0012837W - 604657N 0013016W - 604725N 0013137W - 610000N 0020819W | Upper limit: As Per AUP / UUP<br>Lower limit: SFC | For IFR flight planning purposes only. |
| EGD902G SAXAVORD<br>610000N 0013000W following the line of latitude to - 610000N 0010600W - 604600N 0010600W - 610000N 0013000W | Upper limit: UNL<br>Lower limit: SFC | Activity: Spaceflight Activities / Ordnance Munitions and Explosives.<br><br>Contact: SaxaVord Range Operations, Tel: 01479-782040, email: rangeops@shetlandspacecentre.com.<br><br>SUA Authority: SaxaVord Spaceport.<br><br>Hours: Activated by NOTAM. |
| EGD902GZ SAXAVORD FBZ<br>610000N 0013203W following the line of latitude to - 610000N 0010357W - 604621N 0010357W - 604540N 0010357W - 604515N 0010435W - 604500N 0010521W following the line of latitude to - 604500N 0010614W - 604510N 0010715W - 610000N 0013203W | Upper limit: As Per AUP / UUP<br>Lower limit: SFC | For IFR flight planning purposes only. |

# ENR 5.1 PROHIBITED, RESTRICTED AND DANGER AREAS (continued)

| Identification and Name<br>Lateral Limits | Upper Limit<br>Lower Limit | Remarks<br>(time of activity, type of restriction, nature of hazard, risk of interception) |
|---|---|---|
| 1 | 2 | 3 |
| EGD902H SAXAVORD<br>610000N 0002500W following the line of latitude to - 610000N 0000000E - 604600N 0002500W - 610000N 0002500W | Upper limit: UNL<br>Lower limit: SFC | Activity: Spaceflight Activities / Ordnance Munitions and Explosives.<br><br>Contact: SaxaVord Range Operations, Tel: 01479-782040, email: rangeops@shetlandspacecentre.com.<br><br>SUA Authority: SaxaVord Spaceport.<br><br>Hours: Activated by NOTAM. |
| EGD902HZ SAXAVORD FBZ<br>610000N 0002704W following the line of latitude to - 610000N 0000000E - 605828N 0000000E - 604505N 0002353W - 604500N 0002449W - 604500N 0002605W - 604541N 0002704W - 610000N 0002704W | Upper limit: As Per AUP / UUP<br>Lower limit: SFC | For IFR flight planning purposes only. |

| Identification and Name<br>Lateral Limits | Upper Limit<br>Lower Limit | Remarks<br>(time of activity, type of restriction, nature of hazard, risk of interception) |
|---|---|---|
| 1 | 2 | 3 |
| Prohibited Area | | |
| EGP611 COULPORT / FASLANE<br>A circle, 2 NM radius, centred at 560331N 0045159W | Upper limit: 2200 FT ALT<br>Lower limit: SFC | SI 1003/2016.<br><br>Contact: CAA Airspace Regulation Operations, Tel: 01293-983880. |
| EGP813 DOUNREAY<br>A circle, 2 NM radius, centred at 583435N 0034434W | Upper limit: 2100 FT ALT<br>Lower limit: SFC | SI 1003/2016.<br><br>Contact: CAA Airspace Regulation Operations, Tel: 01293-983880. |

| Identification and Name<br>Lateral Limits | Upper Limit<br>Lower Limit | Remarks<br>(time of activity, type of restriction, nature of hazard, risk of interception) |
|---|---|---|
| 1 | 2 | 3 |
| Restricted Area | | |
| EGR002 DEVONPORT<br>A circle, 1 NM radius, centred at 502317N 0041114W | Upper limit: 2000 FT ALT<br>Lower limit: SFC | Flight permitted by helicopter for the purpose of landing or taking off from Kinterbury Point (KP) Helicopter Landing Site (HLS) and Ships within HM Naval Base with the permission of FOST / Plymouth Military Radar and in accordance with any conditions to which permission is subject.<br><br>SI 1003/2016.<br><br>Contact: CAA Airspace Regulation Operations, Tel: 01293-983880. |
| EGR063 DUNGENESS<br>A circle, 2 NM radius, centred at 505449N 0005717E | Upper limit: 2000 FT ALT<br>Lower limit: SFC | Flight permitted for the purpose of landing at or taking off from the helicopter landing area at Dungeness, with the permission of the person in charge of the installation and in accordance with any conditions to which that permission is subject.<br><br>Flight permitted by an aircraft which has taken off from or intends to land at London Ashford (Lydd) Airport flying in accordance with normal aviation practice which remains at least 1.5 NM from the position given at column 1 for Dungeness.<br><br>SI 1003/2016.<br><br>Contact: CAA Airspace Regulation Operations, Tel: 01293-983880. |
| EGR095 SARK<br>A circle, 3 NM radius, centred at 492546N 0022145W | Upper limit: 2374 FT ALT<br>Lower limit: SFC | Flight is not permitted except in conformity with any permission granted by or on behalf of the Channel Islands Director of Civil Aviation. The Island of Sark is within Bailiwick of Guernsey territorial waters although within the Brest FIR.<br><br>Guernsey SI 1985/21.<br><br>Contact: Refer to Statutory Instrument. |

# ENR 5.1 PROHIBITED, RESTRICTED AND DANGER AREAS (continued)

| Identification and Name<br>Lateral Limits | Upper Limit<br>Lower Limit | Remarks<br>(time of activity, type of restriction, nature of hazard, risk of interception) |
|---|---|---|
| 1 | 2 | 3 |
| EGR101 ALDERMASTON<br>A circle, 1.5 NM radius, centred at 512203N 0010847W | Upper limit: 2400 FT ALT<br>Lower limit: SFC | Flight permitted for the purpose of landing at or taking off from the helicopter landing area at Aldermaston, with the permission of the person in charge of the installation and in accordance with any conditions to which that permission is subject.<br><br>SI 1003/2016.<br><br>Contact: CAA Airspace Regulation Operations, Tel: 01293-983880. |
| EGR104 BURGHFIELD<br>A circle, 1 NM radius, centred at 512424N 0010125W | Upper limit: 2400 FT ALT<br>Lower limit: SFC | Flight permitted for the purpose of landing at or taking off from the helicopter landing area at Burghfield, with the permission of the person in charge of the installation and in accordance with any conditions to which that permission is subject.<br><br>SI 1003/2016.<br><br>Contact: CAA Airspace Regulation Operations, Tel: 01293-983880. |
| EGR105 HIGHGROVE HOUSE<br>A circle, 1.5 NM radius, centred at 513720N 0021050W | Upper limit: 2000 FT ALT<br>Lower limit: SFC | Flight permitted by:<br>any aircraft in the service of National Police Air Service;<br>any aircraft flying in the service of the Helicopter Emergency Medical Service;<br>any aircraft flying in the service of the Maritime and Coastguard Agency;<br>any aircraft flying in the service of The King's Helicopter Flight;<br>any aircraft flying in accordance with a permission issued by the Gloucestershire Constabulary Royalty Household Protection Group;<br>any aircraft either operated by a member of the Royal Family, or landing in the grounds of Highgrove House at the invitation of the person in charge of the household there, provided that the Gloucestershire Constabulary Royalty Household Protection Group has been informed in advance of such intended flight or landing.<br><br>SI 907/2018.<br><br>Contact: Refer to Statutory Instrument. |
| EGR106 RAYMILL HOUSE, LACOCK<br>A circle, 1 NM radius, centred at 512523N 0020646W | Upper limit: 1600 FT ALT<br>Lower limit: SFC | Flight permitted by:<br>any aircraft in the service of National Police Air Service;<br>any aircraft flying in the service of the Helicopter Emergency Medical Services;<br>any aircraft flying in the service of Maritime and Coastguard Agency;<br>any aircraft flying in the service of The King's Helicopter Flight.<br><br>Flying in accordance with an agreed exemption issued by, or with the permission of, the Wiltshire Police Constabulary Royalty Protection Department.<br><br>SI 703/2021.<br><br>Contact: Refer to Statutory Instrument. |
| EGR107 BELMARSH<br>513020N 0000529E thence clockwise by the arc of a circle radius 0.5 NM centred on 512951N 0000541E to 512943N 0000454E - 513020N 0000529E | Upper limit: 2000 FT ALT<br>Lower limit: SFC | The Restricted Area applies only to helicopters.<br><br>Flight permitted by any helicopter for the purpose of carrying out an IFR approach to London/City Airport for cloud break purposes.<br><br>Flight permitted by any helicopter operated by or on behalf of a police force for any area of the United Kingdom.<br><br>SI 1989/2118 as amended by SI 1993/2123.<br><br>Contact: CAA Airspace Regulation Operations, Tel: 01293-983880. |

# ENR 5.1 PROHIBITED, RESTRICTED AND DANGER AREAS (continued)

| Identification and Name<br>Lateral Limits | Upper Limit<br>Lower Limit | Remarks<br>(time of activity, type of restriction, nature of hazard, risk of interception) |
|---|---|---|
| 1 | 2 | 3 |
| EGR153 HINKLEY POINT<br>A circle, 2 NM radius, centred at 511233N 0030749W | Upper limit: 2000 FT ALT<br>Lower limit: SFC | Flight permitted for the purpose of landing at or taking off from the helicopter landing area at Hinkley Point, with the permission of the person in charge of the installation and in accordance with any conditions to which that permission is subject.<br><br>Flight permitted by a helicopter flying within the Bridgewater Bay Danger Area with the permission of the person in charge of that Area and in accordance with any conditions to which that permission is subject which remains at least 1 NM from the position given at column 1 for Hinkley Point.<br><br>SI 1003/2016.<br><br>Contact: CAA Airspace Regulation Operations, Tel: 01293-983880. |
| EGR154 OLDBURY<br>A circle, 2 NM radius, centred at 513852N 0023415W | Upper limit: 2000 FT ALT<br>Lower limit: SFC | Flight permitted for the purpose of landing at or taking off from the helicopter landing area at Oldbury, with the permission of the person in charge of the installation and in accordance with any conditions to which that permission is subject.<br><br>SI 1003/2016.<br><br>Contact: CAA Airspace Regulation Operations, Tel: 01293-983880. |
| EGR155 BERKELEY<br>A circle, 2 NM radius, centred at 514134N 0022936W | Upper limit: 2000 FT ALT<br>Lower limit: SFC | Flight permitted for the purpose of landing at or taking off from the helicopter landing area at Berkeley, with the permission of the person in charge of the installation and in accordance with any conditions to which that permission is subject.<br><br>SI 1003/2016.<br><br>Contact: CAA Airspace Regulation Operations, Tel: 01293-983880. |
| EGR156 WINDSOR CASTLE<br>A circle, 1.25 NM radius, centred at 512902N 0003614W | Upper limit: 2500 FT ALT<br>Lower limit: SFC | Flight permitted by:<br>any aircraft operating for or on behalf of National Police Air Service;<br>any aircraft operating for or on behalf of The Helicopter Emergency Medical Service;<br>any aircraft operating for or on behalf of The Maritime and Coastguard Agency for the purposes of search and rescue operations;<br>any aircraft operating for or on behalf of The King's Helicopter Flight;<br>any aircraft operated by a member of the Royal Family;<br>any aircraft flying in accordance with an agreed exemption issued by, or with the permission of, the Metropolitan Police (Royalty and Special Protection);<br>or landing in the grounds of Windsor Great Park at the invitation of the Director of Royal Travel provided that Protective Security Operations (PSO) has been informed in advance of such intended flight or landing;<br>any aircraft approaching to, or departing from, London Heathrow Airport.<br><br>SI 1137/2021.<br><br>Contact: Refer to Statutory Instrument. |
| EGR157 HYDE PARK<br>513212N 0000911W - 513020N 0000648W thence clockwise by the arc of a circle radius 0.55 NM centred on 513000N 0000730W to 513001N 0000637W - 512917N 0000634W thence clockwise by the arc of a circle radius 0.55 NM centred on 512915N 0000726W to 512852N 0000649W - 512834N 0000719W thence clockwise by the arc of a circle radius 0.55 NM centred on 512857N 0000756W to 512858N 0000849W - 512921N 0000847W - 512939N 0001132W thence clockwise by the arc of a circle radius 0.55 NM centred on 513011N 0001123W to 513028N 0001209W - 513208N 0001038W thence clockwise by the arc of a circle radius 0.55 NM centred on 513151N 0000952W to 513212N 0000911W | Upper limit: 1400 FT ALT<br>Lower limit: SFC | Flight permitted by:<br>any aircraft in the service of the Chief Officer of Police for the Metropolitan Police District;<br>any aircraft flying in accordance with a Special Flight Notification issued by the appropriate ATC unit;<br>any helicopter flying on Helicopter Route H4;<br>any aircraft flying in accordance with an Enhanced Non-Standard Flight clearance issued by the appropriate ATC unit.<br><br>See also ENR 1.1, paragraph 4.1.6.<br><br>SI 1300/2017<br><br>Contact: www.nats.co.uk/nsf |

# ENR 5.1 PROHIBITED, RESTRICTED AND DANGER AREAS (continued)

| Identification and Name<br>Lateral Limits | Upper Limit<br>Lower Limit | Remarks<br>(time of activity, type of restriction, nature of hazard, risk of interception) |
|---|---|---|
| **1** | **2** | **3** |
| EGR158 CITY OF LONDON<br>513125N 0000547W - 513118N 0000439W - 513043N 0000418W - 513016N 0000433W - 513037N 0000704W - 513108N 0000653W - 513125N 0000547W | Upper limit: 1400 FT ALT<br>Lower limit: SFC | Flight permitted by:<br>any aircraft in the service of the Chief Officer of Police for the Metropolitan Police District;<br>any aircraft flying in accordance with a Special Flight Notification issued by the appropriate ATC unit;<br>any helicopter flying on Helicopter Route H4;<br>any aircraft flying in accordance with an Enhanced Non-Standard Flight clearance issued by the appropriate ATC unit.<br><br>See also ENR 1.1, paragraph 4.1.6.<br><br>SI 2092/2004.<br><br>Contact: www.nats.co.uk/nsf |
| EGR159 ISLE OF DOGS<br>513035N 0000025W - 512954N 0000033W - 512938N 0000022W thence clockwise by the arc of a circle radius 0.3 NM centred on 512931N 0000049W to 512921N 0000113W - 513000N 0000154W thence clockwise by the arc of a circle radius 0.55 NM centred on 513018N 0000110W to 513035N 0000025W | Upper limit: 1400 FT ALT<br>Lower limit: SFC | Flight permitted by:<br>any aircraft in the service of the Chief Officer of Police for the Metropolitan Police District;<br>any aircraft flying in accordance with a Special Flight Notification issued by the appropriate ATC unit;<br>any helicopter flying on Helicopter Route H4;<br>any aircraft flying in accordance with an Enhanced Non-Standard Flight clearance issued by the appropriate ATC unit;<br>any aircraft approaching to, or departing from, London/City Airport.<br><br>See also ENR 1.1, paragraph 4.1.6.<br><br>SI 2091/2004.<br><br>Contact: www.nats.co.uk/nsf |
| EGR160 THE SPECIFIED AREA<br>512912N 0001716W - 513420N 0001407W - 513318N 0000904W - 513409N 0000318W - 513130N 0000045W - 512645N 0000044W - 512712N 0000610W - 512515N 0001222W - 512854N 0001407W - 512912N 0001716W<br>Excluding so much of the bed of the River Thames as lies within that area between the ordinary high water marks on each of its banks. | Upper limit: UNL<br>Lower limit: SFC | Except with the written permission of the Civil Aviation Authority a helicopter shall not fly over the Specified Area of Central London below such a height as would enable it, in the event of an engine failure, to land clear of that area.<br><br>See also ENR 1.1, subsection 4.<br><br>Further information may be obtained from the General Aviation Department (for non-public transport operations) or Flight Operations Department (for public transport operations) of the Civil Aviation Authority, Tel: 01293-567171.<br><br>SI 964/2005. |
| EGR204 LONG LARTIN<br>A circle, 2 NM radius, centred at 520627N 0015119W | Upper limit: 2200 FT ALT<br>Lower limit: SFC | The Restricted Area applies only to helicopters.<br><br>Flight permitted by any helicopter operated by or on behalf of a police force for any area of the United Kingdom.<br><br>SI 1989/2118 and SI 1991/1679.<br><br>Contact: CAA Airspace Regulation Operations, Tel: 01293-983880. |
| EGR212 WHITEMOOR<br>A circle, 2 NM radius, centred at 523430N 0000446E | Upper limit: 2000 FT ALT<br>Lower limit: SFC | The Restricted Area applies only to helicopters.<br><br>Flight permitted by any helicopter operated by or on behalf of a police force for any area of the United Kingdom.<br><br>SI 1991/1679.<br><br>Contact: CAA Airspace Regulation Operations, Tel: 01293-983880. |
| EGR214 WOODHILL<br>A circle, 1.5 NM radius, centred at 520049N 0004813W | Upper limit: 2400 FT ALT<br>Lower limit: SFC | The Restricted Area applies only to helicopters. Flight permitted by any helicopter operated by or on behalf of a police force for any area of the United Kingdom.<br><br>Contact: CAA Airspace Regulation Operations, Tel: 01293-983880. |

# ENR 5.1 PROHIBITED, RESTRICTED AND DANGER AREAS (continued)

| Identification and Name<br>Lateral Limits | Upper Limit<br>Lower Limit | Remarks<br>(time of activity, type of restriction, nature of hazard, risk of interception) |
|---|---|---|
| 1 | 2 | 3 |
| EGR217 SIZEWELL<br>A circle, 2 NM radius, centred at 521250N 0013707E | Upper limit: 2000 FT ALT<br>Lower limit: SFC | Flight permitted for the purpose of landing at or taking off from the helicopter landing area at Sizewell, with the permission of the person in charge of the installation and in accordance with any conditions to which that permission is subject.<br><br>SI 1003/2016.<br><br>Contact: CAA Airspace Regulation Operations, Tel: 01293-983880. |
| EGR219 SANDRINGHAM HOUSE<br>524819N 0003104E thence clockwise by the arc of a circle radius 1.5 NM centred on 524948N 0003049E to 525117N 0003033E - 525132N 0003424E thence anti-clockwise by the arc of a circle radius 1.5 NM centred on 525003N 0003447E to 524834N 0003510E - 524819N 0003104E | Upper limit: 2000 FT ALT<br>Lower limit: SFC | Flight Permitted by:<br>any aircraft operated by or on behalf of a Police Air Support Unit;<br>any aircraft operated by or on behalf of an Emergency Medical Service;<br>any aircraft operated by or on behalf of the Maritime and Coastguard Agency;<br>any aircraft operated by or on behalf of the King's Helicopter Flight;<br>any aircraft operated by or on behalf of a member of the Royal Family;<br>any Aircraft flying in accordance with the permission of the Norfolk and Suffolk Constabulary Royalty and VIP Protection Unit;<br>any aircraft landing in the grounds of Sandringham House at the invitation of the person in charge of the household there, provided that the Norfolk and Suffolk Constabulary Royalty and VIP Protection Unit has been informed in advance of such intended landing.<br><br>SI 276/2025 283/2025.<br><br>Contact: Norfolk and Suffolk Constabulary Royalty and VIP Protection Unit, Tel: 01953-425699, extension 7910. |
| EGR220 ANMER HALL<br>A circle, 1.5 NM radius, centred at 525003N 0003447E | Upper limit: 2000 FT ALT<br>Lower limit: SFC | Flight Permitted by:<br>any aircraft operated by or on behalf of a Police Air Support Unit;<br>any aircraft operated by or on behalf of an Emergency Medical Service;<br>any aircraft operated by or on behalf of the Maritime and Coastguard Agency;<br>any aircraft operated by or on behalf of the King's Helicopter Flight;<br>any aircraft operated by or on behalf of a member of the Royal Family;<br>any aircraft flying in accordance with the permission of the Norfolk and Suffolk Constabulary Royalty and VIP Protection Unit;<br>any aircraft landing in the grounds of Anmer Hall at the invitation of the person in charge of the household there, provided that the Norfolk and Suffolk Constabulary Royalty and VIP Protection Unit has been informed in advance of such intended landing.<br><br>SI 265/2025.<br><br>Contact: Norfolk and Suffolk Constabulary Royalty and VIP Protection Unit, Tel: 01953-425699, extension 7910. |
| EGR311 CAPENHURST<br>A circle, 2 NM radius, centred at 531550N 0025708W | Upper limit: 2200 FT ALT<br>Lower limit: SFC | SI 1003/2016.<br><br>Contact: CAA Airspace Regulation Operations, Tel: 01293-983880. |
| EGR312 SPRINGFIELDS<br>A circle, 2 NM radius, centred at 534634N 0024815W | Upper limit: 2100 FT ALT<br>Lower limit: SFC | Flight permitted at not less than 1670 FT above mean sea level for the purpose of landing at Blackpool Airport.<br><br>Flight permitted in airspace lying south of a straight line drawn from 534644N 0024454W to 534513N 0025044W for the purpose of landing at or taking off from Warton Aerodrome.<br><br>Flight permitted for the purpose of landing at or taking off from the helicopter landing area at Springfields, with the permission of the person in charge of the installation and in accordance with any conditions to which that permission is subject.<br><br>SI 1003/2016.<br><br>Contact: CAA Airspace Regulation Operations, Tel: 01293-983880. |

# ENR 5.1 PROHIBITED, RESTRICTED AND DANGER AREAS (continued)

| Identification and Name<br>Lateral Limits | Upper Limit<br>Lower Limit | Remarks<br>(time of activity, type of restriction, nature of hazard, risk of interception) |
|---|---|---|
| 1 | 2 | 3 |
| EGR315 FULL SUTTON<br>A circle, 2 NM radius, centred at 535837N 0005224W | Upper limit: 2000 FT ALT<br>Lower limit: SFC | The Restricted Area applies only to helicopters.<br><br>Flight permitted by any helicopter operated by or on behalf of a police force for any area of the United Kingdom.<br><br>SI 1989/2118 and SI 1991/1679.<br><br>Contact: CAA Airspace Regulation Operations, Tel: 01293-983880. |
| EGR319 MANCHESTER<br>A circle, 1 NM radius, centred at 532934N 0021450W | Upper limit: 1700 FT ALT<br>Lower limit: SFC | The Restricted Area applies only to helicopters.<br><br>Flight permitted by any helicopter operated by or on behalf of a police force for any area of the United Kingdom.<br><br>Contact: CAA Airspace Regulation Operations, Tel: 01293-983880. |
| EGR321 WAKEFIELD<br>A circle, 1.3 NM radius, centred at 534057N 0013034W | Upper limit: 1600 FT ALT<br>Lower limit: SFC | The Restricted Area applies only to helicopters.<br><br>Flight permitted by any helicopter operated by or on behalf of a police force for any area of the United Kingdom.<br><br>Contact: CAA Airspace Regulation Operations, Tel: 01293-983880. |
| EGR322 WYLFA<br>A circle, 2 NM radius, centred at 532458N 0042852W | Upper limit: 2100 FT ALT<br>Lower limit: SFC | Flight permitted at a height of not less than 2000 FT above ground level whilst operating under and in accordance with a clearance from the air traffic control unit at RAF Valley.<br><br>Flight permitted for the purpose of landing at or taking off from the helicopter landing area at Wylfa, with the permission of the person in charge of the installation and in accordance with any conditions to which that permission is subject.<br><br>SI 1003/2016.<br><br>Contact: CAA Airspace Regulation Operations, Tel: 01293-983880. |
| EGR323 NORTH WEST TRANSIT CORRIDOR<br>533124N 0023102W - 532056N 0023103W - 532141N 0023000W - 531255N 0023000W - 531050N 0022814W following the line of latitude to - 531050N 0023224W - 531130N 0023744W - 532708N 0023744W - 533011N 0024123W - 533124N 0023102W | Upper limit: 1500 FT ALT<br>Lower limit: SFC | Flight permitted by any aircraft -<br><br>(a) flying in accordance with the following criteria -<br>(i) at a speed which according to its airspeed indicator is 140 KT or less;<br>(ii) in-flight visibility of 5 KM or more;<br>(iii) mandatory use of the Manchester or Liverpool atmospheric pressure setting QNH (a); and<br>(iv) a maximum certificated take-off mass (MCTOM) of up to 40,000 KG.<br><br>(b) Restriction (a)(ii) does not apply to any aircraft operated by or on behalf of -<br>(i) the National Police Air Service;<br>(ii) the Helicopter Emergency Medical Service;<br>(iii) The King's Helicopter Flight; or<br>(iv) the Maritime and Coastguard Agency for the purpose of search and rescue only.<br><br>(c) The restrictions listed in paragraph (a) do not apply to unmanned aerial systems flying in accordance with visual line of sight below 400 FT AGL, or those operating with the authorisation of the Civil Aviation Authority.<br><br>(d) aircraft where flying is already prohibited by the Air Navigation (Restriction of Flying) (Prisons and Young Offender Institutions) (England and Wales) Regulations 2023(a), remain prohibited.<br><br>SI 2024/1199<br>SI 2025/314<br><br>Exemptions to be sought via NATS Non-Standard Flight (NSF) application online. |

# ENR 5.1 PROHIBITED, RESTRICTED AND DANGER AREAS (continued)

| Identification and Name<br>Lateral Limits | Upper Limit<br>Lower Limit | Remarks<br>(time of activity, type of restriction, nature of hazard, risk of interception) |
|---|---|---|
| 1 | 2 | 3 |
| EGR413 SELLAFIELD<br>A circle, 2 NM radius, centred at 542505N 0032944W | Upper limit: 2000 FT ALT<br>Lower limit: SFC | Flight permitted for the purpose of landing at or taking off from the helicopter landing area at Sellafield, with the permission of the person in charge of the installation and in accordance with any conditions to which that permission is subject.<br><br>SI 1003/2016.<br><br>Contact: CAA Airspace Regulation Operations, Tel: 01293-983880. |
| EGR431 MAGHABERRY<br>A circle, 2 NM radius, centred at 543053N 0061110W | Upper limit: 2000 FT ALT<br>Lower limit: SFC | The Restricted Area applies only to helicopters.<br><br>Flight permitted by any helicopter operated by or on behalf of a police force for any area of the United Kingdom.<br><br>Contact: CAA Airspace Regulation Operations, Tel: 01293-983880. |
| EGR432 FRANKLAND/DURHAM<br>544859N 0013617W thence clockwise by the arc of a circle radius 2 NM centred on 544820N 0013301W to 544741N 0012945W - 544544N 0013054W thence clockwise by the arc of a circle radius 2 NM centred on 544623N 0013410W to 544702N 0013726W - 544859N 0013617W | Upper limit: 2200 FT ALT<br>Lower limit: SFC | The Restricted Area applies only to helicopters.<br><br>Flight permitted by any helicopter operated by or on behalf of a police force for any area of the United Kingdom.<br><br>Contact: CAA Airspace Regulation Operations, Tel: 01293-983880. |
| EGR444 HEYSHAM<br>A circle, 2 NM radius, centred at 540147N 0025452W | Upper limit: 2000 FT ALT<br>Lower limit: SFC | Flight permitted for the purpose of landing at or taking off from the helicopter landing area at Heysham, with the permission of the person in charge of the installation and in accordance with any conditions to which that permission is subject.<br><br>Microlight access to Middleton Sands obtained from BMAA head office.<br><br>SI 1003/2016.<br><br>Contact: CAA Airspace Regulation Operations, Tel: 01293-983880. |
| EGR445 BARROW IN FURNESS<br>A circle, 0.5 NM radius, centred at 540635N 0031410W | Upper limit: 2000 FT ALT<br>Lower limit: SFC | Flight permitted for the purpose of landing at or taking off from the helicopter landing area at Barrow in Furness, with the permission of the person in charge of the installation and in accordance with any conditions to which that permission is subject.<br><br>SI 1003/2016.<br><br>Contact: CAA Airspace Regulation Operations, Tel: 01293-983880. |
| EGR446 HARTLEPOOL<br>A circle, 2 NM radius, centred at 543807N 0011049W | Upper limit: 2000 FT ALT<br>Lower limit: SFC | Flight permitted for the purpose of landing at or taking off from the helicopter landing area at Hartlepool, with the permission of the person in charge of the installation and in accordance with any conditions to which that permission is subject.<br><br>Flight at a height of not less than 1800 FT amsl whilst conducting an instrument approach procedure at Teesside International Airport.<br><br>SI 1003/2016.<br><br>Contact: CAA Airspace Regulation Operations, Tel: 01293-983880. |
| EGR504 SHOTTS<br>A circle, 2 NM radius, centred at 554950N 0034935W | Upper limit: 2800 FT ALT<br>Lower limit: SFC | The Restricted Area applies only to helicopters.<br><br>Flight permitted by any helicopter operated by or on behalf of a police force for any area of the United Kingdom.<br><br>SI 1989/2118 and SI 1991/1679.<br><br>Contact: CAA Airspace Regulation Operations, Tel: 01293-983880. |

# ENR 5.1 PROHIBITED, RESTRICTED AND DANGER AREAS (continued)

| Identification and Name<br>Lateral Limits | Upper Limit<br>Lower Limit | Remarks<br>(time of activity, type of restriction, nature of hazard, risk of interception) |
|---|---|---|
| 1 | 2 | 3 |
| EGR515 HUNTERSTON<br>A circle, 2 NM radius, centred at 554317N 0045338W | Upper limit: 2000 FT ALT<br>Lower limit: SFC | Flight permitted for the purpose of landing at or taking off from the helicopter landing area at Hunterston, with the permission of the person in charge of the installation and in accordance with any conditions to which that permission is subject.<br><br>SI 1003/2016.<br><br>Contact: CAA Airspace Regulation Operations, Tel: 01293-983880. |
| EGR516 TORNESS<br>A circle, 2 NM radius, centred at 555806N 0022431W | Upper limit: 2100 FT ALT<br>Lower limit: SFC | Flight permitted for the purpose of landing at or taking off from the helicopter landing area at Torness, with the permission of the person in charge of the installation and in accordance with any conditions to which that permission is subject.<br><br>SI 1003/2016.<br><br>Contact: CAA Airspace Regulation Operations, Tel: 01293-983880. |
| EGR603 ROSYTH<br>A circle, 0.5 NM radius, centred at 560147N 0032703W | Upper limit: 2000 FT ALT<br>Lower limit: SFC | Flight permitted within the route notified as the Kelty Lane for the purpose of making an approach to land at, or a departure from, Edinburgh Airport.<br><br>SI 1003/2016.<br><br>Contact: CAA Airspace Regulation Operations, Tel: 01293-983880. |
| EGR610A THE HIGHLANDS<br>583000N 0033902W - 582828N 0033815W - 582356N 0032847W - 580345N 0041248W - 580300N 0043000W - 580000N 0043700W - 574700N 0042500W - 573900N 0043000W - 573800N 0044500W - 573000N 0043800W - 571800N 0045200W - 571100N 0045300W - 570900N 0050000W - 570000N 0050200W - 565400N 0050500W - 565600N 0054700W - 571300N 0053500W - 575000N 0054300W - 580000N 0051500W - 583000N 0044900W - 583000N 0043000W - 582500N 0043000W - 583000N 0042000W - 583000N 0033902W | Upper limit: 5000 FT ALT<br>Lower limit: SFC | When active, entry of non-participating aircraft is prohibited unless flying in accordance with an authorisation given by the Military Airspace Management Cell - Low Flying (MAMC LF) at RAF (U) Swanwick, Tel: 01489-443100.<br><br>In the event of an emergency which requires airborne assistance the HRA will be cleared of military low flying aircraft.<br><br>Clearance for emergency service aircraft will be given by Scottish Area Control Centre in conjunction with the LFC and the Aeronautical Rescue Co-ordination Centre.<br><br>New SI issued on activation.<br><br>Hours: Activated by NOTAM.<br><br>Not permanently active. Periods when restrictions in place promulgated by J Series NOTAM. |
| EGR610B THE HIGHLANDS<br>575000N 0054300W - 574004N 0054050W - 573840N 0055739W - 570000N 0055644W - 570000N 0061504W - 574715N 0061637W - 575000N 0054300W | Upper limit: 5000 FT ALT<br>Lower limit: 750 FT ALT | When active, entry of non-participating aircraft is prohibited unless flying in accordance with an authorisation given by the Low Flying Co-ord (LFC) at RAF (U) Swanwick, Tel: 01489-443100.<br><br>In the event of an emergency which requires airborne assistance the HRA will be cleared of military low flying aircraft.<br><br>Clearance for emergency service aircraft will be given by Scottish Area Control Centre in conjunction with the LFC and the Aeronautical Rescue Co-ordination Centre.<br><br>New SI issued on activation.<br><br>Hours: Activated by NOTAM.<br><br>Not permanently active. Periods when restrictions in place promulgated by J Series NOTAM. |

# ENR 5.1 PROHIBITED, RESTRICTED AND DANGER AREAS (continued)

| Identification and Name<br>Lateral Limits | Upper Limit<br>Lower Limit | Remarks<br>(time of activity, type of restriction, nature of hazard, risk of interception) |
|---|---|---|
| 1 | 2 | 3 |
| EGR610C THE HIGHLANDS<br>582218N 0033224W - 581434N 0031929W - 581121N 0032654W - 581900N 0033940W - 582218N 0033224W | Upper limit: 2000 FT ALT<br>Lower limit: SFC | When active, entry of non-participating aircraft is prohibited unless flying in accordance with an authorisation given by the Low Flying Co-ord (LFC) at RAF (U) Swanwick, Tel: 01489-443100. Additionally a tactical clearance may be provided by the Range Control Officer for Tain Range during their hours of operation on 122.755.<br><br>In the event of an emergency which requires airborne assistance the HRA will be cleared of military low flying aircraft.<br><br>Clearance for emergency service aircraft will be given by Scottish Area Control Centre in conjunction with the LFC and the Aeronautical Rescue Co-ordination Centre.<br><br>New SI issued on activation.<br><br>Hours: Activated by NOTAM.<br><br>Not permanently active. Periods when restrictions in place promulgated by J Series NOTAM. |
| EGR610D THE HIGHLANDS<br>574900N 0040606W - 574500N 0040254W - 574234N 0041056W - 573900N 0043000W - 574700N 0042500W - 574900N 0040606W | Upper limit: 2000 FT ALT<br>Lower limit: SFC | When active, entry of non-participating aircraft is prohibited unless flying in accordance with an authorisation given by the Low Flying Co-ord (LFC) at RAF (U) Swanwick, Tel: 01489-443100. Additionally a tactical clearance may be provided by the Range Control Officer for Tain Range during their hours of operation on 122.755.<br><br>In the event of an emergency which requires airborne assistance the HRA will be cleared of military low flying aircraft.<br><br>Clearance for emergency service aircraft will be given by Scottish Area Control Centre in conjunction with the LFC and the Aeronautical Rescue Co-ordination Centre.<br><br>New SI issued on activation.<br><br>Hours: Activated by NOTAM.<br><br>Not permanently active. Periods when restrictions in place promulgated by J Series NOTAM. |
| EGR704 BALMORAL<br>A circle, 1 NM radius, centred at 570227N 0031349W | Upper limit: 3500 FT ALT<br>Lower limit: SFC | Flight permitted by:<br>Any aircraft operated by or on behalf of Police Scotland;<br>any aircraft operated by or on behalf of the Scottish Air Ambulance Service;<br>any aircraft operated by or on behalf of the Maritime and Coastguard Agency for the purposes of a Search and Rescue operation;<br>any aircraft operated by or on behalf of The King's Helicopter Flight;<br>any aircraft flying in accordance with a permission issued by the Police Scotland Royalty and VIP Planning North Unit or the Metropolitan Police, Royalty and Specialist Protection, or either —<br><br>Operated by a member of the Royal Family, or landing in the grounds of Balmoral at the invitation of the person in charge of the household there, provided that the Police Scotland Royalty and VIP Planning North Unit or the Metropolitan Police, Royalty and Specialist Protection has been informed in advance of such intended flight or landing.<br><br>SI 2019/1321.<br><br>Contact: Refer to Statutory Instrument.<br><br>Hours: In the period 0001 hours on 16th May and ending at 2359 hours on 2nd June each year, and in the period 0001 hours on 10th July and ending at 2359 hours on 31st October each year. |

# ENR 5.1 PROHIBITED, RESTRICTED AND DANGER AREAS (continued)

| Identification and Name<br>Lateral Limits | Upper Limit<br>Lower Limit | Remarks<br>(time of activity, type of restriction, nature of hazard, risk of interception) |
|---|---|---|
| 1 | 2 | 3 |
| EGR705 BIRKHALL<br>A circle, 1 NM radius, centred at 570144N 0030427W | Upper limit: 3500 FT ALT<br>Lower limit: SFC | Flight permitted by:<br>Any aircraft operated by, or on behalf of, Police Scotland;<br>any aircraft operated by, or on behalf of, the Scottish Air Ambulance Service;<br>any aircraft operated by, or on behalf of, the Maritime and Coastguard Agency for the purposes of a Search and Rescue operation;<br>any aircraft operated by, or on behalf of, The King's Helicopter Flight;<br>any aircraft flying in accordance with a permission issued by the Police Scotland Royalty and VIP Planning North Unit or the Metropolitan Police, Royalty and Specialist Protection, or either —<br><br>Operated by a member of the Royal Family,<br>or landing in the grounds of Birkhall at the invitation of the person in charge of the household there, provided that the Police Scotland Royalty and VIP Planning North Unit or the Metropolitan Police, Royalty and Specialist Protection has been informed in advance of such intended flight or landing.<br><br>SI 2019/1320.<br><br>Contact: Refer to Statutory Instrument. |
| EGRU001A LAND'S END<br>A circle, 2 NM radius, centred at 500610N 0054014W | Upper limit: 2000 FT AGL<br>Lower limit: SFC | FRZ Active H24. Unmanned aircraft flight not permitted unless permission has been granted by the relevant Air Traffic Service unit or aerodrome operator. For contact details see AIP, Part 3 - Aerodromes, Section AD 2.2 |
| EGRU001B LAND'S END RWY 02<br>500326N 0054128W - 500337N 0054215W - 500426N 0054148W thence anti-clockwise by the arc of a circle radius 2 NM centred on 500610N 0054014W to 500414N 0054102W - 500326N 0054128W | Upper limit: 2000 FT AGL<br>Lower limit: SFC | FRZ Active H24. Unmanned aircraft flight not permitted unless permission has been granted by the relevant Air Traffic Service unit or aerodrome operator. For contact details see AIP, Part 3 - Aerodromes, Section AD 2.2 |
| EGRU001C LAND'S END RWY 20<br>500855N 0053919W - 500845N 0053832W - 500759N 0053857W thence anti-clockwise by the arc of a circle radius 2 NM centred on 500610N 0054014W to 500808N 0053945W - 500855N 0053919W | Upper limit: 2000 FT AGL<br>Lower limit: SFC | FRZ Active H24. Unmanned aircraft flight not permitted unless permission has been granted by the relevant Air Traffic Service unit or aerodrome operator. For contact details see AIP, Part 3 - Aerodromes, Section AD 2.2 |
| EGRU001D LAND'S END RWY 07<br>500441N 0054420W - 500511N 0054441W - 500537N 0054314W thence anti-clockwise by the arc of a circle radius 2 NM centred on 500610N 0054014W to 500508N 0054254W - 500441N 0054420W | Upper limit: 2000 FT AGL<br>Lower limit: SFC | FRZ Active H24. Unmanned aircraft flight not permitted unless permission has been granted by the relevant Air Traffic Service unit or aerodrome operator. For contact details see AIP, Part 3 - Aerodromes, Section AD 2.2 |
| EGRU001E LAND'S END RWY 25<br>500738N 0053637W - 500708N 0053616W - 500650N 0053718W thence anti-clockwise by the arc of a circle radius 2 NM centred on 500610N 0054014W to 500718N 0053741W - 500738N 0053637W | Upper limit: 2000 FT AGL<br>Lower limit: SFC | FRZ Active H24. Unmanned aircraft flight not permitted unless permission has been granted by the relevant Air Traffic Service unit or aerodrome operator. For contact details see AIP, Part 3 - Aerodromes, Section AD 2.2 |
| EGRU001F LAND'S END RWY 11<br>500657N 0054430W - 500726N 0054411W - 500707N 0054258W thence anti-clockwise by the arc of a circle radius 2 NM centred on 500610N 0054014W to 500637N 0054316W - 500657N 0054430W | Upper limit: 2000 FT AGL<br>Lower limit: SFC | FRZ Active H24. Unmanned aircraft flight not permitted unless permission has been granted by the relevant Air Traffic Service unit or aerodrome operator. For contact details see AIP, Part 3 - Aerodromes, Section AD 2.2 |
| EGRU001G LAND'S END RWY 29<br>500516N 0053607W - 500446N 0053627W - 500505N 0053737W thence anti-clockwise by the arc of a circle radius 2 NM centred on 500610N 0054014W to 500535N 0053716W - 500516N 0053607W | Upper limit: 2000 FT AGL<br>Lower limit: SFC | FRZ Active H24. Unmanned aircraft flight not permitted unless permission has been granted by the relevant Air Traffic Service unit or aerodrome operator. For contact details see AIP, Part 3 - Aerodromes, Section AD 2.2 |

# ENR 5.1 PROHIBITED, RESTRICTED AND DANGER AREAS (continued)

| Identification and Name<br>Lateral Limits | Upper Limit<br>Lower Limit | Remarks<br>(time of activity, type of restriction, nature of hazard, risk of interception) |
|---|---|---|
| 1 | 2 | 3 |
| EGRU001H LAND'S END RWY 16<br>500843N 0054216W - 500855N 0054130W - 500806N 0054059W thence anti-clockwise by the arc of a circle radius 2 NM centred on 500610N 0054014W to 500754N 0054146W - 500843N 0054216W | Upper limit: 2000 FT AGL<br>Lower limit: SFC | FRZ Active H24. Unmanned aircraft flight not permitted unless permission has been granted by the relevant Air Traffic Service unit or aerodrome operator. For contact details see AIP, Part 3 - Aerodromes, Section AD 2.2 |
| EGRU001I LAND'S END RWY 34<br>500334N 0053810W - 500322N 0053857W - 500413N 0053929W thence anti-clockwise by the arc of a circle radius 2 NM centred on 500610N 0054014W to 500425N 0053842W - 500334N 0053810W | Upper limit: 2000 FT AGL<br>Lower limit: SFC | FRZ Active H24. Unmanned aircraft flight not permitted unless permission has been granted by the relevant Air Traffic Service unit or aerodrome operator. For contact details see AIP, Part 3 - Aerodromes, Section AD 2.2 |
| EGRU002A PENZANCE<br>A circle, 2 NM radius, centred at 500749N 0053050W | Upper limit: 2000 FT AGL<br>Lower limit: SFC | FRZ Active H24. Unmanned aircraft flight not permitted unless permission has been granted by the heliport operator. For contact details see AIP, Part 3 - Heliports, Section AD 3.2 |
| EGRU002B PENZANCE RWY 08<br>500706N 0053454W - 500738N 0053503W - 500745N 0053357W thence anti-clockwise by the arc of a circle radius 2 NM centred on 500749N 0053050W to 500713N 0053348W - 500706N 0053454W | Upper limit: 2000 FT AGL<br>Lower limit: SFC | FRZ Active H24. Unmanned aircraft flight not permitted unless permission has been granted by the heliport operator. For contact details see AIP, Part 3 - Heliports, Section AD 3.2 |
| EGRU002C PENZANCE RWY 26<br>500833N 0052646W - 500801N 0052637W - 500754N 0052744W thence anti-clockwise by the arc of a circle radius 2 NM centred on 500749N 0053050W to 500826N 0052752W - 500833N 0052646W | Upper limit: 2000 FT AGL<br>Lower limit: SFC | FRZ Active H24. Unmanned aircraft flight not permitted unless permission has been granted by the heliport operator. For contact details see AIP, Part 3 - Heliports, Section AD 3.2 |
| EGRU003A CULDROSE<br>A circle, 2.5 NM radius, centred at 500507N 0051515W | Upper limit: 2000 FT AGL<br>Lower limit: SFC | FRZ Active H24. Unmanned aircraft flight not permitted unless permission has been granted by the relevant Air Traffic Service unit or aerodrome operator. For contact details, see UK MIL AIP, Part 3 - Aerodromes, Section AD 2.2 |
| EGRU003B CULDROSE RWY 06<br>500339N 0051921W - 500408N 0051944W - 500423N 0051857W thence anti-clockwise by the arc of a circle radius 2.5 NM centred on 500507N 0051515W to 500353N 0051837W - 500339N 0051921W | Upper limit: 2000 FT AGL<br>Lower limit: SFC | FRZ Active H24. Unmanned aircraft flight not permitted unless permission has been granted by the relevant Air Traffic Service unit or aerodrome operator. For contact details, see UK MIL AIP, Part 3 - Aerodromes, Section AD 2.2 |
| EGRU003C CULDROSE RWY 24<br>500650N 0051129W - 500621N 0051106W - 500609N 0051142W thence anti-clockwise by the arc of a circle radius 2.5 NM centred on 500507N 0051515W to 500637N 0051208W - 500650N 0051129W | Upper limit: 2000 FT AGL<br>Lower limit: SFC | FRZ Active H24. Unmanned aircraft flight not permitted unless permission has been granted by the relevant Air Traffic Service unit or aerodrome operator. For contact details, see UK MIL AIP, Part 3 - Aerodromes, Section AD 2.2 |
| EGRU003D CULDROSE RWY 11<br>500607N 0051959W - 500637N 0051939W - 500620N 0051838W thence anti-clockwise by the arc of a circle radius 2.5 NM centred on 500507N 0051515W to 500550N 0051858W - 500607N 0051959W | Upper limit: 2000 FT AGL<br>Lower limit: SFC | FRZ Active H24. Unmanned aircraft flight not permitted unless permission has been granted by the relevant Air Traffic Service unit or aerodrome operator. For contact details, see UK MIL AIP, Part 3 - Aerodromes, Section AD 2.2 |
| EGRU003E CULDROSE RWY 29<br>500408N 0051031W - 500338N 0051050W - 500355N 0051151W thence anti-clockwise by the arc of a circle radius 2.5 NM centred on 500507N 0051515W to 500424N 0051132W - 500408N 0051031W | Upper limit: 2000 FT AGL<br>Lower limit: SFC | FRZ Active H24. Unmanned aircraft flight not permitted unless permission has been granted by the relevant Air Traffic Service unit or aerodrome operator. For contact details, see UK MIL AIP, Part 3 - Aerodromes, Section AD 2.2 |
| EGRU003F CULDROSE RWY 18<br>500805N 0051538W - 500806N 0051448W - 500736N 0051447W thence anti-clockwise by the arc of a circle radius 2.5 NM centred on 500507N 0051515W to 500737N 0051537W - 500805N 0051538W | Upper limit: 2000 FT AGL<br>Lower limit: SFC | FRZ Active H24. Unmanned aircraft flight not permitted unless permission has been granted by the relevant Air Traffic Service unit or aerodrome operator. For contact details, see UK MIL AIP, Part 3 - Aerodromes, Section AD 2.2 |

## ENR 5.1 PROHIBITED, RESTRICTED AND DANGER AREAS (continued)

| Identification and Name<br>Lateral Limits | Upper Limit<br>Lower Limit | Remarks<br>(time of activity, type of restriction, nature of hazard, risk of interception) |
|---|---|---|
| 1 | 2 | 3 |
| EGRU003G CULDROSE RWY 36<br>500209N 0051433W - 500208N 0051524W - 500238N 0051525W thence anti-clockwise by the arc of a circle radius 2.5 NM centred on 500507N 0051515W to 500240N 0051435W - 500209N 0051433W | Upper limit: 2000 FT AGL<br>Lower limit: SFC | FRZ Active H24. Unmanned aircraft flight not permitted unless permission has been granted by the relevant Air Traffic Service unit or aerodrome operator. For contact details, see UK MIL AIP, Part 3 - Aerodromes, Section AD 2.2 |
| EGRU004A PREDANNACK<br>A circle, 2 NM radius, centred at 500007N 0051354W | Upper limit: 2000 FT AGL<br>Lower limit: SFC | FRZ Active H24. Unmanned aircraft flight not permitted unless permission has been granted by the relevant Air Traffic Service unit or aerodrome operator. For contact details, see UK MIL AIP, Part 3 - Aerodromes, Section AD 2.2 |
| EGRU004B PREDANNACK RWY 05<br>495742N 0051701W - 495805N 0051736W - 495854N 0051622W thence anti-clockwise by the arc of a circle radius 2 NM centred on 500007N 0051354W to 495831N 0051546W - 495742N 0051701W | Upper limit: 2000 FT AGL<br>Lower limit: SFC | FRZ Active H24. Unmanned aircraft flight not permitted unless permission has been granted by the relevant Air Traffic Service unit or aerodrome operator. For contact details, see UK MIL AIP, Part 3 - Aerodromes, Section AD 2.2 |
| EGRU004C PREDANNACK RWY 23<br>500232N 0051048W - 500209N 0051012W - 500121N 0051127W thence anti-clockwise by the arc of a circle radius 2 NM centred on 500007N 0051354W to 500143N 0051203W - 500232N 0051048W | Upper limit: 2000 FT AGL<br>Lower limit: SFC | FRZ Active H24. Unmanned aircraft flight not permitted unless permission has been granted by the relevant Air Traffic Service unit or aerodrome operator. For contact details, see UK MIL AIP, Part 3 - Aerodromes, Section AD 2.2 |
| EGRU004D PREDANNACK RWY 09<br>495940N 0051842W - 500013N 0051843W - 500013N 0051700W thence anti-clockwise by the arc of a circle radius 2 NM centred on 500007N 0051354W to 495940N 0051656W - 495940N 0051842W | Upper limit: 2000 FT AGL<br>Lower limit: SFC | FRZ Active H24. Unmanned aircraft flight not permitted unless permission has been granted by the relevant Air Traffic Service unit or aerodrome operator. For contact details, see UK MIL AIP, Part 3 - Aerodromes, Section AD 2.2 |
| EGRU004E PREDANNACK RWY 27<br>500013N 0050926W - 495941N 0050926W - 495941N 0051053W thence anti-clockwise by the arc of a circle radius 2 NM centred on 500007N 0051354W to 500013N 0051049W - 500013N 0050926W | Upper limit: 2000 FT AGL<br>Lower limit: SFC | FRZ Active H24. Unmanned aircraft flight not permitted unless permission has been granted by the relevant Air Traffic Service unit or aerodrome operator. For contact details, see UK MIL AIP, Part 3 - Aerodromes, Section AD 2.2 |
| EGRU004F PREDANNACK RWY 13<br>500131N 0051744W - 500157N 0051713W - 500127N 0051613W thence anti-clockwise by the arc of a circle radius 2 NM centred on 500007N 0051354W to 500100N 0051641W - 500131N 0051744W | Upper limit: 2000 FT AGL<br>Lower limit: SFC | FRZ Active H24. Unmanned aircraft flight not permitted unless permission has been granted by the relevant Air Traffic Service unit or aerodrome operator. For contact details, see UK MIL AIP, Part 3 - Aerodromes, Section AD 2.2 |
| EGRU004G PREDANNACK RWY 31<br>495826N 0051006W - 495800N 0051037W - 495837N 0051152W thence anti-clockwise by the arc of a circle radius 2 NM centred on 500007N 0051354W to 495902N 0051119W - 495826N 0051006W | Upper limit: 2000 FT AGL<br>Lower limit: SFC | FRZ Active H24. Unmanned aircraft flight not permitted unless permission has been granted by the relevant Air Traffic Service unit or aerodrome operator. For contact details, see UK MIL AIP, Part 3 - Aerodromes, Section AD 2.2 |
| EGRU004H PREDANNACK RWY 18<br>500307N 0051420W - 500308N 0051330W - 500206N 0051328W thence anti-clockwise by the arc of a circle radius 2 NM centred on 500007N 0051354W to 500206N 0051419W - 500307N 0051420W | Upper limit: 2000 FT AGL<br>Lower limit: SFC | FRZ Active H24. Unmanned aircraft flight not permitted unless permission has been granted by the relevant Air Traffic Service unit or aerodrome operator. For contact details, see UK MIL AIP, Part 3 - Aerodromes, Section AD 2.2 |
| EGRU004I PREDANNACK RWY 36<br>495707N 0051321W - 495706N 0051411W - 495808N 0051413W thence anti-clockwise by the arc of a circle radius 2 NM centred on 500007N 0051354W to 495809N 0051322W - 495707N 0051321W | Upper limit: 2000 FT AGL<br>Lower limit: SFC | FRZ Active H24. Unmanned aircraft flight not permitted unless permission has been granted by the relevant Air Traffic Service unit or aerodrome operator. For contact details, see UK MIL AIP, Part 3 - Aerodromes, Section AD 2.2 |
| EGRU005A NEWQUAY<br>A circle, 2.5 NM radius, centred at 502627N 0045943W | Upper limit: 2000 FT AGL<br>Lower limit: SFC | FRZ Active H24. Unmanned aircraft flight not permitted unless permission has been granted by the relevant Air Traffic Service unit or aerodrome operator. For contact details see AIP, Part 3 - Aerodromes, Section AD 2.2 |

# ENR 5.1 PROHIBITED, RESTRICTED AND DANGER AREAS (continued)

| Identification and Name<br>Lateral Limits | Upper Limit<br>Lower Limit | Remarks<br>(time of activity, type of restriction, nature of hazard, risk of interception) |
|---|---|---|
| 1 | 2 | 3 |
| EGRU005B NEWQUAY RWY 12<br>502758N 0050435W - 502825N 0050409W - 502756N 0050252W thence anti-clockwise by the arc of a circle radius 2.5 NM centred on 502627N 0045943W to 502728N 0050317W - 502758N 0050435W | Upper limit: 2000 FT AGL<br>Lower limit: SFC | FRZ Active H24. Unmanned aircraft flight not permitted unless permission has been granted by the relevant Air Traffic Service unit or aerodrome operator. For contact details see AIP, Part 3 - Aerodromes, Section AD 2.2 |
| EGRU005C NEWQUAY RWY 30<br>502501N 0045506W - 502433N 0045531W - 502457N 0045635W thence anti-clockwise by the arc of a circle radius 2.5 NM centred on 502627N 0045943W to 502525N 0045610W - 502501N 0045506W | Upper limit: 2000 FT AGL<br>Lower limit: SFC | FRZ Active H24. Unmanned aircraft flight not permitted unless permission has been granted by the relevant Air Traffic Service unit or aerodrome operator. For contact details see AIP, Part 3 - Aerodromes, Section AD 2.2 |
| EGRU006A EXETER<br>A circle, 2.5 NM radius, centred at 504403N 0032450W | Upper limit: 2000 FT AGL<br>Lower limit: SFC | FRZ Active H24. Unmanned aircraft flight not permitted unless permission has been granted by the relevant Air Traffic Service unit or aerodrome operator. For contact details see AIP, Part 3 - Aerodromes, Section AD 2.2 |
| EGRU006B EXETER RWY 08<br>504301N 0032942W - 504332N 0032954W - 504343N 0032844W thence anti-clockwise by the arc of a circle radius 2.5 NM centred on 504403N 0032450W to 504312N 0032831W - 504301N 0032942W | Upper limit: 2000 FT AGL<br>Lower limit: SFC | FRZ Active H24. Unmanned aircraft flight not permitted unless permission has been granted by the relevant Air Traffic Service unit or aerodrome operator. For contact details see AIP, Part 3 - Aerodromes, Section AD 2.2 |
| EGRU006C EXETER RWY 26<br>504506N 0031958W - 504434N 0031946W - 504423N 0032056W thence anti-clockwise by the arc of a circle radius 2.5 NM centred on 504403N 0032450W to 504455N 0032108W - 504506N 0031958W | Upper limit: 2000 FT AGL<br>Lower limit: SFC | FRZ Active H24. Unmanned aircraft flight not permitted unless permission has been granted by the relevant Air Traffic Service unit or aerodrome operator. For contact details see AIP, Part 3 - Aerodromes, Section AD 2.2 |
| EGRU007A DUNKESWELL<br>A circle, 2 NM radius, centred at 505136N 0031405W | Upper limit: 2000 FT AGL<br>Lower limit: SFC | FRZ Active H24. Unmanned aircraft flight not permitted unless permission has been granted by the relevant Air Traffic Service unit or aerodrome operator. For contact details see AIP, Part 3 - Aerodromes, Section AD 2.2 |
| EGRU007B DUNKESWELL RWY 04<br>504912N 0031650W - 504933N 0031729W - 505017N 0031628W thence anti-clockwise by the arc of a circle radius 2 NM centred on 505136N 0031405W to 504956N 0031549W - 504912N 0031650W | Upper limit: 2000 FT AGL<br>Lower limit: SFC | FRZ Active H24. Unmanned aircraft flight not permitted unless permission has been granted by the relevant Air Traffic Service unit or aerodrome operator. For contact details see AIP, Part 3 - Aerodromes, Section AD 2.2 |
| EGRU007C DUNKESWELL RWY 22<br>505400N 0031120W - 505339N 0031042W - 505255N 0031142W thence anti-clockwise by the arc of a circle radius 2 NM centred on 505136N 0031405W to 505316N 0031221W - 505400N 0031120W | Upper limit: 2000 FT AGL<br>Lower limit: SFC | FRZ Active H24. Unmanned aircraft flight not permitted unless permission has been granted by the relevant Air Traffic Service unit or aerodrome operator. For contact details see AIP, Part 3 - Aerodromes, Section AD 2.2 |
| EGRU008A MERRYFIELD<br>A circle, 2.5 NM radius, centred at 505747N 0025620W | Upper limit: 2000 FT AGL<br>Lower limit: SFC | FRZ Active H24. Unmanned aircraft flight not permitted unless permission has been granted by the relevant Air Traffic Service unit or aerodrome operator. For contact details, see UK MIL AIP, Part 3 - Aerodromes, Section AD 2.2 |
| EGRU008B MERRYFIELD RWY 03<br>505506N 0025754W - 505519N 0025840W - 505540N 0025825W thence anti-clockwise by the arc of a circle radius 2.5 NM centred on 505747N 0025620W to 505526N 0025739W - 505506N 0025754W | Upper limit: 2000 FT AGL<br>Lower limit: SFC | FRZ Active H24. Unmanned aircraft flight not permitted unless permission has been granted by the relevant Air Traffic Service unit or aerodrome operator. For contact details, see UK MIL AIP, Part 3 - Aerodromes, Section AD 2.2 |
| EGRU008C MERRYFIELD RWY 21<br>510051N 0025444W - 510038N 0025357W - 505958N 0025425W thence anti-clockwise by the arc of a circle radius 2.5 NM centred on 505747N 0025620W to 510011N 0025512W - 510051N 0025444W | Upper limit: 2000 FT AGL<br>Lower limit: SFC | FRZ Active H24. Unmanned aircraft flight not permitted unless permission has been granted by the relevant Air Traffic Service unit or aerodrome operator. For contact details, see UK MIL AIP, Part 3 - Aerodromes, Section AD 2.2 |

## ENR 5.1 PROHIBITED, RESTRICTED AND DANGER AREAS (continued)

| Identification and Name<br>Lateral Limits | Upper Limit<br>Lower Limit | Remarks<br>(time of activity, type of restriction, nature of hazard, risk of interception) |
|---|---|---|
| 1 | 2 | 3 |
| EGRU008D MERRYFIELD RWY 09<br>505714N 0030118W - 505746N 0030122W - 505750N 0030017W thence anti-clockwise by the arc of a circle radius 2.5 NM centred on 505747N 0025620W to 505718N 0030012W - 505714N 0030118W | Upper limit: 2000 FT AGL<br>Lower limit: SFC | FRZ Active H24. Unmanned aircraft flight not permitted unless permission has been granted by the relevant Air Traffic Service unit or aerodrome operator. For contact details, see UK MIL AIP, Part 3 - Aerodromes, Section AD 2.2 |
| EGRU008E MERRYFIELD RWY 27<br>505820N 0025122W - 505748N 0025117W - 505745N 0025223W thence anti-clockwise by the arc of a circle radius 2.5 NM centred on 505747N 0025620W to 505817N 0025227W - 505820N 0025122W | Upper limit: 2000 FT AGL<br>Lower limit: SFC | FRZ Active H24. Unmanned aircraft flight not permitted unless permission has been granted by the relevant Air Traffic Service unit or aerodrome operator. For contact details, see UK MIL AIP, Part 3 - Aerodromes, Section AD 2.2 |
| EGRU008F MERRYFIELD RWY 16<br>510036N 0025807W - 510047N 0025718W - 510015N 0025702W thence anti-clockwise by the arc of a circle radius 2.5 NM centred on 505747N 0025620W to 510006N 0025751W - 510036N 0025807W | Upper limit: 2000 FT AGL<br>Lower limit: SFC | FRZ Active H24. Unmanned aircraft flight not permitted unless permission has been granted by the relevant Air Traffic Service unit or aerodrome operator. For contact details, see UK MIL AIP, Part 3 - Aerodromes, Section AD 2.2 |
| EGRU008G MERRYFIELD RWY 34<br>505508N 0025421W - 505458N 0025510W - 505522N 0025522W thence anti-clockwise by the arc of a circle radius 2.5 NM centred on 505747N 0025620W to 505533N 0025434W - 505508N 0025421W | Upper limit: 2000 FT AGL<br>Lower limit: SFC | FRZ Active H24. Unmanned aircraft flight not permitted unless permission has been granted by the relevant Air Traffic Service unit or aerodrome operator. For contact details, see UK MIL AIP, Part 3 - Aerodromes, Section AD 2.2 |
| EGRU009A YEOVIL/WESTLAND<br>505817N 0024035W - 505804N 0023747W thence clockwise by the arc of a circle radius 2 NM centred on 505624N 0023932W to 505817N 0024035W | Upper limit: 2000 FT AGL<br>Lower limit: SFC | FRZ Active H24. Unmanned aircraft flight not permitted unless permission has been granted by the relevant Air Traffic Service unit or aerodrome operator. For contact details see AIP, Part 3 - Aerodromes, Section AD 2.2 |
| EGRU009B YEOVIL/WESTLAND RWY 09<br>505614N 0024415W - 505646N 0024414W - 505644N 0024239W thence anti-clockwise by the arc of a circle radius 2 NM centred on 505624N 0023932W to 505612N 0024241W - 505614N 0024415W | Upper limit: 2000 FT AGL<br>Lower limit: SFC | FRZ Active H24. Unmanned aircraft flight not permitted unless permission has been granted by the relevant Air Traffic Service unit or aerodrome operator. For contact details see AIP, Part 3 - Aerodromes, Section AD 2.2 |
| EGRU009C YEOVIL/WESTLAND RWY 27<br>505635N 0023449W - 505602N 0023450W - 505604N 0023625W thence anti-clockwise by the arc of a circle radius 2 NM centred on 505624N 0023932W to 505636N 0023623W - 505635N 0023449W | Upper limit: 2000 FT AGL<br>Lower limit: SFC | FRZ Active H24. Unmanned aircraft flight not permitted unless permission has been granted by the relevant Air Traffic Service unit or aerodrome operator. For contact details see AIP, Part 3 - Aerodromes, Section AD 2.2 |
| EGRU010A COMPTON ABBAS<br>A circle, 2 NM radius, centred at 505802N 0020913W | Upper limit: 2000 FT AGL<br>Lower limit: SFC | FRZ Active H24. Unmanned aircraft flight not permitted unless permission has been granted by the relevant Air Traffic Service unit or aerodrome operator. For contact details see AIP, Part 3 - Aerodromes, Section AD 2.2 |
| EGRU010B COMPTON ABBAS RWY 08<br>505708N 0021337W - 505739N 0021349W - 505752N 0021222W thence anti-clockwise by the arc of a circle radius 2 NM centred on 505802N 0020913W to 505720N 0021211W - 505708N 0021337W | Upper limit: 2000 FT AGL<br>Lower limit: SFC | FRZ Active H24. Unmanned aircraft flight not permitted unless permission has been granted by the relevant Air Traffic Service unit or aerodrome operator. For contact details see AIP, Part 3 - Aerodromes, Section AD 2.2 |
| EGRU010C COMPTON ABBAS RWY 26<br>505857N 0020449W - 505825N 0020438W - 505813N 0020604W thence anti-clockwise by the arc of a circle radius 2 NM centred on 505802N 0020913W to 505844N 0020615W - 505857N 0020449W | Upper limit: 2000 FT AGL<br>Lower limit: SFC | FRZ Active H24. Unmanned aircraft flight not permitted unless permission has been granted by the relevant Air Traffic Service unit or aerodrome operator. For contact details see AIP, Part 3 - Aerodromes, Section AD 2.2 |
| EGRU011A BOURNEMOUTH<br>A circle, 2.5 NM radius, centred at 504648N 0015033W | Upper limit: 2000 FT AGL<br>Lower limit: SFC | FRZ Active H24. Unmanned aircraft flight not permitted unless permission has been granted by the relevant Air Traffic Service unit or aerodrome operator. For contact details see AIP, Part 3 - Aerodromes, Section AD 2.2 |

# ENR 5.1 PROHIBITED, RESTRICTED AND DANGER AREAS (continued)

| Identification and Name<br>Lateral Limits | Upper Limit<br>Lower Limit | Remarks<br>(time of activity, type of restriction, nature of hazard, risk of interception) |
|---|---|---|
| 1 | 2 | 3 |
| EGRU011B BOURNEMOUTH RWY 08<br>504546N 0015508W - 504617N 0015521W - 504626N 0015427W thence anti-clockwise by the arc of a circle radius 2.5 NM centred on 504648N 0015033W to 504555N 0015414W - 504546N 0015508W | Upper limit: 2000 FT AGL<br>Lower limit: SFC | FRZ Active H24. Unmanned aircraft flight not permitted unless permission has been granted by the relevant Air Traffic Service unit or aerodrome operator. For contact details see AIP, Part 3 - Aerodromes, Section AD 2.2 |
| EGRU011C BOURNEMOUTH RWY 26<br>504754N 0014536W - 504723N 0014523W - 504710N 0014639W thence anti-clockwise by the arc of a circle radius 2.5 NM centred on 504648N 0015033W to 504742N 0014652W - 504754N 0014536W | Upper limit: 2000 FT AGL<br>Lower limit: SFC | FRZ Active H24. Unmanned aircraft flight not permitted unless permission has been granted by the relevant Air Traffic Service unit or aerodrome operator. For contact details see AIP, Part 3 - Aerodromes, Section AD 2.2 |
| EGRU012A SOUTHAMPTON<br>A circle, 2.5 NM radius, centred at 505701N 0012124W | Upper limit: 2000 FT AGL<br>Lower limit: SFC | FRZ Active H24. Unmanned aircraft flight not permitted unless permission has been granted by the relevant Air Traffic Service unit or aerodrome operator. For contact details see AIP, Part 3 - Aerodromes, Section AD 2.2 |
| EGRU012B SOUTHAMPTON RWY 02<br>505359N 0012239W - 505410N 0012327W - 505446N 0012307W thence anti-clockwise by the arc of a circle radius 2.5 NM centred on 505701N 0012124W to 505435N 0012218W - 505359N 0012239W | Upper limit: 2000 FT AGL<br>Lower limit: SFC | FRZ Active H24. Unmanned aircraft flight not permitted unless permission has been granted by the relevant Air Traffic Service unit or aerodrome operator. For contact details see AIP, Part 3 - Aerodromes, Section AD 2.2 |
| EGRU012C SOUTHAMPTON RWY 20<br>510004N 0012010W - 505953N 0011921W - 505916N 0011942W thence anti-clockwise by the arc of a circle radius 2.5 NM centred on 505701N 0012124W to 505927N 0012030W - 510004N 0012010W | Upper limit: 2000 FT AGL<br>Lower limit: SFC | FRZ Active H24. Unmanned aircraft flight not permitted unless permission has been granted by the relevant Air Traffic Service unit or aerodrome operator. For contact details see AIP, Part 3 - Aerodromes, Section AD 2.2 |
| EGRU013A LEE-ON-SOLENT<br>504810N 0010930W thence anti-clockwise by the arc of a circle radius 2 NM centred on 504857N 0011224W to 504824N 0010921W - 505049N 0011117W thence anti-clockwise by the arc of a circle radius 2 NM centred on 504857N 0011224W to 504810N 0010930W | Upper limit: 2000 FT AGL<br>Lower limit: SFC | FRZ Active H24. Unmanned aircraft flight not permitted unless permission has been granted by the relevant Air Traffic Service unit or aerodrome operator. For contact details see AIP, Part 3 - Aerodromes, Section AD 2.2 |
| EGRU013B LEE-ON-SOLENT RWY 05<br>504641N 0011523W - 504704N 0011559W - 504744N 0011455W thence anti-clockwise by the arc of a circle radius 2 NM centred on 504857N 0011224W to 504721N 0011419W - 504641N 0011523W | Upper limit: 2000 FT AGL<br>Lower limit: SFC | FRZ Active H24. Unmanned aircraft flight not permitted unless permission has been granted by the relevant Air Traffic Service unit or aerodrome operator. For contact details see AIP, Part 3 - Aerodromes, Section AD 2.2 |
| EGRU013C LEE-ON-SOLENT RWY 23<br>505115N 0010919W - 505052N 0010843W - 504947N 0011027W - 505017N 0011052W - 505115N 0010919W | Upper limit: 2000 FT AGL<br>Lower limit: SFC | FRZ Active H24. Unmanned aircraft flight not permitted unless permission has been granted by the relevant Air Traffic Service unit or aerodrome operator. For contact details see AIP, Part 3 - Aerodromes, Section AD 2.2 |
| EGRU014A FLEETLANDS<br>504810N 0010929W thence anti-clockwise by the arc of a circle radius 2 NM centred on 505007N 0011010W to 505054N 0011304W thence clockwise by the arc of a circle radius 2 NM centred on 504857N 0011224W to 505049N 0011117W - 504824N 0010921W thence clockwise by the arc of a circle radius 2 NM centred on 504857N 0011224W to 504810N 0010929W | Upper limit: 2000 FT AGL<br>Lower limit: SFC | FRZ Active H24. Unmanned aircraft flight not permitted unless permission has been granted by the heliport operator. For contact details, see UK MIL AIP, Part 3 - Heliports, Section AD 3.2 |
| EGRU015A CHICHESTER/GOODWOOD<br>A circle, 2 NM radius, centred at 505134N 0004533W | Upper limit: 2000 FT AGL<br>Lower limit: SFC | FRZ Active H24. Unmanned aircraft flight not permitted unless permission has been granted by the relevant Air Traffic Service unit or aerodrome operator. For contact details see AIP, Part 3 - Aerodromes, Section AD 2.2 |

# ENR 5.1 PROHIBITED, RESTRICTED AND DANGER AREAS (continued)

| Identification and Name<br>Lateral Limits | Upper Limit<br>Lower Limit | Remarks<br>(time of activity, type of restriction, nature of hazard, risk of interception) |
|---|---|---|
| 1 | 2 | 3 |
| EGRU015B CHICHESTER/GOODWOOD RWY 06<br>504950N 0004906W - 505017N 0004934W - 505045N 0004826W thence anti-clockwise by the arc of a circle radius 2 NM centred on 505134N 0004533W to 505018N 0004800W - 504950N 0004906W | Upper limit: 2000 FT AGL<br>Lower limit: SFC | FRZ Active H24. Unmanned aircraft flight not permitted unless permission has been granted by the relevant Air Traffic Service unit or aerodrome operator. For contact details see AIP, Part 3 - Aerodromes, Section AD 2.2 |
| EGRU015C CHICHESTER/GOODWOOD RWY 24<br>505327N 0004155W - 505300N 0004127W - 505228N 0004244W thence anti-clockwise by the arc of a circle radius 2 NM centred on 505134N 0004533W to 505254N 0004313W - 505327N 0004155W | Upper limit: 2000 FT AGL<br>Lower limit: SFC | FRZ Active H24. Unmanned aircraft flight not permitted unless permission has been granted by the relevant Air Traffic Service unit or aerodrome operator. For contact details see AIP, Part 3 - Aerodromes, Section AD 2.2 |
| EGRU015D CHICHESTER/GOODWOOD RWY 10<br>505207N 0005003W - 505239N 0004952W - 505226N 0004824W thence anti-clockwise by the arc of a circle radius 2 NM centred on 505134N 0004533W to 505155N 0004840W - 505207N 0005003W | Upper limit: 2000 FT AGL<br>Lower limit: SFC | FRZ Active H24. Unmanned aircraft flight not permitted unless permission has been granted by the relevant Air Traffic Service unit or aerodrome operator. For contact details see AIP, Part 3 - Aerodromes, Section AD 2.2 |
| EGRU015E CHICHESTER/GOODWOOD RWY 28<br>505121N 0004059W - 505049N 0004110W - 505101N 0004231W thence anti-clockwise by the arc of a circle radius 2 NM centred on 505134N 0004533W to 505133N 0004224W - 505121N 0004059W | Upper limit: 2000 FT AGL<br>Lower limit: SFC | FRZ Active H24. Unmanned aircraft flight not permitted unless permission has been granted by the relevant Air Traffic Service unit or aerodrome operator. For contact details see AIP, Part 3 - Aerodromes, Section AD 2.2 |
| EGRU015F CHICHESTER/GOODWOOD RWY 14<br>505338N 0004857W - 505359N 0004818W - 505314N 0004717W thence anti-clockwise by the arc of a circle radius 2 NM centred on 505134N 0004533W to 505253N 0004755W - 505338N 0004857W | Upper limit: 2000 FT AGL<br>Lower limit: SFC | FRZ Active H24. Unmanned aircraft flight not permitted unless permission has been granted by the relevant Air Traffic Service unit or aerodrome operator. For contact details see AIP, Part 3 - Aerodromes, Section AD 2.2 |
| EGRU015G CHICHESTER/GOODWOOD RWY 32<br>504930N 0004212W - 504909N 0004250W - 504953N 0004350W thence anti-clockwise by the arc of a circle radius 2 NM centred on 505134N 0004533W to 505014N 0004312W - 504930N 0004212W | Upper limit: 2000 FT AGL<br>Lower limit: SFC | FRZ Active H24. Unmanned aircraft flight not permitted unless permission has been granted by the relevant Air Traffic Service unit or aerodrome operator. For contact details see AIP, Part 3 - Aerodromes, Section AD 2.2 |
| EGRU016A SHOREHAM<br>A circle, 2 NM radius, centred at 505008N 0001750W | Upper limit: 2000 FT AGL<br>Lower limit: SFC | FRZ Active H24. Unmanned aircraft flight not permitted unless permission has been granted by the relevant Air Traffic Service unit or aerodrome operator. For contact details see AIP, Part 3 - Aerodromes, Section AD 2.2 |
| EGRU016B SHOREHAM RWY 02<br>504721N 0001907W - 504733N 0001954W - 504824N 0001923W thence anti-clockwise by the arc of a circle radius 2 NM centred on 505008N 0001750W to 504812N 0001836W - 504721N 0001907W | Upper limit: 2000 FT AGL<br>Lower limit: SFC | FRZ Active H24. Unmanned aircraft flight not permitted unless permission has been granted by the relevant Air Traffic Service unit or aerodrome operator. For contact details see AIP, Part 3 - Aerodromes, Section AD 2.2 |
| EGRU016C SHOREHAM RWY 20<br>505257N 0001632W - 505245N 0001544W - 505153N 0001617W thence anti-clockwise by the arc of a circle radius 2 NM centred on 505008N 0001750W to 505204N 0001705W - 505257N 0001632W | Upper limit: 2000 FT AGL<br>Lower limit: SFC | FRZ Active H24. Unmanned aircraft flight not permitted unless permission has been granted by the relevant Air Traffic Service unit or aerodrome operator. For contact details see AIP, Part 3 - Aerodromes, Section AD 2.2 |
| EGRU016D SHOREHAM RWY 02G<br>504726N 0001901W - 504737N 0001949W - 504823N 0001920W thence anti-clockwise by the arc of a circle radius 2 NM centred on 505008N 0001750W to 504811N 0001833W - 504726N 0001901W | Upper limit: 2000 FT AGL<br>Lower limit: SFC | FRZ Active H24. Unmanned aircraft flight not permitted unless permission has been granted by the relevant Air Traffic Service unit or aerodrome operator. For contact details see AIP, Part 3 - Aerodromes, Section AD 2.2 |

# ENR 5.1 PROHIBITED, RESTRICTED AND DANGER AREAS (continued)

| Identification and Name<br>Lateral Limits | Upper Limit<br>Lower Limit | Remarks<br>(time of activity, type of restriction, nature of hazard, risk of interception) |
|---|---|---|
| 1 | 2 | 3 |
| EGRU016E SHOREHAM RWY 20G<br>505257N 0001630W - 505245N 0001542W - 505152N 0001615W thence anti-clockwise by the arc of a circle radius 2 NM centred on 505008N 0001750W to 505204N 0001703W - 505257N 0001630W | Upper limit: 2000 FT AGL<br>Lower limit: SFC | FRZ Active H24. Unmanned aircraft flight not permitted unless permission has been granted by the relevant Air Traffic Service unit or aerodrome operator. For contact details see AIP, Part 3 - Aerodromes, Section AD 2.2 |
| EGRU016F SHOREHAM RWY 06<br>504834N 0002129W - 504903N 0002152W - 504924N 0002046W thence anti-clockwise by the arc of a circle radius 2 NM centred on 505008N 0001750W to 504856N 0002021W - 504834N 0002129W | Upper limit: 2000 FT AGL<br>Lower limit: SFC | FRZ Active H24. Unmanned aircraft flight not permitted unless permission has been granted by the relevant Air Traffic Service unit or aerodrome operator. For contact details see AIP, Part 3 - Aerodromes, Section AD 2.2 |
| EGRU016G SHOREHAM RWY 24<br>505136N 0001347W - 505107N 0001324W - 505041N 0001448W thence anti-clockwise by the arc of a circle radius 2 NM centred on 505008N 0001750W to 505110N 0001508W - 505136N 0001347W | Upper limit: 2000 FT AGL<br>Lower limit: SFC | FRZ Active H24. Unmanned aircraft flight not permitted unless permission has been granted by the relevant Air Traffic Service unit or aerodrome operator. For contact details see AIP, Part 3 - Aerodromes, Section AD 2.2 |
| EGRU016H SHOREHAM RWY 13<br>505137N 0002125W - 505204N 0002056W - 505137N 0001956W thence anti-clockwise by the arc of a circle radius 2 NM centred on 505008N 0001750W to 505113N 0002029W - 505137N 0002125W | Upper limit: 2000 FT AGL<br>Lower limit: SFC | FRZ Active H24. Unmanned aircraft flight not permitted unless permission has been granted by the relevant Air Traffic Service unit or aerodrome operator. For contact details see AIP, Part 3 - Aerodromes, Section AD 2.2 |
| EGRU016I SHOREHAM RWY 31<br>504851N 0001339W - 504825N 0001408W - 504856N 0001519W thence anti-clockwise by the arc of a circle radius 2 NM centred on 505008N 0001750W to 504924N 0001454W - 504851N 0001339W | Upper limit: 2000 FT AGL<br>Lower limit: SFC | FRZ Active H24. Unmanned aircraft flight not permitted unless permission has been granted by the relevant Air Traffic Service unit or aerodrome operator. For contact details see AIP, Part 3 - Aerodromes, Section AD 2.2 |
| EGRU017A LYDD<br>A circle, 2 NM radius, centred at 505722N 0005621E | Upper limit: 2000 FT AGL<br>Lower limit: SFC | FRZ Active H24. Unmanned aircraft flight not permitted unless permission has been granted by the relevant Air Traffic Service unit or aerodrome operator. For contact details see AIP, Part 3 - Aerodromes, Section AD 2.2 |
| EGRU017B LYDD RWY 03<br>505437N 0005403E - 505454N 0005320E - 505551N 0005418E thence anti-clockwise by the arc of a circle radius 2 NM centred on 505722N 0005621E to 505534N 0005501E - 505437N 0005403E | Upper limit: 2000 FT AGL<br>Lower limit: SFC | FRZ Active H24. Unmanned aircraft flight not permitted unless permission has been granted by the relevant Air Traffic Service unit or aerodrome operator. For contact details see AIP, Part 3 - Aerodromes, Section AD 2.2 |
| EGRU017C LYDD RWY 21<br>510007N 0005838E - 505949N 0005921E - 505853N 0005824E thence anti-clockwise by the arc of a circle radius 2 NM centred on 505722N 0005621E to 505911N 0005741E - 510007N 0005838E | Upper limit: 2000 FT AGL<br>Lower limit: SFC | FRZ Active H24. Unmanned aircraft flight not permitted unless permission has been granted by the relevant Air Traffic Service unit or aerodrome operator. For contact details see AIP, Part 3 - Aerodromes, Section AD 2.2 |
| EGRU019A LERWICK/TINGWALL<br>A circle, 2 NM radius, centred at 601131N 0011437W | Upper limit: 2000 FT AGL<br>Lower limit: SFC | FRZ Active H24. Unmanned aircraft flight not permitted unless permission has been granted by the relevant Air Traffic Service unit or aerodrome operator. For contact details see AIP, Part 3 - Aerodromes, Section AD 2.2 |
| EGRU019B LERWICK/TINGWALL RWY 01<br>600839N 0011524W - 600847N 0011627W - 600939N 0011603W thence anti-clockwise by the arc of a circle radius 2 NM centred on 601131N 0011437W to 600932N 0011500W - 600839N 0011524W | Upper limit: 2000 FT AGL<br>Lower limit: SFC | FRZ Active H24. Unmanned aircraft flight not permitted unless permission has been granted by the relevant Air Traffic Service unit or aerodrome operator. For contact details see AIP, Part 3 - Aerodromes, Section AD 2.2 |
| EGRU019C LERWICK/TINGWALL RWY 19<br>601424N 0011349W - 601417N 0011245W - 601323N 0011311W thence anti-clockwise by the arc of a circle radius 2 NM centred on 601131N 0011437W to 601330N 0011414W - 601424N 0011349W | Upper limit: 2000 FT AGL<br>Lower limit: SFC | FRZ Active H24. Unmanned aircraft flight not permitted unless permission has been granted by the relevant Air Traffic Service unit or aerodrome operator. For contact details see AIP, Part 3 - Aerodromes, Section AD 2.2 |

## ENR 5.1 PROHIBITED, RESTRICTED AND DANGER AREAS (continued)

| Identification and Name<br>Lateral Limits | Upper Limit<br>Lower Limit | Remarks<br>(time of activity, type of restriction, nature of hazard, risk of interception) |
|---|---|---|
| 1 | 2 | 3 |
| EGRU020 HMP CHANNINGS WOOD<br>503110N 0033918W - 503108N 0033842W - 503054N 0033836W - 503029N 0033847W - 503022N 0033920W - 503034N 0033946W - 503049N 0033947W - 503110N 0033918W | Upper limit: 700 FT ALT<br>Lower limit: SFC | HMP Restricted airspace active H24.<br>Unmanned aircraft flight not permitted unless permission has been granted by HMPPS.<br>HMPPS email: drone.RFZapplication@justice.gov.uk<br>SI 2023/1101<br>Site elevation: 291 FT AMSL |
| EGRU021 HMP DARTMOOR<br>503318N 0035946W - 503312N 0035925W - 503259N 0035917W - 503247N 0035924W - 503235N 0035957W - 503308N 0040020W - 503318N 0035946W | Upper limit: 1900 FT ALT<br>Lower limit: SFC | HMP Restricted airspace active H24.<br>Unmanned aircraft flight not permitted unless permission has been granted by HMPPS.<br>HMPPS email: drone.RFZapplication@justice.gov.uk<br>SI 2023/1101<br>Site elevation: 1403 FT AMSL |
| EGRU022 HMP EXETER<br>504400N 0033157W - 504357N 0033136W - 504332N 0033124W - 504325N 0033218W - 504352N 0033230W - 504400N 0033157W | Upper limit: 600 FT ALT<br>Lower limit: SFC | HMP Restricted airspace active H24.<br>Unmanned aircraft flight not permitted unless permission has been granted by HMPPS.<br>HMPPS email: drone.RFZapplication@justice.gov.uk<br>SI 2023/1101<br>Site elevation: 184 FT AMSL |
| EGRU023 HMP GUYS MARSH<br>505925N 0021325W - 505928N 0021252W - 505901N 0021229W - 505842N 0021316W - 505909N 0021348W - 505925N 0021325W | Upper limit: 800 FT ALT<br>Lower limit: SFC | HMP Restricted airspace active H24.<br>Unmanned aircraft flight not permitted unless permission has been granted by HMPPS.<br>HMPPS email: drone.RFZapplication@justice.gov.uk<br>SI 2023/1101<br>Site elevation: 346 FT AMSL |
| EGRU024 HMP ISLE OF WIGHT<br>504308N 0011912W - 504318N 0011810W - 504227N 0011750W - 504216N 0011840W - 504308N 0011912W | Upper limit: 600 FT ALT<br>Lower limit: SFC | HMP Restricted airspace active H24.<br>Unmanned aircraft flight not permitted unless permission has been granted by HMPPS.<br>HMPPS email: drone.RFZapplication@justice.gov.uk<br>SI 2023/1101<br>Site elevation: 157 FT AMSL |
| EGRU025 HMP LEWES<br>505243N 0000018W - 505231N 0000006E - 505216N 0000007E - 505200N 0000032W - 505228N 0000058W - 505243N 0000018W | Upper limit: 700 FT ALT<br>Lower limit: SFC | HMP Restricted airspace active H24.<br>Unmanned aircraft flight not permitted unless permission has been granted by HMPPS.<br>HMPPS email: drone.RFZapplication@justice.gov.uk<br>SI 2023/1101<br>Site elevation: 207 FT AMSL |
| EGRU026 HMP PORTLAND<br>503323N 0022549W - 503325N 0022513W - 503306N 0022455W - 503247N 0022444W - 503243N 0022529W - 503306N 0022556W - 503323N 0022549W | Upper limit: 800 FT ALT<br>Lower limit: SFC | HMP Restricted airspace active H24.<br>Unmanned aircraft flight not permitted unless permission has been granted by HMPPS.<br>HMPPS email: drone.RFZapplication@justice.gov.uk<br>SI 2023/1101<br>Site elevation: 382 FT AMSL |
| EGRU027 HMP THE VERNE<br>503359N 0022615W - 503358N 0022546W - 503333N 0022528W - 503320N 0022612W - 503326N 0022617W - 503327N 0022640W - 503351N 0022636W - 503359N 0022615W | Upper limit: 900 FT ALT<br>Lower limit: SFC | HMP Restricted airspace active H24.<br>Unmanned aircraft flight not permitted unless permission has been granted by HMPPS.<br>HMPPS email: drone.RFZapplication@justice.gov.uk<br>SI 2023/1101<br>Site elevation: 476 FT AMSL |
| EGRU101A HAVERFORDWEST<br>A circle, 2 NM radius, centred at 515000N 0045739W | Upper limit: 2000 FT AGL<br>Lower limit: SFC | FRZ Active H24. Unmanned aircraft flight not permitted unless permission has been granted by the relevant Air Traffic Service unit or aerodrome operator. For contact details see AIP, Part 3 - Aerodromes, Section AD 2.2 |
| EGRU101B HAVERFORDWEST RWY 03<br>514716N 0045940W - 514732N 0050025W - 514825N 0045937W thence anti-clockwise by the arc of a circle radius 2 NM centred on 515000N 0045739W to 514809N 0045851W - 514716N 0045940W | Upper limit: 2000 FT AGL<br>Lower limit: SFC | FRZ Active H24. Unmanned aircraft flight not permitted unless permission has been granted by the relevant Air Traffic Service unit or aerodrome operator. For contact details see AIP, Part 3 - Aerodromes, Section AD 2.2 |
| EGRU101C HAVERFORDWEST RWY 21<br>515243N 0045539W - 515227N 0045454W - 515135N 0045541W thence anti-clockwise by the arc of a circle radius 2 NM centred on 515000N 0045739W to 515151N 0045627W - 515243N 0045539W | Upper limit: 2000 FT AGL<br>Lower limit: SFC | FRZ Active H24. Unmanned aircraft flight not permitted unless permission has been granted by the relevant Air Traffic Service unit or aerodrome operator. For contact details see AIP, Part 3 - Aerodromes, Section AD 2.2 |

# ENR 5.1 PROHIBITED, RESTRICTED AND DANGER AREAS (continued)

| Identification and Name<br>Lateral Limits | Upper Limit<br>Lower Limit | Remarks<br>(time of activity, type of restriction, nature of hazard, risk of interception) |
|---|---|---|
| 1 | 2 | 3 |
| EGRU101D HAVERFORDWEST RWY 09<br>514940N 0050222W - 515012N 0050224W - 515015N 0050051W thence anti-clockwise by the arc of a circle radius 2 NM centred on 515000N 0045739W to 514942N 0050050W - 514940N 0050222W | Upper limit: 2000 FT AGL<br>Lower limit: SFC | FRZ Active H24. Unmanned aircraft flight not permitted unless permission has been granted by the relevant Air Traffic Service unit or aerodrome operator. For contact details see AIP, Part 3 - Aerodromes, Section AD 2.2 |
| EGRU101E HAVERFORDWEST RWY 27<br>515027N 0045311W - 514955N 0045309W - 514953N 0045426W thence anti-clockwise by the arc of a circle radius 2 NM centred on 515000N 0045739W to 515025N 0045430W - 515027N 0045311W | Upper limit: 2000 FT AGL<br>Lower limit: SFC | FRZ Active H24. Unmanned aircraft flight not permitted unless permission has been granted by the relevant Air Traffic Service unit or aerodrome operator. For contact details see AIP, Part 3 - Aerodromes, Section AD 2.2 |
| EGRU103A SWANSEA<br>A circle, 2 NM radius, centred at 513619N 0040404W | Upper limit: 2000 FT AGL<br>Lower limit: SFC | FRZ Active H24. Unmanned aircraft flight not permitted unless permission has been granted by the relevant Air Traffic Service unit or aerodrome operator. For contact details see AIP, Part 3 - Aerodromes, Section AD 2.2 |
| EGRU103B SWANSEA RWY 04<br>513341N 0040638W - 513400N 0040720W - 513453N 0040618W thence anti-clockwise by the arc of a circle radius 2 NM centred on 513619N 0040404W to 513434N 0040536W - 513341N 0040638W | Upper limit: 2000 FT AGL<br>Lower limit: SFC | FRZ Active H24. Unmanned aircraft flight not permitted unless permission has been granted by the relevant Air Traffic Service unit or aerodrome operator. For contact details see AIP, Part 3 - Aerodromes, Section AD 2.2 |
| EGRU103C SWANSEA RWY 22<br>513854N 0040133W - 513835N 0040052W - 513745N 0040150W thence anti-clockwise by the arc of a circle radius 2 NM centred on 513619N 0040404W to 513804N 0040232W - 513854N 0040133W | Upper limit: 2000 FT AGL<br>Lower limit: SFC | FRZ Active H24. Unmanned aircraft flight not permitted unless permission has been granted by the relevant Air Traffic Service unit or aerodrome operator. For contact details see AIP, Part 3 - Aerodromes, Section AD 2.2 |
| EGRU103D SWANSEA RWY 10<br>513606N 0040854W - 513638N 0040848W - 513632N 0040715W thence anti-clockwise by the arc of a circle radius 2 NM centred on 513619N 0040404W to 513559N 0040714W - 513606N 0040854W | Upper limit: 2000 FT AGL<br>Lower limit: SFC | FRZ Active H24. Unmanned aircraft flight not permitted unless permission has been granted by the relevant Air Traffic Service unit or aerodrome operator. For contact details see AIP, Part 3 - Aerodromes, Section AD 2.2 |
| EGRU103E SWANSEA RWY 28<br>513600N 0035931W - 513527N 0035937W - 513534N 0040106W thence anti-clockwise by the arc of a circle radius 2 NM centred on 513619N 0040404W to 513605N 0040053W - 513600N 0035931W | Upper limit: 2000 FT AGL<br>Lower limit: SFC | FRZ Active H24. Unmanned aircraft flight not permitted unless permission has been granted by the relevant Air Traffic Service unit or aerodrome operator. For contact details see AIP, Part 3 - Aerodromes, Section AD 2.2 |
| EGRU104A ST ATHAN<br>512532N 0032328W - 512241N 0032410W thence clockwise by the arc of a circle radius 2 NM centred on 512419N 0032600W to 512532N 0032328W | Upper limit: 2000 FT AGL<br>Lower limit: SFC | FRZ Active H24. Unmanned aircraft flight not permitted unless permission has been granted by the relevant Air Traffic Service unit or aerodrome operator. For contact details see AIP, Part 3 - Aerodromes, Section AD 2.2 |
| EGRU104B ST ATHAN RWY 07<br>512308N 0033043W - 512339N 0033058W - 512400N 0032909W thence anti-clockwise by the arc of a circle radius 2 NM centred on 512419N 0032600W to 512329N 0032854W - 512308N 0033043W | Upper limit: 2000 FT AGL<br>Lower limit: SFC | FRZ Active H24. Unmanned aircraft flight not permitted unless permission has been granted by the relevant Air Traffic Service unit or aerodrome operator. For contact details see AIP, Part 3 - Aerodromes, Section AD 2.2 |
| EGRU104C ST ATHAN RWY 25<br>512530N 0032116W - 512459N 0032101W - 512428N 0032344W - 512503N 0032335W - 512530N 0032116W | Upper limit: 2000 FT AGL<br>Lower limit: SFC | FRZ Active H24. Unmanned aircraft flight not permitted unless permission has been granted by the relevant Air Traffic Service unit or aerodrome operator. For contact details see AIP, Part 3 - Aerodromes, Section AD 2.2 |
| EGRU105A CARDIFF<br>512532N 0032328W thence clockwise by the arc of a circle radius 2.5 NM centred on 512348N 0032036W to 512241N 0032410W - 512532N 0032328W | Upper limit: 2000 FT AGL<br>Lower limit: SFC | FRZ Active H24. Unmanned aircraft flight not permitted unless permission has been granted by the relevant Air Traffic Service unit or aerodrome operator. For contact details see AIP, Part 3 - Aerodromes, Section AD 2.2 |
| EGRU105B CARDIFF RWY 12<br>512500N 0032523W - 512529N 0032500W - 512502N 0032335W - 512429N 0032344W - 512500N 0032523W | Upper limit: 2000 FT AGL<br>Lower limit: SFC | FRZ Active H24. Unmanned aircraft flight not permitted unless permission has been granted by the relevant Air Traffic Service unit or aerodrome operator. For contact details see AIP, Part 3 - Aerodromes, Section AD 2.2 |

## ENR 5.1 PROHIBITED, RESTRICTED AND DANGER AREAS (continued)

| Identification and Name<br>Lateral Limits | Upper Limit<br>Lower Limit | Remarks<br>(time of activity, type of restriction, nature of hazard, risk of interception) |
|---|---|---|
| **1** | **2** | **3** |
| EGRU105C CARDIFF RWY 30<br>512234N 0031546W - 512205N 0031610W - 512226N 0031715W thence anti-clockwise by the arc of a circle radius 2.5 NM centred on 512348N 0032036W to 512255N 0031652W - 512234N 0031546W | Upper limit: 2000 FT AGL<br>Lower limit: SFC | FRZ Active H24. Unmanned aircraft flight not permitted unless permission has been granted by the relevant Air Traffic Service unit or aerodrome operator. For contact details see AIP, Part 3 - Aerodromes, Section AD 2.2 |
| EGRU106A BRISTOL<br>A circle, 2.5 NM radius, centred at 512258N 0024309W | Upper limit: 2000 FT AGL<br>Lower limit: SFC | FRZ Active H24. Unmanned aircraft flight not permitted unless permission has been granted by the relevant Air Traffic Service unit or aerodrome operator. For contact details see AIP, Part 3 - Aerodromes, Section AD 2.2 |
| EGRU106B BRISTOL RWY 09<br>512229N 0024817W - 512302N 0024820W - 512304N 0024708W thence anti-clockwise by the arc of a circle radius 2.5 NM centred on 512258N 0024309W to 512232N 0024705W - 512229N 0024817W | Upper limit: 2000 FT AGL<br>Lower limit: SFC | FRZ Active H24. Unmanned aircraft flight not permitted unless permission has been granted by the relevant Air Traffic Service unit or aerodrome operator. For contact details see AIP, Part 3 - Aerodromes, Section AD 2.2 |
| EGRU106C BRISTOL RWY 27<br>512325N 0023807W - 512253N 0023804W - 512251N 0023910W thence anti-clockwise by the arc of a circle radius 2.5 NM centred on 512258N 0024309W to 512323N 0023913W - 512325N 0023807W | Upper limit: 2000 FT AGL<br>Lower limit: SFC | FRZ Active H24. Unmanned aircraft flight not permitted unless permission has been granted by the relevant Air Traffic Service unit or aerodrome operator. For contact details see AIP, Part 3 - Aerodromes, Section AD 2.2 |
| EGRU107A YEOVILTON<br>505817N 0024035W thence clockwise by the arc of a circle radius 2.5 NM centred on 510030N 0023844W to 505804N 0023747W - 505817N 0024035W | Upper limit: 2000 FT AGL<br>Lower limit: SFC | FRZ Active H24. Unmanned aircraft flight not permitted unless permission has been granted by the relevant Air Traffic Service unit or aerodrome operator. For contact details, see UK MIL AIP, Part 3 - Aerodromes, Section AD 2.2 |
| EGRU107B YEOVILTON RWY 04<br>505754N 0024053W - 505814N 0024134W - 505832N 0024111W thence anti-clockwise by the arc of a circle radius 2.5 NM centred on 510030N 0023844W to 505817N 0024035W - 505817N 0024026W - 505754N 0024053W | Upper limit: 2000 FT AGL<br>Lower limit: SFC | FRZ Active H24. Unmanned aircraft flight not permitted unless permission has been granted by the relevant Air Traffic Service unit or aerodrome operator. For contact details, see UK MIL AIP, Part 3 - Aerodromes, Section AD 2.2 |
| EGRU107C YEOVILTON RWY 22<br>510310N 0023540W - 510250N 0023459W - 510210N 0023547W thence anti-clockwise by the arc of a circle radius 2.5 NM centred on 510030N 0023844W to 510232N 0023626W - 510310N 0023540W | Upper limit: 2000 FT AGL<br>Lower limit: SFC | FRZ Active H24. Unmanned aircraft flight not permitted unless permission has been granted by the relevant Air Traffic Service unit or aerodrome operator. For contact details, see UK MIL AIP, Part 3 - Aerodromes, Section AD 2.2 |
| EGRU107D YEOVILTON RWY 08<br>505950N 0024354W - 510022N 0024400W - 510028N 0024241W thence anti-clockwise by the arc of a circle radius 2.5 NM centred on 510030N 0023844W to 505956N 0024235W - 505950N 0024354W | Upper limit: 2000 FT AGL<br>Lower limit: SFC | FRZ Active H24. Unmanned aircraft flight not permitted unless permission has been granted by the relevant Air Traffic Service unit or aerodrome operator. For contact details, see UK MIL AIP, Part 3 - Aerodromes, Section AD 2.2 |
| EGRU107E YEOVILTON RWY 26<br>510110N 0023334W - 510038N 0023328W - 510032N 0023446W thence anti-clockwise by the arc of a circle radius 2.5 NM centred on 510030N 0023844W to 510104N 0023452W - 510110N 0023334W | Upper limit: 2000 FT AGL<br>Lower limit: SFC | FRZ Active H24. Unmanned aircraft flight not permitted unless permission has been granted by the relevant Air Traffic Service unit or aerodrome operator. For contact details, see UK MIL AIP, Part 3 - Aerodromes, Section AD 2.2 |
| EGRU108 PORT OF DOVER<br>510907N 0012206E thence clockwise by the arc of a circle radius 2.25 NM centred on 510800N 0011900E to 510656N 0011551E - 510907N 0012206E | Upper limit: 1000 FT ALT<br>Lower limit: SFC | Flight permitted by any unmanned aircraft:<br>operating in the service of the Port of Dover Police;<br>operating in the service of the Kent Police;<br>operating in the service of Kent Fire and Rescue Service; or<br>operating with the permission of the Port of Dover Police.<br><br>SI 1329/2019.<br><br>Contact: Refer to Statutory Instrument. |

# ENR 5.1 PROHIBITED, RESTRICTED AND DANGER AREAS (continued)

| Identification and Name<br>Lateral Limits | Upper Limit<br>Lower Limit | Remarks<br>(time of activity, type of restriction, nature of hazard, risk of interception) |
|---|---|---|
| 1 | 2 | 3 |
| EGRU109A GLOUCESTERSHIRE<br>A circle, 2 NM radius, centred at 515339N 0021002W | Upper limit: 2000 FT AGL<br>Lower limit: SFC | FRZ Active H24. Unmanned aircraft flight not permitted unless permission has been granted by the relevant Air Traffic Service unit or aerodrome operator. For contact details see AIP, Part 3 - Aerodromes, Section AD 2.2 |
| EGRU109B GLOUCESTERSHIRE RWY 04<br>515057N 0021212W - 515115N 0021255W - 515204N 0021200W thence anti-clockwise by the arc of a circle radius 2 NM centred on 515339N 0021002W to 515148N 0021115W - 515057N 0021212W | Upper limit: 2000 FT AGL<br>Lower limit: SFC | FRZ Active H24. Unmanned aircraft flight not permitted unless permission has been granted by the relevant Air Traffic Service unit or aerodrome operator. For contact details see AIP, Part 3 - Aerodromes, Section AD 2.2 |
| EGRU109C GLOUCESTERSHIRE RWY 22<br>515605N 0020732W - 515547N 0020648W - 515501N 0020740W thence anti-clockwise by the arc of a circle radius 2 NM centred on 515339N 0021002W to 515521N 0020821W - 515605N 0020732W | Upper limit: 2000 FT AGL<br>Lower limit: SFC | FRZ Active H24. Unmanned aircraft flight not permitted unless permission has been granted by the relevant Air Traffic Service unit or aerodrome operator. For contact details see AIP, Part 3 - Aerodromes, Section AD 2.2 |
| EGRU109F GLOUCESTERSHIRE RWY 09<br>515302N 0021455W - 515335N 0021500W - 515342N 0021316W thence anti-clockwise by the arc of a circle radius 2 NM centred on 515339N 0021002W to 515310N 0021310W - 515302N 0021455W | Upper limit: 2000 FT AGL<br>Lower limit: SFC | FRZ Active H24. Unmanned aircraft flight not permitted unless permission has been granted by the relevant Air Traffic Service unit or aerodrome operator. For contact details see AIP, Part 3 - Aerodromes, Section AD 2.2 |
| EGRU109G GLOUCESTERSHIRE RWY 27<br>515414N 0020522W - 515342N 0020517W - 515335N 0020648W thence anti-clockwise by the arc of a circle radius 2 NM centred on 515339N 0021002W to 515408N 0020654W - 515414N 0020522W | Upper limit: 2000 FT AGL<br>Lower limit: SFC | FRZ Active H24. Unmanned aircraft flight not permitted unless permission has been granted by the relevant Air Traffic Service unit or aerodrome operator. For contact details see AIP, Part 3 - Aerodromes, Section AD 2.2 |
| EGRU110A KEMBLE<br>A circle, 2 NM radius, centred at 514005N 0020325W | Upper limit: 2000 FT AGL<br>Lower limit: SFC | FRZ Active H24. Unmanned aircraft flight not permitted unless permission has been granted by the relevant Air Traffic Service unit or aerodrome operator. For contact details see AIP, Part 3 - Aerodromes, Section AD 2.2 |
| EGRU110B KEMBLE RWY 08<br>513918N 0020819W - 513950N 0020828W - 514001N 0020638W thence anti-clockwise by the arc of a circle radius 2 NM centred on 514005N 0020325W to 513929N 0020629W - 513918N 0020819W | Upper limit: 2000 FT AGL<br>Lower limit: SFC | FRZ Active H24. Unmanned aircraft flight not permitted unless permission has been granted by the relevant Air Traffic Service unit or aerodrome operator. For contact details see AIP, Part 3 - Aerodromes, Section AD 2.2 |
| EGRU110C KEMBLE RWY 26<br>514052N 0015832W - 514020N 0015823W - 514009N 0020013W thence anti-clockwise by the arc of a circle radius 2 NM centred on 514005N 0020325W to 514041N 0020021W - 514052N 0015832W | Upper limit: 2000 FT AGL<br>Lower limit: SFC | FRZ Active H24. Unmanned aircraft flight not permitted unless permission has been granted by the relevant Air Traffic Service unit or aerodrome operator. For contact details see AIP, Part 3 - Aerodromes, Section AD 2.2 |
| EGRU110D KEMBLE RWY 08G<br>513924N 0020746W - 513956N 0020755W - 514004N 0020638W thence anti-clockwise by the arc of a circle radius 2 NM centred on 514005N 0020325W to 513932N 0020630W - 513924N 0020746W | Upper limit: 2000 FT AGL<br>Lower limit: SFC | FRZ Active H24. Unmanned aircraft flight not permitted unless permission has been granted by the relevant Air Traffic Service unit or aerodrome operator. For contact details see AIP, Part 3 - Aerodromes, Section AD 2.2 |
| EGRU110E KEMBLE RWY 26G<br>514053N 0015853W - 514021N 0015844W - 514012N 0020013W thence anti-clockwise by the arc of a circle radius 2 NM centred on 514005N 0020325W to 514044N 0020023W - 514053N 0015853W | Upper limit: 2000 FT AGL<br>Lower limit: SFC | FRZ Active H24. Unmanned aircraft flight not permitted unless permission has been granted by the relevant Air Traffic Service unit or aerodrome operator. For contact details see AIP, Part 3 - Aerodromes, Section AD 2.2 |
| EGRU111A FAIRFORD<br>A circle, 2.5 NM radius, centred at 514101N 0014724W | Upper limit: 2000 FT AGL<br>Lower limit: SFC | FRZ Active H24. Unmanned aircraft flight not permitted unless permission has been granted by the relevant Air Traffic Service unit or aerodrome operator. For contact details, see UK MIL AIP, Part 3 - Aerodromes, Section AD 2.2 |

## ENR 5.1 PROHIBITED, RESTRICTED AND DANGER AREAS (continued)

| Identification and Name<br>Lateral Limits | Upper Limit<br>Lower Limit | Remarks<br>(time of activity, type of restriction, nature of hazard, risk of interception) |
|---|---|---|
| **1** | **2** | **3** |
| EGRU111B FAIRFORD RWY 09<br>514037N 0015302W - 514110N 0015304W - 514112N 0015124W thence anti-clockwise by the arc of a circle radius 2.5 NM centred on 514101N 0014724W to 514039N 0015123W - 514037N 0015302W | Upper limit: 2000 FT AGL<br>Lower limit: SFC | FRZ Active H24. Unmanned aircraft flight not permitted unless permission has been granted by the relevant Air Traffic Service unit or aerodrome operator. For contact details, see UK MIL AIP, Part 3 - Aerodromes, Section AD 2.2 |
| EGRU111C FAIRFORD RWY 27<br>514124N 0014146W - 514052N 0014144W - 514050N 0014324W thence anti-clockwise by the arc of a circle radius 2.5 NM centred on 514101N 0014724W to 514122N 0014325W - 514124N 0014146W | Upper limit: 2000 FT AGL<br>Lower limit: SFC | FRZ Active H24. Unmanned aircraft flight not permitted unless permission has been granted by the relevant Air Traffic Service unit or aerodrome operator. For contact details, see UK MIL AIP, Part 3 - Aerodromes, Section AD 2.2 |
| EGRU112A NETHERAVON<br>A circle, 2 NM radius, centred at 511453N 0014517W | Upper limit: 2000 FT AGL<br>Lower limit: SFC | FRZ Active H24. Unmanned aircraft flight not permitted unless permission has been granted by the relevant Air Traffic Service unit or aerodrome operator. For contact details, see UK MIL AIP, Part 3 - Aerodromes, Section AD 2.2 |
| EGRU112B NETHERAVON RWY 04<br>511235N 0014751W - 511255N 0014830W - 511333N 0014739W thence anti-clockwise by the arc of a circle radius 2 NM centred on 511453N 0014517W to 511312N 0014700W - 511235N 0014751W | Upper limit: 2000 FT AGL<br>Lower limit: SFC | FRZ Active H24. Unmanned aircraft flight not permitted unless permission has been granted by the relevant Air Traffic Service unit or aerodrome operator. For contact details, see UK MIL AIP, Part 3 - Aerodromes, Section AD 2.2 |
| EGRU112C NETHERAVON RWY 22<br>511718N 0014235W - 511657N 0014156W - 511613N 0014255W thence anti-clockwise by the arc of a circle radius 2 NM centred on 511453N 0014517W to 511634N 0014335W - 511718N 0014235W | Upper limit: 2000 FT AGL<br>Lower limit: SFC | FRZ Active H24. Unmanned aircraft flight not permitted unless permission has been granted by the relevant Air Traffic Service unit or aerodrome operator. For contact details, see UK MIL AIP, Part 3 - Aerodromes, Section AD 2.2 |
| EGRU112D NETHERAVON RWY 11<br>511535N 0014957W - 511605N 0014941W - 511546N 0014809W thence anti-clockwise by the arc of a circle radius 2 NM centred on 511453N 0014517W to 511515N 0014825W - 511535N 0014957W | Upper limit: 2000 FT AGL<br>Lower limit: SFC | FRZ Active H24. Unmanned aircraft flight not permitted unless permission has been granted by the relevant Air Traffic Service unit or aerodrome operator. For contact details, see UK MIL AIP, Part 3 - Aerodromes, Section AD 2.2 |
| EGRU112E NETHERAVON RWY 29<br>511412N 0014038W - 511341N 0014054W - 511400N 0014226W thence anti-clockwise by the arc of a circle radius 2 NM centred on 511453N 0014517W to 511431N 0014210W - 511412N 0014038W | Upper limit: 2000 FT AGL<br>Lower limit: SFC | FRZ Active H24. Unmanned aircraft flight not permitted unless permission has been granted by the relevant Air Traffic Service unit or aerodrome operator. For contact details, see UK MIL AIP, Part 3 - Aerodromes, Section AD 2.2 |
| EGRU113A BOSCOMBE<br>A circle, 2.5 NM radius, centred at 510912N 0014504W | Upper limit: 2000 FT AGL<br>Lower limit: SFC | FRZ Active H24. Unmanned aircraft flight not permitted unless permission has been granted by the relevant Air Traffic Service unit or aerodrome operator. For contact details, see UK MIL AIP, Part 3 - Aerodromes, Section AD 2.2 |
| EGRU113B BOSCOMBE RWY 05<br>510643N 0014908W - 510707N 0014941W - 510749N 0014822W thence anti-clockwise by the arc of a circle radius 2.5 NM centred on 510912N 0014504W to 510724N 0014749W - 510643N 0014908W | Upper limit: 2000 FT AGL<br>Lower limit: SFC | FRZ Active H24. Unmanned aircraft flight not permitted unless permission has been granted by the relevant Air Traffic Service unit or aerodrome operator. For contact details, see UK MIL AIP, Part 3 - Aerodromes, Section AD 2.2 |
| EGRU113C BOSCOMBE RWY 23<br>511139N 0014103W - 511114N 0014030W - 511035N 0014145W thence anti-clockwise by the arc of a circle radius 2.5 NM centred on 510912N 0014504W to 511100N 0014218W - 511139N 0014103W | Upper limit: 2000 FT AGL<br>Lower limit: SFC | FRZ Active H24. Unmanned aircraft flight not permitted unless permission has been granted by the relevant Air Traffic Service unit or aerodrome operator. For contact details, see UK MIL AIP, Part 3 - Aerodromes, Section AD 2.2 |
| EGRU113D BOSCOMBE RWY 05N<br>510706N 0014834W - 510731N 0014907W - 510753N 0014826W thence anti-clockwise by the arc of a circle radius 2.5 NM centred on 510912N 0014504W to 510727N 0014754W - 510706N 0014834W | Upper limit: 2000 FT AGL<br>Lower limit: SFC | FRZ Active H24. Unmanned aircraft flight not permitted unless permission has been granted by the relevant Air Traffic Service unit or aerodrome operator. For contact details, see UK MIL AIP, Part 3 - Aerodromes, Section AD 2.2 |

# ENR 5.1 PROHIBITED, RESTRICTED AND DANGER AREAS (continued)

| Identification and Name<br>Lateral Limits | Upper Limit<br>Lower Limit | Remarks<br>(time of activity, type of restriction, nature of hazard, risk of interception) |
|---|---|---|
| 1 | 2 | 3 |
| EGRU113E BOSCOMBE RWY 23N<br>511114N 0014202W - 511049N 0014129W - 511039N 0014149W thence anti-clockwise by the arc of a circle radius 2.5 NM centred on 510912N 0014504W to 511103N 0014223W - 511114N 0014202W | Upper limit: 2000 FT AGL<br>Lower limit: SFC | FRZ Active H24. Unmanned aircraft flight not permitted unless permission has been granted by the relevant Air Traffic Service unit or aerodrome operator. For contact details, see UK MIL AIP, Part 3 - Aerodromes, Section AD 2.2 |
| EGRU113F BOSCOMBE RWY 05S<br>510635N 0014909W - 510700N 0014941W - 510745N 0014817W thence anti-clockwise by the arc of a circle radius 2.5 NM centred on 510912N 0014504W to 510720N 0014743W - 510635N 0014909W | Upper limit: 2000 FT AGL<br>Lower limit: SFC | FRZ Active H24. Unmanned aircraft flight not permitted unless permission has been granted by the relevant Air Traffic Service unit or aerodrome operator. For contact details, see UK MIL AIP, Part 3 - Aerodromes, Section AD 2.2 |
| EGRU113H BOSCOMBE RWY 17<br>511215N 0014526W - 511223N 0014436W - 511139N 0014419W thence anti-clockwise by the arc of a circle radius 2.5 NM centred on 510912N 0014504W to 511142N 0014513W - 511215N 0014526W | Upper limit: 2000 FT AGL<br>Lower limit: SFC | FRZ Active H24. Unmanned aircraft flight not permitted unless permission has been granted by the relevant Air Traffic Service unit or aerodrome operator. For contact details, see UK MIL AIP, Part 3 - Aerodromes, Section AD 2.2 |
| EGRU113I BOSCOMBE RWY 35<br>510608N 0014214W - 510600N 0014304W - 510656N 0014325W thence anti-clockwise by the arc of a circle radius 2.5 NM centred on 510912N 0014504W to 510713N 0014238W - 510608N 0014214W | Upper limit: 2000 FT AGL<br>Lower limit: SFC | FRZ Active H24. Unmanned aircraft flight not permitted unless permission has been granted by the relevant Air Traffic Service unit or aerodrome operator. For contact details, see UK MIL AIP, Part 3 - Aerodromes, Section AD 2.2 |
| EGRU114A THRUXTON<br>A circle, 2 NM radius, centred at 511240N 0013549W | Upper limit: 2000 FT AGL<br>Lower limit: SFC | FRZ Active H24. Requests for permission to fly an unmanned aircraft are to be made to the Duty Operations Manager (Tel: 01264-772352 or Email: tower@thruxton.com). Requests are to be made at least 36 hours prior to the intended commencement of a flight. |
| EGRU114B THRUXTON RWY 07<br>511117N 0013954W - 511147N 0014014W - 511209N 0013853W thence anti-clockwise by the arc of a circle radius 2 NM centred on 511240N 0013549W to 511139N 0013833W - 511117N 0013954W | Upper limit: 2000 FT AGL<br>Lower limit: SFC | FRZ Active H24. Requests for permission to fly an unmanned aircraft are to be made to the Duty Operations Manager (Tel: 01264-772352 or Email: tower@thruxton.com). Requests are to be made at least 36 hours prior to the intended commencement of a flight. |
| EGRU114C THRUXTON RWY 25<br>511403N 0013144W - 511334N 0013124W - 511312N 0013245W thence anti-clockwise by the arc of a circle radius 2 NM centred on 511240N 0013549W to 511342N 0013305W - 511403N 0013144W | Upper limit: 2000 FT AGL<br>Lower limit: SFC | FRZ Active H24. Requests for permission to fly an unmanned aircraft are to be made to the Duty Operations Manager (Tel: 01264-772352 or Email: tower@thruxton.com). Requests are to be made at least 36 hours prior to the intended commencement of a flight. |
| EGRU114D THRUXTON RWY 12<br>511357N 0014004W - 511424N 0013936W - 511354N 0013820W thence anti-clockwise by the arc of a circle radius 2 NM centred on 511240N 0013549W to 511326N 0013846W - 511357N 0014004W | Upper limit: 2000 FT AGL<br>Lower limit: SFC | FRZ Active H24. Requests for permission to fly an unmanned aircraft are to be made to the Duty Operations Manager (Tel: 01264-772352 or Email: tower@thruxton.com). Requests are to be made at least 36 hours prior to the intended commencement of a flight. |
| EGRU114E THRUXTON RWY 30<br>511116N 0013150W - 511048N 0013218W - 511118N 0013331W thence anti-clockwise by the arc of a circle radius 2 NM centred on 511240N 0013549W to 511144N 0013301W - 511116N 0013150W | Upper limit: 2000 FT AGL<br>Lower limit: SFC | FRZ Active H24. Requests for permission to fly an unmanned aircraft are to be made to the Duty Operations Manager (Tel: 01264-772352 or Email: tower@thruxton.com). Requests are to be made at least 36 hours prior to the intended commencement of a flight. |
| EGRU115A BRIZE NORTON<br>A circle, 2.5 NM radius, centred at 514500N 0013459W | Upper limit: 2000 FT AGL<br>Lower limit: SFC | FRZ Active H24. Unmanned aircraft flight not permitted unless permission has been granted by the relevant Air Traffic Service unit or aerodrome operator. For contact details, see UK MIL AIP, Part 3 - Aerodromes, Section AD 2.2 |
| EGRU115B BRIZE NORTON RWY 07<br>514344N 0014017W - 514415N 0014032W - 514433N 0013856W thence anti-clockwise by the arc of a circle radius 2.5 NM centred on 514500N 0013459W to 514402N 0013841W - 514344N 0014017W | Upper limit: 2000 FT AGL<br>Lower limit: SFC | FRZ Active H24. Unmanned aircraft flight not permitted unless permission has been granted by the relevant Air Traffic Service unit or aerodrome operator. For contact details, see UK MIL AIP, Part 3 - Aerodromes, Section AD 2.2 |

# ENR 5.1 PROHIBITED, RESTRICTED AND DANGER AREAS (continued)

| Identification and Name<br>Lateral Limits | Upper Limit<br>Lower Limit | Remarks<br>(time of activity, type of restriction, nature of hazard, risk of interception) |
|---|---|---|
| 1 | 2 | 3 |
| EGRU115C BRIZE NORTON RWY 25<br>514615N 0012940W - 514544N 0012925W - 514527N 0013101W thence anti-clockwise by the arc of a circle radius 2.5 NM centred on 514500N 0013459W to 514558N 0013116W - 514615N 0012940W | Upper limit: 2000 FT AGL<br>Lower limit: SFC | FRZ Active H24. Unmanned aircraft flight not permitted unless permission has been granted by the relevant Air Traffic Service unit or aerodrome operator. For contact details, see UK MIL AIP, Part 3 - Aerodromes, Section AD 2.2 |
| EGRU116A MIDDLE WALLOP<br>A circle, 2 NM radius, centred at 510828N 0013422W | Upper limit: 2000 FT AGL<br>Lower limit: SFC | FRZ Active H24. Unmanned aircraft flight not permitted unless permission has been granted by the relevant Air Traffic Service unit or aerodrome operator. For contact details, see UK MIL AIP, Part 3 - Aerodromes, Section AD 2.2 |
| EGRU116B MIDDLE WALLOP RWY 08<br>510812N 0013842W - 510844N 0013847W - 510849N 0013729W thence anti-clockwise by the arc of a circle radius 2 NM centred on 510828N 0013422W to 510816N 0013731W - 510812N 0013842W | Upper limit: 2000 FT AGL<br>Lower limit: SFC | FRZ Active H24. Unmanned aircraft flight not permitted unless permission has been granted by the relevant Air Traffic Service unit or aerodrome operator. For contact details, see UK MIL AIP, Part 3 - Aerodromes, Section AD 2.2 |
| EGRU116C MIDDLE WALLOP RWY 26<br>510922N 0012924W - 510849N 0012919W - 510842N 0013112W thence anti-clockwise by the arc of a circle radius 2 NM centred on 510828N 0013422W to 510914N 0013126W - 510922N 0012924W | Upper limit: 2000 FT AGL<br>Lower limit: SFC | FRZ Active H24. Unmanned aircraft flight not permitted unless permission has been granted by the relevant Air Traffic Service unit or aerodrome operator. For contact details, see UK MIL AIP, Part 3 - Aerodromes, Section AD 2.2 |
| EGRU116D MIDDLE WALLOP RWY 17<br>511125N 0013520W - 511129N 0013429W - 511027N 0013418W thence anti-clockwise by the arc of a circle radius 2 NM centred on 510828N 0013422W to 511024N 0013509W - 511125N 0013520W | Upper limit: 2000 FT AGL<br>Lower limit: SFC | FRZ Active H24. Unmanned aircraft flight not permitted unless permission has been granted by the relevant Air Traffic Service unit or aerodrome operator. For contact details, see UK MIL AIP, Part 3 - Aerodromes, Section AD 2.2 |
| EGRU116E MIDDLE WALLOP RWY 35<br>510530N 0013323W - 510526N 0013414W - 510628N 0013426W thence anti-clockwise by the arc of a circle radius 2 NM centred on 510828N 0013422W to 510631N 0013334W - 510530N 0013323W | Upper limit: 2000 FT AGL<br>Lower limit: SFC | FRZ Active H24. Unmanned aircraft flight not permitted unless permission has been granted by the relevant Air Traffic Service unit or aerodrome operator. For contact details, see UK MIL AIP, Part 3 - Aerodromes, Section AD 2.2 |
| EGRU117A OXFORD<br>A circle, 2 NM radius, centred at 515013N 0011912W | Upper limit: 2000 FT AGL<br>Lower limit: SFC | FRZ Active H24. Unmanned aircraft flight not permitted unless permission has been granted by the relevant Air Traffic Service unit or aerodrome operator. For contact details see AIP, Part 3 - Aerodromes, Section AD 2.2 |
| EGRU117B OXFORD RWY 01<br>514710N 0011941W - 514716N 0012032W - 514819N 0012013W thence anti-clockwise by the arc of a circle radius 2 NM centred on 515013N 0011912W to 514813N 0011922W - 514710N 0011941W | Upper limit: 2000 FT AGL<br>Lower limit: SFC | FRZ Active H24. Unmanned aircraft flight not permitted unless permission has been granted by the relevant Air Traffic Service unit or aerodrome operator. For contact details see AIP, Part 3 - Aerodromes, Section AD 2.2 |
| EGRU117C OXFORD RWY 19<br>515316N 0011843W - 515310N 0011751W - 515207N 0011811W thence anti-clockwise by the arc of a circle radius 2 NM centred on 515013N 0011912W to 515213N 0011902W - 515316N 0011843W | Upper limit: 2000 FT AGL<br>Lower limit: SFC | FRZ Active H24. Unmanned aircraft flight not permitted unless permission has been granted by the relevant Air Traffic Service unit or aerodrome operator. For contact details see AIP, Part 3 - Aerodromes, Section AD 2.2 |
| EGRU118A BENSON<br>A circle, 2 NM radius, centred at 513654N 0010545W | Upper limit: 2000 FT AGL<br>Lower limit: SFC | FRZ Active H24. Unmanned aircraft flight not permitted unless permission has been granted by the relevant Air Traffic Service unit or aerodrome operator. For contact details, see UK MIL AIP, Part 3 - Aerodromes, Section AD 2.2 |
| EGRU118B BENSON RWY 01<br>513342N 0010601W - 513347N 0010653W - 513459N 0010637W thence anti-clockwise by the arc of a circle radius 2 NM centred on 513654N 0010545W to 513454N 0010545W - 513342N 0010601W | Upper limit: 2000 FT AGL<br>Lower limit: SFC | FRZ Active H24. Unmanned aircraft flight not permitted unless permission has been granted by the relevant Air Traffic Service unit or aerodrome operator. For contact details, see UK MIL AIP, Part 3 - Aerodromes, Section AD 2.2 |

# ENR 5.1 PROHIBITED, RESTRICTED AND DANGER AREAS (continued)

| Identification and Name<br>Lateral Limits | Upper Limit<br>Lower Limit | Remarks<br>(time of activity, type of restriction, nature of hazard, risk of interception) |
|---|---|---|
| 1 | 2 | 3 |
| EGRU118C BENSON RWY 19<br>514006N 0010529W - 514001N 0010437W - 513850N 0010453W thence anti-clockwise by the arc of a circle radius 2 NM centred on 513654N 0010545W to 513854N 0010545W - 514006N 0010529W | Upper limit: 2000 FT AGL<br>Lower limit: SFC | FRZ Active H24. Unmanned aircraft flight not permitted unless permission has been granted by the relevant Air Traffic Service unit or aerodrome operator. For contact details, see UK MIL AIP, Part 3 - Aerodromes, Section AD 2.2 |
| EGRU119A CHALGROVE<br>A circle, 2 NM radius, centred at 514028N 0010507W | Upper limit: 2000 FT AGL<br>Lower limit: SFC | FRZ Active H24. Unmanned aircraft flight not permitted unless permission has been granted by the relevant Air Traffic Service unit or aerodrome operator. For contact details see AIP, Part 3 - Aerodromes, Section AD 2.2 |
| EGRU120A ODIHAM<br>A circle, 2 NM radius, centred at 511403N 0005634W | Upper limit: 2000 FT AGL<br>Lower limit: SFC | FRZ Active H24. Unmanned aircraft flight not permitted unless permission has been granted by the relevant Air Traffic Service unit or aerodrome operator. For contact details, see UK MIL AIP, Part 3 - Aerodromes, Section AD 2.2 |
| EGRU120B ODIHAM RWY 09<br>511356N 0010140W - 511428N 0010137W - 511425N 0005942W thence anti-clockwise by the arc of a circle radius 2 NM centred on 511403N 0005634W to 511352N 0005944W - 511356N 0010140W | Upper limit: 2000 FT AGL<br>Lower limit: SFC | FRZ Active H24. Unmanned aircraft flight not permitted unless permission has been granted by the relevant Air Traffic Service unit or aerodrome operator. For contact details, see UK MIL AIP, Part 3 - Aerodromes, Section AD 2.2 |
| EGRU120C ODIHAM RWY 27<br>511410N 0005128W - 511338N 0005130W - 511341N 0005326W thence anti-clockwise by the arc of a circle radius 2 NM centred on 511403N 0005634W to 511414N 0005324W - 511410N 0005128W | Upper limit: 2000 FT AGL<br>Lower limit: SFC | FRZ Active H24. Unmanned aircraft flight not permitted unless permission has been granted by the relevant Air Traffic Service unit or aerodrome operator. For contact details, see UK MIL AIP, Part 3 - Aerodromes, Section AD 2.2 |
| EGRU121A BLACKBUSHE<br>511738N 0005215W thence clockwise by the arc of a circle radius 2 NM centred on 511926N 0005051W to 511806N 0004829W - 511801N 0004919W - 511758N 0004954W - 511753N 0005038W - 511746N 0005120W - 511738N 0005215W | Upper limit: 2000 FT AGL<br>Lower limit: SFC | FRZ Active H24. Unmanned aircraft flight not permitted unless permission has been granted by the relevant Air Traffic Service unit or aerodrome operator. For contact details see AIP, Part 3 - Aerodromes, Section AD 2.2 |
| EGRU121B BLACKBUSHE RWY 07<br>511815N 0005513W - 511845N 0005530W - 511904N 0005359W thence anti-clockwise by the arc of a circle radius 2 NM centred on 511926N 0005051W to 511834N 0005343W - 511815N 0005513W | Upper limit: 2000 FT AGL<br>Lower limit: SFC | FRZ Active H24. Unmanned aircraft flight not permitted unless permission has been granted by the relevant Air Traffic Service unit or aerodrome operator. For contact details see AIP, Part 3 - Aerodromes, Section AD 2.2 |
| EGRU121C BLACKBUSHE RWY 25<br>512038N 0004631W - 512007N 0004614W - 511949N 0004743W thence anti-clockwise by the arc of a circle radius 2 NM centred on 511926N 0005051W to 512019N 0004800W - 512038N 0004631W | Upper limit: 2000 FT AGL<br>Lower limit: SFC | FRZ Active H24. Unmanned aircraft flight not permitted unless permission has been granted by the relevant Air Traffic Service unit or aerodrome operator. For contact details see AIP, Part 3 - Aerodromes, Section AD 2.2 |
| EGRU122A WYCOMBE AIR PARK/BOOKER<br>A circle, 2 NM radius, centred at 513642N 0004830W | Upper limit: 2000 FT AGL<br>Lower limit: SFC | FRZ Active H24. Unmanned aircraft flight not permitted unless permission has been granted by the relevant Air Traffic Service unit or aerodrome operator. For contact details see AIP, Part 3 - Aerodromes, Section AD 2.2 |
| EGRU122B WYCOMBE AIR PARK/BOOKER RWY 06<br>513508N 0005225W - 513536N 0005249W - 513602N 0005131W thence anti-clockwise by the arc of a circle radius 2 NM centred on 513642N 0004830W to 513533N 0005107W - 513508N 0005225W | Upper limit: 2000 FT AGL<br>Lower limit: SFC | FRZ Active H24. Unmanned aircraft flight not permitted unless permission has been granted by the relevant Air Traffic Service unit or aerodrome operator. For contact details see AIP, Part 3 - Aerodromes, Section AD 2.2 |
| EGRU122C WYCOMBE AIR PARK/BOOKER RWY 24<br>513817N 0004434W - 513748N 0004410W - 513723N 0004529W thence anti-clockwise by the arc of a circle radius 2 NM centred on 513642N 0004830W to 513752N 0004553W - 513817N 0004434W | Upper limit: 2000 FT AGL<br>Lower limit: SFC | FRZ Active H24. Unmanned aircraft flight not permitted unless permission has been granted by the relevant Air Traffic Service unit or aerodrome operator. For contact details see AIP, Part 3 - Aerodromes, Section AD 2.2 |

# ENR 5.1 PROHIBITED, RESTRICTED AND DANGER AREAS (continued)

| Identification and Name<br>Lateral Limits | Upper Limit<br>Lower Limit | Remarks<br>(time of activity, type of restriction, nature of hazard, risk of interception) |
|---|---|---|
| 1 | 2 | 3 |
| EGRU122D WYCOMBE AIR PARK/BOOKER RWY 06G<br>513506N 0005218W - 513535N 0005242W - 513559N 0005129W thence anti-clockwise by the arc of a circle radius 2 NM centred on 513642N 0004830W to 513531N 0005104W - 513506N 0005218W | Upper limit: 2000 FT AGL<br>Lower limit: SFC | FRZ Active H24. Unmanned aircraft flight not permitted unless permission has been granted by the relevant Air Traffic Service unit or aerodrome operator. For contact details see AIP, Part 3 - Aerodromes, Section AD 2.2 |
| EGRU122E WYCOMBE AIR PARK/BOOKER RWY 24G<br>513814N 0004433W - 513746N 0004408W - 513720N 0004527W thence anti-clockwise by the arc of a circle radius 2 NM centred on 513642N 0004830W to 513749N 0004550W - 513814N 0004433W | Upper limit: 2000 FT AGL<br>Lower limit: SFC | FRZ Active H24. Unmanned aircraft flight not permitted unless permission has been granted by the relevant Air Traffic Service unit or aerodrome operator. For contact details see AIP, Part 3 - Aerodromes, Section AD 2.2 |
| EGRU122G WYCOMBE AIR PARK/ BOOKER RWY 35<br>513351N 0004703W - 513344N 0004754W - 513443N 0004815W thence anti-clockwise by the arc of a circle radius 2 NM centred on 513642N 0004830W to 513450N 0004724W - 513351N 0004703W | Upper limit: 2000 FT AGL<br>Lower limit: SFC | FRZ Active H24. Unmanned aircraft flight not permitted unless permission has been granted by the relevant Air Traffic Service unit or aerodrome operator. For contact details see AIP, Part 3 - Aerodromes, Section AD 2.2 |
| EGRU123A FARNBOROUGH<br>511758N 0004954W - 511801N 0004919W - 511806N 0004829W - 511812N 0004723W - 511817N 0004705W - 511851N 0004551W - 511856N 0004537W thence clockwise by the arc of a circle radius 2.5 NM centred on 511631N 0004639W to 511758N 0004954W | Upper limit: 2000 FT AGL<br>Lower limit: SFC | FRZ Active H24. Unmanned aircraft flight not permitted unless permission has been granted by the relevant Air Traffic Service unit or aerodrome operator. For contact details see AIP, Part 3 - Aerodromes, Section AD 2.2 |
| EGRU123B FARNBOROUGH RWY 06<br>511452N 0005042W - 511521N 0005107W - 511536N 0005021W thence anti-clockwise by the arc of a circle radius 2.5 NM centred on 511631N 0004639W to 511507N 0004957W - 511452N 0005042W | Upper limit: 2000 FT AGL<br>Lower limit: SFC | FRZ Active H24. Unmanned aircraft flight not permitted unless permission has been granted by the relevant Air Traffic Service unit or aerodrome operator. For contact details see AIP, Part 3 - Aerodromes, Section AD 2.2 |
| EGRU123C FARNBOROUGH RWY 24<br>511811N 0004233W - 511743N 0004209W - 511727N 0004257W thence anti-clockwise by the arc of a circle radius 2.5 NM centred on 511631N 0004639W to 511755N 0004322W - 511811N 0004233W | Upper limit: 2000 FT AGL<br>Lower limit: SFC | FRZ Active H24. Unmanned aircraft flight not permitted unless permission has been granted by the relevant Air Traffic Service unit or aerodrome operator. For contact details see AIP, Part 3 - Aerodromes, Section AD 2.2 |
| EGRU124A WHITE WALTHAM<br>A circle, 2 NM radius, centred at 513002N 0004629W | Upper limit: 2000 FT AGL<br>Lower limit: SFC | FRZ Active H24. Unmanned aircraft flight not permitted unless permission has been granted by the relevant Air Traffic Service unit or aerodrome operator. For contact details see AIP, Part 3 - Aerodromes, Section AD 2.2 |
| EGRU124B WHITE WALTHAM RWY 03<br>512712N 0004802W - 512727N 0004848W - 512819N 0004807W thence anti-clockwise by the arc of a circle radius 2 NM centred on 513002N 0004629W to 512807N 0004719W - 512712N 0004802W | Upper limit: 2000 FT AGL<br>Lower limit: SFC | FRZ Active H24. Unmanned aircraft flight not permitted unless permission has been granted by the relevant Air Traffic Service unit or aerodrome operator. For contact details see AIP, Part 3 - Aerodromes, Section AD 2.2 |
| EGRU124C WHITE WALTHAM RWY 21<br>513247N 0004436W - 513233N 0004349W - 513137N 0004433W thence anti-clockwise by the arc of a circle radius 2 NM centred on 513002N 0004629W to 513154N 0004518W - 513247N 0004436W | Upper limit: 2000 FT AGL<br>Lower limit: SFC | FRZ Active H24. Unmanned aircraft flight not permitted unless permission has been granted by the relevant Air Traffic Service unit or aerodrome operator. For contact details see AIP, Part 3 - Aerodromes, Section AD 2.2 |
| EGRU124D WHITE WALTHAM RWY 07<br>512831N 0005037W - 512900N 0005059W - 512926N 0004932W thence anti-clockwise by the arc of a circle radius 2 NM centred on 513002N 0004629W to 512857N 0004910W - 512831N 0005037W | Upper limit: 2000 FT AGL<br>Lower limit: SFC | FRZ Active H24. Unmanned aircraft flight not permitted unless permission has been granted by the relevant Air Traffic Service unit or aerodrome operator. For contact details see AIP, Part 3 - Aerodromes, Section AD 2.2 |

# ENR 5.1 PROHIBITED, RESTRICTED AND DANGER AREAS (continued)

| Identification and Name<br>Lateral Limits | Upper Limit<br>Lower Limit | Remarks<br>(time of activity, type of restriction, nature of hazard, risk of interception) |
|---|---|---|
| 1 | 2 | 3 |
| EGRU124E WHITE WALTHAM RWY 25<br>513134N 0004222W - 513104N 0004159W - 513039N 0004326W thence anti-clockwise by the arc of a circle radius 2 NM centred on 513002N 0004629W to 513108N 0004349W - 513134N 0004222W | Upper limit: 2000 FT AGL<br>Lower limit: SFC | FRZ Active H24. Unmanned aircraft flight not permitted unless permission has been granted by the relevant Air Traffic Service unit or aerodrome operator. For contact details see AIP, Part 3 - Aerodromes, Section AD 2.2 |
| EGRU124F WHITE WALTHAM RWY 11<br>513039N 0005100W - 513109N 0005042W - 513052N 0004925W thence anti-clockwise by the arc of a circle radius 2 NM centred on 513002N 0004629W to 513020N 0004939W - 513039N 0005100W | Upper limit: 2000 FT AGL<br>Lower limit: SFC | FRZ Active H24. Unmanned aircraft flight not permitted unless permission has been granted by the relevant Air Traffic Service unit or aerodrome operator. For contact details see AIP, Part 3 - Aerodromes, Section AD 2.2 |
| EGRU124G WHITE WALTHAM RWY 29<br>512909N 0004152W - 512839N 0004210W - 512900N 0004345W thence anti-clockwise by the arc of a circle radius 2 NM centred on 513002N 0004629W to 512930N 0004324W - 512909N 0004152W | Upper limit: 2000 FT AGL<br>Lower limit: SFC | FRZ Active H24. Unmanned aircraft flight not permitted unless permission has been granted by the relevant Air Traffic Service unit or aerodrome operator. For contact details see AIP, Part 3 - Aerodromes, Section AD 2.2 |
| EGRU125A HALTON<br>A circle, 2 NM radius, centred at 514732N 0004411W | Upper limit: 2000 FT AGL<br>Lower limit: SFC | FRZ Active H24. Unmanned aircraft flight not permitted unless permission has been granted by the relevant Air Traffic Service unit or aerodrome operator. For contact details, see UK MIL AIP, Part 3 - Aerodromes, Section AD 2.2 |
| EGRU125B HALTON RWY 02<br>514440N 0004521W - 514451N 0004610W - 514546N 0004539W thence anti-clockwise by the arc of a circle radius 2 NM centred on 514732N 0004411W to 514535N 0004450W - 514440N 0004521W | Upper limit: 2000 FT AGL<br>Lower limit: SFC | FRZ Active H24. Unmanned aircraft flight not permitted unless permission has been granted by the relevant Air Traffic Service unit or aerodrome operator. For contact details, see UK MIL AIP, Part 3 - Aerodromes, Section AD 2.2 |
| EGRU125C HALTON RWY 20<br>515024N 0004301W - 515013N 0004212W - 514919N 0004243W thence anti-clockwise by the arc of a circle radius 2 NM centred on 514732N 0004411W to 514930N 0004332W - 515024N 0004301W | Upper limit: 2000 FT AGL<br>Lower limit: SFC | FRZ Active H24. Unmanned aircraft flight not permitted unless permission has been granted by the relevant Air Traffic Service unit or aerodrome operator. For contact details, see UK MIL AIP, Part 3 - Aerodromes, Section AD 2.2 |
| EGRU125D HALTON RWY 07<br>514615N 0004829W - 514646N 0004846W - 514705N 0004719W thence anti-clockwise by the arc of a circle radius 2 NM centred on 514732N 0004411W to 514635N 0004701W - 514615N 0004829W | Upper limit: 2000 FT AGL<br>Lower limit: SFC | FRZ Active H24. Unmanned aircraft flight not permitted unless permission has been granted by the relevant Air Traffic Service unit or aerodrome operator. For contact details, see UK MIL AIP, Part 3 - Aerodromes, Section AD 2.2 |
| EGRU125E HALTON RWY 25<br>514840N 0004002W - 514810N 0003944W - 514753N 0004101W thence anti-clockwise by the arc of a circle radius 2 NM centred on 514732N 0004411W to 514824N 0004117W - 514840N 0004002W | Upper limit: 2000 FT AGL<br>Lower limit: SFC | FRZ Active H24. Unmanned aircraft flight not permitted unless permission has been granted by the relevant Air Traffic Service unit or aerodrome operator. For contact details, see UK MIL AIP, Part 3 - Aerodromes, Section AD 2.2 |
| EGRU126A FAIROAKS<br>A circle, 2 NM radius, centred at 512053N 0003331W | Upper limit: 2000 FT AGL<br>Lower limit: SFC | FRZ Active H24. Unmanned aircraft flight not permitted unless permission has been granted by the relevant Air Traffic Service unit or aerodrome operator. For contact details see AIP, Part 3 - Aerodromes, Section AD 2.2 |
| EGRU126B FAIROAKS RWY 06<br>511907N 0003712W - 511934N 0003739W - 512003N 0003626W thence anti-clockwise by the arc of a circle radius 2 NM centred on 512053N 0003331W to 511936N 0003558W - 511907N 0003712W | Upper limit: 2000 FT AGL<br>Lower limit: SFC | FRZ Active H24. Unmanned aircraft flight not permitted unless permission has been granted by the relevant Air Traffic Service unit or aerodrome operator. For contact details see AIP, Part 3 - Aerodromes, Section AD 2.2 |
| EGRU126C FAIROAKS RWY 24<br>512239N 0002949W - 512212N 0002922W - 512142N 0003037W thence anti-clockwise by the arc of a circle radius 2 NM centred on 512053N 0003331W to 512210N 0003104W - 512239N 0002949W | Upper limit: 2000 FT AGL<br>Lower limit: SFC | FRZ Active H24. Unmanned aircraft flight not permitted unless permission has been granted by the relevant Air Traffic Service unit or aerodrome operator. For contact details see AIP, Part 3 - Aerodromes, Section AD 2.2 |

## ENR 5.1 PROHIBITED, RESTRICTED AND DANGER AREAS (continued)

| Identification and Name<br>Lateral Limits | Upper Limit<br>Lower Limit | Remarks<br>(time of activity, type of restriction, nature of hazard, risk of interception) |
|---|---|---|
| 1 | 2 | 3 |
| EGRU127A DENHAM<br>A circle, 2 NM radius, centred at 513518N 0003047W | Upper limit: 2000 FT AGL<br>Lower limit: SFC | FRZ Active H24. Unmanned aircraft flight not permitted unless permission has been granted by the relevant Air Traffic Service unit or aerodrome operator. For contact details see AIP, Part 3 - Aerodromes, Section AD 2.2 |
| EGRU127B DENHAM RWY 06<br>513336N 0003432W - 513404N 0003459W - 513431N 0003344W thence anti-clockwise by the arc of a circle radius 2 NM centred on 513518N 0003047W to 513404N 0003317W - 513336N 0003432W | Upper limit: 2000 FT AGL<br>Lower limit: SFC | FRZ Active H24. Unmanned aircraft flight not permitted unless permission has been granted by the relevant Air Traffic Service unit or aerodrome operator. For contact details see AIP, Part 3 - Aerodromes, Section AD 2.2 |
| EGRU127C DENHAM RWY 24<br>513700N 0002704W - 513632N 0002637W - 513605N 0002750W thence anti-clockwise by the arc of a circle radius 2 NM centred on 513518N 0003047W to 513633N 0002816W - 513700N 0002704W | Upper limit: 2000 FT AGL<br>Lower limit: SFC | FRZ Active H24. Unmanned aircraft flight not permitted unless permission has been granted by the relevant Air Traffic Service unit or aerodrome operator. For contact details see AIP, Part 3 - Aerodromes, Section AD 2.2 |
| EGRU127D DENHAM RWY 12<br>513623N 0003455W - 513652N 0003431W - 513629N 0003322W thence anti-clockwise by the arc of a circle radius 2 NM centred on 513518N 0003047W to 513600N 0003347W - 513623N 0003455W | Upper limit: 2000 FT AGL<br>Lower limit: SFC | FRZ Active H24. Unmanned aircraft flight not permitted unless permission has been granted by the relevant Air Traffic Service unit or aerodrome operator. For contact details see AIP, Part 3 - Aerodromes, Section AD 2.2 |
| EGRU127E DENHAM RWY 30<br>513416N 0002641W - 513347N 0002706W - 513409N 0002810W thence anti-clockwise by the arc of a circle radius 2 NM centred on 513518N 0003047W to 513437N 0002746W - 513416N 0002641W | Upper limit: 2000 FT AGL<br>Lower limit: SFC | FRZ Active H24. Unmanned aircraft flight not permitted unless permission has been granted by the relevant Air Traffic Service unit or aerodrome operator. For contact details see AIP, Part 3 - Aerodromes, Section AD 2.2 |
| EGRU128A LONDON HEATHROW<br>A circle, 2.5 NM radius, centred at 512839N 0002741W | Upper limit: 2000 FT AGL<br>Lower limit: SFC | FRZ Active H24. Unmanned aircraft flight not permitted unless permission has been granted by the relevant Air Traffic Service unit or aerodrome operator. For contact details see AIP, Part 3 - Aerodromes, Section AD 2.2 |
| EGRU128B LONDON HEATHROW RWY 09L<br>512814N 0003325W - 512902N 0003325W - 512903N 0003138W thence anti-clockwise by the arc of a circle radius 2.5 NM centred on 512839N 0002741W to 512814N 0003137W - 512814N 0003325W | Upper limit: 2000 FT AGL<br>Lower limit: SFC | FRZ Active H24. Unmanned aircraft flight not permitted unless permission has been granted by the relevant Air Traffic Service unit or aerodrome operator. For contact details see AIP, Part 3 - Aerodromes, Section AD 2.2 |
| EGRU128C LONDON HEATHROW RWY 27R<br>512905N 0002141W - 512816N 0002141W - 512816N 0002344W thence anti-clockwise by the arc of a circle radius 2.5 NM centred on 512839N 0002741W to 512904N 0002344W - 512905N 0002141W | Upper limit: 2000 FT AGL<br>Lower limit: SFC | FRZ Active H24. Unmanned aircraft flight not permitted unless permission has been granted by the relevant Air Traffic Service unit or aerodrome operator. For contact details see AIP, Part 3 - Aerodromes, Section AD 2.2 |
| EGRU128D LONDON HEATHROW RWY 09R<br>512728N 0003315W - 512817N 0003316W - 512817N 0003138W thence anti-clockwise by the arc of a circle radius 2.5 NM centred on 512839N 0002741W to 512729N 0003112W - 512728N 0003315W | Upper limit: 2000 FT AGL<br>Lower limit: SFC | FRZ Active H24. Unmanned aircraft flight not permitted unless permission has been granted by the relevant Air Traffic Service unit or aerodrome operator. For contact details see AIP, Part 3 - Aerodromes, Section AD 2.2 |
| EGRU128E LONDON HEATHROW RWY 27L<br>512819N 0002144W - 512730N 0002144W - 512730N 0002408W thence anti-clockwise by the arc of a circle radius 2.5 NM centred on 512839N 0002741W to 512819N 0002343W - 512819N 0002144W | Upper limit: 2000 FT AGL<br>Lower limit: SFC | FRZ Active H24. Unmanned aircraft flight not permitted unless permission has been granted by the relevant Air Traffic Service unit or aerodrome operator. For contact details see AIP, Part 3 - Aerodromes, Section AD 2.2 |
| EGRU129A NORTHOLT<br>A circle, 2 NM radius, centred at 513310N 0002511W | Upper limit: 2000 FT AGL<br>Lower limit: SFC | FRZ Active H24. Unmanned aircraft flight not permitted unless permission has been granted by the relevant Air Traffic Service unit or aerodrome operator. For contact details, see UK MIL AIP, Part 3 - Aerodromes, Section AD 2.2 |

# ENR 5.1 PROHIBITED, RESTRICTED AND DANGER AREAS (continued)

| Identification and Name<br>Lateral Limits | Upper Limit<br>Lower Limit | Remarks<br>(time of activity, type of restriction, nature of hazard, risk of interception) |
|---|---|---|
| 1 | 2 | 3 |
| EGRU129B NORTHOLT RWY 07<br>513150N 0002942W - 513221N 0003000W - 513244N 0002819W thence anti-clockwise by the arc of a circle radius 2 NM centred on 513310N 0002511W to 513214N 0002801W - 513150N 0002942W | Upper limit: 2000 FT AGL<br>Lower limit: SFC | FRZ Active H24. Unmanned aircraft flight not permitted unless permission has been granted by the relevant Air Traffic Service unit or aerodrome operator. For contact details, see UK MIL AIP, Part 3 - Aerodromes, Section AD 2.2 |
| EGRU129C NORTHOLT RWY 25<br>513430N 0002035W - 513400N 0002017W - 513335N 0002203W thence anti-clockwise by the arc of a circle radius 2 NM centred on 513310N 0002511W to 513406N 0002221W - 513430N 0002035W | Upper limit: 2000 FT AGL<br>Lower limit: SFC | FRZ Active H24. Unmanned aircraft flight not permitted unless permission has been granted by the relevant Air Traffic Service unit or aerodrome operator. For contact details, see UK MIL AIP, Part 3 - Aerodromes, Section AD 2.2 |
| EGRU130A LONDON LUTON<br>A circle, 2.5 NM radius, centred at 515229N 0002206W | Upper limit: 2000 FT AGL<br>Lower limit: SFC | FRZ Active H24. Unmanned aircraft flight not permitted unless permission has been granted by the relevant Air Traffic Service unit or aerodrome operator. For contact details see AIP, Part 3 - Aerodromes, Section AD 2.2 |
| EGRU130B LONDON LUTON RWY 07<br>515120N 0002706W - 515151N 0002720W - 515204N 0002605W thence anti-clockwise by the arc of a circle radius 2.5 NM centred on 515229N 0002206W to 515133N 0002551W - 515120N 0002706W | Upper limit: 2000 FT AGL<br>Lower limit: SFC | FRZ Active H24. Unmanned aircraft flight not permitted unless permission has been granted by the relevant Air Traffic Service unit or aerodrome operator. For contact details see AIP, Part 3 - Aerodromes, Section AD 2.2 |
| EGRU130C LONDON LUTON RWY 25<br>515336N 0001711W - 515305N 0001657W - 515253N 0001808W thence anti-clockwise by the arc of a circle radius 2.5 NM centred on 515229N 0002206W to 515324N 0001822W - 515336N 0001711W | Upper limit: 2000 FT AGL<br>Lower limit: SFC | FRZ Active H24. Unmanned aircraft flight not permitted unless permission has been granted by the relevant Air Traffic Service unit or aerodrome operator. For contact details see AIP, Part 3 - Aerodromes, Section AD 2.2 |
| EGRU131A ELSTREE<br>A circle, 2 NM radius, centred at 513921N 0001933W | Upper limit: 2000 FT AGL<br>Lower limit: SFC | FRZ Active H24. Unmanned aircraft flight not permitted unless permission has been granted by the relevant Air Traffic Service unit or aerodrome operator. For contact details see AIP, Part 3 - Aerodromes, Section AD 2.2 |
| EGRU131B ELSTREE RWY 08<br>513834N 0002401W - 513906N 0002410W - 513916N 0002246W thence anti-clockwise by the arc of a circle radius 2 NM centred on 513921N 0001933W to 513844N 0002236W - 513834N 0002401W | Upper limit: 2000 FT AGL<br>Lower limit: SFC | FRZ Active H24. Unmanned aircraft flight not permitted unless permission has been granted by the relevant Air Traffic Service unit or aerodrome operator. For contact details see AIP, Part 3 - Aerodromes, Section AD 2.2 |
| EGRU131C ELSTREE RWY 26<br>514008N 0001505W - 513936N 0001456W - 513926N 0001621W thence anti-clockwise by the arc of a circle radius 2 NM centred on 513921N 0001933W to 513958N 0001630W - 514008N 0001505W | Upper limit: 2000 FT AGL<br>Lower limit: SFC | FRZ Active H24. Unmanned aircraft flight not permitted unless permission has been granted by the relevant Air Traffic Service unit or aerodrome operator. For contact details see AIP, Part 3 - Aerodromes, Section AD 2.2 |
| EGRU132A LONDON GATWICK<br>A circle, 2.5 NM radius, centred at 510853N 0001125W | Upper limit: 2000 FT AGL<br>Lower limit: SFC | FRZ Active H24. Unmanned aircraft flight not permitted unless permission has been granted by the relevant Air Traffic Service unit or aerodrome operator. For contact details see AIP, Part 3 - Aerodromes, Section AD 2.2 |
| EGRU132B LONDON GATWICK RWY 08L<br>510801N 0001635W - 510832N 0001646W - 510844N 0001523W thence anti-clockwise by the arc of a circle radius 2.5 NM centred on 510853N 0001125W to 510812N 0001514W - 510801N 0001635W | Upper limit: 2000 FT AGL<br>Lower limit: SFC | FRZ Active H24. Unmanned aircraft flight not permitted unless permission has been granted by the relevant Air Traffic Service unit or aerodrome operator. For contact details see AIP, Part 3 - Aerodromes, Section AD 2.2 |
| EGRU132C LONDON GATWICK RWY 26R<br>510954N 0000652W - 510922N 0000641W - 510916N 0000730W thence anti-clockwise by the arc of a circle radius 2.5 NM centred on 510853N 0001125W to 510947N 0000743W - 510954N 0000652W | Upper limit: 2000 FT AGL<br>Lower limit: SFC | FRZ Active H24. Unmanned aircraft flight not permitted unless permission has been granted by the relevant Air Traffic Service unit or aerodrome operator. For contact details see AIP, Part 3 - Aerodromes, Section AD 2.2 |

# ENR 5.1 PROHIBITED, RESTRICTED AND DANGER AREAS (continued)

| Identification and Name<br>Lateral Limits | Upper Limit<br>Lower Limit | Remarks<br>(time of activity, type of restriction, nature of hazard, risk of interception) |
|---|---|---|
| 1 | 2 | 3 |
| EGRU132D LONDON GATWICK RWY 08R<br>510755N 0001630W - 510826N 0001641W - 510837N 0001522W thence anti-clockwise by the arc of a circle radius 2.5 NM centred on 510853N 0001125W to 510806N 0001511W - 510755N 0001630W | Upper limit: 2000 FT AGL<br>Lower limit: SFC | FRZ Active H24. Unmanned aircraft flight not permitted unless permission has been granted by the relevant Air Traffic Service unit or aerodrome operator. For contact details see AIP, Part 3 - Aerodromes, Section AD 2.2 |
| EGRU132E LONDON GATWICK RWY 26L<br>510953N 0000613W - 510921N 0000602W - 510909N 0000728W thence anti-clockwise by the arc of a circle radius 2.5 NM centred on 510853N 0001125W to 510941N 0000739W - 510953N 0000613W | Upper limit: 2000 FT AGL<br>Lower limit: SFC | FRZ Active H24. Unmanned aircraft flight not permitted unless permission has been granted by the relevant Air Traffic Service unit or aerodrome operator. For contact details see AIP, Part 3 - Aerodromes, Section AD 2.2 |
| EGRU133A REDHILL<br>511134N 0001048W thence clockwise by the arc of a circle radius 2 NM centred on 511249N 0000819W to 511230N 0000511W - 511134N 0001048W | Upper limit: 2000 FT AGL<br>Lower limit: SFC | FRZ Active H24. Unmanned aircraft flight not permitted unless permission has been granted by the relevant Air Traffic Service unit or aerodrome operator. For contact details see AIP, Part 3 - Aerodromes, Section AD 2.2 |
| EGRU133B REDHILL RWY 07L<br>511150N 0001237W - 511221N 0001251W - 511235N 0001129W thence anti-clockwise by the arc of a circle radius 2 NM centred on 511249N 0000819W to 511204N 0001116W - 511150N 0001237W | Upper limit: 2000 FT AGL<br>Lower limit: SFC | FRZ Active H24. Unmanned aircraft flight not permitted unless permission has been granted by the relevant Air Traffic Service unit or aerodrome operator. For contact details see AIP, Part 3 - Aerodromes, Section AD 2.2 |
| EGRU133C REDHILL RWY 25R<br>511354N 0000400W - 511323N 0000347W - 511308N 0000511W thence anti-clockwise by the arc of a circle radius 2 NM centred on 511249N 0000819W to 511339N 0000526W - 511354N 0000400W | Upper limit: 2000 FT AGL<br>Lower limit: SFC | FRZ Active H24. Unmanned aircraft flight not permitted unless permission has been granted by the relevant Air Traffic Service unit or aerodrome operator. For contact details see AIP, Part 3 - Aerodromes, Section AD 2.2 |
| EGRU133D REDHILL RWY 07R<br>511146N 0001243W - 511218N 0001257W - 511233N 0001128W thence anti-clockwise by the arc of a circle radius 2 NM centred on 511249N 0000819W to 511202N 0001115W - 511146N 0001243W | Upper limit: 2000 FT AGL<br>Lower limit: SFC | FRZ Active H24. Unmanned aircraft flight not permitted unless permission has been granted by the relevant Air Traffic Service unit or aerodrome operator. For contact details see AIP, Part 3 - Aerodromes, Section AD 2.2 |
| EGRU133E REDHILL RWY 25L<br>511351N 0000355W - 511320N 0000342W - 511305N 0000510W thence anti-clockwise by the arc of a circle radius 2 NM centred on 511249N 0000819W to 511336N 0000524W - 511351N 0000355W | Upper limit: 2000 FT AGL<br>Lower limit: SFC | FRZ Active H24. Unmanned aircraft flight not permitted unless permission has been granted by the relevant Air Traffic Service unit or aerodrome operator. For contact details see AIP, Part 3 - Aerodromes, Section AD 2.2 |
| EGRU133F REDHILL RWY 18<br>511545N 0000848W - 511545N 0000756W - 511448N 0000758W thence anti-clockwise by the arc of a circle radius 2 NM centred on 511249N 0000819W to 511447N 0000849W - 511545N 0000848W | Upper limit: 2000 FT AGL<br>Lower limit: SFC | FRZ Active H24. Unmanned aircraft flight not permitted unless permission has been granted by the relevant Air Traffic Service unit or aerodrome operator. For contact details see AIP, Part 3 - Aerodromes, Section AD 2.2 |
| EGRU133G REDHILL RWY 36<br>510959N 0000806W - 510959N 0000857W - 511153N 0000854W - 511202N 0000802W - 510959N 0000806W | Upper limit: 2000 FT AGL<br>Lower limit: SFC | FRZ Active H24. Unmanned aircraft flight not permitted unless permission has been granted by the relevant Air Traffic Service unit or aerodrome operator. For contact details see AIP, Part 3 - Aerodromes, Section AD 2.2 |
| EGRU133H REDHILL RWY H07<br>511147N 0001226W - 511218N 0001240W - 511230N 0001128W thence anti-clockwise by the arc of a circle radius 2 NM centred on 511249N 0000819W to 511159N 0001113W - 511147N 0001226W | Upper limit: 2000 FT AGL<br>Lower limit: SFC | FRZ Active H24. Unmanned aircraft flight not permitted unless permission has been granted by the relevant Air Traffic Service unit or aerodrome operator. For contact details see AIP, Part 3 - Aerodromes, Section AD 2.2 |
| EGRU133I REDHILL RWY H25<br>511345N 0000415W - 511314N 0000401W - 511302N 0000510W thence anti-clockwise by the arc of a circle radius 2 NM centred on 511249N 0000819W to 511333N 0000522W - 511345N 0000415W | Upper limit: 2000 FT AGL<br>Lower limit: SFC | FRZ Active H24. Unmanned aircraft flight not permitted unless permission has been granted by the relevant Air Traffic Service unit or aerodrome operator. For contact details see AIP, Part 3 - Aerodromes, Section AD 2.2 |

# ENR 5.1 PROHIBITED, RESTRICTED AND DANGER AREAS (continued)

| Identification and Name<br>Lateral Limits | Upper Limit<br>Lower Limit | Remarks<br>(time of activity, type of restriction, nature of hazard, risk of interception) |
|---|---|---|
| 1 | 2 | 3 |
| EGRU133J REDHILL RWY H18<br>511528N 0000927W - 511530N 0000836W - 511449N 0000832W thence anti-clockwise by the arc of a circle radius 2 NM centred on 511249N 0000819W to 511442N 0000923W - 511528N 0000927W | Upper limit: 2000 FT AGL<br>Lower limit: SFC | FRZ Active H24. Unmanned aircraft flight not permitted unless permission has been granted by the relevant Air Traffic Service unit or aerodrome operator. For contact details see AIP, Part 3 - Aerodromes, Section AD 2.2 |
| EGRU133K REDHILL RWY H36<br>511002N 0000802W - 511000N 0000854W - 511151N 0000905W - 511200N 0000814W - 511002N 0000802W | Upper limit: 2000 FT AGL<br>Lower limit: SFC | FRZ Active H24. Unmanned aircraft flight not permitted unless permission has been granted by the relevant Air Traffic Service unit or aerodrome operator. For contact details see AIP, Part 3 - Aerodromes, Section AD 2.2 |
| EGRU134A BIGGIN HILL<br>A circle, 2.5 NM radius, centred at 511951N 0000157E | Upper limit: 2000 FT AGL<br>Lower limit: SFC | FRZ Active H24. Unmanned aircraft flight not permitted unless permission has been granted by the relevant Air Traffic Service unit or aerodrome operator. For contact details see AIP, Part 3 - Aerodromes, Section AD 2.2 |
| EGRU134B BIGGIN HILL RWY 03<br>511700N 0000013E - 511714N 0000033W - 511744N 0000010W thence anti-clockwise by the arc of a circle radius 2.5 NM centred on 511951N 0000157E to 511730N 0000037E - 511700N 0000013E | Upper limit: 2000 FT AGL<br>Lower limit: SFC | FRZ Active H24. Unmanned aircraft flight not permitted unless permission has been granted by the relevant Air Traffic Service unit or aerodrome operator. For contact details see AIP, Part 3 - Aerodromes, Section AD 2.2 |
| EGRU134C BIGGIN HILL RWY 21<br>512251N 0000346E - 512236N 0000432E - 512158N 0000403E thence anti-clockwise by the arc of a circle radius 2.5 NM centred on 511951N 0000157E to 512212N 0000316E - 512251N 0000346E | Upper limit: 2000 FT AGL<br>Lower limit: SFC | FRZ Active H24. Unmanned aircraft flight not permitted unless permission has been granted by the relevant Air Traffic Service unit or aerodrome operator. For contact details see AIP, Part 3 - Aerodromes, Section AD 2.2 |
| EGRU135A LONDON CITY<br>A circle, 2 NM radius, centred at 513019N 0000319E | Upper limit: 2000 FT AGL<br>Lower limit: SFC | FRZ Active H24. Unmanned aircraft flight not permitted unless permission has been granted by the relevant Air Traffic Service unit or aerodrome operator. For contact details see AIP, Part 3 - Aerodromes, Section AD 2.2 |
| EGRU135B LONDON CITY RWY 09<br>513012N 0000136W - 513044N 0000133W - 513041N 0000010E thence anti-clockwise by the arc of a circle radius 2 NM centred on 513019N 0000319E to 513009N 0000007E - 513012N 0000136W | Upper limit: 2000 FT AGL<br>Lower limit: SFC | FRZ Active H24. Unmanned aircraft flight not permitted unless permission has been granted by the relevant Air Traffic Service unit or aerodrome operator. For contact details see AIP, Part 3 - Aerodromes, Section AD 2.2 |
| EGRU135C LONDON CITY RWY 27<br>513026N 0000814E - 512953N 0000811E - 512957N 0000627E thence anti-clockwise by the arc of a circle radius 2 NM centred on 513019N 0000319E to 513029N 0000630E - 513026N 0000814E | Upper limit: 2000 FT AGL<br>Lower limit: SFC | FRZ Active H24. Unmanned aircraft flight not permitted unless permission has been granted by the relevant Air Traffic Service unit or aerodrome operator. For contact details see AIP, Part 3 - Aerodromes, Section AD 2.2 |
| EGRU136A STAPLEFORD<br>A circle, 2 NM radius, centred at 513909N 0000922E | Upper limit: 2000 FT AGL<br>Lower limit: SFC | FRZ Active H24. Unmanned aircraft flight not permitted unless permission has been granted by the relevant Air Traffic Service unit or aerodrome operator. For contact details see AIP, Part 3 - Aerodromes, Section AD 2.2 |
| EGRU136B STAPLEFORD RWY 03L<br>513634N 0000654E - 513653N 0000612E - 513743N 0000708E thence anti-clockwise by the arc of a circle radius 2 NM centred on 513909N 0000922E to 513724N 0000750E - 513634N 0000654E | Upper limit: 2000 FT AGL<br>Lower limit: SFC | FRZ Active H24. Unmanned aircraft flight not permitted unless permission has been granted by the relevant Air Traffic Service unit or aerodrome operator. For contact details see AIP, Part 3 - Aerodromes, Section AD 2.2 |
| EGRU136C STAPLEFORD RWY 21R<br>514140N 0001141E - 514122N 0001223E - 514037N 0001132E thence anti-clockwise by the arc of a circle radius 2 NM centred on 513909N 0000922E to 514056N 0001050E - 514140N 0001141E | Upper limit: 2000 FT AGL<br>Lower limit: SFC | FRZ Active H24. Unmanned aircraft flight not permitted unless permission has been granted by the relevant Air Traffic Service unit or aerodrome operator. For contact details see AIP, Part 3 - Aerodromes, Section AD 2.2 |
| EGRU136D STAPLEFORD RWY 03R<br>513634N 0000656E - 513652N 0000613E - 513742N 0000710E thence anti-clockwise by the arc of a circle radius 2 NM centred on 513909N 0000922E to 513723N 0000752E - 513634N 0000656E | Upper limit: 2000 FT AGL<br>Lower limit: SFC | FRZ Active H24. Unmanned aircraft flight not permitted unless permission has been granted by the relevant Air Traffic Service unit or aerodrome operator. For contact details see AIP, Part 3 - Aerodromes, Section AD 2.2 |

# ENR 5.1 PROHIBITED, RESTRICTED AND DANGER AREAS (continued)

| Identification and Name<br>Lateral Limits | Upper Limit<br>Lower Limit | Remarks<br>(time of activity, type of restriction, nature of hazard, risk of interception) |
|---|---|---|
| 1 | 2 | 3 |
| EGRU136E STAPLEFORD RWY 21L<br>514140N 0001143E - 514121N 0001225E - 514036N 0001134E thence anti-clockwise by the arc of a circle radius 2 NM centred on 513909N 0000922E to 514055N 0001051E - 514140N 0001143E | Upper limit: 2000 FT AGL<br>Lower limit: SFC | FRZ Active H24. Unmanned aircraft flight not permitted unless permission has been granted by the relevant Air Traffic Service unit or aerodrome operator. For contact details see AIP, Part 3 - Aerodromes, Section AD 2.2 |
| EGRU137A LONDON STANSTED<br>A circle, 2.5 NM radius, centred at 515306N 0001406E | Upper limit: 2000 FT AGL<br>Lower limit: SFC | FRZ Active H24. Unmanned aircraft flight not permitted unless permission has been granted by the relevant Air Traffic Service unit or aerodrome operator. For contact details see AIP, Part 3 - Aerodromes, Section AD 2.2 |
| EGRU137B LONDON STANSTED RWY 04<br>515028N 0001044E - 515050N 0001005E - 515128N 0001103E thence anti-clockwise by the arc of a circle radius 2.5 NM centred on 515306N 0001406E to 515106N 0001141E - 515028N 0001044E | Upper limit: 2000 FT AGL<br>Lower limit: SFC | FRZ Active H24. Unmanned aircraft flight not permitted unless permission has been granted by the relevant Air Traffic Service unit or aerodrome operator. For contact details see AIP, Part 3 - Aerodromes, Section AD 2.2 |
| EGRU137C LONDON STANSTED RWY 22<br>515552N 0001739E - 515530N 0001817E - 515444N 0001709E thence anti-clockwise by the arc of a circle radius 2.5 NM centred on 515306N 0001406E to 515506N 0001630E - 515552N 0001739E | Upper limit: 2000 FT AGL<br>Lower limit: SFC | FRZ Active H24. Unmanned aircraft flight not permitted unless permission has been granted by the relevant Air Traffic Service unit or aerodrome operator. For contact details see AIP, Part 3 - Aerodromes, Section AD 2.2 |
| EGRU138A ANDREWSFIELD<br>A circle, 2 NM radius, centred at 515342N 0002657E | Upper limit: 2000 FT AGL<br>Lower limit: SFC | FRZ Active H24. Unmanned aircraft flight not permitted unless permission has been granted by the relevant Air Traffic Service unit or aerodrome operator. For contact details see AIP, Part 3 - Aerodromes, Section AD 2.2 |
| EGRU138B ANDREWSFIELD RWY 09L<br>515311N 0002223E - 515343N 0002219E - 515348N 0002344E thence anti-clockwise by the arc of a circle radius 2 NM centred on 515342N 0002657E to 515316N 0002348E - 515311N 0002223E | Upper limit: 2000 FT AGL<br>Lower limit: SFC | FRZ Active H24. Unmanned aircraft flight not permitted unless permission has been granted by the relevant Air Traffic Service unit or aerodrome operator. For contact details see AIP, Part 3 - Aerodromes, Section AD 2.2 |
| EGRU138C ANDREWSFIELD RWY 27R<br>515413N 0003137E - 515341N 0003142E - 515336N 0003010E thence anti-clockwise by the arc of a circle radius 2 NM centred on 515342N 0002657E to 515408N 0003006E - 515413N 0003137E | Upper limit: 2000 FT AGL<br>Lower limit: SFC | FRZ Active H24. Unmanned aircraft flight not permitted unless permission has been granted by the relevant Air Traffic Service unit or aerodrome operator. For contact details see AIP, Part 3 - Aerodromes, Section AD 2.2 |
| EGRU138D ANDREWSFIELD RWY 09R<br>515310N 0002223E - 515342N 0002218E - 515347N 0002343E thence anti-clockwise by the arc of a circle radius 2 NM centred on 515342N 0002657E to 515315N 0002348E - 515310N 0002223E | Upper limit: 2000 FT AGL<br>Lower limit: SFC | FRZ Active H24. Unmanned aircraft flight not permitted unless permission has been granted by the relevant Air Traffic Service unit or aerodrome operator. For contact details see AIP, Part 3 - Aerodromes, Section AD 2.2 |
| EGRU138E ANDREWSFIELD RWY 27L<br>515412N 0003137E - 515340N 0003142E - 515335N 0003010E thence anti-clockwise by the arc of a circle radius 2 NM centred on 515342N 0002657E to 515407N 0003006E - 515412N 0003137E | Upper limit: 2000 FT AGL<br>Lower limit: SFC | FRZ Active H24. Unmanned aircraft flight not permitted unless permission has been granted by the relevant Air Traffic Service unit or aerodrome operator. For contact details see AIP, Part 3 - Aerodromes, Section AD 2.2 |
| EGRU139A ROCHESTER<br>A circle, 2 NM radius, centred at 512107N 0003010E | Upper limit: 2000 FT AGL<br>Lower limit: SFC | FRZ Active H24. Unmanned aircraft flight not permitted unless permission has been granted by the relevant Air Traffic Service unit or aerodrome operator. For contact details see AIP, Part 3 - Aerodromes, Section AD 2.2 |
| EGRU139B ROCHESTER RWY 02L<br>511821N 0002901E - 511833N 0002812E - 511920N 0002842E thence anti-clockwise by the arc of a circle radius 2 NM centred on 512107N 0003010E to 511909N 0002931E - 511821N 0002901E | Upper limit: 2000 FT AGL<br>Lower limit: SFC | FRZ Active H24. Unmanned aircraft flight not permitted unless permission has been granted by the relevant Air Traffic Service unit or aerodrome operator. For contact details see AIP, Part 3 - Aerodromes, Section AD 2.2 |

# ENR 5.1 PROHIBITED, RESTRICTED AND DANGER AREAS (continued)

| Identification and Name<br>Lateral Limits | Upper Limit<br>Lower Limit | Remarks<br>(time of activity, type of restriction, nature of hazard, risk of interception) |
|---|---|---|
| 1 | 2 | 3 |
| EGRU139C ROCHESTER RWY 20R<br>512359N 0003136E - 512347N 0003224E - 512250N 0003148E thence anti-clockwise by the arc of a circle radius 2 NM centred on 512107N 0003010E to 512302N 0003100E - 512359N 0003136E | Upper limit: 2000 FT AGL<br>Lower limit: SFC | FRZ Active H24. Unmanned aircraft flight not permitted unless permission has been granted by the relevant Air Traffic Service unit or aerodrome operator. For contact details see AIP, Part 3 - Aerodromes, Section AD 2.2 |
| EGRU139D ROCHESTER RWY 02R<br>511819N 0002902E - 511831N 0002814E - 511920N 0002844E thence anti-clockwise by the arc of a circle radius 2 NM centred on 512107N 0003010E to 511909N 0002933E - 511819N 0002902E | Upper limit: 2000 FT AGL<br>Lower limit: SFC | FRZ Active H24. Unmanned aircraft flight not permitted unless permission has been granted by the relevant Air Traffic Service unit or aerodrome operator. For contact details see AIP, Part 3 - Aerodromes, Section AD 2.2 |
| EGRU139E ROCHESTER RWY 20L<br>512354N 0003134E - 512342N 0003222E - 512249N 0003149E thence anti-clockwise by the arc of a circle radius 2 NM centred on 512107N 0003010E to 512302N 0003102E - 512354N 0003134E | Upper limit: 2000 FT AGL<br>Lower limit: SFC | FRZ Active H24. Unmanned aircraft flight not permitted unless permission has been granted by the relevant Air Traffic Service unit or aerodrome operator. For contact details see AIP, Part 3 - Aerodromes, Section AD 2.2 |
| EGRU140A LASHENDEN/HEADCORN<br>A circle, 2 NM radius, centred at 510923N 0003840E | Upper limit: 2000 FT AGL<br>Lower limit: SFC | FRZ Active H24. Unmanned aircraft flight not permitted unless permission has been granted by the relevant Air Traffic Service unit or aerodrome operator. For contact details see AIP, Part 3 - Aerodromes, Section AD 2.2 |
| EGRU140B LASHENDEN/HEADCORN RWY 10<br>510953N 0003359E - 511024N 0003412E - 511009N 0003544E thence anti-clockwise by the arc of a circle radius 2 NM centred on 510923N 0003840E to 510937N 0003531E - 510953N 0003359E | Upper limit: 2000 FT AGL<br>Lower limit: SFC | FRZ Active H24. Unmanned aircraft flight not permitted unless permission has been granted by the relevant Air Traffic Service unit or aerodrome operator. For contact details see AIP, Part 3 - Aerodromes, Section AD 2.2 |
| EGRU140C LASHENDEN/HEADCORN RWY 28<br>510853N 0004319E - 510821N 0004306E - 510836N 0004136E thence anti-clockwise by the arc of a circle radius 2 NM centred on 510923N 0003840E to 510908N 0004149E - 510853N 0004319E | Upper limit: 2000 FT AGL<br>Lower limit: SFC | FRZ Active H24. Unmanned aircraft flight not permitted unless permission has been granted by the relevant Air Traffic Service unit or aerodrome operator. For contact details see AIP, Part 3 - Aerodromes, Section AD 2.2 |
| EGRU141A EARLS COLNE<br>A circle, 2 NM radius, centred at 515452N 0004057E | Upper limit: 2000 FT AGL<br>Lower limit: SFC | FRZ Active H24. Unmanned aircraft flight not permitted unless permission has been granted by the relevant Air Traffic Service unit or aerodrome operator. For contact details see AIP, Part 3 - Aerodromes, Section AD 2.2 |
| EGRU141B EARLS COLNE RWY 06<br>515309N 0003708E - 515337N 0003642E - 515405N 0003759E thence anti-clockwise by the arc of a circle radius 2 NM centred on 515452N 0004057E to 515337N 0003826E - 515309N 0003708E | Upper limit: 2000 FT AGL<br>Lower limit: SFC | FRZ Active H24. Unmanned aircraft flight not permitted unless permission has been granted by the relevant Air Traffic Service unit or aerodrome operator. For contact details see AIP, Part 3 - Aerodromes, Section AD 2.2 |
| EGRU141C EARLS COLNE RWY 24<br>515631N 0004450E - 515603N 0004516E - 515535N 0004358E thence anti-clockwise by the arc of a circle radius 2 NM centred on 515452N 0004057E to 515604N 0004332E - 515631N 0004450E | Upper limit: 2000 FT AGL<br>Lower limit: SFC | FRZ Active H24. Unmanned aircraft flight not permitted unless permission has been granted by the relevant Air Traffic Service unit or aerodrome operator. For contact details see AIP, Part 3 - Aerodromes, Section AD 2.2 |
| EGRU142A SOUTHEND<br>A circle, 2.5 NM radius, centred at 513413N 0004136E | Upper limit: 2000 FT AGL<br>Lower limit: SFC | FRZ Active H24. Unmanned aircraft flight not permitted unless permission has been granted by the relevant Air Traffic Service unit or aerodrome operator. For contact details see AIP, Part 3 - Aerodromes, Section AD 2.2 |
| EGRU142B SOUTHEND RWY 05<br>513209N 0003745E - 513236N 0003714E - 513259N 0003807E thence anti-clockwise by the arc of a circle radius 2.5 NM centred on 513413N 0004136E to 513233N 0003837E - 513209N 0003745E | Upper limit: 2000 FT AGL<br>Lower limit: SFC | FRZ Active H24. Unmanned aircraft flight not permitted unless permission has been granted by the relevant Air Traffic Service unit or aerodrome operator. For contact details see AIP, Part 3 - Aerodromes, Section AD 2.2 |

# ENR 5.1 PROHIBITED, RESTRICTED AND DANGER AREAS (continued)

| Identification and Name<br>Lateral Limits | Upper Limit<br>Lower Limit | Remarks<br>(time of activity, type of restriction, nature of hazard, risk of interception) |
|---|---|---|
| 1 | 2 | 3 |
| EGRU142C SOUTHEND RWY 23<br>513615N 0004523E - 513549N 0004553E - 513527N 0004505E thence anti-clockwise by the arc of a circle radius 2.5 NM centred on 513413N 0004136E to 513554N 0004434E - 513615N 0004523E | Upper limit: 2000 FT AGL<br>Lower limit: SFC | FRZ Active H24. Unmanned aircraft flight not permitted unless permission has been granted by the relevant Air Traffic Service unit or aerodrome operator. For contact details see AIP, Part 3 - Aerodromes, Section AD 2.2 |
| EGRU143A LONDON HELIPORT<br>A circle, 2 NM radius, centred at 512812N 0001046W | Upper limit: 2000 FT AGL<br>Lower limit: SFC | FRZ Active H24. Unmanned aircraft flight not permitted unless permission has been granted by the heliport operator. For contact details see AIP, Part 3 - Heliports, Section AD 3.2 |
| EGRU145A KENLEY<br>A circle, 2 NM radius, centred at 511821N 0000536W | Upper limit: 2000 FT AGL<br>Lower limit: SFC | FRZ Active H24. Unmanned aircraft flight not permitted unless permission has been granted by the relevant Air Traffic Service unit or aerodrome operator. For contact details, see UK MIL AIP, Part 3 - Aerodromes, Section AD 2.2 |
| EGRU146A UPAVON<br>A circle, 2 NM radius, centred at 511710N 0014652W | Upper limit: 2000 FT AGL<br>Lower limit: SFC | FRZ Active H24. Unmanned aircraft flight not permitted unless permission has been granted by the relevant Air Traffic Service unit or aerodrome operator. For contact details, see UK MIL AIP, Part 3 - Aerodromes, Section AD 2.2 |
| EGRU147A WESTON ON THE GREEN<br>A circle, 2 NM radius, centred at 515245N 0011304W | Upper limit: 2000 FT AGL<br>Lower limit: SFC | FRZ Active H24. Unmanned aircraft flight not permitted unless permission has been granted by the relevant Air Traffic Service unit or aerodrome operator. For contact details, see UK MIL AIP, Part 3 - Aerodromes, Section AD 2.2 |
| EGRU148A LITTLE RISSINGTON<br>A circle, 2 NM radius, centred at 515202N 0014139W | Upper limit: 2000 FT AGL<br>Lower limit: SFC | FRZ Active H24. Unmanned aircraft flight not permitted unless permission has been granted by the relevant Air Traffic Service unit or aerodrome operator. For contact details, see UK MIL AIP, Part 3 - Aerodromes, Section AD 2.2 |
| EGRU148B LITTLE RISSINGTON RWY 04<br>514928N 0014421W - 514948N 0014502W - 515038N 0014358W thence anti-clockwise by the arc of a circle radius 2 NM centred on 515202N 0014139W to 515018N 0014317W - 514928N 0014421W | Upper limit: 2000 FT AGL<br>Lower limit: SFC | FRZ Active H24. Unmanned aircraft flight not permitted unless permission has been granted by the relevant Air Traffic Service unit or aerodrome operator. For contact details, see UK MIL AIP, Part 3 - Aerodromes, Section AD 2.2 |
| EGRU148C LITTLE RISSINGTON RWY 22<br>515435N 0013857W - 515415N 0013816W - 515325N 0013920W thence anti-clockwise by the arc of a circle radius 2 NM centred on 515202N 0014139W to 515345N 0014001W - 515435N 0013857W | Upper limit: 2000 FT AGL<br>Lower limit: SFC | FRZ Active H24. Unmanned aircraft flight not permitted unless permission has been granted by the relevant Air Traffic Service unit or aerodrome operator. For contact details, see UK MIL AIP, Part 3 - Aerodromes, Section AD 2.2 |
| EGRU148D LITTLE RISSINGTON RWY 09<br>515133N 0014621W - 515205N 0014626W - 515210N 0014452W thence anti-clockwise by the arc of a circle radius 2 NM centred on 515202N 0014139W to 515138N 0014449W - 515133N 0014621W | Upper limit: 2000 FT AGL<br>Lower limit: SFC | FRZ Active H24. Unmanned aircraft flight not permitted unless permission has been granted by the relevant Air Traffic Service unit or aerodrome operator. For contact details, see UK MIL AIP, Part 3 - Aerodromes, Section AD 2.2 |
| EGRU148E LITTLE RISSINGTON RWY 27<br>515236N 0013649W - 515204N 0013645W - 515158N 0013826W thence anti-clockwise by the arc of a circle radius 2 NM centred on 515202N 0014139W to 515230N 0013831W - 515236N 0013649W | Upper limit: 2000 FT AGL<br>Lower limit: SFC | FRZ Active H24. Unmanned aircraft flight not permitted unless permission has been granted by the relevant Air Traffic Service unit or aerodrome operator. For contact details, see UK MIL AIP, Part 3 - Aerodromes, Section AD 2.2 |
| EGRU148F LITTLE RISSINGTON RWY 13<br>515336N 0014536W - 515400N 0014501W - 515326N 0014357W thence anti-clockwise by the arc of a circle radius 2 NM centred on 515202N 0014139W to 515300N 0014429W - 515336N 0014536W | Upper limit: 2000 FT AGL<br>Lower limit: SFC | FRZ Active H24. Unmanned aircraft flight not permitted unless permission has been granted by the relevant Air Traffic Service unit or aerodrome operator. For contact details, see UK MIL AIP, Part 3 - Aerodromes, Section AD 2.2 |
| EGRU148G LITTLE RISSINGTON RWY 31<br>515008N 0013751W - 514943N 0013825W - 515025N 0013943W thence anti-clockwise by the arc of a circle radius 2 NM centred on 515202N 0014139W to 515048N 0013906W - 515008N 0013751W | Upper limit: 2000 FT AGL<br>Lower limit: SFC | FRZ Active H24. Unmanned aircraft flight not permitted unless permission has been granted by the relevant Air Traffic Service unit or aerodrome operator. For contact details, see UK MIL AIP, Part 3 - Aerodromes, Section AD 2.2 |

# ENR 5.1 PROHIBITED, RESTRICTED AND DANGER AREAS (continued)

| Identification and Name<br>Lateral Limits | Upper Limit<br>Lower Limit | Remarks<br>(time of activity, type of restriction, nature of hazard, risk of interception) |
|---|---|---|
| 1 | 2 | 3 |
| EGRU149 HMP ASHFIELD<br>512911N 0022623W - 512908N 0022602W - 512901N 0022556W - 512852N 0022556W - 512843N 0022602W - 512836N 0022619W - 512841N 0022644W - 512854N 0022652W - 512907N 0022641W - 512911N 0022623W | Upper limit: 900 FT ALT<br>Lower limit: SFC | HMP Restricted airspace active H24.<br>Unmanned aircraft flight not permitted unless permission has been granted by HMPPS.<br>HMPPS email: drone.RFZapplication@justice.gov.uk<br>SI 2023/1101<br>Site elevation: 405 FT AMSL |
| EGRU150 HMP AYLESBURY<br>514938N 0004807W - 514935N 0004742W - 514916N 0004724W - 514904N 0004732W - 514857N 0004807W - 514914N 0004830W - 514926N 0004829W - 514938N 0004807W | Upper limit: 800 FT ALT<br>Lower limit: SFC | HMP Restricted airspace active H24.<br>Unmanned aircraft flight not permitted unless permission has been granted by HMPPS.<br>HMPPS email: drone.RFZapplication@justice.gov.uk<br>SI 2023/1101<br>Site elevation: 311 FT AMSL |
| EGRU151 HMP BELMARSH/THAMESIDE/ ISIS<br>513012N 0000557E - 512942N 0000624E - 512930N 0000550E - 512918N 0000540E - 512927N 0000450E - 512952N 0000501E - 513012N 0000557E | Upper limit: 500 FT ALT<br>Lower limit: SFC | HMP Restricted airspace active H24.<br>Unmanned aircraft flight not permitted unless permission has been granted by Non-Standard Flight Applications (NSF NATS) and HMPPS.<br>NSF: Online Application: https://nsf.nats.aero/drones-and-model-aircraft/<br>HMPPS email: drone.RFZapplication@justice.gov.uk<br>SI 2023/1101<br>Site elevation: 16 FT AMSL |
| EGRU152 HMP BRISTOL<br>512909N 0023540W - 512905N 0023520W - 512857N 0023505W - 512849N 0023503W - 512837N 0023512W - 512834N 0023540W - 512848N 0023602W - 512901N 0023600W - 512909N 0023540W | Upper limit: 700 FT ALT<br>Lower limit: SFC | HMP Restricted airspace active H24.<br>Unmanned aircraft flight not permitted unless permission has been granted by HMPPS.<br>HMPPS email: drone.RFZapplication@justice.gov.uk<br>SI 2023/1101<br>Site elevation: 206 FT AMSL |
| EGRU153 HMP BRIXTON<br>512722N 0000738W - 512718N 0000710W - 512709N 0000703W - 512656N 0000707W - 512650N 0000721W - 512653N 0000755W - 512714N 0000758W - 512722N 0000738W | Upper limit: 600 FT ALT<br>Lower limit: SFC | HMP Restricted airspace active H24.<br>Unmanned aircraft flight not permitted unless permission has been granted by London Heliport (FRZ - EGRU143A) and HMPPS.<br>London Heliport 020-7228 0181 or email: Info@londonheliport.co.uk<br>HMPPS email: drone.RFZapplication@justice.gov.uk<br>SI 2023/1101<br>Site elevation: 125 FT AMSL |
| EGRU154 HMP BRONZEFIELD<br>512610N 0002935W - 512618N 0002841W - 512554N 0002832W - 512544N 0002845W - 512541N 0002907W - 512549N 0002925W - 512610N 0002935W | Upper limit: 500 FT ALT<br>Lower limit: SFC | HMP Restricted airspace active H24.<br>Unmanned aircraft flight not permitted unless permission has been granted by Non-Standard Flight Applications (NSF NATS) and HMPPS.<br>NSF: Online Application: https://nsf.nats.aero/drones-and-model-aircraft/<br>HMPPS email: drone.RFZapplication@justice.gov.uk<br>SI 2023/1101<br>Site elevation: 53 FT AMSL |
| EGRU155 HMP BULLINGDON<br>515113N 0010603W - 515114N 0010521W - 515103N 0010505W - 515049N 0010507W - 515037N 0010526W - 515038N 0010553W - 515050N 0010610W - 515113N 0010603W | Upper limit: 700 FT ALT<br>Lower limit: SFC | HMP Restricted airspace active H24.<br>Unmanned aircraft flight not permitted unless permission has been granted by HMPPS.<br>HMPPS email: drone.RFZapplication@justice.gov.uk<br>SI 2023/1101<br>Site elevation: 267 FT AMSL |
| EGRU156 HMP CARDIFF<br>512910N 0031002W - 512854N 0030934W - 512834N 0030952W - 512831N 0031011W - 512844N 0031031W - 512902N 0031033W - 512910N 0031002W | Upper limit: 500 FT ALT<br>Lower limit: SFC | HMP Restricted airspace active H24.<br>Unmanned aircraft flight not permitted unless permission has been granted by HMPPS.<br>HMPPS email: drone.RFZapplication@justice.gov.uk<br>SI 2023/1101<br>Site elevation: 39 FT AMSL |
| EGRU157 HMP CHELMSFORD<br>514431N 0002858E - 514416N 0002945E - 514359N 0002948E - 514351N 0002936E - 514352N 0002909E - 514404N 0002833E - 514431N 0002858E | Upper limit: 600 FT ALT<br>Lower limit: SFC | HMP Restricted airspace active H24.<br>Unmanned aircraft flight not permitted unless permission has been granted by HMPPS.<br>HMPPS email: drone.RFZapplication@justice.gov.uk<br>SI 2023/1101<br>Site elevation: 135 FT AMSL |
| EGRU158 HMP COLDINGLEY<br>511938N 0003849W - 511937N 0003818W - 511917N 0003756W - 511858N 0003841W - 511917N 0003910W - 511938N 0003849W | Upper limit: 600 FT ALT<br>Lower limit: SFC | HMP Restricted airspace active H24.<br>Unmanned aircraft flight not permitted unless permission has been granted by HMPPS.<br>HMPPS email: drone.RFZapplication@justice.gov.uk<br>SI 2023/1101<br>Site elevation: 174 FT AMSL |

# ENR 5.1 PROHIBITED, RESTRICTED AND DANGER AREAS (continued)

| Identification and Name<br>Lateral Limits | Upper Limit<br>Lower Limit | Remarks<br>(time of activity, type of restriction, nature of hazard, risk of interception) |
|---|---|---|
| 1 | 2 | 3 |
| EGRU159 HMP DOWNVIEW/HIGH DOWN<br>512036N 0001131W - 512039N 0001059W - 512019N 0001050W - 511952N 0001055W - 511948N 0001137W - 511959N 0001154W - 512027N 0001150W - 512036N 0001131W | Upper limit: 900 FT ALT<br>Lower limit: SFC | HMP Restricted airspace active H24.<br>Unmanned aircraft flight not permitted unless permission has been granted by HMPPS.<br>HMPPS email: drone.RFZapplication@justice.gov.uk<br>SI 2023/1101<br>Site elevation: 457 FT AMSL |
| EGRU160 HMP EAST SUTTON PARK<br>511311N 0003654E - 511313N 0003731E - 511249N 0003733E - 511235N 0003642E - 511301N 0003632E - 511311N 0003654E | Upper limit: 800 FT ALT<br>Lower limit: SFC | HMP Restricted airspace active H24.<br>Unmanned aircraft flight not permitted unless permission has been granted by HMPPS.<br>HMPPS email: drone.RFZapplication@justice.gov.uk<br>SI 2023/1101<br>Site elevation: 376 FT AMSL |
| EGRU161 HMP EASTWOOD PARK<br>513819N 0022840W - 513823N 0022800W - 513822N 0022740W - 513803N 0022723W - 513751N 0022754W - 513747N 0022829W - 513819N 0022840W | Upper limit: 600 FT ALT<br>Lower limit: SFC | HMP Restricted airspace active H24.<br>Unmanned aircraft flight not permitted unless permission has been granted by HMPPS.<br>HMPPS email: drone.RFZapplication@justice.gov.uk<br>SI 2023/1101<br>Site elevation: 117 FT AMSL |
| EGRU162 HMP ERLESTOKE<br>511726N 0020243W - 511728N 0020206W - 511703N 0020205W - 511643N 0020217W - 511650N 0020308W - 511712N 0020324W - 511726N 0020243W | Upper limit: 800 FT ALT<br>Lower limit: SFC | HMP Restricted airspace active H24.<br>Unmanned aircraft flight not permitted unless permission has been granted by HMPPS.<br>HMPPS email: drone.RFZapplication@justice.gov.uk<br>SI 2023/1101<br>Site elevation: 360 FT AMSL |
| EGRU163 HMP FELTHAM<br>512644N 0002615W - 512640N 0002532W - 512559N 0002547W - 512607N 0002647W - 512639N 0002641W - 512644N 0002615W | Upper limit: 500 FT ALT<br>Lower limit: SFC | HMP Restricted airspace active H24.<br>Unmanned aircraft flight not permitted unless permission has been granted by Non-Standard Flight Applications (NSF NATS) and HMPPS.<br>NSF: Online Application: https://nsf.nats.aero/drones-and-model-aircraft/<br>HMPPS email: drone.RFZapplication@justice.gov.uk<br>SI 2023/1101<br>Site elevation: 62 FT AMSL |
| EGRU164 HMP GRENDON<br>515354N 0010045W - 515352N 0010002W - 515339N 0005949W - 515321N 0005949W - 515310N 0010013W - 515317N 0010046W - 515332N 0010050W - 515354N 0010045W | Upper limit: 700 FT ALT<br>Lower limit: SFC | HMP Restricted airspace active H24.<br>Unmanned aircraft flight not permitted unless permission has been granted by HMPPS.<br>HMPPS email: drone.RFZapplication@justice.gov.uk<br>SI 2023/1101<br>Site elevation: 296 FT AMSL |
| EGRU165 HMP HUNTERCOMBE<br>513536N 0010124W - 513528N 0010033W - 513455N 0010046W - 513504N 0010142W - 513536N 0010124W | Upper limit: 1100 FT ALT<br>Lower limit: SFC | HMP Restricted airspace active H24.<br>Unmanned aircraft flight not permitted unless permission has been granted by HMPPS.<br>HMPPS email: drone.RFZapplication@justice.gov.uk<br>SI 2023/1101<br>Site elevation: 691 FT AMSL |
| EGRU166 HMP MAIDSTONE<br>511709N 0003128E - 511642N 0003202E - 511622N 0003124E - 511648N 0003046E - 511709N 0003128E | Upper limit: 600 FT ALT<br>Lower limit: SFC | HMP Restricted airspace active H24.<br>Unmanned aircraft flight not permitted unless permission has been granted by HMPPS.<br>HMPPS email: drone.RFZapplication@justice.gov.uk<br>SI 2023/1101<br>Site elevation: 123 FT AMSL |
| EGRU167 HMP PARC<br>513207N 0033404W - 513211N 0033313W - 513138N 0033308W - 513133N 0033411W - 513158N 0033416W - 513207N 0033404W | Upper limit: 800 FT ALT<br>Lower limit: SFC | HMP Restricted airspace active H24.<br>Unmanned aircraft flight not permitted unless permission has been granted by HMPPS.<br>HMPPS email: drone.RFZapplication@justice.gov.uk<br>SI 2023/1101<br>Site elevation: 343 FT AMSL |
| EGRU168 HMP PENTONVILLE<br>513256N 0000726W - 513258N 0000659W - 513257N 0000641W - 513231N 0000624W - 513222N 0000721W - 513256N 0000726W | Upper limit: 600 FT ALT<br>Lower limit: SFC | HMP Restricted airspace active H24.<br>Unmanned aircraft flight not permitted unless permission has been granted by HMPPS.<br>HMPPS email: drone.RFZapplication@justice.gov.uk<br>SI 2023/1101<br>Site elevation: 141 FT AMSL |

# ENR 5.1 PROHIBITED, RESTRICTED AND DANGER AREAS (continued)

| Identification and Name<br>Lateral Limits | Upper Limit<br>Lower Limit | Remarks<br>(time of activity, type of restriction, nature of hazard, risk of interception) |
|---|---|---|
| 1 | 2 | 3 |
| EGRU169 HMP ROCHESTER<br>512226N 0002853E - 512227N 0002947E - 512201N 0003010E - 512147N 0003000E - 512136N 0002947E - 512137N 0002930E - 512226N 0002853E | Upper limit: 800 FT ALT<br>Lower limit: SFC | HMP Restricted airspace active H24.<br>Unmanned aircraft flight not permitted unless permission has been granted by Rochester Tower (FRZ - EGRU139A) and HMPPS.<br>Contact: Rochester Tower 01634-869969 (Option 3 (Air Traffic Control))<br>Tower@rochesterairport.co.uk<br>HMPPS email: drone.RFZapplication@justice.gov.uk<br>SI 2023/1101<br>Site elevation: 326 FT AMSL |
| EGRU170 HMP SEND<br>511647N 0002943W - 511649N 0002911W - 511610N 0002857W - 511605N 0002942W - 511620N 0002953W - 511634N 0002958W - 511647N 0002943W | Upper limit: 600 FT ALT<br>Lower limit: SFC | HMP Restricted airspace active H24.<br>Unmanned aircraft flight not permitted unless permission has been granted by HMPPS.<br>HMPPS email: drone.RFZapplication@justice.gov.uk<br>SI 2023/1101<br>Site elevation: 182 FT AMSL |
| EGRU171 HMP SWALESIDE/ELMLEY<br>512358N 0005051E - 512345N 0005148E - 512306N 0005126E - 512259N 0005101E - 512309N 0005025E - 512358N 0005051E | Upper limit: 500 FT ALT<br>Lower limit: SFC | HMP Restricted airspace active H24.<br>Unmanned aircraft flight not permitted unless permission has been granted by HMPPS.<br>HMPPS email: drone.RFZapplication@justice.gov.uk<br>SI 2023/1101<br>Site elevation: 73 FT AMSL |
| EGRU172 HMP SWANSEA<br>513706N 0035719W - 513711N 0035655W - 513707N 0035636W - 513647N 0035625W - 513637N 0035706W - 513647N 0035724W - 513706N 0035719W | Upper limit: 500 FT ALT<br>Lower limit: SFC | HMP Restricted airspace active H24.<br>Unmanned aircraft flight not permitted unless permission has been granted by HMPPS.<br>HMPPS email: drone.RFZapplication@justice.gov.uk<br>SI 2023/1101<br>Site elevation: 27 FT AMSL |
| EGRU173 HMP THE MOUNT<br>514353N 0003231W - 514355N 0003207W - 514340N 0003138W - 514313N 0003213W - 514315N 0003255W - 514332N 0003253W - 514343N 0003245W - 514353N 0003231W | Upper limit: 1000 FT ALT<br>Lower limit: SFC | HMP Restricted airspace active H24.<br>Unmanned aircraft flight not permitted unless permission has been granted by HMPPS.<br>HMPPS email: drone.RFZapplication@justice.gov.uk<br>SI 2023/1101<br>Site elevation: 539 FT AMSL |
| EGRU174 HMP USK<br>514218N 0025347W - 514153N 0025327W - 514139N 0025411W - 514205N 0025433W - 514218N 0025347W | Upper limit: 500 FT ALT<br>Lower limit: SFC | HMP Restricted airspace active H24.<br>Unmanned aircraft flight not permitted unless permission has been granted by HMPPS.<br>HMPPS email: drone.RFZapplication@justice.gov.uk<br>SI 2023/1101<br>Site elevation: 61 FT AMSL |
| EGRU175 HMP WANDSWORTH<br>512722N 0001030W - 512653N 0001006W - 512636N 0001042W - 512659N 0001111W - 512714N 0001056W - 512722N 0001030W | Upper limit: 600 FT ALT<br>Lower limit: SFC | HMP Restricted airspace active H24.<br>Unmanned aircraft flight not permitted unless permission has been granted by London Heliport (FRZ - EGRU143A) and HMPPS.<br>London Heliport 020-7228 0181 or email: Info@londonheliport.co.uk<br>HMPPS email: drone.RFZapplication@justice.gov.uk<br>SI 2023/1101<br>Site elevation: 112 FT AMSL |
| EGRU176 HMP WINCHESTER<br>510400N 0012008W - 510409N 0011927W - 510355N 0011917W - 510334N 0011913W - 510330N 0012001W - 510400N 0012008W | Upper limit: 800 FT ALT<br>Lower limit: SFC | HMP Restricted airspace active H24.<br>Unmanned aircraft flight not permitted unless permission has been granted by HMPPS.<br>HMPPS email: drone.RFZapplication@justice.gov.uk<br>SI 2023/1101<br>Site elevation: 333 FT AMSL |
| EGRU177 HMP WORMWOOD SCRUBS<br>513116N 0001456W - 513119N 0001401W - 513047N 0001352W - 513044N 0001445W - 513057N 0001454W - 513116N 0001456W | Upper limit: 500 FT ALT<br>Lower limit: SFC | HMP Restricted airspace active H24.<br>Unmanned aircraft flight not permitted unless permission has been granted by HMPPS.<br>HMPPS email: drone.RFZapplication@justice.gov.uk<br>SI 2023/1101<br>Site elevation: 51 FT AMSL |
| EGRU178 PORTLAND FRZ<br>503400N 0023006W thence clockwise by the arc of a circle radius 2 NM centred on 503404N 0022658W to 503333N 0023000W - 503400N 0023000W following the line of latitude to - 503400N 0023006W | Upper limit: 2000 FT AGL<br>Lower limit: SFC | FRZ Active H24. Unmanned aircraft flight not permitted unless permission has been granted by the relevant Air Traffic Service unit or heliport operator. For contact details see AIP, Part 3 - Aerodromes, Section AD 3.2. |

# ENR 5.1 PROHIBITED, RESTRICTED AND DANGER AREAS (continued)

| Identification and Name<br>Lateral Limits | Upper Limit<br>Lower Limit | Remarks<br>(time of activity, type of restriction, nature of hazard, risk of interception) |
|---|---|---|
| **1** | **2** | **3** |
| EGRU181 ALMONDSBURY<br>A circle, 0.5 NM radius, centred at 513308N 0023335W | Upper limit: 1300 FT ALT<br>Lower limit: SFC | Unmanned Aircraft Restriction. H24. National Police Air Service activity. Permissions to fly UAS within the Restricted Area are to be obtained from NPAS Operations Centre via email: ops.centre@npas.police.uk or telephone: 01924-962814.<br>Site elevation: 307 FT AMSL |
| EGRU182 LIPPITT'S HILL<br>A circle, 0.5 NM radius, centred at 513916N 0000103E | Upper limit: 1350 FT ALT<br>Lower limit: SFC | Unmanned Aircraft Restriction. H24. National Police Air Service activity. Permissions to fly UAS within the Restricted Area are to be obtained from NPAS Operations Centre via email: ops.centre@npas.police.uk or telephone: 01924-962814.<br>Site elevation: 369 FT AMSL |
| EGRU183 GATCOMBE PARK<br>514214N 0021055W - 514236N 0020937W - 514143N 0020821W - 514104N 0020905W - 514040N 0021035W - 514131N 0021151W - 514214N 0021055W | Upper limit: 1700 FT ALT<br>Lower limit: SFC | Flight Permitted by any unmanned aircraft operated by or on behalf of:<br>a Police Air Support Unit;<br>an Emergency Medical Service;<br>a member of the Royal Family;<br>flying in accordance with the permission of the Gloucestershire Constabulary Royalty Household Protection Group.<br><br>SI 907/2025.<br><br>Contact: Gloucestershire Constabulary Royalty Household Protection Group, RHPG.EZ@gloucestershire.police.uk. |
| EGRU201A WEST WALES/ABERPORTH<br>A circle, 2 NM radius, centred at 520653N 0043334W | Upper limit: 2000 FT AGL<br>Lower limit: SFC | FRZ Active H24. Unmanned aircraft flights not permitted unless permission has been granted by the aerodrome operator. Information relating to flight within the FRZ and an on-line application form is available on the aerodrome's website http://www.flyuav.co.uk. |
| EGRU201B WEST WALES/ABERPORTH RWY 07<br>520543N 0043806W - 520614N 0043822W - 520633N 0043646W thence anti-clockwise by the arc of a circle radius 2 NM centred on 520653N 0043334W to 520602N 0043630W - 520543N 0043806W | Upper limit: 2000 FT AGL<br>Lower limit: SFC | FRZ Active H24. Unmanned aircraft flights not permitted unless permission has been granted by the aerodrome operator. Information relating to flight within the FRZ and an on-line application form is available on the aerodrome's website http://www.flyuav.co.uk. |
| EGRU201C WEST WALES/ABERPORTH RWY 25<br>520803N 0042902W - 520732N 0042846W - 520713N 0043022W thence anti-clockwise by the arc of a circle radius 2 NM centred on 520653N 0043334W to 520744N 0043038W - 520803N 0042902W | Upper limit: 2000 FT AGL<br>Lower limit: SFC | FRZ Active H24. Unmanned aircraft flights not permitted unless permission has been granted by the aerodrome operator. Information relating to flight within the FRZ and an on-line application form is available on the aerodrome's website http://www.flyuav.co.uk. |
| EGRU202A WELSHPOOL<br>A circle, 2 NM radius, centred at 523743N 0030912W | Upper limit: 2000 FT AGL<br>Lower limit: SFC | FRZ Active H24. Unmanned aircraft flight not permitted unless permission has been granted by the relevant Air Traffic Service unit or aerodrome operator. For contact details see AIP, Part 3 - Aerodromes, Section AD 2.2 |
| EGRU202B WELSHPOOL RWY 04<br>523510N 0031134W - 523529N 0031218W - 523615N 0031125W thence anti-clockwise by the arc of a circle radius 2 NM centred on 523743N 0030912W to 523556N 0031041W - 523510N 0031134W | Upper limit: 2000 FT AGL<br>Lower limit: SFC | FRZ Active H24. Unmanned aircraft flight not permitted unless permission has been granted by the relevant Air Traffic Service unit or aerodrome operator. For contact details see AIP, Part 3 - Aerodromes, Section AD 2.2 |
| EGRU202C WELSHPOOL RWY 22<br>524016N 0030650W - 523957N 0030606W - 523911N 0030658W thence anti-clockwise by the arc of a circle radius 2 NM centred on 523743N 0030912W to 523930N 0030742W - 524016N 0030650W | Upper limit: 2000 FT AGL<br>Lower limit: SFC | FRZ Active H24. Unmanned aircraft flight not permitted unless permission has been granted by the relevant Air Traffic Service unit or aerodrome operator. For contact details see AIP, Part 3 - Aerodromes, Section AD 2.2 |
| EGRU203A SHOBDON<br>A circle, 2 NM radius, centred at 521430N 0025252W | Upper limit: 2000 FT AGL<br>Lower limit: SFC | FRZ Active H24. Unmanned aircraft flight not permitted unless permission has been granted by the relevant Air Traffic Service unit or aerodrome operator. For contact details see AIP, Part 3 - Aerodromes, Section AD 2.2 |
| EGRU203B SHOBDON RWY 08<br>521352N 0025732W - 521424N 0025739W - 521431N 0025607W thence anti-clockwise by the arc of a circle radius 2 NM centred on 521430N 0025252W to 521359N 0025600W - 521352N 0025732W | Upper limit: 2000 FT AGL<br>Lower limit: SFC | FRZ Active H24. Unmanned aircraft flight not permitted unless permission has been granted by the relevant Air Traffic Service unit or aerodrome operator. For contact details see AIP, Part 3 - Aerodromes, Section AD 2.2 |

# ENR 5.1 PROHIBITED, RESTRICTED AND DANGER AREAS (continued)

| Identification and Name<br>Lateral Limits | Upper Limit<br>Lower Limit | Remarks<br>(time of activity, type of restriction, nature of hazard, risk of interception) |
|---|---|---|
| 1 | 2 | 3 |
| EGRU203C SHOBDON RWY 26<br>521508N 0024813W - 521436N 0024806W - 521429N 0024937W thence anti-clockwise by the arc of a circle radius 2 NM centred on 521430N 0025252W to 521501N 0024943W - 521508N 0024813W | Upper limit: 2000 FT AGL<br>Lower limit: SFC | FRZ Active H24. Unmanned aircraft flight not permitted unless permission has been granted by the relevant Air Traffic Service unit or aerodrome operator. For contact details see AIP, Part 3 - Aerodromes, Section AD 2.2 |
| EGRU204A SLEAP<br>A circle, 2 NM radius, centred at 525002N 0024618W | Upper limit: 2000 FT AGL<br>Lower limit: SFC | FRZ Active H24. Unmanned aircraft flight not permitted unless permission has been granted by the relevant Air Traffic Service unit or aerodrome operator. For contact details see AIP, Part 3 - Aerodromes, Section AD 2.2 |
| EGRU204B SLEAP RWY 05<br>524748N 0024923W - 524811N 0025001W - 524850N 0024856W thence anti-clockwise by the arc of a circle radius 2 NM centred on 525002N 0024618W to 524827N 0024818W - 524748N 0024923W | Upper limit: 2000 FT AGL<br>Lower limit: SFC | FRZ Active H24. Unmanned aircraft flight not permitted unless permission has been granted by the relevant Air Traffic Service unit or aerodrome operator. For contact details see AIP, Part 3 - Aerodromes, Section AD 2.2 |
| EGRU204C SLEAP RWY 23<br>525217N 0024311W - 525154N 0024234W - 525114N 0024340W thence anti-clockwise by the arc of a circle radius 2 NM centred on 525002N 0024618W to 525137N 0024418W - 525217N 0024311W | Upper limit: 2000 FT AGL<br>Lower limit: SFC | FRZ Active H24. Unmanned aircraft flight not permitted unless permission has been granted by the relevant Air Traffic Service unit or aerodrome operator. For contact details see AIP, Part 3 - Aerodromes, Section AD 2.2 |
| EGRU204D SLEAP RWY 18<br>525253N 0024646W - 525253N 0024553W - 525201N 0024551W thence anti-clockwise by the arc of a circle radius 2 NM centred on 525002N 0024618W to 525201N 0024644W - 525253N 0024646W | Upper limit: 2000 FT AGL<br>Lower limit: SFC | FRZ Active H24. Unmanned aircraft flight not permitted unless permission has been granted by the relevant Air Traffic Service unit or aerodrome operator. For contact details see AIP, Part 3 - Aerodromes, Section AD 2.2 |
| EGRU204E SLEAP RWY 36<br>524705N 0024539W - 524704N 0024633W - 524803N 0024635W thence anti-clockwise by the arc of a circle radius 2 NM centred on 525002N 0024618W to 524804N 0024542W - 524705N 0024539W | Upper limit: 2000 FT AGL<br>Lower limit: SFC | FRZ Active H24. Unmanned aircraft flight not permitted unless permission has been granted by the relevant Air Traffic Service unit or aerodrome operator. For contact details see AIP, Part 3 - Aerodromes, Section AD 2.2 |
| EGRU205A SHAWBURY<br>A circle, 2 NM radius, centred at 524737N 0024005W | Upper limit: 2000 FT AGL<br>Lower limit: SFC | FRZ Active H24. Unmanned aircraft flight not permitted unless permission has been granted by the relevant Air Traffic Service unit or aerodrome operator. For contact details, see UK MIL AIP, Part 3 - Aerodromes, Section AD 2.2 |
| EGRU205B SHAWBURY RWY 05<br>524527N 0024325W - 524550N 0024403W - 524633N 0024252W thence anti-clockwise by the arc of a circle radius 2 NM centred on 524737N 0024005W to 524609N 0024218W - 524527N 0024325W | Upper limit: 2000 FT AGL<br>Lower limit: SFC | FRZ Active H24. Unmanned aircraft flight not permitted unless permission has been granted by the relevant Air Traffic Service unit or aerodrome operator. For contact details, see UK MIL AIP, Part 3 - Aerodromes, Section AD 2.2 |
| EGRU205C SHAWBURY RWY 23<br>525011N 0023655W - 524949N 0023617W - 524858N 0023740W thence anti-clockwise by the arc of a circle radius 2 NM centred on 524737N 0024005W to 524919N 0023821W - 525011N 0023655W | Upper limit: 2000 FT AGL<br>Lower limit: SFC | FRZ Active H24. Unmanned aircraft flight not permitted unless permission has been granted by the relevant Air Traffic Service unit or aerodrome operator. For contact details, see UK MIL AIP, Part 3 - Aerodromes, Section AD 2.2 |
| EGRU205D SHAWBURY RWY 18<br>525048N 0024032W - 525048N 0023939W - 524936N 0023938W thence anti-clockwise by the arc of a circle radius 2 NM centred on 524737N 0024005W to 524936N 0024032W - 525048N 0024032W | Upper limit: 2000 FT AGL<br>Lower limit: SFC | FRZ Active H24. Unmanned aircraft flight not permitted unless permission has been granted by the relevant Air Traffic Service unit or aerodrome operator. For contact details, see UK MIL AIP, Part 3 - Aerodromes, Section AD 2.2 |
| EGRU205E SHAWBURY RWY 36<br>524426N 0023937W - 524426N 0024031W - 524538N 0024031W thence anti-clockwise by the arc of a circle radius 2 NM centred on 524737N 0024005W to 524538N 0023938W - 524426N 0023937W | Upper limit: 2000 FT AGL<br>Lower limit: SFC | FRZ Active H24. Unmanned aircraft flight not permitted unless permission has been granted by the relevant Air Traffic Service unit or aerodrome operator. For contact details, see UK MIL AIP, Part 3 - Aerodromes, Section AD 2.2 |

## ENR 5.1 PROHIBITED, RESTRICTED AND DANGER AREAS (continued)

| Identification and Name<br>Lateral Limits | Upper Limit<br>Lower Limit | Remarks<br>(time of activity, type of restriction, nature of hazard, risk of interception) |
|---|---|---|
| 1 | 2 | 3 |
| EGRU206A TERNHILL<br>A circle, 2 NM radius, centred at 525223N 0023156W | Upper limit: 2000 FT AGL<br>Lower limit: SFC | FRZ Active H24. Unmanned aircraft flight not permitted unless permission has been granted by the relevant Air Traffic Service unit or aerodrome operator. For contact details, see UK MIL AIP, Part 3 - Aerodromes, Section AD 2.2 |
| EGRU206B TERNHILL RWY 04<br>525004N 0023450W - 525026N 0023529W - 525107N 0023428W thence anti-clockwise by the arc of a circle radius 2 NM centred on 525223N 0023156W to 525045N 0023348W - 525004N 0023450W | Upper limit: 2000 FT AGL<br>Lower limit: SFC | FRZ Active H24. Unmanned aircraft flight not permitted unless permission has been granted by the relevant Air Traffic Service unit or aerodrome operator. For contact details, see UK MIL AIP, Part 3 - Aerodromes, Section AD 2.2 |
| EGRU206C TERNHILL RWY 22<br>525443N 0022902W - 525421N 0022822W - 525340N 0022924W thence anti-clockwise by the arc of a circle radius 2 NM centred on 525223N 0023156W to 525402N 0023003W - 525443N 0022902W | Upper limit: 2000 FT AGL<br>Lower limit: SFC | FRZ Active H24. Unmanned aircraft flight not permitted unless permission has been granted by the relevant Air Traffic Service unit or aerodrome operator. For contact details, see UK MIL AIP, Part 3 - Aerodromes, Section AD 2.2 |
| EGRU206D TERNHILL RWY 10<br>525233N 0023651W - 525305N 0023643W - 525256N 0023506W thence anti-clockwise by the arc of a circle radius 2 NM centred on 525223N 0023156W to 525224N 0023514W - 525233N 0023651W | Upper limit: 2000 FT AGL<br>Lower limit: SFC | FRZ Active H24. Unmanned aircraft flight not permitted unless permission has been granted by the relevant Air Traffic Service unit or aerodrome operator. For contact details, see UK MIL AIP, Part 3 - Aerodromes, Section AD 2.2 |
| EGRU206E TERNHILL RWY 28<br>525212N 0022717W - 525140N 0022725W - 525148N 0022847W thence anti-clockwise by the arc of a circle radius 2 NM centred on 525223N 0023156W to 525219N 0022838W - 525212N 0022717W | Upper limit: 2000 FT AGL<br>Lower limit: SFC | FRZ Active H24. Unmanned aircraft flight not permitted unless permission has been granted by the relevant Air Traffic Service unit or aerodrome operator. For contact details, see UK MIL AIP, Part 3 - Aerodromes, Section AD 2.2 |
| EGRU206F TERNHILL RWY 17<br>525513N 0023310W - 525520N 0023217W - 525423N 0023159W thence anti-clockwise by the arc of a circle radius 2 NM centred on 525223N 0023156W to 525418N 0023252W - 525513N 0023310W | Upper limit: 2000 FT AGL<br>Lower limit: SFC | FRZ Active H24. Unmanned aircraft flight not permitted unless permission has been granted by the relevant Air Traffic Service unit or aerodrome operator. For contact details, see UK MIL AIP, Part 3 - Aerodromes, Section AD 2.2 |
| EGRU206G TERNHILL RWY 35<br>524937N 0023023W - 524931N 0023116W - 525024N 0023134W thence anti-clockwise by the arc of a circle radius 2 NM centred on 525223N 0023156W to 525032N 0023042W - 524937N 0023023W | Upper limit: 2000 FT AGL<br>Lower limit: SFC | FRZ Active H24. Unmanned aircraft flight not permitted unless permission has been granted by the relevant Air Traffic Service unit or aerodrome operator. For contact details, see UK MIL AIP, Part 3 - Aerodromes, Section AD 2.2 |
| EGRU207A COSFORD<br>A circle, 2 NM radius, centred at 523826N 0021819W | Upper limit: 2000 FT AGL<br>Lower limit: SFC | FRZ Active H24. Unmanned aircraft flight not permitted unless permission has been granted by the relevant Air Traffic Service unit or aerodrome operator. For contact details, see UK MIL AIP, Part 3 - Aerodromes, Section AD 2.2 |
| EGRU207B COSFORD RWY 06<br>523637N 0022215W - 523704N 0022243W - 523737N 0022118W thence anti-clockwise by the arc of a circle radius 2 NM centred on 523826N 0021819W to 523709N 0022050W - 523637N 0022215W | Upper limit: 2000 FT AGL<br>Lower limit: SFC | FRZ Active H24. Unmanned aircraft flight not permitted unless permission has been granted by the relevant Air Traffic Service unit or aerodrome operator. For contact details, see UK MIL AIP, Part 3 - Aerodromes, Section AD 2.2 |
| EGRU207C COSFORD RWY 24<br>524015N 0021423W - 523947N 0021355W - 523915N 0021519W thence anti-clockwise by the arc of a circle radius 2 NM centred on 523826N 0021819W to 523943N 0021547W - 524015N 0021423W | Upper limit: 2000 FT AGL<br>Lower limit: SFC | FRZ Active H24. Unmanned aircraft flight not permitted unless permission has been granted by the relevant Air Traffic Service unit or aerodrome operator. For contact details, see UK MIL AIP, Part 3 - Aerodromes, Section AD 2.2 |
| EGRU207D COSFORD RWY 06L<br>523639N 0022217W - 523707N 0022245W - 523739N 0022120W thence anti-clockwise by the arc of a circle radius 2 NM centred on 523826N 0021819W to 523711N 0022053W - 523639N 0022217W | Upper limit: 2000 FT AGL<br>Lower limit: SFC | FRZ Active H24. Unmanned aircraft flight not permitted unless permission has been granted by the relevant Air Traffic Service unit or aerodrome operator. For contact details, see UK MIL AIP, Part 3 - Aerodromes, Section AD 2.2 |

# ENR 5.1 PROHIBITED, RESTRICTED AND DANGER AREAS (continued)

| Identification and Name<br>Lateral Limits | Upper Limit<br>Lower Limit | Remarks<br>(time of activity, type of restriction, nature of hazard, risk of interception) |
|---|---|---|
| 1 | 2 | 3 |
| EGRU207E COSFORD RWY 24R<br>524016N 0021428W - 523948N 0021359W - 523917N 0021521W thence anti-clockwise by the arc of a circle radius 2 NM centred on 523826N 0021819W to 523944N 0021550W - 524016N 0021428W | Upper limit: 2000 FT AGL<br>Lower limit: SFC | FRZ Active H24. Unmanned aircraft flight not permitted unless permission has been granted by the relevant Air Traffic Service unit or aerodrome operator. For contact details, see UK MIL AIP, Part 3 - Aerodromes, Section AD 2.2 |
| EGRU208A WOLVERHAMPTON/ HALFPENNY GREEN<br>A circle, 2 NM radius, centred at 523103N 0021534W | Upper limit: 2000 FT AGL<br>Lower limit: SFC | FRZ Active H24. Unmanned aircraft flight not permitted unless permission has been granted by the relevant Air Traffic Service unit or aerodrome operator. For contact details see AIP, Part 3 - Aerodromes, Section AD 2.2 |
| EGRU208B WOLVERHAMPTON/ HALFPENNY GREEN RWY 04<br>522840N 0021816W - 522859N 0021859W - 522945N 0021803W thence anti-clockwise by the arc of a circle radius 2 NM centred on 523103N 0021534W to 522923N 0021724W - 522840N 0021816W | Upper limit: 2000 FT AGL<br>Lower limit: SFC | FRZ Active H24. Unmanned aircraft flight not permitted unless permission has been granted by the relevant Air Traffic Service unit or aerodrome operator. For contact details see AIP, Part 3 - Aerodromes, Section AD 2.2 |
| EGRU208C WOLVERHAMPTON/ HALFPENNY GREEN RWY 22<br>523332N 0021326W - 523313N 0021243W - 523235N 0021329W thence anti-clockwise by the arc of a circle radius 2 NM centred on 523103N 0021534W to 523252N 0021414W - 523332N 0021326W | Upper limit: 2000 FT AGL<br>Lower limit: SFC | FRZ Active H24. Unmanned aircraft flight not permitted unless permission has been granted by the relevant Air Traffic Service unit or aerodrome operator. For contact details see AIP, Part 3 - Aerodromes, Section AD 2.2 |
| EGRU208D WOLVERHAMPTON/ HALFPENNY GREEN RWY 16<br>523335N 0021755W - 523348N 0021707W - 523258N 0021630W thence anti-clockwise by the arc of a circle radius 2 NM centred on 523103N 0021534W to 523244N 0021718W - 523335N 0021755W | Upper limit: 2000 FT AGL<br>Lower limit: SFC | FRZ Active H24. Unmanned aircraft flight not permitted unless permission has been granted by the relevant Air Traffic Service unit or aerodrome operator. For contact details see AIP, Part 3 - Aerodromes, Section AD 2.2 |
| EGRU208E WOLVERHAMPTON/ HALFPENNY GREEN RWY 34<br>522830N 0021313W - 522816N 0021401W - 522908N 0021439W thence anti-clockwise by the arc of a circle radius 2 NM centred on 523103N 0021534W to 522921N 0021351W - 522830N 0021313W | Upper limit: 2000 FT AGL<br>Lower limit: SFC | FRZ Active H24. Unmanned aircraft flight not permitted unless permission has been granted by the relevant Air Traffic Service unit or aerodrome operator. For contact details see AIP, Part 3 - Aerodromes, Section AD 2.2 |
| EGRU208F WOLVERHAMPTON/ HALFPENNY GREEN RWY 10<br>523105N 0022029W - 523137N 0022022W - 523130N 0021846W thence anti-clockwise by the arc of a circle radius 2 NM centred on 523103N 0021534W to 523058N 0021851W - 523105N 0022029W | Upper limit: 2000 FT AGL<br>Lower limit: SFC | FRZ Active H24. Unmanned aircraft flight not permitted unless permission has been granted by the relevant Air Traffic Service unit or aerodrome operator. For contact details see AIP, Part 3 - Aerodromes, Section AD 2.2. |
| EGRU208G WOLVERHAMPTON/ HALFPENNY GREEN RWY 28<br>523056N 0021055W - 523024N 0021101W - 523030N 0021225W thence anti-clockwise by the arc of a circle radius 2 NM centred on 523103N 0021534W to 523102N 0021218W - 523056N 0021055W | Upper limit: 2000 FT AGL<br>Lower limit: SFC | FRZ Active H24. Unmanned aircraft flight not permitted unless permission has been granted by the relevant Air Traffic Service unit or aerodrome operator. For contact details see AIP, Part 3 - Aerodromes, Section AD 2.2. |
| EGRU209A TATENHILL<br>A circle, 2 NM radius, centred at 524851N 0014553W | Upper limit: 2000 FT AGL<br>Lower limit: SFC | FRZ Active H24. Unmanned aircraft flight not permitted unless permission has been granted by the relevant Air Traffic Service unit or aerodrome operator. For contact details see AIP, Part 3 - Aerodromes, Section AD 2.2 |
| EGRU209B TATENHILL RWY 08<br>524744N 0015032W - 524815N 0015047W - 524833N 0014908W thence anti-clockwise by the arc of a circle radius 2 NM centred on 524851N 0014553W to 524802N 0014853W - 524744N 0015032W | Upper limit: 2000 FT AGL<br>Lower limit: SFC | FRZ Active H24. Unmanned aircraft flight not permitted unless permission has been granted by the relevant Air Traffic Service unit or aerodrome operator. For contact details see AIP, Part 3 - Aerodromes, Section AD 2.2 |

# ENR 5.1 PROHIBITED, RESTRICTED AND DANGER AREAS (continued)

| Identification and Name<br>Lateral Limits | Upper Limit<br>Lower Limit | Remarks<br>(time of activity, type of restriction, nature of hazard, risk of interception) |
|---|---|---|
| 1 | 2 | 3 |
| EGRU209C TATENHILL RWY 26<br>524957N 0014114W - 524926N 0014059W - 524908N 0014237W thence anti-clockwise by the arc of a circle radius 2 NM centred on 524851N 0014553W to 524939N 0014252W - 524957N 0014114W | Upper limit: 2000 FT AGL<br>Lower limit: SFC | FRZ Active H24. Unmanned aircraft flight not permitted unless permission has been granted by the relevant Air Traffic Service unit or aerodrome operator. For contact details see AIP, Part 3 - Aerodromes, Section AD 2.2 |
| EGRU210A BIRMINGHAM<br>A circle, 2.5 NM radius, centred at 522722N 0014502W | Upper limit: 2000 FT AGL<br>Lower limit: SFC | FRZ Active H24. Unmanned aircraft flight not permitted unless permission has been granted by the relevant Air Traffic Service unit or aerodrome operator. For contact details see AIP, Part 3 - Aerodromes, Section AD 2.2 |
| EGRU210B BIRMINGHAM RWY 15<br>522953N 0014822W - 523011N 0014738W - 522934N 0014657W thence anti-clockwise by the arc of a circle radius 2.5 NM centred on 522722N 0014502W to 522916N 0014741W - 522953N 0014822W | Upper limit: 2000 FT AGL<br>Lower limit: SFC | FRZ Active H24. Unmanned aircraft flight not permitted unless permission has been granted by the relevant Air Traffic Service unit or aerodrome operator. For contact details see AIP, Part 3 - Aerodromes, Section AD 2.2 |
| EGRU210C BIRMINGHAM RWY 33<br>522442N 0014132W - 522424N 0014216W - 522510N 0014307W thence anti-clockwise by the arc of a circle radius 2.5 NM centred on 522722N 0014502W to 522528N 0014223W - 522442N 0014132W | Upper limit: 2000 FT AGL<br>Lower limit: SFC | FRZ Active H24. Unmanned aircraft flight not permitted unless permission has been granted by the relevant Air Traffic Service unit or aerodrome operator. For contact details see AIP, Part 3 - Aerodromes, Section AD 2.2 |
| EGRU211A DERBY<br>A circle, 2 NM radius, centred at 525135N 0013703W | Upper limit: 2000 FT AGL<br>Lower limit: SFC | FRZ Active H24. Unmanned aircraft flight not permitted unless permission has been granted by the relevant Air Traffic Service unit or aerodrome operator. For contact details see AIP, Part 3 - Aerodromes, Section AD 2.2 |
| EGRU211B DERBY RWY 05<br>524927N 0014006W - 524951N 0014042W - 525024N 0013942W thence anti-clockwise by the arc of a circle radius 2 NM centred on 525135N 0013703W to 525001N 0013905W - 524927N 0014006W | Upper limit: 2000 FT AGL<br>Lower limit: SFC | FRZ Active H24. Unmanned aircraft flight not permitted unless permission has been granted by the relevant Air Traffic Service unit or aerodrome operator. For contact details see AIP, Part 3 - Aerodromes, Section AD 2.2 |
| EGRU211C DERBY RWY 23<br>525336N 0013355W - 525312N 0013319W - 525240N 0013417W thence anti-clockwise by the arc of a circle radius 2 NM centred on 525135N 0013703W to 525305N 0013452W - 525336N 0013355W | Upper limit: 2000 FT AGL<br>Lower limit: SFC | FRZ Active H24. Unmanned aircraft flight not permitted unless permission has been granted by the relevant Air Traffic Service unit or aerodrome operator. For contact details see AIP, Part 3 - Aerodromes, Section AD 2.2 |
| EGRU211D DERBY RWY 10<br>525144N 0014134W - 525216N 0014126W - 525210N 0014012W thence anti-clockwise by the arc of a circle radius 2 NM centred on 525135N 0013703W to 525138N 0014021W - 525144N 0014134W | Upper limit: 2000 FT AGL<br>Lower limit: SFC | FRZ Active H24. Unmanned aircraft flight not permitted unless permission has been granted by the relevant Air Traffic Service unit or aerodrome operator. For contact details see AIP, Part 3 - Aerodromes, Section AD 2.2 |
| EGRU211E DERBY RWY 28<br>525131N 0013225W - 525059N 0013233W - 525106N 0013351W thence anti-clockwise by the arc of a circle radius 2 NM centred on 525135N 0013703W to 525138N 0013345W - 525131N 0013225W | Upper limit: 2000 FT AGL<br>Lower limit: SFC | FRZ Active H24. Unmanned aircraft flight not permitted unless permission has been granted by the relevant Air Traffic Service unit or aerodrome operator. For contact details see AIP, Part 3 - Aerodromes, Section AD 2.2 |
| EGRU211F DERBY RWY 17<br>525422N 0013812W - 525427N 0013720W - 525335N 0013706W thence anti-clockwise by the arc of a circle radius 2 NM centred on 525135N 0013703W to 525330N 0013759W - 525422N 0013812W | Upper limit: 2000 FT AGL<br>Lower limit: SFC | FRZ Active H24. Unmanned aircraft flight not permitted unless permission has been granted by the relevant Air Traffic Service unit or aerodrome operator. For contact details see AIP, Part 3 - Aerodromes, Section AD 2.2 |
| EGRU211G DERBY RWY 35<br>524849N 0013554W - 524844N 0013647W - 524935N 0013700W thence anti-clockwise by the arc of a circle radius 2 NM centred on 525135N 0013703W to 524940N 0013607W - 524849N 0013554W | Upper limit: 2000 FT AGL<br>Lower limit: SFC | FRZ Active H24. Unmanned aircraft flight not permitted unless permission has been granted by the relevant Air Traffic Service unit or aerodrome operator. For contact details see AIP, Part 3 - Aerodromes, Section AD 2.2 |

# ENR 5.1 PROHIBITED, RESTRICTED AND DANGER AREAS (continued)

| Identification and Name<br>Lateral Limits | Upper Limit<br>Lower Limit | Remarks<br>(time of activity, type of restriction, nature of hazard, risk of interception) |
|---|---|---|
| 1 | 2 | 3 |
| EGRU212A WELLESBOURNE MOUNTFORD<br>A circle, 2 NM radius, centred at 521132N 0013652W | Upper limit: 2000 FT AGL<br>Lower limit: SFC | FRZ Active H24. Unmanned aircraft flight not permitted unless permission has been granted by the relevant Air Traffic Service unit or aerodrome operator. For contact details see AIP, Part 3 - Aerodromes, Section AD 2.2 |
| EGRU212B WELLESBOURNE MOUNTFORD RWY 05<br>520909N 0013952W - 520932N 0014029W - 521014N 0013920W thence anti-clockwise by the arc of a circle radius 2 NM centred on 521132N 0013652W to 520952N 0013840W - 520909N 0013952W | Upper limit: 2000 FT AGL<br>Lower limit: SFC | FRZ Active H24. Unmanned aircraft flight not permitted unless permission has been granted by the relevant Air Traffic Service unit or aerodrome operator. For contact details see AIP, Part 3 - Aerodromes, Section AD 2.2 |
| EGRU212C WELLESBOURNE MOUNTFORD RWY 23<br>521332N 0013352W - 521309N 0013315W - 521237N 0013408W thence anti-clockwise by the arc of a circle radius 2 NM centred on 521132N 0013652W to 521302N 0013443W - 521332N 0013352W | Upper limit: 2000 FT AGL<br>Lower limit: SFC | FRZ Active H24. Unmanned aircraft flight not permitted unless permission has been granted by the relevant Air Traffic Service unit or aerodrome operator. For contact details see AIP, Part 3 - Aerodromes, Section AD 2.2 |
| EGRU212D WELLESBOURNE MOUNTFORD RWY 18<br>521427N 0013738W - 521429N 0013645W - 521332N 0013639W thence anti-clockwise by the arc of a circle radius 2 NM centred on 521132N 0013652W to 521329N 0013731W - 521427N 0013738W | Upper limit: 2000 FT AGL<br>Lower limit: SFC | FRZ Active H24. Unmanned aircraft flight not permitted unless permission has been granted by the relevant Air Traffic Service unit or aerodrome operator. For contact details see AIP, Part 3 - Aerodromes, Section AD 2.2 |
| EGRU212E WELLESBOURNE MOUNTFORD RWY 36<br>520837N 0013606W - 520835N 0013659W - 520932N 0013705W thence anti-clockwise by the arc of a circle radius 2 NM centred on 521132N 0013652W to 520935N 0013613W - 520837N 0013606W | Upper limit: 2000 FT AGL<br>Lower limit: SFC | FRZ Active H24. Unmanned aircraft flight not permitted unless permission has been granted by the relevant Air Traffic Service unit or aerodrome operator. For contact details see AIP, Part 3 - Aerodromes, Section AD 2.2 |
| EGRU213A COVENTRY<br>A circle, 2.5 NM radius, centred at 522211N 0012847W | Upper limit: 2000 FT AGL<br>Lower limit: SFC | FRZ Active H24. Unmanned aircraft flight not permitted unless permission has been granted by the relevant Air Traffic Service unit or aerodrome operator. For contact details see AIP, Part 3 - Aerodromes, Section AD 2.2 |
| EGRU213B COVENTRY RWY 05<br>521952N 0013215W - 522016N 0013250W - 522042N 0013204W thence anti-clockwise by the arc of a circle radius 2.5 NM centred on 522211N 0012847W to 522019N 0013128W - 521952N 0013215W | Upper limit: 2000 FT AGL<br>Lower limit: SFC | FRZ Active H24. Unmanned aircraft flight not permitted unless permission has been granted by the relevant Air Traffic Service unit or aerodrome operator. For contact details see AIP, Part 3 - Aerodromes, Section AD 2.2 |
| EGRU213C COVENTRY RWY 23<br>522430N 0012519W - 522407N 0012443W - 522340N 0012530W thence anti-clockwise by the arc of a circle radius 2.5 NM centred on 522211N 0012847W to 522404N 0012606W - 522430N 0012519W | Upper limit: 2000 FT AGL<br>Lower limit: SFC | FRZ Active H24. Unmanned aircraft flight not permitted unless permission has been granted by the relevant Air Traffic Service unit or aerodrome operator. For contact details see AIP, Part 3 - Aerodromes, Section AD 2.2 |
| EGRU214A EAST MIDLANDS<br>A circle, 2.5 NM radius, centred at 524952N 0011940W | Upper limit: 2000 FT AGL<br>Lower limit: SFC | FRZ Active H24. Unmanned aircraft flight not permitted unless permission has been granted by the relevant Air Traffic Service unit or aerodrome operator. For contact details see AIP, Part 3 - Aerodromes, Section AD 2.2 |
| EGRU214B EAST MIDLANDS RWY 09<br>524929N 0012515W - 525002N 0012517W - 525003N 0012347W thence anti-clockwise by the arc of a circle radius 2.5 NM centred on 524952N 0011940W to 524931N 0012345W - 524929N 0012515W | Upper limit: 2000 FT AGL<br>Lower limit: SFC | FRZ Active H24. Unmanned aircraft flight not permitted unless permission has been granted by the relevant Air Traffic Service unit or aerodrome operator. For contact details see AIP, Part 3 - Aerodromes, Section AD 2.2 |
| EGRU214C EAST MIDLANDS RWY 27<br>525014N 0011405W - 524941N 0011403W - 524940N 0011534W thence anti-clockwise by the arc of a circle radius 2.5 NM centred on 524952N 0011940W to 525012N 0011535W - 525014N 0011405W | Upper limit: 2000 FT AGL<br>Lower limit: SFC | FRZ Active H24. Unmanned aircraft flight not permitted unless permission has been granted by the relevant Air Traffic Service unit or aerodrome operator. For contact details see AIP, Part 3 - Aerodromes, Section AD 2.2 |

## ENR 5.1 PROHIBITED, RESTRICTED AND DANGER AREAS (continued)

| Identification and Name<br>Lateral Limits | Upper Limit<br>Lower Limit | Remarks<br>(time of activity, type of restriction, nature of hazard, risk of interception) |
|---|---|---|
| **1** | **2** | **3** |
| EGRU215A NOTTINGHAM<br>A circle, 2 NM radius, centred at 525515N 0010448W | Upper limit: 2000 FT AGL<br>Lower limit: SFC | FRZ Active H24. Unmanned aircraft flight not permitted unless permission has been granted by the relevant Air Traffic Service unit or aerodrome operator. For contact details see AIP, Part 3 - Aerodromes, Section AD 2.2 |
| EGRU215B NOTTINGHAM RWY 03<br>525228N 0010627W - 525244N 0010715W - 525333N 0010632W thence anti-clockwise by the arc of a circle radius 2 NM centred on 525515N 0010448W to 525320N 0010542W - 525228N 0010627W | Upper limit: 2000 FT AGL<br>Lower limit: SFC | FRZ Active H24. Unmanned aircraft flight not permitted unless permission has been granted by the relevant Air Traffic Service unit or aerodrome operator. For contact details see AIP, Part 3 - Aerodromes, Section AD 2.2 |
| EGRU215C NOTTINGHAM RWY 21<br>525754N 0010243W - 525738N 0010156W - 525647N 0010241W thence anti-clockwise by the arc of a circle radius 2 NM centred on 525515N 0010448W to 525704N 0010327W - 525754N 0010243W | Upper limit: 2000 FT AGL<br>Lower limit: SFC | FRZ Active H24. Unmanned aircraft flight not permitted unless permission has been granted by the relevant Air Traffic Service unit or aerodrome operator. For contact details see AIP, Part 3 - Aerodromes, Section AD 2.2 |
| EGRU215D NOTTINGHAM RWY 09<br>525452N 0010933W - 525524N 0010935W - 525526N 0010805W thence anti-clockwise by the arc of a circle radius 2 NM centred on 525515N 0010448W to 525454N 0010803W - 525452N 0010933W | Upper limit: 2000 FT AGL<br>Lower limit: SFC | FRZ Active H24. Unmanned aircraft flight not permitted unless permission has been granted by the relevant Air Traffic Service unit or aerodrome operator. For contact details see AIP, Part 3 - Aerodromes, Section AD 2.2 |
| EGRU215E NOTTINGHAM RWY 27<br>525537N 0005958W - 525505N 0005956W - 525503N 0010131W thence anti-clockwise by the arc of a circle radius 2 NM centred on 525515N 0010448W to 525535N 0010133W - 525537N 0005958W | Upper limit: 2000 FT AGL<br>Lower limit: SFC | FRZ Active H24. Unmanned aircraft flight not permitted unless permission has been granted by the relevant Air Traffic Service unit or aerodrome operator. For contact details see AIP, Part 3 - Aerodromes, Section AD 2.2 |
| EGRU216A LEICESTER<br>A circle, 2 NM radius, centred at 523628N 0010155W | Upper limit: 2000 FT AGL<br>Lower limit: SFC | FRZ Active H24. Unmanned aircraft flight not permitted unless permission has been granted by the relevant Air Traffic Service unit or aerodrome operator. For contact details see AIP, Part 3 - Aerodromes, Section AD 2.2 |
| EGRU216B LEICESTER RWY 04<br>523354N 0010406W - 523413N 0010448W - 523454N 0010358W thence anti-clockwise by the arc of a circle radius 2 NM centred on 523628N 0010155W to 523438N 0010312W - 523354N 0010406W | Upper limit: 2000 FT AGL<br>Lower limit: SFC | FRZ Active H24. Unmanned aircraft flight not permitted unless permission has been granted by the relevant Air Traffic Service unit or aerodrome operator. For contact details see AIP, Part 3 - Aerodromes, Section AD 2.2 |
| EGRU216C LEICESTER RWY 22<br>523845N 0005914W - 523826N 0005831W - 523744N 0005923W thence anti-clockwise by the arc of a circle radius 2 NM centred on 523628N 0010155W to 523806N 0010002W - 523845N 0005914W | Upper limit: 2000 FT AGL<br>Lower limit: SFC | FRZ Active H24. Unmanned aircraft flight not permitted unless permission has been granted by the relevant Air Traffic Service unit or aerodrome operator. For contact details see AIP, Part 3 - Aerodromes, Section AD 2.2 |
| EGRU216D LEICESTER RWY 06<br>523417N 0010449W - 523441N 0010525W - 523513N 0010428W thence anti-clockwise by the arc of a circle radius 2 NM centred on 523628N 0010155W to 523450N 0010349W - 523417N 0010449W | Upper limit: 2000 FT AGL<br>Lower limit: SFC | FRZ Active H24. Unmanned aircraft flight not permitted unless permission has been granted by the relevant Air Traffic Service unit or aerodrome operator. For contact details see AIP, Part 3 - Aerodromes, Section AD 2.2 |
| EGRU216E LEICESTER RWY 24<br>523827N 0005840W - 523803N 0005804W - 523729N 0005905W thence anti-clockwise by the arc of a circle radius 2 NM centred on 523628N 0010155W to 523754N 0005938W - 523827N 0005840W | Upper limit: 2000 FT AGL<br>Lower limit: SFC | FRZ Active H24. Unmanned aircraft flight not permitted unless permission has been granted by the relevant Air Traffic Service unit or aerodrome operator. For contact details see AIP, Part 3 - Aerodromes, Section AD 2.2 |
| EGRU216F LEICESTER RWY 10<br>523631N 0010647W - 523703N 0010641W - 523657N 0010506W thence anti-clockwise by the arc of a circle radius 2 NM centred on 523628N 0010155W to 523625N 0010512W - 523631N 0010647W | Upper limit: 2000 FT AGL<br>Lower limit: SFC | FRZ Active H24. Unmanned aircraft flight not permitted unless permission has been granted by the relevant Air Traffic Service unit or aerodrome operator. For contact details see AIP, Part 3 - Aerodromes, Section AD 2.2 |

# ENR 5.1 PROHIBITED, RESTRICTED AND DANGER AREAS (continued)

| Identification and Name<br>Lateral Limits | Upper Limit<br>Lower Limit | Remarks<br>(time of activity, type of restriction, nature of hazard, risk of interception) |
|---|---|---|
| 1 | 2 | 3 |
| EGRU216G LEICESTER RWY 28<br>523626N 0005704W - 523554N 0005709W - 523600N 0005844W thence anti-clockwise by the arc of a circle radius 2 NM centred on 523628N 0010155W to 523632N 0005838W - 523626N 0005704W | Upper limit: 2000 FT AGL<br>Lower limit: SFC | FRZ Active H24. Unmanned aircraft flight not permitted unless permission has been granted by the relevant Air Traffic Service unit or aerodrome operator. For contact details see AIP, Part 3 - Aerodromes, Section AD 2.2 |
| EGRU216H LEICESTER RWY 15<br>523841N 0010436W - 523857N 0010350W - 523818N 0010314W thence anti-clockwise by the arc of a circle radius 2 NM centred on 523628N 0010155W to 523801N 0010359W - 523841N 0010436W | Upper limit: 2000 FT AGL<br>Lower limit: SFC | FRZ Active H24. Unmanned aircraft flight not permitted unless permission has been granted by the relevant Air Traffic Service unit or aerodrome operator. For contact details see AIP, Part 3 - Aerodromes, Section AD 2.2 |
| EGRU216I LEICESTER RWY 33<br>523401N 0005915W - 523345N 0010001W - 523435N 0010048W thence anti-clockwise by the arc of a circle radius 2 NM centred on 523628N 0010155W to 523450N 0010001W - 523401N 0005915W | Upper limit: 2000 FT AGL<br>Lower limit: SFC | FRZ Active H24. Unmanned aircraft flight not permitted unless permission has been granted by the relevant Air Traffic Service unit or aerodrome operator. For contact details see AIP, Part 3 - Aerodromes, Section AD 2.2 |
| EGRU216J LEICESTER RWY 16<br>523837N 0010440W - 523854N 0010355W - 523817N 0010318W thence anti-clockwise by the arc of a circle radius 2 NM centred on 523628N 0010155W to 523759N 0010403W - 523837N 0010440W | Upper limit: 2000 FT AGL<br>Lower limit: SFC | FRZ Active H24. Unmanned aircraft flight not permitted unless permission has been granted by the relevant Air Traffic Service unit or aerodrome operator. For contact details see AIP, Part 3 - Aerodromes, Section AD 2.2 |
| EGRU216K LEICESTER RWY 34<br>523405N 0005906W - 523348N 0005952W - 523437N 0010040W thence anti-clockwise by the arc of a circle radius 2 NM centred on 523628N 0010155W to 523453N 0005954W - 523405N 0005906W | Upper limit: 2000 FT AGL<br>Lower limit: SFC | FRZ Active H24. Unmanned aircraft flight not permitted unless permission has been granted by the relevant Air Traffic Service unit or aerodrome operator. For contact details see AIP, Part 3 - Aerodromes, Section AD 2.2 |
| EGRU218A CRANFIELD<br>A circle, 2 NM radius, centred at 520420N 0003700W | Upper limit: 2000 FT AGL<br>Lower limit: SFC | FRZ Active H24. Unmanned aircraft flight not permitted unless permission has been granted by the relevant Air Traffic Service unit or aerodrome operator. For contact details see AIP, Part 3 - Aerodromes, Section AD 2.2 |
| EGRU218B CRANFIELD RWY 03<br>520134N 0003915W - 520151N 0004000W - 520247N 0003903W thence anti-clockwise by the arc of a circle radius 2 NM centred on 520420N 0003700W to 520230N 0003819W - 520134N 0003915W | Upper limit: 2000 FT AGL<br>Lower limit: SFC | FRZ Active H24. Unmanned aircraft flight not permitted unless permission has been granted by the relevant Air Traffic Service unit or aerodrome operator. For contact details see AIP, Part 3 - Aerodromes, Section AD 2.2 |
| EGRU218C CRANFIELD RWY 21<br>520710N 0003439W - 520653N 0003355W - 520552N 0003456W thence anti-clockwise by the arc of a circle radius 2 NM centred on 520420N 0003700W to 520609N 0003541W - 520710N 0003439W | Upper limit: 2000 FT AGL<br>Lower limit: SFC | FRZ Active H24. Unmanned aircraft flight not permitted unless permission has been granted by the relevant Air Traffic Service unit or aerodrome operator. For contact details see AIP, Part 3 - Aerodromes, Section AD 2.2 |
| EGRU219A BARKSTON HEATH<br>A circle, 2 NM radius, centred at 525747N 0003337W | Upper limit: 2000 FT AGL<br>Lower limit: SFC | FRZ Active H24. Unmanned aircraft flight not permitted unless permission has been granted by the relevant Air Traffic Service unit or aerodrome operator. For contact details, see UK MIL AIP, Part 3 - Aerodromes, Section AD 2.2 |
| EGRU219B BARKSTON HEATH RWY 06<br>525553N 0003743W - 525620N 0003812W - 525656N 0003637W thence anti-clockwise by the arc of a circle radius 2 NM centred on 525747N 0003337W to 525629N 0003608W - 525553N 0003743W | Upper limit: 2000 FT AGL<br>Lower limit: SFC | FRZ Active H24. Unmanned aircraft flight not permitted unless permission has been granted by the relevant Air Traffic Service unit or aerodrome operator. For contact details, see UK MIL AIP, Part 3 - Aerodromes, Section AD 2.2 |
| EGRU219C BARKSTON HEATH RWY 24<br>525943N 0002924W - 525916N 0002856W - 525837N 0003037W thence anti-clockwise by the arc of a circle radius 2 NM centred on 525747N 0003337W to 525904N 0003106W - 525943N 0002924W | Upper limit: 2000 FT AGL<br>Lower limit: SFC | FRZ Active H24. Unmanned aircraft flight not permitted unless permission has been granted by the relevant Air Traffic Service unit or aerodrome operator. For contact details, see UK MIL AIP, Part 3 - Aerodromes, Section AD 2.2 |

## ENR 5.1 PROHIBITED, RESTRICTED AND DANGER AREAS (continued)

| Identification and Name<br>Lateral Limits | Upper Limit<br>Lower Limit | Remarks<br>(time of activity, type of restriction, nature of hazard, risk of interception) |
|---|---|---|
| **1** | **2** | **3** |
| EGRU219D BARKSTON HEATH RWY 10<br>525756N 0003847W - 525827N 0003836W - 525813N 0003651W thence anti-clockwise by the arc of a circle radius 2 NM centred on 525747N 0003337W to 525741N 0003655W - 525756N 0003847W | Upper limit: 2000 FT AGL<br>Lower limit: SFC | FRZ Active H24. Unmanned aircraft flight not permitted unless permission has been granted by the relevant Air Traffic Service unit or aerodrome operator. For contact details, see UK MIL AIP, Part 3 - Aerodromes, Section AD 2.2 |
| EGRU219E BARKSTON HEATH RWY 28<br>525709N 0002854W - 525638N 0002906W - 525651N 0003042W thence anti-clockwise by the arc of a circle radius 2 NM centred on 525747N 0003337W to 525721N 0003023W - 525709N 0002854W | Upper limit: 2000 FT AGL<br>Lower limit: SFC | FRZ Active H24. Unmanned aircraft flight not permitted unless permission has been granted by the relevant Air Traffic Service unit or aerodrome operator. For contact details, see UK MIL AIP, Part 3 - Aerodromes, Section AD 2.2 |
| EGRU219F BARKSTON HEATH RWY 18<br>530037N 0003400W - 530038N 0003306W - 525945N 0003303W thence anti-clockwise by the arc of a circle radius 2 NM centred on 525747N 0003337W to 525946N 0003356W - 530037N 0003400W | Upper limit: 2000 FT AGL<br>Lower limit: SFC | FRZ Active H24. Unmanned aircraft flight not permitted unless permission has been granted by the relevant Air Traffic Service unit or aerodrome operator. For contact details, see UK MIL AIP, Part 3 - Aerodromes, Section AD 2.2 |
| EGRU219G BARKSTON HEATH RWY 36<br>525449N 0003243W - 525448N 0003337W - 525547N 0003341W thence anti-clockwise by the arc of a circle radius 2 NM centred on 525747N 0003337W to 525551N 0003247W - 525449N 0003243W | Upper limit: 2000 FT AGL<br>Lower limit: SFC | FRZ Active H24. Unmanned aircraft flight not permitted unless permission has been granted by the relevant Air Traffic Service unit or aerodrome operator. For contact details, see UK MIL AIP, Part 3 - Aerodromes, Section AD 2.2 |
| EGRU220A WITTERING<br>A circle, 2.5 NM radius, centred at 523647N 0002833W | Upper limit: 2000 FT AGL<br>Lower limit: SFC | FRZ Active H24. Unmanned aircraft flight not permitted unless permission has been granted by the relevant Air Traffic Service unit or aerodrome operator. For contact details, see UK MIL AIP, Part 3 - Aerodromes, Section AD 2.2 |
| EGRU220B WITTERING RWY 07<br>523532N 0003349W - 523603N 0003404W - 523619N 0003235W thence anti-clockwise by the arc of a circle radius 2.5 NM centred on 523647N 0002833W to 523548N 0003220W - 523532N 0003349W | Upper limit: 2000 FT AGL<br>Lower limit: SFC | FRZ Active H24. Unmanned aircraft flight not permitted unless permission has been granted by the relevant Air Traffic Service unit or aerodrome operator. For contact details, see UK MIL AIP, Part 3 - Aerodromes, Section AD 2.2 |
| EGRU220C WITTERING RWY 25<br>523802N 0002317W - 523731N 0002302W - 523715N 0002431W thence anti-clockwise by the arc of a circle radius 2.5 NM centred on 523647N 0002833W to 523746N 0002447W - 523802N 0002317W | Upper limit: 2000 FT AGL<br>Lower limit: SFC | FRZ Active H24. Unmanned aircraft flight not permitted unless permission has been granted by the relevant Air Traffic Service unit or aerodrome operator. For contact details, see UK MIL AIP, Part 3 - Aerodromes, Section AD 2.2 |
| EGRU222A OLD WARDEN<br>A circle, 2 NM radius, centred at 520512N 0001907W | Upper limit: 2000 FT AGL<br>Lower limit: SFC | FRZ Active H24. Unmanned aircraft flight not permitted unless permission has been granted by the relevant Air Traffic Service unit or aerodrome operator. For contact details see AIP, Part 3 - Aerodromes, Section AD 2.2 |
| EGRU222B OLD WARDEN RWY 03<br>520232N 0002041W - 520245N 0002128W - 520332N 0002053W thence anti-clockwise by the arc of a circle radius 2 NM centred on 520512N 0001907W to 520318N 0002006W - 520232N 0002041W | Upper limit: 2000 FT AGL<br>Lower limit: SFC | FRZ Active H24. Unmanned aircraft flight not permitted unless permission has been granted by the relevant Air Traffic Service unit or aerodrome operator. For contact details see AIP, Part 3 - Aerodromes, Section AD 2.2 |
| EGRU222C OLD WARDEN RWY 21<br>520753N 0001732W - 520739N 0001645W - 520652N 0001721W thence anti-clockwise by the arc of a circle radius 2 NM centred on 520512N 0001907W to 520706N 0001808W - 520753N 0001732W | Upper limit: 2000 FT AGL<br>Lower limit: SFC | FRZ Active H24. Unmanned aircraft flight not permitted unless permission has been granted by the relevant Air Traffic Service unit or aerodrome operator. For contact details see AIP, Part 3 - Aerodromes, Section AD 2.2 |
| EGRU222D OLD WARDEN RWY 03X<br>520218N 0002051W - 520231N 0002139W - 520332N 0002053W thence anti-clockwise by the arc of a circle radius 2 NM centred on 520512N 0001907W to 520318N 0002005W - 520218N 0002051W | Upper limit: 2000 FT AGL<br>Lower limit: SFC | FRZ Active H24. Unmanned aircraft flight not permitted unless permission has been granted by the relevant Air Traffic Service unit or aerodrome operator. For contact details see AIP, Part 3 - Aerodromes, Section AD 2.2 |

# ENR 5.1 PROHIBITED, RESTRICTED AND DANGER AREAS (continued)

| Identification and Name<br>Lateral Limits | Upper Limit<br>Lower Limit | Remarks<br>(time of activity, type of restriction, nature of hazard, risk of interception) |
|---|---|---|
| 1 | 2 | 3 |
| EGRU222E OLD WARDEN RWY 21X<br>520753N 0001732W - 520739N 0001645W - 520652N 0001721W thence anti-clockwise by the arc of a circle radius 2 NM centred on 520512N 0001907W to 520706N 0001808W - 520753N 0001732W | Upper limit: 2000 FT AGL<br>Lower limit: SFC | FRZ Active H24. Unmanned aircraft flight not permitted unless permission has been granted by the relevant Air Traffic Service unit or aerodrome operator. For contact details see AIP, Part 3 - Aerodromes, Section AD 2.2 |
| EGRU224A FENLAND<br>A circle, 2 NM radius, centred at 524422N 0000148W | Upper limit: 2000 FT AGL<br>Lower limit: SFC | FRZ Active H24. Unmanned aircraft flight not permitted unless permission has been granted by the relevant Air Traffic Service unit or aerodrome operator. For contact details see AIP, Part 3 - Aerodromes, Section AD 2.2 |
| EGRU224B FENLAND RWY 18<br>524711N 0000210W - 524710N 0000116W - 524620N 0000118W thence anti-clockwise by the arc of a circle radius 2 NM centred on 524422N 0000148W to 524621N 0000211W - 524711N 0000210W | Upper limit: 2000 FT AGL<br>Lower limit: SFC | FRZ Active H24. Unmanned aircraft flight not permitted unless permission has been granted by the relevant Air Traffic Service unit or aerodrome operator. For contact details see AIP, Part 3 - Aerodromes, Section AD 2.2 |
| EGRU224C FENLAND RWY 36<br>524130N 0000125W - 524131N 0000219W - 524224N 0000217W thence anti-clockwise by the arc of a circle radius 2 NM centred on 524422N 0000148W to 524223N 0000124W - 524130N 0000125W | Upper limit: 2000 FT AGL<br>Lower limit: SFC | FRZ Active H24. Unmanned aircraft flight not permitted unless permission has been granted by the relevant Air Traffic Service unit or aerodrome operator. For contact details see AIP, Part 3 - Aerodromes, Section AD 2.2 |
| EGRU225A DUXFORD<br>A circle, 2 NM radius, centred at 520526N 0000753E | Upper limit: 2000 FT AGL<br>Lower limit: SFC | FRZ Active H24. Unmanned aircraft flight not permitted unless permission has been granted by the relevant Air Traffic Service unit or aerodrome operator. For contact details see AIP, Part 3 - Aerodromes, Section AD 2.2 |
| EGRU225B DUXFORD RWY 06L<br>520342N 0000358E - 520409N 0000331E - 520441N 0000453E thence anti-clockwise by the arc of a circle radius 2 NM centred on 520526N 0000753E to 520413N 0000519E - 520342N 0000358E | Upper limit: 2000 FT AGL<br>Lower limit: SFC | FRZ Active H24. Unmanned aircraft flight not permitted unless permission has been granted by the relevant Air Traffic Service unit or aerodrome operator. For contact details see AIP, Part 3 - Aerodromes, Section AD 2.2 |
| EGRU225C DUXFORD RWY 24R<br>520716N 0001135E - 520648N 0001203E - 520619N 0001047E thence anti-clockwise by the arc of a circle radius 2 NM centred on 520526N 0000753E to 520646N 0001018E - 520716N 0001135E | Upper limit: 2000 FT AGL<br>Lower limit: SFC | FRZ Active H24. Unmanned aircraft flight not permitted unless permission has been granted by the relevant Air Traffic Service unit or aerodrome operator. For contact details see AIP, Part 3 - Aerodromes, Section AD 2.2 |
| EGRU225D DUXFORD RWY 06R<br>520334N 0000352E - 520401N 0000325E - 520437N 0000456E thence anti-clockwise by the arc of a circle radius 2 NM centred on 520526N 0000753E to 520409N 0000524E - 520334N 0000352E | Upper limit: 2000 FT AGL<br>Lower limit: SFC | FRZ Active H24. Unmanned aircraft flight not permitted unless permission has been granted by the relevant Air Traffic Service unit or aerodrome operator. For contact details see AIP, Part 3 - Aerodromes, Section AD 2.2 |
| EGRU225E DUXFORD RWY 24L<br>520716N 0001150E - 520648N 0001218E - 520615N 0001051E thence anti-clockwise by the arc of a circle radius 2 NM centred on 520526N 0000753E to 520642N 0001023E - 520716N 0001150E | Upper limit: 2000 FT AGL<br>Lower limit: SFC | FRZ Active H24. Unmanned aircraft flight not permitted unless permission has been granted by the relevant Air Traffic Service unit or aerodrome operator. For contact details see AIP, Part 3 - Aerodromes, Section AD 2.2 |
| EGRU226A CAMBRIDGE<br>A circle, 2.5 NM radius, centred at 521218N 0001030E | Upper limit: 2000 FT AGL<br>Lower limit: SFC | FRZ Active H24. Unmanned aircraft flight not permitted unless permission has been granted by the relevant Air Traffic Service unit or aerodrome operator. For contact details see AIP, Part 3 - Aerodromes, Section AD 2.2 |
| EGRU226B CAMBRIDGE RWY 05<br>521006N 0000655E - 521030N 0000621E - 521055N 0000708E thence anti-clockwise by the arc of a circle radius 2.5 NM centred on 521218N 0001030E to 521030N 0000742E - 521006N 0000655E | Upper limit: 2000 FT AGL<br>Lower limit: SFC | FRZ Active H24. Unmanned aircraft flight not permitted unless permission has been granted by the relevant Air Traffic Service unit or aerodrome operator. For contact details see AIP, Part 3 - Aerodromes, Section AD 2.2 |

## ENR 5.1 PROHIBITED, RESTRICTED AND DANGER AREAS (continued)

| Identification and Name<br>Lateral Limits | Upper Limit<br>Lower Limit | Remarks<br>(time of activity, type of restriction, nature of hazard, risk of interception) |
|---|---|---|
| **1** | **2** | **3** |
| EGRU226C CAMBRIDGE RWY 23<br>521432N 0001409E - 521407N 0001442E - 521341N 0001352E thence anti-clockwise by the arc of a circle radius 2.5 NM centred on 521218N 0001030E to 521406N 0001319E - 521432N 0001409E | Upper limit: 2000 FT AGL<br>Lower limit: SFC | FRZ Active H24. Unmanned aircraft flight not permitted unless permission has been granted by the relevant Air Traffic Service unit or aerodrome operator. For contact details see AIP, Part 3 - Aerodromes, Section AD 2.2 |
| EGRU227A MILDENHALL<br>A circle, 2.5 NM radius, centred at 522143N 0002911E | Upper limit: 2000 FT AGL<br>Lower limit: SFC | FRZ Active H24. Unmanned aircraft flight not permitted unless permission has been granted by the relevant Air Traffic Service unit or aerodrome operator. For contact details, see UK MIL AIP, Part 3 - Aerodromes, Section AD 2.2 |
| EGRU227B MILDENHALL RWY 11<br>522215N 0002335E - 522246N 0002348E - 522233N 0002520E thence anti-clockwise by the arc of a circle radius 2.5 NM centred on 522143N 0002911E to 522201N 0002508E - 522215N 0002335E | Upper limit: 2000 FT AGL<br>Lower limit: SFC | FRZ Active H24. Unmanned aircraft flight not permitted unless permission has been granted by the relevant Air Traffic Service unit or aerodrome operator. For contact details, see UK MIL AIP, Part 3 - Aerodromes, Section AD 2.2 |
| EGRU227C MILDENHALL RWY 29<br>522111N 0003446E - 522040N 0003434E - 522053N 0003302E thence anti-clockwise by the arc of a circle radius 2.5 NM centred on 522143N 0002911E to 522124N 0003314E - 522111N 0003446E | Upper limit: 2000 FT AGL<br>Lower limit: SFC | FRZ Active H24. Unmanned aircraft flight not permitted unless permission has been granted by the relevant Air Traffic Service unit or aerodrome operator. For contact details, see UK MIL AIP, Part 3 - Aerodromes, Section AD 2.2 |
| EGRU228A MARHAM<br>A circle, 2.5 NM radius, centred at 523854N 0003302E | Upper limit: 2000 FT AGL<br>Lower limit: SFC | FRZ Active H24. Unmanned aircraft flight not permitted unless permission has been granted by the relevant Air Traffic Service unit or aerodrome operator. For contact details, see UK MIL AIP, Part 3 - Aerodromes, Section AD 2.2 |
| EGRU228B MARHAM RWY 01<br>523538N 0003307E - 523543N 0003215E - 523626N 0003225E thence anti-clockwise by the arc of a circle radius 2.5 NM centred on 523854N 0003302E to 523625N 0003319E - 523538N 0003307E | Upper limit: 2000 FT AGL<br>Lower limit: SFC | FRZ Active H24. Unmanned aircraft flight not permitted unless permission has been granted by the relevant Air Traffic Service unit or aerodrome operator. For contact details, see UK MIL AIP, Part 3 - Aerodromes, Section AD 2.2 |
| EGRU228C MARHAM RWY 19<br>524200N 0003348E - 524156N 0003441E - 524114N 0003430E thence anti-clockwise by the arc of a circle radius 2.5 NM centred on 523854N 0003302E to 524122N 0003339E - 524200N 0003348E | Upper limit: 2000 FT AGL<br>Lower limit: SFC | FRZ Active H24. Unmanned aircraft flight not permitted unless permission has been granted by the relevant Air Traffic Service unit or aerodrome operator. For contact details, see UK MIL AIP, Part 3 - Aerodromes, Section AD 2.2 |
| EGRU228D MARHAM RWY 05<br>523643N 0002837E - 523710N 0002807E - 523743N 0002925E thence anti-clockwise by the arc of a circle radius 2.5 NM centred on 523854N 0003302E to 523716N 0002956E - 523643N 0002837E | Upper limit: 2000 FT AGL<br>Lower limit: SFC | FRZ Active H24. Unmanned aircraft flight not permitted unless permission has been granted by the relevant Air Traffic Service unit or aerodrome operator. For contact details, see UK MIL AIP, Part 3 - Aerodromes, Section AD 2.2 |
| EGRU228E MARHAM RWY 23<br>524104N 0003727E - 524038N 0003757E - 524005N 0003639E thence anti-clockwise by the arc of a circle radius 2.5 NM centred on 523854N 0003302E to 524032N 0003609E - 524104N 0003727E | Upper limit: 2000 FT AGL<br>Lower limit: SFC | FRZ Active H24. Unmanned aircraft flight not permitted unless permission has been granted by the relevant Air Traffic Service unit or aerodrome operator. For contact details, see UK MIL AIP, Part 3 - Aerodromes, Section AD 2.2 |
| EGRU229A LAKENHEATH<br>A circle, 2.5 NM radius, centred at 522434N 0003340E | Upper limit: 2000 FT AGL<br>Lower limit: SFC | FRZ Active H24. Unmanned aircraft flight not permitted unless permission has been granted by the relevant Air Traffic Service unit or aerodrome operator. For contact details, see UK MIL AIP, Part 3 - Aerodromes, Section AD 2.2 |
| EGRU229B LAKENHEATH RWY 06<br>522224N 0002916E - 522251N 0002847E - 522323N 0003004E thence anti-clockwise by the arc of a circle radius 2.5 NM centred on 522434N 0003340E to 522257N 0003034E - 522224N 0002916E | Upper limit: 2000 FT AGL<br>Lower limit: SFC | FRZ Active H24. Unmanned aircraft flight not permitted unless permission has been granted by the relevant Air Traffic Service unit or aerodrome operator. For contact details, see UK MIL AIP, Part 3 - Aerodromes, Section AD 2.2 |

# ENR 5.1 PROHIBITED, RESTRICTED AND DANGER AREAS (continued)

| Identification and Name<br>Lateral Limits | Upper Limit<br>Lower Limit | Remarks<br>(time of activity, type of restriction, nature of hazard, risk of interception) |
|---|---|---|
| 1 | 2 | 3 |
| EGRU229C LAKENHEATH RWY 24<br>522643N 0003803E - 522617N 0003833E - 522544N 0003716E thence anti-clockwise by the arc of a circle radius 2.5 NM centred on 522434N 0003340E to 522611N 0003646E - 522643N 0003803E | Upper limit: 2000 FT AGL<br>Lower limit: SFC | FRZ Active H24. Unmanned aircraft flight not permitted unless permission has been granted by the relevant Air Traffic Service unit or aerodrome operator. For contact details, see UK MIL AIP, Part 3 - Aerodromes, Section AD 2.2 |
| EGRU230A WATTISHAM<br>A circle, 2.5 NM radius, centred at 520737N 0005719E | Upper limit: 2000 FT AGL<br>Lower limit: SFC | FRZ Active H24. Unmanned aircraft flight not permitted unless permission has been granted by the relevant Air Traffic Service unit or aerodrome operator. For contact details, see UK MIL AIP, Part 3 - Aerodromes, Section AD 2.2 |
| EGRU230B WATTISHAM RWY 05<br>520513N 0005340E - 520537N 0005305E - 520609N 0005402E thence anti-clockwise by the arc of a circle radius 2.5 NM centred on 520737N 0005719E to 520545N 0005438E - 520513N 0005340E | Upper limit: 2000 FT AGL<br>Lower limit: SFC | FRZ Active H24. Unmanned aircraft flight not permitted unless permission has been granted by the relevant Air Traffic Service unit or aerodrome operator. For contact details, see UK MIL AIP, Part 3 - Aerodromes, Section AD 2.2 |
| EGRU230C WATTISHAM RWY 23<br>521004N 0010104E - 520940N 0010139E - 520905N 0010037E thence anti-clockwise by the arc of a circle radius 2.5 NM centred on 520737N 0005719E to 520929N 0010001E - 521004N 0010104E | Upper limit: 2000 FT AGL<br>Lower limit: SFC | FRZ Active H24. Unmanned aircraft flight not permitted unless permission has been granted by the relevant Air Traffic Service unit or aerodrome operator. For contact details, see UK MIL AIP, Part 3 - Aerodromes, Section AD 2.2 |
| EGRU231A OLD BUCKENHAM<br>A circle, 2 NM radius, centred at 522951N 0010307E | Upper limit: 2000 FT AGL<br>Lower limit: SFC | FRZ Active H24. Unmanned aircraft flight not permitted unless permission has been granted by the relevant Air Traffic Service unit or aerodrome operator. For contact details see AIP, Part 3 - Aerodromes, Section AD 2.2 |
| EGRU231B OLD BUCKENHAM RWY 02<br>522715N 0010159E - 522726N 0010110E - 522806N 0010133E thence anti-clockwise by the arc of a circle radius 2 NM centred on 522951N 0010307E to 522755N 0010223E - 522715N 0010159E | Upper limit: 2000 FT AGL<br>Lower limit: SFC | FRZ Active H24. Unmanned aircraft flight not permitted unless permission has been granted by the relevant Air Traffic Service unit or aerodrome operator. For contact details see AIP, Part 3 - Aerodromes, Section AD 2.2 |
| EGRU231C OLD BUCKENHAM RWY 20<br>523242N 0010416E - 523231N 0010506E - 523138N 0010435E thence anti-clockwise by the arc of a circle radius 2 NM centred on 522951N 0010307E to 523149N 0010345E - 523242N 0010416E | Upper limit: 2000 FT AGL<br>Lower limit: SFC | FRZ Active H24. Unmanned aircraft flight not permitted unless permission has been granted by the relevant Air Traffic Service unit or aerodrome operator. For contact details see AIP, Part 3 - Aerodromes, Section AD 2.2 |
| EGRU231D OLD BUCKENHAM RWY 07<br>522822N 0005900E - 522851N 0005837E - 522915N 0010000E thence anti-clockwise by the arc of a circle radius 2 NM centred on 522951N 0010307E to 522846N 0010023E - 522822N 0005900E | Upper limit: 2000 FT AGL<br>Lower limit: SFC | FRZ Active H24. Unmanned aircraft flight not permitted unless permission has been granted by the relevant Air Traffic Service unit or aerodrome operator. For contact details see AIP, Part 3 - Aerodromes, Section AD 2.2 |
| EGRU231E OLD BUCKENHAM RWY 25<br>523120N 0010715E - 523051N 0010737E - 523027N 0010615E thence anti-clockwise by the arc of a circle radius 2 NM centred on 522951N 0010307E to 523057N 0010552E - 523120N 0010715E | Upper limit: 2000 FT AGL<br>Lower limit: SFC | FRZ Active H24. Unmanned aircraft flight not permitted unless permission has been granted by the relevant Air Traffic Service unit or aerodrome operator. For contact details see AIP, Part 3 - Aerodromes, Section AD 2.2 |
| EGRU231F OLD BUCKENHAM RWY 07L<br>522828N 0005916E - 522857N 0005853E - 522917N 0005959E thence anti-clockwise by the arc of a circle radius 2 NM centred on 522951N 0010307E to 522847N 0010021E - 522828N 0005916E | Upper limit: 2000 FT AGL<br>Lower limit: SFC | FRZ Active H24. Unmanned aircraft flight not permitted unless permission has been granted by the relevant Air Traffic Service unit or aerodrome operator. For contact details see AIP, Part 3 - Aerodromes, Section AD 2.2 |
| EGRU231G OLD BUCKENHAM RWY 25R<br>523122N 0010711E - 523053N 0010734E - 523030N 0010613E thence anti-clockwise by the arc of a circle radius 2 NM centred on 522951N 0010307E to 523059N 0010550E - 523122N 0010711E | Upper limit: 2000 FT AGL<br>Lower limit: SFC | FRZ Active H24. Unmanned aircraft flight not permitted unless permission has been granted by the relevant Air Traffic Service unit or aerodrome operator. For contact details see AIP, Part 3 - Aerodromes, Section AD 2.2 |

## ENR 5.1 PROHIBITED, RESTRICTED AND DANGER AREAS (continued)

| Identification and Name<br>Lateral Limits | Upper Limit<br>Lower Limit | Remarks<br>(time of activity, type of restriction, nature of hazard, risk of interception) |
|---|---|---|
| **1** | **2** | **3** |
| EGRU232A NORWICH<br>A circle, 2.5 NM radius, centred at 524033N 0011658E | Upper limit: 2000 FT AGL<br>Lower limit: SFC | FRZ Active H24. Unmanned aircraft flight not permitted unless permission has been granted by the relevant Air Traffic Service unit or aerodrome operator. For contact details see AIP, Part 3 - Aerodromes, Section AD 2.2 |
| EGRU232B NORWICH RWY 09<br>524015N 0011143E - 524047N 0011142E - 524048N 0011252E thence anti-clockwise by the arc of a circle radius 2.5 NM centred on 524033N 0011658E to 524015N 0011253E - 524015N 0011143E | Upper limit: 2000 FT AGL<br>Lower limit: SFC | FRZ Active H24. Unmanned aircraft flight not permitted unless permission has been granted by the relevant Air Traffic Service unit or aerodrome operator. For contact details see AIP, Part 3 - Aerodromes, Section AD 2.2 |
| EGRU232C NORWICH RWY 27<br>524052N 0012212E - 524019N 0012213E - 524019N 0012103E thence anti-clockwise by the arc of a circle radius 2.5 NM centred on 524033N 0011658E to 524051N 0012102E - 524052N 0012212E | Upper limit: 2000 FT AGL<br>Lower limit: SFC | FRZ Active H24. Unmanned aircraft flight not permitted unless permission has been granted by the relevant Air Traffic Service unit or aerodrome operator. For contact details see AIP, Part 3 - Aerodromes, Section AD 2.2 |
| EGRU233A CHETWYND<br>A circle, 2 NM radius, centred at 524842N 0022425W | Upper limit: 2000 FT AGL<br>Lower limit: SFC | FRZ Active H24. Unmanned aircraft flight not permitted unless permission has been granted by the relevant Air Traffic Service unit or aerodrome operator. For contact details, see UK MIL AIP, Part 3 - Aerodromes, Section AD 2.2 |
| EGRU234A HONINGTON<br>A circle, 2 NM radius, centred at 522036N 0004648E | Upper limit: 2000 FT AGL<br>Lower limit: SFC | FRZ Active H24. Unmanned aircraft flight not permitted unless permission has been granted by the relevant Air Traffic Service unit or aerodrome operator. For contact details, see UK MIL AIP, Part 3 - Aerodromes, Section AD 2.2 |
| EGRU234B HONINGTON<br>521947N 0004055E - 522019N 0004047E - 522035N 0004332E thence anti-clockwise by the arc of a circle radius 2 NM centred on 522036N 0004648E to 522003N 0004340E - 521947N 0004055E | Upper limit: 2000 FT AGL<br>Lower limit: SFC | FRZ Active H24. Unmanned aircraft flight not permitted unless permission has been granted by the relevant Air Traffic Service unit or aerodrome operator. For contact details, see UK MIL AIP, Part 3 - Aerodromes, Section AD 2.2 |
| EGRU234C HONINGTON<br>522121N 0005151E - 522049N 0005159E - 522039N 0005004E thence anti-clockwise by the arc of a circle radius 2 NM centred on 522036N 0004648E to 522110N 0004955E - 522121N 0005151E | Upper limit: 2000 FT AGL<br>Lower limit: SFC | FRZ Active H24. Unmanned aircraft flight not permitted unless permission has been granted by the relevant Air Traffic Service unit or aerodrome operator. For contact details, see UK MIL AIP, Part 3 - Aerodromes, Section AD 2.2 |
| EGRU235 HMP BEDFORD<br>520840N 0002812W - 520836N 0002756W - 520822N 0002743W - 520804N 0002758W - 520807N 0002824W - 520815N 0002840W - 520835N 0002832W - 520840N 0002812W | Upper limit: 600 FT ALT<br>Lower limit: SFC | HMP Restricted airspace active H24.<br>Unmanned aircraft flight not permitted unless permission has been granted by HMPPS.<br>HMPPS email: drone.RFZapplication@justice.gov.uk<br>SI 2023/1101<br>Site elevation: 115 FT AMSL |
| EGRU236 HMP BIRMINGHAM<br>522954N 0015626W - 522952N 0015553W - 522944N 0015547W - 522925N 0015547W - 522918N 0015558W - 522917N 0015633W - 522944N 0015648W - 522954N 0015626W | Upper limit: 900 FT ALT<br>Lower limit: SFC | HMP Restricted airspace active H24.<br>Unmanned aircraft flight not permitted unless permission has been granted by HMPPS.<br>HMPPS email: drone.RFZapplication@justice.gov.uk<br>SI 2023/1101<br>Site elevation: 483 FT AMSL |
| EGRU237 HMP BURE<br>524549N 0012029E - 524552N 0012052E - 524537N 0012123E - 524511N 0012049E - 524532N 0012007E - 524549N 0012029E | Upper limit: 500 FT ALT<br>Lower limit: SFC | HMP Restricted airspace active H24.<br>Unmanned aircraft flight not permitted unless permission has been granted by HMPPS.<br>HMPPS email: drone.RFZapplication@justice.gov.uk<br>SI 2023/1101<br>Site elevation: 77 FT AMSL |
| EGRU238 HMP DOVEGATE<br>525234N 0014708W - 525234N 0014639W - 525215N 0014608W - 525150N 0014649W - 525212N 0014724W - 525226N 0014723W - 525234N 0014708W | Upper limit: 700 FT ALT<br>Lower limit: SFC | HMP Restricted airspace active H24.<br>Unmanned aircraft flight not permitted unless permission has been granted by HMPPS.<br>HMPPS email: drone.RFZapplication@justice.gov.uk<br>SI 2023/1101<br>Site elevation: 243 FT AMSL |

# ENR 5.1 PROHIBITED, RESTRICTED AND DANGER AREAS (continued)

| Identification and Name<br>Lateral Limits | Upper Limit<br>Lower Limit | Remarks<br>(time of activity, type of restriction, nature of hazard, risk of interception) |
|---|---|---|
| 1 | 2 | 3 |
| EGRU239 HMP DRAKE HALL<br>525309N 0021429W - 525249N 0021352W - 525224N 0021421W - 525223N 0021445W - 525241N 0021503W - 525255N 0021453W - 525309N 0021429W | Upper limit: 800 FT ALT<br>Lower limit: SFC | HMP Restricted airspace active H24.<br>Unmanned aircraft flight not permitted unless permission has been granted by HMPPS.<br>HMPPS email: drone.RFZapplication@justice.gov.uk<br>SI 2023/1101<br>Site elevation: 347 FT AMSL |
| EGRU240 HMP FEATHERSTONE/ BRINSFORD/OAKWOOD<br>523917N 0020718W - 523923N 0020623W - 523849N 0020555W - 523821N 0020609W - 523826N 0020658W - 523841N 0020716W - 523917N 0020718W | Upper limit: 800 FT ALT<br>Lower limit: SFC | HMP Restricted airspace active H24.<br>Unmanned aircraft flight not permitted unless permission has been granted by HMPPS.<br>HMPPS email: drone.RFZapplication@justice.gov.uk<br>SI 2023/1101<br>Site elevation: 393 FT AMSL |
| EGRU241 HMP FIVE WELLS<br>521728N 0004128W - 521727N 0004101W - 521710N 0004054W - 521646N 0004102W - 521645N 0004141W - 521658N 0004205W - 521714N 0004205W - 521728N 0004128W | Upper limit: 700 FT ALT<br>Lower limit: SFC | HMP Restricted airspace active H24.<br>Unmanned aircraft flight not permitted unless permission has been granted by HMPPS.<br>HMPPS email: drone.RFZapplication@justice.gov.uk<br>SI 2023/1101<br>Site elevation: 226 FT AMSL |
| EGRU242 HMP FOSSE WAY<br>523531N 0010859W - 523528N 0010812W - 523443N 0010815W - 523439N 0010853W - 523446N 0010924W - 523531N 0010859W | Upper limit: 700 FT ALT<br>Lower limit: SFC | HMP Restricted airspace active H24.<br>Unmanned aircraft flight not permitted unless permission has been granted by HMPPS.<br>HMPPS email: drone.RFZapplication@justice.gov.uk<br>SI 2023/1101<br>Site elevation: 298 FT AMSL |
| EGRU243 HMP FOSTON HALL<br>525313N 0014400W - 525314N 0014325W - 525303N 0014256W - 525237N 0014314W - 525237N 0014357W - 525313N 0014400W | Upper limit: 700 FT ALT<br>Lower limit: SFC | HMP Restricted airspace active H24.<br>Unmanned aircraft flight not permitted unless permission has been granted by HMPPS.<br>HMPPS email: drone.RFZapplication@justice.gov.uk<br>SI 2023/1101<br>Site elevation: 223 FT AMSL |
| EGRU244 HMP GARTREE<br>523004N 0005752W - 522959N 0005714W - 522931N 0005708W - 522921N 0005801W - 522945N 0005814W - 523004N 0005752W | Upper limit: 800 FT ALT<br>Lower limit: SFC | HMP Restricted airspace active H24.<br>Unmanned aircraft flight not permitted unless permission has been granted by HMPPS.<br>HMPPS email: drone.RFZapplication@justice.gov.uk<br>SI 2023/1101<br>Site elevation: 398 FT AMSL |
| EGRU245 HMP HEWELL<br>521951N 0015926W - 521935N 0015833W - 521911N 0015853W - 521911N 0015919W - 521917N 0015936W - 521930N 0015948W - 521951N 0015926W | Upper limit: 900 FT ALT<br>Lower limit: SFC | HMP Restricted airspace active H24.<br>Unmanned aircraft flight not permitted unless permission has been granted by HMPPS.<br>HMPPS email: drone.RFZapplication@justice.gov.uk<br>SI 2023/1101<br>Site elevation: 443 FT AMSL |
| EGRU246 HMP HIGHPOINT<br>520847N 0003034E - 520845N 0003109E - 520801N 0003134E - 520749N 0003019E - 520822N 0003003E - 520847N 0003034E | Upper limit: 800 FT ALT<br>Lower limit: SFC | HMP Restricted airspace active H24.<br>Unmanned aircraft flight not permitted unless permission has been granted by HMPPS.<br>HMPPS email: drone.RFZapplication@justice.gov.uk<br>SI 2023/1101<br>Site elevation: 390 FT AMSL |
| EGRU247 HMP LEICESTER<br>523755N 0010756W - 523744N 0010724W - 523728N 0010735W - 523721N 0010753W - 523730N 0010818W - 523749N 0010821W - 523755N 0010756W | Upper limit: 700 FT ALT<br>Lower limit: SFC | HMP Restricted airspace active H24.<br>Unmanned aircraft flight not permitted unless permission has been granted by HMPPS.<br>HMPPS email: drone.RFZapplication@justice.gov.uk<br>SI 2023/1101<br>Site elevation: 215 FT AMSL |
| EGRU248 HMP LITTLEHEY<br>521707N 0001916W - 521706N 0001824W - 521656N 0001811W - 521637N 0001817W - 521627N 0001846W - 521633N 0001920W - 521648N 0001924W - 521707N 0001916W | Upper limit: 600 FT ALT<br>Lower limit: SFC | HMP Restricted airspace active H24.<br>Unmanned aircraft flight not permitted unless permission has been granted by HMPPS.<br>HMPPS email: drone.RFZapplication@justice.gov.uk<br>SI 2023/1101<br>Site elevation: 173 FT AMSL |

## ENR 5.1 PROHIBITED, RESTRICTED AND DANGER AREAS (continued)

| Identification and Name<br>Lateral Limits | Upper Limit<br>Lower Limit | Remarks<br>(time of activity, type of restriction, nature of hazard, risk of interception) |
|---|---|---|
| 1 | 2 | 3 |
| EGRU249 HMP LONG LARTIN<br>520649N 0015133W - 520643N 0015034W - 520609N 0015055W - 520616N 0015158W - 520649N 0015133W | Upper limit: 600 FT ALT<br>Lower limit: SFC | HMP Restricted airspace active H24.<br>Unmanned aircraft flight not permitted unless permission has been granted by HMPPS.<br>HMPPS email: drone.RFZapplication@justice.gov.uk<br>SI 2023/1101<br>Site elevation: 160 FT AMSL |
| EGRU250 HMP NORWICH<br>523836N 0011852E - 523838N 0011915E - 523811N 0011938E - 523801N 0011938E - 523748N 0011855E - 523753N 0011845E - 523821N 0011823E - 523836N 0011852E | Upper limit: 600 FT ALT<br>Lower limit: SFC | HMP Restricted airspace active H24.<br>Unmanned aircraft flight not permitted unless permission has been granted by Norwich Airport (FRZ - EGRU232A) and HMPPS.<br>Contact online:<br>https://www.norwichairport.co.uk/airfield-pilot-information/<br>HMPPS email: drone.RFZapplication@justice.gov.uk<br>SI 2023/1101<br>Site elevation: 160 FT AMSL |
| EGRU251 HMP NOTTINGHAM<br>525921N 0010935W - 525925N 0010857W - 525856N 0010848W - 525850N 0010906W - 525848N 0010942W - 525905N 0010948W - 525915N 0010946W - 525921N 0010935W | Upper limit: 700 FT ALT<br>Lower limit: SFC | HMP Restricted airspace active H24.<br>Unmanned aircraft flight not permitted unless permission has been granted by HMPPS.<br>HMPPS email: drone.RFZapplication@justice.gov.uk<br>SI 2023/1101<br>Site elevation: 255 FT AMSL |
| EGRU252 HMP PETERBOROUGH<br>523529N 0001553W - 523535N 0001524W - 523459N 0001501W - 523451N 0001534W - 523458N 0001559W - 523506N 0001602W - 523520N 0001602W - 523529N 0001553W | Upper limit: 500 FT ALT<br>Lower limit: SFC | HMP Restricted airspace active H24.<br>Unmanned aircraft flight not permitted unless permission has been granted by HMPPS.<br>HMPPS email: drone.RFZapplication@justice.gov.uk<br>SI 2023/1101<br>Site elevation: 62 FT AMSL |
| EGRU253 HMP RYE HILL/OLNEY<br>522004N 0011457W - 522005N 0011435W - 521956N 0011413W - 521948N 0011408W - 521937N 0011406W - 521925N 0011421W - 521919N 0011455W - 521920N 0011535W - 522000N 0011513W - 522004N 0011457W | Upper limit: 800 FT ALT<br>Lower limit: SFC | HMP Restricted airspace active H24.<br>Unmanned aircraft flight not permitted unless permission has been granted by HMPPS.<br>HMPPS email: drone.RFZapplication@justice.gov.uk<br>SI 2023/1101<br>Site elevation: 361 FT AMSL |
| EGRU254 HMP STAFFORD<br>524854N 0020734W - 524902N 0020643W - 524841N 0020635W - 524828N 0020639W - 524820N 0020720W - 524854N 0020734W | Upper limit: 700 FT ALT<br>Lower limit: SFC | HMP Restricted airspace active H24.<br>Unmanned aircraft flight not permitted unless permission has been granted by HMPPS.<br>HMPPS email: drone.RFZapplication@justice.gov.uk<br>SI 2023/1101<br>Site elevation: 267 FT AMSL |
| EGRU255 HMP STOCKEN<br>524512N 0003449W - 524513N 0003414W - 524450N 0003403W - 524434N 0003430W - 524429N 0003454W - 524440N 0003514W - 524449N 0003518W - 524504N 0003516W - 524512N 0003449W | Upper limit: 800 FT ALT<br>Lower limit: SFC | HMP Restricted airspace active H24.<br>Unmanned aircraft flight not permitted unless permission has been granted by HMPPS.<br>HMPPS email: drone.RFZapplication@justice.gov.uk<br>SI 2023/1101<br>Site elevation: 371 FT AMSL |
| EGRU256 HMP STOKE HEATH<br>525231N 0023138W - 525224N 0023119W - 525231N 0023107W - 525216N 0023045W - 525202N 0023043W - 525157N 0023052W - 525142N 0023059W - 525152N 0023157W - 525231N 0023138W | Upper limit: 700 FT ALT<br>Lower limit: SFC | HMP Restricted airspace active H24.<br>Unmanned aircraft flight not permitted unless permission has been granted by RAF Shawbury (Ternhill FRZ - EGRU206A) and HMPPS.<br>Contact: RAF Shawbury Station Ops 01939-250341 ext 7163 shy-ops@mod.gov.uk<br>HMPPS email: drone.RFZapplication@justice.gov.uk<br>SI 2023/1101<br>Site elevation: 269 FT AMSL |
| EGRU257 HMP SWINFEN HALL<br>523936N 0014816W - 523921N 0014741W - 523908N 0014741W - 523849N 0014810W - 523857N 0014834W - 523910N 0014858W - 523936N 0014816W | Upper limit: 800 FT ALT<br>Lower limit: SFC | HMP Restricted airspace active H24.<br>Unmanned aircraft flight not permitted unless permission has been granted by HMPPS.<br>HMPPS email: drone.RFZapplication@justice.gov.uk<br>SI 2023/1101<br>Site elevation: 309 FT AMSL |
| EGRU258 HMP WARREN HILL<br>520356N 0012736E - 520335N 0012812E - 520319N 0012809E - 520307N 0012727E - 520333N 0012659E - 520356N 0012736E | Upper limit: 500 FT ALT<br>Lower limit: SFC | HMP Restricted airspace active H24.<br>Unmanned aircraft flight not permitted unless permission has been granted by HMPPS.<br>HMPPS email: drone.RFZapplication@justice.gov.uk<br>SI 2023/1101<br>Site elevation: 59 FT AMSL |

# ENR 5.1 PROHIBITED, RESTRICTED AND DANGER AREAS (continued)

| Identification and Name<br>Lateral Limits | Upper Limit<br>Lower Limit | Remarks<br>(time of activity, type of restriction, nature of hazard, risk of interception) |
|---|---|---|
| 1 | 2 | 3 |
| EGRU259 HMP WAYLAND<br>523337N 0005103E - 523337N 0005158E - 523256N 0005158E - 523256N 0005109E - 523313N 0005056E - 523337N 0005103E | Upper limit: 600 FT ALT<br>Lower limit: SFC | HMP Restricted airspace active H24.<br>Unmanned aircraft flight not permitted unless permission has been granted by HMPPS.<br>HMPPS email: drone.RFZapplication@justice.gov.uk<br>SI 2023/1101<br>Site elevation: 189 FT AMSL |
| EGRU260 HMP WHATTON<br>525709N 0005519W - 525708N 0005442W - 525710N 0005428W - 525659N 0005406W - 525634N 0005402W - 525638N 0005523W - 525709N 0005519W | Upper limit: 500 FT ALT<br>Lower limit: SFC | HMP Restricted airspace active H24.<br>Unmanned aircraft flight not permitted unless permission has been granted by HMPPS.<br>HMPPS email: drone.RFZapplication@justice.gov.uk<br>SI 2023/1101<br>Site elevation: 87 FT AMSL |
| EGRU261 HMP WHITEMOOR<br>523445N 0000411E - 523456N 0000509E - 523421N 0000527E - 523410N 0000430E - 523445N 0000411E | Upper limit: 500 FT ALT<br>Lower limit: SFC | HMP Restricted airspace active H24.<br>Unmanned aircraft flight not permitted unless permission has been granted by HMPPS.<br>HMPPS email: drone.RFZapplication@justice.gov.uk<br>SI 2023/1101<br>Site elevation: 17 FT AMSL |
| EGRU262 HMP WOODHILL<br>520113N 0004826W - 520038N 0004752W - 520021N 0004838W - 520056N 0004913W - 520113N 0004826W | Upper limit: 900 FT ALT<br>Lower limit: SFC | HMP Restricted airspace active H24.<br>Unmanned aircraft flight not permitted unless permission has been granted by HMPPS.<br>HMPPS email: drone.RFZapplication@justice.gov.uk<br>SI 2023/1101<br>Site elevation: 401 FT AMSL |
| EGRU263 HUSBANDS BOSWORTH<br>522616N 0010220W - 522619N 0010135W - 522559N 0010133W - 522556N 0010200W - 522537N 0010221W - 522550N 0010250W - 522616N 0010220W | Upper limit: 1550 FT ALT<br>Lower limit: SFC | Unmanned Aircraft Restriction. H24. National Police Air Service activity. Permissions to fly UAS within the Restricted Area are to be obtained from NPAS Operations Centre via email: ops.centre@npas.police.uk or telephone: 01924-962814.<br>Site elevation: 528 FT AMSL |
| EGRU301A VALLEY<br>A circle, 2.5 NM radius, centred at 531453N 0043207W | Upper limit: 2000 FT AGL<br>Lower limit: SFC | FRZ Active H24. Unmanned aircraft flight not permitted unless permission has been granted by the relevant Air Traffic Service unit or aerodrome operator. For contact details, see UK MIL AIP, Part 3 - Aerodromes, Section AD 2.2 |
| EGRU301B VALLEY RWY 01<br>531154N 0043228W - 531158N 0043322W - 531229N 0043316W thence anti-clockwise by the arc of a circle radius 2.5 NM centred on 531453N 0043207W to 531224N 0043223W - 531154N 0043228W | Upper limit: 2000 FT AGL<br>Lower limit: SFC | FRZ Active H24. Unmanned aircraft flight not permitted unless permission has been granted by the relevant Air Traffic Service unit or aerodrome operator. For contact details, see UK MIL AIP, Part 3 - Aerodromes, Section AD 2.2 |
| EGRU301C VALLEY RWY 19<br>531810N 0043213W - 531806N 0043120W - 531721N 0043128W thence anti-clockwise by the arc of a circle radius 2.5 NM centred on 531453N 0043207W to 531723N 0043222W - 531810N 0043213W | Upper limit: 2000 FT AGL<br>Lower limit: SFC | FRZ Active H24. Unmanned aircraft flight not permitted unless permission has been granted by the relevant Air Traffic Service unit or aerodrome operator. For contact details, see UK MIL AIP, Part 3 - Aerodromes, Section AD 2.2 |
| EGRU301D VALLEY RWY 13<br>531646N 0043630W - 531711N 0043555W - 531642N 0043459W thence anti-clockwise by the arc of a circle radius 2.5 NM centred on 531453N 0043207W to 531618N 0043534W - 531646N 0043630W | Upper limit: 2000 FT AGL<br>Lower limit: SFC | FRZ Active H24. Unmanned aircraft flight not permitted unless permission has been granted by the relevant Air Traffic Service unit or aerodrome operator. For contact details, see UK MIL AIP, Part 3 - Aerodromes, Section AD 2.2 |
| EGRU301E VALLEY RWY 31<br>531253N 0042730W - 531228N 0042805W - 531305N 0042916W thence anti-clockwise by the arc of a circle radius 2.5 NM centred on 531453N 0043207W to 531329N 0042841W - 531253N 0042730W | Upper limit: 2000 FT AGL<br>Lower limit: SFC | FRZ Active H24. Unmanned aircraft flight not permitted unless permission has been granted by the relevant Air Traffic Service unit or aerodrome operator. For contact details, see UK MIL AIP, Part 3 - Aerodromes, Section AD 2.2 |
| EGRU302A CAERNARFON<br>A circle, 2 NM radius, centred at 530607N 0042015W | Upper limit: 2000 FT AGL<br>Lower limit: SFC | FRZ Active H24. Unmanned aircraft flight not permitted unless permission has been granted by the relevant Air Traffic Service unit or aerodrome operator. For contact details see AIP, Part 3 - Aerodromes, Section AD 2.2 |

## ENR 5.1 PROHIBITED, RESTRICTED AND DANGER AREAS (continued)

| Identification and Name<br>Lateral Limits | Upper Limit<br>Lower Limit | Remarks<br>(time of activity, type of restriction, nature of hazard, risk of interception) |
|---|---|---|
| 1 | 2 | 3 |
| EGRU302B CAERNARFON RWY 07<br>530455N 0042437W - 530525N 0042455W - 530543N 0042331W thence anti-clockwise by the arc of a circle radius 2 NM centred on 530607N 0042015W to 530512N 0042313W - 530455N 0042437W | Upper limit: 2000 FT AGL<br>Lower limit: SFC | FRZ Active H24. Unmanned aircraft flight not permitted unless permission has been granted by the relevant Air Traffic Service unit or aerodrome operator. For contact details see AIP, Part 3 - Aerodromes, Section AD 2.2 |
| EGRU302C CAERNARFON RWY 25<br>530718N 0041554W - 530648N 0041536W - 530630N 0041700W thence anti-clockwise by the arc of a circle radius 2 NM centred on 530607N 0042015W to 530701N 0041718W - 530718N 0041554W | Upper limit: 2000 FT AGL<br>Lower limit: SFC | FRZ Active H24. Unmanned aircraft flight not permitted unless permission has been granted by the relevant Air Traffic Service unit or aerodrome operator. For contact details see AIP, Part 3 - Aerodromes, Section AD 2.2 |
| EGRU303A WOODVALE<br>A circle, 2 NM radius, centred at 533454N 0030327W | Upper limit: 2000 FT AGL<br>Lower limit: SFC | FRZ Active H24. Unmanned aircraft flight not permitted unless permission has been granted by the relevant Air Traffic Service unit or aerodrome operator. For contact details, see UK MIL AIP, Part 3 - Aerodromes, Section AD 2.2 |
| EGRU303B WOODVALE RWY 03<br>533204N 0030543W - 533220N 0030630W - 533320N 0030531W thence anti-clockwise by the arc of a circle radius 2 NM centred on 533454N 0030327W to 533304N 0030444W - 533204N 0030543W | Upper limit: 2000 FT AGL<br>Lower limit: SFC | FRZ Active H24. Unmanned aircraft flight not permitted unless permission has been granted by the relevant Air Traffic Service unit or aerodrome operator. For contact details, see UK MIL AIP, Part 3 - Aerodromes, Section AD 2.2 |
| EGRU303C WOODVALE RWY 21<br>533745N 0030111W - 533728N 0030024W - 533628N 0030123W thence anti-clockwise by the arc of a circle radius 2 NM centred on 533454N 0030327W to 533645N 0030210W - 533745N 0030111W | Upper limit: 2000 FT AGL<br>Lower limit: SFC | FRZ Active H24. Unmanned aircraft flight not permitted unless permission has been granted by the relevant Air Traffic Service unit or aerodrome operator. For contact details, see UK MIL AIP, Part 3 - Aerodromes, Section AD 2.2 |
| EGRU303D WOODVALE RWY 08<br>533358N 0030816W - 533430N 0030825W - 533439N 0030647W thence anti-clockwise by the arc of a circle radius 2 NM centred on 533454N 0030327W to 533408N 0030633W - 533358N 0030816W | Upper limit: 2000 FT AGL<br>Lower limit: SFC | FRZ Active H24. Unmanned aircraft flight not permitted unless permission has been granted by the relevant Air Traffic Service unit or aerodrome operator. For contact details, see UK MIL AIP, Part 3 - Aerodromes, Section AD 2.2 |
| EGRU303E WOODVALE RWY 26<br>533526N 0025847W - 533454N 0025838W - 533446N 0030006W thence anti-clockwise by the arc of a circle radius 2 NM centred on 533454N 0030327W to 533518N 0030010W - 533526N 0025847W | Upper limit: 2000 FT AGL<br>Lower limit: SFC | FRZ Active H24. Unmanned aircraft flight not permitted unless permission has been granted by the relevant Air Traffic Service unit or aerodrome operator. For contact details, see UK MIL AIP, Part 3 - Aerodromes, Section AD 2.2 |
| EGRU304A BLACKPOOL<br>A circle, 2.5 NM radius, centred at 534618N 0030143W | Upper limit: 2000 FT AGL<br>Lower limit: SFC | FRZ Active H24. Unmanned aircraft flight not permitted unless permission has been granted by the relevant Air Traffic Service unit or aerodrome operator. For contact details see AIP, Part 3 - Aerodromes, Section AD 2.2 |
| EGRU304B BLACKPOOL RWY 10<br>534617N 0030708W - 534649N 0030704W - 534646N 0030551W thence anti-clockwise by the arc of a circle radius 2.5 NM centred on 534618N 0030143W to 534613N 0030556W - 534617N 0030708W | Upper limit: 2000 FT AGL<br>Lower limit: SFC | FRZ Active H24. Unmanned aircraft flight not permitted unless permission has been granted by the relevant Air Traffic Service unit or aerodrome operator. For contact details see AIP, Part 3 - Aerodromes, Section AD 2.2 |
| EGRU304C BLACKPOOL RWY 28<br>534618N 0025618W - 534546N 0025622W - 534549N 0025735W thence anti-clockwise by the arc of a circle radius 2.5 NM centred on 534618N 0030143W to 534622N 0025730W - 534618N 0025618W | Upper limit: 2000 FT AGL<br>Lower limit: SFC | FRZ Active H24. Unmanned aircraft flight not permitted unless permission has been granted by the relevant Air Traffic Service unit or aerodrome operator. For contact details see AIP, Part 3 - Aerodromes, Section AD 2.2 |
| EGRU304D BLACKPOOL RWY 13<br>534750N 0030625W - 534816N 0030552W - 534752N 0030459W thence anti-clockwise by the arc of a circle radius 2.5 NM centred on 534618N 0030143W to 534725N 0030529W - 534750N 0030625W | Upper limit: 2000 FT AGL<br>Lower limit: SFC | FRZ Active H24. Unmanned aircraft flight not permitted unless permission has been granted by the relevant Air Traffic Service unit or aerodrome operator. For contact details see AIP, Part 3 - Aerodromes, Section AD 2.2 |

# ENR 5.1 PROHIBITED, RESTRICTED AND DANGER AREAS (continued)

| Identification and Name<br>Lateral Limits | Upper Limit<br>Lower Limit | Remarks<br>(time of activity, type of restriction, nature of hazard, risk of interception) |
|---|---|---|
| 1 | 2 | 3 |
| EGRU304E BLACKPOOL RWY 31<br>534444N 0025801W - 534418N 0025834W - 534427N 0025854W thence anti-clockwise by the arc of a circle radius 2.5 NM centred on 534618N 0030143W to 534451N 0025817W - 534444N 0025801W | Upper limit: 2000 FT AGL<br>Lower limit: SFC | FRZ Active H24. Unmanned aircraft flight not permitted unless permission has been granted by the relevant Air Traffic Service unit or aerodrome operator. For contact details see AIP, Part 3 - Aerodromes, Section AD 2.2 |
| EGRU305A HAWARDEN<br>A circle, 2.5 NM radius, centred at 531041N 0025840W | Upper limit: 2000 FT AGL<br>Lower limit: SFC | FRZ Active H24. Unmanned aircraft flight not permitted unless permission has been granted by the relevant Air Traffic Service unit or aerodrome operator. For contact details see AIP, Part 3 - Aerodromes, Section AD 2.2 |
| EGRU305B HAWARDEN RWY 04<br>530811N 0030141W - 530832N 0030222W - 530859N 0030143W thence anti-clockwise by the arc of a circle radius 2.5 NM centred on 531041N 0025840W to 530838N 0030102W - 530811N 0030141W | Upper limit: 2000 FT AGL<br>Lower limit: SFC | FRZ Active H24. Unmanned aircraft flight not permitted unless permission has been granted by the relevant Air Traffic Service unit or aerodrome operator. For contact details see AIP, Part 3 - Aerodromes, Section AD 2.2 |
| EGRU305C HAWARDEN RWY 22<br>531311N 0025538W - 531250N 0025457W - 531223N 0025537W thence anti-clockwise by the arc of a circle radius 2.5 NM centred on 531041N 0025840W to 531244N 0025618W - 531311N 0025538W | Upper limit: 2000 FT AGL<br>Lower limit: SFC | FRZ Active H24. Unmanned aircraft flight not permitted unless permission has been granted by the relevant Air Traffic Service unit or aerodrome operator. For contact details see AIP, Part 3 - Aerodromes, Section AD 2.2 |
| EGRU306A WARTON<br>A circle, 2.5 NM radius, centred at 534442N 0025300W | Upper limit: 2000 FT AGL<br>Lower limit: SFC | FRZ Active H24. Unmanned aircraft flight not permitted unless permission has been granted by the relevant Air Traffic Service unit or aerodrome operator. For contact details see AIP, Part 3 - Aerodromes, Section AD 2.2 |
| EGRU306B WARTON RWY 07<br>534322N 0025811W - 534353N 0025828W - 534409N 0025707W thence anti-clockwise by the arc of a circle radius 2.5 NM centred on 534442N 0025300W to 534339N 0025649W - 534322N 0025811W | Upper limit: 2000 FT AGL<br>Lower limit: SFC | FRZ Active H24. Unmanned aircraft flight not permitted unless permission has been granted by the relevant Air Traffic Service unit or aerodrome operator. For contact details see AIP, Part 3 - Aerodromes, Section AD 2.2 |
| EGRU306C WARTON RWY 25<br>534602N 0024750W - 534531N 0024732W - 534515N 0024854W thence anti-clockwise by the arc of a circle radius 2.5 NM centred on 534442N 0025300W to 534545N 0024911W - 534602N 0024750W | Upper limit: 2000 FT AGL<br>Lower limit: SFC | FRZ Active H24. Unmanned aircraft flight not permitted unless permission has been granted by the relevant Air Traffic Service unit or aerodrome operator. For contact details see AIP, Part 3 - Aerodromes, Section AD 2.2 |
| EGRU307A LIVERPOOL<br>A circle, 2.5 NM radius, centred at 532001N 0025059W | Upper limit: 2000 FT AGL<br>Lower limit: SFC | FRZ Active H24. Unmanned aircraft flight not permitted unless permission has been granted by the relevant Air Traffic Service unit or aerodrome operator. For contact details see AIP, Part 3 - Aerodromes, Section AD 2.2 |
| EGRU307B LIVERPOOL RWY 09<br>531930N 0025625W - 532002N 0025629W - 532006N 0025509W thence anti-clockwise by the arc of a circle radius 2.5 NM centred on 532001N 0025059W to 531933N 0025505W - 531930N 0025625W | Upper limit: 2000 FT AGL<br>Lower limit: SFC | FRZ Active H24. Unmanned aircraft flight not permitted unless permission has been granted by the relevant Air Traffic Service unit or aerodrome operator. For contact details see AIP, Part 3 - Aerodromes, Section AD 2.2 |
| EGRU307C LIVERPOOL RWY 27<br>532032N 0024530W - 532000N 0024526W - 531956N 0024649W thence anti-clockwise by the arc of a circle radius 2.5 NM centred on 532001N 0025059W to 532029N 0024653W - 532032N 0024530W | Upper limit: 2000 FT AGL<br>Lower limit: SFC | FRZ Active H24. Unmanned aircraft flight not permitted unless permission has been granted by the relevant Air Traffic Service unit or aerodrome operator. For contact details see AIP, Part 3 - Aerodromes, Section AD 2.2 |
| EGRU308A MANCHESTER<br>A circle, 2.5 NM radius, centred at 532113N 0021630W | Upper limit: 2000 FT AGL<br>Lower limit: SFC | FRZ Active H24. Unmanned aircraft flight not permitted unless permission has been granted by the relevant Air Traffic Service unit or aerodrome operator. For contact details see AIP, Part 3 - Aerodromes, Section AD 2.2 |
| EGRU308B MANCHESTER RWY 05L<br>531857N 0022029W - 531922N 0022103W - 531953N 0022000W thence anti-clockwise by the arc of a circle radius 2.5 NM centred on 532113N 0021630W to 531928N 0021926W - 531857N 0022029W | Upper limit: 2000 FT AGL<br>Lower limit: SFC | FRZ Active H24. Unmanned aircraft flight not permitted unless permission has been granted by the relevant Air Traffic Service unit or aerodrome operator. For contact details see AIP, Part 3 - Aerodromes, Section AD 2.2 |

# ENR 5.1 PROHIBITED, RESTRICTED AND DANGER AREAS (continued)

| Identification and Name<br>Lateral Limits | Upper Limit<br>Lower Limit | Remarks<br>(time of activity, type of restriction, nature of hazard, risk of interception) |
|---|---|---|
| 1 | 2 | 3 |
| EGRU308C MANCHESTER RWY 23R<br>532335N 0021220W - 532310N 0021146W - 532235N 0021259W thence anti-clockwise by the arc of a circle radius 2.5 NM centred on 532113N 0021630W to 532300N 0021333W - 532335N 0021220W | Upper limit: 2000 FT AGL<br>Lower limit: SFC | FRZ Active H24. Unmanned aircraft flight not permitted unless permission has been granted by the relevant Air Traffic Service unit or aerodrome operator. For contact details see AIP, Part 3 - Aerodromes, Section AD 2.2 |
| EGRU308D MANCHESTER RWY 05R<br>531801N 0022151W - 531826N 0022225W - 531942N 0021948W thence anti-clockwise by the arc of a circle radius 2.5 NM centred on 532113N 0021630W to 531919N 0021910W - 531801N 0022151W | Upper limit: 2000 FT AGL<br>Lower limit: SFC | FRZ Active H24. Unmanned aircraft flight not permitted unless permission has been granted by the relevant Air Traffic Service unit or aerodrome operator. For contact details see AIP, Part 3 - Aerodromes, Section AD 2.2 |
| EGRU309A MANCHESTER BARTON<br>532618N 0022327W thence clockwise by the arc of a circle radius 2 NM centred on 532818N 0022323W to 532749N 0022008W - 532638N 0022258W - 532618N 0022327W | Upper limit: 2000 FT AGL<br>Lower limit: SFC | FRZ Active H24. Unmanned aircraft flight not permitted unless permission has been granted by the relevant Air Traffic Service unit or aerodrome operator. For contact details see AIP, Part 3 - Aerodromes, Section AD 2.2 |
| EGRU309B MANCHESTER BARTON RWY 02<br>532531N 0022405W - 532540N 0022457W - 532626N 0022437W thence anti-clockwise by the arc of a circle radius 2 NM centred on 532818N 0022323W to 532619N 0022344W - 532531N 0022405W | Upper limit: 2000 FT AGL<br>Lower limit: SFC | FRZ Active H24. Unmanned aircraft flight not permitted unless permission has been granted by the relevant Air Traffic Service unit or aerodrome operator. For contact details see AIP, Part 3 - Aerodromes, Section AD 2.2 |
| EGRU309C MANCHESTER BARTON RWY 20<br>533107N 0022234W - 533059N 0022141W - 533008N 0022204W thence anti-clockwise by the arc of a circle radius 2 NM centred on 532818N 0022323W to 533016N 0022256W - 533107N 0022234W | Upper limit: 2000 FT AGL<br>Lower limit: SFC | FRZ Active H24. Unmanned aircraft flight not permitted unless permission has been granted by the relevant Air Traffic Service unit or aerodrome operator. For contact details see AIP, Part 3 - Aerodromes, Section AD 2.2 |
| EGRU309D MANCHESTER BARTON RWY 08L<br>532741N 0022809W - 532813N 0022816W - 532820N 0022644W thence anti-clockwise by the arc of a circle radius 2 NM centred on 532818N 0022323W to 532748N 0022637W - 532741N 0022809W | Upper limit: 2000 FT AGL<br>Lower limit: SFC | FRZ Active H24. Unmanned aircraft flight not permitted unless permission has been granted by the relevant Air Traffic Service unit or aerodrome operator. For contact details see AIP, Part 3 - Aerodromes, Section AD 2.2 |
| EGRU309E MANCHESTER BARTON RWY 26R<br>532856N 0021843W - 532824N 0021836W - 532817N 0022002W thence anti-clockwise by the arc of a circle radius 2 NM centred on 532818N 0022323W to 532850N 0022009W - 532856N 0021843W | Upper limit: 2000 FT AGL<br>Lower limit: SFC | FRZ Active H24. Unmanned aircraft flight not permitted unless permission has been granted by the relevant Air Traffic Service unit or aerodrome operator. For contact details see AIP, Part 3 - Aerodromes, Section AD 2.2 |
| EGRU309F MANCHESTER BARTON RWY 08R<br>532740N 0022805W - 532812N 0022812W - 532819N 0022644W thence anti-clockwise by the arc of a circle radius 2 NM centred on 532818N 0022323W to 532747N 0022637W - 532740N 0022805W | Upper limit: 2000 FT AGL<br>Lower limit: SFC | FRZ Active H24. Unmanned aircraft flight not permitted unless permission has been granted by the relevant Air Traffic Service unit or aerodrome operator. For contact details see AIP, Part 3 - Aerodromes, Section AD 2.2 |
| EGRU309G MANCHESTER BARTON RWY 26L<br>532855N 0021841W - 532823N 0021834W - 532816N 0022002W thence anti-clockwise by the arc of a circle radius 2 NM centred on 532818N 0022323W to 532848N 0022009W - 532855N 0021841W | Upper limit: 2000 FT AGL<br>Lower limit: SFC | FRZ Active H24. Unmanned aircraft flight not permitted unless permission has been granted by the relevant Air Traffic Service unit or aerodrome operator. For contact details see AIP, Part 3 - Aerodromes, Section AD 2.2 |

# ENR 5.1 PROHIBITED, RESTRICTED AND DANGER AREAS (continued)

| Identification and Name<br>Lateral Limits | Upper Limit<br>Lower Limit | Remarks<br>(time of activity, type of restriction, nature of hazard, risk of interception) |
|---|---|---|
| 1 | 2 | 3 |
| EGRU309H MANCHESTER BARTON RWY 13<br>533006N 0022654W - 533029N 0022616W - 532956N 0022518W thence anti-clockwise by the arc of a circle radius 2 NM centred on 532818N 0022323W to 532934N 0022558W - 533006N 0022654W | Upper limit: 2000 FT AGL<br>Lower limit: SFC | FRZ Active H24. Unmanned aircraft flight not permitted unless permission has been granted by the relevant Air Traffic Service unit or aerodrome operator. For contact details see AIP, Part 3 - Aerodromes, Section AD 2.2 |
| EGRU309I MANCHESTER BARTON RWY 31<br>532635N 0021932W - 532612N 0022010W - 532708N 0022146W - 532727N 0022101W - 532635N 0021932W | Upper limit: 2000 FT AGL<br>Lower limit: SFC | FRZ Active H24. Unmanned aircraft flight not permitted unless permission has been granted by the relevant Air Traffic Service unit or aerodrome operator. For contact details see AIP, Part 3 - Aerodromes, Section AD 2.2 |
| EGRU310A LEEDS BRADFORD<br>A circle, 2.5 NM radius, centred at 535158N 0013939W | Upper limit: 2000 FT AGL<br>Lower limit: SFC | FRZ Active H24. Unmanned aircraft flight not permitted unless permission has been granted by the relevant Air Traffic Service unit or aerodrome operator. For contact details see AIP, Part 3 - Aerodromes, Section AD 2.2 |
| EGRU310B LEEDS BRADFORD RWY 14<br>535406N 0014333W - 535428N 0014253W - 535359N 0014208W thence anti-clockwise by the arc of a circle radius 2.5 NM centred on 535158N 0013939W to 535337N 0014249W - 535406N 0014333W | Upper limit: 2000 FT AGL<br>Lower limit: SFC | FRZ Active H24. Unmanned aircraft flight not permitted unless permission has been granted by the relevant Air Traffic Service unit or aerodrome operator. For contact details see AIP, Part 3 - Aerodromes, Section AD 2.2 |
| EGRU310C LEEDS BRADFORD RWY 32<br>534948N 0013543W - 534927N 0013624W - 534957N 0013710W thence anti-clockwise by the arc of a circle radius 2.5 NM centred on 535158N 0013939W to 535018N 0013629W - 534948N 0013543W | Upper limit: 2000 FT AGL<br>Lower limit: SFC | FRZ Active H24. Unmanned aircraft flight not permitted unless permission has been granted by the relevant Air Traffic Service unit or aerodrome operator. For contact details see AIP, Part 3 - Aerodromes, Section AD 2.2 |
| EGRU311A SHERBURN-IN-ELMET<br>534837N 0011510W thence anti-clockwise by the arc of a circle radius 2 NM centred on 534703N 0011304W to 534823N 0011032W - 534837N 0011510W | Upper limit: 2000 FT AGL<br>Lower limit: SFC | FRZ Active H24. Unmanned aircraft flight not permitted unless permission has been granted by the relevant Air Traffic Service unit or aerodrome operator. For contact details see AIP, Part 3 - Aerodromes, Section AD 2.2 |
| EGRU311B SHERBURN-IN-ELMET RWY 01<br>534422N 0011301W - 534426N 0011355W - 534506N 0011346W thence anti-clockwise by the arc of a circle radius 2 NM centred on 534703N 0011304W to 534504N 0011251W - 534422N 0011301W | Upper limit: 2000 FT AGL<br>Lower limit: SFC | FRZ Active H24. Unmanned aircraft flight not permitted unless permission has been granted by the relevant Air Traffic Service unit or aerodrome operator. For contact details see AIP, Part 3 - Aerodromes, Section AD 2.2 |
| EGRU311C SHERBURN-IN-ELMET RWY 19<br>535003N 0011234W - 534959N 0011140W - 534827N 0011202W - 534830N 0011257W - 535003N 0011234W | Upper limit: 2000 FT AGL<br>Lower limit: SFC | FRZ Active H24. Unmanned aircraft flight not permitted unless permission has been granted by the relevant Air Traffic Service unit or aerodrome operator. For contact details see AIP, Part 3 - Aerodromes, Section AD 2.2 |
| EGRU311D SHERBURN-IN-ELMET RWY 06<br>534533N 0011659W - 534601N 0011727W - 534627N 0011616W thence anti-clockwise by the arc of a circle radius 2 NM centred on 534703N 0011304W to 534558N 0011553W - 534533N 0011659W | Upper limit: 2000 FT AGL<br>Lower limit: SFC | FRZ Active H24. Unmanned aircraft flight not permitted unless permission has been granted by the relevant Air Traffic Service unit or aerodrome operator. For contact details see AIP, Part 3 - Aerodromes, Section AD 2.2 |
| EGRU311E SHERBURN-IN-ELMET RWY 24<br>534901N 0010912W - 534834N 0010843W - 534803N 0011008W thence anti-clockwise by the arc of a circle radius 2 NM centred on 534703N 0011304W to 534823N 0011032W - 534824N 0011054W - 534901N 0010912W | Upper limit: 2000 FT AGL<br>Lower limit: SFC | FRZ Active H24. Unmanned aircraft flight not permitted unless permission has been granted by the relevant Air Traffic Service unit or aerodrome operator. For contact details see AIP, Part 3 - Aerodromes, Section AD 2.2 |
| EGRU311F SHERBURN-IN-ELMET RWY 10<br>534728N 0011758W - 534759N 0011745W - 534746N 0011612W thence anti-clockwise by the arc of a circle radius 2 NM centred on 534703N 0011304W to 534715N 0011625W - 534728N 0011758W | Upper limit: 2000 FT AGL<br>Lower limit: SFC | FRZ Active H24. Unmanned aircraft flight not permitted unless permission has been granted by the relevant Air Traffic Service unit or aerodrome operator. For contact details see AIP, Part 3 - Aerodromes, Section AD 2.2 |

## ENR 5.1 PROHIBITED, RESTRICTED AND DANGER AREAS (continued)

| Identification and Name<br>Lateral Limits | Upper Limit<br>Lower Limit | Remarks<br>(time of activity, type of restriction, nature of hazard, risk of interception) |
|---|---|---|
| 1 | 2 | 3 |
| EGRU311G SHERBURN-IN-ELMET RWY 28<br>534640N 0010821W - 534609N 0010834W - 534620N 0010955W thence anti-clockwise by the arc of a circle radius 2 NM centred on 534703N 0011304W to 534652N 0010942W - 534640N 0010821W | Upper limit: 2000 FT AGL<br>Lower limit: SFC | FRZ Active H24. Unmanned aircraft flight not permitted unless permission has been granted by the relevant Air Traffic Service unit or aerodrome operator. For contact details see AIP, Part 3 - Aerodromes, Section AD 2.2 |
| EGRU311H SHERBURN-IN-ELMET RWY 10G<br>534730N 0011755W - 534801N 0011743W - 534748N 0011611W thence anti-clockwise by the arc of a circle radius 2 NM centred on 534703N 0011304W to 534717N 0011625W - 534730N 0011755W | Upper limit: 2000 FT AGL<br>Lower limit: SFC | FRZ Active H24. Unmanned aircraft flight not permitted unless permission has been granted by the relevant Air Traffic Service unit or aerodrome operator. For contact details see AIP, Part 3 - Aerodromes, Section AD 2.2 |
| EGRU311I SHERBURN-IN-ELMET RWY 28G<br>534643N 0010818W - 534611N 0010830W - 534623N 0010953W thence anti-clockwise by the arc of a circle radius 2 NM centred on 534703N 0011304W to 534654N 0010942W - 534643N 0010818W | Upper limit: 2000 FT AGL<br>Lower limit: SFC | FRZ Active H24. Unmanned aircraft flight not permitted unless permission has been granted by the relevant Air Traffic Service unit or aerodrome operator. For contact details see AIP, Part 3 - Aerodromes, Section AD 2.2 |
| EGRU312A NETHERTHORPE<br>A circle, 2 NM radius, centred at 531901N 0011146W | Upper limit: 2000 FT AGL<br>Lower limit: SFC | FRZ Active H24. Unmanned aircraft flight not permitted unless permission has been granted by the relevant Air Traffic Service unit or aerodrome operator. For contact details see AIP, Part 3 - Aerodromes, Section AD 2.2 |
| EGRU312B NETHERTHORPE RWY 06<br>531712N 0011522W - 531739N 0011552W - 531807N 0011445W thence anti-clockwise by the arc of a circle radius 2 NM centred on 531901N 0011146W to 531740N 0011414W - 531712N 0011522W | Upper limit: 2000 FT AGL<br>Lower limit: SFC | FRZ Active H24. Unmanned aircraft flight not permitted unless permission has been granted by the relevant Air Traffic Service unit or aerodrome operator. For contact details see AIP, Part 3 - Aerodromes, Section AD 2.2 |
| EGRU312C NETHERTHORPE RWY 24<br>532049N 0010813W - 532022N 0010742W - 531955N 0010848W thence anti-clockwise by the arc of a circle radius 2 NM centred on 531901N 0011146W to 532022N 0010918W - 532049N 0010813W | Upper limit: 2000 FT AGL<br>Lower limit: SFC | FRZ Active H24. Unmanned aircraft flight not permitted unless permission has been granted by the relevant Air Traffic Service unit or aerodrome operator. For contact details see AIP, Part 3 - Aerodromes, Section AD 2.2 |
| EGRU312D NETHERTHORPE RWY 18<br>532146N 0011236W - 532149N 0011142W - 532101N 0011135W thence anti-clockwise by the arc of a circle radius 2 NM centred on 531901N 0011146W to 532058N 0011229W - 532146N 0011236W | Upper limit: 2000 FT AGL<br>Lower limit: SFC | FRZ Active H24. Unmanned aircraft flight not permitted unless permission has been granted by the relevant Air Traffic Service unit or aerodrome operator. For contact details see AIP, Part 3 - Aerodromes, Section AD 2.2 |
| EGRU312E NETHERTHORPE RWY 36<br>531617N 0011052W - 531614N 0011146W - 531701N 0011153W thence anti-clockwise by the arc of a circle radius 2 NM centred on 531901N 0011146W to 531705N 0011059W - 531617N 0011052W | Upper limit: 2000 FT AGL<br>Lower limit: SFC | FRZ Active H24. Unmanned aircraft flight not permitted unless permission has been granted by the relevant Air Traffic Service unit or aerodrome operator. For contact details see AIP, Part 3 - Aerodromes, Section AD 2.2 |
| EGRU313A LEEDS EAST<br>534837N 0011510W thence clockwise by the arc of a circle radius 2.5 NM centred on 535004N 0011144W to 534749N 0010956W thence anti-clockwise by the arc of a circle radius 2 NM centred on 534703N 0011304W to 534823N 0011032W - 534837N 0011510W | Upper limit: 2000 FT AGL<br>Lower limit: SFC | FRZ Active H24. Unmanned aircraft flight not permitted unless permission has been granted by the relevant Air Traffic Service unit or aerodrome operator. For contact details see AIP, Part 3 - Aerodromes, Section AD 2.2 |
| EGRU313B LEEDS EAST RWY 06<br>534803N 0011546W - 534829N 0011617W - 534851N 0011525W thence anti-clockwise by the arc of a circle radius 2.5 NM centred on 535004N 0011144W to 534837N 0011510W - 534835N 0011429W - 534803N 0011546W | Upper limit: 2000 FT AGL<br>Lower limit: SFC | FRZ Active H24. Unmanned aircraft flight not permitted unless permission has been granted by the relevant Air Traffic Service unit or aerodrome operator. For contact details see AIP, Part 3 - Aerodromes, Section AD 2.2 |

# ENR 5.1 PROHIBITED, RESTRICTED AND DANGER AREAS (continued)

| Identification and Name<br>Lateral Limits | Upper Limit<br>Lower Limit | Remarks<br>(time of activity, type of restriction, nature of hazard, risk of interception) |
|---|---|---|
| 1 | 2 | 3 |
| EGRU313C LEEDS EAST RWY 24<br>535208N 0010735W - 535142N 0010703W - 535117N 0010802W thence anti-clockwise by the arc of a circle radius 2.5 NM centred on 535004N 0011144W to 535143N 0010834W - 535208N 0010735W | Upper limit: 2000 FT AGL<br>Lower limit: SFC | FRZ Active H24. Unmanned aircraft flight not permitted unless permission has been granted by the relevant Air Traffic Service unit or aerodrome operator. For contact details see AIP, Part 3 - Aerodromes, Section AD 2.2 |
| EGRU315A RETFORD/GAMSTON<br>A circle, 2 NM radius, centred at 531650N 0005705W | Upper limit: 2000 FT AGL<br>Lower limit: SFC | FRZ Active H24. Unmanned aircraft flight not permitted unless permission has been granted by the relevant Air Traffic Service unit or aerodrome operator. For contact details see AIP, Part 3 - Aerodromes, Section AD 2.2 |
| EGRU315B RETFORD/GAMSTON RWY 03<br>531359N 0005848W - 531413N 0005937W - 531509N 0005853W thence anti-clockwise by the arc of a circle radius 2 NM centred on 531650N 0005705W to 531456N 0005804W - 531359N 0005848W | Upper limit: 2000 FT AGL<br>Lower limit: SFC | FRZ Active H24. Unmanned aircraft flight not permitted unless permission has been granted by the relevant Air Traffic Service unit or aerodrome operator. For contact details see AIP, Part 3 - Aerodromes, Section AD 2.2 |
| EGRU315C RETFORD/GAMSTON RWY 21<br>531941N 0005522W - 531928N 0005433W - 531831N 0005517W thence anti-clockwise by the arc of a circle radius 2 NM centred on 531650N 0005705W to 531844N 0005606W - 531941N 0005522W | Upper limit: 2000 FT AGL<br>Lower limit: SFC | FRZ Active H24. Unmanned aircraft flight not permitted unless permission has been granted by the relevant Air Traffic Service unit or aerodrome operator. For contact details see AIP, Part 3 - Aerodromes, Section AD 2.2 |
| EGRU316A SYERSTON<br>A circle, 2 NM radius, centred at 530124N 0005442W | Upper limit: 2000 FT AGL<br>Lower limit: SFC | FRZ Active H24. Unmanned aircraft flight not permitted unless permission has been granted by the relevant Air Traffic Service unit or aerodrome operator. For contact details, see UK MIL AIP, Part 3 - Aerodromes, Section AD 2.2 |
| EGRU316B SYERSTON RWY 02L<br>525833N 0005647W - 525847N 0005735W - 525949N 0005644W thence anti-clockwise by the arc of a circle radius 2 NM centred on 530124N 0005442W to 525933N 0005557W - 525833N 0005647W | Upper limit: 2000 FT AGL<br>Lower limit: SFC | FRZ Active H24. Unmanned aircraft flight not permitted unless permission has been granted by the relevant Air Traffic Service unit or aerodrome operator. For contact details, see UK MIL AIP, Part 3 - Aerodromes, Section AD 2.2 |
| EGRU316C SYERSTON RWY 20R<br>530411N 0005312W - 530356N 0005223W - 530308N 0005303W thence anti-clockwise by the arc of a circle radius 2 NM centred on 530124N 0005442W to 530320N 0005353W - 530411N 0005312W | Upper limit: 2000 FT AGL<br>Lower limit: SFC | FRZ Active H24. Unmanned aircraft flight not permitted unless permission has been granted by the relevant Air Traffic Service unit or aerodrome operator. For contact details, see UK MIL AIP, Part 3 - Aerodromes, Section AD 2.2 |
| EGRU316D SYERSTON RWY 02R<br>525834N 0005641W - 525848N 0005729W - 525948N 0005640W thence anti-clockwise by the arc of a circle radius 2 NM centred on 530124N 0005442W to 525932N 0005553W - 525834N 0005641W | Upper limit: 2000 FT AGL<br>Lower limit: SFC | FRZ Active H24. Unmanned aircraft flight not permitted unless permission has been granted by the relevant Air Traffic Service unit or aerodrome operator. For contact details, see UK MIL AIP, Part 3 - Aerodromes, Section AD 2.2 |
| EGRU316E SYERSTON RWY 20L<br>530411N 0005306W - 530357N 0005218W - 530307N 0005259W thence anti-clockwise by the arc of a circle radius 2 NM centred on 530124N 0005442W to 530319N 0005348W - 530411N 0005306W | Upper limit: 2000 FT AGL<br>Lower limit: SFC | FRZ Active H24. Unmanned aircraft flight not permitted unless permission has been granted by the relevant Air Traffic Service unit or aerodrome operator. For contact details, see UK MIL AIP, Part 3 - Aerodromes, Section AD 2.2 |
| EGRU316F SYERSTON RWY 06<br>525941N 0005911W - 530010N 0005936W - 530043N 0005749W thence anti-clockwise by the arc of a circle radius 2 NM centred on 530124N 0005442W to 530015N 0005724W - 525941N 0005911W | Upper limit: 2000 FT AGL<br>Lower limit: SFC | FRZ Active H24. Unmanned aircraft flight not permitted unless permission has been granted by the relevant Air Traffic Service unit or aerodrome operator. For contact details, see UK MIL AIP, Part 3 - Aerodromes, Section AD 2.2 |
| EGRU316G SYERSTON RWY 24<br>530305N 0005018W - 530236N 0004953W - 530204N 0005135W thence anti-clockwise by the arc of a circle radius 2 NM centred on 530124N 0005442W to 530233N 0005200W - 530305N 0005018W | Upper limit: 2000 FT AGL<br>Lower limit: SFC | FRZ Active H24. Unmanned aircraft flight not permitted unless permission has been granted by the relevant Air Traffic Service unit or aerodrome operator. For contact details, see UK MIL AIP, Part 3 - Aerodromes, Section AD 2.2 |

## ENR 5.1 PROHIBITED, RESTRICTED AND DANGER AREAS (continued)

| Identification and Name<br>Lateral Limits | Upper Limit<br>Lower Limit | Remarks<br>(time of activity, type of restriction, nature of hazard, risk of interception) |
|---|---|---|
| 1 | 2 | 3 |
| EGRU316H SYERSTON RWY 06L<br>525945N 0005907W - 530013N 0005931W - 530045N 0005750W thence anti-clockwise by the arc of a circle radius 2 NM centred on 530124N 0005442W to 530016N 0005726W - 525945N 0005907W | Upper limit: 2000 FT AGL<br>Lower limit: SFC | FRZ Active H24. Unmanned aircraft flight not permitted unless permission has been granted by the relevant Air Traffic Service unit or aerodrome operator. For contact details, see UK MIL AIP, Part 3 - Aerodromes, Section AD 2.2 |
| EGRU316I SYERSTON RWY 24R<br>530301N 0005038W - 530232N 0005013W - 530206N 0005136W thence anti-clockwise by the arc of a circle radius 2 NM centred on 530124N 0005442W to 530235N 0005201W - 530301N 0005038W | Upper limit: 2000 FT AGL<br>Lower limit: SFC | FRZ Active H24. Unmanned aircraft flight not permitted unless permission has been granted by the relevant Air Traffic Service unit or aerodrome operator. For contact details, see UK MIL AIP, Part 3 - Aerodromes, Section AD 2.2 |
| EGRU316J SYERSTON RWY 06R<br>525942N 0005904W - 530010N 0005929W - 530042N 0005748W thence anti-clockwise by the arc of a circle radius 2 NM centred on 530124N 0005442W to 530014N 0005723W - 525942N 0005904W | Upper limit: 2000 FT AGL<br>Lower limit: SFC | FRZ Active H24. Unmanned aircraft flight not permitted unless permission has been granted by the relevant Air Traffic Service unit or aerodrome operator. For contact details, see UK MIL AIP, Part 3 - Aerodromes, Section AD 2.2 |
| EGRU316K SYERSTON RWY 24L<br>530256N 0005042W - 530227N 0005017W - 530203N 0005134W thence anti-clockwise by the arc of a circle radius 2 NM centred on 530124N 0005442W to 530232N 0005158W - 530256N 0005042W | Upper limit: 2000 FT AGL<br>Lower limit: SFC | FRZ Active H24. Unmanned aircraft flight not permitted unless permission has been granted by the relevant Air Traffic Service unit or aerodrome operator. For contact details, see UK MIL AIP, Part 3 - Aerodromes, Section AD 2.2 |
| EGRU316L SYERSTON RWY 11<br>530158N 0005936W - 530229N 0005919W - 530210N 0005745W thence anti-clockwise by the arc of a circle radius 2 NM centred on 530124N 0005442W to 530139N 0005759W - 530158N 0005936W | Upper limit: 2000 FT AGL<br>Lower limit: SFC | FRZ Active H24. Unmanned aircraft flight not permitted unless permission has been granted by the relevant Air Traffic Service unit or aerodrome operator. For contact details, see UK MIL AIP, Part 3 - Aerodromes, Section AD 2.2 |
| EGRU316M SYERSTON RWY 29<br>530042N 0005021W - 530011N 0005038W - 530025N 0005149W thence anti-clockwise by the arc of a circle radius 2 NM centred on 530124N 0005442W to 530055N 0005129W - 530042N 0005021W | Upper limit: 2000 FT AGL<br>Lower limit: SFC | FRZ Active H24. Unmanned aircraft flight not permitted unless permission has been granted by the relevant Air Traffic Service unit or aerodrome operator. For contact details, see UK MIL AIP, Part 3 - Aerodromes, Section AD 2.2 |
| EGRU316N SYERSTON RWY 11L<br>530201N 0005937W - 530231N 0005921W - 530212N 0005744W thence anti-clockwise by the arc of a circle radius 2 NM centred on 530124N 0005442W to 530141N 0005759W - 530201N 0005937W | Upper limit: 2000 FT AGL<br>Lower limit: SFC | FRZ Active H24. Unmanned aircraft flight not permitted unless permission has been granted by the relevant Air Traffic Service unit or aerodrome operator. For contact details, see UK MIL AIP, Part 3 - Aerodromes, Section AD 2.2 |
| EGRU316O SYERSTON RWY 29R<br>530038N 0004954W - 530008N 0005010W - 530027N 0005147W thence anti-clockwise by the arc of a circle radius 2 NM centred on 530124N 0005442W to 530057N 0005128W - 530038N 0004954W | Upper limit: 2000 FT AGL<br>Lower limit: SFC | FRZ Active H24. Unmanned aircraft flight not permitted unless permission has been granted by the relevant Air Traffic Service unit or aerodrome operator. For contact details, see UK MIL AIP, Part 3 - Aerodromes, Section AD 2.2 |
| EGRU316P SYERSTON RWY 11R<br>530157N 0005940W - 530228N 0005923W - 530209N 0005747W thence anti-clockwise by the arc of a circle radius 2 NM centred on 530124N 0005442W to 530137N 0005800W - 530157N 0005940W | Upper limit: 2000 FT AGL<br>Lower limit: SFC | FRZ Active H24. Unmanned aircraft flight not permitted unless permission has been granted by the relevant Air Traffic Service unit or aerodrome operator. For contact details, see UK MIL AIP, Part 3 - Aerodromes, Section AD 2.2 |
| EGRU316Q SYERSTON RWY 29L<br>530034N 0004949W - 530003N 0005006W - 530024N 0005150W thence anti-clockwise by the arc of a circle radius 2 NM centred on 530124N 0005442W to 530054N 0005130W - 530034N 0004949W | Upper limit: 2000 FT AGL<br>Lower limit: SFC | FRZ Active H24. Unmanned aircraft flight not permitted unless permission has been granted by the relevant Air Traffic Service unit or aerodrome operator. For contact details, see UK MIL AIP, Part 3 - Aerodromes, Section AD 2.2 |

# ENR 5.1 PROHIBITED, RESTRICTED AND DANGER AREAS (continued)

| Identification and Name<br>Lateral Limits | Upper Limit<br>Lower Limit | Remarks<br>(time of activity, type of restriction, nature of hazard, risk of interception) |
|---|---|---|
| 1 | 2 | 3 |
| EGRU316R SYERSTON RWY 15<br>530357N 0005715W - 530413N 0005628W - 530319N 0005538W thence anti-clockwise by the arc of a circle radius 2 NM centred on 530124N 0005442W to 530306N 0005627W - 530357N 0005715W | Upper limit: 2000 FT AGL<br>Lower limit: SFC | FRZ Active H24. Unmanned aircraft flight not permitted unless permission has been granted by the relevant Air Traffic Service unit or aerodrome operator. For contact details, see UK MIL AIP, Part 3 - Aerodromes, Section AD 2.2 |
| EGRU316S SYERSTON RWY 33<br>525859N 0005135W - 525843N 0005222W - 525937N 0005312W thence anti-clockwise by the arc of a circle radius 2 NM centred on 530124N 0005442W to 525955N 0005228W - 525859N 0005135W | Upper limit: 2000 FT AGL<br>Lower limit: SFC | FRZ Active H24. Unmanned aircraft flight not permitted unless permission has been granted by the relevant Air Traffic Service unit or aerodrome operator. For contact details, see UK MIL AIP, Part 3 - Aerodromes, Section AD 2.2 |
| EGRU316T SYERSTON RWY 15L<br>530354N 0005709W - 530410N 0005622W - 530320N 0005534W thence anti-clockwise by the arc of a circle radius 2 NM centred on 530124N 0005442W to 530307N 0005624W - 530354N 0005709W | Upper limit: 2000 FT AGL<br>Lower limit: SFC | FRZ Active H24. Unmanned aircraft flight not permitted unless permission has been granted by the relevant Air Traffic Service unit or aerodrome operator. For contact details, see UK MIL AIP, Part 3 - Aerodromes, Section AD 2.2 |
| EGRU316U SYERSTON RWY 33R<br>525857N 0005130W - 525841N 0005217W - 525938N 0005310W thence anti-clockwise by the arc of a circle radius 2 NM centred on 530124N 0005442W to 525957N 0005226W - 525857N 0005130W | Upper limit: 2000 FT AGL<br>Lower limit: SFC | FRZ Active H24. Unmanned aircraft flight not permitted unless permission has been granted by the relevant Air Traffic Service unit or aerodrome operator. For contact details, see UK MIL AIP, Part 3 - Aerodromes, Section AD 2.2 |
| EGRU316V SYERSTON RWY 15R<br>530355N 0005717W - 530411N 0005630W - 530318N 0005541W thence anti-clockwise by the arc of a circle radius 2 NM centred on 530124N 0005442W to 530305N 0005630W - 530355N 0005717W | Upper limit: 2000 FT AGL<br>Lower limit: SFC | FRZ Active H24. Unmanned aircraft flight not permitted unless permission has been granted by the relevant Air Traffic Service unit or aerodrome operator. For contact details, see UK MIL AIP, Part 3 - Aerodromes, Section AD 2.2 |
| EGRU316W SYERSTON RWY 33L<br>525901N 0005141W - 525845N 0005228W - 525936N 0005315W thence anti-clockwise by the arc of a circle radius 2 NM centred on 530124N 0005442W to 525954N 0005231W - 525901N 0005141W | Upper limit: 2000 FT AGL<br>Lower limit: SFC | FRZ Active H24. Unmanned aircraft flight not permitted unless permission has been granted by the relevant Air Traffic Service unit or aerodrome operator. For contact details, see UK MIL AIP, Part 3 - Aerodromes, Section AD 2.2 |
| EGRU317A SANDTOFT<br>A circle, 2 NM radius, centred at 533335N 0005130W | Upper limit: 2000 FT AGL<br>Lower limit: SFC | FRZ Active H24. Unmanned aircraft flight not permitted unless permission has been granted by the relevant Air Traffic Service unit or aerodrome operator. For contact details see AIP, Part 3 - Aerodromes, Section AD 2.2 |
| EGRU317B SANDTOFT RWY 05<br>533118N 0005438W - 533141N 0005517W - 533222N 0005409W thence anti-clockwise by the arc of a circle radius 2 NM centred on 533335N 0005130W to 533159N 0005330W - 533118N 0005438W | Upper limit: 2000 FT AGL<br>Lower limit: SFC | FRZ Active H24. Unmanned aircraft flight not permitted unless permission has been granted by the relevant Air Traffic Service unit or aerodrome operator. For contact details see AIP, Part 3 - Aerodromes, Section AD 2.2 |
| EGRU317C SANDTOFT RWY 23<br>533547N 0004830W - 533525N 0004751W - 533448N 0004851W thence anti-clockwise by the arc of a circle radius 2 NM centred on 533335N 0005130W to 533511N 0004930W - 533547N 0004830W | Upper limit: 2000 FT AGL<br>Lower limit: SFC | FRZ Active H24. Unmanned aircraft flight not permitted unless permission has been granted by the relevant Air Traffic Service unit or aerodrome operator. For contact details see AIP, Part 3 - Aerodromes, Section AD 2.2 |
| EGRU319A WADDINGTON<br>A circle, 2.5 NM radius, centred at 530958N 0003126W | Upper limit: 2000 FT AGL<br>Lower limit: SFC | FRZ Active H24. Unmanned aircraft flight not permitted unless permission has been granted by the relevant Air Traffic Service unit or aerodrome operator. For contact details, see UK MIL AIP, Part 3 - Aerodromes, Section AD 2.2 |
| EGRU319B WADDINGTON RWY 02<br>530639N 0003308W - 530651N 0003358W - 530746N 0003322W thence anti-clockwise by the arc of a circle radius 2.5 NM centred on 530958N 0003126W to 530734N 0003233W - 530639N 0003308W | Upper limit: 2000 FT AGL<br>Lower limit: SFC | FRZ Active H24. Unmanned aircraft flight not permitted unless permission has been granted by the relevant Air Traffic Service unit or aerodrome operator. For contact details, see UK MIL AIP, Part 3 - Aerodromes, Section AD 2.2 |

## ENR 5.1 PROHIBITED, RESTRICTED AND DANGER AREAS (continued)

| Identification and Name<br>Lateral Limits | Upper Limit<br>Lower Limit | Remarks<br>(time of activity, type of restriction, nature of hazard, risk of interception) |
|---|---|---|
| 1 | 2 | 3 |
| EGRU319C WADDINGTON RWY 20<br>531313N 0002946W - 531301N 0002856W - 531210N 0002929W thence anti-clockwise by the arc of a circle radius 2.5 NM centred on 530958N 0003126W to 531222N 0003019W - 531313N 0002946W | Upper limit: 2000 FT AGL<br>Lower limit: SFC | FRZ Active H24. Unmanned aircraft flight not permitted unless permission has been granted by the relevant Air Traffic Service unit or aerodrome operator. For contact details, see UK MIL AIP, Part 3 - Aerodromes, Section AD 2.2 |
| EGRU320A CRANWELL<br>A circle, 2.5 NM radius, centred at 530147N 0002934W | Upper limit: 2000 FT AGL<br>Lower limit: SFC | FRZ Active H24. Unmanned aircraft flight not permitted unless permission has been granted by the relevant Air Traffic Service unit or aerodrome operator. For contact details, see UK MIL AIP, Part 3 - Aerodromes, Section AD 2.2 |
| EGRU320B CRANWELL RWY 01<br>525833N 0002919W - 525838N 0003012W - 525918N 0003003W thence anti-clockwise by the arc of a circle radius 2.5 NM centred on 530147N 0002934W to 525918N 0002909W - 525833N 0002919W | Upper limit: 2000 FT AGL<br>Lower limit: SFC | FRZ Active H24. Unmanned aircraft flight not permitted unless permission has been granted by the relevant Air Traffic Service unit or aerodrome operator. For contact details, see UK MIL AIP, Part 3 - Aerodromes, Section AD 2.2 |
| EGRU320C CRANWELL RWY 19<br>530445N 0002845W - 530440N 0002751W - 530406N 0002800W thence anti-clockwise by the arc of a circle radius 2.5 NM centred on 530147N 0002934W to 530415N 0002852W - 530445N 0002845W | Upper limit: 2000 FT AGL<br>Lower limit: SFC | FRZ Active H24. Unmanned aircraft flight not permitted unless permission has been granted by the relevant Air Traffic Service unit or aerodrome operator. For contact details, see UK MIL AIP, Part 3 - Aerodromes, Section AD 2.2 |
| EGRU320D CRANWELL RWY 08<br>530107N 0003443W - 530139N 0003450W - 530144N 0003342W thence anti-clockwise by the arc of a circle radius 2.5 NM centred on 530147N 0002934W to 530112N 0003335W - 530107N 0003443W | Upper limit: 2000 FT AGL<br>Lower limit: SFC | FRZ Active H24. Unmanned aircraft flight not permitted unless permission has been granted by the relevant Air Traffic Service unit or aerodrome operator. For contact details, see UK MIL AIP, Part 3 - Aerodromes, Section AD 2.2 |
| EGRU320E CRANWELL RWY 26<br>530227N 0002421W - 530155N 0002414W - 530150N 0002526W thence anti-clockwise by the arc of a circle radius 2.5 NM centred on 530147N 0002934W to 530222N 0002532W - 530227N 0002421W | Upper limit: 2000 FT AGL<br>Lower limit: SFC | FRZ Active H24. Unmanned aircraft flight not permitted unless permission has been granted by the relevant Air Traffic Service unit or aerodrome operator. For contact details, see UK MIL AIP, Part 3 - Aerodromes, Section AD 2.2 |
| EGRU320F CRANWELL RWY 08N<br>530107N 0003416W - 530139N 0003423W - 530142N 0003342W thence anti-clockwise by the arc of a circle radius 2.5 NM centred on 530147N 0002934W to 530110N 0003335W - 530107N 0003416W | Upper limit: 2000 FT AGL<br>Lower limit: SFC | FRZ Active H24. Unmanned aircraft flight not permitted unless permission has been granted by the relevant Air Traffic Service unit or aerodrome operator. For contact details, see UK MIL AIP, Part 3 - Aerodromes, Section AD 2.2 |
| EGRU320G CRANWELL RWY 26N<br>530221N 0002450W - 530149N 0002443W - 530146N 0002525W thence anti-clockwise by the arc of a circle radius 2.5 NM centred on 530147N 0002934W to 530218N 0002531W - 530221N 0002450W | Upper limit: 2000 FT AGL<br>Lower limit: SFC | FRZ Active H24. Unmanned aircraft flight not permitted unless permission has been granted by the relevant Air Traffic Service unit or aerodrome operator. For contact details, see UK MIL AIP, Part 3 - Aerodromes, Section AD 2.2 |
| EGRU320H CRANWELL RWY 06<br>530100N 0003352W - 530129N 0003415W - 530139N 0003342W thence anti-clockwise by the arc of a circle radius 2.5 NM centred on 530147N 0002934W to 530106N 0003333W - 530100N 0003352W | Upper limit: 2000 FT AGL<br>Lower limit: SFC | FRZ Active H24. Unmanned aircraft flight not permitted unless permission has been granted by the relevant Air Traffic Service unit or aerodrome operator. For contact details, see UK MIL AIP, Part 3 - Aerodromes, Section AD 2.2 |
| EGRU320I CRANWELL RWY 24<br>530406N 0002513W - 530337N 0002450W - 530314N 0002611W thence anti-clockwise by the arc of a circle radius 2.5 NM centred on 530147N 0002934W to 530339N 0002648W - 530406N 0002513W | Upper limit: 2000 FT AGL<br>Lower limit: SFC | FRZ Active H24. Unmanned aircraft flight not permitted unless permission has been granted by the relevant Air Traffic Service unit or aerodrome operator. For contact details, see UK MIL AIP, Part 3 - Aerodromes, Section AD 2.2 |
| EGRU320K CRANWELL RWY 21<br>530519N 0002721W - 530503N 0002635W - 530359N 0002737W thence anti-clockwise by the arc of a circle radius 2.5 NM centred on 530147N 0002934W to 530411N 0002828W - 530519N 0002721W | Upper limit: 2000 FT AGL<br>Lower limit: SFC | FRZ Active H24. Unmanned aircraft flight not permitted unless permission has been granted by the relevant Air Traffic Service unit or aerodrome operator. For contact details, see UK MIL AIP, Part 3 - Aerodromes, Section AD 2.2 |

# ENR 5.1 PROHIBITED, RESTRICTED AND DANGER AREAS (continued)

| Identification and Name<br>Lateral Limits | Upper Limit<br>Lower Limit | Remarks<br>(time of activity, type of restriction, nature of hazard, risk of interception) |
|---|---|---|
| 1 | 2 | 3 |
| EGRU321A HUMBERSIDE<br>A circle, 2.5 NM radius, centred at 533424N 0002105W | Upper limit: 2000 FT AGL<br>Lower limit: SFC | FRZ Active H24. Unmanned aircraft flight not permitted unless permission has been granted by the relevant Air Traffic Service unit or aerodrome operator. For contact details see AIP, Part 3 - Aerodromes, Section AD 2.2 |
| EGRU321B HUMBERSIDE RWY 02<br>533119N 0002244W - 533132N 0002334W - 533213N 0002305W thence anti-clockwise by the arc of a circle radius 2.5 NM centred on 533424N 0002105W to 533201N 0002215W - 533119N 0002244W | Upper limit: 2000 FT AGL<br>Lower limit: SFC | FRZ Active H24. Unmanned aircraft flight not permitted unless permission has been granted by the relevant Air Traffic Service unit or aerodrome operator. For contact details see AIP, Part 3 - Aerodromes, Section AD 2.2 |
| EGRU321C HUMBERSIDE RWY 20<br>533729N 0001927W - 533717N 0001836W - 533636N 0001905W thence anti-clockwise by the arc of a circle radius 2.5 NM centred on 533424N 0002105W to 533648N 0001955W - 533729N 0001927W | Upper limit: 2000 FT AGL<br>Lower limit: SFC | FRZ Active H24. Unmanned aircraft flight not permitted unless permission has been granted by the relevant Air Traffic Service unit or aerodrome operator. For contact details see AIP, Part 3 - Aerodromes, Section AD 2.2 |
| EGRU321D HUMBERSIDE RWY 08<br>533356N 0002538W - 533428N 0002545W - 533430N 0002517W thence anti-clockwise by the arc of a circle radius 2.5 NM centred on 533424N 0002105W to 533358N 0002513W - 533356N 0002538W | Upper limit: 2000 FT AGL<br>Lower limit: SFC | FRZ Active H24. Unmanned aircraft flight not permitted unless permission has been granted by the relevant Air Traffic Service unit or aerodrome operator. For contact details see AIP, Part 3 - Aerodromes, Section AD 2.2 |
| EGRU321E HUMBERSIDE RWY 26<br>533513N 0001609W - 533441N 0001602W - 533437N 0001655W thence anti-clockwise by the arc of a circle radius 2.5 NM centred on 533424N 0002105W to 533509N 0001705W - 533513N 0001609W | Upper limit: 2000 FT AGL<br>Lower limit: SFC | FRZ Active H24. Unmanned aircraft flight not permitted unless permission has been granted by the relevant Air Traffic Service unit or aerodrome operator. For contact details see AIP, Part 3 - Aerodromes, Section AD 2.2 |
| EGRU322A WICKENBY<br>A circle, 2 NM radius, centred at 531901N 0002056W | Upper limit: 2000 FT AGL<br>Lower limit: SFC | FRZ Active H24. Unmanned aircraft flight not permitted unless permission has been granted by the relevant Air Traffic Service unit or aerodrome operator. For contact details see AIP, Part 3 - Aerodromes, Section AD 2.2 |
| EGRU322B WICKENBY RWY 03<br>531620N 0002232W - 531634N 0002321W - 531720N 0002245W thence anti-clockwise by the arc of a circle radius 2 NM centred on 531901N 0002056W to 531707N 0002156W - 531620N 0002232W | Upper limit: 2000 FT AGL<br>Lower limit: SFC | FRZ Active H24. Unmanned aircraft flight not permitted unless permission has been granted by the relevant Air Traffic Service unit or aerodrome operator. For contact details see AIP, Part 3 - Aerodromes, Section AD 2.2 |
| EGRU322C WICKENBY RWY 21<br>532142N 0001919W - 532128N 0001830W - 532041N 0001907W thence anti-clockwise by the arc of a circle radius 2 NM centred on 531901N 0002056W to 532055N 0001955W - 532142N 0001919W | Upper limit: 2000 FT AGL<br>Lower limit: SFC | FRZ Active H24. Unmanned aircraft flight not permitted unless permission has been granted by the relevant Air Traffic Service unit or aerodrome operator. For contact details see AIP, Part 3 - Aerodromes, Section AD 2.2 |
| EGRU322D WICKENBY RWY 15<br>532121N 0002345W - 532137N 0002258W - 532051N 0002214W thence anti-clockwise by the arc of a circle radius 2 NM centred on 531901N 0002056W to 532035N 0002300W - 532121N 0002345W | Upper limit: 2000 FT AGL<br>Lower limit: SFC | FRZ Active H24. Unmanned aircraft flight not permitted unless permission has been granted by the relevant Air Traffic Service unit or aerodrome operator. For contact details see AIP, Part 3 - Aerodromes, Section AD 2.2 |
| EGRU322E WICKENBY RWY 33<br>531643N 0001817W - 531627N 0001904W - 531709N 0001944W thence anti-clockwise by the arc of a circle radius 2 NM centred on 531901N 0002056W to 531725N 0001857W - 531643N 0001817W | Upper limit: 2000 FT AGL<br>Lower limit: SFC | FRZ Active H24. Unmanned aircraft flight not permitted unless permission has been granted by the relevant Air Traffic Service unit or aerodrome operator. For contact details see AIP, Part 3 - Aerodromes, Section AD 2.2 |
| EGRU323A CONINGSBY<br>A circle, 2.5 NM radius, centred at 530535N 0000958W | Upper limit: 2000 FT AGL<br>Lower limit: SFC | FRZ Active H24. Unmanned aircraft flight not permitted unless permission has been granted by the relevant Air Traffic Service unit or aerodrome operator. For contact details, see UK MIL AIP, Part 3 - Aerodromes, Section AD 2.2 |

## ENR 5.1 PROHIBITED, RESTRICTED AND DANGER AREAS (continued)

| Identification and Name<br>Lateral Limits | Upper Limit<br>Lower Limit | Remarks<br>(time of activity, type of restriction, nature of hazard, risk of interception) |
|---|---|---|
| **1** | **2** | **3** |
| EGRU323B CONINGSBY RWY 07<br>530416N 0001515W - 530447N 0001532W - 530505N 0001402W thence anti-clockwise by the arc of a circle radius 2.5 NM centred on 530535N 0000958W to 530434N 0001345W - 530416N 0001515W | Upper limit: 2000 FT AGL<br>Lower limit: SFC | FRZ Active H24. Unmanned aircraft flight not permitted unless permission has been granted by the relevant Air Traffic Service unit or aerodrome operator. For contact details, see UK MIL AIP, Part 3 - Aerodromes, Section AD 2.2 |
| EGRU323C CONINGSBY RWY 25<br>530655N 0000441W - 530624N 0000424W - 530606N 0000555W thence anti-clockwise by the arc of a circle radius 2.5 NM centred on 530535N 0000958W to 530637N 0000611W - 530655N 0000441W | Upper limit: 2000 FT AGL<br>Lower limit: SFC | FRZ Active H24. Unmanned aircraft flight not permitted unless permission has been granted by the relevant Air Traffic Service unit or aerodrome operator. For contact details, see UK MIL AIP, Part 3 - Aerodromes, Section AD 2.2 |
| EGRU324A MONA<br>A circle, 2 NM radius, centred at 531533N 0042226W | Upper limit: 2000 FT AGL<br>Lower limit: SFC | FRZ Active H24. Unmanned aircraft flight not permitted unless permission has been granted by the relevant Air Traffic Service unit or aerodrome operator. For contact details, see UK MIL AIP, Part 3 - Aerodromes, Section AD 2.2 |
| EGRU324B MONA RWY 04<br>531255N 0042513W - 531315N 0042556W - 531409N 0042448W thence anti-clockwise by the arc of a circle radius 2 NM centred on 531533N 0042226W to 531349N 0042405W - 531255N 0042513W | Upper limit: 2000 FT AGL<br>Lower limit: SFC | FRZ Active H24. Unmanned aircraft flight not permitted unless permission has been granted by the relevant Air Traffic Service unit or aerodrome operator. For contact details, see UK MIL AIP, Part 3 - Aerodromes, Section AD 2.2 |
| EGRU324C MONA RWY 22<br>531813N 0041938W - 531753N 0041855W - 531658N 0042005W thence anti-clockwise by the arc of a circle radius 2 NM centred on 531533N 0042226W to 531718N 0042048W - 531813N 0041938W | Upper limit: 2000 FT AGL<br>Lower limit: SFC | FRZ Active H24. Unmanned aircraft flight not permitted unless permission has been granted by the relevant Air Traffic Service unit or aerodrome operator. For contact details, see UK MIL AIP, Part 3 - Aerodromes, Section AD 2.2 |
| EGRU325 HMP ALTCOURSE<br>532802N 0025617W - 532801N 0025600W - 532751N 0025537W - 532734N 0025532W - 532725N 0025547W - 532726N 0025636W - 532740N 0025641W - 532753N 0025641W - 532802N 0025617W | Upper limit: 500 FT ALT<br>Lower limit: SFC | HMP Restricted airspace active H24.<br>Unmanned aircraft flight not permitted unless permission has been granted by HMPPS.<br>HMPPS email: drone.RFZapplication@justice.gov.uk<br>SI 2023/1101<br>Site elevation: 86 FT AMSL |
| EGRU326 HMP ASKHAM GRANGE<br>535551N 0011124W - 535552N 0011041W - 535537N 0011031W - 535520N 0011046W - 535516N 0011105W - 535520N 0011123W - 535539N 0011137W - 535551N 0011124W | Upper limit: 600 FT ALT<br>Lower limit: SFC | HMP Restricted airspace active H24.<br>Unmanned aircraft flight not permitted unless permission has been granted by HMPPS.<br>HMPPS email: drone.RFZapplication@justice.gov.uk<br>SI 2023/1101<br>Site elevation: 104 FT AMSL |
| EGRU327 HMP BERWYN<br>530233N 0025539W - 530210N 0025453W - 530137N 0025537W - 530159N 0025625W - 530233N 0025539W | Upper limit: 600 FT ALT<br>Lower limit: SFC | HMP Restricted airspace active H24.<br>Unmanned aircraft flight not permitted unless permission has been granted by HMPPS.<br>HMPPS email: drone.RFZapplication@justice.gov.uk<br>SI 2023/1101<br>Site elevation: 118 FT AMSL |
| EGRU328 HMP BUCKLEY HALL<br>533825N 0020916W - 533826N 0020823W - 533805N 0020814W - 533754N 0020816W - 533744N 0020841W - 533758N 0020909W - 533825N 0020916W | Upper limit: 1000 FT ALT<br>Lower limit: SFC | HMP Restricted airspace active H24.<br>Unmanned aircraft flight not permitted unless permission has been granted by HMPPS.<br>HMPPS email: drone.RFZapplication@justice.gov.uk<br>SI 2023/1101<br>Site elevation: 585 FT AMSL |
| EGRU329 HMP DONCASTER<br>533154N 0010840W - 533130N 0010807W - 533104N 0010843W - 533126N 0010928W - 533154N 0010840W | Upper limit: 500 FT ALT<br>Lower limit: SFC | HMP Restricted airspace active H24.<br>Unmanned aircraft flight not permitted unless permission has been granted by HMPPS.<br>HMPPS email: drone.RFZapplication@justice.gov.uk<br>SI 2023/1101<br>Site elevation: 55 FT AMSL |
| EGRU330 HMP FOREST BANK<br>533113N 0021811W - 533102N 0021732W - 533047N 0021730W - 533029N 0021808W - 533056N 0021847W - 533113N 0021811W | Upper limit: 600 FT ALT<br>Lower limit: SFC | HMP Restricted airspace active H24.<br>Unmanned aircraft flight not permitted unless permission has been granted by HMPPS.<br>HMPPS email: drone.RFZapplication@justice.gov.uk<br>SI 2023/1101<br>Site elevation: 128 FT AMSL |

# ENR 5.1 PROHIBITED, RESTRICTED AND DANGER AREAS (continued)

| Identification and Name<br>Lateral Limits | Upper Limit<br>Lower Limit | Remarks<br>(time of activity, type of restriction, nature of hazard, risk of interception) |
|---|---|---|
| 1 | 2 | 3 |
| EGRU331 HMP FULL SUTTON<br>535923N 0005234W - 535920N 0005134W - 535842N 0005138W - 535845N 0005239W - 535923N 0005234W | Upper limit: 500 FT ALT<br>Lower limit: SFC | HMP Restricted airspace active H24.<br>Unmanned aircraft flight not permitted unless permission has been granted by HMPPS.<br>HMPPS email: drone.RFZapplication@justice.gov.uk<br>SI 2023/1101<br>Site elevation: 57 FT AMSL |
| EGRU332 HMP GARTH/WYMOTT<br>534108N 0024604W - 534108N 0024455W - 534103N 0024428W - 534023N 0024424W - 534022N 0024529W - 534033N 0024603W - 534108N 0024604W | Upper limit: 500 FT ALT<br>Lower limit: SFC | HMP Restricted airspace active H24.<br>Unmanned aircraft flight not permitted unless permission has been granted by HMPPS.<br>HMPPS email: drone.RFZapplication@justice.gov.uk<br>SI 2023/1101<br>Site elevation: 50 FT AMSL |
| EGRU333 HMP HINDLEY<br>533127N 0023410W - 533057N 0023356W - 533048N 0023459W - 533119N 0023510W - 533127N 0023410W | Upper limit: 600 FT ALT<br>Lower limit: SFC | HMP Restricted airspace active H24.<br>Unmanned aircraft flight not permitted unless permission has been granted by HMPPS.<br>HMPPS email: drone.RFZapplication@justice.gov.uk<br>SI 2023/1101<br>Site elevation: 127 FT AMSL |
| EGRU334 HMP HULL<br>534518N 0001815W - 534518N 0001708W - 534458N 0001709W - 534439N 0001732W - 534439N 0001817W - 534518N 0001815W | Upper limit: 500 FT ALT<br>Lower limit: SFC | HMP Restricted airspace active H24.<br>Unmanned aircraft flight not permitted unless permission has been granted by HMPPS.<br>HMPPS email: drone.RFZapplication@justice.gov.uk<br>SI 2023/1101<br>Site elevation: 17 FT AMSL |
| EGRU335 HMP HUMBER<br>534633N 0003818W - 534627N 0003753W - 534605N 0003727W - 534549N 0003759W - 534550N 0003846W - 534617N 0003904W - 534633N 0003818W | Upper limit: 500 FT ALT<br>Lower limit: SFC | HMP Restricted airspace active H24.<br>Unmanned aircraft flight not permitted unless permission has been granted by HMPPS.<br>HMPPS email: drone.RFZapplication@justice.gov.uk<br>SI 2023/1101<br>Site elevation: 71 FT AMSL |
| EGRU336 HMP LEEDS<br>534805N 0013438W - 534758N 0013410W - 534733N 0013407W - 534727N 0013438W - 534739N 0013509W - 534801N 0013501W - 534805N 0013438W | Upper limit: 700 FT ALT<br>Lower limit: SFC | HMP Restricted airspace active H24.<br>Unmanned aircraft flight not permitted unless permission has been granted by HMPPS.<br>HMPPS email: drone.RFZapplication@justice.gov.uk<br>SI 2023/1101<br>Site elevation: 245 FT AMSL |
| EGRU337 HMP LINCOLN<br>531426N 0003115W - 531422N 0003038W - 531400N 0003032W - 531350N 0003046W - 531353N 0003122W - 531401N 0003132W - 531415N 0003132W - 531426N 0003115W | Upper limit: 600 FT ALT<br>Lower limit: SFC | HMP Restricted airspace active H24.<br>Unmanned aircraft flight not permitted unless permission has been granted by HMPPS.<br>HMPPS email: drone.RFZapplication@justice.gov.uk<br>EGRU337 is contained within EGD324A (activated by NOTAM)<br>SI 2023/1101<br>Site elevation: 163 FT AMSL |
| EGRU338 HMP LINDHOLME/MOORLAND<br>533313N 0005850W - 533311N 0005732W - 533254N 0005713W - 533214N 0005733W - 533219N 0005853W - 533313N 0005850W | Upper limit: 500 FT ALT<br>Lower limit: SFC | HMP Restricted airspace active H24.<br>Unmanned aircraft flight not permitted unless permission has been granted by HMPPS.<br>HMPPS email: drone.RFZapplication@justice.gov.uk<br>SI 2023/1101<br>Site elevation: 29 FT AMSL |
| EGRU339 HMP LIVERPOOL<br>532740N 0025848W - 532750N 0025753W - 532742N 0025741W - 532719N 0025731W - 532706N 0025834W - 532740N 0025848W | Upper limit: 600 FT ALT<br>Lower limit: SFC | HMP Restricted airspace active H24.<br>Unmanned aircraft flight not permitted unless permission has been granted by HMPPS.<br>HMPPS email: drone.RFZapplication@justice.gov.uk<br>SI 2023/1101<br>Site elevation: 117 FT AMSL |
| EGRU340 HMP LOWDHAM GRANGE<br>530115N 0010219W - 530110N 0010156W - 530055N 0010149W - 530039N 0010203W - 530035N 0010234W - 530052N 0010258W - 530108N 0010247W - 530115N 0010219W | Upper limit: 700 FT ALT<br>Lower limit: SFC | HMP Restricted airspace active H24.<br>Unmanned aircraft flight not permitted unless permission has been granted by HMPPS.<br>HMPPS email: drone.RFZapplication@justice.gov.uk<br>SI 2023/1101<br>Site elevation: 281 FT AMSL |

## ENR 5.1 PROHIBITED, RESTRICTED AND DANGER AREAS (continued)

| Identification and Name<br>Lateral Limits | Upper Limit<br>Lower Limit | Remarks<br>(time of activity, type of restriction, nature of hazard, risk of interception) |
|---|---|---|
| **1** | **2** | **3** |
| EGRU341 HMP MANCHESTER<br>533000N 0021509W - 532957N 0021446W - 532943N 0021414W - 532929N 0021413W - 532919N 0021435W - 532916N 0021448W - 532920N 0021507W - 532937N 0021520W - 533000N 0021509W | Upper limit: 600 FT ALT<br>Lower limit: SFC | HMP Restricted airspace active H24.<br>Unmanned aircraft flight not permitted unless permission has been granted by HMPPS.<br>HMPPS email: drone.RFZapplication@justice.gov.uk<br>SI 2023/1101<br>Site elevation: 153 FT AMSL |
| EGRU342 HMP MORTON HALL<br>531026N 0004128W - 531021N 0004043W - 530946N 0004034W - 530938N 0004054W - 530942N 0004135W - 531008N 0004144W - 531026N 0004128W | Upper limit: 500 FT ALT<br>Lower limit: SFC | HMP Restricted airspace active H24.<br>Unmanned aircraft flight not permitted unless permission has been granted by HMPPS.<br>HMPPS email: drone.RFZapplication@justice.gov.uk<br>SI 2023/1101<br>Site elevation: 79 FT AMSL |
| EGRU343 HMP NEW HALL<br>533826N 0013700W - 533826N 0013620W - 533811N 0013613W - 533753N 0013618W - 533752N 0013640W - 533800N 0013716W - 533818N 0013719W - 533826N 0013700W | Upper limit: 900 FT ALT<br>Lower limit: SFC | HMP Restricted airspace active H24.<br>Unmanned aircraft flight not permitted unless permission has been granted by HMPPS.<br>HMPPS email: drone.RFZapplication@justice.gov.uk<br>SI 2023/1101<br>Site elevation: 458 FT AMSL |
| EGRU344 HMP PRESTON<br>534606N 0024105W - 534537N 0024043W - 534525N 0024124W - 534538N 0024149W - 534555N 0024139W - 534606N 0024105W | Upper limit: 600 FT ALT<br>Lower limit: SFC | HMP Restricted airspace active H24.<br>Unmanned aircraft flight not permitted unless permission has been granted by HMPPS.<br>HMPPS email: drone.RFZapplication@justice.gov.uk<br>SI 2023/1101<br>Site elevation: 147 FT AMSL |
| EGRU345 HMP RANBY<br>531943N 0005946W - 531922N 0005920W - 531858N 0005925W - 531903N 0010035W - 531926N 0010034W - 531943N 0005946W | Upper limit: 600 FT ALT<br>Lower limit: SFC | HMP Restricted airspace active H24.<br>Unmanned aircraft flight not permitted unless permission has been granted by HMPPS.<br>HMPPS email: drone.RFZapplication@justice.gov.uk<br>SI 2023/1101<br>Site elevation: 153 FT AMSL |
| EGRU346 HMP RISLEY<br>532638N 0023135W - 532635N 0023109W - 532624N 0023059W - 532602N 0023050W - 532558N 0023204W - 532625N 0023154W - 532638N 0023135W | Upper limit: 600 FT ALT<br>Lower limit: SFC | HMP Restricted airspace active H24.<br>Unmanned aircraft flight not permitted unless permission has been granted by HMPPS.<br>HMPPS email: drone.RFZapplication@justice.gov.uk<br>SI 2023/1101<br>Site elevation: 126 FT AMSL |
| EGRU347 HMP STYAL<br>532043N 0021412W - 532031N 0021342W - 532010N 0021357W - 532005N 0021442W - 532019N 0021500W - 532038N 0021441W - 532043N 0021412W | Upper limit: 700 FT ALT<br>Lower limit: SFC | HMP Restricted airspace active H24.<br>Unmanned aircraft flight not permitted unless permission has been granted by Non-Standard Flight Applications (NSF NATS) and HMPPS.<br>NSF: Online Application: https://nsf.nats.aero/drones-and-model-aircraft/<br>HMPPS email: drone.RFZapplication@justice.gov.uk<br>SI 2023/1101<br>Site elevation: 271 FT AMSL |
| EGRU348 HMP WAKEFIELD<br>534112N 0013105W - 534118N 0013027W - 534051N 0012947W - 534035N 0013042W - 534054N 0013104W - 534112N 0013105W | Upper limit: 600 FT ALT<br>Lower limit: SFC | HMP Restricted airspace active H24.<br>Unmanned aircraft flight not permitted unless permission has been granted by HMPPS.<br>HMPPS email: drone.RFZapplication@justice.gov.uk<br>SI 2023/1101<br>Site elevation: 117 FT AMSL |
| EGRU349 HMP WEALSTUN<br>535520N 0011957W - 535515N 0011917W - 535456N 0011909W - 535432N 0011932W - 535432N 0011955W - 535443N 0012021W - 535454N 0012018W - 535506N 0012011W - 535520N 0011957W | Upper limit: 600 FT ALT<br>Lower limit: SFC | HMP Restricted airspace active H24.<br>Unmanned aircraft flight not permitted unless permission has been granted by HMPPS.<br>HMPPS email: drone.RFZapplication@justice.gov.uk<br>SI 2023/1101<br>Site elevation: 104 FT AMSL |
| EGRU350 HMP WERRINGTON<br>530135N 0020538W - 530140N 0020507W - 530131N 0020450W - 530108N 0020437W - 530100N 0020530W - 530118N 0020540W - 530135N 0020538W | Upper limit: 1300 FT ALT<br>Lower limit: SFC | HMP Restricted airspace active H24.<br>Unmanned aircraft flight not permitted unless permission has been granted by HMPPS.<br>HMPPS email: drone.RFZapplication@justice.gov.uk<br>SI 2023/1101<br>Site elevation: 834 FT AMSL |

# ENR 5.1 PROHIBITED, RESTRICTED AND DANGER AREAS (continued)

| Identification and Name<br>Lateral Limits | Upper Limit<br>Lower Limit | Remarks<br>(time of activity, type of restriction, nature of hazard, risk of interception) |
|---|---|---|
| 1 | 2 | 3 |
| EGRU351 HMP WETHERBY<br>535628N 0012218W - 535633N 0012138W - 535557N 0012124W - 535551N 0012229W - 535616N 0012241W - 535623N 0012221W - 535628N 0012218W | Upper limit: 500 FT ALT<br>Lower limit: SFC | HMP Restricted airspace active H24.<br>Unmanned aircraft flight not permitted unless permission has been granted by HMPPS.<br>HMPPS email: drone.RFZapplication@justice.gov.uk<br>SI 2023/1101<br>Site elevation: 89 FT AMSL |
| EGRU353 CARR GATE<br>A circle, 0.5 NM radius, centred at 534238N 0013222W | Upper limit: 1400 FT ALT<br>Lower limit: SFC | Unmanned Aircraft Restriction. H24. National Police Air Service activity. Permissions to fly UAS within the Restricted Area are to be obtained from NPAS Operations Centre via email: ops.centre@npas.police.uk or telephone: 01924-962814.<br>Site elevation: 403 FT AMSL |
| EGRU401A ENNISKILLEN/ST ANGELO<br>A circle, 2 NM radius, centred at 542355N 0073907W | Upper limit: 2000 FT AGL<br>Lower limit: SFC | FRZ Active H24. Unmanned aircraft flight not permitted unless permission has been granted by the relevant Air Traffic Service unit or aerodrome operator. For contact details see AIP, Part 3 - Aerodromes, Section AD 2.2 |
| EGRU401B ENNISKILLEN/ST ANGELO RWY 14<br>542602N 0074247W - 542623N 0074205W - 542536N 0074057W thence anti-clockwise by the arc of a circle radius 2 NM centred on 542355N 0073907W to 542515N 0074139W - 542602N 0074247W | Upper limit: 2000 FT AGL<br>Lower limit: SFC | FRZ Active H24. Unmanned aircraft flight not permitted unless permission has been granted by the relevant Air Traffic Service unit or aerodrome operator. For contact details see AIP, Part 3 - Aerodromes, Section AD 2.2 |
| EGRU401C ENNISKILLEN/ST ANGELO RWY 32<br>542152N 0073531W - 542131N 0073613W - 542214N 0073716W thence anti-clockwise by the arc of a circle radius 2 NM centred on 542355N 0073907W to 542235N 0073634W - 542152N 0073531W | Upper limit: 2000 FT AGL<br>Lower limit: SFC | FRZ Active H24. Unmanned aircraft flight not permitted unless permission has been granted by the relevant Air Traffic Service unit or aerodrome operator. For contact details see AIP, Part 3 - Aerodromes, Section AD 2.2 |
| EGRU402A BELFAST ALDERGROVE<br>A circle, 2.5 NM radius, centred at 543927N 0061257W | Upper limit: 2000 FT AGL<br>Lower limit: SFC | FRZ Active H24. Unmanned aircraft flight not permitted unless permission has been granted by the relevant Air Traffic Service unit or aerodrome operator. For contact details see AIP, Part 3 - Aerodromes, Section AD 2.2 |
| EGRU402B BELFAST ALDERGROVE RWY 07<br>543745N 0061808W - 543815N 0061831W - 543839N 0061702W thence anti-clockwise by the arc of a circle radius 2.5 NM centred on 543927N 0061257W to 543810N 0061638W - 543745N 0061808W | Upper limit: 2000 FT AGL<br>Lower limit: SFC | FRZ Active H24. Unmanned aircraft flight not permitted unless permission has been granted by the relevant Air Traffic Service unit or aerodrome operator. For contact details see AIP, Part 3 - Aerodromes, Section AD 2.2 |
| EGRU402C BELFAST ALDERGROVE RWY 25<br>544109N 0060745W - 544039N 0060721W - 544015N 0060852W thence anti-clockwise by the arc of a circle radius 2.5 NM centred on 543927N 0061257W to 544044N 0060916W - 544109N 0060745W | Upper limit: 2000 FT AGL<br>Lower limit: SFC | FRZ Active H24. Unmanned aircraft flight not permitted unless permission has been granted by the relevant Air Traffic Service unit or aerodrome operator. For contact details see AIP, Part 3 - Aerodromes, Section AD 2.2 |
| EGRU402D BELFAST ALDERGROVE RWY 17<br>544157N 0061536W - 544207N 0061443W - 544146N 0061431W thence anti-clockwise by the arc of a circle radius 2.5 NM centred on 543927N 0061257W to 544131N 0061521W - 544157N 0061536W | Upper limit: 2000 FT AGL<br>Lower limit: SFC | FRZ Active H24. Unmanned aircraft flight not permitted unless permission has been granted by the relevant Air Traffic Service unit or aerodrome operator. For contact details see AIP, Part 3 - Aerodromes, Section AD 2.2 |
| EGRU402E BELFAST ALDERGROVE RWY 35<br>543604N 0061119W - 543554N 0061212W - 543657N 0061247W thence anti-clockwise by the arc of a circle radius 2.5 NM centred on 543927N 0061257W to 543702N 0061152W - 543604N 0061119W | Upper limit: 2000 FT AGL<br>Lower limit: SFC | FRZ Active H24. Unmanned aircraft flight not permitted unless permission has been granted by the relevant Air Traffic Service unit or aerodrome operator. For contact details see AIP, Part 3 - Aerodromes, Section AD 2.2 |
| EGRU403A BELFAST/CITY<br>A circle, 2 NM radius, centred at 543705N 0055221W | Upper limit: 2000 FT AGL<br>Lower limit: SFC | FRZ Active H24. Unmanned aircraft flight not permitted unless permission has been granted by the relevant Air Traffic Service unit or aerodrome operator. For contact details see AIP, Part 3 - Aerodromes, Section AD 2.2 |

## ENR 5.1 PROHIBITED, RESTRICTED AND DANGER AREAS (continued)

| Identification and Name<br>Lateral Limits | Upper Limit<br>Lower Limit | Remarks<br>(time of activity, type of restriction, nature of hazard, risk of interception) |
|---|---|---|
| **1** | **2** | **3** |
| EGRU403B BELFAST/CITY RWY 04<br>543421N 0055503W - 543440N 0055549W - 543537N 0055441W thence anti-clockwise by the arc of a circle radius 2 NM centred on 543705N 0055221W to 543518N 0055355W - 543421N 0055503W | Upper limit: 2000 FT AGL<br>Lower limit: SFC | FRZ Active H24. Unmanned aircraft flight not permitted unless permission has been granted by the relevant Air Traffic Service unit or aerodrome operator. For contact details see AIP, Part 3 - Aerodromes, Section AD 2.2 |
| EGRU403C BELFAST/CITY RWY 22<br>543951N 0054936W - 543933N 0054850W - 543833N 0055002W thence anti-clockwise by the arc of a circle radius 2 NM centred on 543705N 0055221W to 543852N 0055047W - 543951N 0054936W | Upper limit: 2000 FT AGL<br>Lower limit: SFC | FRZ Active H24. Unmanned aircraft flight not permitted unless permission has been granted by the relevant Air Traffic Service unit or aerodrome operator. For contact details see AIP, Part 3 - Aerodromes, Section AD 2.2 |
| EGRU404A NEWTOWNARDS<br>A circle, 2 NM radius, centred at 543452N 0054131W | Upper limit: 2000 FT AGL<br>Lower limit: SFC | FRZ Active H24. Unmanned aircraft flight not permitted unless permission has been granted by the relevant Air Traffic Service unit or aerodrome operator. For contact details see AIP, Part 3 - Aerodromes, Section AD 2.2 |
| EGRU404B NEWTOWNARDS RWY 03<br>543214N 0054343W - 543231N 0054430W - 543319N 0054340W thence anti-clockwise by the arc of a circle radius 2 NM centred on 543452N 0054131W to 543302N 0054253W - 543214N 0054343W | Upper limit: 2000 FT AGL<br>Lower limit: SFC | FRZ Active H24. Unmanned aircraft flight not permitted unless permission has been granted by the relevant Air Traffic Service unit or aerodrome operator. For contact details see AIP, Part 3 - Aerodromes, Section AD 2.2 |
| EGRU404C NEWTOWNARDS RWY 21<br>543727N 0053922W - 543710N 0053834W - 543625N 0053921W thence anti-clockwise by the arc of a circle radius 2 NM centred on 543452N 0054131W to 543642N 0054009W - 543727N 0053922W | Upper limit: 2000 FT AGL<br>Lower limit: SFC | FRZ Active H24. Unmanned aircraft flight not permitted unless permission has been granted by the relevant Air Traffic Service unit or aerodrome operator. For contact details see AIP, Part 3 - Aerodromes, Section AD 2.2 |
| EGRU404D NEWTOWNARDS RWY 08<br>543356N 0054615W - 543428N 0054627W - 543440N 0054456W thence anti-clockwise by the arc of a circle radius 2 NM centred on 543452N 0054131W to 543408N 0054443W - 543356N 0054615W | Upper limit: 2000 FT AGL<br>Lower limit: SFC | FRZ Active H24. Unmanned aircraft flight not permitted unless permission has been granted by the relevant Air Traffic Service unit or aerodrome operator. For contact details see AIP, Part 3 - Aerodromes, Section AD 2.2 |
| EGRU404E NEWTOWNARDS RWY 26<br>543545N 0053655W - 543513N 0053642W - 543502N 0053806W thence anti-clockwise by the arc of a circle radius 2 NM centred on 543452N 0054131W to 543534N 0053818W - 543545N 0053655W | Upper limit: 2000 FT AGL<br>Lower limit: SFC | FRZ Active H24. Unmanned aircraft flight not permitted unless permission has been granted by the relevant Air Traffic Service unit or aerodrome operator. For contact details see AIP, Part 3 - Aerodromes, Section AD 2.2 |
| EGRU404F NEWTOWNARDS RWY 15<br>543716N 0054418W - 543733N 0054330W - 543645N 0054241W thence anti-clockwise by the arc of a circle radius 2 NM centred on 543452N 0054131W to 543630N 0054331W - 543716N 0054418W | Upper limit: 2000 FT AGL<br>Lower limit: SFC | FRZ Active H24. Unmanned aircraft flight not permitted unless permission has been granted by the relevant Air Traffic Service unit or aerodrome operator. For contact details see AIP, Part 3 - Aerodromes, Section AD 2.2 |
| EGRU404G NEWTOWNARDS RWY 33<br>543241N 0053834W - 543224N 0053922W - 543304N 0054002W thence anti-clockwise by the arc of a circle radius 2 NM centred on 543452N 0054131W to 543322N 0053916W - 543241N 0053834W | Upper limit: 2000 FT AGL<br>Lower limit: SFC | FRZ Active H24. Unmanned aircraft flight not permitted unless permission has been granted by the relevant Air Traffic Service unit or aerodrome operator. For contact details see AIP, Part 3 - Aerodromes, Section AD 2.2 |
| EGRU406A WALNEY<br>A circle, 2 NM radius, centred at 540752N 0031548W | Upper limit: 2000 FT AGL<br>Lower limit: SFC | FRZ Active H24. Unmanned aircraft flight not permitted unless permission has been granted by the relevant Air Traffic Service unit or aerodrome operator. For contact details see AIP, Part 3 - Aerodromes, Section AD 2.2 |
| EGRU406B WALNEY RWY 17<br>541032N 0031742W - 541040N 0031649W - 540949N 0031628W thence anti-clockwise by the arc of a circle radius 2 NM centred on 540752N 0031548W to 540939N 0031720W - 541032N 0031742W | Upper limit: 2000 FT AGL<br>Lower limit: SFC | FRZ Active H24. Unmanned aircraft flight not permitted unless permission has been granted by the relevant Air Traffic Service unit or aerodrome operator. For contact details see AIP, Part 3 - Aerodromes, Section AD 2.2 |

# ENR 5.1 PROHIBITED, RESTRICTED AND DANGER AREAS (continued)

| Identification and Name<br>Lateral Limits | Upper Limit<br>Lower Limit | Remarks<br>(time of activity, type of restriction, nature of hazard, risk of interception) |
|---|---|---|
| 1 | 2 | 3 |
| EGRU406C WALNEY RWY 35<br>540454N 0031423W - 540447N 0031517W - 540552N 0031544W thence anti-clockwise by the arc of a circle radius 2 NM centred on 540752N 0031548W to 540557N 0031450W - 540454N 0031423W | Upper limit: 2000 FT AGL<br>Lower limit: SFC | FRZ Active H24. Unmanned aircraft flight not permitted unless permission has been granted by the relevant Air Traffic Service unit or aerodrome operator. For contact details see AIP, Part 3 - Aerodromes, Section AD 2.2 |
| EGRU408A LEEMING<br>A circle, 2.5 NM radius, centred at 541733N 0013207W | Upper limit: 2000 FT AGL<br>Lower limit: SFC | FRZ Active H24. Unmanned aircraft flight not permitted unless permission has been granted by the relevant Air Traffic Service unit or aerodrome operator. For contact details, see UK MIL AIP, Part 3 - Aerodromes, Section AD 2.2 |
| EGRU408B LEEMING RWY 16<br>542028N 0013452W - 542041N 0013402W - 541955N 0013327W thence anti-clockwise by the arc of a circle radius 2.5 NM centred on 541733N 0013207W to 541942N 0013417W - 542028N 0013452W | Upper limit: 2000 FT AGL<br>Lower limit: SFC | FRZ Active H24. Unmanned aircraft flight not permitted unless permission has been granted by the relevant Air Traffic Service unit or aerodrome operator. For contact details, see UK MIL AIP, Part 3 - Aerodromes, Section AD 2.2 |
| EGRU408C LEEMING RWY 34<br>541438N 0012923W - 541425N 0013013W - 541511N 0013048W thence anti-clockwise by the arc of a circle radius 2.5 NM centred on 541733N 0013207W to 541524N 0012958W - 541438N 0012923W | Upper limit: 2000 FT AGL<br>Lower limit: SFC | FRZ Active H24. Unmanned aircraft flight not permitted unless permission has been granted by the relevant Air Traffic Service unit or aerodrome operator. For contact details, see UK MIL AIP, Part 3 - Aerodromes, Section AD 2.2 |
| EGRU408D LEEMING RWY 03<br>541517N 0013411W - 541532N 0013459W - 541539N 0013453W thence anti-clockwise by the arc of a circle radius 2.5 NM centred on 541733N 0013207W to 541521N 0013407W - 541517N 0013411W | Upper limit: 2000 FT AGL<br>Lower limit: SFC | FRZ Active H24. Unmanned aircraft flight not permitted unless permission has been granted by the relevant Air Traffic Service unit or aerodrome operator. For contact details, see UK MIL AIP, Part 3 - Aerodromes, Section AD 2.2 |
| EGRU408E LEEMING RWY 21<br>542039N 0013015W - 542024N 0012927W - 541944N 0013003W thence anti-clockwise by the arc of a circle radius 2.5 NM centred on 541733N 0013207W to 541957N 0013055W - 542039N 0013015W | Upper limit: 2000 FT AGL<br>Lower limit: SFC | FRZ Active H24. Unmanned aircraft flight not permitted unless permission has been granted by the relevant Air Traffic Service unit or aerodrome operator. For contact details, see UK MIL AIP, Part 3 - Aerodromes, Section AD 2.2 |
| EGRU409A TEESSIDE INTERNATIONAL<br>A circle, 2.5 NM radius, centred at 543033N 0012546W | Upper limit: 2000 FT AGL<br>Lower limit: SFC | FRZ Active H24. Unmanned aircraft flight not permitted unless permission has been granted by the relevant Air Traffic Service unit or aerodrome operator. For contact details see AIP, Part 3 - Aerodromes, Section AD 2.2 |
| EGRU409B TEESSIDE INTERNATIONAL RWY 05<br>542807N 0012938W - 542831N 0013016W - 542904N 0012913W thence anti-clockwise by the arc of a circle radius 2.5 NM centred on 543033N 0012546W to 542840N 0012836W - 542807N 0012938W | Upper limit: 2000 FT AGL<br>Lower limit: SFC | FRZ Active H24. Unmanned aircraft flight not permitted unless permission has been granted by the relevant Air Traffic Service unit or aerodrome operator. For contact details see AIP, Part 3 - Aerodromes, Section AD 2.2 |
| EGRU409C TEESSIDE INTERNATIONAL RWY 23<br>543259N 0012153W - 543235N 0012115W - 543202N 0012219W thence anti-clockwise by the arc of a circle radius 2.5 NM centred on 543033N 0012546W to 543226N 0012256W - 543259N 0012153W | Upper limit: 2000 FT AGL<br>Lower limit: SFC | FRZ Active H24. Unmanned aircraft flight not permitted unless permission has been granted by the relevant Air Traffic Service unit or aerodrome operator. For contact details see AIP, Part 3 - Aerodromes, Section AD 2.2 |
| EGRU410A TOPCLIFFE<br>A circle, 2 NM radius, centred at 541220N 0012254W | Upper limit: 2000 FT AGL<br>Lower limit: SFC | FRZ Active H24. Unmanned aircraft flight not permitted unless permission has been granted by the relevant Air Traffic Service unit or aerodrome operator. For contact details, see UK MIL AIP, Part 3 - Aerodromes, Section AD 2.2 |
| EGRU410B TOPCLIFFE RWY 02<br>540928N 0012421W - 540940N 0012512W - 541036N 0012434W thence anti-clockwise by the arc of a circle radius 2 NM centred on 541220N 0012254W to 541024N 0012343W - 540928N 0012421W | Upper limit: 2000 FT AGL<br>Lower limit: SFC | FRZ Active H24. Unmanned aircraft flight not permitted unless permission has been granted by the relevant Air Traffic Service unit or aerodrome operator. For contact details, see UK MIL AIP, Part 3 - Aerodromes, Section AD 2.2 |

## ENR 5.1 PROHIBITED, RESTRICTED AND DANGER AREAS (continued)

| Identification and Name<br>Lateral Limits | Upper Limit<br>Lower Limit | Remarks<br>(time of activity, type of restriction, nature of hazard, risk of interception) |
|---|---|---|
| **1** | **2** | **3** |
| EGRU410C TOPCLIFFE RWY 20<br>541524N 0012119W - 541512N 0012027W - 541405N 0012113W thence anti-clockwise by the arc of a circle radius 2 NM centred on 541220N 0012254W to 541417N 0012204W - 541524N 0012119W | Upper limit: 2000 FT AGL<br>Lower limit: SFC | FRZ Active H24. Unmanned aircraft flight not permitted unless permission has been granted by the relevant Air Traffic Service unit or aerodrome operator. For contact details, see UK MIL AIP, Part 3 - Aerodromes, Section AD 2.2 |
| EGRU410D TOPCLIFFE RWY 13<br>541355N 0012720W - 541421N 0012647W - 541344N 0012520W thence anti-clockwise by the arc of a circle radius 2 NM centred on 541220N 0012254W to 541318N 0012553W - 541355N 0012720W | Upper limit: 2000 FT AGL<br>Lower limit: SFC | FRZ Active H24. Unmanned aircraft flight not permitted unless permission has been granted by the relevant Air Traffic Service unit or aerodrome operator. For contact details, see UK MIL AIP, Part 3 - Aerodromes, Section AD 2.2 |
| EGRU410E TOPCLIFFE RWY 31<br>541053N 0011838W - 541027N 0011910W - 541059N 0012024W thence anti-clockwise by the arc of a circle radius 2 NM centred on 541220N 0012254W to 541125N 0011953W - 541053N 0011838W | Upper limit: 2000 FT AGL<br>Lower limit: SFC | FRZ Active H24. Unmanned aircraft flight not permitted unless permission has been granted by the relevant Air Traffic Service unit or aerodrome operator. For contact details, see UK MIL AIP, Part 3 - Aerodromes, Section AD 2.2 |
| EGRU410F TOPCLIFFE RWY 07<br>541107N 0012746W - 541138N 0012800W - 541155N 0012614W thence anti-clockwise by the arc of a circle radius 2 NM centred on 541220N 0012254W to 541124N 0012555W - 541107N 0012746W | Upper limit: 2000 FT AGL<br>Lower limit: SFC | FRZ Active H24. Unmanned aircraft flight not permitted unless permission has been granted by the relevant Air Traffic Service unit or aerodrome operator. For contact details, see UK MIL AIP, Part 3 - Aerodromes, Section AD 2.2 |
| EGRU410G TOPCLIFFE RWY 25<br>541311N 0011812W - 541240N 0011758W - 541225N 0011930W thence anti-clockwise by the arc of a circle radius 2 NM centred on 541220N 0012254W to 541257N 0011939W - 541311N 0011812W | Upper limit: 2000 FT AGL<br>Lower limit: SFC | FRZ Active H24. Unmanned aircraft flight not permitted unless permission has been granted by the relevant Air Traffic Service unit or aerodrome operator. For contact details, see UK MIL AIP, Part 3 - Aerodromes, Section AD 2.2 |
| EGRU411A ISLE OF MAN<br>A circle, 2.7 NM radius, centred at 540500N 0043724W | Upper limit: UNL<br>Lower limit: SFC | Restricted airspace active H24. Small unmanned aircraft flight not permitted except with the permission of the Isle of Man CAA. Contact caa@gov.im or 01624-682358 |
| EGRU412 ISLE OF MAN PRISON<br>542124N 0043154W - 542128N 0043151W - 542129N 0043150W - 542133N 0043143W - 542132N 0043141W - 542117N 0043127W - 542114N 0043143W - 542113N 0043153W - 542116N 0043201W - 542117N 0043201W - 542124N 0043154W | Upper limit: UNL<br>Lower limit: SFC | Restricted airspace active H24. Contact caa@gov.im or 01624-682358 for further details |
| EGRU413 HMP DEERBOLT<br>543255N 0015600W - 543222N 0015541W - 543214N 0015609W - 543221N 0015700W - 543244N 0015701W - 543255N 0015600W | Upper limit: 1100 FT ALT<br>Lower limit: SFC | HMP Restricted airspace active H24.<br>Unmanned aircraft flight not permitted unless permission has been granted by HMPPS.<br>HMPPS email: drone.RFZapplication@justice.gov.uk<br>SI 2023/1101<br>Site elevation: 602 FT AMSL |
| EGRU414 HMP DURHAM<br>544641N 0013402W - 544635N 0013340W - 544614N 0013337W - 544602N 0013352W - 544609N 0013429W - 544637N 0013440W - 544641N 0013402W | Upper limit: 600 FT ALT<br>Lower limit: SFC | HMP Restricted airspace active H24.<br>Unmanned aircraft flight not permitted unless permission has been granted by HMPPS.<br>HMPPS email: drone.RFZapplication@justice.gov.uk<br>SI 2023/1101<br>Site elevation: 196 FT AMSL |
| EGRU415 HMP FRANKLAND/LOW NEWTON<br>544839N 0013233W - 544800N 0013221W - 544753N 0013317W - 544810N 0013351W - 544832N 0013351W - 544839N 0013233W | Upper limit: 700 FT ALT<br>Lower limit: SFC | HMP Restricted airspace active H24.<br>Unmanned aircraft flight not permitted unless permission has been granted by HMPPS.<br>HMPPS email: drone.RFZapplication@justice.gov.uk<br>SI 2023/1101<br>Site elevation: 208 FT AMSL |
| EGRU416 HMP HOLME HOUSE<br>543500N 0011748W - 543500N 0011715W - 543433N 0011658W - 543422N 0011718W - 543423N 0011748W - 543435N 0011809W - 543448N 0011809W - 543500N 0011748W | Upper limit: 500 FT ALT<br>Lower limit: SFC | HMP Restricted airspace active H24.<br>Unmanned aircraft flight not permitted unless permission has been granted by HMPPS.<br>HMPPS email: drone.RFZapplication@justice.gov.uk<br>SI 2023/1101<br>Site elevation: 39 FT AMSL |

# ENR 5.1 PROHIBITED, RESTRICTED AND DANGER AREAS (continued)

| Identification and Name<br>Lateral Limits | Upper Limit<br>Lower Limit | Remarks<br>(time of activity, type of restriction, nature of hazard, risk of interception) |
|---|---|---|
| 1 | 2 | 3 |
| EGRU417 HMP LANCASTER FARMS<br>540337N 0024623W - 540334N 0024557W - 540325N 0024544W - 540304N 0024548W - 540255N 0024607W - 540256N 0024629W - 540309N 0024645W - 540329N 0024641W - 540337N 0024623W | Upper limit: 700 FT ALT<br>Lower limit: SFC | HMP Restricted airspace active H24.<br>Unmanned aircraft flight not permitted unless permission has been granted by HMPPS.<br>HMPPS email: drone.RFZapplication@justice.gov.uk<br>SI 2023/1101<br>Site elevation: 238 FT AMSL |
| EGRU501A LONDONDERRY/EGLINTON<br>A circle, 2.5 NM radius, centred at 550234N 0070943W | Upper limit: 2000 FT AGL<br>Lower limit: SFC | FRZ Active H24. Unmanned aircraft flight not permitted unless permission has been granted by the relevant Air Traffic Service unit or aerodrome operator. For contact details see AIP, Part 3 - Aerodromes, Section AD 2.2 |
| EGRU501B LONDONDERRY/EGLINTON RWY 08<br>550123N 0071453W - 550154N 0071509W - 550206N 0071359W thence anti-clockwise by the arc of a circle radius 2.5 NM centred on 550234N 0070943W to 550135N 0071343W - 550123N 0071453W | Upper limit: 2000 FT AGL<br>Lower limit: SFC | FRZ Active H24. Unmanned aircraft flight not permitted unless permission has been granted by the relevant Air Traffic Service unit or aerodrome operator. For contact details see AIP, Part 3 - Aerodromes, Section AD 2.2 |
| EGRU501C LONDONDERRY/EGLINTON RWY 26<br>550345N 0070429W - 550314N 0070412W - 550301N 0070527W thence anti-clockwise by the arc of a circle radius 2.5 NM centred on 550234N 0070943W to 550332N 0070543W - 550345N 0070429W | Upper limit: 2000 FT AGL<br>Lower limit: SFC | FRZ Active H24. Unmanned aircraft flight not permitted unless permission has been granted by the relevant Air Traffic Service unit or aerodrome operator. For contact details see AIP, Part 3 - Aerodromes, Section AD 2.2 |
| EGRU502A ISLAY<br>A circle, 2 NM radius, centred at 554100N 0061535W | Upper limit: 2000 FT AGL<br>Lower limit: SFC | FRZ Active H24. Unmanned aircraft flight not permitted unless permission has been granted by the relevant Air Traffic Service unit or aerodrome operator. For contact details see AIP, Part 3 - Aerodromes, Section AD 2.2 |
| EGRU502B ISLAY RWY 07<br>553948N 0061952W - 554018N 0062011W - 554032N 0061901W thence anti-clockwise by the arc of a circle radius 2 NM centred on 554100N 0061535W to 554002N 0061840W - 553948N 0061952W | Upper limit: 2000 FT AGL<br>Lower limit: SFC | FRZ Active H24. Unmanned aircraft flight not permitted unless permission has been granted by the relevant Air Traffic Service unit or aerodrome operator. For contact details see AIP, Part 3 - Aerodromes, Section AD 2.2 |
| EGRU502C ISLAY RWY 25<br>554212N 0061040W - 554142N 0061021W - 554121N 0061206W thence anti-clockwise by the arc of a circle radius 2 NM centred on 554100N 0061535W to 554152N 0061224W - 554212N 0061040W | Upper limit: 2000 FT AGL<br>Lower limit: SFC | FRZ Active H24. Unmanned aircraft flight not permitted unless permission has been granted by the relevant Air Traffic Service unit or aerodrome operator. For contact details see AIP, Part 3 - Aerodromes, Section AD 2.2 |
| EGRU502D ISLAY RWY 12<br>554220N 0062026W - 554248N 0061957W - 554215N 0061820W thence anti-clockwise by the arc of a circle radius 2 NM centred on 554100N 0061535W to 554147N 0061850W - 554220N 0062026W | Upper limit: 2000 FT AGL<br>Lower limit: SFC | FRZ Active H24. Unmanned aircraft flight not permitted unless permission has been granted by the relevant Air Traffic Service unit or aerodrome operator. For contact details see AIP, Part 3 - Aerodromes, Section AD 2.2 |
| EGRU502E ISLAY RWY 30<br>553941N 0061044W - 553913N 0061113W - 553945N 0061249W thence anti-clockwise by the arc of a circle radius 2 NM centred on 554100N 0061535W to 554013N 0061220W - 553941N 0061044W | Upper limit: 2000 FT AGL<br>Lower limit: SFC | FRZ Active H24. Unmanned aircraft flight not permitted unless permission has been granted by the relevant Air Traffic Service unit or aerodrome operator. For contact details see AIP, Part 3 - Aerodromes, Section AD 2.2 |
| EGRU503A CAMPBELTOWN<br>A circle, 2 NM radius, centred at 552615N 0054117W | Upper limit: 2000 FT AGL<br>Lower limit: SFC | FRZ Active H24. Unmanned aircraft flight not permitted unless permission has been granted by the relevant Air Traffic Service unit or aerodrome operator. For contact details see AIP, Part 3 - Aerodromes, Section AD 2.2 |
| EGRU503B CAMPBELTOWN RWY 11<br>552646N 0054608W - 552717N 0054552W - 552704N 0054430W thence anti-clockwise by the arc of a circle radius 2 NM centred on 552615N 0054117W to 552633N 0054446W - 552646N 0054608W | Upper limit: 2000 FT AGL<br>Lower limit: SFC | FRZ Active H24. Unmanned aircraft flight not permitted unless permission has been granted by the relevant Air Traffic Service unit or aerodrome operator. For contact details see AIP, Part 3 - Aerodromes, Section AD 2.2 |

## ENR 5.1 PROHIBITED, RESTRICTED AND DANGER AREAS (continued)

| Identification and Name<br>Lateral Limits | Upper Limit<br>Lower Limit | Remarks<br>(time of activity, type of restriction, nature of hazard, risk of interception) |
|---|---|---|
| **1** | **2** | **3** |
| EGRU503C CAMPBELTOWN RWY 29<br>552535N 0053529W - 552504N 0053544W - 552527N 0053804W thence anti-clockwise by the arc of a circle radius 2 NM centred on 552615N 0054117W to 552558N 0053749W - 552535N 0053529W | Upper limit: 2000 FT AGL<br>Lower limit: SFC | FRZ Active H24. Unmanned aircraft flight not permitted unless permission has been granted by the relevant Air Traffic Service unit or aerodrome operator. For contact details see AIP, Part 3 - Aerodromes, Section AD 2.2 |
| EGRU504A PRESTWICK<br>A circle, 2.5 NM radius, centred at 553034N 0043540W | Upper limit: 2000 FT AGL<br>Lower limit: SFC | FRZ Active H24. Unmanned aircraft flight not permitted unless permission has been granted by the relevant Air Traffic Service unit or aerodrome operator. For contact details see AIP, Part 3 - Aerodromes, Section AD 2.2 |
| EGRU504B PRESTWICK RWY 02<br>552644N 0043643W - 552657N 0043735W - 552808N 0043640W thence anti-clockwise by the arc of a circle radius 2.5 NM centred on 553034N 0043540W to 552804N 0043541W - 552644N 0043643W | Upper limit: 2000 FT AGL<br>Lower limit: SFC | FRZ Active H24. Unmanned aircraft flight not permitted unless permission has been granted by the relevant Air Traffic Service unit or aerodrome operator. For contact details see AIP, Part 3 - Aerodromes, Section AD 2.2 |
| EGRU504C PRESTWICK RWY 20<br>553247N 0043304W - 553234N 0043212W - 553215N 0043226W thence anti-clockwise by the arc of a circle radius 2.5 NM centred on 553034N 0043540W to 553237N 0043311W - 553247N 0043304W | Upper limit: 2000 FT AGL<br>Lower limit: SFC | FRZ Active H24. Unmanned aircraft flight not permitted unless permission has been granted by the relevant Air Traffic Service unit or aerodrome operator. For contact details see AIP, Part 3 - Aerodromes, Section AD 2.2 |
| EGRU504D PRESTWICK RWY 12<br>553205N 0044100W - 553233N 0044030W - 553205N 0043910W thence anti-clockwise by the arc of a circle radius 2.5 NM centred on 553034N 0043540W to 553137N 0043939W - 553205N 0044100W | Upper limit: 2000 FT AGL<br>Lower limit: SFC | FRZ Active H24. Unmanned aircraft flight not permitted unless permission has been granted by the relevant Air Traffic Service unit or aerodrome operator. For contact details see AIP, Part 3 - Aerodromes, Section AD 2.2 |
| EGRU504E PRESTWICK RWY 30<br>552858N 0043010W - 552831N 0043040W - 552903N 0043211W thence anti-clockwise by the arc of a circle radius 2.5 NM centred on 553034N 0043540W to 552930N 0043142W - 552858N 0043010W | Upper limit: 2000 FT AGL<br>Lower limit: SFC | FRZ Active H24. Unmanned aircraft flight not permitted unless permission has been granted by the relevant Air Traffic Service unit or aerodrome operator. For contact details see AIP, Part 3 - Aerodromes, Section AD 2.2 |
| EGRU505A GLASGOW<br>A circle, 2.5 NM radius, centred at 555218N 0042601W | Upper limit: 2000 FT AGL<br>Lower limit: SFC | FRZ Active H24. Unmanned aircraft flight not permitted unless permission has been granted by the relevant Air Traffic Service unit or aerodrome operator. For contact details see AIP, Part 3 - Aerodromes, Section AD 2.2 |
| EGRU505B GLASGOW RWY 05<br>554945N 0043005W - 555009N 0043044W - 555047N 0042933W thence anti-clockwise by the arc of a circle radius 2.5 NM centred on 555218N 0042601W to 555024N 0042853W - 554945N 0043005W | Upper limit: 2000 FT AGL<br>Lower limit: SFC | FRZ Active H24. Unmanned aircraft flight not permitted unless permission has been granted by the relevant Air Traffic Service unit or aerodrome operator. For contact details see AIP, Part 3 - Aerodromes, Section AD 2.2 |
| EGRU505C GLASGOW RWY 23<br>555444N 0042210W - 555421N 0042130W - 555349N 0042229W thence anti-clockwise by the arc of a circle radius 2.5 NM centred on 555218N 0042601W to 555412N 0042309W - 555444N 0042210W | Upper limit: 2000 FT AGL<br>Lower limit: SFC | FRZ Active H24. Unmanned aircraft flight not permitted unless permission has been granted by the relevant Air Traffic Service unit or aerodrome operator. For contact details see AIP, Part 3 - Aerodromes, Section AD 2.2 |
| EGRU506A CUMBERNAULD<br>A circle, 2 NM radius, centred at 555829N 0035832W | Upper limit: 2000 FT AGL<br>Lower limit: SFC | FRZ Active H24. Unmanned aircraft flight not permitted unless permission has been granted by the relevant Air Traffic Service unit or aerodrome operator. For contact details see AIP, Part 3 - Aerodromes, Section AD 2.2 |
| EGRU506B CUMBERNAULD RWY 07<br>555721N 0040320W - 555752N 0040338W - 555809N 0040202W thence anti-clockwise by the arc of a circle radius 2 NM centred on 555829N 0035832W to 555738N 0040145W - 555721N 0040320W | Upper limit: 2000 FT AGL<br>Lower limit: SFC | FRZ Active H24. Unmanned aircraft flight not permitted unless permission has been granted by the relevant Air Traffic Service unit or aerodrome operator. For contact details see AIP, Part 3 - Aerodromes, Section AD 2.2 |

# ENR 5.1 PROHIBITED, RESTRICTED AND DANGER AREAS (continued)

| Identification and Name<br>Lateral Limits | Upper Limit<br>Lower Limit | Remarks<br>(time of activity, type of restriction, nature of hazard, risk of interception) |
|---|---|---|
| 1 | 2 | 3 |
| EGRU506C CUMBERNAULD RWY 25<br>555937N 0035343W - 555906N 0035325W - 555849N 0035501W thence anti-clockwise by the arc of a circle radius 2 NM centred on 555829N 0035832W to 555920N 0035518W - 555937N 0035343W | Upper limit: 2000 FT AGL<br>Lower limit: SFC | FRZ Active H24. Unmanned aircraft flight not permitted unless permission has been granted by the relevant Air Traffic Service unit or aerodrome operator. For contact details see AIP, Part 3 - Aerodromes, Section AD 2.2 |
| EGRU507A EDINBURGH<br>A circle, 2.5 NM radius, centred at 555700N 0032221W | Upper limit: 2000 FT AGL<br>Lower limit: SFC | FRZ Active H24. Unmanned aircraft flight not permitted unless permission has been granted by the relevant Air Traffic Service unit or aerodrome operator. For contact details see AIP, Part 3 - Aerodromes, Section AD 2.2 |
| EGRU507B EDINBURGH RWY 06<br>555504N 0032705W - 555532N 0032735W - 555557N 0032623W thence anti-clockwise by the arc of a circle radius 2.5 NM centred on 555700N 0032221W to 555529N 0032553W - 555504N 0032705W | Upper limit: 2000 FT AGL<br>Lower limit: SFC | FRZ Active H24. Unmanned aircraft flight not permitted unless permission has been granted by the relevant Air Traffic Service unit or aerodrome operator. For contact details see AIP, Part 3 - Aerodromes, Section AD 2.2 |
| EGRU507C EDINBURGH RWY 24<br>555855N 0031737W - 555827N 0031707W - 555803N 0031819W thence anti-clockwise by the arc of a circle radius 2.5 NM centred on 555700N 0032221W to 555831N 0031849W - 555855N 0031737W | Upper limit: 2000 FT AGL<br>Lower limit: SFC | FRZ Active H24. Unmanned aircraft flight not permitted unless permission has been granted by the relevant Air Traffic Service unit or aerodrome operator. For contact details see AIP, Part 3 - Aerodromes, Section AD 2.2 |
| EGRU508A NEWCASTLE<br>A circle, 2.5 NM radius, centred at 550217N 0014123W | Upper limit: 2000 FT AGL<br>Lower limit: SFC | FRZ Active H24. Unmanned aircraft flight not permitted unless permission has been granted by the relevant Air Traffic Service unit or aerodrome operator. For contact details see AIP, Part 3 - Aerodromes, Section AD 2.2 |
| EGRU508B NEWCASTLE RWY 07<br>550040N 0014620W - 550109N 0014644W - 550129N 0014530W thence anti-clockwise by the arc of a circle radius 2.5 NM centred on 550217N 0014123W to 550059N 0014507W - 550040N 0014620W | Upper limit: 2000 FT AGL<br>Lower limit: SFC | FRZ Active H24. Unmanned aircraft flight not permitted unless permission has been granted by the relevant Air Traffic Service unit or aerodrome operator. For contact details see AIP, Part 3 - Aerodromes, Section AD 2.2 |
| EGRU508C NEWCASTLE RWY 25<br>550353N 0013627W - 550324N 0013603W - 550304N 0013716W thence anti-clockwise by the arc of a circle radius 2.5 NM centred on 550217N 0014123W to 550334N 0013740W - 550353N 0013627W | Upper limit: 2000 FT AGL<br>Lower limit: SFC | FRZ Active H24. Unmanned aircraft flight not permitted unless permission has been granted by the relevant Air Traffic Service unit or aerodrome operator. For contact details see AIP, Part 3 - Aerodromes, Section AD 2.2 |
| EGRU509A KIRKNEWTON<br>A circle, 2 NM radius, centred at 555224N 0032355W | Upper limit: 2000 FT AGL<br>Lower limit: SFC | FRZ Active H24. Unmanned aircraft flight not permitted unless permission has been granted by the relevant Air Traffic Service unit or aerodrome operator. For contact details, see UK MIL AIP, Part 3 - Aerodromes, Section AD 2.2 |
| EGRU510 HMP NORTHUMBERLAND<br>551818N 0013757W - 551756N 0013719W - 551743N 0013716W - 551716N 0013805W - 551720N 0013839W - 551737N 0013910W - 551818N 0013757W | Upper limit: 600 FT ALT<br>Lower limit: SFC | HMP Restricted airspace active H24.<br>Unmanned aircraft flight not permitted unless permission has been granted by HMPPS.<br>HMPPS email: drone.RFZapplication@justice.gov.uk<br>SI 2023/1101<br>Site elevation: 118 FT AMSL |
| EGRU601A TIREE<br>A circle, 2 NM radius, centred at 562957N 0065209W | Upper limit: 2000 FT AGL<br>Lower limit: SFC | FRZ Active H24. Unmanned aircraft flight not permitted unless permission has been granted by the relevant Air Traffic Service unit or aerodrome operator. For contact details see AIP, Part 3 - Aerodromes, Section AD 2.2 |
| EGRU601B TIREE RWY 05<br>562739N 0065554W - 562803N 0065634W - 562848N 0065506W thence anti-clockwise by the arc of a circle radius 2 NM centred on 562957N 0065209W to 562824N 0065426W - 562739N 0065554W | Upper limit: 2000 FT AGL<br>Lower limit: SFC | FRZ Active H24. Unmanned aircraft flight not permitted unless permission has been granted by the relevant Air Traffic Service unit or aerodrome operator. For contact details see AIP, Part 3 - Aerodromes, Section AD 2.2 |
| EGRU601C TIREE RWY 23<br>563213N 0064828W - 563149N 0064748W - 563106N 0064912W thence anti-clockwise by the arc of a circle radius 2 NM centred on 562957N 0065209W to 563130N 0064952W - 563213N 0064828W | Upper limit: 2000 FT AGL<br>Lower limit: SFC | FRZ Active H24. Unmanned aircraft flight not permitted unless permission has been granted by the relevant Air Traffic Service unit or aerodrome operator. For contact details see AIP, Part 3 - Aerodromes, Section AD 2.2 |

## ENR 5.1 PROHIBITED, RESTRICTED AND DANGER AREAS (continued)

| Identification and Name<br>Lateral Limits | Upper Limit<br>Lower Limit | Remarks<br>(time of activity, type of restriction, nature of hazard, risk of interception) |
|---|---|---|
| **1** | **2** | **3** |
| EGRU601D TIREE RWY 11<br>563040N 0065734W - 563111N 0065716W - 563051N 0065522W thence anti-clockwise by the arc of a circle radius 2 NM centred on 562957N 0065209W to 563021N 0065541W - 563040N 0065734W | Upper limit: 2000 FT AGL<br>Lower limit: SFC | FRZ Active H24. Unmanned aircraft flight not permitted unless permission has been granted by the relevant Air Traffic Service unit or aerodrome operator. For contact details see AIP, Part 3 - Aerodromes, Section AD 2.2 |
| EGRU601E TIREE RWY 29<br>562928N 0064712W - 562857N 0064730W - 562911N 0064849W thence anti-clockwise by the arc of a circle radius 2 NM centred on 562957N 0065209W to 562942N 0064834W - 562928N 0064712W | Upper limit: 2000 FT AGL<br>Lower limit: SFC | FRZ Active H24. Unmanned aircraft flight not permitted unless permission has been granted by the relevant Air Traffic Service unit or aerodrome operator. For contact details see AIP, Part 3 - Aerodromes, Section AD 2.2 |
| EGRU602A COLL<br>A circle, 2 NM radius, centred at 563607N 0063704W | Upper limit: 2000 FT AGL<br>Lower limit: SFC | FRZ Active H24. Unmanned aircraft flight not permitted unless permission has been granted by the relevant Air Traffic Service unit or aerodrome operator. For contact details see AIP, Part 3 - Aerodromes, Section AD 2.2 |
| EGRU603A COLONSAY<br>A circle, 2 NM radius, centred at 560327N 0061435W | Upper limit: 2000 FT AGL<br>Lower limit: SFC | FRZ Active H24. Unmanned aircraft flight not permitted unless permission has been granted by the relevant Air Traffic Service unit or aerodrome operator. For contact details see AIP, Part 3 - Aerodromes, Section AD 2.2 |
| EGRU604A OBAN<br>A circle, 2 NM radius, centred at 562749N 0052400W | Upper limit: 2000 FT AGL<br>Lower limit: SFC | FRZ Active H24. Unmanned aircraft flight not permitted unless permission has been granted by the relevant Air Traffic Service unit or aerodrome operator. For contact details see AIP, Part 3 - Aerodromes, Section AD 2.2 |
| EGRU604B OBAN RWY 01<br>562451N 0052402W - 562454N 0052500W - 562553N 0052449W thence anti-clockwise by the arc of a circle radius 2 NM centred on 562749N 0052400W to 562550N 0052351W - 562451N 0052402W | Upper limit: 2000 FT AGL<br>Lower limit: SFC | FRZ Active H24. Unmanned aircraft flight not permitted unless permission has been granted by the relevant Air Traffic Service unit or aerodrome operator. For contact details see AIP, Part 3 - Aerodromes, Section AD 2.2 |
| EGRU604C OBAN RWY 19<br>563046N 0052358W - 563043N 0052300W - 562946N 0052310W thence anti-clockwise by the arc of a circle radius 2 NM centred on 562749N 0052400W to 562949N 0052408W - 563046N 0052358W | Upper limit: 2000 FT AGL<br>Lower limit: SFC | FRZ Active H24. Unmanned aircraft flight not permitted unless permission has been granted by the relevant Air Traffic Service unit or aerodrome operator. For contact details see AIP, Part 3 - Aerodromes, Section AD 2.2 |
| EGRU605A PERTH/SCONE<br>A circle, 2 NM radius, centred at 562628N 0032226W | Upper limit: 2000 FT AGL<br>Lower limit: SFC | FRZ Active H24. Unmanned aircraft flight not permitted unless permission has been granted by the relevant Air Traffic Service unit or aerodrome operator. For contact details see AIP, Part 3 - Aerodromes, Section AD 2.2 |
| EGRU605B PERTH/SCONE RWY 03<br>562346N 0032431W - 562401N 0032522W - 562451N 0032433W thence anti-clockwise by the arc of a circle radius 2 NM centred on 562628N 0032226W to 562436N 0032342W - 562346N 0032431W | Upper limit: 2000 FT AGL<br>Lower limit: SFC | FRZ Active H24. Unmanned aircraft flight not permitted unless permission has been granted by the relevant Air Traffic Service unit or aerodrome operator. For contact details see AIP, Part 3 - Aerodromes, Section AD 2.2 |
| EGRU605C PERTH/SCONE RWY 21<br>562910N 0032021W - 562855N 0031930W - 562805N 0032019W thence anti-clockwise by the arc of a circle radius 2 NM centred on 562628N 0032226W to 562820N 0032110W - 562910N 0032021W | Upper limit: 2000 FT AGL<br>Lower limit: SFC | FRZ Active H24. Unmanned aircraft flight not permitted unless permission has been granted by the relevant Air Traffic Service unit or aerodrome operator. For contact details see AIP, Part 3 - Aerodromes, Section AD 2.2 |
| EGRU605D PERTH/SCONE RWY 09<br>562554N 0032720W - 562627N 0032721W - 562628N 0032602W thence anti-clockwise by the arc of a circle radius 2 NM centred on 562628N 0032226W to 562556N 0032554W - 562554N 0032720W | Upper limit: 2000 FT AGL<br>Lower limit: SFC | FRZ Active H24. Unmanned aircraft flight not permitted unless permission has been granted by the relevant Air Traffic Service unit or aerodrome operator. For contact details see AIP, Part 3 - Aerodromes, Section AD 2.2 |
| EGRU605E PERTH/SCONE RWY 27<br>562637N 0031711W - 562604N 0031709W - 562603N 0031855W thence anti-clockwise by the arc of a circle radius 2 NM centred on 562628N 0032226W to 562635N 0031850W - 562637N 0031711W | Upper limit: 2000 FT AGL<br>Lower limit: SFC | FRZ Active H24. Unmanned aircraft flight not permitted unless permission has been granted by the relevant Air Traffic Service unit or aerodrome operator. For contact details see AIP, Part 3 - Aerodromes, Section AD 2.2 |

# ENR 5.1 PROHIBITED, RESTRICTED AND DANGER AREAS (continued)

| Identification and Name<br>Lateral Limits | Upper Limit<br>Lower Limit | Remarks<br>(time of activity, type of restriction, nature of hazard, risk of interception) |
|---|---|---|
| 1 | 2 | 3 |
| EGRU605F PERTH/SCONE RWY 15<br>562844N 0032509W - 562900N 0032418W - 562821N 0032337W thence anti-clockwise by the arc of a circle radius 2 NM centred on 562628N 0032226W to 562806N 0032429W - 562844N 0032509W | Upper limit: 2000 FT AGL<br>Lower limit: SFC | FRZ Active H24. Unmanned aircraft flight not permitted unless permission has been granted by the relevant Air Traffic Service unit or aerodrome operator. For contact details see AIP, Part 3 - Aerodromes, Section AD 2.2 |
| EGRU605G PERTH/SCONE RWY 33<br>562404N 0031904W - 562348N 0031954W - 562441N 0032050W thence anti-clockwise by the arc of a circle radius 2 NM centred on 562628N 0032226W to 562459N 0032002W - 562404N 0031904W | Upper limit: 2000 FT AGL<br>Lower limit: SFC | FRZ Active H24. Unmanned aircraft flight not permitted unless permission has been granted by the relevant Air Traffic Service unit or aerodrome operator. For contact details see AIP, Part 3 - Aerodromes, Section AD 2.2 |
| EGRU606A DUNDEE<br>A circle, 2 NM radius, centred at 562709N 0030133W | Upper limit: 2000 FT AGL<br>Lower limit: SFC | FRZ Active H24. Unmanned aircraft flight not permitted unless permission has been granted by the relevant Air Traffic Service unit or aerodrome operator. For contact details see AIP, Part 3 - Aerodromes, Section AD 2.2 |
| EGRU606B DUNDEE RWY 09<br>562654N 0030706W - 562726N 0030705W - 562726N 0030507W thence anti-clockwise by the arc of a circle radius 2 NM centred on 562709N 0030133W to 562654N 0030507W - 562654N 0030706W | Upper limit: 2000 FT AGL<br>Lower limit: SFC | FRZ Active H24. Unmanned aircraft flight not permitted unless permission has been granted by the relevant Air Traffic Service unit or aerodrome operator. For contact details see AIP, Part 3 - Aerodromes, Section AD 2.2 |
| EGRU606C DUNDEE RWY 27<br>562723N 0025600W - 562651N 0025600W - 562651N 0025759W thence anti-clockwise by the arc of a circle radius 2 NM centred on 562709N 0030133W to 562724N 0025758W - 562723N 0025600W | Upper limit: 2000 FT AGL<br>Lower limit: SFC | FRZ Active H24. Unmanned aircraft flight not permitted unless permission has been granted by the relevant Air Traffic Service unit or aerodrome operator. For contact details see AIP, Part 3 - Aerodromes, Section AD 2.2 |
| EGRU607A LEUCHARS<br>A circle, 2.5 NM radius, centred at 562230N 0025132W | Upper limit: 2000 FT AGL<br>Lower limit: SFC | FRZ Active H24. Unmanned aircraft flight not permitted unless permission has been granted by the relevant Air Traffic Service unit or aerodrome operator. For contact details, see UK MIL AIP, Part 3 - Aerodromes, Section AD 2.2 |
| EGRU607B LEUCHARS RWY 04<br>561957N 0025452W - 562017N 0025539W - 562050N 0025453W thence anti-clockwise by the arc of a circle radius 2.5 NM centred on 562230N 0025132W to 562028N 0025410W - 561957N 0025452W | Upper limit: 2000 FT AGL<br>Lower limit: SFC | FRZ Active H24. Unmanned aircraft flight not permitted unless permission has been granted by the relevant Air Traffic Service unit or aerodrome operator. For contact details, see UK MIL AIP, Part 3 - Aerodromes, Section AD 2.2 |
| EGRU607C LEUCHARS RWY 22<br>562509N 0024905W - 562449N 0024819W - 562428N 0024847W thence anti-clockwise by the arc of a circle radius 2.5 NM centred on 562230N 0025132W to 562445N 0024937W - 562509N 0024905W | Upper limit: 2000 FT AGL<br>Lower limit: SFC | FRZ Active H24. Unmanned aircraft flight not permitted unless permission has been granted by the relevant Air Traffic Service unit or aerodrome operator. For contact details, see UK MIL AIP, Part 3 - Aerodromes, Section AD 2.2 |
| EGRU607D LEUCHARS RWY 08<br>562145N 0025723W - 562217N 0025731W - 562224N 0025601W thence anti-clockwise by the arc of a circle radius 2.5 NM centred on 562230N 0025132W to 562152N 0025553W - 562145N 0025723W | Upper limit: 2000 FT AGL<br>Lower limit: SFC | FRZ Active H24. Unmanned aircraft flight not permitted unless permission has been granted by the relevant Air Traffic Service unit or aerodrome operator. For contact details, see UK MIL AIP, Part 3 - Aerodromes, Section AD 2.2 |
| EGRU607E LEUCHARS RWY 26<br>562314N 0024541W - 562242N 0024532W - 562235N 0024702W thence anti-clockwise by the arc of a circle radius 2.5 NM centred on 562230N 0025132W to 562307N 0024710W - 562314N 0024541W | Upper limit: 2000 FT AGL<br>Lower limit: SFC | FRZ Active H24. Unmanned aircraft flight not permitted unless permission has been granted by the relevant Air Traffic Service unit or aerodrome operator. For contact details, see UK MIL AIP, Part 3 - Aerodromes, Section AD 2.2 |
| EGRU701A BARRA<br>A circle, 2 NM radius, centred at 570122N 0072635W | Upper limit: 2000 FT AGL<br>Lower limit: SFC | FRZ Active H24. Unmanned aircraft flight not permitted unless permission has been granted by the relevant Air Traffic Service unit or aerodrome operator. For contact details see AIP, Part 3 - Aerodromes, Section AD 2.2 |

## ENR 5.1 PROHIBITED, RESTRICTED AND DANGER AREAS (continued)

| Identification and Name<br>Lateral Limits | Upper Limit<br>Lower Limit | Remarks<br>(time of activity, type of restriction, nature of hazard, risk of interception) |
|---|---|---|
| **1** | **2** | **3** |
| EGRU701B BARRA RWY 07<br>570009N 0073107W - 570038N 0073131W - 570058N 0073010W thence anti-clockwise by the arc of a circle radius 2 NM centred on 570122N 0072635W to 570027N 0072950W - 570009N 0073107W | Upper limit: 2000 FT AGL<br>Lower limit: SFC | FRZ Active H24. Unmanned aircraft flight not permitted unless permission has been granted by the relevant Air Traffic Service unit or aerodrome operator. For contact details see AIP, Part 3 - Aerodromes, Section AD 2.2 |
| EGRU701C BARRA RWY 25<br>570300N 0072146W - 570230N 0072122W - 570204N 0072310W thence anti-clockwise by the arc of a circle radius 2 NM centred on 570122N 0072635W to 570233N 0072338W - 570300N 0072146W | Upper limit: 2000 FT AGL<br>Lower limit: SFC | FRZ Active H24. Unmanned aircraft flight not permitted unless permission has been granted by the relevant Air Traffic Service unit or aerodrome operator. For contact details see AIP, Part 3 - Aerodromes, Section AD 2.2 |
| EGRU701D BARRA RWY 11<br>570143N 0073151W - 570214N 0073140W - 570204N 0073000W thence anti-clockwise by the arc of a circle radius 2 NM centred on 570122N 0072635W to 570133N 0073014W - 570143N 0073151W | Upper limit: 2000 FT AGL<br>Lower limit: SFC | FRZ Active H24. Unmanned aircraft flight not permitted unless permission has been granted by the relevant Air Traffic Service unit or aerodrome operator. For contact details see AIP, Part 3 - Aerodromes, Section AD 2.2 |
| EGRU701E BARRA RWY 29<br>570111N 0072125W - 570039N 0072136W - 570049N 0072304W thence anti-clockwise by the arc of a circle radius 2 NM centred on 570122N 0072635W to 570121N 0072255W - 570111N 0072125W | Upper limit: 2000 FT AGL<br>Lower limit: SFC | FRZ Active H24. Unmanned aircraft flight not permitted unless permission has been granted by the relevant Air Traffic Service unit or aerodrome operator. For contact details see AIP, Part 3 - Aerodromes, Section AD 2.2 |
| EGRU701F BARRA RWY 15<br>570324N 0073025W - 570345N 0072940W - 570303N 0072834W thence anti-clockwise by the arc of a circle radius 2 NM centred on 570122N 0072635W to 570242N 0072919W - 570324N 0073025W | Upper limit: 2000 FT AGL<br>Lower limit: SFC | FRZ Active H24. Unmanned aircraft flight not permitted unless permission has been granted by the relevant Air Traffic Service unit or aerodrome operator. For contact details see AIP, Part 3 - Aerodromes, Section AD 2.2 |
| EGRU701G BARRA RWY 33<br>565921N 0072247W - 565900N 0072332W - 565941N 0072436W thence anti-clockwise by the arc of a circle radius 2 NM centred on 570122N 0072635W to 570002N 0072351W - 565921N 0072247W | Upper limit: 2000 FT AGL<br>Lower limit: SFC | FRZ Active H24. Unmanned aircraft flight not permitted unless permission has been granted by the relevant Air Traffic Service unit or aerodrome operator. For contact details see AIP, Part 3 - Aerodromes, Section AD 2.2 |
| EGRU702A BENBECULA<br>A circle, 2 NM radius, centred at 572850N 0072150W | Upper limit: 2000 FT AGL<br>Lower limit: SFC | FRZ Active H24. Unmanned aircraft flight not permitted unless permission has been granted by the relevant Air Traffic Service unit or aerodrome operator. For contact details see AIP, Part 3 - Aerodromes, Section AD 2.2 |
| EGRU702B BENBECULA RWY 06<br>572652N 0072615W - 572719N 0072649W - 572756N 0072509W thence anti-clockwise by the arc of a circle radius 2 NM centred on 572850N 0072150W to 572730N 0072435W - 572652N 0072615W | Upper limit: 2000 FT AGL<br>Lower limit: SFC | FRZ Active H24. Unmanned aircraft flight not permitted unless permission has been granted by the relevant Air Traffic Service unit or aerodrome operator. For contact details see AIP, Part 3 - Aerodromes, Section AD 2.2 |
| EGRU702C BENBECULA RWY 24<br>573054N 0071710W - 573027N 0071636W - 572944N 0071832W thence anti-clockwise by the arc of a circle radius 2 NM centred on 572850N 0072150W to 573011N 0071906W - 573054N 0071710W | Upper limit: 2000 FT AGL<br>Lower limit: SFC | FRZ Active H24. Unmanned aircraft flight not permitted unless permission has been granted by the relevant Air Traffic Service unit or aerodrome operator. For contact details see AIP, Part 3 - Aerodromes, Section AD 2.2 |
| EGRU703A INVERNESS<br>A circle, 2.5 NM radius, centred at 573233N 0040251W | Upper limit: 2000 FT AGL<br>Lower limit: SFC | FRZ Active H24. Unmanned aircraft flight not permitted unless permission has been granted by the relevant Air Traffic Service unit or aerodrome operator. For contact details see AIP, Part 3 - Aerodromes, Section AD 2.2 |
| EGRU703B INVERNESS RWY 05<br>573017N 0040700W - 573042N 0040739W - 573108N 0040641W thence anti-clockwise by the arc of a circle radius 2.5 NM centred on 573233N 0040251W to 573044N 0040602W - 573017N 0040700W | Upper limit: 2000 FT AGL<br>Lower limit: SFC | FRZ Active H24. Unmanned aircraft flight not permitted unless permission has been granted by the relevant Air Traffic Service unit or aerodrome operator. For contact details see AIP, Part 3 - Aerodromes, Section AD 2.2 |

# ENR 5.1 PROHIBITED, RESTRICTED AND DANGER AREAS (continued)

| Identification and Name<br>Lateral Limits | Upper Limit<br>Lower Limit | Remarks<br>(time of activity, type of restriction, nature of hazard, risk of interception) |
|---|---|---|
| 1 | 2 | 3 |
| EGRU703C INVERNESS RWY 23<br>573450N 0035839W - 573426N 0035800W - 573357N 0035901W thence anti-clockwise by the arc of a circle radius 2.5 NM centred on 573233N 0040251W to 573422N 0035940W - 573450N 0035839W | Upper limit: 2000 FT AGL<br>Lower limit: SFC | FRZ Active H24. Unmanned aircraft flight not permitted unless permission has been granted by the relevant Air Traffic Service unit or aerodrome operator. For contact details see AIP, Part 3 - Aerodromes, Section AD 2.2 |
| EGRU703D INVERNESS RWY 11<br>573320N 0040829W - 573350N 0040809W - 573337N 0040702W thence anti-clockwise by the arc of a circle radius 2.5 NM centred on 573233N 0040251W to 573307N 0040722W - 573320N 0040829W | Upper limit: 2000 FT AGL<br>Lower limit: SFC | FRZ Active H24. Unmanned aircraft flight not permitted unless permission has been granted by the relevant Air Traffic Service unit or aerodrome operator. For contact details see AIP, Part 3 - Aerodromes, Section AD 2.2 |
| EGRU703E INVERNESS RWY 29<br>573154N 0035803W - 573124N 0035823W - 573127N 0035841W thence anti-clockwise by the arc of a circle radius 2.5 NM centred on 573233N 0040251W to 573158N 0035821W - 573154N 0035803W | Upper limit: 2000 FT AGL<br>Lower limit: SFC | FRZ Active H24. Unmanned aircraft flight not permitted unless permission has been granted by the relevant Air Traffic Service unit or aerodrome operator. For contact details see AIP, Part 3 - Aerodromes, Section AD 2.2 |
| EGRU705A LOSSIEMOUTH<br>A circle, 2.5 NM radius, centred at 574224N 0032016W | Upper limit: 2000 FT AGL<br>Lower limit: SFC | FRZ Active H24. Unmanned aircraft flight not permitted unless permission has been granted by the relevant Air Traffic Service unit or aerodrome operator. For contact details, see UK MIL AIP, Part 3 - Aerodromes, Section AD 2.2 |
| EGRU705B LOSSIEMOUTH RWY 05<br>573945N 0032419W - 574007N 0032502W - 574048N 0032350W thence anti-clockwise by the arc of a circle radius 2.5 NM centred on 574224N 0032016W to 574025N 0032307W - 573945N 0032419W | Upper limit: 2000 FT AGL<br>Lower limit: SFC | FRZ Active H24. Unmanned aircraft flight not permitted unless permission has been granted by the relevant Air Traffic Service unit or aerodrome operator. For contact details, see UK MIL AIP, Part 3 - Aerodromes, Section AD 2.2 |
| EGRU705C LOSSIEMOUTH RWY 23<br>574503N 0031614W - 574441N 0031530W - 574400N 0031642W thence anti-clockwise by the arc of a circle radius 2.5 NM centred on 574224N 0032016W to 574423N 0031726W - 574503N 0031614W | Upper limit: 2000 FT AGL<br>Lower limit: SFC | FRZ Active H24. Unmanned aircraft flight not permitted unless permission has been granted by the relevant Air Traffic Service unit or aerodrome operator. For contact details, see UK MIL AIP, Part 3 - Aerodromes, Section AD 2.2 |
| EGRU705D LOSSIEMOUTH RWY 10<br>574228N 0032535W - 574300N 0032529W - 574258N 0032449W thence anti-clockwise by the arc of a circle radius 2.5 NM centred on 574224N 0032016W to 574225N 0032456W - 574228N 0032535W | Upper limit: 2000 FT AGL<br>Lower limit: SFC | FRZ Active H24. Unmanned aircraft flight not permitted unless permission has been granted by the relevant Air Traffic Service unit or aerodrome operator. For contact details, see UK MIL AIP, Part 3 - Aerodromes, Section AD 2.2 |
| EGRU705E LOSSIEMOUTH RWY 28<br>574217N 0031343W - 574145N 0031350W - 574152N 0031543W thence anti-clockwise by the arc of a circle radius 2.5 NM centred on 574224N 0032016W to 574224N 0031537W - 574217N 0031343W | Upper limit: 2000 FT AGL<br>Lower limit: SFC | FRZ Active H24. Unmanned aircraft flight not permitted unless permission has been granted by the relevant Air Traffic Service unit or aerodrome operator. For contact details, see UK MIL AIP, Part 3 - Aerodromes, Section AD 2.2 |
| EGRU706A ABERDEEN/DYCE<br>A circle, 2.5 NM radius, centred at 571209N 0021153W | Upper limit: 2000 FT AGL<br>Lower limit: SFC | FRZ Active H24. Unmanned aircraft flight not permitted unless permission has been granted by the relevant Air Traffic Service unit or aerodrome operator. For contact details see AIP, Part 3 - Aerodromes, Section AD 2.2 |
| EGRU706B ABERDEEN/DYCE RWY 05<br>571012N 0021521W - 571035N 0021602W - 571046N 0021542W thence anti-clockwise by the arc of a circle radius 2.5 NM centred on 571209N 0021153W to 571021N 0021503W - 571012N 0021521W | Upper limit: 2000 FT AGL<br>Lower limit: SFC | FRZ Active H24. Unmanned aircraft flight not permitted unless permission has been granted by the relevant Air Traffic Service unit or aerodrome operator. For contact details see AIP, Part 3 - Aerodromes, Section AD 2.2 |
| EGRU706C ABERDEEN/DYCE RWY 23<br>571428N 0020830W - 571405N 0020749W - 571347N 0020824W thence anti-clockwise by the arc of a circle radius 2.5 NM centred on 571209N 0021153W to 571409N 0020908W - 571428N 0020830W | Upper limit: 2000 FT AGL<br>Lower limit: SFC | FRZ Active H24. Unmanned aircraft flight not permitted unless permission has been granted by the relevant Air Traffic Service unit or aerodrome operator. For contact details see AIP, Part 3 - Aerodromes, Section AD 2.2 |

## ENR 5.1 PROHIBITED, RESTRICTED AND DANGER AREAS (continued)

| Identification and Name<br>Lateral Limits | Upper Limit<br>Lower Limit | Remarks<br>(time of activity, type of restriction, nature of hazard, risk of interception) |
|---|---|---|
| **1** | **2** | **3** |
| EGRU706D ABERDEEN/DYCE RWY 14<br>571403N 0021541W - 571424N 0021456W - 571410N 0021434W thence anti-clockwise by the arc of a circle radius 2.5 NM centred on 571209N 0021153W to 571349N 0021518W - 571403N 0021541W | Upper limit: 2000 FT AGL<br>Lower limit: SFC | FRZ Active H24. Unmanned aircraft flight not permitted unless permission has been granted by the relevant Air Traffic Service unit or aerodrome operator. For contact details see AIP, Part 3 - Aerodromes, Section AD 2.2 |
| EGRU706E ABERDEEN/DYCE RWY 32<br>571005N 0020803W - 570944N 0020848W - 571004N 0020920W thence anti-clockwise by the arc of a circle radius 2.5 NM centred on 571209N 0021153W to 571025N 0020835W - 571005N 0020803W | Upper limit: 2000 FT AGL<br>Lower limit: SFC | FRZ Active H24. Unmanned aircraft flight not permitted unless permission has been granted by the relevant Air Traffic Service unit or aerodrome operator. For contact details see AIP, Part 3 - Aerodromes, Section AD 2.2 |
| EGRU706F ABERDEEN/DYCE RWY 16<br>571502N 0021434W - 571514N 0021338W - 571433N 0021308W thence anti-clockwise by the arc of a circle radius 2.5 NM centred on 571209N 0021153W to 571421N 0021403W - 571502N 0021434W | Upper limit: 2000 FT AGL<br>Lower limit: SFC | FRZ Active H24. Unmanned aircraft flight not permitted unless permission has been granted by the relevant Air Traffic Service unit or aerodrome operator. For contact details see AIP, Part 3 - Aerodromes, Section AD 2.2 |
| EGRU706G ABERDEEN/DYCE RWY 34<br>570915N 0020914W - 570903N 0021009W - 570945N 0021039W thence anti-clockwise by the arc of a circle radius 2.5 NM centred on 571209N 0021153W to 570957N 0020944W - 570915N 0020914W | Upper limit: 2000 FT AGL<br>Lower limit: SFC | FRZ Active H24. Unmanned aircraft flight not permitted unless permission has been granted by the relevant Air Traffic Service unit or aerodrome operator. For contact details see AIP, Part 3 - Aerodromes, Section AD 2.2 |
| EGRU706I ABERDEEN/DYCE RWY 36<br>570935N 0021131W - 570935N 0021231W - 570941N 0021231W thence anti-clockwise by the arc of a circle radius 2.5 NM centred on 571209N 0021153W to 570940N 0021131W - 570935N 0021131W | Upper limit: 2000 FT AGL<br>Lower limit: SFC | FRZ Active H24. Unmanned aircraft flight not permitted unless permission has been granted by the relevant Air Traffic Service unit or aerodrome operator. For contact details see AIP, Part 3 - Aerodromes, Section AD 2.2 |
| EGRU801A STORNOWAY<br>A circle, 2.5 NM radius, centred at 581256N 0061952W | Upper limit: 2000 FT AGL<br>Lower limit: SFC | FRZ Active H24. Unmanned aircraft flight not permitted unless permission has been granted by Stornoway Air Traffic Service unit. For contact details and opening hours see AIP, Part 3 - Aerodromes, Section AD 2.2. |
| EGRU801B STORNOWAY RWY 06<br>581108N 0062422W - 581136N 0062453W - 581150N 0062406W thence anti-clockwise by the arc of a circle radius 2.5 NM centred on 581256N 0061952W to 581123N 0062333W - 581108N 0062422W | Upper limit: 2000 FT AGL<br>Lower limit: SFC | FRZ Active H24. Unmanned aircraft flight not permitted unless permission has been granted by Stornoway Air Traffic Service unit. For contact details and opening hours see AIP, Part 3 - Aerodromes, Section AD 2.2. |
| EGRU801C STORNOWAY RWY 24<br>581434N 0061510W - 581406N 0061439W - 581351N 0061528W thence anti-clockwise by the arc of a circle radius 2.5 NM centred on 581256N 0061952W to 581420N 0061557W - 581434N 0061510W | Upper limit: 2000 FT AGL<br>Lower limit: SFC | FRZ Active H24. Unmanned aircraft flight not permitted unless permission has been granted by Stornoway Air Traffic Service unit. For contact details and opening hours see AIP, Part 3 - Aerodromes, Section AD 2.2. |
| EGRU801D STORNOWAY RWY 18<br>581607N 0062059W - 581610N 0061958W - 581526N 0061949W thence anti-clockwise by the arc of a circle radius 2.5 NM centred on 581256N 0061952W to 581523N 0062050W - 581607N 0062059W | Upper limit: 2000 FT AGL<br>Lower limit: SFC | FRZ Active H24. Unmanned aircraft flight not permitted unless permission has been granted by Stornoway Air Traffic Service unit. For contact details and opening hours see AIP, Part 3 - Aerodromes, Section AD 2.2. |
| EGRU801E STORNOWAY RWY 36<br>580941N 0061844W - 580938N 0061945W - 581027N 0061954W thence anti-clockwise by the arc of a circle radius 2.5 NM centred on 581256N 0061952W to 581030N 0061853W - 580941N 0061844W | Upper limit: 2000 FT AGL<br>Lower limit: SFC | FRZ Active H24. Unmanned aircraft flight not permitted unless permission has been granted by Stornoway Air Traffic Service unit. For contact details and opening hours see AIP, Part 3 - Aerodromes, Section AD 2.2. |
| EGRU802A WICK<br>A circle, 2 NM radius, centred at 582732N 0030535W | Upper limit: 2000 FT AGL<br>Lower limit: SFC | FRZ Active H24. Unmanned aircraft flight not permitted unless permission has been granted by the relevant Air Traffic Service unit or aerodrome operator. For contact details see AIP, Part 3 - Aerodromes, Section AD 2.2 |

# ENR 5.1 PROHIBITED, RESTRICTED AND DANGER AREAS (continued)

| Identification and Name<br>Lateral Limits | Upper Limit<br>Lower Limit | Remarks<br>(time of activity, type of restriction, nature of hazard, risk of interception) |
|---|---|---|
| 1 | 2 | 3 |
| EGRU802B WICK RWY 13<br>582909N 0031033W - 582935N 0030956W - 582856N 0030818W thence anti-clockwise by the arc of a circle radius 2 NM centred on 582732N 0030535W to 582830N 0030855W - 582909N 0031033W | Upper limit: 2000 FT AGL<br>Lower limit: SFC | FRZ Active H24. Unmanned aircraft flight not permitted unless permission has been granted by the relevant Air Traffic Service unit or aerodrome operator. For contact details see AIP, Part 3 - Aerodromes, Section AD 2.2 |
| EGRU802C WICK RWY 31<br>582555N 0030040W - 582529N 0030117W - 582608N 0030253W thence anti-clockwise by the arc of a circle radius 2 NM centred on 582732N 0030535W to 582633N 0030216W - 582555N 0030040W | Upper limit: 2000 FT AGL<br>Lower limit: SFC | FRZ Active H24. Unmanned aircraft flight not permitted unless permission has been granted by the relevant Air Traffic Service unit or aerodrome operator. For contact details see AIP, Part 3 - Aerodromes, Section AD 2.2 |
| EGRU803A KIRKWALL<br>A circle, 2 NM radius, centred at 585729N 0025402W | Upper limit: 2000 FT AGL<br>Lower limit: SFC | FRZ Active H24. Unmanned aircraft flight not permitted unless permission has been granted by ATC. ATC must be contacted during operational hours with a minimum of 24 hours notice provided prior to the unmanned aircraft flight within the FRZ. For contact details see AIP, Part 3 - Aerodromes, Section AD 2.2. |
| EGRU803B KIRKWALL RWY 09<br>585704N 0025947W - 585737N 0025950W - 585740N 0025753W thence anti-clockwise by the arc of a circle radius 2 NM centred on 585729N 0025402W to 585707N 0025750W - 585704N 0025947W | Upper limit: 2000 FT AGL<br>Lower limit: SFC | FRZ Active H24. Unmanned aircraft flight not permitted unless permission has been granted by ATC. ATC must be contacted during operational hours with a minimum of 24 hours notice provided prior to the unmanned aircraft flight within the FRZ. For contact details see AIP, Part 3 - Aerodromes, Section AD 2.2. |
| EGRU803C KIRKWALL RWY 27<br>585753N 0024808W - 585721N 0024806W - 585718N 0025011W thence anti-clockwise by the arc of a circle radius 2 NM centred on 585729N 0025402W to 585750N 0025014W - 585753N 0024808W | Upper limit: 2000 FT AGL<br>Lower limit: SFC | FRZ Active H24. Unmanned aircraft flight not permitted unless permission has been granted by ATC. ATC must be contacted during operational hours with a minimum of 24 hours notice provided prior to the unmanned aircraft flight within the FRZ. For contact details see AIP, Part 3 - Aerodromes, Section AD 2.2. |
| EGRU803D KIRKWALL RWY 14<br>585932N 0025817W - 585953N 0025729W - 585907N 0025615W thence anti-clockwise by the arc of a circle radius 2 NM centred on 585729N 0025402W to 585845N 0025701W - 585932N 0025817W | Upper limit: 2000 FT AGL<br>Lower limit: SFC | FRZ Active H24. Unmanned aircraft flight not permitted unless permission has been granted by ATC. ATC must be contacted during operational hours with a minimum of 24 hours notice provided prior to the unmanned aircraft flight within the FRZ. For contact details see AIP, Part 3 - Aerodromes, Section AD 2.2. |
| EGRU803E KIRKWALL RWY 32<br>585530N 0025028W - 585509N 0025116W - 585544N 0025211W thence anti-clockwise by the arc of a circle radius 2 NM centred on 585729N 0025402W to 585603N 0025121W - 585530N 0025028W | Upper limit: 2000 FT AGL<br>Lower limit: SFC | FRZ Active H24. Unmanned aircraft flight not permitted unless permission has been granted by ATC. ATC must be contacted during operational hours with a minimum of 24 hours notice provided prior to the unmanned aircraft flight within the FRZ. For contact details see AIP, Part 3 - Aerodromes, Section AD 2.2. |
| EGRU901A TRESCO<br>A circle, 2 NM radius, centred at 495644N 0061955W | Upper limit: 2000 FT AGL<br>Lower limit: SFC | FRZ Active H24. Unmanned aircraft flight not permitted unless permission has been granted by the heliport operator. For contact details see AIP, Part 3 - Heliports, Section AD 3.2 |
| EGRU902A SCILLY ISLES/ST MARY'S<br>A circle, 2 NM radius, centred at 495448N 0061730W | Upper limit: 2000 FT AGL<br>Lower limit: SFC | FRZ Active H24. Unmanned aircraft flight not permitted unless permission has been granted by the relevant Air Traffic Service unit or aerodrome operator. For contact details see AIP, Part 3 - Aerodromes, Section AD 2.2 |
| EGRU902B SCILLY ISLES/ST MARY'S RWY 09<br>495423N 0062152W - 495456N 0062155W - 495458N 0062035W thence anti-clockwise by the arc of a circle radius 2 NM centred on 495448N 0061730W to 495426N 0062033W - 495423N 0062152W | Upper limit: 2000 FT AGL<br>Lower limit: SFC | FRZ Active H24. Unmanned aircraft flight not permitted unless permission has been granted by the relevant Air Traffic Service unit or aerodrome operator. For contact details see AIP, Part 3 - Aerodromes, Section AD 2.2 |
| EGRU902C SCILLY ISLES/ST MARY'S RWY 27<br>495513N 0061309W - 495441N 0061307W - 495438N 0061425W thence anti-clockwise by the arc of a circle radius 2 NM centred on 495448N 0061730W to 495510N 0061428W - 495513N 0061309W | Upper limit: 2000 FT AGL<br>Lower limit: SFC | FRZ Active H24. Unmanned aircraft flight not permitted unless permission has been granted by the relevant Air Traffic Service unit or aerodrome operator. For contact details see AIP, Part 3 - Aerodromes, Section AD 2.2 |

# ENR 5.1 PROHIBITED, RESTRICTED AND DANGER AREAS (continued)

| Identification and Name<br>Lateral Limits | Upper Limit<br>Lower Limit | Remarks<br>(time of activity, type of restriction, nature of hazard, risk of interception) |
|---|---|---|
| 1 | 2 | 3 |
| EGRU902D SCILLY ISLES/ST MARY'S RWY 14<br>495647N 0062042W - 495709N 0062004W - 495629N 0061911W thence anti-clockwise by the arc of a circle radius 2 NM centred on 495448N 0061730W to 495607N 0061949W - 495647N 0062042W | Upper limit: 2000 FT AGL<br>Lower limit: SFC | FRZ Active H24. Unmanned aircraft flight not permitted unless permission has been granted by the relevant Air Traffic Service unit or aerodrome operator. For contact details see AIP, Part 3 - Aerodromes, Section AD 2.2 |
| EGRU902E SCILLY ISLES/ST MARY'S RWY 32<br>495248N 0061419W - 495227N 0061457W - 495307N 0061550W thence anti-clockwise by the arc of a circle radius 2 NM centred on 495448N 0061730W to 495328N 0061512W - 495248N 0061419W | Upper limit: 2000 FT AGL<br>Lower limit: SFC | FRZ Active H24. Unmanned aircraft flight not permitted unless permission has been granted by the relevant Air Traffic Service unit or aerodrome operator. For contact details see AIP, Part 3 - Aerodromes, Section AD 2.2 |
| EGRU903A EDAY<br>A circle, 2 NM radius, centred at 591125N 0024621W | Upper limit: 2000 FT AGL<br>Lower limit: SFC | FRZ Active H24. Unmanned aircraft flight not permitted unless permission has been granted by the relevant Air Traffic Service unit or aerodrome operator. For contact details see AIP, Part 3 - Aerodromes, Section AD 2.2 |
| EGRU904A STRONSAY<br>A circle, 2 NM radius, centred at 590919N 0023830W | Upper limit: 2000 FT AGL<br>Lower limit: SFC | FRZ Active H24. Unmanned aircraft flight not permitted unless permission has been granted by the relevant Air Traffic Service unit or aerodrome operator. For contact details see AIP, Part 3 - Aerodromes, Section AD 2.2 |
| EGRU905A SANDAY<br>A circle, 2 NM radius, centred at 591501N 0023430W | Upper limit: 2000 FT AGL<br>Lower limit: SFC | FRZ Active H24. Unmanned aircraft flight not permitted unless permission has been granted by the relevant Air Traffic Service unit or aerodrome operator. For contact details see AIP, Part 3 - Aerodromes, Section AD 2.2 |
| EGRU906A NORTH RONALDSAY<br>A circle, 2 NM radius, centred at 592203N 0022605W | Upper limit: 2000 FT AGL<br>Lower limit: SFC | FRZ Active H24. Unmanned aircraft flight not permitted unless permission has been granted by the relevant Air Traffic Service unit or aerodrome operator. For contact details see AIP, Part 3 - Aerodromes, Section AD 2.2 |
| EGRU907A FAIR ISLE<br>A circle, 2 NM radius, centred at 593205N 0013743W | Upper limit: 2000 FT AGL<br>Lower limit: SFC | FRZ Active H24. Unmanned aircraft flight not permitted unless permission has been granted by the relevant Air Traffic Service unit or aerodrome operator. For contact details see AIP, Part 3 - Aerodromes, Section AD 2.2 |
| EGRU908A SUMBURGH<br>A circle, 2 NM radius, centred at 595253N 0011738W | Upper limit: 2000 FT AGL<br>Lower limit: SFC | FRZ Active H24. Unmanned aircraft flight not permitted unless permission has been granted by the relevant Air Traffic Service unit. ATC must be contacted during opening hours and informed of flights 24 hours in advance of operation. For contact details see AIP, Part 3 - Aerodromes, Section AD 2.2 |
| EGRU908B SUMBURGH RWY 06<br>595040N 0012125W - 595106N 0012203W - 595137N 0012040W thence anti-clockwise by the arc of a circle radius 2 NM centred on 595253N 0011738W to 595114N 0011952W - 595040N 0012125W | Upper limit: 2000 FT AGL<br>Lower limit: SFC | FRZ Active H24. Unmanned aircraft flight not permitted unless permission has been granted by the relevant Air Traffic Service unit. ATC must be contacted during opening hours and informed of flights 24 hours in advance of operation. For contact details see AIP, Part 3 - Aerodromes, Section AD 2.2 |
| EGRU908C SUMBURGH RWY 24<br>595429N 0011258W - 595403N 0011220W - 595329N 0011351W thence anti-clockwise by the arc of a circle radius 2 NM centred on 595253N 0011738W to 595359N 0011419W - 595429N 0011258W | Upper limit: 2000 FT AGL<br>Lower limit: SFC | FRZ Active H24. Unmanned aircraft flight not permitted unless permission has been granted by the relevant Air Traffic Service unit. ATC must be contacted during opening hours and informed of flights 24 hours in advance of operation. For contact details see AIP, Part 3 - Aerodromes, Section AD 2.2 |
| EGRU908D SUMBURGH RWY 09<br>595217N 0012335W - 595249N 0012342W - 595256N 0012136W thence anti-clockwise by the arc of a circle radius 2 NM centred on 595253N 0011738W to 595224N 0012129W - 595217N 0012335W | Upper limit: 2000 FT AGL<br>Lower limit: SFC | FRZ Active H24. Unmanned aircraft flight not permitted unless permission has been granted by the relevant Air Traffic Service unit. ATC must be contacted during opening hours and informed of flights 24 hours in advance of operation. For contact details see AIP, Part 3 - Aerodromes, Section AD 2.2 |
| EGRU908E SUMBURGH RWY 27<br>595330N 0011140W - 595258N 0011133W - 595251N 0011340W thence anti-clockwise by the arc of a circle radius 2 NM centred on 595253N 0011738W to 595323N 0011347W - 595330N 0011140W | Upper limit: 2000 FT AGL<br>Lower limit: SFC | FRZ Active H24. Unmanned aircraft flight not permitted unless permission has been granted by the relevant Air Traffic Service unit. ATC must be contacted during opening hours and informed of flights 24 hours in advance of operation. For contact details see AIP, Part 3 - Aerodromes, Section AD 2.2 |

# ENR 5.1 PROHIBITED, RESTRICTED AND DANGER AREAS (continued)

| Identification and Name<br>Lateral Limits | Upper Limit<br>Lower Limit | Remarks<br>(time of activity, type of restriction, nature of hazard, risk of interception) |
|---|---|---|
| 1 | 2 | 3 |
| EGRU908F SUMBURGH RWY 15<br>595450N 0012132W - 595509N 0012041W - 595434N 0011948W thence anti-clockwise by the arc of a circle radius 2 NM centred on 595253N 0011738W to 595412N 0012037W - 595450N 0012132W | Upper limit: 2000 FT AGL<br>Lower limit: SFC | FRZ Active H24. Unmanned aircraft flight not permitted unless permission has been granted by the relevant Air Traffic Service unit. ATC must be contacted during opening hours and informed of flights 24 hours in advance of operation. For contact details see AIP, Part 3 - Aerodromes, Section AD 2.2 |
| EGRU908G SUMBURGH RWY 33<br>595022N 0011337W - 595003N 0011429W - 595104N 0011559W thence anti-clockwise by the arc of a circle radius 2 NM centred on 595253N 0011738W to 595122N 0011504W - 595022N 0011337W | Upper limit: 2000 FT AGL<br>Lower limit: SFC | FRZ Active H24. Unmanned aircraft flight not permitted unless permission has been granted by the relevant Air Traffic Service unit. ATC must be contacted during opening hours and informed of flights 24 hours in advance of operation. For contact details see AIP, Part 3 - Aerodromes, Section AD 2.2 |
| EGRU909A WESTRAY<br>A circle, 2 NM radius, centred at 592100N 0025700W | Upper limit: 2000 FT AGL<br>Lower limit: SFC | FRZ Active H24. Unmanned aircraft flight not permitted unless permission has been granted by the relevant Air Traffic Service unit or aerodrome operator. For contact details see AIP, Part 3 - Aerodromes, Section AD 2.2 |
| EGRU910A PAPA WESTRAY<br>A circle, 2 NM radius, centred at 592103N 0025401W | Upper limit: 2000 FT AGL<br>Lower limit: SFC | FRZ Active H24. Unmanned aircraft flight not permitted unless permission has been granted by the relevant Air Traffic Service unit or aerodrome operator. For contact details see AIP, Part 3 - Aerodromes, Section AD 2.2 |
| EGRU911 SAXAVORD<br>A circle, 2.7 NM radius, centred at 604906N 0004612W | Upper limit: 2000 FT AGL<br>Lower limit: SFC | FRZ Active H24. Unmanned aircraft flight not permitted unless permission has been granted by the relevant Air Traffic Service unit or aerodrome operator.<br><br>Contact: SaxaVord Range Operations, Tel: 01479-782040, email: rangeops@shetlandspacecentre.com. |

**Airspace Restrictions - Unmanned Aircraft Systems (UAS)**

Unless otherwise stated either in the remarks section or associated SI the Navigational restrictions listed above with an identification which starts with "EGD", "EGP" or "EGR" are applicable to **both** manned **and** unmanned aircraft systems. Restrictions listed above with an identification which starts with "EGRU" are applicable to **Unmanned Aircraft Systems only**.

**Unmanned Aircraft Systems (UAS) - Data File**

To satisfy the requirement for the provision of a dataset of UAS Airspace Restrictions an electronic file is available by selecting the UAS Airspace Restrictions File (ENR 5.1) link from the list available on the current IAIP website (updated each AIRAC).

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# ENR 5.2 MILITARY EXERCISE AND TRAINING AREAS AND AIR DEFENCE IDENTIFICATION ZONE (ADIZ)

| Name<br>Lateral Limits | Upper - lower Limit<br>System/means of activation announcement/information for Civil Flights | Remarks and time of activity |
|---|---|---|
| 1 | 2 | 3 |
| AIRBORNE SURVEILLANCE AND CONTROL (ASAC) TRAINING AREA<br>513400N 0043000W - 510200N 0043000W - 510119N 0042943W - southwest along the coast to 502358N 0050848W - 502400N 0050900W - 501300N 0044800W - 501305N 0044756W - then east along the coast to 503659N 0021309W - 503700N 0021300W - 512200N 0021300W - 512700N 0032700W - 513250N 0032500W - 514500N 0040000W - 513400N 0043000W | Upper limit: FL240<br>Lower limit: 2000 FT ALT | Activity: Air Intercepts, Air Combat Manoeuvring activity will take place in this designated area throughout the Bristol Channel, South West Approaches and the Southwest Peninsula of the UK.<br><br>Service: The aircraft will, wherever possible, be in receipt of a radar service from the most suitable Air Traffic Control Radar Unit. However, when conducting tactical training in the Southwest Approaches, aircraft will normally be operating independently beyond and below land-based radar coverage.<br><br>Advisory Measures: Details of aircraft operations may be obtained on request from Culdrose Approach on 282.575 MHz or 134.055.<br><br>Sponsor: 824 Naval Air Squadron, RNAS Culdrose, Tel: 01326-552740.<br><br>Remarks:<br>Royal Navy ASaC Training Area in the Lundy, Bristol Channel and South West Approaches (SWAPPS) areas.<br><br>The activity will remain clear of Controlled Airspace, active Danger Areas, Aerodrome Traffic Zones and Military Aerodrome Traffic Zones; unless cleared by, or under the control of, the appropriate authority.<br><br>RN helicopters are permitted to operate below 3000 FT in IMC once clear of the coast and released by Air Traffic Control. Mode 3/A codes 3700-3707 will be utilised for RN ASaC Training.<br><br>See Chart ENR 6-17 ROYAL NAVY AIRBORNE SURVEILLANCE and CONTROL (ASaC) TRAINING AREA.<br><br>This coastline definition is a generalisation of the geographic feature; operators must not use this as a definitive boundary and are responsible for applying appropriate measures to ensure they operate within or outside of the airspace structure.<br><br>Hours: Activated by NOTAM.<br><br>Mon-Fri (excluding Bank Holidays). Times will be notified on a weekly basis by NOTAM. |
| MTA EAST ANGLIAN (EAMTA HIGH)<br>525836N 0003322W - 524349N 0014015E - 523621N 0014347E - 522528N 0011245E - 522624N 0000434W - 525836N 0003322W | Upper limit: FL660<br>Lower limit: FL285 | AMC - Manageable.<br><br>Because of the nature of the military activity within the East Anglian and North Wales MTAs, no Air Traffic Services can normally be provided within this airspace during their periods of activation. For exemptions, see ENR 1.1, paragraph 1.6.3.5.<br><br>Remarks:<br>Penetrating routes: P5, P144 and UM185.<br>Adjacent routes: L603, L613, M16, N866, P155 and UP6.<br><br>Hours: Activated by NOTAM. |
| MTA EAST ANGLIAN (EAMTA LOW)<br>525836N 0003322W - 524349N 0014015E - 523621N 0014347E - 522528N 0011245E - 522624N 0000434W - 525836N 0003322W | Upper limit: FL285<br>Lower limit: FL245 | AMC - Manageable.<br><br>Because of the nature of the military activity within the East Anglian and North Wales MTAs, no Air Traffic Services can normally be provided within this airspace during their periods of activation. For exemptions, see ENR 1.1, paragraph 1.6.3.5.<br><br>Remarks:<br>Penetrating routes: P5, P144 and UM185.<br>Adjacent routes: L603, L613, M16, N866, P155 and UP6.<br><br>Hours: Activated by NOTAM. |

# ENR 5.2 MILITARY EXERCISE AND TRAINING AREAS AND AIR DEFENCE IDENTIFICATION ZONE (ADIZ) (continued)

| Name<br>Lateral Limits | Upper - lower Limit<br>System/means of activation announcement/information for Civil Flights | Remarks and time of activity |
|---|---|---|
| 1 | 2 | 3 |
| MTA NORTH WALES (NWMTA - NORTH HIGH)<br>531810N 0050753W - 531505N 0034316W - 530603N 0032604W - 520911N 0033007W - 531234N 0052117W - 531810N 0050753W | Upper limit: FL660<br>Lower limit: FL285 | AMC - Manageable.<br><br>Because of the nature of the military activity within the East Anglian and North Wales MTAs, no Air Traffic Services can normally be provided within this airspace during their periods of activation. For exemptions, see ENR 1.1, paragraph 1.6.3.5.<br><br>Remarks:<br>Adjacent Routes: L15, Q36, UL975 and UN864.<br>Traversing Route: Those sections of UY124 within the bounds of NWMTA (North High) may only be used outside the NWMTA notified hours of activity.<br><br>Hours: Activated by NOTAM. |
| MTA NORTH WALES (NWMTA - NORTH HIGH) FBZ<br>532314N 0051018W - 531957N 0033954W - 530903N 0031910W - 530658N 0031742W - 520730N 0032207W - 520506N 0032453W - 520400N 0032919W - 520434N 0033401W - 530939N 0052817W - 531145N 0052942W - 531401N 0052928W - 531600N 0052737W - 532314N 0051018W | Upper limit: As Per AUP / UUP<br>Lower limit: As Per AUP / UUP | For IFR flight planning purposes only. |
| MTA NORTH WALES (NWMTA - NORTH LOW)<br>531810N 0050753W - 531505N 0034316W - 530603N 0032604W - 520911N 0033007W - 531234N 0052117W - 531810N 0050753W | Upper limit: FL285<br>Lower limit: FL195 | AMC - Manageable.<br><br>Because of the nature of the military activity within the East Anglian and North Wales MTAs, no Air Traffic Services can normally be provided within this airspace during their periods of activation. For exemptions, see ENR 1.1, paragraph 1.6.3.5.<br><br>Remarks:<br>Adjacent Routes: L15, L18, P16, Q36, (U)L975 and (U)N864.<br>Traversing Route: Those sections of (U)Y124 and Y125 within the bounds of NWMTA (North Low) may only be used outside the NWMTA notified hours of activity.<br><br>Hours: Activated by NOTAM. |
| MTA NORTH WALES (NWMTA - NORTH LOW) FBZ<br>532314N 0051018W - 531957N 0033954W - 530903N 0031910W - 530658N 0031742W - 520730N 0032207W - 520506N 0032453W - 520400N 0032919W - 520434N 0033401W - 530939N 0052817W - 531145N 0052942W - 531401N 0052928W - 531600N 0052737W - 532314N 0051018W | Upper limit: As Per AUP / UUP<br>Lower limit: As Per AUP / UUP | For IFR flight planning purposes only. |
| MTA NORTH WALES (NWMTA - SOUTH HIGH)<br>531234N 0052117W - 520911N 0033007W - 520149N 0033037W - 520911N 0043030W - 523827N 0051555W - 524529N 0052146W - 531224N 0052141W - 531234N 0052117W | Upper limit: FL660<br>Lower limit: FL285 | AMC - Manageable.<br><br>Because of the nature of the military activity within the East Anglian and North Wales MTAs, no Air Traffic Services can normally be provided within this airspace during their periods of activation. For exemptions, see ENR 1.1, paragraph 1.6.3.5.<br><br>Remarks:<br>Adjacent routes: UY124.<br>The section of L18 between LANON and LIPGO that traverses the NWMTA (South) may only be used outside the hours of the NWMTA (South) activity, or at short notice as directed by ATC, when operations in EGD201B, EGD201C, EGD201D, EGD201H and EGD201J terminate earlier than published, and no military operations are taking place within the NWMTA (South). The authority for the tactical use of L18 in these circumstances is vested in the Military Airspace Manager at Swanwick (Mil).<br><br>Hours: Activated by NOTAM. |

# ENR 5.2 MILITARY EXERCISE AND TRAINING AREAS AND AIR DEFENCE IDENTIFICATION ZONE (ADIZ) (continued)

| Name<br>Lateral Limits | Upper - lower Limit<br>System/means of activation announcement/information for Civil Flights | Remarks and time of activity |
|---|---|---|
| 1 | 2 | 3 |
| MTA NORTH WALES (NWMTA - SOUTH HIGH)<br>FBZ<br>531740N 0052338W - 531726N 0051749W - 521202N 0032313W - 521002N 0032156W - 520030N 0032236W - 515833N 0032414W - 515712N 0032703W - 515642N 0033031W - 520435N 0043437W - 523532N 0052241W - 524417N 0053000W - 531338N 0053000W - 531548N 0052807W - 531740N 0052338W | Upper limit: As Per AUP / UUP<br>Lower limit: As Per AUP / UUP | For IFR flight planning purposes only. |
| MTA NORTH WALES (NWMTA - SOUTH LOW)<br>531234N 0052117W - 520911N 0033007W - 520149N 0033037W - 520911N 0043030W - 523827N 0051555W - 524529N 0052146W - 531224N 0052141W - 531234N 0052117W | Upper limit: FL285<br>Lower limit: FL195 | AMC - Manageable.<br><br>Because of the nature of the military activity within the East Anglian and North Wales MTAs, no Air Traffic Services can normally be provided within this airspace during their periods of activation. For exemptions, see ENR 1.1, paragraph 1.6.3.5.<br><br>Remarks:<br>Adjacent routes: M17, P16 and (U)Y124.<br>The section of L18 between LANON and LIPGO that traverses the NWMTA (South) may only be used outside the hours of the NWMTA (South) activity, or at short notice as directed by ATC, when operations in EGD201B, EGD201C, EGD201D, EGD201H and EGD201J terminate earlier than published, and no military operations are taking place within the NWMTA (South).<br>The authority for the tactical use of L18 in these circumstances is vested in the Military Airspace Manager at Swanwick (Mil).<br><br>Hours: Activated by NOTAM. |
| MTA NORTH WALES (NWMTA - SOUTH LOW)<br>FBZ<br>531740N 0052338W - 531726N 0051749W - 521202N 0032313W - 521002N 0032156W - 520030N 0032236W - 515833N 0032414W - 515712N 0032703W - 515642N 0033031W - 520435N 0043437W - 523532N 0052241W - 524417N 0053000W - 531338N 0053000W - 531548N 0052807W - 531740N 0052338W | Upper limit: As Per AUP / UUP<br>Lower limit: As Per AUP / UUP | For IFR flight planning purposes only. |

# ENR 5.2 MILITARY EXERCISE AND TRAINING AREAS AND AIR DEFENCE IDENTIFICATION ZONE (ADIZ) (continued)

| Name<br>Lateral Limits | Upper - lower Limit<br>System/means of activation announcement/information for Civil Flights | Remarks and time of activity |
|---|---|---|
| 1 | 2 | 3 |
| NAVIGATIONAL FLYING TRAINING SOUTH WEST APPROACHES<br>485000N 0080000W - 510000N 0080000W - 515459N 0061831W - 515500N 0052000W - 515410N 0051854W - then following the coastline to 513950N 0050440W - 513937N 0050443W following the line of latitude to - 513937N 0051830W - 513610N 0052408W thence anti-clockwise by the arc of a circle radius 18.1 NM centred on 514213N 0045647W to 512430N 0050220W - 512819N 0045543W thence anti-clockwise by the arc of a circle radius 11.34 NM centred on 513815N 0044700W to 513345N 0043019W - 513619N 0043800W - 513629N 0043752W - 513510N 0042400W - 514001N 0042400W thence anti-clockwise by the arc of a circle radius 3.5 NM centred on 514313N 0042144W to 514020N 0041833W - 514012N 0041749W - then following the coastline to 512942N 0034402W - 512900N 0034500W - 511500N 0034700W - 511447N 0034658W - then following the coastline to 500956N 0054002W - 501000N 0054000W - 500400N 0060000W - 495400N 0060000W following the line of latitude to - 495400N 0051200W - 492525N 0051200W - 485000N 0080000W | Upper limit: FL120<br>Lower limit: 500 FT ALT | Service: The aircraft will, wherever possible, be in receipt of a radar service from the most suitable Air Traffic Control Radar Unit. However, when conducting tactical training in the Southwest Approaches, aircraft will normally be operating independently beyond and below land-based radar coverage.<br><br>Advisory Measures: Details of aircraft operations may be obtained on request from Culdrose Approach on 282.575 MHz or 134.055.<br><br>Sponsor: 750 Sqn, RNAS Culdrose Tel: 01326-574121 Ext 7302/ 7267.<br><br>Remarks:<br>Four aircraft, operating in VMC or IMC at all levels. At times, due to the training nature and profiles of the exercises, the aircraft may be unable to comply with the Rules of the Air for avoiding collisions and/or the Semi-circular Rule.<br><br>EGD064A, EGD064B and EGD064C (SOUTH WEST COMPLEX - 10,000 FT AMSL to FL 660) - The activation of EGD064A, EGD064B and EGD064C whose base level may occasionally be reduced to 5000 FT AMSL, will be promulgated by NOTAM, RN Navigation Flying Training will be conducted clear of EGD064A, EGD064B and EGD064C. Aircraft will operate on the Regional Pressure Setting or Standard Pressure Setting as appropriate.<br><br>Note: Aircraft will operate over the sea and remain clear of controlled airspace unless under the control of appropriate authority.<br><br>See Chart ENR 6-16 ROYAL NAVAL NAVIGATIONAL TRAINING FLYING - SOUTH WEST APPROACHES.<br><br>This coastline definition is a generalisation of the geographic feature; operators must not use this as a definitive boundary and are responsible for applying appropriate measures to ensure they operate within or outside of the airspace structure.<br><br>Hours: Mon-Fri 0700-1900 (0600-1800), other times by NOTAM. |
| TRA 001<br>515341N 0053338W - 515254N 0051413W - 514039N 0033449W - 513937N 0032926W - 502459N 0034351W - 501648N 0034450W following the line of latitude to - 501648N 0033332W - 494801N 0031025W - 485000N 0080000W - 510000N 0080000W - 510748N 0074601W - 504741N 0072114W - 510446N 0065224W - 512238N 0071903W - 512528N 0071351W - 512400N 0065305W - 514034N 0060027W - 515234N 0060431W - 515341N 0053338W | Upper limit: FL245<br>Lower limit: FL195 | Access requirements for civil aircraft are specified in ENR 1.1, paragraph 5.1.5.<br><br>Hours: Mon-Fri 0830-1700 (0730-1700).<br>Excluding English Public Holidays.<br>TRA may be activated at other times by NOTAM. |
| TRA 002<br>512448N 0025147W - 512331N 0023410W - 512250N 0023406W - 511859N 0013913W - 511726N 0012843W - 511617N 0012057W - 510123N 0012711W - 504123N 0031845W - 511010N 0031341W - 511505N 0025335W - 512448N 0025147W | Upper limit: FL245<br>Lower limit: FL195 | Access requirements for civil aircraft are specified in ENR 1.1, paragraph 5.1.5.<br><br>Hours: Mon-Fri 0830-1700 (0730-1700), Excluding English Public Holidays.<br>TRA may be activated at other times by NOTAM. |
| TRA 003<br>531755N 0010606W - 530618N 0000428W - 531232N 0000108W - 525820N 0020321E - 525206N 0023000E - 524010N 0023000E - 523704N 0025356E - 522819N 0024644E - 522842N 0023414E - 523412N 0015410E - 522510N 0012816E - 522631N 0002729W - 530016N 0010043W - 531755N 0010606W | Upper limit: FL245<br>Lower limit: FL195 | Access requirements for civil aircraft are specified in ENR 1.1, paragraph 5.1.5.<br><br>Hours: Mon-Fri 0830-1800 (0730-1700).<br>Excluding English Public Holidays.<br>TRA may be activated at other times by NOTAM. |

# ENR 5.2 MILITARY EXERCISE AND TRAINING AREAS AND AIR DEFENCE IDENTIFICATION ZONE (ADIZ) (continued)

| Name<br>Lateral Limits | Upper - lower Limit<br>System/means of activation announcement/information for Civil Flights | Remarks and time of activity |
|---|---|---|
| 1 | 2 | 3 |
| TRA 004<br>550806N 0043002W - 550603N 0041419W - 543019N 0032659W - 534103N 0031910W - 534150N 0033653W - 535358N 0040608W - 535522N 0040649W - 540248N 0035759W - 541618N 0043113W - 543138N 0050836W - 545121N 0050119W - 550250N 0045120W - 550806N 0043002W | Upper limit: FL245<br>Lower limit: FL195 | Access requirements for civil aircraft are specified in ENR 1.1, paragraph 5.1.5.<br><br>Hours: Mon-Fri 0830-1700 (0730-1700).<br>Excluding English Public Holidays.<br>TRA may be activated at other times by NOTAM. |
| TRA 005<br>551735N 0025427W - 551724N 0024532W - 550049N 0015445W - 542156N 0020653W - 542156N 0021546W - 544628N 0023625W - 551735N 0025427W | Upper limit: FL245<br>Lower limit: FL195 | Access requirements for civil aircraft are specified in ENR 1.1, paragraph 5.1.5.<br><br>Hours: Mon-Fri 0900-1700 (0800-1600).<br>Excluding English Public Holidays.<br>TRA may be activated at other times by NOTAM. |
| TRA 006<br>554053N 0021314E - 541108N 0032313E - 534412N 0030000E - 531608N 0030000E - 532000N 0023000E - 531139N 0023000E - 530815N 0020534E - 532204N 0000431E - 534114N 0010214W - 534312N 0011636W - 541152N 0014544W - 550000N 0013017W - 550000N 0004703W - 551710N 0001428E - 554053N 0021314E | Upper limit: FL245<br>Lower limit: FL195 | Access requirements for civil aircraft are specified in ENR 1.1, paragraph 5.1.5.<br><br>Hours: Mon-Fri 0830-1700 (0730-1700).<br>Excluding English Public Holidays.<br>TRA may be activated at other times by NOTAM. |
| TRA 007A<br>571946N 0014810W - 571437N 0020959W - 562341N 0031445W - 561400N 0033259W - 560700N 0032938W - 560700N 0025608W - 560008N 0024849W - 553805N 0025111W - 552606N 0023655W - 550637N 0013731W - 550218N 0014154W - 550101N 0012957W - 550000N 0013017W - 550000N 0005916W - 555000N 0011800W - 561750N 0012507W - 571946N 0014810W | Upper limit: FL245<br>Lower limit: FL195 | Access requirements for civil aircraft are specified in ENR 1.1, paragraph 5.1.5.<br><br>Remarks:<br>(1) TRA 007A does not include controlled airspace within AWY P18 during the published hours of P18 (see ENR 3.1).<br>(2) TRA 007A does not include airspace within AWY N864 during weekend promulgated hours 0001 Sat to 2359 Sun. During this period, between PIPAR and ASNUD, the western extremity of TRA 007A reverts to the eastern boundary of N864.<br><br>Hours: Mon-Fri 0830-1700 (0730-1700).<br>Excluding English Public Holidays.<br>TRA may be activated at other times by NOTAM. |
| TRA 007B<br>574850N 0002223E - 571946N 0014810W - 561750N 0012507W - 555000N 0011800W - 550000N 0005916W - 550000N 0004703W - 551710N 0001428E - 554053N 0021314E - 574850N 0002223E | Upper limit: FL245<br>Lower limit: FL195 | Access requirements for civil aircraft are specified in ENR 1.1, paragraph 5.1.5.<br><br>Hours: Mon-Fri 0830-1700 (0730-1700).<br>Excluding English Public Holidays.<br>TRA may be activated at other times by NOTAM. |
| TRA 008A<br>572337N 0041404W - 575000N 0081500W - 595000N 0060200W - 594812N 0044730W - 591638N 0043000W - 573246N 0041254W - 573147N 0041203W - 572337N 0041404W | Upper limit: FL245<br>Lower limit: FL195 | Access requirements for civil aircraft are specified in ENR 1.1, paragraph 5.1.5.<br><br>Hours: Mon-Fri 0830-1700 (0730-1700).<br>Excluding English Public Holidays.<br>TRA may be activated at other times by NOTAM. |
| TRA 008B<br>575757N 0001440E - 573708N 0012004W - 572758N 0011242W - 571542N 0020528W - 571940N 0020701W - 571838N 0021602W - 572130N 0022334W - 562948N 0032900W - 562000N 0034746W - 561400N 0040926W - 561235N 0041258W - 570638N 0035943W - 570621N 0035605W - 572144N 0035211W - 572337N 0041404W - 573147N 0041203W - 573246N 0041254W - 591638N 0043000W - 594812N 0044730W - 594000N 0013000W - 575757N 0001440E | Upper limit: FL245<br>Lower limit: FL195 | Access requirements for civil aircraft are specified in ENR 1.1, paragraph 5.1.5.<br><br>Hours: Mon-Fri 0830-1700 (0730-1700).<br>Excluding English Public Holidays.<br>TRA may be activated at other times by NOTAM. |

# ENR 5.2 MILITARY EXERCISE AND TRAINING AREAS AND AIR DEFENCE IDENTIFICATION ZONE (ADIZ) (continued)

| Name<br>Lateral Limits | Upper - lower Limit<br>System/means of activation announcement/information for Civil Flights | Remarks and time of activity |
|---|---|---|
| 1 | 2 | 3 |
| TRA 008C<br>552543N 0050000W - 553039N 0053655W - 554803N 0074000W - 564200N 0081500W - 575000N 0081500W - 572337N 0041404W - 572144N 0035211W - 570621N 0035605W - 570638N 0035943W - 570758N 0041754W - 560432N 0043253W - 560127N 0044028W - 560727N 0050308W - 561807N 0054423W - 564819N 0062031W - 564248N 0063539W - 563408N 0064847W - 562501N 0065609W - 560939N 0055411W - 555825N 0051042W - 555356N 0045343W - 555000N 0050000W - 552543N 0050000W | Upper limit: FL245<br>Lower limit: FL195 | Access requirements for civil aircraft are specified in ENR 1.1, paragraph 5.1.5.<br><br>Hours: Mon-Fri 0830-1700 (0730-1700).<br>Excluding English Public Holidays.<br>TRA may be activated at other times by NOTAM. |
| TRAG ABOYNE AREA<br>571700N 0025300W - 571216N 0023532W - 565301N 0030005W - 565730N 0031500W - 571700N 0025300W | Upper limit: FL240<br>Lower limit: FL195 | Note: A minimum notice of 2 hours is required to activate TRA (G), therefore NOTAM notification will normally take place on the day of activation.<br>See ENR 1.1, paragraph 1.11.3 and 1.11.4.<br><br>Hours: Activated by NOTAM. |
| TRAG NORTHERN IRELAND AREA<br>551010N 0065625W - 551010N 0064000W - 545000N 0064000W - 545000N 0071600W - 545617N 0071600W - 551010N 0065625W | Upper limit: FL240<br>Lower limit: FL195 | Access requirements for gliders are specified in ENR 1.1, paragraph 1.11.<br><br>Note: A minimum notice of 2 hours is required to activate TRA (G), therefore NOTAM notification will normally take place on the day of activation.<br>See ENR 1.1, paragraph 1.11.3 and 1.11.4.<br><br>Hours: Activated by NOTAM. |
| TRAG NORTHUMBRIA NORTH AREA<br>560600N 0023914W - 555500N 0020216W - 554600N 0015854W - 554600N 0024128W - 560600N 0023914W | Upper limit: FL240<br>Lower limit: FL195 | Access requirements for gliders are specified in ENR 1.1, paragraph 1.11.<br><br>Note: A minimum notice of 2 hours is required to activate TRA (G), therefore NOTAM notification will normally take place on the day of activation.<br>See ENR 1.1, paragraph 1.11.3 and 1.11.4.<br><br>Hours: Activated by NOTAM. |
| TRAG NORTHUMBRIA SOUTH AREA<br>554600N 0024128W - 554600N 0015854W - 552644N 0015147W - 551803N 0015434W - 552951N 0023046W - 553928N 0024211W - 554600N 0024128W | Upper limit: FL240<br>Lower limit: FL195 | Access requirements for gliders are specified in ENR 1.1, paragraph 1.11.<br><br>Note: A minimum notice of 2 hours is required to activate TRA (G), therefore NOTAM notification will normally take place on the day of activation.<br>See ENR 1.1, paragraph 1.11.3 and 1.11.4.<br><br>Hours: Activated by NOTAM. |
| TRAG PORTMOAK AREA<br>562926N 0034253W - 562223N 0032624W - 561200N 0032855W - 561200N 0040404W - 562144N 0040142W - 562408N 0035258W - 562926N 0034253W | Upper limit: FL240<br>Lower limit: FL195 | Note: A minimum notice of 2 hours is required to activate TRA (G), therefore NOTAM notification will normally take place on the day of activation.<br>See ENR 1.1, paragraph 1.11.3 and 1.11.4.<br><br>Hours: Activated by NOTAM. |
| TRAG SCOTTISH UPPER AREA (NORTH)<br>574000N 0034148W - 574000N 0025518W - 572852N 0022517W - 571151N 0024717W - 571801N 0034732W - 574000N 0034148W | Upper limit: FL270<br>Lower limit: FL240 | Access requirements for gliders are specified in ENR 1.1, paragraph 1.11.<br><br>Note: A minimum notice of 2 hours is required to activate TRA (G), therefore NOTAM notification will normally take place on the day of activation.<br>See ENR 1.1, paragraph 1.11.3 and 1.11.4.<br><br>Hours: Activated by NOTAM. |

# ENR 5.2 MILITARY EXERCISE AND TRAINING AREAS AND AIR DEFENCE IDENTIFICATION ZONE (ADIZ) (continued)

| Name<br>Lateral Limits | Upper - lower Limit<br>System/means of activation announcement/information for Civil Flights | Remarks and time of activity |
|---|---|---|
| 1 | 2 | 3 |
| TRAG SCOTTISH LOWER AREA (NORTH)<br>574000N 0034148W - 574000N 0025518W - 572852N 0022517W - 565119N 0031318W - 570514N 0035049W - 574000N 0034148W | Upper limit: FL240<br>Lower limit: FL195 | Note: A minimum notice of 2 hours is required to activate TRA (G), therefore NOTAM notification will normally take place on the day of activation.<br>See ENR 1.1, paragraph 1.11.3 and 1.11.4.<br><br>Hours: Activated by NOTAM. |
| TRAG SCOTTISH UPPER AREA (SOUTH)<br>571801N 0034732W - 571151N 0024717W - 565119N 0031318W - 570514N 0035049W - 571801N 0034732W | Upper limit: UNL<br>Lower limit: FL240 | Note: A minimum notice of 2 hours is required to activate TRA (G), therefore NOTAM notification will normally take place on the day of activation.<br>See ENR 1.1, paragraph 1.11.3 and 1.11.4.<br><br>Hours: Activated by NOTAM. |
| TRAG SCOTTISH LOWER AREA (SOUTH)<br>570514N 0035049W - 565119N 0031318W - 563302N 0033557W - 562408N 0035258W - 562144N 0040142W - 570514N 0035049W | Upper limit: FL240<br>Lower limit: FL195 | Note: A minimum notice of 2 hours is required to activate TRA (G), therefore NOTAM notification will normally take place on the day of activation.<br>See ENR 1.1, paragraph 1.11.3 and 1.11.4.<br><br>Hours: Activated by NOTAM. |
| TRAG SPADEADAM UPPER AREA<br>550642N 0023639W - 545902N 0020925W - 544416N 0021359W - 550642N 0023639W | Upper limit: UNL<br>Lower limit: FL240 | Access requirements for gliders are specified in ENR 1.1, paragraph 1.11.<br><br>Note: A minimum notice of 2 hours is required to activate TRA (G), therefore NOTAM notification will normally take place on the day of activation.<br>See ENR 1.1, paragraph 1.11.3 and 1.11.4.<br><br>Hours: Activated by NOTAM. |
| TRAG SPADEADAM LOWER AREA<br>550251N 0021822W - 545815N 0020423W - 543952N 0021005W - 550251N 0021822W | Upper limit: FL240<br>Lower limit: FL195 | Note: A minimum notice of 2 hours is required to activate TRA (G), therefore NOTAM notification will normally take place on the day of activation.<br>See ENR 1.1, paragraph 1.11.3 and 1.11.4.<br><br>Hours: Activated by NOTAM. |
| TRAG WELSH UPPER AREA A<br>531546N 0040000W - 530000N 0040000W - 530000N 0043000W - 531655N 0043000W - 531546N 0040000W | Upper limit: UNL<br>Lower limit: FL240 | Access requirements for gliders are specified in ENR 1.1, paragraph 1.11.<br><br>Note: A minimum notice of 2 hours is required to activate this TRA (G) so that NOTAM action can be initiated in accordance with agreed procedures, therefore NOTAM notification will normally take place on the day of activation.<br>See ENR 1.1, paragraph 1.11.3 and 1.11.4.<br><br>Hours: Activated by NOTAM. |
| TRAG WELSH LOWER AREA A<br>531655N 0043000W - 531546N 0040000W - 530000N 0040000W - 530000N 0043000W - 531655N 0043000W | Upper limit: FL240<br>Lower limit: FL195 | Note: A minimum notice of 2 hours is required to activate this TRA (G) so that NOTAM action can be initiated in accordance with agreed procedures, therefore NOTAM notification will normally take place on the day of activation.<br>See ENR 1.1, paragraph 1.11.3 and 1.11.4.<br><br>Hours: Activated by NOTAM. |
| TRAG WELSH UPPER AREA B<br>531546N 0040000W - 531505N 0034316W - 530603N 0032604W - 530000N 0032630W - 530000N 0040000W - 531546N 0040000W | Upper limit: UNL<br>Lower limit: FL240 | Note: A minimum notice of 2 hours is required to activate this TRA (G) so that NOTAM action can be initiated in accordance with agreed procedures, therefore NOTAM notification will normally take place on the day of activation.<br>See ENR 1.1, paragraph 1.11.3 and 1.11.4.<br><br>Hours: Activated by NOTAM. |
| TRAG WELSH LOWER AREA B<br>531546N 0040000W - 531505N 0034316W - 530603N 0032604W - 530000N 0032630W - 530000N 0040000W - 531546N 0040000W | Upper limit: FL240<br>Lower limit: FL195 | Note: A minimum notice of 2 hours is required to activate this TRA (G) so that NOTAM action can be initiated in accordance with agreed procedures, therefore NOTAM notification will normally take place on the day of activation.<br>See ENR 1.1, paragraph 1.11.3 and 1.11.4.<br><br>Hours: Activated by NOTAM. |

# ENR 5.2 MILITARY EXERCISE AND TRAINING AREAS AND AIR DEFENCE IDENTIFICATION ZONE (ADIZ) (continued)

| Name<br>Lateral Limits | Upper - lower Limit<br>System/means of activation announcement/information for Civil Flights | Remarks and time of activity |
|---|---|---|
| 1 | 2 | 3 |
| TRAG WELSH UPPER AREA C<br>531505N 0034316W - 531429N 0032929W - 531227N 0032536W - 530603N 0032604W - 531505N 0034316W | Upper limit: UNL<br>Lower limit: FL240 | Note: A minimum notice of 2 hours is required to activate this TRA (G) so that NOTAM action can be initiated in accordance with agreed procedures, therefore NOTAM notification will normally take place on the day of activation.<br>See ENR 1.1, paragraph 1.11.3 and 1.11.4.<br><br>Hours: Activated by NOTAM. |
| TRAG WELSH LOWER AREA C<br>531505N 0034316W - 531429N 0032929W - 531227N 0032536W - 530603N 0032604W - 531505N 0034316W | Upper limit: FL240<br>Lower limit: FL195 | Note: A minimum notice of 2 hours is required to activate this TRA (G) so that NOTAM action can be initiated in accordance with agreed procedures, therefore NOTAM notification will normally take place on the day of activation.<br>See ENR 1.1, paragraph 1.11.3 and 1.11.4.<br><br>Hours: Activated by NOTAM. |
| TRAG WELSH UPPER AREA D<br>530000N 0043000W - 530000N 0040000W - 522642N 0040000W - 524356N 0043000W - 530000N 0043000W | Upper limit: UNL<br>Lower limit: FL240 | Note: A minimum notice of 2 hours is required to activate this TRA (G) so that NOTAM action can be initiated in accordance with agreed procedures, therefore NOTAM notification will normally take place on the day of activation.<br>See ENR 1.1, paragraph 1.11.3 and 1.11.4.<br><br>Hours: Activated by NOTAM. |
| TRAG WELSH LOWER AREA D<br>530000N 0043000W - 530000N 0040000W - 522642N 0040000W - 524356N 0043000W - 530000N 0043000W | Upper limit: FL240<br>Lower limit: FL195 | Note: A minimum notice of 2 hours is required to activate this TRA (G) so that NOTAM action can be initiated in accordance with agreed procedures, therefore NOTAM notification will normally take place on the day of activation.<br>See ENR 1.1, paragraph 1.11.3 and 1.11.4.<br><br>Hours: Activated by NOTAM. |
| TRAG WELSH UPPER AREA E<br>530000N 0040000W - 530000N 0032630W - 525007N 0032713W - 524220N 0033916W - 523000N 0034007W - 523000N 0040000W - 530000N 0040000W | Upper limit: UNL<br>Lower limit: FL240 | Access requirements for gliders are specified in ENR 1.1, paragraph 1.11.<br><br>Note: A minimum notice of 2 hours is required to activate this TRA (G) so that NOTAM action can be initiated in accordance with agreed procedures, therefore NOTAM notification will normally take place on the day of activation.<br>See ENR 1.1, paragraph 1.11.3 and 1.11.4.<br><br>Hours: Activated by NOTAM. |
| TRAG WELSH LOWER AREA E<br>530000N 0040000W - 530000N 0032630W - 525007N 0032713W - 524220N 0033916W - 523000N 0034007W - 523000N 0040000W - 530000N 0040000W | Upper limit: FL240<br>Lower limit: FL195 | Note: A minimum notice of 2 hours is required to activate this TRA (G) so that NOTAM action can be initiated in accordance with agreed procedures, therefore NOTAM notification will normally take place on the day of activation.<br>See ENR 1.1, paragraph 1.11.3 and 1.11.4.<br><br>Hours: Activated by NOTAM. |
| TRAG WELSH UPPER AREA F<br>525007N 0032713W - 523000N 0032839W - 523000N 0034007W - 524220N 0033916W - 525007N 0032713W | Upper limit: FL270<br>Lower limit: FL240 | Note: A minimum notice of 2 hours is required to activate this TRA (G) so that NOTAM action can be initiated in accordance with agreed procedures, therefore NOTAM notification will normally take place on the day of activation.<br>See ENR 1.1, paragraph 1.11.3 and 1.11.4.<br><br>Hours: Activated by NOTAM. |
| TRAG WELSH LOWER AREA F<br>525007N 0032713W - 523000N 0032839W - 523000N 0034007W - 524220N 0033916W - 525007N 0032713W | Upper limit: FL240<br>Lower limit: FL195 | Note: A minimum notice of 2 hours is required to activate this TRA (G) so that NOTAM action can be initiated in accordance with agreed procedures, therefore NOTAM notification will normally take place on the day of activation.<br>See ENR 1.1, paragraph 1.11.3 and 1.11.4.<br><br>Hours: Activated by NOTAM. |

# ENR 5.2 MILITARY EXERCISE AND TRAINING AREAS AND AIR DEFENCE IDENTIFICATION ZONE (ADIZ) (continued)

| Name<br>Lateral Limits | Upper - lower Limit<br>System/means of activation announcement/information for Civil Flights | Remarks and time of activity |
|---|---|---|
| 1 | 2 | 3 |
| TRAG WELSH UPPER AREA G<br>523000N 0040000W - 523000N 0032839W - 520911N 0033007W - 522642N 0040000W - 523000N 0040000W | Upper limit: FL270<br>Lower limit: FL240 | Note: A minimum notice of 2 hours is required to activate this TRA (G) so that NOTAM action can be initiated in accordance with agreed procedures, therefore NOTAM notification will normally take place on the day of activation.<br>See ENR 1.1, paragraph 1.11.3 and 1.11.4.<br><br>Hours: Activated by NOTAM. |
| TRAG WELSH LOWER AREA G<br>523000N 0040000W - 523000N 0032839W - 520911N 0033007W - 522642N 0040000W - 523000N 0040000W | Upper limit: FL240<br>Lower limit: FL195 | Note: A minimum notice of 2 hours is required to activate this TRA (G) so that NOTAM action can be initiated in accordance with agreed procedures, therefore NOTAM notification will normally take place on the day of activation.<br>See ENR 1.1, paragraph 1.11.3 and 1.11.4.<br><br>Hours: Activated by NOTAM. |
| TRAG WELSH AREA H<br>522642N 0040000W - 520911N 0033007W - 520149N 0033037W - 520530N 0040000W - 522642N 0040000W | Upper limit: FL240<br>Lower limit: FL195 | Note: A minimum notice of 2 hours is required to activate this TRA (G) so that NOTAM action can be initiated in accordance with agreed procedures, therefore NOTAM notification will normally take place on the day of activation.<br>See ENR 1.1, paragraph 1.11.3 and 1.11.4.<br><br>Hours: Activated by NOTAM. |
| TRAG YORKSHIRE UPPER AREA NORTH<br>543223N 0012622W - 541026N 0010000W - 540000N 0010000W - 540000N 0012332W - 541207N 0013559W - 543223N 0012622W | Upper limit: UNL<br>Lower limit: FL240 | Access requirements for gliders are specified in ENR 1.1, paragraph 1.11.<br><br>Note: A minimum notice of 2 hours is required to activate TRA (G), therefore NOTAM notification will normally take place on the day of activation.<br>See ENR 1.1, paragraph 1.11.3 and 1.11.4.<br><br>Hours: Activated by NOTAM. |
| TRAG YORKSHIRE LOWER AREA NORTH<br>543223N 0012622W - 541026N 0010000W - 540000N 0010000W - 540000N 0012332W - 541207N 0013559W - 543223N 0012622W | Upper limit: FL240<br>Lower limit: FL195 | Note: A minimum notice of 2 hours is required to activate TRA (G), therefore NOTAM notification will normally take place on the day of activation.<br>See ENR 1.1, paragraph 1.11.3 and 1.11.4.<br><br>Hours: Activated by NOTAM. |
| TRAG YORKSHIRE LOWER AREA SOUTH<br>541026N 0010000W - 534637N 0003203W - 535158N 0011521W - 540000N 0012332W - 540000N 0010000W - 541026N 0010000W | Upper limit: FL240<br>Lower limit: FL195 | Note: A minimum notice of 2 hours is required to activate TRA (G), therefore NOTAM notification will normally take place on the day of activation.<br>See ENR 1.1, paragraph 1.11.3 and 1.11.4.<br><br>Hours: Activated by NOTAM. |
| AIAA CULDROSE<br>502400N 0051000W - 501200N 0054700W - 500300N 0054600W - 495400N 0053300W - 495400N 0050930W - 500500N 0045948W - 500924N 0045430W - 501244N 0044659W - 502400N 0051000W | Upper limit: 6000 FT ALT<br>Lower limit: SFC | Remarks: Considerable helicopter and fixed-wing activity. Night operations may be conducted by aircraft using reduced navigation and/or anti-collision lights.<br><br>Advisory Measures: A LARS is available from Culdrose ATC on 134.055.<br><br>Hours: Peak activity Mon-Thu 0830-1700 (0730-1600) and Fri 0830-1630 (0730-1530). |
| AIAA LINCOLNSHIRE<br>530526N 0000000E - 530219N 0000000E - 525648N 0000949W - 525206N 0000610W - 524900N 0000106E - 524900N 0005730W - 525014N 0005722W - 525121N 0005725W - 525421N 0010006W - 525901N 0010918W - 525943N 0011000W - 531838N 0011000W - 530526N 0000000E | Upper limit: FL130<br>Lower limit: SFC | Remarks: Considerable military flying training, including in addition to airfield letdown procedures, exercises in practice forced landings, stalling, spinning, aerobatics, steep turns and formation flying.<br><br>Advisory Measures: Pilots transiting the area are advised to maintain constant vigilance and a LARS is available from:<br>Waddington ATC on 119.505; and<br>Coningsby ATC on 119.205.<br><br>Hours: Peak activity Mon-Fri 0900-1700 (0800-1600). |

# ENR 5.2 MILITARY EXERCISE AND TRAINING AREAS AND AIR DEFENCE IDENTIFICATION ZONE (ADIZ) (continued)

| Name<br>Lateral Limits | Upper - lower Limit<br>System/means of activation announcement/information for Civil Flights | Remarks and time of activity |
|---|---|---|
| 1 | 2 | 3 |
| AIAA OXFORD<br>515600N 0014900W - 520130N 0011745W - 515745N 0011126W - 514328N 0010000W - 513433N 0010000W - 513423N 0011138W - 513938N 0015510W - 515600N 0014900W | Upper limit: 5000 FT ALT<br>Lower limit: SFC | Remarks: There is intense air activity associated with closely woven civil and military climb out and approach procedures for the many airfields in the vicinity. Pilots flying in this area are advised to keep a constant vigilance particularly during weekdays when military activity is at its peak, and especially in the area 8.5 NM/ 308(T) and 6 NM/145(T) from Oxford aerodrome where aircraft may be holding awaiting clearance to join airways.<br><br>Advisory Measures: Radar services are available within this area from Brize Norton ATC on 124.280.<br>The attention of pilots is also drawn to the Brize Norton Control Zone. (See ENR 2.1).<br><br>Hours: Permanently active. |
| AIAA SHAWBURY<br>523130N 0030612W - 523702N 0031803W - 525515N 0031726W - 530239N 0030347W - 530445N 0021031W - 525314N 0020227W - 523710N 0021524W - 523212N 0022430W - 523209N 0023708W - 522828N 0024502W - 522828N 0025230W - 523130N 0030612W<br>but excluding Controlled Airspace. | Upper limit: FL70<br>Lower limit: SFC | Remarks: Intense instrument flying and general handling training by large numbers of helicopters (including initial helicopter pilot training), together with IFR fixed wing airfield approaches and departures by student pilots. Night operations may be conducted using reduced navigation and/or anti-collision lights and Chetwynd is used extensively for military rotary wing operations by RAF Shawbury.<br><br>Advisory Measures: Pilots are strongly recommended to avoid this area; if this is not possible a LARS is available from Shawbury ATC on 133.155.<br><br>Hours: Peak activity Mon-Thu 0700-0130 (0600-0030) and Fri 0700-1700 (0600-1600). |
| AIAA SPADEADAM<br>551500N 0023951W - 551615N 0022552W - 551054N 0021311W - 550253N 0020705W - 550108N 0021621W - 545100N 0021453W - 544630N 0023635W - 545725N 0023805W - 550000N 0024235W - 550000N 0022752W - 550206N 0021640W - 550417N 0021717W - 550453N 0021743W - 551500N 0023951W | Upper limit: 5500 FT ALT<br>Lower limit: SFC | Remarks: Air activity, associated with the electronic warfare training range EGD510 by military aircraft involving high energy manoeuvres, high speed runs and rapid rate turns.<br><br>Advisory Measures: Pilots are strongly recommended to avoid the area, if this is not possible, they should utilise the SUA Crossing Service from Spadeadam on 128.725 MHz, the SUA Activity Information Service from Newcastle on 124.380 MHz.<br><br>Hours: Peak activity Mon-Thu 0900-1700 (0800-1600) and Fri 0900-1600 (0800-1500). |
| AIAA THE WASH AREA<br>530900N 0001200E - 530900N 0003300E - 530400N 0004800E - 525835N 0004800E - then along the coastline to 524700N 0002232E - 524000N 0002200E - 525206N 0000610W - 525648N 0000949W - 530900N 0001200E | Upper limit: 3500 FT ALT<br>Lower limit: SFC | Remarks: Because of the holding patterns associated with Danger Area EGD207 special caution is advised in the Wash Area.<br><br>Advisory Measures: Pilots are strongly recommended to avoid the area. If this is not possible, a LARS should be requested from:<br>Marham ATC on 124.155;<br>Coningsby ATC on 119.205; or<br>Waddington ATC on 119.505.<br><br>Hours: Peak activity Mon-Thu 0900-1700 (0800-1600) and Fri 0900-1500 (0800-1400). |
| AIAA VALE OF YORK<br>541625N 0014418W - 542417N 0012449W - 543328N 0010734W - 543550N 0010048W - then along the coastline to 535600N 0001024W - 534354N 0004000W - 534134N 0010443W - 534312N 0011636W - 541152N 0014544W - 541625N 0014418W | Upper limit: FL190<br>Lower limit: SFC | Remarks: Considerable military fixed-wing and rotary flying training, including, in addition to airfield letdown procedures, exercises in practice forced landings, stalling, spinning, steep turns and formation flying.<br><br>Advisory Measures: Pilots transiting the area are advised to maintain constant vigilance and a LARS is available from Leeming ATC on 133.380.<br><br>Hours: Peak activity Mon-Fri 0900-1700 (0800-1600). |

# ENR 5.2 MILITARY EXERCISE AND TRAINING AREAS AND AIR DEFENCE IDENTIFICATION ZONE (ADIZ) (continued)

| Name<br>Lateral Limits | Upper - lower Limit<br>System/means of activation announcement/information for Civil Flights | Remarks and time of activity |
|---|---|---|
| 1 | 2 | 3 |
| AIAA VALLEY<br>532010N 0034500W - 532315N 0050000W - 531200N 0050000W - 530715N 0045319W - 524500N 0045319W following the line of latitude to - 524500N 0044018W - 523316N 0041200W following the line of latitude to - 523316N 0034500W - 532010N 0034500W | Upper limit: 6000 FT ALT<br>Lower limit: 2000 FT ALT | Remarks: Considerable flying training, including, in addition to airfield arrival and departure procedures, exercises in stalling, spinning, aerobatics, steep turns and formation flying.<br><br>Advisory Measures: Pilots crossing the area are advised to maintain constant vigilance and to request a radar service from Valley ATC or London Radar.<br><br>Hours: Peak activity Mon-Thu 0800-1800 (0700-1700) and Fri 0800-1700 (0700-1600). |
| AIAA YEOVILTON<br>510900N 0030300W - 511200N 0025100W - 511200N 0021400W - 504400N 0021400W - 504400N 0030300W - 510900N 0030300W | Upper limit: 6000 FT ALT<br>Lower limit: SFC | Remarks: Intensive helicopter instrument flying training. Night operations may be conducted by aircraft using reduced navigation and/or anti-collision lights.<br><br>Advisory Measures: A LARS is available from Yeovilton ATC on Channel 127.355.<br><br>Note: For aircraft in transit south of a line east to west through Dorchester, a LARS is available from Plymouth Military Radar on 124.150 MHz but to avoid interference pilots should contact Plymouth Military south of 511000N.<br><br>Hours: Peak activity Mon-Thu 0830-1700 (0730-1600) and Fri 0830-1600 (0730-1500). |
| ATA LAKENHEATH NORTH<br>525500N 0015000E - 524010N 0023000E - 523704N 0025356E - 522819N 0024644E - 522842N 0023414E - 523412N 0015410E - 523245N 0015000E - 525500N 0015000E | Upper limit: FL245<br>Lower limit: FL60 | Autonomous operations are only permitted within ATAs above FL 195 when the overlying TRA is active.<br><br>Remarks: Intense military air activity.<br><br>Advisory Measures: Pilots are strongly advised to avoid the area. If this is not possible they should request a service from Swanwick Mil, at least 15 NM range from the edge of the area.<br><br>Note: Live firing at flares in the sea regularly takes place below the vertical limits of the Aerial Tactics Area under 'Clear Range' procedures. The activity will NOT be subject to NOTAM action.<br><br>Hours: Peak activity Mon-Thu 0700-2300 (0600-2200) and Fri 0700-1700 (0600-1600). |
| ATA LAKENHEATH SOUTH<br>523412N 0015410E - 522842N 0023414E - 522819N 0024644E - 521646N 0023717E - 521447N 0022653E - 521318N 0015241E - 521623N 0015000E - 523245N 0015000E - 523412N 0015410E | Upper limit: FL195<br>Lower limit: FL60 | Remarks: Intense military air activity.<br><br>Advisory Measures: Pilots are strongly advised to avoid the area. If this is not possible they should request a service from Swanwick Mil, at least 15 NM range from the edge of the area.<br><br>Hours: Peak activity Mon-Thu 0700-2300 (0600-2200) and Fri 0700-1700 (0600-1600). |

# ENR 5.2 MILITARY EXERCISE AND TRAINING AREAS AND AIR DEFENCE IDENTIFICATION ZONE (ADIZ) (continued)

| Name<br>Lateral Limits | Upper - lower Limit<br>System/means of activation announcement/information for Civil Flights | Remarks and time of activity |
|---|---|---|
| 1 | 2 | 3 |
| ATA VALLEY<br>531810N 0050753W - 531505N 0034316W - 530603N 0032604W - 520153N 0033037W - 520911N 0043030W - 523827N 0051555W - 524529N 0052146W - 531234N 0052117W - 531810N 0050753W | Upper limit: FL660<br>Lower limit: 6000 FT ALT | Military aircraft are to book in between FL 100 and FL 660. Autonomous operations requiring access to NWMTA airspace above FL 195 are to ensure that the NWMTA is active before entry.<br><br>Remarks: All CAS is to be avoided. Users are to note that when the NWMTA North Low is not active, ATS Route Y124 may be activated. Intense military air activity, including air combat training manoeuvres and live air-to-air firing at towed targets over the sea.<br><br>Advisory Measures: Pilots are strongly recommended to avoid the area; if this is not possible they should request a service from RAF Valley ATC or Swanwick Mil, at least 15 NM range from the edge of the area.<br><br>Note: Live air-to-air firing at towed targets regularly takes place over the sea within the northern stub of EGD201H and EGD201J. Live firing under 'Clear Range' procedures but at least 20 NM out from the coastline, may take place both within and below portions of the Aerial Tactics Area. The activity will not be subject to NOTAM action but times can be obtained from RAF Valley Operations, Tel: 01407-762241 Ext 7404.<br><br>Hours: Military flying is at its peak between Mon-Thu 0800-1800 (0700-1700); Fri 0800-1700 (0700-1600). |
| ATA WASH NORTH<br>533110N 0003300E - 531939N 0014857E - 531115N 0014049E - 531901N 0003300E - 533110N 0003300E | Upper limit: FL245<br>Lower limit: FL50 | Autonomous operations are only permitted within ATAs above FL 195 when the overlying TRA is active.<br><br>Remarks: Intense military air activity.<br><br>Advisory Measures: Pilots are strongly advised to avoid the area. If this is not possible they should request a service from Swanwick Mil, at least 15 NM range from the edge of the area.<br><br>Hours: Military flying is at its peak between 0700 to 2300 Mon to Thu and 0700 to 1700 Fri Winter (Summer 1hr earlier). |
| ATA WASH SOUTH<br>531901N 0003300E - 531115N 0014049E - 530000N 0013000E - 530000N 0010000E - 530500N 0003300E - 531901N 0003300E | Upper limit: FL175<br>Lower limit: FL50 | Remarks: Intense military air activity.<br><br>Advisory Measures: Pilots are strongly advised to avoid the area. If this is not possible they should request a service from Swanwick Mil, at least 15 NM range from the edge of the area.<br><br>Hours: Military flying is at its peak between 0700 to 2300 Mon to Thu and 0700 to 1700 Fri Winter (Summer 1hr earlier). |
| ARA BOSCOMBE DOWN<br>512150N 0021917W - 511859N 0013913W - 511726N 0012843W - 511617N 0012057W - 510417N 0012559W - 510045N 0013054W - 504123N 0031845W - 511010N 0031341W - 511538N 0025120W - 511620N 0023328W<br>thence anti-clockwise by the arc of a circle radius 9 NM centred on 512258N 0024309W to 511826N 0023045W - 511849N 0022009W<br>thence anti-clockwise by the arc of a circle radius 15 NM centred on 512258N 0024309W to 512150N 0021917W<br>but excluding Controlled Airspace. | Upper limit: FL195<br>Lower limit: FL50 | Remarks: Considerable test flight activity. Test flight activity often requires the pilots to fly profiles which limit their ability to manoeuvre their aircraft in compliance with the Rules of the Air. Such flights will receive a radar service from Boscombe Down or Swanwick Military.<br><br>Advisory Measures: Pilots entering the area are advised to call Boscombe Down on 126.705 to obtain information on test flight activity.<br><br>Hours: Mon-Fri 0930-1730 (0830-1630). |

# ENR 5.2 MILITARY EXERCISE AND TRAINING AREAS AND AIR DEFENCE IDENTIFICATION ZONE (ADIZ) (continued)

| Name<br>Lateral Limits | Upper - lower Limit<br>System/means of activation announcement/information for Civil Flights | Remarks and time of activity |
|---|---|---|
| 1 | 2 | 3 |
| ARA WARTON<br>543000N 0033559W - 543000N 0031355W - 535747N 0023258W - 534127N 0023240W - 533223N 0025907W - 533213N 0031406W - 535127N 0040000W - 541902N 0040000W - 543000N 0033559W | Upper limit: FL190<br>Lower limit: FL95 | Controlling Authority: Warton Radar, Tel: 01772-852392.<br><br>Remarks: Considerable test flight activity. Test flight activity often requires the pilots to fly profiles which limit their ability to manoeuvre their aircraft in compliance with the Rules of the Air. Such flights will receive a radar service from Warton. Traffic routing from/to Warton/Blackpool via WAL should expect to be advised to fly via Reporting Point ESTRY, defined as 533952N 0031542W (WAL VOR/DME fix 345/17 NM). This route is designed so as to alleviate the risk of potential confliction with intensive flying training activity associated with RAF Woodvale.<br><br>Advisory Measures: Pilots entering the area are advised to call Warton on 129.530 MHz to obtain route information and information on test flight activity.<br><br>Hours: Mon-Thu 0730-1900 (0630-1800) and Fri 0730-1700 (0630-1600). |
| AARA AREA 01<br>581200N 0043000W - 562100N 0043000W following the line of latitude to - 562100N 0050500W - 581200N 0050500W - 581200N 0043000W | Upper limit: FL280<br>Lower limit: FL120 | Remarks: A/A TACAN: (R) 55 - (T) 118. See Note 1.<br><br>Initial Point: 563200N 0043700W.<br><br>Control Point: 580200N 0043700W.<br><br>Controlling Unit: Swanwick (Mil). See Note 2.<br><br>Comms: As allocated. See Note 3.<br><br>Advisory Measures: Information on activity available from Swanwick (Mil). See Notes 6, 7 and 8.<br><br>Hours: Activated by NOTAM. |
| AARA AREA 02<br>591900N 0003100W - 592800N 0000400E - 581300N 0011500E - 580400N 0004100E - 591900N 0003100W | Upper limit: FL290<br>Lower limit: FL100 | Vertical Limits: Occasional notification by NOTAM to FL 350.<br><br>Remarks: A/A TACAN: (R) 56 - (T) 119. See Note 1.<br><br>Initial Point: 582000N 0010000E.<br><br>Control Point: 591700N 0000500E.<br><br>Controlling Unit: Swanwick (Mil). See Note 2.<br><br>Comms: As allocated. See Note 3.<br><br>Radar Coverage: Limited below FL140.<br><br>Advisory Measures: Information on activity available from Swanwick (Mil). See Notes 6, 7 and 8.<br><br>Hours: Permanently available. |

# ENR 5.2 MILITARY EXERCISE AND TRAINING AREAS AND AIR DEFENCE IDENTIFICATION ZONE (ADIZ) (continued)

| Name<br>Lateral Limits | Upper - lower Limit<br>System/means of activation announcement/information for Civil Flights | Remarks and time of activity |
|---|---|---|
| 1 | 2 | 3 |
| AARA AREA 03<br>575300N 0005000E - 580100N 0012400E - 562500N 0024600E - 561700N 0021300E - 575300N 0005000E | Upper limit: FL290<br>Lower limit: FL100 | Vertical Limits: Occasional notification by NOTAM to FL 350.<br><br>Remarks: A/A TACAN: (R) 57 - (T) 120. See Note 1.<br><br>Initial Point: 563200N 0023200E.<br><br>Control Point: 575000N 0012600E.<br><br>Controlling Unit: Swanwick (Mil). See Note 2.<br><br>Comms: As allocated. See Note 3.<br><br>Radar Coverage: Limited below FL145.<br><br>Advisory Measures: Information on activity available from Swanwick (Mil). See Notes 6, 7 and 8.<br><br>Hours: Permanently available. |
| AARA AREA 04<br>581600N 0000100E - 575800N 0001500E - 573500N 0012900W - 575300N 0014300W - 581600N 0000100E | Upper limit: FL240<br>Lower limit: FL70 | Vertical Limits: Occasional notification by NOTAM to FL 350.<br><br>Remarks: A/A TACAN: (R) 61 - (T) 124. See Note 1.<br><br>Initial Point: 574300N 0011200W.<br><br>Control Point: 575800N 0000400W.<br><br>Controlling Unit: Swanwick (Mil). See Note 2.<br><br>Comms: As allocated. See Note 3.<br><br>Advisory Measures: Information on activity available from Swanwick (Mil). See Notes 6, 7 and 8.<br><br>Hours: Permanently available. |
| AARA AREA 05<br>560300N 0001500W - 560200N 0014000E - 554200N 0013900E - 554300N 0001600W - 560300N 0001500W | Upper limit: FL240<br>Lower limit: FL70 | Vertical Limits: Occasional notification by NOTAM to FL 350.<br><br>Remarks: A/A TACAN: (R) 58 - (T) 121. See Note 1.<br><br>Initial Point: 554700N 0000300E.<br><br>Control Point: 554600N 0012100E.<br><br>Controlling Unit: CRC Boulmer until 17:00 (Local Time). Swanwick (Mil) after 17:00 (Local Time). See Note 2.<br><br>Comms: As allocated. See Note 3.<br><br>Advisory Measures: Information on activity available from Swanwick (Mil). See Notes 6, 7 and 8.<br><br>Hours: Permanently available. |

# ENR 5.2 MILITARY EXERCISE AND TRAINING AREAS AND AIR DEFENCE IDENTIFICATION ZONE (ADIZ) (continued)

| Name<br>Lateral Limits | Upper - lower Limit<br>System/means of activation announcement/information for Civil Flights | Remarks and time of activity |
|---|---|---|
| 1 | 2 | 3 |
| AARA AREA 06<br>551600N 0001100E - 544100N 0005300W - 542400N 0002500W - 550000N 0003700E - 551600N 0001100E | Upper limit: FL290<br>Lower limit: FL100 | Vertical Limits: Occasional notification by NOTAM to FL 350.<br><br>Remarks: A/A TACAN: (R) 58 - (T) 121. See Note 1.<br><br>Initial Point: 543200N 0002500W.<br><br>Control Point: 545800N 0002200E.<br><br>Controlling Unit: CRC Boulmer or Swanwick (Mil). See Note 2.<br><br>Comms: As allocated. See Note 3.<br><br>Advisory Measures: Information on activity available from Swanwick (Mil). See Notes 6, 7 and 8.<br><br>Hours: Permanently available. |
| AARA AREA 07<br>552600N 0011600E - 550000N 0025900E - 544200N 0024500E - 550800N 0010200E - 552600N 0011600E | Upper limit: FL290<br>Lower limit: FL100 | Remarks: A/A TACAN: (R) 60 - (T) 123. See Note 1.<br><br>Initial Point: 550800N 0011900E.<br><br>Control Point: 544900N 0023100E.<br><br>Controlling Unit: CRC Boulmer or Swanwick (Mil). See Note 2.<br><br>Comms: As allocated. See Note 3.<br><br>Advisory Measures: Information on activity available from Swanwick (Mil). See Notes 6, 7 and 8.<br><br>Hours: Permanently available. |
| AARA AREA 08<br>533600N 0004300E - 532700N 0023000E - 530700N 0022600E - 531600N 0003900E - 533600N 0004300E | Upper limit: FL170<br>Lower limit: FL70 | Remarks: A/A TACAN: (R) 59 - (T) 122. See Note 1.<br><br>Initial Point: 531800N 0005600E.<br><br>Control Point: 531200N 0020800E.<br><br>Controlling Unit: Swanwick (Mil). See Note 2.<br><br>Comms: As allocated. See Note 3.<br><br>Advisory Measures: Information on activity available from Swanwick (Mil). See Notes 6, 7 and 8.<br><br>Hours: Permanently available. |
| AARA AREA 09<br>524000N 0015000E - 522100N 0015000E - 522100N 0024000E - 524000N 0025600E - 524000N 0015000E | Upper limit: FL50<br>Lower limit: 2000 FT ALT | Remarks: Nil.<br><br>Advisory Measures: Information on activity available from Swanwick (Mil). See Note 1.<br><br>Hours: Permanently available. |
| AARA AREA 10 (EAST)<br>511700N 0022300W - 510000N 0020500W - 502758N 0035844W - 505158N 0035324W - 511700N 0022300W | Upper limit: FL260<br>Lower limit: FL80 | Remarks: A/A TACAN: (R) 57 - (T) 120. See Note 1.<br><br>Initial Point: 510900N 0023400W.<br><br>Control Point: 505200N 0034000W.<br><br>Controlling Unit: Swanwick (Mil). See Note 2.<br><br>Comms: As allocated. See Note 3.<br><br>Advisory Measures: Information on activity available from Swanwick (Mil). See Notes 6, 7 and 8.<br><br>Hours: Activated by NOTAM.<br><br>See Note 4. |

# ENR 5.2 MILITARY EXERCISE AND TRAINING AREAS AND AIR DEFENCE IDENTIFICATION ZONE (ADIZ) (continued)

| Name<br>Lateral Limits | Upper - lower Limit<br>System/means of activation announcement/information for Civil Flights | Remarks and time of activity |
|---|---|---|
| 1 | 2 | 3 |
| AARA AREA 10 (WEST)<br>505158N 0035324W - 502758N 0035844W - 493645N 0064343W - 495552N 0065723W - 505158N 0035324W | Upper limit: FL260<br>Lower limit: FL80 | Remarks: A/A TACAN: (R) 57 - (T) 120. See Note 1.<br><br>Initial Point: 503800N 0042500W.<br><br>Control Point: 495700N 0064000W.<br><br>Controlling Unit: Swanwick (Mil). See Note 2.<br><br>Comms: As allocated. See Note 3.<br><br>Advisory Measures: Information on activity available from Swanwick (Mil). See Notes 6, 7 and 8.<br><br>Hours: Activated by NOTAM.<br><br>See Note 4. |
| AARA AREA 11<br>502232N 0054025W - 500304N 0053319W - 494159N 0074435W - 500117N 0075231W - 502232N 0054025W | Upper limit: FL260<br>Lower limit: FL80 | Remarks: A/A TACAN: (R) 58 - (T) 121 See Note 1.<br><br>Initial Point: 501700N 0055500W.<br><br>Control Point: 500100N 0073600W.<br><br>Controlling Unit: Swanwick (Mil). See Note 2.<br><br>Comms: As allocated. See Note 3.<br><br>Advisory Measures: Information on activity available from Swanwick (Mil). See Notes 6, 7 and 8.<br><br>Hours: Activated by NOTAM.<br><br>See Note 4. |
| AARA AREA 12<br>502848N 0075500W - 505848N 0053454W - 510648N 0045500W - 504742N 0044542W - 504000N 0052518W - 501000N 0074436W - 502848N 0075500W | Upper limit: FL280<br>Lower limit: FL70 | Remarks: A/A TACAN: (R) 55 - (T) 118. See Note 1.<br><br>Initial Point: 510000N 0050900W.<br><br>Control Point: 502800N 0073800W.<br><br>Controlling Unit: Swanwick (Mil). See Note 2.<br><br>Comms: As allocated. See Note 3.<br><br>Advisory Measures: Information on activity available from Swanwick (Mil). See Notes 6, 7 and 8.<br><br>Hours: Activated by NOTAM. |
| AARA AREA 13<br>535900N 0034300W - 544200N 0040700W - 543800N 0042400W - 535600N 0035900W - 535900N 0034300W | Upper limit: FL240<br>Lower limit: FL150 | Remarks: A/A TACAN: (R) 56 - (T) 119. See Note 1.<br><br>Initial Point: 540400N 0034800W.<br><br>Control Point: 543500N 0040500W.<br><br>Controlling Unit: Swanwick (Mil). See Note 2.<br><br>Comms: As allocated. See Note 3.<br><br>Advisory Measures: Information on activity available from Swanwick (Mil). See Notes 6, 7 and 8.<br><br>Hours: Activated by NOTAM.<br><br>See Note 5. |

# ENR 5.2 MILITARY EXERCISE AND TRAINING AREAS AND AIR DEFENCE IDENTIFICATION ZONE (ADIZ) (continued)

| Name<br>Lateral Limits | Upper - lower Limit<br>System/means of activation announcement/information for Civil Flights | Remarks and time of activity |
|---|---|---|
| 1 | 2 | 3 |
| AARA AREA 14<br>571900N 0062900W - 554600N 0071700W - 555200N 0075300W - 572500N 0070500W - 571900N 0062900W | Upper limit: FL240<br>Lower limit: FL180 | Remarks: A/A TACAN: (R) 60 - (T) 123. See Note 1.<br><br>Initial Point: 555700N 0072000W.<br><br>Control Point: 571100N 0064100W.<br><br>Controlling Unit: Swanwick (Mil). See Note 2.<br><br>Comms: As allocated. See Note 3.<br><br>Advisory Measures: Information on activity available from Swanwick (Mil). See Notes 6, 7 and 8.<br><br>Hours: Activated by NOTAM. |
| NSGA AREA 1 - SCOTLAND<br>550000N 0050000W - 560000N 0070000W - 590000N 0070000W following the line of latitude to - 590000N 0020000W - 560000N 0020000W following the line of latitude to - 560000N 0030000W - 550000N 0030000W following the line of latitude to - 550000N 0050000W | Upper limit: FL195<br>Lower limit: FL100 | Hours: HJ<br><br>Daylight hours. |
| NSGA AREA 1A - BORDERS<br>550000N 0030000W - 560000N 0030000W following the line of latitude to - 560000N 0020000W - 550000N 0013000W following the line of latitude to - 550000N 0030000W | Upper limit: FL195<br>Lower limit: FL100 | Hours: HJ<br><br>Daylight hours. |
| NSGA AREA 2 - GREATER YORKSHIRE<br>550000N 0030555W - 550000N 0020010W - 545604N 0015027W - 534637N 0003203W - 534145N 0011604W - 535309N 0023714W - 540726N 0031558W - 543049N 0033812W - 550000N 0030555W | Upper limit: FL195<br>Lower limit: FL100 | Hours: HJ<br><br>Daylight hours. |
| NSGA AREA 3 - DERBYSHIRE<br>532541N 0014441W - 533440N 0011244W - 531854N 0011656W - 531456N 0005121W - 524539N 0005258W - 530604N 0011927W - 530818N 0013320W - 532541N 0014441W | Upper limit: FL195<br>Lower limit: FL100 | Hours: HJ<br><br>Daylight hours. |
| NSGA AREA 4 - WALES<br>531655N 0043000W - 532117N 0041155W - 531854N 0031644W - 525749N 0024744W - 524143N 0021912W - 521226N 0015238W - 514441N 0021125W - 513815N 0022708W - 513709N 0030425W - 515105N 0041855W - 524356N 0043000W - 531655N 0043000W | Upper limit: FL195<br>Lower limit: FL100 | Hours: HJ<br><br>Daylight hours. |
| NSGA AREA 5 - DARTMOOR<br>504907N 0040425W - 503741N 0035343W - 502314N 0035343W - 502700N 0042714W - 503747N 0042102W - 504907N 0040425W | Upper limit: FL195<br>Lower limit: FL100 | Hours: HJ<br><br>Daylight hours. |
| NSGA AREA 6 - NORTHERN IRELAND<br>550000N 0071046W - 550000N 0064000W - 545000N 0064000W - 545000N 0071600W - 545617N 0071600W - 550000N 0071046W | Upper limit: FL195<br>Lower limit: FL100 | Hours: HJ<br><br>Daylight hours. |
| NSGA AREA 6A - NORTHERN IRELAND EXTENSION<br>550000N 0071046W - 552500N 0063000W - 550000N 0063000W following the line of latitude to - 550000N 0071046W | Upper limit: FL195<br>Lower limit: FL100 | Hours: HJ<br><br>Daylight hours. |

***Note 1:*** *(R) Receiver. (T) Tanker. Secondary A/A TACAN channels are the reverse of the primary channels.*

***Note 2:*** *Swanwick (Mil); crews are strongly encouraged to file a Flight Plan; Swanwick (Mil) Flight Plan address EGZYOATT. Failure to file a Flight Plan may result in delays.*

***Note 3:*** *Discrete Frequencies for AAR towline use are Primary 343.650, Secondary 264.925 and Tertiary 315.600.*

## ENR 5.2 MILITARY EXERCISE AND TRAINING AREAS AND AIR DEFENCE IDENTIFICATION ZONE (ADIZ) (continued)

***Note 4:*** *AARA 10 East and AARA 10 West. AARA 10 East is only available for Tanker-Trails routeing from UK to foreign destinations or vice versa. AARA 10 West is positioned clear of the main North/South Axis routes N862, (U)N864 and UN22 and is available for routine AAR sorties in UK. As AARA 10 and AARA 11 overlap, Tanker Plans will ensure that reservations are de-conflicted either by time or by use of different altitude reservations.*

***Note 5:*** *AARA 13. Flight trial profiles may dictate that the RV takes place outside AARA 13. It remains the responsibility of the Tanker Controller to co-ordinate with other airspace users as necessary.*

***Note 6:*** *In Areas designated as Permanently available for Air-to-Air Refuelling, the amount of warning concerning refuelling operations can be so minimal as to preclude notification by normal methods.*

***Note 7:*** *Where Air-to-Air Refuelling Areas lie inside Free Route Airspace or are coincident with ATS Routes, civil / military co-ordination procedures are applied to minimise disruption to the planned flight profiles or the aircraft concerned.*

***Note 8:*** *Where AARAs are required between FL 195 and FL 245 outside the normal hours of TRAs 001-008 (See ENR 5.2-2/3), the appropriate TRAs are booked via the MAMC - Managed Airspace before 1100 hours at D-1.*

# ENR 5.3 OTHER ACTIVITIES OF A DANGEROUS NATURE AND OTHER POTENTIAL HAZARDS

| Name<br>Lateral Limits | Vertical Limits | Advisory Measures | Authority responsible for information | Remarks<br>Activity times |
|---|---|---|---|---|
| 1 | 2 | 3 | 4 | 5 |
| ALTCAR SMALL ARMS RANGE (ARMY)<br>A circle, 1800 M radius, centred at 533107N 0030450W | Upper limit: 500 FT AGL<br>Lower limit: SFC | | | TAVRA Ranges. |
| ASH SMALL ARMS RANGE<br>A circle, 2500 M radius, centred at 511631N 0004118W | Upper limit: 500 FT AGL<br>Lower limit: SFC | | | Within EGD132. |
| BARTON ROAD SMALL ARMS RANGE<br>A circle, 1500 M radius, centred at 521147N 0000317E | Upper limit: 500 FT AGL<br>Lower limit: SFC | | | |
| BASSINGBOURN SMALL ARMS RANGE (ARMY)<br>A circle, 500 M radius, centred at 520611N 0000342W | Upper limit: 500 FT AGL<br>Lower limit: SFC | | | |
| BATTLE HILL SMALL ARMS RANGE<br>A circle, 1300 M radius, centred at 543301N 0020137W | Upper limit: 500 FT AGL<br>Lower limit: SFC | | | |
| BECKINGHAM (NO 1) SMALL ARMS RANGE<br>A circle, 1400 M radius, centred at 530515N 0004132W | Upper limit: 500 FT AGL<br>Lower limit: SFC | | | Within EGD305. |
| BINNHILL SMALL ARMS RANGE<br>A circle, 1800 M radius, centred at 574126N 0030843W | Upper limit: 500 FT AGL<br>Lower limit: SFC | | | |
| BLACK DOG SMALL ARMS RANGE<br>A circle, 1800 M radius, centred at 571315N 0020221W | Upper limit: 500 FT AGL<br>Lower limit: SFC | | | |
| BOAR HILL SMALL ARMS RANGE<br>A circle, 500 M radius, centred at 511205N 0002043W | Upper limit: 500 FT AGL<br>Lower limit: SFC | | | Private Range. |
| CASTLELAW SMALL ARMS RANGE<br>A circle, 700 M radius, centred at 555154N 0031424W | Upper limit: 500 FT AGL<br>Lower limit: SFC | | | |
| CAWDOR SMALL ARMS RANGE<br>A circle, 700 M radius, centred at 573016N 0035409W | Upper limit: 500 FT AGL<br>Lower limit: SFC | | | Civil. |
| CHICKERELL SMALL ARMS RANGE<br>A circle, 1500 M radius, centred at 503601N 0023044W | Upper limit: 500 FT AGL<br>Lower limit: SFC | | | Within EGD014. |
| CHICKSANDS SMALL ARMS RANGE (ARMY)<br>A circle, 500 M radius, centred at 520235N 0002301W | Upper limit: 500 FT AGL<br>Lower limit: SFC | | | |
| CHILCOMB SMALL ARMS RANGE<br>A circle, 1300 M radius, centred at 510231N 0011640W | Upper limit: 500 FT AGL<br>Lower limit: SFC | | | |
| CORPUSTY SMALL ARMS RANGE<br>A circle, 500 M radius, centred at 524915N 0010743E | Upper limit: 500 FT AGL<br>Lower limit: SFC | | | |
| CRABBE SMALL ARMS RANGE (JERSEY)<br>A circle, 3000 M radius, centred at 491438N 0021122W | Upper limit: 500 FT AGL<br>Lower limit: SFC | | | Civil.<br>Firing activity takes place seawards. |
| DAVIOT SMALL ARMS RANGE<br>A circle, 900 M radius, centred at 572405N 0040843W | Upper limit: 500 FT AGL<br>Lower limit: SFC | | | Police. |
| DECHMONT SMALL ARMS RANGE<br>A circle, 1187 M radius, centred at 554741N 0040837W | Upper limit: 500 FT AGL<br>Lower limit: SFC | | | |
| DIGGLE SMALL ARMS RANGE<br>A circle, 470 M radius, centred at 533420N 0015755W | Upper limit: 500 FT AGL<br>Lower limit: SFC | | | Police/Civil. |
| DINGWALL SMALL ARMS RANGE (ARMY)<br>A circle, 1600 M radius, centred at 573619N 0042351W | Upper limit: 500 FT AGL<br>Lower limit: SFC | | | |

# ENR 5.3 OTHER ACTIVITIES OF A DANGEROUS NATURE AND OTHER POTENTIAL HAZARDS (continued)

| Name<br>Lateral Limits | Vertical Limits | Advisory Measures | Authority responsible for information | Remarks<br>Activity times |
|---|---|---|---|---|
| 1 | 2 | 3 | 4 | 5 |
| DOCHFOUR SMALL ARMS RANGE<br>A circle, 600 M radius, centred at 572641N 0041740W | Upper limit: 500 FT AGL<br>Lower limit: SFC | | | Civil. |
| DRUMS LINKS SMALL ARMS RANGE<br>A circle, 2900 M radius, centred at 571726N 0020036W | Upper limit: 500 FT AGL<br>Lower limit: SFC | | | Police/Civil. Firing activity takes place seawards. |
| EAST HOLME SMALL ARMS RANGE<br>A circle, 1300 M radius, centred at 503920N 0020821W | Upper limit: 500 FT AGL<br>Lower limit: SFC | | | Partly within EGD026. |
| ELMINGTON SMALL ARMS RANGE<br>A circle, 600 M radius, centred at 522925N 0002612W | Upper limit: 500 FT AGL<br>Lower limit: SFC | | | Oundle School Range. Police/Civil. |
| EPPERSTONE SMALL ARMS RANGE<br>A circle, 1170 M radius, centred at 530205N 0010040W | Upper limit: 500 FT AGL<br>Lower limit: SFC | | | Police/Civil. |
| FINGRINGHOE SMALL ARMS RANGE<br>A circle, 1800 M radius, centred at 514924N 0005717E | Upper limit: 500 FT AGL<br>Lower limit: SFC | | | Within EGD139. |
| FORT GEORGE SMALL ARMS RANGE<br>A circle, 2600 M radius, centred at 573558N 0040325W | Upper limit: 500 FT AGL<br>Lower limit: SFC | | | Partly within EGD702. |
| FORT LE MARCHANT SMALL ARMS RANGE (GUERNSEY)<br>A 3000 M arc between 347°T to 069°T, originating from 493031N 0023105W. | Upper limit: 500 FT AGL<br>Lower limit: SFC | OCNL 1500 FT AGL by NOTAM. | States of Guernsey Culture and Leisure. | Firing activity takes place seaward within Sector 347ºT to 069ºT.<br><br>Activity information available - Guernsey APP 128.655 MHz. Hours: Live Firing Mon-Sat SR-SS. |
| HEBRIDES ARDVULE SMALL ARMS RANGE<br>A circle, 1600 M radius, centred at 571440N 0072524W | Upper limit: 500 FT AGL<br>Lower limit: SFC | | | Within EGD701. |
| HEBRIDES RANGEHEAD SMALL ARMS RANGE<br>A circle, 1600 M radius, centred at 572202N 0072519W | Upper limit: 500 FT AGL<br>Lower limit: SFC | | | Within EGD701. |
| HOLCOMBE SMALL ARMS RANGE<br>A circle, 1300 M radius, centred at 533909N 0022121W | Upper limit: 500 FT AGL<br>Lower limit: SFC | | | |
| HORSFORD SMALL ARMS RANGE<br>A circle, 500 M radius, centred at 524254N 0011449E | Upper limit: 500 FT AGL<br>Lower limit: SFC | | | |
| KELPHOPE FARM SMALL ARMS RANGE<br>A circle, 1710 M radius, centred at 554950N 0024748W | Upper limit: 500 FT AGL<br>Lower limit: SFC | | | Civil. |
| KENDREW BARRACKS SMALL ARMS RANGE<br>A circle, 500 M radius, centred at 524349N 0003851W | Upper limit: 500 FT AGL<br>Lower limit: SFC | | | |
| KINETON SMALL ARMS RANGE<br>A circle, 700 M radius, centred at 520902N 0012656W | Upper limit: 500 FT AGL<br>Lower limit: SFC | | | Explosives Demolition. Within EGD213. |
| KINGSBURY SMALL ARMS RANGE<br>A circle, 1300 M radius, centred at 523405N 0013945W | Upper limit: 500 FT AGL<br>Lower limit: SFC | | | |
| LANGPORT SMALL ARMS RANGE<br>A circle, 1500 M radius, centred at 510351N 0024956W | Upper limit: 750 FT AGL<br>Lower limit: SFC | | | |
| LERWICK SMALL ARMS RANGE<br>A circle, 400 M radius, centred at 601050N 0010929W | Upper limit: 500 FT AGL<br>Lower limit: SFC | | | |

# ENR 5.3 OTHER ACTIVITIES OF A DANGEROUS NATURE AND OTHER POTENTIAL HAZARDS (continued)

| Name<br>Lateral Limits | Vertical Limits | Advisory Measures | Authority responsible for information | Remarks<br>Activity times |
|---|---|---|---|---|
| 1 | 2 | 3 | 4 | 5 |
| LES LANDES SMALL ARMS RANGE (JERSEY)<br>A circle, 3000 M radius, centred at 491456N 0021459W | Upper limit: 500 FT AGL<br>Lower limit: SFC | | | Civil. Firing activity takes place seawards. |
| LING FARM QUARRY SMALL ARMS RANGE<br>A circle, 500 M radius, centred at 530557N 0010906W | Upper limit: 500 FT AGL<br>Lower limit: SFC | | | |
| LLANSILIN SMALL ARMS RANGE<br>A circle, 700 M radius, centred at 525112N 0030844W | Upper limit: 500 FT AGL<br>Lower limit: SFC | | | |
| LONGMOOR SMALL ARMS RANGE<br>A circle, 1700 M radius, centred at 510508N 0005123W | Upper limit: 500 FT AGL<br>Lower limit: SFC | | | Within EGD130. |
| LONGTOWN SMALL ARMS RANGE<br>A circle, 500 M radius, centred at 545908N 0030127W | Upper limit: 500 FT AGL<br>Lower limit: SFC | | | Explosives Demolition. |
| MARSDEN (DEERHILL) SMALL ARMS RANGE<br>A circle, 1300 M radius, centred at 533544N 0015401W | Upper limit: 500 FT AGL<br>Lower limit: SFC | | | Police/Civil. |
| MATTERSEY SMALL ARMS RANGE<br>A circle, 500 M radius, centred at 532259N 0005812W | Upper limit: 500 FT AGL<br>Lower limit: SFC | | | |
| MEPAL SMALL ARMS RANGE<br>A circle, 500 M radius, centred at 522341N 0000626E | Upper limit: 500 FT AGL<br>Lower limit: SFC | | | |
| MILLPOOL SMALL ARMS RANGE<br>A circle, 1300 M radius, centred at 503039N 0043753W | Upper limit: 500 FT AGL<br>Lower limit: SFC | | | |
| MILTON SMALL ARMS RANGE<br>A circle, 500 M radius, centred at 512634N 0002503E | Upper limit: 500 FT AGL<br>Lower limit: SFC | | | Police. |
| MOODY'S DOWN SMALL ARMS RANGE<br>A circle, 1300 M radius, centred at 510911N 0012307W | Upper limit: 500 FT AGL<br>Lower limit: SFC | | | |
| NEWTOWN SMALL ARMS RANGE (ARMY)<br>A circle, 1200 M radius, centred at 504328N 0012305W | Upper limit: 500 FT AGL<br>Lower limit: SFC | | | |
| NORMAN CROSS SMALL ARMS RANGE<br>A circle, 500 M radius, centred at 523019N 0001655W | Upper limit: 500 FT AGL<br>Lower limit: SFC | | | |
| OTMOOR SMALL ARMS RANGE<br>A circle, 1300 M radius, centred at 514910N 0011008W | Upper limit: 500 FT AGL<br>Lower limit: SFC | | | |
| PENALLY SMALL ARMS RANGE<br>A circle, 1700 M radius, centred at 513841N 0044341W | Upper limit: 500 FT AGL<br>Lower limit: SFC | | | |
| PONTELAND SMALL ARMS RANGE<br>A circle, 1300 M radius, centred at 550358N 0014253W | Upper limit: 500 FT AGL<br>Lower limit: SFC | | | |
| RADNOR SMALL ARMS RANGE<br>A circle, 1500 M radius, centred at 521522N 0031056W | Upper limit: 500 FT AGL<br>Lower limit: SFC | | | Civil. |
| RALEIGH SMALL ARMS RANGE (RN)<br>A circle, 1000 M radius, centred at 502158N 0041326W | Upper limit: 500 FT AGL<br>Lower limit: SFC | | | Range known as Trevol. |
| RAMSDALE SMALL ARMS RANGE<br>A circle, 700 M radius, centred at 585653N 0030913W | Upper limit: 500 FT AGL<br>Lower limit: SFC | | | |
| ROGIET MOOR SMALL ARMS RANGE<br>A circle, 1700 M radius, centred at 513403N 0024526W | Upper limit: 500 FT AGL<br>Lower limit: SFC | | | |

# ENR 5.3 OTHER ACTIVITIES OF A DANGEROUS NATURE AND OTHER POTENTIAL HAZARDS (continued)

| Name<br>Lateral Limits | Vertical Limits | Advisory Measures | Authority responsible for information | Remarks<br>Activity times |
|---|---|---|---|---|
| 1 | 2 | 3 | 4 | 5 |
| ROSS-ON-WYE SMALL ARMS RANGE (ARMY)<br>A circle, 700 M radius, centred at 515429N 0023357W | Upper limit: 500 FT AGL<br>Lower limit: SFC | | | |
| SANDHURST SMALL ARMS RANGE<br>A circle, 1300 M radius, centred at 512122N 0004554W | Upper limit: 500 FT AGL<br>Lower limit: SFC | | | Range known as Barrossa. |
| SEALAND SMALL ARMS RANGE<br>A circle, 1600 M radius, centred at 531513N 0030354W | Upper limit: 500 FT AGL<br>Lower limit: SFC | | | |
| SOUTH FERRIBY SMALL ARMS RANGE<br>A circle, 300 M radius, centred at 534058N 0002932W | Upper limit: 500 FT AGL<br>Lower limit: SFC | | Humberside Police. | Police.<br>Hours: Weekdays only. |
| SPARSHOLT COLLEGE SMALL ARMS RANGE<br>A circle, 1800 M radius, centred at 510515N 0012356W | Upper limit: 500 FT AGL<br>Lower limit: SFC | | | Civil. |
| SPEAN BRIDGE SMALL ARMS RANGE<br>A circle, 605 M radius, centred at 565634N 0045505W | Upper limit: 500 FT AGL<br>Lower limit: SFC | | | Civil. |
| STRAIGHT POINT SMALL ARMS RANGE<br>A circle, 1700 M radius, centred at 503629N 0032026W | Upper limit: 500 FT AGL<br>Lower limit: SFC | | | |
| STRATHPEFFER SMALL ARMS RANGE<br>A circle, 900 M radius, centred at 573556N 0043011W | Upper limit: 500 FT AGL<br>Lower limit: SFC | | | Civil. |
| STRENSALL SMALL ARMS RANGE<br>A circle, 1400 M radius, centred at 540139N 0010050W | Upper limit: 500 FT AGL<br>Lower limit: SFC | | | |
| SWYNNERTON SMALL ARMS RANGE<br>A circle, 250 M radius, centred at 525241N 0021333W | Upper limit: 500 FT AGL<br>Lower limit: SFC | | | Police. |
| TAIL SMALL ARMS RANGE<br>A circle, 700 M radius, centred at 574754N 0040706W | Upper limit: 500 FT AGL<br>Lower limit: SFC | | | Civil. |
| THETFORD SMALL ARMS RANGE<br>A circle, 1700 M radius, centred at 522432N 0004132E | Upper limit: 500 FT AGL<br>Lower limit: SFC | | | |
| TIPNER SMALL ARMS RANGE<br>A circle, 1200 M radius, centred at 504939N 0010636W | Upper limit: 500 FT AGL<br>Lower limit: SFC | | | |
| TREGANTLE SMALL ARMS RANGE<br>A circle, 2000 M radius, centred at 502102N 0041733W | Upper limit: 500 FT AGL<br>Lower limit: SFC | | | |
| TYDDESLEY WOOD SMALL ARMS RANGE<br>A circle, 400 M radius, centred at 520606N 0020523W | Upper limit: 500 FT AGL<br>Lower limit: SFC | | | |
| WATERBEACH SMALL ARMS RANGE<br>A circle, 250 M radius, centred at 521706N 0001146E | Upper limit: 500 FT AGL<br>Lower limit: SFC | | | Explosives Demolition demonstrations. |
| WHITTINGTON SMALL ARMS RANGE<br>A circle, 1500 M radius, centred at 523928N 0014457W | Upper limit: 500 FT AGL<br>Lower limit: SFC | | | |
| WILLSWORTHY SMALL ARMS RANGE<br>A circle, 2000 M radius, centred at 503808N 0040352W | Upper limit: 500 FT AGL<br>Lower limit: SFC | | | Within EGD011. |
| YOXTER SMALL ARMS RANGE<br>A circle, 1600 M radius, centred at 511612N 0024058W | Upper limit: 500 FT AGL<br>Lower limit: SFC | | | |

# ENR 5.3 OTHER ACTIVITIES OF A DANGEROUS NATURE AND OTHER POTENTIAL HAZARDS (continued)

| Name<br>Lateral Limits | Vertical Limits | Advisory Measures | Authority responsible for information | Remarks<br>Activity times |
|---|---|---|---|---|
| 1 | 2 | 3 | 4 | 5 |
| CASTLELAW FLARES AND ILLUMINANTS<br>555355N 0031651W - 555357N 0031301W - 555115N 0031256W - 555113N 0031646W - 555355N 0031651W | Upper limit: 1000 FT AGL<br>Lower limit: SFC | | Army. | Parachute flares reach a maximum height of 1000 FT AGL and burn with a bright white light for approximately 30 seconds.<br>Rocket flares do not exceed 300 FT agl.<br>Mini and Pistol flares reach a height of approximately 100 FT agl.<br>Non-parachute flares only burn for a few seconds. |
| PIPPINGFORD PARK TRAINING AREA FLARES AND ILLUMINANTS<br>A circle, 1200 M radius, centred at 510346N 0000404E | Upper limit: 1000 FT AGL<br>Lower limit: SFC | | Army. | Parachute flares reach a maximum height of 1000 FT AGL and burn with a bright white light for approximately 30 seconds.<br>Rocket flares do not exceed 300 FT agl.<br>Mini and Pistol flares reach a height of approximately 100 FT agl.<br>Non-parachute flares only burn for a few seconds. |
| SANDHURST FLARES AND ILLUMINANTS<br>512147N 0004635W | Upper limit: 1000 FT AGL<br>Lower limit: SFC | | Army. | Parachute flares reach a maximum height of 1000 FT AGL and burn with a bright white light for approximately 30 seconds.<br>Rocket flares do not exceed 300 FT agl.<br>Mini and Pistol flares reach a height of approximately 100 FT agl.<br>Non-parachute flares only burn for a few seconds. |
| ABERPORTH<br>520824N 0043413W | Upper limit: UNL | 80000 FT and beyond. | Met Office. | Helium-filled balloon will be either off-white to brown, or red (100 gm) normally carrying a 390 gm radiosonde or radar reflective calibration sphere, of similar weight and parachute.<br>Hours: Launched 0500 UTC Mon-Fri, occasionally at other times usually 0800-1700 UTC and Sat/Sun. |
| ABERYSTWYTH UNIVERSITY<br>522458N 0040352W | Upper limit: UNL | 80000 FT and beyond. | | Hours: Launched Mon-Fri various times. |

# ENR 5.3 OTHER ACTIVITIES OF A DANGEROUS NATURE AND OTHER POTENTIAL HAZARDS (continued)

| Name<br>Lateral Limits | Vertical Limits | Advisory Measures | Authority responsible for information | Remarks<br>Activity times |
|---|---|---|---|---|
| 1 | 2 | 3 | 4 | 5 |
| ALBEMARLE BARRACKS<br>550106N 0015200W | Upper limit: UNL | 80000 FT and beyond. | Met Office. | Helium-filled balloon off-white to brown/ carrying 390 gm radiosonde and parachute.<br>Hours: Launched at 2325 UTC and occasionally at 1115 UTC or other times of the day. |
| ASHBOURNE<br>530058N 0014431W | Upper limit: UNL | 80000 FT and beyond. | Phone: 0114-213 1050. | Hours: Launched as required. |
| CAMBORNE<br>501312N 0051933W | Upper limit: UNL | 80000 FT and beyond. | Met Office. | Helium-filled balloon off-white to brown/ carrying 390 gm radiosonde and parachute.<br>Hours: Launched 1115, 2315 and occasionally at other times of the day (which may include multi-sonde launches). |
| CAMBRIDGE UNIVERSITY<br>521300N 0000600E | Upper limit: UNL | 80000 FT and beyond. | Phone: 01223-793143 or 07913-430431. | Hours: Launched as required. |
| ← CASTOR BAY<br>540003N 0062021W | Upper limit: UNL | 80000 FT and beyond. | Met Office. | Helium-filled balloon off-white to brown/ carrying 390 gm radiosonde and parachute.<br>Hours: Launched at 2325 UTC and occasionally at 1115 UTC or other times of the day. |
| CHILBOLTON<br>510853N 0012551W | Upper limit: UNL | 80000 FT and beyond. | CCLRC Observatory. | Hours: Launched Mon-Fri various times. |
| CHIRK CASTLE<br>525607N 0030522W | Upper limit: UNL | 80000 FT and beyond. | Phone: 0114-213 1050. | Hours: Launched as required. |
| CULDROSE<br>500507N 0051515W | Upper limit: UNL | 80000 FT and beyond. | Royal Naval Air Squadron. | Hours: Launched Mon-Fri various times. |
| ELSWORTH<br>521500N 0000500W | Upper limit: UNL | 80000 FT and beyond. | Phone: 07802-242135. | Hours: Launched as required. |
| ESKMEALS<br>541921N 0032452W | Upper limit: UNL | 80000 FT and beyond. | QinetiQ. | Hydrogen or helium-filled balloon will be either off-white to brown, or red (100 gm) normally carrying a 390 gm radiosonde or radar reflective calibration sphere, of similar weight and parachute.<br>Hours: Launched as required. |
| HERSTMONCEUX<br>505328N 0001901E | Upper limit: UNL | 80000 FT and beyond. | Met Office. | Helium-filled balloon off-white to brown/ carrying 390 gm radiosonde and parachute.<br>Hours: Launched at 2325 UTC and occasionally at 1115 UTC or other times of the day. |

# ENR 5.3 OTHER ACTIVITIES OF A DANGEROUS NATURE AND OTHER POTENTIAL HAZARDS (continued)

| Name<br>Lateral Limits | Vertical Limits | Advisory Measures | Authority responsible for information | Remarks<br>Activity times |
|---|---|---|---|---|
| 1 | 2 | 3 | 4 | 5 |
| LARKHILL<br>511155N 0014819W | Upper limit: UNL | 80000 FT and beyond. | Met Office. | Helium-filled balloon red/carrying 300 gm radiosonde and parachute.<br>Hours: Launched 0500 - 1800 UTC. |
| LERWICK<br>601132N 0011437W | Upper limit: UNL | 80000 FT and beyond. | Met Office. | Hydrogen or helium-filled balloon off-white to brown/carrying 390 gm radiosonde and parachute. A weekly ozonesonde launch, which is an off-white balloon carrying ozonesonde and parachute launched once a week. Weight 840 gm.<br>Hours: Launched 1115, 2315 and occasionally at other times of the day. |
| OLD GORE<br>515701N 0023238W | Upper limit: UNL | 80000 FT and beyond. | Phone:<br>07850-586430 or 01989-780764. | Hours: Launched as required. |
| PLYMOUTH<br>502335N 0041056W | Upper limit: UNL | 80000 FT and beyond. | Flag Officer Sea Training (FOST),<br><br>Royal Naval Hydrography and Meteorological School. | Helium-filled balloon off-white (carrying a 210 gm radiosonde).<br>Hours: Launched Mon-Fri various times. Occasionally at other times, usually Sat-Sun 0800-1600 (0700-1500). |
| PLYMOUTH EXERCISE AREAS<br>A circle, 40 NM radius, centred at 495000N 0041500W | Upper limit: UNL | 80000 FT and beyond. | Flag Officer Sea Training (FOST), Royal Navy. | Helium-filled balloons (with and without radiosondes).<br>Hours: Launched as required. |
| PORTLAND EXERCISE AREAS<br>A circle, 30 NM radius, centred at 502400N 0024000W | Upper limit: UNL | 80000 FT and beyond. | Flag Officer Sea Training (FOST), Royal Navy. | Helium-filled balloons (with and without radiosondes).<br>Hours: Launched as required. |
| PORTSMOUTH EXERCISE AREAS<br>A circle, 30 NM radius, centred at 501330N 0010200W | Upper limit: UNL | 80000 FT and beyond. | Flag Officer Sea Training (FOST), Royal Navy. | Helium-filled balloons (with and without radiosondes).<br>Hours: Launched as required. |
| READING UNIVERSITY<br>512622N 0005643W | Upper limit: UNL | 80000 FT and beyond. | | Hours: Launched Mon-Fri various times. |
| RIPON<br>540835N 0013254W | Upper limit: UNL | 80000 FT and beyond. | | Hydrogen or helium-filled balloon will be either off-white to brown, or red (100 gm) normally carrying a 390 gm radiosonde or radar reflective calibration sphere, of similar weight & parachute.<br>Hours: Launched as required. |
| SHEFFIELD<br>532532N 0013153W | Upper limit: UNL | 80000 FT and beyond. | Phone: 0114-213 1050. | Hours: Launched as required. |
| SHOEBURYNESS<br>513131N 0004717E | Upper limit: UNL | 80000 FT and beyond. | QinetiQ. | Hours: Launched Mon-Fri various times. |

# ENR 5.3 OTHER ACTIVITIES OF A DANGEROUS NATURE AND OTHER POTENTIAL HAZARDS (continued)

| Name<br>Lateral Limits | Vertical Limits | Advisory Measures | Authority responsible for information | Remarks<br>Activity times |
|---|---|---|---|---|
| 1 | 2 | 3 | 4 | 5 |
| SOUTH UIST<br>572130N 0072319W | Upper limit: UNL | 80000 FT and beyond. | Met Office. | Helium-filled balloon will be either off-white to brown, or red (100 gm) normally carrying a 390 gm radiosonde or radar reflective calibration sphere, of similar weight & parachute.<br>Hours: Launched as required. |
| TERNHILL<br>525225N 0023155W | Upper limit: UNL | 80000 FT and beyond. | Royal Air Force. | Hours: Launched Mon-Fri various times. |
| TOPCLIFFE<br>541220N 0012254W | Upper limit: UNL | 80000 FT and beyond. | Royal Air Force. | Hours: Launched Mon-Fri various times. |
| WATNALL<br>530117N 0011313W | Upper limit: UNL | 80000 FT and beyond. | Met Office. | Helium-filled balloon off-white to brown/ carrying 390 gm radiosonde and parachute.<br>Hours: Launched at 2325 UTC and occasionally at 1115 UTC or other times of the day. |
| WEST FREUGH<br>545104N 0045652W | Upper limit: UNL | 80000 FT and beyond. | Qinetiq. | Helium-filled balloon will be either off-white to brown, or red (100 gm) normally carrying a 390 gm radiosonde or radar reflective calibration sphere, of similar weight & parachute.<br>Hours: Launched as required. |
| ALDBROUGH GVS<br>A circle, 0.25 NM radius, centred at 534850N 0000515W | Upper limit: 3200 FT ALT<br>Lower limit: SFC | Site operator recommended advisory vertical avoidance criteria, plus site elevation and rounded up to next 100 FT. | | |
| ALREWAS GVS<br>A circle, 0.25 NM radius, centred at 524425N 0014629W | Upper limit: 2700 FT ALT<br>Lower limit: SFC | Site operator recommended advisory vertical avoidance criteria, plus site elevation and rounded up to next 100 FT. | | |
| ATWICK GVS<br>A circle, 0.5 NM radius, centred at 535645N 0001225W | Upper limit: 3200 FT ALT<br>Lower limit: SFC | Site operator recommended advisory vertical avoidance criteria, plus site elevation and rounded up to next 100 FT. | | |
| AVONBRIDGE (FORMERLY BATHGATE) GVS<br>A circle, 0.25 NM radius, centred at 555509N 0034443W | Upper limit: 3200 FT ALT<br>Lower limit: SFC | Site operator recommended advisory vertical avoidance criteria, plus site elevation and rounded up to next 100 FT. | | |

# ENR 5.3 OTHER ACTIVITIES OF A DANGEROUS NATURE AND OTHER POTENTIAL HAZARDS (continued)

| Name<br>Lateral Limits | Vertical Limits | Advisory Measures | Authority responsible for information | Remarks<br>Activity times |
|---|---|---|---|---|
| 1 | 2 | 3 | 4 | 5 |
| AVONMOUTH GVS<br>A circle, 1 NM radius, centred at 513150N 0023916W | Upper limit: 3500 FT ALT<br>Lower limit: SFC | Site operator recommended advisory vertical avoidance criteria, plus site elevation and rounded up to next 100 FT. | | |
| AYLESBURY GVS<br>A circle, 0.25 NM radius, centred at 515137N 0005742W | Upper limit: 2800 FT ALT<br>Lower limit: SFC | Site operator recommended advisory vertical avoidance criteria, plus site elevation and rounded up to next 100 FT. | | |
| BACTON GVS<br>A circle, 1 NM radius, centred at 525121N 0012734E | Upper limit: 3600 FT ALT<br>Lower limit: SFC | Site operator recommended advisory vertical avoidance criteria, plus site elevation and rounded up to next 100 FT. | | |
| BARROW GVS<br>A circle, 0.5 NM radius, centred at 540535N 0031049W | Upper limit: 3600 FT ALT<br>Lower limit: SFC | Site operator recommended advisory vertical avoidance criteria, plus site elevation and rounded up to next 100 FT. | | |
| BISHOP AUCKLAND GVS<br>A circle, 0.25 NM radius, centred at 544011N 0013403W | Upper limit: 3000 FT ALT<br>Lower limit: SFC | Site operator recommended advisory vertical avoidance criteria, plus site elevation and rounded up to next 100 FT. | | |
| CAMBRIDGE GVS<br>A circle, 0.25 NM radius, centred at 520451N 0000951E | Upper limit: 2700 FT ALT<br>Lower limit: SFC | Site operator recommended advisory vertical avoidance criteria, plus site elevation and rounded up to next 100 FT. | | |
| CARNFORTH & NETHER KELLET GVS<br>A circle, 0.5 NM radius, centred at 540607N 0024416W | Upper limit: 2800 FT ALT<br>Lower limit: SFC | Site operator recommended advisory vertical avoidance criteria, plus site elevation and rounded up to next 100 FT. | | |
| CHELMSFORD GVS<br>A circle, 0.25 NM radius, centred at 514502N 0002412E | Upper limit: 2700 FT ALT<br>Lower limit: SFC | Site operator recommended advisory vertical avoidance criteria, plus site elevation and rounded up to next 100 FT. | | |
| CHURCHOVER GVS<br>A circle, 0.25 NM radius, centred at 522447N 0011615W | Upper limit: 2900 FT ALT<br>Lower limit: SFC | Site operator recommended advisory vertical avoidance criteria, plus site elevation and rounded up to next 100 FT. | | |

# ENR 5.3 OTHER ACTIVITIES OF A DANGEROUS NATURE AND OTHER POTENTIAL HAZARDS (continued)

| Name<br>Lateral Limits | Vertical Limits | Advisory Measures | Authority responsible for information | Remarks<br>Activity times |
|---|---|---|---|---|
| 1 | 2 | 3 | 4 | 5 |
| CITIGEN GVS, LONDON<br>A circle, 0.25 NM radius, centred at 513108N 0000617W | Upper limit: 1100 FT ALT<br>Lower limit: SFC | Site operator recommended advisory vertical avoidance criteria, plus site elevation and rounded up to next 100 FT. | | |
| DISS GVS<br>A circle, 0.25 NM radius, centred at 521954N 0010755E | Upper limit: 2700 FT ALT<br>Lower limit: SFC | Site operator recommended advisory vertical avoidance criteria, plus site elevation and rounded up to next 100 FT. | | |
| EASINGTON GVS<br>A circle, 1 NM radius, centred at 533916N 0000710E | Upper limit: 3600 FT ALT<br>Lower limit: SFC | Site operator recommended advisory vertical avoidance criteria, plus site elevation and rounded up to next 100 FT. | | |
| FELINDRE GVS<br>A circle, 0.25 NM radius, centred at 514129N 0035716W | Upper limit: 2800 FT ALT<br>Lower limit: SFC | Site operator recommended advisory vertical avoidance criteria, plus site elevation and rounded up to next 100 FT. | | |
| GARLOGIE GVS<br>A circle, 0.25 NM radius, centred at 570814N 0022256W | Upper limit: 2900 FT ALT<br>Lower limit: SFC | Site operator recommended advisory vertical avoidance criteria, plus site elevation and rounded up to next 100 FT. | | |
| GASCOIGNE WOOD GVS<br>A circle, 0.25 NM radius, centred at 534650N 0011225W | Upper limit: 1100 FT ALT<br>Lower limit: SFC | Site operator recommended advisory vertical avoidance criteria, plus site elevation and rounded up to next 100 FT. | | |
| HARWORTH GVS<br>A circle, 0.25 NM radius, centred at 532451N 0010338W | Upper limit: 1200 FT ALT<br>Lower limit: SFC | Site operator recommended advisory vertical avoidance criteria, plus site elevation and rounded up to next 100 FT. | | |
| HATTON GVS<br>A circle, 0.25 NM radius, centred at 531611N 0001439W | Upper limit: 2700 FT ALT<br>Lower limit: SFC | Site operator recommended advisory vertical avoidance criteria, plus site elevation and rounded up to next 100 FT. | | |
| HUNTINGDON GVS<br>A circle, 0.25 NM radius, centred at 521828N 0002142W | Upper limit: 2800 FT ALT<br>Lower limit: SFC | Site operator recommended advisory vertical avoidance criteria, plus site elevation and rounded up to next 100 FT. | | |

# ENR 5.3 OTHER ACTIVITIES OF A DANGEROUS NATURE AND OTHER POTENTIAL HAZARDS (continued)

| Name<br>Lateral Limits | Vertical Limits | Advisory Measures | Authority responsible for information | Remarks<br>Activity times |
|---|---|---|---|---|
| 1 | 2 | 3 | 4 | 5 |
| ISLE OF GRAIN GVS<br>A circle, 1 NM radius, centred at 512652N 0004100E | Upper limit: 3500 FT ALT<br>Lower limit: SFC | Site operator recommended advisory vertical avoidance criteria, plus site elevation and rounded up to next 100 FT. | | |
| ISLE OF GRAIN JETTY GVS<br>A circle, 1 NM radius, centred at 512601N 0004222E | Upper limit: 3500 FT ALT<br>Lower limit: SFC | Site operator recommended advisory vertical avoidance criteria, plus site elevation and rounded up to next 100 FT. | | |
| KELLINGTON GVS<br>A circle, 0.25 NM radius, centred at 534225N 0011216W | Upper limit: 1100 FT ALT<br>Lower limit: SFC | Site operator recommended advisory vertical avoidance criteria, plus site elevation and rounded up to next 100 FT. | | |
| KIDDERMINSTER GVS<br>A circle, 0.75 NM radius, centred at 522133N 0021433W | Upper limit: 2200 FT ALT<br>Lower limit: SFC | Site operator recommended advisory vertical avoidance criteria, plus site elevation and rounded up to next 100 FT. | | Strong thermals, smoke and gases. |
| KINGS LYNN (A) GVS<br>A circle, 0.25 NM radius, centred at 524258N 0003247E | Upper limit: 2600 FT ALT<br>Lower limit: SFC | Site operator recommended advisory vertical avoidance criteria, plus site elevation and rounded up to next 100 FT. | | |
| KINGS LYNN (B) GVS<br>A circle, 0.5 NM radius, centred at 524343N 0002248E | Upper limit: 2600 FT ALT<br>Lower limit: SFC | Site operator recommended advisory vertical avoidance criteria, plus site elevation and rounded up to next 100 FT. | | |
| KIRRIEMUIR GVS<br>A circle, 0.25 NM radius, centred at 564054N 0025555W | Upper limit: 2900 FT ALT<br>Lower limit: SFC | Site operator recommended advisory vertical avoidance criteria, plus site elevation and rounded up to next 100 FT. | | |
| LOCKERLEY GVS<br>A circle, 0.25 NM radius, centred at 510128N 0013420W | Upper limit: 2700 FT ALT<br>Lower limit: SFC | Site operator recommended advisory vertical avoidance criteria, plus site elevation and rounded up to next 100 FT. | | |
| MALTBY GVS<br>A circle, 0.25 NM radius, centred at 532535N 0011018W | Upper limit: 1300 FT ALT<br>Lower limit: SFC | Site operator recommended advisory vertical avoidance criteria, plus site elevation and rounded up to next 100 FT. | | |

# ENR 5.3 OTHER ACTIVITIES OF A DANGEROUS NATURE AND OTHER POTENTIAL HAZARDS (continued)

| Name<br>Lateral Limits | Vertical Limits | Advisory Measures | Authority responsible for information | Remarks<br>Activity times |
|---|---|---|---|---|
| 1 | 2 | 3 | 4 | 5 |
| MOFFAT GVS<br>A circle, 0.25 NM radius, centred at 551646N 0032625W | Upper limit: 3000 FT ALT<br>Lower limit: SFC | Site operator recommended advisory vertical avoidance criteria, plus site elevation and rounded up to next 100 FT. | | |
| PETERBOROUGH GVS<br>A circle, 0.25 NM radius, centred at 523737N 0001755W | Upper limit: 2600 FT ALT<br>Lower limit: SFC | Site operator recommended advisory vertical avoidance criteria, plus site elevation and rounded up to next 100 FT. | | |
| ROSSINGTON GVS<br>A circle, 0.25 NM radius, centred at 532842N 0010544W | Upper limit: 1100 FT ALT<br>Lower limit: SFC | Site operator recommended advisory vertical avoidance criteria, plus site elevation and rounded up to next 100 FT. | | |
| ST FERGUS GVS<br>573548N 0014947W - 573456N 0014904W - 573339N 0014921W - 573317N 0015100W - 573509N 0015234W - 573548N 0014947W | Upper limit: 3600 FT ALT<br>Lower limit: SFC | Site operator recommended advisory vertical avoidance criteria, plus site elevation and rounded up to next 100 FT. | | |
| STILLINGFLEET GVS<br>A circle, 0.25 NM radius, centred at 535128N 0010458W | Upper limit: 1100 FT ALT<br>Lower limit: SFC | Site operator recommended advisory vertical avoidance criteria, plus site elevation and rounded up to next 100 FT. | | |
| WARRINGTON GVS<br>A circle, 0.25 NM radius, centred at 532431N 0022847W | Upper limit: 2600 FT ALT<br>Lower limit: SFC | Site operator recommended advisory vertical avoidance criteria, plus site elevation and rounded up to next 100 FT. | | |
| WISBECH GVS<br>A circle, 0.25 NM radius, centred at 524325N 0000948E | Upper limit: 2600 FT ALT<br>Lower limit: SFC | Site operator recommended advisory vertical avoidance criteria, plus site elevation and rounded up to next 100 FT. | | |
| WOOLER GVS<br>A circle, 0.25 NM radius, centred at 553447N 0020520W | Upper limit: 2700 FT ALT<br>Lower limit: SFC | Site operator recommended advisory vertical avoidance criteria, plus site elevation and rounded up to next 100 FT. | | |
| WORMINGTON GVS<br>A circle, 0.5 NM radius, centred at 520147N 0015537W | Upper limit: 2600 FT ALT<br>Lower limit: SFC | Site operator recommended advisory vertical avoidance criteria, plus site elevation and rounded up to next 100 FT. | | |
| BARFORD ST. JOHN HIRTA<br>A circle, 0.25 NM radius, centred at 520014N 0012138W | Upper limit: 600 FT ALT<br>Lower limit: SFC | | | |

# ENR 5.3 OTHER ACTIVITIES OF A DANGEROUS NATURE AND OTHER POTENTIAL HAZARDS (continued)

| Name<br>Lateral Limits | Vertical Limits | Advisory Measures | Authority responsible for information | Remarks<br>Activity times |
|---|---|---|---|---|
| 1 | 2 | 3 | 4 | 5 |
| BLACK HILL HIRTA<br>A circle, 0.15 NM radius, centred at 555137N 0035209W | Upper limit: 2400 FT ALT<br>Lower limit: SFC | | | |
| BOULMER HIRTA<br>A circle, 0.15 NM radius, centred at 552428N 0013720W | Upper limit: 300 FT ALT<br>Lower limit: SFC | | | |
| BUCHAN HIRTA<br>A circle, 0.15 NM radius, centred at 572728N 0014852W | Upper limit: 600 FT ALT<br>Lower limit: SFC | | | |
| COLERNE HIRTA<br>A circle, 0.9 NM radius, centred at 512639N 0021640W | Upper limit: 3700 FT ALT<br>Lower limit: SFC | | | |
| COWES HIRTA<br>A circle, 0.25 NM radius, centred at 504451N 0011836W | Upper limit: 400 FT ALT<br>Lower limit: SFC | | | |
| CROUGHTON HIRTA<br>A circle, 1.2 NM radius, centred at 515916N 0011112W | Upper limit: 2900 FT ALT<br>Lower limit: SFC | | | |
| EMLEY MOOR HIRTA, HUDDERSFIELD<br>A circle, 0.08 NM radius, centred at 533644N 0013952W | Upper limit: 2200 FT ALT<br>Lower limit: SFC | | | |
| FAREHAM HIRTA<br>A circle, 0.2 NM radius, centred at 505015N 0011130W | Upper limit: 700 FT ALT<br>Lower limit: SFC | | | |
| FYLINGDALES HIRTA<br>A circle, 2.5 NM radius, centred at 542143N 0004013W | Upper limit: 13600 FT ALT<br>Lower limit: SFC | | | |
| GOONHILLY DOWN HIRTA<br>A circle, 0.85 NM radius, centred at 500302N 0051100W | Upper limit: 5600 FT ALT<br>Lower limit: SFC | | | |
| MADLEY HIRTA<br>A circle, 2 NM radius, centred at 520153N 0025023W | Upper limit: 6700 FT ALT<br>Lower limit: SFC | | | |
| OAKHANGER HIRTA<br>A circle, 1.5 NM radius, centred at 510651N 0005334W | Upper limit: 3800 FT ALT<br>Lower limit: SFC | | | |
| PERSHORE HIRTA<br>A circle, 0.6 NM radius, centred at 520841N 0020217W | Upper limit: 700 FT ALT<br>Lower limit: SFC | | | |
| PORTREATH HIRTA<br>A circle, 0.15 NM radius, centred at 501614N 0051623W | Upper limit: 450 FT ALT<br>Lower limit: SFC | | | |
| PORTSDOWN HIRTA<br>A circle, 1 NM radius, centred at 505124N 0010522W | Upper limit: 6600 FT ALT<br>Lower limit: SFC | | | |
| SANDALE HIRTA, CUMBERLAND<br>A circle, 0.04 NM radius, centred at 544457N 0030826W | Upper limit: 2200 FT ALT<br>Lower limit: SFC | | | |
| SKELTON HIRTA<br>A circle, 0.35 NM radius, centred at 544354N 0025259W | Upper limit: 2200 FT ALT<br>Lower limit: SFC | | | |
| SPADEADAM01 HIRTA<br>A circle, 0.2 NM radius, centred at 551258N 0024125W | Upper limit: 2800 FT ALT<br>Lower limit: SFC | | | |
| SPADEADAM02 HIRTA<br>A circle, 0.2 NM radius, centred at 550748N 0022910W | Upper limit: 2800 FT ALT<br>Lower limit: SFC | | | |
| SPADEADAM03 HIRTA<br>A circle, 0.2 NM radius, centred at 545538N 0022325W | Upper limit: 2800 FT ALT<br>Lower limit: SFC | | | |
| SPADEADAM04 HIRTA<br>A circle, 0.2 NM radius, centred at 550037N 0023307W | Upper limit: 2800 FT ALT<br>Lower limit: SFC | | | |

# ENR 5.3 OTHER ACTIVITIES OF A DANGEROUS NATURE AND OTHER POTENTIAL HAZARDS (continued)

| Name<br>Lateral Limits | Vertical Limits | Advisory Measures | Authority responsible for information | Remarks<br>Activity times |
|---|---|---|---|---|
| 1 | 2 | 3 | 4 | 5 |
| SPADEADAM05 HIRTA<br>A circle, 0.2 NM radius, centred at 550513N 0023815W | Upper limit: 2800 FT ALT<br>Lower limit: SFC | | | |
| SPADEADAM06 HIRTA<br>A circle, 0.2 NM radius, centred at 550226N 0023744W | Upper limit: 2800 FT ALT<br>Lower limit: SFC | | | |
| SPADEADAM07 HIRTA<br>A circle, 0.2 NM radius, centred at 550349N 0023558W | Upper limit: 2800 FT ALT<br>Lower limit: SFC | | | |
| SPADEADAM08 HIRTA<br>A circle, 0.2 NM radius, centred at 550207N 0023444W | Upper limit: 2800 FT ALT<br>Lower limit: SFC | | | |
| SPADEADAM09 HIRTA<br>A circle, 0.2 NM radius, centred at 550307N 0023311W | Upper limit: 2800 FT ALT<br>Lower limit: SFC | | | |
| SPADEADAM10 HIRTA<br>A circle, 0.2 NM radius, centred at 550404N 0023417W | Upper limit: 2800 FT ALT<br>Lower limit: SFC | | | |
| SPADEADAM11 HIRTA<br>A circle, 0.2 NM radius, centred at 550207N 0023444W | Upper limit: 2800 FT ALT<br>Lower limit: SFC | | | |
| SPADEADAM12 HIRTA<br>A circle, 0.2 NM radius, centred at 550326N 0023410W | Upper limit: 2800 FT ALT<br>Lower limit: SFC | | | |
| SPADEADAM13 HIRTA<br>A circle, 0.2 NM radius, centred at 550404N 0023353W | Upper limit: 2800 FT ALT<br>Lower limit: SFC | | | |
| SPADEADAM14 HIRTA<br>A circle, 0.2 NM radius, centred at 550137N 0023336W | Upper limit: 2800 FT ALT<br>Lower limit: SFC | | | |
| SPADEADAM15 HIRTA<br>A circle, 0.2 NM radius, centred at 550148N 0023237W | Upper limit: 2800 FT ALT<br>Lower limit: SFC | | | |
| STAXTON WOLD HIRTA<br>A circle, 0.15 NM radius, centred at 541116N 0002600W | Upper limit: 750 FT ALT<br>Lower limit: SFC | | | |
| SWINGATE HIRTA<br>A circle, 0.07 NM radius, centred at 510759N 0012037E | Upper limit: 650 FT ALT<br>Lower limit: SFC | | | |
| TACOLNESTON HIRTA<br>A circle, 0.15 NM radius, centred at 523108N 0010818E | Upper limit: 1300 FT ALT<br>Lower limit: SFC | | | |
| WOODHAM FERRERS HIRTA<br>A circle, 0.2 NM radius, centred at 513929N 0003710E | Upper limit: 850 FT ALT<br>Lower limit: SFC | | | |
| WOOFFERTON HIRTA<br>A circle, 0.7 NM radius, centred at 521850N 0024319W | Upper limit: 1600 FT ALT<br>Lower limit: SFC | | | |
| CHILBOLTON LASER SITE<br>A circle, 0.5 NM radius, centred at 510842N 0012622W | Upper limit: UNL<br>Lower limit: SFC | Visible beam is potentially hazardous to aircrew at night. Operator extinguishes beam when aircraft are sighted in the vicinity. | Chilbolton Site, Tel: 01264-860391 | Hours: H24 |
| MOD PORTON DOWN<br>Same extent as EGD127 | Upper limit: UNL<br>Lower limit: SFC | Emitted light contained within range boundaries. | DSTL. | Inside the confines of EGD127.<br>Hours: Laser operations for short and sustained periods at various times of the day and night. |

# ENR 5.3 OTHER ACTIVITIES OF A DANGEROUS NATURE AND OTHER POTENTIAL HAZARDS (continued)

| Name<br>Lateral Limits | Vertical Limits | Advisory Measures | Authority responsible for information | Remarks<br>Activity times |
|---|---|---|---|---|
| 1 | 2 | 3 | 4 | 5 |
| NERC SPACE GEODESY FACILITY LASER SITE<br>A circle, 1 NM radius, centred at 505205N 0002016E (Herstmonceux Castle) | Upper limit: UNL<br>Lower limit: SFC | Visible beam is potentially hazardous to aircrew. Operator extinguishes beam when aircraft are sighted in the vicinity. | Site Operations, NERC Tel: 01323-833888. | Hours: H24<br><br>Laser operations are H24 throughout the year. |
| PORTSDOWN WEST LASER SITE<br>A circle, 0.25 NM radius, centred at 505138N 0010747W (Portsdown Hill) | Upper limit: 1800 FT ALT<br>Lower limit: SFC | Invisible beam is potentially hazardous to aircrew. Operator extinguishes beam when aircraft are sighted in the vicinity. | Dstl, Tel: 01980-950000. | Hours: H24<br><br>Laser operation up to 8 times per day. |
| QINETIQ PERSHORE<br>A circle, 1 NM radius, centred at 520837N 0020217W | Upper limit: UNL<br>Lower limit: SFC | | Site Operations, QinetiQ Pershore. | |
| UK MET OFFICE CAMBORNE LASER SITE<br>A circle, 0.5 NM radius, centred at 501307N 0051938W | Upper limit: UNL<br>Lower limit: SFC | | | Hours: H24 |
| UK MET OFFICE EAST MALLING LASER SITE<br>A circle, 0.5 NM radius, centred at 511715N 0002654E | Upper limit: UNL<br>Lower limit: SFC | | | Hours: H24 |
| UK MET OFFICE EXETER LASER SITE<br>A circle, 0.5 NM radius, centred at 504341N 0033200W | Upper limit: UNL<br>Lower limit: SFC | | | Hours: H24 |
| UK MET OFFICE GLASGOW BISHOPTON LASER SITE<br>A circle, 0.5 NM radius, centred at 555425N 0043158W | Upper limit: UNL<br>Lower limit: SFC | | | Hours: H24 |
| UK MET OFFICE LERWICK LASER SITE<br>A circle, 0.5 NM radius, centred at 600823N 0011104W | Upper limit: UNL<br>Lower limit: SFC | | | Hours: H24 |
| UK MET OFFICE LOFTUS LASER SITE<br>A circle, 0.5 NM radius, centred at 543347N 0005143W | Upper limit: UNL<br>Lower limit: SFC | | | Hours: H24 |
| UK MET OFFICE PORTGLENONE LASER SITE<br>A circle, 0.5 NM radius, centred at 545155N 0062728W | Upper limit: UNL<br>Lower limit: SFC | | | Hours: H24 |
| UK MET OFFICE RHYL LASER SITE<br>A circle, 0.5 NM radius, centred at 531534N 0033031W | Upper limit: UNL<br>Lower limit: SFC | | | Hours: H24 |
| UK MET OFFICE STORNOWAY DRUIM A STARRAIG LASER SITE<br>A circle, 0.5 NM radius, centred at 581243N 0061055W | Upper limit: UNL<br>Lower limit: SFC | | | Hours: H24 |
| UK MET OFFICE WATNALL LASER SITE<br>A circle, 0.5 NM radius, centred at 530021N 0011501W | Upper limit: UNL<br>Lower limit: SFC | | | Hours: H24 |
| UNIVERSITY OF HERTFORDSHIRE LASER SITE<br>A circle, 1 NM radius, centred at 514512N 0001428W | Upper limit: UNL<br>Lower limit: SFC | Visible beam is potentially hazardous to aircrew. System extinguishes beam when aircraft are observed by radar with +/- 15 degrees of the vertical position. | Physics, Astronomy and Mathematics Dept., Tel: 01707-285555. | Hours: H24 |
| UK ORBIT AREA 01<br>511500N 0073000W - 511500N 0053000W - 493700N 0053000W - 493700N 0073000W - 511500N 0073000W | Upper limit: FL330<br>Lower limit: FL290 | | Air-1Gp-ISTAR Sentry SO2, Tel: 01522-726448. | Hours: H24<br><br>Permanently available. |
| UK ORBIT AREA 01 LOBE 01<br>A circle, 15 NM radius, centred at 505500N 0070000W | | | Air-1Gp-ISTAR Sentry SO2, Tel: 01522-726448. | |

# ENR 5.3 OTHER ACTIVITIES OF A DANGEROUS NATURE AND OTHER POTENTIAL HAZARDS (continued)

| Name<br>Lateral Limits | Vertical Limits | Advisory Measures | Authority responsible for information | Remarks<br>Activity times |
|---|---|---|---|---|
| 1 | 2 | 3 | 4 | 5 |
| UK ORBIT AREA 01 LOBE 02<br>A circle, 15 NM radius, centred at 505500N 0063000W | | | Air-1Gp-ISTAR Sentry SO2, Tel: 01522-726448. | |
| UK ORBIT AREA 01 LOBE 03<br>A circle, 15 NM radius, centred at 505500N 0060000W | | | Air-1Gp-ISTAR Sentry SO2, Tel: 01522-726448. | |
| UK ORBIT AREA 01 LOBE 04<br>A circle, 15 NM radius, centred at 502500N 0070000W | | | Air-1Gp-ISTAR Sentry SO2, Tel: 01522-726448. | |
| UK ORBIT AREA 01 LOBE 05<br>A circle, 15 NM radius, centred at 502500N 0063000W | | | Air-1Gp-ISTAR Sentry SO2, Tel: 01522-726448. | |
| UK ORBIT AREA 01 LOBE 06<br>A circle, 15 NM radius, centred at 502500N 0060000W | | | Air-1Gp-ISTAR Sentry SO2, Tel: 01522-726448. | |
| UK ORBIT AREA 01 LOBE 07<br>A circle, 15 NM radius, centred at 495500N 0070000W | | | Air-1Gp-ISTAR Sentry SO2, Tel: 01522-726448. | |
| UK ORBIT AREA 01 LOBE 08<br>A circle, 15 NM radius, centred at 495500N 0063000W | | | Air-1Gp-ISTAR Sentry SO2, Tel: 01522-726448. | |
| UK ORBIT AREA 01 LOBE 09<br>A circle, 15 NM radius, centred at 495500N 0060000W | | | Air-1Gp-ISTAR Sentry SO2, Tel: 01522-726448. | |
| UK ORBIT AREA 02<br>514200N 0045200W - 513700N 0033300W - 511200N 0033700W - 505900N 0043700W - 510500N 0045000W - 514200N 0045200W | Upper limit: FL330<br>Lower limit: FL290 | | Air-1Gp-ISTAR Sentry SO2, Tel: 01522-726448. | Hours: H24<br><br>Permanently available. |
| UK ORBIT AREA 02 LOBE 01<br>A circle, 15 NM radius, centred at 512000N 0041500W | | | Air-1Gp-ISTAR Sentry SO2, Tel: 01522-726448. | |
| UK ORBIT AREA 02 LOBE 02<br>A circle, 12 NM radius, centred at 512400N 0035800W | | | Air-1Gp-ISTAR Sentry SO2, Tel: 01522-726448. | |
| UK ORBIT AREA 02 LOBE 03<br>A circle, 12 NM radius, centred at 511500N 0043000W | | | Air-1Gp-ISTAR Sentry SO2, Tel: 01522-726448. | |
| UK ORBIT AREA 03<br>525836N 0003322W - 524210N 0015344E - 523947N 0015344E - 522528N 0011245E - 522624N 0000434W - 525836N 0003322W | Upper limit: FL350<br>Lower limit: FL270 | | Air-1Gp-ISTAR Sentry SO2, Tel: 01522-726448. | Remarks: EAMTA A.<br>Hours: H24<br><br>Permanently available. |
| UK ORBIT AREA 03 LOBE 01<br>A circle, 12 NM radius, centred at 524100N 0000650E | | | Air-1Gp-ISTAR Sentry SO2, Tel: 01522-726448. | |
| UK ORBIT AREA 03 LOBE 02<br>A circle, 11 NM radius, centred at 523750N 0005150E | | | Air-1Gp-ISTAR Sentry SO2, Tel: 01522-726448. | |
| UK ORBIT AREA 03 LOBE 03<br>A circle, 11 NM radius, centred at 523650N 0010450E | | | Air-1Gp-ISTAR Sentry SO2, Tel: 01522-726448. | |

# ENR 5.3 OTHER ACTIVITIES OF A DANGEROUS NATURE AND OTHER POTENTIAL HAZARDS (continued)

| Name<br>Lateral Limits | Vertical Limits | Advisory Measures | Authority responsible for information | Remarks<br>Activity times |
|---|---|---|---|---|
| 1 | 2 | 3 | 4 | 5 |
| UK ORBIT AREA 05<br>555123N 0011510W - 553953N 0010247W - 553010N 0011022W - 551333N 0020652W - 551723N 0022711W - 553024N 0024003W - 554233N 0022635W - 555053N 0014116W - 555123N 0011510W | Upper limit: FL350<br>Lower limit: FL270 | | Air-1Gp-ISTAR Sentry SO2, Tel: 01522-726448. | Remarks: Non-RVSM compliant aircraft FL 280 only.<br>Swanwick (Mil) is the ATS provider for this area, crews are strongly encouraged to file a Flight Plan; Swanwick (Mil) Flight Plan address EGZYOATT. Failure to file a Flight Plan may result in delays.<br>Hours: H24<br><br>Permanently available. |
| UK ORBIT AREA 05 LOBE 01<br>A circle, 14 NM radius, centred at 553000N 0020900W | | | Air-1Gp-ISTAR Sentry SO2, Tel: 01522-726448. | |
| UK ORBIT AREA 05 LOBE 02<br>A circle, 11 NM radius, centred at 553900N 0012650W | | | Air-1Gp-ISTAR Sentry SO2, Tel: 01522-726448. | |
| UK ORBIT AREA 06<br>554800N 0033200E - 551500N 0035000E - 550500N 0030800E - 552400N 0020000E - 554600N 0021700E - 554800N 0033200E | Upper limit: FL350<br>Lower limit: FL270 | | Air-1Gp-ISTAR Sentry SO2, Tel: 01522-726448. | Remarks: Swanwick (Mil) is the ATS provider for this area, crews are strongly encouraged to file a Flight Plan; Swanwick (Mil) Flight Plan address EGZYOATT. Failure to file a Flight Plan may result in delays.<br>Hours: H24<br><br>Permanently available. |
| UK ORBIT AREA 06 LOBE 01<br>A circle, 12 NM radius, centred at 553300N 0023300E | | | Air-1Gp-ISTAR Sentry SO2, Tel: 01522-726448. | |
| UK ORBIT AREA 06 LOBE 02<br>A circle, 12 NM radius, centred at 552300N 0032100E | | | Air-1Gp-ISTAR Sentry SO2, Tel: 01522-726448. | |
| UK ORBIT AREA 06 LOBE 03<br>A circle, 18 NM radius, centred at 552700N 0030600E | | | Air-1Gp-ISTAR Sentry SO2, Tel: 01522-726448. | |
| UK ORBIT AREA 07<br>570000N 0095000W - 565000N 0073000W - 562000N 0070000W - 553000N 0070000W - 553000N 0095000W - 570000N 0095000W | Upper limit: FL330<br>Lower limit: FL290 | | Air-1Gp-ISTAR Sentry SO2, Tel: 01522-726448. | Remarks: Swanwick (Mil) is the ATS provider for this area, crews are strongly encouraged to file a Flight Plan; Swanwick (Mil) Flight Plan address EGZYOATT. Failure to file a Flight Plan may result in delays.<br>Hours: H24<br><br>Permanently available. |
| UK ORBIT AREA 07 LOBE 01<br>A circle, 20 NM radius, centred at 563100N 0090000W | | | Air-1Gp-ISTAR Sentry SO2, Tel: 01522-726448. | |
| UK ORBIT AREA 07 LOBE 02<br>A circle, 20 NM radius, centred at 562700N 0080000W | | | Air-1Gp-ISTAR Sentry SO2, Tel: 01522-726448. | |
| UK ORBIT AREA 07 LOBE 03<br>A circle, 20 NM radius, centred at 555500N 0090000W | | | Air-1Gp-ISTAR Sentry SO2, Tel: 01522-726448. | |

# ENR 5.3 OTHER ACTIVITIES OF A DANGEROUS NATURE AND OTHER POTENTIAL HAZARDS (continued)

| Name<br>Lateral Limits | Vertical Limits | Advisory Measures | Authority responsible for information | Remarks<br>Activity times |
|---|---|---|---|---|
| 1 | 2 | 3 | 4 | 5 |
| UK ORBIT AREA 07 LOBE 04<br>A circle, 20 NM radius, centred at 555500N 0075000W | | | Air-1Gp-ISTAR Sentry SO2, Tel: 01522-726448. | |
| UK ORBIT AREA 08<br>572000N 0010000W - 574000N 0001500E - 561000N 0012000E - 561000N 0013000W - 572000N 0010000W | Upper limit: FL350<br>Lower limit: FL270 | | Air-1Gp-ISTAR Sentry SO2, Tel: 01522-726448. | Remarks: Swanwick (Mil) is the ATS provider for this area, crews are strongly encouraged to file a Flight Plan; Swanwick (Mil) Flight Plan address EGZYOATT. Failure to file a Flight Plan may result in delays.<br>Hours: H24<br><br>Permanently available. |
| UK ORBIT AREA 08 LOBE 01<br>A circle, 20 NM radius, centred at 571000N 0001500W | | | Air-1Gp-ISTAR Sentry SO2, Tel: 01522-726448. | |
| UK ORBIT AREA 08 LOBE 02<br>A circle, 20 NM radius, centred at 563100N 0004400W | | | Air-1Gp-ISTAR Sentry SO2, Tel: 01522-726448. | |
| UK ORBIT AREA 08 LOBE 03<br>A circle, 20 NM radius, centred at 563100N 0002400E | | | Air-1Gp-ISTAR Sentry SO2, Tel: 01522-726448. | |
| UK ORBIT AREA 09<br>572200N 0043000W - 574000N 0032200W - 573500N 0021500W - 562200N 0025200W - 562200N 0035700W - 572200N 0043000W | Upper limit: FL330<br>Lower limit: FL290 | | Air-1Gp-ISTAR Sentry SO2, Tel: 01522-726448. | Remarks: Swanwick (Mil) is the ATS provider for this area, crews are strongly encouraged to file a Flight Plan; Swanwick (Mil) Flight Plan address EGZYOATT. Failure to file a Flight Plan may result in delays.<br>Hours: H24<br><br>Permanently available. |
| UK ORBIT AREA 09 LOBE 01<br>A circle, 15 NM radius, centred at 572200N 0025200W | | | Air-1Gp-ISTAR Sentry SO2, Tel: 01522-726448. | |
| UK ORBIT AREA 09 LOBE 02<br>A circle, 15 NM radius, centred at 571500N 0035000W | | | Air-1Gp-ISTAR Sentry SO2, Tel: 01522-726448. | |
| UK ORBIT AREA 09 LOBE 03<br>A circle, 15 NM radius, centred at 563800N 0032500W | | | Air-1Gp-ISTAR Sentry SO2, Tel: 01522-726448. | |
| UK ORBIT AREA 10<br>590000N 0030000W - 590000N 0005000W - 575800N 0000000W - 575000N 0004000W - 575000N 0024000W - 590000N 0030000W | Upper limit: FL330<br>Lower limit: FL290 | | Air-1Gp-ISTAR Sentry SO2, Tel: 01522-726448. | Remarks: Swanwick (Mil) is the ATS provider for this area, crews are strongly encouraged to file a Flight Plan; Swanwick (Mil) Flight Plan address EGZYOATT. Failure to file a Flight Plan may result in delays.<br>Hours: H24<br><br>Permanently available. |
| UK ORBIT AREA 10 LOBE 01<br>A circle, 15 NM radius, centred at 584400N 0022500W | | | Air-1Gp-ISTAR Sentry SO2, Tel: 01522-726448. | |

# ENR 5.3 OTHER ACTIVITIES OF A DANGEROUS NATURE AND OTHER POTENTIAL HAZARDS (continued)

| Name<br>Lateral Limits | Vertical Limits | Advisory Measures | Authority responsible for information | Remarks<br>Activity times |
|---|---|---|---|---|
| 1 | 2 | 3 | 4 | 5 |
| UK ORBIT AREA 10 LOBE 02<br>A circle, 15 NM radius, centred at 584400N 0011000W | | | Air-1Gp-ISTAR Sentry SO2, Tel: 01522-726448. | |
| UK ORBIT AREA 10 LOBE 03<br>A circle, 15 NM radius, centred at 580600N 0021500W | | | Air-1Gp-ISTAR Sentry SO2, Tel: 01522-726448. | |
| UK ORBIT AREA 10 LOBE 04<br>A circle, 15 NM radius, centred at 580600N 0005000W | | | Air-1Gp-ISTAR Sentry SO2, Tel: 01522-726448. | |
| UK ORBIT AREA 11<br>600000N 0095000W - 600000N 0060000W - 584000N 0060000W - 582000N 0070000W - 582000N 0095000W - 600000N 0095000W | Upper limit: FL330<br>Lower limit: FL290 | | Air-1Gp-ISTAR Sentry SO2, Tel: 01522-726448. | Remarks: Swanwick (Mil) is the ATS provider for this area, crews are strongly encouraged to file a Flight Plan; Swanwick (Mil) Flight Plan address EGZYOATT. Failure to file a Flight Plan may result in delays.<br>Hours: H24<br><br>Permanently available. |
| UK ORBIT AREA 11 LOBE 01<br>A circle, 20 NM radius, centred at 593800N 0090000W | | | Air-1Gp-ISTAR Sentry SO2, Tel: 01522-726448. | |
| UK ORBIT AREA 11 LOBE 02<br>A circle, 20 NM radius, centred at 593800N 0070000W | | | Air-1Gp-ISTAR Sentry SO2, Tel: 01522-726448. | |
| UK ORBIT AREA 11 LOBE 03<br>A circle, 20 NM radius, centred at 584400N 0090000W | | | Air-1Gp-ISTAR Sentry SO2, Tel: 01522-726448. | |
| UK ORBIT AREA 11 LOBE 04<br>A circle, 20 NM radius, centred at 584400N 0070000W | | | Air-1Gp-ISTAR Sentry SO2, Tel: 01522-726448. | |
| UK ORBIT AREA 12<br>605000N 0060000W - 605000N 0002948W - 604329N 0002000W - 593000N 0002000W - 593000N 0060000W - 605000N 0060000W | Upper limit: FL330<br>Lower limit: FL290 | | Air-1Gp-ISTAR Sentry SO2, Tel: 01522-726448. | Remarks: Swanwick (Mil) is the ATS provider for this area, crews are strongly encouraged to file a Flight Plan; Swanwick (Mil) Flight Plan address EGZYOATT. Failure to file a Flight Plan may result in delays.<br>Hours: H24<br><br>Permanently available. |
| UK ORBIT AREA 12 LOBE 01<br>A circle, 20 NM radius, centred at 602500N 0051500W | | | Air-1Gp-ISTAR Sentry SO2, Tel: 01522-726448. | |
| UK ORBIT AREA 12 LOBE 02<br>A circle, 20 NM radius, centred at 602600N 0031000W | | | Air-1Gp-ISTAR Sentry SO2, Tel: 01522-726448. | |
| UK ORBIT AREA 12 LOBE 03<br>A circle, 20 NM radius, centred at 602500N 0010500W | | | Air-1Gp-ISTAR Sentry SO2, Tel: 01522-726448. | |
| UK ORBIT AREA 12 LOBE 04<br>A circle, 20 NM radius, centred at 595500N 0051500W | | | Air-1Gp-ISTAR Sentry SO2, Tel: 01522-726448. | |
| UK ORBIT AREA 12 LOBE 05<br>A circle, 20 NM radius, centred at 595600N 0031000W | | | Air-1Gp-ISTAR Sentry SO2, Tel: 01522-726448. | |
| UK ORBIT AREA 12 LOBE 06<br>A circle, 20 NM radius, centred at 595500N 0010500W | | | Air-1Gp-ISTAR Sentry SO2, Tel: 01522-726448. | |

# ENR 5.3 OTHER ACTIVITIES OF A DANGEROUS NATURE AND OTHER POTENTIAL HAZARDS (continued)

| Name<br>Lateral Limits | Vertical Limits | Advisory Measures | Authority responsible for information | Remarks<br>Activity times |
|---|---|---|---|---|
| 1 | 2 | 3 | 4 | 5 |
| UK ORBIT AREA 13<br>554200N 0012900E - 551000N 0020000E - 544500N 0020000E - 542800N 0002000E - 544300N 0000800W - 554200N 0005000E - 554200N 0012900E | Upper limit: FL350<br>Lower limit: FL270 | | Air-1Gp-ISTAR Sentry SO2, Tel: 01522-726448. | Remarks: Swanwick (Mil) is the ATS provider for this area, crews are strongly encouraged to file a Flight Plan; Swanwick (Mil) Flight Plan address EGZYOATT. Failure to file a Flight Plan may result in delays.<br>Hours: H24<br><br>Permanently available. |
| UK ORBIT AREA 13 LOBE 01<br>A circle, 15 NM radius, centred at 552500N 0010800E | | | Air-1Gp-ISTAR Sentry SO2, Tel: 01522-726448. | |
| UK ORBIT AREA 13 LOBE 02<br>A circle, 15 NM radius, centred at 544700N 0003000E | | | Air-1Gp-ISTAR Sentry SO2, Tel: 01522-726448. | |
| UK ORBIT AREA 13 LOBE 03<br>A circle, 15 NM radius, centred at 545700N 0012700E | | | Air-1Gp-ISTAR Sentry SO2, Tel: 01522-726448. | |
| NORTHERN OSA<br>590000N 0013755E - then along the North Sea Median Line (eastern limit of published Aberdeen Sector) to 560510N 0031455E - 560441N 0024328E - 571227N 0015238W then anti-clockwise around eastern boundary of the Aberdeen CTR/CTZ - 571948N 0015717W - (HACKLEY HD) then along the coastline anti-clockwise to 574044N 0015652W - 590000N 0013930W - 590000N 0013755E | Upper limit: FL100<br>Lower limit: SFC | Aberdeen Radar. | SARG - Airspace Regulation. | Off-shore helicopter CAT.<br><br>This coastline definition is a generalisation of the geographic feature; operators must not use this as a definitive boundary and are responsible for applying appropriate measures to ensure they operate within or outside of the airspace structure. |
| SOUTHERN OSA<br>533544N 0015732E - 533328N 0021621E - 532200N 0023900E - 531143N 0025505E - 523612N 0014423E - then along the coastline to 525242N 0012618E - 532132N 0013545E - 532838N 0014150E - 533544N 0015732E | Upper limit: 3500 FT ALT<br>Lower limit: SFC | Anglia Radar. | SARG - Airspace Regulation. | Off-shore helicopter CAT.<br><br>This coastline definition is a generalisation of the geographic feature; operators must not use this as a definitive boundary and are responsible for applying appropriate measures to ensure they operate within or outside of the airspace structure. |
| MET RESEARCH FLIGHTS AREA ALPHA<br>533000N 0010000W - 500000N 0010000W following the line of latitude to - 500000N 0020000W - 485000N 0080000W - 510000N 0080000W - 522000N 0053000W - 533000N 0053000W - 533000N 0010000W | Upper limit: FL350<br>Lower limit: SFC | Activity areas, dates and times will be the subject of a NOTAM issued 24 hours in advance. | Directflight Ltd, Tel: 01234-817930, Fax: 01234-480701, Mobile: 07464-549161, E-mail: ara-ops@airtask.com. | The research flight aircraft will be BAe 146-301. Reg: G-LUXE. Callsign: AIRTASK146. Flights may include ultra-low level flying (down to 100 FT AGL) and the dispensing of small, lightweight, parachute assisted, drop sondes. Sorties will be mainly conducted under Military ATC services.<br>Hours: Activated by NOTAM. |

# ENR 5.3 OTHER ACTIVITIES OF A DANGEROUS NATURE AND OTHER POTENTIAL HAZARDS (continued)

| Name<br>Lateral Limits | Vertical Limits | Advisory Measures | Authority responsible for information | Remarks<br>Activity times |
|---|---|---|---|---|
| 1 | 2 | 3 | 4 | 5 |
| MET RESEARCH FLIGHTS AREA BRAVO 533000N 0030000W following the line of latitude to - 533000N 0053000W - 535500N 0053000W - 542500N 0081000W - 552000N 0065500W - 552600N 0072000W - 552000N 0081600W - 544500N 0090000W - 543500N 0100000W - 610000N 0100000W following the line of latitude to - 610000N 0030000W - 533000N 0030000W | Upper limit: FL350<br>Lower limit: SFC | Activity areas, dates and times will be the subject of a NOTAM issued 24 hours in advance. | Directflight Ltd, Tel: 01234-817930, Fax: 01234-480701, Mobile: 07464-549161, E-mail: ara-ops@airtask.com. | The research flight aircraft will be BAe 146-301. Reg: G-LUXE. Callsign: AIRTASK146. Flights may include ultra-low level flying (down to 100 FT AGL) and the dispensing of small, lightweight, parachute assisted, drop sondes. Sorties will be mainly conducted under Military ATC services. Hours: Activated by NOTAM. |
| MET RESEARCH FLIGHTS AREA CHARLIE 533000N 0030000W - 610000N 0030000W following the line of latitude to - 610000N 0000000E - 600000N 0000000E - 570000N 0050000E - 550000N 0050000E - 533000N 0034000E - 533000N 0030000W | Upper limit: FL350<br>Lower limit: SFC | Activity areas, dates and times will be the subject of a NOTAM issued 24 hours in advance. | Directflight Ltd, Tel: 01234-817930, Fax: 01234-480701, Mobile: 07464-549161, E-mail: ara-ops@airtask.com. | The research flight aircraft will be BAe 146-301. Reg: G-LUXE. Callsign: AIRTASK146. Flights may include ultra-low level flying (down to 100 FT AGL) and the dispensing of small, lightweight, parachute assisted, drop sondes. Sorties will be mainly conducted under Military ATC services. Hours: Activated by NOTAM. |
| MET RESEARCH FLIGHTS AREA DELTA 533000N 0010000W following the line of latitude to - 533000N 0034000E - 513000N 0020000E - 510700N 0020000E - 510000N 0013000E - 504000N 0013000E - 500000N 0001500W following the line of latitude to - 500000N 0010000W - 533000N 0010000W | Upper limit: FL350<br>Lower limit: SFC | Activity areas, dates and times will be the subject of a NOTAM issued 24 hours in advance. | Directflight Ltd, Tel: 01234-817930, Fax: 01234-480701, Mobile: 07464-549161, E-mail: ara-ops@airtask.com. | The research flight aircraft will be BAe 146-301. Reg: G-LUXE. Callsign: AIRTASK146. Flights may include ultra-low level flying (down to 100 FT AGL) and the dispensing of small, lightweight, parachute assisted, drop sondes. Sorties will be mainly conducted under Military ATC services. Hours: Activated by NOTAM. |
| UK OPERATING AREA A1<br>594551N 0083822W - 585614N 0063558W thence clockwise by the arc of a circle radius 10 NM centred on 584830N 0064809W to 584046N 0070015W - 593000N 0090217W thence clockwise by the arc of a circle radius 10 NM centred on 593756N 0085022W to 594551N 0083822W | Upper limit: FL350<br>Lower limit: FL270 | | Air-1Gp-ISTAR E-7 SO2 (Tel: 01343-815801). | Hours: H24<br><br>Permanently available. |
| UK OPERATING AREA A2<br>601951N 0065322W thence clockwise by the arc of a circle radius 10 NM centred on 601409N 0063652W to 600826N 0062028W - 590240N 0074936W thence clockwise by the arc of a circle radius 10 NM centred on 590812N 0080543W to 591343N 0082156W - 601951N 0065322W | Upper limit: FL350<br>Lower limit: FL270 | | Air-1Gp-ISTAR E-7 SO2 (Tel: 01343-815801). | Hours: H24<br><br>Permanently available. |

# ENR 5.3 OTHER ACTIVITIES OF A DANGEROUS NATURE AND OTHER POTENTIAL HAZARDS (continued)

| Name<br>Lateral Limits | Vertical Limits | Advisory Measures | Authority responsible for information | Remarks<br>Activity times |
|---|---|---|---|---|
| 1 | 2 | 3 | 4 | 5 |
| UK OPERATING AREA B1<br>604100N 0045539W - 592114N 0045150W thence clockwise by the arc of a circle radius 10 NM centred on 592059N 0051121W to 592040N 0053053W - 604025N 0053618W thence clockwise by the arc of a circle radius 10 NM centred on 604044N 0051558W to 604100N 0045539W | Upper limit: FL350<br>Lower limit: FL270 | | Air-1Gp-ISTAR E-7 SO2 (Tel: 01343-815801). | Hours: H24<br><br>Permanently available. |
| UK OPERATING AREA B2<br>595907N 0033548W - 595832N 0005634W thence clockwise by the arc of a circle radius 10 NM centred on 594834N 0005707W to 593836N 0005739W - 593910N 0033518W thence clockwise by the arc of a circle radius 10 NM centred on 594909N 0033533W to 595907N 0033548W | Upper limit: FL350<br>Lower limit: FL270 | | Air-1Gp-ISTAR E-7 SO2 (Tel: 01343-815801). | Hours: H24<br><br>Permanently available. |
| UK OPERATING AREA B3<br>604321N 0030104W - 600350N 0004059W thence clockwise by the arc of a circle radius 10 NM centred on 595515N 0005107W to 594640N 0010110W - 602549N 0032025W thence clockwise by the arc of a circle radius 10 NM centred on 603435N 0031047W to 604321N 0030104W | Upper limit: FL350<br>Lower limit: FL270 | | Air-1Gp-ISTAR E-7 SO2 (Tel: 01343-815801). | Hours: H24<br><br>Permanently available. |
| UK OPERATING AREA B4<br>604359N 0033137W - 604156N 0004849W thence clockwise by the arc of a circle radius 10 NM centred on 603158N 0004945W to 602200N 0005041W - 602403N 0033150W thence clockwise by the arc of a circle radius 10 NM centred on 603401N 0033143W to 604359N 0033137W | Upper limit: FL350<br>Lower limit: FL270 | | Air-1Gp-ISTAR E-7 SO2 (Tel: 01343-815801). | Hours: H24<br><br>Permanently available. |
| UK OPERATING AREA C1<br>585616N 0004732W thence clockwise by the arc of a circle radius 10 NM centred on 584752N 0003709W to 583927N 0002651W - 575538N 0023334W thence clockwise by the arc of a circle radius 10 NM centred on 580353N 0024409W to 581207N 0025448W - 585616N 0004732W | Upper limit: FL350<br>Lower limit: FL270 | | Air-1Gp-ISTAR E-7 SO2 (Tel: 01343-815801). | Hours: H24<br><br>Permanently available. |
| UK OPERATING AREA C2<br>593317N 0000114W - 582137N 0010646E thence clockwise by the arc of a circle radius 10 NM centred on 581717N 0004941E to 581255N 0003241E - 592416N 0003613W thence clockwise by the arc of a circle radius 10 NM centred on 592848N 0001846W to 593317N 0000114W | Upper limit: FL350<br>Lower limit: FL270 | | Air-1Gp-ISTAR E-7 SO2 (Tel: 01343-815801). | Hours: H24<br><br>Permanently available. |
| UK OPERATING AREA D1<br>573015N 0030218W thence clockwise by the arc of a circle radius 10 NM centred on 572632N 0024507W to 572246N 0022800W - 561320N 0031859W thence clockwise by the arc of a circle radius 10 NM centred on 561700N 0033540W to 562037N 0035224W - 573015N 0030218W | Upper limit: FL350<br>Lower limit: FL290 | | Air-1Gp-ISTAR E-7 SO2 (Tel: 01343-815801). | Hours: H24<br><br>Permanently available. |
| UK OPERATING AREA E1<br>563737N 0021052W - 553503N 0014659W thence clockwise by the arc of a circle radius 10 NM centred on 553258N 0020413W to 553051N 0022125W - 563318N 0024611W thence clockwise by the arc of a circle radius 10 NM centred on 563529N 0022833W to 563737N 0021052W | Upper limit: FL350<br>Lower limit: FL290 | | Air-1Gp-ISTAR E-7 SO2 (Tel: 01343-815801). | Hours: H24<br><br>Permanently available. |

# ENR 5.3 OTHER ACTIVITIES OF A DANGEROUS NATURE AND OTHER POTENTIAL HAZARDS (continued)

| Name<br>Lateral Limits | Vertical Limits | Advisory Measures | Authority responsible for information | Remarks<br>Activity times |
|---|---|---|---|---|
| 1 | 2 | 3 | 4 | 5 |
| UK OPERATING AREA E2<br>571222N 0011443W - 564624N 0010334E thence clockwise by the arc of a circle radius 10 NM centred on 563701N 0005724E to 562738N 0005117E - 565323N 0012600W thence clockwise by the arc of a circle radius 10 NM centred on 570252N 0012023W to 571222N 0011443W | Upper limit: FL350<br>Lower limit: FL290 | | Air-1Gp-ISTAR E-7 SO2 (Tel: 01343-815801). | Hours: H24<br><br>Permanently available. |
| UK OPERATING AREA F1<br>560307N 0004123W - 560207N 0015906E thence clockwise by the arc of a circle radius 10 NM centred on 555208N 0015833E to 554210N 0015801E - 554310N 0004105W thence clockwise by the arc of a circle radius 10 NM centred on 555309N 0004114W to 560307N 0004123W | Upper limit: FL350<br>Lower limit: FL270 | | Air-1Gp-ISTAR E-7 SO2 (Tel: 01343-815801). | Hours: H24<br><br>Permanently available. |
| UK OPERATING AREA F2<br>575332N 0013156E - 564100N 0023329E thence clockwise by the arc of a circle radius 10 NM centred on 563653N 0021659E to 563244N 0020033E - 574500N 0005808E thence clockwise by the arc of a circle radius 10 NM centred on 574917N 0011500E to 575332N 0013156E | Upper limit: FL350<br>Lower limit: FL270 | | Air-1Gp-ISTAR E-7 SO2 (Tel: 01343-815801). | Hours: H24<br><br>Permanently available. |
| UK OPERATING AREA G1<br>561150N 0030026E - 550744N 0034935E thence clockwise by the arc of a circle radius 10 NM centred on 550348N 0033335E to 545950N 0031738E - 560343N 0022747E thence clockwise by the arc of a circle radius 10 NM centred on 560748N 0024405E to 561150N 0030026E | Upper limit: FL350<br>Lower limit: FL270 | | Air-1Gp-ISTAR E-7 SO2 (Tel: 01343-815801). | Hours: H24<br><br>Permanently available. |
| UK OPERATING AREA H1<br>525902N 0001238W - 524409N 0012457E thence clockwise by the arc of a circle radius 9.5 NM centred on 523458N 0012059E to 522548N 0011702E - 524035N 0001955W thence clockwise by the arc of a circle radius 9.5 NM centred on 524949N 0001617W to 525902N 0001238W | Upper limit: FL350<br>Lower limit: FL270 | | Air-1Gp-ISTAR E-7 SO2 (Tel: 01343-815801). | Hours: H24<br><br>Permanently available. |
| UK OPERATING AREA I1<br>512330N 0061525W - 512222N 0042342W thence clockwise by the arc of a circle radius 10 NM centred on 511223N 0042410W to 510224N 0042437W - 510332N 0061532W thence clockwise by the arc of a circle radius 10 NM centred on 511331N 0061528W to 512330N 0061525W | Upper limit: FL350<br>Lower limit: FL270 | | Air-1Gp-ISTAR E-7 SO2 (Tel: 01343-815801). | Hours: H24<br><br>Permanently available. |
| UK OPERATING AREA J1<br>510503N 0072102W thence clockwise by the arc of a circle radius 10 NM centred on 510502N 0070511W to 510459N 0064919W - 494704N 0065011W thence clockwise by the arc of a circle radius 10 NM centred on 494707N 0070537W to 494708N 0072102W - 510503N 0072102W | Upper limit: FL350<br>Lower limit: FL270 | | Air-1Gp-ISTAR E-7 SO2 (Tel: 01343-815801). | Hours: H24<br><br>Permanently available. |
| UK OPERATING AREA J2<br>505939N 0054841W thence clockwise by the arc of a circle radius 10 NM centred on 505318N 0053629W to 504656N 0052420W - 494501N 0064311W thence clockwise by the arc of a circle radius 10 NM centred on 495115N 0065514W to 495728N 0070721W - 505939N 0054841W | Upper limit: FL350<br>Lower limit: FL270 | | Air-1Gp-ISTAR E-7 SO2 (Tel: 01343-815801). | Hours: H24<br><br>Permanently available. |

# ENR 5.3 OTHER ACTIVITIES OF A DANGEROUS NATURE AND OTHER POTENTIAL HAZARDS (continued)

| Name<br>Lateral Limits | Vertical Limits | Advisory Measures | Authority responsible for information | Remarks<br>Activity times |
|---|---|---|---|---|
| 1 | 2 | 3 | 4 | 5 |
| UK OPERATING AREA J3<br>500313N 0073725W - 500312N 0053317W thence clockwise by the arc of a circle radius 10 NM centred on 495313N 0053330W to 494314N 0053343W - 494314N 0073700W thence clockwise by the arc of a circle radius 10 NM centred on 495314N 0073712W to 500313N 0073725W | Upper limit: FL350<br>Lower limit: FL270 | | Air-1Gp-ISTAR E-7 SO2 (Tel: 01343-815801). | Hours: H24<br><br>Permanently available. |
| UK OPERATING AREA K1<br>570124N 0081707W thence clockwise by the arc of a circle radius 10 NM centred on 565722N 0080023W to 565319N 0074343W - 554014N 0084131W thence clockwise by the arc of a circle radius 10 NM centred on 554410N 0085745W to 554804N 0091403W - 570124N 0081707W | Upper limit: FL350<br>Lower limit: FL270 | | Air-1Gp-ISTAR E-7 SO2 (Tel: 01343-815801). | Hours: H24<br><br>Permanently available. |
| UK OPERATING AREA K2<br>562100N 0092451W - 560229N 0070533W thence clockwise by the arc of a circle radius 10 NM centred on 555249N 0070957W to 554308N 0071419W - 560130N 0093232W thence clockwise by the arc of a circle radius 10 NM centred on 561115N 0092842W to 562100N 0092451W | Upper limit: FL350<br>Lower limit: FL270 | | Air-1Gp-ISTAR E-7 SO2 (Tel: 01343-815801). | Hours: H24<br><br>Permanently available. |

# ENR 5.4 AIR NAVIGATION OBSTACLES

**En-route Obstacles**

To satisfy the requirement for the provision of Area 1 Obstacles (the height of which is 100 M or more AGL), an electronic file is available by selecting the Area 1 Obstacles File (ENR 5.4) link from the list available on the Current IAIP website (updated each AIRAC).

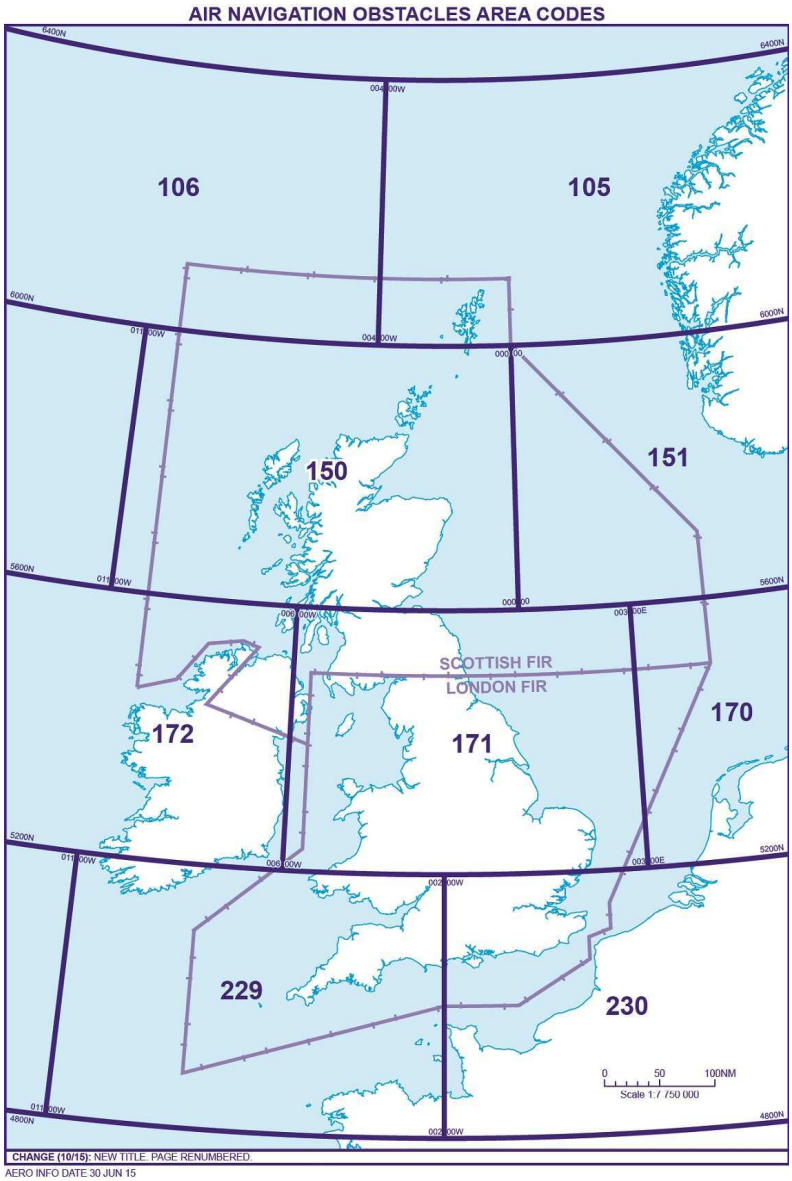
http://www.nats.aero/ais.

**Mountains and Hills with Warning Lights**

| Designation/ Identification | Obstacle Type | Obstacle Position | Elevation/Height | | Obstacle Lighting | Remarks |
|---|---|---|---|---|---|---|
| 1 | 2 | 3 | 4 | | 5 | 6 |
| | Bohill Mt, Co Antrim | 543600N 0060554W | 871 FT | UNKNOWN | Yes Red | |
| | Church Hill, Co Fermanagh | 542745N 0075403W | 1126 FT | UNKNOWN | Yes Red | |
| | Bredon Hill, Worcestershire | 520328N 0020304W | 1046 FT | UNKNOWN | Yes Red | |

Those conspicuous mountains and hills listed above are regarded as hazardous to aviation and are marked by red obstacle lights.

**Air Navigation Obstacles Area Codes**



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# ENR 5.5 AERIAL SPORTING AND RECREATIONAL ACTIVITIES

| Designation<br>Lateral limits | Vertical Limits | Operator/User<br>Tel No | Remarks<br>Activity times |
|---|---|---|---|
| 1 | 2 | 3 | 4 |
| ABERDEEN ROYAL INFIRMARY HOSPITAL<br>HELICOPTER LANDING SITE<br>570909N 0020806W | | | Site elevation: 170 FT AMSL. |
| ABERFFRAW KITE FLYING SITE, ISLE OF ANGLESEY<br>A circle, 1 NM radius, centred at 531055N 0042921W | Upper limit: 2000 FT AGL<br>Lower limit: SFC | | Site elevation: 14 FT AMSL.<br>VFR ID: K6<br><br>Hours: SR-SS.<br><br>Activated by NOTAM. |
| ABOYNE GLIDER SITE, GRAMPIAN (T)<br>570430N 0025005W | | Phone: Deeside Gliding Club 013398-85339. | Freq: 118.665.<br>Site elevation: 460 FT AMSL.<br><br>Hours: HJ |
| AINTREE HOSPITAL HELICOPTER LANDING SITE<br>532755N 0025545W | | | Site elevation: 64 FT AMSL. |
| ALDEBURGH KITE FLYING SITE, SUFFOLK<br>A circle, 1 NM radius, centred at 520953N 0013626E | Upper limit: 3000 FT AGL<br>Lower limit: SFC | | Site elevation: 14 FT AMSL.<br>VFR ID: K7<br><br>Hours: SR-SS.<br><br>Activated by NOTAM. |
| ALDER HEY HOSPITAL HELICOPTER LANDING SITE<br>532507N 0025356W | | | Site elevation: 138 FT AMSL. |
| ANDREAS GLIDER SITE, ISLE OF MAN (AD) (W)<br>542210N 0042524W | Upper limit: 2000 FT AGL<br>Lower limit: SFC | | Site elevation: 110 FT AMSL.<br><br>Hours: HJ |
| ANDREAS MICROLIGHT SITE (ISLE OF MAN)<br>542210N 0042524W | | | Site elevation: 110 FT AMSL. |
| ASTON DOWN GLIDER SITE, NR STROUD, (AD) (W AND T)<br>514228N 0020750W | Upper limit: 3000 FT AGL<br>Lower limit: SFC | Phone: Cotswold Gliding Club<br>01285-702100 (Office)<br>Mon-Sat 1000-1500 (0900-1400) / 01285-702101 (Clubhouse). | Freq: 118.665.<br>Strictly PPR.<br>Site elevation: 600 FT AMSL.<br><br>Hours: HJ |
| ATHEY'S MOOR MICROLIGHT SITE<br>551859N 0014712W | | Phone: 01665-570148. | Site elevation: 413 FT AMSL. |
| AUCHENCORTH KITE FLYING SITE, MIDLOTHIAN<br>A circle, 0.6 NM radius, centred at 554815N 0031525W | Upper limit: 2000 FT AGL<br>Lower limit: SFC | Phone: 07834-523893. | Site elevation: 880 FT AMSL.<br>Active only August-October.<br>VFR ID: K8<br><br>Hours: 0800-SS (0700-SS). |
| BAGBY MICROLIGHT SITE (THIRSK)<br>541240N 0011724W | | | Site elevation: 160 FT AMSL. |
| BAGBY TRAINING AERODROME<br>541230N 0011736W | | Phone: 01845-597385<br>Email: info@bagbyairfield.com. | Site elevation: 160 FT AMSL.<br>Training Aerodrome. |
| BALADO TRAINING AERODROME<br>561300N 0032737W | | Phone: 07795-578072. | PPR.<br>Channel: 118.605.<br>Site elevation: 423 FT AMSL.<br><br>Training Aerodrome. |
| BALDOCK MODEL AIRCRAFT FLYING, HERTFORDSHIRE<br>515905N 0000955W | Upper limit: 1500 FT AGL<br>Lower limit: SFC | Phone: 07710-924721. | Site elevation: 260 FT AMSL.<br>VFR ID: M1<br><br>Hours: HJ |
| BARDNEY MODEL AIRCRAFT FLYING, LINCOLNSHIRE<br>531318N 0001720W | Upper limit: 1000 FT AGL<br>Lower limit: SFC | Phone: 07460-662730. | Site elevation: 30 FT AMSL.<br>VFR ID: M14<br><br>Hours: HJ |

# ENR 5.5 AERIAL SPORTING AND RECREATIONAL ACTIVITIES (continued)

| Designation<br>Lateral limits | Vertical Limits | Operator/User<br>Tel No | Remarks<br>Activity times |
|---|---|---|---|
| 1 | 2 | 3 | 4 |
| BARDSEA KITE FLYING SITE, ULVERSTON SANDS, CUMBRIA<br>A circle, 1 NM radius, centred at 540932N 0030413W | Upper limit: 3000 FT AGL<br>Lower limit: SFC | | Site elevation: 16 FT AMSL.<br>VFR ID: K9<br><br>Hours: SR-SS.<br><br>Activated by NOTAM. |
| BEACHY HEAD KITE FLYING SITE, EAST SUSSEX<br>A circle, 1 NM radius, centred at 504414N 0001437E | Upper limit: 3000 FT AGL<br>Lower limit: SFC | | Site elevation: 412 FT AMSL.<br>VFR ID: K10<br><br>Hours: SR-SS.<br><br>Activated by NOTAM. |
| BECCLES PARACHUTE SITE, SUFFOLK<br>A circle, 1.5 NM radius, centred at 522612N 0013710E | Upper limit: FL130<br>Lower limit: SFC | Phone: 01953-861030. Norwich ATC: 01603-420641. London Control (Swanwick): 01489-612420. | Activity notified on the day to Norwich ATC or London Control (Swanwick) outside hours of Norwich.<br><br>Alternative contact: 119.355 MHz (Norwich ATC) or 124.600 MHz (London Control (Swanwick)).<br><br>Hours: Normally during daylight hours. |
| BECCLES TRAINING AERODROME<br>522607N 0013706E | | Rain Air<br>Phone: 07767-827172<br>Phone: 01502-476400<br>Fax: 01502-476400 | Site elevation: 80 FT AMSL.<br>Training Aerodrome. |
| BEDLANDS GATE MICROLIGHT SITE<br>543414N 0024015W | | | Site elevation: 850 FT AMSL. |
| BEELEY MOOR, MODEL AIRCRAFT FLYING, NORTH EAST DERBYSHIRE<br>531154N 0013254W | Upper limit: 1000 FT AGL<br>Lower limit: SFC | Phone: Blue Sky Aeromodellers 07796-998362. | Site elevation: 1100 FT AMSL.<br>VFR ID: M23<br><br>Hours: SR-SS. |
| BELFAST ROYAL VICTORIA HOSPITAL HELICOPTER LANDING SITE<br>543539N 0055719W | | | Site elevation: 208 FT AMSL. |
| BELLARENA GLIDER SITE, CO LONDONDERRY (T)<br>550836N 0065757W | Upper limit: 2000 FT AGL<br>Lower limit: SFC | Phone: Ulster Gliding Club 028-7776 3321, 028-7775 0301 (weekends only). | Site elevation: 15 FT AMSL.<br><br>Hours: HJ |
| BELLE VUE MICROLIGHT SITE<br>505829N 0040524W | | | Site elevation: 675 FT AMSL. |
| BEMBRIDGE GLIDER SITE, ISLE OF WIGHT (AD) (T)<br>504041N 0010633W | | Phone: Vectis Gliding Club. | Site elevation: 55 FT AMSL.<br><br>Hours: HJ |
| BENONE STRAND GLIDER SITE, CO LONDONDERRY (W)<br>551000N 0065133W | Upper limit: 2000 FT AGL<br>Lower limit: SFC | Phone: Ulster Gliding Club 028-7775 0301. | Site elevation: SL.<br><br>Hours: HJ |
| BENTWATERS UNUSUAL ACT AERODROME<br>520740N 0012610E | | Phone: Bentwaters Parks Limited 01394-460655. | Site elevation: 103 FT AMSL.<br>Unusual Activity. |
| BEVERLEY / LINLEY HILL AIRFIELD TRAINING AERODROME<br>535353N 0002141W | | Phone: 01964-544994<br>Email: info@hullaeroclub.co.uk. | Site elevation: 3 FT AMSL.<br>Training Aerodrome. |
| BICESTER AERODROME GLIDER SITE, OXON (AD) (T)<br>515458N 0010756W | Upper limit: 2000 FT AGL<br>Lower limit: SFC | Phone: Bicester Aerodrome Company Limited 01869-254841. | Strictly PPR.<br>Freq: 118.390 MHz.<br>Site elevation: 267 FT AMSL.<br><br>Hours: HJ |
| BIDFORD GLIDER SITE, WARWICKS (T)<br>520803N 0015103W | | Phone: Bidford Gliding and Flying Club 01789-778807. | Site elevation: 135 FT AMSL.<br><br>Hours: HJ |

# ENR 5.5 AERIAL SPORTING AND RECREATIONAL ACTIVITIES (continued)

| Designation<br>Lateral limits | Vertical Limits | Operator/User<br>Tel No | Remarks<br>Activity times |
|---|---|---|---|
| 1 | 2 | 3 | 4 |
| BINHAM MODEL AIRCRAFT FLYING, NORFOLK<br>525523N 0005743E | Upper limit: 1500 FT AGL<br>Lower limit: SFC | Phone: 07710-924721. | Site elevation: 90 FT AMSL.<br>VFR ID: M2<br><br>Hours: HJ |
| BIRMINGHAM QUEEN ELIZABETH HOSPITAL HELICOPTER LANDING SITE<br>522710N 0015641W | | | Site elevation: 564 FT AMSL. |
| BLACKPOOL & FYLDE MODEL AIRCRAFT FLYING, PRESTON, LANCS<br>534827N 0025643W | Upper limit: 1500 FT AGL<br>Lower limit: SFC | Phone: Blackpool & Fylde Radio Controlled Model Society 07771-370260. | Site elevation: 66 FT AMSL.<br>VFR ID: M27<br><br>Hours: HJ |
| BOGNOR REGIS GLIDER SITE, LEC AIRFIELD, BOGNOR REGIS (W)<br>504804N 0003934W | Upper limit: 2500 FT AGL<br>Lower limit: SFC | Phone: BR Aviation Ltd, Bognor Regis Gliding Club. | Site elevation: 10 FT AMSL.<br><br>Hours: HJ |
| BONNINGTON MICROLIGHT SITE<br>510332N 0005653E | | Phone: 07785-346718. | Site elevation: 3 FT AMSL. |
| BOSCOMBE DOWN PARACHUTE SITE, WILTS<br>A circle, 1.5 NM radius, centred at 510900N 0014500W | Upper limit: FL150<br>Lower limit: SFC | Phone: Opr/User - Various. Boscombe Down ATC: 01980-663051/663052. | Activity subject to permission from Boscombe Down ATC. |
| BRADWELL ON SEA KITE FLYING SITE, ESSEX<br>A circle, 1 NM radius, centred at 514407N 0005624E | Upper limit: 2400 FT AGL<br>Lower limit: SFC | | Site elevation: 20 FT AMSL.<br>VFR ID: K11<br><br>Hours: SR-SS.<br><br>Activated by NOTAM. |
| BRAITHWAITE FARM HANGGLIDER SITE NEAR KESWICK, CUMBRIA<br>A circle, 2 NM radius, centred at 543626N 0031054W | Upper limit: 2000 FT AGL<br>Lower limit: SFC | | Site elevation: 250 FT AMSL.<br><br>Hours: Sat, Sun & PH 0800-1700. |
| BREIGHTON UNUSUAL ACT AERODROME<br>534807N 0005451W | | Phone: 01757-289065<br>Email: rac-ops@tiscali.co.uk. | Site elevation: 20 FT AMSL.<br>Unusual Activity. |
| BRENT TOR GLIDER SITE, NR TAVISTOCK, DEVON (W)<br>503517N 0040850W | Upper limit: 2000 FT AGL<br>Lower limit: SFC | Phone: Dartmoor Gliding Club 01822-810712. | Freq: 129.965.<br>Site elevation: 820 FT AMSL.<br><br>Hours: HJ |
| BRIDLINGTON PARACHUTE SITE, YORKS<br>A circle, 1.5 NM radius, centred at 540713N 0001411W | Upper limit: FL150<br>Lower limit: SFC | Phone: 01262-677367. London Control (Swanwick): 01489-612420. | Activity notified on the day to London Control (Swanwick).<br><br>Alternative contact: 129.905 MHz.<br><br>Hours: Normally during daylight hours. |
| BRIMPTON MICROLIGHT SITE, BERKSHIRE (AD)<br>512302N 0011012W | | Phone: 0118-3246888. | Site elevation: 190 FT AMSL.<br><br>Situated inside EGR101 and strictly PPR.<br><br>Model flying activities.<br><br>Hours: 0800-SS (0700-SS). |
| BRIMPTON TRAINING AERODROME<br>512302N 0011012W | | Phone: 0118-3246888. | Site elevation: 190 FT AMSL.<br>Training Aerodrome. |
| BRISTOL ROYAL INFIRMARY HOSPITAL HELICOPTER LANDING SITE<br>512732N 0023546W | | | Site elevation: 215 FT AMSL. |
| BRISTOL SOUTHMEAD HOSPITAL HELICOPTER LANDING SITE<br>512937N 0023533W | | | Site elevation: 238 FT AMSL. |
| BUCKNALL MICROLIGHT SITE<br>531159N 0001516W | | | Site elevation: 50 FT AMSL. |

# ENR 5.5 AERIAL SPORTING AND RECREATIONAL ACTIVITIES (continued)

| Designation<br>Lateral limits | Vertical Limits | Operator/User<br>Tel No | Remarks<br>Activity times |
|---|---|---|---|
| 1 | 2 | 3 | 4 |
| BURN GLIDER SITE, SELBY, YORKSHIRE (AD) (W AND T)<br>534445N 0010504W | Upper limit: 3000 FT AGL<br>Lower limit: SFC | Phone: Burn Gliding Club 01757-270296. | Freq: 130.290.<br>Site elevation: 20 FT AMSL.<br><br>Hours: HJ |
| BURNHAM ON SEA KITE FLYING SITE, SOMERSET<br>A circle, 1 NM radius, centred at 511440N 0030005W | Upper limit: 2400 FT AGL<br>Lower limit: SFC | | Site elevation: 18 FT AMSL.<br>VFR ID: K12<br><br>Hours: SR-SS.<br><br>Activated by NOTAM. |
| CADMORE END MODEL AIRCRAFT FLYING, BUCKINGHAMSHIRE<br>513811N 0005319W | Upper limit: 1500 FT AGL<br>Lower limit: SFC | Phone: High Wycombe and District Model Aircraft Club 07808-890650. | Site elevation: 640 FT AMSL.<br>VFR ID: M26<br><br>Hours: HJ |
| CAE MAWR TYDDYN HEN MICROLIGHT SITE, CAERNARFON<br>530927N 0041404W | | Phone: 07833-118821. | Site elevation: 200 FT AMSL.<br><br>Hours: Daylight hours only. |
| CALTONMOOR MICROLIGHT SITE, (NR ASHBOURNE), DERBS<br>530201N 0014959W | | | Site elevation: 990 FT AMSL. |
| CAMBER SANDS KITE FLYING SITE, EAST SUSSEX<br>A circle, 1 NM radius, centred at 505546N 0004909E | Upper limit: 3000 FT AGL<br>Lower limit: SFC | | Site elevation: 19 FT AMSL.<br>VFR ID: K13<br><br>Hours: SR-SS.<br><br>Activated by NOTAM. |
| CAMBRIDGE ADDENBROOKES HOSPITAL HELICOPTER LANDING SITE<br>521017N 0000807E | | | Site elevation: 18 FT AMSL. |
| CAMPHILL GLIDER SITE, BUXTON, DERBY (W)<br>531818N 0014353W | Upper limit: 2000 FT AGL<br>Lower limit: SFC | Phone: Derby Lancs Gliding Club 01298-871270. | Freq: 124.965.<br>Site elevation: 1350 FT AMSL.<br><br>Hours: HJ |
| CARK PARACHUTE SITE, CUMBRIA<br>A circle, 1.5 NM radius, centred at 540946N 0025737W | Upper limit: FL145<br>Lower limit: SFC | Phone: 015395-58672. London Control (Swanwick) 01489-612420. Scottish Control (Prestwick) 01294-655300. | Activity notified on the day to Scottish Control (Prestwick) and London Control (Swanwick).<br><br>Alternative contact: 129.905 MHz.<br><br>Hours: Normally during daylight hours Sat, Sun & PH and weekdays by arrangement. |
| CARSWELL HANGGLIDER SITE, OXFORDSHIRE<br>A circle, 2 NM radius, centred at 514021N 0013146W | Upper limit: 900 FT AGL<br>Lower limit: SFC | Phone: 07507-788855. | Site elevation: 350 FT AMSL.<br><br>Paramotor Activity remaining clear of controlled airspace.<br><br>Hours: HJ |
| CASHMOOR, BLANDFORD MODEL AIRCRAFT FLYING, DORSET<br>505532N 0020117W | Upper limit: 1500 FT AGL<br>Lower limit: SFC | Phone: 07909-022800. | Site elevation: 340 FT AMSL.<br>VFR ID: M3<br><br>Hours: HJ |
| CATTON MICROLIGHT SITE, WALTON-ON-TRENT, DERBS<br>524340N 0014006W | | | Site elevation: 230 FT AMSL. |
| CAUNTON MICROLIGHT SITE (NR NEWARK ON TRENT)<br>530713N 0005318W | | | Site elevation: 160 FT AMSL. |

# ENR 5.5 AERIAL SPORTING AND RECREATIONAL ACTIVITIES (continued)

| Designation<br>Lateral limits | Vertical Limits | Operator/User<br>Tel No | Remarks<br>Activity times |
|---|---|---|---|
| 1 | 2 | 3 | 4 |
| CHALGROVE PARACHUTE SITE, OXON<br>A circle, 1.5 NM radius, centred at 514032N 0010459W | Upper limit: 5500 FT ALT<br>Lower limit: SFC | Phone: 01865-892200/ 892201. Benson ATC: 01491-837766 Ext 7017. London Control (Swanwick): 023-8040 1102. | Activity notified on the day to Benson ATC or London Control (Swanwick) outside hours of Benson. |
| CHALLOCK GLIDER SITE, NR ASHFORD, KENT (W AND T)<br>511230N 0004945E | Upper limit: 2000 FT AGL<br>Lower limit: SFC | Phone: Kent Gliding Club 01233-740274. | Strictly PPR.<br>Freq: 122.915.<br>Site elevation: 600 FT AMSL.<br><br>Hours: HJ |
| CHAPEL ST LEONARDS KITE FLYING SITE, LINCOLNSHIRE<br>A circle, 1 NM radius, centred at 531455N 0001951E | Upper limit: 3000 FT AGL<br>Lower limit: SFC | | Site elevation: 13 FT AMSL.<br>VFR ID: K14<br><br>Hours: SR-SS.<br><br>Activated by NOTAM. |
| CHATTERIS MICROLIGHT SITE (MOUNT PLEASANT)<br>522910N 0000523E | | | Site elevation: 5 FT AMSL. |
| CHATTERIS PARACHUTE SITE, CAMBS<br>A circle, 1.5 NM radius, centred at 522919N 0000512E | Upper limit: FL150<br>Lower limit: SFC | Phone: 01354-740810. London Control (Swanwick): 01489-612420. | Activity notified on the day to London Control (Swanwick).<br><br>Alternative contact: 129.905 MHz.<br><br>Hours: Normally during daylight hours Tue-Sun & PH. |
| CHIPPING GLIDER SITE, PRESTON, LANCS (AD) (W)<br>535301N 0023714W | Upper limit: 3000 FT AGL<br>Lower limit: SFC | Phone: Bowland Forest Gliding Club 01995-61267. | Freq: 118.685 MHz.<br>Site elevation: 600 FT AMSL.<br><br>Hours: HJ |
| CHIRK MICROLIGHT SITE<br>525649N 0030243W | | | Site elevation: 430 FT AMSL. |
| CLAYPOLE MODEL AIRCRAFT FLYING, LINCOLNSHIRE<br>530217N 0004501W | Upper limit: 1500 FT AGL<br>Lower limit: SFC | Phone: 07977-804310. | Site elevation: 60 FT AMSL.<br>VFR ID: M15<br><br>Hours: HJ |
| CLENCH COMMON MICROLIGHT SITE<br>512314N 0014411W | | | Site elevation: 623 FT AMSL. |
| CLEVELEYS KITE FLYING SITE, LANCASHIRE<br>A circle, 1 NM radius, centred at 535300N 0030250W | Upper limit: 3000 FT AGL<br>Lower limit: SFC | | Site elevation: 29 FT AMSL.<br>VFR ID: K15<br><br>Hours: SR-SS.<br><br>Activated by NOTAM. |
| COCKERHAM PARACHUTE SITE, LANCS<br>A circle, 1.5 NM radius, centred at 535744N 0025007W | Upper limit: FL150<br>Lower limit: SFC | Phone: 01524-791820. Scottish Control (Prestwick): 01294-655300. London Control (Swanwick): 01489-612420. | Activity notified on the day to Scottish Control (Prestwick) then London Control (Swanwick).<br><br>Alternative contact: 129.905 MHz.<br><br>Hours: Daily 0830 to 2000 local or SS when earlier. |
| COLDHARBOUR FARM MICROLIGHT SITE<br>505925N 0005149E | | Phone: Kent Microlight Aircraft Club 07773-056397, 07973-479309, 07807-169226. | Site Elevation: 4 FT AMSL.<br><br>Hours: HJ |
| COLEMORE COMMON MICROLIGHT SITE , PETERSFIELD, HANTS<br>510338N 0010035W | | | Site elevation: 610 FT AMSL. |

# ENR 5.5 AERIAL SPORTING AND RECREATIONAL ACTIVITIES (continued)

| Designation<br>Lateral limits | Vertical Limits | Operator/User<br>Tel No | Remarks<br>Activity times |
|---|---|---|---|
| 1 | 2 | 3 | 4 |
| COLESDEN MODEL AIRCRAFT FLYING, BEDFORDSHIRE<br>521200N 0002132W | Upper limit: 1200 FT AGL<br>Lower limit: SFC | Phone: 01462-851515 Ext 4717. | Site elevation: 150 FT AMSL.<br>VFR ID: M16<br><br>Hours: HJ |
| COODEN KITE FLYING SITE, SUSSEX<br>A circle, 1 NM radius, centred at 504944N 0002445E | Upper limit: 3000 FT AGL<br>Lower limit: SFC | | Site elevation: 0 FT AMSL.<br>VFR ID: K16<br><br>Hours: SR-SS.<br><br>Activated by NOTAM. |
| COSFORD GLIDER SITE (MIL), WEST MIDLANDS (AD) (W AND T)<br>523824N 0021820W | Upper limit: 3000 FT AGL<br>Lower limit: SFC | Phone: Mil Ops 01902-377582. Wrekin Gliding Club 07719-732746. | Strictly PPR.<br><br>Freq: 135.875 MHz.<br><br>Site elevation: 271 FT AMSL.<br><br>Hours: SR to SS+15. |
| COWTON MOOR MODEL AIRCRAFT FLYING, COUNTY DURHAM<br>542629N 0013208W | Upper limit: 1000 FT AGL<br>Lower limit: SFC | Phone: 01748-812028. | Site elevation: 190 FT AMSL.<br>VFR ID: M17<br><br>Hours: HJ |
| CRANWELL (NORTH) GLIDER SITE, LINCS (AD) (W AND T)<br>530231N 0002936W | Upper limit: 3000 FT AGL<br>Lower limit: SFC | Phone: Cranwell Gliding Club 01400 261201 Ext 7230. | Freq: 129.060.<br>Site elevation: 220 FT AMSL.<br><br>Hours: HJ Sat, Sun, PH & 1700 (1600)-SS Mon-Fri. |
| CRAVENS GORSE HANGGLIDER SITE, CHARLTON ABBOTS, GLOS<br>A circle, 2 NM radius, centred at 515452N 0015528W | Upper limit: 1000 FT AGL<br>Lower limit: SFC | | Site elevation: 886 FT AMSL.<br><br>Hours: HJ |
| CROWLAND GLIDER SITE, LINCS (T)<br>524233N 0000834W | | Phone: Peterborough and Spalding Gliding Club 01733-210463. | Freq: 129.980 MHz.<br>Site elevation: 10 FT AMSL.<br><br>Hours: HJ |
| CULDROSE GLIDER SITE, CORNWALL (AD) (W AND T)<br>500510N 0051521W | Upper limit: 2000 FT AGL<br>Lower limit: SFC | | Site elevation: 267 FT AMSL.<br><br>Hours: HJ |
| CULTER HELIPAD TRAINING AERODROME<br>570711N 0021915W | | Phone: 01224-739111. | Site elevation: 300 FT AMSL.<br>Training Aerodrome. |
| CUMBERLAND INFIRMARY HOSPITAL HELICOPTER LANDING SITE<br>545350N 0025738W | | | Site elevation: 86 FT AMSL. |
| CURROCK HILL GLIDER SITE, NORTHUMBERLAND (W AND T)<br>545602N 0015043W | Upper limit: 2000 FT AGL<br>Lower limit: SFC | Phone: Northumbria Gliding Club 01207-561286. | Freq: 125.185.<br>Site elevation: 800 FT AMSL.<br><br>Hours: HJ |
| DAIRY HOUSE FARM MICROLIGHT SITE<br>530623N 0023015W | | Phone: 07831-274201. | Site elevation: 150 FT AMSL.<br><br>PPR.<br>Microlight Training 7 Days a week. |
| DAMYNS HALL TRAINING AERODROME<br>513143N 0001444E | | Phone: 07496-539206.<br>Email: tony@skymax.co.uk.<br>Website: www.damynshall.co.uk. | Site elevation: 56 FT AMSL.<br>Training Aerodrome.<br>PPR.<br>Freq: 119.555 MHz.<br><br>Hours: 0900(0800)-SS. |
| DARLEY MOOR HANGGLIDER SITE, DERBYSHIRE (AD)<br>A circle, 2 NM radius, centred at 525814N 0014454W | Upper limit: 2000 FT AGL<br>Lower limit: SFC | | Site elevation: 580 FT AMSL.<br><br>Hours: HJ |
| DARLEY MOOR MICROLIGHT SITE, DERBS (AD)<br>525814N 0014454W | | | Site elevation: 580 FT AMSL. |
| DARLTON GLIDER SITE, NOTTS (W AND T)<br>531444N 0005132W | Upper limit: 2000 FT AGL<br>Lower limit: SFC | Phone: Darlton Gliding Club 07772-704178 (when operating). | Site elevation: 155 FT AMSL.<br><br>Hours: HJ |

# ENR 5.5 AERIAL SPORTING AND RECREATIONAL ACTIVITIES (continued)

| Designation<br>Lateral limits | Vertical Limits | Operator/User<br>Tel No | Remarks<br>Activity times |
|---|---|---|---|
| 1 | 2 | 3 | 4 |
| DAVIDSTOW MOOR MICROLIGHT SITE<br>503815N 0043708W | | | Site elevation: 969 FT AMSL. |
| DEVILS DYKE HANGGLIDER SITE, SADDLESCOMBE FARM, W SUSSEX<br>A circle, 2 NM radius, centred at 505233N 0001303W | Upper limit: 2000 FT AGL<br>Lower limit: SFC | | Site elevation: 666 FT AMSL.<br><br>Hours: HJ |
| DREM MODEL AIRCRAFT FLYING, EAST LOTHIAN<br>560050N 0024738W | Upper limit: 1500 FT AGL<br>Lower limit: SFC | Phone: 07770-746850. | Site elevation: 30 FT AMSL.<br>VFR ID: M18<br><br>Hours: HJ |
| DUNDEE NINEWELLS HOSPITAL HELICOPTER LANDING SITE<br>562745N 0030230W | | | Site elevation: 170 FT AMSL. |
| DUNKESWELL PARACHUTE SITE, DEVON<br>A circle, 1.5 NM radius, centred at 505151N 0031353W | Upper limit: FL150<br>Lower limit: SFC | Phone: 01404-891690. Exeter ATC: 01392-367433 Ext 215. London Control (Swanwick): 01489-612420. | Activity notified on the day to Exeter ATC or London Control (Swanwick) outside hours of Exeter.<br><br>Alternative contact: 129.905 MHz or 123.480 MHz.<br><br>Hours: Normally during daylight hours. |
| DUNSFOLD UNUSUAL ACT AERODROME<br>510700N 0003209W | | Phone: 01483-200900. | Site elevation: 172 FT AMSL.<br>Unusual Activity. |
| DUNSTABLE DOWNS GLIDER SITE, BEDS (W AND T)<br>515200N 0003254W | Upper limit: 2000 FT AGL<br>Lower limit: SFC | Phone: London Gliding Club 01582-663419. | Site elevation: 500 FT AMSL.<br><br>Hours: HJ |
| EAGLESCOTT GLIDER SITE, DEVON (AD) (W AND T)<br>505542N 0035922W | Upper limit: 2000 FT AGL<br>Lower limit: SFC | Phone: North Devon Gliding Club 01769-520404. | Site elevation: 655 FT AMSL.<br><br>Hours: HJ |
| EAGLESCOTT TRAINING AERODROME<br>505543N 0035922W | | Phone: 01769-520404<br>Email: info@eaglescott-airfield.com. | Site elevation: 655 FT AMSL.<br>Training Aerodrome. |
| EAST FORTUNE MICROLIGHT SITE<br>560003N 0024404W | Upper limit: 2000 FT AGL<br>Lower limit: SFC | Phone: East of Scotland Microlights AD: 01620-880332; CFI: 01875-820102. | Site elevation: 120 FT AMSL.<br><br>PPR.<br><br>Hours: HJ |
| EAST FORTUNE, MODEL AIRCRAFT FLYING, EAST LOTHIAN<br>555950N 0024231W | Upper limit: 1200 FT AGL<br>Lower limit: SFC | Phone: East Fortune Aeromodellers 07976-252255. | Site elevation: 120 FT AMSL.<br>VFR ID: M30<br><br>Hours: SR-SS |
| EASTER TRAINING AERODROME<br>574507N 0035620W | | Phone: 01862-871717. | Site elevation: 22 FT AMSL.<br>Training Aerodrome. |
| EASTERTON GLIDER SITE, NR ELGIN, GRAMPIAN (W AND T)<br>573508N 0031841W | Upper limit: 2000 FT AGL<br>Lower limit: SFC | Phone: Highland Gliding Club 01343-860272. | Freq: 130.290.<br>Site elevation: 361 FT AMSL.<br><br>Hours: HJ |
| EDGE HILL/SHENNINGTON GLIDER SITE, OXON (AD) (W AND T)<br>520507N 0012828W | Upper limit: 2500 FT AGL<br>Lower limit: SFC | Phone: Edge Hill Gliding Centre Limited 07548-069341. | Freq: 129.980 MHz.<br>Site elevation: 642 FT AMSL.<br><br>Hours: HJ |
| EDINBURGH ROYAL INFIRMARY HOSPITAL HELICOPTER LANDING SITE<br>555516N 0030813W | | | Site elevation: 242 FT AMSL. |
| EGERTON MICROLIGHT SITE<br>511149N 0004132E | | Phone: 07751-828221. | Site elevation: 165 FT AMSL. |
| ELSWORTH ROCKET SITE<br>A circle, 1 NM radius, centred at 521500N 0000537W | Upper limit: FL75<br>Lower limit: SFC | Phone: East Anglian Rocketry Society 07813-037022 / 07849-440209. | Site elevation: 189 FT AMSL.<br>VFR ID: R2<br><br>Hours: HJ<br><br>Activated by NOTAM. |

# ENR 5.5 AERIAL SPORTING AND RECREATIONAL ACTIVITIES (continued)

| Designation<br>Lateral limits | Vertical Limits | Operator/User<br>Tel No | Remarks<br>Activity times |
|---|---|---|---|
| 1 | 2 | 3 | 4 |
| ENNISKILLEN HOSPITAL HELICOPTER LANDING SITE<br>542204N 0073811W | | | Site elevation: 158 FT AMSL. |
| ENSTONE TRAINING AERODROME<br>515541N 0012542W | | Phone: 01608-677208<br>Email: osf@enstoneaerodrome.co.uk. | Site elevation: 550 FT AMSL.<br>Training Aerodrome. |
| ERROL PARACHUTE SITE, TAYSIDE<br>A circle, 1.5 NM radius, centred at 562418N 0031055W | Upper limit: FL104<br>Lower limit: SFC | Phone: 01821-642454. Scottish Control (Prestwick): 01294-655300. | Activity notified on the day to Scottish Control (Prestwick), RAF Leuchars and Dundee ATC.<br><br>Drops may be made up to, but not including, the base of the overlaying controlled airspace.<br><br>Alternative contact: 129.905 MHz; Drop Zone Tel: 01738-635347.<br><br>Hours: Normally during daylight hours Wed-Sun & PH. |
| EWE FARM MODEL AIRCRAFT FLYING, OXFORDSHIRE<br>513921N 0010609W | Upper limit: 1000 FT AGL<br>Lower limit: SFC | Phone: 01865-891236. | Site elevation: 266 FT AMSL.<br>VFR ID: M29<br><br>Hours: HJ |
| EYRES FIELD GLIDER SITE, GALLOWS HILL, DORSET (W AND T)<br>504233N 0021310W | Upper limit: 2000 FT AGL<br>Lower limit: SFC | Phone: Dorset Gliding Club 01929-405599. | Freq: 132.910.<br>Site elevation: 205 FT AMSL.<br><br>Hours: HJ |
| FAIRLIE MOOR ROCKET SITE<br>A circle, 1 NM radius, centred at 554336N 0044840W | Upper limit: FL160<br>Lower limit: SFC | Phone: Scottish Aeronautics and Rocketry Association 07733-250135. | Height Subject to ATC Clearance.<br>Site elevation: 778 FT AMSL.<br>VFR ID: R1<br><br>Hours: HJ<br><br>Activated by NOTAM. |
| FALGUNZEON GLIDER SITE, DALBEATTIE, DUMFRIES (W)<br>545638N 0034424W | Upper limit: 2000 FT AGL<br>Lower limit: SFC | Phone: Dumfries & District Gliding Club 01387-760601. | Freq: 129.965.<br>Site elevation: 600 FT AMSL.<br><br>Hours: HJ |
| FESHIEBRIDGE GLIDER SITE, HIGHLANDS (W AND T)<br>570613N 0035330W | Upper limit: 2000 FT AGL<br>Lower limit: SFC | Phone: Cairngorm Gliding Club 01540-651317. | Site elevation: 860 FT AMSL.<br><br>Hours: HJ |
| FIFE AIRPORT PARACHUTE SITE, GLENROTHES, FIFE<br>A circle, 1.5 NM radius, centred at 561100N 0031313W | Upper limit: FL130<br>Lower limit: SFC | Phone: 0845-189 5865 or 07885-617418. Edinburgh ATC: 0131-333 6234. | Activity must be notified to and co-ordinated with Edinburgh ATC.<br><br>Alternative contact: 130.455 MHz.<br><br>Hours: Sat & Sun 0900-2100 (Winter); Fri 1600-2000, Sat & Sun 0800-2000 (Summer). |
| FINMERE MICROLIGHT SITE<br>515907N 0010323W | | | Site elevation: 395 FT AMSL. |

# ENR 5.5 AERIAL SPORTING AND RECREATIONAL ACTIVITIES (continued)

| Designation<br>Lateral limits | Vertical Limits | Operator/User<br>Tel No | Remarks<br>Activity times |
|---|---|---|---|
| 1 | 2 | 3 | 4 |
| FISHERWICK MICROLIGHT SITE<br>524024N 0014325W | | Phone: 07951-635207. | Site elevation: 184 FT AMSL.<br><br>PPR.<br><br>Microlight training 7 days a week.<br><br>Hours: 0800-SS+30 (0700-SS+30). |
| FLEETWOOD KITE FLYING SITE, LANCASHIRE<br>A circle, 1 NM radius, centred at 535544N 0030031W | Upper limit: 3000 FT AGL<br>Lower limit: SFC | | Site elevation: 18 FT AMSL.<br>VFR ID: K17<br><br>Hours: SR-SS.<br><br>Activated by NOTAM. |
| FOWLMERE TRAINING AERODROME<br>520439N 0000342E | | Phone: 01763-208281<br>Email: dg@modair.co.uk. | Site elevation: 117 FT AMSL.<br>Training Aerodrome. |
| GLASGOW CLYDEBANK HOSPITAL HELICOPTER LANDING SITE<br>555417N 0042524W | | | Site elevation: 12 FT AMSL. |
| GLASGOW QUEEN ELIZABETH HOSPITAL HELICOPTER LANDING SITE<br>555142N 0042032W | | | Site elevation: 233 FT AMSL. |
| GLASSONBY MICROLIGHT SITE (PENRITH)<br>544418N 0023905W | | Phone: 01768-898382. | Site elevation: 600 FT AMSL. |
| GLIDDEN FARM MICROLIGHT SITE, PORTSMOUTH, HANTS<br>505603N 0010318W | | | Site elevation: 450 FT AMSL. |
| GRANGE UNIVERSITY HOSPITAL HELICOPTER LANDING SITE<br>513902N 0025944W | | | Site elevation: 315 FT AMSL. |
| GRANSDEN LODGE GLIDER SITE, CAMBRIDGE (AD) (W AND T)<br>521041N 0000653W | Upper limit: 3000 FT AGL<br>Lower limit: SFC | Phone: Cambridge Gliding Club 01767-677077. | Site elevation: 254 FT AMSL.<br><br>Hours: HJ |
| GRAVELEY MICROLIGHT SITE<br>515628N 0001212W | | | Site elevation: 395 FT AMSL. |
| GREAT FRANSHAM HANGGLIDER SITE, NORFOLK<br>A circle, 2 NM radius, centred at 524059N 0004855E | Upper limit: 2000 FT AGL<br>Lower limit: SFC | | Site elevation: 220 FT AMSL.<br><br>Hours: HJ |
| GREAT MASSINGHAM TRAINING AERODROME<br>524644N 0004021E | | Phone: 01485-520257. | Site elevation: 295 FT AMSL.<br>Training Aerodrome. |
| GREAT OAKLEY TRAINING AERODROME<br>515400N 0011018E | | Phone: 01255-880045<br>Email: tim.spurge@btconnect.com. | Site elevation: 60 FT AMSL.<br>Training Aerodrome. |
| GREAT WESTERN HOSPITAL HELICOPTER LANDING SITE<br>513214N 0014340W | | | Site elevation: 405 FT AMSL. |
| GROVE FARM MICROLIGHT SITE<br>522950N 0013222E | | Phone: 01502-713125. | Site elevation: 102 FT AMSL. |
| HALESLAND GLIDER SITE, AVON (AD) (W AND T)<br>511544N 0024356W | Upper limit: 2000 FT AGL<br>Lower limit: SFC | Phone: Mendip Gliding Club 01749-870312. | Freq: 129.060.<br>Site elevation: 870 FT AMSL.<br><br>Hours: HJ |
| HALTON GLIDER SITE (MIL), BUCKS (AD) (W AND T)<br>514733N 0004416W | Upper limit: 2000 FT AGL<br>Lower limit: SFC | Phone: Mil Ops 01296-656367. | Strictly PPR.<br><br>Channel: 130.430.<br><br>Site elevation: 370 FT AMSL.<br><br>Hours: 0900-2000 (0800-1900) or SS+15 (Whichever is earlier). |

# ENR 5.5 AERIAL SPORTING AND RECREATIONAL ACTIVITIES (continued)

| Designation<br>Lateral limits | Vertical Limits | Operator/User<br>Tel No | Remarks<br>Activity times |
|---|---|---|---|
| 1 | 2 | 3 | 4 |
| HALWELL MICROLIGHT SITE, SOUTH DEVON<br>502155N 0034235W | | | Site elevation: 623 FT AMSL. |
| HAREFIELD MODEL AIRCRAFT FLYING, MIDDLESEX<br>513730N 0002917W | Upper limit: 1500 FT AGL<br>Lower limit: SFC | Phone: West London Model Aeroplane Club 07764-991001. | Site elevation: 263 FT AMSL.<br>VFR ID: M32<br><br>Hours: HJ |
| HARRINGE COURT FARM MICROLIGHT SITE<br>510531N 0005918E | | Phone: Kent Microlight Aircraft Club 07773-056397, 07973-479309, 07807-169226. | Site Elevation: 279 FT AMSL.<br><br>Hours: HJ |
| HAWKSVIEW MICROLIGHT SITE<br>532032N 0023133W | | Phone: 07860-558707. | Strictly PPR.<br><br>Site elevation: 220 FT AMSL. |
| HENSTRIDGE TRAINING AERODROME<br>505930N 0022130W | | Phone: 01963-364231. | Site elevation: 184 FT AMSL.<br>Training Aerodrome. |
| HIBALDSTOW PARACHUTE SITE, HUMBERSIDE<br>A circle, 1.5 NM radius, centred at 532956N 0003048W | Upper limit: FL120<br>Lower limit: SFC | Phone: 01652-648837.<br>Humberside ATC: 01652-688456. | Activity subject to permission from Humberside ATC.<br><br>Drops may be made from up to FL 150 with Scottish Control (Prestwick) permission.<br><br>Alternative contact: 129.925 MHz.<br><br>Hours: Normally during daylight hours. |
| HIGH TREES FARM MICROLIGHT SITE<br>525115N 0015249W | | | Site Elevation: 420 FT AMSL. |
| HILL TOP FARM MICROLIGHT SITE<br>530530N 0002524W | | Phone: 07838-352764. | Strictly PPR.<br><br>Site elevation: 110 FT AMSL.<br><br>Hours: HJ |
| HINTON-IN-THE-HEDGES GLIDER SITE, OXON (AD) (W AND T)<br>520145N 0011229W | Upper limit: 2000 FT AGL<br>Lower limit: SFC | Phone: Banbury Gliding Club 01295-811056. | Site elevation: 500 FT AMSL.<br><br>Hours: HJ |
| HINTON-IN-THE-HEDGES PARACHUTE SITE, BANBURY, OXON<br>A circle, 1.5 NM radius, centred at 520136N 0011216W | Upper limit: FL65<br>Lower limit: SFC | Phone: 01295-812300.<br>Brize Norton ATC: 01993-897785. | Activity notified on the day to Brize Norton ATC.<br><br>Drops may be made from up to FL 150 with London Control (Swanwick) permission.<br><br>Alternative contact: 119.455 MHz (up to 3000 FT) then 129.905 MHz.<br><br>Hours: Normally during daylight hours Tue-Sun & PH. |
| HOGHTON MICROLIGHT SITE<br>534443N 0023621W | | Phone: 07754-628612. | Site elevation: 207 FT AMSL. |
| HOLESTONE MOOR KITE FLYING SITE, NEAR ASHOVER<br>A circle, 0.5 NM radius, centred at 530842N 0012941W | Upper limit: 1000 FT AGL<br>Lower limit: SFC | Phone: 07860-331351. | Site elevation: 918 FT AMSL.<br>VFR ID: K18<br><br>Hours: SR-SS. |
| HOLYHEAD KITE FLYING SITE, ANGLESEY<br>A circle, 1 NM radius, centred at 531721N 0044007W | Upper limit: 2000 FT AGL<br>Lower limit: SFC | | Site elevation: 102 FT AMSL.<br>VFR ID: K19<br><br>Hours: SR-SS.<br><br>Activated by NOTAM. |

# ENR 5.5 AERIAL SPORTING AND RECREATIONAL ACTIVITIES (continued)

| Designation<br>Lateral limits | Vertical Limits | Operator/User<br>Tel No | Remarks<br>Activity times |
|---|---|---|---|
| 1 | 2 | 3 | 4 |
| HONINGTON GLIDER SITE (MIL), SUFFOLK (AD) (W AND T)<br>522036N 0004648E | Upper limit: 2000 FT AGL<br>Lower limit: SFC | Phone: 611 VGS 07776-226957 (Duty Supervisor Mobile). | Strictly PPR via Honington Ops.<br><br>Freq: 124.105 MHz (Honington Radio).<br><br>Site elevation: 174 FT AMSL.<br><br>Hours: Sat-Sun & PHs, SR to SS+15 (all other times by NOTAM). |
| HOUGHAM MICROLIGHT SITE (GLEBE FARM)<br>530022N 0004114W | | | Site elevation: 80 FT AMSL. |
| HUNSDON MICROLIGHT SITE<br>514825N 0000416E | | | Site elevation: 254 FT AMSL. |
| HUNSTANTON KITE FLYING SITE, NORFOLK<br>A circle, 1 NM radius, centred at 525803N 0003127E | Upper limit: 3000 FT AGL<br>Lower limit: SFC | | Site elevation: 18 FT AMSL.<br>VFR ID: K20<br><br>Hours: SR-SS.<br><br>Activated by NOTAM. |
| HUSBANDS BOSWORTH GLIDER SITE, LEICS (AD) (W AND T)<br>522626N 0010238W | Upper limit: 3000 FT AGL<br>Lower limit: SFC | Phone: The Gliding Centre 01858-880521. | Site elevation: 505 FT AMSL.<br><br>Hours: HJ |
| HUSTHWAITE MICROLIGHT SITE (BAXBY)<br>540925N 0011354W | | | Site elevation: 132 FT AMSL. |
| ICKENHAM MODEL AIRCRAFT FLYING, MIDDLESEX<br>513330N 0002553W | Upper limit: 400 FT AGL<br>Lower limit: SFC | Phone: The Flying Fish 07770-852931. | Site elevation: 110 FT AMSL.<br>Site lies within RAF Northolt ATZ.<br>VFR ID: M25<br><br>Hours: HJ |
| INCE MICROLIGHT SITE<br>533158N 0030139W | | | Site elevation: 10 FT AMSL. |
| INVERNESS RAIGMORE HOSPITAL HELICOPTER LANDING SITE<br>572835N 0041140W | | | Site elevation: 95 FT AMSL. |
| IPSWICH GENERAL HOSPITAL HELICOPTER LANDING SITE<br>520320N 0011203E | | | Site elevation: 125 FT AMSL. |
| ISLE OF PORTLAND KITE FLYING SITE, DORSET<br>A circle, 1 NM radius, centred at 503050N 0022722W | Upper limit: 3000 FT AGL<br>Lower limit: SFC | | Site elevation: 27 FT AMSL.<br>VFR ID: K21<br><br>Hours: SR-SS.<br><br>Activated by NOTAM. |
| JAMES COOK MIDDLESBROUGH HOSPITAL HELICOPTER LANDING SITE<br>543304N 0011304W | | | Site elevation: 56 FT AMSL. |
| JOHN RADCLIFFE HOSPITAL HELICOPTER LANDING SITE<br>514558N 0011318W | | | Site elevation: 296 FT AMSL. |
| KEEVIL GLIDER SITE, WILTS (AD) (W & T)<br>511850N 0020643W | Upper limit: 3000 FT AGL<br>Lower limit: SFC | Phone: Bannerdown Gliding Club 01380-870411. | Freq: 130.290.<br>Site elevation: 200 FT AMSL.<br><br>Hours: HJ |
| KEEVIL PARACHUTE SITE, WILTS<br>A circle, 2 NM radius, centred at 511851N 0020637W | Upper limit: FL150<br>Lower limit: SFC | Phone: Opr/User - Various. Brize Norton ATC: 01993-895521/896814/896804. | Airfield used for gliding, free-fall parachuting and heavy supply drops from military Hercules aircraft. Supply drops may take place at any time within 2 NM and below 2000 FT.<br><br>Hours: Activated by NOTAM. |

# ENR 5.5 AERIAL SPORTING AND RECREATIONAL ACTIVITIES (continued)

| Designation<br>Lateral limits | Vertical Limits | Operator/User<br>Tel No | Remarks<br>Activity times |
|---|---|---|---|
| 1 | 2 | 3 | 4 |
| KENLEY GLIDER SITE (MIL), SURREY (AD) (W)<br>511821N 0000536W | Upper limit: 1700 FT AGL<br>Lower limit: SFC | Airfield Duty Supervisor during notified hours:<br><br>615 VGS (weekends and PHs) 07920-782194. Surrey Hills Gliding Club (weekdays except PHs) 07477-878845.<br><br>Aerodrome Operator Tel Syerston Ops: 01400-264520, Email: SYE-2FTS-HQ-OpsOC@mod.gov.uk. | Freq: 119.760 MHz.<br><br>Site elevation: 565 FT AMSL.<br><br>Note 1: Civ and Mil AGCS available during notified hours.<br><br>Note 2: PNR for Military/Police aircraft. PPR for civil aircraft not available.<br><br>Hours: SR to SS+15. |
| KENNEL FARM HANGGLIDER SITE, WARLINGHAM, SURREY<br>A circle, 2 NM radius, centred at 511849N 0000229W | Upper limit: 500 FT AGL<br>Lower limit: SFC | | Site elevation: 590 FT AMSL.<br><br>Hours: HJ |
| KERNAN MICROLIGHT SITE<br>542311N 0062359W | | Phone: Kernan Aviation 07711-841492. | Site elevation: 65 FT AMSL. |
| KETTLE FIELD MODEL AIRCRAFT FLYING, HOLYWELL, NORTH WALES<br>531611N 0031823W | Upper limit: 1000 FT AGL<br>Lower limit: SFC | Phone: Delyn Model Flying Club 07940-351819. | Site elevation: 620 FT AMSL.<br>VFR ID: M24<br><br>Hours: SR-SS. |
| KEYSLEY DOWN MODEL AIRCRAFT FLYING, WILTSHIRE<br>510717N 0021048W | Upper limit: 1500 FT AGL<br>Lower limit: SFC | Phone: 07962-013388. | Site elevation: 650 FT AMSL.<br>VFR ID: M4<br><br>Hours: HJ |
| KILLYKERGAN PARACHUTE SITE, CO LONDONDERRY<br>A circle, 1.5 NM radius, centred at 550103N 0063951W | Upper limit: FL150<br>Lower limit: SFC | Phone: 028-2955 8609. Londonderry/Eglinton ATC: 028-7181 1099. Scottish Control (Prestwick): 01294-655300. | Activity notified on the day to Londonderry/Eglinton ATC or Scottish Control (Prestwick) outside hours of Londonderry/Eglinton.<br><br>Area overlaps Movenis drop Zone.<br><br>Alternative contact: 129.905 MHz.<br><br>Hours: Normally during daylight hours. |
| KINGS COLLEGE HOSPITAL HELICOPTER LANDING SITE<br>512805N 0000531W | | | Site elevation: 195 FT AMSL. |
| KINGS FARM MICROLIGHT SITE, RUTLAND<br>523702N 0003611W | | | Site elevation: 210 FT AMSL.<br><br>Hours: HJ |
| KINGS LYNN HOSPITAL HELICOPTER LANDING SITE<br>524518N 0002650E | | | Site elevation: 40 FT AMSL. |
| KIRKBRIDE MICROLIGHT SITE<br>545256N 0031220W | | | Site elevation: 38 FT AMSL. |

# ENR 5.5 AERIAL SPORTING AND RECREATIONAL ACTIVITIES (continued)

| Designation<br>Lateral limits | Vertical Limits | Operator/User<br>Tel No | Remarks<br>Activity times |
|---|---|---|---|
| 1 | 2 | 3 | 4 |
| KIRKNEWTON GLIDER SITE (MIL), LOTHIAN (AD) (W)<br>555234N 0032400W | Upper limit: 3000 FT AGL<br>Lower limit: SFC | Airfield Duty Supervisor during notified hours: 07920-782209.<br><br>Aerodrome Operator Tel Syerston Ops: 01400-264520, Email: SYE-2FTS-HQ-OpsOC@mod.gov.uk. | Channel:<br>121.205 (Edinburgh APP); 124.105 (VGS).<br><br>Site elevation: 652 FT AMSL.<br><br>Note 1: PNR for Military aircraft. PPR for civil aircraft not available.<br><br>Note 2: Site located within Edinburgh CTZ.<br><br>Hours: Sat-Sun & PHs, SR to SS+15 (all other times by NOTAM). |
| KIRTON-IN-LINDSEY GLIDER SITE, LINCS (AD) (W AND T)<br>532745N 0003436W | Upper limit: 2000 FT AGL<br>Lower limit: SFC | Phone: Trent Valley Gliding Club 01652-648777. | Site elevation: 203 FT AMSL.<br><br>Hours: HJ |
| LANGAR PARACHUTE SITE, NOTTS<br>A circle, 1.5 NM radius, centred at 525338N 0005416W | Upper limit: FL150<br>Lower limit: SFC | Phone: 01949-860878. East Midlands Airport ATC: 01332-852993. London Control (Swanwick) 01489-612420. | Activity notified on the day to East Midlands Airport EGNX and London Control (Swanwick).<br><br>Langar parachuting contact: 122.240.<br>Alternative contact: East Midlands Radar 134.180 or London Information 124.600 MHz.<br><br>Hours: Normally during daylight hours. |
| LANGFORD KITE FLYING SITE, NEAR CULLOMPTON, DEVON<br>A circle, 1 NM radius, centred at 505000N 0032300W | Upper limit: 800 FT AGL<br>Lower limit: SFC | Phone: 07780-825848. | Site elevation: 210 FT AMSL.<br>VFR ID: K22<br><br>Hours: SR-SS. |
| LASHAM GLIDER SITE, ALTON, HANTS (AD) (W AND T)<br>511112N 0010155W | Upper limit: 3000 FT AGL<br>Lower limit: SFC | Phone: Lasham Gliding Society 01256-381322. | Site elevation: 618 FT AMSL.<br><br>Hours: HJ |
| LASHENDEN/HEADCORN PARACHUTE SITE, KENT<br>A circle, 1.5 NM radius, centred at 510925N 0003902E | Upper limit: 3500 FT ALT<br>Lower limit: SFC | Phone: 01622-890862. London Control (Swanwick): 023-8040 1110. | Activity notified on the day to Headcorn Radio on 122.210 MHz or London Control (Swanwick).<br><br>Drops may be made from up to FL 150 with London Control (Swanwick) permission.<br><br>Hours: Normally during daylight hours. |
| LEEDS GENERAL INFIRMARY HOSPITAL HELICOPTER LANDING SITE<br>534810N 0013309W | | | Site elevation: 284 FT AMSL. |
| LEICESTER GLENFIELD HOSPITAL HELICOPTER LANDING SITE<br>523914N 0011055W | | | Site elevation: 320 FT AMSL. |
| LEYSDOWN KITE FLYING SITE, KENT<br>A circle, 1 NM radius, centred at 512310N 0005625E | Upper limit: 3000 FT AGL<br>Lower limit: SFC | | Site elevation: 19 FT AMSL.<br>VFR ID: K23<br><br>Hours: SR-SS.<br><br>Activated by NOTAM. |

# ENR 5.5 AERIAL SPORTING AND RECREATIONAL ACTIVITIES (continued)

| Designation<br>Lateral limits | Vertical Limits | Operator/User<br>Tel No | Remarks<br>Activity times |
|---|---|---|---|
| 1 | 2 | 3 | 4 |
| LILLESHALL KITE FLYING SITE, SHROPSHIRE<br>A circle, 0.5 NM radius, centred at 524411N 0022535W | Upper limit: 1500 FT AGL<br>Lower limit: SFC | Phone: 07966-361181. | Site elevation: 209 FT AMSL.<br>Active only August-February.<br>VFR ID: K25<br><br>Hours: SR-SS. |
| LIMERSTONE DOWN HANGGLIDER SITE, ISLE OF WIGHT<br>A circle, 2 NM radius, centred at 503902N 0012220W | Upper limit: 2000 FT AGL<br>Lower limit: SFC | | Site elevation: 550 FT AMSL.<br><br>Hours: HJ |
| LINTON MICROLIGHT SITE (NR MAIDSTONE)<br>511217N 0003042E | | | Site elevation: 70 FT AMSL. |
| LITTLE RISSINGTON GLIDER SITE (MIL), GLOS (AD) (W AND T)<br>515202N 0014139W | Upper limit: 2000 FT AGL<br>Lower limit: SFC | Phone: Aerodrome Operator RAF 2 FTS 01400-264520. Ops 612 VGS 01451-810078, 07786-504892 (Mobile). | Strictly PPR.<br><br>Channel: 120.780 (Rissington Radio).<br><br>Site elevation: 722 FT AMSL.<br><br>Hours: Sat-Sun & PHs, SR to SS+15 (all other times by NOTAM). |
| LLANBEDR PARACHUTE SITE, GWYNEDD (AD)<br>A circle, 1.5 NM radius, centred at 524817N 0040738W | Upper limit: FL150<br>Lower limit: SFC | Phone: 07703-532064. RAF Valley 01407-762241 Ext 7404. London Control (Swanwick): 01489-612420. | Activity notified on the day to RAF Valley or London Control (Swanwick) outside hours of Llanbedr.<br><br>Alternative contact: 118.930 MHz Llanbedr or 125.230 Valley Radar or 124.750 MHz London Information.<br><br>Hours: Normally during daylight hours. |
| LLANBEDR TRAINING AERODROME<br>524817N 0040738W | | Phone: 01341-771771. | Site elevation: 30 FT AMSL.<br>Training Aerodrome. |
| LLANDDULAS KITE FLYING SITE, CONWY<br>A circle, 1 NM radius, centred at 531738N 0033807W | Upper limit: 3000 FT AGL<br>Lower limit: SFC | | Site elevation: 15 FT AMSL.<br>VFR ID: K27<br><br>Hours: SR-SS.<br><br>Activated by NOTAM. |
| LLANDUDNO KITE FLYING SITE, CONWY<br>A circle, 1 NM radius, centred at 531835N 0035034W | Upper limit: 3000 FT AGL<br>Lower limit: SFC | | Site elevation: 52 FT AMSL.<br>VFR ID: K28<br><br>Hours: SR-SS.<br><br>Activated by NOTAM. |
| LLANDUDNO KITE FLYING SITE, CONWY<br>A circle, 1 NM radius, centred at 531902N 0034533W | Upper limit: 3000 FT AGL<br>Lower limit: SFC | | Site elevation: 18 FT AMSL.<br>VFR ID: K29<br><br>Hours: SR-SS.<br><br>Activated by NOTAM. |
| LLANGOED KITE FLYING SITE, ISLE OF ANGLESEY<br>A circle, 1 NM radius, centred at 531839N 0040231W | Upper limit: 2000 FT AGL<br>Lower limit: SFC | | Site elevation: 35 FT AMSL.<br>VFR ID: K30<br><br>Hours: SR-SS.<br><br>Activated by NOTAM. |
| LLANTISILIO GLIDER SITE, LLANDEGLA NR WREXHAM (W)<br>530239N 0031315W | Upper limit: 2000 FT AGL<br>Lower limit: SFC | Phone: North Wales Gliding Club. | Freq: 133.565.<br>Site elevation: 1120 FT AMSL.<br><br>Hours: HJ |

# ENR 5.5 AERIAL SPORTING AND RECREATIONAL ACTIVITIES (continued)

| Designation<br>Lateral limits | Vertical Limits | Operator/User<br>Tel No | Remarks<br>Activity times |
|---|---|---|---|
| 1 | 2 | 3 | 4 |
| LLEWENI PARC GLIDER SITE, DENBIGH, CLWYD (W AND T)<br>531239N 0032312W | Upper limit: 3000 FT AGL<br>Lower limit: SFC | Phone: Denbigh Gliding Club 01745-812062. | Freq: 129.060.<br>Site elevation: 200 FT AMSL.<br><br>Hours: HJ |
| LONDON COLNEY MICROLIGHT SITE<br>514220N 0001629W | | Phone: Hertfordshire Microlight Club. | Site elevation: 295 FT AMSL. |
| LONDON COLNEY MODEL AIRCRAFT FLYING, HERTFORDSHIRE<br>514259N 0001541W | Upper limit: 1500 FT AGL<br>Lower limit: SFC | Phone: 07710-924721. | Site elevation: 270 FT AMSL.<br>VFR ID: M5<br><br>Hours: HJ |
| LONDONDERRY ALTNAGALVIN HOSPITAL HELICOPTER LANDING SITE<br>545904N 0071718W | | | Site elevation: 201 FT AMSL. |
| LONG MYND GLIDER SITE, SALOP (W AND T)<br>523108N 0025233W | Upper limit: 3000 FT AGL<br>Lower limit: SFC | Phone: Midland Gliding Club 01588-650206. | Freq: 123.815.<br>Site elevation: 1411 FT AMSL.<br><br>Hours: HJ |
| LONG SUTTON MICROLIGHT SITE<br>524642N 0000536E | | Phone: 01406-366678/ 07850-542907. | Site Elevation: 10 FT AMSL.<br><br>PPR by telephone.<br><br>Hours: SR-30 to SS+30. |
| LONGSIDE TRAINING AERODROME<br>573056N 0015230W | | Phone: 07814-875556<br>Email: operations@buchanaeroclub.co.uk. | Site elevation: 120 FT AMSL.<br>Training Aerodrome. |
| LORNE AND ISLANDS HOSPITAL HELICOPTER LANDING SITE<br>562358N 0052829W | | | Site elevation: 62 FT AMSL. |
| LYVEDEN GLIDER SITE, NORTHANTS (W)<br>522758N 0003430W | Upper limit: 2000 FT AGL<br>Lower limit: SFC | Phone: Welland Gliding Club 01832-205237. | Site elevation: 279 FT AMSL.<br><br>Hours: HJ |
| MAIDSTONE HOSPITAL HELICOPTER LANDING SITE<br>511636N 0002905E | | | Site elevation: 272 FT AMSL. |
| MANCHESTER ROYAL INFIRMARY HOSPITAL HELICOPTER LANDING SITE<br>532748N 0021343W | | | Site elevation: 205 FT AMSL. |
| MANTON MICROLIGHT SITE<br>512543N 0014627W | | | Site elevation: 610 FT AMSL. |
| MARSH BENHAM BALLOON LAUNCH SITE<br>512310N 0013852W | | | Frequent launchings of manned balloons take place at or near Marsh Benham, Newbury, Berks (several sites in or around Newbury). |
| MAYTHORN MODEL AIRCRAFT FLYING, W YORKSHIRE<br>533251N 0014226W | Upper limit: 1500 FT AGL<br>Lower limit: SFC | Phone: 07973-755472. | Site elevation: 1050 FT AMSL.<br>VFR ID: M6<br><br>Hours: 1000-1800 (0900-1700) |
| MEMBURY TRAINING AERODROME<br>512830N 0013330W | | Phone: 01488-71774. | Site elevation: 667 FT AMSL.<br>Training Aerodrome. |
| MENDLESHAM HANGGLIDER SITE, SUFFOLK<br>A circle, 2 NM radius, centred at 521342N 0010729E | Upper limit: 2000 FT AGL<br>Lower limit: SFC | | Site elevation: 221 FT AMSL.<br><br>Hours: HJ |
| METFIELD HANGGLIDER SITE, SUFFOLK<br>A circle, 2 NM radius, centred at 522151N 0012330E | Upper limit: 2000 FT AGL<br>Lower limit: SFC | | Site elevation: 182 FT AMSL.<br><br>Hours: HJ Sat, Sun, PH & after 1700 (1600) Mon-Fri. |
| MIDDLE BRIDGE MODEL AIRCRAFT FLYING, EAST SUSSEX<br>505022N 0002153E | Upper limit: 1500 FT AGL<br>Lower limit: SFC | Phone: 07850-843917. | Site elevation: 10 FT AMSL.<br>VFR ID: M19<br><br>Hours: HJ |

# ENR 5.5 AERIAL SPORTING AND RECREATIONAL ACTIVITIES (continued)

| Designation<br>Lateral limits | Vertical Limits | Operator/User<br>Tel No | Remarks<br>Activity times |
|---|---|---|---|
| 1 | 2 | 3 | 4 |
| MIDDLE WALLOP GLIDER SITE, HANTS (AD) (W AND T)<br>510858N 0013413W | Upper limit: 2000 FT AGL<br>Lower limit: SFC | | Site elevation: 297 FT AMSL.<br><br>Hours: Weekends and Public Holidays SR-30 to SS+30. |
| MIDDLETON SANDS MICROLIGHT SITE<br>535952N 0025346W | | | Site elevation: 17 FT AMSL. |
| MILFIELD GLIDER SITE, NORTHUMBERLAND (T)<br>553514N 0020510W | Upper limit: 2000 FT AGL<br>Lower limit: SFC | Phone: Borders Gliding Club 01668-216284. | Freq: 124.965.<br>Site elevation: 150 FT AMSL.<br><br>Hours: HJ |
| MILSON MICROLIGHT SITE<br>522141N 0023245W | | | Site elevation: 500 FT AMSL. |
| MONTROSE MICROLIGHT SITE<br>564351N 0022704W | | | Site elevation: 25 FT AMSL. |
| MOVENIS MICROLIGHT SITE (MCMASTERS FARM)<br>545915N 0063853W | | | Site elevation: 180 FT AMSL. |
| MOVENIS PARACHUTE SITE, CO LONDONDERRY<br>A circle, 1.5 NM radius, centred at 545915N 0063853W | Upper limit: FL150<br>Lower limit: SFC | Phone: 028-2955 8609. Londonderry/Eglinton ATC: 028-7181 1099. Scottish Control (Prestwick): 01294-655300. | Activity notified on the day to Londonderry/Eglinton ATC or Scottish Control (Prestwick) outside hours of Londonderry/ Eglinton.<br><br>Alternative contact: 129.905 MHz.<br><br>Hours: Normally during daylight hours. |
| NAPTON MODEL AIRCRAFT FLYING, WARWICKSHIRE<br>521434N 0012038W | Upper limit: 1200 FT AGL<br>Lower limit: SFC | Phone: 07901-986949. | Site elevation: 50 FT AMSL.<br>VFR ID: M7<br><br>Hours: HJ Fri and Sun |
| NETHERAVON PARACHUTE SITE, WILTS<br>A circle, 1.5 NM radius, centred at 511423N 0014615W | Upper limit: FL150<br>Lower limit: SFC | Phone: 01980-628289. Salisbury Operations: 01980-674710/674730. | Activity notified on the day to Salisbury Operations.<br><br>Initial Contact: 'Salisbury Information': Channel: 122.755<br>Parachute Site: 'Netheravon DZ'<br>Channel: 128.305<br><br>Hours of applicability for Rule 11: Police/SAR/Air Ambulance are approved to transit the ATZ without ATS provision. They should call Netheravon Information 128.305 (When ATZ open) or Netheravon DZ 128.305 when para activity is taking place. Refer to Salisbury Plain Training Area (SPTA) Air Ops procedures for transits and entry into SPTA Danger Areas & Low Level Routing.<br><br>Hours: Normally during daylight hours.<br>Occasionally at night by NOTAM. |
| NEWBIGGIN KITE FLYING SITE, CUMBRIA<br>A circle, 1 NM radius, centred at 540640N 0030717W | Upper limit: 3000 FT AGL<br>Lower limit: SFC | | Site elevation: 16 FT AMSL.<br>VFR ID: K31<br><br>Hours: SR-SS.<br><br>Activated by NOTAM. |

# ENR 5.5 AERIAL SPORTING AND RECREATIONAL ACTIVITIES (continued)

| Designation<br>Lateral limits | Vertical Limits | Operator/User<br>Tel No | Remarks<br>Activity times |
|---|---|---|---|
| 1 | 2 | 3 | 4 |
| NEWTON PEVERIL MICROLIGHT SITE<br>504738N 0020603W | | | Site elevation: 9 FT AMSL. |
| NORFOLK AND NORWICH HOSPITAL HELICOPTER LANDING SITE<br>523709N 0011315E | | | Site elevation: 68 FT AMSL. |
| NORMANS BAY KITE FLYING SITE, EAST SUSSEX<br>A circle, 1 NM radius, centred at 504935N 0002350E | Upper limit: 3000 FT AGL<br>Lower limit: SFC | | Site elevation: 19 FT AMSL.<br>VFR ID: K32<br><br>Hours: SR-SS.<br><br>Activated by NOTAM. |
| NORTH HILL GLIDER SITE, DEVON (W AND T)<br>505107N 0031639W | Upper limit: 3000 FT AGL<br>Lower limit: SFC | Phone: Devon & Somerset Gliding Club 01404-841386. | Site elevation: 921 FT AMSL.<br><br>Hours: HJ |
| NORTH LUFFENHAM HANGGLIDER SITE, RUTLAND (AD) (W)<br>A circle, 2 NM radius, centred at 523758N 0003629W | Upper limit: 2000 FT AGL<br>Lower limit: SFC | Phone: Rutland Airsports. | Site elevation: 350 FT AMSL.<br><br>Hours: Wed, Fri 1200-SS+30 (1100-SS+30); Sun 1000-SS+30 (0900-SS+30). |
| NORTH WEALD (TRAINING UNUSUAL ACT AERODROME)<br>514318N 0000915E | | Phone: 01992-564200.<br>Tower: 01992-524740. | Freq: 123.530 MHz.<br>Site elevation: 321 FT AMSL.<br><br>Training and Unusual Activity Aerodrome. Occasional opposite direction circuits being used by warbirds aircraft including run and breaks. |
| NORTH WEALD AD MODEL AIRCRAFT FLYING, ESSEX<br>514323N 0000936E | Upper limit: 500 FT AGL<br>Lower limit: SFC | Phone: 01992-564200. | Site elevation: 250 FT AMSL.<br>VFR ID: M20<br><br>Hours: HJ |
| NORTHAMPTON (SYWELL) UNUSUAL ACT AERODROME<br>521822N 0004732W | | Phone: 01604-801620 (Administration), 01604-801630 (A/G). | Freq: 122.705 MHz.<br>Site elevation: 424 FT AMSL.<br>Unusual Activity.<br><br>Training and Unusual Activity Aerodrome. Intensive helicopter and fixed-wing training, aerobatics, warbird testing, and PAX flights, including run-and-break manoeuvres. |
| NORTHIAM MICROLIGHT SITE<br>510016N 0003718E | | Phone: Witherenden Flying Club 01580-712773 : Website: www.witherenden.co.uk. | Site Elevation: 60 FT AMSL.<br><br>PPR. |
| NYMPSFIELD GLIDER SITE, GLOS (W AND T)<br>514251N 0021701W | Upper limit: 3000 FT AGL<br>Lower limit: SFC | Phone: Bristol & Gloucester Gliding Club 01453-860342. | Freq: 129.980 MHz.<br>Site elevation: 700 FT AMSL.<br><br>Hours: HJ |
| OAKSEY PARK TRAINING AERODROME<br>513757N 0020055W | | Phone: 01666-577130<br>Email: oakseyairfield@supanet.com. | Site elevation: 250 FT AMSL.<br>Training Aerodrome. |
| ODIHAM GLIDER SITE (MIL), HANTS (AD) (W AND T)<br>511405N 0005657W | Upper limit: 2500 FT AGL<br>Lower limit: SFC | Phone: Kestrel Gliding Club 07796-908168. | Strictly PPR.<br><br>Channel: 119.230.<br><br>Site elevation: 405 FT AMSL.<br><br>Hours: SR to SS+15. |

# ENR 5.5 AERIAL SPORTING AND RECREATIONAL ACTIVITIES (continued)

| Designation<br>Lateral limits | Vertical Limits | Operator/User<br>Tel No | Remarks<br>Activity times |
|---|---|---|---|
| 1 | 2 | 3 | 4 |
| OLD SARUM PARACHUTE SITE, WILTS<br>A circle, 1.5 NM radius, centred at 510556N 0014703W | Upper limit: FL150<br>Lower limit: SFC | Phone: 01722-567863. London Control (Swanwick): 01489-612420. | Activity notified on the day to London Control (Swanwick).<br><br>Alternative contact: 129.905 MHz.<br><br>Hours: Normally during daylight hours. |
| OTHERTON MICROLIGHT SITE<br>524231N 0020541W | | | Site elevation: 340 FT AMSL. |
| OUSTON MODEL AIRCRAFT FLYING, NEWCASTLE-UPON-TYNE<br>550125N 0015227W | Upper limit: 1500 FT AGL<br>Lower limit: SFC | Phone: S.W. Model Flyers 07742-131833. | Site elevation: 475 FT AMSL.<br>VFR ID: M31<br><br>Hours: HJ |
| OVER FARM MICROLIGHT SITE, GLOUCESTER<br>515239N 0021657W | | Phone: 07831-237353. | Strictly PPR.<br><br>Site elevation: 47 FT AMSL.<br><br>Hours: HJ |
| OXTON MICROLIGHT SITE<br>530241N 0010006W | | | Site elevation: 273 FT AMSL. |
| PACKINGTON MICROLIGHT SITE<br>524258N 0012817W | | | Site elevation: 320 FT AMSL. |
| PARHAM GLIDER SITE, W SUSSEX (W AND T)<br>505532N 0002828W | Upper limit: 2000 FT AGL<br>Lower limit: SFC | Phone: Southdown Gliding Club 01903-746706. | Freq: 124.965.<br>Site elevation: 110 FT AMSL.<br><br>Hours: HJ |
| PARK HALL MICROLIGHT SITE<br>525859N 0012215W | | Phone: Ram Air Microlights 07974-466923. | Site elevation: 377 FT AMSL. |
| PENRHOS MODEL AIRCRAFT FLYING, GWYNEDD<br>525220N 0042836W | Upper limit: 1000 FT AGL<br>Lower limit: SFC | Phone: 01758-701404. | Site elevation: 70 FT AMSL.<br>VFR ID: M21<br><br>Hours: HJ |
| PERRANPORTH GLIDER SITE, CORNWALL (AD) (W AND T)<br>501947N 0051039W | Upper limit: 2000 FT AGL<br>Lower limit: SFC | Phone: Perranporth Flying Club 01872-552266. | Site elevation: 330 FT AMSL.<br><br>Freq: 119.755 MHz.<br><br>Hours: HJ |
| PERRANPORTH PARACHUTE SITE, CORNWALL<br>A circle, 1.5 NM radius, centred at 501954N 0051039W | Upper limit: FL150<br>Lower limit: SFC | Phone: 07885-628772 or 01872-552266. | Activity must be notified on the day to Newquay ATC (133.405 MHz (Tel: 01637-861300)) and Culdrose ATC.<br><br>Hours: Normally during daylight hours. |
| PETERBOROUGH/SIBSON PARACHUTE SITE, CAMBS<br>A circle, 1.5 NM radius, centred at 523329N 0002349W | Upper limit: FL150<br>Lower limit: SFC | Phone: 01832-280490. Marham ATC: 01760-337261 Ext: 4949. London Control (Swanwick): 023-8040 1102. | Activity notified on the day to Marham ATC during weekdays or London Control (Swanwick) outside hours of Marham.<br><br>Alternative contact: 129.905 MHz or 120.330 MHz.<br><br>Hours: Normally during daylight hours. |
| PETERLEE PARACHUTE SITE, CO DURHAM<br>A circle, 1.5 NM radius, centred at 544556N 0012243W | Upper limit: FL150<br>Lower limit: SFC | Phone: 0191-517 1234. Newcastle ATC: 0191-286 0966. | Activity notified on the day to Newcastle ATC.<br><br>Alternative contact: 129.905 MHz.<br><br>Hours: Normally during daylight hours. |

# ENR 5.5 AERIAL SPORTING AND RECREATIONAL ACTIVITIES (continued)

| Designation<br>Lateral limits | Vertical Limits | Operator/User<br>Tel No | Remarks<br>Activity times |
|---|---|---|---|
| 1 | 2 | 3 | 4 |
| PILLING SANDS MICROLIGHT SITE<br>535631N 0025608W | | | Site elevation: 17 FT AMSL. |
| PLAISTOWS MICROLIGHT SITE (CHISWELL GREEN)<br>514341N 0002247W | | | Site elevation: 395 FT AMSL. |
| POCKLINGTON GLIDER SITE, EAST YORKSHIRE (AD) (W AND T)<br>535541N 0004751W | Upper limit: 2000 FT AGL<br>Lower limit: SFC | Phone: Wolds Gliding Club 01759-303579. | Freq: 122.915.<br>Site elevation: 87 FT AMSL.<br><br>Hours: HJ |
| POPHAM TRAINING AERODROME<br>511140N 0011410W | | Phone: 01256-397733<br>Email: pophamairfield@btconnect.com. | Site elevation: 550 FT AMSL.<br>Training Aerodrome. |
| PORTMOAK GLIDER SITE, TAYSIDE (AD) (W AND T)<br>561121N 0031945W | Upper limit: 2000 FT AGL<br>Lower limit: SFC | Phone: Scottish Gliding Centre 01592-840543.<br>Email: office@scottishglidingcentre.co.uk. | Freq: 122.915.<br>Site elevation: 360 FT AMSL.<br><br>Hours: HJ |
| PORTSMOUTH QUEEN ALEXANDRA HOSPITAL HELICOPTER LANDING SITE<br>505104N 0010409W | | | Site elevation: 185 FT AMSL. |
| POUND GREEN MICROLIGHT SITE, WORCS<br>522414N 0022115W | | | Site elevation: 360 FT AMSL. |
| PREDANNACK GLIDER SITE (MIL), CORNWALL (AD) (W)<br>500007N 0051351W | Upper limit: 3000 FT AGL<br>Lower limit: SFC | Phone: 626 VGS 01326-241197, 07776-227318 (Mobile). Mil Ops (Culdrose) 01326-552415. | Strictly PPR.<br><br>Channel: 134.055 (Culdrose APP);<br>Channel: 124.105 (VGS).<br><br>Site elevation: 299 FT AMSL.<br><br>Hours: SR to SS+15 Fri, Sat, Sun & PH or as notified by NOTAM. |
| PRESTATYN KITE FLYING SITE, DENBIGHSHIRE<br>A circle, 1 NM radius, centred at 532021N 0032432W | Upper limit: 2000 FT AGL<br>Lower limit: SFC | | Site elevation: 18 FT AMSL.<br>VFR ID: K34<br><br>Hours: SR-SS.<br><br>Activated by NOTAM. |
| PWLLHELI KITE FLYING SITE, GWYNEDD<br>A circle, 1 NM radius, centred at 525250N 0042457W | Upper limit: 3000 FT AGL<br>Lower limit: SFC | | Site elevation: 10 FT AMSL.<br>VFR ID: K33<br><br>Hours: SR-SS.<br><br>Activated by NOTAM. |
| RATTLESDEN GLIDER SITE, SUFFOLK (AD) (W AND T)<br>521001N 0005216E | Upper limit: 2000 FT AGL<br>Lower limit: SFC | Phone: Rattlesden Gliding Club 01449-737789. | Freq: 130.290.<br>Site elevation: 305 FT AMSL.<br><br>Hours: HJ |
| RECTORY FARM MICROLIGHT SITE, NEWARK<br>530510N 0005055W | | Phone: 07885-460270. | Site Elevation: 40 FT AMSL.<br><br>Hours: 0800 (0700) to SS+30 (Summer) / SR-30 to SS+30 (Winter). Strictly PPR. |
| RECULVER KITE FLYING SITE, KENT<br>A circle, 1 NM radius, centred at 512248N 0011245E | Upper limit: 3000 FT AGL<br>Lower limit: SFC | | Site elevation: 11 FT AMSL.<br>VFR ID: K24<br><br>Hours: SR-SS.<br><br>Activated by NOTAM. |

# ENR 5.5 AERIAL SPORTING AND RECREATIONAL ACTIVITIES (continued)

| Designation<br>Lateral limits | Vertical Limits | Operator/User<br>Tel No | Remarks<br>Activity times |
|---|---|---|---|
| 1 | 2 | 3 | 4 |
| REDWICK ROCKET SITE<br>A circle, 1 NM radius, centred at 513322N 0025018W | Upper limit: 3500 FT AGL<br>Lower limit: SFC | Phone: Fins Over Gwent Rocketry 07903-254338. | Site elevation: 21 FT AMSL.<br>VFR ID: R3<br><br>Hours: HJ<br><br>Activated by NOTAM. |
| RIDGEWELL GLIDER SITE, ESSEX (AD) (W AND T)<br>520253N 0003330E | Upper limit: 2000 FT AGL<br>Lower limit: SFC | Phone: Essex Gliding Club 01440-785103. | Freq: 132.910.<br>Site elevation: 273 FT AMSL.<br><br>Hours: HJ |
| RINGMER GLIDER SITE, KITSONS FIELD, SUSSEX (W AND T)<br>505423N 0000618E | Upper limit: 2500 FT AGL<br>Lower limit: SFC | Phone: East Sussex Gliding Club 01825-840347. | Freq: 129.965.<br>Site elevation: 72 FT AMSL.<br><br>Hours: HJ |
| RITTON BANK MODEL AIRCRAFT FLYING, NORTHUMBERLAND<br>551445N 0015246W | Upper limit: 1500 FT AGL<br>Lower limit: SFC | Phone: 07986-010743/ 07719-383674. | Site elevation: 760 FT AMSL.<br>VFR ID: M8<br><br>Hours: HJ |
| RIVAR HILL GLIDER SITE, WILTS (W)<br>512038N 0013235W | Upper limit: 3000 FT AGL<br>Lower limit: SFC | Phone: Shalbourne Soaring Society 01264-731204. | Site elevation: 730 FT AMSL.<br><br>Hours: HJ |
| ROGART MICROLIGHT SITE (ROVIE FARM)<br>575926N 0041019W | | | Site elevation: 33 FT AMSL. |
| ROSSALL FIELD MICROLIGHT SITE (COCKERHAM)<br>535603N 0025038W | | Phone: Ribble Valley Microlight Club. | Site elevation: 15 FT AMSL. |
| ROYAL CORNWALL HOSPITAL HELICOPTER LANDING SITE<br>501602N 0050540W | | | Site elevation: 330 FT AMSL. |
| ROYAL DERBY HOSPITAL HELICOPTER LANDING SITE<br>525437N 0013053W | | | Site elevation: 350 FT AMSL. |
| ROYAL DEVON & EXETER HOSPITAL HELICOPTER LANDING SITE<br>504305N 0033019W | | | Site elevation: 122 FT AMSL. |
| ROYAL LONDON HOSPITAL HELICOPTER LANDING SITE<br>513105N 0000330W | | | Site elevation: 325 FT AMSL. |
| ROYAL PRESTON HOSPITAL HELICOPTER LANDING SITE<br>534728N 0024231W | | | Site elevation: 162 FT AMSL. |
| ROYAL SUSSEX HOSPITAL HELICOPTER LANDING SITE<br>504911N 0000659W | | | Site elevation: 380 FT AMSL. |
| ROYAL VICTORIA INFIRMARY HOSPITAL HELICOPTER LANDING SITE<br>545850N 0013710W | | | Site elevation: 290 FT AMSL. |
| SACKVILLE LODGE GLIDER SITE, RISELY, BEDS (W)<br>521551N 0002905W | Upper limit: 2000 FT AGL<br>Lower limit: SFC | Phone: Sackville Gliding Club 01234-708877. | Site elevation: 250 FT AMSL.<br><br>Hours: HJ |
| SALFORD ROYAL HOSPITAL HELICOPTER LANDING SITE<br>532919N 0021922W | | | Site elevation: 225 FT AMSL. |
| SALTBY GLIDER SITE, LINCS (AD) (W AND T)<br>524947N 0004245W | Upper limit: 3000 FT AGL<br>Lower limit: SFC | Phone: Buckminster Gliding Club 01476-860385. | Freq: 129.965.<br>Site elevation: 480 FT AMSL.<br><br>Hours: HJ |
| SANDHAYS MODEL AIRCRAFT FLYING, LINCOLNSHIRE<br>532533N 0002754W | Upper limit: 1500 FT AGL<br>Lower limit: SFC | Phone: 07740-165167. | Site elevation: 20 FT AMSL.<br>VFR ID: M9<br><br>Hours: HJ |
| SANDHILL FARM GLIDER SITE, WILTS (W AND T)<br>513614N 0014030W | Upper limit: 2000 FT AGL<br>Lower limit: SFC | Phone: Vale of White Horse Gliding Club 01793-783685. | Freq: 129.980 MHz.<br>Site elevation: 350 FT AMSL.<br><br>Hours: HJ |

# ENR 5.5 AERIAL SPORTING AND RECREATIONAL ACTIVITIES (continued)

| Designation<br>Lateral limits | Vertical Limits | Operator/User<br>Tel No | Remarks<br>Activity times |
|---|---|---|---|
| 1 | 2 | 3 | 4 |
| SANDOWN / ISLE OF WIGHT TRAINING AERODROME<br>503910N 0011055W | | Phone: 01983-716926<br>Email:<br>tower@eghn.org.uk. | Site elevation: 55 FT AMSL.<br>Training Aerodrome. |
| SANDWICH BAY KITE FLYING SITE, KENT<br>A circle, 1 NM radius, centred at 511619N 0012308E | Upper limit: 3000 FT AGL<br>Lower limit: SFC | | Site elevation: 19 FT AMSL.<br>VFR ID: K26<br><br>Hours: SR-SS.<br><br>Activated by NOTAM. |
| SANDY BAY KITE FLYING SITE, E OF EXMOUTH, DEVON<br>A circle, 0.5 NM radius, centred at 503708N 0032151W | Upper limit: 1000 FT AGL<br>Lower limit: SFC | Phone: 07843-098727 or 01395-279443. | Site elevation: 233 FT AMSL.<br>VFR ID: K35<br><br>Hours: 1200-SS (1100-SS). |
| SANDY MICROLIGHT SITE, BEDS<br>520744N 0001835W | | | Site elevation: 80 FT AMSL. |
| SEETHING TRAINING AERODROME<br>523040N 0012501E | | Phone: 01508-550453<br>Email:<br>seethingairfield@seething-airfield.com. | Site elevation: 130 FT AMSL.<br>Training Aerodrome. |
| SEIGHFORD GLIDER SITE, STAFFS (AD) (W AND T)<br>524940N 0021212W | Upper limit: 2000 FT AGL<br>Lower limit: SFC | Phone: Staffordshire Gliding Club 01785-282575. | Freq: 132.910.<br>Site elevation: 321 FT AMSL.<br><br>Hours: HJ |
| SEWSTERN MODEL AIRCRAFT FLYING, LEICESTERSHIRE<br>524650N 0004242W | Upper limit: 1500 FT AGL<br>Lower limit: SFC | Phone: 0116-244 0028/ 07778-287350. | Site elevation: 450 FT AMSL.<br>VFR ID: M10<br><br>Hours: HJ |
| SHACKLEWELL LODGE / EMPINGHAM TRAINING AERODROME<br>523900N 0003400W | | Phone: 07801-585480. | Site elevation: 300 FT AMSL.<br>Training Aerodrome. |
| SHAWBURY GLIDER SITE (MIL) SHROPSHIRE (AD) (T)<br>524737N 0024004W | Upper limit: 2000 FT AGL<br>Lower limit: SFC | Phone: Shawbury Gliders 07384-724985. | Strictly PPR.<br><br>Channel: 133.155.<br><br>Site elevation: 249 FT AMSL.<br><br>Hours: SR to SS+15. |
| SHEFFIELD CHILDRENS HOSPITAL HELICOPTER LANDING SITE<br>532251N 0012930W | | | Site elevation: 498 FT AMSL. |
| SHINGLE BEACH KITE FLYING SITE, WOODBRIDGE<br>A circle, 1 NM radius, centred at 520159N 0012730E | Upper limit: 3000 FT AGL<br>Lower limit: SFC | | Site elevation: 0 FT AMSL.<br>VFR ID: K36<br><br>Hours: SR-SS.<br><br>Activated by NOTAM. |
| SHOBDON GLIDER SITE, HEREFORD (AD) (T)<br>521429N 0025253W | | Phone: Herefordshire Gliding Club 01568-708908. | Site elevation: 328 FT AMSL.<br><br>Hours: HJ |
| SILECROFT KITE FLYING SITE, CUMBRIA<br>A circle, 1 NM radius, centred at 541305N 0032100W | Upper limit: 3000 FT AGL<br>Lower limit: SFC | | Site elevation: 20 FT AMSL.<br>VFR ID: K37<br><br>Hours: SR-SS.<br><br>Activated by NOTAM. |
| SILECROFT KITE FLYING SITE, CUMBRIA<br>A circle, 1 NM radius, centred at 541308N 0032104W | Upper limit: 3000 FT AGL<br>Lower limit: SFC | | Site elevation: 17 FT AMSL.<br>VFR ID: K38<br><br>Hours: SR-SS.<br><br>Activated by NOTAM. |
| SKEGNESS TRAINING AERODROME<br>531024N 0002000E | | Phone: 07714-899600. | Site elevation: 10 FT AMSL.<br>Training Aerodrome. |

# ENR 5.5 AERIAL SPORTING AND RECREATIONAL ACTIVITIES (continued)

| Designation<br>Lateral limits | Vertical Limits | Operator/User<br>Tel No | Remarks<br>Activity times |
|---|---|---|---|
| 1 | 2 | 3 | 4 |
| SKELLING FARM GLIDER SITE, CUMBRIA (W)<br>544152N 0023506W | Upper limit: 2000 FT AGL<br>Lower limit: SFC | Phone: Eden Soaring Society 07849-979575. | Site elevation: 610 FT AMSL.<br><br>Hours: HJ |
| SLEAP GLIDER SITE, SALOP (AD) (T)<br>525002N 0024618W | | | Site elevation: 275 FT AMSL.<br><br>Hours: HJ |
| SNITTERFIELD GLIDER SITE, WARWICKS (AD) (W)<br>521406N 0014310W | Upper limit: 2000 FT AGL<br>Lower limit: SFC | Phone: Stratford on Avon Gliding Club 01789-731095. | Freq: 125.185.<br>Site elevation: 375 FT AMSL.<br><br>Hours: HJ |
| SOUTH CERNEY HANGGLIDER SITE, GLOS (AD)<br>A circle, 2 NM radius, centred at 514115N 0015515W | Upper limit: 2000 FT AGL<br>Lower limit: SFC | | Site elevation: 360 FT AMSL.<br><br>Hours: HJ |
| SOUTH CERNEY PARACHUTE SITE, GLOS<br>A circle, 1.5 NM radius, centred at 514114N 0015519W | Upper limit: FL150<br>Lower limit: SFC | Phone: 01285-868259.<br>Brize Norton ATC: 01993-897878. | Activity notified on the day to Brize Norton ATC.<br>(All drops subject to permission from Brize Norton NATC prior to take-off).<br><br>Alternative contact: 129.905 MHz.<br><br>Hours: Normally during daylight hours. |
| SOUTHAMPTON GENERAL HOSPITAL HELICOPTER LANDING SITE<br>505601N 0012556W | | | Site elevation: 148 FT AMSL. |
| SOUTHPORT KITE FLYING SITE, MERSEYSIDE<br>A circle, 1 NM radius, centred at 533843N 0030131W | Upper limit: 2000 FT AGL<br>Lower limit: SFC | | Site elevation: 28 FT AMSL.<br>VFR ID: K39<br><br>Hours: SR-SS.<br><br>Activated by NOTAM. |
| SPANHOE TRAINING AERODROME<br>523357N 0003620W | | Phone: 01780-450205. | Site elevation: 335 FT AMSL.<br>Training Aerodrome. |
| ST BEES KITE FLYING SITE, CUMBRIA<br>A circle, 1 NM radius, centred at 542919N 0033610W | Upper limit: 3000 FT AGL<br>Lower limit: SFC | | Site elevation: 19 FT AMSL.<br>VFR ID: K40<br><br>Hours: SR-SS.<br><br>Activated by NOTAM. |
| ST GEORGES HOSPITAL HELICOPTER LANDING SITE<br>512535N 0001029W | | | Site elevation: 160 FT AMSL. |
| ST MARYS HOSPITAL HELICOPTER LANDING SITE<br>504240N 0011754W | | | Site elevation: 170 FT AMSL. |
| ST MICHAELS MICROLIGHT SITE<br>535106N 0024735W | | | Site elevation: 30 FT AMSL. |
| STOKE MICROLIGHT SITE (ISLE OF GRAIN), KENT<br>512702N 0003814E | | | Site elevation: 10 FT AMSL. |
| STRATHALLAN PARACHUTE SITE, TAYSIDE<br>A circle, 1.5 NM radius, centred at 561930N 0034455W | Upper limit: 5000 FT ALT<br>Lower limit: SFC | Phone: 01764-662572.<br>Scottish Control (Prestwick): 01294-655300. | Activity notified on the day to Scottish Control (Prestwick).<br><br>Drops may be made from above ALT 5000 FT with Scottish Control (Prestwick) permission.<br><br>Alternative contact: 129.905 MHz.<br><br>Hours: Normally during daylight hours Sat, Sun & PH. Also open Fri during Summer months. |

# ENR 5.5 AERIAL SPORTING AND RECREATIONAL ACTIVITIES (continued)

| Designation<br>Lateral limits | Vertical Limits | Operator/User<br>Tel No | Remarks<br>Activity times |
|---|---|---|---|
| 1 | 2 | 3 | 4 |
| STRATHAVEN MICROLIGHT SITE<br>554049N 0040654W | Upper limit: 2000 FT AGL<br>Lower limit: SFC | Phone: The Scottish Flying Club 0797-9971301. | PPR for 1st visit.<br><br>Microlight training 7 days a week.<br><br>Freq: 135.475 MHz.<br><br>Site elevation: 847 FT AMSL.<br><br>Hours: HJ |
| STRUBBY GLIDER SITE, LINCS (AD) (W AND T)<br>531836N 0001034E | Upper limit: 3000 FT AGL<br>Lower limit: SFC | Phone: Lincolnshire Gliding Club 01507-450698. | Site elevation: 47 FT AMSL.<br><br>Hours: HJ |
| STURGATE TRAINING AERODROME<br>532252N 0004107W | | Phone: 01427-838280 Mon-Fri; 01427-838305 Sat-Sun. | Site elevation: 58 FT AMSL.<br>Training Aerodrome. |
| SUTTON BANK GLIDER SITE, N YORKS (W AND T)<br>541338N 0011249W | Upper limit: 2000 FT AGL<br>Lower limit: SFC | Phone: Yorkshire Gliding Club 01845-597237. | Freq: 118.665.<br>Site elevation: 920 FT AMSL.<br><br>Hours: HJ |
| SUTTON MEADOWS MICROLIGHT SITE<br>522306N 0000336E | | | Site elevation: 3 FT AMSL. |
| SWANSEA MORRISTON HOSPITAL HELICOPTER LANDING SITE<br>514101N 0035618W | | | Site elevation: 352 FT AMSL. |
| SWANSEA PARACHUTE SITE, SOUTH WALES<br>A circle, 1.5 NM radius, centred at 513618N 0040405W | Upper limit: FL150<br>Lower limit: SFC | Phone: 01792-204063. Swansea Radio: 01792-208182/712564. London Control (Swanwick): 01489-612420. | Activity notified on the day to Cardiff ATC or London Control (Swanwick) outside hours of Cardiff.<br><br>Alternative contact: 129.905 MHz (Swansea Drop Zone).<br><br>Hours: Normally during daylight hours. |
| SWANTON MORLEY MICROLIGHT SITE<br>524405N 0005743E | | | Site elevation: 118 FT AMSL. |
| SYERSTON GLIDER SITE (MIL), NOTTS (AD) (W AND T)<br>530124N 0005442W | Upper limit: 3000 FT AGL<br>Lower limit: SFC | Mon-Fri: RAF CGS Phone: 01400-264526, 07802-331879 (Mobile). Sat, Sun & PH: 644 VGS Phone: 01400-264533, 07976-683218 (Mobile). | Strictly PPR.<br><br>Channel: 128.530.<br><br>Site elevation: 231 FT AMSL.<br><br>Hours: SR to SS+15. |
| TALACRE KITE FLYING SITE, FLINTSHIRE<br>A circle, 1 NM radius, centred at 532120N 0031855W | Upper limit: 2000 FT AGL<br>Lower limit: SFC | | Site elevation: 13 FT AMSL.<br>VFR ID: K41<br><br>Hours: SR-SS.<br><br>Activated by NOTAM. |
| TALGARTH GLIDER SITE, POWYS (T)<br>515848N 0031215W | | Phone: Black Mountain Gliding Club 01874-711463. | Freq: 122.915.<br>Site elevation: 970 FT AMSL.<br><br>Hours: HJ |
| TARSAN LANE MICROLIGHT SITE<br>542729N 0062616W | | Phone: Victor Carmichael 07747-806029. | Site elevation: 40 FT AMSL. |
| TERNHILL GLIDER SITE (MIL), SHROPSHIRE (AD) (W AND T)<br>525227N 0023201W | Upper limit: 2000 FT AGL | Phone: 632 VGS 01630-698329, 07776-227346 (Mobile). Mil Ops (Shawbury) 01939-250351 Ext 7227. | Strictly PPR.<br><br>Freq: 120.775 MHz (Shawbury);<br>122.100 MHz (VGS).<br><br>Site elevation: 272 FT AMSL.<br><br>Hours: SR to SS+15. |

# ENR 5.5 AERIAL SPORTING AND RECREATIONAL ACTIVITIES (continued)

| Designation<br>Lateral limits | Vertical Limits | Operator/User<br>Tel No | Remarks<br>Activity times |
|---|---|---|---|
| 1 | 2 | 3 | 4 |
| THE PARK GLIDER SITE, KINGSTON DEVERILL, WILTS (W)<br>510742N 0021445W | Upper limit: 3000 FT AGL<br>Lower limit: SFC | Phone: Bath, Wilts & North Dorset Gliding Club 01985-844095. | Freq: 133.565.<br>Site elevation: 697 FT AMSL.<br><br>Hours: HJ |
| THORNEY ISLAND MICROLIGHT SITE<br>504848N 0005538W | | | Site elevation: 3 FT AMSL. |
| THORNHILL MICROLIGHT SITE<br>560856N 0041109W | | | Site elevation: 45 FT AMSL. |
| TIBENHAM GLIDER SITE, NORFOLK (AD) (W AND T)<br>522724N 0010915E | Upper limit: 3000 FT AGL<br>Lower limit: SFC | Phone: Norfolk Gliding Club 01379-677207. | Freq: 133.565.<br>Site elevation: 186 FT AMSL.<br><br>Hours: HJ |
| TILSTOCK PARACHUTE SITE, SHROPSHIRE<br>A circle, 1.5 NM radius, centred at 525551N 0023905W | Upper limit: FL85<br>Lower limit: SFC | Phone: Prestwick Centre, Ops Supervisor: 01294-655300 and Shawbury ATC Watch Supervisor: 01939-250351 (ext 7232). | Activity notified on the day to Prestwick Centre, Ops Supervisor and Shawbury ATC (weekdays).<br><br>Tilstock DZ contact: 118.100 MHz.<br>Alternative contact: Shawbury Zone: 133.155 (weekdays).<br><br>Drops may be made up to FL150 with Scottish Control (Prestwick) permission.<br><br>Hours: Normally during daylight hours daily 0800-2000 (0700-1900); and other times as notified. |
| TOPCLIFFE GLIDER SITE (MIL), N YORKS (AD) (W AND T)<br>541220N 0012254W | Upper limit: 2000 FT AGL<br>Lower limit: SFC | Phone: 645 VGS 01845-595345, 07776-227349 (Mobile). Mil Ops (Syerston) 01400-264520. | Strictly PPR.<br><br>Channel: 121.455 (Topcliffe Radio).<br><br>Site elevation: 91 FT AMSL.<br><br>Hours: Sat-Sun & PHs, SR to SS+15 (all other times by NOTAM). |
| TREFADOG KITE FLYING SITE, HOLYHEAD<br>A circle, 1 NM radius, centred at 532041N 0043402W | Upper limit: 2000 FT AGL<br>Lower limit: SFC | | Site elevation: 6 FT AMSL.<br>VFR ID: K42<br><br>Hours: SR-SS.<br><br>Activated by NOTAM. |
| TRWYN DINMOR KITE FLYING SITE, BEAUMARIS<br>A circle, 1 NM radius, centred at 531849N 0040328W | Upper limit: 3000 FT AGL<br>Lower limit: SFC | | Site elevation: 55 FT AMSL.<br>VFR ID: K43<br><br>Hours: SR-SS.<br><br>Activated by NOTAM. |
| TURWESTON TRAINING AERODROME<br>520227N 0010551W | | Phone: 01280-705400. | Site elevation: 438 FT AMSL.<br>Training Aerodrome.<br><br>Hours: Mon-Fri 0800-2000 (0700-1900), Sat 0900-1800 (0800-1700), Sun 1000-1800 (0900-1700). |
| UNIVERSITY HOSPITAL N. MIDS HOSPITAL HELICOPTER LANDING SITE<br>530010N 0021238W | | | Site elevation: 405 FT AMSL. |
| UNIVERSITY HOSPITAL WALES HOSPITAL HELICOPTER LANDING SITE<br>513022N 0031127W | | | Site elevation: 92 FT AMSL. |

# ENR 5.5 AERIAL SPORTING AND RECREATIONAL ACTIVITIES (continued)

| Designation<br>Lateral limits | Vertical Limits | Operator/User<br>Tel No | Remarks<br>Activity times |
|---|---|---|---|
| 1 | 2 | 3 | 4 |
| UPAVON GLIDER SITE (MIL), WILTS (AD) (W AND T)<br>511710N 0014652W | Upper limit: 3000 FT AGL<br>Lower limit: SFC | Phone: Airfield Manager 01980-615381. Salisbury Plain Ops 01980-674710. 622 VGS 07974-369674 (Mobile). | Strictly PPR.<br><br>Channel: 122.755 (Initial Contact 'Salisbury Information');<br>Channel: 124.105 ('Upavon Radio').<br><br>Site elevation: 575 FT AMSL.<br><br>Remarks: Maximum Winch Altitude 3000 FT AGL. Fixed wing aircraft and rotary movements can take place H24. Aerodrome located within EGD128.<br><br>Hours: Gliding SR-SS+30; Winter: Weekends and PH only. |
| UPWOOD GLIDER SITE, CAMBS (AD) (W)<br>522612N 0000836W | Upper limit: 2000 FT AGL<br>Lower limit: SFC | Phone: Nene Valley Gliding Club 0860-693479. | Site elevation: 75 FT AMSL.<br><br>Hours: HJ |
| USK GLIDER SITE, GWENT (W AND T)<br>514306N 0025101W | Upper limit: 2000 FT AGL<br>Lower limit: SFC | Phone: S.Wales Gliding Club 01291-690536. | Freq: 129.980 MHz.<br>Site elevation: 80 FT AMSL.<br><br>Hours: HJ |
| WALTON-ON-THE-NAZE KITE FLYING SITE, ESSEX<br>A circle, 1 NM radius, centred at 515147N 0011723E | Upper limit: 3000 FT AGL<br>Lower limit: SFC | | Site elevation: 5 FT AMSL.<br>VFR ID: K44<br><br>Hours: SR-SS.<br><br>Activated by NOTAM. |
| WARBOYS MODEL AIRCRAFT FLYING, CAMBRIDGESHIRE<br>522407N 0000619W | Upper limit: 1500 FT AGL<br>Lower limit: SFC | Phone: 07586-292737/ 07941-149109. | Site elevation: 80 FT AMSL.<br>VFR ID: M11<br><br>Hours: HJ |
| WATER EATON MICROLIGHT SITE<br>513826N 0014705W | | | Site elevation: 270 FT AMSL. |
| WATTISHAM GLIDER SITE, SUFFOLK (AD) (W AND T)<br>520739N 0005722E | Upper limit: 3000 FT AGL<br>Lower limit: SFC | | Site elevation: 284 FT AMSL.<br><br>Hours: HJ |
| WAVERTON MICROLIGHT SITE<br>531004N 0024718W | | | Site elevation: 115 FT AMSL. |
| WEST BEACH KITE FLYING SITE, WHITSTABLE<br>A circle, 1 NM radius, centred at 512044N 0005833E | Upper limit: 3000 FT AGL<br>Lower limit: SFC | | Site elevation: 8 FT AMSL.<br>VFR ID: K45<br><br>Hours: SR-SS.<br><br>Activated by NOTAM. |
| WEST CALDER MODEL AIRCRAFT FLYING, SOUTH LANARKSHIRE<br>554821N 0033530W | Upper limit: 1200 FT AGL<br>Lower limit: SFC | Phone: West Calder Aircraft Model Club 07761-645644. | Site elevation: 960 FT AMSL.<br>VFR ID: M28<br><br>Hours: HJ |
| WESTEND FARM MICROLIGHT SITE<br>513540N 0022503W | | Phone: 07956-064035. | Strictly PPR.<br><br>Freq: 129.830 MHz.<br>Site elevation: 240 FT AMSL.<br><br>Hours: 0900-SS+30 (0800-SS+30). |
| WESTON-ON-THE-GREEN GLIDER SITE, OXON (AD) (W)<br>515249N 0011311W | Upper limit: 3000 FT AGL<br>Lower limit: SFC | Phone: Oxford Gliding Club 01865-521042. | Freq: 129.980 MHz.<br>Site elevation: 282 FT AMSL.<br><br>Hours: HJ |

## ENR 5.5 AERIAL SPORTING AND RECREATIONAL ACTIVITIES (continued)

| Designation<br>Lateral limits | Vertical Limits | Operator/User<br>Tel No | Remarks<br>Activity times |
|---|---|---|---|
| 1 | 2 | 3 | 4 |
| WESTON-ON-THE-GREEN PARACHUTE SITE, OXFORD<br>A circle, 2 NM radius, centred at 515246N 0011320W | Upper limit: FL85<br>Lower limit: SFC | Phone: 01869-343343.<br>Brize Norton ATC: 01993-897878. | Activity notified on the day to Brize Norton ATC.<br>Drops may be made from up to FL 135 with London Control (Swanwick) permission.<br><br>Alternative contact: 133.650 MHz.<br><br>Hours: Normally during daylight hours. Night parachuting frequent. |
| WESTONZOYLAND MICROLIGHT SITE<br>510628N 0025453W | | | Site elevation: 30 FT AMSL. |
| WEYBOURNE AIRFIELD MODEL AIRCRAFT FLYING, NORFOLK<br>525652N 0010724E | Upper limit: 1500 FT AGL<br>Lower limit: SFC | Phone: Kelling Model Flying Club 01263-588210. | Site elevation: 79 FT AMSL.<br>VFR ID: M33<br><br>Hours: HJ |
| WILDEN MODEL AIRCRAFT FLYING, BEDFORDSHIRE<br>521126N 0002447W | Upper limit: 1200 FT AGL<br>Lower limit: SFC | Phone: 01462-851515 Ext 4717. | Site elevation: 210 FT AMSL.<br>VFR ID: M22<br><br>Hours: HJ |
| WILLIAM HARVEY ASHFORD HOSPITAL HELICOPTER LANDING SITE<br>510833N 0005451E | | | Site elevation: 205 FT AMSL. |
| WINGLAND MICROLIGHT SITE<br>524851N 0000647E | | | Site elevation: 10 FT AMSL. |
| WINTERTON MODEL AIRCRAFT FLYING, LINCOLNSHIRE<br>533941N 0003337W | Upper limit: 1500 FT AGL<br>Lower limit: SFC | Phone: 07939-226911. | Site elevation: 10 FT AMSL.<br>VFR ID: M12<br><br>Hours: HJ |
| WOMBLETON MICROLIGHT SITE (PICKERING)<br>541401N 0005808W | | Phone: Swift Technology Group 01751-432356/ 07770-482902. | Strictly PPR.<br><br>Site elevation: 120 FT AMSL. |
| WOODBRIDGE MODEL AIRCRAFT FLYING, SUFFOLK<br>520500N 0012300E | Upper limit: 1000 FT AGL<br>Lower limit: SFC | Phone: 07909-974117. | Site elevation: 100 FT AMSL.<br>VFR ID: M13<br><br>Hours: HJ Sat, Sun and PH |
| WOODVALE GLIDER SITE (MIL), MERSEY (AD) (W AND T)<br>533454N 0030327W | Upper limit: 2000 FT AGL<br>Lower limit: SFC | Phone: Airfield Duty Supervisor 07866-995297 (during notified hours). | Freqs:<br>121.000 MHz (Woodvale Radio);<br>119.750 MHz (Woodvale Tower).<br><br>Site elevation: 37 FT AMSL.<br><br>Note 1: Gliding may take place when ATZ is inactive.<br><br>Hours: Sat-Sun & PH, SR-SS+15. |
| WORMINGFORD GLIDER SITE, ESSEX (AD) (W AND T)<br>515630N 0004723E | Upper limit: 3000 FT AGL<br>Lower limit: SFC | Phone: Essex & Suffolk Gliding Club 01206-242596. | Freq: 123.815.<br>Site elevation: 236 FT AMSL.<br><br>Hours: HJ |
| WYCOMBE AIR PARK GLIDER SITE, BUCKS (AD) (T)<br>513642N 0004830W | | Phone: Booker Gliding Club 01494-442501. | Site elevation: 520 FT AMSL.<br><br>Hours: HJ |

# ENR 5.5 AERIAL SPORTING AND RECREATIONAL ACTIVITIES (continued)

| Designation<br>Lateral limits | Vertical Limits | Operator/User<br>Tel No | Remarks<br>Activity times |
|---|---|---|---|
| 1 | 2 | 3 | 4 |
| WYTON (MIL) TRAINING AERODROME<br>522120N 0000706W | Upper limit: 2000 FT AGL<br>Lower limit: SFC | Phone: Airfield Manager (Mil) 95371 7554 / 7608, (Civ) 01480-452451 Ext 7554 / 7608. Sat - Sun: Flying Club 01480-452451 Ext 8733.<br>Email: WYT-AirfieldOps@mod.uk. | Site elevation: 128 FT AMSL.<br>Training Aerodrome<br>Strictly PPR.<br>Freq: 134.050 MHz (Wyton Ops).<br><br>Hours: SR+30 to SS-30 or as notified by NOTAM. |
| YATESBURY MICROLIGHT SITE<br>512602N 0015405W | | | Site elevation: 525 FT AMSL. |
| YEOVILTON GLIDER SITE, SOMERSET (AD) (W AND T)<br>510034N 0023820W | Upper limit: 2000 FT AGL<br>Lower limit: SFC | Phone: Heron Gliding Club. | Site elevation: 75 FT AMSL.<br><br>Hours: HJ |
| YORK/RUFFORTH GLIDER SITE, N YORKS (AD) (W AND T)<br>535651N 0011116W | Upper limit: 2000 FT AGL<br>Lower limit: SFC | Phone: York Gliding Centre 01904-738694. | Freq: 123.815.<br>Site elevation: 65 FT AMSL.<br><br>Hours: HJ |
| YSBYTY GWYNEDD HOSPITAL HELICOPTER LANDING SITE<br>531231N 0040926W | | | Site elevation: 294 FT AMSL. |

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# ENR 5.6 BIRD MIGRATION AND AREAS WITH SENSITIVE FAUNA

## 1 Bird Migration

1.1 There are no well defined heavily used bird migratory routes within United Kingdom airspace at any time of the year. Bird migration to and from the United Kingdom occurs largely in the autumn and winter on broad fronts in streams running E–W and N–S. The density of bird movements is greatest in SE England where these two fronts cross. Most migrating birds fly below 5000 FT.

## 2 Areas with Sensitive Fauna

2.1 As elsewhere in the world, offshore islands, headlands, cliffs, inland waters and shallow estuaries attract flocks of birds for breeding, roosting and feeding at various times of the year. Within 20 NM or so of such locations concentrations of birds flying mostly below 1500 FT may be encountered (see ENR 6.78 and ENR 6.79).

2.2 In order to lessen the risk of bird strikes, pilots of low flying aircraft should, whenever possible, avoid flying at less than 1500 FT above surface level over areas where birds are likely to concentrate. Where it is necessary to fly lower than this, pilots should bear in mind that the risk of a bird strike increases with speed (it is a fact that birds rarely hit an object moving slower than 80 knots). Apart from endangering aircraft by flying close to bird colonies, the breeding of the birds may be upset and the practice should be avoided on conservation grounds. It should also be appreciated that, especially in the case of sea bird colonies, concentrations of birds may be soaring on lee waves downwind of the areas where they breed.

## 3 Bird Sanctuaries

3.1 A Bird Sanctuary is airspace of defined dimensions within which large colonies of birds are known to breed.

3.2 Pilots are specifically requested to avoid the Bird Sanctuaries listed below, especially during any stated breeding season.

| Identification and Name Lateral Limits | Upper Limit (FT)<br>Lower Limit (FT) | Remarks |
|---|---|---|
| 1 | 2 | 3 |
| **Isle of May**<br>A circle 1 NM radius centred on 561109N 0023327W. | 2000 FT ALT<br>SFC | Pilots are requested to avoid the area throughout the year. Peak activity April to September. |
| **Martin Mere**<br>A circle 1 NM radius centred on 533726N 0025242W. | 2000 FT ALT<br>SFC | Pilots are requested to avoid the area throughout the year. Peak activity September to March. |
| **Hilbre Islands**<br>A circle 1 NM radius centred on 532239N 0031255W. | 500 FT ALT<br>SFC | Pilots are requested to avoid the area throughout the year. |
| **Gibraltar Point**<br>A circle 1.5 NM radius centred on 530616N 0001949E. | 2000 FT ALT<br>SFC | Pilots are requested to avoid the area throughout the year. |
| **Estuary area north-east of Brancaster**<br>A circle 1 NM radius centred on 525910N 0004041E. | 500 FT ALT<br>SFC | Pilots are requested to avoid the area throughout the year. |
| **Coast north of Holkham**<br>A circle 1 NM radius centred on 525832N 0004950E. | 500 FT ALT<br>SFC | Pilots are requested to avoid the area throughout the year. |
| **Coast north of Holme-next-the-Sea**<br>A circle 1 NM radius centred on 525832N 0003207E. | 500 FT ALT<br>SFC | Pilots are requested to avoid the area throughout the year. |
| **Blakeney Point**<br>A circle 1 NM radius centred on 525813N 0005851E. | 500 FT ALT<br>SFC | Pilots are requested to avoid the area throughout the year. |
| **Lakenheath Fen**<br>A circle 1.5 NM radius centred on 522657N 0003100E. | 3000 FT ALT<br>SFC | Pilots are requested to avoid the area from May to July and October to February. |
| **Minsmere**<br>A circle 1 NM radius centred on 521445N 0013701E. | 2000 FT ALT<br>SFC | Pilots are requested to avoid the area throughout the year. |
| **Havergate**<br>A circle 1 NM radius centred on 520423N 0013113E. | 2000 FT ALT<br>SFC | Pilots are requested to avoid the area throughout the year. |
| **Otmoor**<br>A circle 1 NM radius centred on 514918N 0011038W. | 2000 FT ALT<br>SFC | Pilots are requested to avoid the area throughout the year. |
| **Severn**<br>A circle 3 NM radius centred on 514429N 0022405W. | 4000 FT ALT<br>SFC | Pilots are requested to avoid the area throughout the year. |

# ENR 5.6 BIRD MIGRATION AND AREAS WITH SENSITIVE FAUNA (continued)

| Identification and Name Lateral Limits | Upper Limit (FT)<br>Lower Limit (FT) | Remarks |
|---|---|---|
| 1 | 2 | 3 |
| **Langstone Harbour**<br>A circle 1.75 NM radius centred on 504857N 0010053W. | 500 FT ALT<br>SFC | Pilots are requested to avoid the area throughout the year. |
| **Pagham Harbour**<br>A circle 1 NM radius centred on 504548N 0004538W. | 500 FT ALT<br>SFC | Pilots are requested to avoid the area throughout the year. |
| **Chesil North**<br>Area bounded by straight lines joining successively the following points:<br>503956N 0023635W - 503743N 0023212W - 503658N 0023313W - 503911N 0023737W - 503956N 0023635W. | 500 FT ALT<br>SFC | Pilots are requested to avoid the area throughout the year. |
| **Spurn Peninsula, Humber Estuary**<br>Area bounded by straight lines joining successively the following points:<br>533634N 0000410E - 533840N 0000759E - 533559N 0000921E - 533356N 0000621E - 533634N 0000410E. | 500 FT ALT<br>SFC | Pilots are requested to avoid the area throughout the year. |
| **Cleethorpes, Humber Estuary**<br>Area bounded by straight lines joining successively the following points:<br>533346N 0000146W - 533432N 0000010W - 533106N 0000415E - 533015N 0000231E - 533346N 0000146W. | 500 FT ALT<br>SFC | Pilots are requested to avoid the area throughout the year. |
| **Bridgwater Bay, Stert Flats**<br>Area bounded by straight lines joining successively the following points:<br>511320N 0030608W - 511434N 0030205W - 511411N 0025953W - 511112N 0030108W - 511112N 0030523W - 511320N 0030608W. | 1500 FT ALT<br>SFC | Pilots are requested to avoid the area throughout the year. |

## 4 Release of Racing Pigeons

4.1 In agreement with the Royal Pigeon Racing Association concerning the release of large numbers of racing pigeons:

a) There will be no release of racing pigeons within a radius of 7 NM from the following airports:

| | | |
|---|---|---|
| Aberdeen Dyce | Humberside | Manchester † |
| Belfast Aldergrove | Inverness | Newcastle |
| Birmingham | Kirkwall | Norwich |
| Bournemouth | Leeds Bradford | Prestwick |
| Bristol | Liverpool | Southampton |
| Cardiff | London Gatwick | Southend |
| East Midlands | London Heathrow | Sumburgh |
| Edinburgh | London Luton | Teesside International |
| Glasgow | London Stansted | |

† See AD Section for further information

b) For other aerodromes in the United Kingdom all liberations shall be notified to the SATCO in writing fourteen days prior to the date of release and additionally by telephone 30 minutes before release time. On receipt of the 30 minute warning the SATCO or senior controller on duty may delay the liberation by up to 30 minutes for air traffic control purposes. Exceptionally, the liberation time may be delayed for a longer period.

# ENR 6. EN-ROUTE CHARTS

DIVISION MAP for NON STANDARD FLIGHTS in CONTROLLED AIRSPACE
ENR 6-5
CHART OF LONDON FIR AND SCOTTISH FIR AIRSPACE CLASSIFICATIONS - SFC-FL195
ENR 6-7
CHART OF LONDON FIR AND SCOTTISH FIR AIRSPACE CLASSIFICATIONS - FL195-FL245
ENR 6-8
THEORETICAL NATS PRIMARY AND SECONDARY RADAR COVERAGE AT 10000FT WITHIN THE LONDON FIR AND SCOTTISH FIR
ENR 6-9
THEORETICAL NATS PRIMARY AND SECONDARY RADAR COVERAGE AT 25000FT WITHIN THE LONDON UIR AND SCOTTISH UIR
ENR 6-10
LOWER AIRSPACE RADAR SERVICE (LARS)
ENR 6-11
RADAR SERVICE - FL100 and ABOVE (OUTSIDE CAS)
ENR 6-12
TEMPORARY RESERVED AREAS (TRA)
ENR 6-13
(FORMER) PENNINE RADAR AREA OF RESPONSIBILITY FL55 - FL195
ENR 6-14
WESTERN RADAR AREA of OPERATION
ENR 6-15
ROYAL NAVAL NAVIGATIONAL TRAINING FLYING-SOUTH WEST APPROACHES
ENR 6-16
ROYAL NAVY AIRBORNE SURVEILLANCE and CONTROL (ASAC) TRAINING AREA
ENR 6-17
UNITED KINGDOM ALTIMETER SETTING AND FLIGHT INFORMATION REGIONS
ENR 6-18
LONDON ARRAY TRANSPONDER MANDATORY ZONE
ENR 6-19
PINS AREAS and UK DAY LOW FLYING SYSTEM (DLFS)
ENR 6-20
UK NIGHT LOW FLYING SYSTEM (NLFS)
ENR 6-21
MET RESEARCH/DROP SONDE FLIGHTS
ENR 6-22
NORTHERN NORTH SEA - ABERDEEN ATSU OFFSHORE AREAS of RESPONSIBILITY and QNH USED
ENR 6-23
EAST SHETLAND BASIN BOUNDARY
ENR 6-24
SOUTHERN NORTH SEA - ABERDEEN ATSU (ANGLIA RADAR) AREA OF RESPONSIBILITY and ANGLIA OFFSHORE SAFETY AREA (OSA)
ENR 6-25
HELICOPTER MAIN ROUTING INDICATORS (HMRI) and NORTHERN NORTH SEA OFF-SHORE SAFETY AREA (OSA)
ENR 6-26
ABERDEEN - ATLANTIC RIM HMRI X-RAY/YANKEE
ENR 6-27
MORECAMBE BAY/LIVERPOOL BAY GAS FIELD HELICOPTER SUPPORT FLIGHTS
ENR 6-28
RTF FREQUENCY ALLOCATIONS for MOBILE INSTALLATIONS in the UK AREAS UNDER CONCESSION
ENR 6-29
RTF FREQUENCY ALLOCATIONS for MOBILE INSTALLATIONS in the UK AREAS UNDER CONCESSION
ENR 6-30
NDB FREQUENCY ALLOCATIONS for MOBILE INSTALLATION in the UK AREAS UNDER CONCESSION
ENR 6-31
LONDON ACC - FIS SECTORS
ENR 6-32
SCOTTISH ACC - FIS SECTORS
ENR 6-33
SHANWICK OCEANIC FIR/OCEANIC CONTROL AREA (OCA)
ENR 6-34
BELFAST TMA, BELFAST CTR and BELFAST/CITY CTR/CTA

ENR 6-35
MANCHESTER TMA
ENR 6-36
SCOTTISH TMA
ENR 6-37
SOLENT CTA, BOURNEMOUTH CTR and SOUTHAMPTON CTR
ENR 6-38
BRIZE NORTON CONTROL ZONE
ENR 6-39
CHANNEL ISLANDS CONTROL ZONE - ATS SIGNIFICANT POINTS and VRPs
ENR 6-40
BRISTOL/CARDIFF/COTSWOLD/SEVERN CONTROL ZONES and CONTROL AREAS
ENR 6-41
LONDON TMA
ENR 6-42
PORTSMOUTH CTA
ENR 6-43
DELEGATION of ATS RESPONSIBILITIES - WITHIN NORTH ATLANTIC and NORTH SEA LOWER AIRSPACE
ENR 6-44
DELEGATION of ATS RESPONSIBILITIES - WITHIN NORTH SEA UPPER AIRSPACE
ENR 6-45
DELEGATION of ATS RESPONSIBILITIES - WITHIN SOUTHERN NORTH SEA
ENR 6-46
DELEGATION of ATS RESPONSIBILITIES - WITHIN AREAS OF AMSTERDAM FIR
ENR 6-47
DELEGATION OF ATS RESPONSIBILITIES - WITHIN THE SOUTHWESTERN CORNER OF THE LONDON UIR
ENR 6-48
DELEGATION of ATS RESPONSIBILITIES - WITHIN THE SHANNON UIR
ENR 6-49
DELEGATION of ATS RESPONSIBILITIES - WITHIN THE IRISH SEA
ENR 6-50
DELEGATION of ATS RESPONSIBILTIES - WITHIN BANBA CTA
ENR 6-51
DELEGATION of ATS RESPONSIBILITIES - WITHIN THE SHANNON FIR - EGLINTON CTA AREAS
ENR 6-52
DELEGATION of ATS RESPONSIBILITIES - WITHIN THE NORTHWESTERN CORNER of the SCOTTISH FIR/UIR and ALONG THE COMMON SCOTTISH and REYKJAVIK FIR/UIR BOUNDARY
ENR 6-53
DELEGATION of ATS RESPONSIBILITIES - LA MANCHE EAST (LOW)
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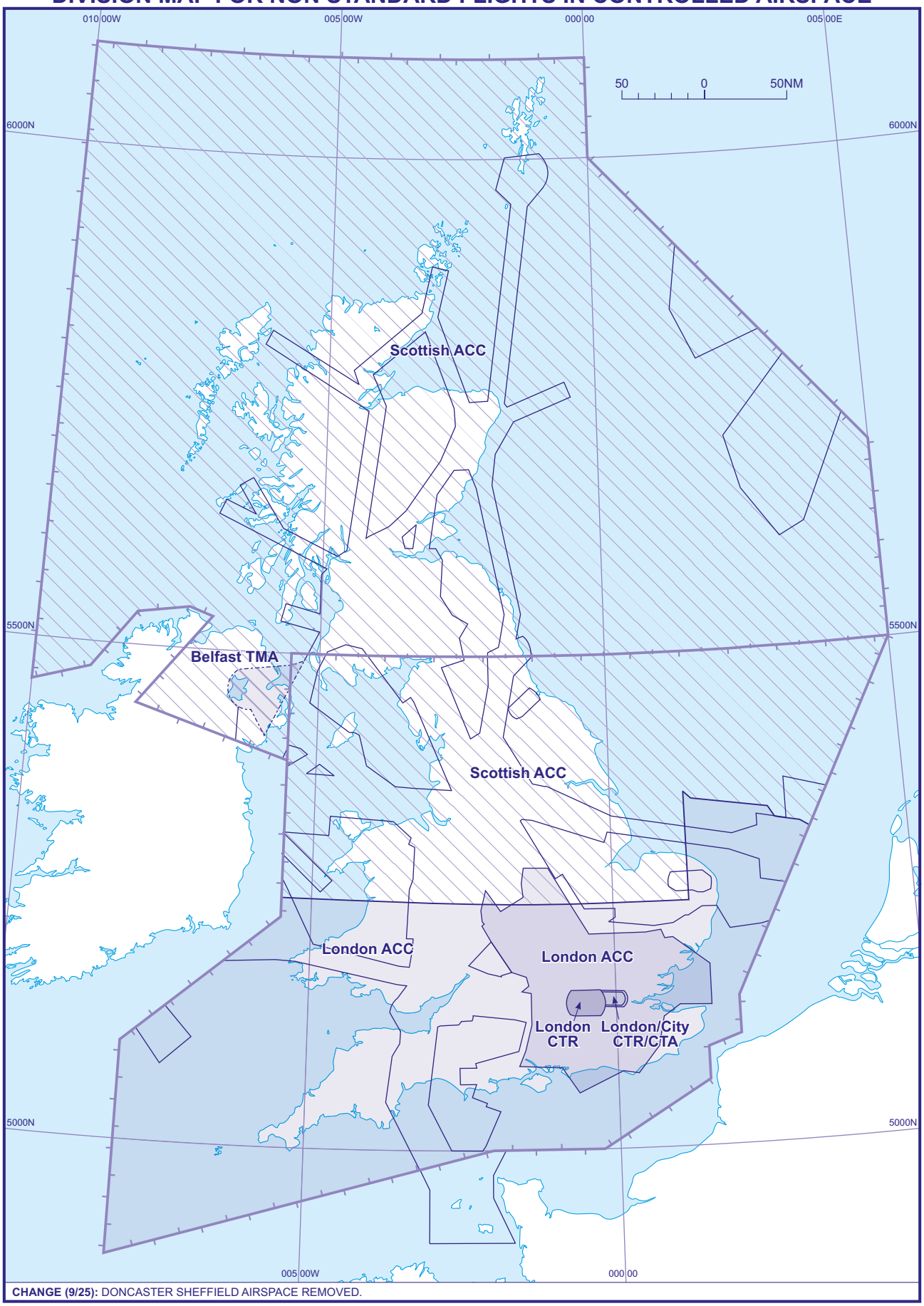
# DIVISION MAP FOR NON STANDARD FLIGHTS IN CONTROLLED AIRSPACE




**CHANGE (9/25):** DONCASTER SHEFFIELD AIRSPACE REMOVED.

AERO INFO DATE 06 JUN 25

ENR 6-5

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## CHART OF LONDON FIR AND SCOTTISH FIR AIRSPACE CLASSIFICATIONS - SFC-FL195

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AERO INFO DATE 06 JUN 25

### UK ATS AIRSPACE CLASSIFICATIONS

CAA Aviation Authority

| | A | C | D | E | G |
|---|---|---|---|---|---|
| IFR ATC SEPARATION PROVIDED | IFR ⟷ IFR | IFR ⟷ IFR, VFR ⟷ IFR‡ | IFR ⟷ IFR, IFR ⟷ VFR‡ | IFR ⟷ IFR, IFR ⟷ VFR (when practicable) | UK FLIGHT INFORMATION SERVICES |
| IFR TRAFFIC INFORMATION PROVIDED | | IFR ⟷ ATC ⟷ VFR Air traffic avoidance advice O/R. | IFR ⟷ ATC ⟷ VFR Air traffic avoidance advice O/R. | IFR ⟷ ATC ⟷ VFR (when practicable) | Procedural, Deconfliction Traffic, Basic |
| IFR SPEED LIMITATION | Not applicable (unless notified for ATC purposes) | Not applicable (unless notified for ATC purposes) | below FL100 250 KIAS | below FL100 250 KIAS | below FL100 250 KIAS |
| IFR RADIO | | | | | Not required |
| IFR ATC CLEARANCE REQUIRED? | YES | YES | YES | YES | NO |
| VFR ATC SEPARATION PROVIDED | VFR FLIGHT NOT PERMITTED | VFR, VFR (SVFR)‡ ⟷ IFR, IFR (SVFR)‡ | VFR, VFR (SVFR)‡ ⟷ IFR, IFR (SVFR)‡ | UK FLIGHT INFORMATION SERVICES | UK FLIGHT INFORMATION SERVICES |
| VFR TRAFFIC INFORMATION PROVIDED | | VFR ⟷ ATC ⟷ VFR | VFR ⟷ ATC ⟷ VFR | Traffic, Basic | Traffic, Basic |
| VFR VMC MINIMA | The VMC minima in Class A airspace are detailed for information only and do not imply acceptance of VFR flights in Class A airspace. | | OR† | | |
| VFR SPEED LIMITATION | VFR FLIGHT NOT PERMITTED | below FL100 250 KIAS | below FL100 250 KIAS | below FL100 250 KIAS | below FL100 250 KIAS |
| VFR RADIO | | | | Not required | Not required |
| VFR ATC CLEARANCE REQUIRED? | | YES | YES | NO | NO |

250 KIAS Not applicable to military aircraft

* Aircraft (including helicopters) may fly at or below 3000FT AMSL, or 1000FT above terrain, whichever is the higher, during day only, at 140KIAS or less, clear of cloud with the surface in sight and a flight visibility of at least 1500metres.
† Aircraft may fly at or below 3000FT AMSL, or 1000ft above terrain, whichever is the higher, during day only, at 140KIAS or less, clear of cloud with the surface in sight and: for aircraft other than helicopters, with a flight visibility of at least 5KM; for helicopters, with a flight visibility of at least 1500metres.
‡ SVFR in CTR only.

Note 1 PORTSMOUTH CTA-6:
During the notified hours of operation of SOLENT CTA the base changes to 5500ft ALT.

Note 2 PORTSMOUTH CTA-11, CTA-15, CTA-16:
Open daily 0830-0930 (0845-0830) and 1730-2130 (1630-2030).

Note 3 PORTSMOUTH CTA-17, CTA-18:
Open daily 0830-0930 (0845-0830) and 1730-2130 (1630-2030).
During the notified hours of operation of SOLENT CTA the base changes to 5500ft ALT.

Note 4 SOLENT CTA:
Mon-Sat 0930-2200 (0530-2100); Sun 0730-2230 (0630-2130).

Note 5 BERRY HEAD CTA-2, CTA-6:
Fri 1600 (1530) - Mon 0745 (0645).

Note 6 PEPZE CTA-2:
Daily between 2000-0700 (1900-0800).
Usage only as directed by ATC.

Note 7 HOLYHEAD CTA-7, HOLYHEAD CTA-16, STRANGFORD CTA-1, 5, 6, 8:
During the notified hours of operation of the Scottish TMA the base of this lower limit of the portions of these CTAs coincident with the ISLE OF MANN CTR/CTA will be FL105.

Note 8 BORDERS CTA 8, YORKSHIRE CTA 15, CTA 16:
Daily from 2000-0700 (1900-0800).

Note 9 BORDERS CTA 4:
Part or all of this airspace may not be available when activity associated with D510, Spadeadam requires access to the area. Non-availability of airspace will be notified to GAT by Scottish ACC.

Note 10 BORDERS CTA 5:
Part or all of this CTA may not be available when the Ministry of Defence (MoD) requires access to the area. Non availability of airspace will be notified to GAT by Scottish ACC.

Note 11 TAY CTA 3, CTA 4, CTA 5:
Sat 0901 - Sun 2359.
Subject to the purchase of SERA.6001(a) Classification of Airspace in accordance with the conditions established in a Letter of Agreement (LOA) between the British Gliding Association (BGA) and Scottish Control (Prestwick).

Note 12 TAY CTA 19, CTA 11, CTA 12, CTA 13, BORDERS, CTA 12, CTA 13, CTA 14:
Lyneholmhead - 13 nm visibility as specified by NOTAM when required for MOD access or by activation of EGDD142.

Note 13 CHANNEL ISLANDS CTR, CTA-1 & TMA Outside hours of Jersey ATC:
Within London FIR - Reverts to Class G.
Within Brest FIR - Airspace adopts the classification appropriate to Airway or uncontrolled airspace designation, as appropriate, as detailed in the France AIP.

Note 14 COTSWOLD CTA 15, CTA 16, CTA 17, CTA 18:
Flexible use of airspace.
Class G between hours 1700-0900 (1600-0800) Monday-Thursday
and 1700-0900 Friday (or the day preceding a PH) to 0900 (0800) Monday (or the day following a PH).
Outside the published hours of service the airspace reverts to Class G

COTSWOLD CTA 15, CTA 16, CTA 18:
Access restrictions may apply during NOTAM activation of EGD218.

Note 15 BIRMINGHAM CTA 10:
Flexible use of airspace.
Class G between hours 1700-0900 (1600-0800) Monday-Thursday
and 1700-0900 Friday (or the day preceding a PH) to 0900 (0800) Monday (or the day following a PH).
Outside the published hours of service the airspace reverts to Class G.

Note 16 EAST MIDLANDS CTA 14:
Only available between 0001-0600 (2301-0600).
Outside the published hours of service the airspace reverts to Class G.

Note 17 MORAY CTA 12, CTA 13:
Activation of the airspace will be during notified activation of EGD715/EGD713Z for Exercise Joint Warrior and other large military exercises as notified to facilitate access to the ATS Route N560

Note 18 MORAY CTA 16:
During notified hours of operation of the Sumburgh CTA/CTR the lower limit of MORAY CTA 16 changes to FL100.

Note 19 PEPZE CTA 13, CTA 14, COTSWOLD CTA 15, CTA 17
Part of the airspace of PEPZE CTA 13, CTA 14, COTSWOLD CTA 15, CTA 17 and FL 195, and referred to as the OSSEP Gliding Areas, are notified for the purposes of SERA.6001(a) Classification of Airspace in accordance with conditions established in a Letter of Agreement (LOA) between the British Gliding Association (BGA) and London ACC, Swanwick Mil and Scottish ACC.
MADLEY Box bounded by great circle lines joining: 520734N 00257449W ;
5207126N 0024624W ; 5156N 00246W ; 5157127N 00256359W ; 5207349N 00257449W.
OSSEP Gliding Area bounded by great circle lines joining: 5158N 00247W ;
5158402N 00247W ; 5158402N 00243W ; 5159N 00243W ; 5159N 00250E ; 5157201N 00253E ;
5157201N 00253E ; 5158N 00247W.
During periods of activation of these areas ATC will direct aircraft to remain clear of the active area.

CHANGE (9/25): DONCASTER SHEFFIELD AIRSPACE REMOVED.

# CHART OF LONDON FIR AND SCOTTISH FIR AIRSPACE CLASSIFICATIONS - FL195-FL245

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Chart compiled and drawn by NATS
AERO INFO DATE 20 MAR 25

## UK ATS AIRSPACE CLASSIFICATIONS

CAA Aviation Authority

| | | A | C | D | E | G |
|---|---|---|---|---|---|---|
| IFR | ATC SEPARATION PROVIDED | IFR ↔ IFR | IFR ↔ IFR; VFR ↔ SVFR‡ | IFR ↔ IFR; IFR ↔ SVFR‡ | IFR ↔ IFR | UK FLIGHT INFORMATION SERVICES |
| | TRAFFIC INFORMATION PROVIDED | | IFR: ATC Air traffic avoidance advice O/R. VFR: ATC | IFR: ATC Air traffic avoidance advice O/R. VFR: ATC | IFR: ATC VFR (when practicable) | Procedural, Deconfliction Traffic, Basic |
| | SPEED LIMITATION | Not applicable (unless notified for ATC purposes) | Not applicable (unless notified for ATC purposes) | below FL100 250 KIAS | below FL100 250 KIAS | below FL100 250 KIAS |
| | RADIO | | | | | Not required |
| | ATC CLEARANCE REQUIRED? | YES | YES | YES | YES | NO |
| VFR | ATC SEPARATION PROVIDED | VFR FLIGHT NOT PERMITTED | VFR ↔ SVFR‡; IFR ↔ SVFR‡ | SVFR‡ ↔ SVFR‡; IFR ↔ SVFR‡ | UK FLIGHT INFORMATION SERVICES | UK FLIGHT INFORMATION SERVICES |
| | TRAFFIC INFORMATION PROVIDED | | VFR: ATC | VFR: ATC; IFR/VFR | Traffic, Basic | Traffic, Basic |
| | VMC MINIMA | 8KM FL100 1500M 1000FT 5KM 1500M 1000FT. The VMC minima in Class A airspace are included for guidance to pilots and do not imply acceptance of VFR flights in Class A airspace. | 8KM FL100 1500M 1000FT 5KM 1500M 1000FT | 8KM FL100 1500M 1000FT 5KM 1500M 1000FT OR‡ 3000FT AMSL 140KT or less 5KM clear of cloud in sight | 8KM FL100 1500M 1000FT 5KM 1500M 1000FT | 8KM FL100 1500M 1000FT 5KM 1500M 1000FT 3000FT AMSL 5KM* clear of cloud in sight |
| | SPEED LIMITATION | VFR FLIGHT NOT PERMITTED | below FL100 250 KIAS | below FL100 250 KIAS | below FL100 250 KIAS | below FL100 250 KIAS |
| | RADIO | | | | Not required | Not required |
| | ATC CLEARANCE REQUIRED? | | YES | YES | NO | NO |

250 KIAS Not applicable to military aircraft

* Aircraft (including helicopters) may fly at or below 3000FT AMSL, or 1000FT above terrain, whichever is the higher, during day only, at 140KIAS or less, clear of cloud with the surface in sight and a flight visibility of at least 1500metres.
† Aircraft may fly at or below 3000FT AMSL, or 1000ft above terrain, whichever is the higher, during day only, at 140KIAS or less, clear of cloud with the surface in sight and: for aircraft other than helicopters, with a flight visibility of at least 5KM; for helicopters, with a flight visibility of at least 1500metres.
‡ SVFR in CTR only.




Note 1 TEMPORARY RESERVED AREAS (TRA):
Hours (except TR002* and TR005**):
Monday – Friday 0830-1700 (0730-1700).
Excluding English Public Holidays.

*TRA 003
Monday-Friday 0830-1800 (0730-1700).
Excluding English Public Holidays.

**TRA 005
Monday – Friday 0900-1700 (0800-1600).
Excluding English Public Holidays.

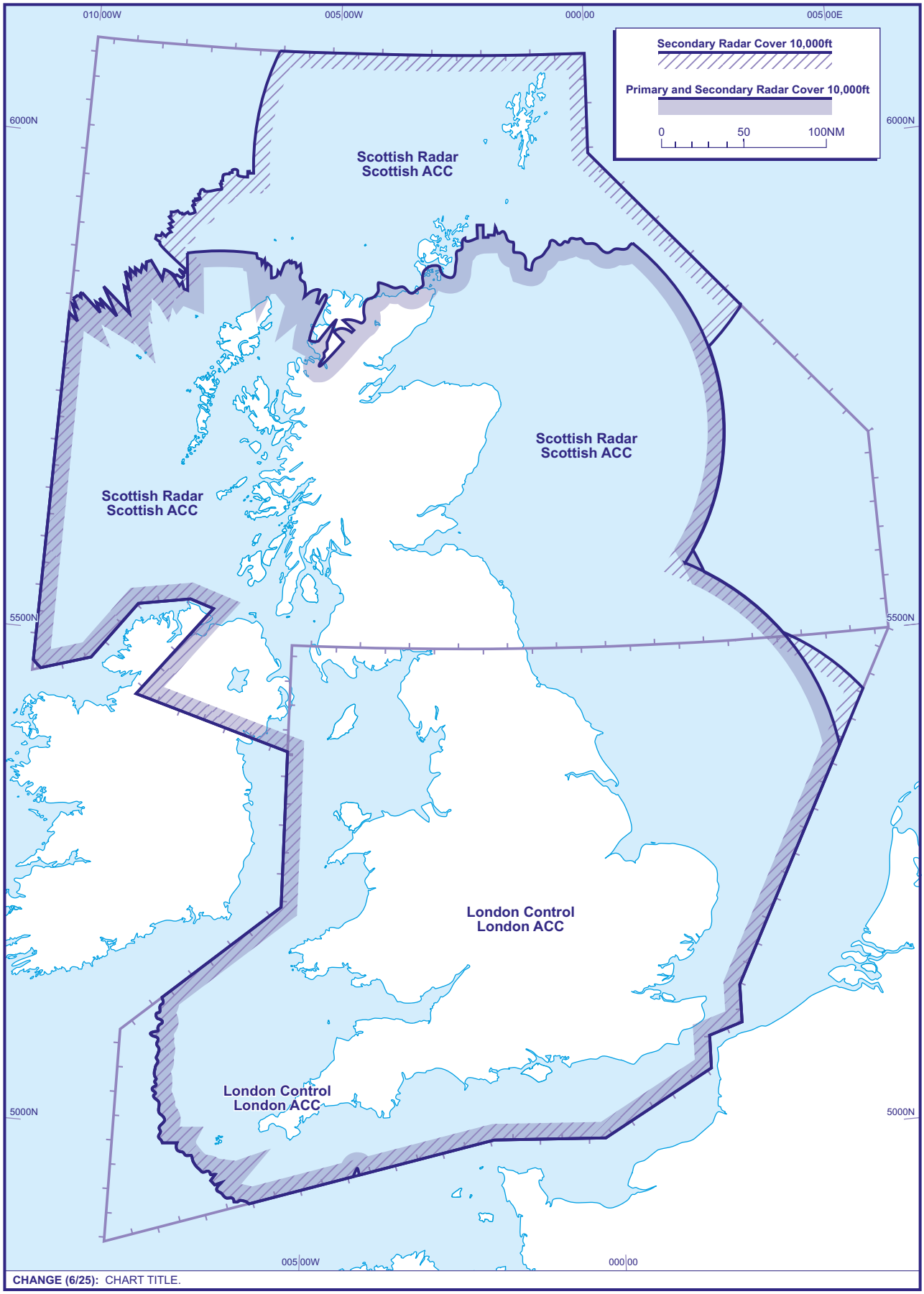
TRAs may be activated at other times by NOTAM.

Note 2 FORTH CTA 2:
This CTA is only established between Saturday 0001 (2301) and Sunday 2359 (2259).

Note 3 FORTH CTA 3:
Activation of CTA 3 - Unavailability as specified by NOTAM when required for MOD access or by activation of EGD074Z.

**CHANGE (6/25):** CHART TITLE REVISED. BERRY HEAD CTA 7 LATERAL LIMITS REVISED. TRA 001 LATERAL LIMITS REVISED.

# THEORETICAL NATS PRIMARY AND SECONDARY RADAR COVERAGE AT 10000FT WITHIN THE LONDON FIR AND SCOTTISH FIR

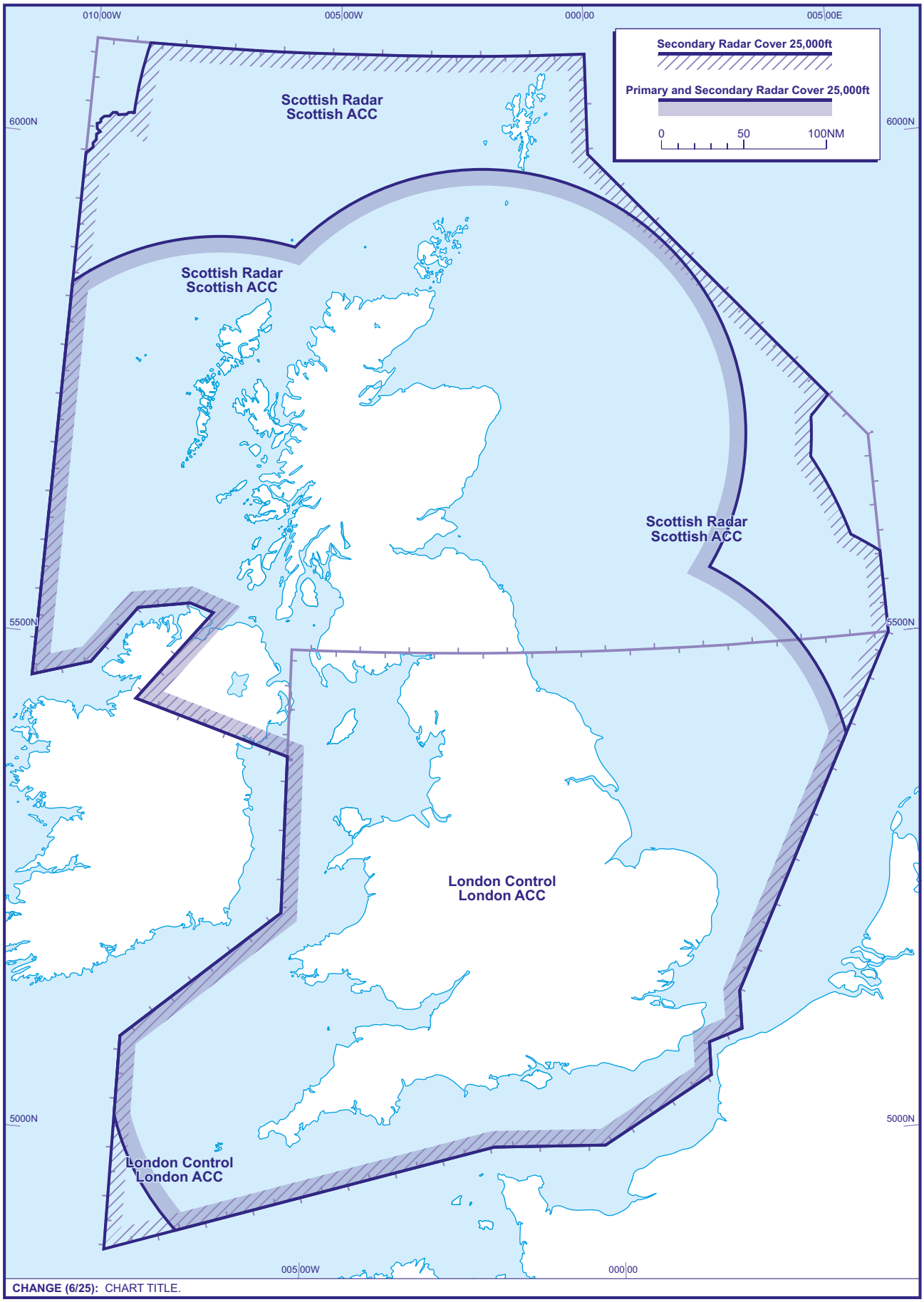



**CHANGE (6/25):** CHART TITLE.

AERO INFO DATE 01 APR 25

ENR 6-9

# THEORETICAL NATS PRIMARY AND SECONDARY RADAR COVERAGE AT 25000FT WITHIN THE LONDON UIR AND SCOTTISH UIR

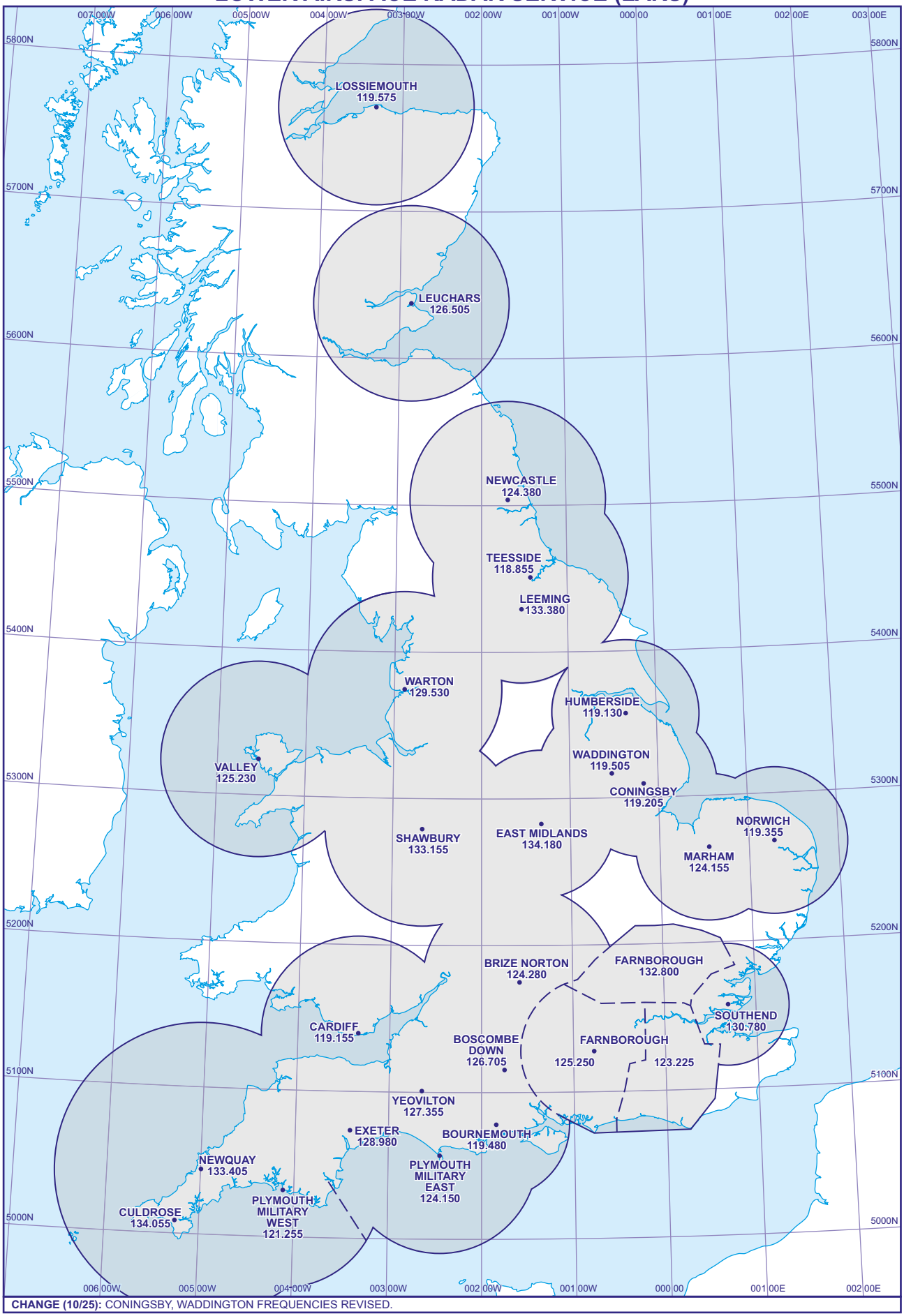



**CHANGE (6/25):** CHART TITLE.

AERO INFO DATE 21 MAR 25

ENR 6-10

# LOWER AIRSPACE RADAR SERVICE (LARS)

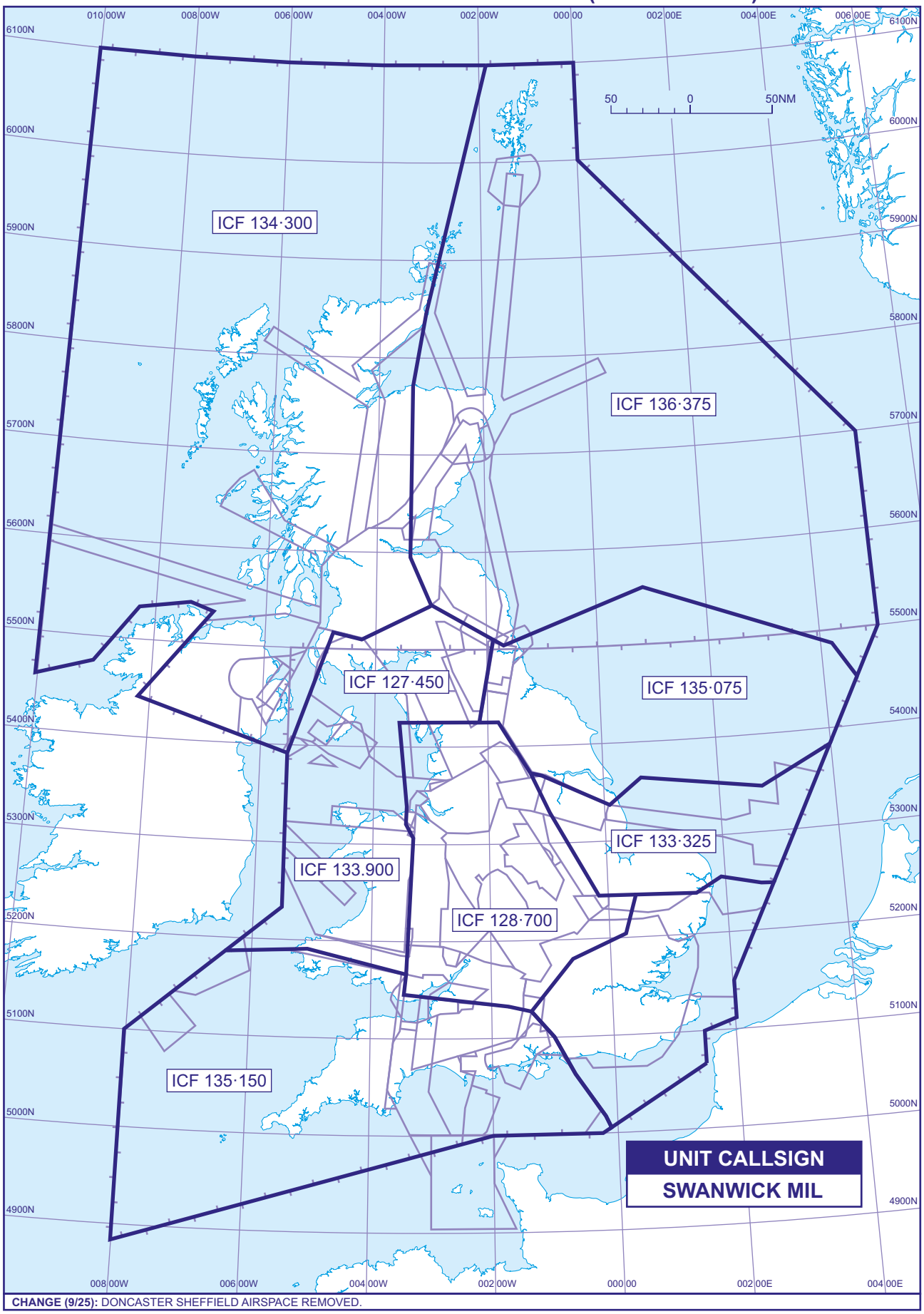



**CHANGE (10/25):** CONINGSBY, WADDINGTON FREQUENCIES REVISED.

AERO INFO DATE 24 JUL 25

ENR 6-11

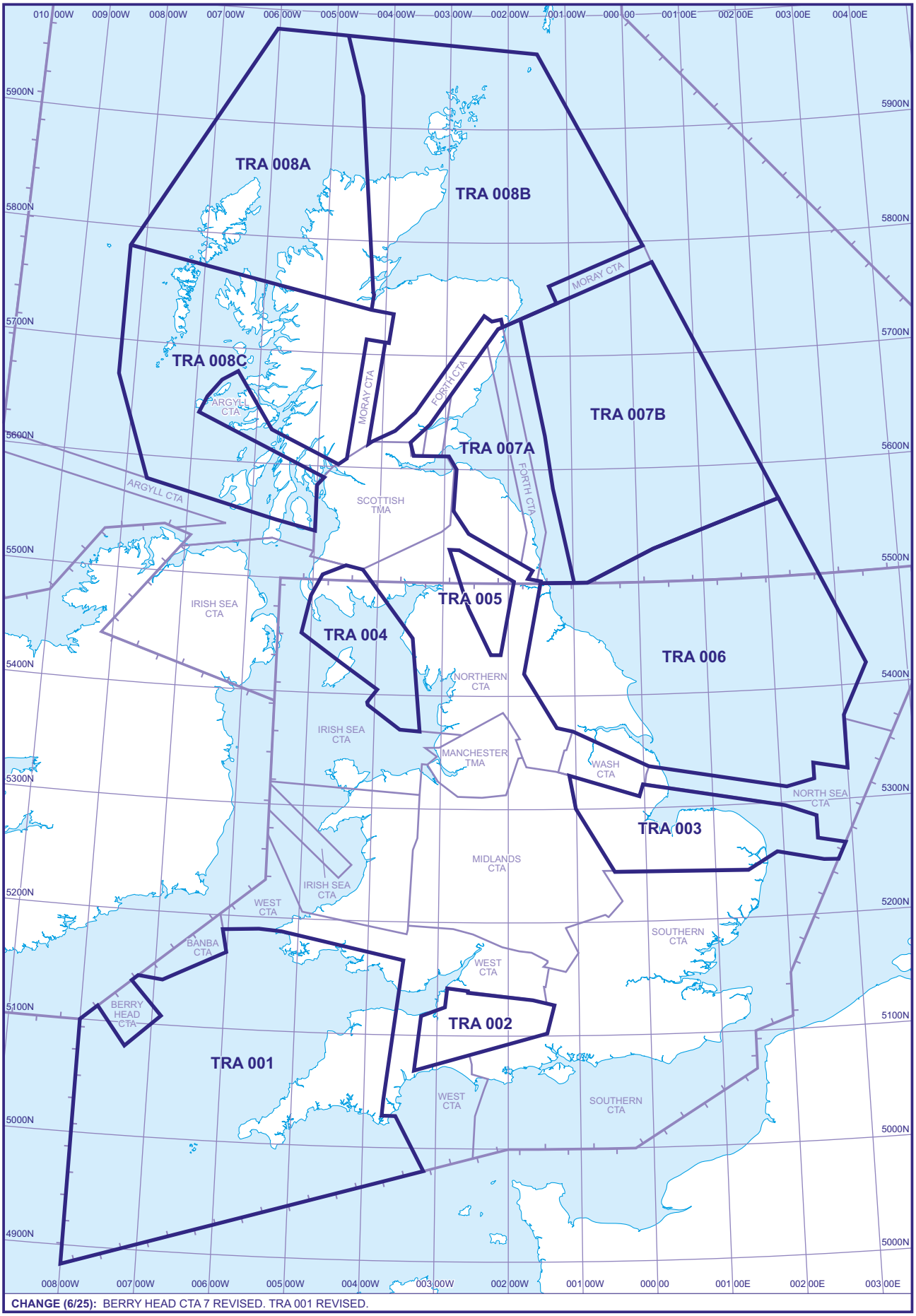
# RADAR SERVICE - FL100 AND ABOVE (OUTSIDE CAS)




**CHANGE (9/25):** DONCASTER SHEFFIELD AIRSPACE REMOVED.

AERO INFO DATE 06 JUN 25

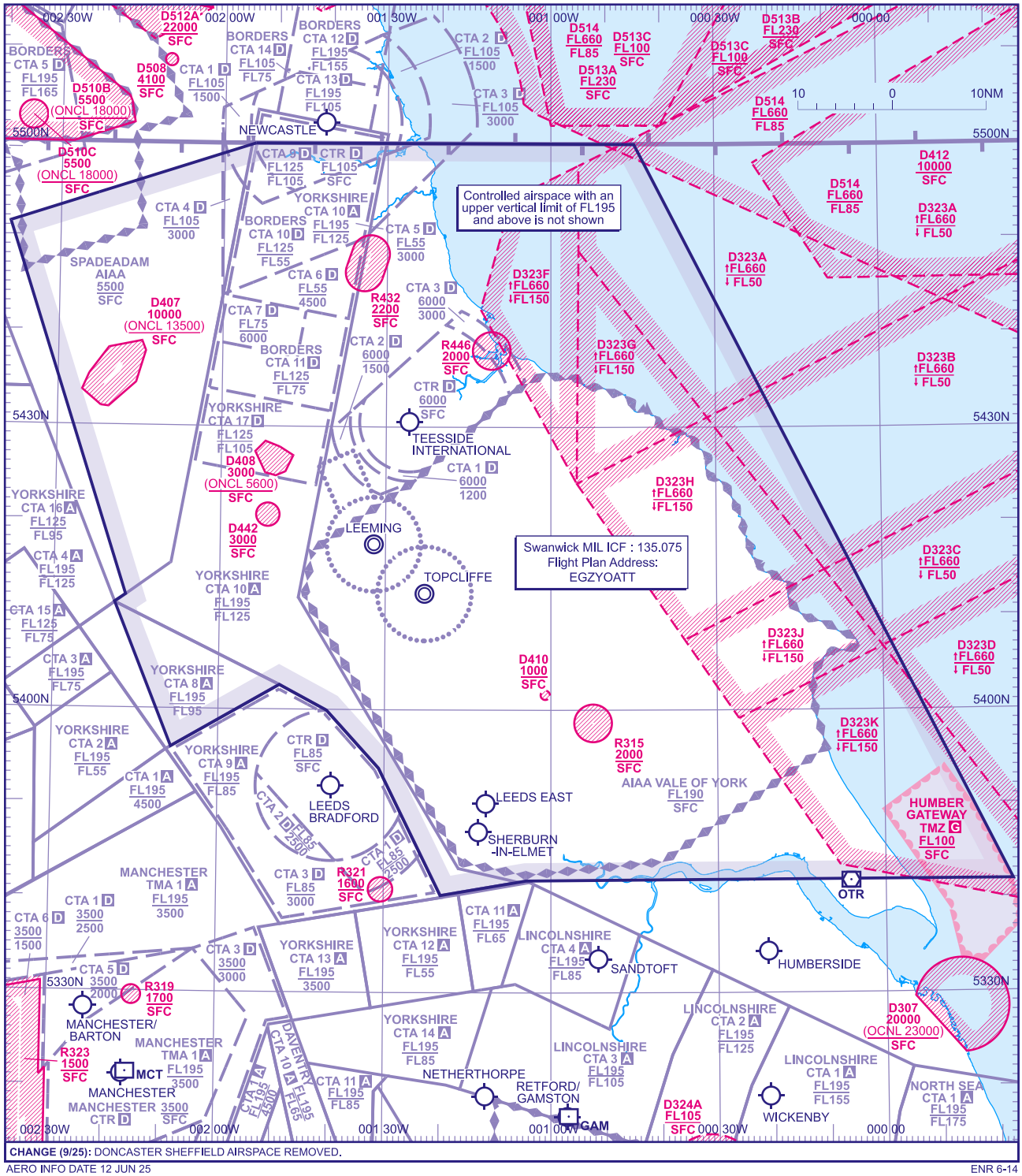
# TEMPORARY RESERVED AREAS (TRA)




**CHANGE (6/25):** BERRY HEAD CTA 7 REVISED. TRA 001 REVISED.

AERO INFO DATE 24 MAR 25

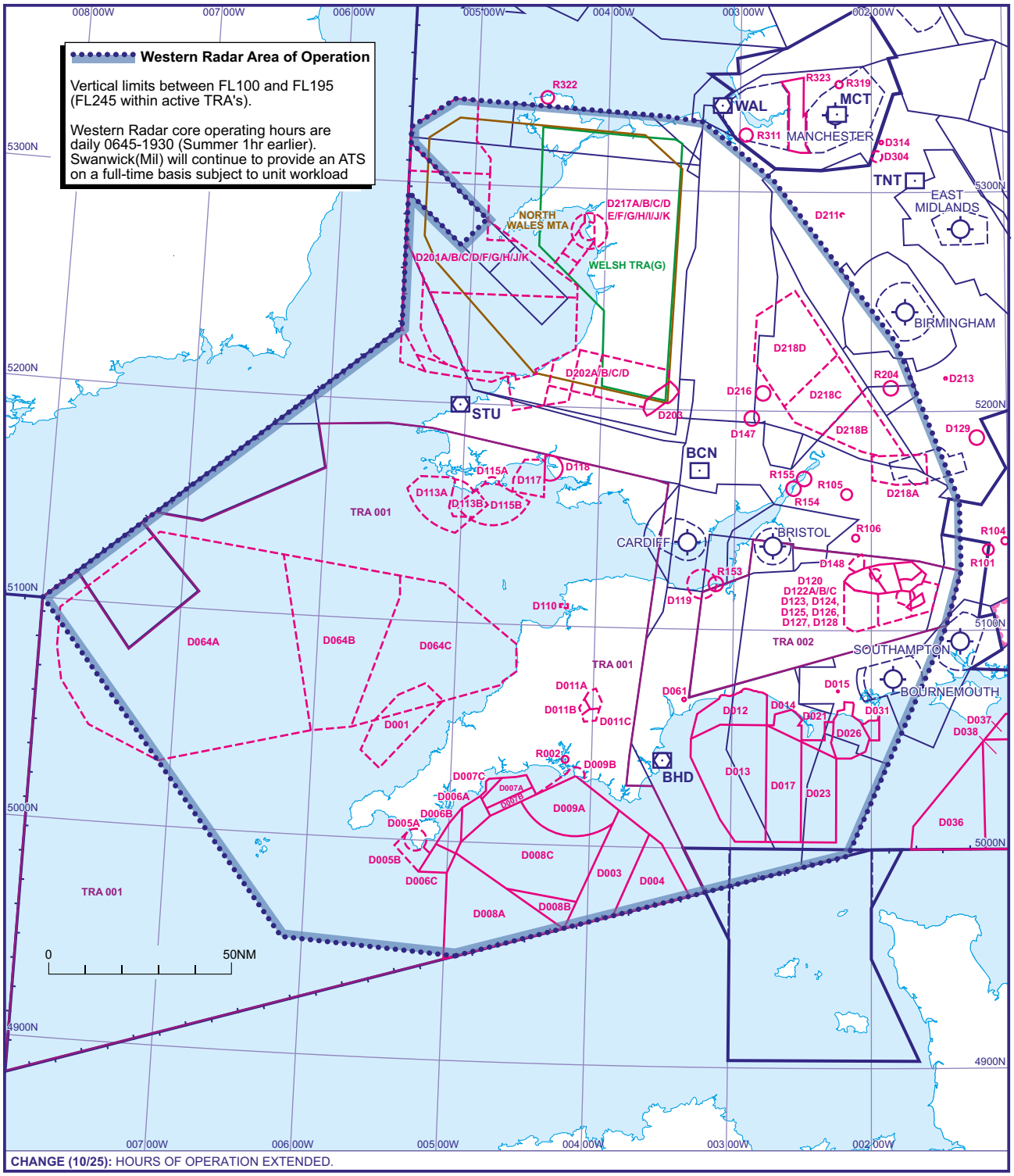
## (FORMER) PENNINE RADAR AREA OF RESPONSIBILITY FL55 - FL195




AERO INFO DATE 12 JUN 25

ENR 6-14

# WESTERN RADAR AREA OF OPERATION

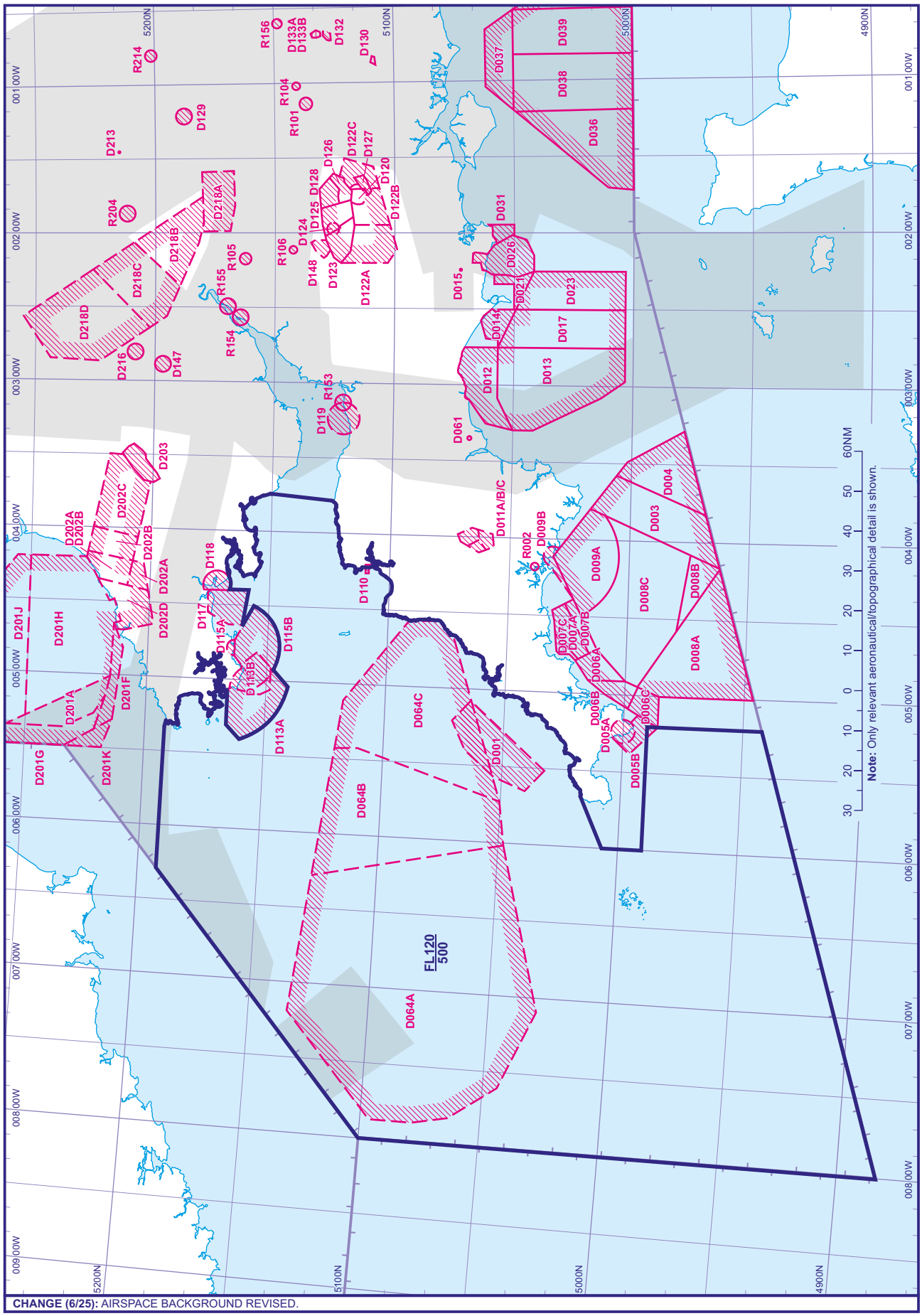



**CHANGE (10/25):** HOURS OF OPERATION EXTENDED.

AERO INFO DATE 07 JUL 25

ENR 6-15

# ROYAL NAVAL NAVIGATIONAL TRAINING FLYING – SOUTH WEST APPROACHES

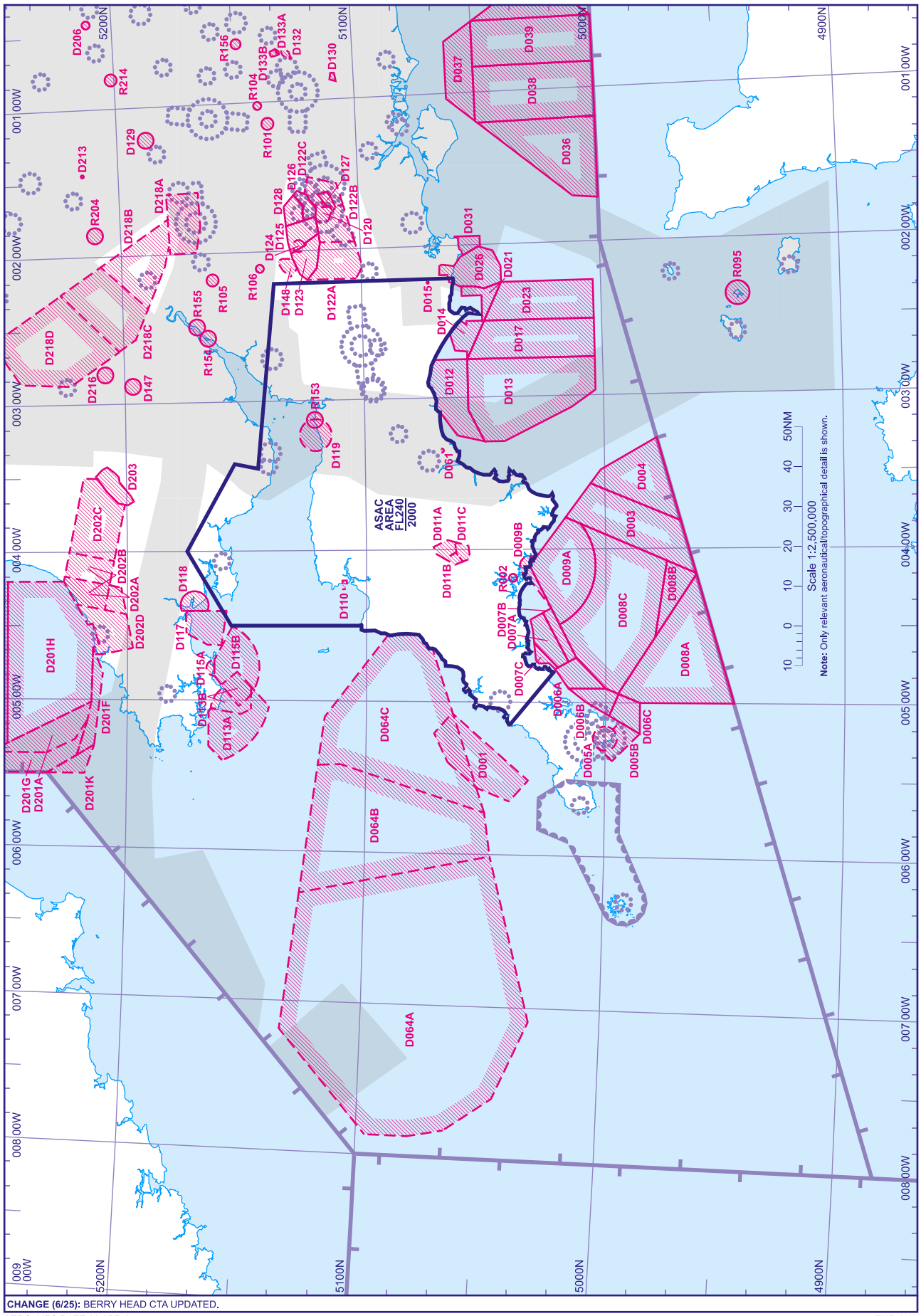



**CHANGE (6/25):** AIRSPACE BACKGROUND REVISED.

AERO INFO DATE 24 MAR 25

ENR 6-16

## ROYAL NAVY AIRBORNE SURVEILLANCE AND CONTROL (ASAC) TRAINING AREA




**CHANGE (6/25):** BERRY HEAD CTA UPDATED.

AERO INFO DATE 02 APR 25

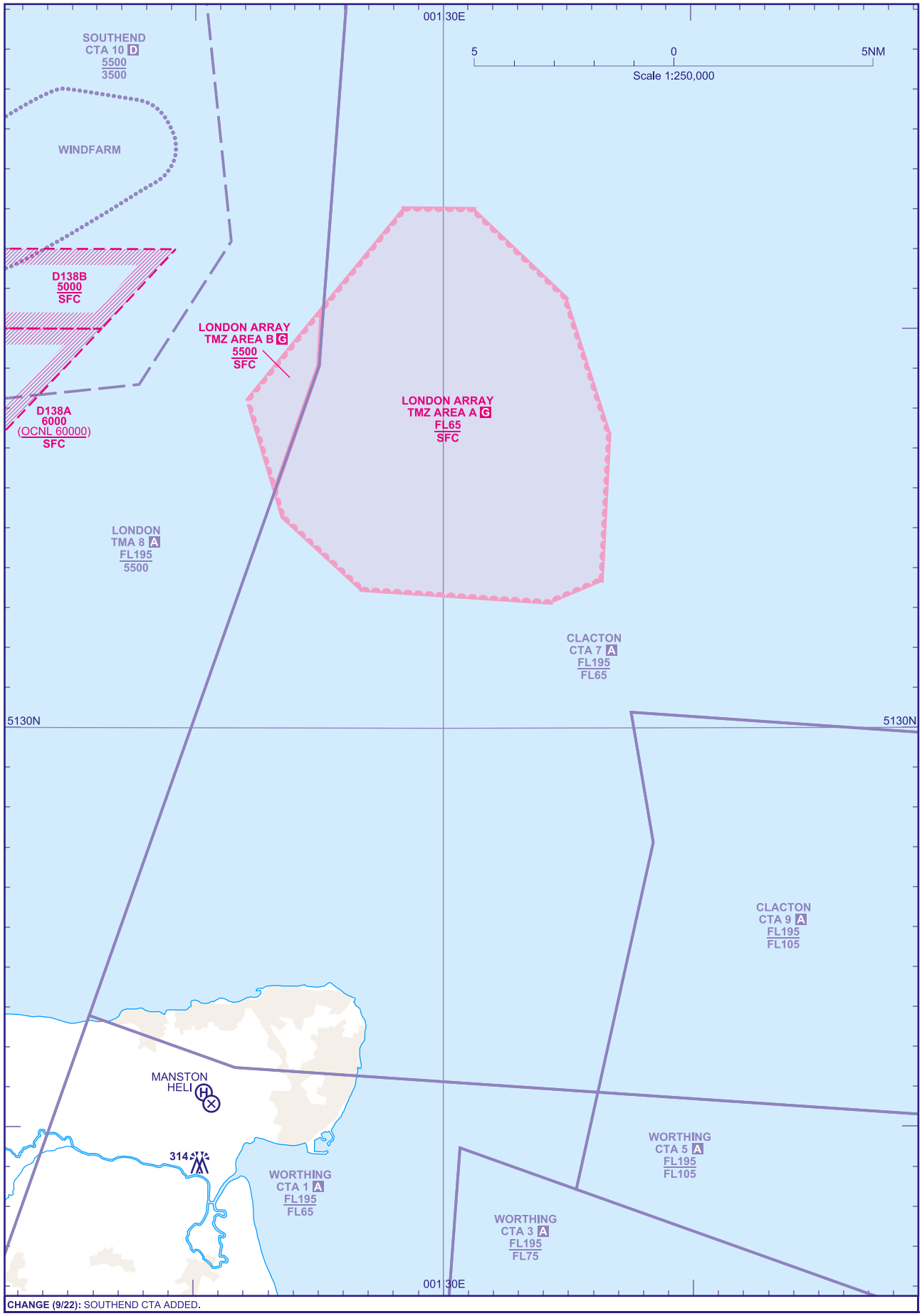
ENR 6-17

# UNITED KINGDOM ALTIMETER SETTING AND FLIGHT INFORMATION REGIONS



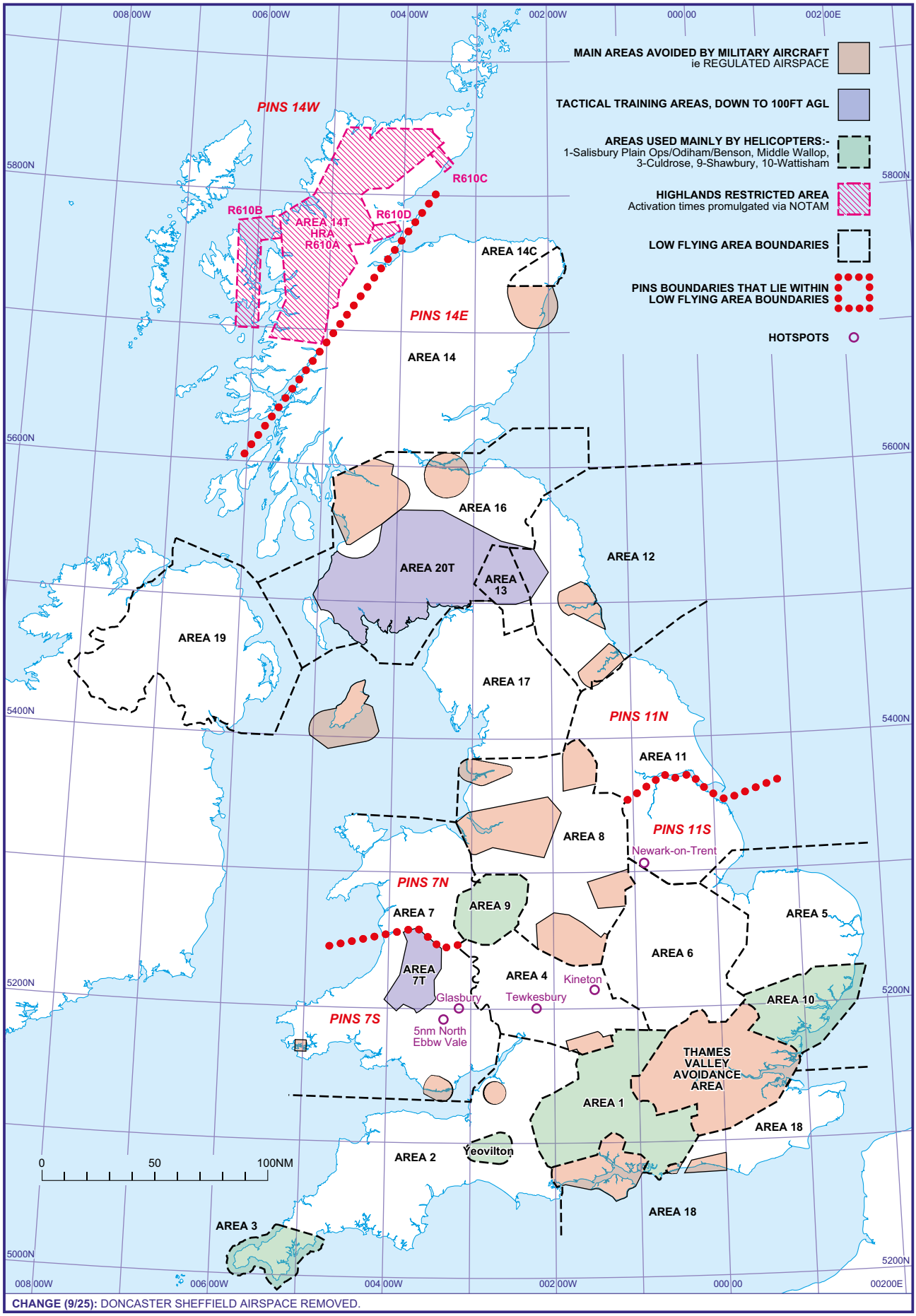

**CHANGE (9/25):** DONCASTER SHEFFIELD AIRSPACE REMOVED.

## LONDON ARRAY TRANSPONDER MANDATORY ZONE




**CHANGE (9/22):** SOUTHEND CTA ADDED.

# PINS AREAS AND UK DAY LOW FLYING SYSTEM (DLFS)

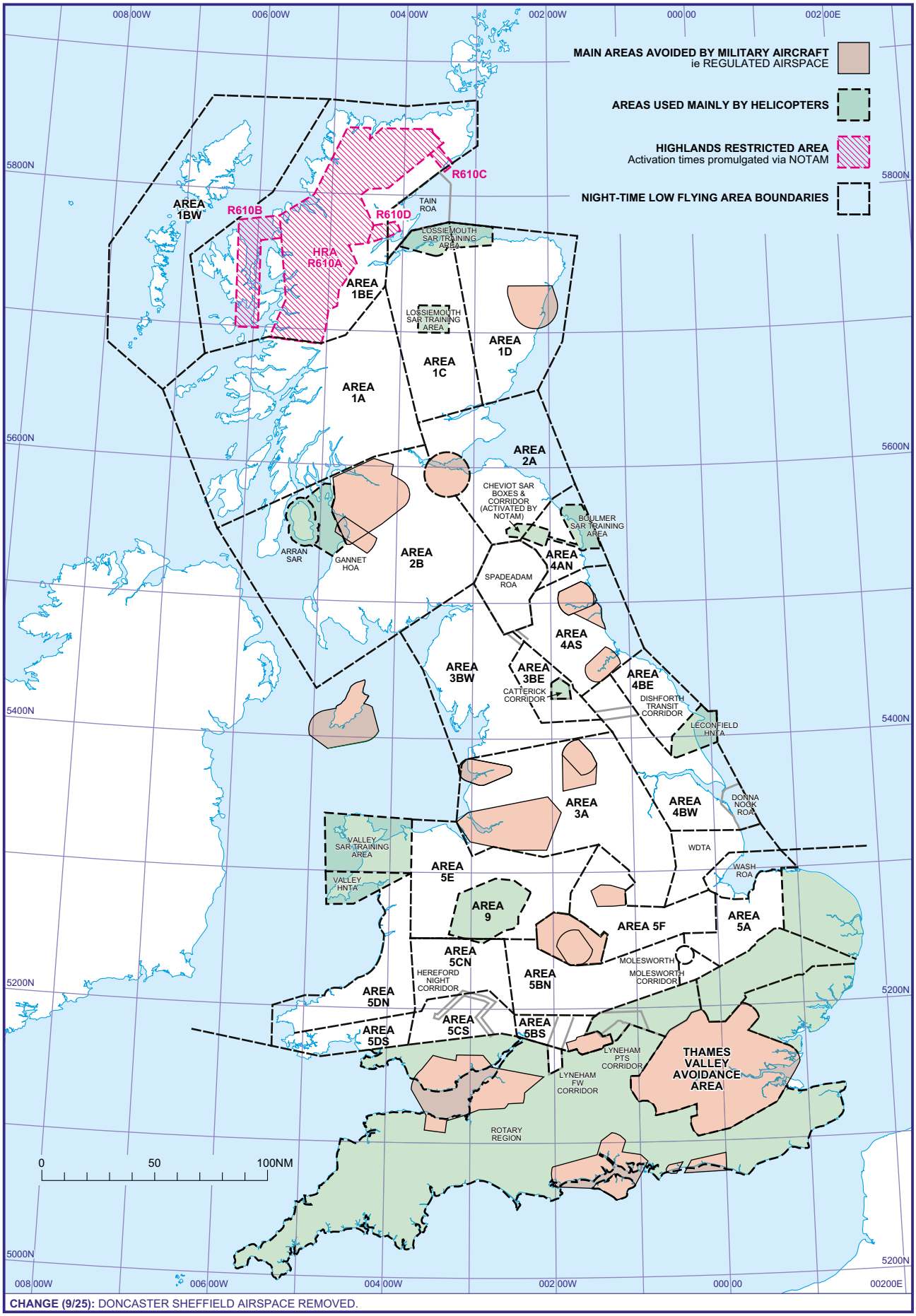



**CHANGE (9/25):** DONCASTER SHEFFIELD AIRSPACE REMOVED.

AERO INFO DATE 09 JUN 25

ENR 6-20

# UK NIGHT LOW FLYING SYSTEM (NLFS)

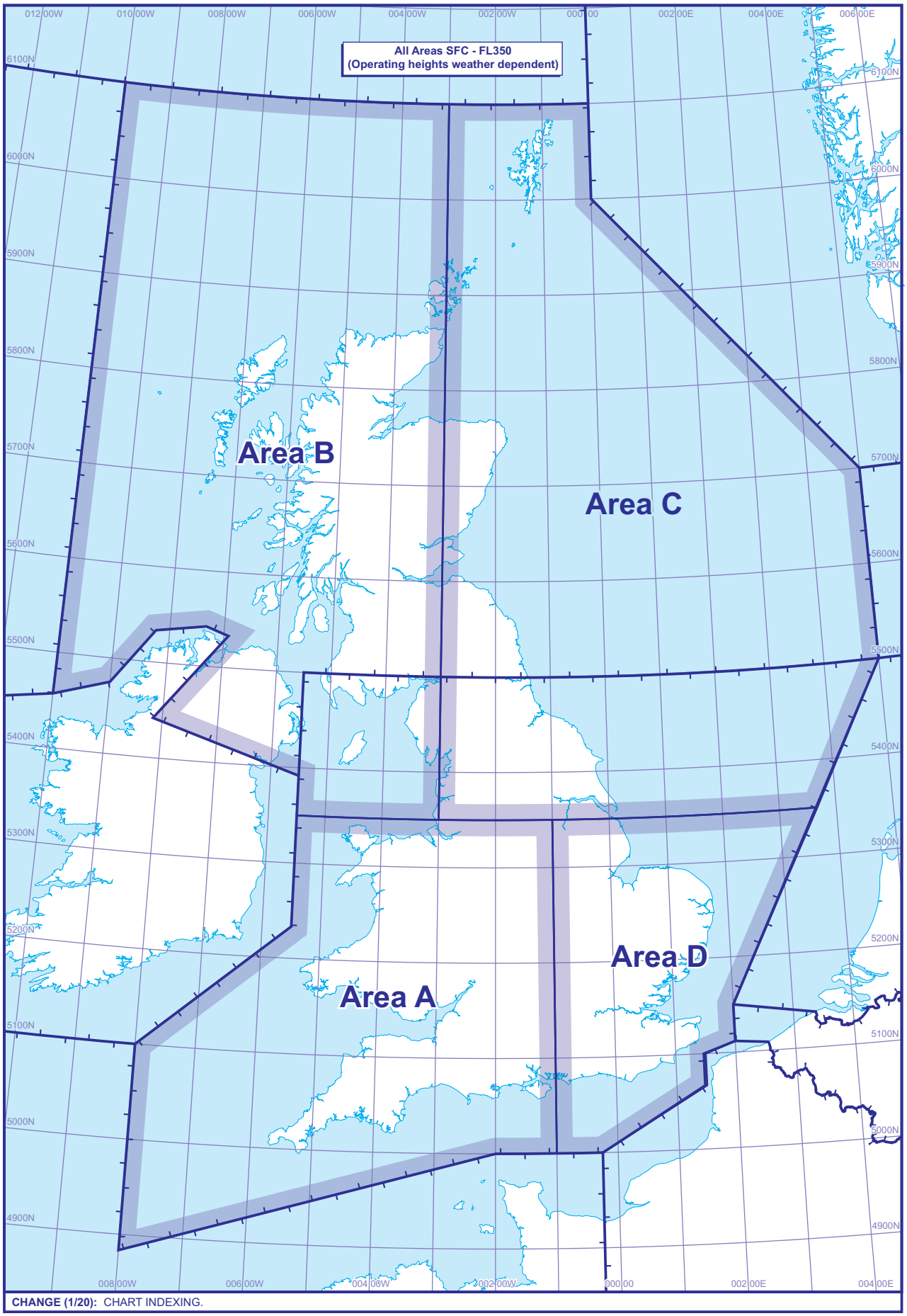



**CHANGE (9/25):** DONCASTER SHEFFIELD AIRSPACE REMOVED.

AERO INFO DATE 09 JUN 25

ENR 6-21

# MET RESEARCH/DROP SONDE FLIGHTS

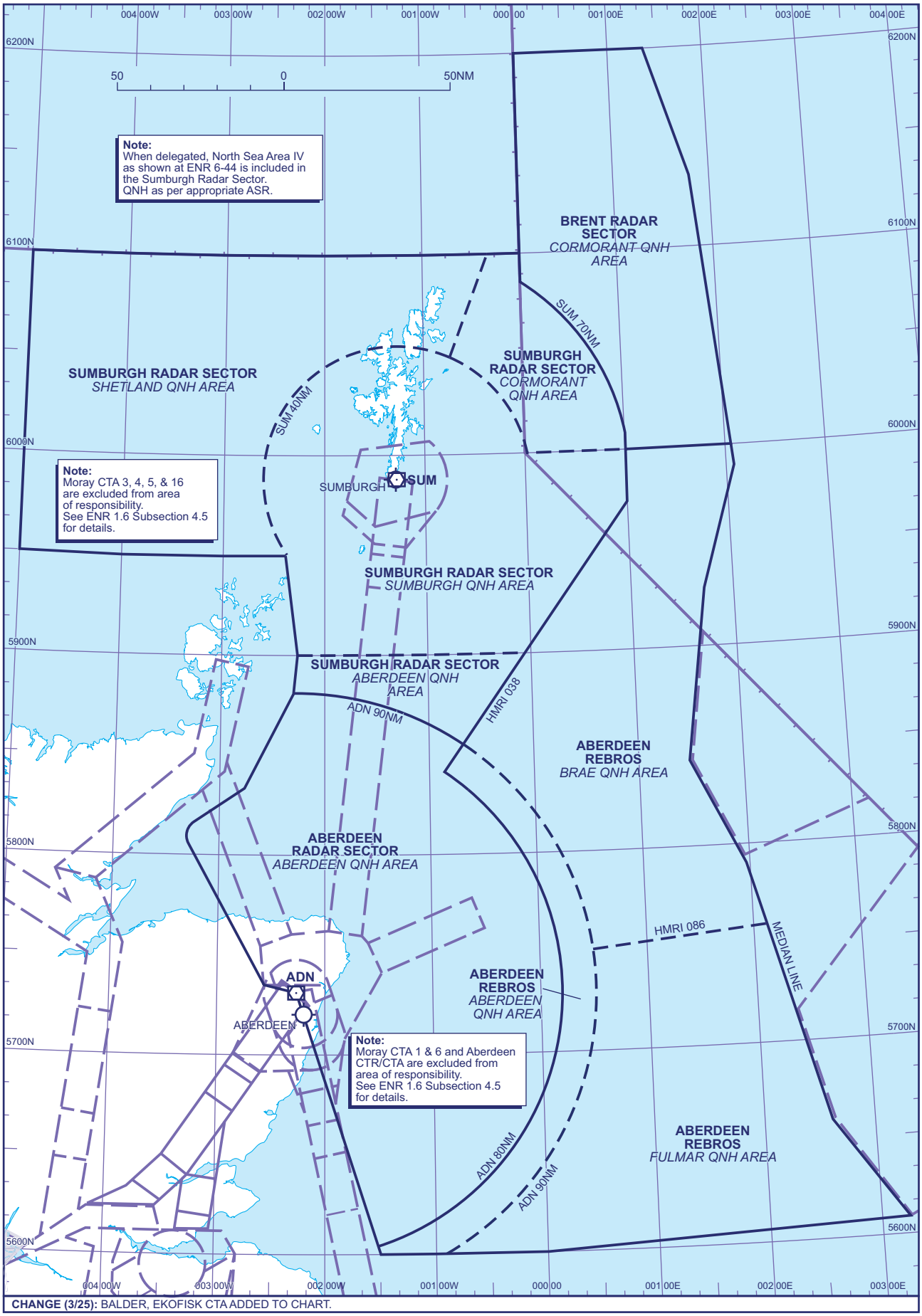



**CHANGE (1/20):** CHART INDEXING.

AERO INFO DATE 24 SEP 19

ENR 6-22

# NORTHERN NORTH SEA - ABERDEEN ATSU OFFSHORE AREAS OF RESPONSIBILITY AND QNH USED

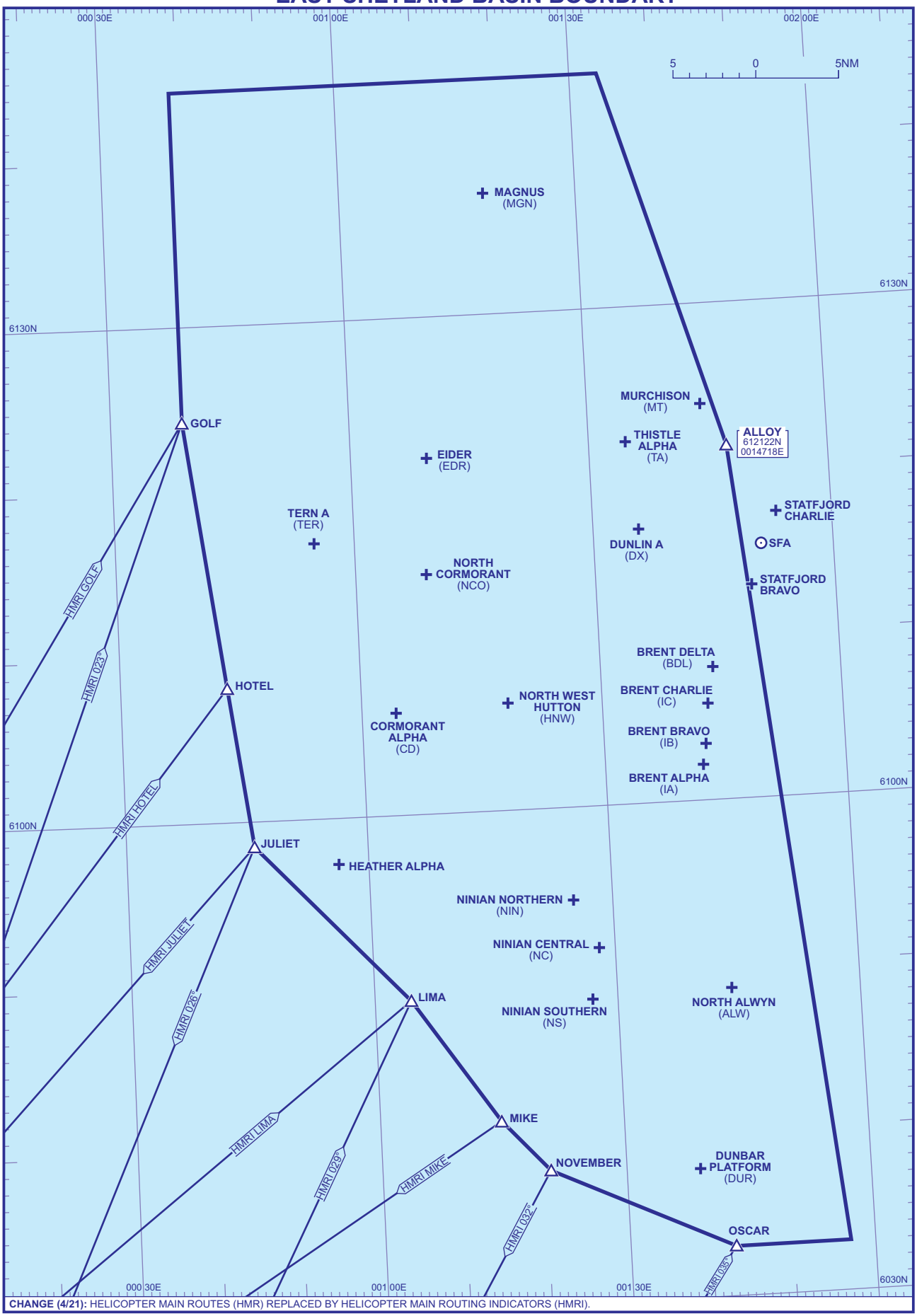



**CHANGE (3/25):** BALDER, EKOFISK CTA ADDED TO CHART.

AERO INFO DATE 20 DEC 24

ENR 6-23

# EAST SHETLAND BASIN BOUNDARY




**CHANGE (4/21):** HELICOPTER MAIN ROUTES (HMR) REPLACED BY HELICOPTER MAIN ROUTING INDICATORS (HMRI).

AERO INFO DATE 25 JAN 21

ENR 6-24

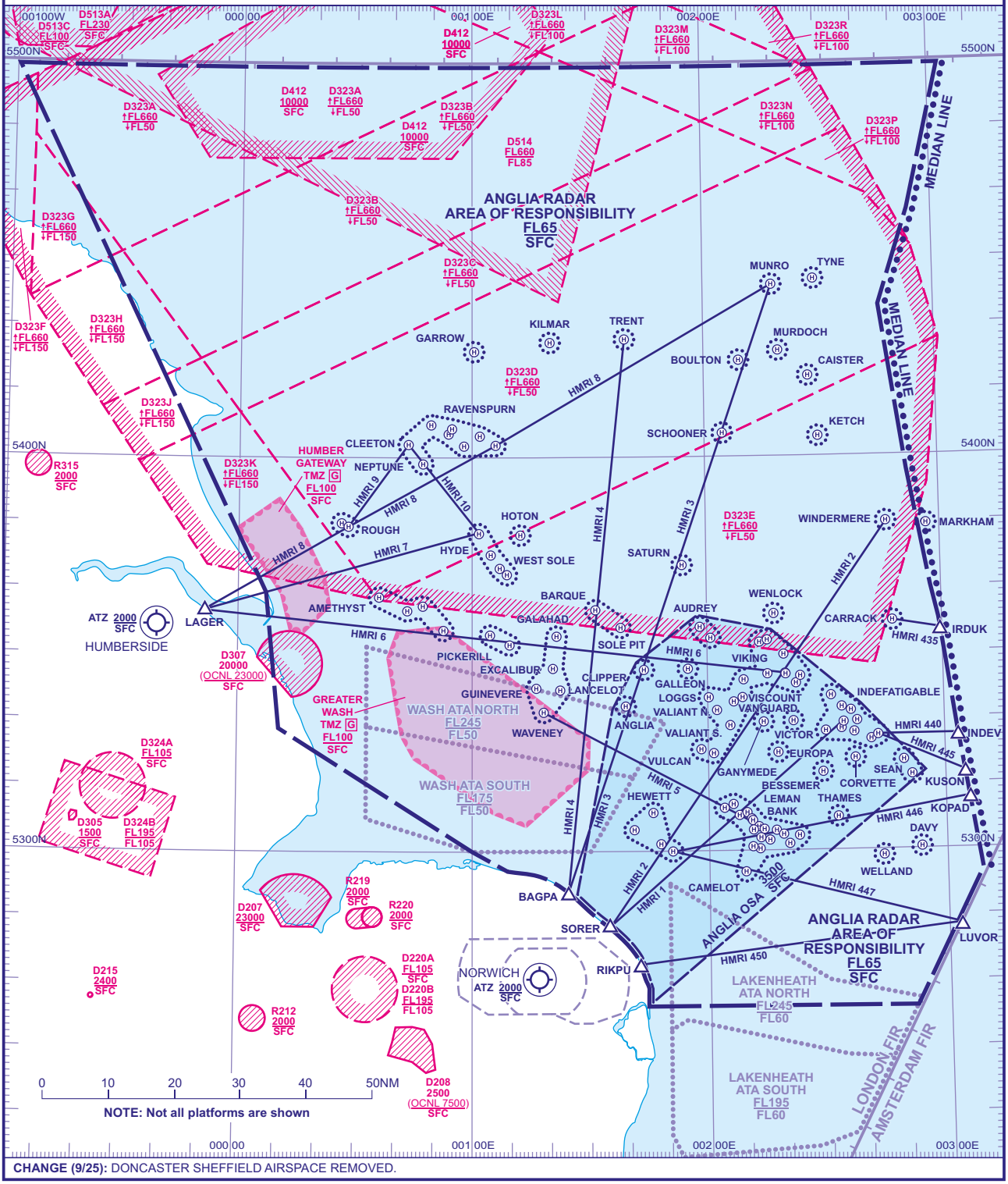
# SOUTHERN NORTH SEA - ABERDEEN ATSU (ANGLIA RADAR) AREA OF RESPONSIBILITY AND ANGLIA OFFSHORE SAFETY AREA (OSA)

**NOTES**

1. All HMRI beneath EGD323D, EGD323E, EGD323K and the Lakenheath ATA North are restricted to FL40 unless cleared by Anglia Radar.
2. Helicopters will normally plan to fly at the following en-route altitudes:-

| Outbound (land to sea) | Inbound (sea to land) |
|---|---|
| 2000'ALT & 3000'ALT | 1500'ALT & 2500'ALT |

Above Transition Altitude (3000'ALT) aircraft should conform to Semi-circular Rule.

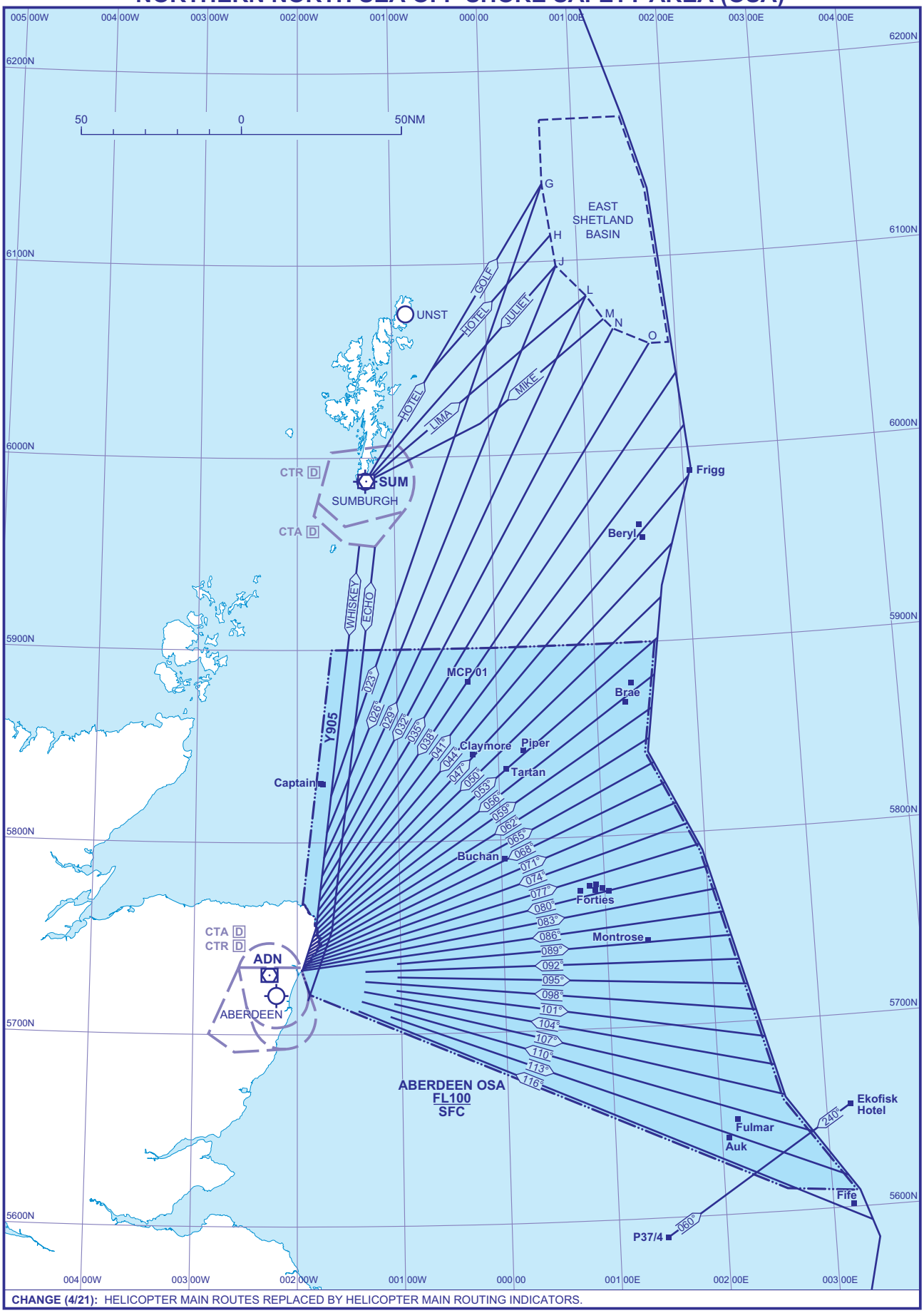



**CHANGE (9/25):** DONCASTER SHEFFIELD AIRSPACE REMOVED.

AERO INFO DATE 06 JUN 25

ENR 6-25

# HELICOPTER MAIN ROUTING INDICATORS (HMRI) AND NORTHERN NORTH SEA OFF-SHORE SAFETY AREA (OSA)

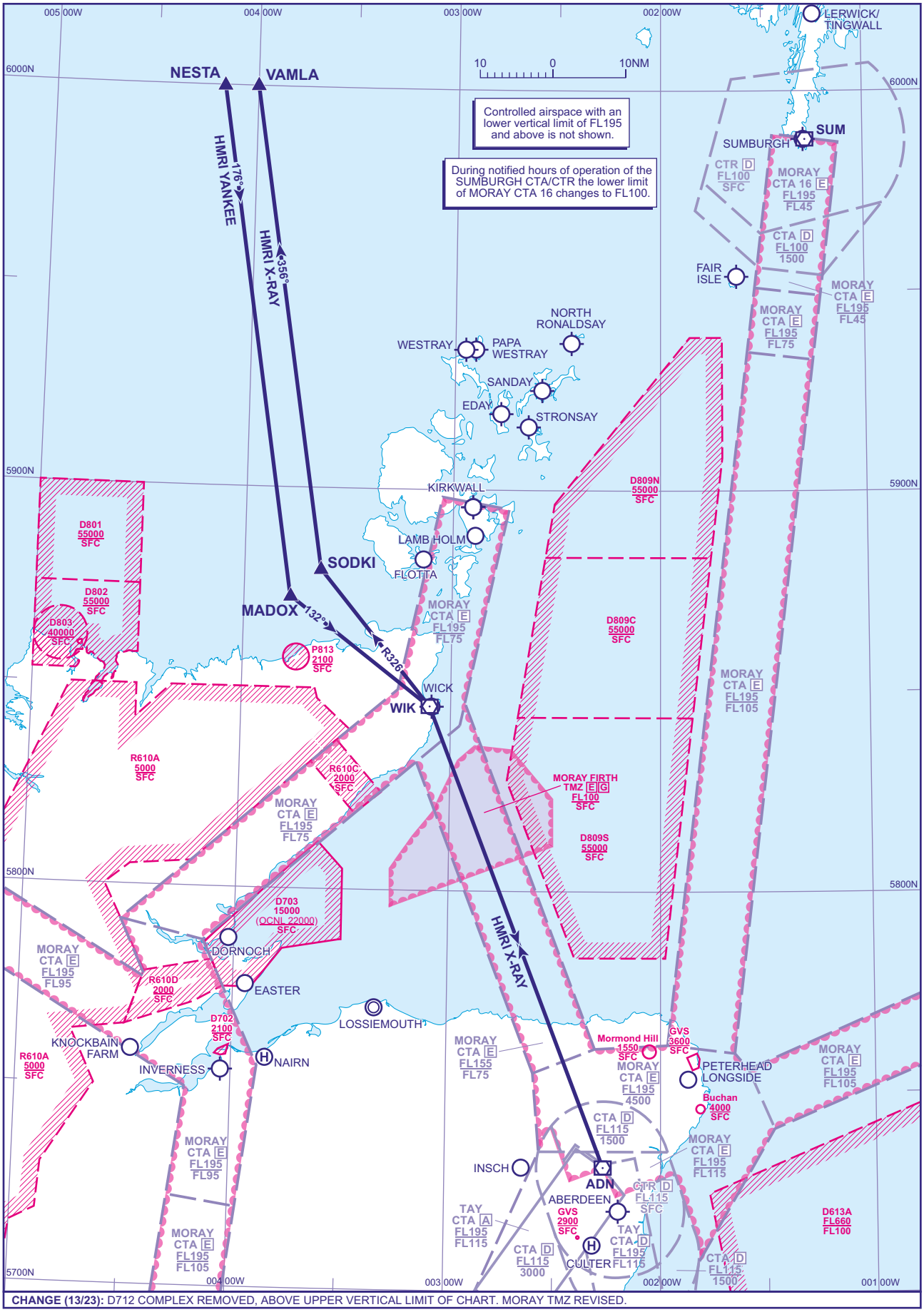



**CHANGE (4/21):** HELICOPTER MAIN ROUTES REPLACED BY HELICOPTER MAIN ROUTING INDICATORS.

AERO INFO DATE 25 JAN 21

ENR 6-26

# ABERDEEN - ATLANTIC RIM HMRI X-RAY/YANKEE

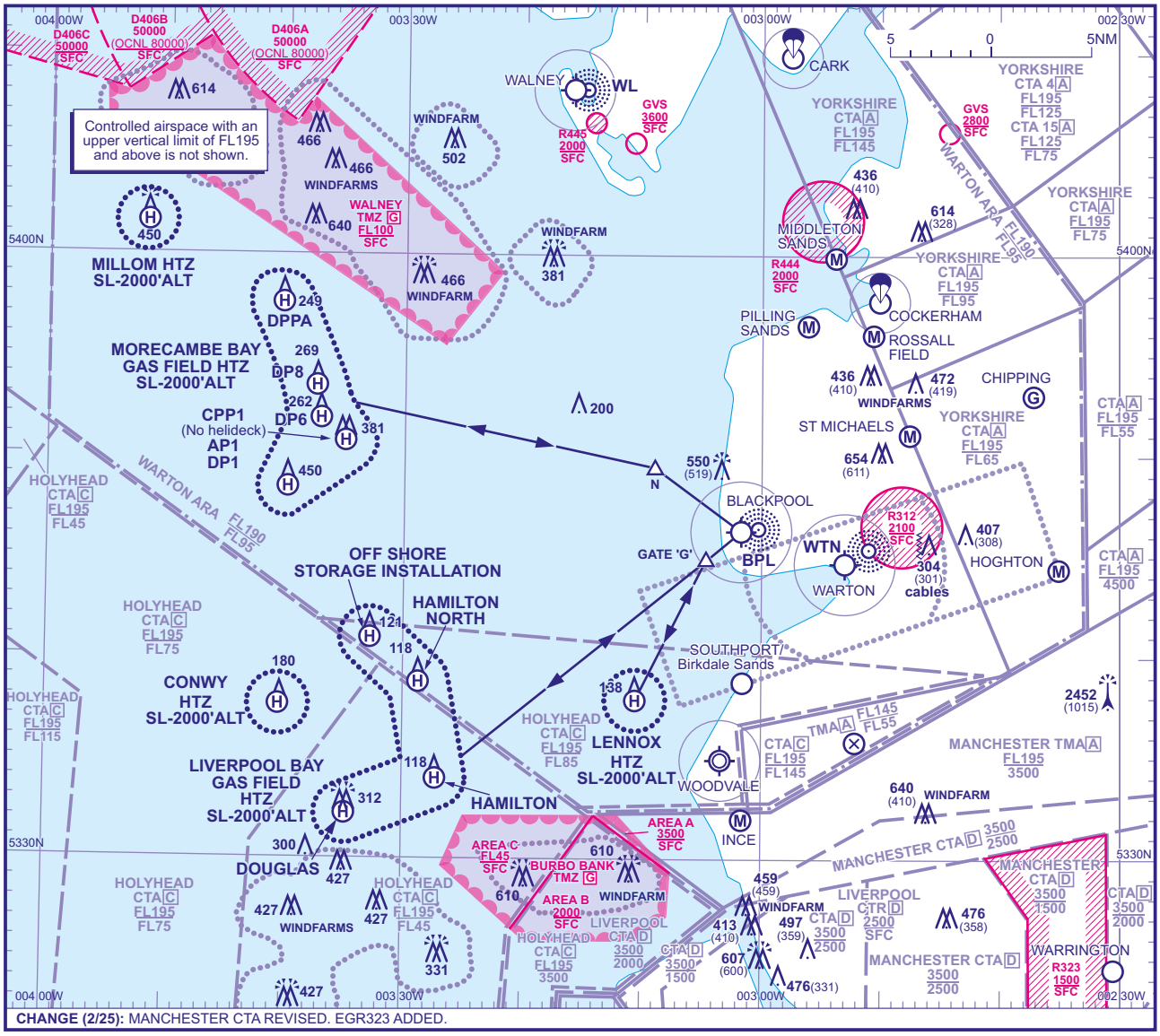



**CHANGE (13/23):** D712 COMPLEX REMOVED, ABOVE UPPER VERTICAL LIMIT OF CHART. MORAY TMZ REVISED.

AERO INFO DATE 19 OCT 23

ENR 6-27

# MORECAMBE BAY/LIVERPOOL BAY GAS FIELD HELICOPTER SUPPORT FLIGHTS

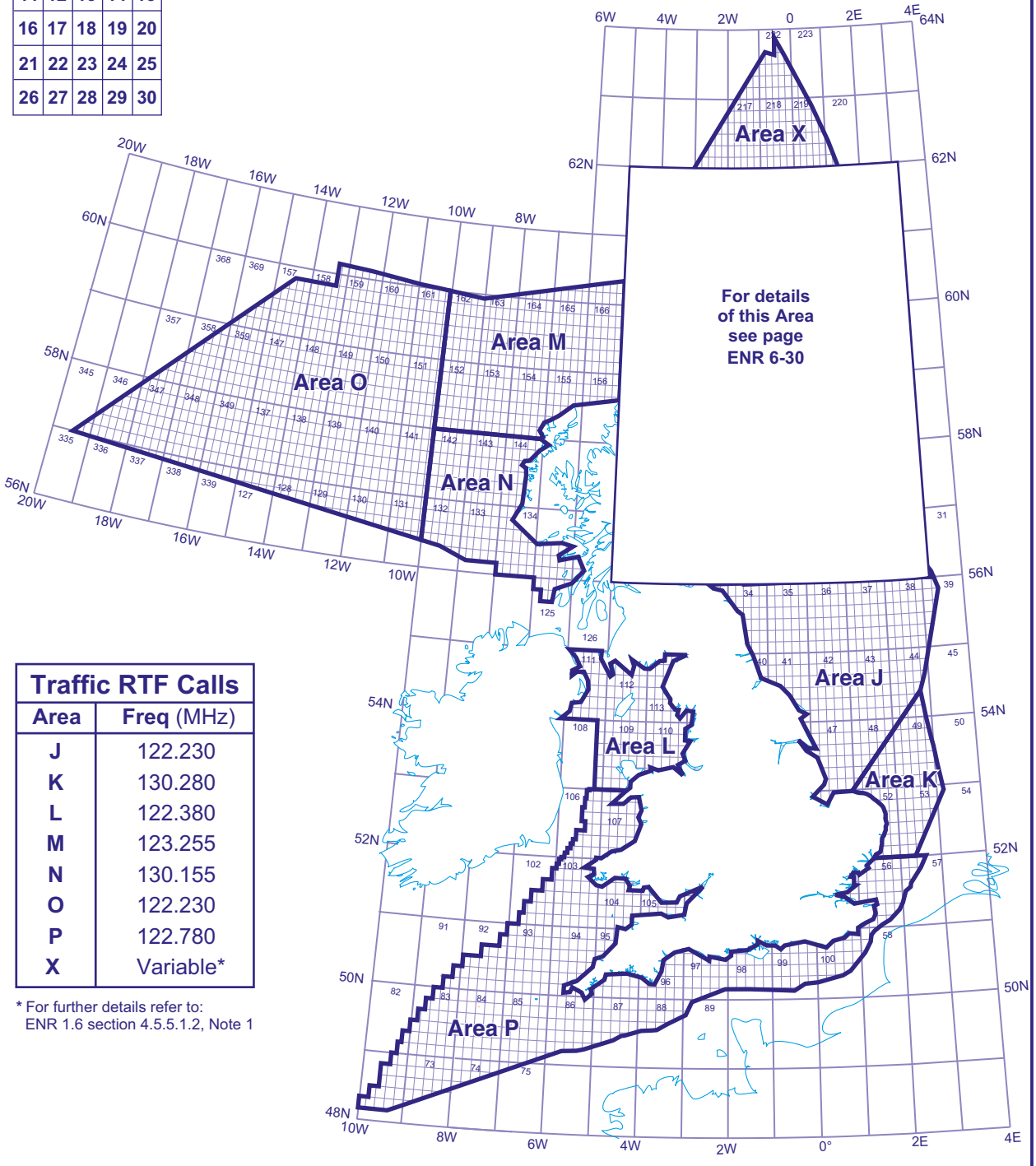



**CHANGE (2/25):** MANCHESTER CTA REVISED. EGR323 ADDED.

# RTF FREQUENCY ALLOCATIONS FOR MOBILE INSTALLATIONS IN THE UK AREAS UNDER CONCESSION

**Key to Sub Blocks**

| | | | | |
|---|---|---|---|---|
| 1 | 2 | 3 | 4 | 5 |
| 6 | 7 | 8 | 9 | 10 |
| 11 | 12 | 13 | 14 | 15 |
| 16 | 17 | 18 | 19 | 20 |
| 21 | 22 | 23 | 24 | 25 |
| 26 | 27 | 28 | 29 | 30 |



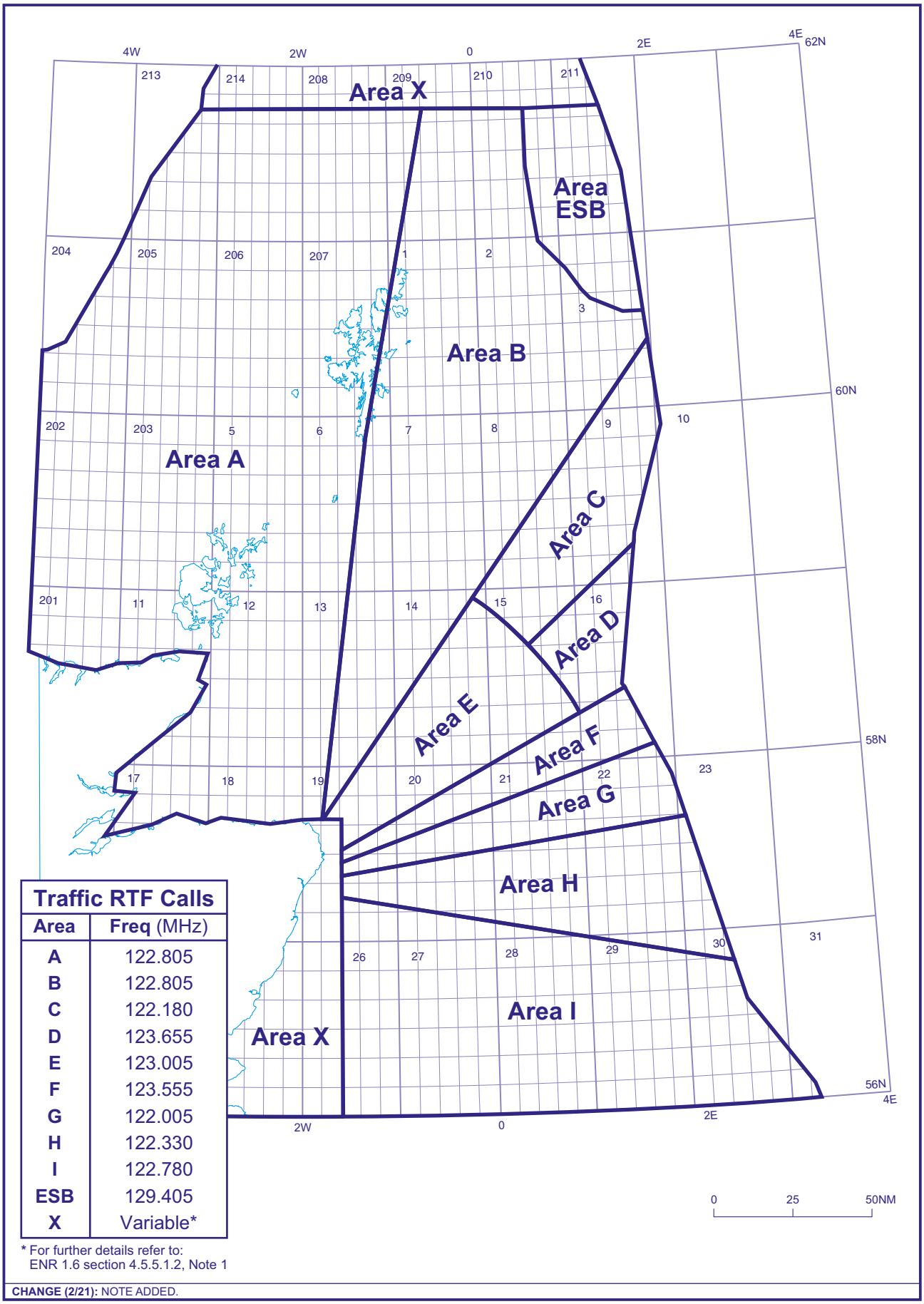

| Traffic RTF Calls | |
|---|---|
| **Area** | **Freq** (MHz) |
| **J** | 122.230 |
| **K** | 130.280 |
| **L** | 122.380 |
| **M** | 123.255 |
| **N** | 130.155 |
| **O** | 122.230 |
| **P** | 122.780 |
| **X** | Variable* |

* For further details refer to:
ENR 1.6 section 4.5.5.1.2, Note 1

**CHANGE (2/21):** NOTE ADDED.

AERO INFO DATE 30 NOV 20

# RTF FREQUENCY ALLOCATIONS FOR MOBILE INSTALLATIONS IN THE UK AREAS UNDER CONCESSION




| Traffic RTF Calls | |
|---|---|
| Area | Freq (MHz) |
| A | 122.805 |
| B | 122.805 |
| C | 122.180 |
| D | 123.655 |
| E | 123.005 |
| F | 123.555 |
| G | 122.005 |
| H | 122.330 |
| I | 122.780 |
| ESB | 129.405 |
| X | Variable* |

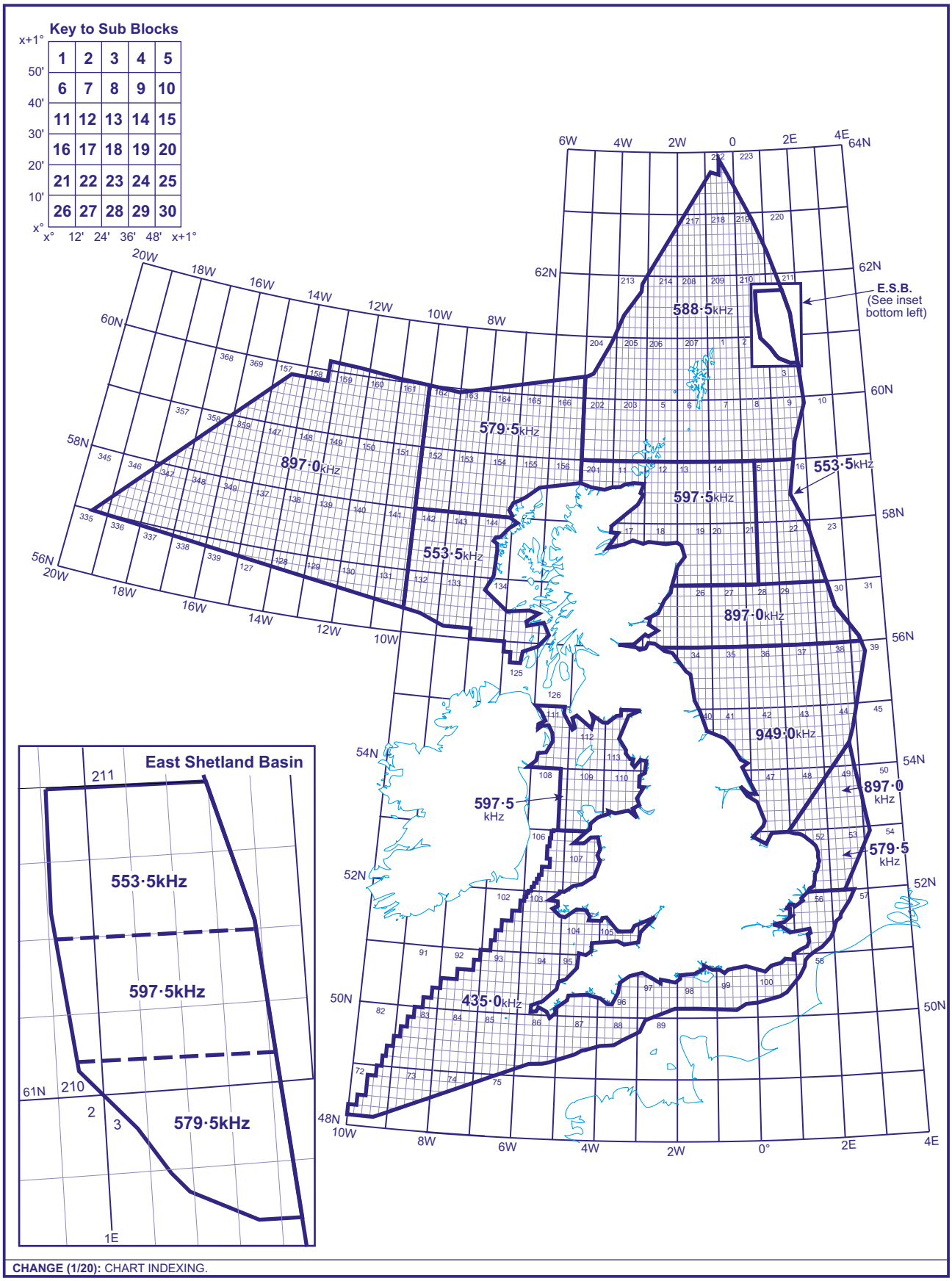
* For further details refer to:
ENR 1.6 section 4.5.5.1.2, Note 1

**CHANGE (2/21):** NOTE ADDED.

AERO INFO DATE 07 DEC 20

ENR 6-30

# NDB FREQUENCY ALLOCATIONS FOR MOBILE INSTALLATIONS IN THE UK AREAS UNDER CONCESSION



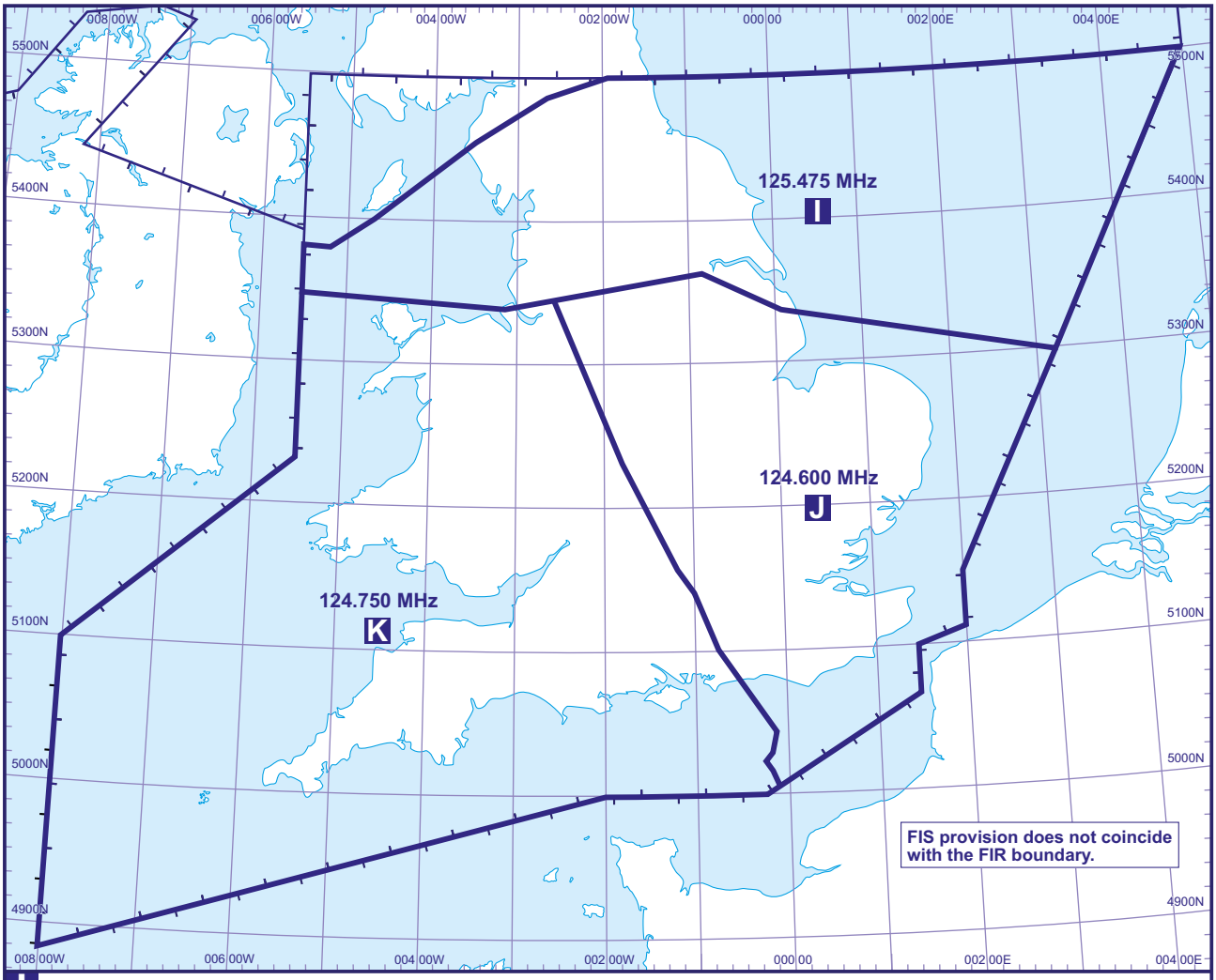

**CHANGE (1/20):** CHART INDEXING.

AERO INFO DATE 24 SEP 19

ENR 6-31

I

# LONDON ACC - FIS SECTORS




**I** **125.475 (Control/Information Sector) Available H24 SFC - FL195**
550000N 0050000E - 525937N 0031246E - 530802N 0020721E - 532204N 0000431E - 533753N 0005020W - 532719N 0023407W - 532331N 0030804W - 532848N 0053000W - 534817N 0053000W - 534742N 0051111W - 535515N 0045234W - 540000N 0044046W - 541050N 0041741W - 543242N 0033001W - 545127N 0023916W - 550000N 0015500W - 550000N 0050000E.

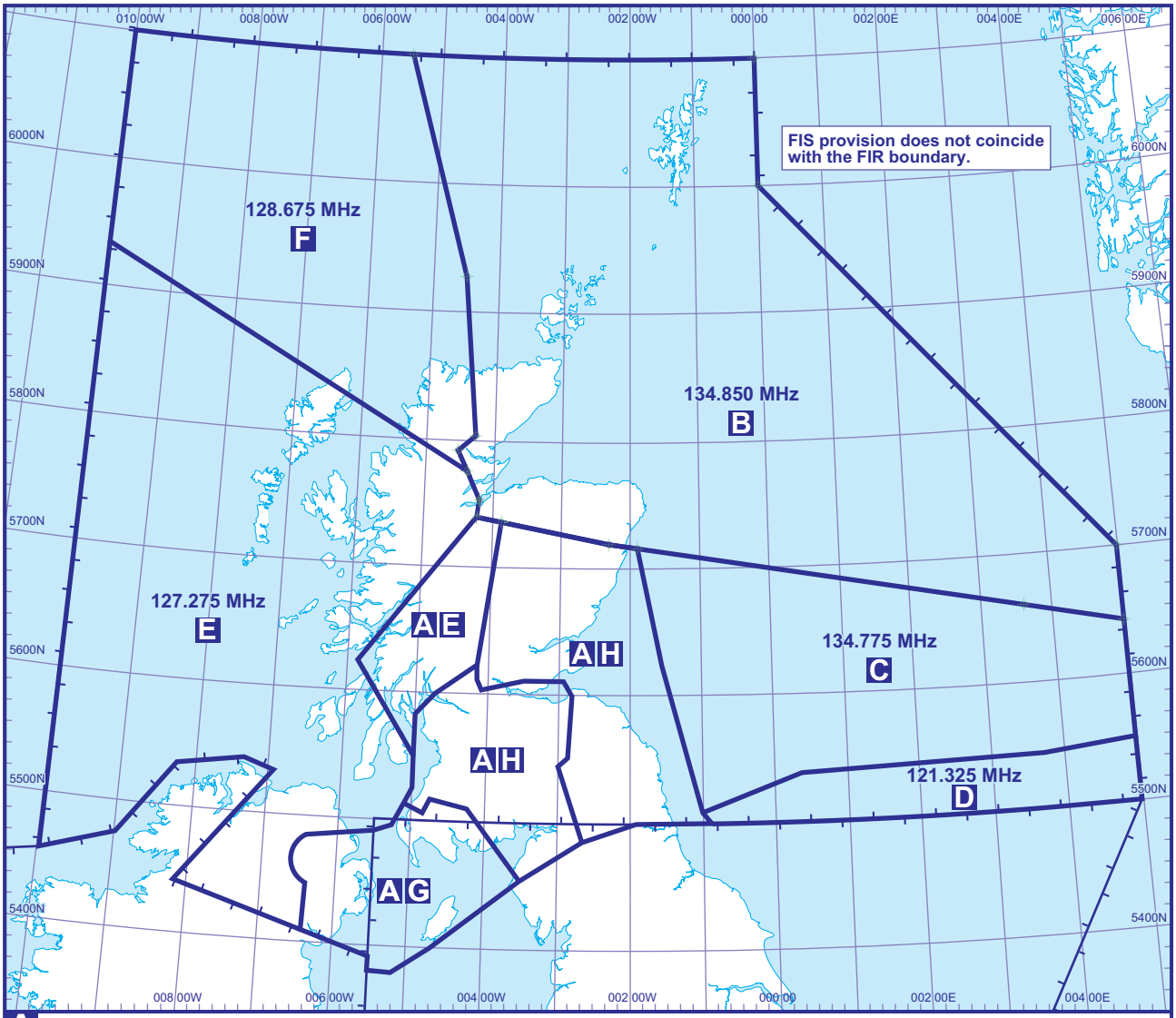
**J** **124.600 (Control/Information Sector) Available H24 SFC - FL195**
533753N 0005020W - 532204N 0000431E - 530802N 0020721E - 525937N 0031246E - 513000N 0020000E - 510700N 0020000E - 510000N 0012800E - 504000N 0012800E - 500320N 0000639W - 501027N 0001143W - 501347N 0001511W - 501717N 0001053W - 502605N 0000746W - 510053N 0004433W - 512445N 0005947W - 513423N 0011048W - 521920N 0014715W - 532719N 0023407W - 533753N 0005020W.

**K** **124.750 (Control/Information Sector) Available H24 SFC - FL195**
532848N 0053000W - 532331N 0030804W - 532719N 0023407W - 521920N 0014715W - 513423N 0011048W - 512445N 0005947W - 510053N 0004433W - 502605N 0000746W - 501717N 0001053W - 501347N 0001511W - 501027N 0001143W - 500320N 0000639W - 500000N 0001500W - 500000N 0020000W - 485000N 0080000W - 510000N 0080000W - 522000N 0053000W - 532848N 0053000W .

**CHANGE (2/24):** ALL AREAS UPDATED.

AERO INFO DATE 13 DEC 23
ENR 6-32

# SCOTTISH ACC - FIS SECTORS




**A** **119.875 (Information Sector) Available 0800-2000 (0700-1900)**
**Basic Service available FL55 and below, outside CAS. UKFIS available from Scottish Control/Information above FL55.**
572337N 0041404W - 572131N 0035213W - 571145N 0021815W - 570952N 0015347W - 561444N 0013308W - 550516N 0010020W - 550000N 0005252W - 550000N 0015500W - 545127N 0023916W - 543242N 0033001W - 541050N 0041741W - 540000N 0044046W - 535515N 0045234W - 534742N 0051111W - 534817N 0053000W - 535500N 0053000W - 540543N 0062435W - 542755N 0062310W then clockwise arc of circle radius 13NM centred on 543927N 0061256W - 545030N 0062442W - 545418N 0053000W - 545715N 0051530W - 551511N 0050000W - 553023N 0050000W - 561411N 0055028W - 572337N 0041404W.

**B** **134.850 (Control/Information Sector) Available H24 SFC - FL245**
610000N 0000000E - 600000N 0000000E - 570000N 0050000E - 562502N 0050000E - 570952N 0015347W - 571145N 0021815W - 572131N 0035213W - 572337N 0041404W - 573147N 0041203W - 574511N 0042339W - 575449N 0043204W - 580149N 0041700W - 591638N 0043000W - 610000N 0053000W - 610000N 0000000E.

**C** **134.775 (Control/Information Sector) Available H24 SFC - FL245**
570952N 0015347W - 562502N 0050000E - 553000N 0050000E - 552536N 0034259E - 552306N 0002228E - 550516N 0010020W - 561444N 0013308W - 570952N 0015347W.

**D** **121.325 (Control/Information Sector) Available H24 SFC - FL245**
553000N 0050000E - 550000N 0050000E - 550000N 0005252W - 550516N 0010020W - 552306N 0002228E - 552536N 0034259E - 553000N 0050000E.

**E** **127.275 (Control/Information Sector) Available H24 SFC - FL245**
592000N 0100000W - 581645N 0060617W - 575820N 0050530W - 574511N 0042339W - 573147N 0041203W - 572337N 0041404W - 561411N 0055028W - 553023N 0050000W - 551511N 0050000W - 545715N 0051530W - 545418N 0053000W - 545030N 0062442W - then an anticlockwise arc of circle radius 13NM centered on 543927N 0061256W - 542755N 0062310W - 540543N 0062435W - 542500N 0081000W - 552000N 0065500W - 552500N 0072000W - 552000N 0081500W - 544500N 0090000W - 543400N 0100000W - 592000N 0100000W.
**Available H24 Above FL55 - FL245**
572337N 0041404W - 572131N 0035213W - 561400N 0040926W - 560000N 0044400W - 555000N 0050000W - 553023N 0050000W - 561411N 0055028W - 572337N 0041404W.
**Available 2000-0800 (1900-0700) SFC - FL55**
572337N 0041404W - 572131N 0035213W - 561400N 0040926W - 560000N 0044400W - 555000N 0050000W - 553023N 0050000W - 561411N 0055028W - 572337N 0041404W.

**F** **128.675 (Control/Information Sector) Available H24 SFC - FL245**
610000N 0100000W - 610000N 0053000W - 591638N 0043000W - 580149N 0041700W - 575449N 0043204W - 574511N 0042339W - 575820N 0050530W - 581645N 0060617W - 592000N 0100000W - 610000N 0100000W

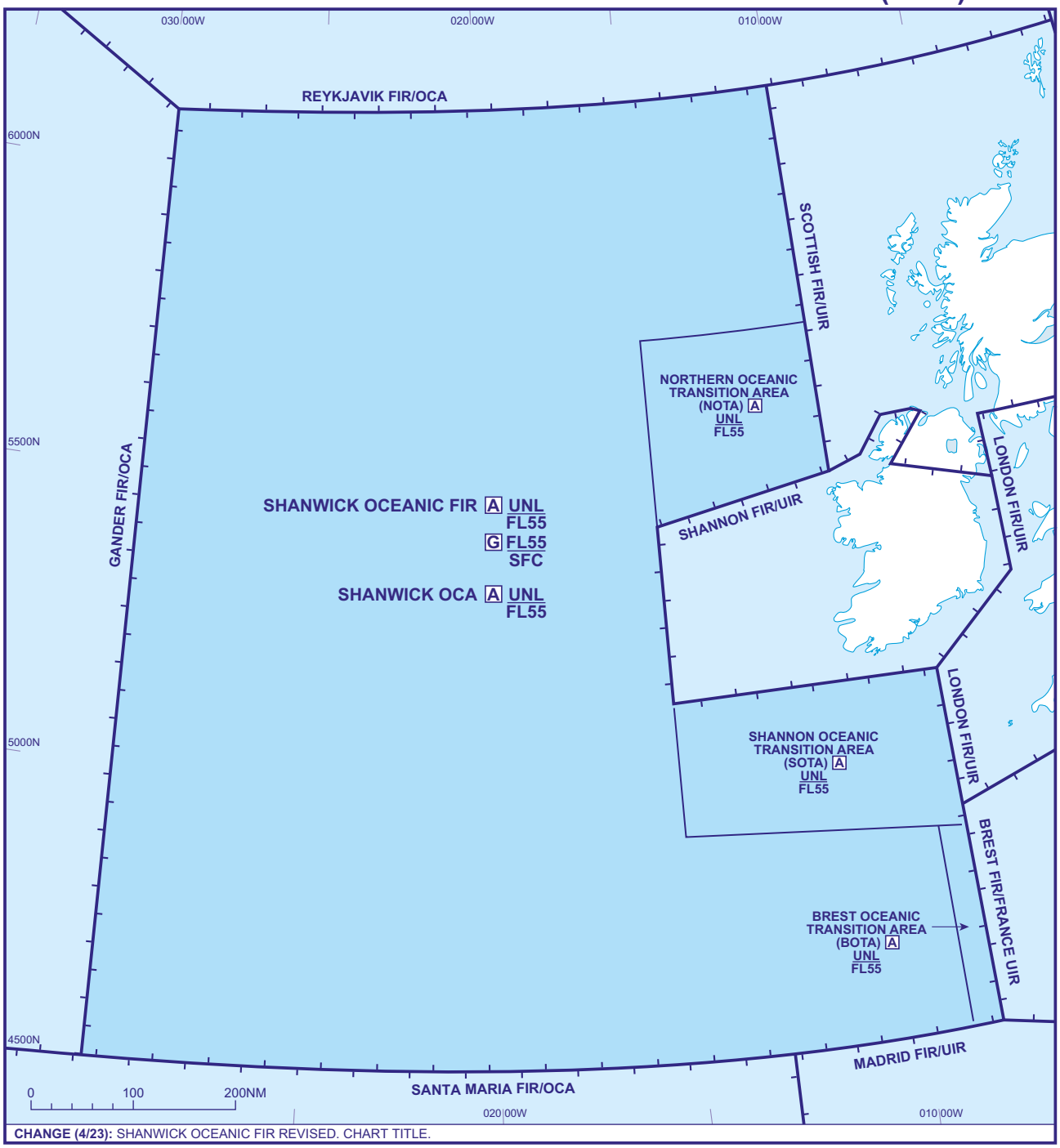
**G** **123.775 (Control/Information Sector) Available H24 FL55 - FL245 and 2000-0800 (1900-0700) SFC - FL55**
551001N 0044459W - 550603N 0041419W - 543242N 0033001W - 541050N 0041741W - 540000N 0044046W - 535515N 0045234W - 534742N 0051111W - 534817N 0053000W - 535500N 0053000W - 540543N 0062435W - 542755N 0062310W - then clockwise arc of circle radius 13NM centered on 543927N 0061256W - 545030N 0062442W - 545418N 0053000W - 545715N 0051530W - 550750N 0050623W - 550328N 0045044W - 551001N 0044459W.

**H** **124.500 (Control/Information Sector) Available H24 FL55 - FL245**
572131N 0035213W - 571145N 0021815W - 570952N 0015347W - 561444N 0013308W - 550516N 0010020W - 550000N 0005252W - 550000N 0015500W - 545127N 0023916W - 552700N 0030000W - 553100N 0025156W - 560008N 0024849W - 560700N 0025608W - 560700N 0032938W - 560222N 0040518W - 560700N 0040910W - 561400N 0040926W - 572131N 0035213W
**Available 2000-0800 (1900-0700) SFC - FL55 If contact cannot be established on 124.500 then contact 119.875 which is monitored H24**
572131N 0035213W - 571145N 0021815W - 570952N 0015347W - 561444N 0013308W - 550516N 0010020W - 550000N 0005252W - 550000N 0015500W - 545127N 0023916W - 543242N 0033001W - 550603N 0041419W - 551001N 0044459W - 550328N 0045044W - 550750N 0050623W - 551511N 0050000W - 555000N 0050000W - 560000N 0044400W - 561400N 0040926W - 572131N 0035213W

**CHANGE (2/24):** ALL AREAS UPDATED.

AERO INFO DATE 13 DEC 23

# SHANWICK OCEANIC FIR/OCEANIC CONTROL AREA (OCA)

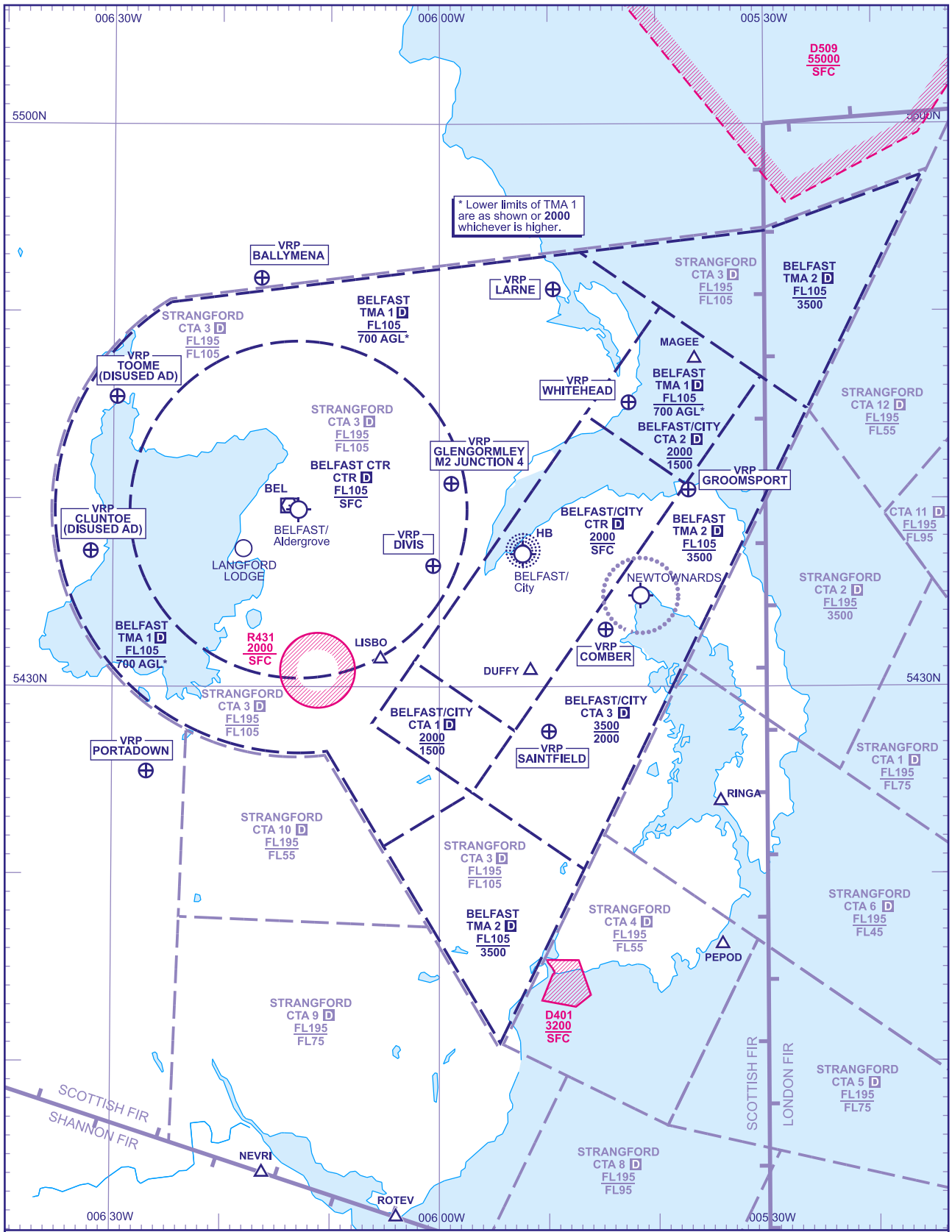



**CHANGE (4/23):** SHANWICK OCEANIC FIR REVISED. CHART TITLE.

AERO INFO DATE 25 JAN 23

ENR 6-34

# BELFAST TMA, BELFAST CTR & BELFAST/CITY CTR/CTA



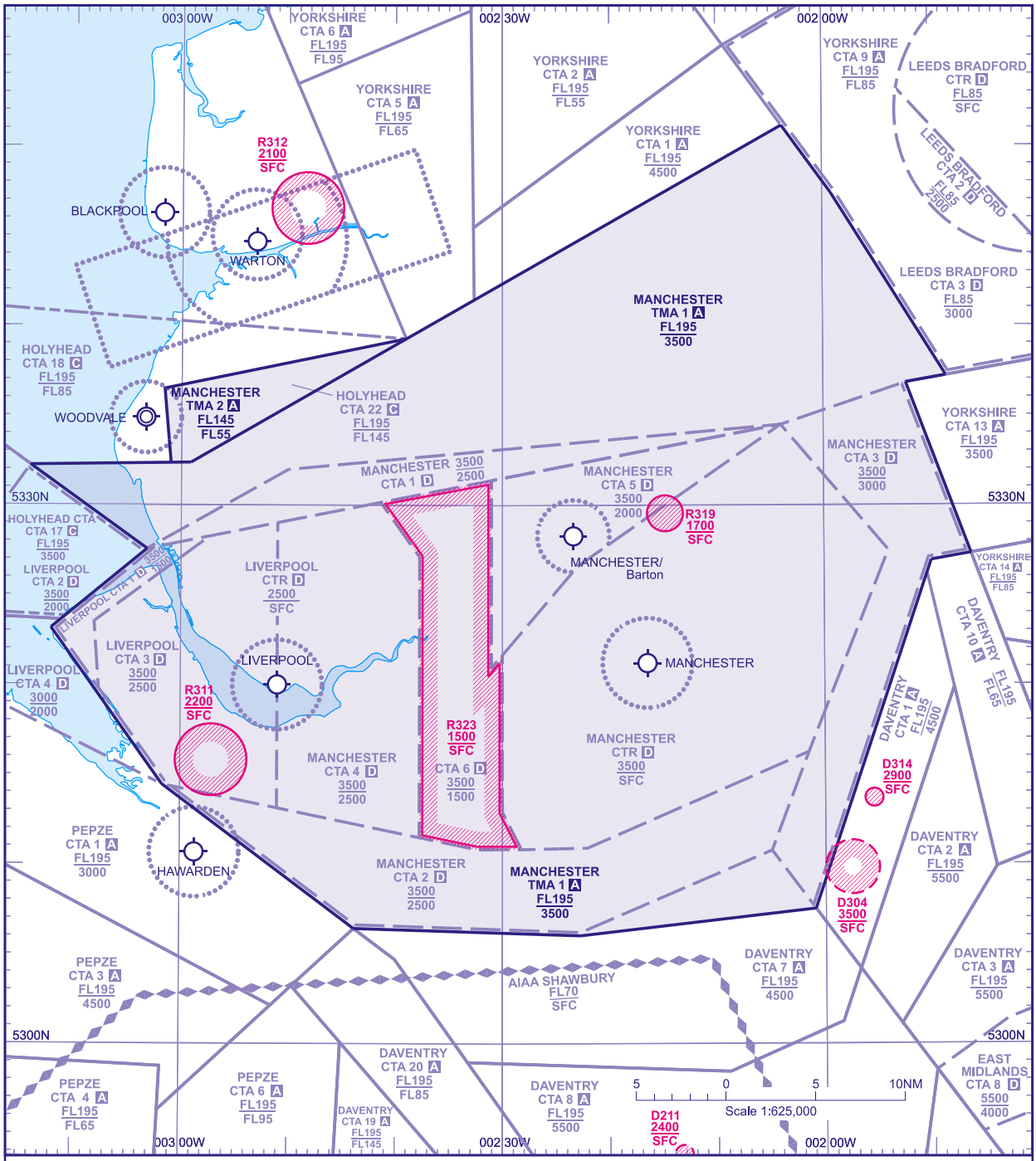

**ATS AIRSPACE VERTICAL LIMITS** Controlled airspace with an upper vertical limit of **FL195** and above is not shown
**LATERAL LIMITS** Detailed description of FIR, UIR, CTA and TMA see ENR 2.1. Detailed description of air traffic services airspace organised at the aerodrome see AD 2.17.

**CHANGE (6/25):** STRANGFORD CTA 3 LATERAL LIMITS REVISED.

AERO INFO DATE 02 APR 25

ENR 6-35

## MANCHESTER TMA



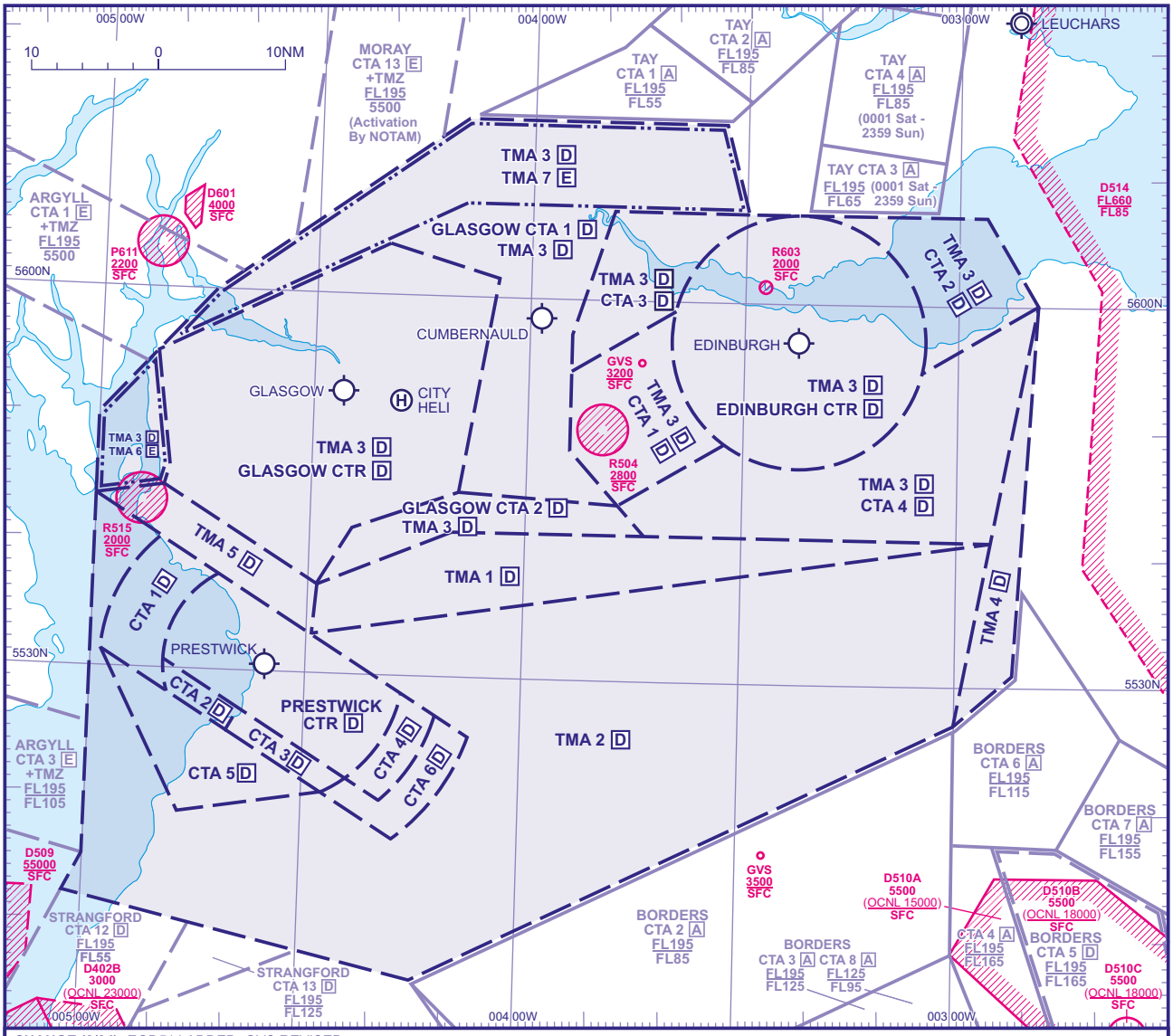

**ATS AIRSPACE VERTICAL LIMITS** Controlled airspace with an upper vertical limit of **FL195** and above is not shown.
**LATERAL LIMITS** Detailed description of FIR, UIR, CTA and TMA see ENR 2.1. Detailed description of air traffic services airspace organized at the aerodrome see AD 2.17.

**CHANGE (2/25):** R323 ADDED. MANCHESTER CTR & CTA 6 ADDED.

AERO INFO DATE 06 DEC 24

ENR 6-36

# SCOTTISH TMA




**CHANGE (2/24):** EGD514 ADDED. GVS REVISED.

AERO INFO DATE 06 DEC 23

ENR 6-37

**ATS AIRSPACE VERTICAL LIMITS** Controlled airspace with an upper vertical limit of FL195 and above is not shown.

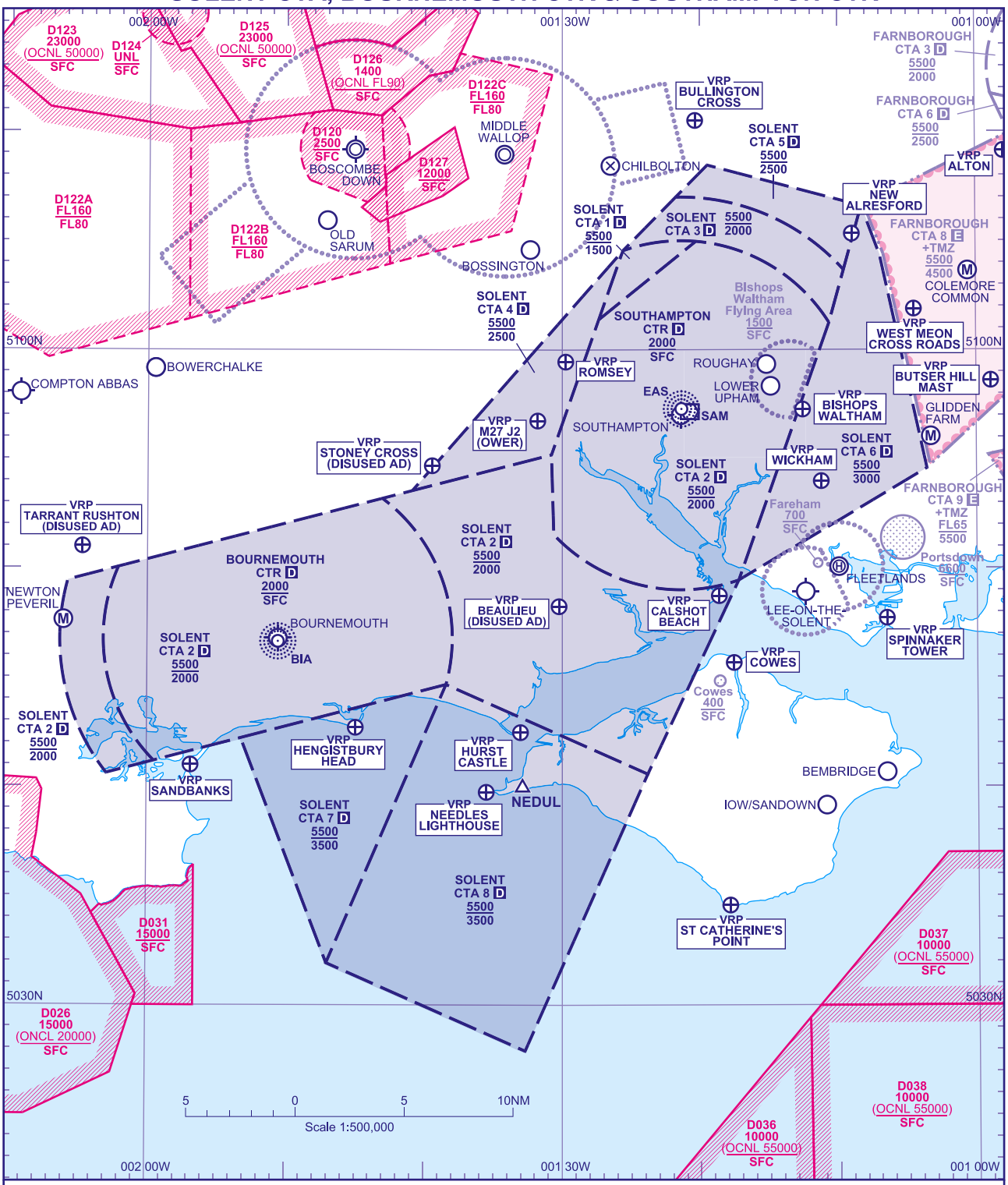
| SCOTTISH | | | EDINBURGH | | | PRESTWICK | | | GLASGOW | | |
|---|---|---|---|---|---|---|---|---|---|---|---|
| TMA-1 | D | FL195 / 4500 | CTR | D | 6000 / SFC | CTR | D | 5500 / SFC | CTR | D | 6000 / SFC |
| TMA-2 | D | FL195 / 5500 | CTA-1 | D | 6000 / 2500 | CTA-1 | D | 5500 / 1500 | CTA-1 | D | 6000 / 3000 |
| TMA-3 | D | FL195 / 6000 | CTA-2 | D | 6000 / 2500 | CTA-2 | D | 5500 / 2000 | CTA-2 | D | 6000 / 3500 |
| TMA-4 | D | FL195 / 5500 | CTA-3 | D | 6000 / 3500 | CTA-3 | D | 5500 / 3000 | | | |
| TMA-5 | D | FL195 / 3500 | CTA-4 | D | 6000 / 3500 | CTA-4 | D | 5500 / 3000 | | | |
| TMA-6 | E | 6000 / 3000 | | | | CTA-5 | D | 5500 / 3500 | | | |
| TMA-7 | E | 6000 / 4000 | | | | CTA-6 | D | 5500 / 4000 | | | |

**LATERAL LIMITS**

Detailed description of FIR, UIR, CTA and TMA see ENR 2.1. Detailed description of air traffic services airspace organized at the aerodrome see AD 2.17.

**AIRWAYS** Class A/D/E except within TMA.

# SOLENT CTA, BOURNEMOUTH CTR & SOUTHAMPTON CTR




**ATS AIRSPACE VERTICAL LIMITS**
Controlled airspace with a base in excess of **5500**ALT is not shown.

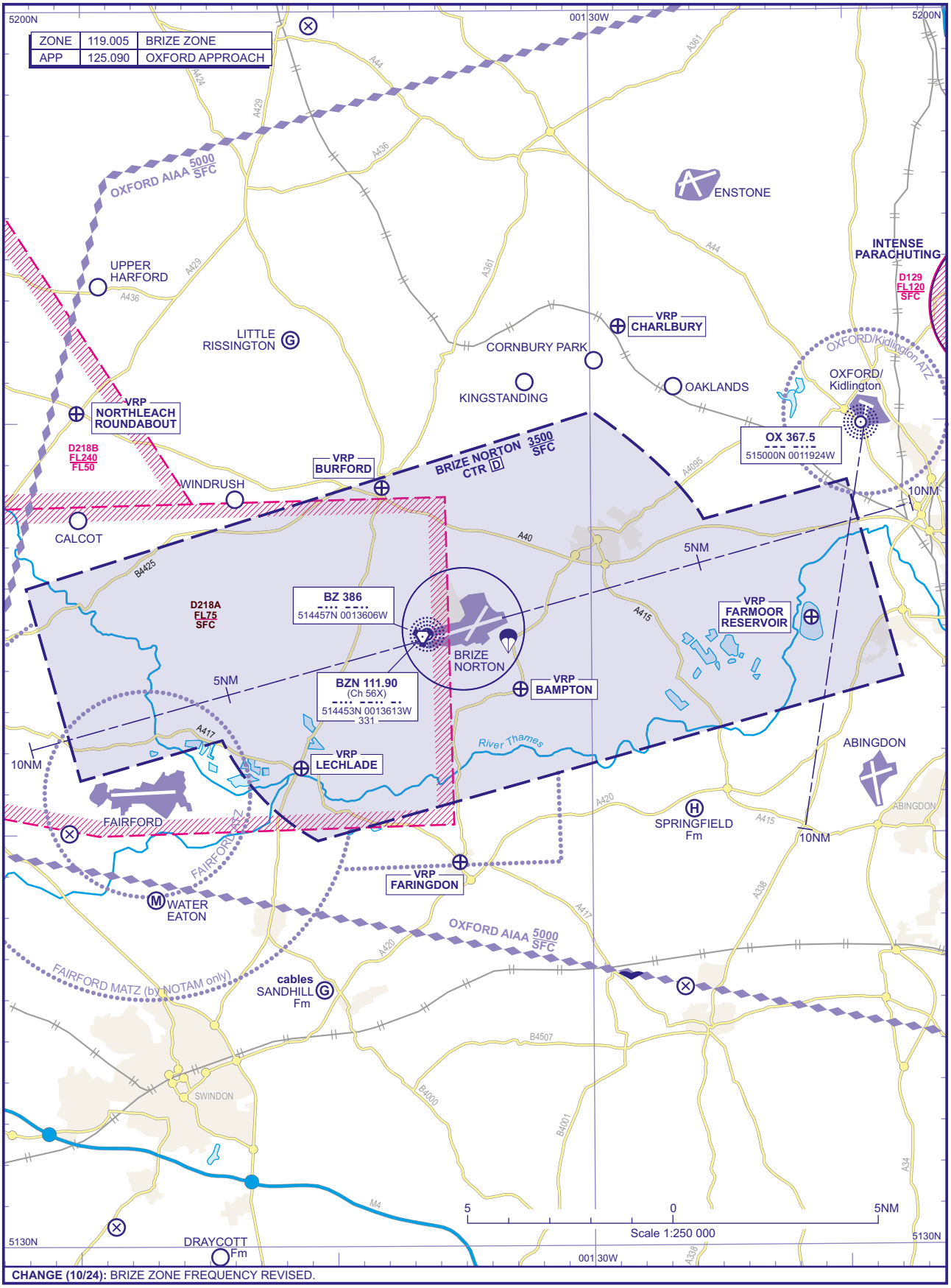
**LATERAL LIMITS**
Detailed description of FIR, UIR, CTA and TMA see ENR 2.1.
Detailed description of air traffic services airspace organised at the aerodrome see AD 2.17.

For hours of operation see ENR 2.1.

**CHANGE: (3/23):** VRPs UPDATED.

AERO INFO DATE 10 JAN 23

# BRIZE NORTON CONTROL ZONE

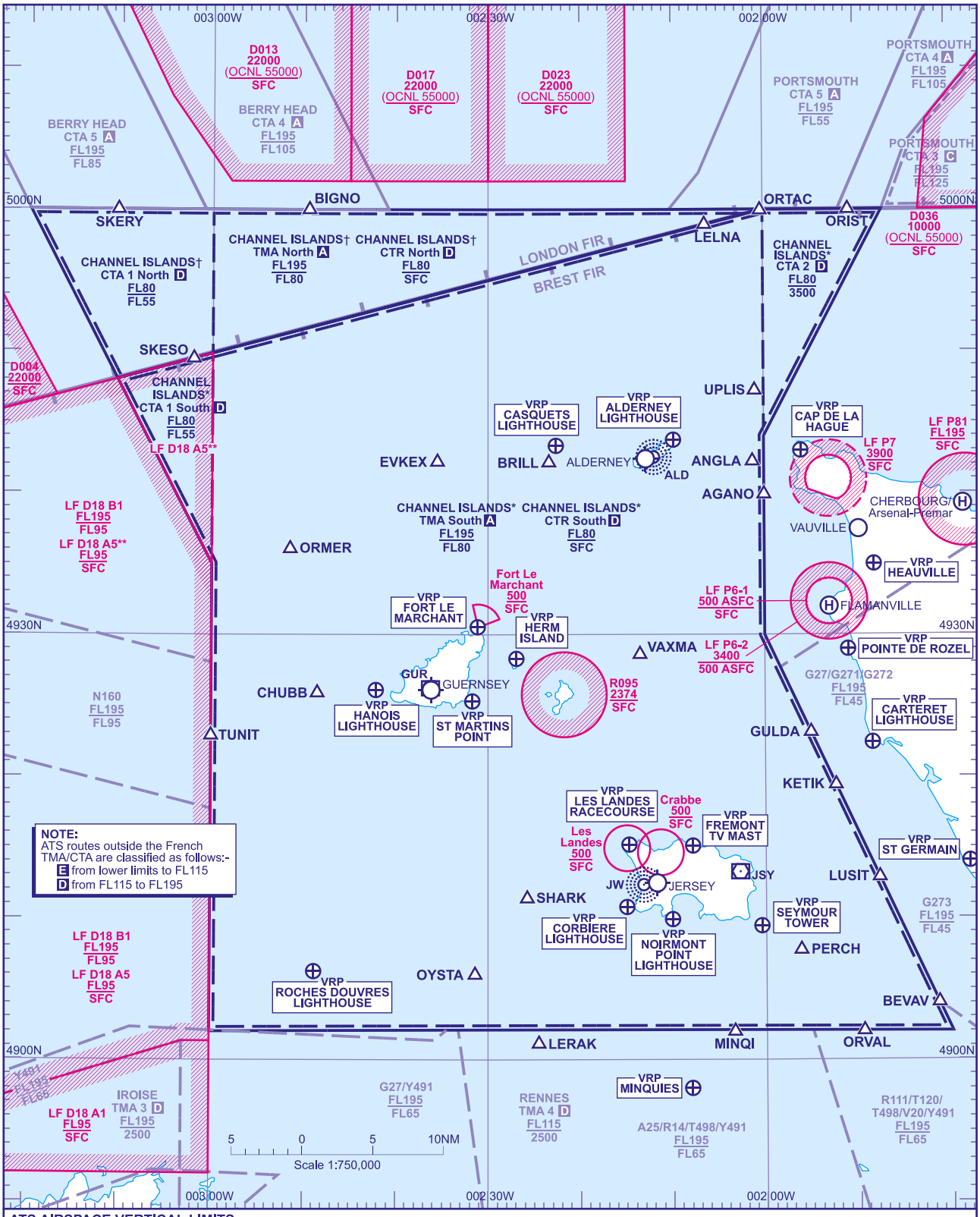



**CHANGE (10/24):** BRIZE ZONE FREQUENCY REVISED.

AERO INFO DATE 09 JUL 24

ENR 6-39

## CHANNEL ISLANDS CONTROL ZONE - ATS SIGNIFICANT POINTS AND VRPs




**ATS AIRSPACE VERTICAL LIMITS**
Controlled airspace with an upper vertical limit of FL195 and above is not shown.

**LATERAL LIMITS**
Detailed description of FIR, UIR, CTA and TMA see ENR 2.1. Detailed description of air traffic services airspace organized at the aerodrome see AD 2.17.

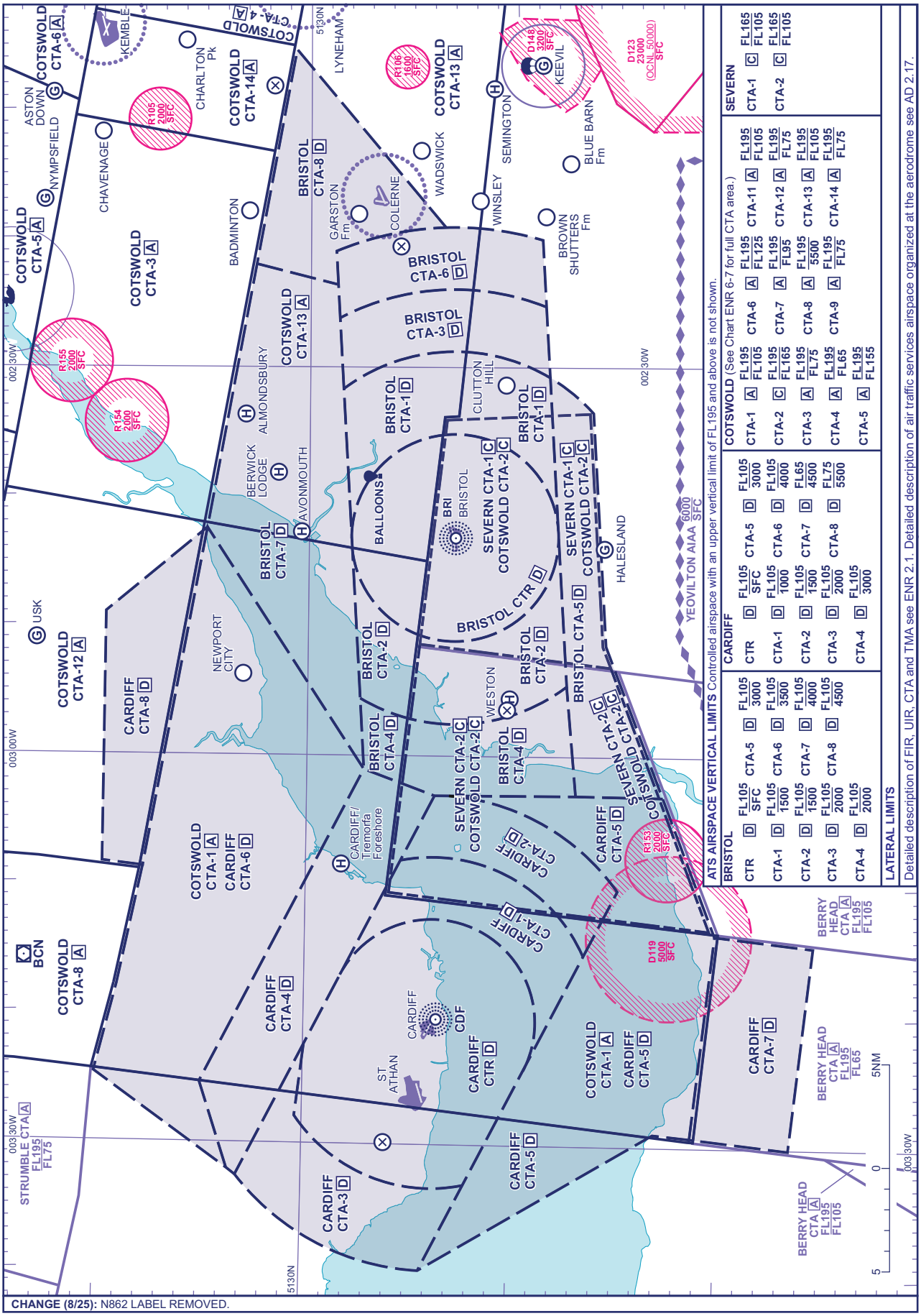
**GENERAL INFORMATION**
* Outside Jersey notified hours and within Brest FIR. The airspace adopts the classification appropriate to Airway or uncontrolled airspace designation, as appropriate, as detailed in the France AIP.
† Outside Jersey notified hours and within London FIR, CTR, CTA-1 and TMA revert to Class G.
** **LF D18 A5** SFC-FL95, except for within CHANNEL ISLANDS CTA-1 South and TMA South when active.

**CHANGE (9/25):** WAYPOINT PIKEY REPLACED WITH VAXMA.

AERO INFO DATE 05 JUN 25

ENR 6-40

# BRISTOL/CARDIFF/COTSWOLD/SEVERN CONTROL ZONES AND CONTROL AREAS

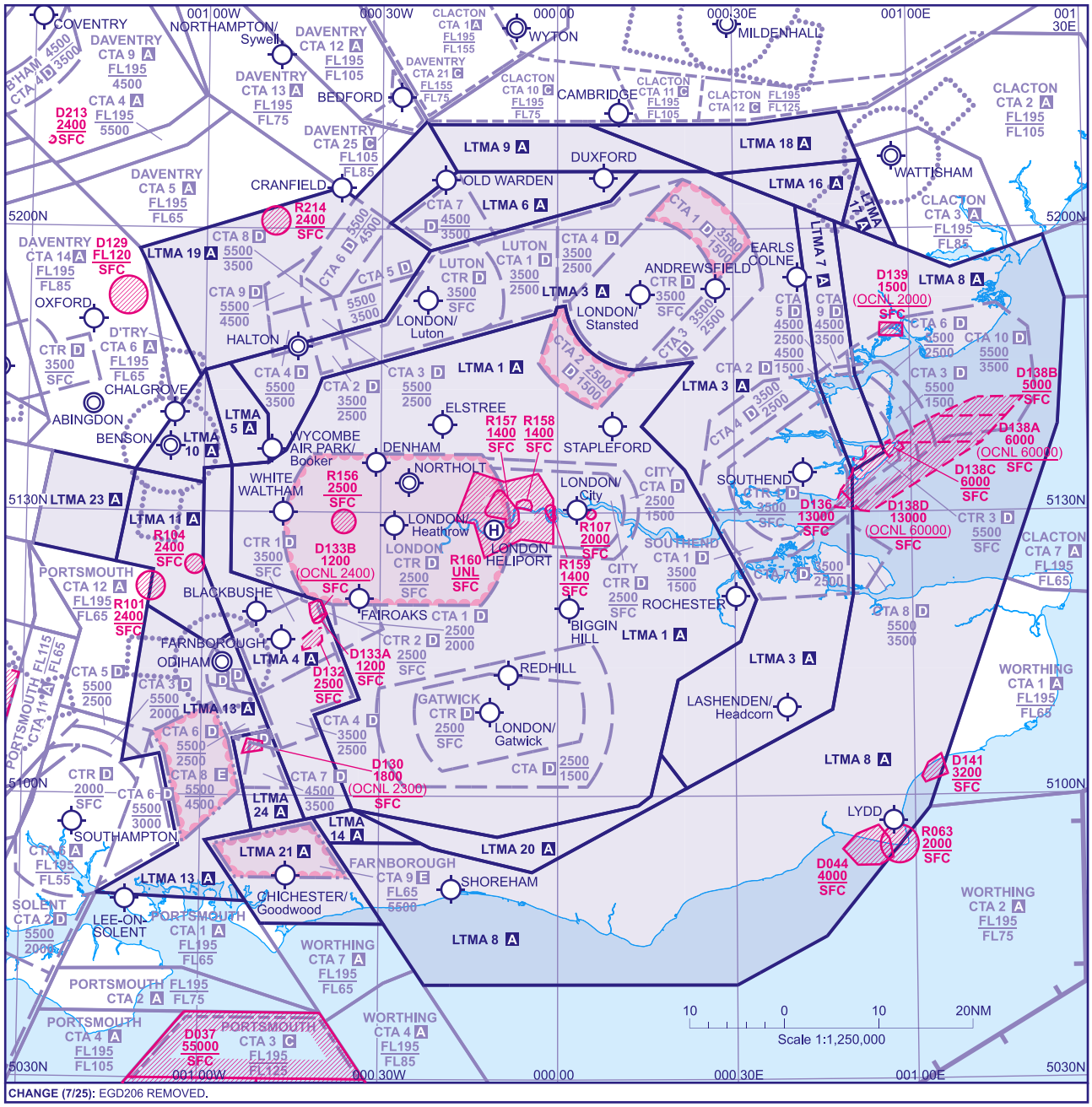



**CHANGE (8/25):** N862 LABEL REMOVED.

AERO INFO DATE 07 MAY 25

ENR 6-41

# LONDON TMA




**CHANGE (7/25):** EGD206 REMOVED.

**ATS AIRSPACE VERTICAL LIMITS** Controlled airspace with an upper vertical limit of FL195 and above is not shown

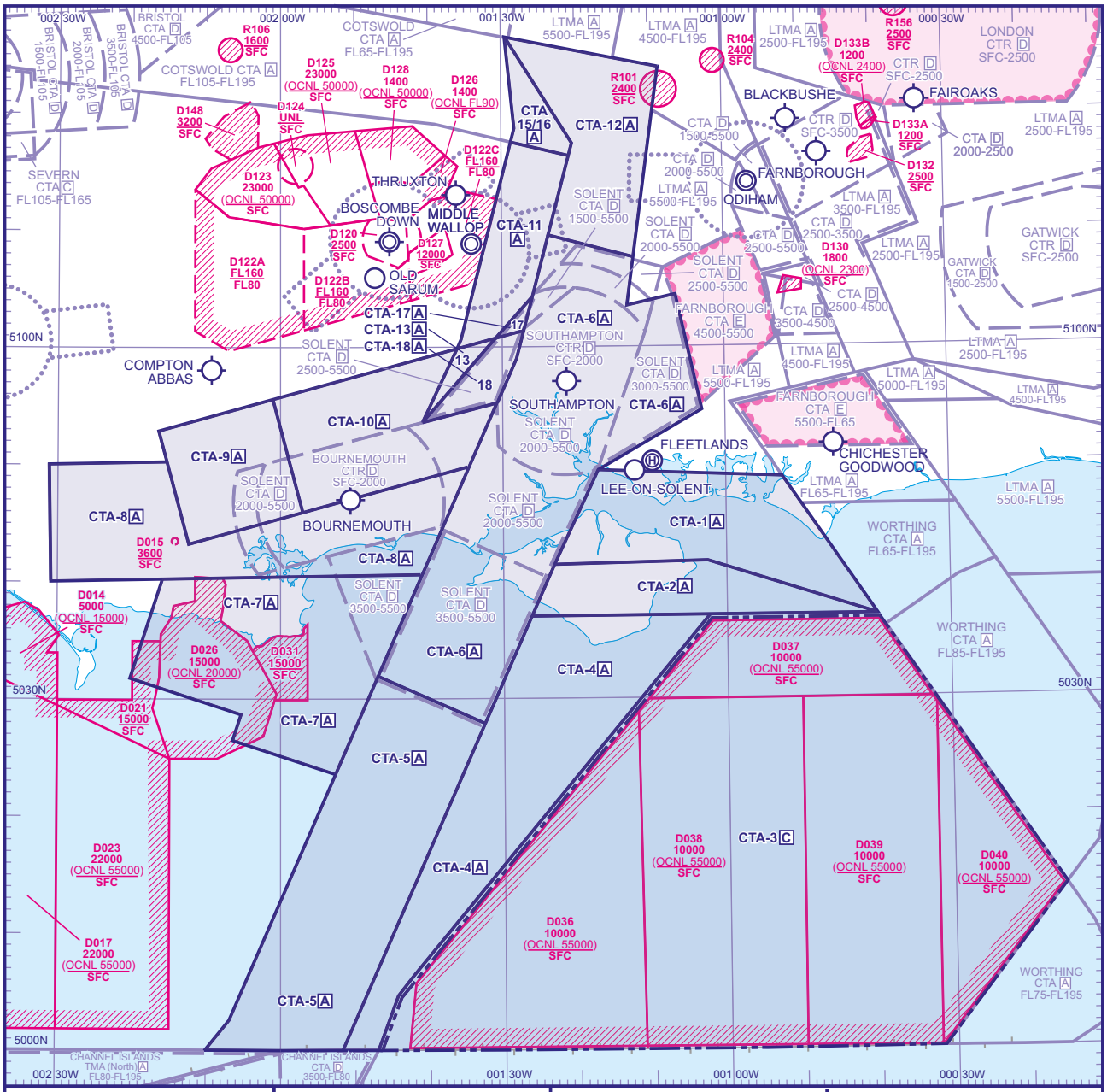
| LONDON | | | LONDON | | | LONDON | | | LONDON | | | LONDON | | |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| TMA 1 | A | FL195 / 2500 | TMA 6 | A | FL195 / 4500 | TMA 11 | A | FL195 / 4500 | TMA 16 | A | FL195 / 5500 | TMA 21 | A | FL195 / FL65 |
| TMA 3 | A | FL195 / 3500 | TMA 7 | A | FL195 / 4500 | TMA 13 | A | FL195 / 5500 | TMA 17 | A | FL195 / FL75 | TMA 23 | A | FL195 / 5500 |
| TMA 4 | A | FL195 / 3500 | TMA 8 | A | FL195 / 5500 | TMA 14 | A | FL195 / 5000 | TMA 18 | A | FL195 / FL75 | TMA 24 | A | FL195 / 4500 |
| TMA 5 | A | FL195 / 4500 | TMA 9 | A | FL195 / 5500 | | | | TMA 19 | A | FL195 / 5500 | | | |
| | | | TMA 10 | A | FL195 / 5500 | | | | TMA 20 | A | FL195 / 4500 | | | |

**LATERAL LIMITS**

See London TMA ENR 2.1

AERO INFO DATE 16 APR 25

# PORTSMOUTH CTA




**PORTSMOUTH**

| | | | | | | | | | | | |
|---|---|---|---|---|---|---|---|---|---|---|---|
| CTA-1 | A | FL195 / FL65 | CTA-6 | A | FL195 / FL55 | CTA-11 | A | FL115 / FL65 | CTA-17 | A | FL115 / FL55 |
| CTA-2 | A | FL195 / FL75 | CTA-7 | A | FL195 / FL165 | CTA-12 | A | FL195 / FL65 | CTA-18 | A | FL95 / FL55 |
| CTA-3 | C | FL195 / FL125 | CTA-8 | A | FL195 / FL155 | CTA-13 | A | FL95 / FL65 | | | |
| CTA-4 | A | FL195 / FL105 | CTA-9 | A | FL195 / FL135 | CTA-15 | A | FL105 / FL65 | | | |
| CTA-5 | A | FL195 / FL55 | CTA-10 | A | FL195 / FL95 | CTA-16 | A | FL195 / FL105 | | | |

**LATERAL LIMITS**

See Portsmouth CTA ENR 2.1

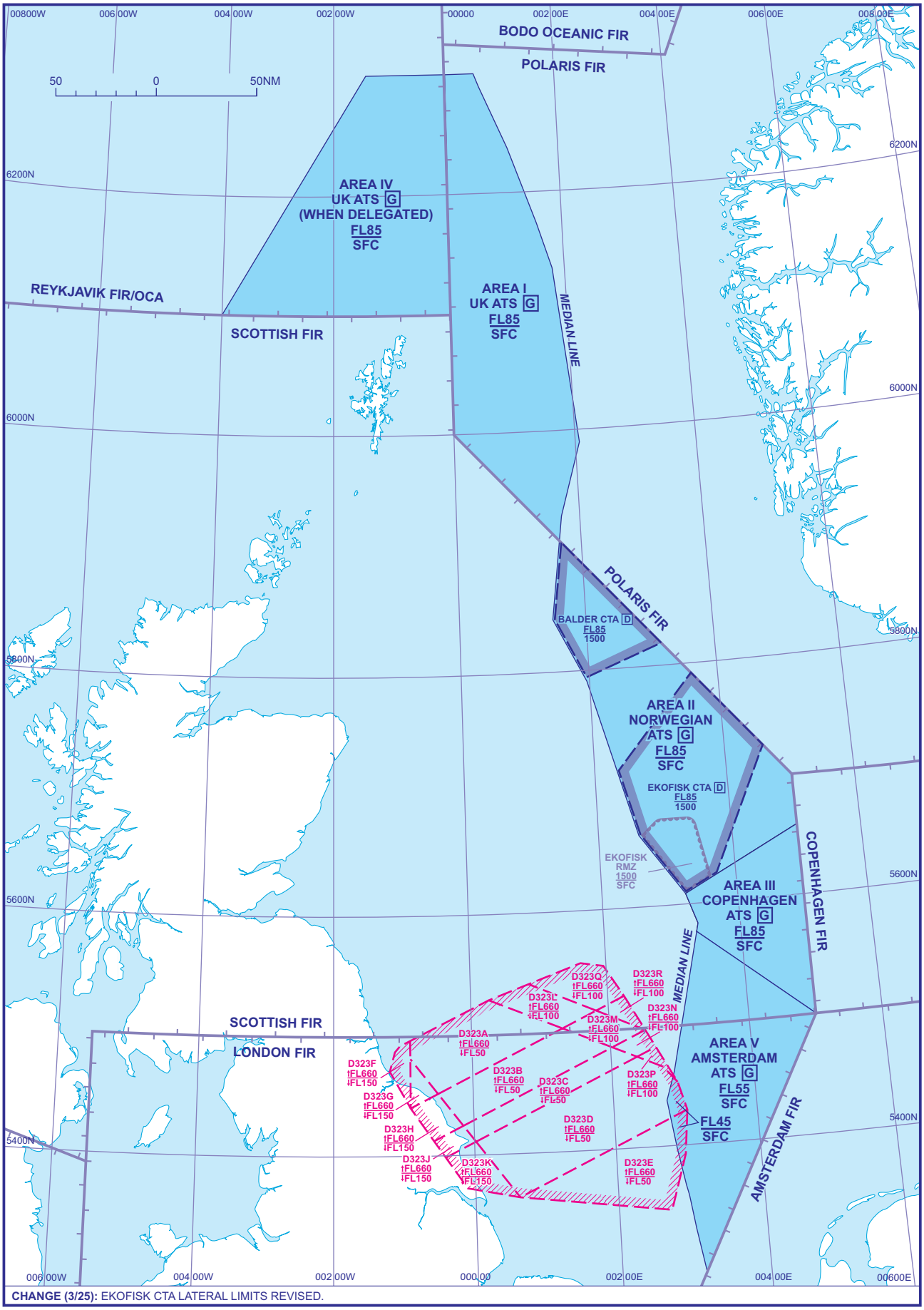
**NOTES**

1. **CTA 6**:
   During the notified hours of operation of Solent CTA the base changes to 5500ft ALT
2. **CTA 11, CTA 13, CTA 15**:
   Open daily 0630-0930 and 1730-2130 (Winter), 0445-0830 and 1630-2030 (Summer).
3. **CTA 17, CTA 18**:
   Open daily 0630-0930 and 1730-2130 (Winter), 0445-0830 and 1630-2030 (Summer).
   During the notified hours of operation of Solent CTA the base changes to 5500ft ALT.

**CHANGE (6/23):** D148 KEEVIL ADDED.

AERO INFO DATE 21 MAR 23

# DELEGATION OF ATS RESPONSIBILITIES - WITHIN NORTH ATLANTIC AND NORTH SEA LOWER AIRSPACE

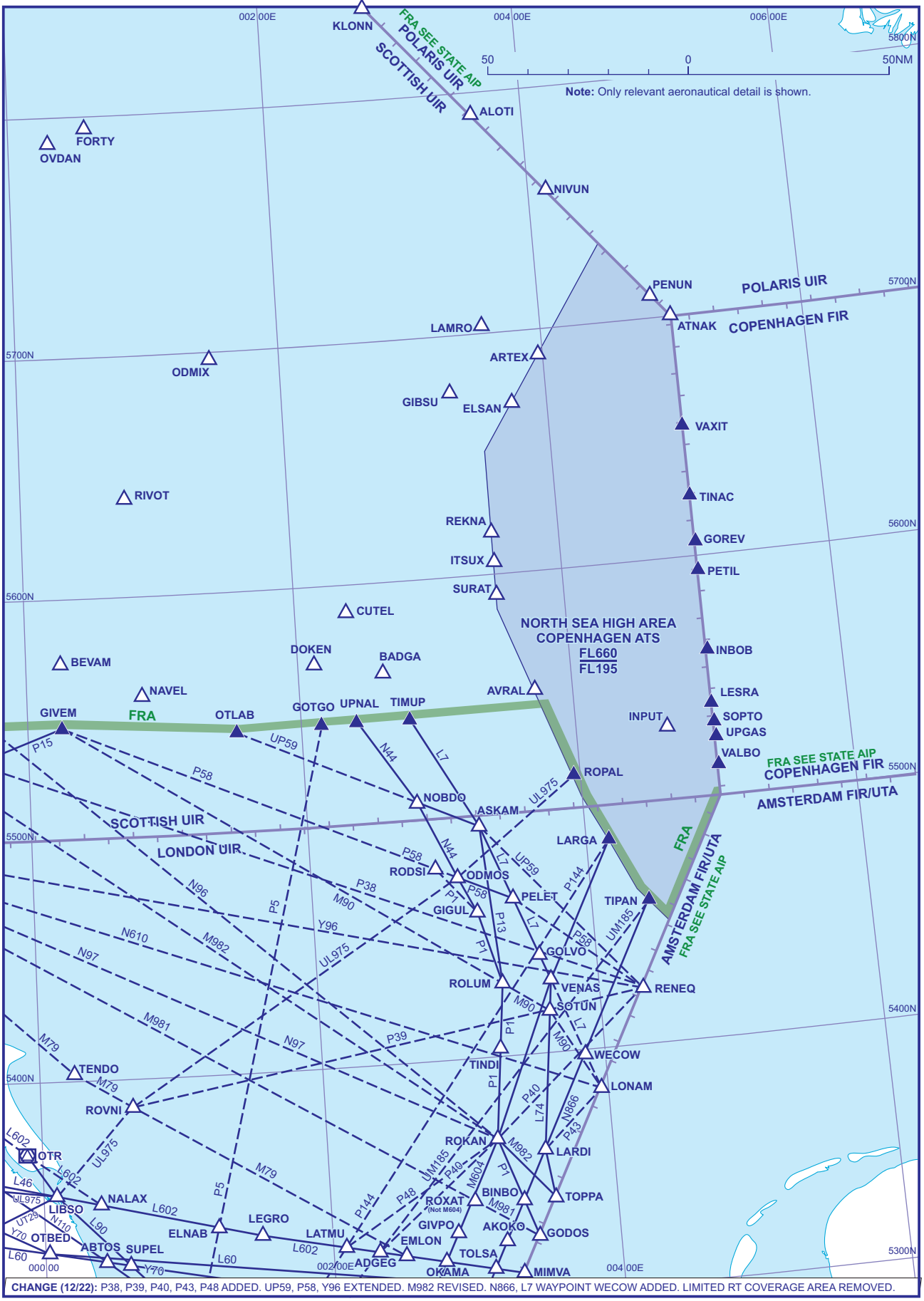



**CHANGE (3/25):** EKOFISK CTA LATERAL LIMITS REVISED.

AERO INFO DATE 20 DEC 24

ENR 6-44

# DELEGATION OF ATS RESPONSIBILITIES - WITHIN NORTH SEA UPPER AIRSPACE

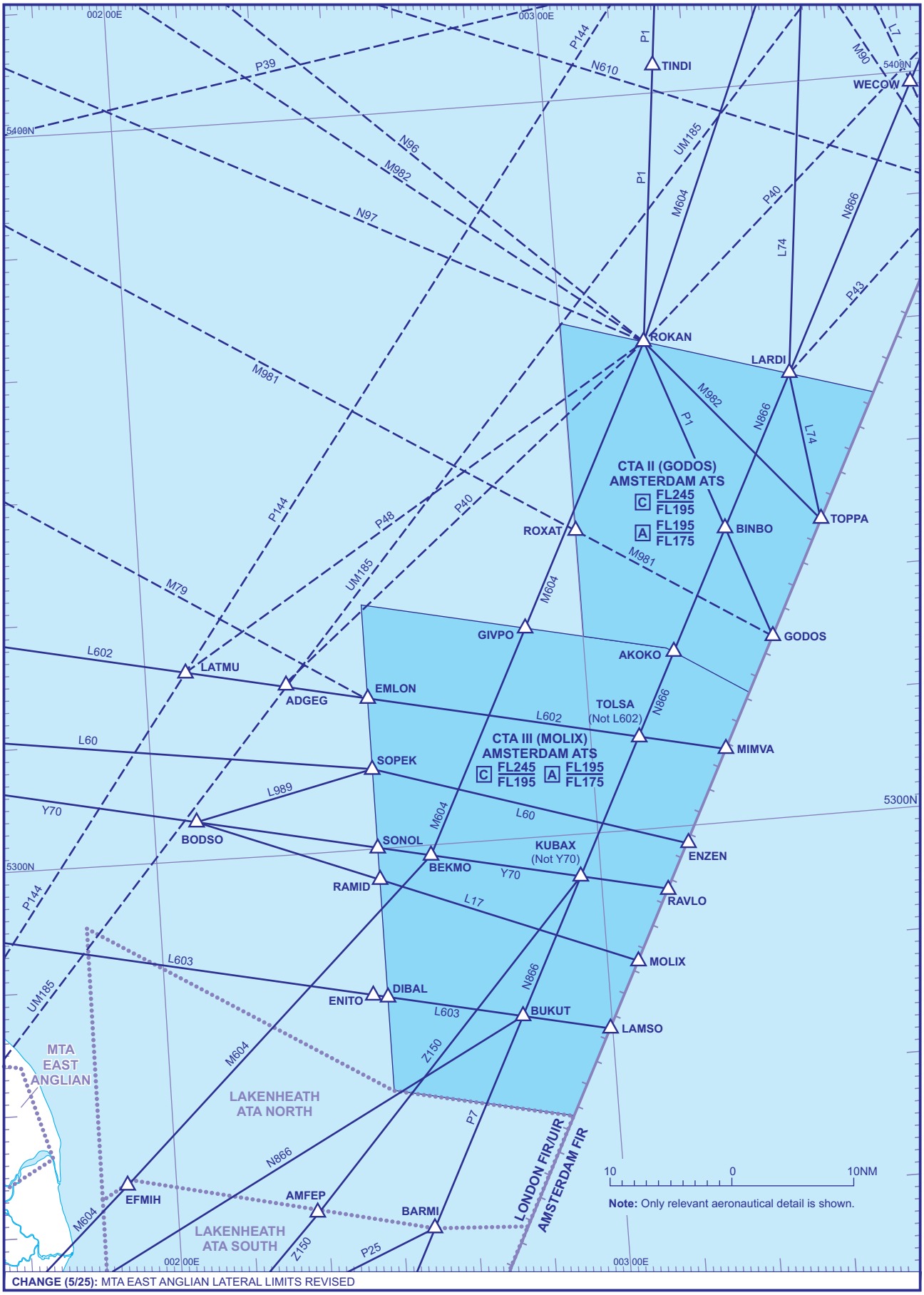



**CHANGE (12/22):** P38, P39, P40, P43, P48 ADDED. UP59, P58, Y96 EXTENDED. M982 REVISED. N866, L7 WAYPOINT WECOW ADDED. LIMITED RT COVERAGE AREA REMOVED.

AERO INFO DATE 27 SEP 22

ENR 6-45

# DELEGATION OF ATS RESPONSIBILITIES - WITHIN SOUTHERN NORTH SEA

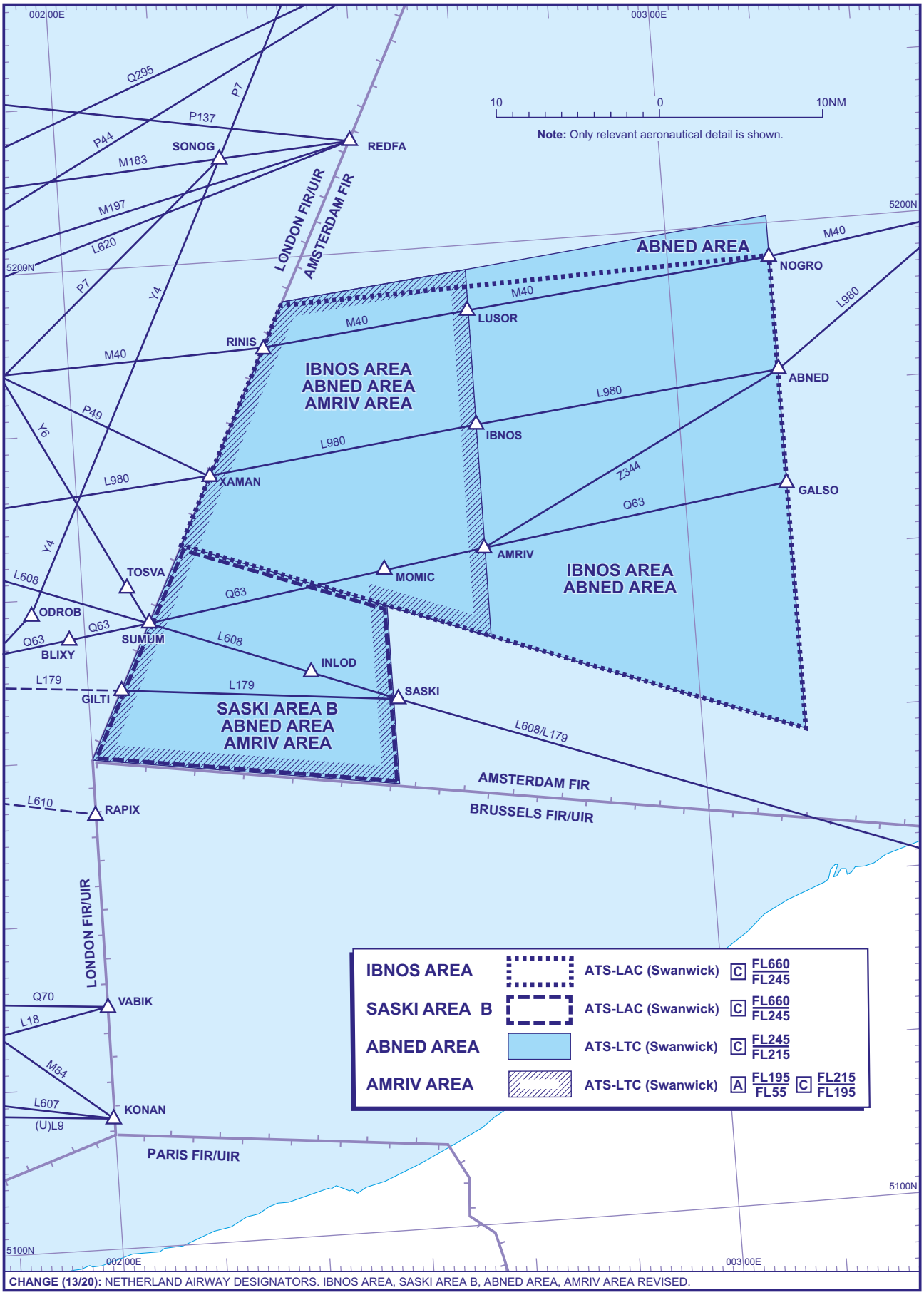



**CHANGE (5/25):** MTA EAST ANGLIAN LATERAL LIMITS REVISED

AERO INFO DATE 06 MAR 25

ENR 6-46

# DELEGATION OF ATS RESPONSIBILITIES - WITHIN AREAS OF AMSTERDAM FIR

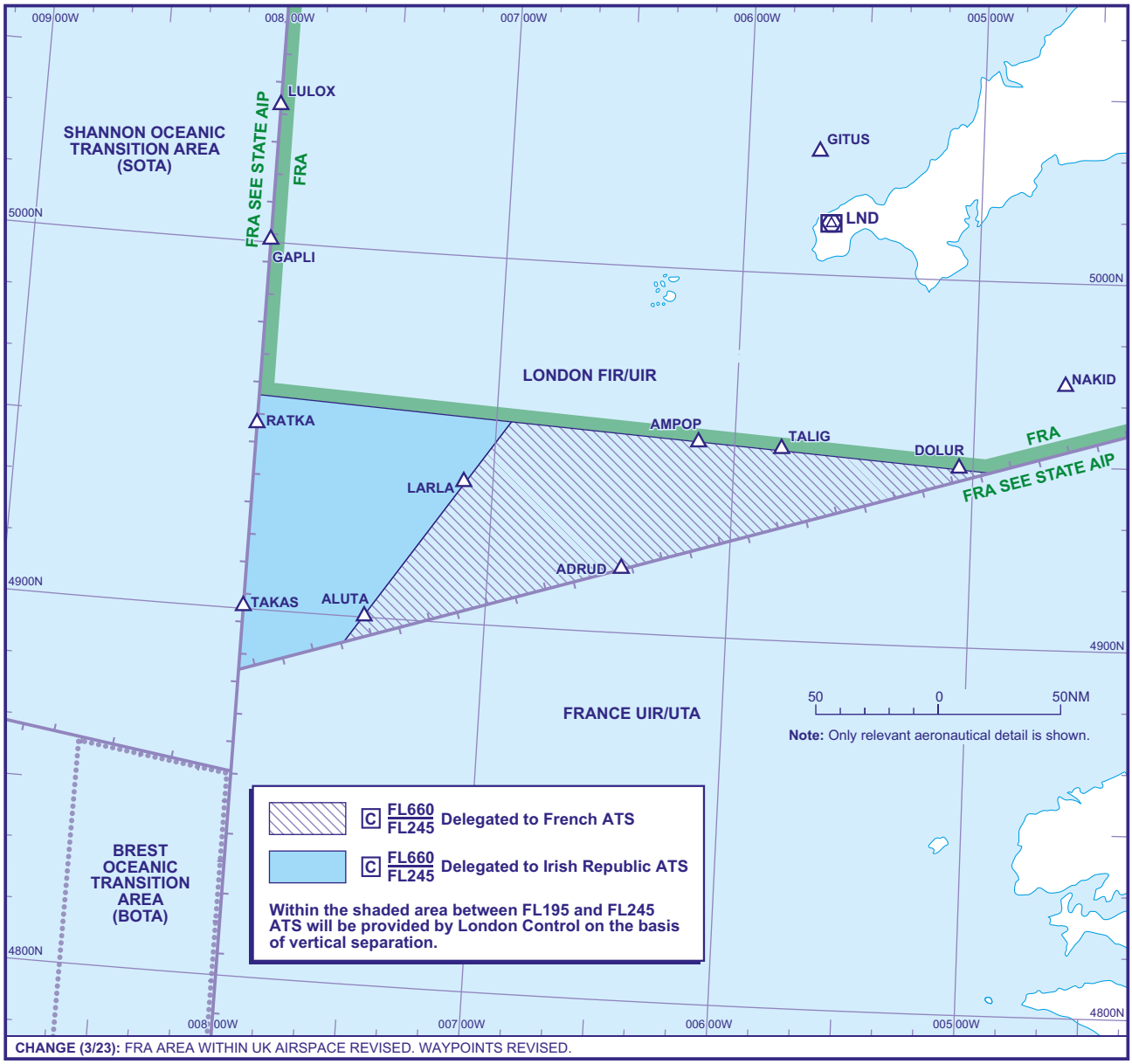



**CHANGE (13/20):** NETHERLAND AIRWAY DESIGNATORS. IBNOS AREA, SASKI AREA B, ABNED AREA, AMRIV AREA REVISED.

AERO INFO DATE 24 SEP 20

ENR 6-47

# DELEGATION OF ATS RESPONSIBILITIES - WITHIN THE SOUTHWESTERN CORNER OF THE LONDON UIR

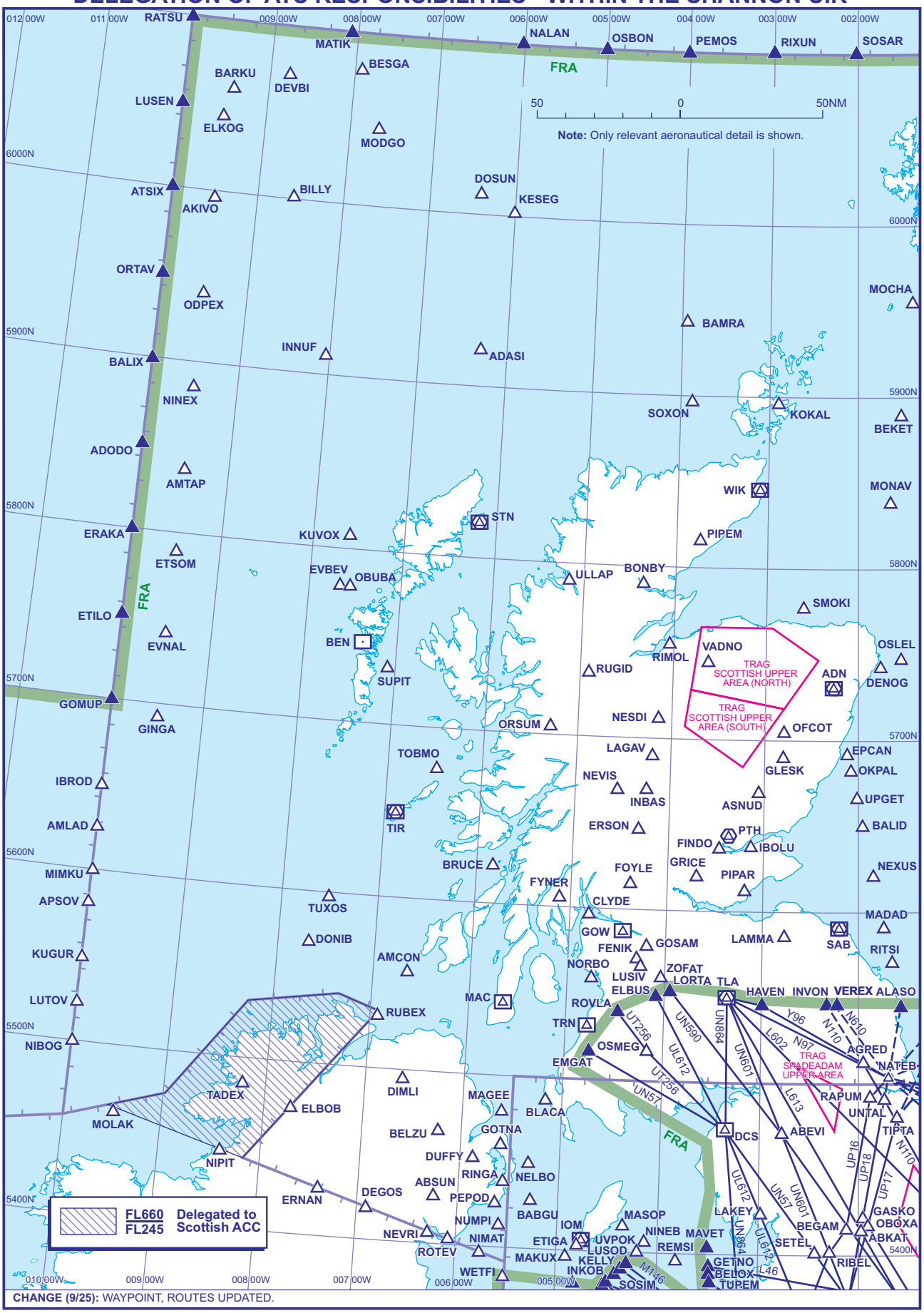



**CHANGE (3/23):** FRA AREA WITHIN UK AIRSPACE REVISED. WAYPOINTS REVISED.

AERO INFO DATE 16 JAN 22

ENR 6-48

# DELEGATION OF ATS RESPONSIBILITIES - WITHIN THE SHANNON UIR

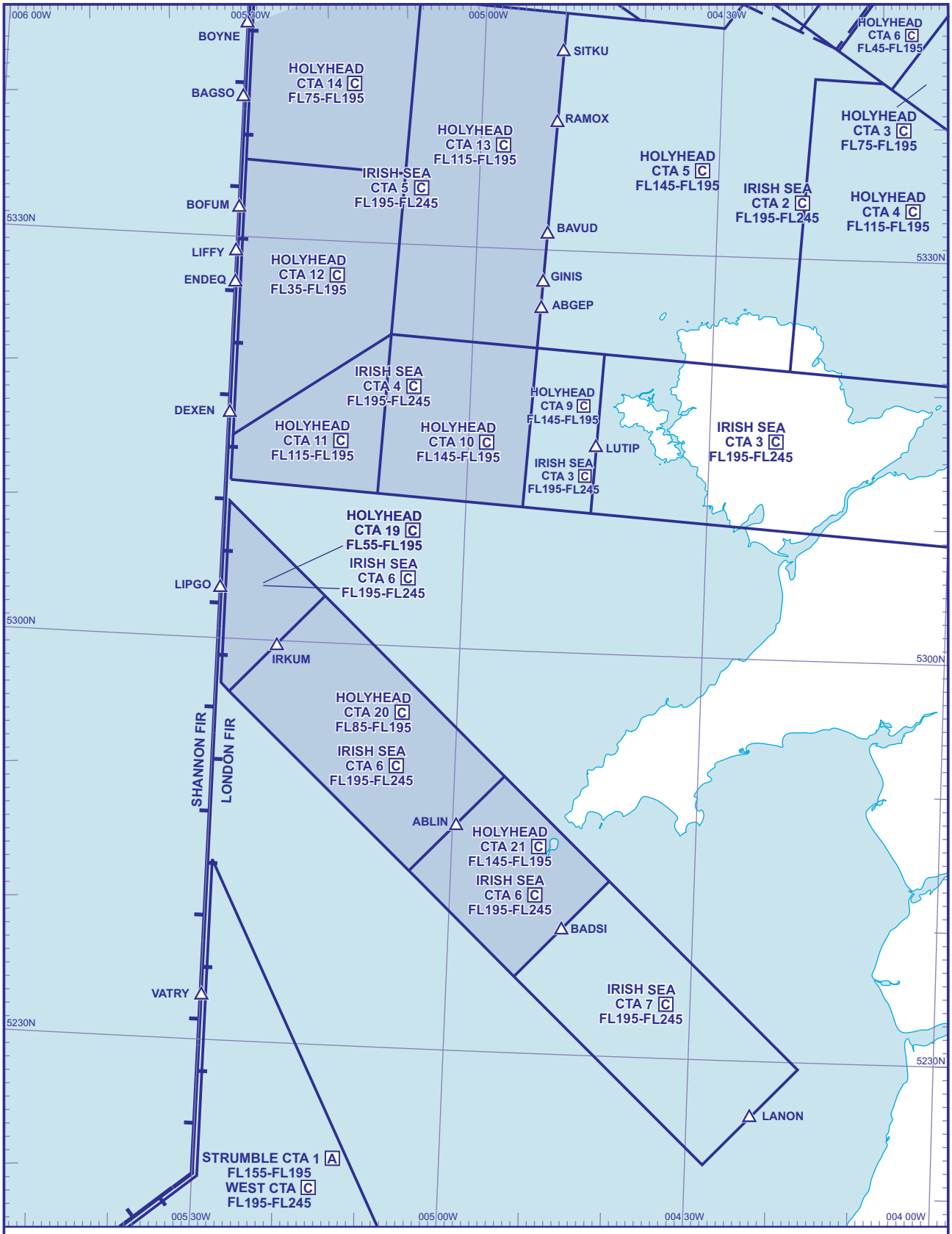



**CHANGE (9/25):** WAYPOINT, ROUTES UPDATED.

AERO INFO DATE 27 JUN 25

ENR 6-49

# DELEGATION OF ATS RESPONSIBILITIES - WITHIN THE IRISH SEA

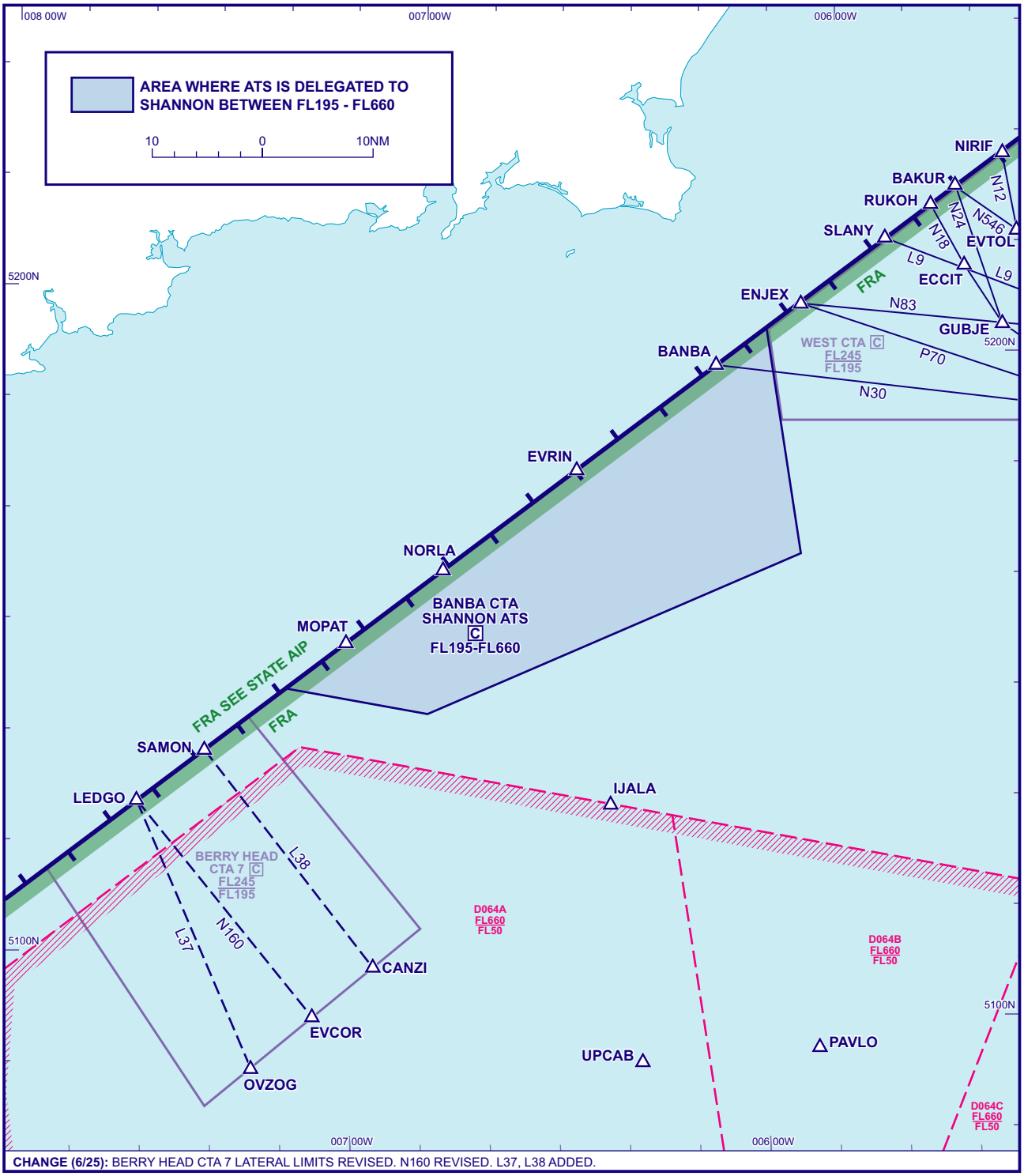



**CHANGE (3/23):** AIRSPACE REVISED.

AERO INFO DATE 05 DEC 22

ENR 6-50

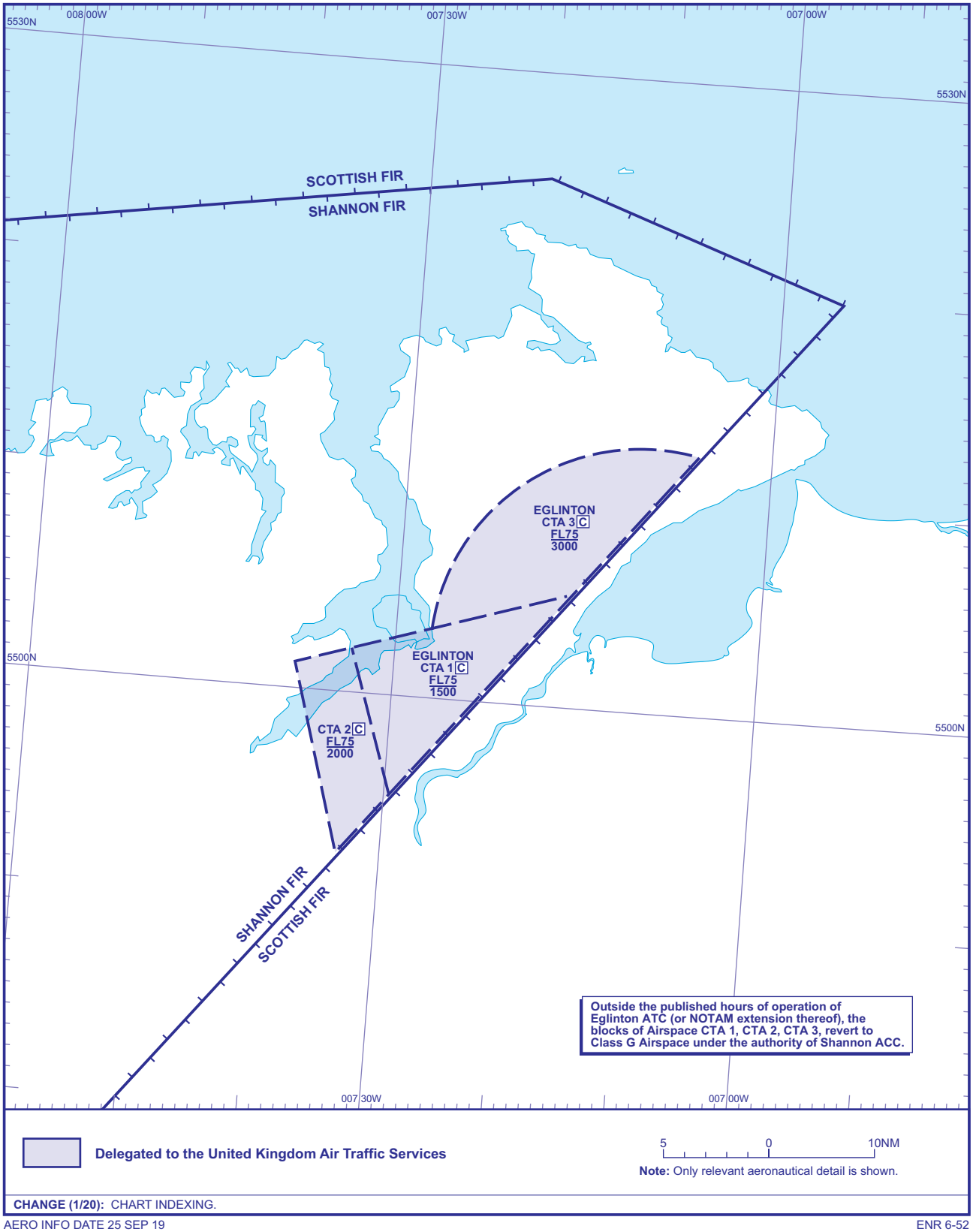
# DELEGATION OF ATS RESPONSIBILTIES - WITHIN BANBA CTA




**CHANGE (6/25):** BERRY HEAD CTA 7 LATERAL LIMITS REVISED. N160 REVISED. L37, L38 ADDED.

AERO INFO DATE 31 MAR 25

# DELEGATION OF ATS RESPONSIBILITIES - WITHIN THE SHANNON FIR - EGLINTON CTA AREAS

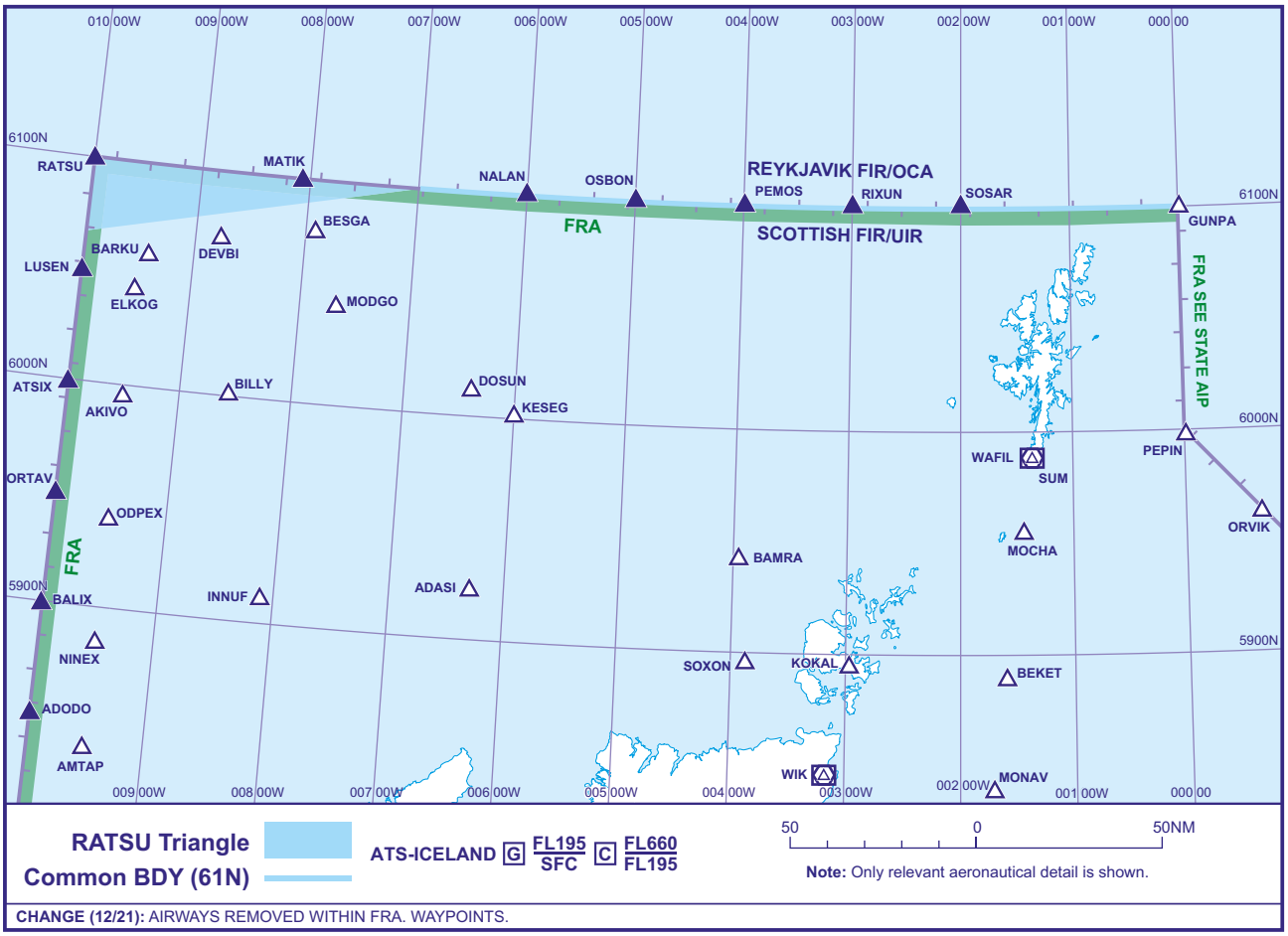



**CHANGE (1/20):** CHART INDEXING.

AERO INFO DATE 25 SEP 19

ENR 6-52

# DELEGATION OF ATS RESPONSIBILITIES - WITHIN THE NORTHWESTERN CORNER OF THE SCOTTISH FIR/UIR AND ALONG THE COMMON SCOTTISH AND REYKJAVIK FIR/UIR BOUNDARY

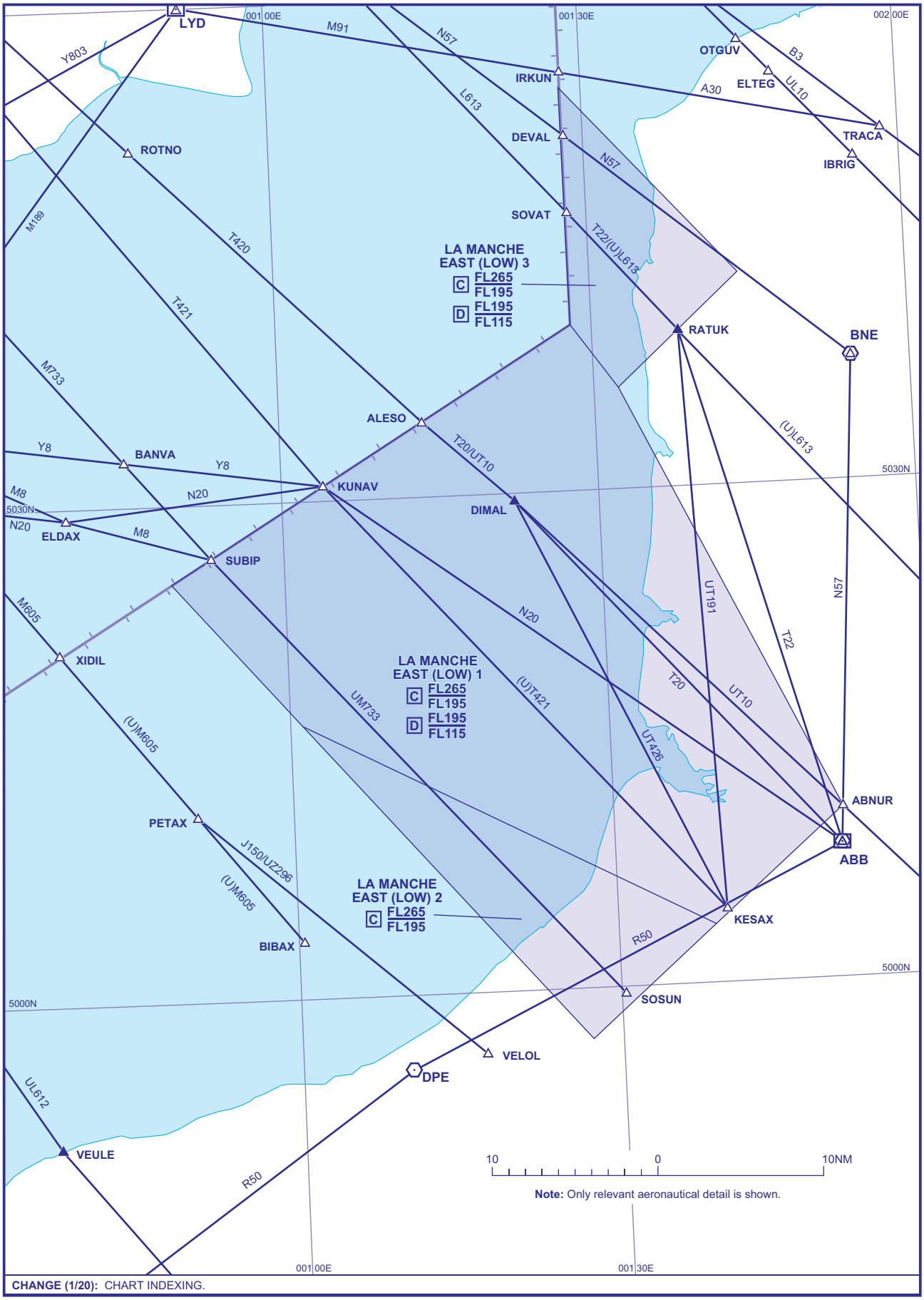



**CHANGE (12/21):** AIRWAYS REMOVED WITHIN FRA. WAYPOINTS.

AERO INFO DATE 24 SEP 21

ENR 6-53

# DELEGATION OF ATS RESPONSIBILITIES - LA MANCHE EAST (LOW)

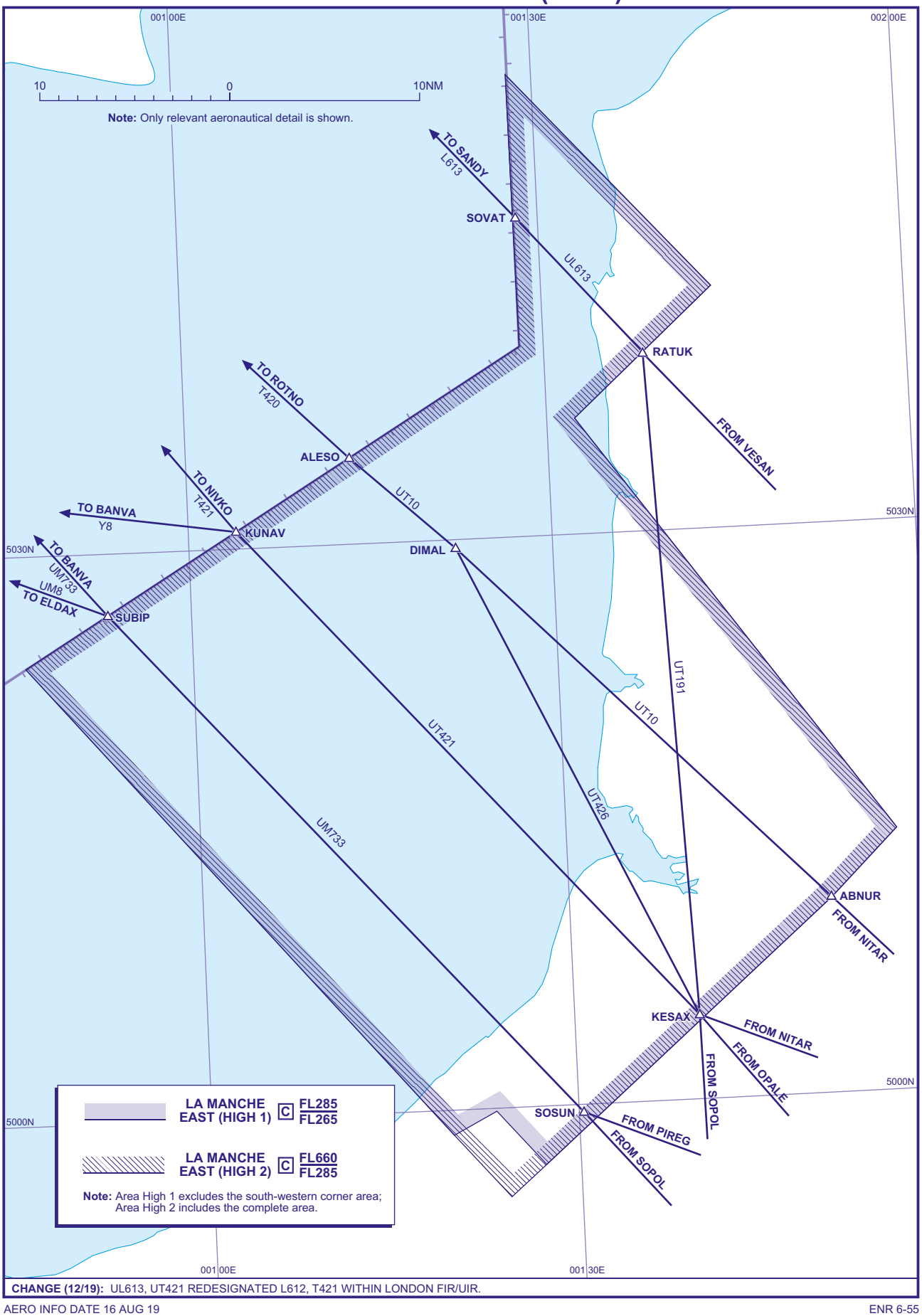



**CHANGE (1/20):** CHART INDEXING.

AERO INFO DATE 25 SEP 19

ENR 6-54

# DELEGATION OF ATS RESPONSIBILITIES - LA MANCHE EAST (HIGH)

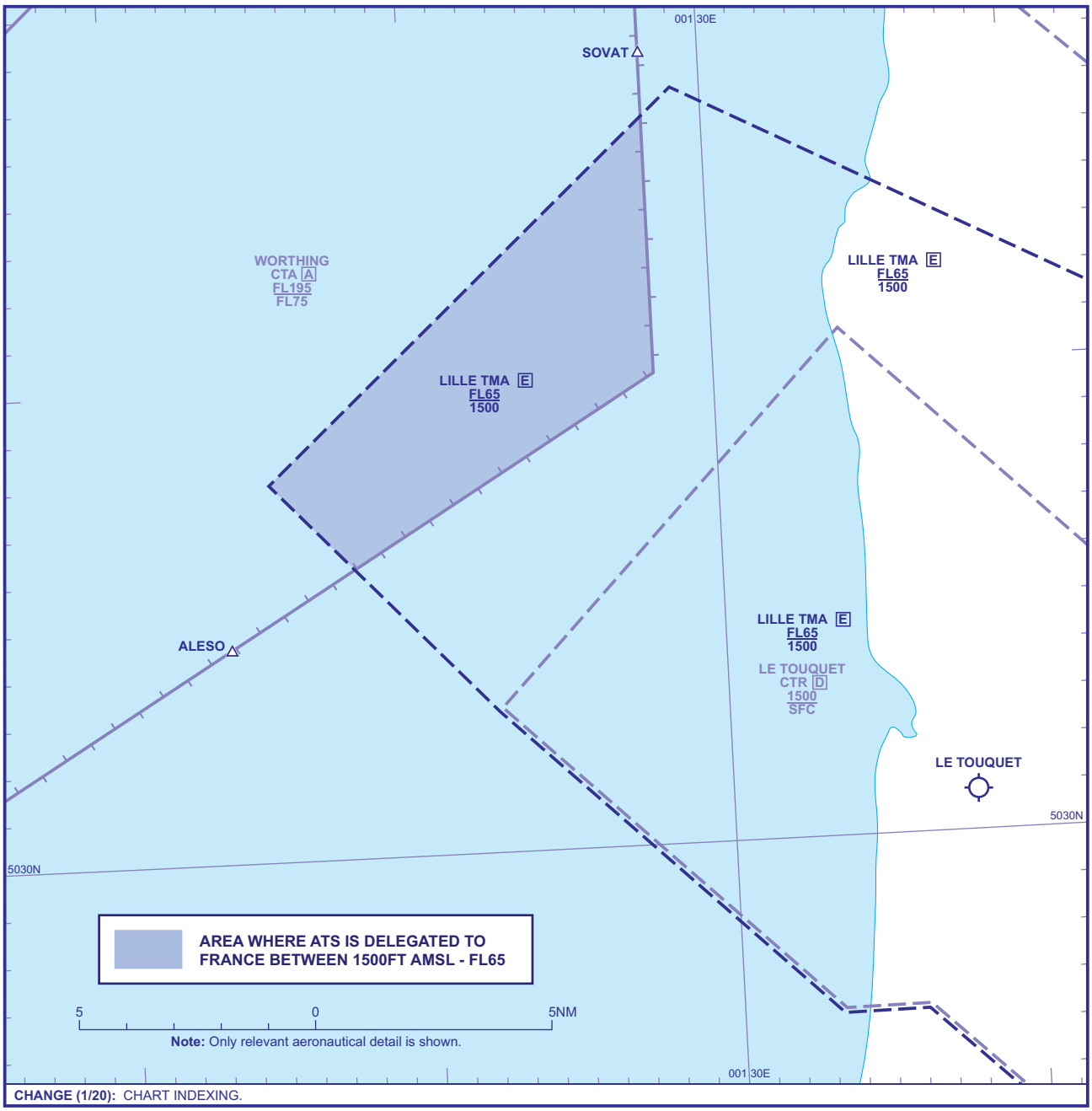



**CHANGE (12/19):** UL613, UT421 REDESIGNATED L612, T421 WITHIN LONDON FIR/UIR.

AERO INFO DATE 16 AUG 19

ENR 6-55

# DELEGATION OF ATS RESPONSIBILITIES - SOUTH EASTERN SECTION OF THE ENGLISH CHANNEL

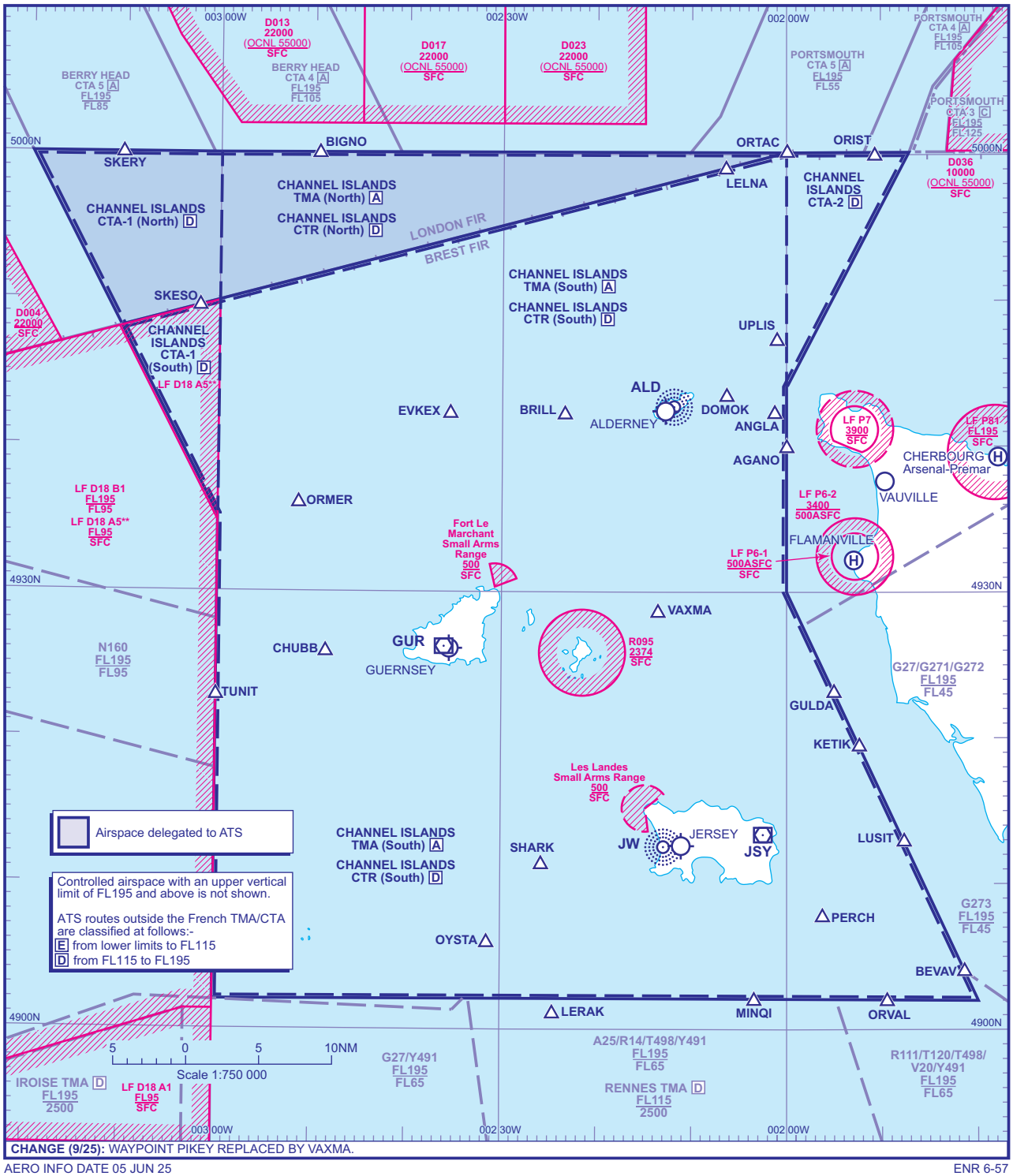



**CHANGE (1/20):** CHART INDEXING.

AERO INFO DATE 25 SEP 19

ENR 6-56

# DELEGATION OF ATS RESPONSIBILITIES - THE CHANNEL ISLANDS




**CHANGE (9/25):** WAYPOINT PIKEY REPLACED BY VAXMA.

AERO INFO DATE 05 JUN 25

ENR 6-57

**AIRSPACE**
Upper/Lower Limits †
Controlled airspace with an upper vertical limit above FL195 is not shown

| CHANNEL ISLANDS* | | |
|---|---|---|
| CTR (North) | D | FL80 / SFC |
| CTR (South) | D | FL80 / SFC |
| CTA-1 (North) | D | FL80 / FL55 |
| CTA-1 (South) | D | FL80 / FL55 |
| CTA-2 | D | FL80 / 3500 |

| CHANNEL ISLANDS* | | |
|---|---|---|
| TMA (North) | A | FL195 / FL80 |
| TMA (South) | A | FL195 / FL80 |

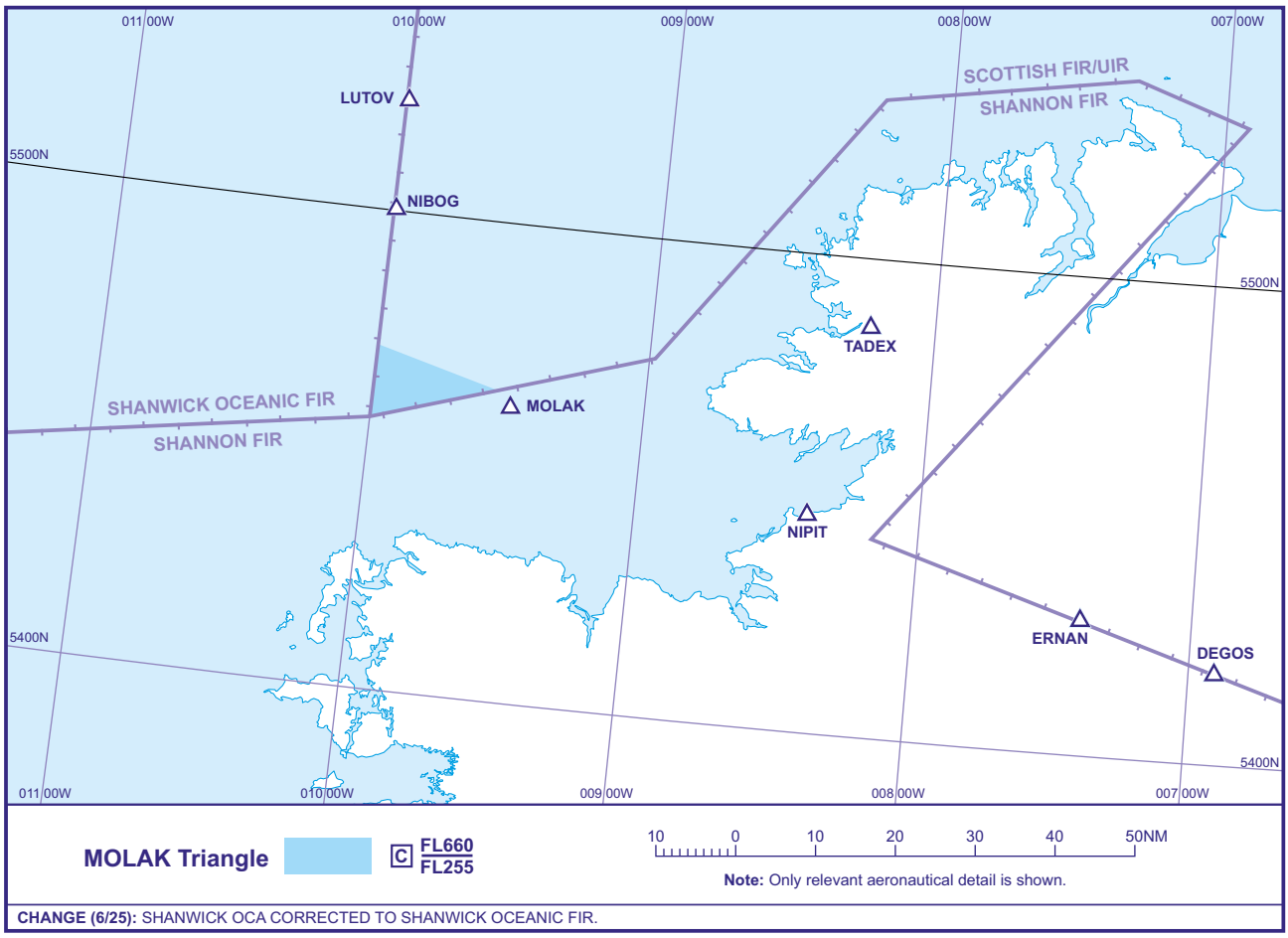
† For lateral limits:
Detailed description of FIR, UIR, CTA and TMA see ENR 2.1.
Detailed description of air traffic services airspace organized at an aerodrome see AD 2.17.

* Outside Jersey notified hours and within Brest FIR
The airspace adopts the classification appropriate to Airway or uncontrolled airspace designation, as appropriate, as detailed in the France AIP.

Outside Jersey notified hours and within London FIR
CTR, CTA-1 and TMA revert to Class G.

** **LF D18 A5** SFC-FL95, except for within CHANNEL ISLANDS CTA-1 (South) and TMA (South) when active.

# DELEGATION OF ATS RESPONSIBILITIES - WITHIN THE SOUTH WEST CORNER OF THE SCOTTISH UIR - MOLAK AREA




**CHANGE (6/25):** SHANWICK OCA CORRECTED TO SHANWICK OCEANIC FIR.

AERO INFO DATE 24 MAR 25

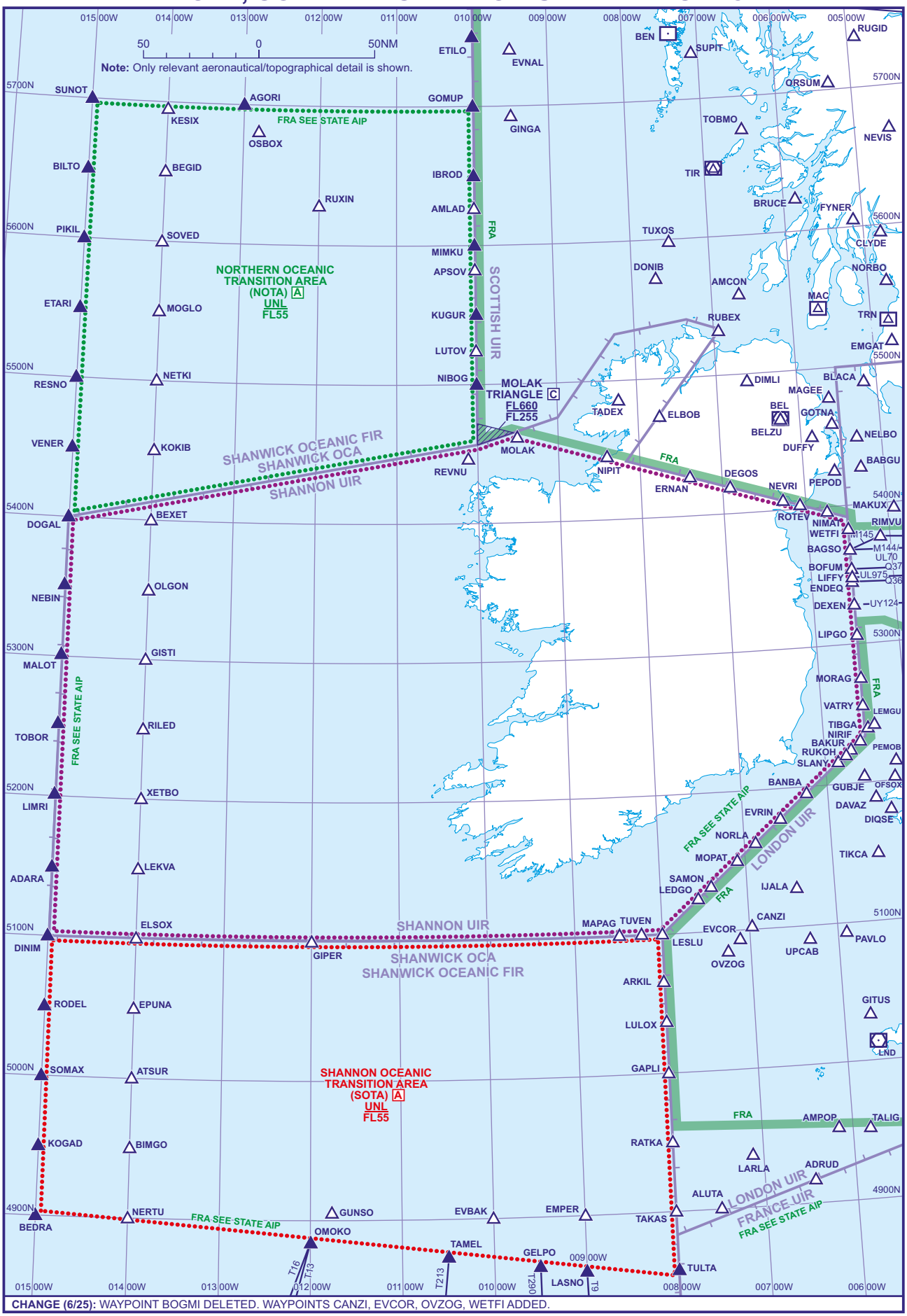
# MILITARY AERODROME TRAFFIC ZONES




**CHANGE (9/25):** DONCASTER SHEFFIELD AIRSPACE REMOVED.

AERO INFO DATE 06 JUN 25

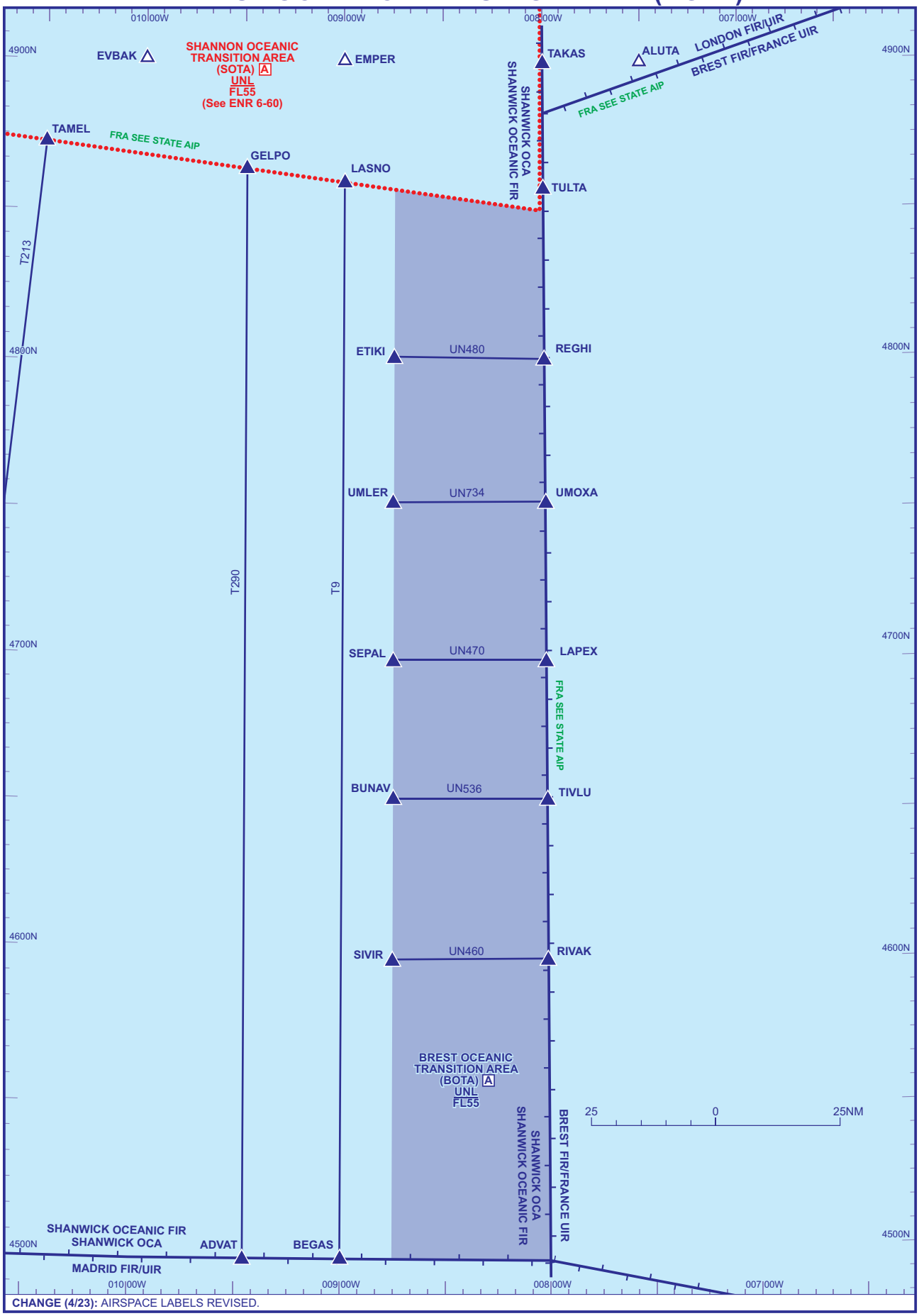
# NOTA, SOTA AND SHANNON UPPER AIRSPACE




**CHANGE (6/25):** WAYPOINT BOGMI DELETED. WAYPOINTS CANZI, EVCOR, OVZOG, WETFI ADDED.

AERO INFO DATE 26 MAR 25

# BREST OCEANIC TRANSITION AREA (BOTA)

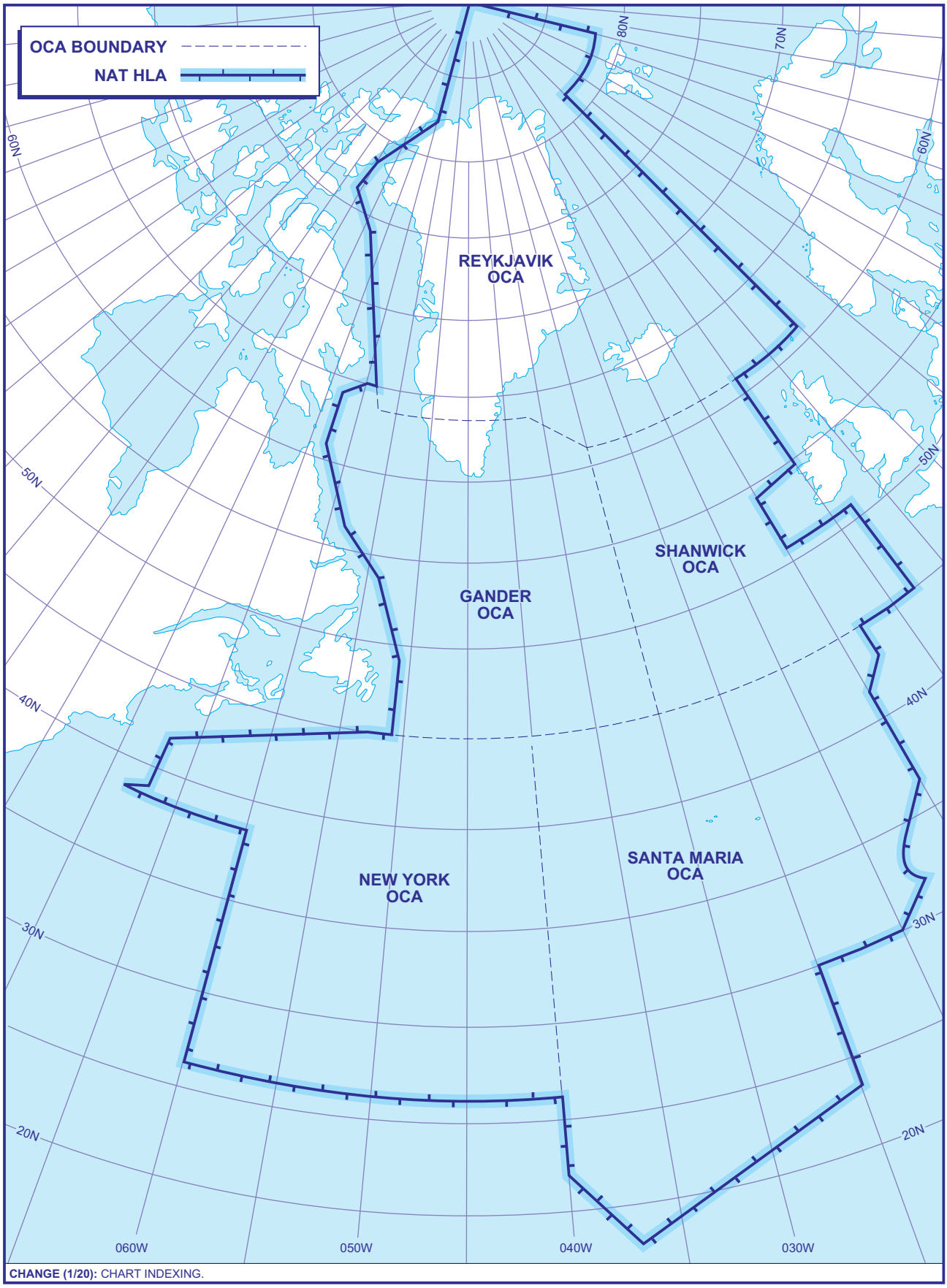



**CHANGE (4/23):** AIRSPACE LABELS REVISED.

AERO INFO DATE 24 JAN 23

ENR 6-61

# NORTH ATLANTIC HIGH LEVEL AIRSPACE (NAT HLA) BETWEEN FL285 AND FL420

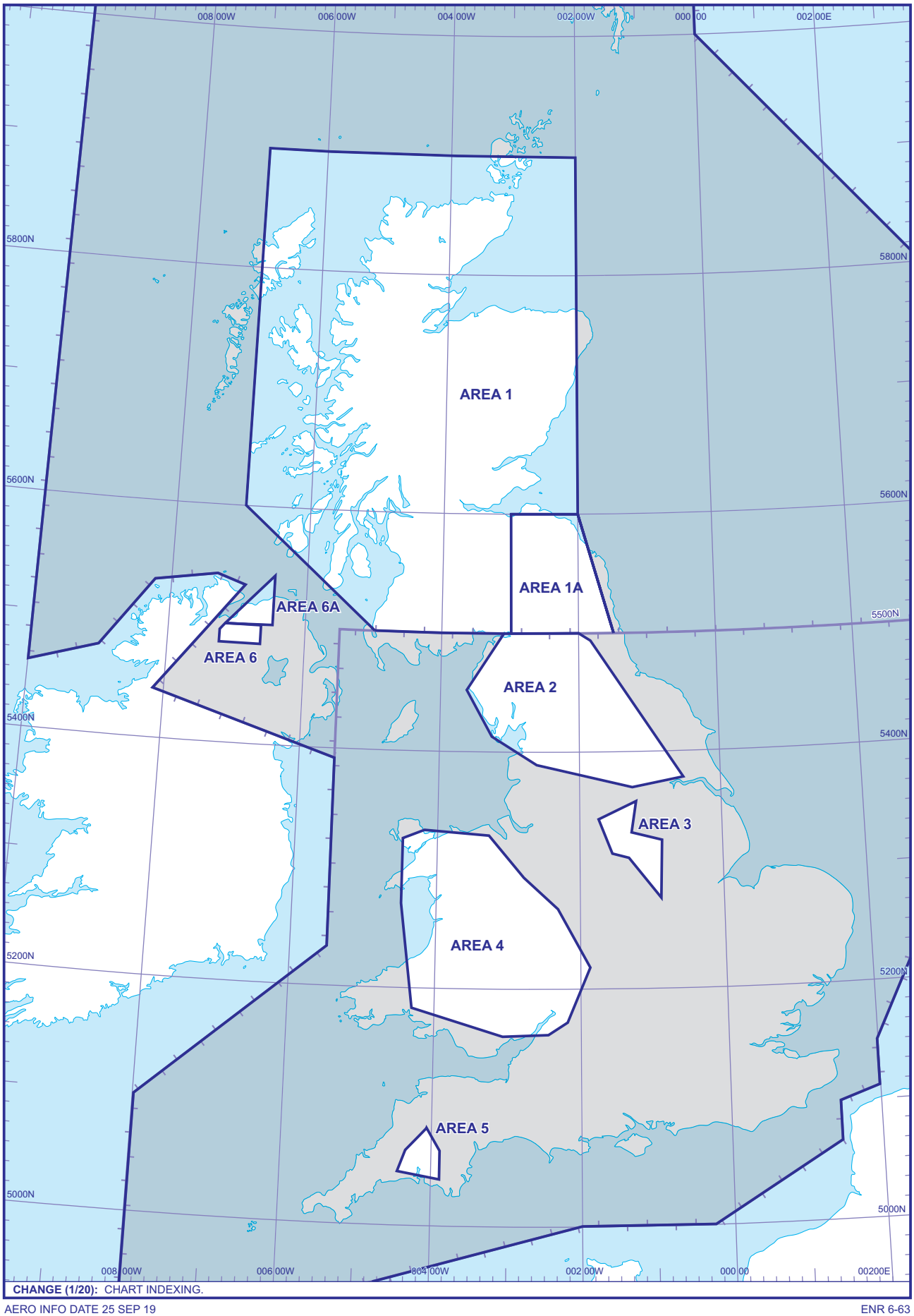



**CHANGE (1/20):** CHART INDEXING.

AERO INFO DATE 25 SEP 19

ENR 6-62

# NON-SECONDARY SURVEILLANCE RADAR GLIDER AREAS

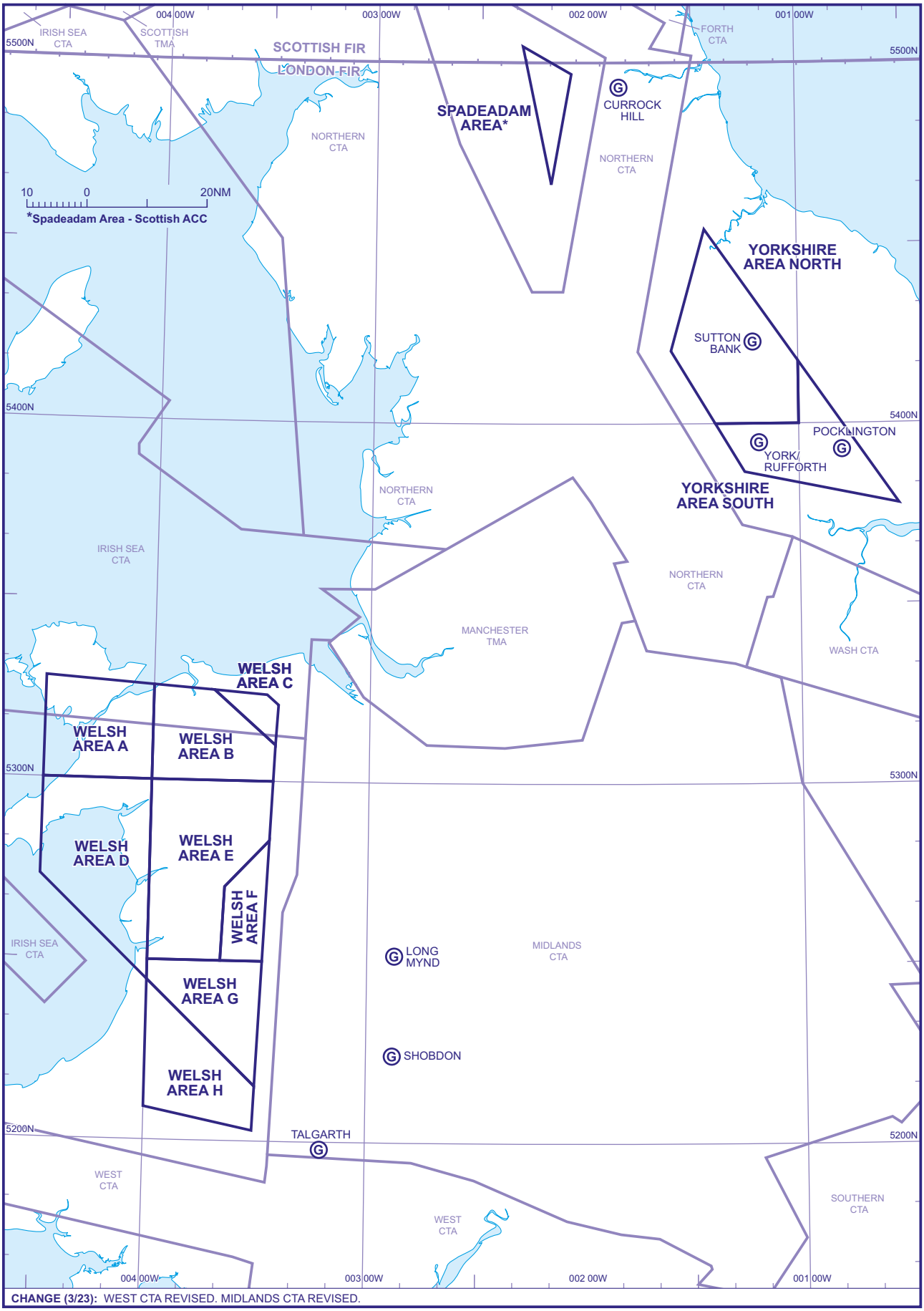



**CHANGE (1/20):** CHART INDEXING.

AERO INFO DATE 25 SEP 19

ENR 6-63

# TEMPORARY RESERVED AREAS (GLIDING) IN CLASS C AIRSPACE BETWEEN FL195 AND FL240 IN THE LONDON ACC AREA

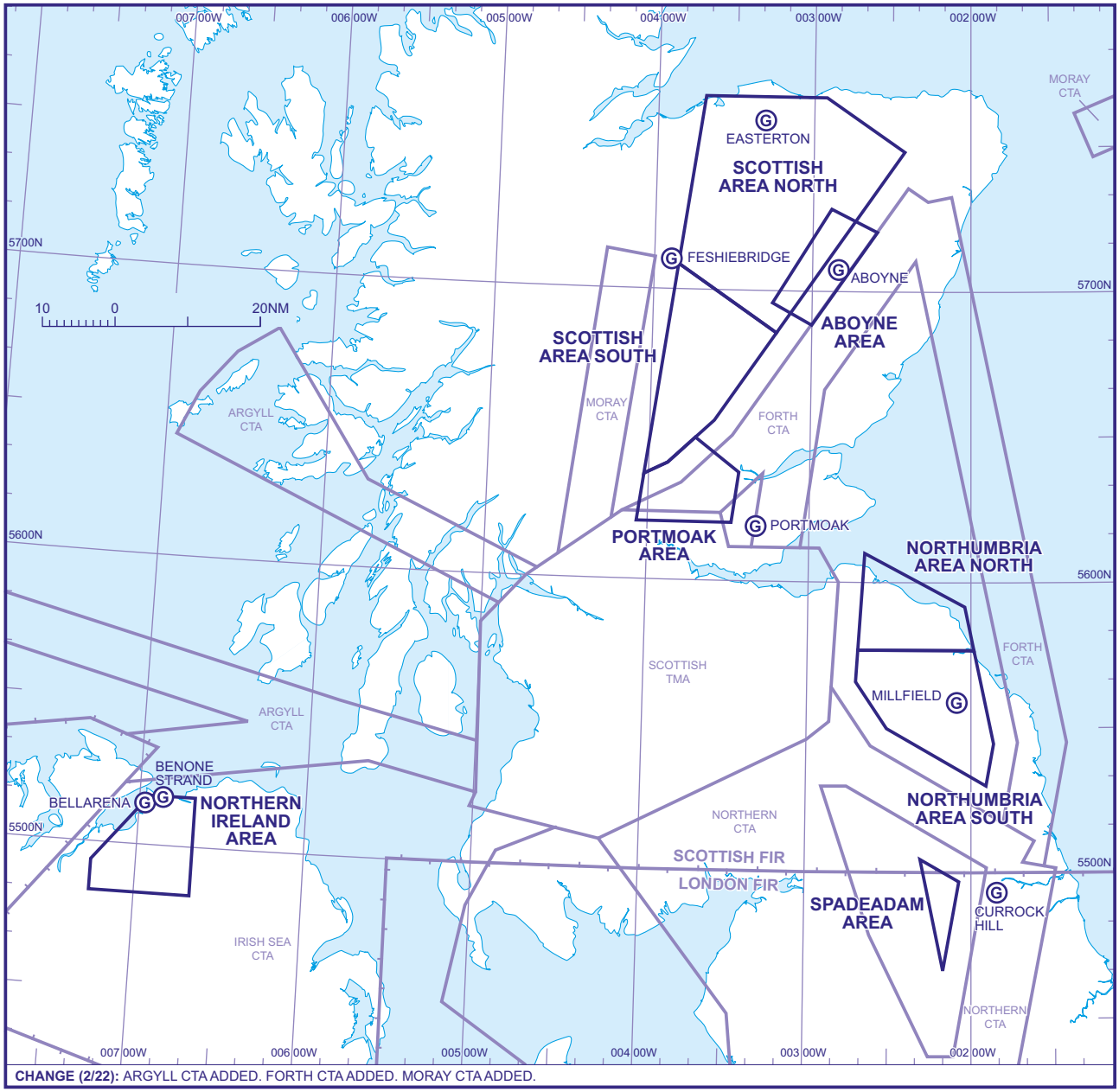



**CHANGE (3/23):** WEST CTA REVISED. MIDLANDS CTA REVISED.

AERO INFO DATE 09 JAN 23

ENR 6-64

# TEMPORARY RESERVED AREAS (GLIDING) IN CLASS C AIRSPACE BETWEEN FL195 AND FL240 IN THE SCOTTISH ACC AREA

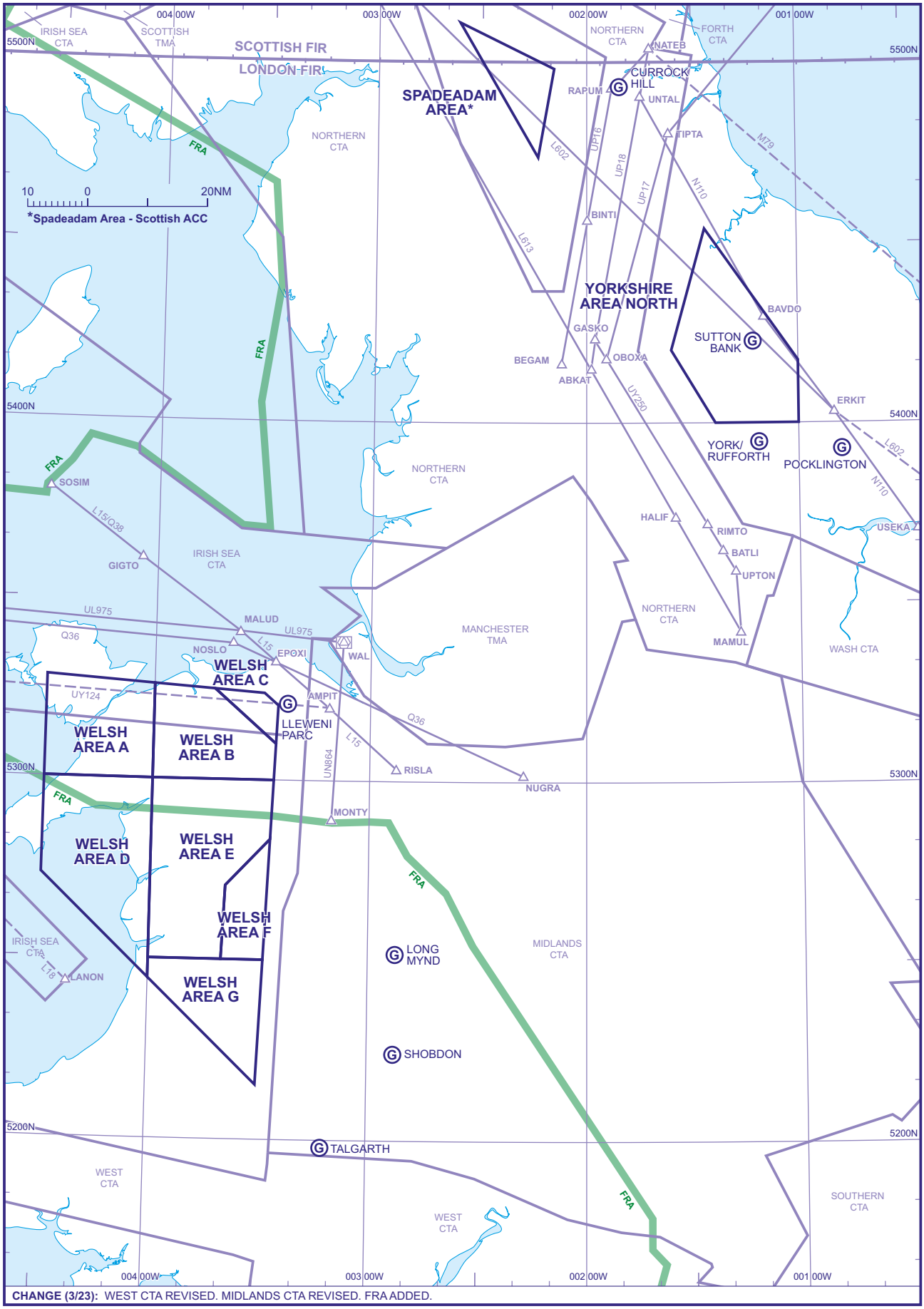



**CHANGE (2/22):** ARGYLL CTA ADDED. FORTH CTA ADDED. MORAY CTA ADDED.

AERO INFO DATE 02 DEC 21

ENR 6-65

# TEMPORARY RESERVED AREAS (GLIDING) IN CLASS C AIRSPACE ABOVE FL240 IN THE LONDON ACC AREA

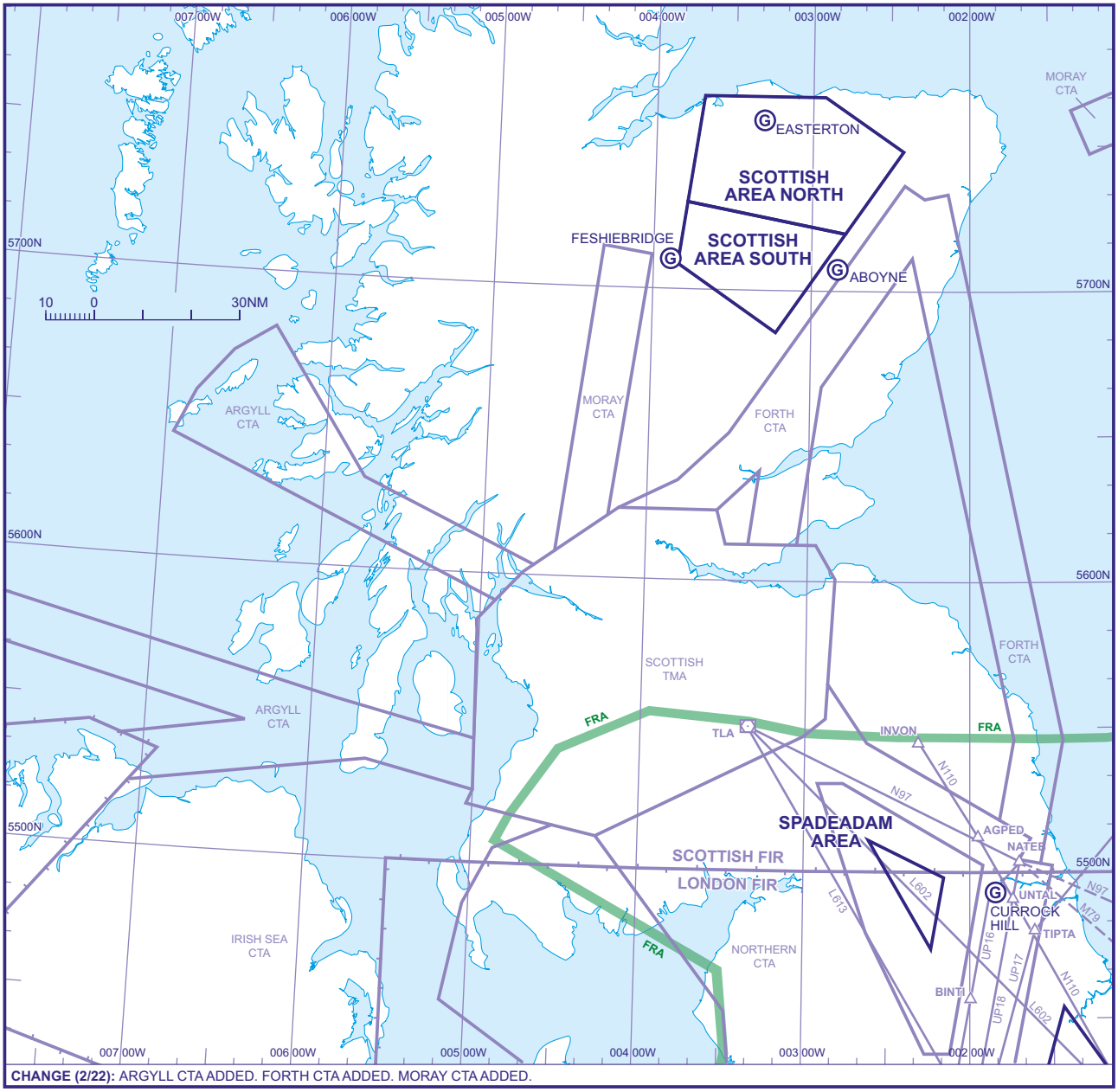



**CHANGE (3/23):** WEST CTA REVISED. MIDLANDS CTA REVISED. FRA ADDED.

AERO INFO DATE 10 JAN 23

ENR 6-66

# TEMPORARY RESERVED AREAS (GLIDING) IN CLASS C AIRSPACE ABOVE FL240 IN THE SCOTTISH ACC AREA

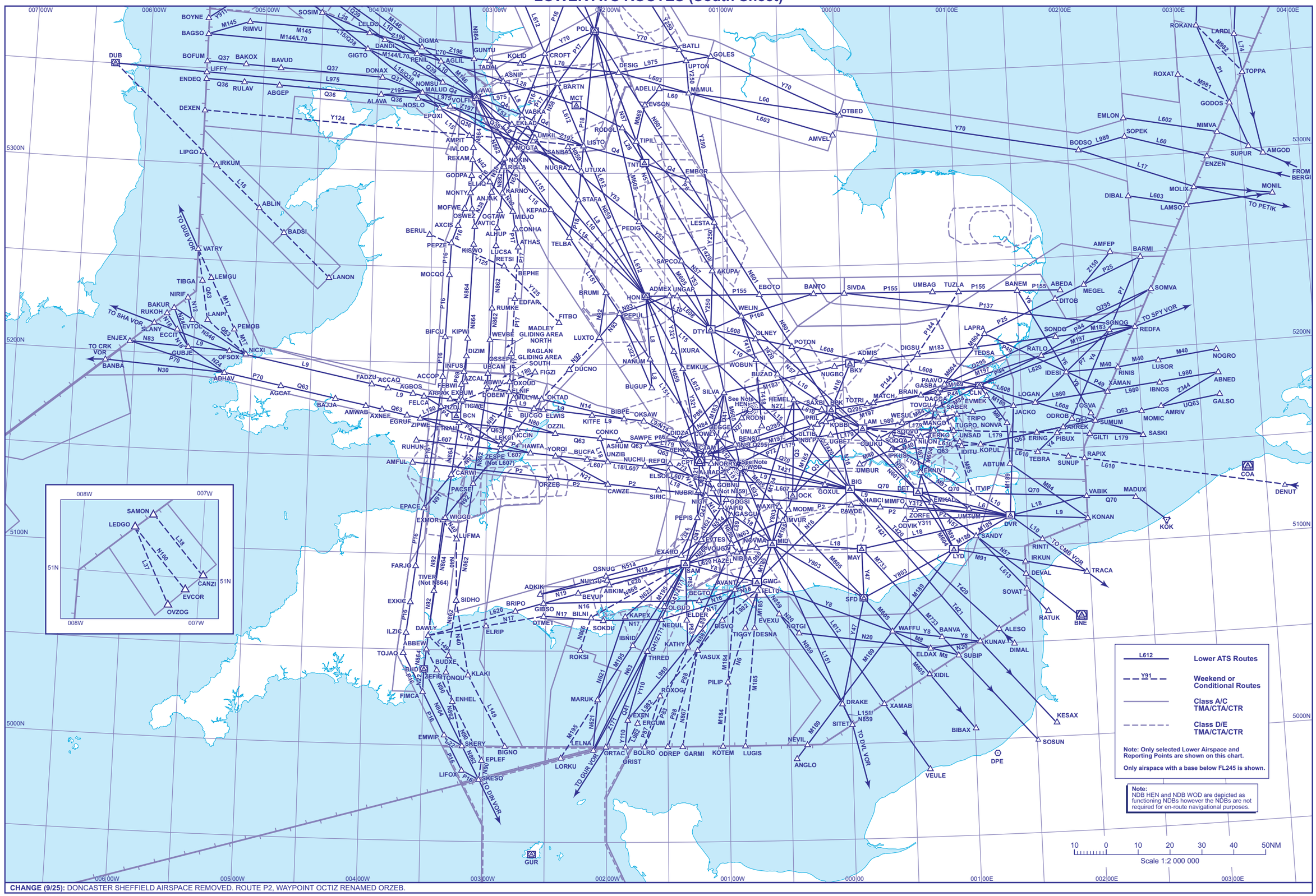



**CHANGE (2/22):** ARGYLL CTA ADDED. FORTH CTA ADDED. MORAY CTA ADDED.

AERO INFO DATE 10 DEC 21

ENR 6-67

# LOWER ATS ROUTES (South Sheet)


007 00W
006 00W
005 00W
004 00W
003 00W
002 00W
001 00W
000 00
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002 00E
003 00E
004 00E
5300N
5200N
5100N
5000N
DUB
BOYNE
BAGSO
BOFUM
LIFFY
ENDEQ
DEXEN
LIPGO
IRKUM
ABLIN
BADSI
VATRY
TO DUB VOR
LANON
TIBGA
LEMGU
NIRIF
BAKUR
RUKOH
LANPI
EVTOL
PEMOB
SLANY
ECCIT
ENJEX
TO SHA VOR
TO CRK VOR
BANBA
GUBJE
OFSOX
NICXI
ADHAV
AGCAT
BAJJA
AMWAB
AXNEE
EGRUF
ZIPWE
ETNAH
RUHUN
AMFUL
EPACE
EXMOR
FARJO
TIVER
(Not N864)
EXKIC
ILZIC
DAWLY
ABBEW
TOJAQ
BHD
FIMCA
EMWIP
LIFOX
SKERY
EPLEF
SKESO
BIGNO
TO DIN VOR
LORKU
TO GUR VOR
GUR
LELNA
MARUK
ROKSI
SOKDU
ELRIP
OTMET
BRIPO
ADKIK
OSNUG
TIVER
(Not N864)
SIDHO
LUFMA
WIGGU
CARWI
PACSE
ORZEB
CAWZE
SIRIC
ZESPE
(Not L607)
HAWFA
YORQI
BUCFA
ICCIN
LEKOT
CONKO
ASHUM
UNZIB
NUCHU
REFQI
ELSOP
NUBRI
NIGIT
GOBNU
(Not N859)
ORTAC
BOLRO
ODREP
GARMI
KOTEM
LUGIS
ORIST
ORZEB
SAMON
LEDGO
CANZI
EVCOR
OVZOG
SOSIM
LELDO
DANDI
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DONAX
NOMSU
MALUD
RENIL
DIGMA
AGLIL
GUNTU
ALAVA
NOSLO
EPOXI
VOLFI
WAL
TADAL
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POL
CROFT
BARTN
MCT
ASNIP
VABKA
EKLAD
UMKIL
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REXAM
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ELLIQ
MONTY
MOFWE
OSWEI
AXCIS
BERUL
PEPZE
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KISWO
OGTAW
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ALHUP
LUCSA
RETSI
EDFAR
RUMKE
BEPHE
MADLEY
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NORTH
RAGLAN
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SOUTH
OSSEP
UBCAM
FIGZI
DUCNO
INFUS
DIZIM
BIFCU
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OKTAD
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TIGWE
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ELWIS
OZZIL
KITFE
BIBPE
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SAWPE
DIDZA
UMLAT
BENSU
(NOT Q295)
ULTIB
(NOT P72)
UGBET
QBUKU
SOQQA
SQQVU
ZERKO
NILON
IDITU
KOPUL
UNSAD
TUGPO
NONVA
TRIPO
TOVGU
SABER
EVMEK
DAGGA
GASBA
PAAVO
BRAIN
MATCH
TOTRI
SAXBI
BPK
PRIL
KOBBI
WESUL
MANGO
LAM
ADMIS
DIGSU
TEDSA
RATLO
LAPRA
SONDO
SONOG
REDFA
TO SPY VOR
SOMVA
BARMI
AMFEP
MEGEL
DITOB
ABEDA
BANEM
TUZLA
UMBAG
SIVDA
BANTO
EBOTO
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P137
P166
WELIN
OLNEY
POTON
DTY
HON
PEPUL
ADMEX
UNGAP
AKUPA
SAPCO
LESTA
PEDIG
TELBA
ATHAS
CONHA
STAFA
KEPAD
KARNO
ANJAK
RISLA
NOKIN
NUGRA
UTUXA
RODOL
LISTO
SANBA
MOGTA
TIPIL
TNT
EMBOR
ADELU
EVSON
DESIG
BATLI
UPTON
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OTBED
AMVEL
ROKAN
LARDI
TOPPA
ROXAT
GODOS
EMLON
SOPEK
MIMVA
BODSO
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AMGOD
ENZEN
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MOLIX
LAMSO
MONIL
TO PETIK
COA
DENUT
VABIK
MADUX
KONAN
KOK
DVR
SANDY
LYD
RINTI
IRKUN
DEVAL
TRACA
SOVAT
RATUK
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BANVA
ALESO
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ZORFE
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M684
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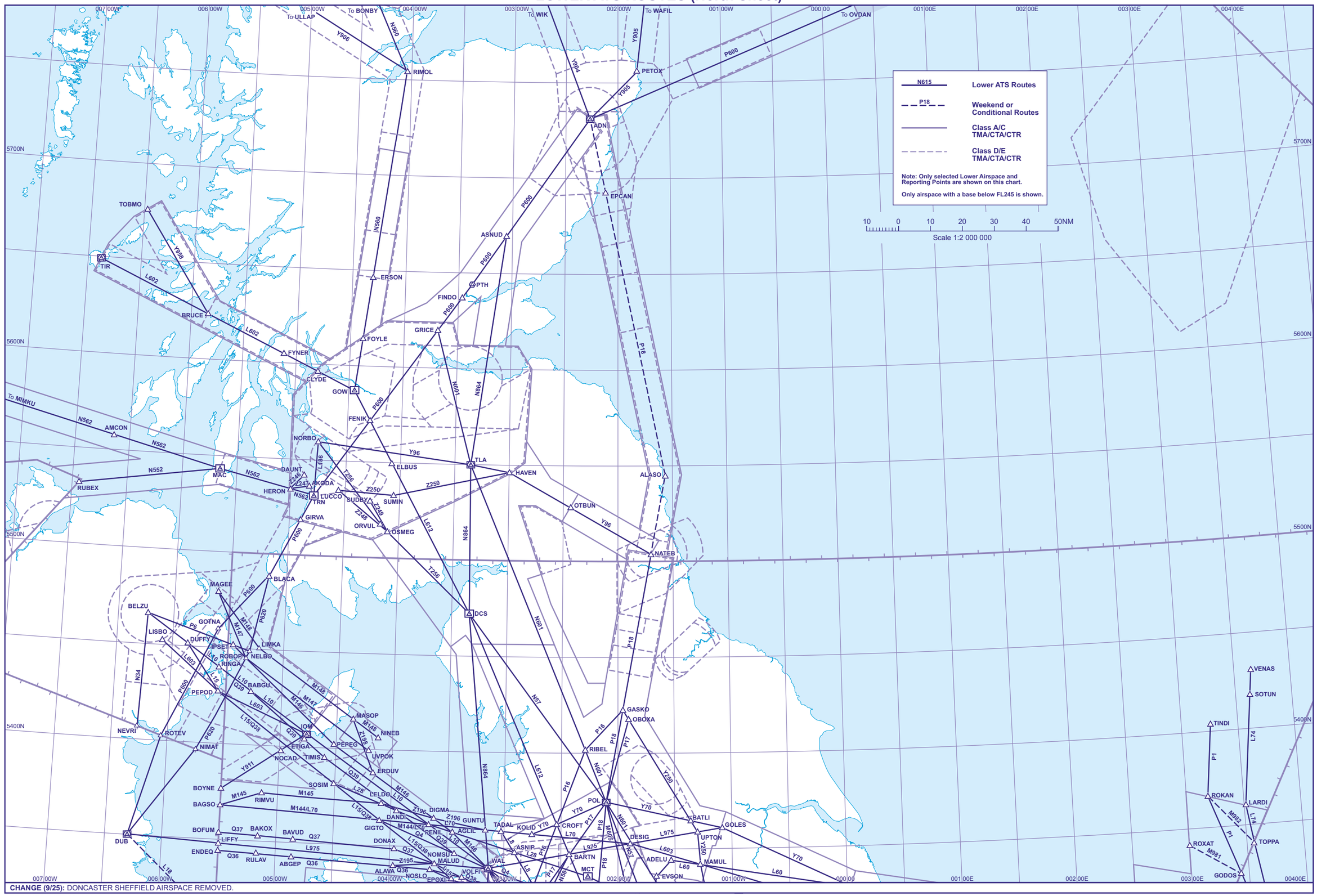
# LOWER ATS ROUTES (North Sheet)




**CHANGE (9/25):** DONCASTER SHEFFIELD AIRSPACE REMOVED.

# UPPER AIRSPACE CONTROL AREA, FREE ROUTE AIRSPACE (FRA) AND UPPER ATS ROUTES

AERONAUTICAL INFORMATION OUTSIDE THE AREA OF RESPONSIBILITY OF UK AIS SHOULD BE CHECKED AGAINST THE AERONAUTICAL INFORMATION PRODUCTS RELEVANT FOR THE AREA. ADDITIONAL GUIDANCE IS PROVIDED IN UK AIP GEN 3.1 PARAGRAPH 2.

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AERONAUTICAL INFORMATION OUTSIDE THE AREA OF RESPONSIBILITY OF UK AIS SHOULD BE CHECKED AGAINST THE AERONAUTICAL INFORMATION PRODUCTS RELEVANT FOR THE AREA. ADDITIONAL GUIDANCE IS PROVIDED IN UK AIP GEN 3.1 PARAGRAPH 2.

- Military Mandatory Radar Service Area (MRSA)
- North Sea Reduced Co-ordination Area (NS RCA)
- NPZ
- Upper ATS Routes
- Weekend or Conditional Routes
- Class A/C TMA/CTA/CTR
- Military Training Area (for details see ENR 5-2)
- Temporary reserved Areas (Gliding) (TRA(G))
- Cross Boarder Free Route
- FRA Boundary
- (A) FRA Arrival Connecting Point
- (D) FRA Departure Connecting Point
- (E) FRA Horizontal Entry Point
- (I) FRA Intermediate Point
- (X) FRA Horizontal Exit Point

Note: Only Airspace at FL245 and above is shown.

*NDB HEN and NDB WOD are depicted as functioning NDBs, however the NDBs are not required for en-route navigational purposes.

CHANGE (10/25): OCTIZ RENAMED TO ORZEB, EDITORIAL.
AERO INFO DATE 27 JUN 25

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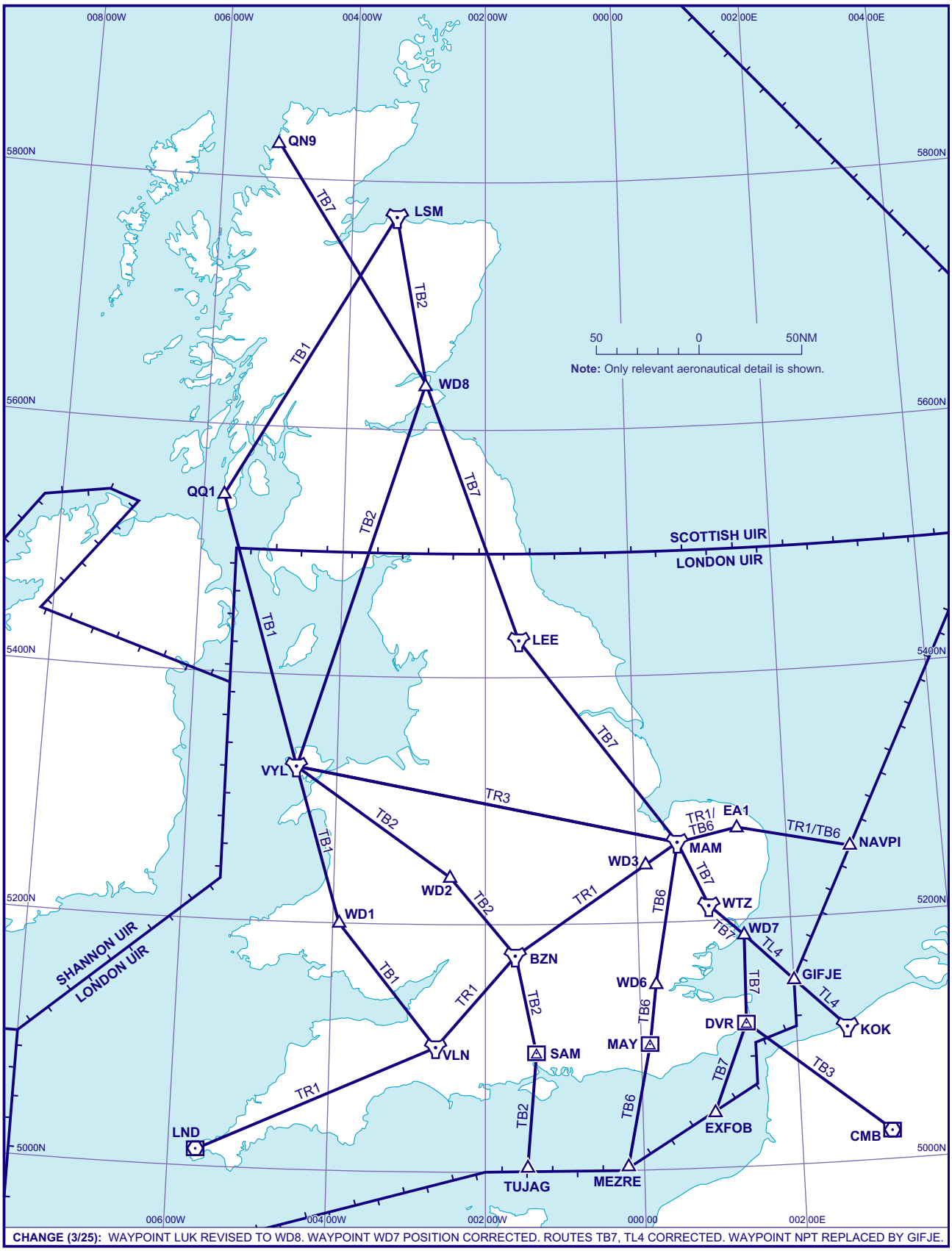
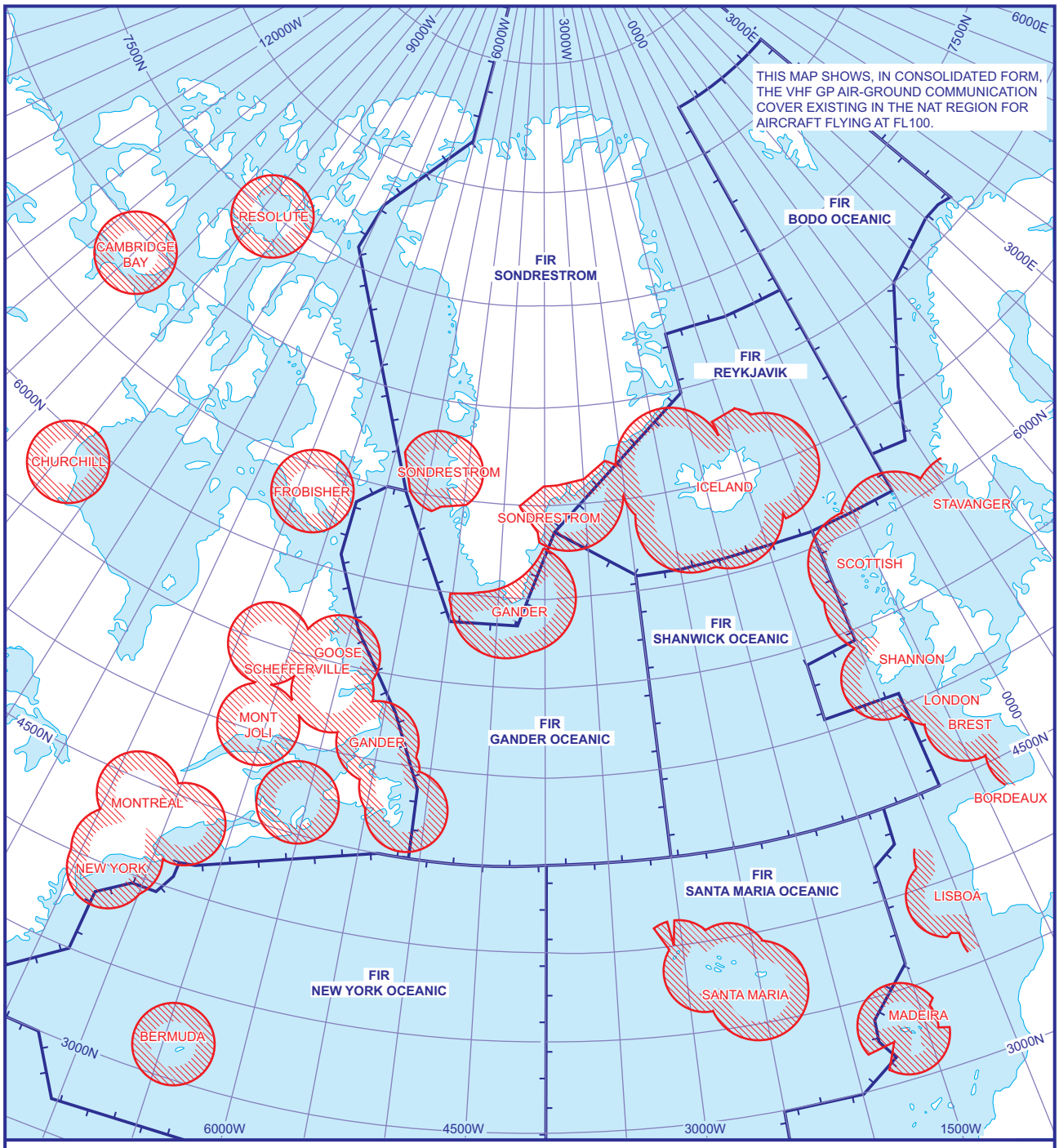
# UPPER AIRSPACE MILITARY TACAN ROUTE SYSTEM




**CHANGE (3/25):** WAYPOINT LUK REVISED TO WD8. WAYPOINT WD7 POSITION CORRECTED. ROUTES TB7, TL4 CORRECTED. WAYPOINT NPT REPLACED BY GIFJE.

AERO INFO DATE 20 DEC 24

# VHF GP AIR-GROUND COMMUNICATION COVER EXISTING IN THE NAT REGION AT FL100




**NOTES**

1. The VHF cover shown in the transition area between the NAT and the EUR Regions has only been shown to complete the picture of the communication cover. The VHF air-ground communication stations at Stavanger, Scottish, London, Brest, Bordeaux and Lisboa do not form part of the communication system serving the NAT Region.

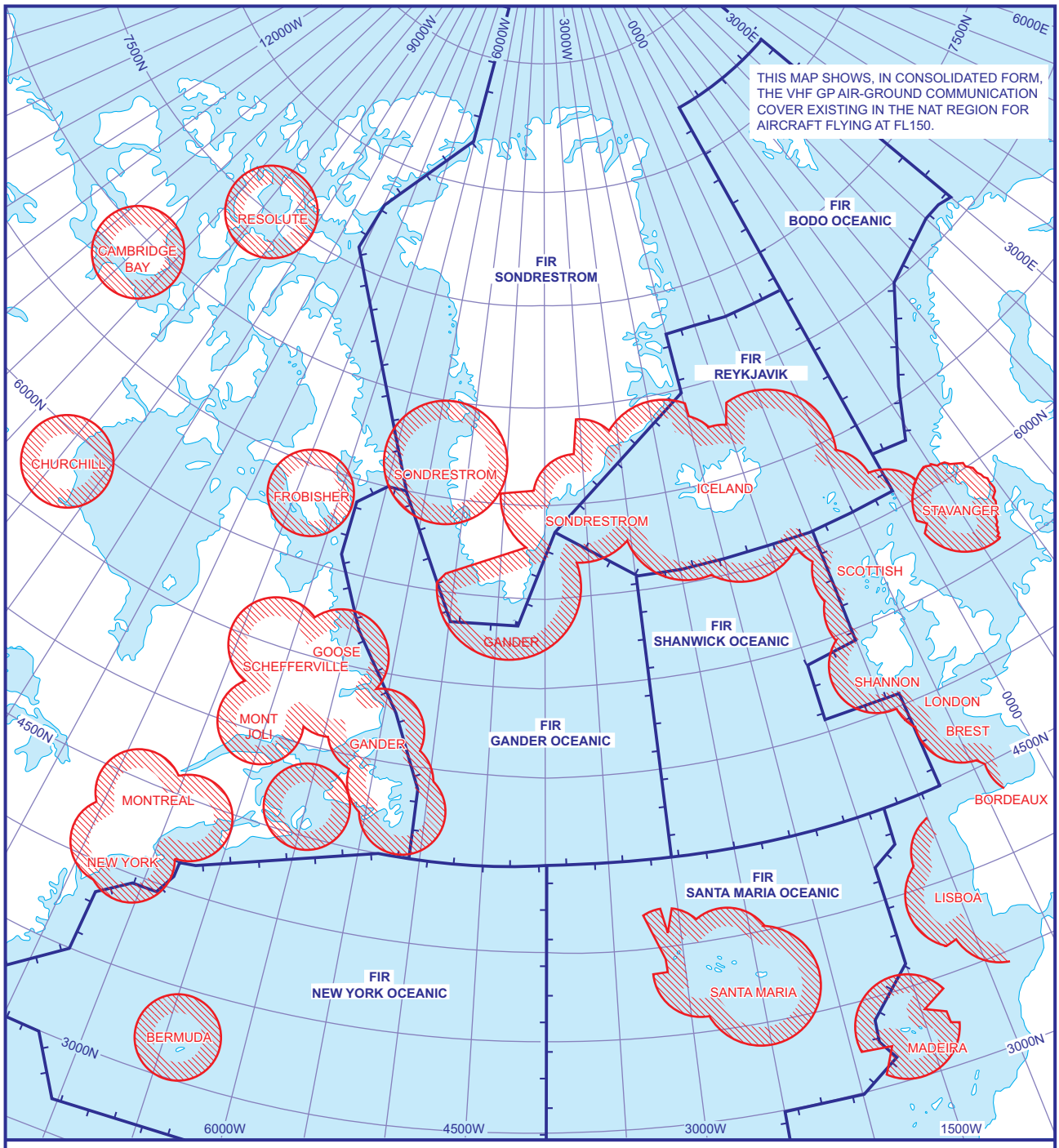
2. The VHF cover shown provided by the Qaqatoqaq and Kulusuk stations in Greenland (Sondrestrom) serves Sondrestrom FIC only (below FL195).

**CHANGE (9/22):** BODO OCEANIC FIR REVISED.

AERO INFO DATE 28 JUN 22

ENR 6-73

# VHF GP AIR-GROUND COMMUNICATION COVER EXISTING IN THE NAT REGION AT FL150




**NOTES**

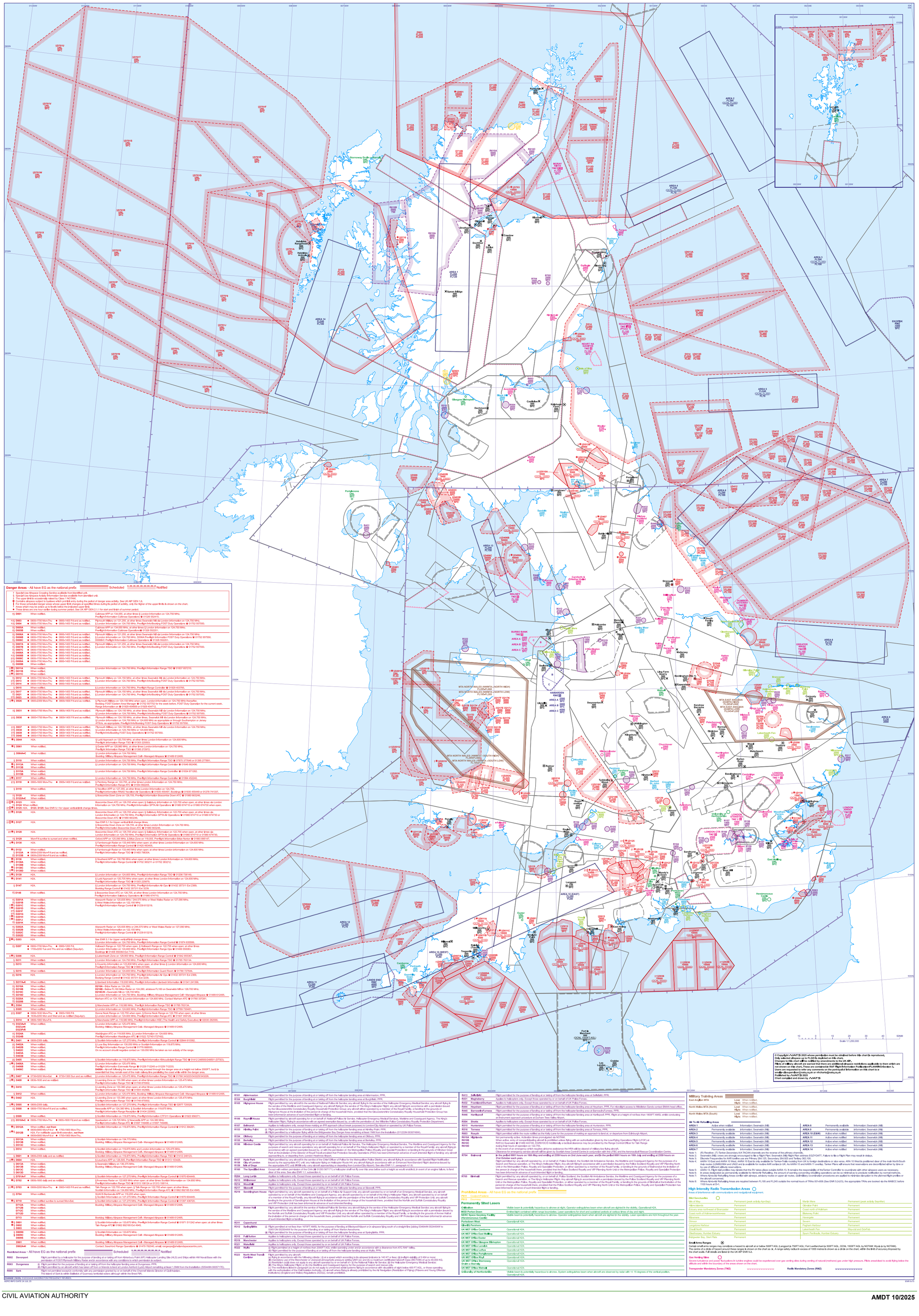
1. The VHF cover shown in the transition area between the NAT and the EUR Regions has only been shown to complete the picture of the communication cover. The VHF air-ground communication stations at Stavanger, Scottish, London, Brest, Bordeaux and Lisboa do not form part of the communication system serving the NAT Region.

2. The VHF cover shown provided by the Qaqatoqaq and Kulusuk stations in Greenland (Sondrestrom) serves Sondrestrom FIC only (below FL195).

**CHANGE (9/22):** BODO OCEANIC FIR REVISED.

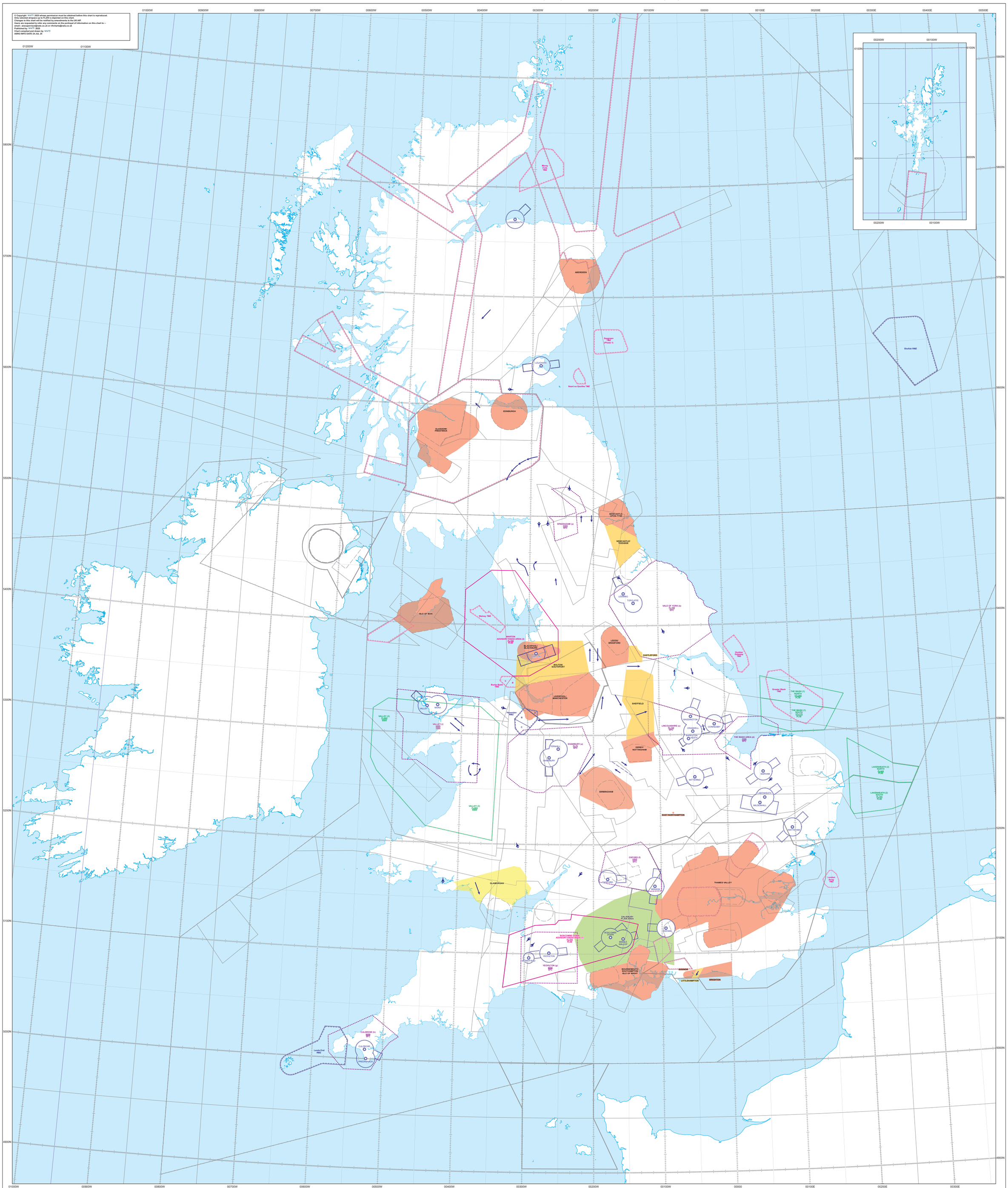
AERO INFO DATE 28 JUN 22

# CHART OF UNITED KINGDOM AIRSPACE RESTRICTIONS AND HAZARDOUS AREAS


AREA 1 FL260 FL129
AREA 2 FL290 (OCNL FL350) FL100
AREA 3 FL290 (OCNL FL350) FL100
AREA 4 FL240 (OCNL FL350) FL70
AREA 5 FL240 (OCNL FL350) FL70
AREA 6 FL180 FL100
AREA 7 FL280 FL100
AREA 8 FL170 FL70
AREA 9 FL50 3000
AREA 10 (EAST) FL260 FL80
AREA 11 FL200 FL100
AREA 12 FL280 FL70
AREA 13 FL240 FL130
AREA 14 FL245 FL100
AREA 15 (WEST) FL260 FL80
MTA NORTH WALES (NWMTA = NORTH HIGH) FL285▲FL660
MTA NORTH WALES (NWMTA = NORTH LOW) FL195▲FL285
MTA NORTH WALES (NWMTA = SOUTH HIGH) FL285▲FL660
MTA NORTH WALES (NWMTA = SOUTH LOW) FL195▲FL285
MTA EAST ANGLIAN (EAMTA HIGH) FL245▲FL660
MTA EAST ANGLIAN (EAMTA LOW) FL245▲FL285
HAWARDEN RW21
HAWARDEN RW03
BURBO BANK TMZ
LANDS END TMZ
WALNEY TMZ
SEAGREEN TMZ (Phase 1)
NEART NA GAOITHE TMZ
MORAY FIRTH TMZ
THUMBER GATEWAY TMZ
NUMBER GATEWAY TMZ
GREATER WASH TMZ
LONDON STANSTED TMZ 1
LONDON STANSTED TMZ 2
EKOFEBIK RMZ
Stornoway Drum a Starraig
Glasgow Bishopton
Prestwick
Lerwick
Scatsta
Kirkwall
Wick
Inverness
Aberdeen
Leuchars
Edinburgh
Dundee
Carlisle
Leeming
Durham Tees Valley
Manchester
Liverpool
Sheffield
Doncaster
Humberside
Leeds Bradford
Newcastle
Teesside
Warton
Blackpool
Isle of Man
Isle of May
Spadeadam
Boulmer
Woodhall Spa
Waddington
Cranwell
Barkston Heath
Church Fenton
Linton-on-Ouse
Finningley
Scampton
Coningsby
Lincoln
Wittering
Cottesmore
Conington
Marham
Lakenheath
Mildenhall
Honington
Wyton
Alconbury
Upper Heyford
Brize Norton
Fairford
Benson
Odiham
Farnborough
Boscombe Down
Middle Wallop
Lyneham
Yeovilton
Portland
Chivenor
Aberporth
Valley
Cranfield
Bedford
Wattisham
Norwich
Lakenheath
Mildenhall
Marham
Coltishall
Cromer
Wittering
Cottesmore
Conington
Barkston Heath
Waddington
Cranwell
Scampton
Lincoln
Coningsby
Church Fenton
Linton-on-Ouse
Finningley
Doncaster
Leeming
Durham Tees Valley
Teesside
Newcastle
Boulmer
Spadeadam
Carlisle
Warton
Blackpool
Isle of Man
Liverpool
Manchester
Leeds Bradford
Humberside
Sheffield

# CHART OF UNITED KINGDOM AREAS OF INTENSE AIR ACTIVITY (AIAA) AND AERIAL TACTICS AREAS (ATA)

© Copyright NATS 2025 whose permission must be obtained before this chart is reproduced.
Only selected airspace up to FL245 is depicted on this chart.
Changes to this chart will be notified by amendments to the UK AIP.
Users are requested to refer any comments on the portrayal of information on this chart to :-
email:- aiasupervisor@nats.co.uk or v9charts@nats.co.uk
Published by NATS 2025
Chart compiled and drawn by NATS
AERO INFO DATE 24 JUL 25




## Areas of Intense Air Activity

**AIAAs are defined as: 'An airspace within which aircraft, singly or in combination with others, regularly participate in unusual manoeuvres'. Pilots of non-participating aircraft who are unable to avoid these areas are strongly advised to make use of a radar service.**

| | | |
|---|---|---|
| **a. SPADEADAM** | × Mon-Thu 0900-1700 (0800-1600) and Fri 0900-1600 (0800-1500). | SUACS from Spadeadam on 128.725 MHz. SUAAIS from Newcastle on 124.380 MHz . |
| **b. VALE OF YORK** | × Mon-Fri 0900-1700 (0800-1600). | LARS from Leeming ATC on 133.380. |
| **c. LINCOLNSHIRE** | × Mon-Fri 0900-1700 (0800-1600). | LARS from Waddington ATC on 119.505 MHz and Coningsby ATC on 119.205 MHz. |
| **d. THE WASH AREA** | × Mon-Thu 0900-1700 (0800-1600) and Fri 0900-1500 (0800-1400). | LARS from Marham ATC on 124.155, Coningsby ATC on 119.205 MHz and Waddington ATC on 119.505 MHz. |
| **e. SHAWBURY*** | × Mon-Thu 0700-0130 (0600-0030) and Fri 0700-1700 (0600-1600). | LARS from Shawbury ATC on 133.155. |
| **f. OXFORD** | Permanently active. | Brize Norton ATC on 124.280. |
| **g. YEOVILTON*** | × Mon-Thu 0830-1700 (0730-1600) and Fri 0830-1600 (0730-1500). | LARS from Yeovilton ATC on 127.355. Note: For aircraft in transit south of a line east to west through Dorchester, a LARS is available from Plymouth Military Radar on 124.150 MHz but to avoid interference pilots should contact Plymouth Military south of 511000N. |
| **h. CULDROSE*** | × Mon-Thu 0830-1700 (0730-1600) and. Fri 0830-1630 (0730-1530). | LARS from Culdrose ATC on 134.055. |
| **i. VALLEY** | × Mon- Thu 0800-1800 (0700-1700) and Fri 0800-1700 (0700-1600). | Contact Valley ATC or London Radar. |

× Peak activity takes place

**See UK AIP ENR 5.2 for details of AIAAs.**

***Within these areas, night operations may be conducted by aircraft using reduced navigation and/or anti-collision lights.**

## Military Low Flying

**Military low flying occurs in most parts of the UK at any height up to 2000 feet above the surface. However, the greatest concentration is between surface and 1000 feet and civil pilots should avoid flying in that height band whenever possible.**

**Military aircraft are considered low flying when:**

**a. Fixed wing aircraft except light propeller-driven aircraft, are flying below 2000 feet above the surface**
**b. Light propeller-driven aircraft and helicopters are flying below 500 feet above the surface. (UK AIP ENR 1.1)**

### Military Aerodrome Traffic Zones (MATZs)




**Have the following vertical limits: SFC to 3000FT AAL within the circle and 1000FT AAL to 3000FT AAL within the stub. Zone configuration may vary, often two or more MATZs are amalgamated to produce a Combined Zone (CMATZ). Controlling aerodromes show the MATZ penetration frequency to be used. See UK AIP ENR 2-2.**

### Directional Flow Over An Area

**These arrows do not indicate a particular route, and are meant to show the general direction of flight in an area.**

### Directional Flow Through Choke Point

**These symbols are aligned to the direction of flight. Where there is bi-directional flow through a choke point, aircraft will route in accordance with the depicted symbols.**

**The Low Flying System of Directional Flow does not apply during weekends, UK Public Holidays and hours of darkness.**

**Warning**
**During military exercises, Directional Flow may be changed for operational reasons during the period of the exercise. Such changes will be notified in the Temporary Navigation Warning giving exercise details. Refer to the AIC for details of the UK Military Low Flying System.**

### Avoidance Areas

**a. In the Avoidance Areas, military low flying does not normally take place unless the flights are in connection with an airfield located within such an area.**

**b. Military low flying does not normally take place within Class A and Class C airspace.**

**Where AIAAs and the Avoidance Areas overlap, military aircraft will not normally operate below 2000 feet except in connection with an airfield situated in the area.**

### Transit Areas

**Military aircraft are not permitted to fly in Transit Areas below 1000 feet above the surface except helicopters and light propeller driven aircraft. These areas are designed to permit the easy transit of military aircraft between one low flying area and another.**

## Aerial Tactics Areas

**ATAs are defined as: 'An airspace of defined dimensions designated for air combat training, within which high energy manoeuvres are regularly practised by aircraft formations'. Pilots of non-participating aircraft who are unable to avoid these areas are strongly advised to make use of a radar service.**

**Autonomous operations are only permitted within ATAs above FL195 when the overlying TRA is active.**

| | | |
|---|---|---|
| **1. WASH** | × Mon-Thu 0700-2300 (0600-2200) and Fri 0700-1700 (0600-1600). | Swanwick Mil. |
| **2. LAKENHEATH** | × Mon-Thu 0700-2300 (0600-2200) and Fri 0700-1700 (0600-1600). | Swanwick Mil. |
| **3. VALLEY** | × Mon-Thu 0800-1800 (0700-1700); Fri 0800-1700 (0700-1600). | RAF Valley ATC or Swanwick Mil. |

× Peak activity takes place

**See UK AIP ENR 5.2 for details of ATAs.**

### The Salisbury Plain Area

**The Salisbury Plain Area is an area of high activity used primarily by helicopters, although low flying civil and military fixed-wing aircraft operate from time to time in this airspace.**

### Advisory Radio Area

| | | |
|---|---|---|
| **1. BOSCOMBE DOWN** | Mon-Fri 0930-1730 (0830-1630). | Boscombe Down on 126.705 |

**Test flight activity within this area often requires pilots to fly profiles which limit their ability to manoeuvre their aircraft in compliance with the Rules of The Air. Such flights will receive a radar service from Boscombe Down or the Swanwick Military Special Tasks Cell.**

**Pilots of other aircraft flying in the area are strongly advised to call Boscombe on 126.705 who provide pilots with information on any relevant test flight activity and, if requested, advice on arranging a detour area, or provision of an Air Traffic Service subject to controller workload.**

| | | |
|---|---|---|
| **2. WARTON** | Mon-Thu 0730-1900 (0630-1800) and Fri 0730-1700 (0630-1600). | Warton on 129.530 MHz. |

**Test flight activity within this area often requires pilots to fly profiles which limit their ability to manoeuvre their aircraft in compliance with the Rules of The Air. Such flights will receive a radar service from Warton.**

**Pilots of other aircraft flying in the area are strongly advised to call Warton on 129.530 MHz who provide pilots with information on any relevant test flight activity and, if requested, advice on arranging a detour area, or provision of an Air Traffic Service subject to controller workload.**

**See UK AIP ENR 5.2 for details of ARA.**

## Low Level Civil Aircraft Notification Procedure (CANP)

**Some civil aircraft operators have a requirement to fly at very low heights when carrying out authorised aerial work; the majority of these flights take place at or below 1000 feet above the surface. These operators are reminded that the CANP is designed to enhance flight safety in the lower airspace and they are strongly recommended to notify details of their operations in accordance with the UK AIP ENR 1.10. E-mail notification is preferred for CANP requests as this allows the LFC to E-mail or telephone confirmation of E-mail and issue a reference number to the aircraft operating authority. Contact details are as follows:**

**Low Flying Co-ord (LFC) at RAF (U) Swanwick.**

**Phone: 0800-515544 or 01489-443100.**
**Email: swk-lfofflfbc@mod.gov.uk**

**The types of air activity that should be notified include:**

**a. COMMERCIAL AIR ACTIVITIES**
Aerial crop spraying (all agricultural work carried out by aircraft), underslung aerial load lifting, aerial photography/filming, aerial surveys/air surveillance.

**b. RECREATIONAL AERIAL ACTIVITIES**
Gliders, hang gliders, para gliders, free-flight balloons, microlight aircraft of model aircraft - where 5 or more are operating from a site not listed in the UK AIP for such activity, or are operating outside the hours published in the UK AIP.

**c. OTHER AERIAL ACTIVITIES**
Tethered/captive balloons to a height greater than 200 feet (60 metres) AGL, kite flying - 5 or more kites from a specified site to a height greater than 200 feet (60 metres) AGL, aircraft operations from water, any other aerial activity likely to create an exceptional concentration of aircraft at a site not listed in the UK AIP.

**Transponder Mandatory Zones (TMZ)**

**Radio Mandatory Zones (RMZ)**

**CHANGE (10/25):** AIAA LINCOLSHIRE/ WASH CONINGSBY/WADDINGTON FREQUENCIES REVISED.

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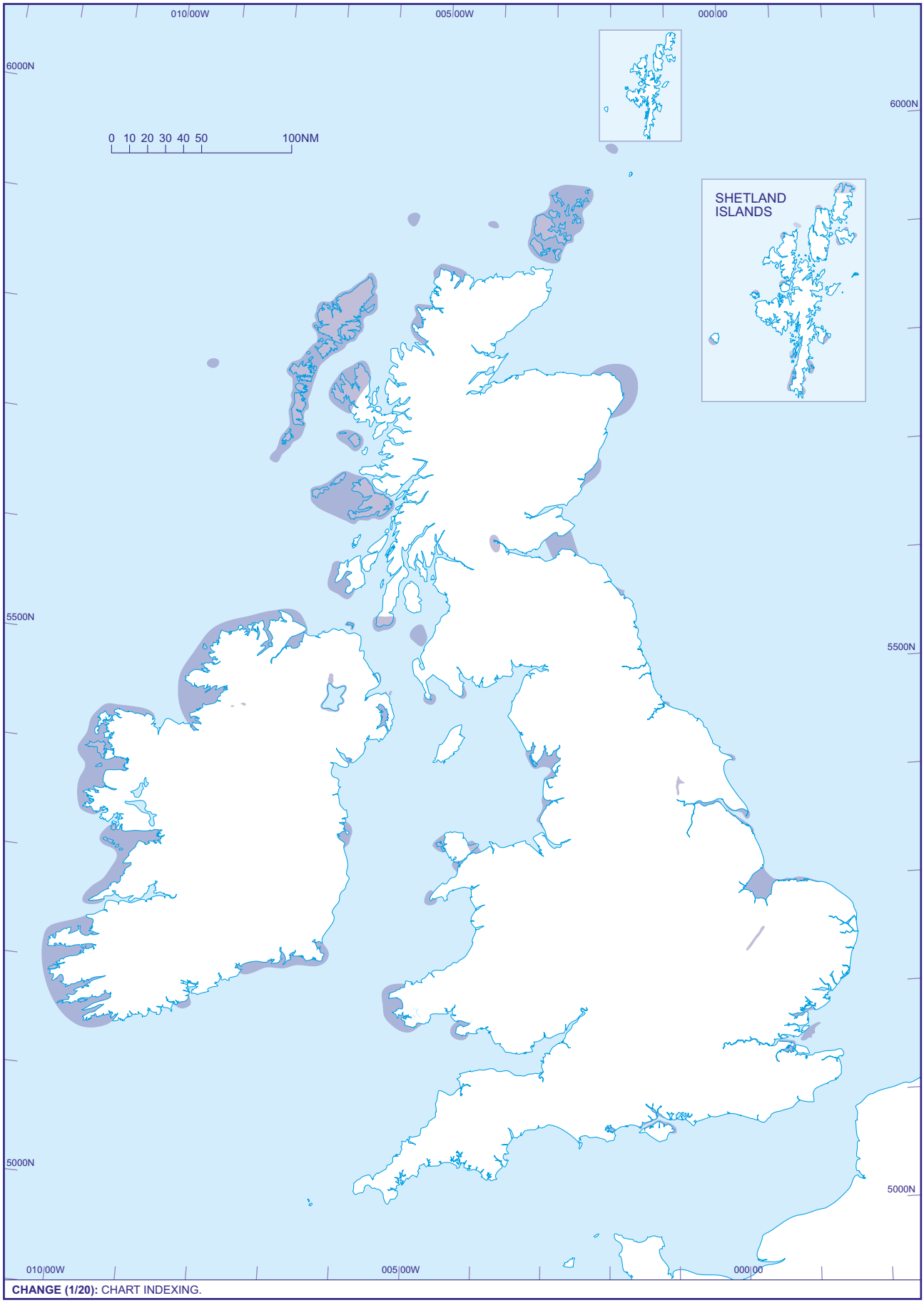
# BIRD CONCENTRATION AREAS MARCH - JULY

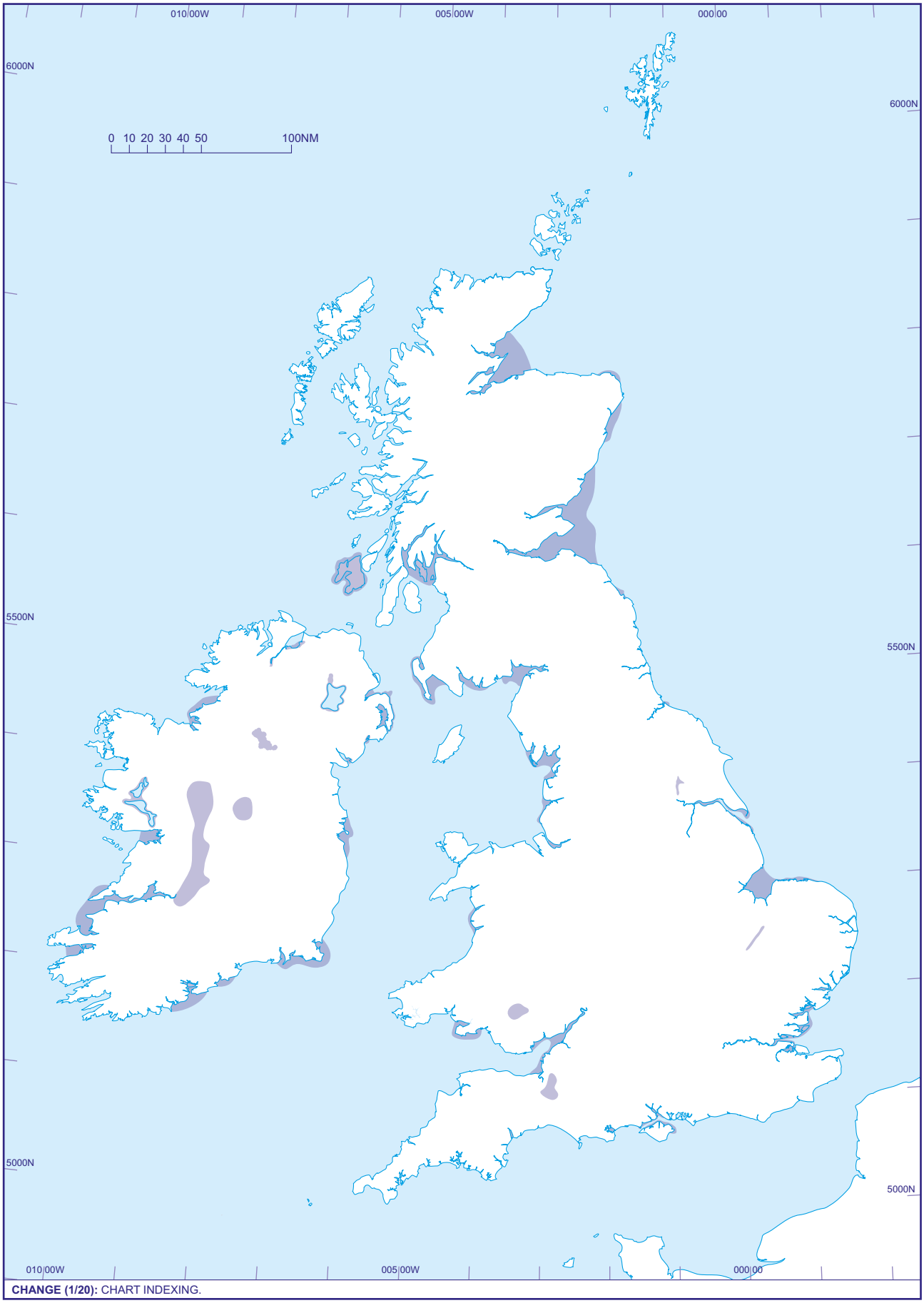



**CHANGE (1/20):** CHART INDEXING.

AERO INFO DATE 25 SEP 19

ENR 6-78

# BIRD CONCENTRATION AREAS OCTOBER - MARCH

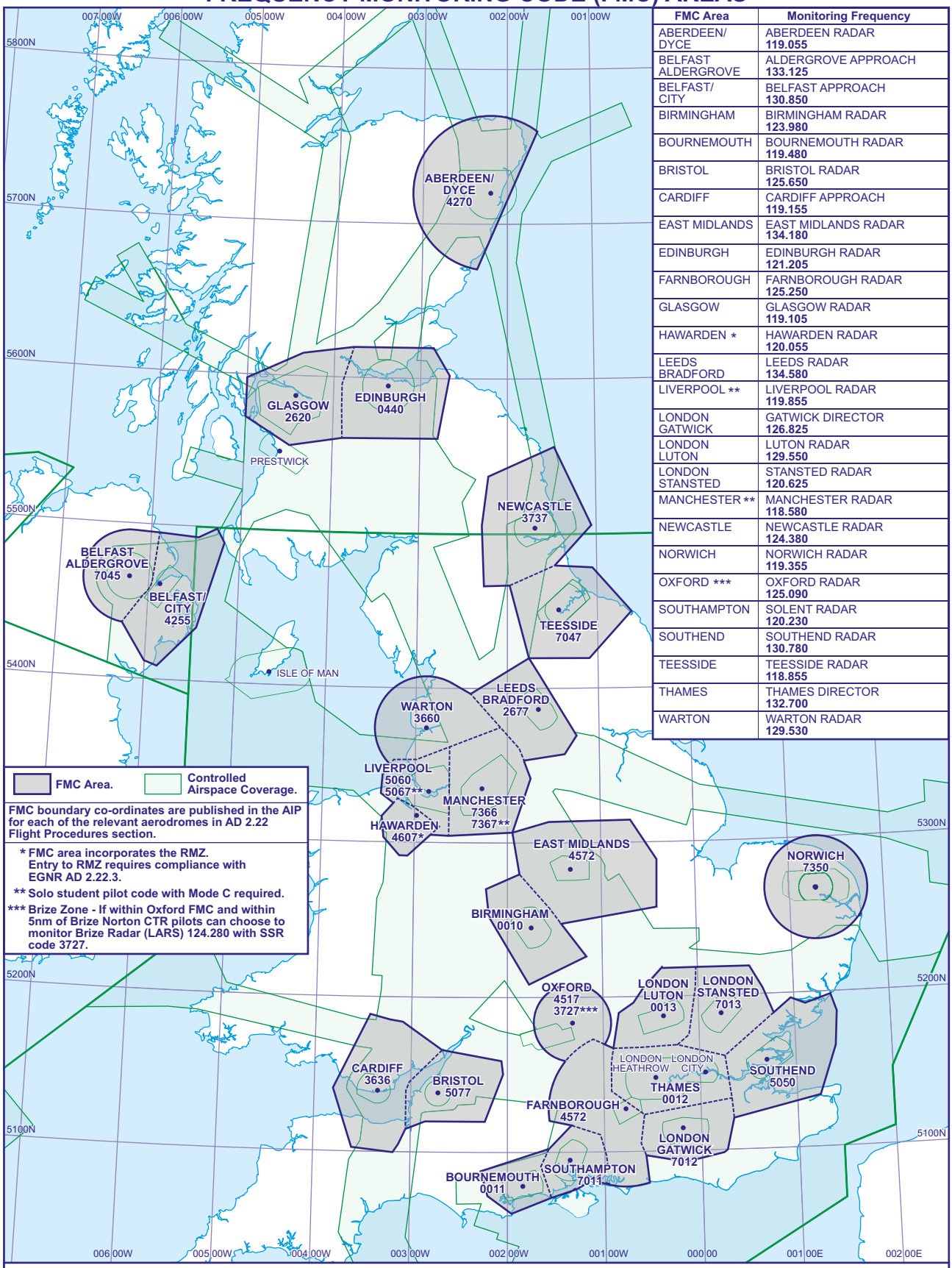



**CHANGE (1/20):** CHART INDEXING.

AERO INFO DATE 25 SEP 19

ENR 6-79

# FREQUENCY MONITORING CODE (FMC) AREAS




| FMC Area | Monitoring Frequency |
|---|---|
| ABERDEEN/ DYCE | ABERDEEN RADAR **119.055** |
| BELFAST ALDERGROVE | ALDERGROVE APPROACH **133.125** |
| BELFAST/ CITY | BELFAST APPROACH **130.850** |
| BIRMINGHAM | BIRMINGHAM RADAR **123.980** |
| BOURNEMOUTH | BOURNEMOUTH RADAR **119.480** |
| BRISTOL | BRISTOL RADAR **125.650** |
| CARDIFF | CARDIFF APPROACH **119.155** |
| EAST MIDLANDS | EAST MIDLANDS RADAR **134.180** |
| EDINBURGH | EDINBURGH RADAR **121.205** |
| FARNBOROUGH | FARNBOROUGH RADAR **125.250** |
| GLASGOW | GLASGOW RADAR **119.105** |
| HAWARDEN * | HAWARDEN RADAR **120.055** |
| LEEDS BRADFORD | LEEDS RADAR **134.580** |
| LIVERPOOL ** | LIVERPOOL RADAR **119.855** |
| LONDON GATWICK | GATWICK DIRECTOR **126.825** |
| LONDON LUTON | LUTON RADAR **129.550** |
| LONDON STANSTED | STANSTED RADAR **120.625** |
| MANCHESTER ** | MANCHESTER RADAR **118.580** |
| NEWCASTLE | NEWCASTLE RADAR **124.380** |
| NORWICH | NORWICH RADAR **119.355** |
| OXFORD *** | OXFORD RADAR **125.090** |
| SOUTHAMPTON | SOLENT RADAR **120.230** |
| SOUTHEND | SOUTHEND RADAR **130.780** |
| TEESSIDE | TEESSIDE RADAR **118.855** |
| THAMES | THAMES DIRECTOR **132.700** |
| WARTON | WARTON RADAR **129.530** |

1. Pilots operating in the vicinity of, but intending to remain outside controlled airspace within the areas defined above and maintaining a listening watch only on appropriate monitoring frequency are encouraged to select the appropriate SSR code.
2. Selection of SSR code does not imply the receipt of an ATC service. Aircraft displaying the code are not expected to contact ATC under normal circumstances. Pilots remain responsible for their own navigation, separation and terrain clearance and are expected to remain clear of the controlled airspace at all times.
3. Whilst squawking the code pilots should be aware that ATC may make blind transmissions in order to ascertain a particular aircrafts intentions/route.
4. When a pilot ceases to maintain a listening watch, the code shall be deselected.

**CHANGE (9/25):** DONCASTER SHEFFIELD AIRSPACE REMOVED. TEESSIDE FMC AREA ADDED.

AERO INFO DATE 24 JUN 25

# UK AREA MINIMUM ALTITUDES (AMA)

USERS ARE REMINDED THAT AERONAUTICAL INFORMATION OUTSIDE THE AREA OF RESPONSIBILITY OF UK AIS SHOULD BE CHECKED AGAINST THE AERONAUTICAL INFORMATION PRODUCTS RELEVANT FOR THE AREA. ADDITIONAL GUIDANCE IS PROVIDED IN UK AIP GEN 3.1 PARAGRAPH 2.



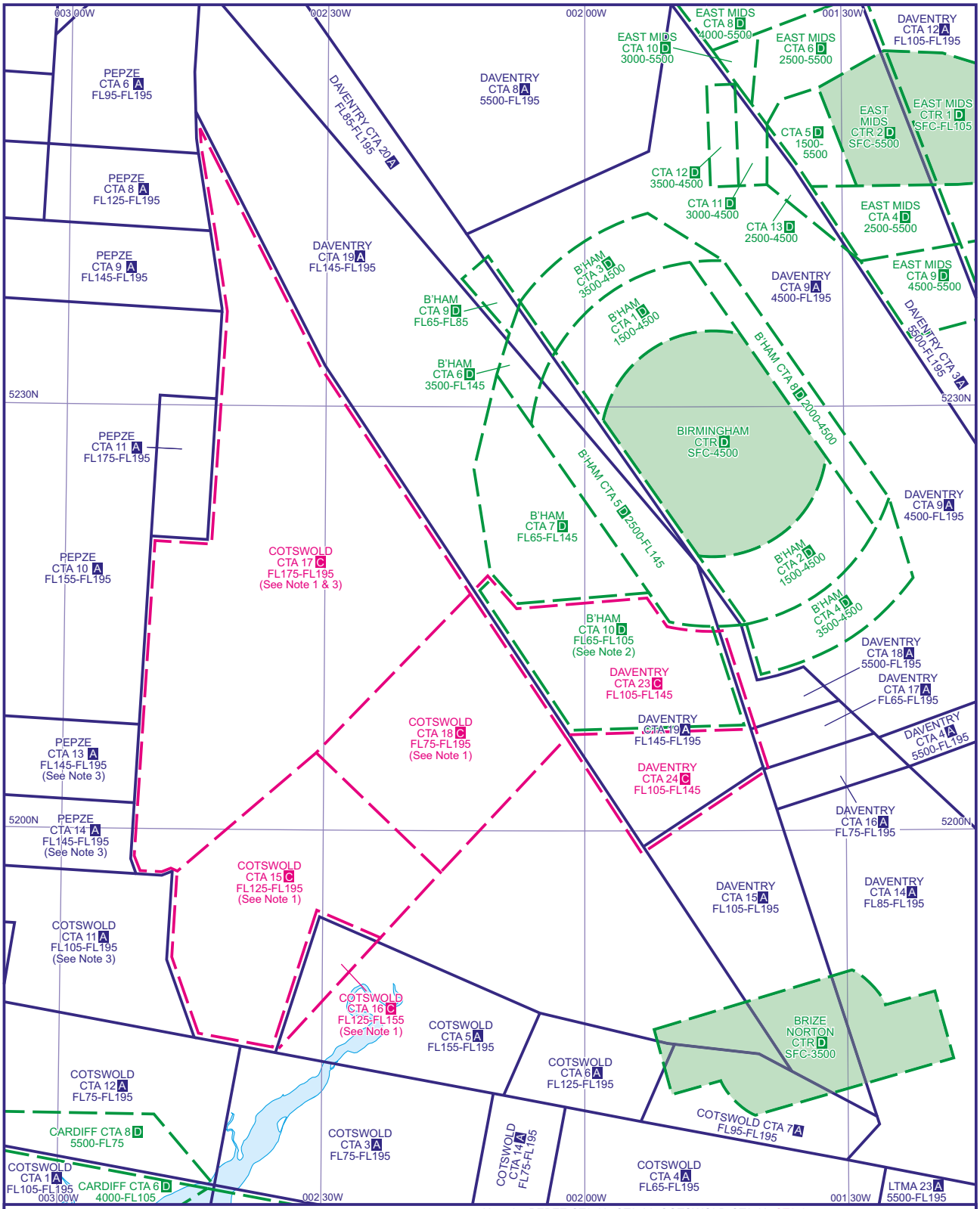

USERS ARE REMINDED THAT AERONAUTICAL INFORMATION OUTSIDE THE AREA OF RESPONSIBILITY OF UK AIS SHOULD BE CHECKED AGAINST THE AERONAUTICAL INFORMATION PRODUCTS RELEVANT FOR THE AREA. ADDITIONAL GUIDANCE IS PROVIDED IN UK AIP GEN 3.1 PARAGRAPH 2.

**CHANGE (10/25):** AMA JERSEY REVISED.

AERO INFO DATE 28 JUL 25

I

# COTSWOLD (SHAWBURY TRIANGLE) FLEXIBLE USE AIRSPACE (FUA)




Note 1 COTSWOLD CTA 15, CTA 16, CTA 17 & CTA 18.
Flexible use of airspace.
Class C between hours 1700-0900 (1600-0800) Monday-Thursday and 1700 (1600) Friday (or the day preceding a PH) to 0900 (0800) Monday (or the day following a PH).
Outside the published hours of service the airspace reverts to Class G.
COTSWOLD CTA 15, CTA 16, CTA 18
Access restrictions may apply during NOTAM activation of EGD218.

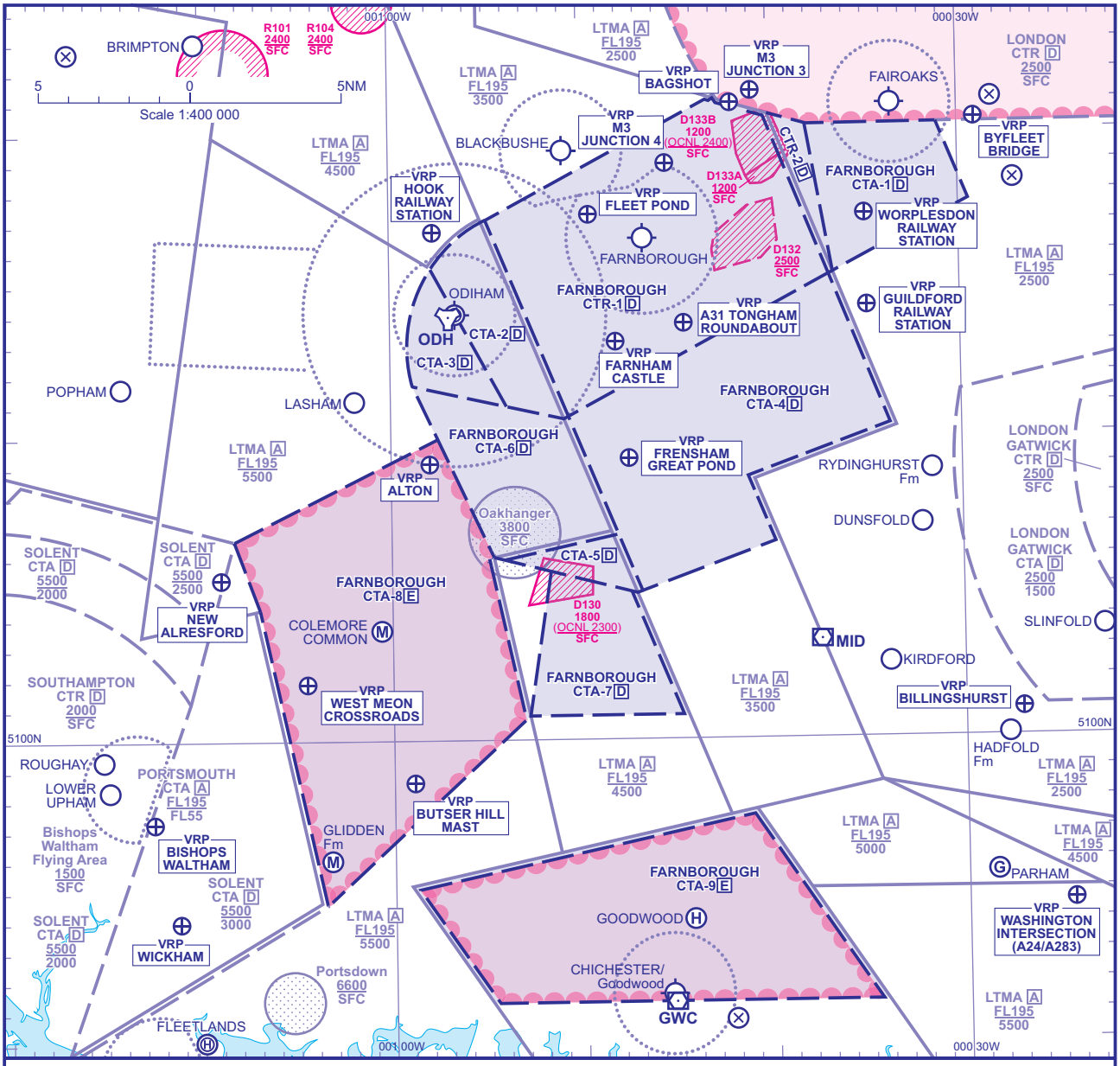
Note 2 BIRMINGHAM CTA 10.
Flexible use of airspace.
Class D between hours 1700-0900 (1600-0800) Monday-Thursday and 1700 (1600) Friday (or the day preceding a PH) to 0900 (0800) Monday (or the day following a PH).
Outside the published hours of service the airspace reverts to Class G.

Note 3 PEPZE CTA 13, CTA 14, COTSWOLD CTA 11, CTA 17
The following two areas, between the CTAs base level and FL 195, and referred to as the OSSEP Gliding Areas, are notified for the purposes of SERA.6001(a) Classification of Airspaces in accordance with conditions established in a Letter of Agreement (LOA) between the British Gliding Association (BGA) and London ACC, Swanwick Mil and Cardiff ATC:
MADLEY Box great circle lines joining: 520734N 0025744W - 520712N 0024624W - 515640N 0024718W - 515701N 0025836W - 520734N 0025744W.
RAGLAN Box great circle lines joining: 515701N 0025836W - 515640N 0024718W - 515040N 0024748W - 515153N 0025901W - 515701N 0025836W.
During periods of activation of these areas ATC will direct aircraft to remain clear of the active area.

**CHANGE (5/24):** NOTE 1 REVISED.

AERO INFO DATE 22 FEB 24
ENR 6-82

# FARNBOROUGH CTR & CTA




**ATS AIRSPACE VERTICAL LIMITS** Controlled airspace with a base in excess of **5500**ALT is not shown.

**FARNBOROUGH**

| | | | | | | | | |
|---|---|---|---|---|---|---|---|---|
| CTR-1 | D | 3500 / SFC | CTA-1 | D | 2500 / 2000 | CTA-6 | D | 5500 / 2500 |
| CTR-2 | D | 2500 / SFC | CTA-2 | D | 5500 / 1500 | CTA-7 | D | 4500 / 3500 |
| | | | CTA-3 | D | 5500 / 2000 | CTA-8 | E TMZ | 5500 / 4500 |
| | | | CTA-4 | D | 3500 / 2500 | CTA-9 | E TMZ | FL65 / 5500 |
| | | | CTA-5 | D | 4500 / 2500 | | | |

**LATERAL LIMITS**

Detailed description of FIR, UIR, CTA and TMA see ENR 2.1. Detailed description of air traffic services airspace organized at the aerodrome see AD 2.17.

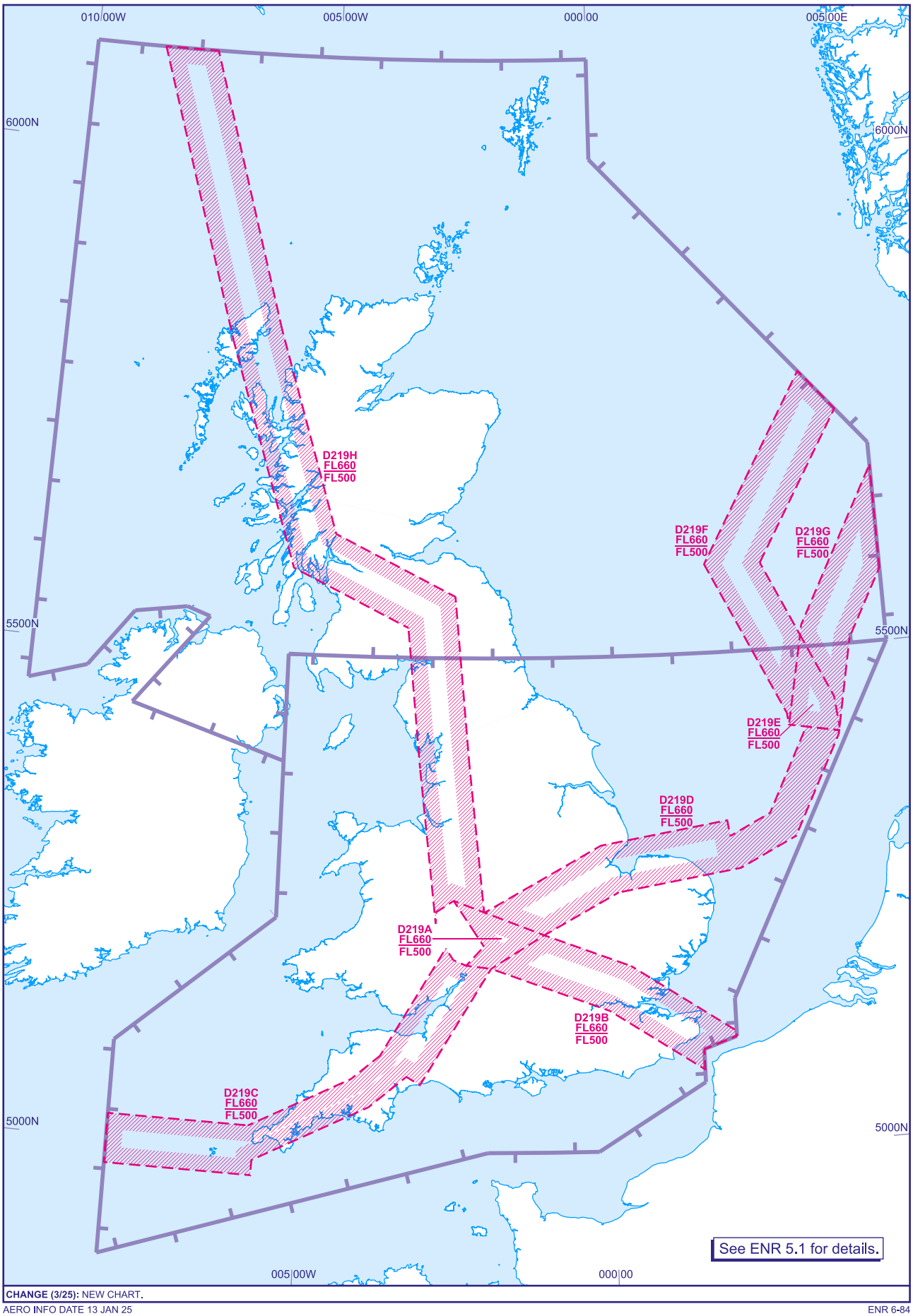
For hours of operation see ENR 2.1.

**CHANGE (13/23):** OCK VOR/DME REMOVED.

AERO INFO DATE 04 OCT 23

ENR 6-83

## RPAS TRANSIT DANGER AREAS




**CHANGE (3/25):** NEW CHART.

AERO INFO DATE 13 JAN 25

ENR 6-84

# PART 3 AERODROMES (AD)

## AD 0

When applicable the following chapters are left blank: AD 0.2, AD 0.3, AD 0.4, AD 0.5, AD 0.6

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### AD 2 Aerodromes


| | |
|---|---|
| ABERDEEN/DYCE | EGPD |
| ALDERNEY | EGJA |
| ANDREWSFIELD | EGSL |
| BARRA | EGPR |
| BELFAST ALDERGROVE | EGAA |
| BELFAST/CITY | EGAC |
| BENBECULA | EGPL |
| BIGGIN HILL | EGKB |
| BIRMINGHAM | EGBB |
| BLACKBUSHE | EGLK |
| BLACKPOOL | EGNH |
| BOURNEMOUTH | EGHH |
| BRISTOL | EGGD |
| CAERNARFON | EGCK |
| CAMBRIDGE | EGSC |
| CAMPBELTOWN | EGEC |
| CARDIFF | EGFF |
| CHALGROVE | EGLJ |
| CHICHESTER/GOODWOOD | EGHR |
| COLL | EGEL |
| COLONSAY | EGEY |
| COMPTON ABBAS | EGHA |
| COVENTRY | EGBE |
| CRANFIELD | EGTC |
| CUMBERNAULD | EGPG |
| DENHAM | EGLD |
| DERBY | EGBD |
| DUNDEE | EGPN |
| DUNKESWELL | EGTU |
| DUXFORD | EGSU |
| EARLS COLNE | EGSR |
| EAST MIDLANDS | EGNX |
| EDAY | EGED |
| EDINBURGH | EGPH |
| ELSTREE | EGTR |
| ENNISKILLEN/ST ANGELO | EGAB |
| EXETER | EGTE |
| FAIR ISLE | EGEF |
| FAIROAKS | EGTF |
| FARNBOROUGH | EGLF |
| FENLAND | EGCL |

| | |
|---|---|
| GLASGOW | EGPF |
| GLOUCESTERSHIRE | EGBJ |
| GUERNSEY | EGJB |
| HAVERFORDWEST | EGFE |
| HAWARDEN | EGNR |
| HUMBERSIDE | EGNJ |
| INVERNESS | EGPE |
| ISLAY | EGPI |
| ISLE OF MAN | EGNS |
| JERSEY | EGJJ |
| KEMBLE | EGBP |
| KIRKWALL | EGPA |
| LAND'S END | EGHC |
| LASHENDEN/HEADCORN | EGKH |
| LEE-ON-SOLENT | EGHF |
| LEEDS BRADFORD | EGNM |
| LEEDS EAST | EGCM |
| LEICESTER | EGBG |
| LERWICK/TINGWALL | EGET |
| LIVERPOOL | EGGP |
| LONDON CITY | EGLC |
| LONDON GATWICK | EGKK |
| LONDON HEATHROW | EGLL |
| LONDON LUTON | EGGW |
| LONDON STANSTED | EGSS |
| LONDONDERRY/EGLINTON | EGAE |
| LYDD | EGMD |
| MANCHESTER | EGCC |
| MANCHESTER BARTON | EGCB |
| NETHERTHORPE | EGNF |
| NEWCASTLE | EGNT |
| NEWQUAY | EGHQ |
| NEWTOWNARDS | EGAD |
| NORTH RONALDSAY | EGEN |
| NORWICH | EGSH |
| NOTTINGHAM | EGBN |
| OBAN | EGEO |
| OLD BUCKENHAM | EGSV |
| OLD WARDEN | EGTH |
| OXFORD/KIDLINGTON | EGTK |
| PAPA WESTRAY | EGEP |

| | |
|---|---|
| PERTH/SCONE | EGPT |
| PRESTWICK | EGPK |
| REDHILL | EGKR |
| RETFORD/GAMSTON | EGNE |
| ROCHESTER | EGTO |
| SANDAY | EGES |
| SANDTOFT | EGCF |
| SCILLY ISLES/ST MARYS | EGHE |
| SHERBURN-IN-ELMET | EGCJ |
| SHOBDON | EGBS |
| SHOREHAM | EGKA |
| SLEAP | EGCV |
| SOUTHAMPTON | EGHI |
| SOUTHEND | EGMC |
| ST ATHAN | EGSY |
| STAPLEFORD | EGSG |
| STORNOWAY | EGPO |
| STRONSAY | EGER |
| SUMBURGH | EGPB |
| SWANSEA | EGFH |
| TATENHILL | EGBM |
| TEESSIDE INTERNATIONAL | EGNV |
| THRUXTON | EGHO |
| TIREE | EGPU |
| WALNEY | EGNL |
| WARTON | EGNO |
| WELLESBOURNE MOUNTFORD | EGBW |
| WELSHPOOL | EGCW |
| WEST WALES/ABERPORTH | EGFA |
| WESTRAY | EGEW |
| WHITE WALTHAM | EGLM |
| WICK | EGPC |
| WICKENBY | EGNW |
| WOLVERHAMPTON/ HALFPENNY GREEN | EGBO |
| WYCOMBE AIR PARK/ BOOKER | EGTB |
| YEOVIL/WESTLAND | EGHG |


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# AD 0.1 TABLE OF CONTENTS TO PART 3 (continued)

The following information is listed for each individual aerodrome:

**AD 2.1 Aerodrome location indicator and name**
**AD 2.2 Aerodrome geographical and administrative data**
**AD 2.3 Operational hours**
**AD 2.4 Handling services and facilities**
**AD 2.5 Passenger facilities**
**AD 2.6 Rescue and fire fighting services**
**AD 2.7 Seasonal availability - clearing**
**AD 2.8 Aprons, taxiways and check locations/positions data**
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**AD 2.12 Runway physical characteristics**
**AD 2.13 Declared distances**
**AD 2.14 Approach and runway lighting**
**AD 2.15 Other lighting, secondary power supply**
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**AD 2.17 Air traffic services airspace**
**AD 2.18 Air traffic services communication facilities**
**AD 2.19 Radio navigation and landing aids**
**AD 2.20 Local aerodrome regulations**
**AD 2.21 Noise abatement procedures**
**AD 2.22 Flight procedures**
**AD 2.23 Additional information**
**AD 2.24 Charts related to an aerodrome**
**AD 2.25 Visual segment surface (VSS) penetration**

## AD 3 Heliports

| | | | | | |
|---|---|---|---|---|---|
| CHELTENHAM HELIPORT | EGBC | LONDON HELIPORT | EGLW | PENZANCE HELIPORT | EGHK |
| PORTLAND HELIPORT | EGDP | TRESCO HELIPORT | EGHT | | |

The following information is listed for each individual heliport:

**AD 3.1 Heliport location indicator and name**
**AD 3.2 Heliport geographical and administrative data**
**AD 3.3 Operational hours**
**AD 3.4 Handling services and facilities**
**AD 3.5 Passenger facilities**
**AD 3.6 Rescue and fire fighting services**
**AD 3.7 Seasonal availability - clearing**
**AD 3.8 Aprons, taxiways and check locations/positions data**
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# AD 1 AERODROMES/HELIPORTS - INTRODUCTION

## AD 1.1 AERODROME/HELIPORT AVAILABILITY AND CONDITIONS OF USE

## 1 GENERAL CONDITIONS

### 1.1 General Conditions under which Aerodromes/Heliports and Associated Facilities are Available for Use

1.1.1 Civil aircraft are not permitted to land at aerodromes in the United Kingdom other than those mentioned in this publication, except in cases of genuine emergency in flight or where special permission has been obtained from the aerodrome operator.

1.1.2 All values described in AD 2.2 section 5 (Magnetic Variation/Annual change) are decreasing.

### 1.2 Applicable ICAO Documents

1.2.1 The Standard Recommended Practices and Procedures contained in the following ICAO documents are applied with the Differences noted hereunder:

| | |
|---|---|
| Annex 14 Volume 1 | Aerodromes |
| Annex 14 Volume 2 | Heliports |
| DOC 7030 | Regional Supplementary Procedures |
| DOC 7754 | ANP - EUMED Region |

### 1.3 Prior Permission Requirements

1.3.1 There are two classes of civil aerodromes at which landings require the prior permission of the owner or the authority concerned. The persons in charge of most of these aerodromes require application for permission to land to be made by telephone prior to take-off; in cases where permission by RTF is acceptable or where application in writing is required this is indicated in AD 2 or AD 3 as appropriate.
The two classes of aerodrome are as follows:

a) Licensed Aerodrome (Ordinary Licence)

i. Prior arrangements with the person in charge are necessary as these aerodromes are licensed only for the use of the licensee or by persons specifically authorised by him.

b) Unlicensed Aerodromes

i. Prior arrangements with the owner or person in charge are necessary.
ii. Unlicensed aerodromes are not inspected by the Civil Aviation Authority.

1.3.2 Use of Government aerodromes is also subject to prior permission. (See section 2).

### 1.4 Availability of Ground Services

1.4.1 Details of the various ground services available at an aerodrome (ie fuel, hangarage, repair facilities, etc) may be found at AD 2 and AD 3.

1.4.2 It should be noted, however, that as some of the services are not the direct responsibility of the aerodrome management, the hours during which such services are available do not necessarily coincide with the hours during which the aerodrome is open to visiting aircraft.

1.4.3 It is the responsibility of the aircraft operator to ensure, before departure for an aerodrome, that such services are available.

### 1.5 Noise Abatement Requirements

1.5.1 Section 78(1) of the Civil Aviation Act 1982 enables the Secretary of State for Transport to publish a notice imposing a duty on operators of aircraft at designated aerodromes to comply, after take-off or before landing, with specified requirements for the purpose of limiting or mitigating the effect of noise and vibration connected with the taking-off or landing of aircraft. Notices under Section 78 are set out in AD 2.21 for London Gatwick, London Heathrow and London Stansted.

1.5.2 In order to ensure that NPRs continue to reflect the intended track over the ground, it is sometimes necessary to adjust the published bearings. This may be due to changes in magnetic variation or may be the result of a recalibration of a radio navigation aid.

### 1.6 Operational Hours

1.6.1 The hours indicated against AD 2.3/3.3 item 1 (AD/Heliport) are to be considered as the aerodrome/heliport operating hours or hours of availability unless otherwise stated. Note that revised operating hours may be notified by NOTAM.

1.6.2 All times are in UTC unless otherwise stated. Where 'SS' or 'SS+..' is shown as an alternative closing time, the aerodrome service

closes at whichever time is earlier, unless otherwise stated.

1.6.3 The commencement and cessation of the Summer Period (UTC + 1 hour) and the Winter Period (UTC) is shown at GEN 2.1.

## 1.7 Closure of Aerodromes

1.7.1 Pilots will not be refused permission to land or take-off at public-licensed aerodromes (AD 1.4 refers) solely because of bad weather conditions. Pilots of public and non-public transport aircraft should bear in mind, however, that the UK Air Navigation Order, requires that they do not infringe the applicable aerodrome operating minima.

1.7.2 The only circumstances in which a public-licensed aerodrome will be closed to normal air traffic during its published hours of availability are:

a) When the surface of the landing area is unfit;
b) at times and in conditions specified in NOTAM or AIP Supplements;
c) if essential aerodrome facilities are unserviceable.

1.7.3 In an emergency, pilots will be allowed to land regardless of the conditions of the aerodrome and aerodrome facilities.

## 1.8 Operations Outside Published Operating Hours

1.8.1 Aerodromes/Heliports may not be used outside the published hours of availability (see AD 2.3/3.3) without the prior permission of the appropriate authority. This applies not only to aerodromes of origin and destination but also to alternates.

1.8.2 Any application for operations outside published operating hours should be made to the authority controlling the aerodrome/ heliport.

## 1.9 Declared Distances

1.9.1 The distance shown for Take-off Run Available, Accelerate Stop Distance Available, Take-off Distance Available and Landing Distance Available in Items AD 2.13 and AD 3.13, are notified for the purposes of the Air Navigation (General) Regulations 2006 Part 3.

1.9.2 ‘Take-off Run Available' (TORA) is defined as the length of runway which is available and suitable for the ground run of an aeroplane taking-off.

1.9.3 'Accelerate-Stop Distance Available' ( ASDA) is defined as the length of the declared take-off run plus the length of stopway available.

1.9.4 ‘Take-off Distance Available’ (TODA) is defined as the length of the declared take-off run plus the length of clearway available.

1.9.5 'Landing Distance Available' (LDA) is defined as the length of runway (or surface, when this is unpaved) which is available and suitable for the ground landing run of the aeroplane commencing at the landing threshold or displaced landing threshold.

## 1.10 Obstacles

1.10.1 For the purposes of ICAO Type C Charts, operators should assume that, in addition to the obstacles listed in the AD Section of the UK AIP and those which are shown on any ICAO Type A Charts, obstacles of up to 300 FT above ground level may exist:

a) outside the coverage of any ICAO Type A Chart; and
b) beyond 4 NM from the Aerodrome Reference Point.

1.10.2 Information for licensed aerodromes is limited to significant obstacles and the lists are not comprehensive, they do not necessarily include all shadowed obstacles.

1.10.3 To determine the existence of obstacles 400 FT or more above aerodrome level, operators should thus combine the above advice on the possible existence of obstacles with the detailed contour information which is given on the Ordnance Survey 1:50 000 Maps; relating the outcome to the published aerodrome elevation.

## 1.11 Visual Ground Aids

1.11.1 Details of visual ground aids, lighting, runway markings and self manoeuvring stand markings are given in Civil Aviation Publication CAP 637.

## 1.12 Runway Utilisation

1.12.1 Irrespective of the runway direction selected by ATC, or notified by FIS Operators, A/G communication service radio station operators or the Aerodrome Operator, it remains the pilot’s responsibility to obtain the latest weather and aerodrome information and to decide whether or not their skill, overall experience, and recent flying experience on the particular type of aircraft will enable

a safe take-off or landing to be accomplished in the prevailing wind and runway surface conditions.

1.12.2 Those responsible for selecting the runway in use normally chose a runway that is most closely aligned to the surface wind direction but this may vary because of local operational restrictions or procedures. A pilot who is unable to accept the runway in use should advise ATC, the FISO or A/G communication service radio station operator that the crosswind, or tailwind on that runway is outside of their limits and request the use of a more suitable runway. ATC staff at aerodromes can assist pilots of aircraft, particularly light aeroplanes and gliders, by offering, whenever possible, the runway most into wind for take-off and landing if this is not the runway in use.

1.12.3 Use of an alternative runway may entail some delay while aircraft movements for the runway in use are reorganised by the ATC unit, or a suitable break in other traffic occurs at aerodromes at which an AFIS (Callsign suffixed by 'Information') or A/G communication service (Callsign suffixed by 'Radio') is provided. Pilots should recognise that, in some circumstances, the only suitable alternative runway may be at another aerodrome.

1.12.4 ATC procedures are detailed in GEN 3.3.

### 1.13 Runway Surface Condition Reporting

1.13.1 Information relating to runways affected by water, frost, snow, slush and ice can be found at AD 1.2.2 SNOW PLAN; and guidance on the risks and factors associated with aircraft operations on runways contaminated with frost, snow, slush and water is published in an Aeronautical Information Circular.

1.13.2 The presence or otherwise of surface contaminants on a runway will be reported by the aerodrome operator using the Global Reporting Format (GRF). Further information relating to GRF is detailed in AD 1.2, paragraph 2.5, System and Means of Reporting.

1.13.3 At Government aerodromes, runway surface conditions will be reported using GRF. Further information relating to GRF is detailed in AD 1.2, paragraph 2.5, System and Means of Reporting.

### 1.14 Runway Friction Assessment

1.14.1 Full details of this procedure can be found in CAP 683, The Assessment of Runway Surface Friction Characteristics.

1.14.2 Aerodrome authorities are required to conduct periodic surveys of the friction characteristics of their runway surfaces. The purpose of these surveys is to predict the need for maintenance of the runway surface to prevent an unacceptable deterioration of grip as detailed in Table 1. The recognised Continuous Friction Measuring Equipment (CFME) devices in the UK are the Mu Meter, GripTester and ASFT.

**Table 1: Mu-Meter and Grip Tester and ASFT Friction Levels**

| Continuous Friction Measuring Equipment (CFME) | Design Objective Level (DOL) | Maintenance Planning Level (MPL) | Minimum Friction Level (MFL) |
|---|---|---|---|
| Mu-Meter | 0.72 or above | 0.57 | 0.50 |
| Grip Tester | 0.80 or above | 0.63 | 0.55 |
| ASFT | 0.82 or above | 0.60 | 0.50 |
| ***Note:*** *Friction Levels correspond to the CAP 683 procedure.* | | | |

1.14.3 If a survey indicates that the runway surface friction characteristics have deteriorated below the specified Minimum Friction Level (MFL), then that runway will be notified by NOTAM as a runway that 'may be slippery when wet'.

1.14.4 When a runway is notified as 'may be slippery when wet', aircraft operators may request additional information relating to that notification from the aerodrome operator. However, any performance calculations or adjustment made as a result of this information is the responsibility of the aircraft operator.

## 2 USE OF MILITARY AIR BASES

2.1 The term Government Aerodrome is applied to those aerodromes in the United Kingdom which are in the occupation of any government department or visiting force. Therefore all UK military aerodromes are so designated.

2.2 It is the Ministry of Defence policy to encourage the use of active Government aerodromes by United Kingdom civil aircraft on inland flights, provided this is consistent with defence requirements and local interests. Those aerodromes notified as available to civil aircraft are listed in AD 1.1 Paragraph 2.12, but permission to use any government aerodrome must be obtained from the operating authority at the aerodrome concerned before landing (in this connection filing of a flight plan does not constitute prior permission). Unless there are special circumstances, permission will not normally be given for flights outside normal working hours of the aerodrome concerned.

2.3 Where permission is sought to use an inactive Government aerodrome, or for overseas flights, at least three weeks notice should

be given, except where the flight is of a humanitarian nature or is for agricultural aviation.

2.4 Foreign aircraft are not normally permitted to use UK Government aerodromes. However, those aerodromes identified as Military Emergency Diversion Aerodromes in GEN 3.6 may be used by foreign aircraft when the destination aerodrome, as indicated in the flight plan, is unusable because of adverse conditions.

2.5 The pilot of a civil aircraft wishing to use a military aerodrome will be required to comply with the following instructions:

a) Prior to flight departure, to obtain permission to land there from the authority at the aerodrome concerned; in this connection the filing of a flight plan does not constitute obtaining prior permission; also to provide details of the aircraft, crew and passengers. Permission to use an aerodrome may be withheld for operational or administrative reasons; rejection of a request for such reasons must be accepted as final;
b) all aircraft must comply with the ATC procedures in force at the aerodrome. Aeronautical information which is not published in the UK AIP may be obtained from the MIL AIP;
c) if making an instrument approach, pilots of civil aircraft should calculate their Aerodrome Operating Minima in accordance with AD 1.1 Paragraph 4;
d) after landing, to report personally to Air Traffic Control and give details of the aircraft, crew and passengers. Note that control of entry precautions normal to a particular military aerodrome will, in the interests of security, be applied to all persons arriving or departing by civil aircraft;
e) before taking-off, to report personally to Air Traffic Control and give particulars of flight crew and passengers, and obtain taxiing instructions. The pilot is responsible for deciding whether or not to proceed after receipt of clearance to taxi and take-off.

2.6 Hangarage for civil aircraft may be provided subject to agreement and, if provided, will be entirely at the owners risk.

2.7 Fuel, oil, or similar products, may be provided at the Commanding Officer's discretion but servicing or loading of civil aircraft cannot be undertaken except in cases of distress or exceptional circumstances. Pilots may make their own arrangements with civil petrol agents to refuel their civil aircraft on the aerodrome, provided that they furnish adequate cover against damage or loss arising from the presence of the agent's equipment and that prior permission for such arrangements is obtained from the Commanding Officer of the station. No permanent positioning of civil refuelling equipment or parties will be permitted, unless the approval of the Ministry of Defence has been obtained.

2.8 Liability will not be accepted by the controlling Department, its servants or agents, or by any servant or agent of the Crown for the loss or damage, by accident, fire, flood, tempest, explosion or any other cause to aircraft, or for loss or damage, from whatever cause, arising to goods, mail or other articles belonging to any person, even if such loss or damage is caused by or arises from negligence on the part of the Department's servants or agents or any servant or agent of the Crown. The use of military aerodromes will be permitted only upon the understanding that the controlling Department and the Crown will be held indemnified against all claims whatsoever made by third parties in respect of personal injuries (whether fatal or otherwise), damage to or loss of property howsoever caused, which may arise as a result of the facilities granted.

2.9 The use of any apparatus such as tractors, cranes, chocks, starter trolleys, etc, belonging to or under the charge of the controlling Department, by the personnel of aircraft or other persons making use of the aerodrome, will be entirely at the risk of the person using such apparatus, and no liability will be accepted for any loss, damage or injury caused by or arising from the use of any such apparatus (whether under the control or management of any servant or agent of the controlling Department or of the Crown or otherwise) other than liability for personal injuries or death caused by or arising from negligence on the part of any servant or agent of the controlling Department or the Crown. The use of such apparatus will be permitted only upon the understanding that the controlling Department and the Crown will be held indemnified against all claims whatsoever which may result from such use. It must, further, be clearly understood that the controlling Department does not in any way guarantee the safety or fitness of any such apparatus or of any equipment, petrol or oil, or similar products, supplied.

2.10 The civil use of Government aerodromes is, in addition to the limitations referred to above, subject to the appropriate charges being paid at the time. Use is also subject to the availability of appropriate Air Traffic Control and crash/rescue services as laid down by Ministry of Defence regulations.

2.11 The Government aerodromes listed in paragraph 2.12 are hereby notified for the purposes of the UK Air Navigation Order, subject to the conditions so specified as available for the take-off and landing of aircraft engaged on flights for the purpose of the public transport of passengers or for the purpose of instruction in flying.

2.12 These aerodromes do not necessarily comply with the specifications of ICAO Annex 14 because of their military use. However, the safety of civil registered aircraft operations is regulated by the UK CAA, while the UK Ministry of Defence (MoD) retains responsibility for all aspects of military registered aircraft operations and for the physical and military operational conditions at these aerodromes. The MoD is also responsible for publishing the necessary and appropriate flight and aerodrome safety information. Civil registered aircraft operators are reminded of their obligations under the UK Air Navigation Order.

| | |
|---|---|
| Boscombe Down (MoD) | Mildenhall (RAF) |
| Brize Norton (RAF) | Northolt (RAF) - Refer to AD 1.3 |
| Leuchars (RAF) | Waddington (RAF) |
| Yeovilton (RNAS) | |

Aeronautical information in respect of these aerodromes may be obtained from the MIL AIP.

2.13 UK Military Aerodromes are not subject to the requirements in EU Regulation 216/2008 as amended by EU Regulation 1108/2009, EU Regulation 1035/2011 (relating to ANS) and EU Regulation 139/2014 (relating to aerodromes) and may not comply with the

# AD 1.1 AERODROME/HELIPORT AVAILABILITY AND CONDITIONS OF USE

Annex 14 Volumes 1 and 2 of the ICAO Convention. Civil Operators requiring further information should contact the particular aerodrome in question; that unit will provide the requisite information and support.

## 3 LOW VISIBILITY PROCEDURES

### 3.1 CAT II/III Operations at Aerodromes

3.1.1 Promulgation of an aerodrome/runway as available for Category II or Category III operations means that it is suitably equipped and that procedures appropriate to such operations have been determined and are applied when relevant.

3.1.2 Promulgation implies that at least the following facilities are available:

- ILS - certificated to relevant performance category.
- Lighting - suitable for Category promulgated.
- RVR System - will be an automatic system for Category II and III.

3.1.3 Special procedures and safeguards will be applied during Category II and III operations. In general, these are intended to provide protection for aircraft operating in low visibilities and to avoid disturbance to the ILS signals. The details of any special taxi routes, runway turn-off points and runway holding points are shown in AD 2.

3.1.4 Protection of ILS signals during Category II or III operations may dictate that runway holding positions are more distant from the runway than the runway holding positions used in good weather. Taxiways lying within the ILS Sensitive Area are marked by colour coded taxiway centre-line (alternate yellow/green lights). Pilots should avoid stopping their aircraft within the ILS Sensitive Area and should make their 'Runway Vacated' call only after the aircraft is clear of the Sensitive Area.

3.1.5 In actual Category II or III weather conditions pilots will be informed by ATC of any unserviceabilities in the promulgated facilities so that they can amend their minima, if necessary, according to their operations manual. Pilots who wish to carry out a practice Category II or Category III approach are to request Practice Category II (or Category III) Approach on initial contact with Approach Control. For practice approaches there is no guarantee that the full safeguarding procedures will be applied and pilots should anticipate the possibility of resultant ILS signal disturbance.

3.1.6 Details of aircraft operator requirements for low minima operations, Category ll and lll, are contained within the Air Operations Regulation UK (EU) Regulation 965/2012 which can be obtained from the CAA website.

## 4 AERODROME OPERATING MINIMA

### 4.1 Introduction

4.1.1 This section of the AIP specifies the notified method of calculating Aerodrome Operating Minima (AOM).

### 4.2 General Requirements

4.2.1 Under the provisions of the UK Air Navigation Order, public transport aircraft shall observe AOM and aerial work and private aircraft shall observe AOM when conducting an approach to a runway with a notified Instrument Approach Procedure (IAP).

4.2.2 On 1 January 2021 UK AMC, GM and CS was adopted by CAA as Regulation (EU) No. 965/2012 as retained (and amended in UK domestic law) under the European Union (Withdrawal) Act 2018 replacing Commission Regulation No. 965/2012.

The UK Air Operations Regulation and Acceptable Means of Compliance and Guidance Material are available at:

Air Operations | Civil Aviation Authority (caa.co.uk).

4.2.3 All flight operations by aircraft within the UK Flight Information Region (FIR) are to operate with AOM no lower than calculated using the UK Air Operations Regulation. This is the same method as used to calculate minima published on commercially available flight guides.

4.2.4 For operations to AOM lower than Category 1 and the use of Enhanced Visual Systems to use reduced AOM values, advice should be obtained from Shared Services Centre, Civil Aviation Authority, Gatwick Airport South, West Sussex RH6 0YR.

4.2.5 It should be noted that the privileges of pilot licenses, Rules of the Air and limitations in the aircraft Flight Manual can be more restrictive than the AOM contained in this section. In establishing the AOM that will apply, full account must be taken of:

a) the type and handling characteristics of the aircraft;
b) the composition of the flight crew and their competence and experience;
c) the dimensions and characteristics of the runway which may be selected for use;
d) the adequacy and performance of the available visual and non-visual ground aids;
e) the equipment available on the aircraft for the purpose of navigation and/or control of the flight path, as appropriate, during the take-off, the approach, the flare, the landing, roll-out and missed approach;

f) the obstacles in the approach, and missed approach and climb-out areas required for the execution of contingency procedures and necessary clearance;
g) the obstacle clearance altitude/height for the instrument approach procedures; and
h) the means to determine and report meteorological conditions.

### 4.3 Commercial Air Transport (CAT) Operations

4.3.1 For CAT operators, the method of calculating AOM should be in accordance with the most restrictive of their company operations manual or the UK Air Operations Regulation unless more restrictive minima are notified in respect of a particular aerodrome.

### 4.4 Public Transport Operations

4.4.1 For Public Transport aircraft registered in the UK the methods of calculating AOM in relation to 'specified' AOM in Article 107 shall be those in the UK Air Operations Regulation unless more restrictive minima are notified in respect of a particular aerodrome.

4.4.2 For Public Transport aircraft not registered in the UK the AOM in relation to Article 108(3) shall be the most restrictive of their company operations manual or the UK Air Operations Regulation, unless more restrictive minima are notified in respect of a particular aerodrome.

### 4.5 Aerial Work and Private Aircraft

4.5.1 For Aerial Work and private aircraft operations the AOM in relation to Article 109 shall be no lower than published in the UK Air Operations Regulation unless more restrictive minima are notified in respect of a particular aerodrome.

4.5.2 The take-off minima selected for all flights by single-engine aeroplanes should be adequate to ensure a high probability of a successful forced landing being made should a failure of the engine occur after take-off.

### 4.6 Altimeter Error

4.6.1 When calculating Decision Height (DH), account must be taken of the errors of indicated height which occur when the aircraft is in the approach configuration. Details of the Pressure Error Correction (PEC) should be available from the aircraft Flight Manual or handbook. In the absence of this information a PEC of +50 FT has been found to be suitable for a wide range of light aircraft and should be used. This addition of 50 FT need only be applied to DH. The required RVR should be calculated prior to applying the PEC.

4.6.2 The use of a radio altimeter is only applicable to approved Category 2 and Category 3 operations. For an aircraft flying a Category 1 or non-precision IAP, DH/Minimum Descent Height (MDH) is indicated on the pressure altimeter. At DH/MDH any readings from a radio altimeter may be unreliable because of the large area of terrain providing return signals to the instrument.

4.6.3 Temperature Error. Pressure altimeters are calibrated to indicate true altitude under International Standard Atmosphere (ISA) conditions. Any deviation from ISA will therefore result in an erroneous reading on the altimeter. The altimeter will over-read for temperatures below ISA and the following table details the values to correct this error.

| Aerodrome | Altitude Above Altimeter Source Elevation (FT) (normally destination elevation) | | | | | | | | | | | | | |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| Temp °C | 200 | 300 | 400 | 500 | 600 | 700 | 800 | 900 | 1000 | 1500 | 2000 | 3000 | 4000 | 5000 |
| 0° | 20 | 20 | 30 | 30 | 40 | 40 | 50 | 50 | 60 | 90 | 120 | 170 | 230 | 280 |
| -10° | 20 | 30 | 40 | 50 | 60 | 70 | 80 | 90 | 100 | 150 | 200 | 290 | 390 | 490 |
| -20° | 30 | 50 | 60 | 70 | 90 | 100 | 120 | 130 | 140 | 210 | 280 | 420 | 570 | 710 |
| -30° | 40 | 60 | 80 | 100 | 120 | 140 | 150 | 170 | 190 | 280 | 380 | 570 | 760 | 950 |
| -40° | 50 | 80 | 100 | 120 | 150 | 170 | 190 | 220 | 240 | 360 | 480 | 720 | 970 | 1210 |
| -50° | 60 | 90 | 120 | 150 | 180 | 210 | 240 | 270 | 300 | 450 | 590 | 890 | 1190 | 1500 |
| Values to be added to published altitudes (FT) | | | | | | | | | | | | | | |

### 4.7 Obstacle Clearance Height (OCH)

4.7.1 The DH/MDH for an approach is determined in part by considering obstacles that could affect the approach of a particular aircraft. In broad terms, the more accurate the aid supporting the approach to be flown and the slower the approach speed of the aircraft, the smaller the area in which obstacles need to be considered. The height which is calculated to clear all obstacles by a defined margin within a particular area is called Obstacle Clearance Height and is the lowest height above the elevation of the relevant runway threshold or above the aerodrome elevation used in establishing compliance with the appropriate obstacle clearance criteria.

4.7.2 The OCH is listed for individual aerodrome approaches on the relevant Instrument Approach Chart in section AD 2. For the

purposes of calculating OCH helicopters are categorised as Aeroplane Category A.

## 4.8 Determination of DH/MDH

4.8.1 **Instrument Rating Holders in Current Practice**

4.8.1.1 A pilot with a valid instrument rating and who is in current practice may use the minima calculated in accordance with this section.

4.8.2 **IMC Rating / IR (Restricted) Holder in Current Practice**

4.8.2.1 Pilots with a valid Instrument Meteorological Conditions (IMC) Rating or Instrument Rating (Restricted) (IR(R)) are recommended to add 200 FT to the minimum applicable DH/MDH, but with absolute minima of 500 FT for a precision approach and 600 FT for a non-precision approach. The UK IMC Rating / IR(R) may not be valid outside UK territorial airspace, therefore such pilots should check the validity of their rating for the State in which they intend to fly. If the rating is not valid pilots must comply with the basic licence privileges, subject to the regulations of that State.

4.8.3 **Pilots not in Current Practice**

4.8.3.1 A pilot not in current practice should try to avoid having to make an instrument approach in poor weather conditions. If pilots have to make such an approach, even if they are fully confident of their abilities, they are advised to add 100 FT to their calculated DH/ MDH. Further increments should be added depending on when the pilot was last in full practice, and their familiarity with the aircraft, the procedure and the aerodrome environment.

## 4.9 Approach Ban - All Aircraft

4.9.1 The requirements for the commencement and continuation of an approach (approach ban) applicable to all CAT operations is given in CAT.OP.MPA.305.

4.9.2 The approach ban requirements for public transport operations, aerial work and private operations are defined in the UK Air Navigation Order. The ‘specified’ minima are detailed below and reflect the UK Air Operations Regulation.

4.9.3 An aircraft may commence an instrument approach regardless of the reported RVR/Visibility but the approach shall not be continued below 1,000 FT above the aerodrome if the relevant RVR/Visibility for that runway is at the time less than the specified minimum for landing.

4.9.4 If, after passing 1,000 FT in accordance with paragraph 4.9.3, the reported RVR/Visibility falls below the applicable minimum, the approach may be continued to DA/H or MDA/H.

4.9.5 The approach may be continued below DA/H or MDA/H and the landing may be completed provided that the required visual reference is established at the DA/H or MDA/H and is maintained.

4.9.6 The touchdown zone Runway Visual Range (RVR) shall always be controlling.

## 4.10 Military aerodromes in UK Territorial Airspace

4.10.1 The majority of military aerodromes in the UK use PANS-OPS design criteria for their approach procedures; the method of determining AOM is as outlined above. Where additional criteria are needed to meet unique military requirements, Military Instrument Procedures and Standards (MIPS) are used. The MIPS used are NATO AATCP-1 Approach criteria and all charts utilising MIPS are clearly labelled.

There are 3 exceptions where aerodromes operate in accordance with FAA requirements, utilising TERPS design criteria: RAF Fairford, RAF Lakenheath and RAF Mildenhall. All associated charts are clearly labelled as TERPS.

4.10.2 For non-precision approaches the Procedure Minimum may be taken to be the OCH.

4.10.3 DH/MDH should then be determined as previously described and the related RVR obtained from AATCP-1.

4.10.4 OCH information will not be used at British Military Aerodromes.

4.10.5 Instrument Approaches and landings at UK Military Aerodromes are usually flown on QFE, as is flying in the visual circuit. Aircraft that are unable to comply with the above procedure should inform ATC and will be accommodated wherever possible.

## 4.11 Overseas Aerodromes

4.11.1 AOM at overseas aerodromes should not be lower than those published as State minima or permitted by the privileges of the pilot's

# AD 1.1 AERODROME/HELIPORT AVAILABILITY AND CONDITIONS OF USE

licence by the UK or overseas State.

### 4.12 Aerodromes Without Published Instrument Approach Procedures

4.12.1 For an aircraft landing at an aerodrome without an instrument approach procedure either:

a) a descent should be made in VMC until in visual contact with the ground, then fly to the destination; or
b) an IAP at a nearby aerodrome should be flown and proceed as in (a); or
c) if neither (a) nor (b) is possible, first obtain an accurate fix and then descend not lower than 1,000 FT above the highest obstacle within 5 NM (8 KM) of the aircraft. If visual contact (as at (a) above) has not been established at this height, the aircraft should divert to a suitable alternate with a published instrument approach procedure.

## 5 OTHER INFORMATION

# AD 1.2 RESCUE AND FIRE FIGHTING SERVICES AND SNOW PLAN

## 1 RESCUE AND FIRE FIGHTING SERVICES

1.1 The categories of fire and rescue equipment given at AD 2.6, their relevance to individual aircraft, and the minimum scales of equipment required to meet the respective categories are contained in Regulation (EU) No. 139/2014 as retained (and amended in the UK domestic law) under the European Union (Withdrawal) Act 2014, and associated rules and Civil Aviation Publication - CAP 168 - 'Licensing of Aerodromes'. They approximate closely to those contained in the relevant ICAO publications.

1.2 For the convenience of aircraft operators the relationship of the rescue and fire fighting categories to individual aircraft is summarised as follows: A = Aerodrome, H = Heliport

| Aerodrome Fire and Rescue Category | Aircraft Overall Length (M) | Fuselage Width (M) |
|---|---|---|
| ‡Special | 0 up to but not including 9 | 2 |
| A1 | 0 up to but not including 9 | 2 |
| A2 | 9 up to but not including 12 | 2 |
| A3 | 12 up to but not including 18 | 3 |
| A4 | 18 up to but not including 24 | 4 |
| A5 | 24 up to but not including 28 | 4 |
| A6 | 28 up to but not including 39 | 5 |
| A7 | 39 up to but not including 49 | 5 |
| A8 | 49 up to but not including 61 | 7 |
| A9 | 61 up to but not including 76 | 7 |
| A10 | 76 up to but not including 90 | 8 |
| ‡ Aerodromes which are generally licensed solely in order that flying instruction may take place. | | |

1.3 For the convenience of helicopter operators the relationship of the Rescue and Fire Fighting categories to individual helicopters is summarised as follows:

| Heliport Category | † Aircraft Overall Length (M) |
|---|---|
| ‡Special | 0 up to but not including 15 |
| H1 | 0 up to but not including 15 |
| H2 | 15 up to but not including 24 |
| H3 | 24 up to but not including 35 |
| † Helicopter length includes rotors and tail boom. | |
| ‡ Aerodromes which are licensed solely in order that flying instruction may take place. | |

## 2 RUNWAY SURFACE CONDITION ASSESSMENT AND REPORTING / SNOW PLAN

### 2.1 Organisation of the Runway Surface Condition Reporting and Winter Service

2.1.1 Agreement has been reached through the International Civil Aviation Organisation (ICAO) to apply standard procedures at international aerodromes within the European/Mediterranean Region, for the clearance of winter contaminants (frost, snow, ice, slush and associated water) from aerodrome surfaces and for the assessing and reporting of aerodrome surface conditions during adverse weather conditions. From 4 November 2021, UK aerodromes use the Global Reporting Format (GRF).

2.1.2 Prior to the onset of winter conditions, aerodrome operators prepare a plan to effect efficient clearance and measurement procedures intended to ensure maximum availability of the aerodrome. The plan is formulated in co-operation with Air Traffic Services and the aerodrome users. Arrangements are made to ensure that the plan can be implemented as soon as meteorological forecasts indicate the likelihood of surface contamination. The first priority is to clear operational runways and other essential parts of the movement area. Provision for assessment and reporting procedures are made. Subsequently, the surfaces cleared are maintained free of contaminant as far as is reasonably practicable.

### 2.2 Surveillance of Movement Areas

2.2.1 Surveillance of the movement area will be carried out typically from vehicles by trained aerodrome operator personnel. All reports will be based on human assessment of each runway third for % coverage, depth, and type of contaminant.

### 2.3 Measuring Methods and Measurements Taken

2.3.1 Continuous Friction Measuring Equipment (CFME) is not used for GRF purposes at UK aerodromes.

### 2.4 Actions Taken to Maintain the Usability of Movement Areas

2.4.1 Mechanical snow clearing equipment; blowers, sweepers, ploughs and rotary brushes form the main part of the contaminant clearance equipment used at most large aerodromes. Various methods are employed and brief details of those available at

## AD 1.2 RESCUE AND FIRE FIGHTING SERVICES AND SNOW PLAN (continued)

individual aerodromes are given in the individual aerodrome entry of the AIP.

2.4.2 As far as practicable, clearance techniques employed prevent the build-up of snowbanks. Where this is unavoidable, every effort is made to restrict snowbanks to such a height and distance apart as to ensure safe manoeuvring of the most critical aircraft, in this context, normally using the aerodrome. Snowbanks are reported as soon as these are likely to affect safe manoeuvring by the most critical aircraft, in this context, normally using the aerodrome. Details of snowbanks will be notified in the situational awareness section of the SNOWTAM.

2.4.3 Slush and associated standing water are cleared whilst it is forming. Clearance may have to be repeated at intervals and some interruption of operations may be inevitable.

2.4.4 Salt is only used if it is found to be essential and is restricted to areas around edge drains to prevent slush build-up and to ensure continuous drainage. Liquid or other chemicals used for clearing ice on runways, taxiways and aprons are non-toxic and should have no detrimental effects on aircraft, aerodrome surfaces or the friction value of aerodrome pavements.

### 2.5 System and Means of Reporting

2.5.1 At UK aerodromes, ATS or the aerodrome operator according to local organisation, assess and report runway surface conditions.

2.5.2 UK aerodromes use the Global Reporting Format (GRF) which comprises an assessment by airport operations staff using a Runway Condition Assessment Matrix (RCAM) and the consequent assignment of a Runway Condition Code (RWYCC) ranging from 6 to 0. This code is complemented by a description of the surface contaminant based on type, depth and % coverage for each third of the runway. The code is based on the effect of the runway conditions on aircraft braking.

***Note:*** *With the introduction of the GRF the requirement to include supplementary information regarding the state of the runway in METAR is removed.*

| Runway Condition Assessment Matrix (RCAM) | | | |
|---|---|---|---|
| Assessment Criteria | | Downgrade assessment criteria | |
| **RWYCC** | **Runway surface description** | **Aeroplane deceleration or directional control observation** | **Special air-report of runway braking action** |
| 6 | DRY | - | - |
| 5 | FROST<br><br>WET<br>(The runway surface is covered by any visible dampness or water up to and including 3 MM depth)<br><br>**Up to and including 3 MM depth:**<br><br>SLUSH<br><br>DRY SNOW<br><br>WET SNOW | Braking deceleration is normal for the wheel braking effort AND directional control is normal | GOOD |
| 4 | **-15 °C and lower outside temperature:**<br><br>COMPACTED SNOW | Braking deceleration OR directional control is between good and medium | GOOD TO MEDIUM |
| 3 | WET (“slippery wet” runway)<br><br>DRY SNOW or WET SNOW (any depth) ON TOP OF COMPACTED SNOW<br><br>**More than 3 MM depth:**<br><br>DRY SNOW<br><br>WET SNOW<br><br>**Higher than -15 °C outside air temperature:**<br><br>COMPACTED SNOW | Braking deceleration is noticeably reduced for the wheel braking effort applied OR directional control is noticeably reduced | MEDIUM |
| 2 | **More than 3 MM:**<br><br>STANDING WATER<br><br>SLUSH | Braking deceleration OR directional control is between medium and poor | MEDIUM TO POOR |

# AD 1.2 RESCUE AND FIRE FIGHTING SERVICES AND SNOW PLAN (continued)

| Runway Condition Assessment Matrix (RCAM) | | | |
|---|---|---|---|
| Assessment Criteria | | Downgrade assessment criteria | |
| RWYCC | Runway surface description | Aeroplane deceleration or directional control observation | Special air-report of runway braking action |
| 1 | ICE | Braking deceleration is significantly reduced for the wheel braking effort applied OR directional control is significantly reduced | POOR |
| 0 | WET ICE<br>WATER ON TOP OF COMPACTED SNOW<br>DRY SNOW or WET SNOW ON TOP OF ICE | Braking deceleration is minimal to non-existent for the wheel braking effort applied OR directional control is uncertain | LESS THAN POOR |

2.5.3 The outcome of the assessment and associated RWYCC are transmitted using a Runway Condition Report (RCR) forwarded to air traffic services and the aeronautical information services for dissemination to pilots. The pilots will use the RWYCC to determine their aircraft's performance by correlating the code with performance data provided by their aircraft's manufacturer. This will help pilots to correctly carry out their landing and take-off performance calculations for wet or contaminated runways.

***Note:*** *Information provided via the Runway Condition Report is disseminated by SNOWTAM regardless of the nature of the contaminant. WET runway conditions are included in the runway condition report (RCR).*

2.5.4 The assessment process of assigning a RWYCC is a deterministic process, starting with the identification of the various contaminants, that determines what initial RWYCC must be reported. Based on all other information available, this initial RWYCC can be downgraded or upgraded using procedures detailed aerodrome specific procedures.

2.5.5 The revised scale GOOD, GOOD TO MEDIUM, MEDIUM, MEDIUM TO POOR, POOR and LESS THAN POOR is used by the flight crew to characterize perceived braking action and lateral control of the aeroplane during landing roll. When an aerodrome receives pilot reports indicating a braking action perceived as worse than that being reported the aerodrome operator should consider reassessing the runway surface conditions. RWYCCs 0 through 6 are mapped to this terminology in the runway condition assessment matrix (RCAM) and describe a consistent runway surface condition in relation to its effect on aircraft braking performance and lateral control. The RCAM correlates the RWYCC, the agreed set of criteria and the aircraft braking action which the flight crew should expect for each value of the RWYCC.

2.5.6 The aerodrome operator reports the runway surface condition over each third of the runway using a runway condition report (RCR). The report includes a runway condition code (RWYCC) using numbers 0 to 6, the contaminant coverage and depth, and a description reported in capital letters using the following terms:

a) COMPACTED SNOW; (snow that has been compacted into a solid mass such that aeroplane tyres, at operating pressures and loadings, will run on the surface without significant further compaction or rutting of the surface);
b) DRY;
c) DRY SNOW; (snow from which a snowball cannot readily be made);
d) DRY SNOW ON TOP OF COMPACTED SNOW;
e) DRY SNOW ON TOP OF ICE;
f) FROST; (ice crystals formed from airborne moisture on a surface whose temperature is at or below freezing; frost differs from ice in that frost crystals grow independently and therefore, have a more granular texture);
g) ICE; (water that has frozen or compacted snow that has transitioned into ice in cold and dry conditions);
h) SLUSH; (snow that is so water-saturated that water will drain from it when a handful is picked up or will splatter if stepped on forcefully);
i) STANDING WATER; (water of depth greater than 3 MM);
j) WATER ON TOP OF COMPACTED SNOW;
k) WET;
l) WET ICE; (ice with water on top of it or ice that is melting);
m) WET SNOW; (snow that contains enough water to be able to make a well-compacted, solid snowball, but water will not squeeze out);
n) WET SNOW ON TOP OF COMPACTED SNOW;
o) WET SNOW ON TOP OF ICE.

***Note 1:*** *RCAM is used to allocate the appropriate Runway Condition Code to the runway surface description. The same contaminant may me associated with more than one RCC, depending mainly on depth (e.g. SLUSH, DRY SNOW, WET SNOW), temperature (COMPACTED SNOW) or additional conditions (WET).*

***Note 2:*** *WET condition can be associated with two Runway Condition Codes: 5, if the runway surface is covered by any visible dampness or water up to and including 3 MM depth; or 3, if the runway is "slippery wet". States that follow EASA Regulations additionally use SPECIALLY PREPARED WINTER RUNWAY for runway condition code 4 and the descriptor WET for runway condition code 3 is replaced by SLIPPERY WET.*

2.5.7 A standard depth gauge may be used to measure the depth of snow, slush or water on runways as part of the overall assessment. Readings are taken at approximately 300 M intervals between 5 and 10 M on each side of the centre-line and clear of the effects of rutting. By international agreement depth information is given in millimetres representing the mean of readings obtained for each

# AD 1.2 RESCUE AND FIRE FIGHTING SERVICES AND SNOW PLAN (continued)

third of the total runway length.

## 2.6 The Cases of Runway Closure

2.6.1 Every attempt will be made to keep runways open and operational during adverse weather conditions. However as much advance notice of runway closure as possible will be provided to appropriate ATS Units and promulgated via NOTAM.

## 2.7 Distribution of Information about Runway Surface Conditions

2.7.1 Information on the current state of progress of snow clearance and on the conditions of the movement areas is available from a designated authority at the aerodrome concerned. Information on pavement conditions is also be available by RTF or ATIS from the aerodrome concerned.

2.7.2 Information on current surface conditions at UK and other European aerodromes generally is also available from the following sources:

a) SNOWTAM;
b) Automatic Terminal Information Service (ATIS);
c) RTF between ATS and aircraft operators.

2.7.3 The SNOWTAM provides a standard Runway Condition Report (RCR) which includes an assessment of each third of the runway including information on the runway designator, type, extent and depth of deposit.

2.7.4 The maximum validity of SNOWTAM is 8 hours. New SNOWTAM must be issued whenever a new RCR is prepared by the aerodrome. When no SNOWTAM is issued after 8 hours of a previous SNOWTAM for an aerodrome, the old SNOWTAM is expired and it should be assumed that there is no more significant runway surface condition to be reported.

2.7.5 ATIS message received by pilots includes operational runway direction, contaminant type, depth and percentage coverage.

2.7.6 RTF reports to pilots provide an assessment in plain language of the available runway length, including a description of the prevailing conditions i.e. ice, snow or slush, the Runway Condition Code, together with the time of the measurement.

# AD 1.3 INDEX TO AERODROMES AND HELIPORTS

| Aerodrome/Heliport name<br>Location Indicator | | Type of traffic permitted to use the aerodrome/heliport | | | Reference to AD section and remarks |
|---|---|---|---|---|---|
| | | International/National (INTL/NTL) | IFR/VFR | Scheduled (S)<br>Non-scheduled (NS)<br>Private (P) | |
| 1 | | 2 | 3 | 4 | 5 |
| **Aerodrome** | | | | | |
| ABERDEEN/DYCE | EGPD | INTL-NTL | IFR/VFR | S, NS, P | AD 2 - EGPD page AD 2.EGPD-1 |
| ALDERNEY | EGJA | INTL-NTL | IFR/VFR | S, NS, P | AD 2 - EGJA page AD 2.EGJA-1 |
| ANDREWSFIELD | EGSL | INTL-NTL | VFR | P | AD 2 - EGSL page AD 2.EGSL-1 |
| BARRA | EGPR | NTL | IFR/VFR | P | AD 2 - EGPR page AD 2.EGPR-1 |
| BELFAST ALDERGROVE | EGAA | INTL-NTL | IFR/VFR | S, NS, P | AD 2 - EGAA page AD 2.EGAA-1 |
| BELFAST/CITY | EGAC | INTL-NTL | IFR/VFR | S, NS, P | AD 2 - EGAC page AD 2.EGAC-1 |
| BENBECULA | EGPL | NTL | IFR/VFR | S, NS, P | AD 2 - EGPL page AD 2.EGPL-1 |
| BLACKBUSHE | EGLK | INTL-NTL | IFR/VFR | P | AD 2 - EGLK page AD 2.EGLK-1 |
| BLACKPOOL | EGNH | INTL-NTL | IFR/VFR | S, NS, P | AD 2 - EGNH page AD 2.EGNH-1 |
| BOURNEMOUTH | EGHH | INTL-NTL | IFR/VFR | S, NS, P | AD 2 - EGHH page AD 2.EGHH-1 |
| BRISTOL | EGGD | INTL-NTL | IFR/VFR | S, NS, P | AD 2 - EGGD page AD 2.EGGD-1 |
| CAMPBELTOWN | EGEC | NTL | IFR/VFR | P | AD 2 - EGEC page AD 2.EGEC-1 |
| CHALGROVE | EGLJ | NTL | IFR/VFR | P | AD 2 - EGLJ page AD 2.EGLJ-1 |
| COLL | EGEL | NTL | VFR | S, P | AD 2 - EGEL page AD 2.EGEL-1 |
| COLONSAY | EGEY | NTL | VFR | S, P | AD 2 - EGEY page AD 2.EGEY-1 |
| COMPTON ABBAS | EGHA | INTL-NTL | VFR | P | AD 2 - EGHA page AD 2.EGHA-1 |
| COVENTRY | EGBE | INTL-NTL | IFR/VFR | S, NS, P | AD 2 - EGBE page AD 2.EGBE-1 |
| CRANFIELD | EGTC | INTL-NTL | IFR/VFR | P | AD 2 - EGTC page AD 2.EGTC-1 |
| CUMBERNAULD | EGPG | INTL-NTL | VFR | P | AD 2 - EGPG page AD 2.EGPG-1 |
| DENHAM | EGLD | INTL-NTL | VFR | P | AD 2 - EGLD page AD 2.EGLD-1 |
| DERBY | EGBD | NTL | VFR | P | AD 2 - EGBD page AD 2.EGBD-1 |
| DUNDEE | EGPN | INTL-NTL | IFR/VFR | S, NS, P | AD 2 - EGPN page AD 2.EGPN-1 |
| DUNKESWELL | EGTU | INTL-NTL | VFR | P | AD 2 - EGTU page AD 2.EGTU-1 |
| DUXFORD | EGSU | INTL-NTL | VFR | P | AD 2 - EGSU page AD 2.EGSU-1 |
| EARLS COLNE | EGSR | INTL-NTL | VFR | P | AD 2 - EGSR page AD 2.EGSR-1 |
| EAST MIDLANDS | EGNX | INTL-NTL | IFR/VFR | S, NS, P | AD 2 - EGNX page AD 2.EGNX-1 |
| EDINBURGH | EGPH | INTL-NTL | IFR/VFR | S, NS, P | AD 2 - EGPH page AD 2.EGPH-1 |
| ELSTREE | EGTR | INTL-NTL | VFR | P | AD 2 - EGTR page AD 2.EGTR-1 |
| EXETER | EGTE | INTL-NTL | IFR/VFR | S, NS, P | AD 2 - EGTE page AD 2.EGTE-1 |
| FAIR ISLE | EGEF | NTL | VFR | P | AD 2 - EGEF page AD 2.EGEF-1 |
| FAIROAKS | EGTF | INTL-NTL | VFR | P | AD 2 - EGTF page AD 2.EGTF-1 |
| FARNBOROUGH | EGLF | INTL-NTL | IFR/VFR | NS, P | AD 2 - EGLF page AD 2.EGLF-1 |
| FENLAND | EGCL | INTL-NTL | VFR | P | AD 2 - EGCL page AD 2.EGCL-1 |
| GUERNSEY | EGJB | INTL-NTL | IFR/VFR | S, NS, P | AD 2 - EGJB page AD 2.EGJB-1 |
| ISLAY | EGPI | NTL | IFR/VFR | S, NS, P | AD 2 - EGPI page AD 2.EGPI-1 |
| ISLE OF MAN | EGNS | INTL-NTL | IFR/VFR | S, NS, P | AD 2 - EGNS page AD 2.EGNS-1 |
| JERSEY | EGJJ | INTL-NTL | IFR/VFR | S, NS, P | AD 2 - EGJJ page AD 2.EGJJ-1 |
| LAND'S END | EGHC | INTL-NTL | IFR/VFR | P | AD 2 - EGHC page AD 2.EGHC-1 |
| LASHENDEN/HEADCORN | EGKH | INTL-NTL | VFR | P | AD 2 - EGKH page AD 2.EGKH-1 |
| LEE-ON-SOLENT | EGHF | INTL-NTL | VFR | NS, P | AD 2 - EGHF page AD 2.EGHF-1 |
| LEICESTER | EGBG | INTL-NTL | VFR | P | AD 2 - EGBG page AD 2.EGBG-1 |
| LERWICK/TINGWALL | EGET | NTL | VFR | P | AD 2 - EGET page AD 2.EGET-1 |
| LONDON LUTON | EGGW | INTL-NTL | IFR/VFR | S, NS, P | AD 2 - EGGW page AD 2.EGGW-1 |
| LONDONDERRY/EGLINTON | EGAE | INTL-NTL | IFR/VFR | P | AD 2 - EGAE page AD 2.EGAE-1 |
| MANCHESTER BARTON | EGCB | INTL-NTL | VFR | P | AD 2 - EGCB page AD 2.EGCB-1 |
| NETHERTHORPE | EGNF | INTL-NTL | VFR | P | AD 2 - EGNF page AD 2.EGNF-1 |
| NEWCASTLE | EGNT | INTL-NTL | IFR/VFR | S, NS, P | AD 2 - EGNT page AD 2.EGNT-1 |
| NEWQUAY | EGHQ | INTL-NTL | IFR/VFR | S, NS, P | AD 2 - EGHQ page AD 2.EGHQ-1 |
| NEWTOWNARDS | EGAD | INTL-NTL | VFR | P | AD 2 - EGAD page AD 2.EGAD-1 |
| NORTH RONALDSAY | EGEN | NTL | VFR | P | AD 2 - EGEN page AD 2.EGEN-1 |
| NORWICH | EGSH | INTL-NTL | IFR/VFR | S, NS, P | AD 2 - EGSH page AD 2.EGSH-1 |

# AD 1.3 INDEX TO AERODROMES AND HELIPORTS (continued)

| Aerodrome/Heliport name<br>Location Indicator | | Type of traffic permitted to use the aerodrome/heliport | | | Reference to AD section and remarks |
|---|---|---|---|---|---|
| | | International/National (INTL/NTL) | IFR/VFR | Scheduled (S)<br>Non-scheduled (NS)<br>Private (P) | |
| 1 | | 2 | 3 | 4 | 5 |
| OLD BUCKENHAM | EGSV | INTL-NTL | VFR | P | AD 2 - EGSV page AD 2.EGSV-1 |
| OLD WARDEN | EGTH | NTL | VFR | P | AD 2 - EGTH page AD 2.EGTH-1 |
| OXFORD | EGTK | INTL-NTL | IFR/VFR | S, NS, P | AD 2 - EGTK page AD 2.EGTK-1 |
| PERTH/SCONE | EGPT | INTL-NTL | VFR | P | AD 2 - EGPT page AD 2.EGPT-1 |
| RETFORD/GAMSTON | EGNE | INTL-NTL | VFR | P | AD 2 - EGNE page AD 2.EGNE-1 |
| ROCHESTER | EGTO | INTL-NTL | VFR | P | AD 2 - EGTO page AD 2.EGTO-1 |
| SANDTOFT | EGCF | INTL-NTL | VFR | P | AD 2 - EGCF page AD 2.EGCF-1 |
| SCILLY ISLES/ST MARY'S | EGHE | INTL-NTL | IFR/VFR | S, NS, P | AD 2 - EGHE page AD 2.EGHE-1 |
| SHOBDON | EGBS | INTL-NTL | VFR | P | AD 2 - EGBS page AD 2.EGBS-1 |
| SLEAP | EGCV | INTL-NTL | VFR | P | AD 2 - EGCV page AD 2.EGCV-1 |
| SOUTHAMPTON | EGHI | INTL-NTL | IFR/VFR | S, NS, P | AD 2 - EGHI page AD 2.EGHI-1 |
| SOUTHEND | EGMC | INTL-NTL | IFR/VFR | S, NS, P | AD 2 - EGMC page AD 2.EGMC-1 |
| ST ATHAN | EGSY | INTL-NTL | IFR/VFR | S, NS, P | AD 2 - EGSY page AD 2.EGSY-1 |
| STAPLEFORD | EGSG | INTL-NTL | VFR | P | AD 2 - EGSG page AD 2.EGSG-1 |
| STORNOWAY | EGPO | INTL-NTL | IFR/VFR | S, NS, P | AD 2 - EGPO page AD 2.EGPO-1 |
| SWANSEA | EGFH | INTL-NTL | VFR | S, NS, P | AD 2 - EGFH page AD 2.EGFH-1 |
| TATENHILL | EGBM | INTL-NTL | VFR | P | AD 2 - EGBM page AD 2.EGBM-1 |
| TIREE | EGPU | NTL | IFR/VFR | S, NS, P | AD 2 - EGPU page AD 2.EGPU-1 |
| WALNEY | EGNL | NTL | IFR/VFR | P | AD 2 - EGNL page AD 2.EGNL-1 |
| WARTON | EGNO | INTL-NTL | IFR/VFR | P | AD 2 - EGNO page AD 2.EGNO-1 |
| WELLESBOURNE MOUNTFORD | EGBW | INTL-NTL | VFR | P | AD 2 - EGBW page AD 2.EGBW-1 |
| WELSHPOOL | EGCW | INTL-NTL | VFR | P | AD 2 - EGCW page AD 2.EGCW-1 |
| WEST WALES/ABERPORTH | EGFA | NTL | VFR | P | AD 2 - EGFA page AD 2.EGFA-1 |
| WHITE WALTHAM | EGLM | INTL-NTL | VFR | S, NS, P | AD 2 - EGLM page AD 2.EGLM-1 |
| WICK | EGPC | INTL-NTL | IFR/VFR | S, NS, P | AD 2 - EGPC page AD 2.EGPC-1 |
| WICKENBY | EGNW | NTL | VFR | P | AD 2 - EGNW page AD 2.EGNW-1 |
| WYCOMBE AIR PARK/BOOKER | EGTB | INTL-NTL | VFR | P | AD 2 - EGTB page AD 2.EGTB-1 |
| YEOVIL/WESTLAND | EGHG | INTL-NTL | IFR/VFR | P | AD 2 - EGHG page AD 2.EGHG-1 |
| **Aerodrome with helicopter landing area** | | | | | |
| BIGGIN HILL | EGKB | INTL-NTL | IFR/VFR | P | AD 2 - EGKB page AD 2.EGKB-1 |
| BIRMINGHAM | EGBB | INTL-NTL | IFR/VFR | S, NS, P | AD 2 - EGBB page AD 2.EGBB-1 |
| CAERNARFON | EGCK | INTL-NTL | VFR | P | AD 2 - EGCK page AD 2.EGCK-1 |
| CAMBRIDGE | EGSC | INTL-NTL | IFR/VFR | S, NS, P | AD 2 - EGSC page AD 2.EGSC-1 |
| CARDIFF | EGFF | INTL-NTL | IFR/VFR | S, NS, P | AD 2 - EGFF page AD 2.EGFF-1 |
| CHICHESTER/GOODWOOD | EGHR | INTL-NTL | VFR | P | AD 2 - EGHR page AD 2.EGHR-1 |
| EDAY | EGED | NTL | VFR | P | AD 2 - EGED page AD 2.EGED-1 |
| ENNISKILLEN/ST ANGELO | EGAB | NTL | VFR | P | AD 2 - EGAB page AD 2.EGAB-1 |
| GLASGOW | EGPF | INTL-NTL | IFR/VFR | S, NS, P | AD 2 - EGPF page AD 2.EGPF-1 |
| GLOUCESTERSHIRE | EGBJ | INTL-NTL | IFR/VFR | S, NS, P | AD 2 - EGBJ page AD 2.EGBJ-1 |
| HAVERFORDWEST | EGFE | INTL-NTL | VFR | P | AD 2 - EGFE page AD 2.EGFE-1 |
| HAWARDEN | EGNR | INTL-NTL | IFR/VFR | P | AD 2 - EGNR page AD 2.EGNR-1 |
| HUMBERSIDE | EGNJ | INTL-NTL | IFR/VFR | S, NS, P | AD 2 - EGNJ page AD 2.EGNJ-1 |
| INVERNESS | EGPE | INTL-NTL | IFR/VFR | S, NS, P | AD 2 - EGPE page AD 2.EGPE-1 |
| KEMBLE | EGBP | NTL | IFR/VFR | NS, P | AD 2 - EGBP page AD 2.EGBP-1 |
| KIRKWALL | EGPA | INTL-NTL | IFR/VFR | S, NS, P | AD 2 - EGPA page AD 2.EGPA-1 |
| LEEDS BRADFORD | EGNM | INTL-NTL | IFR/VFR | S, NS, P | AD 2 - EGNM page AD 2.EGNM-1 |
| LEEDS EAST | EGCM | INTL-NTL | IFR/VFR | S, NS, P | AD 2 - EGCM page AD 2.EGCM-1 |
| LIVERPOOL | EGGP | INTL-NTL | IFR/VFR | S, NS, P | AD 2 - EGGP page AD 2.EGGP-1 |
| LONDON CITY | EGLC | INTL-NTL | IFR/VFR | S, NS, P | AD 2 - EGLC page AD 2.EGLC-1 |
| LONDON GATWICK | EGKK | INTL-NTL | IFR/VFR | S, NS, P | AD 2 - EGKK page AD 2.EGKK-1 |
| LONDON HEATHROW | EGLL | INTL-NTL | IFR/VFR | S, NS, P | AD 2 - EGLL page AD 2.EGLL-1 |
| LONDON STANSTED | EGSS | INTL-NTL | IFR/VFR | S, NS, P | AD 2 - EGSS page AD 2.EGSS-1 |
| LYDD | EGMD | INTL-NTL | IFR/VFR | S, NS, P | AD 2 - EGMD page AD 2.EGMD-1 |

# AD 1.3 INDEX TO AERODROMES AND HELIPORTS (continued)

| Aerodrome/Heliport name<br>Location Indicator | | Type of traffic permitted to use the aerodrome/heliport | | | Reference to AD section and remarks |
|---|---|---|---|---|---|
| | | International/National (INTL/NTL) | IFR/VFR | Scheduled (S)<br>Non-scheduled (NS)<br>Private (P) | |
| 1 | | 2 | 3 | 4 | 5 |
| MANCHESTER | EGCC | INTL-NTL | IFR/VFR | S, NS, P | AD 2 - EGCC page AD 2.EGCC-1 |
| NOTTINGHAM | EGBN | INTL-NTL | VFR | P | AD 2 - EGBN page AD 2.EGBN-1 |
| OBAN | EGEO | INTL-NTL | VFR | P | AD 2 - EGEO page AD 2.EGEO-1 |
| PAPA WESTRAY | EGEP | NTL | VFR | P | AD 2 - EGEP page AD 2.EGEP-1 |
| PRESTWICK | EGPK | INTL-NTL | IFR/VFR | S, NS, P | AD 2 - EGPK page AD 2.EGPK-1 |
| REDHILL | EGKR | INTL-NTL | VFR | S, NS, P | AD 2 - EGKR page AD 2.EGKR-1 |
| SANDAY | EGES | NTL | VFR | P | AD 2 - EGES page AD 2.EGES-1 |
| SHERBURN-IN-ELMET | EGCJ | INTL-NTL | IFR/VFR | P | AD 2 - EGCJ page AD 2.EGCJ-1 |
| SHOREHAM | EGKA | INTL-NTL | IFR/VFR | S, NS, P | AD 2 - EGKA page AD 2.EGKA-1 |
| STRONSAY | EGER | NTL | VFR | P | AD 2 - EGER page AD 2.EGER-1 |
| SUMBURGH | EGPB | INTL-NTL | IFR/VFR | S, NS, P | AD 2 - EGPB page AD 2.EGPB-1 |
| TEESSIDE INTERNATIONAL | EGNV | INTL-NTL | IFR/VFR | S, NS, P | AD 2 - EGNV page AD 2.EGNV-1 |
| THRUXTON | EGHO | INTL-NTL | VFR | P | AD 2 - EGHO page AD 2.EGHO-1 |
| WESTRAY | EGEW | NTL | VFR | P | AD 2 - EGEW page AD 2.EGEW-1 |
| WOLVERHAMPTON/HALFPENNY GREEN | EGBO | INTL-NTL | IFR/VFR | P | AD 2 - EGBO page AD 2.EGBO-1 |
| **Heliport** | | | | | |
| CHELTENHAM HELIPORT | EGBC | NTL | VFR | P | AD 3 - EGBC page AD 3.EGBC-1 |
| LONDON HELIPORT | EGLW | INTL-NTL | VFR | P | AD 3 - EGLW page AD 3.EGLW-1 |
| PENZANCE HELIPORT | EGHK | INTL-NTL | VFR | P | AD 3 - EGHK page AD 3.EGHK-1 |
| PORTLAND HELIPORT | EGDP | INTL-NTL | VFR | P | AD 3 - EGDP page AD 3.EGDP-1 |
| TRESCO HELIPORT | EGHT | NTL | VFR | P | AD 3 - EGHT page AD 3.EGHT-1 |

## AD 1.3 INDEX TO AERODROMES AND HELIPORTS (continued)

# AERODROMES LISTED WITHIN THE AD SECTION OF THE UNITED KINGDOM AIP




**CHANGE (9/25):** DONCASTER SHEFFIELD REMOVED.

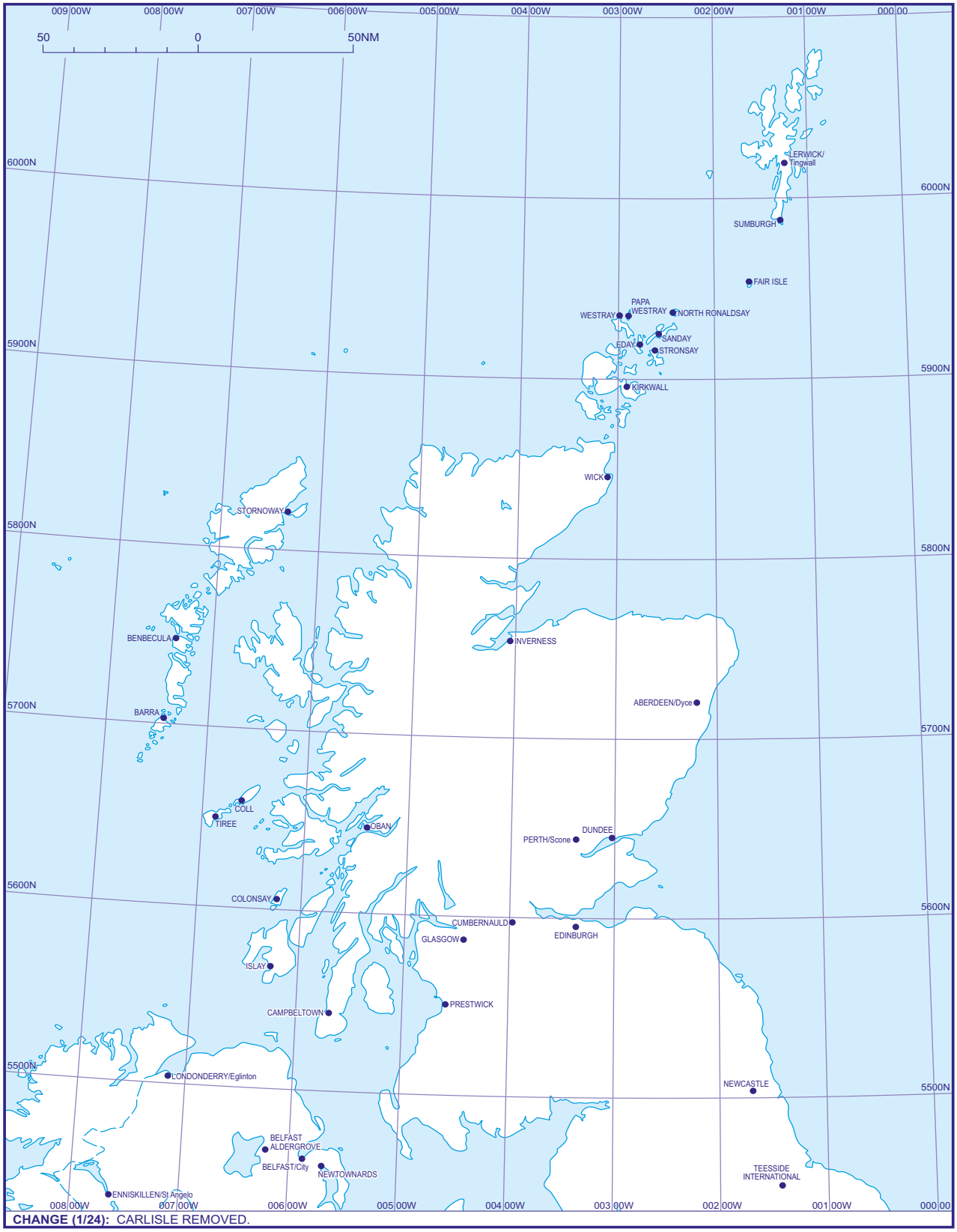
AERO INFO DATE 06 JUN 25

AD 1.3-4

**FOR THE LATEST CHANGES IN INFORMATION THIS CHART SHOULD BE CHECKED AGAINST THE AD 2 AND AD 3 SECTIONS OF THE UK AIP**

## AD 1.3 INDEX TO AERODROMES AND HELIPORTS (continued)

# AERODROMES LISTED WITHIN THE AD SECTION OF THE UNITED KINGDOM AIP




**CHANGE (1/24):** CARLISLE REMOVED.

AERO INFO DATE 30 OCT 23

AD 1.3-5

**FOR THE LATEST CHANGES IN INFORMATION THIS CHART SHOULD BE CHECKED AGAINST THE AD 2 AND AD 3 SECTIONS OF THE UK AIP**

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# AD 1.4 GROUPING OF AERODROMES/HELIPORTS

## 1 Aerodrome Categorisation

1.1 Responsible Authority

1.1.1 The Civil Aviation Authority, through its Safety and Airspace Regulation Group (SARG), Manager Aerodromes and ATM, is responsible for the general surveillance of all licensed and certificated civil aerodromes in the United Kingdom. Enquiries relating to aerodromes and licensing/certification should be made to Aerodromes Sub-Department Tel: 01293-573419. See GEN 1.1 for address.

1.2 Licence Types

1.2.1 In the United Kingdom there are two types of civil aerodrome licence, namely Public Use Licence and Ordinary Licence.

1.2.2 Aerodromes or Heliports operated in accordance with a Public Use Licence must have their hours of availability notified in the UK AIP and the aerodrome/heliport must be available to all operators on certain equal terms and conditions. However, this does not necessarily mean that the aerodrome is available to all flights without limitation. Aircraft operators must check and comply with the requirements and conditions of use indicated at AD 2 or AD 3.

1.2.3 Aerodromes or Heliports operated in accordance with an Ordinary Licence may accept flights operated by the holder of the licence or by those specifically authorised by that licence holder. This normally means that prior permission is required for most flights but it does not exclude the possibility of scheduled or non-scheduled public transport flights being arranged after the formal agreement of the licence holder.

1.2.4 The annotations within column 4 of the table at AD 1.3 reflect the aerodrome/heliport licence type and must be interpreted in conjunction with the above descriptions and with the conditions of use indicated at AD 2 and AD 3.

1.3 Government Aerodromes

1.3.1 Detailed descriptions of Government aerodromes are not listed in the UK AIP.

1.3.2 Several Government aerodromes accept civil traffic subject to prior approval. These aerodromes are listed at AD 1.3 and detailed information about them is published in the UK Military documentation which is available to civil pilots on application to the RAF AIDU at Northolt (see GEN 3.2.3 for address and contact details).

1.3.3 Refer to AD 1.1 subsection 2 for general conditions of use.

1.4 Unlicensed Aerodromes/Heliports

1.4.1 Unlicensed Aerodromes/Heliports are not published in the UK AIP, except as detailed in Paragraph 1.4.2 below, however NOTAM may be issued notifying safety related changes affecting the operating conditions at any unlicensed Aerodrome/Heliport.

1.4.2 Where the CAA has approved a helicopter Point-in Space procedure (PinS) to an unlicensed Aerodrome or Heliport the unlicensed Aerodrome/Heliport will be published in the UK AIP AD 2 or AD 3. All PinS procedures are for use by CAA approved operators only, but details are published in the AIP to make airspace users aware of the presence of a PinS procedure and to assist users in taking appropriate mitigating actions in the vicinity of a PinS.

1.4.3 For further details regarding PinS refer to CAA Publication CAP2520 - Policy and Guidance for the implementation of Point-in-Space Helicopter Operations in the UK.

1.5 Aerodromes/Heliports published in the UK AIP that DO NOT operate under the conditions of IFR or SVFR are considered outside of the scope of Regulation (EU) 73/2010 (ADQ) and are listed here:

| Designator | Name |
|---|---|
| EGSL | ANDREWSFIELD |
| EGLK | BLACKBUSHE |
| EGCK | CAERNARFON |
| EGLJ | CHALGROVE |
| EGBC | CHELTENHAM HELIPORT |
| EGHR | CHICHESTER/GOODWOOD |
| EGEL | COLL |
| EGEY | COLONSAY |
| EGHA | COMPTON ABBAS |
| EGBE | COVENTRY |
| EGPG | CUMBERNAULD |
| EGLD | DENHAM |
| EGBD | DERBY |

## AD 1.4 GROUPING OF AERODROMES/HELIPORTS (continued)

| Designator | Name |
|---|---|
| EGTU | DUNKESWELL |
| EGSU | DUXFORD |
| EGSR | EARLS COLNE |
| EGED | EDAY |
| EGTR | ELSTREE |
| EGAB | ENNISKILLEN/ST ANGELO |
| EGEF | FAIR ISLE |
| EGTF | FAIROAKS |
| EGCL | FENLAND |
| EGFE | HAVERFORDWEST |
| EGBP | KEMBLE |
| EGKH | LASHENDEN/HEADCORN |
| EGCM | LEEDS EAST |
| EGHF | LEE-ON-SOLENT |
| EGBG | LEICESTER |
| EGET | LERWICK/TINGWALL |
| EGLW | LONDON HELIPORT |
| EGCB | MANCHESTER BARTON |
| EGNF | NETHERTHORPE |
| EGAD | NEWTOWNARDS |
| EGEN | NORTH RONALDSAY |
| EGBN | NOTTINGHAM |
| EGEO | OBAN |
| EGSV | OLD BUCKENHAM |
| EGTH | OLD WARDEN |
| EGEP | PAPA WESTRAY |
| EGHK | PENZANCE HELIPORT |
| EGPT | PERTH/SCONE |
| EGKR | REDHILL |
| EGNE | RETFORD/GAMSTON |
| EGTO | ROCHESTER |
| EGES | SANDAY |
| EGCF | SANDTOFT |
| EGCJ | SHERBURN-IN-ELMET |
| EGBS | SHOBDON |
| EGCV | SLEAP |
| EGSG | STAPLEFORD |
| EGER | STRONSAY |
| EGFH | SWANSEA |
| EGBM | TATENHILL |
| EGHO | THRUXTON |
| EGHT | TRESCO HELIPORT |
| EGBW | WELLESBOURNE MOUNTFORD |
| EGCW | WELSHPOOL |
| EGFA | WEST WALES/ABERPORTH |
| EGEW | WESTRAY |
| EGLM | WHITE WALTHAM |
| EGNW | WICKENBY |
| EGBO | WOLVERHAMPTON/HALFPENNY GREEN |
| EGTB | WYCOMBE AIR PARK/BOOKER |

# AD 1.5 STATUS OF CERTIFICATION OF AERODROMES

| Aerodrome name and ICAO Location indicator | | Date of certification | Validity of certification | RMK |
|---|---|---|---|---|
| 1 | | 2 | 3 | 4 |
| ABERDEEN/DYCE | EGPD | 2014-07-31 | | Valid until: Unlimited |
| ALDERNEY | EGJA | | | |
| ANDREWSFIELD | EGSL | 1993-10-22 | | Valid until: Unlimited |
| BARRA | EGPR | 2009-02-26 | | Valid until: Unlimited |
| BELFAST ALDERGROVE | EGAA | 2015-03-26 | | Valid until: Unlimited |
| BELFAST/CITY | EGAC | 2015-09-04 | | Valid until: Unlimited |
| BENBECULA | EGPL | 2016-09-26 | | Valid until: Unlimited |
| BIGGIN HILL | EGKB | 2016-09-26 | | Valid until: Unlimited |
| BIRMINGHAM | EGBB | 2016-06-29 | | Valid until: Unlimited |
| BLACKBUSHE | EGLK | 2015-01-16 | | Valid until: Unlimited |
| BLACKPOOL | EGNH | 2014-12-12 | | Valid until: Unlimited |
| BOURNEMOUTH | EGHH | 2015-03-26 | | Valid until: Unlimited |
| BRISTOL | EGGD | 2014-07-28 | | Valid until: Unlimited |
| CAERNARFON | EGCK | 2016-12-06 | | Valid until: Unlimited |
| CAMBRIDGE | EGSC | 2017-03-09 | | Valid until: Unlimited |
| CAMPBELTOWN | EGEC | 2017-11-01 | | Valid until: Unlimited |
| CARDIFF | EGFF | 2016-08-30 | | Valid until: Unlimited |
| CHALGROVE | EGLJ | 2015-04-15 | | Valid until: Unlimited |
| CHICHESTER/GOODWOOD | EGHR | 2000-10-10 | | Valid until: Unlimited |
| COLL | EGEL | 2008-06-05 | | Valid until: Unlimited |
| COLONSAY | EGEY | 2008-06-05 | | Valid until: Unlimited |
| COMPTON ABBAS | EGHA | 2009-04-01 | | Valid until: Unlimited |
| COVENTRY | EGBE | 2016-12-05 | | Valid until: Unlimited |
| CRANFIELD | EGTC | 2015-12-21 | | Valid until: Unlimited |
| CUMBERNAULD | EGPG | 1997-11-03 | | Valid until: Unlimited |
| DENHAM | EGLD | 1988-06-24 | | Valid until: Unlimited |
| DERBY | EGBD | 1995-11-03 | | Valid until: Unlimited |
| DUNDEE | EGPN | 2017-12-14 | | Valid until: Unlimited |
| DUNKESWELL | EGTU | 1983-05-11 | | Valid until: Unlimited |
| DUXFORD | EGSU | 2016-04-12 | | Valid until: Unlimited |
| EARLS COLNE | EGSR | 2005-10-26 | | Valid until: Unlimited |
| EAST MIDLANDS | EGNX | 2016-02-01 | | Valid until: Unlimited |
| EDAY | EGED | 1983-11-16 | | Valid until: Unlimited |
| EDINBURGH | EGPH | 2014-12-19 | | Valid until: Unlimited |
| ELSTREE | EGTR | 1996-10-24 | | Valid until: Unlimited |
| ENNISKILLEN/ST ANGELO | EGAB | 2013-03-07 | | Valid until: Unlimited |
| EXETER | EGTE | 2015-07-01 | | Valid until: Unlimited |
| FAIR ISLE | EGEF | 2008-12-04 | | Valid until: Unlimited |
| FAIROAKS | EGTF | 2015-02-11 | | Valid until: Unlimited |
| FARNBOROUGH | EGLF | 2017-07-03 | | Valid until: Unlimited |
| FENLAND | EGCL | 2001-05-25 | | Valid until: Unlimited |
| GLASGOW | EGPF | 2016-02-29 | | Valid until: Unlimited |
| GLOUCESTERSHIRE | EGBJ | 2018-11-22 | | Valid until: Unlimited |
| GUERNSEY | EGJB | | | |
| HAVERFORDWEST | EGFE | 2000-11-21 | | Valid until: Unlimited |
| HAWARDEN | EGNR | 2016-01-06 | | Valid until: Unlimited |
| HUMBERSIDE | EGNJ | 2016-01-15 | | Valid until: Unlimited |
| INVERNESS | EGPE | 2015-06-02 | | Valid until: Unlimited |
| ISLAY | EGPI | 2017-11-01 | | Valid until: Unlimited |
| ISLE OF MAN | EGNS | | | |
| JERSEY | EGJJ | | | |
| KEMBLE | EGBP | 2015-01-09 | | Valid until: Unlimited |
| KIRKWALL | EGPA | 2017-11-01 | | Valid until: Unlimited |
| LAND'S END | EGHC | 2014-06-26 | | Valid until: Unlimited |
| LASHENDEN/HEADCORN | EGKH | 2005-12-12 | | Valid until: Unlimited |

# AD 1.5 STATUS OF CERTIFICATION OF AERODROMES (continued)

| Aerodrome name and ICAO Location indicator | | Date of certification | Validity of certification | RMK |
|---|---|---|---|---|
| 1 | | 2 | 3 | 4 |
| LEE-ON-SOLENT | EGHF | 2017-02-20 | | Valid until: Unlimited |
| LEEDS BRADFORD | EGNM | 2016-11-07 | | Valid until: Unlimited |
| LEEDS EAST | EGCM | 2017-04-28 | | Valid until: Unlimited |
| LEICESTER | EGBG | 2010-12-14 | | Valid until: Unlimited |
| LERWICK/TINGWALL | EGET | 2014-03-17 | | Valid until: Unlimited |
| LIVERPOOL | EGGP | 2015-11-25 | | Valid until: Unlimited |
| LONDON CITY | EGLC | 2016-02-22 | | Valid until: Unlimited |
| LONDON GATWICK | EGKK | 2014-10-10 | | Valid until: Unlimited |
| LONDON HEATHROW | EGLL | 2016-04-06 | | Valid until: Unlimited |
| LONDON LUTON | EGGW | 2016-05-24 | | Valid until: Unlimited |
| LONDON STANSTED | EGSS | 2016-03-18 | | Valid until: Unlimited |
| LONDONDERRY/EGLINTON | EGAE | 2016-09-23 | | Valid until: Unlimited |
| LYDD | EGMD | 2008-03-10 | | Valid until: Unlimited |
| MANCHESTER | EGCC | 2015-03-02 | | Valid until: Unlimited |
| MANCHESTER BARTON | EGCB | 2009-07-16 | | Valid until: Unlimited |
| NETHERTHORPE | EGNF | 2009-10-23 | | Valid until: Unlimited |
| NEWCASTLE | EGNT | 2015-01-27 | | Valid until: Unlimited |
| NEWQUAY | EGHQ | 2015-09-14 | | Valid until: Unlimited |
| NEWTOWNARDS | EGAD | 2001-12-21 | | Valid until: Unlimited |
| NORTH RONALDSAY | EGEN | 2012-11-13 | | Valid until: Unlimited |
| NORWICH | EGSH | 2014-09-24 | | Valid until: Unlimited |
| NOTTINGHAM | EGBN | 2014-10-10 | | Valid until: Unlimited |
| OBAN | EGEO | 2008-06-05 | | Valid until: Unlimited |
| OLD BUCKENHAM | EGSV | 2013-11-18 | | Valid until: Unlimited |
| OLD WARDEN | EGTH | 2019-05-01 | | Valid until: 2020-04-30 |
| OXFORD | EGTK | 2016-04-29 | | Valid until: Unlimited |
| PAPA WESTRAY | EGEP | 1983-11-16 | | Valid until: Unlimited |
| PERTH/SCONE | EGPT | 2000-01-21 | | Valid until: Unlimited |
| PRESTWICK | EGPK | 2014-11-03 | | Valid until: Unlimited |
| REDHILL | EGKR | 1988-04-14 | | Valid until: Unlimited |
| RETFORD/GAMSTON | EGNE | 1995-08-09 | | Valid until: Unlimited |
| ROCHESTER | EGTO | 2012-12-05 | | Valid until: Unlimited |
| SANDAY | EGES | 1983-11-16 | | Valid until: Unlimited |
| SANDTOFT | EGCF | 2015-11-18 | | Valid until: Unlimited |
| SCILLY ISLES/ST MARY'S | EGHE | 1993-02-12 | | Valid until: Unlimited |
| SHERBURN-IN-ELMET | EGCJ | 2003-02-13 | | Valid until: Unlimited |
| SHOBDON | EGBS | 1993-03-18 | | Valid until: Unlimited |
| SHOREHAM | EGKA | 2014-09-10 | | Valid until: Unlimited |
| SLEAP | EGCV | 2009-10-23 | | Valid until: Unlimited |
| SOUTHAMPTON | EGHI | 2014-08-27 | | Valid until: Unlimited |
| SOUTHEND | EGMC | 2016-06-13 | | Valid until: Unlimited |
| ST ATHAN | EGSY | 2019-03-27 | | Valid until: Unlimited |
| STAPLEFORD | EGSG | 1982-06-25 | | Valid until: Unlimited |
| STORNOWAY | EGPO | 2017-11-01 | | Valid until: Unlimited |
| STRONSAY | EGER | 1983-11-16 | | Valid until: Unlimited |
| SUMBURGH | EGPB | 2017-11-01 | | Valid until: Unlimited |
| SWANSEA | EGFH | 2007-03-05 | | Valid until: Unlimited |
| TATENHILL | EGBM | 2009-06-17 | | Valid until: Unlimited |
| TEESSIDE INTERNATIONAL | EGNV | 2015-11-25 | | Valid until: Unlimited |
| THRUXTON | EGHO | 2011-11-03 | | Valid until: Unlimited |
| TIREE | EGPU | 2017-11-01 | | Valid until: Unlimited |
| WALNEY | EGNL | 2006-01-13 | | Valid until: Unlimited |
| WARTON | EGNO | 2013-01-23 | | Valid until: Unlimited |
| WELLESBOURNE MOUNTFORD | EGBW | 1988-02-24 | | Valid until: Unlimited |
| WELSHPOOL | EGCW | 2007-11-23 | | Valid until: Unlimited |

# AD 1.5 STATUS OF CERTIFICATION OF AERODROMES (continued)

| Aerodrome name and ICAO Location indicator | | Date of certification | Validity of certification | RMK |
|---|---|---|---|---|
| 1 | | 2 | 3 | 4 |
| WEST WALES/ABERPORTH | EGFA | 2017-10-24 | | Valid until: Unlimited |
| WESTRAY | EGEW | 1983-11-16 | | Valid until: Unlimited |
| WHITE WALTHAM | EGLM | 1996-03-01 | | Valid until: Unlimited |
| WICK | EGPC | 2016-01-12 | | Valid until: Unlimited |
| WICKENBY | EGNW | 2015-09-24 | | Valid until: Unlimited |
| WOLVERHAMPTON/HALFPENNY GREEN | EGBO | 2009-04-01 | | Valid until: Unlimited |
| WYCOMBE AIR PARK/BOOKER | EGTB | 1984-05-18 | | Valid until: Unlimited |
| YEOVIL/WESTLAND | EGHG | 2017-01-06 | | Valid until: Unlimited |

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# AD 2 AERODROMES
# EGPD — ABERDEEN/DYCE

## EGPD AD 2.1 AERODROME LOCATION INDICATOR AND NAME

EGPD — ABERDEEN/DYCE

## EGPD AD 2.2 AERODROME GEOGRAPHICAL AND ADMINISTRATIVE DATA

| | | |
|---|---|---|
| 1 | ARP coordinates and site at AD | Lat: 571209N Long: 0021153W |
| 2 | Direction and distance from city | 5 NM NW of Aberdeen. |
| 3 | Elevation / Reference temperature / Mean Low Temperature | 215 FT / 16 °C / - |
| 4 | Geoid undulation at AD ELEV PSN | 164 FT |
| 5 | Magnetic Variation / Annual Change | 0.91°W (2022) / 0.23°E |
| 6 | AD Administration<br>Address<br>Telephone<br><br>Telefax | ABERDEEN INTERNATIONAL AIRPORT LTD.<br>Aberdeen International Airport, Dyce, Grampian, AB21 7DU.<br>01224-725060 (Aberdeen International Airport Ltd)<br>01224-723714 (NATS Ltd)<br>01224-727176 (ATC) |
| 7 | Type of Traffic permitted (IFR/VFR) | IFR/VFR |
| 8 | Remarks | Telephone calls to ATC may be recorded. |

## EGPD AD 2.3 OPERATIONAL HOURS

| | | |
|---|---|---|
| 1 | AD Administration | 0600-2230 (0500-2130). PPR outside of these hours. |
| 2 | Customs and immigration | Immigration: 0700-2300 (0600-2200). Customs: 0700-2300 (0600-2200). Outside of these hours see remarks. |
| 3 | Health and sanitation | |
| 4 | AIS Briefing Office | |
| 5 | ATS Reporting Office (ARO) | |
| 6 | MET Briefing Office | |
| 7 | ATS | See AD 2.18. |
| 8 | Fuelling | North Air: 0530-2300 (0430-2200) (AVTUR JET A-1).<br>Signature: 0630-2130 (0530-2030) (AVGAS 100LL and AVTUR JET A-1). See Remarks. |
| 9 | Handling | See AD 2.4. |
| 10 | Security | |
| 11 | De-icing | See AD 2.4. |
| 12 | Remarks | Aerodrome Operator:<br>Delayed fixed-wing aircraft scheduled to operate 0600-2230 (0500-2130) must request extended opening by 2100 (2000). All other fixed-wing traffic must request extended opening with at least 24 hours notice.<br><br>Fixed-wing aircraft operating between 2300-0600 (2200-0500) must be Quota Category 4 or below as defined in the Department for Transport, Noise Restrictions Notice for London Airports published bi-annually as a Supplement.<br><br>Customs/Immigration:<br>Prior arrangement required before 2100 (2000) for scheduled delayed flights (international flights and domestic flights carrying interlined international passengers and their effects). Nonscheduled flights require prior arrangement with a minimum of 24 hours notice.<br><br>Fuelling:<br>Outside of operational hours AVTUR JET A-1 and AVGAS 100LL available by arrangement with Signature on 01224-723636. |

## EGPD AD 2.4 HANDLING SERVICES AND FACILITIES

| | | |
|---|---|---|
| 1 | Cargo handling facilities | By arrangement with Swissport. |

| | | |
|---|---|---|
| 2 | Fuel and oil types | AVTUR JET A-1, AVGAS 100LL |
| 3 | Fuelling facilities/capacity | |
| 4 | De-icing facilities | By arrangement with nominated handling agent. |
| 5 | Hangar space for visiting aircraft | |
| 6 | Repair facilities for visiting aircraft | |
| 7 | Remarks | All aircraft must have a handling agent appointed prior to arrival/departure.<br>Handling agencies are:<br>Dalcross Handling:<br>Tel: 01224-348517; Fax: 01224-348515; E-mail: abzops@dalcrosshandling.com; SITA: ABZDHXH; Frequency: 131.415 MHz<br>Signature:<br>Tel: 01224-723636; Fax: 01224-725458; SITA: ABZECXH; Frequency: 131.615 MHz<br>Operators must include Aberdeen Airport SITA address of ABZPA7X for all flights inbound to Aberdeen. |

## EGPD AD 2.5 PASSENGER FACILITIES

| | | |
|---|---|---|
| 1 | Hotels | Eight Hotels, 500 metres. |
| 2 | Restaurants | Restaurant and bar. |
| 3 | Transportation | Buses, taxis and car hire. Nearest railway station Dyce 2 NM. |
| 4 | Medical facilities | First aid treatment. |
| 5 | Bank and Post Office | Bureau de Change |
| 6 | Tourist Office | |
| 7 | Remarks | |

## EGPD AD 2.6 RESCUE AND FIRE FIGHTING SERVICES

| | | |
|---|---|---|
| 1 | AD category for fire fighting services | RFF Category A7<br>RFF Category 8 available by arrangement. |
| 2 | Rescue equipment | |
| 3 | Capability for removal of disabled aircraft | Yes. Contact: 01224-725793 or 01224-725055. |
| 4 | Remarks | |

## EGPD AD 2.7 SEASONAL AVAILABILITY - CLEARING

| | | |
|---|---|---|
| 1 | Type of clearing equipment | Manoeuvring Area: Mechanical, Chemical de-icing. Apron Walkways: Chemical/granule de-icing. |
| 2 | Clearance priorities | Standard. See AD 1.2.2. |
| 3 | Remarks | Latest information from: Airside Operations; Tel: 01224-725055; ATC Tel: 01224-727160. |

## EGPD AD 2.8 APRONS, TAXIWAYS AND CHECK LOCATIONS/POSITIONS DATA

| | | |
|---|---|---|
| 1 | Apron surface and strength | ECHO APRON<br>Surface: Concrete and asphalt<br><br>MAIN APRON<br>Surface: Concrete and asphalt |
| 2 | Taxiway width, surface and strength | Taxiway ECHO: 15 M<br>Surface: Asphalt<br><br>Taxiway MIKE: 23 M<br>Surface: Concrete and asphalt |
| 3 | Altimeter checkpoint location and elevation | Main Apron 204 FT Echo Apron 188 FT |
| 4 | VOR checkpoints | |
| 5 | INS checkpoints | See Aircraft Parking/Docking Chart. |
| 6 | Remarks | |

## EGPD AD 2.9 SURFACE MOVEMENT GUIDANCE AND CONTROL SYSTEM AND MARKINGS

| | | |
|---|---|---|
| 1 | Use of aircraft stand ID signs, TWY guide lines and visual docking/parking guidance system of aircraft stands | Stands 1A, 7A, 10A, 10L, 10R, 30 and 31 available under marshaller guidance only. Stand Guidance System on all other stands and Stop arrows (on Stands 6-14 and 17). Parking guidance facilities to be used from P1.<br><br>In some strong light conditions, pilots may experience glare on Safedock system (Stands 1-5, 15 and 16). If unable to correctly interpret Safedock guidance, pilots must request marshalling assistance. |
| 2 | Runway and taxiway markings and lighting | Runway marking aid(s):<br>16/34: Runway designation, runway threshold, runway edge lines and lights, runway/taxiway centreline, fixed distance, touchdown.<br><br>Taxiway marking aid(s):<br>Yellow centre-line paint marking.<br><br>Taxiway light(s):<br>Green centre-line on Taxiways Alpha, Charlie, Delta and Mike, blue edge lights and/or reflective markers on other taxiways. |
| 3 | Stop bars and runway guard lights (if any) | Red stop bars are located at holding points A4, C3, D2, E1, E2, E3, E4, E5, E6, E7, E8, E9, M1, M5, M7 and M9 and are in use at all times during the hours of ATC operation. No aircraft is to cross a red stop bar unless given a specific instruction to do so under escort from an Airside Operations vehicle. |
| 4 | Other runway protection measures | |
| 5 | Remarks | Aircrews are to note that the Stand Entry Guidance is activated by Airline and Handling Agent staff as prescribed in CAP 642. Aircrew should not enter the stand unless the stand guidance is illuminated or if advised that it is unserviceable, under marshaller guidance only. An emergency stop sign has also been installed on all SEG equipped stands. When activated, an electronic red flashing 'STOP' warning sign is illuminated. Aircraft must not enter the stand under any circumstances until the sign has been switched off.<br><br>Runway 05/23, Runway 14/32 and Runway 36 Helistrip designators and aiming point marked (Runway 23 only).<br><br>Three WDI: 571143.71N 0021124.09W (LGTD) - 571228.15N 0021222.45W (LGTD) - 571209.15N 0021211.76W (LGTD). |

## EGPD AD 2.10 AERODROME OBSTACLES

| In Approach/Take-off areas | | | | | | |
|---|---|---|---|---|---|---|
| **Obstacle ID/ Designation** | **Obstacle Type** | **Obstacle Position** | **Elevation/Height** | | **Obstruction Lighting Type/ Colour** | **Remarks** |
| **1** | **2** | **3** | **4** | | **5** | **6** |
| (EGPD5506) 16/APPROACH 34/ TAKE-OFF | BG CHIMNEY | 571302.52N 0021246.17W | 262 FT | 26 FT | No | |
| (EGPD14320) 16/APPROACH 34/ TAKE-OFF | LLZ 34 | 571249.49N 0021222.22W | 231 FT | 8 FT | Yes Red | |
| (EGPD14438) 16/APPROACH 34/ TAKE-OFF | NFM 34 | 571246.78N 0021221.43W | 227 FT | 5 FT | No | |
| (EGPD14326) 32/APPROACH 14/ TAKE-OFF | GP MAST 34 | 571152.10N 0021132.95W | 234 FT | 34 FT | Yes Red | |
| (EGPD5957) 34/APPROACH 16/ TAKE-OFF | BEAM SENSOR 2 | 571130.97N 0021131.23W | 242 FT | 7 FT | No | |
| (EGPD5819) 34/APPROACH 16/ TAKE-OFF | BUILDING | 571127.70N 0021131.60W | 250 FT | 8 FT | No | |
| (EGPD14439) 34/APPROACH 16/ TAKE-OFF | NFM 16 | 571127.47N 0021122.89W | 238 FT | 5 FT | No | |
| (EGPD14318) 34/APPROACH 16/ TAKE-OFF | LLZ 16 | 571125.22N 0021120.03W | 243 FT | 11 FT | Yes Red | |
| (EGPD13613) 34/APPROACH 16/ TAKE-OFF | TREE | 571021.18N 0021012.55W | 400 FT | 71 FT | No | |

| In circling area and at aerodrome | | | | | | |
|---|---|---|---|---|---|---|
| **Obstacle ID/ Designation** | **Obstacle Type** | **Obstacle Position** | **Elevation/Height** | | **Obstruction Lighting Type/ Colour** | **Remarks** |
| **1** | **2** | **3** | **4** | | **5** | **6** |
| (EGPD13251) | HV PYLON | 571607.84N 0020913.11W | 649 FT | 152 FT | No | |
| (EGPD13466) | MAST | 571020.91N 0021423.98W | 1028 FT | 163 FT | Yes Red | |
| (EGPD13684) | MAST | 570948.32N 0020857.30W | 642 FT | 217 FT | Yes Red | |

## EGPD AD 2.11 METEOROLOGICAL INFORMATION PROVIDED

| | | |
|---|---|---|
| 1 | Associated MET Office | MET OFFICE ABERDEEN |
| 2 | Hours of service<br>MET Office outside hour | H24 |
| 3 | Office responsible for TAF preparation<br>Periods of validity | MET OFFICE ABERDEEN<br>24 hours. |
| 4 | Trend forecast<br>Interval of issuance | TREND<br>30 minutes. |
| 5 | Briefing/consultation provided | Self-briefing/Telephone. |
| 6 | Flight documentation<br>Language(s) used | Charts abbreviated plain language text. TAFs and METARs.<br>English |
| 7 | Charts and other information available for briefing or consultation | Available on the Met Office website, www.metoffice.gov.uk/aviation. |
| 8 | Supplementary equipment available for providing information | |
| 9 | ATS units provided with information | ABERDEEN/DYCE |
| 10 | Additional information (limitation of service, etc.) | |

## EGPD AD 2.12 RUNWAY PHYSICAL CHARACTERISTICS

| **Designations RWY Number** | **True bearing** | **Dimensions of RWY** | **Surface of RWY/ SWY/ Strength** | **THR co-ordinates/ THR Geoid undulation** | **THR elevation/ Highest elevation of TDZ of precision APP RWY** | **Slope of RWY/ SWY** |
|---|---|---|---|---|---|---|
| **1** | **2** | **3** | **4** | **5** | **6** | **7** |
| 05 | 046.47° | 477 x 46 M | RWY surface: Asphalt | 571214.78N<br>0021205.93W<br>163.6 FT | THR 203.9 FT | |
| 23 | 226.48° | 477 x 46 M | RWY surface: Asphalt | 571225.40N<br>0021145.34W<br>163.6 FT | THR 189.0 FT | |
| 14 | 139.13° | 581 x 36 M | RWY surface: Asphalt | 571211.28N<br>0021203.18W<br>163.6 FT | THR 202.5 FT | |
| 32 | 319.13° | 581 x 36 M | RWY surface: Asphalt | 571157.08N<br>0021140.54W<br>163.6 FT | THR 196.6 FT | |
| 16 | 158.17° | 1953 x 46 M | RWY surface: Asphalt, Grooved<br>PCN 56/F/B/X/T | 571238.05N<br>0021215.00W<br>163.6 FT | THR 204.6 FT<br>TDZ 204.6 FT | |
| 34 | 338.18° | 1953 x 46 M | RWY surface: Asphalt, Grooved<br>PCN 56/F/B/X/T | 571139.43N<br>0021131.74W<br>163.6 FT | THR 215.4 FT<br>TDZ 215.4 FT | |
| 36 | 359.00° | 570 x 36 M | RWY surface: Asphalt | 571216.36N<br>0021206.24W<br>163.6 FT | THR 202.3 FT | |

| SWY Dimensions | Clearway Dimensions | Strip Dimensions | RESA Dimensions, Overshoot / Undershoot | Location/ description of arresting system | OFZ | Remarks |
|---|---|---|---|---|---|---|
| 8 | 9 | 10 | 11 | 12 | 13 | 14 |
| | | | | | | RWY 05<br><br>Helicopter Runway.<br><br>Strip Dimensions: 485 X 24 M.<br><br>The width of the portion of Runway 05/23 that lies west of Runway 16/34 has a reduced width of 23 M (11.5 M either side of the centre-line of the runway).<br>The section of Runway 05/23 that crosses Runway 16/34 and lies east of Runway 16/34 remains 46 M wide. |
| | | | | | | RWY 23<br><br>Helicopter Runway.<br><br>Strip Dimensions: 485 X 46 M.<br><br>The width of the portion of Runway 05/23 that lies west of Runway 16/34 has a reduced width of 23 M (11.5 M either side of the centre-line of the runway).<br>The section of Runway 05/23 that crosses Runway 16/34 and lies east of Runway 16/34 remains 46 M wide. |
| | | 589 x 45 M | | | | RWY 14<br><br>Helicopter Runway. |
| | | 589 x 45 M | | | | RWY 32<br><br>Helicopter Runway. |
| | 199 x 140 M | 2073 x 280 M | 240 x 92 M<br>- | | | RWY 16 |
| | 138 x 140 M | 2073 x 280 M | 240 x 92 M<br>- | | | RWY 34<br><br>The downslope gradient over the first 400 M of LDA : Runway 34 is 0.83%. |
| | | 579 x 45 M | | | | RWY 36<br><br>Helicopter Runway. |

## EGPD AD 2.13 DECLARED DISTANCES

| Runway designator | TORA | TODA | ASDA | LDA | Remarks |
|---|---|---|---|---|---|
| 1 | 2 | 3 | 4 | 5 | 6 |
| 16 | 1953 M | 2152 M | 1953 M | 1953 M | Declared TORA commences at location of threshold lights. Soil erosion strip beyond must not be used for aircraft movement. |
| 34 | 1953 M | 2091 M | 1953 M | 1953 M | Declared TORA commences at location of threshold lights. Soil erosion strip beyond must not be used for aircraft movement. |
| 16 | 1830 M | 2030 M | 1830 M | | Take-off from intersection with Holds M7 and E9. |
| 16 | 1312 M | 1511 M | 1312 M | | Take-off from intersection with Runway 23. |
| 16 | 629 M | 829 M | 629 M | | Take-off from intersection with Runway 32, using the H32 designator as a visual reference point when lining up for departure. |
| 34 | 1339 M | 1477 M | 1339 M | | Take-off from intersection with Runway 32. |
| 34 | 689 M | 828 M | 689 M | | Take-off from intersection with Runway 23, using the H23 designator as a visual reference point when lining up for departure. |

| Runway designator | TORA | TODA | ASDA | LDA | Remarks |
|---|---|---|---|---|---|
| 1 | 2 | 3 | 4 | 5 | 6 |
| 05 | | 414 M<br>H - 477 M | | | Helicopter Runway |
| 14 | | 506 M<br>H - 581 M | | | Helicopter Runway |
| 23 | | | | 477 M<br>H - 220 M | Helicopter Runway<br><br>Restricted landing distance when used independently of Runway 16. |
| 32 | | | | 581 M | Helicopter Runway |
| 36 | | 580 M<br>H - 260 M | | | Helicopter Runway |

## EGPD AD 2.14 APPROACH AND RUNWAY LIGHTING

| RWY | Approach lighting Type/ Length/ Intensity | Threshold lighting Colour/Wing bars | VASIS/ MEHT/ PAPI/ PAPI Dist from THR | TDZ, lighting Length | Runway Centre Line lighting Length/ Spacing/ Colour/ Intensity | Runway edge lighting Length/ Spacing/ Colour/ Intensity | Runway end lighting Colour/ Wing bars | Stopway lighting Length/ Colour | Remarks |
|---|---|---|---|---|---|---|---|---|---|
| 1 | 2 | 3 | 4 | 5 | 6 | 7 | 8 | 9 | 10 |
| 23 | Runway 23 White touchdown square with green lights. | White | HAPI Left/6° 210 M | | | Omni-directional White | | | THR: White touchdown square with green lights. |
| 16 | Coded centre-line five crossbars. 915 M Light intensity high | Green With green wingbars | PAPI Right/3° 52 FT 341 M | | Colour coded Full length 15 M spacing | Variable intensity Bi-directional Flush fitting | Red | | |
| 34 | Coded centre-line five crossbars. 915 M Light intensity high | Green With green wingbar | PAPI Left/3° 51 FT 375 M | | Colour coded Full length 15 M spacing. | Variable intensity Bi-directional Flush fitting | Red | | |

## EGPD AD 2.15 OTHER LIGHTING, SECONDARY POWER SUPPLY

| | | |
|---|---|---|
| 1 | ABN/IBN location, characteristics and hours of operation | |
| 2 | LDI location and lighting<br>Anemometer location and lighting | Anemometer: Runway 16: 571227.82N 0021159.28W (LGTD);<br>Runway 34: 571144.99N 0021141.88W (LGTD). |
| 3 | TWY edge and centre line lighting | |
| 4 | Secondary power supply/switch-over time | Uninterruptable Power Supply and generator / Immediate. |
| 5 | Remarks | Apron floodlighting on Stands 1-17 and Stands 30-31. |

## EGPD AD 2.16 HELICOPTER LANDING AREA

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## EGPD AD 2.17 AIR TRAFFIC SERVICES AIRSPACE

| Designation and lateral limits | Vertical Limits | Airspace Class | ATS unit callsign/ language | Transition Altitude | Hours of applicability | Remarks |
|---|---|---|---|---|---|---|
| 1 | 2 | 3 | 4 | 5 | 6 | 7 |
| ABERDEEN CTR<br>572100N 0023356W - 572100N 0015802W - 571522N 0015428W thence clockwise by the arc of a circle radius 10 NM centred on 571207N 0021152W to 570850N 0022913W - 571520N 0023326W thence clockwise by the arc of a circle radius 10 NM centred on 571834N 0021602W to 572100N 0023356W | Upper limit: FL115<br>Lower limit: SFC | D | ABERDEEN APPROACH<br>English | 6000 FT | | The Airspace remains notified even though the Controlling Authority may not be monitoring the frequency at all times.<br><br>To operate UAS above 400 FT AGL within this area, UAS operators are required to notify NATS via the NATS Non-Standard Flight (NSF) Portal. UAS operators are required to notify NATS at least 14 days before the date of each activity. |
| ABERDEEN ATZ<br>A circle, 2.5 NM radius, centred at 571209N 0021153W on longest notified runway (16/34) | Upper limit: 2000 FT AGL<br>Lower limit: SFC | D | ABERDEEN APPROACH<br>English | 6000 FT | | The Airspace remains notified even though the Controlling Authority may not be monitoring the frequency at all times. |

## EGPD AD 2.18 AIR TRAFFIC SERVICES COMMUNICATION FACILITIES

| Service Designation | Callsign | Channel/ Frequency(MHz) | SATVOICE number(s) | Logon Address | Hours of Operation | Remarks |
|---|---|---|---|---|---|---|
| 1 | 2 | 3 | 4 | 5 | 6 | 7 |
| APP | ABERDEEN APPROACH | 119.055<br>DOC 55 NM/ 25,000 FT. | | | Service can be provided H24.<br>During the period 2230-0545 (2130-0445) the frequency is not monitored at all times. Frequency normally monitored for: Arrivals - ETA-10 to ATA+10; Departures - ETD-30 to ATD+10. | ATZ hours H24.<br><br>121.250 MHz available by prior arrangement with ATC for non-8.33 kHz capable aircraft. Frequency is not continuously monitored when not in use. |
| TWR | ABERDEEN GROUND | 121.705 | | | 0600-2130 (0500-2030). | When notified by ATIS, Tower and Radar will be provided as a combined function on frequencies 118.105 and 119.055 using callsigns Aberdeen Tower/Aberdeen Radar.<br><br>121.250 MHz available by prior arrangement with ATC for non-8.33 kHz capable aircraft. Frequency is not continuously monitored when not in use. |
| | ABERDEEN TOWER | 118.105<br>DOC 25 NM/8,000 FT. | | | Service can be provided H24.<br>During the period 2230-0545 (2130-0445) the frequency is not monitored at all times. Frequency normally monitored for: Arrivals - ETA-10 to ATA+10; Departures - ETD-30 to ATD+10. | |

| Service Designation | Callsign | Channel/ Frequency(MHz) | SATVOICE number(s) | Logon Address | Hours of Operation | Remarks |
|---|---|---|---|---|---|---|
| 1 | 2 | 3 | 4 | 5 | 6 | 7 |
| RADAR | ABERDEEN DIRECTOR | 128.305<br>DOC 25 NM/<br>10,000 FT. | | | As directed by ATC | When notified by ATIS, Tower and Radar will be provided as a combined function on frequencies 118.105 and 119.055 using callsigns Aberdeen Tower/Aberdeen Radar.<br><br>121.250 MHz available by prior arrangement with ATC for non-8.33 kHz capable aircraft. Frequency is not continuously monitored when not in use. |
| | ABERDEEN RADAR | 119.055 | | | H24 | |
| ATIS | ABERDEEN INFORMATION | 114.300<br>Broadcast on Aberdeen VOR. | | | H24 | |
| | | 121.855 | | | H24 | |
| OTHER | ABERDEEN FIRE | 121.600<br>Non-ATS frequency. | | | Available when Fire vehicle attending aircraft on the ground in an emergency. | |

## EGPD AD 2.19 RADIO NAVIGATION AND LANDING AIDS

| Type of Aid CAT of ILS/MLS MAG Var/VOR Declination | Ident | Frequency | Hours of Operation | Position of transmitting antenna coordinates | Elevation of DME transmitting antenna | Remarks |
|---|---|---|---|---|---|---|
| 1 | 2 | 3 | 4 | 5 | 6 | 7 |
| ILS/LOC<br>I<br>0.08°E (2027) | IAX | 109.900 MHz | HO | 571124.94N<br>0021121.06W | | (RWY 16) |
| ILS/GP | IAX | 333.800 MHz | HO | 571228.86N<br>0021158.98W | | 3° ILS Ref Datum Hgt 51 FT. |
| ILS/LOC<br>I<br>0.07°E (2027) | IABD | 109.900 MHz | HO | 571249.30N<br>0021223.32W | | (RWY 34)<br>Full fly-up indications may not be achieved, or maintained, when below and to the extreme right of the localiser centre-line. |
| ILS/GP | IABD | 333.800 MHz | HO | 571152.05N<br>0021132.92W | | 3° ILS Ref Datum Hgt 50 FT. |
| VOR/DME<br>0.04°E (2027)<br>0.37°W (2021) | ADN | 90X<br>114.300 MHz | H24<br>Hours of operation for aerodrome purposes: HO | 571837.62N<br>0021602.09W | 610 FT | VOR/DME DOC: 90 NM/50,000 FT (200 NM/50,000 FT in Sector R045-135). |
| DME | IAX | 36X<br>109.900 MHz | HO | 571204.36N<br>0021202.34W | 224 FT | (RWY 16)<br>On AD.<br>Zero range is indicated at THR of Runway 16. |
| DME | IABD | 36X<br>109.900 MHz | HO | 571152.10N<br>0021132.82W | 217 FT | (RWY 34)<br>On AD.<br>Zero range is indicated at THR of Runway 34. |
| NDB (L)<br>0.13°E (2027) | ATF | 348.000 kHz | H24 | 570439.04N<br>0020620.53W | | Range 25 NM. |

# EGPD AD 2.20 LOCAL AERODROME REGULATIONS

## 1 AIRPORT REGULATIONS

a) All flights are subject to the prior approval of the Operations Director, Aberdeen International Airport Ltd and prior notification to Airport Coordination Ltd, who act as an agent for the airport. With the exception of General Aviation and Military flights, requests for ad-hoc slot allocations should be made to ACL during working hours, Mon-Fri 0830-1700 (0730-1600), by e-mail: lonacxh@acl-uk.org; or Tel: 0161-493 1850, Fax: 0161-493 1853, or at all other times to Airside Operations 01224-725055. OCS account holders can add, change and cancel slots at any time on the online coordination portal: https://www.online-coordination.com/default.aspx?AspxAutoDetectCookieSupport=1.
b) Use of the aerodrome for training purposes is subject to the prior permission of the Operations Director, Aberdeen International Airport Ltd.
c) Ground running of aircraft engines for test or maintenance is subject to the approval of the Operations Director, Aberdeen International Airport Ltd and shall be kept to the minimum consistent with operational needs. Ground runs are not permitted on Sun 1100-1300 (1000-1200).
d) Ambulance, Offshore Emergency and Medivac flights (including helicopters) are not subject to the restrictions as detailed in AD 2.3 Item 1 and Item 12 (paragraph 1).
e) Non-radio aircraft subject to PPR from ATC.
f) Use of APUs on Echo Apron is restricted to +/- 45 minutes from arrival or departure. Beyond this time, aircraft requiring power must use Ground Power Units arranged through the ground handling company.
g) Flight Planning: Any Flight Plan requiring submission must be faxed to ATC: 01224-727170. The Flight Plan Form (CA48/RAF F2919) must also contain a contact telephone number.

***Note:*** *Any Flight Plans sent to EGPDZPZX for onward transmission will not be actioned.*

## 2 GROUND MOVEMENT

a) Subject to apron capacity, aircraft not departing within 2 hours may be relocated to a remote parking area.
b) Only aircraft with a wingspan of 19 M or less are permitted to self manoeuvre on Stands 1 to 16, under marshaller guidance. Ground crews must be in attendance at such aircraft that intend to undertake this manoeuvre.
c) Pilots should always use the minimum power necessary when self-manoeuvring their aircraft on all areas of the aerodrome.
d) Standard pushback procedures for Stands 1-17 are:

i. All aircraft must conduct curved pushbacks from Stands 1, 1A, 9, 12, 13 and 14. Curved pushbacks from all other stands available on request with ATC. Aircraft on Stand 16 that require a curved pushback will be instructed to conduct a curved pushback behind Stand 17 to face east, followed by a pull forward manoeuvre behind Stand 15.
ii. Embraer E195-E2 on Stands 2, 3 and 4 and Airbus A321 on Stand 3 to conduct curved pushbacks.
iii. Aircraft of length 44 M or more (Airbus A321 or longer) to conduct a curved pushback from Stand 7 and 7A.
iv. Except as noted in (ii) and (iii), all aircraft from Stands 2, 3, 4, 5, 6, 7, 8, 10, 10L, 10R, 11, 15, 16 and 17 are to conduct straight pushbacks.

Powerback manoeuvres may be conducted from Stands 1-8, 10 (including 10L and 10R), 11 and 15-17 by aircraft of Jetstream 41 size or smaller. Powerbacks are not permitted from Stands 9 and 12-14.

ATC approval for all pushback manoeuvres must be obtained prior to pushback commencing. Pilots must inform ATC if the pushback manoeuvre issued cannot be conducted.

e) Remote hold available at Holding Point D1A (facing west) with the following restrictions:

i. Maximum wingspan size of 36 M. When the remote hold is in use, aircraft with a wingspan greater than 36 M must be escorted past the holding aircraft;
ii. Only one aircraft may use the remote hold at any one time;
iii. Use is granted on a strict order of request basis (to request the facility contact GMC or TWR);
iv. The remote hold is available 0600-0900 (0500-0800) and 2000-2230 (1900-2130) each day and by arrangement with Airside Ops and ATC;
v. ATC may remove the remote hold from use at any time;
vi. When the remote hold is in use, holding points D2 and A4 will not be available for aircraft movement;
vii. Remote hold is not available for use when Low Visibility Procedures are in force.

f) At all times, aircrew are responsible for their wingtip/rotortip separation and, if in any doubt, should stop, hold position and request marshaller assistance.
g) Taxiway Echo movement restrictions:

i. The section of Taxiway Echo between Holding Point E8 and the Compass Base is available to vehicles for non-towing movements only.
ii. Due to a 4% longitudinal slope along the section of Echo Taxiway between the NHV Apron and the Compass Base, all aircraft may taxi to/from the Compass Base from E9 under their own power with caution. During winter operations and periods of adverse weather, Airside Operations may temporarily close this section of taxiway or restrict the use of it to permit only aircraft under tow to access the Compass Base.

h) Holding Point T1 may only be used by aircraft with a wingspan up to 24.8 M.
i) Pilots will be issued with 'Runway in Use' and 'Pressure Setting' information prior to start-up clearance being given. There after, taxi instructions will contain only holding point designators.
j) Full ATC clearance is available from EOBT -15 minutes.
k) Aircraft vacating Runway 16 at Holding point M1 must not taxi beyond Holding point M2 without onward ATC taxi clearance.
l) Simultaneous aircraft movements through Holding points C3 and D2 are not permitted.
m) Pilots taxiing from Stands 30/31 should expect to turn left after leaving the stand onto Taxiway Charlie or Delta (depending on parking direction).
n) Pilots instructed to park on Echo Apron must park under marshaller guidance unless otherwise authorised by Airside Ops.

## 3 CAT II/III OPERATIONS

Not applicable.

## 4 WARNINGS

a) Except for light signals, ground signals are not displayed.
b) Intensive large helicopter activity.

Light aircraft should be aware of the possible effect of rotor downwash and wake vortices generated by large helicopters operating to/ from the aerodrome.

c) The width of the Taxiway Echo is 15 M and suitable for use by aircraft up to 20 M wingspan only unless under marshaller guidance. Use of Taxiway Alpha between A1 and A2 is restricted to aircraft not exceeding 19.7 M wingspan. The width of Taxiway Charlie between Taxiway Mike and Taxiway Bravo is 7.5 M and suitable for use by helicopters only.
d) PAPI approach slope guidance for Runway 16 should not be used until the aircraft is established on the extended centre-line of the runway.
e) Moderate/severe turbulence and windshear may be experienced on approaches to all runways when the 1000 FT wind exceeds 15 KT from the sector 200° through west to 320°.
f) Owing to the terrain around Bennachie (11 NM NW of Aberdeen Airport), GPWS warnings are possible on intermediate approach to Runway 16 from the south and west.
g) Occasional crane activity at the following positions (all relative to the ARP):

i. 255-280°/1000-1600 M up to 140 FT AGL;
ii. 355°/800-1400 M up to 115 FT AGL.

h) Pilots of aircraft departing from aerodromes located within the Aberdeen CTR must ensure they are in receipt of an explicit controlled airspace entry clearance prior to departure. It should be noted that the passing of flight plan details to ATC does not constitute a request for, or the issue of, a controlled airspace entry clearance.
i) Adverse weather conditions: Increased spacing on final approach may be in operation during periods of adverse weather conditions (cloud ceiling of 300 FT or less and/or IRVR 1000 M or less). Increased periods of holding may be required and operators should fuel plan accordingly.
j) Model aircraft flying at:

i. Haremoss' position 570515N 0020912W, approximately 1.5 NM northwest of Portlethen. Model aircraft not exceeding 13 KG in weight may be operated up to 400 FT AGL, daily, during daylight hours;
ii. Meikle Wartle position 572146N 0022656W and site elevation 420 FT AMSL, approximately 5 NM north-northwest of Inverurie. Model flying may take place above 400 FT AGL.

## 5 HELICOPTER OPERATIONS

a) Locally based operators may be authorised to carry out landings on Runway 23H independently of operations on Runway 16/34 in accordance with procedures approved by the CAA. The landing distance available for these operations is reduced to 220 M, the end of which is indicated by yellow runway guard lights and the E6 stop bar.
b) Night approaches and landings on Runway 23H are not permitted if the HAPI (Helicopter Approach Path Indicator) is unserviceable. Helicopters approaching Runway 23H must not descend below the HAPI glidepath before crossing the railway.
c) ICAO helicopter rotor clearances require minimum separation distances between the blade tips of two moving helicopters. Adequate separation exists between:

i. A helicopter holding at C3 and a helicopter turning from A4 onto Taxiway Delta;
ii. A helicopter holding at M5 and a helicopter using disused Runway 18;
iii. A helicopter holding at B1 and a helicopter on Taxiway Charlie between C1 and C2.

## 6 USE OF RUNWAYS

a) Runways 05H/23H, 14H/32H and 36H are only available for helicopter movements.
b) Runway 14/32 is not available for take-off and landing at night. However, ground and hover taxi movements on Runway 14/32 in order to access Runway 16/34 are permitted at night.
c) Runway 36

i. With the exception of paragraph 6c ii, Runway 36 is not available for any aircraft movements at night. Additionally, no aircraft movements on this section of manoeuvring area in the reciprocal direction to Runway 36 are permitted at night.
ii. Movements between Runway 16/34 and Holding Point M5 traverse part of Runway 36. Such movements are permitted at all times.

d) Pilots of departing aircraft must inform ATC if a backtrack is required from their runway holding point. This information should be passed to ATC prior to line up clearance being issued.

## 7 TRAINING

a) All training flights are subject to approval by ATC. General training flight acceptance policy:

   i. Mon-Fri: Instrument training flights by civil aircraft other than those based at Aberdeen Airport will not be accepted. Circuit training by military aircraft will not be accepted and military practice diversion instrument approaches limited to 0800-2000 (0700-1900) where approved by ATC;
   ii. Sat-Sun: Instrument training flights by civil aircraft are permitted subject to ATC approval. Military practice diversion instrument approaches limited to 0800-2000 (0700-1900) where approved by ATC;
   iii. Daily: Aircraft on EXAM callsigns will be accepted where approved by ATC.

b) Pilots of training aircraft carrying out go-arounds are advised that for the purposes of terrain clearance, that portion of the flight will be treated as a departure.
c) Training may be curtailed if significant noise complaints are received.

# EGPD AD 2.21 NOISE ABATEMENT PROCEDURES

All aircraft inbound to or outbound from this aerodrome are required to conform to the following procedures, notwithstanding that these may at any time be departed from to the extent necessary for avoiding immediate danger.

a) Every operator of aircraft using the aerodrome shall ensure at all times that aircraft are operated in a manner calculated to cause the least disturbance practicable in areas surrounding the airport.
b) Inbound IFR aircraft greater than 5700 KG may conduct Continuous Descent Approaches (CDA) from first contact with Aberdeen ATSU to an altitude of 4000 FT. In order to facilitate CDAs, when in receipt of an Approach Radar service and when ATC workload permits, controllers will attempt to provide appropriate descent instructions and distance from touchdown information on at least two occasions prior to reaching 4000 FT. Additional range checks may be requested by aircrew.

   Actual speed control will be issued by ATC as required for separation and sequencing purposes, however pilots conducting a CDA should expect speed restrictions of 250 KT or less below FL 100, 210 KT or less when 20 NM from touchdown and 160 KT or less when 10 NM from touchdown.

c) IFR aircraft shall not join final approach to either runway at a height of less than 1500 FT Aberdeen QFE unless they are propeller driven aircraft whose MTWA does not exceed 5700 KG when the minimum height shall be 1000 FT Aberdeen QFE.
d) In addition to paragraph 2.21(c), aircraft conducting an instrument approach shall not descend below 1800 FT Aberdeen QFE before intercepting the ILS or norminal glidepath nor thereafter fly below it. Aircraft landing without ILS assistance shall follow a descent path consistant with a 3° glidepath (or the approach procedure recommended profile if different).
e) Approach to Helistrip 23 aiming point should be on a heading of 218° (MAG).
f) Subject to Air Traffic Control requirements and weather conditions

   i. Training circuits should be undertaken to the west of the aerodrome;
   ii. Fixed-wing departures should be on Runway 34. Arrivals should be on Runway 16;

g) Aircraft operating between 2330-0600 (2230-0530) are requested to use minimal reverse thrust for noise abatement where this will not compromise the safe conduct of flight.

# EGPD AD 2.22 FLIGHT PROCEDURES

## 1 HOLDING

a) The main holding pattern will be based on the VOR ADN but ATC may request aircraft to hold at DOWNI, L ATF. Details of all these patterns are as follows.

| Holding Point | Details |
|---|---|
| VOR ADN | Holding axis 159° MAG, turning left at the facility. Lowest holding altitude 2500 FT. |
| DOWNI (570439N 0020621W) | Holding axis aligned on ADN VOR RDL 160° (Inbound track 340° MAG) between 15 DME ADN (DOWNI) and 20 DME ADN, turning right at the fix. Lowest holding altitude 2500 FT. |
| L ATF | Holding axis 339° MAG, turning right at the facility. Lowest holding altitude 2500 FT. |

## 2 ENTRY/EXIT LANES

a) To facilitate the operation of aircraft to and from Aberdeen/ Dyce Airport, the following entry/exit lanes have been established for use under the stated conditions and subject to the provisions of the Air Traffic Control rules as stated at ENR 1.4.

i. A lane, 3 NM wide, known as the Peterhead Lane with centre-line from Hackley Head 571949N 0015717W (a point on the Aberdeen CTR boundary) thence southwest along the coast to Bridge of Don, then along the River Don to the point at which it crosses the Aberdeen Aerodrome Traffic Zone;
ii. a lane, 3 NM wide, known as the Stonehaven Lane with centre-line from 565522N 0021200W (a point on the Aberdeen CTA boundary) thence northeast along the coast to Bridge of Don, then along the River Don to the point at which it crosses the Aberdeen Aerodrome Traffic Zone;
iii. a lane, 3 NM wide, known as the Inverurie Lane with centre-line the Aberdeen/Inverness railway line extending from 571931N 0023510W (a point on the western boundary of the Aberdeen CTR) through Inverurie and Kintore to the point at which it crosses the Aberdeen Aerodrome Traffic Zone. Additionally, for aircraft taking-off from Runway 16 or proceeding for a landing on Runway 34, a branch lane of similar width is established with centre-line the A96 road extending from Kintore to the point at which it crosses the Aberdeen Aerodrome Traffic Zone.

b) These lanes are shown at AD 2-EGPD-4-1.

i. Use of the lanes is subject to clearance being obtained from ATC Aberdeen, irrespective of prevailing weather conditions. This clearance is to be obtained by non-radio equipped aircraft before take-off and by radio equipped aircraft before entering the lane.
ii. Aircraft using the lanes must remain clear of cloud and in sight of the ground or water, not above 2000 FT Aberdeen QNH (unless authorised by Aberdeen ATC).
iii. An aircraft using a lane shall keep the centre-line on its left, unless otherwise instructed by ATC.
iv. Pilots of aircraft are responsible for maintaining adequate clearance from the ground or other obstructions.
v. When Runway 34 is in use, pilots operating on the Stonehaven Lane, should expect an ATC clearance to route offshore not above 1000 FT (Aberdeen QNH) when south of Girdleness.

## 3 PROCEDURES FOR OUTBOUND AIRCRAFT

a) Initial Departure Routings:

i. Pilots can expect that the initial 'after departure' instruction will usually contain a waypoint or heading that is not the first waypoint contained in the flight plan.

b) Pilots of aircraft at intermediate runway holding points that require a runway backtrack for departure should inform ATC prior to lining up on the runway.
c) On first contact with Aberdeen Radar, pilots of departing aircraft are required to report their passing altitude (based on Aberdeen QNH) and cleared altitude or Flight Level.
d) The width of Runway 16/34 is twice that promulgated in two locations due to additional pavement on the east side of the runway. Pilots lining up on Runway 16/34 abeam Holding Points M7 or E9, or at the Runway 34 threshold must ensure they are correctly lined up on the runway centre-line prior to departure.
e) The Preferred Departure Routes specified in the following table are compatible with ATC requirements and the tracks are to be flown by all departing jet aircraft and by all other departing aircraft of more than 5700 KG MTWA unless otherwise instructed by ATC or unless deviations are required in the interests of safety.

| Runway | ATC Clearance | Procedures |
|---|---|---|
| 16 | Via P600 GLESK | Climb straight ahead. At ADN DME 8.5 NM or 800 FT AAL whichever is the later, turn right to LAVTI (570818N 0022417W). At LAVTI turn left to GLESK. |
| 16 | Via ADN VOR Y904/Y905/P600 LESNI | Climb straight ahead. At ADN DME 8 NM or 600 FT AAL, whichever is the later, turn left to ADN VOR. At ADN VOR turn on course. |
| 34 | Via P600 GLESK | Climb straight ahead to 1000 FT AAL. After reaching 1000 FT AAL turn left to GLESK. |
| 34 | Via ADN VOR Y904/Y905/P600 LESNI | Climb straight ahead to ADN VOR. At ADN VOR turn on course. |

***Note:*** *See AD 2.22 3(a)(i) for additional after departure warning.*

## 4 ABERDEEN ROYAL INFIRMARY (ARI) OPERATIONS

a) Pilots of aircraft operating to/from ARI should be aware of the potential for conflictions and/or TCAS events to occur with aircraft operating to/from Aberdeen Airport. To reduce conflictions, the following procedures apply:

i. When inbound to ARI, pilots will be issued with departure instructions as follows:

1. For VFR departures: Hold overhead ARI not above 500 FT on Aberdeen QNH until in two way communication with ATC;
2. For Special VFR departures: Contact ATC by telephone when on the ground to obtain clearance.

ii. In the case of (b) pilots may attempt to contact ATC via RTF to obtain a clearance but if unable to establish two-way communications shall telephone 01224-727159 to pass flight details. A departure clearance will be issued with a departure time window (normally ETD to ETD +5, but will be subject to other traffic). Pilots unable to comply with this time window must telephone the number above to renegotiate the ETD.

b) Pilots must not depart from ARI unless in possession of a departure clearance from ATC.

## 5 VFR FLIGHTS

a) Pilots intending to conduct survey, inspection or photographic flights within Aberdeen CTR are requested to contact Aberdeen ATC on 01224-727160 prior to departure.

## 6 VISUAL REFERENCE POINTS (VRP)

a) Details of VRPs are available in the consolidated 'Visual Reference Points List' published on the 'Digital Dataset' page of the NATS AIS website, www.nats.aero/ais.

## 7 HELICOPTER ROUTES

a) **Arrivals**

Runway 16 in use

| Approach | Via | Route |
|---|---|---|
| IFR<br>Including Track WHISKEY | HMRI 026 to 086 | Track WHISKEY to Hackley Head then as directed by radar to ILS 16. |
| | HMRI 092 and greater | ADN DME 30 direct to Hackley Head then as directed by radar to ILS 16. |
| VFR/Special VFR | HMRI 026 to 086 plus Sumburgh | Track WHISKEY to Hackley Head - cross Hackley Head not above 1000 FT* - direct to join circuit. |
| Including Track WHISKEY | HMRI 092 only | 30 NM - direct Hackley Head cross Hackley Head not above 1000 FT* - direct to join circuit. |
| | HMRI 092 and greater | 30 NM - direct to GORSE then BOD. Cross BOD not above 1500 FT then join circuit.<br><br>(*Note: 1500 FT at night, subject to the issue of an appropriate ATC clearance.) |

Runway 34 in use

| Approach | Via | Route |
|---|---|---|
| IFR<br><br>Including Track ECHO | HMRI 026 to 086 | Track ECHO to GORSE then as directed by radar to ILS 34. |
| | HMRI 092 and greater | ADN DME 30 direct to GORSE then as directed by radar to ILS 34. |
| VFR/Special VFR<br><br>Including Track ECHO | HMRI 026 to 062 plus Sumburgh | Track ECHO to ATSIB (572629N 0014337W) - VANOR (571408N 0020304W). Cross VANOR not above 1000 FT* pass south of Corby Loch to join circuit. |
| | HMRI 068 to 086 | 30 NM direct to ATSIB (572629N 0014337W) - VANOR (571408N 0020304W). Cross VANOR not above 1000 FT* pass south of Corby Loch to join circuit. |
| | HMRI 092 and greater | 30 NM - direct to GSE then to BOD. Cross GSE not above 1500 FT then join circuit.<br><br>(*Note: 1500 FT at night, subject to the issue of an appropriate ATC clearance.) |

b) **Departure**

Runway 16 in use

| Standard Departure | Route | Altitude | HMRI |
|---|---|---|---|
| SPIKE IFR | After noise abatement, turn left to VANOR, then to SPIKE. After SPIKE, route via Track ECHO to intercept HMRI. | Cross VANOR at 3000 FT. | For HMRI 023 to 053 and Sumburgh. |
| SHRUB IFR | After noise abatement, turn left to SHRUB. After SHRUB intercept HMRI at 40 NM. | Climb to 3000 FT level by the coast. | For HMRI 059 to 101. |
| GORSE IFR | After noise abatement turn left to Bridge of Don then to GORSE, then to intercept the HMRI at 40 NM. | Cross BOD 3000 FT. | For HMRI 107 and greater. |
| ATSIB VFR/Special VFR | After noise abatement, turn left to pass south of Corby Loch via VANOR to ATSIB. Traffic for HMRI 045 to 104 route direct from ATSIB to intercept HMRI at 40 NM, north of HMRI 045 follow track ECHO to intercept HMRI. | Not above 1000 FT* to VANOR. After VANOR not above 1000 FT* or as directed by ATC.<br><br>(*Note: 1500 FT at night, subject to the issue of an appropriate ATC clearance). | For HMRI 101 and less including Sumburgh. |
| GORSE VFR/Special VFR | After noise abatement, turn left to Bridge of Don then to GORSE, then to HMRI at 40 NM. | Not above 1500 FT to Bridge of Don. After Bridge of Don not above 1500 FT or as directed by ATC. | For HMRI 107 and greater. |

Runway 34 in use

| Standard Departure | Route | Altitude | HMRI |
|---|---|---|---|
| PETOX IFR | After noise abatement turn right to PETOX, to intercept the HMRI radial south of PETOX, or after PETOX via track WHISKEY to intercept the HMRI, or continue on track to Sumburgh. | Intercept the HMRI radial at 3000 FT or cross PETOX at 3000 FT. | For HMRI 071 and less. |
| Forties IFR | After noise abatement, turn right to NOBAL, After NOBAL intercept the HMRI at 40 NM DME. | Cross NOBAL at 3000 FT. | For HMRI 077 and greater. |
| SPIKE VFR/Special VFR | After noise abatement turn right to Hackley Head then direct to SPIKE then track ECHO to HMRI (or HMRI enroute to SPIKE). | Not above 1000 FT* to Hackley Head. After Hackley Head not above 1000 FT* or as directed by ATC.<br><br>(*Note: 1500 FT at night, subject to the issue of an appropriate ATC clearance.) | For HMRI 071 and less, including Sumburgh. |
| HACKLEY VFR/Special VFR | After noise abatement turn to Hackley Head to HMRI at 40 NM. | Not above 1000 FT* to Hackley Head. After Hackley Head not above 1000 FT* or as directed by ATC.<br><br>(*Note: 1500 FT at night, subject to the issue of an appropriate ATC clearance.) | For HMRI 077 and greater. |

## 8 FREQUENCY MONITORING CODE (FMC)

a) Pilots operating in the Aberdeen area of responsibility, but intending to remain outside Class D airspace within the area bounded by the following coordinates and maintaining a listening watch only on Aberdeen Radar frequency, 119.055 MHz, are encouraged to select SSR code 4270.

564236N 0022113W - thence clockwise by the arc of a circle radius 30 NM centred on 571209N 0021153W to 573600N 0013814W - 564236N 0022113W.

b) Selection of 4270 does not imply the receipt of an ATC service. Pilots of aircraft displaying the code are not expected to contact ATC under normal circumstances, remain responsible for their own navigation, separation, terrain clearance and are expected to remain clear of the Class D airspace at all times.
c) Whilst squawking 4270, pilots should be aware that Aberdeen Radar may make blind transmissions in order to ascertain a particular aircraft's intentions/route.
d) When a pilot ceases to maintain a listening watch, code 4270 shall be deselected.

# EGPD AD 2.23 ADDITIONAL INFORMATION

Not applicable

# EGPD AD 2.24 CHARTS RELATED TO AN AERODROME

AERODROME CHART - ICAO
AD 2.EGPD-2-1
AIRCRAFT MOVEMENT/PARKING/DOCKING - ICAO
AD 2.EGPD-2-2
GROUND MOVEMENT CHART - CENTRAL TAXIWAY
AD 2.EGPD-2-3
HELICOPTER ROUTE STRUCTURE IN VICINITY OF ABERDEEN - RWY 16
AD 2.EGPD-3-1
HELICOPTER ROUTE STRUCTURE IN VICINITY OF ABERDEEN - RWY 34
AD 2.EGPD-3-2
CLASS D AIRSPACE CHART - ENTRY/EXIT LANES and VRPs
AD 2.EGPD-4-1
ATC SURVEILLANCE MINIMUM ALTITUDE CHART - ICAO
AD 2.EGPD-5-1
ATC SURVEILLANCE MINIMUM ALTITUDE CHART - TEXT
AD 2.EGPD-5-2
INSTRUMENT APPROACH CHART ILS/DME RWY 16 - ICAO
AD 2.EGPD-8-1
INSTRUMENT APPROACH CHART LOC/DME RWY 16 - ICAO
AD 2.EGPD-8-2
INSTRUMENT APPROACH CHART VOR/DME RWY 16 - ICAO
AD 2.EGPD-8-3
INSTRUMENT APPROACH CHART ILS/DME RWY 34 - ICAO
AD 2.EGPD-8-4
INSTRUMENT APPROACH CHART LOC/DME RWY 34 - ICAO
AD 2.EGPD-8-5
INSTRUMENT APPROACH CHART VOR/DME RWY 34 - ICAO
AD 2.EGPD-8-6
INSTRUMENT APPROACH CHART NDB(L)/DME RWY 34 - ICAO
AD 2.EGPD-8-7

# EGPD AD 2.25 VISUAL SEGMENT SURFACE (VSS) PENETRATION

Not applicable

**INTENTIONALLY BLANK**

# AERODROME CHART - ICAO

ARP 571209N 0021153W

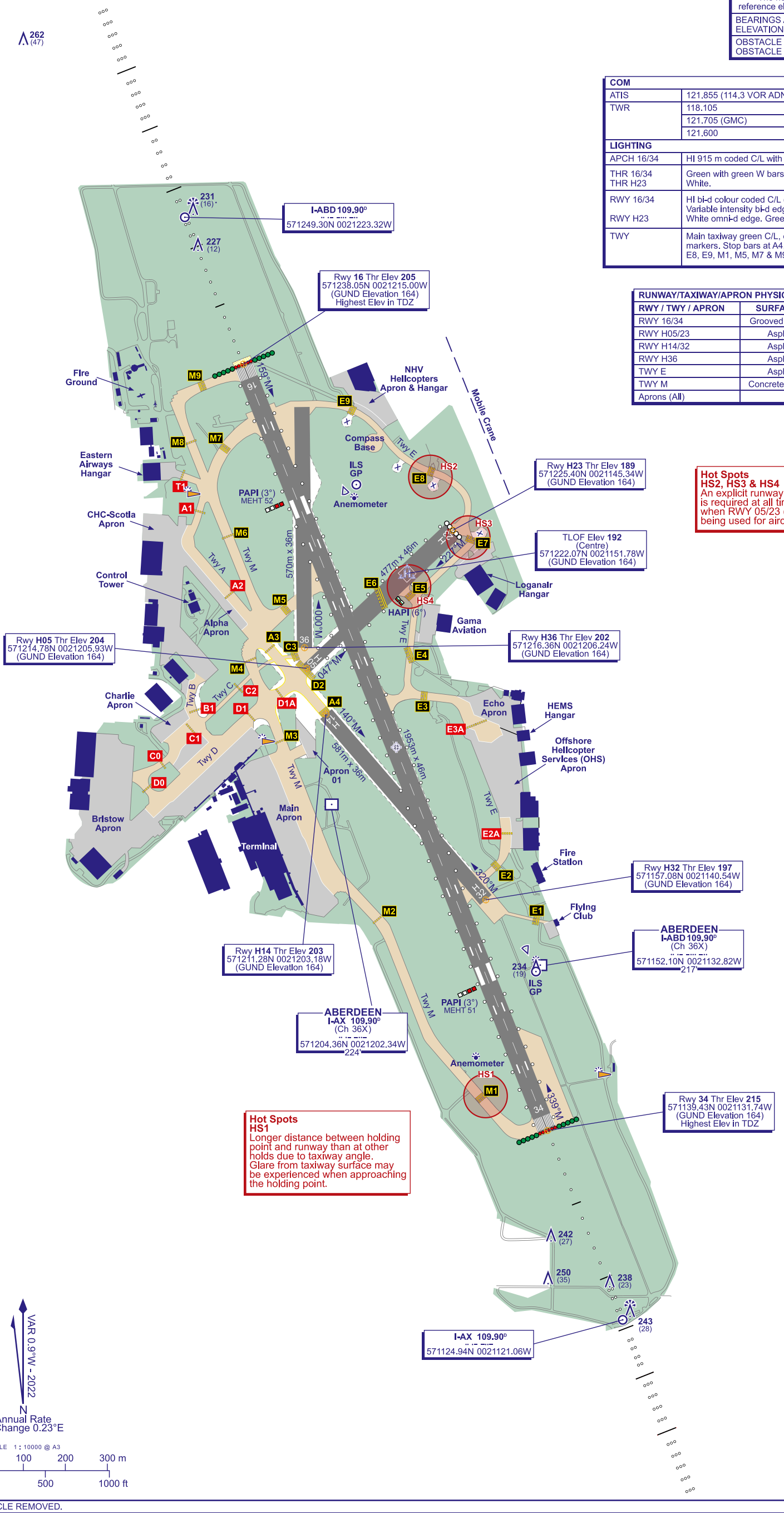
AD ELEV 215 ft

# ABERDEEN/DYCE
EGPD

| GUND (Geoid Undulation) = The height of the geoid (MSL) above the reference ellipsoid (WGS 84) at the stated position. | |
|---|---|
| BEARINGS ARE MAGNETIC<br>ELEVATIONS ARE IN FEET | |
| OBSTACLE ELEVATIONS IN FEET AMSL<br>OBSTACLE HEIGHTS IN FEET ABOVE AD | 296<br>(81) |

| COM | | |
|---|---|---|
| ATIS | 121.855 (114.3 VOR ADN) | ABERDEEN INFO |
| TWR | 118.105 | ABERDEEN TOWER |
| | 121.705 (GMC) | ABERDEEN GROUND |
| | 121.600 | ABERDEEN FIRE |
| **LIGHTING** | | |
| APCH 16/34 | HI 915 m coded C/L with 5 Bar. | |
| THR 16/34<br>THR H23 | Green with green W bars.<br>White. | |
| RWY 16/34<br><br>RWY H23 | HI bi-d colour coded C/L (15 m spacing).<br>Variable intensity bi-d edge. End lights red.<br>White omni-d edge. Green touchdown square. | |
| TWY | Main taxiway green C/L, others blue edge lights/reflective markers. Stop bars at A4, C3, D2, E1, E2, E3, E4, E6, E7, E8, E9, M1, M5, M7 & M9. | |

| RUNWAY/TAXIWAY/APRON PHYSICAL CHARACTERISTICS | | | |
|---|---|---|---|
| **RWY / TWY / APRON** | **SURFACE** | **PCN** | **PCR** |
| RWY 16/34 | Grooved Asphalt | 56/F/B/X/T | - |
| RWY H05/23 | Asphalt | - | - |
| RWY H14/32 | Asphalt | - | - |
| RWY H36 | Asphalt | - | - |
| TWY E | Asphalt | - | - |
| TWY M | Concrete/Asphalt | - | - |
| Aprons (All) | *See AD 2-EGPD-2-2* | | |




**Hot Spots**
**HS2, HS3 & HS4**
An explicit runway entry clearance is required at all times, including when RWY 05/23 (East of E6) is being used for aircraft parking.

**Hot Spots**
**HS1**
Longer distance between holding point and runway than at other holds due to taxiway angle.
Glare from taxiway surface may be experienced when approaching the holding point.

**CHANGE (10/25):** OBSTACLE REMOVED.

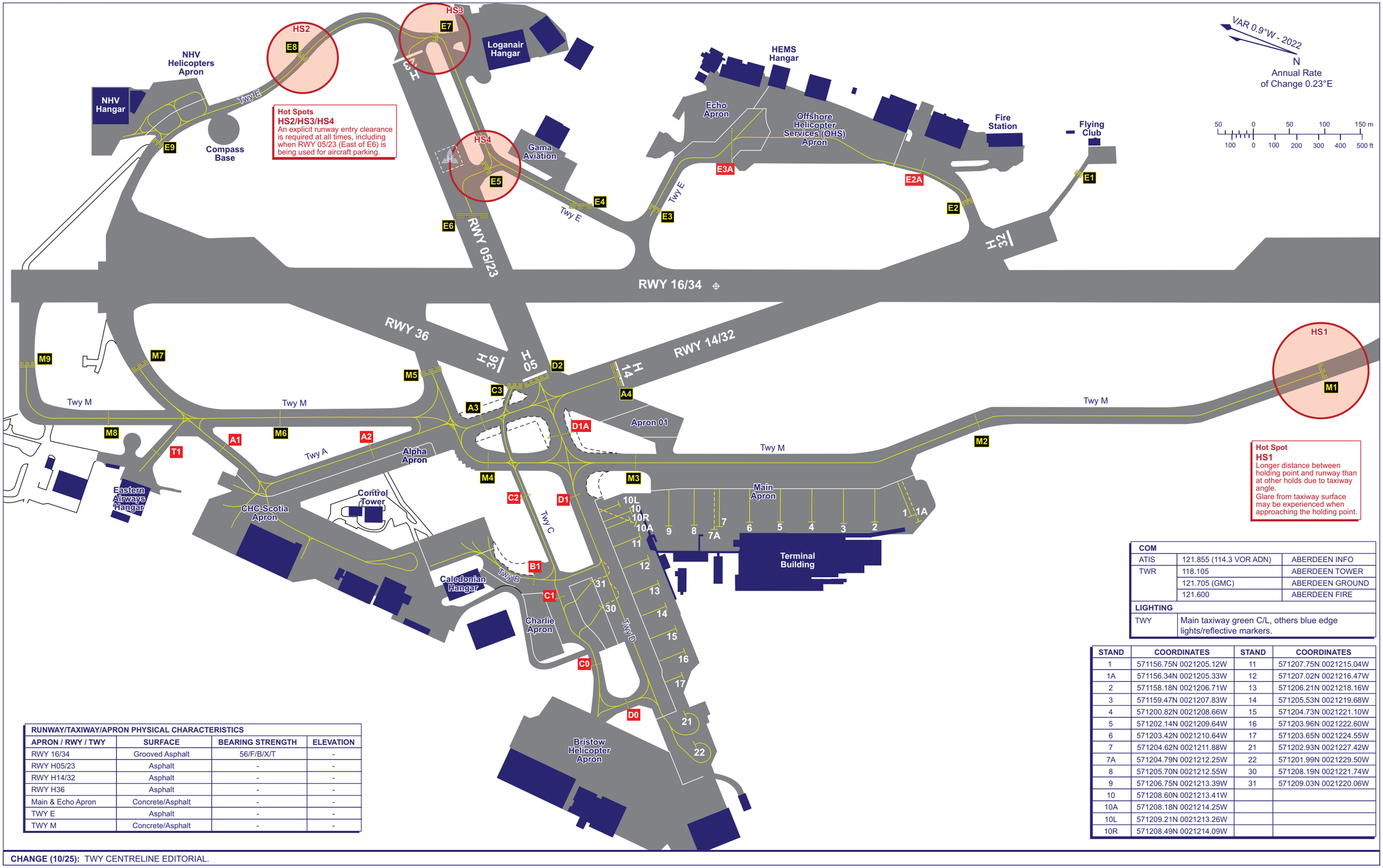
AERO INFO DATE 16 JUL 25

# AIRCRAFT GROUND MOVEMENT/PARKING/DOCKING CHART - ICAO

ARP 571209N 0021153W

AD ELEV 215FT

# ABERDEEN/DYCE
EGPD




**Hot Spots**
**HS2/HS3/HS4**
An explicit runway entry clearance is required at all times, including when RWY 05/23 (East of E6) is being used for aircraft parking.

**Hot Spot**
**HS1**
Longer distance between holding point and runway than at other holds due to taxiway angle.
Glare from taxiway surface may be experienced when approaching the holding point.

| COM | | |
|---|---|---|
| ATIS | 121.855 (114.3 VOR ADN) | ABERDEEN INFO |
| TWR | 118.105 | ABERDEEN TOWER |
| | 121.705 (GMC) | ABERDEEN GROUND |
| | 121.600 | ABERDEEN FIRE |
| **LIGHTING** | | |
| TWY | Main taxiway green C/L, others blue edge lights/reflective markers. | |

| RUNWAY/TAXIWAY/APRON PHYSICAL CHARACTERISTICS | | | |
|---|---|---|---|
| **APRON / RWY / TWY** | **SURFACE** | **BEARING STRENGTH** | **ELEVATION** |
| RWY 16/34 | Grooved Asphalt | 56/F/B/X/T | - |
| RWY H05/23 | Asphalt | - | - |
| RWY H14/32 | Asphalt | - | - |
| RWY H36 | Asphalt | - | - |
| Main & Echo Apron | Concrete/Asphalt | - | - |
| TWY E | Asphalt | - | - |
| TWY M | Concrete/Asphalt | - | - |

| STAND | COORDINATES | STAND | COORDINATES |
|---|---|---|---|
| 1 | 571156.75N 0021205.12W | 11 | 571207.75N 0021215.04W |
| 1A | 571156.34N 0021205.33W | 12 | 571207.02N 0021216.47W |
| 2 | 571158.18N 0021206.71W | 13 | 571206.21N 0021218.16W |
| 3 | 571159.47N 0021207.83W | 14 | 571205.53N 0021219.68W |
| 4 | 571200.82N 0021208.66W | 15 | 571204.73N 0021221.10W |
| 5 | 571202.14N 0021209.64W | 16 | 571203.96N 0021222.60W |
| 6 | 571203.42N 0021210.64W | 17 | 571203.65N 0021224.55W |
| 7 | 571204.62N 0021211.88W | 21 | 571202.93N 0021227.42W |
| 7A | 571204.79N 0021212.25W | 22 | 571201.99N 0021229.50W |
| 8 | 571205.70N 0021212.55W | 30 | 571208.19N 0021221.74W |
| 9 | 571206.75N 0021213.39W | 31 | 571209.03N 0021220.06W |
| 10 | 571208.60N 0021213.41W | | |
| 10A | 571208.18N 0021214.25W | | |
| 10L | 571209.21N 0021213.26W | | |
| 10R | 571208.49N 0021214.09W | | |

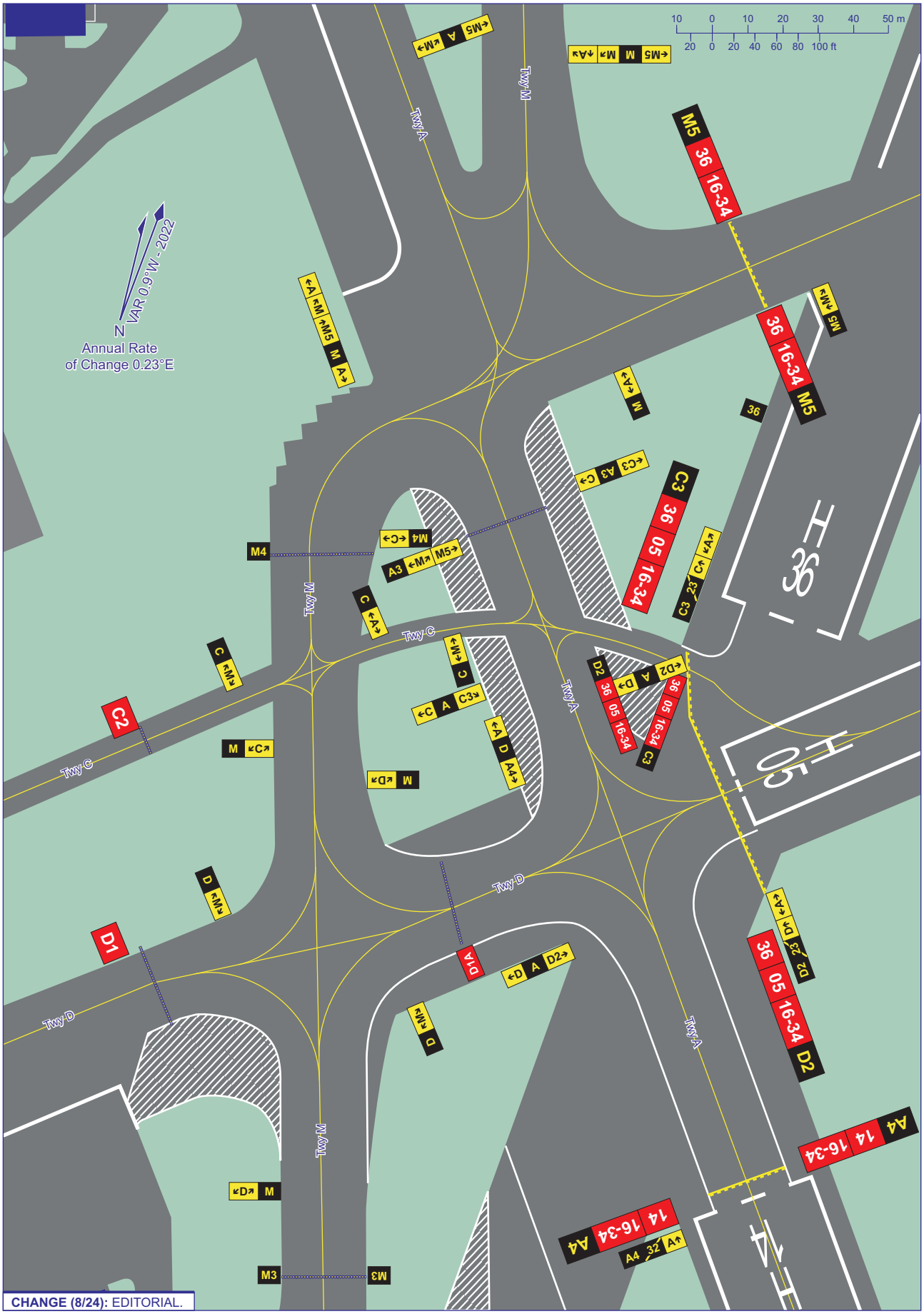
**CHANGE (10/25):** TWY CENTRELINE EDITORIAL.

AERO INFO DATE 21 JUL 25

## GROUND MOVEMENT CHART - ICAO

# CENTRAL TAXIWAY

## ABERDEEN/DYCE
EGPD




**CHANGE (8/24):** EDITORIAL.

AERO INFO DATE 22 MAY 24

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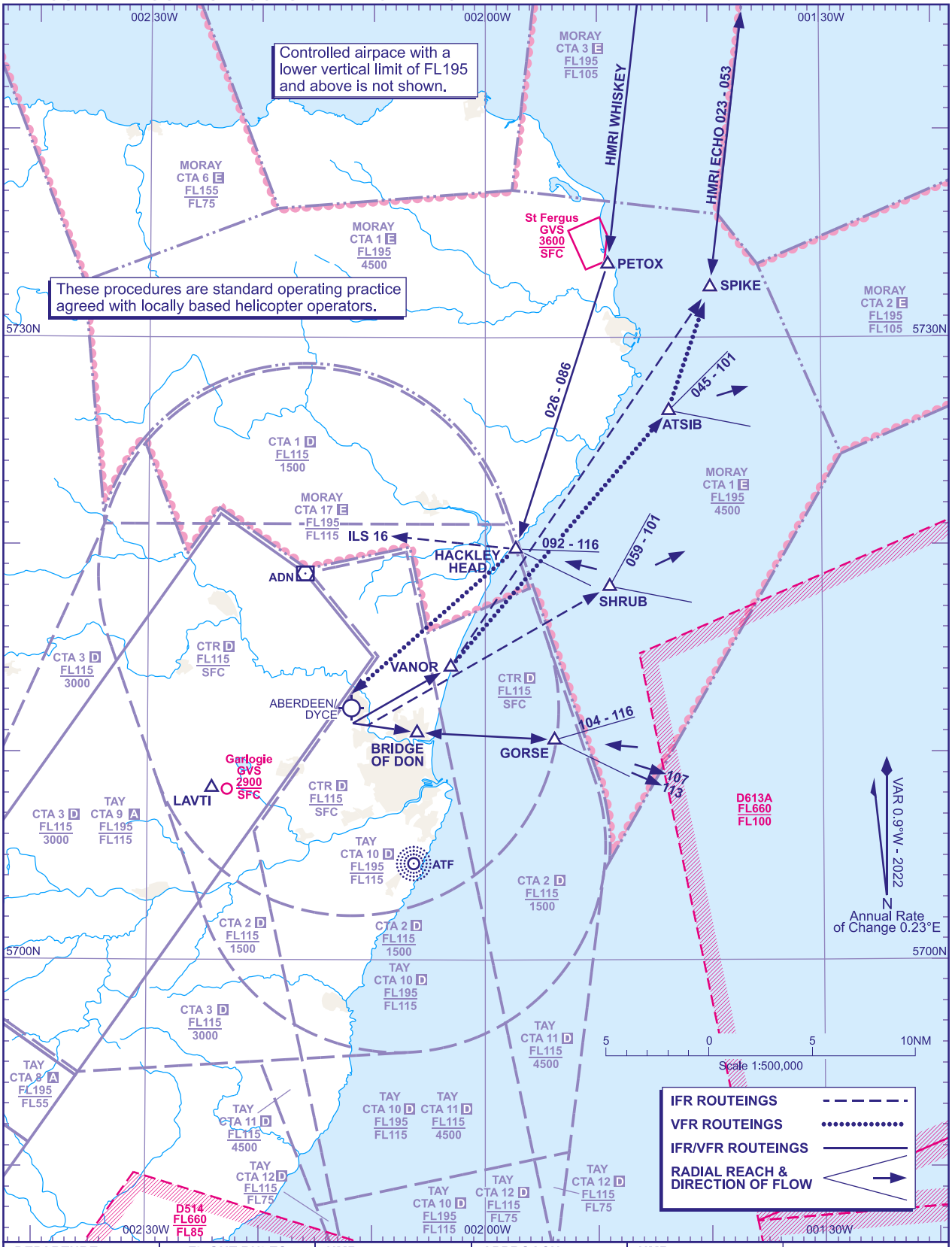
## HELICOPTER ROUTE STRUCTURE IN VICINITY OF ABERDEEN - RWY 16

## ABERDEEN/DYCE




| DEPARTURE | FLIGHT RULES | HMRI | APPROACH | HMRI |
|---|---|---|---|---|
| SPIKE | IFR | SUM & 023 - 053 | IFR | WHISKEY & 026 - 086 |
| SHRUB | | 059 - 101 | | 092 - 116 |
| GORSE | | 107 - 113 | VFR/SVFR | WHISKEY & 026 - 086 |
| ATSIB | VFR/SVFR | SUM & 023 - 101 | | 092 - 098 |
| GORSE | | 107 - 113 | | 104 - 116 |

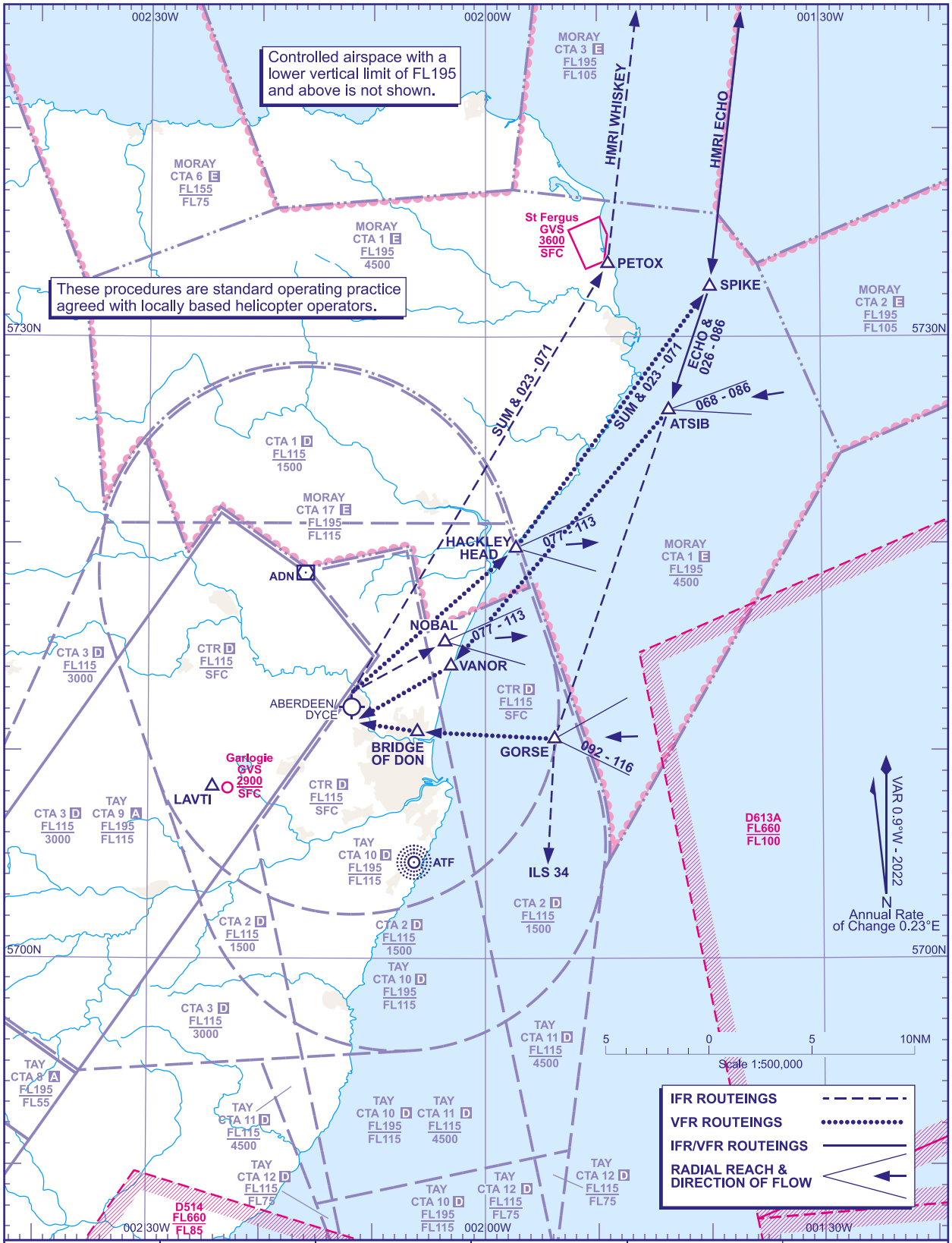
**CHANGE (2/24):** AIRSPACE NOTE ADDED. EGD514 ADDED. EGD613 COMPLEX ADDED.

AERO INFO DATE 08 DEC 23

AD 2-EGPD-3-1

## HELICOPTER ROUTE STRUCTURE IN VICINITY OF ABERDEEN - RWY 34

## ABERDEEN/DYCE



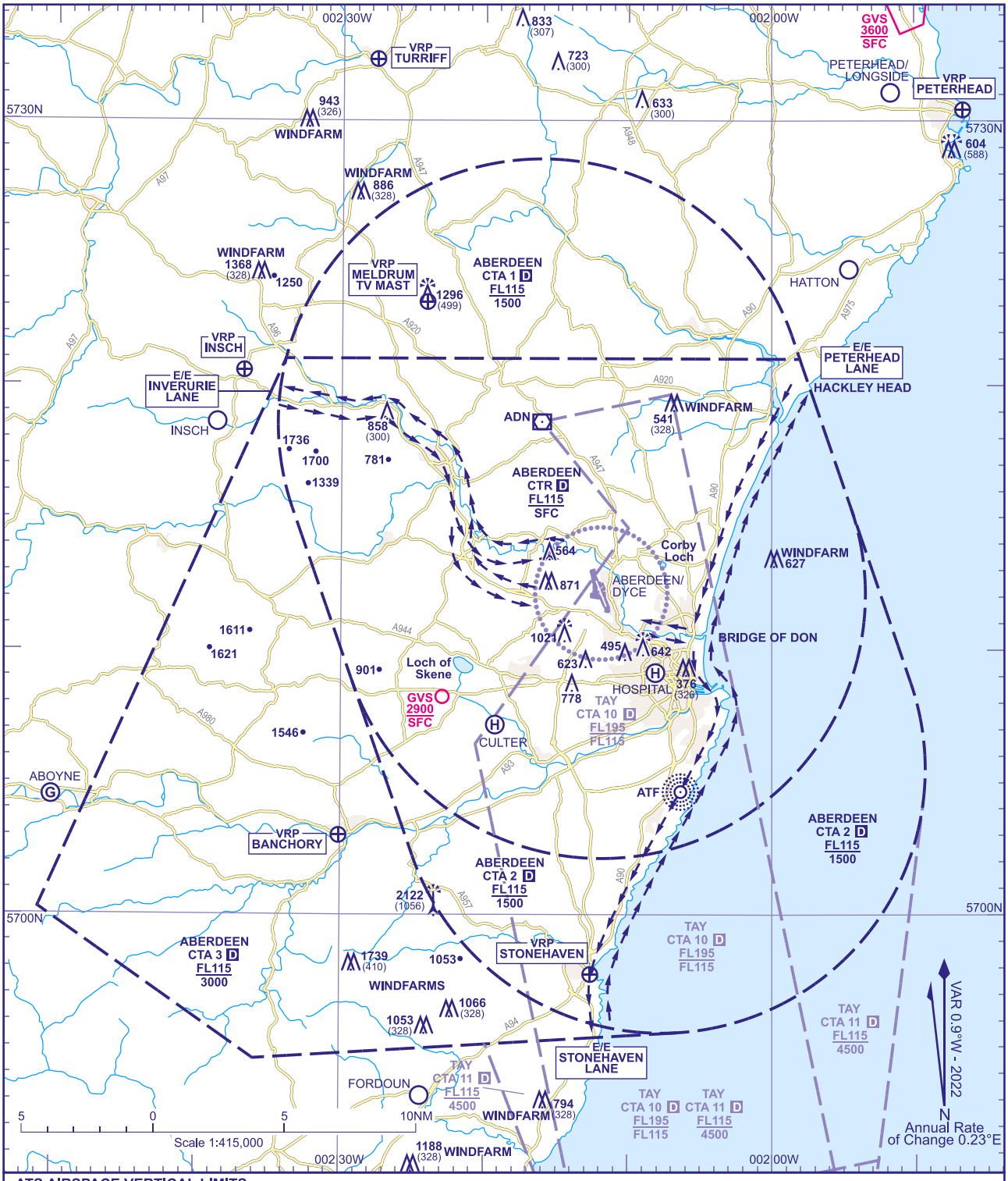

| DEPARTURE | FLIGHT RULES | HMRI | APPROACH | HMRI |
|---|---|---|---|---|
| PETOX | IFR | SUM & 023 - 071 | IFR | ECHO & 026 - 086 |
| FORTIES | | 077 - 113 | | 092 - 116 |
| SPIKE | VFR/SVFR | SUM & 023 - 071 | VFR/SVFR | ECHO & 026 - 086 |
| HACKLEY | | 077 - 113 | | 092 - 116 |

**CHANGE (2/24):** AIRSPACE NOTE ADDED. EGD514 ADDED. EGD613 COMPLEX ADDED.

AERO INFO DATE 08 DEC 23

AD 2-EGPD-3-2

## CLASS D AIRSPACE CHART - ENTRY/EXIT LANES & VRPs — ABERDEEN/DYCE




**ATS AIRSPACE VERTICAL LIMITS**
Controlled airspace with an upper vertical limit of FL195 and above is not shown.

**LATERAL LIMITS**
Detailed description of FIR, UIR, CTA and TMA see ENR 2.1. Detailed description of air traffic services airspace organized at the aerodrome see AD 2.17.

**CHANGE (4/25):** HOSPITAL HELI SITE ADDED.

AERO INFO DATE 23 JAN 25

AD 2-EGPD-4-1

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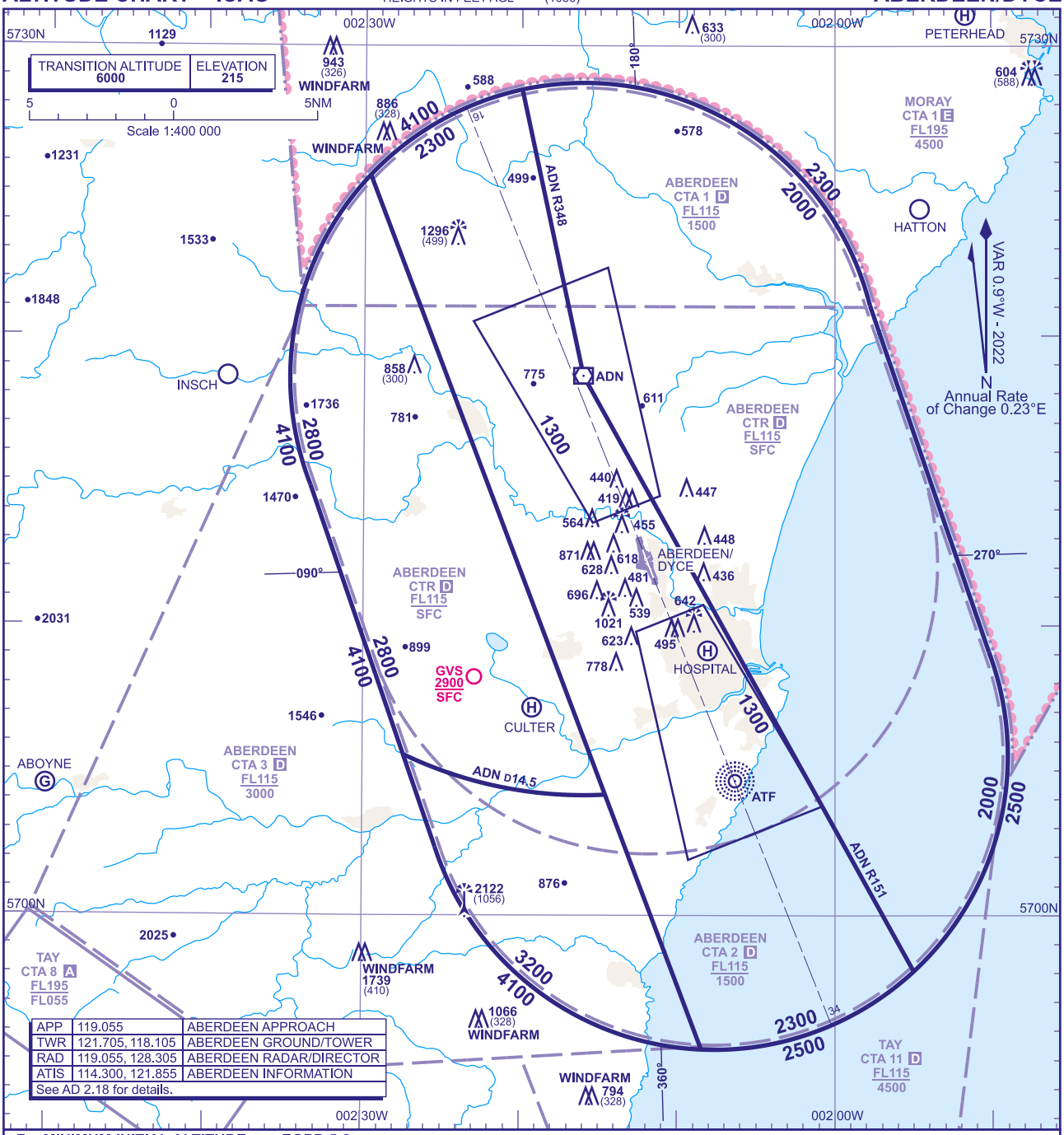
# ATC SURVEILLANCE MINIMUM ALTITUDE CHART - ICAO

BEARINGS, TRACKS AND RADIALS ARE MAGNETIC
ELEVATIONS IN FEET AMSL **2122**
HEIGHTS IN FEET AGL (1056)

## ABERDEEN/DYCE




| | | |
|---|---|---|
| APP | 119.055 | ABERDEEN APPROACH |
| TWR | 121.705, 118.105 | ABERDEEN GROUND/TOWER |
| RAD | 119.055, 128.305 | ABERDEEN RADAR/DIRECTOR |
| ATIS | 114.300, 121.855 | ABERDEEN INFORMATION |
| See AD 2.18 for details. | | |

For **MINIMUM INITIAL ALTITUDE** see EGPD 5-2.

**OUTSIDE THE DESIGNATED ATC SURVEILLANCE MINIMUM ALTITUDE AREA**

The minimum altitude to be allocated by the approach surveillance controller will be either the Minimum Sector Altitude, or **1000** above any fixed obstacles:

a) within 5NM of the aircraft*, and

b) within the sector 15NM ahead of and within 20° either side of the aircraft's track*.

*When the aircraft is within 15NM of the radar antennae, the 5NM in a) and the 15NM in b) may be reduced to 3NM and 10NM respectively.

**LOSS OF COMMUNICATION PROCEDURES**

**Initial Approach**

Continue visually or by means of an appropriate approved final approach aid. If not possible proceed at **2500**, or last assigned level if higher, to **ADN VOR** or **NDB(L) ATF** as appropriate to the procedure being flown†.

**Intermediate and Final Approach**

Continue visually or by means of an appropriate final approach aid. If not possible follow the Missed Approach Procedure to **ADN VOR** or **NDB(L) ATF** as appropriate to the procedure being flown†.

† In all cases where the aircraft returns to the holding facility the procedure to be adopted is the Radio Failure Procedure detailed at ENR 1.1.3.

**GENERAL INFORMATION**

1. Levels shown are based on QNH.
2. Only significant obstacles and dominant spot heights are shown.
3. The minimum levels shown within the ATC Surveillance Minimum Altitude Area are in conformance with the Standard European Rules of the Air - SERA.5015.
4. Minimum Sector Altitudes are based on obstacles and spot heights within 25NM of the Aerodrome Reference Point.
5. Controlled airspace with a base in excess of **5000** or FL055, as appropriate, is not shown.
6. **This chart should only be used for the cross-checking of assigned altitudes whilst in receipt of an ATC Surveillance service.**

**CHANGE (8/25):** SMAA BOUNDARIES REVISED. ALTITUDES REVISED.

AERO INFO DATE 19 MAY 25

AD 2-EGPD-5-1

## ATC SURVEILLANCE MINIMUM ALTITUDE CHART - ICAO

## ABERDEEN/DYCE

**MINIMUM INITIAL ALTITUDE**

Within the ATC Surveillance Minimum Altitude area the minimum initial altitude to be allocated by the approach surveillance controller is:

a) **2000** in the sector defined by the lateral limits; 572823N 0021953W thence clockwise by an arc of a circle radius 10NM centred on 571838N 0021602W to 572101N 0015803W - 570903N 0015030W thence clockwise by an arc of a circle radius 10NM centred on 570532N 0020740W to 565810N 0015518W - 571838N 0021602W - 572823N 0021953W.

b) **2300** in the sector defined by the lateral limits; 572525N 0022935W thence clockwise by an arc of a circle radius 10NM centred on 571838N 0021602W to 572823N 0021953W - 571838N 0021602W - 565810N 0015518W thence clockwise by an arc of a circle radius 10NM centred on 570532N 0020740W to 565533N 0020835W - 570410N 0021455W - 572525N 0022935W.

c) **2800** in the sector defined by the lateral limits; 571453N 0023307W thence clockwise by an arc of a circle radius 10NM centred on 571838N 0021602W to 572525N 0022935W - 570410N 0021455W thence clockwise by an arc of a circle radius 14.5NM centred on 571838N 0021602W to 570527N 0022702W - 571453N 0023307W.

d) **3200** in the sector defined by the lateral limits; 570527N 0022702W thence anticlockwise by an arc of a circle radius 14.5NM centred on 571838N 0021602W to 570410N 0021455W - 565533N 0020835W thence clockwise by an arc of a circle radius 10NM centred on 570532N 0020740W to 570224N 0022504W - 570527N 0022702W.

Further descent to **1300** may be given within the Approach Areas shown when on 40° leg or Final Approach.

**CHANGE (8/25):** AREAS A,B,C BOUNDARIES REVISED. ARC CENTRES REVISED.

AERO INFO DATE 02 JUN 25

# INSTRUMENT APPROACH CHART - ICAO

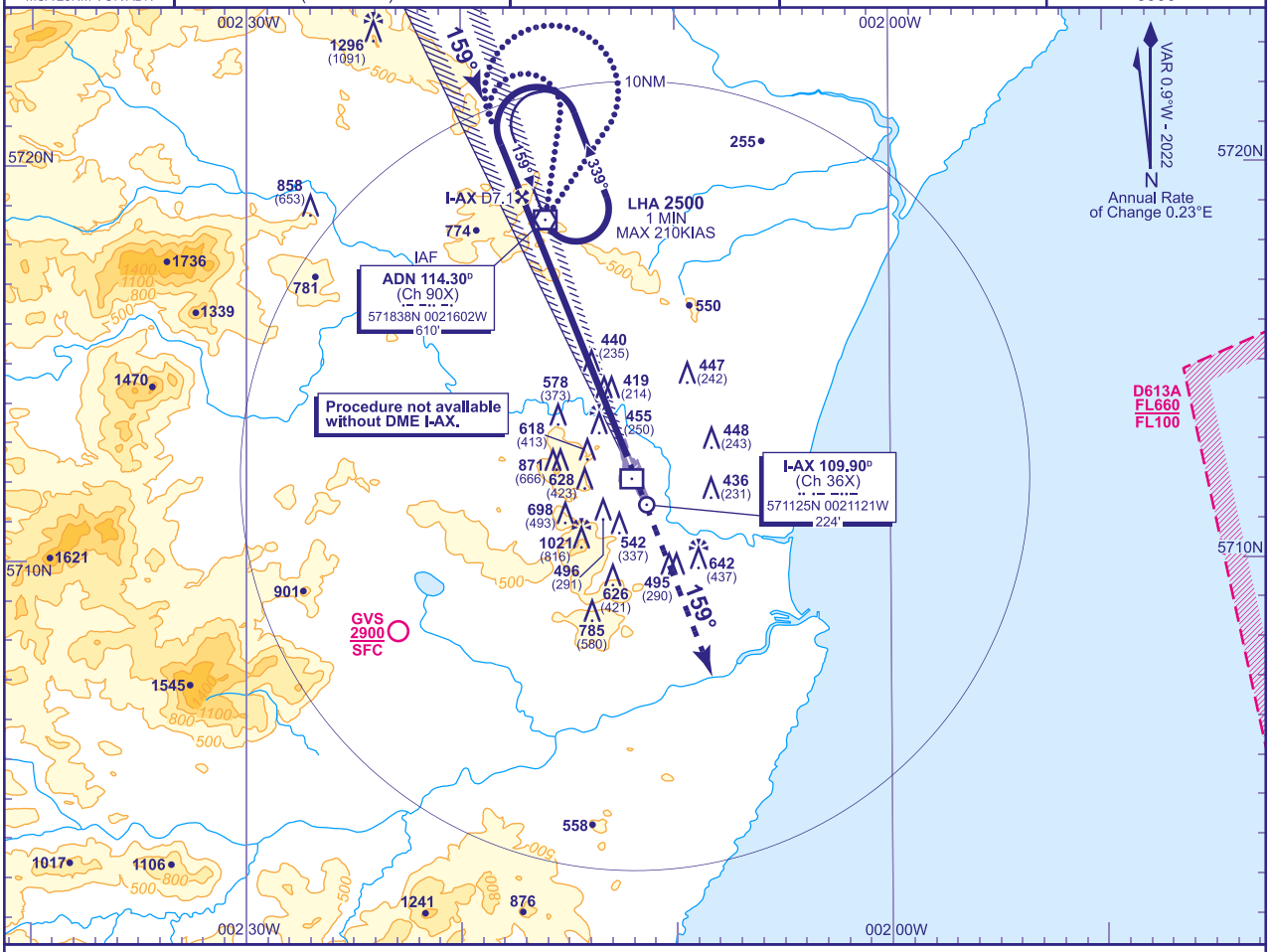
## ABERDEEN/DYCE
## ILS/DME
## RWY 16
(ACFT CAT A,B,C,D)




MSA 25NM VOR ADN

| | | | |
|---|---|---|---|
| APP 119.055 | ABERDEEN APPROACH | AD ELEVATION | 215 |
| TWR 118.105 | ABERDEEN TOWER | THR ELEVATION | 205 |
| 121.705 | ABERDEEN GROUND | OBSTACLE ELEVATION | |
| RAD 119.055, 128.305 | ABERDEEN RADAR | 1296 AMSL (1091) (ABOVE THR) | |
| ATIS 114.300 (VOR ADN) | ABERDEEN INFORMATION | BEARINGS ARE MAGNETIC | |

TRANSITION ALTITUDE **6000**

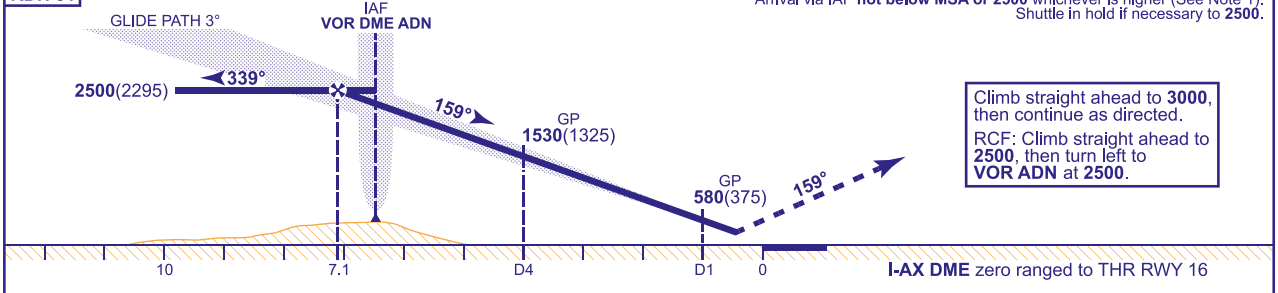



**RECOMMENDED PROFILE** GLIDE PATH 3°, 320FT/NM

| DME I-AX | 6 | 5 | 4 | 3 | 2 | 1 |
|---|---|---|---|---|---|---|
| ALT(HGT) | **2170**(1965) | **1850**(1645) | **1530**(1325) | **1210**(1005) | **900**(695) | **580**(375) |

RDH 51

Arrival via IAF **not below MSA or 2500** whichever is higher (See Note 1). Shuttle in hold if necessary to **2500**.




Climb straight ahead to **3000**, then continue as directed.

RCF: Climb straight ahead to **2500**, then turn left to **VOR ADN** at **2500**.

**I-AX DME** zero ranged to THR RWY 16

| Aircraft Category | | A | B | C | D |
|---|---|---|---|---|---|
| OCA (OCH) | CAT I | **369**(164) | **376**(171) | **385**(180) | **395**(190) |
| VM(C)OCA (OCH AAL) | Total Area | **1150**(935) | **1330**(1115) | **1430**(1215) | **1430**(1215) |
| | East of RWY 16/34 | **720**(505) | **940**(725) | **1050**(835) | **1070**(855) |

| Rate of descent | G/S KT | 160 | 140 | 120 | 100 | 80 |
|---|---|---|---|---|---|---|
| | FT/MIN | 850 | 740 | 640 | 530 | 420 |

**ALTERNATIVE PROCEDURE** BASE TURN REVERSAL
From VOR ADN: fly outbound on R008 (CAT A,B) or R034 (CAT C,D) descending as required to **not below 2500**. At I-AX DME 8.8 (ADN DME 3) base turn left to intercept the LOC. When established continue as for main procedure.

**NOTE 1** Subject to ATC approval, aircraft inbound to VOR ADN may descend to **2900** when within 10NM of DME ADN and to **2500** when within 6NM of DME ADN.
**2** VOR ADN is 0.35NM east of LOC.

**CHANGE (13/24):** VM(C) TOTAL AREA CAT B,C,D. EGD613A ADDED. SPECIFICATION CHANGE.

AERO INFO DATE 10 OCT 24

AD 2-EGPD-8-1

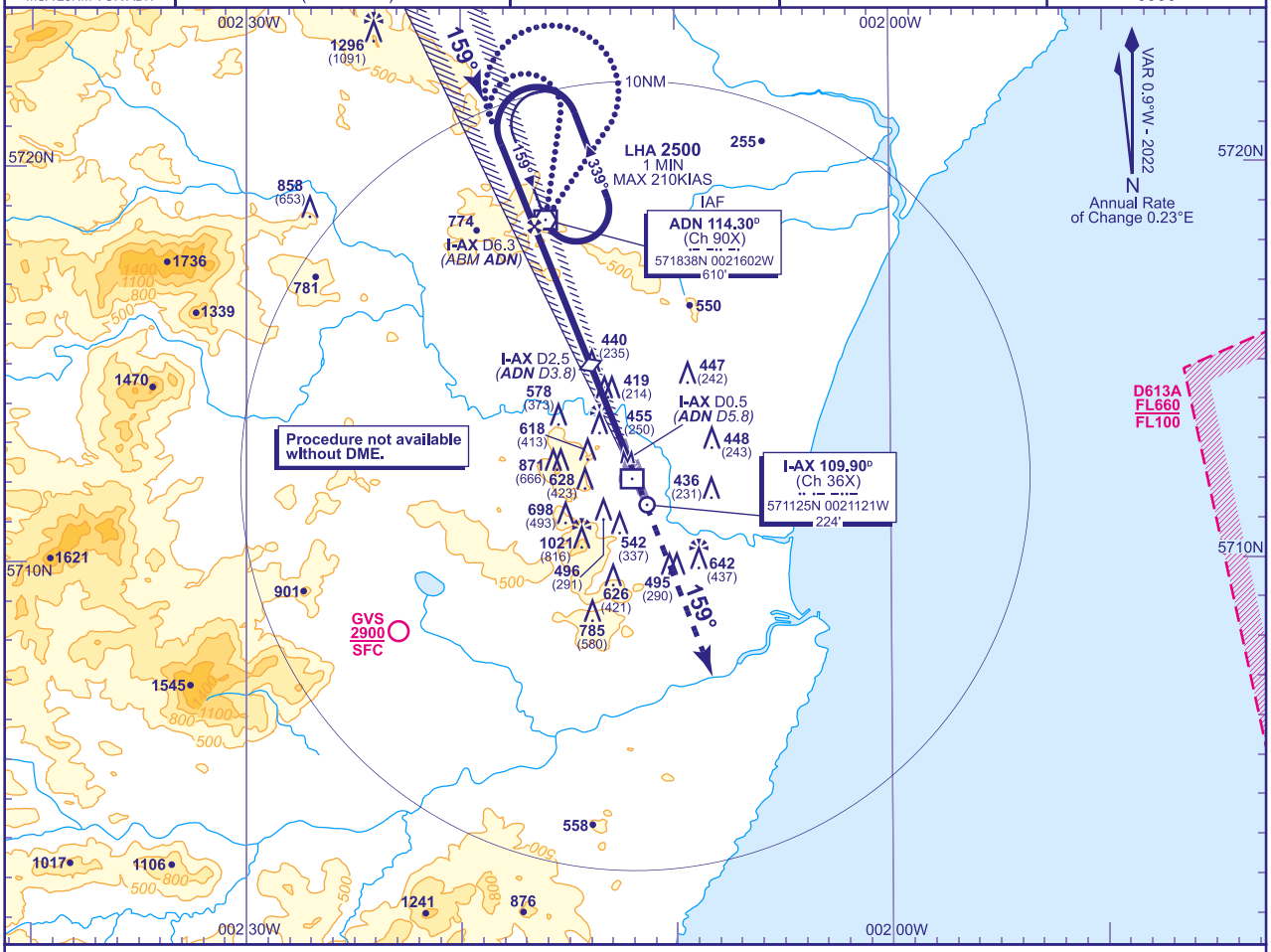
I

## INSTRUMENT APPROACH CHART - ICAO

# ABERDEEN/DYCE
# LOC/DME
# RWY 16
(ACFT CAT A,B,C,D)

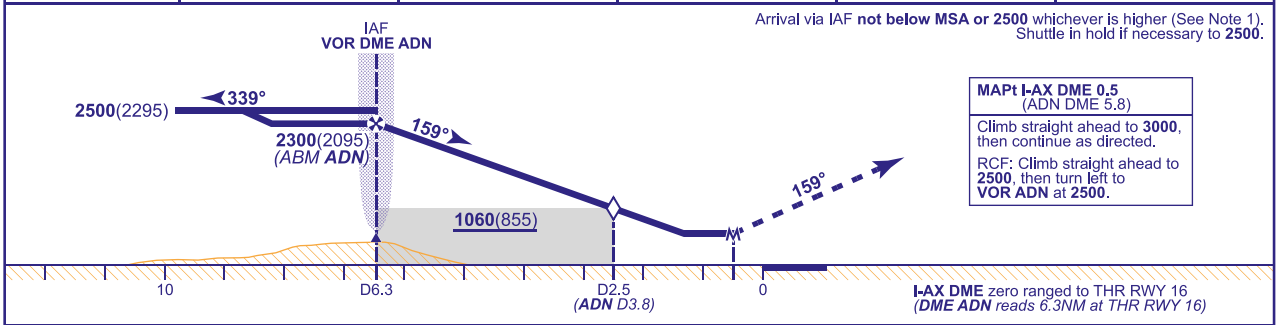
MSA 25NM VOR ADN

| | | | |
|---|---|---|---|
| APP 119.055 | ABERDEEN APPROACH | AD ELEVATION **215** | TRANSITION ALTITUDE **6000** |
| TWR 118.105 | ABERDEEN TOWER | THR ELEVATION **205** | |
| 121.705 | ABERDEEN GROUND | OBSTACLE ELEVATION **1296 AMSL** (1091) (ABOVE THR) | |
| RAD 119.055, 128.305 | ABERDEEN RADAR | | |
| ATIS 114.300 (VOR ADN) | ABERDEEN INFORMATION | BEARINGS ARE MAGNETIC | |




**RECOMMENDED PROFILE** Gradient 5.2%, 320FT/NM

| | | | | | |
|---|---|---|---|---|---|
| **DME I-AX** (ADN) | 6(0.5) | 5(1.4) | 4(2.4) | 3(3.4) | 2(4.3) |
| **ALT**(HGT) | **2170**(1965) | **1850**(1645) | **1530**(1325) | **1210**(1005) | **900**(695) |




Arrival via IAF **not below MSA or 2500** whichever is higher (See Note 1). Shuttle in hold if necessary to **2500**.

**MAPt I-AX DME 0.5**
(ADN DME 5.8)

Climb straight ahead to **3000**, then continue as directed.

RCF: Climb straight ahead to **2500**, then turn left to **VOR ADN** at **2500**.

**I-AX DME** zero ranged to THR RWY 16
(***DME ADN*** *reads 6.3NM at THR RWY 16*)

| Aircraft Category | | A | B | C | D |
|---|---|---|---|---|---|
| **OCA** (OCH) | **Procedure** | **700**(495) | **700**(495) | **700**(495) | **700**(495) |
| **VM(C)OCA** (OCH AAL) | **Total Area** | **1150**(935) | **1330**(1115) | **1430**(1215) | **1430**(1215) |
| | **East of RWY 16/34** | **720**(505) | **940**(725) | **1050**(835) | **1070**(855) |

| Rate of descent | | | | | | |
|---|---|---|---|---|---|---|
| **G/S KT** | 160 | 140 | 120 | 100 | 80 |
| **FT/MIN** | 850 | 740 | 640 | 530 | 420 |

**ALTERNATIVE PROCEDURE** BASE TURN REVERSAL
From VOR ADN: fly outbound on R008 (CAT A,B) or R034 (CAT C,D) descending as required to **not below 2500**. At I-AX DME 8.8 (ADN DME 3) base turn left to intercept the LOC. When established continue as for main procedure.

**NOTE 1** Subject to ATC approval, aircraft inbound to VOR ADN may descend to **2900** when within 10NM of DME ADN and to **2500** when within 6NM of DME ADN.
**2** VOR ADN is 0.35NM east of LOC.
**3** I-AX DME and ADN DME not co-located. Ensure correct range cross check is used for the DME received.

**CHANGE (13/24):** PROCEDURE MINIMA. VM(C) TOTAL AREA CAT B,C,D. EGD613A ADDED. SPECIFICATION CHANGE.

AERO INFO DATE 04 OCT 24

# INSTRUMENT APPROACH CHART - ICAO

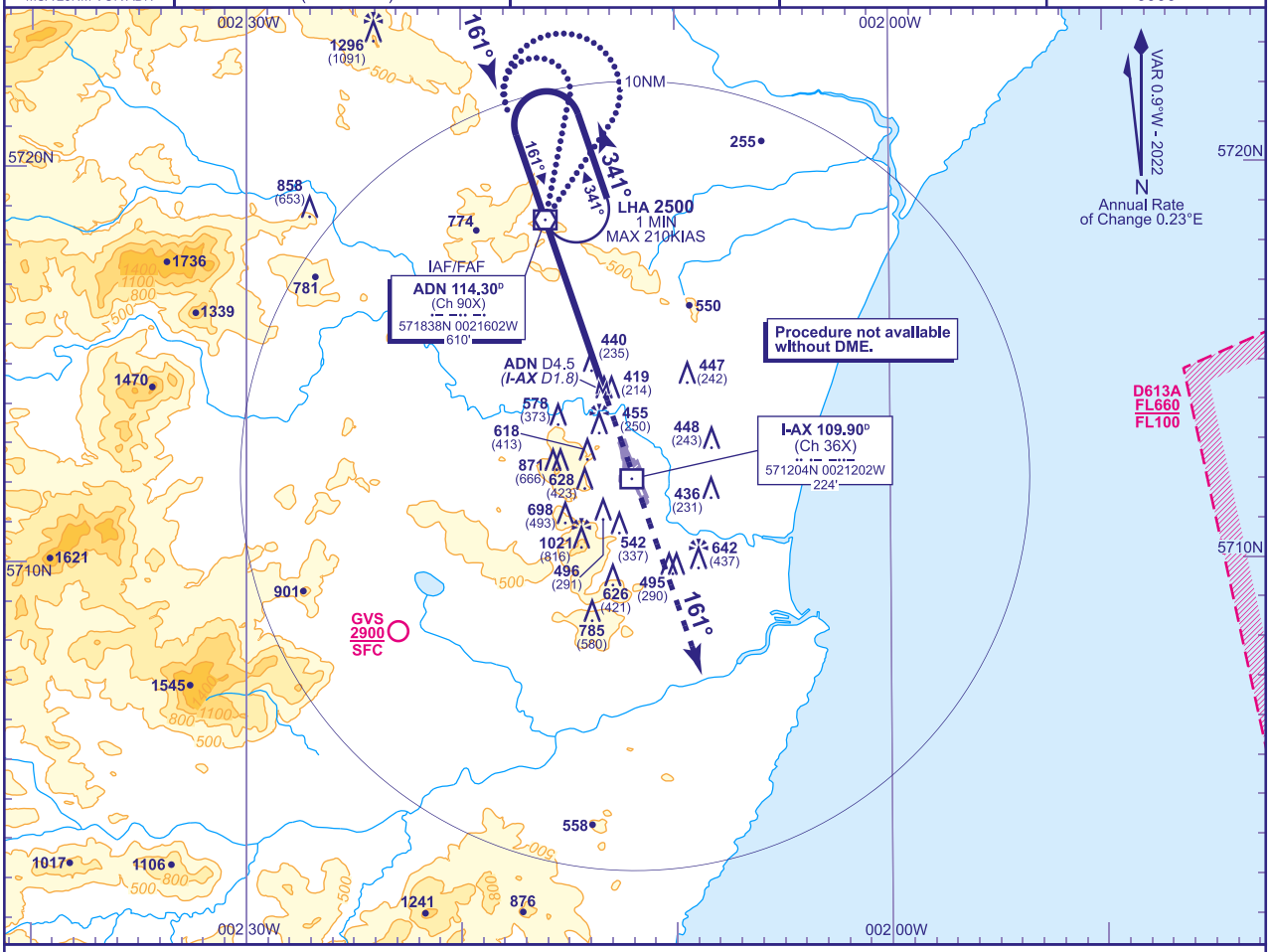
## ABERDEEN/DYCE VOR/DME RWY 16
(ACFT CAT A,B,C,D)



MSA 25NM VOR ADN

| | | | |
|---|---|---|---|
| APP 119.055 | ABERDEEN APPROACH | AD ELEVATION | 215 |
| TWR 118.105 | ABERDEEN TOWER | THR ELEVATION | 205 |
| 121.705 | ABERDEEN GROUND | OBSTACLE ELEVATION 1296 AMSL (1091) (ABOVE THR) | |
| RAD 119.055, 128.305 | ABERDEEN RADAR | | |
| ATIS 114.300 (VOR ADN) | ABERDEEN INFORMATION | BEARINGS ARE MAGNETIC | |

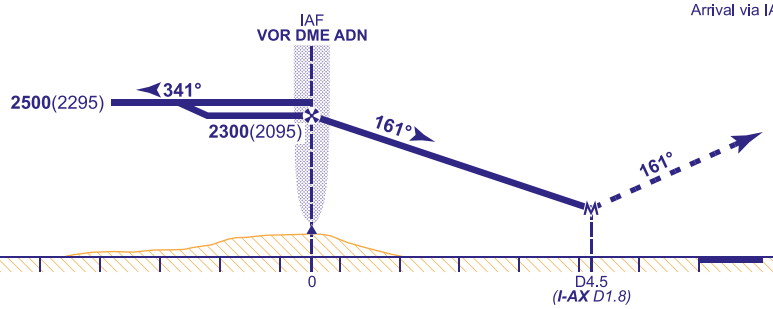
TRANSITION ALTITUDE 6000




**RECOMMENDED PROFILE** Gradient 5.3%, 320FT/NM

| DME ADN (I-AX) | 1(5.3) | 2(4.3) | 3(3.3) | 4(2.3) |
|---|---|---|---|---|
| ALT(HGT) | **1980**(1775) | **1660**(1455) | **1340**(1135) | **1020**(815) |

Arrival via IAF **not below MSA or 2500** whichever is higher (See Note 1).
Shuttle In hold If necessary to **2500**.




**MAPt ADN DME 4.5**
(I-AX DME 1.8)

Climb straight ahead to **3000**, then continue as directed.

RCF: Climb straight ahead to **2500**, then turn left to **VOR ADN** at **2500**.

**DME ADN** reads 6.3NM at THR RWY 16
***(I-AX DME** zero ranged to THR RWY 16)*

| Aircraft Category | | A | B | C | D |
|---|---|---|---|---|---|
| OCA (OCH) | Procedure | **940**(735) | **940**(735) | **940**(735) | **940**(735) |
| VM(C)OCA (OCH AAL) | Total Area | **1150**(935) | **1330**(1115) | **1430**(1215) | **1430**(1215) |
| | East of RWY 16/34 | **940**(725) | **940**(725) | **1050**(835) | **1070**(855) |

| Rate of descent | G/S KT | 160 | 140 | 120 | 100 | 80 |
|---|---|---|---|---|---|---|
| | FT/MIN | 860 | 750 | 640 | 540 | 430 |

**ALTERNATIVE PROCEDURE** BASE TURN REVERSAL
From VOR ADN: fly outbound on R011 (CAT A,B) or R034 (CAT C,D) descending as required to **2500**. At ADN DME 3 (I-AX DME 8.8) base turn left to establish on the extended FAT. When established continue as for main procedure.

**NOTE 1** Subject to ATC approval, aircraft inbound to VOR ADN may descend to **2900** when within 10NM of DME ADN and to **2500** when within 6NM of DME ADN.
**2** FAT offset 3° from RWY C/L.
**3** I-AX DME and ADN DME not co-located. Ensure correct range cross check is used for the DME received.
**4** DME unlocks may occur within 1NM of DME ADN.

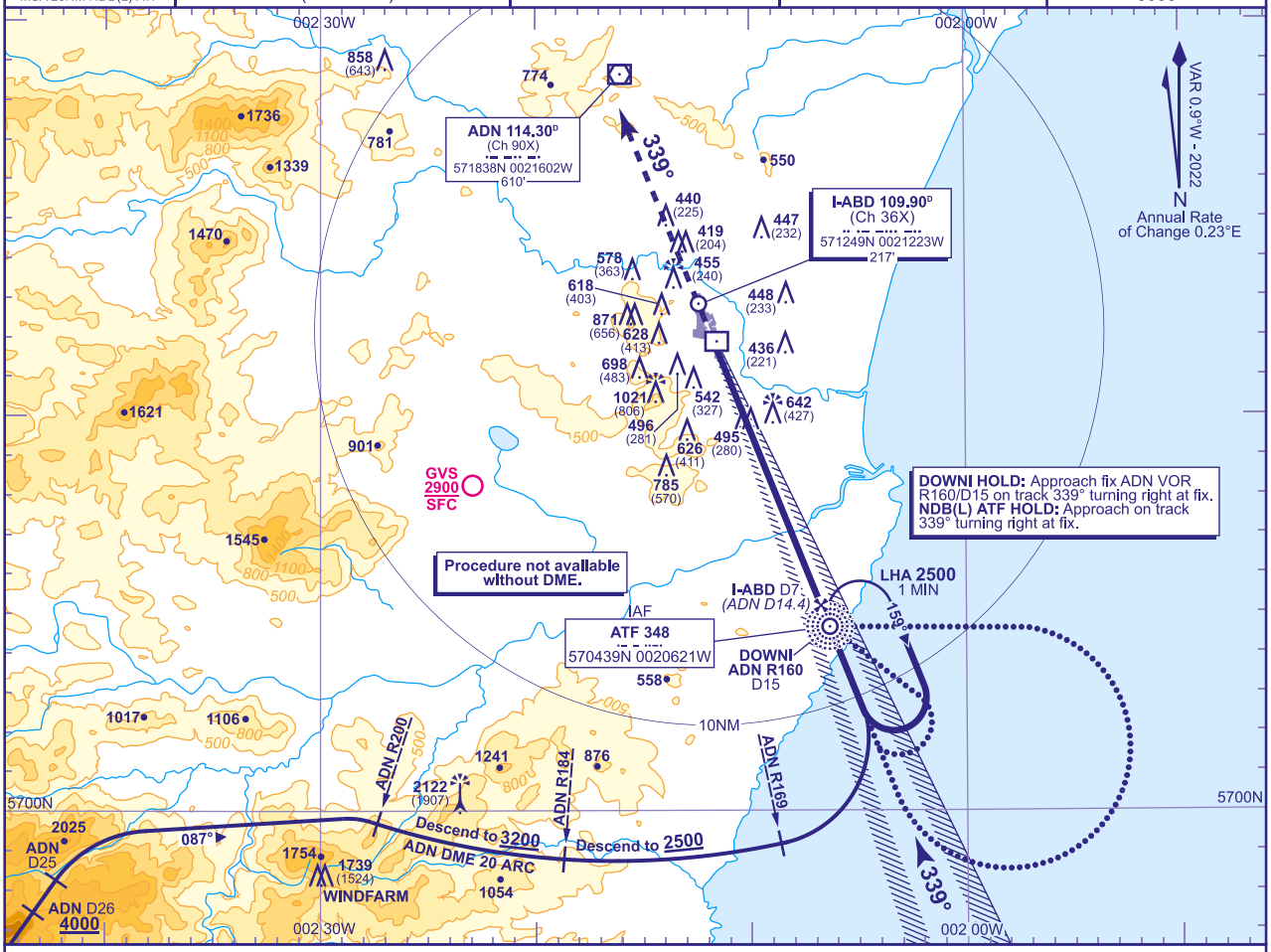
**CHANGE (13/24):** VM(C) TOTAL AREA CAT B,C,D. VM(C) EAST OF RWY 16/34 CAT A. EGD613A ADDED. SPECIFICATION CHANGE.

AERO INFO DATE 04 OCT 24
AD 2-EGPD-8-3

## INSTRUMENT APPROACH CHART - ICAO

# ABERDEEN/DYCE
# ILS/DME
# RWY 34
(ACFT CAT A,B,C,D)

| | | | | |
|---|---|---|---|---|
| MSA 25NM NDB(L) ATF | APP 119.055 | ABERDEEN APPROACH | AD ELEVATION 215 | TRANSITION ALTITUDE 6000 |
| | TWR 118.105 | ABERDEEN TOWER | THR ELEVATION 215 | |
| | 121.705 | ABERDEEN GROUND | OBSTACLE ELEVATION 2122 AMSL (1907) (ABOVE THR) | |
| | RAD 119.055, 128.305 | ABERDEEN RADAR | | |
| | ATIS 114.300 (VOR ADN) | ABERDEEN INFORMATION | BEARINGS ARE MAGNETIC | |

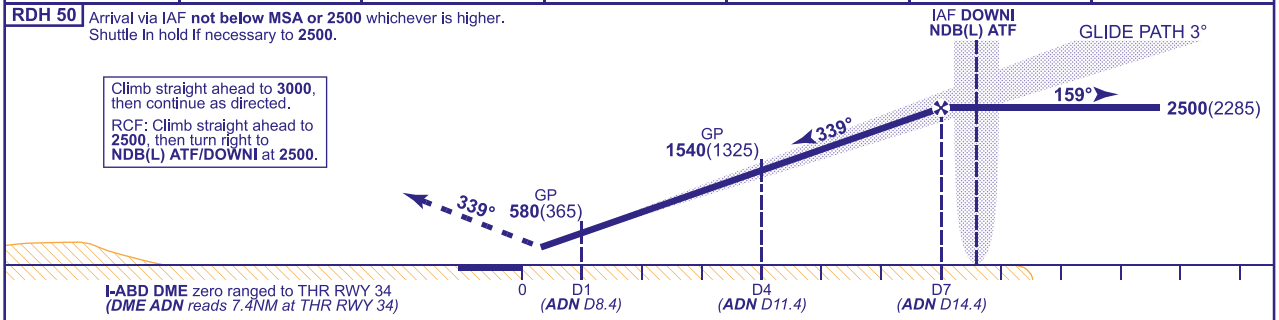



**RECOMMENDED PROFILE** GLIDE PATH 3°, 320FT/NM

| | | | | | | |
|---|---|---|---|---|---|---|
| **DME I-ABD(ADN)** | 6(13.4) | 5(12.4) | 4(11.4) | 3(10.4) | 2(9.4) | 1(8.4) |
| **ALT**(HGT) | **2180**(1965) | **1860**(1645) | **1540**(1325) | **1220**(1005) | **900**(685) | **580**(365) |

**RDH 50** Arrival via IAF **not below MSA or 2500** whichever is higher.
Shuttle In hold If necessary to **2500**.

Climb straight ahead to **3000**, then continue as directed.
RCF: Climb straight ahead to **2500**, then turn right to **NDB(L) ATF/DOWNI** at **2500**.




| Aircraft Category | | A | B | C | D |
|---|---|---|---|---|---|
| OCA (OCH) | CAT I | **370**(155) | **378**(163) | **389**(174) | **399**(184) |
| VM(C)OCA (OCH AAL) | Total Area | **1130**(915) | **1330**(1115) | **1430**(1215) | **1430**(1215) |
| | East of RWY 16/34 | **720**(505) | **940**(725) | **1050**(835) | **1070**(855) |

| Rate of descent | G/S KT | 160 | 140 | 120 | 100 | 80 |
|---|---|---|---|---|---|---|
| | FT/MIN | 860 | 750 | 640 | 540 | 430 |

**DIRECT ARRIVAL FROM AIRWAY P600** (Not available without VOR DME ADN)
Request clearance for direct approach before reaching GLESK. When cleared descend to **not below 4000** at ADN DME 26. At ADN DME 25, turn right onto nominal track 087° to intercept and follow ADN DME 20 arc anticlockwise. After passing VOR ADN R200 descend to **not below 3200**. (See plan).

**ALTERNATIVE PROCEDURE** BASE TURN REVERSAL
From NDB(L) ATF fly outbound on QDR 128° (CAT A,B) or QDR 090° (CAT C,D) descending as required to **not below 2500**. At I-ABD DME 10/ ADN DME 17.4 turn right to intercept the LOC. When established continue as for main procedure.

**NOTE 1** I-ABD DME and ADN DME not co-located. Ensure correct range cross check is used for the DME received.

**CHANGE (13/24):** OCA (OCH) ALL CAT. VM(C) TOTAL AREA CAT B,C,D. VM(C) EAST OF RWY 16/34 CAT C,D. SPECIFICATION CHANGE.

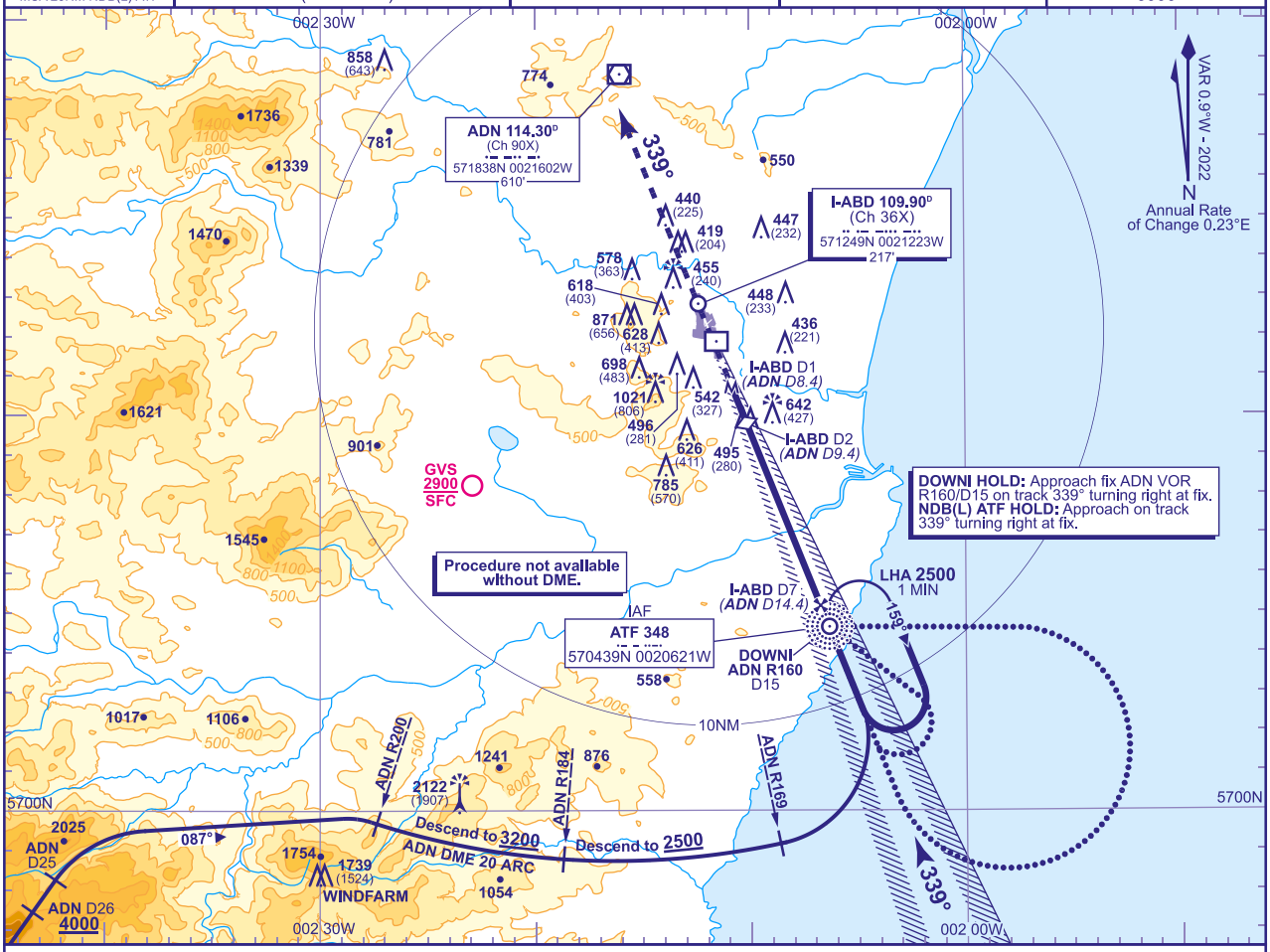
AERO INFO DATE 08 OCT 24 AD 2-EGPD-8-4

# INSTRUMENT APPROACH CHART - ICAO

# ABERDEEN/DYCE
# LOC/DME
# RWY 34
(ACFT CAT A,B,C,D)

MSA 25NM NDB(L) ATF

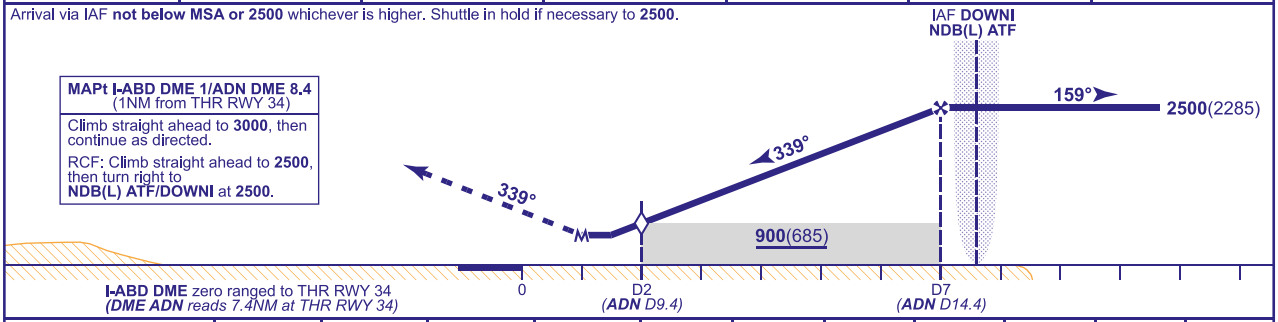
| | | | |
|---|---|---|---|
| APP 119.055 | ABERDEEN APPROACH | AD ELEVATION 215 | |
| TWR 118.105 | ABERDEEN TOWER | THR ELEVATION 215 | |
| 121.705 | ABERDEEN GROUND | OBSTACLE ELEVATION 2122 AMSL (1907) (ABOVE THR) | |
| RAD 119.055, 128.305 | ABERDEEN RADAR | | |
| ATIS 114.300 (VOR ADN) | ABERDEEN INFORMATION | BEARINGS ARE MAGNETIC | TRANSITION ALTITUDE 6000 |




**RECOMMENDED PROFILE** Gradient 5.24%, 320FT/NM

| DME I-ABD(ADN) | 7(14.4) | 6(13.4) | 5(12.4) | 4(11.4) | 3(10.4) | 2(9.4) (SDF) |
|---|---|---|---|---|---|---|
| ALT(HGT) | **2490**(2275) | **2180**(1965) | **1860**(1645) | **1540**(1325) | **1220**(1005) | **900**(685) |

Arrival via IAF **not below MSA or 2500** whichever is higher. Shuttle in hold if necessary to **2500**.




| Aircraft Category | | A | B | C | D | Rate of descent | G/S KT | 160 | 140 | 120 | 100 | 80 |
|---|---|---|---|---|---|---|---|---|---|---|---|---|
| OCA (OCH) | Procedure (see note 1) | **720**(505) | **720**(505) | **720**(505) | **720**(505) | | FT/MIN | 850 | 740 | 640 | 530 | 420 |
| VM(C)OCA (OCH AAL) | Total Area | **1130**(915) | **1330**(1115) | **1430**(1215) | **1430**(1215) | | | | | | | |
| | East of RWY 16/34 | **720**(505) | **940**(725) | **1050**(835) | **1070**(855) | | | | | | | |

**DIRECT ARRIVAL FROM AIRWAY P600** (Not available without VOR DME ADN)
Request clearance for direct approach before reaching GLESK. When cleared descend to **not below 4000** at ADN DME 26. At ADN DME 25, turn right onto nominal track 087° to intercept and follow ADN DME 20 arc anticlockwise. After passing VOR ADN R200 descend to **not below 3200**. (See plan).

**ALTERNATIVE PROCEDURE** BASE TURN REVERSAL
From NDB(L) ATF fly outbound on QDR 128° (CAT A,B) or QDR 090° (CAT C,D) descending as required to **not below 2500**. At I-ABD DME 10/ ADN DME 17.4 turn right to intercept the LOC. When established continue as for main procedure.

**NOTE 1** When ADN DME used to establish SDF range, OCA(H) for all CATS raised to **760**(545).
**2** I-ABD DME and ADN DME not co-located. Ensure correct range cross check is used for the DME received.

**CHANGE (13/24):** OCA (OCH) ALL CAT. VM(C) TOTAL AREA CAT B,C,D. VM(C) EAST OF RWY 16/34 CAT C,D. SPECIFICATION CHANGE.

AERO INFO DATE 10 OCT 24

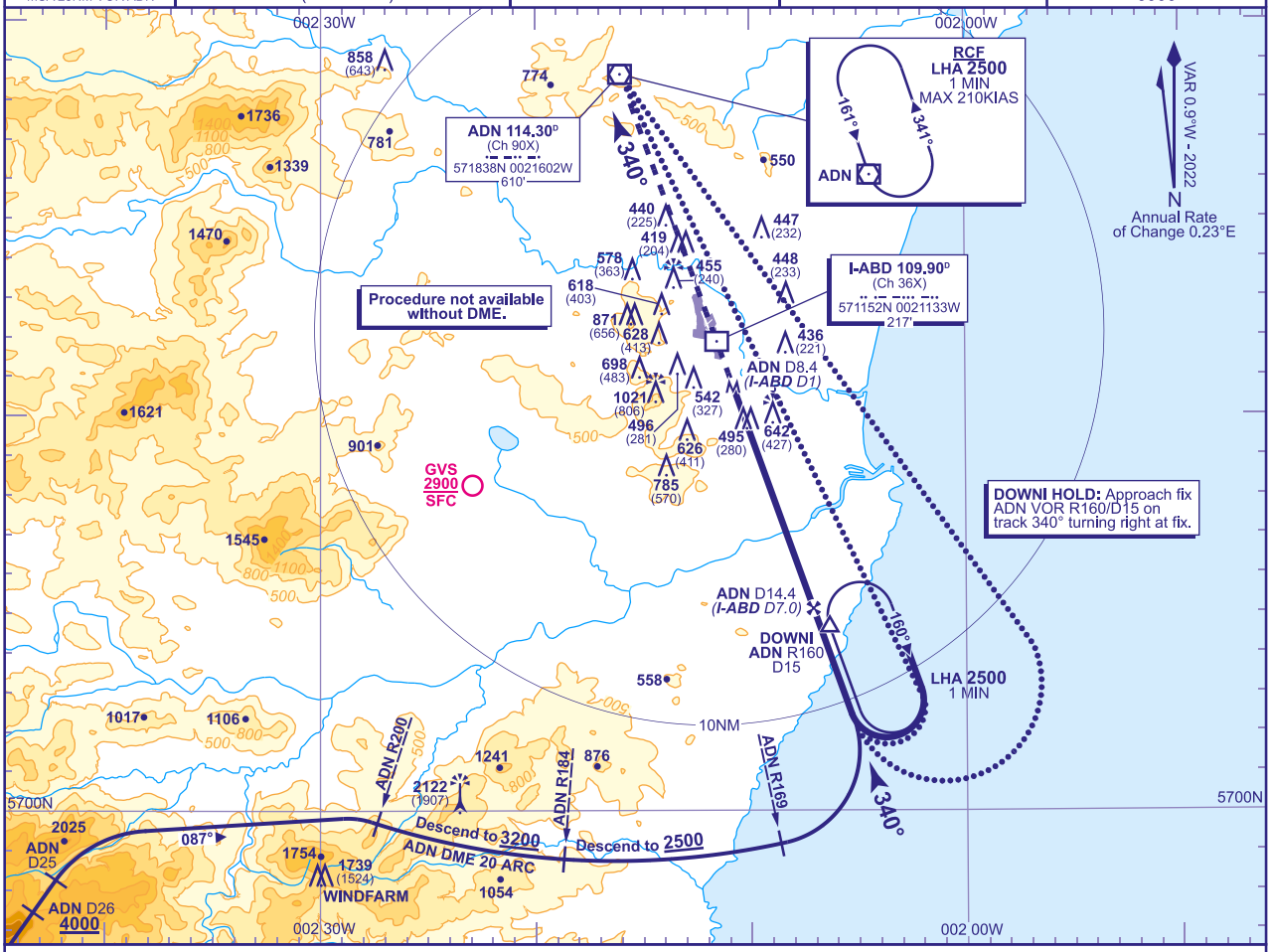
# INSTRUMENT APPROACH CHART - ICAO

# ABERDEEN/DYCE VOR/DME RWY 34
(ACFT CAT A,B,C,D)



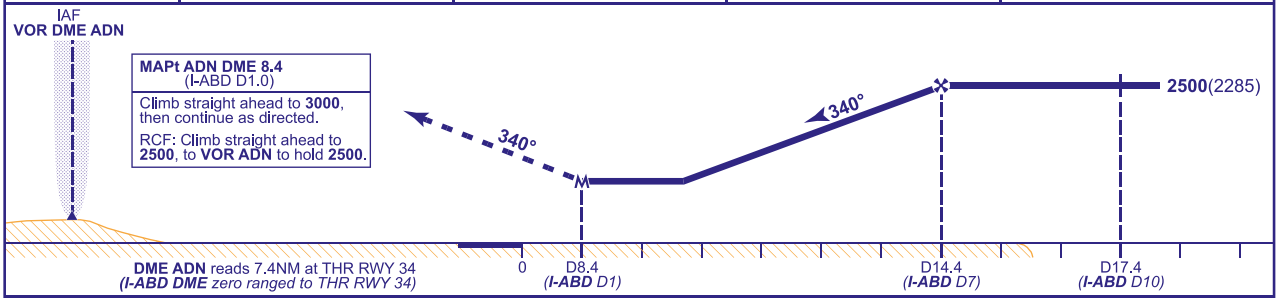
MSA 25NM VOR ADN

| | | | |
|---|---|---|---|
| APP 119.055 | ABERDEEN APPROACH | AD ELEVATION | 215 |
| TWR 118.105 | ABERDEEN TOWER | THR ELEVATION | 215 |
| 121.705 | ABERDEEN GROUND | OBSTACLE ELEVATION | |
| RAD 119.055, 128.305 | ABERDEEN RADAR | 2122 AMSL (1907) (ABOVE THR) | |
| ATIS 114.300 (VOR ADN) | ABERDEEN INFORMATION | BEARINGS ARE MAGNETIC | TRANSITION ALTITUDE 6000 |




**RECOMMENDED PROFILE** Gradient 5.25%, 319FT/NM

| | | | | |
|---|---|---|---|---|
| **ADN (I-ABD)** | 14(6.6) | 13(5.6) | 12(4.6) | 11(3.6) |
| **ALT**(HGT) | **2370**(2155) | **2050**(1835) | **1730**(1515) | **1410**(1195) |




| Aircraft Category | | A | B | C | D |
|---|---|---|---|---|---|
| OCA (OCH) | WITH DME | **1060**(845) | **1060**(845) | **1060**(845) | **1060**(845) |
| VM(C)OCA (OCH AAL) | Total Area | **1130**(915) | **1330**(1115) | **1430**(1215) | **1430**(1215) |
| | East of RWY 16/34 | **1060**(845) | **1060**(845) | **1060**(845) | **1070**(855) |

| Rate of descent | | | | | | |
|---|---|---|---|---|---|---|
| G/S KT | 160 | 140 | 120 | 100 | 80 |
| FT/MIN | 850 | 740 | 640 | 530 | 430 |

**ALTERNATIVE PROCEDURE** BASE TURN REVERSAL
From VOR ADN fly outbound on QDR 155° (CAT A,B) or QDR 145° (CAT C,D) **not below 4000**. At ADN DME 12 descend to **not below 2500**. At ADN DME 17.4 (I-ABD D10) turn right to intercept FAT. When established continue as for main procedure.

**DIRECT ARRIVAL FROM AIRWAY P600** (Not available without VOR DME ADN)
Request clearance for direct approach before reaching GLESK. When cleared descend to **not below 4000** at ADN DME 26. At ADN DME 25, turn right onto nominal track 087° to intercept and follow ADN DME 20 arc anticlockwise. After passing VOR ADN R200 descend to **not below 3200**. (See plan).

**NOTE 1** FAT offset 1.8° west of RWY 34 C/L.
**2** Note FAT passes 0.15NM west of DOWNI.
**3** I-ABD DME and ADN DME not co-located. Ensure correct range cross check is used for the DME received.

**CHANGE (13/24):** OCA (OCH) ALL CAT. VM(C) TOTAL AREA CAT B,C,D. VM(C) EAST OF RWY 16/34 ALL CAT. SPECIFICATION CHANGE.

AERO INFO DATE 11 OCT 24

# INSTRUMENT APPROACH CHART - ICAO

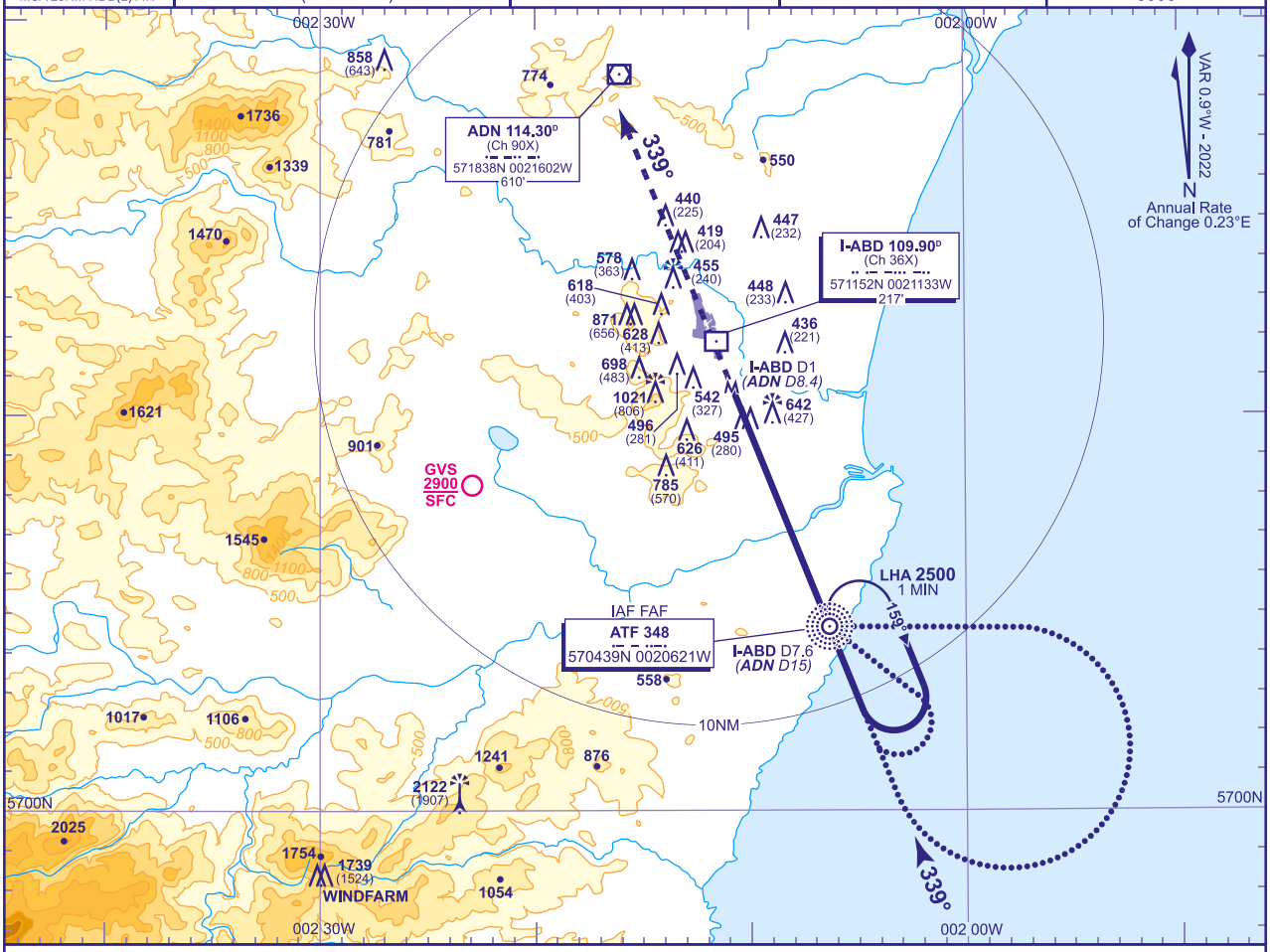
## ABERDEEN/DYCE
## NDB(L)/DME
## RWY 34
(ACFT CAT A,B,C,D)



MSA 25NM NDB(L) ATF

| | | | |
|---|---|---|---|
| APP 119.055 | ABERDEEN APPROACH | AD ELEVATION | 215 |
| TWR 118.105 | ABERDEEN TOWER | THR ELEVATION | 215 |
| 121.705 | ABERDEEN GROUND | OBSTACLE ELEVATION 2122 AMSL (1907) (ABOVE THR) | |
| RAD 119.055, 128.305 | ABERDEEN RADAR | | |
| ATIS 114.300 (VOR ADN) | ABERDEEN INFORMATION | BEARINGS ARE MAGNETIC | |

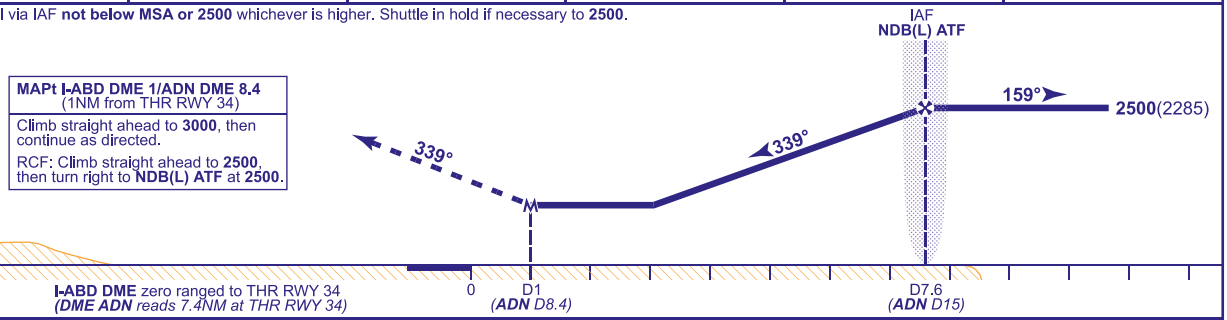
TRANSITION ALTITUDE 6000




**RECOMMENDED PROFILE** Gradient 4.8%, 300FT/NM

| | | | | | |
|---|---|---|---|---|---|
| **DME I-ABD(ADN)** | 7(14.4) | 6(13.4) | 5(12.4) | 4(11.4) | 3(10.4) |
| **ALT**(HGT) | **2320**(2105) | **2030**(1815) | **1740**(1525) | **1440**(1225) | **1150**(935) |

Arrival via IAF **not below MSA or 2500** whichever is higher. Shuttle in hold if necessary to **2500**.




| Aircraft Category | | A | B | C | D |
|---|---|---|---|---|---|
| OCA (OCH) | Procedure | **1150**(935) | **1150**(935) | **1150**(935) | **1150**(935) |
| VM(C)OCA (OCH AAL) | Total Area | **1150**(935) | **1330**(1115) | **1430**(1215) | **1430**(1215) |
| | East of RWY 16/34 | **1150**(935) | **1150**(935) | **1150**(935) | **1150**(935) |

| Rate of descent | G/S KT | 160 | 140 | 120 | 100 | 80 |
|---|---|---|---|---|---|---|
| | FT/MIN | 780 | 690 | 590 | 490 | 390 |
| NDB(L) ATF to MAPt | MIN:SEC | 2:28 | 2:49 | 3:18 | 3:57 | 4:57 |

**ALTERNATIVE PROCEDURE** BASE TURN REVERSAL
From NDB(L) ATF fly outbound on QDR 128° (CAT A,B) or QDR 090° (CAT C,D) descending as required to **not below 2500**. At I-ABD DME 10/ ADN DME 17.4 turn right onto extended FAT. When established continue as for main procedure. Aircraft unable to receive DME should fly outbound for 1 MIN 06 SEC (CAT A,B); 0 MIN 48 SEC (CAT C,D) prior to baseturn right.

**NOTE 1** I-ABD DME and ADN DME not co-located. Ensure correct range cross check is used for the DME received.

**CHANGE (13/24):** OCA (OCH) ALL CAT. VM(C) TOTAL AREA ALL CAT. VM(C) EAST OF RWY 16/34 ALL CAT. SPECIFICATION CHANGE.

AERO INFO DATE 13 OCT 24

AD 2-EGPD-8-7

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# EGJA — ALDERNEY

## EGJA AD 2.1 AERODROME LOCATION INDICATOR AND NAME

EGJA — ALDERNEY

## EGJA AD 2.2 AERODROME GEOGRAPHICAL AND ADMINISTRATIVE DATA

| | | |
|---|---|---|
| 1 | ARP coordinates and site at AD | Lat: 494224N Long: 0021252W<br>Centre of Airport |
| 2 | Direction and distance from city | 1 NM SW of St Annes. |
| 3 | Elevation / Reference temperature / Mean Low Temperature | 290 FT / 18 °C / - |
| 4 | Geoid undulation at AD ELEV PSN | 158 FT |
| 5 | Magnetic Variation / Annual Change | 0.01°W (2022) / 0.19°E |
| 6 | AD Administration<br>Address<br>Telephone<br>Telefax | STATES OF GUERNSEY.<br>States of Guernsey Airport, Guernsey, Channel Islands.<br>01481-822851 (ATC)<br>01481-822352 (ATC) |
| 7 | Type of Traffic permitted (IFR/VFR) | IFR/VFR |
| 8 | Remarks | |

## EGJA AD 2.3 OPERATIONAL HOURS

| | | |
|---|---|---|
| 1 | AD Administration | Mon-Sat 0735-1830, Sun 0855-1830; (Mon-Thu 0635-1730, Fri-Sun 0635-1830). |
| 2 | Customs and immigration | As AD hours. |
| 3 | Health and sanitation | |
| 4 | AIS Briefing Office | As AD hours. |
| 5 | ATS Reporting Office (ARO) | As AD hours. |
| 6 | MET Briefing Office | As AD hours. |
| 7 | ATS | Mon-Sat 0725-1840, Sun 0840-1830; (Mon-Thu 0625-1740, Fri-Sun 0625-1835). |
| 8 | Fuelling | Fuel unavailable. Uplifts available in Guernsey |
| 9 | Handling | By arrangement. |
| 10 | Security | |
| 11 | De-icing | |
| 12 | Remarks | Extensions restricted to Scheduled Services only. |

## EGJA AD 2.4 HANDLING SERVICES AND FACILITIES

| | | |
|---|---|---|
| 1 | Cargo handling facilities | By arrangement. |
| 2 | Fuel and oil types | |
| 3 | Fuelling facilities/capacity | |
| 4 | De-icing facilities | |
| 5 | Hangar space for visiting aircraft | Limited availability. |
| 6 | Repair facilities for visiting aircraft | |
| 7 | Remarks | Commercial flights and all aircraft over 4 tonnes MTOW using Alderney Airport are required to use the services of a handling agent.<br><br>The following are recognised handling agents at Alderney Airport:<br><br>Aurigny Air Services: Tel: 01481-822889 Fax: 01481-823670 Email: ops@aurigny.com |

## EGJA AD 2.5 PASSENGER FACILITIES

| | | |
|---|---|---|
| 1 | Hotels | None. |
| 2 | Restaurants | Buffet. |
| 3 | Transportation | Taxis. |
| 4 | Medical facilities | Limited first aid. |
| 5 | Bank and Post Office | None. |
| 6 | Tourist Office | None. |
| 7 | Remarks | |

## EGJA AD 2.6 RESCUE AND FIRE FIGHTING SERVICES

| | | |
|---|---|---|
| 1 | AD category for fire fighting services | RFF Category A3<br>It is a condition of the aerodrome licence that the appropriate level of fire cover should be provided to all aircraft using the aerodrome. |
| 2 | Rescue equipment | Webber cutter and Supa snap power saw. |
| 3 | Capability for removal of disabled aircraft | 6000 KG mobile crane. |
| 4 | Remarks | |

## EGJA AD 2.7 SEASONAL AVAILABILITY - CLEARING

| | | |
|---|---|---|
| 1 | Type of clearing equipment | Mechanical. |
| 2 | Clearance priorities | Runway, Apron. |
| 3 | Remarks | |

## EGJA AD 2.8 APRONS, TAXIWAYS AND CHECK LOCATIONS/POSITIONS DATA

| | | |
|---|---|---|
| 1 | Apron surface and strength | APRON<br>Surface: Asphalt<br>PCN 10/F/B/Z/T |
| 2 | Taxiway width, surface and strength | Taxiway B: 12 M<br>Surface: Asphalt<br>PCN 9/F/C/Z/T |
| 3 | Altimeter checkpoint location and elevation | |
| 4 | VOR checkpoints | |
| 5 | INS checkpoints | |
| 6 | Remarks | |

## EGJA AD 2.9 SURFACE MOVEMENT GUIDANCE AND CONTROL SYSTEM AND MARKINGS

| | | |
|---|---|---|
| 1 | Use of aircraft stand ID signs, TWY guide lines and visual docking/parking guidance system of aircraft stands | |
| 2 | Runway and taxiway markings and lighting | Runway marking aid(s):<br>03/21: Grass Runway 03/21 is marked by inset concrete blocks.<br>08/26: Runway threshold, runway designator and runway centre-line on Runway 08/26 only.<br>13/31: Grass Runway 13/31 is marked by inset concrete blocks.<br><br>Taxiway marking aid(s):<br>Taxi-holding position, taxiway centre-line. |
| 3 | Stop bars and runway guard lights (if any) | Guard lights at holding point B. |
| 4 | Other runway protection measures | |
| 5 | Remarks | Obstacle, boundary, strip, and snow markings.<br>WDI: 494225.80N 0021259.21W (LGTD). |

# EGJA AD 2.10 AERODROME OBSTACLES

| In Approach/Take-off areas | | | | | | |
|---|---|---|---|---|---|---|
| **Obstacle ID/ Designation** | **Obstacle Type** | **Obstacle Position** | **Elevation/Height** | | **Obstruction Lighting Type/ Colour** | **Remarks** |
| **1** | **2** | **3** | **4** | | **5** | **6** |
| (EGJA1134) 26/APPROACH | FENCE | 494229.53N 0021229.59W | 295 FT | 4 FT | No | |
| (EGJA1142) 26/APPROACH | TRACK INC | 494228.98N 0021228.78W | 303 FT | 16 FT | No | |
| (EGJA1136) 26/APPROACH | FENCE | 494228.77N 0021229.41W | 294 FT | 5 FT | No | |
| (EGJA1138) 26/APPROACH | GATE | 494228.56N 0021229.35W | 293 FT | 4 FT | No | |
| (EGJA1139) 26/APPROACH 08/ TAKE-OFF | GATE | 494228.40N 0021229.31W | 293 FT | 5 FT | No | |
| (EGJA1140) 26/APPROACH 08/ TAKE-OFF | APPROACH LIGHT | 494227.13N 0021228.98W | 291 FT | 9 FT | No | |
| (EGJA1035) 08/APPROACH | EMBANKMENT | 494218.84N 0021317.78W | 287 FT | 0 FT | No | |
| (EGJA1033) 08/APPROACH | TRACK INC | 494218.38N 0021319.27W | 290 FT | 16 FT | No | |

| In circling area and at aerodrome | | | | | |
|---|---|---|---|---|---|
| **Obstacle ID/ Designation** | **Obstacle Type** | **Obstacle Position** | **Elevation/Height** | **Obstruction Lighting Type/ Colour** | **Remarks** |
| **1** | **2** | **3** | **4** | **5** | **6** |
| INTENTIONALLY BLANK | | | | | |

# EGJA AD 2.11 METEOROLOGICAL INFORMATION PROVIDED

| | | |
|---|---|---|
| 1 | Associated MET Office | JERSEY MET |
| 2 | Hours of service<br>MET Office outside hour | H24 |
| 3 | Office responsible for TAF preparation<br>Periods of validity | JERSEY MET<br>9 hours. |
| 4 | Trend forecast<br>Interval of issuance | |
| 5 | Briefing/consultation provided | Self briefing/Telephone. Jersey for consultation. H24. |
| 6 | Flight documentation<br>Language(s) used | Abbreviated plain language text. TAFs/METARs.<br>English. |
| 7 | Charts and other information available for briefing or consultation | ASXX, FSXX, F214/215, Channel Islands Area Forecast |
| 8 | Supplementary equipment available for providing information | |
| 9 | ATS units provided with information | ALDERNEY<br>GUERNSEY |
| 10 | Additional information (limitation of service, etc.) | Current METAR and TAF available during AD hours via recorded message on Tel: 01481-238957 |

# EGJA AD 2.12 RUNWAY PHYSICAL CHARACTERISTICS

| Designations RWY Number | True bearing | Dimensions of RWY | Surface of RWY/ SWY/ Strength | THR co-ordinates/ THR Geoid undulation | THR elevation/ Highest elevation of TDZ of precision APP RWY | Slope of RWY/ SWY |
|---|---|---|---|---|---|---|
| **1** | **2** | **3** | **4** | **5** | **6** | **7** |
| 03 | 025.90° | 497 x 37 M | RWY surface: Grass | 494215.37N<br>0021252.38W<br>157.6 FT | THR 279.2 FT | |
| 21 | 205.91° | 497 x 37 M | RWY surface: Grass | 494229.84N<br>0021241.55W<br>157.6 FT | THR 287.3 FT | |
| 08 | 079.45° | 877 x 18 M | RWY surface: Asphalt PCN 7/F/B/Z/T Runway 08 turning area PCN 4/F/A/Z/T | 494221.58N<br>0021314.97W<br>157.6 FT | THR 284.5 FT | RWY 08 1:619 Up<br>RWY 26 -1:619 Down |
| 26 | 259.46° | 877 x 18 M | RWY surface: Asphalt PCN 7/F/B/Z/T Runway 08 turning area PCN 4/F/A/Z/T | 494226.78N<br>0021231.92W<br>157.6 FT | THR 289.7 FT | RWY 08 1:619 Up<br>RWY 26 -1:619 Down |
| 13 | 133.29° | 733 x 37 M | RWY surface: Grass | 494232.20N<br>0021316.82W<br>157.6 FT | THR 269.1 FT | |
| 31 | 313.29° | 733 x 37 M | RWY surface: Grass | 494215.93N<br>0021250.17W<br>157.6 FT | THR 278.4 FT | |

| SWY Dimensions | Clearway Dimensions | Strip Dimensions | RESA Dimensions, Overshoot / Undershoot | Location/ description of arresting system | OFZ | Remarks |
|---|---|---|---|---|---|---|
| **8** | **9** | **10** | **11** | **12** | **13** | **14** |
| | | 557 x 60 M | | | | RWY 03<br><br>Asphalt at intersection with 08/26.<br>The surface remains undulating.<br>The surface of Runway 03/21 immediately north of Runway 08/26 is undulating and pilots should exercise caution.<br><br>Runways 03/21 and 13/31 have no associated stopways or clearways. |
| | | 557 x 60 M | | | | RWY 21<br><br>Asphalt at intersection with 08/26.<br>The surface remains undulating.<br>The surface of Runway 03/21 immediately north of Runway 08/26 is undulating and pilots should exercise caution.<br><br>Runways 03/21 and 13/31 have no associated stopways or clearways. |
| | | 997 x 140 M | | | | RWY 08<br><br>Threshold width 23 M. |
| | | 997 x 140 M | | | | RWY 26<br><br>Threshold width 23 M. |
| | | 793 x 60 M | | | | RWY 13<br><br>Asphalt at intersection with 08/26.<br>The surface remains undulating.<br><br>Runways 03/21 and 13/31 have no associated stopways or clearways. |

| SWY Dimensions | Clearway Dimensions | Strip Dimensions | RESA Dimensions, Overshoot / Undershoot | Location/ description of arresting system | OFZ | Remarks |
|---|---|---|---|---|---|---|
| 8 | 9 | 10 | 11 | 12 | 13 | 14 |
| | | 793 x 60 M | | | | RWY 31<br><br>Asphalt at intersection with 08/26. The surface remains undulating.<br><br>Runways 03/21 and 13/31 have no associated stopways or clearways. |

## EGJA AD 2.13 DECLARED DISTANCES

| Runway designator | TORA | TODA | ASDA | LDA | Remarks |
|---|---|---|---|---|---|
| 1 | 2 | 3 | 4 | 5 | 6 |
| 08 | 877 M | 877 M | 877 M | 877 M | |
| 26 | 877 M | 877 M | 877 M | 877 M | |
| 13 | 733 M | 733 M | 733 M | 733 M | |
| 31 | 733 M | 733 M | 733 M | 733 M | |
| 03 | 497 M | 497 M | 497 M | 497 M | |
| 21 | 497 M | 497 M | 497 M | 497 M | |

## EGJA AD 2.14 APPROACH AND RUNWAY LIGHTING

| RWY | Approach lighting Type/ Length/ Intensity | Threshold lighting Colour/Wing bars | VASIS/ MEHT/ PAPI/ PAPI Dist from THR | TDZ, lighting Length | Runway Centre Line lighting Length/ Spacing/ Colour/ Intensity | Runway edge lighting Length/ Spacing/ Colour/ Intensity | Runway end lighting Colour/ Wing bars | Stopway lighting Length/ Colour | Remarks |
|---|---|---|---|---|---|---|---|---|---|
| 1 | 2 | 3 | 4 | 5 | 6 | 7 | 8 | 9 | 10 |
| 08 | Centre-line one crossbar at 300 M.<br>420 M<br>Light intensity high | Green<br>Light intensity high | APAPI<br>Left/3°<br>20 FT<br>155 M | | | Elev HI bi-directional with omni-directional component<br>880 M 55 M spacing<br>White<br>Light intensity high | Red | | |
| 26 | Centre-line one crossbar at 300 M.<br>420 M<br>Light intensity high | Green<br>Light intensity high | APAPI<br>Left/3°<br>20 FT<br>141 M | | | Elev HI bi-directional with omni-directional component<br>880 M 55 M spacing<br>White<br>Light intensity high | Red | | |
| 13 | | Green<br>portable electric | | | | Portable electric.<br>Available at 20 minutes notice.<br>White<br>Light intensity low | portable electric<br>Red | | |

| RWY | Approach lighting Type/ Length/ Intensity | Threshold lighting Colour/Wing bars | VASIS/ MEHT/ PAPI/ PAPI Dist from THR | TDZ, lighting Length | Runway Centre Line lighting Length/ Spacing/ Colour/ Intensity | Runway edge lighting Length/ Spacing/ Colour/ Intensity | Runway end lighting Colour/ Wing bars | Stopway lighting Length/ Colour | Remarks |
|---|---|---|---|---|---|---|---|---|---|
| 1 | 2 | 3 | 4 | 5 | 6 | 7 | 8 | 9 | 10 |
| 31 | | Green portable electric | | | | Portable electric. Available at 20 minutes notice. White Light intensity low | portable electric Red | | |

## EGJA AD 2.15 OTHER LIGHTING, SECONDARY POWER SUPPLY

| | | |
|---|---|---|
| 1 | ABN/IBN location, characteristics and hours of operation | |
| 2 | LDI location and lighting<br>Anemometer location and lighting | Anemometer: 494225.77N 0021259.72W (LGTD) and 494226.27N 0021258.27W (LGTD). |
| 3 | TWY edge and centre line lighting | EDGE: Blue edge lighting on Taxiway B only. |
| 4 | Secondary power supply/switch-over time | Yes. 10 seconds. |
| 5 | Remarks | Apron floodlighting. |

## EGJA AD 2.16 HELICOPTER LANDING AREA

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## EGJA AD 2.17 AIR TRAFFIC SERVICES AIRSPACE

| Designation and lateral limits | Vertical Limits | Airspace Class | ATS unit callsign/ language | Transition Altitude | Hours of applicability | Remarks |
|---|---|---|---|---|---|---|
| 1 | 2 | 3 | 4 | 5 | 6 | 7 |
| CHANNEL ISLANDS CTR NORTH<br>500000N 0020000W - 494951N 0030000W - 500000N 0030000W following the line of latitude to - 500000N 0020000W | Upper limit: FL80<br>Lower limit: SFC | D | JERSEY CONTROL<br>English | 5000 FT | | |
| CHANNEL ISLANDS CTR SOUTH<br>500000N 0020000W - 493000N 0020000W - 490200N 0014000W following the line of latitude to - 490200N 0030000W - 494951N 0030000W - 500000N 0020000W | Upper limit: FL80<br>Lower limit: SFC | D | JERSEY CONTROL<br>English | 5000 FT | | |
| ALDERNEY ATZ<br>A circle, 2 NM radius, centred at 494224N 0021252W on the notified mid-point of the longest runway (08/26) in accordance with the Air Navigation (Bailiwick of Guernsey) Law 2012. | Upper limit: 2000 FT AGL<br>Lower limit: SFC | D | ALDERNEY TOWER<br>English | 5000 FT | | The Alderney Aerodrome Traffic Zone is embedded in the Channel Islands CTR. |

## EGJA AD 2.18 AIR TRAFFIC SERVICES COMMUNICATION FACILITIES

| Service Designation | Callsign | Channel/ Frequency(MHz) | SATVOICE number(s) | Logon Address | Hours of Operation | Remarks |
|---|---|---|---|---|---|---|
| 1 | 2 | 3 | 4 | 5 | 6 | 7 |
| APP | GUERNSEY APPROACH | 128.655<br>DOC 25 NM/ 10,000 FT. | | | 0545-2100 (0445-2000). | ATC Guernsey provides approach service to aircraft bound for Alderney. |
| TWR | ALDERNEY GROUND | 130.505<br>DOC 3 NM/GND. | | | Ground Movement Planner. Activated by NOTAM or as directed by ATC. | ATZ hours coincident with Tower hours.<br><br>Extensions by arrangement for scheduled services only. |
| | ALDERNEY TOWER | 125.355<br>DOC 25 NM/4,000 FT. | | | Mon-Sat 0725-1840, Sun 0840-1845; (Mon-Thu 0625-1740, Fri-Sun 0625-1835). | |
| OTHER | ALDERNEY FIRE | 121.600<br>Non-ATS frequency. | | | Available when Fire vehicle attending aircraft on the ground in an emergency | |
| Air Traffic Control Service | JERSEY CONTROL | 120.450<br>To be used in the event of failure of communications on 125.205 MHz. | | | 0545-2100 (0445-2030); and by arrangement. | DOC 4900N00100W - 4834N00205W - 4920N00400W - 5015N00400W - 5015N00145W - 4935N00100W / 25,000 FT. |
| | | 125.205<br>CTR and Airway Channel. | | | 0545-2100 (0445-2030); and by arrangement. | |

## EGJA AD 2.19 RADIO NAVIGATION AND LANDING AIDS

| Type of Aid CAT of ILS/MLS MAG Var/VOR Declination | Ident | Frequency | Hours of Operation | Position of transmitting antenna coordinates | Elevation of DME transmitting antenna | Remarks |
|---|---|---|---|---|---|---|
| 1 | 2 | 3 | 4 | 5 | 6 | 7 |
| NDB (L)<br>0.79°E (2027) | ALD | 383.000 kHz | HO | 494231.93N<br>0021159.15W | | Range 50 NM. |

## EGJA AD 2.20 LOCAL AERODROME REGULATIONS

### 1 AIRPORT REGULATIONS

a) Use governed by regulations applicable to Channel Islands CTR.
b) All aircraft using Alderney Airport and its facilities must comply with the requirements of the United Kingdom Civil Aviation (Insurance) Regulations 2005 and any future published amendments to these Regulations.
c) The use of the aerodrome is subject to 'Airport Terms and Conditions of Use'. These are available from Airport Administration, Tel: 01481-227766 or on the Guernsey Airport website (www.guernsey-airport.gov.gg).
d) The Director of Civil Aviation for the Bailiwick of Guernsey has issued Exemptions from the Air Navigation (Bailiwick of Guernsey) Law 2012 authorising operations in Bailiwick of Guernsey airspace including Guernsey and Alderney Airports, by home-built aircraft registered in ECAC Member States, and non-home-built aircraft registered in the UK, Ireland and France, operating on a National airworthiness certificate. (Separate exemptions extend the effect to Jersey Airport and Jersey Airspace).

   Note that the exemptions do not exempt the pilot or operator from obtaining permission from Jersey ATC for flight in the Channel Islands Control Zone, from Guernsey ATC for flight in Guernsey airspace and use of Guernsey and Alderney Airports, or from the requirement to carry a transponder whilst flying within the Channel Islands Control Zone.
e) On arrival, pilots and passengers of all General Aviation aircraft must report to Flight Clearance to carry out Special Branch and Customs clearance.
f) All commercial flights and aircraft over 4 tonnes MTOW using Alderney Airport are required to use the services of a handling agent.

g) The operator of an aircraft carrying dangerous or hazardous cargo must notify the Aerodrome Fire Service, Tel: 01481-822551 prior to the arrival of the aircraft or before loading of cargo prior to departure from the aerodrome. The carriage of such cargo is subject to a permission granted under the Air Navigation (Bailiwick of Guernsey) Law 2012.
h) All aircrew and persons employed at Alderney Airport whilst airside, are required to wear high visibility clothing at all times. Aircrew wearing high visibility clothing must escort passengers (not wearing high visibility clothing) to and from their aircraft. Pilots in charge of aircraft are responsible for ensuring that their crew and passengers comply with these requirements.
i) Due to restricted apron parking all aircraft requiring parking on the hard apron must request prior permission, Tel: 01481-822851. This does not apply to locally based aircraft and scheduled services.
j) In respect of Aerodrome Operating Minima, the notified method of calculating Aerodrome Operating Minima for the purposes of the Air Navigation (Bailiwick of Guernsey) Law 2012 shall be that published in the UK AIP, Section AD 1.1 subsection 4, Aerodrome Operating Minima.
k) Applications for civilian formation flights in Special VFR within the CI Control Zone should ideally be made in writing or by e-mail to Jersey ATC Operations (atc.ops@jerseyairport.com) ideally with a minimum of seven days notice. Short notice application may be made to the Jersey ATC Watch Manager, Tel: +44 (0)1534-446086.

## 2 GROUND MOVEMENT

a) Grass Taxiway A and light aircraft parking area connects apron to Runway 21 threshold and is also used as a taxiway route from other runways to apron.
b) To prevent hazards to taxiing aircraft all chocks and picketing blocks should be removed to the edge of the parking area after use.

## 3 CAT II/III OPERATIONS

Not applicable.

## 4 WARNINGS

a) Arriving and departing aircraft on Runway 08/26 may observe a white RVR light at the upwind end of the runway, in the approach lights when the runway edge lights are on.
b) Caution advised due to turbulence caused by nearby cliffs.
c) Low boundary fence installed short of Runway 03 and 31 thresholds showing orange/white markers.
d) Due to coastal location, birds, including a large number of pheasants on the aerodrome, are a hazard throughout most of the year. This hazard level is raised during the migration season.
e) The aerodrome boundary fence 0.9 M high to the north and south of Runway 08/26 between the 08 threshold and the intersection with Runway 13/31 is within the runway strip.
f) The aerodrome boundary fence 0.9 M high to the north and south of Runway 08/26 between the 26 threshold and the intersection with Runway 03/21 is within the runway strip.
g) In Approach/Take-off Areas Obstruction: 26/Approach 08/Take-off Track 303 FT AMSL 494228.98N 0021228.78W.
h) Runway 08/26, between the thresholds of the runway, standing water may be present in excess of 3 MM in depth during and after periods of rain.

## 5 HELICOPTER OPERATIONS

Not applicable.

## 6 USE OF RUNWAYS

a) Pilots are advised to take particular note of the following - Grass Runways 03/21 and 13/31 have undulations across the entire length and width. The surface of both grass runways is rough and uneven.

## 7 TRAINING

a) Circuit training must be booked in advance with Alderney Tower Tel: 01481-822851.
b) Instrument training must be booked in advance with Guernsey Approach Tel: 01481-227766, ext 2130.
c) A request message in item 18 of an FPL does not constitute a request for training.

# EGJA AD 2.21 NOISE ABATEMENT PROCEDURES

a) All aircraft must conform to the following procedures, which may be departed from only to the extent necessary for avoiding immediate danger.

   i. Every operator using the airport shall ensure that at all times aircraft are operated in a manner calculated to cause the minimum disturbance practicable over all parts of the Island. In particular pilots will avoid overflying St Annes below 700 FT AAL.
   ii. Circuit procedures - Standard circuit height for joining and training is 700 FT AAL. Circuit training only permitted on Runways 08/26 and 13/31 and whenever possible, circuits to be confined to the West of 13/31 or South of 08/26.
   iii. Unless otherwise authorised or instructed by Air Traffic Control the above procedures shall apply to all aircraft approaching, landing, going around or taking-off in accordance with Air Traffic Control clearance and shall apply in both VMC and IMC.

# EGJA AD 2.22 FLIGHT PROCEDURES

## 1 RADIO COMMUNICATION FAILURE PROCEDURES

a) In the event of complete radio communication failure in an aircraft, the pilot will adopt the appropriate procedure notified at ENR 1.1.
b) Radio Failure in the Circuit

i. The pilot of an aircraft in the circuit experiencing radio failure should set the transponder code to 7600, and make one orbit away from the airfield. At the end of the downwind leg, proceed to final and land, providing the runway is clear.
ii. The pilot of an aircraft on base leg or final, having been cleared to final when the failure occurs, should, if time permits, change code to 7600, continue the approach and land, providing the Runway is clear.
iii. The pilot of a non transponder equipped aircraft should adopt the same procedure as in i, or ii.

## 2 INBOUND/OUTBOUND PROCEDURES

a) Arrival routes at AD 2-EGJA-7-1 may be varied at the discretion of ATC.
b) Procedures for Outbound Aircraft.

i. Standard Outbound Routes to Airways.
ii. Standard departure routes for aircraft joining the airways system are detailed below.

| Departures to | Via | Route |
|---|---|---|
| North | Q41 | ORTAC - THRED |
| North East | G271 | AGANO[3] - GULDA - BENIX[1] |
| East | N160 | AGANO[3] - LUSIT - CAN[2] |
| South East | V20 | ORVAL - UPALO |
| South | R14/A25 | MINQI - DIN |
| South West | G27 | LERAK - BADUR |
| West | N160 | TUNIT - LIZAD |
| North West | N862 | SKERY - BHD |

***Note 1:*** *For airfields East of London. Flights inbound to EGLC may route via ORTAC.*

***Note 2:*** *Not available above FL 90.*

***Note 3:*** *Position of AGANO - 493954N 0020000W.*

c) Aircraft Outbound to the FIR

i. IFR flights wishing to leave the Channel Islands Control Zone to enter the London or Brest FIR's will normally be cleared by the most direct route consistent with the current traffic situation.
ii. VFR and Special VFR flights will normally be instructed to route via/to one of the Visual Reference Points, as detailed at EGJJ AD 2.22 and AD 2-EGJJ-3-1.

## 3 VFR FLIGHT

a) A flight plan must be filed for all flights within and intending to transit the Channel Islands CTR. For flights between Guernsey and Alderney and vice versa, abbreviated flight plan details may be submitted on forms available at either aerodrome.
b) VFR clearance to operate within the Alderney ATZ will not be granted if the reported visibility is less than 5 KM or the reported cloud ceiling is less than 1500 FT in accordance with SERA.5001.
c) Pilots must note that the Channel Island Director of Civil Aviation has not adopted the SERA derogations issued by the United Kingdom, and therefore they do not apply in Channel Island Airspace.
d) Aircraft shall be given a radar service whilst within Channel Islands Airspace. It is the responsibility of the pilot to comply with minimum VMC criteria in accordance with SERA.5001. Pilots must inform the Radar Controller if compliance with the above entails a change of heading or height.
e) VFR Flights may be subject to delay when they cannot be fitted readily into the main traffic flow. Pilots should, therefore, always ensure that they have adequate fuel reserves and are able to divert to alternate aerodrome if necessary.

## 4 SPECIAL VFR FLIGHT

a) Prior Permission

i. A flight plan must be filed for all Special VFR flights in the Channel Islands CTR. For flights between Guernsey and Alderney and vice versa, abbreviated flight plan details may be submitted on forms available at either aerodrome.
ii. Special VFR clearances for flights within the Channel Islands CTR may be requested and will be given whenever traffic conditions permit. Special VFR flights within the Alderney ATZ will be subject to the general conditions laid down for Special VFR flights in SERA.5010. Pilots must note that the Channel Island Director of Civil Aviation has not adopted the SERA derogations issued by the United Kingdom, and therefore they do not apply in Channel Island Airspace.

iii. The use of Special VFR clearances is intended to be limited to light aircraft which cannot comply with full IFR requirements and wish to proceed to or from an aerodrome within or to transit the Channel Islands CTR.

b) Special Routes

i. Aircraft operating in accordance with Special VFR will normally be cleared via the published VRPs or on tracks to/from adjacent aerodromes or navigation aids, or as per flight planned route.
ii. Special VFR may be subject to delay when they cannot be fitted readily into the main traffic flow. Pilots should, therefore, always ensure that they have adequate fuel reserves and are able to divert to alternate aerodrome if necessary.

c) Weather Minima

i. Aircraft shall be given a radar service whilst within Channel Islands Airspace. It is the responsibility of the pilot to comply with minimum VMC criteria in accordance with SERA.5010. Pilots must inform the Radar Controller if compliance with the above entails a change of heading or height.
ii. Special VFR clearances to operate within the Alderney ATZ will not be granted to a fixed wing aircraft if the reported visibility is less than 1500 M or the reported cloud ceiling is less than 600 FT (SERA.5010).
iii. Special VFR clearances to operate within the Alderney ATZ will not be granted to a helicopter if the reported visibility is less than 800 M or the reported cloud ceiling is less than 600 FT (SERA.5010).
iv. The Director of Civil Aviation has approved the issue of Special VFR clearances at night.

## 5 SARK RESTRICTED AREA

a) Pilots are to note that flight is not permitted at a height of less than 2000 FT above ground level within 3 NM of 492546N 0022145W on the Island of Sark (EGR095) except with the permission of the Channel Islands Director of Civil Aviation or from Guernsey ATC as necessary.

## 6 FLIGHT PLANS

a) See ENR 1.11.

## 7 CARRIAGE AND OPERATION OF SSR TRANSPONDERS

a) The carriage and operation of SSR transponder equipment with the following capability is mandatory when flying within the Channel Islands CTR, CTA or TMA:

i. when operating as a VFR or Special VFR Flight;
ii. when operating under IFR - Mode A 4096 codes and Mode C with altitude reporting capability.

b) Exemptions from the requirements may be given in the following circumstances:

i. for notified agreed events such as air rallies etc., applications for exemption must be made in writing to Manager - Air Traffic Control, Jersey Airport, Channel Islands, Email: atc@jerseyairport.com at least one calendar month before the event;
ii. for short notice exemptions, applications must be made to the Watch Supervisor, Jersey Airport, Tel: 01534-446086 giving full details. Such exemptions will not normally be granted unless it is considered that exceptional circumstances exist.

# EGJA AD 2.23 ADDITIONAL INFORMATION

Not applicable.

# EGJA AD 2.24 CHARTS RELATED TO AN AERODROME

AERODROME CHART - ICAO
AD 2.EGJA-2-1
ATC SURVEILLANCE MINIMUM ALTITUDE CHART - ICAO
AD 2.EGJA-5-1
ARRIVALS CHART
AD 2.EGJA-7-1
INSTRUMENT APPROACH CHART RNP RWY 08 (CAT A,B) - ICAO
AD 2.EGJA-8-1
INSTRUMENT APPROACH CHART NDB(L) RWY 08 (CAT A) - ICAO
AD 2.EGJA-8-2
INSTRUMENT APPROACH CHART RNP RWY 26 (CAT A,B) - ICAO
AD 2.EGJA-8-3
INSTRUMENT APPROACH CHART NDB(L) RWY 26 (CAT A) - ICAO

AD 2.EGJA-8-4
INSTRUMENT APPROACH PROCEDURE CODING TABLES - RNP RWY 08
AD 2.EGJA-8-5
SBAS FAS DATA BLOCK CODING DATA - RNP RWY 08
AD 2.EGJA-8-6
INSTRUMENT APPROACH PROCEDURE CODING TABLES - RNP RWY 26
AD 2.EGJA-8-7
SBAS FAS DATA BLOCK CODING DATA - RNP RWY 26
AD 2.EGJA-8-8

## EGJA AD 2.25 VISUAL SEGMENT SURFACE (VSS) PENETRATION

Not applicable

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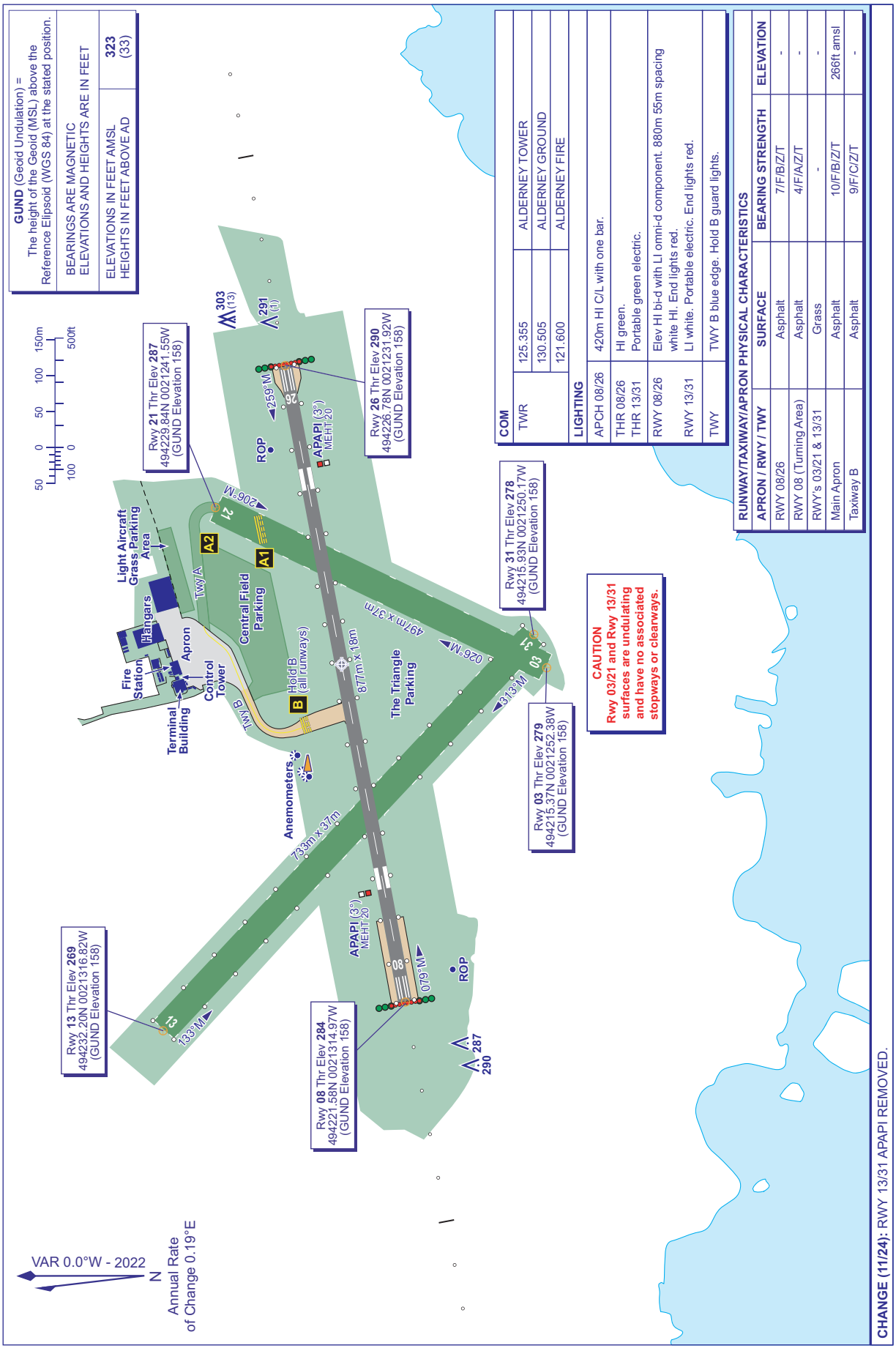
# ALDERNEY EGJA

AERODROME CHART - ICAO

ARP 494224N 0021252W

AD ELEV 290FT




AERO INFO DATE 16 AUG 24

AD 2-EGJA-2-1

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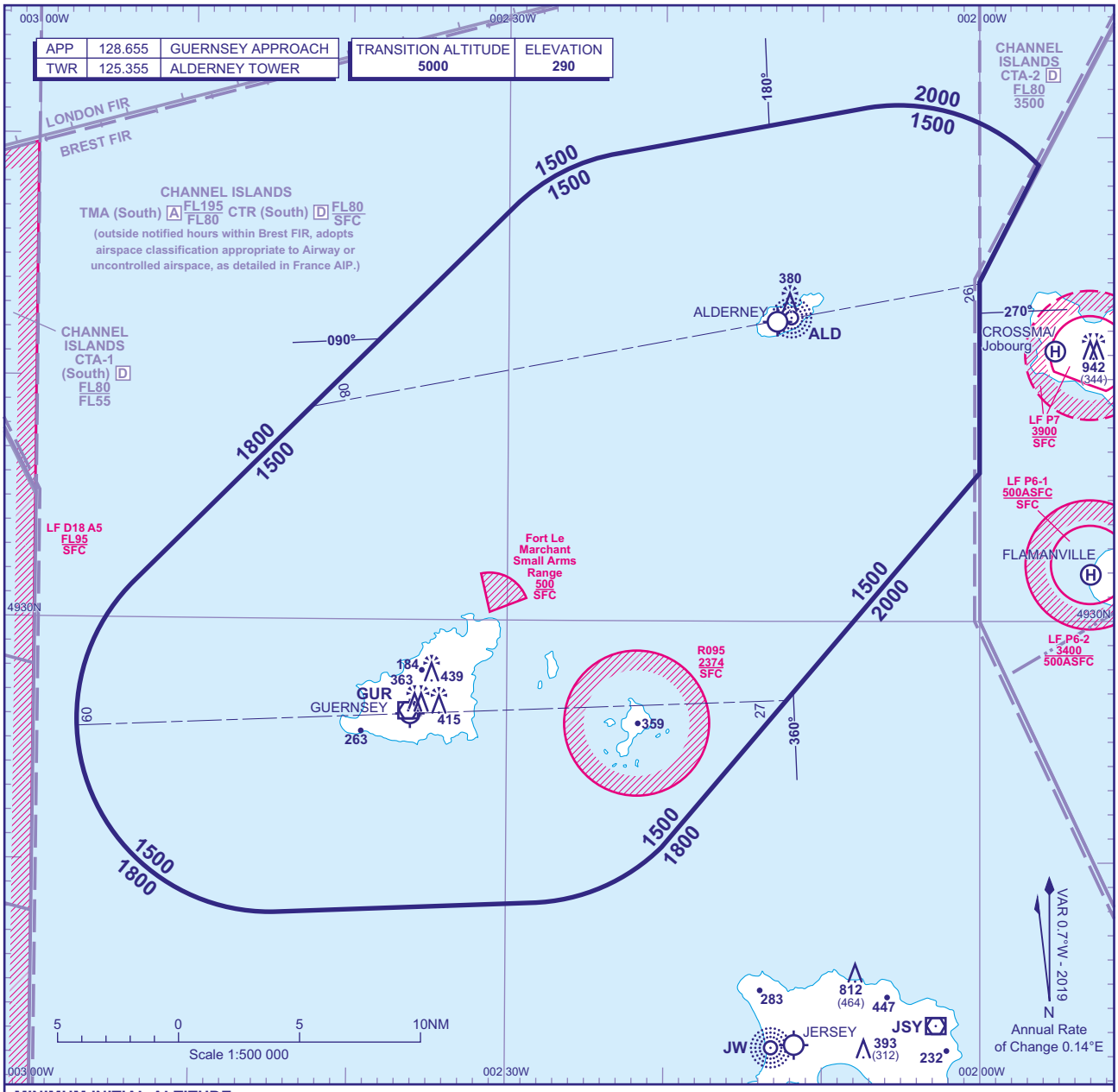
# ATC SURVEILLANCE MINIMUM ALTITUDE CHART - ICAO

BEARINGS, TRACKS AND RADIALS ARE MAGNETIC
ELEVATIONS IN FEET AMSL 812
HEIGHTS IN FEET AGL (464)

## ALDERNEY




### MINIMUM INITIAL ALTITUDE

Within the ATC Surveillance Minimum Altitude area the minimum initial altitude to be allocated by the radar controller is **1500** in the sector defined by the lateral limits; 493129N 0025341W - 494705N 0022941W thence clockwise by an arc of a circle radius 8NM centred on 494125N 0022058W to 494919N 0022301W - 495113N 0020710W thence clockwise by an arc of a circle radius 8NM centred on 494320N 0020510W to 494850N 0015613W - 494401N 0020000W - 493607N 0020000W - 492038N 0022007W thence clockwise by an arc of a circle radius 8NM centred on 492618N 0022846W to 491818N 0022821W - 491751N 0024431W thence clockwise by an arc of a circle radius 8NM centred on 492551N 0024458W to 493129N 0025341W.

### OUTSIDE THE DESIGNATED APPROACH SURVEILLANCE MINIMUM ALTITUDE AREA

The minimum altitude to be allocated by the approach surveillance controller will be either the Minimum Sector Altitude, or **1000** above any fixed obstacles:

a) within 5NM of the aircraft*, and
b) within the sector 15NM ahead of and within 20° either side of the aircraft's track*.

*When the aircraft is within 15NM of the radar antennae, the 5NM in a) and the 15NM in b) may be reduced to 3NM and 10NM respectively.

### LOSS OF COMMUNICATION PROCEDURES

**Initial Approach**
Continue visually or by means of an appropriate approved final approach aid. If not possible proceed at **2000**, or last assigned level if higher to **ALD NDB(L)**†.
**Intermediate and Final Approach**
Continue visually or by means of an appropriate final approach aid. If not possible follow the Missed Approach Procedure to **ALD NDB(L)**†.
† In all cases where the aircraft returns to the holding facility the procedure to be adopted is the Radio Failure Procedure detailed at ENR 1.1.3.

### GENERAL INFORMATION

1. Levels shown are based on QNH.
2. Only significant obstacles and dominant spot heights area shown.
3. The minimum levels shown within the ATC Surveillance Minimum Altitude Area are in conformance with the Standard European Rules of the Air - SERA.5015.
4. Minimum Sector Altitudes are based on obstacles and spot heights within 25NM of the Aerodrome Reference Point.
5. Controlled airspace with a base in excess of **5000** or FL55, as appropriate, is not shown.
6. **This chart should only be used for the cross-checking of assigned altitudes whilst in receipt of an ATC Surveillance service.**

**CHANGE (8/19):** DANGER AREA LF D18A REDESIGNATED LF D18 A5.

AERO INFO DATE 08 MAY 19

AD 2-EGJA-5-1

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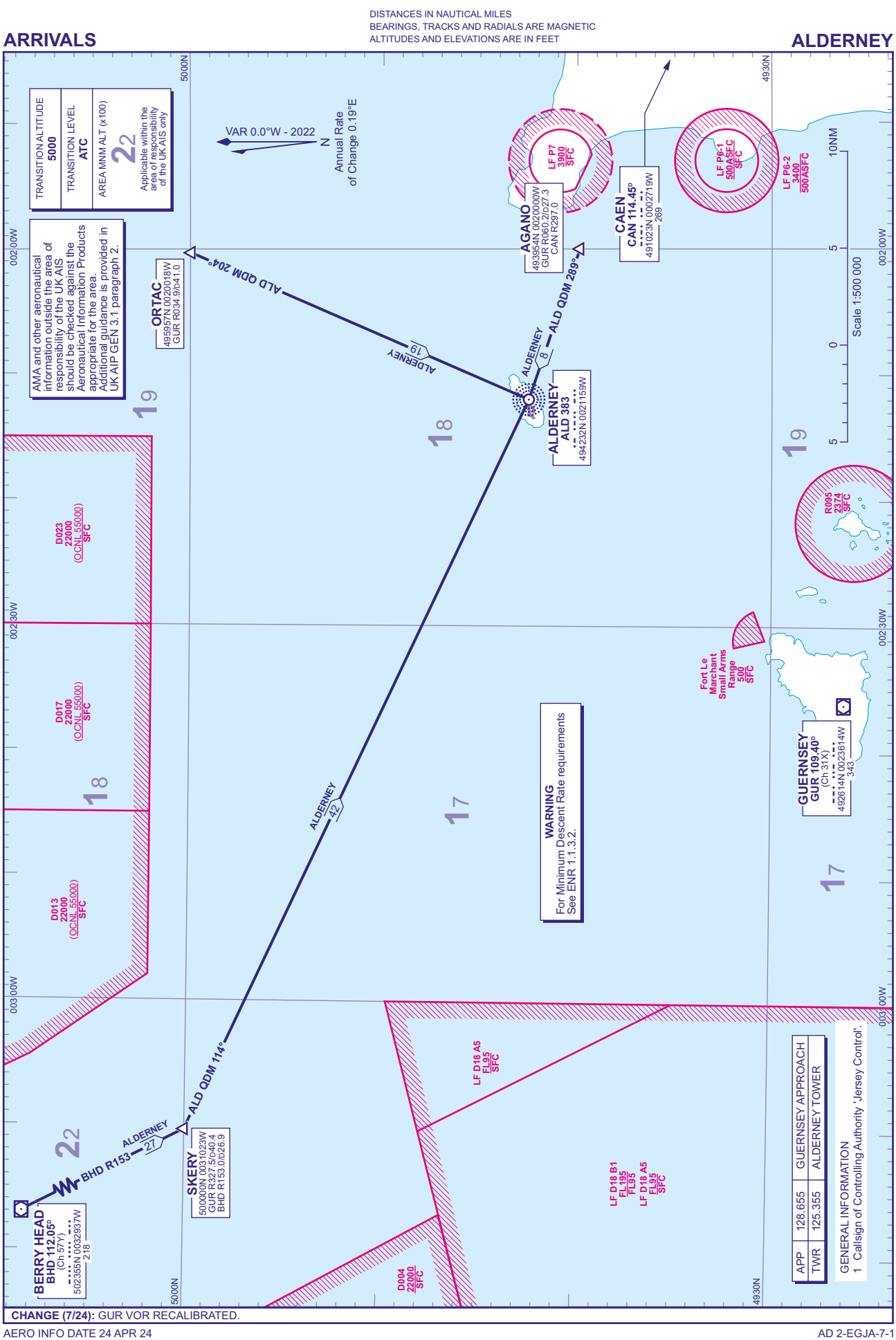


**CHANGE (7/24):** GUR VOR RECALIBRATED.

AERO INFO DATE 24 APR 24

AD 2-EGJA-7-1

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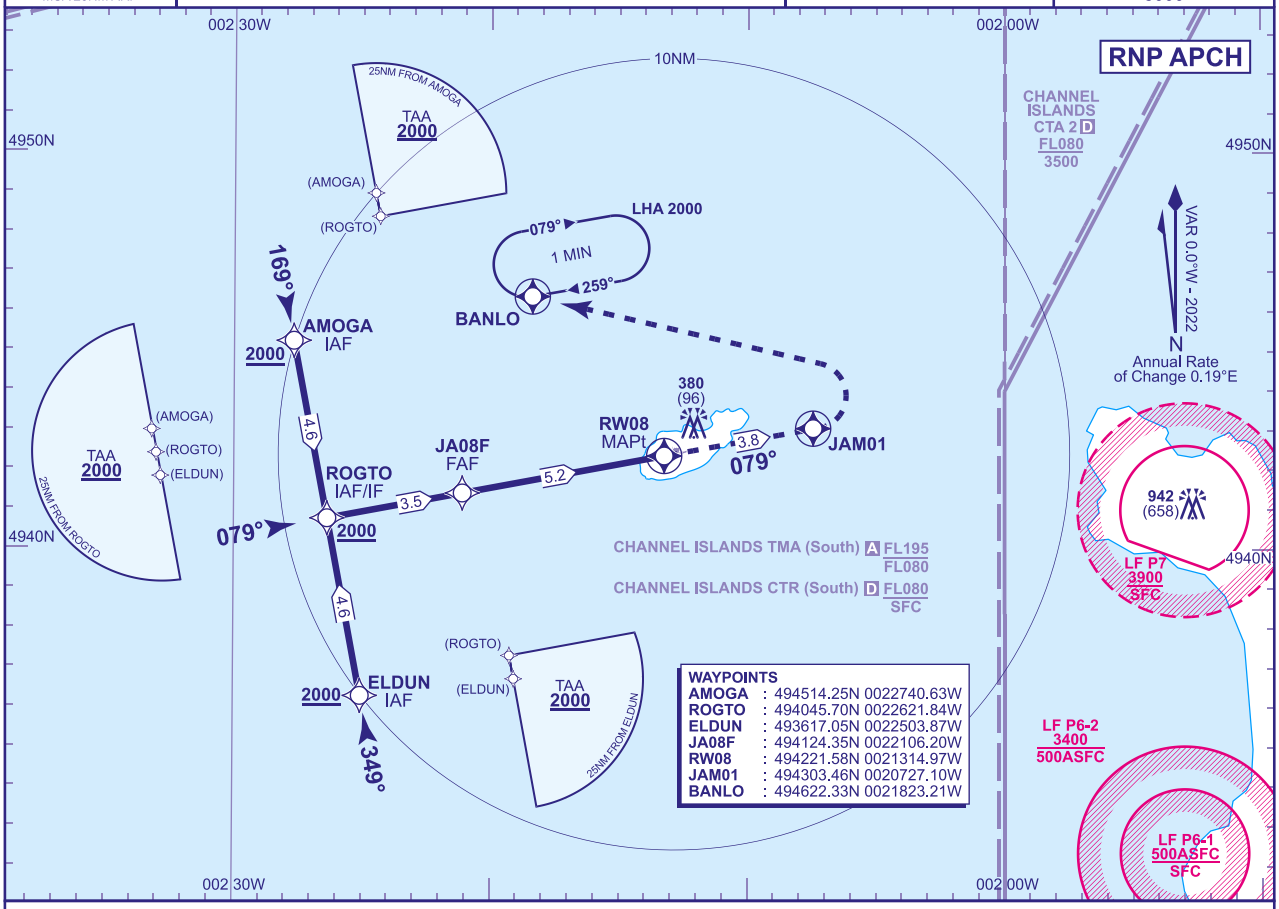
# INSTRUMENT APPROACH CHART - ICAO

## ALDERNEY
## RNP
## RWY 08
(ACFT CAT A,B)

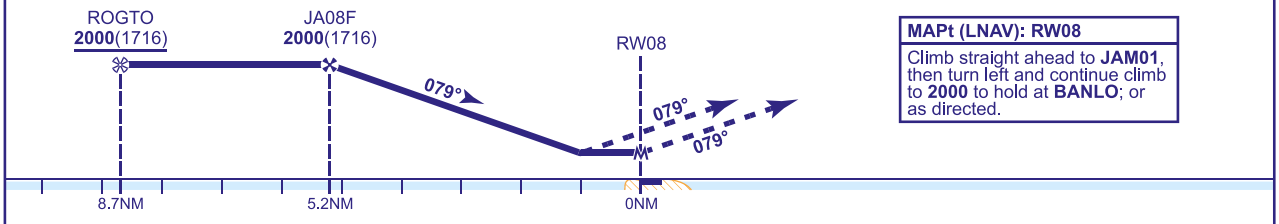
| | | | | | |
|---|---|---|---|---|---|
| 20 MSA 25NM ARP | APP | 128.655 | GUERNSEY APPROACH | AD ELEVATION | 290 |
| | TWR | 125.355 | ALDERNEY TOWER | THR ELEVATION | 284 |
| | | 130.505 | ALDERNEY GROUND | OBSTACLE ELEVATION 942 AMSL (658) (ABOVE THR) | EGNOS CH 45014 E08A |
| | | | | BEARINGS ARE MAGNETIC | TRANSITION ALTITUDE 5000 |




**RECOMMENDED PROFILE** LPV - VERTICAL PATH ANGLE 3.0° (LNAV 5.2%), 320FT/NM

| NM to RW08 | 5 | 4 | 3 | 2 | 1 |
|---|---|---|---|---|---|
| ALT(HGT) | **1940**(1656) | **1620**(1336) | **1290**(1006) | **970**(686) | **650**(366) |

**TCH 40**




**MAPt (LNAV): RW08**
Climb straight ahead to **JAM01**, then turn left and continue climb to **2000** to hold at **BANLO**; or as directed.

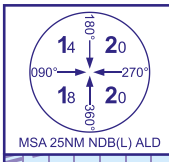
| Aircraft Category | | A | B |
|---|---|---|---|
| OCA (OCH) | LPV | **590**(306) | **590**(306) |
| | LNAV | **630**(346) | **630**(346) |
| VM(C)OCA (OCH AAL) | Total Area | **690**(400) | **790**(500) |

| Rate of descent | G/S KT | 160 | 140 | 120 | 100 | 80 |
|---|---|---|---|---|---|---|
| | FT/MIN | 850 | 740 | 640 | 530 | 420 |

**CHANGE (4/25):** SPECIFICATION CHANGE.

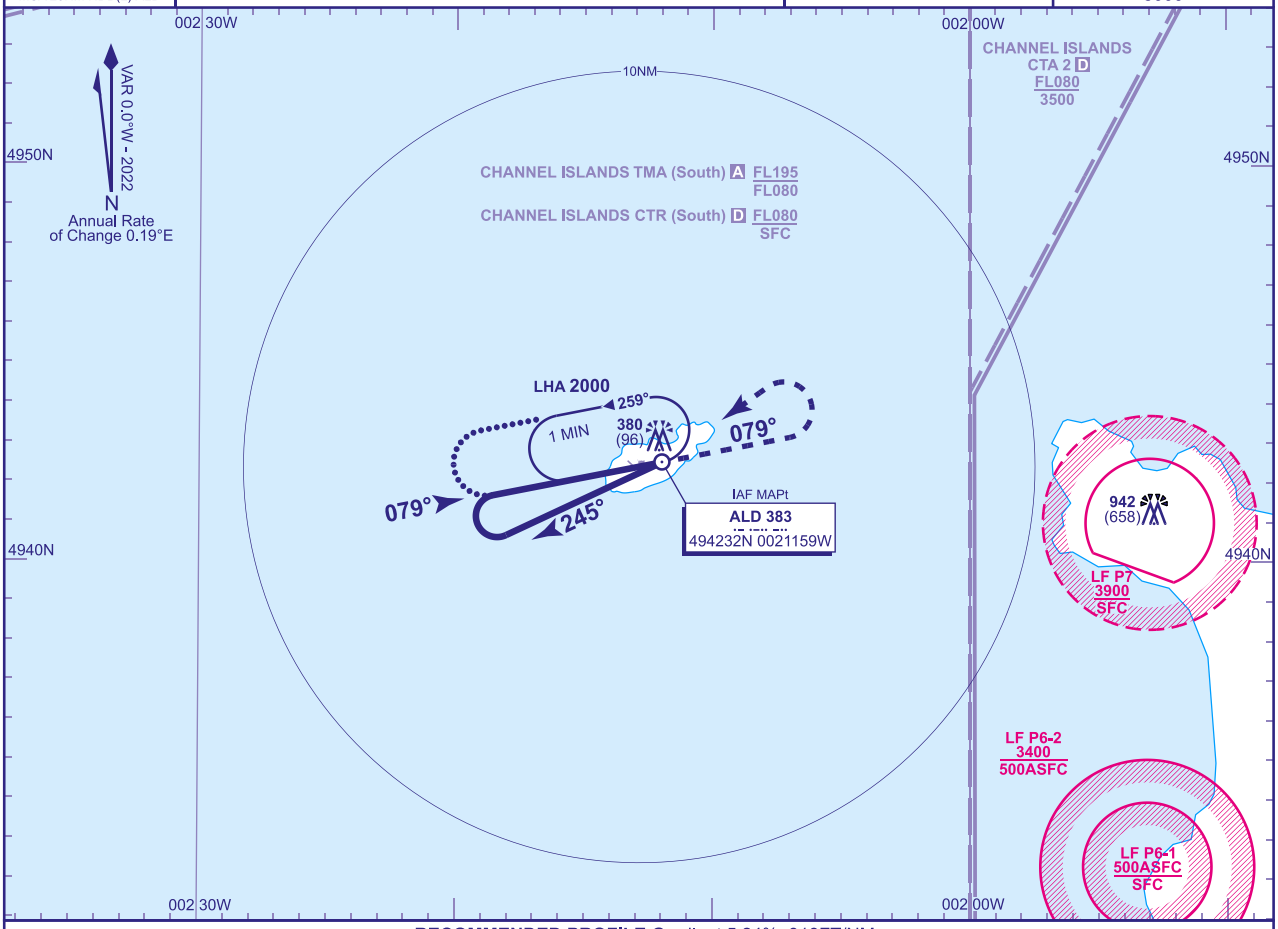
## INSTRUMENT APPROACH CHART - ICAO

# ALDERNEY NDB(L) RWY 08
(ACFT CAT A)

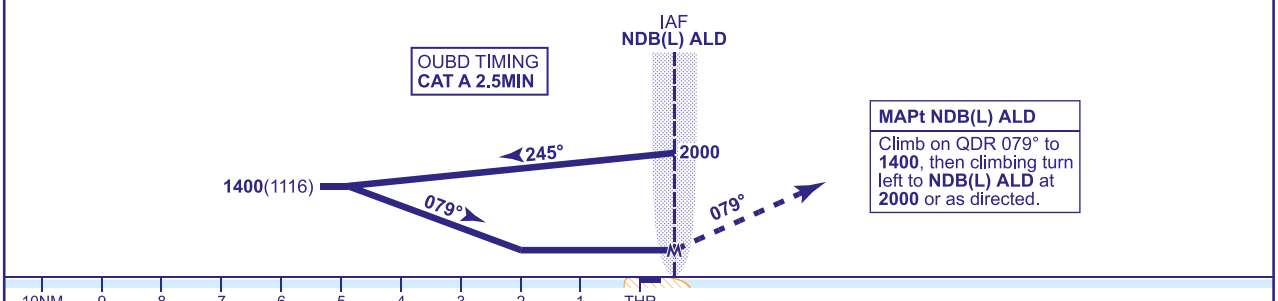



MSA 25NM NDB(L) ALD

| | | | | | |
|---|---|---|---|---|---|
| APP | 128.655 | GUERNSEY APPROACH | AD ELEVATION | **290** | |
| TWR | 125.355 | ALDERNEY TOWER | THR ELEVATION | **284** | |
| | 130.505 | ALDERNEY GROUND | OBSTACLE ELEVATION **942 AMSL** (658) (ABOVE THR) | | |
| | | | BEARINGS ARE MAGNETIC | TRANSITION ALTITUDE **5000** | |




**RECOMMENDED PROFILE** Gradient 5.24%, 318FT/NM




**MAPt NDB(L) ALD**
Climb on QDR 079° to **1400**, then climbing turn left to **NDB(L) ALD** at **2000** or as directed.

| Aircraft Category | | A |
|---|---|---|
| **OCA** (OCH) | **Procedure** | **680**(396) |
| **VM(C)OCA** (OCH AAL) | **Total Area** | **690**(400) |

| Rate of descent | G/S KT | 160 | 140 | 120 | 100 | 80 |
|---|---|---|---|---|---|---|
| | FT/MIN | 850 | 740 | 640 | 530 | 420 |

**ALTERNATIVE PROCEDURE** EXTENDED HOLDING PATTERN
Extend outbound leg of hold to 2.5MIN descending to **1400**(1116). Turn left onto FAT and when established descend to MDA.

**CHANGE (4/25):** SPECIFICATION CHANGE.

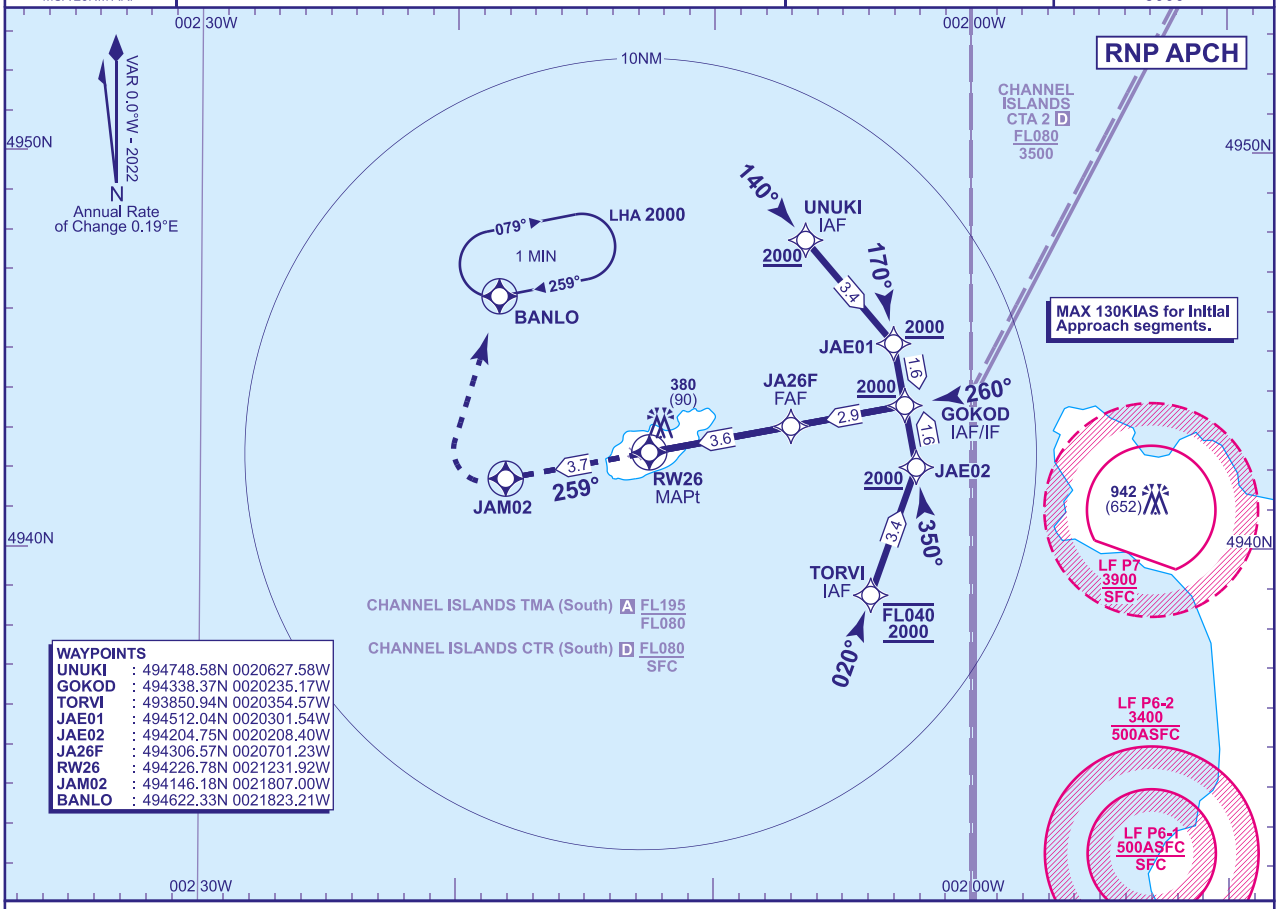
AERO INFO DATE 28 JAN 25

AD 2-EGJA-8-2

# INSTRUMENT APPROACH CHART - ICAO

# ALDERNEY
# RNP
# RWY 26
(ACFT CAT A,B)

| | | | | | |
|---|---|---|---|---|---|
| 20 MSA 25NM ARP | APP | 128.655 | GUERNSEY APPROACH | AD ELEVATION | 290 |
| | TWR | 125.355 | ALDERNEY TOWER | THR ELEVATION | 290 |
| | | 130.505 | ALDERNEY GROUND | OBSTACLE ELEVATION 942 AMSL (652) (ABOVE THR) | EGNOS CH 46392 E26A |
| | | | | BEARINGS ARE MAGNETIC | TRANSITION ALTITUDE 5000 |

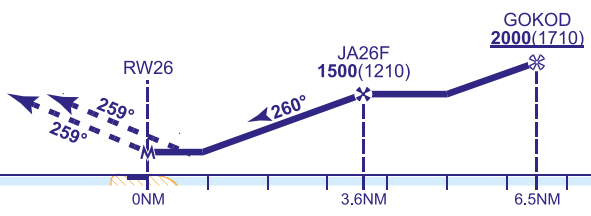



**RECOMMENDED PROFILE** LPV - VERTICAL PATH ANGLE 3.0° (LNAV 5.2%), 320FT/NM

| NM to RW26 | 3 | 2 | 1 |
|---|---|---|---|
| ALT(HGT) | **1300**(1010) | **980**(690) | **650**(360) |

TCH 40

**MAPt (LNAV): RW26**
Climb straight ahead to **JAM02**, then turn right and continue climb to **2000** to hold at **BANLO**; or as directed.




| Aircraft Category | | A | B |
|---|---|---|---|
| OCA (OCH) | LPV | **590**(300) | **590**(300) |
| | LNAV | **630**(340) | **630**(340) |
| VM(C)OCA (OCH AAL) | Total Area | **690**(400) | **790**(500) |

| Rate of descent | G/S KT | 160 | 140 | 120 | 100 | 80 |
|---|---|---|---|---|---|---|
| | FT/MIN | 850 | 740 | 640 | 530 | 420 |

**NOTES** 1 Caution - eastern extremes of procedure are close to the boundary of control zone and prohibited and restricted areas.
2 From the hold pilots should expect to route direct from the outbound leg of the hold to UNUKI.

**CHANGE (4/25):** SPECIFICATION CHANGE.

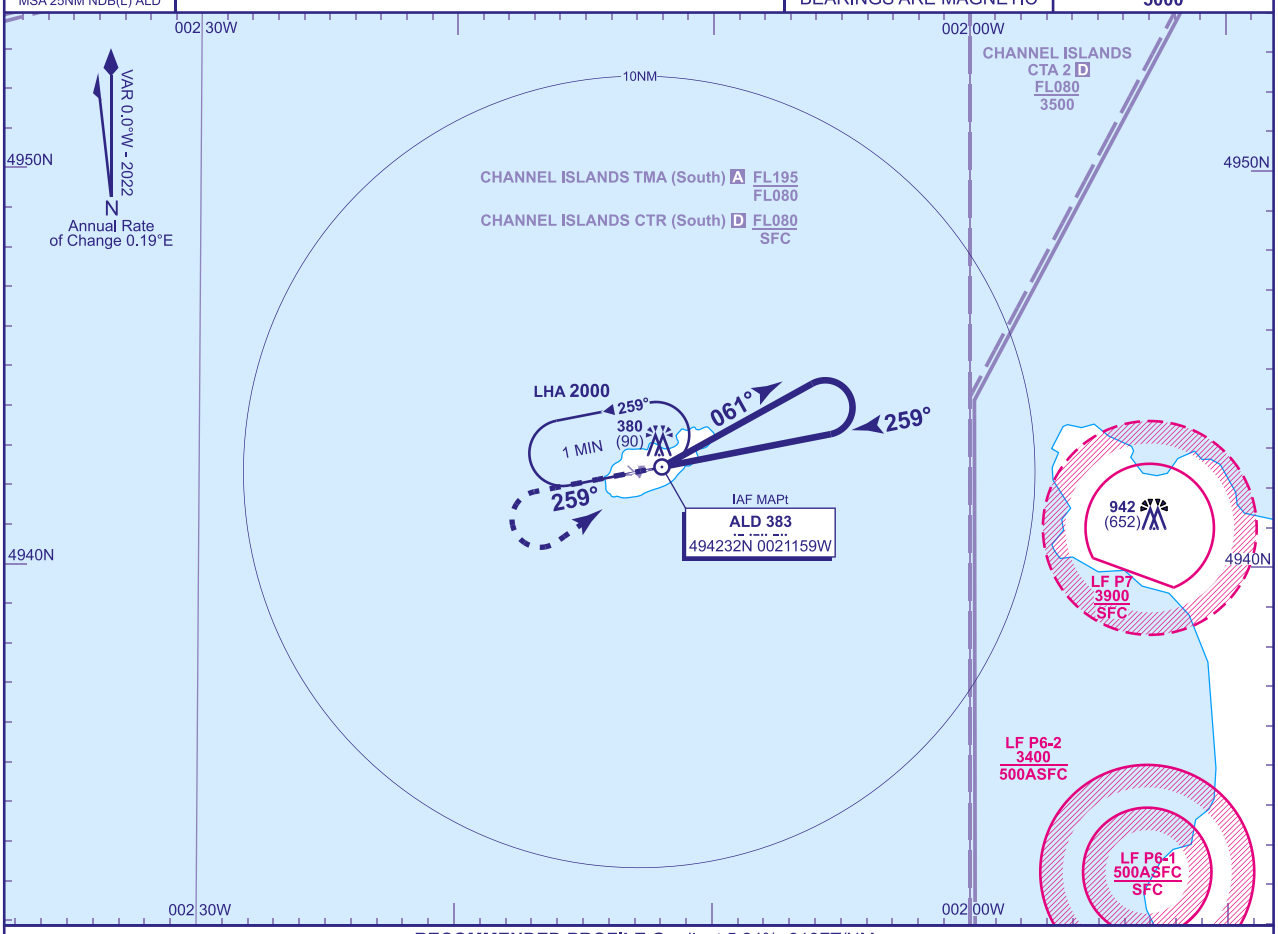
AERO INFO DATE 17 JAN 25

## INSTRUMENT APPROACH CHART - ICAO

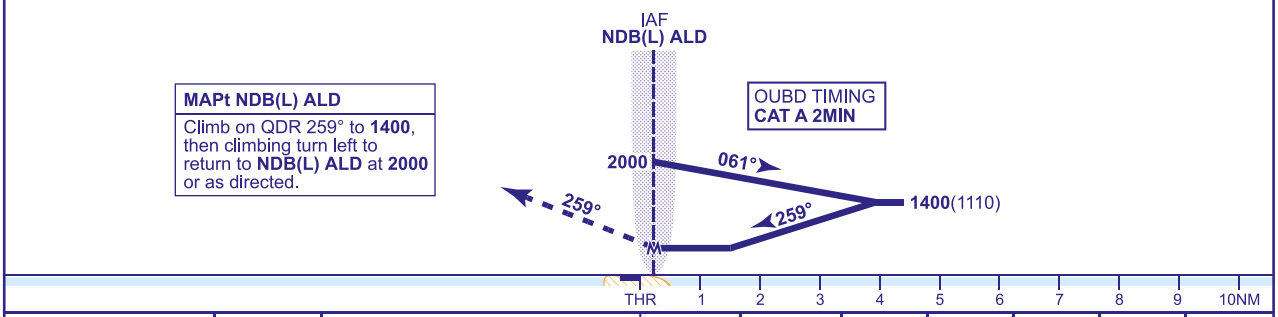
# ALDERNEY NDB(L) RWY 26
(ACFT CAT A)

| | | | | | |
|---|---|---|---|---|---|
| APP | 128.655 | GUERNSEY APPROACH | AD ELEVATION | **290** | |
| TWR | 125.355 | ALDERNEY TOWER | THR ELEVATION | **290** | |
| | 130.505 | ALDERNEY GROUND | OBSTACLE ELEVATION **942 AMSL** (652) (ABOVE THR) | TRANSITION ALTITUDE **5000** | |
| | | | BEARINGS ARE MAGNETIC | | |

MSA 25NM NDB(L) ALD




**RECOMMENDED PROFILE** Gradient 5.24%, 318FT/NM




**MAPt NDB(L) ALD**
Climb on QDR 259° to **1400**, then climbing turn left to return to **NDB(L) ALD** at **2000** or as directed.

| Aircraft Category | | A |
|---|---|---|
| **OCA** (OCH) | **Procedure** | **680**(390) |
| **VM(C)OCA** (OCH AAL) | **Total Area** | **690**(400) |

| Rate of descent | G/S KT | 160 | 140 | 120 | 100 | 80 |
|---|---|---|---|---|---|---|
| | FT/MIN | 850 | 740 | 640 | 530 | 420 |

**CHANGE (4/25):** SPECIFICATION CHANGE.

AERO INFO DATE 28 JAN 25

AD 2-EGJA-8-4

# Instrument Approach Procedure Coding Tables

**ALDERNEY RNP RWY 08 - Instrument Approach Procedure via AMOGA**

| Designator | Sequence Number | Path Term-inator | Waypoint Name | Fly-over | Course/ Track °M (°T) | Turn Direction | Level Constraint | Speed Constraint | Co-ordinates | Remarks and Distance to MAPt |
|---|---|---|---|---|---|---|---|---|---|---|
| R08L | 001 | IF | AMOGA | N | - | - | 2000 | - | 494514.25N 0022740.63W | IAF GUR R019/D19.8 |
| R08L | 002 | TF | ROGTO | N | 169° (169.2°) | LEFT | 2000 | - | 494045.70N 0022621.84W | IF 8.7NM |
| R08L | 003 | TF | JA08F | N | 079° (079.3°) | - | 2000 | - | 494124.35N 0022106.20W | FAF 5.2NM |
| R08L | 004 | TF | RW08 | Y | 079° (079.3°) | - | - | - | 494221.58N 0021314.97W | MAPt |
| R08L | 005 | TF | JAM01 | Y | 079° (079.4°) | LEFT | - | - | 494303.46N 0020727.10W | - |
| R08L | 006 | DF | BANLO | Y | - | - | 2000 | - | 494622.33N 0021823.21W | HOLD |

**ALDERNEY RNP RWY 08 - Instrument Approach Procedure via ROGTO**

| Designator | Sequence Number | Path Term-inator | Waypoint Name | Fly-over | Course/ Track °M (°T) | Turn Direction | Level Constraint | Speed Constraint | Co-ordinates | Remarks and Distance to MAPt |
|---|---|---|---|---|---|---|---|---|---|---|
| R08C | 001 | IF | ROGTO | N | - | - | 2000 | - | 494045.70N 0022621.84W | IAF GUR R027/D15.9 |
| R08C | 002 | TF | JA08F | N | 079° (079.3°) | - | 2000 | - | 494124.35N 0022106.20W | FAF 5.2NM |
| R08C | 003 | TF | RW08 | Y | 079° (079.3°) | - | - | - | 494221.58N 0021314.97W | MAPt |
| R08C | 004 | TF | JAM01 | Y | 079° (079.4°) | LEFT | - | - | 494303.46N 0020727.10W | - |
| R08C | 005 | DF | BANLO | Y | - | - | 2000 | - | 494622.33N 0021823.21W | HOLD |

**ALDERNEY RNP RWY 08 - Instrument Approach Procedure via ELDUN**

| Designator | Sequence Number | Path Term-inator | Waypoint Name | Fly-over | Course/ Track °M (°T) | Turn Direction | Level Constraint | Speed Constraint | Co-ordinates | Remarks and Distance to MAPt |
|---|---|---|---|---|---|---|---|---|---|---|
| R08R | 001 | IF | ELDUN | N | - | - | 2000 | - | 493617.05N 0022503.87W | IAF GUR R039/D12.4 |
| R08R | 002 | TF | ROGTO | N | 349° (349.3°) | RIGHT | 2000 | - | 494045.70N 0022621.84W | IF 8.7NM |
| R08R | 003 | TF | JA08F | N | 079° (079.3°) | - | 2000 | - | 494124.35N 0022106.20W | FAF 5.2NM |
| R08R | 004 | TF | RW08 | Y | 079° (079.3°) | - | - | - | 494221.58N 0021314.97W | MAPt |
| R08R | 005 | TF | JAM01 | Y | 079° (079.4°) | LEFT | - | - | 494303.46N 0020727.10W | - |
| R08R | 006 | DF | BANLO | Y | - | - | 2000 | - | 494622.33N 0021823.21W | HOLD |

**CHANGE (4/25):** R08R TURN DIRECTION CORRECTED. SPECIFICATION CHANGE.
AERO INFO DATE 03 FEB 25

## SBAS FAS Data Block Coding Data

**Alderney RNP RWY 08**

| Input Data | |
|---|---|
| Parameters | Values |
| Operation Type | 0 |
| SBAS Provider | 1 |
| Airport Identifier | EGJA |
| Runway | 08 |
| Runway Direction | 0 |
| Approach Performance Designator | 0 |
| Route Indicator | |
| Reference Path Data Selector | 0 |
| Reference Path Identifier | E08A |
| LTP/FTP Latitude | 494221.5800N |
| LTP/FTP Longitude | 0021314.9710W |
| LTP/FTP Ellipsoidal Height (metres) | 134.7 |
| FPAP Latitude | 494231.6140N |
| Delta FPAP Latitude (seconds) | 10.0340 |
| FPAP Longitude | 0021151.8010W |
| Delta FPAP Longitude (seconds) | 83.1700 |
| Threshold Crossing Height | 40 |
| TCH Units Selector | 0 |
| Glidepath Angle (degrees) | 3 |
| Course Width (metres) | 105 |
| Length Offset (metres) | 824 |
| HAL | 40 |
| VAL | 50 |

| Output Data | |
|---|---|
| Data Block | 10 01 0A 07 05 08 00 00 01 38<br>30 05 18 DD 54 15 4A 03 0C FF<br>43 19 64 4E 00 C4 89 02 90 01<br>2C 01 64 67 C8 FA BA 52 CF 4F |
| Calculated CRC Value | BA52CF4F |

**CHANGE (10/20):** RNP REFERENCES ADDED.

AERO INFO DATE 08 APR 20

# Instrument Approach Procedure Coding Tables

**ALDERNEY RNP RWY 26 - Instrument Approach Procedure via UNUKI**

| Designator | Sequence Number | Path Term-inator | Waypoint Name | Fly-over | Course/ Track °M (°T) | Turn Direction | Level Constraint | Speed Constraint | Co-ordinates | Remarks and Distance to MAPt |
|---|---|---|---|---|---|---|---|---|---|---|
| R26R | 001 | IF | UNUKI | N | - | - | 2000 | -130 | 494748.58N 0020627.58W | IAF GUR R045/R29.0 |
| R26R | 002 | TF | JAE01 | N | 140° (139.5°) | RIGHT | 2000 | -130 | 494512.04N 0020301.54W | 8.15NM |
| R26R | 003 | TF | GOKOD | N | 170° (169.7°) | RIGHT | 2000 | -130 | 494338.37N 0020235.17W | IF 6.56NM |
| R26R | 004 | TF | JA26F | N | 260° (259.6°) | - | 1500 | - | 494306.57N 0020701.23W | FAF 3.6NM |
| R26R | 005 | TF | RW26 | Y | 260° (259.5°) | - | - | - | 494226.78N 0021231.92W | MAPt |
| R26R | 006 | TF | JAM02 | Y | 259° (259.5°) | RIGHT | - | - | 494146.18N 0021807.00W | - |
| R26R | 007 | DF | BANLO | Y | - | - | 2000 | - | 494622.33N 0021823.21W | HOLD |

**ALDERNEY RNP RWY 26 - Instrument Approach Procedure via GOKOD**

| Designator | Sequence Number | Path Term-inator | Waypoint Name | Fly-over | Course/ Track °M (°T) | Turn Direction | Level Constraint | Speed Constraint | Co-ordinates | Remarks and Distance to MAPt |
|---|---|---|---|---|---|---|---|---|---|---|
| R26C | 001 | IF | GOKOD | N | - | - | 2000 | -130 | 494338.37N 0020235.17W | IF GUR R054/D28.0 |
| R26C | 002 | TF | JA26F | N | 260° (259.6°) | - | 1500 | - | 494306.57N 0020701.23W | FAF 3.6NM |
| R26C | 003 | TF | RW26 | Y | 260° (259.5°) | - | - | - | 494226.78N 0021231.92W | MAPt |
| R26C | 004 | TF | JAM02 | Y | 259° (259.5°) | RIGHT | - | - | 494146.18N 0021807.00W | - |
| R26C | 005 | DF | BANLO | Y | - | - | 2000 | - | 494622.33N 0021823.21W | HOLD |

**ALDERNEY RNP RWY 26 - Instrument Approach Procedure via TORVI**

| Designator | Sequence Number | Path Term-inator | Waypoint Name | Fly-over | Course/ Track °M (°T) | Turn Direction | Level Constraint | Speed Constraint | Co-ordinates | Remarks and Distance to MAPt |
|---|---|---|---|---|---|---|---|---|---|---|
| R26L | 001 | IF | TORVI | N | - | - | FL040 2000 | -130 | 493850.94N 0020354.57W | IAF GUR R062/D24.5 |
| R26L | 002 | TF | JAE02 | N | 020° (019.6°) | LEFT | 2000 | -130 | 494204.75N 0020208.40W | 8.15NM |
| R26L | 003 | TF | GOKOD | N | 350° (349.5°) | LEFT | 2000 | -130 | 494338.37N 0020235.17W | IF 6.56NM |
| R26L | 004 | TF | JA26F | N | 260° (259.6°) | - | 1500 | - | 494306.57N 0020701.23W | FAF 3.6NM |
| R26L | 005 | TF | RW26 | Y | 260° (259.5°) | - | - | - | 494226.78N 0021231.92W | MAPt |
| R26L | 006 | TF | JAM02 | Y | 259° (259.5°) | RIGHT | - | - | 494146.18N 0021807.00W | - |
| R26L | 007 | DF | BANLO | Y | - | - | 2000 | - | 494622.33N 0021823.21W | HOLD |

**CHANGE (4/25):** SPECIFICATION CHANGE.
AERO INFO DATE 03 FEB 25

## SBAS FAS Data Block Coding Data

**Alderney RNP RWY 26**

| Input Data | |
|---|---|
| Parameters | Values |
| Operation Type | 0 |
| SBAS Provider | 1 |
| Airport Identifier | EGJA |
| Runway | 26 |
| Runway Direction | 0 |
| Approach Performance Designator | 0 |
| Route Indicator | |
| Reference Path Data Selector | 0 |
| Reference Path Identifier | E26A |
| LTP/FTP Latitude | 494226.7760N |
| LTP/FTP Longitude | 0021231.9220W |
| LTP/FTP Ellipsoidal Height (metres) | 136.4 |
| FPAP Latitude | 494216.7335N |
| Delta FPAP Latitude (seconds) | -10.0425 |
| FPAP Longitude | 0021355.0875W |
| Delta FPAP Longitude (seconds) | -83.1655 |
| Threshold Crossing Height | 40 |
| TCH Units Selector | 0 |
| Glidepath Angle (degrees) | 3 |
| Course Width (metres) | 105 |
| Length Offset (metres) | 824 |
| HAL | 40 |
| VAL | 50 |

| Output Data | |
|---|---|
| Data Block | 10 01 0A 07 05 1A 00 00 01 36<br>32 05 B0 05 55 15 9C 53 0D FF<br>54 19 8B B1 FF 45 76 FD 90 01<br>2C 01 64 67 C8 FA 23 84 2F D8 |
| Calculated CRC Value | 23842FD8 |

**CHANGE (10/20):** RNP REFERENCES ADDED.

# EGSL — ANDREWSFIELD

## EGSL AD 2.1 AERODROME LOCATION INDICATOR AND NAME

EGSL — ANDREWSFIELD

## EGSL AD 2.2 AERODROME GEOGRAPHICAL AND ADMINISTRATIVE DATA

| | | |
|---|---|---|
| 1 | ARP coordinates and site at AD | Lat: 515342N Long: 0002657E<br>Mid point of Runway 09L/27R |
| 2 | Direction and distance from city | 4 NM WNW of Braintree. |
| 3 | Elevation / Reference temperature / Mean Low Temperature | 286 FT / 19 °C / - |
| 4 | Geoid undulation at AD ELEV PSN | - |
| 5 | Magnetic Variation / Annual Change | 0.69°E (2022) / 0.20°E |
| 6 | AD Administration<br>Address<br>Telephone<br>Telefax | ANDREWSFIELD AVIATION LTD.<br>Saling Aerodrome, Stebbing, Great Dunmow, Essex, CM6 3TH.<br>01371-856744<br>01371-856500 |
| 7 | Type of Traffic permitted (IFR/VFR) | VFR |
| 8 | Remarks | |

## EGSL AD 2.3 OPERATIONAL HOURS

| | | |
|---|---|---|
| 1 | AD Administration | 0830-2100 (0800-1900) and by arrangement. |
| 2 | Customs and immigration | By arrangement. |
| 3 | Health and sanitation | |
| 4 | AIS Briefing Office | |
| 5 | ATS Reporting Office (ARO) | |
| 6 | MET Briefing Office | |
| 7 | ATS | As AD hours. See also AD 2.18. |
| 8 | Fuelling | As AD hours. |
| 9 | Handling | |
| 10 | Security | |
| 11 | De-icing | |
| 12 | Remarks | This aerodrome is PPR by telephone only. See also AD 2.20. |

## EGSL AD 2.4 HANDLING SERVICES AND FACILITIES

| | | |
|---|---|---|
| 1 | Cargo handling facilities | |
| 2 | Fuel and oil types | AVGAS 100L.<br>W80. |
| 3 | Fuelling facilities/capacity | |
| 4 | De-icing facilities | |
| 5 | Hangar space for visiting aircraft | |
| 6 | Repair facilities for visiting aircraft | |
| 7 | Remarks | |

## EGSL AD 2.5 PASSENGER FACILITIES

**INTENTIONALLY BLANK**

## EGSL AD 2.6 RESCUE AND FIRE FIGHTING SERVICES

| | | |
|---|---|---|
| 1 | AD category for fire fighting services | RFF Category Special. |
| 2 | Rescue equipment | |

| | | |
|---|---|---|
| 3 | Capability for removal of disabled aircraft | |
| 4 | Remarks | |

## EGSL AD 2.7 SEASONAL AVAILABILITY - CLEARING

**INTENTIONALLY BLANK**

## EGSL AD 2.8 APRONS, TAXIWAYS AND CHECK LOCATIONS/POSITIONS DATA

**INTENTIONALLY BLANK**

## EGSL AD 2.9 SURFACE MOVEMENT GUIDANCE AND CONTROL SYSTEM AND MARKINGS

| | | |
|---|---|---|
| 1 | Use of aircraft stand ID signs, TWY guide lines and visual docking/parking guidance system of aircraft stands | |
| 2 | Runway and taxiway markings and lighting | |
| 3 | Stop bars and runway guard lights (if any) | |
| 4 | Other runway protection measures | |
| 5 | Remarks | Windsock lit during night flying. |

## EGSL AD 2.10 AERODROME OBSTACLES

| In Approach/Take-off areas | | | | | | |
|---|---|---|---|---|---|---|
| **Obstacle ID/ Designation** | **Obstacle Type** | **Obstacle Position** | **Elevation/Height** | | **Obstruction Lighting Type/ Colour** | **Remarks** |
| **1** | **2** | **3** | **4** | | **5** | **6** |
| 09/APPROACH/ 27/TAKE-OFF | Vehicles on road | 515340.00N 0002634.00E | 291 FT | | No | |

| In circling area and at aerodrome | | | | | |
|---|---|---|---|---|---|
| **Obstacle ID/ Designation** | **Obstacle Type** | **Obstacle Position** | **Elevation/Height** | **Obstruction Lighting Type/ Colour** | **Remarks** |
| **1** | **2** | **3** | **4** | **5** | **6** |
| INTENTIONALLY BLANK | | | | | |

## EGSL AD 2.11 METEOROLOGICAL INFORMATION PROVIDED

**INTENTIONALLY BLANK**

## EGSL AD 2.12 RUNWAY PHYSICAL CHARACTERISTICS

| Designations RWY Number | True bearing | Dimensions of RWY | Surface of RWY/ SWY/ Strength | THR co-ordinates/ THR Geoid undulation | THR elevation/ Highest elevation of TDZ of precision APP RWY | Slope of RWY/ SWY |
|---|---|---|---|---|---|---|
| **1** | **2** | **3** | **4** | **5** | **6** | **7** |
| 09L | 085.11° | 799 x - M | RWY surface: Grass | 515341.04N 0002641.40E | THR 275.0 FT | |
| 27R | 265.12° | 799 x - M | RWY surface: Grass | 515343.02N 0002718.84E | THR 278.0 FT | |

| Designations RWY Number | True bearing | Dimensions of RWY | Surface of RWY/ SWY/ Strength | THR co-ordinates/ THR Geoid undulation | THR elevation/ Highest elevation of TDZ of precision APP RWY | Slope of RWY/ SWY |
|---|---|---|---|---|---|---|
| 1 | 2 | 3 | 4 | 5 | 6 | 7 |
| 09R | 085.11° | 799 x - M | RWY surface: Grass | 515340.00N 0002641.00E | THR 275.0 FT | |
| 27L | 265.12° | 799 x - M | RWY surface: Grass | 515342.00N 0002719.00E | THR 278.0 FT | |

| SWY Dimensions | Clearway Dimensions | Strip Dimensions | RESA Dimensions, Overshoot / Undershoot | Location/ description of arresting system | OFZ | Remarks |
|---|---|---|---|---|---|---|
| 8 | 9 | 10 | 11 | 12 | 13 | 14 |
| | | | | | | RWY 09L<br><br>Threshold displaced by 79 M to provide 1:20 clearance over vehicles on road.<br><br>Two 18 M wide runways by day, single 36 M wide runway by night. |
| | | | | | | RWY 27R<br><br>Two 18 M wide runways by day, single 36 M wide runway by night. |
| | | | | | | RWY 09R<br><br>Threshold displaced by 79 M to provide 1:20 clearance over vehicles on road.<br><br>Two 18 M wide runways by day, single 36 M wide runway by night. |
| | | | | | | RWY 27L<br><br>Two 18 M wide runways by day, single 36 M wide runway by night. |

## EGSL AD 2.13 DECLARED DISTANCES

| Runway designator | TORA | TODA | ASDA | LDA | Remarks |
|---|---|---|---|---|---|
| 1 | 2 | 3 | 4 | 5 | 6 |
| 09L | 799 M | 799 M | 799 M | 720 M | |
| 09R | 799 M | 799 M | 799 M | 720 M | |
| 27L | 799 M | 799 M | 799 M | 799 M | |
| 27R | 799 M | 799 M | 799 M | 799 M | |

## EGSL AD 2.14 APPROACH AND RUNWAY LIGHTING

| RWY | Approach lighting Type/ Length/ Intensity | Threshold lighting Colour/Wing bars | VASIS/ MEHT/ PAPI/ PAPI Dist from THR | TDZ, lighting Length | Runway Centre Line lighting Length/ Spacing/ Colour/ Intensity | Runway edge lighting Length/ Spacing/ Colour/ Intensity | Runway end lighting Colour/ Wing bars | Stopway lighting Length/ Colour | Remarks |
|---|---|---|---|---|---|---|---|---|---|
| 1 | 2 | 3 | 4 | 5 | 6 | 7 | 8 | 9 | 10 |
| 09L | | Light intensity low<br>Green wingbars | | | Omni-directional<br>Light intensity low | White | Red wingbars | | |
| 27R | | Light intensity low<br>Green wingbars | APAPI<br>Left/3°<br>20 FT | | Omni-directional<br>Light intensity low | White | Red wingbars | | |

| RWY | Approach lighting Type/ Length/ Intensity | Threshold lighting Colour/Wing bars | VASIS/ MEHT/ PAPI/ PAPI Dist from THR | TDZ, lighting Length | Runway Centre Line lighting Length/ Spacing/ Colour/ Intensity | Runway edge lighting Length/ Spacing/ Colour/ Intensity | Runway end lighting Colour/ Wing bars | Stopway lighting Length/ Colour | Remarks |
|---|---|---|---|---|---|---|---|---|---|
| 1 | 2 | 3 | 4 | 5 | 6 | 7 | 8 | 9 | 10 |
| 09R | | Light intensity low<br>Green wingbars | | | Omni-directional<br>Light intensity low | White | Red wingbars | | |
| 27L | | Light intensity low<br>Green wingbars | APAPI<br>Left/3°<br>20 FT | | Omni-directional<br>Light intensity low | White | Red wingbars | | |

## EGSL AD 2.15 OTHER LIGHTING, SECONDARY POWER SUPPLY

| | | |
|---|---|---|
| 1 | ABN/IBN location, characteristics and hours of operation | IBN: 515345.00N 0002706.00E<br>Flashing Green 'AF'. |
| 2 | LDI location and lighting<br>Anemometer location and lighting | |
| 3 | TWY edge and centre line lighting | |
| 4 | Secondary power supply/switch-over time | |
| 5 | Remarks | |

## EGSL AD 2.16 HELICOPTER LANDING AREA

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## EGSL AD 2.17 AIR TRAFFIC SERVICES AIRSPACE

| Designation and lateral limits | Vertical Limits | Airspace Class | ATS unit callsign/ language | Transition Altitude | Hours of applicability | Remarks |
|---|---|---|---|---|---|---|
| 1 | 2 | 3 | 4 | 5 | 6 | 7 |
| ANDREWSFIELD ATZ<br>A circle, 2 NM radius, centred at 515342N 0002657E on longest notified runway (09/ 27) | Upper limit:<br>2000 FT AGL<br>Lower limit:<br>SFC | D | ANDREWSFIELD RADIO<br>English | 6000 FT | | Airspace Class: D and G<br><br>Note: Partly within London Stansted CTR, CTA 1 and CTA 3. |

## EGSL AD 2.18 AIR TRAFFIC SERVICES COMMUNICATION FACILITIES

| Service Designation | Callsign | Channel/ Frequency(MHz) | SATVOICE number(s) | Logon Address | Hours of Operation | Remarks |
|---|---|---|---|---|---|---|
| 1 | 2 | 3 | 4 | 5 | 6 | 7 |
| OTHER | ANDREWSFIELD RADIO | 130.555<br>A/G frequency. | | | 0830-2100 (0800-1900) and by arrangement. | ATZ hours coincident with A/G hours, but not by arrangement. |

## EGSL AD 2.19 RADIO NAVIGATION AND LANDING AIDS

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# EGSL AD 2.20 LOCAL AERODROME REGULATIONS

## 1 AIRPORT REGULATIONS

a) Aerodrome is not available at night for public transport flights. Use at night by aircraft required to use a licensed aerodrome is confined to operations by Andrewsfield Aviation Ltd using RWY 27.

## 2 GROUND MOVEMENT

Not applicable.

## 3 CAT II/III OPERATIONS

Not applicable.

## 4 WARNINGS

a) Aerodrome is located on the eastern edge of the Stansted CTR and below the Stansted CTA. See AD 2-EGSS 2.17.
b) Helicopter hovering operations take place south of Runway.

## 5 HELICOPTER OPERATIONS

Not applicable.

## 6 USE OF RUNWAYS

Not applicable.

## 7 TRAINING

Not applicable.

# EGSL AD 2.21 NOISE ABATEMENT PROCEDURES

Noise abatement procedures in force. Obtain brief before departure.

# EGSL AD 2.22 FLIGHT PROCEDURES

a) Circuit height 700 ft QFE, normal direction: Runway 09/27 - RH. Microlight circuits at 500 ft QFE inside the normal circuit pattern.
b) Andrewsfield Local Flying Area (LFA) and Procedures:

i. Part of the Andrewsfield ATZ (to the northwest of the Aerodrome) lies within the London Stansted CTR and the remainder lies partly within and partly beneath the London Stansted CTA. Subject to any listed restrictions, flights without reference to Stansted ATC may be made within the confines of the LFA.
ii. An LFA exists within the same lateral limits as the ATZ with a vertical limit of 1500 ft QNH. Aircraft shall remain clear of cloud, in sight of the surface and in a flight visibility of at least 3 km;
iii. Irrespective of whether they are in communication with Stansted ATC or not, aircraft that intend to penetrate the LFA during the hours of operation of the Andrewsfield A/G station, must not do so without first obtaining information from the Andrewsfield A/G station.

# EGSL AD 2.23 ADDITIONAL INFORMATION

Not applicable.

# EGSL AD 2.24 CHARTS RELATED TO AN AERODROME

AERODROME CHART - ICAO
AD 2.EGSL-2-1

## EGSL AD 2.25 VISUAL SEGMENT SURFACE (VSS) PENETRATION

Not applicable

# ANDREWSFIELD EGSL

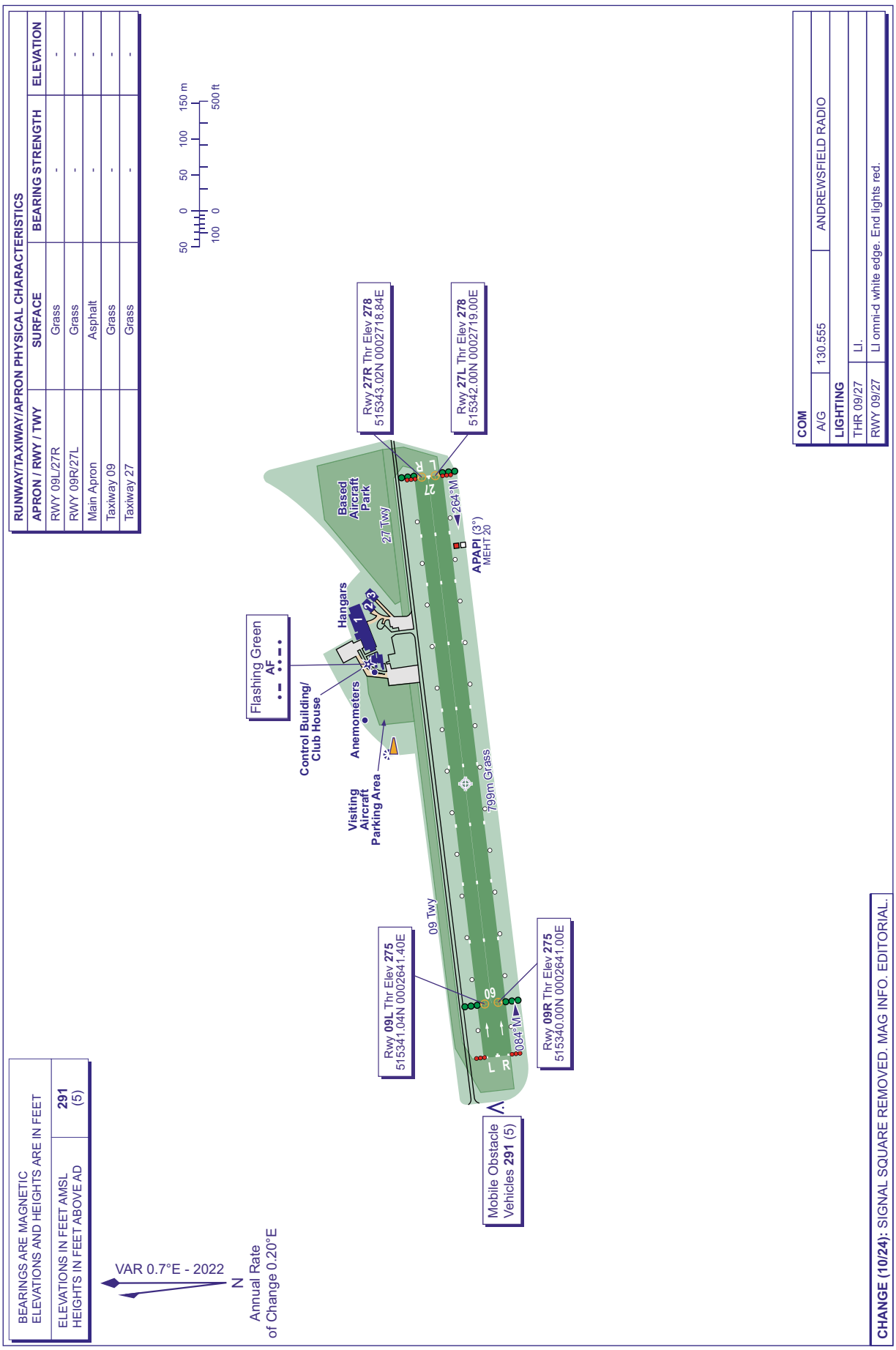
AD ELEV 286FT

ARP 515342N 0002657E

AERODROME CHART - ICAO

| RUNWAY/TAXIWAY/APRON PHYSICAL CHARACTERISTICS | | | |
|---|---|---|---|
| APRON / RWY / TWY | SURFACE | BEARING STRENGTH | ELEVATION |
| RWY 09L/27R | Grass | - | - |
| RWY 09R/27L | Grass | - | - |
| Main Apron | Asphalt | - | - |
| Taxiway 09 | Grass | - | - |
| Taxiway 27 | Grass | - | - |

| COM | | |
|---|---|---|
| A/G | 130.555 | ANDREWSFIELD RADIO |
| **LIGHTING** | | |
| THR 09/27 | LI. | |
| RWY 09/27 | LI omni-d white edge. End lights red. | |




| BEARINGS ARE MAGNETIC<br>ELEVATIONS AND HEIGHTS ARE IN FEET | |
|---|---|
| ELEVATIONS IN FEET AMSL<br>HEIGHTS IN FEET ABOVE AD | 291<br>(5) |

**CHANGE (10/24):** SIGNAL SQUARE REMOVED. MAG INFO. EDITORIAL.

AERO INFO DATE 11 JUL 24

AD 2-EGSL-2-1

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# EGPR — BARRA

## EGPR AD 2.1 AERODROME LOCATION INDICATOR AND NAME

EGPR — BARRA

## EGPR AD 2.2 AERODROME GEOGRAPHICAL AND ADMINISTRATIVE DATA

| | | |
|---|---|---|
| 1 | ARP coordinates and site at AD | Lat: 570125N Long: 0072630W<br>Centre point of airport is 140 M West of Runway 29 threshold on South edge of Runway 11/29 |
| 2 | Direction and distance from city | 4.3 NM NE of Castlebay. |
| 3 | Elevation / Reference temperature / Mean Low Temperature | 5 FT / 14 °C / - |
| 4 | Geoid undulation at AD ELEV PSN | 190 FT |
| 5 | Magnetic Variation / Annual Change | 3.11°W (2022) / 0.23°E |
| 6 | AD Administration<br>Address<br>Telephone<br>E-mail address | HIAL<br>Barra Aerodrome, North Bay, Isle of Barra, Western Isles, HS9 5YD.<br>01871-890212<br>Barrafiso@hial.co.uk |
| 7 | Type of Traffic permitted (IFR/VFR) | IFR/VFR |
| 8 | Remarks | |

## EGPR AD 2.3 OPERATIONAL HOURS

| | | |
|---|---|---|
| 1 | AD Administration | Mon-Sat 1030-1530 (0930-1430); Sun 1100-1215 (1000-1115); and by arrangement with AD operator (HIAL). AD availability subject to tidal variation. |
| 2 | Customs and immigration | |
| 3 | Health and sanitation | |
| 4 | AIS Briefing Office | |
| 5 | ATS Reporting Office (ARO) | |
| 6 | MET Briefing Office | |
| 7 | ATS | As AD hours. See also AD 2.18. |
| 8 | Fuelling | |
| 9 | Handling | |
| 10 | Security | |
| 11 | De-icing | |
| 12 | Remarks | Prior Permission Required at this Aerodrome.<br>Arrival/Departure times may be allocated.<br>Aircraft movements at Barra prohibited outside AD/ATS hours except in an emergency. |

## EGPR AD 2.4 HANDLING SERVICES AND FACILITIES

**INTENTIONALLY BLANK**

## EGPR AD 2.5 PASSENGER FACILITIES

| | | |
|---|---|---|
| 1 | Hotels | On Island. |
| 2 | Restaurants | Cafeteria in Terminal. |
| 3 | Transportation | Car Hire, Taxies and Bus on Island. |
| 4 | Medical facilities | First Aid, Local Doctor and Ambulance available. |
| 5 | Bank and Post Office | Located at Castlebay. |
| 6 | Tourist Office | Located at Castlebay. |
| 7 | Remarks | Wheelchair and Stairclimber available for disabled passenger handling. |

## EGPR AD 2.6 RESCUE AND FIRE FIGHTING SERVICES

| | | |
|---|---|---|
| 1 | AD category for fire fighting services | RFF Category A2<br>RFF Category 3 accepted under remission. |
| 2 | Rescue equipment | Water rescue facilities are available for all Runways during published opening hours and special openings subject to, serviceability of equipment and times when the weather conditions and sea state are conducive to such rescue operations. |
| 3 | Capability for removal of disabled aircraft | |
| 4 | Remarks | |

## EGPR AD 2.7 SEASONAL AVAILABILITY - CLEARING

**INTENTIONALLY BLANK**

## EGPR AD 2.8 APRONS, TAXIWAYS AND CHECK LOCATIONS/POSITIONS DATA

**INTENTIONALLY BLANK**

## EGPR AD 2.9 SURFACE MOVEMENT GUIDANCE AND CONTROL SYSTEM AND MARKINGS

| | | |
|---|---|---|
| 1 | Use of aircraft stand ID signs, TWY guide lines and visual docking/parking guidance system of aircraft stands | |
| 2 | Runway and taxiway markings and lighting | |
| 3 | Stop bars and runway guard lights (if any) | |
| 4 | Other runway protection measures | |
| 5 | Remarks | Two WDI: 570134.44N 0072648.95W; 570116.89N 0072650.98W. |

## EGPR AD 2.10 AERODROME OBSTACLES

| In Approach/Take-off areas | | | | | | |
|---|---|---|---|---|---|---|
| **Obstacle ID/ Designation** | **Obstacle Type** | **Obstacle Position** | **Elevation/Height** | | **Obstruction Lighting Type/ Colour** | **Remarks** |
| **1** | **2** | **3** | **4** | | **5** | **6** |
| (EGPR3002) 15/APPROACH 33/ TAKE-OFF | MOBILE OBST | 570133.72N 0072653.50W | 27 FT | 3 FT | No | |
| (EGPR3131) 15/APPROACH 33/ TAKE-OFF | MP 15 | 570133.64N 0072653.22W | 22 FT | 3 FT | No | |
| (EGPR3132) 11/APPROACH 29/ TAKE-OFF | MP 11 | 570129.27N 0072659.82W | 23 FT | 4 FT | No | |
| (EGPR3006) 11/APPROACH 29/ TAKE-OFF | MOBILE OBST | 570129.06N 0072700.41W | 29 FT | 4 FT | No | |
| (EGPR3133) 07/APPROACH 25/ TAKE-OFF | MP 07 | 570126.37N 0072659.24W | 15 FT | 2 FT | No | |
| (EGPR3135) 29/APPROACH 11/ TAKE-OFF | MP29 | 570124.70N 0072615.42W | 16 FT | 0 FT | No | |
| (EGPR3136) 33/APPROACH 15/ TAKE-OFF | MP 33 | 570110.87N 0072617.55W | 13 FT | 0 FT | No | |

| In circling area and at aerodrome | | | | | |
|---|---|---|---|---|---|
| **Obstacle ID/ Designation** | **Obstacle Type** | **Obstacle Position** | **Elevation/Height** | **Obstruction Lighting Type/ Colour** | **Remarks** |
| **1** | **2** | **3** | **4** | **5** | **6** |
| INTENTIONALLY BLANK | | | | | |

## EGPR AD 2.11 METEOROLOGICAL INFORMATION PROVIDED

| | | |
|---|---|---|
| 1 | Associated MET Office | MET OFFICE ABERDEEN |
| 2 | Hours of service<br>MET Office outside hour | H24 |
| 3 | Office responsible for TAF preparation<br>Periods of validity | |
| 4 | Trend forecast<br>Interval of issuance | |
| 5 | Briefing/consultation provided | Self-briefing. |
| 6 | Flight documentation<br>Language(s) used | English. |
| 7 | Charts and other information available for briefing or consultation | F214 UK Spot wind forecast chart and F215 UK low-level forecast chart. |
| 8 | Supplementary equipment available for providing information | Internet access to MET Office. |
| 9 | ATS units provided with information | |
| 10 | Additional information (limitation of service, etc.) | Local METARs available during AD hours. |

## EGPR AD 2.12 RUNWAY PHYSICAL CHARACTERISTICS

| Designations RWY Number | True bearing | Dimensions of RWY | Surface of RWY/ SWY/ Strength | THR co-ordinates/ THR Geoid undulation | THR elevation/ Highest elevation of TDZ of precision APP RWY | Slope of RWY/ SWY |
|---|---|---|---|---|---|---|
| 1 | 2 | 3 | 4 | 5 | 6 | 7 |
| 07 | 066.06° | 799 x 60 M | RWY surface: Sand | 570129.01N<br>0072648.43W<br>190.0 FT | THR 3.6 FT | |
| 25 | 246.07° | 799 x 60 M | RWY surface: Sand | 570139.48N<br>0072605.17W<br>190.0 FT | THR 1.4 FT | |
| 11 | 100.68° | 680 x 46 M | RWY surface: Sand | 570128.67N<br>0072654.00W<br>190.0 FT | THR 4.5 FT | |
| 29 | 280.69° | 680 x 46 M | RWY surface: Sand | 570125.30N<br>0072621.24W<br>190.0 FT | THR 1.4 FT | |
| 15 | 139.48° | 846 x 46 M | RWY surface: Sand | 570131.18N<br>0072649.38W<br>190.0 FT | THR 4.4 FT | |
| 33 | 319.48° | 846 x 46 M | RWY surface: Sand | 570113.32N<br>0072621.39W<br>190.0 FT | THR 0.7 FT | |

| SWY Dimensions | Clearway Dimensions | Strip Dimensions | RESA Dimensions, Overshoot / Undershoot | Location/ description of arresting system | OFZ | Remarks |
|---|---|---|---|---|---|---|
| 8 | 9 | 10 | 11 | 12 | 13 | 14 |
| | | | | | | RWY 07 |
| | | | | | | RWY 25 |
| | | | | | | RWY 11<br><br>Threshold displaced by 50 M to allow 1:20 over marker post. |
| | | | | | | RWY 29<br><br>Threshold displaced by 70 M to allow 1:20 over marker post. |
| | | | | | | RWY 15<br><br>Threshold displaced by 50 M to clear marker post and dunes. |

| SWY Dimensions | Clearway Dimensions | Strip Dimensions | RESA Dimensions, Overshoot / Undershoot | Location/ description of arresting system | OFZ | Remarks |
|---|---|---|---|---|---|---|
| 8 | 9 | 10 | 11 | 12 | 13 | 14 |
| | | | | | | RWY 33<br><br>Threshold displaced by 70 M to clear marker post. |

## EGPR AD 2.13 DECLARED DISTANCES

| Runway designator | TORA | TODA | ASDA | LDA | Remarks |
|---|---|---|---|---|---|
| 1 | 2 | 3 | 4 | 5 | 6 |
| 07 | 799 M | 799 M | 799 M | 799 M | |
| 15 | 799 M | 799 M | 799 M | 796 M | |
| 25 | 799 M | 799 M | 799 M | 799 M | |
| 33 | 799 M | 799 M | 799 M | 776 M | |
| 11 | 667 M | 667 M | 667 M | 617 M | |
| 29 | 667 M | 667 M | 667 M | 597 M | |

## EGPR AD 2.14 APPROACH AND RUNWAY LIGHTING

**INTENTIONALLY BLANK**

## EGPR AD 2.15 OTHER LIGHTING, SECONDARY POWER SUPPLY

| | | |
|---|---|---|
| 1 | ABN/IBN location, characteristics and hours of operation | |
| 2 | LDI location and lighting<br>Anemometer location and lighting | Anemometer: 570134.15N 0072648.53W (LGTD). |
| 3 | TWY edge and centre line lighting | |
| 4 | Secondary power supply/switch-over time | Generator/15 seconds |
| 5 | Remarks | |

## EGPR AD 2.16 HELICOPTER LANDING AREA

**INTENTIONALLY BLANK**

## EGPR AD 2.17 AIR TRAFFIC SERVICES AIRSPACE

| Designation and lateral limits | Vertical Limits | Airspace Class | ATS unit callsign/ language | Transition Altitude | Hours of applicability | Remarks |
|---|---|---|---|---|---|---|
| 1 | 2 | 3 | 4 | 5 | 6 | 7 |
| BARRA ATZ<br>A circle, 2 NM radius, centred at 570122N 0072635W on longest notified runway (15/ 33) | Upper limit: 2000 FT AGL<br>Lower limit: SFC | G | BARRA INFORMATION<br>English | 3000 FT | | |

# EGPR AD 2.18 AIR TRAFFIC SERVICES COMMUNICATION FACILITIES

| Service Designation | Callsign | Channel/ Frequency(MHz) | SATVOICE number(s) | Logon Address | Hours of Operation | Remarks |
|---|---|---|---|---|---|---|
| 1 | 2 | 3 | 4 | 5 | 6 | 7 |
| AFIS | BARRA INFORMATION | 118.080 DOC 25 NM/4000 FT. | | | Mon-Sat 1030-1530 (0930-1430); Sun 1100-1215 (1000-1115). | ATZ hours coincident with AFIS hours, but not by arrangement.<br><br>ATZ/AFIS Mon-Fri hours of service regularly change due to tidal variation, consult FIS Barra for information. |

# EGPR AD 2.19 RADIO NAVIGATION AND LANDING AIDS

| Type of Aid CAT of ILS/MLS MAG Var/VOR Declination | Ident | Frequency | Hours of Operation | Position of transmitting antenna coordinates | Elevation of DME transmitting antenna | Remarks |
|---|---|---|---|---|---|---|
| 1 | 2 | 3 | 4 | 5 | 6 | 7 |
| NDB<br>2.06°W (2027) | BRR | 316.000 kHz | Mon-Sat 1030-1530 (0930-1430); Sun 1100-1215 (1000-1115); and by arrangement. | 570133.21N 0072657.00W | | On AD. Range 15 NM. |

# EGPR AD 2.20 LOCAL AERODROME REGULATIONS

## 1 AIRPORT REGULATIONS

a) Use of Barra aerodrome is subject to standard Terms and Conditions of Use, which can be requested from the aerodrome.

## 2 GROUND MOVEMENT

a) Marshalling is not available and aircraft have to self park.

## 3 CAT II/III OPERATIONS

Not applicable

## 4 WARNINGS

a) The landing and take-off areas may be considerably ridged by hard sand and contain pools of standing water. These are potential hazards to aircraft.
b) The bearing strength, braking action and contamination of the beach is unknown, variable and unpredictable.
c) Some downdraughts may be experienced at the western end of Runway 07/25 in strong wind from the west through south.
d) Pilots should be aware that cockling activities frequently take place between the runway markers and the tide-line. Both pedestrian and vehicular activity may occur and from the air may appear to infringe the runway thresholds during published aerodrome opening hours. This activity is closely monitored by FIS. A flashing white light on top of the Control Tower advises the local Cocklers that an aircraft movement is imminent and is in no way to be used as a navigational aid by aircrew.
e) High ground rising to 338 FT AMSL 0.75 NM to the north.
High ground rising to 294 FT AMSL 2.2 NM to the northeast.
High ground rising to 680 FT AMSL within 1.5 NM to the south.
High ground rising to 680 FT AMSL within 1.5 NM to the south.
Telegraph wires 20 FT AMSL, adjacent to the western boundary of the landing area.

Obstacle protected surfaces are infringed by high ground up to 700 FT AMSL between the south and west, and to a lesser extent by high ground up to 340 FT AMSL to the north of the aerodrome. The minima of 3 KM visibility and cloud base of 1000 FT AAL must therefore

be strictly adhered to, except where an AOC holder has a less restrictive State authorised approach minima. Pilots must be able to see and avoid obstacles on take-off and landing.

## 5 HELICOPTER OPERATIONS

Not applicable

## 6 USE OF RUNWAYS

a) Runway departure restriction for aircraft requiring the use of a licensed aerodrome:

i. Runways 07/25, 11/29 and 15/33. Except where an AOC holder has a less restrictive State authorised take-off minima, departures when the reported MET visibility is 800 M or less are not permitted.

## 7 TRAINING

Not applicable

# EGPR AD 2.21 NOISE ABATEMENT PROCEDURES

Not applicable

# EGPR AD 2.22 FLIGHT PROCEDURES

Not applicable

# EGPR AD 2.23 ADDITIONAL INFORMATION

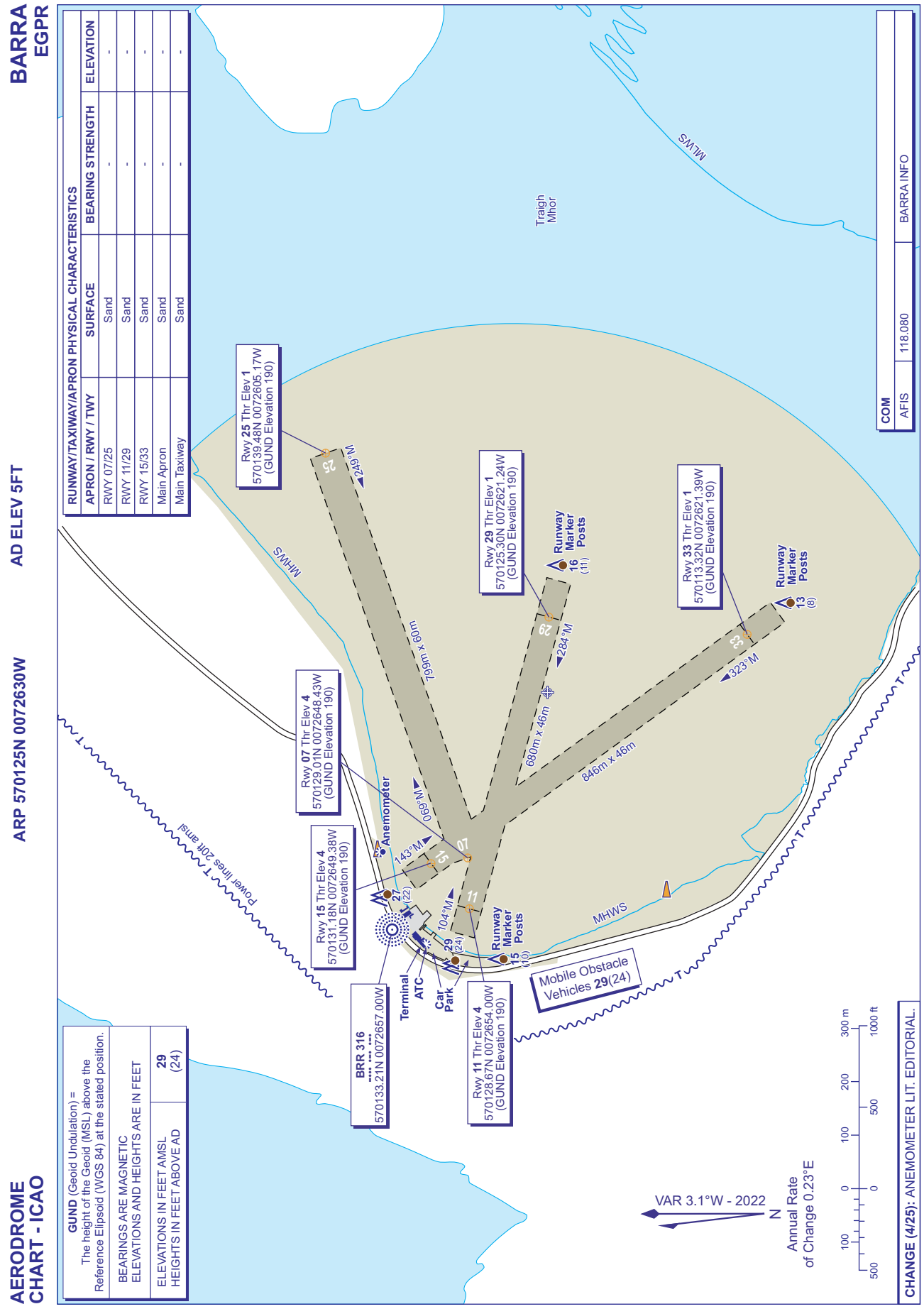
Not applicable

# EGPR AD 2.24 CHARTS RELATED TO AN AERODROME

AERODROME CHART - ICAO
AD 2.EGPR-2-1
INSTRUMENT APPROACH CHART RNP RWY 15 (CAT A,B) - ICAO
AD 2.EGPR-8-1
INSTRUMENT APPROACH CHART RNP RWY 25 (CAT A,B) - ICAO
AD 2.EGPR-8-2
INSTRUMENT APPROACH PROCEDURE CODING TABLES - RNP RWY 15
AD 2.EGPR-8-3
INSTRUMENT APPROACH PROCEDURE CODING TABLES - RNP RWY 25
AD 2.EGPR-8-4

# EGPR AD 2.25 VISUAL SEGMENT SURFACE (VSS) PENETRATION

Not applicable


BARRA
EGPR
AERODROME
CHART - ICAO
ARP 570125N 0072630W
AD ELEV 5FT
RUNWAY/TAXIWAY/APRON PHYSICAL CHARACTERISTICS
APRON / RWY / TWY
SURFACE
BEARING STRENGTH
ELEVATION
RWY 07/25
Sand
-
-
RWY 11/29
Sand
-
-
RWY 15/33
Sand
-
-
Main Apron
Sand
-
-
Main Taxiway
Sand
-
-
COM
AFIS
118.080
BARRA INFO
GUND (Geoid Undulation) = The height of the Geoid (MSL) above the Reference Elipsoid (WGS 84) at the stated position.
BEARINGS ARE MAGNETIC
ELEVATIONS AND HEIGHTS ARE IN FEET
ELEVATIONS IN FEET AMSL
HEIGHTS IN FEET ABOVE AD
29
(24)
Rwy 25 Thr Elev 1
570139.48N 0072605.17W
(GUND Elevation 190)
Rwy 29 Thr Elev 1
570125.30N 0072621.24W
(GUND Elevation 190)
Rwy 33 Thr Elev 1
570113.32N 0072621.39W
(GUND Elevation 190)
Rwy 07 Thr Elev 4
570129.01N 0072648.43W
(GUND Elevation 190)
Rwy 15 Thr Elev 4
570131.18N 0072649.38W
(GUND Elevation 190)
Rwy 11 Thr Elev 4
570128.67N 0072654.00W
(GUND Elevation 190)
BRR 316
570133.21N 0072657.00W
Runway Marker Posts 16 (11)
Runway Marker Posts 13 (8)
Runway Marker Posts 15 (10)
Anemometer
Terminal
ATC
Car Park
799m x 60m
680m x 46m
846m x 46m
249°M
284°M
323°M
143°M
104°M
MHWS
MLWS
Traigh Mhor
Power lines 20ft amsl
Mobile Obstacle Vehicles 29(24)
VAR 3.1°W - 2022
Annual Rate of Change 0.23°E
CHANGE (4/25): ANEMOMETER LIT. EDITORIAL.

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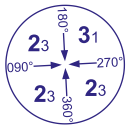
# INSTRUMENT APPROACH CHART - ICAO

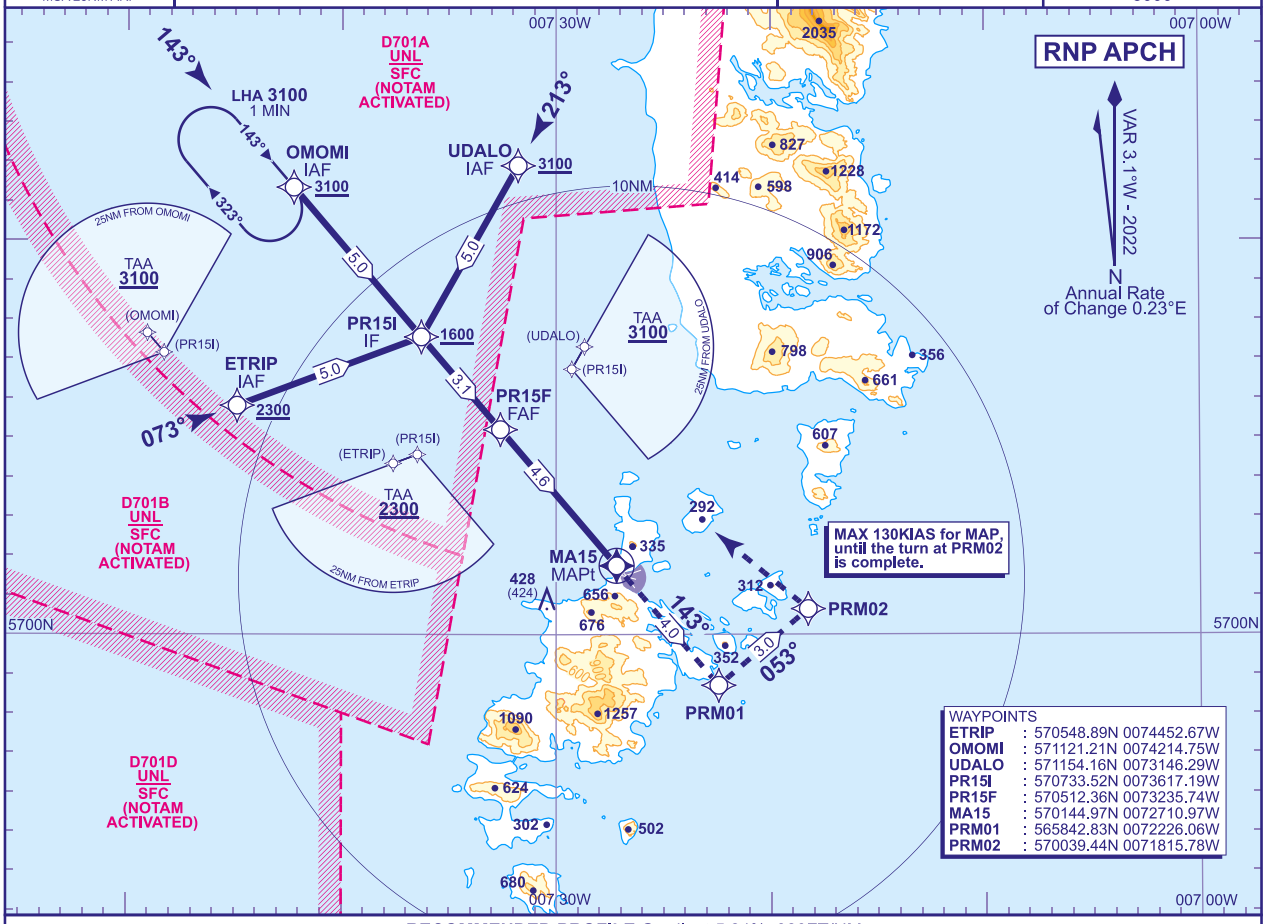
**BARRA**
**RNP**
**RWY 15**
(ACFT CAT A,B)



MSA 25NM ARP

| | | | |
|---|---|---|---|
| AFIS 118.080 | BARRA INFORMATION | AD ELEVATION | 5 |
| | | THR ELEVATION | 4 |
| | | OBSTACLE ELEVATION 428 AMSL (424) (ABOVE THR) | |
| | | BEARINGS ARE MAGNETIC | |

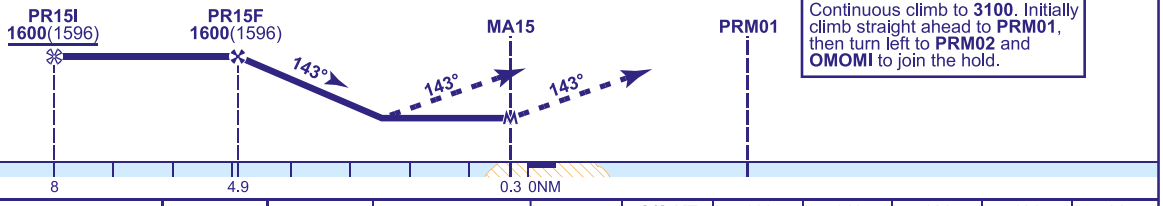
TRANSITION ALTITUDE **3000**




**RECOMMENDED PROFILE** Gradient 5.24%, 320FT/NM

| | | |
|---|---|---|
| **NM to MA15** | 4 | 3 |
| **ALT**(HGT) | **1410**(1406) | **1090**(1086) |

**TCH 40**




**MAPt (LNAV): MA15**
(0.3NM before THR RWY 15)
Continuous climb to **3100**. Initially climb straight ahead to **PRM01**, then turn left to **PRM02** and **OMOMI** to join the hold.

| Aircraft Category | | A | B |
|---|---|---|---|
| **OCA** (OCH) | **LNAV** | **800**(796) | **800**(796) |
| **VM(C)OCA** (OCH AAL) | **Total Area** | **Not Authorised** | |
| | **North of RWYs 250°M clockwise to 160°M** | **810**(805) | **810**(805) |

| Rate of descent | | | | | | |
|---|---|---|---|---|---|---|
| **G/S KT** | 160 | 140 | 120 | 100 | 80 |
| **FT/MIN** | 850 | 740 | 640 | 530 | 420 |

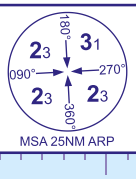
**NOTE**
1 High ground lies in the vicinity of the missed approach area. Do not depart from procedure unless in VMC.
2 Severe turbulence can occur when wind exceeds 30KTS at **2000** within the arc 160°T - 240°T.
3 Procedure interacts with Danger Areas EGD701A and EGD701B. Procedure not available when Danger areas are active.
4 Use of this RNP procedure is strictly PPR from the aerodrome operator.
5 Prior to commencing the procedure, pilots are to broadcast on AFIS 118.080 with flight details and intentions.

**CHANGE (10/24):** SPECIFICATION CHANGE.

AERO INFO DATE 17 JUL 24
AD 2-EGPR-8-1

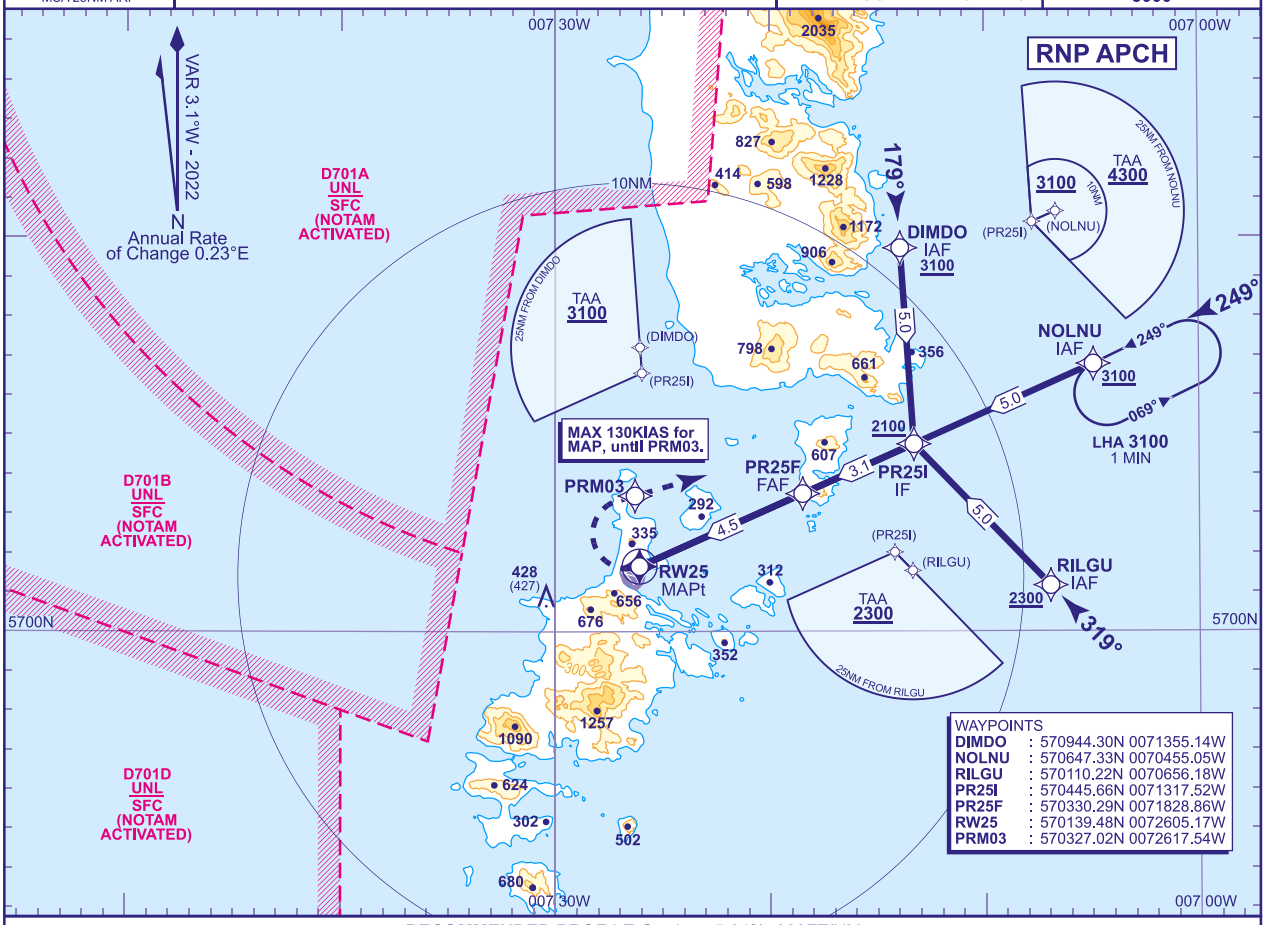
## INSTRUMENT APPROACH CHART - ICAO

# BARRA RNP RWY 25
(ACFT CAT A,B)




| AFIS 118.080 | BARRA INFORMATION | AD ELEVATION 5 |
|---|---|---|
| | | THR ELEVATION 1 |
| | | OBSTACLE ELEVATION 428 AMSL (427) (ABOVE THR) |
| | | BEARINGS ARE MAGNETIC |

TRANSITION ALTITUDE **3000**



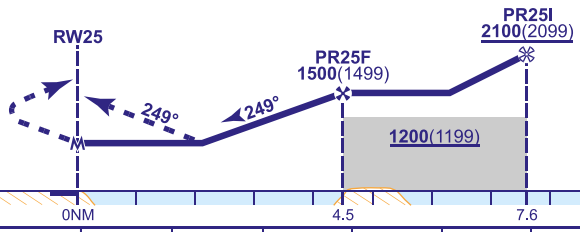

**RECOMMENDED PROFILE** Gradient 5.24%, 320FT/NM

| NM to RW25 | 4 | 3 |
|---|---|---|
| **ALT**(HGT) | **1320**(1319) | **1000**(999) |

**TCH 40**

**MAPt (LNAV): RW25**

Continuous climb to **3100**.
At **RW25** turn right to **PRM03**, **NOLNU** to join the hold.
MAX 130 KIAS until **PRM03**.




| Aircraft Category | | A | B |
|---|---|---|---|
| OCA (OCH) | LNAV | **830**(829) | **830**(829) |
| VM(C)OCA (OCH AAL) | Total Area | Not Authorised | |
| | North of RWYs 250°M clockwise to 160°M | **840**(835) | **840**(835) |

| Rate of descent | G/S KT | 160 | 140 | 120 | 100 | 80 |
|---|---|---|---|---|---|---|
| | FT/MIN | 850 | 740 | 640 | 530 | 420 |

**NOTE**
1 High ground lies in the vicinity of the missed approach area. Do not depart from procedure unless in VMC.
2 Severe turbulence can occur when wind exceeds 30KTS at **2000** within the arc 160°T - 240°T.
3 Use of this RNP procedure is strictly PPR from the aerodrome operator.
4 Prior to commencing the procedure, pilots are to broadcast on AFIS 118.080 with flight details and intentions.

**CHANGE (10/24):** SPECIFICATION CHANGE.

AERO INFO DATE 19 JUL 24 AD 2-EGPR-8-2

# Instrument Approach Procedure Coding Tables

**BARRA RNP RWY 15 - Instrument Approach Procedure via ETRIP**

| Designator | Sequence Number | Path Term-inator | Waypoint Name | Fly-over | Course/ Track °M (°T) | Turn Direction | Level Constraint | Speed Constraint | Co-ordinates | Remarks and Distance to MAPt |
|---|---|---|---|---|---|---|---|---|---|---|
| R15R | 001 | IF | ETRIP | N | - | - | 2300 | - | 570548.89N 0074452.67W | IAF |
| R15R | 002 | TF | PR15I | N | 073° (069.5°) | RIGHT | 1600 | - | 570733.52N 0073617.19W | IF / 7.7NM |
| R15R | 003 | TF | PR15F | N | 143° (139.4°) | - | 1600 | - | 570512.36N 0073235.74W | FAF / 4.55NM |
| R15R | 004 | TF | MA15 | Y | 143° (139.5°) | - | - | - | 570144.97N 0072710.97W | MAPt |
| R15R | 005 | CF | PRM01 | N | 143° (139.5°) | LEFT | - | -130 | 565842.83N 0072226.06W | - |
| R15R | 006 | TF | PRM02 | N | 053° (049.5°) | LEFT | - | -130 | 570039.44N 0071815.78W | - |
| R15R | 007 | TF | OMOMI | Y | 313° (309.5°) | - | 3100 | - | 571121.21N 0074214.75W | HOLD |

**BARRA RNP RWY 15 - Instrument Approach Procedure via OMOMI**

| Designator | Sequence Number | Path Term-inator | Waypoint Name | Fly-over | Course/ Track °M (°T) | Turn Direction | Level Constraint | Speed Constraint | Co-ordinates | Remarks and Distance to MAPt |
|---|---|---|---|---|---|---|---|---|---|---|
| R15C | 001 | IF | OMOMI | N | - | - | 3100 | - | 571121.21N 0074214.75W | IAF |
| R15C | 002 | TF | PR15I | N | 143° (139.5°) | - | 1600 | - | 570733.52N 0073617.19W | IF / 7.7NM |
| R15C | 003 | TF | PR15F | N | 143° (139.4°) | - | 1600 | - | 570512.36N 0073235.74W | FAF / 4.55NM |
| R15C | 004 | TF | MA15 | Y | 143° (139.5°) | - | - | - | 570144.97N 0072710.97W | MAPt |
| R15C | 005 | CF | PRM01 | N | 143° (139.5°) | LEFT | - | -130 | 565842.83N 0072226.06W | - |
| R15C | 006 | TF | PRM02 | N | 053° (049.5°) | LEFT | - | -130 | 570039.44N 0071815.78W | - |
| R15C | 007 | TF | OMOMI | Y | 313° (309.5°) | - | 3100 | - | 571121.21N 0074214.75W | HOLD |

**BARRA RNP RWY 15 - Instrument Approach Procedure via UDALO**

| Designator | Sequence Number | Path Term-inator | Waypoint Name | Fly-over | Course/ Track °M (°T) | Turn Direction | Level Constraint | Speed Constraint | Co-ordinates | Remarks and Distance to MAPt |
|---|---|---|---|---|---|---|---|---|---|---|
| R15L | 001 | IF | UDALO | N | - | - | 3100 | - | 571154.16N 0073146.29W | IAF |
| R15L | 002 | TF | PR15I | N | 213° (209.5°) | LEFT | 1600 | - | 570733.52N 0073617.19W | IF / 7.7NM |
| R15L | 003 | TF | PR15F | N | 143° (139.4°) | - | 1600 | - | 570512.36N 0073235.74W | FAF / 4.55NM |
| R15L | 004 | TF | MA15 | Y | 143° (139.5°) | - | - | - | 570144.97N 0072710.97W | MAPt |
| R15L | 005 | CF | PRM01 | N | 143° (139.5°) | LEFT | - | -130 | 565842.83N 0072226.06W | - |
| R15L | 006 | TF | PRM02 | N | 053° (049.5°) | LEFT | - | -130 | 570039.44N 0071815.78W | - |
| R15L | 007 | TF | OMOMI | Y | 313° (309.5°) | - | 3100 | - | 571121.21N 0074214.75W | HOLD |

**CHANGE (10/24):** SPECIFICATION CHANGE.
AERO INFO DATE 15 JUL 24

# Instrument Approach Procedure Coding Tables

**BARRA RNP RWY 25 - Instrument Approach Procedure via DIMDO**

| Designator | Sequence Number | Path Term-inator | Waypoint Name | Fly-over | Course/ Track °M (°T) | Turn Direction | Level Constraint | Speed Constraint | Co-ordinates | Remarks and Distance to MAPt |
|---|---|---|---|---|---|---|---|---|---|---|
| R25R | 001 | IF | DIMDO | N | - | - | 3100 | - | 570944.30N 0071355.14W | IAF |
| R25R | 002 | TF | PR25I | N | 179° (176.1°) | RIGHT | 2100 | - | 570445.66N 0071317.52W | IF / 7.65NM |
| R25R | 003 | TF | PR25F | N | 249° (246.1°) | - | 1500 | - | 570330.29N 0071828.86W | FAF / 4.55NM |
| R25R | 004 | TF | RW25 | Y | 249° (246.0°) | RIGHT | - | - | 570139.48N 0072605.17W | MAPt |
| R25R | 005 | DF | PRM03 | N | - | RIGHT | - | -130 | 570327.02N 0072617.54W | - |
| R25R | 006 | TF | NOLNU | Y | 077° (073.8°) | - | 3100 | - | 570647.33N 0070455.05W | HOLD |

**BARRA RNP RWY 25 - Instrument Approach Procedure via NOLNU**

| Designator | Sequence Number | Path Term-inator | Waypoint Name | Fly-over | Course/ Track °M (°T) | Turn Direction | Level Constraint | Speed Constraint | Co-ordinates | Remarks and Distance to MAPt |
|---|---|---|---|---|---|---|---|---|---|---|
| R25C | 001 | IF | NOLNU | N | - | - | 3100 | - | 570647.33N 0070455.05W | IAF |
| R25C | 002 | TF | PR25I | N | 249° (246.1°) | - | 2100 | - | 570445.66N 0071317.52W | IF / 7.65NM |
| R25C | 003 | TF | PR25F | N | 249° (246.1°) | - | 1500 | - | 570330.29N 0071828.86W | FAF / 4.55NM |
| R25C | 004 | TF | RW25 | Y | 249° (246.0°) | RIGHT | - | - | 570139.48N 0072605.17W | MAPt |
| R25C | 005 | DF | PRM03 | N | - | RIGHT | - | -130 | 570327.02N 0072617.54W | - |
| R25C | 006 | TF | NOLNU | Y | 077° (073.8°) | - | 3100 | - | 570647.33N 0070455.05W | HOLD |

**BARRA RNP RWY 25 - Instrument Approach Procedure via RILGU**

| Designator | Sequence Number | Path Term-inator | Waypoint Name | Fly-over | Course/ Track °M (°T) | Turn Direction | Level Constraint | Speed Constraint | Co-ordinates | Remarks and Distance to MAPt |
|---|---|---|---|---|---|---|---|---|---|---|
| R25L | 001 | IF | RILGU | N | - | - | 2300 | - | 570110.22N 0070656.18W | IAF |
| R25L | 002 | TF | PR25I | N | 319° (316.1°) | LEFT | 2100 | - | 570445.66N 0071317.52W | IF / 7.65NM |
| R25L | 003 | TF | PR25F | N | 249° (246.1°) | - | 1500 | - | 570330.29N 0071828.86W | FAF / 4.55NM |
| R25L | 004 | TF | RW25 | Y | 249° (246.0°) | RIGHT | - | - | 570139.48N 0072605.17W | MAPt |
| R25L | 005 | DF | PRM03 | N | - | RIGHT | - | -130 | 570327.02N 0072617.54W | - |
| R25L | 006 | TF | NOLNU | Y | 077° (073.8°) | - | 3100 | - | 570647.33N 0070455.05W | HOLD |

**CHANGE (10/24):** SPECIFICATION CHANGE.
AERO INFO DATE 15 JUL 24

# EGAA — BELFAST ALDERGROVE

## EGAA AD 2.1 AERODROME LOCATION INDICATOR AND NAME

EGAA — BELFAST ALDERGROVE

## EGAA AD 2.2 AERODROME GEOGRAPHICAL AND ADMINISTRATIVE DATA

| | | |
|---|---|---|
| 1 | ARP coordinates and site at AD | Lat: 543927N Long: 0061257W<br>Mid Point of Runway 07/25 |
| 2 | Direction and distance from city | 11.5 NM NW of Belfast. |
| 3 | Elevation / Reference temperature / Mean Low Temperature | 268 FT / 16 °C / - |
| 4 | Geoid undulation at AD ELEV PSN | 185 FT |
| 5 | Magnetic Variation / Annual Change | 2.15°W (2022) / 0.22°E |
| 6 | AD Administration<br>Address<br>Telephone<br><br><br>E-mail address | BELFAST INTERNATIONAL AIRPORT LTD.<br>Belfast International Airport, Belfast BT29 4AB.<br>028-9448 4313 (Airport Duty Manager)<br>077-0320 3167 (Mobile)<br>079-2087 7721 (NATS ATC, Mon-Fri 0900-1700 (0800-1600))<br>bfsadm@bfs.aero (Airport Duty Manager)<br>bfsatc@nats.co.uk (NATS ATC) |
| 7 | Type of Traffic permitted (IFR/VFR) | IFR/VFR |
| 8 | Remarks | 38X Aldergrove Flying Station – Use of the Military Apron is strictly PPR only and is to be coordinated through Aldergrove Air Ops, Tel: 07971-927704. Operating Hours: Mon-Fri 0800-1700 (0700-1600). Email: ALG-AirOps@mod.gov.uk. |

## EGAA AD 2.3 OPERATIONAL HOURS

| | | |
|---|---|---|
| 1 | AD Administration | H24 |
| 2 | Customs and immigration | H24<br>Tel: 028-9448 4323 |
| 3 | Health and sanitation | Port Health on call. |
| 4 | AIS Briefing Office | H24<br>(self briefing). |
| 5 | ATS Reporting Office (ARO) | H24 |
| 6 | MET Briefing Office | H24 |
| 7 | ATS | H24 |
| 8 | Fuelling | AVGAS 100LL: 0900-1700 (0800-1600).<br>AVTUR JET A-1: H24 (North Air and Global Trek Aviation). |
| 9 | Handling | HAE, Swissport and Global Trek Aviation: H24.<br>EAC: 0900-1700 (0800-1600).<br>Woodgate Executive Air Charter (UK) Ltd: 0900-2000 (0800-1900); and by prior arrangement. Jet Assist: H24 by prior arrangement. |
| 10 | Security | H24 |
| 11 | De-icing | As required. |
| 12 | Remarks | Fuelling: Woodgate Executive Air Charter H24 fuel callout, Tel: 028-9442 2478. |

## EGAA AD 2.4 HANDLING SERVICES AND FACILITIES

| | | |
|---|---|---|
| 1 | Cargo handling facilities | A range of cargo handling equipment is available up to B747-400 and AN124 aircraft. Full details may be established with the relevant ground handling agents noted at paragraph 7 of this section. |
| 2 | Fuel and oil types | AVTUR JET A-1, AVGAS 100LL<br>W80 |
| 3 | Fuelling facilities/capacity | |
| 4 | De-icing facilities | Available from: HAE and Swissport. |
| 5 | Hangar space for visiting aircraft | |
| 6 | Repair facilities for visiting aircraft | Limited for light aircraft only. |

| | | |
|---|---|---|
| 7 | Remarks | Designated handling agents are:<br><br>Commercial Aircraft:<br>HAE Tel: 028-9445 9449; Fax: 028-9445 9905.<br>Swissport: Tel: 028-9448 4608; Fax: 028-9442 2010.<br><br>General Aviation and Private Jet Aircraft:<br><br>EAC: Tel: 028-9448 4938; Tel: 028-9442 2478 (call out); Fax: 028-9445 2649; 0900-1700.<br><br>Jet Assist: Tel 028-9442 2646 (24 HR); Fax: +44 28-9442 2640.<br>Email: ops@jetassist.co.uk<br><br>VIP/Military/Ferry/Tech stops:<br><br>Global Trek Aviation: Tel: 028-9445 4546, 07479-202260 (Mobile);<br>Email: bfs@globaltrekaviation.com;<br>Website: www.globaltrekaviation.com<br><br>AVGAS 100LL purchased from Woodgate Air Charter can only be made using cash or credit card.<br>Air BP carnet not accepted. |

## EGAA AD 2.5 PASSENGER FACILITIES

| | | |
|---|---|---|
| 1 | Hotels | On Airport. |
| 2 | Restaurants | Buffets. |
| 3 | Transportation | Buses, Taxis and car hire. Nearest railway station Antrim, 7 miles. |
| 4 | Medical facilities | Limited first aid. |
| 5 | Bank and Post Office | Bureau de Change. |
| 6 | Tourist Office | In Terminal. |
| 7 | Remarks | |

## EGAA AD 2.6 RESCUE AND FIRE FIGHTING SERVICES

| | | |
|---|---|---|
| 1 | AD category for fire fighting services | RFF Category A7<br>RFF Category 8 and 9 available on request. 24 hours prior notice required. |
| 2 | Rescue equipment | Air bags and inflation equipment for 15 and 26 tonnes lifting capacity. 2000 x 1000 mm Synthetic Roadway Panel. NLG Turnable Assembly 30 Tonne capacity, Sledge movement system. De-Bogging/Hauling Kit (50 tonne). |
| 3 | Capability for removal of disabled aircraft | 50,000 kg. Contact 028-9448 4313 (Airport Duty Manager) H24. National airlines and/or the larger independent airlines should plan to fly in appropriate salvage equipment and should be part of the airline pooling arrangement or have other recovery procedures in place. Operators of smaller aircraft or GA aircraft will be required to use the assistance of Executive Air Charter (if they are unable to remove the aircraft themselves) and will be charged accordingly. |
| 4 | Remarks | |

## EGAA AD 2.7 SEASONAL AVAILABILITY - CLEARING

| | | |
|---|---|---|
| 1 | Type of clearing equipment | Mechanical, Chemical de-icing. |
| 2 | Clearance priorities | Standard. See AD 2.20, Paragraph 6, for Runway 17/35 winter sweeping priority. |
| 3 | Remarks | |

# EGAA AD 2.8 APRONS, TAXIWAYS AND CHECK LOCATIONS/POSITIONS DATA

| | | |
|---|---|---|
| 1 | Apron surface and strength | EAST APRON<br>Surface: Asphalt<br>PCN 71/R/B/W/U<br><br>ECHO APRON<br>Surface: Concrete and asphalt<br><br>GA APRON<br>Surface: Concrete<br>PCN 15<br><br>MAIN APRON<br>Surface: Asphalt<br>PCN 71/R/B/W/U<br><br>WEST APRON<br>Surface: Concrete<br>PCN 71/R/B/W/U |
| 2 | Taxiway width, surface and strength | Taxiway A: 23 M<br>Surface: Asphalt<br>PCN 71/R/B/W/U<br><br>Taxiway B: 23 M<br>Surface: Concrete<br>PCN 71/R/B/W/U<br><br>Taxiway C: 23 M<br>Surface: Asphalt<br>PCN 71/R/B/W/U<br><br>Taxiway D: 23 M<br>Surface: Asphalt<br>PCN 71/R/B/W/U<br><br>Taxiway F: 15 M<br>Surface: Asphalt<br>PCN 71/R/B/W/U<br><br>Taxiway L: 57 M<br>Surface: Concrete and asphalt<br>PCN 71/R/B/W/U |
| 3 | Altimeter checkpoint location and elevation | East Apron 241 FT Main Apron 232 FT West Apron 222 FT GA Apron 248 FT |
| 4 | VOR checkpoints | |
| 5 | INS checkpoints | See Parking/Docking Chart |
| 6 | Remarks | |

## EGAA AD 2.9 SURFACE MOVEMENT GUIDANCE AND CONTROL SYSTEM AND MARKINGS

| | | |
|---|---|---|
| 1 | Use of aircraft stand ID signs, TWY guide lines and visual docking/parking guidance system of aircraft stands | No automated parking/docking systems installed. Marshalling service is provided at all stands, with follow-me vehicle in place for freight/mail aircraft parking.<br><br>TWY/Stand guidance lines are compliant with ICAO Annex 14 recommendations<br><br>Below information indicates max span. Length restrictions exist and will be managed by stand allocation through the Airport Operational Database.<br><br>Stands 9 - 15 fitted with illuminated stand number indicator boards. Max aircraft size: ICAO Code C<br><br>Stands 16,17: Max aircraft size - ICAO Code C<br><br>Stand 16A: Max aircraft size - ICAO Code F<br><br>Stand 18: Max aircraft size - ICAO Code C<br><br>Stand 21: Max aircraft size - ICAO Code C+ (B757 capable)<br><br>Stand 22: Max aircraft size - ICAO Code C<br><br>Stand 23: Max aircraft size - ICAO Code E<br><br>Stands 24,25A,25B,26,27,28,29,30: Max aircraft size - ICAO Code C<br><br>1x passenger boarding bridge serving Stands 22,23,24<br><br>Cargo Stands 1F,2F: Max aircraft size - ICAO Code D<br><br>Cargo Stands 3F,4F,5F,6F: Max aircraft size ICAO Code C<br><br>All stands require operators to have pushback capability with their handling agent.<br><br>General Aviation aircraft may self park on the GAT Apron and/or Delta Apron.<br><br>Delta Apron houses General Aviation and Private Charter movements. The varying types of aircraft in this area mean that dedicated markings are not available. BIA and Handling agents will cooperate to ensure safety is maintained during parking operations. |
| 2 | Runway and taxiway markings and lighting | Runway marking aid(s):<br>07/25: Runway designation, threshold, centre-line, edge lines and aiming point markings on Runway 07/25. Touchdown zone markings on Runway 07/25. Yellow lead-off lines from Runway 25 onto Taxiways B, D and J and from Runway 25 onto Runway 35 at the runways intersection.<br>Yellow lead-off lines from Runway 07 onto Taxiways A and B.<br>Runway Taxi Holding Position markings at the intersection of Runways 07/25 and 17/35, 150 M from the centre-lines of the cross runway.<br>17/35: Runway designation, threshold, centre-line, edge lines and aiming point markings on Runway 17/35. Touchdown zone markings on Runway 17. Yellow lead-off lines from Runway 17 onto Taxiways F, J and Echo Apron.<br>Yellow lead-off lines from Runway 35 onto Taxiways C, F, J and Echo Apron.<br>Runway Taxi Holding Position markings at the intersection of Runways 07/25 and 17/35, 150 M from the centre-lines of the cross runway.<br><br>Runway light(s):<br>Alternate green/yellow lead-off lights from Runway 25 onto Runway 35, along with Taxiways B, D and J.<br>Alternate green/yellow lead-off lights from Runway 07 onto Taxiways A and B.<br>Alternate green/yellow lead-off lights from Runway 35 onto Taxiway C.<br><br>Taxiway marking aid(s):<br>Yellow centre-line and holding position on all taxiways.<br><br>Taxiway light(s):<br>Green centre-line lighting on Taxiways A, B, C, D, J and L. Blue edge lights on B, F and L (south side). Runway guard lights at runway holding positions. |

| | | |
|---|---|---|
| 3 | Stop bars and runway guard lights (if any) | Alpha Taxiway stop bars at A1, A2, A3; Bravo Taxiway one stop bar; Charlie Taxiway stop bars at C1, C2; Delta Taxiway stop bars at D1, D2; Foxtrot Taxiway one stop bar; Juliet Taxiway stop bars at J1, J2; Echo Apron one stop bar. |
| 4 | Other runway protection measures | |
| 5 | Remarks | Aircrew should note that the marshalling service is provided by BIA or their handling agents trained personnel. However, it still remains the responsibility of aircrew to satisfy themselves that the stand is safe for entry and parking.<br><br>3 illuminated wind direction indicators at 17, 25 and 35 thresholds. |

## EGAA AD 2.10 AERODROME OBSTACLES

| In Approach/Take-off areas | | | | | | |
|---|---|---|---|---|---|---|
| **Obstacle ID/ Designation** | **Obstacle Type** | **Obstacle Position** | **Elevation/Height** | | **Obstruction Lighting Type/ Colour** | **Remarks** |
| **1** | **2** | **3** | **4** | | **5** | **6** |
| (EGAA2033) 07/TAKE-OFF | TREE | 543958.83N 0061115.40W | 292 FT | 42 FT | No | |
| (EGAA1948) 07/TAKE-OFF | FFM | 543950.12N 0061130.85W | 274 FT | 12 FT | No | |
| (EGAA1437) 35/TAKE-OFF | VOR DME | 543940.27N 0061347.66W | 225 FT | 14 FT | No | |
| (EGAA1463) 35/TAKE-OFF | FENCE | 543936.15N 0061342.08W | 207 FT | 7 FT | No | |
| (EGAA1249) 07/APPROACH | BUSH | 543902.51N 0061411.03W | 218 FT | 17 FT | No | |
| (EGAA1179) 25/TAKE-OFF | BUSH | 543900.56N 0061424.46W | 215 FT | 19 FT | No | |
| (EGAA1147) 25/TAKE-OFF | TREE | 543858.82N 0061428.03W | 224 FT | 27 FT | No | |
| (EGAA1101) 07/APPROACH | TREE | 543855.97N 0061433.55W | 245 FT | 52 FT | No | |
| (EGAA1641) 35/APPROACH 17/ TAKE-OFF | LLZ | 543828.12N 0061308.32W | 272 FT | 10 FT | Yes Solid Red | |
| (EGAA1609) 35/APPROACH 17/ TAKE-OFF | CCTV | 543823.89N 0061311.05W | 277 FT | 14 FT | No | |
| (EGAA1602) 35/APPROACH | TELEGRAPH POLE | 543813.39N 0061313.82W | 311 FT | 49 FT | No | |
| (EGAA1785) 35/APPROACH | TREE | 543809.35N 0061243.46W | 350 FT | 49 FT | No | |

| In circling area and at aerodrome | | | | | | |
|---|---|---|---|---|---|---|
| **Obstacle ID/ Designation** | **Obstacle Type** | **Obstacle Position** | **Elevation/Height** | | **Obstruction Lighting Type/ Colour** | **Remarks** |
| **1** | **2** | **3** | **4** | | **5** | **6** |
| (EGAA2168) | MAST | 544605.04N 0061026.78W | 1038 FT | 49 FT | Yes Solid Red | |
| (EGAA2248) | PYLON | 544556.27N 0060741.28W | 906 FT | 85 FT | No | |
| (EGAA2209) | TREE | 544040.06N 0060938.71W | 413 FT | 57 FT | No | |
| (EGAA2186) | TREE | 544014.03N 0061008.80W | 369 FT | 83 FT | No | |
| (EGAA2267) | TREES | 543957.09N 0060718.18W | 493 FT | 57 FT | No | |
| (EGAA2287) | TREES | 543950.93N 0060643.53W | 571 FT | 66 FT | No | |
| (EGAA2382) | BUSH | 543946.33N 0060159.59W | 935 FT | 22 FT | No | |
| (EGAA2163) | TREES | 543905.59N 0061057.57W | 454 FT | 60 FT | No | |

| In circling area and at aerodrome | | | | | | |
|---|---|---|---|---|---|---|
| **Obstacle ID/ Designation** | **Obstacle Type** | **Obstacle Position** | **Elevation/Height** | | **Obstruction Lighting Type/ Colour** | **Remarks** |
| **1** | **2** | **3** | **4** | | **5** | **6** |
| (EGAA1337) | HANGAR | 543903.37N 0061400.72W | 263 FT | 55 FT | Yes Solid Red | |
| (EGAA1368) | HANGAR | 543903.35N 0061358.74W | 264 FT | 55 FT | Yes Solid Red | |
| (EGAA1599) | HANGAR | 543854.01N 0061312.79W | 295 FT | 43 FT | Yes Solid Red | |
| (EGAA2406) | GROUND LEVEL | 543853.30N 0060029.57W | 1135 FT | | No | |
| (EGAA1522) | HANGAR | 543846.96N 0061330.53W | 282 FT | 41 FT | Yes Solid Red | |
| (EGAA2409) | WIND | 543818.53N 0060026.27W | 1203 FT | 148 FT | Yes Solid Red | |
| (EGAA1870) | TREE | 543816.90N 0061213.51W | 433 FT | 72 FT | No | |
| (EGAA2317) | PYLON | 543815.93N 0060508.37W | 726 FT | 189 FT | No | |
| (EGAA2355) | WIND TURBINE | 543753.96N 0060349.55W | 827 FT | 105 FT | No | |
| (EGAA2386) | WIND | 543744.34N 0060154.32W | 1103 FT | 164 FT | Yes Solid Red | |
| (EGAA2277) | WIND TURBINE | 543724.53N 0060702.43W | 663 FT | 236 FT | No | |
| (EGAA2377) | WIND TURBINE | 543701.68N 0060230.73W | 1203 FT | 154 FT | No | |
| (EGAA2176) | TREES | 543649.91N 0061037.76W | 419 FT | 58 FT | No | |
| (EGAA2331) | TREE | 543642.33N 0060446.55W | 837 FT | 59 FT | No | |
| (EGAA2238) | TREES | 543635.23N 0060843.06W | 627 FT | 228 FT | No | |
| (EGAA2359) | TELEGRAPH POLE | 543605.37N 0060343.51W | 1039 FT | 23 FT | No | |
| (EGAA2299) | GROUND LEVEL | 543558.08N 0060617.62W | 860 FT | | No | |
| (EGAA2262) | MAST | 543555.47N 0060738.86W | 783 FT | 192 FT | No | |
| (EGAA2379) | WIND | 543546.08N 0060226.23W | 1093 FT | 164 FT | Yes Solid Red | |
| (EGAA2354) | TREE | 543518.42N 0060403.05W | 1003 FT | 39 FT | No | |
| (EGAA2196) | TREES | 543457.33N 0061012.60W | 574 FT | 58 FT | No | |
| (EGAA2341) | WIND TURBINE | 543453.00N 0060430.61W | 955 FT | 91 FT | No | |
| (EGAA2292) | PYLON | 543452.32N 0060648.68W | 783 FT | 164 FT | No | |
| (EGAA2328) | WIND | 543334.53N 0060458.70W | 875 FT | 164 FT | Yes Solid Red | |

## EGAA AD 2.11 METEOROLOGICAL INFORMATION PROVIDED

| | | |
|---|---|---|
| 1 | Associated MET Office | MET OFFICE EXETER |
| 2 | Hours of service<br>MET Office outside hour | H24 |
| 3 | Office responsible for TAF preparation<br>Periods of validity | MET OFFICE EXETER<br>24 hours. |
| 4 | Trend forecast<br>Interval of issuance | |
| 5 | Briefing/consultation provided | Self briefing. |

| | | |
|---|---|---|
| 6 | Flight documentation<br>Language(s) used | Charts plain language text. TAFs and METARs<br>English. |
| 7 | Charts and other information available for briefing or consultation | |
| 8 | Supplementary equipment available for providing information | |
| 9 | ATS units provided with information | BELFAST ALDERGROVE |
| 10 | Additional information (limitation of service, etc.) | Verified AUTO METAR observations are available on ATIS (126.130 MHz) and by telephone on 028-9448 4294. |

## EGAA AD 2.12 RUNWAY PHYSICAL CHARACTERISTICS

| Designations RWY Number | True bearing | Dimensions of RWY | Surface of RWY/ SWY/ Strength | THR co-ordinates/ THR Geoid undulation | THR elevation/ Highest elevation of TDZ of precision APP RWY | Slope of RWY/ SWY |
|---|---|---|---|---|---|---|
| 1 | 2 | 3 | 4 | 5 | 6 | 7 |
| 07 | 065.07° | 2780 x 45 M | RWY surface: Asphalt, Grooved<br>PCN 71/R/B/X/T | 543908.12N<br>0061406.87W<br>184.5 FT | THR 205.8 FT<br>TDZ 208.0 FT | RWY 07 1:148 Up<br>RWY 25 -1:148 Down |
| 25 | 245.10° | 2780 x 45 M | RWY surface: Asphalt, Grooved<br>PCN 71/R/B/X/T | 543945.99N<br>0061146.24W<br>184.5 FT | THR 267.5 FT<br>TDZ 257.5 FT | RWY 07 1:148 Up<br>RWY 25 -1:148 Down |
| 17 | 161.95° | 1891 x 45 M | RWY surface: Asphalt, Porous friction coat<br>PCN 71/F/C/W/U | 543928.52N<br>0061343.04W<br>184.5 FT | THR 206.1 FT<br>TDZ 215.6 FT | RWY 17 -1:114 Down RWY 35 1:113 Up |
| 35 | 341.96° | 1891 x 45 M | RWY surface: Asphalt, Porous friction coat<br>PCN 71/F/C/W/U | 543833.19N<br>0061311.96W<br>184.6 FT | THR 257.8 FT<br>TDZ 257.8 FT | RWY 17 -1:114 Down RWY 35 1:113 Up |

| SWY Dimensions | Clearway Dimensions | Strip Dimensions | RESA Dimensions, Overshoot / Undershoot | Location/ description of arresting system | OFZ | Remarks |
|---|---|---|---|---|---|---|
| 8 | 9 | 10 | 11 | 12 | 13 | 14 |
| | 293 x 150 M | 2900 x 280 M | | | | RWY 07<br><br>Runway 07 is a non-precision approach runway.<br><br>Aircraft using Runway 07 are required to back track from the entry point at Delta for full take-off run.<br><br>The turning area is 70 M wide at 07 threshold. |
| | 361 x 150 M | 2900 x 280 M | | | | RWY 25 |
| | 98 x 150 M | | | | | RWY 17<br><br>Aircraft landing on Runway 17 will be required to back track the runway.<br><br>Turning area is 90 x 85 M to the south of Runway 35 displaced threshold.<br><br>Strip Dimensions:<br>1911 x 280 M |
| | 219 x 150 M | | | | | RWY 35<br><br>Runway 35 is a non-precision approach runway.<br><br>The downslope gradient over the first 400 M of LDA is:<br>RWY 35 - 0.76%.<br><br>Strip Dimensions:<br>2011 x 280 M |

## EGAA AD 2.13 DECLARED DISTANCES

| Runway designator | TORA | TODA | ASDA | LDA | Remarks |
|---|---|---|---|---|---|
| 1 | 2 | 3 | 4 | 5 | 6 |
| 07 | 2780 M | 3073 M | 2780 M | 2780 M | |
| 25 | 2779 M | 3141 M | 2779 M | 2780 M | |
| 07 | 2654 M | 2947 M | 2654 M | | Take-off from intersection of Taxiway Delta. |
| 07 | 2197 M | 2490 M | 2197 M | | Take-off from intersection of Runway 35. |
| 07 | 1204 M | 1497 M | 1204 M | | Take-off from intersection of Taxiway Bravo. |
| 25 | 1607 M | 1968 M | 1607 M | | Take-off from intersection of Taxiway Bravo. |
| 17 | 1791 M | 1889 M | 1791 M | 1791 M | |
| 35 | 1891 M | 2111 M | 1891 M | 1799 M | |
| 17 | 1732 M | 1830 M | 1732 M | | Take-off from intersection of Taxiway Charlie. |

## EGAA AD 2.14 APPROACH AND RUNWAY LIGHTING

| RWY | Approach lighting Type/ Length/ Intensity | Threshold lighting Colour/Wing bars | VASIS/ MEHT/ PAPI/ PAPI Dist from THR | TDZ, lighting Length | Runway Centre Line lighting Length/ Spacing/ Colour/ Intensity | Runway edge lighting Length/ Spacing/ Colour/ Intensity | Runway end lighting Colour/ Wing bars | Stopway lighting Length/ Colour | Remarks |
|---|---|---|---|---|---|---|---|---|---|
| 1 | 2 | 3 | 4 | 5 | 6 | 7 | 8 | 9 | 10 |
| 07 | Centre-line with one crossbar.<br>439 M<br>Light intensity high | Green<br>Light intensity high<br>With HI green wingbars | PAPI<br>Left/3°<br>74 FT<br>425 M | | Colour coded<br>15 M spacing<br>LED<br>Light intensity high | HI elev bi-directional with LI omni-directional component.<br><br>Turning areas are marked with blue edge lights. | Runway end: Red<br>Wingbars: Green | | |
| 25 | Coded centre-line with five crossbars.<br>Supplementary lighting inner 288 M.<br>882 M<br>Light intensity high | Green<br>Light intensity high<br>With HI green wingbars | PAPI<br>Left/3°<br>57 FT<br>430 M | 900 M<br>LED | Colour coded<br>15 M spacing<br>LED<br>Light intensity high | HI elev bi-directional with LI omni-directional component. | Runway end: Red<br>Wingbars: Green | | |
| 17 | Coded centre-line with five crossbars.<br>910 M<br>Light intensity high | Green<br>Light intensity high<br>With HI green wingbars | PAPI<br>Left/3°<br>55 FT<br>293 M | | | HI elev bi-directional with LI omni-directional component 60 M spacing.<br><br>White, with last 10 each side Yellow caution zone. | Runway end: Red<br>Wingbars: Green | | |

| RWY | Approach lighting Type/ Length/ Intensity | Threshold lighting Colour/Wing bars | VASIS/ MEHT/ PAPI/ PAPI Dist from THR | TDZ, lighting Length | Runway Centre Line lighting Length/ Spacing/ Colour/ Intensity | Runway edge lighting Length/ Spacing/ Colour/ Intensity | Runway end lighting Colour/ Wing bars | Stopway lighting Length/ Colour | Remarks |
|---|---|---|---|---|---|---|---|---|---|
| 1 | 2 | 3 | 4 | 5 | 6 | 7 | 8 | 9 | 10 |
| 35 | Centre-line with one crossbar.<br>Last approach light 92 M from displaced threshold.<br>522 M<br>Light intensity high | Green<br>Light intensity high<br>With HI green wingbars | PAPI<br>Left/3°<br>47 FT<br>357 M from displaced threshold | | | HI elev bi-directional with LI omni-directional component 60 M spacing.<br><br>White, with last 10 each side Yellow caution zone.<br><br>One Red each side before displaced threshold.<br><br>Turning areas are marked with blue edge lights. | Runway end: Red<br>Wingbars: Green | | |

## EGAA AD 2.15 OTHER LIGHTING, SECONDARY POWER SUPPLY

| | | |
|---|---|---|
| 1 | ABN/IBN location, characteristics and hours of operation | |
| 2 | LDI location and lighting<br>Anemometer location and lighting | Anemometer: 543918.14N 0061345.00W Lit solid red;<br>543936.97N 0061203.43W Lit solid red;<br>543909.66N 0061323.32W Not lit. |
| 3 | TWY edge and centre line lighting | |
| 4 | Secondary power supply/switch-over time | Yes. Using local sub-station / 1 second. |
| 5 | Remarks | Obstacle lighting. |

## EGAA AD 2.16 HELICOPTER LANDING AREA

**INTENTIONALLY BLANK**

## EGAA AD 2.17 AIR TRAFFIC SERVICES AIRSPACE

| Designation and lateral limits | Vertical Limits | Airspace Class | ATS unit callsign/ language | Transition Altitude | Hours of applicability | Remarks |
|---|---|---|---|---|---|---|
| 1 | 2 | 3 | 4 | 5 | 6 | 7 |
| BELFAST CTR<br>A circle, 9 NM radius, centred at 543927N 0061257W | Upper limit: FL105<br>Lower limit: SFC | D | ALDERGROVE APPROACH<br>English | 6000 FT | | To operate UAS above 400 FT AGL within this area, UAS operators are required to notify NATS via the NATS Non-Standard Flight (NSF) Portal. UAS operators are required to notify NATS at least 14 days before the date of each activity. |
| BELFAST ALDERGROVE ATZ<br>A circle, 2.5 NM radius, centred at 543927N 0061257W on longest notified runway (07/25) | Upper limit: 2000 FT AGL<br>Lower limit: SFC | D | ALDERGROVE APPROACH<br>English | 6000 FT | | |

## EGAA AD 2.18 AIR TRAFFIC SERVICES COMMUNICATION FACILITIES

| Service Designation | Callsign | Channel/ Frequency(MHz) | SATVOICE number(s) | Logon Address | Hours of Operation | Remarks |
|---|---|---|---|---|---|---|
| 1 | 2 | 3 | 4 | 5 | 6 | 7 |
| APP | ALDERGROVE APPROACH | 133.125 DOC 60 NM/ 24,500 FT. | | | H24 | ATZ hours coincident with Approach hours. |
| TWR | ALDERGROVE GROUND | 121.755 DOC 2 NM/GND | | | As directed by ATC | When notified by ATIS, Radar and Tower will be provided as a combined function on frequency 133.125 MHz, Callsign 'Aldergrove'. |
| | ALDERGROVE TOWER | 118.300 DOC 25 NM/4,000 FT. | | | H24 | |
| RADAR | ALDERGROVE DIRECTOR | 120.905 DOC 40 NM/ 19,500 FT. | | | 0700-2200 (0600-2100) | |
| ATIS | ALDERGROVE INFORMATION | 126.130 DOC 60 NM/ 20,000 FT. | | | H24 | |
| OTHER | BELFAST FIRE | 121.600 Non-ATS frequency. | | | Available when Fire vehicle attending aircraft on the ground in an emergency. | |
| OTHER | ALDERGROVE EMERGENCY | 121.500 Emergency frequency. | | | O/R | |

## EGAA AD 2.19 RADIO NAVIGATION AND LANDING AIDS

| Type of Aid CAT of ILS/MLS MAG Var/VOR Declination | Ident | Frequency | Hours of Operation | Position of transmitting antenna coordinates | Elevation of DME transmitting antenna | Remarks |
|---|---|---|---|---|---|---|
| 1 | 2 | 3 | 4 | 5 | 6 | 7 |
| ILS/LOC<br>I<br>1.18°W (2027) | IFT | 110.900 MHz | HO | 543827.99N<br>0061309.03W | | (RWY 17) |
| ILS/GP | IFT | 330.800 MHz | HO | 543918.80N<br>0061344.61W | | 3° ILS Ref Datum Hgt 50 FT.<br><br>Aircraft may experience glidepath fluctuations outside of 8 NM. |
| ILS/LOC<br>III<br>1.19°W (2027) | IAG | 109.900 MHz | HO | 543903.17N<br>0061425.19W | | (RWY 25) |
| ILS/GP | IAG | 333.800 MHz | HO | 543937.65N<br>0061201.41W | | 3° ILS Ref Datum Hgt 52 FT.<br>Caution due to small fluctuations apparent between 8 NM and 5 NM. |
| VOR/DME<br>1.19°W (2027)<br>1.2°W (2024) | BEL | 119X<br>117.200 MHz | H24<br>Hours of operation for aerodrome purposes: HO | 543940.12N<br>0061347.66W | 221 FT | VOR/DME DOC: 40 NM/50,000 FT (200 NM/50,000 FT in Sector R226-346).<br>There may be VOR bearing fluctuations in Sectors R060-110 and R140-180. |
| DME | IAG | 36X<br>109.900 MHz | HO | 543937.65N<br>0061201.41W | 278 FT | (RWY 25)<br>DME freq paired with ILS I-AG.<br>Zero range is indicated at THR of Runway 25.<br>For use with ILS approaches only. |
| DME | IFT | 46X<br>110.900 MHz | HO | 543918.82N<br>0061344.60W | 228 FT | (RWY 17)<br>DME freq paired with ILS I-FT.<br>Zero range is indicated at THR of Runway 17.<br>For use with ILS approaches only. |

# EGAA AD 2.20 LOCAL AERODROME REGULATIONS

## 1 AIRPORT REGULATIONS

a) Use governed by regulations applicable to Belfast CTR.
b) Use of this airport by aircraft not able to communicate with ATC by radio subject to prior permission.
c) Aircraft using Belfast International Airport are to carry third party insurance cover of not less than £3,000,000.
d) All commercial air transport operators should submit details of proposed flights and schedules to Airport Co-ordination Ltd, who act as agents on behalf of Belfast International Airport for this purpose. Tel: 0161-493 1850, Fax: 0161-493 1853, e-mail: LONACXH@acl-uk.org.
e) Belfast International Airport will waive charges for GA pilots in the case of genuine emergency or precautionary diversion landings. This concession applies to GA aircraft under 3 tonnes not flying for hire or reward, not having planned or intended Belfast International Airport as their destination or alternate.
f) To comply with EU Regulations, PRM requirements should be pre-notified 48 HR in advance to SITA BFSOCCR or OCS.PRM@bfs.aero or 028-9448 4957.
g) Due to limited aircraft stand availability, aircraft wishing to divert to Belfast International Airport may not be accepted, except in an emergency.

## 2 GROUND MOVEMENT

a) Aircraft engine running area is available by arrangement with the airport authority, however, engine runs are not permitted after 2300 (2200). Contact the Airport Duty Manager for details.
b) Apron Layout.

   i. The arrangement of the apron stands showing stand numbers, is as shown on the plan at page AD 2-EGAA-2-2.
   ii. Executive/Corporate/GA domestic and international aircraft over 2000 KG AUW will be allocated a stand on arrival.
   iii. Aircraft who are allocated a stand should not enter the stand unless under guidance from ground staff.
   iv. Aircraft below 2000 KG AUW will park, normally self manoeuvring, on the GA Apron or as directed.
   v. Aircraft pushback procedures in progress on main Apron. Pilots will be instructed by ATC to push to a nominated position. Pilots are to pass the nominated position to the push back Team. Nominated positions are X-ray, Yankee, Zulu, Lima 1, Lima 2 Lima 3, Lima 4, Lima 5, Lima 6 and Lima 7.
   vi. Aircraft taxiing from position Zulu should use minimum power until established on Taxiway Lima.
   vii. When requesting start-up or push-back pilots should give the full call sign, type and stand number. Aircraft must be ready in all respects to start and if necessary push-back before calling on the appropriate frequency. Pilots should only request push-back when they are fully ready to do so.
   viii. When requesting push-back clearance, pilots are to inform ATC if headset communication with ground crew is not established. Push back clearance must not be requested until the ground crew has confirmed to the flight deck that the aircraft is closed up and the tug is manned and fully ready to move.

c) Departing aircraft should report ready for departure.
d) International GA Flights including flights originating in the Republic of Ireland

   i. Arrivals.

      Flights will be parked for examination on the GA Apron Customs Examination Station as directed.

   ii. The law requires that Pilots must present their aircraft and contents for Police and Border Force inspection on arrival.

e) Due to apron pushback procedures, prior permission is required from ATC for aircraft to vacate Runway 07/25 at Taxiway Bravo.
f) Aircraft of Boeing 737/Airbus 319 size or greater are not permitted to carry out 180° turns after landing on Runway 17. Aircraft should continue to the 35 turning circle.
g) IFR Procedural Standard Arrival Routing Runway 25

   i. All IFR arrivals on Runway 25 which are planned to park at the main terminal should, after landing, and without instruction, vacate right onto Runway 35, right onto Taxiway Charlie and unless further ATC taxi clearance has been issued hold at holding point C2. ATC shall issue further progressive taxi instructions once the aircraft has vacated Runway 25.

   ***Note:*** *This does not prevent either ATC from issuing alternate tactical instructions as required or the pilot vacating tactically as circumstances dictate.*

h) Two steel plates cover bad ground on Taxiway Bravo centreline. One 18 M south of Bravo Hold and one 18 M north of Bravo Hold.

## 3 CAT II/III OPERATIONS

a) Runway 25, subject to serviceability of the required facilities is suitable for Category II/III Operations by Operators whose minima have been accepted by the Civil Aviation Authority.
b) During Category II/III operations, special ATC procedures (ATC Low Visibility Procedures) will be applied. Pilots will be informed when these procedures are in operation by Arrival and Departure ATIS or by RTF. Pilots can expect a flow rate of 10/60 for arrivals and 10/60 for departures
c) Departing Aircraft - Runway 25

   i. ATC will request departing aircraft to hold at the Category II/III Hold on Alpha.
   ii. If Taxiway Alpha is out of service departing aircraft will be required to backtrack Runway 25 from Taxiway Bravo and execute a 180° turn on 25 Threshold.

d) Arriving Aircraft

   i. Landing clearance or go around instructions will be given no later than 2 NM from touchdown.
   ii. Runway 25, where it intersects with Runway 35, is fitted with CAT II/III ground lighting and arriving aircraft may be instructed to vacate there.
   iii. Backtracking on Runway 25 is not normally permitted. However if Taxiways Charlie or Delta are out of service aircraft will be instructed by ATC to use Category II/III ground lighting at Bravo to vacate Runway 25. Arriving aircraft will be under instruction from ATC:

      1. Continue to the end of Runway 25;
      2. Execute a 180° turn;
      3. Backtrack the runway and vacate on to Taxiway Bravo;
      4. Report established on Taxiway Bravo and constant taxiway green lights in sight.

e) Runway 25 is suitable for Lower than Standard Category I operations subject to the ILS radiating at CAT III and LVPs being declared in force by ATC, by Operators whose minima have been accepted by the Civil Aviation Authority.

## 4 WARNINGS

a) Except for light signals, ground signals are not displayed.
b) Bird scaring at times may only be carried out on the runway in use. In these circumstances, ATC will inform pilots of the bird scaring action notified to them by the Airport Authority.
c) Model aircraft flying takes place at Nutts Corner, a disused aerodrome situated 3 NM Southeast of Aldergrove. Flying takes place on a daily basis during daylight hours up to a maximum of 400 FT AGL.
d) Security fence east of Taxiway Foxtrot infringes Runways 17 and 35 strip by 3.8 M and 4.7 M.
e) Hazardous accumulations of whooper swans, and small gulls at Langford Lodge disused aerodrome 3.5 KM southwest of the aerodrome may pose a risk to aircraft landing and taking off on Runway 07.
f) Apron stands 9 to 15 slopes are compliant along their east west axis, but deviates from CAP 168 criteria along the north south axis in that the slope from south to north varies from 1 in 93 to 1 in 55.
g) Pilots are warned that unauthorised ground based laser lights may be directed at their aircraft when arriving or departing at EGAA or when over flying the City of Belfast. All incidents should be reported immediately via ATC to the Police.
h) High ground rising to 536.5 M at edge of outer horizontal surface at a distance of 14,650 M from the runway to the south and east.
i) High ground rising to 334.4 M within the outer horizontal surface at a distance of 12,476 M from the runway to the north east.

## 5 HELICOPTER OPERATIONS

a) Helicopters frequently operate at low level south of Runway 25, but will remain at least 250 M from that runway until further cleared by ATC.
b) Prior permission required by civil helicopters wishing to land at Belfast International Airport due to parking spaces not available. Contact the Airport Duty Manager 0770-3203167.

## 6 USE OF RUNWAYS

a) In Winter conditions runway anti-icing and snow clearance operations will take priority over all other operations at the discretion of the Airport Authority. ATC will inform pilots of any expected delays. Runway 17/35 and associated taxiways will not normally be de-iced.
b) During winter conditions, Runway Condition Reports (RCRs) will be in operation when Runways 07/25 and 17/35 are contaminated. These condition reports will be in accordance with the ICAO Global Reporting Format (GRF) and will be disseminated via Snowtam and ATIS only.

## 7 TRAINING

a) Contact Airport Operations Control Centre on Tel: 028-9448 4401 or E-mail: control.centre@bfs.aero.

# EGAA AD 2.21 NOISE ABATEMENT PROCEDURES

## 1 GENERAL

a) Pilots must comply with the procedure detailed below and in particular with reference to speed control.
b) The Continuous Descent Arrival procedure provides pilots with the ATC assistance necessary for them to achieve a continuous descent during intermediate and final approach, at speeds which require minimum use of flap. The procedure is designed to minimise noise disturbance and fuel consumption during the approach phase.

## 2 ARRIVALS

a) Unless there are valid reasons, the Continuous Descent Arrival procedure is to be employed for all approaches by IFR aircraft to all runways between 2200-0700 (2100-0600).
b) Headings and Flight Levels/Altitudes to leave the holding facility will be passed by ATC. When holding is not necessary, radar vectors may be given prior to the aircraft reaching the holding pattern and descent clearance will include an estimate of track distance to touchdown.
c) Further distance information will be given between initial descent clearance and intercept headings to the ILS. On reciept of descent clearance the pilot will descend at the rate he judges will be best suited to the achievement of continuous descent, the object being to join the glidepath at the appropriate height for the distance without recourse to level flight.
d) Pilots should typically expect the following speed restrictions to be enforced:

   i. 220 KT from the holding facility (or if holding is not required, 220 KT by 20 NM from touchdown) during intermediate approach phase;
   ii. 180 KT on base leg/closing heading to the ILS;
   iii. Between 180 KT and 160 KT when first established on the ILS, and thereafter 160 KT to 4 DME.

e) These speeds are applied for ATC separation purposes and are mandatory. In the event of a new (non-speed related) ATC clearance being issued (eg: an instruction to descend on ILS), pilots are not absolved from a requirement to maintain a previously allocated speed. All speed restrictions are to be flown as accurately as possible. Aircraft unable to conform to these speeds should inform ATC and state what speeds will be used. In the interests of accurate spacing, pilots are requested to comply with speed adjustments as promptly as feasible within their own operational constraints, advising ATC if circumstances necessitate a change of speed for aircraft performance reasons.
f) The term ‘No ATC Speed Restriction’ does not absolve a pilot from flying in accordance with the speeds stated in paragraph d.
g) When the Continuous Descent Arrival procedure is in force and an aircraft is being vectored for a non-precision approach, the pilot will decide to which point he will fly the Continuous Descent Arrival procedure in order to comply with Company Standard Operating Procedures.

## 3 DEPARTURES

a) During the hours of 2200-0700 (2100-0600), all departures with a MTOW greater than 5700 KG, will climb on the runway track to 2000 FT ALT before commencing any turn, thereafter as per ATC clearance.

# EGAA AD 2.22 FLIGHT PROCEDURES

## 1 ALTIMETER SETTING

a) Pilots flying beneath Belfast TMA below the Transition Altitude (6000 FT should use the QNH of an aerodrome situated within the lateral limits of the TMA; except that the aerodrome QFE may be used when flying within the circuit.

## 2 PROCEDURES FOR INBOUND AIRCRAFT

a) **Warning**

The attention of pilots is drawn to the existence of Langford Lodge aerodrome. This unlicensed aerodrome, situated 3 NM southwest of Belfast Aldergrove, is provided with crossed Runways 08/26 and 03/21. Pilots making approaches to Belfast Aldergrove, when Runway 07 is in use, should exercise due caution to ensure they have identified the correct aerodrome. The 07 approach and runway lights will be selected 'ON' whenever 07 is in use regardless of weather conditions.

b) **Clearance to enter Belfast TMA and CTR.**

   i. Aircraft flying on the Airways System will be cleared into the TMA/CTR without having to request a specific entry clearance.
   ii. Aircraft wishing to enter the TMA or CTR from the open FIR, whether IFR or VFR, must obtain clearance from Aldergrove Approach Control.

c) **Standard Routes**

   i. The standard initial routes for inbound aircraft, which are shown in the table below, may be varied at the discretion of ATC (eg for traffic reasons or to allow traffic to be sequenced by radar).

| Approach from | Via | Route |
|---|---|---|
| NE | P600 | BLACA - BELZU |
| E | FIR | BLACA/TMA Boundary - BELZU |
| SE | L10 (RNAV 5 FL 75 and above) | IOM - NELBO - BELZU |
| | L10 (Below FL 75) | IOM - RINGA - BELZU |
| | UP6/L46 (RNAV 5) | REMSI - MASOP - NELBO - BELZU |
| | M146 (RNAV 1 Below FL 255) | ERDUV - LUSOD - PEPEG - ROBOP - IPSET - BELZU |
| | M147 (RNAV 1 FL 255 and above) | REMSI - UVPOK - NOPKI - MATUT - ROBOP - IPSET - BELZU |
| S | N34 | NEVRI - ABSUN - BELZU |
| SW, W, NW and N | FIR | TMA Boundary - direct to BELZU |

***Note:*** *See also UK Standard Route Document. Available online from NATS/AIS website: http://www.nats.aero/ais.*

d) **Approach Procedures – With Radar Control**

i. When inbound traffic is being sequenced by Radar, the Approach Procedure will be flown under directions from the Approach Radar Controller and will consist of that part of the approach between the Terminal Holding Fix and the Final Approach Path. When holding procedures are not in use, radar sequencing may commence before the Terminal Holding Fix.
ii. Pilots should plan their flight profile in such a manner as to be able to achieve the Minimum Holding Level at the appropriate holding point if so required.
iii. When an aircraft is under Approach Radar Control, changes of heading or Flight Level/Altitude will be made only on instructions from the Radar Controller, except in the case of radio communication failure in the aircraft or at the Radar Unit.
iv. Headings and Flight Levels/Altitudes at which to leave the holding areas will be passed by ATC. Radar vectors will be given and descent clearance will include an estimate of track distance to touchdown. Further distance information will be given between the initial descent clearance and intercept heading to the ILS.
v. Speed Control may be applied on a tactical basis to the extent determined necessary by the Radar Controller. Aircraft unable to conform to the speeds specified by the Radar Controller should inform him immediately and state what speeds will be used. In the interests of accurate spacing pilots are requested to comply with speed adjustments as promptly as is feasible within their own operational constraints, and should advise ATC if circumstances necessitate a change of speed for aircraft performance reasons.
vi. In the event of radar failure, new instructions will be issued to each aircraft under radar control and the procedures as defined for approach without radar control will be put into effect.

←

e) **Approach Procedures - Without Radar Control**

i. When inbound traffic is not being sequenced by Radar, aircraft will be cleared from the Terminal Holding Facility (VOR BEL) to carry out an Instrument Approach Procedure appropriate to the landing direction.

f) **Holding**

i. The primary holding pattern will be a 1-minute race-track pattern based on VOR BEL as detailed on the Instrument Approach charts.

## 3 PROCEDURES FOR OUTBOUND AIRCRAFT

a) The standard routes for outbound aircraft are detailed in the following table. Routes may be varied at ATC discretion according to the prevailing traffic conditions.

| Departing to | Via | Route |
|---|---|---|
| SE | L10, Q39 | BEL VOR RDL 154° - LISBO - RINGA |
| | L15, L603, Q38 | BEL VOR RDL 154° - LISBO - PEPOD |
| EGNS | L10 | DCT - SLYDA - L10 - IOM - DCT |
| S | P620 | BEL VOR RDL 154° - LISBO |
| N | P600 | BEL VOR RDL 075° - BLACA |

***Note:*** *See also UK Standard Route Document. Available online from NATS/AIS website: http://www.nats.aero/ais.*

b) Aircraft must contact ATC no earlier than 20 minutes prior to EOBT to obtain airways clearance including transponder code. As there are no promulgated SIDs for Belfast Aldergrove, ATC will issue specific after departure instructions (typically a RADAR heading or to a designated waypoint), prior to issuing take-off clearance. Pilots must not depart until these instructions have been given and acknowledged.
c) **Warning: Pilots are reminded of the presence of high ground to the east, northeast and southeast of Belfast Aldergrove. It is the pilot's responsibility to maintain adequate terrain clearance.**
d) For ATC purposes, outbound aircraft will normally be required to cross LISBO at or above 4000 FT ALT. Pilots who cannot comply with the necessary climb profile must inform ATC in good time (ie before departure) so that an alternative routing can be coordinated.
e) North Atlantic Jet Departures.

i. Due to the proximity of the Shanwick Oceanic boundary to Belfast Aldergrove, pilots must consider timescales for submitting an 'RCL'. Refer to ENR 2.2, paragraph 3.8.2 for details.

f) Belfast Aldergrove departures via IOM – speed profile:

i. Traffic departing Belfast Aldergrove via L15/Q39 with a requested level of FL 290 or above is required to cross SOSIM/INKOB at FL 290 or above. To ensure that these aircraft can achieve the required level by SOSIM/INKOB speed restrictions are to be observed.
ii. All Belfast Aldergrove departures to the southeast with a requested flight level of FL 290 or above, are to fly in accordance with the following maximum speeds:

1. Jet Traffic with a MTOW greater than 35,000 KG Max 250 KT IAS until FL 100, then Max 290 KT IAS until FL 250;
2. Jet Traffic with a MTOW less than 35,000 KG and all non-jet traffic; Max 250 KT IAS until above FL 250.

iii. Aircraft unable to reach FL 290 by SOSIM/INKOB must advise Belfast Aldergrove prior to push-back, giving the anticipated flight level at SOSIM/INKOB. Specific climb instructions will be issued by Scottish Control.

## 4 VISUAL REFERENCE POINTS (VRP)

a) To facilitate the integration of VFR flights within the Belfast Airspace, pilots may be required to join/leave the airspace via specified VRPs.
b) Details of VRPs are available in the consolidated 'Visual Reference Points List' published on the 'Digital Dataset' page of the NATS AIS website, www.nats.aero/ais.

## 5 VFR HELICOPTER OPERATIONS WITHIN EGAA CTR

a) **Flight Details**

i. Prior to lifting, the pilot shall book out with Aldergrove ATC by telephone/fax at least ten minutes prior to departure giving call sign and details of flight including ETD. If the ETD varies by ten minutes or more, whether booking out or subject to a full flight plan, then Aldergrove ATC must be informed of the revised ETD.

***Note:*** *The act of booking out does NOT constitute a zone clearance. Clearance must be obtained via RTF from Aldergrove ATC.*

ii. If a flight leaves UK airspace, eg routing to Dublin, then a full flight plan must be filed with Aldergrove ATC at least sixty minutes prior to departure.

b) **Operation - Outbound**

i. The pilot must:

1. Lift into the hover to a height of not greater than 200 FT AGL, squawking 7000 and obtain zone clearance. Aldergrove ATC will pass any appropriate traffic information.
2. Only when a clearance has been received, can the flight set course subject to any restrictions that Aldergrove ATC may impose.

c) **Operation - Inbound**

i. Contact should be made, where possible, with Aldergrove Approach at least ten minutes flying time before the Belfast TMA boundary (if flying above the TMA base altitude) or the CTR boundary (if flying below the TMA base altitude) with a request for clearance to enter Controlled Airspace.
ii. The pilot shall report when descending into the private site. It should be noted that after this report has been made, no further action will be initiated by ATC, eg incident/accident, unless information to the contrary is received. If no acknowledgement is received from Aldergrove Approach, then the pilot must telephone Aldergrove ATC as soon as practical after landing.

***Note:*** *An inbound clearance does not absolve the pilot from the need to contact appropriate adjacent ATSUs for transit clearance.*

## 6 FREQUENCY MONITORING CODE (FMC)

a) Pilots operating in the vicinity of, but intending to remain outside, Belfast Aldergrove controlled airspace within the area defined below and maintaining a listening watch only on Aldergrove Approach frequency, 133.125 MHz, are encouraged to select SSR code 7045:

545656N 0055417W - 545724N 0061134W -
thence anti-clockwise by the arc of a circle radius 18 NM centred on 543927N 0061257W to
542135N 0061619W - 543233N 0060302W -
thence anti-clockwise by the arc of a circle radius 9 NM centred on 543927N 0061257W to
543833N 0055732W - 545656N 0055417W.

b) Selection of 7045 does not imply the receipt of an ATC service. Aircraft displaying the code are not expected to contact ATC under normal circumstances, remain responsible for their own navigation, separation, terrain clearance and are expected to remain clear of the controlled airspace at all times.
c) Whilst squawking 7045 pilots should be aware that Aldergrove Approach may make blind transmissions in order to ascertain a particular aircraft's intentions/route.
d) When a pilot ceases to maintain a listening watch, code 7045 shall be deselected.

## EGAA AD 2.23 ADDITIONAL INFORMATION

a) Not applicable.

## EGAA AD 2.24 CHARTS RELATED TO AN AERODROME

AERODROME CHART - ICAO
AD 2.EGAA-2-1
AIRCRAFT GROUND MOVEMENT/PARKING/DOCKING CHART - ICAO
AD 2.EGAA-2-2
ATC SURVEILLANCE MINIMUM ALTITUDE CHART - ICAO
AD 2.EGAA-5-1
INSTRUMENT APPROACH CHART SRA RTR 2 NM RWY 07 - ICAO
AD 2.EGAA-8-1
INSTRUMENT APPROACH CHART RNP RWY 07 - ICAO
AD 2.EGAA-8-2
INSTRUMENT APPROACH CHART VOR/DME RWY 07 - ICAO
AD 2.EGAA-8-3
INSTRUMENT APPROACH CHART ILS/DME/VOR RWY 17 - ICAO
AD 2.EGAA-8-4
INSTRUMENT APPROACH CHART LOC/DME/VOR RWY 17 - ICAO
AD 2.EGAA-8-5
INSTRUMENT APPROACH CHART SRA RTR 2 NM RWY 17 - ICAO
AD 2.EGAA-8-6
INSTRUMENT APPROACH CHART VOR/DME RWY 17 - ICAO
AD 2.EGAA-8-7
INSTRUMENT APPROACH CHART ILS/DME RWY 25 - ICAO
AD 2.EGAA-8-8
INSTRUMENT APPROACH CHART LOC/DME RWY 25 - ICAO
AD 2.EGAA-8-9
INSTRUMENT APPROACH CHART SRA RTR 2NM RWY 25 - ICAO
AD 2.EGAA-8-10
INSTRUMENT APPROACH CHART VOR/DME RWY 25 - ICAO
AD 2.EGAA-8-11
INSTRUMENT APPROACH CHART SRA RTR 2NM RWY 35 - ICAO
AD 2.EGAA-8-12
INSTRUMENT APPROACH CHART VOR/DME RWY 35 - ICAO
AD 2.EGAA-8-13
INSTRUMENT APPROACH PROCEDURE CODING TABLES - RNP RWY 07
AD 2.EGAA-8-14

## EGAA AD 2.25 VISUAL SEGMENT SURFACE (VSS) PENETRATION

Not applicable

# AERODROME CHART - ICAO

ARP 543927N 0061257W

AD ELEV 268FT

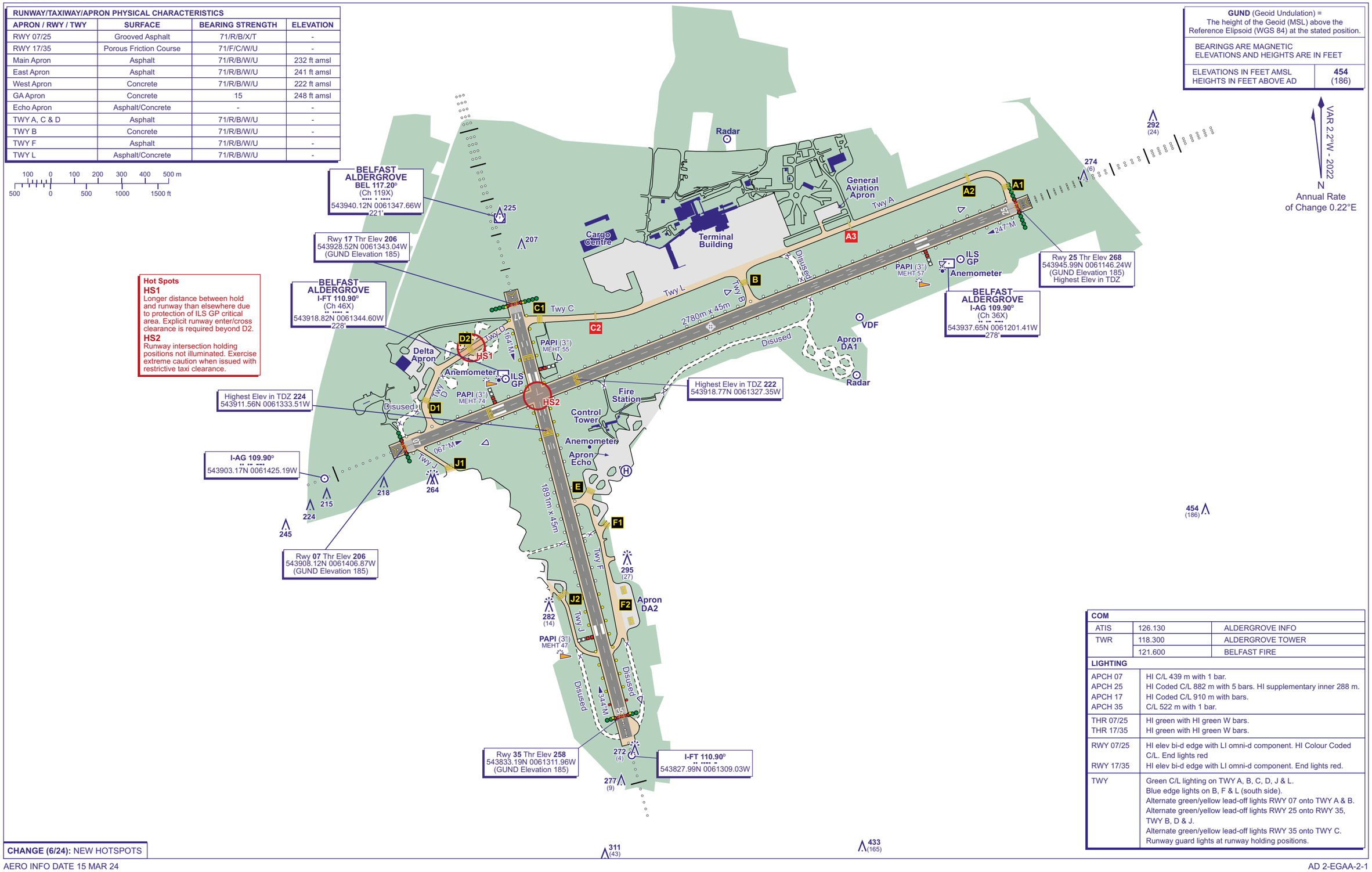
# BELFAST ALDERGROVE
EGAA

| RUNWAY/TAXIWAY/APRON PHYSICAL CHARACTERISTICS | | | |
|---|---|---|---|
| APRON / RWY / TWY | SURFACE | BEARING STRENGTH | ELEVATION |
| RWY 07/25 | Grooved Asphalt | 71/R/B/X/T | - |
| RWY 17/35 | Porous Friction Course | 71/F/C/W/U | - |
| Main Apron | Asphalt | 71/R/B/W/U | 232 ft amsl |
| East Apron | Asphalt | 71/R/B/W/U | 241 ft amsl |
| West Apron | Concrete | 71/R/B/W/U | 222 ft amsl |
| GA Apron | Concrete | 15 | 248 ft amsl |
| Echo Apron | Asphalt/Concrete | - | - |
| TWY A, C & D | Asphalt | 71/R/B/W/U | - |
| TWY B | Concrete | 71/R/B/W/U | - |
| TWY F | Asphalt | 71/R/B/W/U | - |
| TWY L | Asphalt/Concrete | 71/R/B/W/U | - |

**GUND** (Geoid Undulation) = The height of the Geoid (MSL) above the Reference Elipsoid (WGS 84) at the stated position.

BEARINGS ARE MAGNETIC
ELEVATIONS AND HEIGHTS ARE IN FEET

| | |
|---|---|
| ELEVATIONS IN FEET AMSL<br>HEIGHTS IN FEET ABOVE AD | 454<br>(186) |




| COM | | |
|---|---|---|
| ATIS | 126.130 | ALDERGROVE INFO |
| TWR | 118.300 | ALDERGROVE TOWER |
| | 121.600 | BELFAST FIRE |

| LIGHTING | |
|---|---|
| APCH 07<br>APCH 25<br>APCH 17<br>APCH 35 | HI C/L 439 m with 1 bar.<br>HI Coded C/L 882 m with 5 bars. HI supplementary inner 288 m.<br>HI Coded C/L 910 m with bars.<br>C/L 522 m with 1 bar. |
| THR 07/25<br>THR 17/35 | HI green with HI green W bars.<br>HI green with HI green W bars. |
| RWY 07/25<br><br>RWY 17/35 | HI elev bi-d edge with LI omni-d component. HI Colour Coded C/L. End lights red<br>HI elev bi-d edge with LI omni-d component. End lights red. |
| TWY | Green C/L lighting on TWY A, B, C, D, J & L.<br>Blue edge lights on B, F & L (south side).<br>Alternate green/yellow lead-off lights RWY 07 onto TWY A & B.<br>Alternate green/yellow lead-off lights RWY 25 onto RWY 35, TWY B, D & J.<br>Alternate green/yellow lead-off lights RWY 35 onto TWY C.<br>Runway guard lights at runway holding positions. |

**CHANGE (6/24):** NEW HOTSPOTS

AERO INFO DATE 15 MAR 24

AD 2-EGAA-2-1

# AIRCRAFT GROUND MOVEMENT/PARKING/DOCKING CHART - ICAO

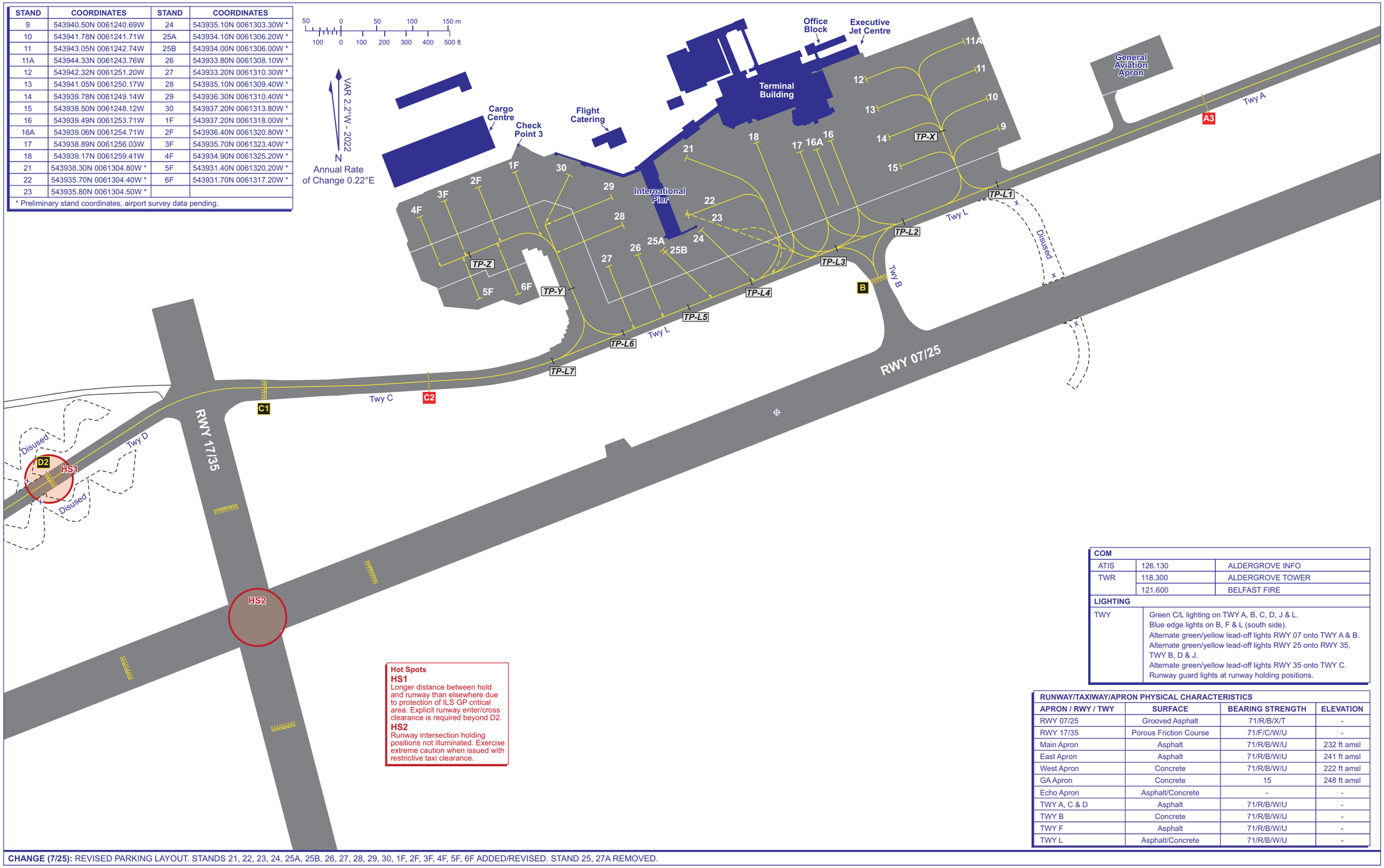
**ARP 543927N 0061257W**

**AD ELEV 268FT**

# BELFAST ALDERGROVE
**EGAA**

| STAND | COORDINATES | STAND | COORDINATES |
|---|---|---|---|
| 9 | 543940.50N 0061240.69W | 24 | 543935.10N 0061303.30W * |
| 10 | 543941.78N 0061241.71W | 25A | 543934.10N 0061306.20W * |
| 11 | 543943.05N 0061242.74W | 25B | 543934.00N 0061306.00W * |
| 11A | 543944.33N 0061243.76W | 26 | 543933.80N 0061308.10W * |
| 12 | 543942.32N 0061251.20W | 27 | 543933.20N 0061310.30W * |
| 13 | 543941.05N 0061250.17W | 28 | 543935.10N 0061309.40W * |
| 14 | 543939.78N 0061249.14W | 29 | 543936.30N 0061310.40W * |
| 15 | 543938.50N 0061248.12W | 30 | 543937.20N 0061313.80W * |
| 16 | 543939.49N 0061253.71W | 1F | 543937.20N 0061318.00W * |
| 16A | 543939.06N 0061254.71W | 2F | 543936.40N 0061320.80W * |
| 17 | 543938.89N 0061256.03W | 3F | 543935.70N 0061323.40W * |
| 18 | 543939.17N 0061259.41W | 4F | 543934.90N 0061325.20W * |
| 21 | 543938.30N 0061304.80W * | 5F | 543931.40N 0061320.20W * |
| 22 | 543935.70N 0061304.40W * | 6F | 543931.70N 0061317.20W * |
| 23 | 543935.80N 0061304.50W * | | |

* Preliminary stand coordinates, airport survey data pending.




**Hot Spots**

**HS1**
Longer distance between hold and runway than elsewhere due to protection of ILS GP critical area. Explicit runway enter/cross clearance is required beyond D2.

**HS2**
Runway intersection holding positions not illuminated. Exercise extreme caution when issued with restrictive taxi clearance.

| COM | | |
|---|---|---|
| ATIS | 126.130 | ALDERGROVE INFO |
| TWR | 118.300 | ALDERGROVE TOWER |
| | 121.600 | BELFAST FIRE |
| **LIGHTING** | | |
| TWY | Green C/L lighting on TWY A, B, C, D, J & L.<br>Blue edge lights on B, F & L (south side).<br>Alternate green/yellow lead-off lights RWY 07 onto TWY A & B.<br>Alternate green/yellow lead-off lights RWY 25 onto RWY 35, TWY B, D & J.<br>Alternate green/yellow lead-off lights RWY 35 onto TWY C.<br>Runway guard lights at runway holding positions. | |

**RUNWAY/TAXIWAY/APRON PHYSICAL CHARACTERISTICS**

| APRON / RWY / TWY | SURFACE | BEARING STRENGTH | ELEVATION |
|---|---|---|---|
| RWY 07/25 | Grooved Asphalt | 71/R/B/X/T | - |
| RWY 17/35 | Porous Friction Course | 71/F/C/W/U | - |
| Main Apron | Asphalt | 71/R/B/W/U | 232 ft amsl |
| East Apron | Asphalt | 71/R/B/W/U | 241 ft amsl |
| West Apron | Concrete | 71/R/B/W/U | 222 ft amsl |
| GA Apron | Concrete | 15 | 248 ft amsl |
| Echo Apron | Asphalt/Concrete | - | - |
| TWY A, C & D | Asphalt | 71/R/B/W/U | - |
| TWY B | Concrete | 71/R/B/W/U | - |
| TWY F | Asphalt | 71/R/B/W/U | - |
| TWY L | Asphalt/Concrete | 71/R/B/W/U | - |

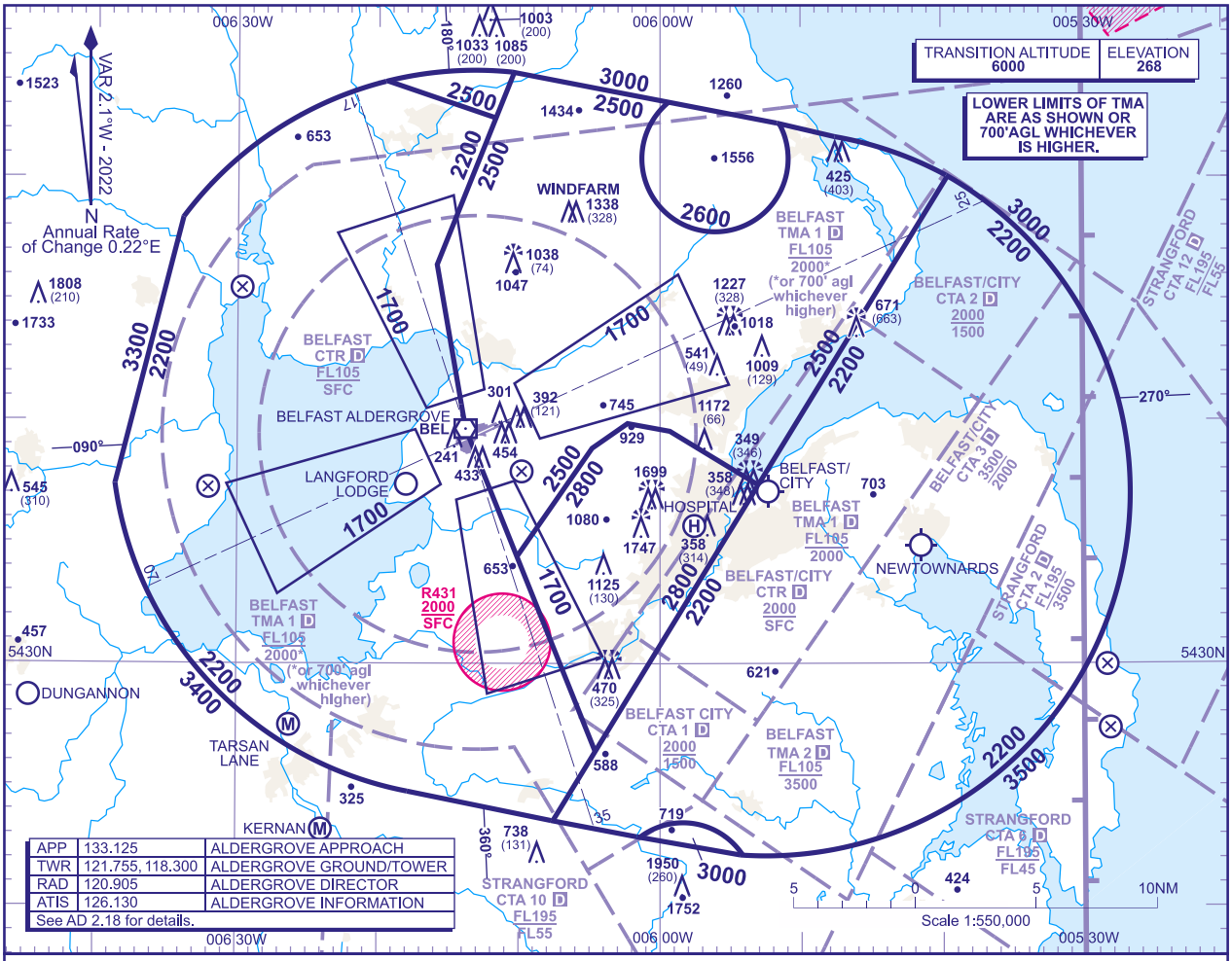
**CHANGE (7/25):** REVISED PARKING LAYOUT. STANDS 21, 22, 23, 24, 25A, 25B, 26, 27, 28, 29, 30, 1F, 2F, 3F, 4F, 5F, 6F ADDED/REVISED. STAND 25, 27A REMOVED.

AERO INFO DATE 02 MAY 25

# ATC SURVEILLANCE MINIMUM ALTITUDE CHART - ICAO

BEARINGS, TRACKS AND RADIALS ARE MAGNETIC
ELEVATIONS IN FEET AMSL 1950
HEIGHTS IN FEET AGL (770)

## BELFAST ALDERGROVE




| | | |
|---|---|---|
| APP | 133.125 | ALDERGROVE APPROACH |
| TWR | 121.755, 118.300 | ALDERGROVE GROUND/TOWER |
| RAD | 120.905 | ALDERGROVE DIRECTOR |
| ATIS | 126.130 | ALDERGROVE INFORMATION |
| See AD 2.18 for details. | | |

**MINIMUM INITIAL ALTITUDE**

Within the ATC Surveillance Minimum Altitude area the minimum initial altitude to be allocated by the approach surveillance controller is:

a) **2200** in the sector defined by the lateral limits; 545357N 0061923W - 545226N 0061135W - 544625N 0061551W - 543940N 0061348W - 542623N 0060435W - 542333N 0060733W - 542444N 0061744W thence clockwise by an arc of a circle radius 15NM centred on 543927N 0061257W to 543723N 0063830W - 544821N 0063345W thence clockwise by an arc of a circle radius 15NM centred on 543927N 0061257W to 545357N 0061923W.

b) **2500** in the sector defined by the lateral limits; 545357N 0061923W thence clockwise by an arc of a circle radius 15NM centred on 543927N 0061257W to 545421N 0061023W - 545226N 0061135W - 545357N 0061923W.

c) **2200** in the sector defined by the lateral limits; 545000N 0053935W thence clockwise by an arc of a circle radius 15NM centred on 543705N 0055221W to 542208N 0055411W thence anti-clockwise by an arc of a circle radius 3NM centred on 542031N 0055823W to 542253N 0060130W - 542333N 0060733W - 545000N 0053935W.

d) **2500** in the sector defined by the lateral limits; 545421N 0061023W thence clockwise by an arc of a circle radius 15NM centred on 543927N 0061257W to 545409N 0060806W - 545309N 0055918W thence anti-clockwise by an arc of a circle radius 3NM centred on 545047N 0055605W to 545215N 0055132W - 545147N 0054723W thence clockwise by an arc of a circle radius 15NM centred on 543705N 0055221W to 545000N 0053935W - 543721N 0055303W - 543934N 0055920W - 543953N 0060220W - 543852N 0060451W - 543426N 0061008W - 543940N 0061348W - 544625N 0061551W - 545421N 0061023W.

e) **2600** in the sector defined by the lateral limits; 545309N 0055918W thence anti-clockwise by an arc of a circle radius 3NM centred on 545047N 0055605W to 545215N 0055132W - 545309N 0055918W.

f) **2800** in the sector defined by the lateral limits; 543426N 0061008W - 543852N 0060451W - 543953N 0060220W - 543934N 0055920W - 543721N 0055303W - 542623N 0060435W - 543426N 0061008W.

g) **3000** in the sector defined by the lateral limits; 542208N 0055411W thence clockwise by an arc of a circle radius 15NM centred on 543705N 0055221W to 542223N 0055716W - 542253N 0060130W thence clockwise by an arc of a circle radius 3NM centred on 542028N 0055827W to 542208N 0055411W.

**OUTSIDE THE DESIGNATED ATC SURVEILLANCE MINIMUM ALTITUDE AREA**

The minimum altitude to be allocated by the approach surveillance controller will be either the Minimum Sector Altitude, or **1000** above any fixed obstacles:

a) within 5NM of the aircraft, and
b) within the sector 15NM ahead of and within 20° either side of the aircraft's track.

**LOSS OF COMMUNICATION PROCEDURES**

**Initial Approach**

Continue visually or by means of an appropriate approved final approach aid. If not possible proceed at **3000**, or last assigned level if higher to **BEL VOR**†.

**Intermediate and Final Approach**

Continue visually or by means of an appropriate final approach aid. If not possible follow the Missed Approach Procedure to **BEL VOR**†.

† In all cases where the aircraft returns to the holding facility the procedure to be adopted is the Radio Failure Procedure detailed at ENR 1.1.3.4.

**GENERAL INFORMATION**

1. Levels shown are based on QNH.
2. Only significant obstacles and dominant spot heights are shown.
3. The minimum levels shown within the ATC Surveillance Minimum Altitude Area are in conformance with the Standard European Rules of the Air - SERA.5015.
4. Minimum Sector Altitudes are based on obstacles and spot heights within 25NM of the Aerodrome Reference Point.
5. Controlled airspace with a base in excess of **5000** or FL55, as appropriate, is not shown.
6. **This chart may only be used for cross-checking of altitudes assigned when in receipt of an ATC Surveillance service.**
7. **When vectoring an aircraft within the Final Approach Vectoring Area descent clearance below the SMAA to the FAVA altitude may only be Issued If the aircraft is either established on the final approach track or on an intercept of 40° or less, and in the case of instrument approaches other than SRA is cleared to intercept the final approach track.**
8. Detailed description of FIR, UIR, CTA and TMA see ENR 2.1.
9. Detailed description of ATS airspace organized at the aerodrome see AD 2.17.

**CHANGE (6/25):** AREA A & B MINIMUM INITIAL ALTITUDE REVISED.

AERO INFO DATE 17 MAR 25

AD 2-EGAA-5-1

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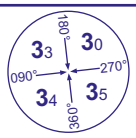
# INSTRUMENT APPROACH CHART - ICAO

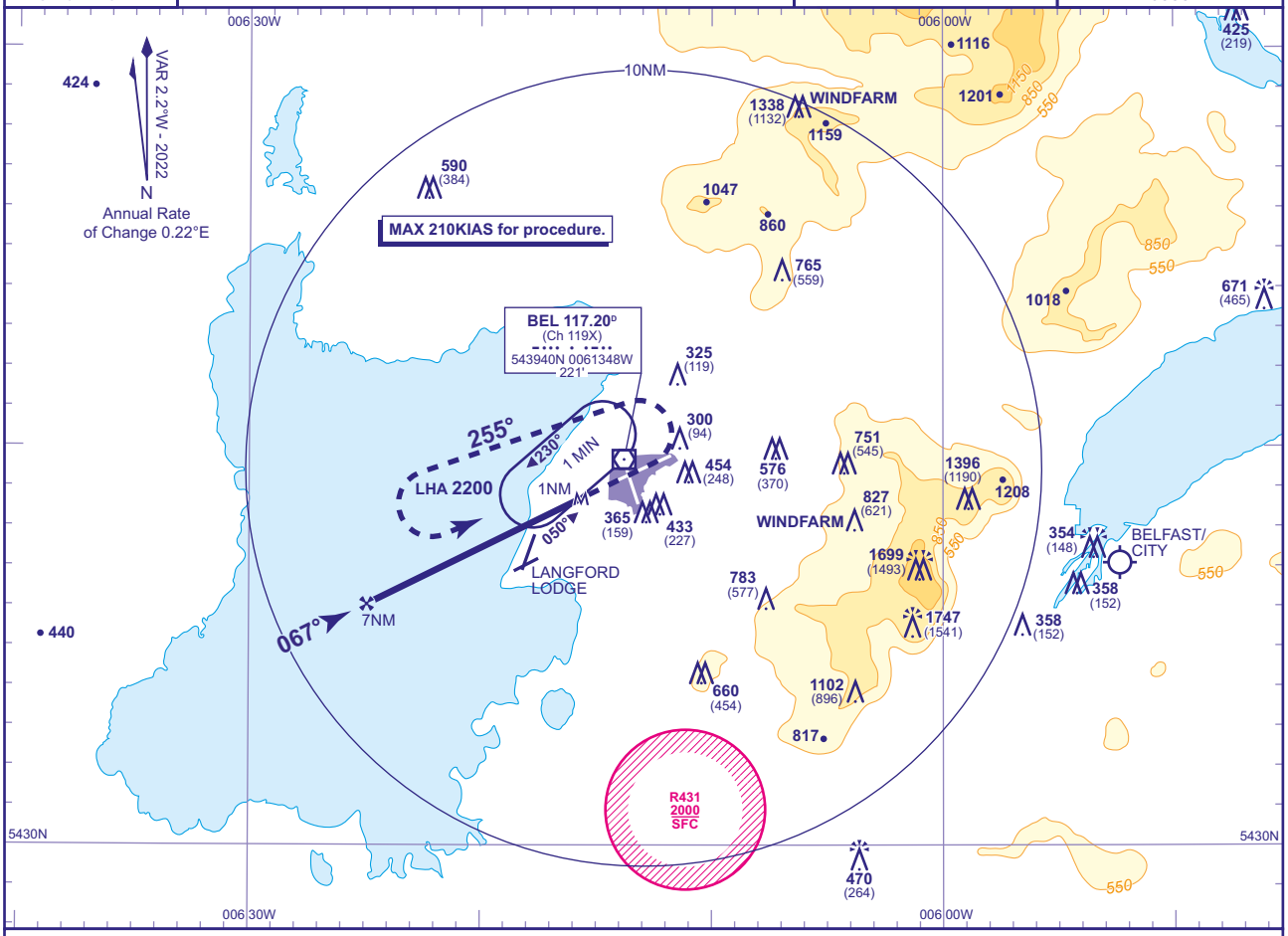
# BELFAST ALDERGROVE
## SRA RTR 2NM
## RWY 07
(ACFT CAT A,B,C,D)



MSA 25NM VOR BEL

| | | | | | |
|---|---|---|---|---|---|
| APP | 133.125 | ALDERGROVE APPROACH | AD ELEVATION | 268 |
| TWR | 118.300 | ALDERGROVE TOWER | THR ELEVATION | 206 |
| RAD | 120.905 | ALDERGROVE DIRECTOR | OBSTACLE ELEVATION | 1747 AMSL (1541) (ABOVE THR) |
| ATIS | 126.130 | ALDERGROVE INFORMATION | BEARINGS ARE MAGNETIC | |

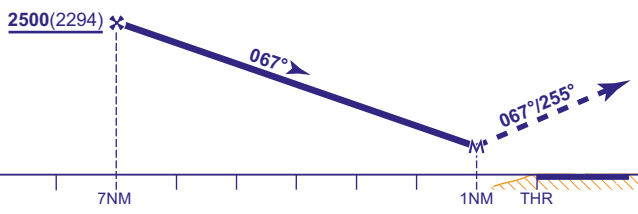
TRANSITION ALTITUDE **6000**




**RADAR ADVISORY HEIGHTS** Gradient 5.39%, 328FT/NM

| NM | 6.0 | 5.0 | 4.0 | 3.0 | 2.0 |
|---|---|---|---|---|---|
| ALT(HGT) | **2170**(1964) | **1840**(1634) | **1520**(1314) | **1190**(984) | **860**(654) |

Initial and intermediate approach as directed by radar.




**MAPt 1NM after RTR**

Continuous climb to **3000**. Initially, straight ahead to **1200** then climbing left turn onto track 255° to **3000**, then turn left to **VOR BEL** or as directed.

| Aircraft Category | | A | B | C | D | Rate of descent | G/S KT | 160 | 140 | 120 | 100 | 80 |
|---|---|---|---|---|---|---|---|---|---|---|---|---|
| OCA (OCH) | Procedure | **630**(424) | **630**(424) | **630**(424) | **630**(424) | | FT/MIN | 800 | 700 | 600 | 500 | 400 |
| VM(C)OCA (OCH AAL) | Total Area | **750**(482) | **840**(572) | **1180**(912) | **1290**(1022) | RTR to MAPt | MIN:SEC | 0:22 | 0:26 | 0:30 | 0:36 | 0:45 |

**NOTE** Aircraft will normally be required to hold not lower than **3000** at VOR BEL.

**CHANGE (5/25):** NW MSA INCREASE.

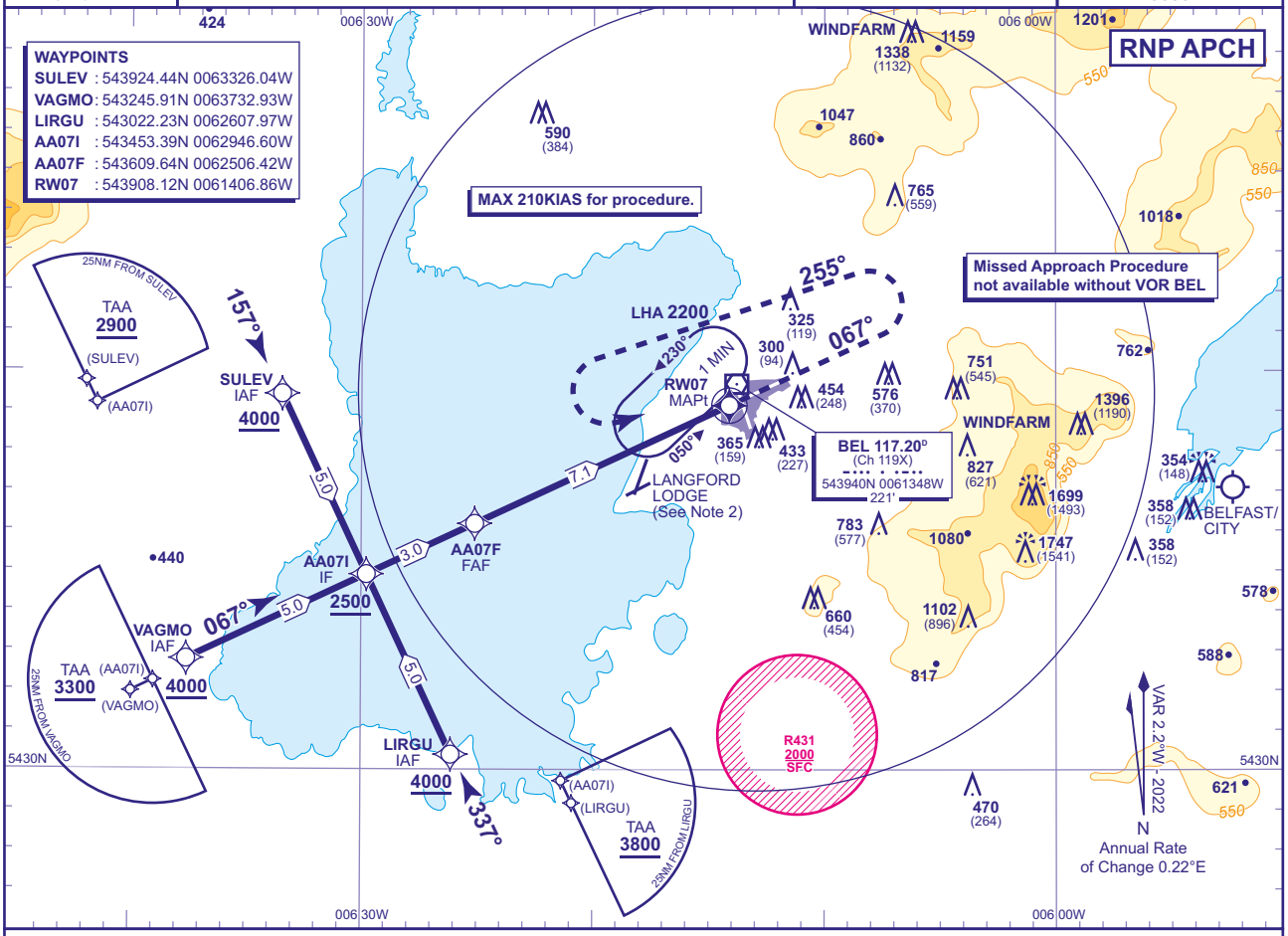
AERO INFO DATE 14 FEB 25

# INSTRUMENT APPROACH CHART - ICAO

# BELFAST ALDERGROVE
## RNP
## RWY 07
(ACFT CAT A,B,C,D)

| | | | | | |
|---|---|---|---|---|---|
| 3.5 MSA 25NM ARP | APP | 133.125 | ALDERGROVE APPROACH | AD ELEVATION | 268 |
| | TWR | 118.300 | ALDERGROVE TOWER | THR ELEVATION | 206 |
| | RAD | 120.905 | ALDERGROVE DIRECTOR | OBSTACLE ELEVATION | 1747 AMSL (1541)(ABOVE THR) |
| | ATIS | 126.130 | ALDERGROVE INFORMATION | BEARINGS ARE MAGNETIC | |

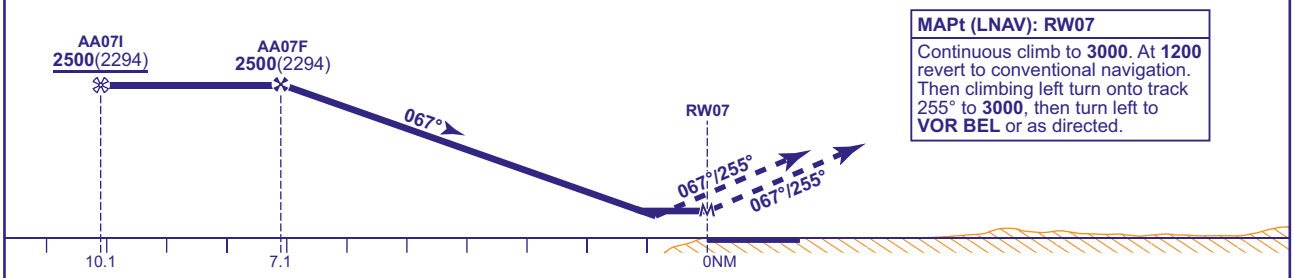
MIN TEMP -15°C
TRANSITION ALTITUDE 6000




**RECOMMENDED PROFILE** VNAV - VERTICAL PATH ANGLE 3.0°, 318FT/NM, LNAV - Gradient 5.24%, 318FT/NM

| NM to RW07 | 6 | 5 | 4 | 3 | 2 |
|---|---|---|---|---|---|
| ALT(HGT) | **2170**(1964) | **1850**(1644) | **1530**(1324) | **1210**(1004) | **890**(684) |

**TCH 50**




**MAPt (LNAV): RW07**
Continuous climb to **3000**. At **1200** revert to conventional navigation. Then climbing left turn onto track 255° to **3000**, then turn left to **VOR BEL** or as directed.

| Aircraft Category | | A | B | C | D | Rate of descent | G/S KT | 160 | 140 | 120 | 100 | 80 |
|---|---|---|---|---|---|---|---|---|---|---|---|---|
| OCA (OCH) | LNAV/VNAV | **520**(314) | **520**(314) | **520**(314) | **520**(314) | | FT/MIN | 850 | 740 | 640 | 530 | 420 |
| | LNAV | **610**(404) | **610**(404) | **610**(404) | **610**(404) | | | | | | | |
| VM(C)OCA (OCH AAL) | Total Area | **750**(482) | **840**(572) | **1180**(912) | **1290**(1022) | | | | | | | |

**NOTE** 1 Pilots should 'Request RNP Approach' on first contact with Aldergrove Approach.
2 Pilots are reminded of the close proximity of Langford Lodge, 3.5NM southwest of Belfast Aldergrove.

**CHANGE (1/25):** BEL VOR RECALIBRATED. BEL VOR/DME HOLD.

# INSTRUMENT APPROACH CHART - ICAO

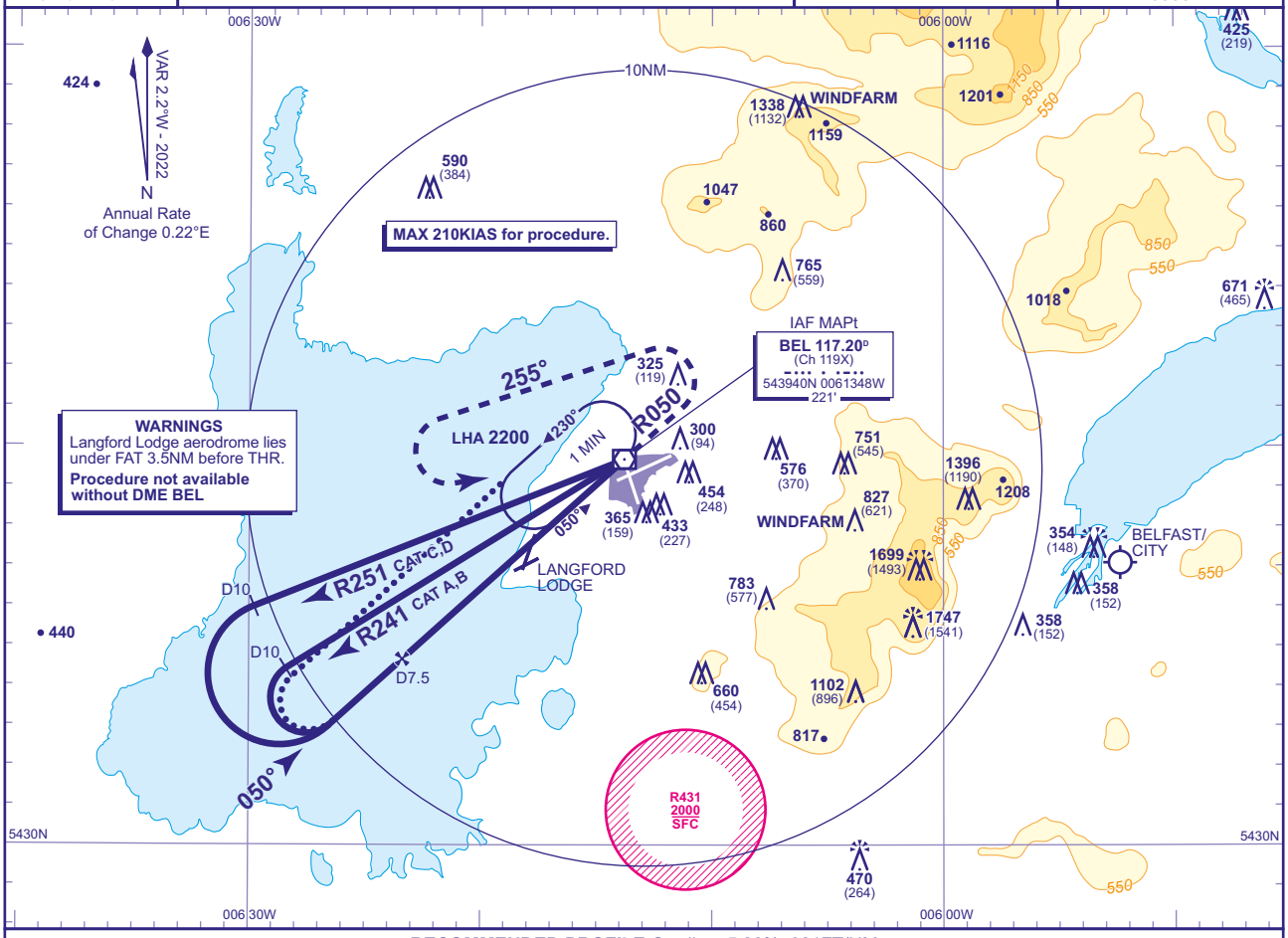
# BELFAST ALDERGROVE
## VOR/DME
## RWY 07
(ACFT CAT A,B,C,D)



MSA 25NM VOR BEL

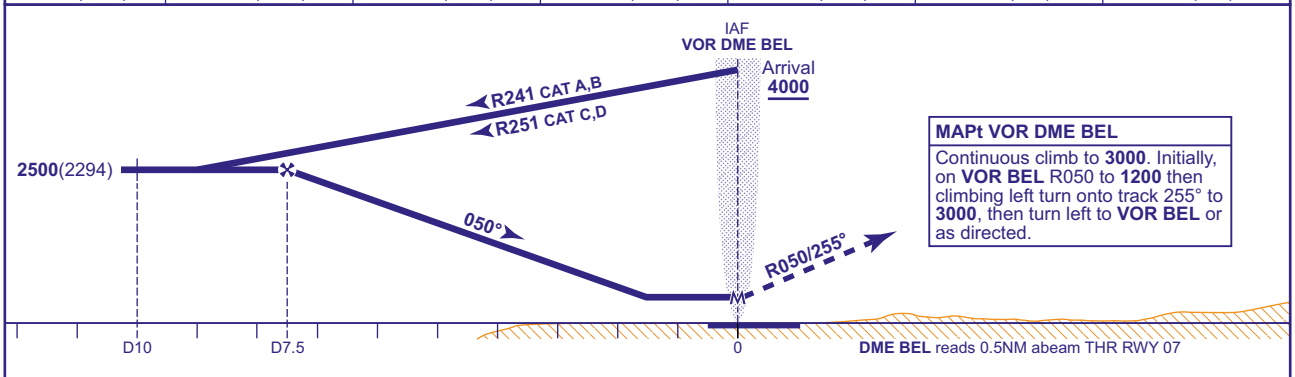
| | | | | | |
|---|---|---|---|---|---|
| APP | 133.125 | ALDERGROVE APPROACH | AD ELEVATION | 268 |
| TWR | 118.300 | ALDERGROVE TOWER | THR ELEVATION | 206 |
| RAD | 120.905 | ALDERGROVE DIRECTOR | OBSTACLE ELEVATION | 1747 AMSL (1541) (ABOVE THR) |
| ATIS | 126.130 | ALDERGROVE INFORMATION | BEARINGS ARE MAGNETIC | |

TRANSITION ALTITUDE **6000**




**RECOMMENDED PROFILE** Gradient 5.28%, 321FT/NM

| DME BEL | 7 | 6 | 5 | 4 | 3 | 2 |
|---|---|---|---|---|---|---|
| **ALT**(HGT) | **2340**(2134) | **2020**(1814) | **1700**(1494) | **1380**(1174) | **1060**(854) | **740**(534) |




**MAPt VOR DME BEL**
Continuous climb to **3000**. Initially, on **VOR BEL** R050 to **1200** then climbing left turn onto track 255° to **3000**, then turn left to **VOR BEL** or as directed.

| Aircraft Category | | A | B | C | D |
|---|---|---|---|---|---|
| **OCA** (OCH) | **Procedure** | **630**(424) | **630**(424) | **1180**(974) | **1290**(1084) |
| **VM(C)OCA** (OCH AAL) | **Total Area** | **750**(482) | **840**(572) | **1250**(982) | **1360**(1092) |

| Rate of descent | G/S KT | 160 | 140 | 120 | 100 | 80 |
|---|---|---|---|---|---|---|
| | FT/MIN | 860 | 750 | 640 | 540 | 430 |

**ALTERNATIVE PROCEDURE** EXTENDED HOLDING PATTERN
Overhead VOR BEL (IAF) extend outbound leg of holding pattern descending to **2500**(2294). At BEL DME 10 turn left to intercept extended FAT, then as for main procedure.

**NOTES** **1** FAT is offset 16° and intercepts the RWY C/L 1.1NM from the THR (nominal BEL DME 2).
**2** Aircraft will normally be required to hold not lower than **3000** at VOR BEL.

**CHANGE (5/25):** NW MSA INCREASE. OCA(OCH). VM(C)OCA(OCH AAL) CAT C/D.

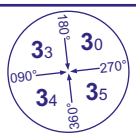
AERO INFO DATE 14 FEB 25

AD 2-EGAA-8-3

I

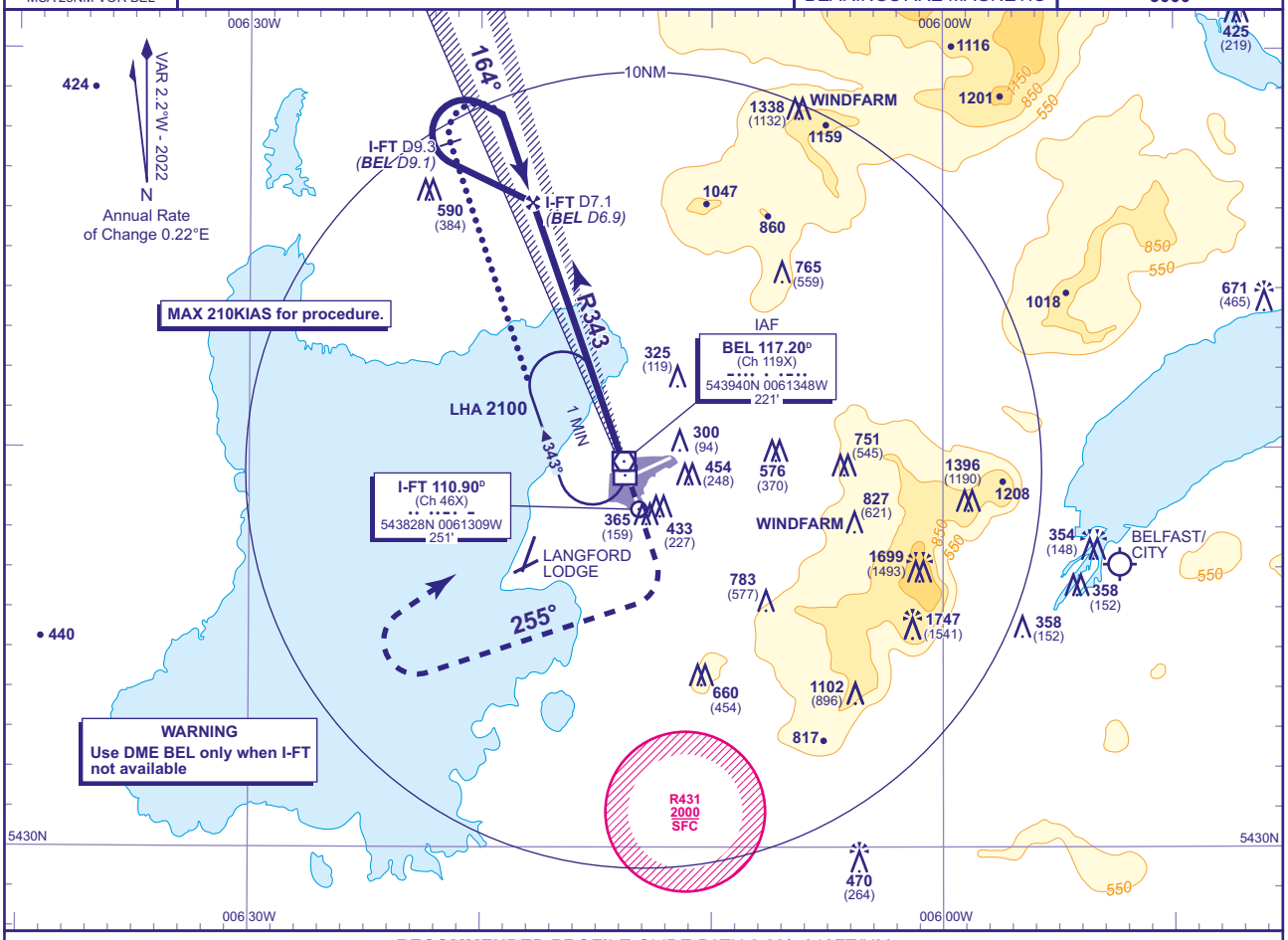
# INSTRUMENT APPROACH CHART - ICAO

## BELFAST ALDERGROVE
## ILS/DME/VOR
## RWY 17
(ACFT CAT A,B,C,D)



MSA 25NM VOR BEL

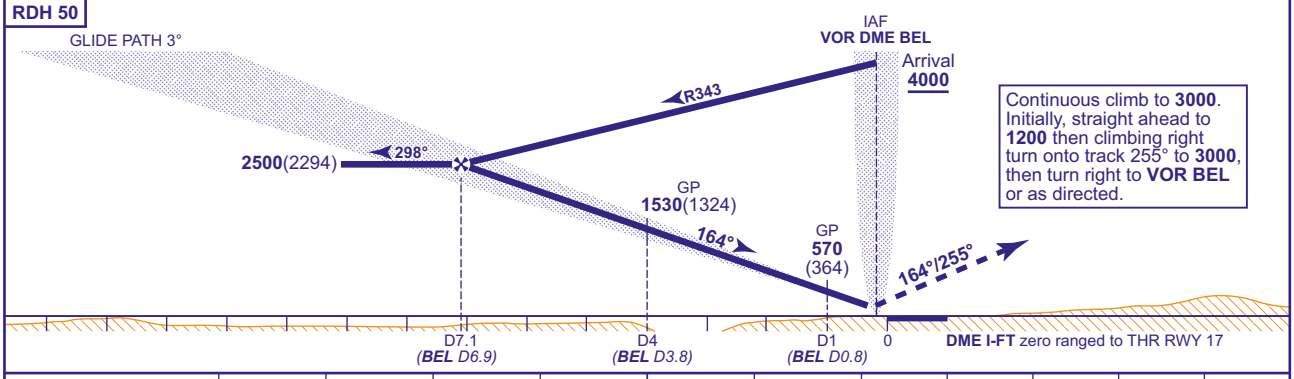
| | | | | | |
|---|---|---|---|---|---|
| APP | 133.125 | ALDERGROVE APPROACH | AD ELEVATION | 268 | TRANSITION ALTITUDE 6000 |
| TWR | 118.300 | ALDERGROVE TOWER | THR ELEVATION | 206 | |
| RAD | 120.905 | ALDERGROVE DIRECTOR | OBSTACLE ELEVATION 1747 AMSL (1541) (ABOVE THR) | | |
| ATIS | 126.130 | ALDERGROVE INFORMATION | BEARINGS ARE MAGNETIC | | |




**RECOMMENDED PROFILE** GLIDE PATH 3.00°, 318FT/NM

| | | | | | | |
|---|---|---|---|---|---|---|
| **DME I-FT (BEL)** | 6(5.8) | 5(4.8) | 4(3.8) | 3(2.8) | 2(1.8) | 1(0.8) |
| **ALT**(HGT) | **2170**(1964) | **1850**(1644) | **1530**(1324) | **1210**(1004) | **890**(684) | **570**(364) |

**RDH 50**




| Aircraft Category | | A | B | C | D |
|---|---|---|---|---|---|
| OCA (OCH) | CAT I | **373**(167) | **384**(178) | **397**(191) | **410**(204) |
| VM(C)OCA (OCH AAL) | Total Area | **750**(482) | **840**(572) | **1180**(912) | **1290**(1022) |

| Rate of descent | G/S KT | 160 | 140 | 120 | 100 | 80 |
|---|---|---|---|---|---|---|
| | FT/MIN | 850 | 740 | 640 | 530 | 420 |

**ALTERNATIVE PROCEDURE** EXTENDED HOLDING PATTERN
Overhead VOR BEL (IAF) extend outbound leg of holding pattern descending to **2500**(2294). At I-FT DME 9.3 (BEL DME 9.1) turn right to establish on LOC inbound, then continue as for main procedure.

**AIRCRAFT UNABLE TO RECEIVE DME**
Inform ATC prior to commencing the procedure. Aircraft will be radar vectored onto the LOC, to be established at **2500**(2294) not later than 2.5NM before the FAP. Radar range will be passed at 4NM before the THR inbound.

**NOTE** Aircraft will normally be required to hold not lower than **3000** at VOR BEL.

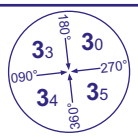
**CHANGE (5/25):** NW MSA INCREASE. OCA(OCH).

AERO INFO DATE 14 FEB 25

# INSTRUMENT APPROACH CHART - ICAO

# BELFAST ALDERGROVE LOC/DME/VOR RWY 17

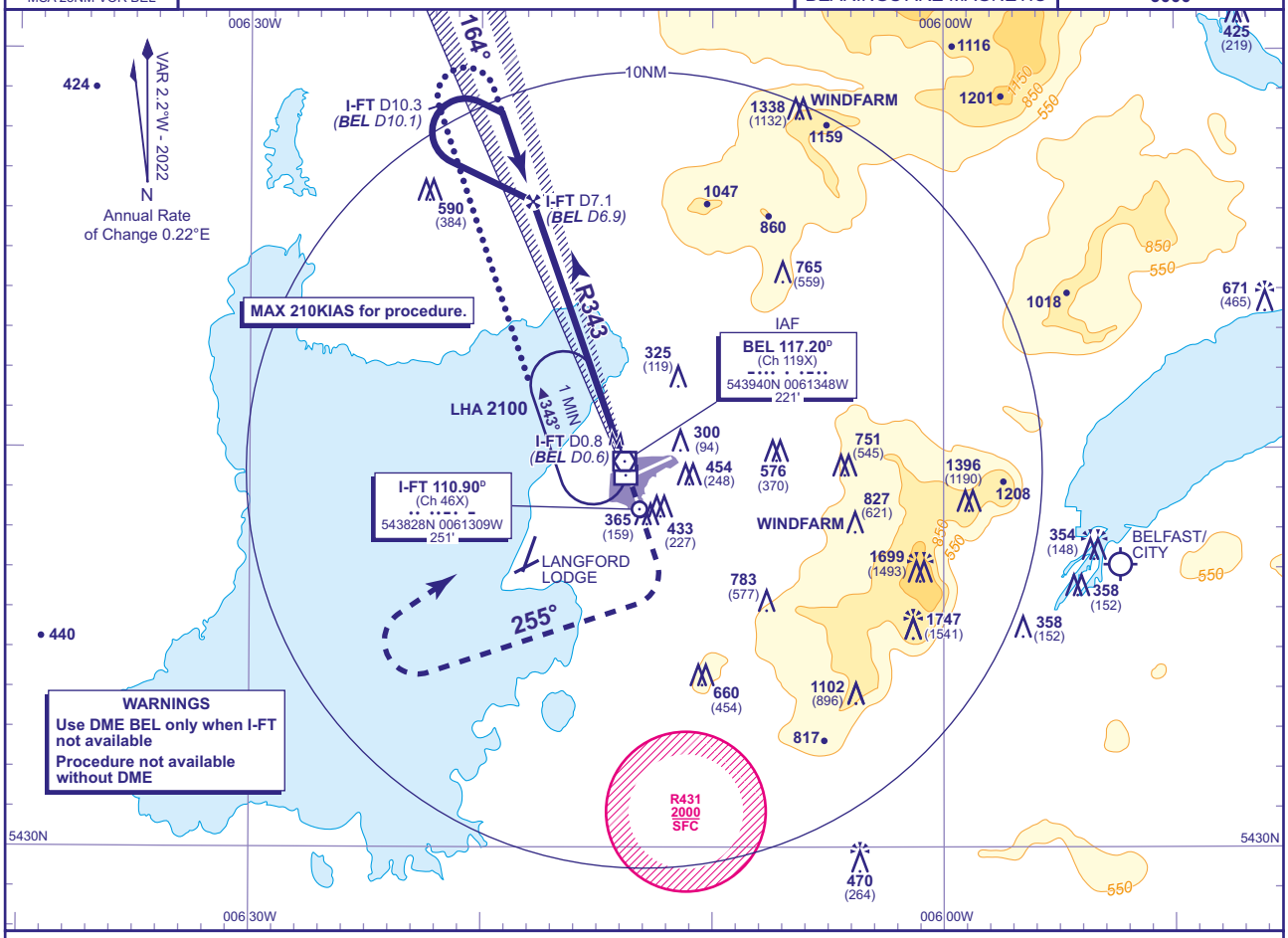
(ACFT CAT A,B,C,D)




MSA 25NM VOR BEL

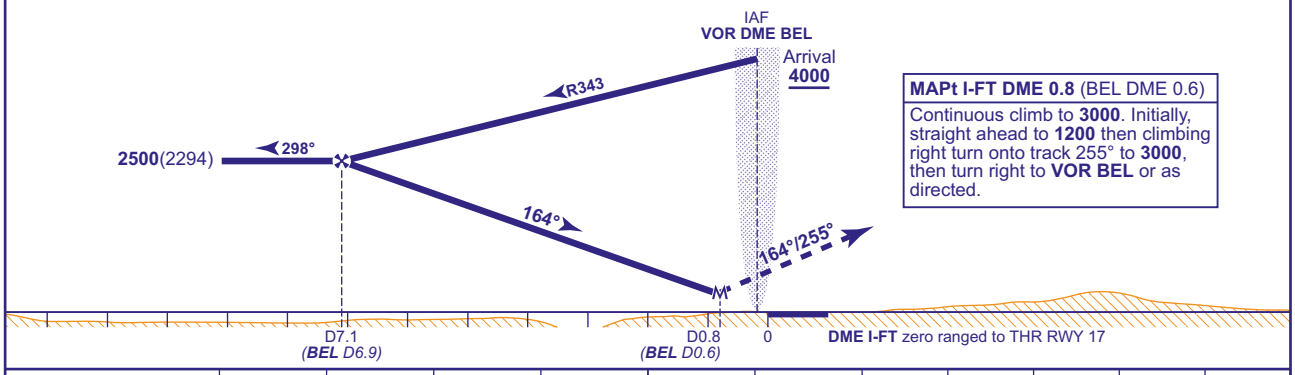
| | | | | | |
|---|---|---|---|---|---|
| APP | 133.125 | ALDERGROVE APPROACH | AD ELEVATION | 268 |
| TWR | 118.300 | ALDERGROVE TOWER | THR ELEVATION | 206 |
| RAD | 120.905 | ALDERGROVE DIRECTOR | OBSTACLE ELEVATION | 1747 AMSL (1541) (ABOVE THR) |
| ATIS | 126.130 | ALDERGROVE INFORMATION | BEARINGS ARE MAGNETIC | |

TRANSITION ALTITUDE **6000**




**RECOMMENDED PROFILE** Gradient 5.24%, 318FT/NM

| DME I-FT (BEL) | 6(5.8) | 5(4.8) | 4(3.8) | 3(2.8) | 2(1.8) | 1(0.8) |
|---|---|---|---|---|---|---|
| **ALT**(HGT) | **2170**(1964) | **1850**(1644) | **1530**(1324) | **1210**(1004) | **890**(684) | **570**(364) |




**MAPt I-FT DME 0.8** (BEL DME 0.6)
Continuous climb to **3000**. Initially, straight ahead to **1200** then climbing right turn onto track 255° to **3000**, then turn right to **VOR BEL** or as directed.

| Aircraft Category | | A | B | C | D |
|---|---|---|---|---|---|
| **OCA** (OCH) | **Procedure** | **500**(294) | **500**(294) | **500**(294) | **500**(294) |
| **VM(C)OCA** (OCH AAL) | **Total Area** | **750**(482) | **840**(572) | **1180**(912) | **1290**(1022) |

| Rate of descent | G/S KT | 160 | 140 | 120 | 100 | 80 |
|---|---|---|---|---|---|---|
| | FT/MIN | 850 | 740 | 640 | 530 | 420 |

**ALTERNATIVE PROCEDURE** EXTENDED HOLDING PATTERN
Overhead VOR BEL (IAF) extend outbound leg of holding pattern descending to **2500**(2294). At I-FT DME 10.3 (BEL DME 10.1) turn right to establish on LOC inbound, then continue as for main procedure.

**NOTE** Aircraft will normally be required to hold not lower than **3000** at VOR BEL.

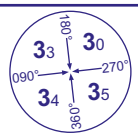
**CHANGE (5/25):** NW MSA INCREASE. OCA(OCH).

AERO INFO DATE 14 FEB 25

AD 2-EGAA-8-5

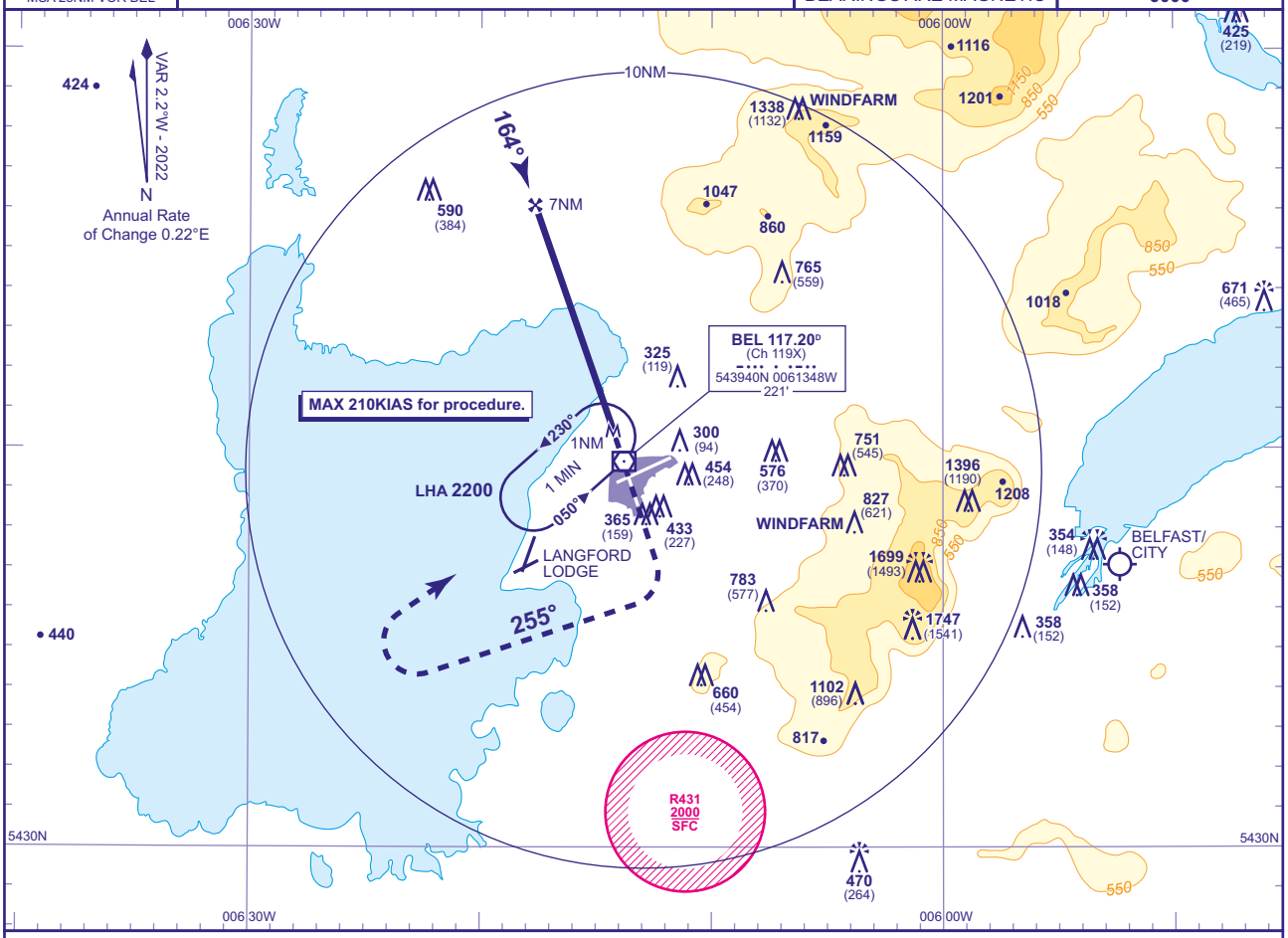
## INSTRUMENT APPROACH CHART - ICAO

# BELFAST ALDERGROVE
## SRA RTR 2NM
## RWY 17
(ACFT CAT A,B,C,D)



MSA 25NM VOR BEL

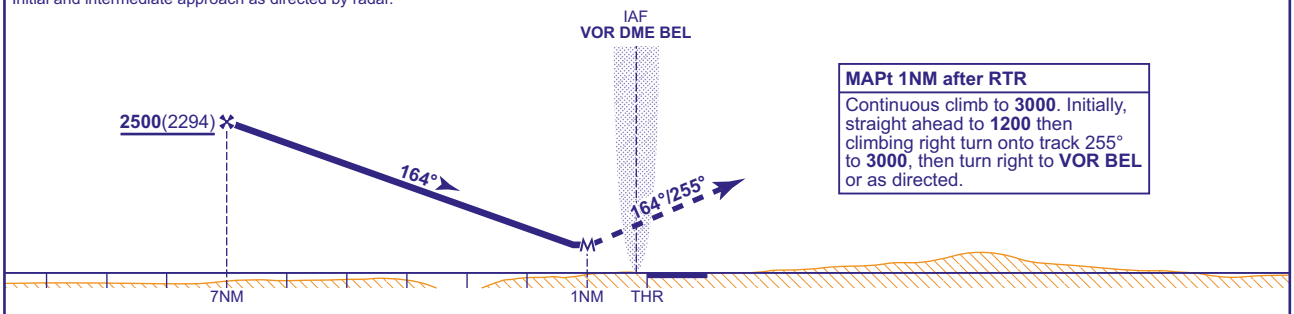
| | | | | | |
|---|---|---|---|---|---|
| APP | 133.125 | ALDERGROVE APPROACH | AD ELEVATION | 268 | TRANSITION ALTITUDE 6000 |
| TWR | 118.300 | ALDERGROVE TOWER | THR ELEVATION | 206 | |
| RAD | 120.905 | ALDERGROVE DIRECTOR | OBSTACLE ELEVATION 1747 AMSL (1541) (ABOVE THR) | | |
| ATIS | 126.130 | ALDERGROVE INFORMATION | BEARINGS ARE MAGNETIC | | |




**RADAR ADVISORY HEIGHTS** Gradient 5.39%, 328FT/NM

| NM | 6.0 | 5.0 | 4.0 | 3.0 | 2.0 |
|---|---|---|---|---|---|
| ALT(HGT) | **2170**(1964) | **1840**(1634) | **1520**(1314) | **1190**(984) | **860**(654) |

Initial and intermediate approach as directed by radar.




**MAPt 1NM after RTR**

Continuous climb to **3000**. Initially, straight ahead to **1200** then climbing right turn onto track 255° to **3000**, then turn right to **VOR BEL** or as directed.

| Aircraft Category | | A | B | C | D | Rate of descent | G/S KT | 160 | 140 | 120 | 100 | 80 |
|---|---|---|---|---|---|---|---|---|---|---|---|---|
| OCA (OCH) | Procedure | **620**(414) | **620**(414) | **620**(414) | **620**(414) | | FT/MIN | 870 | 760 | 660 | 550 | 440 |
| VM(C)OCA (OCH AAL) | Total Area | **750**(482) | **840**(572) | **1180**(912) | **1290**(1022) | RTR to MAPt | MIN:SEC | 0:22 | 0:26 | 0:30 | 0:36 | 0:45 |

**NOTE** Aircraft will normally be required to hold not lower than **3000** at VOR BEL.

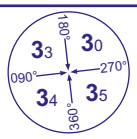
**CHANGE (5/25):** NW MSA INCREASE.

AERO INFO DATE 14 FEB 25

# INSTRUMENT APPROACH CHART - ICAO

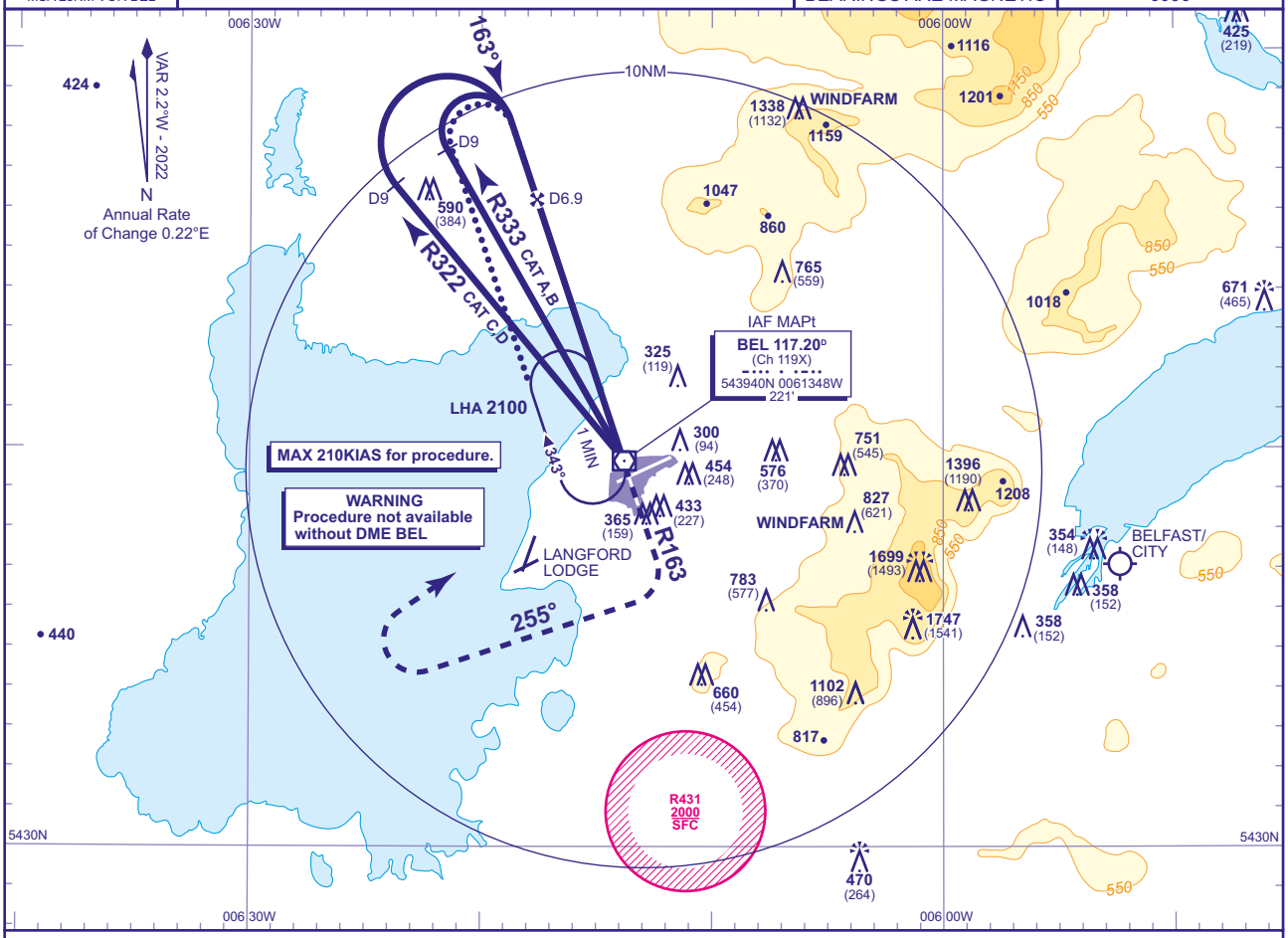
# BELFAST ALDERGROVE VOR/DME RWY 17

(ACFT CAT A,B,C,D)



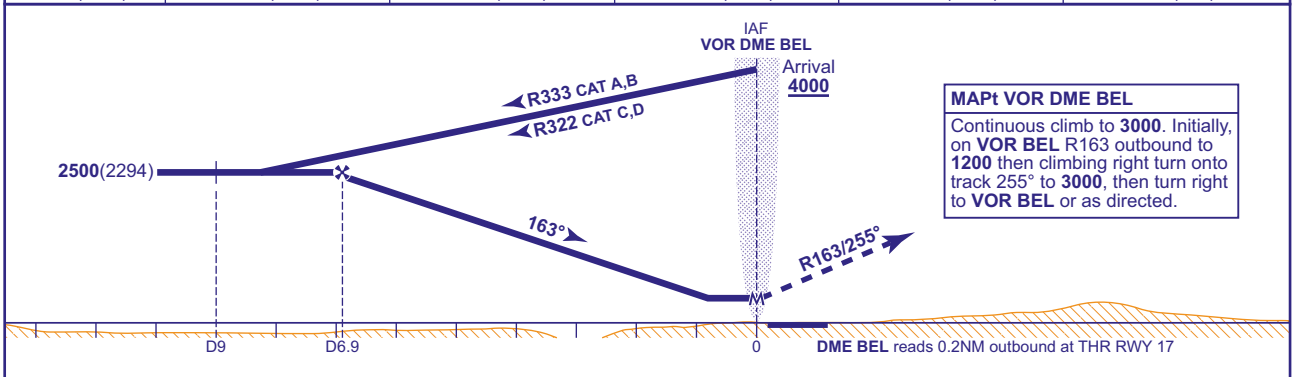

MSA 25NM VOR BEL

| | | | | | |
|---|---|---|---|---|---|
| APP | 133.125 | ALDERGROVE APPROACH | AD ELEVATION | 268 | TRANSITION ALTITUDE 6000 |
| TWR | 118.300 | ALDERGROVE TOWER | THR ELEVATION | 206 | |
| RAD | 120.905 | ALDERGROVE DIRECTOR | OBSTACLE ELEVATION 1747 AMSL (1541) (ABOVE THR) | | |
| ATIS | 126.130 | ALDERGROVE INFORMATION | BEARINGS ARE MAGNETIC | | |




**RECOMMENDED PROFILE** Gradient 5.20%, 316FT/NM

| DME BEL | 6 | 5 | 4 | 3 | 2 |
|---|---|---|---|---|---|
| **ALT**(HGT) | **2220**(2014) | **1900**(1694) | **1580**(1374) | **1270**(1064) | **950**(744) |




**MAPt VOR DME BEL**

Continuous climb to **3000**. Initially, on **VOR BEL** R163 outbound to **1200** then climbing right turn onto track 255° to **3000**, then turn right to **VOR BEL** or as directed.

| Aircraft Category | | A | B | C | D |
|---|---|---|---|---|---|
| **OCA** (OCH) | **Procedure** | **570**(364) | **570**(364) | **570**(364) | **570**(364) |
| **VM(C)OCA** (OCH AAL) | **Total Area** | **750**(482) | **840**(572) | **1180**(912) | **1290**(1022) |

| Rate of descent | G/S KT | 160 | 140 | 120 | 100 | 80 |
|---|---|---|---|---|---|---|
| | FT/MIN | 850 | 750 | 640 | 530 | 430 |

**ALTERNATIVE PROCEDURE** EXTENDED HOLDING PATTERN
Overhead VOR BEL (IAF) extend outbound leg of holding pattern descending to **2500**(2294). At BEL DME 9 turn right to intercept extended FAT, then continue as for main procedure.

**NOTE** Aircraft will normally be required to hold not lower than **3000** at VOR BEL.

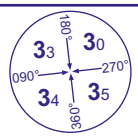
**CHANGE (5/25):** NW MSA INCREASE. NO DME PROCEDURE WITHDRAWN. OCA(OCH) REVISED. WARNING ADDED.

AERO INFO DATE 03 MAR 25

AD 2-EGAA-8-7

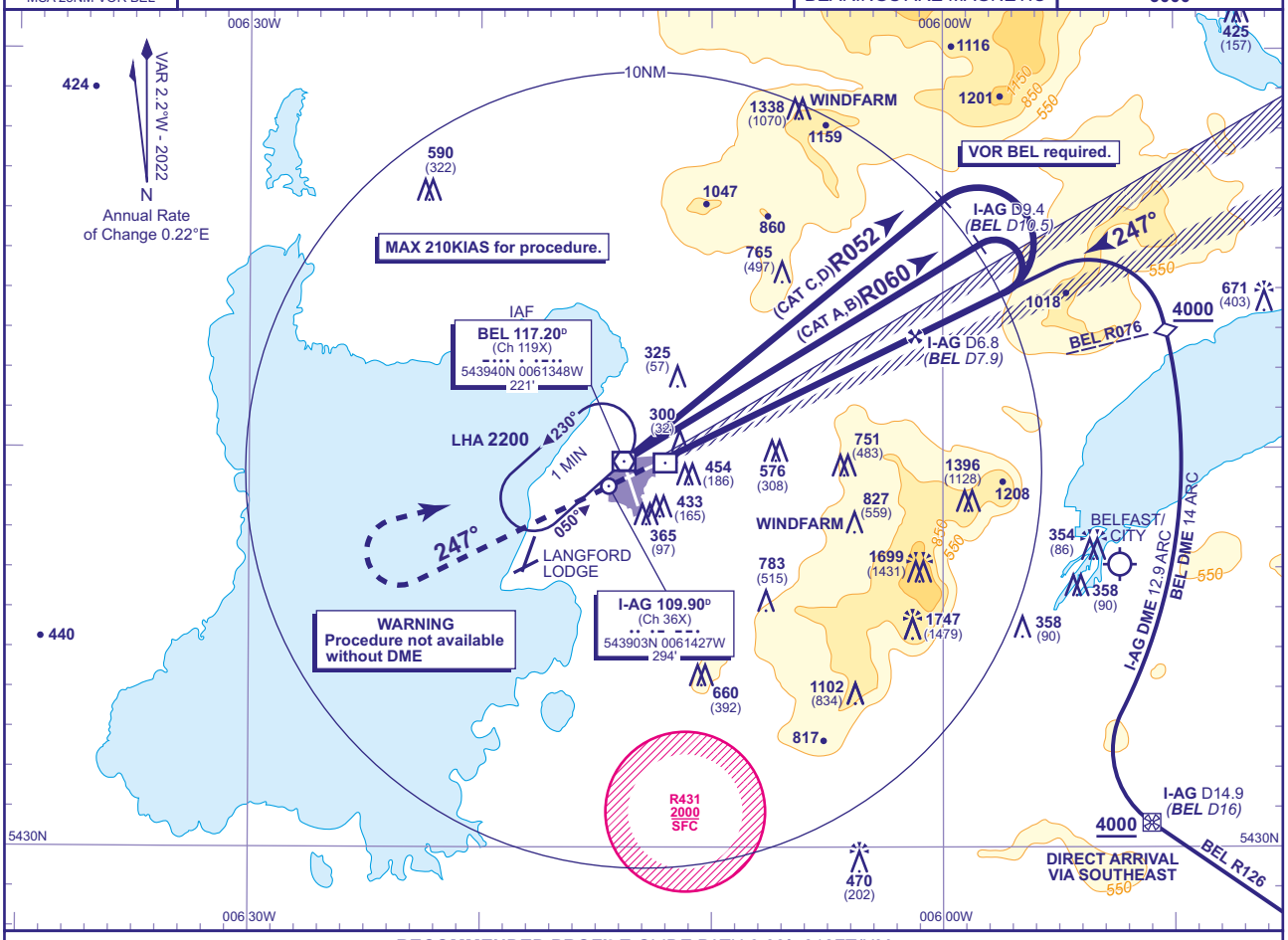
## INSTRUMENT APPROACH CHART - ICAO

# BELFAST ALDERGROVE
# ILS/DME
# RWY 25
(ACFT CAT A,B,C,D)




MSA 25NM VOR BEL

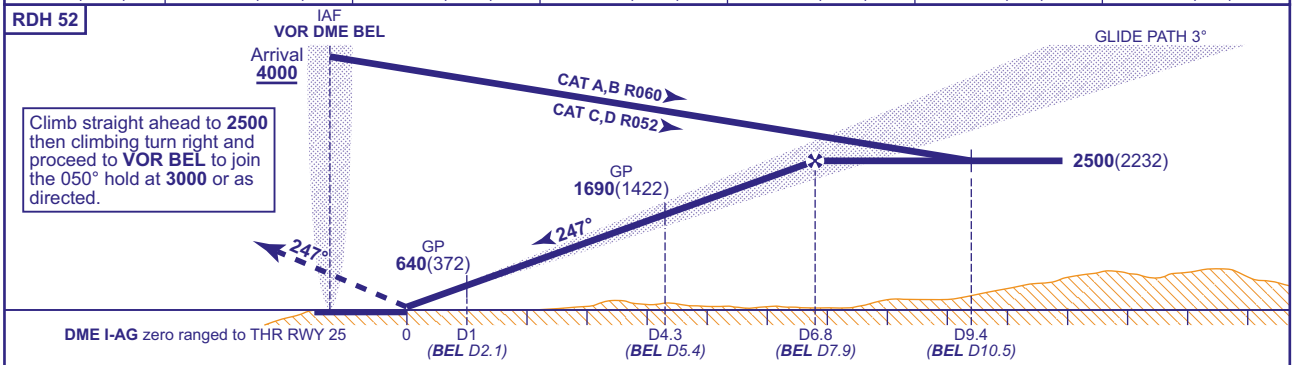
| | | | | | |
|---|---|---|---|---|---|
| APP | 133.125 | ALDERGROVE APPROACH | AD ELEVATION | **268** | TRANSITION ALTITUDE **6000** |
| TWR | 118.300 | ALDERGROVE TOWER | THR ELEVATION | **268** | |
| RAD | 120.905 | ALDERGROVE DIRECTOR | OBSTACLE ELEVATION **1747 AMSL** (1479) (ABOVE THR) | | |
| ATIS | 126.130 | ALDERGROVE INFORMATION | BEARINGS ARE MAGNETIC | | |




**RECOMMENDED PROFILE** GLIDE PATH 3.00°, 318FT/NM

| | | | | | | |
|---|---|---|---|---|---|---|
| **DME I-AG (BEL)** | 6(7.1) | 5(6.1) | 4(5.1) | 3(4.1) | 2(3.1) | 1(2.1) |
| **ALT**(HGT) | **2230**(1962) | **1910**(1642) | **1590**(1322) | **1280**(1012) | **960**(692) | **640**(372) |

**RDH 52**




| Aircraft Category | | A | B | C | D |
|---|---|---|---|---|---|
| **OCA** (OCH) | **CAT I** | **416**(148) | **427**(159) | **438**(170) | **450**(182) |
| | **CAT II** | **322**(54) | **334**(66) | **347**(79) | **365**(97) |
| **VM(C)OCA** (OCH AAL) | **Total Area** | **750**(482) | **840**(572) | **1180**(912) | **1290**(1022) |

| **Rate of descent** | | | | | | |
|---|---|---|---|---|---|---|
| **G/S KT** | 160 | 140 | 120 | 100 | 80 |
| **FT/MIN** | 850 | 740 | 640 | 530 | 420 |

**NOTE**. Aircraft will normally be required to hold not lower than **3000** at VOR BEL.

**CHANGE (5/25):** NW MSA INCREASE. OCA(OCH). WARNING ADDED.

AERO INFO DATE 14 FEB 25

AD 2-EGAA-8-8

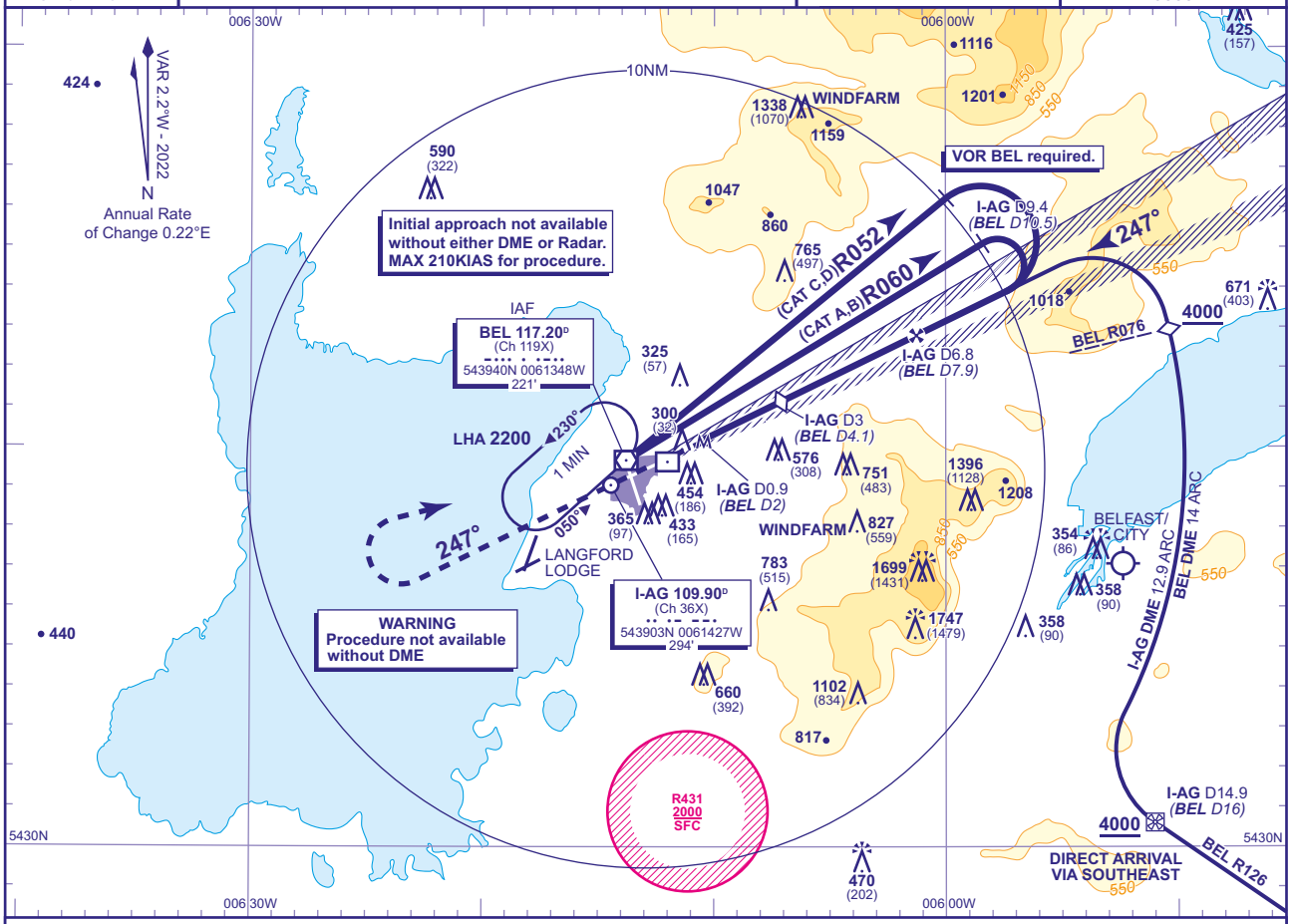
# INSTRUMENT APPROACH CHART - ICAO

# BELFAST ALDERGROVE
## LOC/DME RWY 25
(ACFT CAT A,B,C,D)



MSA 25NM VOR BEL

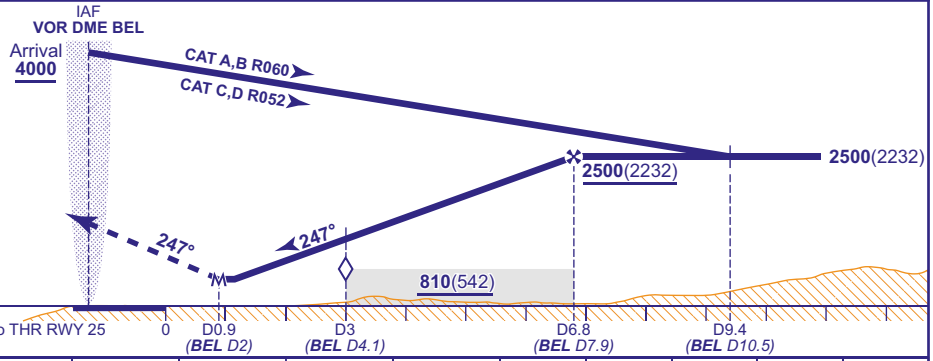
| | | | | | |
|---|---|---|---|---|---|
| APP | 133.125 | ALDERGROVE APPROACH | AD ELEVATION | 268 | |
| TWR | 118.300 | ALDERGROVE TOWER | THR ELEVATION | 268 | |
| RAD | 120.905 | ALDERGROVE DIRECTOR | OBSTACLE ELEVATION | 1747 AMSL (1479) (ABOVE THR) | |
| ATIS | 126.130 | ALDERGROVE INFORMATION | BEARINGS ARE MAGNETIC | | TRANSITION ALTITUDE 6000 |




**RECOMMENDED PROFILE** Gradient 5.2%, 320FT/NM

| | | | | | |
|---|---|---|---|---|---|
| **DME I-AG (BEL)** | 6(7.1) | 5(6.1) | 4(5.1) | 3(4.1) | 2(3.1) |
| **ALT**(HGT) | **2230**(1962) | **1910**(1642) | **1590**(1322) | **1280**(1012) | **960**(692) |

**MAPt I-AG D0.9** (BEL DME 2.0)
Continuous climb to **3000**. Initially straight ahead to **2500** then right turn to **VOR BEL** to join 050° hold at **3000** or as directed.




| Aircraft Category | | A | B | C | D |
|---|---|---|---|---|---|
| **OCA** (OCH) | **Procedure** | **680**(412) | **680**(412) | **680**(412) | **680**(412) |
| **VM(C)OCA** (OCH AAL) | **Total Area** | **750**(482) | **840**(572) | **1180**(912) | **1290**(1022) |

| Rate of descent | G/S KT | 160 | 140 | 120 | 100 | 80 |
|---|---|---|---|---|---|---|
| | FT/MIN | 850 | 740 | 640 | 530 | 420 |

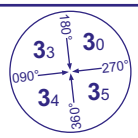
**NOTE** Aircraft will normally be required to hold not lower than **3000** at VOR BEL.

**CHANGE (5/25):** NW MSA INCREASE. NO DME PROCEDURE WITHDRAWN. SDF MOC(A). WARNING ADDED.

AERO INFO DATE 03 MAR 25

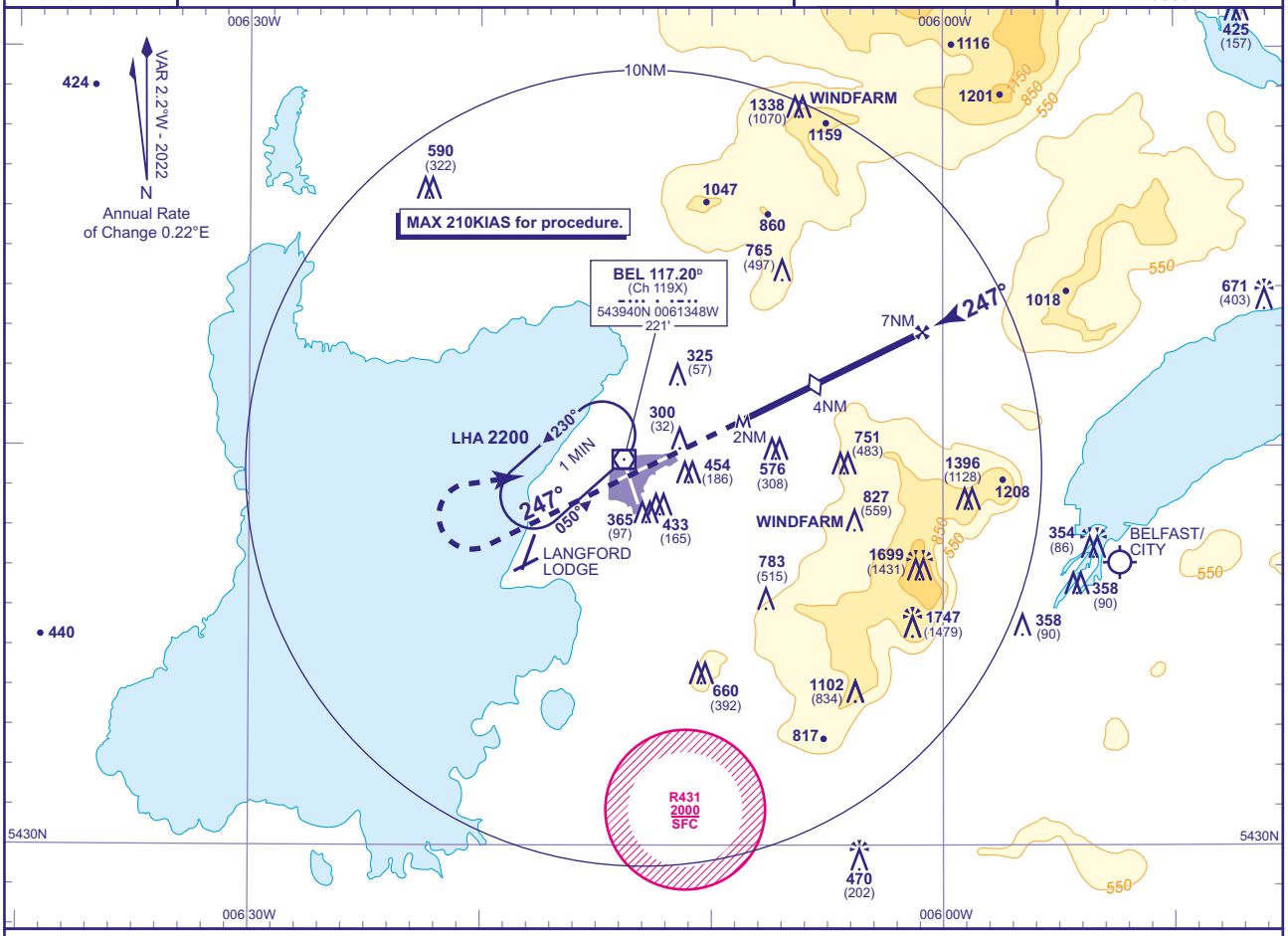
## INSTRUMENT APPROACH CHART - ICAO

# BELFAST ALDERGROVE
## SRA RTR 2NM
## RWY 25
(ACFT CAT A,B,C,D)



MSA 25NM VOR BEL

| | | | | | |
|---|---|---|---|---|---|
| APP | 133.125 | ALDERGROVE APPROACH | AD ELEVATION | 268 | TRANSITION ALTITUDE 6000 |
| TWR | 118.300 | ALDERGROVE TOWER | THR ELEVATION | 268 | |
| RAD | 120.905 | ALDERGROVE DIRECTOR | OBSTACLE ELEVATION 1747 AMSL (1479) (ABOVE THR) | | |
| ATIS | 126.130 | ALDERGROVE INFORMATION | BEARINGS ARE MAGNETIC | | |

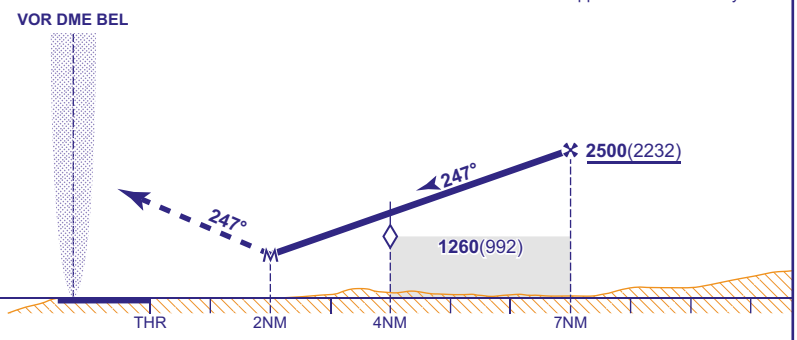



**RADAR ADVISORY HEIGHTS** Gradient 5.25%, 319FT/NM

| NM | 7.0 | 6.0 | 5.0 | 4.0 **(SDF)** | 3.0 | 2.0 |
|---|---|---|---|---|---|---|
| **ALT**(HGT) | **2500**(2232) | **2180**(1912) | **1860**(1592) | **1540**(1272) | **1220**(952) | **910**(642) |

Initial and intermediate approach as directed by radar.

**MAPt RTR 2NM**
Continuous climb to **3000**. Initially straight ahead to **2500** then right turn to **VOR BEL** to join 050° hold at **3000** or as directed.




| Aircraft Category | | A | B | C | D | Rate of descent | G/S KT | 160 | 140 | 120 | 100 | 80 |
|---|---|---|---|---|---|---|---|---|---|---|---|---|
| OCA (OCH) | Procedure | **910**(642) | **910**(642) | **910**(642) | **910**(642) | | FT/MIN | 850 | 740 | 640 | 530 | 430 |
| VM(C)OCA (OCH AAL) | Total Area | **910**(642) | **910**(642) | **1180**(912) | **1290**(1022) | | | | | | | |

**NOTE** Aircraft will normally be required to hold not lower than **3000** at VOR BEL.

**CHANGE (5/25):** NW MSA INCREASE. SDF MOC(A). VM(C)OCA(OCH AAL) CAT A/B.

AERO INFO DATE 14 FEB 25 AD 2-EGAA-8-10

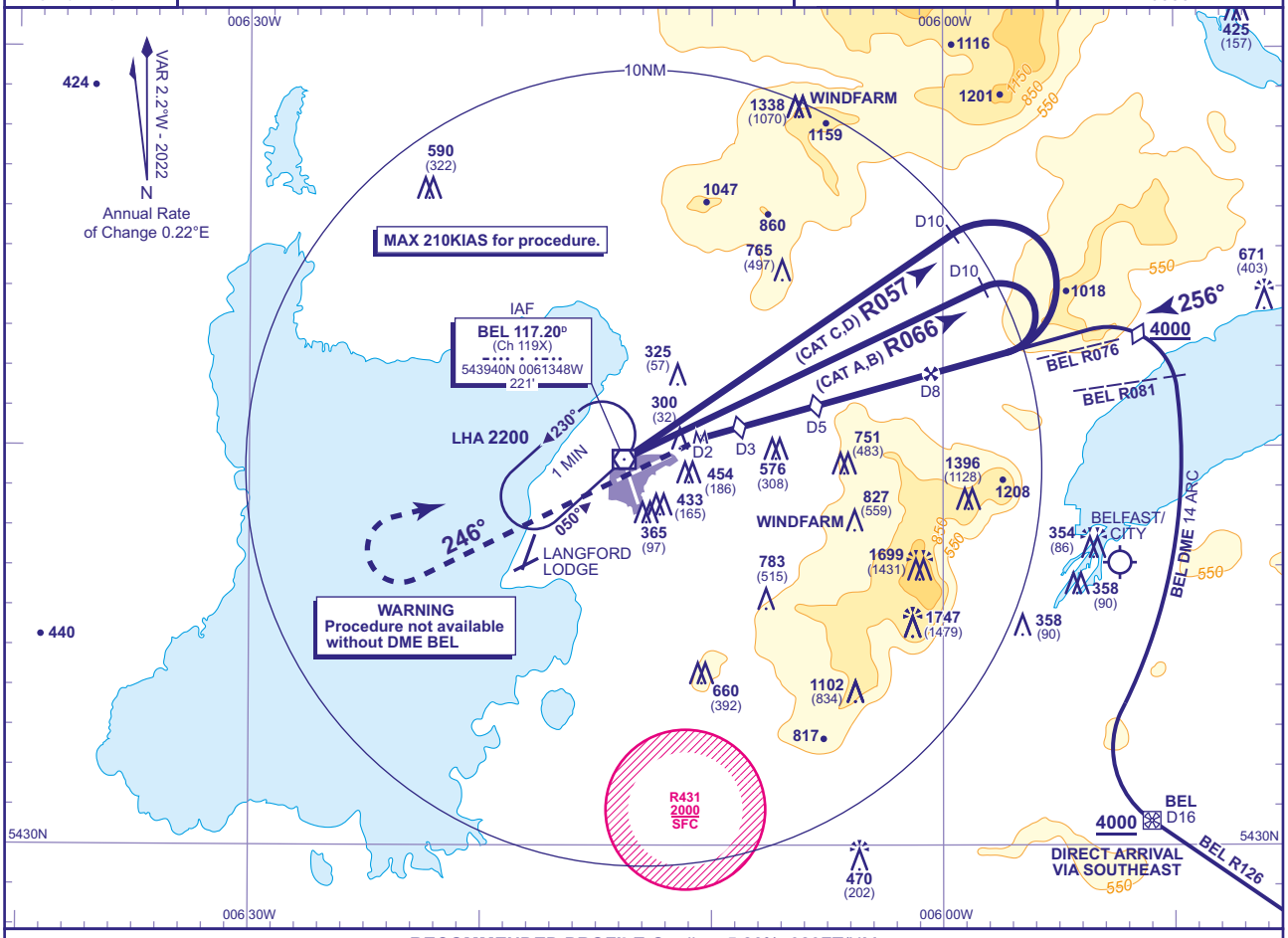
# INSTRUMENT APPROACH CHART - ICAO

# BELFAST ALDERGROVE
## VOR/DME
## RWY 25
(ACFT CAT A,B,C,D)



MSA 25NM VOR BEL

| | | | | | |
|---|---|---|---|---|---|
| APP | 133.125 | ALDERGROVE APPROACH | AD ELEVATION | 268 | |
| TWR | 118.300 | ALDERGROVE TOWER | THR ELEVATION | 268 | |
| RAD | 120.905 | ALDERGROVE DIRECTOR | OBSTACLE ELEVATION | 1747 AMSL (1479) (ABOVE THR) | |
| ATIS | 126.130 | ALDERGROVE INFORMATION | BEARINGS ARE MAGNETIC | | TRANSITION ALTITUDE 6000 |

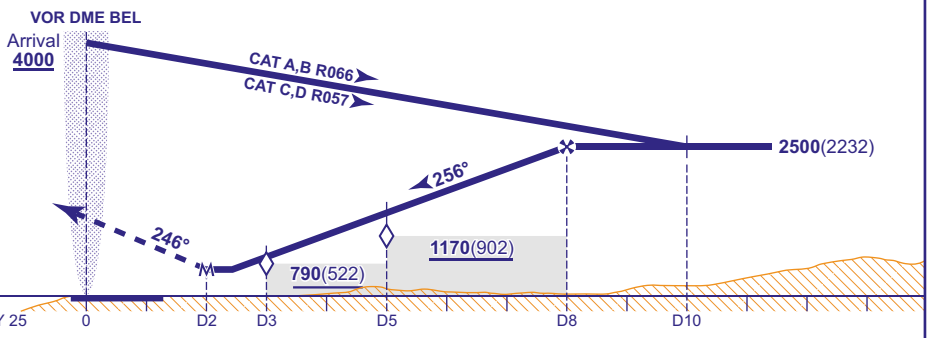



**RECOMMENDED PROFILE** Gradient 5.26%, 320FT/NM

| DME BEL | 7 | 6 | 5 | 4 | 3 |
|---|---|---|---|---|---|
| ALT(HGT) | **2180**(1912) | **1860**(1592) | **1540**(1272) | **1220**(952) | **900**(632) |

**MAPt BEL DME 2**

Continuous climb to **3000**. Initially, on track 246° to **2500** then turn right to **VOR BEL** to join 050° hold at **3000** or as directed.




| Aircraft Category | | A | B | C | D |
|---|---|---|---|---|---|
| OCA (OCH) | Procedure | **700**(432) | **700**(432) | **700**(432) | **700**(432) |
| VM(C)OCA (OCH AAL) | Total Area | **750**(482) | **840**(572) | **1180**(912) | **1290**(1022) |

| Rate of descent | G/S KT | 160 | 140 | 120 | 100 | 80 |
|---|---|---|---|---|---|---|
| | FT/MIN | 850 | 750 | 640 | 530 | 430 |

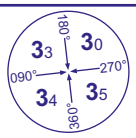
**NOTES** **1** FAT is offset 9.8° and intercepts RWY 25 extended C/L approximately 1.2NM before THR.
**2** Aircraft will normally be required to hold not lower than **3000** at VOR BEL.

**CHANGE (5/25):** NW MSA INCREASE.

AERO INFO DATE 14 FEB 25

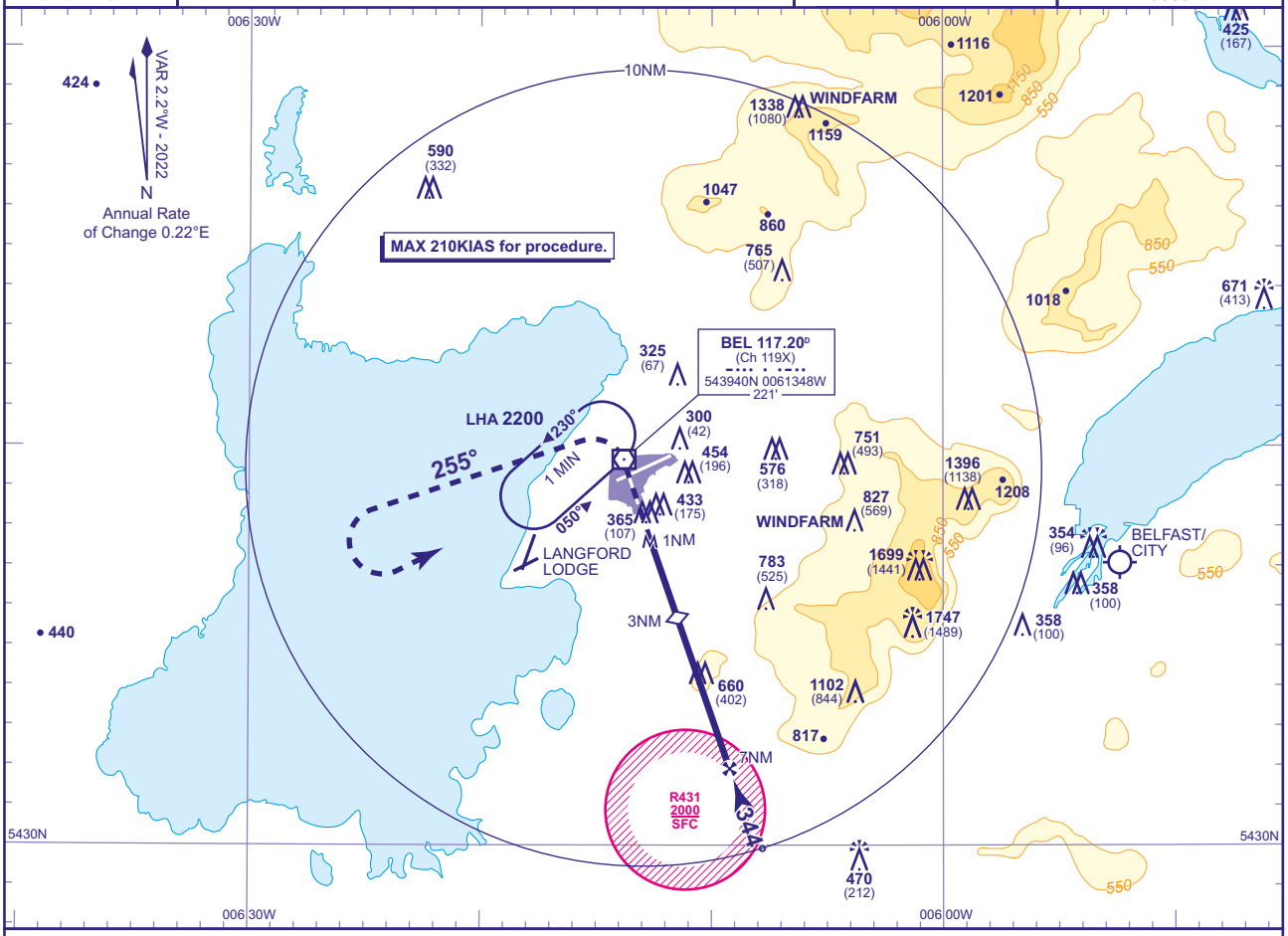
# INSTRUMENT APPROACH CHART - ICAO

## BELFAST ALDERGROVE
**SRA RTR 2NM**
**RWY 35**
(ACFT CAT A,B,C,D)



MSA 25NM VOR BEL

| | | | | | |
|---|---|---|---|---|---|
| APP | 133.125 | ALDERGROVE APPROACH | AD ELEVATION | 268 | TRANSITION ALTITUDE 6000 |
| TWR | 118.300 | ALDERGROVE TOWER | THR ELEVATION | 258 | |
| RAD | 120.905 | ALDERGROVE DIRECTOR | OBSTACLE ELEVATION 1747 AMSL (1489) (ABOVE THR) | | |
| ATIS | 126.130 | ALDERGROVE INFORMATION | BEARINGS ARE MAGNETIC | | |



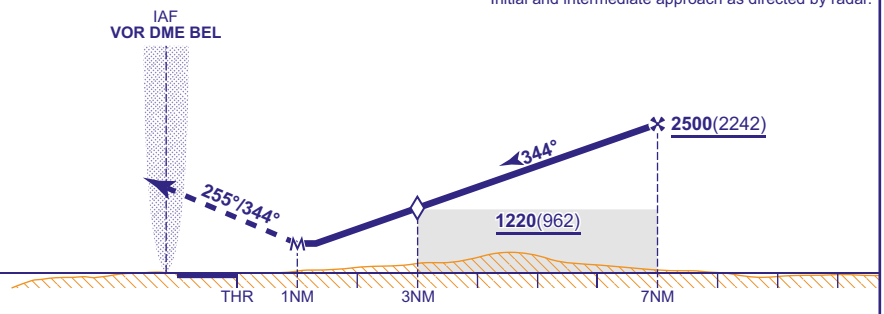

**RADAR ADVISORY HEIGHTS** Gradient 4.9%, 300FT/NM

| NM | 6.0 | 5.0 | 4.0 | 3.0 | 2.0 |
|---|---|---|---|---|---|
| ALT(HGT) | **2180**(1922) | **1860**(1602) | **1540**(1282) | **1220**(962) | **900**(642) |

Initial and intermediate approach as directed by radar.

**MAPt 1NM after RTR**

Continuous climb to **3000**. Initially, straight ahead to **1300** then turn left onto track 255° to **3000**. At **3000** turn left to **VOR BEL** to hold at **3000** or as directed.




| Aircraft Category | | A | B | C | D | Rate of descent | G/S KT | 160 | 140 | 120 | 100 | 80 |
|---|---|---|---|---|---|---|---|---|---|---|---|---|
| OCA (OCH) | Procedure | **700**(442) | **700**(442) | **700**(442) | **700**(442) | | FT/MIN | 850 | 750 | 640 | 530 | 430 |
| VM(C)OCA (OCH AAL) | Total Area | **750**(482) | **840**(572) | **1180**(912) | **1290**(1022) | RTR to MAPt | MIN:SEC | 0:22 | 0:26 | 0:30 | 0:36 | 0:45 |

**NOTE** Aircraft will normally be required to hold not lower than **3000** at VOR BEL.

**CHANGE (5/25):** NW MSA INCREASE.

AERO INFO DATE 14 FEB 25

AD 2-EGAA-8-12

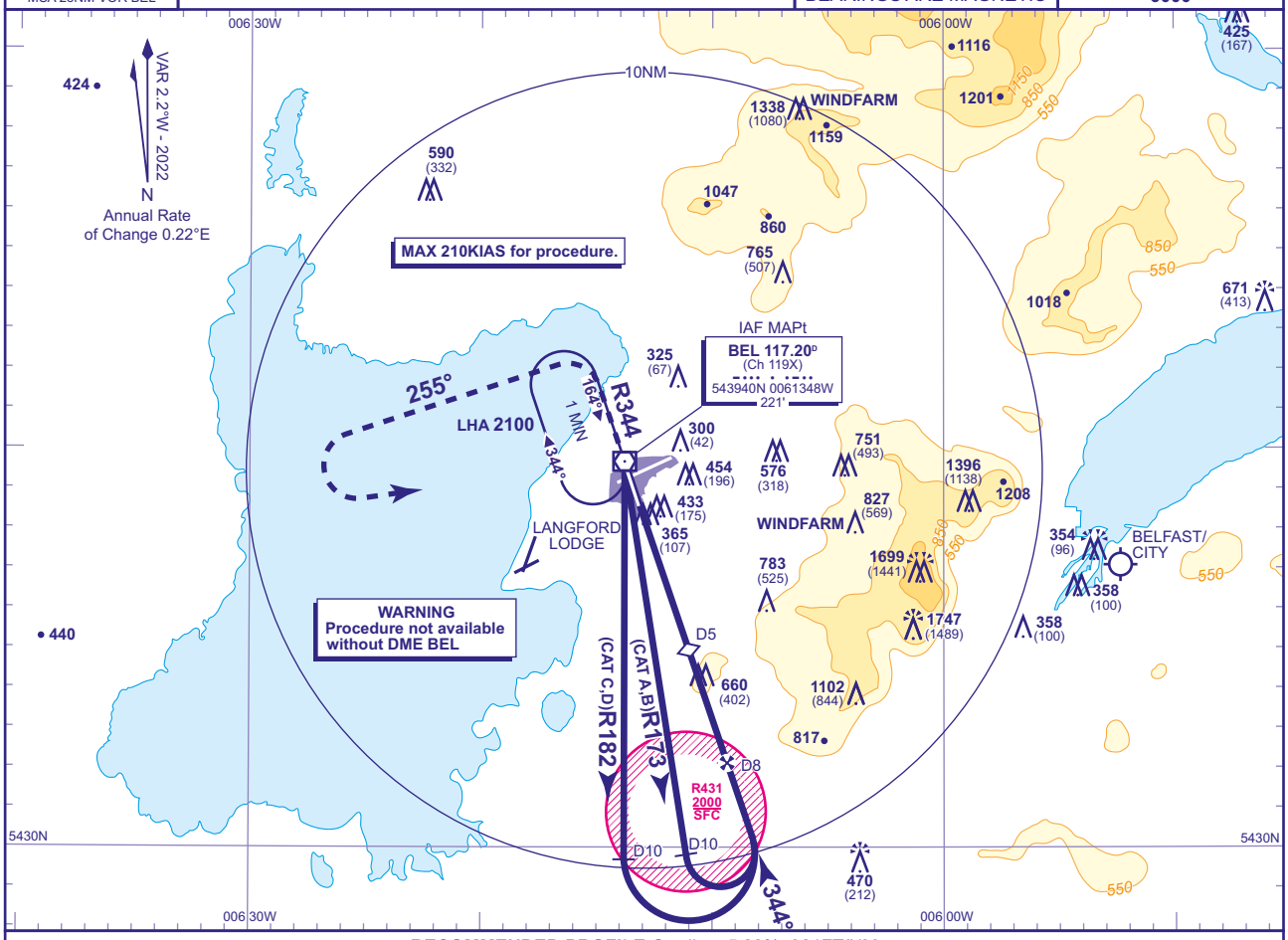
# INSTRUMENT APPROACH CHART - ICAO

# BELFAST ALDERGROVE VOR/DME RWY 35
(ACFT CAT A,B,C,D)



MSA 25NM VOR BEL

| | | | | | |
|---|---|---|---|---|---|
| APP | 133.125 | ALDERGROVE APPROACH | AD ELEVATION | 268 | TRANSITION ALTITUDE 6000 |
| TWR | 118.300 | ALDERGROVE TOWER | THR ELEVATION | 258 | |
| RAD | 120.905 | ALDERGROVE DIRECTOR | OBSTACLE ELEVATION 1747 AMSL (1489) (ABOVE THR) | | |
| ATIS | 126.130 | ALDERGROVE INFORMATION | BEARINGS ARE MAGNETIC | | |

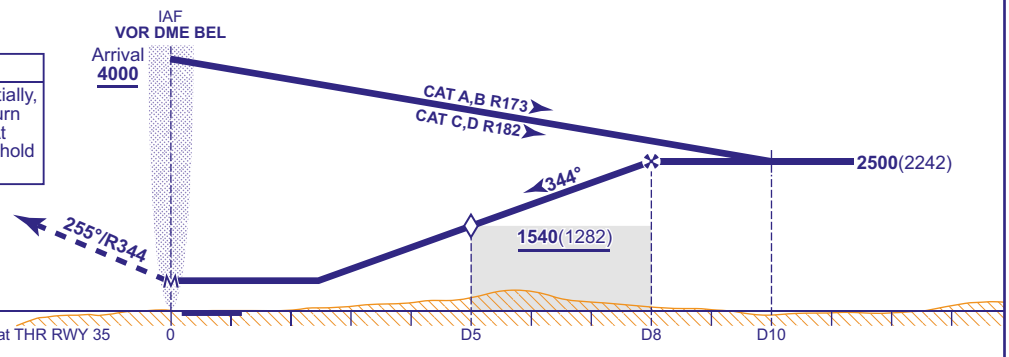



**RECOMMENDED PROFILE** Gradient 5.28%, 321FT/NM

| DME BEL | 7 | 6 | 5 | 4 | 3 |
|---|---|---|---|---|---|
| **ALT**(HGT) | **2180**(1922) | **1860**(1602) | **1540**(1282) | **1220**(962) | **900**(642) |

**MAPt VOR DME BEL**

Continuous climb to **3000**. Initially, straight ahead to **1300** then turn left onto track 255° to **3000**. At **3000** turn left to **VOR BEL** to hold at **3000** or as directed.




| Aircraft Category | | A | B | C | D |
|---|---|---|---|---|---|
| OCA (OCH) | Procedure | **760**(502) | **760**(502) | **760**(502) | **760**(502) |
| VM(C)OCA (OCH AAL) | Total Area | **750**(482) | **840**(572) | **1180**(912) | **1290**(1022) |

| Rate of descent | G/S KT | 160 | 140 | 120 | 100 | 80 |
|---|---|---|---|---|---|---|
| | FT/MIN | 860 | 750 | 640 | 530 | 430 |

**NOTE** Aircraft will normally be required to hold not lower than **3000** at VOR BEL.

**CHANGE (5/25):** NW MSA INCREASE.

AERO INFO DATE 14 FEB 25

AD 2-EGAA-8-13

# Instrument Approach Procedure Coding Tables

### Belfast Aldergrove RNP RWY 07 - Instrument Approach Procedure via SULEV

| Designator | Sequence Number | Path Term-inator | Waypoint Name | Fly-over | Course/ Track °M (°T) | Turn Direction | Level Constraint | Speed Constraint | Co-ordinates | Remarks and Distance to MAPt |
|---|---|---|---|---|---|---|---|---|---|---|
| R07L | 001 | IF | SULEV | N | - | - | 4000 | 210 | 543924.44N 0063326.04W | IAF |
| R07L | 002 | TF | AA07I | N | 157° (154.8°) | LEFT | 2500 | - | 543453.39N 0062946.60W | IF 10.1NM |
| R07L | 003 | TF | AA07F | N | 067° (064.9°) | - | 2500 | - | 543609.64N 0062506.42W | FAF 7.1NM |
| R07L | 004 | TF | RW07 | Y | 067° (064.9°) | - | – | - | 543908.12N 0061406.86W | MAPt |
| R07L | 005 | CA | - | - | 067° (064.9°) | - | 1200 | 210 | - | At 1200 revert to conventional navigation |

### Belfast Aldergrove RNP RWY 07 - Instrument Approach Procedure via VAGMO

| Designator | Sequence Number | Path Term-inator | Waypoint Name | Fly-over | Course/ Track °M (°T) | Turn Direction | Level Constraint | Speed Constraint | Co-ordinates | Remarks and Distance to MAPt |
|---|---|---|---|---|---|---|---|---|---|---|
| R07C | 001 | IF | VAGMO | N | - | - | 4000 | 210 | 543245.91N 0063732.93W | IAF 15.1NM |
| R07C | 002 | TF | AA07I | N | 067° (064.9°) | - | 2500 | - | 543453.39N 0062946.60W | IF 10.1NM |
| R07C | 003 | TF | AA07F | N | 067° (064.9°) | - | 2500 | - | 543609.64N 0062506.42W | FAF 7.1NM |
| R07C | 004 | TF | RW07 | Y | 067° (064.9°) | - | – | - | 543908.12N 0061406.86W | MAPt |
| R07C | 005 | CA | - | - | 067° (064.9°) | - | 1200 | 210 | - | At 1200 revert to conventional navigation |

### Belfast Aldergrove RNP RWY 07 - Instrument Approach Procedure via LIRGU

| Designator | Sequence Number | Path Term-inator | Waypoint Name | Fly-over | Course/ Track °M (°T) | Turn Direction | Level Constraint | Speed Constraint | Co-ordinates | Remarks and Distance to MAPt |
|---|---|---|---|---|---|---|---|---|---|---|
| R07R | 001 | IF | LIRGU | N | - | - | 4000 | 210 | 543022.23N 0062607.97W | IAF |
| R07R | 002 | TF | AA07I | N | 337° (334.9°) | RIGHT | 2500 | - | 543453.39N 0062946.60W | IF 10.1NM |
| R07R | 003 | TF | AA07F | N | 067° (064.9°) | - | 2500 | - | 543609.64N 0062506.42W | FAF 7.1NM |
| R07R | 004 | TF | RW07 | Y | 067° (064.9°) | - | – | - | 543908.12N 0061406.86W | MAPt |
| R07R | 005 | CA | - | - | 067° (064.9°) | - | 1200 | 210 | - | At 1200 revert to conventional navigation |

**CHANGE (7/22:** PAGE RENUMBERED.
AERO INFO DATE 19 APR 22

# EGAC — BELFAST/CITY

## EGAC AD 2.1 AERODROME LOCATION INDICATOR AND NAME

EGAC — BELFAST/CITY

## EGAC AD 2.2 AERODROME GEOGRAPHICAL AND ADMINISTRATIVE DATA

| | | |
|---|---|---|
| 1 | ARP coordinates and site at AD | Lat: 543705N Long: 0055221W<br>Mid point of Runway 04/22 |
| 2 | Direction and distance from city | East side of Belfast Docks. |
| 3 | Elevation / Reference temperature / Mean Low Temperature | 15 FT / 16 °C / - |
| 4 | Geoid undulation at AD ELEV PSN | 184 FT |
| 5 | Magnetic Variation / Annual Change | 2.00°W (2022) / 0.22°E |
| 6 | AD Administration<br>Address<br>Telephone<br>Telefax<br>AFS<br>SITA | BELFAST CITY AIRPORT LTD.<br>Belfast City Airport, Sydenham Bypass, Belfast BT3 9JH, Northern Ireland.<br>+44 28-9093 9093 (Administration)<br>+44 28-9093 9094 (Administration)<br>EGACZTZX (ATC)<br>Ground Ops: BHDAPXH. |
| 7 | Type of Traffic permitted (IFR/VFR) | IFR/VFR |
| 8 | Remarks | |

## EGAC AD 2.3 OPERATIONAL HOURS

| | | |
|---|---|---|
| 1 | AD Administration | 0630-2130 (0530-2030)<br>To cover the possibility of an aircraft which departs within 15 minutes of normal aerodrome closing time having to return, the aerodrome operator will normally retain sufficient services and equipment for 15 minutes after the actual time of departures. |
| 2 | Customs and immigration | Subject to notified movements |
| 3 | Health and sanitation | As AD Hours. |
| 4 | AIS Briefing Office | 0630-2130 (0530-2030) |
| 5 | ATS Reporting Office (ARO) | 0630-2130 (0530-2030) |
| 6 | MET Briefing Office | 0630-2130 (0530-2030) |
| 7 | ATS | 0630-2130 (0530-2030).<br>See also AD 2.18. |
| 8 | Fuelling | As AD hours. |
| 9 | Handling | 0530-2145 (0430-2045) |
| 10 | Security | H24 |
| 11 | De-icing | As AD hours by arrangement. |
| 12 | Remarks | Operational Hours: Aerodrome closes at 2130 (2030). Aerodrome operational hours may be extended for scheduled flights by prior arrangement. Requests for extension of aerodrome hours must be made to the Airport Duty Manager, Tel: +44 28-9093 5053. Positioning and non-scheduled flights will not be accepted after 2130 (2030). |

## EGAC AD 2.4 HANDLING SERVICES AND FACILITIES

| | | |
|---|---|---|
| 1 | Cargo handling facilities | Full. |
| 2 | Fuel and oil types | AVTUR JET-A1<br>BP Aero Engine oils; Piston Type Engines; 80 - US Quarts, D80 - US Quarts - 205 lt Barrels, D100 - US Quarts - 205 lt Barrels |
| 3 | Fuelling facilities/capacity | |
| 4 | De-icing facilities | Contact based airlines. |
| 5 | Hangar space for visiting aircraft | |
| 6 | Repair facilities for visiting aircraft | Contact based airlines. |

| | | |
|---|---|---|
| 7 | Remarks | Mandatory handling for all aircraft.<br><br>Swissport Tel: 028-9093 5038.<br>Cargo: Worldwide Flight Services (WFS) Tel: 028-9093 5191.<br>FBO: Jet Assist Tel: 028-9692 2668; 028-9692 2669; Email: belfastcityops@jetassist.co.uk. |

## EGAC AD 2.5 PASSENGER FACILITIES

| | | |
|---|---|---|
| 1 | Hotels | Available within 10 minutes drive. |
| 2 | Restaurants | Snack/coffee bars. Buffet. |
| 3 | Transportation | Buses, car hire and taxis. Nearest railway station 100 M. |
| 4 | Medical facilities | Limited facilities. Defibrillator located in the terminal building. |
| 5 | Bank and Post Office | Burea de change. Cash dispensers in the teminal. |
| 6 | Tourist Office | Tourist Information Centre in Terminal Building. |
| 7 | Remarks | |

## EGAC AD 2.6 RESCUE AND FIRE FIGHTING SERVICES

| | | |
|---|---|---|
| 1 | AD category for fire fighting services | RFF Category A7<br>Higher category is not available. |
| 2 | Rescue equipment | 1 - 4 x 4 Cobra Fire Fighting Appliance, 2 - 6 x 6 Fire Fighting Appliances, 10 x Inflatable matting. |
| 3 | Capability for removal of disabled aircraft | Contact: Tel: +44 28-9093 5027 (Airfield Operations) |
| 4 | Remarks | |

## EGAC AD 2.7 SEASONAL AVAILABILITY - CLEARING

| | | |
|---|---|---|
| 1 | Type of clearing equipment | Chemical de-icing. 3 snow ploughs. 2 brush blowers. 2 surface de-icing rigs. |
| 2 | Clearance priorities | Standard. See AD 1.2.2. |
| 3 | Remarks | Snow Co-ordinating Officer, Tel: 07850-928015. |

# EGAC AD 2.8 APRONS, TAXIWAYS AND CHECK LOCATIONS/POSITIONS DATA

| | | |
|---|---|---|
| 1 | Apron surface and strength | TERMINAL STANDS: 1<br>Surface: Concrete<br>PCN 29/R/D/W/T<br><br>TERMINAL STANDS: 10<br>Surface: Concrete<br>PCN 29/R/D/W/T<br><br>TERMINAL STANDS: 2<br>Surface: Concrete<br>PCN 29/R/D/W/T<br><br>TERMINAL STANDS: 21<br>Surface: Concrete<br>PCN 30/R/D/W/T<br><br>TERMINAL STANDS: 24<br>Surface: Concrete<br>PCN 39/R/D/W/T<br><br>TERMINAL STANDS: 3<br>Surface: Concrete<br>PCN 48/R/D/W/T<br><br>TERMINAL STANDS: 4<br>Surface: Concrete<br>PCN 48/R/D/W/T<br><br>TERMINAL STANDS: 5<br>Surface: Concrete<br>PCN 48/R/D/W/T<br><br>TERMINAL STANDS: 6<br>Surface: Concrete<br>PCN 48/R/D/W/T<br><br>TERMINAL STANDS: 7<br>Surface: Concrete<br>PCN 48/R/D/W/T<br><br>TERMINAL STANDS: 8<br>Surface: Concrete<br>PCN 48/R/D/W/T<br><br>TERMINAL STANDS: 9<br>Surface: Concrete<br>PCN 29/R/D/W/T<br><br>TERMINAL STANDS: VICTORIA<br>Surface: Concrete<br>PCN 30/R/D/W/T |
| 2 | Taxiway width, surface and strength | Taxiway ALPHA: 18 M<br>Surface: Asphalt<br>PCN 50/F/D/W/T |
| 3 | Altimeter checkpoint location and elevation | Stands 1-10, 13 FT amsl - Victoria Apron, 10 FT amsl. |
| 4 | VOR checkpoints | |
| 5 | INS checkpoints | See Aircraft Ground Movement/Parking/Docking Chart. |
| 6 | Remarks | |

## EGAC AD 2.9 SURFACE MOVEMENT GUIDANCE AND CONTROL SYSTEM AND MARKINGS

| | | |
|---|---|---|
| 1 | Use of aircraft stand ID signs, TWY guide lines and visual docking/parking guidance system of aircraft stands | Stands 1-10 and 24 are nose-in push-back only. Stands 1-3, 5-10 and 24 AGNIS and surface arrow stop signs. Stand 4 APIS. Stands 6A/7A are nose-in and have painted surface markings. Pilots must not enter any part of a stand unless the guidance has been activated or a marshaller is present at the head of the stand, this procedure allows a FOD check to take place on the designated stand (please note, it may not be possible to see guidance until turned onto the stand lead in line). Victoria apron (except Stand 24) is as directed by ATC/Marshallers. |
| 2 | Runway and taxiway markings and lighting | Runway marking aid(s):<br>04/22: Displaced threshold markings and designators on Runway 04. Threshold markings and designators on Runway 22. Fixed distance markings and centre-line markings, Runway 04/22. Runways side stripes. |
| 3 | Stop bars and runway guard lights (if any) | Runway guard lights, Stop bars and internally illuminated signage at A1, A2 and A3 holding points. |
| 4 | Other runway protection measures | |
| 5 | Remarks | Two WDI (LGTD) 543721.21N 0055209.87W; 543643.47N 0055237.84W. |

## EGAC AD 2.10 AERODROME OBSTACLES

| In Approach/Take-off areas | | | | | | |
|---|---|---|---|---|---|---|
| **Obstacle ID/ Designation** | **Obstacle Type** | **Obstacle Position** | **Elevation/Height** | | **Obstruction Lighting Type/ Colour** | **Remarks** |
| **1** | **2** | **3** | **4** | | **5** | **6** |
| (EGAC11556) 22/APPROACH | INDUSTRIAL CHIMNEY | 544328.18N 0054602.39W | 675 FT | 651 FT | Yes Red | Kilroot |
| (EGAC13698) 04/TAKE-OFF | TREE | 543746.42N 0055121.96W | 65 FT | 57 FT | No | RWY 04 End |
| (EGAC13701) 04/TAKE-OFF | TREE | 543744.83N 0055124.27W | 45 FT | 37 FT | No | Northeast of THR 22 |
| (EGAC13713) 04/TAKE-OFF | TREE | 543742.00N 0055124.45W | 63 FT | 50 FT | No | RWY 04 End |
| (EGAC10753) 04/TAKE-OFF | ILS CABIN | 543736.30N 0055147.46W | 20 FT | 11 FT | No | RWY 04 End |
| (EGAC13728) 22/APPROACH | TREE | 543736.09N 0055130.65W | 77 FT | 62 FT | No | East of THR 22 |
| (EGAC10756) 04/TAKE-OFF | CONTROL BOX | 543735.98N 0055147.78W | 15 FT | 6 FT | No | RWY 04 End |
| (EGAC13745) 22/TAKE-OFF | TREE | 543731.64N 0055136.57W | 75 FT | 62 FT | No | East of THR 22 |
| (EGAC6543) 04/APPROACH | HANGAR | 543644.97N 0055301.87W | 66 FT | 57 FT | Yes Red | West of THR 04 |
| (EGAC7423) 04/APPROACH | FENCE | 543644.41N 0055256.84W | 22 FT | 14 FT | No | West of THR 04 |
| (EGAC7421) 04/APPROACH | FENCE | 543642.73N 0055258.23W | 23 FT | 14 FT | No | West of THR 04 |
| (EGAC10763) 22/TAKE-OFF | ILS CABIN | 543639.01N 0055255.40W | 19 FT | 12 FT | No | RWY 22 End |
| (EGAC10759) 22/TAKE-OFF | ILS CABIN | 543638.77N 0055255.23W | 19 FT | 13 FT | No | RWY 22 End |
| (EGAC13484) 22/TAKE-OFF | BUSH | 543638.60N 0055256.94W | 23 FT | 14 FT | No | Airport Southern Boundary |
| (EGAC13473) 04/APPROACH 22/ TAKE-OFF | TREE | 543638.24N 0055256.38W | 29 FT | 19 FT | No | RWY 22 End |
| (EGAC8672) 22/TAKE-OFF | FENCE | 543636.95N 0055249.15W | 19 FT | 11 FT | No | Airport Southern Boundary |
| (EGAC13547) 04/APPROACH | TREE | 543635.16N 0055305.22W | 53 FT | 52 FT | No | Victoria Park |
| (EGAC13536) 04/APPROACH 22/ TAKE-OFF | TREE | 543634.76N 0055303.42W | 53 FT | 52 FT | No | Victoria Park |
| (EGAC13545) 22/TAKE-OFF | TREE | 543634.66N 0055305.27W | 51 FT | 47 FT | No | Victoria Park |

| In Approach/Take-off areas | | | | | | |
|---|---|---|---|---|---|---|
| **Obstacle ID/ Designation** | **Obstacle Type** | **Obstacle Position** | **Elevation/Height** | | **Obstruction Lighting Type/ Colour** | **Remarks** |
| **1** | **2** | **3** | **4** | | **5** | **6** |
| (EGAC12892) 04/APPROACH | TREE | 543633.30N 0055311.57W | 73 FT | 74 FT | No | Victoria Park |
| (EGAC13533) 22/TAKE-OFF | TREE | 543632.85N 0055304.47W | 59 FT | 61 FT | No | Victoria Park |
| (EGAC13537) 04/APPROACH 22/ TAKE-OFF | TREE | 543632.60N 0055305.75W | 66 FT | 68 FT | No | Victoria Park |
| (EGAC12576) 22/TAKE-OFF | TREE | 543632.56N 0055253.50W | 41 FT | 37 FT | No | Victoria Park |
| (EGAC13539) 04/APPROACH 22/ TAKE-OFF | TREE | 543632.35N 0055306.45W | 65 FT | 67 FT | No | Victoria Park |
| (EGAC13430) 04/APPROACH | TREE | 543631.84N 0055249.45W | 60 FT | 55 FT | No | Victoria Park |
| (EGAC13458) 22/TAKE-OFF | TREE | 543631.41N 0055254.92W | 49 FT | 51 FT | No | Victoria Park |
| (EGAC13463) 22/TAKE-OFF | TREE | 543630.82N 0055255.76W | 57 FT | 60 FT | No | Victoria Park |
| (EGAC13457) 04/APPROACH 22/ TAKE-OFF | TREE | 543630.70N 0055254.98W | 55 FT | 58 FT | No | Victoria Park |
| (EGAC13461) 04/APPROACH 22/ TAKE-OFF | TREE | 543630.69N 0055255.38W | 54 FT | 57 FT | No | Victoria Park |
| (EGAC12871) 22/TAKE-OFF | TREE | 543630.67N 0055308.99W | 62 FT | 64 FT | No | Victoria Park |
| (EGAC13466) 22/TAKE-OFF | TREE | 543630.66N 0055256.32W | 60 FT | 63 FT | No | Victoria Park |
| (EGAC12852) 22/TAKE-OFF | TREE | 543629.29N 0055308.20W | 74 FT | 76 FT | No | Victoria Park |
| (EGAC11280) 04/APPROACH 22/ TAKE-OFF | HV PYLON | 543614.22N 0055327.38W | 95 FT | 84 FT | Yes Red | Sydenham Bypass, Oval |
| (EGAC9050) 04/APPROACH 22/ TAKE-OFF | HV PYLON | 543606.97N 0055316.85W | 127 FT | 120 FT | Yes Red | South of Oval |

| In circling area and at aerodrome | | | | | | |
|---|---|---|---|---|---|---|
| **Obstacle ID/ Designation** | **Obstacle Type** | **Obstacle Position** | **Elevation/Height** | | **Obstruction Lighting Type/ Colour** | **Remarks** |
| **1** | **2** | **3** | **4** | | **5** | **6** |
| (EGAC10808) | MAST | 543912.90N 0055727.34W | 1306 FT | 130 FT | Yes Red | Collinward, North of Cave Hill |
| (EGAC6401) | CAIRN | 543850.13N 0055651.45W | 1172 FT | 78 FT | No | Cave Hill |
| (EGAC11644) | TREE | 543828.77N 0054827.06W | 418 FT | 56 FT | No | Creightons Green Road |
| (EGAC10809) | MAST | 543828.44N 0055851.26W | 1404 FT | 178 FT | Yes Red | Squires Hill, West of Cave Hill |
| (EGAC13358) | WINDTURBINE SHIP CRANE | 543741.66N 0055256.86W | 459 FT | 460 FT | Yes Red | Ship crane at Harbour D1 Wind Turbine Assembly Area |
| (EGAC13024) | TREE | 543736.06N 0055057.63W | 148 FT | 83 FT | No | Airport Eastern Boundary |
| (EGAC11211) | MAST | 543728.93N 0054828.49W | 813 FT | 166 FT | Yes Red | Ballykeel |
| (EGAC13754) | TREE | 543726.72N 0055142.59W | 67 FT | 56 FT | No | Airport Eastern Boundary |
| (EGAC6611) | GP22 MAST | 543723.97N 0055206.68W | 46 FT | 36 FT | Yes Red | Airfield |
| (EGAC11212) | MAST | 543719.42N 0054734.23W | 754 FT | 138 FT | Yes Red | East of Ballykeel |
| (EGAC8303) | NDB | 543716.09N 0055218.87W | 58 FT | 41 FT | No | Airfield |
| (EGAC8599) | MAST | 543711.86N 0054949.61W | 724 FT | 160 FT | Yes Red | North of Stormont |

| In circling area and at aerodrome | | | | | | |
|---|---|---|---|---|---|---|
| **Obstacle ID/ Designation** | **Obstacle Type** | **Obstacle Position** | **Elevation/Height** | | **Obstruction Lighting Type/ Colour** | **Remarks** |
| **1** | **2** | **3** | **4** | | **5** | **6** |
| (EGAC8695) | FLOODLIGHT | 543710.53N 0055204.01W | 22 FT | 11 FT | No | Airport Eastern Boundary |
| (EGAC8598) | MAST | 543710.35N 0054926.22W | 742 FT | 144 FT | Yes Red | North of Stormont |
| (EGAC12000) | DOCK CRANE | 543710.12N 0055337.96W | 353 FT | 344 FT | Yes Red | Belfast Docks |
| (EGAC11210) | MAST | 543702.89N 0054837.93W | 733 FT | 142 FT | Yes Red | South of Ballykeel |
| (EGAC8593) | MAST | 543700.15N 0054457.67W | 834 FT | 136 FT | Yes Red | Northeast of Dundonald |
| (EGAC8594) | MAST | 543657.96N 0054501.21W | 817 FT | 118 FT | Yes Red | Northeast of Dundonald |
| (EGAC8356) | GP04 MAST | 543654.09N 0055244.46W | 64 FT | 50 FT | Yes Red | Airfield |
| (EGAC8608) | MAST | 543639.80N 0060105.15W | 1702 FT | 151 FT | Yes Red | Divis |
| (EGAC11171) | HW MINI CRANE | 543633.00N 0055349.41W | 355 FT | 347 FT | Yes Red | Harland and Wolff Crane |
| (EGAC8125) | MAST | 543628.19N 0060028.55W | 1696 FT | 511 FT | Yes Red | Black Mountain |
| (EGAC8126) | MAST | 543627.01N 0060033.60W | 1699 FT | 517 FT | Yes Red | Black Mountain |
| (EGAC13798) | BUILDING LADDER | 543617.22N 0055512.59W | 245 FT | 238 FT | Yes Red | Donegall Quay |
| (EGAC11168) | HW MINI CRANE | 543615.55N 0055415.12W | 324 FT | 316 FT | Yes Red | Harland and Wolff Crane |
| (EGAC11194) | BG MAST | 543542.40N 0055554.46W | 310 FT | 300 FT | Yes Red | Bedford Street |
| | CRANE | 543531.04N 0055555.08W | 347 FT | 334 FT | Yes Steady red | Dublin Road, Belfast. End estimated January 2026. |
| (EGAC2234) | INDUSTRIAL CHIMNEY | 543516.23N 0055634.25W | 358 FT | 315 FT | No | Belfast City Hospital |
| (EGAC8605) | MAST | 543513.38N 0060119.43W | 1747 FT | 770 FT | Yes Red | Black Hill Quarry |

## EGAC AD 2.11 METEOROLOGICAL INFORMATION PROVIDED

| | | |
|---|---|---|
| 1 | Associated MET Office | MET OFFICE EXETER |
| 2 | Hours of service<br>MET Office outside hour | H24 |
| 3 | Office responsible for TAF preparation<br>Periods of validity | MET OFFICE EXETER<br>9 hours. |
| 4 | Trend forecast<br>Interval of issuance | |
| 5 | Briefing/consultation provided | Self briefing/Telephone. |
| 6 | Flight documentation<br>Language(s) used | Charts abbreviated plain language text. TAFs and METARs.<br>English |
| 7 | Charts and other information available for briefing or consultation | |
| 8 | Supplementary equipment available for providing information | |
| 9 | ATS units provided with information | BELFAST/CITY |
| 10 | Additional information (limitation of service, etc.) | Unverified automatic MET observations are available on ATIS (124.580 MHz) or by telephone on +44 28-9093 5124 outside of aerodrome/ATC hours. |

## EGAC AD 2.12 RUNWAY PHYSICAL CHARACTERISTICS

| Designations RWY Number | True bearing | Dimensions of RWY | Surface of RWY/ SWY/ Strength | THR co-ordinates/ THR Geoid undulation | THR elevation/ Highest elevation of TDZ of precision APP RWY | Slope of RWY/ SWY |
|---|---|---|---|---|---|---|
| 1 | 2 | 3 | 4 | 5 | 6 | 7 |
| 04 | 034.76° | 1829 x 45 M | RWY surface: Asphalt, Grooved<br>PCN 69/F/D/W/T | 543643.34N<br>0055247.14W<br>184.2 FT | THR 13.1 FT<br>TDZ 15.3 FT | |
| 22 | 214.77° | 1829 x 45 M | RWY surface: Asphalt, Grooved<br>PCN 69/F/D/W/T | 543729.48N<br>0055151.95W<br>184.2 FT | THR 12.1 FT<br>TDZ 13.5 FT | |

| SWY Dimensions | Clearway Dimensions | Strip Dimensions | RESA Dimensions, Overshoot / Undershoot | Location/ description of arresting system | OFZ | Remarks |
|---|---|---|---|---|---|---|
| 8 | 9 | 10 | 11 | 12 | 13 | 14 |
| | 200 x 150 M | 1949 x 300 M | | | | RWY 04<br><br>Threshold displaced by 91 M.<br><br>Has 7.5 M wide shoulders.<br><br>OFZ: Yes. |
| | 150 x 150 M | 1949 x 300 M | | | | RWY 22<br><br>Has 7.5 M wide shoulders.<br><br>OFZ: Yes. |

## EGAC AD 2.13 DECLARED DISTANCES

| Runway designator | TORA | TODA | ASDA | LDA | Remarks |
|---|---|---|---|---|---|
| 1 | 2 | 3 | 4 | 5 | 6 |
| 04 | 1829 M | 2029 M | 1829 M | 1737 M | |
| 22 | 1767 M | 1917 M | 1767 M | 1767 M | |

## EGAC AD 2.14 APPROACH AND RUNWAY LIGHTING

| RWY | Approach lighting Type/ Length/ Intensity | Threshold lighting Colour/Wing bars | VASIS/ MEHT/ PAPI/ PAPI Dist from THR | TDZ, lighting Length | Runway Centre Line lighting Length/ Spacing/ Colour/ Intensity | Runway edge lighting Length/ Spacing/ Colour/ Intensity | Runway end lighting Colour/ Wing bars | Stopway lighting Length/ Colour | Remarks |
|---|---|---|---|---|---|---|---|---|---|
| 1 | 2 | 3 | 4 | 5 | 6 | 7 | 8 | 9 | 10 |
| 04 | One crossbar 289 M from threshold.<br>413 M<br>Light intensity high | Green<br>Light intensity high<br>Uni-directional<br>With elevated wingbars | PAPI<br>Left/3°<br>43 FT<br>250 M | | Colour coded 15 M spacing<br>Light intensity high | HI elevated bi-directional with LI omni-directional component | Red | | EDGE:<br>Prior to Runway 04 displaced painted threshold, these lights show red in the direction of the approach. |
| 22 | Coded with five crossbars.<br>914 M<br>Light intensity high | Green<br>Light intensity high<br>Uni-directional<br>With flush wingbars | PAPI<br>Left/3°<br>53 FT<br>317 M | | Colour coded 15 M spacing<br>Light intensity high | HI elevated bi-directional with LI omni-directional component | Red | | |

## EGAC AD 2.15 OTHER LIGHTING, SECONDARY POWER SUPPLY

| | | |
|---|---|---|
| 1 | ABN/IBN location, characteristics and hours of operation | |
| 2 | LDI location and lighting<br>Anemometer location and lighting | LDI: 04: Right of 04 threshold (LGTD).<br>22: Near GP aerial (LGTD).<br>Anemometer: 2x (LGTD) - 543654.99N 0055243.98W; 543723.69N 0055207.36W. |
| 3 | TWY edge and centre line lighting | CL: Green centre-line lighting on taxiway Alpha. Green/Amber colour coded lead on/off lighting at A1, A2 and A3 entry/exit points, spaced at 15 M on taxiway. |
| 4 | Secondary power supply/switch-over time | Yes/1 second |
| 5 | Remarks | Apron floodlighting. |

## EGAC AD 2.16 HELICOPTER LANDING AREA

**INTENTIONALLY BLANK**

## EGAC AD 2.17 AIR TRAFFIC SERVICES AIRSPACE

| Designation and lateral limits | Vertical Limits | Airspace Class | ATS unit callsign/ language | Transition Altitude | Hours of applicability | Remarks |
|---|---|---|---|---|---|---|
| 1 | 2 | 3 | 4 | 5 | 6 | 7 |
| BELFAST/CITY CTR<br>543121N 0060219W - 544431N 0054635W - 544048N 0053721W - 542739N 0055306W - 543121N 0060219W | Upper limit: 2000 FT ALT<br>Lower limit: SFC | D | BELFAST APPROACH<br>English | 6000 FT | | To operate UAS above 400 FT AGL within this area, UAS operators are required to notify NATS via the NATS Non-Standard Flight (NSF) Portal. UAS operators are required to notify NATS at least 14 days before the date of each activity. |
| BELFAST/CITY ATZ<br>A circle, 2 NM radius, centred at 543705N 0055221W on longest notified runway (04/22) | Upper limit: 2000 FT AGL<br>Lower limit: SFC | D<br>G | BELFAST APPROACH<br>English | 6000 FT | | |

## EGAC AD 2.18 AIR TRAFFIC SERVICES COMMUNICATION FACILITIES

| Service Designation | Callsign | Channel/ Frequency(MHz) | SATVOICE number(s) | Logon Address | Hours of Operation | Remarks |
|---|---|---|---|---|---|---|
| 1 | 2 | 3 | 4 | 5 | 6 | 7 |
| APP | BELFAST APPROACH | 130.850<br>DOC 40 NM/ 15,000 FT. | | | 0630-2130 (0530-2030). | ATZ hours coincident with Approach hours. |
| TWR | BELFAST TOWER | 122.830<br>DOC 25 NM/4,000 FT. | | | 0630-2130 (0530-2030). | |
| RADAR | BELFAST RADAR | 134.800<br>DOC 40 NM/ 15,000 FT. | | | 0630-2130 (0530-2030). | |
| ATIS | BELFAST INFORMATION | 124.580<br>DOC 60 NM/ 20,000 FT. | | | 0630-2130 (0530-2030). | Arrivals ATIS |
| OTHER | BELFAST FIRE | 121.600<br>Non-ATS frequency. | | | Available when Fire vehicle attending aircraft on the ground in an emergency. | |
| OTHER | BELFAST EMERGENCY | 121.500<br>Emergency frequency. | | | O/R | |

# EGAC AD 2.19 RADIO NAVIGATION AND LANDING AIDS

| Type of Aid CAT of ILS/MLS MAG Var/VOR Declination | Ident | Frequency | Hours of Operation | Position of transmitting antenna coordinates | Elevation of DME transmitting antenna | Remarks |
|---|---|---|---|---|---|---|
| 1 | 2 | 3 | 4 | 5 | 6 | 7 |
| ILS/LOC<br>I<br>1.04°W (2027) | IHBD | 108.100 MHz | HO | 543736.23N<br>0055143.89W | | (RWY 04) |
| ILS/GP | IHBD | 334.700 MHz | HO | 543654.05N<br>0055244.50W | | |
| ILS/LOC<br>I<br>1.04°W (2027) | IBFH | 108.100 MHz | HO | 543638.42N<br>0055253.02W | | (RWY 22)<br>Caution due to terrain effect on LOC RWY 22, pilots may not receive full scale fly right indications. |
| ILS/GP | IBFH | 334.700 MHz | HO | 543724.00N<br>0055206.67W | | 3° ILS Ref Datum Hgt 50 FT. |
| NDB (L)<br>1.04°W (2027) | HB | 420.000 kHz | 0630-2130 (0530-2030) and by arrangement. | 543716.09N<br>0055218.87W | | On AD. Range 15 NM. Excessive needle swings may occur during the approach to Runway 04 between 1.5 NM and 1.0 NM from threshold. |
| ILS/DME | IBFH | 18X<br>108.100 MHz | HO | 543710.29N<br>0055229.94W | 29 FT | (RWY 22)<br>On AD.<br>DME freq paired with ILS I-BFH and I-HBD.<br>Zero range is indicated at THR.<br>DME range errors up to 0.3 NM may be experienced outside 20 degrees right of the centre-line. |
| ILS/DME | IHBD | 18X<br>108.100 MHz | HO | 543710.29N<br>0055229.94W | 29 FT | (RWY 04)<br>On AD.<br>DME freq paired with ILS I-HBD and I-BFH.<br>Zero range is indicated at THR.<br>DME unlocks and range errors of up to 0.5 NM may be experienced outside 10 degrees left of centre-line. |

# EGAC AD 2.20 LOCAL AERODROME REGULATIONS

## 1 AIRPORT REGULATIONS

a) Belfast City Airport is only available to noise certified Chapter lll aircraft except in emergency or diversion.
b) Ground running of aircraft engines shall be subject to the approval of the aerodrome authority. No ground running of engines is permitted between 2230-0600 (2130-0500).
c) Use of the aerodrome by aircraft not able to communicate with ATC subject to prior permission.

## 2 GROUND MOVEMENT

a) Aircraft shall not enter a stand until stand entrance guidance is activated or marshalling assistance is available on stand. If neither is available crew shall stop on short on stand centre-line and request (via ATC) that the stand be activated.

## 3 CAT II/III OPERATIONS

a) Belfast City Airport is not equipped for CAT II/III operations, however Low Visibility Procedures are used to protect CAT I operations.
b) Low Visibility Procedures will commence when RVR/Met visibility falls to 800 M or less, or cloud ceiling is observed to be 200 FT or less.
c) Pilots will be informed when these procedures are in operation by ATIS or by RTF.

## 4 WARNINGS

a) Aircraft assembly hangar on the northwest side of the runway, infringes transitional surface by 2.84 M, 269 M from the runway centre-line.
b) Pilots should anticipate windshear on approach to Runway 22 and departure from Runway 04 when the surface wind direction is between 100° and 160° + 15 KTS. Due to strong wind conditions, turbulence may be expected on approach or climb out to/from either runway.
c) Pilots are warned of the presence of greylag geese in the vicinity of the Aerodrome. The geese normally transit between the north-east of the Aerodrome and Victoria Park which is below the 04 Approach. Geese movements are typically at dawn and dusk and at an altitude

of approximately 50-100 FT AGL. Aerodrome Bird Dispersal, including the use of pyrotechnics, is in operation during Aerodrome operational hours.

d) HT pylons 115 FT AAL 0.66 NM from threshold of Runway 04.
e) High ground rising to 644 FT AMSL within 2.4 NM to the East and South.
f) High ground rising to 1227 FT AMSL 3.9 NM to the West and Northwest.
g) Floating cranes and shipping in Belfast Harbour.
h) Three cranes (Lgtd), 250 FT AAL 1 NM West of the aerodrome.
i) Two chimneys (Lgtd) 250 FT AAL 1 NM West of the aerodrome.
j) ILS Glide Path and Precision Approach Path Indicators (PAPI) - Runway 04 only: With a certain combination of aircraft type and antenna configuration, there is potential for crews to observe a small discrepancy between indications from the ILS Glide Path and PAPI on Runway 04. Both of these approach path guidance systems are within published tolerance limits and are regularly flight checked for compliance and accuracy.

## 5 HELICOPTER OPERATIONS

Not applicable

## 6 USE OF RUNWAYS

a) Arrivals; Runway 22 is the preferred landing runway. Departures; Runway 04 is the preferred departure runway.

## 7 TRAINING

a) Training flights by prior arrangement only.

# EGAC AD 2.21 NOISE ABATEMENT PROCEDURES

## 1 GENERAL

Every operator of aircraft using, or intending to use the Aerodrome shall ensure at all times that aircraft are operated in such a manner calculated to cause the least disturbance practicable to areas surrounding the Airport. These procedures may only be departed from to the extent necessary to avoid immediate danger or in compliance with ATC instructions. Operators of all aircraft are required to conform with the following procedures.

## 2 TAKE-OFF, CLIMB AND GO AROUND

Aircraft operators shall instigate their aircraft manufacturers Noise Abatement recommended procedures on departure and up to FL 100, or the procedures listed below:

a) Take off to 1500 FT

| | | |
|---|---|---|
| Power | — | Normal take off |
| Speed | — | V2 + 10 KT(+) |
| Flaps | — | Set as appropriate |

b) 1500 to 3000 FT

| | | |
|---|---|---|
| Power | — | Reduced to Climb Thrust |
| Speed | — | V2 + 10 KT(+) |
| Flaps | — | Maintain previous setting |

***Note:*** *V2 + 10 KT (+) indicates that V2 + 10 KT may be exceeded where pitch angle or specific aircraft characteristic are possible limiting factors;*

c) At 3000 FT retract flaps on schedule and assume normal en-route climb (subject to individual ATC Clearance).

d) 3000 FT to FL 100 - max climb speed 250 KT or as instructed.

## 3 DEPARTURES

a) **Runway 04**

i. **All Jet Aircraft**

On passing 500 FT QNH, left turn TRACK 033°M and climb to altitude 3000 FT QNH before turning. Thereafter as per ATC Clearance.

ii. **Propeller Aircraft greater than 13,000 KG MTOW**

On passing 500 FT QNH, left turn TRACK 033°M and climb to altitude 2000 FT QNH before commencing turn. Thereafter as per ATC Clearance.

iii. **Propeller Aircraft 13,000 KG MTOW or less**

On passing 500 FT QNH, left turn TRACK 033°M and climb to altitude 1500 FT QNH before commencing turn. Thereafter as per ATC Clearance.

b) **Runway 22**

i. **All Jet Aircraft**

Climb straight ahead to altitude 3000 FT QNH before turning, thereafter as per the clearance issued by ATC.

ii. **Propeller Aircraft greater than 13,000 KG MTOW**

Climb straight ahead to altitude 2000 FT QNH before turning, thereafter as per the clearance issued by ATC.

iii. **Propellor Aircraft 13,000 KG MTOW or less**

Climb straight ahead to altitude 1500 FT QNH before turning, thereafter as per the clearance issued by ATC.

## 4 ARRIVALS

a) **Arriving Aircraft**

i. Radar vectored or instrument approaches will be conducted at altitudes consistent with the RVA or appropriate approach chart. Radar assigned levels on base leg Runway 22 will be 2500 FT until aircraft have coasted out.
ii. Aircraft landing without assistance from glidepath shall descend in accordance with the recommended profile provided in the UK AIP Instrument Approach Charts.

b) **Visual Approaches**

i. Runway 22 – Aircraft are to establish on the 7 DME arc (I-BFH) and coast out not below 2500 FT QNH before establishing on the final approach track at not less than 5 DME.

c) **Runway 04**

i. Descent profiles shall be optimised to establish on the final approach track at 5 NM not below 1500 FT.
ii. Aircraft downwind left Runway 04 are exempt from the above restriction if the flight path avoids residential areas.
iii. It is recommended that aircraft making an approach to Runway 04 shall follow a descent profile which will not result in it being at any time lower than the approach path which would be flown during an ILS GP approach.

# EGAC AD 2.22 FLIGHT PROCEDURES

## 1 ALTIMETER SETTING

a) Pilots flying beneath the Belfast TMA below the Transition Altitude (6000 FT) should use the QNH of an aerodrome situated within the lateral limits of the TMA; except that the aerodrome QFE may be used when flying within the circuit.

## 2 PROCEDURES FOR INBOUND AIRCRAFT

a) **Clearance to Enter the Belfast TMA**

i. Aircraft flying on the Airways System will be cleared into the Belfast TMA without having to request a specific entry clearance.
ii. Aircraft wishing to enter the TMA from the open FIR, whether IFR or VFR, must obtain clearance from Belfast Approach Control if joining from the south or east, or from Aldergrove Approach Control if joining from other directions.

b) **Standard Routes**

i. The standard initial routes for inbound aircraft, which are shown in the table below, may be varied at the discretion of ATC (eg for traffic reasons or to allow traffic to be sequenced by radar).

| Approach from | Via | Route |
|---|---|---|
| NE | P600 | BLACA - MAGEE |
| E | FIR | BLACA/TMA Boundary - MAGEE or HB as directed by 'Belfast Approach' |

| Approach from | Via | Route |
|---|---|---|
| SE | L10 (RNAV 5 FL 75 and above) | IOM - NELBO - MAGEE |
| | L10 (Below FL 75) | IOM - RINGA - MAGEE |
| | UP6/L46 (RNAV 5) | REMSI - MASOP - NELBO - MAGEE |
| | M148 (RNAV 1 FL 255 and above) | REMSI - NINEB - MASOP - IDGAS - IBTES - LIMKA - MAGEE |
| | M146 (RNAV 1 FL 195 and below) | ERDUV - LUSOD - PEPEG - ROBOP - MAGEE |
| | M146 - Z198 - M148 (RNAV 1 FL 195-FL 255) | ERDUV - MASOP - IDGAS - IBTES - LIMKA - MAGEE |
| S | N34 | NEVRI - ABSUN - MAGEE |
| SW, W, NW and N | FIR | TMA Boundary - MAGEE or HB as directed by 'Belfast Approach' |

***Note:*** *See also UK Standard Route Document. Available online from NATS/AIS website: http://www.nats.aero/ais.*

c) Holding

i. The primary holding patterns at NDB(L) HB and MAGEE (544730N 0053630W) are detailed on the Instrument Approach charts.

## 3 PROCEDURES FOR OUTBOUND AIRCRAFT

a) The standard routes for outbound aircraft are detailed in the following table. Routes may be varied at ATC discretion according to prevailing traffic conditions. **Pilots are reminded that strict adherence to noise abatement procedures (see AD 2.21) is required PRIOR to following subsequent routing instructions.**

| Departing to | Via | Runway | Route |
|---|---|---|---|
| SE | L10/L15/Q38/Q39 (FL 75 and above) | 04 | Right turn DCT DUFFY |
| | | 22 | Left turn DCT DUFFY |
| | L10 (Below FL 75) | 04 | Right turn - DCT - RINGA |
| | | 22 | Left turn - DCT - RINGA |
| S | P620 | 04 | Right turn - DCT - NUMPI |
| | | 22 | Left turn - DCT - NUMPI |
| N | P600 | 04 | Right turn - DCT - BLACA |
| | | 22 | Left turn - DCT - BLACA |

***Note:*** *See also UK Standard Route Document. Available online from NATS/AIS website: http://www.nats.aero/ais.*

b) North Atlantic Jet Departures

i. Due to the proximity of the Shanwick Oceanic boundary to Belfast City, pilots must consider timescales for submitting an 'RCL'. Refer to ENR 2.2, paragraph 3.8.2 for details.

c) Belfast City Departures Via IOM - Speed Profile

i. Traffic departing Belfast City via L15/Q39 with a requested level of FL 290 or above is required to cross SOSIM/INKOB at FL 290 or above. To ensure that these aircraft can achieve the required level by SOSIM/INKOB, speed restrictions are to be observed.
ii. All Belfast City departures to the south-east with a requested flight level of FL 290 or above, are to fly in accordance with the following maximum speeds:

1. Jet traffic with a MTOW greater than 35000 KG Max 250 KT IAS until FL 100, then Max 290 KT IAS until FL 250;
2. Jet traffic with a MTOW less than 35000 KG and all non jet traffic; Max 250 KT IAS until above FL 250.

iii. Aircraft unable to reach FL 290 by SOSIM/INKOB must advise Belfast City prior to push-back, giving the anticipated flight level at SOSIM/INKOB.

## 4 ROYAL VICTORIA HOSPITAL (RVH) & MUSGRAVE PARK HOSPITAL (MPH) OPERATIONS

a) The RVH is located within Class G Airspace immediately adjacent to Belfast City CTR (Class D); MPH is located within the Belfast City (Class D) CTR.

Pilots of aircraft operating to/from the RVH or MPH should be aware of the potential for conflictions and/or TCAS events to occur with aircraft operating to/from Belfast City Airport. To reduce conflictions, the following procedures apply:

i. **RVH Helipad**

1. **RVH - Inbound.** Due to the proximity of CAS to the East, Pilots are strongly advised to establish two-way communications with Belfast City and, if required, request a CTR entry clearance.

2. **RVH - Outbound.** Pilots are strongly advised to call Belfast Tower on 122.830 MHz when on the Helipad; if unable to establish two-way communications contact Belfast Approach on 130.850 MHz.

ii. **MPH Helipad**

1. **MPH - Inbound.** Pilots are to establish two-way communications with Belfast City requesting a CTR entry clearance.
2. **MPH - Outbound.** When inbound, pilots will be issued with departure instructions as follows: Call Belfast Approach on 130.850 MHz when on the ground, if unable to establish two-way communications, lift low-level to the West of the M1 Motorway departing the CTR, and establish two-way communication.

b) Outside of Belfast City operating hours a Basic Service may be available from Aldergrove Radar on 133.125 MHz.

## 5 VISUAL REFERENCE POINTS (VRP)

a) To facilitate the integration of VFR flights within the Belfast Airspace, pilots may be required to join/leave the airspace via specified VRPs.
b) Details of VRPs are available in the consolidated 'Visual Reference Points List' published on the 'Digital Dataset' page of the NATS AIS website, www.nats.aero/ais.

## 6 FREQUENCY MONITORING CODE (FMC)

a) Pilots operating in the vicinity of, but intending to remain outside, Belfast/City controlled airspace within the area defined below and maintaining a listening watch only on Belfast Approach frequency, 130.850 MHz, are encouraged to select SSR code 4255:

545930N 0051542W - 545548N 0052800W -
545656N 0055417W - 543833N 0055732W -
thence clockwise by the arc of a circle radius 9 NM centred on 543927N 0061257W to
543233N 0060302W - 542135N 0061619W -
540707N 0060015W - 540520N 0055140W -
542050N 0052650W - 545410N 0051030W -
545930N 0051542W.

b) Selection of 4255 does not imply the receipt of an ATC service. Aircraft displaying the code are not expected to contact ATC under normal circumstances, remain responsible for their own navigation, separation, terrain clearance and are expected to remain clear of the controlled airspace at all times.
c) Whilst squawking 4255 pilots should be aware that Belfast Approach may make blind transmissions in order to ascertain a particular aircraft's intentions/route.
d) When a pilot ceases to maintain a listening watch, code 4255 shall be deselected.

# EGAC AD 2.23 ADDITIONAL INFORMATION

a) An obstacle free distance of approximately 93 M exists from the end of the paved surface at the southwest end of the runway up to the location of the Runway 22 localiser.
b) A further obstacle free distance of approximately 15 M exists from the Runway 22 localiser to the non-frangible aerodrome boundary fence, beyond which there is a steep-angled drop of several metres down to a tidal lagoon.

# EGAC AD 2.24 CHARTS RELATED TO AN AERODROME

AERODROME CHART - ICAO
AD 2.EGAC-2-1
AIRCRAFT PARKING/DOCKING CHART - ICAO
AD 2.EGAC-2-2
ATC SURVEILLANCE MINIMUM ALTITUDE CHART - ICAO
AD 2.EGAC-5-1
INSTRUMENT APPROACH CHART ILS/DME/NDB(L) RWY 04 (CAT A,B,C) - ICAO
AD 2.EGAC-8-1
INSTRUMENT APPROACH CHART LOC/DME/NDB(L) RWY 04 (CAT A,B,C) - ICAO
AD 2.EGAC-8-2
INSTRUMENT APPROACH CHART NDB(L)/DME RWY 04 (CAT A,B,C) - ICAO
AD 2.EGAC-8-3
INSTRUMENT APPROACH CHART ILS/DME/NDB(L) RWY 22 (CAT A,B,C) - ICAO
AD 2.EGAC-8-4
INSTRUMENT APPROACH CHART LOC/DME/NDB(L) RWY 22 (CAT A,B,C) - ICAO
AD 2.EGAC-8-5
INSTRUMENT APPROACH CHART NDB(L)/DME RWY 22 (CAT A,B,C) - ICAO
AD 2.EGAC-8-6

## EGAC AD 2.25 VISUAL SEGMENT SURFACE (VSS) PENETRATION

Not applicable

# AERODROME CHART - ICAO

ARP 543705N 0055221W

AD ELEV 15FT

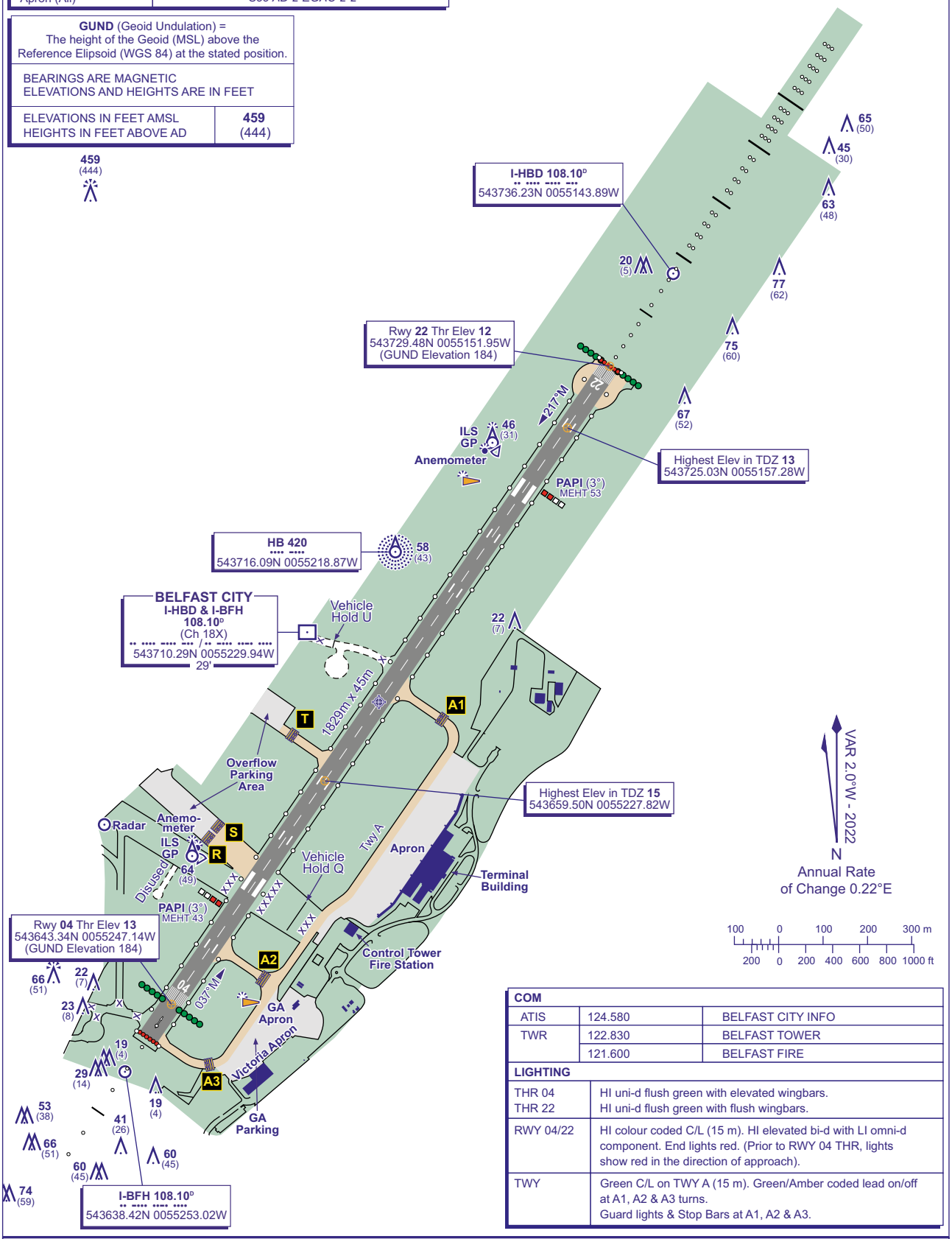
# BELFAST CITY
## EGAC

| RUNWAY/TAXIWAY/APRON PHYSICAL CHARACTERISTICS | | |
|---|---|---|
| **RWY / TWY / APRON** | **SURFACE** | **BEARING STRENGTH** |
| RWY 04/22 | Grooved Asphalt | 69/F/D/W/T |
| TWY A | Asphalt | 50/F/D/W/T |
| Apron (All) | *See AD 2-EGAC-2-2* | |

**GUND** (Geoid Undulation) = The height of the Geoid (MSL) above the Reference Elipsoid (WGS 84) at the stated position.

BEARINGS ARE MAGNETIC
ELEVATIONS AND HEIGHTS ARE IN FEET

| | |
|---|---|
| ELEVATIONS IN FEET AMSL<br>HEIGHTS IN FEET ABOVE AD | **459**<br>(444) |




| COM | | |
|---|---|---|
| ATIS | 124.580 | BELFAST CITY INFO |
| TWR | 122.830 | BELFAST TOWER |
| | 121.600 | BELFAST FIRE |

| LIGHTING | |
|---|---|
| THR 04<br>THR 22 | HI uni-d flush green with elevated wingbars.<br>HI uni-d flush green with flush wingbars. |
| RWY 04/22 | HI colour coded C/L (15 m). HI elevated bi-d with LI omni-d component. End lights red. (Prior to RWY 04 THR, lights show red in the direction of approach). |
| TWY | Green C/L on TWY A (15 m). Green/Amber coded lead on/off at A1, A2 & A3 turns.<br>Guard lights & Stop Bars at A1, A2 & A3. |

**CHANGE (3/25):** OBSTACLES. ANEMOMETER RMEOVED. EDITORIAL.

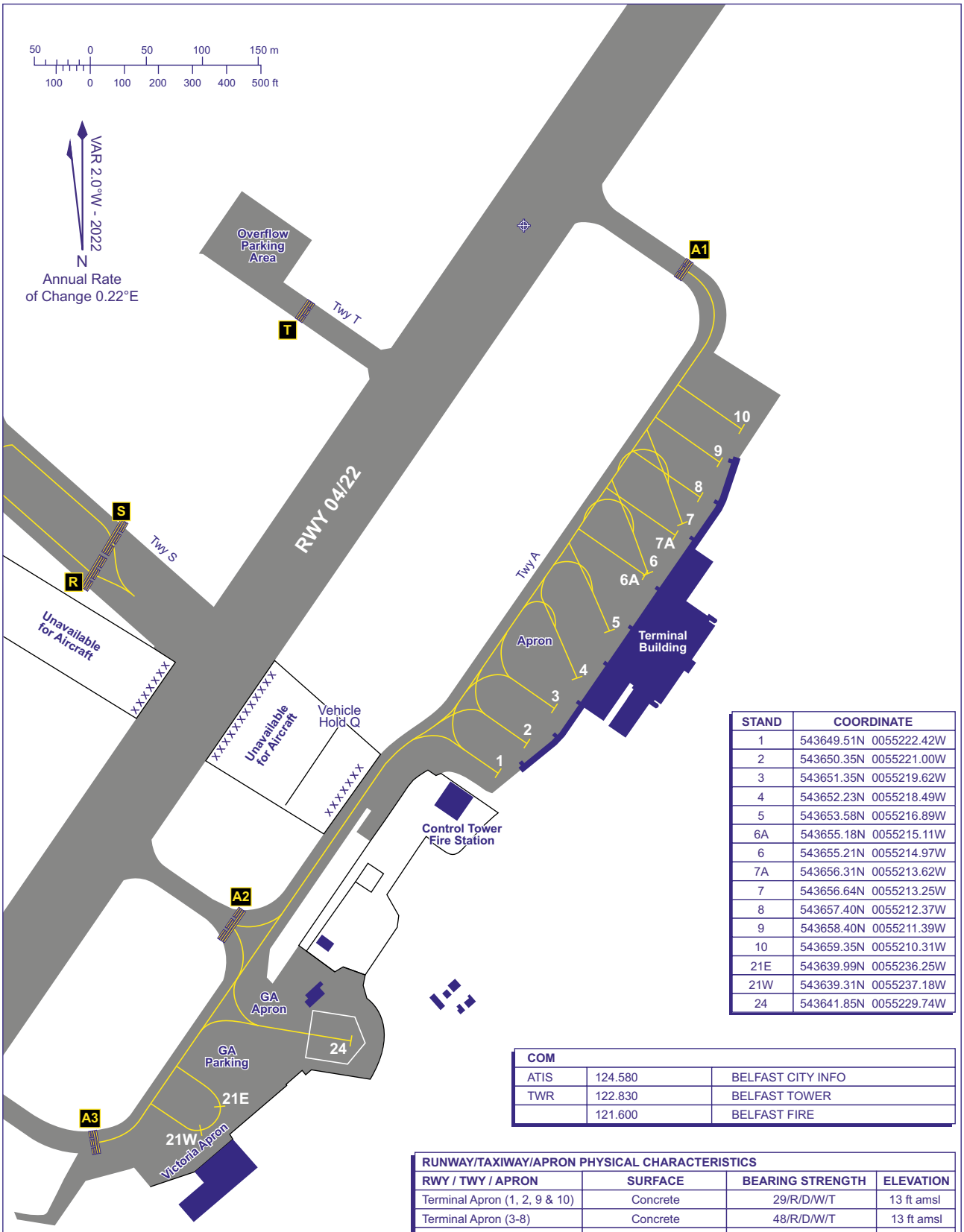
AERO INFO DATE 08 JAN 25

# AIRCRAFT PARKING/DOCKING CHART - ICAO

ARP 543705N 0055221W

AD ELEV 15FT

# BELFAST/CITY
EGAC




| STAND | COORDINATE |
|---|---|
| 1 | 543649.51N 0055222.42W |
| 2 | 543650.35N 0055221.00W |
| 3 | 543651.35N 0055219.62W |
| 4 | 543652.23N 0055218.49W |
| 5 | 543653.58N 0055216.89W |
| 6A | 543655.18N 0055215.11W |
| 6 | 543655.21N 0055214.97W |
| 7A | 543656.31N 0055213.62W |
| 7 | 543656.64N 0055213.25W |
| 8 | 543657.40N 0055212.37W |
| 9 | 543658.40N 0055211.39W |
| 10 | 543659.35N 0055210.31W |
| 21E | 543639.99N 0055236.25W |
| 21W | 543639.31N 0055237.18W |
| 24 | 543641.85N 0055229.74W |

| COM | | |
|---|---|---|
| ATIS | 124.580 | BELFAST CITY INFO |
| TWR | 122.830 | BELFAST TOWER |
| | 121.600 | BELFAST FIRE |

| RUNWAY/TAXIWAY/APRON PHYSICAL CHARACTERISTICS | | | |
|---|---|---|---|
| RWY / TWY / APRON | SURFACE | BEARING STRENGTH | ELEVATION |
| Terminal Apron (1, 2, 9 & 10) | Concrete | 29/R/D/W/T | 13 ft amsl |
| Terminal Apron (3-8) | Concrete | 48/R/D/W/T | 13 ft amsl |
| Victoria Apron (21) | Concrete | 30/R/D/W/T | 10 ft amsl |
| GA Apron (24) | Concrete | 39/R/D/W/T | - |
| RWY | *See AD 2-EGAC-2-1* | | |
| TWY (All) | | | |

**CHANGE (3/25):** STANDS 1 - 3 COORDS & CENTRELINES. EDITORIAL.

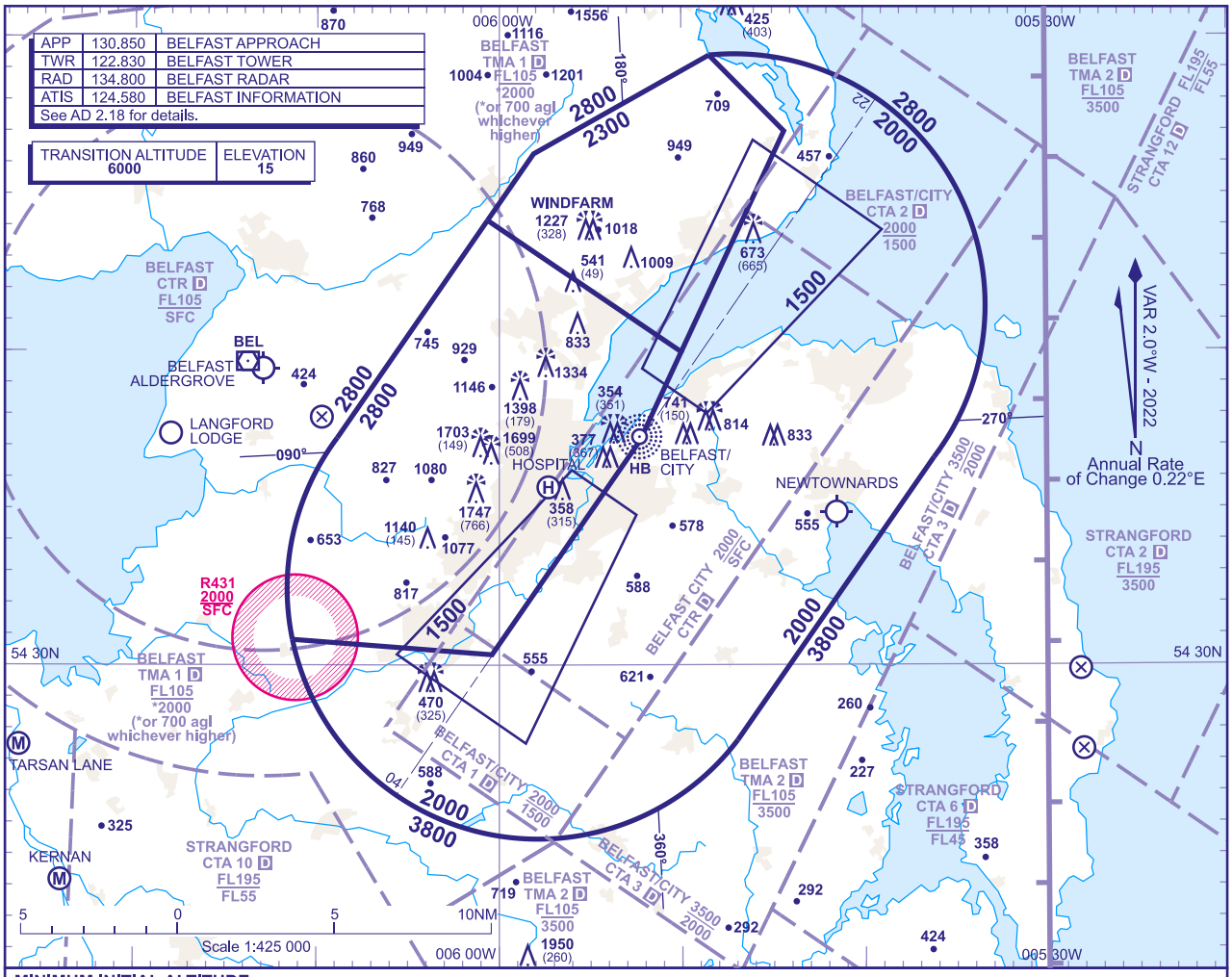
AERO INFO DATE 02 JAN 25

AD 2-EGAC-2-2

# ATC SURVEILLANCE MINIMUM ALTITUDE CHART - ICAO

BEARINGS, TRACKS AND RADIALS ARE MAGNETIC
ELEVATIONS IN FEET AMSL 1950
HEIGHTS IN FEET AGL (260)

# BELFAST/ CITY




## MINIMUM INITIAL ALTITUDE

Within the ATC Surveillance Minimum Altitude area the minimum initial altitude to be allocated by the approach surveillance controller is:

a) **2000** in the sector defined by the lateral limits; 544924N 0054828W thence clockwise by an arc of a circle radius 8NM centred on 544127N 0054707W to 543636N 0053610W - 542737N 0054658W thence clockwise by an arc of a circle radius 8NM centred on 543227N 0055753W to 543049 0061119W - 543020N 0060024W - 543708N 0055218W - 544659N 0054421W - 544924N 0054828W.

b) **2300** in the sector defined by the lateral limits; 544924N 0054828W - 544659N 0054421W - 543958N 0055001W - 544409N 0060039W - 544616N 0055807W - 544924N 0054828W.

c) **2800** in the sector defined by the lateral limits; 544409N 0060039W - 543958N 0055001W - 543708N 0055218W - 543020N 0060024W - 543049N 0061119W thence clockwise by an arc of a circle radius 8NM centred on 543227N 0055753W to 543714N 0060853W - 544409N 0060039W.

## OUTSIDE THE DESIGNATED ATC SURVEILLANCE MINIMUM ALTITUDE AREA

The minimum altitude to be allocated by the approach surveillance controller will be either the Minimum Sector Altitude, or **1000** above any fixed obstacles:

a) within 5NM of the aircraft*, and

b) within the sector 15NM ahead of and within 20° either side of the aircraft's track*.

*When the aircraft is within 15NM of the radar antennae, the 5NM in a) and the 15NM in b) may be reduced to 3NM and 10NM respectively.

## LOSS OF COMMUNICATION PROCEDURES

**Initial Approach**

Continue visually or by means of an appropriate approved final approach aid. If not possible proceed at **2900**, or last assigned level if higher to **NDB(L) HB**†.

**Intermediate and Final Approach**

Continue visually or by means of an appropriate final approach aid. If not possible follow the Missed Approach Procedure to **NDB(L) HB**†.

† In all cases where the aircraft returns to the holding facility the procedure to be adopted is the Radio Failure Procedure detailed at ENR 1.1.3.4.

## GENERAL INFORMATION

1. Levels shown are based on QNH.
2. Only significant obstacles and dominant spot heights are shown.
3. The minimum levels shown within the ATC Surveillance Minimum Altitude Area are in conformance with the Standard European Rules of the Air - SERA.5015.
4. Minimum Sector Altitudes are based on obstacles and spot heights within 25NM of the Aerodrome Reference Point.
5. Controlled airspace with a base in excess of **5000** or FL55, as appropriate, is not shown.
6. **This chart may only be used for cross-checking of altitudes assigned when in receipt of an ATC Surveillance service.**
7. **When vectoring an aircraft within the Final Approach Vectoring Area descent clearance below the SMAA to the FAVA altitude may only be Issued If the aircraft Is either establlshed on the flnal approach track or on an Intercept of 40° or less, and In the case of Instrument approaches other than SRA is cleared to intercept the final approach track.**
8. Detailed description of FIR, UIR, CTA and TMA see ENR 2.1.
9. Detailed description of ATS airspace organized at the aerodrome see AD 2.17.

**CHANGE (4/25):** HOSPITAL HELI SITE ADDED.

AERO INFO DATE 23 JAN 25

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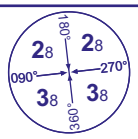
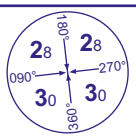
# INSTRUMENT APPROACH CHART - ICAO

## BELFAST CITY
## ILS/DME/NDB(L)
## RWY 04
(ACFT CAT A,B,C)



MSA 25NM NDB(L) HB

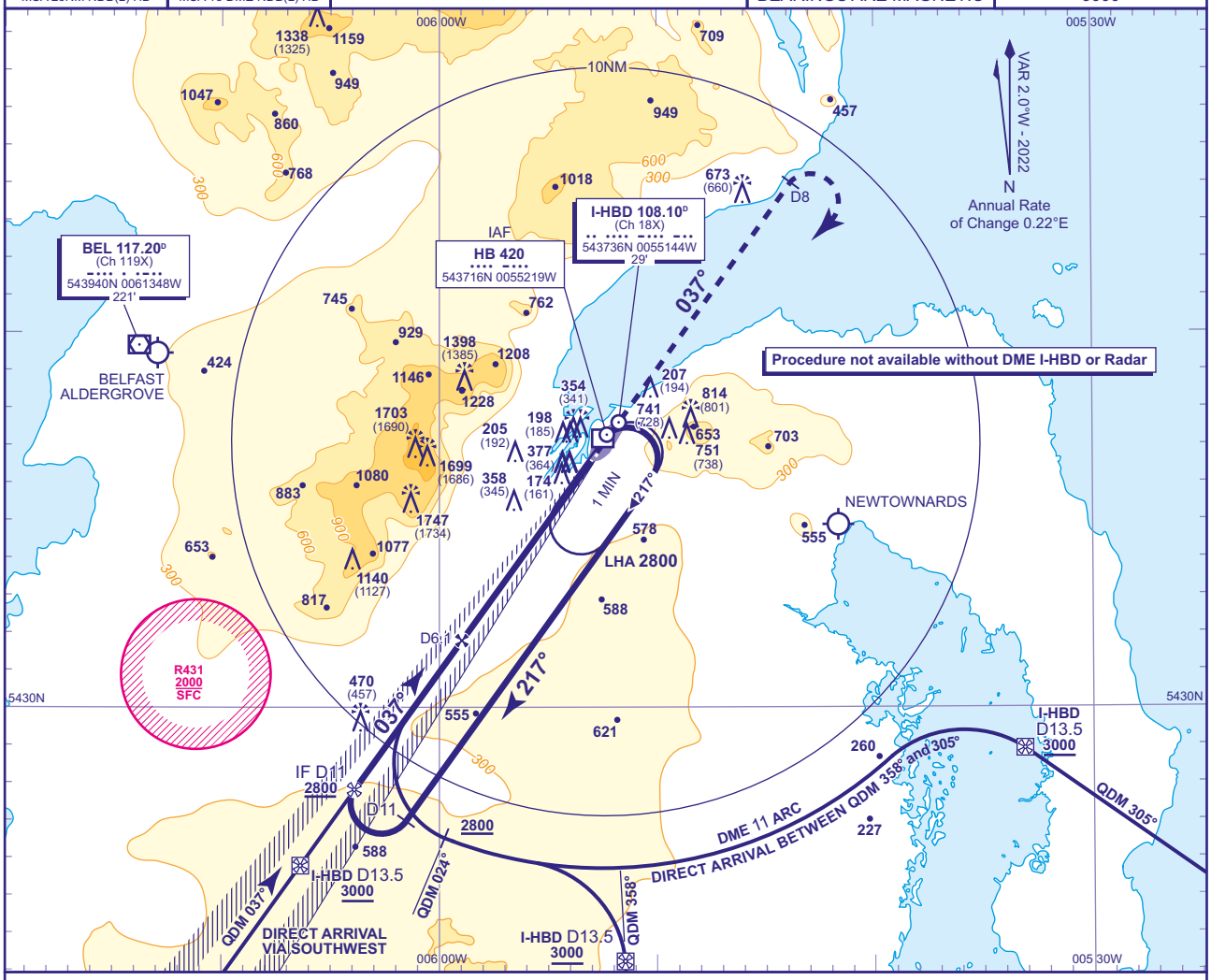


MSA 15 DME NDB(L) HB

| | | | |
|---|---|---|---|
| APP | 130.850 | BELFAST APPROACH | |
| TWR | 122.830 | BELFAST TOWER | |
| RAD | 134.800 | BELFAST RADAR | |
| ATIS | 124.580 | BELFAST INFORMATION | |

| | |
|---|---|
| AD ELEVATION | 15 |
| THR ELEVATION | 13 |
| OBSTACLE ELEVATION | 1744 AMSL (1731) (ABOVE THR) |
| BEARINGS ARE MAGNETIC | |

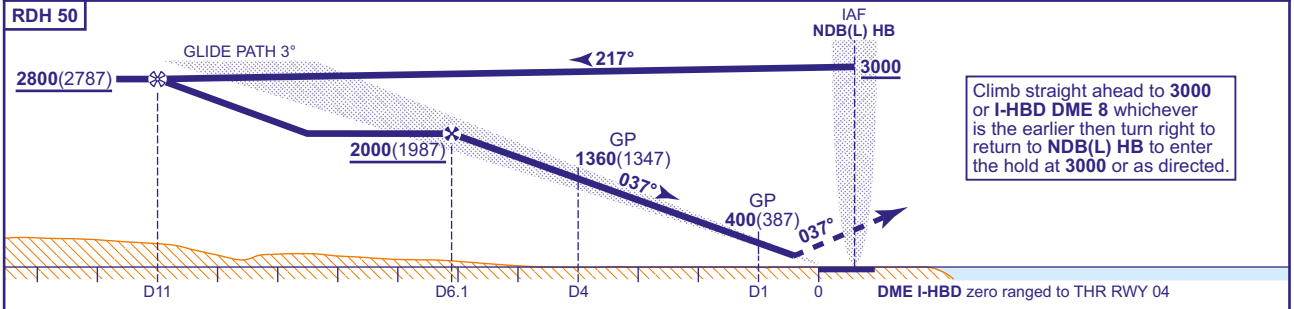
TRANSITION ALTITUDE **6000**




**RECOMMENDED PROFILE** GLIDEPATH 3.0°, 320FT/NM

| DME I-HBD | 6 | 5 | 4 | 3 | 2 | 1 |
|---|---|---|---|---|---|---|
| ALT(HGT) | **1990**(1977) | **1670**(1657) | **1360**(1347) | **1040**(1027) | **720**(707) | **400**(387) |

**RDH 50**




Climb straight ahead to **3000** or **I-HBD DME 8** whichever is the earlier then turn right to return to **NDB(L) HB** to enter the hold at **3000** or as directed.

| Aircraft Category | | A | B | C |
|---|---|---|---|---|
| OCA (OCH) | CLIMB GRAD 2.5% | **636**(623) | **644**(631) | **652**(639) |
| | CLIMB GRAD 3% | **189**(176) | **197**(184) | **206**(193) |
| VM(C)OCA (OCH AAL) | Total Area | **1040**(1025) | **1120**(1105) | **1800**(1785) |
| | Southeast of RWY 04/22 | **1040**(1025) | **1120**(1105) | **1230**(1215) |

| Rate of descent | G/S KT | 160 | 140 | 120 | 100 | 80 |
|---|---|---|---|---|---|---|
| | FT/MIN | 850 | 740 | 640 | 530 | 420 |

**AIRCRAFT UNABLE TO RECEIVE DME I-HBD**
Advise ATC. Radar Ranges will be provided approaching the FAP and at 4NM and 1NM from the THR on the Final Approach.

**NOTE 1** Direct Arrivals available on request to ATC.

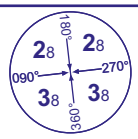
**CHANGE (5/24):** OCA(OCH) CLIMB GRAD 3% MINIMA REVISED.

AERO INFO DATE 16 FEB 24

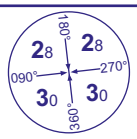
AD 2-EGAC-8-1

# INSTRUMENT APPROACH CHART - ICAO

## BELFAST CITY
## LOC/DME/NDB(L)
## RWY 04
(ACFT CAT A,B,C)



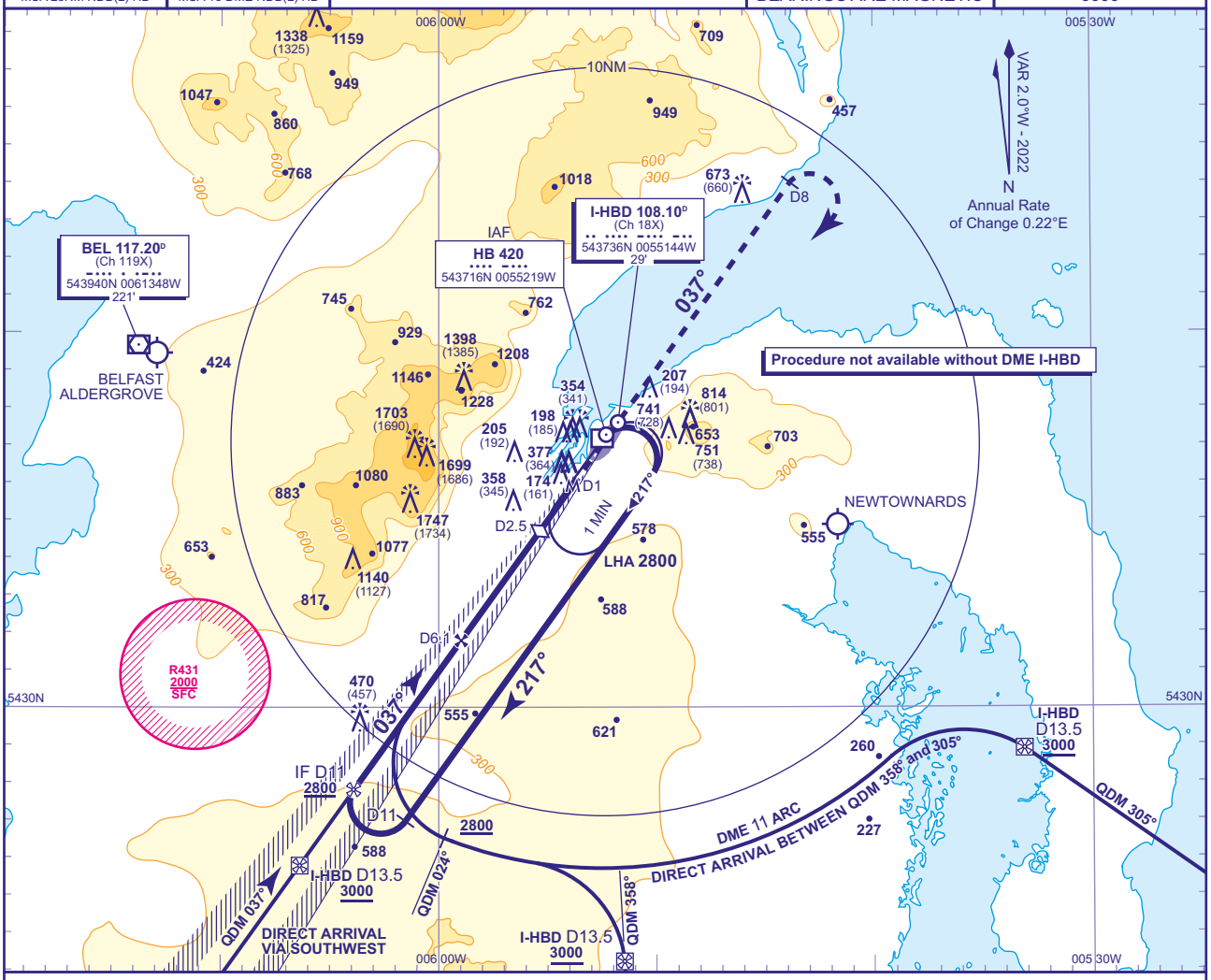
MSA 25NM NDB(L) HB



MSA 15 DME NDB(L) HB

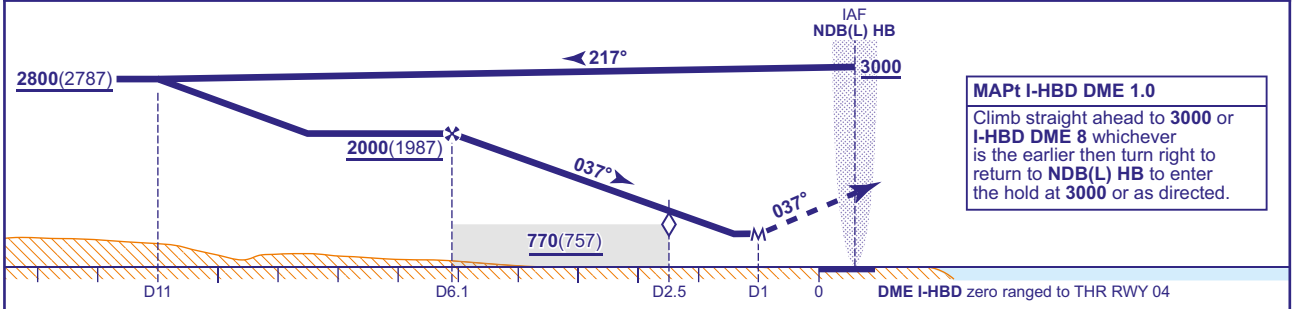
| | | | |
|---|---|---|---|
| APP 130.850 | BELFAST APPROACH | AD ELEVATION | 15 |
| TWR 122.830 | BELFAST TOWER | THR ELEVATION | 13 |
| RAD 134.800 | BELFAST RADAR | OBSTACLE ELEVATION | |
| ATIS 124.580 | BELFAST INFORMATION | **1744 AMSL** (1731) (ABOVE THR) | |
| | | BEARINGS ARE MAGNETIC | |

TRANSITION ALTITUDE **6000**




**RECOMMENDED PROFILE** Gradient 5.24%, 320FT/NM

| DME I-HBD | 6 | 5 | 4 | 3 | 2.5 (SDF) | 2 |
|---|---|---|---|---|---|---|
| ALT(HGT) | **1990**(1977) | **1670**(1657) | **1360**(1347) | **1040**(1027) | **880**(867) | **720**(707) |




**MAPt I-HBD DME 1.0**

Climb straight ahead to **3000** or **I-HBD DME 8** whichever is the earlier then turn right to return to **NDB(L) HB** to enter the hold at **3000** or as directed.

| Aircraft Category | | A | B | C |
|---|---|---|---|---|
| OCA (OCH) | Procedure | **510**(497) | **510**(497) | **510**(497) |
| VM(C)OCA (OCH AAL) | Total Area | **1040**(1025) | **1120**(1105) | **1800**(1785) |
| | Southeast of RWY 04/22 | **1040**(1025) | **1120**(1105) | **1230**(1215) |

| Rate of descent | G/S KT | 160 | 140 | 120 | 100 | 80 |
|---|---|---|---|---|---|---|
| | FT/MIN | 850 | 740 | 640 | 530 | 420 |

**NOTE 1** Direct Arrivals available on request to ATC.

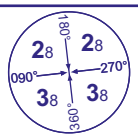
**CHANGE (10/23):** BEL VOR/DME ELEVATION REVISED.

AERO INFO DATE 12 JUL 23

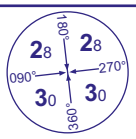
AD 2-EGAC-8-2

# INSTRUMENT APPROACH CHART - ICAO

## BELFAST CITY NDB(L)/DME RWY 04
(ACFT CAT A,B,C)



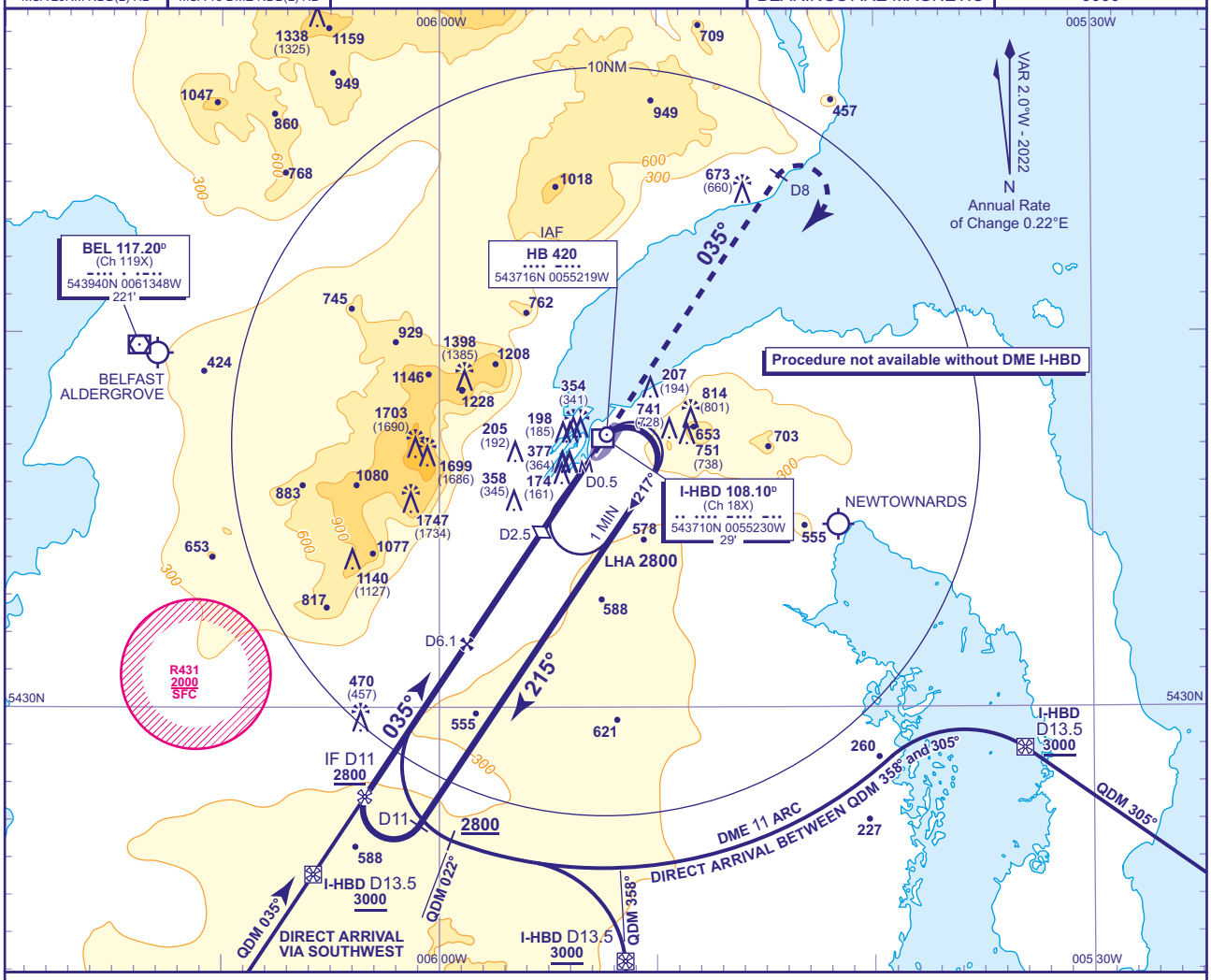
MSA 25NM NDB(L) HB



MSA 15 DME NDB(L) HB

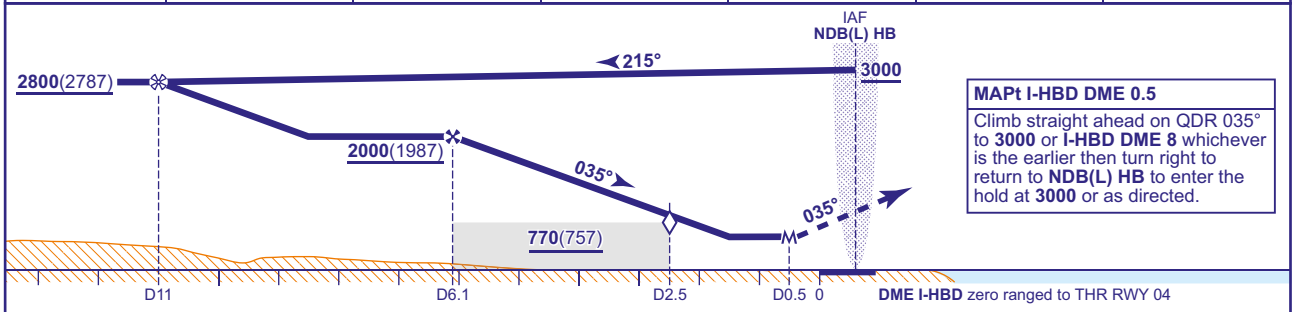
| | | | |
|---|---|---|---|
| APP 130.850 | BELFAST APPROACH | AD ELEVATION | 15 |
| TWR 122.830 | BELFAST TOWER | THR ELEVATION | 13 |
| RAD 134.800 | BELFAST RADAR | OBSTACLE ELEVATION | |
| ATIS 124.580 | BELFAST INFORMATION | 1744 AMSL (1731) (ABOVE THR) | |
| | | BEARINGS ARE MAGNETIC | |

TRANSITION ALTITUDE **6000**




**RECOMMENDED PROFILE** Gradient 5.24%, 320FT/NM

| DME I-HBD | 6 | 5 | 4 | 3 | 2.5 (SDF) | 2 |
|---|---|---|---|---|---|---|
| ALT(HGT) | **1990**(1977) | **1670**(1657) | **1360**(1347) | **1040**(1027) | **880**(867) | **720**(707) |




**MAPt I-HBD DME 0.5**
Climb straight ahead on QDR 035° to **3000** or **I-HBD DME 8** whichever is the earlier then turn right to return to **NDB(L) HB** to enter the hold at **3000** or as directed.

| Aircraft Category | | A | B | C |
|---|---|---|---|---|
| OCA (OCH) | Procedure | **650**(637) | **650**(637) | **650**(637) |
| VM(C)OCA (OCH AAL) | Total Area | **1040**(1025) | **1120**(1105) | **1800**(1785) |
| | Southeast of RWY 04/22 | **1040**(1025) | **1120**(1105) | **1230**(1215) |

| Rate of descent | G/S KT | 160 | 140 | 120 | 100 | 80 |
|---|---|---|---|---|---|---|
| | FT/MIN | 850 | 740 | 640 | 530 | 420 |

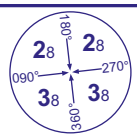
**NOTE 1** FAT offset 2° from RWY C/L.
**2** Direct Arrivals available on request to ATC.

**CHANGE (10/23):** BEL VOR/DME ELEVATION REVISED.

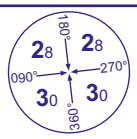
AERO INFO DATE 12 JUL 23

# INSTRUMENT APPROACH CHART - ICAO

## BELFAST CITY ILS/DME/NDB(L) RWY 22
(ACFT CAT A,B,C)



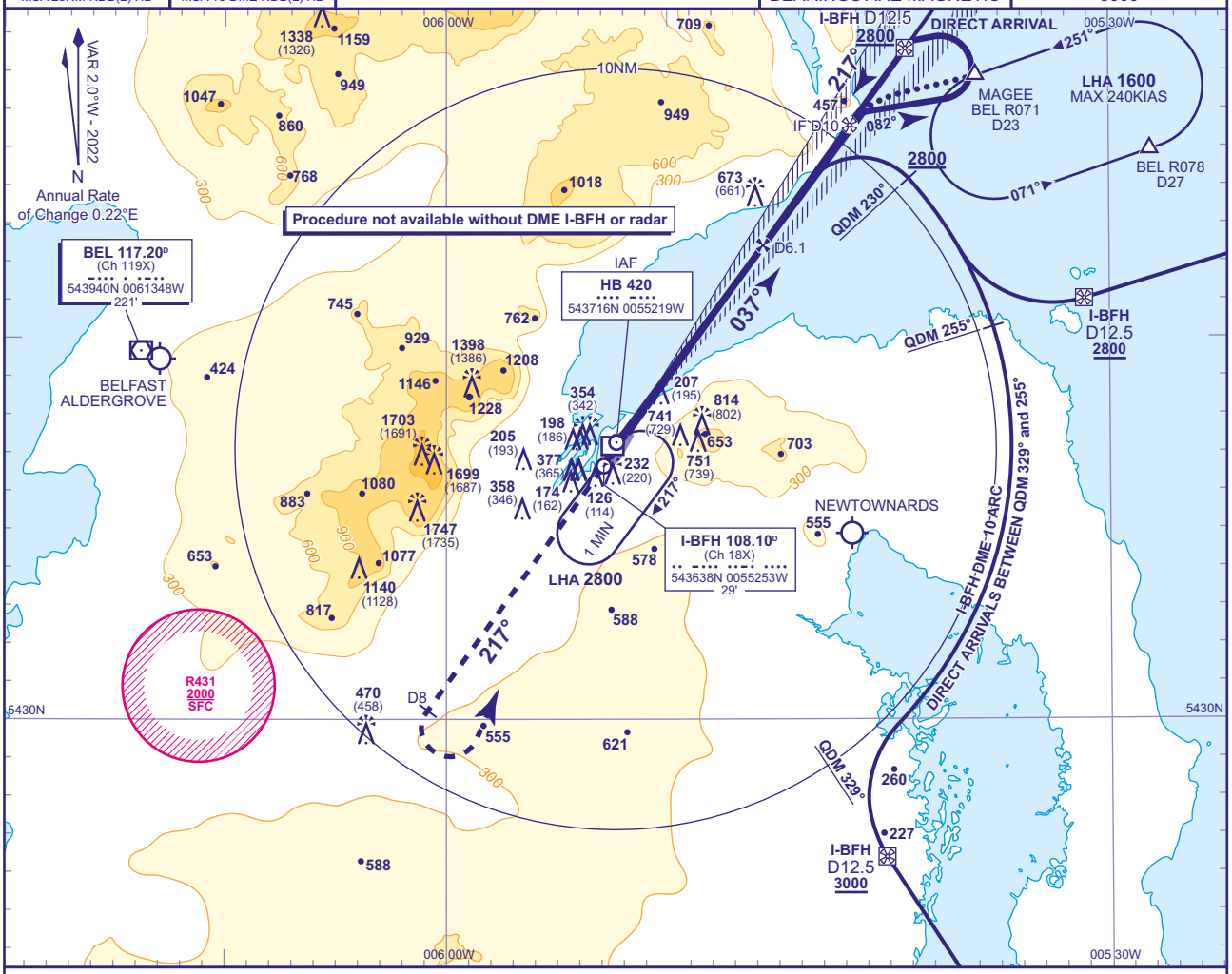
MSA 25NM NDB(L) HB



MSA 15 DME NDB(L) HB

| | | | |
|---|---|---|---|
| APP 130.850 | BELFAST APPROACH | AD ELEVATION | 15 |
| TWR 122.830 | BELFAST TOWER | THR ELEVATION | 12 |
| RAD 134.800 | BELFAST RADAR | OBSTACLE ELEVATION | |
| ATIS 124.580 | BELFAST INFORMATION | **1744 AMSL** (1732) (ABOVE THR) | |
| | | BEARINGS ARE MAGNETIC | |

TRANSITION ALTITUDE **6000**

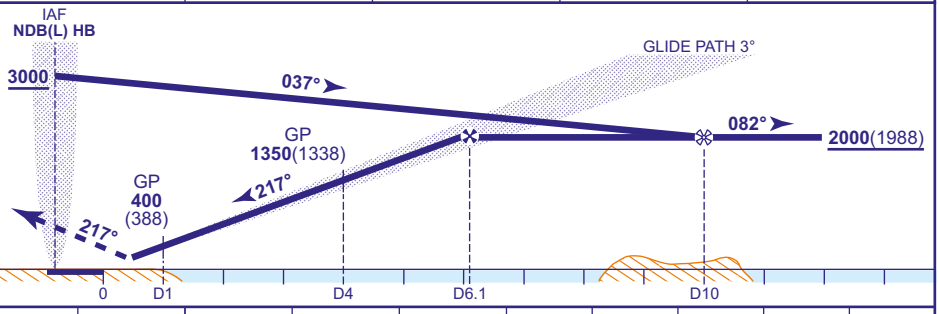



**RECOMMENDED PROFILE** GLIDE PATH 3°, 320FT/NM

| **DME I-BFH** | 6 | 5 | 4 | 3 | 2 | 1 |
|---|---|---|---|---|---|---|
| **ALT**(HGT) | **1990**(1978) | **1670**(1658) | **1350**(1338) | **1030**(1018) | **720**(708) | **400**(388) |

**RDH 50**

Climb straight ahead to **3000** or **I-BFH DME 8** whichever is the earlier then turn left to return to **NDB(L) HB** to enter the hold at **3000** or as directed.




| **Aircraft Category** | | **A** | **B** | **C** |
|---|---|---|---|---|
| **OCA** (OCH) | **CLIMB GRAD 2.5%** | **598**(586) | **608**(596) | **619**(607) |
| | **CLIMB GRAD 3%** | **175**(163) | **185**(173) | **198**(186) |
| **VM(C)OCA** (OCH AAL) | **Total Area** | **1040**(1025) | **1120**(1105) | **1800**(1785) |
| | **Southeast of RWY 04/22** | **1040**(1025) | **1120**(1105) | **1230**(1215) |

| **Rate of descent** | **G/S KT** | 160 | 140 | 120 | 100 | 80 |
|---|---|---|---|---|---|---|
| | **FT/MIN** | 850 | 740 | 640 | 530 | 420 |

**AIRCRAFT UNABLE TO RECEIVE DME I-BFH**
Advise ATC. Radar ranges will be provided approaching the FAP and at 4NM and 1NM from the THR on the final approach.

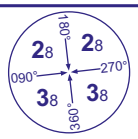
**NOTE** Direct arrivals available on request to ATC.

**CHANGE (1/25):** BEL VOR RECALIBRATED. MAGEE HOLD REVISED.

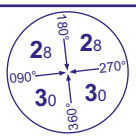
AERO INFO DATE 25 OCT 24 AD 2-EGAC-8-4

# INSTRUMENT APPROACH CHART - ICAO

# BELFAST CITY
# LOC/DME/NDB(L)
# RWY 22
(ACFT CAT A,B,C)



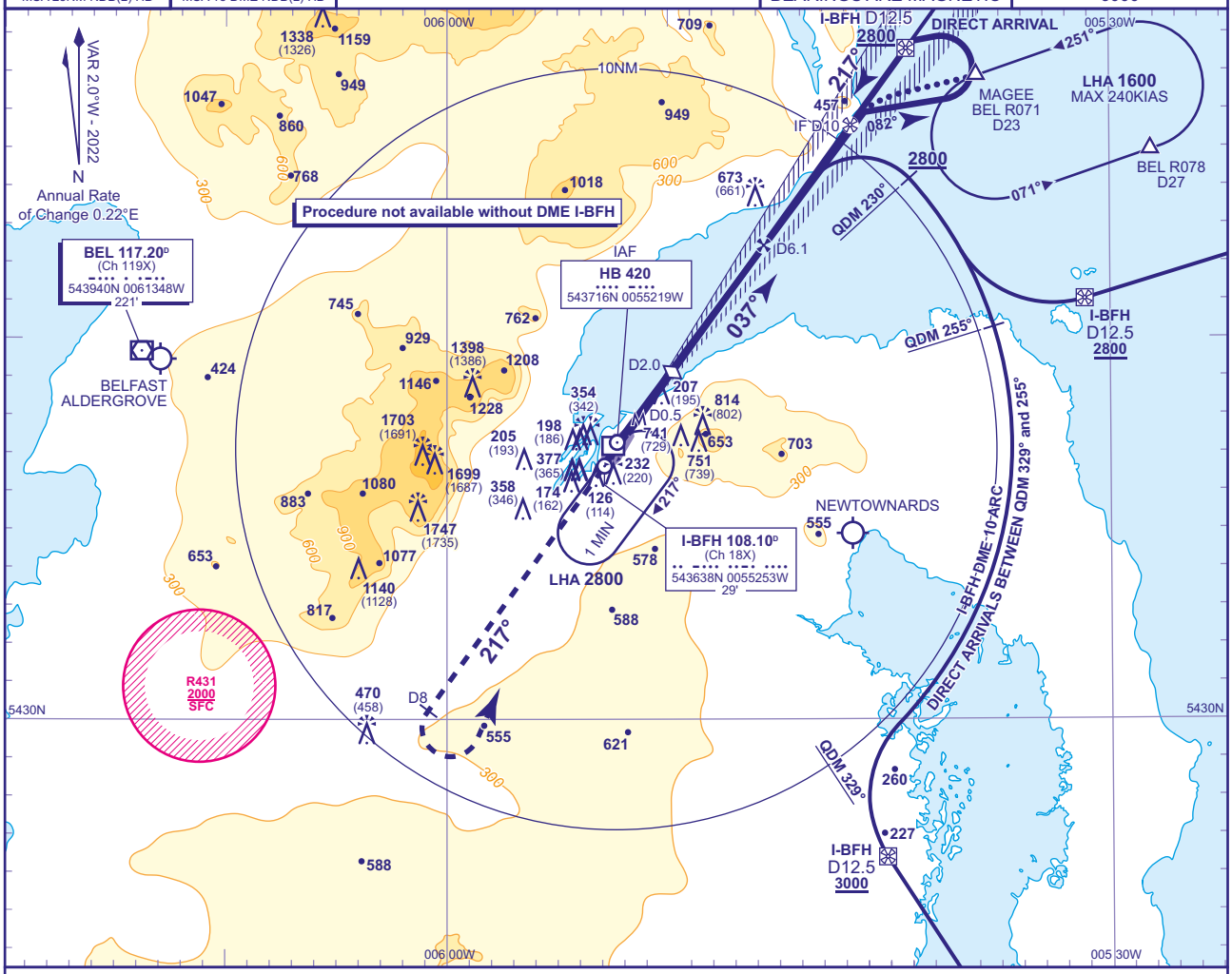
MSA 25NM NDB(L) HB



MSA 15 DME NDB(L) HB

| | | | |
|---|---|---|---|
| APP 130.850 | BELFAST APPROACH | AD ELEVATION | 15 |
| TWR 122.830 | BELFAST TOWER | THR ELEVATION | 12 |
| RAD 134.800 | BELFAST RADAR | OBSTACLE ELEVATION | |
| ATIS 124.580 | BELFAST INFORMATION | 1744 AMSL (1732) (ABOVE THR) | |
| | | BEARINGS ARE MAGNETIC | |

TRANSITION ALTITUDE **6000**

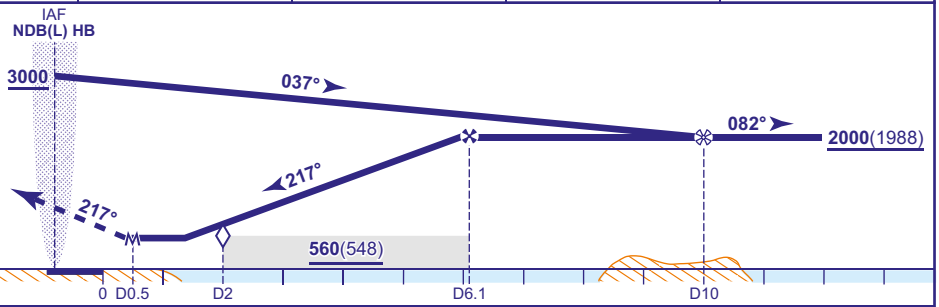



**RECOMMENDED PROFILE** Gradient 5.24%, 320FT/NM

| DME I-BFH | 6 | 5 | 4 | 3 | 2 (SDF) |
|---|---|---|---|---|---|
| **ALT**(HGT) | **1990**(1978) | **1670**(1658) | **1350**(1338) | **1030**(1018) | **720**(708) |

**MAPt I-BFH DME 0.5**

Climb straight ahead to **3000** or **I-BFH DME 8** whichever is the earlier then turn left to return to **NDB(L) HB** to enter the hold at **3000** or as directed.




| Aircraft Category | | A | B | C |
|---|---|---|---|---|
| **OCA** (OCH) | **Procedure** | **500**(488) | **500**(488) | **500**(488) |
| **VM(C)OCA** (OCH AAL) | **Total Area** | **1040**(1025) | **1120**(1105) | **1800**(1785) |
| | **Southeast of RWY 04/22** | **1040**(1025) | **1120**(1105) | **1230**(1215) |

| Rate of descent | G/S KT | 160 | 140 | 120 | 100 | 80 |
|---|---|---|---|---|---|---|
| | FT/MIN | 850 | 740 | 640 | 530 | 420 |

**NOTE** Direct arrivals available on request to ATC.

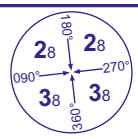
**CHANGE (1/25):** BEL VOR RECALIBRATED. MAGEE HOLD REVISED.

AERO INFO DATE 25 OCT 24

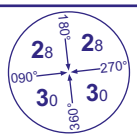
AD 2-EGAC-8-5

# INSTRUMENT APPROACH CHART - ICAO

## BELFAST CITY NDB(L)/DME RWY 22
(ACFT CAT A,B,C)



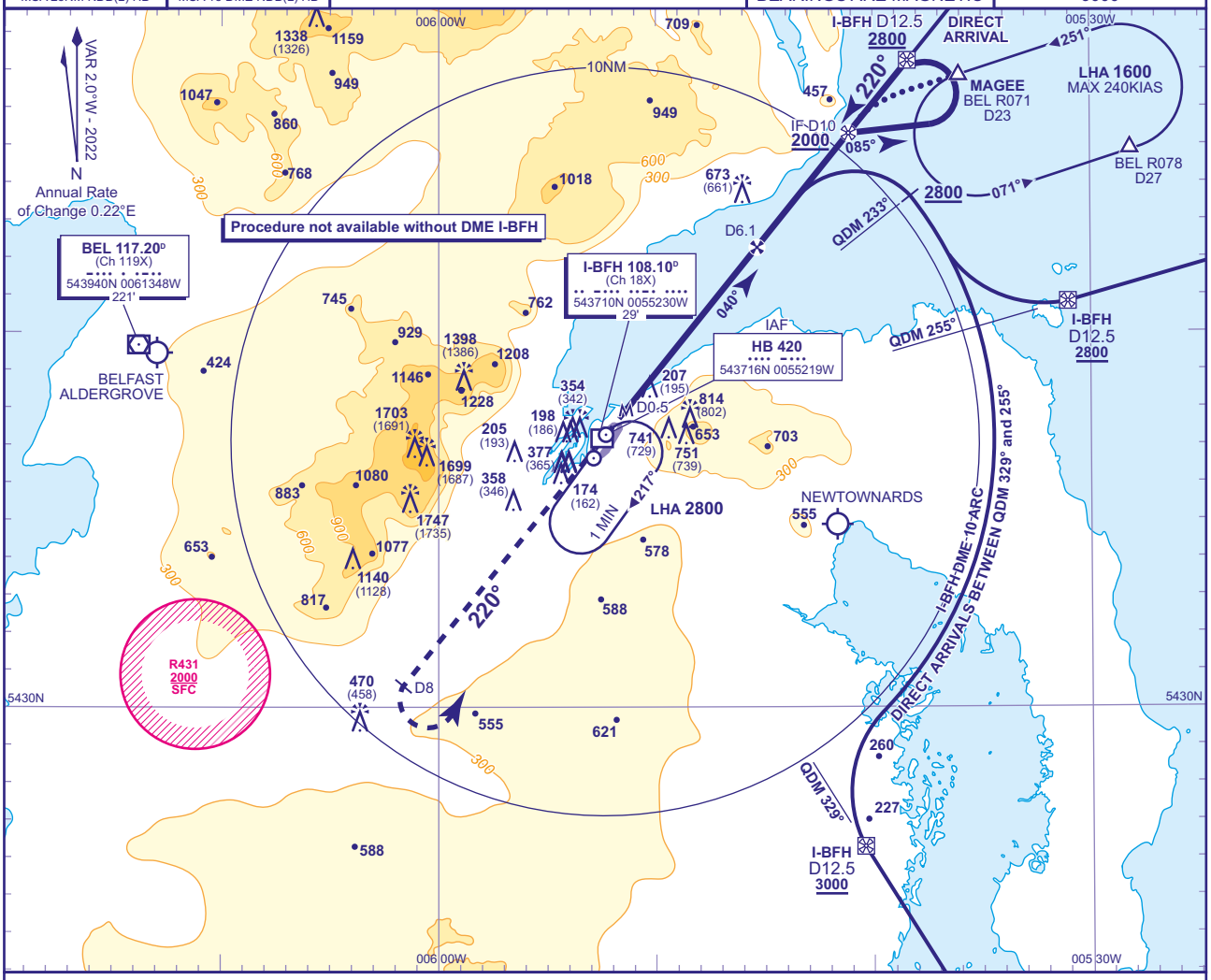
MSA 25NM NDB(L) HB



MSA 15 DME NDB(L) HB

| | | | |
|---|---|---|---|
| APP 130.850 | BELFAST APPROACH | AD ELEVATION | 15 |
| TWR 122.830 | BELFAST TOWER | THR ELEVATION | 12 |
| RAD 134.800 | BELFAST RADAR | OBSTACLE ELEVATION | |
| ATIS 124.580 | BELFAST INFORMATION | **1744 AMSL** (1732) (ABOVE THR) | |
| | | BEARINGS ARE MAGNETIC | |

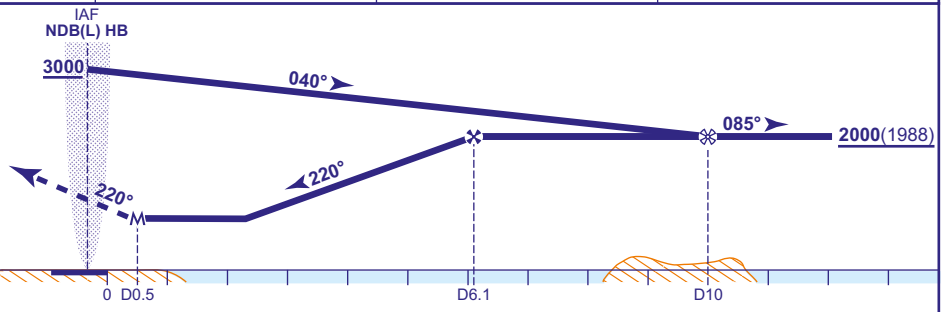
TRANSITION ALTITUDE **6000**




**RECOMMENDED PROFILE** GRADIENT 5.24%, 320FT/NM

| **DME I-BFH** | 6 | 5 | 4 | 3 |
|---|---|---|---|---|
| **ALT**(HGT) | **1990**(1978) | **1670**(1658) | **1350**(1338) | **1030**(1018) |

**MAPt I-BFH DME 0.5**
Climb straight ahead on QDR 220° to **3000** or **I-BFH DME 8** whichever is the earlier then turn left to return to **NDB(L) HB** to enter the hold at **3000** or as directed.




| Aircraft Category | | A | B | C |
|---|---|---|---|---|
| **OCA** (OCH) | **Procedure** | **810**(798) | **810**(798) | **810**(798) |
| **VM(C)OCA** (OCH AAL) | **Total Area** | **1040**(1025) | **1120**(1105) | **1800**(1785) |
| | **Southeast of RWY 04/22** | **1040**(1025) | **1120**(1105) | **1230**(1215) |

| **Rate of descent** | | | | | | |
|---|---|---|---|---|---|---|
| | **G/S KT** | 160 | 140 | 120 | 100 | 80 |
| | **FT/MIN** | 850 | 740 | 640 | 530 | 420 |

**NOTE 1** FAT offset 3° from RWY C/L.
**2** Direct Arrivals available on request to ATC.

**CHANGE (1/25):** BEL VOR RECALIBRATED. MAGEE HOLD REVISED.

AERO INFO DATE 25 OCT 24 AD 2-EGAC-8-6

# EGPL — BENBECULA

## EGPL AD 2.1 AERODROME LOCATION INDICATOR AND NAME

EGPL — BENBECULA

## EGPL AD 2.2 AERODROME GEOGRAPHICAL AND ADMINISTRATIVE DATA

| | | |
|---|---|---|
| 1 | ARP coordinates and site at AD | Lat: 572850N Long: 0072150W<br>Mid point of Runway 06/24 |
| 2 | Direction and distance from city | West side of Isle of Benbecula |
| 3 | Elevation / Reference temperature / Mean Low Temperature | 19 FT / 14 °C / - |
| 4 | Geoid undulation at AD ELEV PSN | 188 FT |
| 5 | Magnetic Variation / Annual Change | 3.17°W (2022) / 0.24°E |
| 6 | AD Administration<br>Address<br>Telephone<br><br><br><br>Telefax | HIAL<br>Benbecula Aerodrome, Balivanich, Western Isles, HS7 5LA.<br>01870-602051 (Administration)<br>01870-604804 (ATC)<br>01870-604818 (MET/AD Info)<br>0141-8427455 (Loganair Operations - Glasgow)<br>01870-604826 (ATC)<br>01870-602278 (AD/Administration)<br>01870-602931 (RFFS) |
| 7 | Type of Traffic permitted (IFR/VFR) | IFR/VFR |
| 8 | Remarks | |

## EGPL AD 2.3 OPERATIONAL HOURS

| | | |
|---|---|---|
| 1 | AD Administration | Mon-Fri 0830-1630 (0730-1530); Sat 0830-0930 (0730-0830), 1015-1145 (0915-1045), 1215-1245 (1115-1145); Sun 1515-1630 (1415-1530). See remarks. |
| 2 | Customs and immigration | By arrangement, 48 HR notice required. |
| 3 | Health and sanitation | |
| 4 | AIS Briefing Office | As AD hours. |
| 5 | ATS Reporting Office (ARO) | As AD hours. |
| 6 | MET Briefing Office | By telephone to Aberdeen MET Office. |
| 7 | ATS | Mon-Fri 0815-1630 (0715-1530); Sat 0815-0915 (0715-0815), 1000-1145 (0900-1045), 1215-1245 (1115-1145); Sun 1500-1630 (1400-1530). See remarks. |
| 8 | Fuelling | |
| 9 | Handling | As AD hours. |
| 10 | Security | As AD hours. |
| 11 | De-icing | As AD Hours. |
| 12 | Remarks | This aerodrome is PPR. 3 hours notice by Tel: 01870-602051 or Fax: 01870-604826. Please see current NOTAMs for any changes to published Operational Hours. |

## EGPL AD 2.4 HANDLING SERVICES AND FACILITIES

| | | |
|---|---|---|
| 1 | Cargo handling facilities | By arrangement with Loganair, Tel: 01870-602310, email: bebcs@loganair.co.uk. |
| 2 | Fuel and oil types | |
| 3 | Fuelling facilities/capacity | |
| 4 | De-icing facilities | By arrangement with Loganair, Tel: 01870-602310, email: bebcs@loganair.co.uk. |
| 5 | Hangar space for visiting aircraft | |
| 6 | Repair facilities for visiting aircraft | |
| 7 | Remarks | Limited aircraft handling is provided by Loganair, Tel: 01870-602310. |

## EGPL AD 2.5 PASSENGER FACILITIES

| | | |
|---|---|---|
| 1 | Hotels | Hotels in vicinity. |
| 2 | Restaurants | Terminal café. |
| 3 | Transportation | Taxis, Car hire and Buses. |
| 4 | Medical facilities | Limited first aid, local doctors and ambulance available. |
| 5 | Bank and Post Office | Bank and Post Office close by in Balivanich. |
| 6 | Tourist Office | |
| 7 | Remarks | |

## EGPL AD 2.6 RESCUE AND FIRE FIGHTING SERVICES

| | | |
|---|---|---|
| 1 | AD category for fire fighting services | RFF Category A4<br>RFF Category 5 accepted by prior arrangement.<br>RFF Category 6 accepted under remission, by prior arrangement. |
| 2 | Rescue equipment | Limited water rescue facilities are available for Runway 06/24 during published opening hours and special/on call openings, subject to serviceability of equipment and times when the weather conditions and sea state are conducive to search operations. Contact: 01870-604820. |
| 3 | Capability for removal of disabled aircraft | Limited. Contact: 01870-604820. |
| 4 | Remarks | |

## EGPL AD 2.7 SEASONAL AVAILABILITY - CLEARING

| | | |
|---|---|---|
| 1 | Type of clearing equipment | Mechanical, chemical de-icing. |
| 2 | Clearance priorities | Standard, see AD 1.2.2. |
| 3 | Remarks | Contact: 01870-604804, Runway 06/24 de-iced with Potassium Formate as required. |

## EGPL AD 2.8 APRONS, TAXIWAYS AND CHECK LOCATIONS/POSITIONS DATA

| | | |
|---|---|---|
| 1 | Apron surface and strength | APRON<br>Surface: Concrete<br>PCN 30/R/B/W/T (108 x 120 M). |
| 2 | Taxiway width, surface and strength | Taxiway MAIN TAXIWAY: 15 M<br>Surface: Concrete<br>PCN 30/R/B/W/T |
| 3 | Altimeter checkpoint location and elevation | Apron 19 FT |
| 4 | VOR checkpoints | |
| 5 | INS checkpoints | |
| 6 | Remarks | |

## EGPL AD 2.9 SURFACE MOVEMENT GUIDANCE AND CONTROL SYSTEM AND MARKINGS

| | | |
|---|---|---|
| 1 | Use of aircraft stand ID signs, TWY guide lines and visual docking/parking guidance system of aircraft stands | |
| 2 | Runway and taxiway markings and lighting | Runway marking aid(s):<br>06/24: Runway threshold, Runway designators, runway centre-line.<br><br>Taxiway marking aid(s):<br>Yellow centre-line |
| 3 | Stop bars and runway guard lights (if any) | 3 RWY guard lights and illuminated signs RWY 06 Hold Alpha. |
| 4 | Other runway protection measures | |
| 5 | Remarks | WDIs RWY 06 THR: 572835.45N 0072213.82W (LGTD); RWY 24: 572858.83N 0072111.44W (LGTD) and 572903.28N 0072136.05W. |

# EGPL AD 2.10 AERODROME OBSTACLES

| In Approach/Take-off areas | | | | | | |
|---|---|---|---|---|---|---|
| **Obstacle ID/ Designation** | **Obstacle Type** | **Obstacle Position** | **Elevation/Height** | | **Obstruction Lighting Type/ Colour** | **Remarks** |
| **1** | **2** | **3** | **4** | | **5** | **6** |
| (EGPL2313) 24/APPROACH 06/ TAKE-OFF | SOUTH LEE | 573421.69N 0070923.22W | 922 FT | | No | |
| (EGPL2500) 24/APPROACH 06/ TAKE-OFF | EAVAL | 573141.34N 0071057.95W | 1138 FT | | No | |
| (EGPL2836) 24/APPROACH 06/ TAKE-OFF | DRDF RAF | 572918.52N 0072059.76W | 37 FT | 25 FT | Yes Red | |
| (EGPL2328) 24/APPROACH 06/ TAKE-OFF | ANEMOMETER | 572859.06N 0072113.12W | 50 FT | 37 FT | Yes Red | |
| (EGPL2800) 24/APPROACH 06/ TAKE-OFF | WINDSLEEVE | 572858.83N 0072111.44W | 41 FT | 29 FT | Yes Red | |
| (EGPL3015) 06/APPROACH 24/ TAKE-OFF | DVOR BEN | 572840.57N 0072155.08W | 46 FT | 31 FT | No | |
| (EGPL3106) 06/APPROACH 24/ TAKE-OFF | ANEMOMETER | 572835.60N 0072218.00W | 51 FT | 35 FT | Yes Red | |
| (EGPL2705) 06/APPROACH 24/ TAKE-OFF | WINDSLEEVE | 572835.45N 0072213.82W | 43 FT | 28 FT | Yes Red | |
| (EGPL2845) 06/APPROACH 24/ TAKE-OFF | VDF | 572835.27N 0072210.82W | 36 FT | 20 FT | Yes Red | |
| (EGPL3013) 06/APPROACH 24/ TAKE-OFF | NDB BBA | 572834.24N 0072209.32W | 52 FT | 36 FT | Yes Red | |
| (EGPL1048) 06/APPROACH 24/ TAKE-OFF | FLOODLIGHT | 572827.66N 0072223.03W | 74 FT | 57 FT | No | |
| (EGPL1034) 06/APPROACH 24/ TAKE-OFF | BUILDING | 572825.62N 0072231.72W | 63 FT | 39 FT | No | |

| In circling area and at aerodrome | | | | | | |
|---|---|---|---|---|---|---|
| **Obstacle ID/ Designation** | **Obstacle Type** | **Obstacle Position** | **Elevation/Height** | | **Obstruction Lighting Type/ Colour** | **Remarks** |
| **1** | **2** | **3** | **4** | | **5** | **6** |
| (EGPL2851) | WINDTURBINE | 573152.34N 0071918.12W | 81 FT | 69 FT | No | |
| (EGPL2852) | WINDTURBINE | 573054.80N 0071816.84W | 119 FT | 90 FT | Yes Red | |
| (EGPL2067) | TERRAIN | 572934.08N 0072129.61W | 58 FT | 1 FT | No | |
| (EGPL1036) | WATERTOWER | 572821.66N 0072227.24W | 98 FT | 70 FT | No | |
| (EGPL2811) | WIND TURBINE | 572819.09N 0072318.04W | 76 FT | 58 FT | No | |
| (EGPL3003) | MAST | 572744.72N 0071939.58W | 174 FT | 46 FT | Yes Red | |
| (EGPL2501) | RUEVAL | 572733.11N 0071744.51W | 407 FT | | No | |
| (EGPL3005) | MAST | 572629.58N 0072149.21W | 102 FT | 67 FT | Yes Red | |
| (EGPL2710) | WIND TURBINE | 572518.27N 0072142.25W | 266 FT | 256 FT | No | |

## EGPL AD 2.11 METEOROLOGICAL INFORMATION PROVIDED

| | | |
|---|---|---|
| 1 | Associated MET Office | MET OFFICE ABERDEEN |
| 2 | Hours of service<br>MET Office outside hour | H24 |
| 3 | Office responsible for TAF preparation<br>Periods of validity | MET OFFICE ABERDEEN<br>9 hours. |
| 4 | Trend forecast<br>Interval of issuance | |
| 5 | Briefing/consultation provided | Telephone. |
| 6 | Flight documentation<br>Language(s) used | Charts abbreviated plain language text. TAFs and METARs.<br>English |
| 7 | Charts and other information available for briefing or consultation | AIRMET. Metforms 214, 215. SIGMET. |
| 8 | Supplementary equipment available for providing information | Fax. Automated information available by telephone 01870-604818, H24 (unverified outside AD hours). |
| 9 | ATS units provided with information | BENBECULA |
| 10 | Additional information (limitation of service, etc.) | Outside AD hours, unverified automatic observations provided by telephone ATIS (see 8). |

## EGPL AD 2.12 RUNWAY PHYSICAL CHARACTERISTICS

| Designations RWY Number | True bearing | Dimensions of RWY | Surface of RWY/ SWY/ Strength | THR co-ordinates/ THR Geoid undulation | THR elevation/ Highest elevation of TDZ of precision APP RWY | Slope of RWY/ SWY |
|---|---|---|---|---|---|---|
| 1 | 2 | 3 | 4 | 5 | 6 | 7 |
| 06 | 055.45° | 1837 x 40 M | RWY surface: Asphalt. Grooved.<br>PCN 26/F/B/X/T | 572837.28N<br>0072225.09W<br>188.2 FT | THR 16.2 FT | |
| 24 | 235.47° | 1837 x 40 M | RWY surface: Asphalt. Grooved.<br>PCN 26/F/B/X/T | 572908.72N<br>0072100.27W<br>188.2 FT | THR 13.4 FT | |

| SWY Dimensions | Clearway Dimensions | Strip Dimensions | RESA Dimensions, Overshoot / Undershoot | Location/ description of arresting system | OFZ | Remarks |
|---|---|---|---|---|---|---|
| 8 | 9 | 10 | 11 | 12 | 13 | 14 |
| | 219 x 140 M | 1917 x 280 M | | | | RWY 06<br><br>Non-precision approach runway.<br><br>Threshold displaced by 119 M. |
| | 149 x 140 M | 1917 x 280 M | | | | RWY 24<br><br>Non-precision approach runway. |

## EGPL AD 2.13 DECLARED DISTANCES

| Runway designator | TORA | TODA | ASDA | LDA | Remarks |
|---|---|---|---|---|---|
| 1 | 2 | 3 | 4 | 5 | 6 |
| 06 | 1837 M | 2056 M | 1837 M | 1717 M | |
| 24 | 1688 M | 1837 M | 1688 M | 1688 M | |

## EGPL AD 2.14 APPROACH AND RUNWAY LIGHTING

| RWY | Approach lighting Type/ Length/ Intensity | Threshold lighting Colour/Wing bars | VASIS/ MEHT/ PAPI/ PAPI Dist from THR | TDZ, lighting Length | Runway Centre Line lighting Length/ Spacing/ Colour/ Intensity | Runway edge lighting Length/ Spacing/ Colour/ Intensity | Runway end lighting Colour/ Wing bars | Stopway lighting Length/ Colour | Remarks |
|---|---|---|---|---|---|---|---|---|---|
| 1 | 2 | 3 | 4 | 5 | 6 | 7 | 8 | 9 | 10 |
| 06 | Centre-line with one crossbar.<br>242 M<br>Light intensity high | Light intensity high<br>Green wingbars | PAPI<br>Left/3°<br>42 FT<br>250 M | | | Elevated<br>Light intensity high | Red | | |
| 24 | Centre-line with one crossbar.<br>342 M<br>Light intensity high | Light intensity high<br>Green wingbars | PAPI<br>Left/3°<br>42 FT<br>255 M | | | Elevated<br>Light intensity high | Red | | |

## EGPL AD 2.15 OTHER LIGHTING, SECONDARY POWER SUPPLY

| | | |
|---|---|---|
| 1 | ABN/IBN location, characteristics and hours of operation | |
| 2 | LDI location and lighting<br>Anemometer location and lighting | Anemometer: RWY 06: 572835.60N 0072218.00W (LGTD), RWY 24: 572859.06N 0072113.12W (LGTD). |
| 3 | TWY edge and centre line lighting | EDGE: Blue edge lights on taxiway and apron edge. |
| 4 | Secondary power supply/switch-over time | Standby Generator/15 seconds. |
| 5 | Remarks | Apron Floodlighting. Obstacle lighting. |

## EGPL AD 2.16 HELICOPTER LANDING AREA

**INTENTIONALLY BLANK**

## EGPL AD 2.17 AIR TRAFFIC SERVICES AIRSPACE

| Designation and lateral limits | Vertical Limits | Airspace Class | ATS unit callsign/ language | Transition Altitude | Hours of applicability | Remarks |
|---|---|---|---|---|---|---|
| 1 | 2 | 3 | 4 | 5 | 6 | 7 |
| BENBECULA ATZ<br>A circle, 2 NM radius, centred at 572850N 0072150W on longest notified runway (06/ 24) | Upper limit:<br>2000 FT AGL<br>Lower limit:<br>SFC | G | BENBECULA APPROACH<br>English | 3000 FT | | |

## EGPL AD 2.18 AIR TRAFFIC SERVICES COMMUNICATION FACILITIES

| Service Designation | Callsign | Channel/ Frequency(MHz) | SATVOICE number(s) | Logon Address | Hours of Operation | Remarks |
|---|---|---|---|---|---|---|
| 1 | 2 | 3 | 4 | 5 | 6 | 7 |
| APP | BENBECULA APPROACH | 119.205<br>DOC 40 NM/ 15,000 FT. | | | Please refer to AD 2.3 Operational hours. | ATZ hours coincident with Approach hours.<br><br>VDF<br>572835.27N 0072210.82W. |

| Service Designation | Callsign | Channel/ Frequency(MHz) | SATVOICE number(s) | Logon Address | Hours of Operation | Remarks |
|---|---|---|---|---|---|---|
| 1 | 2 | 3 | 4 | 5 | 6 | 7 |
| TWR | BENBECULA TOWER | 119.205<br>DOC 40 NM/<br>15,000 FT. | | | Please refer to AD 2.3 Operational hours. | Due to FISO training and maintenance of currency, FISO phraseology may be in use during ATC published hours, with ATC in attendance. ATC service will remain available at all times. Pilots will be advised of periods of FISO training, normally via ATIS.<br><br>VDF<br>572835.27N 0072210.82W. |
| AFIS | BENBECULA INFORMATION | 119.205 | | | By arrangement outside hours of Approach | |
| ATIS | BENBECULA INFORMATION | 129.885 | | | Please refer to AD 2.3 Operational hours. | |
| OTHER | BENBECULA FIRE | 121.600<br>Non-ATS frequency. | | | Available when Fire vehicle attending aircraft on the ground in an emergency. | |

## EGPL AD 2.19 RADIO NAVIGATION AND LANDING AIDS

| Type of Aid CAT of ILS/MLS MAG Var/VOR Declination | Ident | Frequency | Hours of Operation | Position of transmitting antenna coordinates | Elevation of DME transmitting antenna | Remarks |
|---|---|---|---|---|---|---|
| 1 | 2 | 3 | 4 | 5 | 6 | 7 |
| VOR/DME<br>2.11°W (2027)<br>2.4°W (2023) | BEN | 86Y<br>113.950 MHz | H24<br>Hours of operation for aerodrome purposes: Refer to EGPL AD 2.3 Operational hours. | 572840.57N<br>0072155.08W | 46 FT | VOR DOC 60 NM.<br>VOR/DME normally radiates H24. |
| DME | BCL | 18X<br>108.100 MHz | Please refer to AD 2.3 Operational hours. | 572830.37N<br>0072213.10W | 51 FT | DOC 25 NM.<br>Zero range to site.<br>Unlocks may be observed between radials 070 and 080. |
| NDB (L)<br>2.11°W (2027) | BBA | 401.000 kHz | Please refer to AD 2.3 Operational hours. | 572834.24N<br>0072209.32W | | DOC 40 NM.<br>Used as IAP when VOR BEN is not available.<br>Normally radiates H24. |

## EGPL AD 2.20 LOCAL AERODROME REGULATIONS

### 1 AIRPORT REGULATIONS

a) Use of Benbecula aerodrome is subject to standard Terms and Conditions of Use, which can be requested from the aerodrome.
b) High Visibility Clothing is to be worn when airside.
c) Unmanned Air System (UAS) operators should request permission from Benbecula ATS at least 24 hours in advance of the flight within the Flight Restricted Zone (FRZ) to allow sufficient time for impact assessment and NOTAM action.

### 2 GROUND MOVEMENT

Not applicable.

### 3 CAT II/III OPERATIONS

Not applicable.

## 4 WARNINGS

a) Intensive military activity takes place in the vicinity. ATS/ATIS will advise EGD701A-F, EGD701Y and EGD704 activity. Instrument approaches to Runway 06 may not be available or may be restricted during periods of activity. The entry procedure from the BEN VOR and the BBA NDB, for instrument approaches to Runway 24, may not be available or may be restricted during periods of activity.
b) The aerodrome is frequently opened for Air Ambulance and SAR flights outside published hours.
c) The use of the aerodrome is unavailable for 'out of hours' permit holders due to airport security restrictions.
d) All taxiways are closed, except between threshold of Runway 06 and the apron.
e) There are no marked parking stands on the apron due to rapid changes in wind conditions, marshallers will be provided when possible.
f) Grass areas are soft and unsafe. Poor load bearing characteristics may be found on the runway/taxiway strips and the area adjacent to the apron. Only marked taxiway to be used.
g) The apron area is subject to aerodrome security procedures during published hours.
h) Flocks of geese present on, and in fields adjacent to, the aerodrome, all year round.
i) Runway 24 during strong winds, moderate turbulence may be experienced on final between 8 to 4 NM.

## 5 HELICOPTER OPERATIONS

Not applicable.

## 6 USE OF RUNWAYS

a) Whenever weather conditions allow, the preferred runway for landing is Runway 24 and the preferred runway for departure is Runway 06.
b) Runway departure restriction for aircraft requiring the use of a licensed aerodrome:

i. **Runway 06/24**. Except where an AOC holder has a less restrictive State authorised take-off minima, departures in RVR conditions of less than 400 M are not permitted

## 7 TRAINING

a) Training flights are subject to prior approval and acceptance by ATC.

# EGPL AD 2.21 NOISE ABATEMENT PROCEDURES

Not applicable.

# EGPL AD 2.22 FLIGHT PROCEDURES

## 1 INSTRUMENT APPROACH PROCEDURES

a) Instrument Approach Procedures (IAP) for this aerodrome are established outside controlled airspace. See ENR 1.5

## 2 NORTH ATLANTIC DEPARTURES

a) Due to the proximity of the Shanwick Oceanic boundary to Benbecula, pilots must consider time scales for submitting an ’RCL’. Refer to ENR 2.2, paragraph 3.8.2 for details.

## 3 AIR TRAFFIC SERVICES OUTSIDE CONTROLLED AIRSPACE

a) During notified ATC Hours of service:

i. A procedural service will be routinely applied for IFR flights. Pilots will be expected to accept levels, radials, tracks and/or time allocation.
ii. A basic service will be applied to VFR flights. IFR flights may request a basic service.

b) Outside notified ATC Hours of service:

i. A basic service will be applied to SAR and Ambulance flights by a Flight Information Service Officer.

## 4 VISUAL REFERENCE POINTS (VRP)

a) Details of VRPs are available in the consolidated 'Visual Reference Points List' published on the 'Digital Dataset' page of the NATS AIS website, www.nats.aero/ais.

## 5 CIRCUITS

a) Circuit Height: 1000 FT AAL unless instructed by ATC.
b) Circuit Directions: Runway 06 - LH; Runway 24 - RH.

c) Joining instructions as instructed by ATC.

## EGPL AD 2.23 ADDITIONAL INFORMATION

a) Aircraft operators are responsible for the searching of any aircraft parked either overnight or within the demarcated area prior to departure.

## EGPL AD 2.24 CHARTS RELATED TO AN AERODROME

AERODROME CHART - ICAO
AD 2.EGPL-2-1
INSTRUMENT APPROACH CHART VOR/DME RWY 06 - ICAO
AD 2.EGPL-8-1
INSTRUMENT APPROACH CHART VOR RWY 06 - ICAO
AD 2.EGPL-8-2
INSTRUMENT APPROACH CHART NDB(L)/DME RWY 06 - ICAO
AD 2.EGPL-8-3
INSTRUMENT APPROACH CHART NDB(L) RWY 06 - ICAO
AD 2.EGPL-8-4
INSTRUMENT APPROACH CHART VOR/DME Z RWY 24 - ICAO
AD 2.EGPL-8-5
INSTRUMENT APPROACH CHART VOR/DME Y RWY 24 - ICAO
AD 2.EGPL-8-6
INSTRUMENT APPROACH CHART NDB(L)/DME Z RWY 24 - ICAO
AD 2.EGPL-8-7
INSTRUMENT APPROACH CHART NDB(L)/DME Y RWY 24 - ICAO
AD 2.EGPL-8-8

## EGPL AD 2.25 VISUAL SEGMENT SURFACE (VSS) PENETRATION

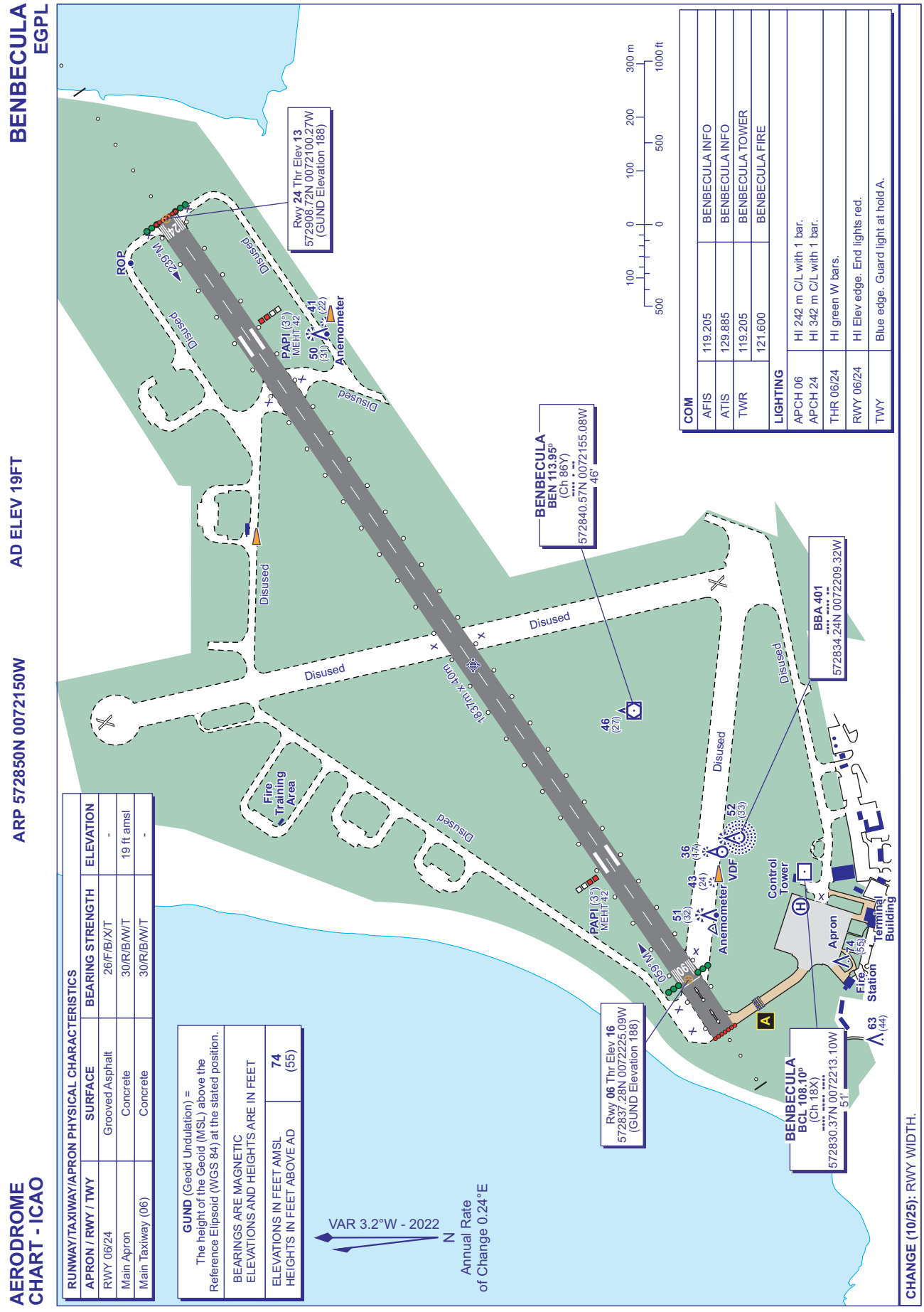
Not applicable

# AERODROME CHART - ICAO

## BENBECULA EGPL

ARP 572850N 0072150W

AD ELEV 19FT




| COM | | |
|---|---|---|
| AFIS | 119.205 | BENBECULA INFO |
| ATIS | 129.885 | BENBECULA INFO |
| TWR | 119.205 | BENBECULA TOWER |
| | 121.600 | BENBECULA FIRE |

| LIGHTING | |
|---|---|
| APCH 06 | HI 242 m C/L with 1 bar. |
| APCH 24 | HI 342 m C/L with 1 bar. |
| THR 06/24 | HI green W bars. |
| RWY 06/24 | HI Elev edge. End lights red. |
| TWY | Blue edge. Guard light at hold A. |

| RUNWAY/TAXIWAY/APRON PHYSICAL CHARACTERISTICS | | | |
|---|---|---|---|
| APRON / RWY / TWY | SURFACE | BEARING STRENGTH | ELEVATION |
| RWY 06/24 | Grooved Asphalt | 26/F/B/X/T | - |
| Main Apron | Concrete | 30/R/B/W/T | 19 ft amsl |
| Main Taxiway (06) | Concrete | 30/R/B/W/T | - |

**GUND** (Geoid Undulation) = The height of the Geoid (MSL) above the Reference Elipsoid (WGS 84) at the stated position.

BEARINGS ARE MAGNETIC
ELEVATIONS AND HEIGHTS ARE IN FEET

| | |
|---|---|
| ELEVATIONS IN FEET AMSL | 74 |
| HEIGHTS IN FEET ABOVE AD | (55) |

**CHANGE (10/25):** RWY WIDTH.

AERO INFO DATE 09 JUL 25

AD 2-EGPL-2-1

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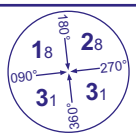
# INSTRUMENT APPROACH CHART - ICAO

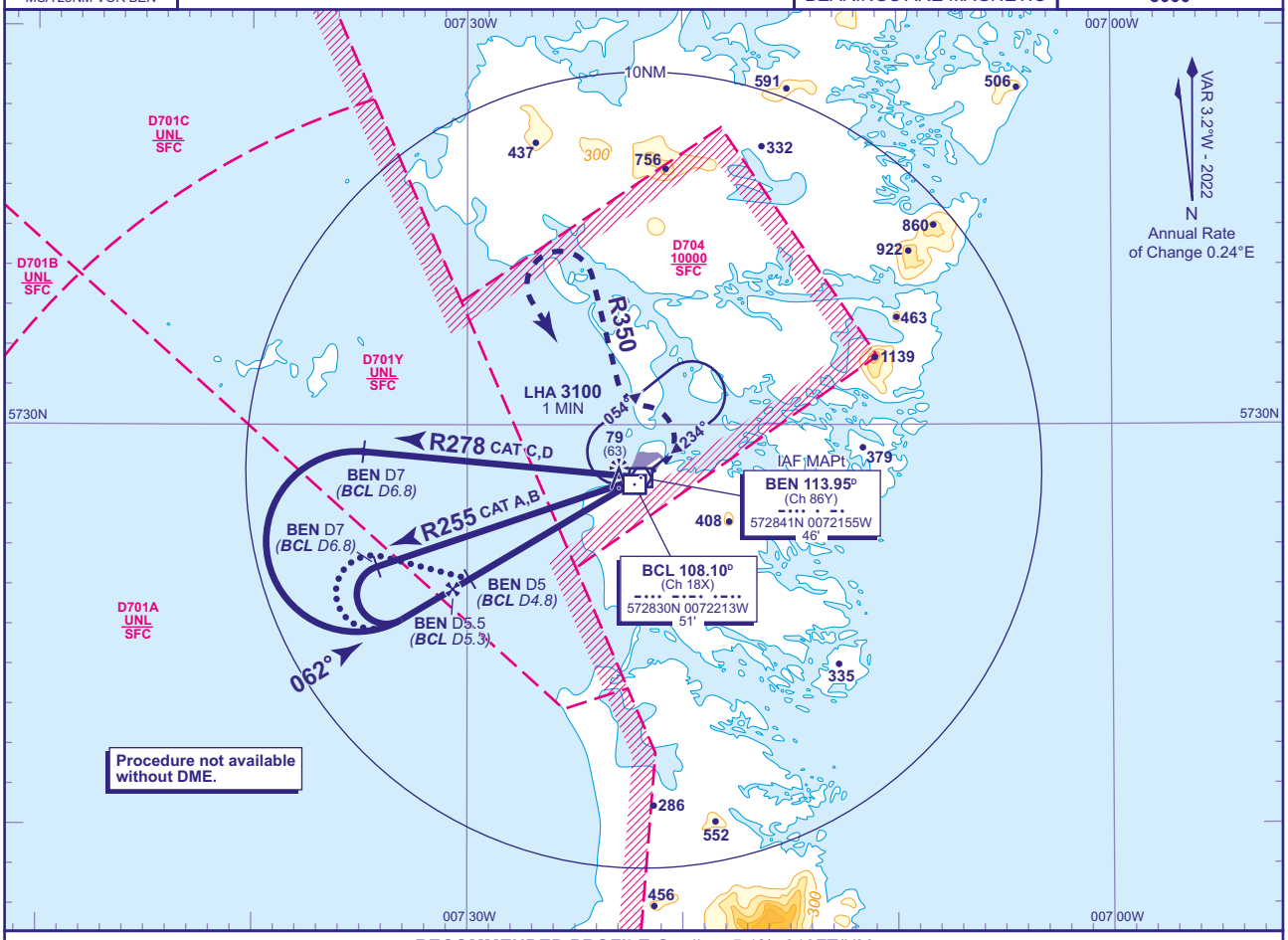
## BENBECULA VOR/DME RWY 06
(ACFT CAT A,B,C,D)



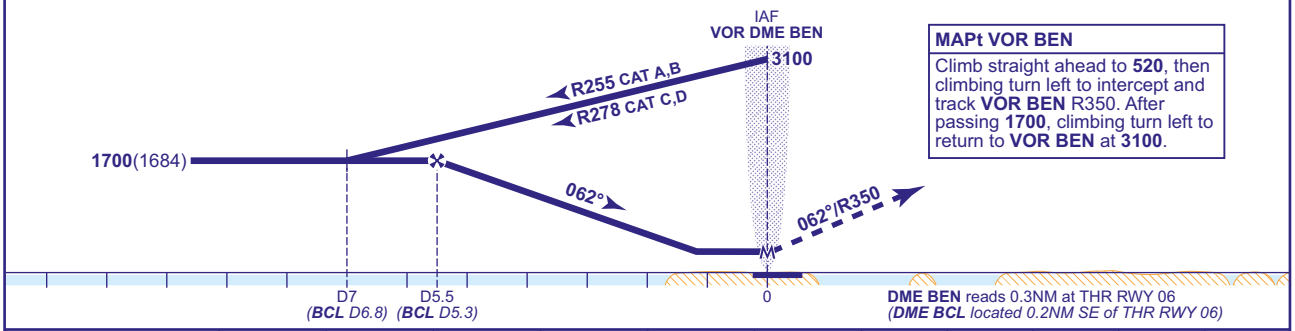
MSA 25NM VOR BEN

| | | | | | |
|---|---|---|---|---|---|
| APP | 119.205 | BENBECULA APPROACH | AD ELEVATION | 19 |
| TWR | 119.205 | BENBECULA TOWER | THR ELEVATION | 16 |
| AFIS | 119.205 | BENBECULA INFORMATION | OBSTACLE ELEVATION | 79 AMSL (63)(ABOVE THR) |
| ATIS | 129.885 | BENBECULA INFORMATION | BEARINGS ARE MAGNETIC | |

TRANSITION ALTITUDE **3000**




| RECOMMENDED PROFILE Gradient 5.1%, 310FT/NM | | | | |
|---|---|---|---|---|
| **DME BEN** (BCL) | 5(4.8) | 4(3.8) | 3(2.8) | 2(1.8) |
| **ALT**(HGT) | **1540**(1524) | **1230**(1214) | **920**(904) | **610**(594) |




**MAPt VOR BEN**
Climb straight ahead to **520**, then climbing turn left to intercept and track **VOR BEN** R350. After passing **1700**, climbing turn left to return to **VOR BEN** at **3100**.

| Aircraft Category | | A | B | C | D |
|---|---|---|---|---|---|
| **OCA** (OCH) | **Procedure** | **360**(344) | **360**(344) | **360**(344) | **360**(344) |
| **VM(C)OCA** (OCH AAL) | **Total Area** | **470**(451) | **710**(691) | **810**(791) | **810**(791) |

| Rate of descent | | | | | | |
|---|---|---|---|---|---|---|
| **G/S KT** | 160 | 140 | 120 | 100 | 80 |
| **FT/MIN** | 830 | 720 | 620 | 520 | 410 |

**ALTERNATIVE PROCEDURE** (PROCEDURE TURN REVERSAL)
Overhead VOR DME BEN (IAF) at **3100**, fly outbound on R242 descending to **1700**(1684). At BEN DME 5 (BCL D4.8) procedure turn right onto extended FAT. When established, continue as for main procedure.

**NOTES**
1 FAT is offset 4.3° from RWY 06 C/L.
2 Procedures interact with Danger Areas EGD701A, 701B, 701C, 701Y and EGD704. Procedures available subject to ATC permission.
3 Base Turn and Procedure Turn for CAT C and D aircraft are based on 250KIAS to accommodate military aircraft.

**CHANGE (5/25):** RUNWAY 17/35 WITHDRAWN.

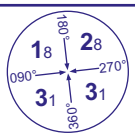
AERO INFO DATE 18 FEB 25

AD 2-EGPL-8-1

## INSTRUMENT APPROACH CHART - ICAO

# BENBECULA VOR RWY 06

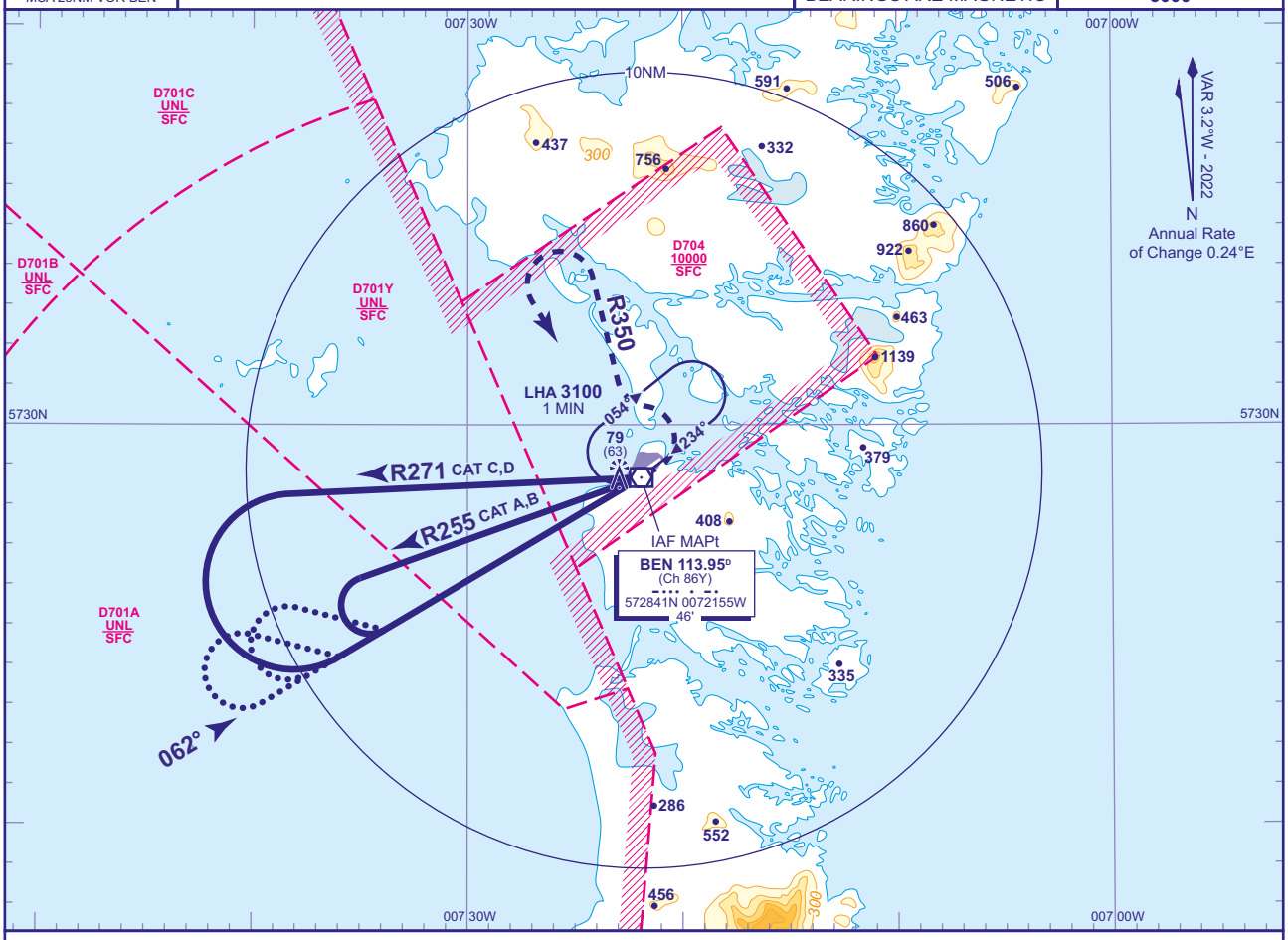
(ACFT CAT A,B,C,D)

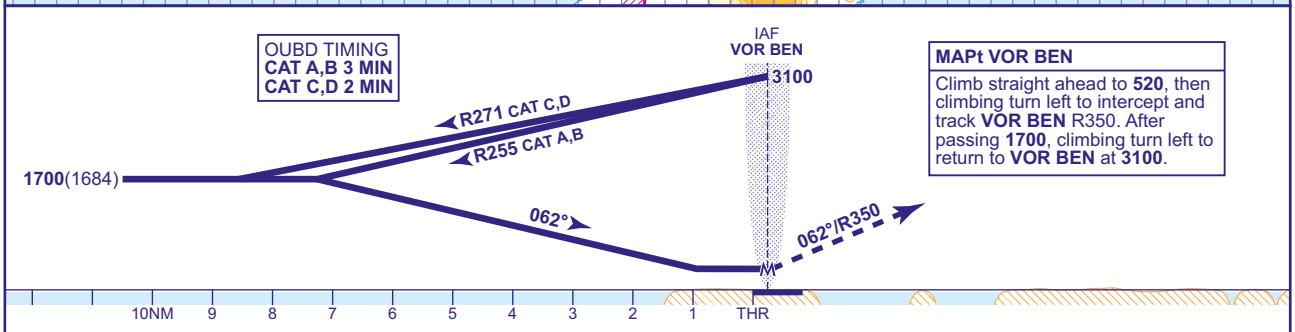



MSA 25NM VOR BEN

| | | | | | |
|---|---|---|---|---|---|
| APP | 119.205 | BENBECULA APPROACH | AD ELEVATION | 19 |
| TWR | 119.205 | BENBECULA TOWER | THR ELEVATION | 16 |
| AFIS | 119.205 | BENBECULA INFORMATION | OBSTACLE ELEVATION | 79 AMSL (63)(ABOVE THR) |
| ATIS | 129.885 | BENBECULA INFORMATION | BEARINGS ARE MAGNETIC | |

TRANSITION ALTITUDE **3000**




**MAPt VOR BEN**

Climb straight ahead to **520**, then climbing turn left to intercept and track **VOR BEN** R350. After passing **1700**, climbing turn left to return to **VOR BEN** at **3100**.

| Aircraft Category | | A | B | C | D |
|---|---|---|---|---|---|
| **OCA** (OCH) | **Procedure** | **410**(394) | **410**(394) | **410**(394) | **410**(394) |
| **VM(C)OCA** (OCH AAL) | **Total Area** | **470**(451) | **710**(691) | **810**(791) | **810**(791) |

**ALTERNATIVE PROCEDURE** (PROCEDURE TURN REVERSAL)
Overhead VOR BEN (IAF) at **3100**, fly outbound on R242 descending to **1700**(1684). For CAT A,B 3MIN and CAT C,D 2MIN prior to procedure turn right, when established on FAT descend to MDH.

**NOTES**
**1** FAT is offset 4.3° from RWY 06 C/L.
**2** Procedures interact with Danger Areas EGD701A, 701B, 701C, 701Y and EGD704. Procedure available subject to ATC permission.
**3** Base Turn and Procedure Turn for CAT C and D aircraft are based on 250KIAS to accommodate military aircraft.

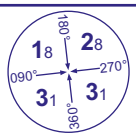
**CHANGE (5/25):** RUNWAY 17/35 WITHDRAWN.

AERO INFO DATE 18 FEB 25

AD 2-EGPL-8-2

# INSTRUMENT APPROACH CHART - ICAO

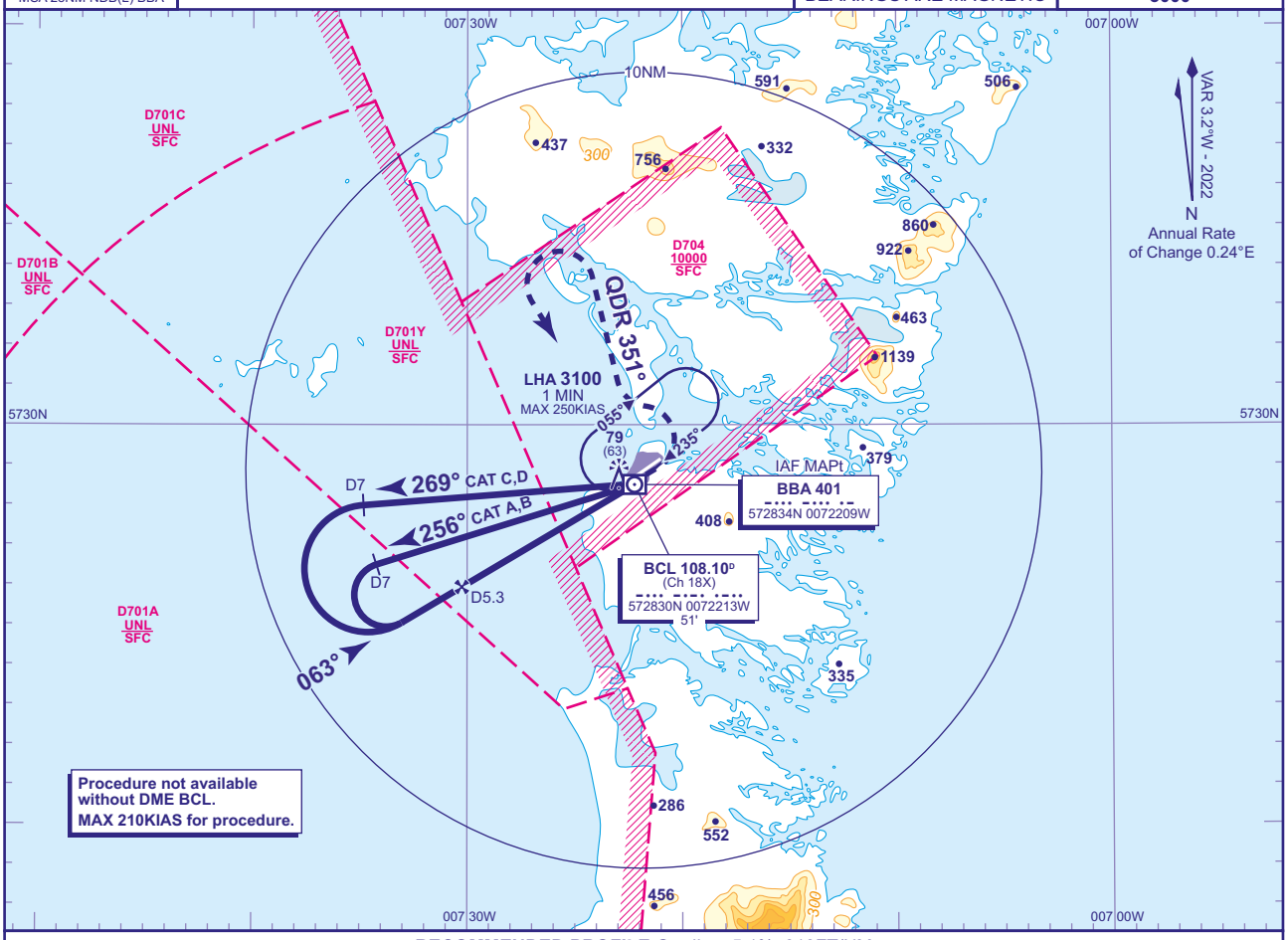
## BENBECULA NDB(L)/DME RWY 06
(ACFT CAT A,B,C,D)




MSA 25NM NDB(L) BBA

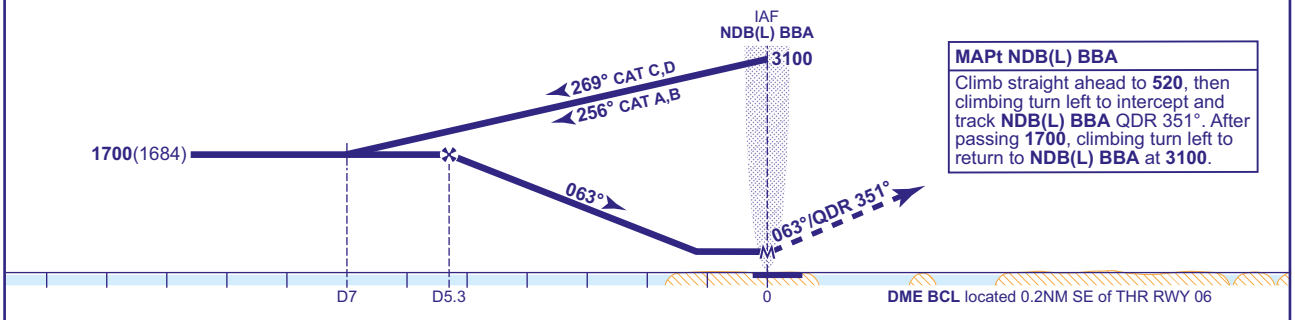
| | | | | | |
|---|---|---|---|---|---|
| APP | 119.205 | BENBECULA APPROACH | AD ELEVATION | 19 |
| TWR | 119.205 | BENBECULA TOWER | THR ELEVATION | 16 |
| AFIS | 119.205 | BENBECULA INFORMATION | OBSTACLE ELEVATION | 79 AMSL (63)(ABOVE THR) |
| ATIS | 129.885 | BENBECULA INFORMATION | BEARINGS ARE MAGNETIC | |

TRANSITION ALTITUDE **3000**




**RECOMMENDED PROFILE** Gradient 5.1%, 310FT/NM

| DME BCL | 5 | 4 | 3 | 2 | 1 |
|---|---|---|---|---|---|
| **ALT**(HGT) | **1610**(1594) | **1300**(1284) | **990**(974) | **680**(664) | **370**(354) |




**MAPt NDB(L) BBA**

Climb straight ahead to **520**, then climbing turn left to intercept and track **NDB(L) BBA** QDR 351°. After passing **1700**, climbing turn left to return to **NDB(L) BBA** at **3100**.

| Aircraft Category | | A | B | C | D |
|---|---|---|---|---|---|
| **OCA** (OCH) | **Procedure** | **360**(344) | **360**(344) | **360**(344) | **360**(344) |
| **VM(C)OCA** (OCH AAL) | **Total Area** | **470**(451) | **710**(691) | **810**(791) | **810**(791) |

| Rate of descent | G/S KT | 160 | 140 | 120 | 100 | 80 |
|---|---|---|---|---|---|---|
| | FT/MIN | 830 | 720 | 620 | 520 | 410 |

**NOTES** 1 FAT is offset 4.4° from RWY 06 C/L.
2 Procedures interact with Danger Areas EGD701A, 701B, 701C, 701Y and EGD704. Procedure available subject to ATC permission.

**CHANGE (5/25):** RUNWAY 17/35 WITHDRAWN.

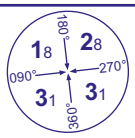
AERO INFO DATE 18 FEB 25

AD 2-EGPL-8-3

## INSTRUMENT APPROACH CHART - ICAO

# BENBECULA NDB(L) RWY 06

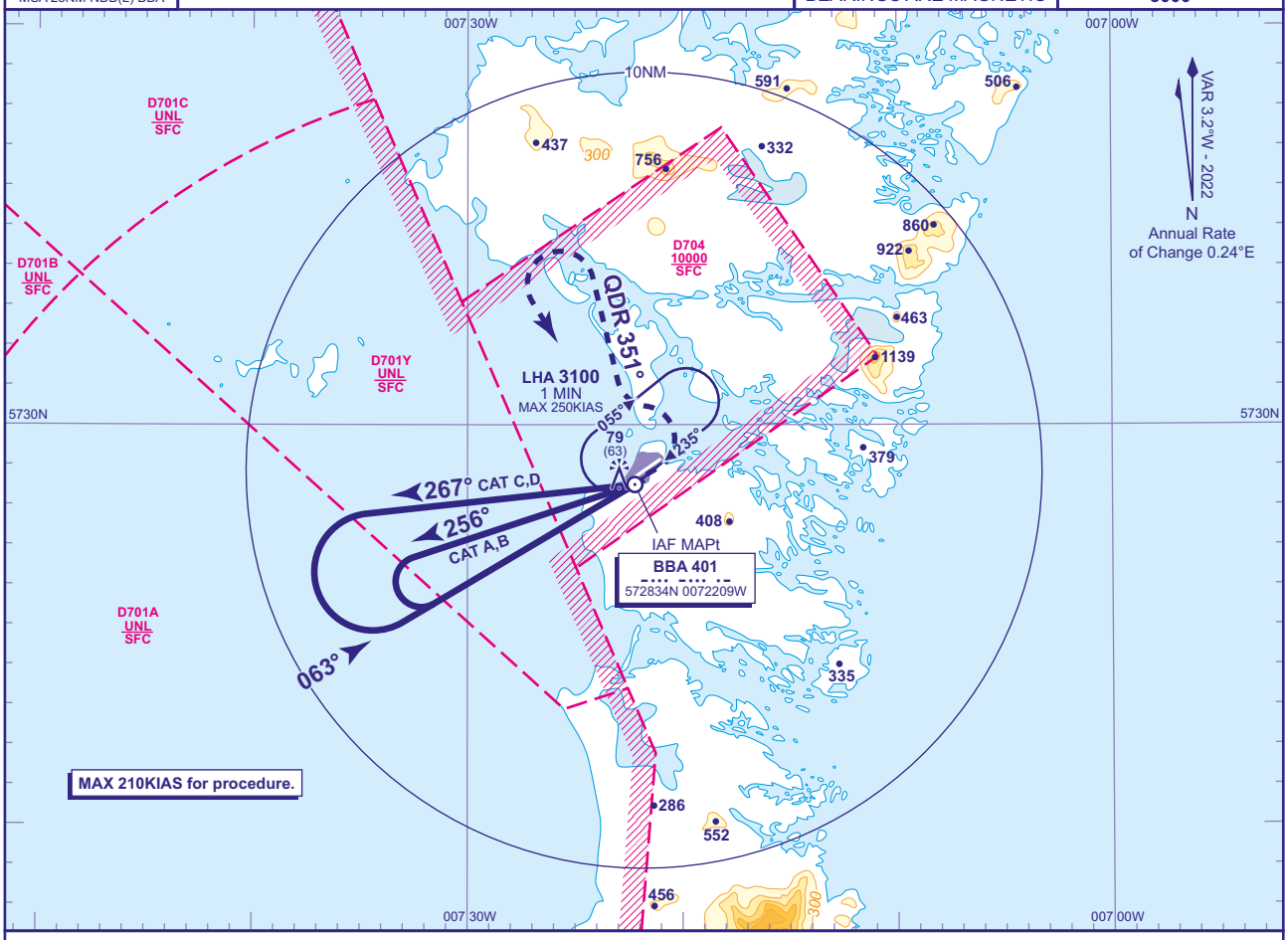
(ACFT CAT A,B,C,D)

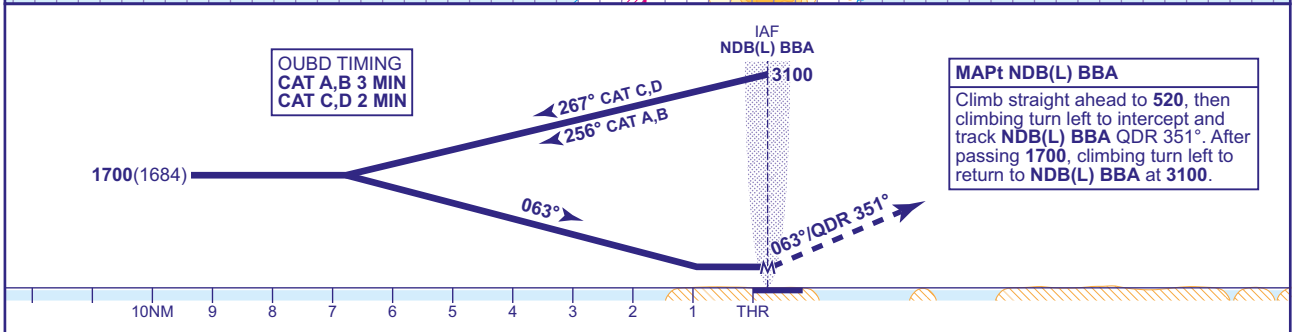



MSA 25NM NDB(L) BBA

| | | | | | |
|---|---|---|---|---|---|
| APP | 119.205 | BENBECULA APPROACH | AD ELEVATION | 19 |
| TWR | 119.205 | BENBECULA TOWER | THR ELEVATION | 16 |
| AFIS | 119.205 | BENBECULA INFORMATION | OBSTACLE ELEVATION | 79 AMSL (63)(ABOVE THR) |
| ATIS | 129.885 | BENBECULA INFORMATION | BEARINGS ARE MAGNETIC | |

TRANSITION ALTITUDE **3000**




**MAPt NDB(L) BBA**

Climb straight ahead to **520**, then climbing turn left to intercept and track **NDB(L) BBA** QDR 351°. After passing **1700**, climbing turn left to return to **NDB(L) BBA** at **3100**.

| Aircraft Category | | A | B | C | D |
|---|---|---|---|---|---|
| OCA (OCH) | Procedure | **410**(394) | **410**(394) | **410**(394) | **410**(394) |
| VM(C)OCA (OCH AAL) | Total Area | **470**(451) | **710**(691) | **810**(791) | **810**(791) |

**NOTES** **1** FAT is offset 4.4° from RWY 06 C/L.
**2** Procedures interact with Danger Areas EGD701A, 701B, 701C, 701Y and EGD704. Procedure available subject to ATC permission.

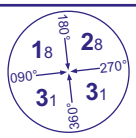
**CHANGE (5/25):** RUNWAY 17/35 WITHDRAWN.

AERO INFO DATE 18 FEB 25

AD 2-EGPL-8-4

# INSTRUCTION APPROACH CHART - ICAO

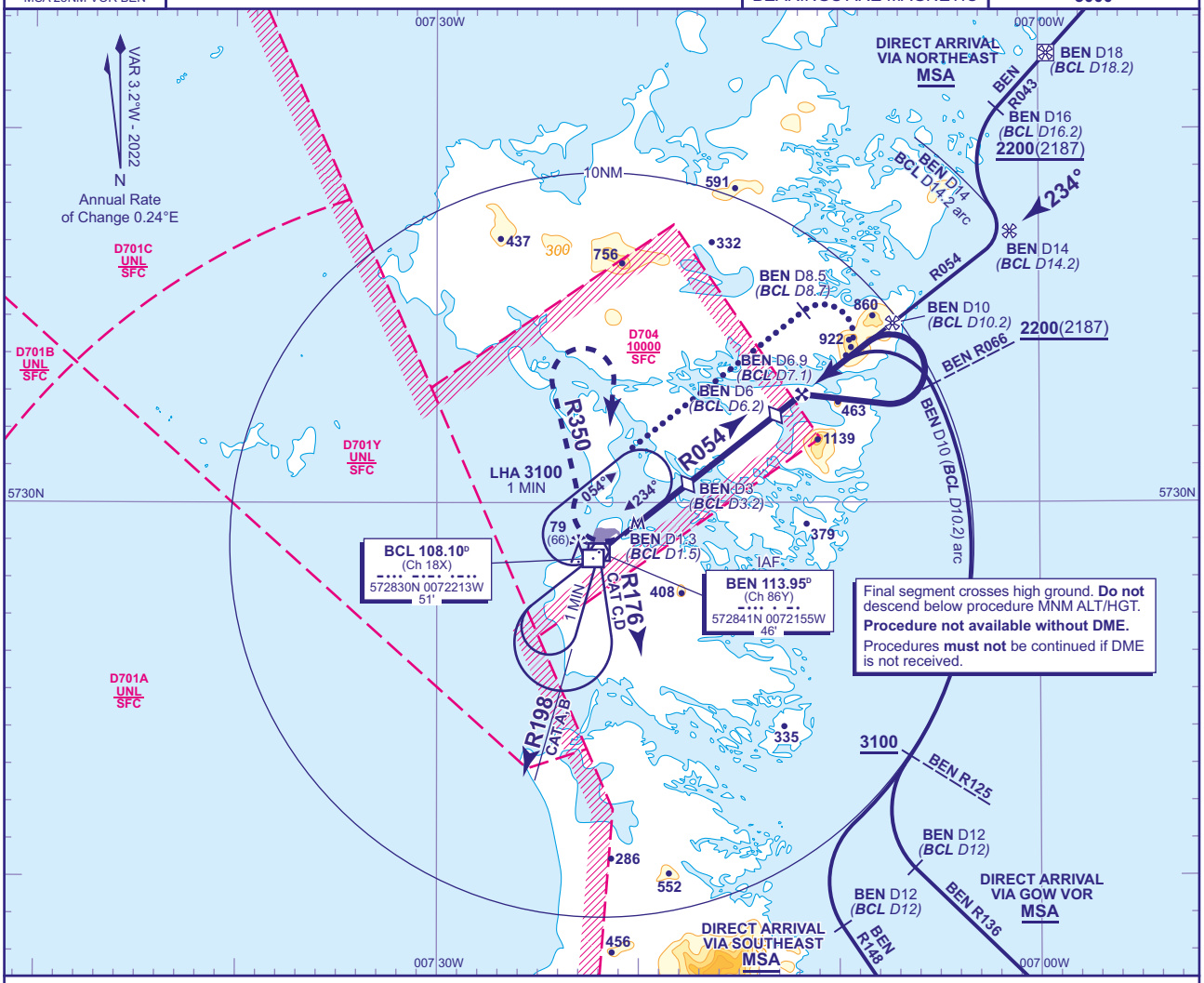
## BENBECULA VOR/DME Z RWY 24
(ACFT CAT A,B,C,D)



MSA 25NM VOR BEN

| | | | | | |
|---|---|---|---|---|---|
| APP | 119.205 | BENBECULA APPROACH | AD ELEVATION | 19 |
| TWR | 119.205 | BENBECULA TOWER | THR ELEVATION | 13 |
| AFIS | 119.205 | BENBECULA INFORMATION | OBSTACLE ELEVATION | 79 AMSL (66)(ABOVE THR) |
| ATIS | 129.885 | BENBECULA INFORMATION | BEARINGS ARE MAGNETIC | |

TRANSITION ALTITUDE **3000**

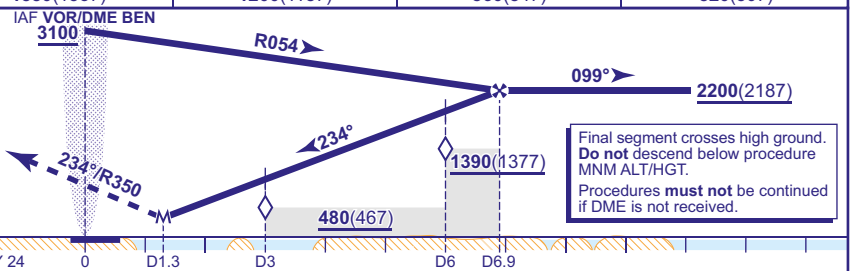



**RECOMMENDED PROFILE** Gradient 5.7%, 344FT/NM

| | | | | | |
|---|---|---|---|---|---|
| **DME BEN** (BCL) | 6 (6.2) **(SDF)** | 5 (5.2) | 4 (4.2) | 3 (3.2) **(SDF)** | 2 (2.2) |
| **ALT**(HGT) | **1890**(1877) | **1550**(1537) | **1200**(1187) | **860**(847) | **520**(507) |

**MAPt BEN DME 1.3** (BCL D1.5)

**Danger Areas Active:**
Climb straight ahead to **520**, then climbing turn right to intercept and track **VOR BEN** R350. After passing **1700**, climbing turn right to return to **VOR BEN** at **3100**.
**Note**: No turns permitted before MAPt.




**DME BEN** reads 0.7NM at THR RWY 24
*(**DME BCL** reads 0.9NM at THR RWY 24)*

| Aircraft Category | | A | B | C | D |
|---|---|---|---|---|---|
| **OCA** (OCH) | **Procedure** | **340**(327) | **340**(327) | **340**(327) | **340**(327) |
| **VM(C)OCA** (OCH AAL) | **Total Area** | **470**(451) | **710**(691) | **810**(791) | **810**(791) |

| Rate of descent | | | | | | |
|---|---|---|---|---|---|---|
| **G/S KT** | 160 | 140 | 120 | 100 | 80 |
| **FT/MIN** | 920 | 800 | 690 | 570 | 460 |

**ALTERNATIVE PROCEDURE** EXTENDED HOLDING PATTERN Overhead VOR DME BEN in holding pattern, turn right and descend on extended outbound leg to **2200**. At BEN DME 8.5 (BCL D8.7) turn right to intercept FAT. When established, continue as for main procedure.

**NOTES**
1 FAT is offset 3.7° from RWY 24 C/L.
2 Procedures interact with Danger Areas EGD701A, 701B, 701C, 701Y and EGD704. Procedures available subject to ATC permission.
3 Unlocks of BCL DME may be observed between 070 and 080.
4 To commence procedure from hold, overhead VOR DME BEN, fly baseturn manoeuvre on CAT A,B R198, CAT C,D R176 for 1 MIN then turn right to return to the facility on 054° **not below 3100**.

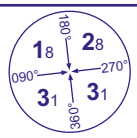
**CHANGE (5/25):** RUNWAY 17/35 WITHDRAWN.

AERO INFO DATE 18 FEB 25

AD 2-EGPL-8-5

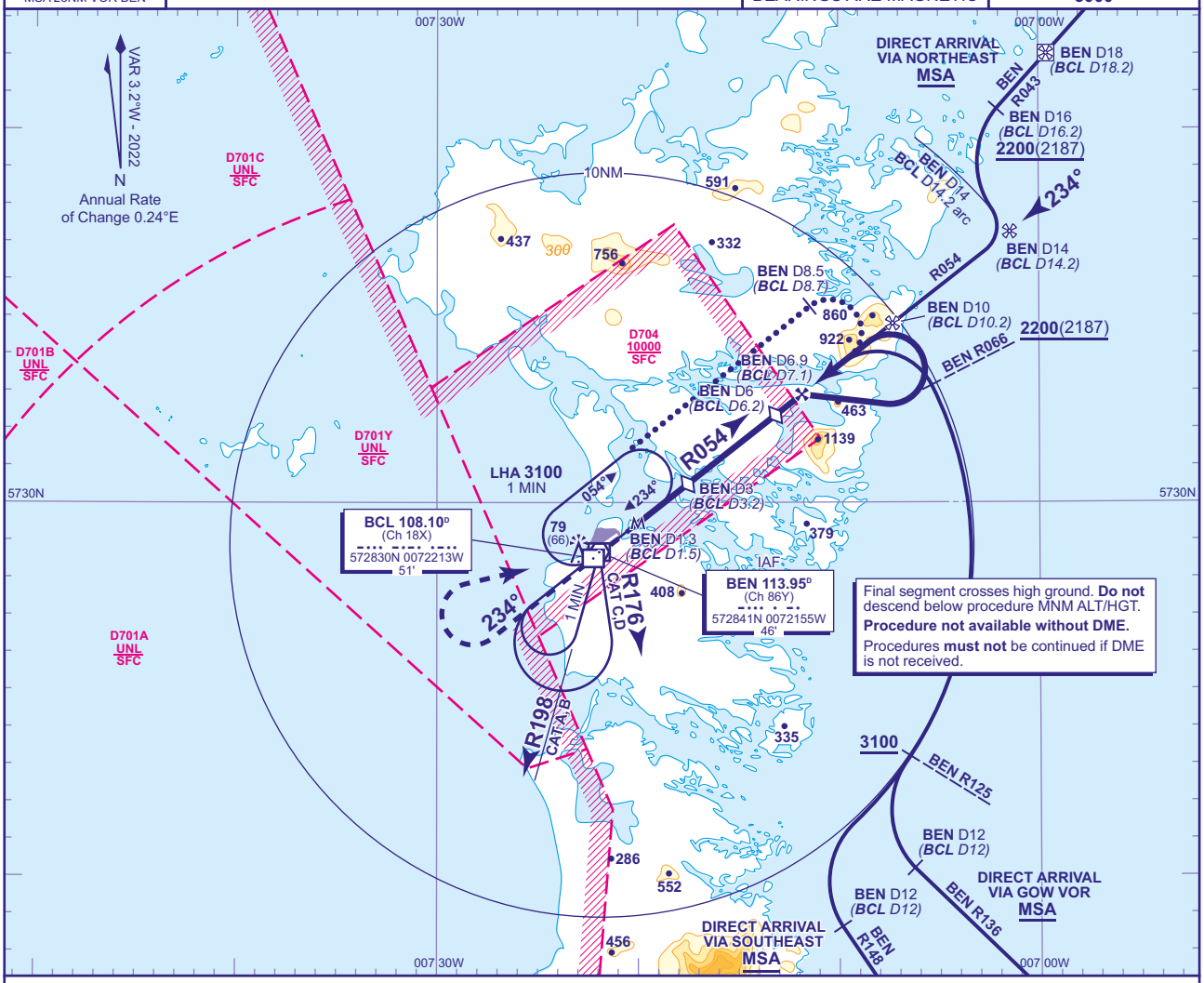
## INSTRUMENT APPROACH CHART - ICAO

# BENBECULA VOR/DME Y RWY 24
(ACFT CAT A,B,C,D)



MSA 25NM VOR BEN

| | | | | | |
|---|---|---|---|---|---|
| APP | 119.205 | BENBECULA APPROACH | AD ELEVATION | 19 | TRANSITION ALTITUDE 3000 |
| TWR | 119.205 | BENBECULA TOWER | THR ELEVATION | 13 | |
| AFIS | 119.205 | BENBECULA INFORMATION | OBSTACLE ELEVATION 79 AMSL (66)(ABOVE THR) | | |
| ATIS | 129.885 | BENBECULA INFORMATION | BEARINGS ARE MAGNETIC | | |

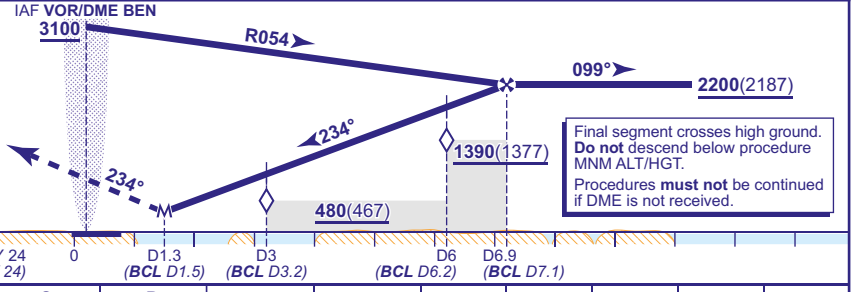



**RECOMMENDED PROFILE** Gradient 5.7%, 344FT/NM

| | | | | | |
|---|---|---|---|---|---|
| **DME BEN** (BCL) | 6 (6.2) **(SDF)** | 5 (5.2) | 4 (4.2) | 3 (3.2) **(SDF)** | 2 (2.2) |
| **ALT**(HGT) | **1890**(1877) | **1550**(1537) | **1200**(1187) | **860**(847) | **520**(507) |

**MAPt BEN DME 1.3** (BCL D1.5)

**Danger Areas Not Active:**
Climb straight ahead to **1700**. At **1700**, turn right to return to **VOR BEN** at **3100**.
**Note**: No turns permitted before MAPt.




| Aircraft Category | | A | B | C | D |
|---|---|---|---|---|---|
| **OCA** (OCH) | **Procedure** | **340**(327) | **340**(327) | **340**(327) | **340**(327) |
| **VM(C)OCA** (OCH AAL) | **Total Area** | **470**(451) | **710**(691) | **810**(791) | **810**(791) |

| Rate of descent | | | | | | |
|---|---|---|---|---|---|---|
| **G/S KT** | 160 | 140 | 120 | 100 | 80 |
| **FT/MIN** | 920 | 800 | 690 | 570 | 460 |

**ALTERNATIVE PROCEDURE** EXTENDED HOLDING PATTERN Overhead VOR DME BEN in holding pattern, turn right and descend on extended outbound leg to **2200**. At BEN DME 8.5 (BCL D8.7) turn right to intercept FAT. When established, continue as for main procedure.

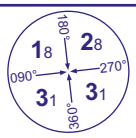
**NOTES**
1 FAT is offset 3.7° from RWY 24 C/L.
2 Procedures interact with Danger Areas EGD701A, 701B, 701C, 701Y and EGD704. Procedure available subject to ATC permission.
3 Unlocks of BCL DME may be observed between 070 and 080.
4 To commence procedure from hold, overhead VOR DME BEN, fly baseturn manoeuvre on CAT A,B R198, CAT C,D R176 for 1 MIN then turn right to return to the facility on 054° **not below 3100**.

**CHANGE (5/25):** RUNWAY 17/35 WITHDRAWN.

AERO INFO DATE 18 FEB 25 AD 2-EGPL-8-6

## INSTRUMENT APPROACH CHART - ICAO

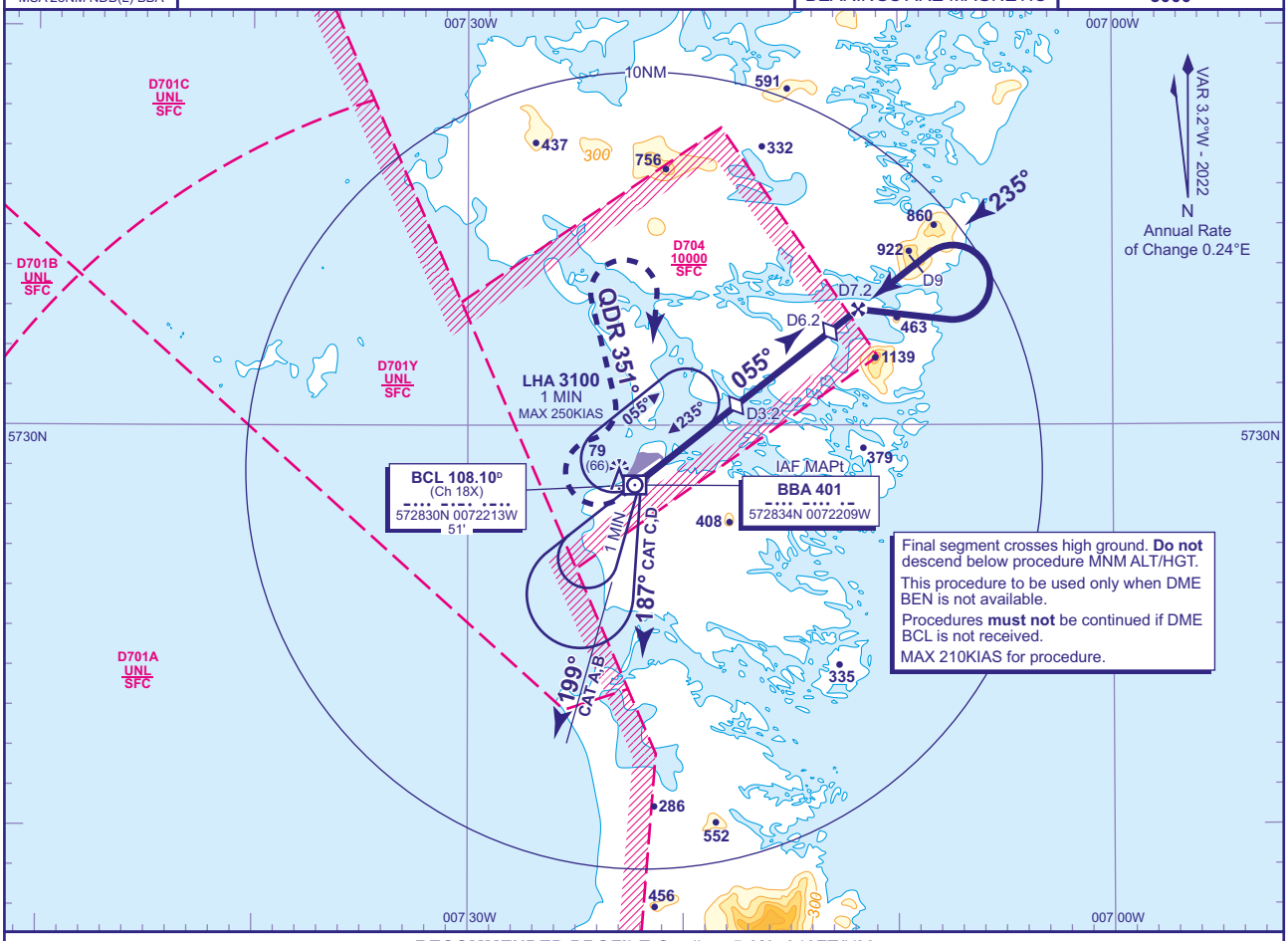
# BENBECULA NDB(L)/DME Z RWY 24
(ACFT CAT A,B,C,D)




MSA 25NM NDB(L) BBA

| | | | | | |
|---|---|---|---|---|---|
| APP | 119.205 | BENBECULA APPROACH | AD ELEVATION | 19 | |
| TWR | 119.205 | BENBECULA TOWER | THR ELEVATION | 13 | |
| AFIS | 119.205 | BENBECULA INFORMATION | OBSTACLE ELEVATION | 79 AMSL (66)(ABOVE THR) | |
| ATIS | 129.885 | BENBECULA INFORMATION | BEARINGS ARE MAGNETIC | | |

TRANSITION ALTITUDE **3000**

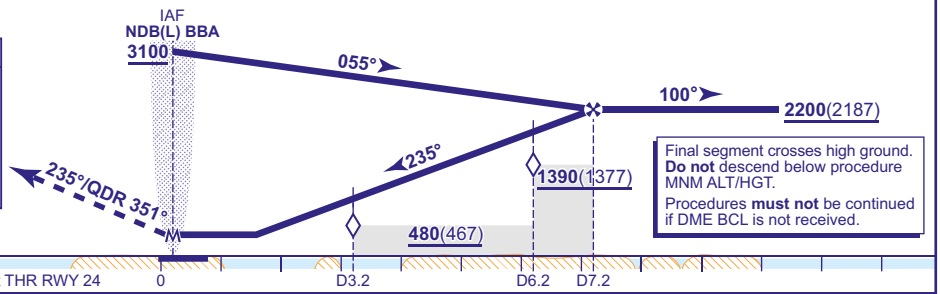



**RECOMMENDED PROFILE** Gradient 5.6%, 340FT/NM

| DME BCL | 7 | 6.2 (SDF) | 6 | 5 | 4 | 3.2 (SDF) | 3 | 2 |
|---|---|---|---|---|---|---|---|---|
| ALT(HGT) | **2130**(2117) | **1860**(1847) | **1790**(1777) | **1450**(1437) | **1110**(1097) | **840**(827) | **770**(757) | **430**(417) |

**MAPt NDB(L) BBA**

**Danger Areas Active:**
Climb straight ahead to **520**, then climbing turn right to intercept and track **NDB(L) BBA** QDR 351° outbound. After passing **1700**, climbing turn right to return to **NDB(L) BBA** at **3100**.
**Note**: No turns permitted before MAPt.




| Aircraft Category | | A | B | C | D |
|---|---|---|---|---|---|
| OCA (OCH) | Procedure | **330**(317) | **330**(317) | **330**(317) | **330**(317) |
| VM(C)OCA (OCH AAL) | Total Area | **470**(451) | **710**(691) | **810**(791) | **810**(791) |

| Rate of descent | G/S KT | 160 | 140 | 120 | 100 | 80 |
|---|---|---|---|---|---|---|
| | FT/MIN | 910 | 790 | 680 | 570 | 450 |

**NOTES**
1 FAT is offset 3.6° from RWY 24 C/L.
2 Procedures interact with Danger Areas EGD701A, 701B, 701C, 701Y and EGD704. Procedure available subject to ATC permission.
3 To commence procedure from hold, overhead NDB(L) BBA, fly baseturn manoeuvre on CAT A,B 199°, CAT C,D 187° for 1 MIN then turn right to return to the facility on 055° **not below 3100**.

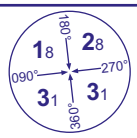
**CHANGE (5/25):** RUNWAY 17/35 WITHDRAWN.

AERO INFO DATE 18 FEB 25

AD 2-EGPL-8-7

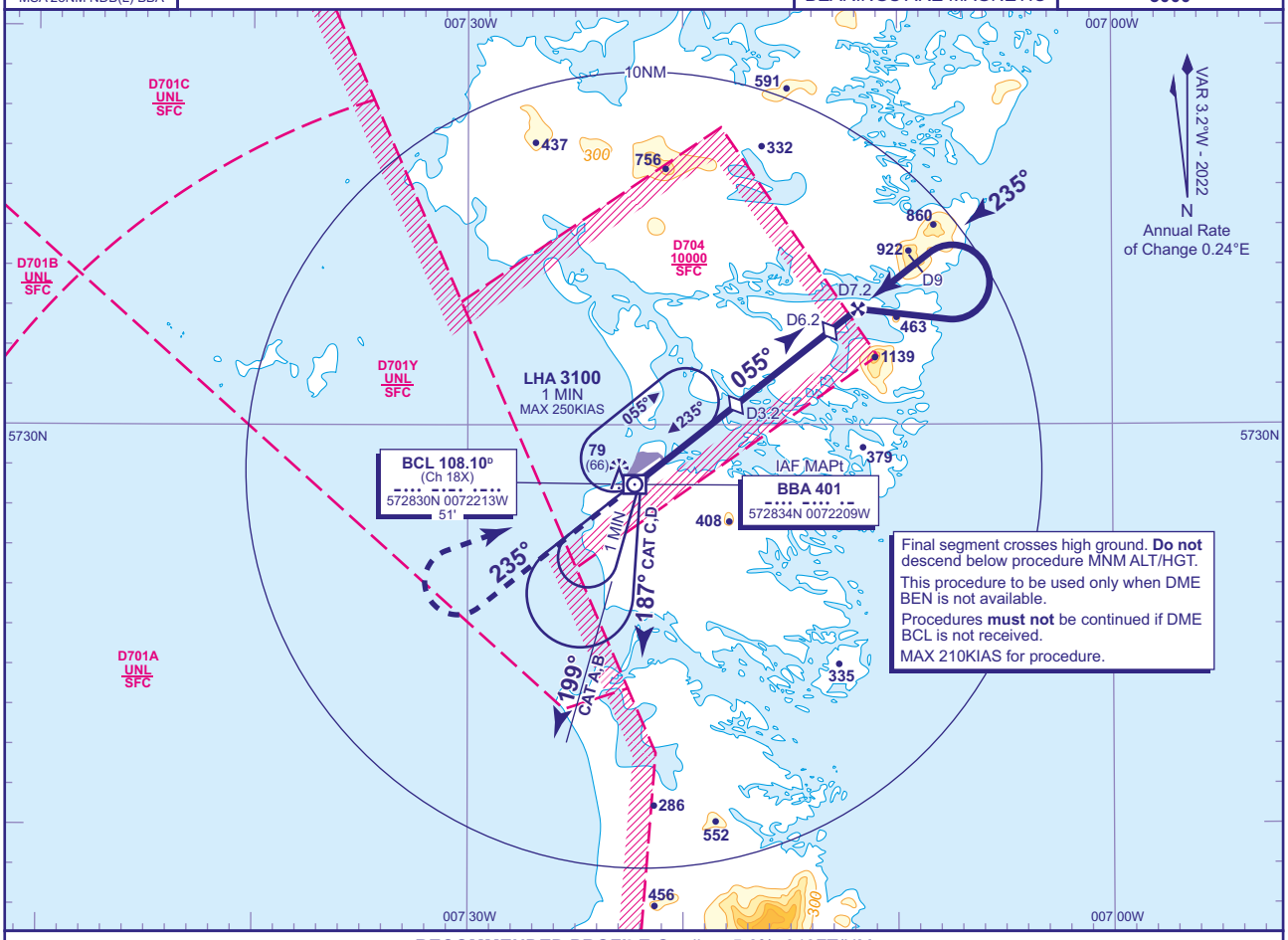
## INSTRUMENT APPROACH CHART - ICAO

# BENBECULA NDB(L)/DME Y RWY 24
(ACFT CAT A,B,C,D)



MSA 25NM NDB(L) BBA

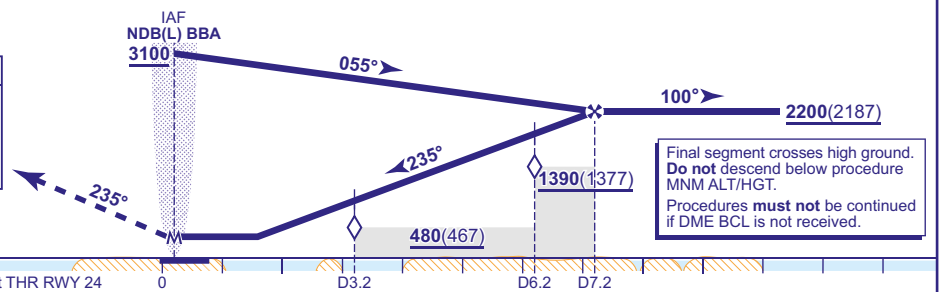
| | | | | | |
|---|---|---|---|---|---|
| APP | 119.205 | BENBECULA APPROACH | AD ELEVATION | 19 | |
| TWR | 119.205 | BENBECULA TOWER | THR ELEVATION | 13 | |
| AFIS | 119.205 | BENBECULA INFORMATION | OBSTACLE ELEVATION | 79 AMSL (66)(ABOVE THR) | |
| ATIS | 129.885 | BENBECULA INFORMATION | BEARINGS ARE MAGNETIC | | TRANSITION ALTITUDE 3000 |




**RECOMMENDED PROFILE** Gradient 5.6%, 340FT/NM

| DME BCL | 7 | 6.2 (SDF) | 6 | 5 | 4 | 3.2 (SDF) | 3 | 2 |
|---|---|---|---|---|---|---|---|---|
| **ALT**(HGT) | **2130**(2117) | **1860**(1847) | **1790**(1777) | **1450**(1437) | **1110**(1097) | **840**(827) | **770**(757) | **430**(417) |

**MAPt NDB(L) BBA**
**Danger Areas Not Active:**
Climb straight ahead to **1700**. At **1700**, turn right to return to **NDB(L) BBA** at **3100**.
**Note**: No turns permitted before MAPt.




| Aircraft Category | | A | B | C | D | Rate of descent | G/S KT | 160 | 140 | 120 | 100 | 80 |
|---|---|---|---|---|---|---|---|---|---|---|---|---|
| **OCA** (OCH) | **Procedure** | **330**(317) | **330**(317) | **330**(317) | **330**(317) | | FT/MIN | 910 | 790 | 680 | 570 | 450 |
| **VM(C)OCA** (OCH AAL) | **Total Area** | **470**(451) | **710**(691) | **810**(791) | **810**(791) | | | | | | | |

**NOTES**
1 FAT is offset 3.6° from RWY 24 C/L.
2 Procedures interact with Danger Areas EGD701A, 701B, 701C, 701Y and EGD704. Procedure available subject to ATC permission.
3 To commence procedure from hold, overhead NDB(L) BBA, fly baseturn manoeuvre on CAT A,B 199°, CAT C,D 187° for 1 MIN then turn right to return to the facility on 055° **not below 3100**.

**CHANGE (5/25):** RUNWAY 17/35 WITHDRAWN.

AERO INFO DATE 18 FEB 25 AD 2-EGPL-8-8

# EGKB — BIGGIN HILL

## EGKB AD 2.1 AERODROME LOCATION INDICATOR AND NAME

EGKB — BIGGIN HILL

## EGKB AD 2.2 AERODROME GEOGRAPHICAL AND ADMINISTRATIVE DATA

| | | |
|---|---|---|
| 1 | ARP coordinates and site at AD | Lat: 511951N Long: 0000157E |
| 2 | Direction and distance from city | 12 NM SSE of London |
| 3 | Elevation / Reference temperature / Mean Low Temperature | 584 FT / 20 °C / - |
| 4 | Geoid undulation at AD ELEV PSN | 149 FT |
| 5 | Magnetic Variation / Annual Change | 0.59°E (2022) / 0.19°E |
| 6 | AD Administration | BIGGIN HILL AIRPORT LTD. |
| | Address | Biggin Hill Airport, Biggin Hill, Kent, TN16 3BH |
| | Telephone | 01959-578500 (Admin)<br>01959-578525 (ATC/Ops/Fuel)<br>01959-578552 (Handling) |
| | Telefax | 01959-540406 (Admin)<br>01959-576404 (Ops) |
| | SITA | BQHAPXH |
| | E-mail address | enquires@bigginhillairport.com |
| | Web address | www.bigginhillairport.com |
| 7 | Type of Traffic permitted (IFR/VFR) | IFR/VFR |
| 8 | Remarks | |

## EGKB AD 2.3 OPERATIONAL HOURS

| | | |
|---|---|---|
| 1 | AD Administration | Mon-Fri 0630-2300 (0530-2200); Sat, Sun and PH 0800-2200 (0700-2100). |
| 2 | Customs and immigration | UK Border Force available during AD operational hours. UK GAR (General Aviation Report) required prior to international arrivals. |
| 3 | Health and sanitation | As AD Hours. |
| 4 | AIS Briefing Office | As AD Hours. |
| 5 | ATS Reporting Office (ARO) | As AD Hours. |
| 6 | MET Briefing Office | As AD Hours. |
| 7 | ATS | See also AD 2.18. |
| 8 | Fuelling | As AD Hours. |
| 9 | Handling | As AD Hours. |
| 10 | Security | H24 |
| 11 | De-icing | As AD Hours. |
| 12 | Remarks | Use of this aerodrome is strictly PPR. Operations are not permitted outside of aerodrome operating hours. |

## EGKB AD 2.4 HANDLING SERVICES AND FACILITIES

| | | |
|---|---|---|
| 1 | Cargo handling facilities | Contact Biggin Hill Airport Flight Operations. |
| 2 | Fuel and oil types | JET A-1, Sustainable Aviation Fuel (SAF JET A-1), AVGAS 100LL<br>Oils by arrangement. |
| 3 | Fuelling facilities/capacity | JET A-1 fuel truck, SAF JET A-1 fuel truck, AVGAS 100LL self serve pumps, truck on request.<br>Defueling available on request. |
| 4 | De-icing facilities | Yes – Contact Biggin Hill Airport Flight Operations. |
| 5 | Hangar space for visiting aircraft | Yes. |
| 6 | Repair facilities for visiting aircraft | Yes. |

| | | |
|---|---|---|
| 7 | Remarks | Mandatory handling applies to all non-based aircraft over a MTOW of 6001 KG.<br><br>All non-based arrivals above a MTOW of 6001 KG must report to the Main Apron or nominated handling agent apron unless by prior arrangement (Biggin Hill Ops 01959-578525).<br><br>Portable water, toilet servicing, GPU, airstart and airstairs all available.<br><br>Biggin Hill Ops – Channel 131.790<br>Biggin Hill Executive Handling<br><br>Handling and associated ground equipment for all light aircraft and business aviation aircraft up to B737/A320 size, larger aircraft on request. |

## EGKB AD 2.5 PASSENGER FACILITIES

| | | |
|---|---|---|
| 1 | Hotels | Hotels on the airport and in the vicinity. |
| 2 | Restaurants | Cafe, Bar. VIP and executive catering by arrangement |
| 3 | Transportation | Buses, taxis, car hire and limousines. Nearest railway stations: Bromley South and Orpington. Rail/Air link by shuttle bus. |
| 4 | Medical facilities | Limited first aid treatment. |
| 5 | Bank and Post Office | Biggin Hill Village 1.5 miles. |
| 6 | Tourist Office | |
| 7 | Remarks | Passenger terminal plus two VIP lounges. |

## EGKB AD 2.6 RESCUE AND FIRE FIGHTING SERVICES

| | | |
|---|---|---|
| 1 | AD category for fire fighting services | RFF Category A6<br>RFFS Category 7 accepted under remission. |
| 2 | Rescue equipment | 1 4 x 4 Major Foam Tender. 3 6 x 6 Major Foam Tender. |
| 3 | Capability for removal of disabled aircraft | Refer to Airport Operations Manager or FSM. |
| 4 | Remarks | |

## EGKB AD 2.7 SEASONAL AVAILABILITY - CLEARING

| | | |
|---|---|---|
| 1 | Type of clearing equipment | Mechanical & Chemical De-icing. |
| 2 | Clearance priorities | Standard. See Airport Winter Operations Plan. |
| 3 | Remarks | Latest information from: Biggin Operations Tel: 01959-578525. |

## EGKB AD 2.8 APRONS, TAXIWAYS AND CHECK LOCATIONS/POSITIONS DATA

| | | |
|---|---|---|
| 1 | Apron surface and strength | MAIN APRON<br>PCN 45/F/C/X/U Surface: Tarmac/Concrete.<br>Some portions of the Main Apron have a slope of 2%.<br><br>SOUTH EAST APRON<br>Surface: Concrete<br>PCN 45/R/C/X/U |
| 2 | Taxiway width, surface and strength | Taxiway ALPHA: 15 M<br>Surface: Asphalt. Between A1-A2: Concrete.<br><br>Taxiway BRAVO: 15 M<br>Surface: Asphalt<br>PCN 45/F/C/X/T<br><br>Taxiway CHARLIE: 15 M<br>Surface: Asphalt<br>Engine run area width 35 M.<br><br>Taxiway DELTA: 15 M<br>Surface: Asphalt<br>PCN 30/F/C/X/T |

| | | |
|---|---|---|
| | | Taxiway FOXTROT: 17 M<br>Surface: Asphalt<br>PCN 30/F/C/X/T |
| | | Taxiway HOTEL: 15 M<br>Surface: Asphalt<br>PCN 45/F/C/X/T<br><br>Taxiway JULIET: 15 M<br>Surface: Asphalt<br><br>Taxiway KILO: 15 M<br>Surface: Asphalt<br><br>Taxiway LIMA: 15 M<br>Surface: Concrete and asphalt<br>PCN 45/F/C/X/U |
| 3 | Altimeter checkpoint location and elevation | |
| 4 | VOR checkpoints | |
| 5 | INS checkpoints | |
| 6 | Remarks | |

## EGKB AD 2.9 SURFACE MOVEMENT GUIDANCE AND CONTROL SYSTEM AND MARKINGS

| | | |
|---|---|---|
| 1 | Use of aircraft stand ID signs, TWY guide lines and visual docking/parking guidance system of aircraft stands | All aircraft are mashalled as required. |
| 2 | Runway and taxiway markings and lighting | Runway marking aid(s):<br>03/21: Runway 03: Runway designation, displaced threshold, aiming point, centre-line.<br>Runway 21: Runway designation, aiming point, centre-line, touchdown zone.<br><br>Runway light(s):<br>03/21: Runway edge, stop end, PAPI.<br><br>Taxiway marking aid(s):<br>Yellow centre-line, taxiway holding position.<br><br>Taxiway light(s):<br>ALPHA: Green centre-line reflective studs. Between A3 and C Taxiway, Blue Edge Lights (Portable).<br>BRAVO: Blue edge lights.<br>CHARLIE: Blue edge lights (Portable).<br>DELTA: Blue edge lights.<br>FOXTROT: Blue edge lights (Portable).<br>HOTEL: Blue edge lights.<br>JULIET: Blue edge lights (Portable), green centre-line reflective studs.<br>KILO: Green centre-line reflective studs.<br>LIMA: Green centre-line reflective studs. |
| 3 | Stop bars and runway guard lights (if any) | Guard lights at all holding points for Runway 03/21.<br>Stop bars at all holding points for Runway 03/21 and Taxiway Hold F4, operational in LVP. |
| 4 | Other runway protection measures | |
| 5 | Remarks | Illuminated wind direction indicators west of Taxiway D between D1 and D2 (512013.35N 0000205.05E), and north of Foxtrot Taxiway between F1 and F3 (511925.46N 0000151.41E). |

## EGKB AD 2.10 AERODROME OBSTACLES

| In Approach/Take-off areas | | | | | | |
|---|---|---|---|---|---|---|
| **Obstacle ID/ Designation** | **Obstacle Type** | **Obstacle Position** | **Elevation/Height** | | **Obstruction Lighting Type/ Colour** | **Remarks** |
| **1** | **2** | **3** | **4** | | **5** | **6** |
| (EGKB9495) 21/APPROACH 03/ TAKE-OFF | TREE | 512032.49N 0000219.24E | 546 FT | 70 FT | No | |

| In Approach/Take-off areas | | | | | | |
|---|---|---|---|---|---|---|
| **Obstacle ID/ Designation** | **Obstacle Type** | **Obstacle Position** | **Elevation/Height** | | **Obstruction Lighting Type/ Colour** | **Remarks** |
| **1** | **2** | **3** | **4** | | **5** | **6** |
| (EGKB9504) 21/APPROACH 03/ TAKE-OFF | TREE | 512030.82N 0000230.28E | 534 FT | 73 FT | No | |
| (EGKB9505) 21/APPROACH 03/ TAKE-OFF | TREE | 512029.93N 0000230.55E | 531 FT | 67 FT | No | |
| (EGKB8277) 21/APPROACH 03/ TAKE-OFF | TREE | 512023.76N 0000230.91E | 535 FT | 69 FT | No | |
| (EGKB6936) 21/APPROACH 03/ TAKE-OFF | TREE | 512023.11N 0000230.96E | 547 FT | 83 FT | No | |
| (EGKB9516) 21/APPROACH 03/ TAKE-OFF | TREE | 512022.45N 0000230.83E | 557 FT | 94 FT | No | |
| (EGKB6992) 21/APPROACH 03/ TAKE-OFF | TREE | 512022.20N 0000229.95E | 536 FT | 66 FT | No | |
| (EGKB9517) 21/APPROACH 03/ TAKE-OFF | TREE | 512021.69N 0000229.78E | 544 FT | 73 FT | No | |
| (EGKB9818) 03/APPROACH 21/ TAKE-OFF | STREETLIGHT | 511927.54N 0000131.11E | 592 FT | 15 FT | No | |
| (EGKB9827) 03/APPROACH 21/ TAKE-OFF | STREETLIGHT | 511925.35N 0000133.90E | 594 FT | 13 FT | No | |
| (EGKB9983) 03/APPROACH 21/ TAKE-OFF | MOBILE OBSTACLE | 511925.19N 0000133.97E | 595 FT | 16 FT | No | |
| (EGKB9831) 03/APPROACH 21/ TAKE-OFF | STREETLIGHT | 511924.38N 0000134.91E | 594 FT | 12 FT | No | |
| (EGKB10044) 03/APPROACH 21/ TAKE-OFF | LOCALISER | 511924.01N 0000136.45E | 593 FT | 7 FT | Yes Red | |
| (EGKB9834) 03/APPROACH 21/ TAKE-OFF | STREETLIGHT | 511923.87N 0000135.40E | 594 FT | 11 FT | No | |
| (EGKB9842) 03/APPROACH 21/ TAKE-OFF | STREETLIGHT | 511921.93N 0000137.46E | 598 FT | 10 FT | No | |
| (EGKB9852) 03/APPROACH 21/ TAKE-OFF | STREETLIGHT | 511920.82N 0000138.53E | 602 FT | 11 FT | No | |
| (EGKB10173) 03/APPROACH 21/ TAKE-OFF | TREE | 511918.58N 0000138.48E | 625 FT | 41 FT | No | |
| (EGKB8166) 03/APPROACH 21/ TAKE-OFF | TREE | 511918.08N 0000138.68E | 632 FT | 50 FT | No | |
| (EGKB9885) 03/APPROACH 21/ TAKE-OFF | TREE | 511916.50N 0000138.69E | 635 FT | 62 FT | No | |
| (EGKB9882) 03/APPROACH 21/ TAKE-OFF | TREE | 511852.00N 0000112.14E | 667 FT | 70 FT | No | |
| (EGKB9767) 03/APPROACH 21/ TAKE-OFF | TREE | 511850.67N 0000109.11E | 672 FT | 75 FT | No | |
| (EGKB9756) 03/APPROACH 21/ TAKE-OFF | TREE | 511847.91N 0000117.58E | 677 FT | 78 FT | No | |
| (EGKB9881) 03/APPROACH 21/ TAKE-OFF | TREE | 511846.52N 0000110.44E | 679 FT | 75 FT | No | |
| (EGKB9872) 03/APPROACH 21/ TAKE-OFF | TREE | 511841.53N 0000122.06E | 707 FT | 94 FT | No | |
| (EGKB7965) 03/APPROACH 21/ TAKE-OFF | TREE | 511839.40N 0000114.33E | 688 FT | 58 FT | No | |
| (EGKB9878) 03/APPROACH 21/ TAKE-OFF | TREE | 511831.05N 0000111.17E | 714 FT | 79 FT | No | |
| (EGKB9353) 03/APPROACH 21/ TAKE-OFF | TREE | 511822.09N 0000105.01E | 718 FT | 68 FT | No | |
| (EGKB7101) 03/APPROACH 21/ TAKE-OFF | TREE | 511810.40N 0000048.27E | 762 FT | 84 FT | No | |
| (EGKB9307) 03/APPROACH 21/ TAKE-OFF | TREE | 511733.73N 0000035.02E | 844 FT | 73 FT | No | |
| (EGKB8005) 03/APPROACH 21/ TAKE-OFF | MAST | 511729.35N 0000003.88W | 881 FT | 97 FT | No | |
| (EGKB9302) 03/APPROACH 21/ TAKE-OFF | TREE | 511718.41N 0000031.86E | 887 FT | 65 FT | No | |

| In Approach/Take-off areas | | | | | | |
|---|---|---|---|---|---|---|
| **Obstacle ID/ Designation** | **Obstacle Type** | **Obstacle Position** | **Elevation/Height** | | **Obstruction Lighting Type/ Colour** | **Remarks** |
| **1** | **2** | **3** | **4** | | **5** | **6** |
| (EGKB9316) 03/APPROACH 21/ TAKE-OFF | MAST LIGHTNING CONDUCTOR | 511708.93N 0000034.70E | 1021 FT | 185 FT | No | |
| (EGKB8003) 03/APPROACH 21/ TAKE-OFF | TREE | 511707.60N 0000004.94E | 938 FT | 89 FT | No | |
| (EGKB7995) 03/APPROACH 21/ TAKE-OFF | MAST | 511645.20N 0000049.23W | 1008 FT | 137 FT | Yes Red | |

| In circling area and at aerodrome | | | | | | |
|---|---|---|---|---|---|---|
| **Obstacle ID/ Designation** | **Obstacle Type** | **Obstacle Position** | **Elevation/Height** | | **Obstruction Lighting Type/ Colour** | **Remarks** |
| **1** | **2** | **3** | **4** | | **5** | **6** |
| (EGKB7231) | COMMS MAST | 512033.57N 0000212.43E | 592 FT | 118 FT | Yes Red | |
| (EGKB9251) | TREE | 511914.18N 0000419.83E | 695 FT | 100 FT | No | |
| (EGKB9163) | TREE | 511840.02N 0000502.74E | 751 FT | 74 FT | No | |
| (EGKB9272) | TREE | 511825.68N 0000033.88W | 794 FT | 67 FT | No | |
| (EGKB9168) | TREE | 511819.07N 0000451.15E | 844 FT | 115 FT | No | |
| (EGKB7994) | MAST | 511811.57N 0000059.54W | 877 FT | 121 FT | Yes Red | |
| (EGKB9147) | TREE | 511808.58N 0000248.94E | 768 FT | 59 FT | No | |
| (EGKB9151) | TREE | 511807.28N 0000309.48E | 787 FT | 66 FT | No | |
| (EGKB9155) | TREE | 511800.11N 0000312.60E | 819 FT | 94 FT | No | |
| (EGKB9428) | TREE | 511752.28N 0000214.03E | 790 FT | 98 FT | No | |
| (EGKB7992) | MAST | 511750.15N 0000058.71W | 927 FT | 126 FT | No | |
| (EGKB9059) | TREE | 511738.05N 0000215.57E | 816 FT | 86 FT | No | |
| (EGKB9096) | TREE | 511727.59N 0000321.43E | 875 FT | 88 FT | No | |
| (EGKB9092) | TREE | 511718.23N 0000301.30E | 905 FT | 95 FT | No | |
| (EGKB9066) | TREE | 511718.05N 0000220.68E | 864 FT | 78 FT | No | |
| (EGKB9012) | TREE | 511714.78N 0000101.52E | 928 FT | 96 FT | No | |
| (EGKB9000) | MAST LIGHTNING CONDUCTOR | 511704.52N 0000050.98E | 987 FT | 122 FT | Yes Red | |

## EGKB AD 2.11 METEOROLOGICAL INFORMATION PROVIDED

| | | |
|---|---|---|
| 1 | Associated MET Office | MET OFFICE HEATHROW |
| 2 | Hours of service<br>MET Office outside hour | H24 |
| 3 | Office responsible for TAF preparation<br>Periods of validity | MET OFFICE HEATHROW<br>9 hours. |
| 4 | Trend forecast<br>Interval of issuance | |
| 5 | Briefing/consultation provided | Self briefing located in the Crew Facility. |

| | | |
|---|---|---|
| 6 | Flight documentation<br>Language(s) used | Charts abbreviated plain language text. TAFs/METARs.<br>English. |
| 7 | Charts and other information available for briefing or consultation | |
| 8 | Supplementary equipment available for providing information | Self briefing terminal (internet) located in Biggin Operations. |
| 9 | ATS units provided with information | BIGGIN HILL<br>THAMES DIRECTOR |
| 10 | Additional information (limitation of service, etc.) | Weather Broadcast on ATIS 135.680 MHz. |

## EGKB AD 2.12 RUNWAY PHYSICAL CHARACTERISTICS

| Designations RWY Number | True bearing | Dimensions of RWY | Surface of RWY/ SWY/ Strength | THR co-ordinates/ THR Geoid undulation | THR elevation/ Highest elevation of TDZ of precision APP RWY | Slope of RWY/ SWY |
|---|---|---|---|---|---|---|
| 1 | 2 | 3 | 4 | 5 | 6 | 7 |
| 03 | 025.71° | 1806 x 45 M | RWY surface: Macadam, Grooved<br>PCN 45/F/C/X/U | 511932.44N<br>0000142.18E<br>148.7 FT | THR 577.2 FT | RWY 03 1.13% down<br>RWY 21 1.13% up |
| 21 | 205.71° | 1806 x 45 M | RWY surface: Macadam, Grooved<br>PCN 45/F/C/X/U | 512017.72N<br>0000216.98E<br>148.7 FT | THR 516.8 FT<br>TDZ 549.8 FT | RWY 03 1.13% down<br>RWY 21 1.13% up |

| SWY Dimensions | Clearway Dimensions | Strip Dimensions | RESA Dimensions, Overshoot / Undershoot | Location/ description of arresting system | OFZ | Remarks |
|---|---|---|---|---|---|---|
| 8 | 9 | 10 | 11 | 12 | 13 | 14 |
| | 394 x 150 M | 1792 x 280 M | 240 x 90 M<br>- | | | RWY 03<br><br>Threshold displaced by 251 M.<br><br>Landing distance remaining may be difficult to assess under certain conditions due to runway profile.<br><br>At threshold, sight distance at 3 M eye height approximately 720 M.<br><br>At aiming point, sight distance at 3 M eye height approximately 540 M. |
| | 134 x 150 M | 1792 x 280 M | 90 x 90 M<br>- | | | RWY 21<br><br>Threshold displaced by 2 M.<br><br>Landing distance remaining may be difficult to assess under certain conditions due to runway profile.<br><br>At threshold, sight distance at 3 M eye height approximately 780 M.<br><br>At aiming point, sight distance at 3 M eye height approximately 480 M.<br><br>ATZ extended to 2.5 NM to cover Runway 21 IFR Noise Preferential Departures. |

## EGKB AD 2.13 DECLARED DISTANCES

| Runway designator | TORA | TODA | ASDA | LDA | Remarks |
|---|---|---|---|---|---|
| 1 | 2 | 3 | 4 | 5 | 6 |
| 03 | 1781 M | 2175 M | 1781 M | 1555 M | |
| 21 | 1670 M | 1804 M | 1670 M | 1670 M | |

## EGKB AD 2.14 APPROACH AND RUNWAY LIGHTING

| RWY | Approach lighting Type/ Length/ Intensity | Threshold lighting Colour/Wing bars | VASIS/ MEHT/ PAPI/ PAPI Dist from THR | TDZ, lighting Length | Runway Centre Line lighting Length/ Spacing/ Colour/ Intensity | Runway edge lighting Length/ Spacing/ Colour/ Intensity | Runway end lighting Colour/ Wing bars | Stopway lighting Length/ Colour | Remarks |
|---|---|---|---|---|---|---|---|---|---|
| 1 | 2 | 3 | 4 | 5 | 6 | 7 | 8 | 9 | 10 |
| 03 | Centre-line with one crossbar.<br>363 M<br>Light intensity high | Green wingbars | PAPI<br>Left/4°<br>43 FT<br>220 M | | | HI elev bi-directional with LI omni-directional component | Stop end<br>Red | | EDGE:<br>Runway edge lights approximately 4 M beyond the declared runway width. |
| 21 | Coded centre-line with three crossbars.<br>420 M<br>Light intensity high | Green wingbars | PAPI<br>Left/3°<br>50 FT<br>231 M | | | HI elev bi-directional with LI omni-directional component | Stop end<br>Red | | EDGE:<br>The last 600 M of runway edge lights are coloured yellow to designate the runway stop end caution zone.<br>Runway edge lights approximately 4 M beyond the declared runway width. |

## EGKB AD 2.15 OTHER LIGHTING, SECONDARY POWER SUPPLY

| | | |
|---|---|---|
| 1 | ABN/IBN location, characteristics and hours of operation | |
| 2 | LDI location and lighting<br>Anemometer location and lighting | Anemometer: 512012.75N 0000205.15E (LGTD) - 511930.98N 0000147.21E (LGTD) |
| 3 | TWY edge and centre line lighting | |
| 4 | Secondary power supply/switch-over time | Yes. 15 seconds. Battery back-up. |
| 5 | Remarks | Main Apron floodlighting. Blue edge lights on main apron |

## EGKB AD 2.16 HELICOPTER LANDING AREA

| | | |
|---|---|---|
| 1 | Coordinates TLOF or THR of FATO, geoid undulation | TLOF WEST: 511923.06N 0000149.66E, 148.7 FT |
| 2 | TLOF and/or FATO elevation | TLOF WEST: 596.5 FT |
| 3 | TLOF and FATO area dimensions, surface, strength, marking, lighting | |
| 4 | True BRG of FATO | |
| 5 | Declared distance available | |
| 6 | APP and FATO lighting | |
| 7 | RMK | Helicopters are routed under ATC instructions. Those parking on the main apron will be marshalled.<br>Helicopters should expect to arrive and depart from marked runways.<br>Helicopter Landing Site located on Foxtrot Taxiway. |

## EGKB AD 2.17 AIR TRAFFIC SERVICES AIRSPACE

| Designation and lateral limits | Vertical Limits | Airspace Class | ATS unit callsign/ language | Transition Altitude | Hours of applicability | Remarks |
|---|---|---|---|---|---|---|
| 1 | 2 | 3 | 4 | 5 | 6 | 7 |
| BIGGIN HILL ATZ<br>A circle, 2.5 NM radius, centred at 511951N 0000157E on longest notified runway (03/21) | Upper limit: 2000 FT AGL<br>Lower limit: SFC | G | BIGGIN TOWER<br>English | 6000 FT | | Note: London Terminal Control (Swanwick) is the controlling authority for that part of the ATZ from 1900 FT aal to 2000 FT aal. |

## EGKB AD 2.18 AIR TRAFFIC SERVICES COMMUNICATION FACILITIES

| Service Designation | Callsign | Channel/ Frequency(MHz) | SATVOICE number(s) | Logon Address | Hours of Operation | Remarks |
|---|---|---|---|---|---|---|
| 1 | 2 | 3 | 4 | 5 | 6 | 7 |
| APP | BIGGIN APPROACH | 129.405<br>DOC 25 NM/ 10,000 FT. | | | Mon-Fri 0630-2300 (0530-2200); Sat, Sun and PH 0800-2200 (0700-2100). | ATZ hours coincident with Approach hours.<br><br>Pilots of inbound IFR flights requiring a Deconfliction Service or Traffic Service are to contact Thames Director on 128.025 MHz.<br>Pilots of all VFR flights or inbound IFR flights NOT requiring a surveillance service are to contact Biggin Approach.<br><br>VDF<br>511928.99N 0000150.59E<br><br>Warning - Pilots must not enter the Biggin Hill ATZ during notified hours without prior permission. |
| TWR | BIGGIN TOWER | 134.805<br>When directed by ATC.<br>DOC 25 NM/4,000 FT. | | | Mon-Fri 0630-2300 (0530-2200); Sat, Sun and PH 0800-2200 (0700-2100). | VDF<br>511928.99N 0000150.59E |
| ATIS | BIGGIN HILL INFORMATION | 135.680<br>DOC 60 NM/ 20,000 FT. | | | Mon-Fri 0630-2300 (0530-2200); Sat, Sun and PH 0800-2200 (0700-2100). | Weather Broadcast on ATIS |
| OTHER | BIGGIN FIRE | 121.600<br>Non-ATS frequency. | | | Available when Fire vehicle attending aircraft on the ground in an emergency. | |

## EGKB AD 2.19 RADIO NAVIGATION AND LANDING AIDS

| Type of Aid CAT of ILS/MLS MAG Var/VOR Declination | Ident | Frequency | Hours of Operation | Position of transmitting antenna coordinates | Elevation of DME transmitting antenna | Remarks |
|---|---|---|---|---|---|---|
| 1 | 2 | 3 | 4 | 5 | 6 | 7 |
| ILS/LOC<br>I<br>1.39°E (2027) | IBGH | 109.350 MHz | Mon-Fri 0630-2300 (0530-2200); Sat, Sun and PH 0800-2200 (0700-2100). | 511924.15N 0000135.81E | | (RWY 21)<br>286 M from THR 03.<br>False Localiser Capture may be experienced when approaching RWY 21 from the Northeast. |
| ILS/GP | IBGH | 331.850 MHz | Mon-Fri 0630-2300 (0530-2200); Sat, Sun and PH 0800-2200 (0700-2100). | 512013.30N 0000206.12E | | 3° ILS Ref Datum Hgt 50 FT. |
| ILS/DME | IBGH | 30Y<br>109.350 MHz | Mon-Fri 0630-2300 (0530-2200); Sat, Sun and PH 0800-2200 (0700-2100). | 512013.28N 0000206.10E | 570 FT | (RWY 21)<br>On AD.<br>DME freq paired with ILS I-BGH.<br>Zero range is indicated at THR of Runway 21.<br>DOC 25 NM/25000 FT. |

| Type of Aid<br>CAT of ILS/MLS<br>MAG Var/VOR<br>Declination | Ident | Frequency | Hours of Operation | Position of transmitting antenna coordinates | Elevation of DME transmitting antenna | Remarks |
|---|---|---|---|---|---|---|
| 1 | 2 | 3 | 4 | 5 | 6 | 7 |
| VOR/DME<br>1.39°E (2027)<br>1.1°E (2024) | BIG | 98X<br>115.100 MHz | H24 Hours of operation for aerodrome purposes: Mon-Fri 0630-2300 (0530-2200); Sat, Sun and PH 0800-2200 (0700-2100). | 511951.15N<br>0000205.32E | 589 FT | VOR DOC: 20 NM/50,000 FT (30 NM/50,000 FT in Sector R259-314 and 45 NM/50,000 FT in Sector R314-344).<br>DME DOC: 60 NM/50,000 FT (125 NM/50,000 FT in Sector R284-044 and 100 NM/50,000 FT in Sector R044-134).<br>Due to terrain, coverage at low level is reduced in Sector R114-219. In addition DME unlocks may occur in Sector R004-039 at ranges up to 25 NM. |
| VOR/DME<br>1.58°E (2027)<br>1.2°E (2023) | DET | 120X<br>117.300 MHz | H24 Hours of operation for aerodrome purposes: Mon-Fri 0630-2300 (0530-2200); Sat, Sun and PH 0800-2200 (0700-2100). | 511814.41N<br>0003550.19E | 645 FT | VOR DOC: 20 NM/50,000 FT (35 NM/50,000 FT in Sector R289-029 and 45 NM/50,000 FT in Sector R249-289).<br>DME DOC: 60 NM/50,000 FT. |

# EGKB AD 2.20 LOCAL AERODROME REGULATIONS

## 1 AIRPORT REGULATIONS

a) Not available to aircraft unable to communicate with ATC.
b) Aerobatic manoeuvres and low flypasts are prohibited unless prior approval has been given by the aerodrome operator.
c) Microlight flying is prohibited at this airport.
d) Prior to use of this aerodrome, the terms and conditions are to be obtained from the aerodrome operator.
e) All international flights must provide a completed GAR (General Aviation Report) prior to arrival.
f) Biggin Hill Airport is PPR for all aircraft movements. PPR can be obtained directly by use of the booking form at www.bigginhillairport.com (General Aviation Tab) or at www.Bigginbooking.com. The booking form should be submitted a minimum of 30 minutes prior to ETD or ETA. The filing of a Flight Plan (FPL) complies with the requirement to obtain PPR.
g) All personnel must wear hi-visibility personal protective equipment whilst operating on the aprons.
h) Biggin Hill Airport does not permit cost sharing flights advertised through online “flight sharing” platforms. Flights suspected to be operated under this premise may be subject to operational restrictions and are expressly prohibited by the airport authority.
i) Winter Operations - Biggin Hill Airport adheres to a clean aircraft policy with regards to de-icing/anti-icing of aircraft.
j) Drone (UAV) operators requesting to operate within the Biggin Hill FRZ must gain permission through the Biggin Hill Airport Drone Authorisation portal: https://bigginhillairport.com/community/noise/drones/.

## 2 GROUND MOVEMENT

a) Caution reduced wing tip clearance between taxiing and parked aircraft on Main Apron. Marshalling guidance provided.
b) Aircraft taxiing from any ramp/apron must use minimum power until established on the taxiway centre-line. When calling for start, ramp position must be passed to ATC.
c) Due to the number of personnel and vehicles operating on the Main Apron, pilots are to operate at minimum taxiing speed when approaching or transiting this area.

## 3 CAT II/III OPERATIONS

Not applicable

## 4 WARNINGS

a) The only visual signals are light signals.
b) Windshear and turbulence may be experienced on short final for Runway 03 when the wind is from the northwest.
c) Pilots of departing aircraft are warned of the presence of other aircraft joining the visual circuit from the ‘Deadside’. The joining aircraft will fly across the mid point of the runway in use at altitude of 1584 FT (1000 FT AAL) at 90° to the runway heading before turning left/right onto the downwind leg. Pilots of high performance fast climbing aircraft should be particularly alert.

d) Obstacle marking and lighting: Control Tower, VOR/DME site, hangars and anemometer east of Runway 03 threshold. ILS glidepath and localizer sites, anemometer mast and Northern Terminal Hangar.
e) Aircraft under tow at night may not be displaying nav/anti-collision lights.
f) Sections of Taxiway Foxtrot exceed the maximum longitudinal slope requirements and therefore the sight distance requirements as per CAP 168, Chapter 3.
g) A section of the taxiway graded area to the north of Taxiway Foxtrot has an up slope of 5.8%.

## 5 HELICOPTER OPERATIONS

a) In order to avoid noise sensitive areas surrounding the aerodrome, helicopters must conform to normal fixed-wing joining, departure and circuit procedures unless otherwise instructed by ATC.
b) Pilots of helicopters should take particular note of a noise sensitive area on the northern aerodrome boundary prohibiting close right-base approaches for Runway 21 or direct departures to the north from Runway 03.

## 6 USE OF RUNWAYS

a) The width at both ends of Runway 03/21, is twice that delineated by the associated edge lights due to extra pavement at one side. Since runway centre-line lighting is not installed, pilots should ensure that they are correctly lined up, especially if take-off is at night or when the runway is contaminated or in low visibility.
b) Except where a public transport operator has a lower State authorised take-off minima, the Aerodrome Authority cannot approve departures in RVR conditions of less than 400 M.

## 7 TRAINING

a) Use of the aerodrome for training is subject to the following:

i. The aerodrome is not available for circuit and instrument approach training by non-Biggin Hill based aircraft of less than 3000 KG MTWA.
ii. The number of aircraft in the visual circuit will be determined by ATC, subject to the prevailing weather conditions and other commercial or corporate traffic.
iii. The aerodrome is not available to Student Pilots unless accompanied by an appropriately qualified pilot.
iv. A booking system exists for instrument training. The filing of a flight plan does not constitute a booking. Contact Biggin Hill ATC on +44 (0)1959-578522 for all instrument training bookings.
v. Circuit Training may be suspended during periods of high traffic density.

# EGKB AD 2.21 NOISE ABATEMENT PROCEDURES

## 1 GENERAL

a) Every operator of aircraft using the airport shall ensure at all times that aircraft are operated in a manner calculated to cause the least disturbance practicable in the area surrounding the airport.
b) Only those aircraft meeting ICAO Chapter 3 criteria or better will be accepted. Contact Flight Operations on +44 (0)1959-578500.
c) Pilots are requested to avoid the use of reverse thrust or reverse pitch above idle power settings on landing, consistent with the safe operation of the aircraft.
d) Due to the close proximity of residential areas, ground running of engines or Auxiliary Power Units (APU) shall be kept to a minimum consistent with operational requirements. At no time shall APUs be run for more than 30 minutes without Aerodrome Operator consent.
e) The use of the Noise Preferential Routings is supplementary to the noise abatement take-off techniques published by specific aircraft manufacturers.
f) The Noise Preferential Routings may at any time be departed from to the extent necessary for avoiding immediate danger.

## 2 NOISE ABATEMENT PROCEDURES - IFR DEPARTURES

a) **Runway 21/03 IFR Departures**

i. London Biggin Hill Airport is located close to densely populated and largely residential areas. In order to support operating hours that include night time aircraft operations, compliance with NPRs is required and is enforced by a Noise Monitoring and Track Keeping System (NMTKS).
ii. Aircraft failing to comply with NPRs and/or noise limits may be subject to additional charges as set out in the London Biggin Hill Airport Schedule of Fees and Charges. As with other London airports, frequent or repeated noise and/or track violations may result in a permanent exclusion from the airport.
iii. Calibrated Noise Monitors are located approximately 1 KM from the threshold of each runway and lie directly under the approach and departure path. Additionally, a mobile noise monitor may be positioned anywhere from time to time deemed appropriate by the airport operator. Nominal departure track limits are programmed into the NMTKS along with minimum heights set at two points in the standard departure route.

b) **Runway 21 Departures**

i. On departure speed should be restricted to V2+25 KIAS and in any case no more than 185 KIAS, in accordance with the Standard Departure Route (SDR), until passing over BIG eastbound in order to achieve the best practical angle of climb whilst keeping thrust to the minimum required for an expeditious departure.

ii. Following rotation, runway track should be maintained accurately.
iii. On crossing the upwind end of Runway 21, an immediate right turn should be commenced to track 220° M in order to avoid residential housing located at Norheads Farm. In accordance with the SDR, a right turn should be commenced promptly at BIG 1 DME in order to route back over the airfield on track towards DET. Speed in excess of 185 KIAS will result in a radius of turn which exceeds the designated track limits and may therefore result in a track violation. In strong south/southwesterly winds, particular attention should be given to radius of turn.
iv. In order to safely maintain the relatively low speed mandated by this procedure and dependent upon aircraft type, consideration should be given to delaying flap retraction until passing BIG outbound at or above 2100 FT AMSL in order to ensure a sufficiently tight radius of turn is achievable.
v. The procedure is designed to prevent unnecessary overflight of the built up areas lying to the north of the airport. Pilots should pay particular attention to avoiding overflight of these areas. Achieving the correct radius of turn is therefore essential.
vi. Additionally, an altitude limit violation will occur if the noise monitor at Norheads Farm is overflown below 1000 FT AMSL (400 FT AAL) or the BIG is overflown below 2100 FT AMSL.

c) **Runway 03 Departures**

i. On departure speed should be restricted to V2+25 KIAS and in any case no more than 185 KIAS until at or above 2100 FT AMSL in order to achieve the best practical angle of climb whilst keeping thrust to the minimum required whilst at low level.
ii. Following rotation, runway track should be maintained accurately. Upon reaching BIG 1 DME aircraft should commence an immediate right turn to DET in accordance with the Standard Departure Route (SDR).
iii. In order to safely maintain the relatively low speeds required by this procedure and dependent upon aircraft type, consideration should be given to delaying flap retraction until at or above 2100 FT AMSL in order to ensure a sufficiently tight radius of turn is achieved.
iv. The procedure is designed to prevent unnecessary overflight of the built up areas lying to the north of the airport. Pilots should pay particular attention to avoiding overflight of these areas. Excessive speed on departure or a failure to commence a right turn immediately upon reaching BIG 1 DME will likely result in a track violation.
v. Additionally, a limit violation will occur if the noise monitor at Milking Lane Farm is overflown below 1000 FT AMSL (400 FT AAL) or 2100 FT AMSL is not achieved after 5 track miles.

d) **General Exclusion**

Pilots should note that none of these provisions will apply in any emergency. Commanders must place the safety of their aircraft ahead of published NPR requirements.

## 3 VFR NOISE ABATEMENT PROCEDURES

a) London Biggin Hill Airport is located close to densely populated and largely residential areas. In order to support extended operating hours that include night time aircraft operations, compliance with NPRs is required and is enforced by a Noise Monitoring and Track Keeping System (NMTKS).
b) Aircraft failing to comply with NPRs and/or noise limits may be subject to additional charges as set out in the London Biggin Hill Airport Schedule of Fees and Charges. As with other London airports, frequent or repeated noise and/or track violations may result in a permanent exclusion from the airport.
c) Calibrated Noise Monitors are located approximately 1 KM from the threshold of each runway and lie directly under the approach and departure path. Additionally, a mobile noise monitor may be positioned anywhere from time to time deemed appropriate by the airport operator. Nominal ‘no fly’ zones over Keston, Downe, Farnborough and Orpington are programmed into the NMTKS along with minimum heights set at each noise monitor.
d) **Runway 21 Departures**

i. All aircraft departing Runway 21 VFR are required to turn right, after passing the aerodrome boundary, to make good a track of 220° M:

1. aircraft departing to the west via Kenley should continue to 1 NM, before turning right and setting course, avoiding the villages of Woldingham and Warlingham;
2. aircraft departing to the east or northeast via Sevenoaks or Swanley should continue to 2 NM before turning left and tracking to the southeast, remaining south and east of Tatsfield Village. A useful visual reference for the turn is to remain south of the Tatsfield golf course;
3. once an aircraft has left the ATZ, it should not re-enter the ATZ without the appropriate ATC clearance. Aircraft intending to route to via Swanley should ensure that they arrange their flight in order to avoid the eastern limits of the ATZ whilst tracking northeast. **CAUTION** – there may be numerous aircraft joining from the east.

e) **Runway 03 Departures**

i. Aircraft departing Runway 03 are required to climb straight ahead until 1NM:

1. aircraft departing to the west via Kenley to make a left turn en-route to leave the ATZ
2. aircraft departing east or southeast via Sevenoaks or northeast via Swanley, to leave the ATZ en-route. **CAUTION** – there may be numerous VFR aircraft joining from the east;
3. aircraft departing to the north, continue en-route but avoiding overflight of the Noise Sensitive Areas of Orpington and Chelsfield. Expect an early frequency change to the next agency, due to the close proximity of London Heathrow and London City CTAs;
4. all pilots must in all cases avoid overflight of the residential areas to the north and east especially Keston, Farnborough, Orpington and Downe.

f) **Visual Circuits**

i. All circuits at London Biggin Hill Airport are conducted to the west of the aerodrome (Right Hand - Runway 21, Left Hand - Runway 03). Overflight of the following Noise Sensitive Areas should be avoided, unless necessary to fulfil an ATC instruction such as to extend downwind for spacing, Keston Village, The Leavesdon Estate and Leaves Green. Aircraft with an approach speed category of A or B that are unable to comply with these requirements should not plan to make use of London Biggin Hill Airport.
ii. Aircraft joining the visual circuit from the east or southeast should avoid overflight of the Noise Sensitive Areas of Downe Village and Biggin Hill Village.

g) **Noise Sensitive Areas**

i. The NMTKS will track all aircraft arriving at and departing from London Biggin Hill Airport. Aircraft entering a Noise Sensitive Area will automatically become the subject of a track violation report which will be considered by the airport Noise Abatement and Safety Review Board (SANARB) for consideration of a penalty charge. All penalty charges levied are donated to local good causes. In the case of repeated violations of wither noise or track limits, permanent exclusion from the airport may result.

# EGKB AD 2.22 FLIGHT PROCEDURES

## 1 CIRCUIT PROCEDURES

a) Aircraft taking off, 'going around' or making 'touch and go' landings are to remain at or below 500 FT QFE until the upwind end of the runway in use has been passed, when a left or right turn (as appropriate) should be initiated. Aircraft joining the circuit for landing are to fly across the mid-point of the runway in use at 1000 FT QFE at 90° to the runway heading, a left or right turn (as appropriate) should be made onto the downwind leg.
b) Variable circuits - LH on Runway 03, RH on Runway 21. Circuit heights are 1000 FT QFE (1600 FT QNH) at all times.

## 2 STANDARD DEPARTURE ROUTES - VIA ATS ROUTE NETWORK

| Departure to | Designator | Via | Route |
|---|---|---|---|
| North | Brookmans Park 2 (BPK 2) | L10/N601 | DET - N601 - BPK |
| Northeast | DAGGA 2 (Note 5) | M604 | DET - M604 - DAGGA |
| Southeast | Dover 2 (DVR 2) | L9/L10/Q70 | DET - L6 - DVR/DET - Q70 - VABIK |
| South & southwest | Lydd 2 (LYD 2) | M189 | DET - LYD |
| West | SAXBI 2 | N27 | DET - N601 - BPK - SAXBI |

***Note 1:*** *Departures from Runway 21, follow Noise Abatement Procedure turning right to pass overhead BIG VOR at 2400 FT ALT.*

***Note 2:*** *Departures from Runway 03, after noise abatement, turn right to intercept DET VOR RDL 275° to DET.*

***Note 3:*** *When established on DET VOR RDL 275°, not above 2500 FT ALT until 9 DME DET, then to 4 DME DET at 4000 FT ALT.*

***Note 4:*** *For positioning flights to London Luton/London Stansted, follow BPK 2 SDR to DET then join DET 2A, at altitude as directed by ATC.*

***Note 5:*** *Cross DET VOR/DME fix 017°/7 NM at 5000 FT ALT.*

## 3 OUTBOUND IFR TRAFFIC OUTSIDE CONTROLLED AIRSPACE

IFR traffic departing from Biggin Hill will be co-ordinated with 'Thames Director'.

***Note 1:*** *Caution -Kenley Aerodrome and associated glider flying.*

***Note 2:*** *IFR Training Flights intending to utilize the services of 'Thames Director' are to obtain prior approval from Biggin Hill ATC, Tel: 01959-578525.*

## 4 PROCEDURES FOR INBOUND AIRCRAFT

a) **Standard Arrival Routes Biggin Hill**

i. The standard routes for inbound aircraft are detailed in the Standard Arrival Routes (STAR) shown at AD 2-EGLC-7-STAR Charts (and associated database coding tables).

b) **RNAV1 IFR Arrivals from the ATS En-Route Structure via JACKO or GODLU**

i. Runway 21: Aircraft and crews equipped and approved for RNAV1 operations can expect to be cleared to fly the RNAV1 Transition for Runway 21 as detailed in AD 2-EGKB-7-1 (and its associated data base coding table) and then complete an appropriate approach procedure for Runway 21.
ii. Runway 03: Aircraft and crews equipped and approved for RNAV1 operations can expect to be cleared to fly the RNAV1 Transition for Runway 21 as detailed in AD 2-EGKB-7-1 (and its associated database coding table) followed by an

instrument approach to Runway 21 and then circle to land on Runway 03 – this is subject to ATC clearance, weather minima and traffic conditions. Please note Visual Manoeuvring (Circling) is conducted west of the aerodrome.

c) **Non-RNAV1 IFR Arrivals from the ATS En-Route Structure via JACKO or GODLU**

i. After passing JACKO or GODLU, non-RNAV1 arrivals will be vectored by ATC for arrival at Biggin Hill prior to transfer to Biggin Hill for the appropriate approach procedure. In the event of RCF the procedures detailed in EGKB AD 2.22 paragraph 6 are to be followed.

## 5 VFR/IFR FLIGHTS

a) **Traffic Services Outside Controlled Airspace**

i. VFR arrivals, departures and overflights:

Pilots should state the type of service required. If no specific service is requested by the pilot, these flights will be provided with a Basic Service by default.

ii. IFR arrivals following an Instrument Approach and departures via Standard Departure Routes:

Unless otherwise requested by the pilot, these flights will be provided with a Procedural Service by default.

iii. IFR arrivals and departures:

Pilots of inbound flights intending to commence a visual approach and departing flights on routes other than standard departure routes should state the type of service required. If no specific service is requested, a Basic Service will be provided.

iv. IFR overflights:

Pilots of these flights should state the type of service required (Basic Service or Procedural Service).

b) **VFR Arrival Procedures**

All inbound aircraft should comply with ATC instructions where possible.

i. VFR Arrivals from the East:

Pilots should make first contact with Biggin Approach no later than 5 NM from Biggin Hill. Unless ATC issue alternative joining instructions, all aircraft should route and report 3 NM due east of Biggin Hill Airport (*Note 1*) descending to circuit height of 1000 FT QFE (altitude 1600 FT QNH) (*Note 2*), route over the mid-point of Runway 21/03 and turn downwind left-hand or right-hand as required.

***Note 1:*** *Due to Runway 03 departure procedures, pilots should at all times avoid routing towards the north-eastern section of the Biggin Hill ATZ. Pilots should not turn towards the Biggin Hill ATZ until south of M25 Junction 4 (remaining at least 5 NM away from Biggin Hill) or as directed by Biggin Hill ATC.*

***Note 2:*** *Pilots should arrange their flight to be level at circuit height no later than 3 NM from Biggin Hill unless there is conflicting traffic.* ***Caution****: aircraft leaving the Biggin Hill ATZ between altitude 2000-2400 FT QNH eastbound.*

ii. VFR Arrivals from the North, West and South:

Pilots should make first contact with Biggin Hill Approach at the earliest opportunity, in all cases, no later than 5 NM from Biggin Hill Airport. All inbound aircraft shall route as directed by Biggin Hill ATC and be level at circuit height of 1000 FT QFE (altitude 1600 FT QNH) no later than 3 NM from Biggin Hill unless there is conflicting traffic.

**Caution:** Aircraft joining from the west should avoid overflying Kenley Gliding site.

c) Traffic Information is derived from pilots reports and Aerodrome Traffic Monitor (ATM) data.

## 6 RADIO COMMUNICATION FAILURE PROCEDURES

In the event of complete Radio Communication Failure (RCF) in an aircraft, the pilot is to adopt the appropriate procedure in ENR 1.1 paragraph 3.4 except where described below:

a) **Inbound RNAV 1 Aircraft via JACKO or GODLU**

i. **Via JACKO**

1. **RCF occurring prior to arrival at JACKO**. The pilot is to adopt the RCF procedures detailed in ENR 1.1 paragraph 3.4.2.2.4 squawking Mode A 7600 when the RCF is detected. On leaving the JACKO hold, follow the routing JACKO – BABKU direct RAVSA – GAPGI – ATPEV – LCE07 – OSVEV, complying with the vertical profile shown on the chart, then route to ALKIN and continue in accordance with the standard procedures from ALKIN.

2. **RCF occurring on the sequencing leg after JACKO**. Squawk Mode A 7600. Fly at the last assigned level to the end of the sequencing leg at LCE23, route RAVSA – GAPGI – ATPEV – LCE07 – OSVEV, complying with the vertical profile shown on the chart, then route to ALKIN and continue in accordance with the standard procedures from ALKIN.
3. **RCF occurring having been cleared off the sequencing leg**. Squawk Mode A 7600. Fly direct to RAVSA – GAPGI – ATPEV – LCE07 – OSVEV complying with the vertical profile shown on the chart, then route to ALKIN and continue in accordance with the standard procedures from ALKIN.

ii. **Via GODLU**

1. **RCF occurring prior to arrival at GODLU**. The pilot is to adopt the RCF procedures detailed in ENR 1.1 paragraph 3.4.2.2.4 squawking Mode A 7600 when the RCF is detected. On leaving the GODLU hold, follow the routing GODLU – ELMIV direct RAVSA – GAPGI – ATPEV – LCE07 – OSVEV, complying with the vertical profile shown on the chart, then route to ALKIN and continue in accordance with the standard procedures from ALKIN.
2. **RCF occurring on the sequencing leg after GODLU**. Squawk Mode A 7600. Fly at the last assigned level to the end of the sequencing leg at LCE13, route RAVSA – GAPGI – ATPEV – LCE07 – OSVEV, complying with the vertical profile shown on the chart, then route to ALKIN and continue in accordance with the standard procedures from ALKIN.
3. **RCF occurring having been cleared off the sequencing leg**. Squawk Mode A 7600. Fly direct to RAVSA – GAPGI – ATPEV – LCE07 – OSVEV complying with the vertical profile shown on the chart, then route to ALKIN and continue in accordance with the standard procedures from ALKIN.

b) **Inbound Non-RNAV 1 Aircraft via JACKO or GODLU**

In the event of complete (RCF) in an aircraft, the pilot is to adopt the appropriate procedure described at ENR 1.1 paragraph 3.4.2.2.4 until reaching JACKO or GODLU. When ready to commence an arrival procedure, the pilot is to follow the procedure as detailed below.

i. **Via JACKO**

Route via JACKO (FL 80) – TRIPO (6000 FT) – SPEAR (5000 FT) – ALKIN (3000 FT) and continue in accordance with the standard procedures from ALKIN.

ii. **Via GODLU**

Route via GODLU (FL 100) – DET (4000 FT) – ALKIN (3000 FT) and continue in accordance with the standard procedures from ALKIN.

***Note:*** *Due to the proximity of the London Control Zone aircraft shall not track further west than the BIG 350R, where the aircraft shall make a left turn direct to ALKIN and continue in accordance with the standard procedures from ALKIN.*

c) **Outbound Aircraft**

i. For the purposes of RCF, the climb to flight planned level should be commenced after the last position shown in the standard departure routes where an altitude or flight level is specified.

## 7 INSTRUMENT APPROACH PROCEDURES (IAP)

Instrument Approach Procedures for this aerodrome are established outside controlled airspace. See ENR 1.5.

# EGKB AD 2.23 ADDITIONAL INFORMATION

a) Mode S Barometric Pressure Setting Data

London Terminal Control has the ability to downlink Mode S Barometric Pressure Setting (BPS) data. Therefore, if the downlinked pressure data is at variance with the BPS expected by Air Traffic Control, pilots can expect additional challenge. When Air Traffic Control pass a reminder of the appropriate BPS, it is anticipated that the aircrew will cross check the altimeter settings and confirm set.

# EGKB AD 2.24 CHARTS RELATED TO AN AERODROME

AERODROME CHART - ICAO
AD 2.EGKB-2-1
ATC SURVEILLANCE MINIMUM ALTITUDE CHART - ICAO
AD 2.EGKB-5-1
RNAV1 (DME/DME or GNSS) APPROACH TRANSITIONS CHART - INSTRUMENT RWY 21 OSVEV 1G 1J - ICAO
AD 2.EGKB-7-1
APPROACH TRANSITIONS CODING TABLES - RWY 21 OSVEV 1G 1J
AD 2.EGKB-7-2
INSTRUMENT APPROACH CHART ILS/DME/VOR RWY 21 (CAT A,B,C) - ICAO
AD 2.EGKB-8-1

INSTRUMENT APPROACH CHART LOC/DME/VOR RWY 21 (CAT A,B,C) - ICAO
AD 2.EGKB-8-2
INSTRUMENT APPROACH CHART VOR/DME RWY 21 (CAT A,B,C) - ICAO
AD 2.EGKB-8-3

## EGKB AD 2.25 VISUAL SEGMENT SURFACE (VSS) PENETRATION

Not applicable

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# AERODROME CHART - ICAO

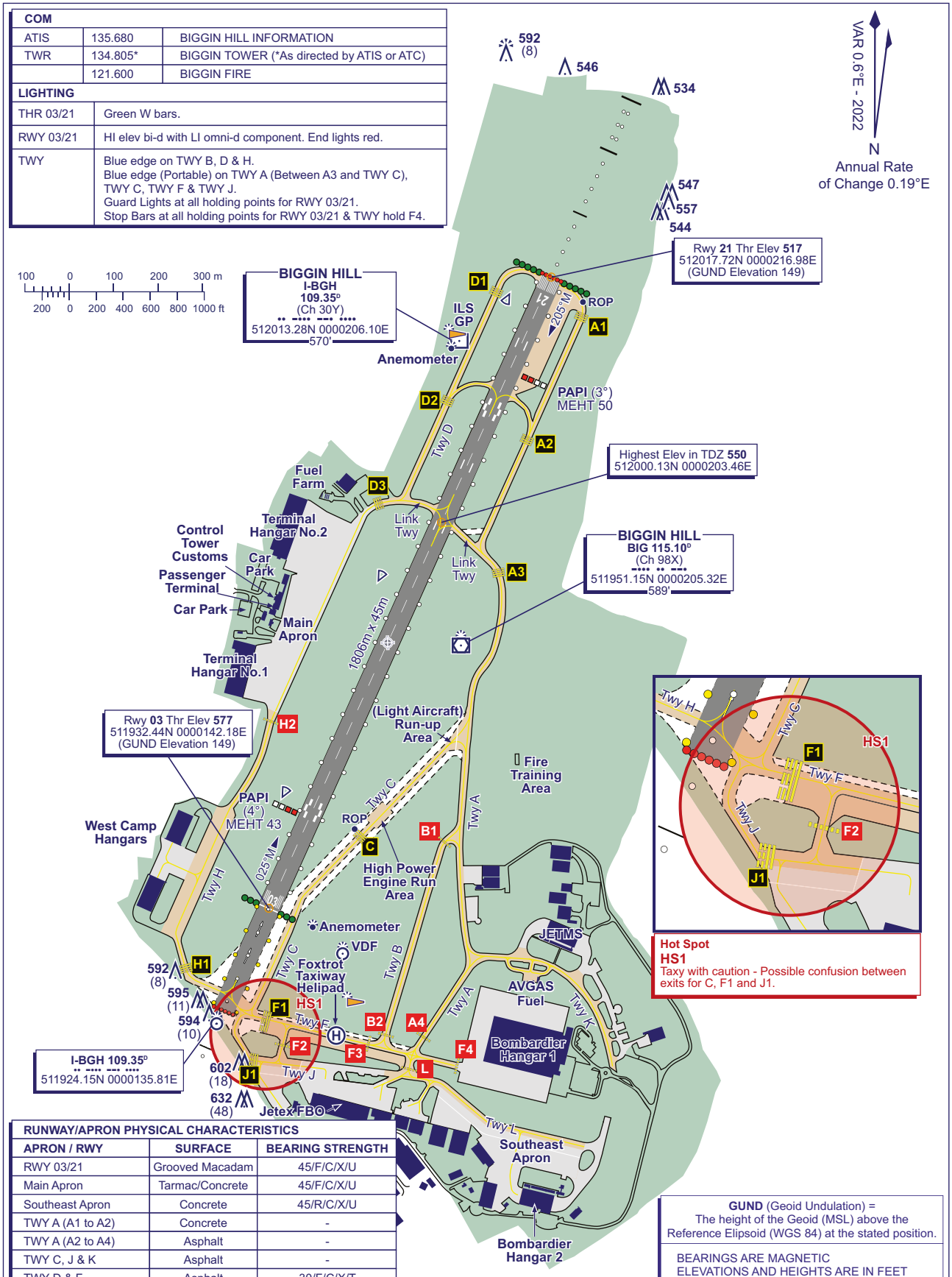
ARP 511951N 0000157E

AD ELEV 584FT

# BIGGIN HILL
EGKB

| COM | | |
|---|---|---|
| ATIS | 135.680 | BIGGIN HILL INFORMATION |
| TWR | 134.805* | BIGGIN TOWER (*As directed by ATIS or ATC) |
| | 121.600 | BIGGIN FIRE |

| LIGHTING | |
|---|---|
| THR 03/21 | Green W bars. |
| RWY 03/21 | HI elev bi-d with LI omni-d component. End lights red. |
| TWY | Blue edge on TWY B, D & H.<br>Blue edge (Portable) on TWY A (Between A3 and TWY C), TWY C, TWY F & TWY J.<br>Guard Lights at all holding points for RWY 03/21.<br>Stop Bars at all holding points for RWY 03/21 & TWY hold F4. |




| RUNWAY/APRON PHYSICAL CHARACTERISTICS | | |
|---|---|---|
| APRON / RWY | SURFACE | BEARING STRENGTH |
| RWY 03/21 | Grooved Macadam | 45/F/C/X/U |
| Main Apron | Tarmac/Concrete | 45/F/C/X/U |
| Southeast Apron | Concrete | 45/R/C/X/U |
| TWY A (A1 to A2) | Concrete | - |
| TWY A (A2 to A4) | Asphalt | - |
| TWY C, J & K | Asphalt | - |
| TWY D & F | Asphalt | 30/F/C/X/T |
| TWY B & H | Asphalt | 45/F/C/X/T |
| TWY L | Asphalt/Concrete | 45/F/C/X/U |

**GUND** (Geoid Undulation) = The height of the Geoid (MSL) above the Reference Elipsoid (WGS 84) at the stated position.

BEARINGS ARE MAGNETIC
ELEVATIONS AND HEIGHTS ARE IN FEET

| | |
|---|---|
| ELEVATIONS IN FEET AMSL | 632 |
| HEIGHTS IN FEET ABOVE AD | (48) |

**CHANGE (10/25):** VDF REPLACED. HOLD L2 RENAMED L.

AERO INFO DATE 04 JUL 25

AD 2-EGKB-2-1

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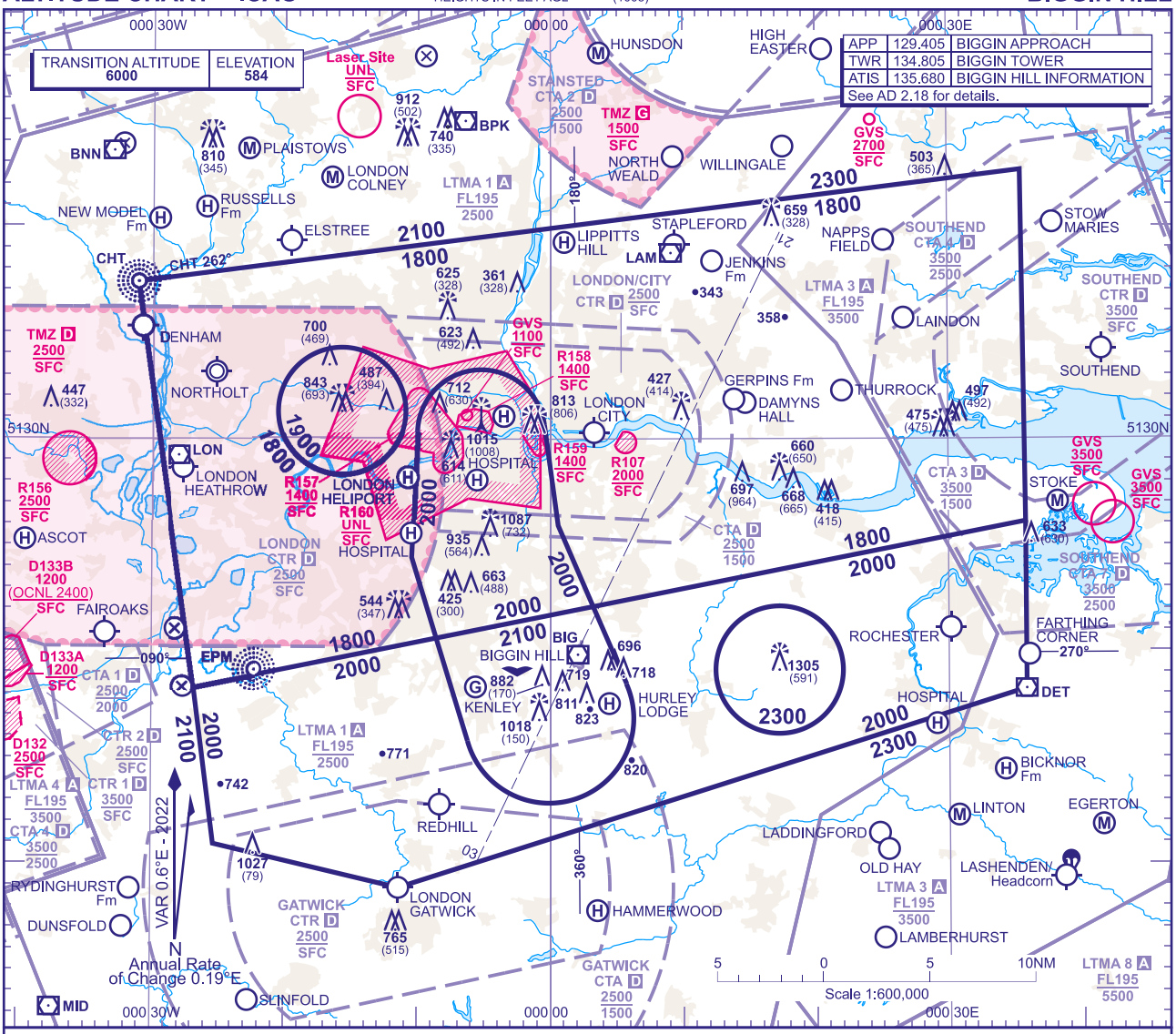
# ATC SURVEILLANCE MINIMUM ALTITUDE CHART - ICAO

BEARINGS, TRACKS AND RADIALS ARE MAGNETIC
ELEVATIONS IN FEET AMSL 1015
HEIGHTS IN FEET AGL (1008)

## BIGGIN HILL




### MINIMUM INITIAL ALTITUDE

Within the ATC Surveillance Minimum Altitude area the minimum initial altitude to be allocated by the approach surveillance controller is:

a) **2100** in the sector defined by the lateral limits; 512038N 0000835W - 512207N 0000314E - 511829N 0000545E thence clockwise by an arc of a circle radius 4NM centred on 511651N 0000005W to 511548N 0000613W - 512038N 0000835W.

b) **2000** in the sector defined by the lateral limits; 513022N 0001000W thence clockwise by an arc of a circle radius 3NM centred on 513016N 0000512W to 513040N 0000026W - 512556N 0000036E - 512207N 0000314E - 512038N 0000835W - 512426N 0001026W - 513022N 0001000W.

c) **2000** in the sector defined by the lateral limits; 511818N 0002650W - 512038N 0000835W - 511548N 0000613W thence anticlockwise by an arc of a circle radius 4NM centred on 511651N 0000005W to 511829N 0000545E - 512207N 0000314E - 512606N 0003549E - 511814N 0003550E - 510853N 0001125W - 511056N 0002519W - 511818N 0002650W, except within 3NM radius circle enclosing the Wrotham Mast (511914N 0001714E) where the minimum altitude is **2300**.

d) **1900** in the sector defined by the lateral limits; a circle radius 3NM centred on 513119N 0001542W.

e) **1800** in the sector defined by the lateral limits; 513723N 0003108W - 514239N 0003533E - 512606N 0003549E - 512207N 0000314E - 512556N 0000036E - 513040N 0000026W thence anticlockwise by an arc of a circle radius 3NM centred on 513016N 0000512W to 513022N 0001000W - 512426N 0001026W - 512038N 0000835W - 511818N 0002650W - 513723N 0003108W.

### OUTSIDE THE DESIGNATED ATC SURVEILLANCE MINIMUM ALTITUDE AREA

The minimum altitude to be allocated by the approach surveillance controller will be either the Minimum Sector Altitude, or **1000** above any fixed obstacles:

a) within 5NM of the aircraft*, and

b) within the sector 15NM ahead of and within 20° either side of the aircraft's track*.

*When the aircraft is within 15NM of the radar antennae, the 5NM in a) and the 15NM in b) may be reduced to 3NM and 10NM respectively.

### LOSS OF COMMUNICATION PROCEDURES

**Initial Approach**

Continue visually or by means of an appropriate final approach aid. If not possible proceed at not above **2300**, to join the **ALKIN** holding pattern†.

**Intermediate and Final Approach**

Continue visually or by means of an appropriate final approach aid. If not possible follow the Missed Approach Procedure to join the ALKIN holding pattern†.

†In all cases where the aircraft returns to the holding facility the procedure to be adopted is the Radio Failure Procedure detailed at ENR 1.1.3.4.

### GENERAL INFORMATION

1. Levels shown are based on QNH.
2. Only significant obstacles and dominant spot heights are shown.
3. The minimum levels shown within the ATC Surveillance Minimum Altitude Area are in conformance with the Standard European Rules of the Air - SERA.5015.
4. Minimum Sector Altitudes are based on obstacles and spot heights within 25NM of the Aerodrome Reference Point.
5. Controlled airspace with a base in excess of **5000** or FL55, as appropriate, is not shown.
6. 913FT vertical separation approved against the Crystal Palace mast to meet ATS operational requirements.
7. The ATC Surveillance service is provided by Primary and/or Secondary Radar equipment.
8. **Thls chart may only be used for cross-checkIng of altItudes assIgned when In recelpt of an ATC Surveillance servIce.**

**CHANGE (4/25):** HOSPITAL HELI SITES ADDED.

AERO INFO DATE 03 FEB 25

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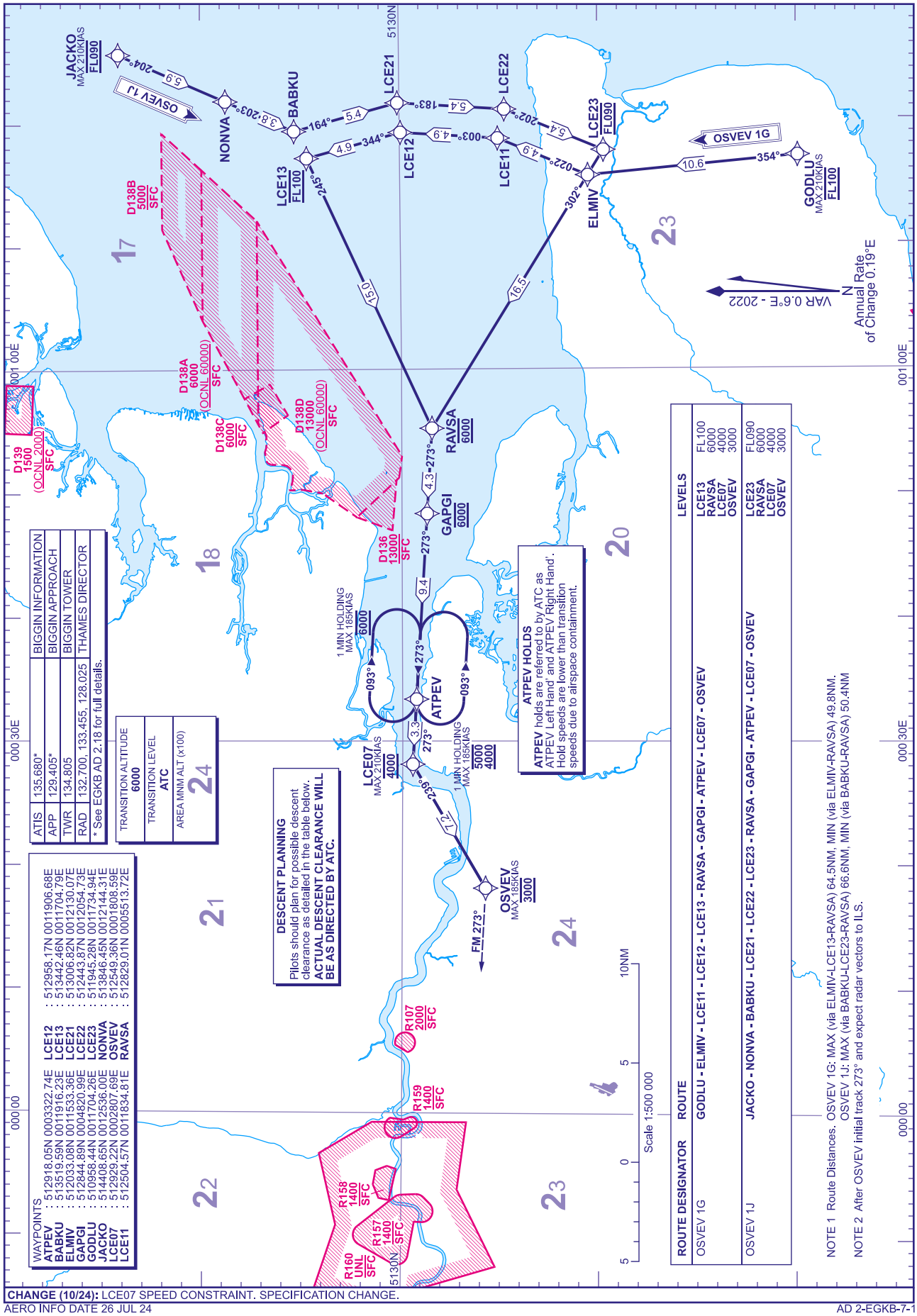
# RNAV1 (DME/DME or GNSS) APPROACH TRANSITIONS CHART - INSTRUMENT - ICAO

DISTANCES IN NAUTICAL MILES
TRACKS ARE MAGNETIC
ALTITUDES AND ELEVATIONS ARE IN FEET

# BIGGIN HILL
RWY 21
OSVEV 1G 1J




| ATIS | 135.680* | BIGGIN INFORMATION |
|---|---|---|
| APP | 129.405* | BIGGIN APPROACH |
| TWR | 134.805 | BIGGIN TOWER |
| RAD | 132.700, 133.455, 128.025 | THAMES DIRECTOR |

* See EGKB AD 2.18 for full details.

TRANSITION ALTITUDE 6000
TRANSITION LEVEL ATC
AREA MNM ALT (x100) 24

**DESCENT PLANNING**
Pilots should plan for possible descent clearance as detailed in the table below.
**ACTUAL DESCENT CLEARANCE WILL BE AS DIRECTED BY ATC.**

**ATPEV HOLDS**
**ATPEV** holds are referred to by ATC as 'ATPEV Left Hand' and 'ATPEV Right Hand'. Hold speeds are lower than transition speeds due to airspace containment.

| WAYPOINTS | | | |
|---|---|---|---|
| ATPEV | 512918.05N 0003322.74E | LCE12 | 512958.17N 0011906.68E |
| BABKU | 513519.59N 0011916.23E | LCE13 | 513442.46N 0011704.79E |
| ELMIV | 512033.08N 0011533.36E | LCE21 | 513006.82N 0012130.07E |
| GAPGI | 512844.89N 0004820.99E | LCE22 | 512443.87N 0012054.73E |
| GODLU | 510958.44N 0011704.26E | LCE23 | 511945.28N 0011734.94E |
| JACKO | 514408.65N 0012536.00E | NONVA | 513846.45N 0012144.31E |
| LCE07 | 512929.22N 0002807.69E | OSVEV | 512549.36N 0001808.59E |
| LCE11 | 512504.57N 0011834.81E | RAVSA | 512829.01N 0005513.72E |

| ROUTE DESIGNATOR | ROUTE | LEVELS | |
|---|---|---|---|
| OSVEV 1G | GODLU - ELMIV - LCE11 - LCE12 - LCE13 - RAVSA - GAPGI - ATPEV - LCE07 - OSVEV | LCE13<br>RAVSA<br>LCE07<br>OSVEV | FL100<br>6000<br>4000<br>3000 |
| OSVEV 1J | JACKO - NONVA - BABKU - LCE21 - LCE22 - LCE23 - RAVSA - GAPGI - ATPEV - LCE07 - OSVEV | LCE23<br>RAVSA<br>LCE07<br>OSVEV | FL090<br>6000<br>4000<br>3000 |

NOTE 1 Route Distances. OSVEV 1G: MAX (via ELMIV-LCE13-RAVSA) 64.5NM, MIN (via ELMIV-RAVSA) 49.8NM.
OSVEV 1J: MAX (via BABKU-LCE23-RAVSA) 66.6NM, MIN (via BABKU-RAVSA) 50.4NM

NOTE 2 After OSVEV initial track 273° and expect radar vectors to ILS.

**CHANGE (10/24):** LCE07 SPEED CONSTRAINT. SPECIFICATION CHANGE.

AERO INFO DATE 26 JUL 24

AD 2-EGKB-7-1

# Standard Instrument Arrival Coding Tables

**BIGGIN HILL Runway 21 OSVEV 1G**

| Designator | Sequence Number | Path Term-inator | Waypoint Name | Co-ordinates | Fly-over | Course/ Track °M (°T) | Magnetic Variation | Distance (NM) | Turn Direction | Level Constraint | Speed Constraint | Navigation Performance |
|---|---|---|---|---|---|---|---|---|---|---|---|---|
| OSVEV1G | 001 | IF | GODLU | 510958.44N 0011704.26E | N | - | - | - | - | FL100 | -210 | RNAV1 |
| OSVEV1G | 002 | TF | ELMIV | 512033.08N 0011533.36E | N | 354° (354.9°) | 0.6 | 10.6 | RIGHT | - | - | RNAV1 |
| OSVEV1G | 003 | TF | LCE11 | 512504.57N 0011834.81E | N | 022° (022.7°) | 0.6 | 4.9 | LEFT | - | - | RNAV1 |
| OSVEV1G | 004 | TF | LCE12 | 512958.17N 0011906.68E | N | 003° (003.9°) | 0.6 | 4.9 | LEFT | - | - | RNAV1 |
| OSVEV1G | 005 | TF | LCE13 | 513442.46N 0011704.79E | N | 344° (345.0°) | 0.6 | 4.9 | LEFT | FL100 | - | RNAV1 |
| OSVEV1G | 006 | TF | RAVSA | 512829.01N 0005513.72E | N | 245° (245.6°) | 0.6 | 15.0 | RIGHT | 6000 | - | RNAV1 |
| OSVEV1G | 007 | TF | GAPGI | 512844.89N 0004820.99E | N | 273° (273.6°) | 0.6 | 4.3 | - | 6000 | - | RNAV1 |
| OSVEV1G | 008 | TF | ATPEV | 512918.05N 0003322.74E | N | 273° (273.5°) | 0.6 | 9.4 | - | - | - | RNAV1 |
| OSVEV1G | 009 | TF | LCE07 | 512929.22N 0002807.69E | N | 273° (273.3°) | 0.6 | 3.3 | LEFT | 4000 | -210 | RNAV1 |
| OSVEV1G | 010 | TF | OSVEV | 512549.36N 0001808.59E | N | 239° (239.6°) | 0.6 | 7.2 | RIGHT | 3000 | -185 | RNAV1 |
| OSVEV1G | 011 | FM | OSVEV | 512549.36N 0001808.59E | N | 273° (273.1°) | 0.6 | - | - | 3000 | -185 | RNAV1 |

**BIGGIN HILL Runway 21 OSVEV 1J**

| Designator | Sequence Number | Path Term-inator | Waypoint Name | Co-ordinates | Fly-over | Course/ Track °M (°T) | Magnetic Variation | Distance (NM) | Turn Direction | Level Constraint | Speed Constraint | Navigation Performance |
|---|---|---|---|---|---|---|---|---|---|---|---|---|
| OSVEV1J | 001 | IF | JACKO | 514408.65N 0012536.00E | N | - | - | - | - | FL090 | -210 | RNAV1 |
| OSVEV1J | 002 | TF | NONVA | 513846.45N 0012144.31E | N | 204° (204.1°) | 0.6 | 5.9 | - | - | - | RNAV1 |
| OSVEV1J | 003 | TF | BABKU | 513519.59N 0011916.23E | N | 203° (204.0°) | 0.6 | 3.8 | LEFT | - | - | RNAV1 |
| OSVEV1J | 004 | TF | LCE21 | 513006.82N 0012130.07E | N | 164° (165.0°) | 0.6 | 5.4 | RIGHT | - | - | RNAV1 |
| OSVEV1J | 005 | TF | LCE22 | 512443.87N 0012054.73E | N | 183° (183.9°) | 0.6 | 5.4 | RIGHT | - | - | RNAV1 |
| OSVEV1J | 006 | TF | LCE23 | 511945.28N 0011734.94E | N | 202° (202.7°) | 0.6 | 5.4 | RIGHT | FL090 | - | RNAV1 |
| OSVEV1J | 007 | TF | RAVSA | 512829.01N 0005513.72E | N | 302° (302.1°) | 0.6 | 16.5 | LEFT | 6000 | - | RNAV1 |
| OSVEV1J | 008 | TF | GAPGI | 512844.89N 0004820.99E | N | 273° (273.6°) | 0.6 | 4.3 | - | 6000 | - | RNAV1 |
| OSVEV1J | 009 | TF | ATPEV | 512918.05N 0003322.74E | N | 273° (273.5°) | 0.6 | 9.4 | - | - | - | RNAV1 |
| OSVEV1J | 010 | TF | LCE07 | 512929.22N 0002807.69E | N | 273° (273.3°) | 0.6 | 3.3 | LEFT | 4000 | -210 | RNAV1 |
| OSVEV1J | 011 | TF | OSVEV | 512549.36N 0001808.59E | N | 239° (239.6°) | 0.6 | 7.2 | RIGHT | 3000 | -185 | RNAV1 |
| OSVEV1J | 012 | FM | OSVEV | 512549.36N 0001808.59E | N | 273° (273.1°) | 0.6 | - | - | 3000 | -185 | RNAV1 |

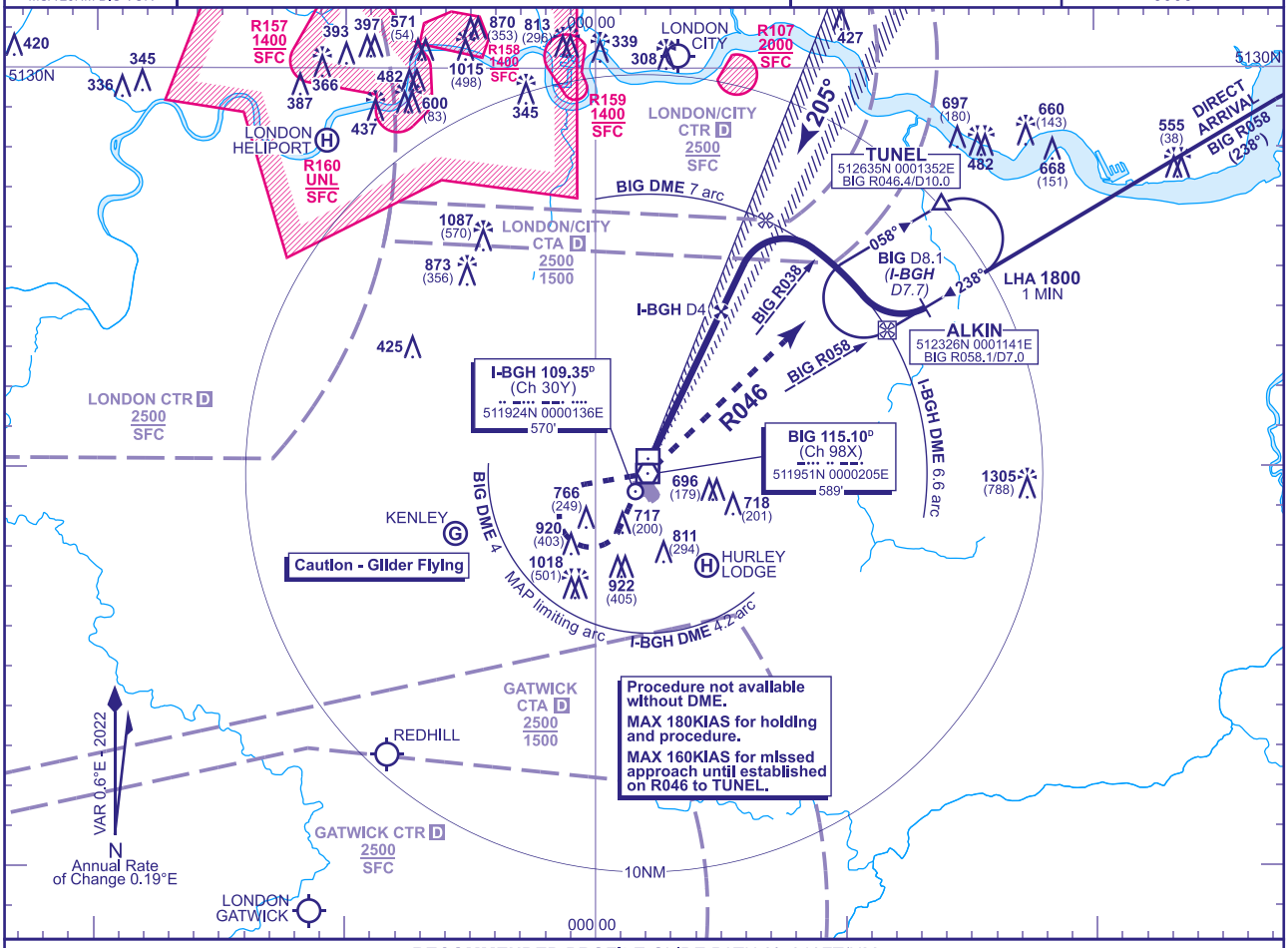
**CHANGE (10/24):** GAPGI LEVEL CONSTRAINT REVISED. SPECIFICATION CHANGE.
AERO INFO DATE 26 JUL 24

# INSTRUMENT APPROACH CHART - ICAO

## BIGGIN HILL ILS/DME/VOR RWY 21
(ACFT CAT A,B,C)

| | | | |
|---|---|---|---|
| APP 129.405 | BIGGIN APPROACH | AD ELEVATION | 584 |
| TWR 134.805 | BIGGIN TOWER | THR ELEVATION | 517 |
| RAD 132.700, 133.455, 128.025 | THAMES DIRECTOR | OBSTACLE ELEVATION 1305 AMSL (788) (ABOVE THR) | |
| | | BEARINGS ARE MAGNETIC | TRANSITION ALTITUDE 6000 |

MSA 25NM BIG VOR



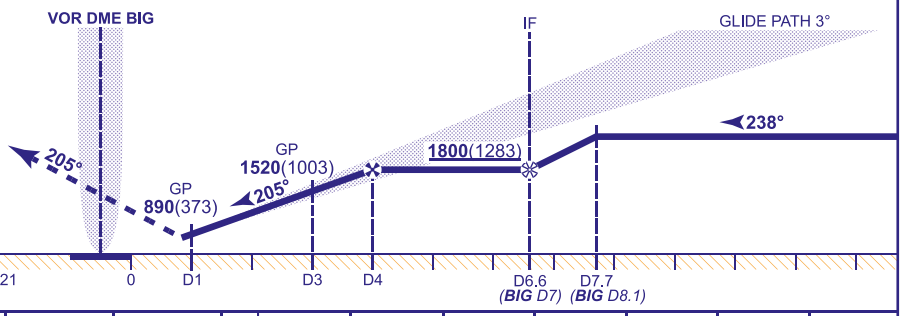

**RECOMMENDED PROFILE** GLIDE PATH 3°, 318FT/NM

| DME I-BGH | 3 | 2 | 1 |
|---|---|---|---|
| ALT(HGT) | **1520**(1003) | **1200**(683) | **890**(373) |

**RDH 50**

Arrival **not below MSA.**

Climb straight ahead to not above **2000**. At **I-BGH DME** 2 turn right to **VOR BIG** continuing climb as necessary to **2000**. Leave **VOR BIG** on R046 to TUNEL (**BIG VOR** R046 DME 10) to enter hold or as directed.
Note: Remain within **I-BGH DME** 4.2 or **BIG DME** 4 during right turn to **VOR DME BIG**. MAX 160KIAS until established outbound R046 to **TUNEL**.




| Aircraft Category | | A | B | C |
|---|---|---|---|---|
| OCA (OCH) | CLIMB GRAD 2.5% | **860**(343) | **860**(343) | **860**(343) |
| | CLIMB GRAD 5.0% | **726**(209) | **736**(219) | **746**(229) |
| VM(C)OCA (OCH AAL) | Total Area | **1150**(566) | **1350**(766) | **1450**(866) |

| Rate of descent | G/S KT | 160 | 140 | 120 | 100 | 80 |
|---|---|---|---|---|---|---|
| | FT/MIN | 850 | 740 | 640 | 530 | 420 |

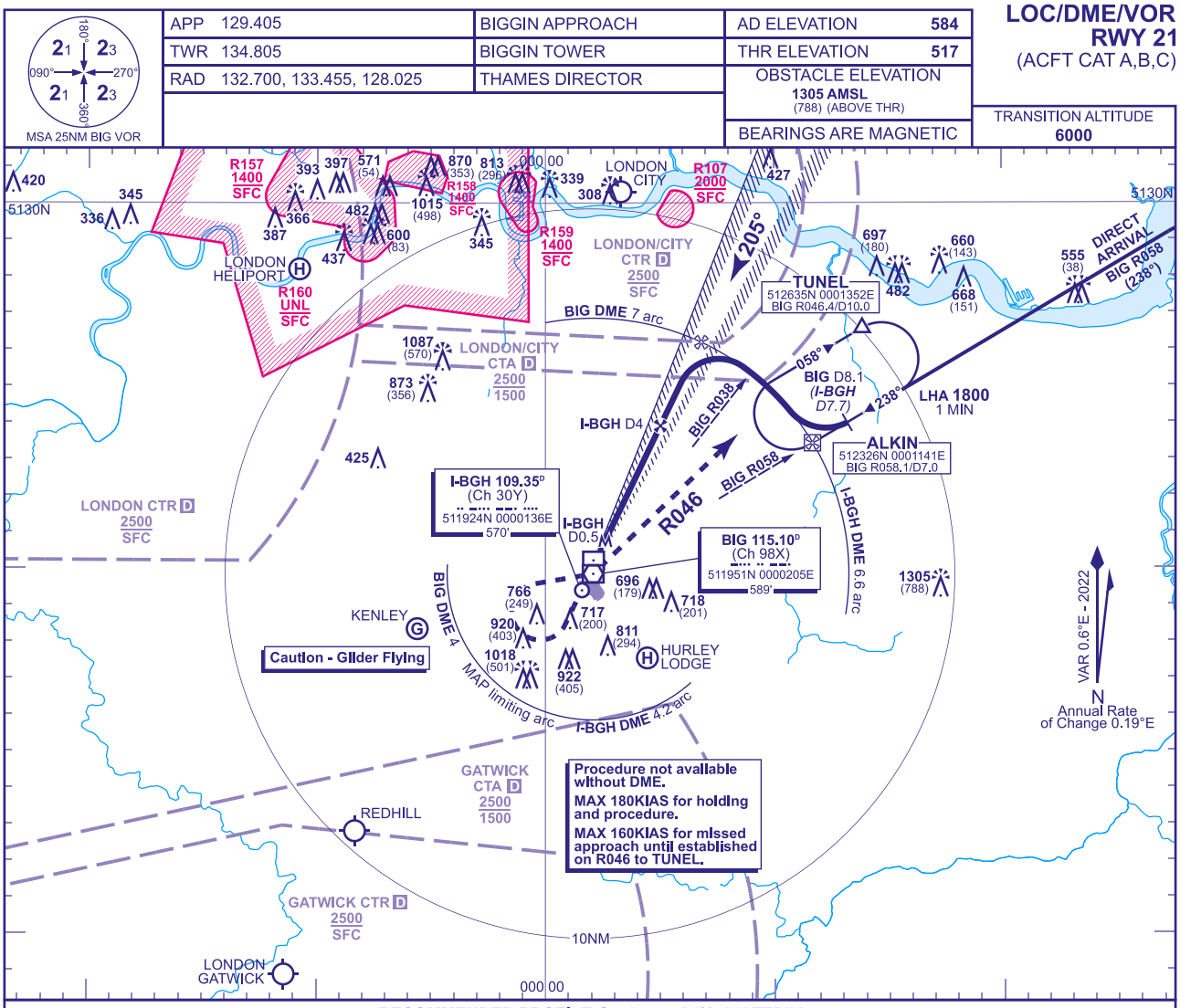
**NOTE**
1 Initial arc track at BIG R058 is 328°M, Final arc track at BIG R038 is 308°M. Rate of change of arc track 8.2°/NM.
2 Procedural arrivals not normally permitted when 'Thames Director' is available.
3 Aircraft will normally be radar vectored by 'Thames Director' direct to final approach at **1800**, to be established not later than I-BGH DME 5.
4 Aircraft which need to lose significant altitude shuttle in ALKIN hold as directed by ATC.
5 ATC will normally require aircraft to hold **not below 2000**. MAX 180KIAS for holding.

**CHANGE (1/25):** SPECIFICATION CHANGE. NO AERONAUTICAL CHANGE.

AERO INFO DATE 05 NOV 24

# INSTRUMENT APPROACH CHART - ICAO

## BIGGIN HILL LOC/DME/VOR RWY 21
(ACFT CAT A,B,C)



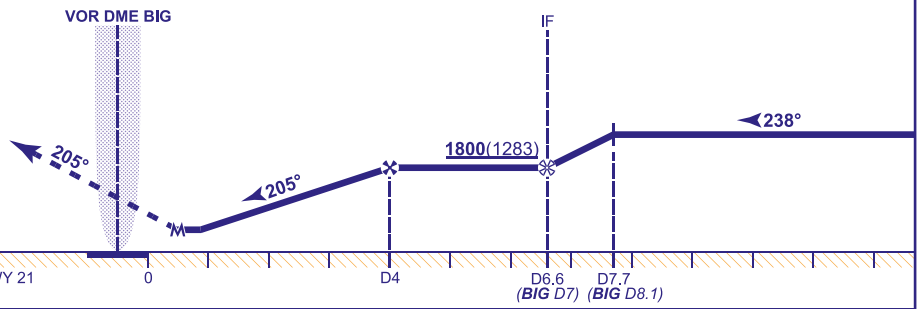

**RECOMMENDED PROFILE** Gradient 5.24%, 318FT/NM

| **DME I-BGH** | 3 | 2 | 1 |
|---|---|---|---|
| **ALT**(HGT) | **1520**(1003) | **1200**(683) | **890**(373) |

Arrival **not below MSA**.

**MAPt I-BGH DME 0.5**

Climb straight ahead to not above **2000**. At **I-BGH DME** 2 turn right to **VOR BIG** continuing climb as necessary to **2000**. Leave **VOR BIG** on R046 to TUNEL (**BIG VOR** R046 DME 10) to enter hold or as directed.
Note: Remain within **I-BGH DME** 4.2 or **BIG DME** 4 during right turn to **VOR DME BIG**. MAX 160KIAS until established outbound R046 to **TUNEL**.




| **Aircraft Category** | | **A** | **B** | **C** |
|---|---|---|---|---|
| **OCA** (OCH) | **Procedure** | **840**(323) | **840**(323) | **840**(323) |
| **VM(C)OCA** (OCH AAL) | **Total Area** | **1150**(566) | **1350**(766) | **1450**(866) |

| **Rate of descent** | **G/S KT** | 160 | 140 | 120 | 100 | 80 |
|---|---|---|---|---|---|---|
| | **FT/MIN** | 850 | 740 | 640 | 530 | 420 |

**NOTE**
1 Initial arc track at BIG R058 is 328°M, Final arc track at BIG R038 is 308°M. Rate of change of arc track 8.2°/NM.
2 Procedural arrivals not normally permitted when 'Thames Director' is available.
3 Aircraft will normally be radar vectored by 'Thames Director' direct to final approach at **1800**, to be established not later than I-BGH DME 5.
4 Aircraft which need to lose significant altitude shuttle in ALKIN hold as directed by ATC.
5 ATC will normally require aircraft to hold **not below 2000**. MAX 180KIAS for holding.

**CHANGE (1/25):** PROFILE DME DISTANCE. SPECIFICATION CHANGE.

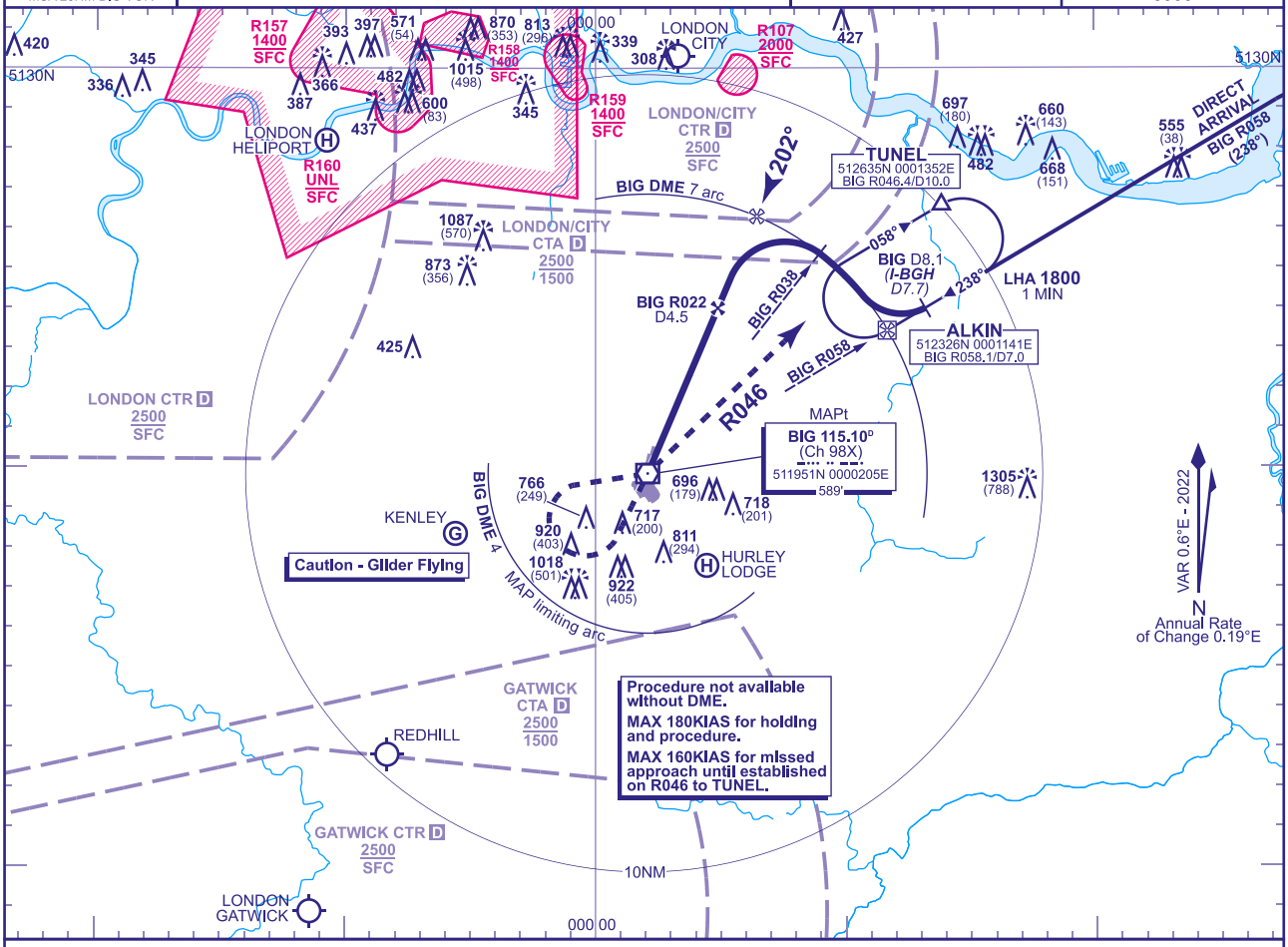
AERO INFO DATE 07 NOV 24

# INSTRUMENT APPROACH CHART - ICAO

## BIGGIN HILL VOR/DME RWY 21
(ACFT CAT A,B,C)

| | | | |
|---|---|---|---|
| APP 129.405 | BIGGIN APPROACH | AD ELEVATION | 584 |
| TWR 134.805 | BIGGIN TOWER | THR ELEVATION | 517 |
| RAD 132.700, 133.455, 128.025 | THAMES DIRECTOR | OBSTACLE ELEVATION 1305 AMSL (788) (ABOVE THR) | |
| | | BEARINGS ARE MAGNETIC | TRANSITION ALTITUDE 6000 |

MSA 25NM BIG VOR



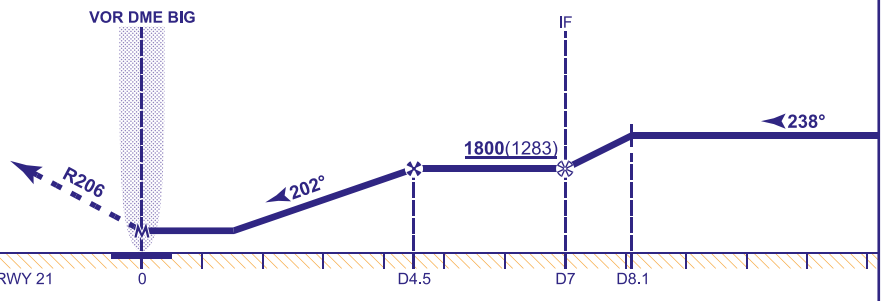

**RECOMMENDED PROFILE** Gradient 5.24%, 318FT/NM

| DME BIG | 4 | 3 | 2 |
|---|---|---|---|
| ALT(HGT) | **1680**(1163) | **1360**(843) | **1040**(523) |

Arrival **not below MSA**.

**MAPt VOR DME BIG**

Climb ahead on R206 to **not above 2000**. At **BIG DME** 2 turn right to **VOR BIG** continuing climb as necessary to **2000**. Leave **VOR BIG** on R046 to TUNEL (**BIG VOR** R046 DME 10) to enter hold or as directed.
Note: Remain within **BIG DME** 4 during right turn to **VOR DME BIG**. MAX 160KIAS until established outbound R046 to **TUNEL**.




| Aircraft Category | | A | B | C |
|---|---|---|---|---|
| OCA (OCH) | Procedure | **890**(373) | **890**(373) | **890**(373) |
| VM(C)OCA (OCH AAL) | Total Area | **1150**(566) | **1350**(766) | **1450**(866) |

| Rate of descent | G/S KT | 160 | 140 | 120 | 100 | 80 |
|---|---|---|---|---|---|---|
| | FT/MIN | 850 | 740 | 640 | 530 | 420 |

**NOTE**
1 Initial arc track at BIG R058 is 328°M, Final arc track at BIG R038 is 308°M. Rate of change of arc track 8.2°/NM.
2 Procedural arrivals not normally permitted when 'Thames Director' is available.
3 Aircraft will normally be radar vectored by 'Thames Director' direct to final approach at **1800**, to be established not later than I-BGH DME 5.
4 Aircraft which need to lose significant altitude shuttle in ALKIN hold as directed by ATC.
5 FAT offset 3° from RWY CL (205°M).
5 ATC will normally require aircraft to hold **not below 2000**. MAX 180KIAS for holding.

**CHANGE (1/25):** SPECIFICATION CHANGE. BIG D4.5 RADIAL CORRECTION.

AERO INFO DATE 15 NOV 24

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# EGBB — BIRMINGHAM

## EGBB AD 2.1 AERODROME LOCATION INDICATOR AND NAME

EGBB — BIRMINGHAM

## EGBB AD 2.2 AERODROME GEOGRAPHICAL AND ADMINISTRATIVE DATA

| | | |
|---|---|---|
| 1 | ARP coordinates and site at AD | Lat: 522714N Long: 0014453W<br>Centre point of Runway intersection with Taxiways Lima/Tango. |
| 2 | Direction and distance from city | 5.5 NM ESE of Birmingham. |
| 3 | Elevation / Reference temperature / Mean Low Temperature | 339 FT / 18 °C / - |
| 4 | Geoid undulation at AD ELEV PSN | 162 FT |
| 5 | Magnetic Variation / Annual Change | 0.13°W (2022) / 0.20°E |
| 6 | AD Administration<br>Address<br>Telephone<br><br><br><br>AFS<br>E-mail address | BIRMINGHAM AIRPORT.<br>Birmingham Airport, Birmingham B26 3QJ.<br>0871-222 0072 (General Enquiries)<br>07890-423014 (Airfield Duty Manager)<br>0121-767 1260 (ATC ATIS)<br>0121-767 1210 (ATC Watch Manager)<br>EGBBYDYX<br>ADM@birminghamairport.co.uk (Airfield Duty Manager) |
| 7 | Type of Traffic permitted (IFR/VFR) | IFR/VFR |
| 8 | Remarks | All calls to ATC will be recorded. |

## EGBB AD 2.3 OPERATIONAL HOURS

| | | |
|---|---|---|
| 1 | AD Administration | H24 |
| 2 | Customs and immigration | H24 |
| 3 | Health and sanitation | |
| 4 | AIS Briefing Office | |
| 5 | ATS Reporting Office (ARO) | |
| 6 | MET Briefing Office | |
| 7 | ATS | H24 |
| 8 | Fuelling | H24 |
| 9 | Handling | H24 |
| 10 | Security | H24 |
| 11 | De-icing | H24 |
| 12 | Remarks | Refer to NOTAM/AIP Supplements. |

## EGBB AD 2.4 HANDLING SERVICES AND FACILITIES

| | | |
|---|---|---|
| 1 | Cargo handling facilities | Dedicated cargo aircraft handling agents and transit sheds available. |
| 2 | Fuel and oil types | AVTUR JET A-1.<br>100, W80 and W100. |
| 3 | Fuelling facilities/capacity | Fuel delivery by bowser. |
| 4 | De-icing facilities | By arrangement with handling agents. |
| 5 | Hangar space for visiting aircraft | Yes, by arrangement with XLR Executive Jet Centres. |
| 6 | Repair facilities for visiting aircraft | Maintenance and repair by arrangement. |
| 7 | Remarks | Ground handling mandatory for all aircraft.<br>Aircraft handling agencies are:<br><br>Blue City: Tel: 0121-782 9300; Email: handling@bluecityaviation.co.uk<br><br>Signature: Tel: 0121-782 1999; Email: bhx@signatureflight.co.uk<br><br>Swissport: Tel: 0121-767 7772; Email: bhx.ops@swissport.com<br><br>XLR Executive Jet Centres: Tel: 0121-663 1450; Email: jetcentre@xlrbirmingham.com |

## EGBB AD 2.5 PASSENGER FACILITIES

| | | |
|---|---|---|
| 1 | Hotels | Available on site. |
| 2 | Restaurants | Available on site. |
| 3 | Transportation | Buses, taxis, trains and hire cars. Nearest railway station, Birmingham International. |
| 4 | Medical facilities | First aid treatment & emergency service response. |
| 5 | Bank and Post Office | Bureau de Change & Post Office on site. |
| 6 | Tourist Office | |
| 7 | Remarks | |

## EGBB AD 2.6 RESCUE AND FIRE FIGHTING SERVICES

| | | |
|---|---|---|
| 1 | AD category for fire fighting services | RFF Category A9<br>RFF Category 10 aircraft accepted under remission. |
| 2 | Rescue equipment | Details available on request from aerodrome. |
| 3 | Capability for removal of disabled aircraft | Airlines must have a confirmed contract for aircraft recovery. Aircraft recovery arrangements must be submitted to Birmingham Airport Limited.<br>Tel: 07890-423014 (Airfield Duty Manager).<br>E-mail: ADM@birminghamairport.co.uk. |
| 4 | Remarks | |

## EGBB AD 2.7 SEASONAL AVAILABILITY - CLEARING

| | | |
|---|---|---|
| 1 | Type of clearing equipment | Mechanical - Chemical de-icing. |
| 2 | Clearance priorities | Standard. See AD 2.1.2. |
| 3 | Remarks | ATC snow state and clearance programme. Snow Control 0121-767 7152. |

# EGBB AD 2.8 APRONS, TAXIWAYS AND CHECK LOCATIONS/POSITIONS DATA

| | | |
|---|---|---|
| 1 | Apron surface and strength | STAND 501<br>Surface: Concrete<br>PCR 788/R/C/W/U<br><br>STAND 502<br>Surface: Concrete<br>PCR 788/R/B/W/U<br><br>STAND 503<br>Surface: Concrete<br>PCR 808/R/B/W/U<br><br>STAND 504<br>Surface: Concrete<br>PCR 788/R/C/W/U<br><br>STAND 504R<br>Surface: Concrete<br>PCR 1270/R/B/W/T<br><br>STAND 601<br>Surface: Concrete<br>PCR 850/R/B/W/T<br><br>STAND 77<br>Surface: Concrete<br>PCR 1590/R/A/W/T<br><br>STANDS 1 TO 10<br>Surface: Concrete<br>PCR 650/R/B/W/T<br><br>STANDS 11 TO 16<br>Surface: Concrete<br>PCR 643/R/A/W/U<br><br>STANDS 20 TO 25<br>Surface: Concrete<br>PCR 1110/R/B/W/T<br><br>STANDS 40 TO 42<br>Surface: Concrete<br>PCR 1004/R/A/W/U<br><br>STANDS 54 TO 57<br>Surface: Concrete<br>PCR 1170/R/B/W/T<br><br>STANDS 58 TO 60<br>Surface: Concrete<br>PCR 710/R/B/W/T<br><br>STANDS 70 TO 76<br>Surface: Concrete<br>PCR 1440/R/B/W/T<br><br>STANDS 80 TO 84<br>Surface: Concrete<br>PCR 1170/R/B/W/T<br><br>STANDS 85 TO 86<br>Surface: Concrete<br>PCR 930/R/A/W/T |
| 2 | Taxiway width, surface and strength | Taxiway A: 23 M<br>Surface: Asphalt<br>PCR 2710/F/D/X/T<br><br>Taxiway AL: 23 M<br>Surface: Asphalt<br>PCR 1220/R/B/W/T |

| | | |
|---|---|---|
| | | Taxiway B: 23 M<br>Surface: Asphalt<br>PCR 800/R/B/W/T<br><br>Taxiway C: 23 M<br>Surface: Concrete and asphalt<br>PCR 780/R/B/W/T<br><br>Taxiway D: 23 M<br>Surface: Concrete and asphalt<br>PCR 1100/R/B/W/T<br><br>Taxiway E: 23 M<br>Surface: Concrete and asphalt<br>PCR 1370/R/B/X/T<br><br>Taxiway F: 23 M<br>Surface: Concrete<br>PCR 784/R/A/W/U<br><br>Taxiway G: 18 M<br>Surface: Asphalt<br>PCR 560/F/C/X/T<br><br>Taxiway H: 23 M<br>Surface: Concrete<br>PCR 784/R/A/W/U<br><br>Taxiway J: 23 M<br>Surface: Asphalt<br>PCR 1470/F/D/X/T<br><br>Taxiway L: 45 M<br>Surface: Asphalt<br>PCR 1500/F/D/X/T<br><br>Taxiway S: 23 M<br>Surface: Asphalt<br>PCR 1980/R/B/W/T<br><br>Taxiway T: 23 M<br>Surface: Concrete<br>PCR 1080/R/C/W/T<br><br>Taxiway U: 23 M<br>Surface: Concrete<br>PCR 1004/R/B/W/U<br><br>Taxiway V: 23 M<br>Surface: Asphalt<br>PCR 3780/F/B/X/T<br><br>Taxiway W: 23 M<br>Surface: Asphalt<br>PCR 2120/F/A/X/T<br><br>Taxiway Y: 23 M<br>Surface: Concrete<br>PCR 750/R/B/W/T |
| 3 | Altimeter checkpoint location and elevation | Terminal Apron 325 FT  Elmdon GA Aprons 325 FT |
| 4 | VOR checkpoints | |
| 5 | INS checkpoints | See Ground Movement/Parking/Docking Chart. |
| 6 | Remarks | |

## EGBB AD 2.9 SURFACE MOVEMENT GUIDANCE AND CONTROL SYSTEM AND MARKINGS

| | | |
|---|---|---|
| 1 | Use of aircraft stand ID signs, TWY guide lines and visual docking/parking guidance system of aircraft stands | Taxiing guidance signs: Taxi-holding position; Guide lines at apron.<br><br>Terminal Apron (Stands 1-86). All aircraft stands are laid out for nose-in/push-back; nose-wheel guidelines are provided and marshalling assistance is available, if required, on request through ATC GMC.<br><br>Stands 1-4 have directional information provided by Safedock Docking Guidance System.<br><br>Stands 8C, 12 and 13 have directional information provided by marshaller instruction.<br><br>Stands 15, 16, 40, 41C, 42C, 54R, 54C, 54L, 55R, 55C, 55L, 56R, 56C, 57R, 57C and 58 have directional information provided by a Safedock Docking Guidance System and are provided with an apron drive airbridge.<br><br>Stands 41R, 41L, 42R, 42L, 56L, 57L and 59 have directional information provided by Safedock Docking Guidance System.<br><br>Stands 5-7, 8L, 10-13, 20-25, 60, 70-77, 80-82, 83L, 83C, 83R, 84L, 84C, 84R, 85L, 85C, 85R, 86L, 86C and 86R will be under marshaller instructions.<br><br>All Stands except 75-77 are fitted with a fixed electrical ground power unit.<br><br>Pilots must not enter an aircraft stand unless SEG (Stand Entry Guidance) is activated and the correct aircraft type is displayed, or Birmingham Airport Limited marshaller has signalled clearance to proceed. In the event of there being no activated SEG displayed upon approach to the stand, flight crews must hold position on the taxiway and advise GMC of the non-activation of the SEG. Aircrew must not attempt to self-park in the SEG is not activated.<br><br>Aircrew are to note that all SEG systems are activated by their ground handling agent. The activation of SEG systems should indicate that a safety check of the stands has been made by the handling agent prior to the arrival of the aircraft.<br><br>Elmdon Apron (Stands 501-506) will be under marshaller instructions. Pilots of light aircraft not using the full stand facilities should await marshaller instructions before proceeding onto the stands to park. |
| 2 | Runway and taxiway markings and lighting | Runway marking aid(s):<br>15/33: Designation, runway edge, threshold, centre-line, TDZ.<br><br>Taxiway light(s):<br>Green centre-line lighting (15 M spacing) plus blue edge on curves and red stop bars.<br>No green centre-line on Taxiway J and Taxiway L. |
| 3 | Stop bars and runway guard lights (if any) | No stop bar at J1.<br>Stop bars at runway entrance points are in operation H24. |
| 4 | Other runway protection measures | |
| 5 | Remarks | WDI RWY 15 THR (LGTD): 522730.26N 0014520.61W.<br>WDI Midpoint (LGTD): 522652.90N 0014437.40W.<br>WDI RWY 33 THR (LGTD): 522705.56N 0014452.33W. |

## EGBB AD 2.10 AERODROME OBSTACLES

| In Approach/Take-off areas | | | | | | |
|---|---|---|---|---|---|---|
| **Obstacle ID/ Designation** | **Obstacle Type** | **Obstacle Position** | **Elevation/Height** | | **Obstruction Lighting Type/ Colour** | **Remarks** |
| **1** | **2** | **3** | **4** | | **5** | **6** |
| (EGBB1365) 33/TAKE-OFF | HOPPER | 522828.00N 0014621.68W | 389 FT | 52 FT | No | |
| (EGBB1439) 33/TAKE-OFF | TREE | 522825.25N 0014601.20W | 373 FT | 53 FT | No | |
| (EGBB1417) 33/TAKE-OFF | TREE | 522824.04N 0014605.51W | 375 FT | 50 FT | No | |

| In Approach/Take-off areas | | | | | | |
|---|---|---|---|---|---|---|
| **Obstacle ID/ Designation** | **Obstacle Type** | **Obstacle Position** | **Elevation/Height** | | **Obstruction Lighting Type/ Colour** | **Remarks** |
| **1** | **2** | **3** | **4** | | **5** | **6** |
| (EGBB1485) 33/TAKE-OFF | GANTRY | 522818.37N 0014555.10W | 354 FT | 31 FT | No | |
| (EGBB1410) 33/TAKE-OFF | TREE | 522815.61N 0014607.11W | 364 FT | 60 FT | No | |
| (EGBB1596) 15/APPROACH | POST | 522813.00N 0014545.67W | 356 FT | 59 FT | Yes | |
| (EGBB1634) 15/APPROACH | GANTRY | 522812.08N 0014542.09W | 352 FT | 31 FT | No | |
| (EGBB1492) 33/TAKE-OFF | TREE | 522811.75N 0014554.40W | 342 FT | 46 FT | No | |
| (EGBB1441) 15/APPROACH 33/ TAKE-OFF | TREE | 522808.47N 0014600.62W | 355 FT | 57 FT | No | |
| (EGBB1577) 33/TAKE-OFF | LAMP POST | 522808.23N 0014547.45W | 326 FT | 26 FT | No | |
| (EGBB1624) 15/APPROACH | TREE | 522807.67N 0014543.63W | 353 FT | 52 FT | No | |
| (EGBB1460) 33/TAKE-OFF | TREE | 522807.42N 0014558.00W | 349 FT | 44 FT | No | |
| (EGBB1571) 33/TAKE-OFF | HEDGE | 522803.77N 0014547.90W | 320 FT | 11 FT | No | |
| (EGBB1647) 15/APPROACH | TREE | 522802.75N 0014537.47W | 340 FT | 51 FT | No | |
| (EGBB1512) 33/TAKE-OFF | FENCE | 522802.16N 0014551.14W | 319 FT | 9 FT | No | |
| (EGBB1482) 15/APPROACH | TREE | 522801.33N 0014555.44W | 349 FT | 36 FT | No | |
| (EGBB1458) 15/APPROACH | TREE | 522800.97N 0014558.46W | 367 FT | 53 FT | No | |
| (EGBB1629) 33/TAKE-OFF | LLZ | 522800.70N 0014543.32W | 316 FT | 8 FT | Yes | |
| (EGBB1615) 33/TAKE-OFF | FFM | 522800.24N 0014544.45W | 313 FT | 7 FT | No | |
| (EGBB1600) 33/TAKE-OFF | LLZ | 522759.75N 0014545.60W | 316 FT | 9 FT | Yes | |
| (EGBB1480) 15/APPROACH | TREE | 522758.54N 0014555.69W | 357 FT | 46 FT | No | |
| (EGBB1535) 15/APPROACH | TREE | 522755.41N 0014549.80W | 345 FT | 49 FT | No | |
| (EGBB2067) 15/TAKE-OFF | LLZ MON | 522633.39N 0014407.91W | 344 FT | 13 FT | No | |
| (EGBB2333) 33/APPROACH | TREE | 522622.45N 0014338.66W | 405 FT | 47 FT | No | |
| 33/APPROACH 15/TAKE-OFF | CONSTRUCTI ON EQUIPMENT | 522620N 0014401W | 383 FT | 26 FT | No | |
| (EGBB2104) 33/APPROACH | TREE | 522620.38N 0014403.89W | 386 FT | 48 FT | No | |
| (EGBB2239) 15/TAKE-OFF | BUSH | 522619.68N 0014349.41W | 382 FT | 27 FT | No | |
| (EGBB2335) 33/APPROACH | TREE | 522619.47N 0014338.51W | 426 FT | 60 FT | No | |
| (EGBB2350) 33/APPROACH | TREE | 522618.78N 0014336.57W | 417 FT | 46 FT | No | |
| (EGBB2174) 33/APPROACH | TREE | 522614.44N 0014358.14W | 405 FT | 55 FT | No | |
| (EGBB2332) 15/TAKE-OFF | TREE | 522614.01N 0014339.46W | 402 FT | 30 FT | No | |
| (EGBB2345) 15/TAKE-OFF | TREE | 522610.65N 0014337.38W | 414 FT | 43 FT | No | |
| (EGBB2295) 15/TAKE-OFF | TREE | 522604.71N 0014342.75W | 414 FT | 42 FT | No | |

| In Approach/Take-off areas | | | | | | |
|---|---|---|---|---|---|---|
| **Obstacle ID/ Designation** | **Obstacle Type** | **Obstacle Position** | **Elevation/Height** | | **Obstruction Lighting Type/ Colour** | **Remarks** |
| **1** | **2** | **3** | **4** | | **5** | **6** |
| (EGBB2308) 33/APPROACH | TREE | 522555.18N 0014341.85W | 451 FT | 88 FT | No | |
| (EGBB2347) 15/TAKE-OFF | TREE | 522555.10N 0014337.10W | 428 FT | 70 FT | No | |
| (EGBB2478) 15/TAKE-OFF | PYLON | 522545.63N 0014254.69W | 477 FT | 142 FT | No | |

| In circling area and at aerodrome | | | | | | |
|---|---|---|---|---|---|---|
| **Obstacle ID/ Designation** | **Obstacle Type** | **Obstacle Position** | **Elevation/Height** | | **Obstruction Lighting Type/ Colour** | **Remarks** |
| **1** | **2** | **3** | **4** | | **5** | **6** |
| (EGBB1090) | BUILDING | 522854.46N 0014818.90W | 528 FT | 155 FT | No | |
| (EGBB2688) | UK29306514F CRANE | 522850.73N 0015425.02W | 980 FT | 525 FT | No | |
| | CRANE | 522850.54N 0015424.87W | 1009 FT | 555 FT | Yes | Northwest of Birmingham Airport. End estimated January 2025. |
| (EGBB2046) | AERIAL | 522844.85N 0014411.83W | 453 FT | 131 FT | No | |
| (EGBB2471) | PYLON | 522835.76N 0014258.70W | 486 FT | 150 FT | No | |
| (EGBB1097) | SPIRE | 522828.31N 0014810.28W | 555 FT | 159 FT | No | |
| (EGBB2638) | UK28540753F CRANE | 522821.16N 0015256.84W | 1015 FT | 638 FT | Yes Solid Red | |
| (EGBB2595) | TREE | 522820.45N 0014733.96W | 467 FT | 73 FT | No | |
| (EGBB1052) | BUILDING | 522744.37N 0014859.78W | 577 FT | 150 FT | No | |
| (EGBB2602) | PYLON | 522741.06N 0014229.79W | 515 FT | 188 FT | No | |
| (EGBB1098) | TREE | 522734.72N 0014809.41W | 497 FT | 75 FT | No | |
| (EGBB1034) | CHIMNEY | 522733.75N 0015035.65W | 644 FT | 267 FT | No | |
| (EGBB1708) | RADOME | 522717.34N 0014522.87W | 443 FT | 125 FT | No | |
| (EGBB2621) | UK28490886F CRANE | 522708.96N 0015627.08W | 876 FT | 378 FT | Yes Solid Red | |
| (EGBB2226) | BUILDING | 522703.02N 0014350.71W | 447 FT | 108 FT | No | |
| (EGBB1927) | ATC AERIAL | 522649.81N 0014453.21W | 492 FT | 130 FT | No | |
| (EGBB2225) | AERIAL | 522648.42N 0014350.82W | 483 FT | 116 FT | Yes Solid Red | |
| (EGBB2492) | PYLON | 522648.36N 0014240.79W | 483 FT | 173 FT | Yes Solid Red | |
| (EGBB1058) | BUILDING | 522643.55N 0014853.17W | 516 FT | 99 FT | No | |
| (EGBB1557) | TREE | 522632.84N 0014548.92W | 508 FT | 106 FT | No | |
| (EGBB1700) | MAST | 522622.57N 0014524.00W | 498 FT | 118 FT | No | |
| (EGBB2486) | PYLON | 522622.02N 0014246.61W | 488 FT | 152 FT | No | |
| (EGBB2390) | WEATHER V | 522621.54N 0014328.85W | 487 FT | 115 FT | Yes Solid Red | |
| (EGBB1155) | TREE | 522604.52N 0014725.57W | 508 FT | 113 FT | No | |

| In circling area and at aerodrome | | | | | | |
|---|---|---|---|---|---|---|
| **Obstacle ID/ Designation** | **Obstacle Type** | **Obstacle Position** | **Elevation/Height** | | **Obstruction Lighting Type/ Colour** | **Remarks** |
| **1** | **2** | **3** | **4** | | **5** | **6** |
| (EGBB1361) | MAST | 522533.51N 0014624.70W | 580 FT | 177 FT | Yes Solid Red | |
| (EGBB2317) | PYLON | 522518.42N 0014341.27W | 483 FT | 89 FT | No | |
| (EGBB1968) | TREE | 522509.01N 0014443.21W | 519 FT | 95 FT | No | |
| (EGBB1042) | BUILDING | 522456.14N 0014948.29W | 638 FT | 156 FT | No | |
| (EGBB1320) | SPIRE | 522440.99N 0014633.28W | 619 FT | 191 FT | No | |
| (EGBB2459) | PYLON | 522421.06N 0014305.76W | 545 FT | 151 FT | No | |

## EGBB AD 2.11 METEOROLOGICAL INFORMATION PROVIDED

| | | |
|---|---|---|
| 1 | Associated MET Office | MET OFFICE EXETER |
| 2 | Hours of service<br>MET Office outside hour | H24 |
| 3 | Office responsible for TAF preparation<br>Periods of validity | MET OFFICE EXETER<br>24 Hours. |
| 4 | Trend forecast<br>Interval of issuance | |
| 5 | Briefing/consultation provided | Self briefing/Telephone. ATIS Tel: 0121-767 1260. |
| 6 | Flight documentation<br>Language(s) used | Charts abbreviated plain language text. TAFs and METARs.<br>English |
| 7 | Charts and other information available for briefing or consultation | F214, F215, GAMET available via Met Office Aviation Briefing Service, www.metoffice.gov.uk/aviation. |
| 8 | Supplementary equipment available for providing information | Standby systems.<br>ATIS number available: 0121-767 1260. |
| 9 | ATS units provided with information | BIRMINGHAM |
| 10 | Additional information (limitation of service, etc.) | Unverified AUTO METARs may be published in night periods. |

## EGBB AD 2.12 RUNWAY PHYSICAL CHARACTERISTICS

| **Designations RWY Number** | **True bearing** | **Dimensions of RWY** | **Surface of RWY/ SWY/ Strength** | **THR co-ordinates/ THR Geoid undulation** | **THR elevation/ Highest elevation of TDZ of precision APP RWY** | **Slope of RWY/ SWY** |
|---|---|---|---|---|---|---|
| **1** | **2** | **3** | **4** | **5** | **6** | **7** |
| 15 | 145.81° | 3052 x 45 M | RWY surface: Asphalt, Grooved<br>PCR 1550/R/C/W/T | 522748.52N<br>0014531.43W<br>162.1 FT | THR 303.4 FT<br>TDZ 313.1 FT | |
| 33 | 325.82° | 3052 x 45 M | RWY surface: Asphalt, Grooved<br>PCR 1550/R/C/W/T | 522646.58N<br>0014422.56W<br>161.9 FT | THR 327.9 FT<br>TDZ 327.9 FT | |

| **SWY Dimensions** | **Clearway Dimensions** | **Strip Dimensions** | **RESA Dimensions, Overshoot / Undershoot** | **Location/ description of arresting system** | **OFZ** | **Remarks** |
|---|---|---|---|---|---|---|
| **8** | **9** | **10** | **11** | **12** | **13** | **14** |
| | 60 x 150 M | 3124 x 280 M | | | | RWY 15<br><br>Threshold displaced by 291 M.<br><br>Runway 15/33 has shoulders 7.5 M each side of the runway giving a total paved width of 60 M. |

| SWY Dimensions | Clearway Dimensions | Strip Dimensions | RESA Dimensions, Overshoot / Undershoot | Location/ description of arresting system | OFZ | Remarks |
|---|---|---|---|---|---|---|
| 8 | 9 | 10 | 11 | 12 | 13 | 14 |
| | 193 x 150 M | 3124 x 280 M | | | | RWY 33<br><br>Threshold displaced by 447 M.<br><br>Runway 15/33 has shoulders 7.5 M each side of the runway giving a total paved width of 60 M. |

## EGBB AD 2.13 DECLARED DISTANCES

| Runway designator | TORA | TODA | ASDA | LDA | Remarks |
|---|---|---|---|---|---|
| 1 | 2 | 3 | 4 | 5 | 6 |
| 15 | 3004 M | 3064 M | 3004 M | 2581 M | |
| 33 | 3004 M | 3197 M | 3004 M | 2450 M | |
| 15 | 2447 M | 2508 M | 2447 M | | Take-off from intersection with Taxiway B. |
| 15 | 1444 M | 1504 M | 1444 M | | Take-off from intersection with Taxiway L. |
| 15 | 1220 M | 1280 M | 1220 M | | Take-off from intersection with Taxiway G. |
| 33 | 2552 M | 2745 M | 2552 M | | Take-off from intersection with Taxiway E. |
| 33 | 2182 M | 2375 M | 2182 M | | Take-off from intersection with Taxiway C. |
| 33 | 2093 M | 2286 M | 2093 M | | Take-off from intersection with Taxiway F. |
| 33 | 1769 M | 1962 M | 1769 M | | Take-off from intersection with Taxiway G. |
| 33 | 1560 M | 1752 M | 1560 M | | Take-off from intersection with Taxiway L. |

## EGBB AD 2.14 APPROACH AND RUNWAY LIGHTING

| RWY | Approach lighting Type/ Length/ Intensity | Threshold lighting Colour/Wing bars | VASIS/ MEHT/ PAPI/ PAPI Dist from THR | TDZ, lighting Length | Runway Centre Line lighting Length/ Spacing/ Colour/ Intensity | Runway edge lighting Length/ Spacing/ Colour/ Intensity | Runway end lighting Colour/ Wing bars | Stopway lighting Length/ Colour | Remarks |
|---|---|---|---|---|---|---|---|---|---|
| 1 | 2 | 3 | 4 | 5 | 6 | 7 | 8 | 9 | 10 |
| 15 | Coded centre-line with five crossbars. Supplementary lighting inner 300 M.<br>914 M<br>Light intensity high | Light intensity high<br>Uni-directional<br>Green wingbars | PAPI<br>Left/3°<br>60 FT<br>406 M | 900 M | Colour coded<br>15 M spacing<br>Light intensity high | Variable intensity bi-directional<br>Flush fitting<br>Light intensity high | Red | | |
| 33 | Coded centre-line with five crossbars. Supplementary lighting inner 300 M.<br>914 M<br>Light intensity high | Light intensity high<br>Uni-directional<br>Green wingbars | PAPI<br>Left/3°<br>59 FT<br>370 M | 900 M | Colour coded<br>15 M spacing<br>Light intensity high | Variable intensity bi-directional<br>Flush fitting<br>Light intensity high | Red | | |

## EGBB AD 2.15 OTHER LIGHTING, SECONDARY POWER SUPPLY

| | | |
|---|---|---|
| 1 | ABN/IBN location, characteristics and hours of operation | |
| 2 | LDI location and lighting<br>Anemometer location and lighting | Anemometer: Runway 15: 522653.35N 0014438.28W (LGTD); Runway 33: 522736.27N 0014525.44W (LGTD). |
| 3 | TWY edge and centre line lighting | |

| | | |
|---|---|---|
| 4 | Secondary power supply/switch-over time | Yes/1 second. |
| 5 | Remarks | |

## EGBB AD 2.16 HELICOPTER LANDING AREA

| | | |
|---|---|---|
| 1 | Coordinates TLOF or THR of FATO, geoid undulation | |
| 2 | TLOF and/or FATO elevation | |
| 3 | TLOF and FATO area dimensions, surface, strength, marking, lighting | |
| 4 | True BRG of FATO | |
| 5 | Declared distance available | |
| 6 | APP and FATO lighting | |
| 7 | RMK | Helicopters to approach using active runway and land as instructed by ATC. |

## EGBB AD 2.17 AIR TRAFFIC SERVICES AIRSPACE

| Designation and lateral limits | Vertical Limits | Airspace Class | ATS unit callsign/ language | Transition Altitude | Hours of applicability | Remarks |
|---|---|---|---|---|---|---|
| 1 | 2 | 3 | 4 | 5 | 6 | 7 |
| BIRMINGHAM CTR<br>523507N 0014154W - 522626N 0013203W thence clockwise by the arc of a circle radius 8 NM centred on 522722N 0014502W to 521933N 0014740W - 522835N 0015758W thence clockwise by the arc of a circle radius 8 NM centred on 522722N 0014502W to 523507N 0014154W | Upper limit: 4500 FT ALT<br>Lower limit: SFC | D | BIRMINGHAM RADAR<br>English | 6000 FT | | Birmingham ATC is the Controlling Authority for that part of the Daventry Control Area which overlies the Birmingham CTR and CTA up to and including FL 80. |
| BIRMINGHAM ATZ<br>A circle, 2.5 NM radius, centred at 522722N 0014502W on longest notified runway (15/33) | Upper limit: 2000 FT AGL<br>Lower limit: SFC | D | BIRMINGHAM RADAR<br>English | 6000 FT | | Birmingham ATC is the Controlling Authority for that part of the Daventry Control Area which overlies the Birmingham CTR and CTA up to and including FL 80. |

## EGBB AD 2.18 AIR TRAFFIC SERVICES COMMUNICATION FACILITIES

| Service Designation | Callsign | Channel/ Frequency(MHz) | SATVOICE number(s) | Logon Address | Hours of Operation | Remarks |
|---|---|---|---|---|---|---|
| 1 | 2 | 3 | 4 | 5 | 6 | 7 |
| APP | BIRMINGHAM DIRECTOR | 131.005<br>DOC 40 NM/ 20,000 FT | | | As Directed by ATC | ATZ hours coincident with Approach hours.<br><br>In the event of a radar failure, the BIRMINGHAM APPROACH callsign should be used on Channel 123.980 or 131.005. |
| | BIRMINGHAM RADAR | 123.980<br>DOC 40 NM/ 20,000 FT | | | H24 | |
| | | 131.330<br>DOC 40 NM/ 20,000 FT | | | As Directed by ATC | |
| TWR | BIRMINGHAM DELIVERY | 121.930<br>DOC A/C on the ground | | | H24 | GMC outside operating hours use freq 118.305 MHz<br><br>Departing aircraft are to make initial contact with BIRMINGHAM DELIVERY on 121.930 MHz. |

| Service Designation | Callsign | Channel/ Frequency(MHz) | SATVOICE number(s) | Logon Address | Hours of Operation | Remarks |
|---|---|---|---|---|---|---|
| 1 | 2 | 3 | 4 | 5 | 6 | 7 |
| | BIRMINGHAM GROUND | 121.805 DOC A/C on the ground | | | O/R | |
| | BIRMINGHAM TOWER | 118.305 DOC 25 NM/4000 FT | | | H24 | |
| ATIS | BIRMINGHAM INFORMATION | 136.030 DOC 60 NM/ 20,000 FT | | | H24 | Also available by telephone: 0121-767 1260 |
| OTHER | BIRMINGHAM FIRE | 121.600 Non-ATS frequency. | | | | Available when Fire vehicle attending aircraft on the ground in an emergency. |
| OTHER | BIRMINGHAM EMERGENCY | 121.500 DOC 25 NM/ 4000 FT | | | H24 | |

## EGBB AD 2.19 RADIO NAVIGATION AND LANDING AIDS

| Type of Aid CAT of ILS/MLS MAG Var/VOR Declination | Ident | Frequency | Hours of Operation | Position of transmitting antenna coordinates | Elevation of DME transmitting antenna | Remarks |
|---|---|---|---|---|---|---|
| 1 | 2 | 3 | 4 | 5 | 6 | 7 |
| ILS/LOC III 0.73°E (2027) | IBIR | 110.100 MHz | HO | 522631.38N 0014405.69W | | (RWY 15) False Capture may be experienced when approaching from the north. |
| ILS/GP | IBIR | 334.400 MHz | HO | 522736.73N 0014527.97W | | 3° ILS Ref Datum Hgt 55 FT. |
| ILS/LOC III 0.71°E (2027) | IBM | 110.100 MHz | HO | 522800.17N 0014544.39W | | (RWY 33) |
| ILS/GP | IBM | 334.400 MHz | HO | 522652.36N 0014437.95W | | 3° ILS Ref Datum Hgt 54 FT. |
| DME | IBM | 38X 110.100 MHz | HO | 522713.83N 0014506.29W | 357 FT | (RWY 33) On AD. Freq paired with ILS I-BM and I-BIR. Zero range indicated at THR of Runway 15 and 33. |
| DME | IBIR | 38X 110.100 MHz | HO | 522713.83N 0014506.29W | 357 FT | (RWY 15) On AD. Freq paired with ILS I-BM and I-BIR. Zero range indicated at THR of Runway 15 and 33. |
| NDB (L) 0.72°E (2027) | BHX | 406.000 kHz | H24 | 522716.37N 0014508.59W | | On AD. Range 25 NM. |

## EGBB AD 2.20 LOCAL AERODROME REGULATIONS

### 1 AIRPORT REGULATIONS

a) Unless by prior agreement aircraft arriving or departing on international flights must clear Customs on Stands 1-86.
b) Slots for all commercial air transport movements must be cleared with Airport Co-ordination Ltd: SITA: LONACXH; e-mail: lonacxh@acl-uk.org; Tel: 020-8634 0636, Fax: 020-8564 0691.
c) Operators are required to have made arrangements for ground handling prior to arrival. Unless in an emergency, inbound diversions will only be accepted subject to stand availability. However operators should note that off-loading and aircraft turnaround may be subject to significant delays.
d) The wearing of high visibility clothing by all employed on the apron including flight crew and attendants is mandatory. It is the responsibility of the aircraft captain to ensure passengers are escorted by aircrew or ground staff at all times when on foot in external areas of the Aerodrome.
e) Aircraft not able to communicate with ATC by radio will not be accepted.
f) Fixed Electrical Ground Power (FEGP) must be used whenever available and serviceable. Use of aircraft Auxiliary Power Units (APUs), and diesel Ground Power Units is subject to strict controls as set out in published airport regulations. APUs should be shut down as soon as practicable following arrival and not restarted until 30 minutes prior to departure.

g) It is a requirement that every airline using Birmingham Airport must have local orders compatible with Birmingham Emergency Orders. Airlines, General Aviation operators and Flying clubs should also note that it is their responsibility to recover disabled aircraft and aircraft wreckage. They must have appropriate arrangements in place, and confirmed in writing to Birmingham Airport, before commencing flying operations into the aerodrome. Birmingham Airport will act as coordinating body throughout the recovery operation and has only limited equipment which may be used to assist in the recovery of aircraft.
h) Birmingham operates a standard taxi time of 15 minutes. Operators must ensure all flight plans filed include a taxi time of 15 minutes.

## 2 GROUND MOVEMENT

a) Clearance Delivery

i. ATC Clearances may be obtained by Voice RTF or Datalink Departure Clearance Service (DCL). Pilots should not request their clearance or SID information earlier than EOBT-15 minutes.
ii. Voice RTF

1. Pilots of departing aircraft are to call Birmingham Delivery on 121.930 MHz for ATC clearance stating aircraft type, stand number and code letter of latest ATIS received. All operators are to report ready for start with Birmingham Delivery and then proceed as directed by ATC.

iii. Data link Departure Clearance (DCL)

1. Pre-departure clearance by datalink is available at Birmingham for suitably equipped aircraft. Details of the DCL service may be obtained from ATC Operations on +44 (0)121-767 1235.
2. DCL service is available from EOBT -15 minutes.
3. DCL Clearances will not be issued if requested earlier than EOBT -15 minutes. If requested early, a standby message will be delivered and the clearance will automatically be delivered at EOBT -15 minutes.
4. Successful clearances must be ACCEPTED within 10 minutes of receipt or a 'revert to voice' message will be received.
5. If any data errors are detected by the system a 'revert to voice' message will be received.
6. If the attempt to obtain a clearance is unsuccessful the aircraft should revert to voice RTF.
7. Departing aircraft must report their aircraft type, stand number and code letter of latest ATIS received. All operators are to report ready for start with Birmingham Delivery and then proceed as directed by ATC.

b) Birmingham Airport is equipped with an Advanced Surface Movement Radar utilising Mode-S.

i. Aircraft operators intending to use Birmingham Airport shall ensure that Mode-S transponders are able to operate when the aircraft is on the ground.
ii. Flight crew shall:

1. Select AUTO mode and the assigned Mode-A code.
2. If AUTO mode is not available Select ON (e.g. XPNDR) and assigned Mode-A code:

(aa) From the request for push back or taxi whichever is earlier;

(bb) After landing, continuously, until the aircraft is fully parked on stand.

3. When fully parked on stand select STBY.

iii. Whenever the aircraft is capable of reporting Aircraft Identification (i.e. call sign used in flight), the Aircraft's Identification should also be entered from the request for push back or taxi whichever is earlier (through the FMS or the Transponder Control Panel). Flight Crew must use the ICAO defined format for entry of the Aircraft Identification.
iv. To ensure that the performance of systems based on SSR frequencies (including airborne TCAS units and SSR radars) is not compromised; TCAS should not be selected before approaching the holding point. It should then be deselected after vacating the runway.

Aircraft taxiing without flight plan should select Mode A code 2000.

c) All operators requesting tow are to contact Birmingham Ground on 121.805 MHz.
d) Taxiing with engine(s) shut down: The Airport Company will, where possible, facilitate operators wishing to taxi to or from the terminal with less than all engines running. Operators that would like to undertake taxiing with less than all engines operating should in the first instance contact the Airfield Operations Manager, with details of the particular aircraft types involved and likely schedule times.
e) Elmdon Apron:

i. Marshalling is mandatory for all aircraft parking on the Elmdon Apron;
ii. Pilots are advised that parking on the Elmdon apron is under marshaller guidance only. Care should be exercised due to the proximity of other aircraft when manoeuvring. Code E aircraft will be provided with follow-me guidance when entering Taxiway Foxtrot due to reduced main gear wheel to paved edge clearance on the bend.
iii. pilots are reminded of the need to maintain unobstructed access to the hangars at all times.

f) Due to restrictions, Taxiways Tango, Uniform and Stands 81-86 inclusive may not be used during the period Mon-Sat 2300-0700 (2200-0600), Sun 2300-0800 (2200-0700); except in extenuating circumstances as defined in the night flying policy.
g) Aircraft commanders are asked to use minimum power settings when manoeuvring.
h) Self-manoeuvring on Terminal Apron Stands is prohibited at all times unless approved by Airfield Operations.
i) Taxiway Restrictions:

i. Follow ATC instructions to vacate the runway and taxi to stand. No aircraft is to proceed beyond C2 / E2 / S3 (Runway 15 Arrivals) or A6 (Runway 33 Arrivals) without clearance from ATC.

j) A380 Aircraft Operations:

i. Operators of A380 aircraft may designate Birmingham as a nominated diversionary aerodrome subject to prior agreement with the Head of Airfield Operations Tel +44 (0)121-767 7384 and assessment of facilities at Birmingham by the Airline. The use of Birmingham as an alternate for A380 operations is also subject to UK CAA approval on an individual airline basis.
ii. Maximum of 3 A380s can be handled at any time (subject to stand availability).
iii. Follow-me may be requested via ATC if required.
iv. Departing aircraft must use the CAT III runway holds at all times, irrespective of weather conditions.
v. Diverting A380 aircraft will be provided with RFF Category 9 in accordance with UK CAA CAP 168 Chapter 8.

## 3 CAT II/III OPERATIONS

a) Runways 15 and 33, subject to serviceability of the required facilities, are suitable for Category ll/lll operations by operators whose minima have been accepted by the Civil Aviation Authority.
b) During Category ll/lll operations, special ATC procedures (ATC Low Visibility Procedures) will be applied. Pilots will be informed by ATIS broadcast or by RTF when these procedures are in operation.
c) Departing aircraft: ATC will require departing aircraft to use the Category II/III holding points located at A2, AL1 and S2 and the Category I/II/III holding points located at E1 and F1 as appropriate.

Arriving aircraft: Pilots should delay the call 'Runway vacated' until the aircraft is clear of the amber and green coded section of the taxiway lead-off lights.

d) Arriving aircraft should note that all appropriate runway exits are illuminated. Pilots should select the first convenient exit unless advised by ATC

## 4 WARNINGS

a) Taxiway Delta between D4 and D5 is restricted to aircraft with a maximum wingspan of 42 M. Aircraft with a wingspan exceeding 42 M will be routed via Taxiway E.
b) Pilots of long-wheelbase aircraft such as B777-300 should exercise caution when negotiating taxiway curves and intersections as main-gear to pavement edge clearance may be limited.
c) Due to runway orientation relative to prevailing winds, pilots should anticipate crosswinds and may experience building induced turbulence and wind shear on aerodrome in strong winds.
d) Pilots are warned that there is a possibility of Pigeons crossing the runway up to 100 FT AGL. Bird dispersal including the use of pyrotechnics in operation H24.
e) Pilots are warned that unauthorised ground based laser lights have been directed towards aircraft in the vicinity of the airfield. All incidents should be reported immediately via the Tower to the Airport Authority.
f) Operators should note that Birmingham Airport is unable to accept A340-600 aircraft due to limitation on taxiway curves.
g) Aircraft requiring to back-track along the runway must be capable of turning within the runway width of 46 M.
h) Visual/light signals from ATC are not available.
i) The Alpha Loop taxiway adjacent to the Runway 15 threshold is authorised for use by aircraft of Code A-C inclusive only.
j) Pilots are warned that when the runway surface condition is broadcast as wet, standing water could be encountered on the runway edge between Taxiways Foxtrot and Bravo.
k) Airlines should be aware of the increased risk of insect nesting during the spring and summer months. During this time, the use of pitot tube covers should be considered.
l) Pilots may experience localiser deviations due to Code D and above aircraft vacating at the end of the runway.

## 5 HELICOPTER OPERATIONS

a) Helicopters to arrive and depart as instructed by ATC. All helicopters should expect to land on and depart from the main runway.

## 6 USE OF RUNWAYS

a) Preferential Runway.

Runway 33 will be selected as the preferred runway for departures and arrivals when the runway surface is dry and the mean surface wind speed as displayed from Runway 33 anemometer site is 5 KT or less. Aircraft requiring the use of Runway 15 must advise ATC and state that is for operational reasons.

## 7 TRAINING

a) Use of the aerodrome for training purposes is subject to the approval of Birmingham Airport Limited and the following conditions:

i. Training aircraft must climb straight ahead to 1000 FT QFE before turning, unless otherwise instructed by ATC;
ii. Aircraft above 5700 KG MTWA taking off from Runway 15 must climb straight ahead to 1.5 NM DME I BIR or 500 FT QFE whichever is later then turn as instructed by ATC;
iii. Training flights are restricted to commercial based operators (Easyjet, Jet2, Ryanair and TUI), NPAS, Air Ambulance (Helimed) and RAF Brize Norton only;
iv. Jet aircraft above 5700 KG require prior approval; contact: 0121-767 1210.

b) **Circuits**

i. Circuits by jet aircraft of more than 5700 KG MTWA on training flights will be carried out at 2500 FT QNH. Descent below this altitude should not take place until abeam the airfield on the downwind leg usually:

Runway 33 – right hand circuits;

Runway 15 – left hand circuits.

ii. Direction may be varied for environmental reasons.

c) **Procedural Instrument Training**

i. All procedural instrument training for non-turbo-jet aircraft of 5700 KG or less will require approval from ATC and is subject to prevailing traffic.

## 8 ROUND ROBIN FLIGHTS

a) Operators wishing to undertake round robin flights are required to contact ATC on 0121-767 1235 prior to requesting flight clearance to confirm that the intended flight routing matches the flight plan submitted. Operators wishing to undertake round robin flights who do not comply with this requirement will not receive flight clearance and pushback until the routing has been confirmed.

# EGBB AD 2.21 NOISE ABATEMENT PROCEDURES

## 1 NOISE

a) Noise Preferential Routeings and Procedures - all aircraft inbound or outbound from this aerodrome are required to conform to the following procedures; notwithstanding that these may at any time be departed from to the extent necessary for avoiding immediate danger.

## 2 GENERAL

a) Every operator of aircraft using the aerodrome shall ensure at all times that aircraft are operated in a manner calculated to cause the least disturbance practicable in areas surrounding the aerodrome.
b) Unless on radar vectors, aircraft shall avoid the congested areas of Hampton-in-Arden and Balsall Common to the southeast of the aerodrome and Dorridge, Knowle and Hockley Heath to the southwest of the aerodrome.

## 3 TAKE-OFF AND MISSED APPROACHES

a) Every jet aircraft using the aerodrome shall, after take-off or 'go-around' attain as soon as safety permits, a rate of climb of at least 500 FT per minute at power settings which will ensure progressively decreasing noise levels at points under the flight path.

## 4 ILS APPROACHES

a) Unless otherwise instructed by ATC, aircraft using the ILS in IMC or VMC shall not descend below 2000 FT QNH before intercepting the glidepath nor fly below the glidepath thereafter. An aircraft approaching without assistance from ILS or radar shall follow a descent path which will not result in its being at any time lower than the approach path which would be followed by an aircraft using the ILS glidepath.

## 5 CONTINUOUS DESCENT APPROACHES

a) Turbo-jet and turbo-prop aircraft are expected to apply continuous descent, low power, low drag approach techniques at all times.
b) Subject to ATC instructions, inbound aircraft are to maintain as high an altitude as practical and adopt a low power, low drag, continuous descent approach profile. ATC will provide estimated track distance to touchdown to allow pilots to descend at a rate they judge best suited to achieve continuous descent without using more power or drag than necessary. The object will be to join the glidepath at the appropriate height for the distance without level flight.
c) To facilitate these techniques aircraft should be flown no faster than 250 KT from the Speed Limiting Points and below FL 100 and 250 KT-210 KT during the intermediate approach phase. Thereafter speed should be managed so as to achieve a continuous descent using as little power or drag as possible. ATC may impose speed control if required for separation purposes. ATC will impose a speed of 180 KT or less inside 10 DME I-BM/I-BIR.
d) CDAs will commence from ALT 6000 FT QNH.
e) ATC will provide regular range checks. Pilots who require additional track mileage to facilitate a successful CDA should inform ATC as soon as the requirement is apparent.

## 6 VISUAL CIRCUITS APPROACHES – GENERAL

a) **Propeller driven aircraft MTWA 5700 KG or less**

i. For aircraft in this category, the minimum height for joining the final approach track shall be 1000 FT QFE for all approaches.

b) All aircraft except those excluded in paragraph **6 a**

i. All aircraft carrying out visual circuits/approaches to Runways 33 and 15 shall not, unless instructed by ATC, descend below 2500 FT QNH (2175 FT QFE) on the downwind legs until they are abeam the aerodrome, after which a continuous rate is to be maintained.
ii. Aircraft must not join the final approach track to any runway at a height of less than 1825 FT QNH (1500 FT QFE), except when carrying out a right hand visual circuit to Runway 33 when the minimum height for joining the final approach track will be 1225 FT QNH (900 FT QFE).
iii. To minimise noise disturbance to congested urban areas adjacent to the aerodrome, base turns to visual circuits to Runway 15 and 33 are shown in the map at AD 2-EGBB-4-1. These should be flown whenever possible.
iv. To minimise disturbance in areas adjacent to the aerodrome, captains are requested to avoid the use of reverse thrust after landing, consistent with safe operation of the aircraft, especially between 2300-0700 (2200-0600).

## 7 NOISE PREFERENTIAL ROUTINGS

a) The Noise Preferential Routings given below are compatible with ATC requirements and shall apply in both VMC and IMC. The tracks are to be flown by all departing jet aircraft and by all other aircraft with a maximum certified weight exceeding 5700 KG unless otherwise instructed by ATC or unless deviations are required in the interests of safety. The use of the route is supplementary to noise abatement take-off techniques. After take-off, pilots should ensure that they are at a minimum height of 500 FT QFE before initiating any turn. The obligations of NPRs for Runway 33 cease when the aircraft is at an altitude of 3000 FT or above. The obligations of NPRs for Runway 15 northbound departures cease when the aircraft is at an altitude of 3000 FT or above. The obligations of NPRs for Runway 15 southbound departures (including COWLY, CPT, DTY) cease when the aircraft is at an altitude of 4000 FT or above.

i. Take-off – Runway 15:

Climb straight ahead to 1.5 NM DME I BIR or 500 FT QFE whichever is later then:

| Take-off Runway | Routing | Procedure |
|---|---|---|
| 15 | Left turn to a track of less than 060° | Turn left as instructed by ATC |
| | Left turn to a track of 060° or greater | At 2 DME I-BIR turn left as instructed by ATC |
| | Right turn out (non-MOSUN/LUXTO) | At 4 DME I-BIR turn right as instructed by ATC |
| | MOSUN/LUXTO | At 2 DME I-BIR track 165° to 4 DME I-BIR |
| | Unable RNAV | At 2 DME I-BIR track 165° to 4 DME I-BIR |

ii. Take-off – Runway 15 Aerodrome DME Out of Service:

Climb straight ahead to 4.5 NM DME HON or 500 FT QFE whichever is later then:

| Take-off Runway | Routing | Procedure |
|---|---|---|
| 15 | Left turn to a track of less than 060° | Turn left as instructed by ATC |
| | Left turn to a track of 060° or greater | At 1.5 DME HON turn left as instructed by ATC |
| | Right turn out (non-MOSUN/LUXTO) | At 1.5 DME HON turn right as instructed by ATC |
| | MOSUN/LUXTO | Track 165° to 2 DME HON |
| | Unable RNAV | Track 165° to 2 DME HON |

iii. Take-off – Runway 33:

Climb straight ahead to 2 NM DME I BM or 500 FT QFE whichever is later. Then either

| Take-off Runway | Routing | Procedure |
|---|---|---|
| 33 | Left or right turn out° | At 2 NM DME I BM turn as instructed by ATC |

iv. Take-off – Runway 33 Aerodrome DME out of service:

Climb straight ahead to 9 NM DME HON or 500 FT QFE whichever is later. Then either:

| Take-off Runway | Routing | Procedure |
|---|---|---|
| 33 | Left or right turn out | At 9 NM DME HON turn as instructed by ATC |

***Note 1:*** *Directions of turn onto course shall be such that as far as possible the surrounding built-up areas will be avoided.*

b) Except in emergency and for safety reasons no aircraft movements or activities involving the running of aircraft engines shall take place on or along the first 100 M of Runway 15, Taxiway A or Taxiway B north of Hold A6 between the hours of 2300-0700 (2200-0600), unless the aircraft landed at the Airport before 2300 (2200) and is proceeding to the aprons. Pilots should note that in such circumstances Runway 15 TORA/ASDA/TODA will be reduced by 150 M.

## 8 AUXILIARY POWER UNITS (APU)

a) Except for stands not equipped with a serviceable Fixed Electrical Ground Power Unit, APU must be shut down immediately on arrival on stand and not restarted more than 30 minutes prior to departure without permission from the aerodrome operator.

b) Except in an emergency, no aircraft activities involving the running of APU's shall take place on the aprons between the hours of 2300-0600 (2200-0500), unless such activities are necessary in the case of an aircraft which has landed at the aerodrome before 2330 (2230).

## 9 NIGHT NOISE RESTRICTIONS/ALLOCATIONS

a) Birmingham Airport operates a noise policy restricting the operation of certain types of aircraft during the night period of 2330-0600 (2230-0500). Full details are available from Airport Co-ordination Limited or the Airfield Duty Manager.
b) Aircraft with a noise classification of 93 EPNdB or more are not permitted to be scheduled during the night period. Aircraft with a noise classification of 93 EPNdB or more may be permitted to operate in exceptional circumstances subject to prior approval by the Airfield Duty Manager.
c) All movements recording a level above 83 dB(A) Lmax on departure at the noise monitors located 6.5 KM from ‘start of roll’ during the night period will be subject to a runway surcharge.
d) Records of night infringements are available on request from the Birmingham Airport Sustainability Team.

## 10 RESTRICTIONS

a) Restrictions are imposed on the ground running of engines in the interests of noise abatement and operators are advised to contact the Airfield Duty Manager (0121-767 7139).

## 11 NOISE ABATEMENT PROCEDURES FOR HELICOPTERS

a) To minimise noise disturbance to urban areas adjacent to the airport, helicopters should, except in the case of an emergency, avoid overflying the noise sensitive area at less than 500 FT AAL. This area extends between 230° and 290° from the Western end of stand 506, to a distance of 0.5 NM

# EGBB AD 2.22 FLIGHT PROCEDURES

## 1 RADIO COMMUNICATION FAILURE PROCEDURES

In the event of complete radio failure in an aircraft the pilot is to adopt the appropriate procedures notified at ENR 1.1.3, with the exception described below.

a) Inbound Aircraft

i. When complete communications failure occurs in the aircraft before ETA, or before EAT when this has been received and acknowledged, the aircraft will:

1. fly to the appropriate holding point (GROVE or CHASE);
2. hold at the last assigned level until the last acknowledged ETA plus 10 minutes or EAT when this has been given;
3. descend to the lowest whole flight level which gives at least 1000 FT separation from the Transition Altitude. When level transit from the appropriate holding point (GROVE or CHASE) to the BHX holding point;
4. when established in the BHX hold commence descent for landing in accordance with the approach procedure for the runway-in-use and effect a landing within 30 minutes (or later if able to approach and land visually).

ii. If complete radio communications failure occurs after an aircraft has reported to ATC on reaching the holding point, the aircraft will:

1. hold at the last assigned level at GROVE or CHASE until:

(aa) ATA over the holding point plus 10 minutes or 10 minutes after the last acknowledged communication with ATC, whichever is the later; or

(bb) EAT when this has been received and acknowledged;

2. descend to the lowest whole flight level which gives at least 1000 FT separation from the Transition Altitude. When level transit from the appropriate holding point (GROVE or CHASE) to the BHX holding point;
3. when established in the BHX hold commence descent for landing in accordance with the approach procedure for the runway-in-use and effect a landing within 30 minutes (or later if able to approach and land visually).

iii. When complete radio communication failure occurs during intermediate or final approach under radar control the procedures to be followed are detailed at AD 2-EGBB-5-1.
iv. When complete radio communication failure occurs in the aircraft following a missed approach the aircraft will:

1. fly the appropriate missed approach procedure to BHX NDB(L);
2. complete at least one holding pattern at 2500 FT;
3. then commence descent for landing in accordance with the approach procedure for the runway-in-use and effect a landing within 30 minutes (or later if able to approach and land visually)

v. The routes and levels to be used when leaving the Zone or Holding Area in accordance with the procedures given at ENR 1.1.3 are shown in the table below:

| Position at time of decision | Route |
|---|---|
| BHX NDB(L) | |
| GROVE | |
| CEDAR | Track 270°T at last assigned altitude |
| CHASE | |
| MAPLE | |

b) Outbound Aircraft

i. Aircraft departing under radar control from Birmingham may be instructed by the radar controller, via aerodrome control, to maintain specific headings.
ii. If, after having been instructed to maintain a specific heading after take-off, a pilot experiences radio failure, he shall climb on the assigned heading to the first altitude detailed in the clearance, maintain this heading and altitude for two minutes, and then proceed in accordance with the published radio failure procedures.

## 2 PROCEDURE FOR INBOUND/OUTBOUND AIRCRAFT VIA MOSUN/LUXTO

a) Birmingham-MOSUN Procedures

The Birmingham-MOSUN Procedure is only available to turbo-prop aircraft joining or leaving MOSUN FL 160 or below between Mon-Fri 0900-1700 (0800-1600) excluding public holidays.

b) Operators intending their aircraft to make use of the MOSUN procedure on departure must ensure that the following addresses are added to the flight plan:

EGWDZQZX and EGFFZPZX and EGTTZFZC

Significant delays may be encountered in the event that these addresses are omitted.

c) MOSUN Departure Clearances

When Runway 15 is in use, aircraft departing towards MOSUN will be instructed to follow the MOSUN 15 procedure. For example: “Callsign, MOSUN 15 procedure, squawk XXXX”.

i. MOSUN 15 Procedure - Runway 15

At 2 DME, turn right to track 165 to 4 DME, then turn right cleared to leave controlled airspace on track MOSUN, climb to altitude 6000 FT.

When Runway 33 is in use, aircraft departing towards MOSUN will be issued with the BRUMI 1M SID.

ii. BRUMI 1M Departure - Runway 33

The BRUMI 1M SID is available to turbo prop aircraft joining at MOSUN FL 160 or below between the hours specified in paragraph 2a.

d) During the hours when N92 is available:

When Runway 33 is in use, aircraft filing via N92 will receive an BRUMI 1M departure.

When Runway 15 is in use, aircraft departing to join N92 at LUXTO will be instructed to follow the LUXTO 15 procedure. For example:

“Callsign, LUXTO 15 procedure, squawk XXXX”

i. LUXTO 15 procedure – Runway 15

At 2 DME, turn right to track 165 to 4 DME, then turn right direct LUXTO, climb to altitude 6000 FT.

## 3 PROCEDURE FOR INBOUND AIRCRAFT

a) **Standard Terminal Arrival Routes (STARs)**

i. Standard Arrival routes for aircraft inbound from the airways system will be routed via the Standard Terminal Arrival Routes (STARs) detailed at AD 2-EGBB-7 charts.
ii. Where STARs are designated as RNAV1 Only, Non-RNAV 1 aircraft should file the via the existing route structure as featured in the SRD. Aircraft should not proceed beyond CHASE or GROVE without ATC clearance.

b) **Clearance to enter the CTR/CTA**

i. Aircraft flying the Airways System will be cleared into the CTR/CTA without having to request a specific entry clearance.
ii. Aircraft wishing to enter the CTR/CTA from the London FIR must obtain clearance from Birmingham Radar Control before entering Controlled Airspace.

c) **Holding.** Holding patterns are as follows:

| | |
|---|---|
| Birmingham NDB(L) BHX | Holding axis 147° MAG, turning right at the facility.<br>(Lowest holding ALT 2500 FT) **(See Note)**. |
| GROVE | Holding fix HON VOR/DME 284°/10 NM on an axis of 104° MAG turning right at the fix.<br>Lowest holding level FL 70. Speed limit 210 KT. |
| CEDAR | Holding axis 147° MAG, turning right at the fix.<br>(Lowest holding ALT 2500 FT) (**See Note**). |
| CHASE | Holding fix HON VOR/DME 330°/18 NM on an axis of 150° MAG turning right at the fix.<br>Lowest holding level 5000 FT (**See Note**). Speed limit 210 KT. |
| MAPLE | Holding axis 327° MAG, turning left at the fix.<br>(Lowest holding ALT 2500 FT) (**See Note**). |

***Note:*** *Aircraft holding at the above facilities may be required to do so above the upper limit of the Birmingham CTA, and within the Daventry CTA.*

d) **Missed Approaches**

i. Loss of Radio Communications – The Birmingham Standard Missed Approach Procedures are detailed within the associated Instrument Flight Procedure Charts. The following procedures shall apply in the event of executing a missed approach with loss of radio communications:

| Landing direction | Procedure |
|---|---|
| Runway 15 | Climb ahead to 1000 FT (QNH). Turn right onto track 166° MAG to 2500 FT or I BIR DME 4, whichever is the later, then turn left to NDB(L) BHX. |
| Runway 33 | Climb ahead to 2500 FT (QNH) or I BM DME 2, whichever is the later. Then procedure turn right to NDB(L) BHX. |

ii. Non-Radar Procedures – The Birmingham Standard Missed Approach Procedures are detailed within the associated Instrument Flight Procedure Charts. The following procedures shall apply in the event of executing a missed approach during non-radar operations.

| Landing direction | Procedure |
|---|---|
| Runway 15 | Climb ahead to 1000 FT (QNH). Turn right onto track 166° MAG to 3000 FT or I BIR DME 4, whichever is the later, then turn left to NDB(L) BHX. |
| Runway 33 | Climb ahead to 3000 FT (QNH) or I BM DME 2, whichever is the later. Then procedure turn right to NDB(L) BHX. |

e) **Speed Control**

i. Pilots should typically expect the following speed restrictions to be enforced:
220 KT from the holding facility during intermediate approach phase;
180 KT on base leg/closing heading to the ILS;
180-160 KT when first established on the ILS;
160 KT between 7 and 4 DME
ii. These speeds are mandatory for applying standardised CDA approaches, optimizing departure flow and for ATC separation purposes. In the event of a new (non-speed related) ATC Clearance being issued (eg an instruction to descend on ILS), pilots are not absolved from a requirement to maintain a previously allocated speed. All speed restrictions are to be flown as accurately as possible. Aircraft unable to conform to these speeds should inform ATC and state what speeds will be used. In the interests of accurate spacing, pilots are requested to comply with speed adjustments as promptly as feasible within their own operational constraints, advising ATC if circumstances necessitate a change of speed for aircraft performance reasons.

## 4 PROCEDURES FOR OUTBOUND AIRCRAFT

a) After departure, aircraft shall remain on the Tower frequency until instructed.
b) Departure Speed Restriction: In order to optimise the departure flow and assist in the separation between successive departing aircraft a speed limit of 250 KT IAS below FL 100 is applicable until removed by ATC. ATC may remove the speed restriction by using the phrase No ATC Speed Restriction. Pilots are reminded that this phrase does not relieve the pilot of the responsibility to adhere to the ground track of the Noise Preferential Route, which may require a speed/power limitation.
c) If for any reason pilots are unable to comply with the 250 KT IAS speed restriction the pilot should immediately advise ATC and state the minimum speed acceptable. If a pilot anticipates before departure that they will be unable to comply with the speed restriction, they should inform ATC when requesting start-up clearance, stating the minimum speed acceptable. In this case the pilot will be informed before take-off of any higher speed limitation.
d) Pilots of departing VFR flights should expect departure via one of the following 4 designated VRPs closest to the required departure track, not above altitude 2000 FT:

i. M42 Junction 10 (Tamworth);
ii. M6 Junction 3 (Bedworth);
iii. M40/M42 Interchange;
iv. Frankley Reservoirs.

Pilots should state requested VRP on first contact with ATC.

## 5 SPECIAL VFR FLIGHT

a) Special VFR clearances for flights within the Birmingham CTR may be requested and will be given whenever traffic conditions permit. These flights are subject to the general conditions laid down for Special VFR flights.
b) Aircraft may be given a radar service whilst within the CTR if, due to the traffic situation, ATC considers it advisable. It will remain the responsibility of the pilot to remain at all times in flight conditions which will enable him to determine his flight path and to keep clear of obstacles, and to ensure that he is able to comply with the requirements of SERA.3105 Minimum Heights, SERA.5010 Special VFR in control zones and ENR 1.2 paragraph 1.3(l). Pilots must inform the Radar Controller if compliance with the above entails a change of heading or height.
c) Clearance to make Special VFR flights below 1500 FT ALT will not be given in the sector of the Birmingham CTR enclosed by the bearings 240°T and 360°T.

## 6 VISUAL REFERENCE POINTS (VRP)

a) Details of VRPs are available in the consolidated 'Visual Reference Points List' published on the 'Digital Dataset' page of the NATS AIS website, www.nats.aero/ais.

## 7 FREQUENCY MONITORING CODE (FMC)

a) Pilots operating in the vicinity of, but intending to remain outside Birmingham controlled airspace, clear of Coventry within the area defined by straight lines joining successively the following points and maintaining a listening watch only on Birmingham Radar frequency, 123.980 MHz, are encouraged to select SSR code 0010.

524800N 0015216W - 524216N 0021343W -
523130N 0021145W - 520515N 0014622W -
521600N 0011000W - 523440N 0013300W -
524800N 0015216W.

b) Selection of 0010 does not imply the receipt of an ATC service. Aircraft displaying the code are not expected to contact ATC under normal circumstances, remain responsible for their own navigation, separation, terrain clearance and are expected to remain clear of the controlled airspace at all times.
c) Whilst squawking 0010 pilots should be aware that Birmingham Radar may make blind transmissions in order to ascertain a particular aircraft's intentions/route.
d) When a pilot ceases to maintain a listening watch, code 0010 shall be deselected.

# EGBB AD 2.23 ADDITIONAL INFORMATION

Not Applicable.

# EGBB AD 2.24 CHARTS RELATED TO AN AERODROME

AERODROME CHART - ICAO
AD 2.EGBB-2-1
AIRCRAFT GROUND MOVEMENT/PARKING/DOCKING CHART - ICAO
AD 2.EGBB-2-2
A380 GROUND MOVEMENT - ICAO
AD 2.EGBB-2-3
VISUAL CIRCUIT RWY 15/33 - RECOMENDED TURNS TO BASE LEG
AD 2.EGBB-4-1
CONTROL ZONE and CONTROL AREA CHART - VRPS
AD 2.EGBB-4-3
ATC SURVEILLANCE MINIMUM ALTITUDE CHART - ICAO
AD 2.EGBB-5-1
RNAV1 (DME/DME or GNSS) STANDARD DEPARTURE CHART - INSTRUMENT (SID) RWY 15 DTY 2Y - ICAO
AD 2.EGBB-6-1
RNAV1 (DME/DME or GNSS) STANDARD DEPARTURE CHART - INSTRUMENT (SID) RWY 15 COWLY 2Y - ICAO
AD 2.EGBB-6-2
RNAV1 (DME/DME or GNSS) STANDARD DEPARTURE CHART - INSTRUMENT (SID) RWY 15 CPT 2Y - ICAO
AD 2.EGBB-6-3
RNAV1 (DME/DME or GNSS) STANDARD DEPARTURE CHART - INSTRUMENT (SID) RWY 15/33 LUVUM 1Y 1M - ICAO
AD 2.EGBB-6-4
RNAV1 (DME/DME or GNSS) STANDARD DEPARTURE CHART - INSTRUMENT (SID) RWY 33 ADMEX 1M UNGAP 1M - ICAO
AD 2.EGBB-6-5
RNAV1 (DME/DME or GNSS) STANDARD DEPARTURE CHART - INSTRUMENT (SID) RWY 33 BRUMI 1M - ICAO

AD 2.EGBB-6-6
STANDARD INSTRUMENT DEPARTURE CODING TABLES RWY 15 DTY 2Y COWLY 2Y
AD 2.EGBB-6-7
STANDARD INSTRUMENT DEPARTURE CODING TABLES RWY 15 CPT 2Y LUVUM 1Y
AD 2.EGBB-6-8
STANDARD INSTRUMENT DEPARTURE CODING TABLES RWY 33 LUVUM 1M ADMEX 1M UNGAP 1M BRUMI 1M
AD 2.EGBB-6-9
RNAV1 (DME/DME or GNSS) STANDARD ARRIVAL CHART - INSTRUMENT (STAR) FIGZI 1B - ICAO
AD 2.EGBB-7-1
RNAV1 (DME/DME or GNSS) STANDARD ARRIVAL CHART - INSTRUMENT (STAR) MAKUX 2B - ICAO
AD 2.EGBB-7-2
RNAV5 (DME/DME or GNSS) STANDARD ARRIVAL CHART - INSTRUMENT (STAR) HEMEL 1B SILVA 1B - ICAO
AD 2.EGBB-7-3
RNAV5 (DME/DME or GNSS) STANDARD ARRIVAL CHART - INSTRUMENT (STAR) DOLOP 1B MALUD 1B AMPIT 1B WAL 1B - ICAO
AD 2.EGBB-7-4
RNAV1 (DME/DME or GNSS) STANDARD ARRIVAL CHART - INSTRUMENT (STAR) BEGAM 1B CROFT 1B LIBSO 1B VEGUS 1B - ICAO
AD 2.EGBB-7-5
RNAV1 (DME/DME or GNSS) STANDARD ARRIVAL CHART - INSTRUMENT (STAR) POL 1B - ICAO
AD 2.EGBB-7-6
STANDARD INSTRUMENT ARRIVAL CODING TABLES FIGZI 1B MAKUX 2B HEMEL 1B SILVA 1B
AD 2.EGBB-7-7
STANDARD INSTRUMENT ARRIVAL CODING TABLES DOLOP 1B MALUD 1B AMPIT 1B WAL 1B
AD 2.EGBB-7-8
STANDARD INSTRUMENT ARRIVAL CODING TABLES BEGAM 1B CROFT 1B LIBSO 1B
AD 2.EGBB-7-9
STANDARD INSTRUMENT ARRIVAL CODING TABLES VEGUS 1B POL 1B
AD 2.EGBB-7-10
RNAV HOLD CODING TABLES GROVE CHASE
AD 2.EGBB-7-11
INSTRUMENT APPROACH CHART ILS/DME/NDB(L) RWY 15 - ICAO
AD 2.EGBB-8-1
INSTRUMENT APPROACH CHART LOC/DME/NDB(L) RWY 15 - ICAO
AD 2.EGBB-8-2
INSTRUMENT APPROACH CHART RNP RWY 15 - ICAO
AD 2.EGBB-8-3
INSTRUMENT APPROACH CHART NDB(L)/DME RWY 15 - ICAO
AD 2.EGBB-8-4
INSTRUMENT APPROACH CHART ILS/DME/NDB(L) RWY 33 - ICAO
AD 2.EGBB-8-5
INSTRUMENT APPROACH CHART LOC/DME/NDB(L) RWY 33 - ICAO
AD 2.EGBB-8-6
INSTRUMENT APPROACH CHART RNP RWY 33 - ICAO
AD 2.EGBB-8-7
INSTRUMENT APPROACH CHART NDB(L)/DME RWY 33 - ICAO
AD 2.EGBB-8-8
INSTRUMENT APPROACH PROCEDURE CODING TABLES - RNP RWY 15
AD 2.EGBB-8-9
INSTRUMENT APPROACH PROCEDURE CODING TABLES - RNP RWY 33
AD 2.EGBB-8-10

## EGBB AD VISUAL SEGMENT SURFACE (VSS) PENETRATION

Not applicable

# AERODROME CHART - ICAO

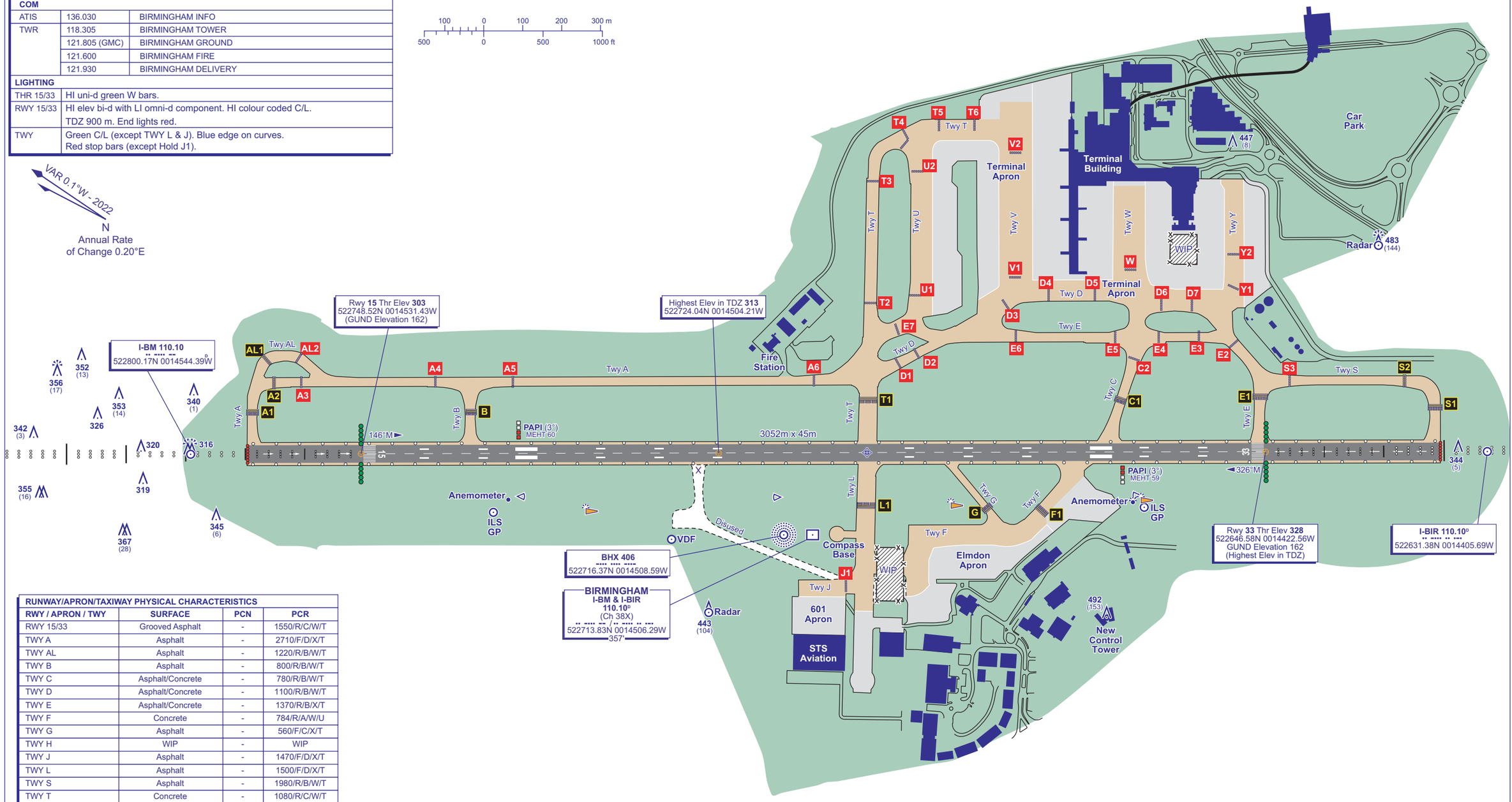
ARP 522714N 0014453W

AD ELEV 339FT

# BIRMINGHAM
EGBB

| COM | | |
|---|---|---|
| ATIS | 136.030 | BIRMINGHAM INFO |
| TWR | 118.305 | BIRMINGHAM TOWER |
| | 121.805 (GMC) | BIRMINGHAM GROUND |
| | 121.600 | BIRMINGHAM FIRE |
| | 121.930 | BIRMINGHAM DELIVERY |

| LIGHTING | |
|---|---|
| THR 15/33 | HI uni-d green W bars. |
| RWY 15/33 | HI elev bi-d with LI omni-d component. HI colour coded C/L.<br>TDZ 900 m. End lights red. |
| TWY | Green C/L (except TWY L & J). Blue edge on curves.<br>Red stop bars (except Hold J1). |




| RUNWAY/APRON/TAXIWAY PHYSICAL CHARACTERISTICS | | | |
|---|---|---|---|
| **RWY / APRON / TWY** | **SURFACE** | **PCN** | **PCR** |
| RWY 15/33 | Grooved Asphalt | - | 1550/R/C/W/T |
| TWY A | Asphalt | - | 2710/F/D/X/T |
| TWY AL | Asphalt | - | 1220/R/B/W/T |
| TWY B | Asphalt | - | 800/R/B/W/T |
| TWY C | Asphalt/Concrete | - | 780/R/B/W/T |
| TWY D | Asphalt/Concrete | - | 1100/R/B/W/T |
| TWY E | Asphalt/Concrete | - | 1370/R/B/X/T |
| TWY F | Concrete | - | 784/R/A/W/U |
| TWY G | Asphalt | - | 560/F/C/X/T |
| TWY H | WIP | - | WIP |
| TWY J | Asphalt | - | 1470/F/D/X/T |
| TWY L | Asphalt | - | 1500/F/D/X/T |
| TWY S | Asphalt | - | 1980/R/B/W/T |
| TWY T | Concrete | - | 1080/R/C/W/T |
| TWY U | Concrete | - | 1004/R/B/W/U |
| TWY V | Asphalt | - | 3780/F/B/X/T |
| TWY W | Asphalt | - | 2120/F/A/X/T |
| TWY Y | Concrete | - | 750/R/B/W/T |
| Terminal Apron | *See AD 2-EGBB-2-2* | | |
| Elmdon Apron | | | |
| 601 Apron | | | |

**GUND** (Geoid Undulation) = The height of the Geoid (MSL) above the Reference Elipsoid (WGS 84) at the stated position.

BEARINGS ARE MAGNETIC
ELEVATIONS AND HEIGHTS ARE IN FEET

| | |
|---|---|
| ELEVATIONS IN FEET AMSL<br>HEIGHTS IN FEET ABOVE AD | **492**<br>(153) |

**CHANGE (5/25):** ELMDON APRON. HOLD H MOVED. TWY H UNDER CONSTRUCTION. BUILDINGS.

AERO INFO DATE 06 MAR 25

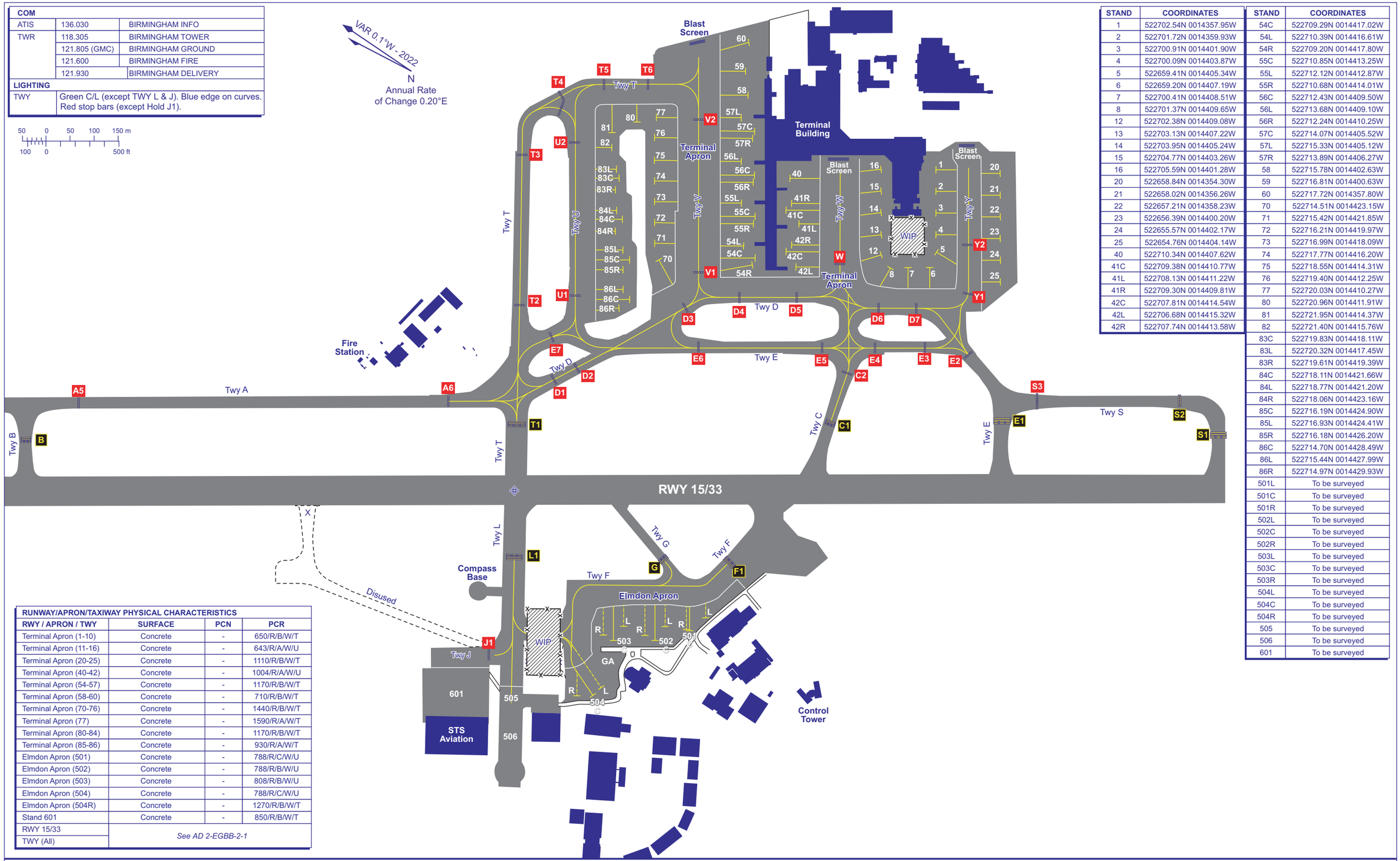
# AIRCRAFT GROUND MOVEMENT/PARKING/DOCKING CHART - ICAO

**ARP 522714N 0014453W**

**AD ELEV 339FT**

# BIRMINGHAM
## EGBB

| COM | | |
|---|---|---|
| ATIS | 136.030 | BIRMINGHAM INFO |
| TWR | 118.305 | BIRMINGHAM TOWER |
| | 121.805 (GMC) | BIRMINGHAM GROUND |
| | 121.600 | BIRMINGHAM FIRE |
| | 121.930 | BIRMINGHAM DELIVERY |
| **LIGHTING** | | |
| TWY | Green C/L (except TWY L & J). Blue edge on curves. Red stop bars (except Hold J1). | |




| RUNWAY/APRON/TAXIWAY PHYSICAL CHARACTERISTICS | | | |
|---|---|---|---|
| **RWY / APRON / TWY** | **SURFACE** | **PCN** | **PCR** |
| Terminal Apron (1-10) | Concrete | - | 650/R/B/W/T |
| Terminal Apron (11-16) | Concrete | - | 643/R/A/W/U |
| Terminal Apron (20-25) | Concrete | - | 1110/R/B/W/T |
| Terminal Apron (40-42) | Concrete | - | 1004/R/A/W/U |
| Terminal Apron (54-57) | Concrete | - | 1170/R/B/W/T |
| Terminal Apron (58-60) | Concrete | - | 710/R/B/W/T |
| Terminal Apron (70-76) | Concrete | - | 1440/R/B/W/T |
| Terminal Apron (77) | Concrete | - | 1590/R/A/W/T |
| Terminal Apron (80-84) | Concrete | - | 1170/R/B/W/T |
| Terminal Apron (85-86) | Concrete | - | 930/R/A/W/T |
| Elmdon Apron (501) | Concrete | - | 788/R/C/W/U |
| Elmdon Apron (502) | Concrete | - | 788/R/B/W/U |
| Elmdon Apron (503) | Concrete | - | 808/R/B/W/U |
| Elmdon Apron (504) | Concrete | - | 788/R/C/W/U |
| Elmdon Apron (504R) | Concrete | - | 1270/R/B/W/T |
| Stand 601 | Concrete | - | 850/R/B/W/T |
| RWY 15/33 | *See AD 2-EGBB-2-1* | | |
| TWY (All) | | | |

| STAND | COORDINATES | STAND | COORDINATES |
|---|---|---|---|
| 1 | 522702.54N 0014357.95W | 54C | 522709.29N 0014417.02W |
| 2 | 522701.72N 0014359.93W | 54L | 522710.39N 0014416.61W |
| 3 | 522700.91N 0014401.90W | 54R | 522709.20N 0014417.80W |
| 4 | 522700.09N 0014403.87W | 55C | 522710.85N 0014413.25W |
| 5 | 522659.41N 0014405.34W | 55L | 522712.12N 0014412.87W |
| 6 | 522659.20N 0014407.19W | 55R | 522710.68N 0014414.01W |
| 7 | 522700.41N 0014408.51W | 56C | 522712.43N 0014409.50W |
| 8 | 522701.37N 0014409.65W | 56L | 522713.68N 0014409.10W |
| 12 | 522702.38N 0014409.08W | 56R | 522712.24N 0014410.25W |
| 13 | 522703.13N 0014407.22W | 57C | 522714.07N 0014405.52W |
| 14 | 522703.95N 0014405.24W | 57L | 522715.33N 0014405.12W |
| 15 | 522704.77N 0014403.26W | 57R | 522713.89N 0014406.27W |
| 16 | 522705.59N 0014401.28W | 58 | 522715.78N 0014402.63W |
| 20 | 522658.84N 0014354.30W | 59 | 522716.81N 0014400.63W |
| 21 | 522658.02N 0014356.26W | 60 | 522717.72N 0014357.80W |
| 22 | 522657.21N 0014358.23W | 70 | 522714.51N 0014423.15W |
| 23 | 522656.39N 0014400.20W | 71 | 522715.42N 0014421.85W |
| 24 | 522655.57N 0014402.17W | 72 | 522716.21N 0014419.97W |
| 25 | 522654.76N 0014404.14W | 73 | 522716.99N 0014418.09W |
| 40 | 522710.34N 0014407.62W | 74 | 522717.77N 0014416.20W |
| 41C | 522709.38N 0014410.77W | 75 | 522718.55N 0014414.31W |
| 41L | 522708.13N 0014411.22W | 76 | 522719.40N 0014412.25W |
| 41R | 522709.30N 0014409.81W | 77 | 522720.03N 0014410.27W |
| 42C | 522707.81N 0014414.54W | 80 | 522720.96N 0014411.91W |
| 42L | 522706.68N 0014415.32W | 81 | 522721.95N 0014414.37W |
| 42R | 522707.74N 0014413.58W | 82 | 522721.40N 0014415.76W |
| | | 83C | 522719.83N 0014418.11W |
| | | 83L | 522720.32N 0014417.45W |
| | | 83R | 522719.61N 0014419.39W |
| | | 84C | 522718.11N 0014421.66W |
| | | 84L | 522718.77N 0014421.20W |
| | | 84R | 522718.06N 0014423.16W |
| | | 85C | 522716.19N 0014424.90W |
| | | 85L | 522716.93N 0014424.41W |
| | | 85R | 522716.18N 0014426.20W |
| | | 86C | 522714.70N 0014428.49W |
| | | 86L | 522715.44N 0014427.99W |
| | | 86R | 522714.97N 0014429.93W |
| | | 501L | To be surveyed |
| | | 501C | To be surveyed |
| | | 501R | To be surveyed |
| | | 502L | To be surveyed |
| | | 502C | To be surveyed |
| | | 502R | To be surveyed |
| | | 503L | To be surveyed |
| | | 503C | To be surveyed |
| | | 503R | To be surveyed |
| | | 504L | To be surveyed |
| | | 504C | To be surveyed |
| | | 504R | To be surveyed |
| | | 505 | To be surveyed |
| | | 506 | To be surveyed |
| | | 601 | To be surveyed |

**CHANGE (6/25):** STAND 502 PCR. STANDS 505 & 506 ADDED.

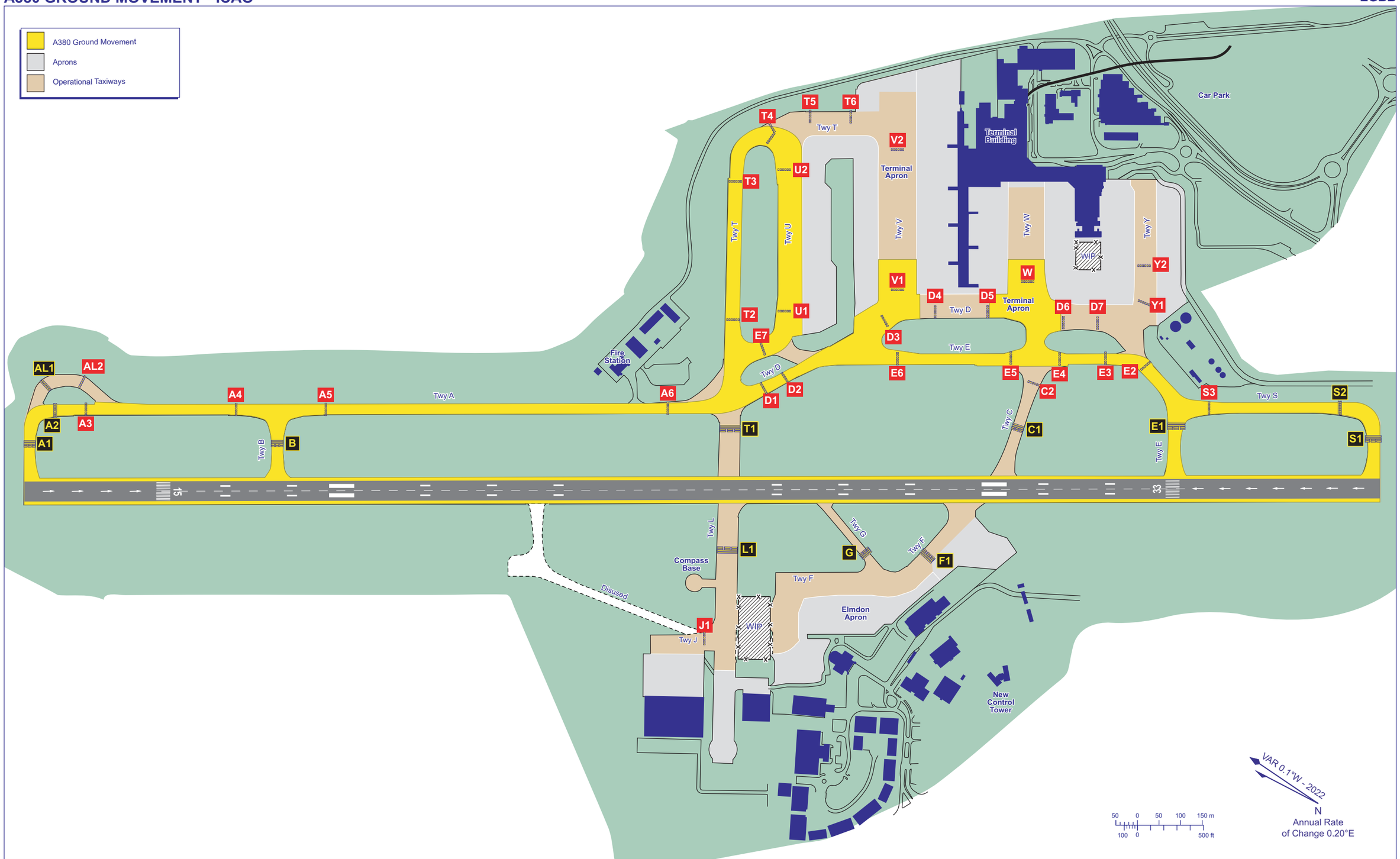
AERO INFO DATE 07 APR 25

# AERODROME CHART
# A380 GROUND MOVEMENT - ICAO

ARP 522714N 0014453W

AD ELEV 339FT

# BIRMINGHAM
EGBB




**CHANGE (5/25):** ELMDON APRON. HOLD H MOVED. TWY H UNDER CONSTRUCTION. BUILDINGS. EDITORIAL.

AERO INFO DATE 06 MAR 25

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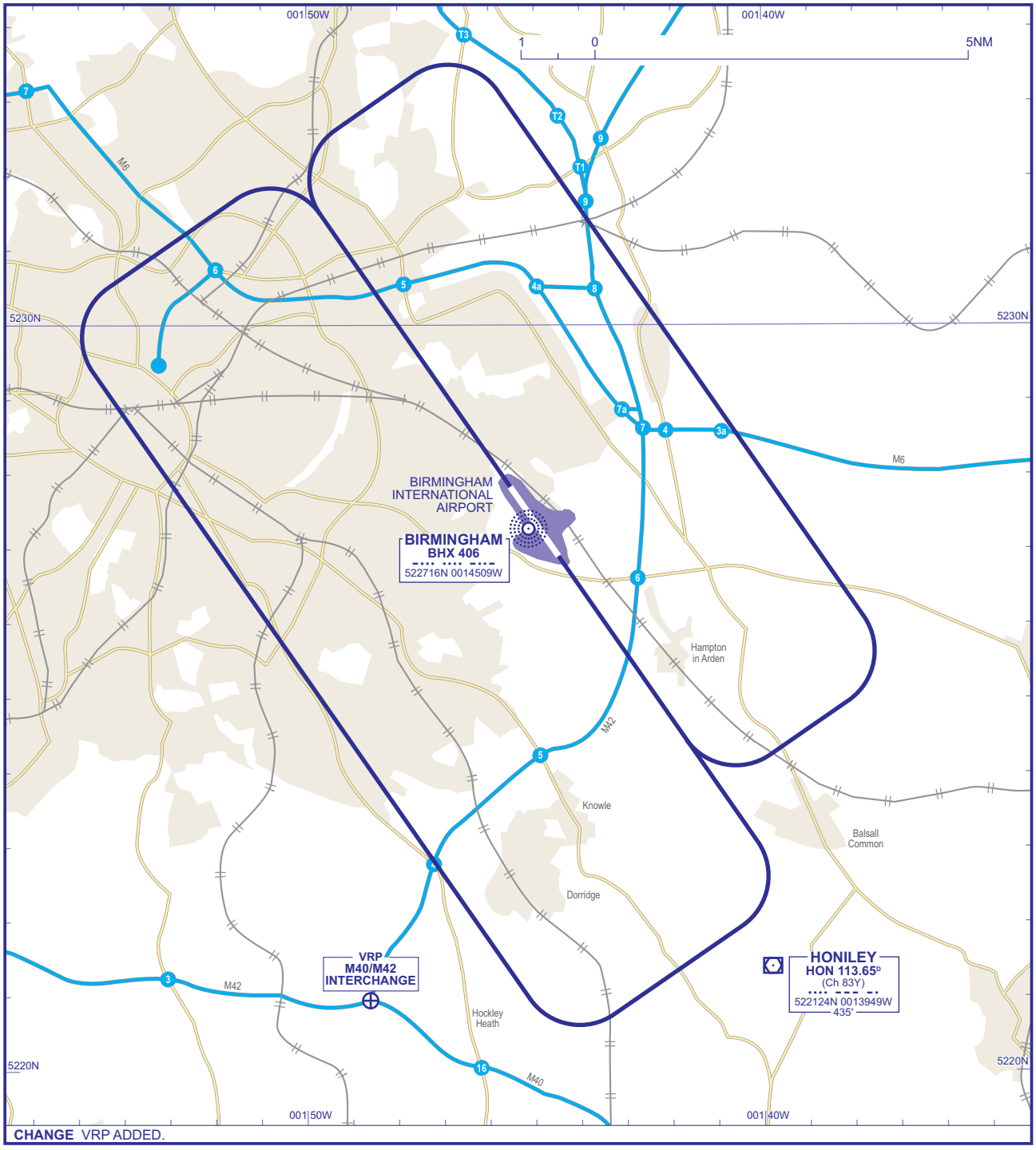
# VISUAL CIRCUIT RWY 15/33 - RECOMMENDED TURNS TO BASE LEG




AERO INFO DATE 10 JAN 11

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CHANGE (4/25): HOSPITAL HELI SITE ADDED.
AERO INFO DATE 23 JAN 25

CONTROL ZONE AND CONTROL AREA - VRPs

VAR 0.1°W / 2022
N
Annual Rate of Change 0.20°E

002 00W
001 30W
5230N

ARDEN HOUSE Fm
AIAA SHAWBURY FL70 SFC
SEIGHFORD
DAVENTRY CTA 8 A FL195 5500
DAVENTRY CTA 9 A FL195 4500
DAVENTRY CTA 20 A FL195 FL85
DAVENTRY CTA 19 A FL195 FL145
TATENHILL
EAST MIDS CTA 12 D 4500 3500
EAST MIDS CTA 11 D 4500 3000
EAST MIDS CTA 6 D 5500 2500
DERBY
DAVENTRY CTA 3 A FL195 5500
DONNINGTON Pk
EMW
LANGLEY PRIORY
EAST MIDLANDS CTA 5 D 5500 1500
EAST MIDLANDS CTR 2 D 5500 SFC
EAST MIDS CTA 13 D 4500 2500
EAST MIDLANDS CTA 4 D 5500 2500
EAST MIDLANDS CTA 9 D 5500 4500
VALLEY Fm
OTHERTON
STAFFORDSHIRE
GVS 2700 SFC
CATTON
GRANGEWOOD
PACKINGTON
SITTLES Fm
FISHERWICK
COTTAGE Fm
TWYCROSS
WHARF Fm
BIRMINGHAM CTA 3 D 4500 3500
VRP LICHFIELD CITY RAILWAY JUNCTION
VRP M42 JUNCTION 11 (MEASHAM)
VRP M6 HILTON PARK SERVICES
BIRMINGHAM CTA 9 D FL85 FL65
BIRMINGHAM CTA 1 D 4500 1500
DAVENTRY CTA 19 A FL195 FL145
VRP M42 JUNCTION 10 (TAMWORTH)
STOKE GOLDING
BAXTERLEY
VRP NUNEATON (DISUSED AD)
BIRMINGHAM CTA 6 D FL145 3500
BIRMINGHAM CTA 8 D 4500 2000
VRP M6 JUNCTION 3 (BEDWORTH)
HOSPITAL
BIRMINGHAM
BIRMINGHAM CTR D 4500 SFC
DAVENTRY CTA 9 A FL195 4500
PETERHALL Fm
VRP FRANKLEY RESERVOIRS
DAVENTRY CTA 19 A FL195 FL145
BIRMINGHAM CTA 7 D FL145 FL65
GVS 2200 SFC
VRP M40/M42 INTERCHANGE
HON
COVENTRY
STONEY LANE
BIRMINGHAM CTA 5 D FL145 2500
BIRMINGHAM CTA 2 D 4500 1500
BIRMINGHAM CTA 4 D 4500 3500
DROITWICH
VRP SOUTHAM
COTSWOLD CTA 17 C FL195 FL175
VRP STUDLEY
BIRMINGHAM CTA 10 D FL105 FL65
SNITTERFIELD
WELLESBOURNE MOUNTFORD
DAVENTRY CTA 19 A FL195 FL145
DAVENTRY CTA 23 C FL145 FL105
PERSHORE 700 SFC
Laser Site UNL SFC
ALSCOT
DAVENTRY CTA 18 A FL195 5500
D218C FL660 FL160
D213 2400 SFC
BIDFORD
R204 2200 SFC
COTSWOLD CTA 18 C FL195 FL75
DAVENTRY CTA 17 A FL195 FL65
SHOTTESWELL
DAVENTRY CTA 4 A FL195 5500
EDGE HILL/ Shenington
CROFT Fm
STRENSHAM
D218B FL240 FL50
DAVENTRY CTA 16 A FL195 FL75
DAVENTRY CTA 24 C FL145 FL105
DAVENTRY CTA 15 A FL195 FL105
DAVENTRY CTA 14 A FL195 FL85
GVS 2600 SFC

478 451 502 820 (604) 1080 (318) 725 (413) 795 611 1487 (1001) 1358 (884) 744 1035 942 955 683 662 601 538 880 (700) 876 935 (529) 978 (517) 770 (310) 816 (427) 853 (368) 803 (361) 269 635 849 761 604 597 581 446 561 609 (335) 433 599 (300) 658 (324) 439 689 706 437 746 358

5 0 5NM
Scale 1:250,000

Controlled airspace with an upper limit of FL195 and above is not shown.

BIRMINGHAM

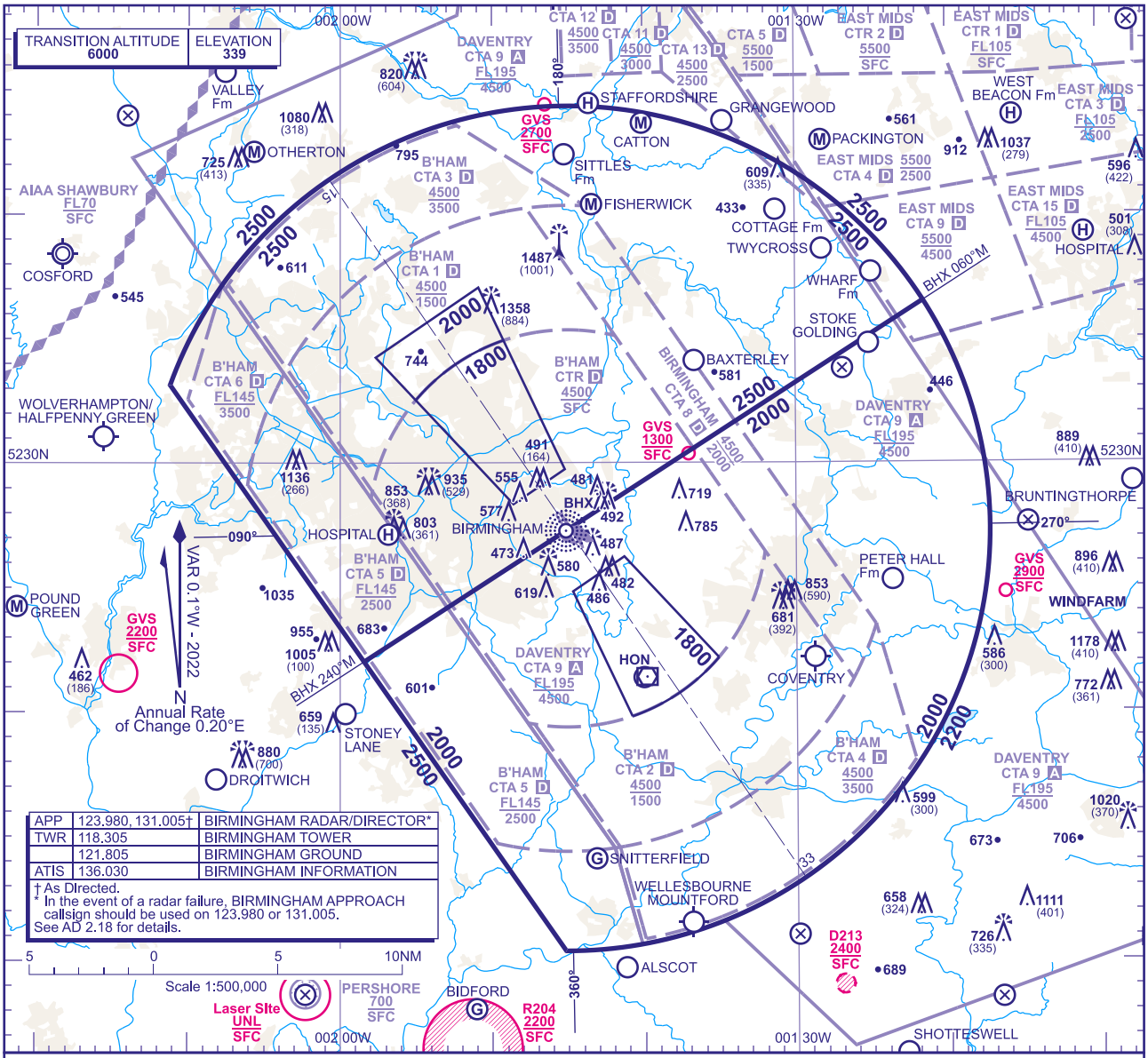
AD 2-EGBB-4-3

INTENTIONALLY BLANK

# ATC SURVEILLANCE MINIMUM ALTITUDE CHART - ICAO

BEARINGS, TRACKS AND RADIALS ARE MAGNETIC
ELEVATIONS IN FEET AMSL 1487
HEIGHTS IN FEET AGL (1001)

## BIRMINGHAM




### MINIMUM INITIAL ALTITUDE

Within the ATC Surveillance Minimum Altitude area the minimum initial altitude to be allocated by the approach surveillance controller is:

a) **2000** in the sector defined by the lateral limits; 522201N 0015826W - 523630N 0012133W thence clockwise by an arc of a circle radius 17NM centred on 522722N 0014502W to 521023N 0014512W - 522201N 0015826W.

b) **2500** in the sector defined by the lateral limits; 522201N 0015826W - 523630N 0012133W thence anti-clockwise by an arc of a circle radius 17NM centred on 522722N 0014502W to 523308N 0021112W - 522201N 0015826W.

### OUTSIDE THE DESIGNATED ATC SURVEILLANCE MINIMUM ALTITUDE AREA

The minimum altitude to be allocated by the approach surveillance controller will be either the Minimum Sector Altitude, or **1000** above any fixed obstacles:

a) within 5NM of the aircraft*, and

b) within the sector 15NM ahead of and within 20° either side of the aircraft's track*.

*When the aircraft is within 15NM of the radar antennae, the 5NM in a) and the 15NM in b) may be reduced to 3NM and 10NM respectively.

### LOSS OF COMMUNICATION PROCEDURES

**Initial Approach**

Continue visually or by means of an appropriate approved final approach aid. If not possible proceed at **2500**, or last assigned level if higher to **NDB(L) BHX**†.

**Intermediate and Final Approach**

Continue visually or by means of an appropriate final approach aid. If not possible follow the Missed Approach Procedure to **NDB(L) BHX**†.

† In all cases where the aircraft returns to the holding facility the procedure to be adopted is the Radio Failure Procedure detailed at ENR 1.1.3.4.

### GENERAL INFORMATION

1. Levels shown are based on QNH.
2. Only significant obstacles and dominant spot heights are shown.
3. The minimum levels shown within the ATC Surveillance Minimum Altitude Area are in conformance with the Standard European Rules of the Air - SERA.5015.
4. Minimum Sector Altitudes are based on obstacles and spot heights within 25NM of BHX NDB.
5. Controlled airspace with a base in excess of **5000** or FL55, as appropriate, is not shown.
6. **This chart should only be used for the cross-checking of assigned altitudes whilst in receipt of an ATC Surveillance service.**
7. **When vectoring an aircraft within the Final Approach Vectoring Area descent clearance below the SMAA to the FAVA altitude may only be issued if the aircraft is either established on the final approach track or on an intercept of 40° or less, and in the case of instrument approaches other than SRA is cleared to intercept the final approach track.**
8. Detailed description of FIR, UIR, CTA and TMA see ENR 2.1.
9. Detailed description of ATS airspace organized at the aerodrome see AD 2.17.

**CHANGE (4/25):** HELI SITES REVISED.

AERO INFO DATE 23 JAN 25

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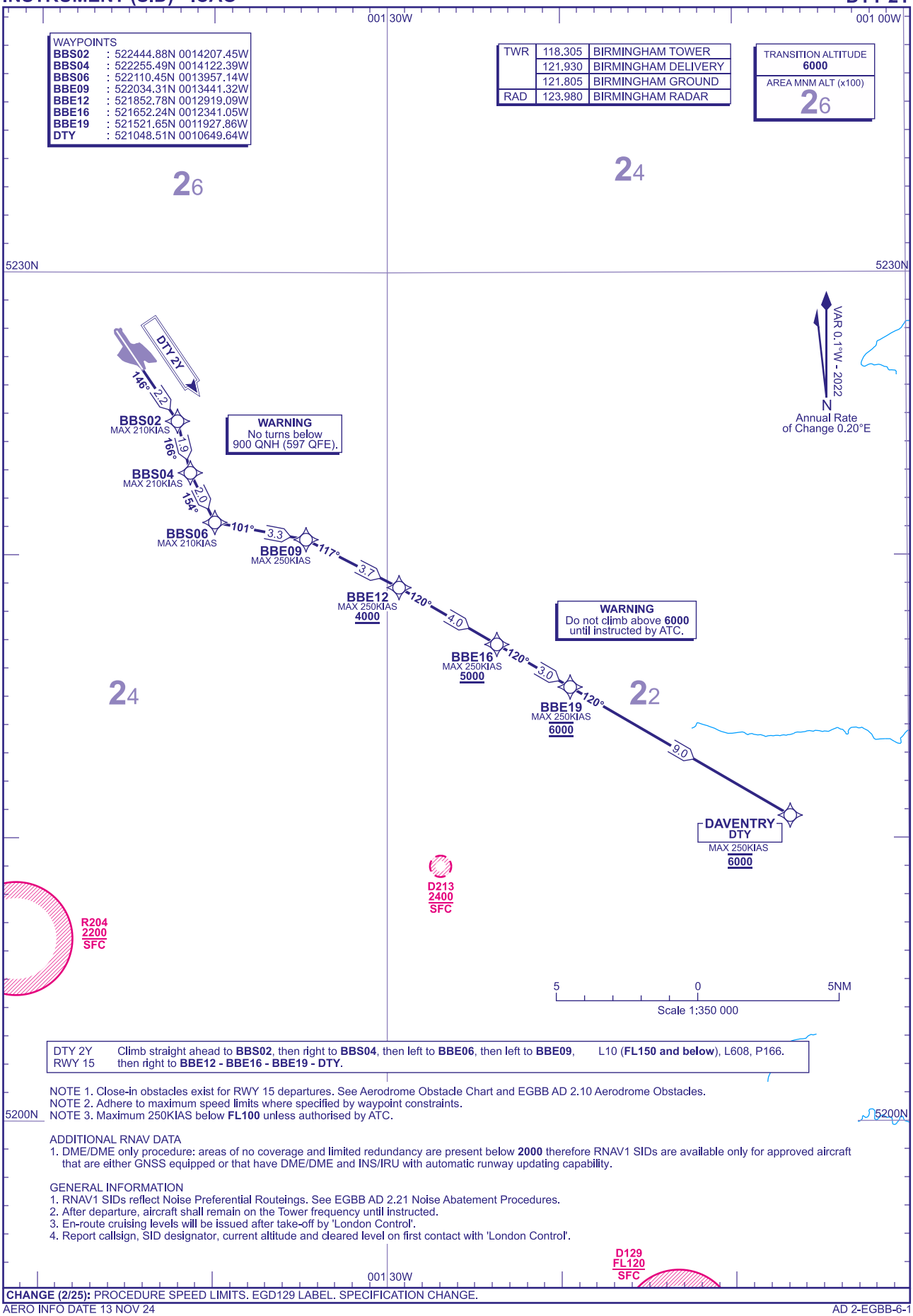
# RNAV1 (DME/DME or GNSS) STANDARD DEPARTURE CHART - INSTRUMENT (SID) - ICAO

DISTANCES IN NAUTICAL MILES
TRACKS ARE MAGNETIC
ALTITUDES AND ELEVATIONS ARE IN FEET

## BIRMINGHAM
RWY 15
DTY 2Y




DTY 2Y / RWY 15: Climb straight ahead to **BBS02**, then right to **BBS04**, then left to **BBE06**, then left to **BBE09**, then right to **BBE12 - BBE16 - BBE19 - DTY**. L10 (**FL150 and below**), L608, P166.

NOTE 1. Close-in obstacles exist for RWY 15 departures. See Aerodrome Obstacle Chart and EGBB AD 2.10 Aerodrome Obstacles.
NOTE 2. Adhere to maximum speed limits where specified by waypoint constraints.
NOTE 3. Maximum 250KIAS below **FL100** unless authorised by ATC.

ADDITIONAL RNAV DATA
1. DME/DME only procedure: areas of no coverage and limited redundancy are present below **2000** therefore RNAV1 SIDs are available only for approved aircraft that are either GNSS equipped or that have DME/DME and INS/IRU with automatic runway updating capability.

GENERAL INFORMATION
1. RNAV1 SIDs reflect Noise Preferential Routeings. See EGBB AD 2.21 Noise Abatement Procedures.
2. After departure, aircraft shall remain on the Tower frequency until instructed.
3. En-route cruising levels will be issued after take-off by 'London Control'.
4. Report callsign, SID designator, current altitude and cleared level on first contact with 'London Control'.

**CHANGE (2/25):** PROCEDURE SPEED LIMITS. EGD129 LABEL. SPECIFICATION CHANGE.

AERO INFO DATE 13 NOV 24

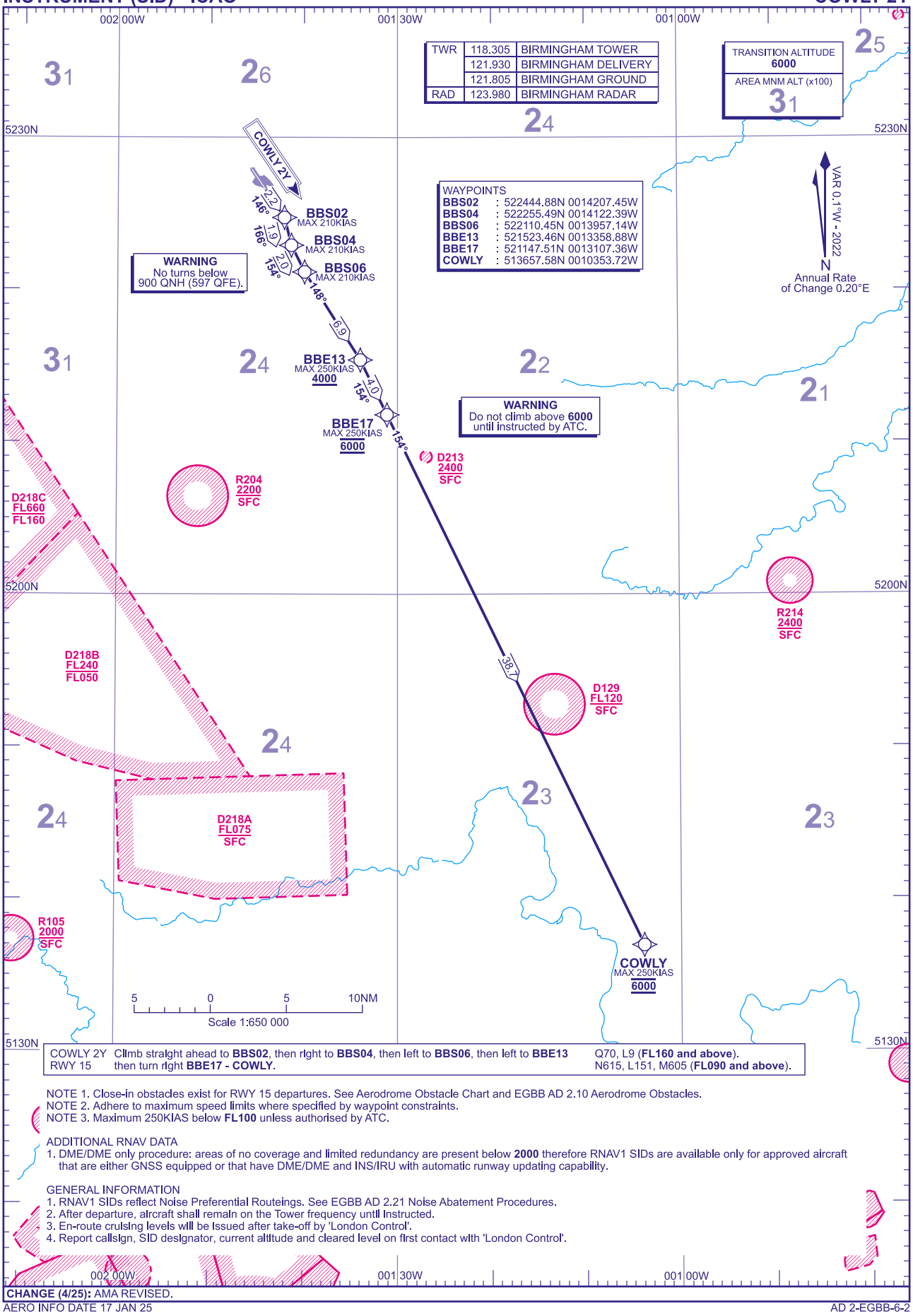
AD 2-EGBB-6-1

I

# RNAV1 (DME/DME or GNSS) STANDARD DEPARTURE CHART - INSTRUMENT (SID) - ICAO

DISTANCES IN NAUTICAL MILES
TRACKS ARE MAGNETIC
ALTITUDES AND ELEVATIONS IN FEET

# BIRMINGHAM
RWY 15
COWLY 2Y




COWLY 2Y RWY 15 — Climb straight ahead to **BBS02**, then right to **BBS04**, then left to **BBS06**, then left to **BBE13** then turn right **BBE17 - COWLY**.

Q70, L9 (**FL160 and above**).
N615, L151, M605 (**FL090 and above**).

NOTE 1. Close-in obstacles exist for RWY 15 departures. See Aerodrome Obstacle Chart and EGBB AD 2.10 Aerodrome Obstacles.
NOTE 2. Adhere to maximum speed limits where specified by waypoint constraints.
NOTE 3. Maximum 250KIAS below **FL100** unless authorised by ATC.

ADDITIONAL RNAV DATA
1. DME/DME only procedure: areas of no coverage and limited redundancy are present below **2000** therefore RNAV1 SIDs are available only for approved aircraft that are either GNSS equipped or that have DME/DME and INS/IRU with automatic runway updating capability.

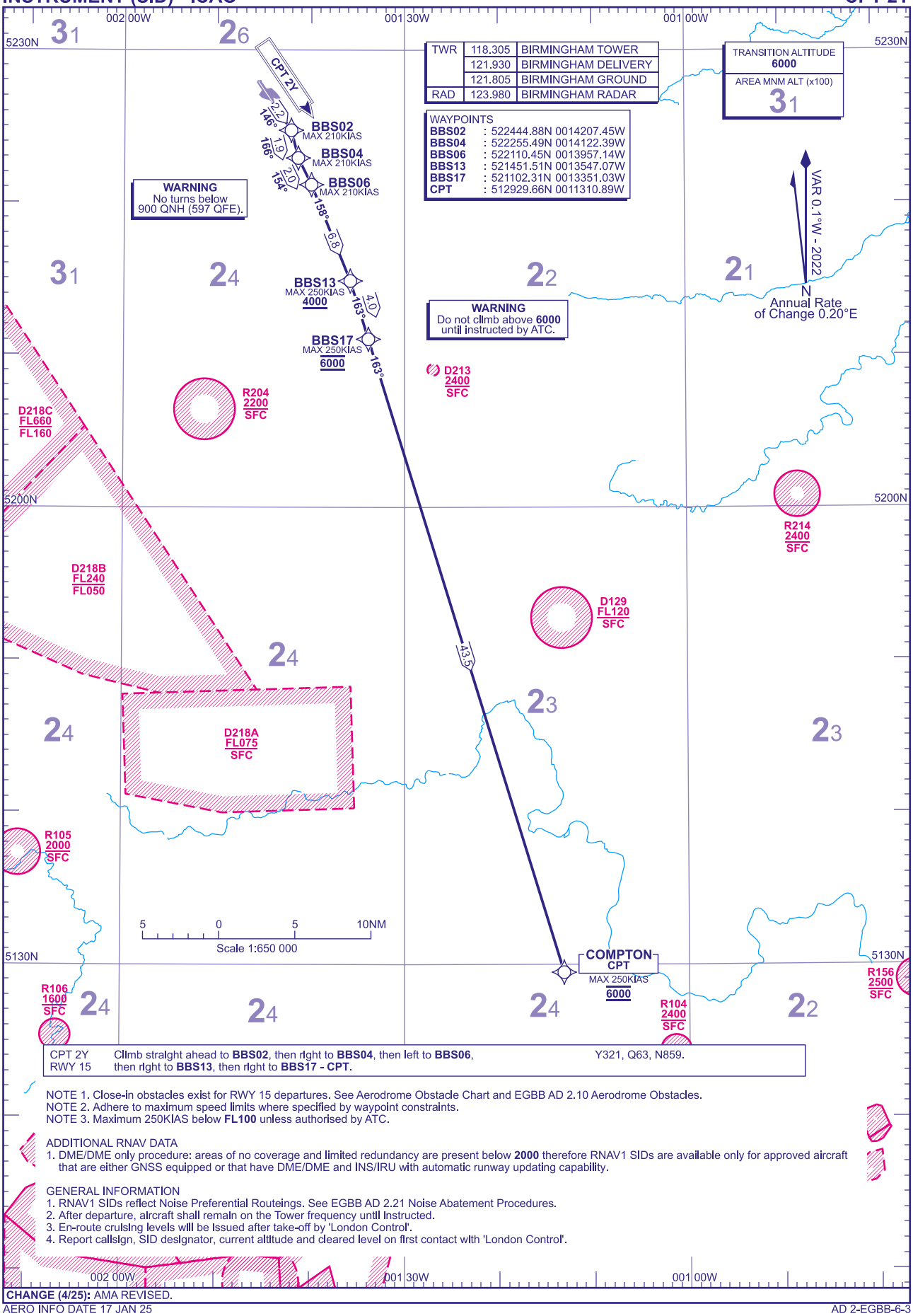
GENERAL INFORMATION
1. RNAV1 SIDs reflect Noise Preferential Routeings. See EGBB AD 2.21 Noise Abatement Procedures.
2. After departure, aircraft shall remain on the Tower frequency until instructed.
3. En-route cruising levels will be issued after take-off by 'London Control'.
4. Report callsign, SID designator, current altitude and cleared level on first contact with 'London Control'.

**CHANGE (4/25):** AMA REVISED.
AERO INFO DATE 17 JAN 25
AD 2-EGBB-6-2

# RNAV1 (DME/DME or GNSS) STANDARD DEPARTURE CHART - INSTRUMENT (SID) - ICAO

DISTANCES IN NAUTICAL MILES
TRACKS ARE MAGNETIC
ALTITUDES AND ELEVATIONS ARE IN FEET

## BIRMINGHAM
RWY 15
CPT 2Y




| | | |
|---|---|---|
| CPT 2Y<br>RWY 15 | Climb straight ahead to **BBS02**, then right to **BBS04**, then left to **BBS06**, then right to **BBS13**, then right to **BBS17 - CPT**. | Y321, Q63, N859. |

NOTE 1. Close-in obstacles exist for RWY 15 departures. See Aerodrome Obstacle Chart and EGBB AD 2.10 Aerodrome Obstacles.
NOTE 2. Adhere to maximum speed limits where specified by waypoint constraints.
NOTE 3. Maximum 250KIAS below **FL100** unless authorised by ATC.

ADDITIONAL RNAV DATA
1. DME/DME only procedure: areas of no coverage and limited redundancy are present below **2000** therefore RNAV1 SIDs are available only for approved aircraft that are either GNSS equipped or that have DME/DME and INS/IRU with automatic runway updating capability.

GENERAL INFORMATION
1. RNAV1 SIDs reflect Noise Preferential Routeings. See EGBB AD 2.21 Noise Abatement Procedures.
2. After departure, aircraft shall remain on the Tower frequency until instructed.
3. En-route cruising levels will be issued after take-off by 'London Control'.
4. Report callsign, SID designator, current altitude and cleared level on first contact with 'London Control'.

**CHANGE (4/25):** AMA REVISED.

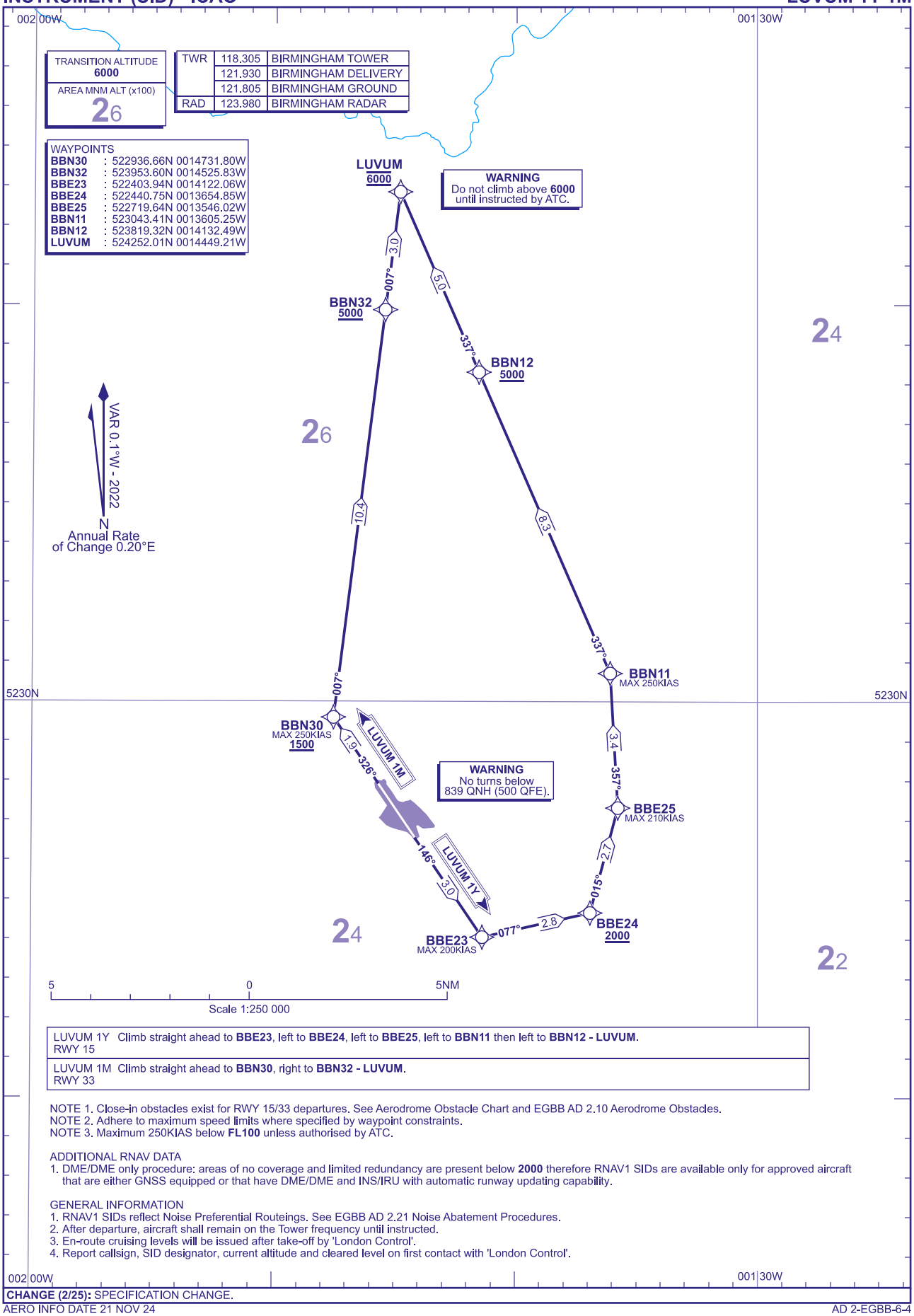
AERO INFO DATE 17 JAN 25

AD 2-EGBB-6-3

# RNAV1 (DME/DME or GNSS) STANDARD DEPARTURE CHART - INSTRUMENT (SID) - ICAO

DISTANCES IN NAUTICAL MILES
TRACKS ARE MAGNETIC
ALTITUDES AND ELEVATIONS ARE IN FEET

# BIRMINGHAM
RWY 15/33
LUVUM 1Y 1M




LUVUM 1Y Climb straight ahead to **BBE23**, left to **BBE24**, left to **BBE25**, left to **BBN11** then left to **BBN12 - LUVUM**.
RWY 15

LUVUM 1M Climb straight ahead to **BBN30**, right to **BBN32 - LUVUM**.
RWY 33

NOTE 1. Close-in obstacles exist for RWY 15/33 departures. See Aerodrome Obstacle Chart and EGBB AD 2.10 Aerodrome Obstacles.
NOTE 2. Adhere to maximum speed limits where specified by waypoint constraints.
NOTE 3. Maximum 250KIAS below **FL100** unless authorised by ATC.

ADDITIONAL RNAV DATA
1. DME/DME only procedure: areas of no coverage and limited redundancy are present below **2000** therefore RNAV1 SIDs are available only for approved aircraft that are either GNSS equipped or that have DME/DME and INS/IRU with automatic runway updating capability.

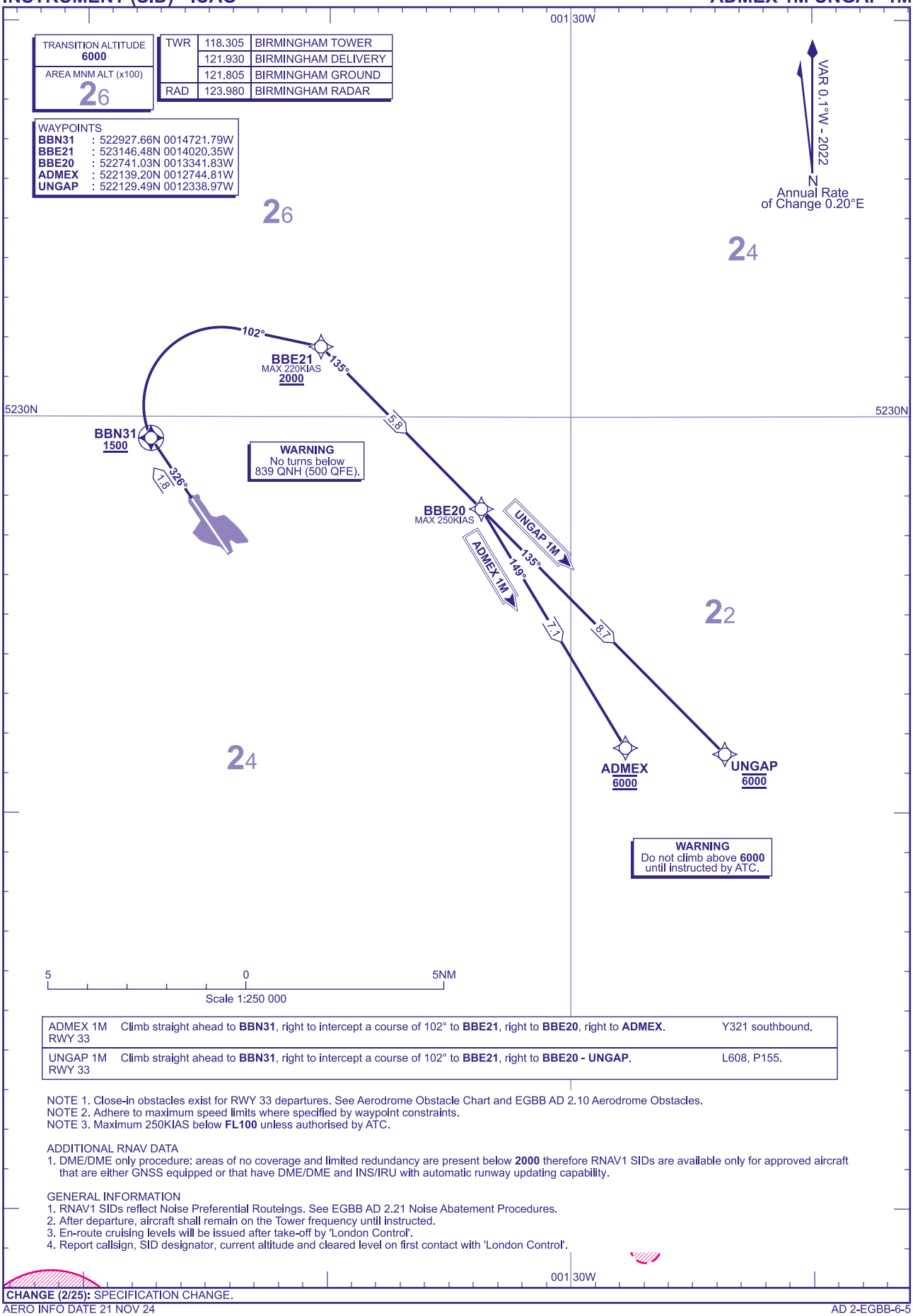
GENERAL INFORMATION
1. RNAV1 SIDs reflect Noise Preferential Routeings. See EGBB AD 2.21 Noise Abatement Procedures.
2. After departure, aircraft shall remain on the Tower frequency until instructed.
3. En-route cruising levels will be issued after take-off by 'London Control'.
4. Report callsign, SID designator, current altitude and cleared level on first contact with 'London Control'.

**CHANGE (2/25):** SPECIFICATION CHANGE.
AERO INFO DATE 21 NOV 24
AD 2-EGBB-6-4

# RNAV1 (DME/DME or GNSS) STANDARD DEPARTURE CHART - INSTRUMENT (SID) - ICAO

DISTANCES IN NAUTICAL MILES
TRACKS ARE MAGNETIC
ALTITUDES AND ELEVATIONS ARE IN FEET

## BIRMINGHAM
RWY 33
## ADMEX 1M UNGAP 1M




| | | |
|---|---|---|
| ADMEX 1M<br>RWY 33 | Climb straight ahead to **BBN31**, right to intercept a course of 102° to **BBE21**, right to **BBE20**, right to **ADMEX**. | Y321 southbound. |
| UNGAP 1M<br>RWY 33 | Climb straight ahead to **BBN31**, right to intercept a course of 102° to **BBE21**, right to **BBE20 - UNGAP**. | L608, P155. |

NOTE 1. Close-in obstacles exist for RWY 33 departures. See Aerodrome Obstacle Chart and EGBB AD 2.10 Aerodrome Obstacles.
NOTE 2. Adhere to maximum speed limits where specified by waypoint constraints.
NOTE 3. Maximum 250KIAS below **FL100** unless authorised by ATC.

ADDITIONAL RNAV DATA
1. DME/DME only procedure: areas of no coverage and limited redundancy are present below **2000** therefore RNAV1 SIDs are available only for approved aircraft that are either GNSS equipped or that have DME/DME and INS/IRU with automatic runway updating capability.

GENERAL INFORMATION
1. RNAV1 SIDs reflect Noise Preferential Routeings. See EGBB AD 2.21 Noise Abatement Procedures.
2. After departure, aircraft shall remain on the Tower frequency until instructed.
3. En-route cruising levels will be issued after take-off by 'London Control'.
4. Report callsign, SID designator, current altitude and cleared level on first contact with 'London Control'.

**CHANGE (2/25):** SPECIFICATION CHANGE.

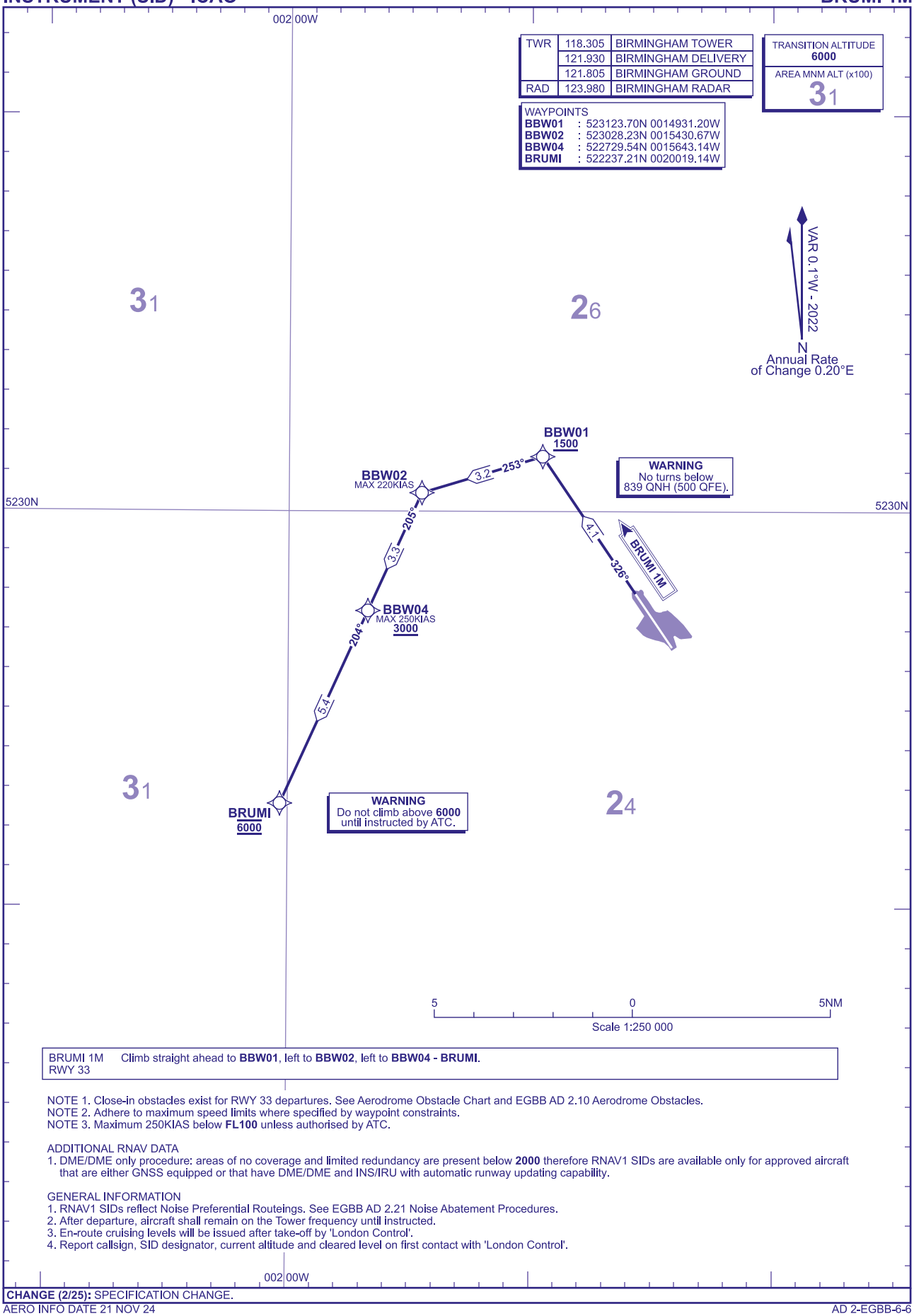
AERO INFO DATE 21 NOV 24

I

# RNAV1 (DME/DME or GNSS) STANDARD DEPARTURE CHART - INSTRUMENT (SID) - ICAO

DISTANCES IN NAUTICAL MILES
TRACKS ARE MAGNETIC
ALTITUDES AND ELEVATIONS ARE IN FEET

**BIRMINGHAM**
RWY 33
**BRUMI 1M**




NOTE 1. Close-in obstacles exist for RWY 33 departures. See Aerodrome Obstacle Chart and EGBB AD 2.10 Aerodrome Obstacles.
NOTE 2. Adhere to maximum speed limits where specified by waypoint constraints.
NOTE 3. Maximum 250KIAS below **FL100** unless authorised by ATC.

ADDITIONAL RNAV DATA
1. DME/DME only procedure: areas of no coverage and limited redundancy are present below **2000** therefore RNAV1 SIDs are available only for approved aircraft that are either GNSS equipped or that have DME/DME and INS/IRU with automatic runway updating capability.

GENERAL INFORMATION
1. RNAV1 SIDs reflect Noise Preferential Routeings. See EGBB AD 2.21 Noise Abatement Procedures.
2. After departure, aircraft shall remain on the Tower frequency until instructed.
3. En-route cruising levels will be issued after take-off by 'London Control'.
4. Report callsign, SID designator, current altitude and cleared level on first contact with 'London Control'.

**CHANGE (2/25):** SPECIFICATION CHANGE.
AERO INFO DATE 21 NOV 24
AD 2-EGBB-6-6

# Standard Instrument Departure Coding Tables

**BIRMINGHAM Runway 15 DTY 2Y**

| Designator | Sequence Number | Path Term-inator | Waypoint Name | Co-ordinates | Fly-over | Course/ Track °M (°T) | Magnetic Variation | Distance (NM) | Turn Direction | Level Constraint | Speed Constraint | Navigation Performance |
|---|---|---|---|---|---|---|---|---|---|---|---|---|
| DTY2Y | 001 | CA | - | - | - | 146° (145.8°) | -0.1 | - | - | +900 | -210 | RNAV1 |
| DTY2Y | 002 | CF | BBS02 | 522444.88N 0014207.45W | N | 146° (145.8°) | -0.1 | 2.2 | RIGHT | - | -210 | RNAV1 |
| DTY2Y | 003 | TF | BBS04 | 522255.49N 0014122.39W | N | 166° (165.9°) | -0.1 | 1.9 | LEFT | - | -210 | RNAV1 |
| DTY2Y | 004 | TF | BBS06 | 522110.45N 0013957.14W | N | 154° (153.5°) | -0.1 | 2.0 | LEFT | - | -210 | RNAV1 |
| DTY2Y | 005 | TF | BBE09 | 522034.31N 0013441.32W | N | 101° (100.6°) | -0.1 | 3.3 | RIGHT | - | -250 | RNAV1 |
| DTY2Y | 006 | TF | BBE12 | 521852.78N 0012919.09W | N | 117° (117.2°) | -0.1 | 3.7 | RIGHT | +4000 | -250 | RNAV1 |
| DTY2Y | 007 | TF | BBE16 | 521652.24N 0012341.05W | N | 120° (120.1°) | -0.1 | 4.0 | - | +5000 | -250 | RNAV1 |
| DTY2Y | 008 | TF | BBE19 | 521521.65N 0011927.86W | N | 120° (120.2°) | -0.1 | 3.0 | - | 6000 | -250 | RNAV1 |
| DTY2Y | 009 | TF | DTY | 521048.51N 0010649.64W | N | 120° (120.3°) | -0.1 | 9.0 | - | 6000 | -250 | RNAV1 |

**BIRMINGHAM Runway 15 COWLY 2Y**

| Designator | Sequence Number | Path Term-inator | Waypoint Name | Co-ordinates | Fly-over | Course/ Track °M (°T) | Magnetic Variation | Distance (NM) | Turn Direction | Level Constraint | Speed Constraint | Navigation Performance |
|---|---|---|---|---|---|---|---|---|---|---|---|---|
| COWLY2Y | 001 | CA | - | - | - | 146° (145.8°) | -0.1 | - | - | +900 | -210 | RNAV1 |
| COWLY2Y | 002 | CF | BBS02 | 522444.88N 0014207.45W | N | 146° (145.8°) | -0.1 | 2.2 | RIGHT | - | -210 | RNAV1 |
| COWLY2Y | 003 | TF | BBS04 | 522255.49N 0014122.39W | N | 166° (165.9°) | -0.1 | 1.9 | LEFT | - | -210 | RNAV1 |
| COWLY2Y | 004 | TF | BBS06 | 522110.45N 0013957.14W | N | 154° (153.5°) | -0.1 | 2.0 | LEFT | - | -210 | RNAV1 |
| COWLY2Y | 005 | TF | BBE13 | 521523.46N 0013358.88W | N | 148° (147.6°) | -0.1 | 6.9 | RIGHT | +4000 | -250 | RNAV1 |
| COWLY2Y | 006 | TF | BBE17 | 521147.51N 0013107.36W | N | 154° (154.0°) | -0.1 | 4.0 | - | 6000 | -250 | RNAV1 |
| COWLY2Y | 007 | TF | COWLY | 513657.58N 0010353.72W | N | 154° (154.0°) | -0.1 | 38.7 | - | 6000 | -250 | RNAV1 |

**CHANGE (2/25):** SPECIFICATION CHANGE.
AERO INFO DATE 25 NOV 24

# Standard Instrument Departure Coding Tables

**BIRMINGHAM Runway 15 CPT2Y**

| Designator | Sequence Number | Path Term-inator | Waypoint Name | Co-ordinates | Fly-over | Course/ Track °M (°T) | Magnetic Variation | Distance (NM) | Turn Direction | Level Constraint | Speed Constraint | Navigation Performance |
|---|---|---|---|---|---|---|---|---|---|---|---|---|
| CPT2Y | 001 | CA | - | - | N | 146° (145.8°) | -0.1 | - | - | +900 | -210 | RNAV1 |
| CPT2Y | 002 | CF | BBS02 | 522444.88N 0014207.45W | N | 146° (145.8°) | -0.1 | 2.2 | RIGHT | - | -210 | RNAV1 |
| CPT2Y | 003 | TF | BBS04 | 522255.49N 0014122.39W | N | 166° (165.9°) | -0.1 | 1.9 | LEFT | - | -210 | RNAV1 |
| CPT2Y | 004 | TF | BBS06 | 522110.45N 0013957.14W | N | 154° (153.6°) | -0.1 | 2.0 | RIGHT | - | -210 | RNAV1 |
| CPT2Y | 005 | TF | BBS13 | 521451.51N 0013547.07W | N | 158° (157.9°) | -0.1 | 6.8 | RIGHT | +4000 | -250 | RNAV1 |
| CPT2Y | 006 | TF | BBS17 | 521102.31N 0013351.03W | N | 163° (162.7°) | -0.1 | 4.0 | - | 6000 | -250 | RNAV1 |
| CPT2Y | 007 | TF | CPT | 512929.66N 0011310.89W | N | 163° (162.7°) | -0.1 | 43.5 | - | 6000 | -250 | RNAV1 |

**BIRMINGHAM Runway 15 LUVUM 1Y**

| Designator | Sequence Number | Path Term-inator | Waypoint Name | Co-ordinates | Fly-over | Course/ Track °M (°T) | Magnetic Variation | Distance (NM) | Turn Direction | Level Constraint | Speed Constraint | Navigation Performance |
|---|---|---|---|---|---|---|---|---|---|---|---|---|
| LUVUM1Y | 001 | CA | - | - | - | 146° (145.8°) | -0.1 | - | - | +839 | - | RNAV1 |
| LUVUM1Y | 002 | CF | BBE23 | 522403.94N 0014122.06W | N | 146° (145.8°) | -0.1 | 3.0 | LEFT | - | -200 | RNAV1 |
| LUVUM1Y | 003 | TF | BBE24 | 522440.75N 0013654.85W | N | 077° (077.3°) | -0.1 | 2.8 | LEFT | +2000 | - | RNAV1 |
| LUVUM1Y | 004 | TF | BBE25 | 522719.64N 0013546.02W | N | 015° (014.8°) | -0.1 | 2.7 | LEFT | - | -210 | RNAV1 |
| LUVUM1Y | 005 | TF | BBN11 | 523043.41N 0013605.25W | N | 357° (356.7°) | -0.1 | 3.4 | LEFT | - | -250 | RNAV1 |
| LUVUM1Y | 006 | TF | BBN12 | 523819.32N 0014132.49W | N | 337° (336.4°) | -0.1 | 8.3 | - | +5000 | - | RNAV1 |
| LUVUM1Y | 007 | TF | LUVUM | 524252.01N 0014449.21W | N | 336° (336.4°) | -0.1 | 5.0 | - | 6000 | - | RNAV1 |

**CHANGE (2/25):** SPECIFICATION CHANGE.
AERO INFO DATE 05 DEC 24

# Standard Instrument Departure Coding Tables

**BIRMINGHAM Runway 33 LUVUM 1M**

| Designator | Sequence Number | Path Term-inator | Waypoint Name | Co-ordinates | Fly-over | Course/ Track °M (°T) | Magnetic Variation | Distance (NM) | Turn Direction | Level Constraint | Speed Constraint | Navigation Performance |
|---|---|---|---|---|---|---|---|---|---|---|---|---|
| LUVUM1M | 001 | CA | - | - | - | 326° (325.8°) | -0.1 | - | - | +839 | - | RNAV1 |
| LUVUM1M | 002 | CF | BBN30 | 522936.66N 0014731.80W | N | 326° (325.8°) | -0.1 | 1.9 | RIGHT | +1500 | -250 | RNAV1 |
| LUVUM1M | 003 | TF | BBN32 | 523953.60N 0014525.83W | N | 007° (007.1°) | -0.1 | 10.4 | - | +5000 | - | RNAV1 |
| LUVUM1M | 004 | TF | LUVUM | 524252.01N 0014449.21W | N | 007° (007.1°) | -0.1 | 3.0 | - | 6000 | - | RNAV1 |

**BIRMINGHAM Runway 33 ADMEX 1M**

| Designator | Sequence Number | Path Term-inator | Waypoint Name | Co-ordinates | Fly-over | Course/ Track °M (°T) | Magnetic Variation | Distance (NM) | Turn Direction | Level Constraint | Speed Constraint | Navigation Performance |
|---|---|---|---|---|---|---|---|---|---|---|---|---|
| ADMEX1M | 001 | CA | - | - | - | 326° (325.8°) | -0.1 | - | - | +839 | - | RNAV1 |
| ADMEX1M | 002 | CF | BBN31 | 522927.66N 0014721.79W | Y | 326° (325.8°) | -0.1 | 1.8 | RIGHT | +1500 | - | RNAV1 |
| ADMEX1M | 003 | CF | BBE21 | 523146.48N 0014020.35W | N | 102° (102.0°) | -0.1 | - | RIGHT | +2000 | -220 | RNAV1 |
| ADMEX1M | 004 | TF | BBE20 | 522741.03N 0013341.83W | N | 135° (135.2°) | -0.1 | 5.8 | RIGHT | - | -250 | RNAV1 |
| ADMEX1M | 005 | TF | ADMEX | 522139.20N 0012744.81W | N | 149° (148.9°) | -0.1 | 7.1 | - | 6000 | - | RNAV1 |

**BIRMINGHAM Runway 33 UNGAP 1M**

| Designator | Sequence Number | Path Term-inator | Waypoint Name | Co-ordinates | Fly-over | Course/ Track °M (°T) | Magnetic Variation | Distance (NM) | Turn Direction | Level Constraint | Speed Constraint | Navigation Performance |
|---|---|---|---|---|---|---|---|---|---|---|---|---|
| UNGAP1M | 001 | CA | - | - | - | 326° (325.8°) | -0.1 | - | - | +839 | - | RNAV1 |
| UNGAP1M | 002 | CF | BBN31 | 522927.66N 0014721.79W | Y | 326° (325.8°) | -0.1 | 1.8 | RIGHT | +1500 | - | RNAV1 |
| UNGAP1M | 003 | CF | BBE21 | 523146.48N 0014020.35W | N | 102° (102.0°) | -0.1 | - | RIGHT | +2000 | -220 | RNAV1 |
| UNGAP1M | 004 | TF | BBE20 | 522741.03N 0013341.83W | N | 135° (135.2°) | -0.1 | 5.8 | - | - | -250 | RNAV1 |
| UNGAP1M | 005 | TF | UNGAP | 522129.49N 0012338.97W | N | 135° (135.2°) | -0.1 | 8.7 | - | 6000 | - | RNAV1 |

**BIRMINGHAM Runway 33 BRUMI 1M**

| Designator | Sequence Number | Path Term-inator | Waypoint Name | Co-ordinates | Fly-over | Course/ Track °M (°T) | Magnetic Variation | Distance (NM) | Turn Direction | Level Constraint | Speed Constraint | Navigation Performance |
|---|---|---|---|---|---|---|---|---|---|---|---|---|
| BRUMI1M | 001 | CA | - | - | - | 326° (325.8°) | -0.1 | - | - | +839 | - | RNAV1 |
| BRUMI1M | 002 | CF | BBW01 | 523123.70N 0014931.20W | N | 326° (325.8°) | -0.1 | 4.1 | LEFT | +1500 | - | RNAV1 |
| BRUMI1M | 003 | TF | BBW02 | 523028.23N 0015430.67W | N | 253° (253.1°) | -0.1 | 3.2 | LEFT | - | -220 | RNAV1 |
| BRUMI1M | 004 | TF | BBW04 | 522729.54N 0015643.14W | N | 204° (204.4°) | -0.1 | 3.3 | - | +3000 | -250 | RNAV1 |
| BRUMI1M | 005 | TF | BRUMI | 522237.21N 0020019.14W | N | 204° (204.3°) | -0.1 | 5.4 | - | 6000 | - | RNAV1 |

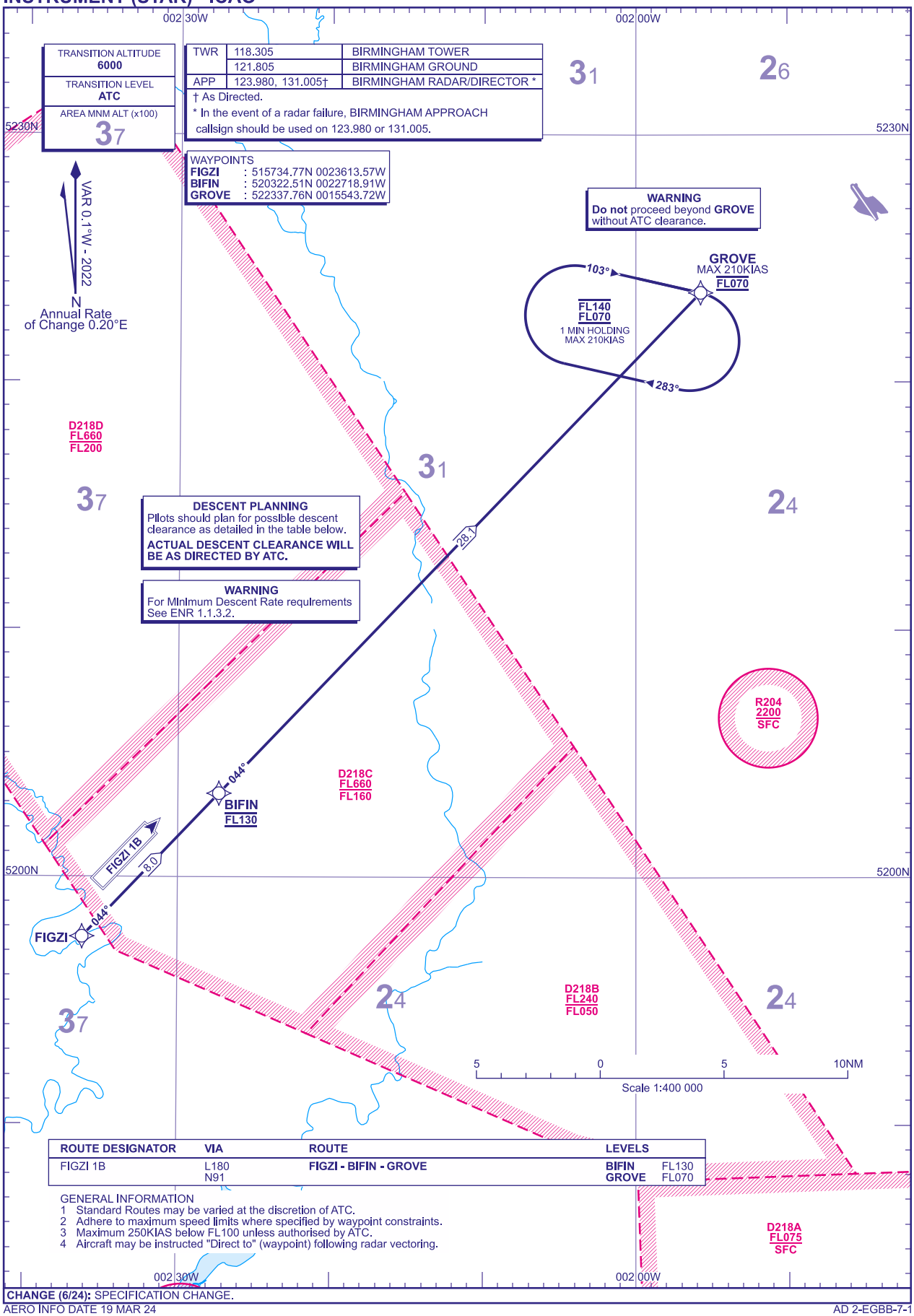
**CHANGE (2/25):** SPECIFICATION CHANGE.
AERO INFO DATE 25 NOV 24

**INTENTIONALLY BLANK**

# RNAV1 (DME/DME or GNSS) STANDARD ARRIVAL CHART - INSTRUMENT (STAR) - ICAO

DISTANCES IN NAUTICAL MILES
TRACKS ARE MAGNETIC
ALTITUDES AND ELEVATIONS ARE IN FEET

# BIRMINGHAM FIGZI 1B




| ROUTE DESIGNATOR | VIA | ROUTE | LEVELS |
|---|---|---|---|
| FIGZI 1B | L180<br>N91 | FIGZI - BIFIN - GROVE | BIFIN FL130<br>GROVE FL070 |

GENERAL INFORMATION
1 Standard Routes may be varied at the discretion of ATC.
2 Adhere to maximum speed limits where specified by waypoint constraints.
3 Maximum 250KIAS below FL100 unless authorised by ATC.
4 Aircraft may be instructed "Direct to" (waypoint) following radar vectoring.

**CHANGE (6/24):** SPECIFICATION CHANGE.

AERO INFO DATE 19 MAR 24

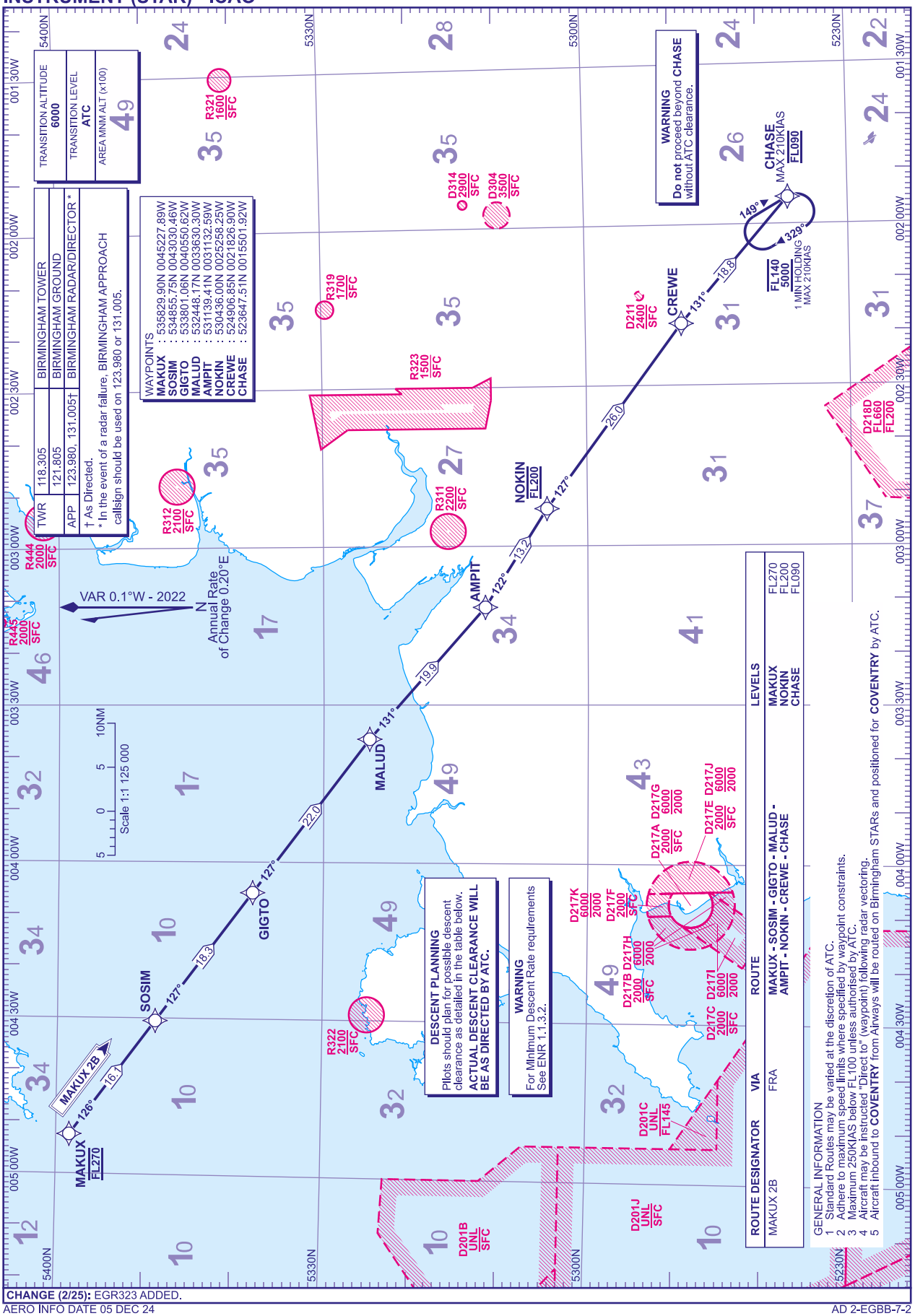
AD 2-EGBB-7-1

I

# RNAV1 (DME/DME or GNSS) STANDARD ARRIVAL CHART - INSTRUMENT (STAR) - ICAO

DISTANCES IN NAUTICAL MILES
TRACKS ARE MAGNETIC
ALTITUDES AND ELEVATIONS ARE IN FEET

# BIRMINGHAM MAKUX 2B




CHANGE (2/25): EGR323 ADDED.

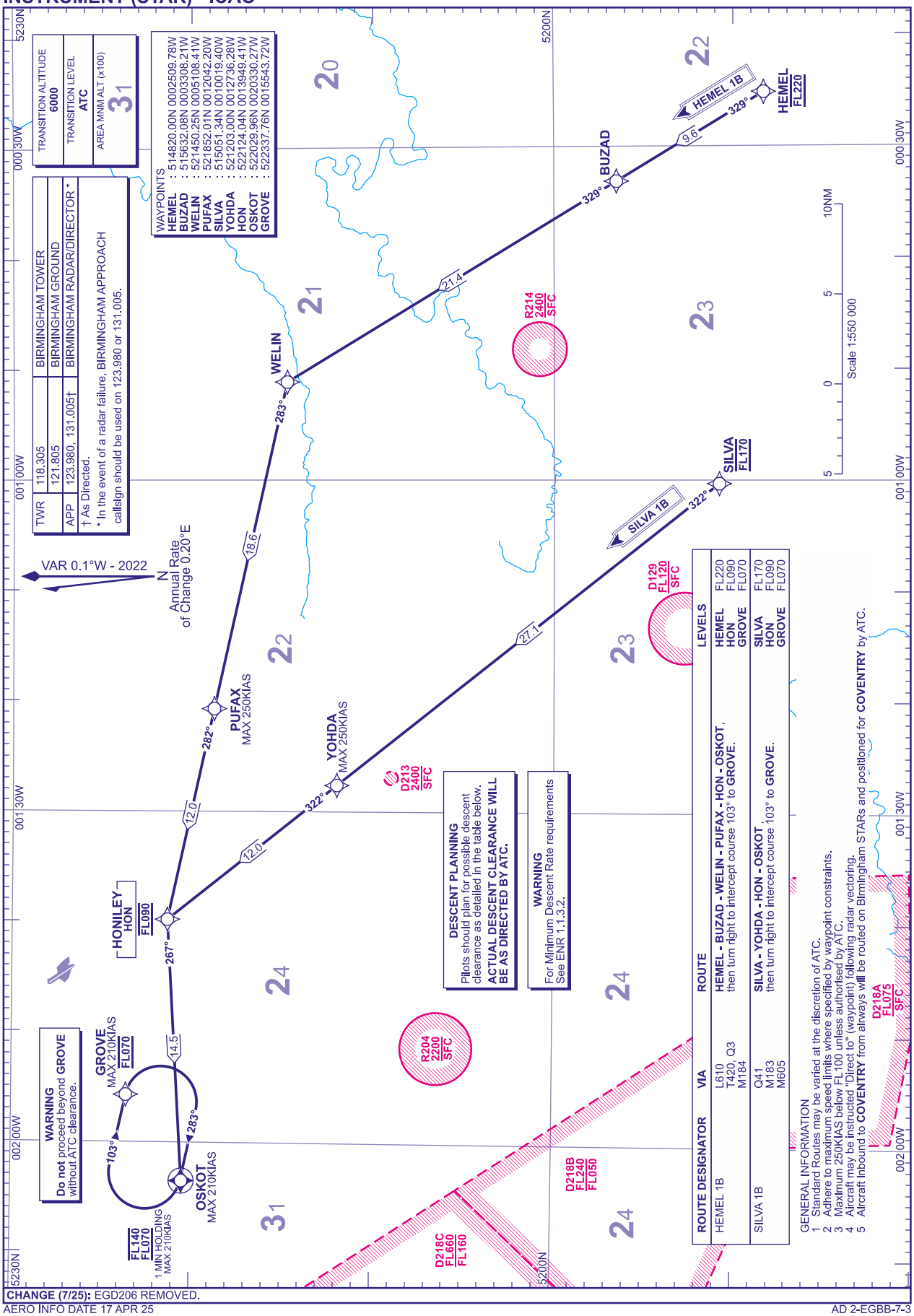
AERO INFO DATE 05 DEC 24

AD 2-EGBB-7-2

# RNAV5 (DME/DME or GNSS) STANDARD ARRIVAL CHART - INSTRUMENT (STAR) - ICAO

DISTANCES IN NAUTICAL MILES
TRACKS ARE MAGNETIC
ALTITUDES AND ELEVATIONS ARE IN FEET

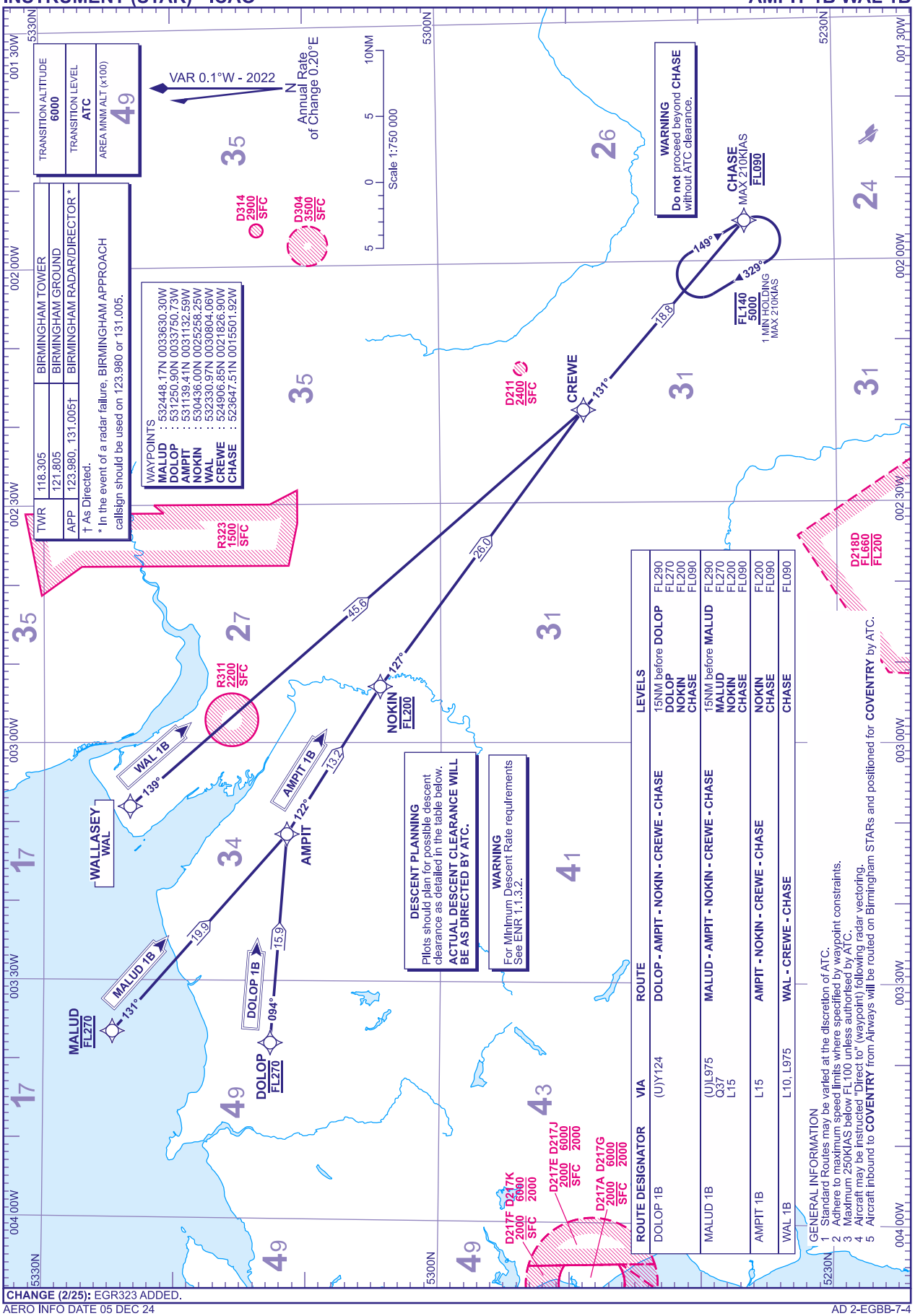
# BIRMINGHAM HEMEL 1B SILVA 1B



# RNAV5 (DME/DME or GNSS) STANDARD ARRIVAL CHART - INSTRUMENT (STAR) - ICAO

DISTANCES IN NAUTICAL MILES
TRACKS ARE MAGNETIC
ALTITUDES AND ELEVATIONS ARE IN FEET

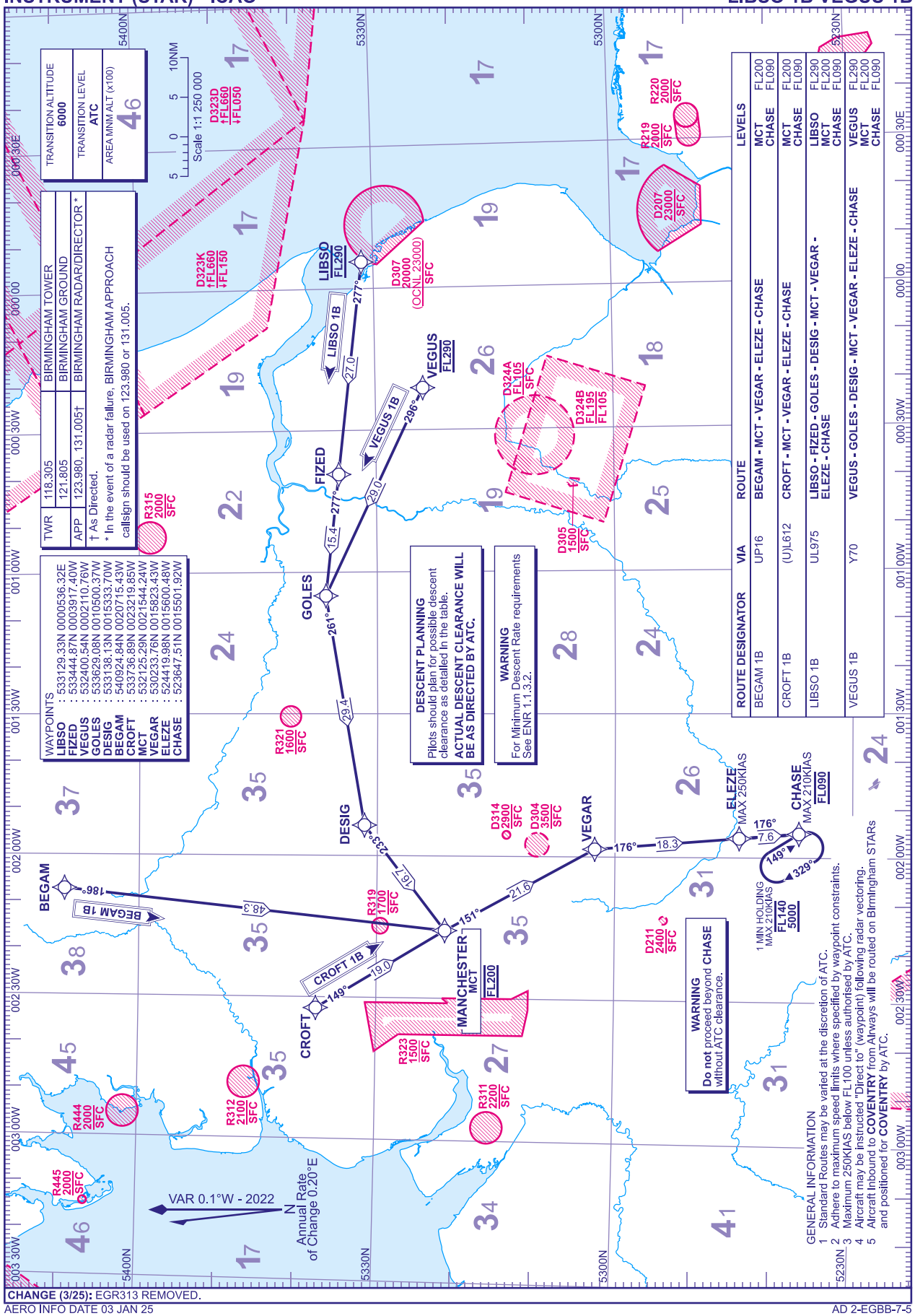
# BIRMINGHAM DOLOP 1B MALUD 1B AMPIT 1B WAL 1B



# RNAV1 (DME/DME or GNSS) STANDARD ARRIVAL CHART - INSTRUMENT (STAR) - ICAO

DISTANCES IN NAUTICAL MILES
TRACKS ARE MAGNETIC
ALTITUDES AND ELEVATIONS ARE IN FEET

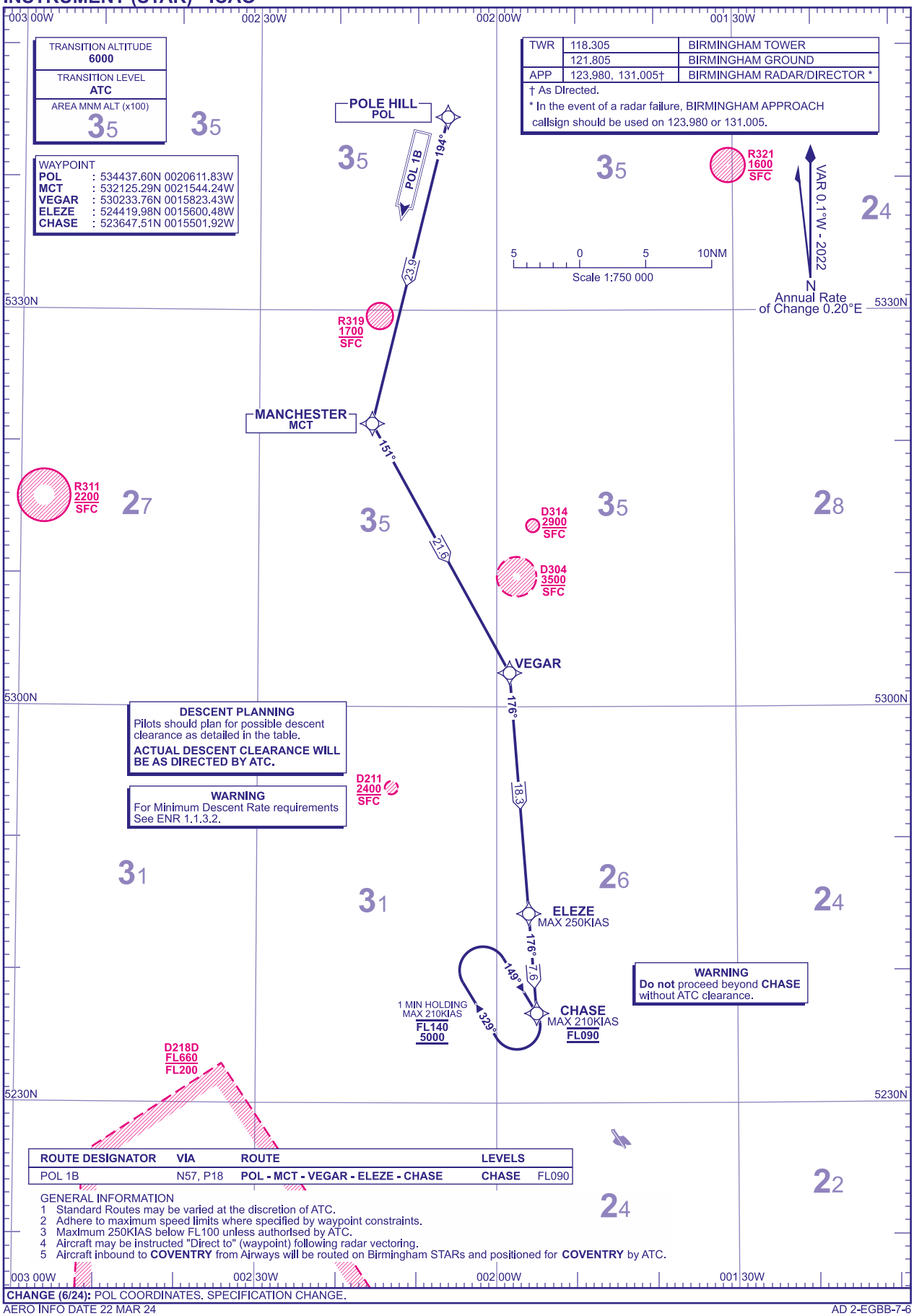
# BIRMINGHAM
# BEGAM 1B CROFT 1B
# LIBSO 1B VEGUS 1B



# RNAV1 (DME/DME or GNSS) STANDARD ARRIVAL CHART - INSTRUMENT (STAR) - ICAO

DISTANCES IN NAUTICAL MILES
TRACKS ARE MAGNETIC
ALTITUDES AND ELEVATIONS ARE IN FEET

# BIRMINGHAM
# POL 1B




| ROUTE DESIGNATOR | VIA | ROUTE | LEVELS |
|---|---|---|---|
| POL 1B | N57, P18 | POL - MCT - VEGAR - ELEZE - CHASE | CHASE FL090 |

GENERAL INFORMATION
1 Standard Routes may be varied at the discretion of ATC.
2 Adhere to maximum speed limits where specified by waypoint constraints.
3 Maximum 250KIAS below FL100 unless authorised by ATC.
4 Aircraft may be instructed "Direct to" (waypoint) following radar vectoring.
5 Aircraft inbound to **COVENTRY** from Airways will be routed on Birmingham STARs and positioned for **COVENTRY** by ATC.

**CHANGE (6/24):** POL COORDINATES. SPECIFICATION CHANGE.

AERO INFO DATE 22 MAR 24

AD 2-EGBB-7-6

# Standard Instrument Arrival Coding Tables

**BIRMINGHAM FIGZI 1B**

| Designator | Sequence Number | Path Term-inator | Waypoint Name | Co-ordinates | Fly-over | Course/ Track °M (°T) | Magnetic Variation | Distance (NM) | Turn Direction | Level Constraint | Speed Constraint | Navigation Performance |
|---|---|---|---|---|---|---|---|---|---|---|---|---|
| FIGZI1B | 001 | IF | FIGZI | 515734.77N 0023613.57W | N | - | - | - | - | - | - | RNAV1 |
| FIGZI1B | 002 | TF | BIFIN | 520322.51N 0022718.91W | N | 044° (043.4°) | -0.1 | 8.0 | - | FL130 | - | RNAV1 |
| FIGZI1B | 003 | TF | GROVE | 522337.76N 0015543.72W | N | 044° (043.6°) | -0.1 | 28.1 | - | FL070 | -210 | RNAV1 |

**BIRMINGHAM MAKUX 2B**

| Designator | Sequence Number | Path Term-inator | Waypoint Name | Co-ordinates | Fly-over | Course/ Track °M (°T) | Magnetic Variation | Distance (NM) | Turn Direction | Level Constraint | Speed Constraint | Navigation Performance |
|---|---|---|---|---|---|---|---|---|---|---|---|---|
| MAKUX2B | 001 | IF | MAKUX | 535829.90N 0045227.89W | N | - | - | - | - | FL270 | - | RNAV1 |
| MAKUX2B | 002 | TF | SOSIM | 534855.75N 0043030.46W | N | 126° (126.3°) | -0.1 | 16.1 | - | - | - | RNAV1 |
| MAKUX2B | 003 | TF | GIGTO | 533801.06N 0040550.62W | N | 127° (126.6°) | -0.1 | 18.3 | - | - | - | RNAV1 |
| MAKUX2B | 004 | TF | MALUD | 532448.17N 0033630.30W | N | 127° (126.9°) | -0.1 | 22.0 | RIGHT | - | - | RNAV1 |
| MAKUX2B | 005 | TF | AMPIT | 531139.41N 0031132.59W | N | 131° (131.2°) | -0.1 | 19.9 | LEFT | - | - | RNAV1 |
| MAKUX2B | 006 | TF | NOKIN | 530436.00N 0025258.25W | N | 122° (122.2°) | -0.1 | 13.2 | RIGHT | FL200 | - | RNAV1 |
| MAKUX2B | 007 | TF | CREWE | 524906.85N 0021826.90W | N | 127° (126.4°) | -0.1 | 26.0 | RIGHT | - | - | RNAV1 |
| MAKUX2B | 008 | TF | CHASE | 523647.51N 0015501.92W | N | 131° (130.8°) | -0.1 | 18.8 | - | FL090 | -210 | RNAV1 |

**BIRMINGHAM HEMEL 1B**

| Designator | Sequence Number | Path Term-inator | Waypoint Name | Co-ordinates | Fly-over | Course/ Track °M (°T) | Magnetic Variation | Distance (NM) | Turn Direction | Level Constraint | Speed Constraint | Navigation Performance |
|---|---|---|---|---|---|---|---|---|---|---|---|---|
| HEMEL1B | 001 | IF | HEMEL | 514820.00N 0002509.78W | N | - | - | - | - | FL220 | - | RNAV5 |
| HEMEL1B | 002 | TF | BUZAD | 515632.08N 0003308.21W | N | 329° (329.0°) | -0.1 | 9.6 | - | - | - | RNAV5 |
| HEMEL1B | 003 | TF | WELIN | 521450.25N 0005108.41W | N | 329° (328.9°) | -0.1 | 21.4 | LEFT | - | - | RNAV5 |
| HEMEL1B | 004 | TF | PUFAX | 521852.01N 0012042.20W | N | 283° (282.7°) | -0.1 | 18.6 | - | - | -250 | RNAV5 |
| HEMEL1B | 005 | TF | HON | 522124.04N 0013949.41W | N | 282° (282.3°) | -0.1 | 12.0 | LEFT | FL090 | - | RNAV5 |
| HEMEL1B | 006 | TF | OSKOT | 522029.96N 0020330.27W | Y | 267° (266.6°) | -0.1 | 14.5 | RIGHT | - | -210 | RNAV5 |
| HEMEL1B | 007 | CF | GROVE | 522337.76N 0015543.72W | N | 103° (103.0°) | -0.1 | - | - | FL070 | -210 | RNAV5 |

**BIRMINGHAM SILVA 1B**

| Designator | Sequence Number | Path Term-inator | Waypoint Name | Co-ordinates | Fly-over | Course/ Track °M (°T) | Magnetic Variation | Distance (NM) | Turn Direction | Level Constraint | Speed Constraint | Navigation Performance |
|---|---|---|---|---|---|---|---|---|---|---|---|---|
| SILVA1B | 001 | IF | SILVA | 515051.34N 0010019.40W | N | - | - | - | - | FL170 | - | RNAV5 |
| SILVA1B | 002 | TF | YOHDA | 521203.00N 0012736.28W | N | 322° (321.7°) | -0.1 | 27.1 | - | - | -250 | RNAV5 |
| SILVA1B | 003 | TF | HON | 522124.04N 0013949.41W | N | 322° (321.4°) | -0.1 | 12.0 | LEFT | FL090 | - | RNAV5 |
| SILVA1B | 004 | TF | OSKOT | 522029.96N 0020330.27W | Y | 267° (266.6°) | -0.1 | 14.6 | RIGHT | - | -210 | RNAV5 |
| SILVA1B | 005 | CF | GROVE | 522337.76N 0015543.72W | N | 103° (103.0°) | -0.1 | - | - | FL070 | -210 | RNAV5 |

**CHANGE (6/24):** SPECIFICATION CHANGE.
AERO INFO DATE 22 MAR 24

# Standard Instrument Arrival Coding Tables

### BIRMINGHAM DOLOP 1B

| Designator | Sequence Number | Path Term-inator | Waypoint Name | Co-ordinates | Fly-over | Course/ Track °M (°T) | Magnetic Variation | Distance (NM) | Turn Direction | Level Constraint | Speed Constraint | Navigation Performance |
|---|---|---|---|---|---|---|---|---|---|---|---|---|
| DOLOP1B | 001 | IF | DOLOP | 531250.90N 0033750.73W | N | - | - | - | - | FL270 | - | RNAV5 |
| DOLOP1B | 002 | TF | AMPIT | 531139.41N 0031132.59W | N | 094° (094.1°) | -0.1 | 15.9 | RIGHT | - | - | RNAV5 |
| DOLOP1B | 003 | TF | NOKIN | 530436.00N 0025258.25W | N | 122° (122.2°) | -0.1 | 13.2 | RIGHT | FL200 | - | RNAV5 |
| DOLOP1B | 004 | TF | CREWE | 524906.85N 0021826.90W | N | 127° (126.4°) | -0.1 | 26.0 | RIGHT | - | - | RNAV5 |
| DOLOP1B | 005 | TF | CHASE | 523647.51N 0015501.92W | N | 131° (130.8°) | -0.1 | 18.8 | - | FL090 | -210 | RNAV5 |

### BIRMINGHAM MALUD 1B

| Designator | Sequence Number | Path Term-inator | Waypoint Name | Co-ordinates | Fly-over | Course/ Track °M (°T) | Magnetic Variation | Distance (NM) | Turn Direction | Level Constraint | Speed Constraint | Navigation Performance |
|---|---|---|---|---|---|---|---|---|---|---|---|---|
| MALUD1B | 001 | IF | MALUD | 532448.17N 0033630.30W | N | - | - | - | - | FL270 | - | RNAV5 |
| MALUD1B | 002 | TF | AMPIT | 531139.41N 0031132.59W | N | 131° (131.2°) | -0.1 | 19.9 | LEFT | - | - | RNAV5 |
| MALUD1B | 003 | TF | NOKIN | 530436.00N 0025258.25W | N | 122° (122.2°) | -0.1 | 13.2 | RIGHT | FL200 | - | RNAV5 |
| MALUD1B | 004 | TF | CREWE | 524906.85N 0021826.90W | N | 127° (126.4°) | -0.1 | 26.0 | RIGHT | - | - | RNAV5 |
| MALUD1B | 005 | TF | CHASE | 523647.51N 0015501.92W | N | 131° (130.8°) | -0.1 | 18.8 | - | FL090 | -210 | RNAV5 |

### BIRMINGHAM AMPIT 1B

| Designator | Sequence Number | Path Term-inator | Waypoint Name | Co-ordinates | Fly-over | Course/ Track °M (°T) | Magnetic Variation | Distance (NM) | Turn Direction | Level Constraint | Speed Constraint | Navigation Performance |
|---|---|---|---|---|---|---|---|---|---|---|---|---|
| AMPIT1B | 001 | IF | AMPIT | 531139.41N 0031132.59W | N | - | - | - | - | - | - | RNAV5 |
| AMPIT1B | 002 | TF | NOKIN | 530436.00N 0025258.25W | N | 122° (122.2°) | -0.1 | 13.2 | RIGHT | FL200 | - | RNAV5 |
| AMPIT1B | 003 | TF | CREWE | 524906.85N 0021826.90W | N | 127° (126.4°) | -0.1 | 26.0 | RIGHT | - | - | RNAV5 |
| AMPIT1B | 004 | TF | CHASE | 523647.51N 0015501.92W | N | 131° (130.8°) | -0.1 | 18.8 | - | FL090 | -210 | RNAV5 |

### BIRMINGHAM WAL 1B

| Designator | Sequence Number | Path Term-inator | Waypoint Name | Co-ordinates | Fly-over | Course/ Track °M (°T) | Magnetic Variation | Distance (NM) | Turn Direction | Level Constraint | Speed Constraint | Navigation Performance |
|---|---|---|---|---|---|---|---|---|---|---|---|---|
| WAL1B | 001 | IF | WAL | 532330.97N 0030804.06W | N | - | - | - | - | - | - | RNAV5 |
| WAL1B | 002 | TF | CREWE | 524906.85N 0021826.90W | N | 139° (138.7°) | -0.1 | 45.6 | LEFT | - | - | RNAV5 |
| WAL1B | 003 | TF | CHASE | 523647.51N 0015501.92W | N | 131° (130.8°) | -0.1 | 18.8 | - | FL090 | -210 | RNAV5 |

**CHANGE (6/24):** SPECIFICATION CHANGE.
AERO INFO DATE 25 MAR 24

# Standard Instrument Arrival Coding Tables

**BIRMINGHAM BEGAM 1B**

| Designator | Sequence Number | Path Term-inator | Waypoint Name | Co-ordinates | Fly-over | Course/ Track °M (°T) | Magnetic Variation | Distance (NM) | Turn Direction | Level Constraint | Speed Constraint | Navigation Performance |
|---|---|---|---|---|---|---|---|---|---|---|---|---|
| BEGAM1B | 001 | IF | BEGAM | 540924.84N 0020715.43W | N | - | - | - | - | - | - | RNAV1 |
| BEGAM1B | 002 | TF | MCT | 532125.29N 0021544.24W | N | 186° (186.0°) | -0.1 | 48.3 | LEFT | FL200 | - | RNAV1 |
| BEGAM1B | 003 | TF | VEGAR | 530233.76N 0015823.43W | N | 151° (151.0°) | -0.1 | 21.6 | RIGHT | - | - | RNAV1 |
| BEGAM1B | 004 | TF | ELEZE | 524419.98N 0015600.48W | N | 176° (175.5°) | -0.1 | 18.3 | - | - | -250 | RNAV1 |
| BEGAM1B | 005 | TF | CHASE | 523647.51N 0015501.92W | N | 176° (175.5°) | -0.1 | 7.6 | - | FL090 | -210 | RNAV1 |

**BIRMINGHAM CROFT 1B**

| Designator | Sequence Number | Path Term-inator | Waypoint Name | Co-ordinates | Fly-over | Course/ Track °M (°T) | Magnetic Variation | Distance (NM) | Turn Direction | Level Constraint | Speed Constraint | Navigation Performance |
|---|---|---|---|---|---|---|---|---|---|---|---|---|
| CROFT1B | 001 | IF | CROFT | 533736.89N 0023219.85W | N | - | - | - | - | - | - | RNAV1 |
| CROFT1B | 002 | TF | MCT | 532125.29N 0021544.24W | N | 149° (148.5°) | -0.1 | 19.0 | - | FL200 | - | RNAV1 |
| CROFT1B | 003 | TF | VEGAR | 530233.76N 0015823.43W | N | 151° (151.0°) | -0.1 | 21.6 | RIGHT | - | - | RNAV1 |
| CROFT1B | 004 | TF | ELEZE | 524419.98N 0015600.48W | N | 176° (175.5°) | -0.1 | 18.3 | - | - | -250 | RNAV1 |
| CROFT1B | 005 | TF | CHASE | 523647.51N 0015501.92W | N | 176° (175.5°) | -0.1 | 7.6 | - | FL090 | -210 | RNAV1 |

**BIRMINGHAM LIBSO 1B**

| Designator | Sequence Number | Path Term-inator | Waypoint Name | Co-ordinates | Fly-over | Course/ Track °M (°T) | Magnetic Variation | Distance (NM) | Turn Direction | Level Constraint | Speed Constraint | Navigation Performance |
|---|---|---|---|---|---|---|---|---|---|---|---|---|
| LIBSO1B | 001 | IF | LIBSO | 533129.33N 0000536.32E | N | - | - | - | - | FL290 | - | RNAV1 |
| LIBSO1B | 002 | TF | FIZED | 533444.87N 0003917.40W | N | 277° (277.3°) | -0.1 | 27.0 | - | - | - | RNAV1 |
| LIBSO1B | 003 | TF | GOLES | 533629.08N 0010500.37W | N | 277° (276.7°) | -0.1 | 15.4 | LEFT | - | - | RNAV1 |
| LIBSO1B | 004 | TF | DESIG | 533138.13N 0015333.70W | N | 261° (260.8°) | -0.1 | 29.4 | LEFT | - | - | RNAV1 |
| LIBSO1B | 005 | TF | MCT | 532125.29N 0021544.24W | N | 233° (232.5°) | -0.1 | 16.7 | LEFT | FL200 | - | RNAV1 |
| LIBSO1B | 006 | TF | VEGAR | 530233.76N 0015823.43W | N | 151° (151.0°) | -0.1 | 21.6 | RIGHT | - | - | RNAV1 |
| LIBSO1B | 007 | TF | ELEZE | 524419.98N 0015600.48W | N | 176° (175.5°) | -0.1 | 18.3 | - | - | -250 | RNAV1 |
| LIBSO1B | 008 | TF | CHASE | 523647.51N 0015501.92W | N | 176° (175.5°) | -0.1 | 7.6 | - | FL090 | -210 | RNAV1 |

**CHANGE (6/24):** SPECIFICATION CHANGE.
AERO INFO DATE 25 MAR 24

# Standard Instrument Arrival Coding Tables

**BIRMINGHAM VEGUS 1B**

| Designator | Sequence Number | Path Term-inator | Waypoint Name | Co-ordinates | Fly-over | Course/ Track °M (°T) | Magnetic Variation | Distance (NM) | Turn Direction | Level Constraint | Speed Constraint | Navigation Performance |
|---|---|---|---|---|---|---|---|---|---|---|---|---|
| VEGUS1B | 001 | IF | VEGUS | 532400.54N 0002110.76W | N | - | - | - | - | FL290 | - | RNAV1 |
| VEGUS1B | 002 | TF | GOLES | 533629.08N 0010500.37W | N | 296° (295.8°) | -0.1 | 29.0 | LEFT | - | - | RNAV1 |
| VEGUS1B | 003 | TF | DESIG | 533138.13N 0015333.70W | N | 261° (260.8°) | -0.1 | 29.4 | LEFT | - | - | RNAV1 |
| VEGUS1B | 004 | TF | MCT | 532125.29N 0021544.24W | N | 233° (232.5°) | -0.1 | 16.7 | LEFT | FL200 | - | RNAV1 |
| VEGUS1B | 005 | TF | VEGAR | 530233.76N 0015823.43W | N | 151° (151.0°) | -0.1 | 21.6 | RIGHT | - | - | RNAV1 |
| VEGUS1B | 006 | TF | ELEZE | 524419.98N 0015600.48W | N | 176° (175.5°) | -0.1 | 18.3 | - | - | -250 | RNAV1 |
| VEGUS1B | 007 | TF | CHASE | 523647.51N 0015501.92W | N | 176° (175.5°) | -0.1 | 7.6 | - | FL090 | -210 | RNAV1 |

**BIRMINGHAM POL 1B**

| Designator | Sequence Number | Path Term-inator | Waypoint Name | Co-ordinates | Fly-over | Course/ Track °M (°T) | Magnetic Variation | Distance (NM) | Turn Direction | Level Constraint | Speed Constraint | Navigation Performance |
|---|---|---|---|---|---|---|---|---|---|---|---|---|
| POL1B | 001 | IF | POL | 534437.60N 0020611.83W | N | - | - | - | - | - | - | RNAV1 |
| POL1B | 002 | TF | MCT | 532125.29N 0021544.24W | N | 194° (193.8°) | -0.1 | 23.9 | LEFT | - | - | RNAV1 |
| POL1B | 003 | TF | VEGAR | 530233.76N 0015823.43W | N | 151° (151.0°) | -0.1 | 21.6 | RIGHT | - | - | RNAV1 |
| POL1B | 004 | TF | ELEZE | 524419.98N 0015600.48W | N | 176° (175.5°) | -0.1 | 18.3 | - | - | -250 | RNAV1 |
| POL1B | 005 | TF | CHASE | 523647.51N 0015501.92W | N | 176° (175.5°) | -0.1 | 7.6 | - | FL090 | -210 | RNAV1 |

**CHANGE (6/24):** POL COORDINATES. SPECIFICATION CHANGE.
AERO INFO DATE 25 MAR 24

# RNAV Hold Coding Tables

**BIRMINGHAM GROVE Hold**

| Designator | Sequence Number | Path Term-inator | Waypoint Name | Co-ordinates | Fly-over | Course/ Track °M (°T) | Magnetic Variation | Time (MIN) | Turn Direction | Level Constraint | Speed Constraint | Navigation Performance |
|---|---|---|---|---|---|---|---|---|---|---|---|---|
| GROVE | - | - | GROVE | 522337.76N 0015543.72W | Y | 103° (102.8°) | -0.1 | 1 MIN | RIGHT | -FL140 +FL070 | -210 | RNAV1/ RNAV5 |

**BIRMINGHAM CHASE Hold**

| Designator | Sequence Number | Path Term-inator | Waypoint Name | Co-ordinates | Fly-over | Course/ Track °M (°T) | Magnetic Variation | Time (MIN) | Turn Direction | Level Constraint | Speed Constraint | Navigation Performance |
|---|---|---|---|---|---|---|---|---|---|---|---|---|
| CHASE | - | - | CHASE | 523647.51N 0015501.92W | Y | 149° (148.8°) | -0.1 | 1 MIN | RIGHT | -FL140 +5000 | -210 | RNAV1/ RNAV5 |

**CHANGE (6/24):** SPECIFICATION CHANGE.
AERO INFO DATE 25 MAR 24

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# INSTRUMENT APPROACH CHART - ICAO

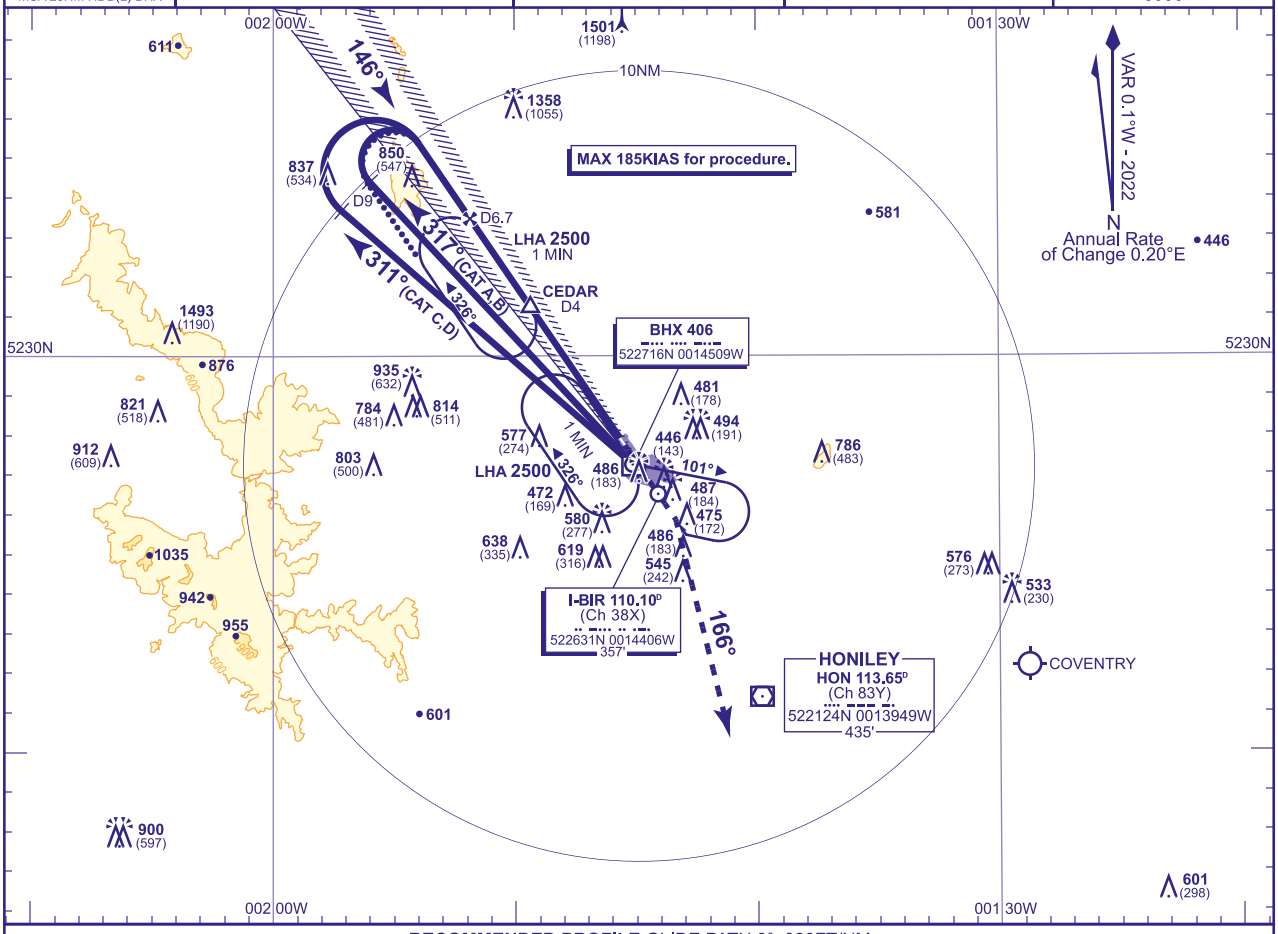
# BIRMINGHAM
# ILS/DME/NDB(L)
# RWY 15
(ACFT CAT A,B,C,D)



MSA 25NM NDB(L) BHX

| | | | |
|---|---|---|---|
| APP 123.980 (131.005 DIRECTOR) | BIRMINGHAM RADAR * | AD ELEVATION | 339 |
| TWR 118.305 | BIRMINGHAM TOWER | THR ELEVATION | 303 |
| 121.805 | BIRMINGHAM GROUND | OBSTACLE ELEVATION 1501 AMSL (1198) (ABOVE THR) | |
| ATIS 136.030 | BIRMINGHAM INFORMATION | | |
| * See Note 2 | | BEARINGS ARE MAGNETIC | |

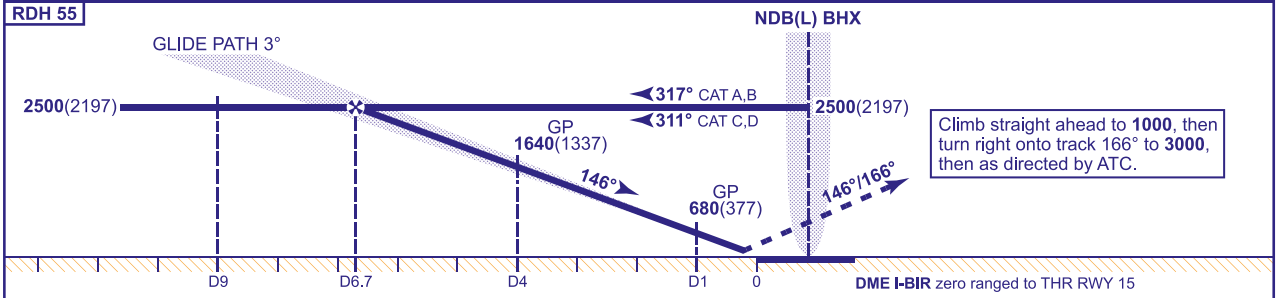
TRANSITION ALTITUDE **6000**




**RECOMMENDED PROFILE** GLIDE PATH 3°, 320FT/NM

| DME I-BIR | 6 | 5 | 4 | 3 | 2 |
|---|---|---|---|---|---|
| ALT(HGT) | **2280**(1977) | **1960**(1657) | **1640**(1337) | **1320**(1017) | **1000**(697) |

RDH 55




| Aircraft Category | | A | B | C | D |
|---|---|---|---|---|---|
| OCA (OCH) | CAT I | **466**(163) | **474**(171) | **485**(182) | **497**(194) |
| | CAT II | **385**(82) | **388**(85) | **397**(94) | **413**(110) |
| VM(C)OCA (OCH AAL) | Total Area | **810**(471) | **920**(581) | **1080**(741) | **1410**(1071) |

| Rate of descent | G/S KT | 160 | 140 | 120 | 100 | 80 |
|---|---|---|---|---|---|---|
| | FT/MIN | 850 | 740 | 640 | 530 | 420 |

**ALTERNATIVE PROCEDURE** FROM EXTENDED CEDAR HOLD
Overhead CEDAR at **2500**. Extend the outbound leg of the CEDAR holding pattern to I-BIR DME 9, then turn right onto LOC. When established continue as for main procedure.

**AIRCRAFT UNABLE TO RECEIVE DME**
Advise ATC and continue as for normal procedure. Radar ranges will be provided at 9NM outbound and at 4NM inbound.

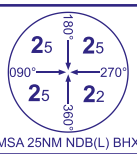
**NOTE** **1** Aircraft commencing from the NDB(L) BHX holding pattern make a 1NM procedure turn left at NDB(L) BHX to establish on appropriate outbound QDR.
**2** In the event of a radar failure, BIRMINGHAM APPROACH callsign should be used on 123.980 or 131.005.

**CHANGE (7/24):** VM(C) OCA(OCH AAL) CAT D REVISED. SPECIFICATION CHANGE.

AERO INFO DATE 22 APR 24
AD 2-EGBB 8-1

# INSTRUMENT APPROACH CHART - ICAO

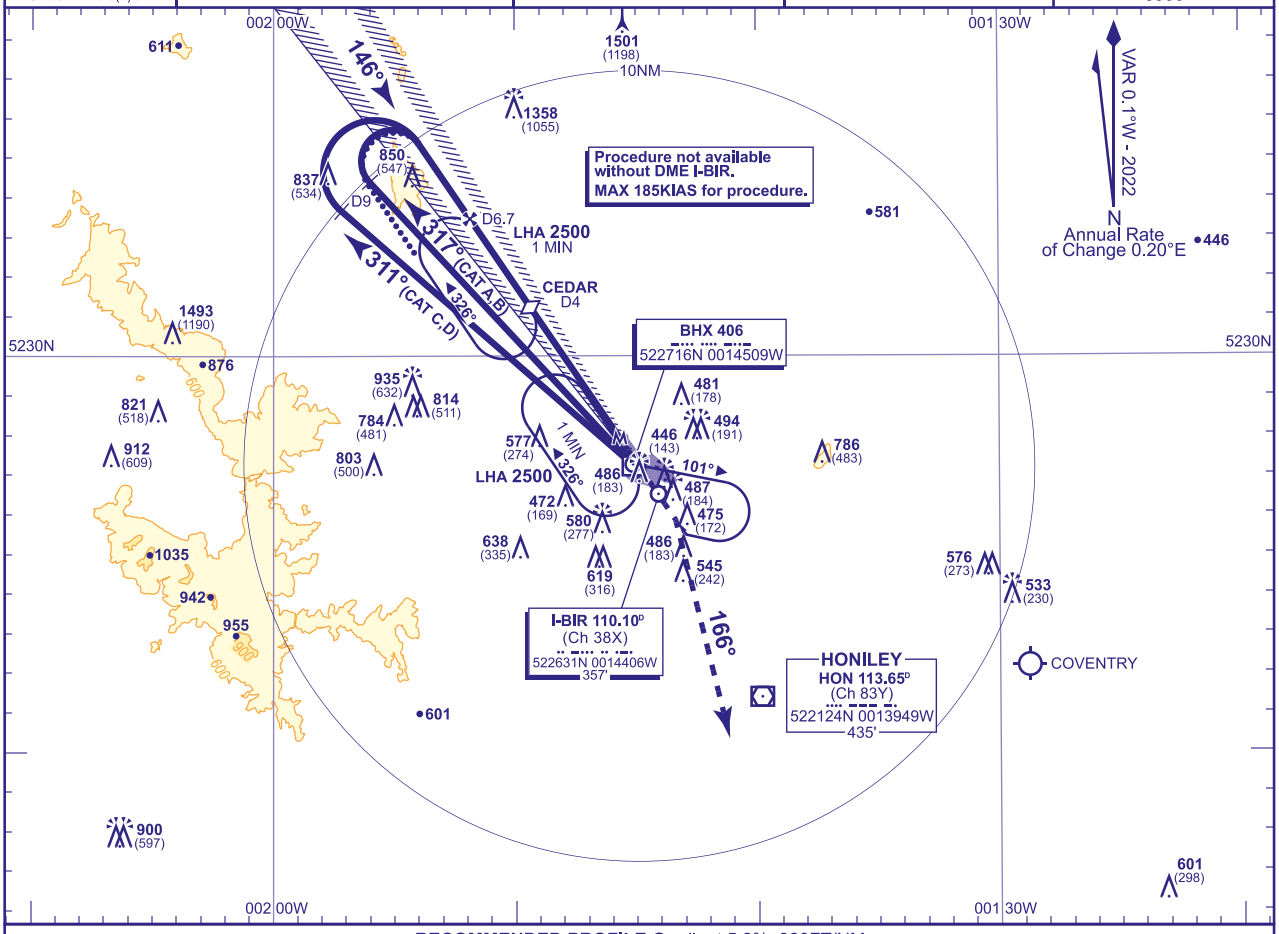
## BIRMINGHAM LOC/DME/NDB(L) RWY 15
(ACFT CAT A,B,C,D)



MSA 25NM NDB(L) BHX

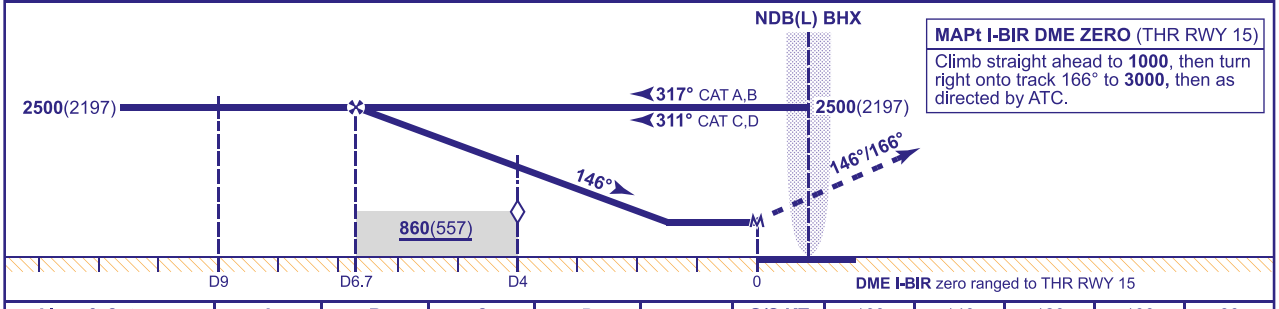
| | | | |
|---|---|---|---|
| APP 123.980 (131.005 DIRECTOR) | BIRMINGHAM RADAR * | AD ELEVATION | 339 |
| TWR 118.305 | BIRMINGHAM TOWER | THR ELEVATION | 303 |
| 121.805 | BIRMINGHAM GROUND | OBSTACLE ELEVATION | |
| ATIS 136.030 | BIRMINGHAM INFORMATION | 1501 AMSL (1198) (ABOVE THR) | |
| * See Note 2 | | BEARINGS ARE MAGNETIC | |

TRANSITION ALTITUDE **6000**




**RECOMMENDED PROFILE** Gradient 5.2%, 320FT/NM

| DME I-BIR | 6 | 5 | 4 (SDF) | 3 | 2 |
|---|---|---|---|---|---|
| ALT(HGT) | **2280**(1977) | **1960**(1657) | **1640**(1337) | **1320**(1017) | **1000**(697) |




**MAPt I-BIR DME ZERO** (THR RWY 15)
Climb straight ahead to **1000**, then turn right onto track 166° to **3000**, then as directed by ATC.

| Aircraft Category | | A | B | C | D |
|---|---|---|---|---|---|
| OCA (OCH) | Procedure | **750**(447) | **750**(447) | **750**(447) | **750**(447) |
| VM(C)OCA (OCH AAL) | Total Area | **810**(471) | **920**(581) | **1080**(741) | **1410**(1071) |

| Rate of descent | G/S KT | 160 | 140 | 120 | 100 | 80 |
|---|---|---|---|---|---|---|
| | FT/MIN | 850 | 740 | 640 | 530 | 420 |

**ALTERNATIVE PROCEDURE** FROM EXTENDED CEDAR HOLD
Overhead CEDAR at **2500**. Extend the outbound leg of the CEDAR holding pattern to I-BIR DME 9, then turn right onto LOC. When established continue as for main procedure.

**NOTE** **1** Aircraft commencing from the NDB(L) BHX holding pattern make a 1NM procedure turn left at NDB(L) BHX to establish on appropriate outbound QDR.
**2** In the event of a radar failure, BIRMINGHAM APPROACH callsign should be used on 123.980 or 131.005.

**CHANGE (7/24):** VM(C) OCA (OCH AAL) CAT D REVISED. SPECIFICATION CHANGE.

AERO INFO DATE 22 APR 24
AD 2-EGBB 8-2

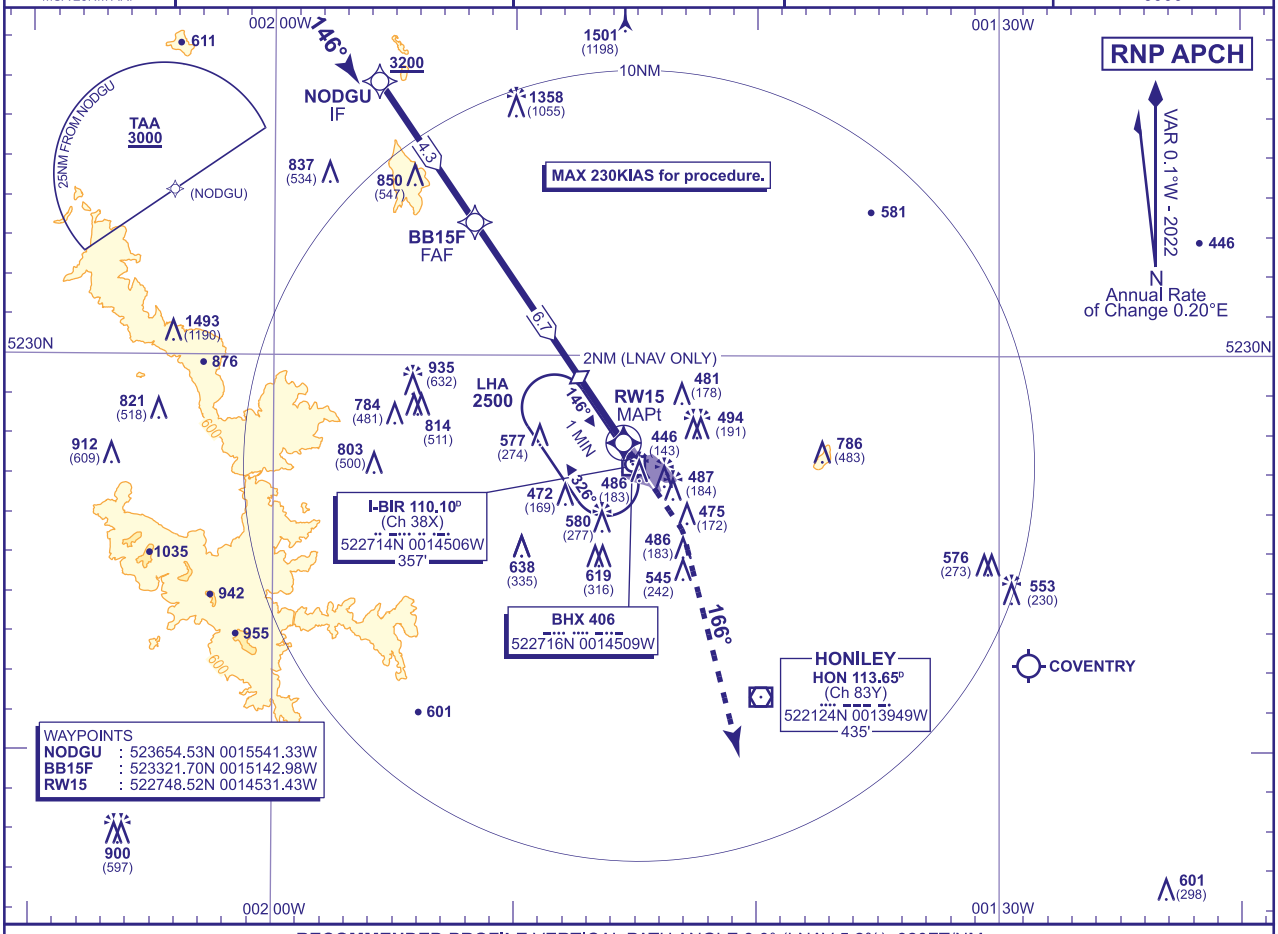
# INSTRUMENT APPROACH CHART - ICAO

# BIRMINGHAM
# RNP
# RWY 15
(ACFT CAT A,B,C,D)

| | | | |
|---|---|---|---|
| APP 123.980 (131.005 DIRECTOR) | BIRMINGHAM RADAR * | AD ELEVATION | 339 |
| TWR 118.305 | BIRMINGHAM TOWER | THR ELEVATION | 303 |
| 121.805 | BIRMINGHAM GROUND | OBSTACLE ELEVATION 1501 AMSL (1198) (ABOVE THR) | |
| ATIS 136.030 | BIRMINGHAM INFORMATION | | |
| * See Note 1 | | BEARINGS ARE MAGNETIC | |

MIN TEMP -10C
TRANSITION ALTITUDE 6000

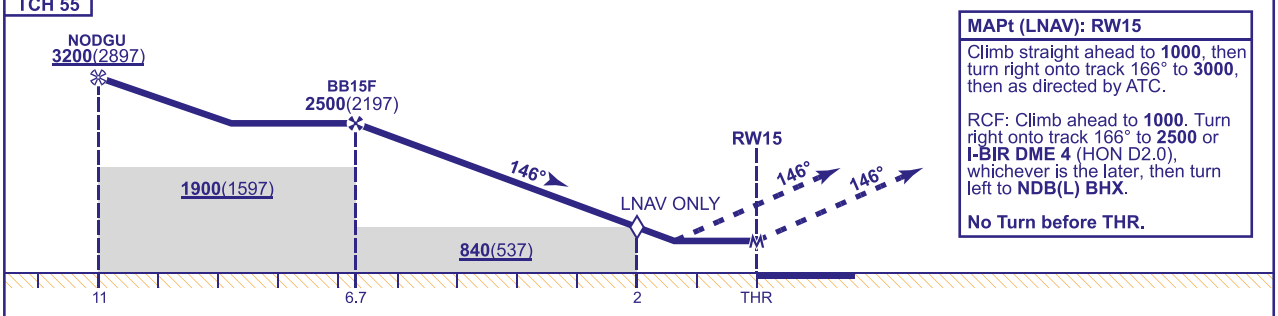
MSA 25NM ARP: 25 (090°–180°), 25 (180°–270°), 25 (270°–360°), 22 (360°–090°)




**RECOMMENDED PROFILE** VERTICAL PATH ANGLE 3.0° (LNAV 5.2%), 320FT/NM

| NM to RW15 | 6 | 5 | 4 | 3 | 2 (LNAV SDF) |
|---|---|---|---|---|---|
| ALT(HGT) | **2270**(1967) | **1960**(1657) | **1640**(1337) | **1320**(1017) | **1000**(697) |

TCH 55




**MAPt (LNAV): RW15**

Climb straight ahead to **1000**, then turn right onto track 166° to **3000**, then as directed by ATC.

RCF: Climb ahead to **1000**. Turn right onto track 166° to **2500** or **I-BIR DME 4** (HON D2.0), whichever is the later, then turn left to **NDB(L) BHX**.

**No Turn before THR.**

| Aircraft Category | | A | B | C | D | Rate of descent | G/S KT | 160 | 140 | 120 | 100 | 80 |
|---|---|---|---|---|---|---|---|---|---|---|---|---|
| OCA (OCH) | LNAV/VNAV | **740**(437) | **740**(437) | **740**(437) | **740**(437) | | FT/MIN | 850 | 740 | 640 | 530 | 420 |
| | LNAV | **740**(437) | **740**(437) | **740**(437) | **740**(437) | | | | | | | |
| VM(C)OCA (OCH AAL) | Total Area | **810**(471) | **920**(581) | **1080**(741) | **1410**(1071) | | | | | | | |

**NOTE 1** In the event of a radar failure, BIRMINGHAM APPROACH callsign should be used on 123.980 or 131.005.

**CHANGE (7/24):** VM(C) OCA(OCH AAL) CAT D REVISED. SPECIFICATION CHANGE.

AERO INFO DATE 22 APR 24

# INSTRUMENT APPROACH CHART - ICAO

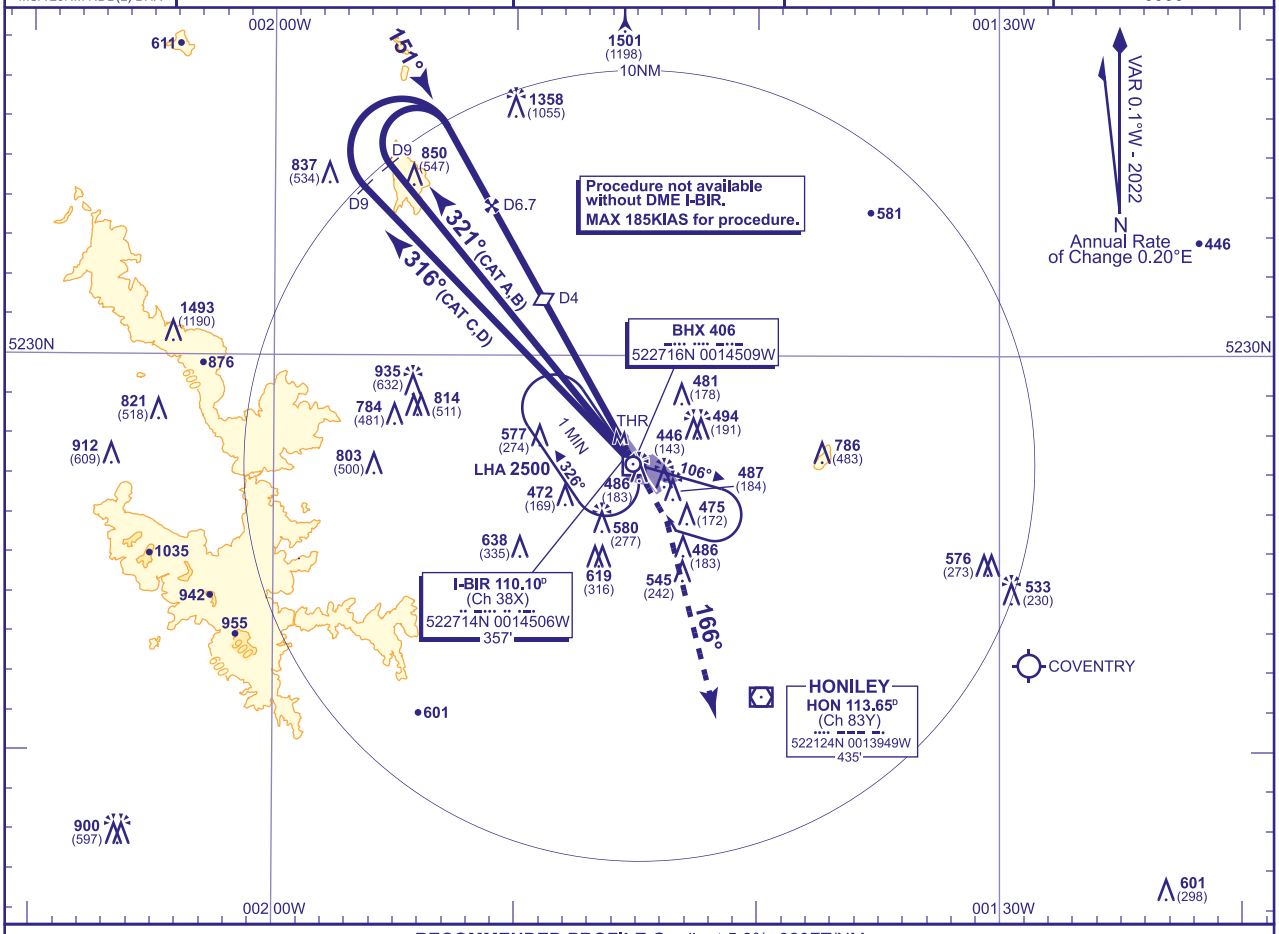
## BIRMINGHAM NDB(L)/DME RWY 15
(ACFT CAT A,B,C,D)



MSA 25NM NDB(L) BHX

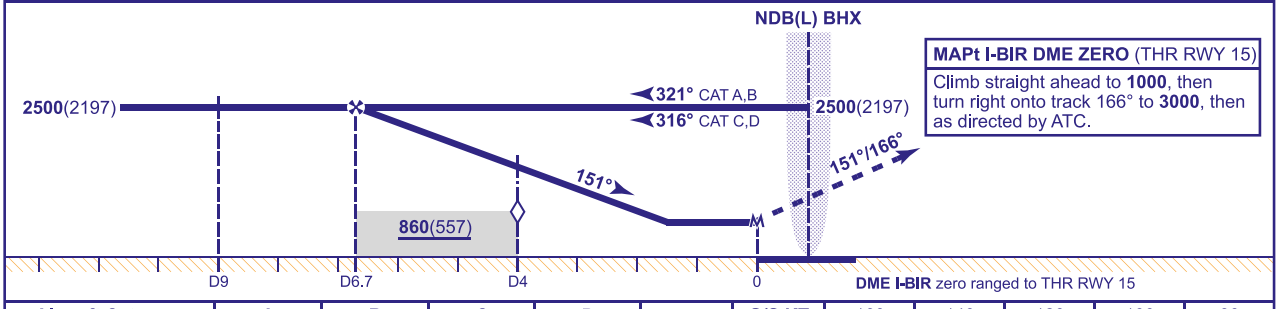
| | | | |
|---|---|---|---|
| APP 123.980 (131.005 DIRECTOR) | BIRMINGHAM RADAR * | AD ELEVATION | 339 |
| TWR 118.305 | BIRMINGHAM TOWER | THR ELEVATION | 303 |
| 121.805 | BIRMINGHAM GROUND | OBSTACLE ELEVATION | |
| ATIS 136.030 | BIRMINGHAM INFORMATION | 1501 AMSL (1198) (ABOVE THR) | |
| * See Note 4 | | BEARINGS ARE MAGNETIC | |

TRANSITION ALTITUDE **6000**




**RECOMMENDED PROFILE** Gradient 5.3%, 320FT/NM

| DME I-BIR | 6 | 5 | 4 | 3 | 2 |
|---|---|---|---|---|---|
| ALT(HGT) | **2280**(1977) | **1960**(1657) | **1640**(1337) | **1320**(1017) | **1000**(697) |




**MAPt I-BIR DME ZERO** (THR RWY 15)
Climb straight ahead to **1000**, then turn right onto track 166° to **3000**, then as directed by ATC.

| Aircraft Category | | A | B | C | D |
|---|---|---|---|---|---|
| OCA (OCH) | Procedure | **770**(467) | **770**(467) | **770**(467) | **770**(467) |
| VM(C)OCA (OCH AAL) | Total Area | **810**(471) | **920**(581) | **1080**(741) | **1410**(1071) |

| Rate of descent | G/S KT | 160 | 140 | 120 | 100 | 80 |
|---|---|---|---|---|---|---|
| | FT/MIN | 860 | 740 | 640 | 540 | 420 |

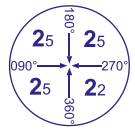
**NOTE**
**1** FAT offset 5° from RWY C/L and intercepts RWY C/L 0.8NM before THR.
**2** Remain within I-BIR DME 13 during baseturn.
**3** Aircraft commencing from the NDB(L) BHX holding pattern make a 1NM procedure turn left at NDB(L) BHX to establish on appropriate outbound QDR.
**4** In the event of a radar failure, BIRMINGHAM APPROACH callsign should be used on 123.980 or 131.005.

**CHANGE (7/24):** VM(C) OCA (OCH AAL) CAT D REVISED. SPECIFICATION CHANGE.

AERO INFO DATE 22 APR 24
AD 2-EGBB 8-4

# INSTRUMENT APPROACH CHART - ICAO

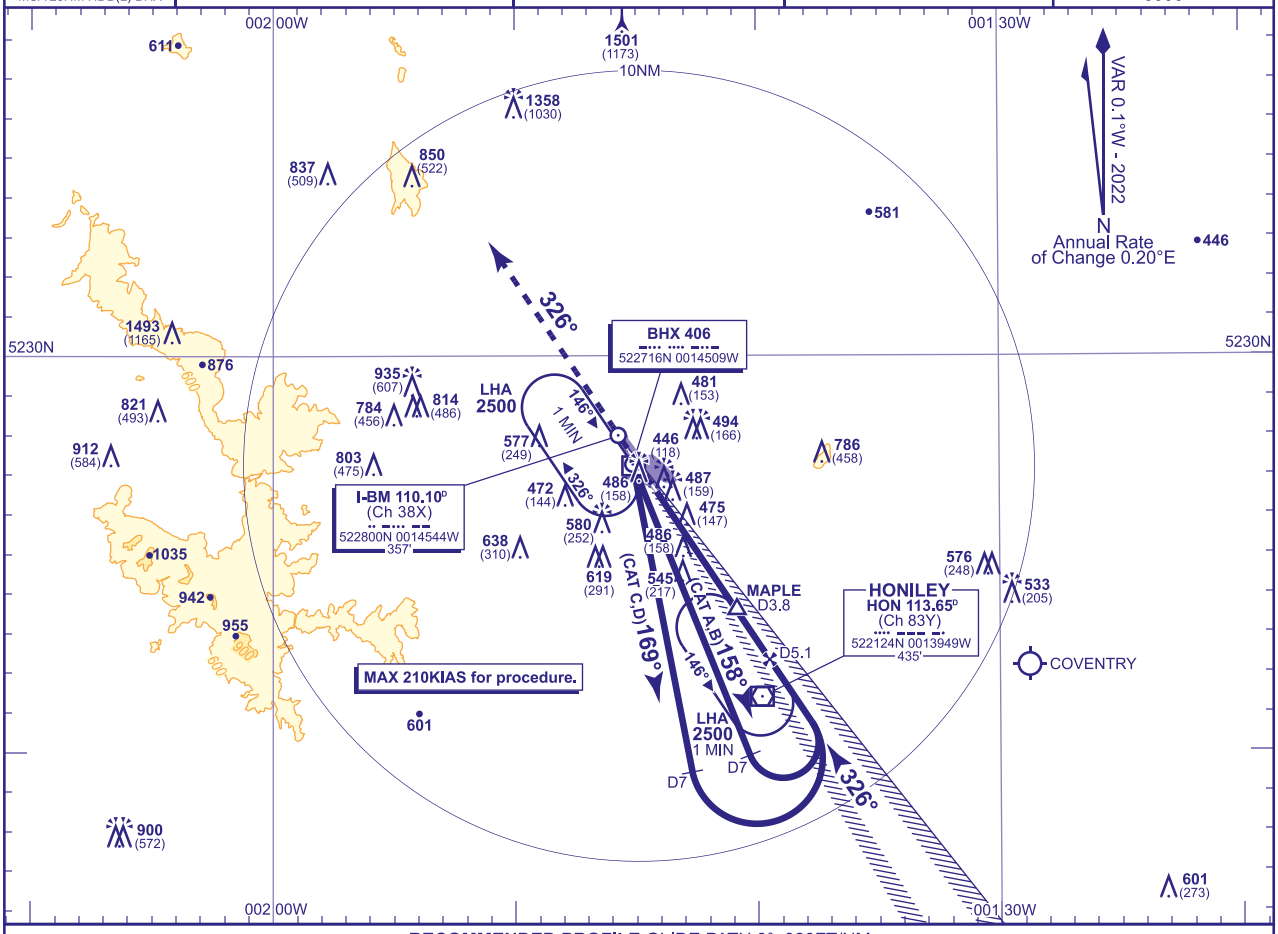
# BIRMINGHAM
# ILS/DME/NDB(L)
# RWY 33
(ACFT CAT A,B,C,D)



MSA 25NM NDB(L) BHX

| | | | |
|---|---|---|---|
| APP 123.980 (131.005 DIRECTOR) | BIRMINGHAM RADAR * | AD ELEVATION | 339 |
| TWR 118.305 | BIRMINGHAM TOWER | THR ELEVATION | 328 |
| 121.805 | BIRMINGHAM GROUND | OBSTACLE ELEVATION 1501 AMSL (1173) (ABOVE THR) | |
| ATIS 136.030 | BIRMINGHAM INFORMATION | | |
| * See Note 1 | | BEARINGS ARE MAGNETIC | |

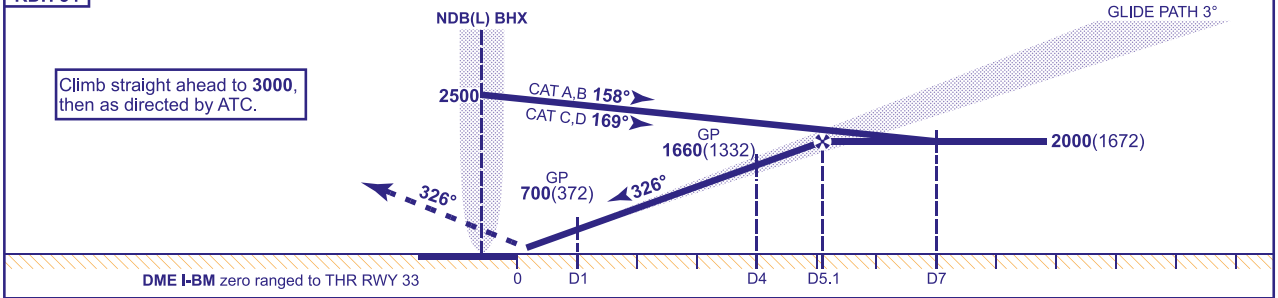
TRANSITION ALTITUDE **6000**




**RECOMMENDED PROFILE** GLIDE PATH 3°, 320FT/NM

| DME I-BM | 5 | 4 | 3 | 2 | 1 |
|---|---|---|---|---|---|
| ALT(HGT) | **1970**(1642) | **1660**(1332) | **1340**(1012) | **1020**(692) | **700**(372) |

RDH 54




| Aircraft Category | | A | B | C | D | Rate of descent | G/S KT | 160 | 140 | 120 | 100 | 80 |
|---|---|---|---|---|---|---|---|---|---|---|---|---|
| OCA (OCH) | CAT I | **488**(160) | **496**(168) | **503**(175) | **513**(185) | | FT/MIN | 850 | 740 | 640 | 530 | 420 |
| | CAT II | **396**(68) | **407**(79) | **420**(92) | **432**(104) | | | | | | | |
| VM(C)OCA (OCH AAL) | Total Area | **810**(471) | **920**(581) | **1080**(741) | **1410**(1071) | | | | | | | |

**ALTERNATIVE PROCEDURE** FROM EXTENDED MAPLE HOLD
Overhead MAPLE at **2500**. Extend the outbound leg of the MAPLE holding pattern to **2000**(1672). At I-BM DME 7 turn left onto LOC. When established continue as for main procedure.

**AIRCRAFT UNABLE TO RECEIVE DME**
Advise ATC and continue as for normal procedure. Radar ranges will be provided at 7NM outbound and at 4NM inbound.

**NOTE 1** In the event of a radar failure, BIRMINGHAM APPROACH callsign should be used on 123.980 or 131.005.

**CHANGE (7/24):** VM(C) OCA (OCH AAL) CAT D REVISED. SPECIFICATION CHANGE.

AERO INFO DATE 22 APR 24
AD 2-EGBB-8-5

# INSTRUMENT APPROACH CHART - ICAO

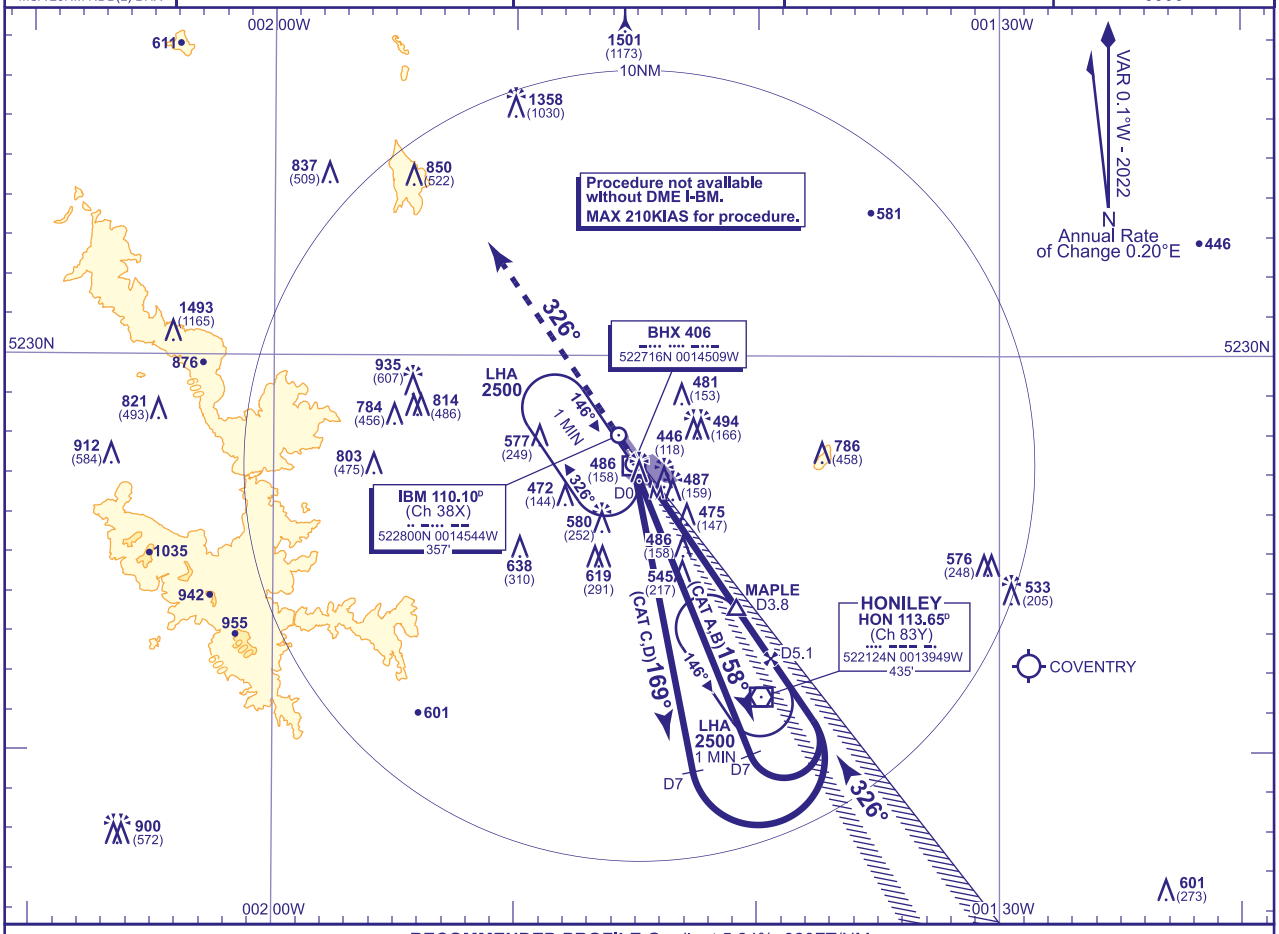
## BIRMINGHAM
## LOC/DME/NDB(L)
## RWY 33
(ACFT CAT A,B,C,D)



MSA 25NM NDB(L) BHX

| | | | |
|---|---|---|---|
| APP 123.980 (131.005 DIRECTOR) | BIRMINGHAM RADAR * | AD ELEVATION | 339 |
| TWR 118.305 | BIRMINGHAM TOWER | THR ELEVATION | 328 |
| 121.805 | BIRMINGHAM GROUND | OBSTACLE ELEVATION | |
| ATIS 136.030 | BIRMINGHAM INFORMATION | 1501 AMSL (1173) (ABOVE THR) | |
| * See Note 1 | | BEARINGS ARE MAGNETIC | |

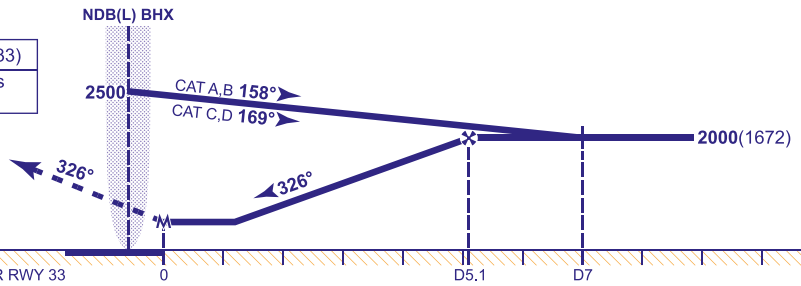
TRANSITION ALTITUDE **6000**




**RECOMMENDED PROFILE** Gradient 5.24%, 320FT/NM

| **DME I-BM** | 5 | 4 | 3 | 2 |
|---|---|---|---|---|
| **ALT**(HGT) | **1970**(1642) | **1660**(1332) | **1340**(1012) | **1020**(692) |

**MAPt I-BM DME ZERO** (THR RWY 33)
Climb straight ahead to **3000**, then as directed by ATC.




| Aircraft Category | | A | B | C | D |
|---|---|---|---|---|---|
| OCA (OCH) | Procedure | **740**(412) | **740**(412) | **740**(412) | **740**(412) |
| VM(C)OCA (OCH AAL) | Total Area | **810**(471) | **920**(581) | **1080**(741) | **1410**(1071) |

| Rate of descent | G/S KT | 160 | 140 | 120 | 100 | 80 |
|---|---|---|---|---|---|---|
| | FT/MIN | 850 | 740 | 640 | 530 | 420 |

**ALTERNATIVE PROCEDURE** FROM EXTENDED MAPLE HOLD
Overhead MAPLE at **2500**. Extend the outbound leg of the MAPLE holding pattern to **2000**(1672). At I-BM DME 7 turn left onto LOC. When established continue as for main procedure.

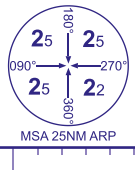
**NOTE 1** In the event of a radar failure, BIRMINGHAM APPROACH callsign should be used on 123.980 or 131.005.

**CHANGE (7/24):** VM(C) OCA (OCH AAL) CAT D REVISED. SPECIFICATION CHANGE.

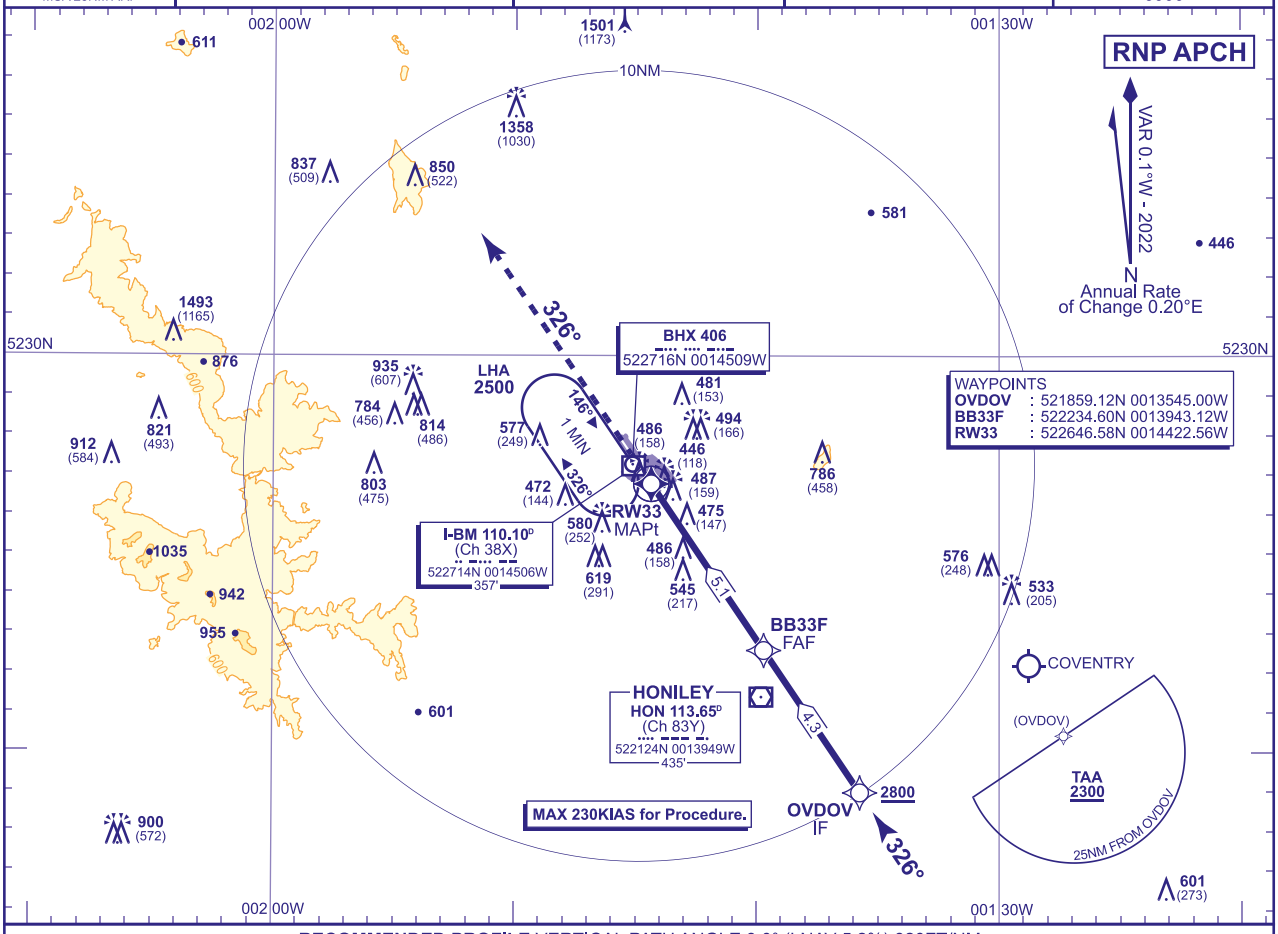
AERO INFO DATE 22 APR 24
AD 2-EGBB-8-6

# INSTRUMENT APPROACH CHART - ICAO

# BIRMINGHAM
# RNP
# RWY 33
(ACFT CAT A,B,C,D)




| | | | |
|---|---|---|---|
| APP 123.980 (131.005 DIRECTOR) | BIRMINGHAM RADAR * | AD ELEVATION 339 | MIN TEMP -10C |
| TWR 118.305 | BIRMINGHAM TOWER | THR ELEVATION 328 | TRANSITION ALTITUDE 6000 |
| 121.805 | BIRMINGHAM GROUND | OBSTACLE ELEVATION 1501 AMSL (1173) (ABOVE THR) | |
| ATIS 136.030 | BIRMINGHAM INFORMATION | | |
| * See Note 1 | | BEARINGS ARE MAGNETIC | |




**RECOMMENDED PROFILE** VERTICAL PATH ANGLE 3.0° (LNAV 5.2%) 320FT/NM

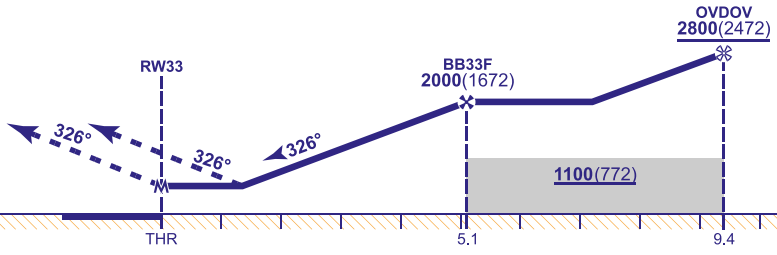
| NM to RW33 | 5 | 4 | 3 | 2 |
|---|---|---|---|---|
| ALT(HGT) | **1980**(1652) | **1660**(1332) | **1340**(1012) | **1020**(692) |

TCH 54

**MAPt (LNAV): RW33**

Climb straight ahead to **3000** then as directed by ATC.

RCF: Climb ahead to **2500** or **I-BM DME 2** (HON D9.2), whichever is the later. Then procedure turn right to **NDB(L) BHX**.




| Aircraft Category | | A | B | C | D | Rate of descent | G/S KT | 160 | 140 | 120 | 100 | 80 |
|---|---|---|---|---|---|---|---|---|---|---|---|---|
| OCA (OCH) | LNAV/VNAV | **740**(412) | **740**(412) | **740**(412) | **740**(412) | | FT/MIN | 850 | 740 | 640 | 530 | 420 |
| | LNAV | **750**(422) | **750**(422) | **750**(422) | **750**(422) | | | | | | | |
| VM(C)OCA (OCH AAL) | Total Area | **810**(471) | **920**(581) | **1080**(741) | **1410**(1071) | | | | | | | |

**NOTE 1** In the event of a radar failure, BIRMINGHAM APPROACH callsign should be used on 123.980 or 131.005.

**CHANGE (7/24):** VM(C) OCA (OCH AAL) CAT D REVISED. SPECIFICATION CHANGE.

AERO INFO DATE 22 APR 24

I

## INSTRUMENT APPROACH CHART - ICAO

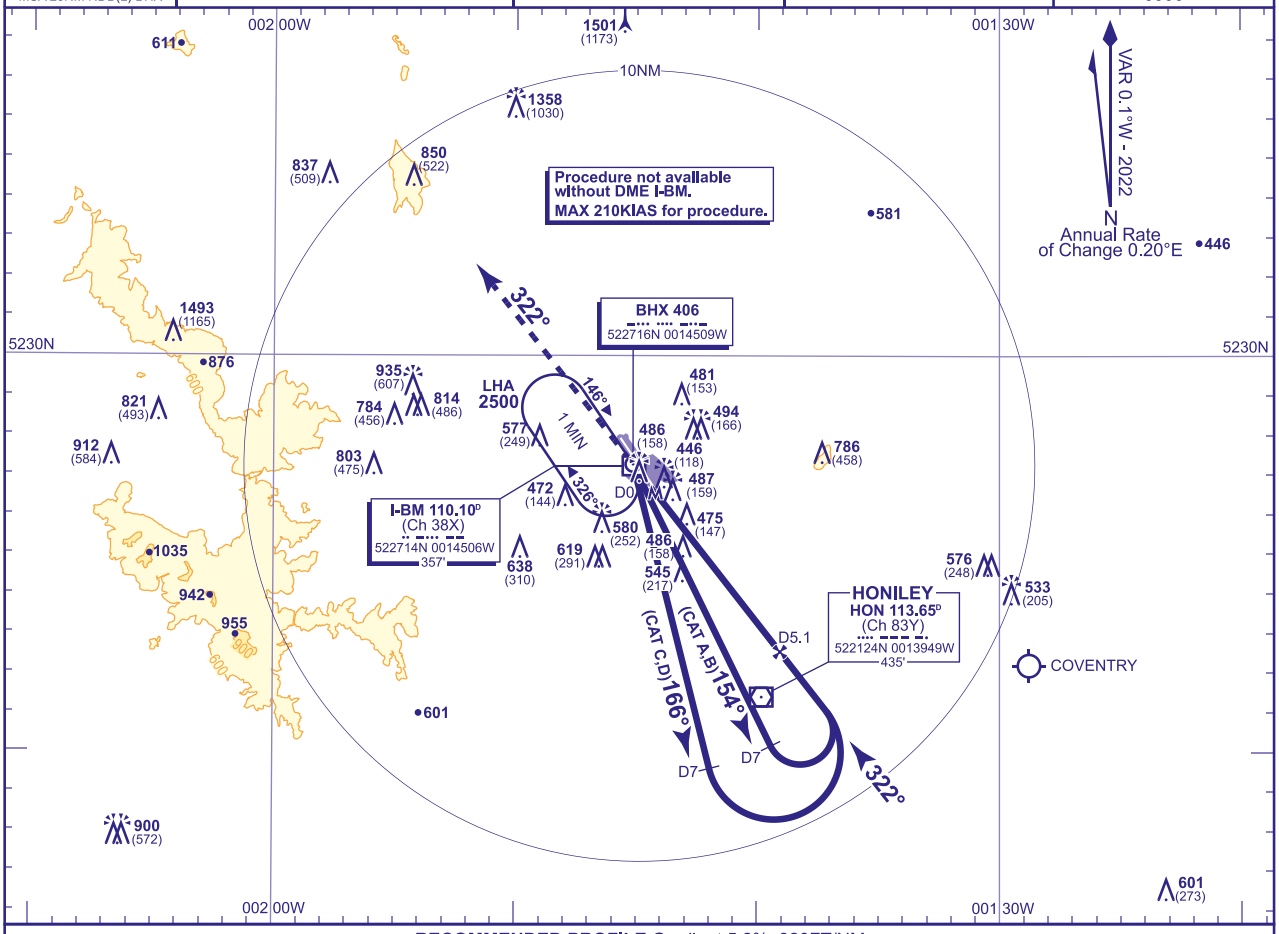
# BIRMINGHAM NDB(L)/DME RWY 33

(ACFT CAT A,B,C,D)




MSA 25NM NDB(L) BHX

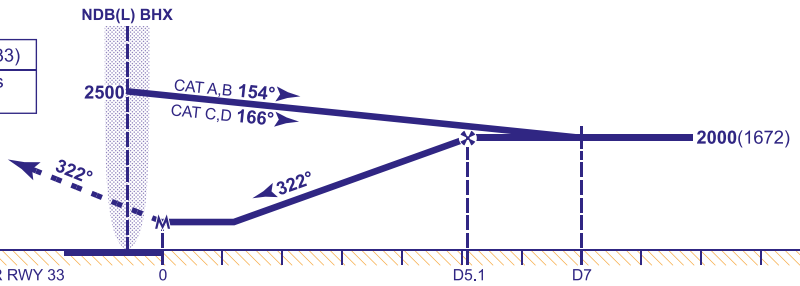
| | | | | | |
|---|---|---|---|---|---|
| APP | 123.980 (131.005 DIRECTOR) | BIRMINGHAM RADAR * | AD ELEVATION | 339 | TRANSITION ALTITUDE 6000 |
| TWR | 118.305 | BIRMINGHAM TOWER | THR ELEVATION | 328 | |
| | 121.805 | BIRMINGHAM GROUND | OBSTACLE ELEVATION 1501 AMSL (1173) (ABOVE THR) | | |
| ATIS | 136.030 | BIRMINGHAM INFORMATION | | | |
| * See Note 2 | | | BEARINGS ARE MAGNETIC | | |




**RECOMMENDED PROFILE** Gradient 5.2%, 320FT/NM

| DME I-BM | 5 | 4 | 3 | 2 |
|---|---|---|---|---|
| ALT (HGT) | 1970 (1642) | 1660 (1332) | 1340 (1012) | 1020 (692) |

**MAPt I-BM DME ZERO** (THR RWY 33)
Climb straight ahead to **3000**, then as directed by ATC.




| Aircraft Category | | A | B | C | D |
|---|---|---|---|---|---|
| OCA (OCH) | Procedure | 800 (472) | 800 (472) | 800 (472) | 800 (472) |
| VM(C)OCA (OCH AAL) | Total Area | 810 (471) | 920 (581) | 1080 (741) | 1410 (1071) |

| Rate of descent | G/S KT | 160 | 140 | 120 | 100 | 80 |
|---|---|---|---|---|---|---|
| | FT/MIN | 850 | 740 | 640 | 530 | 420 |

**NOTE** **1** FAT offset 3° from RWY C/L and intercepts RWY C/L 1.4NM before THR.
**2** In the event of a radar failure, BIRMINGHAM APPROACH callsign should be used on 123.980 or 131.005.

**CHANGE (7/24):** VM(C) OCA (OCH AAL) CAT D REVISED. SPECIFICATION CHANGE.

AERO INFO DATE 23 APR 24

# Instrument Approach Procedure Coding Tables

**BIRMINGHAM RNP RWY15 - Instrument Approach Procedure via NODGU**

| Designator | Sequence Number | Path Term-inator | Waypoint Name | Fly-over | Course/ Track °M (°T) | Turn Direction | Level Constraint | Speed Constraint | Co-ordinates | Remarks and Distance to MAPt |
|---|---|---|---|---|---|---|---|---|---|---|
| R15 | 001 | IF | NODGU | N | - | - | 3200 | -230 | 523654.53N 0015541.33W | IF 11.0NM |
| R15 | 002 | TF | BB15F | N | 146° (145.7°) | - | 2500 | - | 523321.70N 0015142.98W | FAF / 6.7NM |
| R15 | 003 | TF | RW15 | Y | 146° (145.7°) | - | - | - | 522748.52N 0014531.43W | MAPt |
| R15 | 004 | CA | - | - | 146° (145.8°) | RIGHT | 1000 | - | - | - |
| R15 | 005 | CA | - | - | 166° (165.7°) | - | 3000 | - | - | - |

**CHANGE (7/24):** SPECIFICATION CHANGE.
AERO INFO DATE 11 APR 24

# Instrument Approach Procedure Coding Tables

**BIRMINGHAM RNP RWY33 - Instrument Approach Procedure via OVDOV**

| Designator | Sequence Number | Path Term-inator | Waypoint Name | Fly-over | Course/ Track °M (°T) | Turn Direction | Level Constraint | Speed Constraint | Co-ordinates | Remarks and Distance to MAPt |
|---|---|---|---|---|---|---|---|---|---|---|
| R33 | 001 | IF | OVDOV | N | - | - | 2800 | -230 | 521859.12N 0013545.00W | IF 9.4NM |
| R33 | 002 | TF | BB33F | N | 326° (325.9°) | - | 2000 | - | 522234.60N 0013943.12W | FAF / 5.1NM |
| R33 | 003 | TF | RW33 | Y | 326° (325.9°) | - | - | - | 522646.58N 0014422.56W | MAPt |
| R33 | 004 | CA | - | - | 326° (325.8°) | - | 3000 | - | - | - |

**HANGE (7/24):** SPECIFICATION CHANGE.
ERO INFO DATE 11 APR 24

# EGLK — BLACKBUSHE

## EGLK AD 2.1 AERODROME LOCATION INDICATOR AND NAME

EGLK — BLACKBUSHE

## EGLK AD 2.2 AERODROME GEOGRAPHICAL AND ADMINISTRATIVE DATA

| | | |
|---|---|---|
| 1 | ARP coordinates and site at AD | Lat: 511926N Long: 0005051W<br>Mid Point of Runway 07/25 |
| 2 | Direction and distance from city | 8.5 NM SE by S of Reading. |
| 3 | Elevation / Reference temperature / Mean Low Temperature | 325 FT / 19 °C / - |
| 4 | Geoid undulation at AD ELEV PSN | 151 FT |
| 5 | Magnetic Variation / Annual Change | 1.11°E (2027) / 0.17°E |
| 6 | AD Administration<br>Address<br>Telephone<br><br>E-mail address<br>Web address | BLACKBUSHE AIRPORT LTD.<br>Terminal Building, Blackbushe Airport, Camberley, Surrey, GU17 9LQ.<br>01252-471300 (Ext 2 for ATSU/PPR)<br>07710-364933 (ATS mobile)<br>tower@blackbusheairport.co.uk<br>www.blackbusheairport.co.uk |
| 7 | Type of Traffic permitted (IFR/VFR) | IFR/VFR |
| 8 | Remarks | |

## EGLK AD 2.3 OPERATIONAL HOURS

| | | |
|---|---|---|
| 1 | AD Administration | 0700-1800 (0600-1700), and by arrangement within period 1800-2200 (1700-2100). |
| 2 | Customs and immigration | By arrangement through FIS/ATSU |
| 3 | Health and sanitation | |
| 4 | AIS Briefing Office | |
| 5 | ATS Reporting Office (ARO) | |
| 6 | MET Briefing Office | |
| 7 | ATS | See AD 2.18. |
| 8 | Fuelling | 0800-1800 (0700-1700), and by arrangement at other times. |
| 9 | Handling | As AD hours |
| 10 | Security | |
| 11 | De-icing | As AD hours |
| 12 | Remarks | This aerodrome is strictly PPR by website (www.blackbusheairport.co.uk/ppr) or by telephone for all movements. |

## EGLK AD 2.4 HANDLING SERVICES AND FACILITIES

| | | |
|---|---|---|
| 1 | Cargo handling facilities | |
| 2 | Fuel and oil types | AVTUR JET A-1, AVGAS 100LL, AVGAS UL91<br>100 Aero, 80 Aero, D100, D80, Aero Multi. |
| 3 | Fuelling facilities/capacity | AVTUR Jet A-1 bowser with over wing and pressure refuelling capability, AVGAS 100LL mobile bowser.<br>AVTUR Jet A-1 fixed storage capacity 45,000 LT, mobile capacity 19,000 LT.<br>AVGAS 100LL fixed storage capacity 40,000 LT, mobile capacity 11,000 LT.<br>AVGAS UL91 fixed storage capacity 15,000 LT.<br>AVGAS 100LL self-service refuelling using local account card or credit card. |
| 4 | De-icing facilities | Limited to Kilfrost RDF in manual sprayers. |
| 5 | Hangar space for visiting aircraft | |
| 6 | Repair facilities for visiting aircraft | Limited on-site engineer, by arrangement with ATSU. |
| 7 | Remarks | RFFS able to assist with pushback for some types. |

## EGLK AD 2.5 PASSENGER FACILITIES

| | | |
|---|---|---|
| 1 | Hotels | See Airport website: www.blackbusheairport.co.uk/hotels. |
| 2 | Restaurants | Pathfinder Cafe open 0800-1600 (0700-1500) daily:<br>www.blackbusheairport.co.uk/cafe. |
| 3 | Transportation | Pre-booked Taxis or Chauffeur Services:<br>See www.blackbusheairport.co.uk/taxi.<br>Car Hire: Enterprise Rent-A-Car Camberley will drop vehicles.<br>Nearest Rail Station: Fleet (3.4 Miles).<br>Complementary Crew Car available for Executive Aircraft Pilots (MTOW > 3500 KG) by prior arrangement.<br>Book online: https://www.blackbusheairport.co.uk/executive. |
| 4 | Medical facilities | Company first aiders |
| 5 | Bank and Post Office | Cash Machine (ATM) Yateley 2.0 Miles.<br>Post Office Yateley 2.3 Miles. |
| 6 | Tourist Office | |
| 7 | Remarks | WC and Refreshment Facilities available to all users in the Pathfinder Café.<br>Complementary Use of Passenger Lounge, Crew Briefing Room and Shower Room in Terminal Building for Executive Aircraft Pilots (MTOW > 3500 KG).<br>See www.blackbusheairport.co.uk/executive. |

## EGLK AD 2.6 RESCUE AND FIRE FIGHTING SERVICES

| | | |
|---|---|---|
| 1 | AD category for fire fighting services | RFF Category A2<br>RFF Category 3 accepted under remission.<br>RFF Category 1 between 1200-1400 (1100-1300).<br>RFF Category 2 available during these hours by prior arrangement. |
| 2 | Rescue equipment | Simon Gloucester Saro Highlander Protector.<br>Chevrolet Silverado 4x4 Rapid Intervention Vehicle. |
| 3 | Capability for removal of disabled aircraft | In the event of an aircraft incident, light aircraft can usually be removed using Airport resources. Large aircraft can be removed using outside contractors in conjunction with Airport staff. |
| 4 | Remarks | |

## EGLK AD 2.7 SEASONAL AVAILABILITY - CLEARING

| | | |
|---|---|---|
| 1 | Type of clearing equipment | |
| 2 | Clearance priorities | |
| 3 | Remarks | Winter Operations, no snow clearing facilities available. Contact ATSU for further information. |

## EGLK AD 2.8 APRONS, TAXIWAYS AND CHECK LOCATIONS/POSITIONS DATA

| | | |
|---|---|---|
| 1 | Apron surface and strength | TERMINAL APRON<br>Surface: Asphalt |
| 2 | Taxiway width, surface and strength | Taxiway ALPHA: 10.5 M<br>Surface: Asphalt<br><br>Taxiway CHARLIE: 15 M<br>Surface: Asphalt<br><br>Taxiway DELTA: 9.5 M<br>Surface: Asphalt<br><br>Taxiway ECHO: 15 M<br>Surface: Asphalt<br><br>Taxiway FOXTROT: 10 M<br>Surface: Asphalt |

| | | |
|---|---|---|
| | | Taxiway GOLF: 15 M<br>Surface: Asphalt |
| | | Taxiway HOTEL: 15 M<br>Surface: Asphalt |
| 3 | Altimeter checkpoint location and elevation | |
| 4 | VOR checkpoints | |
| 5 | INS checkpoints | |
| 6 | Remarks | |

## EGLK AD 2.9 SURFACE MOVEMENT GUIDANCE AND CONTROL SYSTEM AND MARKINGS

| | | |
|---|---|---|
| 1 | Use of aircraft stand ID signs, TWY guide lines and visual docking/parking guidance system of aircraft stands | Aircraft > 3500 KG MTOW will park on Apron Stands 1-9 marked on the ground and with signage, with taxiway guide lines. |
| 2 | Runway and taxiway markings and lighting | Runway marking aid(s):<br>07/25: Runway designation, displaced landing thresholds, runway centre-line, continuous yellow lines mark the runway entry/exit routes.<br><br>Runway light(s):<br>Threshold - HI green, Runway Edge - HI colour coded red (pre threshold)/white, Runway End - HI red.<br><br>Taxiway marking aid(s):<br>Yellow centre-line, with green reflectors. Blue edge reflectors.<br><br>Taxiway light(s):<br>Blue edge lights from runway to holding points A2, C1, D & E1. |
| 3 | Stop bars and runway guard lights (if any) | Runway guard lights at holding points A1, C1, D, E1. |
| 4 | Other runway protection measures | Illuminated runway hold signs at A1, C1, D, E1. |
| 5 | Remarks | Three WDIs (LGTD): 511926.21N 0005105.69W - 511931.30N 0005041.24W - 511923.79N 0005027.49W.<br>WDI: 511917.58N 0005111.38W. |

## EGLK AD 2.10 AERODROME OBSTACLES

| In Approach/Take-off areas | | | | | | |
|---|---|---|---|---|---|---|
| **Obstacle ID/ Designation** | **Obstacle Type** | **Obstacle Position** | **Elevation/Height** | | **Obstruction Lighting Type/ Colour** | **Remarks** |
| **1** | **2** | **3** | **4** | | **5** | **6** |
| (EGLK4230) 07/TAKE-OFF 25/ APPROACH | MAST | 512124.71N 0004321.29W | 766 FT | 348 FT | No | |
| (EGLK4057) 07/APPROACH 25/ TAKE-OFF | COMMS MAST | 511926.64N 0005139.25W | 390 FT | 72 FT | No | |

| In circling area and at aerodrome | | | | | | |
|---|---|---|---|---|---|---|
| **Obstacle ID/ Designation** | **Obstacle Type** | **Obstacle Position** | **Elevation/Height** | | **Obstruction Lighting Type/ Colour** | **Remarks** |
| **1** | **2** | **3** | **4** | | **5** | **6** |
| TRAINING AREA 2 | CRANE | 511911.25N 0004824.62W | 425 FT | 100 FT | Yes<br>Solid white. | Gibraltar Barracks, Minley Road. |
| TRAINING AREA 1 | CRANE | 511856.58N 0004848.72W | 425 FT | 100 FT | Yes<br>Solid white. | Gibraltar Barracks, Minley Road. |

## EGLK AD 2.11 METEOROLOGICAL INFORMATION PROVIDED

| | | |
|---|---|---|
| 1 | Associated MET Office | MET OFFICE HEATHROW |
| 2 | Hours of service<br>MET Office outside hour | H24 |

| | | |
|---|---|---|
| 3 | Office responsible for TAF preparation<br>Periods of validity | MET OFFICE HEATHROW<br>9 hours. |
| 4 | Trend forecast<br>Interval of issuance | |
| 5 | Briefing/consultation provided | Self-briefing. |
| 6 | Flight documentation<br>Language(s) used | Charts abbreviated plain language text. TAFs and METARs.<br>English. |
| 7 | Charts and other information available for briefing or consultation | Available via Met Office Aviation Briefing Service. |
| 8 | Supplementary equipment available for providing information | Webcam and local Met observations at www.blackbusheairport.co.uk/weather. |
| 9 | ATS units provided with information | BLACKBUSHE |
| 10 | Additional information (limitation of service, etc.) | Observations only disseminated locally. |

## EGLK AD 2.12 RUNWAY PHYSICAL CHARACTERISTICS

| Designations RWY Number | True bearing | Dimensions of RWY | Surface of RWY/ SWY/ Strength | THR co-ordinates/ THR Geoid undulation | THR elevation/ Highest elevation of TDZ of precision APP RWY | Slope of RWY/ SWY |
|---|---|---|---|---|---|---|
| 1 | 2 | 3 | 4 | 5 | 6 | 7 |
| 07 | 071.57° | 1285 x 46 M | RWY surface: Asphalt | 511921.18N<br>0005116.63W<br>151.4 FT | THR 321.7 FT | |
| 25 | 251.58° | 1285 x 46 M | RWY surface: Asphalt | 511931.40N<br>0005027.69W<br>151.4 FT | THR 324.0 FT | |

| SWY Dimensions | Clearway Dimensions | Strip Dimensions | RESA Dimensions, Overshoot / Undershoot | Location/ description of arresting system | OFZ | Remarks |
|---|---|---|---|---|---|---|
| 8 | 9 | 10 | 11 | 12 | 13 | 14 |
| | | 1285 x 102 M | | | | RWY 07<br><br>Threshold displaced by 149 M. |
| | | 1285 x 102 M | | | | RWY 25<br><br>Threshold displaced by 137 M. |

## EGLK AD 2.13 DECLARED DISTANCES

| Runway designator | TORA | TODA | ASDA | LDA | Remarks |
|---|---|---|---|---|---|
| 1 | 2 | 3 | 4 | 5 | 6 |
| 07 | 1199 M | 1199 M | 1199 M | 1102 M | |
| 25 | 1199 M | 1199 M | 1199 M | 1062 M | |

## EGLK AD 2.14 APPROACH AND RUNWAY LIGHTING

| RWY | Approach lighting Type/ Length/ Intensity | Threshold lighting Colour/Wing bars | VASIS/ MEHT/ PAPI/ PAPI Dist from THR | TDZ, lighting Length | Runway Centre Line lighting Length/ Spacing/ Colour/ Intensity | Runway edge lighting Length/ Spacing/ Colour/ Intensity | Runway end lighting Colour/ Wing bars | Stopway lighting Length/ Colour | Remarks |
|---|---|---|---|---|---|---|---|---|---|
| 1 | 2 | 3 | 4 | 5 | 6 | 7 | 8 | 9 | 10 |
| 07 | | Green<br>Light intensity high<br>Green wingbars | PAPI<br>Left/3.1°<br>20 FT | | | Full length 60 M<br>White<br>Light intensity high | Red<br>Light intensity high | | |

| RWY | Approach lighting Type/ Length/ Intensity | Threshold lighting Colour/Wing bars | VASIS/ MEHT/ PAPI/ PAPI Dist from THR | TDZ, lighting Length | Runway Centre Line lighting Length/ Spacing/ Colour/ Intensity | Runway edge lighting Length/ Spacing/ Colour/ Intensity | Runway end lighting Colour/ Wing bars | Stopway lighting Length/ Colour | Remarks |
|---|---|---|---|---|---|---|---|---|---|
| 1 | 2 | 3 | 4 | 5 | 6 | 7 | 8 | 9 | 10 |
| 25 | | Green<br>Light intensity high<br>Green wingbars | PAPI<br>Left/3.1°<br>20 FT | | | Full length 60 M<br>White<br>Light intensity high | Red<br>Light intensity high | | |

## EGLK AD 2.15 OTHER LIGHTING, SECONDARY POWER SUPPLY

| | | |
|---|---|---|
| 1 | ABN/IBN location, characteristics and hours of operation | ABN: 511921.72N 0005021.78W<br>Flashing White. |
| 2 | LDI location and lighting<br>Anemometer location and lighting | |
| 3 | TWY edge and centre line lighting | EDGE: Blue edge lights from runway to holding points A2, C1, D & E1. |
| 4 | Secondary power supply/switch-over time | Yes 15 S |
| 5 | Remarks | |

## EGLK AD 2.16 HELICOPTER LANDING AREA

**INTENTIONALLY BLANK**

## EGLK AD 2.17 AIR TRAFFIC SERVICES AIRSPACE

| Designation and lateral limits | Vertical Limits | Airspace Class | ATS unit callsign/ language | Transition Altitude | Hours of applicability | Remarks |
|---|---|---|---|---|---|---|
| 1 | 2 | 3 | 4 | 5 | 6 | 7 |
| BLACKBUSHE ATZ<br>511738N 0005215W thence clockwise by the arc of a circle radius 2 NM centred on 511926N 0005051W to 511806N 0004829W - 511801N 0004919W - 511758N 0004954W - 511753N 0005038W - 511746N 0005120W - 511738N 0005215W | Upper limit: 2000 FT AGL<br>Lower limit: SFC | G | BLACKBUSHE INFORMATION<br>English | 6000 FT | | 0700-2200 (0600-2100).<br><br>The southern boundary of the ATZ is formed by the northern extremity of the M3 motorway.<br><br>That part of Blackbushe ATZ coincident with Farnborough CTR 1 is Class D.<br><br>Designation and lateral limits: Local Flying Area see EGLK AD 2.22, Flight Procedures. |

## EGLK AD 2.18 AIR TRAFFIC SERVICES COMMUNICATION FACILITIES

| Service Designation | Callsign | Channel/ Frequency(MHz) | SATVOICE number(s) | Logon Address | Hours of Operation | Remarks |
|---|---|---|---|---|---|---|
| 1 | 2 | 3 | 4 | 5 | 6 | 7 |
| AFIS | BLACKBUSHE INFORMATION | 122.305<br>DOC 10 NM/3,000 FT. | | | 0700-1800 (0600-1700), and by arrangement within period 1800-2200 (1700 2100). | AFIS service is subject to downgrade to A/G at short notice. |
| OTHER | BLACKBUSHE RADIO | 122.305<br>A/G frequency.<br>DOC 10 NM/3,000 FT. | | | As directed by ATSU. | |

# EGLK AD 2.19 RADIO NAVIGATION AND LANDING AIDS

| Type of Aid CAT of ILS/MLS MAG Var/VOR Declination | Ident | Frequency | Hours of Operation | Position of transmitting antenna coordinates | Elevation of DME transmitting antenna | Remarks |
|---|---|---|---|---|---|---|
| 1 | 2 | 3 | 4 | 5 | 6 | 7 |
| NDB<br>1.11°E (2027) | BLK | 328.000 kHz | HO | 511923.84N<br>0005041.26W | | On AD.<br>Range 15 NM.<br>Normally radiates H24 |

# EGLK AD 2.20 LOCAL AERODROME REGULATIONS

## 1 AIRPORT REGULATIONS

a) Non-radio aircraft not accepted except in an emergency.
b) Limited to three aircraft undertaking circuit practice/training. All circuit bookings managed by ATSU in accordance with airport Rules & Procedures.
c) Circuit Training by non-based fixed wing aircraft not permitted.
d) Flexwing Microlights are not permitted.
e) Jets & turbo-props are required to file IFR flight plans and operate approaches in accordance with the Blackbushe Airport Rules & Procedures at www.blackbusheairport.co.uk/ifr so as to ensure the separation of dissimilar types. Jets & turbo-props must not attempt to enter the ATZ VFR unless it has been established with ATSU that the visual circuit is empty.
f) All pilots/operators are bound by the Blackbushe Airport Terms and Conditions and Rules & Procedures, which are available on the aerodrome website: www.blackbusheairport.co.uk/vfr.

## 2 GROUND MOVEMENT

a) All IFR departures and all aircraft parked on the main apron are required to obtain start approval from AFIS before starting engines.
b) Restricted Runway Code A operations on Taxiway Delta. Aircraft with wingspan 15 M or greater or main gear wheel span of 4.5 M or greater are prohibited from using Taxiway Delta, irrespective of any instruction passed by AFIS, except in an emergency.

## 3 CAT II/III OPERATIONS

Not applicable.

## 4 WARNINGS

a) Fast jet aircraft mixing with much slower GA aircraft should be expected at any time during operational hours. All pilots must exercise caution and always obtain traffic information before entering the ATZ.
b) The grassed surface South of Runway 07/25 between Taxiways C and D is unsuitable for use by certain types of helicopter due to its poor grading. Pilots are cautioned to positively ascertain that the grading of this area is suitable for their operational requirements.
c) Visual glide slope guidance signals for both Runways 07 and 25 are visible to the south of the extended runway centre-lines where normal obstacle clearance is not guaranteed. They should not be used until the aircraft is aligned with the runway.
d) Caution, large concentrations of birds maybe on and in vicinity of the aerodrome.
e) Helicopter training in designated areas takes place on the airport.
f) Blackbushe is located 3.8 NM northwest of Farnborough aerodrome, which shares a similar runway orientation. Pilots should exercise caution in identifying the correct aerodrome from the air, notably when approaching Blackbushe from the south and southeast. Farnborough is distinguishable by a large silver coloured hangar and terminal complex located to the north of the runway.
g) Below FL 65 aircraft arriving/departing via the ATS route network can expect to operate within Class E airspace between ASLAP and 3 NM west of HAZEL/within 7.5 NM of GWC. ATC will not provide notification to pilots of entry to or exit from Class Echo airspace when the aircraft is transitioning from a higher classification of airspace.
h) Farnborough controlled airspace exists south of Blackbushe. Pilots to remain outside of this controlled airspace unless in receipt of a clearance directly from Farnborough Radar or Blackbushe Information. See also EGLK AD 2.22, Flight Procedures.
i) Model Aircraft Flying within 0.2 NM radius of 512106.53N 0005112.53W (Eversley Cricket Club, Hampshire) Max height 400 FT AGL; 700 FT AMSL.

## 5 HELICOPTER OPERATIONS

a) Helicopters must avoid flying parallel with fixed wing aircraft on final approach.
b) Rotary aircraft must contact Blackbushe ATSU for permission to start their rotors/engines.
c) All rotary traffic shall conform to the published circuit procedures and avoid all published noise abatement areas.
d) Rotary aircraft joining from H3/Bagshot VRP arriving from the east shall establish communication with Blackbushe ATSU prior to entering the ATZ. A standard join shall be in compliance with EGLK AD 2.22 paragraph 2 (a) below. If unable to establish communications, aircraft shall remain outside of the ATZ until this can be achieved.
e) Departing:

i. Operators must inform Blackbushe ATSU if they intend to enter the London CTR via Bagshot VRP (H3) when booking out/ requesting PPR.
ii. Blackbushe ATSU will obtain a VFR clearance to enter the EGLF CTR1 in accordance with Blackbushe Airport Rules & Procedures S.11 and deliver this to the operator who must acknowledge and comply with it.
iii. Operators must not lift without first being in receipt of the clearance.
iv. When departing, operators must comply with the published circuit, climb on the downwind leg and exit to the east of the ATZ, remaining north of the M3 until otherwise instructed by Farnborough Radar.
v. Rotary traffic intending to enter the London CTR without transiting EGLF CTR1 must depart to the west, turn north when able to avoid the noise abatement areas and remain outside the ATZ.

### 6 USE OF RUNWAYS

a) When the RVR at Blackbushe is reported as 1500 M or less, Low Visibility Safeguarding will be implemented. The aerodrome will be unavailable to fixed wing VFR traffic.
b) When the RVR at Blackbushe is reported as 800 M or less, LVPs will be implemented. All arrivals are prohibited and only IFR departures permitted. Aircraft departing IFR will be required to inform the ATSU of their designated take-off alternate, as returning to the aerodrome will be unavailable. Departures IFR during LVPs must be in accordance with regulatory, or operator defined minima.
c) When the RVR is reported as 250 M or less the aerodrome will close.
d) The Airport and its runways can be closed at the Airport Managements discretion.
e) PPR is required via website or telephone for all movements.

### 7 TRAINING

Not applicable.

## EGLK AD 2.21 NOISE ABATEMENT PROCEDURES

a) All pilots must familiarise themselves with the noise abatement areas on the airport website: www.blackbusheairport.co.uk/vfr.
b) Remain well clear of the villages of Yateley and Eversley to the north/northeast of the aerodrome and Hartley Wintney to the west of the aerodrome.
c) When arriving from the northeast, position sufficiently to the west to avoid overflying Yateley and Eversley.
d) On approach to Runway 25, ensure sufficient height is maintained to avoid the use of excessive power. Keep clear of housing areas to the north.
e) On climb-out from Runway 07, a 10° turn to the south (right) as soon as safe to do so will avoid overflying Yateley.

## EGLK AD 2.22 FLIGHT PROCEDURES

### 1 GENERAL

a) Circuits are always to the south of the airfield and are flown at 800 FT (QFE) for most fixed wing aircraft (including twins).
b) Jets & turbo-props are not to enter the visual circuit unless ATSU confirm the circuit is empty. Such aircraft shall file IFR flight plans and receive ATC instructions from Farnborough Radar onto a long final approach so as to separate dissimilar types. See www.blackbusheairport.co.uk/ifr for more information and diagrams.
c) Where a light twin has difficulty integrating with slower aircraft in the 800 FT circuit, a 1200 FT circuit may be appropriate having caution to controlled airspace. Pilots must communicate their intentions with Blackbushe ATSU.
d) Rotary wing circuits are flown at 800 FT (QFE) typically inside the fixed wing circuit. All pilots should be aware of rotary traffic using non-standard circuits when using the Helicopter Training Area to the south of Runway 07/25.
e) Aircraft operating within the circuit are required to select transponder code A7010 (with associated Mode C and/or Mode S), unless having been allocated with a discrete code by an appropriate ATSU. This transponder code shall be selected before taking off into the circuit, or when rejoining the circuit to land, and prior to entering the LFA.
f) Pilots must at all times remain north of the M3 motorway to avoid straying into the Farnborough ATZ.
g) Circuit traffic shall be limited to a maximum of 3 fixed wing aircraft on circuit details, plus one aircraft departing the aerodrome, and one aircraft returning, providing for a maximum of 5 fixed wing at a time.
h) A maximum of two rotary aircraft, including arrivals and departures, to be operating at any one time.
i) When the rotary circuit is active, the fixed wing circuit shall conform to the published circuit pattern and glide approaches / low level circuits shall not be flown.
j) Circuit details shall be limited to 5 Touch & Gos / Go arounds, with a full stop landing on the 6th approach. Details may be extended if Blackbushe ATSU advises no other aircraft are waiting for a circuit slot.
k) Circuit availability will be provided to aircraft in the order in which they report ready at the holding point for the runway in use. Aircraft returning to the aerodrome and requesting circuits will only be permitted where there is an available circuit slot, and there are no aircraft on the ground waiting for access to the circuit.
l) Pilots engaged in examinations should be afforded circuit priority where possible, and the cooperation of other pilots in vacating circuit slots will be appreciated.
m) Student solo circuit details may not be conducted after 1500 (1400) on weekends and bank holidays, with the exception of winter night flying, see relevant procedures.
n) Instructors are reminded to consider whether traffic complexity levels are appropriate for solo student pilot operations when booking out, particularly whether business jets or turbo-props are expected within the planned operation period.
o) Circuits by non-based fixed wing aircraft will not normally be permitted.

p) IFR jet & turbo-prop traffic will operate straight-in “long final” approaches to Blackbushe. This is to facilitate the integration with Farnborough airspace, and to avoid faster types using the visual circuit with much slower aircraft.

i. When an IFR fast aircraft is expected, Blackbushe ATSU may inform VFR aircraft that “jet / turbo-prop aircraft expected imminently”. When this information is provided, VFR pilots are expected to either vacate the ATZ to the northwest, or land on their next approach.
ii. Aircraft waiting to join or re-join the visual circuit may only do so once the fast IFR aircraft is established on final and must ensure they fly their circuit to remain behind the jet or turboprop, taking into consideration wake turbulence.
iii. Jet & turbo-prop traffic must not attempt to enter the ATZ VFR without first establishing that the visual circuit is empty.

## 2 JOINING AND DEPARTURE PROCEDURES

a) There are two standard VFR / SVFR joins:

i. From outside CAS (north and west). Joins from the north and west shall descend to circuit height on the “deadside” (to the north of the Aerodrome). Care must be taken not to overfly Yateley or Eversley to the north, and aircraft arriving from the north east should ensure they are positioned sufficiently west to avoid them.
ii. From within CAS (south and east). Aircraft coming from within the Farnborough CTR shall join overhead at 1,600 FT AAL to ensure they are within the LFA. They shall descend on the deadside and integrate with the visual circuit. Care should be exercised not to overfly the noise abatement area of Yateley except in an emergency.
iii. See diagrams on aerodrome website: www.blackbusheairport.co.uk/vfr.

b) Downwind, base leg, and long final joins may be possible depending on circuit traffic, but pilots are advised to plan for a standard join to avoid circuit conflicts if the circuit is busy.
c) Outside published opening hours (OOH), all aircraft must join using a standard overhead join making blind calls at the appropriate point in the circuit. Pilots should be aware that other aircraft may be operating within the ATZ who may not hear or respond to their calls, and so standard joins are the safest way for all aircraft to join.
d) Runway 07 joins: When joining or descending deadside, take care to remain west of Yateley. Follow the path of disused runway 14/32, keeping it to the left at all times.
e) Unless in an emergency, all fixed wing and rotary aircraft must not depart from either runway to the north over Yateley. Aircraft must first head west before tracking north once clear of the town.
f) Runway 25 departures: If departing to the north or west, straight out departures are permitted with a turn to the right to avoid overflying Hartley Wintney.
g) Runway 07 departures: On climb out, a turn 10° to the south must be made to avoid Yateley. Unless in an emergency, all turns must be to the south. To leave the circuit, climb into the overhead (once clear of the LFA).
h) For more information on circuit procedures, including diagrams, visit the airport website: www.blackbusheairport.co.uk/vfr.

## 3 MISSED APPROACHES

a) In the event of an aircraft carrying out a Missed Approach, pilots are requested where able, to carry out a visual circuit (south side of the Runway), remain within the Blackbushe ATZ north of the M3 and operate VFR.
b) Pilots must remain aware of the close proximity of instrument approach procedures to Farnborough, and the likelihood of traffic confliction.
c) Where remaining within the Blackbushe ATZ is not possible, the following Missed Approach tracks/altitudes are recommended to deconflict against IFR operations within Farnborough CAS. Note these have not been assessed for terrain clearance, and pilots must ensure they adhere to their own terrain clearance requirements and maintain a good lookout within Class G airspace for other aircraft in the vicinity.

i. Runway 07

1. Climb straight ahead until exiting the ATZ or 1500 FT QNH (whichever is sooner) then turn left (north) remaining outside of controlled airspace. Maintain VMC (if possible) and remain outside CAS climbing to altitude 2400 FT. Retain last assigned SSR code and contact Farnborough Radar frequency 134.355 MHz.
2. If 2 way contact cannot be established with Farnborough Radar, aircraft should either attempt a further approach to Blackbushe, or divert remaining outside of CAS as appropriate.
3. Pilots should note the Farnborough ATZ is notified as active H24.

ii. Runway 25

1. Climb straight ahead until exiting the ATZ or 1500 FT QNH (whichever is sooner) then turn right on track to the west, maintain VMC (if possible) and climb to altitude 2400 FT. Retain last assigned SSR code and contact Farnborough Radar frequency 134.355 MHz.
2. If 2 way contact cannot be established with Farnborough Radar, aircraft should either attempt a further approach to Blackbushe, or divert remaining outside of CAS as appropriate.
3. Pilots should note the Farnborough ATZ is notified as active H24.

d) Farnborough radar may offer traffic information and guidance on repositioning during its hours of operation.

## 4 LOCAL FLYING AREA

a) Within a Local Flying Area (LFA) of 2 NM radius, centered on the aerodrome (511926N 0005051W) excluding that part of the circle on or south of the M3 motorway, and that part north of a line joining positions 511705N 0005508W - 512112N 0004247W. The part north of these positions is existing Blackbushe ATZ.

b) Pilots are required to contain their circuits within the LFA and ATZ. In particular, on Runway 25 note to turn base leg west of Hawley Lake to avoid infringing the CTR to the east. On Runway 07 turn base leg east of The Elvetham Hotel to avoid infringing the CTR to the west. See circuit diagrams on Blackbushe Airport website for more information.
c) Pilots of aircraft operating within LFA are responsible for providing their own separation from other aircraft operating within the LFA.
d) VFR flights may take place within the LFA subject to the following conditions:

i. In compliance with the Class D Airspace weather minima as defined in ENR 1.4;
ii. Maximum altitude: 2000 FT QNH.

## 5 SPECIAL VFR IN THE LOCAL FLYING AREA

a) When the official meteorological report at EGLF Farnborough indicates a ground visibility less than 5 KM, all aircraft operating within the Blackbushe LFA will be considered as special VFR flights and compliance with published procedures within this section will be accepted as compliance with a special VFR clearance.
b) In accordance with ORS4 1467, the CAA has authorised an exemption to SERA 8005(b)(5), permitting multiple special VFR aircraft to operate simultaneously within the LFA subject to the following conditions:

i. by day only;
ii. clear of cloud and with the surface in sight;
iii. in a flight visibility of at least 3000 M;
iv. at a speed which, according to its airspeed indicator, is 140 KT or less, to give adequate opportunity to observe other traffic and any obstacles in time to avoid a collision; and,
v. when the reported meteorological conditions at Farnborough Aerodrome include:

1. a ground visibility of not less than 3000 M;
2. a cloud ceiling of not less than 600 FT.

c) The following additional conditions exist as agreed between the Blackbushe and Farnborough ANSPs within a Letter of Agreement:

i. Maximum altitude 1500 FT within the LFA;
ii. A dedicated SSR Code of A0424 is to be utilised by all special VFR flights;
iii. Blackbushe ATSU must be open and operational;
iv. Aircraft must remain north of the M3 motorway at all times unless otherwise coordinated with Farnborough;
v. Blackbushe will limit the number of aircraft operating within the visual circuit to three special VFR flights.

d) Separation between aircraft operating within the Blackbushe Local Flying Area is not provided. Pilots are responsible for providing their own separation from other such aircraft within said Local Flying Area.
e) All Autonomous SVFR circuits shall be flown at 800 FT AAL.
f) Aircraft joining from within the Farnborough CTR shall join overhead at an altitude of not greater than 1400 FT (1075 FT AAL) to provide adequate separation from Odiham traffic at 2400 FT.
g) The circuit is limited to three aircraft at a time operating SVFR circuits. In addition, arrivals and departures shall be permitted one at a time. Circuit availability will be provided to aircraft in the order in which they report ready at the holding point for the runway in use.
h) Departures on Runway 25 remaining outside of the LFA may continue subject to VFR rules for Class G airspace.
i) Rotary aircraft capable of operating circuits north of the LFA, remaining outside controlled airspace may continue to do so, VFR. Such aircraft must communicate their intentions to remain outside controlled airspace to Blackbushe ATSU. All fixed wing aircraft must conform to the published circuit, operate within the LFA, and will be considered special VFR.
j) If all 3 circuit slots are in use, then subsequent aircraft may depart, (including using the LFA if departing on Runway 07) but may not remain in the circuit for Touch & Gos or Go-Arounds.
k) Joining aircraft may request circuits prior when approaching the ATZ, but aerodrome policy does not permit these if all 3 circuit slots are in use. Blackbushe ATSU will state “Special VFR Circuit full, standby”. Joining traffic may then elect to join the circuit to land only; or may remain outside of the ATZ until Blackbushe ATSU advises there is a circuit slot.
l) Aircraft joining when the SVFR circuit is full that need to go-around for any safety reason are requested to follow the recommended go-around profile to avoid entering the LFA:

i. Runway 25 – Climb straight ahead, bearing right (to the north) to avoid overflying Hartley Wintney, exit the ATZ, and position to re-join.
ii. Runway 07 – Climb straight ahead until exiting the ATZ, or 1500 FT QNH (whichever is sooner) then turn left (north) remaining outside of controlled airspace and position around the north of Yateley (without overflying noise abatement areas) to re-join from the north west.

m) Where the official meteorological report at EGLF Farnborough indicates a ground visibility less than 3000 M, all aircraft operating within the Blackbushe LFA will be required to land on their next approach or vacate the LFA. Any special VFR flights will need to be provided a clearance to operate one at a time by Farnborough as follows:

i. Clearance to operate within the LFA, Special VFR will need to ensure required separation from other IFR/SVFR operations, and will be relayed from Farnborough via the Blackbushe AFISO when manned, or issued directly by Farnborough Radar for aircraft operating out of hours. The separation requirement will result in only one aircraft being able to operate Special VFR at a time within the LFA;

1. Remain clear of cloud and with the surface in sight;
2. Maximum altitude: 1500 FT QNH;
3. Fly at a speed of 140 KT IAS or less;
4. A minimum cloud ceiling of 600 FT;

5. A minimum flight visibility of 1500 M;
6. In compliance with the requirements of ENR 1.2.

n) When IFR traffic is operating at Blackbushe, aircraft operating special VFR will be required to land or vacate the LFA in accordance with Rule 10.2 of the Blackbushe Airport Rules & Procedures.

i. Due to the proximity of Farnborough and RAF Odiham, some types of IFR flights into or out of those aerodromes will conflict with the use of the LFA SVFR. In such situations Farnborough Radar may inform Blackbushe that SVFR is temporarily unavailable, and Blackbushe traffic shall be required to land on the next approach or vacate the LFA / ATZ.

o) Blackbushe ATSU will make use of specific phrases to advise pilots of the availability of slots within the special VFR circuit, and when aircraft are required to vacate. For examples of these see the Blackbushe Airport Rules & Procedures available on the airport website.

## 6 AIRCRAFT IN THE FARNBOROUGH CTR OUTSIDE THE BLACKBUSHE LFA

a) Aircraft operating VFR or Special VFR in the Farnborough CTR inbound to Blackbushe (or otherwise) must also satisfy the requirements of Rule 11 of the Rules of the Air 2015 by contacting Blackbushe ATSU before entering the Blackbushe ATZ, including the LFA. Farnborough Radar will, whenever possible, permit an aircraft to leave frequency temporarily in order to do so. If this is not possible, aircraft must leave the CTR clear of the Blackbushe LFA and route to Blackbushe from a northerly direction.
b) Pilots requiring a VFR or Special VFR clearance to transit the Farnborough CTR must not fly beyond the LFA/CTR boundary or otherwise enter the CTR until a clearance has been obtained from Farnborough Radar.

## 7 ATS ROUTE FLIGHTS

a) **General**

In order to provide improved ATC handling a system of Standard Routes has been established and these are published in the UK Standard Route Document (SRD) which can be found here:

http://www.nats.aero/ais.

Additionally, aircraft inbound via the ATS Route Network must follow the Farnborough Standard Arrival Routes (STAR) as shown at AD 2-EGLF-7-1 to 7-8.

b) **Flight Plans**

Pilots wishing to fly on the ATS Route System are to flight plan via the appropriate routes detailed in paras (c) and (d) and include EGLFZTZX in their Flight Plan.

c) **Inbound Aircraft**

i. **Routes**

Inbound aircraft that are RNAV 1 compliant are to flight plan via the RNAV 1 Standard Arrival Routes (STARs) associated with Farnborough as detailed in AD 2.EGLF-7-1 to 7-2 and AD 2.EGLF-7-5 to 7-8. Other aircraft are to flight plan via the RNAV 5 STARs as detailed in AD 2.EGLF-7-3 to 7-4.

***Note:*** *Arrivals routing via RNAV 5 STARs may be tactically routed via 5LNC points detailed within the RNAV1 STAR plates. Crews should be familiar with the following 5LNC points:*

| Point | Latitude | Longitude |
|---|---|---|
| INDOX | 511839.55N | 0010114.04W |
| DIXIB | 511412.22N | 0005053.53W |
| EVATA | 510821.29N | 0004557.52W |
| LUXIV | 510510.63N | 0004657.06W |

ii. **Inbound Procedures**

1. After leaving the ATS Route System, pilots will normally be provided with a radar service outside CAS by Farnborough Radar during the notified operating hours shown at EGLF AD 2.18. A contact frequency will be given by London Control before leaving the ATS Route System.
2. When Farnborough Radar Unit is closed or unable to provide a radar service, pilots will be instructed to leave CAS in the vicinity of PEPIS and are then to proceed by a route which remains outside of CAS.

iii. **Speed Limits**

Speed limit points are included within the various Standard Arrival Routes (STARs) referred to in c (i).

iv. **Loss of Communications Procedures (inbound aircraft)**

Aircraft should descend to leave CAS at an appropriate point and proceed outside CAS in accordance with the Basic Loss of Communications Procedures detailed at ENR 1.1, paragraph 3.4.

d) **Departing Aircraft**

i. **Routes**

1. ATS Route joining clearance is to be requested for the first ATS Significant Point in the routes detailed below. **These routes are not assessed for obstacle clearance and do not constitute Standard Instrument Departure procedures.**
2. Pilots who wish to join the ATS Route Network at other than CPT, GWC or HAZEL should flight plan to join the Airways System when clear of the London TMA.

***Note:*** *Pilots should be aware that the provision of ATS is extremely limited for any flight outside CAS between OCK/BIG/DET. This is due to the large number of locations from which extensive VFR operations take place in this constrained area, combined with the limitations of any ATS provision.*

*Pilots should therefore take into account the lack of available ATS in any area that is known to be busy with multiple VFR operations and should anticipate the extended time that may be required to operate outside CAS before any joining clearance can be provided.*

*Additionally, requests made to LTC Swanwick to join CAS prior to the boundary of the London TMA may be unfulfilled due to sector workload and it should also be noted that below FL 70 a Basic Service is the only ATS available from LTC Swanwick TMA controllers.*

| Departure to | Via | Route | Notes |
|---|---|---|---|
| North | CPT | As per UK SRD | Includes departures to EGGW, EGSC, EGSG, EGSS and EGSU |
| Northeast | | | |
| West | | | |
| Northwest | | | |
| South | GWC | As per UK SRD | Includes departures to EGKA, EGKB, EGKK, EGKR, EGLC and EGMC |
| East | HAZEL | As per UK SRD | Includes departures to EGLD, EGLL and EGWU |
| Southeast | | | |
| Southwest | | | |

***Note:*** *See UK Standard Route Document:*

*http://www.nats.aero/ais.*

ii. **Procedures**

1. **Pilots are to ensure that they have received and acknowledged a joining clearance before entering CAS.**
2. The Blackbushe ATSU will notify the pending departure to London Terminal Control (Swanwick) (LTCC) and will co-ordinate the departure with Farnborough.
3. When Runway 07 is in use at Blackbushe, the Blackbushe ATSU will normally relay joining clearances, to enter the Farnborough CTR/CTA, to pilots on behalf of Farnborough. At all other times the Blackbushe ATSU will issue pilots with after departure instructions and pilots must remain outside of CAS until a clearance to enter CAS has been issued by Farnborough or LTCC.
4. Aircraft will contact Farnborough Radar as soon as possible after departure from Blackbushe whilst maintaining a listening watch on the Blackbushe frequency until clear of the ATZ. Unless otherwise instructed, the Farnborough Radar frequency is 134.355 MHz.
5. Farnborough Radar will individually coordinate entry into the ATS Route Network with LTCC once the departure is airborne. This may require the aircraft to leave Farnborough CAS prior to subsequent join into the LTMA. If this is the case, Farnborough may provide a Traffic Service or Deconfliction Service as appropriate.
6. If Farnborough Radar is closed or is unable to provide a radar service outside CAS the Blackbushe ATSU will transfer the aircraft directly to the appropriate LTCC sector and the pilot must request clearance to join CAS.
7. Pilots are reminded of the need to comply with any Air Traffic Flow Management measures in force at the time.
8. Departures outside of the opening hours of Blackbushe ATSU requiring airways joining clearance are requested to call the London Terminal Control Supervisor on 02380-401104 prior to departure in order to activate their flight plan and receive an airways squawk. During the opening hours of Farnborough pilots shall also telephone Farnborough on 01252-526015. For Farnborough opening hours see EGLF AD 2.3.

iii. **Loss of Communication Procedures (outbound aircraft)**

1. Pilots should adopt the Loss of Communications Procedures detailed at ENR 1.1, paragraph 3.4.

**Flights which have not received an ATC clearance to enter CAS should not enter CAS unless an overriding safety reason compels entry.**

e) **Warnings**

Below FL 65 aircraft arriving/departing via the ATS route network can expect to operate within Class Echo airspace between ASLAP and 3 NM West of HAZEL/within 7.5 NM of GWC. ATC will not provide notification to pilots of entry to or exit from Class Echo airspace when the aircraft is transitioning from a higher classification of airspace.

Within these volumes of airspace VFR traffic may be operating but not in communication with Farnborough.

## EGLK AD 2.23 ADDITIONAL INFORMATION

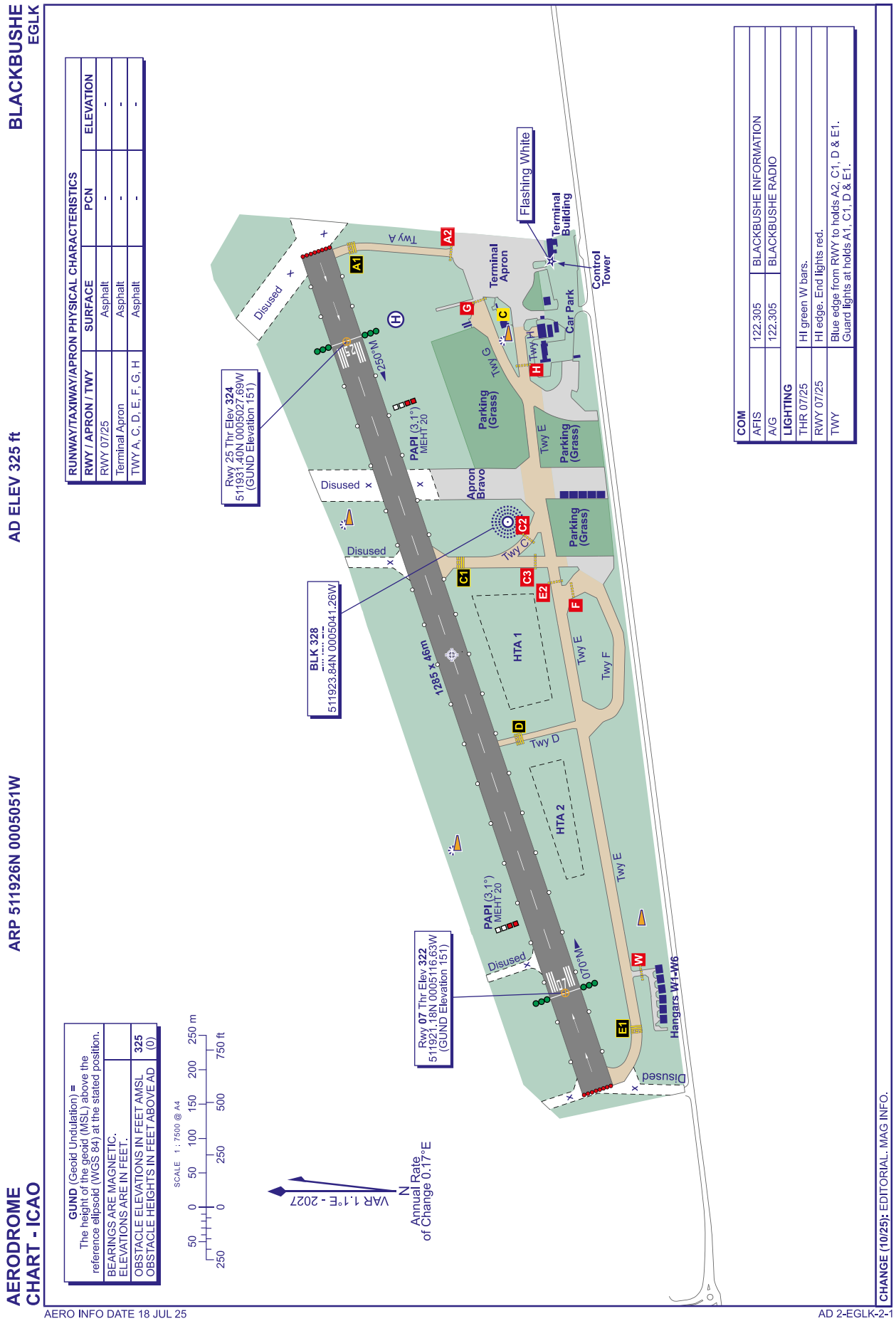
Not applicable.

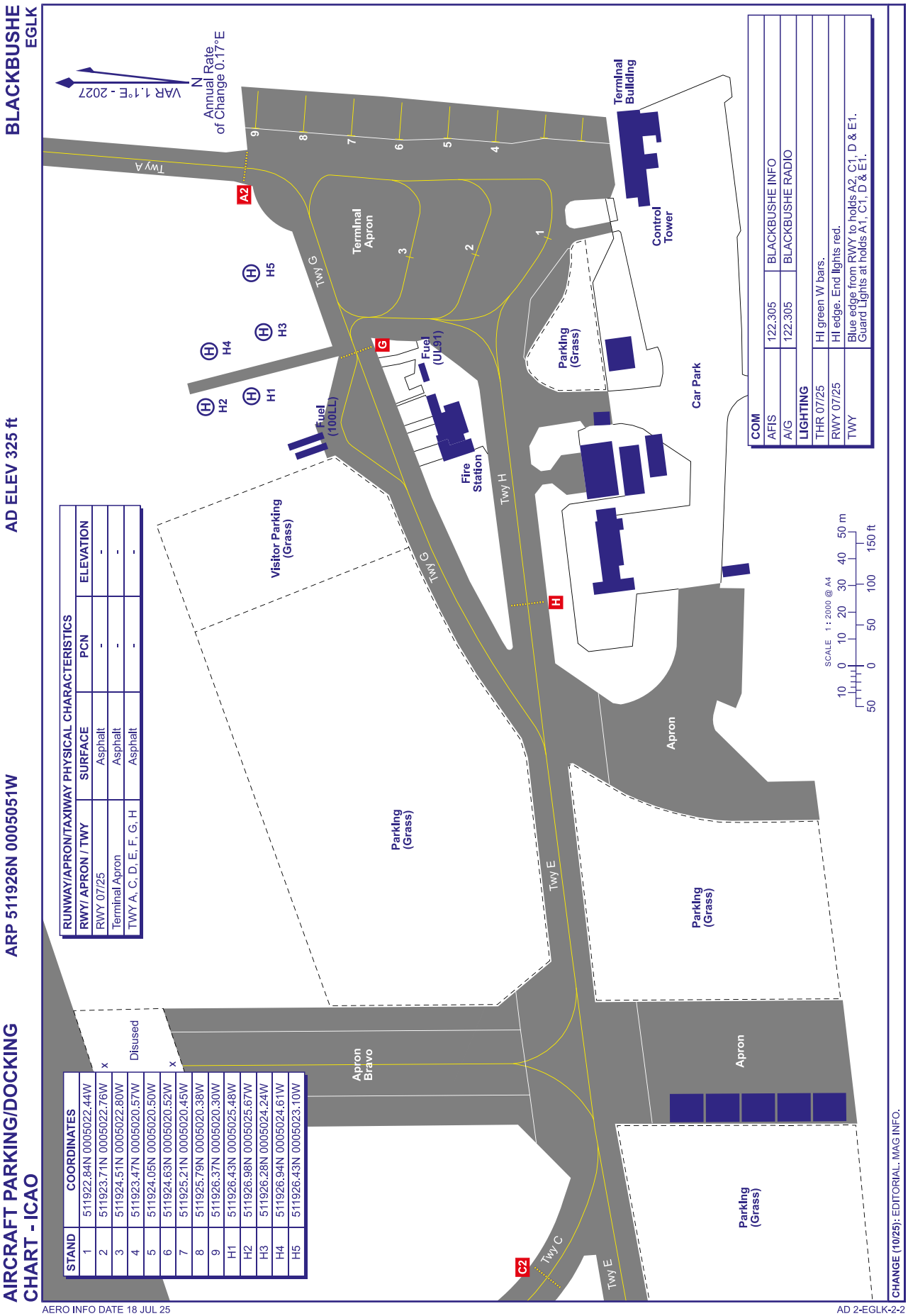
## EGLK AD 2.24 CHARTS RELATED TO AN AERODROME

AERODROME CHART - ICAO
AD 2.EGLK-2-1
AIRCRAFT PARKING/DOCKING CHART - ICAO
AD 2.EGLK-2-2

## EGLK AD 2.25 VISUAL SEGMENT SURFACE (VSS) PENETRATION

Not applicable


BLACKBUSHE
EGLK
AD ELEV 325 ft
ARP 511926N 0005051W
AERODROME CHART - ICAO
RUNWAY/TAXIWAY/APRON PHYSICAL CHARACTERISTICS
RWY / APRON / TWY | SURFACE | PCN | ELEVATION
RWY 07/25 | Asphalt | - | -
Terminal Apron | Asphalt | - | -
TWY A, C, D, E, F, G, H | Asphalt | - | -
COM
AFIS | 122.305 | BLACKBUSHE INFORMATION
A/G | 122.305 | BLACKBUSHE RADIO
LIGHTING
THR 07/25 | Hl green W bars.
RWY 07/25 | Hl edge. End lights red.
TWY | Blue edge from RWY to holds A2, C1, D & E1. Guard lights at holds A1, C1, D & E1.
GUND (Geoid Undulation) = The height of the geoid (MSL) above the reference ellipsoid (WGS 84) at the stated position.
BEARINGS ARE MAGNETIC. ELEVATIONS ARE IN FEET.
OBSTACLE ELEVATIONS IN FEET AMSL 325
OBSTACLE HEIGHTS IN FEET ABOVE AD (0)
SCALE 1 : 7500 @ A4
50 0 50 100 150 200 250 m
250 0 250 500 750 ft
VAR 1.1°E - 2027
N
Annual Rate of Change 0.17°E
Rwy 25 Thr Elev 324
511931.40N 0005027.69W
(GUND Elevation 151)
BLK 328
511923.84N 0005041.26W
Rwy 07 Thr Elev 322
511921.18N 0005116.63W
(GUND Elevation 151)
1285 x 46m
250°M
070°M
PAPI (3.1°) MEHT 20
PAPI (3.1°) MEHT 20
Twy A
Twy C
Twy D
Twy E
Twy F
Twy G
Twy H
Terminal Apron
Apron Bravo
Parking (Grass)
Parking (Grass)
Parking (Grass)
Car Park
Terminal Building
Control Tower
Flashing White
HTA 1
HTA 2
Hangars W1-W6
Disused
A1
A2
C1
C2
C3
D
E1
E2
F
G
H
W
CHANGE (10/25): EDITORIAL. MAG INFO.
AERO INFO DATE 18 JUL 25
AD 2-EGLK-2-1


BLACKBUSHE
EGLK
AD ELEV 325 ft
ARP 511926N 0005051W
AIRCRAFT PARKING/DOCKING CHART - ICAO
VAR 1.1°E - 2027
Annual Rate of Change 0.17°E
RUNWAY/APRON/TAXIWAY PHYSICAL CHARACTERISTICS
RWY/ APRON / TWY | SURFACE | PCN | ELEVATION
RWY 07/25 | Asphalt | - | -
Terminal Apron | Asphalt | - | -
TWY A, C, D, E, F, G, H | Asphalt | - | -
STAND | COORDINATES
1 | 511922.84N 0005022.44W
2 | 511923.71N 0005022.76W
3 | 511924.51N 0005022.80W
4 | 511923.47N 0005020.57W
5 | 511924.05N 0005020.50W
6 | 511924.63N 0005020.52W
7 | 511925.21N 0005020.45W
8 | 511925.79N 0005020.38W
9 | 511926.37N 0005020.30W
H1 | 511926.43N 0005025.48W
H2 | 511926.98N 0005025.67W
H3 | 511926.28N 0005024.24W
H4 | 511926.94N 0005024.61W
H5 | 511926.43N 0005023.10W
COM
AFIS | 122.305 | BLACKBUSHE INFO
A/G | 122.305 | BLACKBUSHE RADIO
LIGHTING
THR 07/25 | Hl green W bars.
RWY 07/25 | Hl edge. End lights red.
TWY | Blue edge from RWY to holds A2, C1, D & E1. Guard Lights at holds A1, C1, D & E1.
Terminal Building
Control Tower
Terminal Apron
Car Park
Parking (Grass)
Visitor Parking (Grass)
Fuel (100LL)
Fuel (UL91)
Fire Station
Apron
Apron Bravo
Disused
Twy A
Twy C
Twy E
Twy G
Twy H
SCALE 1 : 2000 @ A4
CHANGE (10/25): EDITORIAL, MAG INFO.
AERO INFO DATE 18 JUL 25
AD 2-EGLK-2-2

# EGNH — BLACKPOOL

## EGNH AD 2.1 AERODROME LOCATION INDICATOR AND NAME

EGNH — BLACKPOOL

## EGNH AD 2.2 AERODROME GEOGRAPHICAL AND ADMINISTRATIVE DATA

| | | |
|---|---|---|
| 1 | ARP coordinates and site at AD | Lat: 534618N Long: 0030143W<br>Mid point of Runway 10/28. |
| 2 | Direction and distance from city | 2.6 NM SSE of Blackpool. |
| 3 | Elevation / Reference temperature / Mean Low Temperature | 34 FT / 18 °C / - |
| 4 | Geoid undulation at AD ELEV PSN | 172 FT |
| 5 | Magnetic Variation / Annual Change | 0.76°W (2022) / 0.21°E |
| 6 | AD Administration<br>Address<br>Telephone<br><br><br>E-mail address | BLACKPOOL AIRPORT OPERATIONS LTD.<br>Blackpool Airport, Squires Gate Lane, Blackpool, Lancashire, FY4 2QY.<br>01253-342734 (ATC - option 4)<br>01253-472527 (ATC)<br>01253-407070 (Airport Authorised Handling Agent - Hangar 3)<br>blkhandling@hangar3blackpool.com (Airport Authorised Handling Agent - Hangar 3) |
| 7 | Type of Traffic permitted (IFR/VFR) | IFR/VFR |
| 8 | Remarks | |

## EGNH AD 2.3 OPERATIONAL HOURS

| | | |
|---|---|---|
| 1 | AD Administration | 0700-2100 (0600-2000) and by arrangement. |
| 2 | Customs and immigration | 0700-2100 (0600-2000) subject to 24 hours notice.<br>Mandatory handling for flights originating outside the UK FIR (including N Ireland). |
| 3 | Health and sanitation | |
| 4 | AIS Briefing Office | |
| 5 | ATS Reporting Office (ARO) | |
| 6 | MET Briefing Office | |
| 7 | ATS | As AD Hours. |
| 8 | Fuelling | As AD hours. |
| 9 | Handling | As AD hours. OOH avaliable subject to operational limitations, contact handling agent, see AD 2.2-6. |
| 10 | Security | H24 |
| 11 | De-icing | |
| 12 | Remarks | This aerodrome is PPR. |

## EGNH AD 2.4 HANDLING SERVICES AND FACILITIES

| | | |
|---|---|---|
| 1 | Cargo handling facilities | By arrangement. |
| 2 | Fuel and oil types | AVTUR JET A-1, AVGAS 100LL<br>AD80, AD100, W80, W100, 100 |
| 3 | Fuelling facilities/capacity | Jet A1 bowser 17,000 LT capacity. |
| 4 | De-icing facilities | Limited self-service de-icing, contact the handling agent, see AD 2.2-6. |
| 5 | Hangar space for visiting aircraft | Limited overnight hangarage up to 10,000 KG MTOW, contact handling agent, see AD 2.2-6. |
| 6 | Repair facilities for visiting aircraft | By arrangement only.<br><br>B1 and B2 licensed engineers available, contact handling agent, see AD 2.2-6. |

| | | |
|---|---|---|
| 7 | Remarks | Mandatory handling for aircraft >3000 KG.<br><br>Airport Appointed and Authorised Handling Agent: Hangar 3 Blackpool Ltd. GPU and lavatory services available. For contact details see AD 2.2-6.<br><br>AVGAS refuelling for helicopters without wheels is available, pre-note ATC via PPR. |

## EGNH AD 2.5 PASSENGER FACILITIES

| | | |
|---|---|---|
| 1 | Hotels | Hotels at Airport and within 1 mile. Discount accommodation rates available, contact handling agent, see AD 2.2-6. |
| 2 | Restaurants | Large choice in the local area. |
| 3 | Transportation | Taxis, Buses. Nearest railway station Squires Gate 0.2 NM.<br><br>VIP road transfers and helicopter transfers available, contact handling agent, see AD 2.2-6. |
| 4 | Medical facilities | First aid available. |
| 5 | Bank and Post Office | |
| 6 | Tourist Office | |
| 7 | Remarks | |

## EGNH AD 2.6 RESCUE AND FIRE FIGHTING SERVICES

| | | |
|---|---|---|
| 1 | AD category for fire fighting services | RFF Category A4<br>RFF Category A5 accepted under remission.<br>RFF Category A6 available but subject to minimum 24 hours notice and availability of category upgrade; handling requests to handling@blackpoolairport.com or blkhandling@hangar3blackpool.com if handled by Airport Authorised Handling Agent (Hangar 3). |
| 2 | Rescue equipment | |
| 3 | Capability for removal of disabled aircraft | 15,270 KG. Contact 0844-4827171. |
| 4 | Remarks | |

## EGNH AD 2.7 SEASONAL AVAILABILITY - CLEARING

| | | |
|---|---|---|
| 1 | Type of clearing equipment | Mechanical, Chemical De-icing. |
| 2 | Clearance priorities | NHV Helipad 1 and 2 - Taxiway Alpha - Runway 10/28 - other taxiways as necessary. |
| 3 | Remarks | Latest information from: ATC 01253-472527. |

## EGNH AD 2.8 APRONS, TAXIWAYS AND CHECK LOCATIONS/POSITIONS DATA

| | | |
|---|---|---|
| 1 | Apron surface and strength | APRON<br>Surface: Concrete and asphalt<br>PCN 25/F/A/W/T |
| 2 | Taxiway width, surface and strength | Taxiway ALPHA: 18 M<br>Surface: Asphalt<br>PCN 33/F/A/W/T<br><br>Taxiway BRAVO: 15 M<br>Surface: Asphalt<br>PCN 14/F/A/W/T<br><br>Taxiway CHARLIE: 15 M<br>Surface: Asphalt<br>PCN 14/F/A/W/T<br><br>Taxiway DELTA: 15 M<br>Surface: Asphalt<br>PCN 14/F/A/W/T |

| | | |
|---|---|---|
| | | Taxiway ECHO: 15 M<br>Surface: Asphalt<br>PCN 14/F/A/W/T |
| 3 | Altimeter checkpoint location and elevation | Apron 33 FT |
| 4 | VOR checkpoints | |
| 5 | INS checkpoints | See Aircraft Parking/Docking chart. |
| 6 | Remarks | |

## EGNH AD 2.9 SURFACE MOVEMENT GUIDANCE AND CONTROL SYSTEM AND MARKINGS

| | | |
|---|---|---|
| 1 | Use of aircraft stand ID signs, TWY guide lines and visual docking/parking guidance system of aircraft stands | Aircraft >3000 KG to be parked under the instruction of a marshaller. Marshaller guidance also available on request. |
| 2 | Runway and taxiway markings and lighting | Runway marking aid(s):<br>10/28: Runway designation, runway threshold markings, centre-lines, Runway 28 TDZs.<br><br>Runway light(s):<br>Runway 28 yellow caution zone lighting.<br><br>Taxiway light(s):<br>Edge and centre-line lighting, blue edge lighting on Taxiway Alpha via the main Apron to B3 and Taxiway Echo south of Taxiway Charlie. Green centre-line lighting on Taxiway Echo north of Taxiway Charlie.<br>Additionally reflective edge and centre-line markers are installed between B3 and B4 and on the eastern section of Taxiway Charlie (between Bravo and Echo). |
| 3 | Stop bars and runway guard lights (if any) | Runway guard lights at A3, C1, D2, E2. |
| 4 | Other runway protection measures | |
| 5 | Remarks | At night-time taxiways with reflective markers may be used by aircraft which have a serviceable taxi or landing light which must be illuminated. It is the pilot's responsibility to refuse taxi clearance via these routes at night if not so equipped.<br><br>Taxiways without powered lighting will not be used in either visibility or RVR of 1500 M or less.<br><br>2 X WDI: 534612.67N 0030110.16W (LGTD), 534627.70N 0030220.42W (LGTD). |

## EGNH AD 2.10 AERODROME OBSTACLES

| In Approach/Take-off areas | | | | | | |
|---|---|---|---|---|---|---|
| **Obstacle ID/ Designation** | **Obstacle Type** | **Obstacle Position** | **Elevation/Height** | | **Obstruction Lighting Type/ Colour** | **Remarks** |
| **1** | **2** | **3** | **4** | | **5** | **6** |
| (EGNH9714) 10/APPROACH 28/ TAKE-OFF | STREETLIGHT | 534624.67N 0030308.50W | 56 FT | 33 FT | No | |
| (EGNH9713) 10/APPROACH 28/ TAKE-OFF | STREETLIGHT | 534623.60N 0030307.15W | 59 FT | 36 FT | No | |
| (EGNH8773) 10/APPROACH 28/ TAKE-OFF | CONTROL BOX | 534621.90N 0030248.03W | 34 FT | 5 FT | No | |
| (EGNH9711) 10/APPROACH 28/ TAKE-OFF | STREETLIGHT | 534621.29N 0030305.83W | 55 FT | 33 FT | No | |
| (EGNH9709) 10/APPROACH 28/ TAKE-OFF | STREETLIGHT | 534619.02N 0030304.47W | 58 FT | 36 FT | No | |
| (EGNH9708) 10/APPROACH 28/ TAKE-OFF | STREETLIGHT | 534617.77N 0030304.46W | 55 FT | 34 FT | No | |

| In circling area and at aerodrome | | | | | | |
|---|---|---|---|---|---|---|
| **Obstacle ID/ Designation** | **Obstacle Type** | **Obstacle Position** | **Elevation/Height** | | **Obstruction Lighting Type/ Colour** | **Remarks** |
| **1** | **2** | **3** | **4** | | **5** | **6** |
| (EGNH8848) | MAST | 534946.57N 0024948.65W | 654 FT | 602 FT | Yes Red | |
| (EGNH6333) | BLACKPOOLTOWER | 534857.27N 0030318.79W | 534 FT | 498 FT | Yes Red | |
| (EGNH8494) | COMMS MAST | 534832.45N 0030301.04W | 224 FT | 207 FT | No | |
| (EGNH9471) | MAST LC | 534740.63N 0025948.87W | 286 FT | 248 FT | No | |
| (EGNH9521) | HV PYLON | 534735.96N 0025825.06W | 187 FT | 151 FT | No | |
| (EGNH6317) | RIDE | 534720.23N 0030326.12W | 242 FT | 224 FT | Yes Red | |
| (EGNH9232) | ANTENNA | 534608.12N 0030052.69W | 80 FT | 51 FT | No | |
| | CRANE | 534545.07N 0030012.92W | 100 FT | 88 FT | Yes Red | Expected duration Dec 2025. |

## EGNH AD 2.11 METEOROLOGICAL INFORMATION PROVIDED

| | | |
|---|---|---|
| 1 | Associated MET Office | MET OFFICE EXETER |
| 2 | Hours of service<br>MET Office outside hour | H24 |
| 3 | Office responsible for TAF preparation<br>Periods of validity | MET OFFICE EXETER<br>9 hours. |
| 4 | Trend forecast<br>Interval of issuance | |
| 5 | Briefing/consultation provided | Self briefing facilities available, contact Security for details. |
| 6 | Flight documentation<br>Language(s) used | Charts abbreviated plain language text. TAFs and METARs.<br>English. |
| 7 | Charts and other information available for briefing or consultation | METFORM 214-215, H24 MSLP Forecast, EUR SIG WX, Upperwind/Temps, AIRMET Southern, AIRMET Northern, AIRMET Scottish. |
| 8 | Supplementary equipment available for providing information | |
| 9 | ATS units provided with information | BLACKPOOL |
| 10 | Additional information (limitation of service, etc.) | |

## EGNH AD 2.12 RUNWAY PHYSICAL CHARACTERISTICS

| **Designations RWY Number** | **True bearing** | **Dimensions of RWY** | **Surface of RWY/ SWY/ Strength** | **THR co-ordinates/ THR Geoid undulation** | **THR elevation/ Highest elevation of TDZ of precision APP RWY** | **Slope of RWY/ SWY** |
|---|---|---|---|---|---|---|
| **1** | **2** | **3** | **4** | **5** | **6** | **7** |
| 10 | 094.63° | 1868 x 45 M | RWY surface: Asphalt, Grooved<br>PCN 33/F/A/W/T | 534620.06N 0030233.67W 171.6 FT | THR 31.8 FT | |
| 28 | 274.66° | 1868 x 45 M | RWY surface: Asphalt, Grooved<br>PCN 33/F/A/W/T | 534615.16N 0030051.98W 171.5 FT | THR 28.0 FT<br>TDZ 29.1 FT | |
| 13 | 127.30° | 998 x 24 M | RWY surface: Asphalt<br>PCN 14/F/A/W/T | 534625.45N 0030231.30W 171.6 FT | THR 32.1 FT | |
| 31 | 307.31° | 998 x 24 M | RWY surface: Asphalt<br>PCN 14/F/A/W/T | 534608.74N 0030154.29W 171.6 FT | THR 31.1 FT | |

| SWY Dimensions | Clearway Dimensions | Strip Dimensions | RESA Dimensions, Overshoot / Undershoot | Location/ description of arresting system | OFZ | Remarks |
|---|---|---|---|---|---|---|
| 8 | 9 | 10 | 11 | 12 | 13 | 14 |
| | 302 x 150 M | 1988 x 280 M | 90 x 92 M<br>- | | | RWY 10 |
| | 261 x 150 M | 1988 x 280 M | 90 x 92 M<br>- | | | RWY 28<br><br>OFZ: Yes. |
| | 79 x 150 M | 1090 x 80 M | 90 x 46 M<br>- | | | RWY 13<br><br>Threshold displaced by 146 M.<br><br>The runway edges are delineated by side-stripe markings. |
| | | 1090 x 80 M | 90 x 46 M<br>- | | | RWY 31<br><br>The runway edges are delineated by side-stripe markings. The Threshold/start of TORA for Runway 31 is inset 73 M from the start of the hardstanding, marked with standard start of runway markings. |

## EGNH AD 2.13 DECLARED DISTANCES

| Runway designator | TORA | TODA | ASDA | LDA | Remarks |
|---|---|---|---|---|---|
| 1 | 2 | 3 | 4 | 5 | 6 |
| 10 | 1868 M | 2170 M | 1868 M | 1868 M | |
| 28 | 1868 M | 2129 M | 1868 M | 1868 M | |
| 10 | 1452 M | 1754 M | 1452 M | | Take-off from intersection of Taxiway Delta. |
| 10 | 1017 M | 1319 M | 1017 M | | Take-off from intersection of Taxiway Echo. |
| 28 | 866 M | 1127 M | 866 M | | Take-off from intersection of Taxiway Echo. |
| 13 | 998 M | 1077 M | 998 M | 852 M | |
| 31 | 852 M | 852 M | 970 M | 970 M | ASDA/LDA ends 24 M before end of pavement. |

## EGNH AD 2.14 APPROACH AND RUNWAY LIGHTING

| RWY | Approach lighting Type/ Length/ Intensity | Threshold lighting Colour/Wing bars | VASIS/ MEHT/ PAPI/ PAPI Dist from THR | TDZ, lighting Length | Runway Centre Line lighting Length/ Spacing/ Colour/ Intensity | Runway edge lighting Length/ Spacing/ Colour/ Intensity | Runway end lighting Colour/ Wing bars | Stopway lighting Length/ Colour | Remarks |
|---|---|---|---|---|---|---|---|---|---|
| 1 | 2 | 3 | 4 | 5 | 6 | 7 | 8 | 9 | 10 |
| 10 | Centre-line with one crossbar.<br>300 M<br>Light intensity high | Green<br>Light intensity high<br>Bi-directional with green wingbars | PAPI<br>/3°<br>55 FT<br>330 M | | | HI Elev bi-directional with LI omni-directional component | Red | | |
| 28 | Centre-line with three crossbars.<br>450 M<br>Light intensity high | Green<br>Light intensity high<br>Elev bi-directional with green wingbars | PAPI<br>/3°<br>55 FT<br>320 M | | | HI Elev bi-directional with LI omni-directional component<br>Yellow Caution Zone lights | Red | | |

## EGNH AD 2.15 OTHER LIGHTING, SECONDARY POWER SUPPLY

| | | |
|---|---|---|
| 1 | ABN/IBN location, characteristics and hours of operation | |
| 2 | LDI location and lighting<br>Anemometer location and lighting | Anemometer: 534629.03N 0030216.13W (LGTD). |
| 3 | TWY edge and centre line lighting | |
| 4 | Secondary power supply/switch-over time | Yes/14 seconds. |
| 5 | Remarks | Limited apron floodlighting. |

## EGNH AD 2.16 HELICOPTER LANDING AREA

**INTENTIONALLY BLANK**

## EGNH AD 2.17 AIR TRAFFIC SERVICES AIRSPACE

| Designation and lateral limits | Vertical Limits | Airspace Class | ATS unit callsign/ language | Transition Altitude | Hours of applicability | Remarks |
|---|---|---|---|---|---|---|
| 1 | 2 | 3 | 4 | 5 | 6 | 7 |
| BLACKPOOL ATZ<br>A circle, 2.5 NM radius, centred at 534618N 0030143W on longest notified runway (10/28) | Upper limit: 2000 FT AGL<br>Lower limit: SFC | G | BLACKPOOL APPROACH/ TOWER<br>English | 3000 FT | | |

## EGNH AD 2.18 AIR TRAFFIC SERVICES COMMUNICATION FACILITIES

| Service Designation | Callsign | Channel/ Frequency(MHz) | SATVOICE number(s) | Logon Address | Hours of Operation | Remarks |
|---|---|---|---|---|---|---|
| 1 | 2 | 3 | 4 | 5 | 6 | 7 |
| APP | BLACKPOOL APPROACH/ TOWER | 119.955<br>DOC 40 NM/ 10,000 FT. | | | 0700-2100 (0600-2000) and by arrangement. | ATZ hours coincident with Approach hours.<br><br>VDF<br>534627.55N 0030217.78W<br>Height 39 FT<br>On AD. |
| TWR | BLACKPOOL TOWER | 118.405<br>DOC 25 NM/4000 FT. | | | When instructed by ATC. | VDF<br>534627.55N 0030217.78W<br>Height 39 FT<br>On AD. |
| ATIS | BLACKPOOL INFORMATION | 127.205<br>DOC 60 NM/ 20,000 FT. | | | 0700-2100 (0600-2000) and by arrangement. | ATIS also available by telephone externally on 01253-472555 or internally on extension 8315. |
| OTHER | BLACKPOOL FIRE | 121.600<br>Non-ATS frequency. | | | Available when Fire vehicle attending aircraft on the ground in an emergency. | |

## EGNH AD 2.19 RADIO NAVIGATION AND LANDING AIDS

| Type of Aid CAT of ILS/MLS MAG Var/VOR Declination | Ident | Frequency | Hours of Operation | Position of transmitting antenna coordinates | Elevation of DME transmitting antenna | Remarks |
|---|---|---|---|---|---|---|
| 1 | 2 | 3 | 4 | 5 | 6 | 7 |
| ILS/LOC<br>I<br>0.13°E (2027) | IBPL | 108.150 MHz | 0700-2100 (0600-2000) | 534620.77N 0030248.35W | | (RWY 28) |

| Type of Aid<br>CAT of ILS/MLS<br>MAG Var/VOR<br>Declination | Ident | Frequency | Hours of Operation | Position of transmitting antenna coordinates | Elevation of DME transmitting antenna | Remarks |
|---|---|---|---|---|---|---|
| 1 | 2 | 3 | 4 | 5 | 6 | 7 |
| ILS/GP | IBPL | 334.550 MHz | 0700-2100 (0600-2000) | 534611.73N 0030107.74W | | 3° ILS Ref Datum Hgt 55 FT. |
| DME | IBPL | 18Y<br>108.150 MHz | H24 | 534612.93N 0030142.36W | 46 FT | (RWY 28)<br>On AD.<br>DME freq paired with ILS I-BPL.<br>Zero range is indicated at THR of Runway 28 and 10. |
| NDB (L)<br>0.14°E (2027) | BPL | 318.000 kHz | 0700-2100 (0600-2000) | 534623.35N 0030140.59W | | On AD. Range 15 NM. |

## EGNH AD 2.20 LOCAL AERODROME REGULATIONS

### 1 AIRPORT REGULATIONS

a) The aerodrome is PPR for all aircraft movements. Prior permission must be obtained from ATC; this may be requested by:

- Arranging directly with ATC by telephone;
- Submitting a PPR form online https://www.blackpoolairport.com/ppr/; or
- Arranging through a based operator/handling agent.

***Note:*** *Filing a flight plan does not constitute a PPR request.*

b) Aircraft using Blackpool Airport are recommended to carry third party insurance cover of not less than £5,000,000.
c) Aircraft using Blackpool Airport do so in accordance with Blackpool Airport Terms and Conditions, a copy of which is available on application.
d) All movements outside published hours and amendments to these must be notified to ATC and RFFS in advance, prior to 2100 (2000) on the day of operation.
e) Parachuting is not permitted at Blackpool aerodrome.
f) The wearing of high visibility clothing is mandatory for all personnel operating on the apron and manoeuvring areas, including flight crew.
g) Diversion procedure: All operators are advised that before filing Blackpool as an alternate, they are required to have made arrangements for ground handling; this arrangement is subject to the agreement of the Airport Management. Nothing in this procedure shall, however, prevent an aircraft that has declared an emergency from landing.
h) Mandatory handling is required for all aircraft >3000 KG. Handling requests to be submitted to handling agent, see AD 2.2-6.
i) Any inbound aircraft requiring fuel are requested to advise ATC before landing.

### 2 GROUND MOVEMENT

a) When requesting start-up, pilots should give the full callsign, type and location. Aircraft must be ready in all respects to start before calling on the appropriate frequency.
b) If within 30 minutes of a previously issued CTOT the flight is unable to comply with that CTOT, the pilot should advise Blackpool ATC (via the handling agent if needed) as soon as possible.
c) Parking for visiting aircraft is provided on the Main Apron. The northern extremity of the parking area is bounded by a 2 M high fence, marshaller assistance is available if requested by pilot. Additional parking available on Stand 1 or with based executive handling agencies.
d) Taxiing and parking on grass areas prohibited.
e) AVGAS pumps are located to the western side of the main apron; aircraft should approach the pumps so that they are facing south, on the eastern side of the fuel farm.
f) Authorised vehicles operate between holding point B3 and the Main Apron without ATC clearance.

### 3 CAT II/III OPERATIONS

Not applicable

### 4 WARNINGS

a) **Potential for misidentification.** Warton Aerodrome is approximately 6 miles to the South East of Blackpool Airport and has a similar layout. The approach paths for the two main instrument runways at Warton (RWY 25) and Blackpool (RWY 28) cross each other approximately 8 NM from Blackpool and 3 NM from Warton. All pilots are reminded to exercise caution as misidentification is common. Ensure you have the correct Aerodrome in sight before committing to your approach. A video providing additional information can be accessed at https://www.youtube.com/watch?v=CQC7JnwdY8.
b) Damage to the grass areas to the edge of paved surfaces caused by rabbits.
c) Pink Foot Goose activity is present in the vicinity of Blackpool from September to April. Skeins range from 10 to 500 birds but can be in significantly larger quantities. Most activity takes place in daylight but the birds may be present at any time of day or night up to 2,000

AMSL. Route is generally North-South or South-North anywhere up to 4 KM East of the aerodrome. Goose activity affects Runway 10 climbout/28 approach and potentially 13 climbout/31 approach. ATC will normally attempt to pass warnings of detected birds.

d) Intermittent transiting Gulls crossing Runway 28 North to South and South to North from midpoint to 28 approach are possible all year round, but are most likely from April to September. Bird control is on site 7 days per week to deal with this potential hazard. Thermalling Gulls are sometimes present above an established nesting site 1000 M due North of the ARP April to September. These Gulls thermal above the site to various heights in hot weather or when disturbed by helicopters. The thermalling activity usually remains outside the approach to any of the runways currently in use. It may infringe on GA circuits or low level helicopter traffic transiting directly over this area.
e) Large flocks of Starlings may be encountered in the vicinity of the airport especially to the East and North West but are controlled to the point where only smaller flocks of 1 to 50 are encountered on the airfield itself. These birds are controlled by bird patrols and grass management. Peak period is around May.
f) Pilots, especially rotary wing, should, where possible, avoid overflying a liquid petroleum gas storage facility located at 534643N 0030126W (022 degrees True range 850 M from ARP).
g) Category A Police and Air Ambulance flights can take place at the aerodrome H24. Pilots should afford these flight priority where possible subject to the Rules of the Air Regulations and flight safety.
h) Non standard helicopter landing lighting installed adjacent to H North (SW of Control Tower), this system is strictly reserved for emergency service helicopter operations outside normal aerodrome hours.

## 5 HELICOPTER OPERATIONS

a) Three helicopter aiming points in the grass areas marked with an 'H':

i. H NORTH - 534631.4183N 0030226.2817W (Approx. 160 M South West of the ATC Tower);
ii. H EAST - 534632.7491N 0030211.7586W (Approx. 160 M South East of the ATC Tower, light helicopters maximum 2.6 Tonnes);
iii. H SOUTH - 534611.0326N 0030208.3570W (Approx. 355 M South of Holding Point D2).

b) Procedures

i. Air taxiing on apron areas is not permitted except with authorisation from ATC. Marshaller available on request.
ii. All training must be booked through ATC. The filing of a flight plan does not constitute compliance.

## 6 USE OF RUNWAYS

a) Runways 13/31 are not available for use during night time hours. Available for Daylight use only.
b) Right hand circuits are in force for Runways 28 and 31.
c) Unless an AOC holder has less restrictive minima, take-offs in RVR less than 400 M will not be permitted as Runway 10/28 is not equipped with centre-line lighting.

## 7 TRAINING

a) All instrument training must be booked through ATC. The filing of a flight plan does not constitute compliance.

# EGNH AD 2.21 NOISE ABATEMENT PROCEDURES

a) All aircraft are to be operated in such a manner as to cause the least possible disturbance to surrounding residential areas.
b) Every operator of turbo-jet/turbo-fan aircraft shall ensure at all times that aircraft are operated in a manner calculated to cause the least disturbance practicable in areas surrounding the airport.
c) The following noise routeings shall apply to departing turbo-jet/turbo-fan aircraft:

i. Runways 10 and 28 - Climb straight ahead to at least 1500 FT AMSL before turning onto course;
ii. Runway 13/31 is NOT available for turbo-jet/turbo-fan engine aircraft except when weather conditions preclude the use of Runway 10/28.

***Note:*** *The above routeings are compatible with normal ATC practice. In individual cases they may be varied owing to operational circumstances. The use of the Noise Preferential Routeings specified above is supplementary to the noise abatement take-off techniques detailed in Operations Manuals.*

d) These requirements may at any time be departed from to the extent necessary for avoiding immediate danger.

# EGNH AD 2.22 FLIGHT PROCEDURES

## 1 IFR ROUTINGS

- Inbound from N864: via WAL
- Inbound from DTY CTA: Via POL
- Inbound from Scottish TMA: Via DCS
- Outbound to N864: Via ESTRY WAL
- Outbound to DTY CTA: Via ESTRY WAL
- Outbound to Scottish TMA: Via RIBEL/GASKO

## 2 INSTRUMENT APPROACH PROCEDURES

Instrument Approach Procedures (IAP) for this aerodrome are established outside controlled airspace. See ENR 1.5.

## 3 VISUAL REFERENCE POINTS (VRP)

a) Pilots approaching Blackpool from a southerly direction under VFR must always contact Warton LARS 129.530 MHz in the first instance during their notified hours of operation.
b) During the notified hours of Warton Radar, VFR traffic departing Blackpool in a southerly direction should anticipate departure instructions to route via St Anne's Pier, then Southport Pier, not above altitude 1,500 FT AMSL until clear of Warton MATZ.
c) Details of VRPs are available in the consolidated 'Visual Reference Points List' published on the 'Digital Dataset' page of the NATS AIS website, www.nats.aero/ais.

# EGNH AD 2.23 ADDITIONAL INFORMATION

Not applicable

# EGNH AD 2.24 CHARTS RELATED TO AN AERODROME

AERODROME CHART - ICAO
AD 2.EGNH-2-1
AIRCRAFT PARKING/DOCKING CHART - ICAO
AD 2.EGNH-2-2
INSTRUMENT APPROACH CHART NDB(L)/DME RWY 10 - ICAO
AD 2.EGNH-8-1
INSTRUMENT APPROACH CHART NDB(L) RWY 10 - ICAO
AD 2.EGNH-8-2
INSTRUMENT APPROACH CHART ILS/DME RWY 28 - ICAO
AD 2.EGNH-8-3
INSTRUMENT APPROACH CHART LOC/DME RWY 28 - ICAO
AD 2.EGNH-8-4
INSTRUMENT APPROACH CHART RNP RWY 28 - ICAO
AD 2.EGNH-8-5
INSTRUMENT APPROACH CHART NDB(L)/DME RWY 28 - ICAO
AD 2.EGNH-8-6
INSTRUMENT APPROACH PROCEDURE CODING TABLES - RNP RWY 28
AD 2.EGNH-8-7

# EGNH AD 2.25 VISUAL SEGMENT SURFACE (VSS) PENETRATION

Not applicable

**INTENTIONALLY BLANK**

# BLACKPOOL EGNH

## AERODROME CHART - ICAO

ARP 534618N 0030143W

AD ELEV 34FT

| COM | | |
|---|---|---|
| ATIS | 127.205 | BLACKPOOL INFORMATION |
| TWR | 119.955 (TWR/APP) | BLACKPOOL TOWER |
| | 121.600 | BLACKPOOL FIRE |

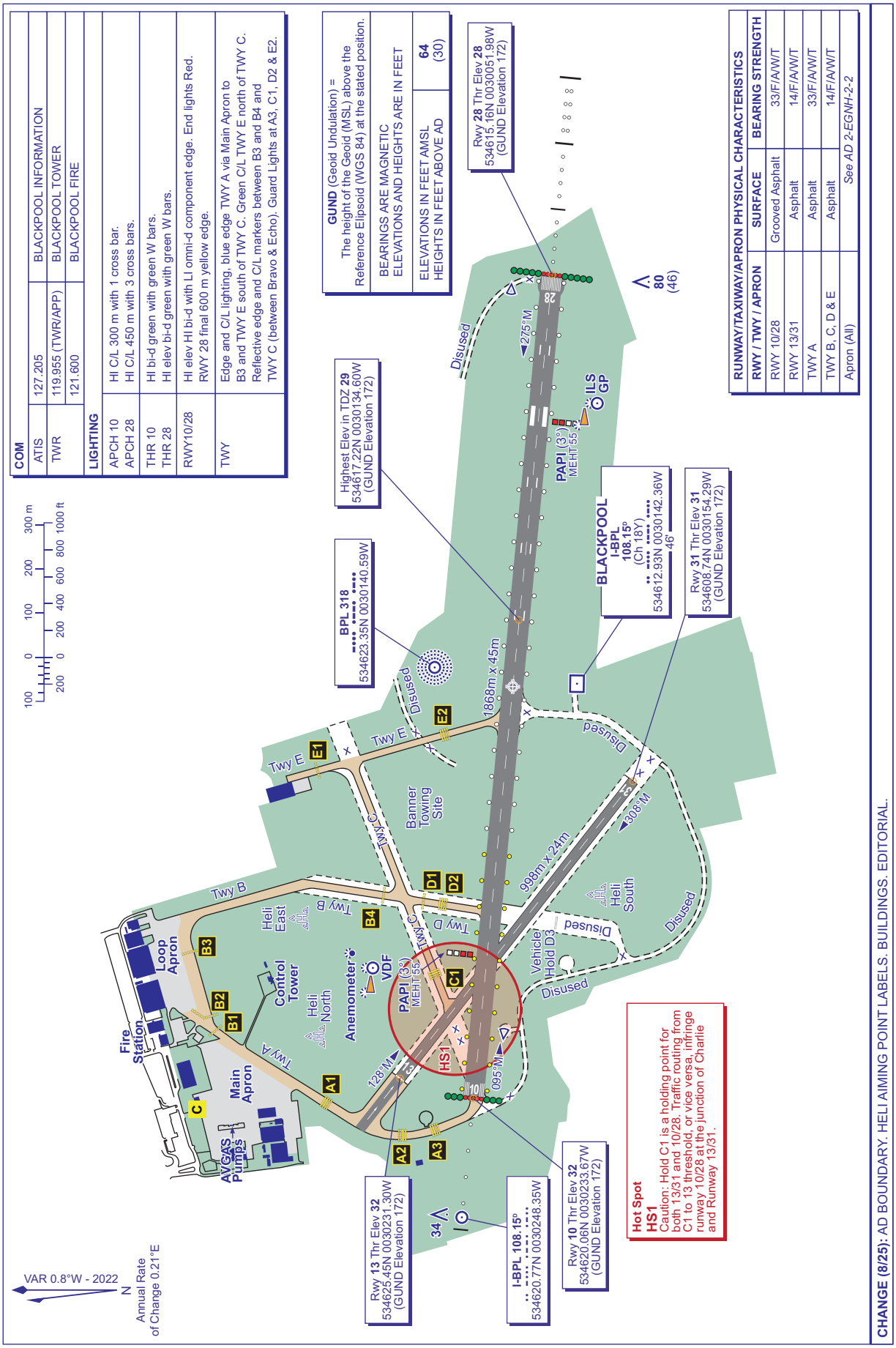
| LIGHTING | |
|---|---|
| APCH 10<br>APCH 28 | HI C/L 300 m with 1 cross bar.<br>HI C/L 450 m with 3 cross bars. |
| THR 10<br>THR 28 | HI bi-d green with green W bars.<br>HI elev bi-d green with green W bars. |
| RWY10/28 | HI elev HI bi-d with LI omni-d component edge. End lights Red.<br>RWY 28 final 600 m yellow edge. |
| TWY | Edge and C/L lighting, blue edge TWY A via Main Apron to B3 and TWY E south of TWY C. Green C/L TWY E north of TWY C. Reflective edge and C/L markers between B3 and B4 and TWY C (between Bravo & Echo). Guard Lights at A3, C1, D2 & E2. |

**GUND** (Geoid Undulation) = The height of the Geoid (MSL) above the Reference Elipsoid (WGS 84) at the stated position.

BEARINGS ARE MAGNETIC
ELEVATIONS AND HEIGHTS ARE IN FEET

ELEVATIONS IN FEET AMSL — 64
HEIGHTS IN FEET ABOVE AD — (30)

| RUNWAY/TAXIWAY/APRON PHYSICAL CHARACTERISTICS | | |
|---|---|---|
| RWY / TWY / APRON | SURFACE | BEARING STRENGTH |
| RWY 10/28 | Grooved Asphalt | 33/F/A/W/T |
| RWY 13/31 | Asphalt | 14/F/A/W/T |
| TWY A | Asphalt | 33/F/A/W/T |
| TWY B, C, D & E | Asphalt | 14/F/A/W/T |
| Apron (All) | *See AD 2-EGNH-2-2* | |



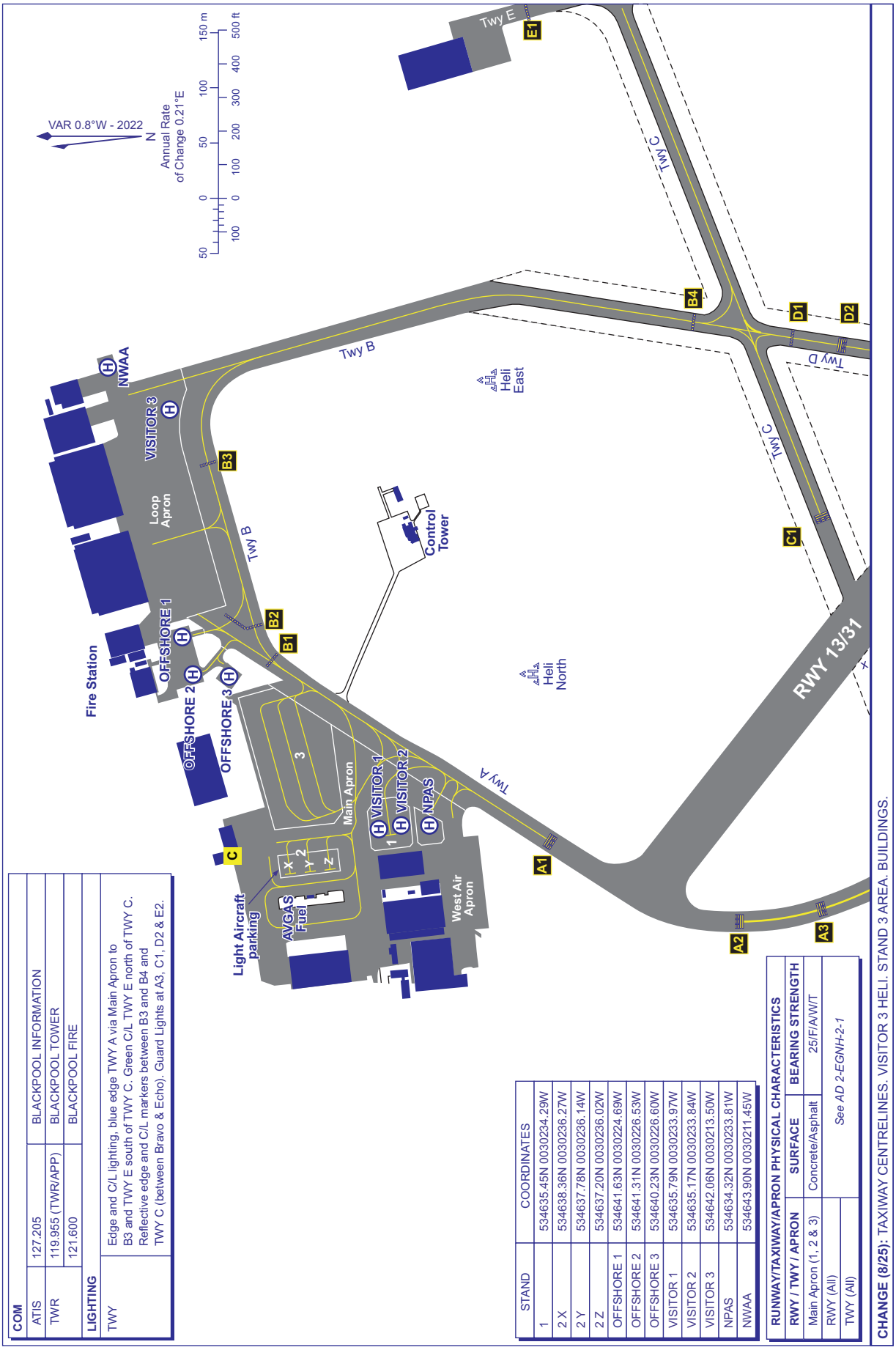

CHANGE (8/25): AD BOUNDARY. HELI AIMING POINT LABELS. BUILDINGS. EDITORIAL.

# BLACKPOOL EGNH

## AIRCRAFT PARKING/DOCKING CHART - ICAO

ARP 534618N 0030143W

AD ELEV 34FT




| COM | | |
|---|---|---|
| ATIS | 127.205 | BLACKPOOL INFORMATION |
| TWR | 119.955 (TWR/APP) | BLACKPOOL TOWER |
| | 121.600 | BLACKPOOL FIRE |
| **LIGHTING** | | |
| TWY | Edge and C/L lighting, blue edge TWY A via Main Apron to B3 and TWY E south of TWY C. Green C/L TWY E north of TWY C. Reflective edge and C/L markers between B3 and B4 and TWY C (between Bravo & Echo). Guard Lights at A3, C1, D2 & E2. | |

| STAND | COORDINATES |
|---|---|
| 1 | 534635.45N 0030234.29W |
| 2 X | 534638.36N 0030236.27W |
| 2 Y | 534637.78N 0030236.14W |
| 2 Z | 534637.20N 0030236.02W |
| OFFSHORE 1 | 534641.63N 0030224.69W |
| OFFSHORE 2 | 534641.31N 0030226.53W |
| OFFSHORE 3 | 534640.23N 0030226.60W |
| VISITOR 1 | 534635.79N 0030233.97W |
| VISITOR 2 | 534635.17N 0030233.84W |
| VISITOR 3 | 534642.06N 0030213.50W |
| NPAS | 534634.32N 0030233.81W |
| NWAA | 534643.90N 0030211.45W |

| RUNWAY/TAXIWAY/APRON PHYSICAL CHARACTERISTICS | | |
|---|---|---|
| **RWY / TWY / APRON** | **SURFACE** | **BEARING STRENGTH** |
| Main Apron (1, 2 & 3) | Concrete/Asphalt | 25/F/A/W/T |
| RWY (All) | *See AD 2-EGNH-2-1* | |
| TWY (All) | | |

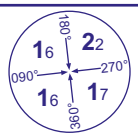
**CHANGE (8/25):** TAXIWAY CENTRELINES. VISITOR 3 HELI. STAND 3 AREA. BUILDINGS.

AERO INFO DATE 02 JUN 25

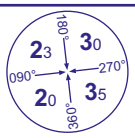
# INSTRUMENT APPROACH CHART - ICAO

# BLACKPOOL NDB(L)/DME RWY 10

(ACFT CAT A,B,C,D)



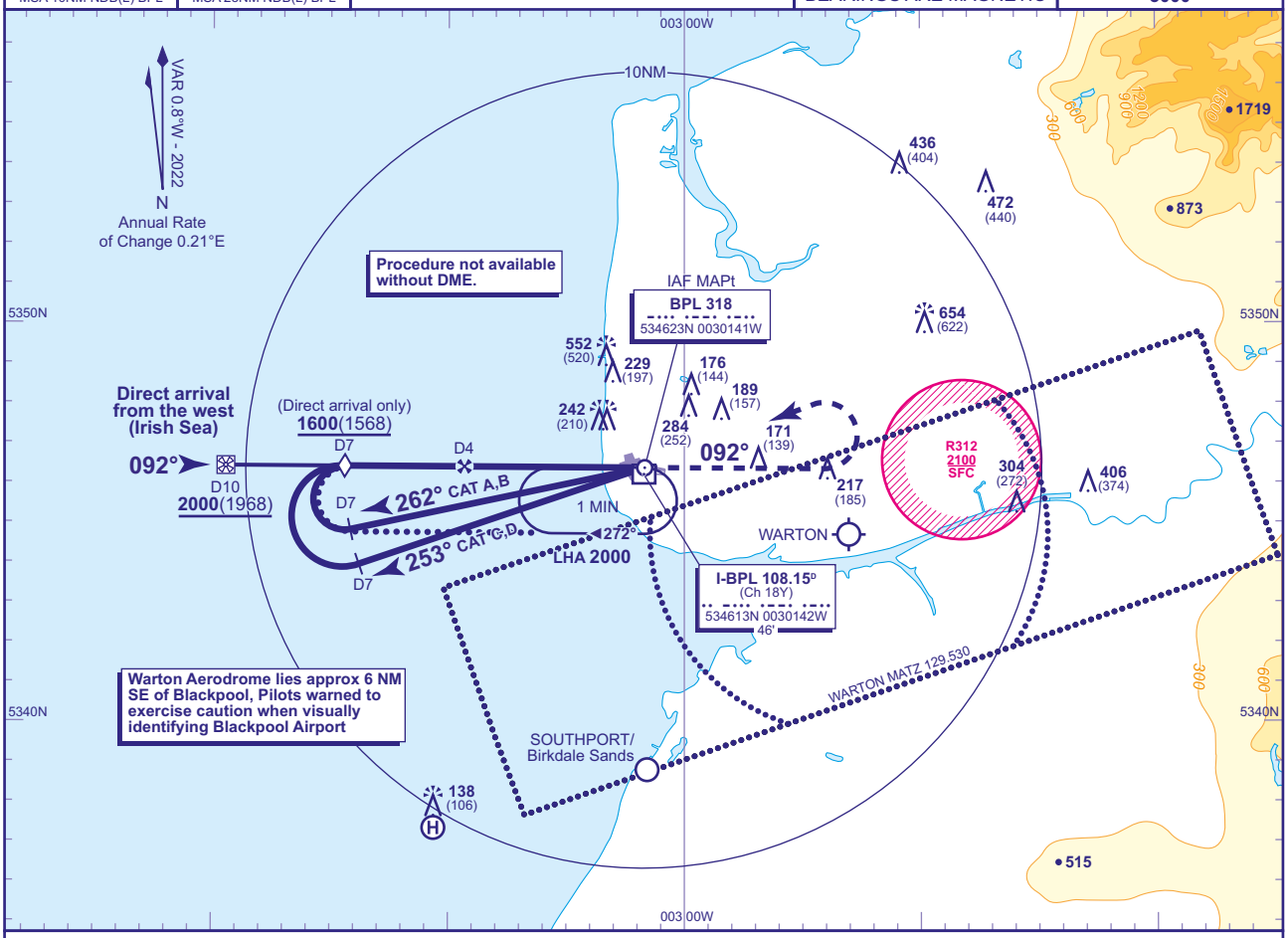

MSA 10NM NDB(L) BPL



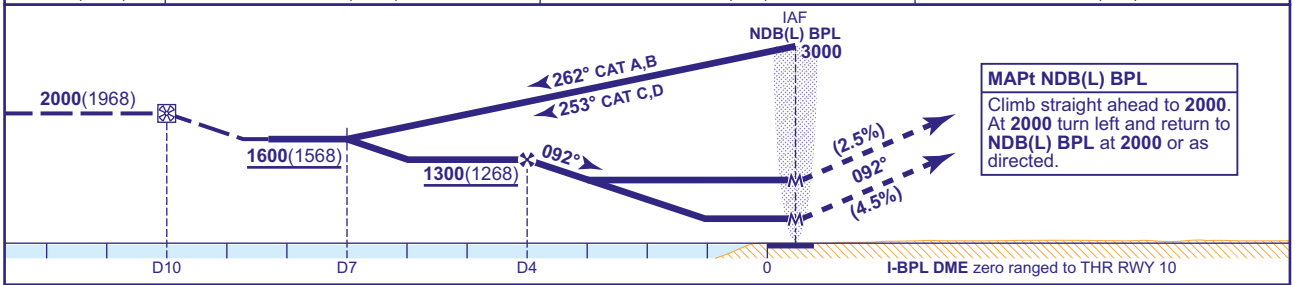

MSA 25NM NDB(L) BPL

| | | | | | |
|---|---|---|---|---|---|
| APP | 119.955 | BLACKPOOL APPROACH | AD ELEVATION | 34 | |
| TWR | 119.955 | BLACKPOOL TOWER | THR ELEVATION | 32 | |
| ATIS | 127.205 | BLACKPOOL INFORMATION | OBSTACLE ELEVATION | 654 AMSL (622) (ABOVE THR) | |
| | | | BEARINGS ARE MAGNETIC | | |

TRANSITION ALTITUDE **3000**




| RECOMMENDED PROFILE Gradient 5%, 300FT/NM | | | |
|---|---|---|---|
| **DME I-BPL** | 4 | 3 | 2 |
| **ALT**(HGT) | **1300**(1268) | **1000**(968) | **700**(668) |




| Aircraft Category | | A | B | C | D |
|---|---|---|---|---|---|
| OCA(OCH) Climb Gradients | 4.5% | **410**(378) | **410**(378) | **410**(378) | **410**(378) |
| | 3.5% | **700**(668) | **700**(668) | **700**(668) | **700**(668) |
| | 3.0% | **850**(818) | **850**(818) | **850**(818) | **850**(818) |
| | 2.5% | **1000**(968) | **1000**(968) | **1000**(968) | **1000**(968) |
| VM(C)OCA (OCH AAL) | Total Area | **580**(546) | **830**(796) | **930**(896) | **930**(896) |
| | South of RWY 10/28 | **N/A** | **N/A** | **N/A** | **N/A** |

| Rate of descent | G/S KT | 160 | 140 | 120 | 100 | 80 |
|---|---|---|---|---|---|---|
| | FT/MIN | 860 | 750 | 640 | 540 | 430 |

**ALTERNATIVE PROCEDURE** EXTENDED HOLDING PATTERN
From the NDB(L) BPL holding pattern at **3000** extend the outbound leg, descending to **not below 1600**(1568). At I-BPL DME 7 turn right, continuing decent as required, to establish on the extended FAT. When established continue as for main procedure.

**DIRECT ARRIVAL FROM THE WEST (IRISH SEA)**
When cleared by ATC, before I-BPL DME 15 inbound, fly DR track to intercept extended FAT (QDM 092°) at I-BPL DME 10 (IAF). Fly extended FAT inbound to cross I-BPL DME 7 **not below 1600**(1568). Descend to cross I-BPL DME 4 (FAF) **not below 1300**(1268) then continue as for main procedure.

**NOTE 1** FAT offset 3.6° south of RWY C/L.
**2** Lowest altitude to commence procedure from holding or missed approach is **2000**.
**3** Aircraft not permitted below **1670** over EGR312 for the purpose of landing at Blackpool.

**CHANGE (3/24):** VM(C)OCA(OCH AAL) SOUTH OF RWY 10/28.

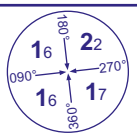
AERO INFO DATE 08 JAN 24

AD 2-EGNH-8-1

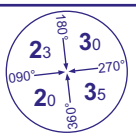
I

# INSTRUMENT APPROACH CHART - ICAO

## BLACKPOOL
## NDB(L)
## RWY 10
(ACFT CAT A,B,C,D)



MSA 10NM NDB(L) BPL

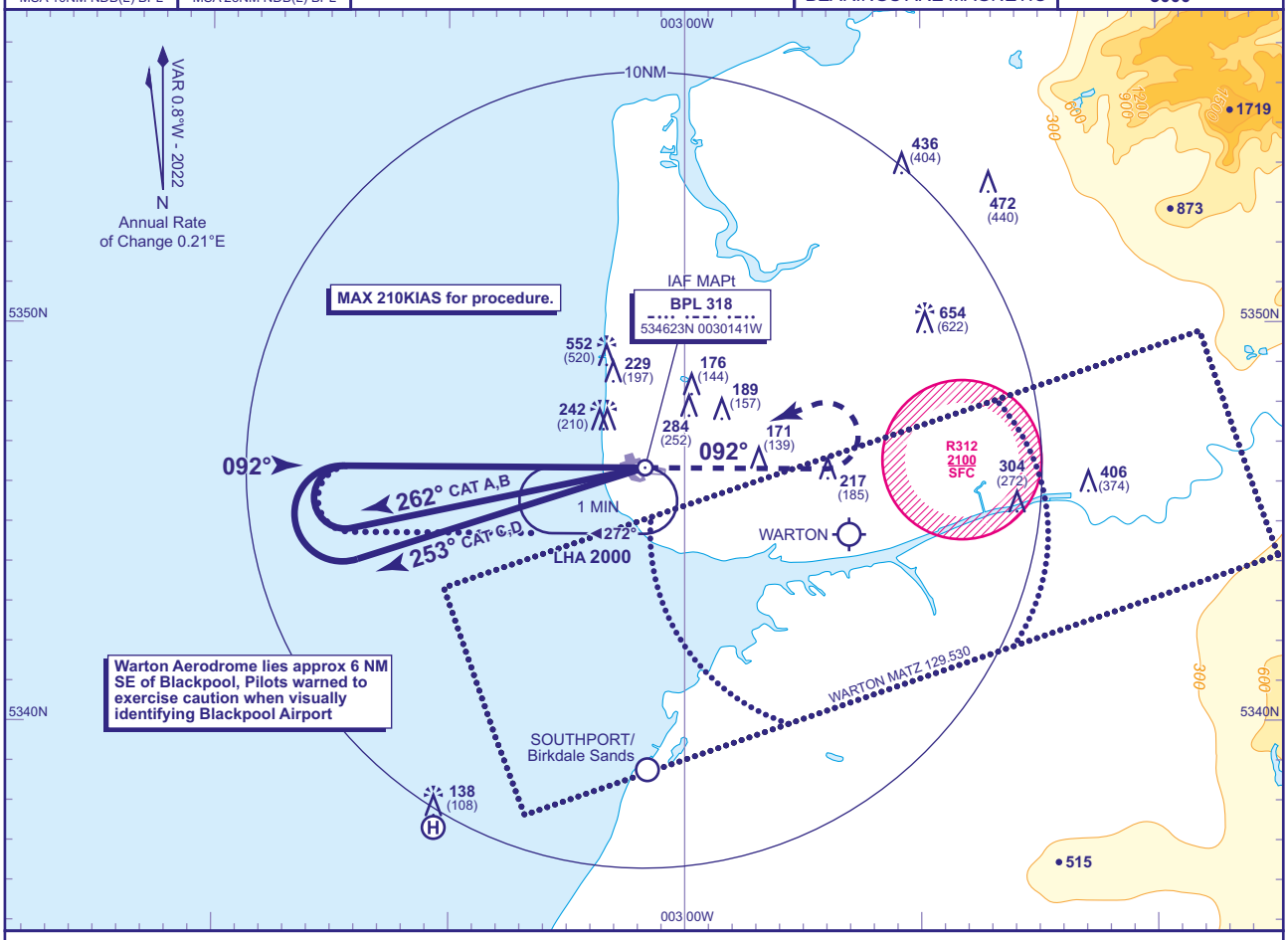


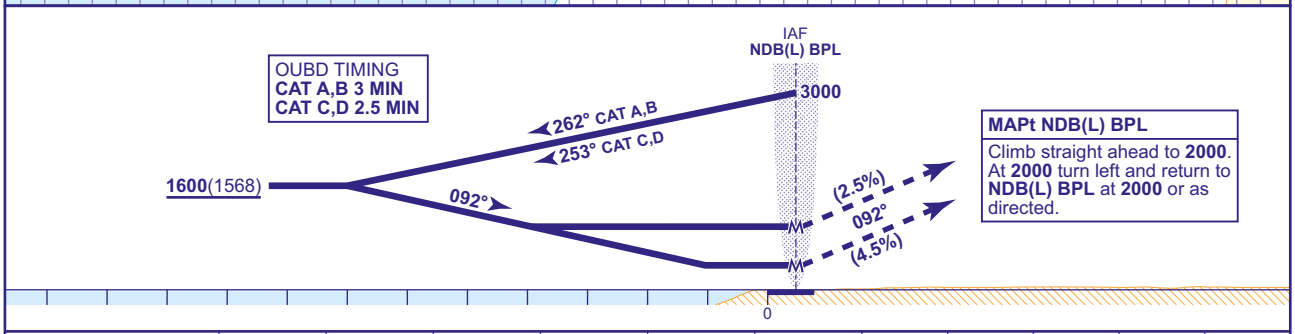
MSA 25NM NDB(L) BPL

| | | |
|---|---|---|
| APP | 119.955 | BLACKPOOL APPROACH |
| TWR | 119.955 | BLACKPOOL TOWER |
| ATIS | 127.205 | BLACKPOOL INFORMATION |

| | |
|---|---|
| AD ELEVATION | 34 |
| THR ELEVATION | 32 |
| OBSTACLE ELEVATION | 654 AMSL (622) (ABOVE THR) |
| BEARINGS ARE MAGNETIC | |

TRANSITION ALTITUDE **3000**




| Aircraft Category | | A | B | C | D |
|---|---|---|---|---|---|
| OCA(OCH) Climb Gradients | 4.5% | 450(418) | 450(418) | 450(418) | 450(418) |
| | 3.5% | 700(668) | 700(668) | 700(668) | 700(668) |
| | 3.0% | 850(818) | 850(818) | 850(818) | 850(818) |
| | 2.5% | 1000(968) | 1000(968) | 1000(968) | 1000(968) |
| VM(C)OCA (OCH AAL) | Total Area | 580(546) | 830(796) | 930(896) | 930(896) |
| | South of RWY 10/28 | N/A | N/A | N/A | N/A |

| Rate of descent | | | | | | |
|---|---|---|---|---|---|---|
| CAT A,B | G/S KT | 120 | 100 | 80 | |
| | FT/MIN | 510 | 510 | 510 | |
| CAT C,D | G/S KT | 180 | 160 | 140 | 120 |
| | FT/MIN | 610 | 610 | 610 | 610 |

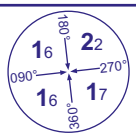
**ALTERNATIVE PROCEDURE** EXTENDED HOLDING PATTERN
From the NDB(L) BPL holding pattern at **3000** extend the outbound leg to 3 MIN (CAT A,B); 2.5 MIN (CAT C,D), descending to **not below 1600**(1568). Turn right, continuing decent as required, to establish on the extended FAT. When established continue as for main procedure.

**NOTE 1** FAT offset 3.6° south of RWY C/L.
**2** Lowest altitude to commence procedure from holding or missed approach is **2000**.
**3** Aircraft not permitted below **1670** over EGR312 for the purpose of landing at Blackpool.

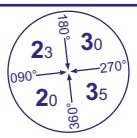
**CHANGE (3/24):** VM(C)OCA(OCH AAL) SOUTH OF RWY 10/28.

# INSTRUMENT APPROACH CHART - ICAO

# BLACKPOOL ILS/DME RWY 28
(ACFT CAT A,B,C,D)



MSA 10NM NDB(L) BPL

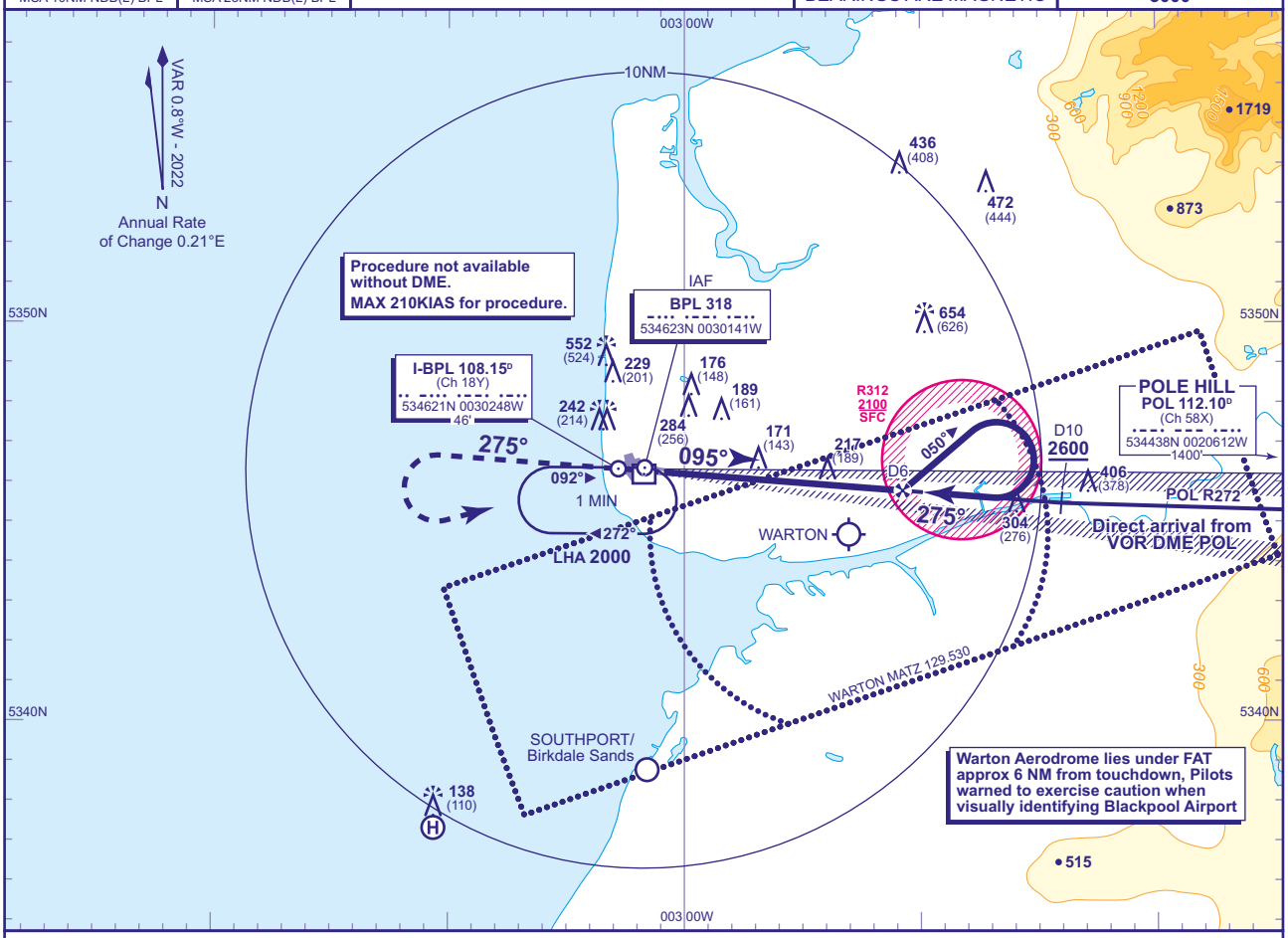


MSA 25NM NDB(L) BPL

| | | | |
|---|---|---|---|
| APP | 119.955 | BLACKPOOL APPROACH | |
| TWR | 119.955 | BLACKPOOL TOWER | |
| ATIS | 127.205 | BLACKPOOL INFORMATION | |

| | |
|---|---|
| AD ELEVATION | 34 |
| THR ELEVATION | 28 |
| OBSTACLE ELEVATION<br>654 AMSL<br>(626) (ABOVE THR) | |
| BEARINGS ARE MAGNETIC | |

TRANSITION ALTITUDE
**3000**



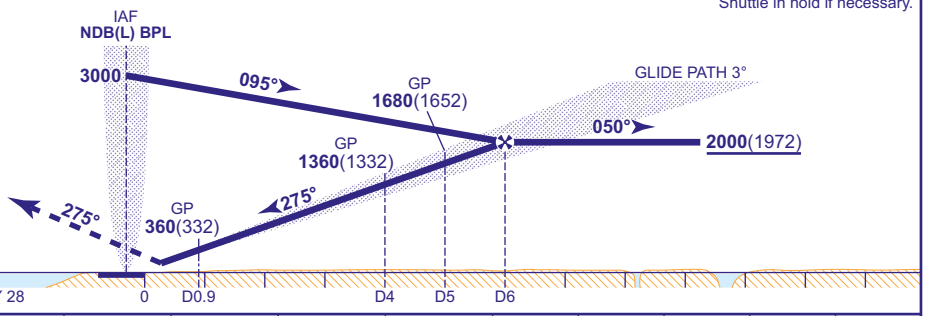

**RECOMMENDED PROFILE** GLIDE PATH 3°, 320FT/NM

| **DME I-BPL** | 5 | 4 | 3 | 2 | 1 |
|---|---|---|---|---|---|
| **ALT**(HGT) | **1680**(1652) | **1360**(1332) | **1040**(1012) | **720**(692) | **400**(372) |

**RDH 55**

Shuttle in hold if necessary.

Climb straight ahead to **2000**. At **2000** turn left and return to **NDB(L) BPL** at **2000** or as directed.




| Aircraft Category | | A | B | C | D |
|---|---|---|---|---|---|
| OCA (OCH) | CAT I | **171**(143) | **181**(153) | **193**(165) | **205**(177) |
| VM(C)OCA (OCH AAL) | Total Area | **580**(546) | **830**(796) | **930**(896) | **930**(896) |
| | South of RWY 10/28 | **N/A** | **N/A** | **N/A** | **N/A** |

| Rate of descent | G/S KT | 160 | 140 | 120 | 100 | 80 |
|---|---|---|---|---|---|---|
| | FT/MIN | 860 | 750 | 640 | 540 | 430 |

**DIRECT ARRIVAL FROM VOR DME POL**
(Subject to ATC approval). Depart VOR DME POL on R272 and descend **not below 2600**. Request direct approach from ATC and continue descend **not below 2600** to intercept LOC inbound at I-BPL DME 10. When established continue **not below 2000**(1972) and continue as for main procedure.

**NOTE 1** During reversal procedure, aircraft should not proceed beyond I-BPL DME 13.
**2** This procedure has no outer marker. Warton outer marker (75Mhz) may be received in the final approach area at approximately I-BPL DME 9.
**3** An incorrect MM indication may be received at I-BPL DME 6, due to intersection with Warton ILS.
**4** Lowest altitude to commence procedure from holding or missed approach is **2000**.
**5** Aircraft not permitted below **1670** over EGR312 for the purpose of landing at Blackpool.

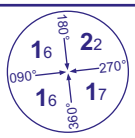
**CHANGE (5/24):** LOC I-BPL COORDINATES CORRECTED.

AERO INFO DATE 26 FEB 24

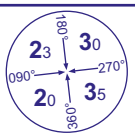
AD 2-EGNH-8-3

## INSTRUMENT APPROACH CHART - ICAO

# BLACKPOOL LOC/DME RWY 28
(ACFT CAT A,B,C,D)



MSA 10NM NDB(L) BPL

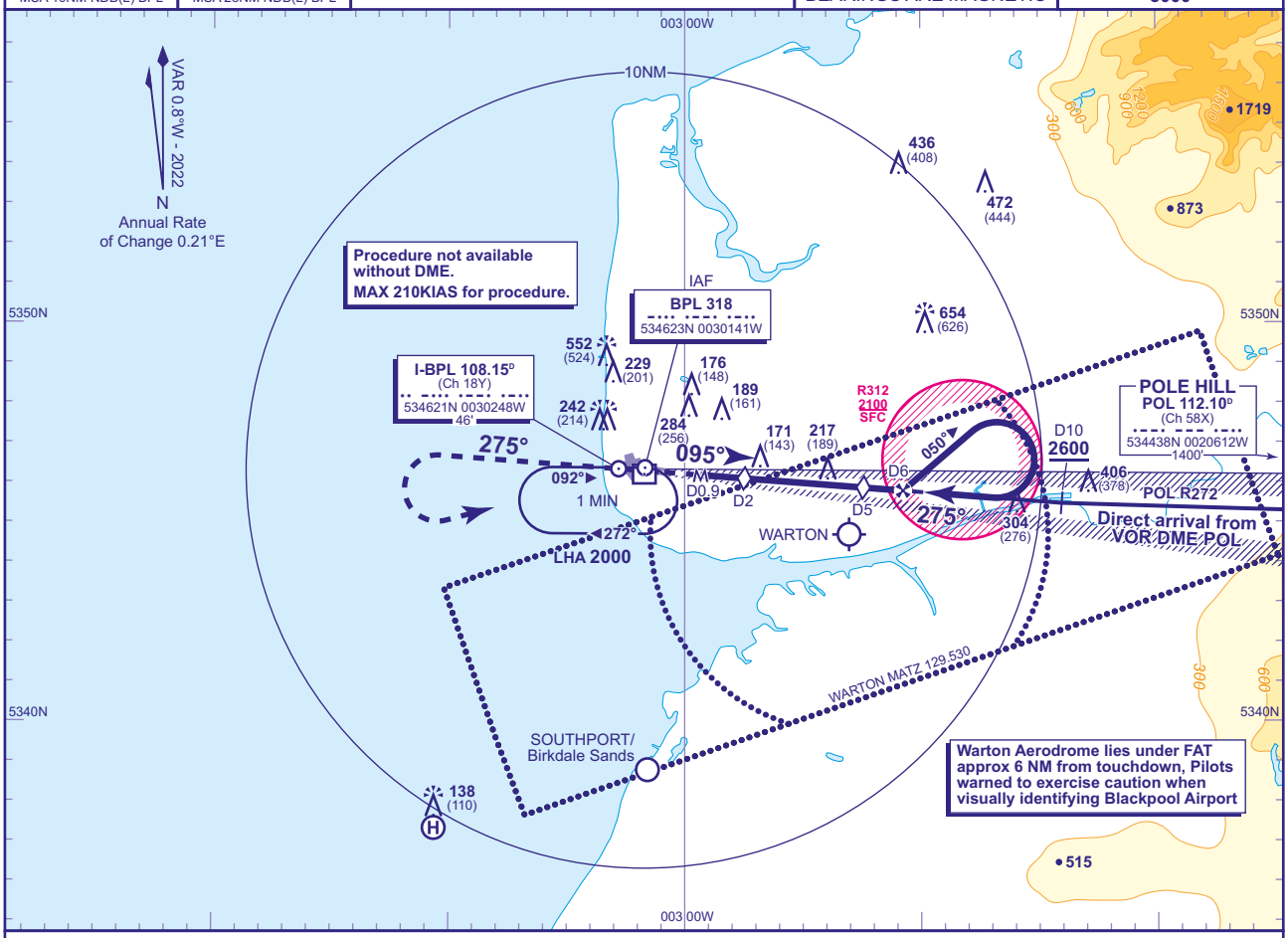


MSA 25NM NDB(L) BPL

| | | | |
|---|---|---|---|
| APP | 119.955 | BLACKPOOL APPROACH | |
| TWR | 119.955 | BLACKPOOL TOWER | |
| ATIS | 127.205 | BLACKPOOL INFORMATION | |

| | |
|---|---|
| AD ELEVATION | **34** |
| THR ELEVATION | **28** |
| OBSTACLE ELEVATION | **654 AMSL** (626) (ABOVE THR) |
| BEARINGS ARE MAGNETIC | |

TRANSITION ALTITUDE **3000**

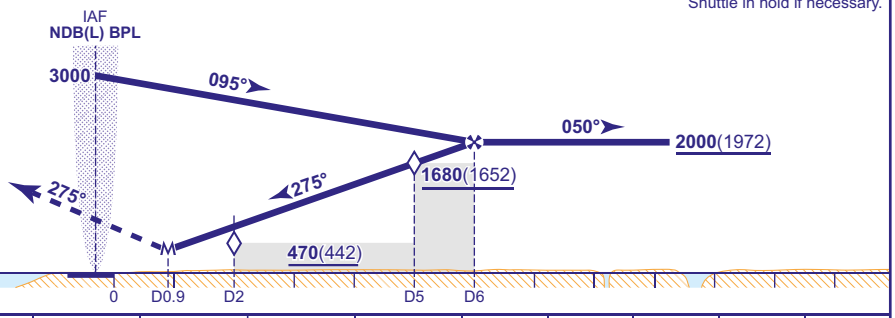



**RECOMMENDED PROFILE** Gradient 5.3%, 320FT/NM

| **DME I-BPL** | 5 | 4 | 3 | 2 | 1 |
|---|---|---|---|---|---|
| **ALT**(HGT) | **1680**(1652) | **1360**(1332) | **1040**(1012) | **720**(692) | **400**(372) |

Shuttle in hold if necessary.

**MAPt I-BPL DME 0.9**
Climb straight ahead to **2000**. At **2000** turn left and return to **NDB(L) BPL** at **2000** or as directed.




| **Aircraft Category** | | **A** | **B** | **C** | **D** |
|---|---|---|---|---|---|
| **OCA** (OCH) | **Procedure** | **400**(372) | **400**(372) | **400**(372) | **400**(372) |
| **VM(C)OCA** (OCH AAL) | **Total Area** | **580**(546) | **830**(796) | **930**(896) | **930**(896) |
| | **South of RWY 10/28** | **N/A** | **N/A** | **N/A** | **N/A** |

| **Rate of descent** | **G/S KT** | 160 | 140 | 120 | 100 | 80 |
|---|---|---|---|---|---|---|
| | **FT/MIN** | 850 | 750 | 640 | 530 | 430 |

**DIRECT ARRIVAL FROM VOR DME POL**
(Subject to ATC approval). Depart VOR DME POL on R272 and descend **not below 2600**. Request direct approach from ATC and continue descend **not below 2600** to intercept LOC inbound at I-BPL DME 10. When established continue **not below 2000**(1972) and continue as for main procedure.

**NOTE 1** During reversal procedure, aircraft should not proceed beyond I-BPL DME 13.
**2** This procedure has no outer marker. Warton outer marker (75Mhz) may be received in the final approach area at approximately I-BPL DME 9.
**3** An incorrect MM indication may be received at I-BPL DME 6, due to intersection with Warton ILS.
**4** Lowest altitude to commence procedure from holding or missed approach is **2000**.
**5** Aircraft not permitted below **1670** over EGR312 for the purpose of landing at Blackpool.

**CHANGE (5/24):** LOC I-BPL COORDINATES CORRECTED.

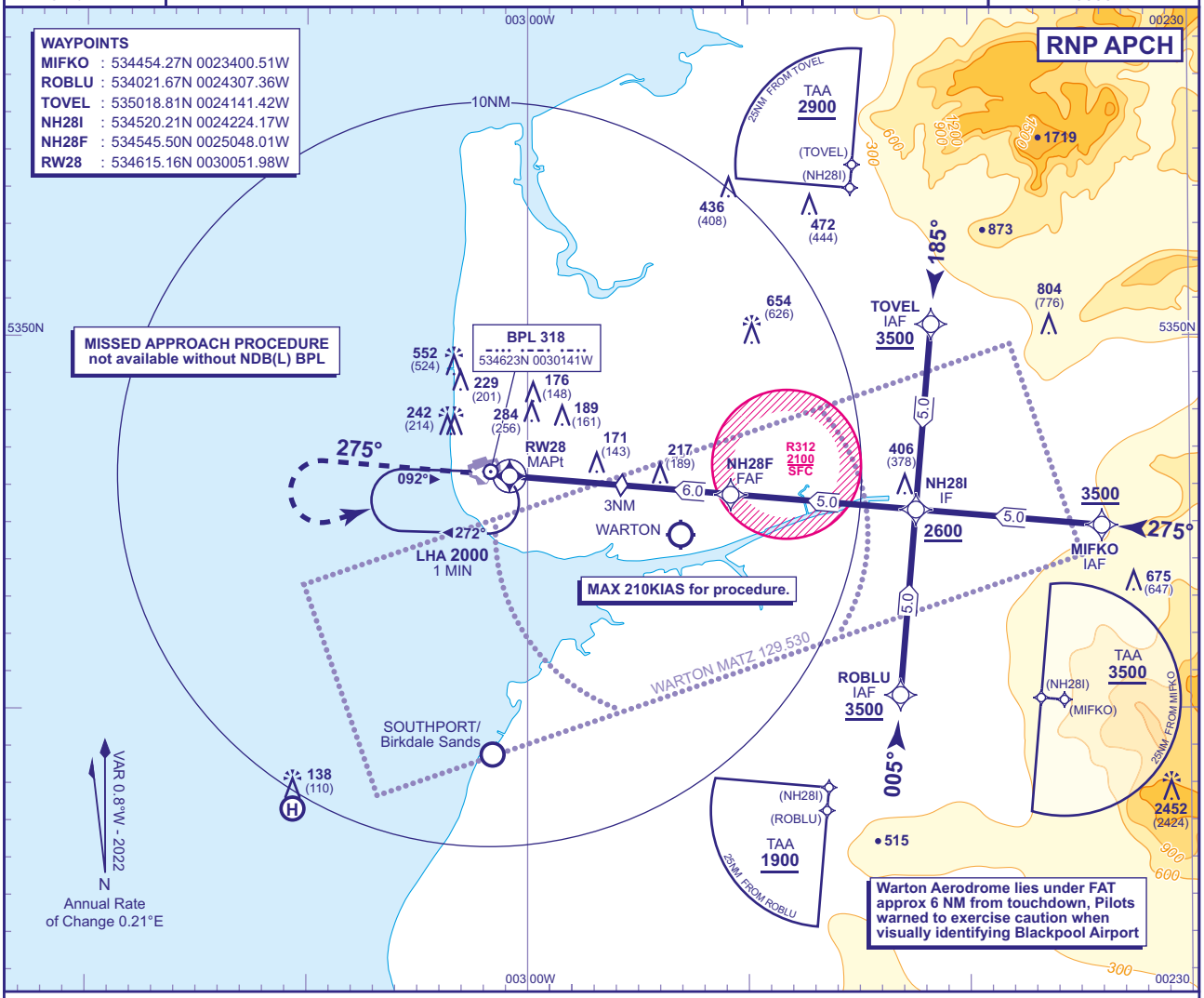
AERO INFO DATE 26 FEB 24 AD 2-EGNH-8-4

# INSTRUMENT APPROACH CHART - ICAO

# BLACKPOOL
# RNP
# RWY 28
(ACFT CAT A,B,C,D)

| | | | | | |
|---|---|---|---|---|---|
| 3.5 MSA 25NM ARP | APP | 119.955 | BLACKPOOL APPROACH | AD ELEVATION | 34 |
| | TWR | 119.955 | BLACKPOOL TOWER | THR ELEVATION | 28 |
| | ATIS | 127.205 | BLACKPOOL INFORMATION | OBSTACLE ELEVATION 2452 AMSL (2424) (ABOVE THR) | |
| | | | | BEARINGS ARE MAGNETIC | |

TRANSITION ALTITUDE **3000**

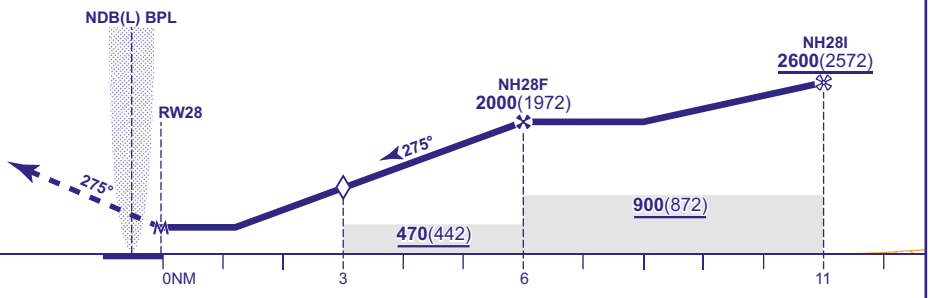



**RECOMMENDED PROFILE** Gradient 5.3%, 323FT/NM

| NM to RW28 | 6 | 5 | 4 | 3(SDF) | 2 |
|---|---|---|---|---|---|
| ALT(HGT) | **2000**(1972) | **1680**(1652) | **1360**(1332) | **1040**(1012) | **720**(692) |

**MAPt (LNAV): RW28**
(See Note 2)

Continuous climb to **2000**. Straight ahead until reaching **2000** then turn left to proceed to **NDB(L) BPL** at **2000** or as directed.




| Aircraft Category | | A | B | C | D |
|---|---|---|---|---|---|
| OCA (OCH) | LNAV | **420**(392) | **420**(392) | **420**(392) | **420**(392) |
| VM(C)OCA (OCH AAL) | Total Area | **580**(546) | **830**(796) | **930**(896) | **930**(896) |
| | South of RWY 10/28 | N/A | N/A | N/A | N/A |

| Rate of descent | G/S KT | 160 | 140 | 120 | 100 | 80 |
|---|---|---|---|---|---|---|
| | FT/MIN | 861 | 746 | 640 | 533 | 426 |

**NOTE 1** Aircraft not permitted below **1670** over EGR312 for the purpose of landing at Blackpool. Recommended profile **MANDATORY**.
**2** Missed Approach Procedure shall be converted to a conventional Missed Approach upon reaching **2000**.

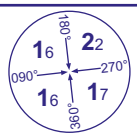
**CHANGE (3/24):** VM(C)OCA(OCH AAL) SOUTH OF RWY 10/28.

AERO INFO DATE 08 JAN 24

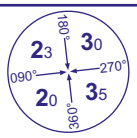
I

## INSTRUMENT APPROACH CHART - ICAO

# BLACKPOOL NDB(L)/DME RWY 28
(ACFT CAT A,B,C,D)



MSA 10NM NDB(L) BPL

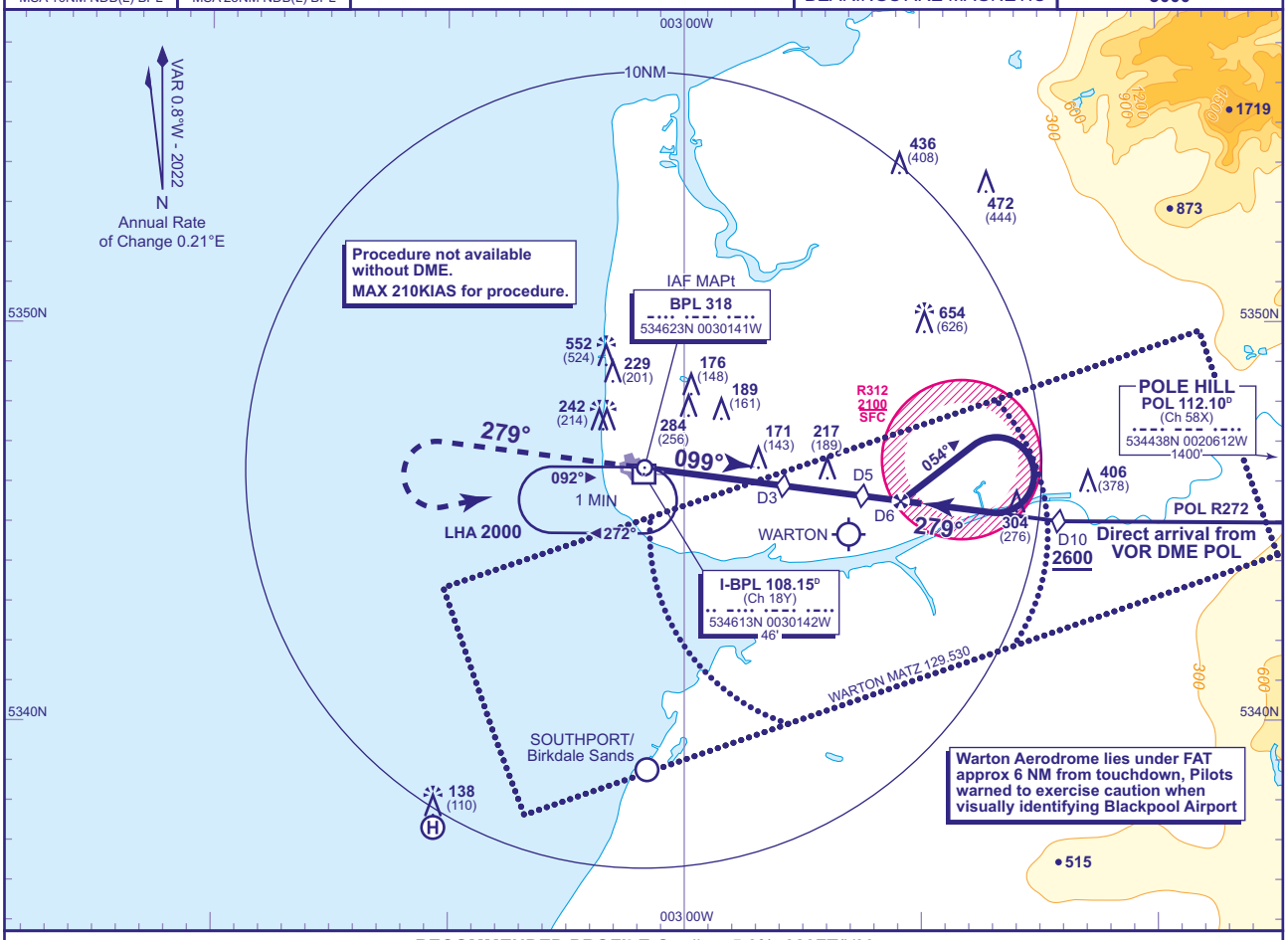


MSA 25NM NDB(L) BPL

| | | | |
|---|---|---|---|
| APP | 119.955 | BLACKPOOL APPROACH | |
| TWR | 119.955 | BLACKPOOL TOWER | |
| ATIS | 127.205 | BLACKPOOL INFORMATION | |

| | |
|---|---|
| AD ELEVATION | 34 |
| THR ELEVATION | 28 |
| OBSTACLE ELEVATION | 654 AMSL (626) (ABOVE THR) |
| BEARINGS ARE MAGNETIC | |

TRANSITION ALTITUDE **3000**

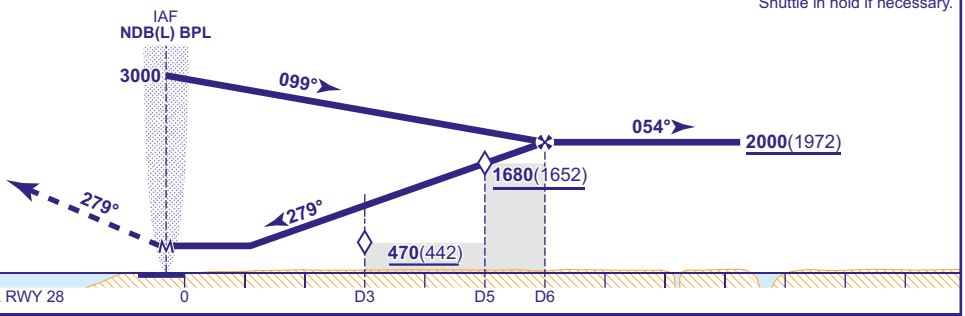



**RECOMMENDED PROFILE** Gradient 5.3%, 320FT/NM

| **DME I-BPL** | 5 | 4 | 3 | 2 | 1 |
|---|---|---|---|---|---|
| **ALT**(HGT) | **1680**(1652) | **1360**(1332) | **1040**(1012) | **720**(692) | **400**(372) |

Shuttle in hold if necessary.

**MAPt NDB(L) BPL**
Climb straight ahead to **2000**. At **2000** turn left and return to **NDB(L) BPL** at **2000** or as directed.




| **Aircraft Category** | | **A** | **B** | **C** | **D** |
|---|---|---|---|---|---|
| **OCA** (OCH) | **Procedure** | **430**(402) | **430**(402) | **430**(402) | **430**(402) |
| **VM(C)OCA** (OCH AAL) | **Total Area** | **580**(546) | **830**(796) | **930**(896) | **930**(896) |
| | **South of RWY 10/28** | **N/A** | **N/A** | **N/A** | **N/A** |

| **Rate of descent** | **G/S KT** | 160 | 140 | 120 | 100 | 80 |
|---|---|---|---|---|---|---|
| | **FT/MIN** | 850 | 750 | 640 | 530 | 430 |

**DIRECT ARRIVAL FROM VOR DME POL**
(Subject to ATC approval). Depart VOR DME POL on R272 and descend **not below 3000**. Request direct approach from ATC and continue descend **not below 2600** to intercept extended FAT (QDM 279°) at I-BPL DME 10. When established continue **not below 2000**(1972) and continue as for main procedure.

**NOTE 1** During procedure turn, aircraft should not proceed beyond I-BPL DME 13.
**2** FAT offset 3.3° south of RWY C/L.
**3** Lowest altitude to commence procedure from holding or missed approach is **2000**.
**4** Aircraft not permitted below **1670** over EGR312 for the purpose of landing at Blackpool.

**CHANGE (3/24):** VM(C)OCA(OCH AAL) SOUTH OF RWY 10/28.

AERO INFO DATE 08 JAN 24 AD 2-EGNH-8-6

# Instrument Approach Procedure Coding Tables

**Blackpool RNP RWY 28 - Instrument Approach Procedure via MIFKO**

| Designator | Sequence Number | Path Term-inator | Waypoint Name | Fly-over | Course/ Track °M (°T) | Turn Direction | Level Constraint | Speed Constraint | Co-ordinates | Remarks and Distance to MAPt |
|---|---|---|---|---|---|---|---|---|---|---|
| R28C | 001 | IF | MIFKO | - | - | - | 3500 | - | 534454.27N 0023400.51W | IAF |
| R28C | 002 | TF | NH28I | - | 275°M (274.65°T) | - | 2600 | 210 | 534520.21N 0024224.17W | IF 11nm |
| R28C | 003 | TF | NH28F | - | 275°M (274.65°T) | - | 2000 | 210 | 534545.50N 0025048.01W | FAF 6nm |
| R28C | 004 | TF | RW28 | Y | 275°M (274.65°T) | - | - | - | 534615.16N 0030051.98W | MAPt |
| R28C | 005 | CA | - | - | 275°M (274.65°T) | - | 2000 | - | - | - |

**Blackpool RNP RWY 28 - Instrument Approach Procedure via ROBLU**

| Designator | Sequence Number | Path Term-inator | Waypoint Name | Fly-over | Course/ Track °M (°T) | Turn Direction | Level Constraint | Speed Constraint | Co-ordinates | Remarks and Distance to MAPt |
|---|---|---|---|---|---|---|---|---|---|---|
| R28L | 001 | IF | ROBLU | - | - | - | 3500 | - | 534021.67N 0024307.36W | IAF |
| R28L | 002 | TF | NH28I | - | 005°M (004.66°T) | LEFT | 2600 | 210 | 534520.21N 0024224.17W | IF 11nm |
| R28L | 003 | TF | NH28F | - | 275°M (274.65°T) | - | 2000 | 210 | 534545.50N 0025048.01W | FAF 6nm |
| R28L | 004 | TF | RW28 | Y | 275°M (274.65°T) | - | - | - | 534615.16N 0030051.98W | MAPt |
| R28L | 005 | CA | - | - | 275°M (274.65°T) | - | 2000 | - | - | - |

**Blackpool RNP RWY 28 - Instrument Approach Procedure via TOVEL**

| Designator | Sequence Number | Path Term-inator | Waypoint Name | Fly-over | Course/ Track °M (°T) | Turn Direction | Level Constraint | Speed Constraint | Co-ordinates | Remarks and Distance to MAPt |
|---|---|---|---|---|---|---|---|---|---|---|
| R28R | 001 | IF | TOVEL | - | - | - | 3500 | - | 535018.81N 0024141.42W | IAF |
| R28R | 002 | TF | NH28I | - | 185°M (184.66°T) | RIGHT | 2600 | 210 | 534520.21N 0024224.17W | IF 11nm |
| R28R | 003 | TF | NH28F | - | 275°M (274.65°T) | - | 2000 | 210 | 534545.50N 0025048.01W | FAF 6nm |
| R28R | 004 | TF | RW28 | Y | 275°M (274.65°T) | - | - | - | 534615.16N 0030051.98W | MAPt |
| R28R | 005 | CA | - | - | 275°M (274.65°T) | - | 2000 | - | - | - |

**CHANGE (14/20):** MAG TRACKS.
AERO INFO DATE 09 OCT 20

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# EGHH — BOURNEMOUTH

## EGHH AD 2.1 AERODROME LOCATION INDICATOR AND NAME

EGHH — BOURNEMOUTH

## EGHH AD 2.2 AERODROME GEOGRAPHICAL AND ADMINISTRATIVE DATA

| | | |
|---|---|---|
| 1 | ARP coordinates and site at AD | Lat: 504648N Long: 0015033W<br>Mid point of Runway 08/26. |
| 2 | Direction and distance from city | 3.5 NM NNE of Bournemouth. |
| 3 | Elevation / Reference temperature / Mean Low Temperature | 38 FT / 19 °C / - |
| 4 | Geoid undulation at AD ELEV PSN | 155 FT |
| 5 | Magnetic Variation / Annual Change | 0.01°E (2022) / 0.20°E |
| 6 | AD Administration<br>Address<br>Telephone<br>Web address | BOURNEMOUTH INTERNATIONAL AIRPORT LTD.<br>Bournemouth International Airport, Christchurch, Dorset BH23 6SE.<br>01202-364170 (Airport Duty Manager)<br>www.bournemouthairport.com |
| 7 | Type of Traffic permitted (IFR/VFR) | IFR/VFR |
| 8 | Remarks | |

## EGHH AD 2.3 OPERATIONAL HOURS

| | | |
|---|---|---|
| 1 | AD Administration | Oct-Mar 0800-2000 (0700-1900); Apr-Sep 0630-2130 (0530-2030). Outside of these hours, by prior arrangement. Contact the Aerodrome Duty Manager on 01202-364170. Refer to AD 2.20 item 1. |
| 2 | Customs and immigration | As AD hours. |
| 3 | Health and sanitation | As AD hours. |
| 4 | AIS Briefing Office | Not available. |
| 5 | ATS Reporting Office (ARO) | Not available. |
| 6 | MET Briefing Office | Not available. |
| 7 | ATS | As AD hours. See also AD 2.18. See also AD 2.20 para 4 Warnings. |
| 8 | Fuelling | 0630-2130 (0530-2030) by arrangement with Bournemouth Airport Fuelling:<br>Email: fuel@bournemouthairport.com<br>Tel: 01202-364217<br>Fax: 01202-364219<br>Out of Hours by prior arrangement – subject to out of hours fees per hour or part thereof. |
| 9 | Handling | As AD hours. |
| 10 | Security | H24 |
| 11 | De-icing | As AD hours. |
| 12 | Remarks | PPR for all aircraft. Refer to AD 2.20 item 1. |

## EGHH AD 2.4 HANDLING SERVICES AND FACILITIES

| | | |
|---|---|---|
| 1 | Cargo handling facilities | Full. By prior arrangement through Bournemouth Airport Handling.<br>Nearest railway siding, Christchurch 3 NM. |
| 2 | Fuel and oil types | AVTUR JET A-1, AVGAS 100LL |
| 3 | Fuelling facilities/capacity | Mobile bowser supply of AVTUR JET A-1 / AVGAS 100LL on request with Bournemouth Airport Fuelling. |
| 4 | De-icing facilities | Available by arrangement through appointed handling agents, Bournemouth Airport Handling or XLR Jet Centre. |
| 5 | Hangar space for visiting aircraft | Available by prior arrangement only. |
| 6 | Repair facilities for visiting aircraft | Full up to 5700 KG AUW. |

| | | |
|---|---|---|
| 7 | Remarks | All aircraft that use the Eastern or Western aprons and/or the terminal facilities are required to be handled by an approved handling agent. The airports approved handling agents are:<br><br>Bournemouth Airport Handling (Charter/Scheduled): Tel: 01202-364252; Email: infodesk@bournemouthairport.com<br><br>XLR Jet Centre. (Executive): Tel: 01202-364401; Email: jetcentre@xlrbournemouth.com<br><br>Bliss Aviation Handling Ltd (General Aviation): Tel: 01202-590888; Email: info@blissaviation.com |

## EGHH AD 2.5 PASSENGER FACILITIES

| | | |
|---|---|---|
| 1 | Hotels | Hotel 1 mile. |
| 2 | Restaurants | Cafeteria, Restaurant, Buffet and Bar. |
| 3 | Transportation | Bus service; Taxis; Nearest railway station, Christchurch 3 NM. |
| 4 | Medical facilities | Limited first aid treatment. |
| 5 | Bank and Post Office | |
| 6 | Tourist Office | Terminal Building. |
| 7 | Remarks | |

## EGHH AD 2.6 RESCUE AND FIRE FIGHTING SERVICES

| | | |
|---|---|---|
| 1 | AD category for fire fighting services | Promulgated Category A7: 0630-2130 (0530-2030).<br>Outside of promulgated HR, the RFF category provided will be as required for the specific aircraft type.<br><br>RFF Category 8 provided with RFF Category 7 under remission. Category 9 available on request and by prior arrangement, minimum 24 HR notice required. |
| 2 | Rescue equipment | As detailed for Category 9. |
| 3 | Capability for removal of disabled aircraft | 10,000 KG MTWA. Contact OPS Tel: 01202-364155. The registered owner or aircraft operator retains complete responsibility for the removal of the disabled aircraft. All aircraft operators at BOH are required to have aircraft recovery plans. |
| 4 | Remarks | |

## EGHH AD 2.7 SEASONAL AVAILABILITY - CLEARING

| | | |
|---|---|---|
| 1 | Type of clearing equipment | Mechanical, Chemical de-icing. |
| 2 | Clearance priorities | Standard, See AD 1.2.2. |
| 3 | Remarks | Braking action assessment by pilot report. Latest information from ATC, Tel: 01202-364150. |

## EGHH AD 2.8 APRONS, TAXIWAYS AND CHECK LOCATIONS/POSITIONS DATA

| | | |
|---|---|---|
| 1 | Apron surface and strength | APRON<br>Surface: Concrete and asphalt<br>PCN 46/F/B/X/U |
| 2 | Taxiway width, surface and strength | Taxiway ALPHA: 16 M<br>Surface: Asphalt<br>PCN 46/F/B/X/U<br><br>Taxiway BRAVO: 23 M<br>Surface: Asphalt<br>PCN 46/F/B/X/U<br><br>Taxiway CHARLIE: 16 M<br>Surface: Asphalt<br>PCN 46/F/B/X/U |

| | | |
|---|---|---|
| | | Taxiway DELTA: 16 M<br>Surface: Asphalt<br>PCN 46/F/B/X/U<br><br>Taxiway ECHO: 16 M<br>Surface: Asphalt<br>PCN 46/F/B/X/U<br><br>Taxiway GOLF: 16 M<br>Surface: Asphalt<br>PCN 46/F/B/X/U<br><br>Taxiway MIKE: 16 M<br>Surface: Asphalt<br>PCN 46/F/B/X/U<br><br>Taxiway NOVEMBER: 16 M<br>Surface: Asphalt<br>PCN 46/F/B/X/U<br><br>Taxiway ROMEO: 23 M<br>Surface: Asphalt<br>PCN 46/F/B/Y/U<br><br>Taxiway TANGO: 23 M<br>Surface: Concrete and asphalt<br>PCN 46/F/B/X/U<br><br>Taxiway WHISKEY: 16 M<br>Surface: Asphalt<br>PCN 46/F/B/X/U → |
| 3 | Altimeter checkpoint location and elevation | Apron 34 FT |
| 4 | VOR checkpoints | |
| 5 | INS checkpoints | See Aircraft Parking/Docking Chart. |
| 6 | Remarks | Taxiway Bravo available only at the discretion of the Airport Authority when operationally required for Code D or Code E aircraft movements. |

## EGHH AD 2.9 SURFACE MOVEMENT GUIDANCE AND CONTROL SYSTEM AND MARKINGS

| | | |
|---|---|---|
| 1 | Use of aircraft stand ID signs, TWY guide lines and visual docking/parking guidance system of aircraft stands | Restricted to B737-800 size of aircraft or smaller on apron stands. Unrestricted on remote stands. All apron stands are nose in/push back stands. Stands 1R and 3R are available for larger aircraft at the airport authority's discretion.<br><br>All stands must be used under marshalling guidance that will provide stop information to pilots. Aircraft may, at times, be required to park off the painted stand guidance lines, to ensure adequate wingtip clearance. |
| 2 | Runway and taxiway markings and lighting | Runway marking aid(s):<br>08/26: Taxi-holding position, runway designation, runway threshold, runway centre-line, fixed distance markings.<br><br>Taxiway light(s):<br>Green centre-line lighting on Taxiway A, B, R and T. Other taxiways have blue edge lighting. Taxiway W has centre-line and edge reflectors. |
| 3 | Stop bars and runway guard lights (if any) | Red stop bars on holding points A, B1, B2, C, D, E, G1, G4, M, N, R and T → |
| 4 | Other runway protection measures | |
| 5 | Remarks | The portion of Taxiway Golf between holding points Golf 2 and Golf 3, is within the instrument strip.<br><br>Obstacle marking.<br><br>WDI: 504639.35N 0015048.29W, 504642.53N 0015008.47W and 504658.98N 0014953.62W (LGTD).<br><br>Pilots are advised that holding points A and N infringe the glidepath critical area.<br>Taxiing A and N delays possible. |

# EGHH AD 2.10 AERODROME OBSTACLES

| In Approach/Take-off areas | | | | | | |
|---|---|---|---|---|---|---|
| **Obstacle ID/ Designation** | **Obstacle Type** | **Obstacle Position** | **Elevation/Height** | | **Obstruction Lighting Type/ Colour** | **Remarks** |
| **1** | **2** | **3** | **4** | | **5** | **6** |
| (EGHH3366) 26/APPROACH 08/ TAKE-OFF | TREE | 504712.22N 0014831.37W | 148 FT | 113 FT | No | |
| (EGHH3236) 26/APPROACH | TREE | 504711.62N 0014855.51W | 112 FT | 74 FT | No | |
| (EGHH3106) 26/APPROACH | TREE | 504711.23N 0014902.15W | 126 FT | 82 FT | No | |
| (EGHH1405) 26/TAKE-OFF | TREE | 504640.88N 0015146.75W | 81 FT | 44 FT | No | |
| (EGHH1314) 08/APPROACH | TREE | 504640.38N 0015215.27W | 127 FT | 88 FT | No | |
| (EGHH1520) 26X/TAKE-OFF | ROAD | 504636.98N 0015134.39W | 53 FT | 15 FT | No | |
| (EGHH1517) 26X/TAKE-OFF | TREE | 504636.55N 0015134.60W | 49 FT | 11 FT | No | |
| (EGHH1423) 26/TAKE-OFF 26X/ TAKE-OFF | TREE | 504635.25N 0015146.29W | 80 FT | 43 FT | No | |
| (EGHH1283) 08/APPROACH | PYLON | 504631.69N 0015232.91W | 120 FT | 84 FT | Yes Red | |
| (EGHH1250) 08/APPROACH | PYLON | 504629.55N 0015245.59W | 135 FT | 98 FT | Yes Red | |
| (EGHH1222) 08/APPROACH | PYLON | 504628.55N 0015307.94W | 147 FT | 113 FT | No | |
| (EGHH1140) 08/APPROACH | PYLON | 504623.91N 0015419.39W | 150 FT | 109 FT | No | |
| (EGHH1127) 08/APPROACH | PYLON | 504622.91N 0015435.66W | 156 FT | 114 FT | No | |
| (EGHH3267) 26/APPROACH 08/ TAKE-OFF | TREE | 504707.32N 0014852.55W | 108 FT | 65 FT | No | |
| (EGHH2691) 26/APPROACH | TREE | 504705.59N 0014919.84W | 69 FT | 35 FT | No | |
| (EGHH2479) 26/APPROACH | TREE | 504704.38N 0014929.48W | 52 FT | 20 FT | No | |
| (EGHH2647) 26/APPROACH | TREE | 504654.76N 0014921.57W | 70 FT | 31 FT | No | |
| 26/APPROACH 08/TAKE-OFF | WIND SENSOR | 504650.92N 0014951.51W | 65 FT | 33 FT | Yes Steady red | |
| 08/APPROACH 26/TAKE-OFF | WIND SENSOR | 504648.41N 0015054.29W | 68 FT | 33 FT | Yes Steady red | |

| In circling area and at aerodrome | | | | | | |
|---|---|---|---|---|---|---|
| **Obstacle ID/ Designation** | **Obstacle Type** | **Obstacle Position** | **Elevation/Height** | | **Obstruction Lighting Type/ Colour** | **Remarks** |
| **1** | **2** | **3** | **4** | | **5** | **6** |
| (EGHH2750) | TREE | 504903.04N 0014917.32W | 236 FT | 63 FT | No | |
| (EGHH1240) | TREE | 504834.63N 0015249.09W | 274 FT | 192 FT | No | |
| (EGHH2519) | TREE | 504823.52N 0014927.10W | 198 FT | 85 FT | No | |
| (EGHH3491) | TREE | 504814.24N 0014413.33W | 330 FT | 99 FT | No | |
| (EGHH1128) | PYLON | 504802.36N 0015434.46W | 266 FT | 156 FT | No | |
| (EGHH1181) | TREE | 504650.05N 0015329.95W | 192 FT | 147 FT | No | |

| In circling area and at aerodrome | | | | | | |
|---|---|---|---|---|---|---|
| **Obstacle ID/ Designation** | **Obstacle Type** | **Obstacle Position** | **Elevation/Height** | | **Obstruction Lighting Type/ Colour** | **Remarks** |
| **1** | **2** | **3** | **4** | | **5** | **6** |
| (EGHH1222) 08/APPROACH | PYLON | 504628.55N 0015307.94W | 147 FT | 113 FT | No | |
| (EGHH1055) | MAST | 504525.45N 0015620.12W | 362 FT | 159 FT | No | |
| (EGHH1467) | CHURCH | 504455.28N 0015138.68W | 204 FT | 108 FT | No | |
| (EGHH1147) | TREE | 504449.65N 0015359.67W | 241 FT | 129 FT | No | |
| (EGHH1037) | MAST | 504447.02N 0015650.00W | 366 FT | 212 FT | No | |
| (EGHH1204) | TREE | 504439.27N 0015325.71W | 240 FT | 137 FT | No | |
| (EGHH1143) | MAST | 504358.40N 0015406.39W | 297 FT | 180 FT | No | |
| (EGHH1213) | TREE | 504537.53N 0015320.49W | 193 FT | 81 FT | No | |
| (EGHH3430) | MAST | 504534.77N 0014756.76W | 293 FT | 156 FT | No | |

## EGHH AD 2.11 METEOROLOGICAL INFORMATION PROVIDED

| | | |
|---|---|---|
| 1 | Associated MET Office | MET OFFICE EXETER |
| 2 | Hours of service<br>MET Office outside hour | H24 |
| 3 | Office responsible for TAF preparation<br>Periods of validity | MET OFFICE EXETER<br>9 hours. |
| 4 | Trend forecast<br>Interval of issuance | |
| 5 | Briefing/consultation provided | Self-briefing/Online. |
| 6 | Flight documentation<br>Language(s) used | Charts abbreviated plain language text. TAFs and METARs.<br>English. |
| 7 | Charts and other information available for briefing or consultation | |
| 8 | Supplementary equipment available for providing information | |
| 9 | ATS units provided with information | BOURNEMOUTH |
| 10 | Additional information (limitation of service, etc.) | METARs are only issued outside of promulgated ATS hours when ATC is active due to prearranged flights. |

## EGHH AD 2.12 RUNWAY PHYSICAL CHARACTERISTICS

| **Designations RWY Number** | **True bearing** | **Dimensions of RWY** | **Surface of RWY/ SWY/ Strength** | **THR co-ordinates/ THR Geoid undulation** | **THR elevation/ Highest elevation of TDZ of precision APP RWY** | **Slope of RWY/ SWY** |
|---|---|---|---|---|---|---|
| **1** | **2** | **3** | **4** | **5** | **6** | **7** |
| 08 | 075.31° | 2272 x 46 M | RWY surface: Concrete and asphalt<br>PCN 46/F/A/X/U | 504642.47N<br>0015107.76W<br>154.7 FT | THR 37.8 FT<br>TDZ 38.2 FT | RWY 08 0.1% down<br>RWY 26 0.1% up |
| 26 | 255.33° | 2272 x 46 M | RWY surface: Concrete and asphalt<br>PCN 46/F/A/X/U | 504657.57N<br>0014936.88W<br>154.5 FT | THR 31.0 FT<br>TDZ 35.2 FT | RWY 08 0.1% down<br>RWY 26 0.1% up |
| 26X | 255.33° | 2272 x 46 M | RWY surface: Concrete and asphalt<br>PCN 46/F/A/X/U | 504657.56N<br>0014936.97W | THR 31.0 FT | |

| SWY Dimensions | Clearway Dimensions | Strip Dimensions | RESA Dimensions, Overshoot / Undershoot | Location/ description of arresting system | OFZ | Remarks |
|---|---|---|---|---|---|---|
| 8 | 9 | 10 | 11 | 12 | 13 | 14 |
| | 305 x 150 M | | | | Standard for Code 4 RWY. | RWY 08<br><br>Threshold displaced by 432 M.<br><br>Strip Dimensions: 2392 x 280 M. |
| 60 x 46 M | 60 x 150 M | | | | Standard for Code 4 RWY. | RWY 26<br><br>Clear and graded area to the south of 26 threshold does not conform with EASA Reg (EU) No 139/2014 requirements.<br><br>Strip Dimensions: 2207 x 280 M. |
| | 60 x 150 M | 2332 x 280 M | | | | RWY 26X |

## EGHH AD 2.13 DECLARED DISTANCES

| Runway designator | TORA | TODA | ASDA | LDA | Remarks |
|---|---|---|---|---|---|
| 1 | 2 | 3 | 4 | 5 | 6 |
| 08 | 2272 M | 2577 M | 2272 M | 1840 M | |
| 26 | 2027 M | 2087 M | 2087 M | 1971 M | |
| 08 | 1704 M | 2009 M | 1704 M | | Take-off from intersection with Taxiway Mike. See AD 2.20 paragraph 6c. |
| 26 | 1778 M | 1838 M | 1838 M | | Take-off from intersection with Taxiway Echo. See AD 2.20 paragraph 6c. |
| 26X | 2212 M | 2272 M | 2212 M | 1971 M | See AD 2.20 paragraph 6a. |

## EGHH AD 2.14 APPROACH AND RUNWAY LIGHTING

| RWY | Approach lighting Type/ Length/ Intensity | Threshold lighting Colour/Wing bars | VASIS/ MEHT/ PAPI/ PAPI Dist from THR | TDZ, lighting Length | Runway Centre Line lighting Length/ Spacing/ Colour/ Intensity | Runway edge lighting Length/ Spacing/ Colour/ Intensity | Runway end lighting Colour/ Wing bars | Stopway lighting Length/ Colour | Remarks |
|---|---|---|---|---|---|---|---|---|---|
| 1 | 2 | 3 | 4 | 5 | 6 | 7 | 8 | 9 | 10 |
| 08 | Coded centre-line with three crossbars.<br>510 M<br>Light intensity high | Green<br>Light intensity high<br>Elevated with green wingbars | PAPI<br>/3°<br>50 FT<br>312 M | | Colour coded centre-line 15 M<br>Light intensity high | Elev bi-directional with LI omni-directional component<br>Light intensity high | Red | Red | |
| 26 | Coded centre-line with five crossbars.<br>Supplementary lights inner 300 M.<br>914 M<br>Light intensity high | Green<br>Light intensity high<br>Elevated with green wingbars | PAPI<br>Left/3°<br>57 FT<br>352 M | 900 M | Colour coded centre-line 15 M<br>Light intensity high | HI elev bi-directional with LI omni-directional component | Red | Red | |

## EGHH AD 2.15 OTHER LIGHTING, SECONDARY POWER SUPPLY

| | | |
|---|---|---|
| 1 | ABN/IBN location, characteristics and hours of operation | |
| 2 | LDI location and lighting<br>Anemometer location and lighting | Anemometer: 504641.43N 0015050.12W, 504659.99N 0014952.68W and 504640.70N 0015024.15W. |

| | | |
|---|---|---|
| 3 | TWY edge and centre line lighting | CL: Green centre-line lights on Taxiways Alpha, Bravo, Romeo and Tango.<br><br>EDGE: Blue edge lights on Taxiways Charlie, Delta, Echo, Golf, Mike and November. |
| 4 | Secondary power supply/switch-over time | Yes. Average 8 seconds. |
| 5 | Remarks | During CAT II/III Operations standby generator selected as mains power source. Back-up power supply switch over time of 1 second average. |

## EGHH AD 2.16 HELICOPTER LANDING AREA

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## EGHH AD 2.17 AIR TRAFFIC SERVICES AIRSPACE

| Designation and lateral limits | Vertical Limits | Airspace Class | ATS unit callsign/ language | Transition Altitude | Hours of applicability | Remarks |
|---|---|---|---|---|---|---|
| 1 | 2 | 3 | 4 | 5 | 6 | 7 |
| BOURNEMOUTH CTR<br>505312N 0014301W thence clockwise by the arc of a circle radius 8 NM centred on 504648N 0015033W to 504441N 0013824W - 504111N 0015930W thence clockwise by the arc of a circle radius 8 NM centred on 504648N 0015033W to 505003N 0020205W - 505312N 0014301W | Upper limit: 2000 FT ALT<br>Lower limit: SFC | D | BOURNEMOUTH APPROACH<br>English | 6000 FT | | Outside the Solent CTA notified hours of operation the Transition Altitude is 3000 FT. |
| BOURNEMOUTH ATZ<br>A circle, 2.5 NM radius, centred at 504648N 0015033W on longest notified runway (08/26) | Upper limit: 2000 FT AGL<br>Lower limit: SFC | D | BOURNEMOUTH APPROACH<br>English | 6000 FT | | Outside the Solent CTA notified hours of operation the Transition Altitude is 3000 FT.<br><br>Airspace Classification D/G refer to Section ENR 1.4 for Notifications. |

## EGHH AD 2.18 AIR TRAFFIC SERVICES COMMUNICATION FACILITIES

| Service Designation | Callsign | Channel/ Frequency(MHz) | SATVOICE number(s) | Logon Address | Hours of Operation | Remarks |
|---|---|---|---|---|---|---|
| 1 | 2 | 3 | 4 | 5 | 6 | 7 |
| APP | BOURNEMOUTH APPROACH | 119.480<br>DOC 50 NM/ 10,000 FT. | | | 0630-2130 (0530-2030). | ATZ hours coincident with aerodrome hours. |
| | | 121.500<br>Emergency frequency.<br>DOC 25 NM/4,000 FT. | | | O/R | |
| TWR | BOURNEMOUTH GROUND | 121.705<br>DOC 2 NM/GND. | | | 1000-1800 (0900-1700). | GMC opening between these hours varies according to ATC requirements and traffic levels. |
| | BOURNEMOUTH TOWER | 121.500<br>Emergency frequency.<br>DOC 25 NM/4,000 FT. | | | O/R | |
| | | 125.605<br>DOC 25 NM/4,000 FT. | | | 0630-2130 (0530-2030). | |

| Service Designation | Callsign | Channel/ Frequency(MHz) | SATVOICE number(s) | Logon Address | Hours of Operation | Remarks |
|---|---|---|---|---|---|---|
| 1 | 2 | 3 | 4 | 5 | 6 | 7 |
| RADAR | BOURNEMOUTH DIRECTOR | 118.655<br>Not continuously monitored.<br>DOC 25 NM/ 10,000 FT. | | | As directed by ATC. | |
| | BOURNEMOUTH RADAR | 119.480<br>DOC 50 NM/ 10,000 FT. | | | 0630-2130 (0530-2030).<br>Outside of promulgated ATS hours for prearranged flights. | |
| ATIS | BOURNEMOUTH INFORMATION | 133.730<br>DOC 50 NM/ 20,000 FT. | | | 0620-2120 (0520-2020). | |
| OTHER | BOURNEMOUTH FIRE | 121.600<br>Non-ATS Frequency.<br>Not continuously monitored. | | | Available when Fire vehicle attending aircraft on the ground in an emergency. | |
| OTHER | BOURNEMOUTH RADIO | 125.605<br>DOC 25 NM/4,000 FT.<br>A/G frequency. | | | Outside of the promulgated hours of ATS, Air Ground Communication Service available for pre-agreed fixed wing air ambulance flights only. | |

## EGHH AD 2.19 RADIO NAVIGATION AND LANDING AIDS

| Type of Aid CAT of ILS/MLS MAG Var/VOR Declination | Ident | Frequency | Hours of Operation | Position of transmitting antenna coordinates | Elevation of DME transmitting antenna | Remarks |
|---|---|---|---|---|---|---|
| 1 | 2 | 3 | 4 | 5 | 6 | 7 |
| ILS/LOC<br>I<br>0.83°E (2027) | IBMH | 110.500 MHz | HO | 504700.23N<br>0014920.86W | | (RWY 08)<br>ILS is not suitable for coupled approaches below 200 FT. |
| ILS/GP | IBMH | 329.600 MHz | HO | 504641.44N<br>0015050.18W | | ILS is not suitable for coupled approaches below 200 FT.<br>Glidepath purturbations may be experienced between 8 NM and 4 NM.<br>3° ILS Ref Datum Hgt 53 FT.<br>Localizer range is limited to 18 NM at +-10 degrees and 8 NM at +-35 degrees of the localizer centre-line. |
| ILS/LOC<br>III<br>0.82°E (2027) | IBH | 110.500 MHz | HO | 504638.14N<br>0015133.75W | | (RWY 26) |
| ILS/GP | IBH | 329.600 MHz | HO | 504659.98N<br>0014952.63W | | 3° ILS Ref Datum Hgt 51 FT.<br><br>Pilots may not experience full fly-up indication when below the Glidepath, outside of 6° right of centreline. |
| VOR/DME<br>0.98°E (2027)<br>0.8°E (2024) | SAM | 80Y<br>113.350 MHz | H24<br>Hours of operation for aerodrome purposes: HO | 505718.90N<br>0012042.20W | 64 FT | VOR DOC: 20 NM/50,000 FT (35 NM/ 50,000 FT in Sector R249-084 and 40 NM/50,000 FT in Sector R359-034).<br>DME DOC: 100 NM/50,000 FT (150 NM/50,000 FT in Sector R224-314).<br>On R202 VOR flag alarms and DME unlocks may be experienced at ranges exceeding 30 NM below 8000 FT. |
| DME | IBH | 42X<br>110.500 MHz | HO | 504655.73N<br>0015027.85W | 51 FT | (RWY 26)<br>On AD.<br>Freq paired with ILS I-BH and I-BMH.<br>Zero range is indicated at THR of Runway 26 and 0.1 NM before crossing THR of Runway 08.<br>DOC 25 NM/10,000 FT. |

| Type of Aid CAT of ILS/MLS MAG Var/VOR Declination | Ident | Frequency | Hours of Operation | Position of transmitting antenna coordinates | Elevation of DME transmitting antenna | Remarks |
|---|---|---|---|---|---|---|
| 1 | 2 | 3 | 4 | 5 | 6 | 7 |
| DME | IBMH | 42X<br>110.500 MHz | HO | 504655.73N<br>0015027.85W | 51 FT | (RWY 08)<br>On AD.<br>Freq paired with ILS I-BH and I-BMH.<br>Zero range is indicated at THR of Runway 26 and 0.1 NM before crossing THR of Runway 08.<br>DOC 25 NM/10,000 FT. |
| NDB (L)<br>0.83°E (2027) | BIA | 339.000 kHz | H24 | 504639.61N<br>0015032.95W | | On AD. Range 20 NM. |

## EGHH AD 2.20 LOCAL AERODROME REGULATIONS

### 1 AIRPORT REGULATIONS

a) PPR for all aircraft (see paragraphs b and c).

i. All flights, except General Aviation and Military flights, are subject to the prior approval of the Airport Authority, Bournemouth Airport Ltd and prior notification to Airport Coordination Ltd, who act as an agent for the airport. Requests for ad-hoc slot allocations should be made to ACL during working hours Mon-Fri 0830-1700 (0730-1600) by SITA: LONACXH; e-mail: lonacxh@acl-uk.org; or Tel: +44 (0)161-493 1850; Fax: +44 (0)161-493 1853; or at all other times to the Aerodrome Duty Manager +44 (0)1202-364350. OCS account holders can add, change and cancel slots at any time on the online coordination portal: https://www.online-coordination.com/.

b) All visiting commercial and executive aircraft are subject to compulsory handling by either Bournemouth Airport Handling or XLR Jet Centre (see AD 2.4). Flights intending to operate outside the notified operating hours, are subject to prior approval from the Airport Authority. Operators where possible should provide at least 24 hours notice. Bournemouth Airport is unable to guarantee any requests outside of promulgated AD hours.
c) All visiting General Aviation aircraft are strictly subject to PPR and compulsory handling. Pilots must obtain a PPR reference number prior to arrival from Bliss Aviation Handling Ltd (01202-590888) and indicate the purpose of the visit and parking requirements. They will be required to leave the pilot's name, address and contact number. Aircraft without a PPR number will not be permitted to land.
d) Non-radio aircraft are subject to approval by ATC only.
e) Flight planning facilities for General Aviation aircraft are available at Bliss Aviation Handling. Flight Plans are not accepted over the telephone.
f) Pilots must book out with Bliss Aviation Handling or ATC by telephone (01202-364150) prior to departure. Booking out on RTF is not permitted and pilots may face lengthy delays.
g) Landing fees are usually invoiced but can be paid either in person or by telephone through Bliss Aviation Handling Ltd only.
h) In order to comply with the CAA, HSE and Department for Transport regulations, all persons entering airside areas on foot, are required to wear high visibility clothing. All persons entering the Restricted Zone are required to be escorted at all times.
i) All visiting operators must be aware of, and comply with, the airport's Terms & Conditions; these are published with the Airport Fees and Charges, available via the "Airfield Information" link on the Bournemouth Airport Website.
j) Banner towing aircraft are not permitted.

### 2 GROUND MOVEMENT

a) Entrance to the east and west aprons from Taxiways Alpha and Bravo is restricted to aircraft with a wingspan not exceeding 60 M. Entrance to the east and west aprons via Taxiway Charlie, Delta or Golf from the north is restricted to aircraft with a wingspan not exceeding 41 M.
b) The following restrictions apply to the use of taxiways:

Taxiways, with the exception of Taxiways Romeo and Tango, are 16 M wide and not suitable for use by aircraft with wheelbase more than 18 M and/or wheelspan of 9 M. Taxiways Romeo and Tango are 23 M wide and suitable for use by most current civil aircraft. Taxiway Bravo is 23 M wide and suitable for aircraft up to category E. (Can only be used at the discretion of the Airport Authority when operationally required). That portion of taxiway between the north end of Taxiway Whiskey and the north end of Taxiway Tango is code B with a width of 19.5 M due to the proximity of the Fire Ground Training Area.

c) Due to multiplicity of parking areas, pilots of all outbound aircraft are to state their parked position on initial RTF contact with ATC.
d) Ground Engine running for maintenance/testing is only permitted in accordance with detailed Airport Operational Instructions. All ground running must be booked with ATC (Ext 150) and have the approval of the airport authority. Charges will be in accordance with the current scale of fees and charges airport publication.
e) Compass Swing procedures are permitted at the designated site only. Requests to carry out a Compass Swing must be approved by ATC. Charges will be in accordance with the current Scale of Fees and Charges Airport Publication.
f) Pilots using Taxiway Whiskey should be alert to the movement of vehicles between European Aviation, Hangar 103 and the remotely parked aircraft on Taxiway Tango. Vehicles may be operating on a 'free-flow' basis.

## 3 CAT II/IIIA OPERATIONS:

a) ATC Low Visibility Procedures (LVPs) will be initiated whenever the IRVR or meteorological visibility is 1000 M and is forecast to deteriorate or the cloud ceiling is 300 FT and forecast to deteriorate.
b) CAT II/IIIa operations apply whenever the IRVR is less than 600 M and/or the cloud ceiling is less than 200 FT. Only Runway 26 is available for CAT II/IIIa operations.
c) ATC will operate a block-to-block taxi system with only one aircraft allowed in each block. Due to these limitations the arrival rate cannot be greater than 12 aircraft per hour.
d) A 'Follow-me' vehicle may be used to escort all arriving and departing aircraft, between aprons and the runway holding points, depending on the prevailing visibility at the time, or if requested by the pilot.
e) The following runway entry/exit points will be closed: Alpha, Charlie, Delta, Echo, Juliet, Mike and November.
f) Runway centre-line spacing is 15 M.
g) During CAT II/IIIa operations, CAT III holding points are in use. Pilots may require to backtrack the Runway and must follow ATC instructions.

## 4 WARNINGS

a) Three roadways, delineated by white lines, exist between the East and West Apron areas. Pedestrian crossing of the Apron taxi lane is only permitted between the designated points. All pedestrians must wear high visibility clothing. No crossing is permitted when the red stoplights are on.
b) A roadway delineated by solid white lines exists across the taxiway in the vicinity of DRAKEN hangars. These routes are uncontrolled and not visible to ATC. The area is floodlit at night and warning signs are situated at the taxiway edge. Pilots are to exercise particular caution when traversing the area. During Low Visibility Procedures and at night, access is controlled by traffic lights.
c) Pilots are warned, when landing on Runway 26 in strong southwesterly wind conditions, of the possibility of building induced turbulence and/or windshear.
d) Hang-gliders and Paragliders are operating within parts of the Bournemouth CTR coastal area, known as area 'Southbourne' (between Sandbanks and Hengistbury Head) and area 'Barton' (between Hengistbury Head and Barton-on-Sea) not above an altitude of 1000 FT (Bournemouth QNH). When active, promulgated by ATIS.
e) AD may operate outside published operating hours for prearranged flights only.

## 5 HELICOPTER OPERATIONS

a) All Helicopters capable of ground taxiing will use the Runway for take-off and landing and the taxiways for taxiing. All other helicopters will hover taxi using the runway and taxiways and alight and depart as directed by ATC. Helicopters must avoid overflying parked aircraft.
b) Helicopter circuits operate north of Runway 26 and at a height of 700 FT AGL.

## 6 USE OF RUNWAYS

a) Use of higher TORA, ASDA and TODA figures for Runway 26, shown at AD 2.13 as Runway 26X, require that traffic lights on the public road immediately to the west of the aerodrome should be illuminated. Aircraft operators or pilots are to ensure that they have notified ATC of their requirements to use the higher declared distances when they request engine start-up clearance. There is a restriction on departures from Runway 26 requiring the higher declared distances between 0730-0900 and 1600-1800 (0630-0800 and 1500-1700) when only three such departures per time period are permitted.
b) Runway 08/26 is compatible for use by wide body aircraft up to code E.
c) Due to RESA limitations all aircraft with a MTWA of 5700 KG or more, cannot use any intermediate departure point of either runway.

## 7 TRAINING

a) Training for non-Bournemouth based operators is only available by prior arrangement with ATC and subject to local traffic. All Turbine powered and all aircraft above 5700 KG MTWA that require visual circuits will need to comply with the Noise Abatement Procedures (AD 2.21) and may be required to be vectored for sequencing purposes.
b) Any requests for training outside the published Aerodrome Operational Hours are subject to Airport Authority approval.
c) Due to the large numbers of aircraft using the aerodrome for instrument training, a booking system is in operation. Training periods can be booked by application to ATC. The filing of a flight plan does not constitute a booking to carry out instrument training at the aerodrome. Failure to make a booking may result in the aircraft being refused use of the facilities. Pilots unable to make the booked time must inform ATC so that a new booking may perhaps be made. Pilots should inform ATC of booking cancellations. The Slot tolerance for beacon training is +/- 10 min and pilots should be aware that at peak times, not adhering to the slot may result in delays and/or cancellations. The Flow Management for Instrument Route training within Solent CTA is controlled by Southampton Airport. Bookings for route training are in addition to Instrument Training bookings made at this aerodrome.
d) All aircraft going around from an approach to either runway that do not need to comply with the Noise Abatement Procedures, shall not commence a turn before at least 1.0 DME, unless otherwise instructed by ATC for expedition or separation purposes.

# EGHH AD 2.21 NOISE ABATEMENT PROCEDURES

## 1 GENERAL

a) Every operator of aircraft using the aerodrome shall ensure at all times that aircraft are operated in a manner calculated to cause the least disturbance to the area around the aerodrome.

## 2 NOISE PREFERENTIAL ROUTES

a) The following Noise Preferential Routes shall apply to all turbine powered/jet aircraft and all other aircraft with a MTWA greater than 5700 KG, unless specifically otherwise instructed by ATC, or deviation required for safety reasons.

i. Take-off Runway 26:

Climb straight ahead to 0.6 DME, then track 270° MAG to 3.1 DME, before commencing any turn. (This also applies to LH and RH Visual Circuits).

ii. Take-off Runway 08:

1. Required track between 001° and 079° MAG: Climb straight ahead to 1.0 DME, then track 075° MAG to 5.6 DME before commencing any turn.
2. Required track between 080° and 259° MAG: Climb straight ahead to 1.0 DME, then track 075° MAG to 4.1 DME before commencing any turn. (This also applies to RH Visual Circuits).
3. Required track between 260° and 360° MAG: Climb straight ahead to 2.0 DME, to be no lower than 1500 FT QNH before commencing any turn. (This also applies to LH Visual Circuits).

## 3 TAKE-OFF AND CLIMB PROCEDURES (INCLUDING 'GO-AROUNDS')

a) Aircraft Operators shall instigate their aircraft manufacturer 's noise abatement recommended procedures on departure and up to FL 100, or the procedures listed in the following paragraphs:

i. Take-off Runway 26:

1. Take-off to 1500 FT QNH;

Power - Normal Take-off;

Speed V2 + 10 KT (+);

Flaps - Set as appropriate.

2. 1500 FT to 3000 FT QNH;

Power - Reduce to climb thrust;

Speed V2 + 10 KT (+);

Flaps - Maintain previous setting.

3. At 3000 FT QNH Retract flaps on schedule and assume normal en-route climb;
4. Between 3000 FT QNH and FL 100: Maximum climb speed 250 KT unless otherwise instructed.

ii. Take-off Runway 08:

1. Take-off to 1500 FT QNH;

Power - Normal Take-off;

Speed V2 + 10 KT (+);

Flaps - Set as appropriate.

2. 1500 FT to 3000 FT QNH;

Power - Reduce to climb thrust;

Speed V2 + 10 KT (+);

Flaps - Maintain previous setting.

3. At 3000 FT QNH accelerate and retract flaps/slats on schedule while maintaining a positive rate of climb;
4. Between 3000 FT QNH and FL100: maximum climb speed 250 KT unless otherwise instructed.

***Note:*** *V2 + 10 KT (+) indicates that V2 + 10 may be exceeded where pitch angle or specific aircraft characteristics are possible limiting factors.*

All light propeller driven aircraft with a MTWA of less than 5700 KG, on departure of either runway, shall not commence a turn before passing 700 FT QNH or 1.0 DME (whichever first), unless otherwise instructed by ATC.

## 4 ILS APPROACHES

a) When using the ILS in IMC or VMC, all turbine powered aircraft and all other aircraft with a MTWA of 5700 KG or more, shall not descend below 2000 FT QNH before intercepting the glidepath, nor thereafter fly below it. Aircraft approaching without assistance from the ILS or radar shall not at any time follow a descent path lower than that which would result from an approach using guidance from the ILS. Aircraft may be routinely vectored or execute procedural approaches below this level within the SMAA, according to ATC procedures.
b) All turbine powered aircraft and all other Aircraft with a MTWA greater than 5700 KG making Visual Approaches to Runway 26 shall intercept the final approach track at:

- Not less than 3 DME from the north;
- Not less than 4.1 DME from the south.

To Runway 08 at:

- Not less than 4 DME from either direction.

c) Between 2130-0630 (2030-0530) all aircraft that wish to self position for an ILS or a visual approach shall establish on final approach at no less than 8 DME and not below 2500 FT QNH.

## 5 CONTINUOUS DESCENT APPROACHES

a) Turbine powered aircraft are expected to apply continuous descent, low power, low drag approach techniques at all times.
b) Subject to ATC instructions, inbound aircraft are to maintain as high an altitude as practical and adopt a low power, low drag, continuous descent approach profile. ATC will provide estimated track distance to touchdown to allow pilots to descend at a rate they judge best suited to achieve continuous descent without using more power or drag than necessary. The object will be to join the glidepath at the appropriate height for the distance without level flight.
c) To facilitate these techniques aircraft should be flown no faster than 250 KT from the Speed Limiting Points and below FL 100 and 250-210 KT during the intermediate approach phase. Thereafter speed should be managed so as to achieve a continuous descent using as little power or drag as possible. ATC may impose speed control if required for separation purposes.
d) ATC will provide range checks. Pilots who require additional track mileage to facilitate a successful CDA should inform ATC as soon as the requirement is apparent.

## 6 REVERSE THRUST

a) Pilots are requested to avoid the use of reverse thrust or reverse pitch above idle power settings on landing, consistent with the safe operation of the aircraft.

## 7 VISUAL CIRCUIT HEIGHT

a) Circuit height for aircraft with a MTWA less than 5700 KG is 1200 FT QNH. For all turbine powered and all other aircraft with a MTWA above 5700 KG, the circuit height is 1500 FT QNH. Aircraft will have to comply with the Noise Preferential Routes and may be required to be vectored for sequencing purposes.
b) Low level circuits are only permitted to the south of the aerodrome and at a height of 700 FT QNH. Maximum two low level circuits per training sortie.

## 8 ENGINE GROUND RUNNING

a) Engine Ground Running (including idle power) is only permitted Mon-Fri 0800-2000 (0700-1900); Sat 0900-1700 (0800-1600); Sun and PH (idle power only) 0900-1700 (0800-1600). No high power engine runs on Sundays. All Engine Run Sessions must be approved by the Airport Authority and booked through ATC (ext. 150).
b) Use of APU shall be limited as much as possible. APU may be used:

i. 5 minutes after 'On Blocks';
ii. 30 minutes before Estimated Time of Departure (ETD).

# EGHH AD 2.22 FLIGHT PROCEDURES

## 1 PROCEDURES FOR INBOUND AIRCRAFT

a) Standard Inbound Routes.

i. Full routeings are published in the UK Standard Route Document (SRD). IFR traffic inbound to Bournemouth from the ATS Route network will be routed on the designated Standard Arrival Routes and positioned for Bournemouth by ATC. The Standard Arrival Routes are published at AD 2-EGHH-7-1 to 7-4.

b) Inbound Procedures other than from the ATS Route network

i. Inbound aircraft other than from the west should route direct to NDB(L) BIA.

c) Holding Procedures

i. Holding patterns are as follows:

| Main Stacks | Holding |
|---|---|
| Bournemouth NDB(L) BIA (Lowest level 3000 FT ALT) | Holding axis 078° MAG turning left at the facility. |
| NEDUL (Lowest level 4000 FT ALT) | See AD 2-EGHH-7-4 and Coding Table on AD 2-EGHH-7-7. |

## 2 PROCEDURES FOR OUTBOUND AIRCRAFT

a) The initial departure routes are shown below. Full routeings are published in the UK Standard Route Document (SRD). These routes may be varied at the discretion of ATC (eg. to offer more direct routeing when the traffic situation permits). Pilots must adhere to the Noise Preferential Routes detailed at AD 2.21 before turning onto the specified route. **These routes are not assessed for obstacle clearance and do not constitute Standard Instrument Departure procedures.**

| Departing to | Runway | Via | Direction of Turn | Route |
|---|---|---|---|---|
| North | 08 | SAM | Left Turn | As per UK SRD |
| | 26 | SAM | Right Turn | As per UK SRD |
| North-West | 08 | SAM | Left Turn | As per UK SRD |
| | 26 | SAM | Right Turn | As per UK SRD |
| East | 08 | GWC | Right Turn | As per UK SRD |
| | 26 | GWC | Right Turn | As per UK SRD |
| South | 08 | THRED | Right Turn | As per UK SRD |
| | 26 | THRED | Left Turn | As per UK SRD |
| West | 08 | FIR | Left Turn | As per UK SRD |
| | 26 | FIR | Direct | As per UK SRD |

***Note:*** *See also UK Standard Route Document (available online from NATS/AIS website: http://www.nats.aero/ais.*

## 3 RADIO COMMUNICATIONS FAILURE PROCEDURES

a) In the event of complete radio communication failure in an aircraft, the pilot will adopt the appropriate procedure notified at ENR 1.1 paragraph 3.4.
b) The routes to be used when leaving the CTR in accordance with the procedures at ENR 1.1 paragraph 3.4 are shown in the table below; the route to be followed is dependent on the position of the aircraft at the time the decision to leave the Airspace is made.

| Position at time of decision | Route |
|---|---|
| Bournemouth NDB BIA | Track 270°(T) |

## 4 FLIGHTS ENGAGED IN INSTRUMENT ROUTE TRAINING - FLOW MANAGEMENT REQUIREMENTS

a) Instrument Route Training may be subject to Air Traffic Flow Management at peak times.
b) All flights planned to engage in Instrument Route Training either wholly or partially within the Solent CTA must:

i. File a flight plan; and
ii. Telephone Bournemouth Approach Control to book a 'Training Slot' within the Solent CTA prior to departure. The telephone number to contact is Bournemouth 01202-364150.

***Note:*** *It should be noted that, normally only one route training detail will be permitted in any 30 minute period.*

c) Instrument Route Training flights operating from Southampton (EGHI) or Bournemouth (EGHH) must conform to the procedures in paragraph 4 b i and ii. These flights will be allocated a take-off time by Bournemouth Approach. A tolerance of take-off time + 15 minutes will be given to allow for ATC or aircraft operation constraints. Aircraft which fail to become airborne within this tolerance, will be required to obtain a new slot.
d) Pilots should note that the preferred Instrument Training Routes and optimum flight levels are as follows:

| | |
|---|---|
| HI 1 | NEDUL - THRED - BIA FL 50. |
| HI 2 | BIA - THRED - NEDUL - FL 50. |
| HI 3 | SAM - CPT - SAM FL 80/70 |
| HI 4 | EGHH - SAM - BIA FL 50 |
| HI 5 | EGHH - SAM - BIA-EGHH FL 50. |
| HI 6 | EGHI - NEDUL - BIA - SAM - EGHI FL50. |
| HI 7 | EGHI - NEDUL - BIA - SAM - EGHH FL 50 |

## 5 VISUAL REFERENCE POINTS (VRP)

a) Details of VRPs are available in the consolidated 'Visual Reference Points List' published on the 'Digital Dataset' page of the NATS AIS website, www.nats.aero/ais.

***Note:*** *Refer also to VRPs in use at Southampton.*

## 6 FREQUENCY MONITORING CODE (FMC)

a) Pilots operating in the vicinity of, but intending to remain outside Bournemouth CTR, within the area defined by straight lines joining successively the following points and maintaining a listening watch only on Bournemouth Radar frequency, 119.480 MHz, are encouraged to select SSR code 0011.

503620N 0015730W - 504311N 0021212W -
505248N 0021628W - 510128N 0013420W -
505442N 0013925W - 504229N 0013301W -
503620N 0015730W.

b) Selection of 0011 does not imply the receipt of an ATC service. Aircraft displaying the code are not expected to contact ATC under normal circumstances, remain responsible for their own navigation, separation, terrain clearance and are expected to remain clear of the controlled airspace at all times.
c) Whilst squawking 0011 pilots should be aware that Bournemouth Radar may make contact in order to ascertain a particular aircraft's intentions/route.
d) When a pilot ceases to maintain a listening watch, code 0011 shall be deselected.

# EGHH AD 2.23 ADDITIONAL INFORMATION

a) Model aircraft flying is occasionally active at the following sites, each up to 400 FT AGL:

i. North End House, Avon. 504800.27N 0014746.29W;
ii. Oldfield, Sopley. 504636.08N 0014545.15W;
iii. Avon Model Flying Club, Matchams Lane. 504846.80N 0014948.65W.

Pilots are advised to exercise caution in these areas as flying is not notified by ATC.

# EGHH AD 2.24 CHARTS RELATED TO AN AERODROME

AERODROME CHART - ICAO
AD 2.EGHH-2-1
AIRCRAFT PARKING/DOCKING CHART - ICAO
AD 2.EGHH-2-2
ATC SURVEILLANCE MINIMUM ALTITUDE CHART - ICAO
AD 2.EGHH-5-1
RNAV5 (DME/DME or GNSS) STANDARD ARRIVAL CHART - INSTRUMENT (STAR) BUGUP 1S CPT 1S UMBUR 2S - ICAO
AD 2.EGHH-7-1
RNAV5 (DME/DME or GNSS) STANDARD ARRIVAL CHART - INSTRUMENT (STAR) COWLY 1S - ICAO
AD 2.EGHH-7-2
RNAV5 (DME/DME or GNSS) STANDARD ARRIVAL CHART - INSTRUMENT (STAR) ELDAX 1S - ICAO
AD 2.EGHH-7-3
RNAV5 (DME/DME or GNSS) STANDARD ARRIVAL CHART - INSTRUMENT (STAR) THRED 1S - ICAO
AD 2.EGHH-7-4
STANDARD INSTRUMENT ARRIVAL CODING TABLES BUGUP 1S CPT 1S UMBUR 2S COWLY 1S
AD 2.EGHH-7-5
STANDARD INSTRUMENT ARRIVAL CODING TABLES ELDAX 1S THRED 1S
AD 2.EGHH-7-6
RNAV HOLD CODING TABLES NEDUL PEPIS RUDMO SAM
AD 2.EGHH-7-7
INSTRUMENT APPROACH CHART ILS/DME/NDB(L) RWY 08 - ICAO
AD 2.EGHH-8-1
INSTRUMENT APPROACH CHART LOC/DME/NDB(L) RWY 08 - ICAO
AD 2.EGHH-8-2
INSTRUMENT APPROACH CHART NDB(L)/DME RWY 08 - ICAO
AD 2.EGHH-8-3
INSTRUMENT APPROACH CHART ILS/DME/NDB(L) RWY 26 - ICAO

AD 2.EGHH-8-4
INSTRUMENT APPROACH CHART LOC/DME/NDB(L) RWY 26 - ICAO
AD 2.EGHH-8-5
INSTRUMENT APPROACH CHART NDB(L)/DME RWY 26 - ICAO
AD 2.EGHH-8-6

## EGHH AD 2.25 VISUAL SEGMENT SURFACE (VSS) PENETRATION

Not applicable

**INTENTIONALLY BLANK**

# AERODROME CHART - ICAO

ARP 504648N 0015033W

AD ELEV 38FT

# BOURNEMOUTH
## EGHH

AERO INFO DATE 18 JUN 25

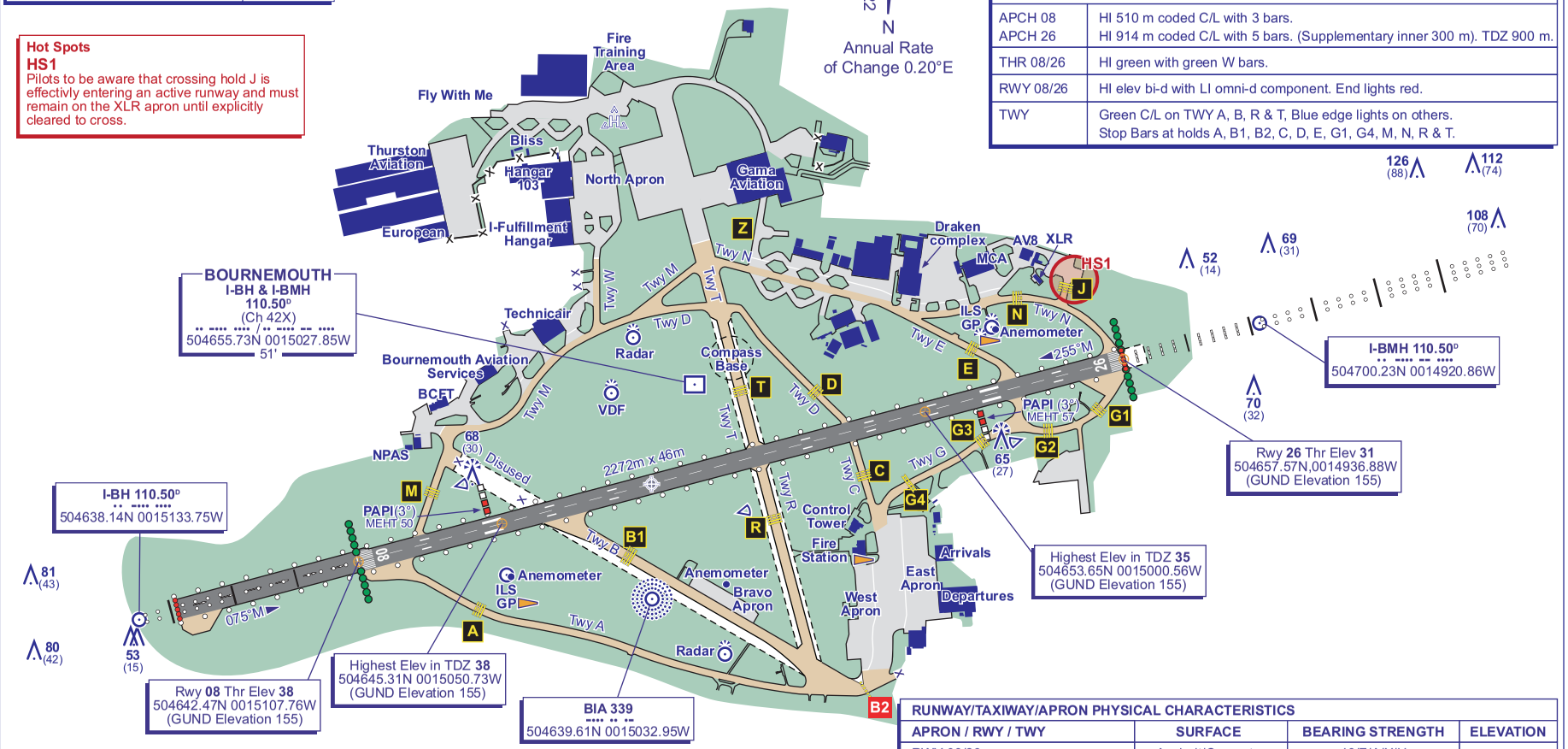
| GUND (Geoid Undulation) = The height of the Geoid (MSL) above the Reference Elipsoid (WGS 84) at the stated position. | |
|---|---|
| BEARINGS ARE MAGNETIC<br>ELEVATIONS AND HEIGHTS ARE IN FEET | |
| ELEVATIONS IN FEET AMSL<br>HEIGHTS IN FEET ABOVE AD | 126<br>(88) |

**Hot Spots**
**HS1**
Pilots to be aware that crossing hold J is effectivly entering an active runway and must remain on the XLR apron until explicitly cleared to cross.

100 0 100 200 300 400 500 m
500 0 500 1000 1500 ft

VAR 0.0°E - 2022
N
Annual Rate of Change 0.20°E

| COM | | |
|---|---|---|
| ATIS | 133.730 | BOURNEMOUTH INFO |
| TWR | 125.605 | BOURNEMOUTH TOWER |
| | 121.705 (GMC) | BOURNEMOUTH GROUND |
| | 121.600 | BOURNEMOUTH FIRE |
| OTHER | 125.605 (A/G) | BOURNEMOUTH RADIO |
| **LIGHTING** | | |
| APCH 08<br>APCH 26 | HI 510 m coded C/L with 3 bars.<br>HI 914 m coded C/L with 5 bars. (Supplementary inner 300 m). TDZ 900 m. | |
| THR 08/26 | HI green with green W bars. | |
| RWY 08/26 | HI elev bi-d with LI omni-d component. End lights red. | |
| TWY | Green C/L on TWY A, B, R & T, Blue edge lights on others.<br>Stop Bars at holds A, B1, B2, C, D, E, G1, G4, M, N, R & T. | |




| RUNWAY/TAXIWAY/APRON PHYSICAL CHARACTERISTICS | | | |
|---|---|---|---|
| **APRON / RWY / TWY** | **SURFACE** | **BEARING STRENGTH** | **ELEVATION** |
| RWY 08/26 | Asphalt/Concrete | 46/F/A/X/U | - |
| Apron | Asphalt/Concrete | 46/F/B/X/U | 34 ft amsl |
| TWY A, B, C, D, E, G, M, N & W | Asphalt | 46/F/B/X/U | - |
| TWY R | Asphalt | 46/F/B/Y/U | - |
| TWY T | Concrete/Asphalt | 46/F/B/X/U | - |

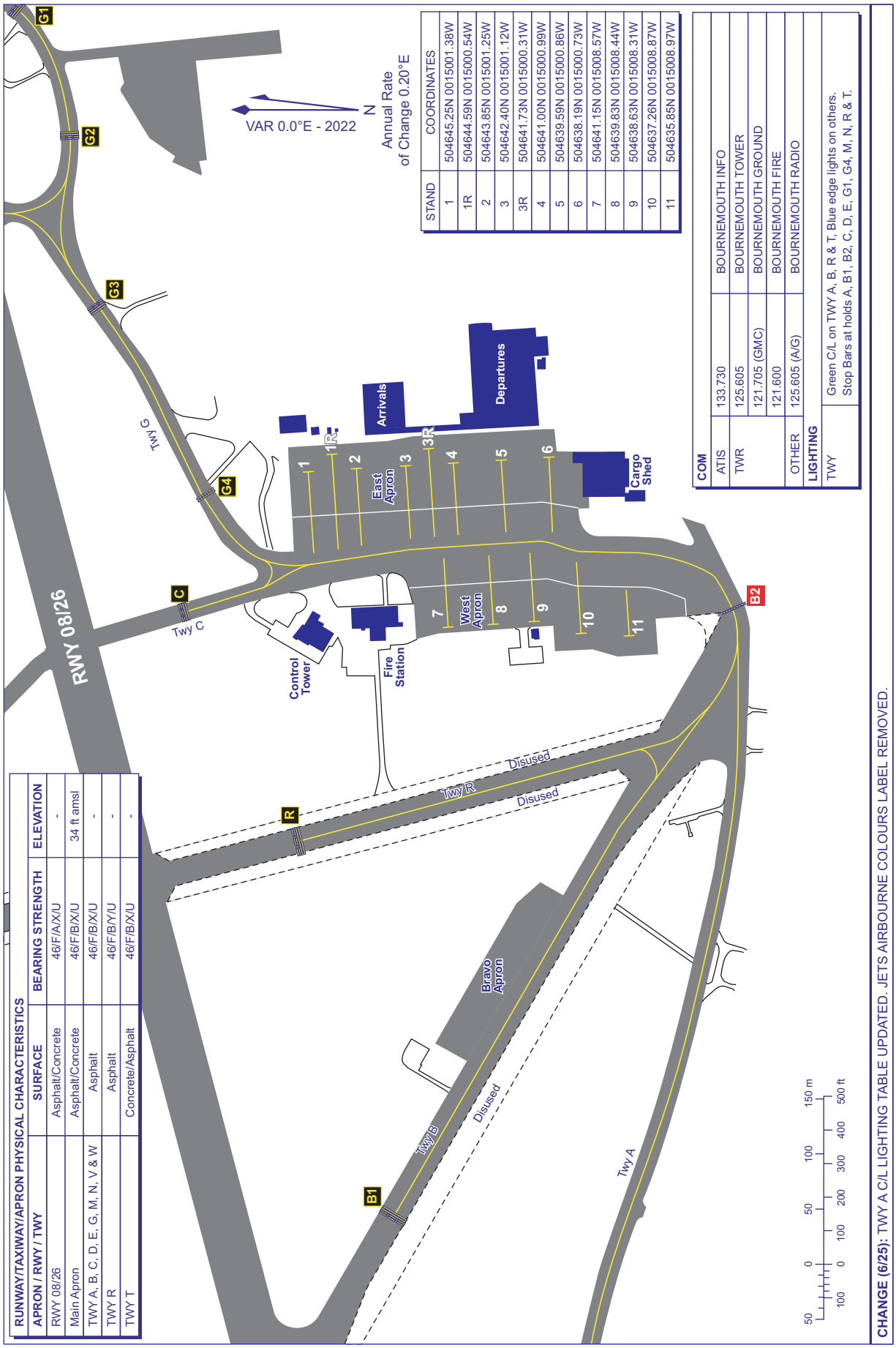
**CHANGE (9/25):** NORTH APRON. OBSTACLES ADDED. HOT SPOTS. BUILDING LABELS REMOVED. TWY V REMOVED. TWY T & W REDUCED. EDITORIAL.

# AIRCRAFT PARKING/DOCKING CHART - ICAO

## BOURNEMOUTH EGHH

ARP 504648N 0015033W

AD ELEV 38FT




| STAND | COORDINATES |
|---|---|
| 1 | 504645.25N 0015001.38W |
| 1R | 504644.59N 0015000.54W |
| 2 | 504643.85N 0015001.25W |
| 3 | 504642.40N 0015001.12W |
| 3R | 504641.73N 0015000.31W |
| 4 | 504641.00N 0015000.99W |
| 5 | 504639.59N 0015000.86W |
| 6 | 504638.19N 0015000.73W |
| 7 | 504641.15N 0015008.57W |
| 8 | 504639.83N 0015008.44W |
| 9 | 504638.63N 0015008.31W |
| 10 | 504637.26N 0015008.87W |
| 11 | 504635.85N 0015008.97W |

| COM | | |
|---|---|---|
| ATIS | 133.730 | BOURNEMOUTH INFO |
| TWR | 125.605 | BOURNEMOUTH TOWER |
| | 121.705 (GMC) | BOURNEMOUTH GROUND |
| | 121.600 | BOURNEMOUTH FIRE |
| OTHER | 125.605 (A/G) | BOURNEMOUTH RADIO |
| **LIGHTING** | | |
| TWY | Green C/L on TWY A, B, R & T, Blue edge lights on others. Stop Bars at holds A, B1, B2, C, D, E, G1, G4, M, N, R & T. | |

| RUNWAY/TAXIWAY/APRON PHYSICAL CHARACTERISTICS | | | |
|---|---|---|---|
| APRON / RWY / TWY | SURFACE | BEARING STRENGTH | ELEVATION |
| RWY 08/26 | Asphalt/Concrete | 46/F/A/X/U | - |
| Main Apron | Asphalt/Concrete | 46/F/B/X/U | 34 ft amsl |
| TWY A, B, C, D, E, G, M, N, V & W | Asphalt | 46/F/B/X/U | - |
| TWY R | Asphalt | 46/F/B/Y/U | - |
| TWY T | Concrete/Asphalt | 46/F/B/X/U | - |

**CHANGE (6/25):** TWY A C/L LIGHTING TABLE UPDATED. JETS AIRBOURNE COLOURS LABEL REMOVED.

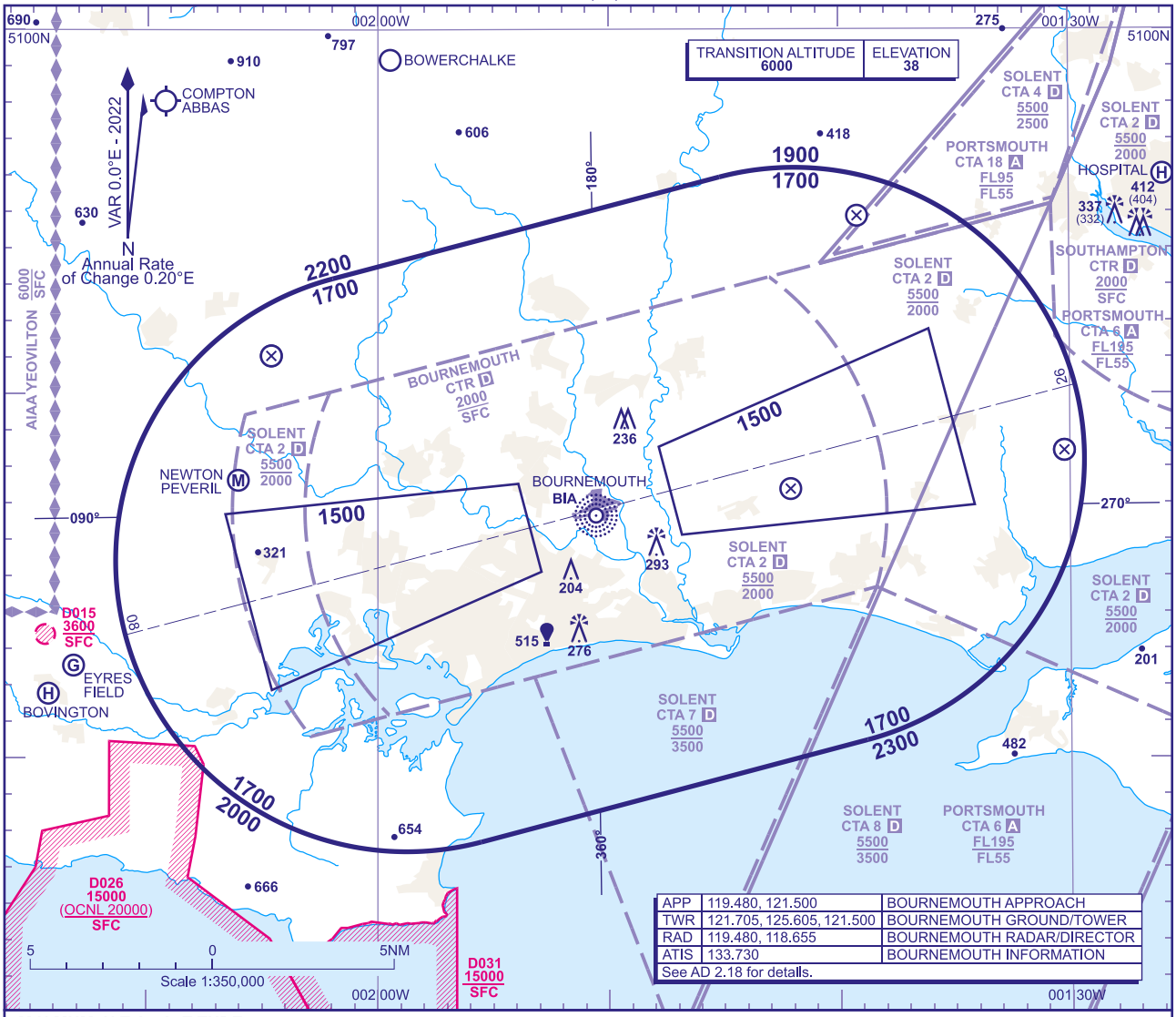
AERO INFO DATE 04 APR 25

AD 2-EGHH-2-2

# ATC SURVEILLANCE MINIMUM ALTITUDE CHART - ICAO

BEARINGS, TRACKS AND RADIALS ARE MAGNETIC
ELEVATIONS IN FEET AMSL 293
HEIGHTS IN FEET AGL (293)

## BOURNEMOUTH




| | | |
|---|---|---|
| APP | 119.480, 121.500 | BOURNEMOUTH APPROACH |
| TWR | 121.705, 125.605, 121.500 | BOURNEMOUTH GROUND/TOWER |
| RAD | 119.480, 118.655 | BOURNEMOUTH RADAR/DIRECTOR |
| ATIS | 133.730 | BOURNEMOUTH INFORMATION |
| See AD 2.18 for details. | | |

**MINIMUM INITIAL ALTITUDE**
Within the ATC Surveillance Minimum Altitude area the minimum initial altitude to be allocated by the approach surveillance controller is **1700** in the sector defined by the lateral limits; 505310N 0020158W - 505557N 0014510W thence clockwise by an arc of a circle radius 8NM centred on 504813N 0014159W to 504029N 0013849W - 503742N 0015532W thence clockwise by an arc of a circle radius 8NM centred on 504526N 0015845W to 505310N 0020158W.

**OUTSIDE THE DESIGNATED ATC SURVEILLANCE MINIMUM ALTITUDE AREA**
The minimum atltitude to be allocated by the approach surveillance controller will be either the Minimum Sector Altitude or **1000** above any fixed obstacles:
a) within 5NM of the aircraft*, and
b) within the sector 15NM ahead of and within 20° either side of the aircraft's track*.
*When the aircraft is within 15NM of the radar antennae, the 5NM in a) and the 15NM in b) may be reduced to 3NM and 10NM respectively.

**LOSS OF COMMUNICATION PROCEDURES**
**Initial Approach**
Continue visually or by means of an appropriate approved final approach aid. If not possible proceed at **2000**, or last assigned level if higher to **NDB(L) BIA**†.
**Intermediate and Final Approach**
Continue visually or by means of an appropriate final approach aid. If not possible follow the Missed Approach Procedure to **NDB(L) BIA**†.
† In all cases where the aircraft returns to the holding facility the procedure to be adopted is the Radio Failure Procedure detailed at ENR 1.1.3.4.

**GENERAL INFORMATION**
1. Levels shown are based on QNH.
2. Only significant obstacles and dominant spot heights are shown.
3. The minimum levels shown within the ATC Surveillance Minimum Altitude Area are in conformance with the Standard European Rules of the Air - SERA.5015.
4. Minimum Sector Altitudes are based on obstacles and spot heights within 25NM of the Aerodrome Reference Point.
5. Controlled airspace with a base in excess of **5000** or FL55, as appropriate, is not shown.
6. **This chart may only be used for cross-checking of altitudes assigned when in receipt of an ATC Surveillance service.**
7. **When vectoring an aircraft within the Final Approach Vectoring Area descent clearance below the SMAA to the FAVA altitude may only be issued if the aircraft is either established on the final approach track or on an intercept of 40° or less, and in the case of instrument approaches other than SRA Is cleared to Intercept the final approach track.**

**CHANGE (4/25):** SPECIFICATION CHANGE. HOSPITAL HELI SITE ADDED.

AERO INFO DATE 24 JAN 25
AD 2-EGHH-5-1

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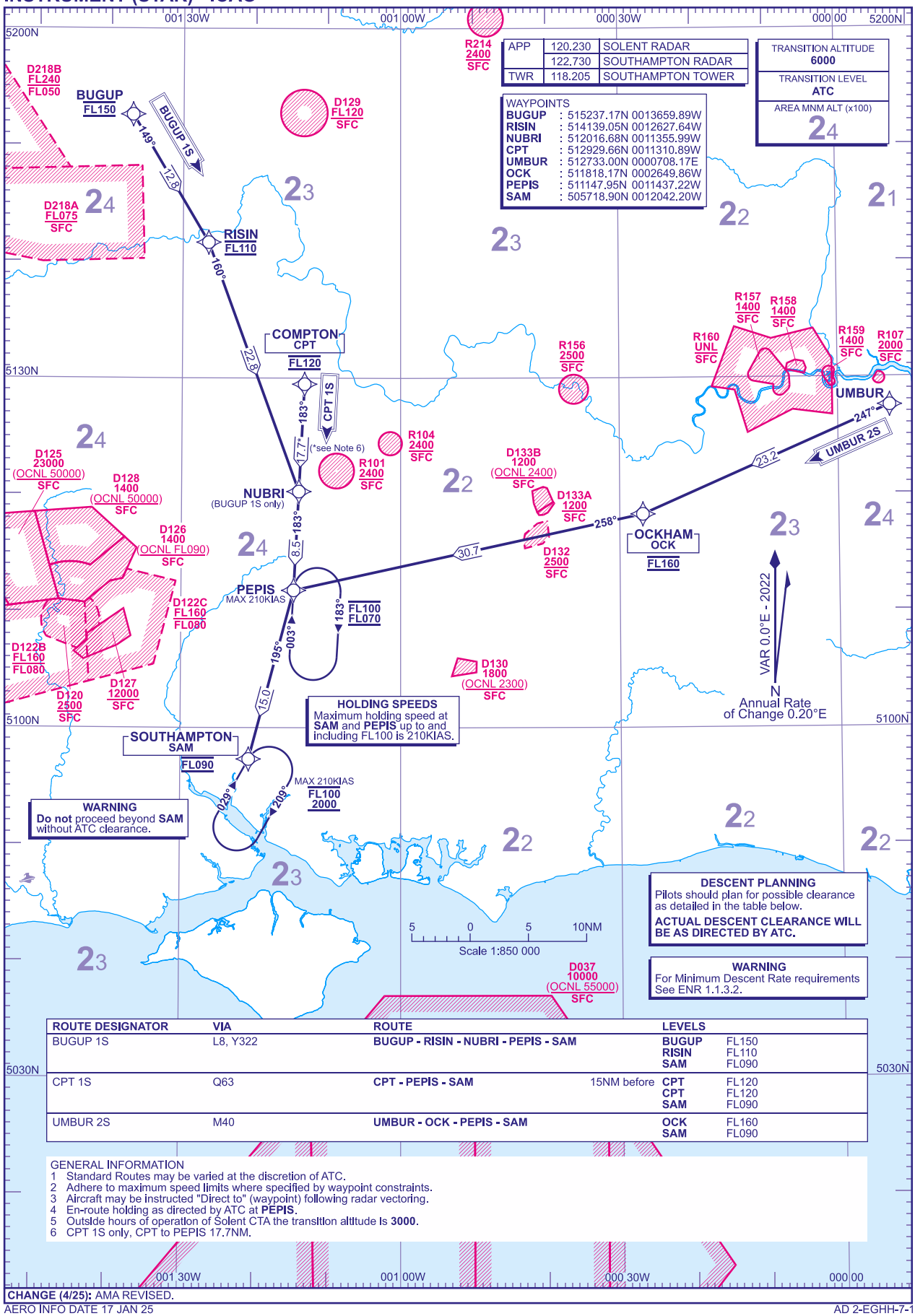
# RNAV5 (DME/DME or GNSS) STANDARD ARRIVAL CHART - INSTRUMENT (STAR) - ICAO

DISTANCES IN NAUTICAL MILES
TRACKS ARE MAGNETIC
ALTITUDES AND ELEVATIONS IN FEET

# BOURNEMOUTH
# BUGUP 1S CPT 1S UMBUR 2S




| ROUTE DESIGNATOR | VIA | ROUTE | | LEVELS | |
|---|---|---|---|---|---|
| BUGUP 1S | L8, Y322 | **BUGUP - RISIN - NUBRI - PEPIS - SAM** | | **BUGUP**<br>**RISIN**<br>**SAM** | FL150<br>FL110<br>FL090 |
| CPT 1S | Q63 | **CPT - PEPIS - SAM** | 15NM before | **CPT**<br>**CPT**<br>**SAM** | FL120<br>FL120<br>FL090 |
| UMBUR 2S | M40 | **UMBUR - OCK - PEPIS - SAM** | | **OCK**<br>**SAM** | FL160<br>FL090 |

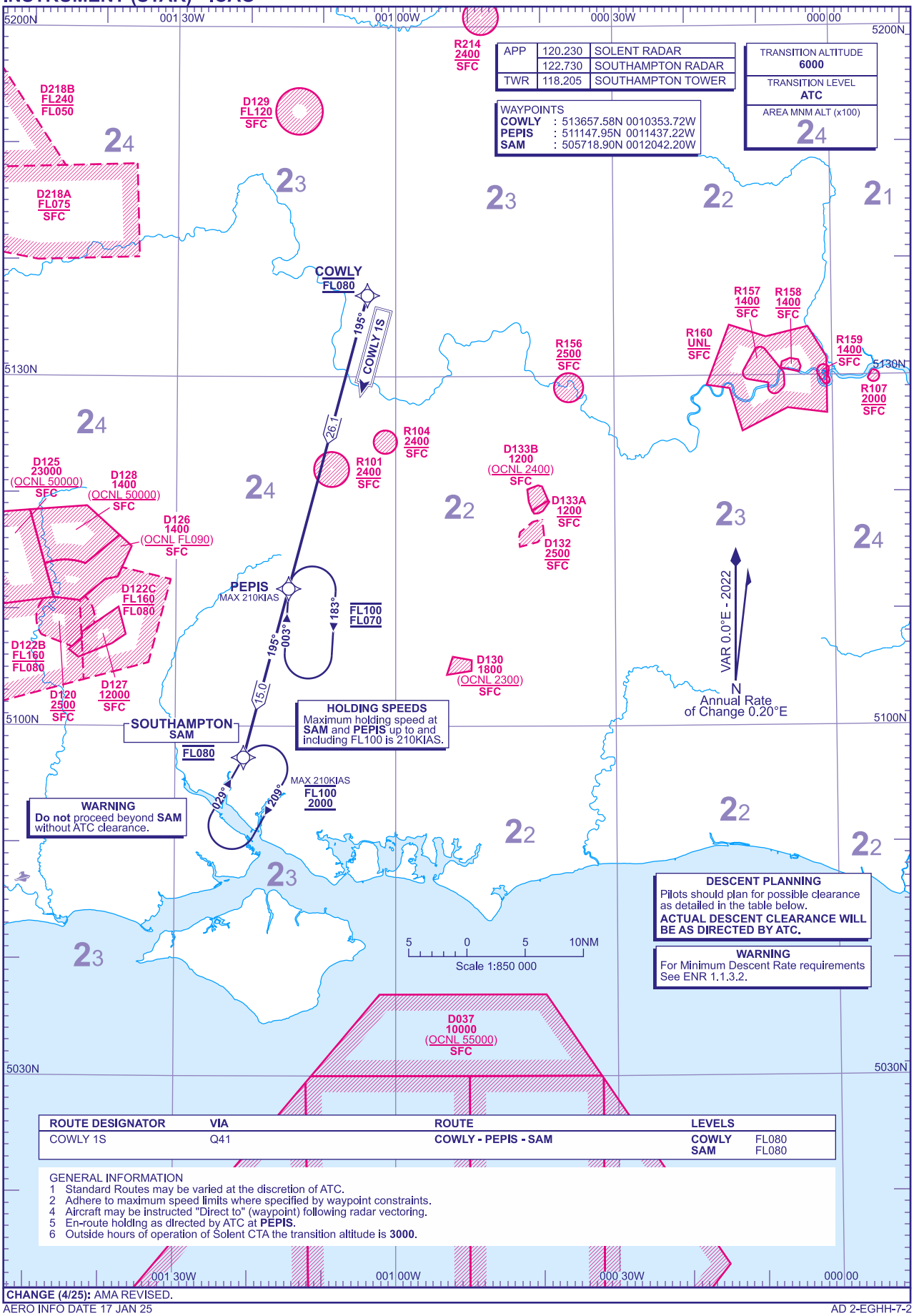
GENERAL INFORMATION
1 Standard Routes may be varied at the discretion of ATC.
2 Adhere to maximum speed limits where specified by waypoint constraints.
3 Aircraft may be instructed "Direct to" (waypoint) following radar vectoring.
4 En-route holding as directed by ATC at **PEPIS**.
5 Outside hours of operation of Solent CTA the transition altitude is **3000**.
6 CPT 1S only, CPT to PEPIS 17.7NM.

**CHANGE (4/25):** AMA REVISED.
AERO INFO DATE 17 JAN 25
AD 2-EGHH-7-1

# RNAV5 (DME/DME or GNSS) STANDARD ARRIVAL CHART - INSTRUMENT (STAR) - ICAO

DISTANCES IN NAUTICAL MILES
TRACKS ARE MAGNETIC
ALTITUDES AND ELEVATIONS IN FEET

# BOURNEMOUTH COWLY 1S




| ROUTE DESIGNATOR | VIA | ROUTE | LEVELS |
|---|---|---|---|
| COWLY 1S | Q41 | COWLY - PEPIS - SAM | COWLY FL080<br>SAM FL080 |

GENERAL INFORMATION
1 Standard Routes may be varied at the discretion of ATC.
2 Adhere to maximum speed limits where specified by waypoint constraints.
4 Aircraft may be instructed "Direct to" (waypoint) following radar vectoring.
5 En-route holding as directed by ATC at **PEPIS**.
6 Outside hours of operation of Solent CTA the transition altitude is **3000**.

**CHANGE (4/25):** AMA REVISED.

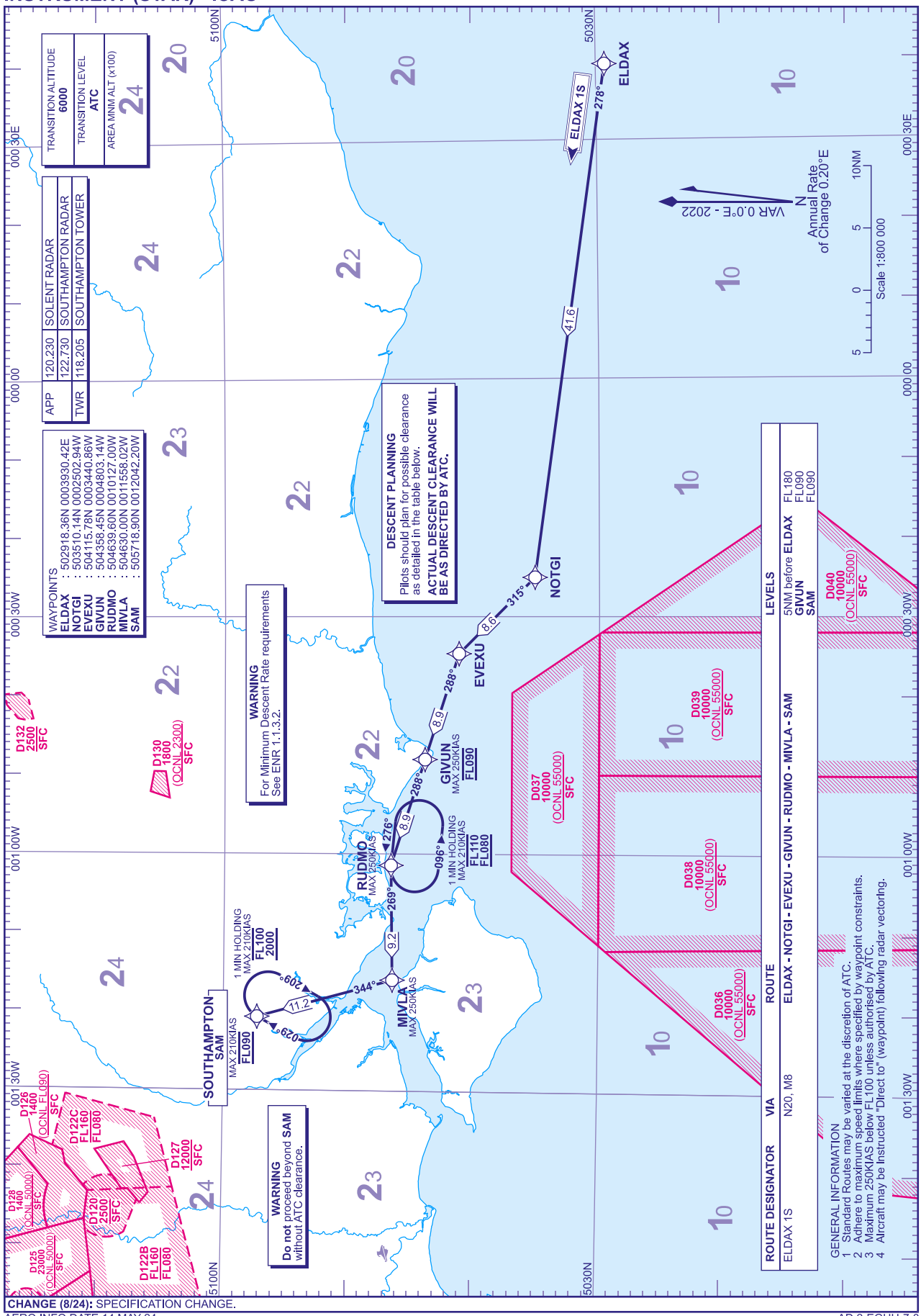
AERO INFO DATE 17 JAN 25

AD 2-EGHH-7-2

# RNAV5 (DME/DME or GNSS) STANDARD ARRIVAL CHART - INSTRUMENT (STAR) - ICAO

DISTANCES IN NAUTICAL MILES
TRACKS ARE MAGNETIC
ALTITUDES AND ELEVATIONS ARE IN FEET

# BOURNEMOUTH ELDAX 1S




CHANGE (8/24): SPECIFICATION CHANGE.

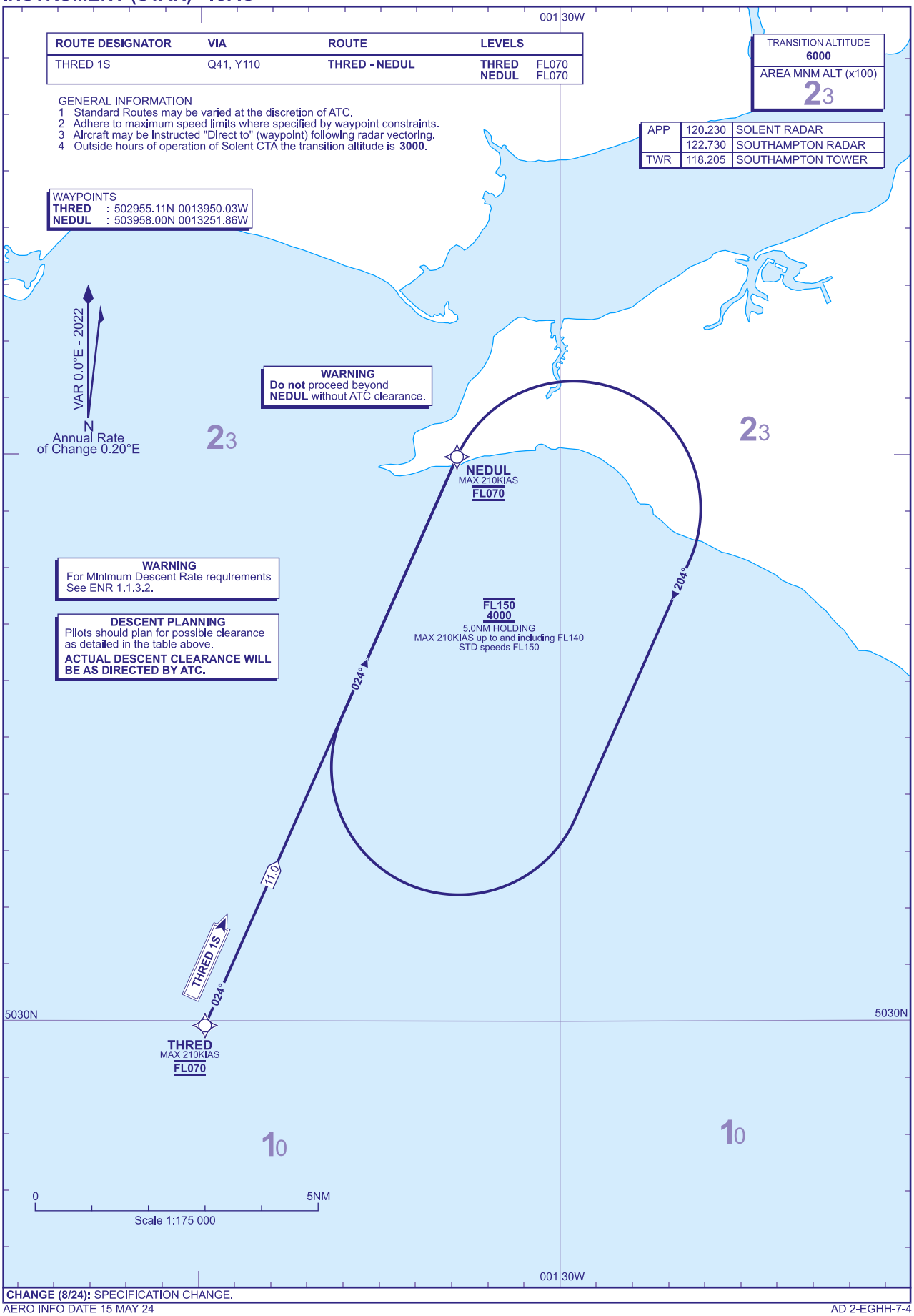
AERO INFO DATE 14 MAY 24

AD 2-EGHH-7-3

# RNAV5 (DME/DME or GNSS) STANDARD ARRIVAL CHART - INSTRUMENT (STAR) - ICAO

DISTANCES IN NAUTICAL MILES
TRACKS ARE MAGNETIC
ALTITUDES AND ELEVATIONS ARE IN FEET

# BOURNEMOUTH THRED 1S




**CHANGE (8/24):** SPECIFICATION CHANGE.

AERO INFO DATE 15 MAY 24

AD 2-EGHH-7-4

# Standard Instrument Arrival Coding Tables

**BOURNEMOUTH BUGUP 1S**

| Designator | Sequence Number | Path Term-inator | Waypoint Name | Co-ordinates | Fly-over | Course/ Track °M (°T) | Magnetic Variation | Distance (NM) | Turn Direction | Level Constraint | Speed Constraint | Navigation Performance |
|---|---|---|---|---|---|---|---|---|---|---|---|---|
| BUGUP1S | 001 | IF | BUGUP | 515237.17N 0013659.89W | N | - | - | - | - | FL150 | - | RNAV5 |
| BUGUP1S | 002 | TF | RISIN | 514139.05N 0012627.64W | N | 149° (149.1°) | 0.0 | 12.8 | RIGHT | FL110 | - | RNAV5 |
| BUGUP1S | 003 | TF | NUBRI | 512016.68N 0011355.99W | N | 160° (159.8°) | 0.0 | 22.8 | RIGHT | - | - | RNAV5 |
| BUGUP1S | 004 | TF | PEPIS | 511147.95N 0011437.22W | N | 183° (182.9°) | 0.0 | 8.5 | RIGHT | - | -210 | RNAV5 |
| BUGUP1S | 005 | TF | SAM | 505718.90N 0012042.20W | N | 195° (194.9°) | 0.0 | 15.0 | - | FL090 | -210 | RNAV5 |

**BOURNEMOUTH CPT 1S**

| Designator | Sequence Number | Path Term-inator | Waypoint Name | Co-ordinates | Fly-over | Course/ Track °M (°T) | Magnetic Variation | Distance (NM) | Turn Direction | Level Constraint | Speed Constraint | Navigation Performance |
|---|---|---|---|---|---|---|---|---|---|---|---|---|
| CPT1S | 001 | IF | CPT | 512929.66N 0011310.89W | N | - | - | - | - | FL120 | - | RNAV5 |
| CPT1S | 002 | TF | PEPIS | 511147.95N 0011437.22W | N | 183° (182.9°) | 0.0 | 17.7 | RIGHT | - | -210 | RNAV5 |
| CPT1S | 003 | TF | SAM | 505718.90N 0012042.20W | N | 195° (194.9°) | 0.0 | 15.0 | - | FL090 | -210 | RNAV5 |

**BOURNEMOUTH UMBUR 2S**

| Designator | Sequence Number | Path Term-inator | Waypoint Name | Co-ordinates | Fly-over | Course/ Track °M (°T) | Magnetic Variation | Distance (NM) | Turn Direction | Level Constraint | Speed Constraint | Navigation Performance |
|---|---|---|---|---|---|---|---|---|---|---|---|---|
| UMBUR2S | 001 | IF | UMBUR | 512733.00N 0000708.17E | N | - | - | - | - | - | - | RNAV5 |
| UMBUR2S | 002 | TF | OCK | 511818.17N 0002649.86W | N | 247° (246.7°) | 0.0 | 23.2 | RIGHT | FL160 | - | RNAV5 |
| UMBUR2S | 003 | TF | PEPIS | 511147.95N 0011437.22W | N | 258° (258.1°) | 0.0 | 30.7 | LEFT | - | -210 | RNAV5 |
| UMBUR2S | 004 | TF | SAM | 505718.90N 0012042.20W | N | 195° (194.9°) | 0.0 | 15.0 | - | FL090 | -210 | RNAV5 |

**BOURNEMOUTH COWLY 1S**

| Designator | Sequence Number | Path Term-inator | Waypoint Name | Co-ordinates | Fly-over | Course/ Track °M (°T) | Magnetic Variation | Distance (NM) | Turn Direction | Level Constraint | Speed Constraint | Navigation Performance |
|---|---|---|---|---|---|---|---|---|---|---|---|---|
| COWLY1S | 001 | IF | COWLY | 513657.58N 0010353.72W | N | - | - | - | - | FL080 | - | RNAV5 |
| COWLY1S | 002 | TF | PEPIS | 511147.95N 0011437.22W | N | 195° (195.0°) | 0.0 | 26.1 | - | - | -210 | RNAV5 |
| COWLY1S | 003 | TF | SAM | 505718.90N 0012042.20W | N | 195° (194.9°) | 0.0 | 15.0 | - | FL080 | -210 | RNAV5 |

**CHANGE (8/24):** SPECIFICATION CHANGE.
AERO INFO DATE 20 MAY 24

# Standard Instrument Arrival Coding Tables

**BOURNEMOUTH ELDAX 1S**

| Designator | Sequence Number | Path Term-inator | Waypoint Name | Co-ordinates | Fly-over | Course/ Track °M (°T) | Magnetic Variation | Distance (NM) | Turn Direction | Level Constraint | Speed Constraint | Navigation Performance |
|---|---|---|---|---|---|---|---|---|---|---|---|---|
| ELDAX1S | 001 | IF | ELDAX | 502918.36N 0003930.42E | N | - | - | - | - | - | - | RNAV5 |
| ELDAX1S | 002 | TF | NOTGI | 503510.14N 0002502.94W | N | 278° (278.5°) | 0.0 | 41.6 | RIGHT | - | - | RNAV5 |
| ELDAX1S | 003 | TF | EVEXU | 504115.78N 0003440.86W | N | 315° (314.9°) | 0.0 | 8.6 | LEFT | - | - | RNAV5 |
| ELDAX1S | 004 | TF | GIVUN | 504358.45N 0004803.14W | N | 288° (287.8°) | 0.0 | 8.9 | - | FL090 | -250 | RNAV5 |
| ELDAX1S | 005 | TF | RUDMO | 504639.60N 0010127.00W | N | 288° (287.6°) | 0.0 | 8.9 | LEFT | - | -250 | RNAV5 |
| ELDAX1S | 006 | TF | MIVLA | 504630.00N 0011558.02W | N | 269° (269.1°) | 0.0 | 9.2 | RIGHT | - | -250 | RNAV5 |
| ELDAX1S | 007 | TF | SAM | 505718.90N 0012042.20W | N | 344° (344.5°) | 0.0 | 11.2 | - | FL090 | -210 | RNAV5 |

**BOURNEMOUTH THRED 1S**

| Designator | Sequence Number | Path Term-inator | Waypoint Name | Co-ordinates | Fly-over | Course/ Track °M (°T) | Magnetic Variation | Distance (NM) | Turn Direction | Level Constraint | Speed Constraint | Navigation Performance |
|---|---|---|---|---|---|---|---|---|---|---|---|---|
| THRED1S | 001 | IF | THRED | 502955.11N 0013950.03W | N | - | - | - | - | FL070 | -210 | RNAV5 |
| THRED1S | 002 | TF | NEDUL | 503958.00N 0013251.86W | N | 024° (023.8°) | 0.0 | 11.0 | - | FL070 | -210 | RNAV5 |

**CHANGE (8/24):** SPECIFICATION CHANGE.
AERO INFO DATE 13 MAY 24

# RNAV Hold Coding Tables

**BOURNEMOUTH NEDUL Hold**

| Designator | Sequence Number | Path Term-inator | Waypoint Name | Co-ordinates | Fly-over | Course/ Track °M (°T) | Magnetic Variation | Distance (NM) | Turn Direction | Level Constraint | Speed Constraint | Navigation Performance |
|---|---|---|---|---|---|---|---|---|---|---|---|---|
| NEDUL | - | - | NEDUL | 503958.00N 0013251.86W | Y | 024° (023.9°) | 0.0 | 5.0 NM | RIGHT | -FL150 +4000 | -210* | RNAV5 |

*up to and including FL140
std speed FL150

**BOURNEMOUTH PEPIS Hold**

| Designator | Sequence Number | Path Term-inator | Waypoint Name | Co-ordinates | Fly-over | Course/ Track °M (°T) | Magnetic Variation | Time (MIN) | Turn Direction | Level Constraint | Speed Constraint | Navigation Performance |
|---|---|---|---|---|---|---|---|---|---|---|---|---|
| PEPIS | - | - | PEPIS | 511147.95N 0011437.22W | Y | 003° (003.5°) | 0.0 | 1 MIN | RIGHT | -FL100 +FL070 | -210 | RNAV5 |

**BOURNEMOUTH RUDMO Hold**

| Designator | Sequence Number | Path Term-inator | Waypoint Name | Co-ordinates | Fly-over | Course/ Track °M (°T) | Magnetic Variation | Time (MIN) | Turn Direction | Level Constraint | Speed Constraint | Navigation Performance |
|---|---|---|---|---|---|---|---|---|---|---|---|---|
| RUDMO | - | - | RUDMO | 504639.60N 0010127.00W | Y | 276° (275.9°) | 0.0 | 1 MIN | LEFT | -FL110 +FL080 | -210 | RNAV5 |

**BOURNEMOUTH SAM Hold**

| Designator | Sequence Number | Path Term-inator | Waypoint Name | Co-ordinates | Fly-over | Course/ Track °M (°T) | Magnetic Variation | Time (MIN) | Turn Direction | Level Constraint | Speed Constraint | Navigation Performance |
|---|---|---|---|---|---|---|---|---|---|---|---|---|
| SAM | - | - | SAM | 505718.90N 0012042.20W | Y | 029° (029.5°) | 0.0 | 1 MIN | RIGHT | -FL100 +2000 | -210 | RNAV5 |

**CHANGE (8/24):** SPECIFICATION CHANGE.
AERO INFO DATE 20 MAY 24

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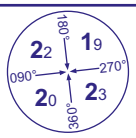
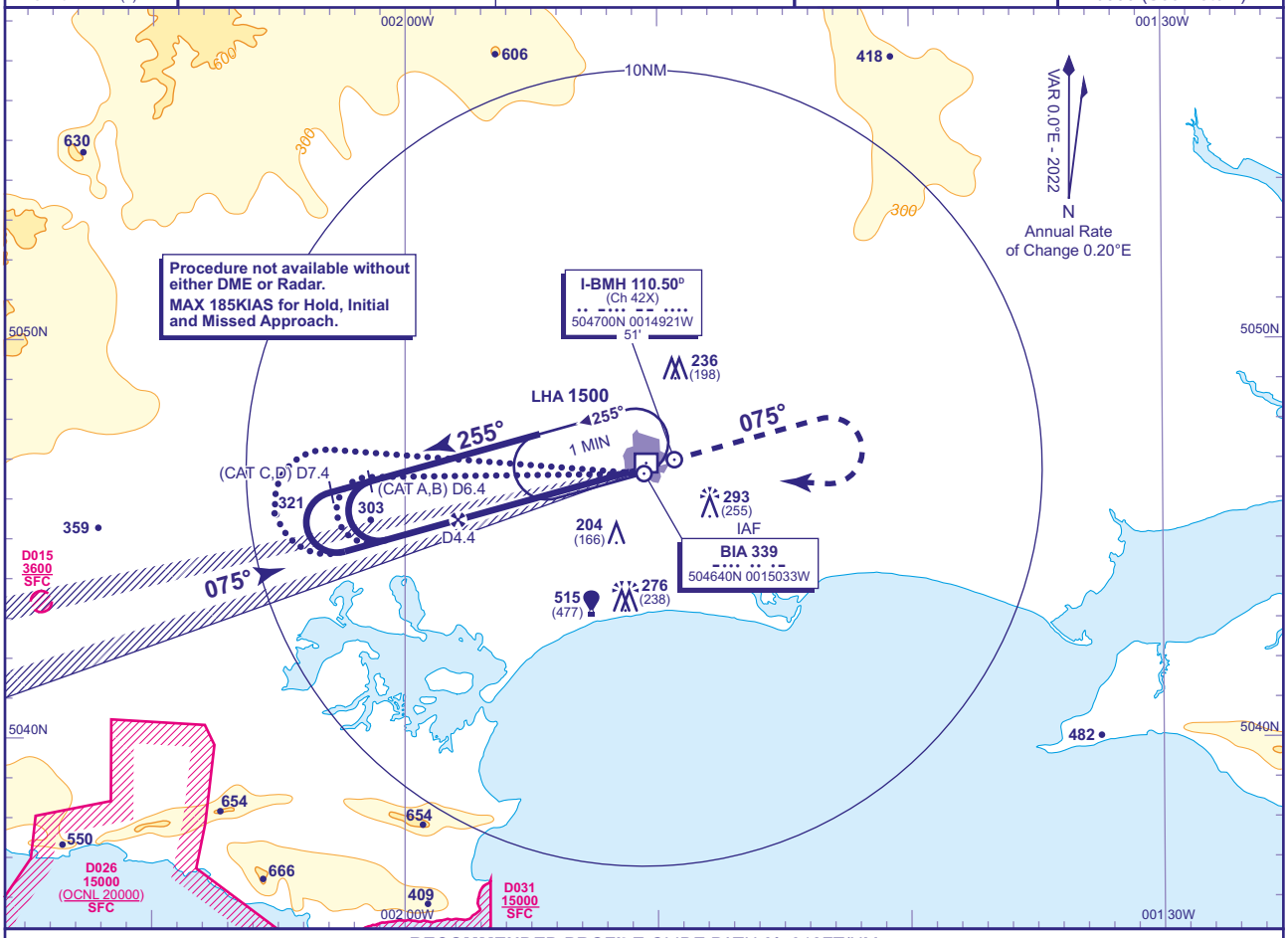
# INSTRUMENT APPROACH CHART - ICAO

# BOURNEMOUTH ILS/DME/NDB(L) RWY 08
(ACFT CAT A,B,C,D)




MSA 25NM NDB(L) BIA

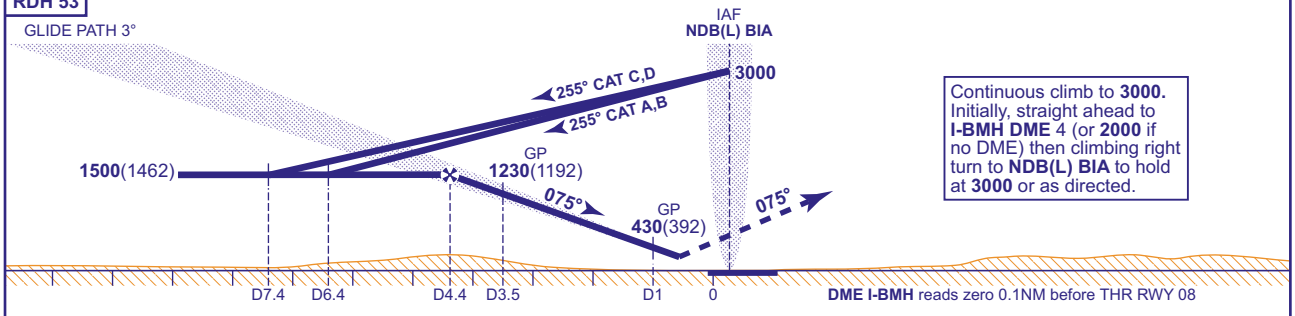
| | | | | | |
|---|---|---|---|---|---|
| APP | 119.480 (120.230 SOLENT) | BOURNEMOUTH APPROACH | AD ELEVATION | 38 | TRANSITION ALTITUDE |
| TWR | 125.605 | BOURNEMOUTH TOWER | THR ELEVATION | 38 | **6000** (See Note 2) |
| | 121.705 | BOURNEMOUTH GROUND | OBSTACLE ELEVATION | | |
| RAD | 119.480 (118.655 DIRECTOR) | BOURNEMOUTH RADAR | **293 AMSL** (255) (ABOVE THR) | | |
| ATIS | 133.730 | BOURNEMOUTH INFORMATION | BEARINGS ARE MAGNETIC | | |




**RECOMMENDED PROFILE** GLIDE PATH 3°, 318FT/NM

| **DME I-BMH** | 4 | 3 | 2 | 1 |
|---|---|---|---|---|
| **ALT**(HGT) | **1390**(1352) | **1070**(1032) | **750**(712) | **430**(392) |

**RDH 53**




Continuous climb to **3000.** Initially, straight ahead to **I-BMH DME** 4 (or **2000** if no DME) then climbing right turn to **NDB(L) BIA** to hold at **3000** or as directed.

| **Aircraft Category** | | **A** | **B** | **C** | **D** |
|---|---|---|---|---|---|
| **OCA** (OCH) | **CAT I** | **177**(139) | **187**(149) | **198**(160) | **212**(174) |
| **VM(C)OCA** (OCH AAL) | **Total Area** | **600**(562) | **600**(562) | **1000**(962) | **1000**(962) |

| **Rate of descent** | **G/S KT** | 160 | 140 | 120 | 100 | 80 |
|---|---|---|---|---|---|---|
| | **FT/MIN** | 850 | 740 | 640 | 530 | 420 |

**ALTERNATIVE BASETURN Procedure**
From overhead NDB(L) BIA (IAF) not below **3000** fly outbound on QDM 270° (CAT A,B), 275° (CAT C,D) descending to **1500**. At I-BMH DME 6.4 (CAT C,D DME 7.4) baseturn left to establish on the LOC. Once established continue as for main procedure.

**AIRCRAFT UNABLE TO RECEIVE DME I-BMH**
Advise ATC. As for main and alternative procedures with DME. Radar Ranges will be provided at 6.4NM (CAT A,B) and 7.4NM (CAT C,D) outbound, and approaching the GP and at 3.5NM.

**NOTE**
**1** This procedure and its associated protection areas are not totally contained within Controlled Airspace.
**2** Outside hours of operation of Solent CTA the transition altitude is **3000**.
**3** Aircraft will normally be required to hold not lower than **3000**.

**CHANGE (14/20):** FREQUENCIES.

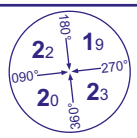
AERO INFO DATE 15 OCT 20

AD 2-EGHH-8-1

## INSTRUMENT APPROACH CHART - ICAO

# BOURNEMOUTH LOC/DME/NDB(L) RWY 08

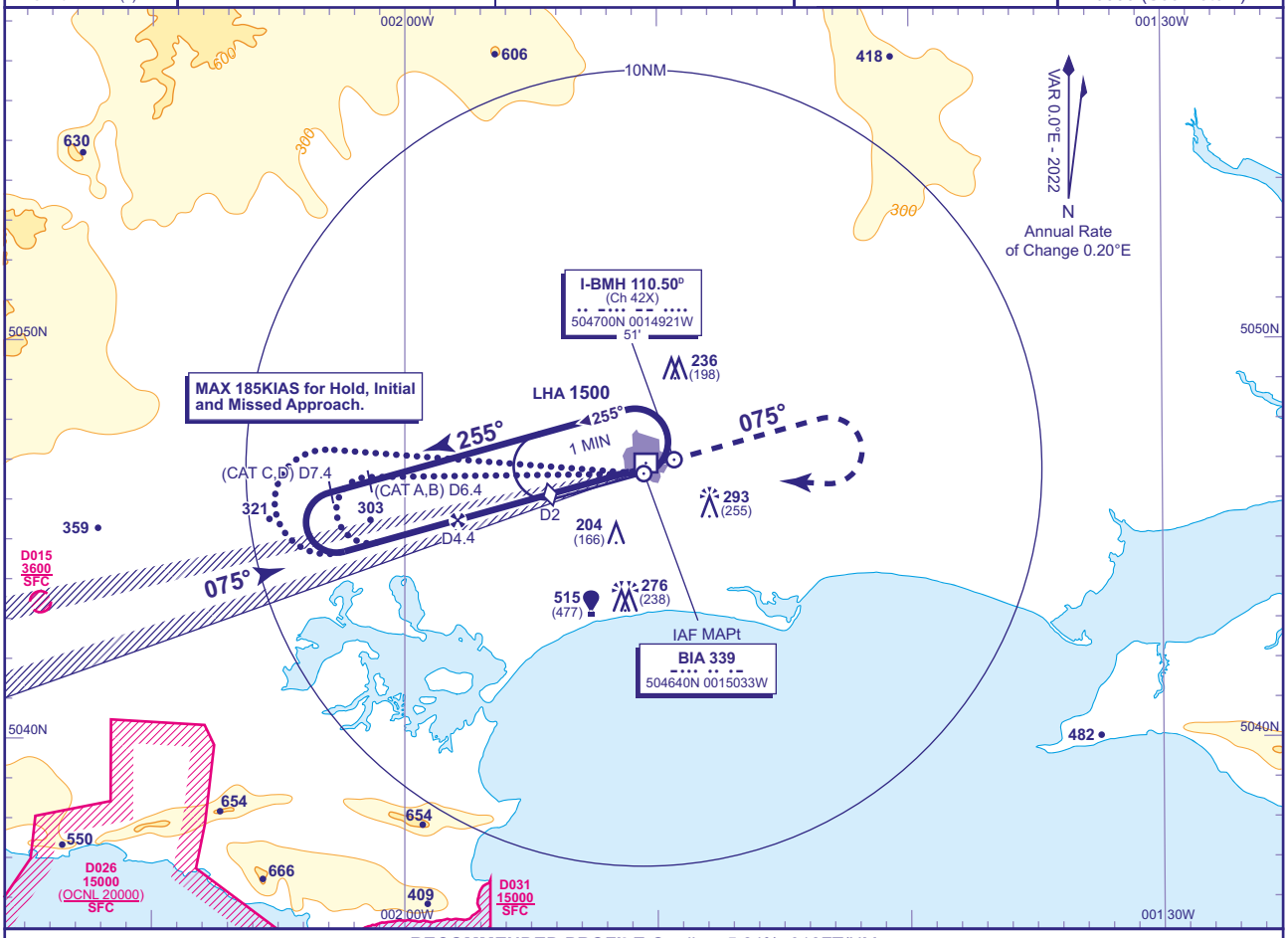
(ACFT CAT A,B,C,D)




MSA 25NM NDB(L) BIA

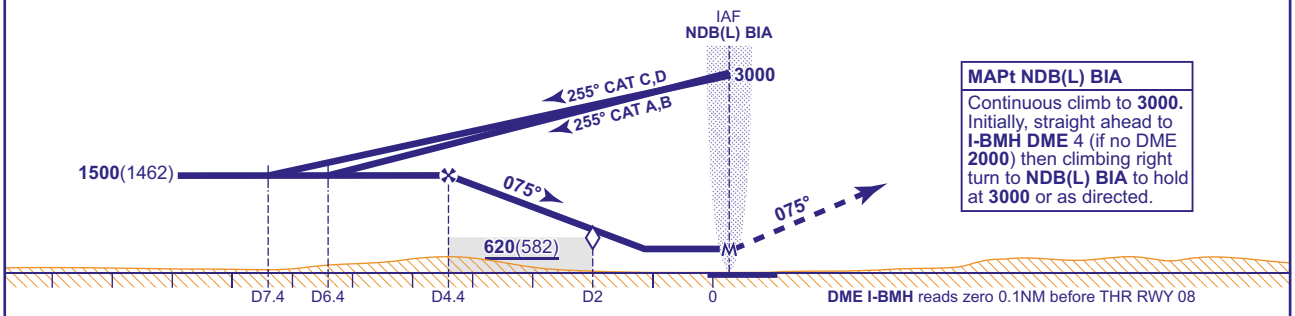
| | | | | |
|---|---|---|---|---|
| APP | 119.480 (120.230 SOLENT) | BOURNEMOUTH APPROACH | AD ELEVATION | 38 |
| TWR | 125.605 | BOURNEMOUTH TOWER | THR ELEVATION | 38 |
| | 121.705 | BOURNEMOUTH GROUND | OBSTACLE ELEVATION | |
| RAD | 119.480 (118.655 DIRECTOR) | BOURNEMOUTH RADAR | 293 AMSL (255) (ABOVE THR) | |
| ATIS | 133.730 | BOURNEMOUTH INFORMATION | BEARINGS ARE MAGNETIC | |

TRANSITION ALTITUDE
**6000** (See Note 2)




**RECOMMENDED PROFILE** Gradient 5.24%, 318FT/NM

| **DME I-BMH** | 4 | 3 | 2 **(SDF)** | 1 |
|---|---|---|---|---|
| **ALT**(HGT) | **1390**(1352) | **1070**(1032) | **750**(712) | **430**(392) |




**MAPt NDB(L) BIA**

Continuous climb to **3000.** Initially, straight ahead to **I-BMH DME** 4 (if no DME **2000**) then climbing right turn to **NDB(L) BIA** to hold at **3000** or as directed.

| Aircraft Category | | A | B | C | D |
|---|---|---|---|---|---|
| **OCA** (OCH) | **WITH DME** | **380**(342) | **380**(342) | **380**(342) | **380**(342) |
| | **NO DME** | **670**(632) | **670**(632) | **670**(632) | **670**(632) |
| **VM(C)OCA** (OCH AAL) | **Total Area** | **600**(562) | **600**(562) | **1000**(962) | **1000**(962) |

| **Rate of descent** | **G/S KT** | 160 | 140 | 120 | 100 | 80 |
|---|---|---|---|---|---|---|
| | **FT/MIN** | 850 | 740 | 640 | 530 | 420 |

**ALTERNATIVE BASETURN Procedure**
From overhead NDB(L) BIA (IAF) not below **3000** fly outbound on QDM 270° (CAT A,B), 275° (CAT C,D) descending to **1500**. At I-BMH DME 6.4 (CAT C,D DME 7.4) baseturn left to establish on the LOC. Once established continue as for main procedure.

**AIRCRAFT UNABLE TO RECEIVE DME I-BMH**
Advise ATC. As for main and alternative procedures with DME except fly outbound prior to base turn for 3MIN (CAT A,B) and 2MIN (CAT C,D). When established on localiser descend to MDH.

**NOTE** **1** This procedure and its associated protection areas are not totally contained within Controlled Airspace.
**2** Outside hours of operation of Solent CTA the transition altitude is **3000**.
**3** Aircraft will normally be required to hold not lower than **3000**.

**CHANGE (14/20):** FREQUENCIES.

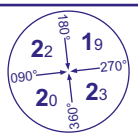
AERO INFO DATE 15 OCT 20

AD 2-EGHH-8-2

# INSTRUMENT APPROACH CHART - ICAO

# BOURNEMOUTH NDB(L)/DME RWY 08

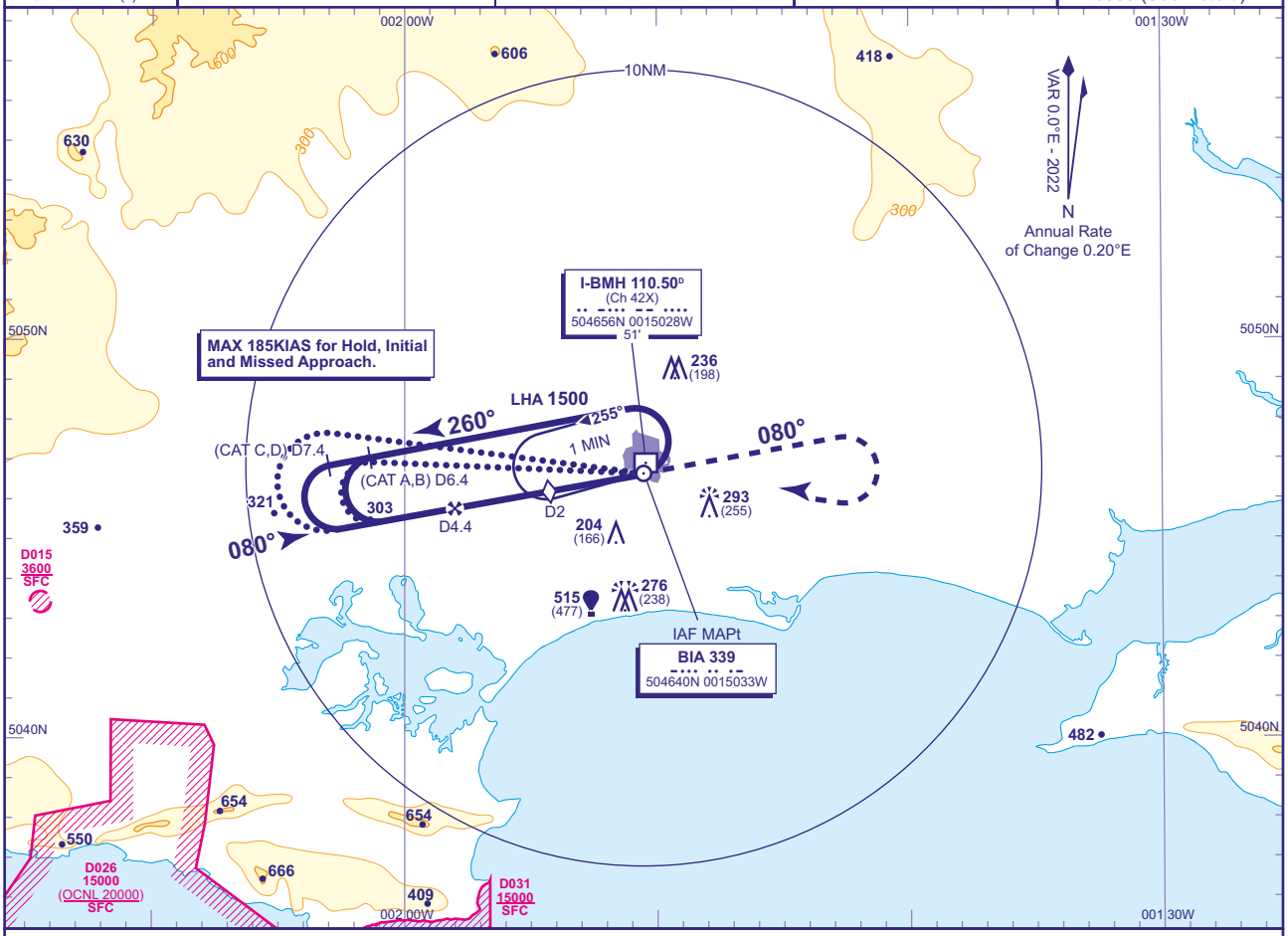
(ACFT CAT A,B,C,D)




MSA 25NM NDB(L) BIA

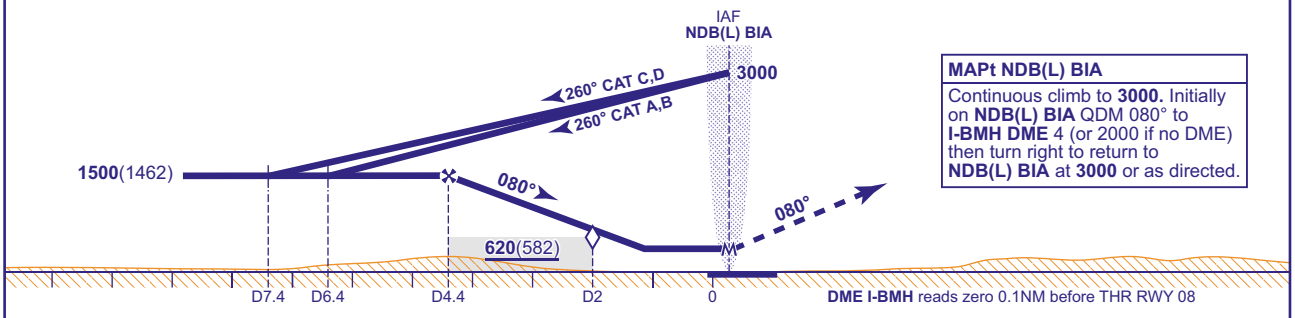
| | | | | | |
|---|---|---|---|---|---|
| APP | 119.480 (120.230 SOLENT) | BOURNEMOUTH APPROACH | AD ELEVATION | 38 |
| TWR | 125.605 | BOURNEMOUTH TOWER | THR ELEVATION | 38 |
| | 121.705 | BOURNEMOUTH GROUND | OBSTACLE ELEVATION | |
| RAD | 119.480 (118.655 DIRECTOR) | BOURNEMOUTH RADAR | 293 AMSL (255) (ABOVE THR) | |
| ATIS | 133.730 | BOURNEMOUTH INFORMATION | BEARINGS ARE MAGNETIC | |

TRANSITION ALTITUDE **6000** (See Note 3)




**RECOMMENDED PROFILE** Gradient 5.2%, 316FT/NM

| **DME I-BMH** | 4 | 3 | 2 **(SDF)** | 1 |
|---|---|---|---|---|
| **ALT**(HGT) | **1370**(1332) | **1060**(1022) | **740**(702) | **430**(392) |




**MAPt NDB(L) BIA**

Continuous climb to **3000**. Initially on **NDB(L) BIA** QDM 080° to **I-BMH DME** 4 (or 2000 if no DME) then turn right to return to **NDB(L) BIA** at **3000** or as directed.

| **Aircraft Category** | | **A** | **B** | **C** | **D** |
|---|---|---|---|---|---|
| **OCA** (OCH) | **WITH DME** | **470**(432) | **470**(432) | **470**(432) | **470**(432) |
| | **NO DME** | **670**(632) | **670**(632) | **670**(632) | **670**(632) |
| **VM(C)OCA** (OCH AAL) | **Total Area** | **600**(562) | **600**(562) | **1000**(962) | **1000**(962) |

| **Rate of descent** | **G/S KT** | 160 | 140 | 120 | 100 | 80 |
|---|---|---|---|---|---|---|
| | **FT/MIN** | 840 | 740 | 630 | 530 | 420 |

**ALTERNATIVE PROCEDURE BASETURN** From overhead NDB(L) BIA (IAF) not below **3000**, fly outbound on NDB(L) BIA QDM 273° (CAT A,B), NDB(L) BIA QDM 278° (CAT C,D) descending to not below **1500**(1462). At I-BMH DME 6.4 (CAT A,B) 7.4 (CAT C,D) baseturn left to establish on the FAT. Once established, continue as for main procedure.

**AIRCRAFT UNABLE TO RECEIVE DME I-BMH** Advise ATC. As for main and alternative procedures with DME except fly outbound prior to base turn for 3MIN (CAT A,B) and 2MIN (CAT C,D). When established on FAT descend to MDH.

**NOTE**
1. FAT is offset 4.4° from RWY C/L.
2. This procedure and its associated protection areas are not totally contained within Controlled Airspace.
3. Outside hours of operation of Solent CTA the transition altitude is **3000**.
4. Aircraft will normally be required to hold not lower than **3000**.

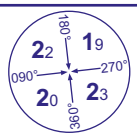
**CHANGE (14/20):** FREQUENCIES.

AERO INFO DATE 15 OCT 20

AD 2-EGHH-8-3

# INSTRUMENT APPROACH CHART - ICAO

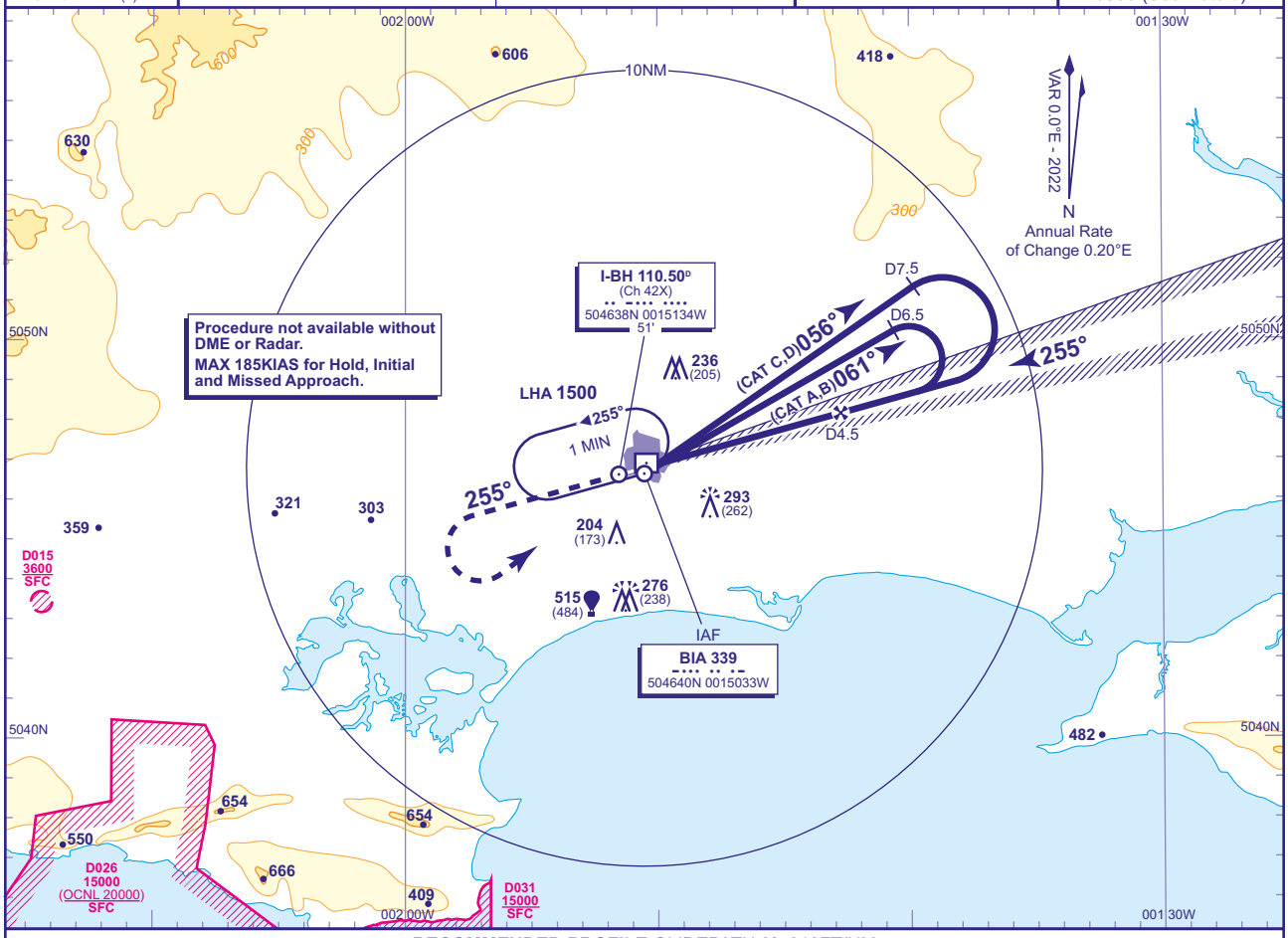
## BOURNEMOUTH ILS/DME/NDB(L) RWY 26
(ACFT CAT A,B,C,D)



MSA 25NM NDB(L) BIA

| | | | | | |
|---|---|---|---|---|---|
| APP | 119.480 (120.230 SOLENT) | BOURNEMOUTH APPROACH | AD ELEVATION | 38 |
| TWR | 125.605 | BOURNEMOUTH TOWER | THR ELEVATION | 31 |
| | 121.705 | BOURNEMOUTH GROUND | OBSTACLE ELEVATION | |
| RAD | 119.480 (118.655 DIRECTOR) | BOURNEMOUTH RADAR | **293 AMSL** (262) (ABOVE THR) | |
| ATIS | 133.730 | BOURNEMOUTH INFORMATION | BEARINGS ARE MAGNETIC | |

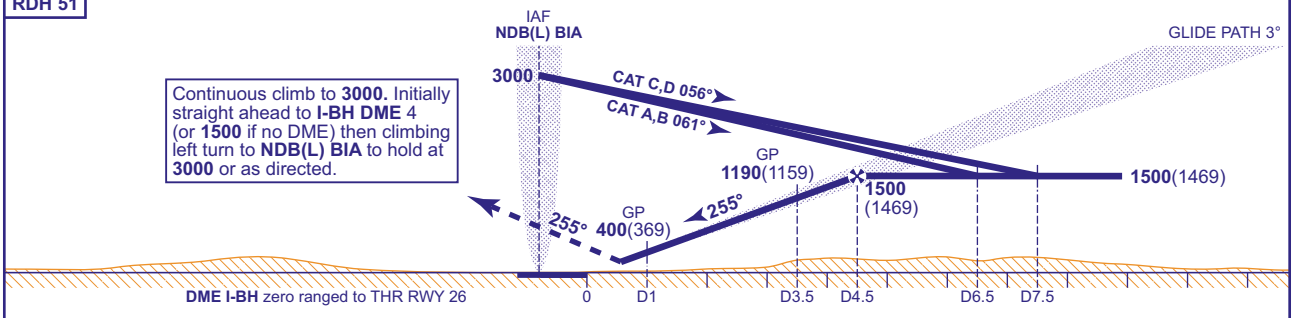
TRANSITION ALTITUDE **6000** (See Note 3)




**RECOMMENDED PROFILE** GLIDEPATH 3°, 318FT/NM

| **DME I-BH** | 4 | 3 | 2 | 1 |
|---|---|---|---|---|
| **ALT**(HGT) | **1350**(1319) | **1040**(1009) | **720**(689) | **400**(369) |

**RDH 51**




Continuous climb to **3000.** Initially straight ahead to **I-BH DME** 4 (or **1500** if no DME) then climbing left turn to **NDB(L) BIA** to hold at **3000** or as directed.

| **Aircraft Category** | | **A** | **B** | **C** | **D** |
|---|---|---|---|---|---|
| **OCA** (OCH) | **CAT I** | **195**(164) | **202**(171) | **210**(179) | **220**(189) |
| | **CAT II** | **90**(59) | **101**(70) | **112**(81) | **125**(94) |
| **VM(C)OCA** (OCH AAL) | **Total Area** | **600**(562) | **600**(562) | **1000**(962) | **1000**(962) |

| **Rate of descent** | **G/S KT** | 160 | 140 | 120 | 100 | 80 |
|---|---|---|---|---|---|---|
| | **FT/MIN** | 850 | 740 | 640 | 530 | 420 |

**AIRCRAFT UNABLE TO RECEIVE DME I-BH**
Advise ATC. Radar Ranges will be provided at 6.5NM (CAT A,B) and 7.5NM (CAT C,D) outbound and at 4.5NM and 3NM inbound.

**NOTE** **1** Aircraft will normally be required to hold not lower than **3000.**
**2** This procedure and its associated protection areas are not totally contained within Controlled Airspace.
**3** Outside hours of operation of Solent CTA the transition altitude is **3000**.

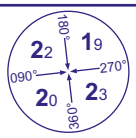
**CHANGE (14/20):** FREQUENCIES.

AERO INFO DATE 15 OCT 20 AD 2-EGHH-8-4

# INSTRUMENT APPROACH CHART - ICAO

# BOURNEMOUTH LOC/DME/NDB(L) RWY 26

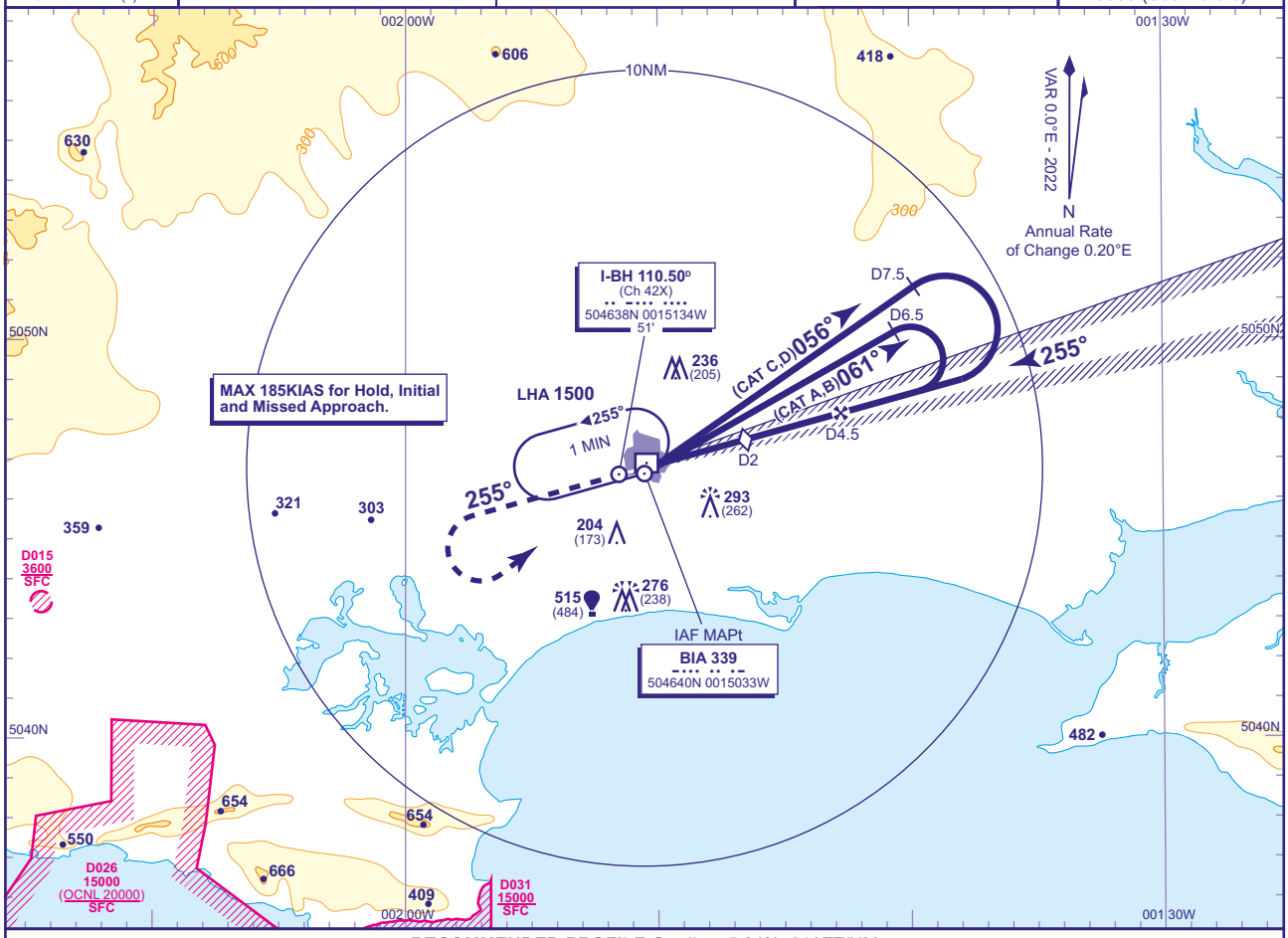
(ACFT CAT A,B,C,D)




MSA 25NM NDB(L) BIA

| | | | | |
|---|---|---|---|---|
| APP | 119.480 (120.230 SOLENT) | BOURNEMOUTH APPROACH | AD ELEVATION | 38 |
| TWR | 125.605 | BOURNEMOUTH TOWER | THR ELEVATION | 31 |
| | 121.705 | BOURNEMOUTH GROUND | OBSTACLE ELEVATION 293 AMSL (262) (ABOVE THR) | |
| RAD | 119.480 (118.655 DIRECTOR) | BOURNEMOUTH RADAR | | |
| ATIS | 133.730 | BOURNEMOUTH INFORMATION | BEARINGS ARE MAGNETIC | |

TRANSITION ALTITUDE **6000** (See Note 3)

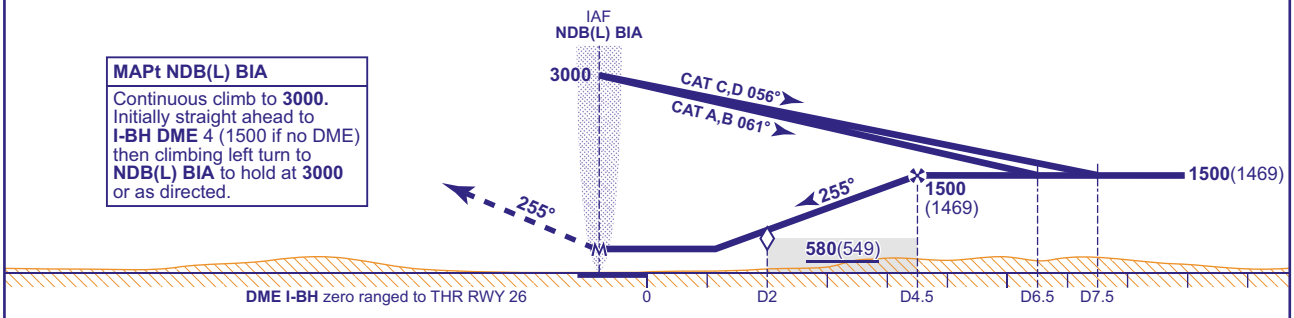



**RECOMMENDED PROFILE** Gradient 5.24%, 318FT/NM

| **DME I-BH** | 4 | 3 | 2 **(SDF)** | 1 |
|---|---|---|---|---|
| **ALT**(HGT) | **1350**(1319) | **1040**(1009) | **720**(689) | **400**(369) |

**MAPt NDB(L) BIA**

Continuous climb to **3000.**
Initially straight ahead to **I-BH DME** 4 (1500 if no DME) then climbing left turn to **NDB(L) BIA** to hold at **3000** or as directed.




| Aircraft Category | | A | B | C | D |
|---|---|---|---|---|---|
| OCA (OCH) | WITH DME | **380**(349) | **380**(349) | **380**(349) | **380**(349) |
| | NO DME | **630**(599) | **630**(599) | **630**(599) | **630**(599) |
| VM(C)OCA (OCH AAL) | Total Area | **600**(562) | **600**(562) | **1000**(962) | **1000**(962) |

| Rate of descent | G/S KT | 160 | 140 | 120 | 100 | 80 |
|---|---|---|---|---|---|---|
| | FT/MIN | 850 | 740 | 640 | 540 | 420 |

**AIRCRAFT UNABLE TO RECEIVE DME I-BH**
Advise ATC. Fly outbound for 3MIN (CAT A,B) and 2MIN (CAT C,D) prior to base turn right to establish on the LOC. Once established on LOC descend to MDH.
ATC will provide a radar range equivalent to DME 4 if missed approach is required.

**NOTE**
**1** Aircraft will normally be required to hold not lower than **3000.**
**2** This procedure and its associated protection areas are not totally contained within Controlled Airspace.
**3** Outside hours of operation of Solent CTA the transition altitude is **3000**.

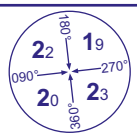
**CHANGE (14/20):** FREQUENCIES.

AERO INFO DATE 15 OCT 20

AD 2-EGHH-8-5

# INSTRUMENT APPROACH CHART - ICAO

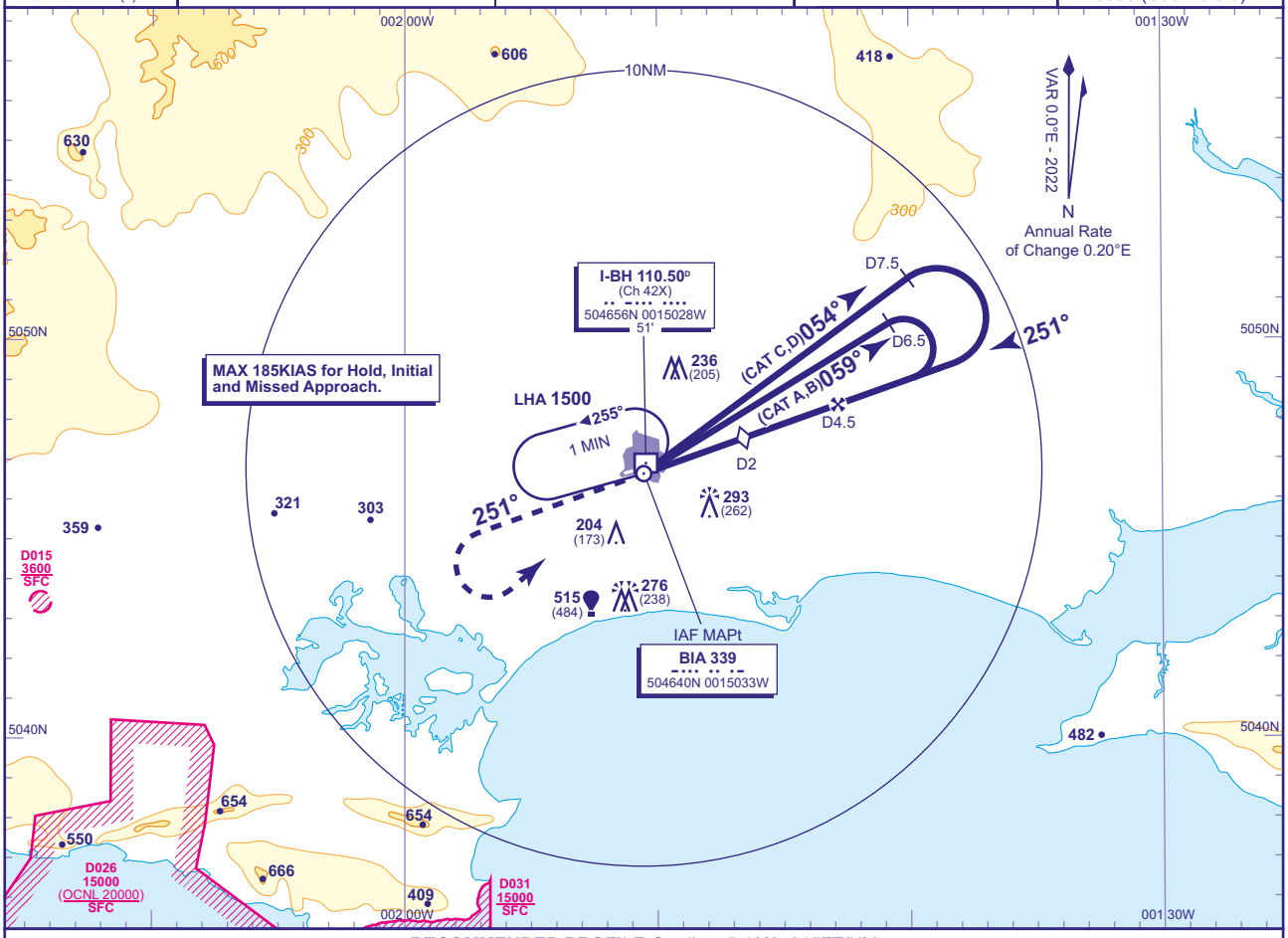
## BOURNEMOUTH NDB(L)/DME RWY 26
(ACFT CAT A,B,C,D)



MSA 25NM NDB(L) BIA

| | | | | | |
|---|---|---|---|---|---|
| APP | 119.480 (120.230 SOLENT) | BOURNEMOUTH APPROACH | AD ELEVATION | 38 | |
| TWR | 125.605 | BOURNEMOUTH TOWER | THR ELEVATION | 31 | |
| | 121.705 | BOURNEMOUTH GROUND | OBSTACLE ELEVATION | | |
| RAD | 119.480 (118.655 DIRECTOR) | BOURNEMOUTH RADAR | **293 AMSL** (262) (ABOVE THR) | | |
| ATIS | 133.730 | BOURNEMOUTH INFORMATION | BEARINGS ARE MAGNETIC | | |

TRANSITION ALTITUDE **6000** (See Note 3)

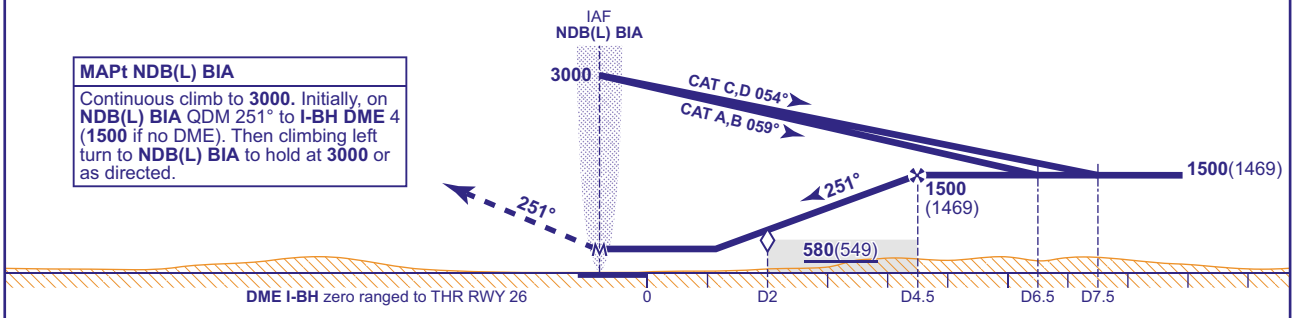



**RECOMMENDED PROFILE** Gradient 5.19%, 315FT/NM

| **DME I-BH** | 4 | 3 | 2 **(SDF)** |
|---|---|---|---|
| **ALT**(HGT) | **1340**(1309) | **1030**(999) | **710**(679) |

**MAPt NDB(L) BIA**

Continuous climb to **3000.** Initially, on **NDB(L) BIA** QDM 251° to **I-BH DME** 4 (**1500** if no DME). Then climbing left turn to **NDB(L) BIA** to hold at **3000** or as directed.




| Aircraft Category | | A | B | C | D | Rate of descent | G/S KT | 160 | 140 | 120 | 100 | 80 |
|---|---|---|---|---|---|---|---|---|---|---|---|---|
| **OCA** (OCH) | **WITH DME** | **410**(379) | **410**(379) | **410**(379) | **410**(379) | | **FT/MIN** | 840 | 740 | 630 | 530 | 420 |
| | **NO DME** | **630**(599) | **630**(599) | **630**(599) | **630**(599) | | | | | | | |
| **VM(C)OCA** (OCH AAL) | **Total Area** | **600**(562) | **600**(562) | **1000**(962) | **1000**(962) | | | | | | | |

**AIRCRAFT UNABLE TO RECEIVE DME I-BH**
Substitute timing for distance prior to descending base turn 3MIN (CAT A,B); 2.5MIN (CAT C,D). When established on FAT descend to MDH.

**NOTE**
**1** FAT is offset 4° from RWY C/L.
**2** This procedure and its associated protection areas are not totally contained within Controlled Airspace.
**3** Outside hours of operation of Solent CTA the transition altitude is **3000**.
**4** Aircraft will normally be required to hold not lower than **3000**.

**CHANGE (14/20):** FREQUENCIES.

AERO INFO DATE 15 OCT 20 AD 2-EGHH-8-6

# EGGD — BRISTOL

## EGGD AD 2.1 AERODROME LOCATION INDICATOR AND NAME

EGGD — BRISTOL

## EGGD AD 2.2 AERODROME GEOGRAPHICAL AND ADMINISTRATIVE DATA

| | | |
|---|---|---|
| 1 | ARP coordinates and site at AD | Lat: 512258N Long: 0024309W<br>Mid point of Runway 09/27. |
| 2 | Direction and distance from city | 7 NM SW of Bristol. |
| 3 | Elevation / Reference temperature / Mean Low Temperature | 622 FT / 18 °C / - |
| 4 | Geoid undulation at AD ELEV PSN | 164 FT |
| 5 | Magnetic Variation / Annual Change | 0.36°W (2022) / 0.20°E |
| 6 | AD Administration<br>Address<br>Telephone<br><br><br>Telefax | BRISTOL AIRPORT LTD<br>Bristol Airport, Bristol, BS48 3DY.<br>01275-473712 (ATC/TWR)<br>01275-473713 (ATC/TWR)<br>01275-473714 (ATC/TWR)<br>01275-474800<br>01275-474482 (ATC) |
| 7 | Type of Traffic permitted (IFR/VFR) | IFR/VFR |
| 8 | Remarks | All telephone calls to ATC will be recorded. |

## EGGD AD 2.3 OPERATIONAL HOURS

| | | |
|---|---|---|
| 1 | AD Administration | H24 |
| 2 | Customs and immigration | H24<br>Subject to notified movements |
| 3 | Health and sanitation | |
| 4 | AIS Briefing Office | H24<br>Self-briefing. |
| 5 | ATS Reporting Office (ARO) | |
| 6 | MET Briefing Office | H24<br>Self-briefing. |
| 7 | ATS | H24<br>See also AD 2.18. |
| 8 | Fuelling | AVTUR JET A-1: 0500-2359 (H24); and by arrangement.<br>Sustainable Aviation Fuel: Available by arrangement from Centreline, Tel: 01174-502763. |
| 9 | Handling | H24 |
| 10 | Security | H24 |
| 11 | De-icing | H24 |
| 12 | Remarks | Between 2300-0700 (2200-0600) Prior Permission Required.<br><br>A night surcharge will apply to all landings between 2200-0700 (2100-0600). |

## EGGD AD 2.4 HANDLING SERVICES AND FACILITIES

| | | |
|---|---|---|
| 1 | Cargo handling facilities | |
| 2 | Fuel and oil types | AVTUR JET A-1 |
| 3 | Fuelling facilities/capacity | Up to 1600 lt/Minute. |
| 4 | De-icing facilities | |
| 5 | Hangar space for visiting aircraft | Limited. For light aircraft only on the southside. |
| 6 | Repair facilities for visiting aircraft | Limited for light aircraft. |

| | | |
|---|---|---|
| 7 | Remarks | Oxygen available on request.<br>Mandatory handling for all aircraft. Handling agencies are:<br><br>Centreline:<br>Tel: 01174-502763; Channel: 131.965.<br><br>DHL:<br>Tel: 01275-473554 or 01275-473629.<br><br>Swissport:<br>Tel: 01275-472776; Fax: 01275-474514.<br><br>Due to limited General Aviation parking facilities on the south side of the aerodrome, no further aircraft are to be based without prior permission from the appropriate mandated handling agent.<br><br>PPR for all non-based aircraft requiring overnight parking on the south side of the aerodrome from the appropriate mandated handling agent. |

## EGGD AD 2.5 PASSENGER FACILITIES

| | | |
|---|---|---|
| 1 | Hotels | Hotel on aerodrome. |
| 2 | Restaurants | Restaurant, Cocktail bar |
| 3 | Transportation | Buses, taxis, trains. Nearest railway station Bristol Temple Meads 7 NM. |
| 4 | Medical facilities | Limited first aid treatment. |
| 5 | Bank and Post Office | Bureau de change. |
| 6 | Tourist Office | |
| 7 | Remarks | |

## EGGD AD 2.6 RESCUE AND FIRE FIGHTING SERVICES

| | | |
|---|---|---|
| 1 | AD category for fire fighting services | RFF Category A8<br>RFF Category 9 accepted under remission. |
| 2 | Rescue equipment | 1x Fire Command Vehicle, 1x Major Foam Appliance, 4x Major Foam Appliances with Extending Boom Technology. |
| 3 | Capability for removal of disabled aircraft | 120,000 KG MTWA (if tow bar available and aircraft can be rolled). Full list of equipment available from RFFS. Contact: 01275-473690 (Watch Room). |
| 4 | Remarks | |

## EGGD AD 2.7 SEASONAL AVAILABILITY - CLEARING

| | | |
|---|---|---|
| 1 | Type of clearing equipment | Mechanical, Chemical de-icing. |
| 2 | Clearance priorities | Runway 09/27. Taxiway A, B, G, Z. Apron. |
| 3 | Remarks | Runway de-iced/anti-iced with KFOR/NAAC. |

# EGGD AD 2.8 APRONS, TAXIWAYS AND CHECK LOCATIONS/POSITIONS DATA

| | | |
|---|---|---|
| 1 | Apron surface and strength | EAST APRON<br>Surface: Concrete and asphalt<br>PCN Concrete: 51/R/C/W/T<br>Asphalt: 51/F/C/W/T<br><br>GRASS PARKING AREA<br>Surface: Grass<br><br>MAIN APRON<br>Surface: Concrete and asphalt<br>PCN Concrete: 51/R/C/W/T<br>Asphalt: 51/F/C/W/T<br><br>SOUTHERN PARKING AREA<br>Surface: Asphalt<br>PCN 30/F/C/W/T<br><br>WEST APRON<br>Surface: Concrete<br>PCN 51/R/C/W/T |
| 2 | Taxiway width, surface and strength | Taxiway A: 22 M<br>Surface: Asphalt<br>PCN 51/F/C/W/T<br><br>Taxiway B: 46 M<br>Surface: Asphalt<br>PCN 53/F/C/W/T<br><br>Taxiway D: 22 M<br>Surface: Asphalt<br>PCN 42/F/C/W/T<br><br>Taxiway F: 15 M<br>Surface: Asphalt<br>PCN 25/F/C/W/T<br><br>Taxiway G: 22 M<br>Surface: Asphalt<br>PCN 51/F/C/W/T<br><br>Taxiway H: 10.5 M<br>Surface: Asphalt<br>PCN 20/F/C/Y/T<br><br>Taxiway J: 15 M<br>Surface: Asphalt<br>PCN 30/F/C/W/T<br><br>Taxiway TAXILANE LINK C: 15 M<br>Surface: Concrete<br>PCN 51/R/C/W/T<br><br>Taxiway Z: 22 M<br>Surface: Asphalt<br>PCN 51/F/C/W/T |
| 3 | Altimeter checkpoint location and elevation | Main Apron 595 FT |
| 4 | VOR checkpoints | |
| 5 | INS checkpoints | See Aircraft Parking/Docking Chart. |

| | | |
|---|---|---|
| 6 | Remarks | Taxiway D: A 10 metre section of the longitudinal gradient increases up to 1.83%<br><br>Taxiway F: A 220 metre section of the longitudinal gradient increases up to 2.65%<br><br>Taxiway G: A 230 metre section of the longitudinal gradient increases up to 1.74%<br><br>Taxiway Z: A 100 metre section of the longitudinal gradient increases up to 2.11%<br><br>The following minimum main gear clearance to edge of pavement are provided for A330 operations:<br><br>AX onto runway 4.1 M<br>GX onto runway 3.1 M<br>AX from runway 4.0 M<br>BX from runway 3.3 M<br>GX from runway 3.0 M |

## EGGD AD 2.9 SURFACE MOVEMENT GUIDANCE AND CONTROL SYSTEM AND MARKINGS

| | | |
|---|---|---|
| 1 | Use of aircraft stand ID signs, TWY guide lines and visual docking/parking guidance system of aircraft stands | Stands 1- 6 are nose in/push back stands adjacent to the terminal building.<br><br>Stand 7N is a nose in/push back stand at the head of the cul-de-sac serving Stands 5 - 9.<br><br>Stands 14 - 16 and 17 - 20 are nose in/push back stands.<br><br>Stands 7 - 12 are nose in/push back or taxi through stands as appropriate.<br><br>Stands 8 - 11 inclusive have both East and West stand blocks installed. Inbound aircraft shall follow the instructions of the marshaller or Follow Me vehicle in order to be parked in an east or west configuration, as instructed.<br><br>Stands 21, 26, 26L, 29 and 30 are nose in/push back stands.<br><br>Stands 22 and 23 are nose in/push back stands. The routine push back for these stands is into Link Charlie to face east.<br><br>Stands 24, 25 and 26R are nose in/push back stands. The routine push back for these stands is into Link Charlie to face west.<br><br>Stand 28E is a taxi through stand when stand 26L is unoccupied.<br><br>Stands 31 and 33 are nose in/push back or taxi through stands as appropriate.<br><br>Stand 28W is a taxi through stand. Night stopping aircraft allocated to Stand 28 shall be marshalled to park facing west.<br><br>Stands 32 and 34-40 inclusive are nose in/push back stands.<br><br>W2, W3 and E2 are north facing, nose in/push back off-stand parking positions.<br><br>W1, W4, E1 and E3 are south facing off-stand parking positions.<br><br>W5, W6, W7 and W8 are self-manoeuvring off-stand parking positions.<br><br>All stands must be used under marshalling guidance to provide stop information to pilots. In the event of there being no marshaller present upon approach to the stand, flight crews should hold position on the taxiway or taxilane centre-line and inform ATC that they are awaiting a marshaller (ATC shall request a marshaller from Airside Operations if the ground handling agent is not immediately available). |
| 2 | Runway and taxiway markings and lighting | Runway marking aid(s):<br>09/27: Displaced threshold markings and designators on Runway 27. Threshold markings and designators on Runway 09. Fixed distance markings on Runways 09 and 27, centre-line markings. Runway guard lights are located at all taxiway/runway intersections.<br><br>Taxiway marking aid(s): |

| | | |
|---|---|---|
| | | Taxiway holding point markings. Amber/green lead-on/off lines on Taxiways A and G. |
| 3 | Stop bars and runway guard lights (if any) | Located at AX, BX, DX, FX, GX, HX, JX (All H24) and G2, G3, Z1, Z2, Z3 and Z4. |
| 4 | Other runway protection measures | |
| 5 | Remarks | 3 WDI (LGTD) - 512300.39N 0024340.88W, 512251.26N 0024314.82W, 512254.28N 0024241.05W |

## EGGD AD 2.10 AERODROME OBSTACLES

| In Approach/Take-off areas | | | | | |
|---|---|---|---|---|---|
| **Obstacle ID/ Designation** | **Obstacle Type** | **Obstacle Position** | **Elevation/Height** | **Obstruction Lighting Type/ Colour** | **Remarks** |
| **1** | **2** | **3** | **4** | **5** | **6** |
| INTENTIONALLY BLANK | | | | | |

| In circling area and at aerodrome | | | | | | |
|---|---|---|---|---|---|---|
| **Obstacle ID/ Designation** | **Obstacle Type** | **Obstacle Position** | **Elevation/Height** | | **Obstruction Lighting Type/ Colour** | **Remarks** |
| **1** | **2** | **3** | **4** | | **5** | **6** |
| (EGGD8430) | MAST | 512357.48N 0023843.56W | 888 FT | 154 FT | Yes Red | |
| (EGGD9114) | MAST | 512342.82N 0024237.57W | 747 FT | 89 FT | Yes Red | |
| (EGGD8927) | MAST | 511829.01N 0024314.74W | 1158 FT | 137 FT | No | |
| (EGGD8665) | MAST | 511413.46N 0023731.39W | 1963 FT | 973 FT | Yes Red | |

## EGGD AD 2.11 METEOROLOGICAL INFORMATION PROVIDED

| | | |
|---|---|---|
| 1 | Associated MET Office | MET OFFICE EXETER |
| 2 | Hours of service<br>MET Office outside hour | H24 |
| 3 | Office responsible for TAF preparation<br>Periods of validity | MET OFFICE EXETER<br>24 Hours |
| 4 | Trend forecast<br>Interval of issuance | |
| 5 | Briefing/consultation provided | Telephone |
| 6 | Flight documentation<br>Language(s) used | Charts abbreviated plain language text. TAFs and METARs.<br>English. |
| 7 | Charts and other information available for briefing or consultation | METFORM 214-215. 24 Hour MSLP forecast. Eur Sig WX, Upperwinds/Temp. AIRMET Southern. AIRMET Scottish, AIRMET Northern. |
| 8 | Supplementary equipment available for providing information | |
| 9 | ATS units provided with information | BRISTOL APP |
| 10 | Additional information (limitation of service, etc.) | |

## EGGD AD 2.12 RUNWAY PHYSICAL CHARACTERISTICS

| **Designations RWY Number** | **True bearing** | **Dimensions of RWY** | **Surface of RWY/ SWY/ Strength** | **THR co-ordinates/ THR Geoid undulation** | **THR elevation/ Highest elevation of TDZ of precision APP RWY** | **Slope of RWY/ SWY** |
|---|---|---|---|---|---|---|
| **1** | **2** | **3** | **4** | **5** | **6** | **7** |
| 09 | 086.43° | 2011 x 45 M | RWY surface: Asphalt, Grooved<br>PCN 51/F/C/W/T | 512255.59N 0024400.61W 163.9 FT | THR 613.5 FT<br>TDZ 621.9 FT | RWY 09 0.15% down<br>RWY 27 0.15% up |

| Designations RWY Number | True bearing | Dimensions of RWY | Surface of RWY/ SWY/ Strength | THR co-ordinates/ THR Geoid undulation | THR elevation/ Highest elevation of TDZ of precision APP RWY | Slope of RWY/ SWY |
|---|---|---|---|---|---|---|
| 1 | 2 | 3 | 4 | 5 | 6 | 7 |
| 27 | 266.45° | 2011 x 45 M | RWY surface: Asphalt, Grooved<br>PCN 51/F/C/W/T | 512259.37N<br>0024223.50W<br>163.8 FT | THR 600.9 FT<br>TDZ 601.3 FT | RWY 09 0.15% down<br>RWY 27 0.15% up |

| SWY Dimensions | Clearway Dimensions | Strip Dimensions | RESA Dimensions, Overshoot / Undershoot | Location/ description of arresting system | OFZ | Remarks |
|---|---|---|---|---|---|---|
| 8 | 9 | 10 | 11 | 12 | 13 | 14 |
| | 122 x 150 M | 2131 x 280 M | | | | RWY 09<br><br>Pilots should note that when using Runway 09, there is a 240 M area of the runway that provides a forward sight distance of less than 1006 M (for an eye height of 3 M above the runway surface) between the start of the LDA and 240 M after the start of the LDA located in the area of the Runway 09 threshold and start of the 09 TDZ.<br><br>OFZ: Yes. |
| | 1005 x 150 M | 2131 x 280 M | | | | RWY 27<br><br>Pilots should note that when using Runway 27, there is a 395 M area of the runway that provides a forward sight distance of less than 1006 M (for an eye height of 3 M above the runway surface) between 630 M and 1025 M after the start of the LDA located in the middle of the runway length.<br><br>Threshold displaced by 129 M.<br><br>OFZ: Yes. |

## EGGD AD 2.13 DECLARED DISTANCES

| Runway designator | TORA | TODA | ASDA | LDA | Remarks |
|---|---|---|---|---|---|
| 1 | 2 | 3 | 4 | 5 | 6 |
| 09 | 2011 M | 2133 M | 2011 M | 2011 M | |
| 27 | 2011 M | 3016 M | 2011 M | 1882 M | |
| 09 | 1300 M | 1422 M | 1300 M | | Take-off from intersection with Taxiway Foxtrot. |
| 09 | 701 M | 823 M | 701 M | | Take-off from intersection with Taxiway Delta. |
| 09 | 652 M | 774 M | 652 M | | Take-off from intersection with Taxiway Hotel. |
| 27 | 1828 M | 2742 M | 1828 M | | Take-off from intersection with Taxiway Bravo. |
| 27 | 1780 M | 2670 M | 1780 M | | Take-off from intersection with Taxiway Juliet. |
| 27 | 1371 M | 2057 M | 1371 M | | Take-off from intersection with Taxiway Hotel. |
| 27 | 1348 M | 2021 M | 1348 M | | Take-off from intersection with Taxiway Delta. |
| 27 | 734 M | 1101 M | 734 M | | Take-off from intersection with Taxiway Foxtrot. |

## EGGD AD 2.14 APPROACH AND RUNWAY LIGHTING

| RWY | Approach lighting Type/ Length/ Intensity | Threshold lighting Colour/Wing bars | VASIS/ MEHT/ PAPI/ PAPI Dist from THR | TDZ, lighting Length | Runway Centre Line lighting Length/ Spacing/ Colour/ Intensity | Runway edge lighting Length/ Spacing/ Colour/ Intensity | Runway end lighting Colour/ Wing bars | Stopway lighting Length/ Colour | Remarks |
|---|---|---|---|---|---|---|---|---|---|
| 1 | 2 | 3 | 4 | 5 | 6 | 7 | 8 | 9 | 10 |
| 09 | Coded centre-line with three crossbars.<br>480 M<br>Light intensity high | Green<br>Light intensity high<br>Uni-directional with wingbars | PAPI<br>Left/3°<br>54 FT<br>347 M<br><br>In relation to aircraft approach, B787-800 wheel to eye clearance over threshold is 6.75 M. A330 wheel clearance over threshold is 5.51 M. | | Colour coded<br>15 M<br>Light intensity high | Elev bi-directional with omni-directional component 60 M<br>Light intensity high | Uni-directional<br>Red | | EDGE:<br>Yellow runway lights for final 600 M in take-off/landing direction. |
| 27 | Coded centre-line with three crossbars.<br>Supplementary lights inner 300 M.<br>570 M<br>Light intensity high | Green<br>Light intensity high<br>Uni-directional with wingbars | PAPI<br>Left/3°<br>57 FT<br>319 M<br><br>In relation to aircraft approach, B787-800 wheel to eye clearance over threshold is 5.54 M. | 900 M | Colour coded<br>15 M<br>Light intensity high | Elev bi-directional with omni-directional component 60 M<br>Light intensity high | Uni-directional<br>Red | | EDGE:<br>Yellow runway lights for final 600 M in take-off/landing direction. |

## EGGD AD 2.15 OTHER LIGHTING, SECONDARY POWER SUPPLY

| | | |
|---|---|---|
| 1 | ABN/IBN location, characteristics and hours of operation | |
| 2 | LDI location and lighting<br>Anemometer location and lighting | Anemometer: East 512253.74N 0024240.68W,<br>West 512300.90N 0024341.26W. |
| 3 | TWY edge and centre line lighting | CL: Green centre-line lighting on taxiways A, B, G and Z.<br><br>EDGE: Blue edge lighting on taxiways A, B, D, F, H, J and Z. |
| 4 | Secondary power supply/switch-over time | Yes/1 second. |
| 5 | Remarks | Obstacle lighting. Apron floodlights. |

## EGGD AD 2.16 HELICOPTER LANDING AREA

**INTENTIONALLY BLANK**

## EGGD AD 2.17 AIR TRAFFIC SERVICES AIRSPACE

| Designation and lateral limits | Vertical Limits | Airspace Class | ATS unit callsign/ language | Transition Altitude | Hours of applicability | Remarks |
|---|---|---|---|---|---|---|
| 1 | 2 | 3 | 4 | 5 | 6 | 7 |
| BRISTOL CTR<br>A circle, 5 NM radius, centred at 512258N 0024309W | Upper limit: FL105<br>Lower limit: SFC | D | BRISTOL RADAR<br>English | 6000 FT | | To operate UAS above 400 FT AGL within this area, UAS operators are required to notify NATS via the NATS Non-Standard Flight (NSF) Portal. UAS operators are required to notify NATS at least 14 days before the date of each activity. |
| BRISTOL ATZ<br>A circle, 2.5 NM radius, centred at 512258N 0024309W on longest notified runway (09/27) | Upper limit: 2000 FT AGL<br>Lower limit: SFC | D | BRISTOL RADAR<br>English | 6000 FT | | |

## EGGD AD 2.18 AIR TRAFFIC SERVICES COMMUNICATION FACILITIES

| Service Designation | Callsign | Channel/ Frequency(MHz) | SATVOICE number(s) | Logon Address | Hours of Operation | Remarks |
|---|---|---|---|---|---|---|
| 1 | 2 | 3 | 4 | 5 | 6 | 7 |
| APP | BRISTOL RADAR | 125.650<br>DOC 60 NM/ 15,000 FT. | | | H24 | ATZ hours coincident with Radar hours.<br>For aircraft requesting to join, transit or fly within 10 NM of Bristol CAS. |
| | | 136.080<br>DOC 60 NM/ 15,000 FT. | | | When directed by ATC. | |
| TWR | BRISTOL DELIVERY | 121.930<br>Available as directed by ATC.<br>DOC 2 NM/GND. | | | H24 | |
| | BRISTOL GROUND | 121.930<br>DOC 2 NM/GND. | | | When directed by ATC. | |
| | BRISTOL TOWER | 133.850<br>DOC 25 NM/4000 FT. | | | H24 | |
| | | 136.080<br>DOC 60 NM/ 15,000 FT. | | | When directed by ATC. | |
| RADAR | BRISTOL DIRECTOR | 136.080<br>Available as directed by ATC.<br>DOC 60 NM/ 15,000 FT. | | | H24 | |
| ATIS | BRISTOL INFORMATION | 126.030 | | | H24 | Available by Telephone: 01275-475686 (H24). |
| OTHER | BRISTOL FIRE | 121.600<br>Non-ATS frequency. | | | Available when Fire vehicle attending aircraft on the ground in an emergency. | |

# EGGD AD 2.19 RADIO NAVIGATION AND LANDING AIDS

| Type of Aid CAT of ILS/MLS MAG Var/VOR Declination | Ident | Frequency | Hours of Operation | Position of transmitting antenna coordinates | Elevation of DME transmitting antenna | Remarks |
|---|---|---|---|---|---|---|
| 1 | 2 | 3 | 4 | 5 | 6 | 7 |
| ILS/LOC<br>I<br>0.49°E (2027) | IBON | 110.150 MHz | H24 | 512300.20N<br>0024202.08W | | (RWY 09) |
| ILS/GP | IBON | 334.250 MHz | H24 | 512259.92N<br>0024344.96W | | 3° ILS Ref Datum Hgt 57 FT.<br>Certified for extended range up to 15 NM. |
| ILS/LOC<br>III<br>0.48°E (2027) | IBTS | 110.150 MHz | H24 | 512255.18N<br>0024411.06W | | (RWY 27) |
| ILS/GP | IBTS | 334.250 MHz | H24 | 512253.79N<br>0024240.00W | | 3° ILS Ref Datum Hgt 50 FT.<br>Certified for extended range up to 15 NM. |
| NDB (L)<br>0.49°E (2027) | BRI | 414.000 kHz | H24 | 512253.19N<br>0024303.14W | | On AD. Range 40 NM. |
| ILS/DME | IBON | 38Y<br>110.150 MHz | H24 | 512259.85N<br>0024344.78W | 628 FT | (RWY 09)<br>DME freq paired with ILS I-BON and I-BTS.<br>Zero range is indicated at THR of Runway 09. |
| ILS/DME | IBTS | 38Y<br>110.150 MHz | H24 | 512253.92N<br>0024240.23W | 617 FT | (RWY 27)<br>DME freq paired with ILS I-BON and I-BTS.<br>Zero range is indicated at THR of Runway 27 |
| VOR/DME<br>0.27°E (2027)<br>0.8°W (2019) | BCN | 121Y<br>117.450 MHz | H24 | 514331.89N<br>0031546.92W | 1450 FT | RNAV Substitution Only.<br>VOR DOC: 65 NM/50000 FT.<br>DME DOC: 65 NM/50000 FT (125 NM/50000 FT in Sector R136-001). |

# EGGD AD 2.20 LOCAL AERODROME REGULATIONS

## 1 AIRPORT REGULATIONS

a) Aircraft unable to communicate by radio with ATC will not be accepted.
b) All flights are at all times subject to PPR. The filing of a flight plan with NATS Ltd does not constitute permission to use Bristol Aerodrome.
c) Aircraft using Bristol Airport are to carry third party insurance cover of not less than £500,000.
d) Due to restricted General Aviation parking facilities, operators of inbound General Aviation flights must pre-notify published handling agents with their ETA and duration of stay.
e) All aircraft operators should submit details of proposed flights and schedules to Airport Co-ordination Ltd, who act as agents on behalf of Bristol for this purpose. Bristol is an IATA Level 3 coordinated airport as defined by IATA and the UK Department for Transport. It is a condition of use of Bristol Airport that operators fully comply with the time allocated by Airport Co-ordination Ltd on behalf of Bristol Airport. Requests for ad-hoc slot allocations during this period, should be made to ACL during working hours 0730-1600, Monday to Friday by SITA: LONACXH; e-mail: lonacxh@acl-uk.org; Tel: 0161-493 1850; or at all other times to Bristol Airport Duty Manager: 01275-473424.

   These applications must include the following information:

   i. Aircraft owner/operator;
   ii. aircraft type and registration;
   iii. flight number (if applicable);
   iv. requested time of arrival and departure at Bristol;
   v. nominated handling agent at Bristol.

   OCS account holders can add, change and cancel slots at any time on the online coordination portal: https://www.online-coordination.com.

f) Due to limited aircraft stand availability, aircraft wishing to divert to Bristol Airport may not be accepted, except in an emergency.
g) High visibility clothing must be worn on the apron and manoeuvring area at all times, except for passengers under escort.
h) Local airside procedures and requirements are available from the Airside Ops webpage: www.bristolairport.co.uk/airside.

## 2 GROUND MOVEMENT

a) A marshaller is required for parking on all stands. Aircraft must wait on the taxiway or apron taxilane until a marshaller is present and gives the correct hand signals to proceed.
b) Headsets are to be used for all engine start and pushback/departure communications. The only exceptions are thunderstorm warning, aircraft port unserviceability, or failure of the headset after the pushback has started or the training of ICAO hand signals (which are to be used in these situations).

Flight crew must inform ATC if they are not in, or lose two-way communication with the ground crew. The request for pushback, and issue of pushback instruction is between flight crew and ATC. Flight crew must relay the instruction verbatim to ground crew.

Before pushback is requested, flight crew must confirm ground crew are ready. This is to ensure the tug driver is able to listen to communication between flight crew and ATC. The tug driver must listen carefully to the pushback instruction and ensure they have understood it. This enables the tug driver to cross check the pushback instruction from ATC to what is communicated by the headset operator.

If the tug driver has not heard or understood the pushback instruction they must not commence pushback. The flight crew should request that ATC repeat the instruction. The ground crew must not commence pushback if they believe a safety concern exists. Any request for amendment to the pushback instruction, or clarification regarding the instruction shall, in the first instance, be directed to ATC by the flight crew. If further clarification is required or the concern cannot be resolved, assistance from Airside Operations is to be requested.

c) Aircraft engine runs: Permission to carry out an engine run is required for an aircraft with one or more of the following parameters:

i. An aircraft equipped with jet engines (including business jets);
ii. any commercial turbo prop engine aircraft;
iii. any aircraft planning a high power engine run;
iv. any out of hours engine run.

Permission will be given via an authorisation code. To obtain the authorisation code, contact the Airside Operations Department on 01275-473705 in advance of the planned engine run time.

d) Most grass areas are unsuitable for parking of aircraft.
e) Bristol Delivery frequency 121.930 MHz may be open during peak daytime hours. 121.930 MHz is not monitored if not operational.
f) Pilots should request airways or departure clearances prior to start. Clearances are available up to 15 minutes before EOBT.
g) Code D & E aircraft movements between holding points G3 and Z2 will be provided with a follow-me vehicle.
h) B787 and A330 available taxi routes:

| | Departure | Arrival |
|---|---|---|
| Runway 09 | Taxiway Z to Taxiway G, enter Runway at GX. | Runway to vacate either BX (Taxiway B) or AX (Taxiway A) to Taxiway Z to allocated stand. |
| Runway 27 | Taxiway Z to Taxiway A, enter Runway at AX. | Runway to vacate GX, Taxiways G and Z to allocated stand. |

i) B787 and A330 aircraft will not be able to backtrack.
j) Flight crew should only request start up/pushback when ready to depart. This shall include doors closed, steps removed, tug attached and communication established with their ground crew.
k) Pilots are to use the minimum power necessary when manoeuvring on the taxiway and taxilane system. This is of particular importance when manoeuvring in the apron cul-de-sacs.
l) Aircraft shall enter Stands 22-25 inclusive directly from Taxiway Zulu, following the stand identification markings and arrows on the taxiway. Aircraft parking on Stands 23 or 24 must taxi straight in from Taxiway Z and not via Link Charlie to the rear of these stands.
m) Push and hold procedure is available, arrange via ground crew. Start-up approval is required from ground crew.
n) There are four roadway uncontrolled crossings across apron cul-de-sacs and taxi-lanes on the east and west aprons. Traffic on the crossings is not under ATC control but is required to give way to aircraft prior to entering the crossing point. Pilots should be aware of the proximity of road traffic whilst manoeuvring.
o) Due to insufficient main landing gear clearance, A321 are unable to turn westbound from Taxiway Foxtrot onto Taxiway Zulu, and vice-versa.

## 3 CAT II/III OPERATIONS

a) Runway 27, subject to the serviceability of the equipment, is suitable for Category lll operations by operators whose minima have been accepted by the Civil Aviation Authority.
b) Pilots will be informed by ATIS broadcast or by RTF when Low Visibility Procedures (LVPs) are in operation.
c) Holding points DX, FX and HX will not be available when LVP are in force.
d) Arriving aircraft Runway 27 - Pilots are to delay the call 'runway vacated' until the aircraft has completely passed the end of the green/yellow colour coded taxiway centreline lights. These lights denote the extent of the ILS Localiser sensitive area.
e) When IRVR is 400 M or less, a follow-me vehicle shall be provided from the edge of the manoeuvring area onto the allocated stand.

## 4 WARNINGS

a) Ground signals are not displayed, except for light signals.
b) Bird Dispersal is carried out on a regular basis, using a bird control laser, BABS and pyrotechnic equipment. Pilots are warned, however, that birds may not always be detected on the extreme western end of the aerodrome and on the approaches and departure tracks of all runways. Racing pigeon activity over/close to the airport is evident throughout the year, especially from 1 April to 31 October.

c) Hot air balloon launches take place in VMC from Ashton Court (3.5 NM north east of the aerodrome) and from Bath (12 NM east of the aerodrome). Balloons may be observed downwind of these sites within the CTR and within or passing beneath the CTA. All hot air balloons within controlled airspace operating above 1000 FT QNH will be in contact with ATC who will notify pilots of known balloon activity which may affect their flights.
d) Glider and hang-glider activity takes place in VMC within designated glider blocks as follows:

i. Ubley - A small section of the CTR south of Blagdon Lake up to 2500 FT QNH.
ii. Halesland blocks A and B - Bristol CTA-5 to the east of Cheddar Reservoir up to 4000 FT QNH and occasionally up to 5000 FT QNH.
iii. The Bath Gap - Bristol CTA-6 up to 4500 FT QNH.

ATC will notify pilots of known glider activity which may affect their flights (this may be via an ATIS message). IFR flights will be vectored to remain clear of active glider blocks and given descent instructions to maintain at least 500 FT above the gliders' maximum operating altitude.

e) Caution, pilots may experience windshear/turbulence, especially if the wind is strong southeasterly (using Runway 09) or strong westerly (using Runway 27).
f) Laser light display at Weston-super-Mare seafront, 10.5 NM west south west of the airport, may affect pilots making approaches to Runway 09 or departing from Runway 27.
g) Small unmanned vehicles (UAVs) may operate from a site within the CTR approximately 3.5 NM north east of the aerodrome, up to 570 FT AMSL within 1 NM of the site.
h) Model aircraft may operate from a site within the CTR approximately 4 NM northwest of the airport up to 1015 FT AMSL within 0.5 NM of the site.

## 5 HELICOPTER OPERATIONS

a) A noise sensitive area exists immediately to the north of the northern aerodrome boundary, which should not be overflown below 500 FT QFE.
b) Helicopters must arrive/depart using Runway in use. Easterly departures to turn north and follow the A38 after crossing threshold.
c) Westerly departures should not turn north until crossing the aerodrome boundary.
d) Westerly arrivals from the north should approach following the A38 road and join on a right base for Runway 27, avoiding Felton village and the noise sensitive area to the north.
e) Helicopters are not permitted to over-fly any part of the northside aprons. Any helicopters instructed to land on the northside aprons shall be marshalled by Airside Operations.
f) Helicopter circuit height is 700 FT QFE.

## 6 USE OF RUNWAYS

a) In accordance with EU OPS Subpart E, the following approach operations are available to approved operators:

i. Runway 09 is suitable for lower than Standard Category I operations supported by an ILS Classification of I/T/1, when the IRVR is not less than 550 M.

## 7 TRAINING

a) Use of the aerodrome for training purposes is subject to the following:

i. Training is not permitted under any circumstances between 2200-0700 (2100-0600);
ii. Use of the aerodrome for training purposes (navaid/runway/circuit), is subject to approval by the aerodrome operator, and subject to restrictions detailed within EGGD AD 2.20, 1. Airport Regulations;
iii. Inbound and outbound training sorties by based operators are permitted, and subject to restrictions detailed within EGGD AD 2.20, 1. Airport Regulations.

# EGGD AD 2.21 NOISE ABATEMENT PROCEDURES

a) In exercise of the powers conferred on it by Section 4 of the Civil Aviation Act 2006, Bristol Aerodrome has established a noise control scheme for the purpose of avoiding and limiting the effect of noise connected with the taking-off or, as the case may be, landing of aircraft at Bristol Aerodrome. The noise control scheme provides as follows:
b) The following procedures may be departed from only to the extent necessary for avoiding immediate danger and for complying with ATC instructions.

i. Operators of all aircraft using the airport are to ensure that their aircraft conform to the noise abatement techniques laid down for the type of aircraft and that operations are conducted in a manner calculated to cause the least disturbance practicable in areas surrounding the airport.
ii. When operating IFR, any aircraft carrying out a visual approach must not join the final approach track at an altitude of less than 2200 FT (QNH).

c) Unless otherwise instructed by ATC, aircraft using the ILS in IMC or VMC shall not descend below the altitude specified in ii) above before intercepting the glide path nor thereafter fly below it. Aircraft approaching without assistance from ILS or radar shall follow a descent path which will not result in its being at any time lower than the approach path which would be followed by an aircraft using the ILS glide path.

d) The Noise Preferential Routeings (NPR) given below are compatible with ATC requirements and shall apply in both VMC and IMC. The tracks are to be flown by all departing aircraft of more than 5700 KG maximum certified weight, unless otherwise instructed by ATC or unless deviations are required in the interests of safety.

The NPRs are incorporated in the ATC Standard Instrument Departure procedures (SIDs).

| Take-Off Runway | NPR |
|---|---|
| 09 | Climb straight ahead to IBON 5.4 NM (IBTS 4.7 NM) DME to be no lower than 3000 FT QNH at this point before commencing the turn. |
| 27 | Climb straight ahead to IBTS 5.2 NM (IBON 4.5 NM) DME to be no lower than 3000 FT QNH at this point before commencing the turn. |

The obligations of NPRs cease when an altitude of 4000 FT QNH or above has been reached.

e) Jet aircraft and propeller driven aircraft of more than 5700 KG maximum certificated weight making visual approaches to Runway 27 shall intercept final approach track at:

i. Not less than 3 DME, from the North;
ii. Not less than 4 DME, from the South.

f) **Continuous Descent Approaches**

Subject to ATC instructions, inbound aircraft are to maintain as high an altitude as practical and adopt a continuous descent profile, when appropriate. ATC will advise pilots of an estimate of the track distance to run to touchdown as soon as possible after first call on the approach frequency.

g) **Aircraft Noise Quota Count System**

Night flying restrictions apply restricting the operations of certain types of aircraft during the periods 2300-0700 (2200-0600). Except in the case of aircraft in distress, all take-offs and landings between these hours are subject to prior application being made to the Airport Co-ordination Ltd. A Night Noise Quota System is in force between 2330-0600 (2230-0500). Full details of the Night Noise Quota System and the night flying restrictions are available from Tel: 01275-475522.

h) Every aircraft using the airport shall, after take-off or 'go around' be operated in the quietest possible manner. Aircraft exceeding 90 dB(A) (103PNdB) by day 0600-2329 (0500-2229) and 85 dB(A) (96PNdB) by night 2330-0559 (2230-0459) at the noise monitoring points located 6.5 KM from the start of roll for Runways 09 and 27 will be subject to a penalty as set out in the airport Fees and Charges.

i) Pilots and engineers should restrict the use of Auxiliary Power Units (APU) to the minimum time necessary. Between 2330-0559 (2230-0459) except when immediately prior to departure, APUs may only be run subject to approval from Airside Operations. An authorisation code will be required; contact 01275-473705. In addition, stands 38 and 39 have additional restrictions: FEGP is to be the primary source of power for aircraft when on stand. APUs may only be operated on these stands when required for operationally essential aircraft systems, immediately prior to departure.

j) In order to avoid overflying Felton Village, when departing Runway 09 and requiring to turn left, all aircraft shall climb ahead to 1 NM DME before commencing the left turn.

k) **Light Aircraft Operations**

i. Runway 27

1. All pilots should arrange their flight so as to minimise noise nuisance.
2. Circuit direction (to land) is normally left hand.

ii. Runway 09

1. Practice engine failures after take-off by single engined aircraft are not permitted.
2. Circuit direction (to land) is normally right hand only. However, ATC may require non-standard circuit direction for traffic integration.

# EGGD AD 2.22 FLIGHT PROCEDURES

## 1 PROCEDURES FOR INBOUND AIRCRAFT

a) Standard Arrival routes for aircraft inbound from the UK ATS Route network are detailed at AD 2-EGGD-7.

b) **Inbound Procedure other than on ATS Route Network.**

i. VFR and Special VFR aircraft will usually be instructed to route via one of the Visual Reference Points (paragraph 5 refers), not above altitude 2000 FT (aerodrome QNH).

## 2 PROCEDURE FOR OUTBOUND AIRCRAFT

a) Aircraft Outbound via the ATS Route Network

i. Standard Instrument Departures for aircraft outbound via the UK ATS Route network are detailed at AD 2-EGGD-6.
ii. Aircraft departing on a YORQI or HAWFA SID routeing via L607 requesting a cruising level of FL 110 or above will be expected to maintain climb gradients to achieve FL 110 or above when crossing BUCFA. Pilots of aircraft unable to achieve FL 110 crossing BUCFA must inform ATC for alternative clearance.

***Note:*** *Due to the removal of the BCN DVOR, SIDs as detailed at AD 2-EGGD-6-1 and 6-3 are only available to aircraft that are RNAV 1 compliant.*

b) Aircraft Outbound to the FIR

i. IFR aircraft wishing to leave the Bristol CTR/CTA to enter the London FIR will be cleared by the most direct route consistent with the current traffic situation.
ii. VFR and Special VFR aircraft will usually be instructed to route via one of the Visual Reference Points, not above 2000 FT (aerodrome QNH).

## 3 SPECIAL VFR FLIGHTS

a) Pilots operating on a Special VFR clearance may be given a radar service whilst within the Bristol CTR/CTA if, due to the traffic situation, ATC considers it advisable. It is the responsibility of the pilot to remain at all times in flight conditions which will enable him to determine his flight path and to keep clear of obstacles and to ensure that he is able to comply with the requirements of SERA.3105 Minimum Heights, SERA.5010 Special VFR in control zones and ENR 1.2 paragraph 1.3(l). Pilots must inform the Radar Controller if compliance with the above entails a change of heading or height.

## 4 HOLDING

a) A 1 minute racetrack procedure, approaching BRI 414 512253N 0024303W on track 095° turning left at the facility.

## 5 VISUAL REFERENCE POINTS (VRP)

a) Pilots are advised to use caution when routeing via the Bristol VRPs as they are Air Navigation Obstacles with high elevation – See ENR 5.4 dataset for up to date details of ICAO AREA 1 Obstacles.
b) Aircraft entering the Bristol CTR/CTA via M5 Avon Bridge, Cheddar Reservoir, Clifton Suspension Bridge and Chew Valley VRPs may be required to hold at East Nailsea, Barrow Tanks Reservoirs or Churchill VRPs as appropriate.
c) Details of VRPs are available in the consolidated 'Visual Reference Points List' published on the 'Digital Dataset' page of the NATS AIS website, www.nats.aero/ais.

## 6 RADIO COMMUNICATIONS FAILURE PROCEDURE

a) In the event of complete radio communication failure in an aircraft the pilot will adopt the appropriate procedure notified at ENR 1.1.3. The route to be followed when leaving the CTR/CTA in accordance with this procedure is as follows:

| Position at time of decision | Route |
|---|---|
| BRI 414 512253N 0024303W | Track 180°(T) at 3000 FT or last assigned level by ATC if higher |

## 7 FREQUENCY MONITORING CODE (FMC)

a) Pilots operating in the vicinity of, but intending to remain outside Bristol controlled airspace, within the area defined by straight lines joining successively the following points and maintaining a listening watch only on Bristol Radar frequency, 125.650 MHz, are encouraged to select SSR code 5077.

512715N 0030058W - 512349N 0030302W -
510900N 0030300W - 511200N 0025100W -
511200N 0021400W - 513022N 0020241W -
513533N 0020342W - 513945N 0024042W -
512715N 0030058W.

b) Selection of 5077 does not imply the receipt of an ATC service. Aircraft displaying the code are not expected to contact ATC under normal circumstances, remain responsible for their own navigation, separation, terrain clearance and are expected to remain clear of the controlled airspace at all times.
c) Whilst squawking 5077 pilots should be aware that Bristol Radar may make blind transmissions in order to ascertain a particular aircraft's intentions/route.
d) When a pilot ceases to maintain a listening watch, code 5077 shall be deselected.

# EGGD AD 2.23 ADDITIONAL INFORMATION

Not applicable.

## EGGD AD 2.24 CHARTS RELATED TO AN AERODROME

AERODROME CHART - ICAO
AD 2.EGGD-2-1
AIRCRAFT PARKING/DOCKING CHART - ICAO
AD 2.EGGD-2-2
CONTROL ZONE and CONTROL AREA CHART
AD 2.EGGD-4-1
ATC SURVEILLANCE MINIMUM ALTITUDE CHART - ICAO
AD 2.EGGD-5-1
STANDARD DEPARTURE CHART - INSTRUMENT (SID) BCN 1X 1Z (RNAV SUBSTITUTION ONLY) - ICAO
AD 2.EGGD-6-1
STANDARD DEPARTURE CHART - INSTRUMENT (SID) HAWFA 1X YORQI 1Z - ICAO
AD 2.EGGD-6-2
STANDARD DEPARTURE CHART - INSTRUMENT (SID) EXMOR 1X 1Z (RNAV SUBSTITUTION ONLY) - ICAO
AD 2.EGGD-6-3
RNAV5 (DME/DME or GNSS) STANDARD ARRIVAL CHART - INSTRUMENT (STAR) WEVBE 1B ELREW 1B - ICAO
AD 2.EGGD-7-1
RNAV5 (DME/DME or GNSS) STANDARD ARRIVAL CHART - INSTRUMENT (STAR) FIFAH 1B - ICAO
AD 2.EGGD-7-2
RNAV5 (DME/DME or GNSS) STANDARD ARRIVAL CHART - INSTRUMENT (STAR) ICTAM 1B - ICAO
AD 2.EGGD-7-3
RNAV5 (DME/DME or GNSS) STANDARD ARRIVAL CHART - INSTRUMENT (STAR) DAWLY 1B - ICAO
AD 2.EGGD-7-4
RNAV1 (DME/DME or GNSS) STANDARD ARRIVAL CHART - INSTRUMENT (STAR) RWY 09/27 ADVED 1A BAXUN 1A - ICAO
AD 2.EGGD-7-5
RNAV1 (DME/DME or GNSS) STANDARD ARRIVAL CHART - INSTRUMENT (STAR) TOJAQ 2B - ICAO
AD 2.EGGD-7-6
RNAV1 (DME/DME or GNSS) STANDARD ARRIVAL CHART - INSTRUMENT (STAR) BAJJA 1B - ICAO
AD 2.EGGD-7-7
STANDARD INSTRUMENT ARRIVAL CODING TABLES WEVBE 1B ELREW 1B FIFAH 1B ICTAM 1B
AD 2.EGGD-7-8
STANDARD INSTRUMENT ARRIVAL CODING TABLES DAWLY 1B ADVED 1A BAXUN 1A TOJAQ 2B BAJJA 1B
AD 2.EGGD-7-9
RNAV HOLD CODING TABLES BRI
AD 2.EGGD-7-10
INSTRUMENT APPROACH CHART ILS/DME/NDB(L) RWY 09 - ICAO
AD 2.EGGD-8-1
INSTRUMENT APPROACH CHART LOC/DME/NDB(L) RWY 09 - ICAO
AD 2.EGGD-8-2
INSTRUMENT APPROACH CHART RNP RWY 09 - ICAO
AD 2.EGGD-8-3
INSTRUMENT APPROACH CHART NDB(L)/DME RWY 09 - ICAO
AD 2.EGGD-8-4
INSTRUMENT APPROACH CHART ILS/DME/NDB(L) RWY 27 - ICAO
AD 2.EGGD-8-5
INSTRUMENT APPROACH CHART LOC/DME/NDB(L) RWY 27 - ICAO
AD 2.EGGD-8-6
INSTRUMENT APPROACH CHART RNP RWY 27 - ICAO
AD 2.EGGD-8-7
INSTRUMENT APPROACH CHART NDB(L)/DME RWY 27 - ICAO
AD 2.EGGD-8-8
INSTRUMENT APPROACH PROCEDURE CODING TABLES - RNP RWY 09 via EMPAS and ADVED, RWY 27 via ELROV and BAXUN
AD 2.EGGD-8-9

## EGGD AD 2.25 VISUAL SEGMENT SURFACE (VSS) PENETRATION

Not applicable

# AERODROME CHART - ICAO

**ARP 512258N 0024309W** **AD ELEV 622FT**

# BRISTOL
## EGGD



| LIGHTING | |
|---|---|
| APCH 09<br>APCH 27 | HI 480 m coded C/L with 3 bars.<br>HI 570 m coded C/L with 3 bars. Supplementary inner 300 m. |
| THR 09/27 | HI green uni-d with W bars. |
| RWY 09/27 | HI elev bi-d with LI omni-d component (last 600 m yellow).<br>HI colour coded C/L. End lights red. |
| TWY | TWYs A, B, G & Z green C/L. TWYs A, B, D, F, H, J & Z blue edge.<br>Stopbars at holds AX, BX, DX, FX, GX, HX, JX, G2-G3 & Z1-Z4. |

VAR 0.4°W - 2022
N
Annual Rate of Change 0.20°E

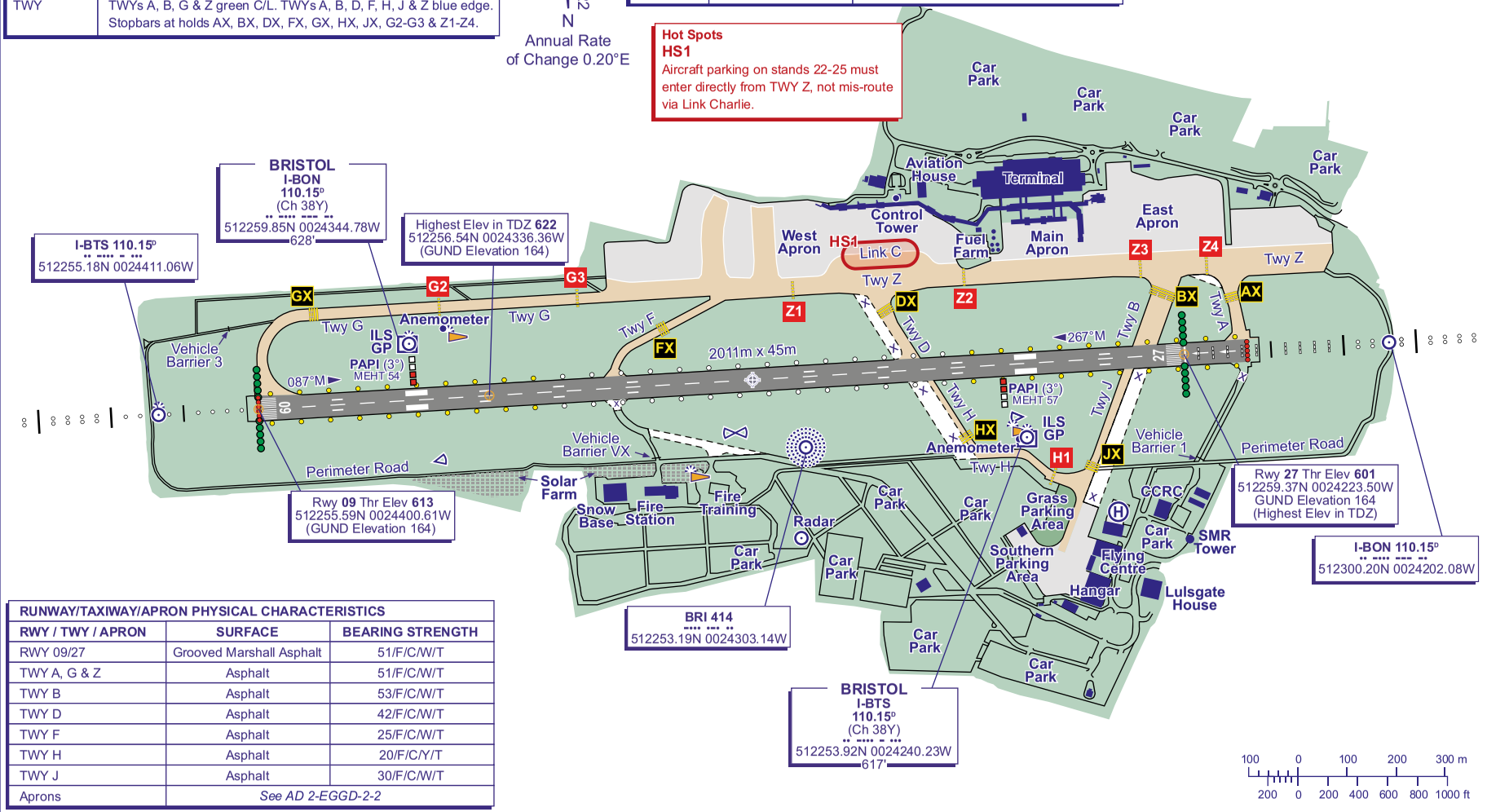
| COM | | |
|---|---|---|
| ATIS | 126.030 | BRISTOL INFO |
| TWR | 133.850<br>136.080 (as directed) | BRISTOL TOWER |
| | 121.930 (as directed) | BRISTOL DELIVERY |
| | 121.930 (as directed) | BRISTOL GROUND |
| OTHER | 121.600 | BRISTOL FIRE |

**GUND** (Geoid Undulation) = The height of the Geoid (MSL) above the Reference Elipsoid (WGS 84) at the stated position.

BEARINGS ARE MAGNETIC
ELEVATIONS AND HEIGHTS ARE IN FEET

ELEVATIONS IN FEET AMSL **622**

**Hot Spots**
**HS1**
Aircraft parking on stands 22-25 must enter directly from TWY Z, not mis-route via Link Charlie.




| RUNWAY/TAXIWAY/APRON PHYSICAL CHARACTERISTICS | | |
|---|---|---|
| **RWY / TWY / APRON** | **SURFACE** | **BEARING STRENGTH** |
| RWY 09/27 | Grooved Marshall Asphalt | 51/F/C/W/T |
| TWY A, G & Z | Asphalt | 51/F/C/W/T |
| TWY B | Asphalt | 53/F/C/W/T |
| TWY D | Asphalt | 42/F/C/W/T |
| TWY F | Asphalt | 25/F/C/W/T |
| TWY H | Asphalt | 20/F/C/Y/T |
| TWY J | Asphalt | 30/F/C/W/T |
| Aprons | *See AD 2-EGGD-2-2* | |

**CHANGE (8/25):** HOTSPOT 1 ADDED. CENTRAL PIER LABEL REMOVED.

# AIRCRAFT PARKING/DOCKING CHART - ICAO

ARP 512258N 0024309W

AD ELEV 622FT

# BRISTOL
## EGGD



| RUNWAY/TAXIWAY/APRON PHYSICAL CHARACTERISTICS | | |
|---|---|---|
| APRON / RWY / TWY | SURFACE | BEARING STRENGTH |
| Main Apron | Concrete/Asphalt | 51/R/C/W/T 51/F/C/W/T |
| East Apron | Concrete/Asphalt | 51/R/C/W/T 51/F/C/W/T |
| West Apron & Link C | Concrete | 51/R/C/W/T |
| Southern Parking Area | Asphalt | 30/F/C/W/T |
| RWY 09/27 | *See AD 2-EGGD-2-1* | |
| TWY (All) | | |

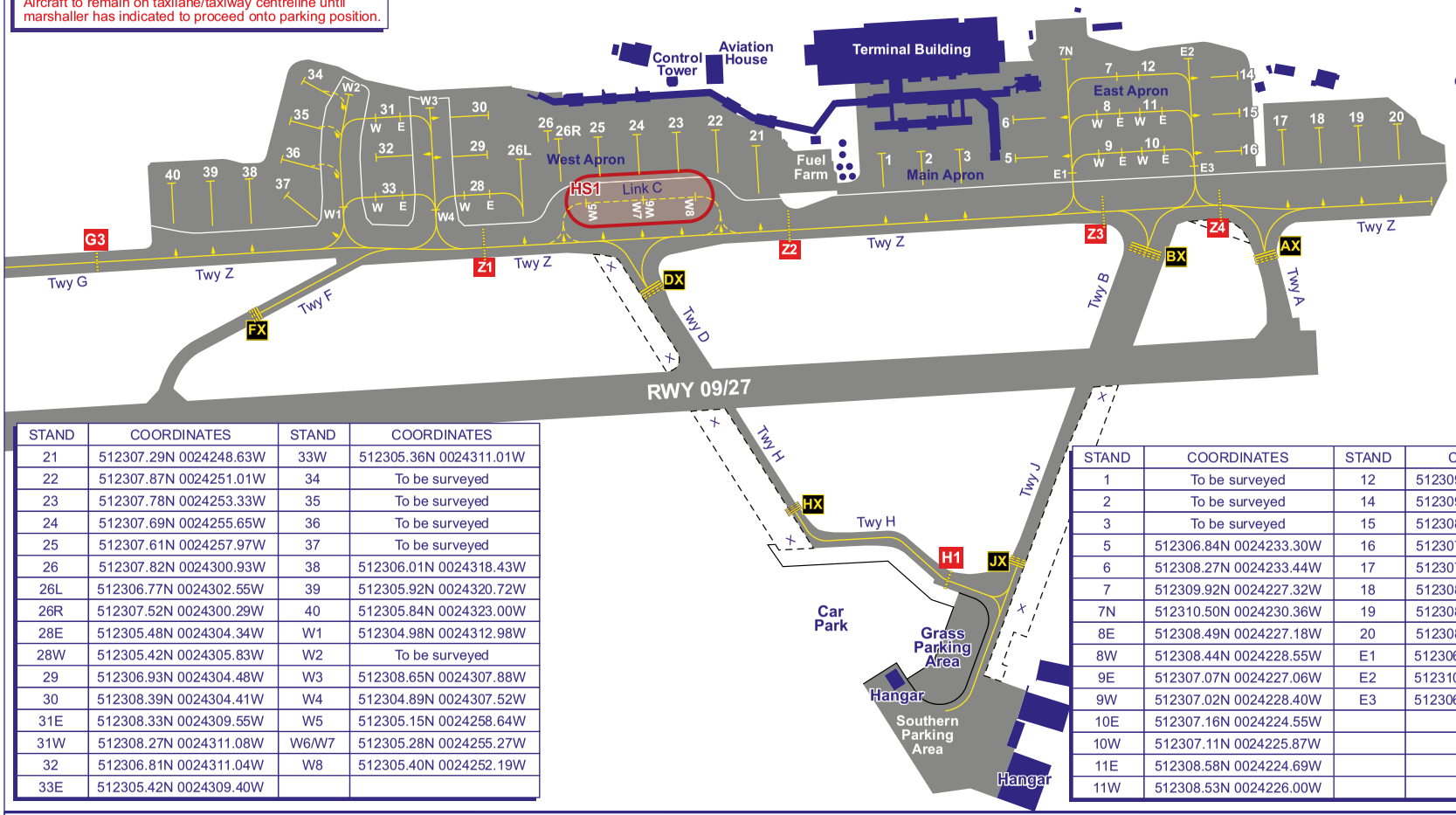
| COM | | |
|---|---|---|
| ATIS | 126.030 | BRISTOL INFO |
| TWR | 133.850<br>136.080 (as directed) | BRISTOL TOWER |
| | 121.930 (as directed) | BRISTOL DELIVERY |
| | 121.930 (as directed) | BRISTOL GROUND |
| OTHER | 121.600 | BRISTOL FIRE |

**CAUTION**
Aircraft to remain on taxilane/taxiway centreline until marshaller has indicated to proceed onto parking position.

**Hot Spots**
**HS1**
Aircraft parking on stands 22-25 must enter directly from TWY Z, not mis-route via Link Charlie.

50 0 50 100 150 m
0 500 ft

VAR 0.4°W - 2022
N
Annual Rate of Change 0.20°E

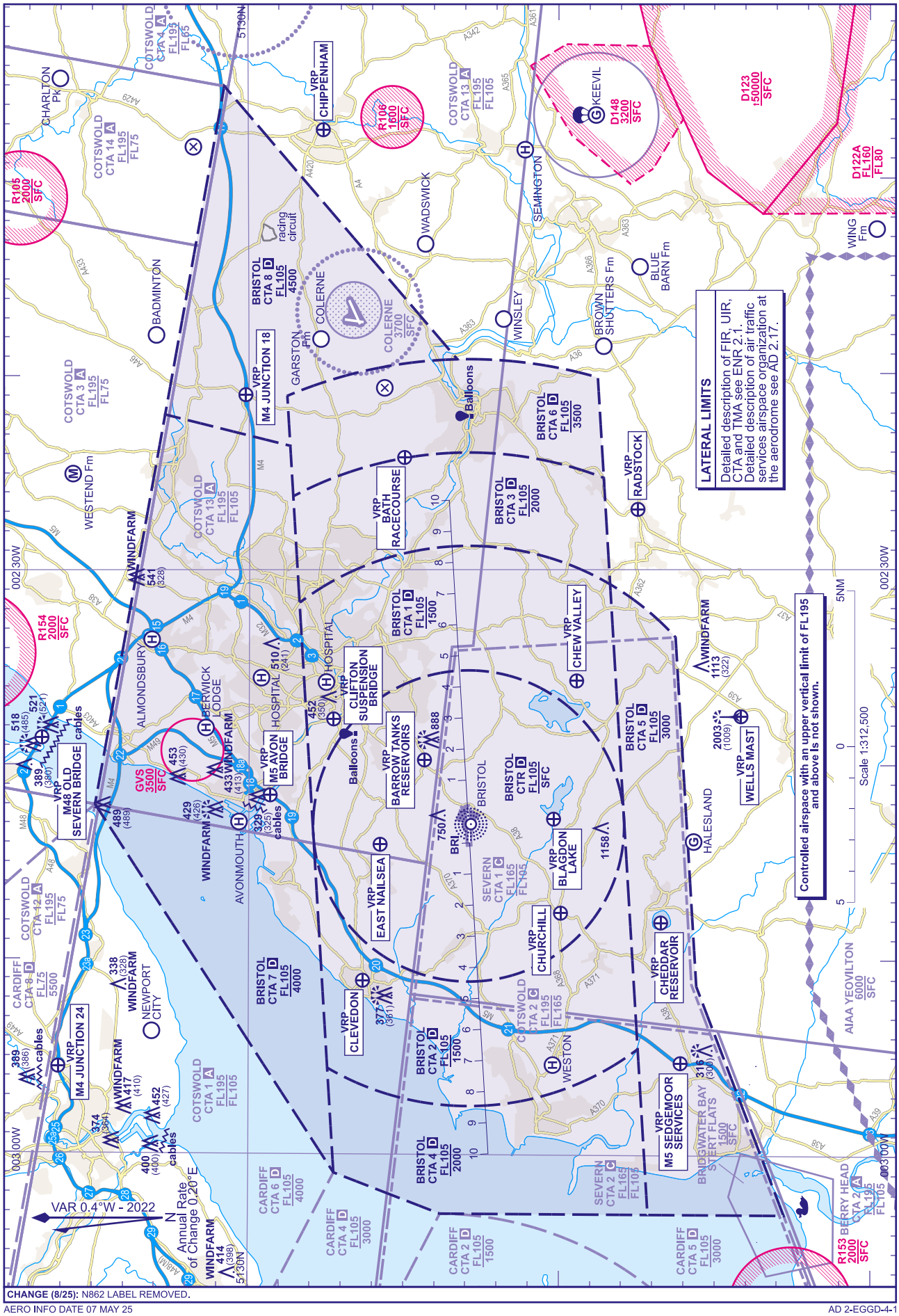



| STAND | COORDINATES | STAND | COORDINATES |
|---|---|---|---|
| 21 | 512307.29N 0024248.63W | 33W | 512305.36N 0024311.01W |
| 22 | 512307.87N 0024251.01W | 34 | To be surveyed |
| 23 | 512307.78N 0024253.33W | 35 | To be surveyed |
| 24 | 512307.69N 0024255.65W | 36 | To be surveyed |
| 25 | 512307.61N 0024257.97W | 37 | To be surveyed |
| 26 | 512307.82N 0024300.93W | 38 | 512306.01N 0024318.43W |
| 26L | 512306.77N 0024302.55W | 39 | 512305.92N 0024320.72W |
| 26R | 512307.52N 0024300.29W | 40 | 512305.84N 0024323.00W |
| 28E | 512305.48N 0024304.34W | W1 | 512304.98N 0024312.98W |
| 28W | 512305.42N 0024305.83W | W2 | To be surveyed |
| 29 | 512306.93N 0024304.48W | W3 | 512308.65N 0024307.88W |
| 30 | 512308.39N 0024304.41W | W4 | 512304.89N 0024307.52W |
| 31E | 512308.33N 0024309.55W | W5 | 512305.15N 0024258.64W |
| 31W | 512308.27N 0024311.08W | W6/W7 | 512305.28N 0024255.27W |
| 32 | 512306.81N 0024311.04W | W8 | 512305.40N 0024252.19W |
| 33E | 512305.42N 0024309.40W | | |

| STAND | COORDINATES | STAND | COORDINATES |
|---|---|---|---|
| 1 | To be surveyed | 12 | 512309.92N 0024226.04W |
| 2 | To be surveyed | 14 | 512309.99N 0024220.12W |
| 3 | To be surveyed | 15 | 512308.57N 0024219.98W |
| 5 | 512306.84N 0024233.30W | 16 | 512307.16N 0024219.85W |
| 6 | 512308.27N 0024233.44W | 17 | 512307.92N 0024217.78W |
| 7 | 512309.92N 0024227.32W | 18 | 512308.01N 0024215.50W |
| 7N | 512310.50N 0024230.36W | 19 | 512308.09N 0024213.21W |
| 8E | 512308.49N 0024227.18W | 20 | 512308.18N 0024210.92W |
| 8W | 512308.44N 0024228.55W | E1 | 512306.33N 0024229.97W |
| 9E | 512307.07N 0024227.06W | E2 | 512310.54N 0024223.18W |
| 9W | 512307.02N 0024228.40W | E3 | 512306.60N 0024222.81W |
| 10E | 512307.16N 0024224.55W | | |
| 10W | 512307.11N 0024225.87W | | |
| 11E | 512308.58N 0024224.69W | | |
| 11W | 512308.53N 0024226.00W | | |

**CHANGE (10/25):** STAND 1-3 COORDS REMOVED AWAITING UPDATE.

## CONTROL ZONE AND CONTROL AREA CHART — BRISTOL




**CHANGE (8/25):** N862 LABEL REMOVED.

AERO INFO DATE 07 MAY 25

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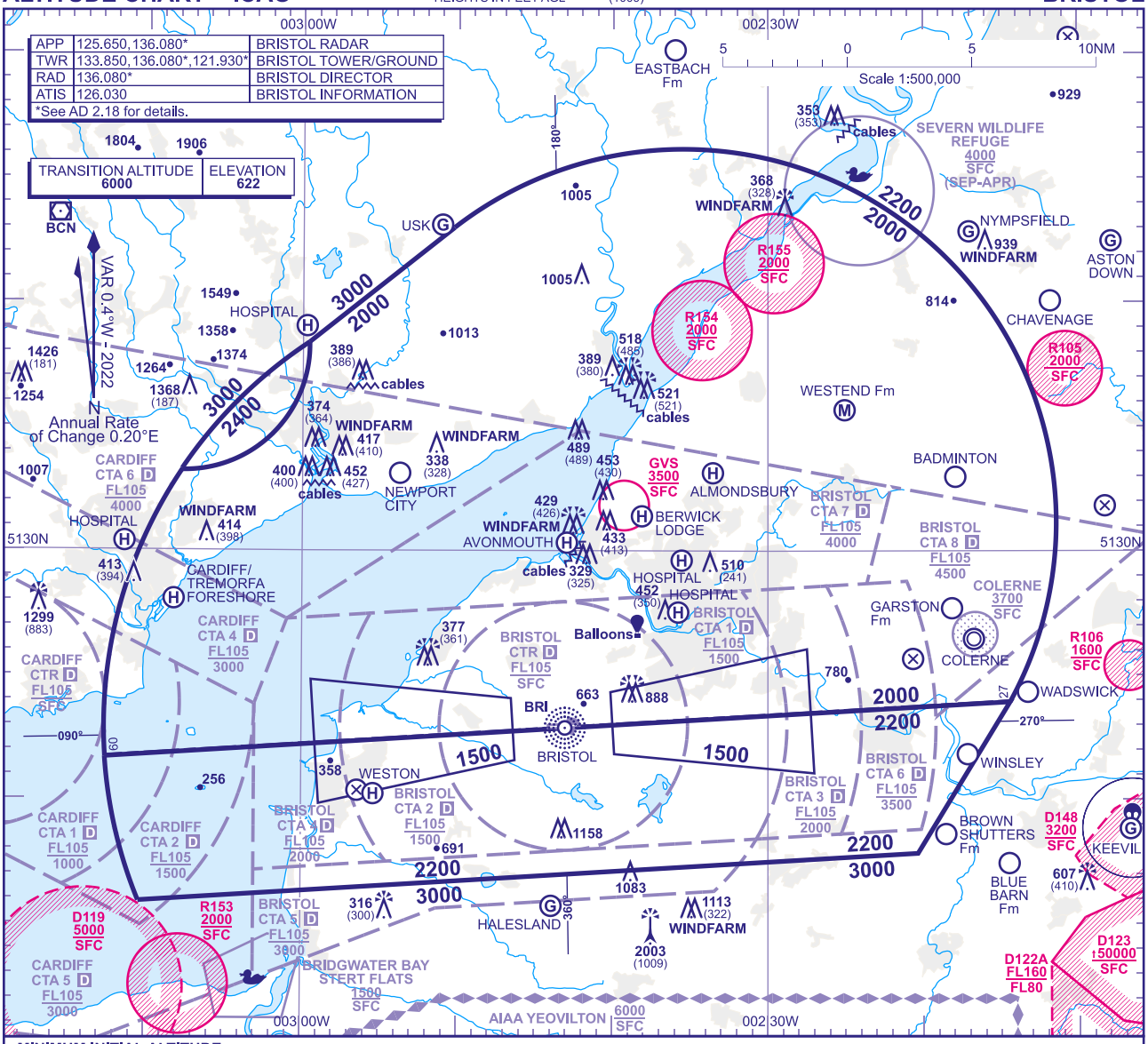
# ATC SURVEILLANCE MINIMUM ALTITUDE CHART - ICAO

BEARINGS, TRACKS AND RADIALS ARE MAGNETIC
ELEVATIONS IN FEET AMSL 2003
HEIGHTS IN FEET AGL (1009)

## BRISTOL




### MINIMUM INITIAL ALTITUDE

Within the ATC Surveillance Minimum Altitude area the minimum initial altitude to be allocated by the approach surveillance controller is:

a) **2000** in the sector defined by the lateral limits; 513822N 0025935W - 514259N 0025015W thence clockwise by an arc of a circle radius 15NM centred on 513110N 0023527W to 512356N 0021426W - 512140N 0031237W thence clockwise by an arc of a circle radius 18.5NM centred on 512258N 0024309W to 513315N 0030744W thence anticlockwise by an arc of a circle radius 5NM centred on 513813N 0030737W to 513822N 0025935W.

b) **2200** in the sector defined by the lateral limits; 512140N 0031237W - 512356N 0021426W - 511751N 0022022W - 511553N 0031024W thence clockwise by an arc of a circle radius 18.5NM centred on 512258N 0024309W to 512140N 0031237W.

c) **2400** in the sector defined by the lateral limits; 513315N 0030744W thence clockwise by an arc of a circle radius 18.5NM centred on 512258N 0024309W - 513822N 0025935W thence clockwise by an arc of a circle radius 5NM centred on 513813N 0030737W - 513315N 0030744W.

### OUTSIDE THE DESIGNATED ATC SURVEILLANCE MINIMUM ALTITUDE AREA

The minimum altitude to be allocated by the approach surveillance controller will be either the Minimum Sector Altitude, or **1000** above any fixed obstacles:

a) within 5NM of the aircraft*, and

b) within the sector 15NM ahead of and within 20° either side of the aircraft's track*.

*When the aircraft is within 15NM of the radar antennae, the 5NM in a) and the 15NM in b) may be reduced to 3NM and 10NM respectively.

### LOSS OF COMMUNICATION PROCEDURES

**Initial Approach**

Continue visually or by means of an appropriate approved final approach aid. If not possible proceed at **2500**, or last assigned level if higher to **NDB(L) BRI**†.

**Intermediate and Final Approach**

Continue visually or by means of an appropriate final approach aid. If not possible follow the Missed Approach Procedure to **NDB(L) BRI**†.

† In all cases where the aircraft returns to the holding facility the procedure to be adopted is the Radio Failure Procedure detailed at ENR 1.1.3.4.

### GENERAL INFORMATION

1. Levels shown are based on QNH.
2. Only significant obstacles and dominant spot heights are shown.
3. The minimum levels shown within the ATC Surveillance Minimum Altitude Area are in conformance with the Standard European Rules of the Air - SERA.5015.
4. Minimum Sector Altitudes are based on obstacles and spot heights within 25NM of NDB(L) BRI.
5. Controlled airspace with a base in excess of **5000** or FL55, as appropriate, is not shown.
6. **This chart should only be used for the cross-checking of assigned altitudes whilst in receipt of an ATC surveillance service.**
7. **When vectoring an aircraft within the Final Approach Vectoring Area descent clearance below the SMAA to the FAVA altitude may only be issued if the aircraft is either established on the final approach track or on an intercept of 40 degrees or less and is cleared to intercept the final approach track.**
8. Detailed description of FIR, UIR, CTA and TMA see ENR 2.1.
9. Detailed description of ATS airspace organized at the aerodrome see AD 2.17.

**CHANGE (4/25):** HOSPITAL HELI SITES ADDED.

AERO INFO DATE 24 JAN 25

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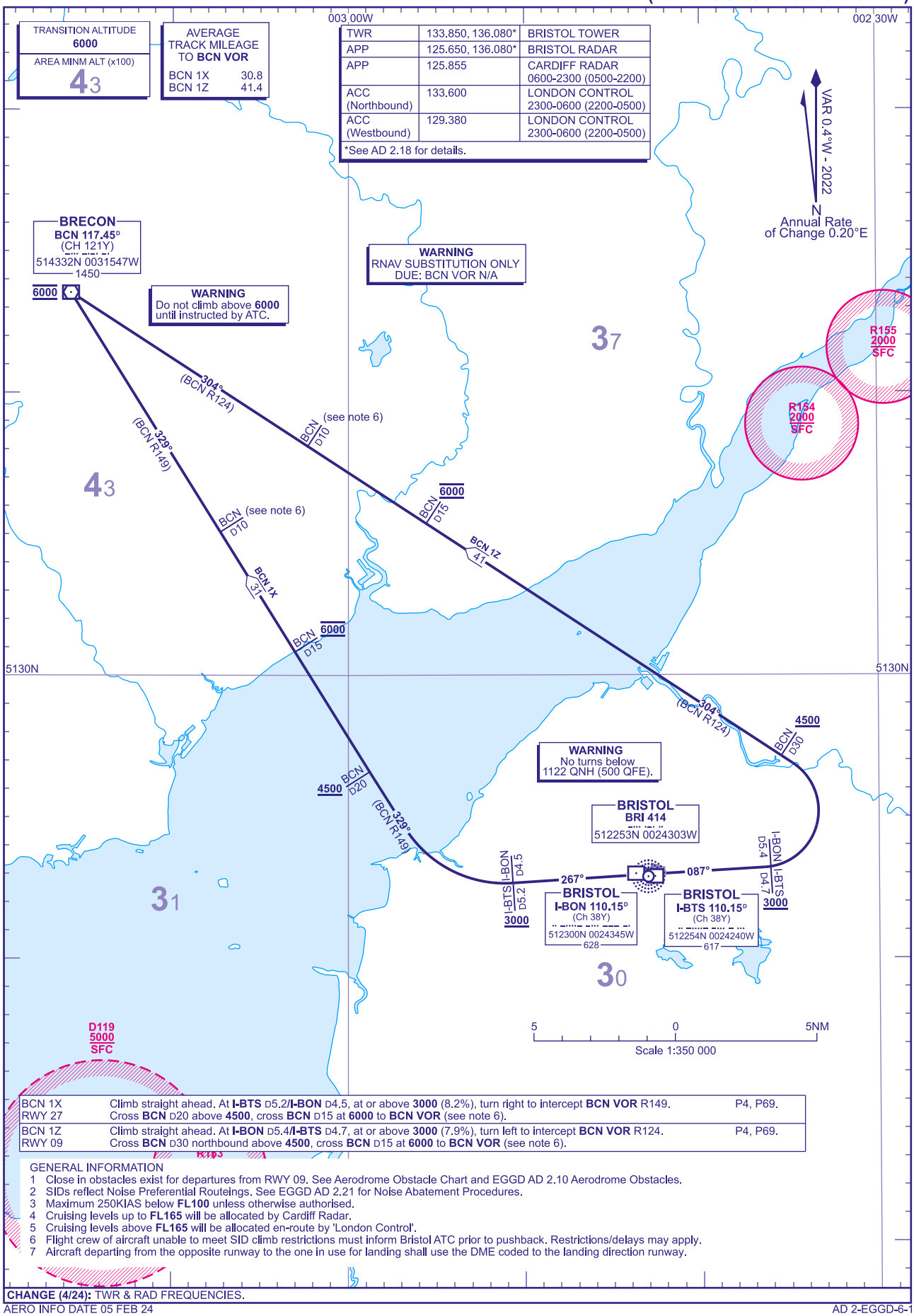
# STANDARD DEPARTURE CHART - INSTRUMENT (SID) - ICAO

DISTANCES IN NAUTICAL MILES
BEARINGS, TRACKS AND RADIALS ARE MAGNETIC
ALTITUDES AND ELEVATIONS ARE IN FEET

# BRISTOL
# BCN 1X 1Z
# (RNAV SUBSTITUTION ONLY)




| | | |
|---|---|---|
| BCN 1X<br>RWY 27 | Climb straight ahead. At **I-BTS** D5.2/**I-BON** D4.5, at or above **3000** (8.2%), turn right to intercept **BCN VOR** R149.<br>Cross **BCN** D20 above **4500**, cross **BCN** D15 at **6000** to **BCN VOR** (see note 6). | P4, P69. |
| BCN 1Z<br>RWY 09 | Climb straight ahead. At **I-BON** D5.4/**I-BTS** D4.7, at or above **3000** (7.9%), turn left to intercept **BCN VOR** R124.<br>Cross **BCN** D30 northbound above **4500**, cross **BCN** D15 at **6000** to **BCN VOR** (see note 6). | P4, P69. |

GENERAL INFORMATION
1 Close in obstacles exist for departures from RWY 09. See Aerodrome Obstacle Chart and EGGD AD 2.10 Aerodrome Obstacles.
2 SIDs reflect Noise Preferential Routeings. See EGGD AD 2.21 for Noise Abatement Procedures.
3 Maximum 250KIAS below **FL100** unless otherwise authorised.
4 Cruising levels up to **FL165** will be allocated by Cardiff Radar.
5 Cruising levels above **FL165** will be allocated en-route by 'London Control'.
6 Flight crew of aircraft unable to meet SID climb restrictions must inform Bristol ATC prior to pushback. Restrictions/delays may apply.
7 Aircraft departing from the opposite runway to the one in use for landing shall use the DME coded to the landing direction runway.

**CHANGE (4/24):** TWR & RAD FREQUENCIES.

AERO INFO DATE 05 FEB 24

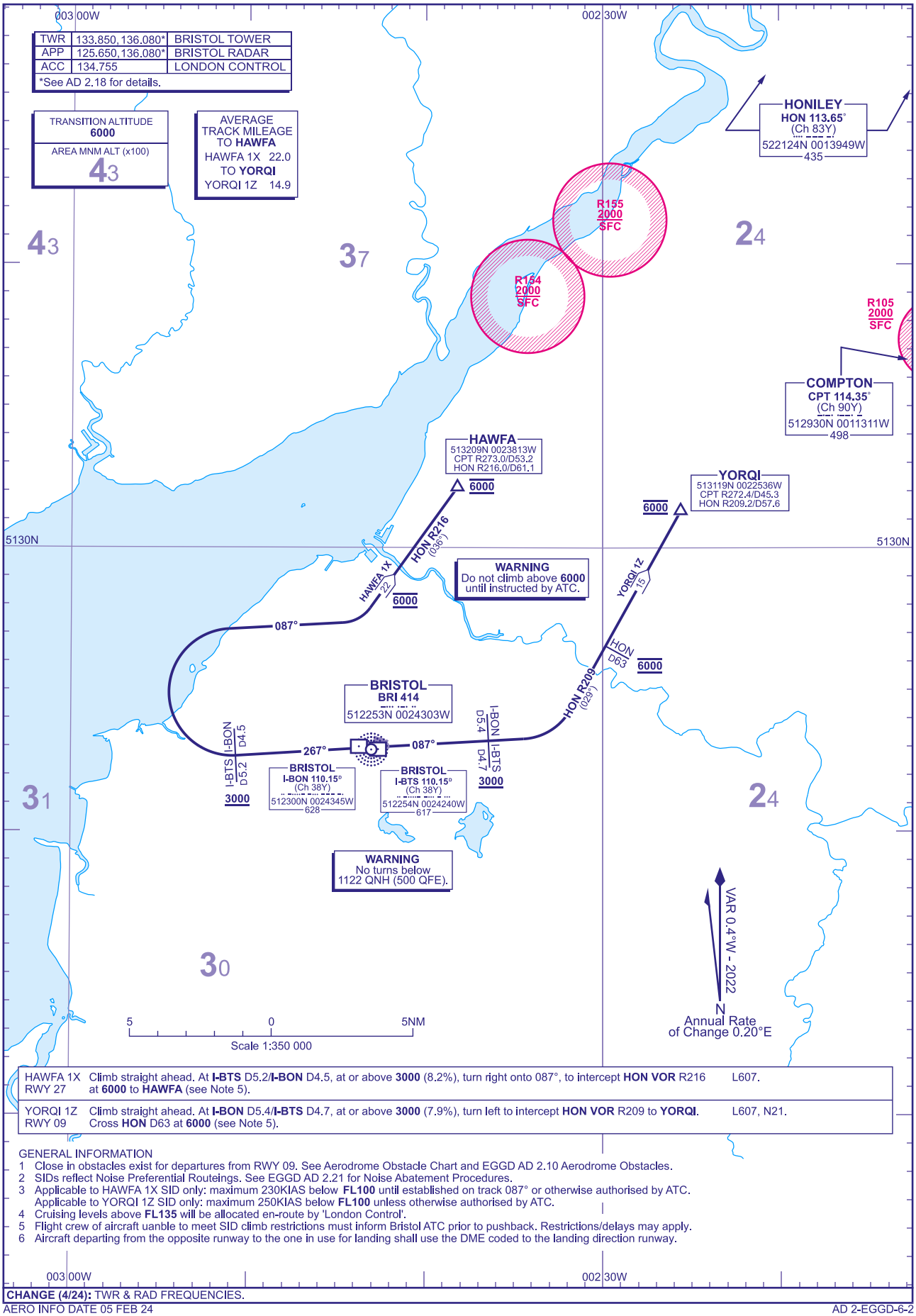
AD 2-EGGD-6-1

I

# STANDARD DEPARTURE CHART - INSTRUMENT (SID) - ICAO

DISTANCES IN NAUTICAL MILES
BEARINGS, TRACKS AND RADIALS ARE MAGNETIC
ALTITUDES AND ELEVATIONS ARE IN FEET

# BRISTOL
# HAWFA 1X YORQI 1Z




| | | |
|---|---|---|
| HAWFA 1X<br>RWY 27 | Climb straight ahead. At **I-BTS** D5.2/**I-BON** D4.5, at or above **3000** (8.2%), turn right onto 087°, to intercept **HON VOR** R216 at **6000** to **HAWFA** (see Note 5). | L607. |
| YORQI 1Z<br>RWY 09 | Climb straight ahead. At **I-BON** D5.4/**I-BTS** D4.7, at or above **3000** (7.9%), turn left to intercept **HON VOR** R209 to **YORQI**. Cross **HON** D63 at **6000** (see Note 5). | L607, N21. |

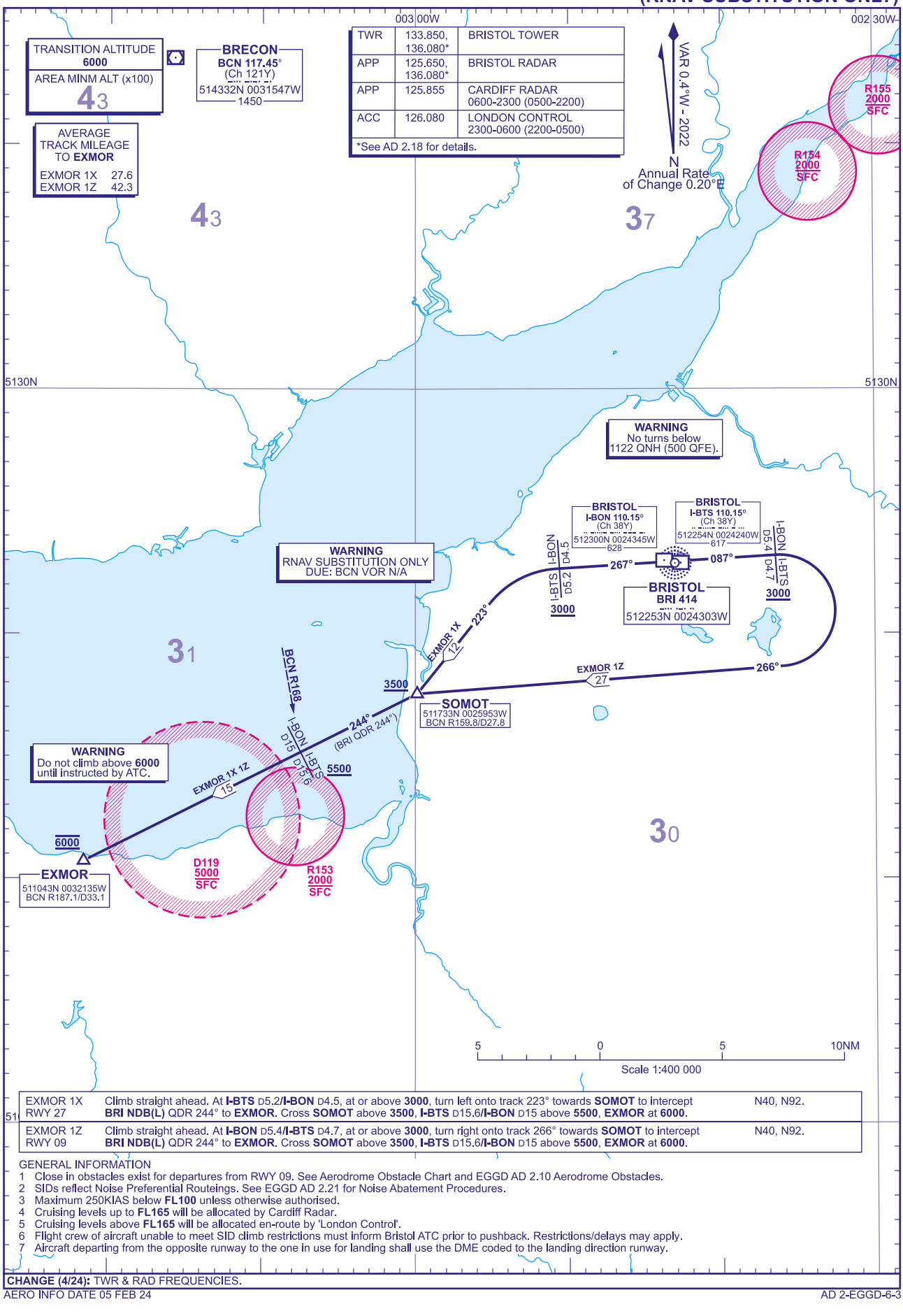
GENERAL INFORMATION
1 Close in obstacles exist for departures from RWY 09. See Aerodrome Obstacle Chart and EGGD AD 2.10 Aerodrome Obstacles.
2 SIDs reflect Noise Preferential Routeings. See EGGD AD 2.21 for Noise Abatement Procedures.
3 Applicable to HAWFA 1X SID only: maximum 230KIAS below **FL100** until established on track 087° or otherwise authorised by ATC.
Applicable to YORQI 1Z SID only: maximum 250KIAS below **FL100** unless otherwise authorised by ATC.
4 Cruising levels above **FL135** will be allocated en-route by 'London Control'.
5 Flight crew of aircraft uanble to meet SID climb restrictions must inform Bristol ATC prior to pushback. Restrictions/delays may apply.
6 Aircraft departing from the opposite runway to the one in use for landing shall use the DME coded to the landing direction runway.

**CHANGE (4/24):** TWR & RAD FREQUENCIES.
AERO INFO DATE 05 FEB 24
AD 2-EGGD-6-2

# STANDARD DEPARTURE CHART - INSTRUMENT (SID) - ICAO

DISTANCES IN NAUTICAL MILES
BEARINGS, TRACKS AND RADIALS ARE MAGNETIC
ALTITUDES AND ELEVATIONS ARE IN FEET

# BRISTOL
# EXMOR 1X 1Z
# (RNAV SUBSTITUTION ONLY)




| | | |
|---|---|---|
| EXMOR 1X RWY 27 | Climb straight ahead. At **I-BTS** D5.2/**I-BON** D4.5, at or above **3000**, turn left onto track 223° towards **SOMOT** to intercept **BRI NDB(L)** QDR 244° to **EXMOR**. Cross **SOMOT** above **3500**, **I-BTS** D15.6/**I-BON** D15 above **5500**, **EXMOR** at **6000**. | N40, N92. |
| EXMOR 1Z RWY 09 | Climb straight ahead. At **I-BON** D5.4/**I-BTS** D4.7, at or above **3000**, turn right onto track 266° towards **SOMOT** to intercept **BRI NDB(L)** QDR 244° to **EXMOR**. Cross **SOMOT** above **3500**, **I-BTS** D15.6/**I-BON** D15 above **5500**, **EXMOR** at **6000**. | N40, N92. |

GENERAL INFORMATION
1 Close in obstacles exist for departures from RWY 09. See Aerodrome Obstacle Chart and EGGD AD 2.10 Aerodrome Obstacles.
2 SIDs reflect Noise Preferential Routeings. See EGGD AD 2.21 for Noise Abatement Procedures.
3 Maximum 250KIAS below **FL100** unless otherwise authorised.
4 Cruising levels up to **FL165** will be allocated by Cardiff Radar.
5 Cruising levels above **FL165** will be allocated en-route by 'London Control'.
6 Flight crew of aircraft unable to meet SID climb restrictions must inform Bristol ATC prior to pushback. Restrictions/delays may apply.
7 Aircraft departing from the opposite runway to the one in use for landing shall use the DME coded to the landing direction runway.

**CHANGE (4/24):** TWR & RAD FREQUENCIES.

AERO INFO DATE 05 FEB 24
AD 2-EGGD-6-3

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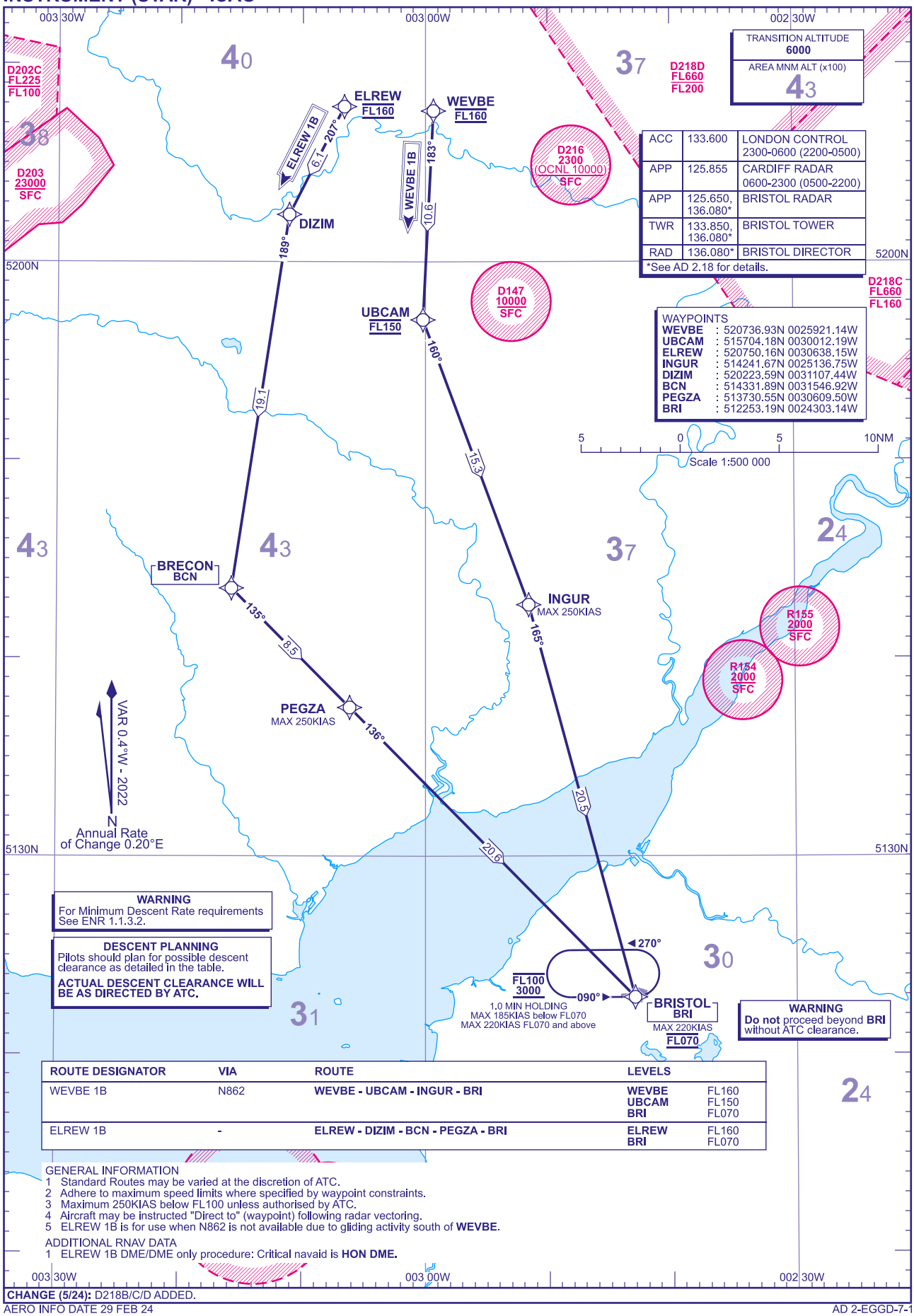
# RNAV5 (DME/DME or GNSS) STANDARD ARRIVAL CHART - INSTRUMENT (STAR) - ICAO

DISTANCES IN NAUTICAL MILES
TRACKS ARE MAGNETIC
ALTITUDES AND ELEVATIONS ARE IN FEET

# BRISTOL
# WEVBE 1B ELREW 1B




| ROUTE DESIGNATOR | VIA | ROUTE | LEVELS | |
|---|---|---|---|---|
| WEVBE 1B | N862 | WEVBE - UBCAM - INGUR - BRI | WEVBE<br>UBCAM<br>BRI | FL160<br>FL150<br>FL070 |
| ELREW 1B | - | ELREW - DIZIM - BCN - PEGZA - BRI | ELREW<br>BRI | FL160<br>FL070 |

GENERAL INFORMATION
1 Standard Routes may be varied at the discretion of ATC.
2 Adhere to maximum speed limits where specified by waypoint constraints.
3 Maximum 250KIAS below FL100 unless authorised by ATC.
4 Aircraft may be instructed "Direct to" (waypoint) following radar vectoring.
5 ELREW 1B is for use when N862 is not available due to gliding activity south of **WEVBE**.

ADDITIONAL RNAV DATA
1 ELREW 1B DME/DME only procedure: Critical navaid is **HON DME.**

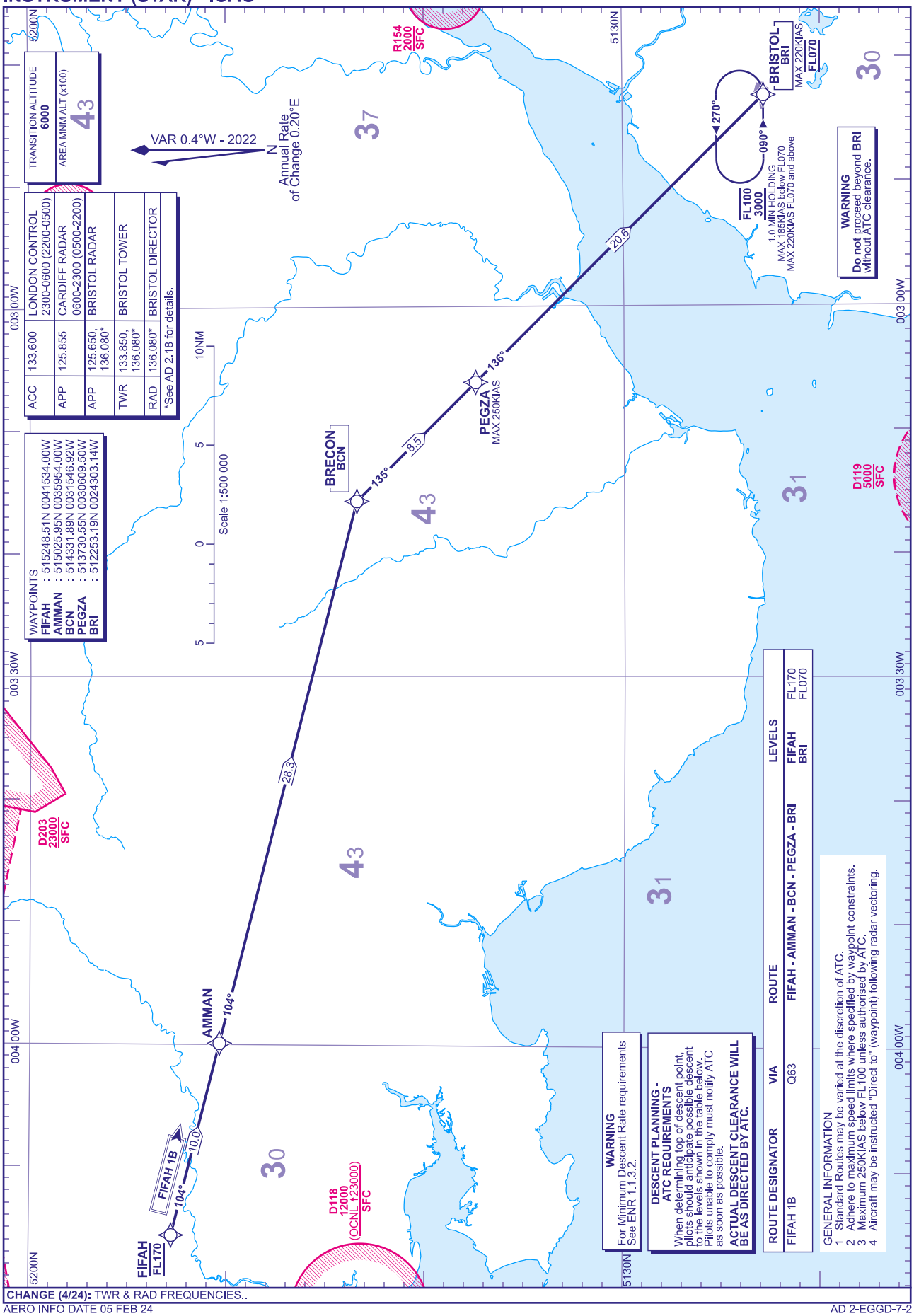
**CHANGE (5/24):** D218B/C/D ADDED.

AERO INFO DATE 29 FEB 24

# RNAV5 (DME/DME or GNSS) STANDARD ARRIVAL CHART - INSTRUMENT (STAR) - ICAO

DISTANCES IN NAUTICAL MILES
TRACKS ARE MAGNETIC
ALTITUDES AND ELEVATIONS ARE IN FEET

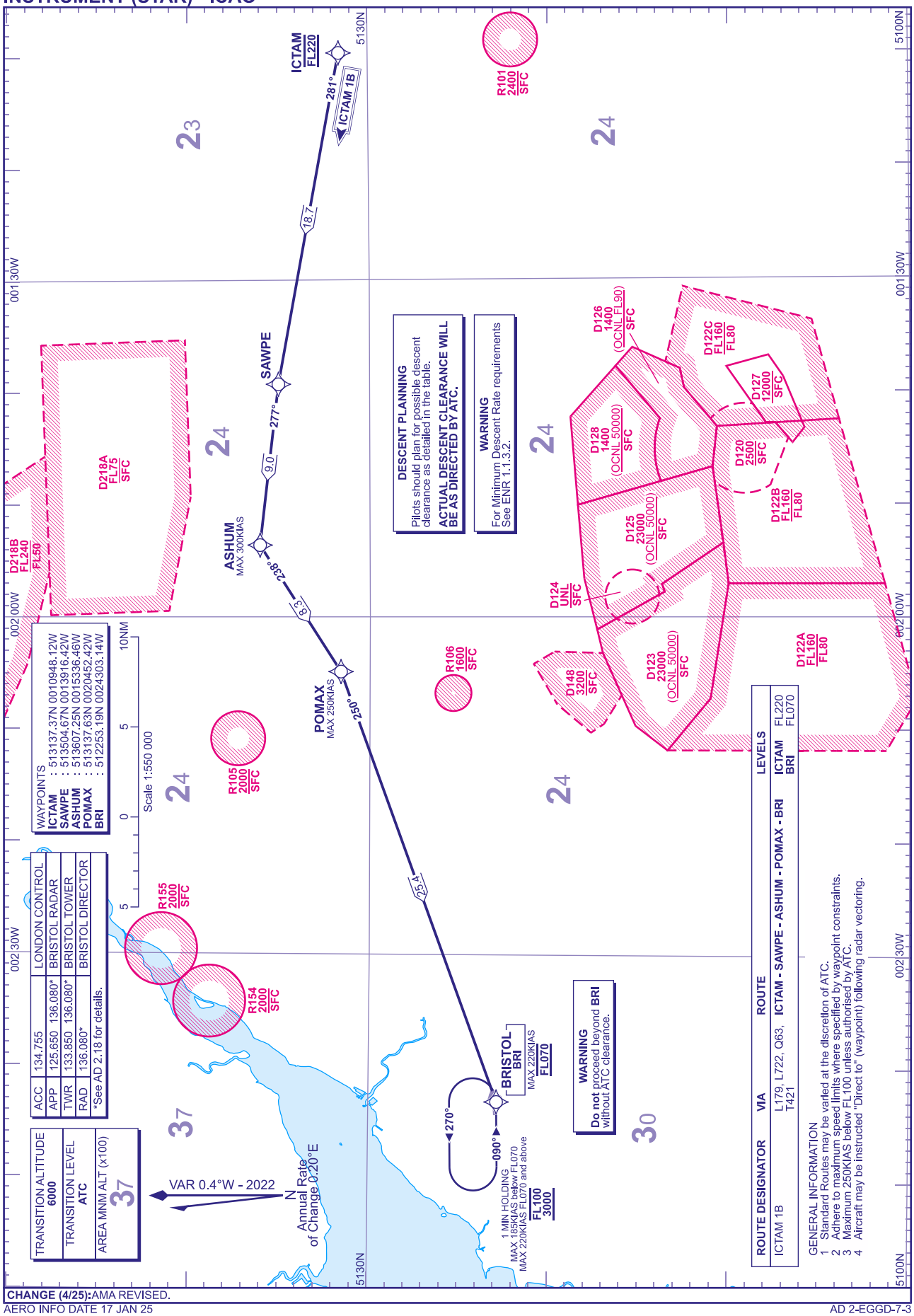
# BRISTOL FIFAH 1B



# RNAV5 (DME/DME or GNSS) STANDARD ARRIVAL CHART - INSTRUMENT (STAR) - ICAO

DISTANCES IN NAUTICAL MILES
TRACKS ARE MAGNETIC
ALTITUDES AND ELEVATIONS ARE IN FEET

# BRISTOL ICTAM 1B




**CHANGE (4/25):** AMA REVISED.

AERO INFO DATE 17 JAN 25

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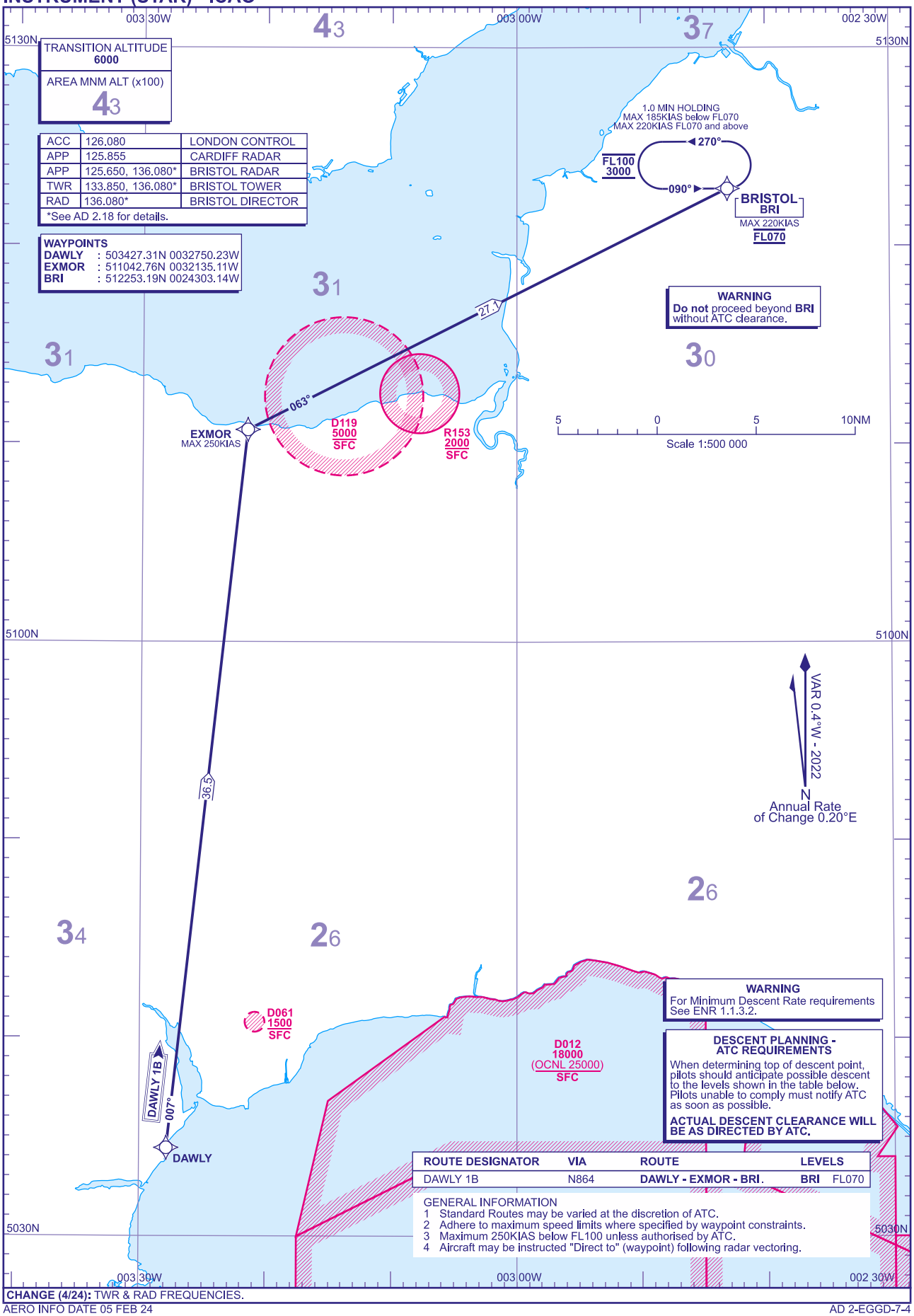
# RNAV5 (DME/DME or GNSS) STANDARD ARRIVAL CHART - INSTRUMENT (STAR) - ICAO

DISTANCES IN NAUTICAL MILES
TRACKS ARE MAGNETIC
ALTITUDES AND ELEVATIONS ARE IN FEET

# BRISTOL DAWLY 1B




**CHANGE (4/24):** TWR & RAD FREQUENCIES.

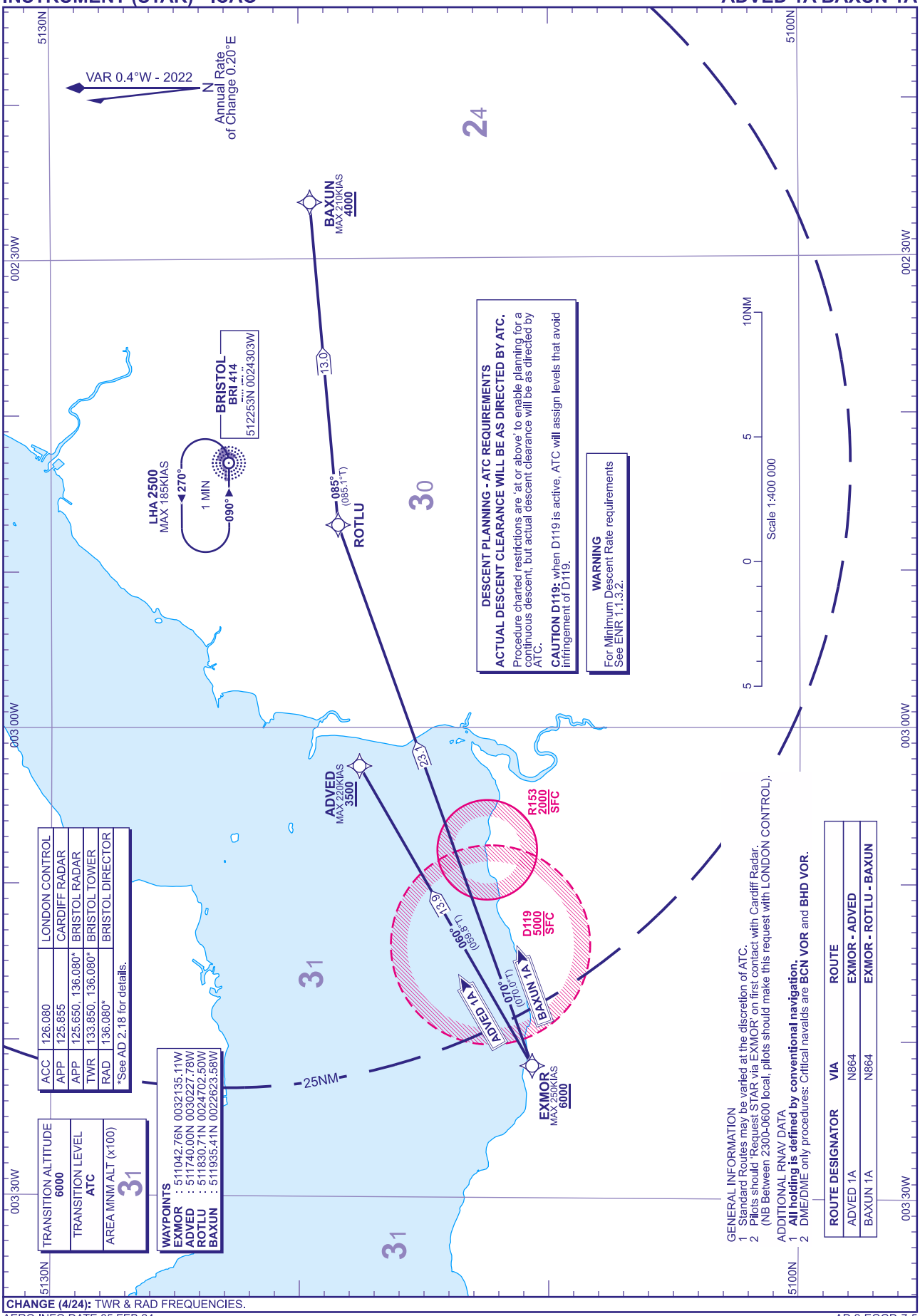
AERO INFO DATE 05 FEB 24

AD 2-EGGD-7-4

# RNAV1 (DME/DME or GNSS) STANDARD ARRIVAL CHART - INSTRUMENT (STAR) - ICAO

DISTANCES IN NAUTICAL MILES
TRACKS ARE MAGNETIC
ALTITUDES AND ELEVATIONS ARE IN FEET

# BRISTOL
RWY 09/27
## ADVED 1A BAXUN 1A




| | | |
|---|---|---|
| ACC | 126.080 | LONDON CONTROL |
| APP | 125.855 | CARDIFF RADAR |
| APP | 125.650, 136.080* | BRISTOL RADAR |
| TWR | 133.850, 136.080* | BRISTOL TOWER |
| RAD | 136.080* | BRISTOL DIRECTOR |

*See AD 2.18 for details.

TRANSITION ALTITUDE 6000
TRANSITION LEVEL ATC
AREA MNM ALT (x100) 31

**WAYPOINTS**
EXMOR : 511042.76N 0032135.11W
ADVED : 511740.00N 0030227.78W
ROTLU : 511830.71N 0024702.50W
BAXUN : 511935.41N 0022623.58W

GENERAL INFORMATION
1 Standard Routes may be varied at the discretion of ATC.
2 Pilots should 'Request STAR via EXMOR' on first contact with Cardiff Radar. (NB Between 2300-0600 local, pilots should make this request with LONDON CONTROL).

ADDITIONAL RNAV DATA
1 **All holding is defined by conventional navigation.**
2 DME/DME only procedures: Critical navalds are **BCN VOR** and **BHD VOR.**

| ROUTE DESIGNATOR | VIA | ROUTE |
|---|---|---|
| ADVED 1A | N864 | EXMOR - ADVED |
| BAXUN 1A | N864 | EXMOR - ROTLU - BAXUN |

**CHANGE (4/24):** TWR & RAD FREQUENCIES.

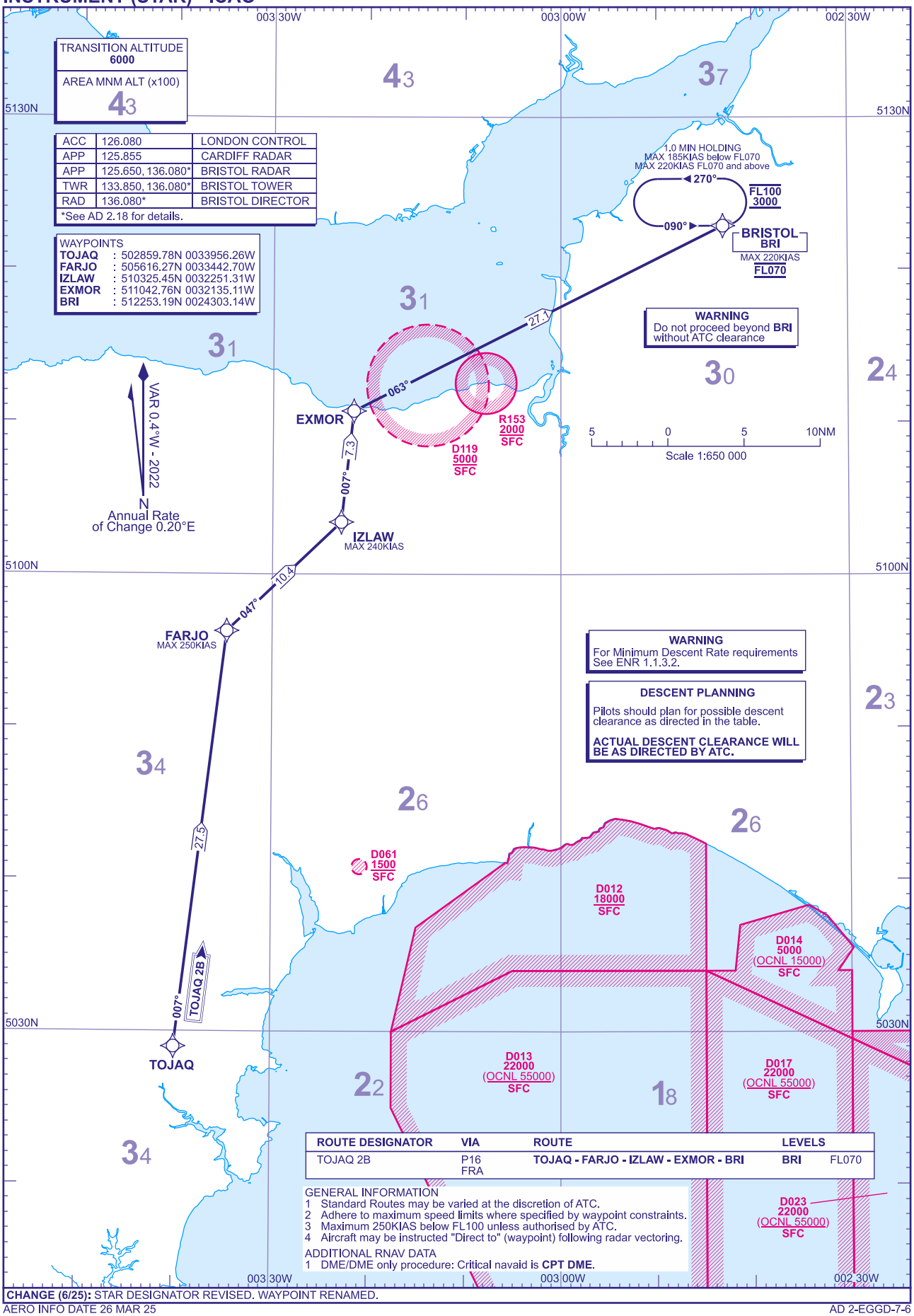
AERO INFO DATE 05 FEB 24

AD 2-EGGD-7-5

# RNAV1 (DME/DME or GNSS) STANDARD ARRIVAL CHART - INSTRUMENT (STAR) - ICAO

DISTANCES IN NAUTICAL MILES
TRACKS ARE MAGNETIC
ALTITUDES AND ELEVATIONS ARE IN FEET

# BRISTOL TOJAQ 2B




| ROUTE DESIGNATOR | VIA | ROUTE | LEVELS | |
|---|---|---|---|---|
| TOJAQ 2B | P16<br>FRA | TOJAQ - FARJO - IZLAW - EXMOR - BRI | BRI | FL070 |

GENERAL INFORMATION
1 Standard Routes may be varied at the discretion of ATC.
2 Adhere to maximum speed limits where specified by waypoint constraints.
3 Maximum 250KIAS below FL100 unless authorised by ATC.
4 Aircraft may be instructed "Direct to" (waypoint) following radar vectoring.

ADDITIONAL RNAV DATA
1 DME/DME only procedure: Critical navaid is **CPT DME**.

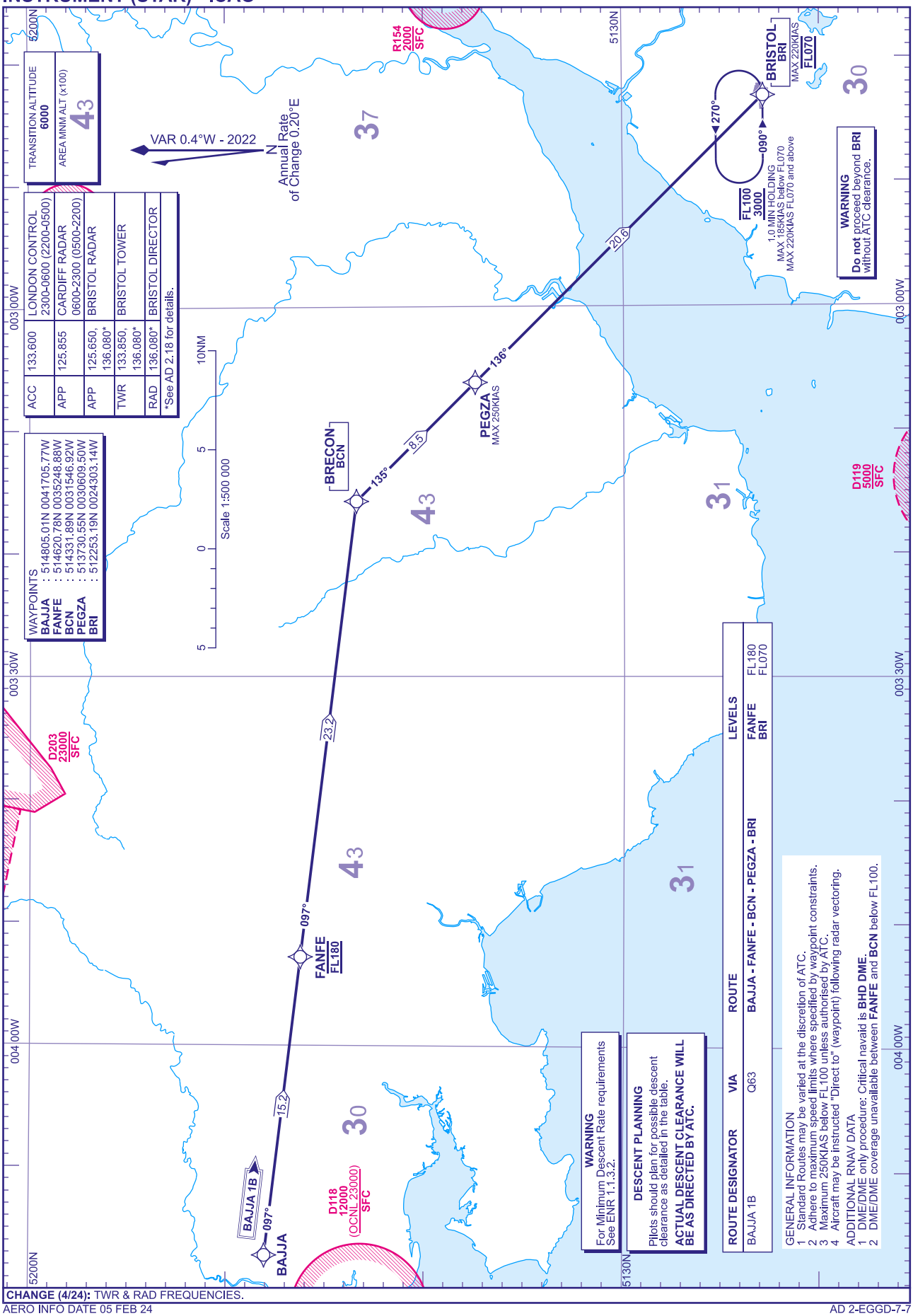
**CHANGE (6/25):** STAR DESIGNATOR REVISED. WAYPOINT RENAMED.

AERO INFO DATE 26 MAR 25

# RNAV1 (DME/DME or GNSS) STANDARD ARRIVAL CHART - INSTRUMENT (STAR) - ICAO

DISTANCES IN NAUTICAL MILES
TRACKS ARE MAGNETIC
ALTITUDES AND ELEVATIONS ARE IN FEET

# BRISTOL BAJJA 1B




**CHANGE (4/24):** TWR & RAD FREQUENCIES.

AERO INFO DATE 05 FEB 24

AD 2-EGGD-7-7

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# Standard Instrument Arrival Coding Tables

**BRISTOL WEVBE 1B**

| Designator | Sequence Number | Path Term-inator | Waypoint Name | Co-ordinates | Fly-over | Course/ Track °M (°T) | Magnetic Variation | Distance (NM) | Turn Direction | Level Constraint | Speed Constraint | Navigation Performance |
|---|---|---|---|---|---|---|---|---|---|---|---|---|
| WEVBE1B | 001 | IF | WEVBE | 520736.93N 0025921.14W | N | - | - | - | - | FL160 | - | RNAV5 |
| WEVBE1B | 002 | TF | UBCAM | 515704.18N 0030012.19W | N | 183° (182.9°) | -0.4 | 10.6 | LEFT | FL150 | - | RNAV5 |
| WEVBE1B | 003 | TF | INGUR | 514241.67N 0025136.75W | N | 160° (159.6°) | -0.4 | 15.3 | RIGHT | - | -250 | RNAV5 |
| WEVBE1B | 004 | TF | BRI | 512253.19N 0024303.14W | N | 165° (164.9°) | -0.4 | 20.5 | - | FL070 | -220 | RNAV5 |

**BRISTOL ELREW 1B**

| Designator | Sequence Number | Path Term-inator | Waypoint Name | Co-ordinates | Fly-over | Course/ Track °M (°T) | Magnetic Variation | Distance (NM) | Turn Direction | Level Constraint | Speed Constraint | Navigation Performance |
|---|---|---|---|---|---|---|---|---|---|---|---|---|
| ELREW1B | 001 | IF | ELREW | 520750.16N 0030638.15W | N | - | - | - | - | FL160 | - | RNAV5 |
| ELREW1B | 002 | TF | DIZIM | 520223.59N 0031107.44W | N | 207° (207.0°) | -0.4 | 6.1 | LEFT | - | - | RNAV5 |
| ELREW1B | 003 | TF | BCN | 514331.89N 0031546.92W | N | 189° (188.7°) | -0.4 | 19.1 | LEFT | - | - | RNAV5 |
| ELREW1B | 004 | TF | PEGZA | 513730.55N 0030609.50W | N | 135° (135.1°) | -0.4 | 8.5 | - | - | -250 | RNAV5 |
| ELREW1B | 005 | TF | BRI | 512253.19N 0024303.14W | N | 136° (135.3°) | -0.4 | 20.6 | - | FL070 | -220 | RNAV5 |

**BRISTOL FIFAH 1B**

| Designator | Sequence Number | Path Term-inator | Waypoint Name | Co-ordinates | Fly-over | Course/ Track °M (°T) | Magnetic Variation | Distance (NM) | Turn Direction | Level Constraint | Speed Constraint | Navigation Performance |
|---|---|---|---|---|---|---|---|---|---|---|---|---|
| FIFAH1B | 001 | IF | FIFAH | 515248.51N 0041534.00W | N | - | - | - | - | FL170 | - | RNAV5 |
| FIFAH1B | 002 | TF | AMMAN | 515025.95N 0035954.00W | N | 104° (103.7°) | -0.4 | 10.0 | - | - | - | RNAV5 |
| FIFAH1B | 003 | TF | BCN | 514331.89N 0031546.92W | N | 104° (103.9°) | -0.4 | 28.3 | RIGHT | - | - | RNAV5 |
| FIFAH1B | 004 | TF | PEGZA | 513730.55N 0030609.50W | N | 135° (135.1°) | -0.4 | 8.5 | - | - | -250 | RNAV5 |
| FIFAH1B | 005 | TF | BRI | 512253.19N 0024303.14W | N | 136° (135.3°) | -0.4 | 20.6 | - | FL070 | -220 | RNAV5 |

**BRISTOL ICTAM 1B**

| Designator | Sequence Number | Path Term-inator | Waypoint Name | Co-ordinates | Fly-over | Course/ Track °M (°T) | Magnetic Variation | Distance (NM) | Turn Direction | Level Constraint | Speed Constraint | Navigation Performance |
|---|---|---|---|---|---|---|---|---|---|---|---|---|
| ICTAM1B | 001 | IF | ICTAM | 513137.37N 0010948.12W | N | - | - | - | - | FL220 | - | RNAV5 |
| ICTAM1B | 002 | TF | SAWPE | 513504.67N 0013916.42W | N | 281° (280.8°) | -0.4 | 18.7 | - | - | - | RNAV5 |
| ICTAM1B | 003 | TF | ASHUM | 513607.25N 0015336.46W | N | 277° (276.8°) | -0.4 | 9.0 | LEFT | - | -300 | RNAV5 |
| ICTAM1B | 004 | TF | POMAX | 513137.63N 0020452.42W | N | 238° (237.5°) | -0.4 | 8.3 | RIGHT | - | -250 | RNAV5 |
| ICTAM1B | 005 | TF | BRI | 512253.19N 0024303.14W | N | 250° (250.1°) | -0.4 | 25.4 | - | FL070 | -220 | RNAV5 |

**CHANGE (3/23):** PAGE RENUMBERED. WEVBE 1B, ELREW 1B, ICTAM 1B ADDED.
AERO INFO DATE 19 DEC 22

# Standard Instrument Arrival Coding Tables

**BRISTOL DAWLY 1B**

| Designator | Sequence Number | Path Term-inator | Waypoint Name | Co-ordinates | Fly-over | Course/ Track °M (°T) | Magnetic Variation | Distance (NM) | Turn Direction | Level Constraint | Speed Constraint | Navigation Performance |
|---|---|---|---|---|---|---|---|---|---|---|---|---|
| DAWLY1B | 001 | IF | DAWLY | 503427.31N 0032750.23W | N | - | - | - | - | - | - | RNAV5 |
| DAWLY1B | 002 | TF | EXMOR | 511042.76N 0032135.11W | N | 007° (006.2°) | -0.4 | 36.5 | RIGHT | - | -250 | RNAV5 |
| DAWLY1B | 003 | TF | BRI | 512253.19N 0024303.14W | N | 063° (063.0°) | -0.4 | 27.1 | - | FL070 | -220 | RNAV5 |

**BRISTOL Runway 09 ADVED 1A**

| Designator | Sequence Number | Path Term-inator | Waypoint Name | Co-ordinates | Fly-over | Course/ Track °M (°T) | Magnetic Variation | Distance (NM) | Turn Direction | Level Constraint | Speed Constraint | Navigation Performance |
|---|---|---|---|---|---|---|---|---|---|---|---|---|
| ADVED1A | 001 | IF | EXMOR | 511042.76N 0032135.11W | N | - | - | - | - | 6000 | -250 | RNAV1 |
| ADVED1A | 002 | TF | ADVED | 511740.00N 0030227.78W | N | 060° (059.8°) | -0.4 | 13.9 | - | 3500 | -220 | RNAV1 |

**BRISTOL Runway 27 BAXUN 1A**

| Designator | Sequence Number | Path Term-inator | Waypoint Name | Co-ordinates | Fly-over | Course/ Track °M (°T) | Magnetic Variation | Distance (NM) | Turn Direction | Level Constraint | Speed Constraint | Navigation Performance |
|---|---|---|---|---|---|---|---|---|---|---|---|---|
| BAXUN1A | 001 | IF | EXMOR | 511042.76N 0032135.11W | N | - | - | - | - | 6000 | -250 | RNAV1 |
| BAXUN1A | 002 | TF | ROTLU | 511830.71N 0024702.50W | N | 070° (070.0°) | -0.4 | 23.1 | RIGHT | - | -250 | RNAV1 |
| BAXUN1A | 003 | TF | BAXUN | 511935.41N 0022623.58W | N | 085° (085.1°) | -0.4 | 13.0 | - | 4000 | -210 | RNAV1 |

**BRISTOL TOJAQ 2B**

| Designator | Sequence Number | Path Term-inator | Waypoint Name | Co-ordinates | Fly-over | Course/ Track °M (°T) | Magnetic Variation | Distance (NM) | Turn Direction | Level Constraint | Speed Constraint | Navigation Performance |
|---|---|---|---|---|---|---|---|---|---|---|---|---|
| TOJAQ2B | 001 | IF | TOJAQ | 502859.78N 0033956.26W | N | - | - | - | - | - | - | RNAV1 |
| TOJAQ2B | 002 | TF | FARJO | 505616.27N 0033442.70W | N | 007° (006.9°) | -0.4 | 27.5 | RIGHT | - | -250 | RNAV1 |
| TOJAQ2B | 003 | TF | IZLAW | 510325.45N 0032251.31W | N | 047° (046.2°) | -0.4 | 10.4 | LEFT | - | -240 | RNAV1 |
| TOJAQ2B | 004 | TF | EXMOR | 511042.76N 0032135.11W | N | 007° (006.3°) | -0.4 | 7.3 | RIGHT | - | -240 | RNAV1 |
| TOJAQ2B | 005 | TF | BRI | 512253.19N 0024303.14W | N | 063° (063.0°) | -0.4 | 27.1 | - | FL070 | -220 | RNAV1 |

**BRISTOL BAJJA 1B**

| Designator | Sequence Number | Path Term-inator | Waypoint Name | Co-ordinates | Fly-over | Course/ Track °M (°T) | Magnetic Variation | Distance (NM) | Turn Direction | Level Constraint | Speed Constraint | Navigation Performance |
|---|---|---|---|---|---|---|---|---|---|---|---|---|
| BAJJA1B | 001 | IF | BAJJA | 514805.01N 0041705.77W | N | - | - | - | - | - | - | RNAV1 |
| BAJJA1B | 002 | TF | FANFE | 514620.78N 0035248.88W | N | 097° (096.4°) | -0.4 | 15.2 | - | FL180 | - | RNAV1 |
| BAJJA1B | 003 | TF | BCN | 514331.89N 0031546.92W | N | 097° (096.7°) | -0.4 | 23.2 | RIGHT | - | - | RNAV1 |
| BAJJA1B | 004 | TF | PEGZA | 513730.55N 0030609.50W | N | 135° (135.1°) | -0.4 | 8.5 | - | - | -250 | RNAV1 |
| BAJJA1B | 005 | TF | BRI | 512253.19N 0024303.14W | N | 136° (135.3°) | -0.4 | 20.6 | - | FL070 | -220 | RNAV1 |

**CHANGE (6/25):** TOJAQ STAR DESIGNATOR REVISED. WAYPOINT RENAMED.
AERO INFO DATE 25 MAR 25

# RNAV Hold Coding Tables

**BRISTOL BRI Hold**

| Designator | Sequence Number | Path Term-inator | Waypoint Name | Co-ordinates | Fly-over | Course/ Track °M (°T) | Magnetic Variation | Time (MIN) | Turn Direction | Level Constraint | Speed Constraint | Navigation Performance |
|---|---|---|---|---|---|---|---|---|---|---|---|---|
| BRI | - | - | BRI | 512253.19N 0024303.14W | Y | 090° (089.6°) | -0.4 | 1 MIN | LEFT | -FL100 +3000 | -185* -220** | RNAV1/ RNAV5 |

* below FL070
** FL070 and above

**CHANGE (3/23):** PAGE RENUMBERED. NAVIGATION PERFORMANCE.
AERO INFO DATE 20 DEC 22

# INSTRUMENT APPROACH CHART - ICAO

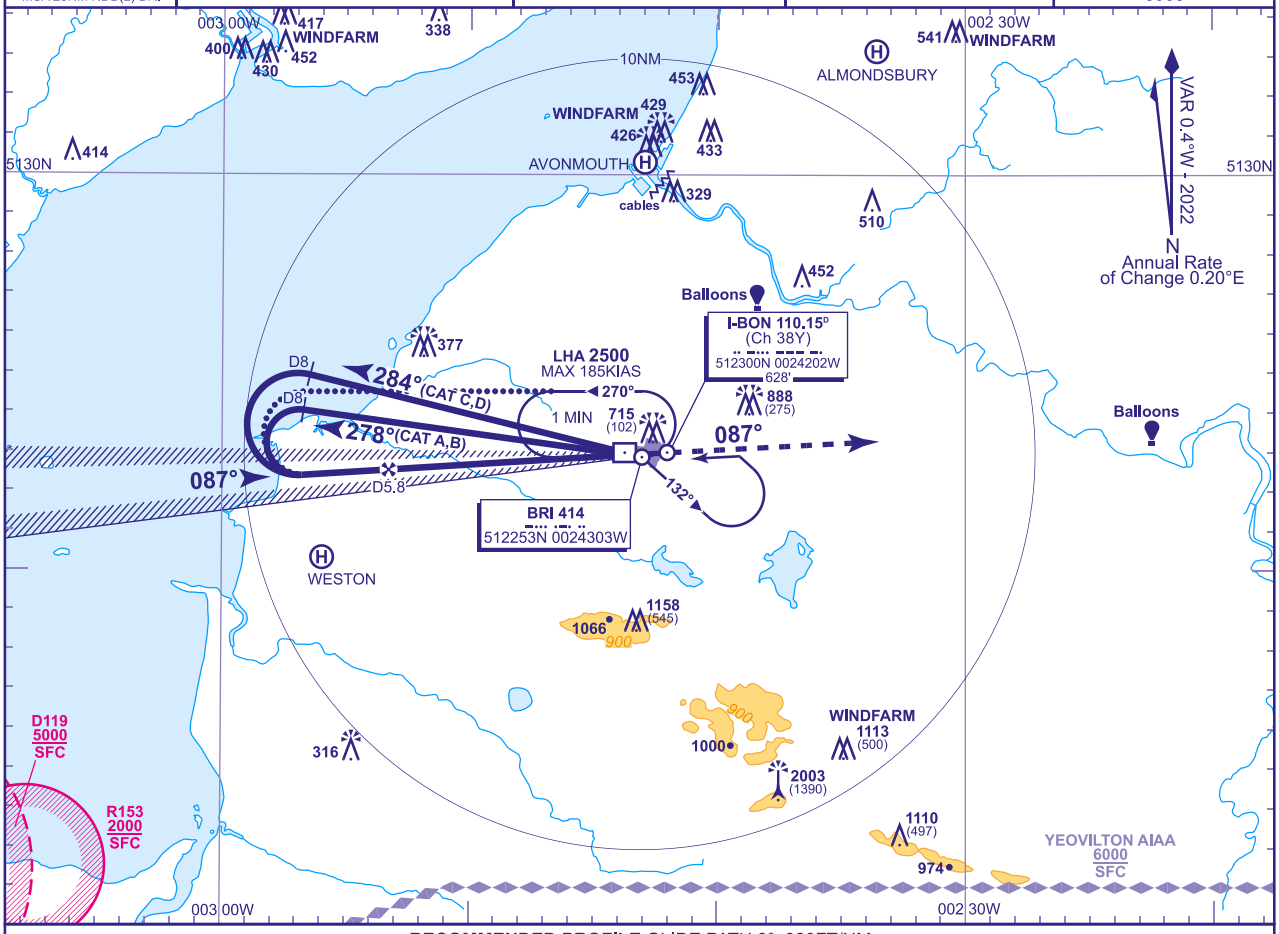
# BRISTOL ILS/DME/NDB(L) RWY 09
(ACFT CAT A,B,C,D)



MSA 25NM NDB(L) BRI

| | | | |
|---|---|---|---|
| TWR 133.850, 136.080* | BRISTOL TOWER | AD ELEVATION | 622 |
| APP 125.650, 136.080* | BRISTOL RADAR | THR ELEVATION | 613 |
| RAD 136.080* | BRISTOL DIRECTOR | OBSTACLE ELEVATION | |
| ATIS 126.030 | BRISTOL INFORMATION | 2003 AMSL (1390) (ABOVE THR) | |
| *See AD 2.18 for details. | | BEARINGS ARE MAGNETIC | |

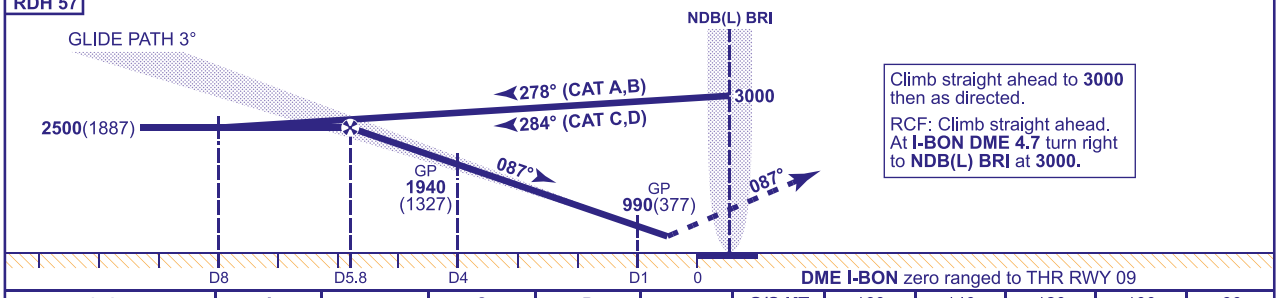
TRANSITION ALTITUDE **6000**




**RECOMMENDED PROFILE** GLIDE PATH 3°, 320FT/NM

| DME I-BON | 5 | 4 | 3 | 2 | 1 |
|---|---|---|---|---|---|
| ALT(HGT) | **2260**(1647) | **1940**(1327) | **1620**(1007) | **1310**(697) | **990**(377) |

RDH 57




Climb straight ahead to **3000** then as directed.

RCF: Climb straight ahead. At **I-BON DME 4.7** turn right to **NDB(L) BRI** at **3000.**

| Aircraft Category | | A | B | C | D |
|---|---|---|---|---|---|
| OCA (OCH) | CAT I | **770**(157) | **780**(167) | **790**(177) | **800**(187) |
| VM(C)OCA (OCH AAL) | Total Area | **1050**(428) | **1190**(568) | **1460**(838) | **1560**(938) |
| | North of RWY 09/27 | **1050**(428) | **1190**(568) | **1290**(668) | **1320**(698) |

| Rate of descent | | | | | | |
|---|---|---|---|---|---|---|
| G/S KT | 160 | 140 | 120 | 100 | 80 |
| FT/MIN | 850 | 740 | 640 | 530 | 420 |

**ALTERNATIVE PROCEDURE** EXTENDED HOLDING PATTERN
Overhead NDB(L) BRI at **3000** in holding pattern, turn left and descend on the extended outbound leg to **2500**. At I-BON DME 8 turn left to intercept LOC inbound. Then continue as for basic procedure.

**AIRCRAFT UNABLE TO RECEIVE DME I-BON**
Advise ATC. Radar Ranges will be provided at 8NM outbound and at 6NM and 4NM inbound (See note 5).

**NOTES**
**1** Lowest altitude to commence procedure from hold is **2500**.
**2** Maximum KIAS for procedure is 110KIAS (CAT A); 140KIAS (CAT B); 185KIAS (CAT C,D).
**3** Below CAT I minima, Glide Path anomalies may be observed.
**4** GP Fluctuations may be experienced when taxiing aircraft are transiting through the Sensitive Area.
**5** ATC unable to provide Radar Ranges when operating SSR only.

**CHANGE (5/25):** SPECIFICATION CHANGE.

AERO INFO DATE 07 MAR 25

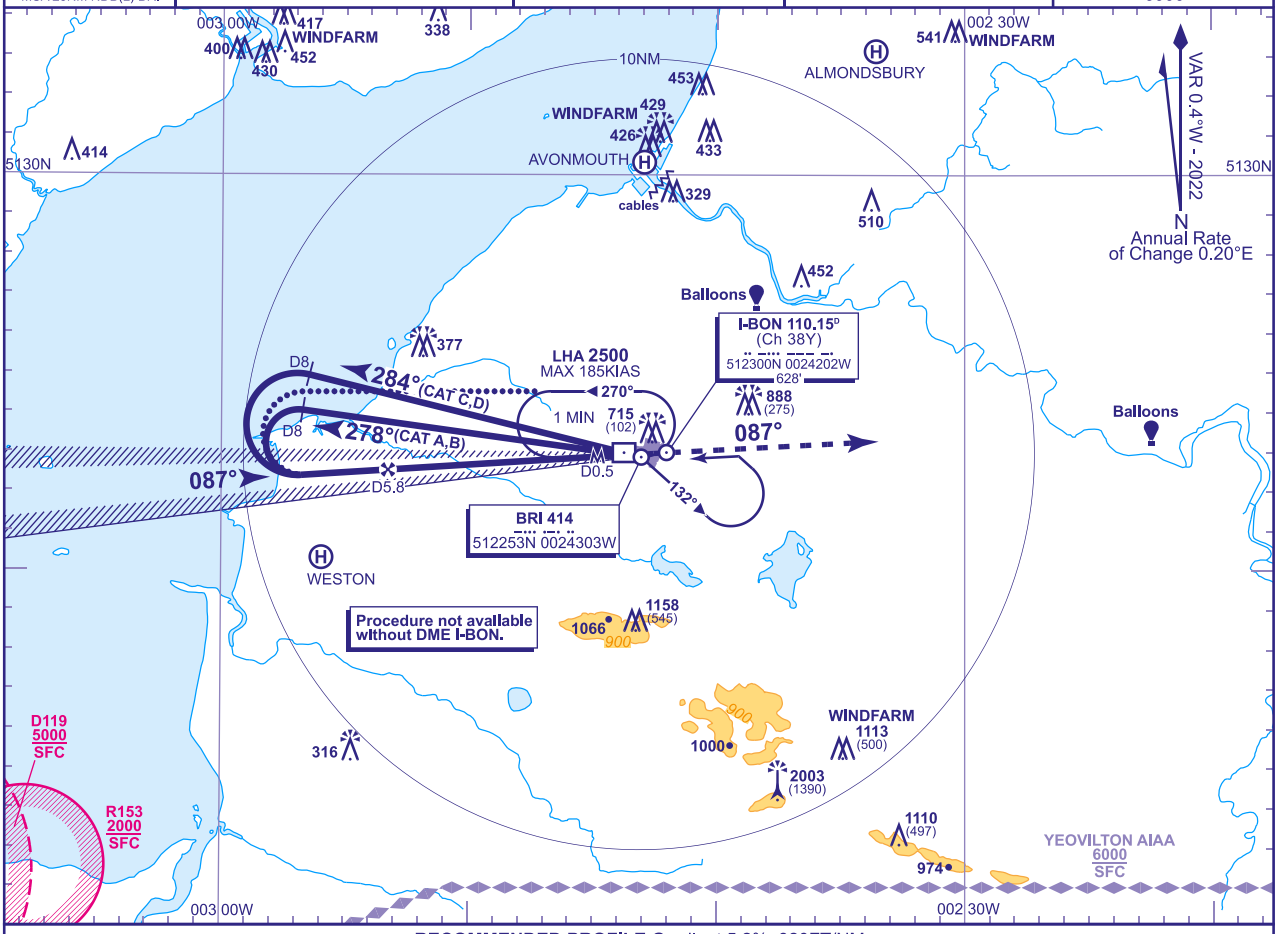
AD 2-EGGD-8-1

## INSTRUMENT APPROACH CHART - ICAO

# BRISTOL LOC/DME/NDB(L) RWY 09
(ACFT CAT A,B,C,D)

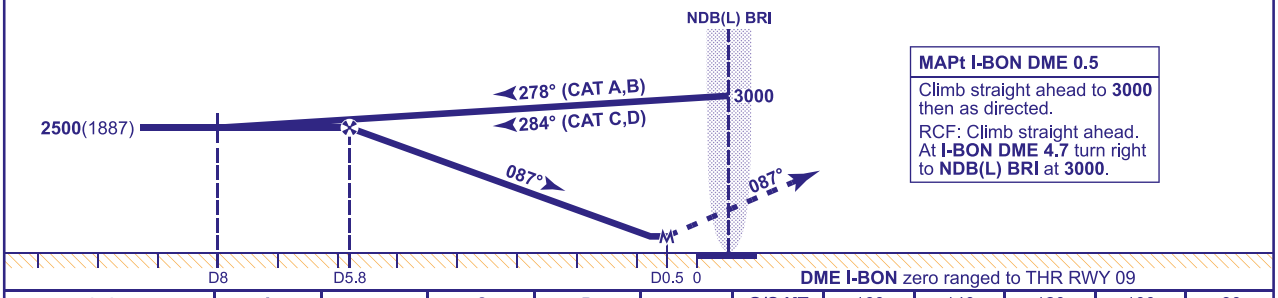
| | | | | |
|---|---|---|---|---|
| MSA 25NM NDB(L) BRI | TWR 133.850, 136.080* | BRISTOL TOWER | AD ELEVATION | 622 |
| | APP 125.650, 136.080* | BRISTOL RADAR | THR ELEVATION | 613 |
| | RAD 136.080* | BRISTOL DIRECTOR | OBSTACLE ELEVATION 2003 AMSL (1390)(ABOVE THR) | |
| | ATIS 126.030 | BRISTOL INFORMATION | | |
| | *See AD 2.18 for details. | | BEARINGS ARE MAGNETIC | |

TRANSITION ALTITUDE 6000




**RECOMMENDED PROFILE** Gradient 5.2%, 320FT/NM

| DME I-BON | 5 | 4 | 3 | 2 | 1 |
|---|---|---|---|---|---|
| ALT(HGT) | **2260**(1647) | **1940**(1327) | **1620**(1007) | **1310**(697) | **990**(377) |




**MAPt I-BON DME 0.5**

Climb straight ahead to **3000** then as directed.

RCF: Climb straight ahead. At **I-BON DME 4.7** turn right to **NDB(L) BRI** at **3000**.

| Aircraft Category | | A | B | C | D |
|---|---|---|---|---|---|
| OCA (OCH) | Procedure | **900**(287) | **900**(287) | **900**(287) | **900**(287) |
| VM(C)OCA (OCH AAL) | Total Area | **1050**(428) | **1190**(568) | **1460**(838) | **1560**(938) |
| | North of RWY 09/27 | **1050**(428) | **1190**(568) | **1290**(668) | **1320**(698) |

| Rate of descent | G/S KT | 160 | 140 | 120 | 100 | 80 |
|---|---|---|---|---|---|---|
| | FT/MIN | 850 | 740 | 640 | 530 | 420 |

**ALTERNATIVE PROCEDURE** EXTENDED HOLDING PATTERN
Overhead NDB(L) BRI at **3000** in holding pattern, turn left and descend on the extended outbound leg to **2500**. At I-BON DME 8 turn left to intercept LOC inbound. Then continue as for basic procedure.

**NOTES** **1** Lowest altitude to commence procedure from hold is **2500**.
**2** Maximum KIAS for procedure is 110KIAS (CAT A); 140KIAS (CAT B); 185KIAS (CAT C,D).

**CHANGE (5/25):** SPECIFICATION CHANGE.

AERO INFO DATE 07 MAR 25
AD 2-EGGD-8-2

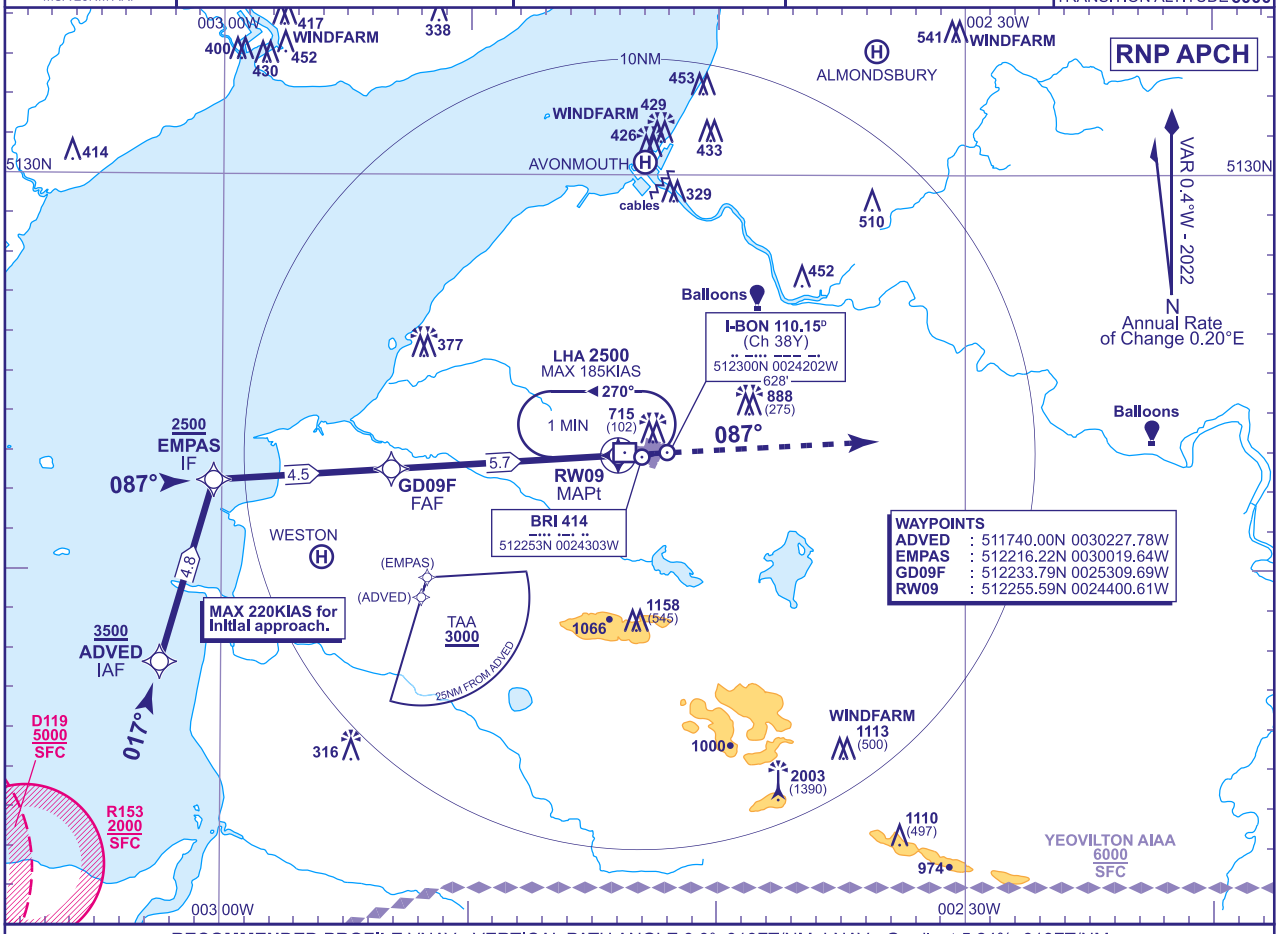
# INSTRUMENT APPROACH CHART - ICAO

**BRISTOL**
**RNP**
**RWY 09**
(ACFT CAT A,B,C,D)

| | | | |
|---|---|---|---|
| TWR 133.850, 136.080* | BRISTOL TOWER | AD ELEVATION | 622 |
| APP 125.650, 136.080* | BRISTOL RADAR | THR ELEVATION | 613 |
| RAD 136.080* | BRISTOL DIRECTOR | OBSTACLE ELEVATION | |
| ATIS 126.030 | BRISTOL INFORMATION | 2003 AMSL (1390) (ABOVE THR) | |
| *See AD 2.18 for details. | | BEARINGS ARE MAGNETIC | |

30 MSA 25NM ARP

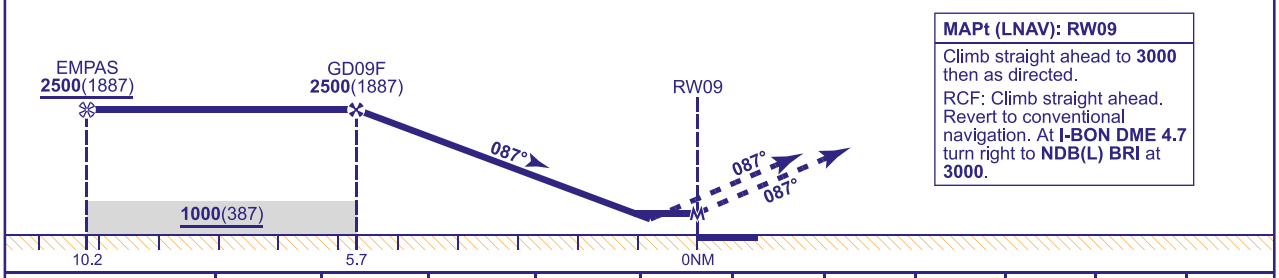
MIN TEMP -10°C
TRANSITION ALTITUDE 6000




**RECOMMENDED PROFILE** VNAV - VERTICAL PATH ANGLE 3.0°, 318FT/NM, LNAV - Gradient 5.24%, 318FT/NM

| NM to RW09 | 5 | 4 | 3 | 2 | 1 |
|---|---|---|---|---|---|
| ALT(HGT) | **2270**(1657) | **1950**(1337) | **1630**(1017) | **1310**(697) | **990**(377) |

TCH 57




**MAPt (LNAV): RW09**
Climb straight ahead to **3000** then as directed.
RCF: Climb straight ahead. Revert to conventional navigation. At **I-BON DME 4.7** turn right to **NDB(L) BRI** at **3000**.

| Aircraft Category | | A | B | C | D |
|---|---|---|---|---|---|
| OCA (OCH) | LNAV/VNAV | **910**(297) | **910**(297) | **910**(297) | **910**(297) |
| | LNAV | **910**(297) | **910**(297) | **910**(297) | **910**(297) |
| VM(C)OCA (OCH AAL) | Total Area | **1050**(428) | **1190**(568) | **1460**(838) | **1560**(938) |
| | North of RWY 09/27 | **1050**(428) | **1190**(568) | **1290**(668) | **1320**(698) |

| Rate of descent | G/S KT | 160 | 140 | 120 | 100 | 80 |
|---|---|---|---|---|---|---|
| | FT/MIN | 850 | 740 | 640 | 530 | 420 |

**NOTES** **1** Pilots should 'Request RNP Approach' on first contact with Bristol Radar.

**CHANGE (5/25):** SPECIFICATION CHANGE.

AERO INFO DATE 07 MAR 25

## INSTRUMENT APPROACH CHART - ICAO

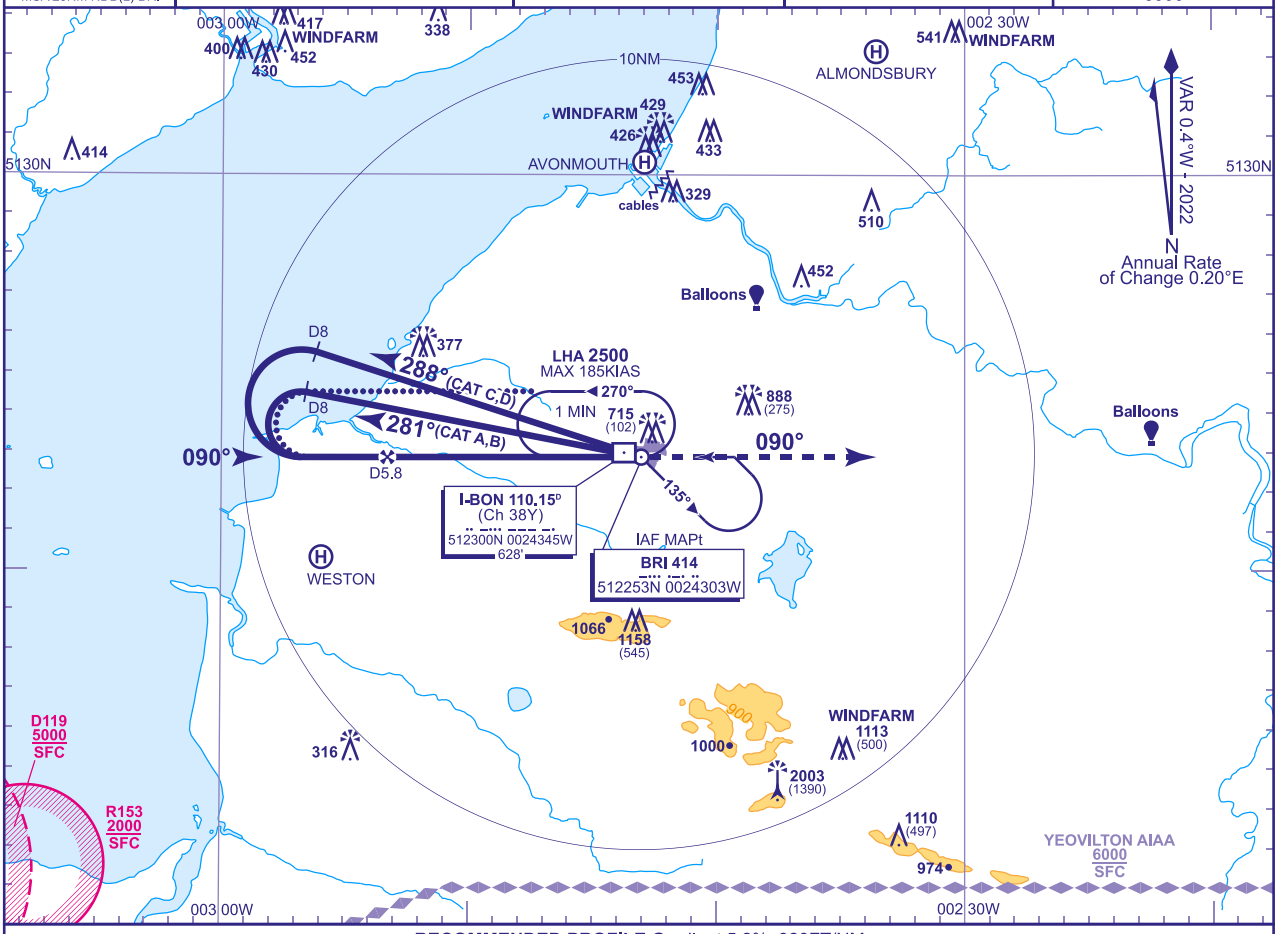
# BRISTOL NDB(L)/DME RWY 09
(ACFT CAT A,B,C,D)



MSA 25NM NDB(L) BRI

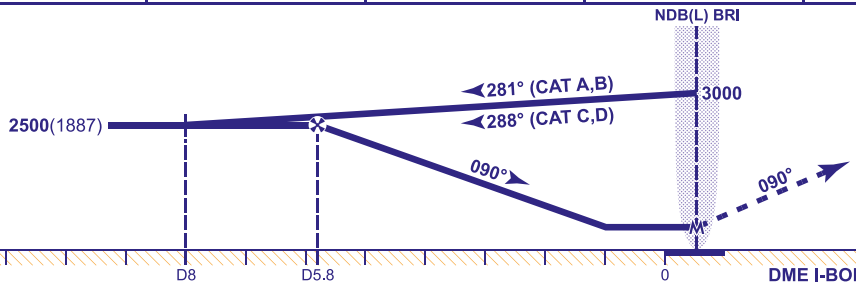
| | | | |
|---|---|---|---|
| TWR 133.850, 136.080* | BRISTOL TOWER | AD ELEVATION | **622** |
| APP 125.650, 136.080* | BRISTOL RADAR | THR ELEVATION | **613** |
| RAD 136.080* | BRISTOL DIRECTOR | OBSTACLE ELEVATION **2003 AMSL** (1390)(ABOVE THR) | |
| ATIS 126.030 | BRISTOL INFORMATION | | |
| *See AD 2.18 for details. | | BEARINGS ARE MAGNETIC | |

TRANSITION ALTITUDE **6000**




**RECOMMENDED PROFILE** Gradient 5.2%, 320FT/NM

| DME I-BON | 5 | 4 | 3 | 2 | 1 |
|---|---|---|---|---|---|
| **ALT**(HGT) | **2260**(1647) | **1940**(1327) | **1620**(1007) | **1300**(687) | **980**(367) |




**MAPt NDB(L) BRI**
Climb straight ahead to **3000** then as directed.
RCF: Climb straight ahead. At **I-BON DME 4.7** turn right to **NDB(L) BRI** at **3000.**

**DME I-BON** zero ranged to THR RWY 09

| Aircraft Category | | A | B | C | D |
|---|---|---|---|---|---|
| OCA (OCH) | With DME or RADAR | **940**(327) | **940**(327) | **940**(327) | **940**(327) |
| | No DME or RADAR | **N/A** | **N/A** | **1000**(387) | **1000**(387) |
| VM(C)OCA (OCH AAL) | Total Area | **1050**(428) | **1190**(568) | **1460**(838) | **1560**(938) |
| | North of RWY 09/27 | **1050**(428) | **1190**(568) | **1290**(668) | **1320**(698) |

| Rate of descent | | | | | | |
|---|---|---|---|---|---|---|
| G/S KT | 160 | 140 | 120 | 100 | 80 |
| FT/MIN | 840 | 740 | 630 | 530 | 420 |

**ALTERNATIVE PROCEDURE** EXTENDED HOLDING PATTERN Overhead IAF (NDB(L) BRI) at **3000** in holding pattern, turn left and descend on the extended outbound leg to **2500**(1887). At I-BON DME 8 turn left onto FAT. From FAF (I-BON DME 5.8) descend to MDH.

**AIRCRAFT UNABLE TO RECEIVE DME I-BON** Advise ATC. Radar Ranges will be passed at 8NM outbound and at 5.8NM (See note 4).

**ALTERNATIVE TIMED PROCEDURE** CAT C and D aircraft may, in the absence of either DME I-BON or radar ranges, fly outbound on baseturn procedure for 2MIN 12SEC. (Note: timed procedure **not available for CAT A or B aircraft**).

**NOTES**
**1** Lowest altitude to commence procedure from hold is **2500**.
**2** Maximum KIAS for procedure is 110KIAS (CAT A); 140KIAS (CAT B); 185KIAS (CAT C,D).
**3** FAT offset 3.11° from RWY C/L.
**4** ATC unable to provide Radar Ranges when operating SSR only.

**CHANGE (5/25):** SPECIFICATION CHANGE.

AERO INFO DATE 07 MAR 25 AD 2-EGGD-8-4

# INSTRUMENT APPROACH CHART - ICAO

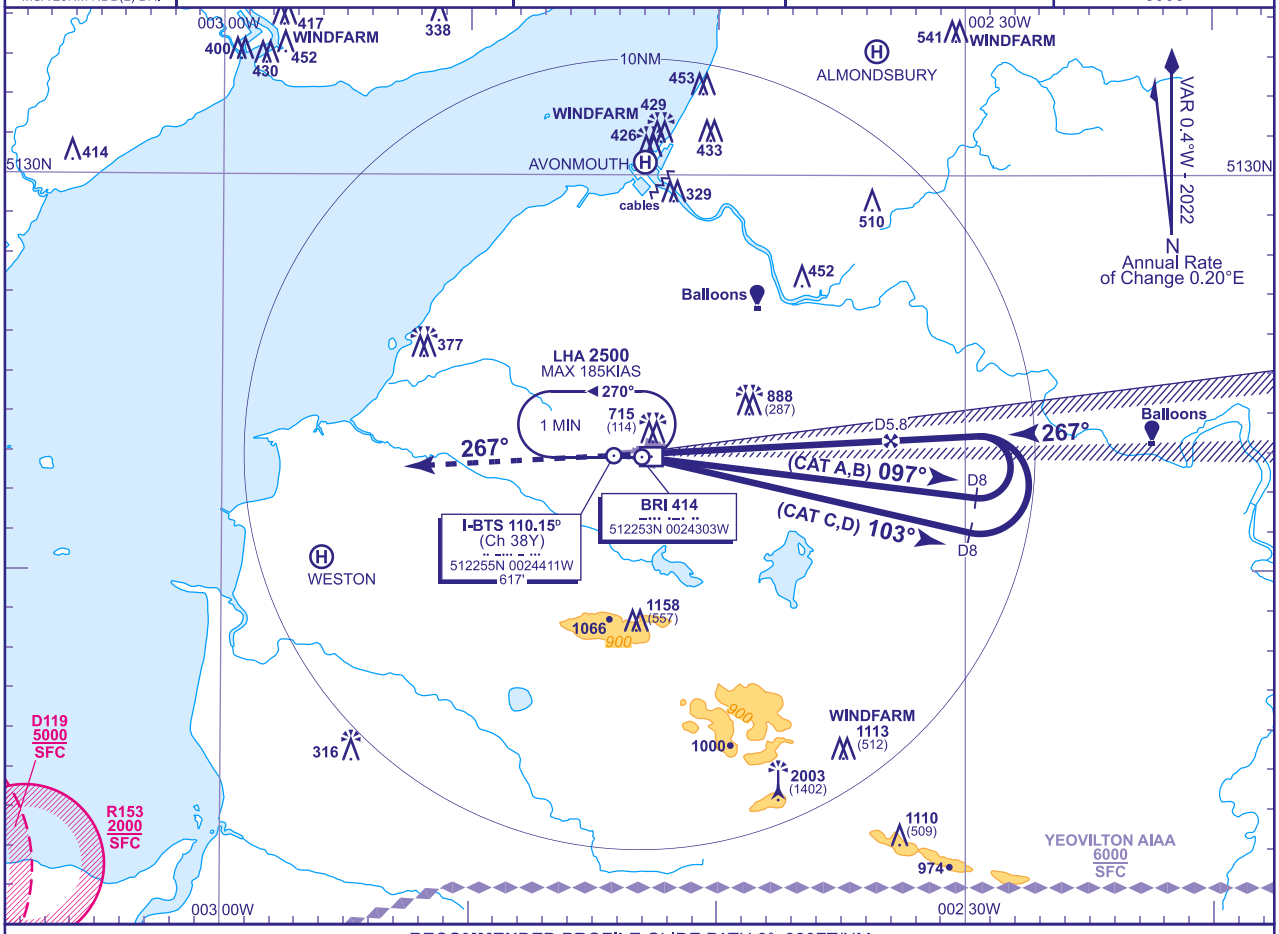
# BRISTOL ILS/DME/NDB(L) RWY 27
(ACFT CAT A,B,C,D)



MSA 25NM NDB(L) BRI

| | | | |
|---|---|---|---|
| TWR 133.850, 136.080* | BRISTOL TOWER | AD ELEVATION | 622 |
| APP 125.650, 136.080* | BRISTOL RADAR | THR ELEVATION | 601 |
| RAD 136.080* | BRISTOL DIRECTOR | OBSTACLE ELEVATION 2003 AMSL (1402) (ABOVE THR) | |
| ATIS 126.030 | BRISTOL INFORMATION | | |
| *See AD 2.18 for details. | | BEARINGS ARE MAGNETIC | |

TRANSITION ALTITUDE **6000**



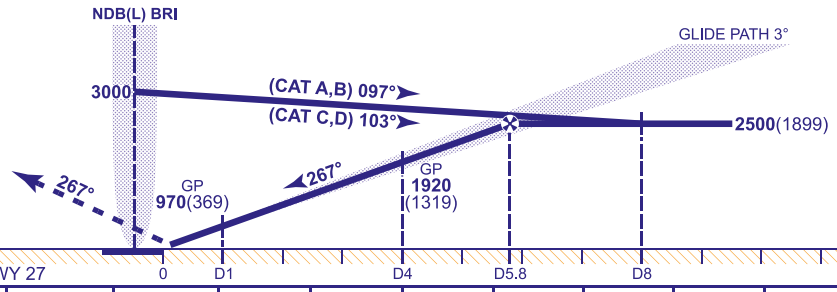

**RECOMMENDED PROFILE** GLIDE PATH 3°, 320FT/NM

| DME I-BTS | 5 | 4 | 3 | 2 | 1 |
|---|---|---|---|---|---|
| ALT(HGT) | **2240**(1639) | **1920**(1319) | **1610**(1009) | **1290**(689) | **970**(369) |

RDH 50

Climb straight ahead to **3000** then as directed.

RCF: Climb straight ahead. At **I-BTS DME 4.7** turn right to **NDB(L) BRI** at **3000.**




| Aircraft Category | | A | B | C | D |
|---|---|---|---|---|---|
| OCA (OCH) | CAT I | **750**(149) | **759**(158) | **768**(167) | **779**(178) |
| | CAT II | **664**(63) | **672**(71) | **682**(81) | **694**(93) |
| VM(C)OCA (OCH AAL) | Total Area | **1050**(428) | **1190**(568) | **1460**(838) | **1560**(938) |
| | North of RWY 09/27 | **1050**(428) | **1190**(568) | **1290**(668) | **1320**(698) |

| Rate of descent | | | | | | |
|---|---|---|---|---|---|---|
| G/S KT | 160 | 140 | 120 | 100 | 80 |
| FT/MIN | 850 | 740 | 640 | 530 | 430 |

**AIRCRAFT UNABLE TO RECEIVE DME I-BTS**
Advise ATC. Radar Ranges will be provided at 8NM outbound and at 6NM and 4NM inbound (See note 4).

**NOTES**
**1** Lowest altitude to commence procedure from hold is **2500**.
**2** Maximum KIAS for procedure is 110KIAS (CAT A); 140KIAS (CAT B); 185KIAS (CAT C,D).
**3** ILS GP Flags may occur at 8° left of RWY C/L below 2300ft AGL.
**4** ATC unable to provide Radar Ranges when operating SSR only.

**CHANGE (5/25):** SPECIFICATION CHANGE.

AERO INFO DATE 07 MAR 25

AD 2-EGGD-8-5

## INSTRUMENT APPROACH CHART - ICAO

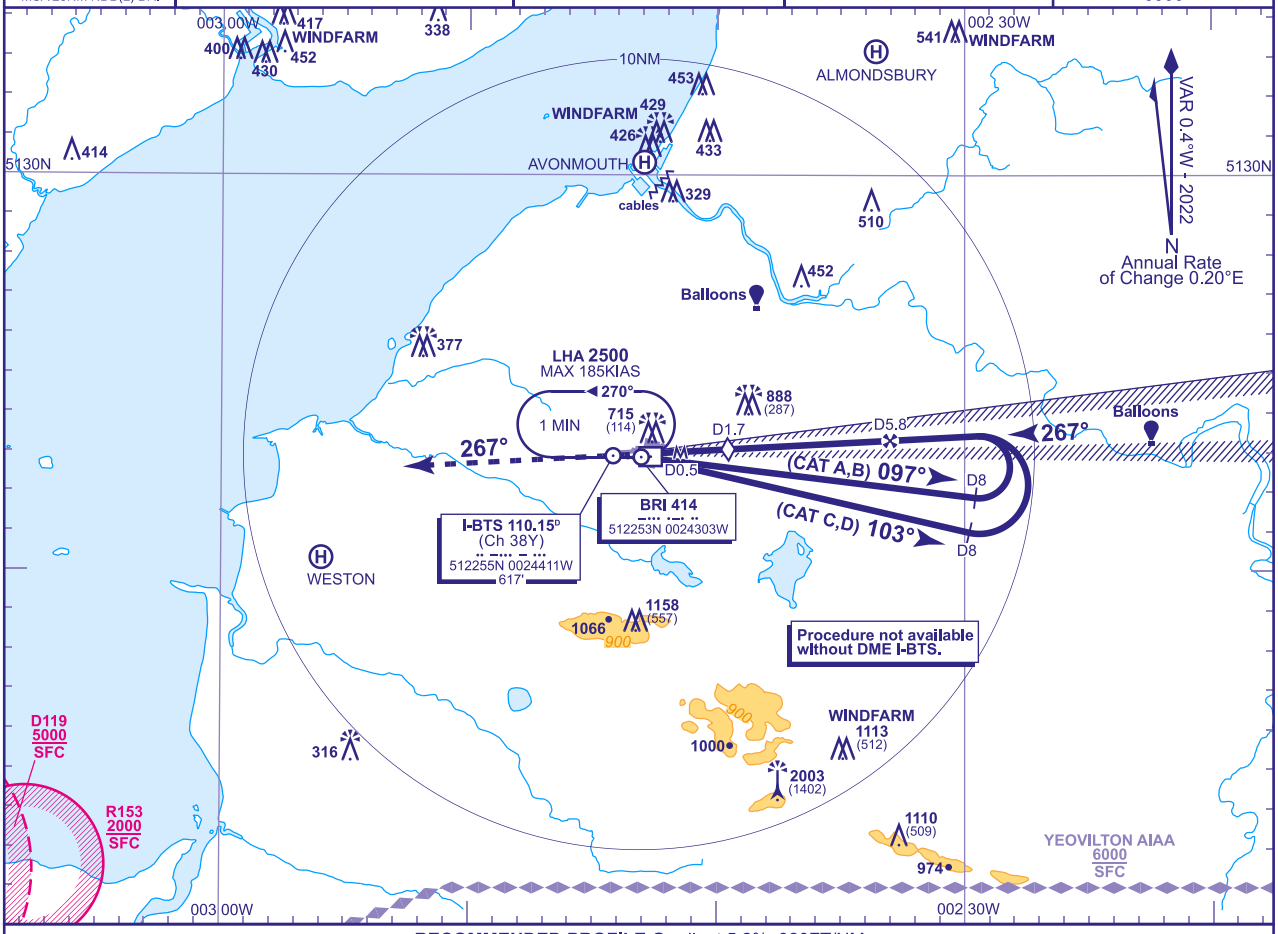
# BRISTOL LOC/DME/NDB(L) RWY 27
(ACFT CAT A,B,C,D)




MSA 25NM NDB(L) BRI

| | | | |
|---|---|---|---|
| TWR 133.850, 136.080* | BRISTOL TOWER | AD ELEVATION | 622 |
| APP 125.650, 136.080* | BRISTOL RADAR | THR ELEVATION | 601 |
| RAD 136.080* | BRISTOL DIRECTOR | OBSTACLE ELEVATION 2003 AMSL (1402)(ABOVE THR) | |
| ATIS 126.030 | BRISTOL INFORMATION | | |
| *See AD 2.18 for details. | | BEARINGS ARE MAGNETIC | |

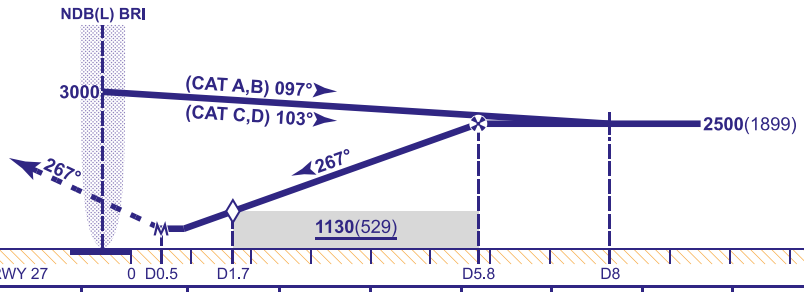
TRANSITION ALTITUDE 6000




**RECOMMENDED PROFILE** Gradient 5.2%, 320FT/NM

| DME I-BTS | 5 | 4 | 3 | 2 | 1 |
|---|---|---|---|---|---|
| ALT(HGT) | **2240**(1639) | **1920**(1319) | **1610**(1009) | **1290**(689) | **970**(369) |

**MAPt I-BTS DME 0.5**
Climb straight ahead to **3000** then as directed.
RCF: Climb straight ahead. At **I-BTS DME 4.7** turn right to **NDB(L) BRI** at **3000**.




| Aircraft Category | | A | B | C | D |
|---|---|---|---|---|---|
| OCA (OCH) | Procedure | **910**(309) | **910**(309) | **910**(309) | **910**(309) |
| VM(C)OCA (OCH AAL) | Total Area | **1050**(428) | **1190**(568) | **1460**(838) | **1560**(938) |
| | North of RWY 09/27 | **1050**(428) | **1190**(568) | **1290**(668) | **1320**(698) |

| Rate of descent | G/S KT | 160 | 140 | 120 | 100 | 80 |
|---|---|---|---|---|---|---|
| | FT/MIN | 850 | 740 | 640 | 530 | 430 |

**NOTES** **1** Lowest altitude to commence procedure from hold is **2500**.
**2** Maximum KIAS for procedure is 110KIAS (CAT A); 140KIAS (CAT B); 185KIAS (CAT C,D).

**CHANGE (5/25):** SPECIFICATION CHANGE.

AERO INFO DATE 07 MAR 25
AD 2-EGGD-8-6

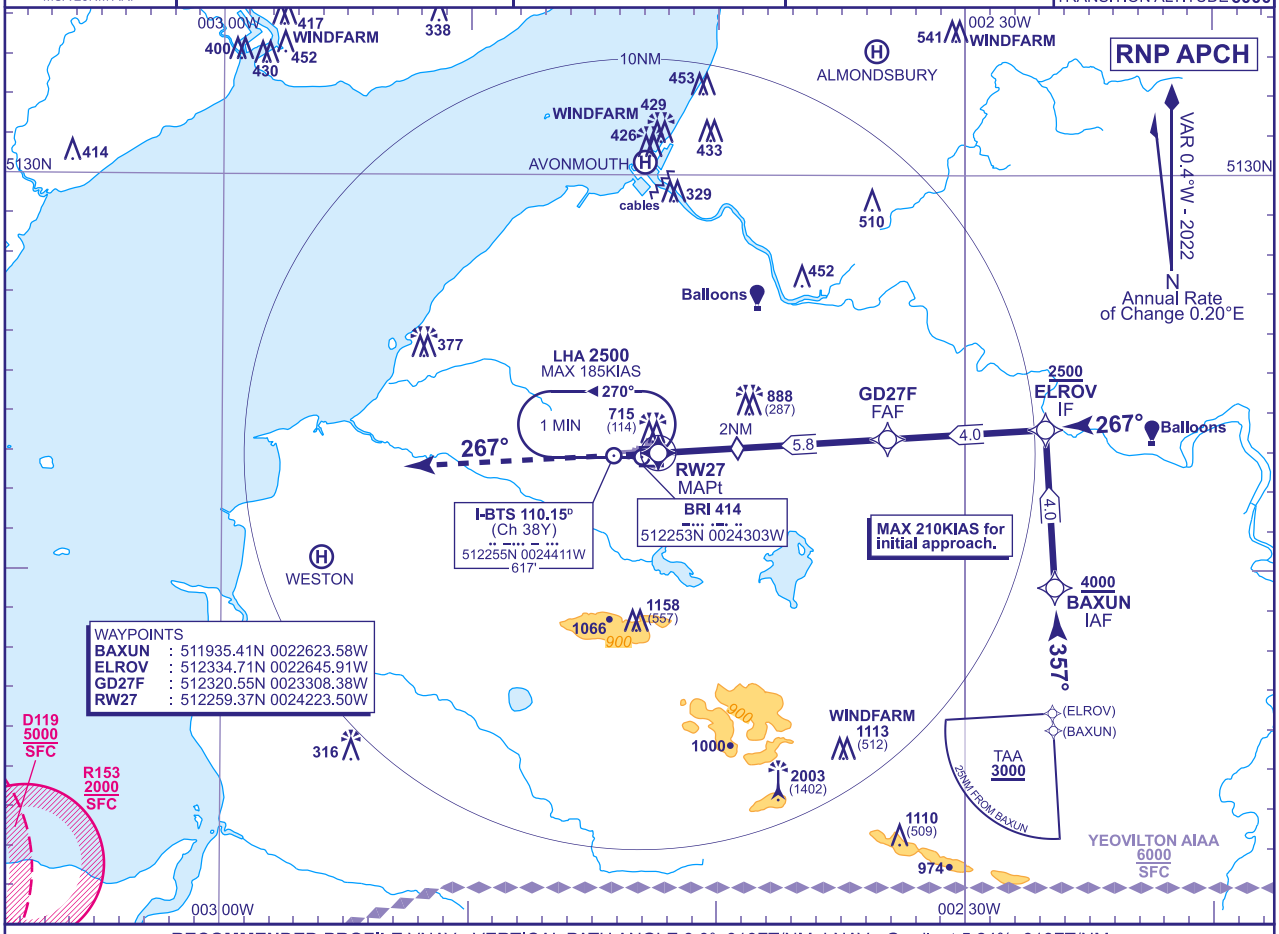
# INSTRUMENT APPROACH CHART - ICAO

**BRISTOL**
**RNP**
**RWY 27**
(ACFT CAT A,B,C,D)

| | | | |
|---|---|---|---|
| TWR 133.850, 136.080* | BRISTOL TOWER | AD ELEVATION | **622** |
| APP 125.650, 136.080* | BRISTOL RADAR | THR ELEVATION | **601** |
| RAD 136.080* | BRISTOL DIRECTOR | OBSTACLE ELEVATION **2003 AMSL** (1402) (ABOVE THR) | |
| ATIS 126.030 | BRISTOL INFORMATION | | |
| *See AD 2.18 for details. | | BEARINGS ARE MAGNETIC | |

30 MSA 25NM ARP

MIN TEMP **-10°C**
TRANSITION ALTITUDE **6000**

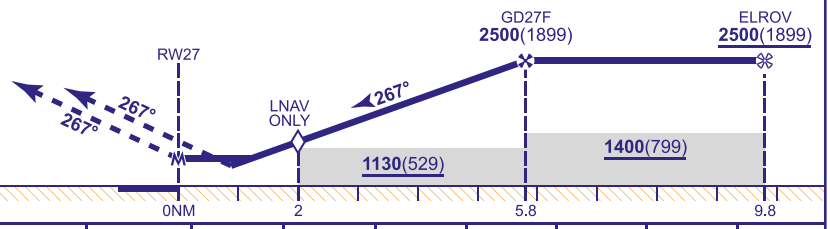



**RECOMMENDED PROFILE** VNAV - VERTICAL PATH ANGLE 3.0°, 318FT/NM, LNAV - Gradient 5.24%, 318FT/NM

| NM to RW27 | 5 | 4 | 3 | 2 (LNAV SDF) | 1 |
|---|---|---|---|---|---|
| ALT(HGT) | **2250**(1649) | **1930**(1329) | **1610**(1009) | **1290**(689) | **970**(369) |

TCH 50

**MAPt (LNAV): RW27**
Climb straight ahead to **3000** then as directed.
RCF: Climb straight ahead. Revert to conventional navigation. At **I-BTS DME 4.7** turn right to **NDB(L) BRI** at **3000**.




| Aircraft Category | | A | B | C | D |
|---|---|---|---|---|---|
| OCA (OCH) | LNAV/VNAV | **950**(349) | **950**(349) | **950**(349) | **950**(349) |
| | LNAV | **1000**(399) | **1000**(399) | **1000**(399) | **1000**(399) |
| VM(C)OCA (OCH AAL) | Total Area | **1050**(428) | **1190**(568) | **1460**(838) | **1560**(938) |
| | North of RWY 09/27 | **1050**(428) | **1190**(568) | **1290**(668) | **1320**(698) |

| Rate of descent | G/S KT | 160 | 140 | 120 | 100 | 80 |
|---|---|---|---|---|---|---|
| | FT/MIN | 850 | 740 | 640 | 530 | 420 |

**NOTES** 1 Pilots should 'Request RNP Approach' on first contact with Bristol Radar.

**CHANGE (5/25):** SPECIFICATION CHANGE.

AERO INFO DATE 07 MAR 25

## INSTRUMENT APPROACH CHART - ICAO

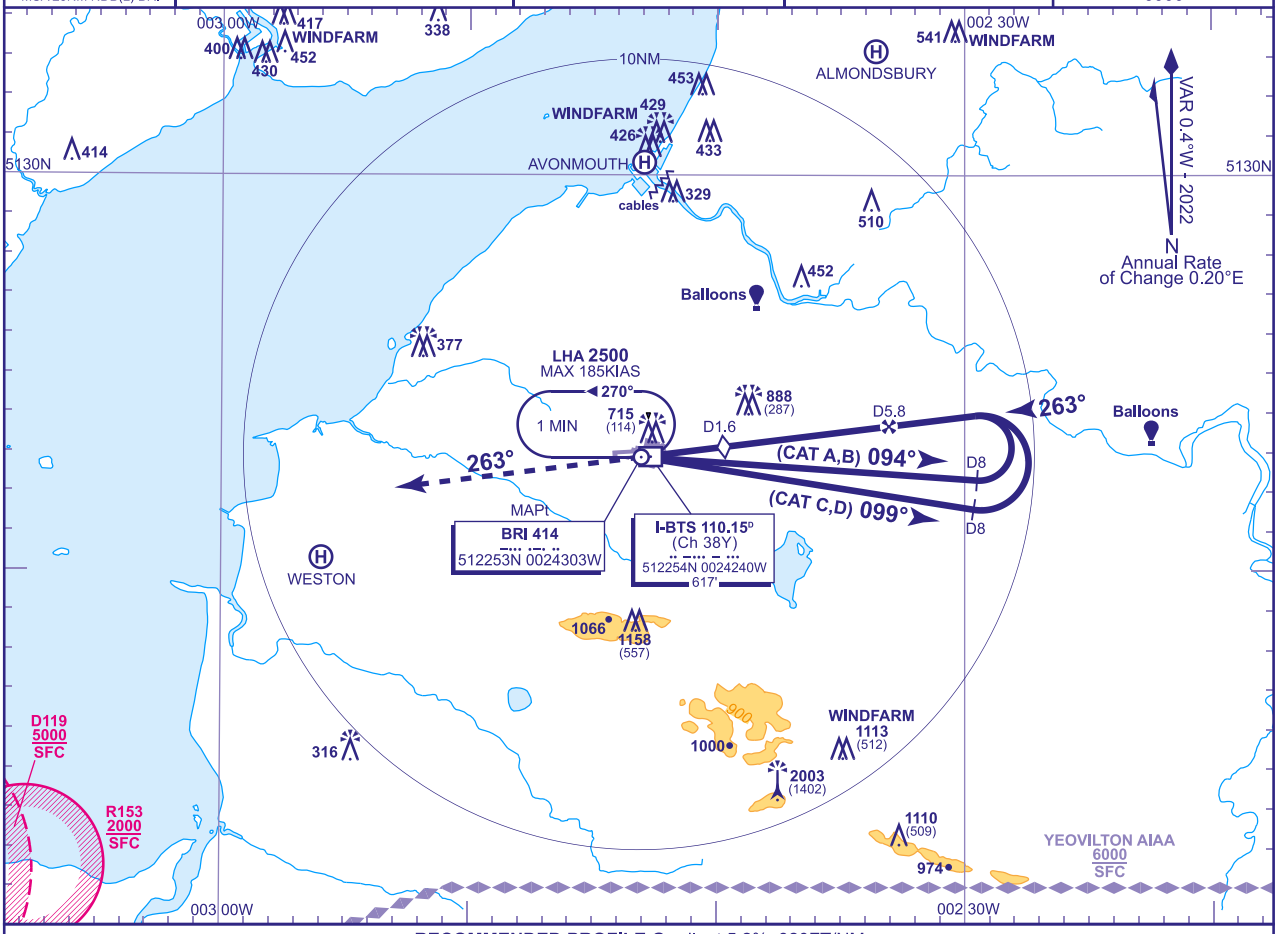
# BRISTOL NDB(L)/DME RWY 27
(ACFT CAT A,B,C,D)




MSA 25NM NDB(L) BRI

| | | | |
|---|---|---|---|
| TWR 133.850, 136.080* | BRISTOL TOWER | AD ELEVATION | 622 |
| APP 125.650, 136.080* | BRISTOL RADAR | THR ELEVATION | 601 |
| RAD 136.080* | BRISTOL DIRECTOR | OBSTACLE ELEVATION 2003 AMSL (1402)(ABOVE THR) | |
| ATIS 126.030 | BRISTOL INFORMATION | | |
| *See AD 2.18 for details. | | BEARINGS ARE MAGNETIC | |

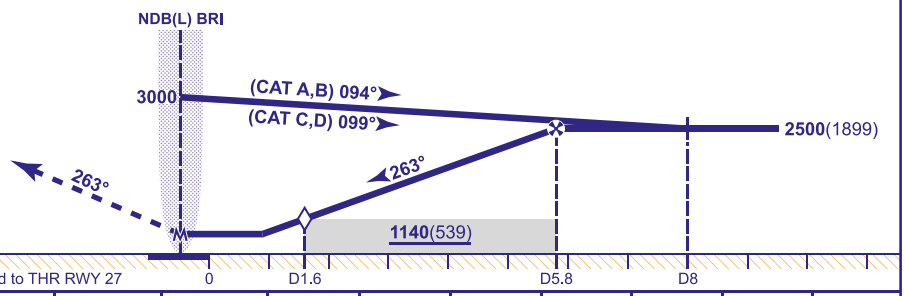
TRANSITION ALTITUDE 6000




**RECOMMENDED PROFILE** Gradient 5.2%, 320FT/NM

| DME I-BTS | 5 | 4 | 3 | 2 |
|---|---|---|---|---|
| ALT(HGT) | **2250**(1649) | **1930**(1329) | **1610**(1009) | **1290**(689) |

**MAPt NDB(L) BRI**
Climb straight ahead to **3000** then as directed.
RCF: Climb straight ahead. At **I-BTS DME 4.7** turn right to **NDB(L) BRI** at **3000.**




| Aircraft Category | | A | B | C | D |
|---|---|---|---|---|---|
| OCA (OCH) | With DME or RADAR | **970**(369) | **970**(369) | **970**(369) | **970**(369) |
| | No DME or RADAR | N/A | N/A | **1240**(639) | **1240**(639) |
| VM(C)OCA (OCH AAL) | Total Area | **1050**(428) | **1190**(568) | **1460**(838) | **1560**(938) |
| | North of RWY 09/27 | **1050**(428) | **1190**(568) | **1290**(668) | **1320**(698) |

| Rate of descent | G/S KT | 160 | 140 | 120 | 100 | 80 |
|---|---|---|---|---|---|---|
| | FT/MIN | 850 | 740 | 640 | 530 | 430 |

**AIRCRAFT UNABLE TO RECEIVE DME I-BTS** Advise ATC. Radar Ranges will be passed at 8NM outbound and at 5.8NM inbound (See note 4).

**ALTERNATIVE TIMED PROCEDURE** CAT C and D aircraft may, in the absence of either DME I-BTS or radar ranges, fly outbound on baseturn procedure for 2MIN 30SEC. (Note: timed procedure **not available for CAT A or B aircraft**).

**NOTES**
**1** Lowest altitude to commence procedure from hold is **2500**.
**2** Maximum KIAS for procedure is 110KIAS (CAT A); 140KIAS (CAT B); 185KIAS (CAT C,D).
**3** FAT offset 3.8° from RWY C/L and crosses the extended RWY 27 C/L, 1NM from the THR (I-BTS D1.7).
**4** ATC unable to provide Radar Ranges when operating SSR only.

**CHANGE (5/25):** SPECIFICATION CHANGE.

AERO INFO DATE 07 MAR 25
AD 2-EGGD-8-8

# Instrument Approach Procedure Coding Tables

**BRISTOL RNP RWY 09 - Instrument Approach Procedure via EMPAS**

| Designator | Sequence Number | Path Term-inator | Waypoint Name | Fly-over | Course/ Track °M (°T) | Turn Direction | Level Constraint | Speed Constraint | Co-ordinates | Remarks and Distance to MAPt |
|---|---|---|---|---|---|---|---|---|---|---|
| R09C | 001 | IF | EMPAS | N | - | - | 2500 | -220 | 512216.22N 0030019.64W | IF 10.2NM |
| R09C | 002 | TF | GD09F | N | 087° (086.2°) | - | 2500 | - | 512233.79N 0025309.69W | FAF 5.7NM |
| R09C | 003 | TF | RW09 | Y | 087° (086.3°) | - | - | - | 512255.59N 0024400.61W | MAPt |
| R09C | 004 | CA | - | - | 087° (086.3°) | - | 3000 | - | - | - |

**BRISTOL RNP RWY 09 - Instrument Approach Procedure via ADVED**

| Designator | Sequence Number | Path Term-inator | Waypoint Name | Fly-over | Course/ Track °M (°T) | Turn Direction | Level Constraint | Speed Constraint | Co-ordinates | Remarks and Distance to MAPt |
|---|---|---|---|---|---|---|---|---|---|---|
| R09R | 001 | IF | ADVED | N | - | - | 3500 | -220 | 511740.00N 0030227.78W | IAF |
| R09R | 002 | TF | EMPAS | N | 017° (016.2°) | RIGHT | 2500 | -220 | 512216.22N 0030019.64W | IF 10.2NM |
| R09R | 003 | TF | GD09F | N | 087° (086.2°) | - | 2500 | - | 512233.79N 0025309.69W | FAF 5.7NM |
| R09R | 004 | TF | RW09 | Y | 087° (086.3°) | - | - | - | 512255.59N 0024400.61W | MAPt |
| R09R | 005 | CA | - | - | 087° (086.3°) | - | 3000 | - | - | - |

**BRISTOL RNP RWY 27 - Instrument Approach Procedure via ELROV**

| Designator | Sequence Number | Path Term-inator | Waypoint Name | Fly-over | Course/ Track °M (°T) | Turn Direction | Level Constraint | Speed Constraint | Co-ordinates | Remarks and Distance to MAPt |
|---|---|---|---|---|---|---|---|---|---|---|
| R27C | 001 | IF | ELROV | N | - | - | 2500 | -210 | 512334.71N 0022645.91W | IF 9.8NM |
| R27C | 002 | TF | GD27F | N | 267° (266.7°) | - | 2500 | - | 512320.55N 0023308.38W | FAF 5.8NM |
| R27C | 003 | TF | RW27 | Y | 267° (266.6°) | - | - | - | 512259.37N 0024223.50W | MAPt |
| R27C | 004 | CA | - | - | 267° (266.6°) | - | 3000 | - | - | - |

**BRISTOL RNP RWY 27 - Instrument Approach Procedure via BAXUN**

| Designator | Sequence Number | Path Term-inator | Waypoint Name | Fly-over | Course/ Track °M (°T) | Turn Direction | Level Constraint | Speed Constraint | Co-ordinates | Remarks and Distance to MAPt |
|---|---|---|---|---|---|---|---|---|---|---|
| R27L | 001 | IF | BAXUN | N | - | - | 4000 | -210 | 511935.41N 0022623.58W | IAF |
| R27L | 002 | TF | ELROV | N | 357° (356.7°) | LEFT | 2500 | -210 | 512334.71N 0022645.91W | IF 9.8NM |
| R27L | 003 | TF | GD27F | N | 267° (266.7°) | - | 2500 | - | 512320.55N 0023308.38W | FAF 5.8NM |
| R27L | 004 | TF | RW27 | Y | 267° (266.6°) | - | - | - | 512259.37N 0024223.50W | MAPt |
| R27L | 005 | CA | - | - | 267° (266.6°) | - | 3000 | - | - | - |

**CHANGE (5/25):** SPECIFICATION CHANGE.
AERO INFO DATE 07 MAR 25

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# EGCK — CAERNARFON

## EGCK AD 2.1 AERODROME LOCATION INDICATOR AND NAME

EGCK — CAERNARFON

## EGCK AD 2.2 AERODROME GEOGRAPHICAL AND ADMINISTRATIVE DATA

| | | |
|---|---|---|
| 1 | ARP coordinates and site at AD | Lat: 530607N Long: 0042015W<br>Mid Point of Runway 07/25 |
| 2 | Direction and distance from city | 4 NM SW of Caernarfon. |
| 3 | Elevation / Reference temperature / Mean Low Temperature | 14 FT / 18 °C / - |
| 4 | Geoid undulation at AD ELEV PSN | 179 FT |
| 5 | Magnetic Variation / Annual Change | 0.26°W (2027) / 0.19°E |
| 6 | AD Administration<br>Address<br>Telephone<br>Telefax<br>E-mail address<br>Web address | AIR CAERNARFON LTD.<br>Caernarfon Aerodrome, Dinas Dinlle, Gwynedd, LL54 5TP.<br>01286-830800<br>01286-830280<br>info@caernarfonairport.com<br>www.caernarfonairport.com |
| 7 | Type of Traffic permitted (IFR/VFR) | VFR |
| 8 | Remarks | |

## EGCK AD 2.3 OPERATIONAL HOURS

| | | |
|---|---|---|
| 1 | AD Administration | 0900-1645 (0800-1545). |
| 2 | Customs and immigration | By arrangement. |
| 3 | Health and sanitation | |
| 4 | AIS Briefing Office | |
| 5 | ATS Reporting Office (ARO) | |
| 6 | MET Briefing Office | |
| 7 | ATS | As AD hours. See also AD 2.18. |
| 8 | Fuelling | 0900-1645 (0800-1545). |
| 9 | Handling | 0900-1645 (0800-1545). |
| 10 | Security | |
| 11 | De-icing | |
| 12 | Remarks | This aerodrome is PPR.<br><br>SAR Operations H24.<br><br>The aerodrome and fuel may be available by arrangement outside the above hours. All requests to operate outside notified hours are to be made through operations on 01286-830800. Requests for extension to operating hours made less than 2 hours before notified closing time cannot be guaranteed. |

## EGCK AD 2.4 HANDLING SERVICES AND FACILITIES

| | | |
|---|---|---|
| 1 | Cargo handling facilities | |
| 2 | Fuel and oil types | AVTUR JET A-1, AL48 JET A-1 de-icing additive, AVGAS 100LL<br>W80, W100. |
| 3 | Fuelling facilities/capacity | 50,000 LT. Delivery 500 LT per minute. |
| 4 | De-icing facilities | |
| 5 | Hangar space for visiting aircraft | Yes |
| 6 | Repair facilities for visiting aircraft | Yes |
| 7 | Remarks | Pilots requiring fuel on arrival should make this request when inbound on A/G frequency |

## EGCK AD 2.5 PASSENGER FACILITIES

| | | |
|---|---|---|
| 1 | Hotels | |
| 2 | Restaurants | Yes, On Aerodrome. |
| 3 | Transportation | Taxi on request, Buses. Nearest railway station: Bangor. |
| 4 | Medical facilities | Limited First Aid. |
| 5 | Bank and Post Office | |
| 6 | Tourist Office | |
| 7 | Remarks | |

## EGCK AD 2.6 RESCUE AND FIRE FIGHTING SERVICES

| | | |
|---|---|---|
| 1 | AD category for fire fighting services | RFF Category A1<br>RFF Category A2 available on request. |
| 2 | Rescue equipment | |
| 3 | Capability for removal of disabled aircraft | In the event of an incident, light aircraft can be removed using aerodrome resources. |
| 4 | Remarks | |

## EGCK AD 2.7 SEASONAL AVAILABILITY - CLEARING

**INTENTIONALLY BLANK**

## EGCK AD 2.8 APRONS, TAXIWAYS AND CHECK LOCATIONS/POSITIONS DATA

**INTENTIONALLY BLANK**

## EGCK AD 2.9 SURFACE MOVEMENT GUIDANCE AND CONTROL SYSTEM AND MARKINGS

| | | |
|---|---|---|
| 1 | Use of aircraft stand ID signs, TWY guide lines and visual docking/parking guidance system of aircraft stands | |
| 2 | Runway and taxiway markings and lighting | |
| 3 | Stop bars and runway guard lights (if any) | |
| 4 | Other runway protection measures | |
| 5 | Remarks | WDI (LGTD) - 530604.66N 0042013.09W. |

## EGCK AD 2.10 AERODROME OBSTACLES

| In Approach/Take-off areas | | | | | | |
|---|---|---|---|---|---|---|
| **Obstacle ID/ Designation** | **Obstacle Type** | **Obstacle Position** | **Elevation/Height** | | **Obstruction Lighting Type/ Colour** | **Remarks** |
| **1** | **2** | **3** | **4** | | **5** | **6** |
| (EGCK1916) 25/APPROACH 07/ TAKE-OFF | TREE | 530612.45N 0041945.92W | 41 FT | | No | |
| (EGCK1209) 07/APPROACH 25/ TAKE-OFF | VEHICLES ON ROAD | 530601.78N 0042037.55W | 28 FT | | No | |

| In circling area and at aerodrome | | | | | |
|---|---|---|---|---|---|
| **Obstacle ID/ Designation** | **Obstacle Type** | **Obstacle Position** | **Elevation/Height** | **Obstruction Lighting Type/ Colour** | **Remarks** |
| **1** | **2** | **3** | **4** | **5** | **6** |
| INTENTIONALLY BLANK | | | | | |

## EGCK AD 2.11 METEOROLOGICAL INFORMATION PROVIDED

| | | |
|---|---|---|
| 1 | Associated MET Office | MET OFFICE EXETER |
| 2 | Hours of service<br>MET Office outside hour | H24 |
| 3 | Office responsible for TAF preparation<br>Periods of validity | MET OFFICE EXETER<br>9 hours. |
| 4 | Trend forecast<br>Interval of issuance | |
| 5 | Briefing/consultation provided | Self-briefing. |
| 6 | Flight documentation<br>Language(s) used | TAFs and METARs.<br>English. |
| 7 | Charts and other information available for briefing or consultation | |
| 8 | Supplementary equipment available for providing information | |
| 9 | ATS units provided with information | |
| 10 | Additional information (limitation of service, etc.) | |

## EGCK AD 2.12 RUNWAY PHYSICAL CHARACTERISTICS

| **Designations RWY Number** | **True bearing** | **Dimensions of RWY** | **Surface of RWY/ SWY/ Strength** | **THR co-ordinates/ THR Geoid undulation** | **THR elevation/ Highest elevation of TDZ of precision APP RWY** | **Slope of RWY/ SWY** |
|---|---|---|---|---|---|---|
| **1** | **2** | **3** | **4** | **5** | **6** | **7** |
| 07 | 070.83° | 932 x 23 M | RWY surface: Asphalt | 530603.04N<br>0042032.21W<br>179.1 FT | THR 12.3 FT | |
| 25 | 250.83° | 932 x 23 M | RWY surface: Asphalt | 530610.07N<br>0041958.61W<br>179.1 FT | THR 11.4 FT | |

| **SWY Dimensions** | **Clearway Dimensions** | **Strip Dimensions** | **RESA Dimensions, Overshoot / Undershoot** | **Location/ description of arresting system** | **OFZ** | **Remarks** |
|---|---|---|---|---|---|---|
| **8** | **9** | **10** | **11** | **12** | **13** | **14** |
| | | | | | | RWY 07<br><br>Landing threshold displaced by 97 M to allow 1:20 over vehicles on road. |
| | | | | | | RWY 25<br><br>Landing threshold displaced by 173 M to allow 1:20 approach surface over trees and HT cable. |

## EGCK AD 2.13 DECLARED DISTANCES

| **Runway designator** | **TORA** | **TODA** | **ASDA** | **LDA** | **Remarks** |
|---|---|---|---|---|---|
| **1** | **2** | **3** | **4** | **5** | **6** |
| 07 | 727 M | 727 M | 727 M | 810 M | |
| 25 | 799 M | 799 M | 799 M | 727 M | |

## EGCK AD 2.14 APPROACH AND RUNWAY LIGHTING

| RWY | Approach lighting Type/ Length/ Intensity | Threshold lighting Colour/Wing bars | VASIS/ MEHT/ PAPI/ PAPI Dist from THR | TDZ, lighting Length | Runway Centre Line lighting Length/ Spacing/ Colour/ Intensity | Runway edge lighting Length/ Spacing/ Colour/ Intensity | Runway end lighting Colour/ Wing bars | Stopway lighting Length/ Colour | Remarks |
|---|---|---|---|---|---|---|---|---|---|
| 1 | 2 | 3 | 4 | 5 | 6 | 7 | 8 | 9 | 10 |
| 07 | | LI Green Wingbar | | | | | Red | | EDGE: LI Omni-directional inset |
| 25 | | LI Green Wingbar | APAPI Left/3.5° 20 FT | | | | Red | | EDGE: LI Omni-directional inset |

## EGCK AD 2.15 OTHER LIGHTING, SECONDARY POWER SUPPLY

| | | |
|---|---|---|
| 1 | ABN/IBN location, characteristics and hours of operation | |
| 2 | LDI location and lighting<br>Anemometer location and lighting | Anemometer: 530604.75N 0042012.61W (LGTD), next to WDI. |
| 3 | TWY edge and centre line lighting | EDGE: Blue edge lighting on Taxiway B. |
| 4 | Secondary power supply/switch-over time | Yes/1 minute. |
| 5 | Remarks | |

## EGCK AD 2.16 HELICOPTER LANDING AREA

| | | |
|---|---|---|
| 1 | Coordinates TLOF or THR of FATO, geoid undulation | |
| 2 | TLOF and/or FATO elevation | |
| 3 | TLOF and FATO area dimensions, surface, strength, marking, lighting | |
| 4 | True BRG of FATO | |
| 5 | Declared distance available | |
| 6 | APP and FATO lighting | |
| 7 | RMK | Helicopters to approach using active runway and land as instructed by ATC. |

## EGCK AD 2.17 AIR TRAFFIC SERVICES AIRSPACE

| Designation and lateral limits | Vertical Limits | Airspace Class | ATS unit callsign/ language | Transition Altitude | Hours of applicability | Remarks |
|---|---|---|---|---|---|---|
| 1 | 2 | 3 | 4 | 5 | 6 | 7 |
| CAERNARFON ATZ<br>A circle, 2 NM radius, centred at 530607N 0042015W on longest notified runway (07/ 25) | Upper limit: 2000 FT AGL<br>Lower limit: SFC | G | CAERNARFON RADIO<br>English | 3000 FT | | Special procedures are in operation for aircraft arriving at and departing from Caernarfon: See AD 2.22. Air ambulance and SAR operations may occur H24: See AD 2.20. |

## EGCK AD 2.18 AIR TRAFFIC SERVICES COMMUNICATION FACILITIES

| Service Designation | Callsign | Channel/ Frequency(MHz) | SATVOICE number(s) | Logon Address | Hours of Operation | Remarks |
|---|---|---|---|---|---|---|
| 1 | 2 | 3 | 4 | 5 | 6 | 7 |
| OTHER | CAERNARFON RADIO | 122.255<br>A/G frequency. | | | 0900-1645 (0800-1545). | ATZ hours co-incident with A/G hours, but not by arrangement. |
| SAR | COASTGUARD 936 | 122.255 | | | H24 | Due to SAR H24 operations, all aircraft to transmit blind calls out of airfield licensed hours. |

| Service Designation | Callsign | Channel/ Frequency(MHz) | SATVOICE number(s) | Logon Address | Hours of Operation | Remarks |
|---|---|---|---|---|---|---|
| 1 | 2 | 3 | 4 | 5 | 6 | 7 |
| | RESCUE 936 | 122.255 | | | H24 | |

# EGCK AD 2.19 RADIO NAVIGATION AND LANDING AIDS

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# EGCK AD 2.20 LOCAL AERODROME REGULATIONS

## 1 AIRPORT REGULATIONS

a) All pilots and personnel, except for passengers and other persons that are being escorted, shall wear high visibility clothing at all times whilst airside.
b) Smoking airside strictly prohibited.
c) Not available to aircraft unable to communicate by radio with A/G. Aircraft with radio failure must follow standard radio failure procedures.
d) Each aircraft commander is responsible for the safety of their passengers and other crew members. To ensure the safety of passengers and crew members, the aircraft commander (or other competent crew member) is to supervise and escort passengers whilst airside
e) All movements outside published hours are subject to the out of hours conditions published on the airport website.

## 2 GROUND MOVEMENT

a) Taxilanes A and C have been introduced between Stands 1 to 10. Aircraft using these taxilanes must not have a wingspan in excess of 17 M. Aircraft must adhere strictly to the yellow centre-line along the taxilane as maximum clearance from the centre-line to obstruction within the taxilane is 14 M. Aircraft parking on Stands 1 to 10 must park north of the yellow markings on the stand to ensure taxilane clearance is maintained at all times.
b) The responsibility for wingtip clearance during taxiing and parking remains with the flight crew.
c) Aircraft should only taxi on paved surfaces, aircraft using the grass to taxi onto their stand do so at the discretion of the flight crew.
d) Pilots must exercise caution and moderate taxiing speeds on Taxi Lanes A, B, C due to the possible presence of pedestrians and intense aircraft movements.
e) All parking is self-manoeuvring, assistance available on request.

## 3 CAT II/III OPERATIONS

Not applicable

## 4 WARNINGS

a) Turbulance might on occassion be experienced when there is an easterly wind.
b) High ground beyond 6 NM southeast of the aerodrome rising to 3560 FT AAL/AMSL.
c) Runway 07 take-off; Beyond 11000 M there is mountainous terrain, rising to 3560 FT.
d) Due to RSPB reserve 1 KM south of the aerodrome, between September-March, there will be increased bird activity.
e) Air Ambulance and Coastguard helicopter operations are based at Caernarfon and will be given the appropriate priority over other traffic when operating. These operations may occur H24 including outside of the operating hours of the aerodrome and pilots are to make a blind call on Caernarfon Radio 122.255 MHz when the aerodrome is published as closed and they are transiting through or close to the ATZ.
f) During periods of heavy rain, runways are liable to have patches of standing water.
g) Light aircraft are warned of the possible effect of wake turbulence by preceding helicopters on approach or departure.
h) Light aircraft should also be aware of the possible effect of rotor downwash generated by large helicopters operating on the aerodrome, including the home based S92 SAR Helicopters.

## 5 HELICOPTER OPERATIONS

a) No helicopter movements within 300 M, downwind of the wind turbines.

## 6 USE OF RUNWAYS

a) Runway 02/20 is unlicensed and unavailable for aircraft requiring the use of a licenced runway. For details including dimensions and declared distances contact the aerodrome.
b) All CAT operations to make the approach to the licensed Runway 07/25.
c) Circuit Directions: Runways 07 and 20 – LH, Runways 25 and 02 – RH.
d) Due to high ground and HT pylons left of Runway 25 centre-line, at range approximately 4 NM, pilots are to ensure the aircraft is established on runway centre-line before commencing descent on the APAPIs.

### 7 TRAINING

Not applicable

## EGCK AD 2.21 NOISE ABATEMENT PROCEDURES

Helicopters must not overfly any caravan site within the ATZ below 1000 FT on the QFE.

## EGCK AD 2.22 FLIGHT PROCEDURES

a) The aerodrome is in the vicinity of the Valley MATZ. Civil aircraft are to fly at 1500 FT or below (Holyhead QNH) in the Menai Straits area.
b) **Arriving aircraft.** Aircraft should call Valley ATC on 125.230 at least 15 minutes before ETA Caernarfon ATZ boundary.
c) **Departing aircraft.** Unless otherwise instructed, departing aircraft should call Valley ATC on 125.230 immediately after take-off.
d) Circuit height: 800 FT AAL. Aircraft are requested to join overhead not above 1300 FT AAL. Circuit direction: Runway 07 - LH, Runway 25 - RH.

## EGCK AD 2.23 ADDITIONAL INFORMATION

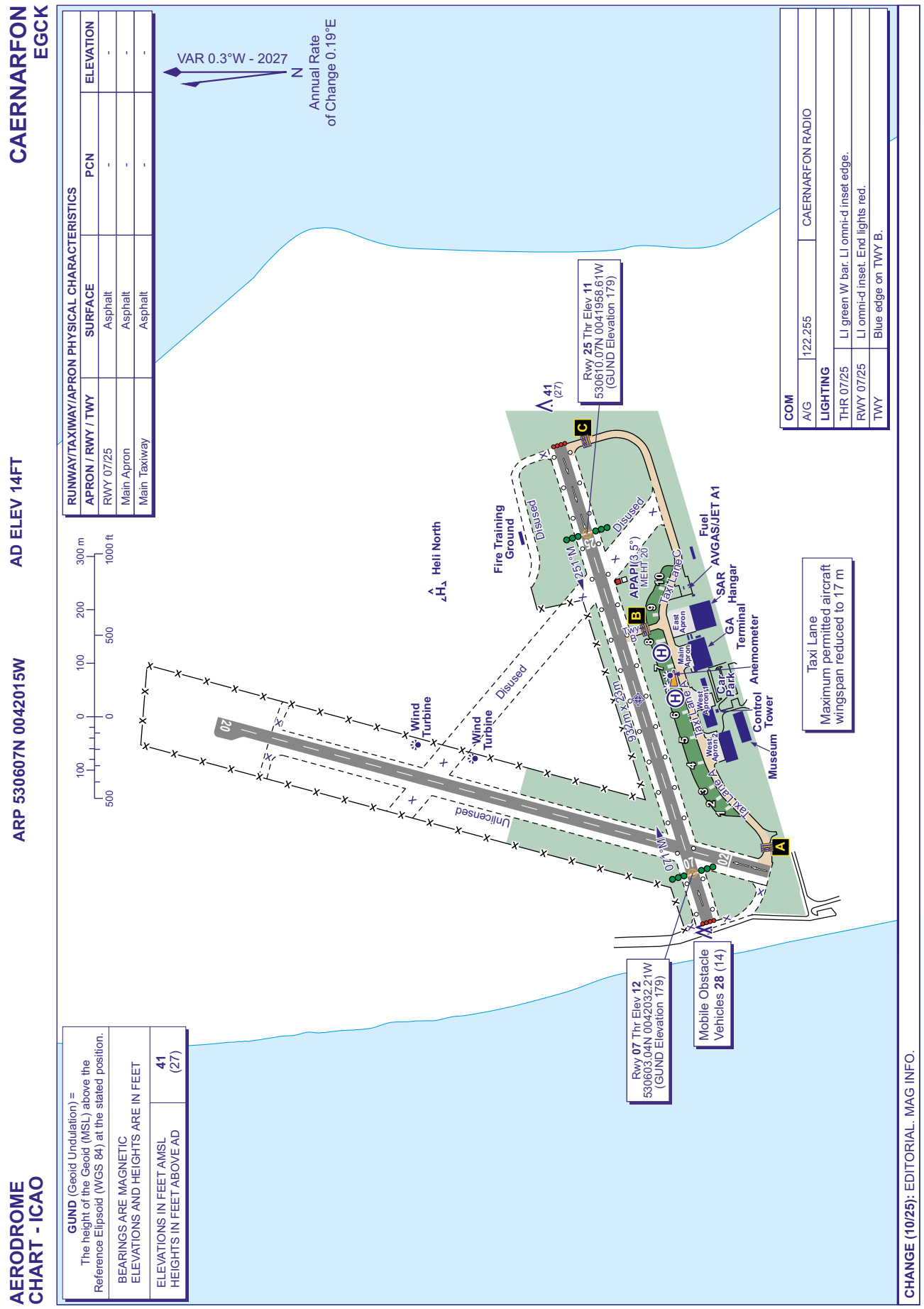
Not applicable

## EGCK AD 2.24 CHARTS RELATED TO AN AERODROME

AERODROME CHART - ICAO
AD 2.EGCK-2-1

## EGCK AD 2.25 VISUAL SEGMENT SURFACE (VSS) PENETRATION

Not applicable




AERO INFO DATE 17 JUL 25

AD 2-EGCK-2-1

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# EGSC — CAMBRIDGE

## EGSC AD 2.1 AERODROME LOCATION INDICATOR AND NAME

EGSC — CAMBRIDGE

## EGSC AD 2.2 AERODROME GEOGRAPHICAL AND ADMINISTRATIVE DATA

| | | |
|---|---|---|
| 1 | ARP coordinates and site at AD | Lat: 521218N Long: 0001030E<br>Centre of Runway 05/23 Asphalt. |
| 2 | Direction and distance from city | 1.5 NM E of Cambridge. |
| 3 | Elevation / Reference temperature / Mean Low Temperature | 48 FT / 19 °C / - |
| 4 | Geoid undulation at AD ELEV PSN | 151 FT |
| 5 | Magnetic Variation / Annual Change | 0.57°E (2022) / 0.20°E |
| 6 | AD Administration<br>Address<br>Telephone<br><br><br><br><br>Telefax<br><br>E-mail address<br>Web address | CAMBRIDGE CITY AIRPORT<br>The Airport, Cambridge CB5 8RX.<br>01223-373213 (ATC)<br>01223-373717 (GA)<br>01223-295631 (ATIS)<br>01223-373535 (Airport Operations)<br>01223-373214 (Cambridge Jet Centre/FBO)<br>01223-373502 (ATC)<br>01223-373259 (Airport Operations)<br>airport.dutymanager@cambridgeairport.com<br>www.cambridgeairport.com |
| 7 | Type of Traffic permitted (IFR/VFR) | IFR/VFR |
| 8 | Remarks | |

## EGSC AD 2.3 OPERATIONAL HOURS

| | | |
|---|---|---|
| 1 | AD Administration | Mon-Fri 0800-1800 (0700-1700); see remarks. |
| 2 | Customs and immigration | As AD hours. 24 hours prior notice required. See item 12. |
| 3 | Health and sanitation | |
| 4 | AIS Briefing Office | As AD hours. By arrangement with FBO. |
| 5 | ATS Reporting Office (ARO) | |
| 6 | MET Briefing Office | |
| 7 | ATS | As AD hours, and by arrangement. See also AD 2.18. |
| 8 | Fuelling | As AD hours. |
| 9 | Handling | FBO (Mandatory handling over 2.7 tonnes and commercial flights) as AD hours.<br>Cambridge Aeroclub: (General Aviation Under 2.7 tonnes) 0830-1800 (0730-1700). |
| 10 | Security | By arrangement with FBO. |
| 11 | De-icing | As AD hours. |
| 12 | Remarks | Cambridge City Airport is an approved port of entry under designated status of Customs and Excise. All Crew/Passenger passport details for flights arriving from outside the UK (including EGNS, EGJB,EGJJ) must be submitted by the operator at https://www.submit-general-aviation-report.service.gov.uk/login. Please email us once this has been completed. Please ensure purpose and duration of visit is stated and if firearms will be carried onboard. Failure to comply may result in a fine.<br><br>ATS Mon-Fri hours as above, Sat & Sun No ATS, Local flying only, No visiting aircraft.<br><br>Aerodrome is strictly PPR; visiting aircraft 24 hour prior notification required. Contact Air Traffic Control either by:<br><br>Email: ATC.admin@cambridgeairport.com<br>Web: www.cambridgeairport.com<br>Phone: 01223-373213. |

## EGSC AD 2.4 HANDLING SERVICES AND FACILITIES

| | | |
|---|---|---|
| 1 | Cargo handling facilities | No cargo processing facilities available. |
| 2 | Fuel and oil types | JET A1 AL48 (with anti-ice additive), AVGAS 100LL.<br>Other oils and fluids available by arrangement. |
| 3 | Fuelling facilities/capacity | JET A1 AL48 and AVGAS Bowser service. |
| 4 | De-icing facilities | Mobile de-icer, Kilfrost ABC-K and Type II. |
| 5 | Hangar space for visiting aircraft | By arrangement up to CL605. |
| 6 | Repair facilities for visiting aircraft | |
| 7 | Remarks | Mandatory handling for all aircraft except leisure flights under 2.7 tonnes MTOW.<br><br>Executive handling services available from Cambridge Jet Centre, Tel: 01223-373214, e-mail: fbo@cambridgeairport.com. Company frequency C/S Marshall Cambridge 131.780<br><br>Handling for visiting light General Aviation aircraft under 2.7 tonnes is only mandatory outside of the Cambridge Aeroclub opening hours.<br><br>All training flights contact Cambridge ATC, Tel: 01223-373213, e-mail: atc.admin@cambridgeairport.com<br><br>All none maintenance military flights over 2.7 tonnes contact FBO.<br><br>All landing/handling/parking fees charged according to aircraft MTOW (tonnes).<br><br>Other charges according to services provided. GPU, toilet service, aircraft de-icing, potable water, steps up to Airbus 320. |

## EGSC AD 2.5 PASSENGER FACILITIES

| | | |
|---|---|---|
| 1 | Hotels | In Cambridge, 3 miles. |
| 2 | Restaurants | |
| 3 | Transportation | Regular bus to City centre, taxis on request with handling agent. Nearest railway station; Cambridge 3 miles. |
| 4 | Medical facilities | Yes. Company first aid. Hospital 3 miles. |
| 5 | Bank and Post Office | Banks in Cambridge. |
| 6 | Tourist Office | Cambridge 3 miles. |
| 7 | Remarks | |

## EGSC AD 2.6 RESCUE AND FIRE FIGHTING SERVICES

| | | |
|---|---|---|
| 1 | AD category for fire fighting services | RFF Category A4<br>Higher Category (up to Category 8) may be available with 24 hours prior notification.<br><br>The RFF category provided for all-cargo, mail, ferry, training, test, positioning and end-of-life aircraft operations may be reduced in accordance with EASA AMC2 ADR.OPS.B.010(a)(2) (c) Table 2, and subject to prior agreement with the aircraft operator. |
| 2 | Rescue equipment | Equipment information available on application. |
| 3 | Capability for removal of disabled aircraft | In the event of an incident, light aircraft may be removed using airport resources, provided an indemnity form is signed. Large aircraft may be removed using external resources in conjunction with aircraft operator. Any recovery costs incurred will be charged. Contact Airport Operations for details on 01223-373535. |
| 4 | Remarks | |

## EGSC AD 2.7 SEASONAL AVAILABILITY - CLEARING

| | | |
|---|---|---|
| 1 | Type of clearing equipment | Rotary brushes and ploughs. |
| 2 | Clearance priorities | Runway 05/23, Taxiway C. |

| | | |
|---|---|---|
| 3 | Remarks | Latest information from: Tel: Operations 01223-373535. |

## EGSC AD 2.8 APRONS, TAXIWAYS AND CHECK LOCATIONS/POSITIONS DATA

| | | |
|---|---|---|
| 1 | Apron surface and strength | 12<br>Surface: Concrete and asphalt<br>PCN 8/R/C/W/T<br><br>16<br>Surface: Concrete<br>PCN 23/R/C/W/T<br><br>17<br>Surface: Concrete and asphalt<br>PCN 50/R/C/W/T<br><br>2<br>PCN 22/R/C/W/T<br><br>CUSTOMS APRON NORTH<br>PCN 17/R/C/W/T<br><br>CUSTOMS APRON SOUTH<br>PCN 23/R/C/X/T<br><br>EASTERN APRON<br>Surface: Concrete<br>PCN 14/R/C/X/T |
| 2 | Taxiway width, surface and strength | Taxiway A FROM B: 15 M<br>Surface: Concrete<br>PCN 14/R/C/X/T<br><br>Taxiway A FROM RWY TO B: 20 M<br>Surface: Concrete<br>PCN 42/R/C/X/T<br><br>Taxiway B: 20 M<br>Surface: Asphalt<br>PCN 15/R/C/X/T<br><br>Taxiway C FROM RWY TO A: 15 M<br>Surface: Asphalt<br>PCN 24/F/C/X/U<br><br>Taxiway D: 23 M<br>Surface: Concrete<br>PCN 50/R/C/W/T<br><br>Taxiway E: 12 M<br>Surface: Concrete<br>PCN 11/R/C/W/T<br><br>Taxiway F: 23 M<br>Surface: Concrete<br>PCN 39/R/C/X/T |
| 3 | Altimeter checkpoint location and elevation | Apron 49 FT |
| 4 | VOR checkpoints | |
| 5 | INS checkpoints | Customs Apron 521231.80N 0001036.00E |
| 6 | Remarks | |

## EGSC AD 2.9 SURFACE MOVEMENT GUIDANCE AND CONTROL SYSTEM AND MARKINGS

| | | |
|---|---|---|
| 1 | Use of aircraft stand ID signs, TWY guide lines and visual docking/parking guidance system of aircraft stands | All parking under marshaller guidance or as directed by ATC.<br><br>See AD 2.EGSC-2-2 Aircraft Parking and Docking Chart for the location of aircraft parking spots. |

| | | |
|---|---|---|
| 2 | Runway and taxiway markings and lighting | Runway marking aid(s):<br>05/23: Designation, centre-line, threshold, edge. Runway 23 marked for precision approach aid and Runway 05 for non-precision aid. Illuminated designator sign at each runway exit.<br><br>Runway light(s):<br>Runway Turn Pad lighting blue elevated edge.<br><br>Taxiway marking aid(s):<br>Taxiway centre-line marking. Blue reflective markers on Alpha, Bravo and Foxtrot.<br><br>Taxiway light(s):<br>Runway guard lights and signs at each holding point to the main runway. Blue edge lights on Charlie and Delta. |
| 3 | Stop bars and runway guard lights (if any) | Stop Bars at Runway 05/23 Holding Points Alpha, Bravo, Charlie and Delta. |
| 4 | Other runway protection measures | |
| 5 | Remarks | Holding position signs and runway taxi holding positions, runway designators and runway ahead markings provided between taxiways A, B, C, D and the main runway.<br>WDI: 521203.81N 0001010.92E (LGTD) - 521225.90N 0001053.75E (LGTD). |

## EGSC AD 2.10 AERODROME OBSTACLES

| In Approach/Take-off areas | | | | | | |
|---|---|---|---|---|---|---|
| **Obstacle ID/ Designation** | **Obstacle Type** | **Obstacle Position** | **Elevation/Height** | | **Obstruction Lighting Type/ Colour** | **Remarks** |
| **1** | **2** | **3** | **4** | | **5** | **6** |
| (EGSC10595) 23/APPROACH 05/ TAKE-OFF | TERRAIN | 521238.77N 0001055.50E | 79 FT | | No | |
| (EGSC10203) 05/APPROACH 23/ TAKE-OFF | CONVEYOR TOP | 521156.95N 0000938.24E | 78 FT | 37 FT | No | |
| (EGSC10125) 05/APPROACH 23/ TAKE-OFF | STREETLIGHT | 521155.36N 0000946.30E | 64 FT | 16 FT | No | |
| (EGSC10129) 05/APPROACH 23/ TAKE-OFF | STREETLIGHT | 521153.78N 0000951.61E | 79 FT | 28 FT | No | |
| (EGSC10130) 05/APPROACH 23/ TAKE-OFF | STREETLIGHT | 521153.54N 0000953.56E | 80 FT | 28 FT | No | |
| (C009.25) 05/APPROACH 23/TAKE-OFF | CRANE | 521130N 0000838E | 154 FT | 102 FT | Yes<br>Steady red | Expected duration October 2026. |

| In circling area and at aerodrome | | | | | | |
|---|---|---|---|---|---|---|
| **Obstacle ID/ Designation** | **Obstacle Type** | **Obstacle Position** | **Elevation/Height** | | **Obstruction Lighting Type/ Colour** | **Remarks** |
| **1** | **2** | **3** | **4** | | **5** | **6** |
| C022.24 | CRANE | 521411N 0000916E | 381 FT | 352 FT | Yes<br>Steady red | Expected duration July 2025. |
| C035.24 | CRANE | 521410N 0000917E | 374 FT | 344 FT | Yes<br>Steady red | End estimated December 2025. |
| C017.25 | CRANE | 521408N 0000721E | 238 FT | 197 FT | Yes<br>Steady red | Expected duration November 2025. |
| C010.24 | CRANE | 521356N 0000904E | 361 FT | 312 FT | Yes<br>Steady red | Expected duration September 2026. |
| C048.23 | CRANE | 521340N 0000713E | 206 FT | 164 FT | Yes<br>Steady red | Expected duration May 2025. |
| C025.22 | CRANE | 521258N 0001046E | 199 FT | 146 FT | Yes<br>Steady red | Mobile crane operating within 0.12 NM radius of centre point. |
| C021.25 | CRANE | 521247N 0000904E | 253 FT | 227 FT | Yes<br>Steady red | Expected duration May 2026. |
| C022.25 | CRANE | 521244N 0000944E | 128 FT | 87 FT | Yes<br>Steady red | Expected duration June 2026. |

| In circling area and at aerodrome | | | | | | |
|---|---|---|---|---|---|---|
| **Obstacle ID/ Designation** | **Obstacle Type** | **Obstacle Position** | **Elevation/Height** | | **Obstruction Lighting Type/ Colour** | **Remarks** |
| **1** | **2** | **3** | **4** | | **5** | **6** |
| C024.22 | CRANE | 521243N 0001042E | 197 FT | 148 FT | Yes Steady red | Mobile crane operating within 0.12 NM radius of centre point. Expected duration August 2026. |
| C008.25 | CRANE | 521243N 0000636E | 197 FT | 148 FT | Yes Steady red | Expected duration March 2026. |
| C006.24 | CRANE | 521241N 0000848E | 227 FT | 194 FT | Yes Steady red | Expected duration June 2025. |
| (EGSC10889) | GP MAST | 521226.20N 0001054.52E | 62 FT | 34 FT | No | |
| (EGSC10890) | WINDSLEEVE | 521225.90N 0001053.75E | 61 FT | 27 FT | No | |
| (EGSC10651) | BUILDING CHIMNEY | 521225.58N 0001005.86E | 148 FT | 112 FT | No | |
| (EGSC4160) | WINDSLEEVE | 521203.81N 0001010.92E | 62 FT | 27 FT | Yes Red | |
| (EGSC10894) | RADAR | 521203.08N 0001039.42E | 83 FT | 49 FT | Yes Red | |
| (EGSC10681) | CHURCH SPIRE | 521156.15N 0000738.70E | 255 FT | 215 FT | Yes Red | |
| C012.25 | CRANE | 521153N 0000822E | 304 FT | 255 FT | Yes Steady red | Expected duration October 2027. |
| C025.23 | CRANE | 521145N 0001055E | 139 FT | 89 FT | Yes Steady red | Mobile crane operating within 0.08 NM radius of position. Expected duration to 19 December 2025. |
| (EGSC10726) | INDUSTRIAL CHIMNEY | 521033.29N 0000825.80E | 258 FT | 212 FT | Yes Red | |
| C029.24 | CRANE | 521023.80N 0000757.70E | 385 FT | 334 FT | Yes Steady red | Expected duration January 2027. |
| (EGSC10571) | MAST | 521011.49N 0001128.58E | 357 FT | 186 FT | Yes Red | |

## EGSC AD 2.11 METEOROLOGICAL INFORMATION PROVIDED

| | | |
|---|---|---|
| 1 | Associated MET Office | MET OFFICE HEATHROW |
| 2 | Hours of service<br>MET Office outside hour | H24 |
| 3 | Office responsible for TAF preparation<br>Periods of validity | MET OFFICE HEATHROW<br>9 hours |
| 4 | Trend forecast<br>Interval of issuance | |
| 5 | Briefing/consultation provided | Self-briefing/Telephone. |
| 6 | Flight documentation<br>Language(s) used | Charts abbreviated plain language text. TAFs and METARs.<br>English. |
| 7 | Charts and other information available for briefing or consultation | |
| 8 | Supplementary equipment available for providing information | |
| 9 | ATS units provided with information | CAMBRIDGE |
| 10 | Additional information (limitation of service, etc.) | Meteorological Information not available outside of AD operating hours. |

## EGSC AD 2.12 RUNWAY PHYSICAL CHARACTERISTICS

| Designations RWY Number | True bearing | Dimensions of RWY | Surface of RWY/ SWY/ Strength | THR co-ordinates/ THR Geoid undulation | THR elevation/ Highest elevation of TDZ of precision APP RWY | Slope of RWY/ SWY |
|---|---|---|---|---|---|---|
| 1 | 2 | 3 | 4 | 5 | 6 | 7 |
| 05 | 049.87° | 1964 x 45 M | RWY surface: Asphalt, Grooved<br>PCN 50/F/C/W/T | 521202.12N<br>0000959.26E<br>151.0 FT | THR 35.7 FT | RWY 05 0.14% up<br>RWY 23 0.83% down first 400 M |
| 23 | 229.89° | 1964 x 45 M | RWY surface: Asphalt, Grooved<br>PCN 50/F/C/W/T | 521235.55N<br>0001103.83E<br>151.0 FT | THR 47.5 FT<br>TDZ 47.5 FT | RWY 05 0.14% up<br>RWY 23 0.83% down first 400 M |

| SWY Dimensions | Clearway Dimensions | Strip Dimensions | RESA Dimensions, Overshoot / Undershoot | Location/ description of arresting system | OFZ | Remarks |
|---|---|---|---|---|---|---|
| 8 | 9 | 10 | 11 | 12 | 13 | 14 |
| | 109 x 150 M | 1886 x 300 M | 90 x 90 M<br>- | | | RWY 05<br><br>Threshold displaced by 216 M. |
| | 133 x 150 M | 1886 x 300 M | 90 x 90 M<br>- | | | RWY 23<br><br>Threshold displaced by 145 M. |

## EGSC AD 2.13 DECLARED DISTANCES

| Runway designator | TORA | TODA | ASDA | LDA | Remarks |
|---|---|---|---|---|---|
| 1 | 2 | 3 | 4 | 5 | 6 |
| 05 | 1843 M | 1952 M | 1843 M | 1628 M | |
| 23 | 1886 M | 2019 M | 1886 M | 1742 M | |
| 05 | 1255 M | 1363 M | 1255 M | | Take-off from intersection with Taxiway D. |
| 05 | 580 M | 688 M | 580 M | | Take-off from intersection with Taxiway C. |
| 23 | 1624 M | 1756 M | 1624 M | | Take-off from intersection with Taxiway A. |
| 23 | 1519 M | 1652 M | 1519 M | | Take-off from intersection with Taxiway B. |
| 23 | 1202 M | 1335 M | 1202 M | | Take-off from intersection with Taxiway C. |

## EGSC AD 2.14 APPROACH AND RUNWAY LIGHTING

| RWY | Approach lighting Type/ Length/ Intensity | Threshold lighting Colour/Wing bars | VASIS/ MEHT/ PAPI/ PAPI Dist from THR | TDZ, lighting Length | Runway Centre Line lighting Length/ Spacing/ Colour/ Intensity | Runway edge lighting Length/ Spacing/ Colour/ Intensity | Runway end lighting Colour/ Wing bars | Stopway lighting Length/ Colour | Remarks |
|---|---|---|---|---|---|---|---|---|---|
| 1 | 2 | 3 | 4 | 5 | 6 | 7 | 8 | 9 | 10 |
| 05 | Centre-line with one crossbar.<br>420 M<br>Light intensity high | Elev HI wingbars at displaced threshold | PAPI<br>Left/3°<br>44 FT<br>296 M | | | Elev bi-directional with omni-directional component<br>White<br>Light intensity high | Flush bi-directional<br>Red<br>Light intensity high | | |

| RWY | Approach lighting Type/ Length/ Intensity | Threshold lighting Colour/Wing bars | VASIS/ MEHT/ PAPI/ PAPI Dist from THR | TDZ, lighting Length | Runway Centre Line lighting Length/ Spacing/ Colour/ Intensity | Runway edge lighting Length/ Spacing/ Colour/ Intensity | Runway end lighting Colour/ Wing bars | Stopway lighting Length/ Colour | Remarks |
|---|---|---|---|---|---|---|---|---|---|
| 1 | 2 | 3 | 4 | 5 | 6 | 7 | 8 | 9 | 10 |
| 23 | Centre-line with five crossbars.<br>900 M<br>Light intensity high | Flush green threshold bar and elev HI wingbars at displaced threshold | PAPI<br>Left/3°<br>39 FT<br>303 M | | | Elev bi-directional with omni-directional component<br>White<br>Light intensity high | Flush bi-directional<br>Red<br>Light intensity high | | |

## EGSC AD 2.15 OTHER LIGHTING, SECONDARY POWER SUPPLY

| | | |
|---|---|---|
| 1 | ABN/IBN location, characteristics and hours of operation | ABN: 521220.67N 0001057.67E<br>Flashing Green 'CI'. 500 M east north east of the ARP. |
| 2 | LDI location and lighting<br>Anemometer location and lighting | Anemometer: 550 M east of the ARP. 521215.02N 0001100.54E |
| 3 | TWY edge and centre line lighting | CL: Green bi-directional solarlite 'intelligent' road studs to/from main runway holding points only.<br><br>EDGE: Blue elevated edge lights on Delta and Charlie Taxiways. |
| 4 | Secondary power supply/switch-over time | Standby generator. |
| 5 | Remarks | Obstacle lighting. |

## EGSC AD 2.16 HELICOPTER LANDING AREA

| | | |
|---|---|---|
| 1 | Coordinates TLOF or THR of FATO, geoid undulation | TLOF H3: 521231.43N 0001025.13E, 151.0 FT<br>TLOF H4: 521231.95N 0001026.91E, 151.0 FT<br>TLOF H5: 521235.13N 0001043.64E, 151.0 FT<br>TLOF H6: 521235.15N 0001044.67E, 151.0 FT |
| 2 | TLOF and/or FATO elevation | TLOF H3: 48.9 FT<br>TLOF H4: 48.0 FT<br>TLOF H5: 44.8 FT<br>TLOF H6: 44.8 FT |
| 3 | TLOF and FATO area dimensions, surface, strength, marking, lighting | TLOF H3: 19 M x 14 M<br><br>TLOF surface: Grass<br>TLOF H4: 24 M x 15 M<br>TLOF surface: Grass<br>TLOF H5: 24 M x 15 M<br>TLOF surface: Grass<br>TLOF H6: 24 M x 15 M<br>TLOF surface: Grass |
| 4 | True BRG of FATO | |
| 5 | Declared distance available | |
| 6 | APP and FATO lighting | |
| 7 | RMK | |

## EGSC AD 2.17 AIR TRAFFIC SERVICES AIRSPACE

| Designation and lateral limits | Vertical Limits | Airspace Class | ATS unit callsign/ language | Transition Altitude | Hours of applicability | Remarks |
|---|---|---|---|---|---|---|
| 1 | 2 | 3 | 4 | 5 | 6 | 7 |
| CAMBRIDGE ATZ<br>A circle, 2.5 NM radius, centred at 521218N 0001030E on longest notified runway (05/23) | Upper limit: 2000 FT AGL<br>Lower limit: SFC | G | CAMBRIDGE APPROACH<br>English | 6000 FT | | ATZ hours coincident with AD hours as detailed at EGSC AD 2.3. |

## EGSC AD 2.18 AIR TRAFFIC SERVICES COMMUNICATION FACILITIES

| Service Designation | Callsign | Channel/ Frequency(MHz) | SATVOICE number(s) | Logon Address | Hours of Operation | Remarks |
|---|---|---|---|---|---|---|
| 1 | 2 | 3 | 4 | 5 | 6 | 7 |
| APP | CAMBRIDGE APPROACH | 120.965<br>DOC 40 NM/ 20,000 FT. | | | Mon-Fri 0800-1800 (0700-1700). | VDF<br>521218.25N 0001052.02E<br>On AD. |
| TWR | CAMBRIDGE TOWER | 125.905<br>DOC 10 NM/ 10,000 FT. | | | Mon-Fri 0800-1800 (0700-1700). | |
| ATIS | CAMBRIDGE INFORMATION | 134.605<br>DOC 40 NM/ 20,000 FT. | | | Mon-Fri 0800-1800 (0700-1700). | |
| OTHER | CAMBRIDGE FIRE | 121.600<br>Non-ATS frequency. | | | Available when Fire vehicle attending aircraft on the ground in an emergency. | |
| OTHER | CAMBRIDGE EMERGENCY | 121.500<br>Emergency frequency. | | | O/R | |

## EGSC AD 2.19 RADIO NAVIGATION AND LANDING AIDS

| Type of Aid CAT of ILS/MLS MAG Var/VOR Declination | Ident | Frequency | Hours of Operation | Position of transmitting antenna coordinates | Elevation of DME transmitting antenna | Remarks |
|---|---|---|---|---|---|---|
| 1 | 2 | 3 | 4 | 5 | 6 | 7 |
| ILS/LOC<br>I<br>1.38°E (2027) | ICMG | 111.300 MHz | Mon-Fri 0800-1800 (0700-1700). | 521155.95N 0000947.35E | | (RWY 23) |
| ILS/GP | ICMG | 332.300 MHz | Mon-Fri 0800-1800 (0700-1700). | 521226.26N 0001054.62E | | 3° ILS Ref Datum Hgt 40 FT. |
| NDB (L)<br>1.39°E (2027) | CAM | 332.500 kHz | Mon-Fri 0800-1800 (0700-1700). | 521238.57N 0001059.01E | | On AD. Range 15 NM. |
| ILS/DME | ICMG | 50X<br>111.300 MHz | Mon-Fri 0800-1800 (0700-1700). | 521226.21N 0001054.36E | 59 FT | (RWY 23)<br>On AD.<br>Freq paired with ILS I-CMG.<br>DOC 25 NM/10,000 FT. |

## EGSC AD 2.20 LOCAL AERODROME REGULATIONS

### 1 AIRPORT REGULATIONS

a) Aircraft unable to communicate by radio with ATC will not be accepted.

b) Insurance; ECAC Resolution 25-1 (minimum levels of insurance) shall apply to all carriers licensed in ECAC member states (GEN 1.2.5 refers). All other aircraft using this aerodrome and its facilities are required to have third party liability insurance cover in the sum of at least £1,000,000. Proof of this insurance should be available for inspection at any time while the aircraft is at the aerodrome.
c) Surcharges will be levied on visiting aircraft arriving or departing outside published operational hours.
d) A security charge may be levied on outbound aircraft requiring to use the aerodrome critical part. Contact FBO Tel: 01223-373214 for details.
e) It is a mandatory requirement that all aircrew and ground staff wear high visibility clothing (minimum standard being a high visibility waistcoat) fastened at all times in external airside areas of the airport.
f) Pedestrians must use the defined pedestrian walkways when transiting to and from aircraft.
g) It is the responsibility of the Pilot in Command to ensure that their passengers are escorted by aircrew or ground staff at all times when on foot in external airside areas of the aerodrome.
h) No smoking airside.

## 2 GROUND MOVEMENT

a) Light aircraft will be directed to the grass parking area in front of Nº 1 Hangar. Parking is on a grid of four rows marked W, X, Y, Z and numbered 1-8 from west to east. All aircraft will be marshalled except Light Aircraft on grass parking areas and based operators, unless advised otherwise by ATS.
b) When taxiing on the grass, keep to cut grass taxiways. The long grass areas are not inspected and are unfit for manoeuvring.
c) Compass Base, Class 1, located on Taxiway C. Serviceability of this facility does not affect the availability of the taxiway for taxiing aircraft.
d) Runway 05/23 Turn Pads 70 M wide - Code D and E aircraft will require maximum nose wheel steering during turn.

## 3 CAT II/III OPERATIONS

Not applicable.

## 4 WARNINGS

a) Caution - Aerial activity takes place outside of aerodrome published hours.
b) Hangar 23 blocks a large section of Taxiway Alpha from the direct sight of ATC.
c) Runway 05 - possible turbulence in touch-down area.
d) Taxiway Alpha, please be aware of taxiing speeds, uncontrolled pedestrian crossings cross this taxiway.
e) Grass Taxiway November on the right after Holding Point Charlie obscured by holding point sign, follow lead-off line.
f) Possible glare from car park to the right of Runway 23 approach.

## 5 HELICOPTER OPERATIONS

a) Mainly light helicopter training and corporate activity.
b) Daily Helimed Operations take place outside of aerodrome operating hours.

## 6 USE OF RUNWAYS

a) Arrival and Departure Restriction. No departures permitted below 400 M RVR.
b) The width at both ends of Runway 05/23 main is twice that delineated by the associated edge lights due to extra pavement at one side. Since runway centre-line lighting is not installed, pilots should ensure that they are correctly lined up, especially if take-off is at night or when the runway is contaminated or in low visibility.
c) Runway 23 Main, in the event of a go-around, conduct the go-around over the main runway avoiding flying over the dead side.

## 7 TRAINING

Not applicable.

# EGSC AD 2.21 NOISE ABATEMENT PROCEDURES

## 1 Pilots using Cambridge Airport should at all times endeavour to ensure that aircraft are operated in a manner which causes least disturbance to inhabited areas in the vicinity; more specifically:

a) Except when taking off or landing, pilots should avoid flying below 2000 FT (Cambridge QNH) within 3 NM of Cambridge city;
b) Because of the close proximity of working accommodation, aircraft parked on the Airport terminal apron are not to have APUs running for more than 30 minutes before engine start. An environmental levy of £20 will be charged for every additional 15 minutes APU running time.

## 2 Aircraft may be permitted to make visual approaches. Visual approaches will not normally be permitted if the PAPI are unserviceable. All inbound wide-body aircraft should follow IFR procedures.

## 3 VISUAL CIRCUIT HEIGHT

Unless otherwise instructed by Air Traffic Control the visual circuit height is 1500 FT for all multi-engined types, 1000 FT for other fixed-wing aircraft. All heights QFE.

## 4 ARRIVALS

a) Aircraft approaching asphalt Runway 05/23 without assistance from Radar (or ILS, Runway 23) shall follow a descent path from at least 1000 FT that is no lower than the normal approach path indicated by the PAPI.
b) All VFR aircraft experiencing radio fail to conduct a go around along the centreline of the duty runway and follow any light signals received from the tower. Avoid flying over the dead-side of the runway.

## 5 DEPARTURES

a) **Asphalt Runway 05**

i. The maximum take-off run available shall always be used by other than light types of aircraft. Light aircraft may start their take-off run from abeam Taxiway D or as instructed by ATC. Aircraft which require a left turn after departure shall avoid Cambridge City until at least 2000 FT AAL.
ii. Aircraft carrying out an Instrument Missed Approach Procedure shall maintain runway heading until at least 1600 FT AAL.
iii. Aircraft which require a right turn after departure and those remaining in the circuit shall, as soon as practicable, but not below 500 FT or within the aerodrome boundary, turn right, unless otherwise directed by ATC.

b) **Asphalt Runway 23**

i. Aircraft which require a right turn after departure shall maintain runway heading until at least 2000 FT AAL.
ii. Aircraft carrying out an Instrument Missed Approach Procedure shall maintain runway heading until at least 1600 FT AAL.
iii. Aircraft which require a left turn after departure and those remaining in the circuit shall, as soon as practicable, but not below 500 FT or within the aerodrome boundary, turn left, unless otherwise directed by ATC.

## 6 CIRCUIT DIRECTIONS

a) The following circuit directions will be adhered to:

Runway 23 - left hand;

Runway 05 - right hand.

## 7 The above procedures may be departed from at any time to the extent necessary for avoiding immediate danger.

## 8 REVERSE THRUST

The use of reverse thrust should be kept to a minimum commensurate with operational safety.

## 9 HELICOPTER OPERATIONS

Routeing to the aerodrome should avoid overflight of, or passing in close proximity to Cambridge City and surrounding villages.

# EGSC AD 2.22 FLIGHT PROCEDURES

## 1 PROCEDURES FOR INBOUND AIRCRAFT VIA THE AIRWAYS SYSTEM

a) Aircraft inbound via the airways system must follow the Stansted Standard Arrival Routes (STAR) as shown at AD 2-EGSS-7-STAR Charts.
b) Stansted Director will co-ordinate a level at the CAM NDB(L) and will issue the inbound aircraft with a clearance to leave controlled airspace.

## 2 PROCEDURES FOR OUTBOUND AIRCRAFT

a) Preferred Departure Routes- via ATS Route Network

i. These routes do not constitute Standard Instrument Departures, are not assessed for obstacle clearance and are not contained within controlled airspace.
ii. These routes contain noise abatement requirements.
iii. These routes are subject to amendment by ATC.
iv. ADNAM and EBOTO are clearance limits. Pilots are to ensure that they have received and acknowledged an airways joining clearance before entering controlled airspace.
v. Pilots departing RWY23 to EBOTO are to ensure that they remain outside the limits of the London TMA to the Southwest of Cambridge in the horizontal and vertical planes (base 4500 FT-5500 FT) and if necessary step-climb to altitude 6000 FT.
vi. Aircraft departing towards ADNAM can expect to be tactically vectored onto their requested route.
vii. Pilots should be aware that IFR departure clearances are not normally available until the aircraft is taxiing for departure.

viii. Loss of communication procedure (outbound aircraft).
Until a clearance to enter CAS has been received and acknowledged, pilots experiencing radio failure are expected to follow the RTF procedure for IFR aircraft outside controlled airspace (ENR 1.1.3 paragraph 3 refers).

| Departure to | Airway Route | Via | Runway | Designator | Routing |
|---|---|---|---|---|---|
| East-southeast | L6, L9, L10, L608, L620, M189 | ADNAM | 23 | ADNAM | Left turn on track ADNAM, climb to altitude 3000 FT (see note vi). |
| | | | 05 | ADNAM | Right turn on track ADNAM, climb to altitude 3000 FT (see note vi). |
| South, Southwest & West-northwest | N57, N601, N859, Q63, T420, Y321 | EBOTO | 23 | EBOTO | Climb runway track to altitude 2000 FT, right turn on track EBOTO step-climb to altitude 6000 FT REMAIN OUTSIDE CAS (See note v). |
| | | | 05 | EBOTO | Left turn on track EBOTO, climb to altitude 6000 FT. |

**3 Instrument Approach Procedures (IAP) for this aerodrome are established outside controlled airspace. See ENR 1.5.**

## EGSC AD 2.23 ADDITIONAL INFORMATION

a) Mode S Barometric Pressure Setting Data

London Terminal Control has the ability to downlink Mode S Barometric Pressure Setting (BPS) data. Therefore, if the downlinked pressure data is at variance with the BPS expected by Air Traffic Control, pilots can expect additional challenge. When Air Traffic Control pass a reminder of the appropriate BPS, it is anticipated that the aircrew will cross check the altimeter settings and confirm set.

b) Flight testing activity frequently undertaken at Cambridge. Testing may take place at short notice and some disruption can be expected.
c) When an aircraft is departing EGSC on an EBOTO, when the pressure is QNH 976 hPa or below, pilots may be issued a non-standard climb, as instructed by ATC.

## EGSC AD 2.24 CHARTS RELATED TO AN AERODROME

AERODROME CHART - ICAO
AD 2.EGSC-2-1
AIRCRAFT PARKING/DOCKING CHART - ICAO
AD 2.EGSC-2-2
ATC SURVEILLANCE MINIMUM ALTITUDE CHART - ICAO
AD 2.EGSC-5-1
INSTRUMENT APPROACH CHART RNP RWY 05 - ICAO
AD 2.EGSC-8-1
INSTRUMENT APPROACH CHART NDB(L)/DME RWY 05 - ICAO
AD 2.EGSC-8-2
INSTRUMENT APPROACH CHART ILS/DME/NDB(L) RWY 23 - ICAO
AD 2.EGSC-8-3
INSTRUMENT APPROACH CHART LOC/DME/NDB(L) RWY 23 - ICAO
AD 2.EGSC-8-4
INSTRUMENT APPROACH CHART RNP RWY 23 - ICAO
AD 2.EGSC-8-5
INSTRUMENT APPROACH CHART NDB(L)/DME RWY 23 - ICAO
AD 2.EGSC-8-6
INSTRUMENT APPROACH PROCEDURE CODING TABLES - RNP RWY 05
AD 2.EGSC-8-7
INSTRUMENT APPROACH PROCEDURE CODING TABLES - RNP RWY 23
AD 2.EGSC-8-8

## EGSC AD 2.25 VISUAL SEGMENT SURFACE (VSS) PENETRATION

Not applicable

**INTENTIONALLY BLANK**

# AERODROME CHART - ICAO

ARP 521218N 0001030E

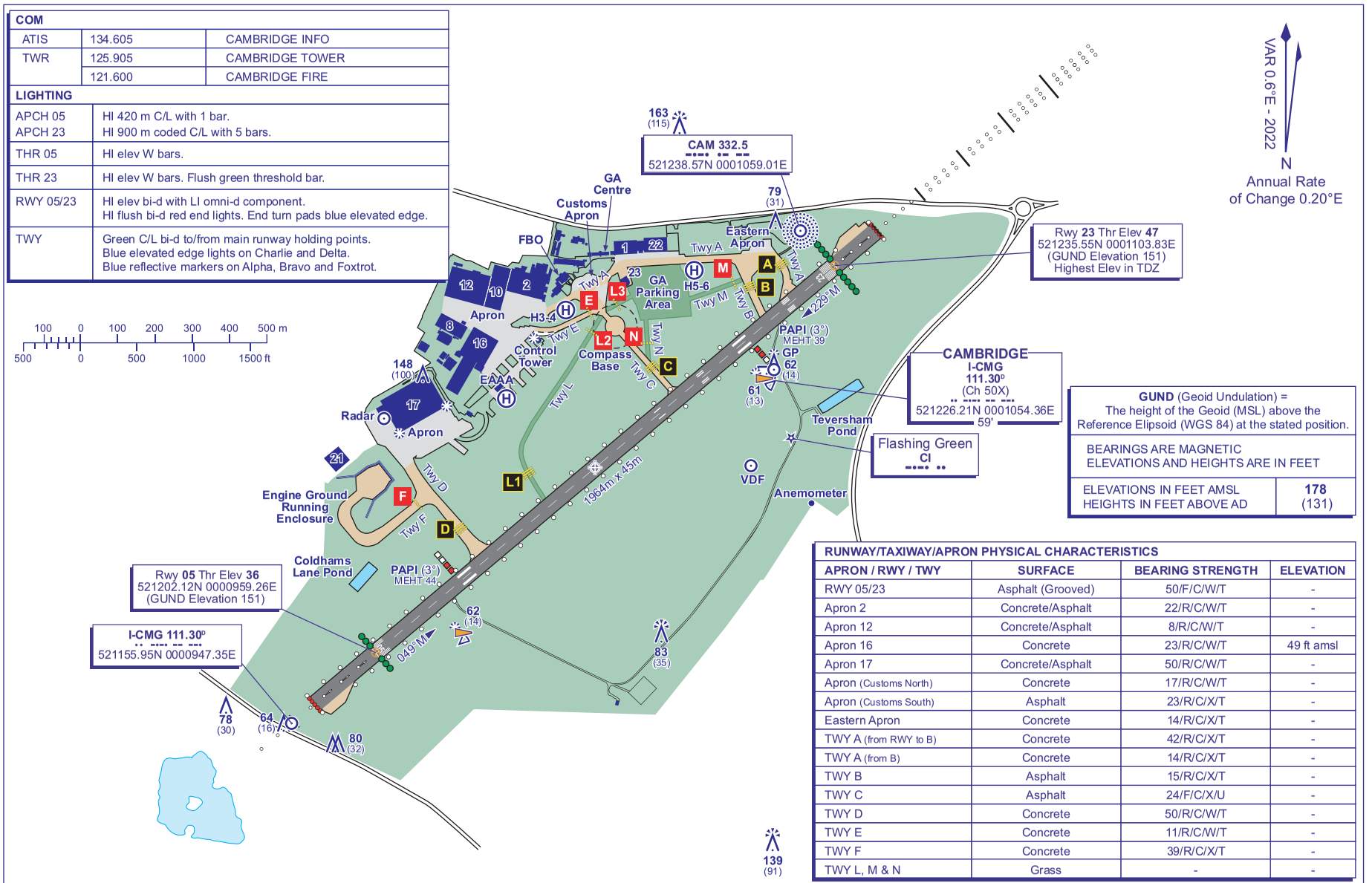
AD ELEV 48FT

# CAMBRIDGE
EGSC

AERO INFO DATE 23 MAY 25

| COM | | |
|---|---|---|
| ATIS | 134.605 | CAMBRIDGE INFO |
| TWR | 125.905 | CAMBRIDGE TOWER |
| | 121.600 | CAMBRIDGE FIRE |

| LIGHTING | |
|---|---|
| APCH 05<br>APCH 23 | HI 420 m C/L with 1 bar.<br>HI 900 m coded C/L with 5 bars. |
| THR 05 | HI elev W bars. |
| THR 23 | HI elev W bars. Flush green threshold bar. |
| RWY 05/23 | HI elev bi-d with LI omni-d component.<br>HI flush bi-d red end lights. End turn pads blue elevated edge. |
| TWY | Green C/L bi-d to/from main runway holding points.<br>Blue elevated edge lights on Charlie and Delta.<br>Blue reflective markers on Alpha, Bravo and Foxtrot. |




**GUND** (Geoid Undulation) = The height of the Geoid (MSL) above the Reference Elipsoid (WGS 84) at the stated position.

BEARINGS ARE MAGNETIC
ELEVATIONS AND HEIGHTS ARE IN FEET

ELEVATIONS IN FEET AMSL
HEIGHTS IN FEET ABOVE AD — **178** (131)

| RUNWAY/TAXIWAY/APRON PHYSICAL CHARACTERISTICS | | | |
|---|---|---|---|
| **APRON / RWY / TWY** | **SURFACE** | **BEARING STRENGTH** | **ELEVATION** |
| RWY 05/23 | Asphalt (Grooved) | 50/F/C/W/T | - |
| Apron 2 | Concrete/Asphalt | 22/R/C/W/T | - |
| Apron 12 | Concrete/Asphalt | 8/R/C/W/T | - |
| Apron 16 | Concrete | 23/R/C/W/T | 49 ft amsl |
| Apron 17 | Concrete/Asphalt | 50/R/C/W/T | - |
| Apron (Customs North) | Concrete | 17/R/C/W/T | - |
| Apron (Customs South) | Asphalt | 23/R/C/X/T | - |
| Eastern Apron | Concrete | 14/R/C/X/T | - |
| TWY A (from RWY to B) | Concrete | 42/R/C/X/T | - |
| TWY A (from B) | Concrete | 14/R/C/X/T | - |
| TWY B | Asphalt | 15/R/C/X/T | - |
| TWY C | Asphalt | 24/F/C/X/U | - |
| TWY D | Concrete | 50/R/C/W/T | - |
| TWY E | Concrete | 11/R/C/W/T | - |
| TWY F | Concrete | 39/R/C/X/T | - |
| TWY L, M & N | Grass | - | - |

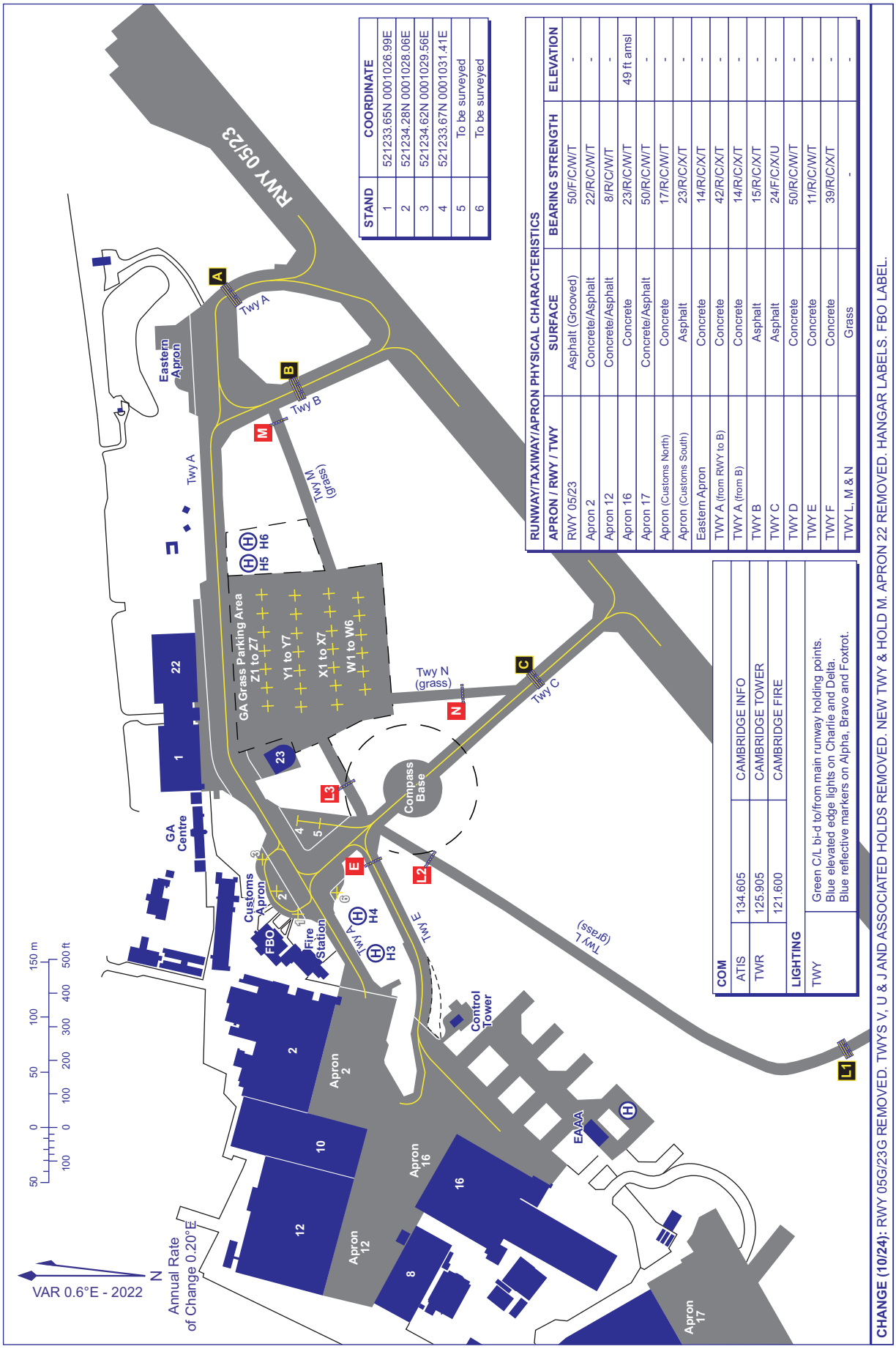
**CHANGE (8/25):** IRVR ADDED.

# CAMBRIDGE EGSC

## AIRCRAFT PARKING/DOCKING CHART - ICAO

ARP 521218N 0001030E

AD ELEV 48FT




| STAND | COORDINATE |
|---|---|
| 1 | 521233.65N 0001026.99E |
| 2 | 521234.28N 0001028.06E |
| 3 | 521234.62N 0001029.56E |
| 4 | 521233.67N 0001031.41E |
| 5 | To be surveyed |
| 6 | To be surveyed |

| RUNWAY/TAXIWAY/APRON PHYSICAL CHARACTERISTICS | | | |
|---|---|---|---|
| APRON / RWY / TWY | SURFACE | BEARING STRENGTH | ELEVATION |
| RWY 05/23 | Asphalt (Grooved) | 50/F/C/W/T | - |
| Apron 2 | Concrete/Asphalt | 22/R/C/W/T | - |
| Apron 12 | Concrete/Asphalt | 8/R/C/W/T | - |
| Apron 16 | Concrete | 23/R/C/W/T | 49 ft amsl |
| Apron 17 | Concrete/Asphalt | 50/R/C/W/T | - |
| Apron (Customs North) | Concrete | 17/R/C/W/T | - |
| Apron (Customs South) | Asphalt | 23/R/C/X/T | - |
| Eastern Apron | Concrete | 14/R/C/X/T | - |
| TWY A (from RWY to B) | Concrete | 42/R/C/X/T | - |
| TWY A (from B) | Concrete | 14/R/C/X/T | - |
| TWY B | Asphalt | 15/R/C/X/T | - |
| TWY C | Asphalt | 24/F/C/X/U | - |
| TWY D | Concrete | 50/R/C/W/T | - |
| TWY E | Concrete | 11/R/C/W/T | - |
| TWY F | Concrete | 39/R/C/X/T | - |
| TWY L, M & N | Grass | - | - |

| COM | | |
|---|---|---|
| ATIS | 134.605 | CAMBRIDGE INFO |
| TWR | 125.905 | CAMBRIDGE TOWER |
| | 121.600 | CAMBRIDGE FIRE |

| LIGHTING | |
|---|---|
| TWY | Green C/L bi-d to/from main runway holding points.<br>Blue elevated edge lights on Charlie and Delta.<br>Blue reflective markers on Alpha, Bravo and Foxtrot. |

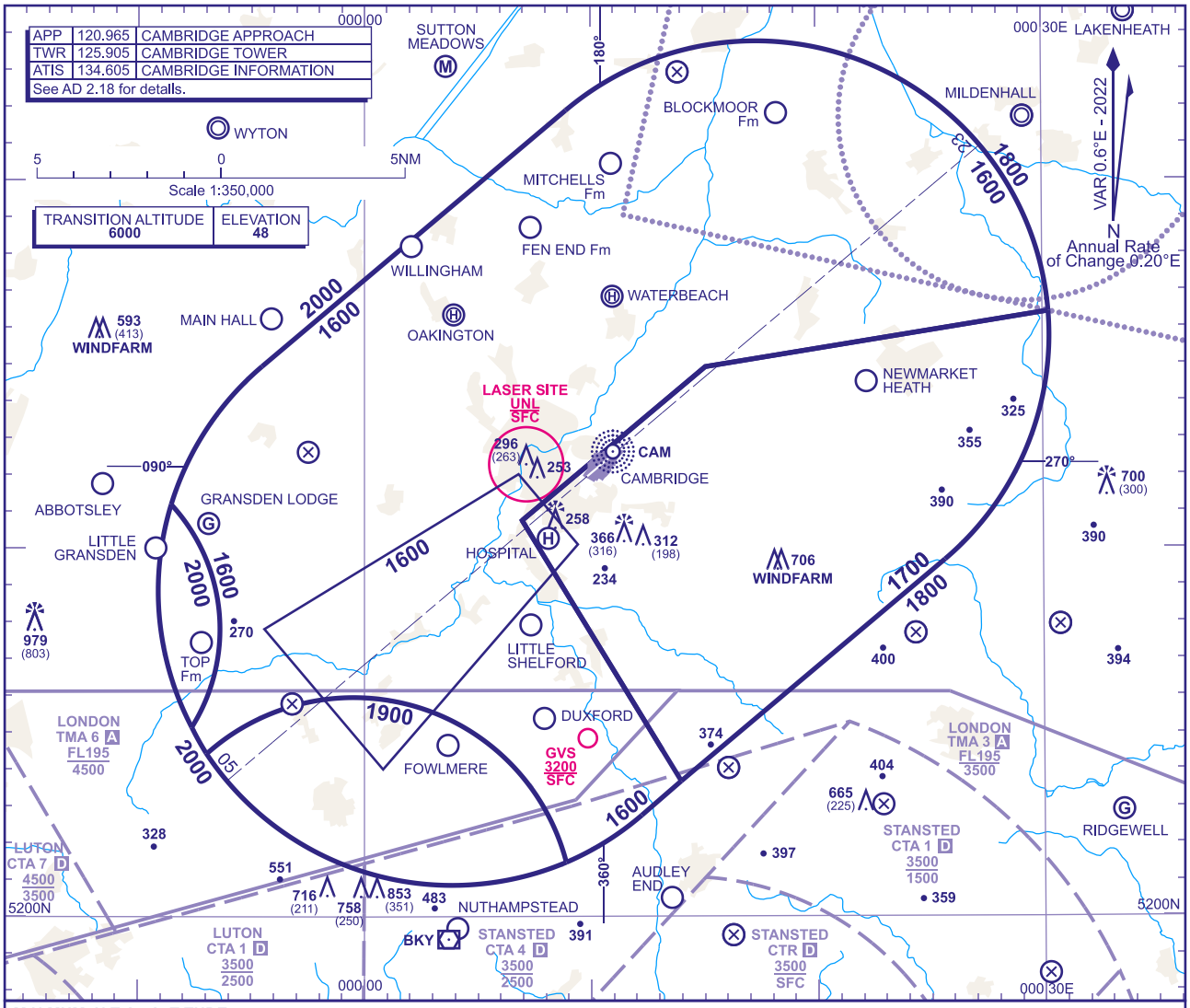
**CHANGE (10/24):** RWY 05G/23G REMOVED. TWYS V, U & J AND ASSOCIATED HOLDS REMOVED. NEW TWY & HOLD M. APRON 22 REMOVED. HANGAR LABELS. FBO LABEL.

AERO INFO DATE 30 JUL 24

# ATC SURVEILLANCE MINIMUM ALTITUDE CHART - ICAO

BEARINGS, TRACKS AND RADIALS ARE MAGNETIC
ELEVATIONS IN FEET AMSL **979**
ELEVATIONS IN FEET AGL (801)

## CAMBRIDGE




**MINIMUM INITIAL ALTITUDE**
Within the ATC Surveillance Minimum Altitude area the minimum initial altitude to be allocated by the approach surveillance controller is:
a) **1600** in the sector defined by the lateral limits; 521457N 0000432W - 522155N 0000854E thence clockwise by an arc of a circle radius 8NM centred on 521548N 0001717E to 521625N 0003014E - 521456N 0001505E - 521046N 0000658E - 520341N 0001358E - 520245N 0001214E thence clockwise by an arc of a circle radius 8NM centred on 520852N 0000352E to 520130N 0000853E - thence anticlockwise by an arc of a circle radius 6NM centred on 515959N 0000029W - 520427N 0000659W thence clockwise by an arc of a circle radius 8NM centred on 520852N 0000352E - 520509N 0000737W thence anticlockwise by an arc of a circle radius 5NM centred on 520748N 0001430W - 521112N 0000833W thence clockwise by an arc of a circle radius 8NM centred on 520852N 0000352E - 521457N 0000432W;
b) **1900** in the sector defined by the lateral limits; 520427N 0000659W thence clockwise by an arc of a circle radius 6NM centred on 515959N 0000029W to 520130N 0000854E thence clockwise by an arc of a circle radius 8NM centred on 520852N 0000352E to 520427N 0000659W.
c) **2000** in the sector defined by the lateral limits; 521112N 0000833W thence clockwise by an arc of a circle radius 5NM centred on 520748N 0001430W to 520509N 0000737W thence clockwise by an arc of a circle radius 8NM centred on 520852N 0000352E to 521112N 0000833W.
d) **1700** in the sector defined by the lateral limits; 521046N 0000658E - 521456N 0001505E - 521625N 0003014E thence clockwise by an arc of a circle radius 8NM centred on 521548N 0001717E to 520941N 0002539E - 520341N 0001358E - 521046N 0000658E.

**OUTSIDE THE DESIGNATED ATC SURVEILLANCE MINIMUM ALTITUDE AREA**
The minimum altitude to be allocated by the approach surveillance controller will be either the Minimum Sector Altitude, or **1000** above any fixed obstacles:
a) within 5NM of the aircraft, and
b) within the sector 15NM ahead of and within 20° either side of the aircraft's track.

**LOSS OF COMMUNICATION PROCEDURES**
**Initial Approach**
Continue visually or by means of an appropriate approved final approach aid. If not possible proceed at **2000**, or last assigned level if higher to **NDB(L) CAM**†.
**Intermediate and Final Approach**
Continue visually or by means of an appropriate final approach aid. If not possible follow the Missed Approach Procedure to **NDB(L) CAM**†.
† In all cases where the aircraft returns to the holding facility the procedure to be adopted is the Radio Failure Procedure detailed at ENR 1.1.3.4.

**GENERAL INFORMATION**
1. Levels shown are based on QNH.
2. Only significant obstacles and dominant spot heights are shown.
3. The minimum levels shown within the ATC Surveillance Minimum Altitude Area are in conformance with the Standard European Rules of the Air - SERA.5015.
4. Minimum Sector Altitudes are based on obstacles and spot heights within 25NM of **NDB(L) CAM**.
5. Controlled airspace with a base in excess of **5000** or FL55, as appropriate, is not shown.
6. The ATC Surveillance service is provided by Primary and/or Secondary Radar equipment.
7. **This chart should only be used for the cross-checking of assigned altitudes whilst in receipt of an ATC Surveillance service.**
8. **When vectoring an aircraft within the Final Approach Vectoring Area descent clearance below the SMAA to the FAVA altitude may only be issued if the aircraft is either established on the final approach track or on an intercept of 40° or less, and in the case of instrument approaches is cleared to intercept the final approach track.**

**CHANGE (4/25):** HOSPITAL HELI SITE ADDED.

AERO INFO DATE 24 JAN 25

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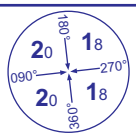
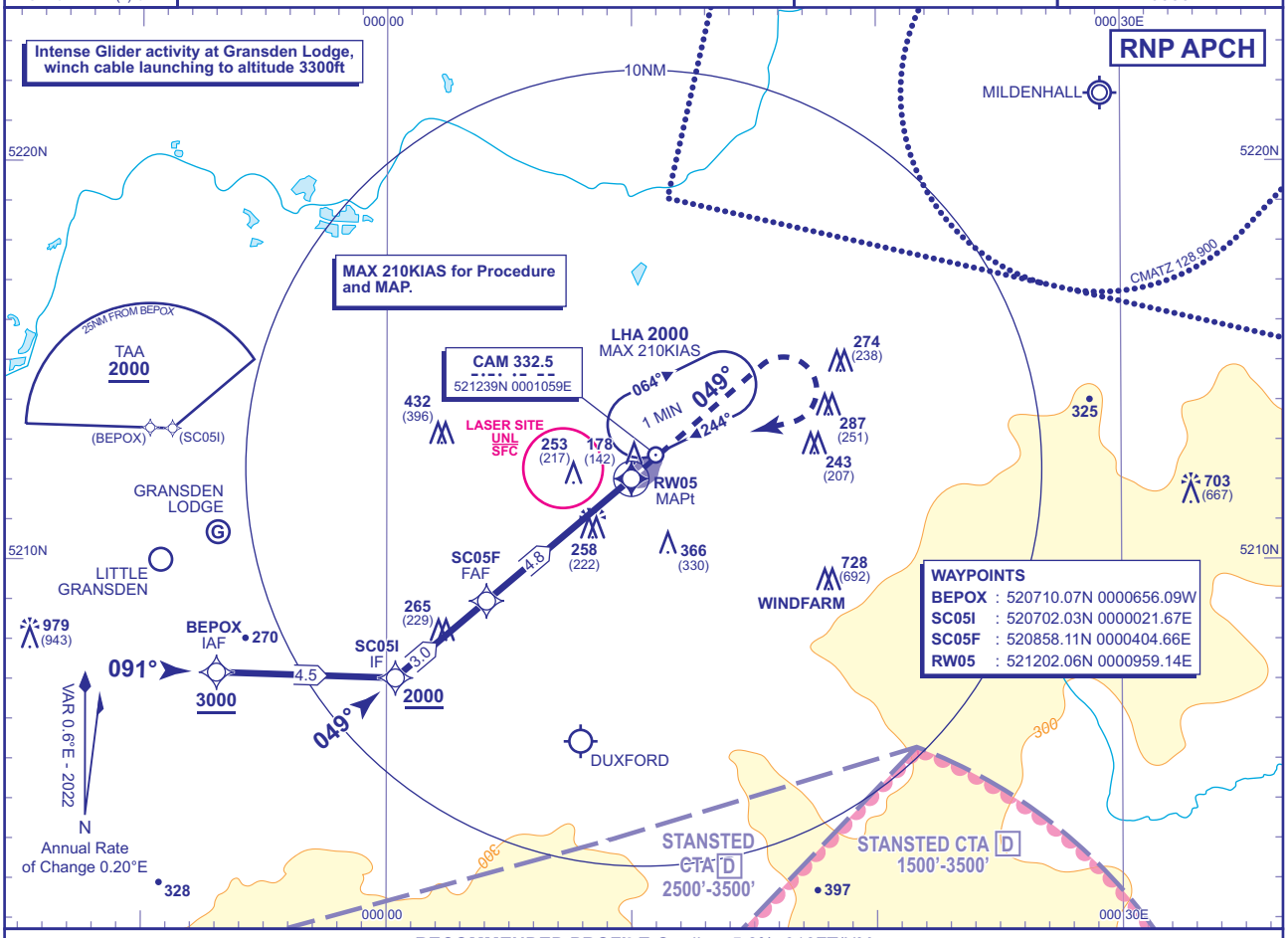
# INSTRUMENT APPROACH CHART - ICAO

## CAMBRIDGE
## RNP
## RWY 05
(ACFT CAT A,B,C,D)




MSA 25NM NDB(L) CAM

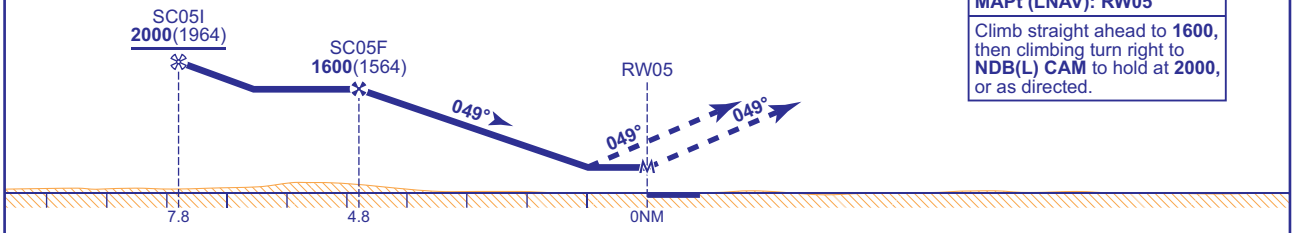
| | | | | | |
|---|---|---|---|---|---|
| APP | 120.965 | CAMBRIDGE APPROACH | AD ELEVATION | 47 | MIN TEMP -15°C |
| TWR | 125.905 | CAMBRIDGE TOWER | THR ELEVATION | 36 | TRANSITION ALTITUDE 6000 |
| ATIS | 134.605 | CAMBRIDGE INFORMATION | OBSTACLE ELEVATION 979 AMSL (943) (ABOVE THR) | | |
| | | | BEARINGS ARE MAGNETIC | | |




**RECOMMENDED PROFILE** Gradient 5.2%, 318FT/NM

| NM to RW05 | 4 | 3 | 2 |
|---|---|---|---|
| ALT(HGT) | **1360**(1324) | **1040**(1004) | **720**(684) |

**TCH 50**




**MAPt (LNAV): RW05**
Climb straight ahead to **1600**, then climbing turn right to **NDB(L) CAM** to hold at **2000**, or as directed.

| Aircraft Category | | A | B | C | D |
|---|---|---|---|---|---|
| OCA (OCH) | LNAV/VNAV | **660**(624) | **660**(624) | **660**(624) | **660**(624) |
| | LNAV | **660**(624) | **660**(624) | **660**(624) | **660**(624) |
| VM(C)OCA (OCH AAL) | Total Area | **660**(613) | **710**(663) | **810**(763) | **1050**(1003) |

| Rate of descent | G/S KT | 160 | 140 | 120 | 100 | 80 |
|---|---|---|---|---|---|---|
| | FT/MIN | 850 | 740 | 640 | 530 | 420 |

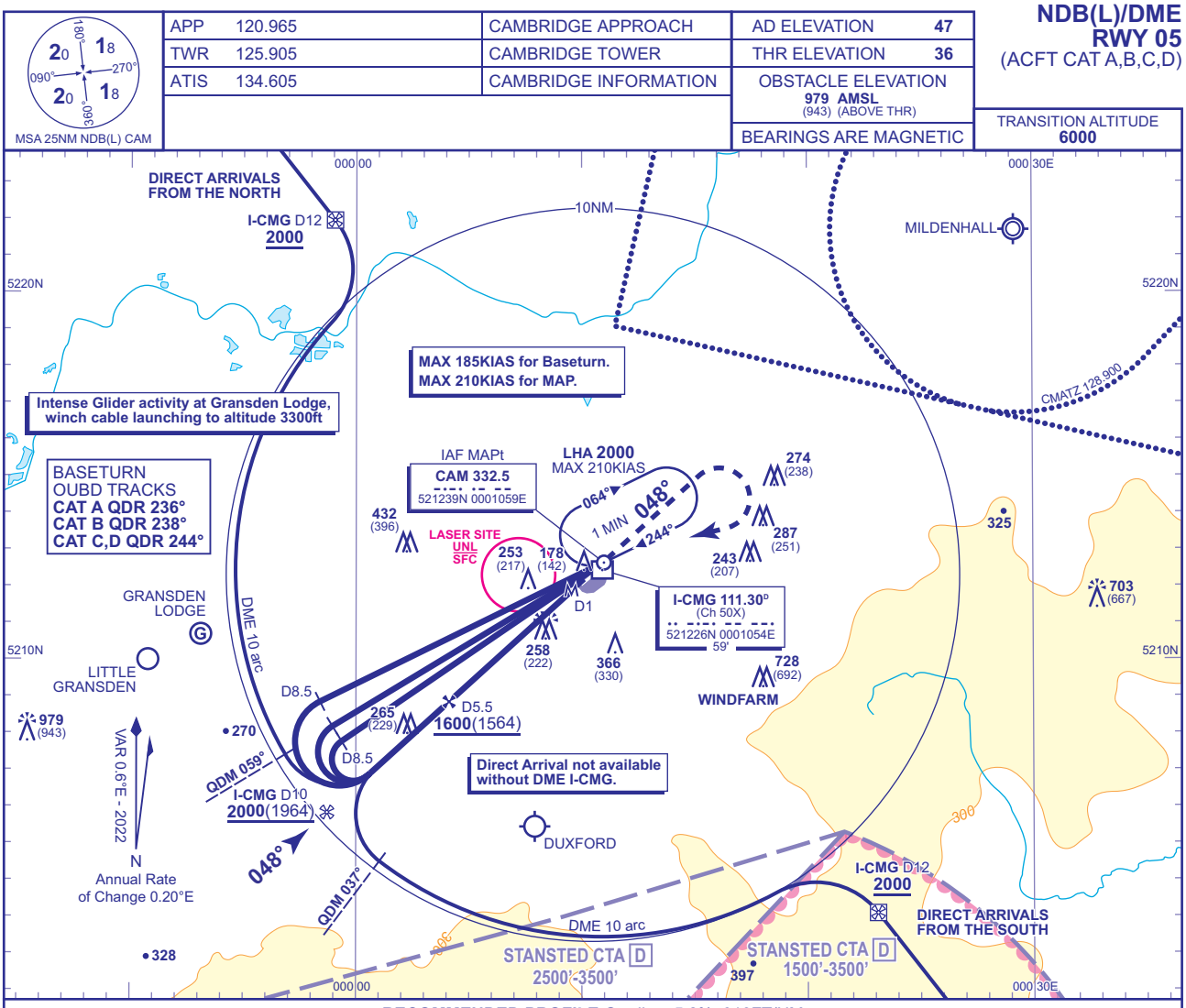
**NOTE**
1 Aircraft will normally be required to hold not lower than **3000**.
2 RNP procedure is subject to approval from Cambridge ATC.
3 Missed Approach Procedure uses conventional navigation aids and is not available without NDB(L) CAM.
4 Intense glider activity and winch launching can be expected at Gransden Lodge Glider Site seven days a week during daylight hours. Pilots should avoid overflying the site on approach to Cambridge.

**CHANGE (10/24):** RADAR FREQUENCY REMOVED.

AERO INFO DATE 24 JUL 24

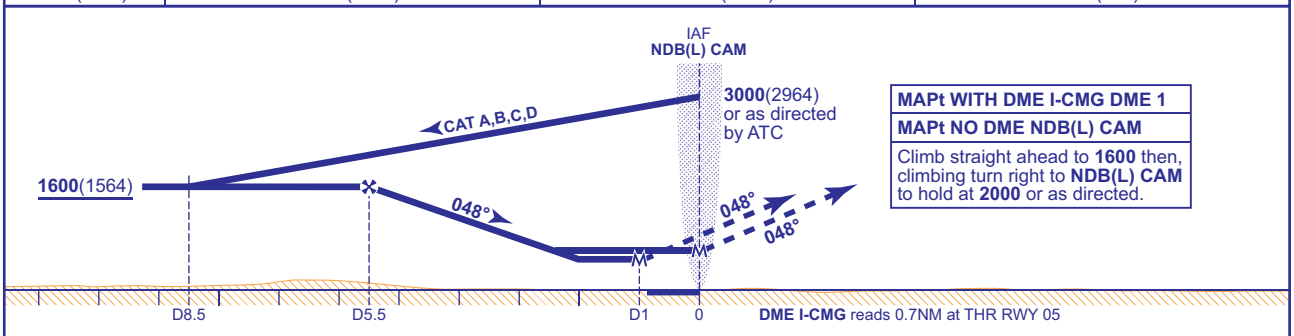
## INSTRUMENT APPROACH CHART - ICAO

# CAMBRIDGE NDB(L)/DME RWY 05
(ACFT CAT A,B,C,D)




**RECOMMENDED PROFILE** Gradient 5.2%, 316FT/NM

| DME I-CMG | 5 | 4 | 3 |
|---|---|---|---|
| **ALT**(HGT) | **1440**(1404) | **1130**(1094) | **810**(774) |




| Aircraft Category | | A | B | C | D | Rate of descent | G/S KT | 160 | 140 | 120 | 100 | 80 |
|---|---|---|---|---|---|---|---|---|---|---|---|---|
| OCA (OCH) | WITH DME | **660**(624) | **660**(624) | **660**(624) | **660**(624) | | FT/MIN | 840 | 740 | 630 | 530 | 420 |
| | NO DME | **710**(674) | **710**(674) | **710**(674) | **710**(674) | | | | | | | |
| VM(C)OCA (OCH AAL) | Total Area | **660**(613) | **710**(663) | **810**(763) | **1050**(1003) | | | | | | | |

**AIRCRAFT UNABLE TO RECEIVE DME I-CMG**
As for main procedure except substitute timing on the outbound legs: 3MIN (CAT A,B); 2.5MIN (CAT C,D). When established on FAT descend to MDA.

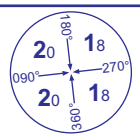
**NOTES**
1. Aircraft will normally be required to hold not lower than **3000**.
2. Direct arrivals are subject to approval from Cambridge ATC.
3. FAT is offset 1.5° from RWY C/L.
4. Intense glider activity and winch launching can be expected at Gransden Lodge Glider Site seven days a week during daylight hours. Pilots should avoid overflying the site on approach to Cambridge.

**CHANGE (10/24):** RADAR FREQUENCY REMOVED.

AERO INFO DATE 24 JUL 24 AD 2-EGSC-8-2

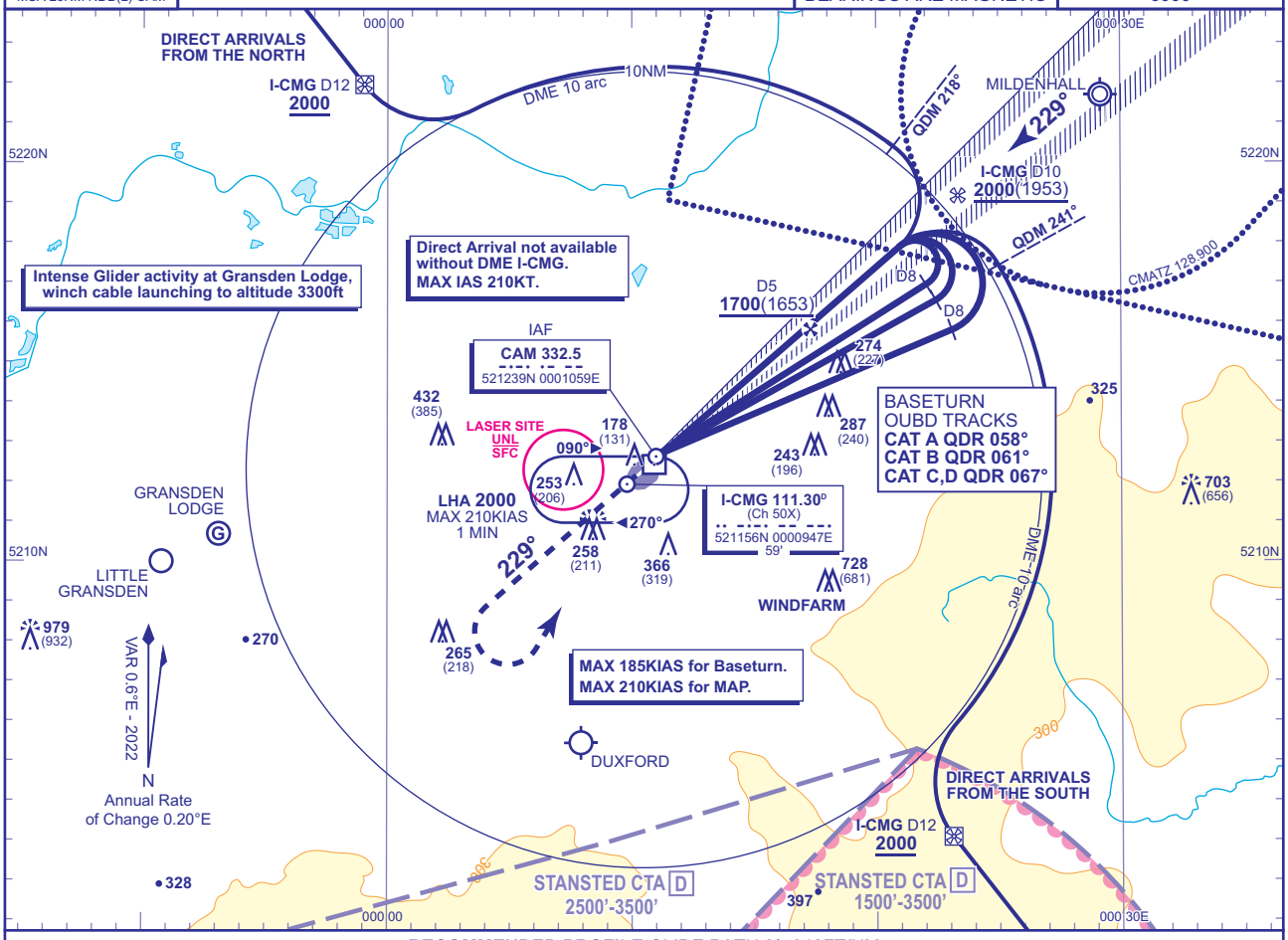
# INSTRUMENT APPROACH CHART - ICAO

## CAMBRIDGE
## ILS/DME/NDB(L)
## RWY 23
(ACFT CAT A,B,C,D)



MSA 25NM NDB(L) CAM

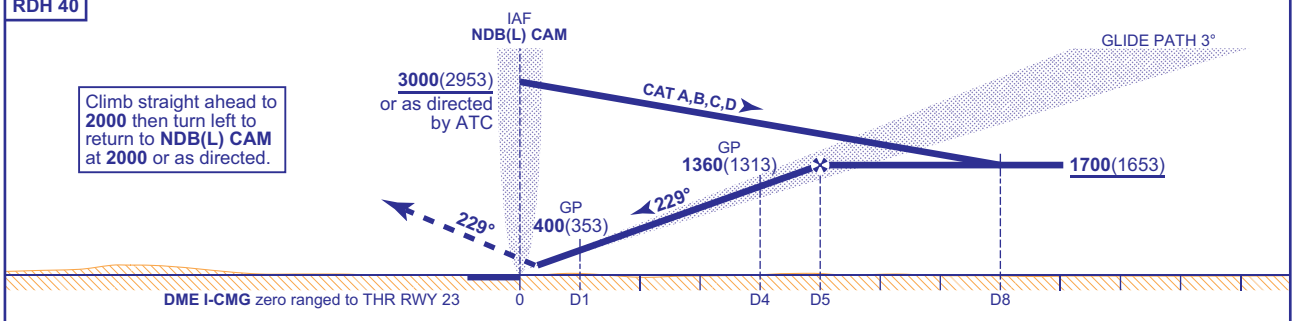
| | | | | | |
|---|---|---|---|---|---|
| APP | 120.965 | CAMBRIDGE APPROACH | AD ELEVATION | 47 | |
| TWR | 125.905 | CAMBRIDGE TOWER | THR ELEVATION | 47 | |
| ATIS | 134.605 | CAMBRIDGE INFORMATION | OBSTACLE ELEVATION | 979 AMSL (932) (ABOVE THR) | |
| | | | BEARINGS ARE MAGNETIC | | TRANSITION ALTITUDE 6000 |




**RECOMMENDED PROFILE** GLIDE PATH 3°, 318FT/NM

| DME I-CMG | 4 | 3 | 2 | 1 |
|---|---|---|---|---|
| ALT(HGT) | **1360**(1313) | **1040**(993) | **720**(673) | **400**(353) |

**RDH 40**




| Aircraft Category | | A | B | C | D |
|---|---|---|---|---|---|
| OCA (OCH) | CAT I | **247**(200) | **247**(200) | **247**(200) | **256**(209) |
| VM(C)OCA (OCH AAL) | Total Area | **660**(613) | **710**(663) | **810**(763) | **1050**(1003) |

| Rate of descent | G/S KT | 160 | 140 | 120 | 100 | 80 |
|---|---|---|---|---|---|---|
| | FT/MIN | 850 | 740 | 640 | 530 | 420 |

**AIRCRAFT UNABLE TO RECEIVE DME I-CMG**
Advise ATC. Radar vectoring will be provided to the LOC, and a range check will be passed at 4NM before THR.

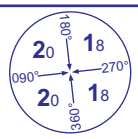
**NOTES**
1. Aircraft will normally be required to hold not lower than **3000**.
2. Direct arrivals are subject to approval from Cambridge ATC.
3. Intense glider activity and winch launching can be expected at Gransden Lodge Glider Site seven days a week during daylight hours. Pilots should avoid overflying the site on approach to Cambridge.

**CHANGE (10/24):** RADAR FREQUENCY REMOVED.

AERO INFO DATE 24 JUL 24
AD 2-EGSC-8-3

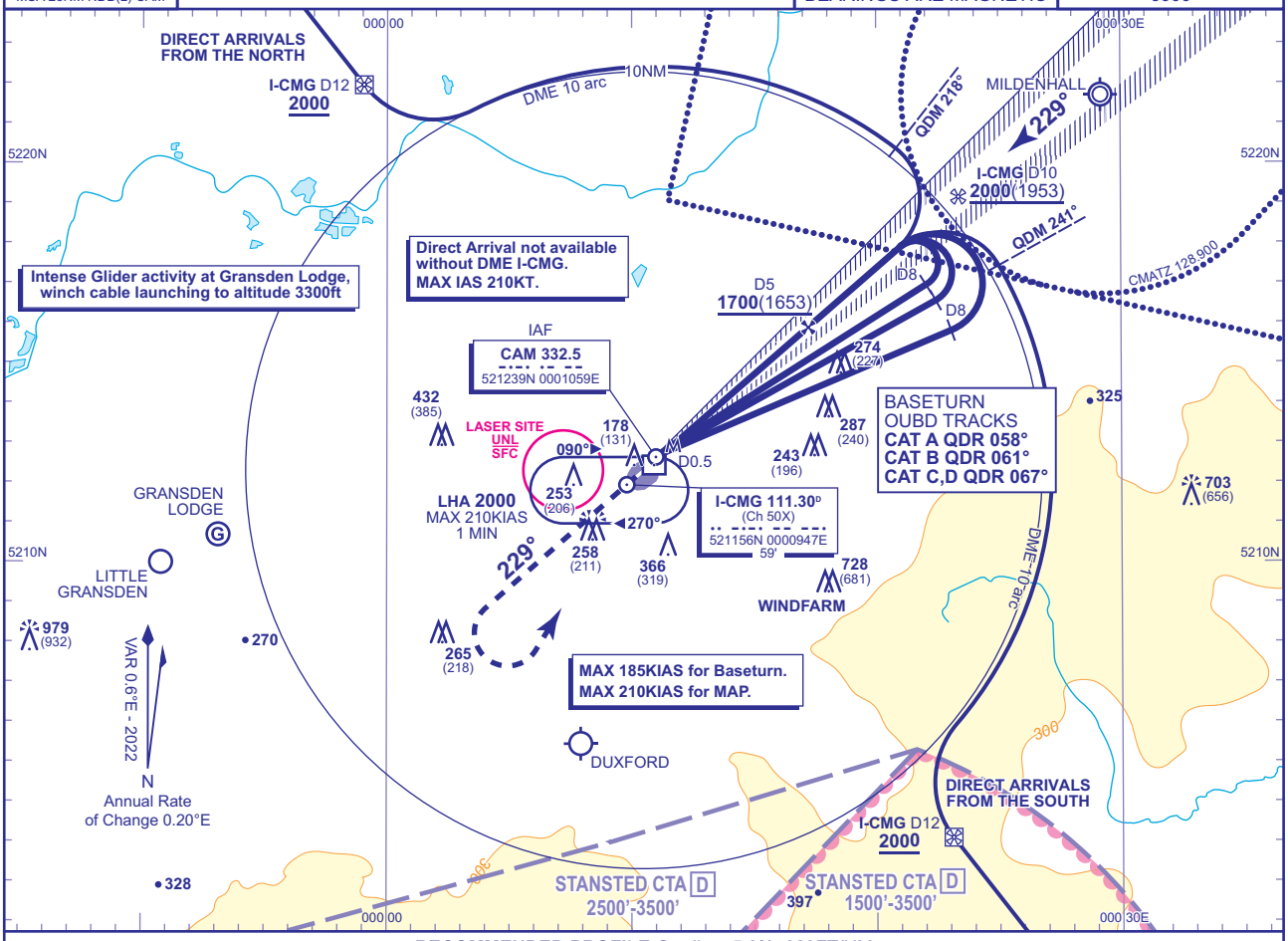
# INSTRUMENT APPROACH CHART - ICAO

## CAMBRIDGE LOC/DME/NDB(L) RWY 23
(ACFT CAT A,B,C,D)



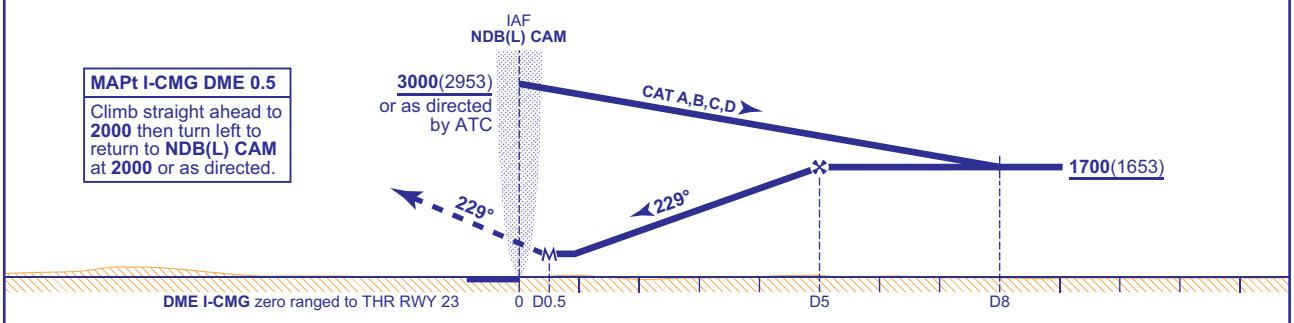
MSA 25NM NDB(L) CAM

| | | | | | |
|---|---|---|---|---|---|
| APP | 120.965 | CAMBRIDGE APPROACH | AD ELEVATION | 47 | TRANSITION ALTITUDE 6000 |
| TWR | 125.905 | CAMBRIDGE TOWER | THR ELEVATION | 47 | |
| ATIS | 134.605 | CAMBRIDGE INFORMATION | OBSTACLE ELEVATION 979 AMSL (932) (ABOVE THR) | | |
| | | | BEARINGS ARE MAGNETIC | | |




**RECOMMENDED PROFILE** Gradient 5.3%, 323FT/NM

| DME I-CMG | 4 | 3 | 2 | 1 |
|---|---|---|---|---|
| **ALT**(HGT) | **1380**(1333) | **1050**(1003) | **730**(683) | **410**(363) |




**MAPt I-CMG DME 0.5**
Climb straight ahead to **2000** then turn left to return to **NDB(L) CAM** at **2000** or as directed.

| Aircraft Category | | A | B | C | D | Rate of descent | G/S KT | 160 | 140 | 120 | 100 | 80 |
|---|---|---|---|---|---|---|---|---|---|---|---|---|
| OCA (OCH) | Procedure | **460**(413) | **460**(413) | **460**(413) | **460**(413) | | FT/MIN | 860 | 750 | 650 | 540 | 430 |
| VM(C)OCA (OCH AAL) | Total Area | **660**(613) | **710**(663) | **810**(763) | **1050**(1003) | | | | | | | |

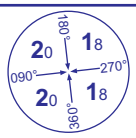
**NOTES**
1 Aircraft will normally be required to hold not lower than **3000**.
2 Direct arrivals are subject to approval from Cambridge ATC.
3 Intense glider activity and winch launching can be expected at Gransden Lodge Glider Site seven days a week during daylight hours. Pilots should avoid overflying the site on approach to Cambridge.

**CHANGE (10/24):** RADAR FREQUENCY REMOVED.

AERO INFO DATE 24 JUL 24 AD 2-EGSC-8-4

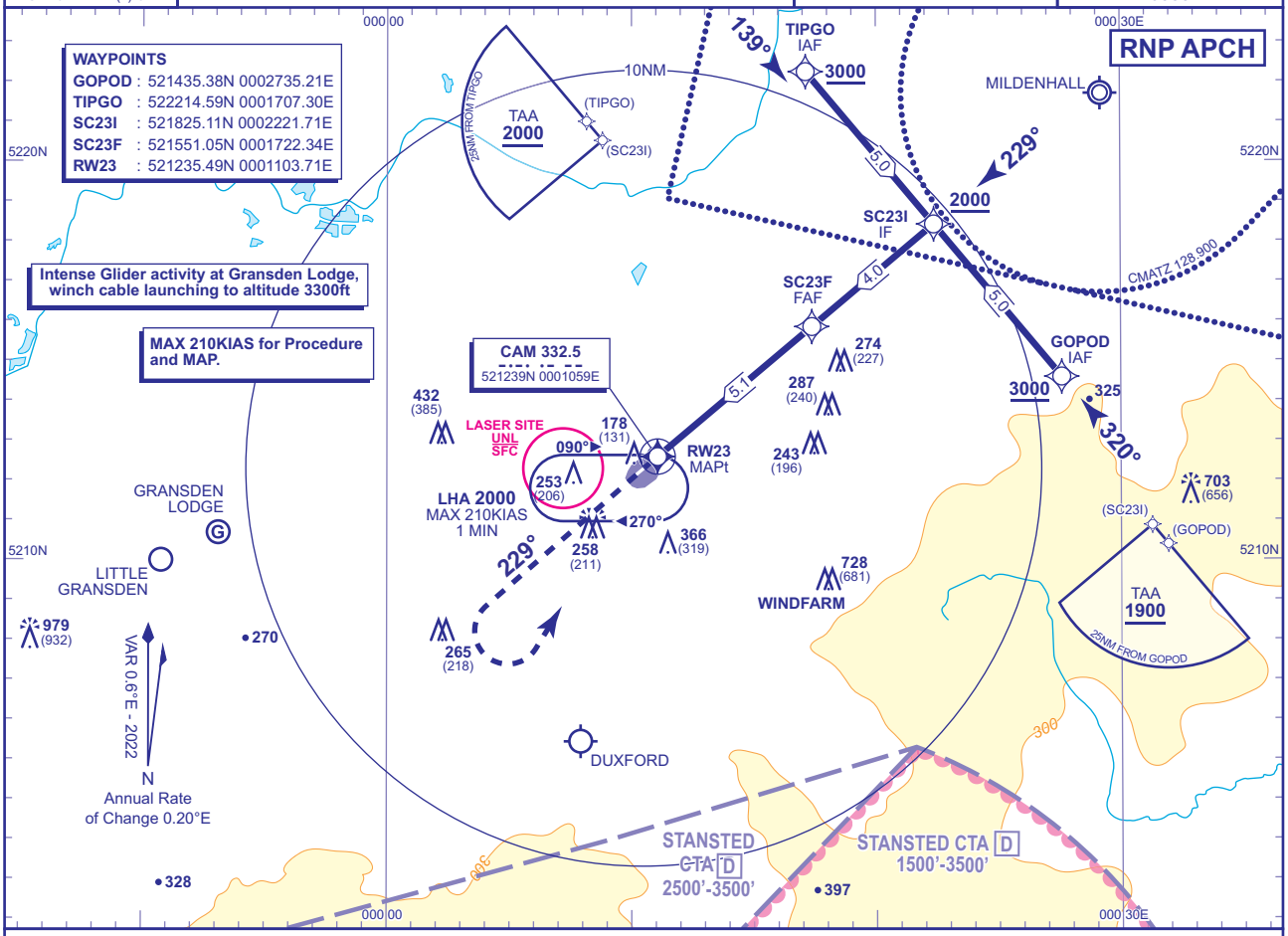
# INSTRUMENT APPROACH CHART - ICAO

## CAMBRIDGE
## RNP
## RWY 23
(ACFT CAT A,B,C,D)




MSA 25NM NDB(L) CAM

| | | | | | |
|---|---|---|---|---|---|
| APP | 120.965 | CAMBRIDGE APPROACH | AD ELEVATION | 47 | MIN TEMP -15°C |
| TWR | 125.905 | CAMBRIDGE TOWER | THR ELEVATION | 47 | TRANSITION ALTITUDE 6000 |
| ATIS | 134.605 | CAMBRIDGE INFORMATION | OBSTACLE ELEVATION 979 AMSL (932) (ABOVE THR) | | |
| | | | BEARINGS ARE MAGNETIC | | |



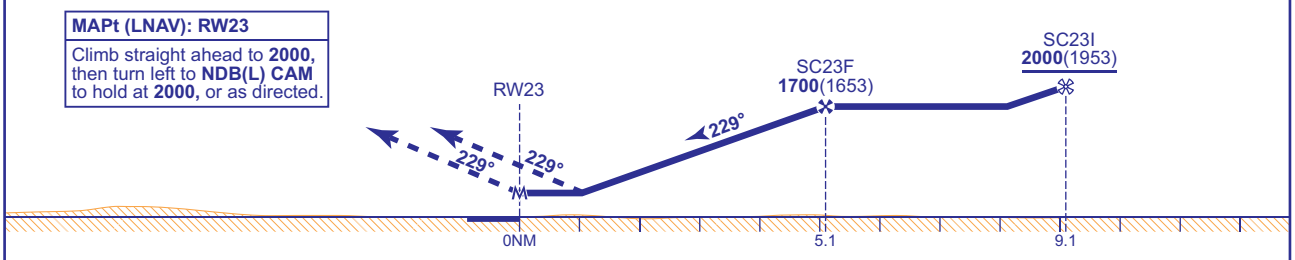

**RECOMMENDED PROFILE** Gradient 5.2%, 318FT/NM

| NM to RW23 | 5 | 4 | 3 | 2 | 1 |
|---|---|---|---|---|---|
| ALT(HGT) | **1680**(1633) | **1360**(1313) | **1040**(993) | **720**(673) | **400**(353) |

**TCH 40**

**MAPt (LNAV): RW23**

Climb straight ahead to **2000**, then turn left to **NDB(L) CAM** to hold at **2000**, or as directed.




| Aircraft Category | | A | B | C | D |
|---|---|---|---|---|---|
| OCA (OCH) | LNAV/VNAV | **460**(413) | **460**(413) | **460**(413) | **460**(413) |
| | LNAV | **460**(413) | **460**(413) | **460**(413) | **460**(413) |
| VM(C)OCA (OCH AAL) | Total Area | **660**(613) | **710**(663) | **810**(763) | **1050**(1003) |

| Rate of descent | G/S KT | 160 | 140 | 120 | 100 | 80 |
|---|---|---|---|---|---|---|
| | FT/MIN | 850 | 740 | 640 | 530 | 420 |

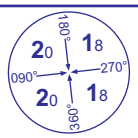
**NOTE**
1. Aircraft will normally be required to hold not lower than **3000**.
2. RNP Procedure is subject to approval from Cambridge ATC.
3. Missed Approach Procedure uses conventional navigation aids and is not available without NDB(L) CAM.
4. Intense glider activity and winch launching can be expected at Gransden Lodge Glider Site seven days a week during daylight hours. Pilots should avoid overflying the site on approach to Cambridge.

**CHANGE (10/24):** RADAR FREQUENCY REMOVED.

AERO INFO DATE 24 JUL 24

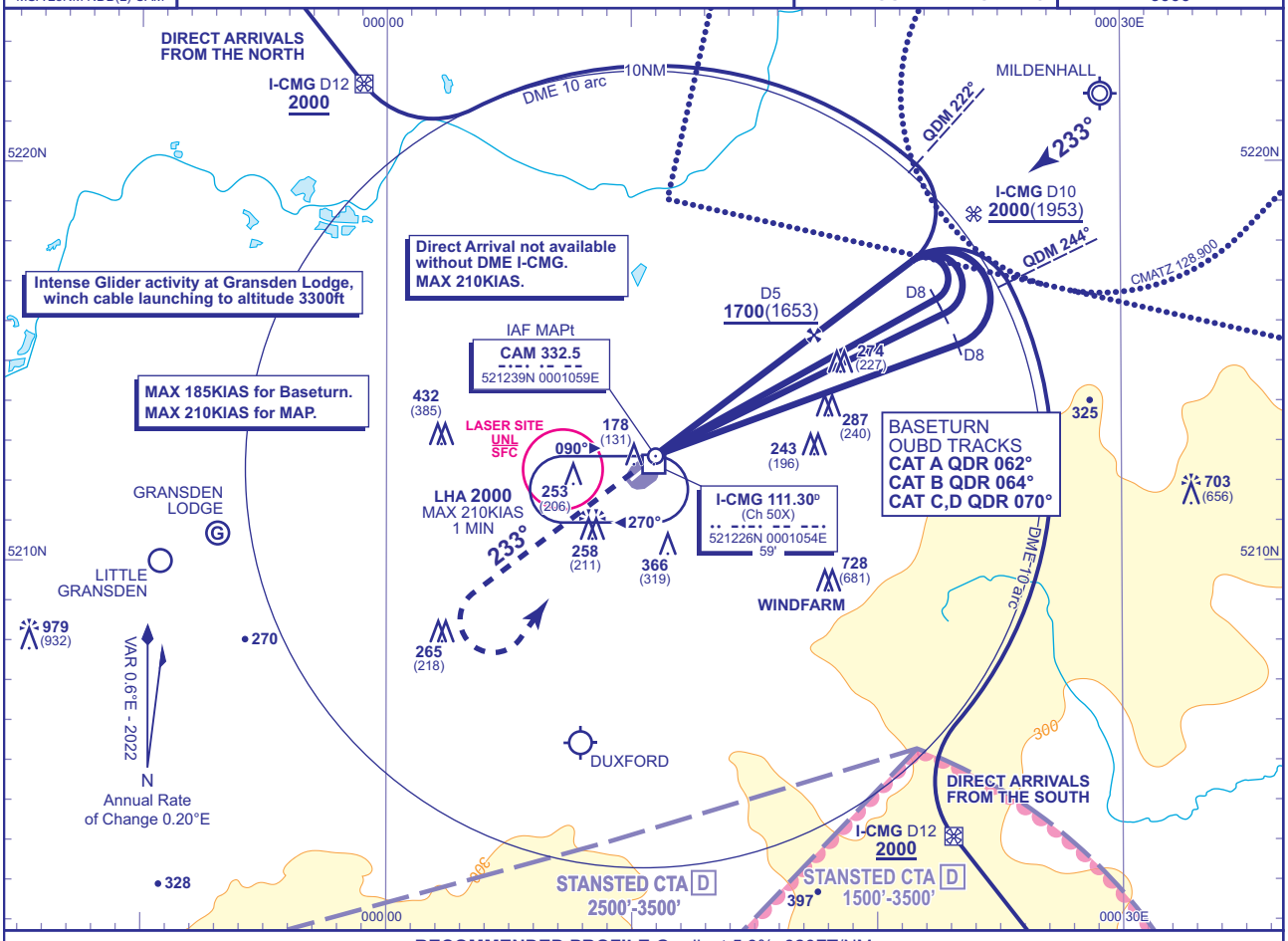
# INSTRUMENT APPROACH CHART - ICAO

## CAMBRIDGE NDB(L)/DME RWY 23
(ACFT CAT A,B,C,D)



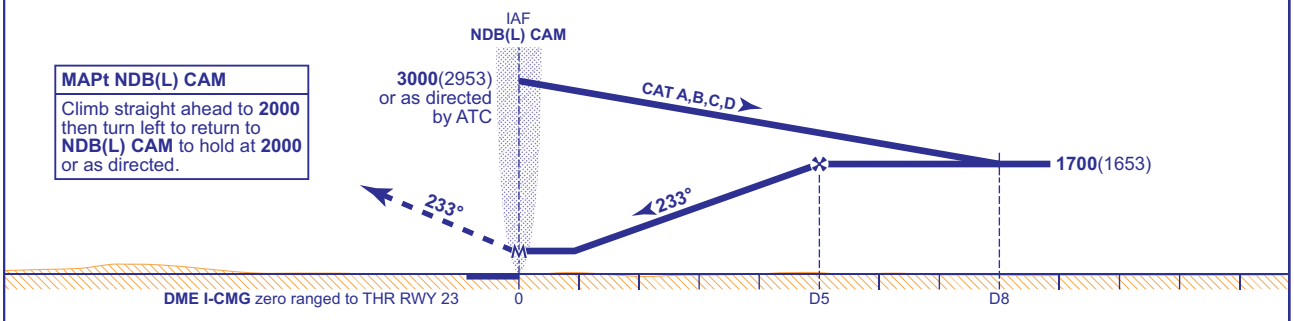
MSA 25NM NDB(L) CAM

| | | | | | |
|---|---|---|---|---|---|
| APP | 120.965 | CAMBRIDGE APPROACH | AD ELEVATION | 47 | |
| TWR | 125.905 | CAMBRIDGE TOWER | THR ELEVATION | 47 | |
| ATIS | 134.605 | CAMBRIDGE INFORMATION | OBSTACLE ELEVATION | 979 AMSL (932) (ABOVE THR) | |
| | | | BEARINGS ARE MAGNETIC | | TRANSITION ALTITUDE 6000 |




**RECOMMENDED PROFILE** Gradient 5.3%, 323FT/NM

| | | | |
|---|---|---|---|
| **DME I-CMG** | 4 | 3 | 2 |
| **ALT**(HGT) | **1380**(1333) | **1050**(1003) | **730**(683) |




**MAPt NDB(L) CAM**
Climb straight ahead to **2000** then turn left to return to **NDB(L) CAM** to hold at **2000** or as directed.

| Aircraft Category | | A | B | C | D |
|---|---|---|---|---|---|
| **OCA** (OCH) | **WITH DME** | **460**(413) | **460**(413) | **460**(413) | **460**(413) |
| | **NO DME** | **590**(543) | **590**(543) | **590**(543) | **590**(543) |
| **VM(C)OCA** (OCH AAL) | **Total Area** | **660**(613) | **710**(663) | **810**(763) | **1050**(1003) |

| Rate of descent | G/S KT | 160 | 140 | 120 | 100 | 80 |
|---|---|---|---|---|---|---|
| | FT/MIN | 860 | 750 | 650 | 540 | 430 |

**AIRCRAFT UNABLE TO RECEIVE DME I-CMG**
Advise ATC. As for main procedure except substitute timing on the outbound legs: 2.5MIN (CAT A,B); 2MIN (CAT C,D). When established on FAT descend to MDA.

**NOTES**
1. Aircraft will normally be required to hold not lower than **3000**.
2. Direct arrivals are subject to approval from Cambridge ATC.
3. FAT is offset 3.5° from RWY C/L.
4. Intense glider activity and winch launching can be expected at Gransden Lodge Glider Site seven days a week during daylight hours. Pilots should avoid overflying the site on approach to Cambridge.

**CHANGE (10/24):** RADAR FREQUENCY REMOVED.

AERO INFO DATE 24 JUL 24 AD 2-EGSC-8-6

# Instrument Approach Procedure Coding Tables

**Cambridge RNP RWY 05 - Instrument Approach Procedure via BEPOX**

| Designator | Sequence Number | Path Term-inator | Waypoint Name | Fly-over | Course/ Track °M (°T) | Turn Direction | Level Constraint | Speed Constraint | Co-ordinates | Remarks and Distance to MAPt |
|---|---|---|---|---|---|---|---|---|---|---|
| R05L | 001 | IF | BEPOX | N | - | - | 3000 | 210 | 520710.07N 0000656.09W | IAF |
| R05L | 002 | TF | SC05I | N | 091° (091.6°) | LEFT | 2000 | 210 | 520702.03N 0000021.67E | IF / 7.8NM |
| R05L | 003 | TF | SC05F | N | 049° (049.7°) | - | 1600 | - | 520858.11N 0000404.66E | FAF / 4.8NM |
| R05L | 004 | TF | RW05 | Y | 049° (049.8°) | - | - | - | 521202.06N 0000959.14E | MAPt |
| R05L | 005 | CA | - | - | 049° (049.8°) | - | 1600 | 210 | - | At 1000 revert to conventional navigation |

**CHANGE (8/23):** PAGE RENUMBERED.
AERO INFO DATE 16 MAY 23

# Instrument Approach Procedure Coding Tables

**Cambridge RNP RWY 23 - Instrument Approach Procedure via GOPOD**

| Designator | Sequence Number | Path Term-inator | Waypoint Name | Fly-over | Course/ Track °M (°T) | Turn Direction | Level Constraint | Speed Constraint | Co-ordinates | Remarks and Distance to MAPt |
|---|---|---|---|---|---|---|---|---|---|---|
| R23L | 001 | IF | GOPOD | N | - | - | 3000 | 210 | 521435.38N 0002735.21E | IAF |
| R23L | 002 | TF | SC23I | N | 320° (320.1°) | LEFT | 2000 | 210 | 521825.11N 0002221.71E | IF / 9.1NM |
| R23L | 003 | TF | SC23F | N | 229° (230.0°) | - | 1700 | - | 521551.05N 0001722.34E | FAF / 5.1NM |
| R23L | 004 | TF | RW23 | Y | 229° (229.9°) | - | - | - | 521235.49N 0001103.71E | MAPt |
| R23L | 005 | CA | - | - | 229° (229.9°) | - | 2000 | 210 | - | At 1000 revert to conventional navigation |

**Cambridge RNP RWY 23 - Instrument Approach Procedure via TIPGO**

| Designator | Sequence Number | Path Term-inator | Waypoint Name | Fly-over | Course/ Track °M (°T) | Turn Direction | Level Constraint | Speed Constraint | Co-ordinates | Remarks and Distance to MAPt |
|---|---|---|---|---|---|---|---|---|---|---|
| R23R | 001 | IF | TIPGO | N | - | - | 3000 | 210 | 522214.59N 0001707.30E | IAF |
| R23R | 002 | TF | SC23I | N | 139° (139.9°) | RIGHT | 2000 | 210 | 521825.11N 0002221.71E | IF / 9.1NM |
| R23R | 003 | TF | SC23F | N | 229° (230.0°) | - | 1700 | - | 521551.05N 0001722.34E | FAF / 5.1NM |
| R23R | 004 | TF | RW23 | Y | 229° (229.9°) | - | - | - | 521235.49N 0001103.71E | MAPt |
| R23R | 005 | CA | - | - | 229° (229.9°) | - | 2000 | 210 | - | At 1000 revert to conventional navigation |

**CHANGE (8/23):** PAGE RENUMBERED.
AERO INFO DATE 16 MAY 23

# EGEC — CAMPBELTOWN

## EGEC AD 2.1 AERODROME LOCATION INDICATOR AND NAME

EGEC — CAMPBELTOWN

## EGEC AD 2.2 AERODROME GEOGRAPHICAL AND ADMINISTRATIVE DATA

| | | |
|---|---|---|
| 1 | ARP coordinates and site at AD | Lat: 552615N Long: 0054117W<br>Mid point of Runway 11/29. |
| 2 | Direction and distance from city | 3 NM W of Campbeltown. |
| 3 | Elevation / Reference temperature / Mean Low Temperature | 42 FT / 14 °C / - |
| 4 | Geoid undulation at AD ELEV PSN | 182 FT |
| 5 | Magnetic Variation / Annual Change | 2.07°W (2022) / 0.22°E |
| 6 | AD Administration<br>Address<br>Telephone<br><br>Telefax | HIAL<br>Campbeltown Aerodrome, Campbeltown, Argyll, PA28 6NU.<br>01586-553797<br>01586-553338 (AFS)<br>01586-552620 |
| 7 | Type of Traffic permitted (IFR/VFR) | IFR/VFR |
| 8 | Remarks | |

## EGEC AD 2.3 OPERATIONAL HOURS

| | | |
|---|---|---|
| 1 | AD Administration | Mon-Fri 0820-1740 (0720-1640); Sun (May-Sep) 1650-1800 (1550-1700); and by arrangement with AD operator (HIAL). |
| 2 | Customs and immigration | |
| 3 | Health and sanitation | |
| 4 | AIS Briefing Office | |
| 5 | ATS Reporting Office (ARO) | |
| 6 | MET Briefing Office | |
| 7 | ATS | Mon-Fri 0820-1740 (0720-1640); Sun (May-Sep) 1650-1800 (1550-1700). See also AD 2.18. |
| 8 | Fuelling | |
| 9 | Handling | By arrangement with HIAL. |
| 10 | Security | On request. |
| 11 | De-icing | |
| 12 | Remarks | Prior Permission Required at this aerodrome. Arrival/Departure times may be allocated. |

## EGEC AD 2.4 HANDLING SERVICES AND FACILITIES

**INTENTIONALLY BLANK**

## EGEC AD 2.5 PASSENGER FACILITIES

| | | |
|---|---|---|
| 1 | Hotels | |
| 2 | Restaurants | |
| 3 | Transportation | |
| 4 | Medical facilities | Limited. |
| 5 | Bank and Post Office | |
| 6 | Tourist Office | |
| 7 | Remarks | |

## EGEC AD 2.6 RESCUE AND FIRE FIGHTING SERVICES

| | | |
|---|---|---|
| 1 | AD category for fire fighting services | RFF Category A2<br>RFF Category 3 accepted under remission.<br>RFF Category 4 available by prior arrangement. |
| 2 | Rescue equipment | |
| 3 | Capability for removal of disabled aircraft | Limited. |
| 4 | Remarks | |

## EGEC AD 2.7 SEASONAL AVAILABILITY - CLEARING

| | | |
|---|---|---|
| 1 | Type of clearing equipment | Mechanical, Chemical de-icing. Runway 11/29 surfaces de-iced/anti-iced with KAC/EG and/or NAAC. |
| 2 | Clearance priorities | Runways, Taxiway, Apron, Airport Domestic Area. |
| 3 | Remarks | Latest Information Contact, Tel: 01586-553797 |

## EGEC AD 2.8 APRONS, TAXIWAYS AND CHECK LOCATIONS/POSITIONS DATA

**INTENTIONALLY BLANK**

## EGEC AD 2.9 SURFACE MOVEMENT GUIDANCE AND CONTROL SYSTEM AND MARKINGS

| | | |
|---|---|---|
| 1 | Use of aircraft stand ID signs, TWY guide lines and visual docking/parking guidance system of aircraft stands | |
| 2 | Runway and taxiway markings and lighting | |
| 3 | Stop bars and runway guard lights (if any) | |
| 4 | Other runway protection measures | |
| 5 | Remarks | WDI: 552603.90N 0054025.49W (LGTD); 552616.80N 0054109.28W (LGTD). |

## EGEC AD 2.10 AERODROME OBSTACLES

| In Approach/Take-off areas | | | | | | |
|---|---|---|---|---|---|---|
| **Obstacle ID/ Designation** | **Obstacle Type** | **Obstacle Position** | **Elevation/Height** | | **Obstruction Lighting Type/ Colour** | **Remarks** |
| **1** | **2** | **3** | **4** | | **5** | **6** |
| (EGEC1974) 11/APPROACH 29/ TAKE-OFF | ANEMOMETER | 552630.07N 0054208.72W | 67 FT | 34 FT | Yes<br>Red | |
| (EGEC1106) 29/APPROACH 11/ TAKE-OFF | MOBILE OBST | 552603.99N 0053942.50W | 61 FT | 13 FT | No | |
| (EGEC1069) 29/APPROACH 11/ TAKE-OFF | FENCE | 552603.66N 0053943.94W | 53 FT | 5 FT | No | |
| (EGEC2595) 29/APPROACH 11/ TAKE-OFF | BUILDING | 552603.03N 0053939.30W | 71 FT | 25 FT | No | |
| (EGEC1107) 29/APPROACH 11/ TAKE-OFF | MOBILE OBST | 552602.71N 0053943.16W | 58 FT | 13 FT | No | |
| (EGEC1049) 29/APPROACH 11/ TAKE-OFF | POWER POLE | 552601.66N 0053939.05W | 73 FT | 29 FT | No | |
| (EGEC1070) 29/APPROACH 11/ TAKE-OFF | FENCE | 552601.52N 0053945.04W | 51 FT | 8 FT | No | |
| (EGEC1108) 29/APPROACH 11/ TAKE-OFF | MOBILE OBST | 552601.28N 0053943.89W | 55 FT | 13 FT | No | |
| ← (EGEC1109) 29/APPROACH 11/ TAKE-OFF | MOBILE OBST | 552600.23N 0053944.44W | 54 FT | 13 FT | No | |
| (EGEC1094) 29/APPROACH 11/ TAKE-OFF | POWER POLE | 552551.03N 0053740.94W | 202 FT | 27 FT | No | |

| In Approach/Take-off areas | | | | | | |
|---|---|---|---|---|---|---|
| **Obstacle ID/ Designation** | **Obstacle Type** | **Obstacle Position** | **Elevation/Height** | | **Obstruction Lighting Type/ Colour** | **Remarks** |
| **1** | **2** | **3** | **4** | | **5** | **6** |
| (EGEC2413) 29/APPROACH 11/ TAKE-OFF | DME | 552548.08N 0053901.49W | 122 FT | 30 FT | No | |
| (EGEC1093) 29/APPROACH 11/ TAKE-OFF | POWER POLE | 552547.09N 0053734.04W | 209 FT | 30 FT | No | |
| (EGEC2410) 29/APPROACH 11/ TAKE-OFF | DME MONITOR | 552545.60N 0053853.05W | 134 FT | 37 FT | No | |
| (EGEC1092) 29/APPROACH 11/ TAKE-OFF | POWER POLE | 552544.94N 0053730.32W | 221 FT | 28 FT | No | |
| (EGEC2684) 29/APPROACH 11/ TAKE-OFF | WIND TURBINE | 552445.15N 0053325.30W | 554 FT | 134 FT | No | |

| In circling area and at aerodrome | | | | | | |
|---|---|---|---|---|---|---|
| **Obstacle ID/ Designation** | **Obstacle Type** | **Obstacle Position** | **Elevation/Height** | | **Obstruction Lighting Type/ Colour** | **Remarks** |
| **1** | **2** | **3** | **4** | | **5** | **6** |
| (EGEC1118) | MAST | 553144.88N 0053911.95W | 1047 FT | 89 FT | No | |
| (EGEC2433) | MAST | 552959.76N 0053948.96W | 1004 FT | 325 FT | No | |
| (EGEC2116) | WIND TURBINE | 552953.11N 0054035.05W | 858 FT | 243 FT | Yes Red | |
| (EGEC2121) | WIND TURBINE | 552949.88N 0054020.94W | 868 FT | 244 FT | Yes Red | |
| (EGEC2636) | TREE | 552819.58N 0053822.13W | 583 FT | 39 FT | No | |
| (EGEC2634) | TREE | 552816.38N 0053811.62W | 578 FT | 57 FT | No | |
| (EGEC2629) | CAIRN | 552750.54N 0053926.97W | 707 FT | 6 FT | No | |
| (EGEC1384) | POWER POLE | 552736.37N 0054017.66W | 313 FT | 27 FT | No | |
| (EGEC1385) | CAIRN | 552735.30N 0054019.77W | 280 FT | 8 FT | No | |
| (EGEC2630) | TREE | 552700.78N 0053816.63W | 454 FT | 52 FT | No | |
| (EGEC1461) | POWER POLE | 552458.21N 0053811.50W | 207 FT | 27 FT | No | |
| (EGEC1086) | POWER POLE | 552456.96N 0053801.74W | 275 FT | 34 FT | No | |
| (EGEC1463) | POWER POLE | 552455.48N 0053803.64W | 269 FT | 31 FT | No | |
| (EGEC2643) | MAST | 552449.72N 0053726.73W | 419 FT | 146 FT | No | |
| (EGEC2684) 29/APPROACH 11/ TAKE-OFF | WIND TURBINE | 552445.15N 0053325.30W | 554 FT | 134 FT | No | |
| (EGEC1326) | POWER POLE | 552444.17N 0054434.38W | 380 FT | 34 FT | No | |
| (EGEC1323) | POWER POLE | 552440.44N 0054446.50W | 387 FT | 24 FT | No | |
| (EGEC1075) | MAST | 552419.73N 0054446.07W | 725 FT | 131 FT | No | |
| (EGEC2432) | WIND TURBINE | 552342.48N 0053243.89W | 570 FT | 166 FT | No | |
| (EGEC2185) | BUILDING | 552216.32N 0053157.57W | 719 FT | 43 FT | No | |
| (EGEC2209) | MAST | 552216.08N 0053159.40W | 791 FT | 102 FT | No | |

## EGEC AD 2.11 METEOROLOGICAL INFORMATION PROVIDED

| | | |
|---|---|---|
| 1 | Associated MET Office | MET OFFICE ABERDEEN |
| 2 | Hours of service<br>MET Office outside hour | H24 |
| 3 | Office responsible for TAF preparation<br>Periods of validity | MET OFFICE ABERDEEN<br>8 hours. |
| 4 | Trend forecast<br>Interval of issuance | 30 minutes. |
| 5 | Briefing/consultation provided | Self-briefing. |
| 6 | Flight documentation<br>Language(s) used | Charts abbreviated plain language. TAFs and METARs.<br>English. |
| 7 | Charts and other information available for briefing or consultation | Metforms 214 and 215. |
| 8 | Supplementary equipment available for providing information | Fax. Internet. |
| 9 | ATS units provided with information | CAMPBELTOWN |
| 10 | Additional information (limitation of service, etc.) | During airport opening hours only. |

## EGEC AD 2.12 RUNWAY PHYSICAL CHARACTERISTICS

| Designations RWY Number | True bearing | Dimensions of RWY | Surface of RWY/ SWY/ Strength | THR co-ordinates/ THR Geoid undulation | THR elevation/ Highest elevation of TDZ of precision APP RWY | Slope of RWY/ SWY |
|---|---|---|---|---|---|---|
| 1 | 2 | 3 | 4 | 5 | 6 | 7 |
| 11 | 106.07° | 1412 x 30 M | RWY surface: Asphalt, Grooved<br>PCN 21/R/C/W/T | 552616.99N<br>0054126.75W<br>182.3 FT | THR 30.2 FT<br>TDZ 30.3 FT | |
| 29 | 286.09° | 1412 x 30 M | RWY surface: Asphalt, Grooved<br>PCN 21/R/C/W/T | 552604.35N<br>0054009.60W<br>182.2 FT | THR 38.5 FT<br>TDZ 38.5 FT | |

| SWY Dimensions | Clearway Dimensions | Strip Dimensions | RESA Dimensions, Overshoot / Undershoot | Location/ description of arresting system | OFZ | Remarks |
|---|---|---|---|---|---|---|
| 8 | 9 | 10 | 11 | 12 | 13 | 14 |
| | | 1532 x 280 M | | | | RWY 11 |
| | | 1532 x 280 M | | | | RWY 29 |

## EGEC AD 2.13 DECLARED DISTANCES

| Runway designator | TORA | TODA | ASDA | LDA | Remarks |
|---|---|---|---|---|---|
| 1 | 2 | 3 | 4 | 5 | 6 |
| 11 | 1412 M | 1412 M | 1412 M | 1412 M | |
| 29 | 1412 M | 1412 M | 1412 M | 1412 M | |

## EGEC AD 2.14 APPROACH AND RUNWAY LIGHTING

| RWY | Approach lighting Type/ Length/ Intensity | Threshold lighting Colour/Wing bars | VASIS/ MEHT/ PAPI/ PAPI Dist from THR | TDZ, lighting Length | Runway Centre Line lighting Length/ Spacing/ Colour/ Intensity | Runway edge lighting Length/ Spacing/ Colour/ Intensity | Runway end lighting Colour/ Wing bars | Stopway lighting Length/ Colour | Remarks |
|---|---|---|---|---|---|---|---|---|---|
| 1 | 2 | 3 | 4 | 5 | 6 | 7 | 8 | 9 | 10 |
| 11 | | Green<br>Light intensity low | APAPI<br>Left/3° | | | 60 M spacing bi-directional with omni-directional component.<br>White<br>Light intensity low | Red<br>Light intensity low | | |
| 29 | | Green<br>Light intensity low | APAPI<br>Left/3.5° | | | 60 M spacing bi-directional with omni-directional component.<br>White<br>Light intensity low | Red<br>Light intensity low | | |

## EGEC AD 2.15 OTHER LIGHTING, SECONDARY POWER SUPPLY

| | | |
|---|---|---|
| 1 | ABN/IBN location, characteristics and hours of operation | |
| 2 | LDI location and lighting<br>Anemometer location and lighting | Anemometer: 552600.90N 0054011.31W (LGTD) - 552630.07N 0054208.72W (LGTD) - 552618.41N 0054108.47W. |
| 3 | TWY edge and centre line lighting | EDGE: Taxiway A blue edge. |
| 4 | Secondary power supply/switch-over time | |
| 5 | Remarks | Obstacle light on VCR. |

## EGEC AD 2.16 HELICOPTER LANDING AREA

| | | |
|---|---|---|
| 1 | Coordinates TLOF or THR of FATO, geoid undulation | TLOF: 552611.77N 0053948.08W, 182.2 FT |
| 2 | TLOF and/or FATO elevation | TLOF: 50.9 FT |
| 3 | TLOF and FATO area dimensions, surface, strength, marking, lighting | |
| 4 | True BRG of FATO | |
| 5 | Declared distance available | |
| 6 | APP and FATO lighting | |
| 7 | RMK | |

## EGEC AD 2.17 AIR TRAFFIC SERVICES AIRSPACE

| Designation and lateral limits | Vertical Limits | Airspace Class | ATS unit callsign/ language | Transition Altitude | Hours of applicability | Remarks |
|---|---|---|---|---|---|---|
| 1 | 2 | 3 | 4 | 5 | 6 | 7 |
| CAMPBELTOWN ATZ<br>A circle, 2 NM radius, centred at 552615N 0054117W on longest notified runway (11/ 29) | Upper limit: 2000 FT AGL<br>Lower limit: SFC | G | CAMPBELTOWN INFORMATION<br>English | 3000 FT | | |

## EGEC AD 2.18 AIR TRAFFIC SERVICES COMMUNICATION FACILITIES

| Service Designation | Callsign | Channel/ Frequency(MHz) | SATVOICE number(s) | Logon Address | Hours of Operation | Remarks |
|---|---|---|---|---|---|---|
| 1 | 2 | 3 | 4 | 5 | 6 | 7 |
| AFIS | CAMPBELTOWN INFORMATION | 125.905<br>DOC 30 NM/9,500 FT. | | | Mon-Fri 0820-1740 (0720-1640); Sun (May-Sep) 1650-1800 (1550-1700). | ATZ hours coincident with AFIS hours.<br>AFIS also available by arrangement with AD operator (HIAL). |

## EGEC AD 2.19 RADIO NAVIGATION AND LANDING AIDS

| Type of Aid CAT of ILS/MLS MAG Var/VOR Declination | Ident | Frequency | Hours of Operation | Position of transmitting antenna coordinates | Elevation of DME transmitting antenna | Remarks |
|---|---|---|---|---|---|---|
| 1 | 2 | 3 | 4 | 5 | 6 | 7 |
| DME | MAC | 107X<br>116.000 MHz | H24 | 552548.08N<br>0053901.49W | 122 FT | No associated En-route VOR.<br>DME DOC: 150 NM/50000 FT (200 NM/50000 FT in Sector R227°-347°).<br>Due to terrain, coverage at low level is reduced in Sectors R122°-162°, R207°-237° and R347°-082°. |
| NDB<br>1.09°W (2027) | CBL | 380.000 kHz | Mon-Fri 0820-1740 (0720-1640); Sun (May-Sep) 1650-1800 (1550-1700). | 552608.28N<br>0054117.05W | | On AD.<br>Range 15 NM.<br>Normally radiates H24. |

## EGEC AD 2.20 LOCAL AERODROME REGULATIONS

### 1 AIRPORT REGULATIONS

a) Not available to aircraft unable to communicate by radio.
b) Use of Campbeltown Aerodrome is subject to standard Terms and Conditions of Use, which can be requested from the aerodrome.
c) Use of RNP procedures at this aerodrome restricted to Highlands and Islands Airports Ltd - Approved Operators only.
d) Use of this procedure is strictly PPR from the aerodrome operator.
e) Prior to commencing the procedure, pilots are to broadcast on AFIS 125.905 MHz with flight details and intentions.

### 2 GROUND MOVEMENT

Not applicable

### 3 CAT II/III OPERATIONS

Not applicable

### 4 WARNINGS

a) No ground signals.
b) Bird activity may be seasonally high. From October until March, large flocks of geese are prevalent in the vicinity of the aerodrome, especially Runway 29 approach.
c) Deer activity may take place on the aerodrome, pilots will be advised of any hazard.
d) Perimeter fence obstruction at western end of Runway.
e) Pilots are reminded of the close proximity of disused parallel taxiway to the south of Runway 11/29, which is outside of the airport boundary fence and not available for landing/taxiing purposes.
f) Traffic carrying out RNP approaches to Runway 30 at Islay will pass approximately 2 NM North of Campbeltown RNP 11 Hold. Islay Airport is situated approximately 24 NM northwest of Campbeltown. Departures/arrivals may trigger TCAS warnings due to the close proximity of RNP and NDB/DME approaches. Pilots are reminded that Instrument Approach Procedures at Campbeltown are restricted to Highlands and Islands Airports Ltd - Approved Operators only.

g) Aircraft may be backtracking or taxiing the runway in use, after landing roll or for take-off.

## 5 HELICOPTER OPERATIONS

Not applicable

## 6 USE OF RUNWAYS

a) Runway departure restriction for aircraft requiring the use of a licensed aerodrome:

i. **Runway 11/29:** Except where an AOC holder has a less restrictive State authorised take-off minima, departures when the reported MET visibility is 400 M or less are not permitted.

## 7 TRAINING

Not applicable

# EGEC AD 2.21 NOISE ABATEMENT PROCEDURES

Not applicable

# EGEC AD 2.22 FLIGHT PROCEDURES

## 1 VISUAL REFERENCE POINTS (VRP)

a) Details of VRPs are available in the consolidated 'Visual Reference Points List' published on the 'Digital Dataset' page of the NATS AIS website, www.nats.aero/ais.

# EGEC AD 2.23 ADDITIONAL INFORMATION

Pilots are advised that they are responsible for their passengers and are to escort their passengers from the apron to the terminal building.

# EGEC AD 2.24 CHARTS RELATED TO AN AERODROME

AERODROME CHART - ICAO
AD 2.EGEC-2-1
INSTRUMENT APPROACH CHART RNP RWY 11 - ICAO
AD 2.EGEC-8-1
INSTRUMENT APPROACH CHART RNP RWY 29 - ICAO
AD 2.EGEC-8-2
INSTRUMENT APPROACH PROCEDURE CODING TABLES - RNP RWY 11
AD 2.EGEC-8-3
INSTRUMENT APPROACH PROCEDURE CODING TABLES - RNP RWY 29
AD 2.EGEC-8-4

# EGEC AD 2.25 VISUAL SEGMENT SURFACE (VSS) PENETRATION

Not applicable

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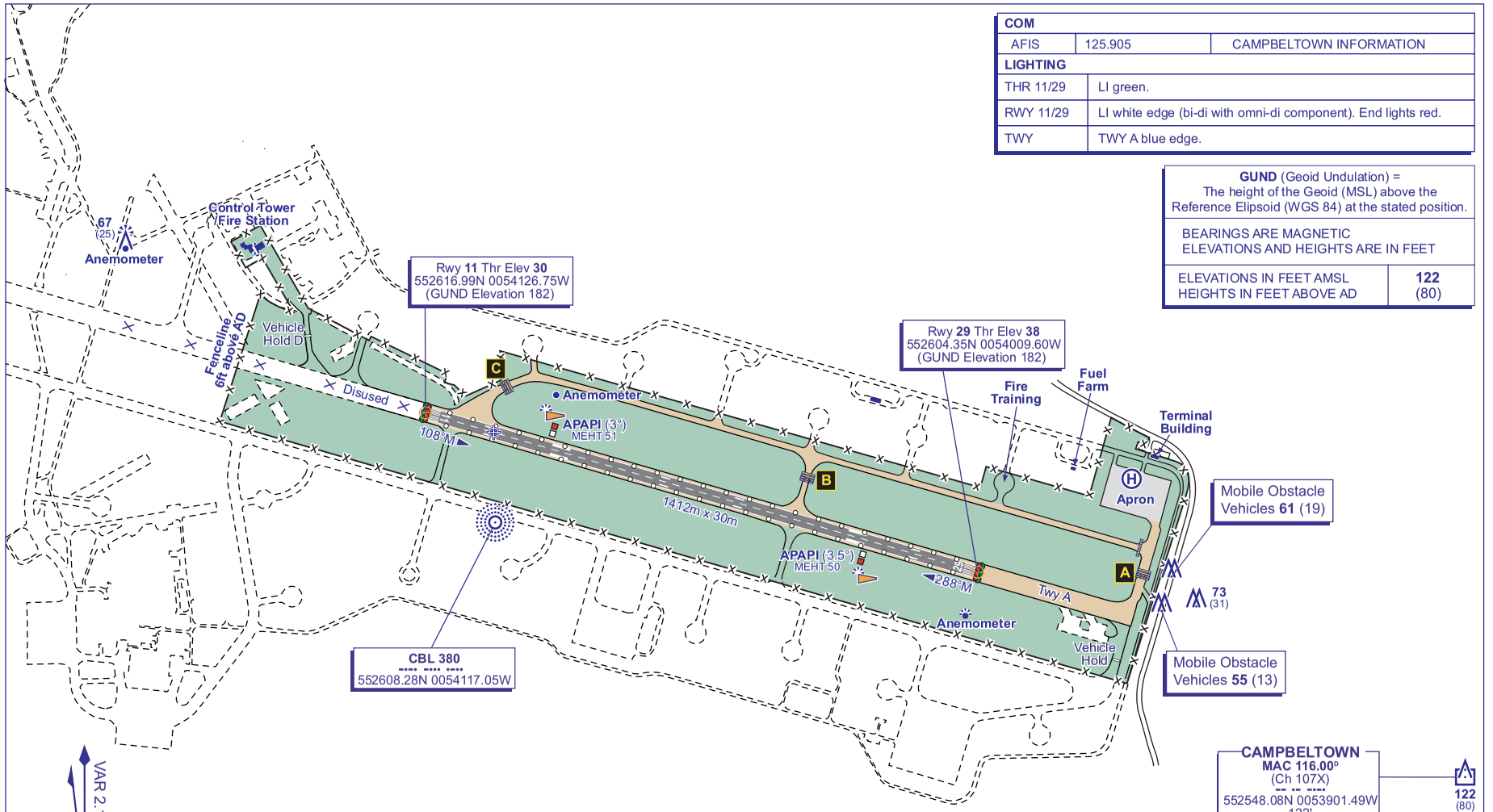
# AERODROME CHART - ICAO

ARP 552615N 0054117W

AD ELEV 42FT

# CAMPBELTOWN
## EGEC

AERO INFO DATE 12 MAY 25




| COM | | |
|---|---|---|
| AFIS | 125.905 | CAMPBELTOWN INFORMATION |
| **LIGHTING** | | |
| THR 11/29 | LI green. | |
| RWY 11/29 | LI white edge (bi-di with omni-di component). End lights red. | |
| TWY | TWY A blue edge. | |

| | |
|---|---|
| **GUND** (Geoid Undulation) = The height of the Geoid (MSL) above the Reference Elipsoid (WGS 84) at the stated position. | |
| BEARINGS ARE MAGNETIC<br>ELEVATIONS AND HEIGHTS ARE IN FEET | |
| ELEVATIONS IN FEET AMSL<br>HEIGHTS IN FEET ABOVE AD | **122**<br>(80) |

| RUNWAY/TAXIWAY/APRON PHYSICAL CHARACTERISTICS | | |
|---|---|---|
| **APRON / RWY / TWY** | **SURFACE** | **BEARING STRENGTH** |
| RWY 11/29 | Grooved Asphalt | 21/R/C/W/T |
| All Aprons | Asphalt | - |
| All Taxiways | Asphalt | - |

**CHANGE (8/25):** OBSTACLE.

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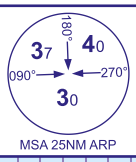
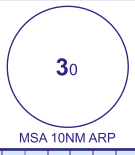
# INSTRUMENT APPROACH CHART - ICAO

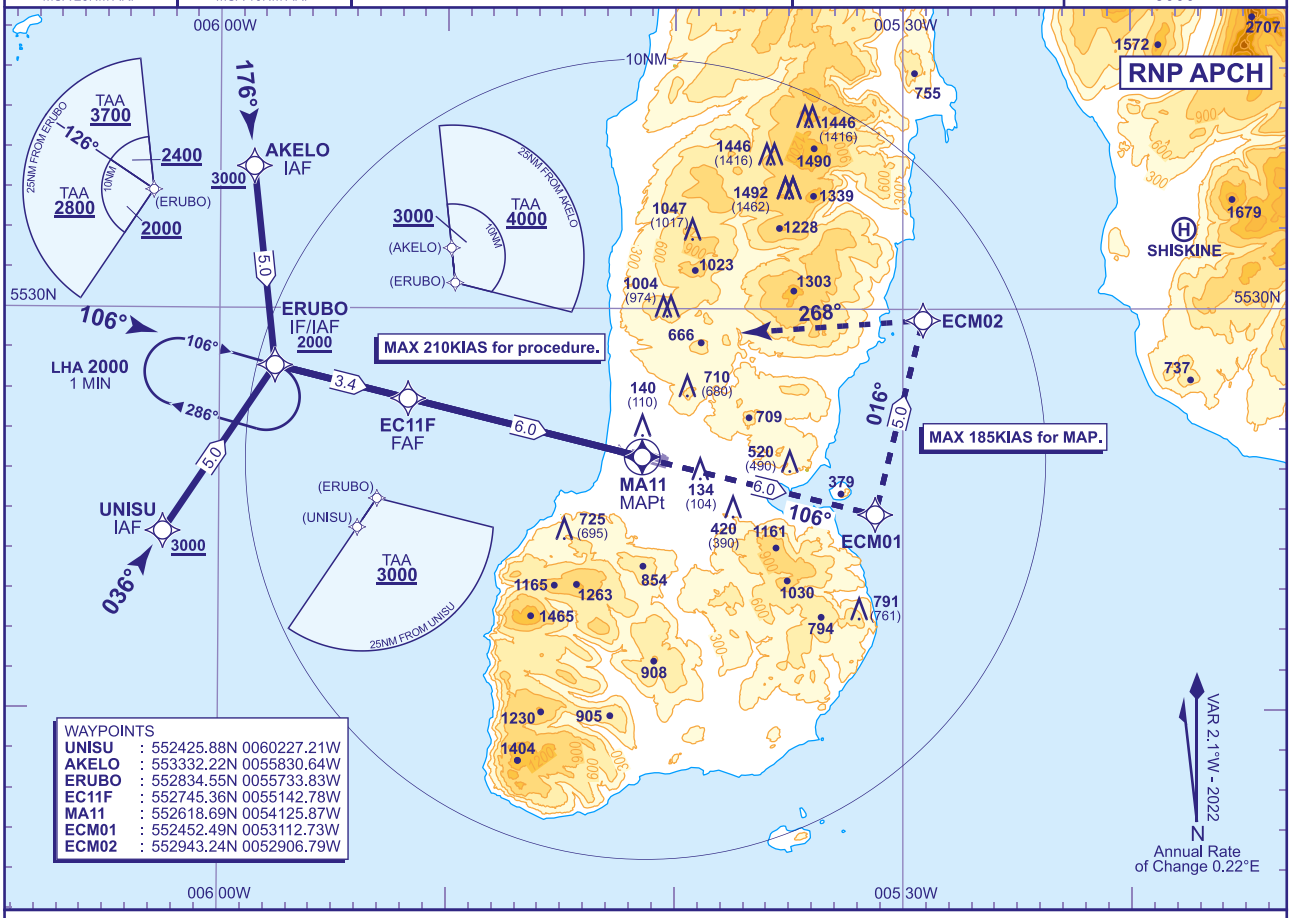
## CAMPBELTOWN
## RNP
## RWY 11
(ACFT CAT A,B,C,D)




| AFIS 125.905 | CAMPBELTOWN INFORMATION | AD ELEVATION 42 |
|---|---|---|
| | | THR ELEVATION 30 |
| | | OBSTACLE ELEVATION 1492 AMSL (1462) (ABOVE THR) |
| | | BEARINGS ARE MAGNETIC |

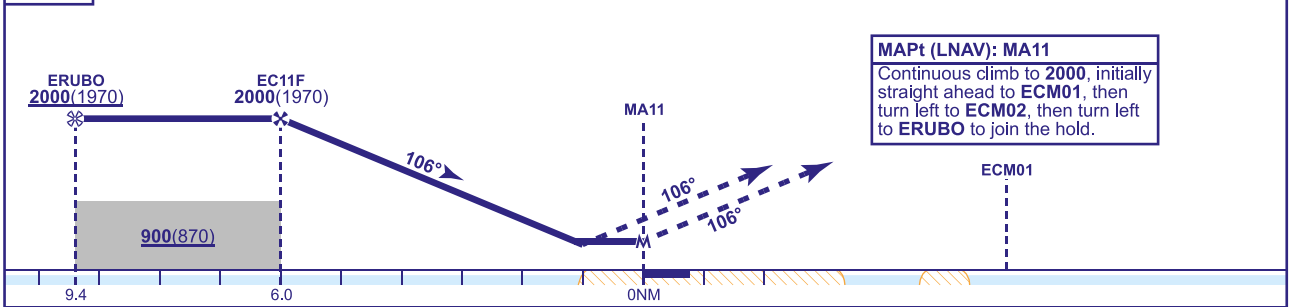
TRANSITION ALTITUDE 3000




**RECOMMENDED PROFILE** Gradient 5.24%, 320FT/NM

| NM to MA11 | 5 | 4 | 3 | 2 | 1 |
|---|---|---|---|---|---|
| ALT(HGT) | **1690**(1660) | **1370**(1340) | **1040**(1010) | **720**(690) | **400**(370) |

**TCH 50**




**MAPt (LNAV): MA11**
Continuous climb to **2000**, initially straight ahead to **ECM01**, then turn left to **ECM02**, then turn left to **ERUBO** to join the hold.

| Aircraft Category | | A | B | C | D | Rate of descent | G/S KT | 160 | 140 | 120 | 100 | 80 |
|---|---|---|---|---|---|---|---|---|---|---|---|---|
| OCA (OCH) | LNAV 2.5% MAP | **870**(840) | **870**(840) | **870**(840) | **870**(840) | | FT/MIN | 850 | 740 | 640 | 530 | 420 |
| | LNAV 5.0% MAP | **500**(470) | **500**(470) | **500**(470) | **500**(470) | | | | | | | |
| VM(C)OCA (OCH AAL) | Total Area | N/A | N/A | N/A | N/A | | | | | | | |
| | North of RWY 11/29 | **890**(848) | **1010**(968) | **1550**(1508) | **1750**(1708) | | | | | | | |

**NOTES**
1 FAT is offset 2.25° from the RWY C/L.
2 Missed approach climb gradient 5% required up to **1200**.
3 Use of this procedure is strictly PPR from the aerodrome operator.
4 Prior to commencing the procedure, pilots are to broadcast on AFIS with flight details and intentions.

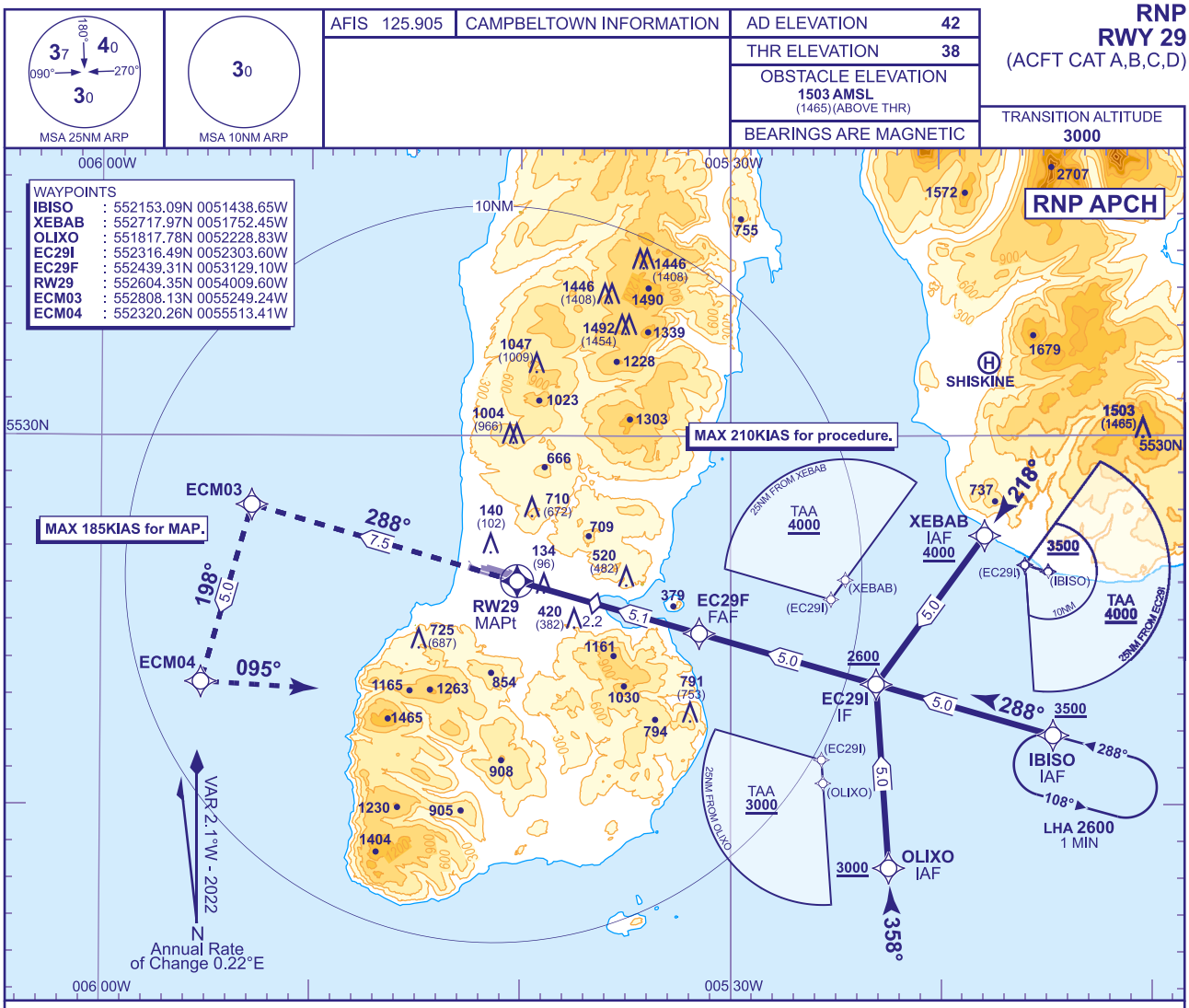
**CHANGE (1/25):** ERUBO TAA SECTOR 10NM ADDED.

AERO INFO DATE 05 NOV 24

AD 2-EGEC-8-1

## INSTRUMENT APPROACH CHART - ICAO

# CAMPBELTOWN
# RNP
# RWY 29
(ACFT CAT A,B,C,D)



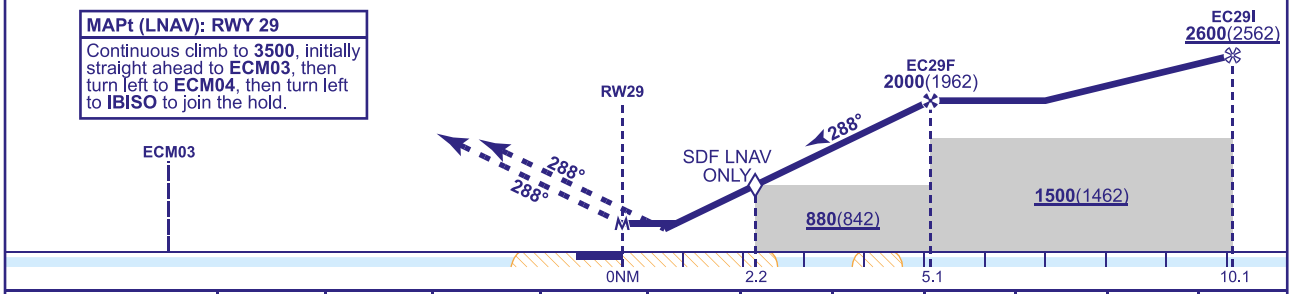

**RECOMMENDED PROFILE** Gradient 6.12%, 370FT/NM

| NM to RW29 | 5 | 4 | 3 | 2.2 (**SDF**) | 2 | 1 |
|---|---|---|---|---|---|---|
| **ALT**(HGT) | **1950**(1912) | **1580**(1542) | **1200**(1162) | **880**(842) | **830**(792) | **460**(422) |

**TCH 50**

**MAPt (LNAV): RWY 29**

Continuous climb to **3500**, initially straight ahead to **ECM03**, then turn left to **ECM04**, then turn left to **IBISO** to join the hold.




| Aircraft Category | | A | B | C | D | Rate of descent | G/S KT | 160 | 140 | 120 | 100 | 80 |
|---|---|---|---|---|---|---|---|---|---|---|---|---|
| OCA (OCH) | LNAV | **630**(592) | **630**(592) | **630**(592) | **630**(592) | | FT/MIN | 990 | 870 | 740 | 620 | 500 |
| VM(C)OCA (OCH AAL) | Total Area | N/A | N/A | N/A | N/A | | | | | | | |
| | North of RWY 11/29 | **890**(848) | **1010**(968) | **1550**(1508) | **1750**(1708) | | | | | | | |

**NOTES** 1 Use of this procedure is strictly PPR from the aerodrome operator.
2 Prior to commencing the procedure, pilots are to broadcast on AFIS with flight details and intentions.

**CHANGE (10/24):** SPECIFICATION REVISED.

AERO INFO DATE 11 JUL 24

# Instrument Approach Procedure Coding Tables

**CAMPBELTOWN RNP RWY 11 - Instrument Approach Procedure via UNISU**

| Designator | Sequence Number | Path Term-inator | Waypoint Name | Fly-over | Course/ Track °M (°T) | Turn Direction | Level Constraint | Speed Constraint | Co-ordinates | Remarks and Distance to MAPt |
|---|---|---|---|---|---|---|---|---|---|---|
| R11R | 001 | IF | UNISU | N | - | - | 3000 | - | 552425.88N 0060227.21W | IAF |
| R11R | 002 | TF | ERUBO | N | 036° (033.8°) | RIGHT | 2000 | -210 | 552834.55N 0055733.83W | IF / 9.46NM |
| R11R | 003 | TF | EC11F | N | 106° (103.8°) | - | 2000 | - | 552745.36N 0055142.78W | FAF / 6NM |
| R11R | 004 | TF | MA11 | Y | 106° (103.8°) | - | - | - | 552618.69N 0054125.87W | MAPt |
| R11R | 005 | CF | ECM01 | N | 106° (103.8°) | LEFT | - | -185 | 552452.49N 0053112.73W | - |
| R11R | 006 | TF | ECM02 | N | 016° (013.8°) | LEFT | - | -185 | 552943.24N 0052906.79W | - |
| R11R | 007 | TF | ERUBO | N | 268° (266.1°) | - | 2000 | - | 552834.55N 0055733.83W | HOLD |

**CAMPBELTOWN RNP RWY 11 - Instrument Approach Procedure via ERUBO**

| Designator | Sequence Number | Path Term-inator | Waypoint Name | Fly-over | Course/ Track °M (°T) | Turn Direction | Level Constraint | Speed Constraint | Co-ordinates | Remarks and Distance to MAPt |
|---|---|---|---|---|---|---|---|---|---|---|
| R11C | 001 | IF | ERUBO | N | - | - | 2000 | -210 | 552834.55N 0055733.83W | IF / 9.46NM |
| R11C | 002 | TF | EC11F | N | 106° (103.8°) | - | 2000 | - | 552745.36N 0055142.78W | FAF / 6NM |
| R11C | 003 | TF | MA11 | Y | 106° (103.8°) | - | - | - | 552618.69N 0054125.87W | MAPt |
| R11C | 004 | CF | ECM01 | N | 106° (103.8°) | LEFT | - | -185 | 552452.49N 0053112.73W | - |
| R11C | 005 | TF | ECM02 | N | 016° (013.8°) | LEFT | - | -185 | 552943.24N 0052906.79W | - |
| R11C | 006 | TF | ERUBO | N | 268° (266.1°) | - | 2000 | - | 552834.55N 0055733.83W | HOLD |

**CAMPBELTOWN RNP RWY 11 - Instrument Approach Procedure via AKELO**

| Designator | Sequence Number | Path Term-inator | Waypoint Name | Fly-over | Course/ Track °M (°T) | Turn Direction | Level Constraint | Speed Constraint | Co-ordinates | Remarks and Distance to MAPt |
|---|---|---|---|---|---|---|---|---|---|---|
| R11L | 001 | IF | AKELO | N | - | - | 3000 | - | 553332.22N 0055830.64W | IAF |
| R11L | 002 | TF | ERUBO | N | 176° (173.8°) | LEFT | 2000 | -210 | 552834.55N 0055733.83W | IF / 9.46NM |
| R11L | 003 | TF | EC11F | N | 106° (103.8°) | - | 2000 | - | 552745.36N 0055142.78W | FAF / 6NM |
| R11L | 004 | TF | MA11 | Y | 106° (103.8°) | - | - | - | 552618.69N 0054125.87W | MAPt |
| R11L | 005 | CF | ECM01 | N | 106° (103.8°) | LEFT | - | -185 | 552452.49N 0053112.73W | - |
| R11L | 006 | TF | ECM02 | N | 016° (013.8°) | LEFT | - | -185 | 552943.24N 0052906.79W | - |
| R11L | 007 | TF | ERUBO | N | 268° (266.1°) | - | 2000 | - | 552834.55N 0055733.83W | HOLD |

**CHANGE (10/24):** SPECIFICATION CHANGE.
AERO INFO DATE 09 JUL 24

# Instrument Approach Procedure Coding Tables

**CAMPBELTOWN RNP RWY 29 - Instrument Approach Procedure via XEBAB**

| Designator | Sequence Number | Path Term-inator | Waypoint Name | Fly-over | Course/ Track °M (°T) | Turn Direction | Level Constraint | Speed Constraint | Co-ordinates | Remarks and Distance to MAPt |
|---|---|---|---|---|---|---|---|---|---|---|
| R29R | 001 | IF | XEBAB | N | - | - | 4000 | - | 552717.97N 0051752.45W | IAF |
| R29R | 002 | TF | EC29I | N | 218° (216.3°) | RIGHT | 2600 | -210 | 552316.49N 0052303.60W | IF / 10.1NM |
| R29R | 003 | TF | EC29F | N | 288° (286.1°) | - | 2000 | - | 552439.31N 0053129.10W | FAF / 5.1NM |
| R29R | 004 | TF | RW29 | Y | 288° (286.1°) | - | - | - | 552604.35N 0054009.60W | MAPt |
| R29R | 005 | CF | ECM03 | N | 288° (286.1°) | LEFT | - | -185 | 552808.13N 0055249.24W | - |
| R29R | 006 | TF | ECM04 | N | 198° (195.9°) | LEFT | - | -185 | 552320.26N 0055513.41W | - |
| R29R | 007 | TF | IBISO | N | 095° (093.3°) | - | 3500 | - | 552153.09N 0051438.65W | HOLD |

**CAMPBELTOWN RNP RWY 29 - Instrument Approach Procedure via IBISO**

| Designator | Sequence Number | Path Term-inator | Waypoint Name | Fly-over | Course/ Track °M (°T) | Turn Direction | Level Constraint | Speed Constraint | Co-ordinates | Remarks and Distance to MAPt |
|---|---|---|---|---|---|---|---|---|---|---|
| R29C | 001 | IF | IBISO | N | - | - | 3500 | - | 552153.09N 0051438.65W | IAF |
| R29C | 002 | TF | EC29I | N | 288° (286.2°) | - | 2600 | -210 | 552316.49N 0052303.60W | IF / 10.1NM |
| R29C | 003 | TF | EC29F | N | 288° (286.1°) | - | 2000 | - | 552439.31N 0053129.10W | FAF / 5.1NM |
| R29C | 004 | TF | RW29 | Y | 288° (286.1°) | - | - | - | 552604.35N 0054009.60W | MAPt |
| R29C | 005 | CF | ECM03 | N | 288° (286.1°) | LEFT | - | -185 | 552808.13N 0055249.24W | - |
| R29C | 006 | TF | ECM04 | N | 198° (195.9°) | LEFT | - | -185 | 552320.26N 0055513.41W | - |
| R29C | 007 | TF | IBISO | N | 095° (093.3°) | - | 3500 | - | 552153.09N 0051438.65W | HOLD |

**CAMPBELTOWN RNP RWY 29 - Instrument Approach Procedure via OLIXO**

| Designator | Sequence Number | Path Term-inator | Waypoint Name | Fly-over | Course/ Track °M (°T) | Turn Direction | Level Constraint | Speed Constraint | Co-ordinates | Remarks and Distance to MAPt |
|---|---|---|---|---|---|---|---|---|---|---|
| R29L | 001 | IF | OLIXO | N | - | - | 3000 | - | 551817.78N 0052228.83W | IAF |
| R29L | 002 | TF | EC29I | N | 358° (356.2°) | LEFT | 2600 | -210 | 552316.49N 0052303.60W | IF / 10.1NM |
| R29L | 003 | TF | EC29F | N | 288° (286.1°) | - | 2000 | - | 552439.31N 0053129.10W | FAF / 5.1NM |
| R29L | 004 | TF | RW29 | Y | 288° (286.1°) | - | - | - | 552604.35N 0054009.60W | MAPt |
| R29L | 005 | CF | ECM03 | N | 288° (286.1°) | LEFT | - | -185 | 552808.13N 0055249.24W | - |
| R29L | 006 | TF | ECM04 | N | 198° (195.9°) | LEFT | - | -185 | 552320.26N 0055513.41W | - |
| R29L | 007 | TF | IBISO | N | 095° (093.3°) | - | 3500 | - | 552153.09N 0051438.65W | HOLD |

**CHANGE (10/24):** SPECIFICATION CHANGE.
AERO INFO DATE 09 JUL 24

# EGFF — CARDIFF

## EGFF AD 2.1 AERODROME LOCATION INDICATOR AND NAME

EGFF — CARDIFF

## EGFF AD 2.2 AERODROME GEOGRAPHICAL AND ADMINISTRATIVE DATA

| | | |
|---|---|---|
| 1 | ARP coordinates and site at AD | Lat: 512348N Long: 0032036W<br>Mid point of Runway 12/30 |
| 2 | Direction and distance from city | 8.5 NM SW of Cardiff. |
| 3 | Elevation / Reference temperature / Mean Low Temperature | 220 FT / 18 °C / - |
| 4 | Geoid undulation at AD ELEV PSN | 169 FT |
| 5 | Magnetic Variation / Annual Change | 0.58°W (2022) / 0.20°E |
| 6 | AD Administration<br>Address<br>Telephone<br><br>E-mail address<br><br>Web address | CARDIFF INTERNATIONAL AIRPORT LTD.<br>Cardiff International Airport, Rhoose, Barry, South Glamorgan CF62 3BD.<br>01446-711111 (Cardiff Airport Ltd)<br>01446-712562 (ATC)<br>info@cwl.aero (CWL Aero)<br>cardiffatc@nats.co.uk (ATC)<br>www.cardiff-airport.com |
| 7 | Type of Traffic permitted (IFR/VFR) | IFR/VFR |
| 8 | Remarks | Telephone calls to NATS Ltd operational areas may be recorded. |

## EGFF AD 2.3 OPERATIONAL HOURS

| | | |
|---|---|---|
| 1 | AD Administration | H24 |
| 2 | Customs and immigration | H24 |
| 3 | Health and sanitation | |
| 4 | AIS Briefing Office | |
| 5 | ATS Reporting Office (ARO) | |
| 6 | MET Briefing Office | |
| 7 | ATS | H24<br>See also AD 2.18. |
| 8 | Fuelling | H24 |
| 9 | Handling | H24 |
| 10 | Security | H24 |
| 11 | De-icing | H24 |
| 12 | Remarks | |

## EGFF AD 2.4 HANDLING SERVICES AND FACILITIES

| | | |
|---|---|---|
| 1 | Cargo handling facilities | Forklifts, pallet trucks, cargo loader 12.5 tonnes capacity suitable for loading up to Boeing 747 main deck. One lower lobe cargo loader 5 tonnes capacity. 2 Cargo loaders. |
| 2 | Fuel and oil types | AVTUR JET A-1, AVGAS 100LL<br>W80, W100. |
| 3 | Fuelling facilities/capacity | |
| 4 | De-icing facilities | Upon request with Swissport. |
| 5 | Hangar space for visiting aircraft | Limited. |
| 6 | Repair facilities for visiting aircraft | Limited. |

| | | |
|---|---|---|
| 7 | Remarks | Fuel AVTUR JET-A1 is available by arrangement with Swissport, Tel: 07388-943688. Fuel AVGAS is available from Global Trek Aviation, Tel: 01446-712699.<br><br>Handling is mandatory for all aircraft over 2000 KG MTOW:<br>General Aviation Support (<2000 KG MTOW): 01446-712548; generalaviation@cwl.aero<br><br>Swissport (Commercial): Tel: 01446-712592.<br><br>Signature (Executive, GA, Military and Cargo): 01446-712637.<br><br>Global Trek Aviation (Executive, GA, Military and Cargo): 01446-712699.<br><br>All departing aircraft are required to file a full or abbreviated flight plan electronically prior to departure. The addresses should be as per ENR 1.11. |

## EGFF AD 2.5 PASSENGER FACILITIES

| | | |
|---|---|---|
| 1 | Hotels | Hotel 0.5 miles from the airport. |
| 2 | Restaurants | Licensed buffet and cafeteria in the terminal. |
| 3 | Transportation | Buses: Shuttle bus to the nearest railway station, Rhoose (Cardiff International Airport) 2 miles. Bus service into Cardiff every 20 minutes (every 30 minutes: 1 November until 31 March). Taxis and car hire. |
| 4 | Medical facilities | Limited first aid treatment. |
| 5 | Bank and Post Office | Bureau de Change. ATM Machine. |
| 6 | Tourist Office | Terminal Building. |
| 7 | Remarks | |

## EGFF AD 2.6 RESCUE AND FIRE FIGHTING SERVICES

| | | |
|---|---|---|
| 1 | AD category for fire fighting services | RFF Category A7<br>RFF Category 8 and 9 available by prior arrangement. |
| 2 | Rescue equipment | |
| 3 | Capability for removal of disabled aircraft | Light aircraft can be removed using airport resources. Large aircraft can be removed using outside sources in conjunction with the aircraft operator. |
| 4 | Remarks | |

## EGFF AD 2.7 SEASONAL AVAILABILITY - CLEARING

| | | |
|---|---|---|
| 1 | Type of clearing equipment | Mechanical, chemical de-icing, chemical anti-icing. |
| 2 | Clearance priorities | Standard. See AD 1.2.2. |
| 3 | Remarks | Anti-iced with KC Potassium acetate fluid. |

## EGFF AD 2.8 APRONS, TAXIWAYS AND CHECK LOCATIONS/POSITIONS DATA

| | | |
|---|---|---|
| 1 | Apron surface and strength | SOUTH MAINTENANCE AREA (SOUTH OF HOLD G)<br>Surface: Asphalt<br>PCN 19/F/A/W/T<br><br>SOUTH MAINTENANCE AREA (WEST OF HOLD H)<br>Surface: Asphalt<br>PCN 15/F/A/W/T<br><br>TERMINAL AREA<br>Surface: Concrete<br>PCN 50/R/A/W/T |
| 2 | Taxiway width, surface and strength | Taxiway ALPHA: 23 M<br>Surface: Asphalt<br>PCN 50/F/A/W/T |

| | | |
|---|---|---|
| | | Taxiway BRAVO: 23 M<br>Surface: Asphalt<br>PCN 50/F/A/W/T<br><br>Taxiway CHARLIE: 23 M<br>Surface: Asphalt<br>PCN 42/F/A/W/T<br><br>Taxiway DELTA: 23 M<br>Surface: Asphalt<br>PCN 42/F/A/W/T<br><br>Taxiway ECHO: 43 M<br>Surface: Asphalt<br>PCN 42/F/A/W/T<br><br>Taxiway GOLF: 43 M<br>Surface: Asphalt<br>PCN 61/F/A/W/T<br><br>Taxiway HOTEL: 18 M<br>Surface: Asphalt<br>PCN 35/F/A/W/T<br><br>Taxiway JULIET:<br>Surface: Concrete<br>PCN 50/R/A/W/T |
| 3 | Altimeter checkpoint location and elevation | Stands 1-10: 207-211 FT; Stands 11-17: 212-215 FT AMSL. |
| 4 | VOR checkpoints | |
| 5 | INS checkpoints | INS Checkpoints: See Aircraft Parking/Docking Chart. |
| 6 | Remarks | |

## EGFF AD 2.9 SURFACE MOVEMENT GUIDANCE AND CONTROL SYSTEM AND MARKINGS

| | | |
|---|---|---|
| 1 | Use of aircraft stand ID signs, TWY guide lines and visual docking/parking guidance system of aircraft stands | Stands 1-9 and 11-17 parking with marshaller guidance. Stand 10 parking with Safedock 2-18 system. Stands 7 and 9 fitted with driveable type airbridges. |
| 2 | Runway and taxiway markings and lighting | Runway marking aid(s):<br>12/30: Runway designation, runway threshold. Runway centre-line, fixed distance marking. Touchdown zone and aiming point markings. Runway guard lights are positioned at Holding Points A1, A2, B1, B2, C, D, E1, G and H.<br><br>Taxiway light(s):<br>Centre-line (green) on taxiway serving 12/30, blue edge lights/markers at junctions. |
| 3 | Stop bars and runway guard lights (if any) | Red stop bars in use H24. Enhanced taxiway markings associated with all red stop bars. Red stop bars and signs showing holding point numbers at all holding points. Holding points A1 and B1 have no red stop bar and should not be used. |
| 4 | Other runway protection measures | |
| 5 | Remarks | Minimum power to achieve forward movement should be applied to move off all stands. All holding position signs are black on yellow positioned to the left hand side of the taxiway.<br><br>There are 2 LGTD WDI to the south of Runway 12/30, adjacent to the runway threshold markings. 512400.40N 0032132.16W - 512333.12N 0032010.42W.<br><br>Aircraft and vehicles must not cross an illuminated red stop bar, even if receipt of a clearance from ATC. Red stop bars will only be deselected by ATC upon receipt of a correct clearance readback from the pilot or driver.<br><br>Aircraft requiring pushback from Stands 12-17 can expect to be pushed back into the cul-de-sac and to be towed forward to a position abeam Stands 12-17. Engines are not to be started until abeam Stand 12 for jet blast protection. |

# EGFF AD 2.10 AERODROME OBSTACLES

| In Approach/Take-off areas | | | | | | |
|---|---|---|---|---|---|---|
| **Obstacle ID/ Designation** | **Obstacle Type** | **Obstacle Position** | **Elevation/Height** | | **Obstruction Lighting Type/ Colour** | **Remarks** |
| **1** | **2** | **3** | **4** | | **5** | **6** |
| (EGFF1383) 12/APPROACH 30/ TAKE-OFF | BUILDING | 512409.61N 0032135.84W | 205 FT | 21 FT | No | |
| (EGFF1382) 12/APPROACH 30/ TAKE-OFF | ILS | 512407.83N 0032136.82W | 209 FT | 9 FT | Yes Red | |
| (EGFF1547) 30/APPROACH 12/ TAKE-OFF | ILS | 512329.10N 0031934.11W | 211 FT | 11 FT | Yes Red | |
| (EGFF1539) 30/APPROACH 12/ TAKE-OFF | ILS | 512327.74N 0031935.21W | 211 FT | 10 FT | Yes Red | |
| (EGFF1541) 30/APPROACH 15/ TAKE-OFF | FENCE | 512326.91N 0031934.94W | 211 FT | 10 FT | No | |
| (EGFF1538) 30/APPROACH 12/ TAKE-OFF | FENCE | 512326.58N 0031935.27W | 211 FT | 9 FT | No | |
| (EGFF2120) 30/APPROACH | TREE | 512318.88N 0031924.66W | 242 FT | 55 FT | No | |
| (EGFF2119) 30/APPROACH | TREE | 512318.73N 0031924.73W | 235 FT | 48 FT | No | |

| In circling area and at aerodrome | | | | | | |
|---|---|---|---|---|---|---|
| **Obstacle ID/ Designation** | **Obstacle Type** | **Obstacle Position** | **Elevation/Height** | | **Obstruction Lighting Type/ Colour** | **Remarks** |
| **1** | **2** | **3** | **4** | | **5** | **6** |
| (EGFF1833) | TREE | 512750.63N 0031909.94W | 471 FT | 65 FT | No | |
| (EGFF1849) | MAST | 512733.54N 0031653.72W | 1297 FT | 883 FT | Yes Red | |
| (EGFF1206) | MAST | 512726.78N 0032410.63W | 1161 FT | 751 FT | Yes Red | |
| (EGFF1223) | TREE | 512722.30N 0032253.75W | 474 FT | 56 FT | No | |
| (EGFF1199) | PYLON | 512721.42N 0032526.84W | 541 FT | 154 FT | No | |
| (EGFF1197) | PYLON | 512721.18N 0032529.45W | 532 FT | 157 FT | No | |
| (EGFF1202) | MAST | 512718.85N 0032507.81W | 570 FT | 138 FT | No | |
| (EGFF1201) | MAST | 512718.80N 0032510.96W | 575 FT | 140 FT | No | |
| (EGFF1198) | PYLON | 512709.40N 0032527.49W | 494 FT | 152 FT | No | |
| (EGFF1200) | PYLON | 512709.30N 0032525.57W | 520 FT | 168 FT | No | |
| (EGFF1422) | BUILDING | 512413.82N 0032046.14W | 323 FT | 109 FT | Yes Red | |
| (EGFF1417) | BUILDING | 512406.95N 0032051.84W | 322 FT | 110 FT | Yes Red | |
| (EGFF1207) | CHIMNEY | 512351.88N 0032340.39W | 378 FT | 344 FT | Yes Red | |
| (EGFF1204) | CHIMNEY | 512314.22N 0032416.92W | 529 FT | 518 FT | Yes Red | |

# EGFF AD 2.11 METEOROLOGICAL INFORMATION PROVIDED

| | | |
|---|---|---|
| 1 | Associated MET Office | MET OFFICE EXETER |

| | | |
|---|---|---|
| 2 | Hours of service<br>MET Office outside hour | H24 |
| 3 | Office responsible for TAF preparation<br>Periods of validity | MET OFFICE EXETER<br>24 Hours |
| 4 | Trend forecast<br>Interval of issuance | |
| 5 | Briefing/consultation provided | Self briefing/Telephone. |
| 6 | Flight documentation<br>Language(s) used | Charts abbreviated plain language text. TAFs/METARs.<br>English. |
| 7 | Charts and other information available for briefing or consultation | METFORM 214-215, H24 Mean Sea Level Pressure Forecast, EUR SIGWX, Upperwind/Temps, AIRMET Southern, AIRMET Northern, AIRMET Scottish. |
| 8 | Supplementary equipment available for providing information | METAR available during aerodrome operating hours, unverified AUTO METAR available when closed. ATIS available on 132.480 MHz. |
| 9 | ATS units provided with information | CARDIFF |
| 10 | Additional information (limitation of service, etc.) | |

## EGFF AD 2.12 RUNWAY PHYSICAL CHARACTERISTICS

| Designations RWY Number | True bearing | Dimensions of RWY | Surface of RWY/ SWY/ Strength | THR co-ordinates/ THR Geoid undulation | THR elevation/ Highest elevation of TDZ of precision APP RWY | Slope of RWY/ SWY |
|---|---|---|---|---|---|---|
| 1 | 2 | 3 | 4 | 5 | 6 | 7 |
| 12 | 116.76° | 2354 x 45 M | RWY surface: Asphalt, Grooved<br>PCN 50/F/A/W/T | 512401.72N<br>0032120.17W<br>168.5 FT | THR 205.0 FT<br>TDZ 219.9 FT | |
| 30 | 296.78° | 2354 x 45 M | RWY surface: Asphalt, Grooved<br>PCN 50/F/A/W/T | 512332.83N<br>0031948.64W<br>168.2 FT | THR 213.0 FT<br>TDZ 218.8 FT | |

| SWY Dimensions | Clearway Dimensions | Strip Dimensions | RESA Dimensions, Overshoot / Undershoot | Location/ description of arresting system | OFZ | Remarks |
|---|---|---|---|---|---|---|
| 8 | 9 | 10 | 11 | 12 | 13 | 14 |
| | 185 x 150 M | | | | | RWY 12<br><br>Threshold displaced by 220 M.<br><br>Shoulders 7 M wide either side of the runway.<br><br>Strip Dimensions: 2438 x 280 M. |
| | 152 x 150 M | | | | | RWY 30<br><br>Threshold displaced by 152 M.<br><br>Shoulders 7 M wide either side of the runway.<br><br>Strip Dimensions: 2474 x 280 M. |

## EGFF AD 2.13 DECLARED DISTANCES

| Runway designator | TORA | TODA | ASDA | LDA | Remarks |
|---|---|---|---|---|---|
| 1 | 2 | 3 | 4 | 5 | 6 |
| 12 | 2318 M | 2503 M | 2318 M | 2098 M | |
| 30 | 2354 M | 2506 M | 2354 M | 2202 M | |
| 12 | 2098 M | 2283 M | 2098 M | | Take-off from Holding point Bravo. |
| 12 | 1494 M | 1679 M | 1494 M | | Take-off from Holding point Echo. |
| 30 | 2130 M | 2282 M | 2130 M | | Take-off from Holding point Charlie. |
| 30 | 1426 M | 1578 M | 1426 M | | Take-off from Holding point Delta. |
| 30 | 1339 M | 1491 M | 1339 M | | Take-off from Holding point Hotel. |

## EGFF AD 2.14 APPROACH AND RUNWAY LIGHTING

| RWY | Approach lighting Type/ Length/ Intensity | Threshold lighting Colour/Wing bars | VASIS/ MEHT/ PAPI/ PAPI Dist from THR | TDZ, lighting Length | Runway Centre Line lighting Length/ Spacing/ Colour/ Intensity | Runway edge lighting Length/ Spacing/ Colour/ Intensity | Runway end lighting Colour/ Wing bars | Stopway lighting Length/ Colour | Remarks |
|---|---|---|---|---|---|---|---|---|---|
| 1 | 2 | 3 | 4 | 5 | 6 | 7 | 8 | 9 | 10 |
| 12 | Coded centre-line with five crossbars.<br>747 M<br>Light intensity high | Green<br>Light intensity high<br>Flush uni-directional with green wingbars | PAPI<br>Left/3°<br>57 FT<br>326 M | | Colour coded 30 M spacing | Elev HI bi-directional with LI omni-directional component | Red | | |
| 30 | Coded centre-line with five crossbars.<br>832 M<br>Light intensity high | Green<br>Light intensity high<br>Flush uni-directional with green wingbars | PAPI<br>Left/3°<br>52 FT<br>297 M | | Colour coded 30 M spacing | Elev HI bi-directional with LI omni-directional component | Red | | |

## EGFF AD 2.15 OTHER LIGHTING, SECONDARY POWER SUPPLY

| | | |
|---|---|---|
| 1 | ABN/IBN location, characteristics and hours of operation | |
| 2 | LDI location and lighting<br>Anemometer location and lighting | Anemometer: 512355.48N 0032115.49W and 512333.84N 0032005.45W |
| 3 | TWY edge and centre line lighting | |
| 4 | Secondary power supply/switch-over time | Yes/1 Second. |
| 5 | Remarks | All stands are covered by apron floodlighting. |

## EGFF AD 2.16 HELICOPTER LANDING AREA

| | | |
|---|---|---|
| 1 | Coordinates TLOF or THR of FATO, geoid undulation | TLOF: 512355.22N 0032038.45W |
| 2 | TLOF and/or FATO elevation | |
| 3 | TLOF and FATO area dimensions, surface, strength, marking, lighting | |
| 4 | True BRG of FATO | |
| 5 | Declared distance available | |
| 6 | APP and FATO lighting | |
| 7 | RMK | A helicopter set down point marked with a 'H' is situated on taxiway Alpha to the south of Stand 12. Helicopters will be required to ground taxi or hover for parking as instructed by ATC. |

## EGFF AD 2.17 AIR TRAFFIC SERVICES AIRSPACE

| Designation and lateral limits | Vertical Limits | Airspace Class | ATS unit callsign/ language | Transition Altitude | Hours of applicability | Remarks |
|---|---|---|---|---|---|---|
| 1 | 2 | 3 | 4 | 5 | 6 | 7 |
| CARDIFF CTR<br>513021N 0032755W -<br>512957N 0032222W -<br>512815N 0031700W thence clockwise by the arc of a circle radius 5 NM centred on 512348N 0032036W to 511920N 0032411W -<br>512208N 0033305W thence clockwise by the arc of a circle radius 8 NM centred on 512348N 0032036W to 513021N 0032755W | Upper limit:<br>FL105<br>Lower limit:<br>SFC | D | CARDIFF APPROACH<br>English | 6000 FT | | All training flights in the Cardiff CTR/CTA are subject to the prior permission of Cardiff Approach Control.<br><br>To operate UAS above 400 FT AGL within this area, UAS operators are required to notify NATS via the NATS Non-Standard Flight (NSF) Portal. UAS operators are required to notify NATS at least 14 days before the date of each activity. |
| CARDIFF ATZ<br>512532N 0032328W thence clockwise by the arc of a circle radius 2.5 NM centred on 512348N 0032036W to 512241N 0032410W -<br>512532N 0032328W | Upper limit:<br>2000 FT AGL<br>Lower limit:<br>SFC | D | CARDIFF APPROACH<br>English | 6000 FT | | |

## EGFF AD 2.18 AIR TRAFFIC SERVICES COMMUNICATION FACILITIES

| Service Designation | Callsign | Channel/ Frequency(MHz) | SATVOICE number(s) | Logon Address | Hours of Operation | Remarks |
|---|---|---|---|---|---|---|
| 1 | 2 | 3 | 4 | 5 | 6 | 7 |
| APP | CARDIFF APPROACH | 119.155<br>DOC 50 NM/ 19,000 FT.<br>Initial contact frequency. | | | H24 | ATZ hours coincident with Approach hours. |
| | | 125.855<br>DOC 40 NM/ 19,000 FT. | | | As directed by ATC | |
| TWR | CARDIFF TOWER | 133.105<br>DOC 25 NM/4,000 FT. | | | H24 | |
| RADAR | CARDIFF RADAR | 125.855<br>DOC 50 NM/ 19,000 FT. | | | 0600-2300 (0500-2200) | Radar may be available 2300-0600 (2200-0500). |
| ATIS | CARDIFF INFORMATION | 132.480<br>DOC 60 NM/ 20,000 FT. | | | H24 | ATIS information available by telephone externally on 01446-729319 or internally on Ext 3319. |
| OTHER | CARDIFF FIRE | 121.600<br>Non-ATS frequency. | | | Available when fire vehicle attending aircraft on the ground in an emergency. | |

## EGFF AD 2.19 RADIO NAVIGATION AND LANDING AIDS

| Type of Aid CAT of ILS/MLS MAG Var/VOR Declination | Ident | Frequency | Hours of Operation | Position of transmitting antenna coordinates | Elevation of DME transmitting antenna | Remarks |
|---|---|---|---|---|---|---|
| 1 | 2 | 3 | 4 | 5 | 6 | 7 |
| ILS/LOC<br>I<br>0.28°E (2027) | ICDF | 110.700 MHz | HO | 512328.42N<br>0031934.66W | | |

| Type of Aid CAT of ILS/MLS MAG Var/VOR Declination | Ident | Frequency | Hours of Operation | Position of transmitting antenna coordinates | Elevation of DME transmitting antenna | Remarks |
|---|---|---|---|---|---|---|
| 1 | 2 | 3 | 4 | 5 | 6 | 7 |
| ILS/GP | ICDF | 330.200 MHz | HO | 512401.07N 0032103.12W | | 3° ILS Ref Datum Hgt 50 FT. |
| ILS/LOC<br>I<br>0.27°E (2027) | ICWA | 110.700 MHz | HO | 512407.15N 0032137.37W | | (RWY 30)<br>ILS only operational from 18 NM to the threshold. |
| ILS/GP | ICWA | 330.200 MHz | HO | 512332.45N 0032004.69W | | 3° ILS Ref Datum Hgt 50 FT. |
| NDB (L)<br>0.27°E (2027) | CDF | 388.500 kHz | H24 | 512336.16N 0032016.47W | | On AD. Range 40 NM. |
| ILS/DME | ICDF | 44X<br>110.700 MHz | H24 | 512355.80N 0032026.28W | 279 FT | (RWY 12)<br>Freq paired with ILS I-CWA and I-CDF.<br>Zero range is indicated at THR of runway in use for ILS approaches only. |
| ILS/DME | ICWA | 44X<br>110.700 MHz | H24 | 512355.80N 0032026.28W | 279 FT | (RWY 30)<br>Freq paired with ILS I-CWA and I-CDF.<br>Zero range is indicated at THR of runway in use.<br>For ILS approaches only. |
| VOR/DME<br>0.27°E (2027)<br>0.8°W (2019) | BCN | 121Y<br>117.450 MHz | H24 | 514331.89N 0031546.92W | 1450 FT | RNAV Substitution Only.<br>VOR DOC: 65 NM/50000 FT.<br>DME DOC: 65 NM/50000 FT (125 NM/50000 FT in Sector R136-001). |

## EGFF AD 2.20 LOCAL AERODROME REGULATIONS

### 1 AIRPORT REGULATIONS

a) Use governed by regulations applicable to Cardiff CTR.
b) Use by aircraft not able to communicate with ATC by radio is subject to prior permission.
c) Terms and conditions of use of aerodrome available from Airport Operations Director.
d) All flights, except General Aviation and Military flights, are subject to the prior approval of the Managing Director, Cardiff Airport Ltd and prior notification to Airport Co-ordination Ltd, who act as an agent for the airport. Requests for ad-hoc slot allocations should be made to ACL during working hours Mon-Fri 0830-1700 (0730-1600) by SITA: LONACXH; e-mail: lonacxh@acl-uk.org; or Tel: +44(0)161-4931850, Fax: +44(0)161-4931853. OCS account holders can add, change and cancel slots at any time on the online co-ordination portal: https://www.online-coordination.com/default.aspx?AspxAutoDetectCookieSupport=1.
e) High-visibility clothing MUST be worn airside.

### 2 GROUND MOVEMENT

a) Departing aircraft on first contact with Cardiff ATC must state aircraft type, stand number and the code letter of the latest ATIS received. Pilots of departing aircraft are reminded to contact Cardiff Tower for clearance 10 minutes before start up.
b) One way traffic flow system Southside using holding points G and H.

i. Access through holding points G and H is restricted to one aircraft movement at a time.
ii. When Runway 30 is the notified runway in use aircraft will line up via holding point H and vacate though holding point G unless otherwise instructed by ATC.
iii. When runway 12 is the notified runway in use aircraft will line up via holding point G and vacate via holding point H unless otherwise instructed by ATC.
iv. During Low Visibility Procedures access to and from the runway in use will be via H.

c) Taxiway Charlie must not be used by code 'D' or 'E' aircraft to enter or vacate the runway with the exception of the B757 and B767 series aircraft.
d) Aircraft Code ‘D’ and ‘E’ (excluding the B757 and B767) cannot make turns from ‘E’ in a westerly direction onto the 'B' taxiway.

### 3 CAT II/III OPERATIONS

a) Cardiff Airport is not equipped for CAT II/III operations, however Low Visibility Procedures are used to protect CAT I operations.
b) Low Visibility Procedures will commence when RVR/MET visibility falls to 800 M or less. This will be reported by ATIS or RTF.
c) Pilots will be informed when these procedures are in operation by ATIS or by RTF.

## 4 WARNINGS

a) Pilots are reminded of the close proximity of St Athan aerodrome to the west north west of Cardiff aerodrome, see AD 2.22 paragraphs 1 and 8.
b) Pilots are warned, when landing on Runway 30 in strong west to south westerly winds, of the possibility of terrain induced turbulence on short finals.
c) Due to possibility of turbulence caused by hangar north east of Runway 12 threshold, caution should be exercised during periods of strong north westerly to north easterly winds.
d) Grass cutting takes place May-Oct.
e) Single-engined aircraft should avoid overflying the chemical complex at Barry.
f) Red Stop Bars in operation H24.

## 5 HELICOPTER OPERATIONS

Not applicable

## 6 USE OF RUNWAYS

a) Circuit direction is normally to the north.
b) In accordance with EU OPS Subpart E, the following approach operations are available to approved operators:

i. Runway 12 is suitable for lower than Standard Category I operations supported by an ILS Classification of I/T/4, when the IRVR is not less than 450 M.
ii. Runway 30 is suitable for lower than Standard Category I operations supported by an ILS Classification of I/T/4, when the IRVR is not less than 450 M.

## 7 TRAINING

a) All IFR training in Cardiff CTR/CTA subject to PPR from Cardiff Approach https://instrumenttraining.as.me/.
b) All aircraft wishing to carry out instrument training within the Cardiff Zone, must have a functioning transponder with Mode C.

# EGFF AD 2.21 NOISE ABATEMENT PROCEDURES

a) Every operator of aircraft using the airport shall ensure at all times that aircraft are operated in a manner calculated to cause the least disturbance practicable in areas surrounding the airport.
b) The Noise Preferential Routeings (NPR) given below are compatible with ATC requirements and shall apply in both VMC and IMC. The tracks are to be flown by all departing jet aircraft and by all other aircraft with a maximum certificated weight exceeding 5700 kg unless otherwise instructed by ATC or unless deviations are required in the interests of safety.

The NPRs are incorporated in ATC Standard Instrument Departure procedures (SIDs)

| Take-Off Runway | NPR |
|---|---|
| 12 | North: Climb straight ahead to 4.5 nm DME before turning left<br>South: Climb straight ahead to 2 nm DME before turning right |
| 30 | Climb straight ahead to 4nm before turning either left or right |

The obligations of the NPRs cease when an altitude of 3000 ft QNH or above has been reached.

c) **Continuous Descent Approaches**

Subject to ATC instructions, inbound aircraft are to maintain as high an altitude as practical and adopt a continuous descent profile, when appropriate. ATC will advise pilots of an estimate of the track distance to run to touchdown as soon as possible after first call on the approach frequency.

d) In the interest of noise abatement, restrictions are imposed on the ground running of engines between 2230-0730 (2130-0630) and operators are advised to contact the Airport Operations Director for details.
e) The use of reverse thrust, particularly after 2130 (2030), is to be kept to a minimum consistent with operational needs.

# EGFF AD 2.22 FLIGHT PROCEDURES

## 1 GENERAL INFORMATION

a) The attention of pilots of aircraft inbound to Runway 12 or outbound from Runway 30 at Cardiff Airport is drawn to the close proximity of St Athan aerodrome and the St Athan Local Flying Zone (see paragraph 8) to the Cardiff arrival/departure tracks. Pilots of VFR aircraft to/from Cardiff Airport may be required by Cardiff ATC to enter/leave the CTR at Visual Reference Points which avoid the St Athan Local Flying Zone.

b) Additionally, St Athan based aircraft may carry out aerobatic manoeuvres and other unusual activities above, within and below the western part of the Cardiff CTA. Pilots transitting above or below the CTA are strongly recommended to contact Cardiff Approach Control for appropriate traffic information.

## 2 PROCEDURES FOR INBOUND AIRCRAFT

a) Standard Arrival Routes (STAR) for aircraft inbound from the UK ATS Route network are detailed at AD 2-EGFF-7.
b) Inbound Procedures other than from the ATS Route network:

i. Inbound aircraft other than from the ATS Route network should request clearance to enter the Cardiff CTR/CTA at least 10 minutes from the CTR/CTA boundary and must observe the normal procedure for joining controlled airspace.
ii. VFR flights and flights requesting Special VFR clearance will normally be instructed to route via one of the Visual Reference Points as detailed at paragraph 7.

## 3 PROCEDURES FOR OUTBOUND AIRCRAFT

a) Aircraft outbound via the UK ATS Route network. Standard Instrument Departures (SID) for aircraft outbound from the UK ATS Route network are detailed at AD 2-EGFF-6-1 to 6-3.

## 4 AIRCRAFT OUTBOUND TO THE FIR

a) IFR flights wishing to leave the Cardiff CTR/CTA to enter the London FIR will be cleared by the most direct route consistent with the current traffic situation.
b) VFR flights and flights requesting Special VFR clearance will normally be instructed to route via one of the Visual Reference Points as detailed at paragraph 7.

## 5 HOLDING

| Holding Point | Details |
|---|---|
| Cardiff NDB CDF | Inbound track 297° MAG - turning left at the facility. Lowest holding altitude 2500 FT |

## 6 RADIO COMMUNICATION FAILURE PROCEDURES

a) In the event of complete radio communications failure in an aircraft, the pilot will adopt the appropriate procedure described at ENR 1.1.3. The route to be used when leaving the Zone in accordance with this procedure is as follows:

| Position at time of decision | Route |
|---|---|
| NDB CDF | Track 040°T at 2500 FT ALT. |

## 7 VISUAL REFERENCE POINTS (VRP)

a) Pilots are advised to use caution when routeing via the St Hilary TV Mast and Wenvoe TV Mast VRPs as they are Air Navigation Obstacles with high elevation – See ENR 5.4 dataset for up to date details of ICAO AREA 1 Obstacles.
b) Pilots are advised to use caution when routing via the Cardiff Docks VRP due to its proximity to Cardiff Heliport.
c) Details of VRPs are available in the consolidated 'Visual Reference Points List' published on the 'Digital Dataset' page of the NATS AIS website, www.nats.aero/ais.

## 8 ST ATHAN AERODROME - LOCAL FLYING ZONE AND PROCEDURES

a) St Athan aerodrome lies within the Cardiff CTR/CTA to the west of Cardiff. By arrangement with Cardiff ATC during the hours of watch of St Athan ATC (normally 0830-1700 (0730-1600)), and subject to the conditions detailed in paragraph (b) flights by St Athan based aircraft may take place in VMC, without reference to Cardiff ATC, within a Local Flying Zone (LFZ) bounded by the following positions:

512524N 0033307W - 512456N 0032523W - 512406N 0032302W - 512247N 0032302W - 512124N 0033042W - 512209N 0033306W thence clockwise by the arc of a circle radius 8 NM centred on 512348N 0032036W from 512209N 0033306W to 512524N 0033307W.
b) The following conditions apply to aircraft operating within the St Athan Local Flying Zone:

i. Aircraft are to be in communication with and comply with instructions from St Athan ATC;
ii. All aircraft conduct their flights within the weather criteria specified for VFR flights within Class D Airspace;
iii. Maximum altitude 1700 FT (Cardiff QNH);
iv. Pilots operating in the St Athan LFZ are responsible for maintaining their own visual separation from other aircraft, including aircraft on final approach to Runway 12 and departing from Runway 30 at Cardiff, which are in close proximity to the Local Flying Zone. (Traffic information will be passed by St Athan ATC).

c) Flights to/from St Athan ATC which are unable to comply with the requirements of the St Athan Local Flying Zone will be subject to individual clearance from Cardiff ATC and will be fully in tegrated with Cardiff arriving/departing traffic.
d) Visual approaches to Cardiff Runway 12 are unavailable when the Local Flying Zone is active.
e) All VFR flight is expected to comply with the following published VFR routes:

i. Departure Routes

| Designator | Runway | Route | Maximum Altitude |
|---|---|---|---|
| East | 07/25 | Aircraft remain west of Aberthaw power station over water, clearance limit Aberthaw power station, then as directed by Cardiff Tower. | 1500 FT |
| South | 07/25 | Aircraft remain west of the quarry and leave CAS towards Minehead VRP. | 1500 FT |
| Nash Point | 07/25 | Aircraft remain within the confines of the LFZ and leave CAS to the west towards Nash Point VRP. | 1500 FT |
| North | 07/25 | Leave CAS between the St Hilary and Wenvoe TV Masts. | 1500 FT |

***Note 1:*** *Pilots who wish to operate above the 'maximum altitude' shall request this once airborne.*

***Note 2:*** *All routes are available Special VFR subject to ATC clearance.*

***Note 3:*** *Pilots can expect to receive a clearance in the format "{Callsign}, cleared to leave controlled airspace on a published {designator} departure, not above {altitude restriction} {QNH} VFR, {Squawk}.". A complete read-back is required.*

ii. Arrival Routes

| Designator | Runway | Route | Maximum Altitude |
|---|---|---|---|
| East | 07/25 | From the northeast, route as directed by Cardiff Tower to hold east of Aberthaw power station and as directed by St Athan ATC. | 1500 FT |
| South | 07/25 | Enter CAS from the south, remain west of the quarry and as directed by St Athan ATC. | 1500 FT |
| Nash Point | 07/25 | Enter CAS via Nash Point, route eastbound along the coast over water, then as directed by St Athan ATC. | 1500 FT |
| North Arrival | 07/25 | Enter CAS towards the St Hilary VRP to orbit and remain north of the mast, then as directed by Cardiff Tower. | 1500 FT |
| Straight In | 07/25 | Enter CAS to position straight in for the runway in use. | Subject to co-ordination |

***Note 1:*** *Pilots who wish to operate above the 'maximum altitude' shall request this.*

***Note 2:*** *All routes are available Special VFR subject to ATC clearance.*

***Note 3:*** *Pilots can expect to receive a clearance in the format: "{Callsign}, cleared to enter controlled airspace on a published {designator} arrival, not above {altitude restriction} {QNH} VFR.". A complete read-back is required.*

## 9 SPECIAL VFR CLEARANCES

Special VFR Clearances for flights within the Cardiff CTR may be requested and will be given whenever traffic conditions permit. These flights are subject to the general conditions laid down for Special VFR flights and will normally only apply to aircraft which carry RTF including the appropriate frequencies.

## 10 VFR FLIGHTS

VFR clearance in the Cardiff CTR will be given for flights operating in VMC. Routeing instructions and/or altitude restrictions may be specified in order to integrate VFR flights with other traffic. Pilots are reminded of the requirements to remain in VMC at all times and to comply with the relevant parts of the Low Flying Rules, and must advise ATC if at any time they are unable to comply with the clearance instructions issued.

## 11 VFR ROUTES TO/FROM CARDIFF

a) In order to integrate VFR flights to/from Cardiff with the normal flow of IFR traffic, a number of published VFR routes are established along which ATC VFR clearances will be issued subject to the conditions specified in paragraph 9. These routes are determined by prominent ground features and are detailed in the following tables.
b) In order to reduce RTF congestion, the published outbound and inbound visual routes are allocated route designators. Pilots are to ensure that they are familiar with the route alignment. Level instructions will be passed with the appropriate ATC VFR clearance.

**Published Outbound Visual Routes**

| Route Designator | Exit Point | RWY | Route | Maximum Altitude | Remarks |
|---|---|---|---|---|---|
| VFR St Hilary | Bridgend | 30/12 | Route north of St Hilary TV Mast and leave CAS to the west routing north of Bridgend at Junction 36 VRP. | 1500 FT | |
| VFR North | North | 30/12 | Route between the St Hilary and Wenvoe TV masts and leave CAS to the north. | 1500 FT | |
| VFR Wenvoe | W Cardiff Docks | 30/12 | Route east if the Wenvoe TV masts and leave CAS to the northeast. | 1500 FT | |

| Route Designator | Exit Point | RWY | Route | Maximum Altitude | Remarks |
|---|---|---|---|---|---|
| VFR Flat Holm | NE Flat Holm Lighthouse | 30/12 | Route north of Barry then north of Flat Holm Island, and leave CAS at the east/southeast zone boundary. | 1500 FT | |
| VFR South | N Minehead | 30 | Route east of the quarry (1 NM west of Cardiff airport) and leave CAS to the south towards Minehead VRP. | 1500 FT | Cardiff will endeavour to remove the 1500 FT restriction for flight over water ASAP. |
| VFR South | N Minehead | 12 | Route south and leave CAS to the south towards Minehead VRP. | 1500 FT | Cardiff will endeavour to remove the 1500 FT restriction for flight over water ASAP. |
| VFR Nash Point | Nash Point | 30 | Route east of the quarry (1 NM west of Cardiff airport) and leave CAS to the west along the coast, over water, via Nash Point. | 1500 FT | Route normally only available when St Athan is not active. |
| VFR Nash Point | Nash Point | 12 | Leave CAS to the west along the coast, over water, via Nash Point. | 1500 FT | Route normally only available when St Athan is not active. |
| VFR Watchet | Watchet Harbour VRP | 30 | Route east of the quarry (1 NM west of Cardiff airport) and leave CAS to the south east via Watchet Harbour VRP. | 1500 FT | Cardiff will endeavour to remove the 1500 FT restriction for flight over water ASAP. |
| VFR Watchet | Watchet Harbour VRP | 12 | Route south east and leave CAS to the south east via Watchet Harbour VRP. | 1500 FT | Cardiff will endeavour to remove the 1500 FT restriction for flight over water ASAP. |

**Published Inbound Visual Routes**

| Route Designator | Entry Point | RWY | Route | Maximum Altitude | Remarks |
|---|---|---|---|---|---|
| VFR St Hilary | Bridgend | 30/12 | Enter CAS via Bridgend and route north of St Hilary TV Mast, then as directed by Cardiff ATC. | 1500 FT | |
| VFR North | North | 30/12 | Enter Cardiff CAS from the north between the St Hilary and Wenvoe TV Masts, then as directed by Cardiff ATC. | 1500 FT | |
| VFR Wenvoe | W Cardiff Docks | 30/12 | Enter Cardiff CAS via the Wenvoe TV mast, then as directed by Cardiff ATC. | 1500 FT | |
| VFR Cardiff Docks | Cardiff Docks | 30/12 | Enter Cardiff CAS via Cardiff Docks, then as directed by Cardiff ATC. | 1500 FT | |
| VFR Flat Holm | N of Flat Holm Lighthouse | 30/12 | Enter Cardiff CAS via Weston aerodrome, route north of Flat Holm Lighthouse towards Laverrnock Point, then as directed by Cardiff ATC. | 1500 FT | |
| VFR South | N Minehead | 30 | Enter Cardiff CAS to the south, then as directed by Cardiff ATC. | 1500 FT | |
| VFR South | N Minehead | 12 | Enter Cardiff CAS from the south, remaining east of the quarry (1 NM west of Cardiff airport) then as directed by Cardiff ATC. | 1500 FT | |
| VFR Nash Point | Nash Point | 30 | Enter Cardiff CAS via Nash Point, route along the coast, remaining over water, then as directed by Cardiff ATC. | 1500 FT | Route normally only available when St Athan is not active. |
| VFR Nash Point | Nash Point | 12 | Enter Cardiff CAS via Nash Point, route along the coast, remaining over water and east of the quarry (1 NM west Cardiff airport), then as directed by Cardiff ATC. | 1500 FT | Route normally only available when St Athan is not active. |
| VFR Watchet | Watchet Harbour VRP | 30 | Enter Cardiff CAS from the south east, then as directed by Cardiff ATC. | 1500 FT | |
| VFR Watchet | Watchet Harbour VRP | 12 | Enter Cardiff CAS from the south east, remaining east of the quarry (1 NM west of Cardiff airport) then as directed by Cardiff ATC. | 1500 FT | |

## 12 CARDIFF CITY HELIPORT (EGFC)

a) **Landing and Taking Off Within Congested Areas**

i. When a landing or take-off is intended at Cardiff Heliport, which is situated within a congested area, compliance with the following procedures is required under the Standardised European Rules of the Air SERA.3105 Minimum Heights and as notified under Rules of the Air Regulations 2015 Rule 5(1)(a).
ii. Notified Procedures:

1. Landing and take-off shall only be performed with the permission of the person in charge of the aerodrome;
2. Except when necessary for take-off or landing at the aerodrome, aircraft shall not be flown over the congested area unless at such a height as will permit, in the event of an emergency arising, including a critical engine failure, a landing to be made without undue hazard to persons or property on the surface. This height shall be at least 300 M (1000 FT) above the highest obstacle within a radius of 600 M from the aircraft; and
3. Approach and departure shall be made over clear areas so that a safe forced landing can be achieved in the event of engine failure.

b) **Use Requirements**

Use of Cardiff City Heliport is subject to a strict PPR policy. A Full briefing pack must be downloaded from www.cardiffheliport.com prior to landing at the Heliport.

c) **Controlled Airspace**

Permission to operate at Cardiff City Heliport does not constitute permission to enter controlled airspace. The controlling authority of the relevant controlled airspace shall be contacted in accordance with standard airspace procedures.

## 13 FREQUENCY MONITORING CODE (FMC)

a) Pilots operating in the vicinity of, but intending to remain outside the Cardiff controlled airspace within the area defined by straight lines joining successively the following points and maintaining a listening watch only on Cardiff Approach frequency, 119.155 MHz, are encouraged to select SSR code 3636.

515324N 0032556W - 515122N 0031317W -
515034N 0030532W - 513945N 0024042W -
512715N 0030058W - 512349N 0030302W -
510900N 0030300W - 510306N 0030723W -
505955N 0031044W - 510140N 0033616W -
512432N 0034819W - 515324N 0032556W.

b) Selection of 3636 does not imply the receipt of an ATC service. Aircraft displaying the code are not expected to contact ATC under normal circumstances, remain responsible for their own navigation, separation, terrain clearance and are expected to remain clear of the Cardiff controlled airspace at all times.
c) Whilst squawking 3636, pilots should be aware that Cardiff Approach may make blind transmissions in order to ascertain a particular aircraft's intentions/route.
d) When a pilot ceases to maintain a listening watch, code 3636 shall be deselected.

# EGFF AD 2.23 ADDITIONAL INFORMATION

Not applicable.

# EGFF AD 2.24 CHARTS RELATED TO AN AERODROME

AERODROME CHART - ICAO
AD 2.EGFF-2-1
AIRCRAFT PARKING/DOCKING CHART - ICAO
AD 2.EGFF-2-2
CONTROL ZONE and CONTROL AREA CHART - LOCAL FLYING and ENTRY EXIT PROCEDURES
AD 2.EGFF-4-1
ST ATHAN LOCAL FLYING ZONE
AD 2.EGFF-4-2
ATC SURVEILLANCE MINIMUM ALTITUDE CHART - ICAO
AD 2.EGFF-5-1
STANDARD DEPARTURE CHART - INSTRUMENT (SID) LEKCI 1B - ICAO
AD 2.EGFF-6-1

STANDARD DEPARTURE CHART - INSTRUMENT (SID) BCN 1A 1B (RNAV SUBSTITUTION ONLY) - ICAO
AD 2.EGFF-6-2
STANDARD DEPARTURE CHART - INSTRUMENT (SID) EXMOR 1A 1B - ICAO
AD 2.EGFF-6-3
RNAV5 (DME/DME or GNSS) STANDARD ARRIVAL CHART - INSTRUMENT (STAR) WEVBE 1C ELREW 1C - ICAO
AD 2.EGFF-7-1
RNAV5 (DME/DME or GNSS) STANDARD ARRIVAL CHART - INSTRUMENT (STAR) FIFAH 1C - ICAO
AD 2.EGFF-7-2
RNAV5 (DME/DME or GNSS) STANDARD ARRIVAL CHART - INSTRUMENT (STAR) ICTAM 2C - ICAO
AD 2.EGFF-7-3
RNAV5 (DME/DME or GNSS) STANDARD ARRIVAL CHART - INSTRUMENT (STAR) DAWLY 1C - ICAO
AD 2.EGFF-7-4
RNAV1 (DME/DME or GNSS) STANDARD ARRIVAL CHART – INSTRUMENT (STAR) TOJAQ 2C - ICAO
AD 2.EGFF-7-5
RNAV1 STANDARD ARRIVAL CHART – INSTRUMENT (STAR) BAJJA 1C - ICAO
AD 2.EGFF-7-6
STANDARD INSTRUMENT ARRIVAL CODING TABLES WEVBE 1C ELREW 1C FIFAH 1C
AD 2.EGFF-7-7
STANDARD INSTRUMENT ARRIVAL CODING TABLES ICTAM 2C DAWLY 1C
AD 2.EGFF-7-8
STANDARD INSTRUMENT ARRIVAL CODING TABLES TOJAQ 2C BAJJA 1C
AD 2.EGFF-7-9
RNAV HOLD CODING TABLES CDF
AD 2.EGFF-7-10
INSTRUMENT APPROACH CHART ILS/DME/NDB(L) RWY 12 - ICAO
AD 2.EGFF-8-1
INSTRUMENT APPROACH CHART LOC/DME/NDB(L) RWY 12 - ICAO
AD 2.EGFF-8-2
INSTRUMENT APPROACH CHART SRA RTR 2 NM RWY 12 - ICAO
AD 2.EGFF-8-3
INSTRUMENT APPROACH CHART RNP RWY 12 - ICAO
AD 2.EGFF-8-4
INSTRUMENT APPROACH CHART NDB(L)/DME RWY 12 - ICAO
AD 2.EGFF-8-5
INSTRUMENT APPROACH CHART ILS/DME/NDB(L) y RWY 30 (CAT A,B) - ICAO
AD 2.EGFF-8-6
INSTRUMENT APPROACH CHART ILS/DME/NDB(L) z RWY 30 (CAT C,D) - ICAO
AD 2.EGFF-8-7
INSTRUMENT APPROACH CHART LOC/DME/NDB(L) y RWY 30 (CAT A,B) - ICAO
AD 2.EGFF-8-8
INSTRUMENT APPROACH CHART LOC/DME/NDB(L) z RWY 30 (CAT C,D) - ICAO
AD 2.EGFF-8-9
INSTRUMENT APPROACH CHART SRA RTR 2NM RWY 30 - ICAO
AD 2.EGFF-8-10
INSTRUMENT APPROACH CHART RNP RWY 30 - ICAO
AD 2.EGFF-8-11
INSTRUMENT APPROACH CHART NDB(L) DME y RWY 30 (ACFT CAT A,B) - ICAO
AD 2.EGFF-8-12
INSTRUMENT APPROACH CHART NDB(L) DME z RWY 30 (ACFT CAT C,D) - ICAO
AD 2.EGFF-8-13
INSTRUMENT APPROACH PROCEDURE CODING TABLES - RNP RWY 12
AD 2.EGFF-8-14
INSTRUMENT APPROACH PROCEDURE CODING TABLES - RNP RWY 30
AD 2.EGFF-8-15

## EGFF AD 2.25 VISUAL SEGMENT SURFACE (VSS) PENETRATION

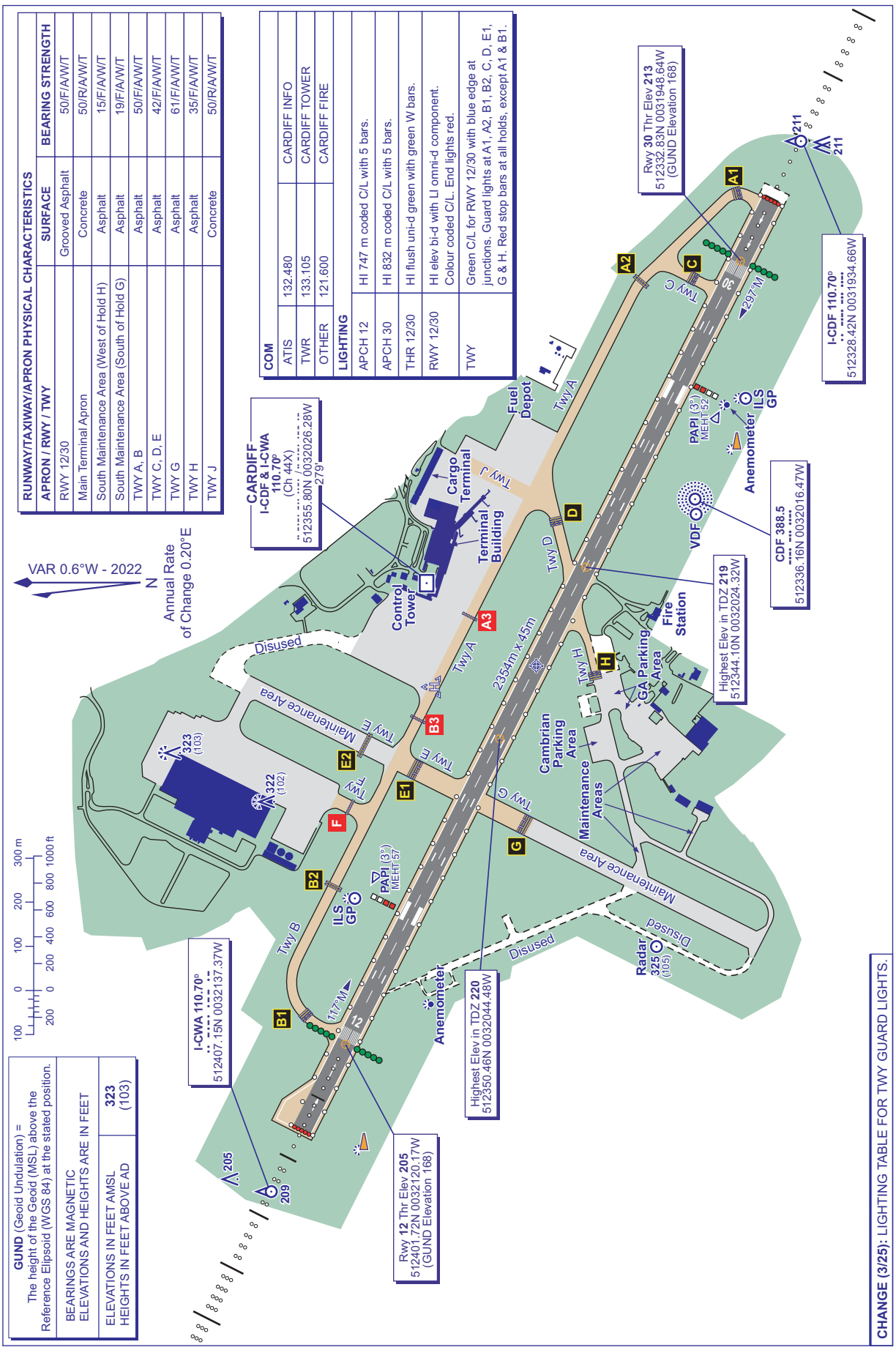
Not applicable

# CARDIFF
EGFF

AD ELEV 220FT

ARP 512348N 0032036W

AERODROME CHART - ICAO




AERO INFO DATE 06 JAN 25

AD 2-EGFF-2-1

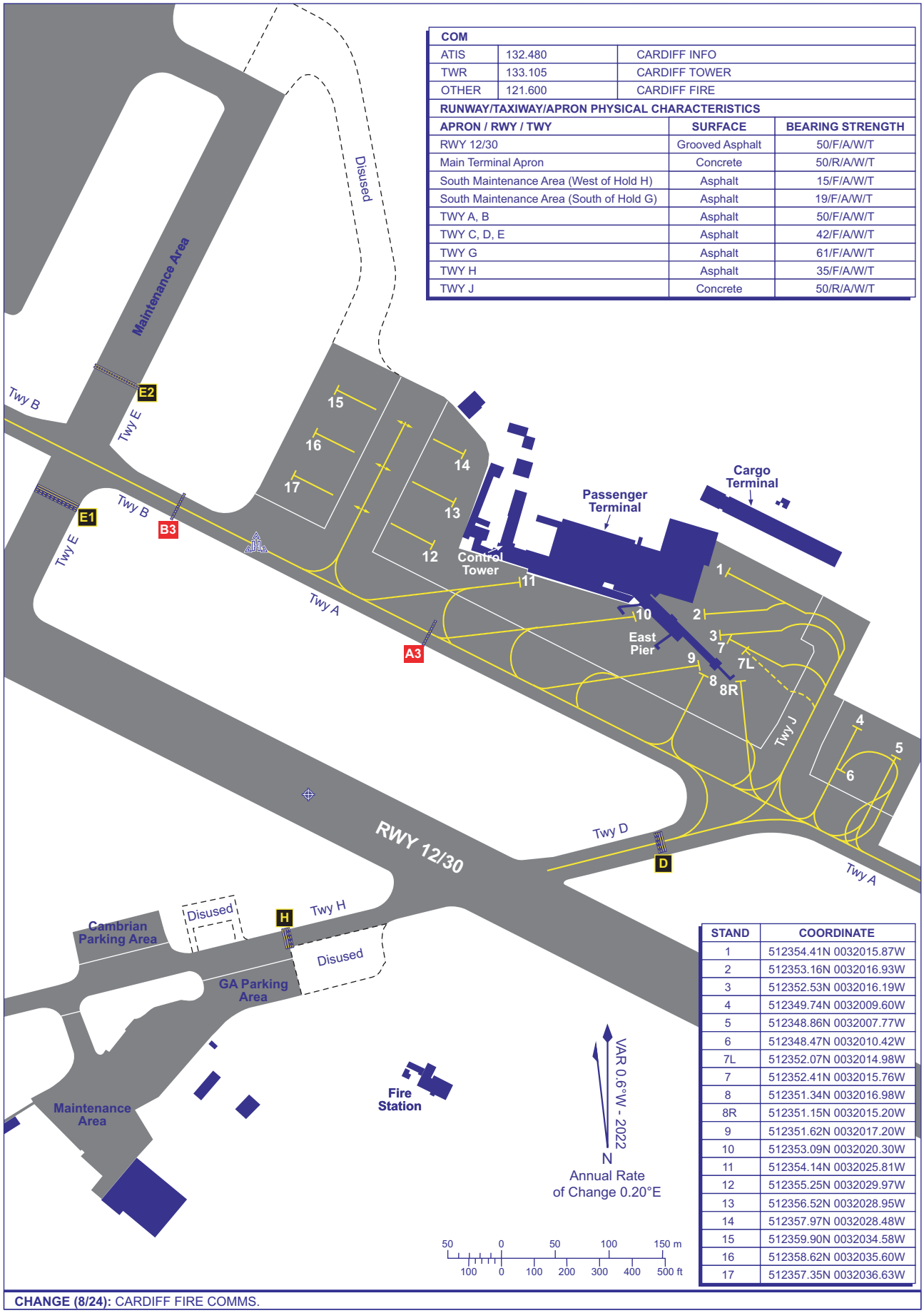
I

## AIRCRAFT PARKING/DOCKING CHART - ICAO

ARP 512348N 0032036W

AD ELEV 220FT

# CARDIFF
## EGFF




| COM | | |
|---|---|---|
| ATIS | 132.480 | CARDIFF INFO |
| TWR | 133.105 | CARDIFF TOWER |
| OTHER | 121.600 | CARDIFF FIRE |

| RUNWAY/TAXIWAY/APRON PHYSICAL CHARACTERISTICS | | |
|---|---|---|
| APRON / RWY / TWY | SURFACE | BEARING STRENGTH |
| RWY 12/30 | Grooved Asphalt | 50/F/A/W/T |
| Main Terminal Apron | Concrete | 50/R/A/W/T |
| South Maintenance Area (West of Hold H) | Asphalt | 15/F/A/W/T |
| South Maintenance Area (South of Hold G) | Asphalt | 19/F/A/W/T |
| TWY A, B | Asphalt | 50/F/A/W/T |
| TWY C, D, E | Asphalt | 42/F/A/W/T |
| TWY G | Asphalt | 61/F/A/W/T |
| TWY H | Asphalt | 35/F/A/W/T |
| TWY J | Concrete | 50/R/A/W/T |

| STAND | COORDINATE |
|---|---|
| 1 | 512354.41N 0032015.87W |
| 2 | 512353.16N 0032016.93W |
| 3 | 512352.53N 0032016.19W |
| 4 | 512349.74N 0032009.60W |
| 5 | 512348.86N 0032007.77W |
| 6 | 512348.47N 0032010.42W |
| 7L | 512352.07N 0032014.98W |
| 7 | 512352.41N 0032015.76W |
| 8 | 512351.34N 0032016.98W |
| 8R | 512351.15N 0032015.20W |
| 9 | 512351.62N 0032017.20W |
| 10 | 512353.09N 0032020.30W |
| 11 | 512354.14N 0032025.81W |
| 12 | 512355.25N 0032029.97W |
| 13 | 512356.52N 0032028.95W |
| 14 | 512357.97N 0032028.48W |
| 15 | 512359.90N 0032034.58W |
| 16 | 512358.62N 0032035.60W |
| 17 | 512357.35N 0032036.63W |

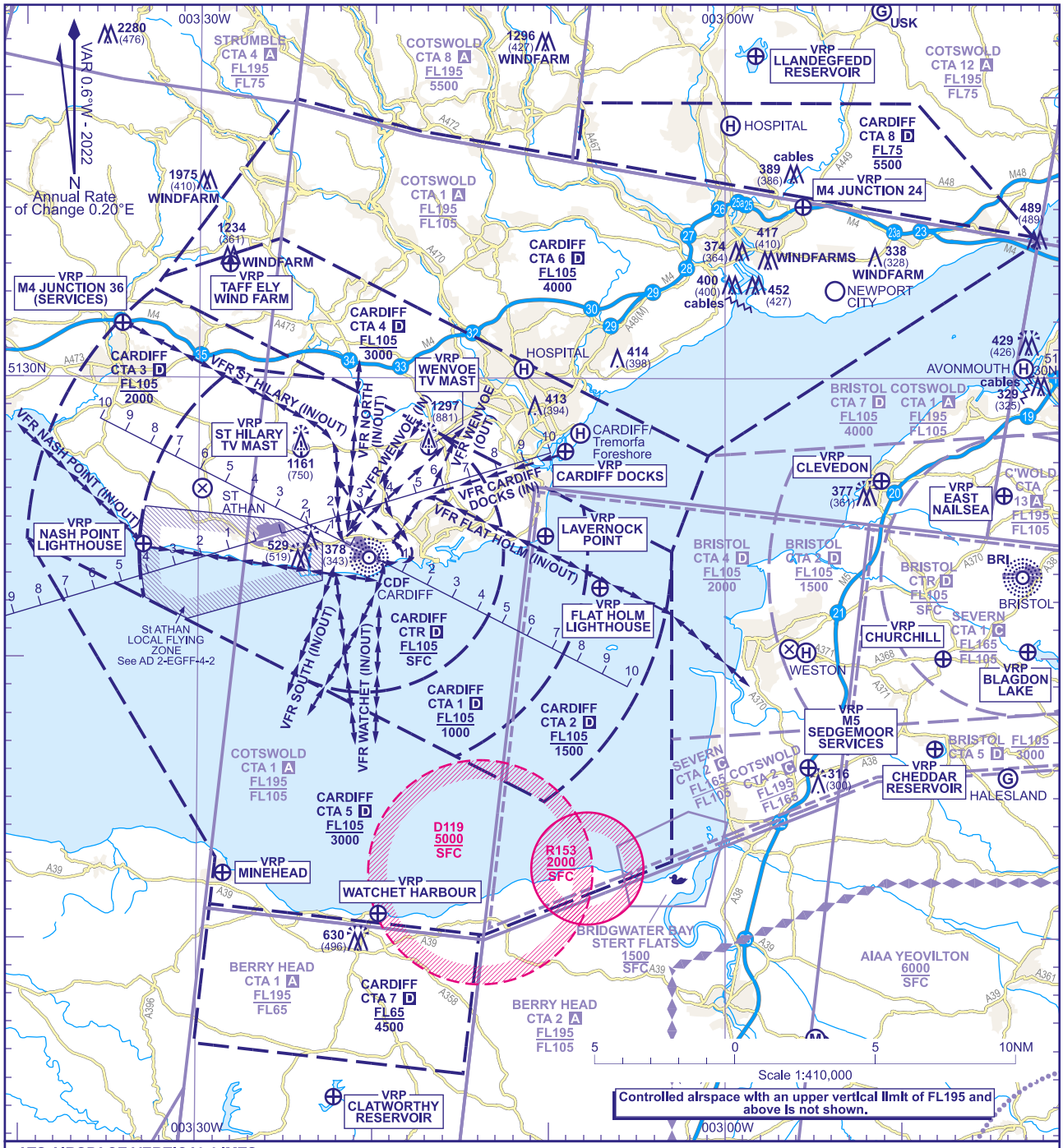
**CHANGE (8/24):** CARDIFF FIRE COMMS.

AERO INFO DATE 20 MAY 24

AD 2-EGFF-2-2

## CONTROL ZONE AND CONTROL AREA CHART - LOCAL FLYING AND ENTRY/EXIT PROCEDURES

## CARDIFF




**ATS AIRSPACE VERTICAL LIMTS**
Controlled airspace with an upper vertical limit of FL195 and above is not shown.

**LATERAL LIMITS**
Detailed description of FIR, UIR, CTA and TMA see ENR 2.1. Detailed description of air traffic services airspace organized at the aerodrome see AD 2.17.

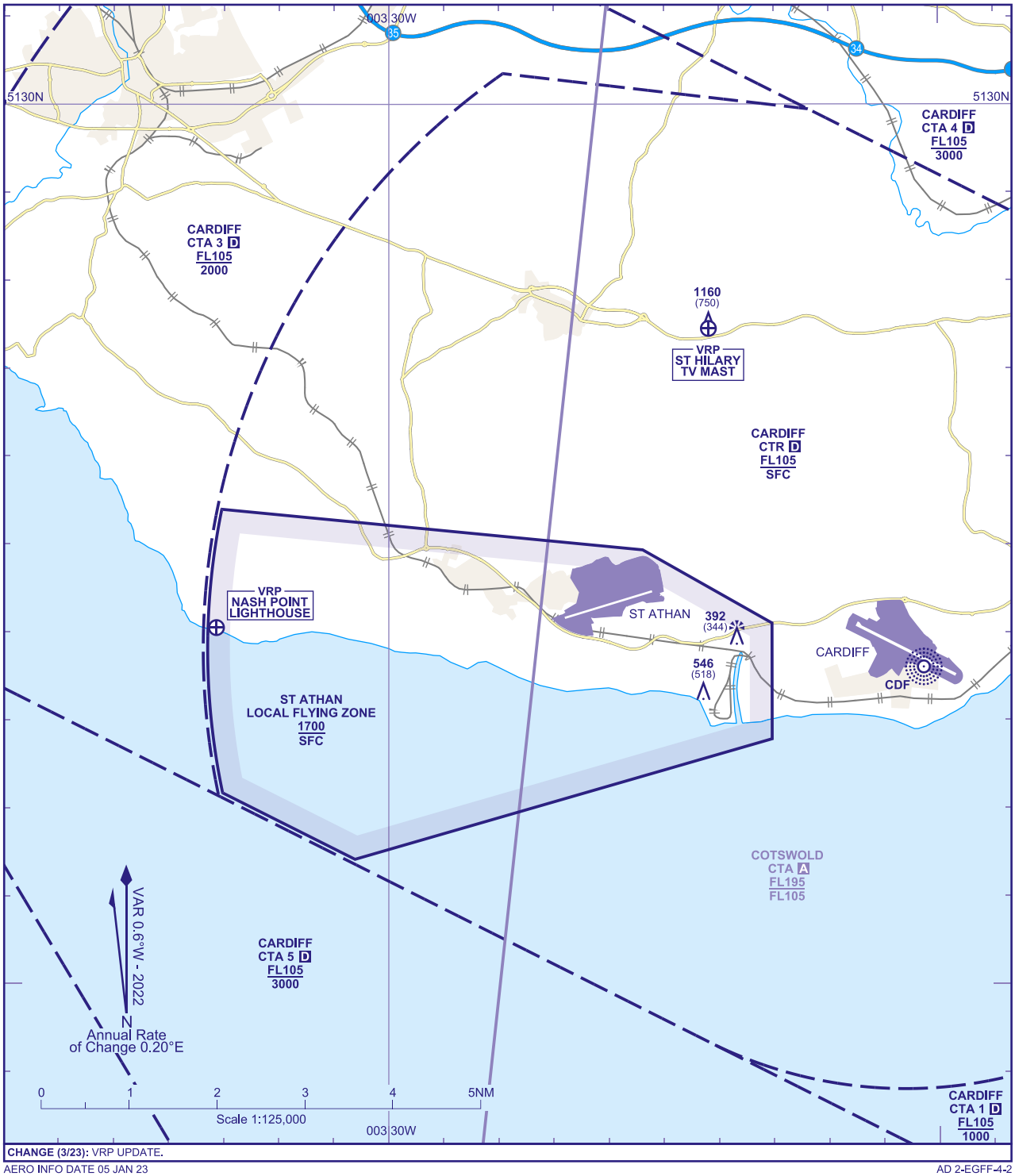
**CHANGE (8/25):** N862 LABEL REMOVED.

AERO INFO DATE 07 MAY 25

AD 2-EGFF-4-1

## ST ATHAN LOCAL FLYING ZONE

## CARDIFF




**CHANGE (3/23):** VRP UPDATE.

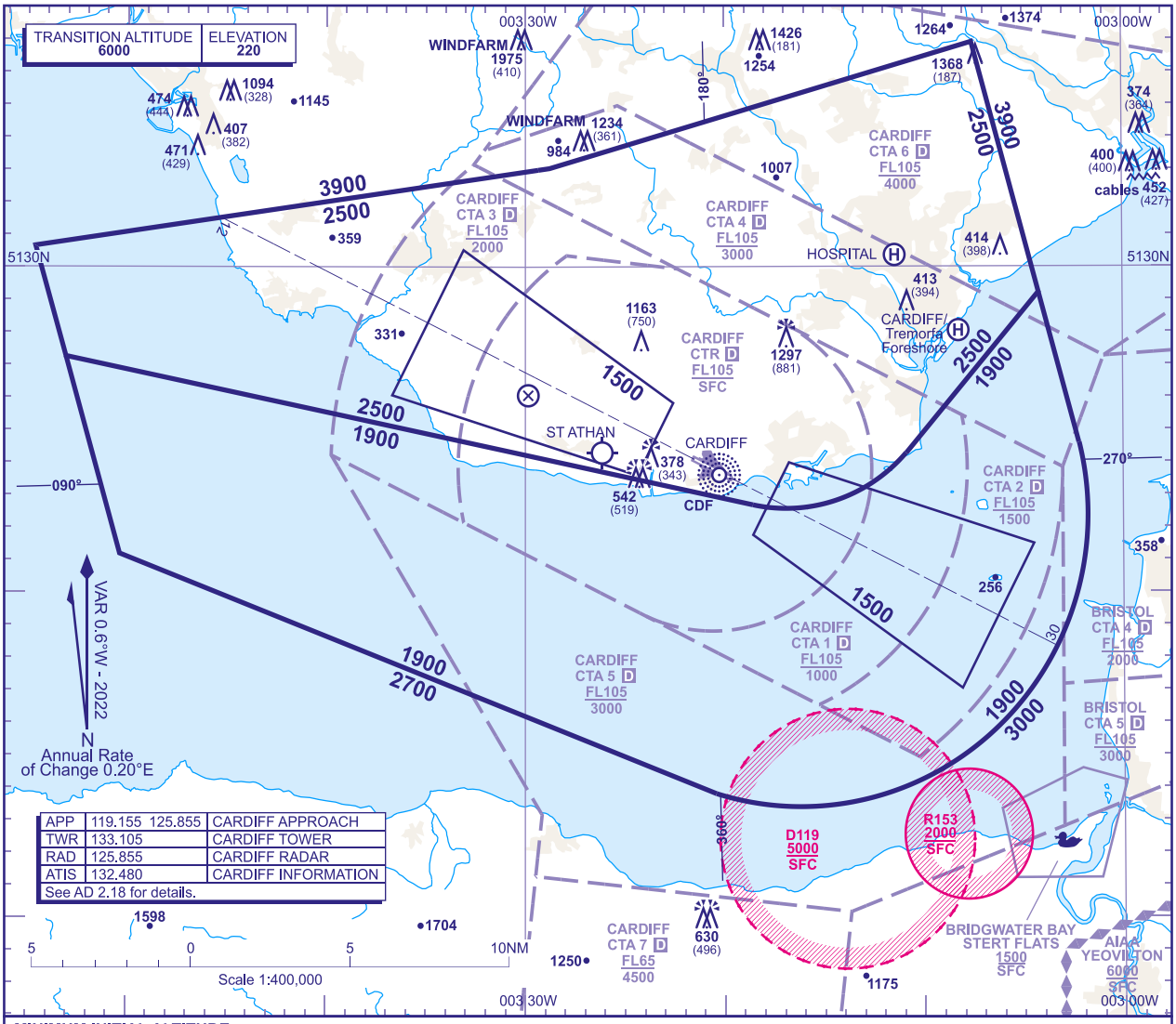
AERO INFO DATE 05 JAN 23

AD 2-EGFF-4-2

# ATC SURVEILLANCE MINIMUM ALTITUDE CHART - ICAO

BEARINGS, TRACKS AND RADIALS ARE MAGNETIC
ELEVATIONS IN FEET AMSL 1975
HEIGHTS IN FEET AGL (410)

## CARDIFF




| | | |
|---|---|---|
| APP | 119.155 125.855 | CARDIFF APPROACH |
| TWR | 133.105 | CARDIFF TOWER |
| RAD | 125.855 | CARDIFF RADAR |
| ATIS | 132.480 | CARDIFF INFORMATION |
| See AD 2.18 for details. | | |

**MINIMUM INITIAL ALTITUDE**

Within the ATC Surveillance Minimum Altitude area the minimum initial altitude to be allocated by the approach surveillance controller is:

a) **2500** in the sector defined by the lateral limits; 513039N 0035438W - 513302N 0032847W - 513655N 0030733W - 512913N 0030413W - 512416N 0031053W thence clockwise by an arc of a circle radius 5NM centred on 512734N 0031654W to 512241N 0031835W - 512715N 0035305W - 513039N 0035438W.

b) **1900** in the sector defined by the lateral limits; 512715N 0035305W - 512241N 0031835W thence anticlockwise by an arc of a circle radius 5NM centred on 512734N 0031654W to 512416N 0031053W - 512913N 0030413W - 512435N 0030213W thence clockwise by an arc of a circle radius 9NM centred on 512224N 0031610W to 511348N 0032026W - 512111N 0035021W - 512715N 0035305W.

NOTE: Radar headings will be allocated so as to avoid Danger Area D119 when active.

**OUTSIDE THE DESIGNATED ATC SURVEILLANCE MINIMUM ALTITUDE AREA**

The minimum altitude to be allocated by the approach surveillance controller will be either the Minimum Sector Altitude, or **1000** above any fixed obstacles:

a) within 5NM of the aircraft*, and

b) within the sector 15NM ahead of and within 20° either side of the aircraft's track*.

*When the aircraft is within 15NM of the radar antennae, the 5NM in a) and the 15NM in b) may be reduced to 3NM and 10NM respectively.

**LOSS OF COMMUNICATION PROCEDURES**

**Initial Approach**

Continue visually or by means of an appropriate approved final approach aid. If not possible proceed at **2500**, or last assigned level if higher to **NDB(L) CDF**†.

**Intermediate and Final Approach**

Continue visually or by means of an appropriate final approach aid. If not possible follow the Missed Approach Procedure to **NDB(L) CDF**†.

† In all cases where the aircraft returns to the holding facility the procedure to be adopted is the Radio Failure Procedure detailed at ENR 1.1.3.

**GENERAL INFORMATION**

1. Levels shown are based on QNH.
2. Only significant obstacles and dominant spot heights are shown.
3. The minimum levels shown within the ATC Surveillance Minimum Altitude Area are in conformance with the Standard European Rules of the Air - SERA.5015.
4. Minimum Sector Altitudes are based on obstacles and spot heights within 25NM of the Aerodrome Reference Point.
5. Controlled airspace with a base in excess of **5000** or FL55, as appropriate, is not shown.
6. **This chart should only be used for the cross-checking of assigned altitudes whilst in receipt of an ATC Surveillance service.**
7. **When vectoring an aircraft within the Final Approach Vectoring Area descent clearance below the SMAA to the FAVA altitude may only be issued if the aircraft is either established on the final approach track or on an intercept of 40° or less, and in the case of instrument approaches other than SRA is cleared to intercept the final approach track.**
8. Detailed description of FIR, UIR, CTA and TMA see ENR 2.1.
9. Detailed description of ATS airspace organized at the aerodrome see AD 2.17.

**CHANGE (4/25):** HOSPITAL HELI SITE ADDED.

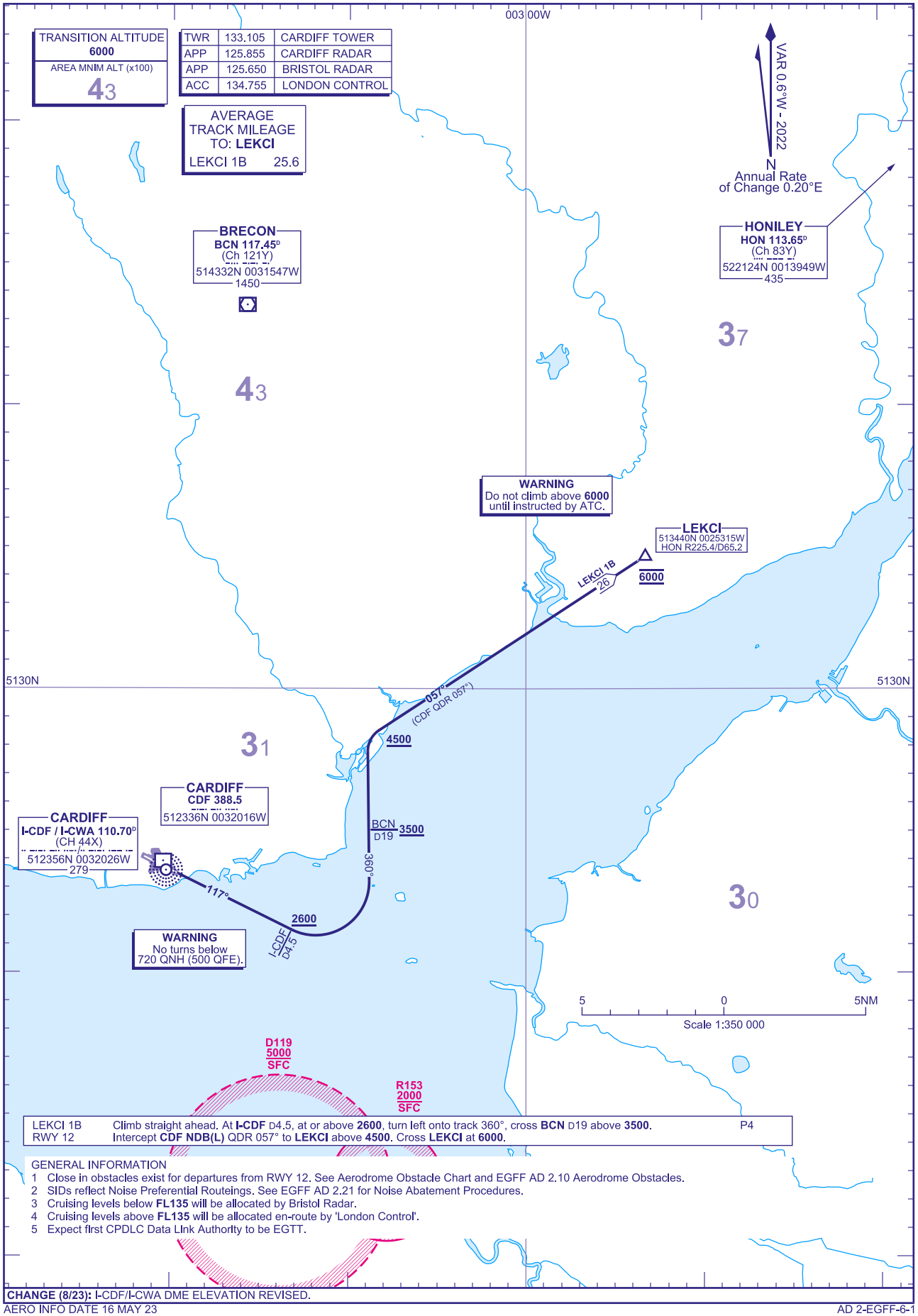
AERO INFO DATE 24 JAN 25

**INTENTIONALLY BLANK**

# STANDARD DEPARTURE CHART - INSTRUMENT (SID) - ICAO

DISTANCES IN NAUTICAL MILES
BEARINGS, TRACKS AND RADIALS ARE MAGNETIC
ALTITUDES AND ELEVATIONS ARE IN FEET

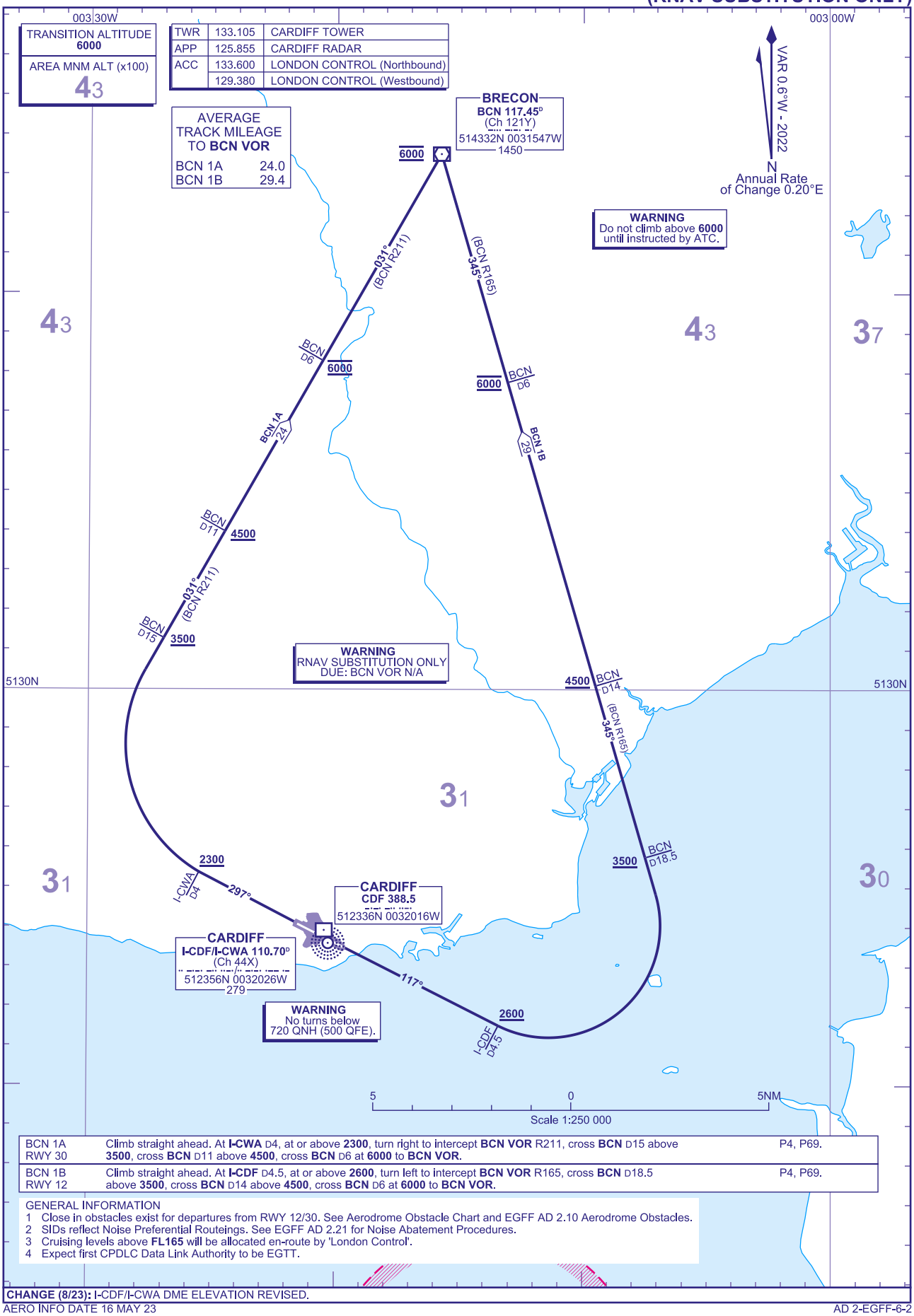
## CARDIFF
## LEKCI 1B



# STANDARD DEPARTURE CHART - INSTRUMENT (SID) - ICAO

DISTANCES IN NAUTICAL MILES
BEARINGS, TRACKS AND RADIALS ARE MAGNETIC
ALTITUDES AND ELEVATIONS ARE IN FEET

# CARDIFF
# BCN 1A 1B
# (RNAV SUBSTITUTION ONLY)




| | | |
|---|---|---|
| BCN 1A<br>RWY 30 | Climb straight ahead. At **I-CWA** D4, at or above **2300**, turn right to intercept **BCN VOR** R211, cross **BCN** D15 above **3500**, cross **BCN** D11 above **4500**, cross **BCN** D6 at **6000** to **BCN VOR**. | P4, P69. |
| BCN 1B<br>RWY 12 | Climb straight ahead. At **I-CDF** D4.5, at or above **2600**, turn left to intercept **BCN VOR** R165, cross **BCN** D18.5 above **3500**, cross **BCN** D14 above **4500**, cross **BCN** D6 at **6000** to **BCN VOR**. | P4, P69. |

GENERAL INFORMATION
1 Close in obstacles exist for departures from RWY 12/30. See Aerodrome Obstacle Chart and EGFF AD 2.10 Aerodrome Obstacles.
2 SIDs reflect Noise Preferential Routeings. See EGFF AD 2.21 for Noise Abatement Procedures.
3 Cruising levels above **FL165** will be allocated en-route by 'London Control'.
4 Expect first CPDLC Data Link Authority to be EGTT.

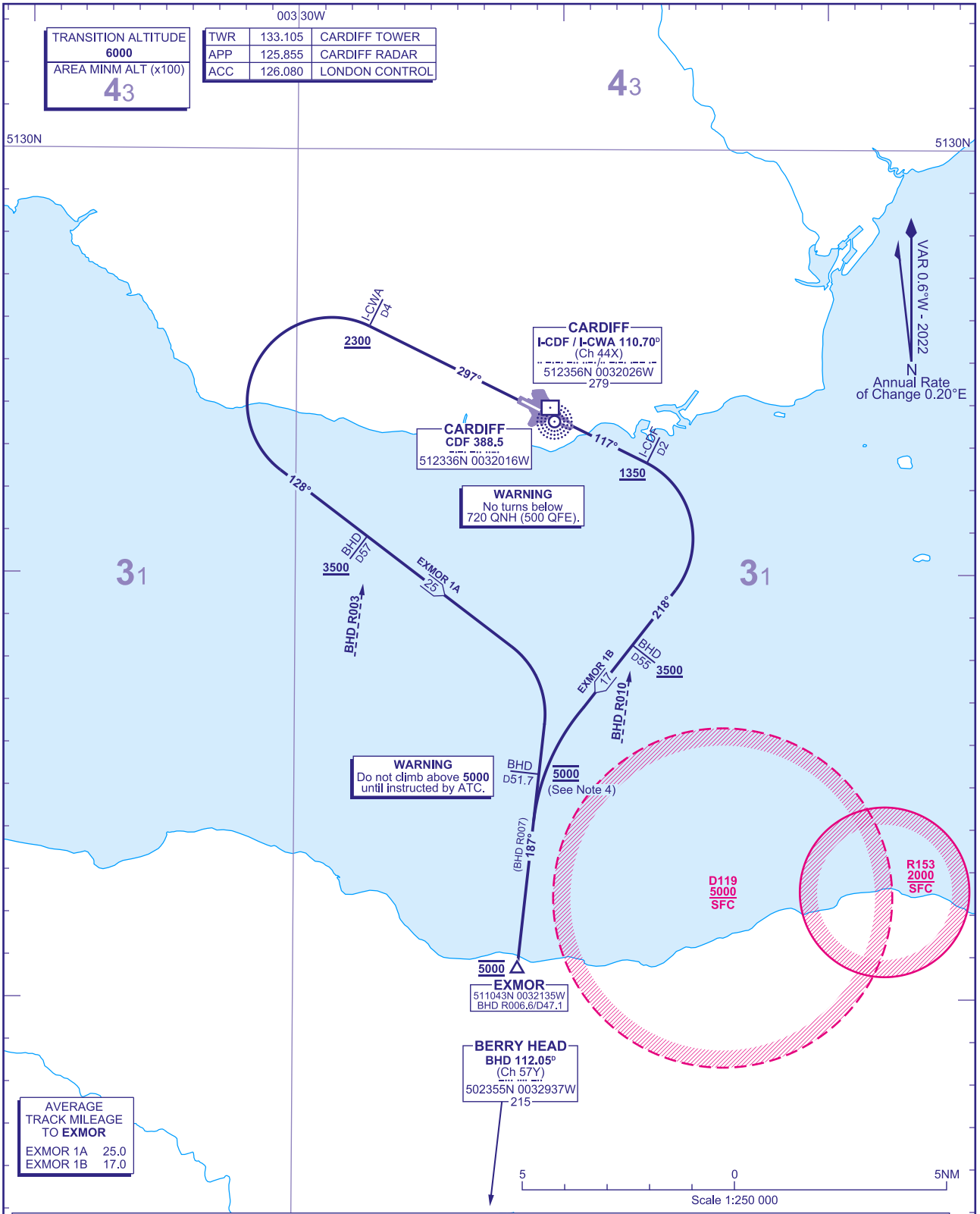
**CHANGE (8/23):** I-CDF/I-CWA DME ELEVATION REVISED.

AERO INFO DATE 16 MAY 23

# STANDARD DEPARTURE CHART - INSTRUMENT (SID) - ICAO

DISTANCES IN NAUTICAL MILES
BEARINGS, TRACKS AND RADIALS ARE MAGNETIC
ALTITUDES AND ELEVATIONS ARE IN FEET

# CARDIFF
# EXMOR 1A 1B




| | | |
|---|---|---|
| EXMOR 1A<br>RWY 30 | Climb straight ahead. At **I-CWA** D4, at or above **2300**, turn left onto track 128° to cross **BHD VOR** R003 above **3500**, intercept **BHD VOR** R007, to **EXMOR**. Cross **BHD** D51.7 at **5000**. | N40, N92. |
| EXMOR 1B<br>RWY 12 | Climb straight ahead. At **I-CDF** D2, at or above **1350**, turn right onto track 218° to cross **BHD VOR** R010 above **3500**, intercept **BHD VOR** R007, to **EXMOR**. Cross **BHD** D51.7 at **5000**. | N40, N92. |

GENERAL INFORMATION
1 Close in obstacles exist for departures from RWY 12/30. See Aerodrome Obstacle Chart and EGFF AD 2.10 Aerodrome Obstacles.
2 SIDs reflect Noise Preferential Routeings. See EGFF AD 2.21 for Noise Abatement Procedures.
3 Cruising levels above **FL165** will be allocated en-route by 'London Control'.
4 Pilots of aircraft which are unable to maintain climb gradients to achieve **5000** by **BHD** D51.7 must inform ATC for alternative clearance.
5 Expect first CPDLC Data Link Authority to be EGTT.

**CHANGE (8/23):** I-CDF/I-CWA DME ELEVATION REVISED.

AERO INFO DATE 16 MAY 23

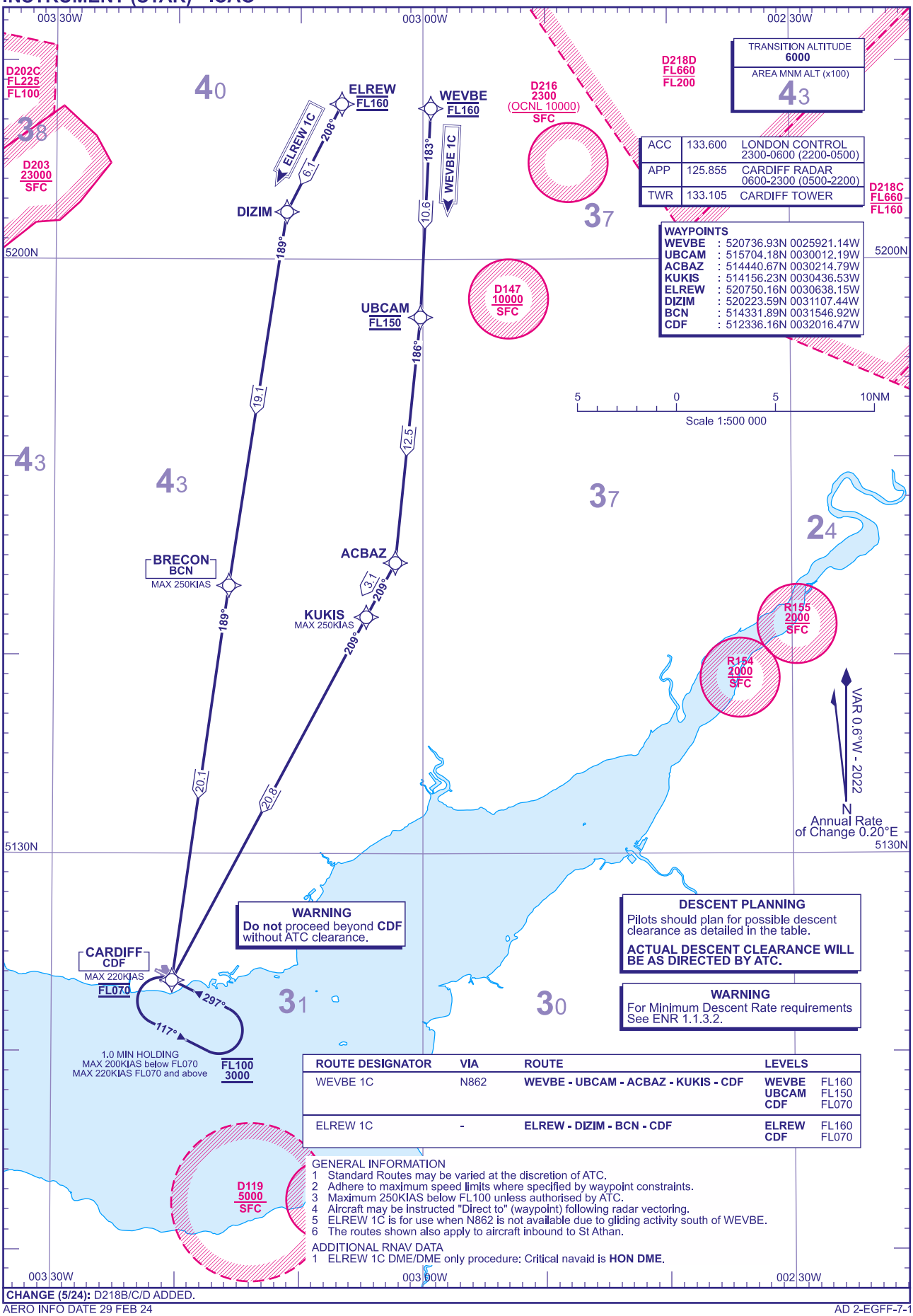
AD 2-EGFF-6-3

**INTENTIONALLY BLANK**

# RNAV5 (DME/DME or GNSS) STANDARD ARRIVAL CHART - INSTRUMENT (STAR) - ICAO

DISTANCES IN NAUTICAL MILES
TRACKS ARE MAGNETIC
ALTITUDES AND ELEVATIONS ARE IN FEET

# CARDIFF
## WEVBE 1C ELREW 1C




| ROUTE DESIGNATOR | VIA | ROUTE | LEVELS | |
|---|---|---|---|---|
| WEVBE 1C | N862 | WEVBE - UBCAM - ACBAZ - KUKIS - CDF | WEVBE<br>UBCAM<br>CDF | FL160<br>FL150<br>FL070 |
| ELREW 1C | - | ELREW - DIZIM - BCN - CDF | ELREW<br>CDF | FL160<br>FL070 |

GENERAL INFORMATION
1 Standard Routes may be varied at the discretion of ATC.
2 Adhere to maximum speed limits where specified by waypoint constraints.
3 Maximum 250KIAS below FL100 unless authorised by ATC.
4 Aircraft may be instructed "Direct to" (waypoint) following radar vectoring.
5 ELREW 1C is for use when N862 is not available due to gliding activity south of WEVBE.
6 The routes shown also apply to aircraft inbound to St Athan.

ADDITIONAL RNAV DATA
1 ELREW 1C DME/DME only procedure: Critical navaid is **HON DME**.

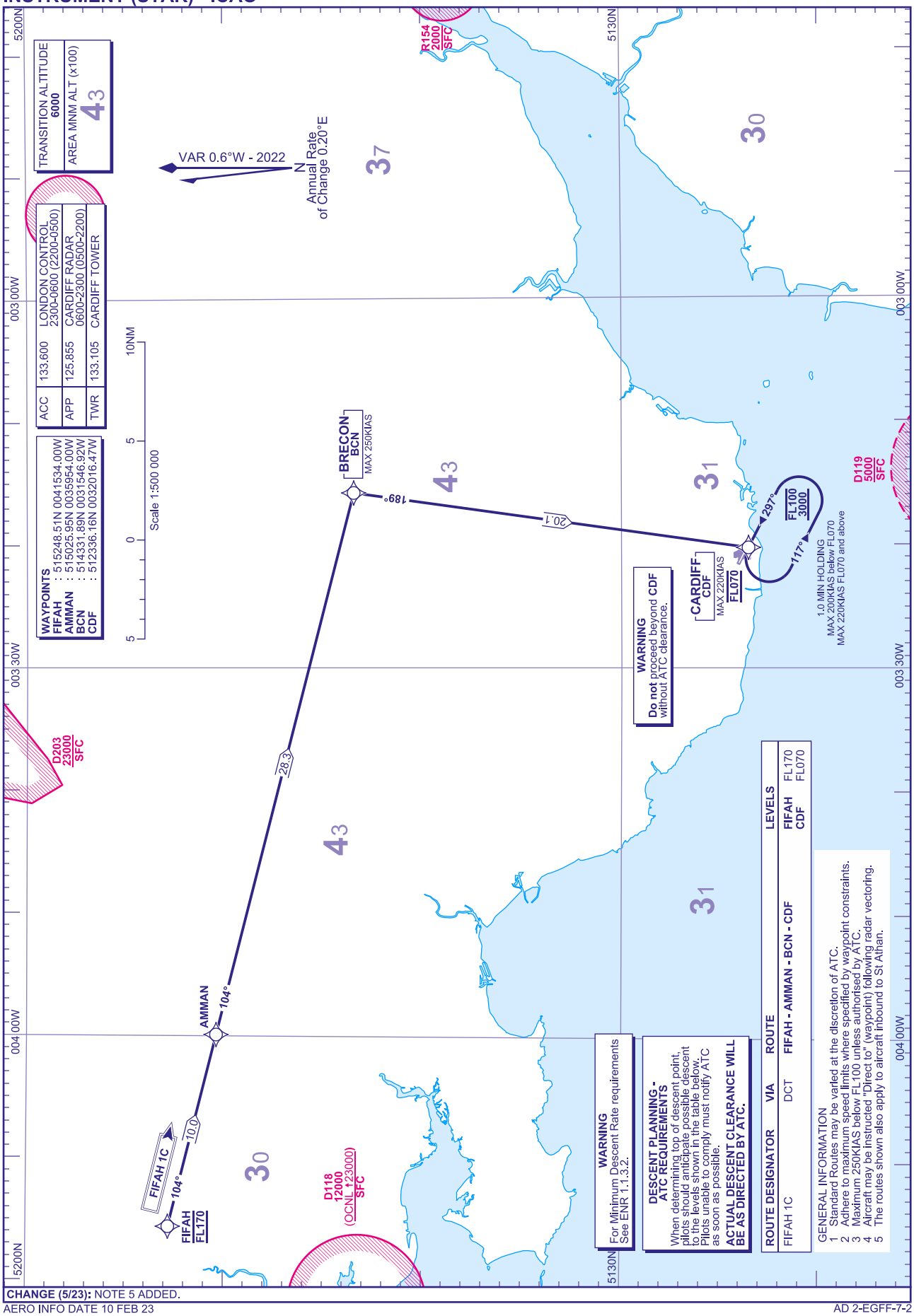
**CHANGE (5/24):** D218B/C/D ADDED.

AERO INFO DATE 29 FEB 24

# RNAV5 (DME/DME or GNSS) STANDARD ARRIVAL CHART - INSTRUMENT (STAR) - ICAO

DISTANCES IN NAUTICAL MILES
TRACKS ARE MAGNETIC
ALTITUDES AND ELEVATIONS ARE IN FEET

# CARDIFF FIFAH 1C



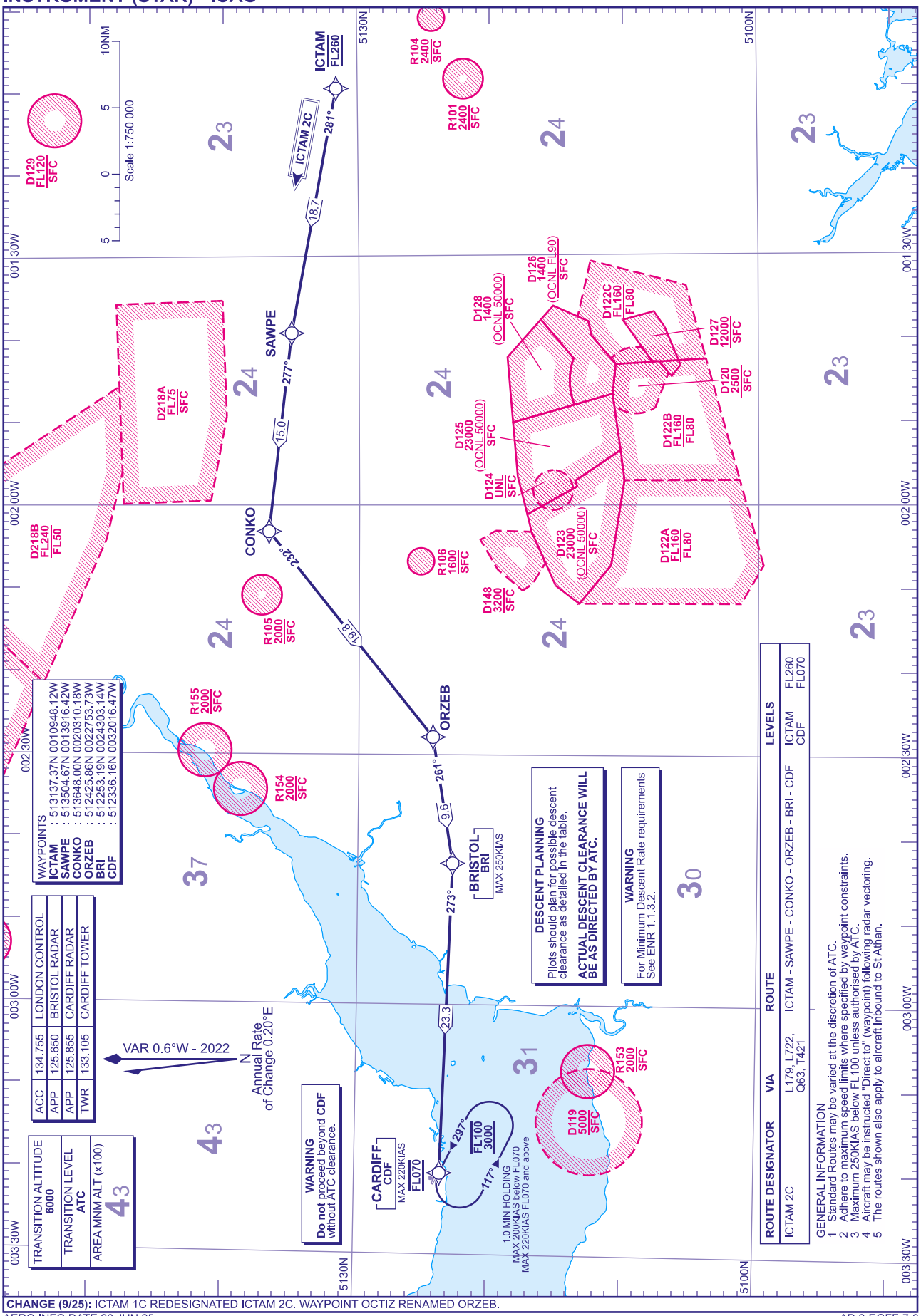

CHANGE (5/23): NOTE 5 ADDED.
AERO INFO DATE 10 FEB 23

AD 2-EGFF-7-2

# RNAV5 (DME/DME or GNSS) STANDARD ARRIVAL CHART - INSTRUMENT (STAR) - ICAO

DISTANCES IN NAUTICAL MILES
TRACKS ARE MAGNETIC
ALTITUDES AND ELEVATIONS ARE IN FEET

# CARDIFF ICTAM 2C




**CHANGE (9/25):** ICTAM 1C REDESIGNATED ICTAM 2C. WAYPOINT OCTIZ RENAMED ORZEB.

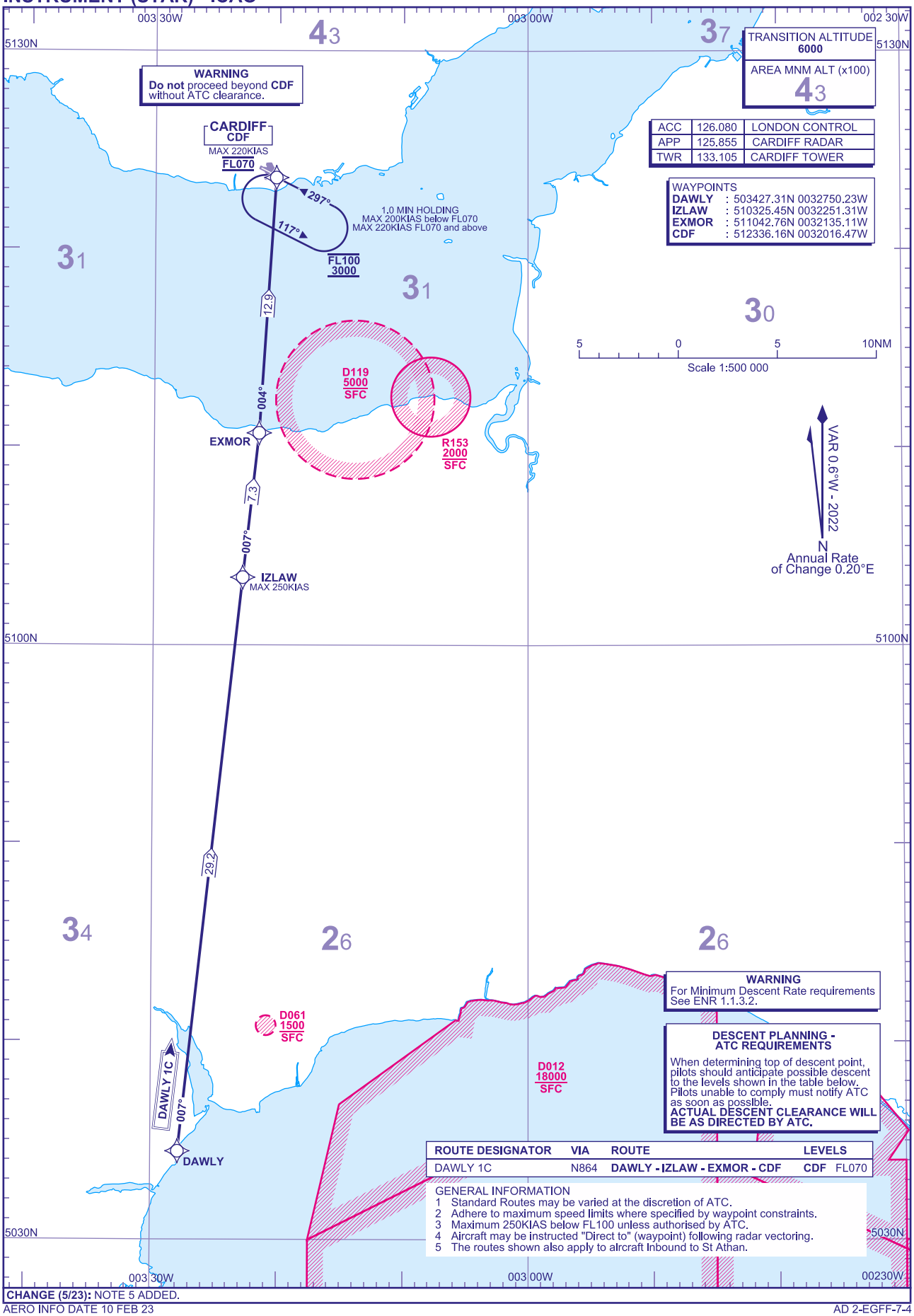
AERO INFO DATE 26 JUN 25

AD 2-EGFF-7-3

# RNAV5 (DME/DME or GNSS) STANDARD ARRIVAL CHART - INSTRUMENT (STAR) - ICAO

DISTANCES IN NAUTICAL MILES
TRACKS ARE MAGNETIC
ALTITUDES AND ELEVATIONS ARE IN FEET

# CARDIFF DAWLY 1C




**CHANGE (5/23):** NOTE 5 ADDED.

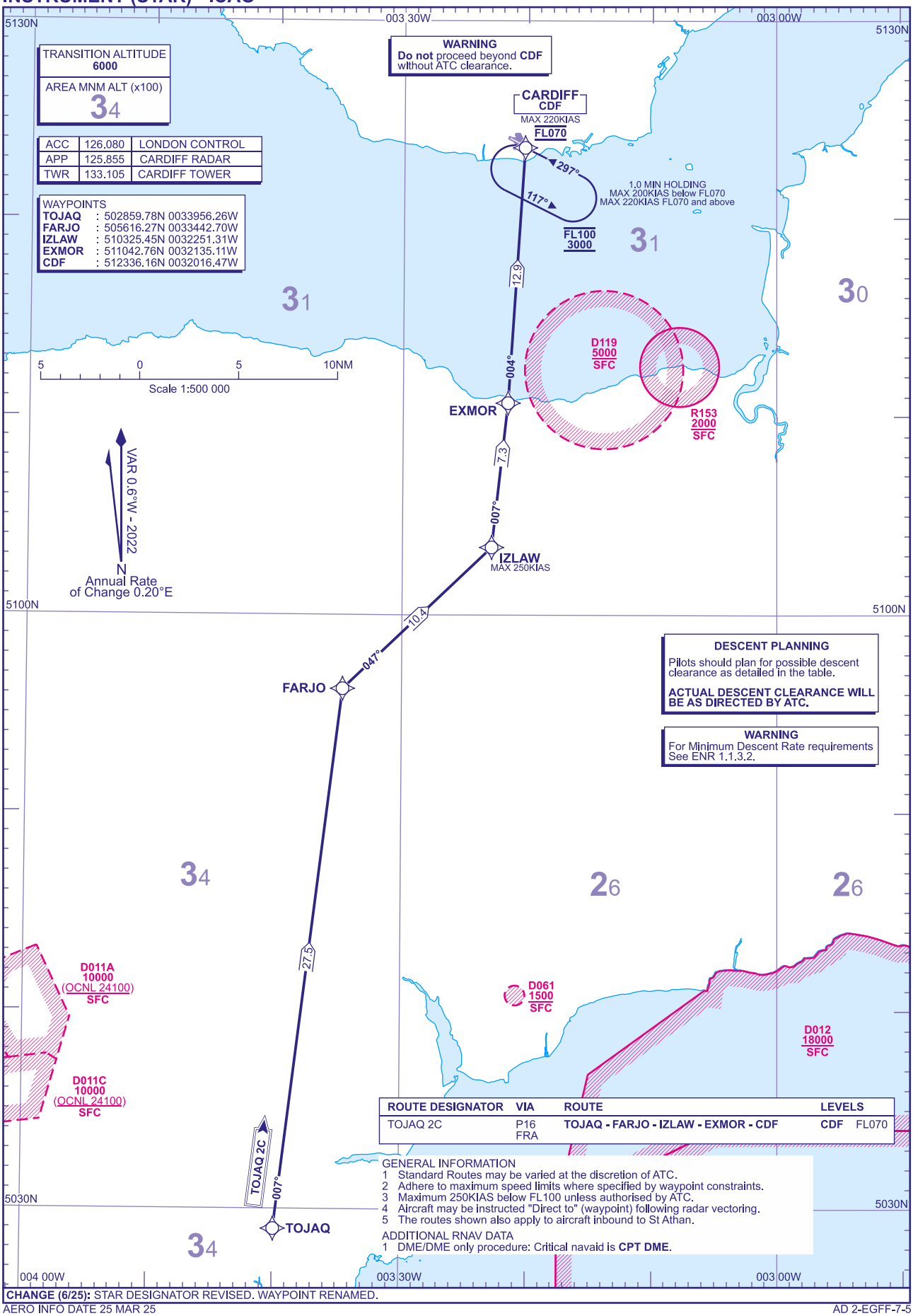
AERO INFO DATE 10 FEB 23

AD 2-EGFF-7-4

# RNAV1 (DME/DME or GNSS) STANDARD ARRIVAL CHART - INSTRUMENT (STAR) - ICAO

DISTANCES IN NAUTICAL MILES
TRACKS ARE MAGNETIC
ALTITUDES AND ELEVATIONS ARE IN FEET

# CARDIFF TOJAQ 2C



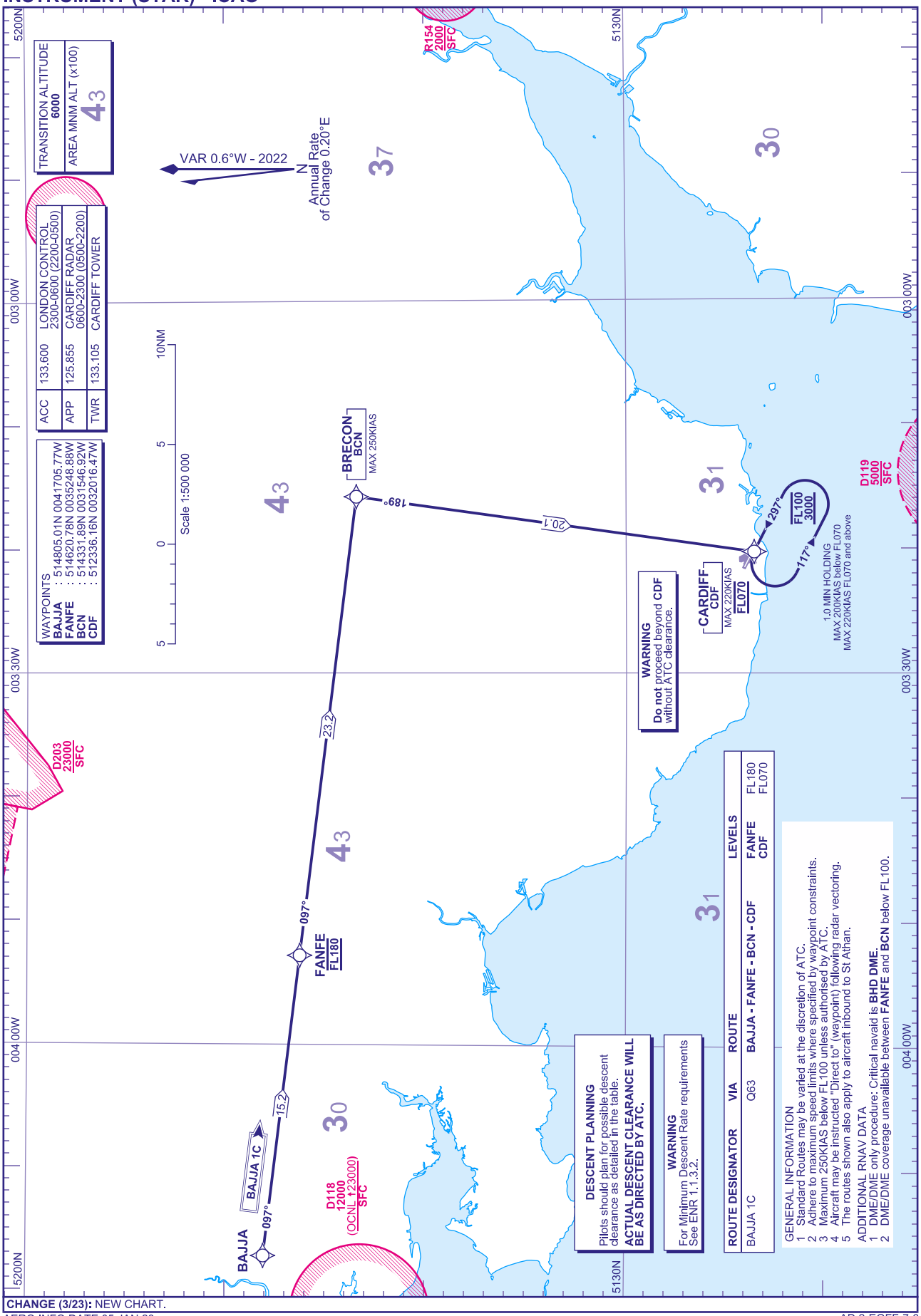

**CHANGE (6/25):** STAR DESIGNATOR REVISED. WAYPOINT RENAMED.

AERO INFO DATE 25 MAR 25

# RNAV1 (DME/DME or GNSS) STANDARD ARRIVAL CHART - INSTRUMENT (STAR) - ICAO

DISTANCES IN NAUTICAL MILES
TRACKS ARE MAGNETIC
ALTITUDES AND ELEVATIONS ARE IN FEET

# CARDIFF BAJJA 1C




**CHANGE (3/23):** NEW CHART.

AERO INFO DATE 05 JAN 23

AD 2-EGFF-7-6

# Standard Instrument Arrival Coding Tables

**CARDIFF WEVBE 1C**

| Designator | Sequence Number | Path Term-inator | Waypoint Name | Co-ordinates | Fly-over | Course/ Track °M (°T) | Magnetic Variation | Distance (NM) | Turn Direction | Level Constraint | Speed Constraint | Navigation Performance |
|---|---|---|---|---|---|---|---|---|---|---|---|---|
| WEVBE1C | 001 | IF | WEVBE | 520736.93N 0025921.14W | N | - | - | - | - | FL160 | - | RNAV5 |
| WEVBE1C | 002 | TF | UBCAM | 515704.18N 0030012.19W | N | 183° (182.9°) | -0.6 | 10.6 | - | FL150 | - | RNAV5 |
| WEVBE1C | 003 | TF | ACBAZ | 514440.67N 0030214.79W | N | 186° (185.8°) | -0.6 | 12.5 | RIGHT | - | - | RNAV5 |
| WEVBE1C | 004 | TF | KUKIS | 514156.23N 0030436.53W | N | 209° (208.2°) | -0.6 | 3.1 | - | - | -250 | RNAV5 |
| WEVBE1C | 005 | TF | CDF | 512336.16N 0032016.47W | N | 209° (208.2°) | -0.6 | 20.8 | - | FL070 | -220 | RNAV5 |

**CARDIFF ELREW 1C**

| Designator | Sequence Number | Path Term-inator | Waypoint Name | Co-ordinates | Fly-over | Course/ Track °M (°T) | Magnetic Variation | Distance (NM) | Turn Direction | Level Constraint | Speed Constraint | Navigation Performance |
|---|---|---|---|---|---|---|---|---|---|---|---|---|
| ELREW1C | 001 | IF | ELREW | 520750.16N 0030638.15W | N | - | - | - | - | FL160 | - | RNAV5 |
| ELREW1C | 002 | TF | DIZIM | 520223.59N 0031107.44W | N | 208° (207.0°) | -0.6 | 6.1 | LEFT | - | - | RNAV5 |
| ELREW1C | 003 | TF | BCN | 514331.89N 0031546.92W | N | 189° (188.7°) | -0.6 | 19.1 | - | - | -250 | RNAV5 |
| ELREW1C | 004 | TF | CDF | 512336.16N 0032016.47W | N | 189° (188.0°) | -0.6 | 20.1 | - | FL070 | -220 | RNAV5 |

**CARDIFF FIFAH 1C**

| Designator | Sequence Number | Path Term-inator | Waypoint Name | Co-ordinates | Fly-over | Course/ Track °M (°T) | Magnetic Variation | Distance (NM) | Turn Direction | Level Constraint | Speed Constraint | Navigation Performance |
|---|---|---|---|---|---|---|---|---|---|---|---|---|
| FIFAH1C | 001 | IF | FIFAH | 515248.51N 0041534.00W | N | - | - | - | - | FL170 | - | RNAV5 |
| FIFAH1C | 002 | TF | AMMAN | 515025.95N 0035954.00W | N | 104° (103.7°) | -0.6 | 10.0 | - | - | - | RNAV5 |
| FIFAH1C | 003 | TF | BCN | 514331.89N 0031546.92W | N | 104° (103.9°) | -0.6 | 28.3 | RIGHT | - | -250 | RNAV5 |
| FIFAH1C | 004 | TF | CDF | 512336.16N 0032016.47W | N | 189° (188.0°) | -0.6 | 20.1 | - | FL070 | -220 | RNAV5 |

**CHANGE (3/23):** PAGE RENUMBERED.
AERO INFO DATE 05 JAN 23

# Standard Instrument Arrival Coding Tables

### CARDIFF ICTAM 2C

| Designator | Sequence Number | Path Term-inator | Waypoint Name | Co-ordinates | Fly-over | Course/ Track °M (°T) | Magnetic Variation | Distance (NM) | Turn Direction | Level Constraint | Speed Constraint | Navigation Performance |
|---|---|---|---|---|---|---|---|---|---|---|---|---|
| ICTAM2C | 001 | IF | ICTAM | 513137.37N 0010948.12W | N | - | - | - | - | FL260 | - | RNAV5 |
| ICTAM2C | 002 | TF | SAWPE | 513504.67N 0013916.42W | N | 281° (280.8°) | -0.6 | 18.7 | - | - | - | RNAV5 |
| ICTAM2C | 003 | TF | CONKO | 513648.00N 0020310.18W | N | 277° (276.8°) | -0.6 | 15.0 | LEFT | - | - | RNAV5 |
| ICTAM2C | 004 | TF | ORZEB | 512425.86N 0022753.73W | N | 232° (231.4°) | -0.6 | 19.8 | RIGHT | - | - | RNAV5 |
| ICTAM2C | 005 | TF | BRI | 512253.19N 0024303.14W | N | 261° (260.8°) | -0.6 | 9.6 | RIGHT | - | -250 | RNAV5 |
| ICTAM2C | 006 | TF | CDF | 512336.16N 0032016.47W | N | 273° (272.0°) | -0.6 | 23.3 | - | FL070 | -220 | RNAV5 |

### CARDIFF DAWLY 1C

| Designator | Sequence Number | Path Term-inator | Waypoint Name | Co-ordinates | Fly-over | Course/ Track °M (°T) | Magnetic Variation | Distance (NM) | Turn Direction | Level Constraint | Speed Constraint | Navigation Performance |
|---|---|---|---|---|---|---|---|---|---|---|---|---|
| DAWLY1C | 001 | IF | DAWLY | 503427.31N 0032750.23W | N | - | - | - | - | - | - | RNAV5 |
| DAWLY1C | 002 | TF | IZLAW | 510325.45N 0032251.31W | N | 007° (006.2°) | -0.6 | 29.2 | - | - | -250 | RNAV5 |
| DAWLY1C | 003 | TF | EXMOR | 511042.76N 0032135.11W | N | 007° (006.3°) | -0.6 | 7.3 | LEFT | - | - | RNAV5 |
| DAWLY1C | 004 | TF | CDF | 512336.16N 0032016.47W | N | 004° (003.6°) | -0.6 | 12.9 | - | FL070 | -220 | RNAV5 |

**CHANGE (9/25):** ICTAM 1C REDESIGNATED ICTAM 2C. WAYPOINT OCTIZ RENAMED ORZEB.
AERO INFO DATE 26 JUN 25

# Standard Instrument Arrival Coding Tables

**CARDIFF TOJAQ 2C**

| Designator | Sequence Number | Path Term-inator | Waypoint Name | Co-ordinates | Fly-over | Course/ Track °M (°T) | Magnetic Variation | Distance (NM) | Turn Direction | Level Constraint | Speed Constraint | Navigation Performance |
|---|---|---|---|---|---|---|---|---|---|---|---|---|
| TOJAQ2C | 001 | IF | TOJAQ | 502859.78N 0033956.26W | N | - | - | - | - | - | - | RNAV1 |
| TOJAQ2C | 002 | TF | FARJO | 505616.27N 0033442.70W | N | 007° (006.9°) | -0.6 | 27.5 | RIGHT | - | - | RNAV1 |
| TOJAQ2C | 003 | TF | IZLAW | 510325.45N 0032251.31W | N | 047° (046.2°) | -0.6 | 10.4 | LEFT | - | -250 | RNAV1 |
| TOJAQ2C | 004 | TF | EXMOR | 511042.76N 0032135.11W | N | 007° (006.3°) | -0.6 | 7.3 | - | - | - | RNAV1 |
| TOJAQ2C | 005 | TF | CDF | 512336.16N 0032016.47W | N | 004° (003.6°) | -0.6 | 12.9 | - | FL070 | -220 | RNAV1 |

**CARDIFF BAJJA 1C**

| Designator | Sequence Number | Path Term-inator | Waypoint Name | Co-ordinates | Fly-over | Course/ Track °M (°T) | Magnetic Variation | Distance (NM) | Turn Direction | Level Constraint | Speed Constraint | Navigation Performance |
|---|---|---|---|---|---|---|---|---|---|---|---|---|
| BAJJA1C | 001 | IF | BAJJA | 514805.01N 0041705.77W | N | - | - | - | - | - | - | RNAV1 |
| BAJJA1C | 002 | TF | FANFE | 514620.78N 0035248.88W | N | 097° (096.4°) | -0.6 | 15.2 | - | FL180 | - | RNAV1 |
| BAJJA1C | 003 | TF | BCN | 514331.89N 0031546.92W | N | 097° (096.7°) | -0.6 | 23.2 | RIGHT | - | -250 | RNAV1 |
| BAJJA1C | 004 | TF | CDF | 512336.16N 0032016.47W | N | 189° (188.0°) | -0.6 | 20.1 | - | FL070 | -220 | RNAV1 |

**CHANGE (6/25):** STAR DESIGNATOR REVISED. WAYPOINT RENAMED.
AERO INFO DATE 25 MAR 25

# RNAV Hold Coding Tables

**CARDIFF CDF Hold**

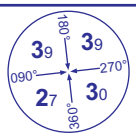
| Designator | Sequence Number | Path Term-inator | Waypoint Name | Co-ordinates | Fly-over | Course/ Track °M (°T) | Magnetic Variation | Time (MIN) | Turn Direction | Level Constraint | Speed Constraint | Navigation Performance |
|---|---|---|---|---|---|---|---|---|---|---|---|---|
| CDF | - | - | CDF | 512336.16N 0032016.47W | Y | 297° (296.8°) | -0.6 | 1 MIN | LEFT | -FL100 +3000 | -200* -220** | RNAV1/ RNAV5 |

*below FL070
**FL070 and above

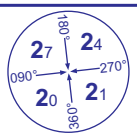
**CHANGE (3/23):** PAGE RENUMBERED. NAVIGATION PERFORMANCE.
AERO INFO DATE 05 JAN 23

# INSTRUMENT APPROACH CHART - ICAO

## CARDIFF
## ILS/DME/NDB(L) RWY 12
(ACFT CAT A,B,C,D)



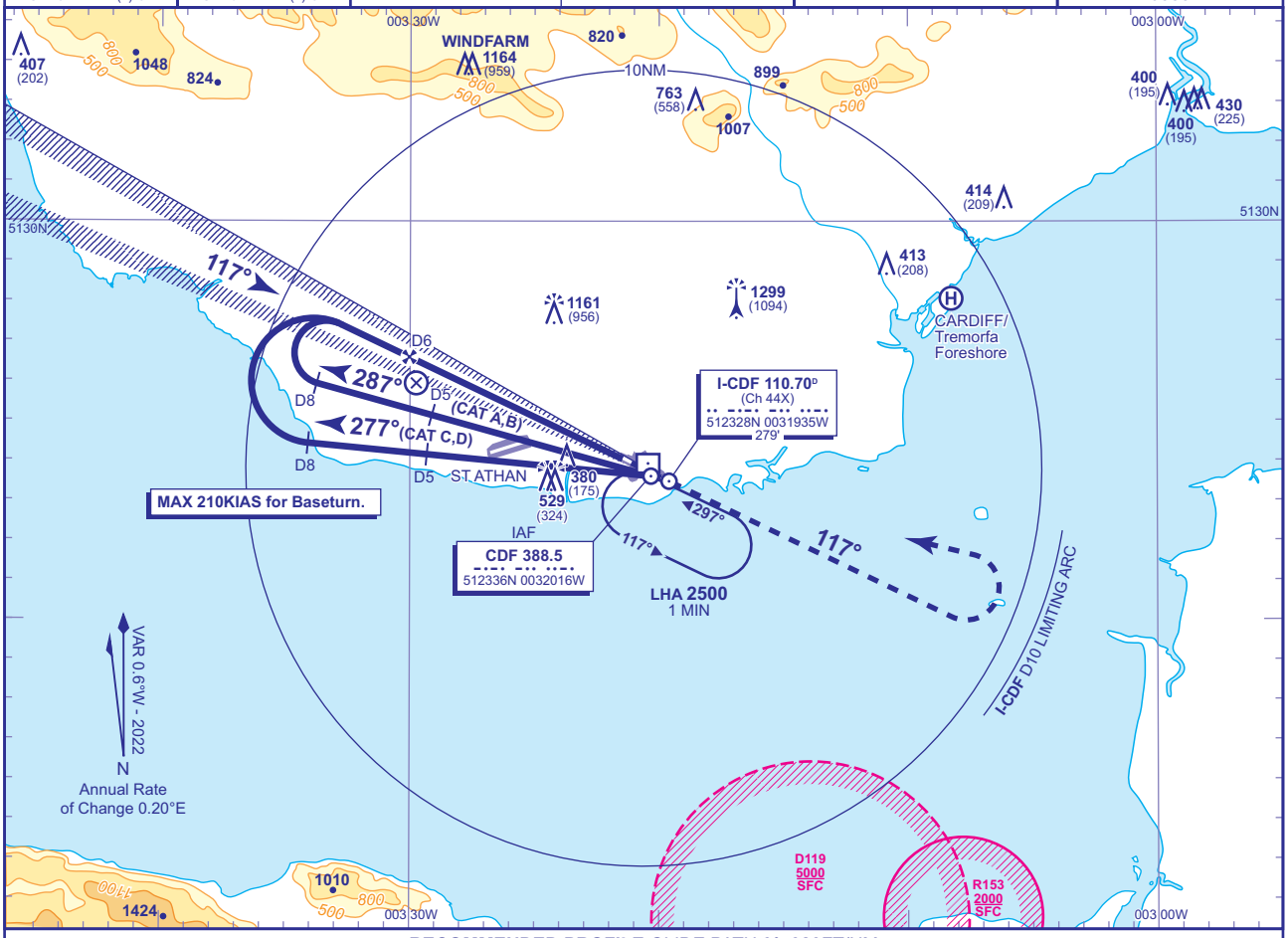
MSA 25NM NDB(L) CDF



MSA 10NM NDB(L) CDF

| | | | |
|---|---|---|---|
| APP 119.155, 125.855 | CARDIFF APPROACH | AD ELEVATION | 220 |
| TWR 133.105 | CARDIFF TOWER | THR ELEVATION | 205 |
| RAD 125.855 | CARDIFF RADAR | OBSTACLE ELEVATION 1299 AMSL (1094) (ABOVE THR) | |
| 119.155 (LARS) | | | |
| ATIS 132.480 | CARDIFF INFORMATION | BEARINGS ARE MAGNETIC | |

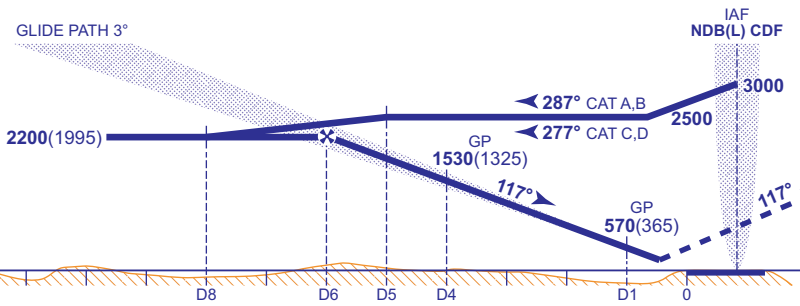
TRANSITION ALTITUDE **6000**




**RECOMMENDED PROFILE** GLIDE PATH 3°, 320FT/NM

| DME I-CDF | 5 | 4 | 3 | 2 | 1 |
|---|---|---|---|---|---|
| **ALT**(HGT) | **1850**(1645) | **1530**(1325) | **1210**(1005) | **890**(685) | **570**(365) |

**RDH 50**




Climb straight ahead. On reaching **3000** or **I-CDF DME** 2 outbound (CAT A,B) or **I-CDF DME** 4 (CAT C,D) outbound whichever is the later, turn left to return to **NDB(L) CDF** at **3000**. **(See Note 2)**

**DME I-CDF** zero ranged to THR RWY 12

| Aircraft Category | | A | B | C | D |
|---|---|---|---|---|---|
| **OCA** (OCH) | **CAT I** | **350**(145) | **360**(155) | **373**(168) | **386**(181) |
| **VM(C)OCA** (OCH AAL) | **Total Area** | **680**(460) | **820**(600) | **1560**(1340) | **1690**(1470) |
| | **SW of RWY 12/30** | **680**(460) | **820**(600) | **920**(700) | **920**(700) |

| Rate of descent | G/S KT | 160 | 140 | 120 | 100 | 80 |
|---|---|---|---|---|---|---|
| | FT/MIN | 850 | 740 | 640 | 530 | 420 |

**AIRCRAFT UNABLE TO RECEIVE DME I-CDF**
Advise ATC. Radar ranges will be provided at 5NM and 8NM outbound and at 6NM and 4NM inbound.

**NOTE 1** Subject to ATC approval, aircraft inbound to NDB(L) CDF and receiving DME I-CDF may descend to **3000** after passing I-CDF DME 10.
**2** Aircraft to remain within I-CDF DME 10 during the missed approach turn in order to be contained within Cardiff controlled airspace. If unable to comply, notify ATC.

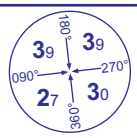
**CHANGE (8/23):** I-CDF DME ELEVATION REVISED.

AERO INFO DATE 16 MAY 23

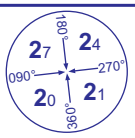
AD 2-EGFF-8-1

# INSTRUMENT APPROACH CHART - ICAO

## CARDIFF
## LOC/DME/NDB(L)
## RWY 12
(ACFT CAT A,B,C,D)



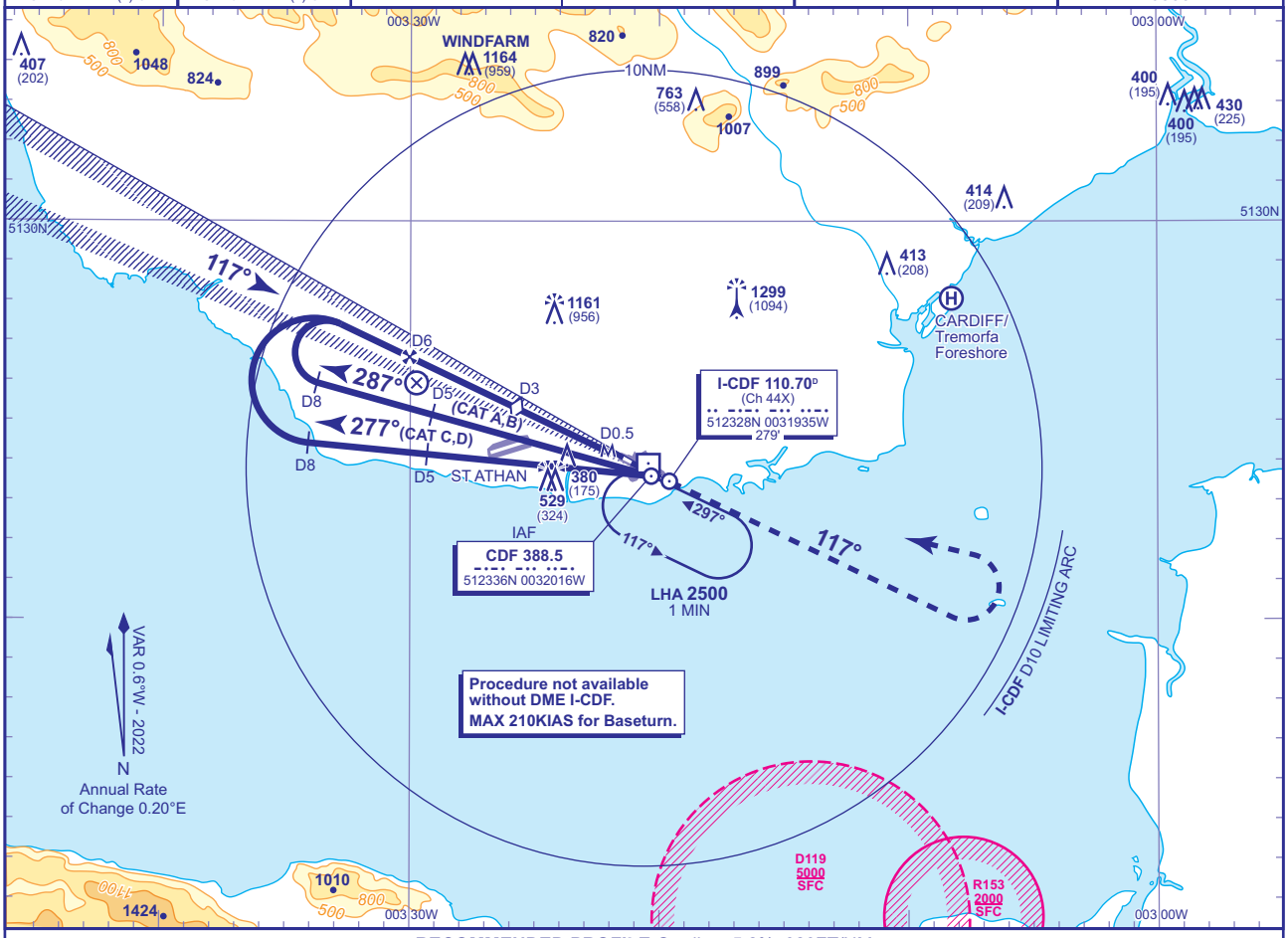
MSA 25NM NDB(L) CDF



MSA 10NM NDB(L) CDF

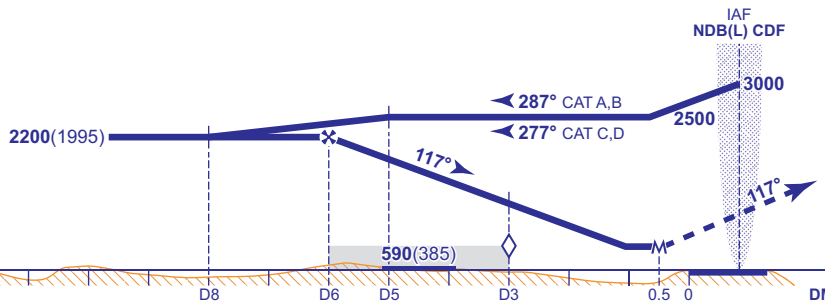
| | | | |
|---|---|---|---|
| APP 119.155, 125.855 | CARDIFF APPROACH | AD ELEVATION | **220** |
| TWR 133.105 | CARDIFF TOWER | THR ELEVATION | **205** |
| RAD 125.855 | CARDIFF RADAR | OBSTACLE ELEVATION **1299 AMSL** (1094) (ABOVE THR) | |
| 119.155 (LARS) | | | |
| ATIS 132.480 | CARDIFF INFORMATION | BEARINGS ARE MAGNETIC | |

TRANSITION ALTITUDE **6000**




**RECOMMENDED PROFILE** Gradient 5.2%, 320FT/NM

| **DME I-CDF** | 5 | 4 | 3 **(SDF)** | 2 | 1 |
|---|---|---|---|---|---|
| **ALT**(HGT) | **1850**(1645) | **1530**(1325) | **1210**(1005) | **890**(685) | **570**(365) |




**MAPt I-CDF DME 0.5** inbound

Climb straight ahead. On reaching **3000** or **I-CDF DME** 2 outbound (CAT A,B) or **I-CDF DME** 4 (CAT C,D) outbound whichever is the later, turn left to return to **NDB(L) CDF** at **3000**. **(See Note 2)**

**DME I-CDF** zero ranged to THR RWY 12

| **Aircraft Category** | | **A** | **B** | **C** | **D** |
|---|---|---|---|---|---|
| **OCA** (OCH) | **Procedure** | **470**(265) | **470**(265) | **510**(305) | **510**(305) |
| **VM(C)OCA** (OCH AAL) | **Total Area** | **680**(460) | **820**(600) | **1560**(1340) | **1690**(1470) |
| | **SW of RWY 12/30** | **680**(460) | **820**(600) | **920**(700) | **920**(700) |

| **Rate of descent** | **G/S KT** | 160 | 140 | 120 | 100 | 80 |
|---|---|---|---|---|---|---|
| | **FT/MIN** | 850 | 740 | 640 | 530 | 420 |

**NOTE 1** Subject to ATC approval, aircraft inbound to NDB(L) CDF and receiving DME I-CDF may descend to **3000** after passing I-CDF DME 10.
**2** Aircraft to remain within I-CDF DME 10 during the missed approach turn in order to be contained within Cardiff controlled airspace. If unable to comply, notify ATC.

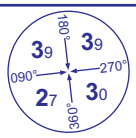
**CHANGE (8/23):** I-CDF DME ELEVATION REVISED.

AERO INFO DATE 16 MAY 23

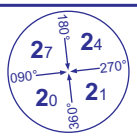
AD 2-EGFF-8-2

# INSTRUMENT APPROACH CHART - ICAO

## CARDIFF
## SRA RTR 2NM
## RWY 12
(ACFT CAT A,B,C,D)



MSA 25NM NDB(L) CDF



MSA 10NM NDB(L) CDF

| | | | |
|---|---|---|---|
| APP 119.155, 125.855 | CARDIFF APPROACH | AD ELEVATION | 220 |
| TWR 133.105 | CARDIFF TOWER | THR ELEVATION | 205 |
| RAD 125.855 | CARDIFF RADAR | OBSTACLE ELEVATION 1299 AMSL (1094) (ABOVE THR) | |
| 119.155 (LARS) | | | |
| ATIS 132.480 | CARDIFF INFORMATION | BEARINGS ARE MAGNETIC | |

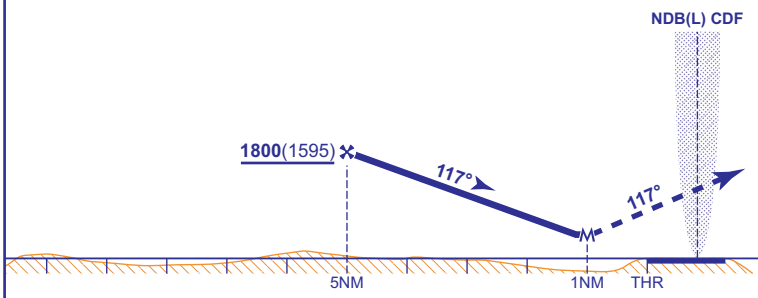
TRANSITION ALTITUDE **6000**




**RADAR ADVISORY HEIGHTS** Gradient 5.2%, 320FT/NM

| NM | 5.0 | 4.0 | 3.0 | 2.0 |
|---|---|---|---|---|
| ALT(HGT) | **1800**(1595) | **1480**(1275) | **1160**(955) | **840**(635) |

Initial and intermediate approach as directed by radar.




**MAPt 1NM after RTR**

Climb straight ahead. On reaching **3000** or 1 MIN after passing **NDB(L) CDF**, whichever is the later, turn left to return to **NDB(L) CDF** at **3000**.

| Aircraft Category | | A | B | C | D |
|---|---|---|---|---|---|
| OCA (OCH) | Procedure | **770**(565) | **770**(565) | **770**(565) | **770**(565) |
| VM(C)OCA (OCH AAL) | Total Area | **680**(460) | **820**(600) | **1560**(1340) | **1690**(1470) |
| | SW of RWY 12/30 | **680**(460) | **820**(600) | **920**(700) | **920**(700) |

| Rate of descent | G/S KT | 160 | 140 | 120 | 100 | 80 |
|---|---|---|---|---|---|---|
| | FT/MIN | 850 | 740 | 640 | 530 | 430 |
| RTR to MAPT | MIN:SEC | 0:22 | 0:25 | 0:30 | 0:36 | 0:45 |

**NOTE** Radar Ranges measured to touchdown.

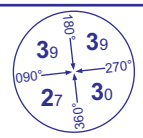
**CHANGE (8/21):** APP, TWR, RAD FREQUENCIES REVISED.

AERO INFO DATE 17 MAY 21

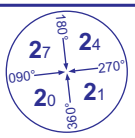
AD 2-EGFF-8-3

# INSTRUMENT APPROACH CHART - ICAO

## CARDIFF
## RNP
## RWY 12
(ACFT CAT A,B,C,D)

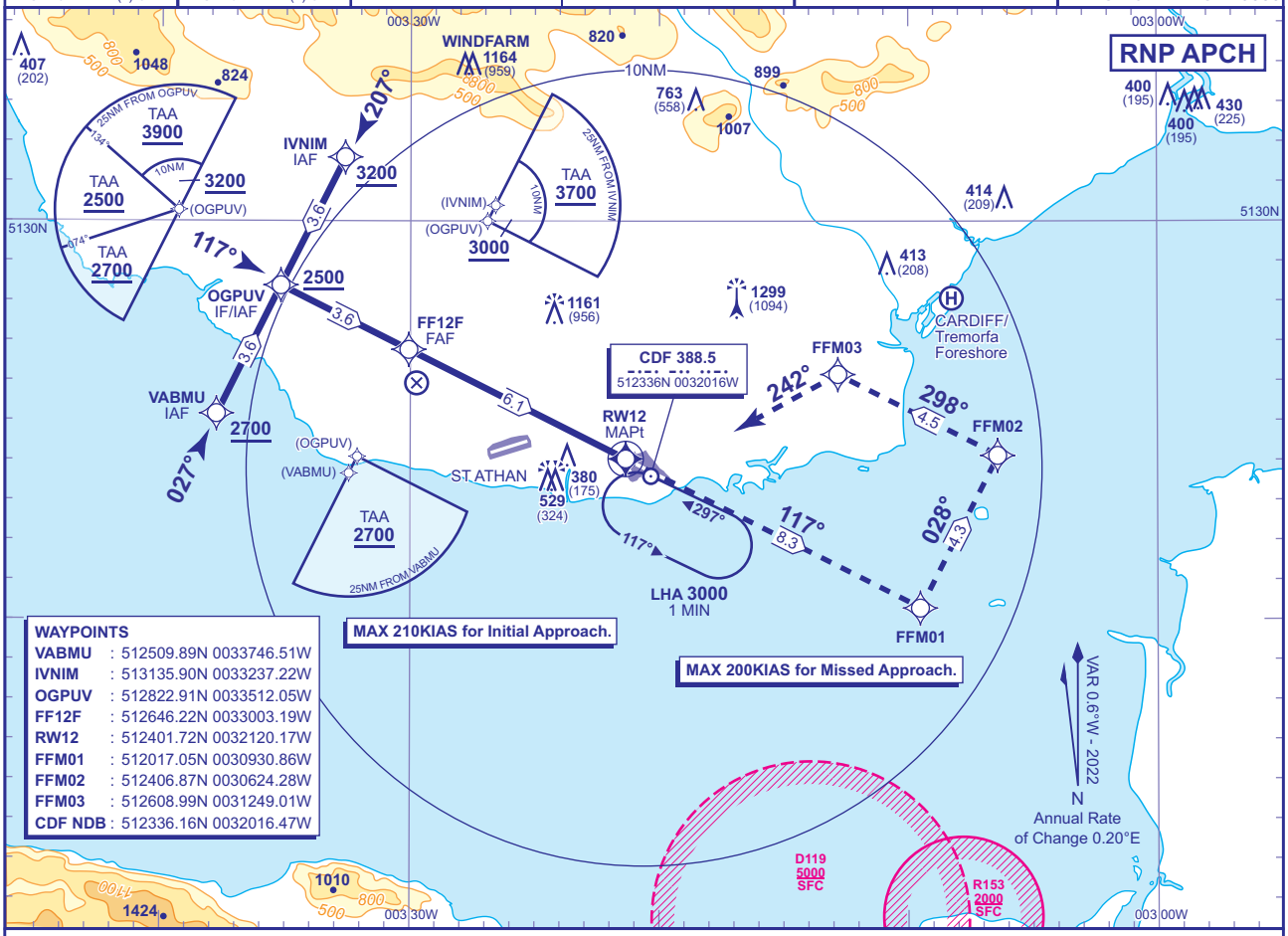


MSA 25NM NDB(L) CDF



MSA 10NM NDB(L) CDF

| | | | | | |
|---|---|---|---|---|---|
| APP | 119.155, 125.855 | CARDIFF APPROACH | AD ELEVATION | 220 | MIN TEMP -10°C |
| TWR | 133.105 | CARDIFF TOWER | THR ELEVATION | 205 | TRANSITION ALTITUDE 6000 |
| RAD | 125.855 | CARDIFF RADAR | OBSTACLE ELEVATION 1299 AMSL (1094) (ABOVE THR) | | |
| | 119.155 (LARS) | | | | |
| ATIS | 132.480 | CARDIFF INFORMATION | BEARINGS ARE MAGNETIC | | |



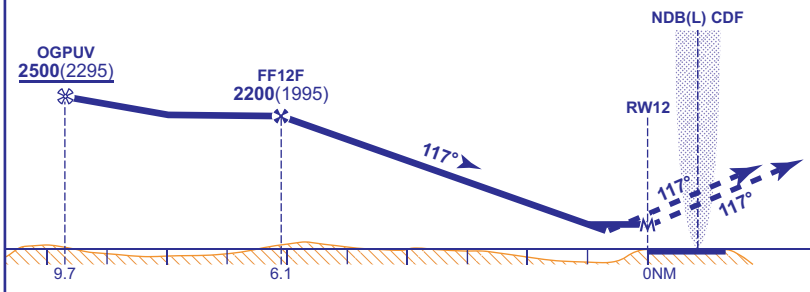

**WAYPOINTS**

| | |
|---|---|
| VABMU | : 512509.89N 0033746.51W |
| IVNIM | : 513135.90N 0033237.22W |
| OGPUV | : 512822.91N 0033512.05W |
| FF12F | : 512646.22N 0033003.19W |
| RW12 | : 512401.72N 0032120.17W |
| FFM01 | : 512017.05N 0030930.86W |
| FFM02 | : 512406.87N 0030624.28W |
| FFM03 | : 512608.99N 0031249.01W |
| CDF NDB | : 512336.16N 0032016.47W |

**RECOMMENDED PROFILE** VERTICAL PATH ANGLE 3.0° (LNAV 5.2%), 320FT/NM

| NM to RW12 | 6 | 5 | 4 | 3 | 2 | 1 |
|---|---|---|---|---|---|---|
| ALT(HGT) | **2170**(1965) | **1850**(1645) | **1530**(1325) | **1210**(1005) | **890**(685) | **570**(365) |

**TCH 50**




**MAPt (LNAV): RW12**
Climb to **3000**, straight ahead to **FFM01**, then turn left to **FFM02**, then turn left to **FFM03**, then turn left to **CDF NDB(L)** to join the hold at **3000**.

| Aircraft Category | | A | B | C | D |
|---|---|---|---|---|---|
| OCA (OCH) | LNAV | **590**(385) | **590**(385) | **590**(385) | **590**(385) |
| | LNAV/VNAV | **460**(255) | **470**(265) | **480**(275) | **490**(285) |
| VM(C)OCA (OCH AAL) | Total Area | **680**(460) | **820**(600) | **1560**(1340) | **1690**(1470) |
| | SW of RWY 12/30 | **680**(460) | **820**(600) | **920**(700) | **920**(700) |

| Rate of descent | G/S KT | 160 | 140 | 120 | 100 | 80 |
|---|---|---|---|---|---|---|
| | FT/MIN | 850 | 740 | 640 | 530 | 420 |

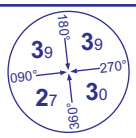
**NOTE** **NDB(L) CDF** required for missed approach hold.

**CHANGE (12/21):** EGNOS AND LPV REMOVED.

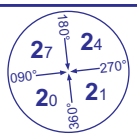
AERO INFO DATE 23 JUL 21 AD 2-EGFF-8-4

# INSTRUMENT APPROACH CHART - ICAO

## CARDIFF NDB(L)/DME RWY 12
(ACFT CAT A,B,C,D)



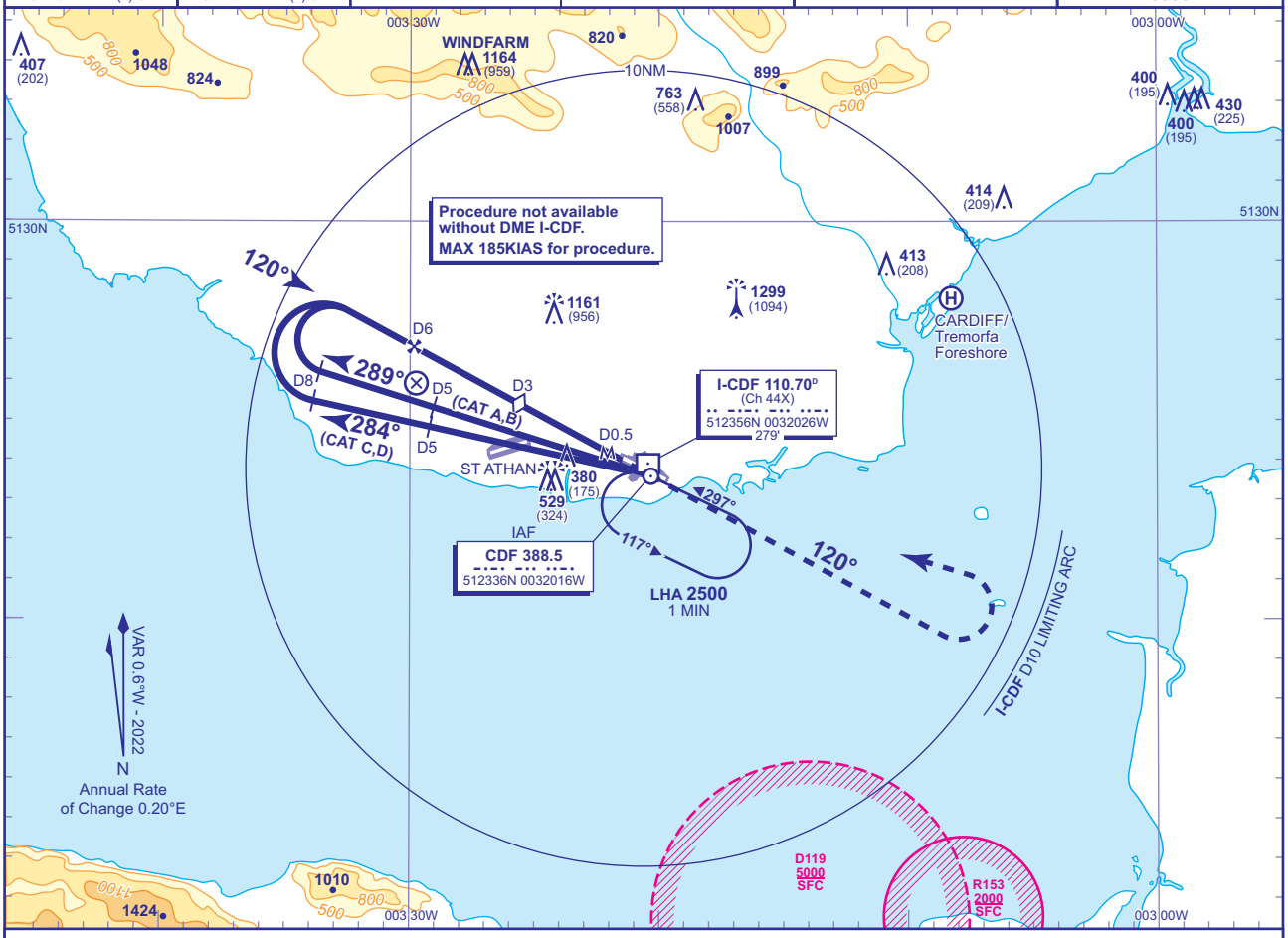
MSA 25NM NDB(L) CDF



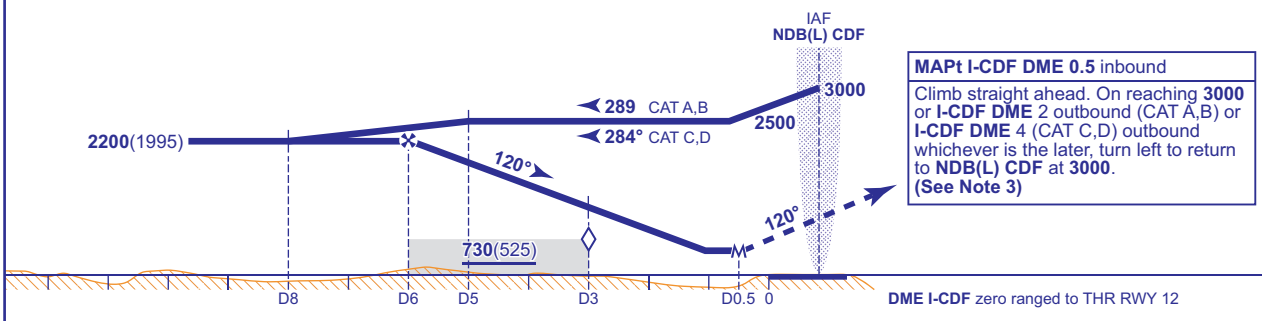
MSA 10NM NDB(L) CDF

| | | | |
|---|---|---|---|
| APP 119.155, 125.855 | CARDIFF APPROACH | AD ELEVATION | 220 |
| TWR 133.105 | CARDIFF TOWER | THR ELEVATION | 205 |
| RAD 125.855 | CARDIFF RADAR | OBSTACLE ELEVATION 1299 AMSL (1094) (ABOVE THR) | |
| 119.155 (LARS) | | | |
| ATIS 132.480 | CARDIFF INFORMATION | BEARINGS ARE MAGNETIC | |

TRANSITION ALTITUDE **6000**




| RECOMMENDED PROFILE Gradient 5.3%, 320FT/NM | | | | |
|---|---|---|---|---|
| **DME I-CDF** | 5 | 4 | 3 **(SDF)** | 2 |
| **ALT**(HGT) | **1880**(1675) | **1550**(1345) | **1230**(1025) | **900**(695) |




**MAPt I-CDF DME 0.5** inbound

Climb straight ahead. On reaching **3000** or **I-CDF DME** 2 outbound (CAT A,B) or **I-CDF DME** 4 (CAT C,D) outbound whichever is the later, turn left to return to **NDB(L) CDF** at **3000**. **(See Note 3)**

**DME I-CDF** zero ranged to THR RWY 12

| Aircraft Category | | A | B | C | D |
|---|---|---|---|---|---|
| **OCA** (OCH) | **Procedure** | **630**(425) | **630**(425) | **630**(425) | **630**(425) |
| **VM(C)OCA** (OCH AAL) | **Total Area** | **680**(460) | **820**(600) | **1560**(1340) | **1690**(1470) |
| | **SW of RWY 12/30** | **680**(460) | **820**(600) | **920**(700) | **920**(700) |

| Rate of descent | G/S KT | 160 | 140 | 120 | 100 | 80 |
|---|---|---|---|---|---|---|
| | FT/MIN | 860 | 760 | 650 | 540 | 430 |

**NOTE 1** FAT offset 2° and nominally intercepts RWY C/L 1.2NM before THR.
**2** Subject to ATC approval, aircraft inbound to NDB(L) CDF and receiving DME I-CDF may descend to **3000** after passing I-CDF DME 10.
**3** Aircraft to remain within I-CDF DME 10 during the missed approach turn in order to be contained within Cardiff controlled airspace. If unable to comply, notify ATC.

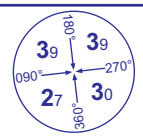
**CHANGE (8/23):** I-CDF DME ELEVATION REVISED.

AERO INFO DATE 16 MAY 23

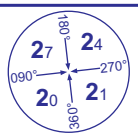
AD 2-EGFF-8-5

# INSTRUMENT APPROACH CHART - ICAO

## CARDIFF ILS/DME/ NDB(L) y RWY 30 (ACFT CAT A,B)



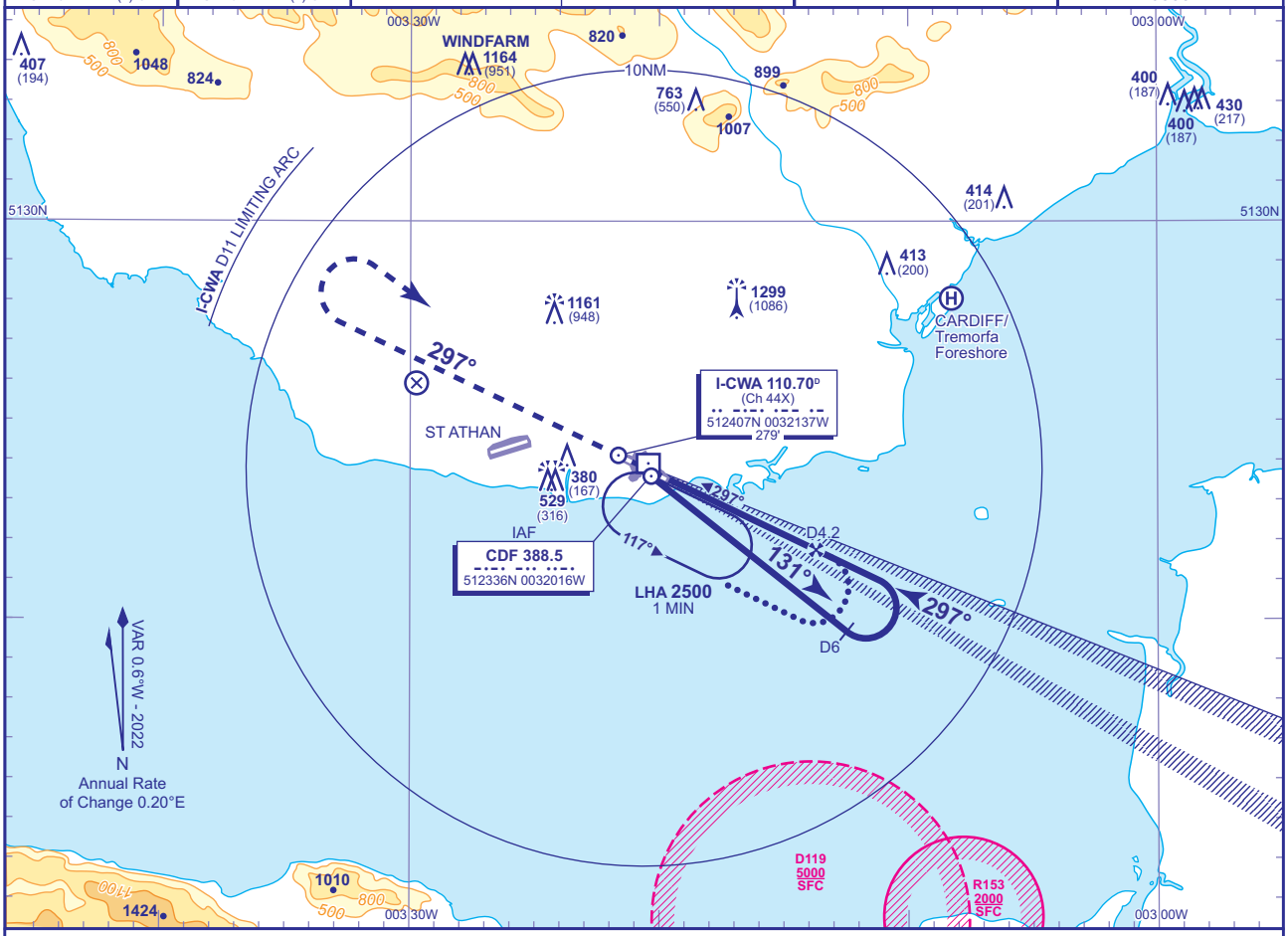
MSA 25NM NDB(L) CDF



MSA 10NM NDB(L) CDF

| | | | |
|---|---|---|---|
| APP 119.155, 125.855 | CARDIFF APPROACH | AD ELEVATION | **220** |
| TWR 133.105 | CARDIFF TOWER | THR ELEVATION | **213** |
| RAD 125.855 | CARDIFF RADAR | OBSTACLE ELEVATION **1299 AMSL** (1086) (ABOVE THR) | |
| 119.155 (LARS) | | | |
| ATIS 132.480 | CARDIFF INFORMATION | BEARINGS ARE MAGNETIC | |

TRANSITION ALTITUDE **6000**

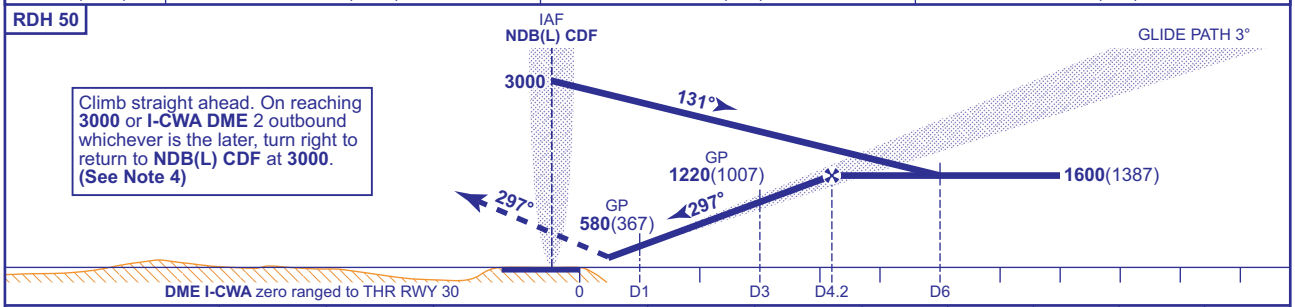



**RECOMMENDED PROFILE** GLIDE PATH 3°, 320FT/NM

| | | | |
|---|---|---|---|
| **DME I-CWA** | 3 | 2 | 1 |
| **ALT**(HGT) | **1220**(1007) | **900**(687) | **580**(367) |

**RDH 50**

Climb straight ahead. On reaching **3000** or **I-CWA DME** 2 outbound whichever is the later, turn right to return to **NDB(L) CDF** at **3000**. **(See Note 4)**




| Aircraft Category | | A | B |
|---|---|---|---|
| **OCA** (OCH) | **CAT I** | **378**(165) | **388**(175) |
| **VM(C)OCA** (OCH AAL) | **Total Area** | **680**(460) | **820**(600) |

| Rate of descent | G/S KT | 160 | 140 | 120 | 100 | 80 |
|---|---|---|---|---|---|---|
| | FT/MIN | 850 | 740 | 640 | 530 | 420 |

**ALTERNATIVE PROCEDURE** EXTENDED HOLDING PATTERN
Extend outbound leg of the NDB(L) CDF holding pattern to I-CWA DME 5 descending to **1600**(1387) then proceed as for main procedure.

**AIRCRAFT UNABLE TO RECEIVE DME I-CWA**
Advise ATC. As for main and alternative procedures except fly outbound leg for 2.5 MIN and when established descend to DH. Radar ranges will be provided at 6NM outbound and at 4NM and 2NM inbound.

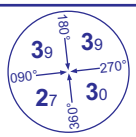
**NOTE 1** Subject to ATC approval, aircraft inbound to NDB(L) CDF and receiving DME I-CWA may descend to **3000** after passing I-CWA DME 10.
**2** ATC will authorise crossing of EG D119 before start of procedure.
**3** Timed procedure not available without radar monitoring.
**4** Aircraft to remain within I-CWA DME 11 during the missed approach turn in order to be contained within Cardiff controlled airspace. If unable to comply, notify ATC.

**CHANGE (8/23):** I-CWA DME ELEVATION REVISED.

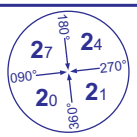
AERO INFO DATE 16 MAY 23 AD 2-EGFF-8-6

# INSTRUMENT APPROACH CHART - ICAO

## CARDIFF ILS/DME/ NDB(L) z RWY 30
(ACFT CAT C,D)



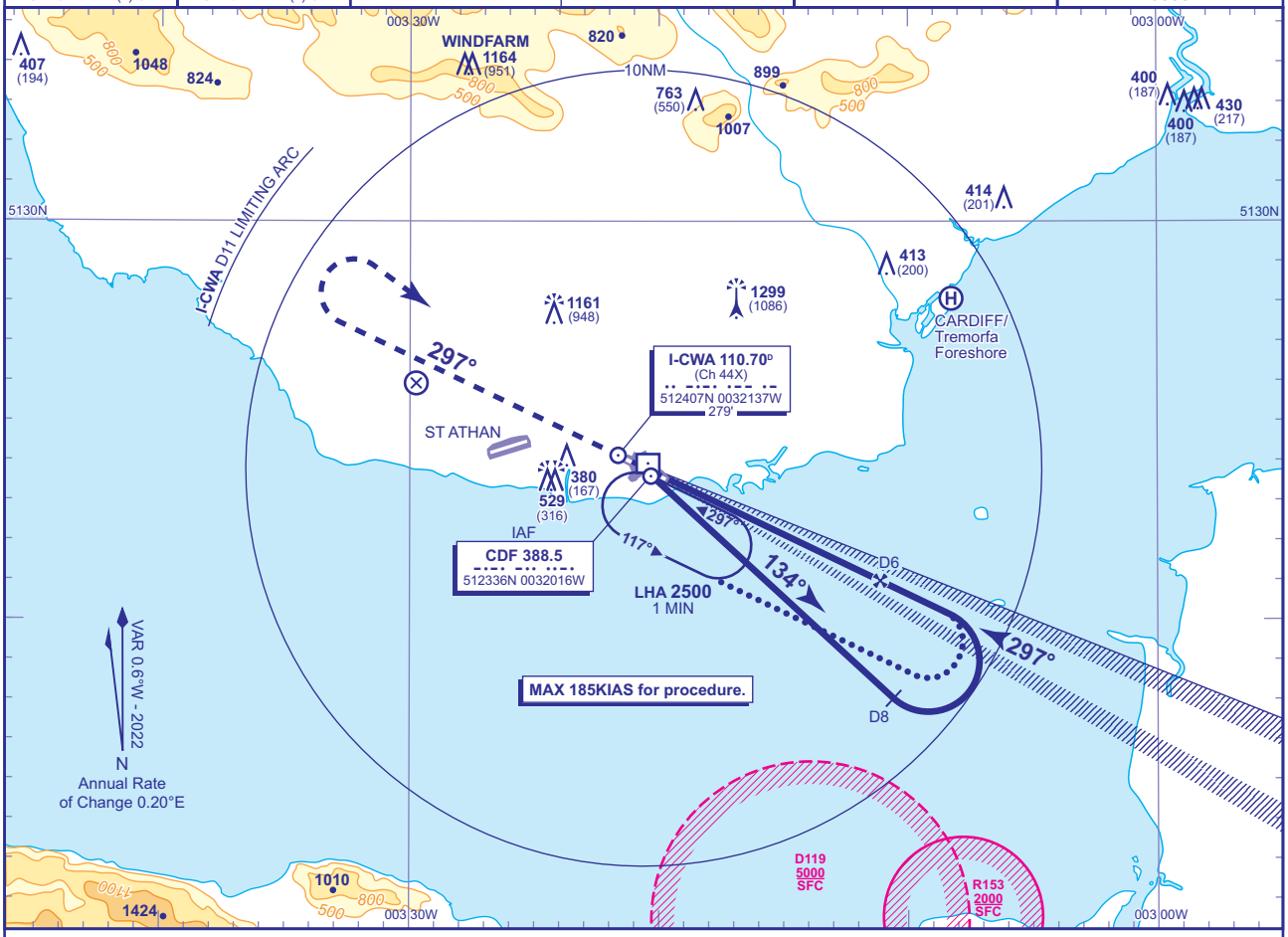
MSA 25NM NDB(L) CDF



MSA 10NM NDB(L) CDF

| | | | | | |
|---|---|---|---|---|---|
| APP | 119.155, 125.855 | CARDIFF APPROACH | AD ELEVATION | 220 | |
| TWR | 133.105 | CARDIFF TOWER | THR ELEVATION | 213 | |
| RAD | 125.855 | CARDIFF RADAR | OBSTACLE ELEVATION | | |
| | 119.155 (LARS) | | 1299 AMSL (1086) (ABOVE THR) | | |
| ATIS | 132.480 | CARDIFF INFORMATION | BEARINGS ARE MAGNETIC | | |

TRANSITION ALTITUDE **6000**

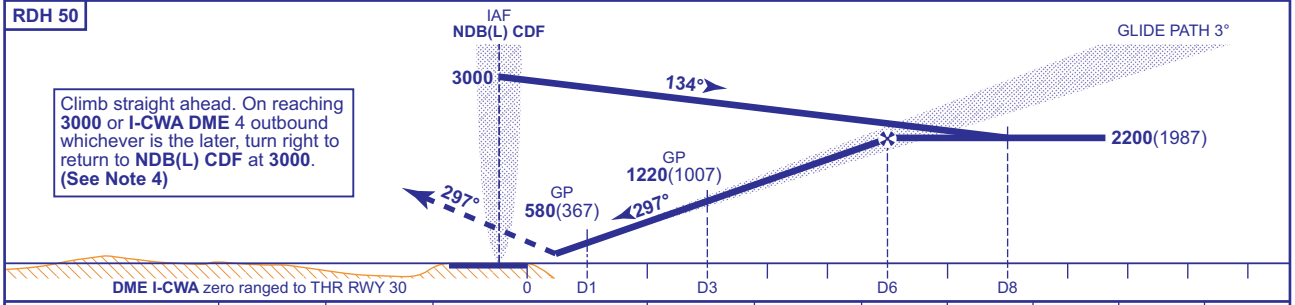



**RECOMMENDED PROFILE** GLIDE PATH 3°, 320FT/NM

| DME I-CWA | 5 | 4 | 3 | 2 | 1 |
|---|---|---|---|---|---|
| ALT(HGT) | **1860**(1647) | **1540**(1327) | **1220**(1007) | **900**(687) | **580**(367) |

**RDH 50**

Climb straight ahead. On reaching **3000** or **I-CWA DME** 4 outbound whichever is the later, turn right to return to **NDB(L) CDF** at **3000**. **(See Note 4)**




| Aircraft Category | | C | D |
|---|---|---|---|
| OCA(OCH) | CAT I | **400**(187) | **411**(198) |
| VM(C)OCA (OCH AAL) | Total Area | **1560**(1340) | **1690**(1470) |
| | SW of RWY 12/30 | **920**(700) | **920**(700) |

| Rate of descent | G/S KT | 160 | 140 | 120 | 100 | 80 |
|---|---|---|---|---|---|---|
| | FT/MIN | 850 | 740 | 640 | 530 | 420 |

**ALTERNATIVE PROCEDURE** EXTENDED HOLDING PATTERN
Extend outbound leg of the NDB(L) CDF holding pattern to I-CWA DME 8 descending to **2200**(1987) then proceed as for main procedure.

**AIRCRAFT UNABLE TO RECEIVE DME I-CWA**
Advise ATC. As for main and alternative procedures except fly outbound leg for 2.5 MIN and when established descend to DH. Radar ranges will be provided at 8NM outbound and at 6NM inbound.

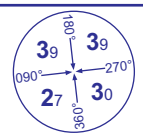
**NOTE 1** Subject to ATC approval, aircraft inbound to NDB(L) CDF and receiving DME I-CWA may descend to **3000** after passing I-CWA DME 10.
**2** ATC will authorise crossing of EG D119 before start of procedure.
**3** Timed procedure not available without radar monitoring.
**4** Aircraft to remain within I-CWA DME 11 during the missed approach turn in order to be contained within Cardiff controlled airspace. If unable to comply, notify ATC.

**CHANGE (8/23):** I-CWA DME ELEVATION REVISED.

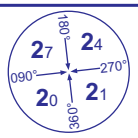
AERO INFO DATE 16 MAY 23

# INSTRUMENT APPROACH CHART - ICAO

## CARDIFF LOC/DME/ NDB(L) y RWY 30
(ACFT CAT A,B)

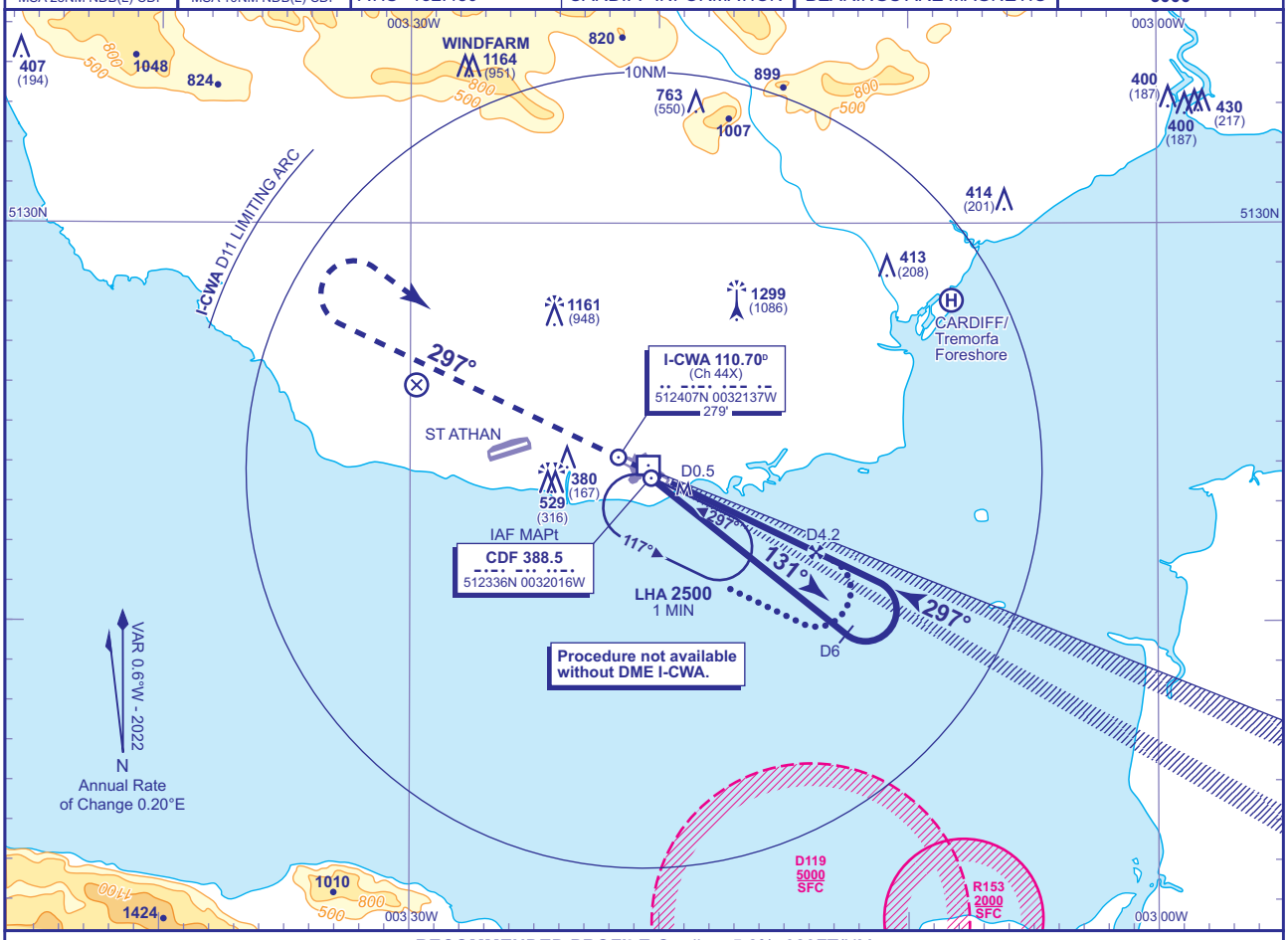


MSA 25NM NDB(L) CDF



MSA 10NM NDB(L) CDF

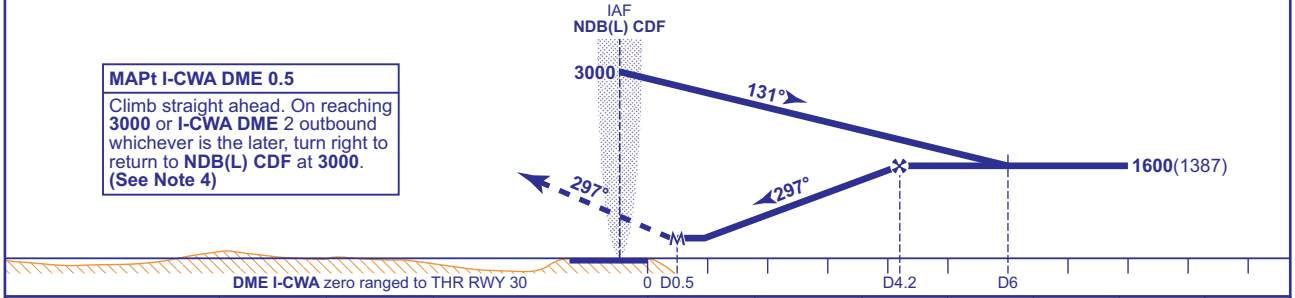
| | | | | | |
|---|---|---|---|---|---|
| APP | 119.155, 125.855 | CARDIFF APPROACH | AD ELEVATION | 220 | TRANSITION ALTITUDE 6000 |
| TWR | 133.105 | CARDIFF TOWER | THR ELEVATION | 213 | |
| RAD | 125.855 | CARDIFF RADAR | OBSTACLE ELEVATION 1299 AMSL (1086) (ABOVE THR) | | |
| | 119.155 (LARS) | | | | |
| ATIS | 132.480 | CARDIFF INFORMATION | BEARINGS ARE MAGNETIC | | |




**RECOMMENDED PROFILE** Gradient 5.2%, 320FT/NM

| DME I-CWA | 3 | 2 | 1 |
|---|---|---|---|
| **ALT**(HGT) | **1220**(1007) | **900**(687) | **580**(367) |

**MAPt I-CWA DME 0.5**
Climb straight ahead. On reaching **3000** or **I-CWA DME** 2 outbound whichever is the later, turn right to return to **NDB(L) CDF** at **3000**. **(See Note 4)**




| Aircraft Category | | A | B |
|---|---|---|---|
| **OCA** (OCH) | **Procedure** | **500**(287) | **500**(287) |
| **VM(C)OCA** (OCH AAL) | **Total Area** | **680**(460) | **820**(600) |

| Rate of descent | G/S KT | 160 | 140 | 120 | 100 | 80 |
|---|---|---|---|---|---|---|
| | FT/MIN | 850 | 740 | 640 | 530 | 420 |

**ALTERNATIVE PROCEDURE** EXTENDED HOLDING PATTERN
Extend outbound leg of the NDB(L) CDF holding pattern to I-CWA DME 5 descending to **1600**(1387) then proceed as for main procedure.

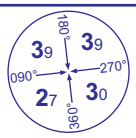
**NOTE 1** Subject to ATC approval, aircraft inbound to NDB(L) CDF and receiving DME I-CWA may descend to **3000** after passing I-CWA DME 10.
**2** ATC will authorise crossing of EG D119 before start of procedure.
**3** Timed procedure not available without radar monitoring.
**4** Aircraft to remain within I-CWA DME 11 during the missed approach turn in order to be contained within Cardiff controlled airspace. If unable to comply, notify ATC.

**CHANGE (8/23):** I-CWA DME ELEVATION REVISED.

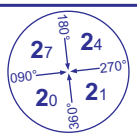
AERO INFO DATE 16 MAY 23 AD 2-EGFF-8-8

# INSTRUMENT APPROACH CHART - ICAO

## CARDIFF LOC/DME/ NDB(L) z RWY 30
(ACFT CAT C,D)



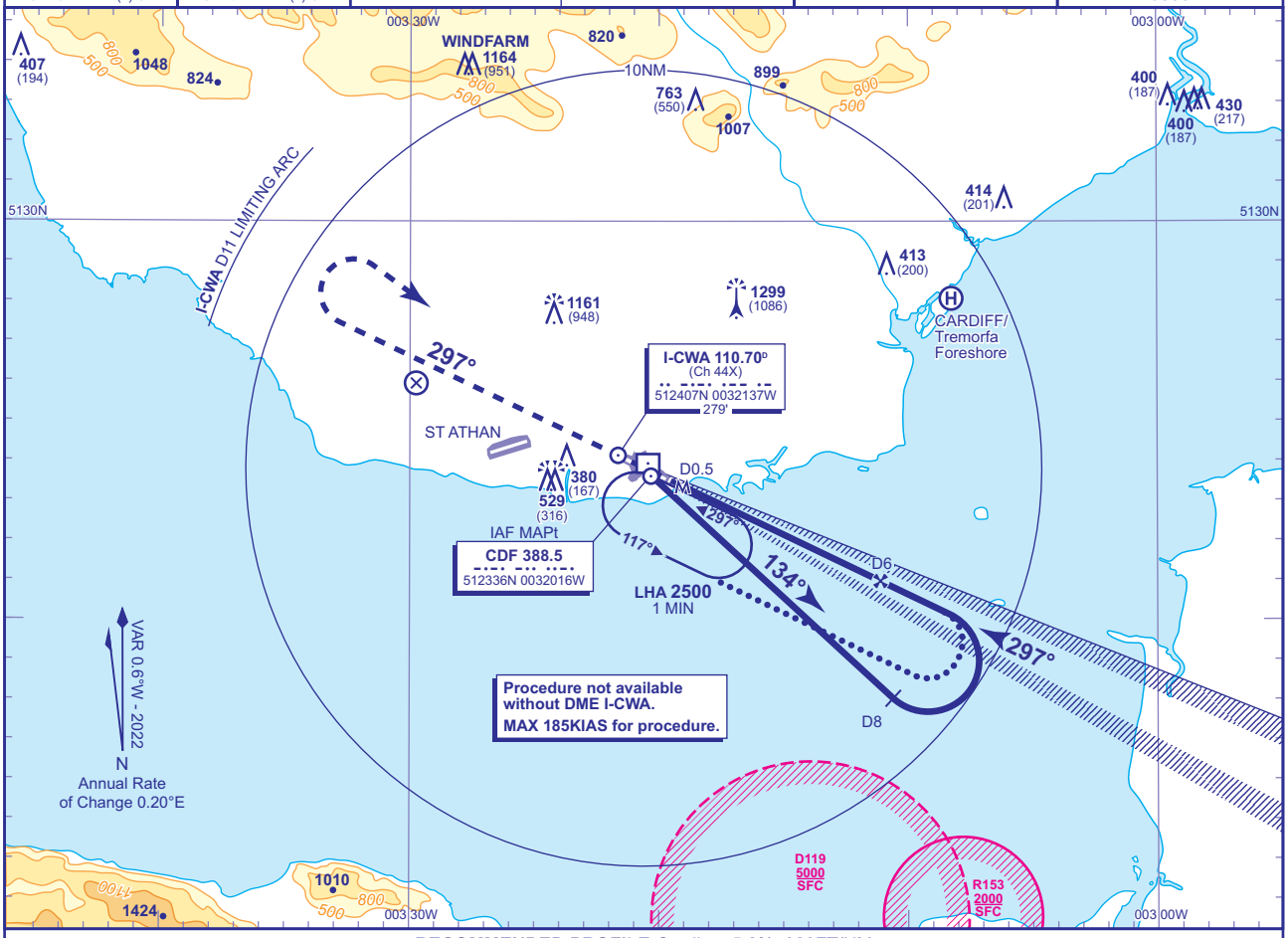
MSA 25NM NDB(L) CDF



MSA 10NM NDB(L) CDF

| | | | |
|---|---|---|---|
| APP 119.155, 125.855 | CARDIFF APPROACH | AD ELEVATION | 220 |
| TWR 133.105 | CARDIFF TOWER | THR ELEVATION | 213 |
| RAD 125.855 | CARDIFF RADAR | OBSTACLE ELEVATION 1299 AMSL (1086) (ABOVE THR) | |
| 119.155 (LARS) | | | |
| ATIS 132.480 | CARDIFF INFORMATION | BEARINGS ARE MAGNETIC | |

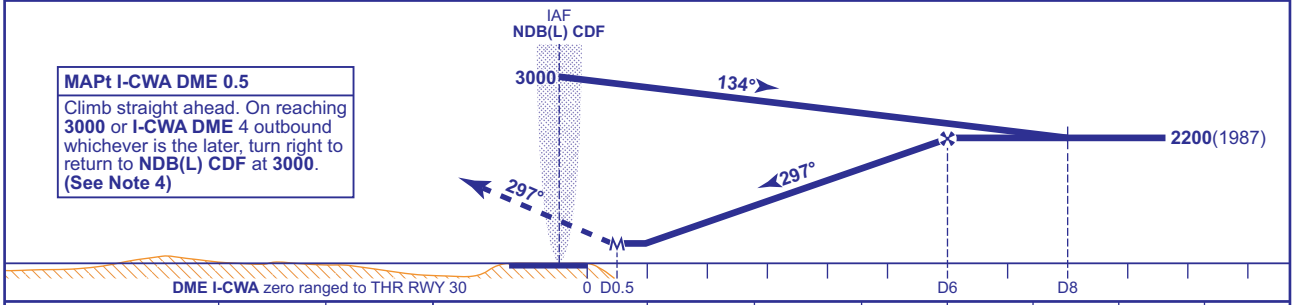
TRANSITION ALTITUDE **6000**




**RECOMMENDED PROFILE** Gradient 5.2%, 320FT/NM

| **DME I-CWA** | 5 | 4 | 3 | 2 | 1 |
|---|---|---|---|---|---|
| **ALT**(HGT) | **1860**(1647) | **1540**(1327) | **1220**(1007) | **900**(687) | **580**(367) |

**MAPt I-CWA DME 0.5**
Climb straight ahead. On reaching **3000** or **I-CWA DME** 4 outbound whichever is the later, turn right to return to **NDB(L) CDF** at **3000**. **(See Note 4)**




| Aircraft Category | | C | D |
|---|---|---|---|
| **OCA** (OCH) | **Procedure** | **500**(287) | **500**(287) |
| **VM(C)OCA** (OCH AAL) | **Total Area** | **1560**(1340) | **1690**(1470) |
| | **South of RWY 12/30** | **920**(700) | **920**(700) |

| **Rate of descent** | **G/S KT** | 160 | 140 | 120 | 100 | 80 |
|---|---|---|---|---|---|---|
| | **FT/MIN** | 850 | 740 | 640 | 530 | 420 |

**ALTERNATIVE PROCEDURE** EXTENDED HOLDING PATTERN
Extend outbound leg of the NDB(L) CDF holding pattern to I-CWA DME 8 descending to **2200**(1987) then proceed as for main procedure.

**NOTE 1** Subject to ATC approval, aircraft inbound to NDB(L) CDF and receiving DME I-CWA may descend to **3000** after passing I-CWA DME 10.
**2** ATC will authorise crossing of EG D119 before start of procedure.
**3** Timed procedure not available without radar monitoring.
**4** Aircraft to remain within I-CWA DME 11 during the missed approach turn in order to be contained within Cardiff controlled airspace. If unable to comply, notify ATC.

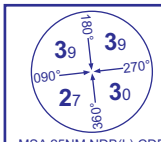
**CHANGE (8/23):** I-CWA DME ELEVATION REVISED.

AERO INFO DATE 16 MAY 23

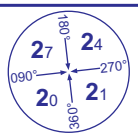
AD 2-EGFF-8-9

# INSTRUMENT APPROACH CHART - ICAO

## CARDIFF
## SRA RTR 2NM
## RWY 30
(ACFT CAT A,B,C,D)



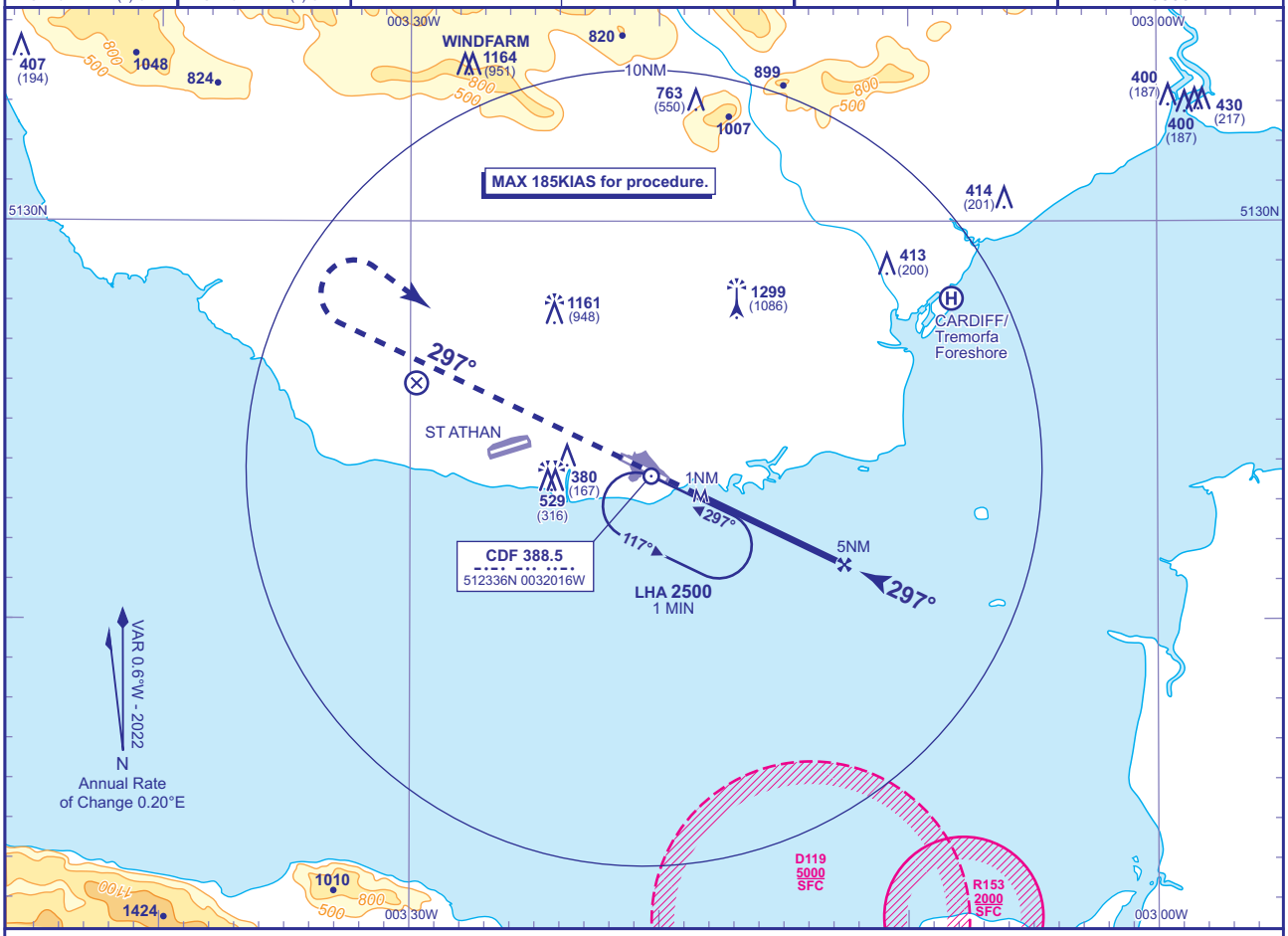
MSA 25NM NDB(L) CDF



MSA 10NM NDB(L) CDF

| | | | |
|---|---|---|---|
| APP 119.155, 125.855 | CARDIFF APPROACH | AD ELEVATION | **220** |
| TWR 133.105 | CARDIFF TOWER | THR ELEVATION | **213** |
| RAD 125.855 | CARDIFF RADAR | OBSTACLE ELEVATION **1299 AMSL** (1086) (ABOVE THR) | |
| 119.155 (LARS) | | | |
| ATIS 132.480 | CARDIFF INFORMATION | BEARINGS ARE MAGNETIC | |

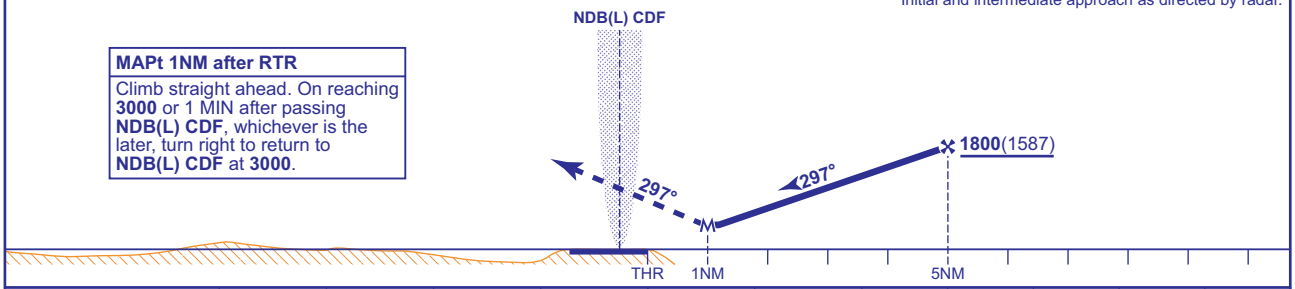
TRANSITION ALTITUDE **6000**




| RADAR ADVISORY HEIGHTS Gradient 5.2%, 320FT/NM | | | | |
|---|---|---|---|---|
| **NM** | 5.0 | 4.0 | 3.0 | 2.0 |
| **ALT**(HGT) | **1800**(1587) | **1480**(1267) | **1170**(957) | **850**(637) |

Initial and intermediate approach as directed by radar.

**MAPt 1NM after RTR**
Climb straight ahead. On reaching **3000** or 1 MIN after passing **NDB(L) CDF**, whichever is the later, turn right to return to **NDB(L) CDF** at **3000**.




| Aircraft Category | | A | B | C | D |
|---|---|---|---|---|---|
| **OCA** (OCH) | **2.5% MAP** | **770**(557) | **770**(557) | **770**(557) | **770**(557) |
| | **3.5% MAP** | **620**(407) | **620**(407) | **620**(407) | **620**(407) |
| **VM(C)OCA** (OCH AAL) | **Total Area** | **680**(460) | **820**(600) | **1560**(1340) | **1690**(1470) |
| | **SW of RWY 12/30** | **680**(460) | **820**(600) | **920**(700) | **920**(700) |

| **Rate of descent** | **G/S KT** | 160 | 140 | 120 | 100 | 80 |
|---|---|---|---|---|---|---|
| | **FT/MIN** | 850 | 740 | 630 | 530 | 420 |
| **RTR to MAPT** | **MIN:SEC** | 0:22 | 0:25 | 0:30 | 0:36 | 0:45 |

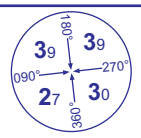
**NOTE 1** ATC will authorise crossing of EG D119 before start of procedure.
**2** Radar Ranges measured to touchdown.

**CHANGE (8/21):** APP, TWR, RAD FREQUENCIES REVISED.

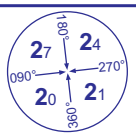
AERO INFO DATE 17 MAY 21 AD 2-EGFF-8-10

# INSTRUMENT APPROACH CHART - ICAO

## CARDIFF
## RNP
## RWY 30
(ACFT CAT A,B,C,D)



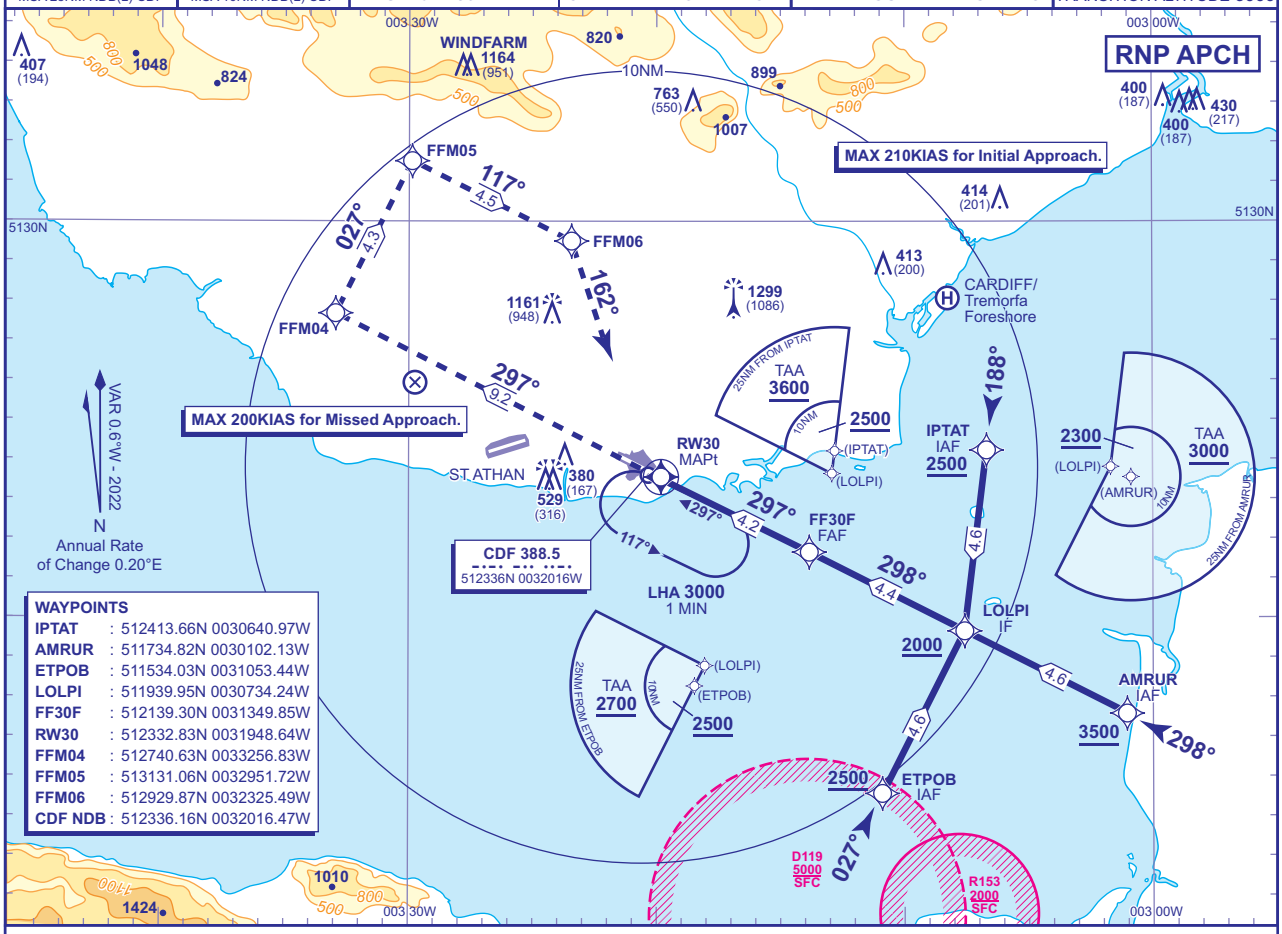
MSA 25NM NDB(L) CDF



MSA 10NM NDB(L) CDF

| | | | |
|---|---|---|---|
| APP 119.155, 125.855 | CARDIFF APPROACH | AD ELEVATION | 220 |
| TWR 133.105 | CARDIFF TOWER | THR ELEVATION | 213 |
| RAD 125.855 | CARDIFF RADAR | OBSTACLE ELEVATION | |
| 119.155 (LARS) | | 1299 AMSL (1086) (ABOVE THR) | |
| ATIS 132.480 | CARDIFF INFORMATION | BEARINGS ARE MAGNETIC | |

MIN TEMP -10°C
TRANSITION ALTITUDE 6000




**WAYPOINTS**

| | |
|---|---|
| IPTAT | 512413.66N 0030640.97W |
| AMRUR | 511734.82N 0030102.13W |
| ETPOB | 511534.03N 0031053.44W |
| LOLPI | 511939.95N 0030734.24W |
| FF30F | 512139.30N 0031349.85W |
| RW30 | 512332.83N 0031948.64W |
| FFM04 | 512740.63N 0033256.83W |
| FFM05 | 513131.06N 0032951.72W |
| FFM06 | 512929.87N 0032325.49W |
| CDF NDB | 512336.16N 0032016.47W |

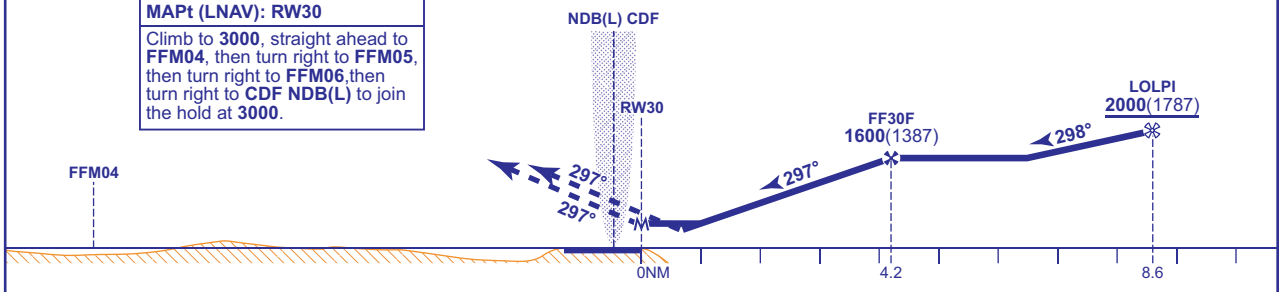
**RECOMMENDED PROFILE** VERTICAL PATH ANGLE 3.0° (LNAV 5.2%), 320FT/NM

| NM to RW30 | 4 | 3 | 2 | 1 |
|---|---|---|---|---|
| ALT(HGT) | **1540**(1327) | **1220**(1007) | **900**(687) | **580**(367) |

**TCH 50**

**MAPt (LNAV): RW30**

Climb to **3000**, straight ahead to **FFM04**, then turn right to **FFM05**, then turn right to **FFM06**,then turn right to **CDF NDB(L)** to join the hold at **3000**.




| Aircraft Category | | A | B | C | D |
|---|---|---|---|---|---|
| OCA (OCH) | LNAV | **540**(327) | **540**(327) | **540**(327) | **540**(327) |
| | LNAV/VNAV | **470**(257) | **470**(257) | **470**(257) | **470**(257) |
| VM(C)OCA (OCH AAL) | Total Area | **680**(460) | **820**(600) | **1560**(1340) | **1690**(1470) |
| | SW of RWY 12/30 | **680**(460) | **820**(600) | **920**(700) | **920**(700) |

| Rate of descent | G/S KT | 160 | 140 | 120 | 100 | 80 |
|---|---|---|---|---|---|---|
| | FT/MIN | 850 | 740 | 640 | 530 | 420 |

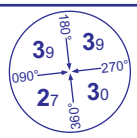
**NOTE** **NDB(L) CDF** required for missed approach.

**CHANGE (12/21):** EGNOS AND LPV REMOVED.

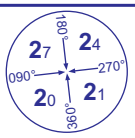
AERO INFO DATE 23 JUL 21

# INSTRUMENT APPROACH CHART - ICAO

## CARDIFF
## NDB(L)/DME y
## RWY 30
(ACFT CAT A,B)



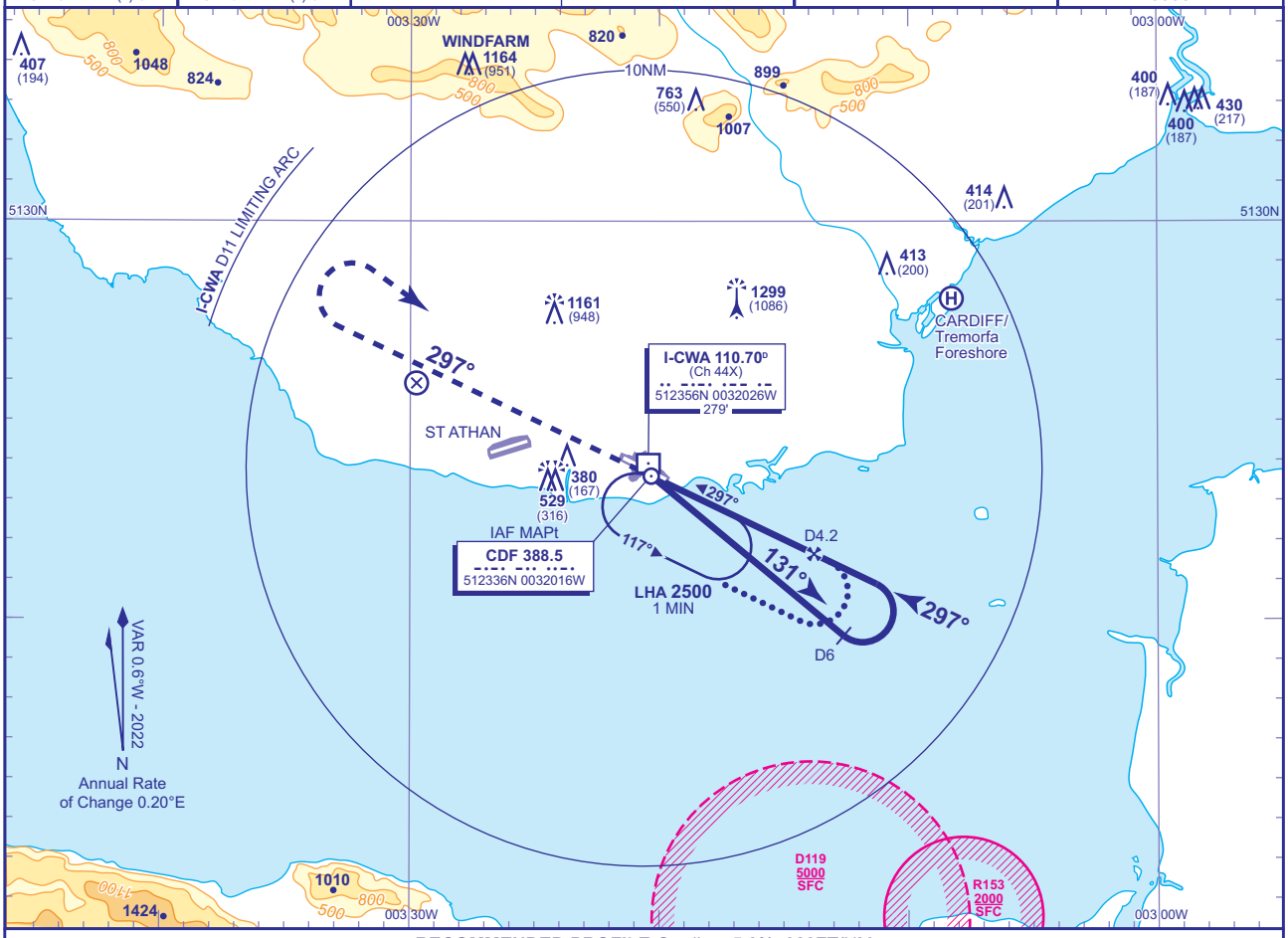
MSA 25NM NDB(L) CDF



MSA 10NM NDB(L) CDF

| | | | |
|---|---|---|---|
| APP 119.155, 125.855 | CARDIFF APPROACH | AD ELEVATION | **220** |
| TWR 133.105 | CARDIFF TOWER | THR ELEVATION | **213** |
| RAD 125.855 | CARDIFF RADAR | OBSTACLE ELEVATION **1299 AMSL** (1086) (ABOVE THR) | |
| 119.155 (LARS) | | | |
| ATIS 132.480 | CARDIFF INFORMATION | BEARINGS ARE MAGNETIC | |

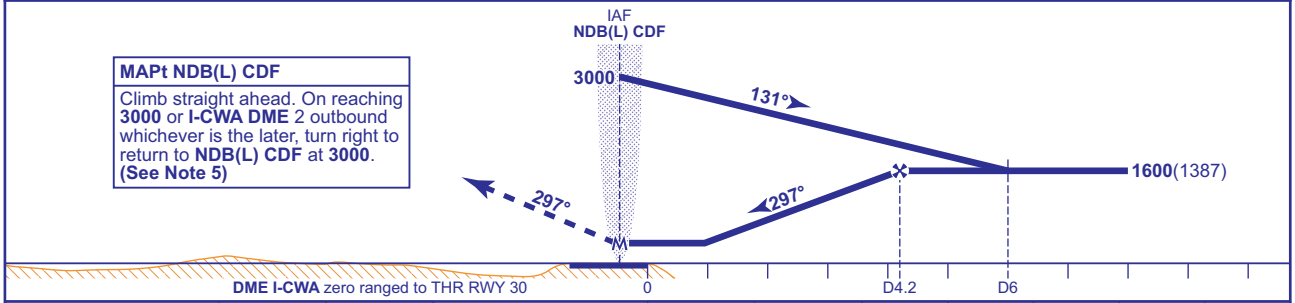
TRANSITION ALTITUDE **6000**




**RECOMMENDED PROFILE** Gradient 5.3%, 320FT/NM

| **DME I-CWA** | 3 | 2 | 1 |
|---|---|---|---|
| **ALT**(HGT) | **1230**(1017) | **910**(697) | **590**(377) |

**MAPt NDB(L) CDF**
Climb straight ahead. On reaching **3000** or **I-CWA DME** 2 outbound whichever is the later, turn right to return to **NDB(L) CDF** at **3000**. **(See Note 5)**




| Aircraft Category | | A | B |
|---|---|---|---|
| OCA (OCH) | WITH DME | **570**(357) | **570**(357) |
| | NO DME | **620**(407) | **620**(407) |
| VM(C)OCA (OCH AAL) | Total Area | **680**(460) | **820**(600) |

| Rate of descent | G/S KT | 160 | 140 | 120 | 100 | 80 |
|---|---|---|---|---|---|---|
| | FT/MIN | 860 | 750 | 650 | 540 | 430 |

**ALTERNATIVE PROCEDURE** EXTENDED HOLDING PATTERN
Extend outbound leg of the NDB(L) CDF holding pattern to I-CWA DME 5 descending to **1600**(1387) then proceed as for main procedure.

**AIRCRAFT UNABLE TO RECEIVE DME I-CWA**
As for main and alternative procedures except fly outbound leg for 2.5 MIN and when established descend to MDH. Radar ranges will be passed at 6NM outbound and 4NM inbound.

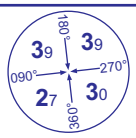
**NOTE 1** FAT offset 1° from RWY C/L.
**2** Subject to ATC approval, aircraft inbound to NDB(L) CDF and receiving DME I-CWA may descend to **3000** after passing I-CWA DME 10.
**3** ATC will authorise crossing of EG D119 before start of procedure.
**4** Timed procedure not available without radar monitoring.
**5** Aircraft to remain within I-CWA DME 11 during the missed approach turn in order to be contained within Cardiff controlled airspace. If unable to comply, notify ATC.

**CHANGE (8/23):** I-CWA DME ELEVATION REVISED.

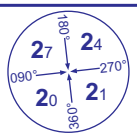
AERO INFO DATE 16 MAY 23 AD 2-EGFF-8-12

# INSTRUMENT APPROACH CHART - ICAO

## CARDIFF
## NDB(L)/DME z
## RWY 30
(ACFT CAT C,D)



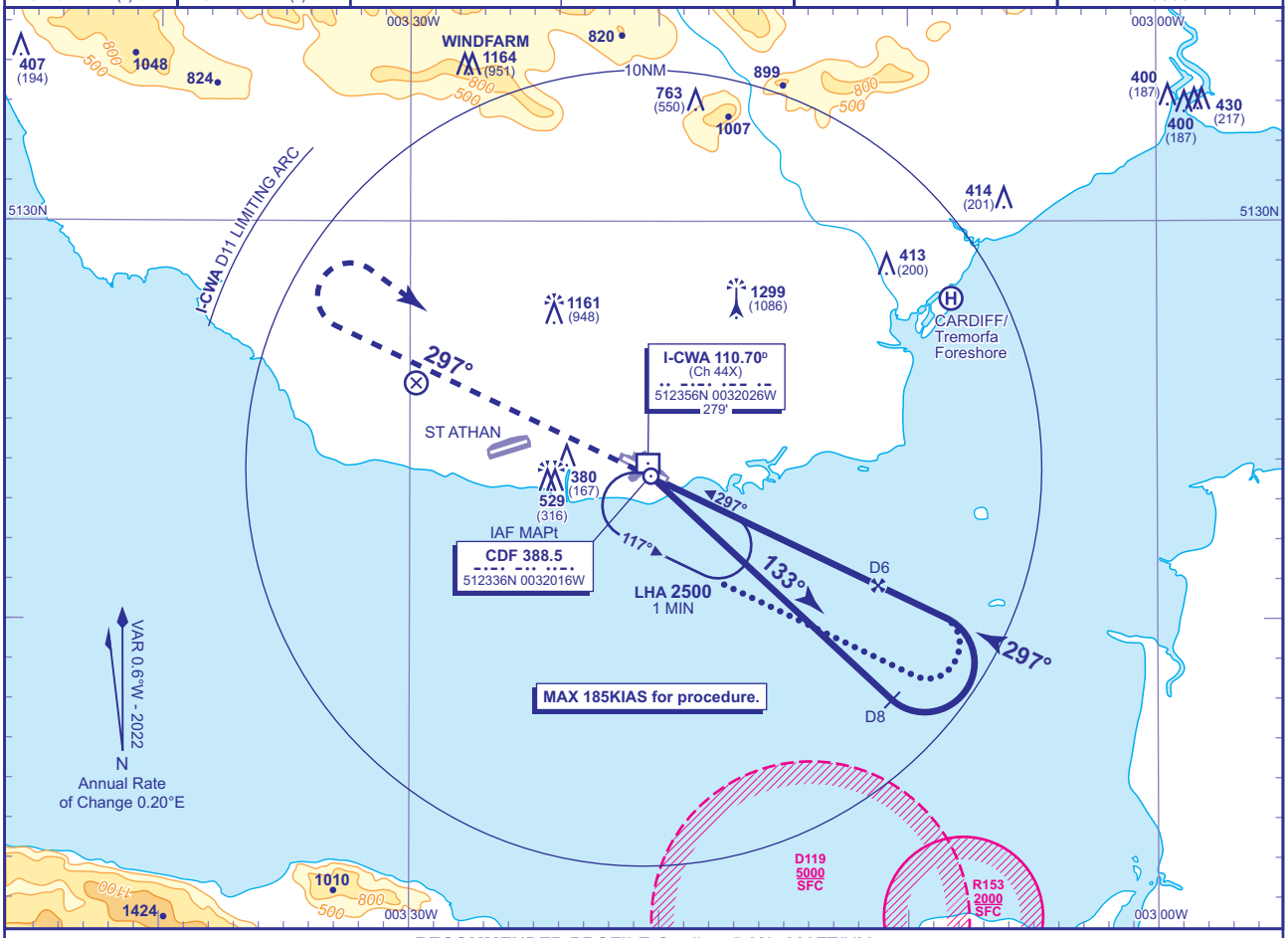
MSA 25NM NDB(L) CDF



MSA 10NM NDB(L) CDF

| | | | |
|---|---|---|---|
| APP 119.155, 125.855 | CARDIFF APPROACH | AD ELEVATION | 220 |
| TWR 133.105 | CARDIFF TOWER | THR ELEVATION | 213 |
| RAD 125.855 | CARDIFF RADAR | OBSTACLE ELEVATION 1299 AMSL (1086) (ABOVE THR) | |
| 119.155 (LARS) | | | |
| ATIS 132.480 | CARDIFF INFORMATION | BEARINGS ARE MAGNETIC | |

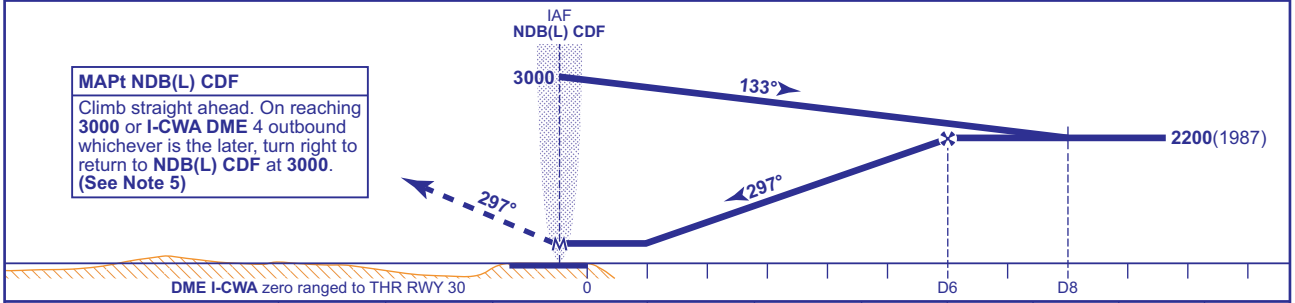
TRANSITION ALTITUDE **6000**




**RECOMMENDED PROFILE** Gradient 5.3%, 320FT/NM

| DME I-CWA | 5 | 4 | 3 | 2 | 1 |
|---|---|---|---|---|---|
| ALT(HGT) | **1880**(1667) | **1550**(1337) | **1230**(1017) | **910**(697) | **590**(377) |

**MAPt NDB(L) CDF**
Climb straight ahead. On reaching **3000** or **I-CWA DME** 4 outbound whichever is the later, turn right to return to **NDB(L) CDF** at **3000**. **(See Note 5)**




| Aircraft Category | | C | D |
|---|---|---|---|
| OCA (OCH) | WITH DME | **570**(357) | **570**(357) |
| | NO DME | **620**(407) | **620**(407) |
| VM(C)OCA (OCH AAL) | Total Area | **1560**(1340) | **1690**(1470) |
| | SW of RWY 12/30 | **920**(700) | **920**(700) |

| Rate of descent | G/S KT | 160 | 140 | 120 | 100 | 80 |
|---|---|---|---|---|---|---|
| | FT/MIN | 860 | 750 | 650 | 540 | 430 |

**ALTERNATIVE PROCEDURE** EXTENDED HOLDING PATTERN
Extend outbound leg of the NDB(L) CDF holding pattern to I-CWA DME 8 descending to **2200**(1987) then proceed as for main procedure.

**AIRCRAFT UNABLE TO RECEIVE DME I-CWA** As for main and alternative procedures except substitute 2.5 MIN for distance on outbound leg and when established on FAT, descend to MDH. Radar ranges will be passed at 8NM outbound and 6NM inbound.

**NOTE 1** FAT offset 1° from RWY C/L.
**2** Subject to ATC approval, aircraft inbound to NDB(L) CDF and receiving DME I-CWA may descend to **3000** after passing I-CWA DME 10.
**3** ATC will authorise crossing of EG D119 before start of procedure.
**4** Timed procedure not available without radar monitoring.
**5** Aircraft to remain within I-CWA DME 11 during the missed approach turn in order to be contained within Cardiff controlled airspace. If unable to comply, notify ATC.

**CHANGE (8/23):** I-CWA DME ELEVATION REVISED.

AERO INFO DATE 16 MAY 23
AD 2-EGFF-8-13

# Instrument Approach Procedure Coding Tables

**Cardiff RNP RWY 12 - Instrument Approach Procedure via VABMU**

| Designator | Sequence Number | Path Term-inator | Waypoint Name | Fly-over | Course/ Track °M (°T) | Turn Direction | Level Constraint | Speed Constraint | Co-ordinates | Remarks and Distance to MAPt |
|---|---|---|---|---|---|---|---|---|---|---|
| R12R | 001 | IF | VABMU | N | - | - | 2700 | 210 | 512509.89N 0033746.51W | IAF |
| R12R | 002 | TF | OGPUV | N | 027° (026.55°) | RIGHT | 2500 | - | 512822.91N 0033512.05W | IF / 9.7NM |
| R12R | 003 | TF | FF12F | N | 117° (116.58°) | - | 2200 | - | 512646.22N 0033003.19W | FAF / 6.1NM |
| R12R | 004 | TF | RW12 | Y | 117° (116.65°) | - | - | - | 512401.72N 0032120.17W | MAPt |
| R12R | 005 | TF | FFM01 | N | 117° (116.76°) | LEFT | - | 200 | 512017.05N 0030930.86W | - |
| R12R | 006 | TF | FFM02 | N | 028° (026.92°) | LEFT | - | 200 | 512406.87N 0030624.28W | - |
| R12R | 007 | TF | FFM03 | N | 298° (296.96°) | LEFT | - | 200 | 512608.99N 0031249.01W | - |
| R12R | 008 | TF | CDF NDB | N | 242° (241.40°) | - | 3000 | 200 | 512336.16N 0032016.47W | CONVENTIONAL HOLD |

**Cardiff RNP RWY 12 - Instrument Approach Procedure via OGPUV**

| Designator | Sequence Number | Path Term-inator | Waypoint Name | Fly-over | Course/ Track °M (°T) | Turn Direction | Level Constraint | Speed Constraint | Co-ordinates | Remarks and Distance to MAPt |
|---|---|---|---|---|---|---|---|---|---|---|
| R12C | 001 | IF | OGPUV | N | - | - | 2500 | - | 512822.91N 0033512.05W | IF / 9.7NM |
| R12C | 002 | TF | FF12F | N | 117° (116.58°) | - | 2200 | - | 512646.22N 0033003.19W | FAF / 6.1NM |
| R12C | 003 | TF | RW12 | Y | 117° (116.65°) | - | - | - | 512401.72N 0032120.17W | MAPt |
| R12C | 004 | TF | FFM01 | N | 117° (116.76°) | LEFT | - | 200 | 512017.05N 0030930.86W | - |
| R12C | 005 | TF | FFM02 | N | 028° (026.92°) | LEFT | - | 200 | 512406.87N 0030624.28W | - |
| R12C | 006 | TF | FFM03 | N | 298° (296.96°) | LEFT | - | 200 | 512608.99N 0031249.01W | - |
| R12C | 007 | TF | CDF NDB | N | 242° (241.40°) | - | 3000 | 200 | 512336.16N 0032016.47W | CONVENTIONAL HOLD |

**Cardiff RNP RWY 12 - Instrument Approach Procedure via IVNIM**

| Designator | Sequence Number | Path Term-inator | Waypoint Name | Fly-over | Course/ Track °M (°T) | Turn Direction | Level Constraint | Speed Constraint | Co-ordinates | Remarks and Distance to MAPt |
|---|---|---|---|---|---|---|---|---|---|---|
| R12L | 001 | IF | IVNIM | N | - | - | 3200 | 210 | 513135.90N 0033237.22W | IAF |
| R12L | 002 | TF | OGPUV | N | 207° (206.62°) | LEFT | 2500 | - | 512822.91N 0033512.05W | IF / 9.7NM |
| R12L | 003 | TF | FF12F | N | 117° (116.58°) | - | 2200 | - | 512646.22N 0033003.19W | FAF / 6.1NM |
| R12L | 004 | TF | RW12 | Y | 117° (116.65°) | - | - | - | 512401.72N 0032120.17W | MAPt |
| R12L | 005 | TF | FFM01 | N | 117° (116.76°) | LEFT | - | 200 | 512017.05N 0030930.86W | - |
| R12L | 006 | TF | FFM02 | N | 028° (026.92°) | LEFT | - | 200 | 512406.87N 0030624.28W | - |
| R12L | 007 | TF | FFM03 | N | 298° (296.96°) | LEFT | - | 200 | 512608.99N 0031249.01W | - |
| R12L | 008 | TF | CDF NDB | N | 242° (241.40°) | - | 3000 | 200 | 512336.16N 0032016.47W | CONVENTIONAL HOLD |

**CHANGE (4/21):** MAG TRACKS.
AERO INFO DATE 01 FEB 21

# Instrument Approach Procedure Coding Tables

**Cardiff RNP RWY 30 - Instrument Approach Procedure via IPTAT**

| Designator | Sequence Number | Path Term-inator | Waypoint Name | Fly-over | Course/ Track °M (°T) | Turn Direction | Level Constraint | Speed Constraint | Co-ordinates | Remarks and Distance to MAPt |
|---|---|---|---|---|---|---|---|---|---|---|
| R30R | 001 | IF | IPTAT | N | - | - | 2500 | 210 | 512413.66N 0030640.97W | IAF |
| R30R | 002 | TF | LOLPI | N | 188° (186.95°) | RIGHT | 2000 | - | 511939.95N 0030734.24W | IF / 8.6NM |
| R30R | 003 | TF | FF30F | N | 298° (296.94°) | - | 1600 | - | 512139.30N 0031349.85W | FAF / 4.2NM |
| R30R | 004 | TF | RW30 | Y | 297° (296.86°) | - | - | - | 512332.83N 0031948.64W | MAPt |
| R30R | 005 | TF | FFM04 | N | 297° (296.78°) | RIGHT | - | 200 | 512740.63N 0033256.83W | - |
| R30R | 006 | TF | FFM05 | N | 027° (026.61°) | RIGHT | - | 200 | 513131.06N 0032951.72W | - |
| R30R | 007 | TF | FFM06 | N | 117° (116.65°) | RIGHT | - | 200 | 512929.87N 0032325.49W | - |
| R30R | 008 | TF | CDF NDB | N | 162° (161.51°) | - | 3000 | 200 | 512336.16N 0032016.47W | CONVENTIONAL HOLD |

**Cardiff RNP RWY 30 - Instrument Approach Procedure via AMRUR**

| Designator | Sequence Number | Path Term-inator | Waypoint Name | Fly-over | Course/ Track °M (°T) | Turn Direction | Level Constraint | Speed Constraint | Co-ordinates | Remarks and Distance to MAPt |
|---|---|---|---|---|---|---|---|---|---|---|
| R30C | 001 | IF | AMRUR | N | - | - | 3500 | 210 | 511734.82N 0030102.13W | IAF |
| R30C | 002 | TF | LOLPI | N | 298° (297.03°) | - | 2000 | - | 511939.95N 0030734.24W | IF / 8.6NM |
| R30C | 003 | TF | FF30F | N | 298° (296.94°) | - | 1600 | - | 512139.30N 0031349.85W | FAF / 4.2NM |
| R30C | 004 | TF | RW30 | Y | 297° (296.86°) | - | - | - | 512332.83N 0031948.64W | MAPt |
| R30C | 005 | TF | FFM04 | N | 297° (296.78°) | RIGHT | - | 200 | 512740.63N 0033256.83W | - |
| R30C | 006 | TF | FFM05 | N | 027° (026.61°) | RIGHT | - | 200 | 513131.06N 0032951.72W | - |
| R30C | 007 | TF | FFM06 | N | 117° (116.65°) | RIGHT | - | 200 | 512929.87N 0032325.49W | - |
| R30C | 008 | TF | CDF NDB | N | 162° (161.51°) | - | 3000 | 200 | 512336.16N 0032016.47W | CONVENTIONAL HOLD |

**Cardiff RNP RWY 30 - Instrument Approach Procedure via ETPOB**

| Designator | Sequence Number | Path Term-inator | Waypoint Name | Fly-over | Course/ Track °M (°T) | Turn Direction | Level Constraint | Speed Constraint | Co-ordinates | Remarks and Distance to MAPt |
|---|---|---|---|---|---|---|---|---|---|---|
| R30L | 001 | IF | ETPOB | N | - | - | 2500 | 210 | 511534.03N 0031053.44W | IAF |
| R30L | 002 | TF | LOLPI | N | 027° (026.90°) | LEFT | 2000 | - | 511939.95N 0030734.24W | IF / 8.6NM |
| R30L | 003 | TF | FF30F | N | 298° (296.94°) | - | 1600 | - | 512139.30N 0031349.85W | FAF / 4.2NM |
| R30L | 004 | TF | RW30 | Y | 297° (296.86°) | - | - | - | 512332.83N 0031948.64W | MAPt |
| R30L | 005 | TF | FFM04 | N | 297° (296.78°) | RIGHT | - | 200 | 512740.63N 0033256.83W | - |
| R30L | 006 | TF | FFM05 | N | 027° (026.61°) | RIGHT | - | 200 | 513131.06N 0032951.72W | - |
| R30L | 007 | TF | FFM06 | N | 117° (116.65°) | RIGHT | - | 200 | 512929.87N 0032325.49W | - |
| R30L | 008 | TF | CDF NDB | N | 162° (161.51°) | - | 3000 | 200 | 512336.16N 0032016.47W | CONVENTIONAL HOLD |

**CHANGE (12/21):** PAGE RENUMBERED.
AERO INFO DATE 23 JUL 21

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# EGLJ — CHALGROVE

## EGLJ AD 2.1 AERODROME LOCATION INDICATOR AND NAME

EGLJ — CHALGROVE

## EGLJ AD 2.2 AERODROME GEOGRAPHICAL AND ADMINISTRATIVE DATA

| | | |
|---|---|---|
| 1 | ARP coordinates and site at AD | Lat: 514028N Long: 0010507W<br>Mid point of Runway 12/30 |
| 2 | Direction and distance from city | 8 NM SE of Oxford. |
| 3 | Elevation / Reference temperature / Mean Low Temperature | 240 FT / 19 °C / - |
| 4 | Geoid undulation at AD ELEV PSN | 154 FT |
| 5 | Magnetic Variation / Annual Change | 1.01°E (2027) / 0.17°E |
| 6 | AD Administration<br>Address<br>Telephone<br>Telefax | MARTIN-BAKER AIRCRAFT COMPANY LTD.<br>Chalgrove Airfield, Chalgrove, Oxford, OX44 7RJ.<br>01865-892200<br>01865-892214 |
| 7 | Type of Traffic permitted (IFR/VFR) | IFR/VFR |
| 8 | Remarks | |

## EGLJ AD 2.3 OPERATIONAL HOURS

| | | |
|---|---|---|
| 1 | AD Administration | Airfield activated as required to support Martin-Baker Ltd operations. Airfield may be activated at anytime 24/7. |
| 2 | Customs and immigration | By arrangement |
| 3 | Health and sanitation | |
| 4 | AIS Briefing Office | |
| 5 | ATS Reporting Office (ARO) | |
| 6 | MET Briefing Office | |
| 7 | ATS | By arrangement |
| 8 | Fuelling | By arrangement |
| 9 | Handling | |
| 10 | Security | |
| 11 | De-icing | |
| 12 | Remarks | This aerodrome is strictly PPR. The aerodrome may be active H24 seven days a week with military aircraft not necessarily obeying Rules of the Air. |

## EGLJ AD 2.4 HANDLING SERVICES AND FACILITIES

| | | |
|---|---|---|
| 1 | Cargo handling facilities | |
| 2 | Fuel and oil types | AVTUR JET A-1 |
| 3 | Fuelling facilities/capacity | |
| 4 | De-icing facilities | |
| 5 | Hangar space for visiting aircraft | |
| 6 | Repair facilities for visiting aircraft | |
| 7 | Remarks | |

## EGLJ AD 2.5 PASSENGER FACILITIES

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## EGLJ AD 2.6 RESCUE AND FIRE FIGHTING SERVICES

| | | |
|---|---|---|
| 1 | AD category for fire fighting services | RFF Category A2<br>RFF Category A3 accepted under remission. |
| 2 | Rescue equipment | |
| 3 | Capability for removal of disabled aircraft | |
| 4 | Remarks | |

## EGLJ AD 2.7 SEASONAL AVAILABILITY - CLEARING

**INTENTIONALLY BLANK**

## EGLJ AD 2.8 APRONS, TAXIWAYS AND CHECK LOCATIONS/POSITIONS DATA

**INTENTIONALLY BLANK**

## EGLJ AD 2.9 SURFACE MOVEMENT GUIDANCE AND CONTROL SYSTEM AND MARKINGS

| | | |
|---|---|---|
| 1 | Use of aircraft stand ID signs, TWY guide lines and visual docking/parking guidance system of aircraft stands | |
| 2 | Runway and taxiway markings and lighting | Taxiway marking aid(s):<br>Blue taxiway edge reflectors are positioned on Taxiway A |
| 3 | Stop bars and runway guard lights (if any) | |
| 4 | Other runway protection measures | |
| 5 | Remarks | Two WDI: 514037.89N 0010538.27W (LGTD); 514013.75N 0010440.71W (LGTD). |

## EGLJ AD 2.10 AERODROME OBSTACLES

| In Approach/Take-off areas | | | | | | |
|---|---|---|---|---|---|---|
| **Obstacle ID/ Designation** | **Obstacle Type** | **Obstacle Position** | **Elevation/Height** | | **Obstruction Lighting Type/ Colour** | **Remarks** |
| **1** | **2** | **3** | **4** | | **5** | **6** |
| (EGLJ2701) 12/APPROACH 30/ TAKE-OFF | TREE | 514045.51N 0010555.55W | 271 FT | | No | |
| (EGLJ2700) 12/APPROACH 30/ TAKE-OFF | TREE | 514045.12N 0010554.15W | 267 FT | | No | |
| (EGLJ2962) 30/APPROACH 12/ TAKE-OFF | TREE | 514007.83N 0010424.80W | 282 FT | | No | |

| In circling area and at aerodrome | | | | | | |
|---|---|---|---|---|---|---|
| **Obstacle ID/ Designation** | **Obstacle Type** | **Obstacle Position** | **Elevation/Height** | | **Obstruction Lighting Type/ Colour** | **Remarks** |
| **1** | **2** | **3** | **4** | | **5** | **6** |
| (EGLJ2414) | STRUCTURE | 514040.52N 0010426.16W | 299 FT | | No | |

## EGLJ AD 2.11 METEOROLOGICAL INFORMATION PROVIDED

**INTENTIONALLY BLANK**

## EGLJ AD 2.12 RUNWAY PHYSICAL CHARACTERISTICS

| Designations RWY Number | True bearing | Dimensions of RWY | Surface of RWY/ SWY/ Strength | THR co-ordinates/ THR Geoid undulation | THR elevation/ Highest elevation of TDZ of precision APP RWY | Slope of RWY/ SWY |
|---|---|---|---|---|---|---|
| 1 | 2 | 3 | 4 | 5 | 6 | 7 |
| 12 | 124.05° | 1829 x 30 M | RWY surface: Asphalt | 514044.57N 0010545.76W 154.4 FT | THR 218.9 FT | |
| 30 | 304.06° | 1829 x 30 M | RWY surface: Asphalt | 514012.23N 0010428.80W 154.3 FT | THR 240.3 FT | |

| SWY Dimensions | Clearway Dimensions | Strip Dimensions | RESA Dimensions, Overshoot / Undershoot | Location/ description of arresting system | OFZ | Remarks |
|---|---|---|---|---|---|---|
| 8 | 9 | 10 | 11 | 12 | 13 | 14 |
| | | 1904 x 150 M | | | | RWY 12 |
| | | 1904 x 150 M | | | | RWY 30 |

## EGLJ AD 2.13 DECLARED DISTANCES

| Runway designator | TORA | TODA | ASDA | LDA | Remarks |
|---|---|---|---|---|---|
| 1 | 2 | 3 | 4 | 5 | 6 |
| 12 | 1784 M | 1784 M | 1784 M | 1784 M | |
| 30 | 1784 M | 1784 M | 1784 M | 1784 M | |

## EGLJ AD 2.14 APPROACH AND RUNWAY LIGHTING

| RWY | Approach lighting Type/ Length/ Intensity | Threshold lighting Colour/Wing bars | VASIS/ MEHT/ PAPI/ PAPI Dist from THR | TDZ, lighting Length | Runway Centre Line lighting Length/ Spacing/ Colour/ Intensity | Runway edge lighting Length/ Spacing/ Colour/ Intensity | Runway end lighting Colour/ Wing bars | Stopway lighting Length/ Colour | Remarks |
|---|---|---|---|---|---|---|---|---|---|
| 1 | 2 | 3 | 4 | 5 | 6 | 7 | 8 | 9 | 10 |
| 12 | | Threshold bar and stop bars. 5 green/red each side as appropriate. | | | | 80 M spacing White | | | |
| 30 | | Threshold bar and stop bars. 5 green/red each side as appropriate. | | | | 80 M spacing White | | | |

## EGLJ AD 2.15 OTHER LIGHTING, SECONDARY POWER SUPPLY

| | | |
|---|---|---|
| 1 | ABN/IBN location, characteristics and hours of operation | |
| 2 | LDI location and lighting<br>Anemometer location and lighting | Anemometer: 514027.91N 0010424.68W. |
| 3 | TWY edge and centre line lighting | |
| 4 | Secondary power supply/switch-over time | |
| 5 | Remarks | |

# EGLJ AD 2.16 HELICOPTER LANDING AREA

## INTENTIONALLY BLANK

# EGLJ AD 2.17 AIR TRAFFIC SERVICES AIRSPACE

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# EGLJ AD 2.18 AIR TRAFFIC SERVICES COMMUNICATION FACILITIES

| Service Designation | Callsign | Channel/ Frequency(MHz) | SATVOICE number(s) | Logon Address | Hours of Operation | Remarks |
|---|---|---|---|---|---|---|
| 1 | 2 | 3 | 4 | 5 | 6 | 7 |
| OTHER | CHALGROVE RADIO | 125.410 A/G frequency. | | | As required by Martin-Baker Ltd requirements | Airfield may be active at any time. H24 |

# EGLJ AD 2.19 RADIO NAVIGATION AND LANDING AIDS

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# EGLJ AD 2.20 LOCAL AERODROME REGULATIONS

## 1 AIRPORT REGULATIONS

a) Operations may occur H24 seven days a week.
b) Take-offs, landing and taxiing on grass are prohibited due to variable positioning of obstructions.
c) Overflight of hangar and associated buildings prohibited below 1000 FT AGL.

## 2 GROUND MOVEMENT

Not applicable

## 3 CAT II/III OPERATIONS

Not applicable

## 4 WARNINGS

a) Testing of ejection seats can occur at any time from the ground up to 600 FT AGL and are divided into the following categories:

i. Seat tests from the centre of Chalgrove aerodrome up to heights of 600 FT AGL;
ii. Inflight tests from a Meteor aircraft carried out at ground level on Runway 12/30 at speeds between 60 to 130 KT;
iii. Inflight tests from a Meteor aircraft above Runway 06/24 take place at heights between 250 to 1000 FT AGL at speeds up to 450 KT;
iv. Parachute drop tests are conducted from helicopters up to 5500 FT AGL overhead Chalgrove.

b) The aerodrome is encompassed by the Benson MATZ.

## 5 HELICOPTER OPERATIONS

Not applicable

## 6 USE OF RUNWAYS

Not applicable

## 7 TRAINING

Not applicable

## EGLJ AD 2.21 NOISE ABATEMENT PROCEDURES

a) No take-offs from Runway 18 to avoid noise over Chalgrove Village.

## EGLJ AD 2.22 FLIGHT PROCEDURES

a) Pilots shall contact RAF Benson on 120.900 MHz for a MATZ crossing service, and for landing/departures at Chalgrove.
b) Circuit directions: To the north at 1000 FT.

## EGLJ AD 2.23 ADDITIONAL INFORMATION

Not applicable

## EGLJ AD 2.24 CHARTS RELATED TO AN AERODROME

AERODROME CHART - ICAO
AD 2.EGLJ-2-1

## EGLJ AD 2.25 VISUAL SEGMENT SURFACE (VSS) PENETRATION

Not applicable

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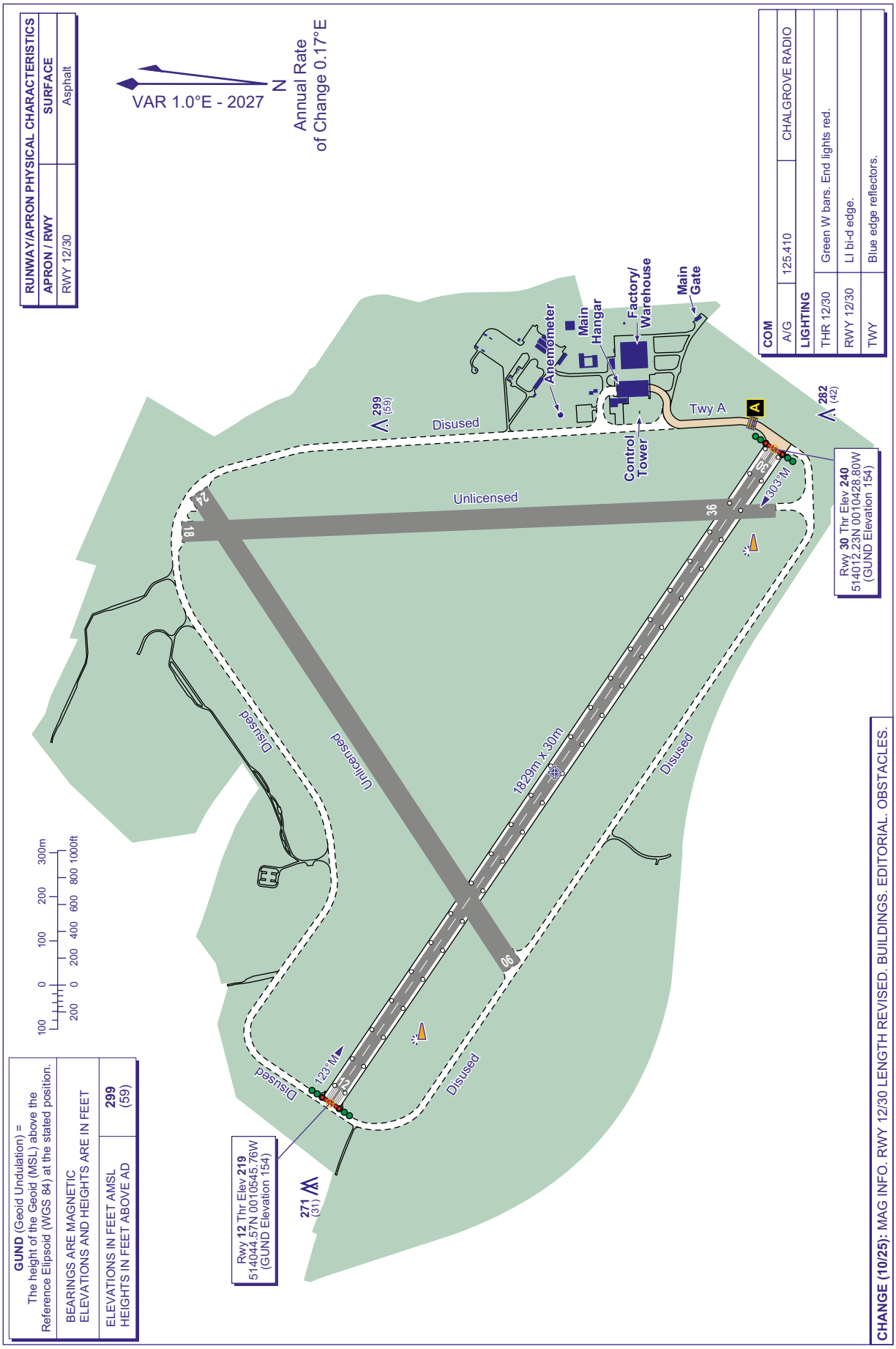
# CHALGROVE EGLJ

AD ELEV 240FT

ARP 514028N 0010507W

AERODROME CHART - ICAO




AERO INFO DATE 28 JUL 25

AD 2-EGLJ-2-1

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# EGHR — CHICHESTER/GOODWOOD

## EGHR AD 2.1 AERODROME LOCATION INDICATOR AND NAME

EGHR — CHICHESTER/GOODWOOD

## EGHR AD 2.2 AERODROME GEOGRAPHICAL AND ADMINISTRATIVE DATA

| | | |
|---|---|---|
| 1 | ARP coordinates and site at AD | Lat: 505134N Long: 0004533W<br>Mid-point of Runway 14/32. |
| 2 | Direction and distance from city | 1.5 NM NNE of Chichester |
| 3 | Elevation / Reference temperature / Mean Low Temperature | 111 FT / 19 °C / - |
| 4 | Geoid undulation at AD ELEV PSN | 149 FT |
| 5 | Magnetic Variation / Annual Change | 1.17°E (2027) / 0.17°E |
| 6 | AD Administration<br>Address<br><br>Telephone | GOODWOOD ROAD RACING COMPANY LTD<br>Goodwood Road Racing Company Ltd, Goodwood, Chichester, West Sussex, PO18 0PH.<br>01243-755061 (ATS)<br>07966-314630 (ATS Mobile)<br>01243-755060 (GRRC Admin)<br>01243-755066 (Goodwood Flying School)<br>01243-755064 (Engineering) |
| 7 | Type of Traffic permitted (IFR/VFR) | VFR |
| 8 | Remarks | |

## EGHR AD 2.3 OPERATIONAL HOURS

| | | |
|---|---|---|
| 1 | AD Administration | 0900-1700 (0800-1700), Dec-Jan 0900-1615; other times by arrangement. |
| 2 | Customs and immigration | By arrangement. |
| 3 | Health and sanitation | |
| 4 | AIS Briefing Office | |
| 5 | ATS Reporting Office (ARO) | |
| 6 | MET Briefing Office | |
| 7 | ATS | As AD hours. See also AD 2.18 |
| 8 | Fuelling | As AD except for the last 15 minutes. |
| 9 | Handling | |
| 10 | Security | H24 |
| 11 | De-icing | |
| 12 | Remarks | PPR in writing outside of published hours with minimum 24 hours notice. Aircraft movements outside of published hours not permitted after sunset or 2100 (2000), whichever is earlier, and before 0700 (0600) or sunrise, whichever is later. |

## EGHR AD 2.4 HANDLING SERVICES AND FACILITIES

| | | |
|---|---|---|
| 1 | Cargo handling facilities | |
| 2 | Fuel and oil types | AVTUR JET A-1, AVGAS 100LL<br>W80, W100, S80, S100, Multi. |
| 3 | Fuelling facilities/capacity | JET-A1 bowser service only. |
| 4 | De-icing facilities | |
| 5 | Hangar space for visiting aircraft | Limited hangarage space available, by arrangement. |
| 6 | Repair facilities for visiting aircraft | Goodwood Engineering, Tel: 01243-755064 |
| 7 | Remarks | |

## EGHR AD 2.5 PASSENGER FACILITIES

| | | |
|---|---|---|
| 1 | Hotels | Hotel in Goodwood |
| 2 | Restaurants | Cafe |

| | | |
|---|---|---|
| 3 | Transportation | Taxies |
| 4 | Medical facilities | Basic first aid on site |
| 5 | Bank and Post Office | Banks and Post Office in Chichester |
| 6 | Tourist Office | In Chichester |
| 7 | Remarks | |

## EGHR AD 2.6 RESCUE AND FIRE FIGHTING SERVICES

| | | |
|---|---|---|
| 1 | AD category for fire fighting services | RFF Category A1<br>RFF Category 1/H1.<br>RFF Category 2/H2 on request.<br>RFF Category 3 accepted under remission on request. |
| 2 | Rescue equipment | |
| 3 | Capability for removal of disabled aircraft | |
| 4 | Remarks | |

## EGHR AD 2.7 SEASONAL AVAILABILITY - CLEARING

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## EGHR AD 2.8 APRONS, TAXIWAYS AND CHECK LOCATIONS/POSITIONS DATA

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## EGHR AD 2.9 SURFACE MOVEMENT GUIDANCE AND CONTROL SYSTEM AND MARKINGS

| | | |
|---|---|---|
| 1 | Use of aircraft stand ID signs, TWY guide lines and visual docking/parking guidance system of aircraft stands | |
| 2 | Runway and taxiway markings and lighting | |
| 3 | Stop bars and runway guard lights (if any) | |
| 4 | Other runway protection measures | |
| 5 | Remarks | WDI (LGTD): 505132.05N 0004538.02W. |

## EGHR AD 2.10 AERODROME OBSTACLES

| In Approach/Take-off areas | | | | | | |
|---|---|---|---|---|---|---|
| **Obstacle ID/ Designation** | **Obstacle Type** | **Obstacle Position** | **Elevation/Height** | | **Obstruction Lighting Type/ Colour** | **Remarks** |
| **1** | **2** | **3** | **4** | | **5** | **6** |
| (EGHR1378) 24/APPROACH 06/ TAKE-OFF | MOBILE OBST | 505147.72N 0004508.08W | 119 FT | | No | |

| In circling area and at aerodrome | | | | | | |
|---|---|---|---|---|---|---|
| **Obstacle ID/ Designation** | **Obstacle Type** | **Obstacle Position** | **Elevation/Height** | | **Obstruction Lighting Type/ Colour** | **Remarks** |
| **1** | **2** | **3** | **4** | | **5** | **6** |
| (EGHR1360) | COMMS MAST | 505334.85N 0004511.71W | 742 FT | | No | |
| (EGHR1361) | COMMS MAST | 505333.29N 0004519.78W | 764 FT | | No | |
| (EGHR1420) | WINDMILL BUILDING | 505244.28N 0004137.19W | 459 FT | | No | |
| (EGHR1344) | CATHEDERAL | 505010.47N 0004650.48W | 327 FT | | No | |

## EGHR AD 2.11 METEOROLOGICAL INFORMATION PROVIDED

| | | |
|---|---|---|
| 1 | Associated MET Office | MET OFFICE EXETER |
| 2 | Hours of service<br>MET Office outside hour | H24 |
| 3 | Office responsible for TAF preparation<br>Periods of validity | |
| 4 | Trend forecast<br>Interval of issuance | |
| 5 | Briefing/consultation provided | Self briefing/telephone. |
| 6 | Flight documentation<br>Language(s) used | Charts abbreviated plain language text. TAFs and METARs.<br>English. |
| 7 | Charts and other information available for briefing or consultation | Met Office F215, F214 and weather warnings. |
| 8 | Supplementary equipment available for providing information | Real time weather avaliable at https://weather.goodwood.com/. |
| 9 | ATS units provided with information | CHICHESTER/GOODWOOD |
| 10 | Additional information (limitation of service, etc.) | Unofficial observations provided locally/observations only disseminated locally. |

## EGHR AD 2.12 RUNWAY PHYSICAL CHARACTERISTICS

| Designations RWY Number | True bearing | Dimensions of RWY | Surface of RWY/ SWY/ Strength | THR co-ordinates/ THR Geoid undulation | THR elevation/ Highest elevation of TDZ of precision APP RWY | Slope of RWY/ SWY |
|---|---|---|---|---|---|---|
| 1 | 2 | 3 | 4 | 5 | 6 | 7 |
| 06 | 056.93° | 855 x 30 M | RWY surface: Grass | 505132.24N<br>0004545.59W<br>149.1 FT | THR 102.5 FT | |
| 24 | 236.94° | 855 x 30 M | RWY surface: Grass | 505144.87N<br>0004514.94W<br>149.1 FT | THR 105.0 FT | |
| 10 | 103.03° | 700 x 30 M | RWY surface: Grass | 505146.62N<br>0004548.15W<br>149.2 FT | THR 109.6 FT | |
| 28 | 283.04° | 700 x 30 M | RWY surface: Grass | 505141.51N<br>0004513.28W<br>149.1 FT | THR 101.4 FT | |
| 14 | 139.21° | 1262 x 31 M | RWY surface: Grass | 505145.64N<br>0004550.10W<br>149.2 FT | THR 108.4 FT | |
| 32 | 319.22° | 1262 x 31 M | RWY surface: Grass | 505121.90N<br>0004517.74W<br>149.1 FT | THR 89.6 FT | |

| SWY Dimensions | Clearway Dimensions | Strip Dimensions | RESA Dimensions, Overshoot / Undershoot | Location/ description of arresting system | OFZ | Remarks |
|---|---|---|---|---|---|---|
| 8 | 9 | 10 | 11 | 12 | 13 | 14 |
| | | 915 x 72 M | | | | RWY 06<br><br>Threshold displaced by 140 M. |
| | | 915 x 72 M | | | | RWY 24 |
| | | 760 x 72 M | | | | RWY 10 |
| | | 760 x 72 M | | | | RWY 28 |
| | | 1382 x 86 M | | | | RWY 14<br><br>Threshold displaced by 151 M. |
| | | 1382 x 86 M | | | | RWY 32<br><br>Threshold displaced by 143 M. |

## EGHR AD 2.13 DECLARED DISTANCES

| Runway designator | TORA | TODA | ASDA | LDA | Remarks |
|---|---|---|---|---|---|
| 1 | 2 | 3 | 4 | 5 | 6 |
| 14 | 1120 M | 1120 M | 1199 M | 1111 M | |
| 32 | 1127 M | 1127 M | 1178 M | 1035 M | |
| 06 | 799 M | 799 M | 799 M | 715 M | |
| 24 | 799 M | 799 M | 799 M | 799 M | |
| 10 | 700 M | 700 M | 700 M | 700 M | |
| 28 | 700 M | 700 M | 700 M | 700 M | |

## EGHR AD 2.14 APPROACH AND RUNWAY LIGHTING

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## EGHR AD 2.15 OTHER LIGHTING, SECONDARY POWER SUPPLY

| | | |
|---|---|---|
| 1 | ABN/IBN location, characteristics and hours of operation | |
| 2 | LDI location and lighting<br>Anemometer location and lighting | Anemometer: 505135.37N 0004522.40W. |
| 3 | TWY edge and centre line lighting | |
| 4 | Secondary power supply/switch-over time | |
| 5 | Remarks | |

## EGHR AD 2.16 HELICOPTER LANDING AREA

| | | |
|---|---|---|
| 1 | Coordinates TLOF or THR of FATO, geoid undulation | TLOF: 505136.88N 0004522.13W, 149.1 FT |
| 2 | TLOF and/or FATO elevation | TLOF: 101.0 FT |
| 3 | TLOF and FATO area dimensions, surface, strength, marking, lighting | |
| 4 | True BRG of FATO | |
| 5 | Declared distance available | |
| 6 | APP and FATO lighting | |
| 7 | RMK | Grassed parking area positioned north of the control tower. Concrete 'H' positioned east of the control tower.<br>Further parking may be available adjacent to Hangars 1-3 when grassed area conditions are poor. |

## EGHR AD 2.17 AIR TRAFFIC SERVICES AIRSPACE

| Designation and lateral limits | Vertical Limits | Airspace Class | ATS unit callsign/ language | Transition Altitude | Hours of applicability | Remarks |
|---|---|---|---|---|---|---|
| 1 | 2 | 3 | 4 | 5 | 6 | 7 |
| CHICHESTER/GOODWOOD ATZ<br>A circle, 2 NM radius, centred at 505134N 0004533W on longest notified runway (14/ 32) | Upper limit: 2000 FT AGL<br>Lower limit: SFC | G | GOODWOOD INFORMATION<br>English | 6000 FT | | |

# EGHR AD 2.18 AIR TRAFFIC SERVICES COMMUNICATION FACILITIES

| Service Designation | Callsign | Channel/ Frequency(MHz) | SATVOICE number(s) | Logon Address | Hours of Operation | Remarks |
|---|---|---|---|---|---|---|
| 1 | 2 | 3 | 4 | 5 | 6 | 7 |
| AFIS | GOODWOOD INFORMATION | 122.455 DOC 25 NM/6,000 FT. | | | 0900-1700 (0800-1700), Dec-Jan 0900-1615; other times by arrangement. | ATZ hours co-incident with AFIS hours but not by arrangement. |

# EGHR AD 2.19 RADIO NAVIGATION AND LANDING AIDS

| Type of Aid CAT of ILS/MLS MAG Var/VOR Declination | Ident | Frequency | Hours of Operation | Position of transmitting antenna coordinates | Elevation of DME transmitting antenna | Remarks |
|---|---|---|---|---|---|---|
| 1 | 2 | 3 | 4 | 5 | 6 | 7 |
| VOR/DME 1.17°E (2027) 0.8°E (2023) | GWC | 94Y 114.750 MHz | H24 | 505118.79N 0004524.25W | 122 FT | VOR DOC: 20 NM/50,000 FT and 55 NM/50,000 FT in the sector 304º to 134º. DME DOC: 80 NM/50,000 FT. Due to terrain, coverage at low level is reduced in Sector R299°-044°. |

# EGHR AD 2.20 LOCAL AERODROME REGULATIONS

## 1 AIRPORT REGULATIONS

a) All aircraft using Chichester/Goodwood are required to have third party insurance cover of not less than £1,000,000.
b) No helicopter circuit flying on Sundays.
c) No fixed-wing circuit flying on Sundays after 1400 (1300).
d) Helicopters must not taxi across the road between the tower and the fire station. Helicopters taxiing from the helicopter parking area shall taxi to the west of the tower.
e) Goodwood is a regulated aerodrome pursuant to the provisions of the UK Customs and Excise Management Act 1979. Goodwood Aerodrome is not designated as a Customs & Excise airport but operates under a Certificate of Agreement issued by UK Border Force. Subject to compliance with the provisions of the UK General Aviation Report (GAR) process, flights by general aviation aircraft may enter and depart the UK via Goodwood Aerodrome, except for those aircraft that are being imported, either temporarily or permanently, from a state that is outside the Common Travel Area, in which case they must first enter and, if temporarily imported, leave the UK via a designated customs airport.

## 2 GROUND MOVEMENT

Not applicable.

## 3 CAT II/III OPERATIONS

Not applicable.

## 4 WARNINGS

a) When Runways 06/24 and 10/28 are in use for fixed-wing circuits, opposite direction helicopter circuits will be flown from the threshold of Runway 32.
b) The Motor Racing track on the perimeter of the aerodrome is in constant use during daylight hours. It is not to be used for the taxiing of aircraft at any time.
c) A runway starter extension is available on Runway 32 to correctly indicate the start of TORA/TODA/ASDA. Aircraft using the starter extension with a wingspan greater than 16 M are to coordinate the departure with ATS.
d) Pilots may experience windshear on Runways 06 and 24 particularly in strong southwesterly wind conditions.
e) Increased bird activity may be present on the airfield outside of normal operating hours. Pilots operating with an authorised out of hours approval should exercise caution.
f) Grass cutting may take place outside of published operating hours. Pilots operating with an authorised out of hours approval should exercise caution.

## 5 HELICOPTER OPERATIONS

Not applicable.

## 6 USE OF RUNWAYS

Not applicable.

## 7 TRAINING

Not applicable.

# EGHR AD 2.21 NOISE ABATEMENT PROCEDURES

a) Runway 06

Landing: No low approaches over the built-up areas in the undershoot.

b) Runway 24

Take off: Turn right as soon as practicable to do so and establish a westerly track. Maintain track until west of built-up areas. If remaining in the circuit, ensure that crosswind and downwind track is west/northwest of Lavant village. No practice engine failures are permitted until west of the A286, Lavant Road. No low level circuits are permitted on Runway 24. Avoid overflight of Lavant village.

c) Runway 14

i. Take-off: Turn left 10° at the upwind end of Runway 14 to avoid overflying the school and fields of horses under the climb out path. No practice engine failures after take-off until well clear of the school and houses. Do not exceed the 10° left turn to avoid conflicting with the helicopter circuit.
ii. Landing: No low approaches over East Lavant village.

d) Runway 32

Take-off: Turn right 10° at the upwind end of Runway 32 to avoid East Lavant village. Maintain that heading until well beyond the village. No practice engine failures after take-off until well beyond East Lavant village. Do not exceed the 10° right turn to avoid conflicting with the helicopter circuit.

e) Runway 10

Take-off: Turn left 10° at the upwind end of the runway to avoid overflying Westerton village.

f) Runway 28

Take-off: Turn left 10° at the upwind end of the runway to avoid overflying Lavant village.

g) Helicopter Procedures

i. Helicopters are to avoid routeing over Chichester, Westerton and Summersdale.
ii. The southern helicopter circuit shall be flown when Runways 06, 10, 24 and 28 are in use. See AD 2-EGHR-4-1.
iii. The northern helicopter circuit shall be flown when Runways 14 and 32 are in use. See AD 2-EGHR-4-1.

# EGHR AD 2.22 FLIGHT PROCEDURES

a) Fixed-wing circuit height is 1200 FT QFE unless otherwise directed by ATS. Do not descend below published circuit height when helicopter circuits are active.
b) Fixed-wing circuit joins on a left base leg for Runways 24 and 32 are not permitted.
c) Requests for low level/bad weather training circuits (ie below published circuit height) on Runways 14 and 32 must be pre-agreed with ATS prior to the commencement of the training detail, and are not permitted at any time whilst the helicopter circuits are active.
d) Fixed-wing glide approaches for Runways 14 and 32 are not permitted at any time whilst the northern helicopter circuit is active.
e) Orbits by fixed-wing aircraft are only to be flown on the outside of the circuit, ie on a right-hand circuit an orbit will only be flown to the left and vice versa for a left-hand circuit.
f) Circuit directions: Runways 06, 10 and 14 - LH; Runway 24, 28 and 32 - RH, or as directed by ATS.
g) Fixed-wing standard join is overhead at 2000 FT QFE. ‘Straight-in’ and ‘base’ joins are strongly discouraged when the circuit is active. ATS can advise on circuit status. Outside of published ATS hours, an overhead join is mandatory with circuits flown at published height.
h) Helicopter circuit height 800 FT or as advised by ATS. Helicopters are not permitted to join the circuit below 800 FT QFE unless weather dictates a lower height and only then when this has been pre-agreed with ATS.
i) Helicopter circuit: When Runways 14 or 32 are in use by fixed-wing, the helicopter circuit is flown from the ‘triangle’ east of the intersection with Runways 14/32 and 06/24, inside of and below the fixed-wing circuit height. When other runways are in use by fixed-wing, helicopter circuits are flown from the threshold of Runway 32, in the opposite direction to the fixed-wing circuit.
j) Helicopter and fixed-wing training flights are prohibited outside of published operating hours and at other times detailed in AD 2.20 paragraphs 1b and 1c.
k) Fixed-wing aircraft are to ensure that the take-off roll starts at the published start of TORA/TODA/ASDA on all runways in the interests of local community noise reduction.

## EGHR AD 2.23 ADDITIONAL INFORMATION

Not applicable.

## EGHR AD 2.24 CHARTS RELATED TO AN AERODROME

AERODROME CHART - ICAO
AD 2.EGHR-2-1
NOISE ABATEMENT PROCEDURES - FIXED WING / HELI CIRCUITS
AD 2.EGHR-4-1

## EGHR AD 2.25 VISUAL SEGMENT SURFACE (VSS) PENETRATION

Not applicable

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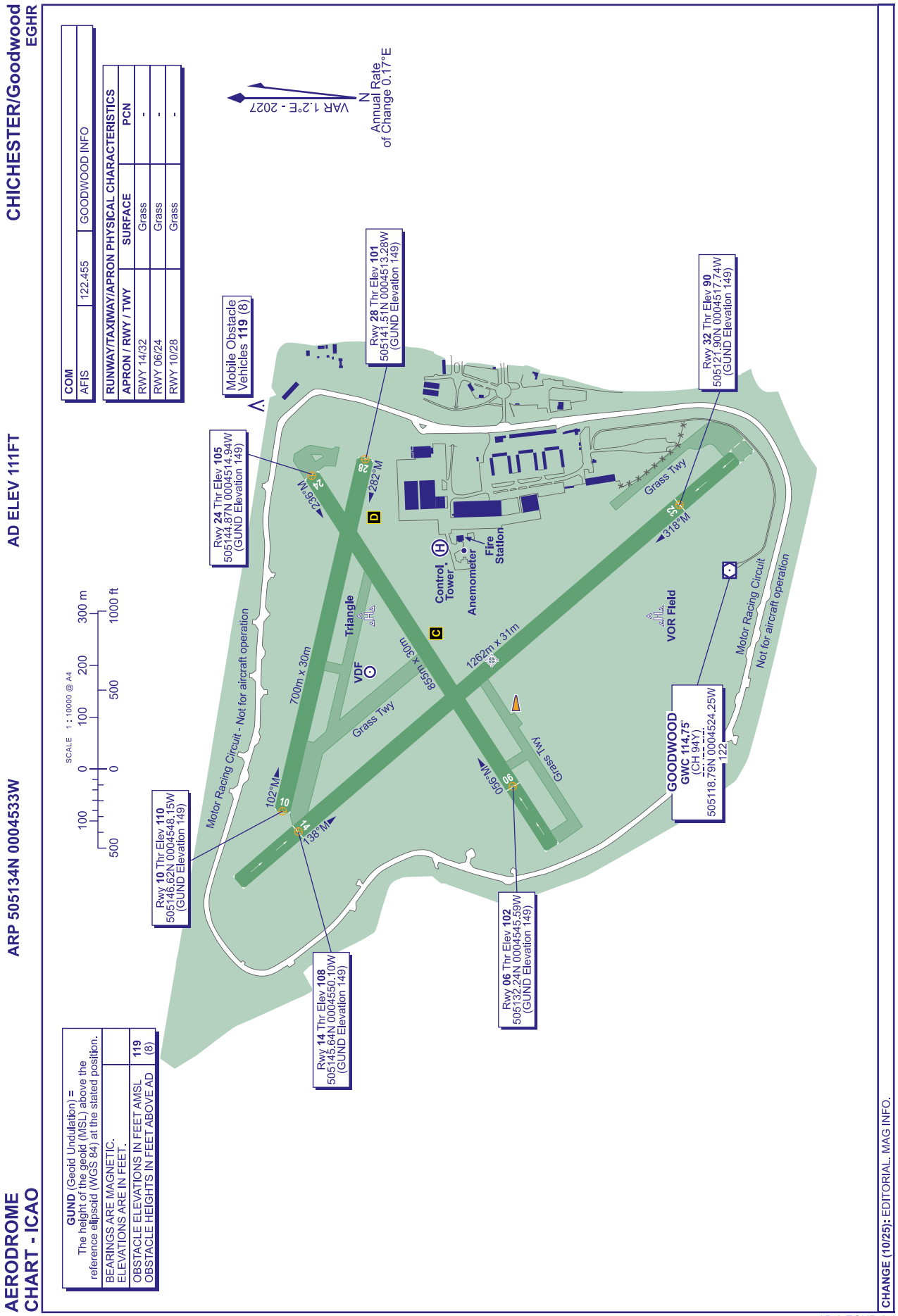
AERODROME CHART - ICAO
ARP 505134N 0004533W
AD ELEV 111FT
CHICHESTER/Goodwood
EGHR
GUND (Geoid Undulation) = The height of the geoid (MSL) above the reference ellipsoid (WGS 84) at the stated position.
BEARINGS ARE MAGNETIC.
ELEVATIONS ARE IN FEET.
OBSTACLE ELEVATIONS IN FEET AMSL 119
OBSTACLE HEIGHTS IN FEET ABOVE AD (8)
SCALE 1 : 10000 @ A4
100 0 100 200 300 m
500 0 500 1000 ft
COM
AFIS 122.455 GOODWOOD INFO
RUNWAY/TAXIWAY/APRON PHYSICAL CHARACTERISTICS
APRON / RWY / TWY SURFACE PCN
RWY 14/32 Grass -
RWY 06/24 Grass -
RWY 10/28 Grass -
VAR 1.2°E - 2027
N
Annual Rate of Change 0.17°E
Mobile Obstacle Vehicles 119 (8)
Rwy 28 Thr Elev 101 505141.51N 0004513.28W (GUND Elevation 149)
Rwy 24 Thr Elev 105 505144.87N 0004514.94W (GUND Elevation 149)
Rwy 32 Thr Elev 90 505121.90N 0004517.74W (GUND Elevation 149)
Rwy 10 Thr Elev 110 505146.62N 0004548.15W (GUND Elevation 149)
Rwy 14 Thr Elev 108 505145.64N 0004550.10W (GUND Elevation 149)
Rwy 06 Thr Elev 102 505132.24N 0004545.59W (GUND Elevation 149)
GOODWOOD GWC 114.75° (CH 94Y) 505118.79N 0004524.25W 122
Motor Racing Circuit - Not for aircraft operation
Motor Racing Circuit
Not for aircraft operation
Grass Twy
Grass Twy
Grass Twy
700m x 30m
853m x 30m
1262m x 31m
Triangle
VDF
VOR Field
Control Tower
Anemometer
Fire Station
102°M
138°M
282°M
318°M
236°M
056°M
CHANGE (10/25): EDITORIAL, MAG INFO.

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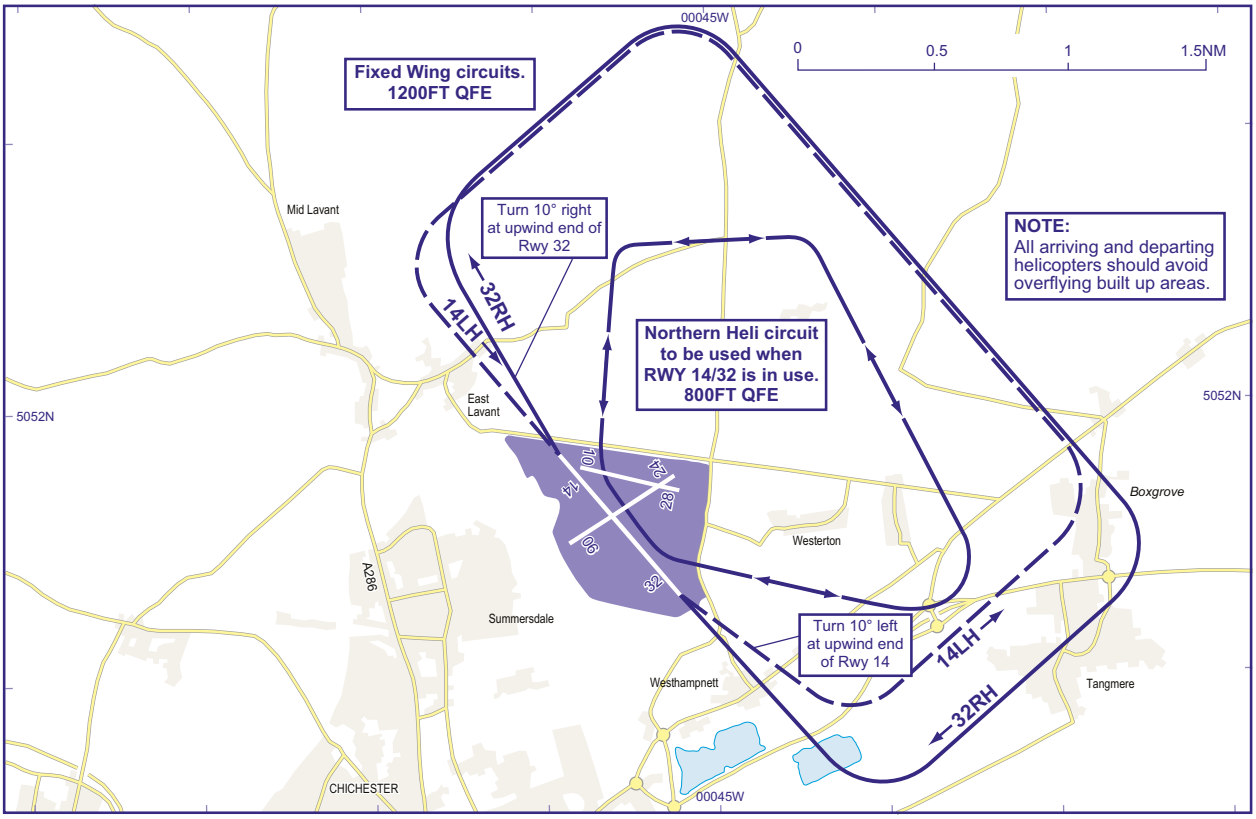
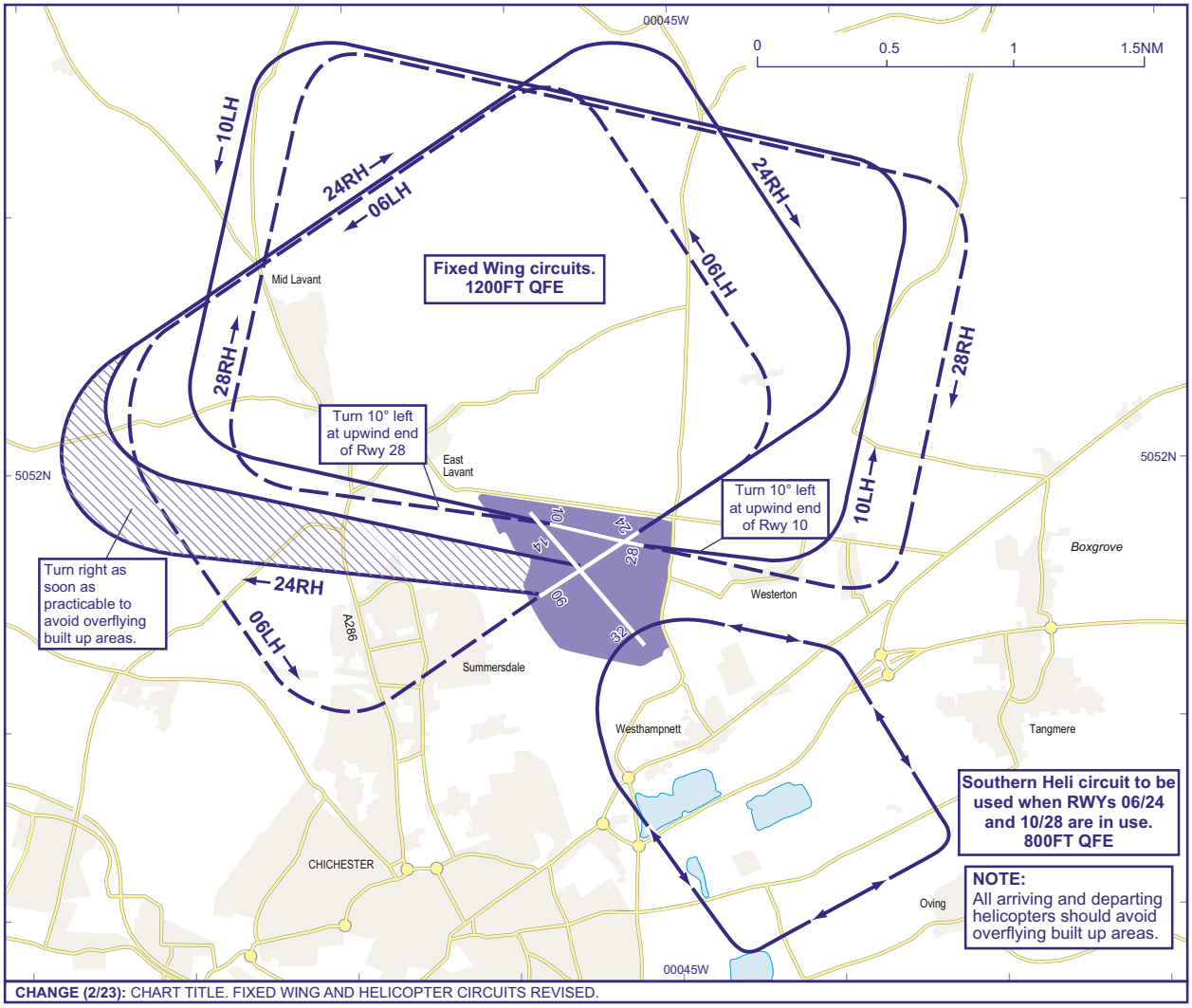
## NOISE ABATEMENT PROCEDURES - FIXED WING / HELI CIRCUITS — CHICHESTER/GOODWOOD




**CHANGE (2/23):** CHART TITLE. FIXED WING AND HELICOPTER CIRCUITS REVISED.

AERO INFO DATE 13 DEC 22

AD 2-EGHR-4-1

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# EGEL — COLL

## EGEL AD 2.1 AERODROME LOCATION INDICATOR AND NAME

EGEL — COLL

## EGEL AD 2.2 AERODROME GEOGRAPHICAL AND ADMINISTRATIVE DATA

| | | |
|---|---|---|
| 1 | ARP coordinates and site at AD | Lat: 563607N Long: 0063704W<br>Mid point Runway 02/20. |
| 2 | Direction and distance from city | 5 NM WSW of Arinagour. |
| 3 | Elevation / Reference temperature / Mean Low Temperature | 20 FT / 14 °C / - |
| 4 | Geoid undulation at AD ELEV PSN | 185 FT |
| 5 | Magnetic Variation / Annual Change | 1.65°W (2027) / 0.21°E |
| 6 | AD Administration<br>Address<br>Telephone | ARGYLL AND BUTE COUNCIL.<br>c/o Oban Airport, North Connel, Oban, Argyll, PA37 1SX.<br>01631-572910 (Admin/PPR). |
| 7 | Type of Traffic permitted (IFR/VFR) | VFR |
| 8 | Remarks | Prior permission required. Telephone calls to Oban ATS will be recorded. |

## EGEL AD 2.3 OPERATIONAL HOURS

| | | |
|---|---|---|
| 1 | AD Administration | By prior arrangement with the aerodrome operator (Argyll and Bute Council, c/o Oban Airport). |
| 2 | Customs and immigration | Not available. |
| 3 | Health and sanitation | |
| 4 | AIS Briefing Office | Information available from Oban aerodrome by telephone. |
| 5 | ATS Reporting Office (ARO) | |
| 6 | MET Briefing Office | Information available from Oban aerodrome by telephone. |
| 7 | ATS | See AD 2.18. |
| 8 | Fuelling | |
| 9 | Handling | |
| 10 | Security | |
| 11 | De-icing | |
| 12 | Remarks | This aerodrome is strictly PPR. |

## EGEL AD 2.4 HANDLING SERVICES AND FACILITIES

**INTENTIONALLY BLANK**

## EGEL AD 2.5 PASSENGER FACILITIES

| | | |
|---|---|---|
| 1 | Hotels | Coll Hotel. |
| 2 | Restaurants | |
| 3 | Transportation | Taxi by arrangement. |
| 4 | Medical facilities | First aid facilities. |
| 5 | Bank and Post Office | Post office in Arinagour. |
| 6 | Tourist Office | |
| 7 | Remarks | |

## EGEL AD 2.6 RESCUE AND FIRE FIGHTING SERVICES

| | | |
|---|---|---|
| 1 | AD category for fire fighting services | RFF Category A2 |
| 2 | Rescue equipment | |
| 3 | Capability for removal of disabled aircraft | Limited |

| | | |
|---|---|---|
| 4 | Remarks | |

## EGEL AD 2.7 SEASONAL AVAILABILITY - CLEARING

| | | |
|---|---|---|
| 1 | Type of clearing equipment | |
| 2 | Clearance priorities | |
| 3 | Remarks | Latest information on 01631-572910. |

## EGEL AD 2.8 APRONS, TAXIWAYS AND CHECK LOCATIONS/POSITIONS DATA

| | | |
|---|---|---|
| 1 | Apron surface and strength | APRON<br>Surface: Asphalt<br>Strength: Equivalent Single wheel load: 1,500 kg for regular use |
| 2 | Taxiway width, surface and strength | Taxiway A: 8 M<br>Surface: Asphalt |
| 3 | Altimeter checkpoint location and elevation | Hold A 21 FT |
| 4 | VOR checkpoints | |
| 5 | INS checkpoints | |
| 6 | Remarks | |

## EGEL AD 2.9 SURFACE MOVEMENT GUIDANCE AND CONTROL SYSTEM AND MARKINGS

| | | |
|---|---|---|
| 1 | Use of aircraft stand ID signs, TWY guide lines and visual docking/parking guidance system of aircraft stands | Self parking. |
| 2 | Runway and taxiway markings and lighting | Runway marking aid(s):<br>02/20: Centre-line, runway designator. |
| 3 | Stop bars and runway guard lights (if any) | |
| 4 | Other runway protection measures | |
| 5 | Remarks | Wind direction indicator - 563600.60N 0063703.27W (LGTD). |

## EGEL AD 2.10 AERODROME OBSTACLES

| In Approach/Take-off areas | | | | | |
|---|---|---|---|---|---|
| **Obstacle ID/ Designation** | **Obstacle Type** | **Obstacle Position** | **Elevation/Height** | **Obstruction Lighting Type/ Colour** | **Remarks** |
| **1** | **2** | **3** | **4** | **5** | **6** |
| INTENTIONALLY BLANK | | | | | |

| In circling area and at aerodrome | | | | | | |
|---|---|---|---|---|---|---|
| **Obstacle ID/ Designation** | **Obstacle Type** | **Obstacle Position** | **Elevation/Height** | | **Obstruction Lighting Type/ Colour** | **Remarks** |
| **1** | **2** | **3** | **4** | | **5** | **6** |
| (EGEL2002) | TERRAIN | 563626.55N 0063555.80W | 210 FT | | No | |
| (EGEL1090) | ROCK | 563626.47N 0063555.78W | 210 FT | | No | |
| (EGEL1092) | ROCK | 563620.43N 0063537.92W | 199 FT | | No | |
| (EGEL1086) | ROCK | 563554.83N 0063910.19W | 215 FT | | No | |
| (EGEL2501) | RADIO AERIAL | 563554.78N 0063706.08W | 45 FT | 21 FT | No | |
| (EGEL2500) | ANEMOMETER | 563554.50N 0063705.10W | 37 FT | 13 FT | No | |

## EGEL AD 2.11 METEOROLOGICAL INFORMATION PROVIDED

| | | |
|---|---|---|
| 1 | Associated MET Office | BELFAST |
| 2 | Hours of service<br>MET Office outside hour | H24 |
| 3 | Office responsible for TAF preparation<br>Periods of validity | BELFAST<br>9 hours |
| 4 | Trend forecast<br>Interval of issuance | |
| 5 | Briefing/consultation provided | Self briefing/Telephone (from Oban Aerodrome). |
| 6 | Flight documentation<br>Language(s) used | Charts abbreviated plain language text. TAFs and METARs.<br>English. |
| 7 | Charts and other information available for briefing or consultation | 215 Low Level SIG WX. 214 Spot Winds (by fax from Oban Airport). |
| 8 | Supplementary equipment available for providing information | |
| 9 | ATS units provided with information | |
| 10 | Additional information (limitation of service, etc.) | |

## EGEL AD 2.12 RUNWAY PHYSICAL CHARACTERISTICS

| Designations RWY Number | True bearing | Dimensions of RWY | Surface of RWY/ SWY/ Strength | THR co-ordinates/ THR Geoid undulation | THR elevation/ Highest elevation of TDZ of precision APP RWY | Slope of RWY/ SWY |
|---|---|---|---|---|---|---|
| 1 | 2 | 3 | 4 | 5 | 6 | 7 |
| 02 | 017.13° | 501 x 18 M | RWY surface: Asphalt | 563559.70N<br>0063708.20W<br>184.6 FT | THR 20.1 FT | |
| 20 | 197.13° | 501 x 18 M | RWY surface: Asphalt | 563615.17N<br>0063659.56W<br>184.6 FT | THR 20.4 FT | |

| SWY Dimensions | Clearway Dimensions | Strip Dimensions | RESA Dimensions, Overshoot / Undershoot | Location/ description of arresting system | OFZ | Remarks |
|---|---|---|---|---|---|---|
| 8 | 9 | 10 | 11 | 12 | 13 | 14 |
| | | - x 60 M | | | | RWY 02 |
| | | - x 60 M | | | | RWY 20 |

## EGEL AD 2.13 DECLARED DISTANCES

| Runway designator | TORA | TODA | ASDA | LDA | Remarks |
|---|---|---|---|---|---|
| 1 | 2 | 3 | 4 | 5 | 6 |
| 02 | 501 M | 501 M | 501 M | 501 M | |
| 20 | 501 M | 501 M | 501 M | 501 M | |

## EGEL AD 2.14 APPROACH AND RUNWAY LIGHTING

**INTENTIONALLY BLANK**

## EGEL AD 2.15 OTHER LIGHTING, SECONDARY POWER SUPPLY

| | | |
|---|---|---|
| 1 | Heliport BCN location, characteristics and hours of operation | |
| 2 | WDI location and lighting | Anemometer: 563554.50N 0063705.10W. |
| 3 | TWY edge and centre line lighting | |

| | | |
|---|---|---|
| 4 | Secondary power supply/switch-over time | |
| 5 | Remarks | |

## EGEL AD 2.16 HELICOPTER LANDING AREA

**INTENTIONALLY BLANK**

## EGEL AD 2.17 AIR TRAFFIC SERVICES AIRSPACE

**INTENTIONALLY BLANK**

## EGEL AD 2.18 AIR TRAFFIC SERVICES COMMUNICATION FACILITIES

| Service Designation | Callsign | Channel/ Frequency(MHz) | SATVOICE number(s) | Logon Address | Hours of Operation | Remarks |
|---|---|---|---|---|---|---|
| 1 | 2 | 3 | 4 | 5 | 6 | 7 |
| OTHER | COLL RADIO | 125.005<br>A/G frequency | | | By Prior Arrangement with the aerodrome operator c/o Oban Airport. | |

## EGEL AD 2.19 RADIO NAVIGATION AND LANDING AIDS

**INTENTIONALLY BLANK**

## EGEL AD 2.20 LOCAL AERODROME REGULATIONS

### 1 AIRPORT REGULATIONS

a) Non radio aircraft must obtain PPR via telephone with Oban Airport Administration prior to flight, Tel. 01631-572910.
b) High visibility jackets mandatory whilst airside.
c) Aircraft that do not require the use of a licensed aerodrome and that wish to operate outside the notified hours of operation must comply with the Argyll and Bute Council Out of Hours Indemnity Scheme. PPR applies to all out of hours flights. Details of the scheme and an application form can be found at: www.obanandtheislesairports.com. Pilot information can be obtained from Oban Airport, Tel: 01631-572910.

### 2 GROUND MOVEMENT

a) Aircrew are advised to use minimum suitable power whilst manoeuvring on the Apron, as the front of the terminal building and personnel can be subject to prop wash.

### 3 CAT II/III OPERATIONS

Not applicable

### 4 WARNINGS

a) Concentrations of Greylag Geese on and around the aerodrome throughout the year.

### 5 HELICOPTER OPERATIONS

Not applicable

### 6 USE OF RUNWAYS

Not applicable

### 7 TRAINING

a) The use of the airport for training purposes is subject to prior arrangement with Oban Airport Administration, Tel. 01631-572910.

## EGEL AD 2.21 NOISE ABATEMENT PROCEDURES

Not applicable

## EGEL AD 2.22 FLIGHT PROCEDURES

Not applicable

## EGEL AD 2.23 ADDITIONAL INFORMATION

Not applicable

## EGEL AD 2.24 CHARTS RELATED TO AN AERODROME

AERODROME CHART - ICAO
AD 2.EGEL-2-1

## EGEL AD 2.25 VISUAL SEGMENT SURFACE (VSS) PENETRATION

Not applicable

**INTENTIONALLY BLANK**

# AERODROME CHART - ICAO

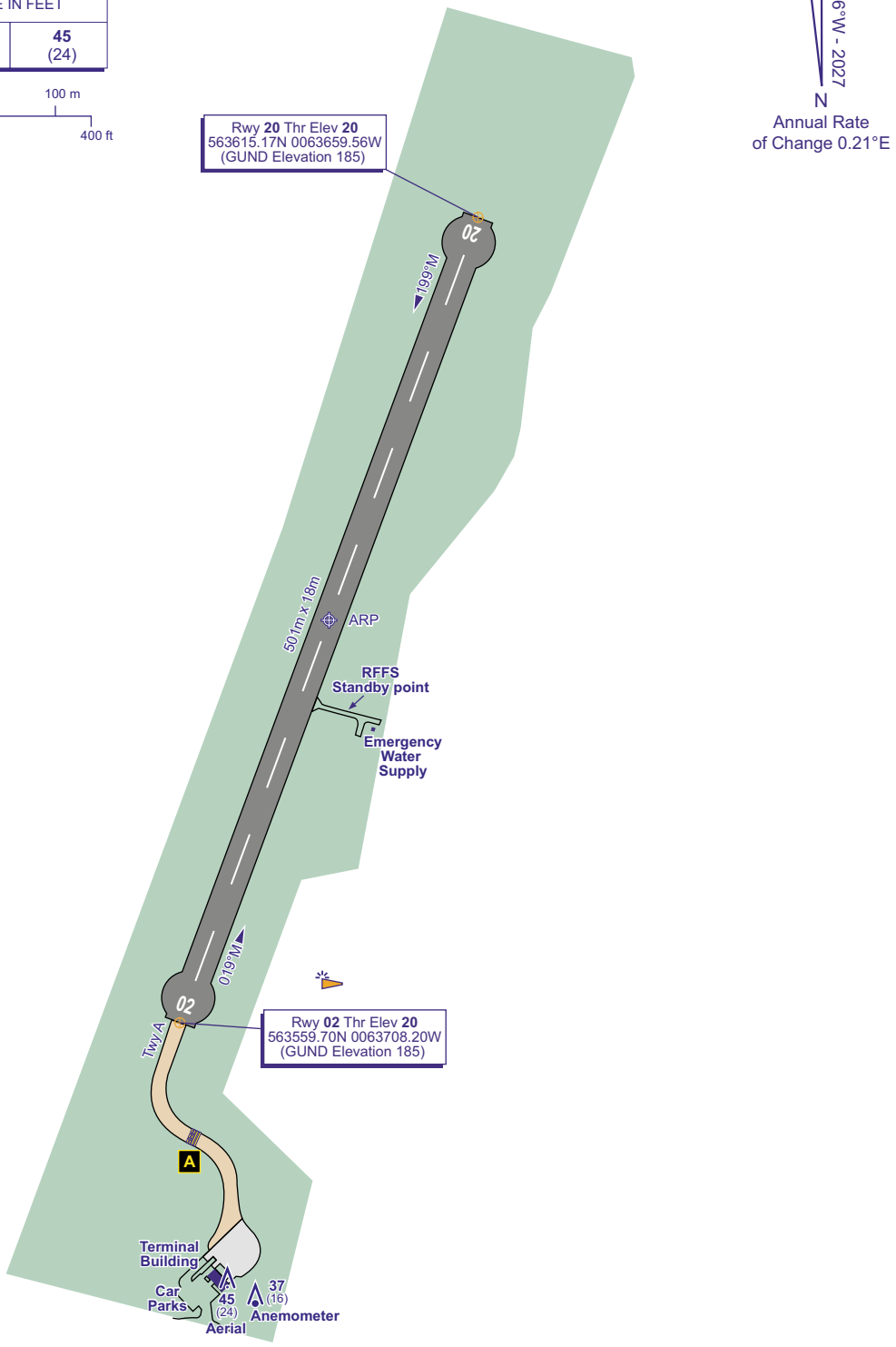
ARP 563607N 0063704W

AD ELEV 20FT

# COLL
EGEL

| **GUND** (Geoid Undulation) = The height of the Geoid (MSL) above the Reference Elipsoid (WGS 84) at the stated position. | |
|---|---|
| BEARINGS ARE MAGNETIC<br>ELEVATIONS AND HEIGHTS ARE IN FEET | |
| ELEVATIONS IN FEET AMSL<br>HEIGHTS IN FEET ABOVE AD | **45**<br>(24) |




| COM | | |
|---|---|---|
| A/G | 125.005 | COLL RADIO |

| RUNWAY/TAXIWAY/APRON PHYSICAL CHARACTERISTICS | | |
|---|---|---|
| **APRON / RWY / TWY** | **SURFACE** | **BEARING STRENGTH** |
| RWY 02/20 | Asphalt | - |
| Apron | Asphalt | ESWL 1,500kg |
| TWY A | Asphalt | ESWL 1,500kg |

**CHANGE (10/25):** MAG INFO.

AERO INFO DATE 18 JUL 25

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# EGEY — COLONSAY

## EGEY AD 2.1 AERODROME LOCATION INDICATOR AND NAME

EGEY — COLONSAY

## EGEY AD 2.2 AERODROME GEOGRAPHICAL AND ADMINISTRATIVE DATA

| | | |
|---|---|---|
| 1 | ARP coordinates and site at AD | Lat: 560327N Long: 0061435W<br>Mid point of Runway 10/28. |
| 2 | Direction and distance from city | 3 NM W of Scalasaig. |
| 3 | Elevation / Reference temperature / Mean Low Temperature | 44 FT / 14 °C / - |
| 4 | Geoid undulation at AD ELEV PSN | 182 FT |
| 5 | Magnetic Variation / Annual Change | 1.40°W (2027) / 0.21°E |
| 6 | AD Administration<br>Address<br>Telephone | ARGYLL AND BUTE COUNCIL.<br>c/o Oban Airport, North Connel, Oban, Argyll, PA37 1SX.<br>01631-572910 (Administration/PPR) |
| 7 | Type of Traffic permitted (IFR/VFR) | VFR |
| 8 | Remarks | Prior permission required. Telephone calls to Oban ATS will be recorded. |

## EGEY AD 2.3 OPERATIONAL HOURS

| | | |
|---|---|---|
| 1 | AD Administration | By prior arrangement with the aerodrome operator (Argyll and Bute Council, c/o Oban Airport). |
| 2 | Customs and immigration | Not available. |
| 3 | Health and sanitation | |
| 4 | AIS Briefing Office | Information available from Oban aerodrome by telephone. |
| 5 | ATS Reporting Office (ARO) | |
| 6 | MET Briefing Office | Information available from Oban aerodrome by telephone. |
| 7 | ATS | See AD 2.18. |
| 8 | Fuelling | |
| 9 | Handling | |
| 10 | Security | |
| 11 | De-icing | |
| 12 | Remarks | This aerodrome is strictly PPR. |

## EGEY AD 2.4 HANDLING SERVICES AND FACILITIES

**INTENTIONALLY BLANK**

## EGEY AD 2.5 PASSENGER FACILITIES

| | | |
|---|---|---|
| 1 | Hotels | Colonsay Hotel |
| 2 | Restaurants | |
| 3 | Transportation | Taxi by arrangement. |
| 4 | Medical facilities | First aid facilities. |
| 5 | Bank and Post Office | Post office in Scalasaig. |
| 6 | Tourist Office | |
| 7 | Remarks | |

## EGEY AD 2.6 RESCUE AND FIRE FIGHTING SERVICES

| | | |
|---|---|---|
| 1 | AD category for fire fighting services | RFF Category A2 |
| 2 | Rescue equipment | |
| 3 | Capability for removal of disabled aircraft | Limited. |

| | | |
|---|---|---|
| 4 | Remarks | |

## EGEY AD 2.7 SEASONAL AVAILABILITY - CLEARING

| | | |
|---|---|---|
| 1 | Type of clearing equipment | |
| 2 | Clearance priorities | |
| 3 | Remarks | Latest information on 01631-572910. |

## EGEY AD 2.8 APRONS, TAXIWAYS AND CHECK LOCATIONS/POSITIONS DATA

| | | |
|---|---|---|
| 1 | Apron surface and strength | APRON<br>Surface: Asphalt<br>Equivalent Single wheel load - 1,500 kg for regular use. |
| 2 | Taxiway width, surface and strength | Taxiway A: 8 M<br>Surface: Asphalt |
| 3 | Altimeter checkpoint location and elevation | Hold A 39 FT |
| 4 | VOR checkpoints | |
| 5 | INS checkpoints | |
| 6 | Remarks | |

## EGEY AD 2.9 SURFACE MOVEMENT GUIDANCE AND CONTROL SYSTEM AND MARKINGS

| | | |
|---|---|---|
| 1 | Use of aircraft stand ID signs, TWY guide lines and visual docking/parking guidance system of aircraft stands | Self parking. |
| 2 | Runway and taxiway markings and lighting | Runway marking aid(s):<br>10/28: Centre-line, runway designator. |
| 3 | Stop bars and runway guard lights (if any) | |
| 4 | Other runway protection measures | |
| 5 | Remarks | WDI: 560329.56N 0061430.29W. |

## EGEY AD 2.10 AERODROME OBSTACLES

| In Approach/Take-off areas | | | | | |
|---|---|---|---|---|---|
| **Obstacle ID/ Designation** | **Obstacle Type** | **Obstacle Position** | **Elevation/Height** | **Obstruction Lighting Type/ Colour** | **Remarks** |
| **1** | **2** | **3** | **4** | **5** | **6** |
| INTENTIONALLY BLANK | | | | | |

| In circling area and at aerodrome | | | | | | |
|---|---|---|---|---|---|---|
| **Obstacle ID/ Designation** | **Obstacle Type** | **Obstacle Position** | **Elevation/Height** | | **Obstruction Lighting Type/ Colour** | **Remarks** |
| **1** | **2** | **3** | **4** | | **5** | **6** |
| (EGEY2013) | TERRAIN | 560413.70N 0061414.02W | 323 FT | | No | |
| (EGEY2011) | TERRAIN | 560412.79N 0061418.51W | 270 FT | | No | |
| (EGEY2014) | TERRAIN | 560411.18N 0061410.49W | 320 FT | | No | |
| (EGEY2010) | TERRAIN | 560409.05N 0061422.40W | 235 FT | | No | |
| (EGEY2019) | TERRAIN | 560402.19N 0061351.53W | 412 FT | | No | |
| (EGEY2025) | TERRAIN | 560400.87N 0061320.30W | 406 FT | | No | |
| (EGEY2017) | TERRAIN | 560358.22N 0061408.75W | 378 FT | | No | |

| In circling area and at aerodrome | | | | | | |
|---|---|---|---|---|---|---|
| **Obstacle ID/ Designation** | **Obstacle Type** | **Obstacle Position** | **Elevation/Height** | | **Obstruction Lighting Type/ Colour** | **Remarks** |
| **1** | **2** | **3** | **4** | | **5** | **6** |
| (EGEY2024) | TERRAIN | 560349.33N 0061357.75W | 285 FT | | No | |
| (EGEY2033) | TERRAIN | 560333.26N 0061259.27W | 265 FT | | No | |
| (EGEY2200) | AERIAL ON TERMINAL | 560330.17N 0061439.64W | 63 FT | 25 FT | No | |
| (EGEY2201) | ANEMOMETER | 560329.99N 0061436.54W | 56 FT | 18 FT | No | |
| (EGEY2046) | TERRAIN | 560322.59N 0061303.64W | 255 FT | | No | |
| (EGEY2064) | CAIRN | 560255.46N 0061306.62W | 276 FT | 4 FT | No | |
| (EGEY2065) | TERRAIN | 560252.81N 0061310.10W | 260 FT | | No | |

## EGEY AD 2.11 METEOROLOGICAL INFORMATION PROVIDED

| | | |
|---|---|---|
| 1 | Associated MET Office | BELFAST |
| 2 | Hours of service<br>MET Office outside hour | H24 |
| 3 | Office responsible for TAF preparation<br>Periods of validity | BELFAST<br>9 hours |
| 4 | Trend forecast<br>Interval of issuance | |
| 5 | Briefing/consultation provided | Self briefing/Telephone (from Oban Aerodrome). |
| 6 | Flight documentation<br>Language(s) used | Charts abbreviated plain language text. TAFs and METARs.<br>English. |
| 7 | Charts and other information available for briefing or consultation | 215 Low Level SIG WX. 214 Spot Winds (by fax from Oban Airport). |
| 8 | Supplementary equipment available for providing information | |
| 9 | ATS units provided with information | |
| 10 | Additional information (limitation of service, etc.) | |

## EGEY AD 2.12 RUNWAY PHYSICAL CHARACTERISTICS

| **Designations RWY Number** | **True bearing** | **Dimensions of RWY** | **Surface of RWY/ SWY/ Strength** | **THR co-ordinates/ THR Geoid undulation** | **THR elevation/ Highest elevation of TDZ of precision APP RWY** | **Slope of RWY/ SWY** |
|---|---|---|---|---|---|---|
| **1** | **2** | **3** | **4** | **5** | **6** | **7** |
| 10 | 099.52° | 502 x 18 M | RWY surface: Asphalt | 560328.57N<br>0061449.38W<br>182.4 FT | THR 37.4 FT | |
| 28 | 279.52° | 502 x 18 M | RWY surface: Asphalt | 560325.88N<br>0061420.79W<br>182.4 FT | THR 44.2 FT | |

| SWY Dimensions | Clearway Dimensions | Strip Dimensions | RESA Dimensions, Overshoot / Undershoot | Location/ description of arresting system | OFZ | Remarks |
|---|---|---|---|---|---|---|
| 8 | 9 | 10 | 11 | 12 | 13 | 14 |
| | | - x 60 M | | | | RWY 10<br><br>Runway 10 rises to its highest point at 454 M before descending towards 28 threshold.<br><br>Pilots are to note when lined-up for take-off on Runways 10 or 28 the full length of the runway surface may not be visible from the cockpit. |
| | | - x 60 M | | | | RWY 28<br><br>Runway 28 rises to its highest point at 402 M before descending towards 10 threshold.<br><br>Pilots are to note when lined-up for take-off on Runways 10 or 28 the full length of the runway surface may not be visible from the cockpit. |

## EGEY AD 2.13 DECLARED DISTANCES

| Runway designator | TORA | TODA | ASDA | LDA | Remarks |
|---|---|---|---|---|---|
| 1 | 2 | 3 | 4 | 5 | 6 |
| 10 | 502 M | 502 M | 502 M | 502 M | |
| 28 | 502 M | 502 M | 502 M | 502 M | |

## EGEY AD 2.14 APPROACH AND RUNWAY LIGHTING

**INTENTIONALLY BLANK**

## EGEY AD 2.15 OTHER LIGHTING, SECONDARY POWER SUPPLY

**INTENTIONALLY BLANK**

## EGEY AD 2.16 HELICOPTER LANDING AREA

**INTENTIONALLY BLANK**

## EGEY AD 2.17 AIR TRAFFIC SERVICES AIRSPACE

**INTENTIONALLY BLANK**

## EGEY AD 2.18 AIR TRAFFIC SERVICES COMMUNICATION FACILITIES

| Service Designation | Callsign | Channel/ Frequency(MHz) | SATVOICE number(s) | Logon Address | Hours of Operation | Remarks |
|---|---|---|---|---|---|---|
| 1 | 2 | 3 | 4 | 5 | 6 | 7 |
| OTHER | COLONSAY RADIO | 123.805<br>A/G frequency. | | | By Prior Arrangement with the aerodrome operator c/o Oban Airport. | |

# EGEY AD 2.19 RADIO NAVIGATION AND LANDING AIDS

## INTENTIONALLY BLANK

# EGEY AD 2.20 LOCAL AERODROME REGULATIONS

## 1 AIRPORT REGULATIONS

a) Non radio aircraft must obtain PPR via telephone with Oban Airport Administration prior to flight, Tel. 01631-572910.
b) High visibility jackets mandatory whilst airside.
c) Aircraft that do not require the use of a licensed aerodrome and that wish to operate outside the notified hours of operation must comply with the Argyll and Bute Council Out of Hours Indemnity Scheme. PPR applies to all out of hours flights. Details of the scheme and an application form can be found at: www.obanandtheislesairports.com. Pilot information can be obtained from Oban Airport, Tel: 01631-572910.

## 2 GROUND MOVEMENT

a) Aircrew are advised to use minimum suitable power whilst manoeuvring on the Apron, as the front of the terminal building and personnel can be subject to prop wash.

## 3 CAT II/III OPERATIONS

Not applicable

## 4 WARNINGS

a) Avoid overflying bird sanctuaries which extend along the coast to the north of aerodrome.

## 5 HELICOPTER OPERATIONS

Not applicable

## 6 USE OF RUNWAYS

Not applicable

## 7 TRAINING

a) The use of the airport for training purposes is subject to prior arrangement with Oban Airport Administration, Tel. 01631-572910.

# EGEY AD 2.21 NOISE ABATEMENT PROCEDURES

Not applicable

# EGEY AD 2.22 FLIGHT PROCEDURES

Not applicable

# EGEY AD 2.23 ADDITIONAL INFORMATION

Not applicable

# EGEY AD 2.24 CHARTS RELATED TO AN AERODROME

AERODROME CHART - ICAO
AD 2.EGEY-2-1

# EGEY AD 2.25 VISUAL SEGMENT SURFACE (VSS) PENETRATION

Not applicable

# COLONSAY EGEY

AERODROME CHART - ICAO

ARP 560327N 0061435W

AD ELEV 44FT

| RUNWAY/TAXIWAY/APRON PHYSICAL CHARACTERISTICS | | |
|---|---|---|
| APRON / RWY / TWY | SURFACE | BEARING STRENGTH |
| RWY 10/28 | Asphalt | - |
| Apron | Asphalt | ESWL 1,500kg |
| Taxiway A | Asphalt | ESWL 1,500kg |

VAR 1.4°W - 2027
N
Annual Rate of Change 0.21°E

Rwy **28** Thr Elev **44**
560325.88N 0061420.79W
(GUND Elevation 182)

Rwy **10** Thr Elev **37**
560328.57N 0061449.38W
(GUND Elevation 182)

28
10
281°M
101°M
502m x 18m
RFFS Standby point
Emergency Water Supply
Anemometer
56 (12)
Apron
TWY A
A
Terminal 63 Building (19)
Car Park
Port Lobh

| COM | | |
|---|---|---|
| A/G | 123.805 | COLONSAY RADIO |

**GUND** (Geoid Undulation) = The height of the Geoid (MSL) above the Reference Elipsoid (WGS 84) at the stated position.

BEARINGS ARE MAGNETIC
ELEVATIONS AND HEIGHTS ARE IN FEET

ELEVATIONS IN FEET AMSL **63**
HEIGHTS IN FEET ABOVE AD (19)

50 100 200 0 0 50 100m 400ft

**CHANGE (10/25):** MAG INFO.

AERO INFO DATE 18 JUL 25

AD 2-EGEY-2-1

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# EGHA — COMPTON ABBAS

## EGHA AD 2.1 AERODROME LOCATION INDICATOR AND NAME

EGHA — COMPTON ABBAS

## EGHA AD 2.2 AERODROME GEOGRAPHICAL AND ADMINISTRATIVE DATA

| | | |
|---|---|---|
| 1 | ARP coordinates and site at AD | Lat: 505802N Long: 0020913W<br>Mid-point of Runway 08/26. |
| 2 | Direction and distance from city | 2.7 NM S of Shaftesbury. |
| 3 | Elevation / Reference temperature / Mean Low Temperature | 811 FT / 18 °C / - |
| 4 | Geoid undulation at AD ELEV PSN | 158 FT |
| 5 | Magnetic Variation / Annual Change | 0.71°E (2027) / 0.17°E |
| 6 | AD Administration<br>Address<br>Telephone<br>E-mail address<br>Web address | AELLP<br>Compton Abbas Aerodrome, Ashmore, Salisbury, Wiltshire, SP5 5AP.<br>01747-811767<br>info@comptonairfield.com<br>www.comptonairfield.com |
| 7 | Type of Traffic permitted (IFR/VFR) | VFR |
| 8 | Remarks | |

## EGHA AD 2.3 OPERATIONAL HOURS

| | | |
|---|---|---|
| 1 | AD Administration | See website. |
| 2 | Customs and immigration | By arrangement |
| 3 | Health and sanitation | |
| 4 | AIS Briefing Office | |
| 5 | ATS Reporting Office (ARO) | |
| 6 | MET Briefing Office | |
| 7 | ATS | As AD hours. See also AD 2.18. |
| 8 | Fuelling | As AD hours. |
| 9 | Handling | |
| 10 | Security | H24 |
| 11 | De-icing | |
| 12 | Remarks | PPR by telephone only. Tel: 01747-811767. |

## EGHA AD 2.4 HANDLING SERVICES AND FACILITIES

| | | |
|---|---|---|
| 1 | Cargo handling facilities | |
| 2 | Fuel and oil types | AVGAS 100LL, AVGAS UL91. |
| 3 | Fuelling facilities/capacity | |
| 4 | De-icing facilities | |
| 5 | Hangar space for visiting aircraft | Limited and by arrangement. |
| 6 | Repair facilities for visiting aircraft | IGB Aviation. Tel: 07930-968851. |
| 7 | Remarks | |

## EGHA AD 2.5 PASSENGER FACILITIES

| | | |
|---|---|---|
| 1 | Hotels | In vicinity. |
| 2 | Restaurants | Restaurant bar and Cafe. |
| 3 | Transportation | Taxis. |
| 4 | Medical facilities | Basic first aid with defibrillator. |
| 5 | Bank and Post Office | In vicinity. |
| 6 | Tourist Office | In vicinity. |
| 7 | Remarks | |

## EGHA AD 2.6 RESCUE AND FIRE FIGHTING SERVICES

| | | |
|---|---|---|
| 1 | AD category for fire fighting services | RFF Category A1 |
| 2 | Rescue equipment | |
| 3 | Capability for removal of disabled aircraft | Yes. |
| 4 | Remarks | |

## EGHA AD 2.7 SEASONAL AVAILABILITY - CLEARING

**INTENTIONALLY BLANK**

## EGHA AD 2.8 APRONS, TAXIWAYS AND CHECK LOCATIONS/POSITIONS DATA

**INTENTIONALLY BLANK**

## EGHA AD 2.9 SURFACE MOVEMENT GUIDANCE AND CONTROL SYSTEM AND MARKINGS

| | | |
|---|---|---|
| 1 | Use of aircraft stand ID signs, TWY guide lines and visual docking/parking guidance system of aircraft stands | |
| 2 | Runway and taxiway markings and lighting | Runway marking aid(s):<br>08/26: Concrete side markers. Runway remaining indicators every 200 M. Black and white runway threshold marker boards. |
| 3 | Stop bars and runway guard lights (if any) | |
| 4 | Other runway protection measures | |
| 5 | Remarks | Runway 08/26 QDM markers are sited before the actual runway thresholds. |

## EGHA AD 2.10 AERODROME OBSTACLES

| In Approach/Take-off areas | | | | | | |
|---|---|---|---|---|---|---|
| **Obstacle ID/ Designation** | **Obstacle Type** | **Obstacle Position** | **Elevation/Height** | | **Obstruction Lighting Type/ Colour** | **Remarks** |
| **1** | **2** | **3** | **4** | | **5** | **6** |
| 26/APPROACH 08/TAKE-OFF | Trees | 505806.21N 0020838.56W | 876 FT | | No | |
| 08/APPROACH 26/TAKE-OFF | Trees | 505757.04N 0020941.85W | 830 FT | | No | |

| In circling area and at aerodrome | | | | | | |
|---|---|---|---|---|---|---|
| **Obstacle ID/ Designation** | **Obstacle Type** | **Obstacle Position** | **Elevation/Height** | | **Obstruction Lighting Type/ Colour** | **Remarks** |
| **1** | **2** | **3** | **4** | | **5** | **6** |
| | Beacon | 505757.77N 0020918.58W | 851 FT | | No | |
| | Trees | 505755.65N 0020932.62W | 882 FT | | No | |

## EGHA AD 2.11 METEOROLOGICAL INFORMATION PROVIDED

| | | |
|---|---|---|
| 1 | Associated MET Office | |
| 2 | Hours of service<br>MET Office outside hour | |
| 3 | Office responsible for TAF preparation<br>Periods of validity | |
| 4 | Trend forecast<br>Interval of issuance | |
| 5 | Briefing/consultation provided | |
| 6 | Flight documentation<br>Language(s) used | |
| 7 | Charts and other information available for briefing or consultation | |
| 8 | Supplementary equipment available for providing information | Three camera CCTV covering approach to Runway 08/26. |
| 9 | ATS units provided with information | |
| 10 | Additional information (limitation of service, etc.) | |

## EGHA AD 2.12 RUNWAY PHYSICAL CHARACTERISTICS

| Designations RWY Number | True bearing | Dimensions of RWY | Surface of RWY/ SWY/ Strength | THR co-ordinates/ THR Geoid undulation | THR elevation/ Highest elevation of TDZ of precision APP RWY | Slope of RWY/ SWY |
|---|---|---|---|---|---|---|
| 1 | 2 | 3 | 4 | 5 | 6 | 7 |
| 08 | 077.16° | 799 x 30 M | RWY surface: Grass | 505759.37N<br>0020933.15W<br>158.0 FT | THR 797.0 FT | |
| 26 | 257.16° | 799 x 30 M | RWY surface: Grass | 505805.12N<br>0020853.20W<br>158.0 FT | THR 811.0 FT | |

| SWY Dimensions | Clearway Dimensions | Strip Dimensions | RESA Dimensions, Overshoot / Undershoot | Location/ description of arresting system | OFZ | Remarks |
|---|---|---|---|---|---|---|
| 8 | 9 | 10 | 11 | 12 | 13 | 14 |
| | | | | | | RWY 08 |
| | | | | | | RWY 26 |

## EGHA AD 2.13 DECLARED DISTANCES

| Runway designator | TORA | TODA | ASDA | LDA | Remarks |
|---|---|---|---|---|---|
| 1 | 2 | 3 | 4 | 5 | 6 |
| 08 | 799 M | 799 M | 799 M | 799 M | |
| 26 | 799 M | 799 M | 799 M | 799 M | |

## EGHA AD 2.14 APPROACH AND RUNWAY LIGHTING

**INTENTIONALLY BLANK**

## EGHA AD 2.15 OTHER LIGHTING, SECONDARY POWER SUPPLY

**INTENTIONALLY BLANK**

## EGHA AD 2.16 HELICOPTER LANDING AREA

**INTENTIONALLY BLANK**

## EGHA AD 2.17 AIR TRAFFIC SERVICES AIRSPACE

| Designation and lateral limits | Vertical Limits | Airspace Class | ATS unit callsign/ language | Transition Altitude | Hours of applicability | Remarks |
|---|---|---|---|---|---|---|
| 1 | 2 | 3 | 4 | 5 | 6 | 7 |
| COMPTON ABBAS ATZ<br>A circle, 2 NM radius, centred at 505802N 0020913W on longest notified runway (08/ 26) | Upper limit: 2000 FT AGL<br>Lower limit: SFC | G | COMPTON RADIO<br>English | | | |

## EGHA AD 2.18 AIR TRAFFIC SERVICES COMMUNICATION FACILITIES

| Service Designation | Callsign | Channel/ Frequency(MHz) | SATVOICE number(s) | Logon Address | Hours of Operation | Remarks |
|---|---|---|---|---|---|---|
| 1 | 2 | 3 | 4 | 5 | 6 | 7 |
| OTHER | COMPTON RADIO | 122.710<br>A/G frequency. | | | | ATZ hours coincident with A/G hours. |

## EGHA AD 2.19 RADIO NAVIGATION AND LANDING AIDS

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## EGHA AD 2.20 LOCAL AERODROME REGULATIONS

### 1 AIRPORT REGULATIONS

a) No domestic pets or animals allowed airside, with the exception of dogs, on leads, accompanied by resident or visiting pilots.
b) No formation flights within ATZ without prior permission of Airfield Management.

### 2 GROUND MOVEMENT

a) Due to prop-wash do not park aircraft facing north in front of the buildings.
b) Please respect grass surfaces, particularly in wet conditions. If landing long please consider another approach in order to avoid excessive braking which can cause the grass surface to be badly damaged.
c) Do not park in front of Polly Tunnel Hangars.

### 3 CAT II/III OPERATIONS

Not applicable

### 4 WARNINGS

a) The ground to the north of the runway has a steep slope gradient.
b) Trees along the southern aerodrome boundary will cause turbulence on the approach to Runway 08 and 26 when the wind has a southerly component.
c) Multiple trees penetrate the Approach and Take-Off Surfaces by as much as 23 FT. Multiple trees penetrate the Transitional Surface to south west of the runway by as much as 31 FT.
d) Beacon with strobe in Southern Transition Surface penetrates surface by 9 FT.
e) Check for any aerobatic or other specialist flying activity within the ATZ prior to arrival.
f) Public footpath crosses runway at mid-point, aligned in a NW/SE direction.
g) Do not carry out Orbits, within the Circuit, for spacing or any other purpose.

## 5 HELICOPTER OPERATIONS

a) Join long final (5 miles) for designated runway, giving way to any established circuit traffic. Parking area to the south east of the aerodrome.

## 6 USE OF RUNWAYS

a) Aircraft to clear left after landing on Runway 26 and right after landing on Runway 08.
b) The Runway 08/26 QDM markers are located before the start of the runway.
c) 100 M unlicensed extension each end of runway.
d) Do not confuse runway edge lines with a runway centre-line. There is no runway centre-line.

## 7 TRAINING

a) No training on the airfield without permission of management.

# EGHA AD 2.21 NOISE ABATEMENT PROCEDURES

a) Departure.

i. Runway 08 - At end of runway (not before), turn left in order to avoid Hatts Barn Farm.
ii. Runway 26 - At end of runway (not before), turn right, in order to avoid Compton Abbas village, tracking over the crest of Melbury Hill.

# EGHA AD 2.22 FLIGHT PROCEDURES

a) Circuit directions: Runway 26 - RH; Runway 08 - LH.
b) All traffic to join overhead or dead-side descending to 1800 FT QNH to cross the upwind runway numbers. All circuits to the north. Circuit altitude 1800 FT QNH. QFE available on request.

# EGHA AD 2.23 ADDITIONAL INFORMATION

a) Standard overhead and dead-side joins suspended on published days of Spitfire operations. See website and NOTAM.

# EGHA AD 2.24 CHARTS RELATED TO AN AERODROME

AERODROME CHART - ICAO
AD 2.EGHA-2-1
CIRCUIT JOINING and NOISE ABATEMENT PROCEDURES
AD 2.EGHA-4-1

# EGHA AD 2.25 VISUAL SEGMENT SURFACE (VSS) PENETRATION

Not applicable

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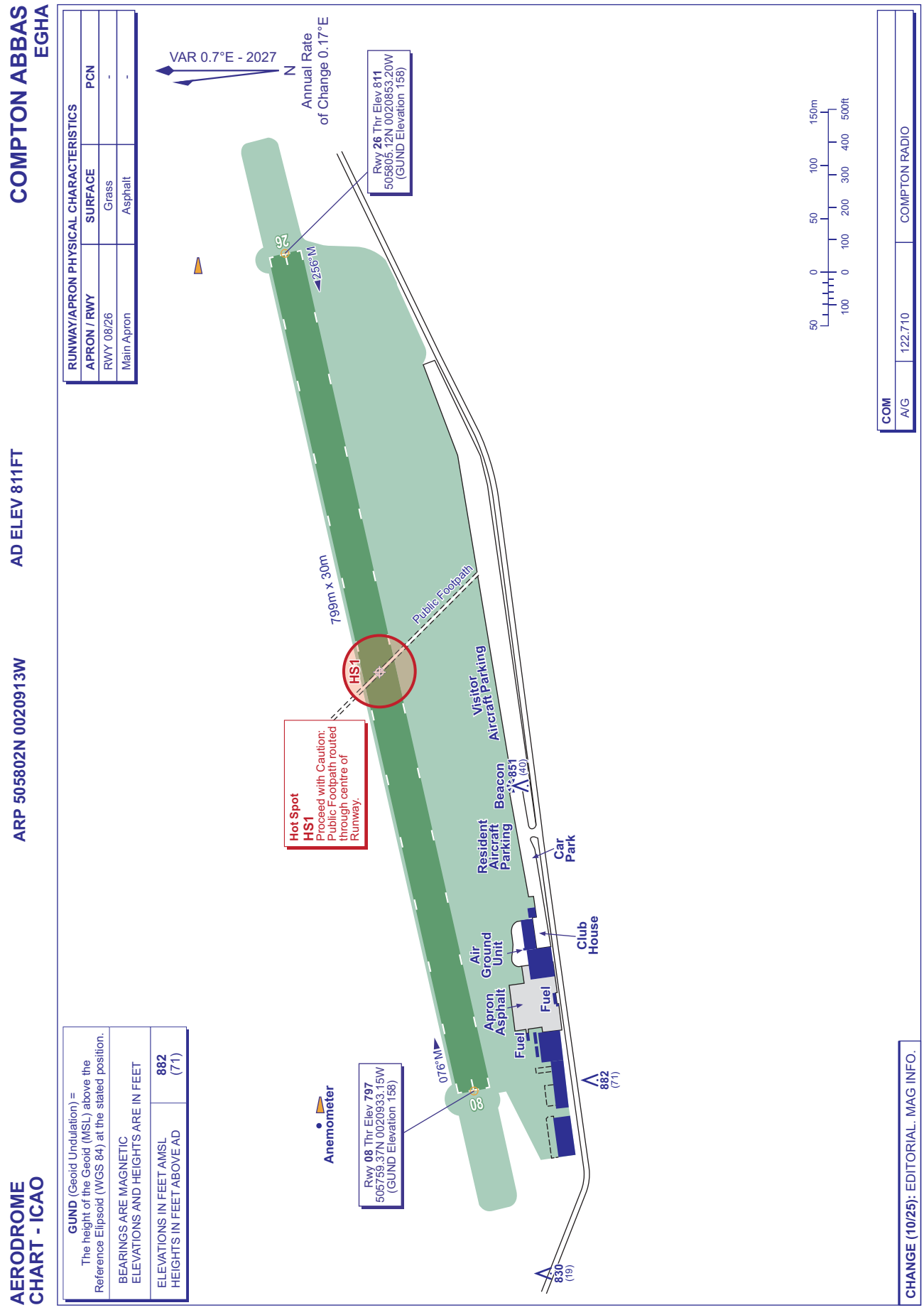
COMPTON ABBAS
EGHA
AERODROME CHART - ICAO
ARP 505802N 0020913W
AD ELEV 811FT
RUNWAY/APRON PHYSICAL CHARACTERISTICS
APRON / RWY
SURFACE
PCN
RWY 08/26
Grass
-
Main Apron
Asphalt
-
VAR 0.7°E - 2027
N
Annual Rate of Change 0.17°E
Rwy 26 Thr Elev 811
505805.12N 0020853.20W
(GUND Elevation 158)
26
256°M
799m x 30m
Public Footpath
HS1
Hot Spot
HS1
Proceed with Caution:
Public Footpath routed through centre of Runway.
Visitor Aircraft Parking
Beacon
851
(40)
Resident Aircraft Parking
Car Park
Club House
Air Ground Unit
Apron Asphalt
Fuel
Fuel
882
(71)
076°M
08
Anemometer
Rwy 08 Thr Elev 797
505759.37N 0020933.15W
(GUND Elevation 158)
830
(19)
50 100 0 50 100 0 100 200 300 400 500ft
150m
COM
A/G
122.710
COMPTON RADIO
GUND (Geoid Undulation) = The height of the Geoid (MSL) above the Reference Elipsoid (WGS 84) at the stated position.
BEARINGS ARE MAGNETIC
ELEVATIONS AND HEIGHTS ARE IN FEET
ELEVATIONS IN FEET AMSL
HEIGHTS IN FEET ABOVE AD
882
(71)
CHANGE (10/25): EDITORIAL. MAG INFO.

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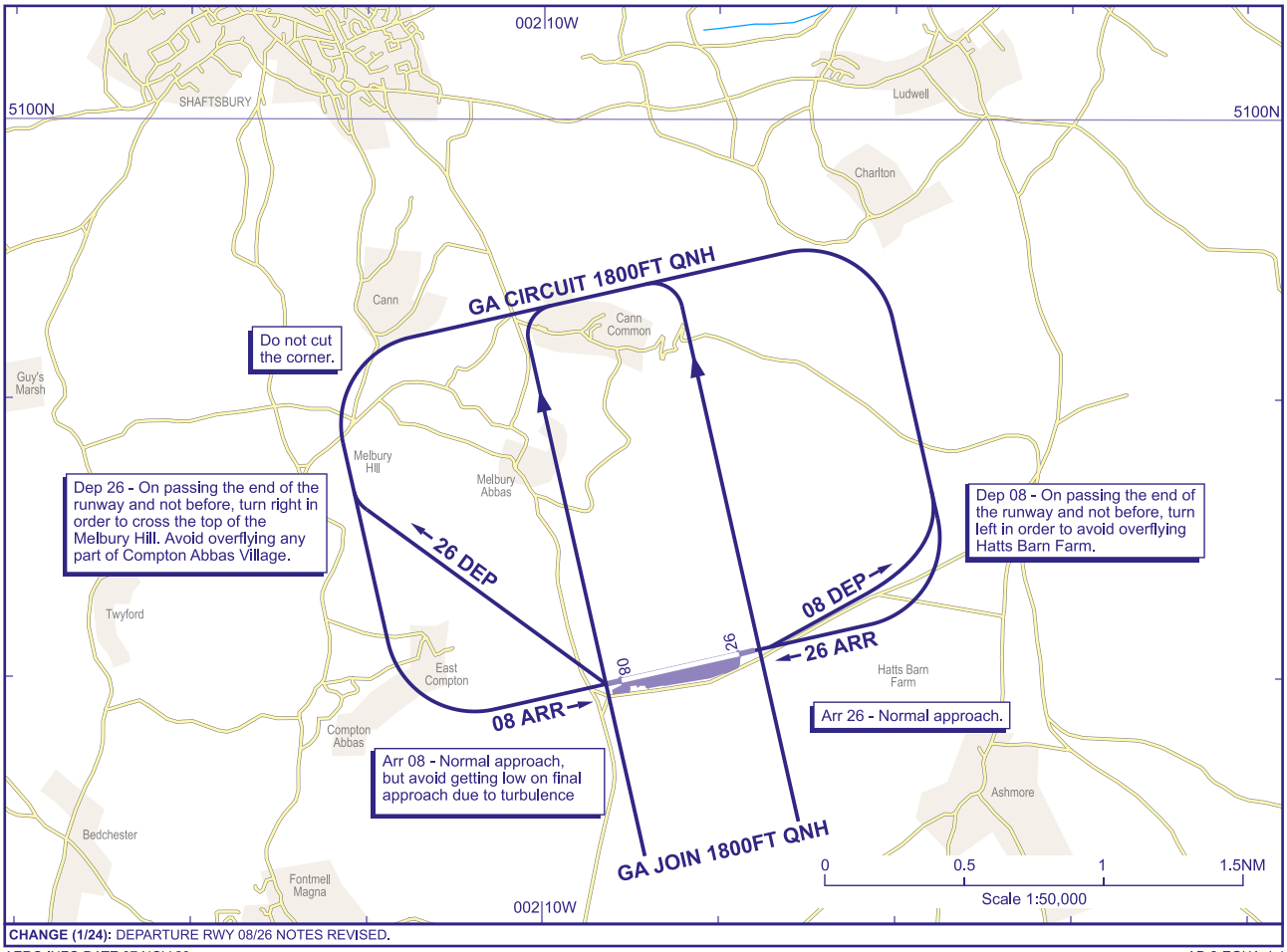
## CIRCUIT JOINING AND NOISE ABATEMENT PROCEDURES — COMPTON ABBAS




**CHANGE (1/24):** DEPARTURE RWY 08/26 NOTES REVISED.

AERO INFO DATE 07 NOV 23

AD 2-EGHA-4-1

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# EGBE — COVENTRY

## EGBE AD 2.1 AERODROME LOCATION INDICATOR AND NAME

EGBE — COVENTRY

## EGBE AD 2.2 AERODROME GEOGRAPHICAL AND ADMINISTRATIVE DATA

| | | |
|---|---|---|
| 1 | ARP coordinates and site at AD | Lat: 522211N Long: 0012847W<br>Mid point of Runway 05/23. |
| 2 | Direction and distance from city | 3 NM SSE of Coventry. |
| 3 | Elevation / Reference temperature / Mean Low Temperature | 267 FT / 18 °C / - |
| 4 | Geoid undulation at AD ELEV PSN | 160 FT |
| 5 | Magnetic Variation / Annual Change | 0.82°E (2027) / 0.18°E |
| 6 | AD Administration<br>Address<br>Telephone<br><br><br><br>AFS<br>E-mail address<br>Web address | COVENTRY AIRPORT LTD<br>Control Tower, Coventry Airport, Rowley Road, Coventry, CV3 4FR, England.<br>02476-308600 (Administration)<br>02476-511738 (ATS)<br>02476-308601 (Handling)<br>07904-639092 (Handling - Mobile)<br>EGBEZTZX<br>enquiries@coventryairport.co.uk<br>www.coventryairport.co.uk |
| 7 | Type of Traffic permitted (IFR/VFR) | IFR/VFR |
| 8 | Remarks | TA: Beneath the Birmingham CTA.<br>Telephone calls to ATS are recorded. |

## EGBE AD 2.3 OPERATIONAL HOURS

| | | |
|---|---|---|
| 1 | AD Administration | Tue-Sat 0900-1700 (0800-1600); Sun-Mon closed.<br>Helimed traffic only 0830-0900 (0730-0800).<br>All movements strictly PPR via www.coventryairport.co.uk, alternatively telephone ATS: 02476-511738.<br>All UAS requests to be sent to: safeguarding@coventryairport.co.uk.<br><br>Other times by out of hours indemnity permission or by arrangement with AD authority, unless AD closed by NOTAM due adverse weather. |
| 2 | Customs and immigration | On request. |
| 3 | Health and sanitation | |
| 4 | AIS Briefing Office | |
| 5 | ATS Reporting Office (ARO) | |
| 6 | MET Briefing Office | |
| 7 | ATS | See item AD 2.18. |
| 8 | Fuelling | As AD hours. |
| 9 | Handling | Coventry Airport Limited: As AD hours. |
| 10 | Security | H24 |
| 11 | De-icing | |
| 12 | Remarks | |

## EGBE AD 2.4 HANDLING SERVICES AND FACILITIES

| | | |
|---|---|---|
| 1 | Cargo handling facilities | |
| 2 | Fuel and oil types | AVTUR JET A-1, AVGAS 100LL |
| 3 | Fuelling facilities/capacity | AVTUR JET A-1 - 2 bowsers, total storage 23,000 LT. Overground tanks 52,000 LT total storage. AVGAS 100LL - Fixed pump on West Apron. 25,000 LT total storage. 1 Bowser, total storage 5,000 LT. |
| 4 | De-icing facilities | |
| 5 | Hangar space for visiting aircraft | Available on request from aerodrome administration. |
| 6 | Repair facilities for visiting aircraft | Yes. |

| | | |
|---|---|---|
| 7 | Remarks | Oxygen and related servicing by arrangement.<br><br>To assist with aircraft parking planning, compulsory handling and PPR is required for all non-based aircraft with a maximum AUW of 3000 KG and above. Operators are to request aircraft handling through the following handling agent:<br><br>Coventry Airport Ltd.<br>Tel: 02476-308601;<br>e-mail: handling@coventryairport.co.uk |

## EGBE AD 2.5 PASSENGER FACILITIES

| | | |
|---|---|---|
| 1 | Hotels | In the vicinity (1 mile). |
| 2 | Restaurants | The Oak, Baginton. 1/8 mile. |
| 3 | Transportation | Buses, Taxis. Nearest railway station, Coventry 2.7 miles. |
| 4 | Medical facilities | First aid available from the Airport Fire Service. |
| 5 | Bank and Post Office | Styvechale Post Office, Baginton Rd. 2.4 miles. |
| 6 | Tourist Office | Coventry Tourist Information Office, Jordan Well, Coventry. 4 miles. |
| 7 | Remarks | |

## EGBE AD 2.6 RESCUE AND FIRE FIGHTING SERVICES

| | | |
|---|---|---|
| 1 | AD category for fire fighting services | RFF Category A1<br>RFF Category 1 Tue-Sat<br>RFF Category 2 available on request.<br>RFF Category 3 accepted under remission. |
| 2 | Rescue equipment | 1 x RFF Category 2 vehicle. |
| 3 | Capability for removal of disabled aircraft | Limited, up to 12,000 KG MTWA. |
| 4 | Remarks | |

## EGBE AD 2.7 SEASONAL AVAILABILITY - CLEARING

| | | |
|---|---|---|
| 1 | Type of clearing equipment | |
| 2 | Clearance priorities | |
| 3 | Remarks | Latest information from ATS Tel: 02476-511738. |

## EGBE AD 2.8 APRONS, TAXIWAYS AND CHECK LOCATIONS/POSITIONS DATA

| | | |
|---|---|---|
| 1 | Apron surface and strength | AIR-LOCK<br>Surface: Asphalt<br>PCN 53/R/B/X/U<br><br>BRAVO<br>Surface: Concrete<br>PCN 48/R/B/X/T<br><br>DAKOTA<br>Surface: Asphalt<br>PCN 53/R/B/X/U<br><br>EASTERN LIGHT<br>Surface: Grass<br><br>HANGAR 4<br>Surface: Asphalt<br>PCN 53/R/B/X/U<br><br>WEST<br>Surface: Asphalt<br>PCN 53/R/B/X/U |

| | | |
|---|---|---|
| 2 | Taxiway width, surface and strength | Taxiway A AIRPARK-KILO: 12 M<br>Surface: Asphalt<br>PCN 53/R/B/X/U<br><br>Taxiway A BRAVO-AIRPARK: 7.5 M<br>Surface: Grass<br><br>Taxiway A RWY-WEST: 18 M<br>Surface: Asphalt<br>PCN 48/F/B/X/U<br><br>Taxiway A WEST-BRAVO: 15 M<br>Surface: Asphalt<br>PCN 53/R/B/X/U<br><br>Taxiway B BRAVO TAXILANE: 15 M<br>Surface: Concrete<br>PCN 48/R/B/X/T<br><br>Taxiway B BRAVO1-BRAVO2: 15 M<br>Surface: Asphalt<br>PCN 19/F/A/X/T<br><br>Taxiway B RWY-BRAVO 1: 30 M<br>Surface: Asphalt<br>PCN 19/F/A/X/T<br><br>Taxiway C: 30 M<br>Surface: Asphalt<br>PCN 19/F/A/X/T<br><br>Taxiway E: 18 M<br>Surface: Asphalt<br>PCN 48/F/B/X/T<br><br>Taxiway GRASS LINK K-J: 15 M<br>Surface: Grass<br><br>Taxiway J: 7.5 M<br>Surface: Asphalt and grass<br>5 M asphalt with 1.25 M grass either side<br><br>Taxiway K: 12 M<br>Surface: Asphalt<br>PCN 53/R/B/X/U |
| 3 | Altimeter checkpoint location and elevation | Bravo Apron 273 FT |
| 4 | VOR checkpoints | |
| 5 | INS checkpoints | See Aircraft Parking/Docking Chart. |
| 6 | Remarks | Taxiway A BRAVO-AIRPARK only available with permission of duty AFISO. |

## EGBE AD 2.9 SURFACE MOVEMENT GUIDANCE AND CONTROL SYSTEM AND MARKINGS

| | | |
|---|---|---|
| 1 | Use of aircraft stand ID signs, TWY guide lines and visual docking/parking guidance system of aircraft stands | Bravo Apron: Stand 1, designated to accommodate aircraft with a wingspan up to 31 M, eg B737-500, Gulfstream G650. Where meteorological conditions dictate, aircraft may be parked in a non-standard position providing the aircraft remains in the confines of the stand markings.<br><br>West Apron: Designated stands are 2, 3 and 4 used for business aviation aircraft. Stand 2 for a maximum wingspan of 16.3 M. Stand 3 for a maximum wingspan of 17.6 M. Stand 4 for a maximum wingspan of 17 M.<br>Please note there is a Section 106 agreement restriction on the West Apron for aircraft exceeding 9 tonnes. |
| 2 | Runway and taxiway markings and lighting | Runway marking aid(s):<br>05/23: Runway designation, runway centre-line, fixed distance, touchdown zone and runway threshold markings.<br><br>Runway light(s):<br>Amber guard lights at holds: 'Alpha 1', 'Bravo 1', 'Charlie 1', 'Echo', 'Juliet' and 'Kilo'. |

| | | |
|---|---|---|
| | | Taxiway marking aid(s):<br>Taxi-holding position. |
| 3 | Stop bars and runway guard lights (if any) | |
| 4 | Other runway protection measures | |
| 5 | Remarks | Holding point indicator signs.<br>Wind direction indicators near threshold of Runways 05 and 23. 522219.33N 0012822.66W (LGTD) - 522203.36N 0012911.00W (LGTD). |

## EGBE AD 2.10 AERODROME OBSTACLES

| In Approach/Take-off areas | | | | | | |
|---|---|---|---|---|---|---|
| **Obstacle ID/ Designation** | **Obstacle Type** | **Obstacle Position** | **Elevation/Height** | | **Obstruction Lighting Type/ Colour** | **Remarks** |
| **1** | **2** | **3** | **4** | | **5** | **6** |
| (EGBE38) 23/APPROACH 05/TAKE-OFF | PYLON | 522312.00N 0012713.58W | 377 FT | | No | |
| (EGBE39) 23/APPROACH 05/TAKE-OFF | PYLON | 522309.88N 0012702.39W | 375 FT | | No | |
| (EGBE9630) 23/APPROACH 05/ TAKE-OFF | TREE | 522259.79N 0012734.54W | 356 FT | | No | |
| (EGBE8653) 23/APPROACH 05/ TAKE-OFF | AERIAL | 522244.91N 0012800.27W | 299 FT | | No | |
| (EGBE9146) 23/APPROACH 05/ TAKE-OFF | CCTV | 522244.14N 0012800.84W | 289 FT | | No | |
| (EGBE9336) 23/APPROACH 05/ TAKE-OFF | HEDGE | 522236.67N 0012757.82W | 271 FT | | No | |
| (EGBE9831) 05/APPROACH 23/ TAKE-OFF | TREE | 522128.50N 0012952.08W | 352 FT | | No | |
| (EGBE10376) 05/APPROACH 23/ TAKE-OFF | TREE | 522127.44N 0012951.88W | 369 FT | | No | |

| In circling area and at aerodrome | | | | | | |
|---|---|---|---|---|---|---|
| **Obstacle ID/ Designation** | **Obstacle Type** | **Obstacle Position** | **Elevation/Height** | | **Obstruction Lighting Type/ Colour** | **Remarks** |
| **1** | **2** | **3** | **4** | | **5** | **6** |
| (EGBE9083) | MAST | 522658.36N 0012349.18W | 543 FT | | No | |
| (EGBE9510) | SPIRE | 522430.57N 0013031.86W | 523 FT | | No | |
| (EGBE9511) | SPIRE | 522428.73N 0013029.02W | 577 FT | | No | |
| (EGBE3019) | MAST | 522402.74N 0013243.28W | 532 FT | | No | |
| (EGBE9521) | CHIMNEY | 522345.19N 0012930.59W | 532 FT | | No | |
| (EGBE4003) | PYLON | 522335.58N 0012839.75W | 385 FT | | No | |
| (EGBE8912) | MAST | 522322.12N 0012618.29W | 381 FT | | No | |
| (EGBE39) 23/APPROACH 05/TAKE-OFF | PYLON | 522309.88N 0012702.39W | 375 FT | | No | |
| (EGBE9523) | TREE | 522308.79N 0012908.80W | 380 FT | | No | |
| (EGBE40) | PYLON | 522307.52N 0012649.77W | 385 FT | | No | |
| (EGBE3283) | TREE | 522118.84N 0012520.13W | 402 FT | | No | |
| (EGBE3619) | TREE | 522118.06N 0012521.60W | 403 FT | | No | |
| (EGBE3614) | TREE | 522110.10N 0012459.84W | 414 FT | | No | |
| (EGBE3014) | AERIAL | 521801.82N 0013034.00W | 481 FT | | No | |

| In circling area and at aerodrome | | | | | | |
|---|---|---|---|---|---|---|
| **Obstacle ID/ Designation** | **Obstacle Type** | **Obstacle Position** | **Elevation/Height** | | **Obstruction Lighting Type/ Colour** | **Remarks** |
| **1** | **2** | **3** | **4** | | **5** | **6** |
| (EGBE3015) | AERIAL | 521801.69N 0013033.98W | 462 FT | | No | |
| (EGBE3016) | BUILDING | 521801.44N 0013034.77W | 443 FT | | No | |
| (EGBE3018) | MAST | 521740.02N 0013108.42W | 461 FT | | No | |

## EGBE AD 2.11 METEOROLOGICAL INFORMATION PROVIDED

| | | |
|---|---|---|
| 1 | Associated MET Office | MET OFFICE EXETER |
| 2 | Hours of service<br>MET Office outside hour | H24 |
| 3 | Office responsible for TAF preparation<br>Periods of validity | |
| 4 | Trend forecast<br>Interval of issuance | |
| 5 | Briefing/consultation provided | Self briefing/Telephone Coventry ATS. |
| 6 | Flight documentation<br>Language(s) used | English. |
| 7 | Charts and other information available for briefing or consultation | Weather warnings, Internet access, Hourly unofficial observations. |
| 8 | Supplementary equipment available for providing information | |
| 9 | ATS units provided with information | COVENTRY |
| 10 | Additional information (limitation of service, etc.) | Hourly unofficial observations only available during AFIS operating hours. |

## EGBE AD 2.12 RUNWAY PHYSICAL CHARACTERISTICS

| **Designations RWY Number** | **True bearing** | **Dimensions of RWY** | **Surface of RWY/ SWY/ Strength** | **THR co-ordinates/ THR Geoid undulation** | **THR elevation/ Highest elevation of TDZ of precision APP RWY** | **Slope of RWY/ SWY** |
|---|---|---|---|---|---|---|
| **1** | **2** | **3** | **4** | **5** | **6** | **7** |
| 05 | 047.36° | 1825 x 46 M | RWY surface: Asphalt<br>PCN 48/F/B/X/U | 522153.62N<br>0012918.26W<br>160.1 FT | THR 266.7 FT | |
| 23 | 227.37° | 1825 x 46 M | RWY surface: Asphalt<br>PCN 48/F/B/X/U | 522229.03N<br>0012815.43W<br>160.0 FT | THR 265.0 FT | |

| **SWY Dimensions** | **Clearway Dimensions** | **Strip Dimensions** | **RESA Dimensions, Overshoot / Undershoot** | **Location/ description of arresting system** | **OFZ** | **Remarks** |
|---|---|---|---|---|---|---|
| **8** | **9** | **10** | **11** | **12** | **13** | **14** |
| 180 x - M | 250 x 150 M | - x 280 M | 90 x - M<br>183 x - M | | 1860 x 120 M | RWY 05<br><br>Aiming point markings are 306 M from the threshold. |
| 93 x - M | 234 x 150 M | - x 280 M | 90 x - M<br>231 x - M | | 1860 x 120 M | RWY 23<br><br>Threshold displaced by 209 M.<br><br>Aiming point markings are 306 M from the threshold. |

## EGBE AD 2.13 DECLARED DISTANCES

| Runway designator | TORA | TODA | ASDA | LDA | Remarks |
|---|---|---|---|---|---|
| 1 | 2 | 3 | 4 | 5 | 6 |
| 05 | 1615 M | 1865 M | 1795 M | 1615 M | |
| 23 | 1825 M | 2059 M | 1918 M | 1615 M | |
| 05 | 1544 M | 1794 M | 1724 M | | Take-off from intersection with Taxiway A. |
| 05 | 1033 M | 1283 M | 1213 M | | Take-off from intersection with Taxiway B. |
| 05 | 722 M | 972 M | 902 M | | Take-off from intersection with Taxiway E. |
| 05 | 488 M | 738 M | 668 M | | Take-off from intersection with Taxiway K. |
| 23 | 1228 M | 1462 M | 1321 M | | Take-off from intersection with Taxiway J. |
| 23 | 1138 M | 1372 M | 1231 M | | Take-off from intersection with Taxiway K. |
| 23 | 911 M | 1146 M | 1005 M | | Take-off from intersection with Taxiway E. |
| 23 | 617 M | 852 M | 711 M | | Take-off from intersection with Taxiway B. |

## EGBE AD 2.14 APPROACH AND RUNWAY LIGHTING

| RWY | Approach lighting Type/ Length/ Intensity | Threshold lighting Colour/Wing bars | VASIS/ MEHT/ PAPI/ PAPI Dist from THR | TDZ, lighting Length | Runway Centre Line lighting Length/ Spacing/ Colour/ Intensity | Runway edge lighting Length/ Spacing/ Colour/ Intensity | Runway end lighting Colour/ Wing bars | Stopway lighting Length/ Colour | Remarks |
|---|---|---|---|---|---|---|---|---|---|
| 1 | 2 | 3 | 4 | 5 | 6 | 7 | 8 | 9 | 10 |
| 05 | Centre-line with one crossbar at 300 M from threshold. 420 M Light intensity high | Green Light intensity high Inset With elev HI green wingbars | PAPI Left/3° 50 FT 295 M | | | Elev HI bi-directional with LI omni-directional component 1615 M 60 M White with Yellow caution zone | Elevated Red Light intensity high | Elev edge Inset stop end 180 M Red Light intensity high | END: Runway end lights delineate the extremity of the manoeuvring area. |
| 23 | Coded centre-line with two crossbars. 415 M Light intensity high | Green Light intensity high Inset With elev HI green wingbars | PAPI Left/3° 56 FT 365 M | | | Elev HI bi-directional with LI omni-directional component 1825 M 60 M White with Yellow caution zone | Inset Red Light intensity high | Elev 90 M Red Light intensity high | |

## EGBE AD 2.15 OTHER LIGHTING, SECONDARY POWER SUPPLY

| | | |
|---|---|---|
| 1 | ABN/IBN location, characteristics and hours of operation | |
| 2 | LDI location and lighting<br>Anemometer location and lighting | LDI: Not available.<br>Anemometer: 522225.37N 0012830.22W (LGTD), 522156.90N 0012903.06W (LGTD). |
| 3 | TWY edge and centre line lighting | EDGE: Blue edge lights on Taxiway A from Airpark to Taxiway K. |
| 4 | Secondary power supply/switch-over time | Airport generator on permanent standby/Less than 5 seconds. |
| 5 | Remarks | Apron floodlights on Bravo and West Apron. |

## EGBE AD 2.16 HELICOPTER LANDING AREA

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# EGBE AD 2.17 AIR TRAFFIC SERVICES AIRSPACE

| Designation and lateral limits | Vertical Limits | Airspace Class | ATS unit callsign/ language | Transition Altitude | Hours of applicability | Remarks |
|---|---|---|---|---|---|---|
| 1 | 2 | 3 | 4 | 5 | 6 | 7 |
| COVENTRY ATZ<br>A circle, 2.5 NM radius, centred at 522211N 0012847W on longest notified runway (05/23) | Upper limit: 2000 FT AGL<br>Lower limit: SFC | G | COVENTRY INFORMATION<br>English | 6000 FT | | Coventry ATZ lies partly within the Birmingham CTA. Base of Birmingham CTA 1500 FT QNH (1233 FT QFE). See AD 2.22. |

# EGBE AD 2.18 AIR TRAFFIC SERVICES COMMUNICATION FACILITIES

| Service Designation | Callsign | Channel/ Frequency(MHz) | SATVOICE number(s) | Logon Address | Hours of Operation | Remarks |
|---|---|---|---|---|---|---|
| 1 | 2 | 3 | 4 | 5 | 6 | 7 |
| AFIS | COVENTRY INFORMATION | 123.830<br>DOC 20 NM/6000 FT. | | | Tue-Sat 0900-1700 (0800-1600); Sun-Mon closed. | ATZ hours coincident with AFIS hours. |
| OTHER | COVENTRY FIRE | 121.600<br>Non-ATS frequency. | | | Available when Fire vehicle attending aircraft on the ground in an emergency. | |

# EGBE AD 2.19 RADIO NAVIGATION AND LANDING AIDS

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# EGBE AD 2.20 LOCAL AERODROME REGULATIONS

## 1 AIRPORT REGULATIONS

a) Non-radio aircraft not accepted.
b) Pilots are required to 'book in/out' online for all flights at www.coventryairport.co.uk. Telephone PPR is a back-up only.
c) Run and break manoeuvres by civilian aircraft are not permitted. Military aircraft can perform a run and break manoeuvre only if no other traffic is in the circuit.
d) If visibility is at 1500 M and forecast to deteriorate, visibility (as assessed by ATS) will be below AD requirements. AD will only be available to rotary/emergency services rotary traffic.

## 2 GROUND MOVEMENT

a) Apron Parking - as advised by ATS.
b) Light Aircraft Parking - visiting pilots shall be directed to the West apron or eastern light aircraft park.

## 3 CAT II/III OPERATIONS

Not applicable.

## 4 WARNINGS

a) Except for light signals, ground signals will not be displayed.
b) Bird scaring takes place regularly.
c) Turbulence may occur on final approach to Runway 23 during strong south westerly winds as aircraft cross the eastern bypass (Tollbar) roundabout.
d) Pilots are warned of helicopter activity in and out of Walsgrave Hospital helipad situated just north of Runway 23 final approach, approximately 3.5 NM from touchdown. Possibility of a TCAS alert on final approach to 23 or climb-out from 05 due to the proximity of the hospital helipad.
e) Pilots are warned of radio controlled aircraft activity from a private site approximately 3 NM east of Coventry airport, 0.5 miles southeast of Wolston village.
f) Pilots of arriving and departing aircraft shall remain outside Birmingham Controlled Airspace at all times. The base of Birmingham Controlled Airspace overhead and to the southwest of Coventry Airport is altitude 1500 FT.

g) Pilots are warned that unauthorised ground based laser lights have been directed towards aircraft in the vicinity of the aerodrome. All incidents should be reported immediately via the Tower to the Airport Authority.
h) Retail Park under Runway 23 final approach. Industrial/Business park to the southeast.
i) Intensive bird activity around/on the aerodrome due to construction work at multiple locations outside of the aerodrome boundary. Large gull attractant at waste landfill site, immediately south of Bubbenhall village.

### 5 HELICOPTER OPERATIONS

a) Helicopters to land as advised by ATS.
b) Helicopters will operate to the runway, circuit height for rotary traffic is 700 FT AAL. ATS will brief on circuit details when booking in/out by phone.
c) Non-based helicopter operators not familiar with parking procedures must request marshaller assistance from ATS.

### 6 USE OF RUNWAYS

a) Except in an emergency, pilots must not use Runway 23 stopway for normal operations.
b) Circuit height will be 1000 FT AAL.
c) Circuits will not normally be permitted when MET visibility is **LESS** than 3000 M and/or cloud base is **LESS** than 800 FT. Low level circuits, when permitted, will be conducted not below 600 FT AAL.
d) All light aircraft holding at Bravo 1, Juliet or Kilo, that require a backtrack prior to take-off, should advise ATS of their requested departure point in relation to the adjacent hold before entering the runway; or request full length.

### 7 TRAINING

a) Use of the airport for training purposes is subject to the following conditions:

i. Circuits will normally be orientated to the south of the aerodrome, i.e. Right hand circuit Runway 05, Left hand circuit Runway 23.
ii. No training flights by aircraft with a Maximum Certified Weight of more than 5700 KG are permitted on Sundays or Public Holidays.
iii. Not more than one aircraft with a Maximum Certified Weight of more than 5700 KG shall use the airport for training purposes at any one time.

### 8 UNMANNED AIRCRAFT

a) UAS survey area West, operating within area bounded by:

| | | | | | |
|---|---|---|---|---|---|
| 522146N | 0013237W | - | 521951N | 0012925W | - |
| 521928N | 0013009W | - | 522044N | 0013240W | - |

522146N 0013237W (vicinity of Kenilworth and Stoneleigh).

Maximum height 394 FT AGL. Elevation 650 FT AMSL. Area will be activated by NOTAM.

## EGBE AD 2.21 NOISE ABATEMENT PROCEDURES

Noise Preferential Routeings and Procedures – all aircraft inbound or outbound from this aerodrome are required to conform to the procedures listed below, notwithstanding that these may at any time be departed from to the extent necessary for avoiding immediate danger.

a) Every operator of aircraft using the aerodrome shall ensure at all times that aircraft are operated in a manner calculated to cause the least disturbance practicable in areas surrounding the aerodrome. In particular, aircraft operators should avoid overflight of the noise sensitive areas of Binley Woods and Ryton-on-Dunsmore (05 departures, 23 arrivals), Stoneleigh and Stareton hamlet (05 arrivals, 23 departures).
b) Air Traffic Service will select the runway in use, having regard to wind, cloud base, aircraft performance limitations and environmental considerations.
c) Ground running of aircraft engines shall be subject to the approval of ATS and shall be kept to a minimum, consistent with operational needs.

## EGBE AD 2.22 FLIGHT PROCEDURES

### 1 ARRIVALS

a) Due to the proximity of Birmingham's controlled airspace (CTA2) over the airport, overhead joins are not possible at Coventry.
b) To join for Runway 23, route to Draycote Water VRP and join on left base giving way to circuit traffic as appropriate.
c) For Runway 05, route to Southam VRP and join on right base giving way to circuit traffic as appropriate.
d) Straight in approaches are available on request, giving way to circuit traffic as appropriate.

### 2 RADIO COMMUNICATIONS FAILURE PROCEDURES

Coventry does not accept non-radio aircraft. In the event of an emergency and radio failure and the pilot has no option other than to land at Coventry, remain outside of CAS at all times, squawk 7600 for Birmingham.

## 3 VISUAL REFERENCE POINTS (VRP)

a) Details of VRPs are available in the consolidated 'Visual Reference Points List' published on the 'Digital Dataset' page of the NATS AIS website, www.nats.aero/ais.

## 4 BIRMINGHAM CONTROLLED AIRSPACE

a) Due to the complexities of adjacent CAS, pilots are reminded to ensure that their flight remains clear of the Birmingham CTR/CTA unless ATC clearance is issued.
b) Base of Birmingham CTA 1500 FT QNH (1233 FT QFE). Pilots must remain outside of CAS, unless cleared to enter by Birmingham ATC. The portion of Coventry's ATZ inside the Birmingham CTA is under the direct control of Birmingham ATC and not Coventry ATS.

## 5 COMMUNICATIONS AND SSR

a) Aircraft in communication with Coventry ATS may be allocated a conspicuity squawk of 0420. Aircraft must not select this squawk unless instructed to do so by ATS.
b) Aircraft remaining in the circuit at Coventry will be allocated a conspicuity squawk of 7010. Aircraft must not select this squawk unless instructed to do so by ATS.
c) Allocation of either of these conspicuity squawks does not constitute any radar service.

## 6 PROCEDURES FOR IFR FLIGHTS VIA THE ATS ROUTE NETWORK

a) **Outbound IFR Aircraft (Northbound)**

Aircraft departing Coventry IFR to the NORTH should plan to join CAS at TRENT.

b) **Inbound IFR Aircraft**

i. Aircraft inbound via the ATS Route Network must file to route via the Birmingham Standard Arrival Routes (STAR) as shown at AD 2-EGBB-7-2 to 7-4. Pilots are to include EGBBZTZX in their Flight Plan.
ii. After leaving the ATS Route System, pilots may be provided with a radar service outside CAS by Birmingham Radar, or transferred directly to Coventry Information.
iii. An onward contact frequency will be given by London Control before leaving the ATS Route System.

c) **Loss of Communications Procedures (inbound IFR aircraft)**

Aircraft should descend to leave CAS at an appropriate point and proceed outside CAS in accordance with the Loss of Communications Procedures detailed at ENR 1.1 paragraph 3.4.

# EGBE AD 2.23 ADDITIONAL INFORMATION

Not applicable

# EGBE AD 2.24 CHARTS RELATED TO AN AERODROME

AERODROME CHART - ICAO
AD 2.EGBE-2-1
AIRCRAFT PARKING/DOCKING CHART - ICAO
AD 2.EGBE-2-2

# EGBE AD 2.25 VISUAL SEGMENT SURFACE (VSS) PENETRATION

Not applicable

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# AERODROME CHART - ICAO

ARP 522211N 0012847W

AD ELEV 267FT

# COVENTRY
## EGBE

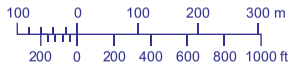
| COM | | |
|---|---|---|
| AFIS | 123.830 | COVENTRY INFORMATION |
| TWR | 121.600 | COVENTRY FIRE |

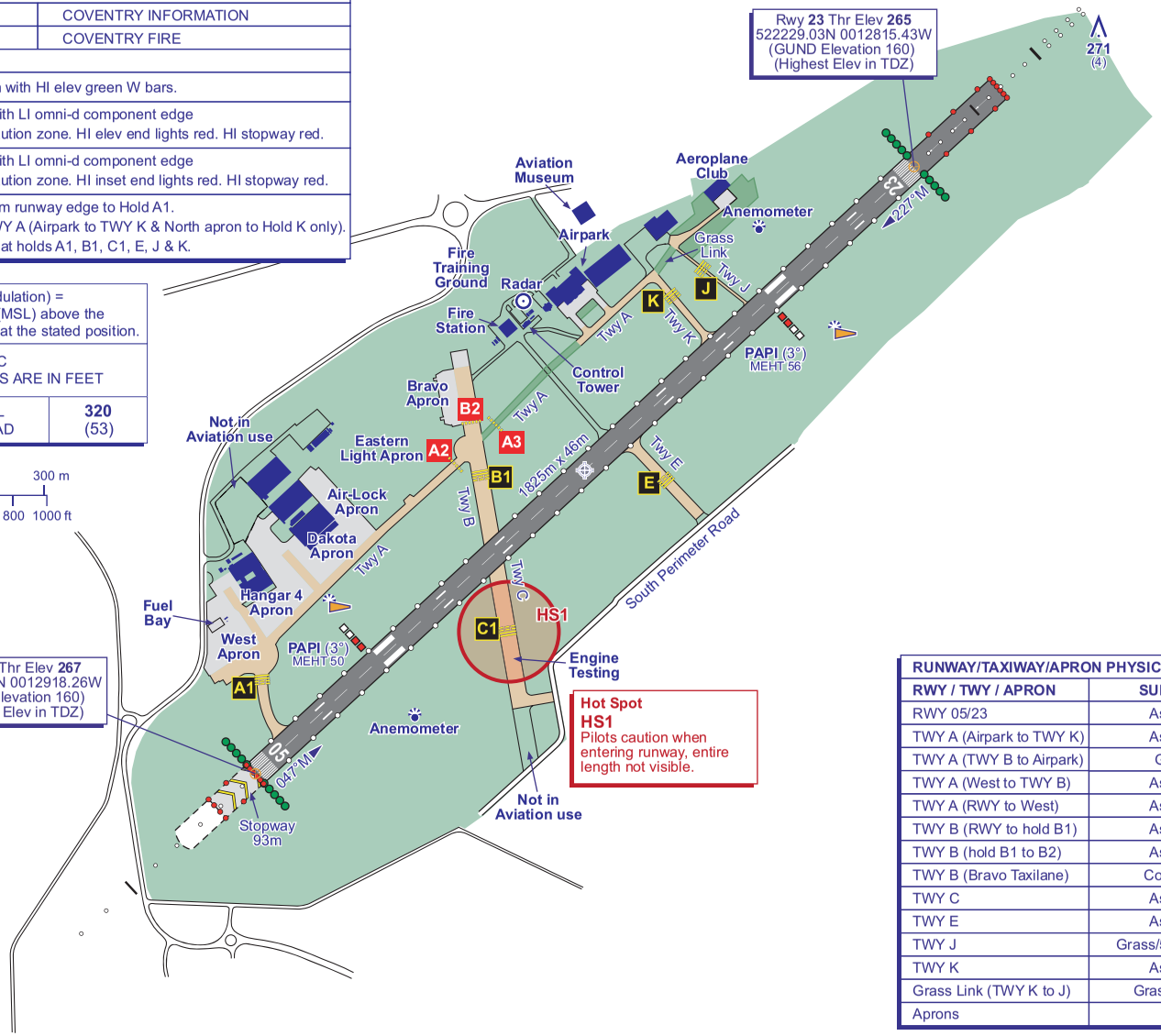
| LIGHTING | |
|---|---|
| THR 05/23 | HI inset green with HI elev green W bars. |
| RWY 05 | HI elev bi-d with LI omni-d component edge with yellow caution zone. HI elev end lights red. HI stopway red. |
| RWY 23 | HI elev bi-d with LI omni-d component edge with yellow caution zone. HI inset end lights red. HI stopway red. |
| TWY | Green C/L from runway edge to Hold A1. Blue edge TWY A (Airpark to TWY K & North apron to Hold K only). Guards lights at holds A1, B1, C1, E, J & K. |

**GUND** (Geoid Undulation) = The height of the Geoid (MSL) above the Reference Elipsoid (WGS 84) at the stated position.

BEARINGS ARE MAGNETIC
ELEVATIONS AND HEIGHTS ARE IN FEET

| | |
|---|---|
| ELEVATIONS IN FEET AMSL | 320 |
| HEIGHTS IN FEET ABOVE AD | (53) |







| RUNWAY/TAXIWAY/APRON PHYSICAL CHARACTERISTICS | | |
|---|---|---|
| RWY / TWY / APRON | SURFACE | PCN |
| RWY 05/23 | Asphalt | 48/F/B/X/U |
| TWY A (Airpark to TWY K) | Asphalt | 53/R/B/X/U |
| TWY A (TWY B to Airpark) | Grass | - |
| TWY A (West to TWY B) | Asphalt | 53/R/B/X/U |
| TWY A (RWY to West) | Asphalt | 48/F/B/X/U |
| TWY B (RWY to hold B1) | Asphalt | 19/F/A/X/T |
| TWY B (hold B1 to B2) | Asphalt | 19/F/A/X/T |
| TWY B (Bravo Taxilane) | Concrete | 48/R/B/X/T |
| TWY C | Asphalt | 19/F/A/X/T |
| TWY E | Asphalt | 48/F/B/X/T |
| TWY J | Grass/5m Asphalt | - |
| TWY K | Asphalt | 53/R/B/X/U |
| Grass Link (TWY K to J) | Grass (15m) | - |
| Aprons | See AD 2-EGBE 2-2 | |

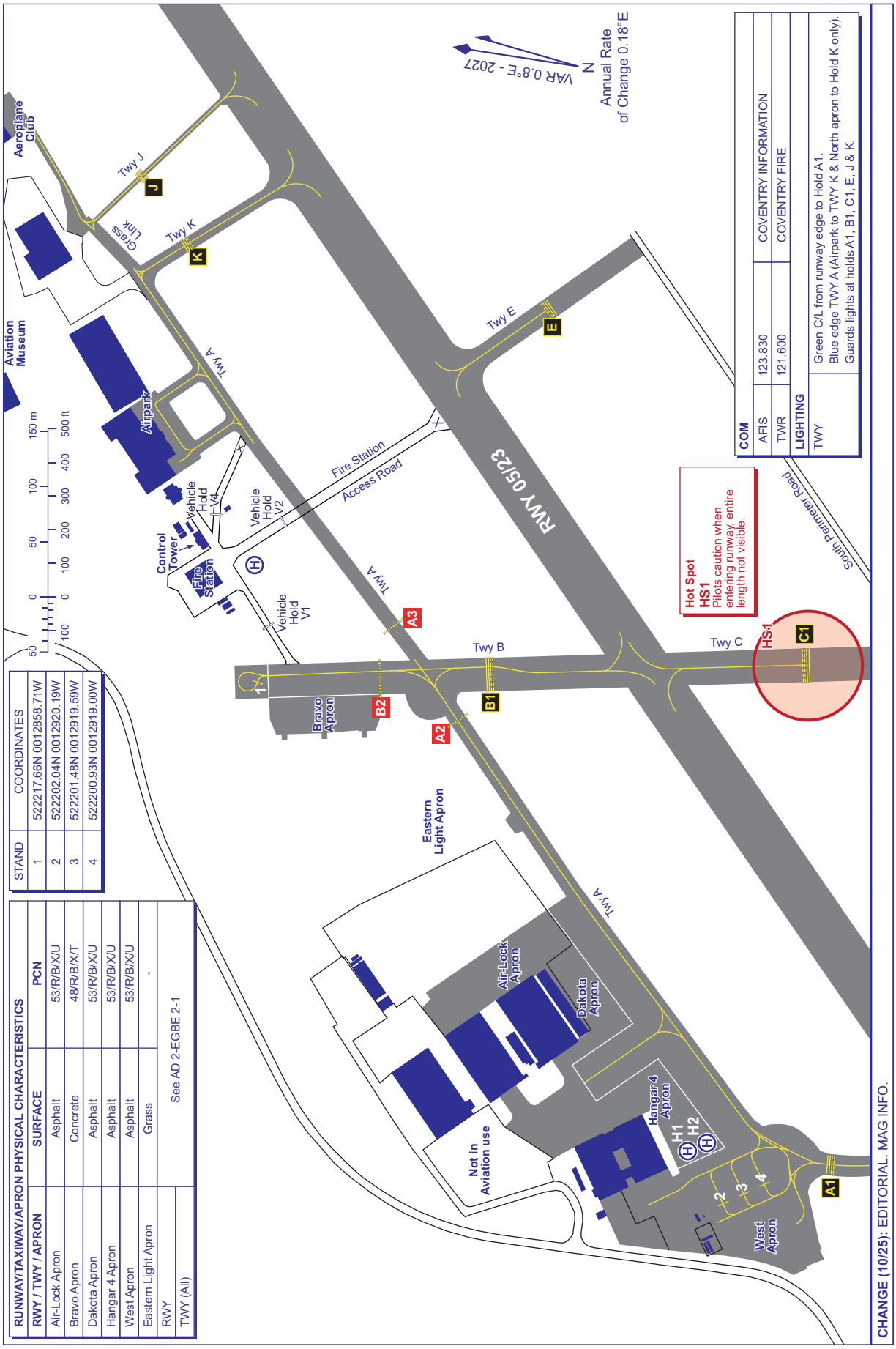
**CHANGE (10/25):** EDITORIAL. MAG INFO.

# COVENTRY EGBE

## AIRCRAFT PARKING/DOCKING CHART - ICAO

ARP 522211N 0012847W

AD ELEV 267FT




| RUNWAY/TAXIWAY/APRON PHYSICAL CHARACTERISTICS | | |
|---|---|---|
| RWY / TWY / APRON | SURFACE | PCN |
| Air-Lock Apron | Asphalt | 53/R/B/X/U |
| Bravo Apron | Concrete | 48/R/B/X/T |
| Dakota Apron | Asphalt | 53/R/B/X/U |
| Hangar 4 Apron | Asphalt | 53/R/B/X/U |
| West Apron | Asphalt | 53/R/B/X/U |
| Eastern Light Apron | Grass | - |
| RWY | See AD 2-EGBE 2-1 | |
| TWY (All) | | |

| STAND | COORDINATES |
|---|---|
| 1 | 522217.66N 0012858.71W |
| 2 | 522202.04N 0012920.19W |
| 3 | 522201.48N 0012919.59W |
| 4 | 522200.93N 0012919.00W |

AERO INFO DATE 18 JUL 25

# EGTC — CRANFIELD

## EGTC AD 2.1 AERODROME LOCATION INDICATOR AND NAME

EGTC — CRANFIELD

## EGTC AD 2.2 AERODROME GEOGRAPHICAL AND ADMINISTRATIVE DATA

| | | |
|---|---|---|
| 1 | ARP coordinates and site at AD | Lat: 520420N Long: 0003700W<br>Mid point of Runway 03/21. |
| 2 | Direction and distance from city | 7 NM SW of Bedford. |
| 3 | Elevation / Reference temperature / Mean Low Temperature | 360 FT / 18 °C / - |
| 4 | Geoid undulation at AD ELEV PSN | 154 FT |
| 5 | Magnetic Variation / Annual Change | 0.31°E (2022) / 0.20°E |
| 6 | AD Administration<br>Address<br>Telephone<br><br><br><br><br>E-mail address<br><br>Web address | CRANFIELD UNIVERSITY<br>Cranfield Airport, Cranfield University, Cranfield, Bedfordshire, MK43 0AL.<br>01234-758150 (Airport Administration)<br>01234-750005 (ATC)<br>01234-758114 (Aircraft Handling)<br>01234-754562 (Airport Operations)<br>01234-758151 (Airport Accounts)<br>airport@cranfield.ac.uk<br>airportaccounts@cranfield.ac.uk<br>www.cranfieldairport.com |
| 7 | Type of Traffic permitted (IFR/VFR) | IFR/VFR |
| 8 | Remarks | Landing fees paid using Airport Accounts telephone number 01234-758151 or via the Cranfield Airport website. No landing fee payment facilities on site. Visiting pilots wishing to leave the aerodrome are to follow signs via the RVP gate remaining clear of the manoeuvring area. |

## EGTC AD 2.3 OPERATIONAL HOURS

| | | |
|---|---|---|
| 1 | AD Administration | Mon-Fri 0800-1830 (0700-1730); Sat, Sun & PH 0900-1800 (0800-1700). |
| 2 | Customs and immigration | By arrangement. 24 hours notice required to ATC. |
| 3 | Health and sanitation | |
| 4 | AIS Briefing Office | |
| 5 | ATS Reporting Office (ARO) | |
| 6 | MET Briefing Office | |
| 7 | ATS | As AD hours. See also AD 2.18. |
| 8 | Fuelling | Mon-Fri 0800-1800 (0700-1700); Sat, Sun & PH 0900-1730 (0800-1630). |
| 9 | Handling | |
| 10 | Security | |
| 11 | De-icing | |
| 12 | Remarks | All movements are strictly PPR. Telephone ATC 01234-750005 for PPR. Aircraft will not normally be accepted beyond Mon-Fri 1815 (1715); Sat, Sun and PH 1745 (1645) unless an extension of hours has been confirmed. Unlicensed movements not accepted. |

## EGTC AD 2.4 HANDLING SERVICES AND FACILITIES

| | | |
|---|---|---|
| 1 | Cargo handling facilities | |
| 2 | Fuel and oil types | AVTUR JET A-1, AVGAS 100LL, SAF JET A-1<br>DTD 585, Aeroshell Compound 06, W80, W100 |
| 3 | Fuelling facilities/capacity | No rotors running refuel available. |
| 4 | De-icing facilities | |
| 5 | Hangar space for visiting aircraft | |
| 6 | Repair facilities for visiting aircraft | |
| 7 | Remarks | Handling mandatory for aircraft above 2700 KG. All fuelling requests should be made by text message direct to the refuellers 07900-738194 and not via ATC. |

## EGTC AD 2.5 PASSENGER FACILITIES

| | | |
|---|---|---|
| 1 | Hotels | On Aerodrome. |
| 2 | Restaurants | Cafe on site. |
| 3 | Transportation | Taxi, hire car, chauffeur services on request. |
| 4 | Medical facilities | |
| 5 | Bank and Post Office | On Aerodrome. |
| 6 | Tourist Office | |
| 7 | Remarks | Executive and pilot lounges available for handled aircraft. |

## EGTC AD 2.6 RESCUE AND FIRE FIGHTING SERVICES

| | | |
|---|---|---|
| 1 | AD category for fire fighting services | RFF Category A4<br>RFF Category 2 available Sat & Sun.<br>RFF Category 4 avaliable Mon-Fri.<br>RFF Category 5 available on request, subject to availability by prior arrangement with Airport Administration. |
| 2 | Rescue equipment | Appropriate up to RFF Category 6. |
| 3 | Capability for removal of disabled aircraft | In the event of an incident, light aircraft can be removed using airport resources. Large aircraft can be removed using an external contractor in conjunction with aircraft operator. |
| 4 | Remarks | |

## EGTC AD 2.7 SEASONAL AVAILABILITY - CLEARING

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## EGTC AD 2.8 APRONS, TAXIWAYS AND CHECK LOCATIONS/POSITIONS DATA

| | | |
|---|---|---|
| 1 | Apron surface and strength | APRON 1<br>Surface: Asphalt<br><br>APRON 2<br>Surface: Asphalt<br><br>APRON 3<br>Surface: Asphalt<br><br>APRON 4<br>Surface: Asphalt |
| 2 | Taxiway width, surface and strength | Taxiway A: 15 M<br><br>Taxiway B: 15 M<br><br>Taxiway C: 15 M<br><br>Taxiway E: 15 M |
| 3 | Altimeter checkpoint location and elevation | |
| 4 | VOR checkpoints | |
| 5 | INS checkpoints | |
| 6 | Remarks | |

## EGTC AD 2.9 SURFACE MOVEMENT GUIDANCE AND CONTROL SYSTEM AND MARKINGS

| | | |
|---|---|---|
| 1 | Use of aircraft stand ID signs, TWY guide lines and visual docking/parking guidance system of aircraft stands | |
| 2 | Runway and taxiway markings and lighting | |
| 3 | Stop bars and runway guard lights (if any) | |
| 4 | Other runway protection measures | |
| 5 | Remarks | WDI (LGTD): 520439.57N 0003650.42W, 520350.46N 0003717.08W. |

## EGTC AD 2.10 AERODROME OBSTACLES

| In Approach/Take-off areas | | | | | | |
|---|---|---|---|---|---|---|
| **Obstacle ID/ Designation** | **Obstacle Type** | **Obstacle Position** | **Elevation/Height** | | **Obstruction Lighting Type/ Colour** | **Remarks** |
| **1** | **2** | **3** | **4** | | **5** | **6** |
| (EGTC5070) 21/APPROACH 03/ TAKE-OFF | TREE | 520524.33N 0003600.17W | 420 FT | 76 FT | No | |
| (EGTC4336) 21/APPROACH 03/ TAKE-OFF | MAST LC | 520449.49N 0003617.94W | 407 FT | 55 FT | No | |
| (EGTC3876) 03/APPROACH 21/ TAKE-OFF | FENCE | 520355.50N 0003729.37W | 365 FT | 5 FT | No | |
| (EGTC3877) 03/APPROACH 21/ TAKE-OFF | FENCE | 520355.39N 0003729.12W | 365 FT | 5 FT | No | |
| (EGTC1180) 03/APPROACH 21/ TAKE-OFF | ROAD 4 8 | 520355.03N 0003729.73W | 376 FT | 16 FT | No | |
| (EGTC1179) 03/APPROACH 21/ TAKE-OFF | ROAD 4 8 | 520354.68N 0003728.71W | 377 FT | 16 FT | No | |
| (EGTC3881) 03/APPROACH 21/ TAKE-OFF | FENCE | 520354.42N 0003727.30W | 366 FT | 5 FT | No | |
| (EGTC1178) 03/APPROACH 21/ TAKE-OFF | ROAD 4 8 | 520354.26N 0003727.72W | 377 FT | 16 FT | No | |
| (EGTC3882) 03/APPROACH 21/ TAKE-OFF | FENCE | 520354.17N 0003726.83W | 366 FT | 5 FT | No | |
| (EGTC3883) 03/APPROACH 21/ TAKE-OFF | FENCE | 520353.98N 0003726.48W | 366 FT | 5 FT | No | |
| (EGTC1177) 03/APPROACH 21/ TAKE-OFF | ROAD 4 8 | 520353.90N 0003726.95W | 377 FT | 16 FT | No | |
| (EGTC3872) 03/APPROACH 21/ TAKE-OFF | FENCE | 520353.79N 0003726.08W | 366 FT | 6 FT | No | |
| (EGTC1176) 03/APPROACH 21/ TAKE-OFF | ROAD 4 8 | 520353.43N 0003725.99W | 377 FT | 16 FT | No | |
| (EGTC3869) 03/APPROACH 21/ TAKE-OFF | FENCE | 520353.03N 0003724.52W | 367 FT | 6 FT | No | |
| (EGTC1175) 03/APPROACH 21/ TAKE-OFF | ROAD 4 8 | 520352.91N 0003724.93W | 378 FT | 16 FT | No | |
| (EGTC3868) 03/APPROACH 21/ TAKE-OFF | FENCE | 520352.80N 0003724.03W | 367 FT | 6 FT | No | |
| (EGTC3867) 03/APPROACH 21/ TAKE-OFF | FENCE | 520352.51N 0003723.42W | 368 FT | 5 FT | No | |
| (EGTC1174) 03/APPROACH 21/ TAKE-OFF | ROAD 4 8 | 520352.50N 0003724.06W | 378 FT | 16 FT | No | |
| (EGTC1173) 03/APPROACH 21/ TAKE-OFF | ROAD 4 8 | 520352.07N 0003723.04W | 379 FT | 16 FT | No | |
| (EGTC3908) 03/APPROACH 21/ TAKE-OFF | HEDGE | 520351.99N 0003722.44W | 368 FT | 5 FT | No | |

| In circling area and at aerodrome | | | | | | |
|---|---|---|---|---|---|---|
| **Obstacle ID/ Designation** | **Obstacle Type** | **Obstacle Position** | **Elevation/Height** | | **Obstruction Lighting Type/ Colour** | **Remarks** |
| **1** | **2** | **3** | **4** | | **5** | **6** |
| (EGTC3535) | TURBINE | 520734.87N 0003943.15W | 720 FT | 406 FT | No | |
| (EGTC3922) | CCTV ATC | 520425.71N 0003709.54W | 434 FT | 89 FT | Yes Red | |
| (EGTC4431) | TREE | 520425.11N 0003744.69W | 440 FT | 103 FT | No | |
| (EGTC3992) | BLDG AERIAL | 520414.66N 0003749.03W | 432 FT | 87 FT | No | |
| (EGTC4641) | RADAR | 520402.92N 0003737.96W | 402 FT | 49 FT | Yes Red | |
| (EGTC4381) | TREE LARGE | 520337.20N 0003631.67W | 454 FT | 87 FT | No | |
| (EGTC4403) | TREE | 520259.46N 0003633.63W | 464 FT | 79 FT | No | |
| (EGTC4486) | MAST | 515955.86N 0004011.29W | 771 FT | 216 FT | No | |

## EGTC AD 2.11 METEOROLOGICAL INFORMATION PROVIDED

| | | |
|---|---|---|
| 1 | Associated MET Office | MET OFFICE HEATHROW |
| 2 | Hours of service<br>MET Office outside hour | H24 |
| 3 | Office responsible for TAF preparation<br>Periods of validity | MET OFFICE HEATHROW<br>9 Hours |
| 4 | Trend forecast<br>Interval of issuance | |
| 5 | Briefing/consultation provided | Self-briefing/telephone |
| 6 | Flight documentation<br>Language(s) used | Charts abbreviated plain language text. TAFs and METARs.<br>English |
| 7 | Charts and other information available for briefing or consultation | |
| 8 | Supplementary equipment available for providing information | |
| 9 | ATS units provided with information | CRANFIELD |
| 10 | Additional information (limitation of service, etc.) | |

## EGTC AD 2.12 RUNWAY PHYSICAL CHARACTERISTICS

| **Designations RWY Number** | **True bearing** | **Dimensions of RWY** | **Surface of RWY/ SWY/ Strength** | **THR co-ordinates/ THR Geoid undulation** | **THR elevation/ Highest elevation of TDZ of precision APP RWY** | **Slope of RWY/ SWY** |
|---|---|---|---|---|---|---|
| **1** | **2** | **3** | **4** | **5** | **6** | **7** |
| 03 | 031.73° | 1799 x 45 M | RWY surface: Asphalt<br>PCN 30/F/B/X/U | 520400.47N<br>0003719.28W<br>154.0 FT | THR 358.2 FT | |
| 21 | 211.74° | 1799 x 45 M | RWY surface: Asphalt<br>PCN 30/F/B/X/U | 520444.32N<br>0003635.27W<br>154.0 FT | THR 357.9 FT | |

| **SWY Dimensions** | **Clearway Dimensions** | **Strip Dimensions** | **RESA Dimensions, Overshoot / Undershoot** | **Location/ description of arresting system** | **OFZ** | **Remarks** |
|---|---|---|---|---|---|---|
| **8** | **9** | **10** | **11** | **12** | **13** | **14** |
| | | 1879 x 280 M | | | | RWY 03<br><br>Threshold displaced by 206 M. |

| SWY Dimensions | Clearway Dimensions | Strip Dimensions | RESA Dimensions, Overshoot / Undershoot | Location/ description of arresting system | OFZ | Remarks |
|---|---|---|---|---|---|---|
| 8 | 9 | 10 | 11 | 12 | 13 | 14 |
| | 127 x 150 M | 1879 x 280 M | 90 x - M<br>- | | | RWY 21<br><br>OFZ: Yes. |

## EGTC AD 2.13 DECLARED DISTANCES

| Runway designator | TORA | TODA | ASDA | LDA | Remarks |
|---|---|---|---|---|---|
| 1 | 2 | 3 | 4 | 5 | 6 |
| 03 | 1799 M | 1799 M | 1799 M | 1593 M | |
| 21 | 1672 M | 1799 M | 1672 M | 1672 M | |
| 21 | 1306 M | 1433 M | 1306 M | | Take-off from intersection with Hold Bravo 1. |
| 21 | 953 M | 1080 M | 953 M | | Take-off from intersection with Hold Charlie 1. |

## EGTC AD 2.14 APPROACH AND RUNWAY LIGHTING

| RWY | Approach lighting Type/ Length/ Intensity | Threshold lighting Colour/Wing bars | VASIS/ MEHT/ PAPI/ PAPI Dist from THR | TDZ, lighting Length | Runway Centre Line lighting Length/ Spacing/ Colour/ Intensity | Runway edge lighting Length/ Spacing/ Colour/ Intensity | Runway end lighting Colour/ Wing bars | Stopway lighting Length/ Colour | Remarks |
|---|---|---|---|---|---|---|---|---|---|
| 1 | 2 | 3 | 4 | 5 | 6 | 7 | 8 | 9 | 10 |
| 03 | Centre-line with two crossbars.<br>405.5 M<br>Light intensity high | Green<br>Light intensity high<br>Inset<br>With green elevated wingbars | PAPI<br>Right/3°<br>42 FT<br>288 M | | | Elevated coded omni-directional<br>Light intensity high | Red | | |
| 21 | Centre-line with two crossbars.<br>450 M<br>Light intensity high | Green<br>Light intensity high<br>Elevated with green wingbars | PAPI<br>Left/3°<br>53 FT<br>373 M | | | Elevated coded omni-directional<br>Light intensity high | Red | | EDGE:<br>Colour coded commencing 625 M before runway end. |

## EGTC AD 2.15 OTHER LIGHTING, SECONDARY POWER SUPPLY

| | | |
|---|---|---|
| 1 | ABN/IBN location, characteristics and hours of operation | |
| 2 | LDI location and lighting<br>Anemometer location and lighting | Anemometer: 520431.43N 0003638.55W (LGTD). |
| 3 | TWY edge and centre line lighting | CL: Bi-directional green reflectors on taxiway centre-line. |
| 4 | Secondary power supply/switch-over time | Secondary power supply available with a 15 second changeover time. |
| 5 | Remarks | Taxiway lighting is unavailable. |

## EGTC AD 2.16 HELICOPTER LANDING AREA

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## EGTC AD 2.17 AIR TRAFFIC SERVICES AIRSPACE

| Designation and lateral limits | Vertical Limits | Airspace Class | ATS unit callsign/ language | Transition Altitude | Hours of applicability | Remarks |
|---|---|---|---|---|---|---|
| 1 | 2 | 3 | 4 | 5 | 6 | 7 |
| CRANFIELD ATZ<br>A circle, 2 NM radius, centred at 520420N 0003700W on longest notified runway (03/ 21) | Upper limit: 2000 FT AGL<br>Lower limit: SFC | G | CRANFIELD APPROACH<br>English | 6000 FT | | |

## EGTC AD 2.18 AIR TRAFFIC SERVICES COMMUNICATION FACILITIES

| Service Designation | Callsign | Channel/ Frequency(MHz) | SATVOICE number(s) | Logon Address | Hours of Operation | Remarks |
|---|---|---|---|---|---|---|
| 1 | 2 | 3 | 4 | 5 | 6 | 7 |
| APP | CRANFIELD APPROACH | 122.855<br>DOC 25 NM/6,000 FT. | | | Mon-Fri 0800-1830 (0700-1730); Sat, Sun & PH 0900-1800 (0800-1700). | ATZ hours coincident with Approach hours.<br><br>VDF<br>520445.27N 0003645.84W<br>On AD. |
| TWR | CRANFIELD TOWER | 122.855 | | | When directed by ATC | VDF<br>520445.27N 0003645.84W<br>On AD. |
| | | 134.930<br>DOC 30 NM/4,000 FT. | | | Mon-Fri 0800-1830 (0700-1730); Sat, Sun & PH 0900-1800 (0800-1700). | |
| ATIS | CRANFIELD DEPARTURE INFORMATION | 121.880<br>DOC 2 NM/GND. | | | Mon-Fri 0800-1830 (0700-1730); Sat, Sun & PH 0900-1800 (0800-1700). | |
| OTHER | CRANFIELD FIRE | 121.600<br>Non-ATS frequency. | | | Available when Fire vehicle attending aircraft on the ground in an emergency. | |

## EGTC AD 2.19 RADIO NAVIGATION AND LANDING AIDS

| Type of Aid CAT of ILS/MLS MAG Var/VOR Declination | Ident | Frequency | Hours of Operation | Position of transmitting antenna coordinates | Elevation of DME transmitting antenna | Remarks |
|---|---|---|---|---|---|---|
| 1 | 2 | 3 | 4 | 5 | 6 | 7 |
| ILS/LOC<br>1.13°E (2027) | ICR | 108.900 MHz | Mon-Fri 0830-1900 (0730-1800); Sat, Sun & PH 0900-1800 (0800-1700). | 520346.01N 0003733.78W | | (RWY 21)<br>LOC only.<br>LOC not to be used for practice auto-coupled landings. LOC may show fluctuations due to road traffic. |
| NDB (L)<br>1.15°E (2027) | CIT | 850.000 kHz | Mon-Fri 0830-1900 (0730-1800); Sat, Sun & PH 0900-1800 (0800-1700). | 520748.56N 0003324.77W | | Range 15 NM. |

| Type of Aid<br>CAT of ILS/MLS<br>MAG Var/VOR<br>Declination | Ident | Frequency | Hours of Operation | Position of transmitting antenna coordinates | Elevation of DME transmitting antenna | Remarks |
|---|---|---|---|---|---|---|
| 1 | 2 | 3 | 4 | 5 | 6 | 7 |
| DME | ICR | 26X<br>108.900 MHz | Mon-Fri 0830-1900 (0730-1800); Sat, Sun & PH 0900-1800 (0800-1700). | 520424.52N<br>0003702.87W | 364 FT | (RWY 21)<br>On AD.<br>DME freq paired with LOC I-CR.<br>Zero range is indicated at THR of Runway 21. |

# EGTC AD 2.20 LOCAL AERODROME REGULATIONS

## 1 AIRPORT REGULATIONS

a) Use of this airport is subject to the published schedule of fees, charges and conditions, copies of which are available from Airport Administration.
b) Cranfield is strictly PPR and does not accept diversions or nominations as a flight plan alternate aerodrome without approval from the Aerodrome Authority via atc@cranfield.ac.uk, 01234-750005 (2699 KG MTOW and below) or airporthandling@cranfield.ac.uk, 01234-758114 (2700 KG MTOW and above).
All aircraft 2699 KG MTOW and below are required to request PPR from ATC via telephone 01234-750005 or email atc@cranfield.ac.uk.
All aircraft 2700 KG MTOW and above and NOT conducting circuit or instrument training are required to request PPR via airporthandling@cranfield.ac.uk.
c) Permission to use the airport, either to land or depart, may be withdrawn without notice. Withdrawal of permission may occur due to prevailing weather conditions, if it is considered that the requirements of the airport's Safety Management System cannot be met.
d) The carriage of Dangerous Goods, as specified by The Air Navigation (Dangerous Goods) Regulations 2002, is prohibited unless written approval has been issued by the Airport Director.
e) All aircraft with the intention to depart or to taxi for engineering purposes are required to obtain start approval from ATC before starting engines.
f) Use of the airport by non-radio equipped aircraft **is not** permitted.
g) Use of the airport by training flights is subject to compliance with the requirements set out below.
h) While airside, each aircraft commander is responsible for the safety of his passengers and other crew members. Passengers are at all times to be escorted by the aircraft commander or a crew member who is known to be competent to ensure both his/her and the passengers safety. The wearing of high visibility clothing is required.
i) Aircraft commanders or crew members, as applicable, are responsible for ensuring that a total ban on smoking while airside is observed.

## 2 GROUND MOVEMENT

a) Extreme caution is necessary on paved and unpaved apron areas where surface markings may not always be available to ensure obstacle clearance from parked aircraft.
b) Due to limited parking space, aircraft may infringe taxiway strips. ATC will advise aircraft of appropriate taxiing routes.
c) Operators wishing to drive vehicles on the airport will be required to provide evidence of £10m airside driving liability insurance.
d) Within Apron 2, parking areas are marked by single white line boxes. Aircraft should park wholly within these areas unless advised by ATC. Aircraft may be required to shut down and push back into position if they cannot be safely manoeuvred under their own power, but will not be permitted to stop for long periods outside of the parking area as to do so may hinder RFFS vehicles. Caution should be exercised as apron edges are bounded by gravelled French drains.
e) Aircraft of a wingspan larger than 18 M may be accommodated on Apron 2 with caution by using wing-walkers, marshallers, or other methods of assurance.

## 3 CAT II/III OPERATIONS

Not applicable.

## 4 WARNINGS

a) Intensive instrument flying in all weather conditions takes place within 20 NM radius up to the lower limit of controlled airspace. Flight crews are strongly advised to contact Cranfield Approach in order to establish and communicate an accurate reflection of the traffic situation to all relevant participants of a service. Non-airways instrument traffic inbound to Cranfield are strongly advised to contact Cranfield Approach no later than 10 minutes flying time away. →
b) In the event of aerodrome electrical supply failure, aerodrome ground lighting **will not** be available for up to 15 seconds.
c) Pilots are advised to exercise caution as this aerodrome has a deer hazard, particularly during the periods of dawn and dusk/official night, although patrols are mounted whenever the presence of deer is known or anticipated. Pilots are requested to report the location of any animals on the aerodrome to ATC.
d) Air Crew are advised that runway edge lighting does not conform to CAP 168 Chapter 6 Paragraph 6.56 specifically that runway edge lights should be located along the edges of the area declared for use as the runway. Current lights lay outside of this area by approximately 1 M. Pilots are to land as close to the centre-line as practicable. The edge of the useable runway area is delineated by white lines in accordance with CAP 168 Chapter 7.
e) Occasional helicopter activity at Helimech Helipad (520152N 0003653W).

f) Runway surface features a water ingestion area, known as the ‘splash pit’, approx 610 M from the RWY 21 threshold in the vicinity of the C intersection. This area is liable to collecting water and may become icy in freezing conditions. Standard runway surface conditions will be reported. However, be advised that any reported contamination may be concentrated in this area.
g) Local flying training may be concentrated in the area northwest of the airfield between SFC and base of controlled airspace.
h) UAS are routinely operated within the FRZ (Flight Restriction Zone), but outside the CFZ (Critical Flight Zone), up to a height of 400 FT. UAS operating inside the CFZ, or above a height of 400 FT will be individually notified via NOTAM.

### 5 HELICOPTER OPERATIONS

a) All helicopters should expect to join via published VRPs and operate to/from the main runway, integrating with fixed-wing traffic when required.

### 6 USE OF RUNWAYS

Not applicable

### 7 TRAINING

a) PPR is required for all operators, visitors, instrument training and circuit training. Slot times are allocated and must be adhered to.
b) Issue of training/test approvals is conditional upon such flights not causing delays to other aircraft. In exceptional circumstances training/test approvals may be withdrawn without prior notice by ATC.
c) **Opposite Direction Runway Operations - Lack of Positive Clearance** - Training aircraft carrying out instrument approaches to Runway 21 whilst Runway 03 is in use should go around and fly directly over Runway 21/03 not below 1000 FT AGL (1400 FT ALT) if no positive clearance is received.

## EGTC AD 2.21 NOISE ABATEMENT PROCEDURES

a) In order that least possible noise disturbance is caused in areas surrounding the airport, aircraft operators should ensure that at all times their aircraft conform to the noise abatement techniques laid down for that type of aircraft.

## EGTC AD 2.22 FLIGHT PROCEDURES

### 1 INSTRUMENT APPROACH PROCEDURES

a) Instrument Approach Procedures (IAP) for this aerodrome are established outside controlled airspace. See ENR 1.5.
b) Glider and other airspace activity which is not known to Cranfield ATC takes place beneath the London TMA in VMC and IMC.

### 2 CIRCUIT HEIGHTS

a) Day - Fixed-wing 1000 FT QFE. Night - 1200 FT QFE.

***Note:*** *No dead-side available due to circuits operating in both directions.*

### 3 RUNWAY VISUAL RANGE

a) No RVR, only MET visibility reported.

### 4 IFR DEPARTURES

a) IFR Departures intending to enter Controlled Airspace should flight plan to join in accordance with the Standard Route Document.

### 5 VISUAL REFERENCE POINTS (VRP)

a) Details of VRPs are available in the consolidated 'Visual Reference Points List' published on the 'Digital Dataset' page of the NATS AIS website, www.nats.aero/ais.

## EGTC AD 2.23 ADDITIONAL INFORMATION

Not applicable

## EGTC AD 2.24 CHARTS RELATED TO AN AERODROME

AERODROME CHART - ICAO
AD 2.EGTC-2-1
INSTRUMENT APPROACH CHART RNP RWY 03 (CAT A,B,C) - ICAO
AD 2.EGTC-8-1
INSTRUMENT APPROACH CHART NDB(L)/DME RWY 03 (CAT A,B,C) - ICAO
AD 2.EGTC-8-2
INSTRUMENT APPROACH CHART LOC/DME/NDB(L) RWY 21 (CAT A,B,C) - ICAO
AD 2.EGTC-8-3
INSTRUMENT APPROACH CHART RNP RWY 21 (CAT A,B,C) - ICAO
AD 2.EGTC-8-4
INSTRUMENT APPROACH CHART NDB(L)/DME RWY 21 (CAT A,B,C) - ICAO
AD 2.EGTC-8-5
INSTRUMENT APPROACH PROCEDURE CODING TABLES - RNP RWY 03
AD 2.EGTC-8-6
INSTRUMENT APPROACH PROCEDURE CODING TABLES - RNP RWY 21
AD 2.EGTC-8-7

## EGTC AD 2.25 VISUAL SEGMENT SURFACE (VSS) PENETRATION

Not applicable

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# AERODROME CHART - ICAO

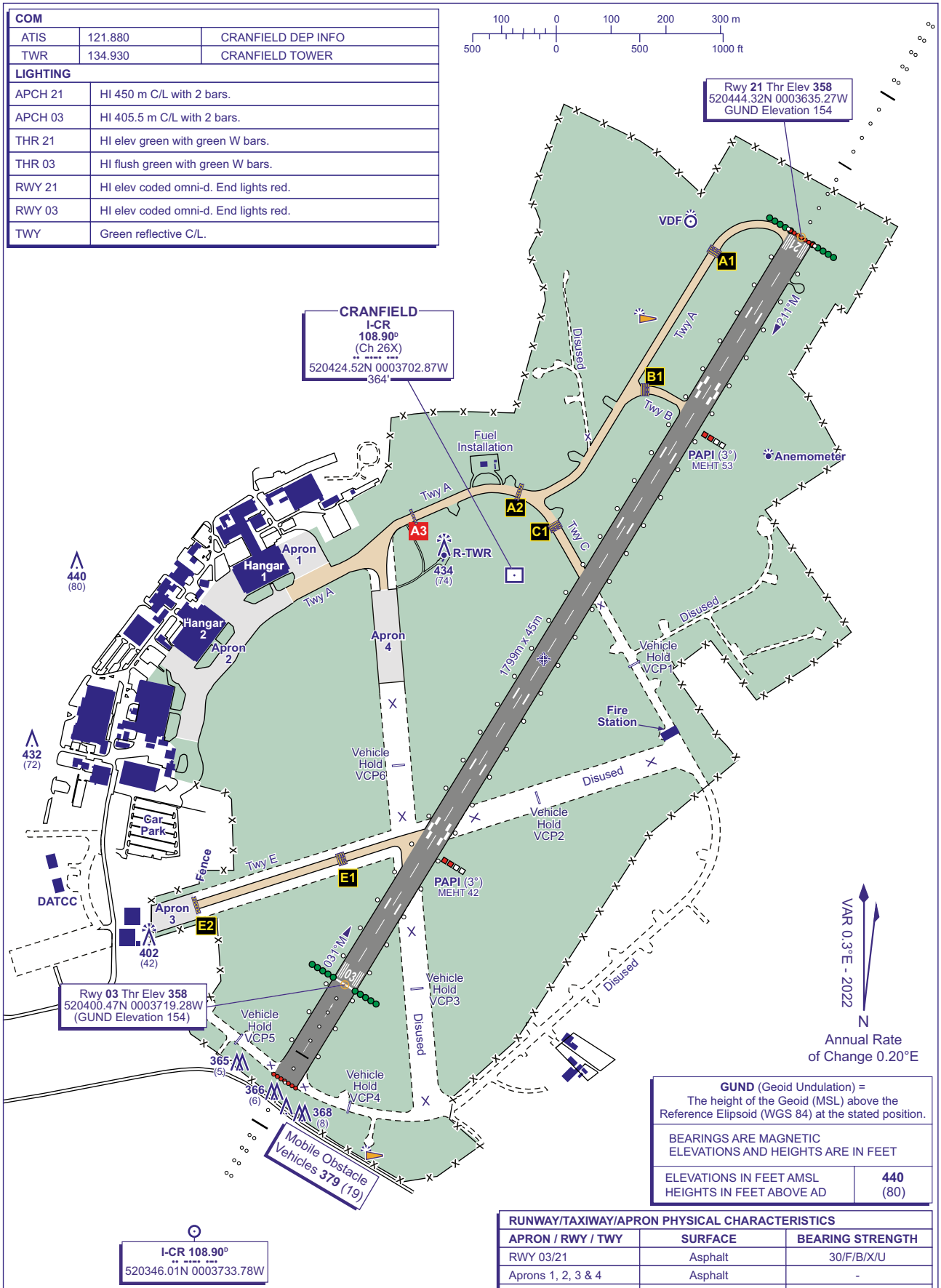
ARP 520420N 0003700W

AD ELEV 360FT

# CRANFIELD
EGTC

| COM | | |
|---|---|---|
| ATIS | 121.880 | CRANFIELD DEP INFO |
| TWR | 134.930 | CRANFIELD TOWER |

| LIGHTING | |
|---|---|
| APCH 21 | HI 450 m C/L with 2 bars. |
| APCH 03 | HI 405.5 m C/L with 2 bars. |
| THR 21 | HI elev green with green W bars. |
| THR 03 | HI flush green with green W bars. |
| RWY 21 | HI elev coded omni-d. End lights red. |
| RWY 03 | HI elev coded omni-d. End lights red. |
| TWY | Green reflective C/L. |




**GUND** (Geoid Undulation) = The height of the Geoid (MSL) above the Reference Elipsoid (WGS 84) at the stated position.

BEARINGS ARE MAGNETIC
ELEVATIONS AND HEIGHTS ARE IN FEET

| | |
|---|---|
| ELEVATIONS IN FEET AMSL | **440** |
| HEIGHTS IN FEET ABOVE AD | (80) |

| RUNWAY/TAXIWAY/APRON PHYSICAL CHARACTERISTICS | | |
|---|---|---|
| **APRON / RWY / TWY** | **SURFACE** | **BEARING STRENGTH** |
| RWY 03/21 | Asphalt | 30/F/B/X/U |
| Aprons 1, 2, 3 & 4 | Asphalt | - |
| Taxiways | Asphalt | - |

**CHANGE (10/25):** THR 21 MARKINGS. VDF LIT. OBSTACLES.

AERO INFO DATE 17 JUL 25

AD 2-EGTC-2-1

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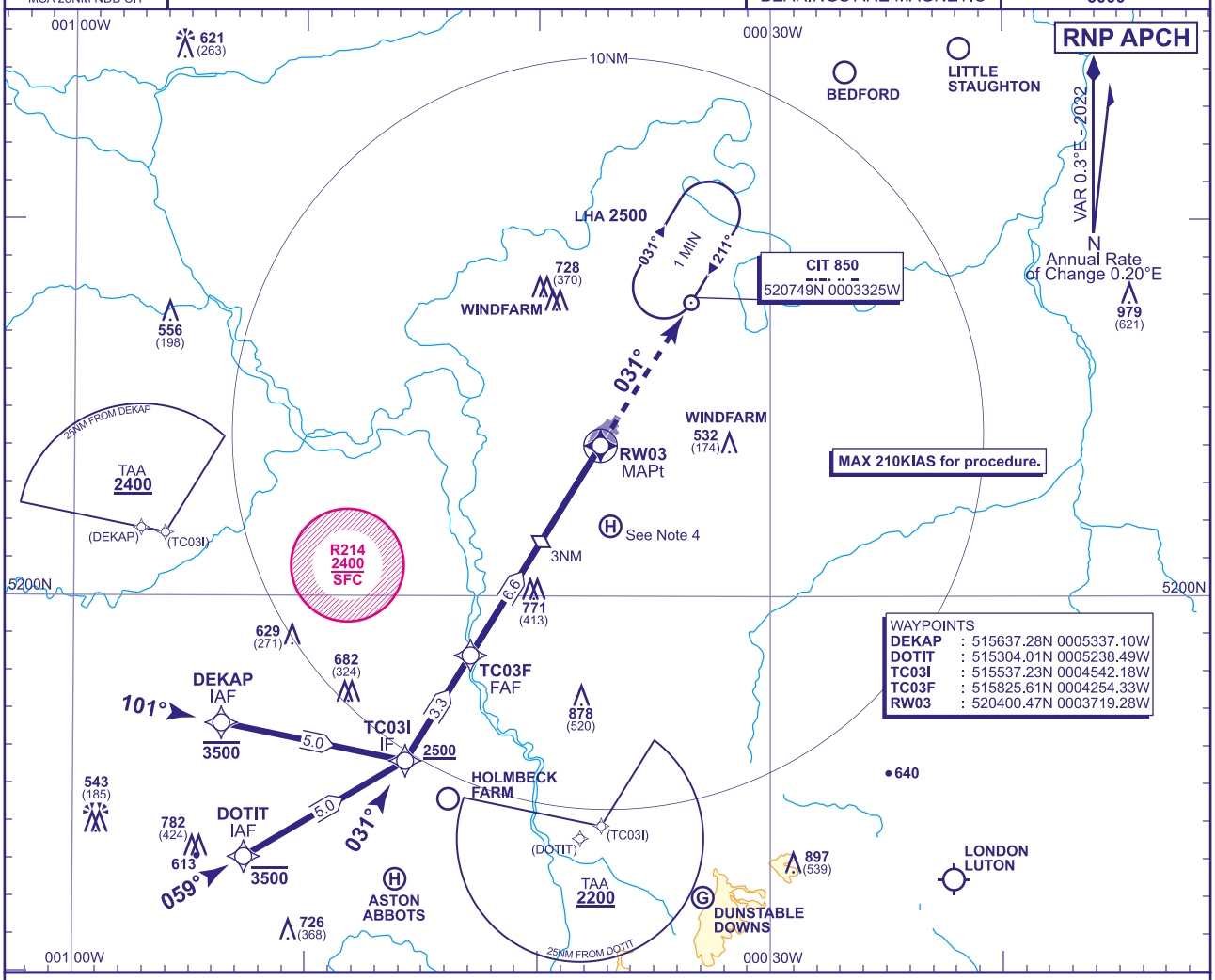
# INSTRUMENT APPROACH CHART - ICAO

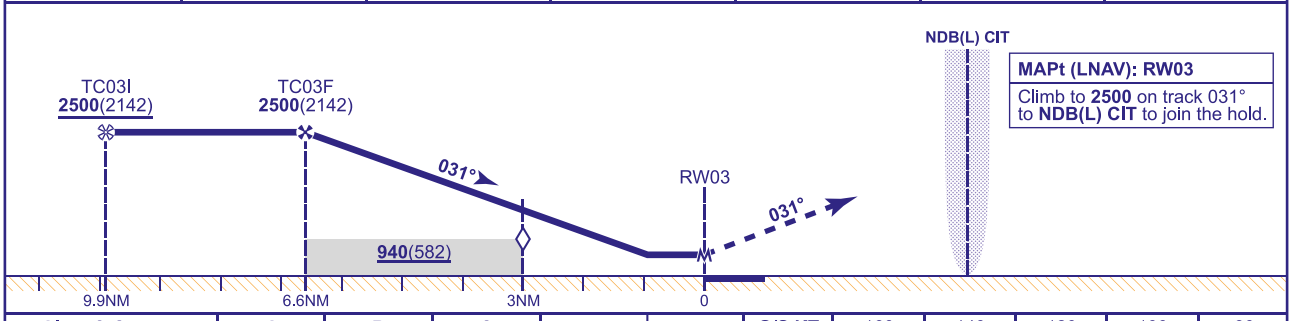
## CRANFIELD
## RNP
## RWY 03
(ACFT CAT A,B,C)

| | | | | | |
|---|---|---|---|---|---|
| 24 | APP 122.855 | CRANFIELD APPROACH | AD ELEVATION | 360 | |
| MSA 25NM NDB CIT | TWR 134.930, 122.855 | CRANFIELD TOWER | THR ELEVATION | 358 | |
| | | | OBSTACLE ELEVATION 979 AMSL (621) (ABOVE THR) | | TRANSITION ALTITUDE 6000 |
| | | | BEARINGS ARE MAGNETIC | | |




**RECOMMENDED PROFILE** Gradient 5.2%, 320FT/NM

| NM | 6 | 5 | 4 | 3 (SDF) | 2 | 1 |
|---|---|---|---|---|---|---|
| ALT(HGT) | **2320**(1962) | **2000**(1642) | **1680**(1322) | **1360**(1002) | **1040**(682) | **730**(372) |




| Aircraft Category | | A | B | C |
|---|---|---|---|---|
| OCA (OCH) | LNAV | **690**(332) | **690**(332) | **690**(332) |
| VM(C)OCA (OCH AAL) | Total Area | **800**(440) | **970**(610) | **1150**(790) |

| Rate of descent | G/S KT | 160 | 140 | 120 | 100 | 80 |
|---|---|---|---|---|---|---|
| | FT/MIN | 850 | 740 | 630 | 530 | 420 |

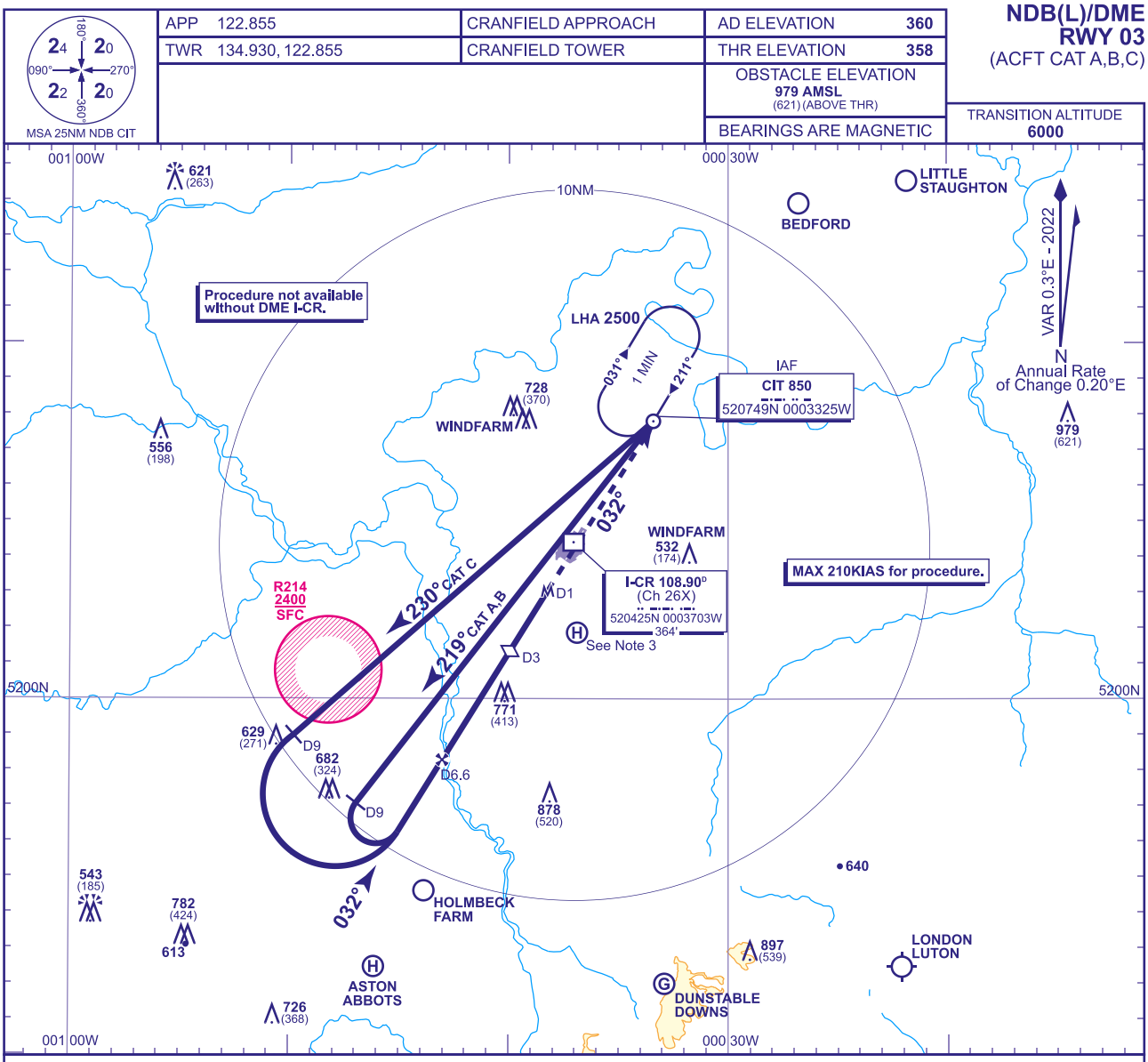
**NOTES**
**1** CIT NDB(L) hold restrictions: MAX holding level **5000**, MAX 180KIAS.
**2** Missed Approach Procedure uses **conventional navigation aids** and is not available without **NDB(L) CIT**.
**3** Intensive glider activity takes place beneath the LTMA in VMC and in IMC.
**4** Occasional helicopter activity at Helimech Helipad (520152N 0003653W).

**CHANGE (7/25):** EGD206 REMOVED.

AERO INFO DATE 17 APR 25
AD 2-EGTC-8-1

## INSTRUMENT APPROACH CHART - ICAO

# CRANFIELD NDB(L)/DME RWY 03
(ACFT CAT A,B,C)

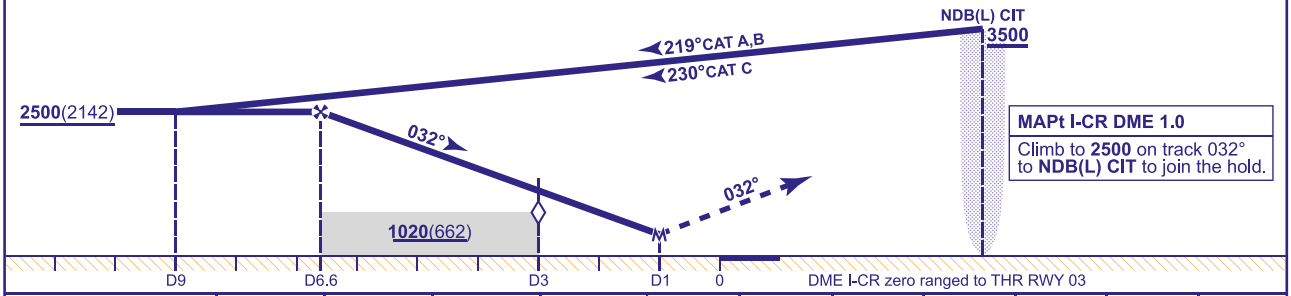



| | | | |
|---|---|---|---|
| APP 122.855 | CRANFIELD APPROACH | AD ELEVATION | 360 |
| TWR 134.930, 122.855 | CRANFIELD TOWER | THR ELEVATION | 358 |
| | | OBSTACLE ELEVATION 979 AMSL (621) (ABOVE THR) | |
| | | BEARINGS ARE MAGNETIC | TRANSITION ALTITUDE 6000 |



**RECOMMENDED PROFILE** Gradient 5.2%, 320FT/NM

| DME I-CR | 6 | 5 | 4 | 3 (SDF) | 2 |
|---|---|---|---|---|---|
| ALT(HGT) | **2310**(1952) | **1990**(1632) | **1680**(1322) | **1360**(1002) | **1040**(682) |




| Aircraft Category | | A | B | C |
|---|---|---|---|---|
| OCA (OCH) | Procedure | **730**(372) | **730**(372) | **730**(372) |
| VM(C)OCA (OCH AAL) | Total Area | **800**(440) | **970**(610) | **1150**(790) |

| Rate of descent | G/S KT | 160 | 140 | 120 | 100 | 80 |
|---|---|---|---|---|---|---|
| | FT/MIN | 850 | 740 | 630 | 530 | 420 |

**NOTES**
**1** CIT NDB(L) hold restrictions: MAX holding level **5000**, MAX 180KIAS.
**2** Intensive glider activity takes place beneath the LTMA in VMC and in IMC.
**3** Occasional helicopter activity at Helimech Helipad (520152N 0003653W).

**CHANGE (7/25):** EGD206 REMOVED.

AERO INFO DATE 17 APR 25

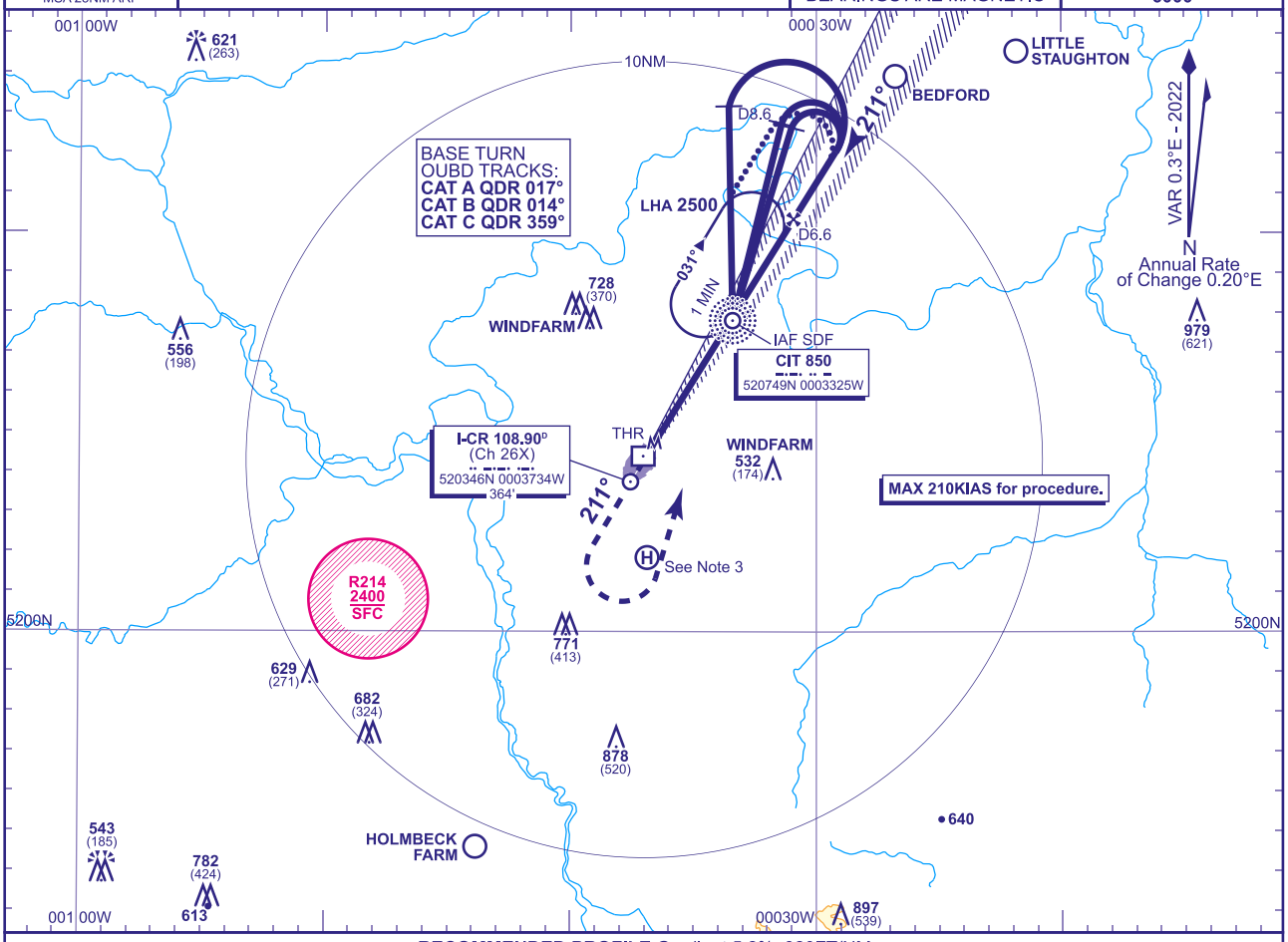
# INSTRUMENT APPROACH CHART - ICAO

## CRANFIELD LOC/DME/NDB(L) RWY 21
(ACFT CAT A,B,C)



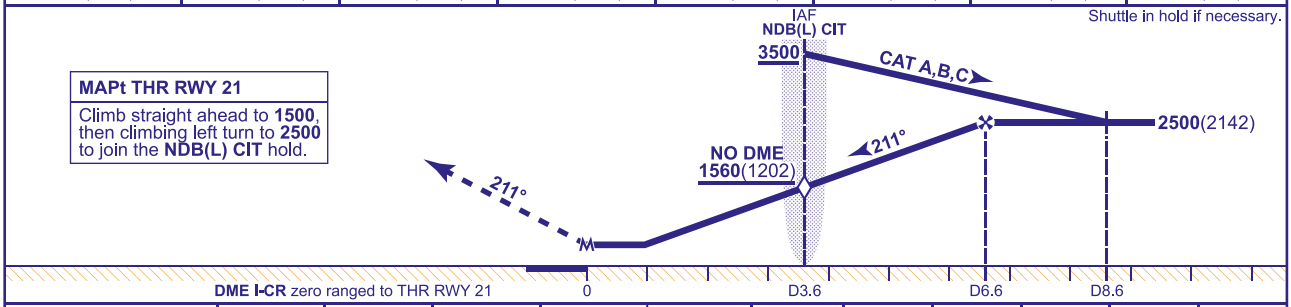

MSA 25NM ARP

| | | | |
|---|---|---|---|
| APP 122.855 | CRANFIELD APPROACH | AD ELEVATION | 360 |
| TWR 134.930, 122.855 | CRANFIELD TOWER | THR ELEVATION | 358 |
| | | OBSTACLE ELEVATION 979 AMSL (621) (ABOVE THR) | |
| | | BEARINGS ARE MAGNETIC | TRANSITION ALTITUDE 6000 |




**RECOMMENDED PROFILE** Gradient 5.2%, 320FT/NM

| DME I-CR | 6 | 5 | 4 | 3.6 (SDF) | 3 | 2 | 1 |
|---|---|---|---|---|---|---|---|
| ALT(HGT) | **2310**(1952) | **1990**(1632) | **1680**(1322) | **1560**(1202) | **1360**(1002) | **1040**(682) | **730**(372) |




**MAPt THR RWY 21**
Climb straight ahead to **1500**, then climbing left turn to **2500** to join the **NDB(L) CIT** hold.

| Aircraft Category | | A | B | C |
|---|---|---|---|---|
| OCA (OCH) | Procedure | **670**(312) | **670**(312) | **670**(312) |
| VM(C)OCA (OCH AAL) | Total Area | **800**(440) | **970**(610) | **1150**(790) |

| Rate of descent | G/S KT | 160 | 140 | 120 | 100 | 80 |
|---|---|---|---|---|---|---|
| | FT/MIN | 860 | 750 | 640 | 540 | 430 |
| NDB(L) CIT to MAPt | MIN:SEC | 1:25 | 1:35 | 1:50 | 2:12 | 2:46 |

**ALTERNATIVE PROCEDURE** EXTENDED HOLDING PATTERN
Extend the outbound leg of the NDB(L) CIT holding pattern to D8.6; descending to **2500**(2142), then turn right to intercept the LOC. Continue as for main Procedure.

**AIRCRAFT UNABLE TO RECEIVE DME**
Fly outbound prior to baseturn or extend outbound leg of the NDB(L) CIT hold for 2.5MIN (CAT A); 2MIN (CAT B); 1.5MIN (CAT C) descending to **2500**(2142). Then turn right to intercept the LOC. When established inbound descend not below **1560**(1202) at the SDF (NDB(L) CIT), then to MDH.

**NOTES**
**1** ATC will normally require holding **not below 3500**. Lowest altitude to commence procedure after missed approach is **2500**.
**2** CIT NDB(L) hold restrictions: MAX holding level **5000**, MAX 180KIAS.
**3** Occasional helicopter activity at Helimech Helipad (520152N 0003653W).

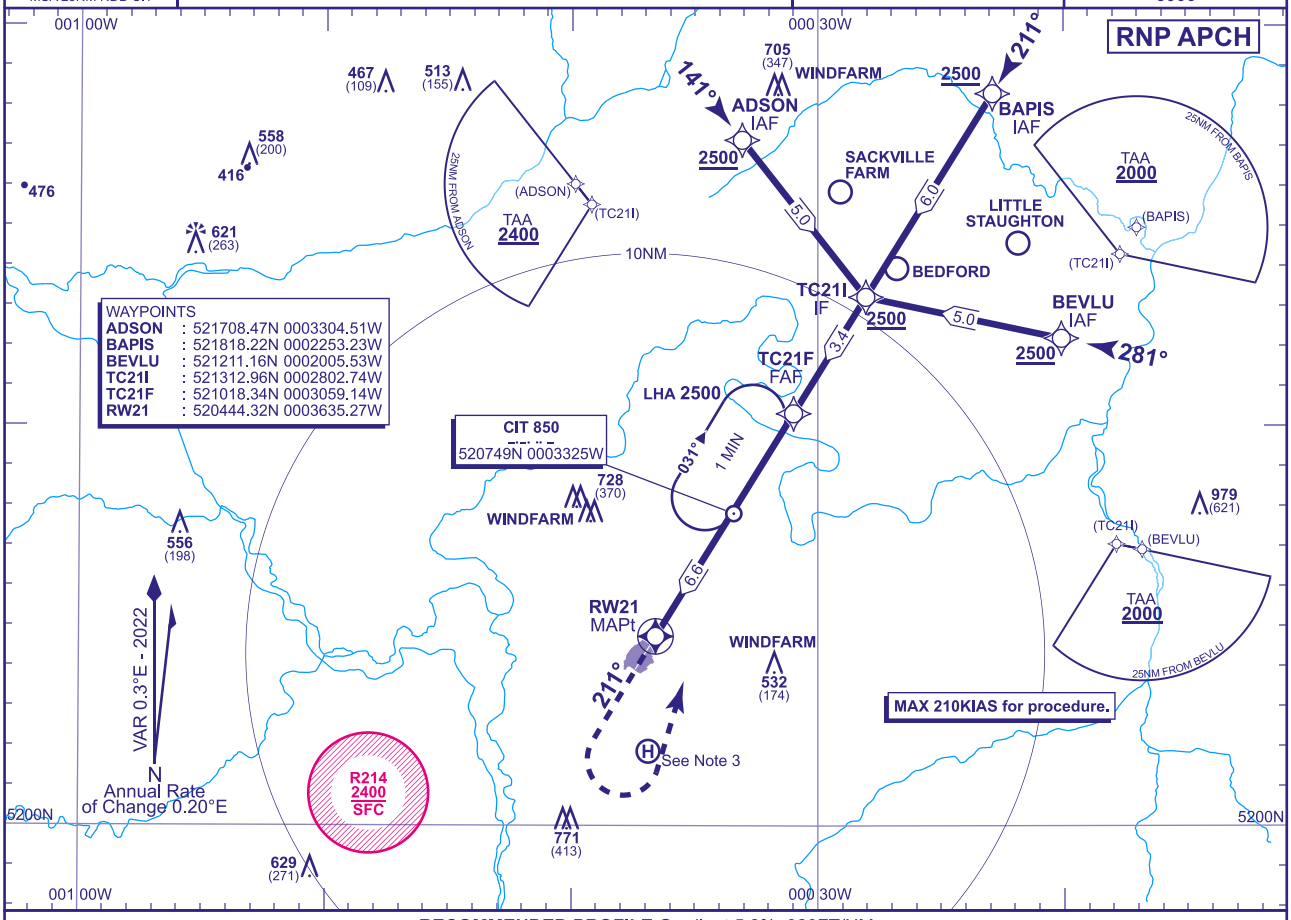
**CHANGE (7/25):** EGD206 REMOVED.

AERO INFO DATE 17 APR 25
AD 2-EGTC-8-3

## INSTRUMENT APPROACH CHART - ICAO

**CRANFIELD**
**RNP**
**RWY 21**
(ACFT CAT A,B,C)

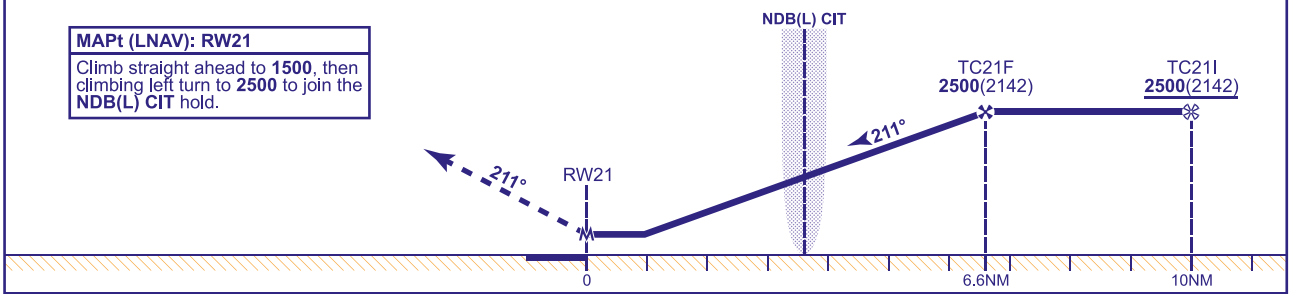
| | | | |
|---|---|---|---|
| 2 4 MSA 25NM NDB CIT | APP 122.855 | CRANFIELD APPROACH | AD ELEVATION 360 |
| | TWR 134.930, 122.855 | CRANFIELD TOWER | THR ELEVATION 358 |
| | | | OBSTACLE ELEVATION **979 AMSL** (621) (ABOVE THR) |
| | | | BEARINGS ARE MAGNETIC |
| | | | TRANSITION ALTITUDE **6000** |




**RECOMMENDED PROFILE** Gradient 5.2%, 320FT/NM

| NM | 6 | 5 | 4 | 3 | 2 | 1 |
|---|---|---|---|---|---|---|
| **ALT**(HGT) | **2320**(1962) | **2000**(1642) | **1680**(1322) | **1370**(1012) | **1050**(692) | **730**(372) |

**MAPt (LNAV): RW21**
Climb straight ahead to **1500**, then climbing left turn to **2500** to join the **NDB(L) CIT** hold.




| Aircraft Category | | A | B | C |
|---|---|---|---|---|
| **OCA** (OCH) | **LNAV** | **690**(332) | **690**(332) | **690**(332) |
| **VM(C)OCA** (OCH AAL) | **Total Area** | **800**(440) | **970**(610) | **1150**(790) |

| Rate of descent | | | | | | |
|---|---|---|---|---|---|---|
| | **G/S KT** | 160 | 140 | 120 | 100 | 80 |
| | **FT/MIN** | 850 | 740 | 640 | 530 | 420 |

**NOTES**
**1** CIT NDB(L) hold restrictions: MAX holding level **5000**, MAX 180KIAS.
**2** Missed Approach Procedure uses **conventional navigation aids** and is not available without **NDB(L) CIT**.
**3** Occasional helicopter activity at Helimech Helipad (520152N 0003653W).

**CHANGE (7/25):** EGD206 REMOVED.

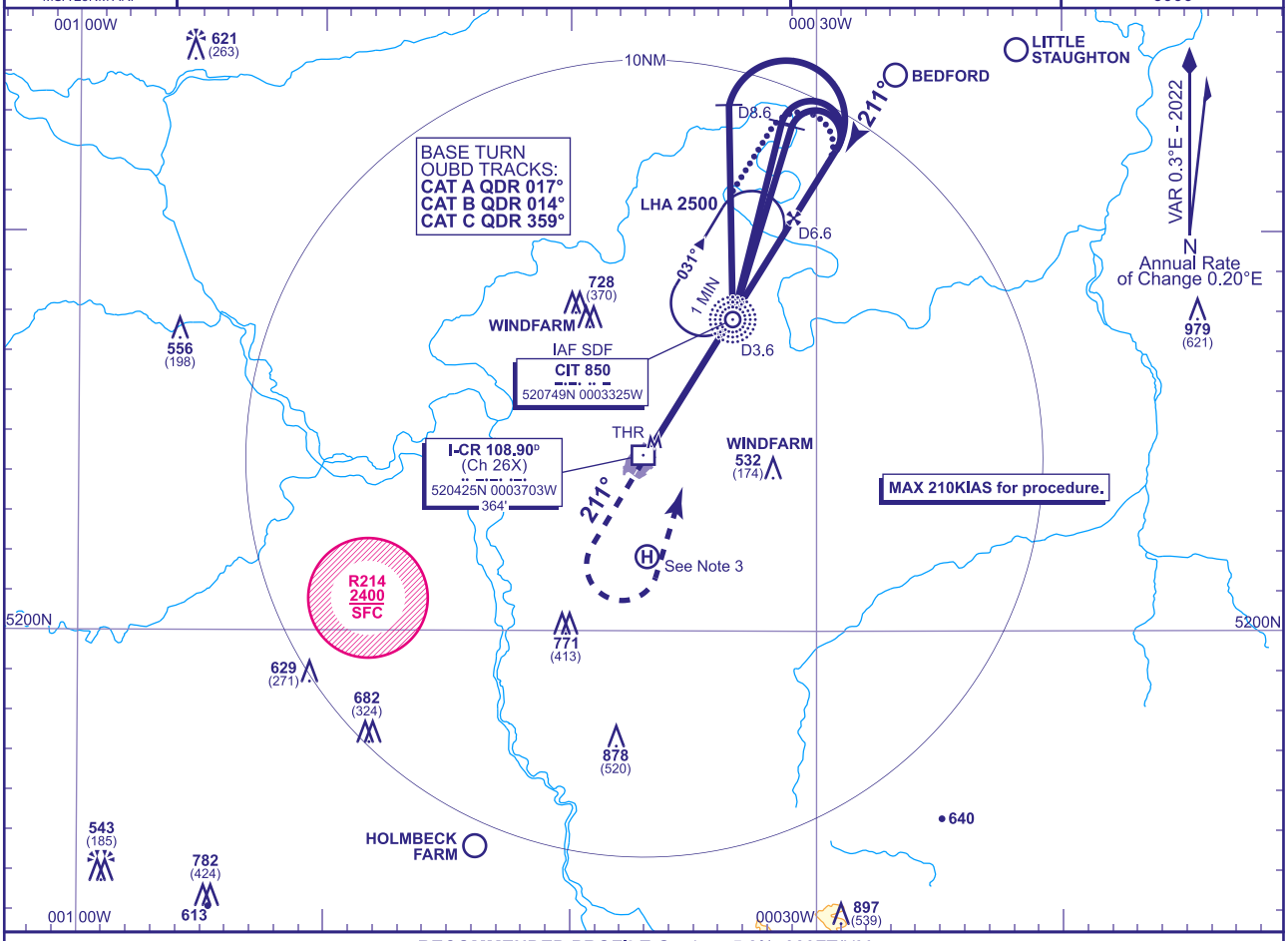
## INSTRUMENT APPROACH CHART - ICAO

# CRANFIELD NDB(L)/DME RWY 21
(ACFT CAT A,B,C)



MSA 25NM ARP

| | | | |
|---|---|---|---|
| APP 122.855 | CRANFIELD APPROACH | AD ELEVATION | 360 |
| TWR 134.930, 122.855 | CRANFIELD TOWER | THR ELEVATION | 358 |
| | | OBSTACLE ELEVATION 979 AMSL (621) (ABOVE THR) | |
| | | BEARINGS ARE MAGNETIC | TRANSITION ALTITUDE 6000 |



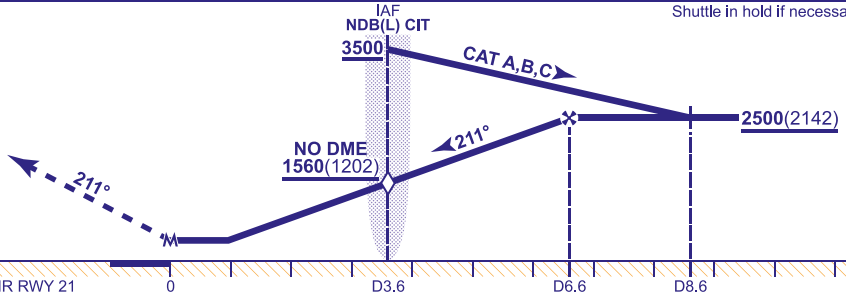

**RECOMMENDED PROFILE** Gradient 5.2%, 320FT/NM

| DME I-CR | 6 | 5 | 4 | 3.6 (SDF) | 3 | 2 | 1 |
|---|---|---|---|---|---|---|---|
| ALT(HGT) | **2310**(1952) | **1990**(1632) | **1680**(1322) | **1560**(1202) | **1360**(1002) | **1040**(682) | **730**(372) |

Shuttle in hold if necessary.

**MAPt DME I-CR ZERO (THR RWY 21)**
(3.64NM after NDB(L) CIT)

Climb straight ahead to **1500**, then climbing left turn to **2500** to join the **NDB(L) CIT** hold.




| Aircraft Category | | A | B | C |
|---|---|---|---|---|
| OCA (OCH) | Procedure | **690**(332) | **690**(332) | **690**(332) |
| VM(C)OCA (OCH AAL) | Total Area | **800**(440) | **970**(610) | **1150**(790) |

| Rate of descent | G/S KT | 160 | 140 | 120 | 100 | 80 |
|---|---|---|---|---|---|---|
| | FT/MIN | 860 | 750 | 640 | 540 | 430 |
| NDB(L) CIT to MAPt | MIN:SEC | 1:25 | 1:35 | 1:50 | 2:12 | 2:46 |

**ALTERNATIVE PROCEDURE** EXTENDED HOLDING PATTERN
Extend the outbound leg of the NDB(L) CIT holding pattern to D8.6; descending to **2500**(2142), then turn right to intercept the FAT. Continue as for main Procedure.

**AIRCRAFT UNABLE TO RECEIVE DME**
Fly outbound prior to baseturn or extend outbound leg of the NDB(L) CIT hold for 2.5MIN (CAT A); 2MIN (CAT B); 1.5MIN (CAT C) descending to **2500**(2142). Then turn right to intercept the FAT. When established inbound descend not below **1560**(1202) at the SDF (NDB(L) CIT), then to MDH.

**NOTES**
**1** ATC will normally require holding **not below 3500**. Lowest altitude to commence procedure after missed approach is **2500**.
**2** CIT NDB(L) hold restrictions: MAX holding level **5000**, MAX 180KIAS.
**3** Occasional helicopter activity at Helimech Helipad (520152N 0003653W).

**CHANGE (7/25):** EGD206 REMOVED.

AERO INFO DATE 17 APR 25

# Instrument Approach Procedure Coding Tables

**CRANFIELD RNP RWY 03 - Instrument Approach Procedure via DOTIT**

| Designator | Sequence Number | Path Term-inator | Waypoint Name | Fly-over | Course/ Track °M (°T) | Turn Direction | Level Constraint | Speed Constraint | Co-ordinates | Remarks and Distance to MAPt |
|---|---|---|---|---|---|---|---|---|---|---|
| R03C | 001 | IF | DOTIT | N | - | - | 3500 | - | 515304.01N 0005238.49W | IAF / 14.9NM |
| R03C | 002 | TF | TC03I | N | 059° (059.4°) | LEFT | 2500 | -210 | 515537.23N 0004542.18W | IF / 9.9NM |
| R03C | 003 | TF | TC03F | N | 031° (031.7°) | - | 2500 | -210 | 515825.61N 0004254.33W | FAF / 6.6NM |
| R03C | 004 | TF | RW03 | Y | 031° (031.7°) | - | - | - | 520400.47N 0003719.28W | MAPt |
| R03C | 005 | CA | - | - | 031° (031.7°) | - | 2500 | - | - | - |

**CRANFIELD RNP RWY 03 - Instrument Approach Procedure via DEKAP**

| Designator | Sequence Number | Path Term-inator | Waypoint Name | Fly-over | Course/ Track °M (°T) | Turn Direction | Level Constraint | Speed Constraint | Co-ordinates | Remarks and Distance to MAPt |
|---|---|---|---|---|---|---|---|---|---|---|
| R03L | 001 | IF | DEKAP | N | - | - | 3500 | - | 515637.28N 0005337.10W | IAF / 14.9NM |
| R03L | 002 | TF | TC03I | N | 101° (101.7°) | LEFT | 2500 | -210 | 515537.23N 0004542.18W | IF / 9.9NM |
| R03L | 003 | TF | TC03F | N | 031° (031.7°) | - | 2500 | -210 | 515825.61N 0004254.33W | FAF / 6.6NM |
| R03L | 004 | TF | RW03 | Y | 031° (031.7°) | - | - | - | 520400.47N 0003719.28W | MAPt |
| R03L | 005 | CA | - | - | 031° (031.7°) | - | 2500 | - | - | - |

**CHANGE (6/25):** SPECIFICATION CHANGE.
AERO INFO DATE 14 MAR 25

# Instrument Approach Procedure Coding Tables

**CRANFIELD RNP RWY 21 - Instrument Approach Procedure via BAPIS**

| Designator | Sequence Number | Path Term-inator | Waypoint Name | Fly-over | Course/ Track °M (°T) | Turn Direction | Level Constraint | Speed Constraint | Co-ordinates | Remarks and Distance to MAPt |
|---|---|---|---|---|---|---|---|---|---|---|
| R21C | 001 | IF | BAPIS | N | - | - | 2500 | - | 521818.22N 0002253.23W | IAF / 16NM |
| R21C | 002 | TF | TC21I | N | 211° (211.7°) | - | 2500 | -210 | 521312.96N 0002802.74W | IF / 10NM |
| R21C | 003 | TF | TC21F | N | 211° (211.7°) | - | 2500 | -210 | 521018.34N 0003059.14W | FAF / 6.6NM |
| R21C | 004 | TF | RW21 | Y | 211° (211.7°) | - | - | - | 520444.32N 0003635.27W | MAPt |
| R21C | 005 | CA | - | - | 211° (211.7°) | - | 1500 | - | - | - |

**CRANFIELD RNP RWY 21 - Instrument Approach Procedure via BEVLU**

| Designator | Sequence Number | Path Term-inator | Waypoint Name | Fly-over | Course/ Track °M (°T) | Turn Direction | Level Constraint | Speed Constraint | Co-ordinates | Remarks and Distance to MAPt |
|---|---|---|---|---|---|---|---|---|---|---|
| R21L | 001 | IF | BEVLU | N | - | - | 2500 | - | 521211.16N 0002005.53W | IAF / 15NM |
| R21L | 002 | TF | TC21I | N | 281° (281.7°) | LEFT | 2500 | -210 | 521312.96N 0002802.74W | IF / 10NM |
| R21L | 003 | TF | TC21F | N | 211° (211.7°) | - | 2500 | -210 | 521018.34N 0003059.14W | FAF / 6.6NM |
| R21L | 004 | TF | RW21 | Y | 211° (211.7°) | - | - | - | 520444.32N 0003635.27W | MAPt |
| R21L | 005 | CA | - | - | 211° (211.7°) | - | 1500 | - | - | - |

**CRANFIELD RNP RWY 21 - Instrument Approach Procedure via ADSON**

| Designator | Sequence Number | Path Term-inator | Waypoint Name | Fly-over | Course/ Track °M (°T) | Turn Direction | Level Constraint | Speed Constraint | Co-ordinates | Remarks and Distance to MAPt |
|---|---|---|---|---|---|---|---|---|---|---|
| R21R | 001 | IF | ADSON | N | - | - | 2500 | - | 521708.47N 0003304.51W | IAF / 15NM |
| R21R | 002 | TF | TC21I | N | 141° (141.7°) | RIGHT | 2500 | -210 | 521312.96N 0002802.74W | IF / 10NM |
| R21R | 003 | TF | TC21F | N | 211° (211.7°) | - | 2500 | -210 | 521018.34N 0003059.14W | FAF / 6.6NM |
| R21R | 004 | TF | RW21 | Y | 211° (211.7°) | - | - | - | 520444.32N 0003635.27W | MAPt |
| R21R | 005 | CA | - | - | 211° (211.7°) | - | 1500 | - | - | - |

**CHANGE (6/25):** SPECIFICATION CHANGE.
AERO INFO DATE 14 MAR 25

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# EGPG — CUMBERNAULD

## EGPG AD 2.1 AERODROME LOCATION INDICATOR AND NAME

EGPG — CUMBERNAULD

## EGPG AD 2.2 AERODROME GEOGRAPHICAL AND ADMINISTRATIVE DATA

| | | |
|---|---|---|
| 1 | ARP coordinates and site at AD | Lat: 555829N Long: 0035832W<br>Mid point of Runway 07/25. |
| 2 | Direction and distance from city | 11.5 NM NE of Glasgow City. |
| 3 | Elevation / Reference temperature / Mean Low Temperature | 348 FT / 16 °C / - |
| 4 | Geoid undulation at AD ELEV PSN | 176 FT |
| 5 | Magnetic Variation / Annual Change | 0.48°W (2027) / 0.20°E |
| 6 | AD Administration<br>Address<br><br>Telephone<br><br>E-mail address<br>Web address | CORMACK AIRCRAFT SERVICES LTD.<br>Cumbernauld Aerodrome, 2/6 Duncan McIntosh Road, Wardpark North, Cumbernauld, G68 0HH.<br>01236-722100 (Aerodrome)<br>01236-722822 (ATS)<br>ops@cumbernauldairport.org<br>www.cumbernauldairport.org |
| 7 | Type of Traffic permitted (IFR/VFR) | VFR |
| 8 | Remarks | |

## EGPG AD 2.3 OPERATIONAL HOURS

| | | |
|---|---|---|
| 1 | AD Administration | 0900-1700 (0800-1600). Extension to opening hours available on request.<br>Outside aerodrome opening hours, the airport operates unlicensed. |
| 2 | Customs and immigration | Certificate of Agreement with Border Force, use online G.A.R. form. |
| 3 | Health and sanitation | |
| 4 | AIS Briefing Office | |
| 5 | ATS Reporting Office (ARO) | |
| 6 | MET Briefing Office | |
| 7 | ATS | As AD Hours. See AD 2.18 |
| 8 | Fuelling | H24<br>Self-Service. |
| 9 | Handling | As AD Hours. |
| 10 | Security | |
| 11 | De-icing | |
| 12 | Remarks | This aerodrome is PPR. |

## EGPG AD 2.4 HANDLING SERVICES AND FACILITIES

| | | |
|---|---|---|
| 1 | Cargo handling facilities | |
| 2 | Fuel and oil types | AVTUR JET A-1 (F34), AVGAS 100LL.<br>Fluid 41 (hydraulic), W80, W100, S80, S100, 15W50, Aeroshell 560. |
| 3 | Fuelling facilities/capacity | Self-service AVGAS 100LL pump, AVTUR Jet A-1 pump and high pressure Jet A-1 pump on request. |
| 4 | De-icing facilities | |
| 5 | Hangar space for visiting aircraft | By arrangement. |
| 6 | Repair facilities for visiting aircraft | On request. |
| 7 | Remarks | |

## EGPG AD 2.5 PASSENGER FACILITIES

| | | |
|---|---|---|
| 1 | Hotels | Hotels available in the vicinity. |
| 2 | Restaurants | Call Ops on 01236-722822 for status on airport cafe and local restaurants. |

| | | |
|---|---|---|
| 3 | Transportation | Taxi and Car hire available on request. Nearest railway station Cumbernauld, Croy. |
| 4 | Medical facilities | Limited first aid treatment. |
| 5 | Bank and Post Office | Cumbernauld village. |
| 6 | Tourist Office | |
| 7 | Remarks | |

## EGPG AD 2.6 RESCUE AND FIRE FIGHTING SERVICES

| | | |
|---|---|---|
| 1 | AD category for fire fighting services | RFF Category A1<br>RFF Category 2 aircraft may be accepted under remission. |
| 2 | Rescue equipment | |
| 3 | Capability for removal of disabled aircraft | |
| 4 | Remarks | |

## EGPG AD 2.7 SEASONAL AVAILABILITY - CLEARING

| | | |
|---|---|---|
| 1 | Type of clearing equipment | |
| 2 | Clearance priorities | Standard. See AD 1.2.2. |
| 3 | Remarks | Aerodrome unlicensed while runway surface is contaminated. |

## EGPG AD 2.8 APRONS, TAXIWAYS AND CHECK LOCATIONS/POSITIONS DATA

| | | |
|---|---|---|
| 1 | Apron surface and strength | A<br>Surface: Asphalt<br><br>B<br>Surface: Concrete<br><br>C<br>Surface: Asphalt |
| 2 | Taxiway width, surface and strength | Taxiway A: 7 M<br>Surface: Asphalt<br><br>Taxiway B: 10 M<br>Surface: Asphalt<br><br>Taxiway C: 10 M<br>Surface: Asphalt |
| 3 | Altimeter checkpoint location and elevation | Taxiway/Holding Point C: 350 FT |
| 4 | VOR checkpoints | |
| 5 | INS checkpoints | |
| 6 | Remarks | |

## EGPG AD 2.9 SURFACE MOVEMENT GUIDANCE AND CONTROL SYSTEM AND MARKINGS

| | | |
|---|---|---|
| 1 | Use of aircraft stand ID signs, TWY guide lines and visual docking/parking guidance system of aircraft stands | |
| 2 | Runway and taxiway markings and lighting | Runway marking aid(s):<br>07/25: Runway designators and centre-line markings.<br><br>Taxiway marking aid(s):<br>Taxiway centre-line and holding point markings. Blue reflective taxiway edge markers. |
| 3 | Stop bars and runway guard lights (if any) | Stop bars on taxiways. |
| 4 | Other runway protection measures | |
| 5 | Remarks | WDI: 555832.63N 0035826.82W (LGTD). |

# EGPG AD 2.10 AERODROME OBSTACLES

| In Approach/Take-off areas | | | | | |
|---|---|---|---|---|---|
| **Obstacle ID/ Designation** | **Obstacle Type** | **Obstacle Position** | **Elevation/Height** | **Obstruction Lighting Type/ Colour** | **Remarks** |
| **1** | **2** | **3** | **4** | **5** | **6** |
| INTENTIONALLY BLANK | | | | | |

| In circling area and at aerodrome | | | | | | |
|---|---|---|---|---|---|---|
| **Obstacle ID/ Designation** | **Obstacle Type** | **Obstacle Position** | **Elevation/Height** | | **Obstruction Lighting Type/ Colour** | **Remarks** |
| **1** | **2** | **3** | **4** | | **5** | **6** |
| (EGPG4263) | PYLON | 555949.16N 0035832.24W | 592 FT | 153 FT | No | |
| (EGPG3903) | MAST | 555828.05N 0034904.79W | 1004 FT | 508 FT | Yes Red | |
| (EGPG4228) | TREE | 555812.42N 0035919.56W | 484 FT | 55 FT | No | |
| (EGPG3945) | TREE | 555746.80N 0035940.71W | 571 FT | 77 FT | No | |
| (EGPG3944) | WATER_TOWER | 555743.04N 0035948.33W | 591 FT | 75 FT | No | |

# EGPG AD 2.11 METEOROLOGICAL INFORMATION PROVIDED

| | | |
|---|---|---|
| 1 | Associated MET Office | |
| 2 | Hours of service<br>MET Office outside hour | |
| 3 | Office responsible for TAF preparation<br>Periods of validity | |
| 4 | Trend forecast<br>Interval of issuance | |
| 5 | Briefing/consultation provided | Self Briefing/Telephone Consultation (Control Room, Tel: 01236-722822). |
| 6 | Flight documentation<br>Language(s) used | |
| 7 | Charts and other information available for briefing or consultation | |
| 8 | Supplementary equipment available for providing information | |
| 9 | ATS units provided with information | |
| 10 | Additional information (limitation of service, etc.) | |

# EGPG AD 2.12 RUNWAY PHYSICAL CHARACTERISTICS

| **Designations RWY Number** | **True bearing** | **Dimensions of RWY** | **Surface of RWY/ SWY/ Strength** | **THR co-ordinates/ THR Geoid undulation** | **THR elevation/ Highest elevation of TDZ of precision APP RWY** | **Slope of RWY/ SWY** |
|---|---|---|---|---|---|---|
| **1** | **2** | **3** | **4** | **5** | **6** | **7** |
| 07 | 072.53° | 819 x 23 M | RWY surface: Asphalt<br>PCN 14/F/C/Y/T | 555824.79N<br>0035854.09W<br>176.5 FT | THR 348.4 FT | |
| 25 | 252.54° | 819 x 23 M | RWY surface: Asphalt<br>PCN 14/F/C/Y/T | 555832.74N<br>0035809.02W<br>176.4 FT | THR 329.3 FT | |

| SWY Dimensions | Clearway Dimensions | Strip Dimensions | RESA Dimensions, Overshoot / Undershoot | Location/ description of arresting system | OFZ | Remarks |
|---|---|---|---|---|---|---|
| 8 | 9 | 10 | 11 | 12 | 13 | 14 |
| | 113 x 80 M | 929 x 80 M | | | | RWY 07 |
| | 101 x 80 M | 929 x 80 M | | | | RWY 25 |

## EGPG AD 2.13 DECLARED DISTANCES

| Runway designator | TORA | TODA | ASDA | LDA | Remarks |
|---|---|---|---|---|---|
| 1 | 2 | 3 | 4 | 5 | 6 |
| 07 | 819 M | 932 M | 819 M | 819 M | |
| 25 | 819 M | 920 M | 819 M | 819 M | |

## EGPG AD 2.14 APPROACH AND RUNWAY LIGHTING

| RWY | Approach lighting Type/ Length/ Intensity | Threshold lighting Colour/Wing bars | VASIS/ MEHT/ PAPI/ PAPI Dist from THR | TDZ, lighting Length | Runway Centre Line lighting Length/ Spacing/ Colour/ Intensity | Runway edge lighting Length/ Spacing/ Colour/ Intensity | Runway end lighting Colour/ Wing bars | Stopway lighting Length/ Colour | Remarks |
|---|---|---|---|---|---|---|---|---|---|
| 1 | 2 | 3 | 4 | 5 | 6 | 7 | 8 | 9 | 10 |
| 07 | | Light intensity low<br>Green bar at threshold | APAPI<br>Left/4°<br>21 FT | | | White<br>Light intensity low | Red | | |
| 25 | Basic 'T' Bar.<br>Light intensity high | Light intensity low<br>Green bar at threshold | APAPI<br>Left/3.5°<br>18 FT | | | White<br>Light intensity low | Red | | |

## EGPG AD 2.15 OTHER LIGHTING, SECONDARY POWER SUPPLY

| | | |
|---|---|---|
| 1 | ABN/IBN location, characteristics and hours of operation | ABN: 555828N 0035817W<br>Flashing White. Top of Visual Control Room.<br>Activated upon request. |
| 2 | LDI location and lighting<br>Anemometer location and lighting | Anemometer: 555832.40N 0035829.72W (LGTD); 555828.29N 0035816.41W (ATC, LGTD). |
| 3 | TWY edge and centre line lighting | |
| 4 | Secondary power supply/switch-over time | |
| 5 | Remarks | |

## EGPG AD 2.16 HELICOPTER LANDING AREA

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# EGPG AD 2.17 AIR TRAFFIC SERVICES AIRSPACE

| Designation and lateral limits | Vertical Limits | Airspace Class | ATS unit callsign/ language | Transition Altitude | Hours of applicability | Remarks |
|---|---|---|---|---|---|---|
| 1 | 2 | 3 | 4 | 5 | 6 | 7 |
| CUMBERNAULD ATZ<br>A circle, 2 NM radius, centred at 555829N 0035832W on longest notified runway (07/25) | Upper limit: 2000 FT AGL<br>Lower limit: SFC | G | CUMBERNAULD RADIO<br>English | 6000 FT | | |

# EGPG AD 2.18 AIR TRAFFIC SERVICES COMMUNICATION FACILITIES

| Service Designation | Callsign | Channel/ Frequency(MHz) | SATVOICE number(s) | Logon Address | Hours of Operation | Remarks |
|---|---|---|---|---|---|---|
| 1 | 2 | 3 | 4 | 5 | 6 | 7 |
| OTHER | CUMBERNAULD RADIO | 120.605<br>A/G frequency. | | | 0900-1700 (0800-1600); and by arrangement. | ATZ hours coincident with A/G hours, but not by arrangement. |

# EGPG AD 2.19 RADIO NAVIGATION AND LANDING AIDS

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# EGPG AD 2.20 LOCAL AERODROME REGULATIONS

## 1 AIRPORT REGULATIONS

a) PPR: Radio (120.605 MHz), phone (01236-722822), email (ops@cumbernauldairport.org).

## 2 GROUND MOVEMENT

a) No aircraft is to enter the yellow hatched area at the fuel pump other than by hand manoeuvring.
b) All fixed wing operators must ensure that aircraft are not left or parked on the main apron after fuelling under any circumstances.
c) No aircraft to start or carry out engine runs with their tails directed towards any hangar or other aircraft.

## 3 CAT II/III OPERATIONS

Not applicable.

## 4 WARNINGS

a) High ground rising to 1870 FT AMSL 5 NM and 1506 FT AMSL 4 NM to the northwest.
b) Outbound and Inbound aircraft on a north westerly track to be aware of the Glasgow Controlled airspace (Class D, SFC-6000 FT) 4 NM northwest of the airfield.

## 5 HELICOPTER OPERATIONS

Not applicable.

## 6 USE OF RUNWAYS

Not applicable.

## 7 TRAINING

Not applicable.

## EGPG AD 2.21 NOISE ABATEMENT PROCEDURES

a) Runway 25 Departures: After take-off continue over golf course then turn right over the canal avoiding the old town of Dullatur.
b) Circuit Traffic: Circuit traffic on crosswind should turn downwind and avoid overflying the small villages of Banton and High Banton.
c) On right base for Runway 25 right-hand avoid overflying small row of seven houses at Braeface.

## EGPG AD 2.22 FLIGHT PROCEDURES

### 1 ARRIVALS

a) Aircraft operating under IFR may let down at Edinburgh or Glasgow and proceed to Cumbernauld in VMC.

### 2 CIRCUITS

a) Circuit directions: Runway 25 - RH; Runway 07 - LH for all circuit traffic. Circuit height: 800 FT QFE.
b) When circuit is active standard overhead join at 2000 FT QFE, descending dead-side to join the circuit: 800 FT QFE.

## EGPG AD 2.23 ADDITIONAL INFORMATION

Not applicable.

## EGPG AD 2.24 CHARTS RELATED TO AN AERODROME

AERODROME CHART - ICAO
AD 2.EGPG-2-1

## EGPG AD 2.25 VISUAL SEGMENT SURFACE (VSS) PENETRATION

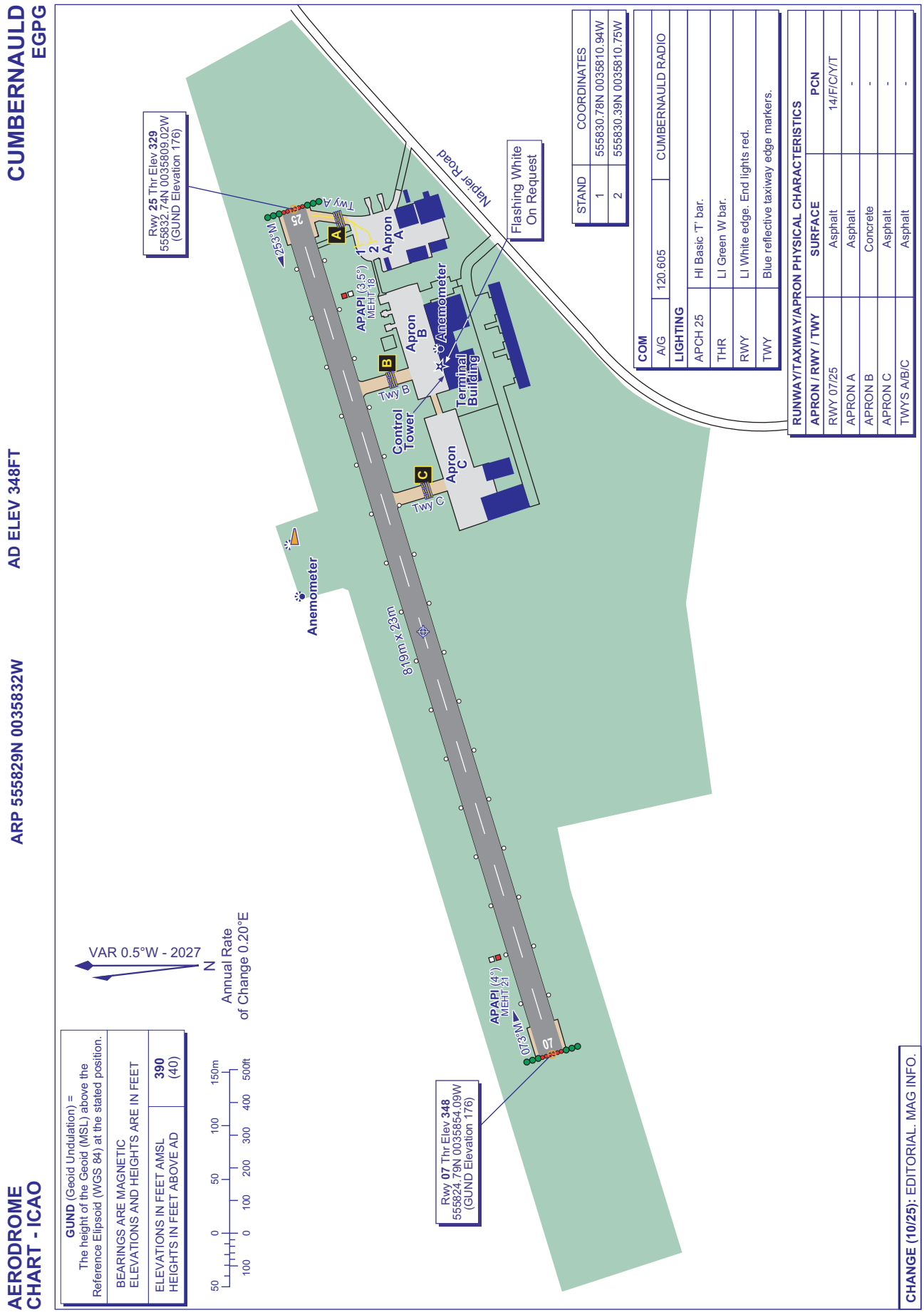
Not applicable

# CUMBERNAULD EGPG

AD ELEV 348FT

ARP 555829N 0035832W

AERODROME CHART - ICAO




AERO INFO DATE 22 JUL 25

AD 2-EGPG-2-1

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# EGLD — DENHAM

## EGLD AD 2.1 AERODROME LOCATION INDICATOR AND NAME

EGLD — DENHAM

## EGLD AD 2.2 AERODROME GEOGRAPHICAL AND ADMINISTRATIVE DATA

| | | |
|---|---|---|
| 1 | ARP coordinates and site at AD | Lat: 513518N Long: 0003047W<br>Mid point of Runway 06/24 |
| 2 | Direction and distance from city | 1.5 NM E of Gerrards Cross. |
| 3 | Elevation / Reference temperature / Mean Low Temperature | 249 FT / 20 °C / - |
| 4 | Geoid undulation at AD ELEV PSN | - |
| 5 | Magnetic Variation / Annual Change | 1.20°E (2027) / 0.17°E |
| 6 | AD Administration | BICKERTON'S AERODROMES LTD |
| | Address | C-Ops Offices, Hangar Road, Denham Aerodrome, Tilehouse Lane, Denham, UB9 5DF. |
| | Telephone | 01895-832161 (ATC)<br>01895-832060 (Administration) |
| | Telefax | 01895-831161 (Administration) |
| | E-mail address | tower@egld.com |
| | Web address | www.egld.com |
| 7 | Type of Traffic permitted (IFR/VFR) | VFR |
| 8 | Remarks | |

## EGLD AD 2.3 OPERATIONAL HOURS

| | | |
|---|---|---|
| 1 | AD Administration | 0900-1600 (0800-1500). |
| 2 | Customs and immigration | By arrangement. |
| 3 | Health and sanitation | |
| 4 | AIS Briefing Office | |
| 5 | ATS Reporting Office (ARO) | |
| 6 | MET Briefing Office | |
| 7 | ATS | 0800-1800 (0700-1900); and by arrangement. See also AD 2.18. |
| 8 | Fuelling | Fuelling AVGAS 0800-1800 (0700-1900).<br>Jet A1 Mon-Fri 0900-1430 (0800-1330) and by arrangement. |
| 9 | Handling | |
| 10 | Security | |
| 11 | De-icing | |
| 12 | Remarks | This aerodrome is PPR by telephone or email. |

## EGLD AD 2.4 HANDLING SERVICES AND FACILITIES

| | | |
|---|---|---|
| 1 | Cargo handling facilities | |
| 2 | Fuel and oil types | AVTUR JET A-1 (All JET-A1 Premixed with AL48), AVGAS 100LL<br>W100, W80, 100, 80, 15W50. |
| 3 | Fuelling facilities/capacity | |
| 4 | De-icing facilities | |
| 5 | Hangar space for visiting aircraft | |
| 6 | Repair facilities for visiting aircraft | |
| 7 | Remarks | |

## EGLD AD 2.5 PASSENGER FACILITIES

**INTENTIONALLY BLANK**

## EGLD AD 2.6 RESCUE AND FIRE FIGHTING SERVICES

| | | |
|---|---|---|
| 1 | AD category for fire fighting services | RFF Category Special.<br>RFFS is available on standby between 0900-1730 (0800-1630) or SS, whichever is earlier. |
| 2 | Rescue equipment | |
| 3 | Capability for removal of disabled aircraft | |
| 4 | Remarks | |

## EGLD AD 2.7 SEASONAL AVAILABILITY - CLEARING

**INTENTIONALLY BLANK**

## EGLD AD 2.8 APRONS, TAXIWAYS AND CHECK LOCATIONS/POSITIONS DATA

**INTENTIONALLY BLANK**

## EGLD AD 2.9 SURFACE MOVEMENT GUIDANCE AND CONTROL SYSTEM AND MARKINGS

**INTENTIONALLY BLANK**

## EGLD AD 2.10 AERODROME OBSTACLES

| In Approach/Take-off areas | | | | | | |
|---|---|---|---|---|---|---|
| **Obstacle ID/ Designation** | **Obstacle Type** | **Obstacle Position** | **Elevation/Height** | | **Obstruction Lighting Type/ Colour** | **Remarks** |
| **1** | **2** | **3** | **4** | | **5** | **6** |
| 24/APPROACH 06/TAKE-OFF | Tree | 513529.24N 0003008.34W | 317 FT | | No | |
| 24/APPROACH 06/TAKE-OFF | Tree | 513528.26N 0003017.20W | 292 FT | | No | |
| 12/APPROACH 30/TAKE-OFF | Tree | 513528.22N 0003112.96W | 304 FT | | No | |
| 24/APPROACH 06/TAKE-OFF | Vehicles | 513525.12N 0003028.51W | 255 FT | | No | |
| 12/APPROACH 30/TAKE-OFF | Tree | 513524.15N 0003100.22W | 275 FT | | No | |
| 06/APPROACH 24/TAKE-OFF | Tree | 513509.81N 0003111.43W | 283 FT | | No | |
| 06/APPROACH 24/TAKE-OFF | Tree | 513504.45N 0003122.51W | 325 FT | | No | |

| In circling area and at aerodrome | | | | | | |
|---|---|---|---|---|---|---|
| **Obstacle ID/ Designation** | **Obstacle Type** | **Obstacle Position** | **Elevation/Height** | | **Obstruction Lighting Type/ Colour** | **Remarks** |
| **1** | **2** | **3** | **4** | | **5** | **6** |
| | CRANE | 513644N 0003127W | 408 FT | 195 FT | Yes | |
| | CRANE | 513535N 0003011W | 247 FT | 116 FT | Yes | |
| | CRANE | 513525N 0002955W | 326 FT | 195 FT | Yes | |
| | Mast | 513518.32N 0003019.35W | 326 FT | | No | |

| In circling area and at aerodrome | | | | | | |
|---|---|---|---|---|---|---|
| **Obstacle ID/ Designation** | **Obstacle Type** | **Obstacle Position** | **Elevation/Height** | | **Obstruction Lighting Type/ Colour** | **Remarks** |
| **1** | **2** | **3** | **4** | | **5** | **6** |
| | CRANE | 513513N 0002920W | 315 FT | 190 FT | Yes | |
| | CRANE | 513455N 0002910W | 326 FT | 195 FT | Yes | |

## EGLD AD 2.11 METEOROLOGICAL INFORMATION PROVIDED

**INTENTIONALLY BLANK**

## EGLD AD 2.12 RUNWAY PHYSICAL CHARACTERISTICS

| Designations RWY Number | True bearing | Dimensions of RWY | Surface of RWY/ SWY/ Strength | THR co-ordinates/ THR Geoid undulation | THR elevation/ Highest elevation of TDZ of precision APP RWY | Slope of RWY/ SWY |
|---|---|---|---|---|---|---|
| **1** | **2** | **3** | **4** | **5** | **6** | **7** |
| 06 | 059.21° | 775 x 18 M | RWY surface: Asphalt | 513512.51N 0003102.47W | THR 249.0 FT | |
| 24 | 239.22° | 775 x 18 M | RWY surface: Asphalt | 513523.28N 0003033.45W | THR 241.0 FT | |
| 12 | 118.11° | 546 x 18 M | RWY surface: Grass | 513521.32N 0003053.95W | THR 248.0 FT | |
| 30 | 298.11° | 546 x 18 M | RWY surface: Grass | 513517.53N 0003042.56W | THR 244.0 FT | |

| SWY Dimensions | Clearway Dimensions | Strip Dimensions | RESA Dimensions, Overshoot / Undershoot | Location/ description of arresting system | OFZ | Remarks |
|---|---|---|---|---|---|---|
| **8** | **9** | **10** | **11** | **12** | **13** | **14** |
| | | | | | | RWY 06<br><br>Threshold displaced by 36 M. |
| | | | | | | RWY 24<br><br>Threshold displaced by 89 M. |
| | | | | | | RWY 12<br><br>Threshold displaced by 114 M. |
| | | | | | | RWY 30<br><br>Threshold displaced by 183 M. |

## EGLD AD 2.13 DECLARED DISTANCES

| Runway designator | TORA | TODA | ASDA | LDA | Remarks |
|---|---|---|---|---|---|
| **1** | **2** | **3** | **4** | **5** | **6** |
| 06 | 686 M | 686 M | 742 M | 706 M | |
| 24 | 728 M | 728 M | 748 M | 670 M | |
| 12 | 363 M | 363 M | 533 M | 419 M | |
| 30 | 432 M | 432 M | 546 M | 363 M | |

## EGLD AD 2.14 APPROACH AND RUNWAY LIGHTING

| RWY | Approach lighting Type/ Length/ Intensity | Threshold lighting Colour/Wing bars | VASIS/ MEHT/ PAPI/ PAPI Dist from THR | TDZ, lighting Length | Runway Centre Line lighting Length/ Spacing/ Colour/ Intensity | Runway edge lighting Length/ Spacing/ Colour/ Intensity | Runway end lighting Colour/ Wing bars | Stopway lighting Length/ Colour | Remarks |
|---|---|---|---|---|---|---|---|---|---|
| 1 | 2 | 3 | 4 | 5 | 6 | 7 | 8 | 9 | 10 |
| 06 | | Light intensity low Green wingbars | APAPI Left/4.5° 14 FT | | | Light intensity low | Red | | |
| 24 | | Light intensity low Green wingbars | APAPI Left/4.5° 10 FT | | | Light intensity low | Red | | |

## EGLD AD 2.15 OTHER LIGHTING, SECONDARY POWER SUPPLY

| | | |
|---|---|---|
| 1 | ABN/IBN location, characteristics and hours of operation | IBN: 513511.54N 0003044.82W<br>Flashing Green 'DN'. |
| 2 | LDI location and lighting<br>Anemometer location and lighting | Anemometer: 513511N 000304W. |
| 3 | TWY edge and centre line lighting | |
| 4 | Secondary power supply/switch-over time | |
| 5 | Remarks | WDI lit at night. |

## EGLD AD 2.16 HELICOPTER LANDING AREA

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## EGLD AD 2.17 AIR TRAFFIC SERVICES AIRSPACE

| Designation and lateral limits | Vertical Limits | Airspace Class | ATS unit callsign/ language | Transition Altitude | Hours of applicability | Remarks |
|---|---|---|---|---|---|---|
| 1 | 2 | 3 | 4 | 5 | 6 | 7 |
| DENHAM ATZ<br>A circle, 2 NM radius, centred at 513518N 0003047W on longest notified runway (06/ 24) | Upper limit: 2000 FT AGL<br>Lower limit: SFC | D | DENHAM RADIO<br>English | 6000 FT | | Local Flying Area see EGLD 2.22, paragraphs (2) and (3).<br><br>Airspace Class: D/G. See Flight Procedures. |

## EGLD AD 2.18 AIR TRAFFIC SERVICES COMMUNICATION FACILITIES

| Service Designation | Callsign | Channel/ Frequency(MHz) | SATVOICE number(s) | Logon Address | Hours of Operation | Remarks |
|---|---|---|---|---|---|---|
| 1 | 2 | 3 | 4 | 5 | 6 | 7 |
| OTHER | DENHAM RADIO | 130.730<br>A/G frequency.<br>DOC 10 NM/3,000 FT. | | | 0800-1800 (0700-1900); and by arrangement. | ATZ hours coincident with A/G hours. |

# EGLD AD 2.19 RADIO NAVIGATION AND LANDING AIDS

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# EGLD AD 2.20 LOCAL AERODROME REGULATIONS

## 1 AERODROME REGULATIONS

a) PPR by telephone or email.
b) Pilot Briefing on the aerodrome website www.egld.com.
c) Non-radio aircraft not accepted without prior permission from the AD Operator.
d) Normal HR of opening may be extended by prior arrangement with ATS (extended HR are not automatically licensed).
e) Pilots are responsible for the safety and conduct of their passengers whilst at the AD.

## 2 GROUND MOVEMENT

a) There are no hard taxiways. After heavy rain or snow the surface may be unsuitable for some aircraft types: contact ATS.
b) Avoid damaging the grass by unnecessary use of brakes to tighten turns.
c) Aircraft with poor prop clearance should enter / exit south at runway ends.

## 3 CAT II/III OPERATIONS

Not applicable.

## 4 WARNINGS

a) The aerodrome is located within the northern boundary of the London Control Zone (Class D).
b) There is no overhead join. Northolt traffic overflies Denham not below 1500 FT AMSL. To ensure safe separation Denham maximum circuit altitude 1000 FT AMSL.
c) Avoid south-west part of the ATZ south of the A40 road.
d) A public road adjacent to the aerodrome boundary crosses the approach to Runway 24. Aircraft should not descend below the glidepath nor touch down before the displaced threshold.
e) APAPI: Visual glideslope signals for Runway 06 are visible to the left of the extended centreline where normal obstacle clearance is not guaranteed. Disregard APAPI until the aircraft is aligned with the runway.
f) Powerlines, 369 FT AMSL, 270°T, running north/south, 0.6 NM from ARP.

## 5 HELICOPTER OPERATIONS

a) Helicopters should fly the same circuit as fixed wing.

## 6 USE OF RUNWAYS

a) Runway 06/24 circuits are to the north: Runway 06 has a left hand circuit; Runway 24 has a right hand circuit.
b) Runway 12/30 has a variable circuit.
c) There is a grass strip to the north of, and parallel to, Runway 06/24 (“north side grass”).
d) Simultaneous approaches to the north side grass and Runway 06/24 are not permitted.
e) Simultaneous departures from the north side grass and Runway 06/24 are not permitted.

## 7 TRAINING

a) Only authorised operators may give flying instruction at the aerodrome.
b) Runway 12/30 not available for solo training flights.

# EGLD AD 2.21 NOISE ABATEMENT PROCEDURES

a) Pilots may deviate from noise abatement procedures to ensure flight safety.
b) Pilots must maintain safe separation and should fly a larger circuit if necessary to provide safe separation.
c) Runway 24 Arrivals: report at VRP Maple Cross, establish a long base leg. Overfly the lakes (where safely possible).
d) Runway 06 Arrivals: report at VRP St Giles, establish a long base leg. Overfly fields to try to avoid most houses in Chalfont St Peter and Gerrards Cross (where safely possible).
e) Runway 24 Departures: after take off maintain runway heading until past the houses on the right, then turn right before the A413 (where safely possible).
f) Runway 06 Departures: after take off maintain runway heading until past the caravan site on the left, then turn left over the lakes (where safely possible).

g) Keep the circuit small (where safely possible): turn downwind south of Chalfont St Peter and Maple Cross unless safe separation requires otherwise.

# EGLD AD 2.22 FLIGHT PROCEDURES

## 1 VISUAL REFERENCE POINTS (VRP)

a) There is no overhead join. Maximum altitude 1000 FT AMSL.
b) Details of VRPs are available in the consolidated 'Visual Reference Points List' published on the 'Digital Dataset' page of the NATS AIS website, www.nats.aero/ais.

## 2 CIRCUIT JOINING

a) To join the circuit, descend to circuit altitude 1000 FT AMSL, report at the VRP and establish a long base leg.
b) Look out for aircraft downwind.
c) Joining traffic must give way to circuit traffic.
d) Pilots should not orbit in the circuit.

## 3 CIRCUIT

a) Circuit altitude 1000 FT AMSL.
b) Use available equipment to aid conspicuity: landing light On; strobes On; transponder Alt.
c) Pilots should give position reports downwind and final.

## 4 DEPARTURES

a) After take off maintain runway heading, turn onto crosswind and climb to circuit altitude 1000 FT AMSL.
b) Extend crosswind leg towards the appropriate VRP.
c) Pilots in receipt of a clearance from Heathrow Radar or Northolt Approach may deviate in accordance with their clearance.

## 5 LOCAL FLYING AREA (LFA)

a) Denham LFA is that part of the Denham ATZ that lies within the London Control Zone (Class D).
b) Pilots of aircraft flying within the LFA are responsible for providing their own separation from other aircraft.
c) VFR flights may take place within the LFA subject to the following conditions:

   i. In compliance with the Class D airspace weather minima as defined in ENR 1.4;
   ii. Maximum altitude 1200 FT AMSL.

   ***Note:*** *Refer to ENR 1.4 for notifications.*

d) Aircraft unable to operate VFR may operate Special VFR within the LFA subject to the following conditions:

   i. Remain clear of cloud with the surface in sight;
   ii. Maximum altitude 1200 FT AMSL;
   iii. Minimum flight visibility 3 KM;
   iv. In compliance with the requirements for Special VFR flight detailed at ENR 1.2.

e) Aircraft flying in the LFA are not required to comply with the requirements of the London CTR Mode S Transponder Mandatory Zone, however:

   i. The carriage of a Mode S transponder within the LFA is encouraged;
   ii. Pilots of suitably equipped aircraft should select 7000 with altitude information.

## 6 AIRCRAFT IN THE LONDON CTR OUTSIDE THE DENHAM LFA

a) Aircraft operating VFR or Special VFR in the London CTR inbound to Denham may request a non-standard join. Pilots must contact Denham before entering the ATZ and must fit in with circuit traffic. If not visual with circuit traffic, or if the circuit is busy, the aircraft must join via the appropriate VRP.
b) Aircraft operating VFR or Special VFR in the London CTR must not assume permission has been issued to penetrate the Denham LFA. Heathrow Radar will, whenever possible, permit an aircraft to leave the frequency temporarily to obtain such permission.
c) Pilots requiring a VFR or Special VFR clearance to transit the London CTR must not enter the CTR until a clearance has been obtained.
d) Use of the overhead is possible with a clearance (e.g. for simulated engine failures in the overhead). The instructor should contact Heathrow Radar or Northolt Approach to obtain a clearance to join overhead, then obtain a frequency change to Denham.

## 7 NORTHOLT TRAFFIC

a) Northolt traffic in the Northolt Radar Manoeuvring Area (RMA) cross the Denham ATZ not below 1500 FT AMSL. To ensure separation, Denham circuit altitude 1000 FT AMSL. Aircraft wishing to enter the Northolt RMA must obtain clearance from Northolt on 126.450 MHz.

## 8 ATS ROUTE FLIGHTS

a) **Inbound aircraft**

Aircraft inbound via the ATS Route Network must follow the Heathrow Standard Arrival Routes (STAR) as shown at AD 2-EGLL-7-1 to 7-17. Pilots are to include EGLDZTZX in their Flight Plan.

b) **Outbound aircraft**

The Denham ATSU will notify the pending departure to London Terminal Control (Swanwick) (LTCC). The Denham ATSU will relay to pilots after departure instructions including the frequency for the appropriate LTCC sector and the pilot must request clearance to join CAS.

# EGLD AD 2.23 ADDITIONAL INFORMATION

Not applicable.

# EGLD AD 2.24 CHARTS RELATED TO AN AERODROME

AERODROME CHART - ICAO
AD 2.EGLD-2-1
AERODROME TRAFFIC ZONE and VRPS
AD 2.EGLD-4-1

# EGLD AD 2.25 VISUAL SEGMENT SURFACE (VSS) PENETRATION

Not applicable

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# DENHAM EGLD

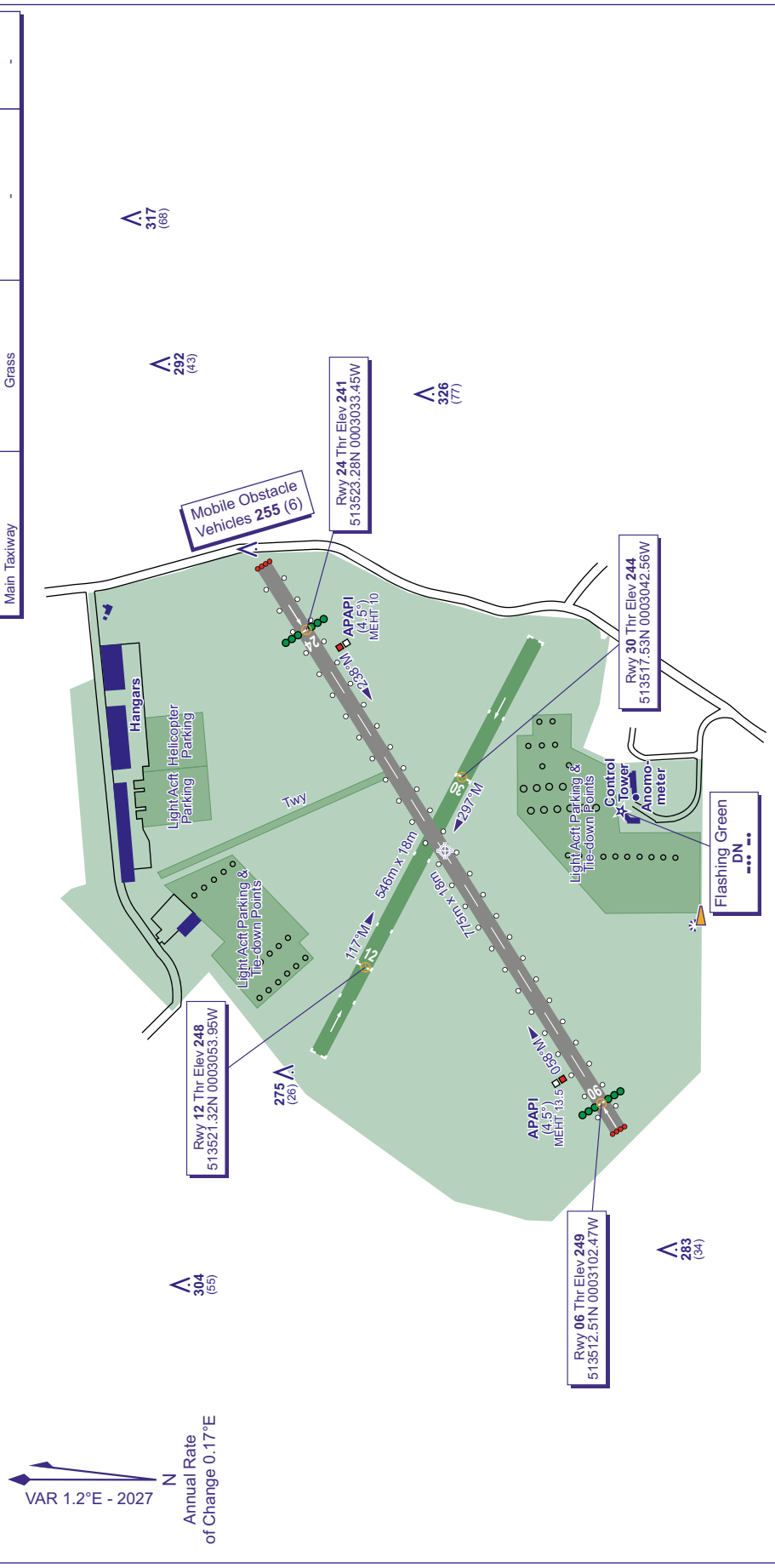
AD ELEV 249FT

ARP 513518N 0003047W

## AERODROME CHART - ICAO

| RUNWAY/TAXIWAY/APRON PHYSICAL CHARACTERISTICS | | | |
|---|---|---|---|
| APRON / RWY / TWY | SURFACE | PCN | ELEVATION |
| RWY 06/24 | Asphalt | - | - |
| RWY 12/30 | Grass | - | - |
| Main Apron | Grass | - | - |
| Main Taxiway | Grass | - | - |

| COM | | |
|---|---|---|
| A/G | 130.730 | DENHAM RADIO |
| **LIGHTING** | | |
| THR 06/24 | Ll green W bars. | |
| RWY 06/24 | Ll edge. End lights red. | |




**CHANGE (10/25):** EDITORIAL. MAG INFO.

AERO INFO DATE 21 JUL 25

AD 2-EGLD-2-1

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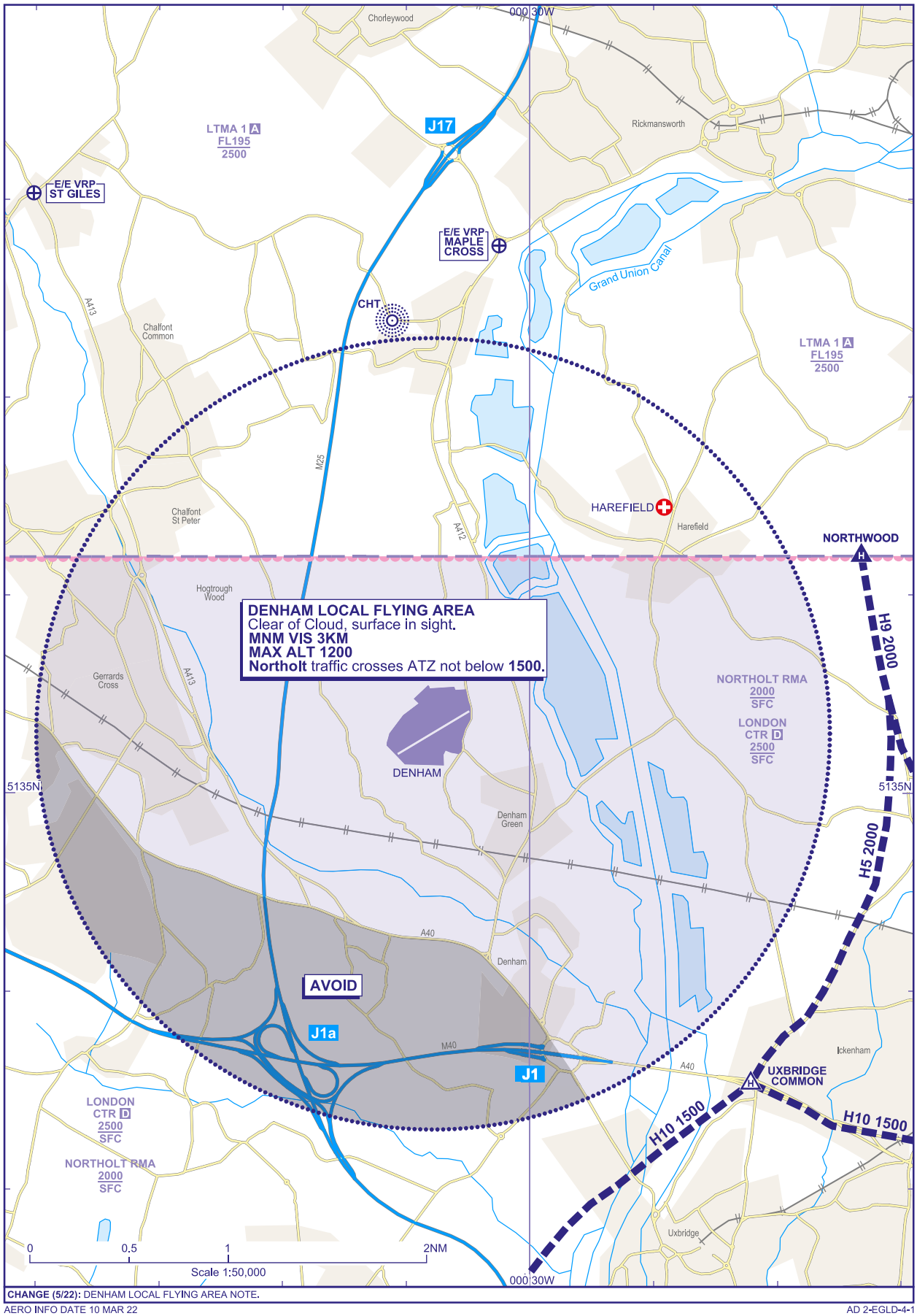
## AERODROME TRAFFIC ZONE AND VRPs — DENHAM




**CHANGE (5/22):** DENHAM LOCAL FLYING AREA NOTE.

AERO INFO DATE 10 MAR 22

AD 2-EGLD-4-1

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# EGBD — DERBY

## EGBD AD 2.1 AERODROME LOCATION INDICATOR AND NAME

EGBD — DERBY

## EGBD AD 2.2 AERODROME GEOGRAPHICAL AND ADMINISTRATIVE DATA

| | | |
|---|---|---|
| 1 | ARP coordinates and site at AD | Lat: 525135N Long: 0013703W<br>Mid point of Runway 17/35. |
| 2 | Direction and distance from city | 6 NM SW of Derby. |
| 3 | Elevation / Reference temperature / Mean Low Temperature | 175 FT / 18 °C / - |
| 4 | Geoid undulation at AD ELEV PSN | - |
| 5 | Magnetic Variation / Annual Change | 0.73°E (2027) / 0.18°E |
| 6 | AD Administration<br>Address<br>Telephone<br>Telefax | DERBY AERO CLUB<br>Derby Aerodrome, Hilton Road, Egginton, Derby, DE65 6GU.<br>01283-733803<br>01283-734829 |
| 7 | Type of Traffic permitted (IFR/VFR) | VFR |
| 8 | Remarks | |

## EGBD AD 2.3 OPERATIONAL HOURS

| | | |
|---|---|---|
| 1 | AD Administration | Mon-Sat 0900-SS (0800-1700); Sun & PH 0930-SS (0830-1700); and by arrangement. |
| 2 | Customs and immigration | |
| 3 | Health and sanitation | |
| 4 | AIS Briefing Office | |
| 5 | ATS Reporting Office (ARO) | |
| 6 | MET Briefing Office | |
| 7 | ATS | As AD hours. See also AD 2.18. |
| 8 | Fuelling | As AD hours. |
| 9 | Handling | |
| 10 | Security | |
| 11 | De-icing | |
| 12 | Remarks | This aerodrome is PPR. |

## EGBD AD 2.4 HANDLING SERVICES AND FACILITIES

| | | |
|---|---|---|
| 1 | Cargo handling facilities | |
| 2 | Fuel and oil types | AVGAS 100LL<br>15W/50, W80, S80, S100, Aerodiesel 10W/40. |
| 3 | Fuelling facilities/capacity | |
| 4 | De-icing facilities | |
| 5 | Hangar space for visiting aircraft | |
| 6 | Repair facilities for visiting aircraft | Full maintenance facilities available on site. |
| 7 | Remarks | |

## EGBD AD 2.5 PASSENGER FACILITIES

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## EGBD AD 2.6 RESCUE AND FIRE FIGHTING SERVICES

| | | |
|---|---|---|
| 1 | AD category for fire fighting services | RFF Category Special. |
| 2 | Rescue equipment | |
| 3 | Capability for removal of disabled aircraft | |
| 4 | Remarks | |

## EGBD AD 2.7 SEASONAL AVAILABILITY - CLEARING

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## EGBD AD 2.8 APRONS, TAXIWAYS AND CHECK LOCATIONS/POSITIONS DATA

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## EGBD AD 2.9 SURFACE MOVEMENT GUIDANCE AND CONTROL SYSTEM AND MARKINGS

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## EGBD AD 2.10 AERODROME OBSTACLES

| In Approach/Take-off areas | | | | | |
|---|---|---|---|---|---|
| **Obstacle ID/ Designation** | **Obstacle Type** | **Obstacle Position** | **Elevation/Height** | **Obstruction Lighting Type/ Colour** | **Remarks** |
| **1** | **2** | **3** | **4** | **5** | **6** |
| INTENTIONALLY BLANK | | | | | |

| In circling area and at aerodrome | | | | | | |
|---|---|---|---|---|---|---|
| **Obstacle ID/ Designation** | **Obstacle Type** | **Obstacle Position** | **Elevation/Height** | | **Obstruction Lighting Type/ Colour** | **Remarks** |
| **1** | **2** | **3** | **4** | | **5** | **6** |
| | Chimney | 525204.33N 0013654.45W | 275 FT | | No | |
| | Willington Power Station | 525117.40N 0013227.76W | 563 FT | | No | |

## EGBD AD 2.11 METEOROLOGICAL INFORMATION PROVIDED

**INTENTIONALLY BLANK**

## EGBD AD 2.12 RUNWAY PHYSICAL CHARACTERISTICS

| Designations RWY Number | True bearing | Dimensions of RWY | Surface of RWY/ SWY/ Strength | THR co-ordinates/ THR Geoid undulation | THR elevation/ Highest elevation of TDZ of precision APP RWY | Slope of RWY/ SWY |
|---|---|---|---|---|---|---|
| **1** | **2** | **3** | **4** | **5** | **6** | **7** |
| 05 | 047.57° | 547 x 20 M | RWY surface: Grass | 525128.16N 0013706.71W | THR 172.0 FT | |

| Designations RWY Number | True bearing | Dimensions of RWY | Surface of RWY/ SWY/ Strength | THR co-ordinates/ THR Geoid undulation | THR elevation/ Highest elevation of TDZ of precision APP RWY | Slope of RWY/ SWY |
|---|---|---|---|---|---|---|
| 1 | 2 | 3 | 4 | 5 | 6 | 7 |
| 23 | 227.57° | 547 x 20 M | RWY surface: Grass | 525134.86N 0013654.60W | THR 174.0 FT | |
| 10 | 097.78° | 453 x 20 M | RWY surface: Grass | 525138.07N 0013705.14W | THR 172.0 FT | |
| 28 | 277.78° | 453 x 20 M | RWY surface: Grass | 525137.13N 0013653.77W | THR 174.0 FT | |
| 17 | 171.29° | 594 x 20 M | RWY surface: Grass | 525144.83N 0013705.51W | THR 175.0 FT | |
| 35 | 351.29° | 594 x 20 M | RWY surface: Grass | 525126.61N 0013700.90W | THR 172.0 FT | |

| SWY Dimensions | Clearway Dimensions | Strip Dimensions | RESA Dimensions, Overshoot / Undershoot | Location/ description of arresting system | OFZ | Remarks |
|---|---|---|---|---|---|---|
| 8 | 9 | 10 | 11 | 12 | 13 | 14 |
| | | | | | | RWY 05 |
| | | | | | | RWY 23<br><br>Threshold displaced by 193 M. |
| | | | | | | RWY 10<br><br>Threshold displaced by 26 M. |
| | | | | | | RWY 28<br><br>Threshold displaced by 144 M. |
| | | | | | | RWY 17<br><br>For take-off only. |
| | | | | | | RWY 35<br><br>For landing only. |

## EGBD AD 2.13 DECLARED DISTANCES

| Runway designator | TORA | TODA | ASDA | LDA | Remarks |
|---|---|---|---|---|---|
| 1 | 2 | 3 | 4 | 5 | 6 |
| 17 | 558 M | 599 M | 558 M | | |
| 35 | | | | 534 M | |
| 05 | 330 M | 360 M | 523 M | 499 M | |
| 23 | 523 M | 585 M | 523 M | 306 M | |
| 10 | 316 M | 316 M | 429 M | 379 M | |
| 28 | 433 M | 433 M | 429 M | 261 M | |

## EGBD AD 2.14 APPROACH AND RUNWAY LIGHTING

**INTENTIONALLY BLANK**

## EGBD AD 2.15 OTHER LIGHTING, SECONDARY POWER SUPPLY

**INTENTIONALLY BLANK**

## EGBD AD 2.16 HELICOPTER LANDING AREA

**INTENTIONALLY BLANK**

## EGBD AD 2.17 AIR TRAFFIC SERVICES AIRSPACE

| Designation and lateral limits | Vertical Limits | Airspace Class | ATS unit callsign/ language | Transition Altitude | Hours of applicability | Remarks |
|---|---|---|---|---|---|---|
| 1 | 2 | 3 | 4 | 5 | 6 | 7 |
| DERBY ATZ<br>A circle, 2 NM radius, centred at 525135N 0013703W on longest notified runway (17/35) except that part of the circle that comprises the East Midlands CTA, base 1500 FT amsl (1325 FT aal). | Upper limit: 2000 FT AGL<br>Lower limit: SFC | G | DERBY RADIO<br>English | 6000 FT | | |

## EGBD AD 2.18 AIR TRAFFIC SERVICES COMMUNICATION FACILITIES

| Service Designation | Callsign | Channel/ Frequency(MHz) | SATVOICE number(s) | Logon Address | Hours of Operation | Remarks |
|---|---|---|---|---|---|---|
| 1 | 2 | 3 | 4 | 5 | 6 | 7 |
| OTHER | DERBY RADIO | 118.355<br>A/G frequency. | | | Mon-Sat 0900-SS (0800-1700); Sun & PH 0930-SS (0830-1700); and by arrangement. | ATZ hours coincident with A/G hours. |

## EGBD AD 2.19 RADIO NAVIGATION AND LANDING AIDS

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## EGBD AD 2.20 LOCAL AERODROME REGULATIONS

### 1 AIRPORT REGULATIONS

a) Runway 10/28 is only to be used for instruction in flying when a qualified flying instructor acts as pilot-in-command of the aircraft.
b) The aerodrome is not available for Public Transport passenger flights required to use a licensed aerodrome, or for aircraft unable to communicate by radio.

### 2 GROUND MOVEMENT

Not applicable

### 3 CAT II/III OPERATIONS

Not applicable

### 4 WARNINGS

a) With the exception of Runway 35, there are no QDM markings on the runways.
b) The displaced landing thresholds to Runways 05, 23 and 35 are marked by black and white wing bars. The displaced landing thresholds to Runways 10 and 28 are marked by orange and white wing bars to give visual differentiation from other runways.
c) An electricity transmission line and pylons, 100 FT AAL, cross the centre-line of Runway 23 1200 M from touchdown.
d) Turbulence may be experienced from trees on the approach to Runway 23. These trees also shield aircraft low on final approach from those at the 23 hold. A good listening watch should be maintained and all appropriate radio calls should be made.
e) Electricity transmission lines and pylons running north side and west of aerodrome 100 FT AAL (275 FT AMSL).
f) Aerodrome Obstacles

i. 10/Approach 28/Take-off

Earth Bank 182 FT AMSL, 470 M beyond start of TORA across runway centre-line.

ii. 23/Approach 05/Take-off

Hedge 185 FT AMSL, 528 M beyond start of TORA across runway centre-line.
Trees 215 FT AMSL, 600 M beyond start of TORA across runway centre-line.

iii. 28/Approach 10/Take-off

Telegraph Wire/Poles 200 FT AMSL, 475 M beyond start of TORA across runway centre-line.
Trees 225 FT AMSL, 640 M beyond start of TORA across runway centre-line.

### 5 HELICOPTER OPERATIONS

Not applicable

### 6 USE OF RUNWAYS

Not applicable

### 7 TRAINING

a) Intentional 'touch and goes' are not permitted.
b) Training flights from any aircraft not home based are not accepted without permission from aerodrome licensee.
c) Helicopter training is not permitted.

## EGBD AD 2.21 NOISE ABATEMENT PROCEDURES

a) Pilots are to avoid overflying local villages.

## EGBD AD 2.22 FLIGHT PROCEDURES

a) Due to East Midlands CTA, no overhead joins are permitted.
b) Special procedures applying to instructional flights and arrival and departure procedures for all flights must be obtained by telephone from Derby Aero Club when arranging prior permission.
c) Circuit directions and heights: Runway 05 -LH, 1000 FT; Runway 23 - RH, 1000 FT; Runway 35 - RH, 800 FT; Runway 17 - LH (RH if Runway 23 is in use for landing), 800 FT; Runway 28 - RH, 800 FT; Runway 10 - LH, 800 FT.

## EGBD AD 2.23 ADDITIONAL INFORMATION

Not applicable

## EGBD AD 2.24 CHARTS RELATED TO AN AERODROME

AERODROME CHART - ICAO
AD 2.EGBD-2-1

## EGBD AD 2.25 VISUAL SEGMENT SURFACE (VSS) PENETRATION

Not applicable

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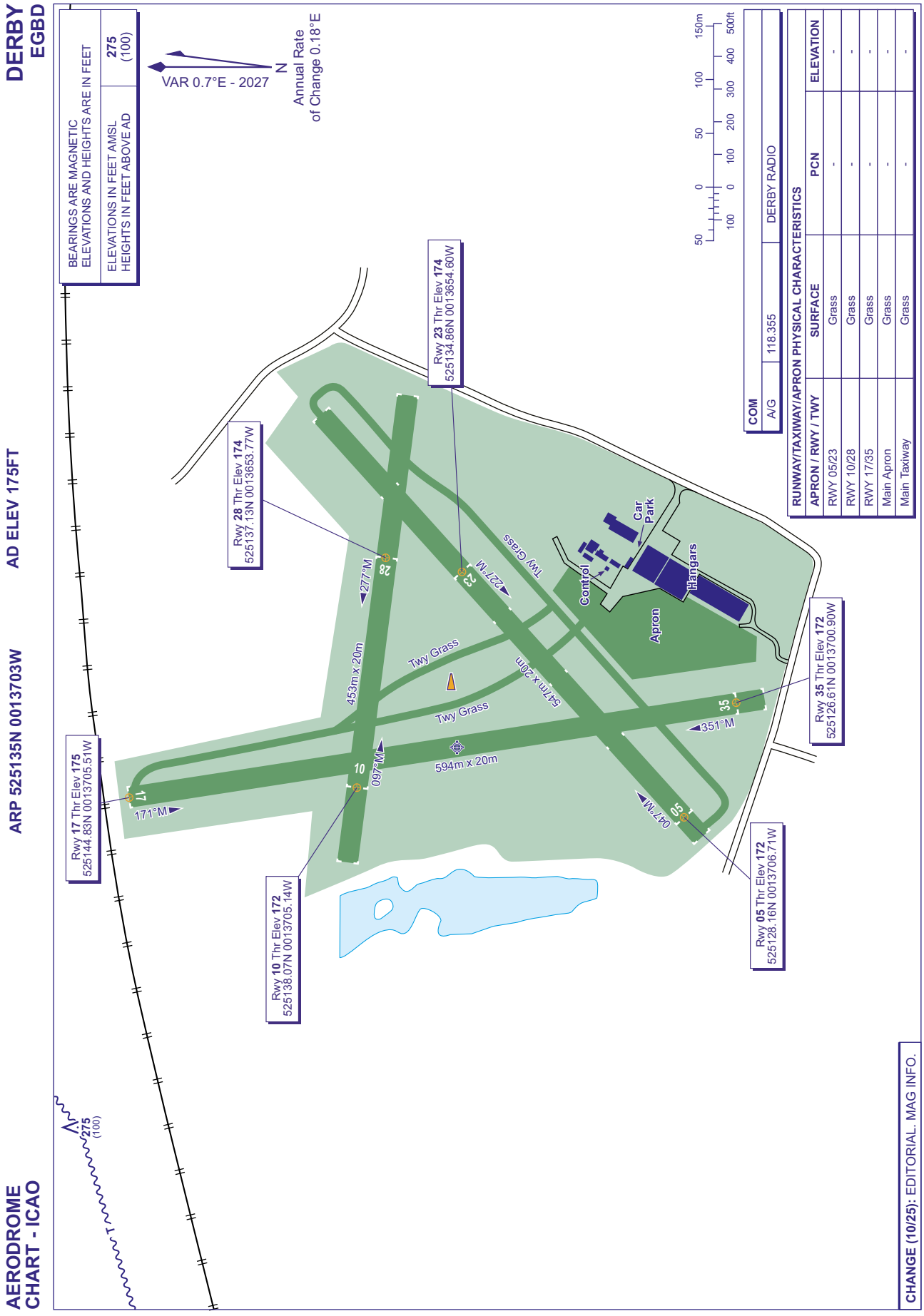
DERBY
EGBD
AD ELEV 175FT
ARP 525135N 0013703W
AERODROME
CHART - ICAO
BEARINGS ARE MAGNETIC
ELEVATIONS AND HEIGHTS ARE IN FEET
ELEVATIONS IN FEET AMSL
HEIGHTS IN FEET ABOVE AD
275
(100)
VAR 0.7°E - 2027
N
Annual Rate
of Change 0.18°E
COM
A/G
118.355
DERBY RADIO
RUNWAY/TAXIWAY/APRON PHYSICAL CHARACTERISTICS
APRON / RWY / TWY
SURFACE
PCN
ELEVATION
RWY 05/23
Grass
-
-
RWY 10/28
Grass
-
-
RWY 17/35
Grass
-
-
Main Apron
Grass
-
-
Main Taxiway
Grass
-
-
Rwy 17 Thr Elev 175
525144.83N 0013705.51W
Rwy 28 Thr Elev 174
525137.13N 0013653.77W
Rwy 23 Thr Elev 174
525134.86N 0013654.60W
Rwy 10 Thr Elev 172
525138.07N 0013705.14W
Rwy 35 Thr Elev 172
525126.61N 0013700.90W
Rwy 05 Thr Elev 172
525128.16N 0013706.71W
171°M
277°M
227°M
097°M
351°M
047°M
453m x 20m
543m x 20m
594m x 20m
Twy Grass
Twy Grass
Twy Grass
Control
Car
Park
Hangars
Apron
CHANGE (10/25): EDITORIAL. MAG INFO.

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# EGPN — DUNDEE

## EGPN AD 2.1 AERODROME LOCATION INDICATOR AND NAME

EGPN — DUNDEE

## EGPN AD 2.2 AERODROME GEOGRAPHICAL AND ADMINISTRATIVE DATA

| | | |
|---|---|---|
| 1 | ARP coordinates and site at AD | Lat: 562709N Long: 0030133W<br>Mid point of Runway 09/27 |
| 2 | Direction and distance from city | 0.5 NM S of Dundee. |
| 3 | Elevation / Reference temperature / Mean Low Temperature | 17 FT / 16 °C / - |
| 4 | Geoid undulation at AD ELEV PSN | 169 FT |
| 5 | Magnetic Variation / Annual Change | 1.14°W (2022) / 0.22°E |
| 6 | AD Administration<br>Address<br>Telephone<br><br><br><br><br>Telefax | DUNDEE AIRPORT LTD<br>Dundee Airport, Riverside Drive, Dundee, DD2 1UH.<br>01382-643242 (General Enquiries)<br>01382-662220 (ATC)<br>01382-662233 (Fuel)<br>01382-662200 (Administration and Ground Handling)<br>01382-662222 (ATIS)<br>01382-641263 (Flight notifications, Customs and Immigration)<br>01382-662221 (ATC) |
| 7 | Type of Traffic permitted (IFR/VFR) | IFR/VFR |
| 8 | Remarks | |

## EGPN AD 2.3 OPERATIONAL HOURS

| | | |
|---|---|---|
| 1 | AD Administration | Mon-Fri 0645-2100 (0545-2000); Sat 0900-1600 (0800-1500); Sun 0900-2100 (0800-2000). |
| 2 | Customs and immigration | Prior notice required |
| 3 | Health and sanitation | |
| 4 | AIS Briefing Office | As AD hours. |
| 5 | ATS Reporting Office (ARO) | Via ATC. |
| 6 | MET Briefing Office | Via ATC. |
| 7 | ATS | As AD hours. See also AD 2.18. |
| 8 | Fuelling | As AD hours. |
| 9 | Handling | As AD hours. |
| 10 | Security | H24 |
| 11 | De-icing | As AD hours. |
| 12 | Remarks | This Aerodrome is PPR. Light Aircraft by phone to ATC, all others by Fax to Flight Notifications or by email to InfoDundee@HIAL.co.uk.<br>Dundee does not operate an Out of Hours Indemnity Scheme and is not included in the HIAL Arrangements for Flights Outside Official Opening Hours. Any aircraft operator wishing to utilise Dundee Airport outside of the notified aerodrome operating hours must request an extension with at least 24 hours' notice by contacting Dundee Airport Administration by email to InfoDundee@HIAL.co.uk. |

## EGPN AD 2.4 HANDLING SERVICES AND FACILITIES

| | | |
|---|---|---|
| 1 | Cargo handling facilities | Limited. Prior notice required. |
| 2 | Fuel and oil types | AVTUR JET A-1 |
| 3 | Fuelling facilities/capacity | AVTUR JET A-1: 110,000 L bulk tank, 17,000 L mobile bowser. Rotors-running refuelling (AVTUR Jet A1) of helicopters is available but restricted to pressure fed refuelling only. |
| 4 | De-icing facilities | Mobile aircraft de-icing rig. |
| 5 | Hangar space for visiting aircraft | Limited. |
| 6 | Repair facilities for visiting aircraft | Limited. |

| | | |
|---|---|---|
| 7 | Remarks | Dundee Handling will co-ordinate all Public Transport flights.<br>Ground Power Units are available for 28V DC only.<br>An Aviramp is available to assist with the boarding of Passengers with reduced mobility. |

## EGPN AD 2.5 PASSENGER FACILITIES

| | | |
|---|---|---|
| 1 | Hotels | 750 meters. Five within 2 km. |
| 2 | Restaurants | Snackbar in terminal. Licensed restaurant 200 M west of aerodrome entrance. |
| 3 | Transportation | Taxis and car hire. Nearest railway station Dundee 3 km. |
| 4 | Medical facilities | First aid treatment. |
| 5 | Bank and Post Office | |
| 6 | Tourist Office | In Terminal. |
| 7 | Remarks | |

## EGPN AD 2.6 RESCUE AND FIRE FIGHTING SERVICES

| | | |
|---|---|---|
| 1 | AD category for fire fighting services | RFF Category A4: Sun-Fri<br>RFF Category 3: Sat<br>RFF Category 5 & 6 available on request.<br>RFF Category 5 may be accepted under RFF Category 4 remission. |
| 2 | Rescue equipment | Water and mud rescue facilities are available for Runways 09/27 during normal published hours of operation, subject to serviceability of equipment, at times when the weather conditions and sea state are conducive to such rescue operation. |
| 3 | Capability for removal of disabled aircraft | Arrangements are in place with an off site contractor. Lifting capability 20 tonnes. |
| 4 | Remarks | |

## EGPN AD 2.7 SEASONAL AVAILABILITY - CLEARING

| | | |
|---|---|---|
| 1 | Type of clearing equipment | Mechanical, Chemical de-icing.<br>Runways 09/27 de-iced/anti-iced with KFOR (Potassium Formate fluids)/NAAC (Sodium Acetate solids). |
| 2 | Clearance priorities | Runway 09/27, Taxiway A, Taxiway B, Apron, Taxiway D, Taxiway E. |
| 3 | Remarks | Runway surface conditions during winter weather is reported giving details of the type, depth and extent of contamination for each third of the runway. Up to date information on Runway surface conditions can be obtained from ATC on 01382-662220. |

## EGPN AD 2.8 APRONS, TAXIWAYS AND CHECK LOCATIONS/POSITIONS DATA

| | | |
|---|---|---|
| 1 | Apron surface and strength | MAIN APRON<br>Surface: Macadam<br>PCN 27/F/C/Y/T<br><br>WESTERN APRON<br>Surface: Macadam<br>PCN 23/F/C/Y/T |
| 2 | Taxiway width, surface and strength | Taxiway A: 15 M<br>Surface: Macadam<br>PCN 23/F/C/Y/T<br><br>Taxiway B: 15 M<br>Surface: Macadam<br>PCN 16/F/C/Y/T<br><br>Taxiway C: 10.5 M<br>Surface: Macadam |

| | | |
|---|---|---|
| | | Taxiway D: 10.5 M<br>Surface: Macadam<br>PCN 12/F/C/Y/T<br><br>Taxiway E: 10.5 M<br>Surface: Macadam<br>PCN 12/F/C/Y/T |
| 3 | Altimeter checkpoint location and elevation | Stand 1: 14 FT - Stand 2: 13 FT |
| 4 | VOR checkpoints | |
| 5 | INS checkpoints | See Aerodrome Chart. |
| 6 | Remarks | Pedestrian access between the airport terminal complex and the Western apron(located on the north side of Taxiway C) is by means of a marked footpath which can be found located to the rear of the parking area. Aircrew are reminded that access to and from this area is not permitted via the active taxiways. |

## EGPN AD 2.9 SURFACE MOVEMENT GUIDANCE AND CONTROL SYSTEM AND MARKINGS

| | | |
|---|---|---|
| 1 | Use of aircraft stand ID signs, TWY guide lines and visual docking/parking guidance system of aircraft stands | Stands 1 and 2 marked for self manoeuvring with marshallers assistance. Stand 1 has two pushback stands for Fairchild Dornier 328 aircraft or fuselage length less than 23 M by arrangement. |
| 2 | Runway and taxiway markings and lighting | Runway marking aid(s):<br>09/27: Runway designators, centre-line and threshold markings on both runways.<br><br>Runway light(s):<br>Runway guard lights at Holding Point A and B. |
| 3 | Stop bars and runway guard lights (if any) | |
| 4 | Other runway protection measures | |
| 5 | Remarks | WDI (LGTD): 562705.59N 0030212.56W; 562705.65N 0030100.14W. |

## EGPN AD 2.10 AERODROME OBSTACLES

| In Approach/Take-off areas | | | | | | |
|---|---|---|---|---|---|---|
| **Obstacle ID/ Designation** | **Obstacle Type** | **Obstacle Position** | **Elevation/Height** | | **Obstruction Lighting Type/ Colour** | **Remarks** |
| **1** | **2** | **3** | **4** | | **5** | **6** |
| (EGPN14630) 09/APPROACH 27/ TAKE-OFF | TREE | 562736.71N 0031207.25W | 672 FT | 86 FT | No | |
| (EGPN14589) 09/APPROACH 27/ TAKE-OFF | TREE | 562735.58N 0031204.97W | 667 FT | 73 FT | No | |
| (EGPN14002) 09/APPROACH 27/ TAKE-OFF | HV PYLON | 562732.55N 0030742.99W | 310 FT | 139 FT | No | |
| (EGPN14900) 27/APPROACH 09/ TAKE-OFF | BUILDING CHIMNEY | 562714.40N 0025937.32W | 105 FT | 53 FT | No | |
| (EGPN9201) 27/APPROACH 09/ TAKE-OFF | WINDSLEEVE | 562705.65N 0030100.14W | 38 FT | 25 FT | Yes<br>Red | |
| (EGPN14692) 27/APPROACH 09/ TAKE-OFF | TREE | 562648.07N 0025418.80W | 429 FT | 64 FT | No | |

| In circling area and at aerodrome | | | | | | |
|---|---|---|---|---|---|---|
| **Obstacle ID/ Designation** | **Obstacle Type** | **Obstacle Position** | **Elevation/Height** | | **Obstruction Lighting Type/ Colour** | **Remarks** |
| **1** | **2** | **3** | **4** | | **5** | **6** |
| (EGPN6095) | HV PYLON | 562926.85N 0030344.99W | 595 FT | 95 FT | No | |
| (EGPN14966) | TOWER | 562821.96N 0030012.17W | 579 FT | 273 FT | Yes<br>Red | |
| (EGPN14873) | MAST | 562812.95N 0025922.11W | 662 FT | 97 FT | Yes<br>Red | |

| In circling area and at aerodrome | | | | | | |
|---|---|---|---|---|---|---|
| **Obstacle ID/ Designation** | **Obstacle Type** | **Obstacle Position** | **Elevation/Height** | | **Obstruction Lighting Type/ Colour** | **Remarks** |
| **1** | **2** | **3** | **4** | | **5** | **6** |
| (EGPN14952) | WATER_TOWER | 562804.71N 0030136.84W | 451 FT | 85 FT | No | |
| (EGPN15036) | TREE | 562754.45N 0030039.89W | 537 FT | 72 FT | No | |
| (EGPN15237) | BUILDING | 562753.72N 0030045.28W | 519 FT | 40 FT | No | |
| (EGPN15378) | INDUSTRIAL CHIMNEY | 562745.42N 0030202.95W | 377 FT | 175 FT | No | |
| (EGPN14928) | BUILDING | 562730.14N 0025901.96W | 242 FT | 119 FT | No | |
| (EGPN14926) | BUILDING | 562727.33N 0025911.88W | 222 FT | 95 FT | No | |
| (EGPN14919) | CHURCH SPIRE | 562722.73N 0025943.63W | 235 FT | 128 FT | No | |

## EGPN AD 2.11 METEOROLOGICAL INFORMATION PROVIDED

| | | |
|---|---|---|
| 1 | Associated MET Office | MET OFFICE ABERDEEN |
| 2 | Hours of service<br>MET Office outside hour | H24 |
| 3 | Office responsible for TAF preparation<br>Periods of validity | MET OFFICE ABERDEEN<br>9 hours. |
| 4 | Trend forecast<br>Interval of issuance | TAFs, METARs.<br>TAFs 3 hours. METARs 30 minutes. |
| 5 | Briefing/consultation provided | Self briefing. |
| 6 | Flight documentation<br>Language(s) used | On request.<br>English. |
| 7 | Charts and other information available for briefing or consultation | F214 (UK Spot wind forecast chart), F215 (UK Low-level forecast chart) and GAMET. |
| 8 | Supplementary equipment available for providing information | |
| 9 | ATS units provided with information | DUNDEE |
| 10 | Additional information (limitation of service, etc.) | METAR information available by ATIS on Telephone: 01382-662222. |

## EGPN AD 2.12 RUNWAY PHYSICAL CHARACTERISTICS

| **Designations RWY Number** | **True bearing** | **Dimensions of RWY** | **Surface of RWY/ SWY/ Strength** | **THR co-ordinates/ THR Geoid undulation** | **THR elevation/ Highest elevation of TDZ of precision APP RWY** | **Slope of RWY/ SWY** |
|---|---|---|---|---|---|---|
| **1** | **2** | **3** | **4** | **5** | **6** | **7** |
| 09 | 090.52° | 1400 x 30 M | RWY surface: Asphalt, Grooved<br>PCN 30/F/C/Y/T | 562708.89N 0030213.85W<br>169.3 FT | THR 17.0 FT | |
| 27 | 270.54° | 1400 x 30 M | RWY surface: Asphalt, Grooved<br>PCN 30/F/C/Y/T | 562708.47N 0030052.10W<br>169.3 FT | THR 13.7 FT | |

| **SWY Dimensions** | **Clearway Dimensions** | **Strip Dimensions** | **RESA Dimensions, Overshoot / Undershoot** | **Location/ description of arresting system** | **OFZ** | **Remarks** |
|---|---|---|---|---|---|---|
| **8** | **9** | **10** | **11** | **12** | **13** | **14** |
| | | | | | | RWY 09<br><br>Strip Dimensions: 1520 x 140 M. |
| | | | | | | RWY 27<br><br>Strip Dimensions: 1520 x 80 M. |

## EGPN AD 2.13 DECLARED DISTANCES

| Runway designator | TORA | TODA | ASDA | LDA | Remarks |
|---|---|---|---|---|---|
| 1 | 2 | 3 | 4 | 5 | 6 |
| 09 | 1319 M | 1319 M | 1400 M | 1400 M | |
| 27 | 1319 M | 1319 M | 1400 M | 1400 M | |

## EGPN AD 2.14 APPROACH AND RUNWAY LIGHTING

| RWY | Approach lighting Type/ Length/ Intensity | Threshold lighting Colour/Wing bars | VASIS/ MEHT/ PAPI/ PAPI Dist from THR | TDZ, lighting Length | Runway Centre Line lighting Length/ Spacing/ Colour/ Intensity | Runway edge lighting Length/ Spacing/ Colour/ Intensity | Runway end lighting Colour/ Wing bars | Stopway lighting Length/ Colour | Remarks |
|---|---|---|---|---|---|---|---|---|---|
| 1 | 2 | 3 | 4 | 5 | 6 | 7 | 8 | 9 | 10 |
| 09 | Uni-directional simple approach with two crossbars. 375 M Light intensity high | Green Light intensity high Elevated with HI elevated green wingbars | PAPI Left/3° 46 FT 284 M | | | HI elevated bi-directional with LI omni-directional component. White with end 360 M yellow 'caution zone'. | Elevated Red | | |
| 27 | | Green Light intensity high Elevated | PAPI Left/ 3.75° 41 FT 202 M | | | HI elevated bi-directional with LI omni-directional component. White with end 360 M yellow 'caution zone'. | Elevated Red | | |

## EGPN AD 2.15 OTHER LIGHTING, SECONDARY POWER SUPPLY

| | | |
|---|---|---|
| 1 | ABN/IBN location, characteristics and hours of operation | |
| 2 | LDI location and lighting<br>Anemometer location and lighting | Anemometer: 562705.67N 0030059.57W; 562705.58N 0030213.66W. |
| 3 | TWY edge and centre line lighting | EDGE: Apron and Taxiways A, B, D and E blue edge lights. Taxiway C unlit. Only available daylight with ATC approval. |
| 4 | Secondary power supply/switch-over time | Standby Generator/10 seconds. |
| 5 | Remarks | |

## EGPN AD 2.16 HELICOPTER LANDING AREA

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## EGPN AD 2.17 AIR TRAFFIC SERVICES AIRSPACE

| Designation and lateral limits | Vertical Limits | Airspace Class | ATS unit callsign/ language | Transition Altitude | Hours of applicability | Remarks |
|---|---|---|---|---|---|---|
| 1 | 2 | 3 | 4 | 5 | 6 | 7 |
| DUNDEE ATZ<br>A circle, 2 NM radius, centred at 562709N 0030133W on longest notified runway (09/ 27) | Upper limit: 2000 FT AGL<br>Lower limit: SFC | G | DUNDEE APPROACH<br>English | 3000 FT | | Because of operational difficulties caused by the siting of the ATC facility, flight in the ATZ to the North of Runway 09/27, and the extended centre-line, is not normally permitted. |

## EGPN AD 2.18 AIR TRAFFIC SERVICES COMMUNICATION FACILITIES

| Service Designation | Callsign | Channel/ Frequency(MHz) | SATVOICE number(s) | Logon Address | Hours of Operation | Remarks |
|---|---|---|---|---|---|---|
| 1 | 2 | 3 | 4 | 5 | 6 | 7 |
| APP | DUNDEE APPROACH | 122.905<br>DOC 25 NM/<br>10,000 FT | | | Mon-Fri 0645-2100 (0545-2000): Sat 0900-1600 (0800-1500); Sun 0900-2100 (0800-2000) and by arrangement. | ATZ hours coincident with Approach hours, but not by arrangement.<br><br>VDF<br>562705.67N 0030135.95W |
| TWR | DUNDEE TOWER | 122.905<br>DOC 25 NM/<br>10,000 FT. | | | Mon-Fri 0645-2100 (0545-2000): Sat 0900-1600 (0800-1500); Sun 0900-2100 (0800-2000) and by arrangement. | VDF<br>562705.67N 0030135.95W |
| ATIS | DUNDEE INFORMATION | 119.330<br>DOC 60 NM/<br>20,000 FT | | | Mon-Fri 0645-2100 (0545-2000): Sat 0900-1600 (0800-1500); Sun 0900-2100 (0800-2000) and by arrangement. | |
| OTHER | DUNDEE RESCUE | 121.600<br>Non-ATS frequency. | | | Available when Fire vehicle attending aircraft on the ground in an emergency. | |

## EGPN AD 2.19 RADIO NAVIGATION AND LANDING AIDS

| Type of Aid CAT of ILS/MLS MAG Var/VOR Declination | Ident | Frequency | Hours of Operation | Position of transmitting antenna coordinates | Elevation of DME transmitting antenna | Remarks |
|---|---|---|---|---|---|---|
| 1 | 2 | 3 | 4 | 5 | 6 | 7 |
| ILS/LOC<br>I<br>0.16°W (2027) | IDDE | 108.100 MHz | Mon-Fri 0645-2100 (0545-2000): Sat 0900-1600 (0800-1500); Sun 0900-2100 (0800-2000) and by arrangement. | 562708.42N 0030042.55W | | (RWY 09)<br>Localizer DOC 25 NM. |
| ILS/GP | IDDE | 334.700 MHz | Mon-Fri 0645-2100 (0545-2000): Sat 0900-1600 (0800-1500); Sun 0900-2100 (0800-2000) and by arrangement. | 562712.05N 0030159.48W | | (RWY 09)<br>3° ILS Ref Datum Hgt 41 FT.<br>Quality of GP guidance is not suitable for coupled approaches below 200 FT.<br>Due to terrain, LOC and GP flag alarms may be experienced at northern edge of coverage when below glidepath sector.<br>Full scale fly-up indications may not be maintained when left of centre-line and below GP.<br>Glidepath DOC 10 NM. |

| Type of Aid<br>CAT of ILS/MLS<br>MAG Var/VOR<br>Declination | Ident | Frequency | Hours of Operation | Position of transmitting antenna coordinates | Elevation of DME transmitting antenna | Remarks |
|---|---|---|---|---|---|---|
| 1 | 2 | 3 | 4 | 5 | 6 | 7 |
| NDB (L)<br>0.20°W (2027) | DND | 394.000 kHz | Mon-Fri 0645-2100 (0545-2000): Sat 0900-1600 (0800-1500); Sun 0900-2100 (0800-2000) and by arrangement. | 562718.24N<br>0030653.73W | | Range 25 NM.<br>Off aerodrome 2.6 NM from Runway 09 Threshold. |
| ILS/DME | IDDE | 18X<br>108.100 MHz | Mon-Fri 0645-2100 (0545-2000): Sat 0900-1600 (0800-1500); Sun 0900-2100 (0800-2000) and by arrangement. | 562705.76N<br>0030133.03W | 31 FT | (RWY 09)<br>On AD.<br>Zero range is indicated at THR of Runway 09 and 27.<br>Due to terrain effects, the DME may unlock in the sector 035 to 057 MAG.<br>Localizer DOC 25 NM and Glidepath DOC 10 NM. |

# EGPN AD 2.20 LOCAL AERODROME REGULATIONS

## 1 AERODROME REGULATIONS

a) All training flights are strictly PPR. For full conditions see section 7 Training.
b) This aerodrome is not available for aircraft not able to communicate with ATC by radio.
c) Because of rising high ground and a dense urban area, the view to the north from the ATC VCR is restricted. Local aircraft movements to the north of the aerodrome are restricted.
d) Use of Dundee Aerodrome is subject to standard Terms and Conditions of Use, which can be requested from the aerodrome or found at www.hial.co.uk.
e) Operating crew are responsible for ensuring that their aircraft when parked and unattended at Dundee Airport are appropriately secured and sealed in line with operator's security requirements. In addition, operating crew are also responsible for carrying out the appropriate level of security checks when returning to their aircraft to meet security regulatory requirements.
f) Drone operators should endeavour to provide a minimum 24 hours notice of any drone flight whenever possible to Dundee ATC.
g) Passengers should be escorted and supervised at all times whilst on the aerodrome.

## 2 GROUND MOVEMENT

a) Park as instructed by ATC, usually under marshaller guidance.
b) Light aircraft shall be directed to the grass eastern light aircraft park where marshalling guidance may be provided.
c) Start-up requests are mandatory for all aircraft parked on the Main and Western Aprons.
d) Aircrew are to wear high visibility jackets whilst on the aprons and movement areas.
e) Auxiliary Power Units are only to be operated 30 minutes after/before on/off block times. Extremis request outside these times are at the discretion of ATC.
f) All aircraft parking on the aprons with a MTOW of 13 tonnes or less are requested to leave the aircraft with 'Brakes Off' to enable towing.

## 3 CAT II/III OPERATIONS

Not applicable.

## 4 WARNINGS

a) Aerodrome is in the vicinity of Leuchars MATZ.
b) Because of the surrounding open spaces and tidal mud flats adjacent to the aerodrome, birds are a constant hazard at Dundee. At high tide Waders tend to roost on grass areas of the aerodrome. Throughout most of the year the hazard is moderate but may become severe at short notice when large concentrations of migratory birds pass throughout the area.
c) Taxiway Charlie is restricted to aircraft with weight of 5700 KG or less. The width of this taxiway is 10.5 M with asphalt surface.
d) Caution - Runway 09 GP Mast (Lgtd) (15 M AGL - 100 M north of Runway 09 threshold area) infringes the 1:10 obstacle protected surface projected from the runway centre-line.

e) Due to the constraints of the circuit, TCAS equipped aircraft should be aware that there is an increased chance of TCAS events occurring whilst joining or flying within the visual circuit.
f) Bird scaring takes place regularly.
g) Pilots are warned of helicopter activity in and out of Ninewells Hospital Helipad situated just north of the 09 Threshold (345°T, 0.6 NM).
h) Pilots are warned that unauthorised ground based laser lights have been directed towards aircraft in the vicinity of the aerodrome. All incidents should be reported immediately via the Tower to the Airport Authority.
i) Mobile jack up oil rigs are serviced at the Port of Dundee (562755.11N 0025536.90W) maximum height 540 FT AMSL and display red obstruction lights. The number of rigs at this location can vary.
j) Parachute activity may take place at Errol Aerodrome (562418N 0031055W, 6 NM SW of Dundee ARP) normally during daylight hours Wed-Sun and PH. The Dundee ATIS will include a warning when activity has been notified. Aircrew are advised to remain well clear of the drop zone when notified as active and will be provided with deconfliction advice by Dundee ATC when required or requested.
k) Pilots are to be aware of possible turbulence on both runways when the wind has a northerly component in excess of 10 KT.

### 5 HELICOPTER OPERATIONS

Not applicable.

### 6 USE OF RUNWAYS

Not applicable.

### 7 TRAINING

a) All training is subject to prior notification.
b) All Instrument training is subject to prior booking with ATC Tel: 01382-662220. The filing of a flight plan with intention to conduct instrument training does not constitute prior notification or booking. Failing to make a booking may result in aircraft being refused use of the facilities.
c) Operators intending to follow a programme of training flights should obtain prior approval from ATC via the Duty ATCO, Tel: 01382-662220.

## EGPN AD 2.21 NOISE ABATEMENT PROCEDURES

a) Pilots should avoid overflying Nine-Wells Hospital (1.2 nm bearing 306°T from the aerodrome).
b) Helicopters should avoid overflying the Docks area below 800 ft amsl.

## EGPN AD 2.22 FLIGHT PROCEDURES

### 1 CIRCUITS

a) Circuit directions: Runway 09 - RH; Runway 27 - LH. Remain South of the Runway at all times.
b) Circuit Height: 1000 FT AAL unless otherwise directed by ATC.
c) Circuits are to be flown in such a manner as to avoid flight over built up areas in the vicinity of the airport whenever practicable.

### 2 DEPARTURES

a) To reduce conflict with traffic operating within the Leuchars MATZ, ATC may instruct VFR aircraft departing to the east to remain at not above 1000 FT AMSL until passing Broughty Castle northbound.
b) Jet and Turbine aircraft departing to the north are required to either climb straight ahead to 2000 FT before setting course or are to turn south off runway heading and set course overhead not below 2000 FT. ATC will advise the preferred option dependent on the traffic situation at the time.
c) Unless otherwise directed by ATC, VFR departures to the east from Runway 27 and VFR departures to the west from Runway 09 will be expected to depart the circuit from the end of the down-wind leg. The down-wind leg in both instances is south of the midpoint of the Firth of Tay.
d) To reduce traffic confliction, VFR departures to the east from Runway 27 should leave the down-wind leg and follow the south bank of the Firth of Tay towards the estuary mouth and only turn north after passing abeam Broughty Castle VRP.
e) If for any reason flight over water is undesirable, inform ATC and an alternative routing may be offered, subject to traffic, which reduces or removes the need to overfly the Firth of Tay.
f) Last departure to be no later than 15 minutes prior to Airport closure time.

### 3 ARRIVALS

a) Unless otherwise directed by ATC, IFR flights conducting a visual approach to either runway should expect to descend not below 2000 FT until directed by ATC and anticipate establishing on final approach no closer than 4 NM from touch-down.
b) Pilots of inbound IFR aircraft shall acknowledge receipt of the Transition Level on first contact with Dundee ATSU. The Transition Level will be broadcast on ATIS.

## 4 MISSED APPROACH PROCEDURE

a) EGD604 is 7 NM east of Dundee ARP. If it appears likely that during the standard missed approach, low performance aircraft will infringe EGD604 then such aircraft should turn right at I-DDE DME 4 onto track 136°M and climb to 2000 (1983) FT before turning right to return to NDB(L) DND at 3000 FT. Pilots should advise ATC on turning onto 136°M and expect to change to Leuchars Approach when instructed for radar assistance.

## 5 INSTRUMENT APPROACH PROCEDURES

a) Instrument Approach Procedures (IAP) for this aerodrome are established outside controlled airspace. See ENR 1.5
b) NDB(L) and DME I-DDE are not co-located.
c) The Category C instrument approach procedure to Dundee Airport infringes the Perth ATZ (when active) at 1800 FT above Perth aerodrome elevation.

## 6 VISUAL REFERENCE POINTS (VRP)

a) Details of VRPs are available in the consolidated 'Visual Reference Points List' published on the 'Digital Dataset' page of the NATS AIS website, www.nats.aero/ais.

# EGPN AD 2.23 ADDITIONAL INFORMATION

Not applicable.

# EGPN AD 2.24 CHARTS RELATED TO AN AERODROME

AERODROME CHART - ICAO
AD 2.EGPN-2-1
VFR ARRIVAL and DEPARTURE ROUTES
AD 2.EGPN-4-1
INSTRUMENT APPROACH CHART ILS/DME RWY 09 (CAT A,B,C) - ICAO
AD 2.EGPN-8-1
INSTRUMENT APPROACH CHART LOC/DME RWY 09 (CAT A,B,C) - ICAO
AD 2.EGPN-8-2
INSTRUMENT APPROACH CHART RNP RWY 09 (CAT A,B,C) - ICAO
AD 2.EGPN-8-3
INSTRUMENT APPROACH CHART NDB(L)/DME RWY 09 (CAT A,B,C) - ICAO
AD 2.EGPN-8-4
INSTRUMENT APPROACH CHART RNP RWY 27 (CAT A,B,C) - ICAO
AD 2.EGPN-8-5
INSTRUMENT APPROACH PROCEDURE CODING TABLES - RNP RWY 09
AD 2.EGPN-8-6
INSTRUMENT APPROACH PROCEDURE CODING TABLES - RNP RWY 27
AD 2.EGPN-8-7

# EGPN AD 2.25 VISUAL SEGMENT SURFACE (VSS) PENETRATION

Not applicable

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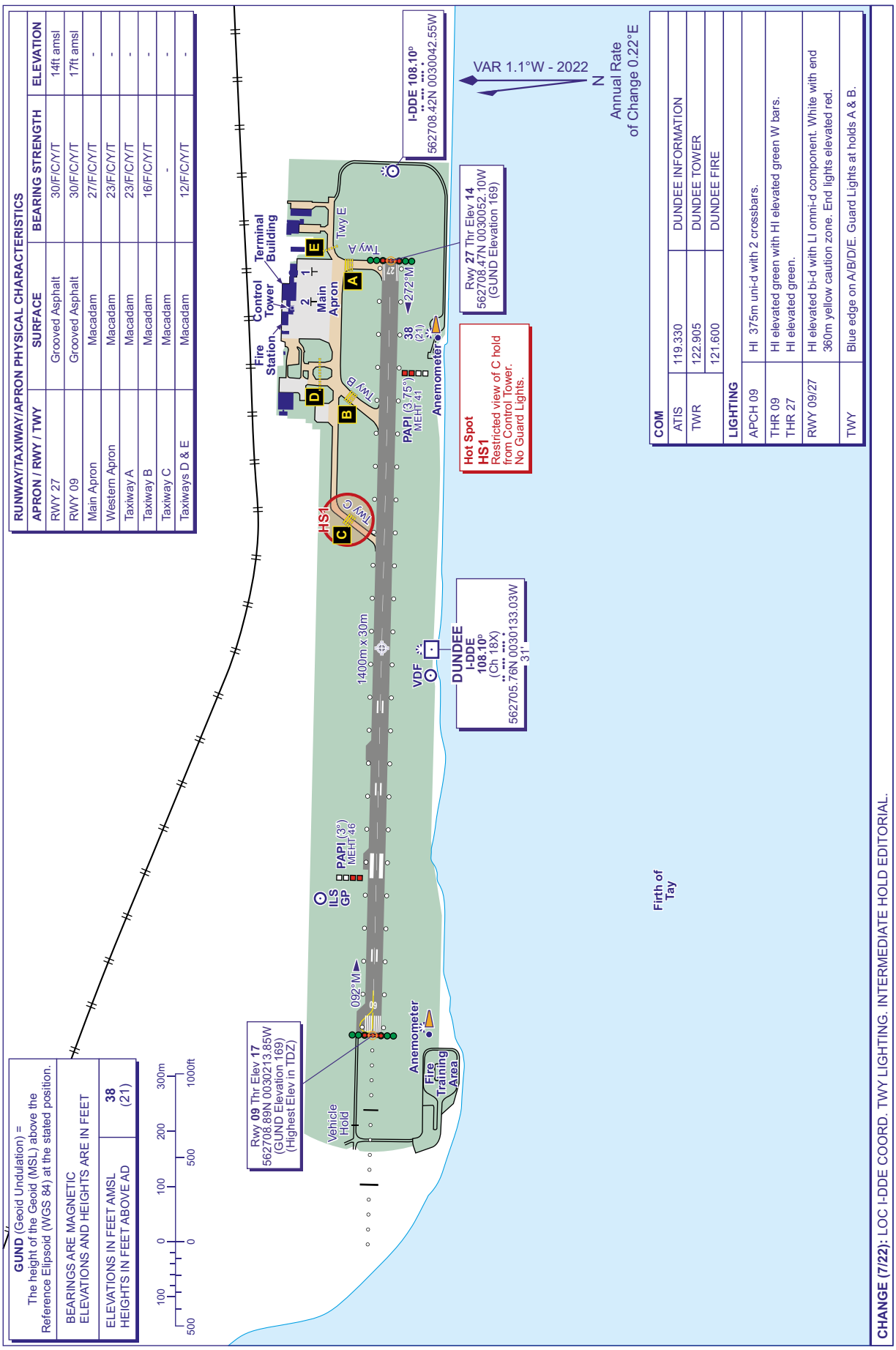
# DUNDEE EGPN

AERODROME CHART - ICAO

ARP 562709N 0030133W

AD ELEV 17FT




AERO INFO DATE 27 APR 22

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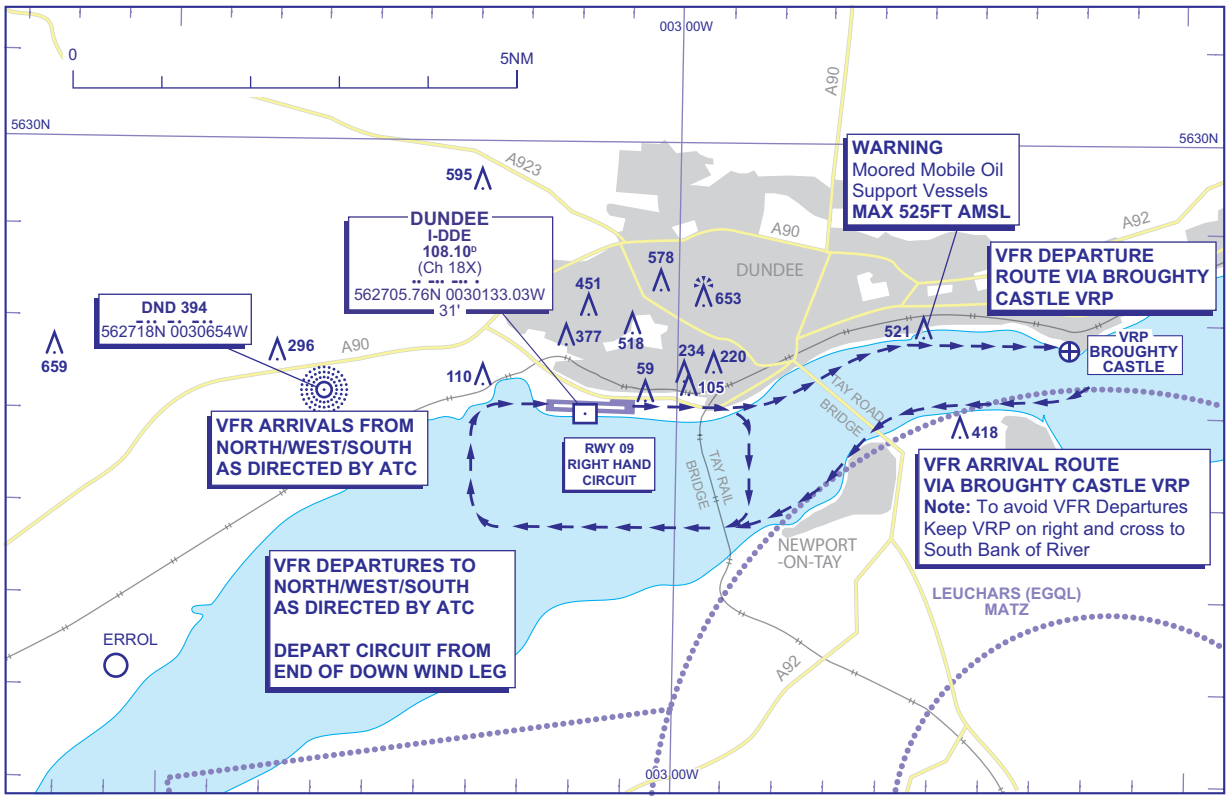
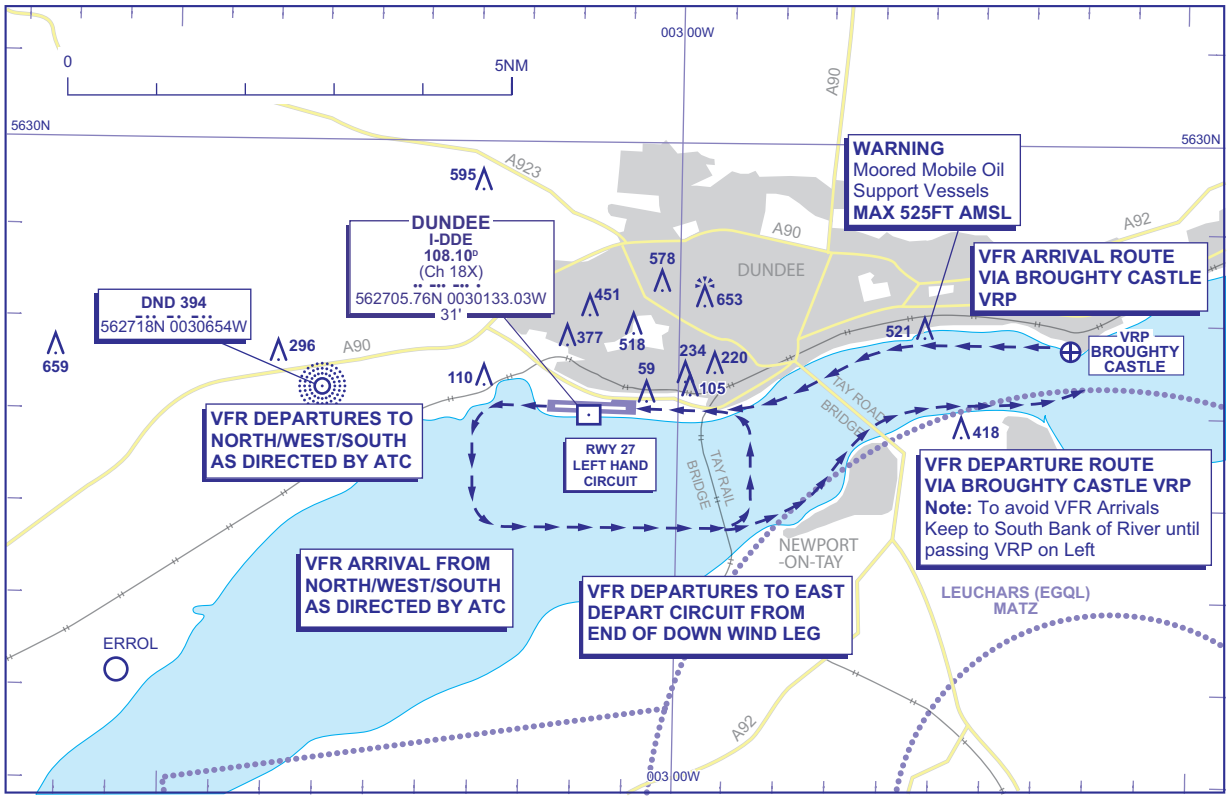
## VFR ARRIVAL AND DEPARTURE ROUTES — DUNDEE

### RWY 09 - VFR ROUTES




### RWY 27 - VFR ROUTES




**CHANGE (5/16):** NEW CHART

AERO INFO DATE 24 FEB 16

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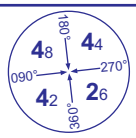
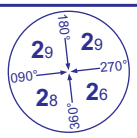
# INSTRUMENT APPROACH CHART - ICAO

## DUNDEE ILS/DME RWY 09
(ACFT CAT A,B,C)



MSA 25NM NDB(L) DND

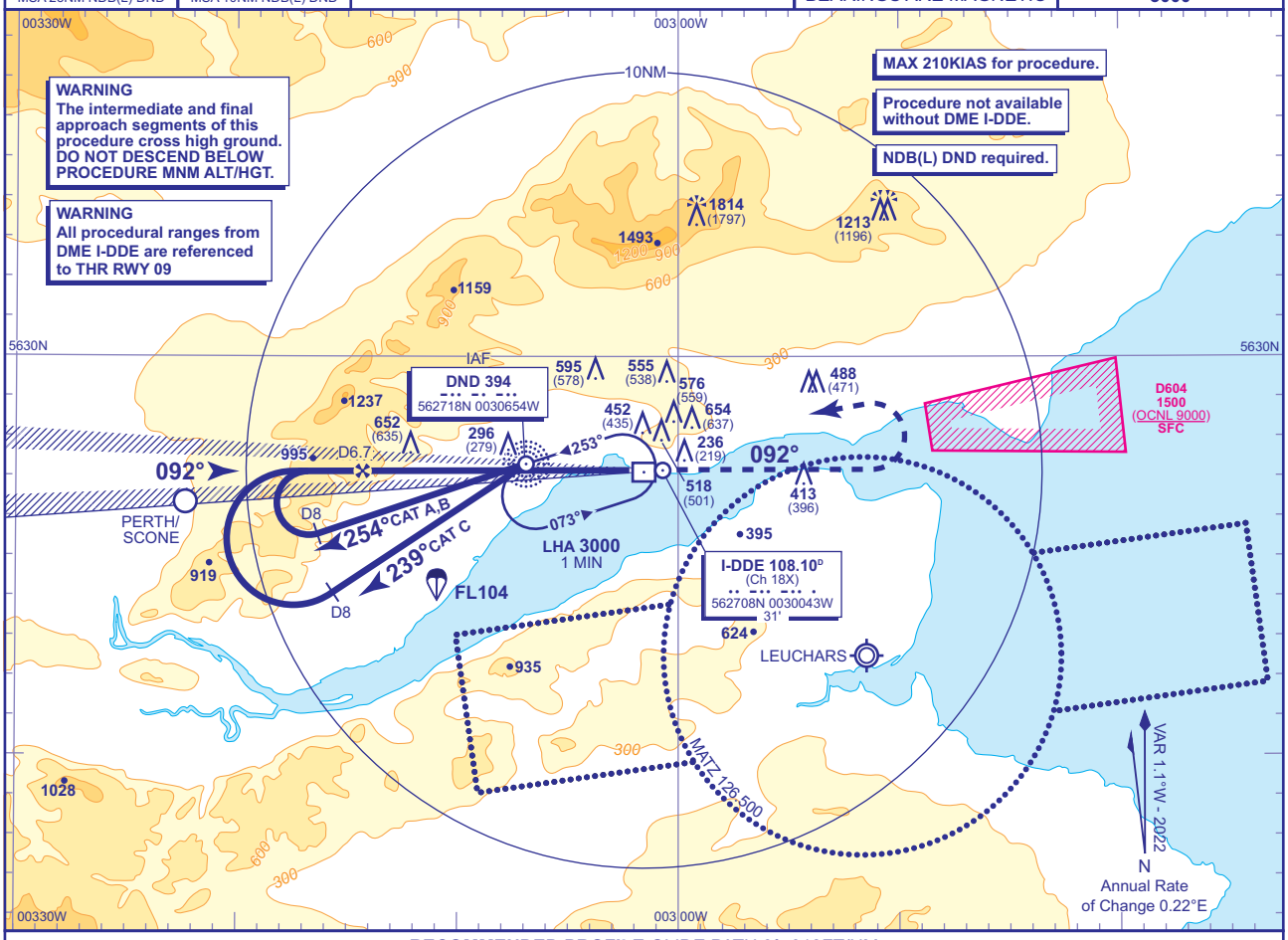


MSA 10NM NDB(L) DND

| | | | |
|---|---|---|---|
| APP | 122.905 | DUNDEE APPROACH | |
| TWR | 122.905 | DUNDEE TOWER | |
| ATIS | 119.330 | DUNDEE INFORMATION | |

| | |
|---|---|
| AD ELEVATION | 17 |
| THR ELEVATION | 17 |
| OBSTACLE ELEVATION | 1814 AMSL (1797) (ABOVE THR) |
| BEARINGS ARE MAGNETIC | |

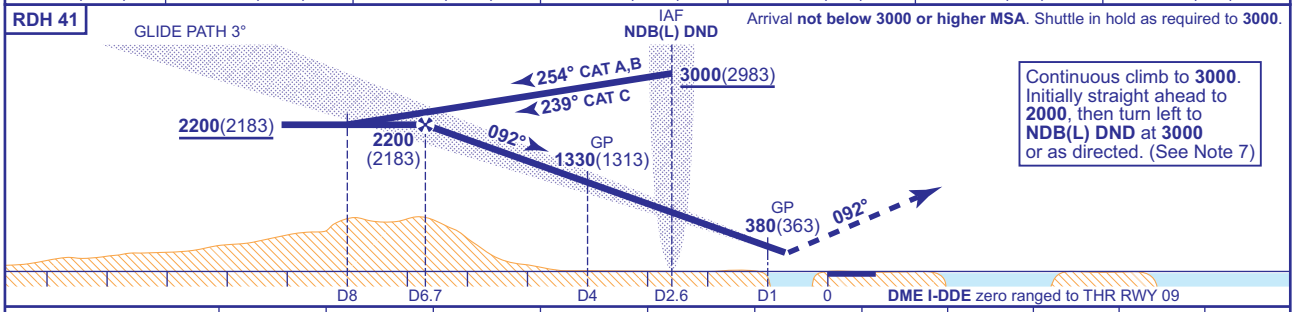
TRANSITION ALTITUDE **3000**




**RECOMMENDED PROFILE** GLIDE PATH 3°, 318FT/NM

| DME I-DDE | 6 | 5 | 4 | 3 | 2 | 1 |
|---|---|---|---|---|---|---|
| **ALT**(HGT) | **1970**(1953) | **1650**(1633) | **1330**(1313) | **1010**(993) | **690**(673) | **380**(363) |

**RDH 41**




| Aircraft Category | | A | B | C |
|---|---|---|---|---|
| OCA (OCH) | CAT I | **297**(280) | **307**(290) | **317**(300) |
| VM(C)OCA (OCH AAL) | Total Area | **970**(953) | **970**(953) | **1170**(1153) |
| | South of RWY 09/27 | **540**(523) | **750**(733) | **1080**(1063) |

| Rate of descent | G/S KT | 160 | 140 | 120 | 100 | 80 |
|---|---|---|---|---|---|---|
| | FT/MIN | 850 | 740 | 640 | 530 | 420 |

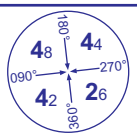
**NOTE 1** Subject to ATC approval, when inbound to NDB(L) DND and within I-DDE DME 10, aircraft may descend to **3000**.
**2** NDB(L) DND is 2.6NM from THR RWY 09 and is offset 230M north of LOC C/L.
**3** The Category C Instrument Approach Procedure infringes the Perth ATZ at 1800FT above Perth aerodrome elevation. Pilots must notify ATC of their intention to conduct a Category C approach on first contact.
**4** The eastern edge of the perth ATZ lies 9.5NM west of THR RWY 09. To prevent confliction with possible VFR traffic in the Perth ATZ, pilots should not extend the outbound leg of the base turn beyond the prescribed procedural distances.
**5** Due to terrain, LOC and glidepath flag alarms may be experienced at northern edge of coverage when below glidepath sector.
**6** Quality of glidepath guidance is not suitable for coupled approaches below 200FT.
**7** EGD604 is 7NM east of Dundee ARP. If it appears likely that during the standard missed approach above, low performance aircraft will infringe EGD604 then such aircraft should turn right at I-DDE DME 4 onto track 136°M and climb to **2000**(1983) before turning right to return to NDB(L) DND at **3000**. Pilots should advise ATC on turning onto 136°M and expect to change to Leuchars Approach when instructed for radar assistance.

**CHANGE (4/24):** EGR612 WITHDRAWN. HOLD BEARINGS UPDATED.

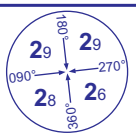
AERO INFO DATE 29 JAN 24

## INSTRUMENT APPROACH CHART - ICAO

# DUNDEE LOC/DME RWY 09
(ACFT CAT A,B,C)



MSA 25NM NDB(L) DND

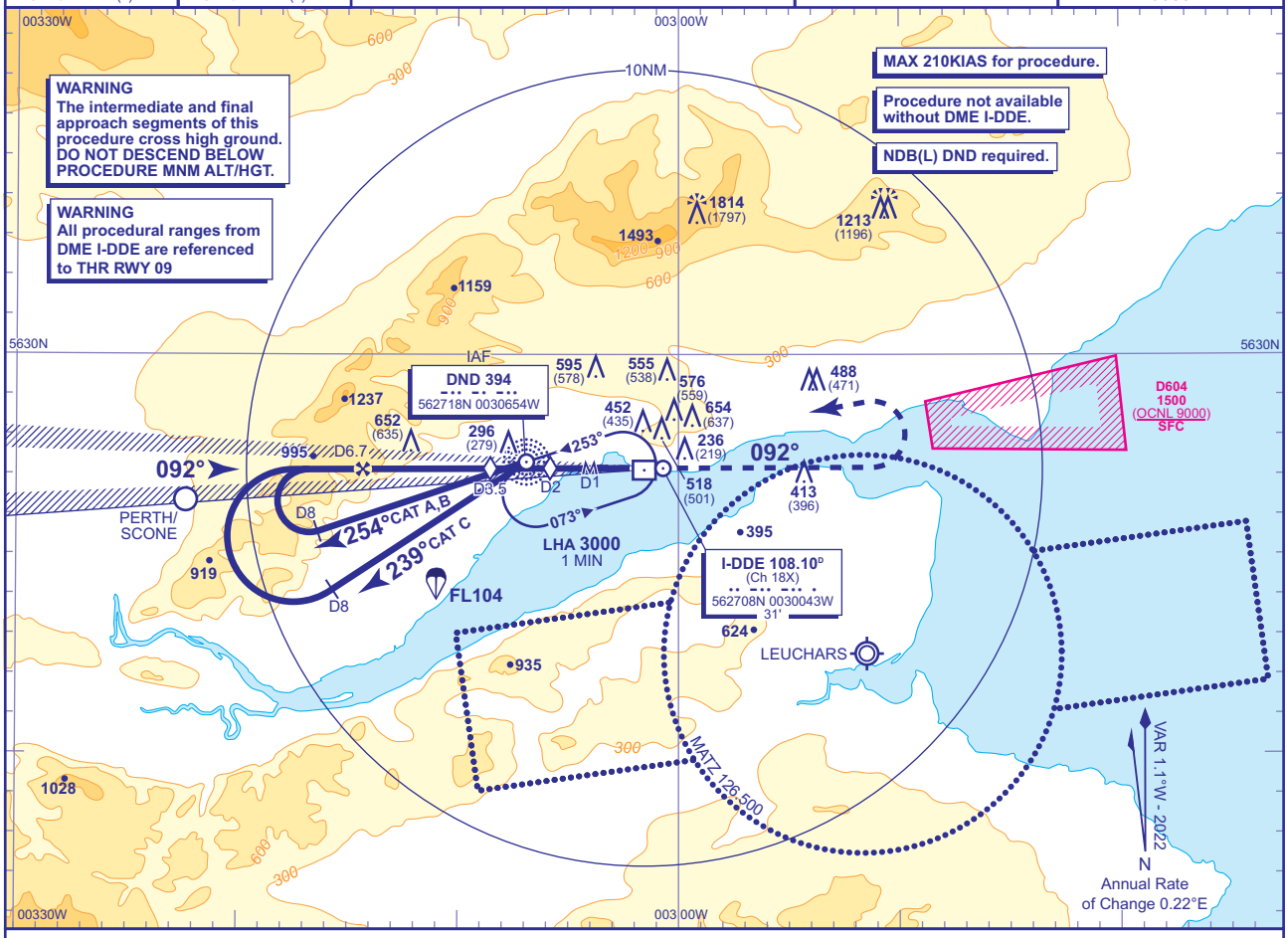


MSA 10NM NDB(L) DND

| | | | |
|---|---|---|---|
| APP | 122.905 | DUNDEE APPROACH | |
| TWR | 122.905 | DUNDEE TOWER | |
| ATIS | 119.330 | DUNDEE INFORMATION | |

| | |
|---|---|
| AD ELEVATION | 17 |
| THR ELEVATION | 17 |
| OBSTACLE ELEVATION<br>**1814 AMSL**<br>(1797) (ABOVE THR) | |
| BEARINGS ARE MAGNETIC | |

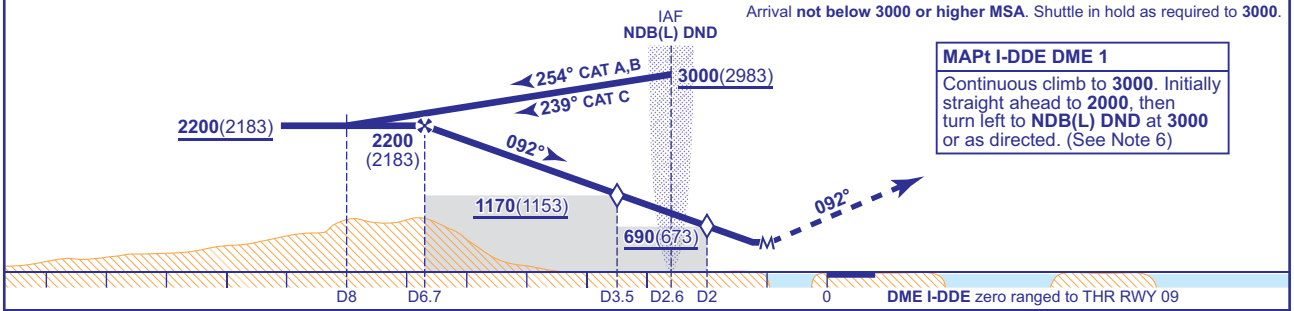
TRANSITION ALTITUDE
**3000**




**RECOMMENDED PROFILE** Gradient 5.24%, 318FT/NM

| **DME I-DDE** | 6 | 5 | 4 | 3.5 **(SDF)** | 3 | 2 **(SDF)** |
|---|---|---|---|---|---|---|
| **ALT**(HGT) | **1970**(1953) | **1650**(1633) | **1330**(1313) | **1170**(1153) | **1010**(993) | **690**(673) |

Arrival **not below 3000 or higher MSA**. Shuttle in hold as required to **3000**.




**MAPt I-DDE DME 1**
Continuous climb to **3000**. Initially straight ahead to **2000**, then turn left to **NDB(L) DND** at **3000** or as directed. (See Note 6)

| **Aircraft Category** | | **A** | **B** | **C** |
|---|---|---|---|---|
| **OCA** (OCH) | **Procedure** | **480**(463) | **480**(463) | **480**(463) |
| **VM(C)OCA** (OCH AAL) | **Total Area** | **970**(953) | **970**(953) | **1170**(1153) |
| | **South of RWY 09/27** | **540**(523) | **750**(733) | **1080**(1063) |

| **Rate of descent** | | | | | | |
|---|---|---|---|---|---|---|
| **G/S KT** | 160 | 140 | 120 | 100 | 80 |
| **FT/MIN** | 850 | 740 | 640 | 530 | 420 |

**NOTE 1** Subject to ATC approval, when inbound to NDB(L) DND and within I-DDE DME 10, aircraft may descend to **3000**.
**2** NDB(L) DND is 2.6NM from THR RWY 09 and is offset 230M north of LOC C/L.
**3** The Category C Instrument Approach Procedure infringes the Perth ATZ at 1800FT above Perth aerodrome elevation. Pilots must notify ATC of their intention to conduct a Category C approach on first contact.
**4** The eastern edge of the perth ATZ lies 9.5NM west of THR RWY 09. To prevent confliction with possible VFR traffic in the Perth ATZ, pilots should not extend the outbound leg of the base turn beyond the prescribed procedural distances.
**5** Due to terrain, LOC and glidepath flag alarms may be experienced at northern edge of coverage when below glidepath sector.
**6** EGD604 is 7NM east of Dundee ARP. If it appears likely that during the standard missed approach above, low performance aircraft will infringe EGD604 then such aircraft should turn right at I-DDE DME 4 onto track 136°M and climb to **2000**(1983) before turning right to return to NDB(L) DND at **3000**. Pilots should advise ATC on turning onto 136°M and expect to change to Leuchars Approach when instructed for radar assistance.

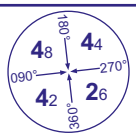
**CHANGE (4/24):** EGR612 WITHDRAWN. HOLD BEARINGS UPDATED.

AERO INFO DATE 29 JAN 24

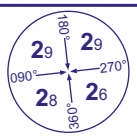
AD 2-EGPN-8-2

# INSTRUMENT APPROACH CHART - ICAO

**DUNDEE**
**RNP**
**RWY 09**
(ACFT CAT A,B,C)



MSA 25NM NDB(L) DND

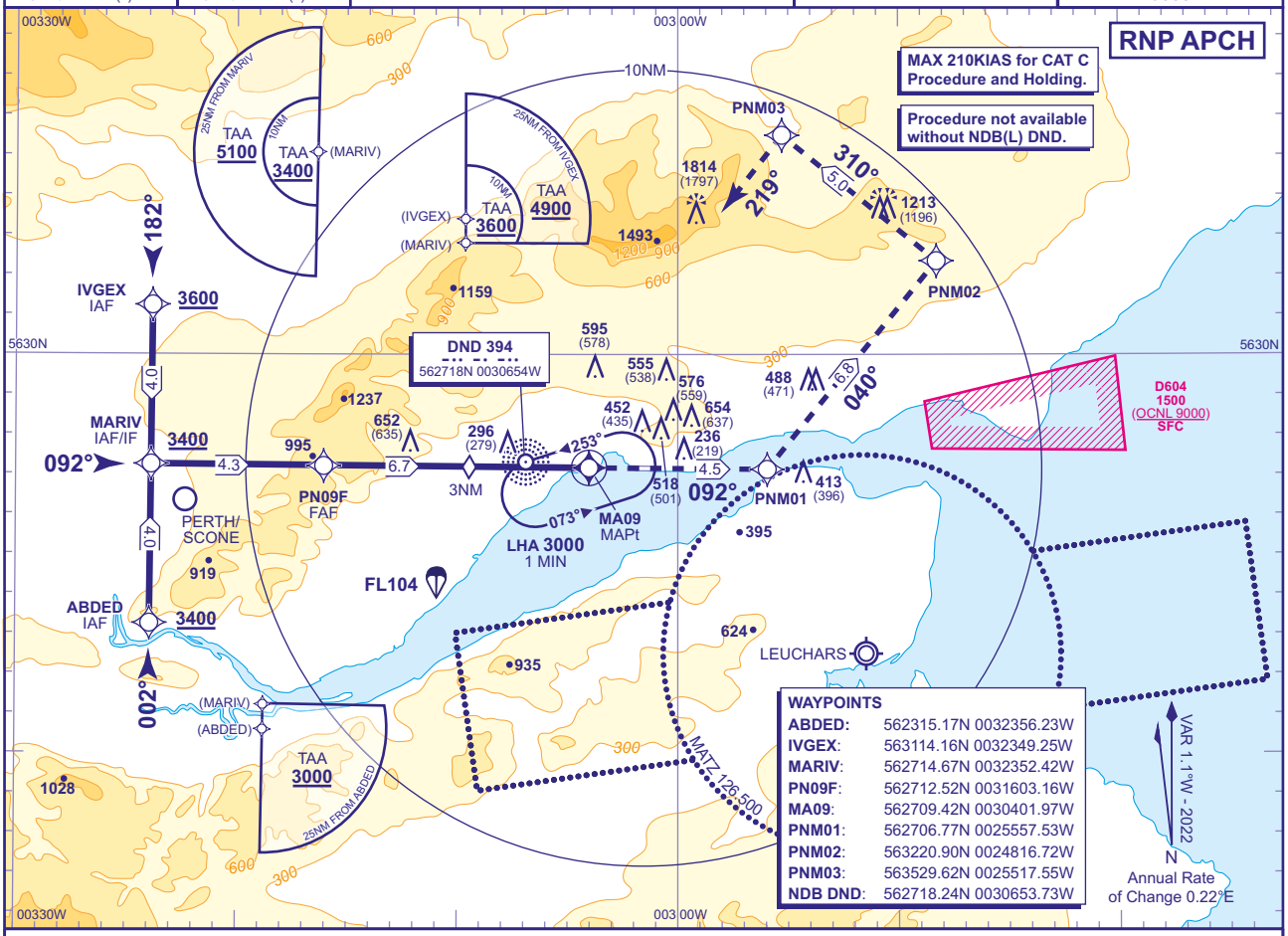


MSA 10NM NDB(L) DND

| | | | |
|---|---|---|---|
| APP | 122.905 | DUNDEE APPROACH | |
| TWR | 122.905 | DUNDEE TOWER | |
| ATIS | 119.330 | DUNDEE INFORMATION | |

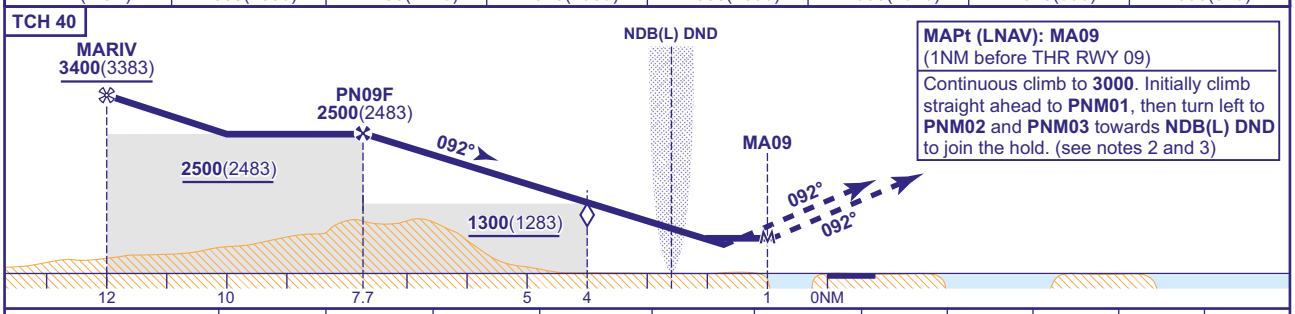
| | |
|---|---|
| AD ELEVATION | 17 |
| THR ELEVATION | 17 |
| OBSTACLE ELEVATION<br>**1814 AMSL**<br>(1797) (ABOVE THR) | |
| BEARINGS ARE MAGNETIC | |

TRANSITION ALTITUDE
**3000**




**RECOMMENDED PROFILE** Gradient 5.24%, 318FT/NM

| NM to MAPt (MA09) | 7 | 6 | 5 | 4 | 3 (SDF) | 2 | 1 |
|---|---|---|---|---|---|---|---|
| ALT(HGT) | **2600**(2583) | **2290**(2273) | **1970**(1953) | **1650**(1633) | **1330**(1313) | **1010**(993) | **690**(673) |




**MAPt (LNAV): MA09**
(1NM before THR RWY 09)

Continuous climb to **3000**. Initially climb straight ahead to **PNM01**, then turn left to **PNM02** and **PNM03** towards **NDB(L) DND** to join the hold. (see notes 2 and 3)

| Aircraft Category | | A | B | C |
|---|---|---|---|---|
| OCA (OCH) Climb Gradient | LNAV 2.5% | **690**(673) | **690**(673) | **690**(673) |
| | LNAV 3% | **550**(533) | **550**(533) | **550**(533) |
| VM(C)OCA (OCH AAL) | Total Area | **970**(953) | **970**(953) | **1170**(1153) |
| | South of RWY 09/27 | **690**(673) | **750**(733) | **1080**(1063) |

| Rate of descent | G/S KT | 160 | 140 | 120 | 100 | 80 |
|---|---|---|---|---|---|---|
| | FT/MIN | 850 | 740 | 640 | 530 | 420 |

**NOTE 1** NDB(L) DND is 2.6NM from THR RWY 09 and is offset 230M north of extended RWY C/L.
**2** Missed approach MAX 185KIAS.
**3** Missed approach reverts to conventional navigation to hold at NDB(L) DND.

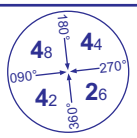
**CHANGE (4/24):** EGR612 WITHDRAWN.

AERO INFO DATE 26 JAN 24

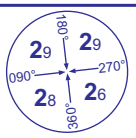
AD 2-EGPN-8-3

# INSTRUMENT APPROACH CHART - ICAO

## DUNDEE NDB(L)/DME RWY 09
(ACFT CAT A,B,C)

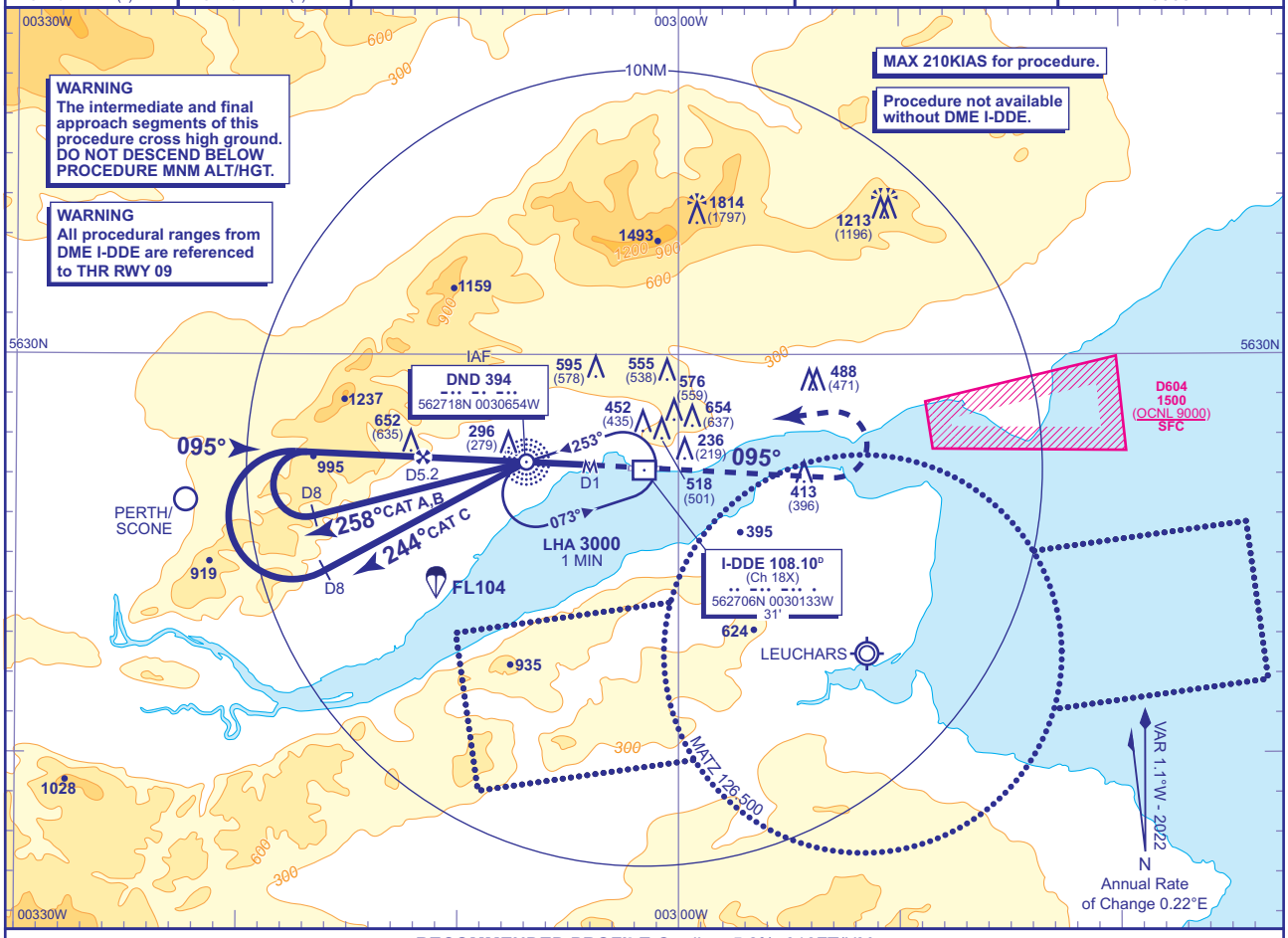


MSA 25NM NDB(L) DND



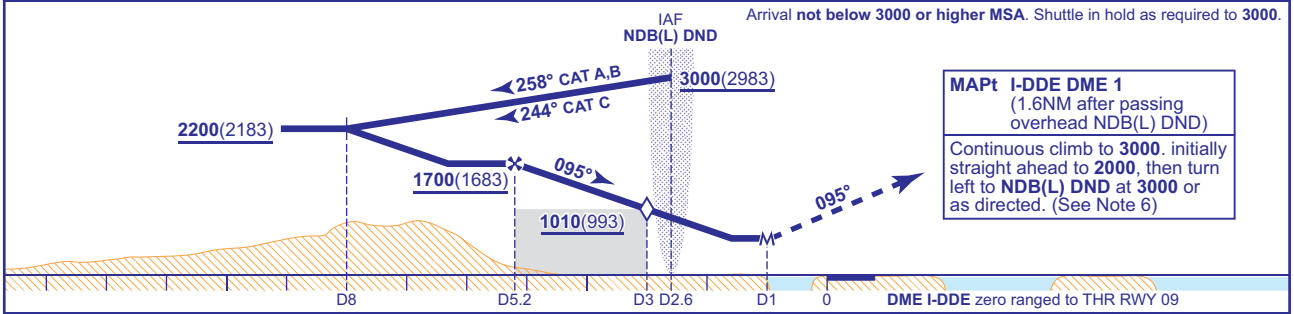
MSA 10NM NDB(L) DND

| | | | | | |
|---|---|---|---|---|---|
| APP | 122.905 | DUNDEE APPROACH | AD ELEVATION | 17 | |
| TWR | 122.905 | DUNDEE TOWER | THR ELEVATION | 17 | |
| ATIS | 119.330 | DUNDEE INFORMATION | OBSTACLE ELEVATION **1814 AMSL** (1797) (ABOVE THR) | | TRANSITION ALTITUDE **3000** |
| | | | BEARINGS ARE MAGNETIC | | |




**RECOMMENDED PROFILE** Gradient 5.2%, 316FT/NM

| DME I-DDE | 5 | 4 | 3 **(SDF)** | 2.6 (NDB(L) DND) | 2 |
|---|---|---|---|---|---|
| **ALT**(HGT) | **1640**(1623) | **1320**(1303) | **1010**(993) | **880**(863) | **690**(673) |




| Aircraft Category | | A | B | C |
|---|---|---|---|---|
| **OCA** (OCH) | **Procedure** | **570**(553) | **570**(553) | **610**(593) |
| **VM(C)OCA** (OCH AAL) | **Total Area** | **970**(953) | **970**(953) | **1170**(1153) |
| | **South of RWY 09/27** | **540**(523) | **750**(733) | **1080**(1063) |

| Rate of descent | G/S KT | 160 | 140 | 120 | 100 | 80 |
|---|---|---|---|---|---|---|
| | FT/MIN | 840 | 740 | 630 | 530 | 420 |

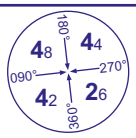
**NOTE**
**1** Subject to ATC approval, when inbound to NDB(L) DND and within I-DDE DME 10, aircraft may descend to **3000**.
**2** NDB(L) DND is 2.6NM from THR RWY 09 and is offset 230M north of extended RWY C/L.
**3** FAT is offset 3° from RWY C/L.
**4** The Category C Instrument Approach Procedure infringes the Perth ATZ at 1800FT above Perth aerodrome elevation. Pilots must notify ATC of their intention to conduct a Category C approach on first contact.
**5** The eastern edge of the perth ATZ lies 9.5NM west of THR RWY 09. To prevent confliction with possible VFR traffic in the Perth ATZ, pilots should not extend the outbound leg of the base turn beyond the prescribed procedural distances.
**6** EGD604 is 7NM east of Dundee ARP. If it appears likely that during the standard missed approach above, low performance aircraft will infringe EGD604 then such aircraft should turn right at I-DDE DME 4 onto track 136°M and climb to **2000**(1983) before turning right to return to NDB(L) DND at **3000**. Pilots should advise ATC on turning onto 136°M and expect to change to Leuchars Approach when instructed for radar assistance.

**CHANGE (4/24):** EGR612 WITHDRAWN.

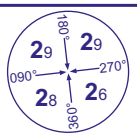
AERO INFO DATE 22 JAN 24 AD 2-EGPN-8-4

# INSTRUMENT APPROACH CHART - ICAO

**DUNDEE**
**RNP**
**RWY 27**
(ACFT CAT A,B,C)



MSA 25NM NDB(L) DND

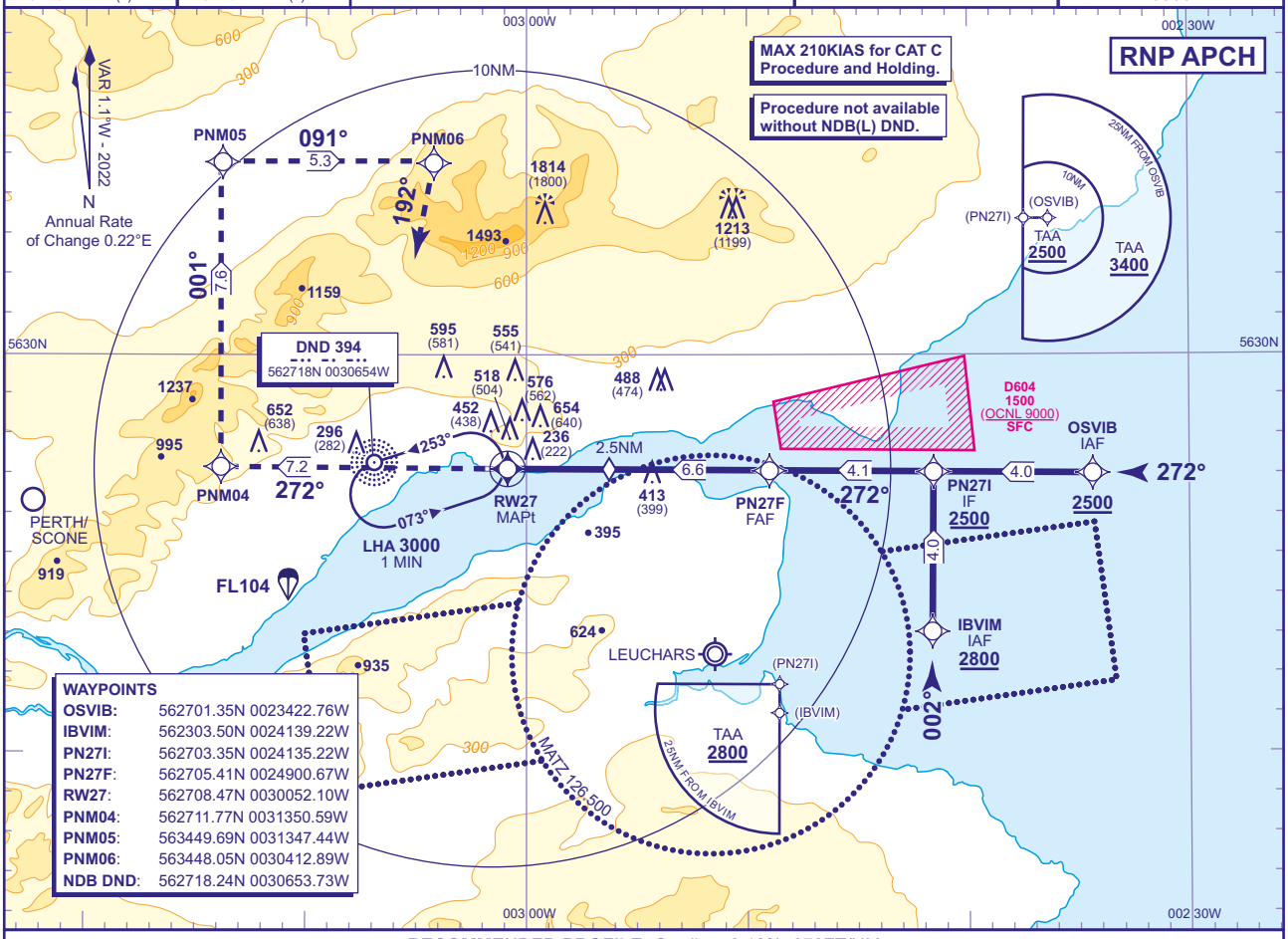


MSA 10NM NDB(L) DND

| | | | |
|---|---|---|---|
| APP | 122.905 | DUNDEE APPROACH | |
| TWR | 122.905 | DUNDEE TOWER | |
| ATIS | 119.330 | DUNDEE INFORMATION | |

| | |
|---|---|
| AD ELEVATION | 17 |
| THR ELEVATION | 14 |
| OBSTACLE ELEVATION<br>**1814 AMSL**<br>(1800) (ABOVE THR) | |
| BEARINGS ARE MAGNETIC | |

TRANSITION ALTITUDE
**3000**




**WAYPOINTS**

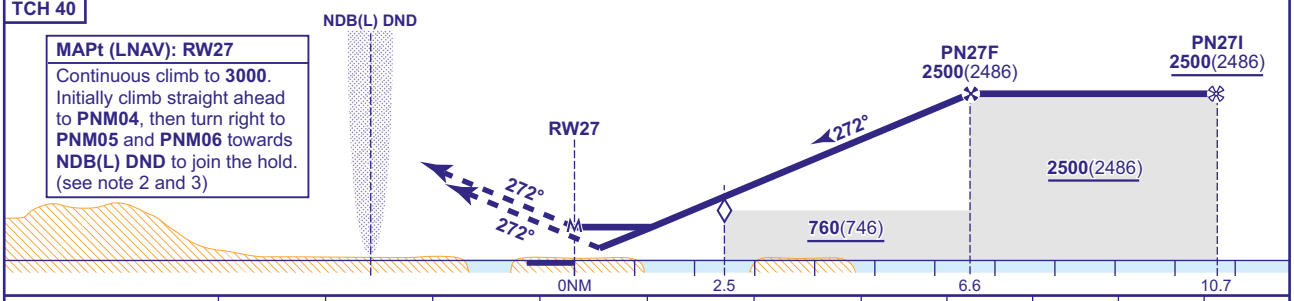
| | |
|---|---|
| **OSVIB:** | 562701.35N 0023422.76W |
| **IBVIM:** | 562303.50N 0024139.22W |
| **PN27I:** | 562703.35N 0024135.22W |
| **PN27F:** | 562705.41N 0024900.67W |
| **RW27:** | 562708.47N 0030052.10W |
| **PNM04:** | 562711.77N 0031350.59W |
| **PNM05:** | 563449.69N 0031347.44W |
| **PNM06:** | 563448.05N 0030412.89W |
| **NDB DND:** | 562718.24N 0030653.73W |

**RECOMMENDED PROFILE** Gradient 6.12%, 372FT/NM

| **NM to MAPt (RW27)** | 6 | 5 | 4 | 3 | 2.5 **(SDF)** | 2 |
|---|---|---|---|---|---|---|
| **ALT**(HGT) | **2280**(2266) | **1910**(1896) | **1540**(1526) | **1170**(1156) | **980**(966) | **800**(786) |

**TCH 40**

**MAPt (LNAV): RW27**
Continuous climb to **3000**. Initially climb straight ahead to **PNM04**, then turn right to **PNM05** and **PNM06** towards **NDB(L) DND** to join the hold. (see note 2 and 3)




| **Aircraft Category** | | **A** | **B** | **C** |
|---|---|---|---|---|
| **OCA** (OCH) | **LNAV** | **680**(666) | **680**(666) | **680**(666) |
| **VM(C)OCA** (OCH AAL) | **Total Area** | **970**(953) | **970**(953) | **1170**(1153) |
| | **South of RWY 09/27** | **690**(673) | **750**(733) | **1080**(1063) |

| **Rate of descent** | **G/S KT** | 160 | 140 | 120 | 100 | 80 |
|---|---|---|---|---|---|---|
| | **FT/MIN** | 990 | 870 | 740 | 620 | 500 |

**NOTE 1** NDB(L) DND is 3.3NM from THR RWY 27 and is offset 230M north of extended RWY C/L.
**2** Missed approach MAX 185KIAS.
**3** Missed approach reverts to conventional navigation to hold at NDB(L) DND.

**CHANGE (4/24):** EGR612 WITHDRAWN.

AERO INFO DATE 22 JAN 24

# Instrument Approach Procedure Coding Tables

**Dundee RNP RWY 09 - Instrument Approach Procedure via ABDED**

| Designator | Sequence Number | Path Term-inator | Waypoint Name | Fly-over | Course/ Track °M (°T) | Turn Direction | Level Constraint | Speed Constraint | Co-ordinates | Remarks and Distance to MAPt |
|---|---|---|---|---|---|---|---|---|---|---|
| R09R | 001 | IF | ABDED | N | - | - | 3400 | 210 | 562315.17N 0032356.23W | IAF |
| R09R | 002 | TF | MARIV | N | 002° (000.5°) | RIGHT | 3400 | 210 | 562714.67N 0032352.42W | IF / 11.01 NM |
| R09R | 003 | TF | PN09F | N | 092° (090.4°) | - | 2500 | 210 | 562712.52N 0031603.16W | FAF / 6.67 NM |
| R09R | 004 | TF | MA09 | Y | 092° (090.4°) | - | - | - | 562709.42N 0030401.97W | MAPt (1NM before THR) |
| R09R | 005 | CF | PNM01 | N | 092° (090.5°) | LEFT | - | 185 | 562706.77N 0025557.53W | - |
| R09R | 006 | TF | PNM02 | N | 040° (039.0°) | LEFT | - | 185 | 563220.90N 0024816.72W | - |
| R09R | 007 | TF | PNM03 | N | 310° (309.1°) | LEFT | - | 185 | 563529.62N 0025517.55W | - |
| R09R | 008 | TF | NDB DND | N | 219° (218.1°) | - | 3000 | 210 | 562718.24N 0030653.73W | HOLD |

**Dundee RNP RWY 09 - Instrument Approach Procedure via MARIV**

| Designator | Sequence Number | Path Term-inator | Waypoint Name | Fly-over | Course/ Track °M (°T) | Turn Direction | Level Constraint | Speed Constraint | Co-ordinates | Remarks and Distance to MAPt |
|---|---|---|---|---|---|---|---|---|---|---|
| R09C | 001 | IF | MARIV | N | - | - | 3400 | 210 | 562714.67N 0032352.42W | IAF / IF / 11.01 NM |
| R09C | 002 | TF | PN09F | N | 092° (090.4°) | - | 2500 | 210 | 562712.52N 0031603.16W | FAF / 6.67 NM |
| R09C | 003 | TF | MA09 | Y | 092° (090.4°) | - | - | - | 562709.42N 0030401.97W | MAPt (1NM before THR) |
| R09C | 004 | CF | PNM01 | N | 092° (090.5°) | LEFT | - | 185 | 562706.77N 0025557.53W | - |
| R09C | 005 | TF | PNM02 | N | 040° (039.0°) | LEFT | - | 185 | 563220.90N 0024816.72W | - |
| R09C | 006 | TF | PNM03 | N | 310° (309.1°) | LEFT | - | 185 | 563529.62N 0025517.55W | - |
| R09C | 007 | TF | NDB DND | N | 219° (218.1°) | - | 3000 | 210 | 562718.24N 0030653.73W | HOLD |

**Dundee RNP RWY 09 - Instrument Approach Procedure via IVGEX**

| Designator | Sequence Number | Path Term-inator | Waypoint Name | Fly-over | Course/ Track °M (°T) | Turn Direction | Level Constraint | Speed Constraint | Co-ordinates | Remarks and Distance to MAPt |
|---|---|---|---|---|---|---|---|---|---|---|
| R09L | 001 | IF | IVGEX | N | - | - | 3600 | 210 | 563114.16N 0032349.25W | IAF |
| R09L | 002 | TF | MARIV | N | 182° (180.4°) | LEFT | 3400 | 210 | 562714.67N 0032352.42W | IF / 11.01 NM |
| R09L | 003 | TF | PN09F | N | 092° (090.4°) | - | 2500 | 210 | 562712.52N 0031603.16W | FAF / 6.67 NM |
| R09L | 004 | TF | MA09 | Y | 092° (090.4°) | - | - | - | 562709.42N 0030401.97W | MAPt (1NM before THR) |
| R09L | 005 | CF | PNM01 | N | 092° (090.5°) | LEFT | - | 185 | 562706.77N 0025557.53W | - |
| R09L | 006 | TF | PNM02 | N | 040° (039.0°) | LEFT | - | 185 | 563220.90N 0024816.72W | - |
| R09L | 007 | TF | PNM03 | N | 310° (309.1°) | LEFT | - | 185 | 563529.62N 0025517.55W | - |
| R09L | 008 | TF | NDB DND | N | 219° (218.1°) | - | 3000 | 210 | 562718.24N 0030653.73W | HOLD |

**CHANGE (1/24):** MAG VAR UPDATED.
AERO INFO DATE 15 NOV 23

# Instrument Approach Procedure Coding Tables

**Dundee RNP RWY 27 - Instrument Approach Procedure via OSVIB**

| Designator | Sequence Number | Path Term-inator | Waypoint Name | Fly-over | Course/ Track °M (°T) | Turn Direction | Level Constraint | Speed Constraint | Co-ordinates | Remarks and Distance to MAPt |
|---|---|---|---|---|---|---|---|---|---|---|
| R27C | 001 | IF | OSVIB | N | - | - | 2500 | 210 | 562701.35N 0023422.76W | IAF |
| R27C | 002 | TF | PN27I | N | 272° (270.5°) | - | 2500 | 210 | 562703.35N 0024135.22W | IF / 10.7 NM |
| R27C | 003 | TF | PN27F | N | 272° (270.5°) | - | 2500 | 210 | 562705.41N 0024900.67W | FAF / 6.58 NM |
| R27C | 004 | TF | RW27 | Y | 272° (270.5°) | - | - | - | 562708.47N 0030052.10W | MAPt |
| R27C | 005 | CF | PNM04 | N | 272° (270.5°) | RIGHT | - | 185 | 562711.77N 0031350.59W | - |
| R27C | 006 | TF | PNM05 | N | 001° (000.2)° | RIGHT | - | 185 | 563449.69N 0031347.44W | - |
| R27C | 007 | TF | PNM06 | N | 091° (090.2°) | RIGHT | - | 185 | 563448.05N 0030412.89W | - |
| R27C | 008 | TF | NDB DND | N | 192° (191.2°) | - | 3000 | 210 | 562718.24N 0030653.73W | HOLD |

**Dundee RNP RWY 27 - Instrument Approach Procedure via IBVIM**

| Designator | Sequence Number | Path Term-inator | Waypoint Name | Fly-over | Course/ Track °M (°T) | Turn Direction | Level Constraint | Speed Constraint | Co-ordinates | Remarks and Distance to MAPt |
|---|---|---|---|---|---|---|---|---|---|---|
| R27L | 001 | IF | IBVIM | N | - | - | 2800 | 210 | 562303.50N 0024139.22W | IAF |
| R27L | 002 | TF | PN27I | N | 002° (000.5°) | LEFT | 2500 | 210 | 562703.35N 0024135.22W | IF / 10.7 NM |
| R27L | 003 | TF | PN27F | N | 272° (270.5°) | - | 2500 | 210 | 562705.41N 0024900.67W | FAF / 6.58 NM |
| R27L | 004 | TF | RW27 | Y | 272° (270.5°) | - | - | - | 562708.47N 0030052.10W | MAPt |
| R27L | 005 | CF | PNM04 | N | 272° (270.5°) | RIGHT | - | 185 | 562711.77N 0031350.59W | - |
| R27L | 006 | TF | PNM05 | N | 001° (000.2°) | RIGHT | - | 185 | 563449.69N 0031347.44W | - |
| R27L | 007 | TF | PNM06 | N | 091° (090.2°) | RIGHT | - | 185 | 563448.05N 0030412.89W | - |
| R27L | 008 | TF | NDB DND | N | 192° (191.2°) | - | 3000 | 210 | 562718.24N 0030653.73W | HOLD |

**CHANGE (1/24):** MAG VAR UPDATED.
AERO INFO DATE 15 NOV 23

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# EGTU — DUNKESWELL

## EGTU AD 2.1 AERODROME LOCATION INDICATOR AND NAME

EGTU — DUNKESWELL

## EGTU AD 2.2 AERODROME GEOGRAPHICAL AND ADMINISTRATIVE DATA

| | | |
|---|---|---|
| 1 | ARP coordinates and site at AD | Lat: 505136N Long: 0031405W |
| 2 | Direction and distance from city | 14 NM NE of Exeter. |
| 3 | Elevation / Reference temperature / Mean Low Temperature | 839 FT / 18 °C / - |
| 4 | Geoid undulation at AD ELEV PSN | 168 FT |
| 5 | Magnetic Variation / Annual Change | 0.36°E (2027) / 0.18°E |
| 6 | AD Administration<br>Address<br>Telephone<br><br>Telefax | AIR WESTWARD LTD<br>Dunkeswell, Nr. Honiton, Devon, EX14 4LG.<br>01404-891643 (Aerodrome)<br>01404-891271 (Licensee)<br>01404-891465 (Aerodrome) |
| 7 | Type of Traffic permitted (IFR/VFR) | VFR |
| 8 | Remarks | |

## EGTU AD 2.3 OPERATIONAL HOURS

| | | |
|---|---|---|
| 1 | AD Administration | 0830-1700 (0730-1700) and by arrangement. |
| 2 | Customs and immigration | By arrangement. |
| 3 | Health and sanitation | |
| 4 | AIS Briefing Office | |
| 5 | ATS Reporting Office (ARO) | |
| 6 | MET Briefing Office | |
| 7 | ATS | As AD hours. See also AD 2.18. |
| 8 | Fuelling | 0830-1700 (0730-1700) and by arrangement. |
| 9 | Handling | |
| 10 | Security | |
| 11 | De-icing | |
| 12 | Remarks | This aerodrome is PPR. See also AD 2.20. |

## EGTU AD 2.4 HANDLING SERVICES AND FACILITIES

| | | |
|---|---|---|
| 1 | Cargo handling facilities | |
| 2 | Fuel and oil types | AVTUR F-34, AVGAS 100LL |
| 3 | Fuelling facilities/capacity | |
| 4 | De-icing facilities | |
| 5 | Hangar space for visiting aircraft | |
| 6 | Repair facilities for visiting aircraft | |
| 7 | Remarks | |

## EGTU AD 2.5 PASSENGER FACILITIES

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## EGTU AD 2.6 RESCUE AND FIRE FIGHTING SERVICES

| | | |
|---|---|---|
| 1 | AD category for fire fighting services | RFF Category A1 |
| 2 | Rescue equipment | Limited equipment available on site suitable for the removal of disabled aircraft type using the aerodrome. |

| | | |
|---|---|---|
| 3 | Capability for removal of disabled aircraft | |
| 4 | Remarks | |

## EGTU AD 2.7 SEASONAL AVAILABILITY - CLEARING

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## EGTU AD 2.8 APRONS, TAXIWAYS AND CHECK LOCATIONS/POSITIONS DATA

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## EGTU AD 2.9 SURFACE MOVEMENT GUIDANCE AND CONTROL SYSTEM AND MARKINGS

| | | |
|---|---|---|
| 1 | Use of aircraft stand ID signs, TWY guide lines and visual docking/parking guidance system of aircraft stands | |
| 2 | Runway and taxiway markings and lighting | |
| 3 | Stop bars and runway guard lights (if any) | |
| 4 | Other runway protection measures | |
| 5 | Remarks | Two WDIs: 505143.71N 0031410.11W; 505150.83N 0031338.95W (LGTD). |

## EGTU AD 2.10 AERODROME OBSTACLES

| In Approach/Take-off areas | | | | | | |
|---|---|---|---|---|---|---|
| **Obstacle ID/ Designation** | **Obstacle Type** | **Obstacle Position** | **Elevation/Height** | | **Obstruction Lighting Type/ Colour** | **Remarks** |
| **1** | **2** | **3** | **4** | | **5** | **6** |
| (EGTU1024) 04/APPROACH 22/ TAKE-OFF | EARTH BANK | 505123.07N 0031425.54W | 844 FT | 0 FT | No | |
| (EGTU1021) 04/APPROACH 22/ TAKE-OFF | ROAD | 505123.05N 0031425.59W | 857 FT | 15 FT | No | |
| (EGTU1027) 04/APPROACH 22/ TAKE-OFF | EARTH BANK | 505122.57N 0031425.10W | 844 FT | 0 FT | No | |
| (EGTU1026) 04/APPROACH 22/ TAKE-OFF | ROAD | 505122.54N 0031425.13W | 857 FT | 15 FT | No | |
| (EGTU1025) 04/APPROACH 22/ TAKE-OFF | MARKER | 505122.20N 0031425.50W | 849 FT | 6 FT | No | |
| (EGTU1030) 04/APPROACH 22/ TAKE-OFF | EARTH BANK | 505122.09N 0031424.21W | 844 FT | 0 FT | No | |
| (EGTU1029) 04/APPROACH 22/ TAKE-OFF | ROAD | 505122.06N 0031424.24W | 856 FT | 15 FT | No | |
| (EGTU1033) 04/APPROACH 22/ TAKE-OFF | EARTH BANK | 505121.59N 0031423.27W | 843 FT | 0 FT | No | |
| (EGTU1032) 04/APPROACH 22/ TAKE-OFF | ROAD | 505121.55N 0031423.30W | 856 FT | 15 FT | No | |
| (EGTU1042) 04/APPROACH 22/ TAKE-OFF | EARTH BANK | 505121.43N 0031421.83W | 841 FT | 0 FT | No | |
| (EGTU1043) 04/APPROACH 22/ TAKE-OFF | ROAD | 505121.40N 0031421.82W | 854 FT | 15 FT | No | |
| (EGTU1031) 04/APPROACH 22/ TAKE-OFF | MARKER | 505121.31N 0031423.87W | 848 FT | 6 FT | No | |

| In circling area and at aerodrome | | | | | | |
|---|---|---|---|---|---|---|
| **Obstacle ID/ Designation** | **Obstacle Type** | **Obstacle Position** | **Elevation/Height** | | **Obstruction Lighting Type/ Colour** | **Remarks** |
| **1** | **2** | **3** | **4** | | **5** | **6** |
| (EGTU1004) | TREE | 505201.73N 0031643.59W | 950 FT | 62 FT | No | |
| (EGTU1003) | TREE | 505157.82N 0031651.67W | 978 FT | 79 FT | No | |
| (EGTU1002) | TREE | 505127.36N 0031651.34W | 965 FT | 42 FT | No | |
| (EGTU1194) | TREE | 505110.60N 0031501.66W | 943 FT | 61 FT | No | |
| (EGTU1082) | MAST | 505105.33N 0031412.33W | 999 FT | 165 FT | Yes Solid Red | |
| (EGTU1117) | WATER TOWER | 505044.38N 0031351.06W | 973 FT | 87 FT | No | |
| (EGTU1112) | TREE | 505038.74N 0031352.81W | 952 FT | 63 FT | No | |

## EGTU AD 2.11 METEOROLOGICAL INFORMATION PROVIDED

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## EGTU AD 2.12 RUNWAY PHYSICAL CHARACTERISTICS

| Designations RWY Number | True bearing | Dimensions of RWY | Surface of RWY/ SWY/ Strength | THR co-ordinates/ THR Geoid undulation | THR elevation/ Highest elevation of TDZ of precision APP RWY | Slope of RWY/ SWY |
|---|---|---|---|---|---|---|
| **1** | **2** | **3** | **4** | **5** | **6** | **7** |
| 04 | 041.12° | 967 x 45 M | RWY surface: Asphalt | 505124.05N 0031421.53W 168.0 FT | THR 838.7 FT | |
| 22 | 221.13° | 967 x 45 M | RWY surface: Asphalt | 505147.63N 0031349.00W 168.0 FT | THR 826.2 FT | |

| SWY Dimensions | Clearway Dimensions | Strip Dimensions | RESA Dimensions, Overshoot / Undershoot | Location/ description of arresting system | OFZ | Remarks |
|---|---|---|---|---|---|---|
| **8** | **9** | **10** | **11** | **12** | **13** | **14** |
| | | 1087 x 101 M | | | | RWY 04 |
| | | 1087 x 101 M | | | | RWY 22 |

## EGTU AD 2.13 DECLARED DISTANCES

| Runway designator | TORA | TODA | ASDA | LDA | Remarks |
|---|---|---|---|---|---|
| **1** | **2** | **3** | **4** | **5** | **6** |
| 04 | 967 M | 967 M | 967 M | 967 M | |
| 22 | 967 M | 967 M | 967 M | 967 M | |

## EGTU AD 2.14 APPROACH AND RUNWAY LIGHTING

| RWY | Approach lighting Type/ Length/ Intensity | Threshold lighting Colour/Wing bars | VASIS/ MEHT/ PAPI/ PAPI Dist from THR | TDZ, lighting Length | Runway Centre Line lighting Length/ Spacing/ Colour/ Intensity | Runway edge lighting Length/ Spacing/ Colour/ Intensity | Runway end lighting Colour/ Wing bars | Stopway lighting Length/ Colour | Remarks |
|---|---|---|---|---|---|---|---|---|---|
| 1 | 2 | 3 | 4 | 5 | 6 | 7 | 8 | 9 | 10 |
| 04 | | Light intensity low<br>Green wingbars | | | | Light intensity low | Red wingbars<br>Light intensity low | | |
| 22 | | Light intensity low<br>Green wingbars | | | | Light intensity low | Red wingbars<br>Light intensity low | | |

## EGTU AD 2.15 OTHER LIGHTING, SECONDARY POWER SUPPLY

| | | |
|---|---|---|
| 1 | ABN/IBN location, characteristics and hours of operation | |
| 2 | LDI location and lighting<br>Anemometer location and lighting | Anemometer: 505151.53N 0031338.30W. |
| 3 | TWY edge and centre line lighting | |
| 4 | Secondary power supply/switch-over time | |
| 5 | Remarks | |

## EGTU AD 2.16 HELICOPTER LANDING AREA

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## EGTU AD 2.17 AIR TRAFFIC SERVICES AIRSPACE

| Designation and lateral limits | Vertical Limits | Airspace Class | ATS unit callsign/ language | Transition Altitude | Hours of applicability | Remarks |
|---|---|---|---|---|---|---|
| 1 | 2 | 3 | 4 | 5 | 6 | 7 |
| DUNKESWELL ATZ<br>A circle, 2 NM radius, centred at 505136N 0031405W on longest notified runway (04/ 22) | Upper limit: 2000 FT AGL<br>Lower limit: SFC | G | DUNKESWELL RADIO<br>English | | | |

## EGTU AD 2.18 AIR TRAFFIC SERVICES COMMUNICATION FACILITIES

| Service Designation | Callsign | Channel/ Frequency(MHz) | SATVOICE number(s) | Logon Address | Hours of Operation | Remarks |
|---|---|---|---|---|---|---|
| 1 | 2 | 3 | 4 | 5 | 6 | 7 |
| OTHER | DUNKESWELL RADIO | 123.480<br>A/G frequency. | | | 0830-1700 (0730-1700) and by arrangement. | ATZ hours coincident with A/G hours, but not by arrangement. |

## EGTU AD 2.19 RADIO NAVIGATION AND LANDING AIDS

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# EGTU AD 2.20 LOCAL AERODROME REGULATIONS

## 1 AIRPORT REGULATIONS

a) Aerodrome is not available at night for flights required to use a licensed aerodrome.
b) Aerodrome is not available at weekends and PH for helicopter training other than normal arrival/departures, due to free-fall parachuting.
c) Any Dunkeswell outbound air traffic are to contact Exeter Radar/Approach as soon as possible after departure.

## 2 GROUND MOVEMENT

Not applicable.

## 3 CAT II/III OPERATIONS

Not applicable.

## 4 WARNINGS

a) Glider launching takes place at North Hill (505107N 0031639W) West-south-west of Dunkeswell.
b) Free-fall parachuting from up to FL 150 normally during daylight hours (ENR 5-5-3 refers).
c) Use is made of the grass areas outside the runway strips for sheep grazing.
d) Outside the Northeast boundary of the aerodrome, and separated from it by a public road, is a large paved area. It is not part of the aerodrome. Pilots should positively identify the displaced landing threshold to Runway 22 before committing the aircraft to final approach.
e) The old perimeter tracks are unsuitable for use as a taxiway. Pilots are cautioned to only use established taxiways/runways for taxiing.
f) Pilots should note the existence of three radio masts erected by the MOD within the aerodrome circuit. They do not constitute a hazard but pilots should be aware of their presence.

- South side (Lgtd), 1007 FT AMSL, 505105N 0031412W;
- North side, 79 FT AGL, 505225N 0031349W;
- South of north side (Lgtd), 951 FT AMSL, 505206N 0031359W.

g) High ground southwest and within 2500 M radius of ARP 896 FT AMSL 505045N 0031438W.

## 5 HELICOPTER OPERATIONS

a) Helicopter pilots wishing to land at Dunkeswell should be aware of the designated area on the grass triangle in line with Runway 22 numbers.
b) Pilots to call on RTF before starting rotors.
c) No rotors are to be turning in the ATZ when parachuting is in progress.

## 6 USE OF RUNWAYS

Runway 17/35 is not available to aircraft that require a licensed runway due to an obstacle within the Obstacle Limitation Surfaces.

## 7 TRAINING

Not applicable.

# EGTU AD 2.21 NOISE ABATEMENT PROCEDURES

a) Pilots are requested not to overfly Dunkeswell Village and local housing estate on eastern side of aerodrome below 500 FT AGL.

# EGTU AD 2.22 FLIGHT PROCEDURES

## 1 CIRCUITS

a) Circuit directions: Runway 04 - RH; Runway 22 - LH. Circuit height: 800 FT.
b) No overhead joins due to parachuting.
c) No straight in approaches.
d) No orbits in the circuit or on final approach, ie extend downwind or go around.
e) Aircraft are to join downwind or base.

## EGTU AD 2.23 ADDITIONAL INFORMATION

Not applicable

## EGTU AD 2.24 CHARTS RELATED TO AN AERODROME

AERODROME CHART - ICAO
AD 2.EGTU-2-1

## EGTU AD 2.25 VISUAL SEGMENT SURFACE (VSS) PENETRATION

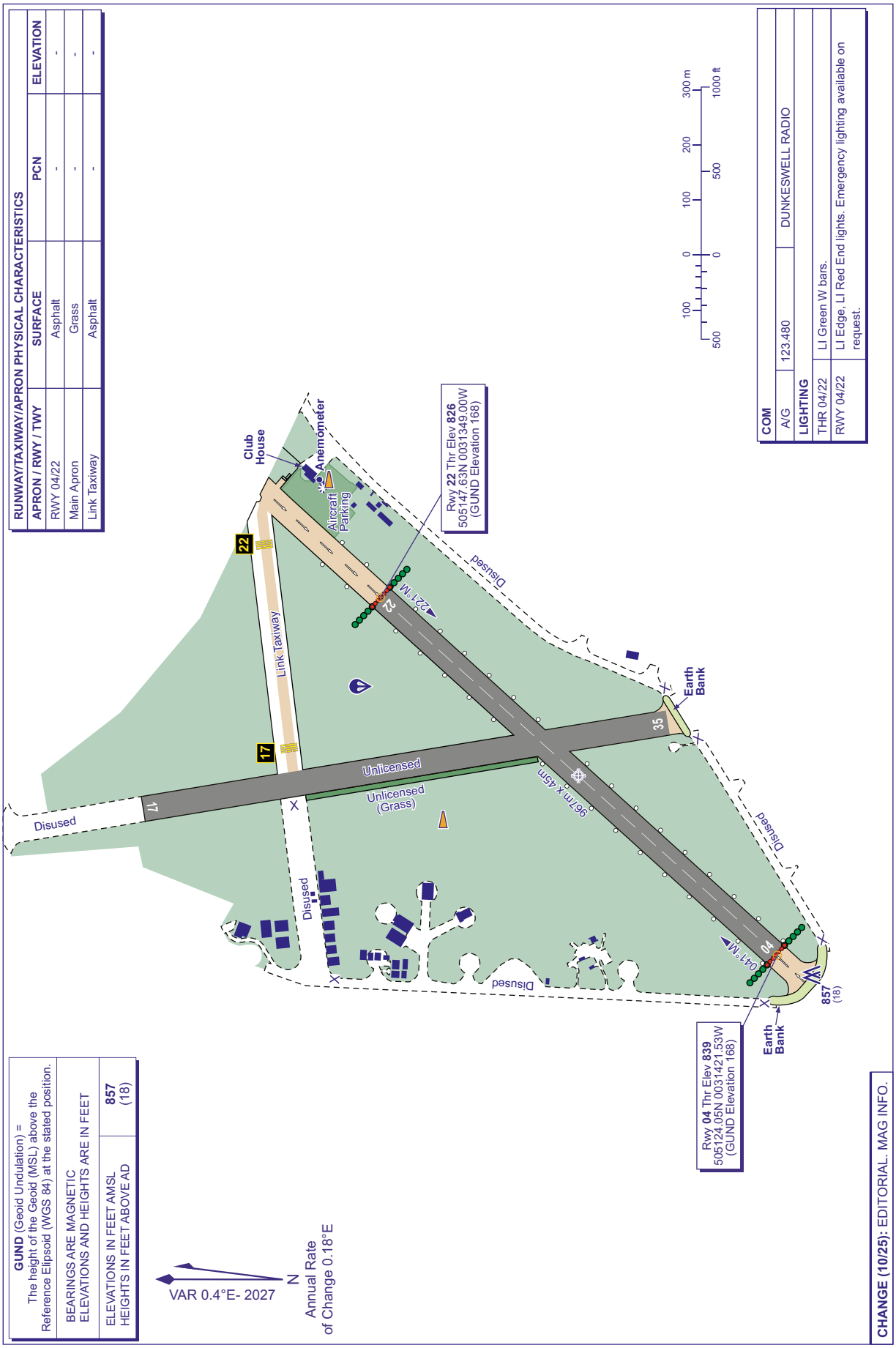
Not applicable

# DUNKESWELL EGTU

AD ELEV 839FT

ARP 505136N 0031405W

## AERODROME CHART - ICAO




| RUNWAY/TAXIWAY/APRON PHYSICAL CHARACTERISTICS | | | |
|---|---|---|---|
| APRON / RWY / TWY | SURFACE | PCN | ELEVATION |
| RWY 04/22 | Asphalt | - | - |
| Main Apron | Grass | - | - |
| Link Taxiway | Asphalt | - | - |

| COM | | |
|---|---|---|
| A/G | 123.480 | DUNKESWELL RADIO |
| **LIGHTING** | | |
| THR 04/22 | | Ll Green W bars. |
| RWY 04/22 | | Ll Edge, Ll Red End lights. Emergency lighting available on request. |

**GUND** (Geoid Undulation) = The height of the Geoid (MSL) above the Reference Ellipsoid (WGS 84) at the stated position.

BEARINGS ARE MAGNETIC
ELEVATIONS AND HEIGHTS ARE IN FEET

ELEVATIONS IN FEET AMSL **857**
HEIGHTS IN FEET ABOVE AD (18)

VAR 0.4°E- 2027

N

Annual Rate of Change 0.18°E

**CHANGE (10/25):** EDITORIAL. MAG INFO.

AERO INFO DATE 21 JUL 25

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# EGSU — DUXFORD

## EGSU AD 2.1 AERODROME LOCATION INDICATOR AND NAME

EGSU — DUXFORD

## EGSU AD 2.2 AERODROME GEOGRAPHICAL AND ADMINISTRATIVE DATA

| | | |
|---|---|---|
| 1 | ARP coordinates and site at AD | Lat: 520526N Long: 0000753E<br>Mid point of Runway 06/24 paved |
| 2 | Direction and distance from city | 8 NM S of Cambridge. |
| 3 | Elevation / Reference temperature / Mean Low Temperature | 126 FT / 19 °C / - |
| 4 | Geoid undulation at AD ELEV PSN | 151 FT |
| 5 | Magnetic Variation / Annual Change | 1.38°E (2027) / 0.17°E |
| 6 | AD Administration<br>Address<br>Telephone | IMPERIAL WAR MUSEUM.<br>Duxford Aerodrome, Cambridgeshire, CB22 4QR.<br>01223-833376 (ATC)<br>01223-835000 Ext 7236 (Switchboard) |
| 7 | Type of Traffic permitted (IFR/VFR) | VFR |
| 8 | Remarks | |

## EGSU AD 2.3 OPERATIONAL HOURS

| | | |
|---|---|---|
| 1 | AD Administration | 1000-1600 (0900-1700). |
| 2 | Customs and immigration | By arrangement, minimum notice periods apply. |
| 3 | Health and sanitation | |
| 4 | AIS Briefing Office | As AD hours, self-briefing facilities. |
| 5 | ATS Reporting Office (ARO) | |
| 6 | MET Briefing Office | As AD hours, self-briefing facilities. |
| 7 | ATS | As AD Hours. See also AD 2.18. |
| 8 | Fuelling | 1000-1530 (0900-1700). By arrangement outside these hours. |
| 9 | Handling | As AD hours and by arrangement. |
| 10 | Security | H24<br>H24 Security, CCTV in operation. |
| 11 | De-icing | |
| 12 | Remarks | This aerodrome is strictly PPR by telephone at all times. Aerodrome may close during adverse weather conditions |

## EGSU AD 2.4 HANDLING SERVICES AND FACILITIES

| | | |
|---|---|---|
| 1 | Cargo handling facilities | |
| 2 | Fuel and oil types | AVTUR JET A-1, AVGAS 100LL<br>S80, S100, W80, W100, 15W/50 |
| 3 | Fuelling facilities/capacity | Fuel bowser service. |
| 4 | De-icing facilities | |
| 5 | Hangar space for visiting aircraft | Limited hangarage available by arrangement only. |
| 6 | Repair facilities for visiting aircraft | Limited services available through:<br>ARC, Building 425, Duxford Airfield, Duxford, Cambridge, CB22 4QR. |
| 7 | Remarks | |

## EGSU AD 2.5 PASSENGER FACILITIES

| | | |
|---|---|---|
| 1 | Hotels | In the vicinity. |
| 2 | Restaurants | On Aerodrome. |
| 3 | Transportation | Local taxi service, Whittlesford station 2 NM away. |
| 4 | Medical facilities | First aid provided by Duxford RFFS during operational hours. |
| 5 | Bank and Post Office | |

| | | |
|---|---|---|
| 6 | Tourist Office | |
| 7 | Remarks | |

## EGSU AD 2.6 RESCUE AND FIRE FIGHTING SERVICES

| | | |
|---|---|---|
| 1 | AD category for fire fighting services | RFF Category A2<br>RFFS Category 3 to 6 available with 48 hour notice, subject to availability by prior arrangement with ATC. |
| 2 | Rescue equipment | Appropriate up to RFF Category 6. |
| 3 | Capability for removal of disabled aircraft | In the event of an incident, light aircraft can be removed using airfield resources. Large aircraft can be removed using an external contractor in conjunction with aircraft operator. |
| 4 | Remarks | |

## EGSU AD 2.7 SEASONAL AVAILABILITY - CLEARING

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## EGSU AD 2.8 APRONS, TAXIWAYS AND CHECK LOCATIONS/POSITIONS DATA

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## EGSU AD 2.9 SURFACE MOVEMENT GUIDANCE AND CONTROL SYSTEM AND MARKINGS

| | | |
|---|---|---|
| 1 | Use of aircraft stand ID signs, TWY guide lines and visual docking/parking guidance system of aircraft stands | |
| 2 | Runway and taxiway markings and lighting | Runway marking aid(s):<br>06R/24L: touchdown point, aiming point |
| 3 | Stop bars and runway guard lights (if any) | |
| 4 | Other runway protection measures | |
| 5 | Remarks | Illuminated windsleeve: 520526.37N, 0000804.52E<br>Windsleeve: 520533.88N, 0000823.93E<br>Windsleeve: 520512.81N, 0000729.20E |

## EGSU AD 2.10 AERODROME OBSTACLES

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## EGSU AD 2.11 METEOROLOGICAL INFORMATION PROVIDED

| | | |
|---|---|---|
| 1 | Associated MET Office | MET OFFICE EXETER |
| 2 | Hours of service<br>MET Office outside hour | H24 |
| 3 | Office responsible for TAF preparation<br>Periods of validity | |
| 4 | Trend forecast<br>Interval of issuance | |
| 5 | Briefing/consultation provided | Self briefing/Phone Duxford ATC. |
| 6 | Flight documentation<br>Language(s) used | |
| 7 | Charts and other information available for briefing or consultation | Form 214/215, TAF/METAR, Internet Access. |
| 8 | Supplementary equipment available for providing information | |
| 9 | ATS units provided with information | DUXFORD |
| 10 | Additional information (limitation of service, etc.) | Local unofficial observations provided on request during AD operational hours. |

## EGSU AD 2.12 RUNWAY PHYSICAL CHARACTERISTICS

| Designations RWY Number | True bearing | Dimensions of RWY | Surface of RWY/ SWY/ Strength | THR co-ordinates/ THR Geoid undulation | THR elevation/ Highest elevation of TDZ of precision APP RWY | Slope of RWY/ SWY |
|---|---|---|---|---|---|---|
| 1 | 2 | 3 | 4 | 5 | 6 | 7 |
| 06L | 058.02° | 882 x 25 M | RWY surface: Grass | 520521.46N<br>0000727.07E<br>150.6 FT | THR 117.3 FT | |
| 24R | 238.03° | 882 x 25 M | RWY surface: Grass | 520536.57N<br>0000806.36E<br>150.6 FT | THR 103.6 FT | |
| 06R | 058.02° | 1448 x 32 M | RWY surface: Asphalt<br>PCN 27/F/C/W/T | 520513.47N<br>0000721.16E<br>150.6 FT | THR 124.1 FT | |
| 24L | 238.04° | 1448 x 32 M | RWY surface: Asphalt<br>PCN 27/F/C/W/T | 520536.61N<br>0000821.34E<br>150.6 FT | THR 105.9 FT | |

| SWY Dimensions | Clearway Dimensions | Strip Dimensions | RESA Dimensions, Overshoot / Undershoot | Location/ description of arresting system | OFZ | Remarks |
|---|---|---|---|---|---|---|
| 8 | 9 | 10 | 11 | 12 | 13 | 14 |
| | | 60 x 80 M | | | | RWY 06L |
| | | 60 x 80 M | | | | RWY 24R<br><br>Threshold displaced by 150 M to provide 1:25 slope over earth bank and to provide RESA. |
| | | 60 x 80 M | | | | RWY 06R |
| | | 60 x 80 M | | | | RWY 24L<br><br>Threshold displaced by 150 M to provide 1:25 slope over earth bank and to provide RESA. |

## EGSU AD 2.13 DECLARED DISTANCES

| Runway designator | TORA | TODA | ASDA | LDA | Remarks |
|---|---|---|---|---|---|
| 1 | 2 | 3 | 4 | 5 | 6 |
| 06R | 1199 M | 1199 M | 1199 M | 1199 M | |
| 24L | 1199 M | 1199 M | 1199 M | 1199 M | |
| 06L | 880 M | 880 M | 880 M | 880 M | |
| 24R | 880 M | 880 M | 880 M | 880 M | |

## EGSU AD 2.14 APPROACH AND RUNWAY LIGHTING

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## EGSU AD 2.15 OTHER LIGHTING, SECONDARY POWER SUPPLY

| | | |
|---|---|---|
| 1 | ABN/IBN location, characteristics and hours of operation | |
| 2 | LDI location and lighting<br>Anemometer location and lighting | Anemometer: 520526.47N, 0000804.92E. |
| 3 | TWY edge and centre line lighting | |
| 4 | Secondary power supply/switch-over time | |
| 5 | Remarks | |

## EGSU AD 2.16 HELICOPTER LANDING AREA

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## EGSU AD 2.17 AIR TRAFFIC SERVICES AIRSPACE

| Designation and lateral limits | Vertical Limits | Airspace Class | ATS unit callsign/ language | Transition Altitude | Hours of applicability | Remarks |
|---|---|---|---|---|---|---|
| 1 | 2 | 3 | 4 | 5 | 6 | 7 |
| DUXFORD ATZ<br>A circle, 2 NM radius, centred at 520526N 0000753E on longest notified runway (06/ 24) | Upper limit: 2000 FT AGL<br>Lower limit: SFC | G | DUXFORD INFORMATION<br>English | 6000 FT | | Aircraft intending to fly in the ATZ must be equipped with two-way RTF and be able to communicate with Duxford. In exceptional circumstances, aircraft without two-way RTF may be given prior approval and information to permit them to fly safely in the ATZ.<br>Pilots are reminded that unusual events, historic aircraft displays and formation flying are frequent activities at Duxford and are urged to make their initial RTF call to Duxford Information at least 8 NM from the ATZ Boundary. |

## EGSU AD 2.18 AIR TRAFFIC SERVICES COMMUNICATION FACILITIES

| Service Designation | Callsign | Channel/ Frequency(MHz) | SATVOICE number(s) | Logon Address | Hours of Operation | Remarks |
|---|---|---|---|---|---|---|
| 1 | 2 | 3 | 4 | 5 | 6 | 7 |
| AFIS | DUXFORD INFORMATION | 122.080<br>DOC 10 NM/3,000 FT. | | | 1000-1600 (0900-1700). | ATZ hours coincident with AFIS hours. |
| OTHER | DUXFORD FIRE | 121.605 | | | Available when Fire vehicle attending aircraft on the ground in an emergency. | |
| | DUXFORD RADIO | 122.080<br>A/G frequency. | | | As directed by ATC. | |

## EGSU AD 2.19 RADIO NAVIGATION AND LANDING AIDS

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## EGSU AD 2.20 LOCAL AERODROME REGULATIONS

### 1 AIRPORT REGULATIONS

a) First 50 M of paved Runway 24 is sterile and is marked with yellow chevrons.
b) Visiting aircraft must be insured in accordance with EU Regulation (EC) 785/2004. Art 7. Policies must include (where applicable) passenger legal liability insurance. Policies must also include the AV52E endorsement, proof of which may be requested on landing.
c) Although Duxford has parallel runways they are not available for simultaneous use and are to be treated as one runway.
d) Special rules are in force for special events. Relevant AICs give details.
e) The aerodrome is only open to visitors during specified hours. Traffic operating outside the published opening times is private and Duxford based.
f) Available for aircraft requiring to use a licensed aerodrome.

## 2 GROUND MOVEMENT

Not applicable.

## 3 CAT II/III OPERATIONS

Not applicable.

## 4 WARNINGS

a) Pilots of aircraft who are required to use a licensed aerodrome are cautioned that the taxiway strips are not suitable for use by aircraft whose wingspan exceeds 40 M. Other aircraft should use the taxiways with extreme caution due to the reduced obstacle clearance.
b) Fighter and high performance aircraft regularly carry out non-standard manoeuvres and use NATO style joining procedures. Visiting pilots must call in plenty of time before entering ATZ.
c) Pilots should not overfly the gas venting station southeast of the aerodrome below 2700 FT.
d) Caution: Linton Zoo has birds of prey flying up to 2500 FT.
e) Earth bank - mid-point *520537.00N 0000829.00E, 134 FT AMSL.
f) When operating to the north of Duxford outside of the Duxford ATZ, it is strongly advised that communication is established with Cambridge APP 120.965 and note the Cambridge 23/05 Instrument Final Approach.
g) Caution should be exercised in regards to Fowlmere Airfield that lies 3 NM to the west of Duxford Airfield. Fowlmere CCT enters the north-western area of the Duxford ATZ. Please visit https://www.iwm.org.uk/visits/iwm-duxford/pilots for information.

## 5 HELICOPTER OPERATIONS

Not applicable.

## 6 USE OF RUNWAYS

Not applicable.

## 7 TRAINING

a) All circuit training strictly PPR.
b) Display practices must be booked in advance with Duxford ATC 01223-833376.

# EGSU AD 2.21 NOISE ABATEMENT PROCEDURES

a) Pilots should avoid overflying all local villages especially Duxford, Thriplow, Whittlesford and Fowlmere and the adjacent bird sanctuary.

# EGSU AD 2.22 FLIGHT PROCEDURES

a) There are no overhead, deadside or crosswind joins at Duxford to assist in deconfliction of circuit patterns.
b) Circuit patterns are variable with no dead-side. It is therefore essential that pilots obtain a briefing from Duxford before departure whether inbound or outbound.
c) Traffic departing Runway 06 continue straight ahead for 2 NM before turning (BP Roundabout). Traffic joining for Runway 24 LHC; join downwind and position for 2 NM final (BP Roundabout). Traffic joining for RWY 06 RHC join downwind. Traffic departing RWY 24 LHC **no right turn** until passed Royston.

# EGSU AD 2.23 ADDITIONAL INFORMATION

a) Please visit https://www.iwm.org.uk/visits/iwm-duxford/pilots for additional museum, airfield information and links to the airfield fees and aerodrome manuals.

# EGSU AD 2.24 CHARTS RELATED TO AN AERODROME

AERODROME CHART - ICAO
AD 2.EGSU-2-1

## EGSU AD 2.25 VISUAL SEGMENT SURFACE (VSS) PENETRATION

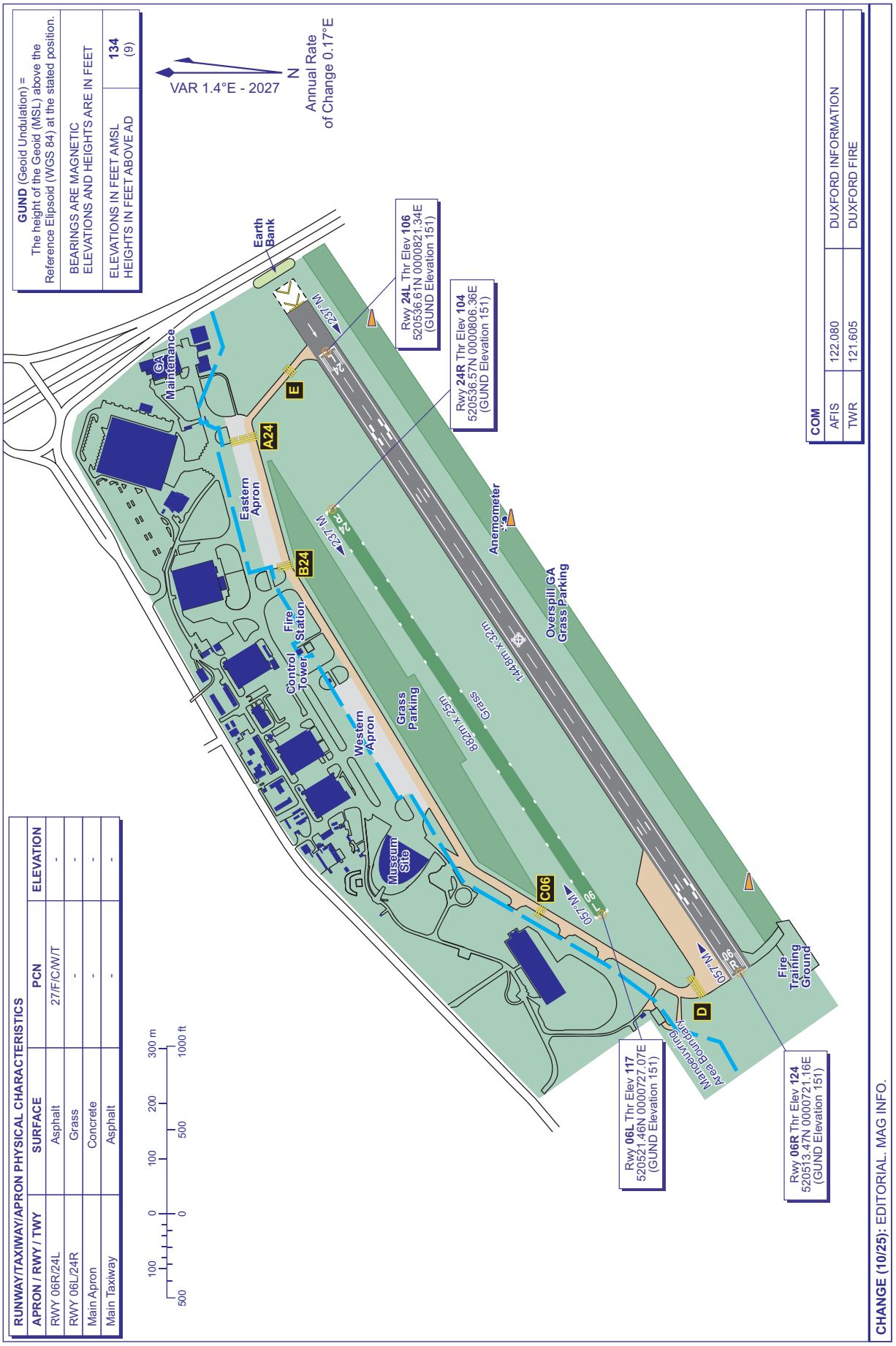
Not applicable

# DUXFORD EGSU

AERODROME CHART - ICAO

ARP 520526N 0000753E

AD ELEV 126FT




AERO INFO DATE 22 JUL 25

AD 2-EGSU-2-1

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# EGSR — EARLS COLNE

## EGSR AD 2.1 AERODROME LOCATION INDICATOR AND NAME

EGSR — EARLS COLNE

## EGSR AD 2.2 AERODROME GEOGRAPHICAL AND ADMINISTRATIVE DATA

| | | |
|---|---|---|
| 1 | ARP coordinates and site at AD | Lat: 515452N Long: 0004057E<br>Mid point of Runway 06/24 |
| 2 | Direction and distance from city | 3 NM SE of Halstead. |
| 3 | Elevation / Reference temperature / Mean Low Temperature | 227 FT / 19 °C / - |
| 4 | Geoid undulation at AD ELEV PSN | - |
| 5 | Magnetic Variation / Annual Change | 1.57°E (2027) / 0.17°E |
| 6 | AD Administration<br>Address<br>Telephone | BULLDOG AVIATION LTD.<br>Earls Colne Airfield, Earls Colne, Colchester, Essex, CO6 2NS.<br>01787-223943 |
| 7 | Type of Traffic permitted (IFR/VFR) | VFR |
| 8 | Remarks | |

## EGSR AD 2.3 OPERATIONAL HOURS

| | | |
|---|---|---|
| 1 | AD Administration | 0900-SS (0900-1800). |
| 2 | Customs and immigration | By arrangement. |
| 3 | Health and sanitation | |
| 4 | AIS Briefing Office | |
| 5 | ATS Reporting Office (ARO) | |
| 6 | MET Briefing Office | |
| 7 | ATS | 0900-SS (0800-1700). |
| 8 | Fuelling | By arrangement. |
| 9 | Handling | |
| 10 | Security | |
| 11 | De-icing | |
| 12 | Remarks | Aerodrome strictly PPR by telephone. Applies to all visiting aircraft and helicopters, Tel: 01787-223943. |

## EGSR AD 2.4 HANDLING SERVICES AND FACILITIES

| | | |
|---|---|---|
| 1 | Cargo handling facilities | |
| 2 | Fuel and oil types | AVGAS 100LL<br>W80, W100, 100, 80. |
| 3 | Fuelling facilities/capacity | |
| 4 | De-icing facilities | |
| 5 | Hangar space for visiting aircraft | |
| 6 | Repair facilities for visiting aircraft | |
| 7 | Remarks | |

## EGSR AD 2.5 PASSENGER FACILITIES

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## EGSR AD 2.6 RESCUE AND FIRE FIGHTING SERVICES

| | | |
|---|---|---|
| 1 | AD category for fire fighting services | RFF Category Special. |
| 2 | Rescue equipment | |
| 3 | Capability for removal of disabled aircraft | |
| 4 | Remarks | |

## EGSR AD 2.7 SEASONAL AVAILABILITY - CLEARING

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## EGSR AD 2.8 APRONS, TAXIWAYS AND CHECK LOCATIONS/POSITIONS DATA

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## EGSR AD 2.9 SURFACE MOVEMENT GUIDANCE AND CONTROL SYSTEM AND MARKINGS

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## EGSR AD 2.10 AERODROME OBSTACLES

| In Approach/Take-off areas | | | | | |
|---|---|---|---|---|---|
| **Obstacle ID/ Designation** | **Obstacle Type** | **Obstacle Position** | **Elevation/Height** | **Obstruction Lighting Type/ Colour** | **Remarks** |
| **1** | **2** | **3** | **4** | **5** | **6** |
| INTENTIONALLY BLANK | | | | | |

| In circling area and at aerodrome | | | | | | |
|---|---|---|---|---|---|---|
| **Obstacle ID/ Designation** | **Obstacle Type** | **Obstacle Position** | **Elevation/Height** | | **Obstruction Lighting Type/ Colour** | **Remarks** |
| **1** | **2** | **3** | **4** | | **5** | **6** |
| | Trees | 515458.73N 0004150.85E | 322 FT | | No | |
| | Pylon | 515437.46N 0004209.26E | 381 FT | | No | |
| | Pylon | 515429.31N 0004155.84E | 391 FT | | No | |
| | Pylon | 515420.76N 0004141.93E | 390 FT | | No | |
| | Pylon | 515412.21N 0004127.86E | 408 FT | | No | |

## EGSR AD 2.11 METEOROLOGICAL INFORMATION PROVIDED

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## EGSR AD 2.12 RUNWAY PHYSICAL CHARACTERISTICS

| Designations RWY Number | True bearing | Dimensions of RWY | Surface of RWY/ SWY/ Strength | THR co-ordinates/ THR Geoid undulation | THR elevation/ Highest elevation of TDZ of precision APP RWY | Slope of RWY/ SWY |
|---|---|---|---|---|---|---|
| 1 | 2 | 3 | 4 | 5 | 6 | 7 |
| 06 | 060.28° | 939 x 30 M | RWY surface: Asphalt and grass | 515444.03N 0004041.25E | THR 227.0 FT | |
| 24 | 240.29° | 939 x 30 M | RWY surface: Asphalt and grass | 515456.60N 0004116.54E | THR 223.0 FT | |

| SWY Dimensions | Clearway Dimensions | Strip Dimensions | RESA Dimensions, Overshoot / Undershoot | Location/ description of arresting system | OFZ | Remarks |
|---|---|---|---|---|---|---|
| 8 | 9 | 10 | 11 | 12 | 13 | 14 |
| | | | | | | RWY 06<br><br>Threshold displaced by 89 M.<br><br>Runway has a 778 x 10 M Asphalt insert. |
| | | | | | | RWY 24<br><br>Threshold displaced by 62 M.<br><br>Runway has a 778 x 10 M Asphalt insert. |

## EGSR AD 2.13 DECLARED DISTANCES

| Runway designator | TORA | TODA | ASDA | LDA | Remarks |
|---|---|---|---|---|---|
| 1 | 2 | 3 | 4 | 5 | 6 |
| 06 | 799 M | 799 M | 799 M | 778 M | |
| 24 | 799 M | 799 M | 799 M | 778 M | |

## EGSR AD 2.14 APPROACH AND RUNWAY LIGHTING

| RWY | Approach lighting Type/ Length/ Intensity | Threshold lighting Colour/Wing bars | VASIS/ MEHT/ PAPI/ PAPI Dist from THR | TDZ, lighting Length | Runway Centre Line lighting Length/ Spacing/ Colour/ Intensity | Runway edge lighting Length/ Spacing/ Colour/ Intensity | Runway end lighting Colour/ Wing bars | Stopway lighting Length/ Colour | Remarks |
|---|---|---|---|---|---|---|---|---|---|
| 1 | 2 | 3 | 4 | 5 | 6 | 7 | 8 | 9 | 10 |
| 06 | | Light intensity low<br>Green wingbars | | | | White<br>Light intensity low | Red | | |
| 24 | | Light intensity low<br>Green wingbars | APAPI<br>Left/3.5°<br>30 FT<br>62 M | | | White<br>Light intensity low | Red | | |

## EGSR AD 2.15 OTHER LIGHTING, SECONDARY POWER SUPPLY

| | | |
|---|---|---|
| 1 | ABN/IBN location, characteristics and hours of operation | |
| 2 | LDI location and lighting<br>Anemometer location and lighting | |
| 3 | TWY edge and centre line lighting | |

| | | |
|---|---|---|
| 4 | Secondary power supply/switch-over time | |
| 5 | Remarks | Helimed helipad, green edge lights. |

## EGSR AD 2.16 HELICOPTER LANDING AREA

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## EGSR AD 2.17 AIR TRAFFIC SERVICES AIRSPACE

| Designation and lateral limits | Vertical Limits | Airspace Class | ATS unit callsign/ language | Transition Altitude | Hours of applicability | Remarks |
|---|---|---|---|---|---|---|
| 1 | 2 | 3 | 4 | 5 | 6 | 7 |
| EARLS COLNE ATZ<br>A circle, 2 NM radius, centred at 515452N 0004057E on longest notified runway (06/ 24) | Upper limit: 2000 FT AGL<br>Lower limit: SFC | G | EARLS COLNE RADIO<br>English | 6000 FT | | |

## EGSR AD 2.18 AIR TRAFFIC SERVICES COMMUNICATION FACILITIES

| Service Designation | Callsign | Channel/ Frequency(MHz) | SATVOICE number(s) | Logon Address | Hours of Operation | Remarks |
|---|---|---|---|---|---|---|
| 1 | 2 | 3 | 4 | 5 | 6 | 7 |
| OTHER | EARLS COLNE RADIO | 122.430<br>A/G frequency. | | | 0900-SS (0800-1700). | ATZ hours coincident with A/G hours. |

## EGSR AD 2.19 RADIO NAVIGATION AND LANDING AIDS

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## EGSR AD 2.20 LOCAL AERODROME REGULATIONS

### 1 AIRPORT REGULATIONS

a) Pilots are to obtain a brief before departure inclusive of Noise abatement procedures currently in force.
b) All aircraft using this aerodrome and its facilities are required to have third party liability insurance cover in the sum of at least £1,000,000.
c) Non-three axis microlights (i.e. flex-wings) not permitted.
d) Autogyros not permitted.
e) Hot air balloons not permitted.
f) Public platform cost share flights not permitted.

### 2 GROUND MOVEMENT

Not applicable.

### 3 CAT II/III OPERATIONS

Not applicable.

### 4 WARNINGS

a) At the entry to the parking area, the distance between taxiway centre-line and parked aircraft is only 8 M. Visiting pilots should obtain a briefing on taxiway procedures and taxi with extreme caution.
b) Power lines cross Runway 06 approach. Pilots should not land before the displaced threshold.
c) Taxiway strip is not provided along the taxiway or in the apron area. Pilots should follow the yellow taxiway centre-lines where provided. Pilots should obtain a briefing on taxiway procedures and taxi with extreme caution.
d) The runway designators for both Runways 06 and 24 are not positioned in the centre of each runway. They are positioned in the centre of the grass section of each runway.

e) Pilots may experience windshear on either runway.
f) Caution required when taxiing in the vicinity of manoeuvring helicopters due to down-wash.
g) Helicopter circuit and approach pattern different to fixed wing circuit and approach pattern.
h) Warbird operations take place on a daily basis.
i) Student pilot training takes place on a daily basis.
j) Aerodrome Obstacles:

i. Control Tower 24 FT AAL.
ii. Hangar 25 FT AAL.
iii. Power lines, 251 FT AMSL, 270°T 0.2 NM from ARP running NW/SE.
iv. 06/Approach 24/Take-off – Vehicles on road 240 FT AMSL, 1040 M beyond start of TORA.

### 5 HELICOPTER OPERATIONS

a) Helicopter pilots should follow preferred rotary arrival and departure procedures.

### 6 USE OF RUNWAYS

Not applicable.

### 7 TRAINING

Not applicable.

## EGSR AD 2.21 NOISE ABATEMENT PROCEDURES

a) Noise abatement procedures in force on Runway 06/24 for departures, circuits and landing.
b) Full details can be found at https://www.anglianflightcentres.co.uk.

## EGSR AD 2.22 FLIGHT PROCEDURES

a) Circuit directions: Runway 06 - RH; Runway 24 - LH.

## EGSR AD 2.23 ADDITIONAL INFORMATION

a) Drone flight authorisation requests must be made via email (info@flyafc.co.uk). 72 hours prior notice is required.

## EGSR AD 2.24 CHARTS RELATED TO AN AERODROME

AERODROME CHART - ICAO
AD 2.EGSR-2-1

## EGSR AD 2.25 VISUAL SEGMENT SURFACE (VSS) PENETRATION

Not applicable

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# AERODROME CHART - ICAO

ARP 515452N 0004057E

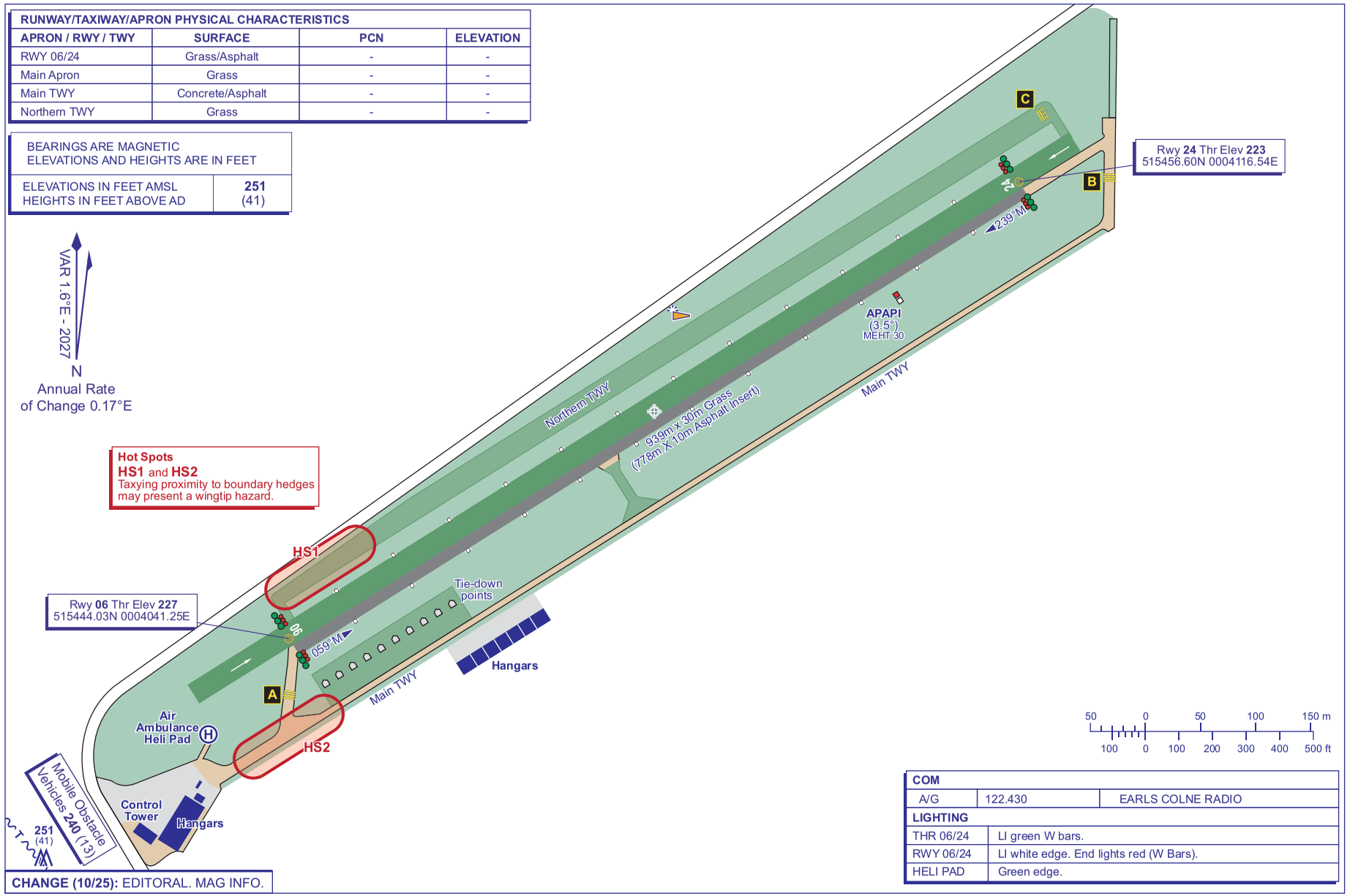
AD ELEV 227FT

# EARLS COLNE
## EGSR

AERO INFO DATE 21 JUL 25

| RUNWAY/TAXIWAY/APRON PHYSICAL CHARACTERISTICS | | | |
|---|---|---|---|
| **APRON / RWY / TWY** | **SURFACE** | **PCN** | **ELEVATION** |
| RWY 06/24 | Grass/Asphalt | - | - |
| Main Apron | Grass | - | - |
| Main TWY | Concrete/Asphalt | - | - |
| Northern TWY | Grass | - | - |

| BEARINGS ARE MAGNETIC<br>ELEVATIONS AND HEIGHTS ARE IN FEET | |
|---|---|
| ELEVATIONS IN FEET AMSL<br>HEIGHTS IN FEET ABOVE AD | **251**<br>(41) |




| COM | | |
|---|---|---|
| A/G | 122.430 | EARLS COLNE RADIO |
| **LIGHTING** | | |
| THR 06/24 | LI green W bars. | |
| RWY 06/24 | LI white edge. End lights red (W Bars). | |
| HELI PAD | Green edge. | |

**CHANGE (10/25):** EDITORAL. MAG INFO.

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# EGNX — EAST MIDLANDS

## EGNX AD 2.1 AERODROME LOCATION INDICATOR AND NAME

EGNX — EAST MIDLANDS

## EGNX AD 2.2 AERODROME GEOGRAPHICAL AND ADMINISTRATIVE DATA

| | | |
|---|---|---|
| 1 | ARP coordinates and site at AD | Lat: 524952N Long: 0011940W<br>Mid point of Runway 09/27. |
| 2 | Direction and distance from city | 7 NM SE of Derby. |
| 3 | Elevation / Reference temperature / Mean Low Temperature | 306 FT / 21 °C / - |
| 4 | Geoid undulation at AD ELEV PSN | 161 FT |
| 5 | Magnetic Variation / Annual Change | 0.02°W (2022) / 0.20°E |
| 6 | AD Administration<br>Address<br>Telephone<br><br>Telefax | EAST MIDLANDS INTERNATIONAL AIRPORT LTD.<br>Pathfinder House, East Midlands Airport, Castle Donington, Derby DE74 2SA.<br>01332-850393<br>0808-1697032<br>01332-850393 (General)<br>0906-851 7567 (Airport MET Information) |
| 7 | Type of Traffic permitted (IFR/VFR) | IFR/VFR |
| 8 | Remarks | |

## EGNX AD 2.3 OPERATIONAL HOURS

| | | |
|---|---|---|
| 1 | AD Administration | H24 |
| 2 | Customs and immigration | H24 |
| 3 | Health and sanitation | H24 |
| 4 | AIS Briefing Office | Self-briefing |
| 5 | ATS Reporting Office (ARO) | |
| 6 | MET Briefing Office | |
| 7 | ATS | H24<br>See also AD 2.18 |
| 8 | Fuelling | Winter: H24 (AVTUR JET A-1). 0800-1800 daily (AVGAS 100LL). Summer: H24 (AVTUR JET A-1). 0700-1700 daily (AVGAS 100LL). |
| 9 | Handling | H24 |
| 10 | Security | H24 |
| 11 | De-icing | H24 |
| 12 | Remarks | AVGAS 100LL available at other times by arrangement with Donington Aviation, Tel: 01332-811004 between 0800-1800 (winter) and 0700-1700 (summer) |

## EGNX AD 2.4 HANDLING SERVICES AND FACILITIES

| | | |
|---|---|---|
| 1 | Cargo handling facilities | A full range of cargo handling equipment is available to service aircraft up to 747-400 and An-124 aircraft. Specialist handling equipment usually available at short notice through cargo handling agents. Tel: 01332-852894, Fax: 01332-853202. Nearest railway siding, Castle Donington 2 NM |
| 2 | Fuel and oil types | AVTUR JET A-1, AVGAS 100LL<br>100, W80, W100. Available from Donington Aviation 01332-812499 / 07462-812831. |
| 3 | Fuelling facilities/capacity | Available from Air BP, Tel: 01332-810459, Fax: 01332-850733; Texaco/ Valero, Tel: 01332-812156/814496, Fax: 01332-810581. |
| 4 | De-icing facilities | Available by arrangement with handling agents. |
| 5 | Hangar space for visiting aircraft | Space is limited and is available upon prior request from Donington Aviation, Tel: 01332-812499; e-mail: handling@doningtonaviation.co.uk |
| 6 | Repair facilities for visiting aircraft | By arrangement. |

| | | |
|---|---|---|
| 7 | Remarks | Full handling services are available from the following companies:<br><br>Advantage Flight Support Ltd, Tel: 01332-561641; 07876-395887 (Mobile); email: info@fly-advantage.com;Twitter @AFSL_FBO; VHF 131.665 (General & Executive Aviation).<br><br>Aviation Solutions, Tel: 01332-853510; Email: info@aviation-solutions.co.uk (Cargo only).<br><br>DHL Aviation, Tel: 01332-857000 Main Reception; Ad-Hoc charters via Aviation Solutions (Cargo only).<br><br>Donington Aviation, Tel: 01332-812499 / 07462-812831;<br>e-mail: handling@doningtonaviation.co.uk (General & Executive Aviation with Hangarage).<br><br>Signature Flight Support, Tel: +44 (33) 0027 1263; Fax: 01332-811139;<br>Email@ ema@signatureflight.co.uk (General & Executive Aviation).<br><br>Swissport, Tel: 01332-812924; Fax: 01332-853584 (Passengers and Cargo). |

## EGNX AD 2.5 PASSENGER FACILITIES

| | | |
|---|---|---|
| 1 | Hotels | Hotels in the vicinity and on the airport. |
| 2 | Restaurants | H24 vending facilities, shops, restaurants, and bar. |
| 3 | Transportation | Range of long distance coach services, local bus service and taxis. Nearest railway station, East Midlands Parkway 5 miles (regular shuttle buses). |
| 4 | Medical facilities | Limited first aid. |
| 5 | Bank and Post Office | The ChangeGroup. |
| 6 | Tourist Office | |
| 7 | Remarks | |

## EGNX AD 2.6 RESCUE AND FIRE FIGHTING SERVICES

| | | |
|---|---|---|
| 1 | AD category for fire fighting services | RFF Category A7<br>RFF Category 8 on Remission.<br>RFF Category 9 available by arrangement. Minimum 12 hours notice required. Requests should be directed to the Aerodrome Control Room on 01332-852973. |
| 2 | Rescue equipment | Details available on request from Aerodrome. |
| 3 | Capability for removal of disabled aircraft | The registered owner or aircraft operator retains complete responsibility for the removal of the disabled aircraft. All Airline operators at EMA are expected to have aircraft recovery plans and should liaise with the Aerodrome Coordinator.<br><br>The Airfield Operations Duty Manager (AODM) is the Aerodrome Coordinator for disabled aircraft removal operations. The AODM will coordinate the aircraft recovery operation and should be contacted on 07542-383390 by the registered owner or aircraft operator before any arrangements are made. |
| 4 | Remarks | |

## EGNX AD 2.7 SEASONAL AVAILABILITY - CLEARING

| | | |
|---|---|---|
| 1 | Type of clearing equipment | Mechanical, Chemical de-icing. |
| 2 | Clearance priorities | Standard. See AD 1.2.2. |
| 3 | Remarks | Snow state and clearance programme Tel: 01332-852852, Ext 2973. |

# EGNX AD 2.8 APRONS, TAXIWAYS AND CHECK LOCATIONS/POSITIONS DATA

| | | |
|---|---|---|
| 1 | Apron surface and strength | CENTRAL APRON<br>Surface: Concrete<br>PCN 63/R/D/X/U<br><br>CENTRAL-WEST APRON<br>Surface: Concrete<br>PCN 74/R/C/W/T<br><br>EAST APRON<br>Surface: Concrete<br>PCN 63/R/D/X/U<br><br>WEST APRON<br>Surface: Concrete<br>PCN 78/R/C/W/T |
| 2 | Taxiway width, surface and strength | Taxiway A: 23 M<br>Surface: Asphalt<br>PCN 66/F/C/W/U<br><br>Taxiway TAXILANE B: 23 M<br>Surface: Concrete<br>PCN 78/R/C/W/T<br><br>Taxiway F: 23 M<br>Surface: Concrete<br>PCN 78/R/C/W/T<br><br>Taxiway G: 23 M<br>Surface: Asphalt<br>PCN 66/F/C/W/U<br><br>Taxiway H: 23 M<br>Surface: Asphalt<br>PCN 66/F/C/W/U<br><br>Taxiway TAXILANE J: 23 M<br>Surface: Concrete<br>PCN 78/R/C/W/T<br><br>Taxiway K: 15 M<br>Surface: Asphalt<br>PCN 32/F/D/X/T<br><br>Taxiway M: 23 M<br>Surface: Asphalt<br>PCN 66/F/C/W/U<br><br>Taxiway S: 23 M<br>Surface: Asphalt<br>PCN 66/F/C/W/U<br><br>Taxiway TAXILANE C: 23 M<br>Surface: Concrete<br>PCN 63/R/D/X/U<br><br>Taxiway TAXILANE CA: 23 M<br>Surface: Concrete<br>PCN 63/R/D/X/U<br><br>Taxiway TAXILANE D: 23 M<br>Surface: Concrete<br>PCN 63/R/D/X/U<br><br>Taxiway TAXILANE N: 23 M<br>Surface: Concrete<br>PCN 74/R/C/W/T |

| | | |
|---|---|---|
| | | Taxiway TAXILANE Q: 23 M<br>Surface: Concrete<br>PCN 63/R/D/X/U<br><br>Taxiway TAXILANE R: 23 M<br>Surface: Concrete<br>PCN 63/R/D/X/U<br><br>Taxiway TAXILANE T: 23 M<br>Surface: Concrete<br>PCN 63/R/D/X/U<br><br>Taxiway TAXILANE U: 23 M<br>Surface: Concrete<br>PCN 63/R/D/X/U<br><br>Taxiway TAXILANE V: 23 M<br>Surface: Concrete and asphalt<br>PCN 63/R/D/X/U<br><br>Taxiway W: 23 M<br>Surface: Asphalt<br>PCN 66/F/C/W/U |
| 3 | Altimeter checkpoint location and elevation | Central Apron 289 FT, East Apron 272 FT and West Apron 289 FT. |
| 4 | VOR checkpoints | |
| 5 | INS checkpoints | See Aircraft Ground Movement/Parking/Docking Chart. |
| 6 | Remarks | Taxiway J – Code E leading off Taxiway A on to the West Apron. From junction with Taxiway B, Taxiway reduces (south) to Code D Taxilane.<br><br>Taxiway M – Due to turn constraints, aircraft with wingspan in excess of 45 M must exercise caution when using this routing, this Taxiway is not available for MD-11 or Code E aircraft. Reduces to Code C Taxiway south of intersection with Taxiway A.<br><br>Delta Taxilane between D and V holding points widens to a bespoke maximum wingspan of 68.4 M.<br><br>Taxilane CA is limited to maximum span of 36 M.<br><br>Taxiway V - Bespoke limited to maximum span of 68.4 M and maximum length of 76.25 M. |

## EGNX AD 2.9 SURFACE MOVEMENT GUIDANCE AND CONTROL SYSTEM AND MARKINGS

| | | |
|---|---|---|
| 1 | Use of aircraft stand ID signs, TWY guide lines and visual docking/parking guidance system of aircraft stands | Stands 21, 23, 24 and 70R are self-manoeuvring. All other stands are nose-in/push-back but without guidance apart from nose wheel centre-line and nose stop positions. Marshalling guidance will be given to indicate the stop position to pilots.<br><br>When parking on Stands 8 to 17, aircraft are NOT to proceed onto stand across the rear of the stand road without the attendance of a marshaller.<br><br>If no marshal guidance is available, aircraft must not enter the stand and hold on the taxi lane until a marshaller is present. |
| 2 | Runway and taxiway markings and lighting | Runway marking aid(s):<br>09/27: Runway designation, landing thresholds, edge, centre-line, aiming point, touch down zone.<br><br>Runway light(s):<br>Runway guard lights at all taxiway intersections.<br><br>Taxiway marking aid(s):<br>Taxi holding positions. Enhanced taxiway centre-line markings are provided at each runway/taxiway intersection that, on approaching the runway, denote the proximity of the runway holding positions closest to the runway.<br><br>Taxiway light(s):<br>Green centre-line with blue edge lights on corners. Turn-offs-amber and green centre-line with blue edge lights. Taxiways Charlie, Charlie Alpha, Tango and Delta are not equipped with taxiway centre-line<br>lighting. |

| | | |
|---|---|---|
| 3 | Stop bars and runway guard lights (if any) | Multiple stopbars with red HI lighting. Runway stop bars are in operation H24. |
| 4 | Other runway protection measures | |
| 5 | Remarks | 3 X WDI: 524957.60N 0011853.79W (LGTD), 524955.93N 0012026.69W (LGTD) and 524958.07N 0011936.57W. |

## EGNX AD 2.10 AERODROME OBSTACLES

| In Approach/Take-off areas | | | | | | |
|---|---|---|---|---|---|---|
| **Obstacle ID/ Designation** | **Obstacle Type** | **Obstacle Position** | **Elevation/Height** | | **Obstruction Lighting Type/ Colour** | **Remarks** |
| **1** | **2** | **3** | **4** | | **5** | **6** |
| (EGNX_2024_TE01) 27/APPROACH | CRANE | 524955.58N 0011222.34W | 328 FT | 141 FT | Yes Red | Up to 2X cranes. |
| (EGNX2986) 27/APPROACH 09/ TAKE-OFF | FENCE | 524955.32N 0011805.21W | 287 FT | 8 FT | No | |
| (EGNX3001) 27/APPROACH 09/ TAKE-OFF | LLZ 09 OBS R | 524952.54N 0011807.19W | 284 FT | 8 FT | Yes Red | |
| (EGNX3014) 09/APPROACH 27/ TAKE-OFF | LLZ 27 OBS LT L | 524948.97N 0012123.09W | 322 FT | 9 FT | Yes Red | |
| (EGNX3377) 09/APPROACH 27/ TAKE-OFF | CCTV | 524947.05N 0012151.53W | 357 FT | 31 FT | No | |
| (EGNX2904) 09/APPROACH 27/ TAKE-OFF | RESERVOIR | 524945.95N 0012139.99W | 337 FT | 4 FT | No | |
| (EGNX2905) 09/APPROACH 27/ TAKE-OFF | RESERVOIR | 524945.88N 0012140.94W | 338 FT | 2 FT | No | |

| In circling area and at aerodrome | | | | | | |
|---|---|---|---|---|---|---|
| **Obstacle ID/ Designation** | **Obstacle Type** | **Obstacle Position** | **Elevation/Height** | | **Obstruction Lighting Type/ Colour** | **Remarks** |
| **1** | **2** | **3** | **4** | | **5** | **6** |
| EGNX_2024_TE39 | CRANE | 525316.59N 0011828.70W | 229 FT | 124 FT | Yes Red | Up to 2X cranes. |
| (EGNX2752) RATCLIFFE-ON-SOAR | CHIMNEY | 525200.90N 0011524.09W | 758 FT | 643 FT | Yes Red | |
| EGNX_2024_TE14 | CRANE | 525151.88N 0012102.09W | 328 FT | 104 FT | Yes Red | Up to 2X cranes. |
| EGNX_2024_TE43 | CRANE | 525031N 0012126W | 361 FT | 65 FT | No | Up to 2X cranes. |
| EGNX_2024_TE27 | TRANSPORTERS | 525025N 0011803W | 328 FT | 180 FT | No | Container transporters. |
| EGNX_2024_TE32 | TRANSPORTERS | 525018N 0011757W | 357 FT | 209 FT | No | Container transporters. |
| EGNX_2024_TE34 | CRANE | 525017N 0012111W | 370 FT | 82 FT | Yes Red | |
| (EGNX1212) | FENCE | 524956.10N 0012033.25W | 320 FT | 10 FT | No | |
| (EGNX3135) | ATC AERIAL | 524934.81N 0011955.29W | 468 FT | 180 FT | Yes Red | |
| (EGNX2618) | FLAG POLE | 524821.79N 0012359.78W | 503 FT | 93 FT | No | |
| (EGNX2714) | MAST | 524815.09N 0013120.26W | 651 FT | 165 FT | No | |
| UK28564940F | PYLON | 524742.77N 0010350.46W | 511 FT | 130 FT | No | |
| UK18639337F | WIND TURBINE | 524453.25N 0012637.03W | 784 FT | 286 FT | No | |
| (EGNX2567) | MAST | 524230.34N 0011658.54W | 1037 FT | 273 FT | No | |

## EGNX AD 2.11 METEOROLOGICAL INFORMATION PROVIDED

| | | |
|---|---|---|
| 1 | Associated MET Office | MET OFFICE EXETER |
| 2 | Hours of service<br>MET Office outside hour | H24 |
| 3 | Office responsible for TAF preparation<br>Periods of validity | MET OFFICE EXETER<br>24 hours |
| 4 | Trend forecast<br>Interval of issuance | |
| 5 | Briefing/consultation provided | Self briefing/telephone. |
| 6 | Flight documentation<br>Language(s) used | Charts abbreviated plain language text. TAFs/METARs.<br>English |
| 7 | Charts and other information available for briefing or consultation | |
| 8 | Supplementary equipment available for providing information | Standby systems available, including satellite weather pictures. |
| 9 | ATS units provided with information | EAST MIDLANDS |
| 10 | Additional information (limitation of service, etc.) | |

## EGNX AD 2.12 RUNWAY PHYSICAL CHARACTERISTICS

| Designations RWY Number | True bearing | Dimensions of RWY | Surface of RWY/ SWY/ Strength | THR co-ordinates/ THR Geoid undulation | THR elevation/ Highest elevation of TDZ of precision APP RWY | Slope of RWY/ SWY |
|---|---|---|---|---|---|---|
| 1 | 2 | 3 | 4 | 5 | 6 | 7 |
| 09 | 088.26° | 2894 x 45 M | RWY surface: Asphalt. ungrooved PFC. PCN 87/F/C/W/T<br>SWY surface: Asphalt. ungrooved PFC. PCN 87/F/C/W/T | 524950.36N<br>0012048.86W<br>160.7 FT | THR 305.9 FT<br>TDZ 306.3 FT | |
| 27 | 268.29° | 2894 x 45 M | RWY surface: Asphalt. ungrooved PFC. PCN 87/F/C/W/T<br>SWY surface: Asphalt. ungrooved PFC. PCN 87/F/C/W/T | 524952.88N<br>0011830.94W<br>160.6 FT | THR 281.6 FT<br>TDZ 286.0 FT | |

| SWY Dimensions | Clearway Dimensions | Strip Dimensions | RESA Dimensions, Overshoot / Undershoot | Location/ description of arresting system | OFZ | Remarks |
|---|---|---|---|---|---|---|
| 8 | 9 | 10 | 11 | 12 | 13 | 14 |
| 30 x 45 M | 310 x 150 M | 3074 x 280 M | 240 x 90 M<br>- | | | RWY 09<br><br>Threshold displaced by 180 M.<br>OFZ: Yes.<br><br>Runway 09/27 has shoulders 7.5 M each side of the runway giving a total paved width of 60 M.<br>30 M blast strips at both runway ends, same PCN as runway.<br>The runway crossfall is restricted to 1.25% along it's entire length. |

| SWY Dimensions | Clearway Dimensions | Strip Dimensions | RESA Dimensions, Overshoot / Undershoot | Location/ description of arresting system | OFZ | Remarks |
|---|---|---|---|---|---|---|
| 8 | 9 | 10 | 11 | 12 | 13 | 14 |
| 30 x 45 M | 459 x 150 M | 3074 x 280 M | 240 x 90 M<br>- | | | RWY 27<br><br>Threshold displaced by 131 M.<br>OFZ: Yes.<br><br>Runway 09/27 has shoulders 7.5 M each side of the runway giving a total paved width of 60 M. 30 M blast strips at both runway ends, same PCN as runway.<br>The runway crossfall is restricted to 1.25% along it's entire length. |

## EGNX AD 2.13 DECLARED DISTANCES

| Runway designator | TORA | TODA | ASDA | LDA | Remarks |
|---|---|---|---|---|---|
| 1 | 2 | 3 | 4 | 5 | 6 |
| 09 | 2894 M | 3205 M | 2924 M | 2714 M | |
| 27 | 2894 M | 3353 M | 2924 M | 2764 M | |
| 09 | 2714 M | 3024 M | 2744 M | | Take-off from abeam Holding Point H1. |
| 09 | 2080 M | 2391 M | 2110 M | | Take-off from abeam Holding Point M1. |
| 09 | 1317 M | 1627 M | 1347 M | | Take-off from abeam Holding Point S1. |
| 27 | 2465 M | 2924 M | 2495 M | | Take-off from abeam Holding Point W1. |
| 27 | 1610 M | 2069 M | 1640 M | | Take-off from abeam Holding Point S1. |
| 27 | 837 M | 1256 M | 867 M | | Take-off from abeam Holding Point M1. |

## EGNX AD 2.14 APPROACH AND RUNWAY LIGHTING

| RWY | Approach lighting Type/ Length/ Intensity | Threshold lighting Colour/Wing bars | VASIS/ MEHT/ PAPI/ PAPI Dist from THR | TDZ, lighting Length | Runway Centre Line lighting Length/ Spacing/ Colour/ Intensity | Runway edge lighting Length/ Spacing/ Colour/ Intensity | Runway end lighting Colour/ Wing bars | Stopway lighting Length/ Colour | Remarks |
|---|---|---|---|---|---|---|---|---|---|
| 1 | 2 | 3 | 4 | 5 | 6 | 7 | 8 | 9 | 10 |
| 09 | Coded centre-line with five crossbars 900 M HI. Centre-line with one crossbar 420 M LI. | Green<br>Light intensity high<br>With green wingbars | PAPI<br>Left/3°<br>55 FT<br>347 M | | Bi-directional<br>Colour coded centre-line 15 M spacing<br>Light intensity high | Inset HI bi-directional | Red<br>Light intensity high | 31 M<br>Red | |
| 27 | Coded centre-line with five crossbars 900 M HI. Supplementry lighting inner 300 M. Centre-line with one crossbar 420 M LI. | Green<br>Light intensity high<br>With green wingbars | PAPI<br>Left/3°<br>55 FT<br>372 M | 900 M | Bi-directional<br>Colour coded centre-line 15 M spacing<br>Light intensity high | Inset HI bi-directional | Red<br>Light intensity high | 30 M<br>Red | |

## EGNX AD 2.15 OTHER LIGHTING, SECONDARY POWER SUPPLY

| | | |
|---|---|---|
| 1 | ABN/IBN location, characteristics and hours of operation | |

| | | |
|---|---|---|
| 2 | LDI location and lighting<br>Anemometer location and lighting | Anemometer: West Anemometer 524954.56N 0012031.01W (LGTD); East Anemometer 524956.45N 0011847.19W (LGTD). |
| 3 | TWY edge and centre line lighting | CL: Green centre-line lights (15 M spacing) and red stopbars, except the Mike Taxiway has no centre-line lights south of the Alpha Taxiway. Taxiways Delta and Charlie have no centre-line lighting.<br><br>EDGE: Blue edge lights. |
| 4 | Secondary power supply/switch-over time | Yes. Less than 1 second. |
| 5 | Remarks | Apron floodlights. |

## EGNX AD 2.16 HELICOPTER LANDING AREA

**INTENTIONALLY BLANK**

## EGNX AD 2.17 AIR TRAFFIC SERVICES AIRSPACE

| Designation and lateral limits | Vertical Limits | Airspace Class | ATS unit callsign/ language | Transition Altitude | Hours of applicability | Remarks |
|---|---|---|---|---|---|---|
| 1 | 2 | 3 | 4 | 5 | 6 | 7 |
| EAST MIDLANDS CTR 1<br>525510N 0012530W -<br>525456N 0011804W -<br>525255N 0010733W -<br>524558N 0010733W -<br>524537N 0011628W -<br>524536N 0011932W -<br>525510N 0012530W | Upper limit:<br>FL105<br>Lower limit:<br>SFC | D | EAST MIDLANDS RADAR<br>English | 6000 FT | | |
| EAST MIDLANDS CTR 2<br>525510N 0012530W -<br>524536N 0011932W -<br>524535N 0012816W -<br>525233N 0013241W -<br>525510N 0012530W | Upper limit:<br>5500 FT ALT<br>Lower limit:<br>SFC | D | EAST MIDLANDS RADAR<br>English | 6000 FT | | |
| EAST MIDLANDS ATZ<br>A circle, 2.5 NM radius, centred at 524952N 0011940W on longest notified runway (09/27) | Upper limit:<br>2000 FT AGL<br>Lower limit:<br>SFC | D | EAST MIDLANDS RADAR<br>English | 6000 FT | | |

## EGNX AD 2.18 AIR TRAFFIC SERVICES COMMUNICATION FACILITIES

| Service Designation | Callsign | Channel/ Frequency(MHz) | SATVOICE number(s) | Logon Address | Hours of Operation | Remarks |
|---|---|---|---|---|---|---|
| 1 | 2 | 3 | 4 | 5 | 6 | 7 |
| TWR | EAST MIDLANDS GROUND | 121.905<br>DOC 3 NM/GND. | | | H24 | VDF<br>524956.61N 0011958.25W<br>On AD. |
| | EAST MIDLANDS TOWER | 124.005<br>DOC 25 NM/4000 FT. | | | H24 | |
| RADAR | EAST MIDLANDS DIRECTOR | 120.130<br>DOC 25 NM/<br>10,000 FT. | | | As directed by ATC. | ATZ hours coincident with Radar hours.<br><br>VDF<br>524956.61N 0011958.25W<br>On AD. |
| | EAST MIDLANDS RADAR | 126.180<br>DOC 60 NM/<br>20,000 FT. | | | H24 | |
| | | 134.180<br>Lower Airspace Radar Service.<br>DOC 60 NM/<br>20,000 FT. | | | H24 | |

| Service Designation | Callsign | Channel/ Frequency(MHz) | SATVOICE number(s) | Logon Address | Hours of Operation | Remarks |
|---|---|---|---|---|---|---|
| 1 | 2 | 3 | 4 | 5 | 6 | 7 |
| ATIS | EAST MIDLANDS INFORMATION | 122.680 DOC 60 NM/ 20,000 FT. | | | H24 | |
| OTHER | EAST MIDLANDS FIRE | 121.600 Non-ATS Frequency. | | | Available when Fire vehicle attending aircraft on the ground in an emergency. | |

## EGNX AD 2.19 RADIO NAVIGATION AND LANDING AIDS

| Type of Aid CAT of ILS/MLS MAG Var/VOR Declination | Ident | Frequency | Hours of Operation | Position of transmitting antenna coordinates | Elevation of DME transmitting antenna | Remarks |
|---|---|---|---|---|---|---|
| 1 | 2 | 3 | 4 | 5 | 6 | 7 |
| ILS/LOC<br>I<br>0.84°E (2027) | IEMW | 109.350 MHz | H24 | 524953.30N<br>0011807.40W | | (RWY 09) |
| ILS/GP | IEMW | 331.850 MHz | H24 | 524954.61N<br>0012031.10W | | 3° ILS Ref Datum Hgt 56 FT. |
| ILS/LOC<br>III<br>0.82°E (2027) | IEME | 109.350 MHz | H24 | 524949.74N<br>0012122.96W | | (RWY 27) |
| ILS/GP | IEME | 331.850 MHz | H24 | 524956.50N<br>0011847.13W | | 3° ILS Ref Datum Hgt 54 FT. |
| VOR/DME<br>0.76°E (2027)<br>0.6°E (2023) | HON | 83Y<br>113.650 MHz | H24 | 522124.04N<br>0013949.41W | 435 FT | VOR/DME DOC: 60 NM/50,000 FT (85 NM/50,000 FT in Sector R179-239 and 100 NM/50,000 FT in Sector R314-001). |
| VOR/DME<br>0.48°E (2027)<br>0.50°E (2023) | POL | 58X<br>112.100 MHz | H24 | 534437.60N<br>0020611.83W | 1438 FT | VOR/DME DOC: 115 NM/50,000 FT (150 NM/50,000 FT in Sector R075-015). Due to terrain, coverage at low level is reduced in Sector R280-335. |
| NDB (L)<br>0.88°E (2027) | EME | 353.500 kHz | H24 | 524957.69N<br>0011140.43W | | Range 20 NM. |
| NDB (L)<br>0.79°E (2027) | EMW | 393.000 kHz | H24 | 524943.19N<br>0012715.98W | | Range 10 NM. |
| ILS/DME | IEMW | 30Y<br>109.350 MHz | H24 | 524957.99N<br>0011940.24W | 322 FT | (RWY 09)<br>On AD.<br>Freq paired with ILS I-EMW and I-EME.<br>Zero range indicated at THR of Runway 09 and 27. |
| ILS/DME | IEME | 30Y<br>109.350 MHz | H24 | 524957.99N<br>0011940.24W | 322 FT | (RWY 27)<br>On AD.<br>Freq paired with ILS I-EMW and I-EME.<br>Zero range indicated at THR of Runway 09 and 27. |
| VOR/DME<br>0.96°E (2027)<br>0.8°E (2024) | DTY | 111X<br>116.400 MHz | H24 | 521048.51N<br>0010649.64W | 600 FT | RNAV substitution only.<br>VOR DOC: 45 NM/50,000 FT (55 NM/ 50,000 FT in Sector R009-089).<br>DME DOC: 60 NM/50,000 FT (75 NM/ 50,000 FT in Sector R284-344). |
| VOR/DME<br>0.69°E (2027)<br>0.4°E (2025) | TNT | 104X<br>115.700 MHz | H24 | 530314.23N<br>0014011.90W | 994 FT | RNAV substitution only.<br>VOR DOC: 20 NM/50,000 FT (40 NM/ 50,000 FT in Sector R100-205). DME DOC: 80 NM/50,000 FT (100 NM/ 50,000 FT in Sector R300-000). |

# EGNX AD 2.20 LOCAL AERODROME REGULATIONS

## 1 AIRPORT REGULATIONS

a) Use by aircraft not able to communicate with ATC by radio is subject to prior permission.
b) Use governed by regulations applicable to East Midlands CTR.
c) Jet aircraft failing to meet certification levels appropriate to Chapter 3 will not be permitted to land or take-off between 2300-0700 (2200-0600) except in special circumstances. Dispensation to do so within strict guidelines must be sought from ATC.
d) Use of East Midlands Airport is subject to Standard Conditions of Use, which can be requested from the Finance Section. Tel: +44(0)1332-852975 or by e-mail: finance@eastmidlandsairport.com.
e) All flights, except General Aviation and military flights, are subject to the prior approval of the Managing Director, East Midlands Airport Ltd and prior notification to Airport Co-ordination Ltd, who act as an agent for the Airport. Requests for ad-hoc slot allocations should be made to ACL during working hours Mon - Fri 0830-1700 by e-mail: lonacxh@acl-uk.org; or Tel: +44(0)161-493 1850, Fax: +44(0)161-493 1853, or at all other times to Airfield Operations: +44(0)1332-852 973. OCS account holders can add, change and cancel slots at any time on the online co-ordination portal: https://www.online-coordination.com/default.aspx?AspxAutoDetectCookieSupport=1.
f) All visiting aircraft must pre-book a designated handling agent prior to landing at EMA.
g) Planned Diversion Procedure - All operators are advised that before filing East Midlands as an alternate, they are required to have made arrangements for ground handling and maintenance; this arrangement is subject to the agreement of the Airport Management. Nothing in this procedure shall however prevent an aircraft that has declared an emergency from landing.

## 2 GROUND MOVEMENT

a) Stand allocation will be by the Airport Authority.
b) Aircraft must be pushed back from parking stands unless operating form a self-manoeuvring stand (as detailed in AD 2.9 SURFACE MOVEMENT GUIDANCE AND CONTROL SYSTEM AND MARKINGS). Powerback manoeuvres are not permitted.
c) Pushback clearances may be issued to designated Tug Release Points (TRP's) where applicable. Standard pushback clearances will be given when TRP's are not installed. See Aircraft Ground Movement/Parking/Docking Chart AD 2.EGNX-2-2 for TRP locations.
d) The airside area is a 24 hour mandatory high visibility clothing area. All flight crews are to wear high visibility clothing for all ramp activities (including aircraft walkrounds).
e) The operators of all aircraft using the aprons, all of which are within the Critical Area as defined by the requirements of the Aviation Security Act 1982 as amended by the Aviation and Maritime Security Act 1990, shall designate a handling agent in advance of any inbound flight.
f) Parking on the aprons is strictly PPR. Within the apron areas only, crew and passenger transport may, subject to availability and payment, be provided by the handling agents.

   The apron areas to the west of the M Taxiway is not available for aircraft parking except:

   i. On the aprons outside all hangars with the permission of the company occupying the hangar concerned or the Airport Authority;
   ii. On the area bounded by dashed white lines on the west side of the Maintenance Area North apron and with the permission of Donair Limited.

   Aircraft operators parking on any part of this area without permission will be in contravention of the Airport Byelaws relating to East Midlands Airport made under the Civil Aviation Act 1982.

g) Due to turn constraints, aircraft with a wingspan in excess of 36 M must exercise caution when using Taxiways M and S. Taxiways M and S are not available for MD-11 and aircraft larger than Code D.
h) Aircraft ground movement modelling for Code F and above, is available on request to ops.safety@eastmidlandsairport.com.
i) All aircraft with a wing span in excess of 36 M must exercise caution when using the Taxiway M intersections with the runway and Taxiway A due to taxiway width constraints.
j) When using Runway 27, Taxiway S is normally used for departures. Landing traffic should not plan to vacate the runway at Taxiway S without first requesting permission from ATC.
k) Aircraft up to max Beech King Air (B350) only can use code B Taxilane MA.
l) During taxiing, pilots should be expected to encounter a wide range of differing aircraft types and sizes which may be difficult to visually acquire during periods of poor visibility or at night. Aircrew remain responsible for wingtip separation and, if in any doubt, should stop, hold position and request marshaller assistance. Pilots should exercise caution when taxiing on A in the vicinity of runway intersections H, M, S and W due to the possible presence of other aircraft holding at these intersections for departure.
m) Long wheelbase code E/F aircraft eg. A340-500/600, A350-900/1000, B747-8, B787-10 etc should use caution when entering/exiting the runway at all exits due to pavement width constraints.
n) All departing B747 operations on the East and West aprons are to use minimum break away power when first moving away. Additionally, due to jet blast, all arriving and departing B747s shall use the minimum thrust necessary when taxiing in the East and West aprons.
o) Taxiway C is restricted to Code C operations. Code D aircraft using stands 20 (B767-300W) and 24 (B757-200W) must be towed on and towed off via Q.
p) East apron entrance/exit U is restricted to maximum span of 51 M and maximum length of 55 M. Operators with Code E aircraft wishing to use U must contact ops.safety@eastmidlandsairport.com in advance as special procedures are required.
q) East apron entrance/exit V is restricted to maximum span of 68.4 M and maximum length of 76.25 M (B747-8).

## 3 CAT II/IIIB OPERATIONS

a) Runway 27, subject to serviceability of the facility, is suitable for Category II/IIIb operations by operators whose minima have been accepted by the Civil Aviation Authority.

b) During Category II/IIIb operations, special ATC procedures (Low Visibility Procedures) will be applied. Pilots will be informed by ATIS broadcast or by RTF when these procedures are in operation.
c) Holding Points Sierra 1 and 2, Whiskey 1 and 2, Mike 1 and 2 and Hotel 1 and 2 are closed when Low Visibility Procedures are in force.
d) All Runway 27 departures will be via Holding Point Alpha 2 only, and all landing aircraft must only vacate the runway via Holding Point Golf 2.
e) Low Visibility Procedures Runway 09

i. During periods of low visibility, to protect departing aircraft, 'Low Visibility Procedures' may be in force. Arriving aircraft are limited to CAT I or LTS CAT I approaches only. Pilots will be informed via ATIS broadcast or by RTF when these procedures are in operation.
ii. During Low Visibility Procedures all departures will be via Holding Point Golf 2 only and all landing aircraft must vacate via Holding Point Alpha 2.

f) When visibility drops below 350 M, Airfield Operations 'lead vehicles' are available on request.

## 4 WARNINGS

a) Interference causing large fluctuations to the heading indications of magnetic compasses may be experienced by aircraft in the vicinity of holding point Whiskey One and on the runway, north of Whiskey One. All pilots are advised to carry out any pre take-off check of Direction Indicator against magnetic compass in areas other than those mentioned above.
b) Grass Cutting:

Consequent upon the implementation of the long grass programme relating to the control of birds, the following will be introduced:

Grass cutting may take place on a daily basis between April and October inclusive within the strip enclosing Runway 09/27. Circuit flying by light aircraft may be restricted at certain times to permit grass cutting in the areas immediately adjacent to the runway.

c) Pilots are advised that in the Spring and Autumn, bird concentrations may be present on all areas under agricultural use on the approaches to Runway 09/27. Deterrent measures within the Airport's boundaries are carried out by the Bird Control Unit and pilots may be requested by ATC to delay a departure or arrival if bird concentrations within the Bird Control Unit's area of control prove difficult to disperse.
d) A pyrotechnic factory is sited approximately 3 NM north of the aerodrome. Pilots are warned that rockets, carrying flares of up to 150,000 candela deployed on parachutes, may be tested up to a height of 1000 FT AGL, (1100 FT AMSL) by day and night.
e) A flare stack is sited at Chellaston (*525154N 0012536W). The stack is 36 FT above ground level (266 FT AMSL) and the flare is 20 FT in length.
f) There is a model aircraft flying site located approximately 2.3 NM north east of the airport within the ATZ and Long Eaton Lane (5253337N 0011722W). SUA (Small Unmanned Aircraft) operations will usually remain below a height of 400 FT (495 FT AMSL). In exceptional circumstances, SUA operations may be permitted up to a height of 800 FT (895 FT AMSL) subject to approval from East Midlands Airport ATC. In this case, ATC will advise aircraft operating in the vicinity of the site that high level SUA operations are taking place.
g) The grass verges of the taxiways and aprons are weak in places and liable to waterlogging.
h) Pilots are warned of the possibility of building induced turbulence and wind-shear when landing on Runway 09 in strong southerly winds.
i) High sided vehicles may be parked adjacent to the western perimeter fence.
j) The Maintenance Area and Taxiway M, south of M3 are not controlled by ATC. Pilots should exercise caution and expect uncontrolled vehicle and aircraft movements in this area.
k) Two wind turbines operational bearing 230° from the ARP, range 1076 M, max blade-tip height 148 FT AGL. Pilots may experience a slight increase in turbulence in southerly winds.
l) Cables exist north of the airport.
m) Certain radio navigation and landing aids are unavailable due to maintenance during the following periods of each month:

i. ILS - Sunday 0900-1300 (0800-1200).
ii. M511 - 2nd Tuesday of the month 0930-1330 (0830-1230).
iii. EME - 4th Monday of the month 0930-1230 (0830-1130).
iv. EMW - 3rd Monday of the month 0930-1230 (0830-1130).
v. FFM - 4th Thursday of the month 0930-1200 (0830-1100).
vi. DME - 2nd Wednesday of the month 0930-1130 (0830-1030).

## 5 HELICOPTER OPERATIONS

a) IFR.

i. Arrival Procedures

1. Following an IFR approach to Runway 09/27 ground or air taxi to parking areas as instructed by ATC. Helicopters which can ground taxi, will normally follow the taxiway to their assigned parking area.

ii. Departure procedures

1. Proceed via the taxiway system for a departure on Runway 09/27 as directed by ATC.

b) VFR.

i. Arrival Procedures

1. Helicopters should expect to be cleared into the CTR via the Long Eaton or Shepshed VFR Lanes direct to either left or right base at level as may be assigned by ATC. Overflight of the villages of Castle Donington to the north and Diseworth to the south is to be avoided.
2. On receipt of a landing clearance, helicopters are to land on Runway 09/27 and follow instructions issued by ATC for appropriate runway exit point and stand or parking area. Pilots should avoid exiting the runway via A1, W1 or S1 in the case of Runway 27 or G1, H1 or M1 in the case of Runway 09 without specific instructions from ATC.
3. On vacating the runway, pilots should expect instructions to taxi to the designated parking area following the taxiing procedures applicable to IFR arriving flights (see sub paragraph a (i)).

ii. Departure Procedures

1. Pilots of Helicopters should expect instructions to proceed via the taxiway system for a departure on Runway 09/27 as directed by ATC.

c) Special VFR Procedure

i. Arrivals and Departures are as for VFR arrival and departure procedures.

d) Helicopter Movements to/from Donington Park

i. All helicopters operating into and from Donington Park Racing Circuit shall use only areas defined and promulgated by the owners of the site and their permission to operate shall have first been obtained by the aircraft commander.
ii. The owners of the site shall promulgate to helicopter operators to whom they grant permission to land, details of any site to be used and shall draw their attention to the restrictions which they, the owners, may place upon it and to the Air Traffic Rules for the East Midlands Control Zone/Control Area.
iii. Air Traffic Control Instructions for helicopters to proceed to or depart from Donington Park Racing Circuit will not be withheld for any reasons other than traffic reasons, but any such instruction given shall not constitute a clearance to land nor shall it to be deemed by the aircraft commander as granting permission to use the approved site.

## 6 USE OF RUNWAYS

a) In accordance with EU OPS Sub-part E the following approach operations are available to approved operators:

i. Runway 09 suitable for Lower than Standard Category I operations supported by an ILS Classification of II/D/2;
ii. Runway 27 suitable for Lower than Standard Category I operations supported by an ILS Classification of II/D/2.

## 7 TRAINING

a) Training flights and Instrument Rating Tests. Training requires the prior approval of ATC and application should be made as far in advance as possible; see AD 2-EGNX-1-11 paragraph 10. Special conditions apply for jet-engined aircraft. Operators wishing to take advantage of rebated fees and charges for training are advised that application for training rebates MUST be made in advance to the Airport Authority. Rebates are not granted retrospectively.

# EGNX AD 2.21 NOISE ABATEMENT PROCEDURES

## 1 NOISE

a) Noise abatement Procedures – All aircraft inbound or outbound from the aerodrome are required to conform to the following procedures; notwithstanding that these may at any time be departed from to the extent necessary for avoiding immediate danger, or in compliance with ATC instructions.

## 2 GENERAL

a) Every operator of aircraft using the aerodrome shall ensure at all times that aircraft are operated in a manner calculated to cause the least disturbance to the area around the aerodrome.
b) Whenever possible aircraft should avoid overflying the villages of Diseworth (south of the aerodrome) and Castle Donington (north of the aerodrome).

## 3 TAKE-OFF AND CLIMB PROCEDURES (INCLUDING ‘GO-AROUNDS’)

a) Aircraft Operators shall instigate their aircraft manufacturer’s noise abatement recommended procedures on departure and up to FL 100, or the procedures listed in paragraphs i to vi:

i. Take-off to 1500 FT QNH:

Power – Normal take-off.

Speed – V2 + 10 KT (+).

Flaps – Set as appropriate.

ii. 1500 FT to 3000 FT QNH:

Power – Reduced to climb thrust.

Speed – V2 + 10 KT (+).

Flaps – Maintain previous setting.

***Note:*** *V2 + 10 KT (+) indicates that V2 + 10 may be exceeded where pitch angle or specific aircraft characteristics are possible limiting factors.*

iii. At 3000 FT QNH Retract flaps on schedule and assume normal en-route climb.
iv. Between 3000 FT QNH and FL 100: Maximum climb speed 250 KT unless otherwise instructed.
v. **All** turbo-jet aircraft or turbo-fan aircraft departing from Runway 27 shall attain an altitude of 1500 FT and shall have passed the end of the runway before commencing any turn.
vi. Aircraft 'going around' from an approach to Runway 27 shall not commence any turn until the end of the runway and shall avoid overflying Castle Donington (sector 360° MAG to 065° MAG, radius 0.65 NM from the localizer).
vii. All turbo-jet, turbo-fan aircraft and aircraft in excess of a gross weight of 17000 KG, departing 'Northbound' from Runway 09 shall, as soon as practical after passing the end of the runway, track 096° MAG to 1.5 NM before turning left in accordance with the departure SID or issued clearance.
viii. All turbo-jet, turbo-fan aircraft and aircraft in excess of a gross weight of 17000 KG, departing 'Southbound' from Runway 09 shall, as soon as practical after passing the end of the runway, track 096° MAG to 2.0 NM before turning right in accordance with the departure SID or issued clearance.
ix. After take-off the aircraft shall be operated in such a way that it is at a height of not less than 1000 FT AAL at 6.5 KM from start of roll as measured along the departure track of that aircraft.

## 4 TAKE-OFF PROCEDURES. RUNWAY 27 BETWEEN THE HOURS OF 2200-0700 (2100-0600)

a) All departures should be from Whiskey. Runway length from a beam Whiskey is 2463 M; full length take-off is available on request for operational performance reasons, or for ATC requirements, only. When full length is requested, aircraft may be held at A3 prior to entering Runway 27 at A1.

## 5 PREFERRED RUNWAY USAGE

a) During light wind conditions aircraft may be required to use either runway subject to a maximum tailwind of 5 KT.

## 6 ILS APPROACHES

a) When using the ILS in IMC or VMC, aircraft shall not descend below 2000 FT QNH before intercepting the glidepath, nor thereafter fly below it. Aircraft approaching without assistance from the ILS or radar shall not at any time follow a descent path lower than that which would result from an approach using guidance from the ILS.

## 7 CONTINUOUS DESCENT APPROACHES

a) Turbo-jet and turbo-prop aircraft are expected to apply continuous descent, low power, low drag approach techniques at all times.
b) Subject to ATC instructions, inbound aircraft are to maintain as high an altitude as practical and adopt a low power, low drag, continuous descent approach profile. ATC will provide estimated track distance to touchdown to allow pilots to descend at a rate they judge best suited to achieve continuous descent without using more power or drag than necessary. The object will be to join the glidepath at the appropriate height for the distance without level flight.
c) To facilitate these techniques aircraft should be flown no faster than 250 KT from the Speed Limiting Points and below FL100 and 250 KT-210 KT during the intermediate approach phase. Thereafter speed should be managed so as to achieve a continuous descent using as little power or drag as possible. ATC may impose speed control if required for separation purposes.
d) ATC will provide regular range checks. Pilots who require additional track mileage to facilitate a successful CDA should inform ATC as soon as the requirement is apparent.

***Note:*** *For monitoring purposes, a descent will be deemed to have been continuous provided that no segment of level flight longer than 2.5 NM occurs below 6000 FT QNH and 'level flight' is interpreted as any segment of flight having a height change of not more than 50 FT over a track distance of 2 NM or more, as recorded in the airport Noise and track-keeping system.*

## 8 REVERSE THRUST

a) Pilots are requested to avoid the use of reverse thrust or reverse pitch above idle power settings on landing, consistent with the safe operation of the aircraft between the hours of 2200-0700 (2100-0600).

## 9 VISUAL CIRCUITS

a) Large aircraft and all turbo-jet and turbo-fan aircraft, when carrying out circuits, shall be flown at an altitude of at least 2000 FT QNH and turns onto the crosswind leg must not be initiated until after passing the up-wind end of the runway.
b) Pilots shall avoid making their final turn on approach to Runway 27 over the village of Kegworth. All circuits to the south of the aerodrome must keep clear and south of the village of Diseworth, all circuits to the north of the aerodrome must keep clear and north of the village of Castle Donington.
c) Pilots shall avoid direct over flight of the villages of Aston and Weston-on-Trent 2 NM to the northwest of the aerodrome.

## 10 TRAINING FLIGHTS

a) Training requires the prior approval of ATC. Permission will only be given for such flights between 0800-1200 (0700-1100) and 1400-1800 (1300-1700). Training will only be permitted by based operators, regular users of the airport or non-jet aircraft below 5700 KG MTOW. Training on Saturdays, Sundays and UK Public Holidays will not be permitted except by non-jet aircraft below 5700 KG MTOW.

## 11 ENGINE RUNNING

a) Engine running of aircraft will not be approved between 2300-0600 (2200-0500), unless an aircraft is urgently required to provide an operational service. For further information contact the Duty Airfield Operations Supervisor on Tel: 01332-852925.

## 12 AUXILIARY POWER UNITS (APU)S

a) Use of APU shall be limited as much as possible.
b) APU may be used:

   i. 5 minutes after 'On Blocks';
   ii. 30 minutes before Estimated Time of Departure (ETD).

Except for operational extensions approved by the Duty Airfield Operations Supervisor on Tel: 01332-852925.

## 13 OPERATION RESTRICTIONS

a) Any aircraft which has a quota count of 16, 8 or 4 may not take off or land during the night period 2300-0700 (2200-0600).
b) An aircraft may not take off or be scheduled to land during the night period where the operator of that aircraft has not provided (prior to its take-off or prior to its scheduled landing time as appropriate) sufficient information to enable the airport authority to verify its noise classification and thereby its quota count.

## 14 NIGHT NOISE LIMITS

a) Aircraft departing between 2300-0700 (2200-0600) are required to operate within a maximum noise limit (measured at a distance of 6.5 KM from start of roll). Noise limits at specific monitors may vary from the below. This is due to adjustments at each monitor made with reference to the height and distance relative to 6.5 KM from start of roll, and the departure route flown. The maximum noise limits are defined as follows.

| Definition | Limit (dB(A)) |
|---|---|
| Aircraft with a QC of 4, 8 or 16 | See paragraph 13 |
| Aircraft with a MTOW of 300 tonnes or greater | 92 |
| Aircraft with a MTOW greater than 100 tonnes but less than 300 tonnes | 87 |
| Aircraft with a MTOW of 100 tonnes or less | 81 |

b) QC = quota count (as defined in the UK AIP Supplement)
c) Any aircraft shall, after take-off, be operated in such a way that it will not cause more noise than these limits when measured at any noise monitoring terminal at any of the sites in the table below:

| Site | Elevation above aerodrome | Latitude | Longitude |
|---|---|---|---|
| Site 1: Weston-on-Trent | 39 M | 525040N | 0012459W |
| Site 2: Wilson | 47 M | 524922N | 0012352W |
| Site 3: Sutton Bonington | 43 M | 524941N | 0011455W |

d) The limits shall be adjusted in accordance with the following table to take account of the location of the terminal and its ground elevation relative to the aerodrome elevation

| Site | Adjustment dBA |
|---|---|
| Site 1: Weston-on-Trent | Minus 2.5 |
| Site 2: Wilson | Plus 3.9 |
| Site 3: Sutton Bonington – TNT/POL | Minus 1.9 |
| Site 3: Sutton Bonington – DTY | Minus 2 |

e) Aircraft that exceed a maximum noise limit will be subject to a penalty as stated in the airport fees and charges document.

# EGNX AD 2.22 FLIGHT PROCEDURES

## 1 PROCEDURES FOR INBOUND AIRCRAFT

a) Standard Arrival Routes (STARs).

i. Standard Arrival routes for aircraft inbound from the UK ATS Route Network will be routed via the Standard Terminal Arrival Routes (STARs) detailed at AD 2-EGNX-7-1 to 7-4.
ii. Where STARs are designated as RNAV1 Only, Non-RNAV 1 aircraft shall file the via the existing route structure as featured in the Standard Route Document (SRD). Aircraft should not proceed beyond ROKUP or PIGOT without ATC clearance.

b) Aircraft inbound from the UK ATS Route Network will be cleared into the CTR/CTA without having to request a specific entry clearance.
c) Initial Approach Procedures for aircraft to proceed from holding area PIGOT and ROKUP are detailed at AD 2-EGNX-7-10 to 7-11.

***Note:*** *Due to the removal of the DTY/TNT DVORs, IAPs as detailed at AD 2-EGNX-7-10 and 7-11 are only available to aircraft that are RNAV1 compliant.*

d) Inbound Procedure other than on the UK ATS Route Network.

i. Aircraft wishing to enter the East Midlands CTR/CTA direct from the London Flight Information Region are required to obtain permission at least 10 minutes before reaching the Zone or Area boundary, when they will be advised of the route to be followed consistent with the current traffic situation.

e) Holding patterns are as follows:

| | |
|---|---|
| Midlands NDB(L) EME | Holding axis 270° M inbound, turning left, maximum holding speed 210 KT, minimum holding level, 3000 FT ALT. |
| Midlands NDB EMW | Holding axis 090° M inbound, turning right, maximum holding speed 210 KT, minimum holding level, 3000 FT ALT. |
| PIGOT | Terminal Holding Fix is established at PIGOT as detailed on the appropriate STAR charts. |
| ROKUP | Terminal Holding Fix is established at ROKUP as detailed on the appropriate STAR charts. |

f) Minimum Runway Occupancy Requirements

i. Landing aircraft are reminded that prompt exit from the runway will enable ATC to apply minimum spacing on final approach and will minimise the risk of 'go-arounds'. Pilots of landing aircraft are therefore requested to vacate the runway via the first available taxiway corresponding to operational requirements or as directed by ATC.
ii. With the exception of MD11 and Code E and above aircraft, the preferred exit after landing on Runway 27 is Mike. Pilots shall only attempt to vacate at Sierra when they have obtained permission from East Midlands Tower during final approach.
iii. After landing on Runway 09, unless there is reasonable assurance of slowing in time to vacate at Sierra, landing aircraft are requested to keep their speed up and vacate the runway via Whiskey. During Runway 09 operations, permission to vacate at Sierra does not need to be obtained from ATC prior to landing.
iv. Pilots are reminded that taxiways Sierra and Mike are unsuitable for MD11 and Code E and above aircraft.

g) Approach with Radar Control

i. Aircraft will be radar vectored for an intermediate approach profile that should allow a low power/low drag continuous descent approach to be carried out. To achieve this profile, pilots should plan to be at FL 100 and 250 KT by 35 NM from touchdown, reducing to 250 KT-220 KT by 6000 FT ALT 20 NM from touchdown. Estimated track distance will be given to allow pilots to descend at a rate they judge best suited to achieve continuous descent without using more power or drag than necessary. The object will be to join the glidepath at the appropriate height for the distance without level flight.
ii. For planning purposes, 35 NM from touchdown equates approximately to the following positions:.

| Runway | From the South | From the North |
|---|---|---|
| 09 | 28 NM N of DTY<br>17 NM DME from I-EMW | VEGAR<br>26 NM DME from I-EMW |
| 27 | VELAG<br>28 NM DME from I-EME | Abeam TNT<br>16 NM DME from I-EME |

h) Approach without Radar Control

i. When traffic is not being sequenced by Surveillance Radar, aircraft will be cleared from the holding facility to carry out the approach procedure appropriate to the runway-in-use, as detailed at AD 2-EGNX 7-10 to 7-11.

## 2 PROCEDURES FOR OUTBOUND AIRCRAFT

a) Standard Instrument Departure Procedures are detailed at AD 2-EGNX-6-1 to AD 2-EGNX-6-3.

***Note:*** *Due to the removal of the DTY/TNT DVORs, SIDs as detailed at AD 2-EGNX-6-1 and 6-2 are only available to aircraft that are RNAV 1 compliant.*

b) Departure Speed Restriction: In order to optimise the departure flow and assist in the separation between successive departing aircraft, a speed limit of 250 KT IAS below FL 100 is applicable until removed by ATC. ATC may remove the speed restriction by using the phrase 'No ATC Speed Restriction'. Pilots are reminded that this phrase does not relieve the pilot of the responsibility to adhere to the ground track of the Noise Preferential Route, which may require a speed/power limitation.
c) If for any reason pilots are unable to comply with the 250 KT IAS speed restriction the pilot should immediately advise ATC and state the minimum speed acceptable. If a pilot anticipates before departure that they will be unable to comply with the speed restriction, they should inform ATC when requesting start-up clearance, stating the minimum speed acceptable. In this case the pilot will be informed before take-off of any higher speed limitation.
d) After departure aircraft must not change frequency until instructed.
e) Aircraft that operate consistently outside the noise preferential route can be subject to a penalty as stated in the airport fees and charges document.

***Note:*** *For monitoring purposes, a departure will be deemed to have complied with the Noise Preferential Routeing (NPR) if, in the portion of flight below the 5000 FT vectoring altitude, it is properly recorded by the airport's noise and track-keeping (NTK) system as having flown wholly within the Lateral Swathe (LS). The LS is defined from the centre-line of the relevant route coded in the NTK system, based upon a map accredited for this purpose by the Department for Transport, by the closer to the route centre-line depicted on the map of (a) a pair of lines either side, each diverging at an angle of 10° from a point on the runway centre-line 2000 M from start-of-roll; and (b) a pair of parallel lines representing a distance of 1.2 KM either side of the route centre-line. For avoidance of doubt, the depicted route and LS may include curved sections representing turns.*

## 3 RADIO COMMUNICATIONS FAILURE PROCEDURE

a) In the event of complete radio communication failure in an aircraft, the pilot will adopt the appropriate procedure notified at ENR 1.1 para 3.4.
b) Initial Approach: as per Loss of Communications on chart AD 2.EGNX-5-1.
c) Intermediate/Final Approach: as per Loss of Communications on chart AD 2.EGNX-5-1.
d) The route to be used when leaving the CTR/CTA in accordance with this procedure is as follows:

| Position at time of decision | Route |
|---|---|
| NDB EME or NDB EMW | Track 350°MAG at 3000 FT ALT |

## 4 VFR AND SPECIAL VFR FLIGHT

a) Pilots inbound to East Midlands under VFR will be instructed to report at one of the VRPs, where they will either be given a route to follow or will be identified by radar and directed into the approach sequence. If inbound aircraft are not being radar directed and direct routings are, for traffic reasons, not available, to expedite arrival, the route to follow offered to pilots after reporting at a VRP will be:

| VRP | Route |
|---|---|
| Church Broughton (Disused AD)<br>Trowell (M1 Service Area)<br>Bottesford (Disused AD) | Via Long Eaton Entry Lane |
| Melton Mowbray (Disused AD)<br>M1 Junction 22 (Markfield)<br>M42 Junction 11 (Measham) | Via Shepshed Entry Lane |

b) Clearances may be requested for Special VFR flights within the CTR and will be given whenever the traffic situation permits. These flights are subject to the general conditions laid down at ENR 1.2.

***Note:*** *Pilots holding a Private Pilots Licence (Aeroplanes) are reminded of the visibility requirements for Special VFR flights laid down in Schedule 7 of the Air Navigation Order 2009 and in the related notification at ENR 1-4-6, note 4, paragraph d.*

c) Aircraft may be given a radar service whilst within the Zone if, due to the traffic situation, ATC considers it advisable. It will remain the responsibility of the pilot to remain at all times in flight conditions which will enable him to determine his flight path and to keep clear of obstacles, and to ensure that he is able to comply with SERA.3105 Minimum Heights, SERA.5010 Special VFR in control zones and ENR 1.2 paragraph 1.3(l). Pilots must inform the Radar Controller if compliance with the above entails a change of heading or height.

## 5 VISUAL REFERENCE POINTS (VRP)

a) Church Broughton (Disused AD), M1 Junction 22 (Markfield) and M42 Junction 11 (Measham) - all below 2500 FT ALT.
b) Pilots routeing via Bottesford (Disused AD) should avoid overflying the area around Langar aerodrome, which is designated as an area of intense parachuting activity.
c) Pilots routeing via Melton Mowbray (Disused AD) are advised of the proximity of the TV mast at Waltham on the Wold as it has a high elevation – See ENR 5.4 dataset for up to date details of ICAO AREA 1 Obstacles.
d) Details of VRPs are available in the consolidated 'Visual Reference Points List' published on the 'Digital Dataset' page of the NATS AIS website, www.nats.aero/ais.

## 6 FREQUENCY MONITORING CODE (FMC)

a) Pilots operating in the vicinity of, but intending to remain outside East Midlands Controlled Airspace within the area defined by straight lines joining successively the following points and maintaining a listening watch only on East Midlands Radar frequency, 134.180 MHz, are encouraged to select SSR code 4572.

530412N 0015647W - 524800N 0015216W -
523440N 0013300W - 522846N 0012550W -
523452N 0002500W - 525320N 0002420W -
530850N 0004047W - 530818N 0013320W -
530412N 0015647W.

b) Selection of code 4572 does not imply receipt of an ATC service. Pilots of aircraft displaying the code are not expected to contact ATC under normal circumstances, remain responsible for their own navigation, separation, terrain clearance and are expected to remain clear of controlled airspace.

c) Whilst squawking 4572, pilots should be aware that East Midlands Radar may make blind transmissions in order to ascertain a particular aircraft's intentions/route.

d) When a pilot ceases to maintain a listening watch, code 4572 shall be deselected.

## 7 ENTRY/EXIT LANES

a) Conditions of Use

i. To permit aircraft to operate to and from East Midlands Aerodrome in IMC but not under IFR the following entry/exit lanes have been established for use, under the conditions stated, as follows:

1. A lane 3 NM wide, known as the LONG EATON Lane, with centre-line the M1 Motorway, extending from the point where the Motorway crosses the northern boundary of the CTR (Junction 25), southwards to a point at which it crosses the extended centre-line of Runway 09/27.
2. A lane 3 NM wide, known as the SHEPSHED Lane, with centre-line the M1 Motorway, extending from the point where the Motorway crosses the southern boundary of the CTR (Motorway Junction 23), northwards to a point at which it crosses the extended centre-line of Runway 09/27.

ii. Use of the lanes is subject to SVFR clearance being obtained from East Midlands ATC;
iii. Aircraft using the lanes must remain clear of cloud and in sight of the surface, not above 2000 FT (QNH);
iv. An aircraft using a lane shall keep the centre-line on its left, unless otherwise instructed by ATC for separation purposes;
v. Pilots of aircraft are responsible for maintaining adequate clearance from the ground or other obstacles

b) In order to expedite the arrival and departure of light aircraft in VMC use of these lanes by such aircraft operating under VFR is also recommended. Use of the lanes for this purpose, irrespective of prevailing weather conditions, remains subject to clearance being obtained from ATC.

# EGNX AD 2.23 ADDITIONAL INFORMATION

Not applicable

# EGNX AD 2.24 CHARTS RELATED TO AN AERODROME

AERODROME CHART - ICAO
AD 2.EGNX-2-1
AIRCRAFT GROUND MOVEMENT/PARKING/DOCKING CHART - ICAO
AD 2.EGNX-2-2
AERODROME CHART A380/AN225 GROUND MOVEMENT - ICAO
AD 2.EGNX-2-3
CONTROL ZONE and CONTROL AREA CHART - ENTRY/EXIT LANES and VRPS
AD 2.EGNX-4-1
ATC SURVEILLANCE MINIMUM ALTITUDE CHART - ICAO
AD 2.EGNX-5-1
STANDARD DEPARTURE CHART - INSTRUMENT (SID) SAPCO (RNAV SUBSTITUTION ONLY) - ICAO
AD 2.EGNX-6-1
STANDARD DEPARTURE CHART - INSTRUMENT (SID) TRENT (RNAV SUBSTITUTION ONLY) - ICAO
AD 2.EGNX-6-2
STANDARD DEPARTURE CHART - INSTRUMENT (SID) POLE HILL - ICAO

AD 2.EGNX-6-3
RNAV1 (DME/DME or GNSS) STANDARD ARRIVAL CHART - INSTRUMENT (STAR) AMPIT 2E DOLOP 1E MAKUX 1E MALUD 1E WAL 2E - ICAO
AD 2.EGNX-7-1
RNAV1 (DME/DME or GNSS) STANDARD ARRIVAL CHART - INSTRUMENT (STAR) BEGAM 1E CROFT 1E LIBSO 1E VEGUS 1E - ICAO
AD 2.EGNX-7-2
RNAV1 (DME/DME or GNSS) STANDARD ARRIVAL CHART - INSTRUMENT (STAR) POL 1E - ICAO
AD 2.EGNX-7-3
RNAV5 (DME/DME or GNSS) STANDARD ARRIVAL CHART - INSTRUMENT (STAR) DTY 1E HEMEL 1E - ICAO
AD 2.EGNX-7-4
STANDARD INSTRUMENT ARRIVAL CODING TABLES AMPIT 2E DOLOP 1E MAKUX 1E
AD 2.EGNX-7-5
STANDARD INSTRUMENT ARRIVAL CODING TABLES MALUD 1E WAL 2E BEGAM 1E
AD 2.EGNX-7-6
STANDARD INSTRUMENT ARRIVAL CODING TABLES CROFT 1E LIBSO 1E VEGUS 1E
AD 2.EGNX-7-7
STANDARD INSTRUMENT ARRIVAL CODING TABLES POL 1E DTY 1E HEMEL 1E
AD 2.EGNX-7-8
RNAV HOLD CODING TABLES ROKUP PIGOT
AD 2.EGNX-7-9
INITIAL APPROACH PROCEDURES ILS/DME RWY 09 via PIGOT/ROKUP (RNAV SUBSTITUTION ONLY)
AD 2.EGNX-7-10
INITIAL APPROACH PROCEDURES ILS/DME RWY 27 via PIGOT/ROKUP (RNAV SUBSTITUTION ONLY)
AD 2.EGNX-7-11
INSTRUMENT APPROACH CHART ILS/DME/NDB(L) RWY 09 - ICAO
AD 2.EGNX-8-1
INSTRUMENT APPROACH CHART ILS/NDB(L) RWY 09 - ICAO
AD 2.EGNX-8-2
INSTRUMENT APPROACH CHART LOC/DME/NDB(L) RWY 09 - ICAO
AD 2.EGNX-8-3
INSTRUMENT APPROACH CHART LOC/NDB(L) RWY 09 - ICAO
AD 2.EGNX-8-4
INSTRUMENT APPROACH CHART NDB(L)/DME RWY 09 - ICAO
AD 2.EGNX-8-5
INSTRUMENT APPROACH CHART NDB(L) RWY 09 - ICAO
AD 2.EGNX-8-6
INSTRUMENT APPROACH CHART ILS/DME/NDB(L) RWY 27 - ICAO
AD 2.EGNX-8-7
INSTRUMENT APPROACH CHART ILS/NDB(L) RWY 27 - ICAO
AD 2.EGNX-8-8
INSTRUMENT APPROACH CHART LOC/DME/NDB(L) RWY 27 - ICAO
AD 2.EGNX-8-9
INSTRUMENT APPROACH CHART LOC/NDB(L) RWY 27 - ICAO
AD 2.EGNX-8-10
INSTRUMENT APPROACH CHART NDB(L)/DME RWY 27 - ICAO
AD 2.EGNX-8-11
INSTRUMENT APPROACH CHART NDB(L) RWY 27 - ICAO
AD 2.EGNX-8-12

## EGNX AD 2.25 VISUAL SEGMENT SURFACE (VSS) PENETRATION

Not applicable

# AERODROME CHART - ICAO

**ARP 524952N 0011940W**

**AD ELEV 306FT**

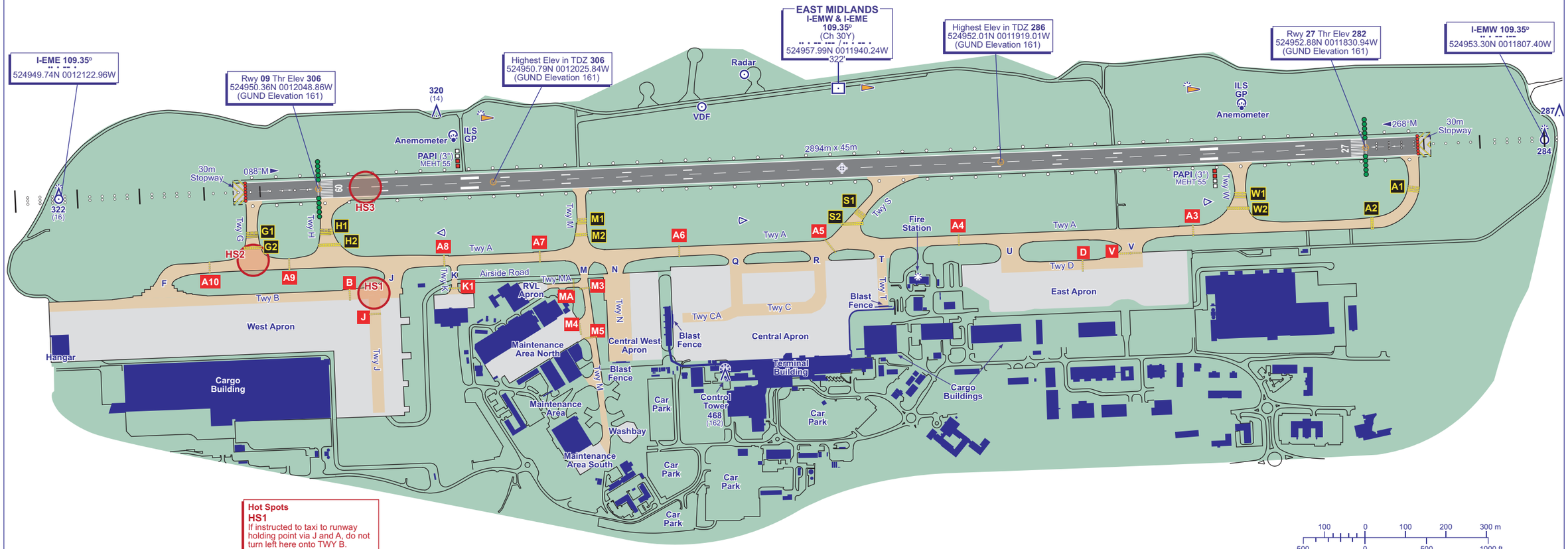
# EAST MIDLANDS
**EGNX**

VAR 0.0°W - 2022
N
Annual Rate of Change 0.20°E

370 (64)

| | |
|---|---|
| **GUND** (Geoid Undulation) = The height of the Geoid (MSL) above the Reference Elipsoid (WGS 84) at the stated position. | |
| BEARINGS ARE MAGNETIC<br>ELEVATIONS AND HEIGHTS ARE IN FEET | |
| ELEVATIONS IN FEET AMSL<br>HEIGHTS IN FEET ABOVE AD | **468**<br>(162) |

| RUNWAY/TAXIWAY/APRON PHYSICAL CHARACTERISTICS | | |
|---|---|---|
| **RWY / TWY / APRON** | **SURFACE** | **BEARING STRENGTH** |
| RWY 09/27 | Asphalt (Ungrooved PFC) | 87/F/C/W/T |
| Central Apron | Concrete | 63/R/D/X/U |
| Central-West Apron | Concrete | 74/R/C/W/T |
| East Apron | Concrete | 63/R/D/X/U |
| West Apron | Concrete | 78/R/C/W/T |
| TWY A, G, H, M, S, W | Asphalt | 66/F/C/W/U |
| TWY F | Concrete | 78/R/C/W/T |
| TWY K | Asphalt | 32/F/D/X/T |
| Taxilane B, J | Concrete | 78/R/C/W/T |
| Taxilane C, CA, D, Q, R, T, U, V | Concrete | 63/R/D/X/U |
| Taxilane N | Concrete | 74/R/C/W/T |




**Hot Spots**

**HS1**
If instructed to taxi to runway holding point via J and A, do not turn left here onto TWY B.

**HS2**
Potential routing error. Taxiing west on TWY A for RWY 09 departure, be aware of potential to inadvertently pass TWY G.

**HS3**
Potential LVP routing error. When landing RWY 27 during LVPs, pass THR 09 and exit at TWY G, not inadvertently TWY H.

100 0 100 200 300 m
500 0 500 1000 ft

| COM | | |
|---|---|---|
| ATIS | 122.680 | EAST MIDLANDS INFO |
| TWR | 124.005 | EAST MIDLANDS TOWER |
| | 121.905 (GMC) | EAST MIDLANDS GROUND |
| | 121.600 | EAST MIDLANDS FIRE |

| LIGHTING | |
|---|---|
| APCH 09/27 | HI 900 m coded C/L with 5 bars.<br>LI 420 m C/L with 1 bar. |
| THR 09<br>THR 27 | HI green with green W bars.<br>HI green with green W bars. |
| RWY 09/27 | HI inset bi-d.<br>Colour coded C/L. TDZ RWY 27 900 m. End lights red. |
| TWY | Green C/L with blue edge on corners. Turn-offs amber and green C/L with blue edge lights. Taxi holding positions. |

**CHANGE (6/25):** RWY LIGHTING BOX TEXT.

AERO INFO DATE 01 APR 25

# AIRCRAFT GROUND MOVEMENT/PARKING/DOCKING CHART - ICAO

**ARP 524952N 0011940W**

**AD ELEV 306FT**

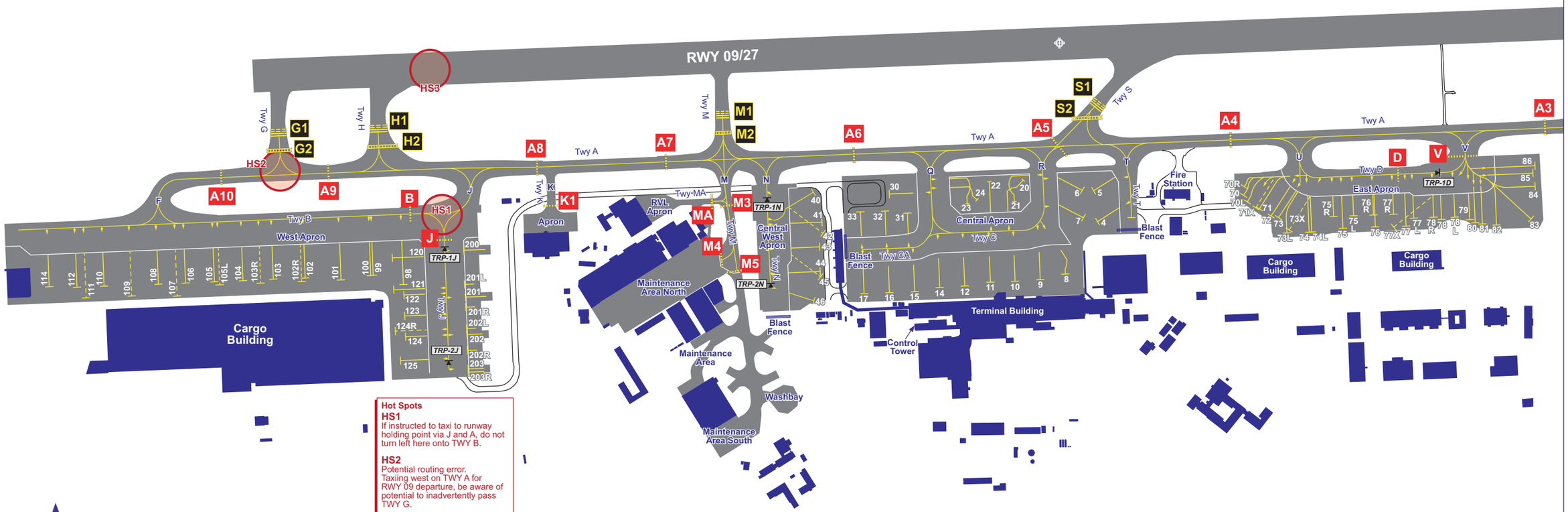
# EAST MIDLANDS
## EGNX

| RUNWAY/TAXIWAY/APRON PHYSICAL CHARACTERISTICS | | |
|---|---|---|
| **RWY / TWY / APRON** | **SURFACE** | **BEARING STRENGTH** |
| RWY 09/27 | Asphalt (Ungrooved PFC) | 87/F/C/W/T |
| Central Apron | Concrete | 63/R/D/X/U |
| Central-West Apron | Concrete | 74/R/C/W/T |
| East Apron | Concrete | 63/R/D/X/U |
| West Apron | Concrete | 78/R/C/W/T |
| TWY A, G, H, M, S, W | Asphalt | 66/F/C/W/U |
| TWY F | Concrete | 78/R/C/W/T |
| TWY K | Asphalt | 32/F/D/X/T |
| Taxilane B, J | Concrete | 78/R/C/W/T |
| Taxilane C, CA, D, Q, R, T, U, V | Concrete | 63/R/D/X/U |
| Taxilane N | Concrete | 74/R/C/W/T |

Tug Release Point with a/c taxi orientation.
TRP

**CAUTION**
Aircraft to remain on taxilane centreline until marshaller has indicated to proceed onto parking position.

| STAND | COORDINATES | STAND | COORDINATES | STAND | COORDINATES | STAND | COORDINATES | STAND | COORDINATES | STAND | COORDINATES |
|---|---|---|---|---|---|---|---|---|---|---|---|
| 4 | 524941.01N 0011937.63W | 30 | 524942.80N 0011957.99W | 70 | 524942.53N 0011923.36W | 77R | 524941.30N 0011908.75W | 98 | 524937.71N 0012045.60W | 114 | 524937.81N 0012120.22W |
| 5 | 524942.83N 0011938.04W | 31 | 524941.65N 0011956.24W | 70L | 524942.18N 0011922.98W | 77X | To be surveyed | 99 | 524938.30N 0012048.56W | 120 | 524939.32N 0012046.66W |
| 6 | 524942.81N 0011939.05W | 32 | 524941.80N 0011958.41W | 70R | 524943.05N 0011923.26W | 78 | To be surveyed | 100 | 524938.29N 0012048.78W | 121 | 524937.43N 0012046.57W |
| 7 | 524941.19N 0011938.97W | 33 | 524941.76N 0012000.82W | 71 | 524941.76N 0011921.77W | 78L | To be surveyed | 101 | 524938.04N 0012051.69W | 122 | 524937.12N 0012045.56W |
| 8 | 524937.98N 0011940.86W | 40 | To be surveyed | 71X | To be surveyed | 78R | To be surveyed | 102 | 524938.18N 0012055.19W | 123 | 524935.88N 0012045.50W |
| 9 | 524937.65N 0011943.31W | 41 | To be surveyed | 72 | 524941.30N 0011920.66W | 79 | To be surveyed | 102R | To be surveyed | 124 | 524934.65N 0012045.44W |
| 10 | 524937.56N 0011945.78W | 42 | 524940.50N 0012004.52W | 73 | 524941.20N 0011919.98W | 80 | 524940.74N 0011900.79W | 103 | 524938.13N 0012058.31W | 124R | To be surveyed |
| 11 | 524937.52N 0011948.18W | 43 | 524939.71N 0012004.91W | 73X | To be surveyed | 81 | 524940.68N 0011900.05W | 103R | To be surveyed | 125 | 524933.25N 0012045.36W |
| 12 | 524937.32N 0011950.70W | 44 | To be surveyed | 73L | 524940.26N 0011919.22W | 82 | 524940.60N 0011858.69W | 104 | 524938.06N 0012101.27W | 200 | 524939.73N 0012039.64W |
| 14 | 524937.23N 0011953.16W | 45 | To be surveyed | 74 | 524940.30N 0011917.04W | 83 | 524940.85N 0011855.22W | 105 | 524938.01N 0012104.07W | 201L | 524937.71N 0012039.54W |
| 15 | 524937.00N 0011955.61W | 46 | To be surveyed | 74L | 524940.30N 0011916.79W | 84 | 524942.82N 0011854.79W | 105L | To be surveyed | 201 | 524936.96N 0012039.50W |
| 16 | 524936.96N 0011958.08W | | | 75 | To be surveyed | 85 | 524943.65N 0011855.10W | 106 | 524937.95N 0012106.90W | 201R | 524936.40N 0012039.47W |
| 17 | 524936.91N 0012000.54W | | | 75L | To be surveyed | 86 | 524944.09N 0011854.88W | 107 | 524937.19N 0012107.72W | 202L | 524935.09N 0012039.41W |
| 20 | 524943.55N 0011944.91W | | | 75R | 524941.20N 0011914.62W | | | 108 | 524937.90N 0012109.55W | 202 | 524934.75N 0012039.39W |
| 21 | 524942.19N 0011945.84W | | | 76 | To be surveyed | | | 109 | 524937.22N 0012112.17W | 202R | 524933.80N 0012039.34W |
| 22 | 524943.49N 0011948.22W | | | 76R | To be surveyed | | | 110 | 524937.81N 0012114.86W | 203 | 524932.72N 0012039.29W |
| 23 | 524942.10N 0011950.46W | | | 77 | To be surveyed | | | 111 | 524937.13N 0012116.62W | 203R | 524932.51N 0012039.28W |
| 24 | 524942.41N 0011949.45W | | | 77L | To be surveyed | | | 112 | 524937.76N 0012117.51W | | |




**Hot Spots**

**HS1**
If instructed to taxi to runway holding point via J and A, do not turn left here onto TWY B.

**HS2**
Potential routing error. Taxiing west on TWY A for RWY 09 departure, be aware of potential to inadvertently pass TWY G.

**HS3**
Potential LVP routing error. When landing RWY 27 during LVPs, pass THR 09 and exit at TWY G, not inadvertently TWY H.

VAR 0.0°W - 2022
N
Annual Rate of Change 0.20°E

50 0 50 100 150 m
100 0 500 ft

| COM | | |
|---|---|---|
| ATIS | 122.680 | EAST MIDLANDS INFO |
| TWR | 124.005 | EAST MIDLANDS TOWER |
| | 121.905 (GMC) | EAST MIDLANDS GROUND |
| | 121.600 | EAST MIDLANDS FIRE |
| **LIGHTING** | | |
| TWY | Green C/L with blue edge on corners. Turn-offs amber and green C/L with blue edge lights. Taxi holding positions. | |

**CHANGE (9/25):** NEW STANDS 102R, 103R, 105L, 124R, 71X, 73X & 77X. EAST APRON STANDS MODIFIED.

AERO INFO DATE 12 JUN 25

# AERODROME CHART
# A380/AN225 GROUND MOVEMENT - ICAO

ARP 524952N 0011940W

AD ELEV 306FT

# EAST MIDLANDS
## EGNX




**CHANGE (13/23):** HOT SPOT 3.

AERO INFO DATE 16 OCT 23

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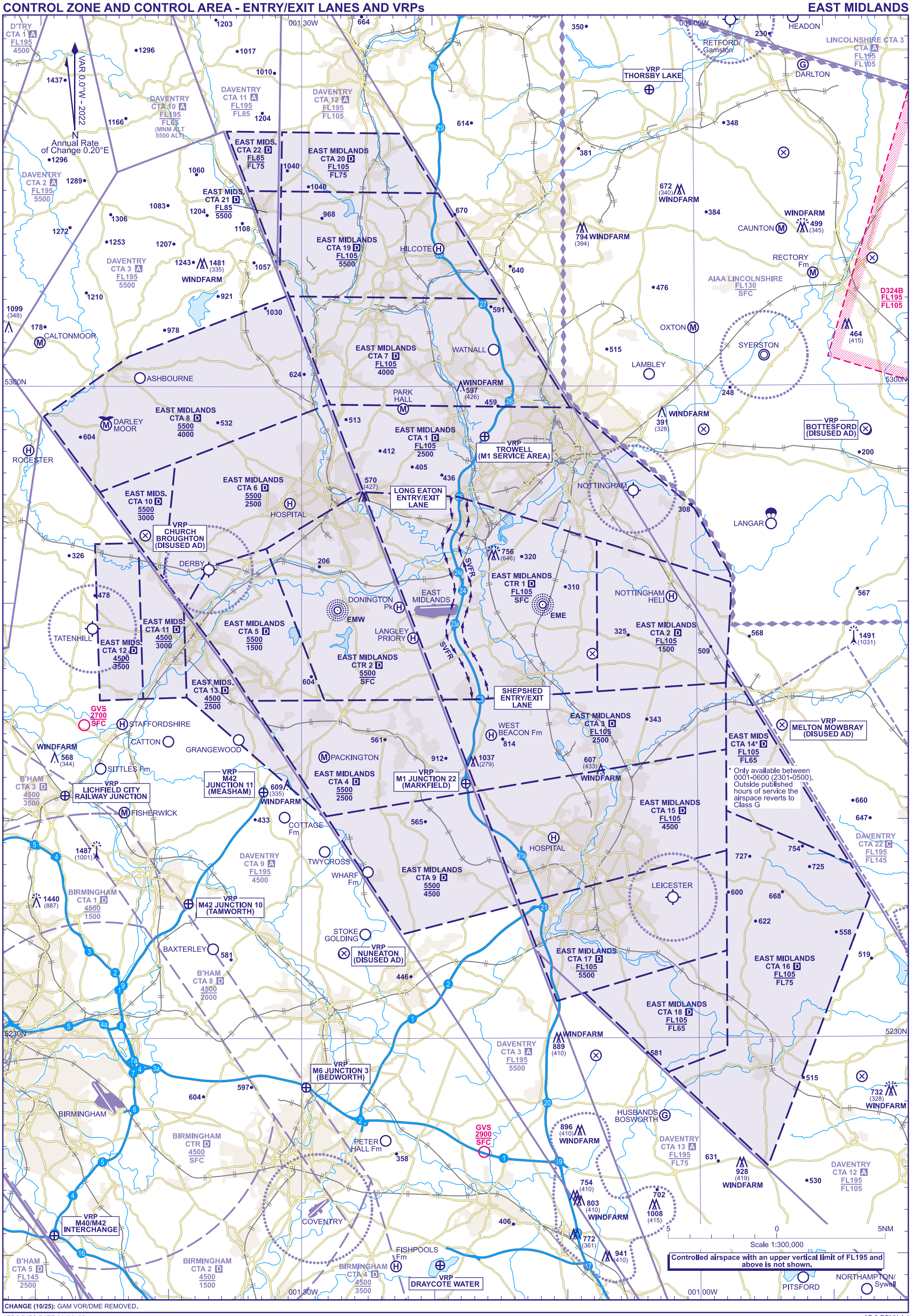
## CONTROL ZONE AND CONTROL AREA - ENTRY/EXIT LANES AND VRPs

## EAST MIDLANDS




* Only available between 0001-0600 (2301-0500). Outside published hours of service the airspace reverts to Class G

**CHANGE (10/25):** GAM VOR/DME REMOVED.

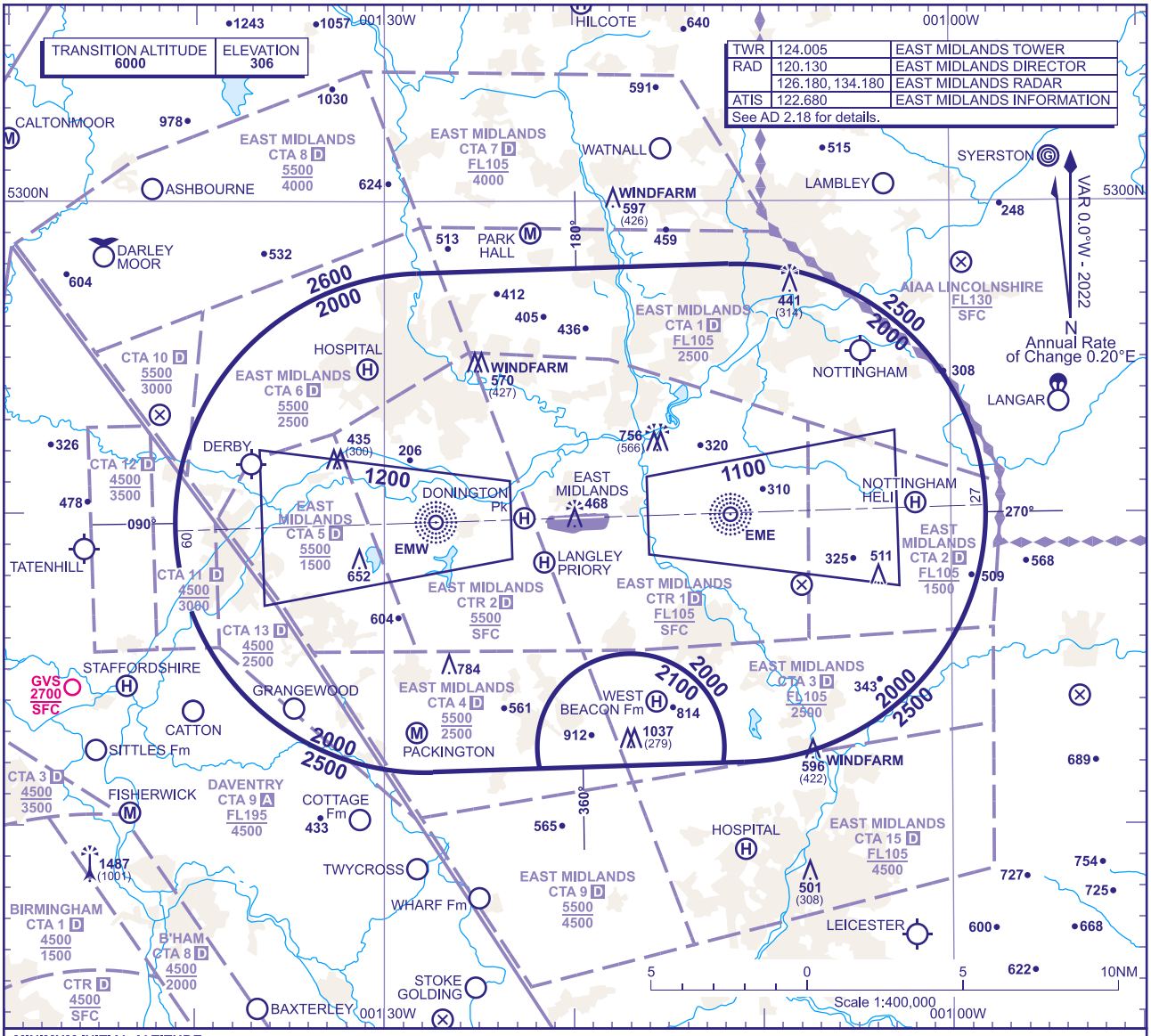
AERO INFO DATE 24 JUL 25

**INTENTIONALLY BLANK**

# ATC SURVEILLANCE MINIMUM ALTITUDE CHART - ICAO

BEARINGS, TRACKS AND RADIALS ARE MAGNETIC
ELEVATIONS IN FEET AMSL 1501
HEIGHTS IN FEET AGL (1001)

## EAST MIDLANDS




**MINIMUM INITIAL ALTITUDE**

Within the ATC Surveillance Minimum Altitude area the minimum initial altitude to be allocated by the approach surveillance controller is:

a) **2000** in the sector defined by the lateral limits; 525742N 0012817W - 525800N 0011144W thence clockwise by an arc of a circle radius 8NM centred on 525000N 0011121W to 524201N 0011059W - 524143N 0012726W thence clockwise by an arc of a circle radius 8NM centred on 524942N 0012751W to 525742N 0012817W, except;

b) **2100** in the sector defined by the lateral limits; 524150N 0012147W thence clockwise by an arc of 3NM radius centred on 524230N 0011659W to 524200N 0011207W - 524150N 0012147W.

**OUTSIDE THE DESIGNATED ATC SURVEILLANCE MINIMUM ALTITUDE AREA**

The minimum altitude to be allocated by the approach surveillance controller will be either the Minimum Sector Altitude, or **1000** above any fixed obstacles:

a) within 5NM of the aircraft*, and

b) within the sector 15NM ahead of and within 20° either side of the aircraft's track*.

*When the aircraft is within 15NM of the radar antennae, the 5NM in a) and the 15NM in b) may be reduced to 3NM and 10NM respectively.

**LOSS OF COMMUNICATION PROCEDURES**

**Initial Approach**

Continue visually or by means of an appropriate approved final approach aid. If not possible proceed at **3000**, or last assigned level if higher to **NDB(L) EMW** for RWY 09 approaches or **NDB(L) EME** for RWY 27 approaches†.

**Intermediate and Final Approach**

Continue visually or by means of an appropriate final approach aid. If not possible follow the Missed Approach Procedure to **NDB(L) EMW** for RWY 09 approaches or **NDB(L) EME** for RWY 27 approaches†.

† In all cases where the aircraft returns to the holding facility the procedure to be adopted is the Radio Failure Procedure detailed at ENR 1.1.3.4.

**GENERAL INFORMATION**

1. Levels shown are based on QNH.
2. Only significant obstacles and dominant spot heights are shown.
3. The minimum levels shown within the ATC Surveillance Minimum Altitude Area are in conformance with the Standard European Rules of the Air - SERA.5015.
4. Minimum Sector Altitudes are based on obstacles and spot heights within 25NM of the Aerodrome Reference Point.
5. Controlled airspace with a base in excess of **5000** or FL55, as appropriate, is not shown.
6. The ATC Surveillance service is provided by Primary and/or Secondary Radar equipment.
7. **Thls chart may only be used for cross-checklng of altltudes assigned when In receipt of an ATC Surveillance servlce.**
8. **When vectorlng an aircraft wlthln the FInal Approach Vectorlng Area descent clearance below the SMAA to the FAVA altltude may only be Issued If the aircraft Is elther establlshed on the flnal approach track or on an Intercept of 40° or less, and Is cleared to Intercept the flnal approach track.**
9. Detailed description of FIR, UIR, CTA and TMA see ENR 2.1.
10. Detailed description of ATS airspace organized at the aerodrome see AD 2.17.

**CHANGE (4/25):** HOSPITAL HELI SITES ADDED.

AERO INFO DATE 31 JAN 25

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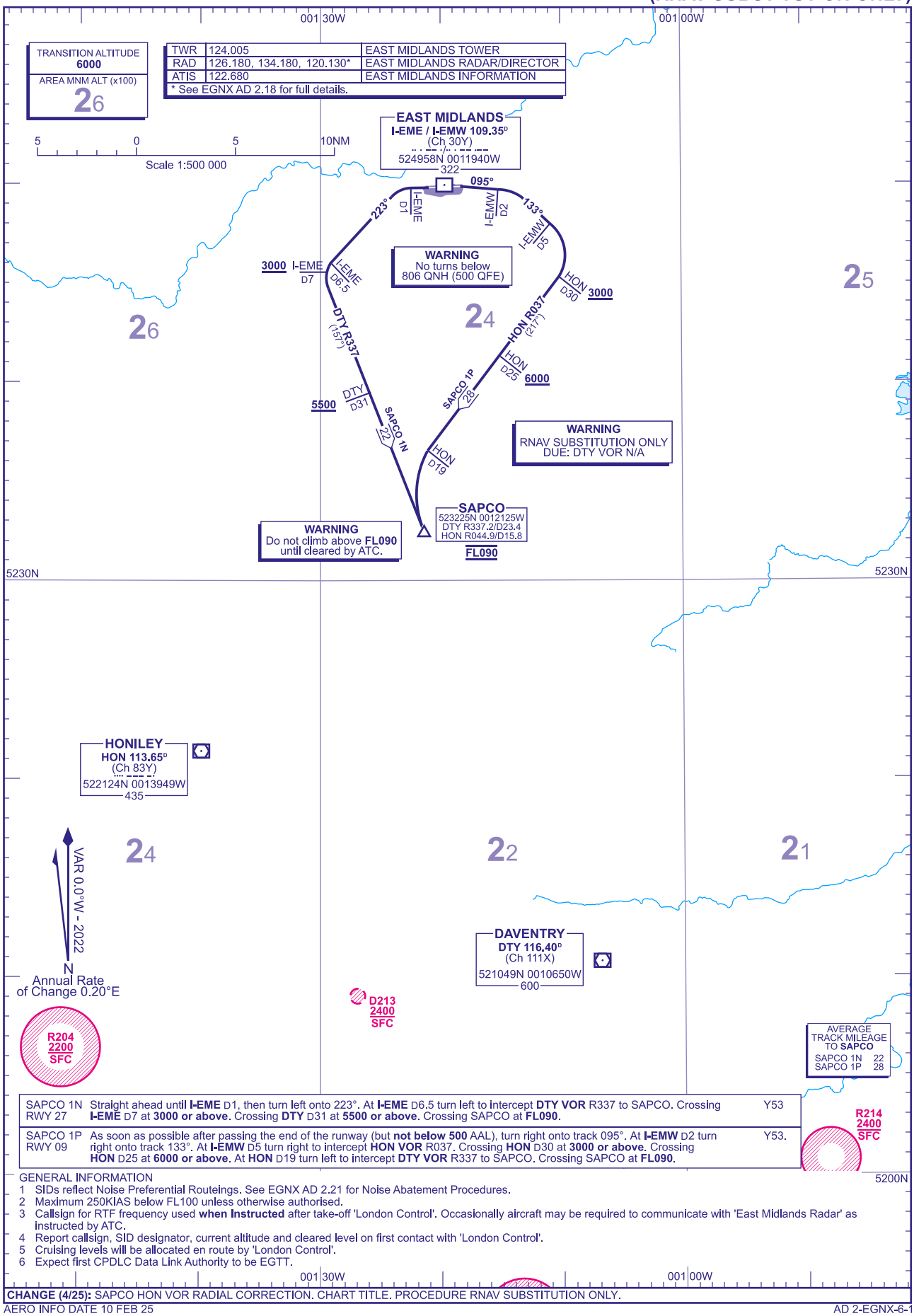
# STANDARD DEPARTURE CHART - INSTRUMENT (SID) - ICAO

DISTANCES IN NAUTICAL MILES
BEARINGS, TRACKS AND RADIALS ARE MAGNETIC
ALTITUDES AND ELEVATIONS IN FEET

# EAST MIDLANDS SAPCO (RNAV SUBSTITUTION ONLY)




| | | |
|---|---|---|
| SAPCO 1N RWY 27 | Straight ahead until **I-EME** D1, then turn left onto 223°. At **I-EME** D6.5 turn left to intercept **DTY VOR** R337 to SAPCO. Crossing **I-EME** D7 at **3000 or above**. Crossing **DTY** D31 at **5500 or above**. Crossing SAPCO at **FL090**. | Y53 |
| SAPCO 1P RWY 09 | As soon as possible after passing the end of the runway (but **not below 500** AAL), turn right onto track 095°. At **I-EMW** D2 turn right onto track 133°. At **I-EMW** D5 turn right to intercept **HON VOR** R037. Crossing **HON** D30 at **3000 or above**. Crossing **HON** D25 at **6000 or above**. At **HON** D19 turn left to intercept **DTY VOR** R337 to SAPCO. Crossing SAPCO at **FL090**. | Y53. |

GENERAL INFORMATION
1 SIDs reflect Noise Preferential Routeings. See EGNX AD 2.21 for Noise Abatement Procedures.
2 Maximum 250KIAS below FL100 unless otherwise authorised.
3 Callsign for RTF frequency used **when Instructed** after take-off 'London Control'. Occasionally aircraft may be required to communicate with 'East Midlands Radar' as instructed by ATC.
4 Report callsign, SID designator, current altitude and cleared level on first contact with 'London Control'.
5 Cruising levels will be allocated en route by 'London Control'.
6 Expect first CPDLC Data Link Authority to be EGTT.

**CHANGE (4/25):** SAPCO HON VOR RADIAL CORRECTION. CHART TITLE. PROCEDURE RNAV SUBSTITUTION ONLY.

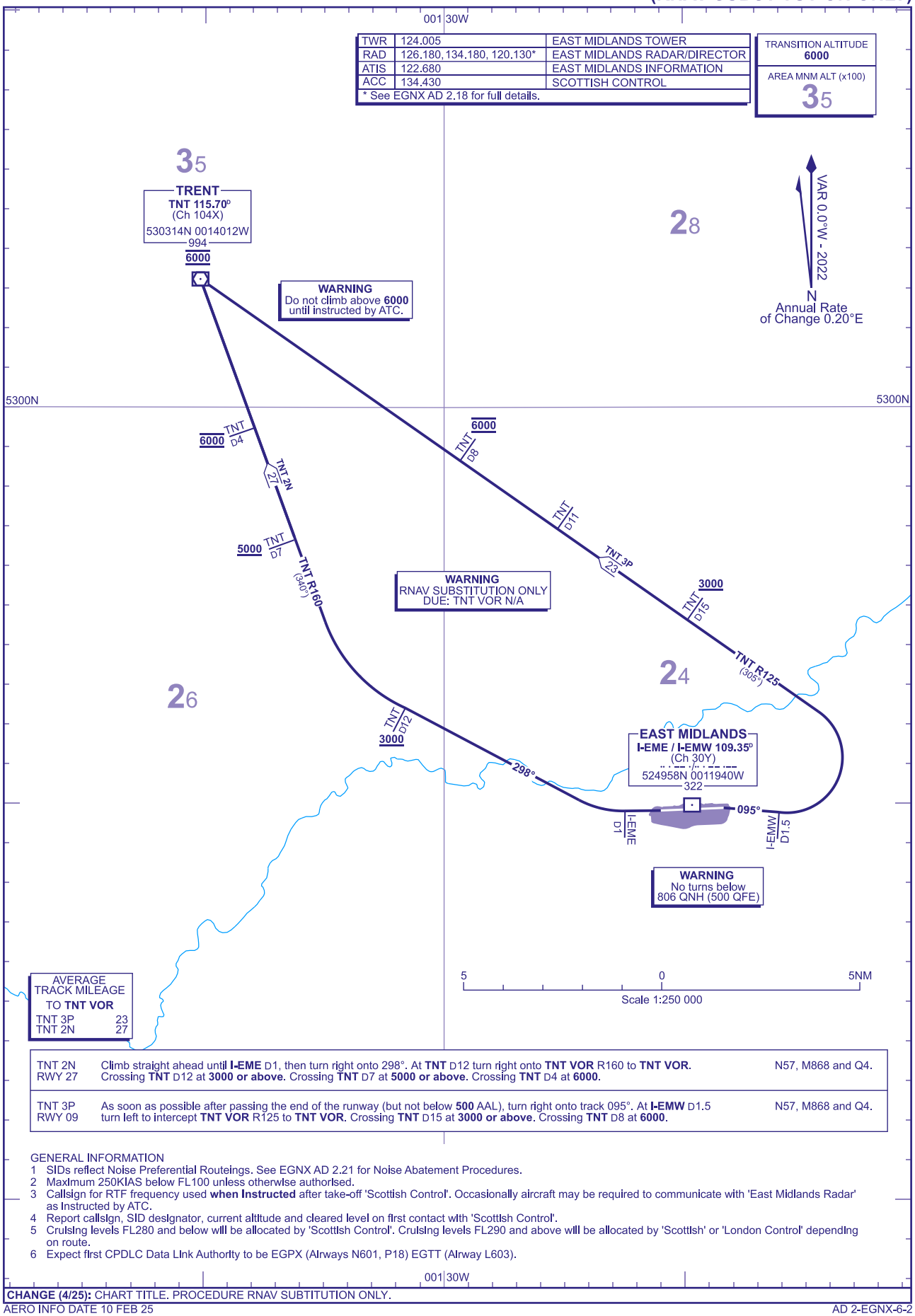
AERO INFO DATE 10 FEB 25

AD 2-EGNX-6-1

# STANDARD DEPARTURE CHART - INSTRUMENT (SID) - ICAO

DISTANCES IN NAUTICAL MILES
BEARINGS, TRACKS AND RADIALS ARE MAGNETIC
ALTITUDES AND ELEVATIONS IN FEET

# EAST MIDLANDS TRENT (RNAV SUBSTITUTION ONLY)




| | | |
|---|---|---|
| TNT 2N<br>RWY 27 | Climb straight ahead until **I-EME** D1, then turn right onto 298°. At **TNT** D12 turn right onto **TNT VOR** R160 to **TNT VOR**. Crossing **TNT** D12 at **3000 or above**. Crossing **TNT** D7 at **5000 or above**. Crossing **TNT** D4 at **6000**. | N57, M868 and Q4. |
| TNT 3P<br>RWY 09 | As soon as possible after passing the end of the runway (but not below **500** AAL), turn right onto track 095°. At **I-EMW** D1.5 turn left to intercept **TNT VOR** R125 to **TNT VOR**. Crossing **TNT** D15 at **3000 or above**. Crossing **TNT** D8 at **6000**. | N57, M868 and Q4. |

GENERAL INFORMATION
1 SIDs reflect Noise Preferential Routeings. See EGNX AD 2.21 for Noise Abatement Procedures.
2 Maximum 250KIAS below FL100 unless otherwise authorised.
3 Callsign for RTF frequency used **when Instructed** after take-off 'Scottish Control'. Occasionally aircraft may be required to communicate with 'East Midlands Radar' as Instructed by ATC.
4 Report callsign, SID designator, current altitude and cleared level on first contact with 'Scottish Control'.
5 Cruising levels FL280 and below will be allocated by 'Scottish Control'. Cruising levels FL290 and above will be allocated by 'Scottish' or 'London Control' depending on route.
6 Expect first CPDLC Data Link Authority to be EGPX (Airways N601, P18) EGTT (Airway L603).

001 30W

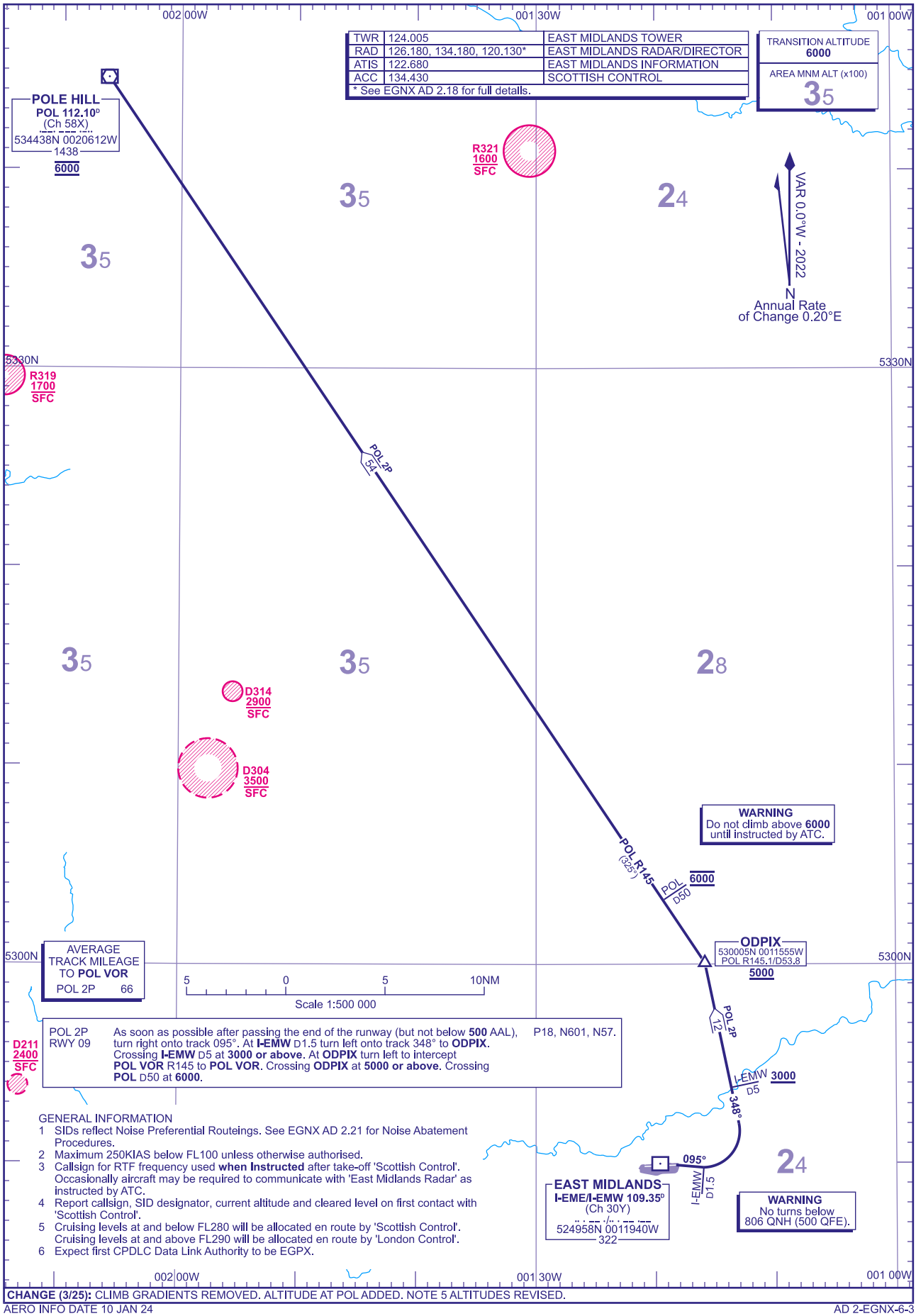
**CHANGE (4/25):** CHART TITLE. PROCEDURE RNAV SUBTITUTION ONLY.

AERO INFO DATE 10 FEB 25

# STANDARD DEPARTURE CHART - INSTRUMENT (SID) - ICAO

DISTANCES IN NAUTICAL MILES
BEARINGS, TRACKS AND RADIALS ARE MAGNETIC
ALTITUDES AND ELEVATIONS IN FEET

# EAST MIDLANDS
## POLE HILL (Day Only - 0700-2200 local)




GENERAL INFORMATION

1 SIDs reflect Noise Preferential Routeings. See EGNX AD 2.21 for Noise Abatement Procedures.
2 Maximum 250KIAS below FL100 unless otherwise authorised.
3 Callsign for RTF frequency used **when Instructed** after take-off 'Scottish Control'. Occasionally aircraft may be required to communicate with 'East Midlands Radar' as instructed by ATC.
4 Report callsign, SID designator, current altitude and cleared level on first contact with 'Scottish Control'.
5 Cruising levels at and below FL280 will be allocated en route by 'Scottish Control'. Cruising levels at and above FL290 will be allocated en route by 'London Control'.
6 Expect first CPDLC Data Link Authority to be EGPX.

**CHANGE (3/25):** CLIMB GRADIENTS REMOVED. ALTITUDE AT POL ADDED. NOTE 5 ALTITUDES REVISED.

AERO INFO DATE 10 JAN 24

AD 2-EGNX-6-3

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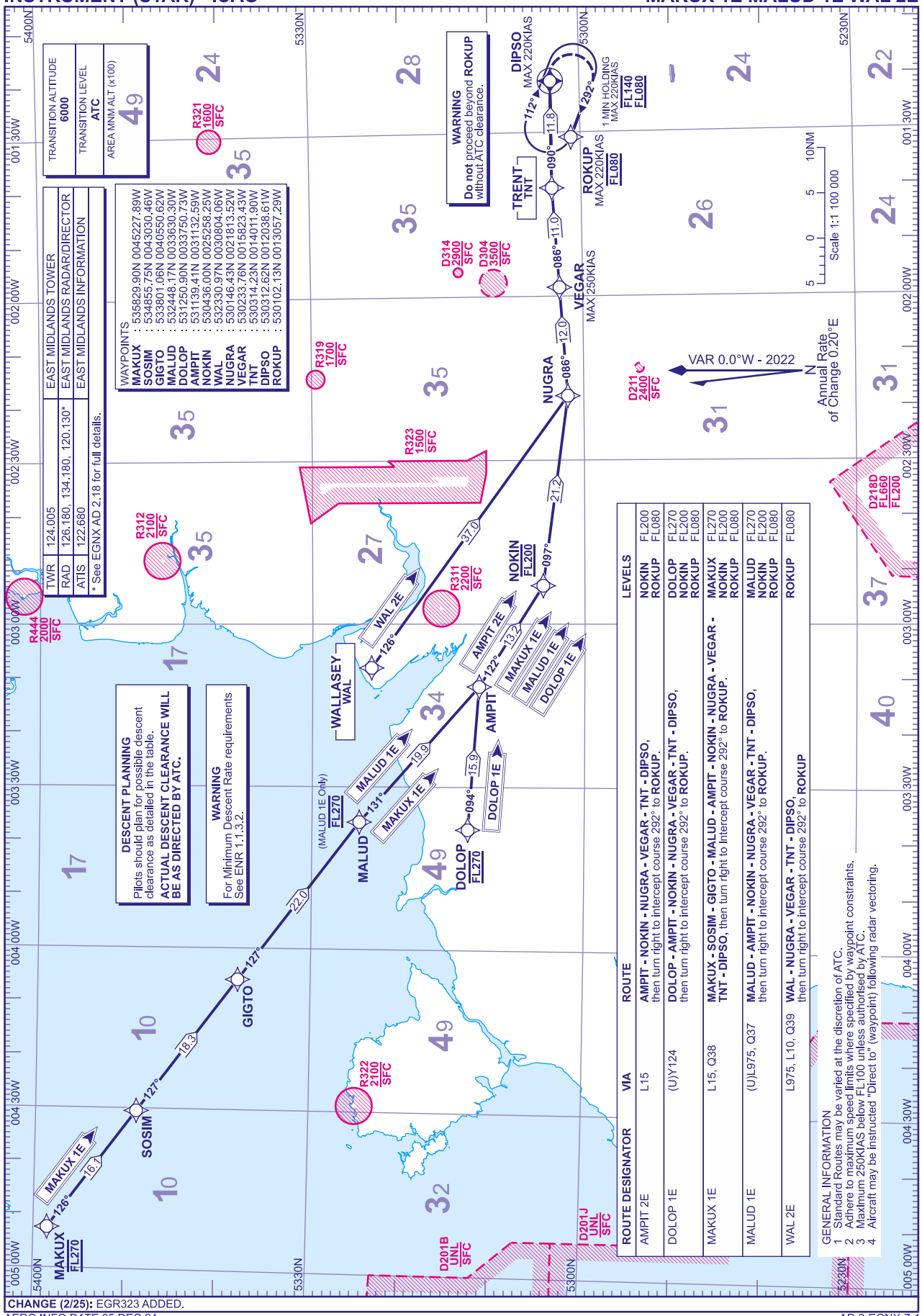
# RNAV1 (DME/DME or GNSS) STANDARD ARRIVAL CHART - INSTRUMENT (STAR) - ICAO

DISTANCES IN NAUTICAL MILES
TRACKS ARE MAGNETIC
ALTITUDES AND ELEVATIONS ARE IN FEET

# EAST MIDLANDS
# AMPIT 2E DOLOP 1E MAKUX 1E MALUD 1E WAL 2E




| ROUTE DESIGNATOR | VIA | ROUTE | LEVELS | |
|---|---|---|---|---|
| AMPIT 2E | L15 | **AMPIT - NOKIN - NUGRA - VEGAR - TNT - DIPSO,** then turn right to intercept course 292° to **ROKUP.** | NOKIN<br>ROKUP | FL200<br>FL080 |
| DOLOP 1E | (U)Y124 | **DOLOP - AMPIT - NOKIN - NUGRA - VEGAR - TNT - DIPSO,** then turn right to intercept course 292° to **ROKUP.** | DOLOP<br>NOKIN<br>ROKUP | FL270<br>FL200<br>FL080 |
| MAKUX 1E | L15, Q38 | **MAKUX - SOSIM - GIGTO - MALUD - AMPIT - NOKIN - NUGRA - VEGAR - TNT - DIPSO,** then turn right to Intercept course 292° to **ROKUP.** | MAKUX<br>NOKIN<br>ROKUP | FL270<br>FL200<br>FL080 |
| MALUD 1E | (U)L975, Q37 | **MALUD - AMPIT - NOKIN - NUGRA - VEGAR - TNT - DIPSO,** then turn right to intercept course 292° to **ROKUP.** | MALUD<br>NOKIN<br>ROKUP | FL270<br>FL200<br>FL080 |
| WAL 2E | L975, L10, Q39 | **WAL - NUGRA - VEGAR - TNT - DIPSO,** then turn right to intercept course 292° to **ROKUP** | ROKUP | FL080 |

GENERAL INFORMATION
1 Standard Routes may be varied at the discretion of ATC.
2 Adhere to maximum speed limits where specified by waypoint constraints.
3 MaxImum 250KIAS below FL100 unless authorised by ATC.
4 Aircraft may be instructed "Direct to" (waypoint) following radar vectoring.

**CHANGE (2/25):** EGR323 ADDED.

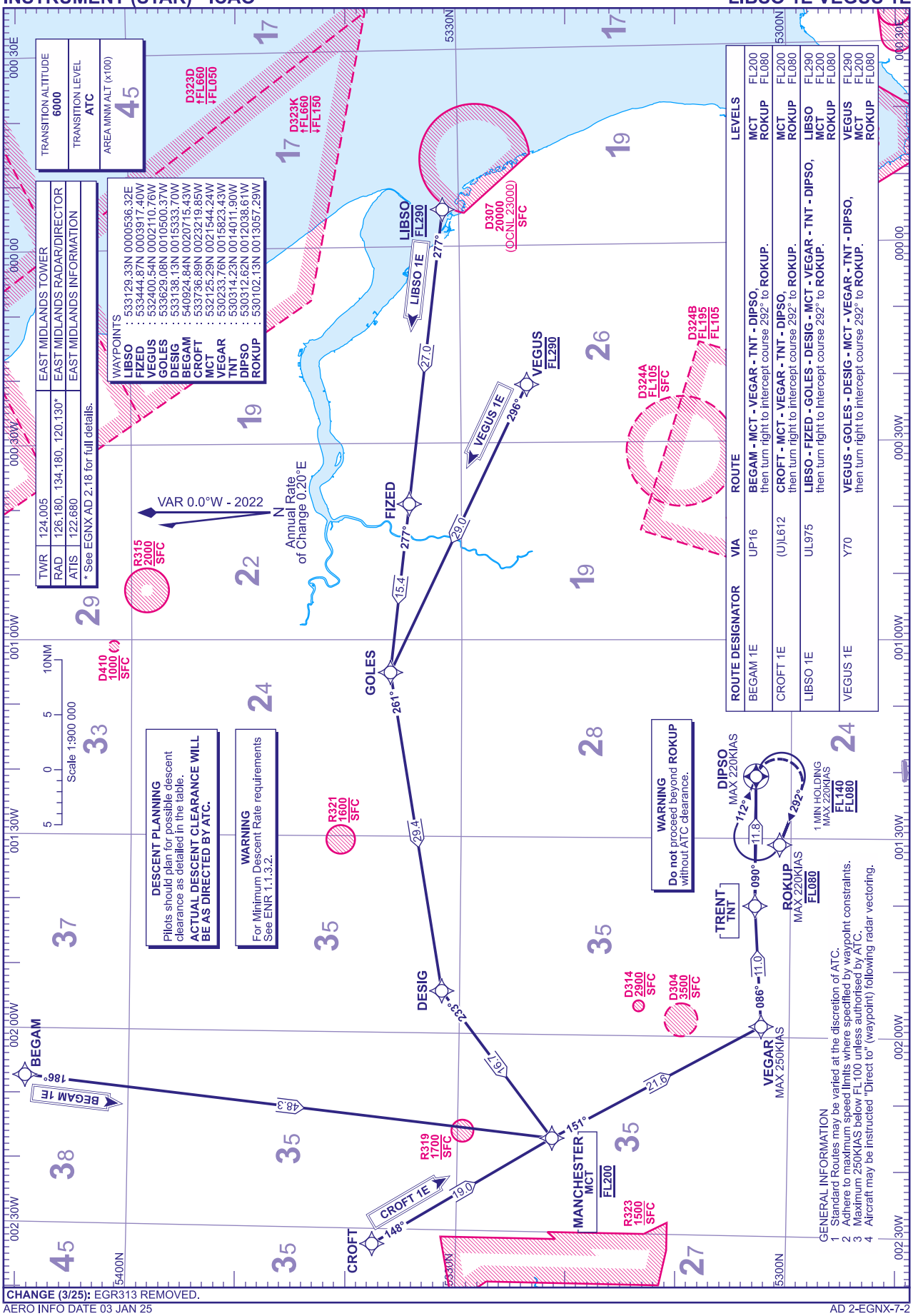
AERO INFO DATE 05 DEC 24

AD 2-EGNX-7-1

# RNAV1 (DME/DME or GNSS) STANDARD ARRIVAL CHART - INSTRUMENT (STAR) - ICAO

DISTANCES IN NAUTICAL MILES
TRACKS ARE MAGNETIC
ALTITUDES AND ELEVATIONS ARE IN FEET

# EAST MIDLANDS BEGAM 1E CROFT 1E LIBSO 1E VEGUS 1E

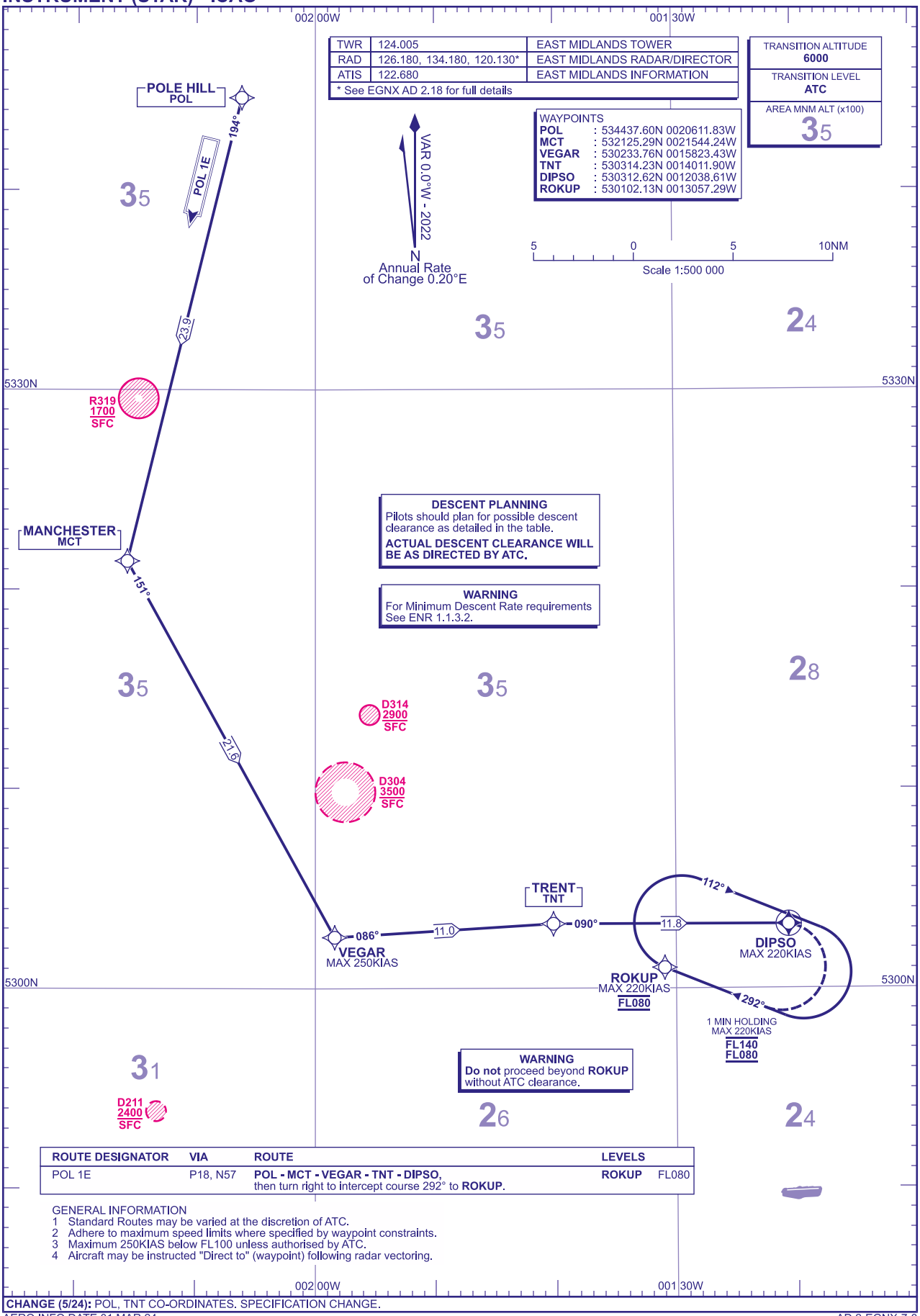



CHANGE (3/25): EGR313 REMOVED.
AERO INFO DATE 03 JAN 25
AD 2-EGNX-7-2

# RNAV1 (DME/DME or GNSS) STANDARD ARRIVAL CHART - INSTRUMENT (STAR) - ICAO

DISTANCES IN NAUTICAL MILES
TRACKS ARE MAGNETIC
ALTITUDES AND ELEVATIONS ARE IN FEET

# EAST MIDLANDS POL 1E




| ROUTE DESIGNATOR | VIA | ROUTE | LEVELS |
|---|---|---|---|
| POL 1E | P18, N57 | POL - MCT - VEGAR - TNT - DIPSO, then turn right to intercept course 292° to ROKUP. | ROKUP FL080 |

GENERAL INFORMATION
1 Standard Routes may be varied at the discretion of ATC.
2 Adhere to maximum speed limits where specified by waypoint constraints.
3 Maximum 250KIAS below FL100 unless authorised by ATC.
4 Aircraft may be instructed "Direct to" (waypoint) following radar vectoring.

**CHANGE (5/24):** POL, TNT CO-ORDINATES. SPECIFICATION CHANGE.

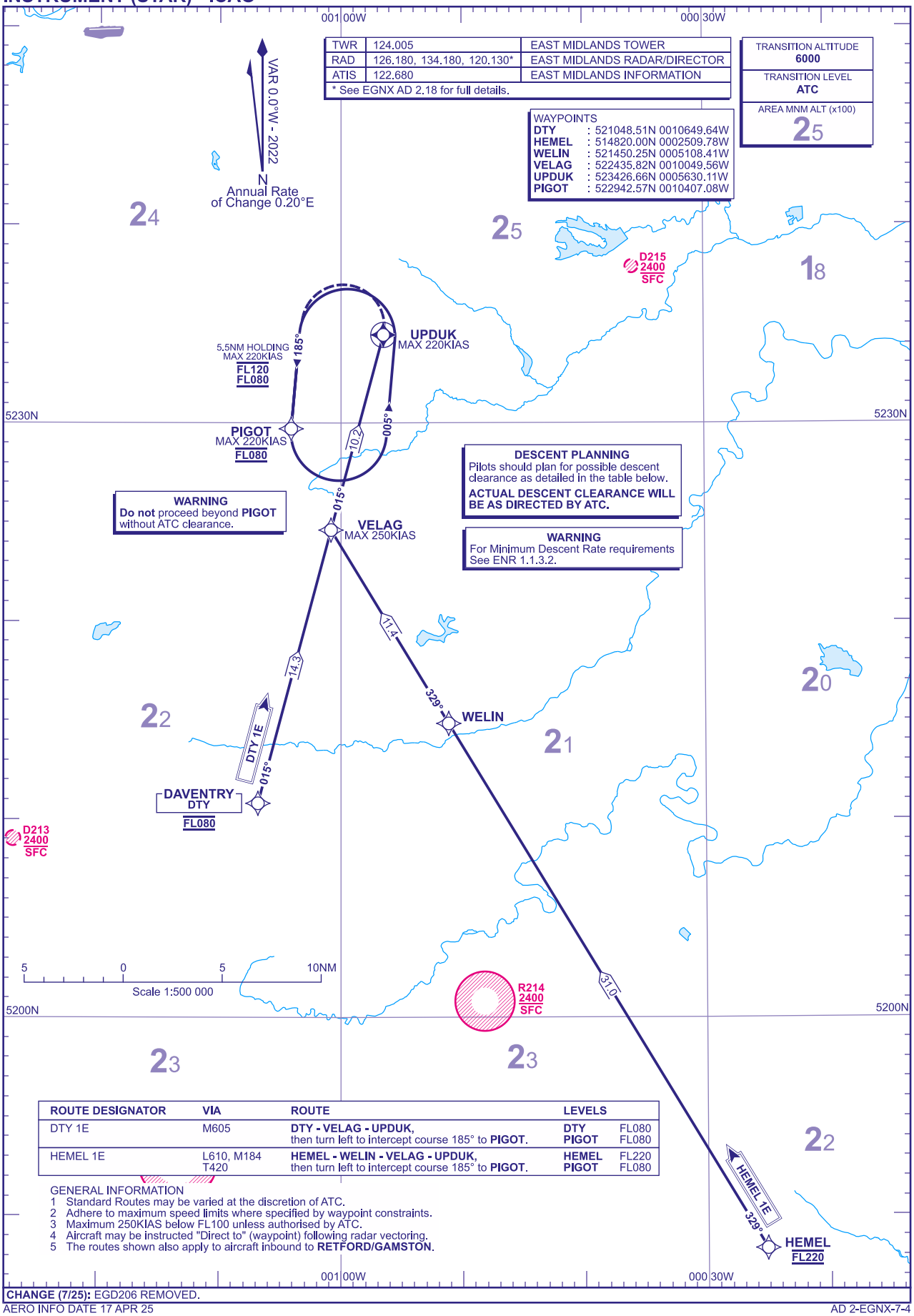
AERO INFO DATE 01 MAR 24

AD 2-EGNX-7-3

# RNAV5 (DME/DME or GNSS) STANDARD ARRIVAL CHART - INSTRUMENT (STAR) - ICAO

DISTANCES IN NAUTICAL MILES
TRACKS ARE MAGNETIC
ALTITUDES AND ELEVATIONS ARE IN FEET

# EAST MIDLANDS DTY 1E HEMEL 1E




| ROUTE DESIGNATOR | VIA | ROUTE | LEVELS |
|---|---|---|---|
| DTY 1E | M605 | **DTY - VELAG - UPDUK,** then turn left to intercept course 185° to **PIGOT.** | **DTY** FL080<br>**PIGOT** FL080 |
| HEMEL 1E | L610, M184<br>T420 | **HEMEL - WELIN - VELAG - UPDUK,** then turn left to intercept course 185° to **PIGOT.** | **HEMEL** FL220<br>**PIGOT** FL080 |

GENERAL INFORMATION
1 Standard Routes may be varied at the discretion of ATC.
2 Adhere to maximum speed limits where specified by waypoint constraints.
3 Maximum 250KIAS below FL100 unless authorised by ATC.
4 Aircraft may be instructed "Direct to" (waypoint) following radar vectoring.
5 The routes shown also apply to aircraft inbound to **RETFORD/GAMSTON.**

**CHANGE (7/25):** EGD206 REMOVED.

AERO INFO DATE 17 APR 25

AD 2-EGNX-7-4

# Standard Instrument Arrival Coding Tables

**EAST MIDLANDS AMPIT 2E**

| Designator | Sequence Number | Path Term-inator | Waypoint Name | Co-ordinates | Fly-over | Course/ Track °M (°T) | Magnetic Variation | Distance (NM) | Turn Direction | Level Constraint | Speed Constraint | Navigation Performance |
|---|---|---|---|---|---|---|---|---|---|---|---|---|
| AMPIT2E | 001 | IF | AMPIT | 531139.41N 0031132.59W | N | - | - | - | - | - | - | RNAV1 |
| AMPIT2E | 002 | TF | NOKIN | 530436.00N 0025258.25W | N | 122° (122.2°) | 0.0 | 13.2 | LEFT | FL200 | - | RNAV1 |
| AMPIT2E | 003 | TF | NUGRA | 530146.43N 0021813.52W | N | 097° (097.5°) | 0.0 | 21.2 | LEFT | - | - | RNAV1 |
| AMPIT2E | 004 | TF | VEGAR | 530233.76N 0015823.43W | N | 086° (086.1°) | 0.0 | 12.0 | - | - | -250 | RNAV1 |
| AMPIT2E | 005 | TF | TNT | 530314.23N 0014011.90W | N | 086° (086.4°) | 0.0 | 11.0 | RIGHT | - | - | RNAV1 |
| AMPIT2E | 006 | TF | DIPSO | 530312.62N 0012038.61W | Y | 090° (090.0°) | 0.0 | 11.8 | RIGHT | - | -220 | RNAV1 |
| AMPIT2E | 007 | CF | ROKUP | 530102.13N 0013057.29W | N | 292° (291.5°) | 0.0 | - | - | FL080 | -220 | RNAV1 |

**EAST MIDLANDS DOLOP 1E**

| Designator | Sequence Number | Path Term-inator | Waypoint Name | Co-ordinates | Fly-over | Course/ Track °M (°T) | Magnetic Variation | Distance (NM) | Turn Direction | Level Constraint | Speed Constraint | Navigation Performance |
|---|---|---|---|---|---|---|---|---|---|---|---|---|
| DOLOP1E | 001 | IF | DOLOP | 531250.90N 0033750.73W | N | - | - | - | - | FL270 | - | RNAV1 |
| DOLOP1E | 002 | TF | AMPIT | 531139.41N 0031132.59W | N | 094° (094.1°) | 0.0 | 15.9 | RIGHT | - | - | RNAV1 |
| DOLOP1E | 003 | TF | NOKIN | 530436.00N 0025258.25W | N | 122° (122.2°) | 0.0 | 13.2 | LEFT | FL200 | - | RNAV1 |
| DOLOP1E | 004 | TF | NUGRA | 530146.43N 0021813.52W | N | 097° (097.5°) | 0.0 | 21.2 | LEFT | - | - | RNAV1 |
| DOLOP1E | 005 | TF | VEGAR | 530233.76N 0015823.43W | N | 086° (086.1°) | 0.0 | 12.0 | - | - | -250 | RNAV1 |
| DOLOP1E | 006 | TF | TNT | 530314.23N 0014011.90W | N | 086° (086.4°) | 0.0 | 11.0 | RIGHT | - | - | RNAV1 |
| DOLOP1E | 007 | TF | DIPSO | 530312.62N 0012038.61W | Y | 090° (090.0°) | 0.0 | 11.8 | RIGHT | - | -220 | RNAV1 |
| DOLOP1E | 008 | CF | ROKUP | 530102.13N 0013057.29W | N | 292° (291.5°) | 0.0 | - | - | FL080 | -220 | RNAV1 |

**EAST MIDLANDS MAKUX 1E**

| Designator | Sequence Number | Path Term-inator | Waypoint Name | Co-ordinates | Fly-over | Course/ Track °M (°T) | Magnetic Variation | Distance (NM) | Turn Direction | Level Constraint | Speed Constraint | Navigation Performance |
|---|---|---|---|---|---|---|---|---|---|---|---|---|
| MAKUX1E | 001 | IF | MAKUX | 535829.90N 0045227.89W | N | - | - | - | - | FL270 | - | RNAV1 |
| MAKUX1E | 002 | TF | SOSIM | 534855.75N 0043030.46W | N | 126° (126.3°) | 0.0 | 16.1 | - | - | - | RNAV1 |
| MAKUX1E | 003 | TF | GIGTO | 533801.06N 0040550.62W | N | 127° (126.6°) | 0.0 | 18.3 | - | - | - | RNAV1 |
| MAKUX1E | 004 | TF | MALUD | 532448.17N 0033630.30W | N | 127° (126.9°) | 0.0 | 22.0 | RIGHT | - | - | RNAV1 |
| MAKUX1E | 005 | TF | AMPIT | 531139.41N 0031132.59W | N | 131° (131.2°) | 0.0 | 19.9 | LEFT | - | - | RNAV1 |
| MAKUX1E | 006 | TF | NOKIN | 530436.00N 0025258.25W | N | 122° (122.2°) | 0.0 | 13.2 | LEFT | FL200 | - | RNAV1 |
| MAKUX1E | 007 | TF | NUGRA | 530146.43N 0021813.52W | N | 097° (097.5°) | 0.0 | 21.2 | LEFT | - | - | RNAV1 |
| MAKUX1E | 008 | TF | VEGAR | 530233.76N 0015823.43W | N | 086° (086.1°) | 0.0 | 12.0 | - | - | -250 | RNAV1 |
| MAKUX1E | 009 | TF | TNT | 530314.23N 0014011.90W | N | 086° (086.4°) | 0.0 | 11.0 | RIGHT | - | - | RNAV1 |
| MAKUX1E | 010 | TF | DIPSO | 530312.62N 0012038.61W | Y | 090° (090.0°) | 0.0 | 11.8 | RIGHT | - | -220 | RNAV1 |
| MAKUX1E | 011 | CF | ROKUP | 530102.13N 0013057.29W | N | 292° (291.5°) | 0.0 | - | - | FL080 | -220 | RNAV1 |

**CHANGE (5/24):** TNT CO-ORDINATES. SPECIFICATION CHANGE.
AERO INFO DATE 21 FEB 24

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# Standard Instrument Arrival Coding Tables

### EAST MIDLANDS MALUD 1E

| Designator | Sequence Number | Path Term-inator | Waypoint Name | Co-ordinates | Fly-over | Course/ Track °M (°T) | Magnetic Variation | Distance (NM) | Turn Direction | Level Constraint | Speed Constraint | Navigation Performance |
|---|---|---|---|---|---|---|---|---|---|---|---|---|
| MALUD1E | 001 | IF | MALUD | 532448.17N 0033630.30W | N | - | - | - | - | FL270 | - | RNAV1 |
| MALUD1E | 002 | TF | AMPIT | 531139.41N 0031132.59W | N | 131° (131.2°) | 0.0 | 19.9 | LEFT | - | - | RNAV1 |
| MALUD1E | 003 | TF | NOKIN | 530436.00N 0025258.25W | N | 122° (122.2°) | 0.0 | 13.2 | LEFT | FL200 | - | RNAV1 |
| MALUD1E | 004 | TF | NUGRA | 530146.43N 0021813.52W | N | 097° (097.5°) | 0.0 | 21.2 | LEFT | - | - | RNAV1 |
| MALUD1E | 005 | TF | VEGAR | 530233.76N 0015823.43W | N | 086° (086.1°) | 0.0 | 12.0 | - | - | -250 | RNAV1 |
| MALUD1E | 006 | TF | TNT | 530314.23N 0014011.90W | N | 086° (086.4°) | 0.0 | 11.0 | RIGHT | - | - | RNAV1 |
| MALUD1E | 007 | TF | DIPSO | 530312.62N 0012038.61W | Y | 090° (090.0°) | 0.0 | 11.8 | RIGHT | - | -220 | RNAV1 |
| MALUD1E | 008 | CF | ROKUP | 530102.13N 0013057.29W | N | 292° (291.5°) | 0.0 | - | - | FL080 | -220 | RNAV1 |

### EAST MIDLANDS WAL 2E

| Designator | Sequence Number | Path Term-inator | Waypoint Name | Co-ordinates | Fly-over | Course/ Track °M (°T) | Magnetic Variation | Distance (NM) | Turn Direction | Level Constraint | Speed Constraint | Navigation Performance |
|---|---|---|---|---|---|---|---|---|---|---|---|---|
| WAL2E | 001 | IF | WAL | 532330.97N 0030804.06W | N | - | - | - | - | - | - | RNAV1 |
| WAL2E | 002 | TF | NUGRA | 530146.43N 0021813.52W | N | 126° (125.7°) | 0.0 | 37.0 | LEFT | - | - | RNAV1 |
| WAL2E | 003 | TF | VEGAR | 530233.76N 0015823.43W | N | 086° (086.1°) | 0.0 | 12.0 | - | - | -250 | RNAV1 |
| WAL2E | 004 | TF | TNT | 530314.23N 0014011.90W | N | 086° (086.4°) | 0.0 | 11.0 | RIGHT | - | - | RNAV1 |
| WAL2E | 005 | TF | DIPSO | 530312.62N 0012038.61W | Y | 090° (090.0°) | 0.0 | 11.8 | RIGHT | - | -220 | RNAV1 |
| WAL2E | 006 | CF | ROKUP | 530102.13N 0013057.29W | N | 292° (291.5°) | 0.0 | - | - | FL080 | -220 | RNAV1 |

### EAST MIDLANDS BEGAM 1E

| Designator | Sequence Number | Path Term-inator | Waypoint Name | Co-ordinates | Fly-over | Course/ Track °M (°T) | Magnetic Variation | Distance (NM) | Turn Direction | Level Constraint | Speed Constraint | Navigation Performance |
|---|---|---|---|---|---|---|---|---|---|---|---|---|
| BEGAM1E | 001 | IF | BEGAM | 540924.84N 0020715.43W | N | - | - | - | - | - | - | RNAV1 |
| BEGAM1E | 002 | TF | MCT | 532125.29N 0021544.24W | N | 186° (186.0°) | 0.0 | 48.3 | LEFT | FL200 | - | RNAV1 |
| BEGAM1E | 003 | TF | VEGAR | 530233.76N 0015823.43W | N | 151° (151.0°) | 0.0 | 21.6 | LEFT | - | -250 | RNAV1 |
| BEGAM1E | 004 | TF | TNT | 530314.23N 0014011.90W | N | 086° (086.4°) | 0.0 | 11.0 | RIGHT | - | - | RNAV1 |
| BEGAM1E | 005 | TF | DIPSO | 530312.62N 0012038.61W | Y | 090° (090.0°) | 0.0 | 11.8 | RIGHT | - | -220 | RNAV1 |
| BEGAM1E | 006 | CF | ROKUP | 530102.13N 0013057.29W | N | 292° (291.5°) | 0.0 | - | - | FL080 | -220 | RNAV1 |

**CHANGE (5/24):** TNT CO-ORDINATES. SPECIFICATION CHANGE.
AERO INFO DATE 21 FEB 24

# Standard Instrument Arrival Coding Tables

**EAST MIDLANDS CROFT 1E**

| Designator | Sequence Number | Path Term-inator | Waypoint Name | Co-ordinates | Fly-over | Course/ Track °M (°T) | Magnetic Variation | Distance (NM) | Turn Direction | Level Constraint | Speed Constraint | Navigation Performance |
|---|---|---|---|---|---|---|---|---|---|---|---|---|
| CROFT1E | 001 | IF | CROFT | 533736.89N 0023219.85W | N | - | - | - | - | - | - | RNAV1 |
| CROFT1E | 002 | TF | MCT | 532125.29N 0021544.24W | N | 148° (148.5°) | 0.0 | 19.0 | - | FL200 | - | RNAV1 |
| CROFT1E | 003 | TF | VEGAR | 530233.76N 0015823.43W | N | 151° (151.0°) | 0.0 | 21.6 | LEFT | - | -250 | RNAV1 |
| CROFT1E | 004 | TF | TNT | 530314.23N 0014011.90W | N | 086° (086.4°) | 0.0 | 11.0 | RIGHT | - | - | RNAV1 |
| CROFT1E | 005 | TF | DIPSO | 530312.62N 0012038.61W | Y | 090° (090.0°) | 0.0 | 11.8 | RIGHT | - | -220 | RNAV1 |
| CROFT1E | 006 | CF | ROKUP | 530102.13N 0013057.29W | N | 292° (291.5°) | 0.0 | - | - | FL080 | -220 | RNAV1 |

**EAST MIDLANDS LIBSO 1E**

| Designator | Sequence Number | Path Term-inator | Waypoint Name | Co-ordinates | Fly-over | Course/ Track °M (°T) | Magnetic Variation | Distance (NM) | Turn Direction | Level Constraint | Speed Constraint | Navigation Performance |
|---|---|---|---|---|---|---|---|---|---|---|---|---|
| LIBSO1E | 001 | IF | LIBSO | 533129.33N 0000536.32E | N | - | - | - | - | FL290 | - | RNAV1 |
| LIBSO1E | 002 | TF | FIZED | 533444.87N 0003917.40W | N | 277° (277.3°) | 0.0 | 27.0 | - | - | - | RNAV1 |
| LIBSO1E | 003 | TF | GOLES | 533629.08N 0010500.37W | N | 277° (276.7°) | 0.0 | 15.4 | LEFT | - | - | RNAV1 |
| LIBSO1E | 004 | TF | DESIG | 533138.13N 0015333.70W | N | 261° (260.8°) | 0.0 | 29.4 | LEFT | - | - | RNAV1 |
| LIBSO1E | 005 | TF | MCT | 532125.29N 0021544.24W | N | 233° (232.5°) | 0.0 | 16.7 | LEFT | FL200 | - | RNAV1 |
| LIBSO1E | 006 | TF | VEGAR | 530233.76N 0015823.43W | N | 151° (151.0°) | 0.0 | 21.6 | LEFT | - | -250 | RNAV1 |
| LIBSO1E | 007 | TF | TNT | 530314.23N 0014011.90W | N | 086° (086.4°) | 0.0 | 11.0 | RIGHT | - | - | RNAV1 |
| LIBSO1E | 008 | TF | DIPSO | 530312.62N 0012038.61W | Y | 090° (090.0°) | 0.0 | 11.8 | RIGHT | - | -220 | RNAV1 |
| LIBSO1E | 009 | CF | ROKUP | 530102.13N 0013057.29W | N | 292° (291.5°) | 0.0 | - | - | FL080 | -220 | RNAV1 |

**EAST MIDLANDS VEGUS 1E**

| Designator | Sequence Number | Path Term-inator | Waypoint Name | Co-ordinates | Fly-over | Course/ Track °M (°T) | Magnetic Variation | Distance (NM) | Turn Direction | Level Constraint | Speed Constraint | Navigation Performance |
|---|---|---|---|---|---|---|---|---|---|---|---|---|
| VEGUS1E | 001 | IF | VEGUS | 532400.54N 0002110.76W | N | - | - | - | - | FL290 | - | RNAV1 |
| VEGUS1E | 002 | TF | GOLES | 533629.08N 0010500.37W | N | 296° (295.8°) | 0.0 | 29.0 | LEFT | - | - | RNAV1 |
| VEGUS1E | 003 | TF | DESIG | 533138.13N 0015333.70W | N | 261° (260.8°) | 0.0 | 29.4 | LEFT | - | - | RNAV1 |
| VEGUS1E | 004 | TF | MCT | 532125.29N 0021544.24W | N | 233° (232.5°) | 0.0 | 16.7 | LEFT | FL200 | - | RNAV1 |
| VEGUS1E | 005 | TF | VEGAR | 530233.76N 0015823.43W | N | 151° (151.0°) | 0.0 | 21.6 | LEFT | - | -250 | RNAV1 |
| VEGUS1E | 006 | TF | TNT | 530314.23N 0014011.90W | N | 086° (086.4°) | 0.0 | 11.0 | RIGHT | - | - | RNAV1 |
| VEGUS1E | 007 | TF | DIPSO | 530312.62N 0012038.61W | Y | 090° (090.0°) | 0.0 | 11.8 | RIGHT | - | -220 | RNAV1 |
| VEGUS1E | 008 | CF | ROKUP | 530102.13N 0013057.29W | N | 292° (291.5°) | 0.0 | - | - | FL080 | -220 | RNAV1 |

**CHANGE (5/24):** TNT CO-ORDINATES. SPECIFICATION CHANGES.
AERO INFO DATE 01 MAR 24

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# Standard Instrument Arrival Coding Tables

**EAST MIDLANDS POL 1E**

| Designator | Sequence Number | Path Term-inator | Waypoint Name | Co-ordinates | Fly-over | Course/ Track °M (°T) | Magnetic Variation | Distance (NM) | Turn Direction | Level Constraint | Speed Constraint | Navigation Performance |
|---|---|---|---|---|---|---|---|---|---|---|---|---|
| POL1E | 001 | IF | POL | 534437.60N 0020611.83W | N | - | - | - | - | - | - | RNAV1 |
| POL1E | 002 | TF | MCT | 532125.29N 0021544.24W | N | 194° (193.8°) | 0.0 | 23.9 | LEFT | - | - | RNAV1 |
| POL1E | 003 | TF | VEGAR | 530233.76N 0015823.43W | N | 151° (151.0°) | 0.0 | 21.6 | LEFT | - | -250 | RNAV1 |
| POL1E | 004 | TF | TNT | 530314.23N 0014011.90W | N | 086° (086.4°) | 0.0 | 11.0 | RIGHT | - | - | RNAV1 |
| POL1E | 005 | TF | DIPSO | 530312.62N 0012038.61W | Y | 090° (090.0°) | 0.0 | 11.8 | RIGHT | - | -220 | RNAV1 |
| POL1E | 006 | CF | ROKUP | 530102.13N 0013057.29W | N | 292° (291.5°) | 0.0 | - | - | FL080 | -220 | RNAV1 |

**EAST MIDLANDS DTY 1E**

| Designator | Sequence Number | Path Term-inator | Waypoint Name | Co-ordinates | Fly-over | Course/ Track °M (°T) | Magnetic Variation | Distance (NM) | Turn Direction | Level Constraint | Speed Constraint | Navigation Performance |
|---|---|---|---|---|---|---|---|---|---|---|---|---|
| DTY1E | 001 | IF | DTY | 521048.51N 0010649.64W | N | - | - | - | - | FL080 | - | RNAV5 |
| DTY1E | 002 | TF | VELAG | 522435.82N 0010049.56W | N | 015° (014.9°) | 0.0 | 14.3 | - | - | -250 | RNAV5 |
| DTY1E | 003 | TF | UPDUK | 523426.66N 0005630.11W | Y | 015° (015.0°) | 0.0 | 10.2 | LEFT | - | -220 | RNAV5 |
| DTY1E | 004 | CF | PIGOT | 522942.57N 0010407.08W | N | 185° (185.0°) | 0.0 | - | - | FL080 | -220 | RNAV5 |

**EAST MIDLANDS HEMEL 1E**

| Designator | Sequence Number | Path Term-inator | Waypoint Name | Co-ordinates | Fly-over | Course/ Track °M (°T) | Magnetic Variation | Distance (NM) | Turn Direction | Level Constraint | Speed Constraint | Navigation Performance |
|---|---|---|---|---|---|---|---|---|---|---|---|---|
| HEMEL1E | 001 | IF | HEMEL | 514820.00N 0002509.78W | N | - | - | - | - | FL220 | - | RNAV5 |
| HEMEL1E | 002 | TF | WELIN | 521450.25N 0005108.41W | N | 329° (329.0°) | 0.0 | 31.0 | - | - | - | RNAV5 |
| HEMEL1E | 003 | TF | VELAG | 522435.82N 0010049.56W | N | 329° (328.8°) | 0.0 | 11.4 | RIGHT | - | -250 | RNAV5 |
| HEMEL1E | 004 | TF | UPDUK | 523426.66N 0005630.11W | Y | 015° (015.0°) | 0.0 | 10.2 | LEFT | - | -220 | RNAV5 |
| HEMEL1E | 005 | CF | PIGOT | 522942.57N 0010407.08W | N | 185° (185.0°) | 0.0 | - | - | FL080 | -220 | RNAV5 |

**CHANGE (5/24):** POL, TNT CO-ORDINATES. SPECIFICATION CHANGE.
AERO INFO DATE 21 FEB 24

# RNAV Hold Coding Tables

**EAST MIDLANDS ROKUP Hold**

| Designator | Sequence Number | Path Term-inator | Waypoint Name | Co-ordinates | Fly-over | Course/ Track °M (°T) | Magnetic Variation | Time (MIN) | Turn Direction | Level Constraint | Speed Constraint | Navigation Performance |
|---|---|---|---|---|---|---|---|---|---|---|---|---|
| ROKUP | - | - | ROKUP | 530102.13N 0013057.29W | Y | 292° (291.5°) | 0.0 | 1 MIN | RIGHT | -FL140 +FL080 | -220 | RNAV1 |

**EAST MIDLANDS PIGOT Hold**

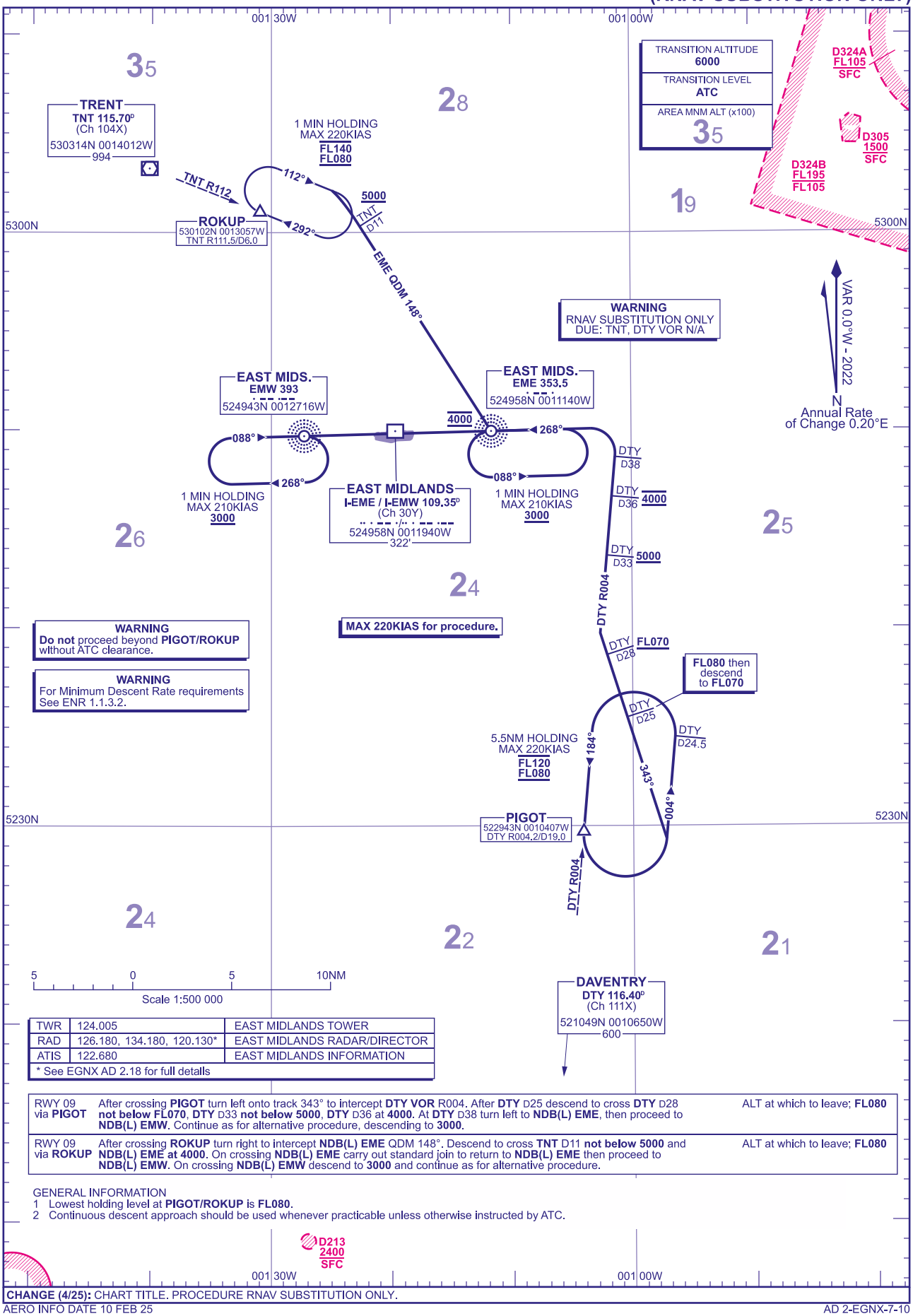
| Designator | Sequence Number | Path Term-inator | Waypoint Name | Co-ordinates | Fly-over | Course/ Track °M (°T) | Magnetic Variation | Distance (NM) | Turn Direction | Level Constraint | Speed Constraint | Navigation Performance |
|---|---|---|---|---|---|---|---|---|---|---|---|---|
| PIGOT | - | - | PIGOT | 522942.57N 0010407.08W | Y | 185° (185.0°) | 0.0 | 5.5 | LEFT | -FL120 +FL080 | -220 | RNAV5 |

**CHANGE (5/24):** SPECIFICATION CHANGE.
AERO INFO DATE 21 FEB 24

# INITIAL APPROACH PROCEDURES
# ILS/DME RWY 09

DISTANCES IN NAUTICAL MILES
TRACKS ARE MAGNETIC
ALTITUDES AND ELEVATIONS ARE IN FEET

# EAST MIDLANDS
# via PIGOT/ROKUP
# (RNAV SUBSTITUTION ONLY)




| | | |
|---|---|---|
| TWR | 124.005 | EAST MIDLANDS TOWER |
| RAD | 126.180, 134.180, 120.130* | EAST MIDLANDS RADAR/DIRECTOR |
| ATIS | 122.680 | EAST MIDLANDS INFORMATION |
| * See EGNX AD 2.18 for full details | | |

| | | |
|---|---|---|
| RWY 09 via **PIGOT** | After crossing **PIGOT** turn left onto track 343° to intercept **DTY VOR** R004. After **DTY** D25 descend to cross **DTY** D28 **not below FL070**, **DTY** D33 **not below 5000**, **DTY** D36 at **4000**. At **DTY** D38 turn left to **NDB(L) EME**, then proceed to **NDB(L) EMW**. Continue as for alternative procedure, descending to **3000**. | ALT at which to leave; **FL080** |
| RWY 09 via **ROKUP** | After crossing **ROKUP** turn right to intercept **NDB(L) EME** QDM 148°. Descend to cross **TNT** D11 **not below 5000** and **NDB(L) EME at 4000**. On crossing **NDB(L) EME** carry out standard join to return to **NDB(L) EME** then proceed to **NDB(L) EMW**. On crossing **NDB(L) EMW** descend to **3000** and continue as for alternative procedure. | ALT at which to leave; **FL080** |

GENERAL INFORMATION
1 Lowest holding level at **PIGOT/ROKUP** is **FL080**.
2 Continuous descent approach should be used whenever practicable unless otherwise instructed by ATC.

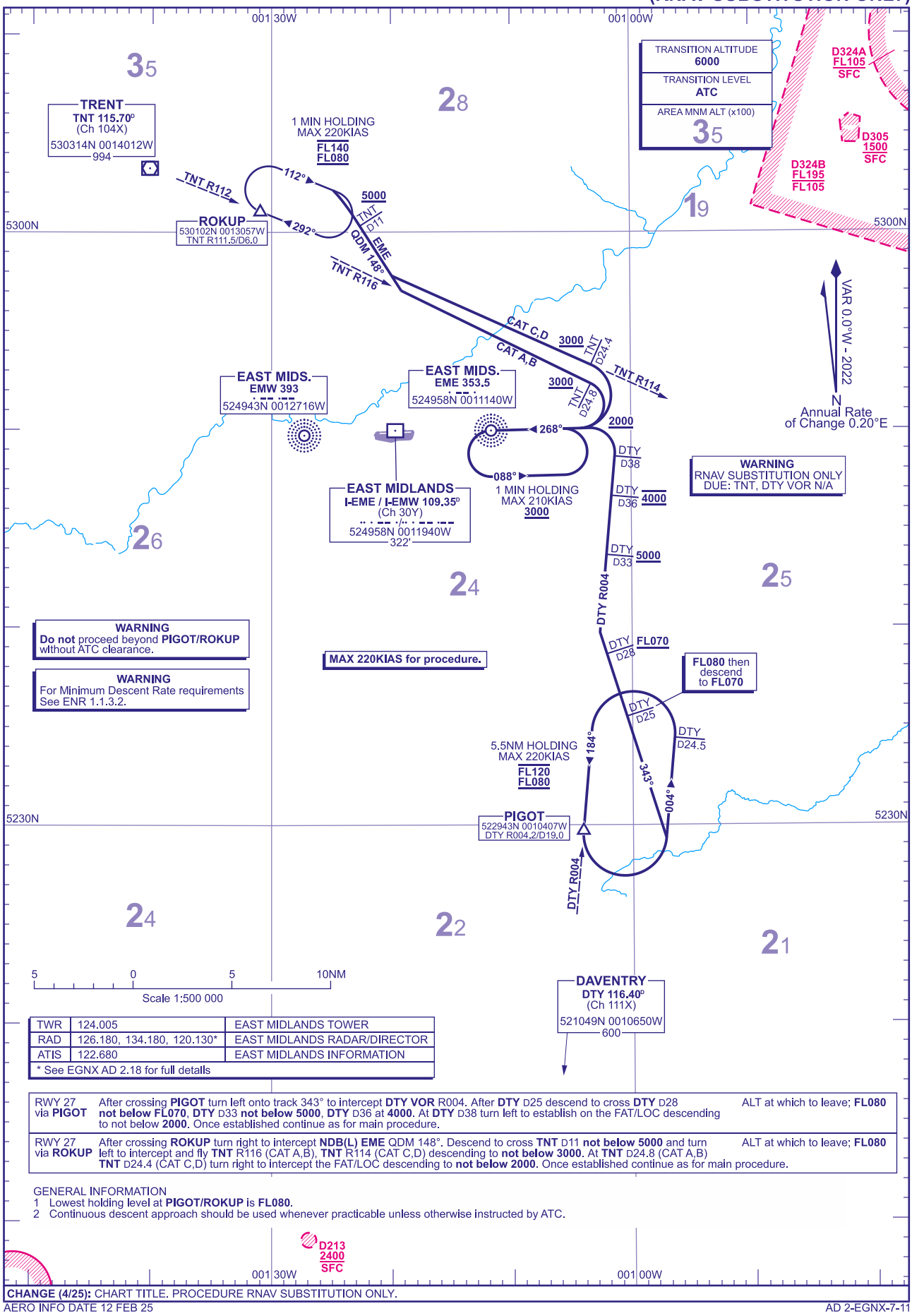
**CHANGE (4/25):** CHART TITLE. PROCEDURE RNAV SUBSTITUTION ONLY.

AERO INFO DATE 10 FEB 25

# INITIAL APPROACH PROCEDURES
# ILS/DME RWY 27

DISTANCES IN NAUTICAL MILES
TRACKS ARE MAGNETIC
ALTITUDES AND ELEVATIONS ARE IN FEET

# EAST MIDLANDS
# via PIGOT/ROKUP
# (RNAV SUBSTITUTION ONLY)




| | | |
|---|---|---|
| TWR | 124.005 | EAST MIDLANDS TOWER |
| RAD | 126.180, 134.180, 120.130* | EAST MIDLANDS RADAR/DIRECTOR |
| ATIS | 122.680 | EAST MIDLANDS INFORMATION |

* See EGNX AD 2.18 for full details

| | | |
|---|---|---|
| RWY 27 via **PIGOT** | After crossing **PIGOT** turn left onto track 343° to intercept **DTY VOR** R004. After **DTY** D25 descend to cross **DTY** D28 **not below FL070**, **DTY** D33 **not below 5000**, **DTY** D36 at **4000**. At **DTY** D38 turn left to establish on the FAT/LOC descending to not below **2000**. Once established continue as for main procedure. | ALT at which to leave; **FL080** |
| RWY 27 via **ROKUP** | After crossing **ROKUP** turn right to intercept **NDB(L) EME** QDM 148°. Descend to cross **TNT** D11 **not below 5000** and turn left to intercept and fly **TNT** R116 (CAT A,B), **TNT** R114 (CAT C,D) descending to **not below 3000**. At **TNT** D24.8 (CAT A,B) **TNT** D24.4 (CAT C,D) turn right to intercept the FAT/LOC descending to **not below 2000**. Once established continue as for main procedure. | ALT at which to leave; **FL080** |

GENERAL INFORMATION
1 Lowest holding level at **PIGOT/ROKUP** is **FL080**.
2 Continuous descent approach should be used whenever practicable unless otherwise instructed by ATC.

**CHANGE (4/25):** CHART TITLE. PROCEDURE RNAV SUBSTITUTION ONLY.

AERO INFO DATE 12 FEB 25

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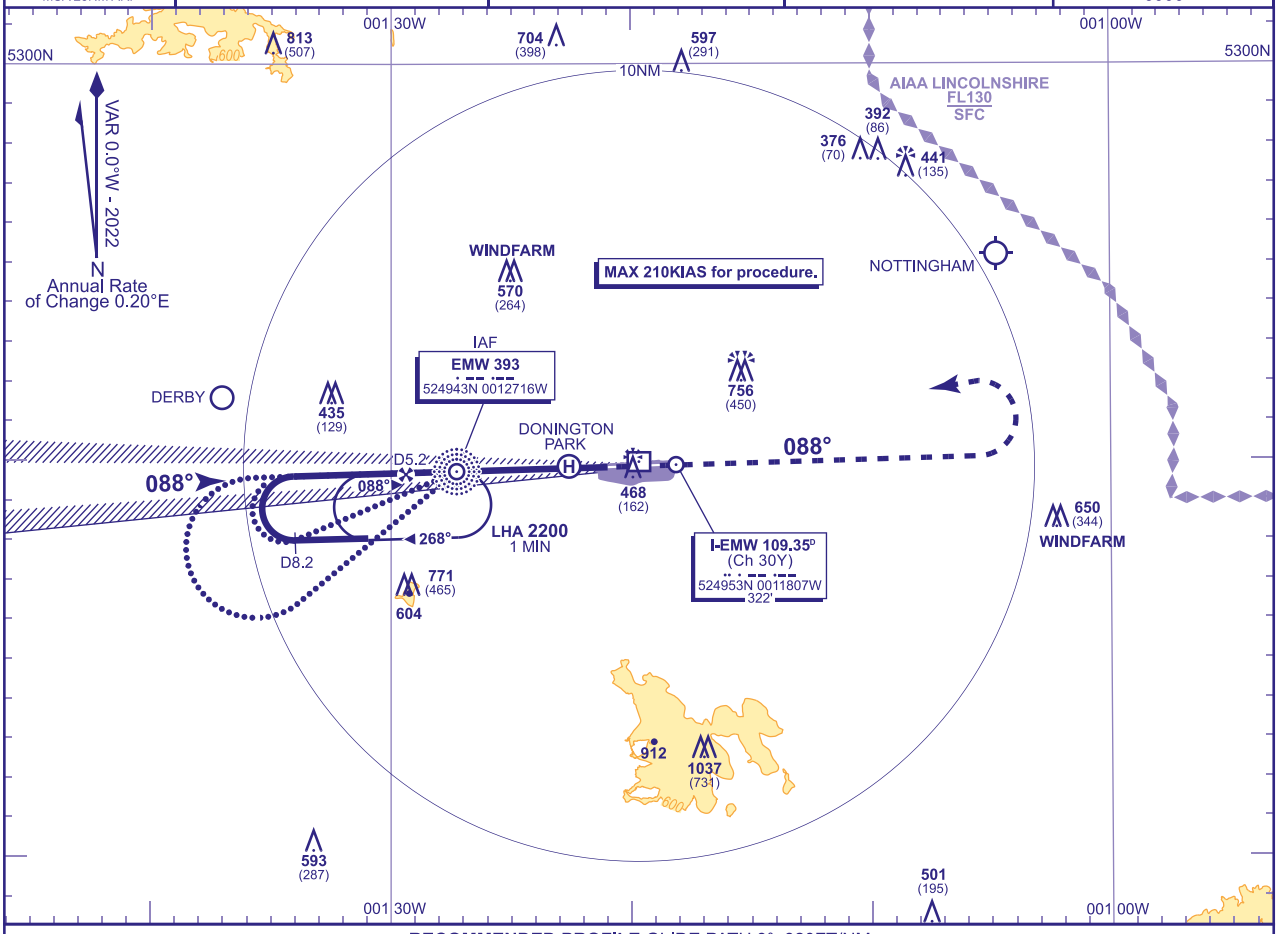
# INSTRUMENT APPROACH CHART - ICAO

## EAST MIDLANDS ILS/DME/NDB(L) RWY 09
(ACFT CAT A,B,C,D)

MSA 25NM ARP

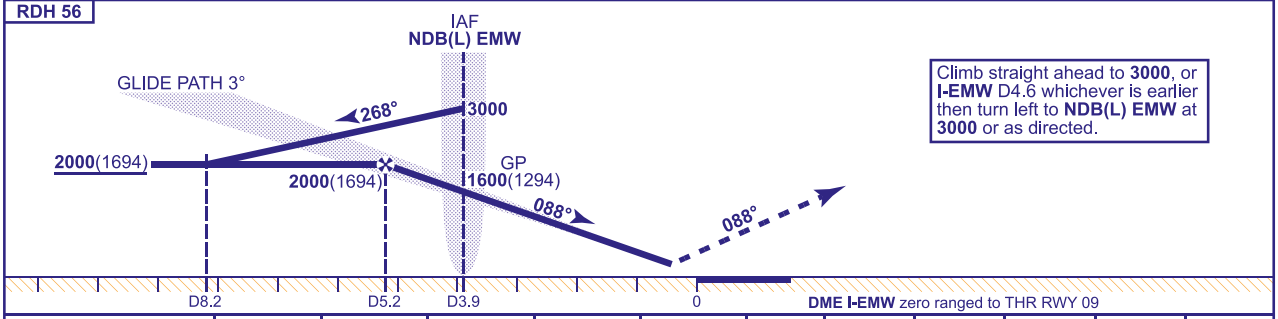
| | | | | | |
|---|---|---|---|---|---|
| RAD | 126.180, 134.180 | EAST MIDLANDS RADAR | AD ELEVATION | 306 | |
| | 120.130 | EAST MIDLANDS DIRECTOR | THR ELEVATION | 306 | |
| TWR | 124.005 | EAST MIDLANDS TOWER | OBSTACLE ELEVATION | | |
| | 121.905 | EAST MIDLANDS GROUND | 1037 AMSL (731) (ABOVE THR) | | |
| ATIS | 122.680 | EAST MIDLANDS INFORMATION | BEARINGS ARE MAGNETIC | TRANSITION ALTITUDE | 6000 |




**RECOMMENDED PROFILE** GLIDE PATH 3°, 320FT/NM

| DME I-EMW | 5 | 4 | 3 | 2 | 1 |
|---|---|---|---|---|---|
| ALT(HGT) | **1960**(1654) | **1640**(1334) | **1320**(1014) | **1000**(694) | **680**(374) |

RDH 56




Climb straight ahead to **3000**, or **I-EMW** D4.6 whichever is earlier then turn left to **NDB(L) EMW** at **3000** or as directed.

| Aircraft Category | | A | B | C | D |
|---|---|---|---|---|---|
| OCA (OCH) | CAT I | **462**(156) | **472**(166) | **484**(178) | **498**(192) |
| VM(C)OCA (OCH AAL) | Total Area | **770**(464) | **800**(494) | **1160**(854) | **1160**(854) |

| Rate of descent | | | | | | |
|---|---|---|---|---|---|---|
| G/S KT | 160 | 140 | 120 | 100 | 80 |
| FT/MIN | 850 | 740 | 640 | 530 | 420 |

**ALTERNATIVE PROCEDURE**
From overhead NDB(L) EMW **not below 3000**(2694) fly outbound on NDB(L) EMW QDR 248° (CAT A,B); NDB(L) EMW QDR 231° (CAT C,D), descending to **not below 2000**(1694). At I-EMW DME 8.2 baseturn right to intercept LOC. Once established on the LOC descend on the GP from the FAP (nominal I-EMW D5.2) to DH.

**NOTE** **1** Lowest altitude to commence procedure from hold is **3000**.
**2** Aircraft will normally be required to hold not lower than **3000**.

**CHANGE (3/25):** MSA REVISED. D1 GP CHECK HEIGHT REMOVED. MINIMA REVISED. NO DME PROCEDURE NOW ON SEPARATE CHART.

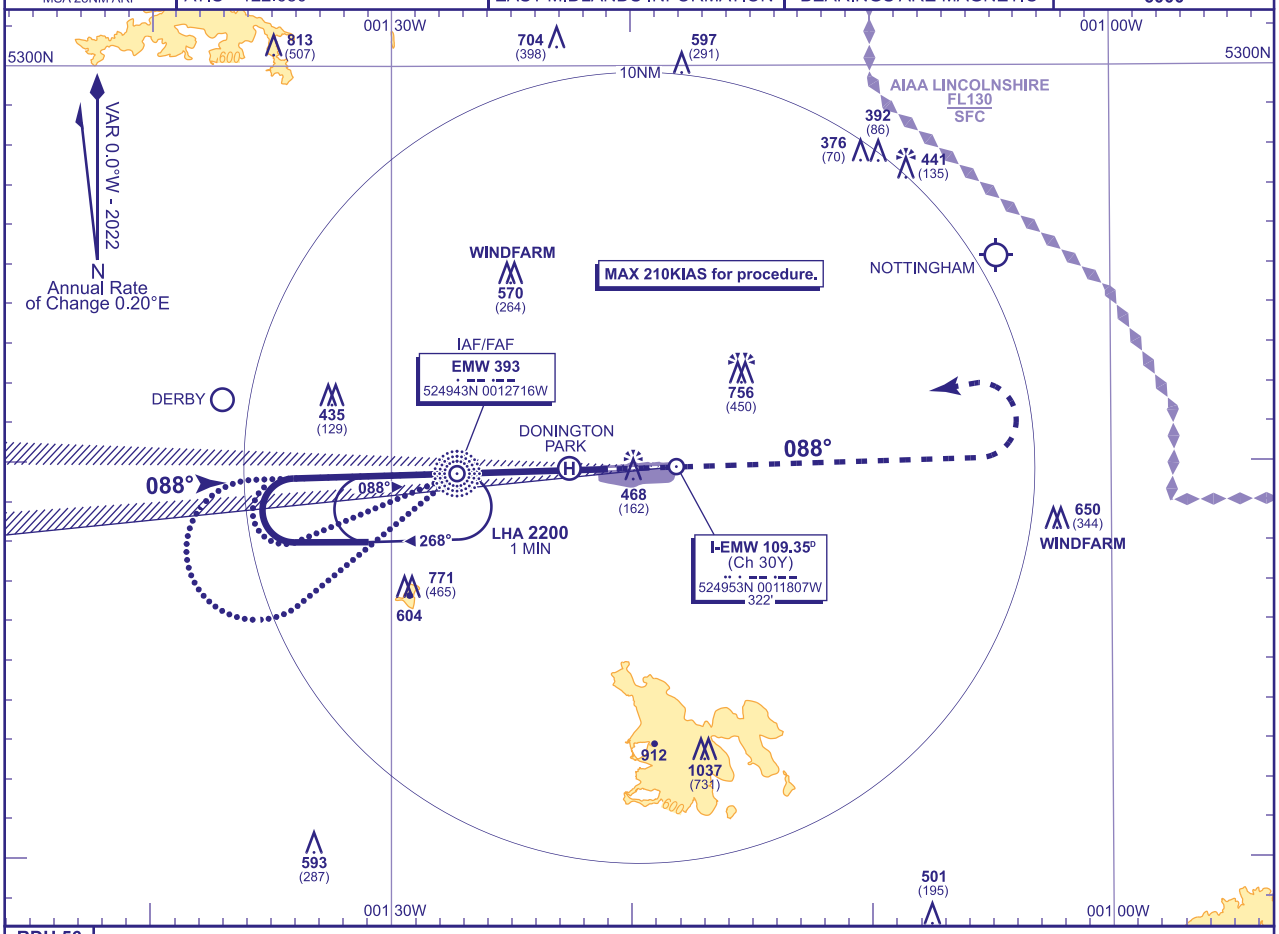
AERO INFO DATE 14 JAN 25
AD 2-EGNX-8-1

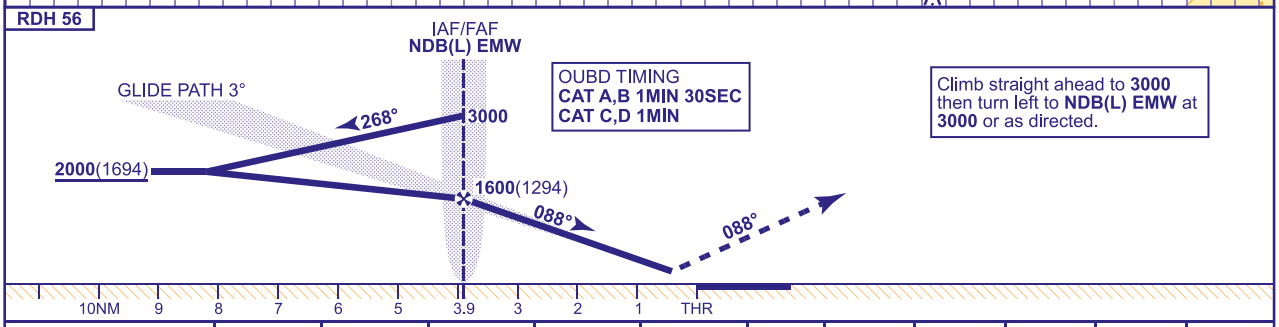
## INSTRUMENT APPROACH CHART - ICAO

# EAST MIDLANDS
# ILS/NDB(L)
# RWY 09
(ACFT CAT A,B,C,D)

MSA 25NM ARP

| | | | | | |
|---|---|---|---|---|---|
| RAD | 126.180, 134.180 | EAST MIDLANDS RADAR | AD ELEVATION | 306 | TRANSITION ALTITUDE 6000 |
| | 120.130 | EAST MIDLANDS DIRECTOR | THR ELEVATION | 306 | |
| TWR | 124.005 | EAST MIDLANDS TOWER | OBSTACLE ELEVATION 1037 AMSL (731) (ABOVE THR) | | |
| | 121.905 | EAST MIDLANDS GROUND | | | |
| ATIS | 122.680 | EAST MIDLANDS INFORMATION | BEARINGS ARE MAGNETIC | | |




| Aircraft Category | | A | B | C | D |
|---|---|---|---|---|---|
| OCA (OCH) | CAT I | 462(156) | 472(166) | 484(178) | 498(192) |
| VM(C)OCA (OCH AAL) | Total Area | 770(464) | 800(494) | 1160(854) | 1160(854) |

| Rate of descent | G/S KT | 160 | 140 | 120 | 100 | 80 |
|---|---|---|---|---|---|---|
| | FT/MIN | 850 | 740 | 640 | 530 | 420 |

**ALTERNATIVE PROCEDURE**
Notify ATC. Fly outbound leg of baseturn on NDB(L) EMW QDR 248° for 1MIN 45SEC (CAT A,B), NDB(L) EMW QDR 231° for 1MIN 15SEC (CAT C,D) descending to not below **2000**(1694), then turn right to establish on the LOC. MAX 210KIAS.

**NOTE**
**1** Aircraft unable to receive DME I-EMW notify ATC.
**2** Lowest altitude to commence procedure from hold is **3000**.
**3** Aircraft will normally be required to hold not lower than **3000**.

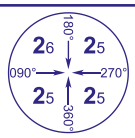
**CHANGE (3/25):** NEW CHART.

AERO INFO DATE 14 JAN 25
AD 2-EGNX-8-2

# INSTRUMENT APPROACH CHART - ICAO

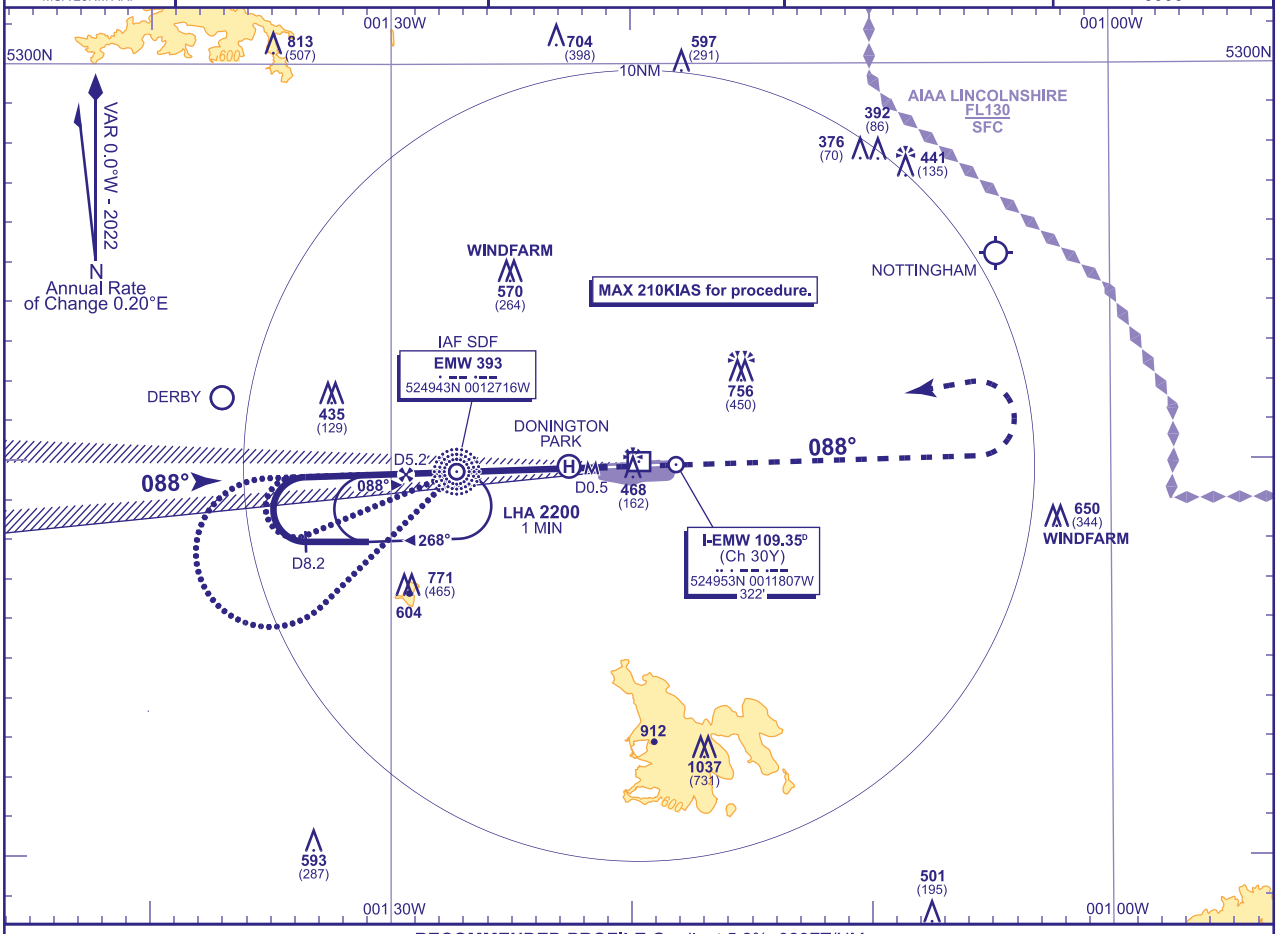
# EAST MIDLANDS LOC/DME/NDB(L) RWY 09

(ACFT CAT A,B,C,D)



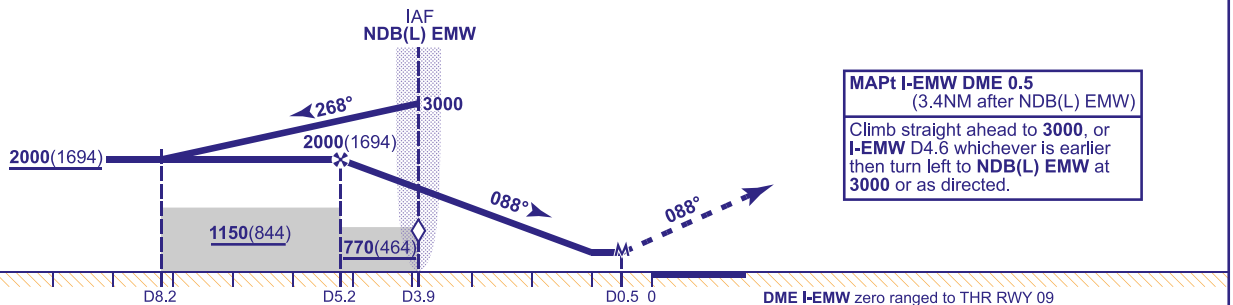

MSA 25NM ARP

| | | | | | |
|---|---|---|---|---|---|
| RAD | 126.180, 134.180 | EAST MIDLANDS RADAR | AD ELEVATION | 306 | |
| | 120.130 | EAST MIDLANDS DIRECTOR | THR ELEVATION | 306 | |
| TWR | 124.005 | EAST MIDLANDS TOWER | OBSTACLE ELEVATION | | |
| | 121.905 | EAST MIDLANDS GROUND | 1037 AMSL (731) (ABOVE THR) | | |
| ATIS | 122.680 | EAST MIDLANDS INFORMATION | BEARINGS ARE MAGNETIC | | TRANSITION ALTITUDE 6000 |




**RECOMMENDED PROFILE** Gradient 5.2%, 320FT/NM

| DME I-EMW | 5 | 4 | 3.9 (SDF) | 3 | 2 | 1 |
|---|---|---|---|---|---|---|
| ALT (HGT) | 1960 (1654) | 1640 (1334) | 1600 (1294) | 1320 (1014) | 1000 (694) | 680 (374) |




**MAPt I-EMW DME 0.5**
(3.4NM after NDB(L) EMW)

Climb straight ahead to **3000**, or **I-EMW** D4.6 whichever is earlier then turn left to **NDB(L) EMW** at **3000** or as directed.

| Aircraft Category | | A | B | C | D | Rate of descent | G/S KT | 160 | 140 | 120 | 100 | 80 |
|---|---|---|---|---|---|---|---|---|---|---|---|---|
| OCA (OCH) | Procedure | 650 (344) | 650 (344) | 650 (344) | 650 (344) | | FT/MIN | 850 | 740 | 640 | 530 | 420 |
| VM(C)OCA (OCH AAL) | Total Area | 770 (464) | 800 (494) | 1160 (854) | 1160 (854) | | | | | | | |

**ALTERNATIVE PROCEDURE**
From overhead NDB(L) EMW **not below 3000**(2694) fly outbound on NDB(L) EMW QDR 248° (CAT A,B); NDB(L) EMW QDR 231° (CAT C,D), descending to **not below 2000**(1694). At I-EMW DME 8.2 baseturn right to intercept LOC. Once established on the LOC continue as for main procedure.

**NOTE** **1** Lowest altitude to commence procedure from hold is **3000**.
**2** Aircraft will normally be required to hold not lower than **3000**.

**CHANGE (3/25):** PAGE NUMBER REVISED. MINIMA REVISED. MSA, MOCA, SDF REVISED. TIMING TABLE REMOVED. NO DME PROCEDURE NOW ON SEPARATE CHART.

AERO INFO DATE 10 JAN 25
AD 2-EGNX-8-3

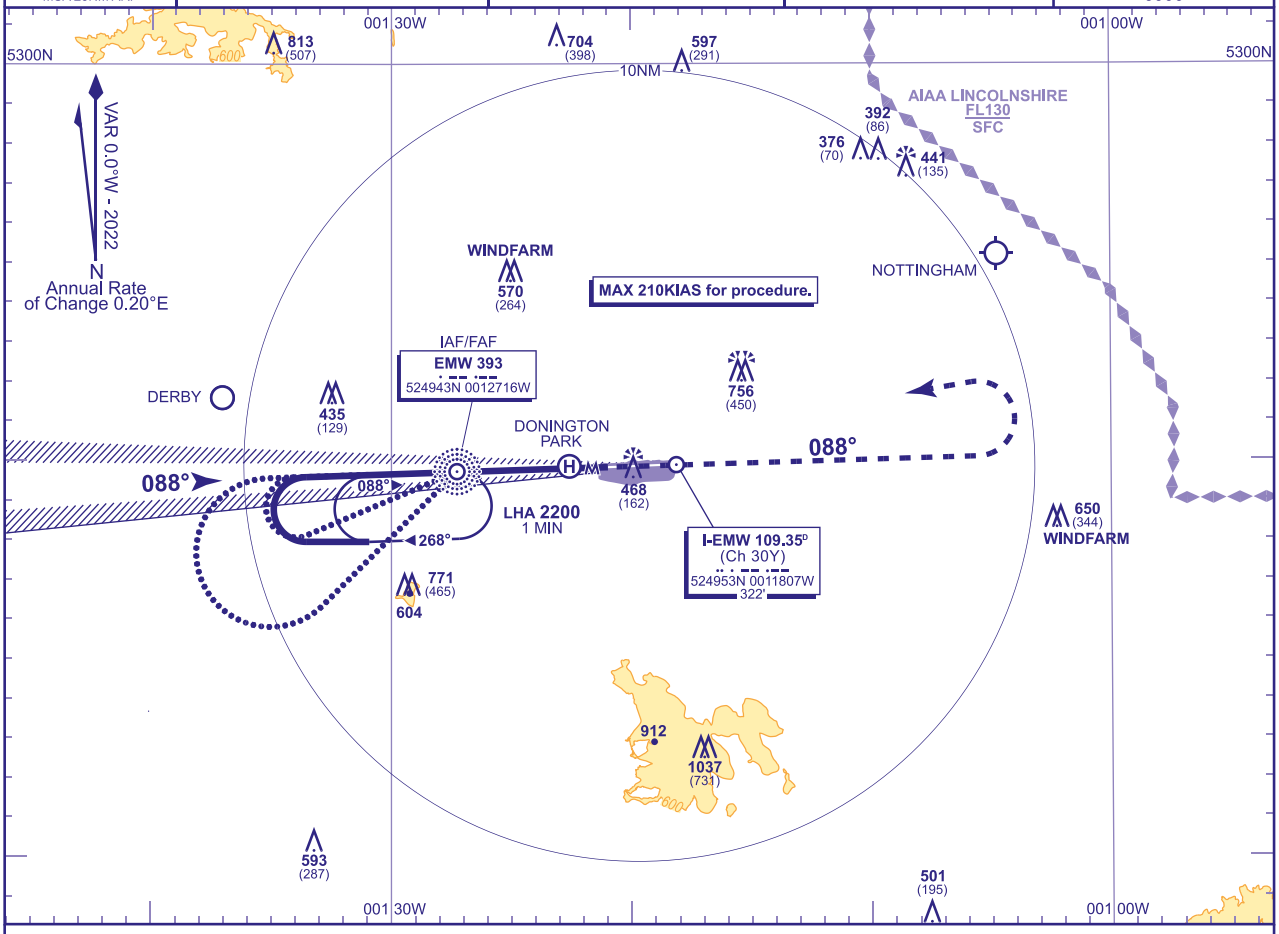
## INSTRUMENT APPROACH CHART - ICAO

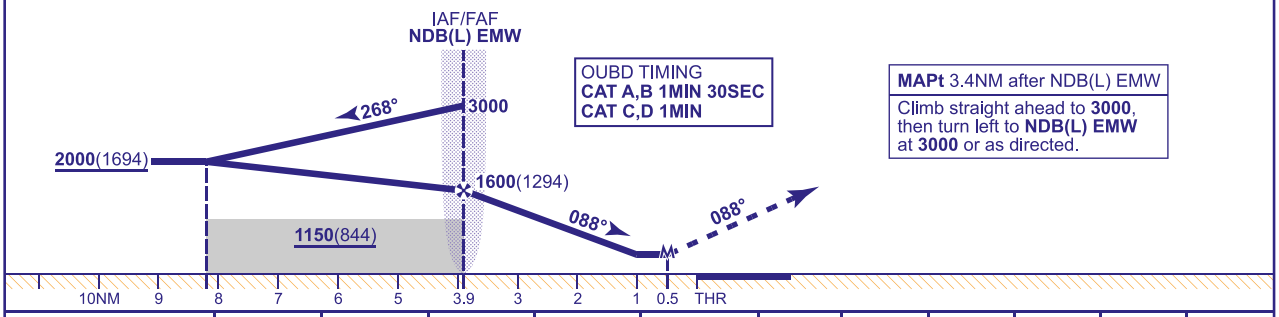
# EAST MIDLANDS LOC/NDB(L) RWY 09

(ACFT CAT A,B,C,D)

| | | | | | |
|---|---|---|---|---|---|
| MSA 25NM ARP | RAD | 126.180, 134.180 | EAST MIDLANDS RADAR | AD ELEVATION | 306 |
| | | 120.130 | EAST MIDLANDS DIRECTOR | THR ELEVATION | 306 |
| | TWR | 124.005 | EAST MIDLANDS TOWER | OBSTACLE ELEVATION | |
| | | 121.905 | EAST MIDLANDS GROUND | 1037 AMSL (731) (ABOVE THR) | |
| | ATIS | 122.680 | EAST MIDLANDS INFORMATION | BEARINGS ARE MAGNETIC | |

TRANSITION ALTITUDE 6000




| Aircraft Category | | A | B | C | D | Rate of descent | G/S KT | 160 | 140 | 120 | 100 | 80 |
|---|---|---|---|---|---|---|---|---|---|---|---|---|
| OCA (OCH) | Procedure | 670(364) | 670(364) | 670(364) | 670(364) | | FT/MIN | 850 | 740 | 640 | 530 | 420 |
| VM(C)OCA (OCH AAL) | Total Area | 770(464) | 800(494) | 1160(854) | 1160(854) | NDB(L) EMW to MAPt (3.4NM) | MIN:SEC | 1:17 | 1:28 | 1:42 | 2:03 | 2:34 |

**ALTERNATIVE PROCEDURE**
Notify ATC. Fly outbound leg of baseturn on NDB(L) EMW QDR 248° for 1MIN 45SEC (CAT A,B), NDB(L) QDR 231° for 1MIN 15SEC (CAT C,D) descending to not below **2000**(1694), then turn right to establish on the LOC. MAX 210KIAS.

**NOTE**
**1** Aircraft unable to receive DME I-EMW notify ATC.
**2** Lowest altitude to commence procedure from hold is **3000**.
**3** Aircraft will normally be required to hold not lower than **3000**.

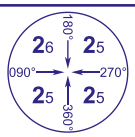
**CHANGE (3/25):** NEW CHART.

AERO INFO DATE 14 JAN 25

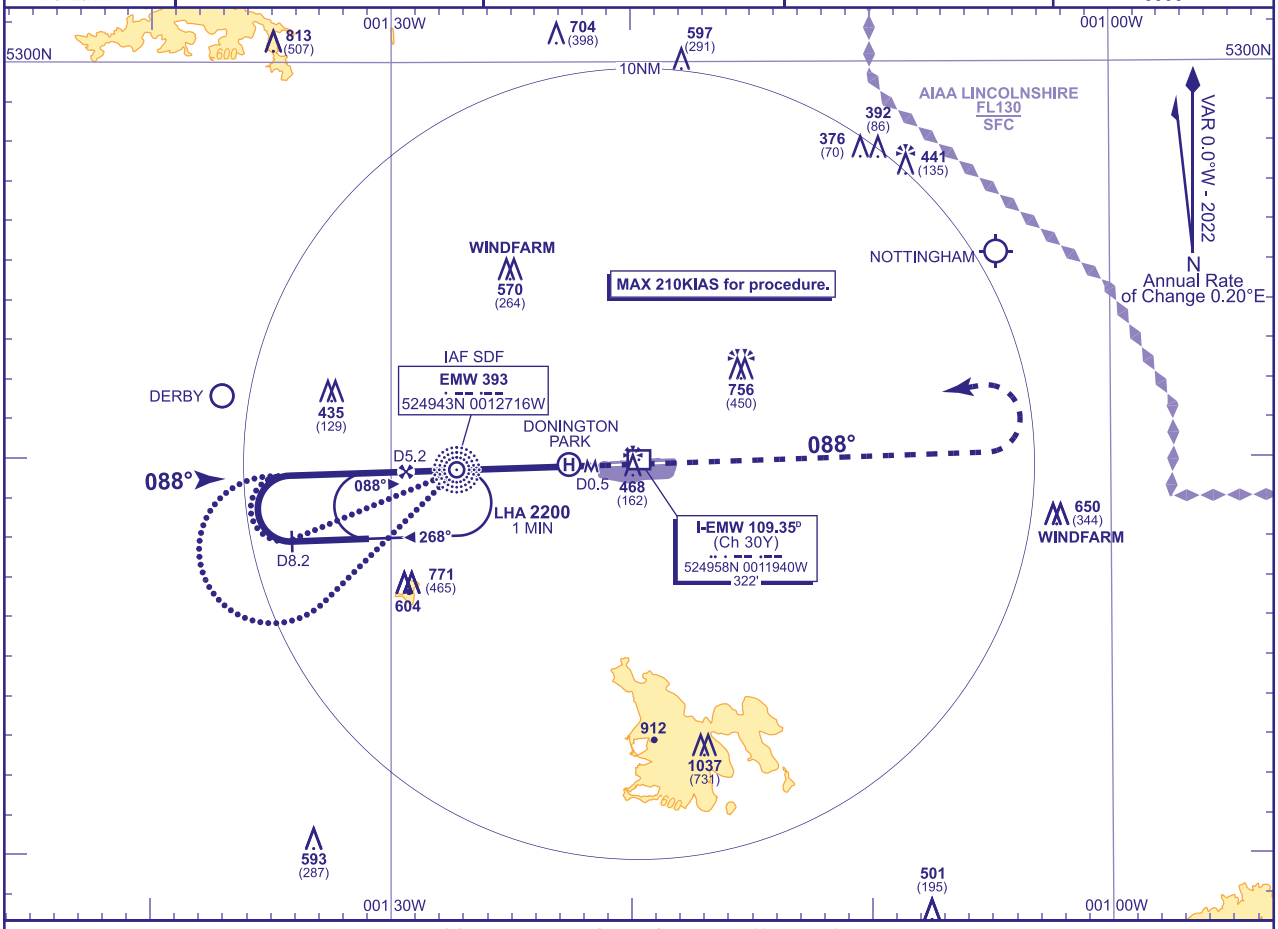
# INSTRUMENT APPROACH CHART - ICAO

# EAST MIDLANDS NDB(L)/DME RWY 09

(ACFT CAT A,B,C,D)

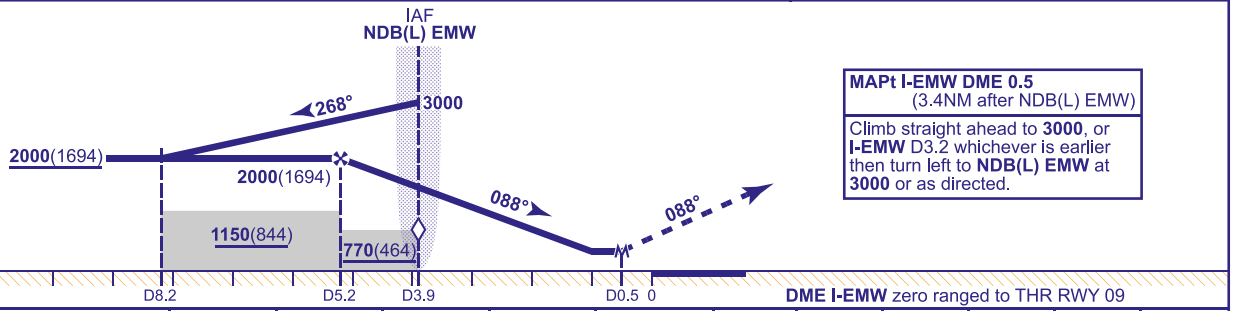



| | | | | | |
|---|---|---|---|---|---|
| RAD | 126.180, 134.180 | EAST MIDLANDS RADAR | AD ELEVATION | 306 | |
| | 120.130 | EAST MIDLANDS DIRECTOR | THR ELEVATION | 306 | |
| TWR | 124.005 | EAST MIDLANDS TOWER | OBSTACLE ELEVATION | | |
| | 121.905 | EAST MIDLANDS GROUND | 1037 AMSL (731) (ABOVE THR) | | |
| ATIS | 122.680 | EAST MIDLANDS INFORMATION | BEARINGS ARE MAGNETIC | | TRANSITION ALTITUDE 6000 |




**RECOMMENDED PROFILE** Gradient 5.2%, 320FT/NM

| DME I-EMW | 5 | 4 | 3.9 (SDF) | 3 | 2 |
|---|---|---|---|---|---|
| ALT(HGT) | **1960**(1654) | **1640**(1334) | **1600**(1294) | **1320**(1014) | **1000**(694) |




**MAPt I-EMW DME 0.5**
(3.4NM after NDB(L) EMW)

Climb straight ahead to **3000**, or **I-EMW** D3.2 whichever is earlier then turn left to **NDB(L) EMW** at **3000** or as directed.

| Aircraft Category | | A | B | C | D |
|---|---|---|---|---|---|
| OCA (OCH) | Procedure | **650**(344) | **650**(344) | **650**(344) | **650**(344) |
| VM(C)OCA (OCH AAL) | Total Area | **770**(464) | **800**(494) | **1160**(854) | **1160**(854) |

| Rate of descent | | | | | | |
|---|---|---|---|---|---|---|
| G/S KT | 160 | 140 | 120 | 100 | 80 |
| FT/MIN | 850 | 740 | 640 | 530 | 420 |

**ALTERNATIVE PROCEDURE**
From overhead NDB(L) EMW **not below 3000**(2694) fly outbound on NDB(L) EMW QDR 248° (CAT A,B); NDB(L) EMW QDR 231° (CAT C,D), descending to **not below 2000**(1694). At I-EMW DME 8.2 baseturn right to intercept the FAT. Once established on the FAT continue as for main procedure.

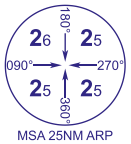
**NOTE 1** Lowest altitude to commence procedure from hold is **3000**.
**2** Aircraft will normally be required to hold not lower than **3000.**

**CHANGE (3/25):** PAGE NUMBER REVISED. MINIMA REVISED. MSA, MOCA , SDF REVISED. TIMING TABLE REMOVED. NO DME PROCEDURE NOW ON SEPARATE CHART.

AERO INFO DATE 10 JAN 25
AD 2-EGNX-8-5

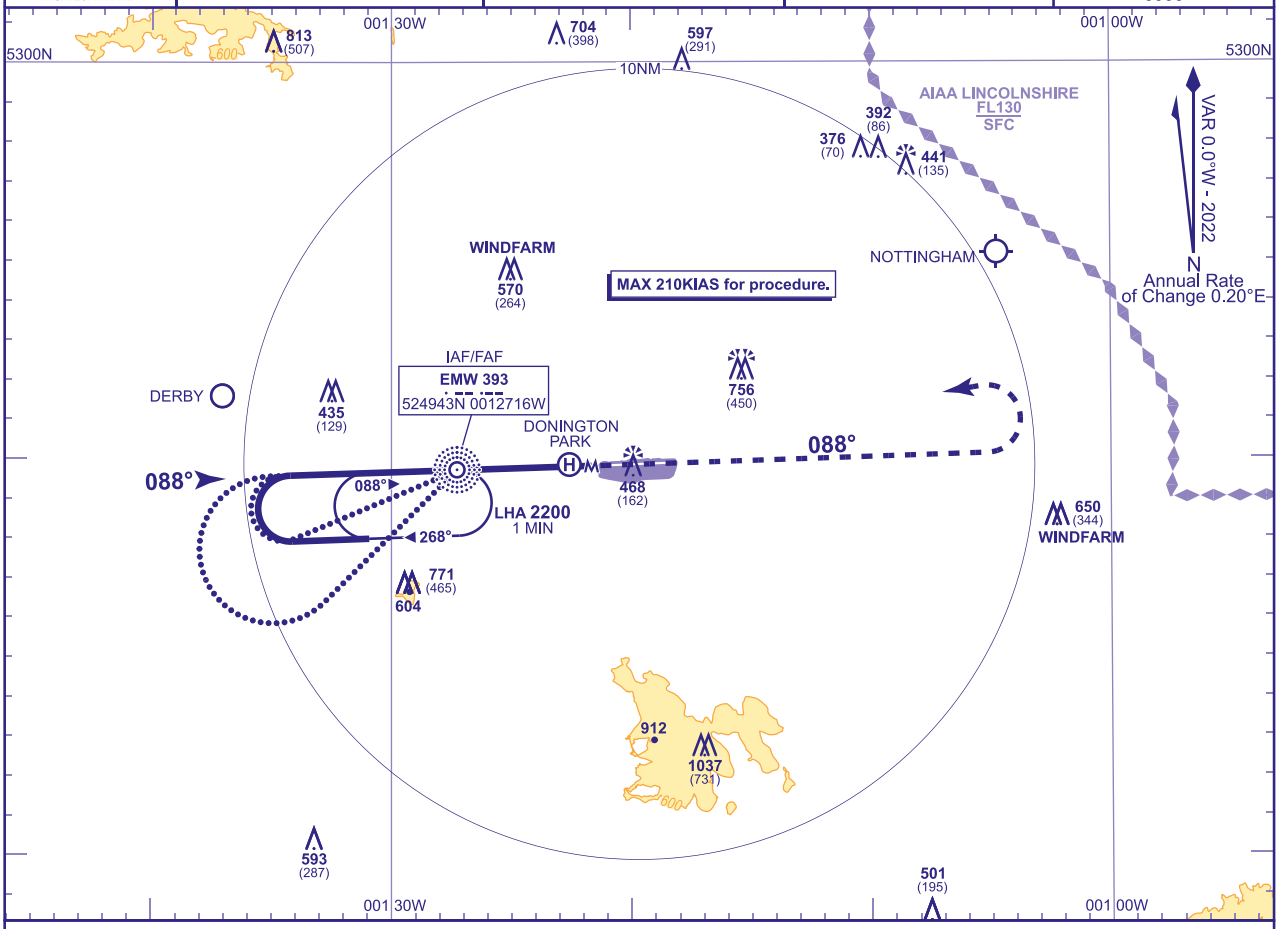
## INSTRUMENT APPROACH CHART - ICAO

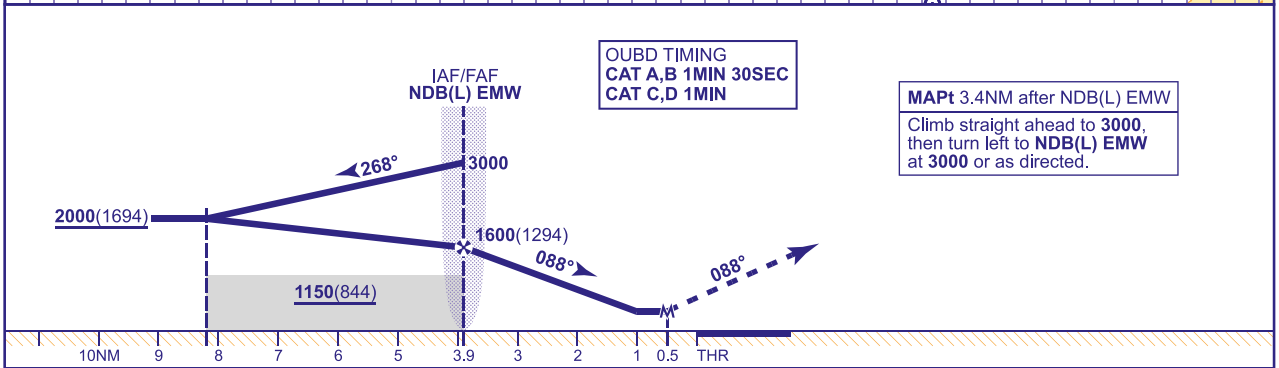
# EAST MIDLANDS
# NDB(L)
# RWY 09
(ACFT CAT A,B,C,D)



MSA 25NM ARP

| | | | | | |
|---|---|---|---|---|---|
| RAD | 126.180, 134.180 | EAST MIDLANDS RADAR | AD ELEVATION | **306** | TRANSITION ALTITUDE **6000** |
| | 120.130 | EAST MIDLANDS DIRECTOR | THR ELEVATION | **306** | |
| TWR | 124.005 | EAST MIDLANDS TOWER | OBSTACLE ELEVATION **1037 AMSL** (731) (ABOVE THR) | | |
| | 121.905 | EAST MIDLANDS GROUND | | | |
| ATIS | 122.680 | EAST MIDLANDS INFORMATION | BEARINGS ARE MAGNETIC | | |




| Aircraft Category | | A | B | C | D | Rate of descent | G/S KT | 160 | 140 | 120 | 100 | 80 |
|---|---|---|---|---|---|---|---|---|---|---|---|---|
| OCA (OCH) | Procedure | 720(414) | 720(414) | 720(414) | 720(414) | | FT/MIN | 850 | 740 | 640 | 530 | 420 |
| VM(C)OCA (OCH AAL) | Total Area | 770(464) | 800(494) | 1160(854) | 1160(854) | NDB(L) EMW to MAPt (3.4NM) | MIN:SEC | 1:17 | 1:28 | 1:42 | 2:03 | 2:34 |

**ALTERNATIVE PROCEDURE**
Notify ATC. Fly outbound leg of baseturn on NDB(L) EMW QDR 248° for 1MIN 45SEC (CAT A,B), NDB(L) EMW 231° for 1MIN 15SEC (CAT C,D) descending to not below **2000**(1694), then turn right to establish on the FAT. MAX 210KIAS.

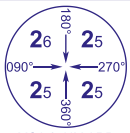
**NOTE** **1** Aircraft unable to receive DME I-EMW notify ATC.
**2** Lowest altitude to commence procedure from hold is **3000**.
**3** Aircraft will normally be required to hold not lower than **3000**.

**CHANGE (3/25):** NEW CHART.

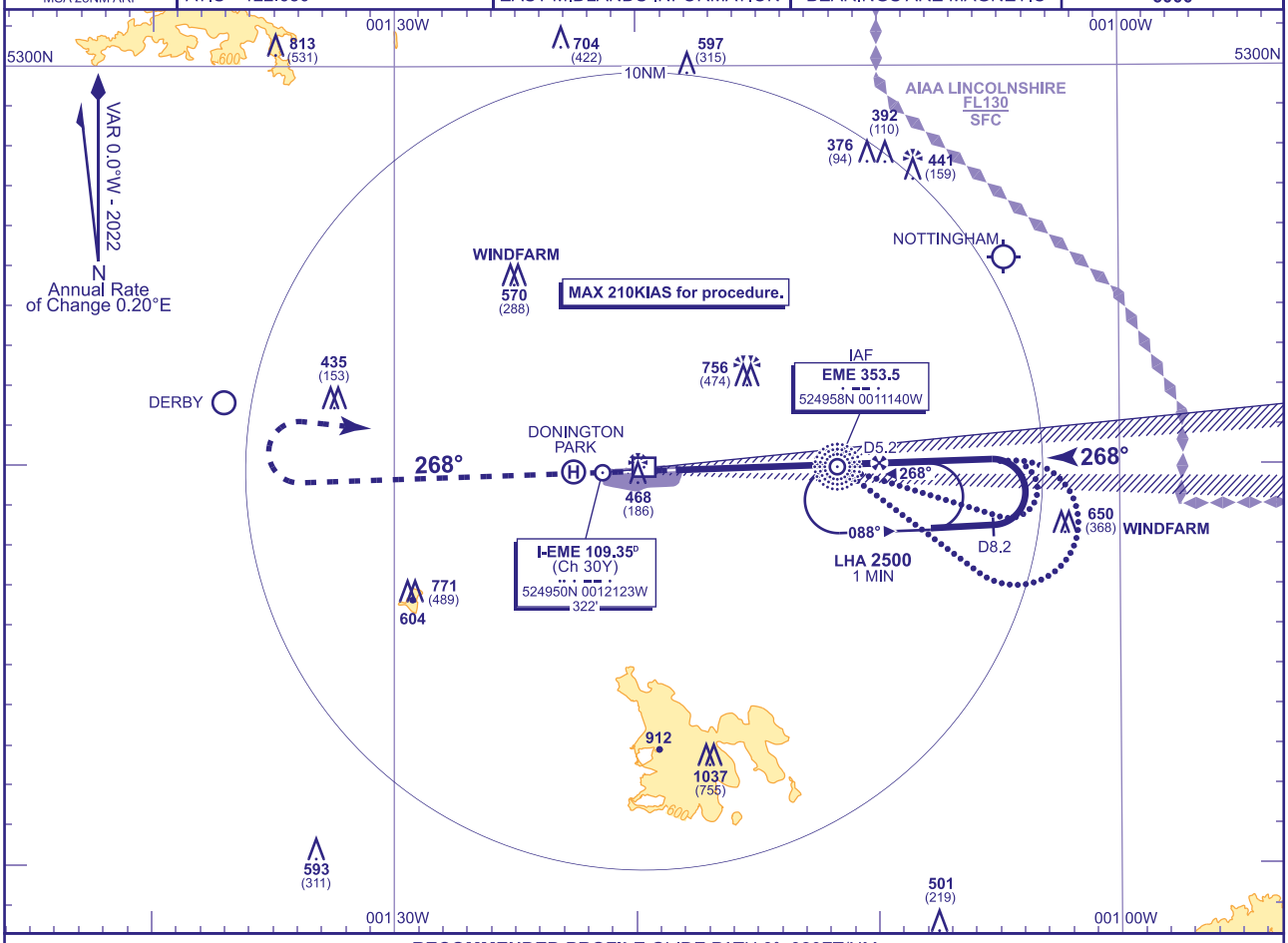
AERO INFO DATE 14 JAN 25 AD 2-EGNX-8-6

# INSTRUMENT APPROACH CHART - ICAO

# EAST MIDLANDS
## ILS/DME/NDB(L)
## RWY 27
(ACFT CAT A,B,C,D)




| | | | | | |
|---|---|---|---|---|---|
| RAD | 126.180, 134.180 | EAST MIDLANDS RADAR | AD ELEVATION | 306 | TRANSITION ALTITUDE 6000 |
| | 120.130 | EAST MIDLANDS DIRECTOR | THR ELEVATION | 282 | |
| TWR | 124.005 | EAST MIDLANDS TOWER | OBSTACLE ELEVATION 1037 AMSL (755) (ABOVE THR) | | |
| | 121.905 | EAST MIDLANDS GROUND | | | |
| ATIS | 122.680 | EAST MIDLANDS INFORMATION | BEARINGS ARE MAGNETIC | | |

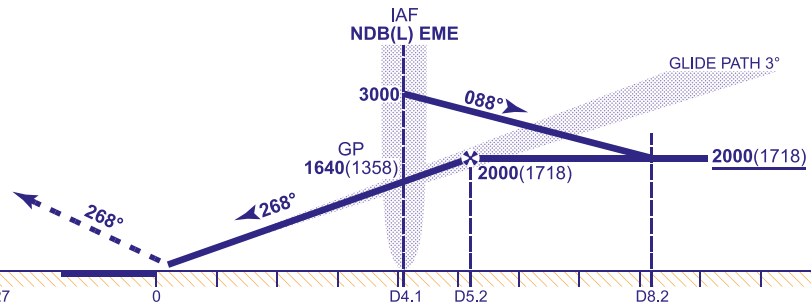



**RECOMMENDED PROFILE** GLIDE PATH 3°, 320FT/NM

| DME I-EME | 5 | 4 | 3 | 2 | 1 |
|---|---|---|---|---|---|
| ALT(HGT) | 1930(1648) | 1610(1328) | 1290(1008) | 970(688) | 650(368) |

**RDH 54**

Climb straight ahead to **3000**, or **I-EME** D8.8 whichever is earlier then turn right to **NDB(L) EME** at **3000** or as directed.




| Aircraft Category | | A | B | C | D | Rate of descent | G/S KT | 160 | 140 | 120 | 100 | 80 |
|---|---|---|---|---|---|---|---|---|---|---|---|---|
| OCA (OCH) | CAT I | 437(155) | 448(166) | 460(178) | 473(191) | | FT/MIN | 850 | 740 | 640 | 530 | 420 |
| | CAT II | 340(58) | 351(69) | 363(81) | 382(100) | | | | | | | |
| VM(C)OCA (OCH AAL) | Total Area | 770(464) | 800(494) | 1160(854) | 1160(854) | | | | | | | |

**ALTERNATIVE PROCEDURE**
From overhead NDB(L) EME **not below 3000**(2718) fly outbound on NDB(L) EME QDR 109° (CAT A,B); NDB(L) EME QDR 126° (CAT C,D), descending to **not below 2000**(1718). At I-EME DME 8.2 baseturn left to intercept LOC. Once established on the LOC descend on the GP from the FAP (nominal I-EME D5.2) to DH.

**NOTE** **1** Lowest altitude to commence procedure from hold is **3000**.
**2** Aircraft will normally be required to hold not lower than **3000**.

**CHANGE (3/25):** PAGE NUMBER REVISED. MSA REVISED. PROFILE HEIGHTS. MINIMA REVISED. NO DME PROCEDURE NOW ON SEPARATE CHART.

AERO INFO DATE 15 JAN 25

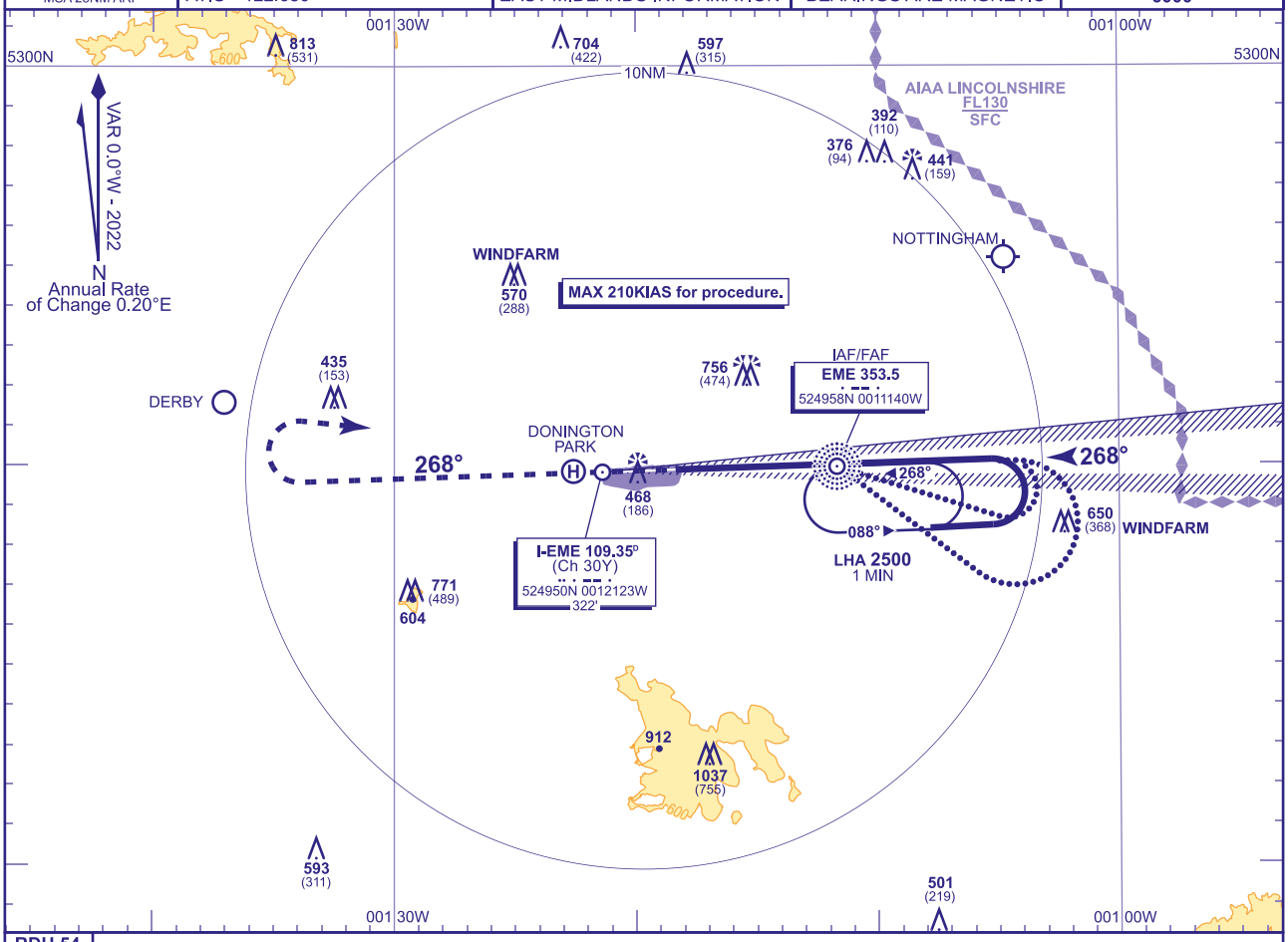
AD 2-EGNX-8-7

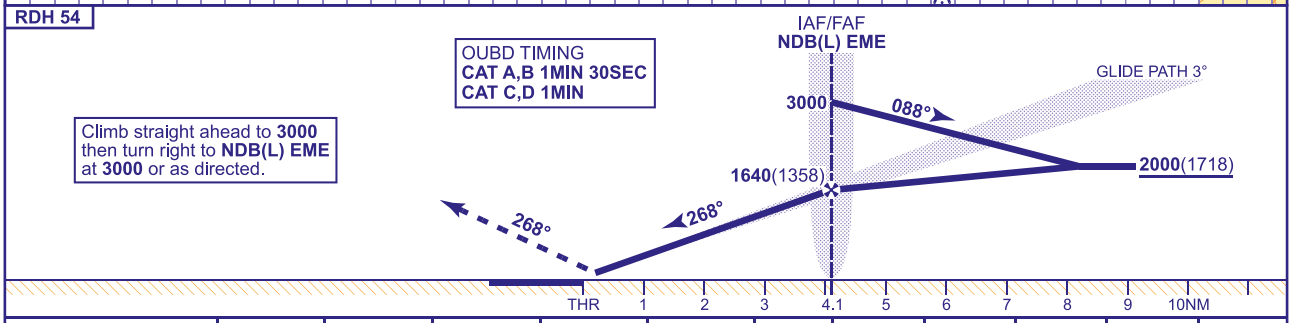
## INSTRUMENT APPROACH CHART - ICAO

# EAST MIDLANDS
# ILS/NDB(L)
# RWY 27
(ACFT CAT A,B,C,D)

MSA 25NM ARP

| | | | | | |
|---|---|---|---|---|---|
| RAD | 126.180, 134.180 | EAST MIDLANDS RADAR | AD ELEVATION | 306 | TRANSITION ALTITUDE 6000 |
| | 120.130 | EAST MIDLANDS DIRECTOR | THR ELEVATION | 282 | |
| TWR | 124.005 | EAST MIDLANDS TOWER | OBSTACLE ELEVATION 1037 AMSL (755) (ABOVE THR) | | |
| | 121.905 | EAST MIDLANDS GROUND | | | |
| ATIS | 122.680 | EAST MIDLANDS INFORMATION | BEARINGS ARE MAGNETIC | | |




| Aircraft Category | | A | B | C | D |
|---|---|---|---|---|---|
| OCA (OCH) | CAT I | 437(155) | 448(166) | 460(178) | 473(191) |
| | CAT II | 340(58) | 351(69) | 363(81) | 382(100) |
| VM(C)OCA (OCH AAL) | Total Area | 770(464) | 800(494) | 1160(854) | 1160(854) |

| Rate of descent | | | | | | |
|---|---|---|---|---|---|---|
| G/S KT | 160 | 140 | 120 | 100 | 80 |
| FT/MIN | 850 | 740 | 640 | 530 | 420 |

**ALTERNATIVE PROCEDURE**
Notify ATC. Fly outbound leg of baseturn on NDB(L) EME QDR 109° for 1MIN 45SEC (CAT A,B), NDB(L) EME QDR 126° for 1MIN 15SEC (CAT C,D) descending to not below **2000**(1718), then turn left to establish on the LOC. MAX 210KIAS.

**NOTE** **1** Aircraft unable to receive DME I-EME notify ATC.
**2** Lowest altitude to commence procedure from hold is **3000**.
**3** Aircraft will normally be required to hold not lower than **3000**.

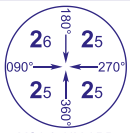
**CHANGE (3/25):** NEW CHART.

AERO INFO DATE 14 JAN 24

# INSTRUMENT APPROACH CHART - ICAO

## EAST MIDLANDS LOC/DME/NDB(L) RWY 27

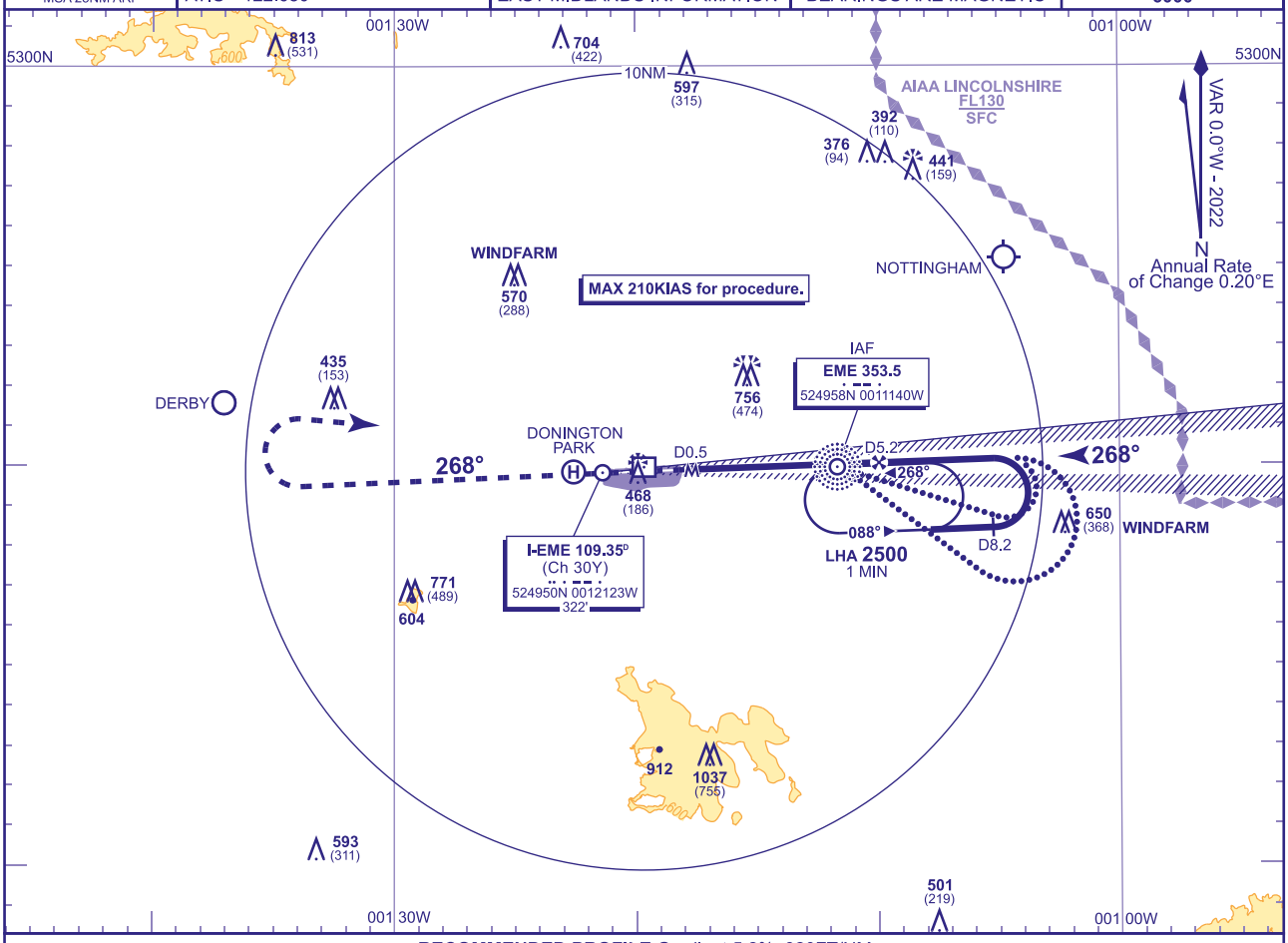
(ACFT CAT A,B,C,D)




MSA 25NM ARP

| | | | |
|---|---|---|---|
| RAD 126.180, 134.180 | EAST MIDLANDS RADAR | AD ELEVATION | 306 |
| 120.130 | EAST MIDLANDS DIRECTOR | THR ELEVATION | 282 |
| TWR 124.005 | EAST MIDLANDS TOWER | OBSTACLE ELEVATION | 1037 AMSL (755) (ABOVE THR) |
| 121.905 | EAST MIDLANDS GROUND | | |
| ATIS 122.680 | EAST MIDLANDS INFORMATION | BEARINGS ARE MAGNETIC | |

TRANSITION ALTITUDE 6000

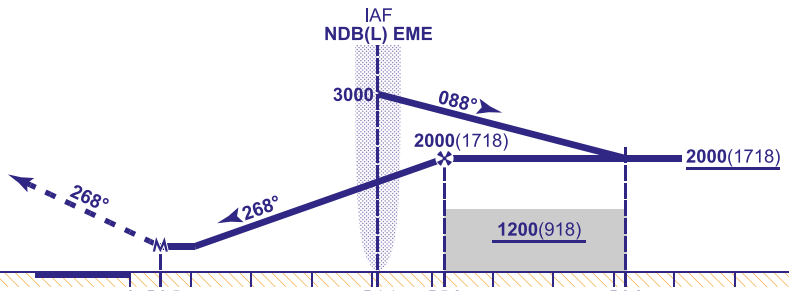



**RECOMMENDED PROFILE** Gradient 5.2%, 320FT/NM

| DME I-EME | 5 | 4 | 3 | 2 | 1 |
|---|---|---|---|---|---|
| ALT(HGT) | **1930**(1648) | **1610**(1328) | **1290**(1008) | **970**(688) | **650**(368) |

**MAPt I-EME DME 0.5**
(3.6NM after NDB(L) EME)

Climb straight ahead to **3000**, or **I-EME** D8.8 whichever is earlier then turn right to **NDB(L) EME** at **3000** or as directed.




| Aircraft Category | | A | B | C | D |
|---|---|---|---|---|---|
| OCA (OCH) | Procedure | **600**(318) | **600**(318) | **600**(318) | **600**(318) |
| VM(C)OCA (OCH AAL) | Total Area | **770**(464) | **800**(494) | **1160**(854) | **1160**(854) |

| Rate of descent | G/S KT | 160 | 140 | 120 | 100 | 80 |
|---|---|---|---|---|---|---|
| | FT/MIN | 850 | 740 | 640 | 530 | 420 |

**ALTERNATIVE PROCEDURE**
From overhead NDB(L) EME **not below 3000**(2718) fly outbound on NDB(L) EME QDR 109° (CAT A,B); NDB(L) EME QDR 126° (CAT C,D), descending to **not below 2000**(1718). At I-EME DME 8.2 baseturn left to intercept LOC. Once established on the LOC continue as for main procedure.

**NOTE 1** Lowest altitude to commence procedure from hold is **3000**.
**2** Aircraft will normally be required to hold not lower than **3000**.

**CHANGE (3/25):** PAGE NUMBER REVISED. MSA REVISED. MINIMA REVISED. SDF REMOVED. MOCA ADDED. NO DME PROCEDURE NOW ON SEPARATE CHART.

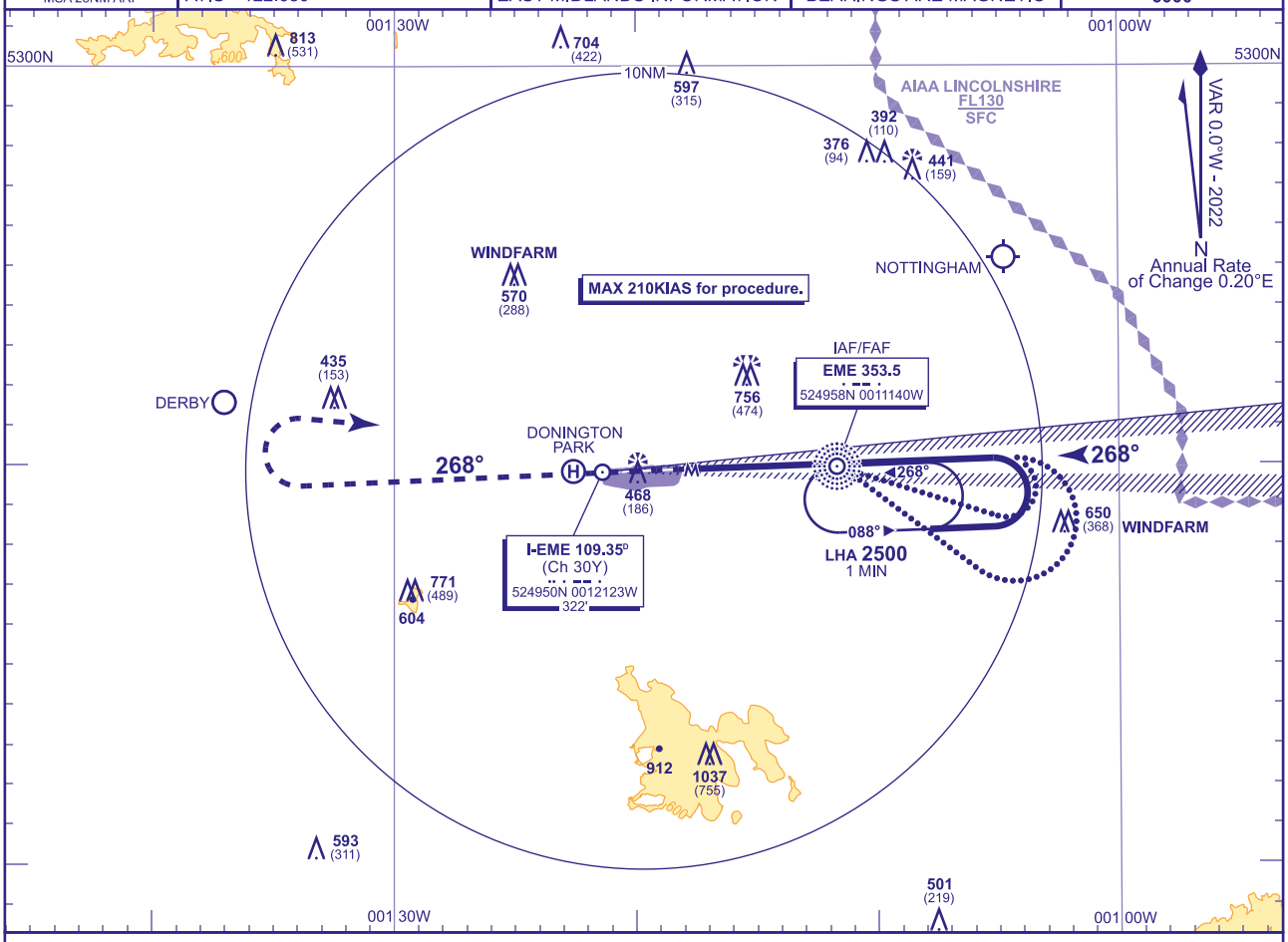
AERO INFO DATE 07 JAN 25

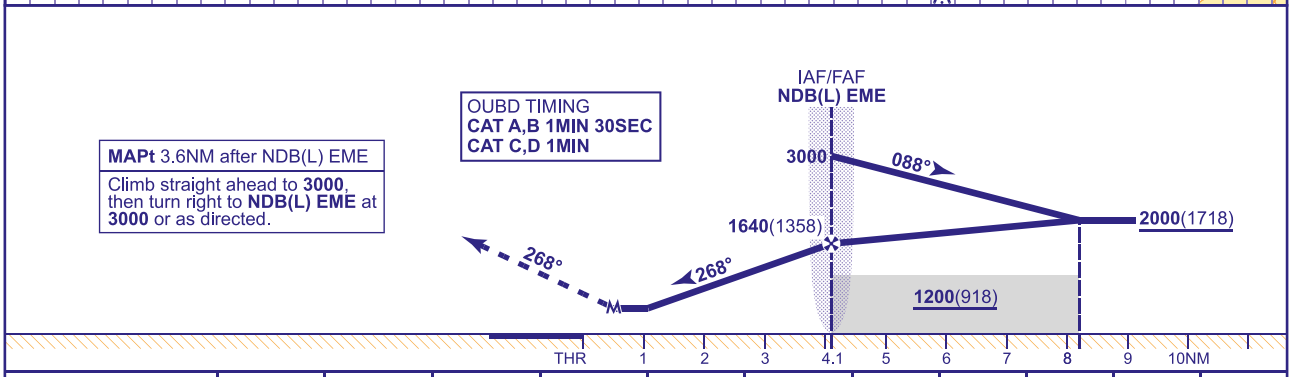
AD 2-EGNX-8-9

## INSTRUMENT APPROACH CHART - ICAO

# EAST MIDLANDS LOC/NDB(L) RWY 27
(ACFT CAT A,B,C,D)

| | | | | | |
|---|---|---|---|---|---|
| MSA 25NM ARP | RAD | 126.180, 134.180 | EAST MIDLANDS RADAR | AD ELEVATION | 306 |
| | | 120.130 | EAST MIDLANDS DIRECTOR | THR ELEVATION | 282 |
| | TWR | 124.005 | EAST MIDLANDS TOWER | OBSTACLE ELEVATION | |
| | | 121.905 | EAST MIDLANDS GROUND | 1037 AMSL (755) (ABOVE THR) | |
| | ATIS | 122.680 | EAST MIDLANDS INFORMATION | BEARINGS ARE MAGNETIC | |
| | | | | TRANSITION ALTITUDE | 6000 |




**MAPt** 3.6NM after NDB(L) EME

Climb straight ahead to **3000**, then turn right to **NDB(L) EME** at **3000** or as directed.

| Aircraft Category | | A | B | C | D |
|---|---|---|---|---|---|
| OCA (OCH) | Procedure | **700**(418) | **700**(418) | **700**(418) | **700**(418) |
| VM(C)OCA (OCH AAL) | Total Area | **770**(464) | **800**(494) | **1160**(854) | **1160**(854) |

| Rate of descent | G/S KT | 160 | 140 | 120 | 100 | 80 |
|---|---|---|---|---|---|---|
| | FT/MIN | 850 | 740 | 640 | 530 | 420 |
| NDB(L) EME to MAPT | MIN:SEC | 1:22 | 1:34 | 1:49 | 2:11 | 2:44 |

**ALTERNATIVE PROCEDURE**
Notify ATC. Fly outbound leg of baseturn on NDB(L) EME QDR 109° for 1MIN 45SEC (CAT A,B), NDB(L) EME QDR 126° for 1MIN 15SEC (CAT C,D) descending to not below **2000**(1718), then turn left to establish on the LOC. MAX 210KIAS.

**NOTE**
**1** Aircraft unable to receive DME I-EME notify ATC.
**2** Lowest altitude to commence procedure from hold is **3000**.
**3** Aircraft will normally be required to hold not lower than **3000**.

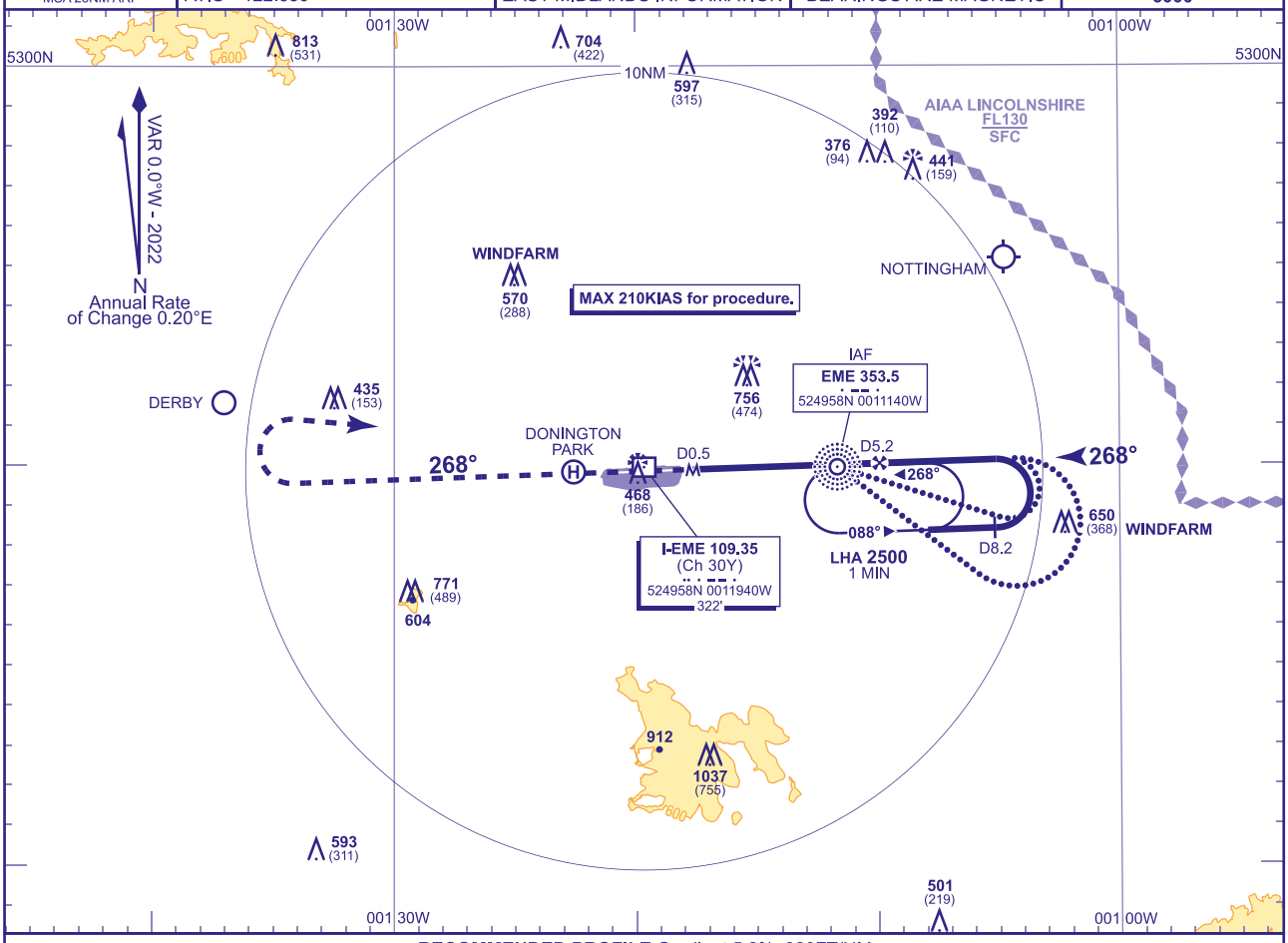
**CHANGE (3/25):** NEW CHART.

AERO INFO DATE 14 JAN 25 AD 2-EGNX-8-10

# INSTRUMENT APPROACH CHART - ICAO

## EAST MIDLANDS NDB(L)/DME RWY 27
(ACFT CAT A,B,C,D)

| | | | | | |
|---|---|---|---|---|---|
| MSA 25NM ARP | RAD | 126.180, 134.180 | EAST MIDLANDS RADAR | AD ELEVATION | 306 |
| 26 25 25 25 | | 120.130 | EAST MIDLANDS DIRECTOR | THR ELEVATION | 282 |
| | TWR | 124.005 | EAST MIDLANDS TOWER | OBSTACLE ELEVATION | |
| | | 121.905 | EAST MIDLANDS GROUND | 1037 AMSL (755) (ABOVE THR) | |
| | ATIS | 122.680 | EAST MIDLANDS INFORMATION | BEARINGS ARE MAGNETIC | |
| | | | | TRANSITION ALTITUDE | 6000 |

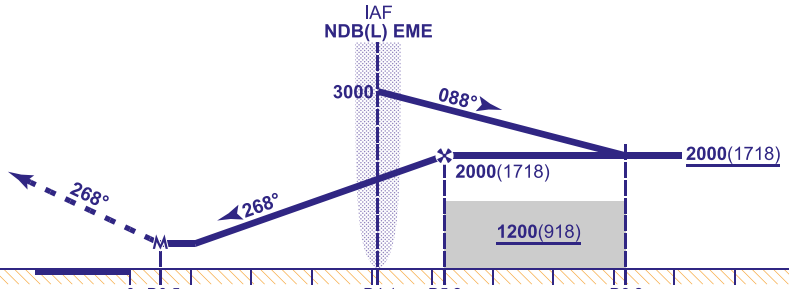



**RECOMMENDED PROFILE** Gradient 5.2%, 320FT/NM

| DME I-EME | 5 | 4 | 3 | 2 | 1 |
|---|---|---|---|---|---|
| **ALT**(HGT) | **1930**(1648) | **1610**(1328) | **1290**(1008) | **970**(688) | **650**(368) |

**MAPt I-EME DME 0.5**
(3.6NM after NDB(L) EME

Climb straight ahead to **3000**, or **I-EME** D8.8 whichever is earlier then turn right to **NDB(L) EME** at **3000** or as directed.




| Aircraft Category | | A | B | C | D |
|---|---|---|---|---|---|
| **OCA** (OCH) | **Procedure** | **610**(328) | **610**(328) | **610**(328) | **610**(328) |
| **VM(C)OCA** (OCH AAL) | **Total Area** | **770**(464) | **800**(494) | **1160**(854) | **1160**(854) |

| Rate of descent | G/S KT | 160 | 140 | 120 | 100 | 80 |
|---|---|---|---|---|---|---|
| | FT/MIN | 850 | 740 | 640 | 530 | 420 |

**ALTERNATIVE PROCEDURE**
From overhead NDB(L) EME **not below 3000**(2718) fly outbound on NDB(L) EME QDR 109° (CAT A,B); NDB(L) EME QDR 126° (CAT C,D), descending to **not below 2000**(1718). At I-EME DME 8.2 baseturn left to establish on the FAT. Once established continue as for main procedure.

**NOTE 1** Lowest altitude to commence procedure from hold is **3000**.
**2** Aircraft will normally be required to hold not lower than **3000.**

**CHANGE (3/25):** PAGE NUMBER REVISED. MSA REVISED. MINIMA REVISED. SDF REMOVED. MOCA ADDED. NO DME PROCEDURE NOW ON SEPARATE CHART.

AERO INFO DATE 18 DEC 24
AD 2-EGNX-8-11

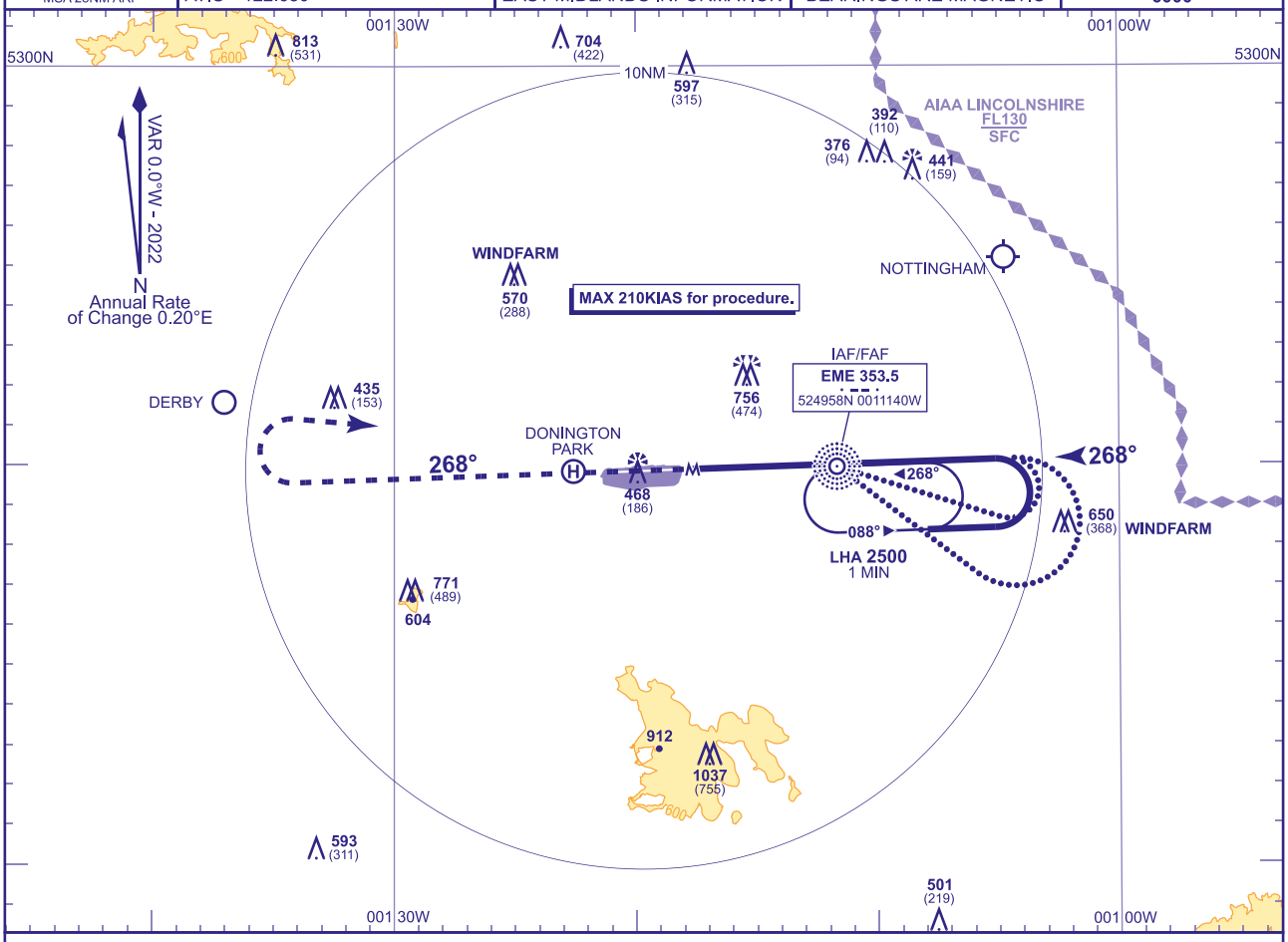
I

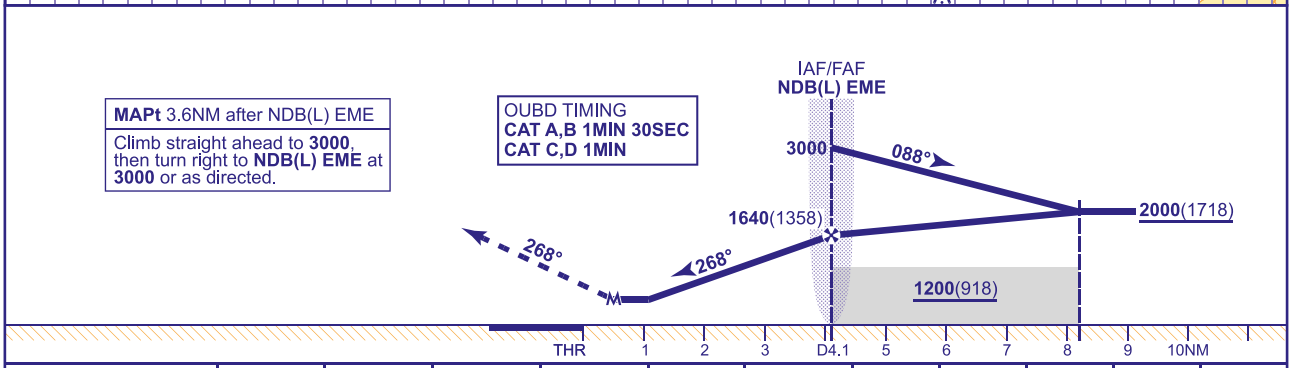
## INSTRUMENT APPROACH CHART - ICAO

# EAST MIDLANDS
# NDB(L)
# RWY 27
(ACFT CAT A,B,C,D)

| | | | | | |
|---|---|---|---|---|---|
| MSA 25NM ARP | RAD | 126.180, 134.180 | EAST MIDLANDS RADAR | AD ELEVATION | **306** |
| | | 120.130 | EAST MIDLANDS DIRECTOR | THR ELEVATION | **282** |
| | TWR | 124.005 | EAST MIDLANDS TOWER | OBSTACLE ELEVATION **1037 AMSL** (755) (ABOVE THR) | |
| | | 121.905 | EAST MIDLANDS GROUND | | |
| | ATIS | 122.680 | EAST MIDLANDS INFORMATION | BEARINGS ARE MAGNETIC | |

TRANSITION ALTITUDE **6000**




**MAPt** 3.6NM after NDB(L) EME
Climb straight ahead to **3000**, then turn right to **NDB(L) EME** at **3000** or as directed.

OUBD TIMING
**CAT A,B 1MIN 30SEC**
**CAT C,D 1MIN**

| Aircraft Category | | A | B | C | D | Rate of descent | G/S KT | 160 | 140 | 120 | 100 | 80 |
|---|---|---|---|---|---|---|---|---|---|---|---|---|
| OCA (OCH) | Procedure | **720**(438) | **720**(438) | **720**(438) | **720**(438) | | FT/MIN | 850 | 740 | 640 | 530 | 420 |
| VM(C)OCA (OCH AAL) | Total Area | **770**(464) | **800**(494) | **1160**(854) | **1160**(854) | NDB(L) EME to MAPT | MIN:SEC | 1:22 | 1:34 | 1:49 | 2:11 | 2:44 |

**ALTERNATIVE PROCEDURE**
Notify ATC. Fly outbound leg of baseturn on NDB(L) EME QDR 109° for 1MIN 45SEC (CAT A,B), NDB(L) EME QDR 126° for 1MIN 15SEC (CAT C,D) descending to not below **2000**(1718) then turn left to establish on FAT. MAX 210KIAS.

**NOTE** **1** Aircraft unable to receive DME I-EME notify ATC.
**2** Lowest altitude to commence procedure from hold is **3000**.
**3** Aircraft will normally be required to hold not lower than **3000**.

**CHANGE (3/25):** NEW CHART.

AERO INFO DATE 14 JAN 25

# EGED — EDAY

## EGED AD 2.1 AERODROME LOCATION INDICATOR AND NAME

EGED — EDAY

## EGED AD 2.2 AERODROME GEOGRAPHICAL AND ADMINISTRATIVE DATA

| | | |
|---|---|---|
| 1 | ARP coordinates and site at AD | Lat: 591125N Long: 0024621W<br>Mid point of Runway 07/25 |
| 2 | Direction and distance from city | On the Isle of Eday. |
| 3 | Elevation / Reference temperature / Mean Low Temperature | 13 FT / 14 °C / - |
| 4 | Geoid undulation at AD ELEV PSN | - |
| 5 | Magnetic Variation / Annual Change | 0.39°W (2027) / 0.22°E |
| 6 | AD Administration<br>Address<br>Telephone<br>Telefax<br>E-mail address | ORKNEY ISLAND COUNCIL.<br>Council Offices, Kirkwall, Orkney, KW15 1NY<br>01856-873535<br>01856-876094<br>developmentandinfrastructure@orkney.gov.uk |
| 7 | Type of Traffic permitted (IFR/VFR) | VFR |
| 8 | Remarks | |

## EGED AD 2.3 OPERATIONAL HOURS

| | | |
|---|---|---|
| 1 | AD Administration | Daylight hours only, subject to PPR. |
| 2 | Customs and immigration | |
| 3 | Health and sanitation | |
| 4 | AIS Briefing Office | |
| 5 | ATS Reporting Office (ARO) | |
| 6 | MET Briefing Office | |
| 7 | ATS | |
| 8 | Fuelling | |
| 9 | Handling | |
| 10 | Security | |
| 11 | De-icing | |
| 12 | Remarks | This aerodrome is PPR, a valid indemnity is required. Full details of landing fees and rules for airfield users can be found on the Orkney Islands Council website:<br>http://www.orkney.gov.uk/Service-Directory/T/airfields.htm |

## EGED AD 2.4 HANDLING SERVICES AND FACILITIES

**INTENTIONALLY BLANK**

## EGED AD 2.5 PASSENGER FACILITIES

**INTENTIONALLY BLANK**

## EGED AD 2.6 RESCUE AND FIRE FIGHTING SERVICES

| | | |
|---|---|---|
| 1 | AD category for fire fighting services | RFF Category A1<br>RFF Category 2 accepted under remission by prior arrangement. |
| 2 | Rescue equipment | |
| 3 | Capability for removal of disabled aircraft | |
| 4 | Remarks | |

## EGED AD 2.7 SEASONAL AVAILABILITY - CLEARING

| | | |
|---|---|---|
| 1 | Type of clearing equipment | |
| 2 | Clearance priorities | |
| 3 | Remarks | Winter Operations. No snow clearing facilities available. During winter months pilots are advised to contact the Airfield Superintendent for the latest runway conditions. Tel: 01856-873535. |

## EGED AD 2.8 APRONS, TAXIWAYS AND CHECK LOCATIONS/POSITIONS DATA

**INTENTIONALLY BLANK**

## EGED AD 2.9 SURFACE MOVEMENT GUIDANCE AND CONTROL SYSTEM AND MARKINGS

**INTENTIONALLY BLANK**

## EGED AD 2.10 AERODROME OBSTACLES

| In Approach/Take-off areas | | | | | | |
|---|---|---|---|---|---|---|
| **Obstacle ID/ Designation** | **Obstacle Type** | **Obstacle Position** | **Elevation/Height** | | **Obstruction Lighting Type/ Colour** | **Remarks** |
| **1** | **2** | **3** | **4** | | **5** | **6** |
| (EGED5500) 25/APPROACH 07/ TAKE-OFF | Centre of Road | 591129.28N 0024604.67W | 13 FT | | No | Vehicles |

| In circling area and at aerodrome | | | | | |
|---|---|---|---|---|---|
| **Obstacle ID/ Designation** | **Obstacle Type** | **Obstacle Position** | **Elevation/Height** | **Obstruction Lighting Type/ Colour** | **Remarks** |
| **1** | **2** | **3** | **4** | **5** | **6** |
| INTENTIONALLY BLANK | | | | | |

## EGED AD 2.11 METEOROLOGICAL INFORMATION PROVIDED

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## EGED AD 2.12 RUNWAY PHYSICAL CHARACTERISTICS

| Designations RWY Number | True bearing | Dimensions of RWY | Surface of RWY/ SWY/ Strength | THR co-ordinates/ THR Geoid undulation | THR elevation/ Highest elevation of TDZ of precision APP RWY | Slope of RWY/ SWY |
|---|---|---|---|---|---|---|
| **1** | **2** | **3** | **4** | **5** | **6** | **7** |
| 07 | 064.40° | 527 x 18 M | RWY surface: Graded Hardcore | 591122.06N 0024634.00W | THR 11.0 FT | |
| 25 | 244.41° | 527 x 18 M | RWY surface: Graded Hardcore | 591128.62N 0024607.31W | THR 12.0 FT | |

| SWY Dimensions | Clearway Dimensions | Strip Dimensions | RESA Dimensions, Overshoot / Undershoot | Location/ description of arresting system | OFZ | Remarks |
|---|---|---|---|---|---|---|
| 8 | 9 | 10 | 11 | 12 | 13 | 14 |
| | | | | | | RWY 07<br>Starter extension of 29 M. |
| | | | | | | RWY 25<br>Starter extension of 29 M. |

## EGED AD 2.13 DECLARED DISTANCES

| Runway designator | TORA | TODA | ASDA | LDA | Remarks |
|---|---|---|---|---|---|
| 1 | 2 | 3 | 4 | 5 | 6 |
| 07 | 498 M | 498 M | 498 M | 469 M | TORA, TODA and ASDA include a 29 M starter extension. |
| 25 | 498 M | 498 M | 498 M | 469 M | TORA, TODA and ASDA include a 29 M starter extension. |

## EGED AD 2.14 APPROACH AND RUNWAY LIGHTING

| RWY | Approach lighting Type/ Length/ Intensity | Threshold lighting Colour/Wing bars | VASIS/ MEHT/ PAPI/ PAPI Dist from THR | TDZ, lighting Length | Runway Centre Line lighting Length/ Spacing/ Colour/ Intensity | Runway edge lighting Length/ Spacing/ Colour/ Intensity | Runway end lighting Colour/ Wing bars | Stopway lighting Length/ Colour | Remarks |
|---|---|---|---|---|---|---|---|---|---|
| 1 | 2 | 3 | 4 | 5 | 6 | 7 | 8 | 9 | 10 |
| 07 | | Green<br>Light intensity low | | | | White<br>Light intensity low | Red<br>Light intensity low | | |
| 25 | | Green<br>Light intensity low | | | | White<br>Light intensity low | Red<br>Light intensity low | | |

## EGED AD 2.15 OTHER LIGHTING, SECONDARY POWER SUPPLY

| | | |
|---|---|---|
| 1 | ABN/IBN location, characteristics and hours of operation | ABN: 591132.41N 0024606.19W<br>Flashing White.<br>On request. |
| 2 | LDI location and lighting<br>Anemometer location and lighting | |
| 3 | TWY edge and centre line lighting | |
| 4 | Secondary power supply/switch-over time | |
| 5 | Remarks | |

## EGED AD 2.16 HELICOPTER LANDING AREA

| | | |
|---|---|---|
| 1 | Coordinates TLOF or THR of FATO, geoid undulation | |
| 2 | TLOF and/or FATO elevation | |
| 3 | TLOF and FATO area dimensions, surface, strength, marking, lighting | |
| 4 | True BRG of FATO | |
| 5 | Declared distance available | |
| 6 | APP and FATO lighting | |
| 7 | RMK | The helicopter landing 'H' is located at the mid point of the western end of the apron, 3 M in from the western edge. |

## EGED AD 2.17 AIR TRAFFIC SERVICES AIRSPACE

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## EGED AD 2.18 AIR TRAFFIC SERVICES COMMUNICATION FACILITIES

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## EGED AD 2.19 RADIO NAVIGATION AND LANDING AIDS

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## EGED AD 2.20 LOCAL AERODROME REGULATIONS

### 1 AIRPORT REGULATIONS

Not applicable

### 2 GROUND MOVEMENT

Not applicable

### 3 CAT II/III OPERATIONS

Not applicable

### 4 WARNINGS

a) Visiting pilots should note that during periods of prolonged rainfall the grass can become very soft especially during the winter months.
b) Runway 07/25: Graded hardcore runway is generally unsuitable for light aircraft with low ground/propeller clearance due to unstabilised surface and as a result it would be advisable to carry out any power checks on the tarmac apron before departure.

### 5 HELICOPTER OPERATIONS

Not applicable

### 6 USE OF RUNWAYS

Not applicable

### 7 TRAINING

Not applicable

## EGED AD 2.21 NOISE ABATEMENT PROCEDURES

Not applicable

## EGED AD 2.22 FLIGHT PROCEDURES

a) RTF. Contact with Kirkwall Approach is recommended.

## EGED AD 2.23 ADDITIONAL INFORMATION

Not applicable

## EGED AD 2.24 CHARTS RELATED TO AN AERODROME

AERODROME CHART - ICAO
AD 2.EGED-2-1

## EGED AD 2.25 VISUAL SEGMENT SURFACE (VSS) PENETRATION

Not applicable

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# AERODROME CHART - ICAO

**ARP 591125N 0024621W**

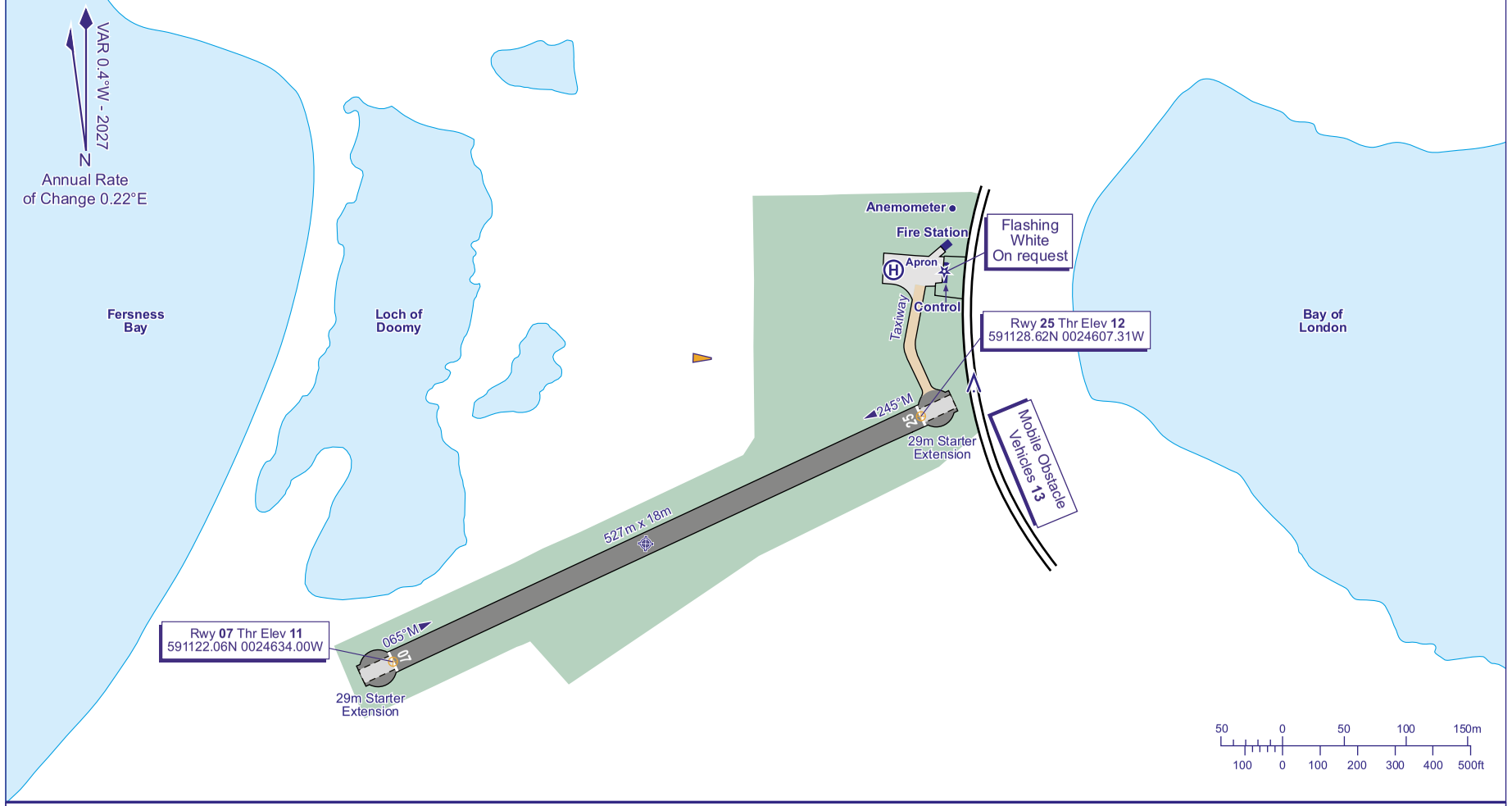
**AD ELEV 13FT**

# EDAY
## EGED



| BEARINGS ARE MAGNETIC<br>ELEVATIONS AND HEIGHTS ARE IN FEET | |
|---|---|
| ELEVATIONS IN FEET AMSL | 13 |

| RUNWAY/TAXIWAY/APRON PHYSICAL CHARACTERISTICS | | | |
|---|---|---|---|
| APRON / RWY / TWY | SURFACE | PCN | ELEVATION |
| RWY 07/25 | Graded Hardcore | - | - |
| Main Apron | Asphalt | - | - |
| Main Taxiway | Graded Hardcore | - | - |




**CHANGE (10/25):** EDITORIAL. MAG INFO.

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# EGPH — EDINBURGH

## EGPH AD 2.1 AERODROME LOCATION INDICATOR AND NAME

EGPH — EDINBURGH

## EGPH AD 2.2 AERODROME GEOGRAPHICAL AND ADMINISTRATIVE DATA

| | | |
|---|---|---|
| 1 | ARP coordinates and site at AD | Lat: 555700N Long: 0032221W<br>Centre of Runway 06/24. |
| 2 | Direction and distance from city | 5 NM W of Edinburgh. |
| 3 | Elevation / Reference temperature / Mean Low Temperature | 112 FT / 16 °C / - |
| 4 | Geoid undulation at AD ELEV PSN | 174 FT |
| 5 | Magnetic Variation / Annual Change | 1.21°W (2022) / 0.22°E |
| 6 | AD Administration<br>Address<br>Telephone | EDINBURGH AIRPORT LTD (EAL).<br>Edinburgh Airport, Edinburgh, Lothian EH12 9DN.<br>0870-040 0007 (EAL)<br>0131-344 3139 (Airfield Operations)<br>0131-348 4823 (ATIS)<br>0131-348 4828 (ATC)<br>0131-348 4815 (ATC Administration) |
| 7 | Type of Traffic permitted (IFR/VFR) | IFR/VFR |
| 8 | Remarks | All telephone calls to ATC will be recorded. |

## EGPH AD 2.3 OPERATIONAL HOURS

| | | |
|---|---|---|
| 1 | AD Administration | H24 |
| 2 | Customs and immigration | H24 |
| 3 | Health and sanitation | |
| 4 | AIS Briefing Office | H24<br>Terminal Building H24. Business Aviation Centre H24. |
| 5 | ATS Reporting Office (ARO) | As AIS Briefing Office. |
| 6 | MET Briefing Office | As AIS Briefing Office. |
| 7 | ATS | H24<br>See also AD 2.18. |
| 8 | Fuelling | 0530-2300 (0430-2200). Outside these hours by prior arrangement with handling agent. |
| 9 | Handling | H24 |
| 10 | Security | H24 |
| 11 | De-icing | H24 |
| 12 | Remarks | AD use subject to limitation refer to AD 2.20 item 1 and to AD 2.21. |

## EGPH AD 2.4 HANDLING SERVICES AND FACILITIES

| | | |
|---|---|---|
| 1 | Cargo handling facilities | Full - at cargo centre situated behind the north and east aprons. |
| 2 | Fuel and oil types | AVTUR JET A-1 (anti-icing additive not included)<br>Aeroshell W80, W100, Mobile Jet 2 (from Signature Flight on request). |
| 3 | Fuelling facilities/capacity | Pentland Aviation, Signature Flight Support by fuel bowser. De-fuelling facilities subject to arrangement with fuel company. |
| 4 | De-icing facilities | By arrangement with handling agent. |
| 5 | Hangar space for visiting aircraft | |
| 6 | Repair facilities for visiting aircraft | Limited. |

| | | |
|---|---|---|
| 7 | Remarks | Oxygen and related servicing limited, by arrangement with local companies. All operators, including Executive and Private General Aviation, must make prior arrangements with a handling agent for ground handling of all flights. Due to limited parking space all aircraft are PPR with their handling agent.<br><br>GA handling facilities are provided by:<br><br>Signature Flight Support:<br>Tel: 0131-317 7447 or 03300-271262<br>SITA: EDIECXH AFTN: EGPHXHAE |

## EGPH AD 2.5 PASSENGER FACILITIES

| | | |
|---|---|---|
| 1 | Hotels | 4 Hotels on the airport. Others in the vicinity. |
| 2 | Restaurants | Multiple eating facilities and bars. |
| 3 | Transportation | Buses, trams, taxis and car hire. Nearest railway station: Edinburgh Gateway, 1.5 miles. |
| 4 | Medical facilities | Limited first aid treatment available. Tel: 0131-344 3254. |
| 5 | Bank and Post Office | Cash dispensers in terminal building. Nearest Post Office 2 miles. |
| 6 | Tourist Office | |
| 7 | Remarks | |

## EGPH AD 2.6 RESCUE AND FIRE FIGHTING SERVICES

| | | |
|---|---|---|
| 1 | AD category for fire fighting services | RFF Category A9 |
| 2 | Rescue equipment | |
| 3 | Capability for removal of disabled aircraft | Contact 0131-344 3139/3239 (H24). Light aircraft only. |
| 4 | Remarks | Aircraft operators are required to have prior arrangements in place for any required removal of disabled aircraft. |

## EGPH AD 2.7 SEASONAL AVAILABILITY - CLEARING

| | | |
|---|---|---|
| 1 | Type of clearing equipment | Mechanical, Chemical de-icing. |
| 2 | Clearance priorities | Standard. See AD 1.2.2. |
| 3 | Remarks | Latest information from Aerodrome operator Tel: 0131-344 3139/3239. |

## EGPH AD 2.8 APRONS, TAXIWAYS AND CHECK LOCATIONS/POSITIONS DATA

| | | |
|---|---|---|
| 1 | Apron surface and strength | EAST APRON<br>Surface: Concrete<br>PCN 79/R/D/W/T<br><br>GA APRON<br>Surface: Concrete<br>PCN 90/R/D/W/T<br><br>MAIN AND SOUTHEAST APRONS<br>Surface: Concrete<br>PCN 72/R/C/W/T<br><br>NORTH APRON<br>Surface: Block paving<br>PCN 31/F/C/X/T<br><br>TURNHOUSE APRON<br>Surface: Concrete<br>PCN 90/R/D/W/T |
| 2 | Taxiway width, surface and strength | Taxiway A1-A8 AND A16-D1: 23 M<br>Surface: Concrete<br>PCN 120/R/C/W/T |

| | | |
|---|---|---|
| | | Taxiway ALPHA A8-A16: 23 M<br>Surface: Asphalt<br>PCN 70/F/A/W/T<br><br>Taxiway ALPHA V+W LOOPS: 21 M<br>Surface: Concrete<br>PCN 120/R/C/W/T<br><br>Taxiway ECHO: 36 M<br>Surface: Concrete<br>PCN 72/R/C/W/T<br><br>Taxiway FOXTROT: 36 M<br>Surface: Concrete<br>PCN 72/R/C/W/T<br><br>Taxiway GOLF: 36 M<br>Surface: Concrete<br>PCN 90/R/D/W/T<br><br>Taxiway HOTEL: 36 M<br>Surface: Concrete<br>PCN 90/R/D/W/T<br><br>Taxiway LIMA: 23 M<br>Surface: Concrete<br>PCN 131/R/D/W/T<br><br>Taxiway MIKE M3-E APRON: 46 M<br>Surface: Asphalt<br>PCN 31/F/C/X/T<br><br>Taxiway MIKE TWY M1-M2: 23 M<br>Surface: Asphalt<br>PCN 58/F/B/X/T<br><br>Taxiway MIKE TWY M2-M3: 46 M<br>Surface: Asphalt<br>PCN 58/F/B/X/T<br><br>Taxiway PAPA: 21 M<br>Surface: Asphalt<br>PCN 82/R/D/W/T<br><br>Taxiway QUEBEC: 18 M<br>Surface: Asphalt<br>PCN 31/F/C/X/T<br><br>Taxiway SIERRA: 36 M<br>Surface: Concrete<br>PCN 79/R/D/W/T |
| 3 | Altimeter checkpoint location and elevation | Passenger Terminal Stands 97 FT North Apron 103 FT |
| 4 | VOR checkpoints | |
| 5 | INS checkpoints | Aircraft Ground Movement/Parking/Docking Chart. |
| 6 | Remarks | |

## EGPH AD 2.9 SURFACE MOVEMENT GUIDANCE AND CONTROL SYSTEM AND MARKINGS

| | | |
|---|---|---|
| 1 | Use of aircraft stand ID signs, TWY guide lines and visual docking/parking guidance system of aircraft stands | Arriving and departing crew whom are unfamiliar with EGPH should notify ATC prior to taxiing. Apart from the GA Apron, nose-in parking in operation on all aprons. All nose-in stands have stand number, yellow centre-line and Stand Entry Guidance System.<br><br>Stand Entry Guidance is provided by AGNIS/Stop Arrow (painted on the apron) or Safedock Docking Guidance System. Flight crew should be familiar with the guidance available and have an understanding on how they operate. Marshalling service is provided for the GA Apron and Stands 21, 23, 28, 99, 101, 308, 309, 310, 310L, 310R, 311, 311L, 311R, 312, 312L, 313, 314, 315, 316, 317 and 317A. |

| | | |
|---|---|---|
| 2 | Runway and taxiway markings and lighting | Runway marking aid(s):<br>06/24: Runway designation, runway centre-line and threshold markings. Touchdown zone and fixed distance markings. Runway edge markings and displaced threshold arrows.<br><br>Taxiway light(s):<br>Green centre-line lighting with blue edge lights on sharp curves, red stop bars at holding points. Runway exits have alternate green/yellow centre-line lights to the CAT II/III stop bars. Runway guard lights on accesses to runway. |
| 3 | Stop bars and runway guard lights (if any) | Illuminated red stop bars are provided where appropriate. |
| 4 | Other runway protection measures | Aircraft parked on the GA Apron may start engines and taxi from a nose out position. Flight and ground crew must ensure that roadways etc are protected against any jet blast/prop wash. |
| 5 | Remarks | Aircrew are to note that the Stand Entry Guidance (SEG) on all SEG equipped stands is activated by an apron level timer device, operated by airline/handling agent staff. Pilots should not turn off the taxilane centre-line unless the Stand Entry Guidance is illuminated with aircraft type, or a marshaller has signalled clearance to proceed. Pilots should note that failure to adhere to this instruction may lead to a negative "On Time Performance" figure. On stand taxi speed should not exceed 5 KT.<br><br>All operators must ensure that their engineering staff and/or handling agents have suitable, serviceable equipment on station to push and/or tow aircraft which they might operate.<br><br>Obstacle markings and snow edge markings are provided where necessary.<br><br>Three WDIs serve Runway 06/24: 555650.75N 0032221.86W (LGTD) - 555634.84N 0032306.76W (LGTD) - 555710.67N 0032120.95W (LGTD).<br><br>If an aircraft has been repositioned to face out on any stand, it must be either repositioned to nose-in on stand or towed out to the taxiway centre-line before starting engines.<br><br>Flight crews should be aware that chart providers may not highlight taxilanes on their published aerodrome chart and taxiways on their published parking/ docking chart. When transiting to/from the allocated parking position, aircraft will transit both taxiways and taxilanes. |

## EGPH AD 2.10 AERODROME OBSTACLES

| In Approach/Take-off areas | | | | | | |
|---|---|---|---|---|---|---|
| **Obstacle ID/ Designation** | **Obstacle Type** | **Obstacle Position** | **Elevation/Height** | | **Obstruction Lighting Type/ Colour** | **Remarks** |
| **1** | **2** | **3** | **4** | | **5** | **6** |
| (EGPH18669) 24/APPROACH 06/ TAKE-OFF | TREE | 555748.96N 0032009.82W | 186 FT | 78 FT | No | |
| (EGPH21240) 24/APPROACH 06/ TAKE-OFF | TREE | 555738.99N 0032035.40W | 154 FT | 54 FT | No | |
| (EGPH19777) 24/APPROACH 06/ TAKE-OFF | POLE | 555729.45N 0032105.46W | 128 FT | 17 FT | No | |
| (EGPH21003) 06/APPROACH 24/ TAKE-OFF | TREE | 555622.53N 0032358.53W | 172 FT | 48 FT | No | |
| (EGPH19098) 06/APPROACH 24/ TAKE-OFF | TREE | 555511.10N 0032704.10W | 349 FT | 61 FT | No | |

| In circling area and at aerodrome | | | | | | |
|---|---|---|---|---|---|---|
| **Obstacle ID/ Designation** | **Obstacle Type** | **Obstacle Position** | **Elevation/Height** | | **Obstruction Lighting Type/ Colour** | **Remarks** |
| **1** | **2** | **3** | **4** | | **5** | **6** |
| (EGPH17386) | BRIDGE TOWER | 560037.22N 0032432.49W | 663 FT | 670 FT | Yes Red | |
| (EGPH17387) | BRIDGE TOWER | 560017.39N 0032444.99W | 690 FT | 697 FT | Yes Red | |
| (EGPH17388) | BRIDGE TOWER | 555957.56N 0032457.50W | 663 FT | 670 FT | Yes Red | |

| In circling area and at aerodrome | | | | | | |
|---|---|---|---|---|---|---|
| **Obstacle ID/ Designation** | **Obstacle Type** | **Obstacle Position** | **Elevation/Height** | | **Obstruction Lighting Type/ Colour** | **Remarks** |
| **1** | **2** | **3** | **4** | | **5** | **6** |
| (EGPH18543) | BRIDGE TOWER | 555949.07N 0032414.85W | 522 FT | 529 FT | Yes Red | |
| TAYLOR WIMPEY CRANE | CRANE | 555851N 0032257W | 265 FT | 99 FT | Yes Steady Red | North of Airfield at Queensferry. |
| DALMENY TANK FARM | CRANE | 555836N 0032218W | 326 FT | 164 FT | Yes Red | End estimated June 2026. |
| MAYBURY ROAD CRANE | CRANE | 555729N 0031901W | 254 FT | 131 FT | Yes Red | Maybury Road area. End estimated September 2025. |
| BARRATT WEST CRAIGS | CRANE | 555651N 0031915W | 362 FT | 164 FT | Yes Red | Craigs Road Edinburgh. End estimated July 2026. |
| WEST CRAIGS | CRANE | 555650.7N 0031906.7W | 332 FT | 126 FT | Yes Steady Red | End estimated June 2026. |
| | CRANE | 555648N 0031911W | 309 FT | 118 FT | Yes Red | Craigs Road Edinburgh. End estimated November 2027. |
| CALA TURNHOUSE ROAD | CRANE | 555640N 0031936W | 298 FT | 131 FT | Yes Red | Turnhouse Road. End estimated December 2027. |
| EDINBURGH PARK | CRANE | 555542N 0031842W | 272 FT | 99 FT | Yes Red | Edinburgh Park, Edinburgh. End estimated June 2026. |

## EGPH AD 2.11 METEOROLOGICAL INFORMATION PROVIDED

| | | |
|---|---|---|
| 1 | Associated MET Office | MET OFFICE ABERDEEN |
| 2 | Hours of service<br>MET Office outside hour | H24 |
| 3 | Office responsible for TAF preparation<br>Periods of validity | MET OFFICE ABERDEEN<br>24 hours. |
| 4 | Trend forecast<br>Interval of issuance | |
| 5 | Briefing/consultation provided | Self-briefing/Telephone. |
| 6 | Flight documentation<br>Language(s) used | Charts abbreviated plain language text. TAFs and METARs.<br>English. |
| 7 | Charts and other information available for briefing or consultation | |
| 8 | Supplementary equipment available for providing information | |
| 9 | ATS units provided with information | EDINBURGH |
| 10 | Additional information (limitation of service, etc.) | |

## EGPH AD 2.12 RUNWAY PHYSICAL CHARACTERISTICS

| **Designations RWY Number** | **True bearing** | **Dimensions of RWY** | **Surface of RWY/ SWY/ Strength** | **THR co-ordinates/ THR Geoid undulation** | **THR elevation/ Highest elevation of TDZ of precision APP RWY** | **Slope of RWY/ SWY** |
|---|---|---|---|---|---|---|
| **1** | **2** | **3** | **4** | **5** | **6** | **7** |
| 06 | 058.85° | 2558 x 45 M | RWY surface: Asphalt, Grooved<br>PCN 68/R/B/W/T | 555641.99N 0032313.90W 173.5 FT | THR 110.1 FT<br>TDZ 110.1 FT | |
| 24 | 238.88° | 2558 x 45 M | RWY surface: Asphalt, Grooved<br>PCN 68/R/B/W/T | 555717.66N 0032128.66W 173.4 FT | THR 99.8 FT<br>TDZ 100.0 FT | |

| SWY Dimensions | Clearway Dimensions | Strip Dimensions | RESA Dimensions, Overshoot / Undershoot | Location/ description of arresting system | OFZ | Remarks |
|---|---|---|---|---|---|---|
| 8 | 9 | 10 | 11 | 12 | 13 | 14 |
| 60 x 45 M | 60 x 150 M | 2798 x 280 M | | | | RWY 06<br><br>Runway 06 threshold is inset 214 M.<br><br>Paved shoulders extend 8 M beyond each side of runway. |
| 60 x 45 M | 448 x 150 M | 2798 x 280 M | | | | RWY 24<br><br>Runway 24 threshold is inset 211 M.<br><br>Paved shoulders extend 8 M beyond each side of runway. |

## EGPH AD 2.13 DECLARED DISTANCES

| Runway designator | TORA | TODA | ASDA | LDA | Remarks |
|---|---|---|---|---|---|
| 1 | 2 | 3 | 4 | 5 | 6 |
| 06 | 2556 M | 2616 M | 2616 M | 2344 M | |
| 24 | 2554 M | 3002 M | 2614 M | 2347 M | |
| 06 | 1891 M | 1951 M | 1951 M | | Take-off from intersection with Hold Bravo 1. Information signage in place adjacent to Hold Bravo 1. |
| 24 | 1891 M | 2339 M | 1951 M | | Take-off from intersection with Hold Charlie 1. Information signage in place adjacent to Hold Charlie 1. |

## EGPH AD 2.14 APPROACH AND RUNWAY LIGHTING

| RWY | Approach lighting Type/ Length/ Intensity | Threshold lighting Colour/Wing bars | VASIS/ MEHT/ PAPI/ PAPI Dist from THR | TDZ, lighting Length | Runway Centre Line lighting Length/ Spacing/ Colour/ Intensity | Runway edge lighting Length/ Spacing/ Colour/ Intensity | Runway end lighting Colour/ Wing bars | Stopway lighting Length/ Colour | Remarks |
|---|---|---|---|---|---|---|---|---|---|
| 1 | 2 | 3 | 4 | 5 | 6 | 7 | 8 | 9 | 10 |
| 06 | Coded centre-line with five crossbars. Supplementary lighting inner 300 M. First barrette of ALS removed. 870 M Light intensity high | Green Light intensity high With green wingbars | PAPI Left/3° 56 FT 425 M | White Light intensity high 870 M | Colour coded centre-line 15 M spacing | Bi-directional edge 46 M gauge | Red | 60 M beyond runway end lights Red | |
| 24 | Coded centre-line with five crossbars. Supplementry lighting inner 300 M. 914 M Light intensity high | Green Light intensity high With green wingbars | PAPI Left/3° 59 FT 380 M | White Light intensity high 900 M | Colour coded centre-line 15 M spacing | Bi-directional edge 46 M gauge | Red | 60 M beyond runway end lights Red | |

## EGPH AD 2.15 OTHER LIGHTING, SECONDARY POWER SUPPLY

| | | |
|---|---|---|
| 1 | ABN/IBN location, characteristics and hours of operation | |
| 2 | LDI location and lighting<br>Anemometer location and lighting | Anemometer: 555652.26N 0032256.91W (LGTD) - 555715.14N 0032149.44W (LGTD). |
| 3 | TWY edge and centre line lighting | CL: All taxiways are equipped with green centre-line lighting. All aircraft stand taxiways are equipped with green centre-line lighting. |
| 4 | Secondary power supply/switch-over time | Yes. |
| 5 | Remarks | Apron floodlighting for all apron areas. Obstacle lighting. |

## EGPH AD 2.16 HELICOPTER LANDING AREA

**INTENTIONALLY BLANK**

## EGPH AD 2.17 AIR TRAFFIC SERVICES AIRSPACE

| Designation and lateral limits | Vertical Limits | Airspace Class | ATS unit callsign/ language | Transition Altitude | Hours of applicability | Remarks |
|---|---|---|---|---|---|---|
| 1 | 2 | 3 | 4 | 5 | 6 | 7 |
| EDINBURGH CTR<br>A circle, 10 NM radius, centred at 555700N 0032221W | Upper limit: 6000 FT ALT<br>Lower limit: SFC | D | EDINBURGH APPROACH<br>English | 6000 FT | | |
| EDINBURGH ATZ<br>A circle, 2.5 NM radius, centred at 555700N 0032221W on longest notified runway (06/24) | Upper limit: 2000 FT AGL<br>Lower limit: SFC | D | EDINBURGH APPROACH<br>English | 6000 FT | | |

## EGPH AD 2.18 AIR TRAFFIC SERVICES COMMUNICATION FACILITIES

| Service Designation | Callsign | Channel/ Frequency(MHz) | SATVOICE number(s) | Logon Address | Hours of Operation | Remarks |
|---|---|---|---|---|---|---|
| 1 | 2 | 3 | 4 | 5 | 6 | 7 |
| APP | EDINBURGH APPROACH | 121.205<br>Also a CTR Channel.<br>DOC 40 NM/ 10,000 FT. | | | H24 | ATZ hours coincident with Approach hours.<br><br>VDF<br>555639.82N 0032252.81W<br>VDF can be changed to 118.705 or 121.500 MHz O/R. |
| TWR | EDINBURGH GROUND | 121.755 | | | Mon-Fri 0600-2200 (0500-2100); Sat, Sun 0600-2200 (0500-2100). | Outside operating hours contact TOWER 118.705 MHz.<br><br>VDF<br>555639.82N 0032252.81W<br>VDF can be changed to 118.705 or 121.500 MHz O/R. |
| | | 121.980<br>as directed by ATC. | | | Mon-Fri 0600-2200 (0500-2100); Sat, Sun 0600-2200 (0500-2100). | |
| | EDINBURGH TOWER | 118.705<br>DOC 25 NM/ 10,000 FT. | | | H24 | |
| | | 121.500 | | | O/R | |
| RADAR | EDINBURGH RADAR | 121.205<br>DOC 40 NM/ 10,000 FT. | | | H24<br>Subject to NOTAM | VDF<br>555639.82N 0032252.81W<br>VDF can be changed to 118.705 or 121.500 MHz O/R. |

| Service Designation | Callsign | Channel/ Frequency(MHz) | SATVOICE number(s) | Logon Address | Hours of Operation | Remarks |
|---|---|---|---|---|---|---|
| 1 | 2 | 3 | 4 | 5 | 6 | 7 |
| | | 128.980<br>DOC 40 NM/ 10,000 FT.<br>As directed by ATC. | | | H24<br>Subject to NOTAM | |
| ATIS | EDINBURGH INFORMATION | 131.355<br>DOC 60 NM/ 20,000 FT. | | | H24 | Also available by telephone: 0131-348 4823. |
| OTHER | EDINBURGH FIRE | 121.600<br>Non-ATS frequency. | | | Available when Fire vehicle attending aircraft on the ground in an emergency. | |

## EGPH AD 2.19 RADIO NAVIGATION AND LANDING AIDS

| Type of Aid CAT of ILS/MLS MAG Var/VOR Declination | Ident | Frequency | Hours of Operation | Position of transmitting antenna coordinates | Elevation of DME transmitting antenna | Remarks |
|---|---|---|---|---|---|---|
| 1 | 2 | 3 | 4 | 5 | 6 | 7 |
| ILS/LOC<br>III<br>0.24°W (2027) | IVG | 108.900 MHz | HO | 555725.58N<br>0032105.28W | | (RWY 06)<br>The Localiser is not to be used below 3000 FT agl outside 17 NM. |
| ILS/GP | IVG | 329.300 MHz | HO | 555652.51N<br>0032259.39W | | 3° ILS Ref Datum Hgt 54 FT.<br>Certified for extended range to 15 NM. Not for use below 2200 FT at this range.<br>May not maintain full scale fly up indications when left of localiser centre-line and below glidepath. |
| ILS/LOC<br>III<br>0.25°W (2027) | ITH | 108.900 MHz | HO | 555629.22N<br>0032351.54W | | (RWY 24)<br>The Localiser is not to be used below 3000 FT agl outside 17 NM. |
| ILS/GP | ITH | 329.300 MHz | HO | 555716.69N<br>0032148.96W | | 3° ILS Ref Datum Hgt 50 FT.<br>Certified for extended range to 15 NM. Not for use below 2200 FT at this range. |
| VOR/DME<br>0.66°W (2027)<br>1.0°W (2022) | GOW | 101X<br>115.400 MHz | H24<br>Hours of operation for aerodrome purposes: HO | 555213.81N<br>0042644.60W | 46 FT | GOW VOR DOC: 25 NM/25,000 FT (45 NM/25,000 FT Sector R051-091).<br><br>Due to terrain, coverage at low level is reduced in Sectors R346-026 and R181-201. |
| VOR/DME<br>0.71°W (2027)<br>0.9°W (2025) | TRN | 122X<br>117.500 MHz | H24 | 551848.28N<br>0044701.91W | 586 FT | VOR DOC: 20 NM/50,000 FT, 30 NM/ 50,000 FT in Sector R056-106 and 45 NM/50,000 FT in Sector R356-056.<br>DME DOC: 100 NM/50,000 FT (60 NM/50,000 FT in Sector R076-226 and 200 NM/50,000 FT in Sector R271-001).<br>Due to terrain effects bearing errors of greater than 4 may occur in Sector R171-181.<br>In addition coverage at low level is reduced in Sector R066-106. |
| DME | IVG | 26X<br>108.900 MHz | HO | 555706.24N<br>0032222.75W | 120 FT | (RWY 06)<br>On AD.<br>DME freq paired with ILS I-VG and I-TH.<br>Zero range is indicated at THR of Runway 06 and 24. |

| Type of Aid<br>CAT of ILS/MLS<br>MAG Var/VOR<br>Declination | Ident | Frequency | Hours of Operation | Position of transmitting antenna coordinates | Elevation of DME transmitting antenna | Remarks |
|---|---|---|---|---|---|---|
| 1 | 2 | 3 | 4 | 5 | 6 | 7 |
| DME | ITH | 26X<br>108.900 MHz | HO | 555706.24N<br>0032222.75W | 120 FT | (RWY 24)<br>On AD.<br>DME freq paired with ILS I-VG and I-TH.<br>Zero range is indicated at THR of Runway 06 and 24. |
| NDB (L)<br>0.21°W (2027) | EDN | 341.000 kHz | H24 | 555842.55N<br>0031707.63W | | Range 35 NM. |
| NDB (L)<br>0.29°W (2027) | UW | 368.000 kHz | H24 | 555418.55N<br>0033009.05W | | Range 25 NM. |

# EGPH AD 2.20 LOCAL AERODROME REGULATIONS

## 1 AIRPORT REGULATIONS

a) Use governed by regulations applicable to Edinburgh CTR.
b) All flights, except General Aviation and Military flights, are subject to the prior approval of the Chief Executive Officer, Edinburgh Airport Ltd (EAL) and prior notification to Airport Coordination Ltd, who act as an agent for the airport. Requests for ad-hoc slot allocations should be made to ACL during working hours Mon-Fri 0830-1700 (0730-1600) by email: lonacxh@acl-uk.org; or Tel: +44 (0)161-493 1850, Fax: +44 (0)161-493 1853, or at all other times to EAL Airside Operations on Tel: +44 (0)131-344 3139. OCS account holders can add, change and cancel slots at any time on the online coordination portal: https://www.online-coordination.com/default.aspx?AspxAutoDetectCookieSupport=1
c) Fixed-wing and rotary aircraft using Edinburgh Airport do so in accordance with the Conditions of Use document available on request from Edinburgh Airport Ltd. Tel: +44 (0)844 481 8989 or www.edinburghairport.com/cou
d) Use by aircraft not able to communicate with ATC by radio is subject to prior permission from ATC.
e) A handling agent (an EAL licensed airline operator or handling agent based at Edinburgh) is a requirement for all flights including general aviation, cargo, military and helicopter movements. All operators, including executive and private general aviation, must make prior arrangements with a handling agent for the ground handling of all flights. Due to limited parking space all aircraft are PPR with their handling agent.
f) Pilots of international arriving or departing General Aviation aircraft are responsible for presenting their passengers to the UK Border Agency. Transport to and from the control authority facilities will be provided by the handling agent.
g) Airline operators are requested to note that stand availability is extremely limited, particularly at night and for large wide-bodied aircraft.
h) The use of the airport is also subject to the limitations imposed by the night noise limitations.
i) It is a requirement that every airline using Edinburgh Airport must have local orders compatible with the EAL Emergency Orders. Airlines, General Aviation operators and Flying Clubs should also note that it is their responsibility to recover disabled aircraft and aircraft wreckage and have appropriate arrangements in place before commencing flying operations into the airport. EAL will act as the co-ordinating body throughout the recovery operation and has only very limited equipment which might be used to salvage disabled aircraft.
j) Aircrew can request ATC departure clearance from EOBT-25. Departing aircraft on first contact with Edinburgh ATC must state aircraft type, stand number and the code letter of the latest ATIS received.
k) Crews should be in receipt of departure clearance prior to requesting push and start.
l) ATC departure clearance by Data Clearance Link (DCL) is available at Edinburgh for suitably equipped aircraft. DCL must be compliant with ARINC 623-2 and Eurocae ED 85-A. DCL is available as follows: **Winter** - All flights from EOBT-25 minutes. **Summer** - Flights with EOBT between 0500Z and 0700Z, EOBT-22 minutes otherwise from EOBT-25 minutes. DCL clearances may not be issued if requested later than EOBT+15 minutes.
Successful clearances must be accepted within 5 minutes of receipt or a '**REVERT TO VOICE**' message will be received. If any data errors are detected by the system or the controller, a '**REVERT TO VOICE**' message will be received.
If the attempt to obtain a clearance is unsuccessful the aircraft should revert to voice RTF.
m) Crews should request start up clearance only when fully ready to push. This should include doors and hatches closed, steps or air bridge removed, tug attached and communications established with ground crew with confirmation that they are ready. To prevent back of stand vehicle traffic congestion, anti-collision beacons should only be switched on once start clearance has been obtained. Where a push-back is to take place with no headset communication between ground crew and aircraft commander, ATC must be advised of this prior to push-back clearance being requested.
n) Aircraft commanders should not request taxi clearance until all ground crew have vacated the taxilane.
o) When on airside external areas, Flight crew and Cabin Crew are required to wear a fully fastened high visibility jacket or tabard.

## 2 GROUND MOVEMENT

a) Arriving and departing crew whom are unfamiliar with EGPH should notify ATC prior to taxiing. All stands are nose-in/push-back. Aircraft on the GA Apron may be turned to face nose out. Aircraft parked on the GA Apron may start engines and taxi from a nose out position. Flight and ground crew must ensure that roadways etc are protected against any jet blast/prop wash. Pilots requiring services on Apron areas, including Customs and Immigration, must ensure that a suitable tow-bar is available.
b) General Aviation (GA) aircraft requiring UK Border Agency clearance may be initially directed to the passenger apron. Passengers will be taken to the main passenger terminal for UK Border Agency clearance by their handling agent. When all necessary formalities have been completed, aircraft will be required to reposition to an alternate parking location. GA aircraft not requiring UK Border Agency inspection may taxi directly to their allocated parking area.

c) Aircrews are advised that there is a short section of parallel taxiway incorporating Lima 1 to Lima 2 and Mike 1 to Mike 2 to enable ATC to pass aircraft. Aircraft must remain on the yellow centre-lines to maintain the required minimum wing-tip clearances and should ensure that they understand the routeing given by ATC, particularly at night when both taxiway centre-lines and associated curves are illuminated. The taxiways are clearly delineated by internally illuminated signs and painted ground markings where it has not been possible to provide signs.

d) At all times, aircrew are responsible for their wingtip separation and, if in any doubt, should stop, hold position and request marshaller assistance. At either end of the Taxiway Alpha, passing places (V and W loops) have been provided to allow aircraft to hold and/or pass aircraft holding on the Taxiway Alpha. Aircraft may pass other aircraft at these locations only when both aircraft concerned have a wingspan of less than 36 M.

e) Airlines/Aircraft Operators should be aware that stand availability prior to operational first wave is extremely limited and aircraft arriving off schedule prior to first wave are likely to either hold or be allocated any aircraft compliant stand, including non-contact, as they become free.

## 3 CAT II/III OPERATIONS

a) Runway 06 and 24, subject to serviceability of the required facilities, are suitable for Category II/III operations by operators whose minima have been accepted by the Civil Aviation Authority.

b) During Category II and III operations special ATC procedures (ATC low visibility procedures) will be applied. Pilots will be informed by RTF when these procedures are in operation.

c) Departing Aircraft: Aircraft must not obstruct the Fire Service access road to Runway 06/24 between Holds A10 and A11.

d) Arriving Aircraft: Pilots should delay the call 'Runway vacated' until the aircraft is established on Taxiway Alpha and past the coded taxiway centre-line.

e) No intersection departures from Bravo and Charlie.

## 4 WARNINGS

a) Pilots are warned that there is a large bird population around the aerodrome and to expect the possibility of increased bird activity in the lower airspace, together with visible evidence of deterrent activity in the form of shell crackers being fired.

b) Steel plate in place on Echo Taxiway, 15 metres south of E2 and 10 metres West of the Echo Taxiway centreline.

## 5 HELICOPTER OPERATIONS

a) All helicopter arrivals and departures are via Runway 06/24.

b) Arrivals - ATC shall direct traffic to the designated parking area and thereafter will advise on hover/taxiing requirements.

c) Departures – As directed by ATC.

## 6 USE OF RUNWAYS

a) The declared distances promulgated for the Bravo and Charlie taxiway intersections are taken at the intersection of the downwind edge of the specified taxiway with the runway centre-line. An appropriate adjustment for a line up allowance must additionally be made by aircrew.

b) Minimum Runway Occupancy Times

i. Departures

1. On receipt of line up clearance, pilots should, commensurate with safety and standard operating procedures, line up on the runway without delay.
2. Whenever possible, cockpit checks should be completed prior to line up and any checks requiring completion whilst on the runway should be kept to the minimum required. Pilots should ensure that they are able to commence the take off roll as soon as clearance is issued.
3. Pilots not able to comply with these requirements should notify ATC as soon as possible once transferred to the Edinburgh Tower frequency.

ii. Arrivals

1. Pilots are reminded that rapid exit from the runway will enable ATC to apply minimum spacing on final approach to achieve maximum runway utilisation and will minimise the risk of 'go-arounds'.
2. Standard Taxi Routes - After landing pilots must follow the appropriate Standard Taxi Route to the clearance limit specified in the table below. ATC Instruction will not normally be given for aircraft vacating at A1, B1 and D1.

| Runway Exit Used | Clearance Limit | Via |
|---|---|---|
| A1 | A8 | TWY A |
| B1 | A12 | TWY B and TWY A |
| C1 | As Instructed by ATC (Normally A15 or A16) | TWY C and TWY A |
| D1 | A18 | TWY D and TWY A |

c) Code E/F aircraft must vacate the runway at the end (via A1 or D1) unless escorted by "follow-me" vehicle.

## 7 TRAINING

a) Flight Training and/or test flying is permitted subject to prior liaison with, and the agreement of EGPH ATC.

# EGPH AD 2.21 NOISE ABATEMENT PROCEDURES

All aircraft inbound to or outbound from this aerodrome are required to conform to the following procedures, notwithstanding that these may at any time be departed from to the extent necessary for avoiding immediate danger.

a) Any aircraft using the aerodrome shall be operated in such a way that it will not cause a noise reading of more than 94 dBA Lmax by day 0600-2330 (0500-2230) or 87 dBA Lmax by night 2330-0600 (2230-0500) at the relevant noise monitoring terminal(s); the measured noise reading for the event will be taken as the highest recorded at any single noise monitoring terminal.

   The sites of the aircraft noise monitoring terminals relating to Edinburgh Airport are:

   - EDI 01 - Houston Industrial Estate, Livingston. NT 0620 6903 - *555418N 0033006W;
   - EDI 02 - Scottish Power, Broxburn. NT 0924 7061 - *555508N 0033202W;
   - EDI 03 - Cramond Kirk Manse, Cramond. NT 1902 7650 -*555829N 0031757W.

b) For visual approaches to Runway 06/24 the following limitations will apply:

   i. Propeller driven aircraft whose MTWA does not exceed 5700 KG will not join the final approach to the runway below 1000 FT AAL.
   ii. All visual approaches from the south to Runway 24 by aircraft with an MTWA in excess of 5700 KG are to be made from a position not less than 7 NM DME on the extended centreline. Aircraft are not to descend below 2000 FT QNH until after crossing the Firth of Forth coastline northbound. All visual approaches from the north to Runway 24 by aircraft with an MTWA in excess of 5700 KG are to be made from a position not less than 4 NM DME on the extended centreline. Aircraft approaching Runway 06 are to join the extended runway centreline at a height of not less than 1500 FT.

c) With the exception of aircraft in an emergency, between the hours of 2230-0630 (2130-0530), no visual approaches to Runway 06/24 are permitted for IFR aircraft. All IFR aircraft to carry out ILS approaches under ATC control.
d) Aircraft using the ILS shall not descend below 3000 FT (Edinburgh QNH), unless instructed by ATC, before intercepting the glidepath nor thereafter fly below it. Aircraft landing without assistance from ILS or radar shall follow a descent path which will not result in their being at any time lower than the nominal ILS glidepath.
e) The Noise Preferential Routeings specified in the following table are compatible with ATC requirements and the tracks are to be flown by all departing jet aircraft and by all other departing aircraft of more than 5700 KG MTWA unless otherwise instructed by ATC or unless deviations are required in the interests of safety.
f) Noise Preferential Routes must be strictly adhered to. Direct routeings etc offered by ATC should only be taken up after completion of the NPR, unless a mandatory instruction is given or an emergency situation prevails.

| Take-off Runway | ATC Clearance | Procedure |
|---|---|---|
| 06 | Via TLA VOR | Climb straight ahead to I-VG D0.5 or 635 QNH, whichever is earlier, then turn left to track 043 then at I-VG D7 turn right onto track 143. At TLA VOR R023 (I-VG/ I-TH D12) turn right to intercept TLA VOR R025 to TLA VOR.<br>NPR terminates at TLA VOR D30. |
| | Via SAB VOR or NATEB | Climb straight ahead to I-VG D0.5 or 635 QNH, whichever is earlier, then turn left to track 043 then at I-VG D7 turn right towards SAB or NATEB.<br>**Warning:** Pilots are reminded that UK Danger Area EGD512B lies on the direct track from the end of the NPR to NATEB.<br>NPR terminates at I-VG D7. |
| | Via GRICE | Climb straight ahead to I-VG D0.5 or 635 QNH, whichever is earlier, then turn left to track 043. At I-VG D3 turn left onto SAB VOR 285. Cross SAB D46 above 4500 (5.1%).<br>NPR terminates at 3000. |
| | Via GOSAM (P600/UL612) | Climb straight ahead to I-VG D0.5 or 635 FT QNH, whichever is earlier, then turn left to track 043. Then At I-VG D3, turn left onto GOW VOR R076 to CUMBO. Cross GOW D35 at 5000 or above (8%). Cross GOW D30 at 6000.<br>NPR terminates at 6000. |
| | Other Routes | Climb straight ahead to I-VG D0.5 or 635 QNH, whichever is earlier, then turn left to track 043, until I-VG D7 before turning on course.<br>NPR terminates at I-VG D7. |

| Take-off Runway | ATC Clearance | Procedure |
|---|---|---|
| 24 | Via TLA VOR | Climb straight ahead to UW NDB. At I-TH D7 turn left onto TLA VOR R344 to TLA VOR.<br>NPR terminates at I-TH D7. |
| | Via SAB VOR or NATEB | Climb straight ahead to UW NDB. At UW NDB turn left towards SAB VOR or NATEB.<br>NPR terminates at 3000. |
| | Via GOSAM (P600/UL612) | Climb straight ahead to UW NDB. At UW NDB turn right onto UW NDB QDR 261 to MAVIX. Cross I-TH D9.5 at or above 4500 (7.7%). Cross I-TH D14 at 6000 (6.6%).<br>NPR terminates at 6000. |
| | Via GRICE | Climb straight ahead to UW NDB. At UW NDB turn right onto TLA VOR R351. At TLA D32 turn left to intercept TLA VOR R346 to GRICE. Cross TLA D33 at or above 4000 (3.4%).<br>NPR terminates at 3000. |
| | Other Routes | Climb straight ahead to UW NDB or 3000, whichever is earlier, before turning on course.<br>NPR terminates at 3000. |

g) For environmental reasons, aircraft commanders are requested to avoid the use of reverse thrust/pitch, between the hours of 2300-0600 (2200-0500).
h) With the exception of Military aircraft, aircraft which do not meet the standards specified in Part II, Chapter 3 of Volume 1 ICAO Annex 16 will not be permitted to operate to/from Edinburgh Airport.

# EGPH AD 2.22 FLIGHT PROCEDURES

## 1 PROCEDURES FOR INBOUND AIRCRAFT

a) Standard Terminal Arrival Routes (STARs). The standard routes for inbound aircraft to Edinburgh are shown at AD 2.EGPH-7-1, AD 2.EGPH-7-2, AD 2.EGPH-7-3, AD 2.EGPH-7-4, AD 2.EGPH-7-5 and AD 2.EGPH-7-6.

b) **Inbound procedure other than via the ATS route network.**

i. Aircraft wishing to enter the CTR/CTA under IFR direct from the FIR must observe the normal procedure for joining Controlled Airspace. For aircraft joining from the North or Northeast, clearance via GRICE to L UW for Runway 06 or direct to L EDN for Runway 24 should be anticipated.
ii. Pilots inbound to Edinburgh under VFR must contact Edinburgh Approach Control prior to entering the CTR/CTA and may be required by ATC to route via the published Visual Reference Points.

c) **Speed**

Speeds published on the STARs should be adhered to unless ATC advise otherwise. Aircraft below FL100 should adhere to the speed limit of Max 250 KT. Tactical speed control may be applied by ATC as required. Pilots unable to comply with speed control must inform ATC Immediately stating the minimum speed acceptable.

## 2 APPROACH PROCEDURES WITH RADAR CONTROL

a) When Edinburgh inbound traffic is being sequenced by Radar, the Approach Procedures will be flown under directions from the Approach Radar Controller and will consist of that part of the approach between the Terminal Holding Fix and the Final Approach Path. When Holding procedures are not in use, radar sequencing may commence before the Terminal Holding Fix.
b) Pilots should plan their flight profile in such a manner as to be able to achieve the Minimum Holding Level at the appropriate holding point if so required.
c) When an aircraft is under Approach Radar Control, changes of heading or Flight Level/Altitude will be made only on instructions from the Radar Controller except in the case of radio communication failure in the aircraft or at the Radar Unit.
d) Headings and Flight Levels/Altitudes at which to leave the holding areas will be passed by ATC. Radar vectors will be given and descent clearance will include an estimate of track distance to touchdown. Further distance information will be given between the initial descent clearance and intercept heading to the ILS.
e) Speed Control may be applied on a tactical basis to the extent determined necessary by the Radar Controller. Aircraft unable to conform to the speeds specified by the Radar Controller should inform him immediately and state what speeds will be used. In the interests of accurate spacing pilots are requested to comply with speed adjustments as promptly as is feasible within their own operational constraints, and should advise ATC if circumstances necessitate a change of speed for aircraft performance reasons.
f) GPWS – Owing to the terrain profile to the south of Edinburgh, GPWS warnings are possible on intermediate approach to Runways 06 and 24.

## 3 APPROACH PROCEDURES WITHOUT RADAR CONTROL

a) When inbound traffic is not being sequenced by Radar, aircraft will be cleared from the Terminal Holding Facility via EDN or UW NDB to carry out an Instrument Approach Procedure appropriate to the landing direction.

b) When Runway 06 is in use, in order to expedite traffic, aircraft may be transferred from TARTN or STIRA holding pattern to UW NDB holding pattern prior to carrying out the Instrument Approach Procedure.
c) When Runway 24 is in use, in order to expedite traffic, aircraft may be transferred from TARTN or STIRA holding pattern to EDN NDB holding pattern prior to carrying out the Instrument Approach Procedure.
d) No visual approaches to Runway 06/24 are permitted for IFR aircraft between 2230-0630 (2130-0530). All IFR aircraft are to carry out a published Instrument Approach Procedure under ATC control with the exception of aircraft in emergency. This allows the continued operation when the CVCR is in use and ILS approaches are not available.

## 4 NOISE ABATEMENT CONTINUOUS DESCENT APPROACH PROCEDURES FOR TURBO-JET/ PROP AIRCRAFT

a) Turbo-jet and turbo-prop aircraft approaching Edinburgh Aerodrome will be expected to conform to the continuous descent and low-power, low-drag approach procedures. To facilitate this technique, aircraft should fly within the speed bands detailed at Paragraph 1, item d. In the interest of accurate spacing, ATC may request specific speeds and pilots are requested to comply with any speed adjustments as promptly as is feasible within their own operational constraints. If circumstances necessitate, a speed change for aircraft performance reasons, ATC should be advised accordingly.
b) Headings and Flight Levels/Altitudes will be passed by the Radar Controller. Aircraft will be radar vectored either from the holding facility or following transfer of control from the Area Control Unit to Edinburgh Approach. ATC will advise pilots of an estimate of the track distance to run to touchdown when clearance to descend below the Transition Altitude is given. Further information on the distance from touchdown will be given between this descent clearance and the instruction to turn onto the intercept heading to the ILS localizer.
c) On receipt of descent clearance the pilot will descend at the rate he judges will be best suited to a continuous descent, the object being to join the glidepath at the appropriate height for the distance, without recourse to level flight. Pilots are reminded that due to high ground southeast of the airport, descent below 3000 FT QNH will be in accordance with AD 2-EGPH-5-1
d) In the event of radar failure, new instructions will be issued to each aircraft under radar control and the procedures as defined for approach without radar control will be put into effect.
e) Military Jet aircraft – Radar vectoring for ILS approach is mandatory for military fast jet aircraft.

## 5 RADIO COMMUNICATIONS FAILURE PROCEDURES

In the event of complete radio communication failure in an aircraft, the pilot will adopt the appropriate procedures notified at ENR 1.1, subsection 3 with the exceptions detailed below.

a) When complete communication failure occurs in the aircraft before ETA or before EAT when this has been received and acknowledged, the aircraft will:

   i. Fly to the appropriate holding point;
   ii. hold at the last assigned level until the last acknowledged ETA plus 10 minutes or EAT when this has been given;
   iii. then commence descent for landing in accordance with the procedure detailed on the Instrument Approach charts and effect a landing within 30 minutes (or later if able to land visually).

b) If complete radio communication failure occurs after an aircraft has reported to ATC on reaching the holding point, the aircraft will:

   i. Maintain the last assigned holding level at the appropriate holding point until:

      1. ATA over holding point plus 10 minutes or 10 minutes after the last acknowledged communication with ATC, whichever is the later; or
      2. EAT when this has been received and acknowledged;

   ii. then commence descent for landing in accordance with the procedure detailed on the Instrument Approach charts and effect a landing within 30 minutes (or later if able to land visually).

c) In the event of complete radio failure in an aircraft which has been cleared for an IFR inter-aerodrome flight within the Scottish TMA the pilot will adopt the appropriate procedure as follows, depending upon the phase of flight:

   i. If the aircraft is receiving a radar service and is within the ATCSMAC of the destination aerodrome, the pilot will adopt the appropriate loss of communication procedure for the runway-in-use as detailed in the ATCSMAC information at AD 2-EGPH-5-1. Landing must be effected within 30 minutes (or later if able to land visually);
   ii. If the aircraft is **either** not receiving a radar service or is receiving a radar service but has not yet arrived within the ATCSMAC of the destination aerodrome, the pilot will proceed to the appropriate holding point at the destination aerodrome at the last assigned level or 4000 FT whichever is higher. He will then adopt the procedures in paragraph's 5a or 5b.

d) The route and altitude to be used when leaving the CTR/CTA in accordance with the procedures at ENR 1.1, subsection 3 are shown in the table; the route to be followed is dependent on the position of the aircraft at the time the decision to leave the CTR is made.

| Position at time of decision | Route |
|---|---|
| Edinburgh Airport EDN or UW NDB | Track 025°T from facility at 4000 FT ALT until crossing the Edinburgh CTR Boundary. |

## 6 PROCEDURES FOR OUTBOUND AIRCRAFT

a) Non-Airways IFR departing flights from Edinburgh routeing in the open FIR to the north or northeast should anticipate ATC clearance normally at an altitude below 6000 FT.

## 7 SPEED LIMIT

a) A speed limitation of 250 KT applies to all departures following SIDs whilst flying below FL 100 unless previously removed by ATC. ATC will endeavour to remove the speed limitation as soon as possible and will use the phrase 'No speed restriction'. The phrase must not be interpreted as relieving the pilot of his responsibility for the observance of any noise abatement procedures which may include a speed/ power limitation.

## 8 VFR FLIGHTS

a) VFR flights in the Control Zone will be given routeing instructions and/or altitude restrictions in order to integrate VFR flights with other traffic.
b) Pilots should anticipate routeing instructions via the Visual Reference Points detailed in paragraph 10 or the routes detailed in paragraph 11.
c) Pilots of VFR flights are reminded of the requirement to remain in VMC at all times and to comply with the relevant parts of SERA and the Rules of the Air Regulations 2015, and must advise ATC if at any time they are unable to comply with the instructions issued.
d) **Helicopters:** Whenever possible helicopter flights in the Edinburgh Control Zone will be cleared on direct routeings under VFR (or, when requested at night, on Special VFR clearance in accordance with the procedures for Special VFR flights)

## 9 SPECIAL VFR CLEARANCE

a) Clearance may be requested for Special VFR flight within the Edinburgh Control Zone and will be given whenever the traffic situation permits. These flights are subject to the general conditions laid down for Special VFR flights (ENR 1.2 refers).
b) Special VFR clearance will include routeing and maximum altitude instructions and may not necessarily be confined to the Entry/Exit Lanes detailed at paragraph 11.
c) Pilots are reminded that they must at all times when operating on Special VFR clearance, remain clear of cloud and in sight of the surface and in flight conditions which will enable them to determine their flight path and keep clear of obstacles. Due to the nature of the terrain in the vicinity of Edinburgh Airport radar vectoring will not normally be applied to aircraft operating on Special VFR clearance.
d) Pilots are reminded that a Special VFR clearance applies only to flight within the CTR and does not extend to flight within the surrounding Airspace of the Scottish Terminal Control Area.
e) Special VFR clearance will not normally be granted for flights operating in VMC or for flights by aircraft exceeding 5700 KG MTWA.

## 10 VISUAL REFERENCE POINTS (VRP)

a) Details of VRPs are available in the consolidated 'Visual Reference Points List' published on the 'Digital Dataset' page of the NATS AIS website, www.nats.aero/ais.

## 11 GLIDING OPERATIONS KIRKNEWTON

a) Gliding operations - Edinburgh CTR

i. Gliding operations are carried out at RAF Kirknewton by 661 Volunteer Gliding Squadron (VGS). Activity is co-ordinated with ATC and gliders can be expected in the agreed Delegated Gliding Area.
ii. The RAF Kirknewton Delegated Gliding Area (DGA) is defined by the lateral limits:

1. 555320N 0032415W – 555338N 0032053W (Ravelrig Road rail bridge between Balerno & Dalmahoy) – 555121N 0032048W (Western corner of Threipmuir Reservoir) – 554959N 0032545W (Eastern corner of Harperigg Reservoir) – 555211N 0032601W thence clockwise by an arc of a circle radius 1.3 NM centred on 555213N 0032401W to 555320N 0032415W.
2. Up to 2500 FT AMSL, this is known as DGA-circuit.
3. Up to 3700 FT AMSL, this is known as DGA-soaring.

iii. ATC may tactically manage traffic to avoid the area if appropriate.
iv. ATC will advise other aircraft of gliding activity as appropriate.

## 12 ENTRY/EXIT LANES

a) To permit aircraft to operate to and from Edinburgh Airport in IMC but not under IFR the following entry/exit lanes have been established for use, under the conditions stated, as follows:

i.

1. a lane 3 NM wide, known as the Polmont Lane, with centre-line the M9 Motorway extending from Grangemouth (near the western boundary of the Edinburgh Control Zone) eastwards, via the Polmont Roundabout, Linlithgow Loch and Philpstoun to a point at which it joins the Edinburgh Aerodrome Traffic Zone;
2. a lane 3 NM wide, known as the Kelty Lane, with centre-line the M90 Motorway extending from Kelty (near the northern boundary of the Edinburgh Control Zone) southwards to M90 Junc 1B, then with the centre-line the A9000 across the Forth Road Bridge to M90 Junc 1, then with the centre-line the M90 Motorway to a point at which it joins the Edinburgh Aerodrome Traffic Zone;

ii. use of the lanes is subject to clearance being obtained from ATC Edinburgh, irrespective of prevailing weather conditions. This clearance is to be obtained by non-radio equipped aircraft before take-off and by radio equipped aircraft before entering the lane;
iii. aircraft using the lanes must remain clear of cloud and in sight of the ground or water, not above 2000 FT (Edinburgh QNH), and in flight visibility of not less than 3 KM;

iv. an aircraft using a lane shall keep the centre-line on its left, unless otherwise instructed by ATC for separation purposes. In these circumstances ATC will pass traffic information to the aircraft concerned;
v. pilots of aircraft are responsible for maintaining adequate clearance from the ground or other obstacles.

b) Additionally, to permit the effective integration of traffic, flights operating in VMC and under VFR may be required by ATC to follow these routes as detailed in paragraph 8.

## 13 AERODROME OPERATING MINIMA - NON-PUBLIC TRANSPORT FLIGHTS: REFER TO AD 1.1 SUBSECTION 4 BEFORE APPLICATION

| Approach Lighting Category | Runway | Approach Aid | OCH (FT) Acft CAT A See IAC for other CATs | Minima | |
|---|---|---|---|---|---|
| | | | | DH/MDH (FT) Caution See AD 1.1 subsection 4 | RVR (M) |
| 1 | 2 | 3 | 4 | 5 | 6 |
| Runway 06 Full | 06 | ILS/DME | 135 | 250 | 600 |
| | 06 | LOC/DME (also without DME) | 480 | 480 | 1000 |
| | 06 | NDB(L)/DME (also without DME) | 580 | 580 | 1000 |
| Runway 24 Full | 24 | ILS/DME | 145 | 250 | 600 |
| | 24 | LOC/DME (also without DME) | 440 | 440 | 900 |
| | 24 | NDB(L)/DME (also without DME) | 500 | 500 | 1000 |

## 14 FREQUENCY MONITORING CODE (FMC)

a) Pilots operating in the vicinity of, but intending to remain outside Edinburgh controlled airspace within the area defined by straight lines joining successively the following points and maintaining a listening watch only on Edinburgh Radar frequency, 121.205 MHz, are encouraged to select SSR code 0440.

553627N 0035327W - 553648N 0024753W -
560117N 0023955W - 561156N 0025112W -
561150N 0034633W - 555724N 0035417W -
554806N 0035411W - 553627N 0035327W.

b) Selection of code 0440 does not imply receipt of an ATC service. Pilots of aircraft displaying the code are not expected to contact ATC under normal circumstances, remain responsible for their own navigation, separation, terrain clearance and are expected to remain clear of controlled airspace.
c) Whilst squawking 0440, pilots should be aware that Edinburgh Radar may make blind transmissions in order to ascertain a particular aircraft's intentions/route.
d) When a pilot ceases to maintain a listening watch, code 0440 shall be deselected.

# EGPH AD 2.23 ADDITIONAL INFORMATION

a) For wildlife hazard management purposes, a bird scaring laser is deployed and utilised by the Airside Operations team.

# EGPH AD 2.24 CHARTS RELATED TO AN AERODROME

AERODROME CHART - ICAO
AD 2.EGPH-2-1
AIRCRAFT GROUND MOVEMENT/PARKING/DOCKING CHART - ICAO
AD 2.EGPH-2-2
AERODROME CHART CODE E AIRCRAFT GROUND MOVEMENT - ICAO
AD 2.EGPH-2-3
CONTROL ZONE and CONTROL AREA CHART - ENTRY/EXIT LANES and VRPS
AD 2.EGPH-4-1
ATC SURVEILLANCE MINIMUM ALTITUDE CHART - ICAO
AD 2.EGPH-5-1
STANDARD DEPARTURE CHART - INSTRUMENT (SID) GOSAM (Jet aircraft only) - ICAO
AD 2.EGPH-6-1
STANDARD DEPARTURE CHART - INSTRUMENT (SID) TALLA - ICAO
AD 2.EGPH-6-2
STANDARD DEPARTURE CHART - INSTRUMENT (SID) GRICE - ICAO
AD 2.EGPH-6-3

RNAV5 (DME/DME or GNSS) STANDARD ARRIVAL CHART - INSTRUMENT (STAR) PTH 1G - ICAO
AD 2.EGPH-7-1
RNAV5 (DME/DME or GNSS) STANDARD ARRIVAL CHART - INSTRUMENT (STAR) INPIP 1E - ICAO
AD 2.EGPH-7-2
RNAV5 (DME/DME or GNSS) STANDARD ARRIVAL CHART - INSTRUMENT (STAR) AGPED 1E - ICAO
AD 2.EGPH-7-3
RNAV5 (DME/DME or GNSS) STANDARD ARRIVAL CHART - INSTRUMENT (STAR) GIRVA 1E - ICAO
AD 2.EGPH-7-4
RNAV5 (DME/DME or GNSS) STANDARD ARRIVAL CHART - INSTRUMENT (STAR) TUNSO 1E - ICAO
AD 2.EGPH-7-5
STANDARD INSTRUMENT ARRIVAL CODING TABLES PTH 1G INPIP 1E AGPED 1E GIRVA 1E TUNSO 1E
AD 2.EGPH-7-6
RNAV HOLD CODING TABLE STIRA TARTN
AD 2.EGPH-7-7
INSTRUMENT APPROACH CHART ILS/DME/NDB(L) RWY 06 - ICAO
AD 2.EGPH-8-1
INSTRUMENT APPROACH CHART LOC/DME/NDB(L) RWY 06 - ICAO
AD 2.EGPH-8-2
INSTRUMENT APPROACH CHART NDB/DME RWY 06 - ICAO
AD 2.EGPH-8-3
INSTRUMENT APPROACH CHART ILS/DME/NDB(L) RWY 24 - ICAO
AD 2.EGPH-8-4
INSTRUMENT APPROACH CHART LOC/DME/NDB(L) RWY 24 - ICAO
AD 2.EGPH-8-5
INSTRUMENT APPROACH CHART NDB(L)/DME RWY 24 - ICAO
AD 2.EGPH-8-6

## EGPH AD 2.25 VISUAL SEGMENT SURFACE (VSS) PENETRATION

Not applicable

# AERODROME CHART - ICAO

**ARP 555700N 0032221W**

**AD ELEV 112FT**

# EDINBURGH
## EGPH

| RUNWAY/TAXIWAY/APRON PHYSICAL CHARACTERISTICS | | | |
|---|---|---|---|
| **APRON / RWY / TWY** | **SURFACE** | **BEARING STRENGTH** | **ELEVATION** |
| RWY 06/24 | Grooved Asphalt | 68/R/B/W/T | - |
| Main Apron | Concrete | 72/R/C/W/T | 97 ft amsl |
| North Apron | Block Paving | 31/F/C/X/T | 103 ft amsl |
| East Apron | Concrete | 79/R/D/W/T | - |
| Southeast Apron | Concrete | 72/R/C/W/T | - |
| Turnhouse Apron | Concrete | 90/R/D/W/T | - |
| GA Apron | Concrete | 90/R/D/W/T | - |
| TWY A (A1 to A8 & A16 to D1) | Concrete | 120/R/C/W/T | - |
| TWY A (A8 to A16) | Asphalt | 70/F/A/W/T | - |
| TWY E, F | Concrete | 72/R/C/W/T | - |
| TWY G, H | Concrete | 90/R/D/W/T | - |
| TWY L | Concrete | 131/R/D/W/T | - |
| TWY M (M1 to M2 and M2 to M3) | Asphalt | 58/F/B/X/T | - |
| TWY M (M3 to Twy S), TWY Q | Asphalt | 31/F/C/X/T | - |
| TWY P | Asphalt | 82/R/D/W/T | - |
| TWY S | Concrete | 79/R/D/W/T | - |

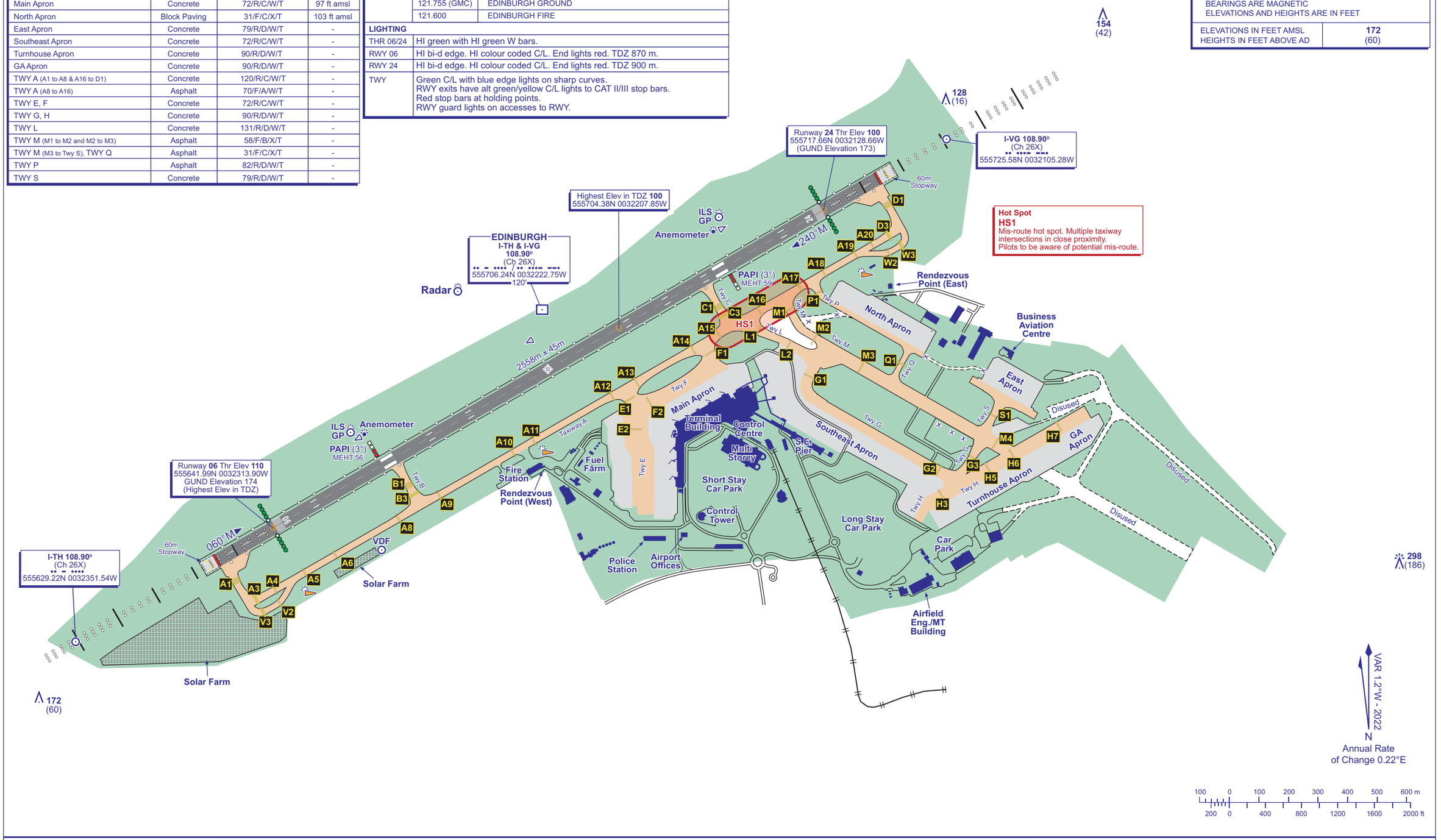
| COM | | |
|---|---|---|
| ATIS | 131.355 | EDINBURGH TERMINAL INFO |
| TWR | 118.705 | EDINBURGH TOWER |
| | 121.755 (GMC) | EDINBURGH GROUND |
| | 121.600 | EDINBURGH FIRE |

| LIGHTING | |
|---|---|
| THR 06/24 | HI green with HI green W bars. |
| RWY 06 | HI bi-d edge. HI colour coded C/L. End lights red. TDZ 870 m. |
| RWY 24 | HI bi-d edge. HI colour coded C/L. End lights red. TDZ 900 m. |
| TWY | Green C/L with blue edge lights on sharp curves.<br>RWY exits have alt green/yellow C/L lights to CAT II/III stop bars.<br>Red stop bars at holding points.<br>RWY guard lights on accesses to RWY. |

**GUND** (Geoid Undulation) = The height of the Geoid (MSL) above the Reference Elipsoid (WGS 84) at the stated position.

BEARINGS ARE MAGNETIC
ELEVATIONS AND HEIGHTS ARE IN FEET

| | |
|---|---|
| ELEVATIONS IN FEET AMSL | **172** |
| HEIGHTS IN FEET ABOVE AD | (60) |




**CHANGE (8/25):** AD ELEV REVISED. RWY 24 HIGHEST ELEV IN TDZ REVISED. SOLAR FARMS. OBSTACLES REVISED.

AERO INFO DATE 21 MAY 25

# AIRCRAFT GROUND MOVEMENT/PARKING/DOCKING CHART - ICAO

**ARP 555700N 0032221W**

**AD ELEV 112FT**

# EDINBURGH
## EGPH

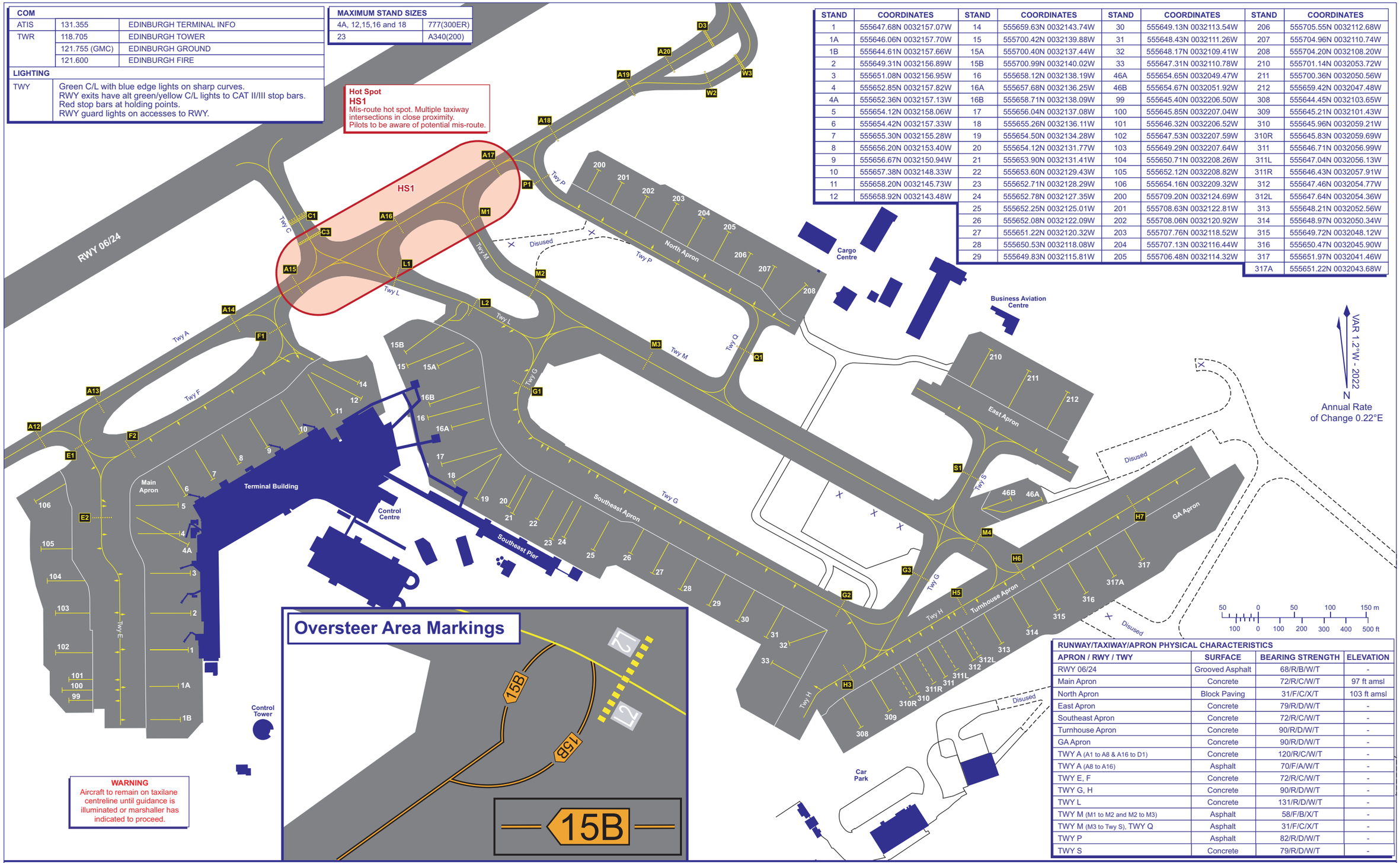
| COM | | |
|---|---|---|
| ATIS | 131.355 | EDINBURGH TERMINAL INFO |
| TWR | 118.705 | EDINBURGH TOWER |
| | 121.755 (GMC) | EDINBURGH GROUND |
| | 121.600 | EDINBURGH FIRE |

| LIGHTING | |
|---|---|
| TWY | Green C/L with blue edge lights on sharp curves.<br>RWY exits have alt green/yellow C/L lights to CAT II/III stop bars.<br>Red stop bars at holding points.<br>RWY guard lights on accesses to RWY. |

| MAXIMUM STAND SIZES | |
|---|---|
| 4A, 12,15,16 and 18 | 777(300ER) |
| 23 | A340(200) |

**Hot Spot**
**HS1**
Mis-route hot spot. Multiple taxiway intersections in close proximity.
Pilots to be aware of potential mis-route.

| STAND | COORDINATES | STAND | COORDINATES | STAND | COORDINATES | STAND | COORDINATES |
|---|---|---|---|---|---|---|---|
| 1 | 555647.68N 0032157.07W | 14 | 555659.63N 0032143.74W | 30 | 555649.13N 0032113.54W | 206 | 555705.55N 0032112.68W |
| 1A | 555646.06N 0032157.70W | 15 | 555700.42N 0032139.88W | 31 | 555648.43N 0032111.26W | 207 | 555704.96N 0032110.74W |
| 1B | 555644.61N 0032157.66W | 15A | 555700.40N 0032137.44W | 32 | 555648.17N 0032109.41W | 208 | 555704.20N 0032108.20W |
| 2 | 555649.31N 0032156.89W | 15B | 555700.99N 0032140.02W | 33 | 555647.31N 0032110.78W | 210 | 555701.14N 0032053.72W |
| 3 | 555651.08N 0032156.95W | 16 | 555658.12N 0032138.19W | 46A | 555654.65N 0032049.47W | 211 | 555700.36N 0032050.56W |
| 4 | 555652.85N 0032157.82W | 16A | 555657.68N 0032136.25W | 46B | 555654.67N 0032051.92W | 212 | 555659.42N 0032047.48W |
| 4A | 555652.36N 0032157.13W | 16B | 555658.71N 0032138.09W | 99 | 555645.40N 0032206.50W | 308 | 555644.45N 0032103.65W |
| 5 | 555654.12N 0032158.06W | 17 | 555656.04N 0032137.08W | 100 | 555645.85N 0032207.04W | 309 | 555645.21N 0032101.43W |
| 6 | 555654.42N 0032157.33W | 18 | 555655.26N 0032136.11W | 101 | 555646.32N 0032206.52W | 310 | 555645.96N 0032059.21W |
| 7 | 555655.30N 0032155.28W | 19 | 555654.50N 0032134.28W | 102 | 555647.53N 0032207.59W | 310R | 555645.83N 0032059.69W |
| 8 | 555656.20N 0032153.40W | 20 | 555654.12N 0032131.77W | 103 | 555649.29N 0032207.64W | 311 | 555646.71N 0032056.99W |
| 9 | 555656.67N 0032150.94W | 21 | 555653.90N 0032131.41W | 104 | 555650.71N 0032208.26W | 311L | 555647.04N 0032056.13W |
| 10 | 555657.38N 0032148.33W | 22 | 555653.60N 0032129.43W | 105 | 555652.12N 0032208.82W | 311R | 555646.43N 0032057.91W |
| 11 | 555658.20N 0032145.73W | 23 | 555652.71N 0032128.29W | 106 | 555654.16N 0032209.32W | 312 | 555647.46N 0032054.77W |
| 12 | 555658.92N 0032143.48W | 24 | 555652.78N 0032127.35W | 200 | 555709.20N 0032124.69W | 312L | 555647.64N 0032054.36W |
| | | 25 | 555652.25N 0032125.01W | 201 | 555708.63N 0032122.81W | 313 | 555648.21N 0032052.56W |
| | | 26 | 555652.08N 0032122.09W | 202 | 555708.06N 0032120.92W | 314 | 555648.97N 0032050.34W |
| | | 27 | 555651.22N 0032120.32W | 203 | 555707.76N 0032118.52W | 315 | 555649.72N 0032048.12W |
| | | 28 | 555650.53N 0032118.08W | 204 | 555707.13N 0032116.44W | 316 | 555650.47N 0032045.90W |
| | | 29 | 555649.83N 0032115.81W | 205 | 555706.48N 0032114.32W | 317 | 555651.97N 0032041.46W |
| | | | | | | 317A | 555651.22N 0032043.68W |




**WARNING**
Aircraft to remain on taxilane centreline until guidance is illuminated or marshaller has indicated to proceed.




| RUNWAY/TAXIWAY/APRON PHYSICAL CHARACTERISTICS | | | |
|---|---|---|---|
| APRON / RWY / TWY | SURFACE | BEARING STRENGTH | ELEVATION |
| RWY 06/24 | Grooved Asphalt | 68/R/B/W/T | - |
| Main Apron | Concrete | 72/R/C/W/T | 97 ft amsl |
| North Apron | Block Paving | 31/F/C/X/T | 103 ft amsl |
| East Apron | Concrete | 79/R/D/W/T | - |
| Southeast Apron | Concrete | 72/R/C/W/T | - |
| Turnhouse Apron | Concrete | 90/R/D/W/T | - |
| GA Apron | Concrete | 90/R/D/W/T | - |
| TWY A (A1 to A8 & A16 to D1) | Concrete | 120/R/C/W/T | - |
| TWY A (A8 to A16) | Asphalt | 70/F/A/W/T | - |
| TWY E, F | Concrete | 72/R/C/W/T | - |
| TWY G, H | Concrete | 90/R/D/W/T | - |
| TWY L | Concrete | 131/R/D/W/T | - |
| TWY M (M1 to M2 and M2 to M3) | Asphalt | 58/F/B/X/T | - |
| TWY M (M3 to Twy S), TWY Q | Asphalt | 31/F/C/X/T | - |
| TWY P | Asphalt | 82/R/D/W/T | - |
| TWY S | Concrete | 79/R/D/W/T | - |

**CHANGE (9/25):** STAND 34 REMOVED.

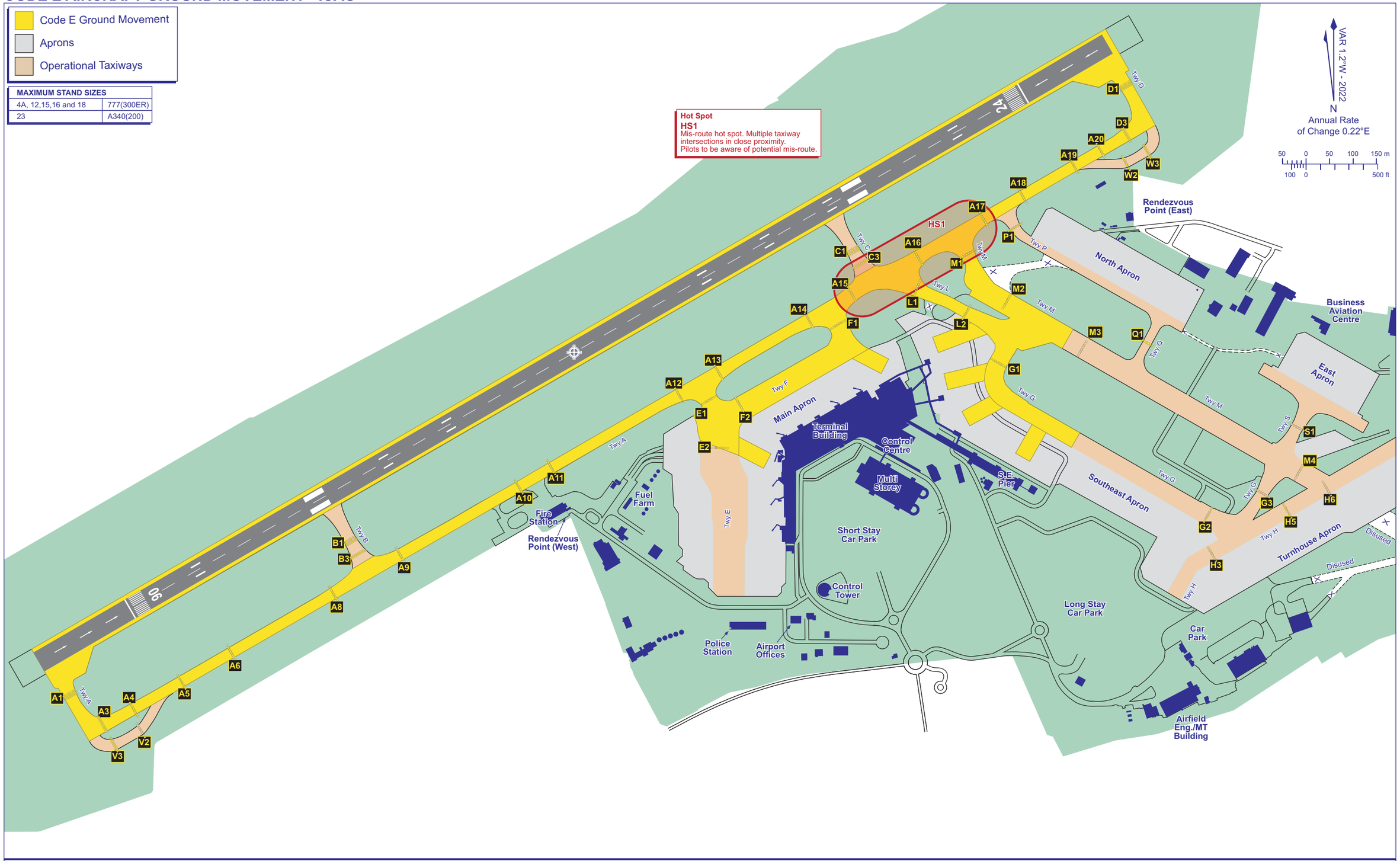
AERO INFO DATE 05 JUN 25

# AERODROME CHART
# CODE E AIRCRAFT GROUND MOVEMENT - ICAO

ARP 555700N 0032221W

AD ELEV 112FT

**EDINBURGH**
**EGPH**




**CHANGE (8/25):** AD ELEV REVISED.

AERO INFO DATE 15 MAY 25

AD 2-EGPH-2-3

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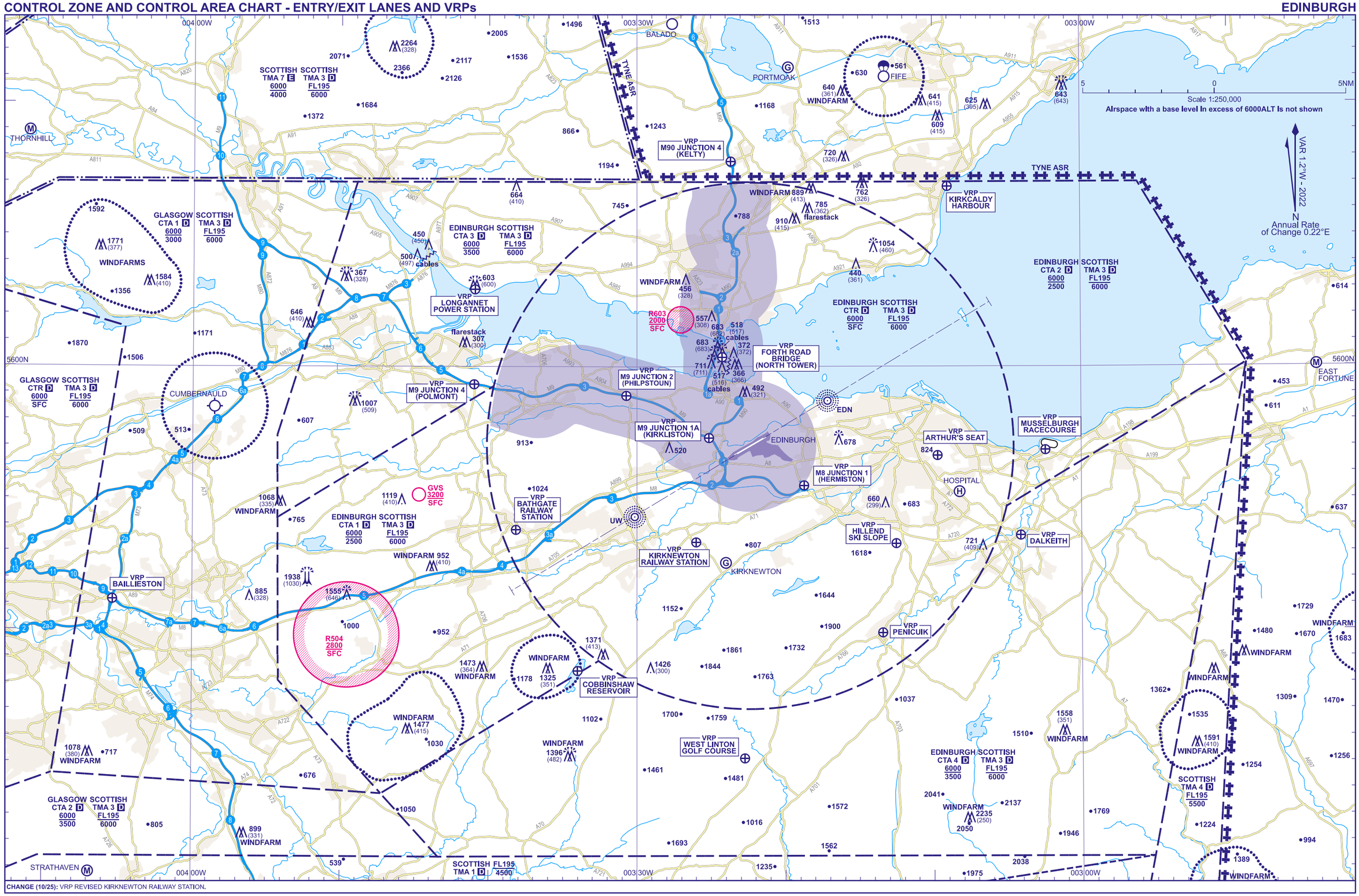
## CONTROL ZONE AND CONTROL AREA CHART - ENTRY/EXIT LANES AND VRPs

## EDINBURGH




**CHANGE (10/25):** VRP REVISED KIRKNEWTON RAILWAY STATION.

AERO INFO DATE 14 JUL 25

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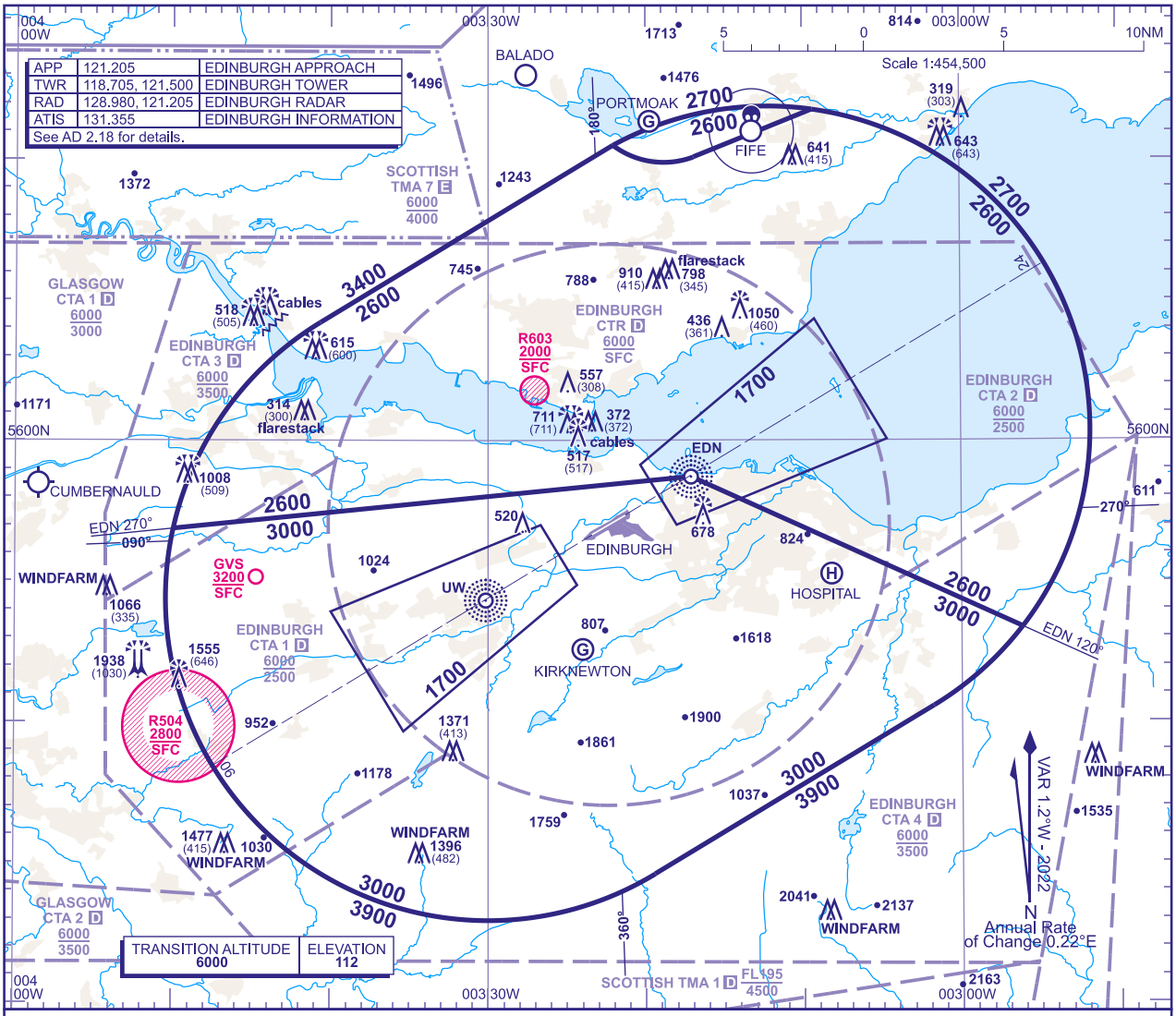
# ATC SURVEILLANCE MINIMUM ALTITUDE CHART - ICAO

BEARINGS, TRACKS AND RADIALS ARE MAGNETIC
ELEVATIONS IN FEET AMSL 1938
HEIGHTS IN FEET AGL (1030)

## EDINBURGH




**MINIMUM INITIAL ALTITUDE**

Within the ATC Surveillance Minimum Altitude area the minimum initial altitude to be allocated by the approach surveillance controller is:

a) **2600** in the sector defined by the lateral limits: 560412N 0034039W - 561030N 0032203W thence anti-clockwise by an arc of a circle radius 3NM centred on 561253N 0031848W to 561005N 0031656W - 561146N 0030923W thence clockwise by an arc of a circle radius 11.5NM centred on 560024N 0031217W to 555321N 0025608W - 555843N 0031708W - 555652N 0034958W thence clockwise by an arc of a circle radius 11.5NM centred on 555424N 0033000W to 560412N 0034039W.

b) **2600** in the sector defined by the lateral limits: 561030N 0032203W thence clockwise by an arc of a circle radius 11.5NM centred on 560024N 0031217W to 561146N 0030923W - 561005N 0031656W thence clockwise by an arc of a circle radius 3NM centred on 561253N 0031848W to 561030N 0032203W.

c) **3000** in the sector defined by the lateral limits: 555652N 0034958W - 555843N 0031708W - 555321N 0025608W thence clockwise by an arc of a circle radius 11.5NM centred on 560024N 0031217W to 555033N 0030147W - 554435N 0031927W thence clockwise by an arc of a circle radius 11.5NM centred on 555424N 0033000W to 555652N 0034958W.

**OUTSIDE THE DESIGNATED ATC SURVEILLANCE MINIMUM ALTITUDE AREA**

The minimum altitude to be allocated by the approach surveillance controller will be either the Minimum Sector Altitude, or **1000** above any fixed obstacles:

a) within 5NM of the aircraft*, and
b) within the sector 15NM ahead of and within 20° either side of the aircraft's track*.
*When the aircraft is within 15NM of the radar antennae, the 5NM in a) and the 15NM in b) may be reduced to 3NM and 10NM respectively.

**LOSS OF COMMUNICATION PROCEDURES**

**Initial Approach**

Continue visually or by means of an appropriate approved final approach aid. If not possible proceed at **3000**, or last assigned level if higher to **NDB(L) EDN**†, except for RWY 06, in which case proceed to **NDB(L) UW**.

**Intermediate and Final Approach**

Continue visually or by means of an appropriate final approach aid. If not possible follow the Missed Approach Procedure to **NDB(L) EDN**†, except for RWY 06, in which case proceed to **NDB(L) UW**.

† In all cases where the aircraft returns to the holding facility the procedure to be adopted is the Radio Failure Procedure detailed at ENR 1.1.3.4 or the procedure for Scottish TMA & Edinburgh CTR detailed at (EGPH AD 2.22).

**GENERAL INFORMATION**

1. Levels shown are based on QNH.
2. Only significant obstacles and dominant spot heights are shown.
3. The minimum levels shown within the ATC Surveillance Minimum Altitude Area are in conformance with the Standard European Rules of the Air - SERA.5015.
4. Minimum Sector Altitudes are based on obstacles and spot heights within 25NM of the Aerodrome Reference Point.
5. Controlled airspace with a base in excess of **5000** or FL55, as appropriate, is not shown.
6. **This chart should only be used for the cross-checking of assigned altitudes whilst in receipt of an ATC Surveillance service.**
7. **When vectoring an aircraft within the Final Approach Vectoring Area descent clearance below the SMAA to the FAVA altitude may only be issued if the aircraft is either established on the final approach track or on an intercept of 40° or less, and in the case of instrument approaches other than SRA is cleared to intercept the final approach track.**
8. Detailed description of FIR, UIR, CTA and TMA see ENR 2.1.
9. Detailed description of ATS airspace organized at the aerodrome see AD 2.17.

**CHANGE (8/25):** AD ELEVATION REVISED. AREAS A, B MINIMUM INITIAL ALTITUDES REVISED.

AERO INFO DATE 19 MAY 25

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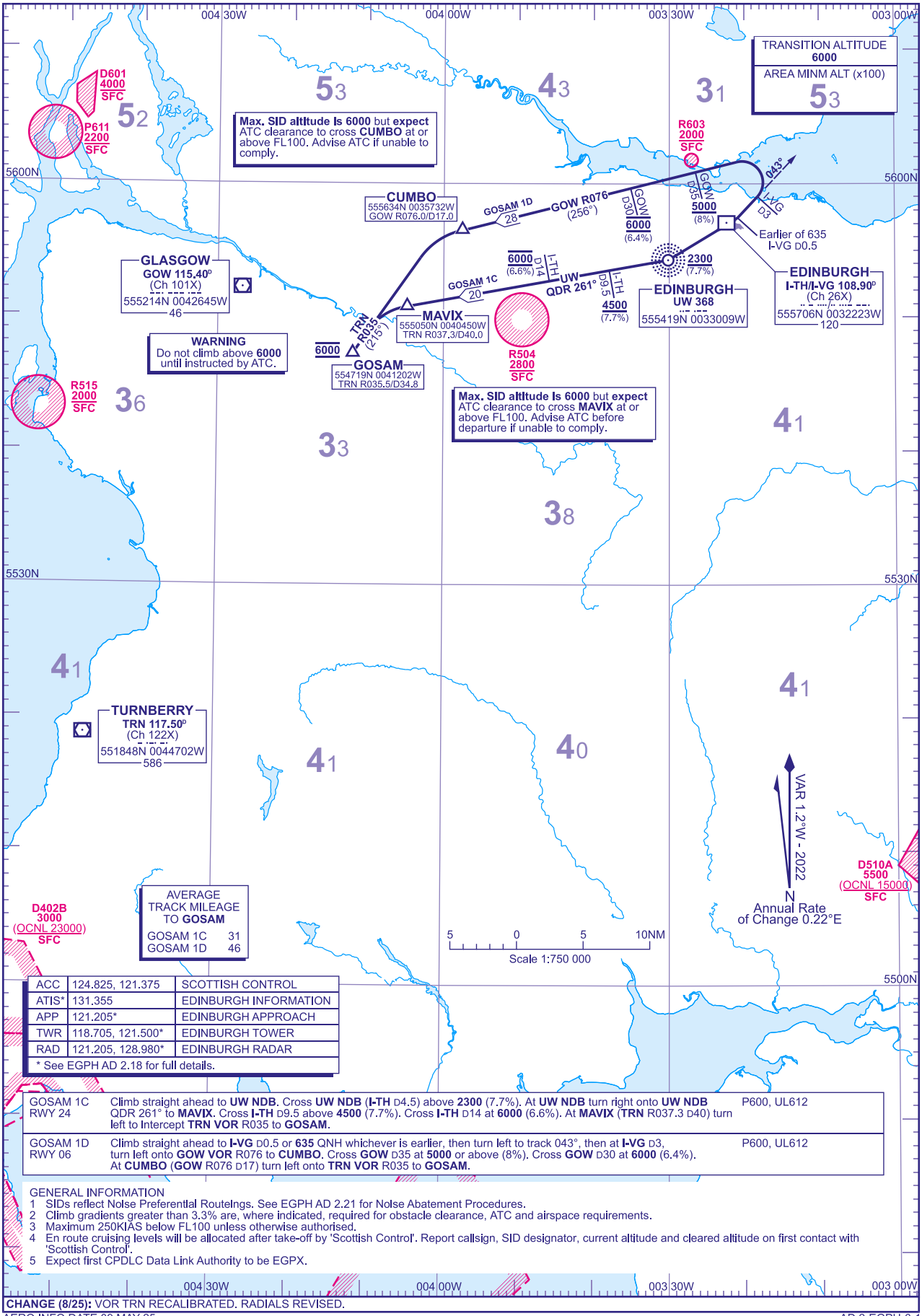
# STANDARD DEPARTURE CHART - INSTRUMENT (SID) - ICAO

DISTANCES IN NAUTICAL MILES
BEARINGS, TRACKS AND RADIALS ARE MAGNETIC
ALTITUDES AND ELEVATIONS IN FEET

# EDINBURGH
## GOSAM (Jet aircraft only)




| | | |
|---|---|---|
| ACC | 124.825, 121.375 | SCOTTISH CONTROL |
| ATIS* | 131.355 | EDINBURGH INFORMATION |
| APP | 121.205* | EDINBURGH APPROACH |
| TWR | 118.705, 121.500* | EDINBURGH TOWER |
| RAD | 121.205, 128.980* | EDINBURGH RADAR |

* See EGPH AD 2.18 for full details.

| | | |
|---|---|---|
| GOSAM 1C RWY 24 | Climb straight ahead to **UW NDB**. Cross **UW NDB** (**I-TH** D4.5) above **2300** (7.7%). At **UW NDB** turn right onto **UW NDB** QDR 261° to **MAVIX**. Cross **I-TH** D9.5 above **4500** (7.7%). Cross **I-TH** D14 at **6000** (6.6%). At **MAVIX** (**TRN** R037.3 D40) turn left to Intercept **TRN VOR** R035 to **GOSAM**. | P600, UL612 |
| GOSAM 1D RWY 06 | Climb straight ahead to **I-VG** D0.5 or **635** QNH whichever is earlier, then turn left to track 043°, then at **I-VG** D3, turn left onto **GOW VOR** R076 to **CUMBO**. Cross **GOW** D35 at **5000** or above (8%). Cross **GOW** D30 at **6000** (6.4%). At **CUMBO** (**GOW** R076 D17) turn left onto **TRN VOR** R035 to **GOSAM**. | P600, UL612 |

GENERAL INFORMATION
1 SIDs reflect Noise Preferential Routeings. See EGPH AD 2.21 for Noise Abatement Procedures.
2 Climb gradients greater than 3.3% are, where indicated, required for obstacle clearance, ATC and airspace requirements.
3 Maximum 250KIAS below FL100 unless otherwise authorised.
4 En route cruising levels will be allocated after take-off by 'Scottish Control'. Report callsign, SID designator, current altitude and cleared altitude on first contact with 'Scottish Control'.
5 Expect first CPDLC Data Link Authority to be EGPX.

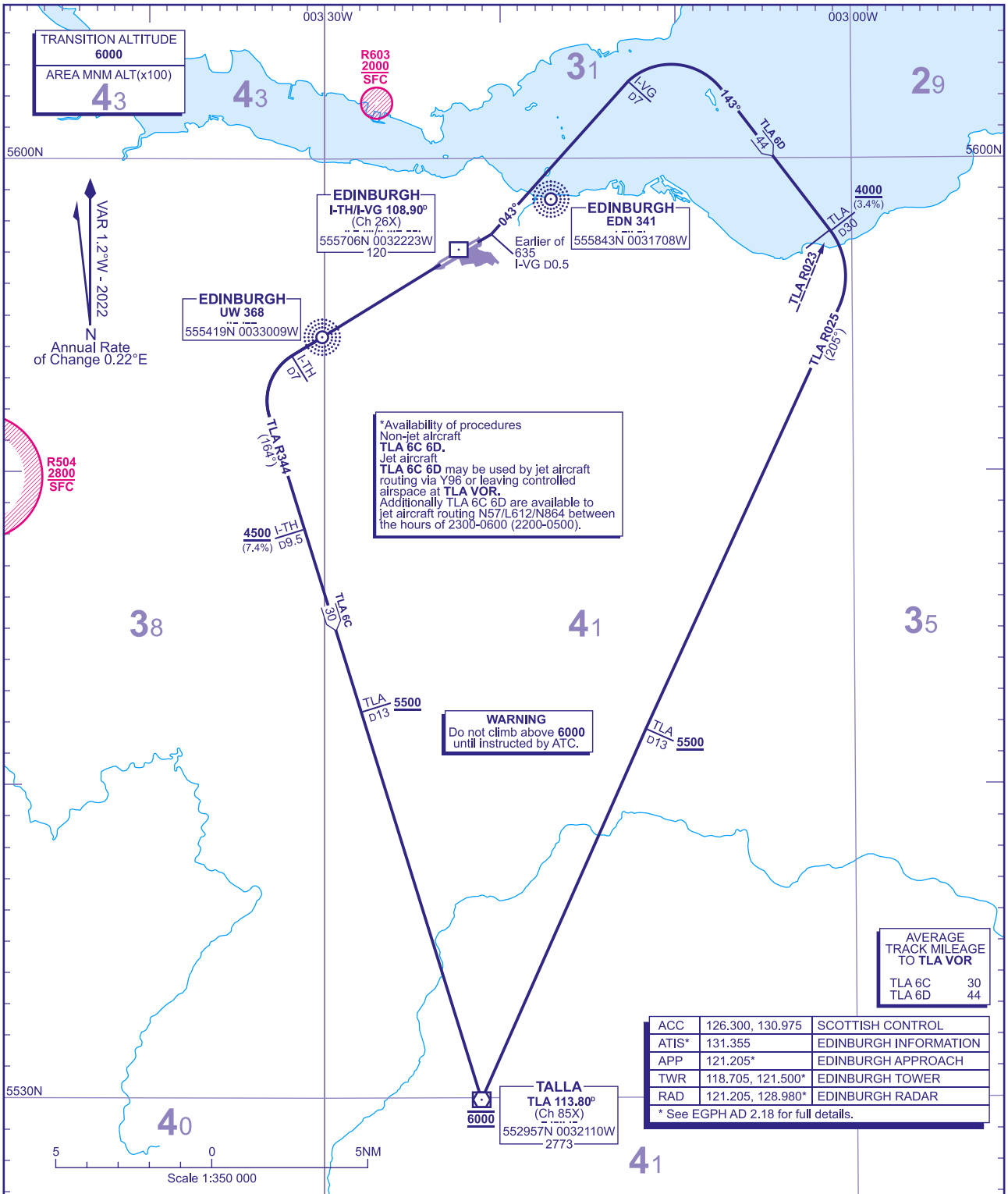
**CHANGE (8/25):** VOR TRN RECALIBRATED. RADIALS REVISED.

AERO INFO DATE 09 MAY 25

# STANDARD DEPARTURE CHART - INSTRUMENT (SID) - ICAO

DISTANCES IN NAUTICAL MILES
BEARINGS, TRACKS AND RADIALS ARE MAGNETIC
ALTITUDES AND ELEVATIONS IN FEET

# EDINBURGH
# TALLA




AVERAGE TRACK MILEAGE TO TLA VOR

| | |
|---|---|
| TLA 6C | 30 |
| TLA 6D | 44 |

| | | |
|---|---|---|
| ACC | 126.300, 130.975 | SCOTTISH CONTROL |
| ATIS* | 131.355 | EDINBURGH INFORMATION |
| APP | 121.205* | EDINBURGH APPROACH |
| TWR | 118.705, 121.500* | EDINBURGH TOWER |
| RAD | 121.205, 128.980* | EDINBURGH RADAR |

* See EGPH AD 2.18 for full details.

| | |
|---|---|
| TLA 6C*<br>RWY 24<br>Non-Jet A/C | Climb straight ahead over **UW NDB**. At **I-TH** D7 turn left onto **TLA VOR** R344 TO **TLA VOR**. Cross **I-TH** D9.5 at or above **4500** (7.4%), then resume normal climb (3.3%). Cross **TLA** D13 above **5500**. Cross **TLA VOR** at **6000**. |
| TLA 6D*<br>RWY 06<br>Non-Jet A/C | Climb straight ahead to **I-VG** D0.5 or **635** QNH whichever is earlier, then turn left to track 043°, then at **I-VG** D7, turn right onto track 143°. At **TLA VOR** R023 (**I-VG**/**I-TH** D12) turn right to intercept **TLA VOR** R025 to **TLA VOR**. Cross **TLA VOR** D30 at or above **4000** (3.4%), then resume normal climb (3.3%). Cross **TLA** D13 above **5500**. Cross **TLA VOR** at **6000**. |

*TLA 6C 6D. Jet aircraft. TLA 6C 6D may be used by jet aircraft routing via Y96 or leaving controlled airspace at **TLA VOR**. Additionally TLA 6C 6D are available to jet aircraft routing N57/L612/N864 between the hours of 2300-0600 (2200-0500).

GENERAL INFORMATION
1 SIDs reflect Noise Preferential Routeings. See EGPH AD 2.21 for Noise Abatement Procedures.
2 Climb gradients greater than 3.3% are, where indicated, required for obstacle clearance, ATC and airspace requirements.
3 Maximum 250KIAS below FL100 unless otherwise authorised.
4 En route cruising levels will be allocated after take-off by 'Scottish Control'. Report callsign, SID designator, current altitude and cleared altitude on first contact with 'Scottish Control'.

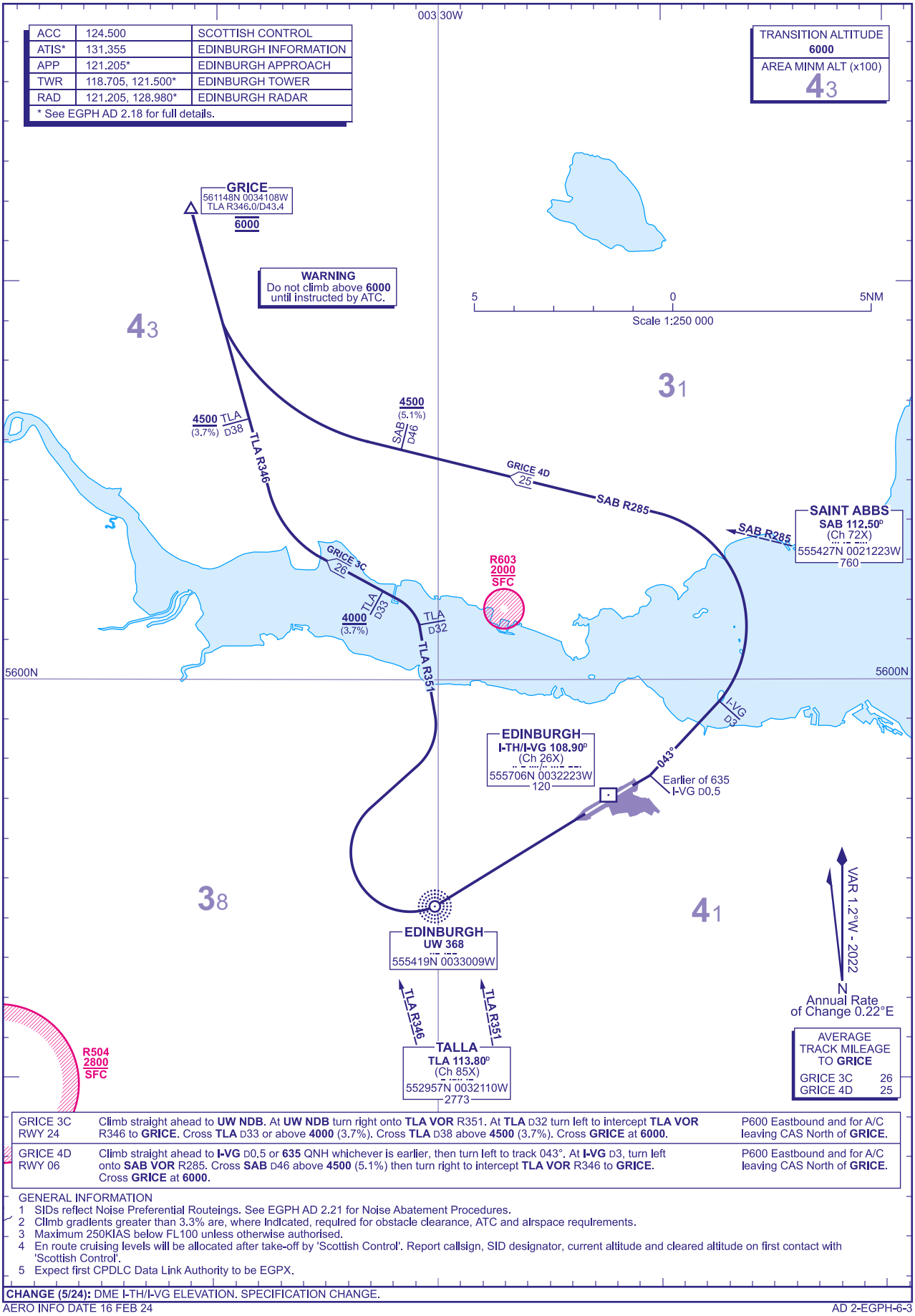
**CHANGE (7/25):** ACC FREQUENCY ADDED.

AERO INFO DATE 08 APR 25

# STANDARD DEPARTURE CHART - INSTRUMENT (SID) - ICAO

DISTANCES IN NAUTICAL MILES
BEARINGS, TRACKS AND RADIALS ARE MAGNETIC
ALTITUDES AND ELEVATIONS IN FEET

# EDINBURGH
# GRICE




| | | |
|---|---|---|
| GRICE 3C RWY 24 | Climb straight ahead to **UW NDB**. At **UW NDB** turn right onto **TLA VOR** R351. At **TLA** D32 turn left to intercept **TLA VOR** R346 to **GRICE**. Cross **TLA** D33 or above **4000** (3.7%). Cross **TLA** D38 above **4500** (3.7%). Cross **GRICE** at **6000**. | P600 Eastbound and for A/C leaving CAS North of **GRICE**. |
| GRICE 4D RWY 06 | Climb straight ahead to **I-VG** D0.5 or **635** QNH whichever is earlier, then turn left to track 043°. At **I-VG** D3, turn left onto **SAB VOR** R285. Cross **SAB** D46 above **4500** (5.1%) then turn right to intercept **TLA VOR** R346 to **GRICE**. Cross **GRICE** at **6000**. | P600 Eastbound and for A/C leaving CAS North of **GRICE**. |

GENERAL INFORMATION
1 SIDs reflect Noise Preferential Routeings. See EGPH AD 2.21 for Noise Abatement Procedures.
2 Climb gradients greater than 3.3% are, where Indicated, required for obstacle clearance, ATC and airspace requirements.
3 Maximum 250KIAS below FL100 unless otherwise authorised.
4 En route cruising levels will be allocated after take-off by 'Scottish Control'. Report callsign, SID designator, current altitude and cleared altitude on first contact with 'Scottish Control'.
5 Expect first CPDLC Data Link Authority to be EGPX.

**CHANGE (5/24):** DME I-TH/I-VG ELEVATION. SPECIFICATION CHANGE.

AERO INFO DATE 16 FEB 24

AD 2-EGPH-6-3

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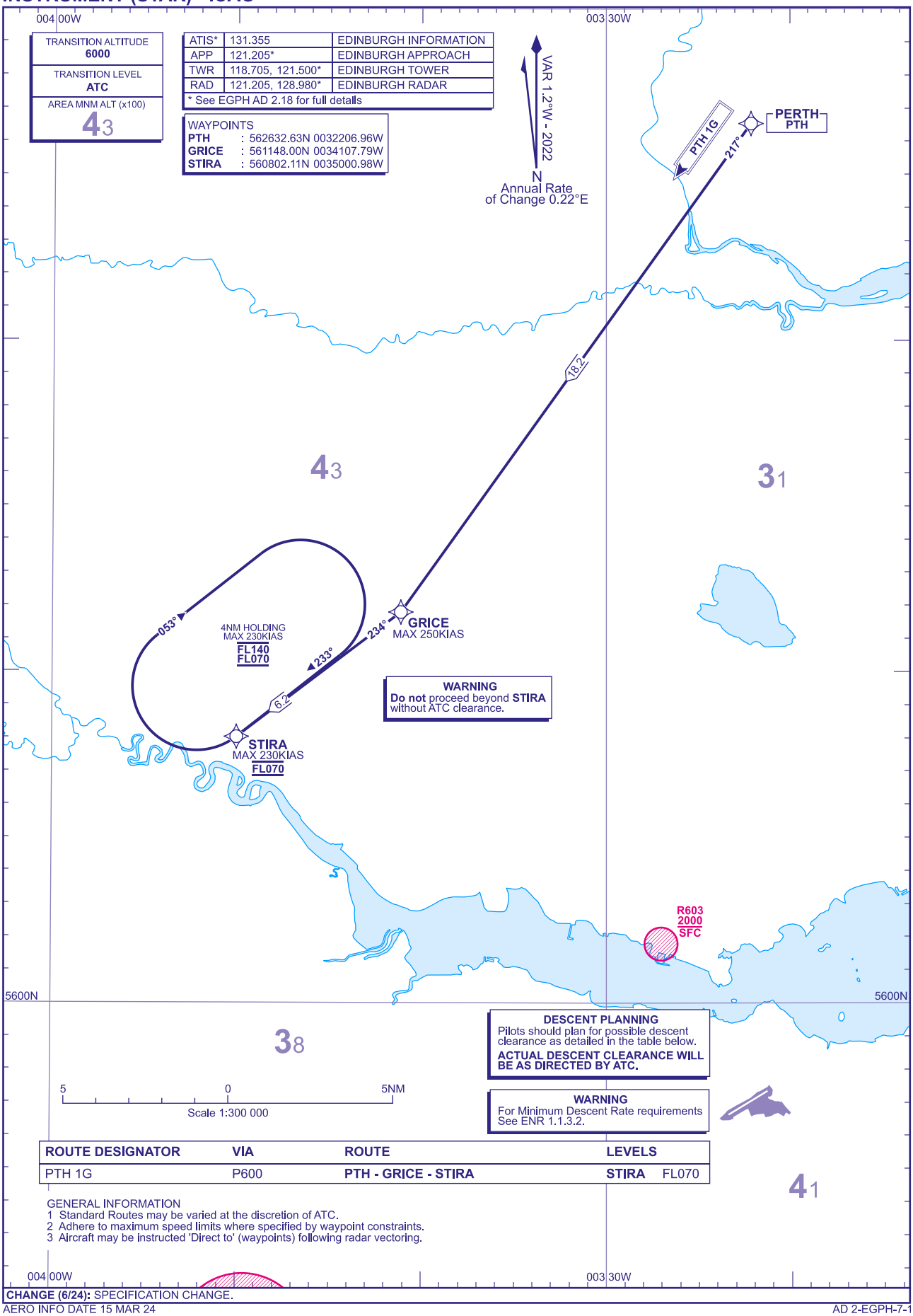
# RNAV5 (DME/DME or GNSS) STANDARD ARRIVAL CHART - INSTRUMENT (STAR) - ICAO

DISTANCES IN NAUTICAL MILES
TRACKS ARE MAGNETIC
ALTITUDES AND ELEVATIONS ARE IN FEET

# EDINBURGH PTH 1G




| ROUTE DESIGNATOR | VIA | ROUTE | LEVELS |
|---|---|---|---|
| PTH 1G | P600 | PTH - GRICE - STIRA | STIRA FL070 |

GENERAL INFORMATION
1 Standard Routes may be varied at the discretion of ATC.
2 Adhere to maximum speed limits where specified by waypoint constraints.
3 Aircraft may be instructed 'Direct to' (waypoints) following radar vectoring.

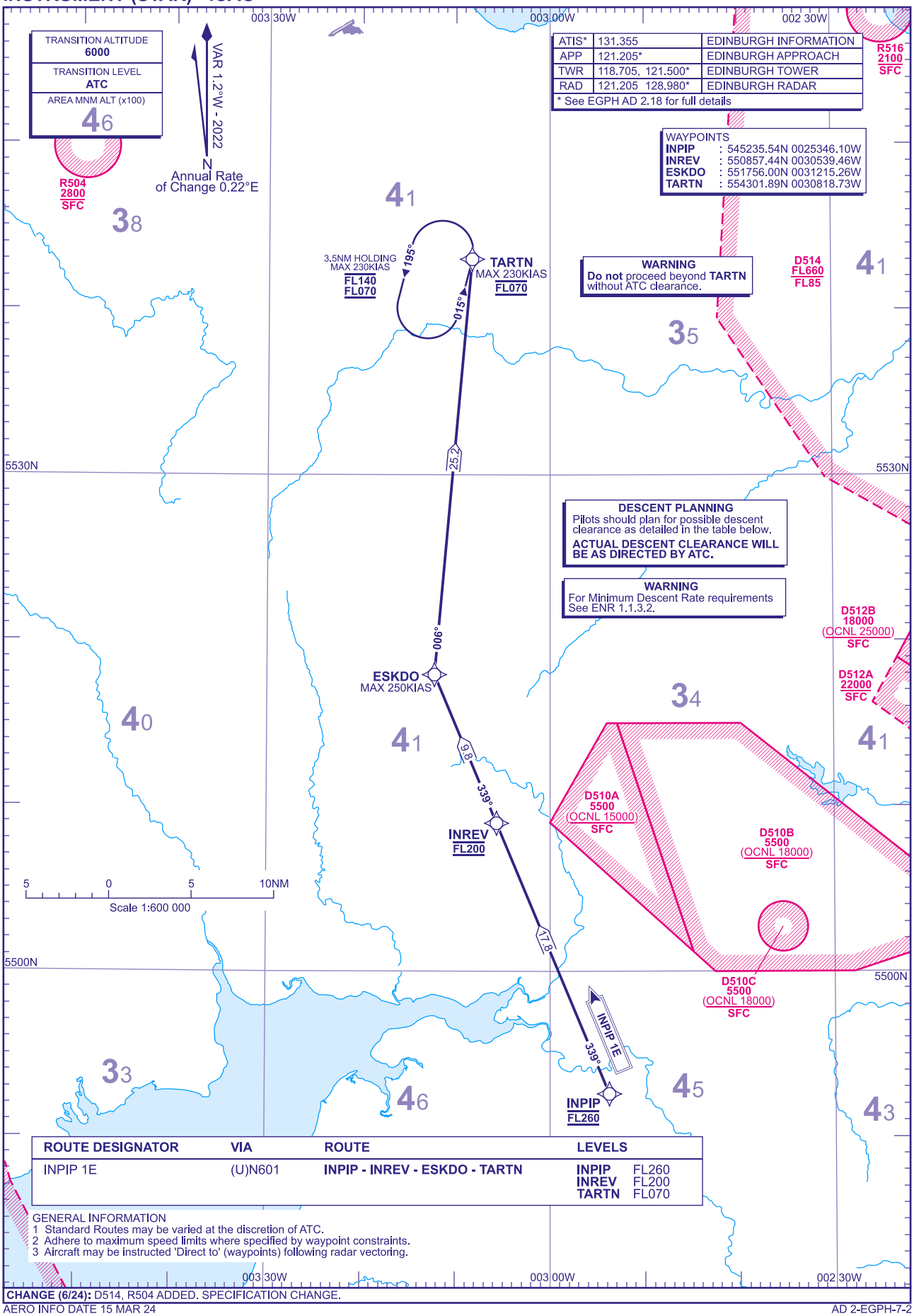
**CHANGE (6/24):** SPECIFICATION CHANGE.

AERO INFO DATE 15 MAR 24

# RNAV5 (DME/DME or GNSS) STANDARD ARRIVAL CHART - INSTRUMENT (STAR) - ICAO

DISTANCES IN NAUTICAL MILES
TRACKS ARE MAGNETIC
ALTITUDES AND ELEVATIONS ARE IN FEET

# EDINBURGH INPIP 1E




| ROUTE DESIGNATOR | VIA | ROUTE | LEVELS |
|---|---|---|---|
| INPIP 1E | (U)N601 | INPIP - INREV - ESKDO - TARTN | INPIP FL260<br>INREV FL200<br>TARTN FL070 |

GENERAL INFORMATION
1 Standard Routes may be varied at the discretion of ATC.
2 Adhere to maximum speed limits where specified by waypoint constraints.
3 Aircraft may be instructed 'Direct to' (waypoints) following radar vectoring.

**CHANGE (6/24):** D514, R504 ADDED. SPECIFICATION CHANGE.

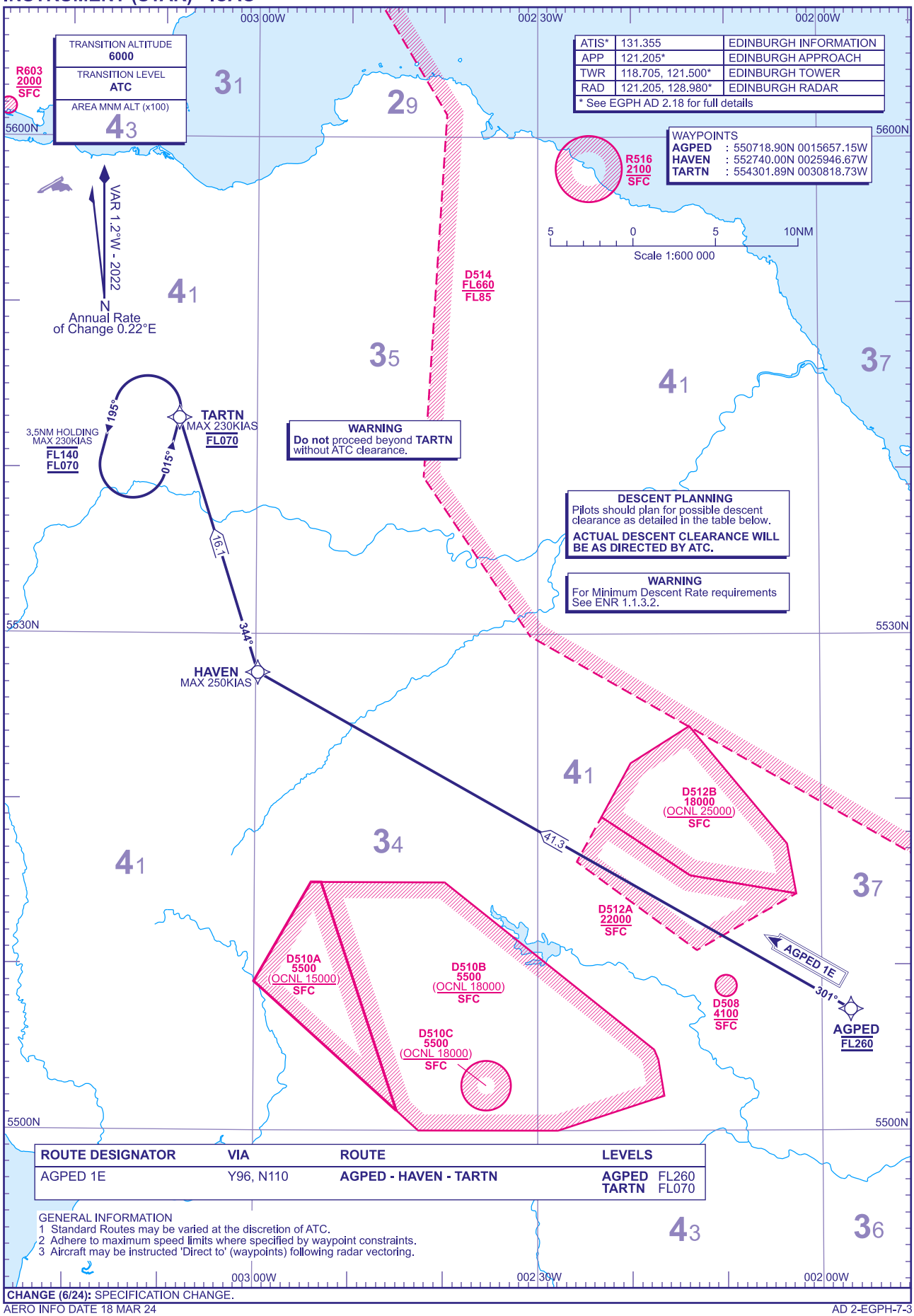
AERO INFO DATE 15 MAR 24

AD 2-EGPH-7-2

# RNAV5 (DME/DME or GNSS) STANDARD ARRIVAL CHART - INSTRUMENT (STAR) - ICAO

DISTANCES IN NAUTICAL MILES
TRACKS ARE MAGNETIC
ALTITUDES AND ELEVATIONS ARE IN FEET

# EDINBURGH AGPED 1E




| ROUTE DESIGNATOR | VIA | ROUTE | LEVELS |
|---|---|---|---|
| AGPED 1E | Y96, N110 | AGPED - HAVEN - TARTN | AGPED FL260<br>TARTN FL070 |

**CHANGE (6/24):** SPECIFICATION CHANGE.

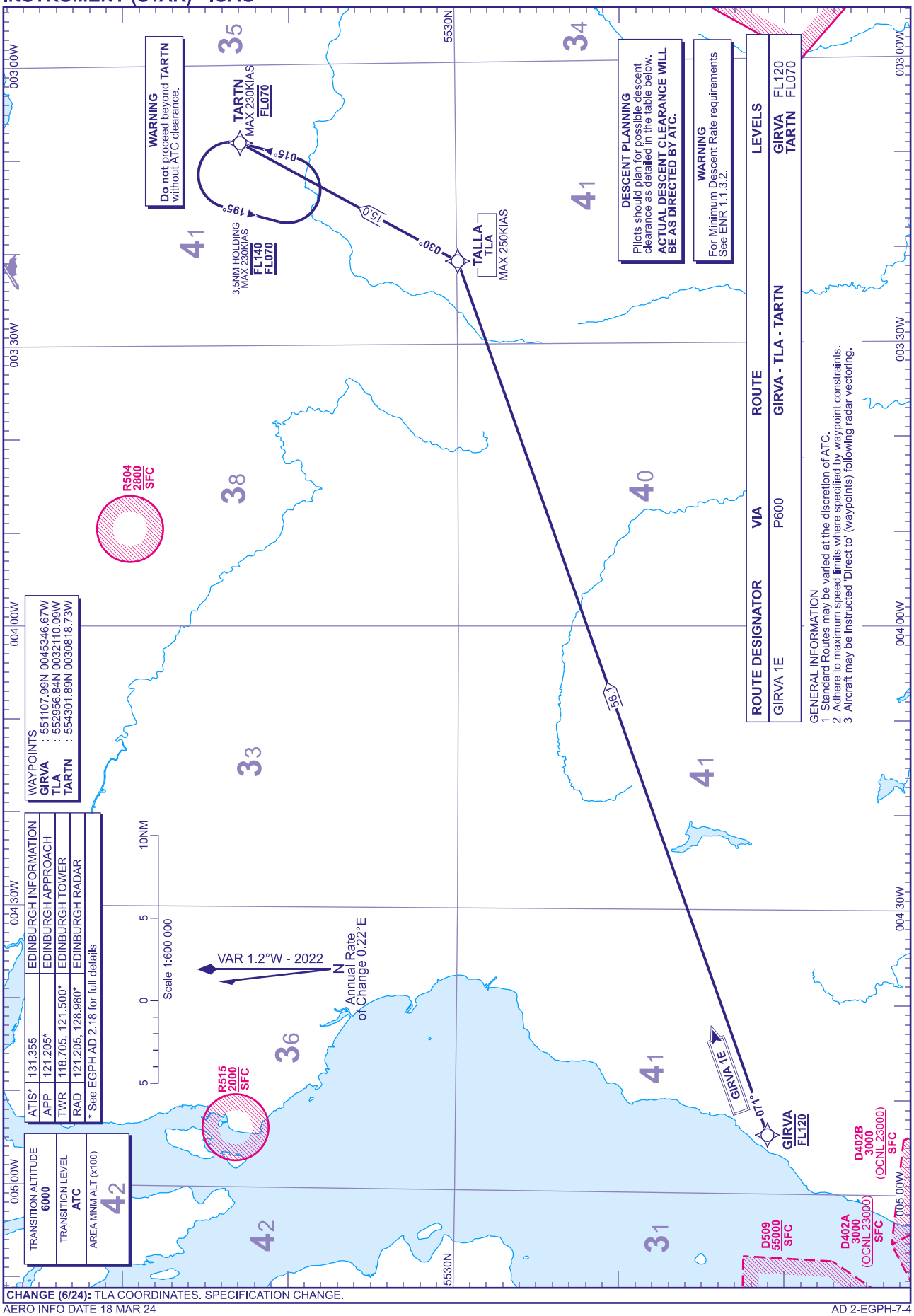
AERO INFO DATE 18 MAR 24

AD 2-EGPH-7-3

# RNAV5 (DME/DME or GNSS) STANDARD ARRIVAL CHART - INSTRUMENT (STAR) - ICAO

DISTANCES IN NAUTICAL MILES
TRACKS ARE MAGNETIC
ALTITUDES AND ELEVATIONS ARE IN FEET

# EDINBURGH GIRVA 1E




**CHANGE (6/24):** TLA COORDINATES. SPECIFICATION CHANGE.

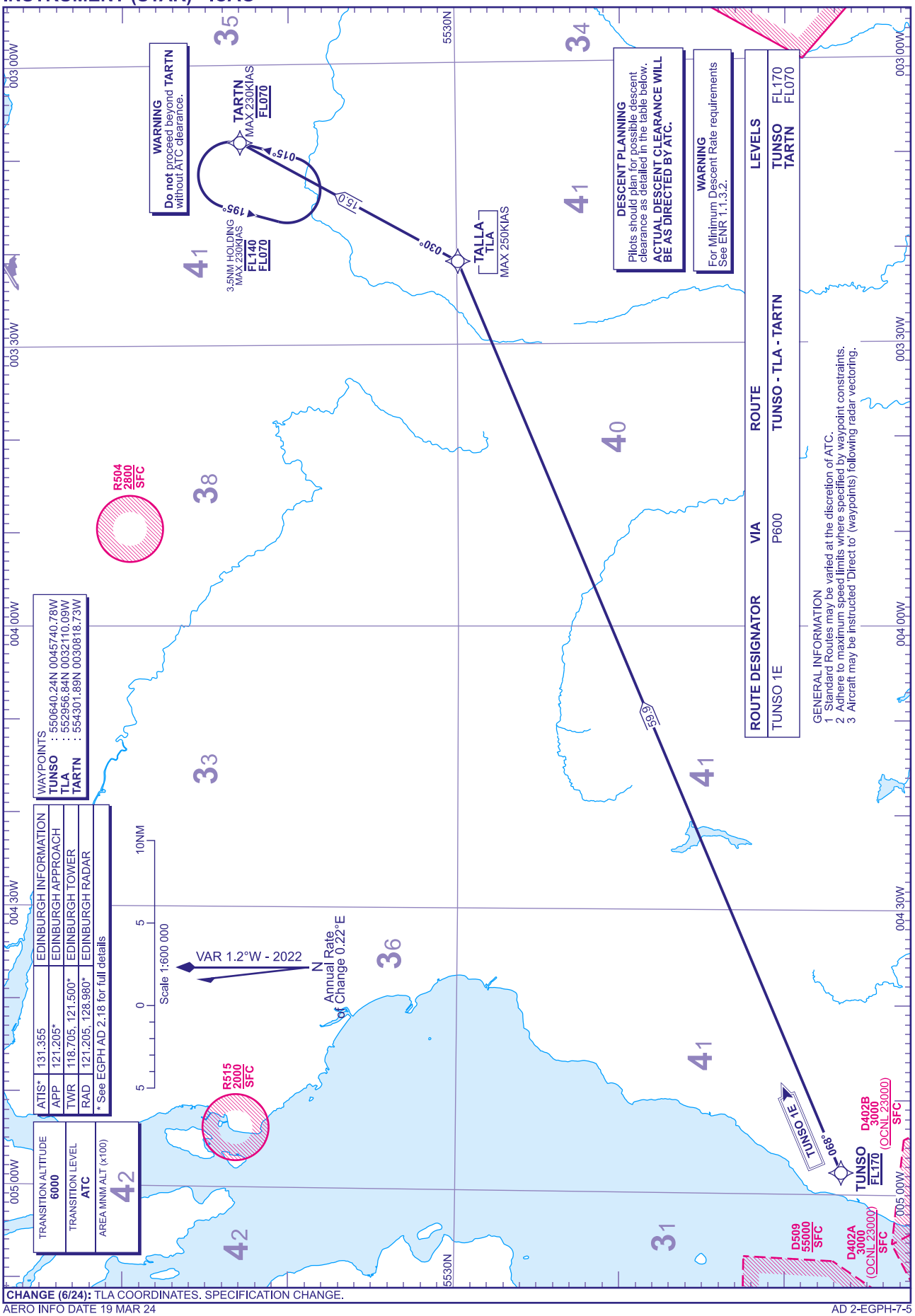
AERO INFO DATE 18 MAR 24

AD 2-EGPH-7-4

# RNAV5 (DME/DME or GNSS) STANDARD ARRIVAL CHART - INSTRUMENT (STAR) - ICAO

DISTANCES IN NAUTICAL MILES
TRACKS ARE MAGNETIC
ALTITUDES AND ELEVATIONS ARE IN FEET

# EDINBURGH TUNSO 1E




**CHANGE (6/24):** TLA COORDINATES. SPECIFICATION CHANGE.

AERO INFO DATE 19 MAR 24

AD 2-EGPH-7-5

# Standard Instrument Arrival Coding Tables

### EDINBURGH PTH 1G

| Designator | Sequence Number | Path Term-inator | Waypoint Name | Co-ordinates | Fly-over | Course/ Track °M (°T) | Magnetic Variation | Distance (NM) | Turn Direction | Level Constraint | Speed Constraint | Navigation Performance |
|---|---|---|---|---|---|---|---|---|---|---|---|---|
| PTH1G | 001 | IF | PTH | 562632.63N 0032206.96W | N | - | - | - | - | - | - | RNAV5 |
| PTH1G | 002 | TF | GRICE | 561148.00N 0034107.79W | N | 217° (215.8°) | -1.2 | 18.2 | RIGHT | - | -250 | RNAV5 |
| PTH1G | 003 | TF | STIRA | 560802.11N 0035000.98W | N | 234° (232.9°) | -1.2 | 6.2 | - | FL070 | -230 | RNAV5 |

### EDINBURGH INPIP 1E

| Designator | Sequence Number | Path Term-inator | Waypoint Name | Co-ordinates | Fly-over | Course/ Track °M (°T) | Magnetic Variation | Distance (NM) | Turn Direction | Level Constraint | Speed Constraint | Navigation Performance |
|---|---|---|---|---|---|---|---|---|---|---|---|---|
| INPIP1E | 001 | IF | INPIP | 545235.54N 0025346.10W | N | - | - | - | - | FL260 | - | RNAV5 |
| INPIP1E | 002 | TF | INREV | 550857.44N 0030539.46W | N | 339° (337.4°) | -1.2 | 17.8 | - | FL200 | - | RNAV5 |
| INPIP1E | 003 | TF | ESKDO | 551756.00N 0031215.26W | N | 339° (337.3°) | -1.2 | 9.8 | RIGHT | - | -250 | RNAV5 |
| INPIP1E | 004 | TF | TARTN | 554301.89N 0030818.73W | N | 006° (005.1°) | -1.2 | 25.2 | - | FL070 | -230 | RNAV5 |

### EDINBURGH AGPED 1E

| Designator | Sequence Number | Path Term-inator | Waypoint Name | Co-ordinates | Fly-over | Course/ Track °M (°T) | Magnetic Variation | Distance (NM) | Turn Direction | Level Constraint | Speed Constraint | Navigation Performance |
|---|---|---|---|---|---|---|---|---|---|---|---|---|
| AGPED1E | 001 | IF | AGPED | 550718.90N 0015657.15W | N | - | - | - | - | FL260 | - | RNAV5 |
| AGPED1E | 002 | TF | HAVEN | 552740.00N 0025946.67W | N | 301° (300.0°) | -1.2 | 41.3 | RIGHT | - | -250 | RNAV5 |
| AGPED1E | 003 | TF | TARTN | 554301.89N 0030818.73W | N | 344° (342.6°) | -1.2 | 16.1 | - | FL070 | -230 | RNAV5 |

### EDINBURGH GIRVA 1E

| Designator | Sequence Number | Path Term-inator | Waypoint Name | Co-ordinates | Fly-over | Course/ Track °M (°T) | Magnetic Variation | Distance (NM) | Turn Direction | Level Constraint | Speed Constraint | Navigation Performance |
|---|---|---|---|---|---|---|---|---|---|---|---|---|
| GIRVA1E | 001 | IF | GIRVA | 551107.99N 0045346.67W | N | - | - | - | - | FL120 | - | RNAV5 |
| GIRVA1E | 002 | TF | TLA | 552956.84N 0032110.09W | N | 071° (069.7°) | -1.2 | 56.1 | LEFT | - | -250 | RNAV5 |
| GIRVA1E | 003 | TF | TARTN | 554301.89N 0030818.73W | N | 030° (029.0°) | -1.2 | 15.0 | - | FL070 | -230 | RNAV5 |

### EDINBURGH TUNSO 1E

| Designator | Sequence Number | Path Term-inator | Waypoint Name | Co-ordinates | Fly-over | Course/ Track °M (°T) | Magnetic Variation | Distance (NM) | Turn Direction | Level Constraint | Speed Constraint | Navigation Performance |
|---|---|---|---|---|---|---|---|---|---|---|---|---|
| TUNSO1E | 001 | IF | TUNSO | 550640.24N 0045740.78W | N | - | - | - | - | FL170 | - | RNAV5 |
| TUNSO1E | 002 | TF | TLA | 552956.84N 0032110.09W | N | 068° (066.4°) | -1.2 | 59.9 | LEFT | - | -250 | RNAV5 |
| TUNSO1E | 003 | TF | TARTN | 554301.89N 0030818.73W | N | 030° (029.0°) | -1.2 | 15.0 | - | FL070 | -230 | RNAV5 |

**CHANGE (6/24):** TLA COORDINATES. SPECIFICATION CHANGE.
AERO INFO DATE 19 MAR 24

# RNAV Hold Coding Tables

**EDINBURGH STIRA Hold**

| Designator | Sequence Number | Path Term-inator | Waypoint Name | Co-ordinates | Fly-over | Course/ Track °M (°T) | Magnetic Variation | Distance (NM) | Turn Direction | Level Constraint | Speed Constraint | Navigation Performance |
|---|---|---|---|---|---|---|---|---|---|---|---|---|
| STIRA | - | - | STIRA | 560802.11N 0035000.98W | Y | 233° (232.2°) | -1.2 | 4.0 | RIGHT | -FL140 +FL070 | -230 | RNAV5 |

**EDINBURGH TARTN Hold**

| Designator | Sequence Number | Path Term-inator | Waypoint Name | Co-ordinates | Fly-over | Course/ Track °M (°T) | Magnetic Variation | Distance (NM) | Turn Direction | Level Constraint | Speed Constraint | Navigation Performance |
|---|---|---|---|---|---|---|---|---|---|---|---|---|
| TARTN | - | - | TARTN | 554301.89N 0030818.73W | Y | 015° (013.5°) | -1.2 | 3.5 | LEFT | -FL140 +FL070 | -230 | RNAV5 |

**CHANGE (6/24):** SPECIFICATION CHANGE.
AERO INFO DATE 19 MAR 24

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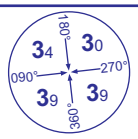
# INSTRUMENT APPROACH CHART - ICAO

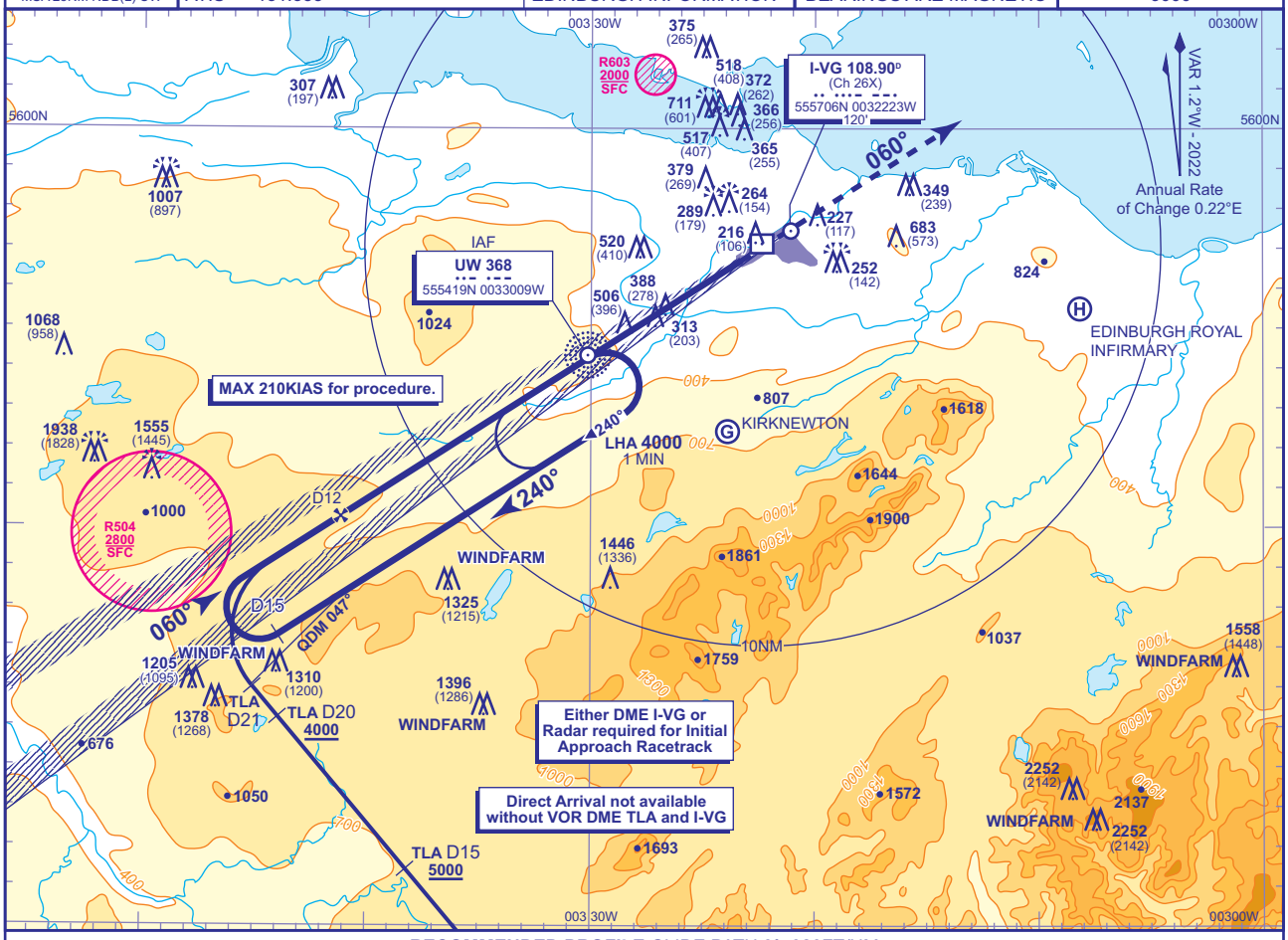
# EDINBURGH ILS/DME/NDB(L) RWY 06
(ACFT CAT A,B,C,D)



MSA 25NM NDB(L) UW

| | | | | | |
|---|---|---|---|---|---|
| APP | 121.205 | EDINBURGH APPROACH | AD ELEVATION | 112 |
| TWR | 118.705 | EDINBURGH TOWER | THR ELEVATION | 110 |
| | 121.755 | EDINBURGH GROUND | OBSTACLE ELEVATION | 2252 AMSL (2142) (ABOVE THR) |
| RAD | 121.205, 128.980 | EDINBURGH RADAR | | |
| ATIS | 131.355 | EDINBURGH INFORMATION | BEARINGS ARE MAGNETIC | |

TRANSITION ALTITUDE **6000**

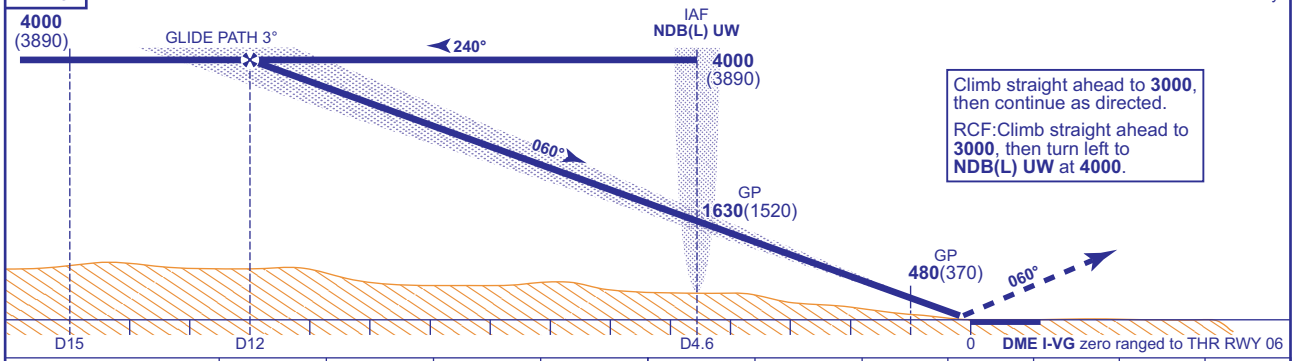



**RECOMMENDED PROFILE** GLIDE PATH 3°, 320FT/NM

| DME I-VG | 10 | 9 | 8 | 7 | 6 | 5 | 4 | 3 | 2 | 1 |
|---|---|---|---|---|---|---|---|---|---|---|
| ALT(HGT) | **3350**(3240) | **3030**(2920) | **2710**(2600) | **2390**(2280) | **2070**(1960) | **1760**(1650) | **1440**(1330) | **1120**(1010) | **800**(690) | **480**(370) |

**RDH 54**

Arrival **not below 4000**. Shuttle in hold if necessary.




Climb straight ahead to **3000**, then continue as directed.

RCF:Climb straight ahead to **3000**, then turn left to **NDB(L) UW** at **4000**.

| Aircraft Category | | A | B | C | D |
|---|---|---|---|---|---|
| OCA (OCH) | CAT I | **250**(140) | **256**(146) | **266**(156) | **276**(166) |
| | CAT II | **161**(51) | **171**(61) | **184**(74) | **197**(87) |
| VM(C)OCA (OCH AAL) | Total Area | **780**(668) | **980**(868) | **1470**(1358) | **2020**(1908) |
| | North of RWY 06/24 | **780**(668) | **830**(718) | **1150**(1038) | **1210**(1098) |

| Rate of descent | | | | | | |
|---|---|---|---|---|---|---|
| G/S KT | 160 | 140 | 120 | 100 | 80 |
| FT/MIN | 850 | 740 | 640 | 530 | 420 |

**DIRECT ARRIVAL VIA VOR DME TLA** VOR DME (IAF) as cleared, fly outbound on VOR TLA R321 descending **not below 6000**. From TLA VOR R321 DME 11 continue descent to cross TLA DME 15 **not below 5000** and TLA DME 20 **not below 4000**. At TLA DME 21 (NDB(L) UW QDM 047°) turn right to intercept the LOC and continue as for main procedure.

**AIRCRAFT UNABLE TO RECEIVE DME** Advise ATC. Radar Ranges will be provided at 15NM outbound and at 12NM and 4NM inbound.

**NOTE** See AD2.22 / 1.d and 4.a for speed restrictions.

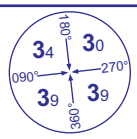
**CHANGE (8/25):** MINIMA. AD ELEVATION.

AERO INFO DATE 12 MAY 25

AD 2-EGPH-8-1

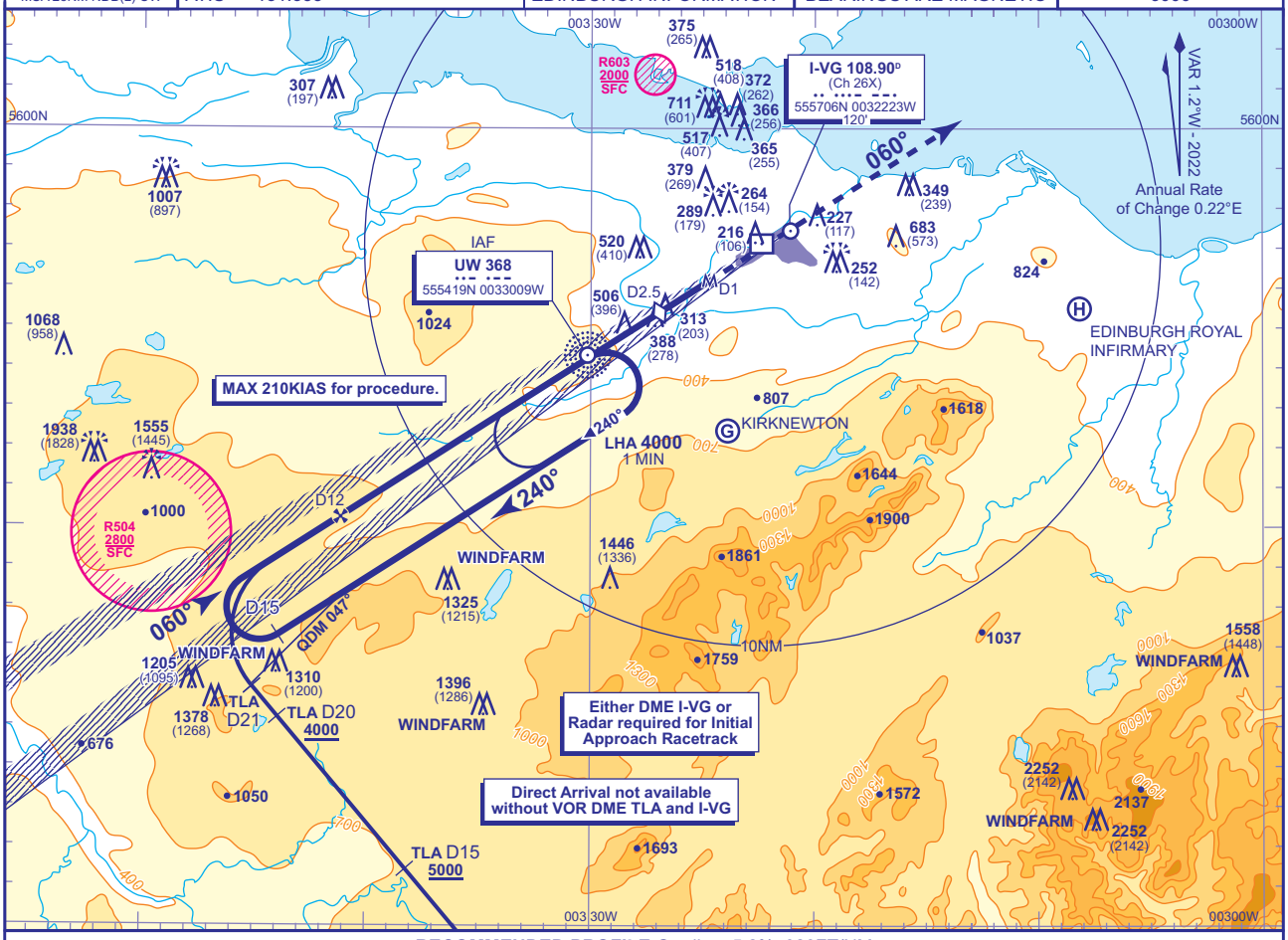
# INSTRUMENT APPROACH CHART - ICAO

## EDINBURGH
## LOC/DME/NDB(L)
## RWY 06
(ACFT CAT A,B,C,D)



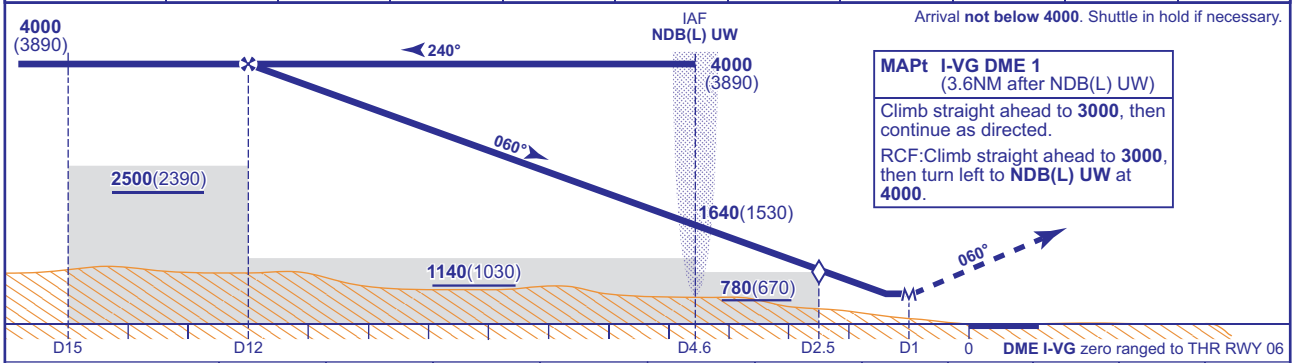

MSA 25NM NDB(L) UW

| | | | | | |
|---|---|---|---|---|---|
| APP | 121.205 | EDINBURGH APPROACH | AD ELEVATION | **112** | TRANSITION ALTITUDE **6000** |
| TWR | 118.705 | EDINBURGH TOWER | THR ELEVATION | **110** | |
| | 121.755 | EDINBURGH GROUND | OBSTACLE ELEVATION **2252 AMSL** (2142) (ABOVE THR) | | |
| RAD | 121.205, 128.980 | EDINBURGH RADAR | | | |
| ATIS | 131.355 | EDINBURGH INFORMATION | BEARINGS ARE MAGNETIC | | |




**RECOMMENDED PROFILE** Gradient 5.2%, 320FT/NM

| DME I-VG | 10 | 9 | 8 | 7 | 6 | 5 | 4 | 3 | 2.5 **(SDF)** | 2 |
|---|---|---|---|---|---|---|---|---|---|---|
| ALT(HGT) | **3350**(3240) | **3030**(2920) | **2710**(2600) | **2390**(2280) | **2070**(1960) | **1760**(1650) | **1440**(1330) | **1120**(1010) | **960**(850) | **800**(690) |




Arrival **not below 4000**. Shuttle in hold if necessary.

**MAPt I-VG DME 1**
(3.6NM after NDB(L) UW)

Climb straight ahead to **3000**, then continue as directed.

RCF:Climb straight ahead to **3000**, then turn left to **NDB(L) UW** at **4000**.

| Aircraft Category | | A | B | C | D |
|---|---|---|---|---|---|
| OCA (OCH) | WITH DME | **590**(480) | **590**(480) | **590**(480) | **590**(480) |
| | NO DME | **780**(670) | **780**(670) | **780**(670) | **780**(670) |
| VM(C)OCA (OCH AAL) | Total Area | **780**(668) | **980**(868) | **1470**(1358) | **2020**(1908) |
| | North of RWY 06/24 | **780**(668) | **830**(718) | **1150**(1038) | **1210**(1098) |

| Rate of descent | G/S KT | 160 | 140 | 120 | 100 | 80 |
|---|---|---|---|---|---|---|
| | FT/MIN | 850 | 740 | 640 | 530 | 420 |
| NDB(L) UW to MAPt | MIN:SEC | 1:21 | 1:32 | 1:48 | 2:10 | 2:42 |

**DIRECT ARRIVAL VIA VOR DME TLA** VOR DME (IAF) as cleared, fly outbound on VOR TLA R321 descending **not below 6000**. From TLA VOR R321 DME 11 continue descent to cross TLA DME 15 **not below 5000** and TLA DME 20 **not below 4000**. At TLA DME 21 (NDB(L) UW QDM 047°) turn right to intercept the LOC and continue as for main procedure.

**AIRCRAFT UNABLE TO RECEIVE DME** Radar ranges will be provided at the equivalent of D15 outbound on the racetrack and D12 inbound. Turn right to intercept the LOC. When established, descend at equivalent of D12 inbound to **not below 1140**(1030) until overhead NDB(L) UW, then continue descent to MDH

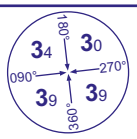
**NOTE** See AD2.22 / 1.d and 4.a for speed restrictions.

**CHANGE (8/25):** MINIMA. MOCA. SDF. AD ELEVATION.

AERO INFO DATE 12 MAY 25 AD 2-EGPH-8-2

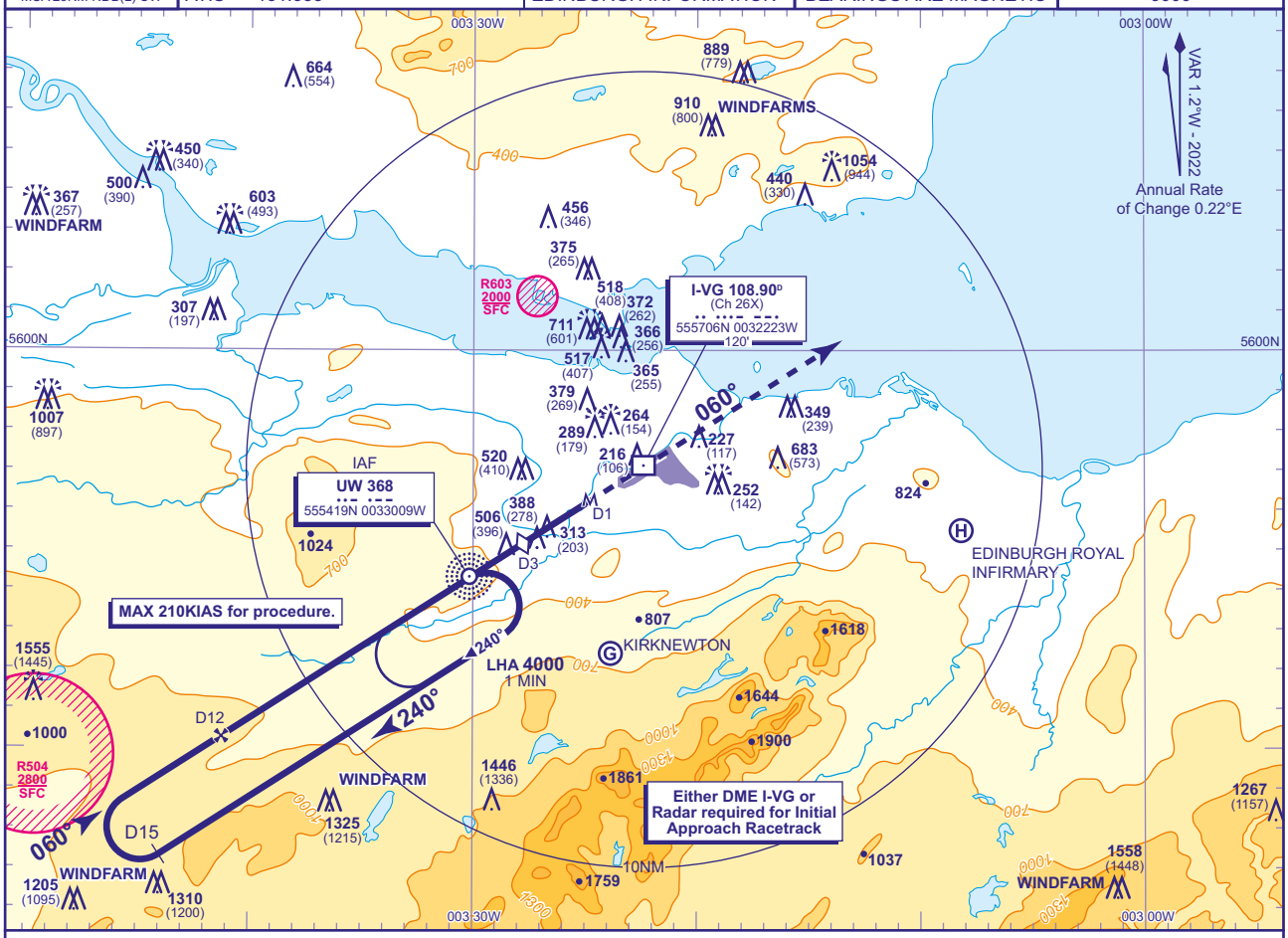
# INSTRUMENT APPROACH CHART - ICAO

## EDINBURGH NDB/DME RWY 06
(ACFT CAT A,B,C,D)



MSA 25NM NDB(L) UW

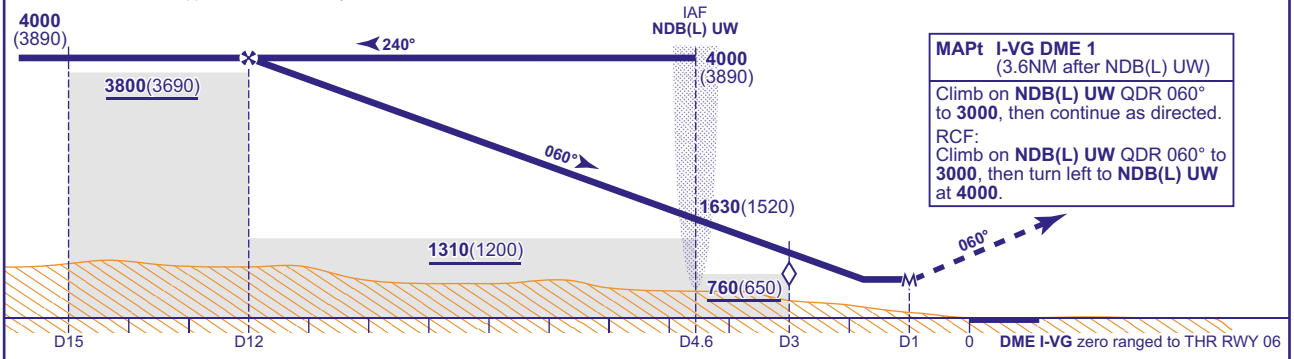
| | | | | | |
|---|---|---|---|---|---|
| APP | 121.205 | EDINBURGH APPROACH | AD ELEVATION | 112 | TRANSITION ALTITUDE 6000 |
| TWR | 118.705 | EDINBURGH TOWER | THR ELEVATION | 110 | |
| | 121.755 | EDINBURGH GROUND | OBSTACLE ELEVATION 1558 AMSL (1448) (ABOVE THR) | | |
| RAD | 121.205, 128.980 | EDINBURGH RADAR | | | |
| ATIS | 131.355 | EDINBURGH INFORMATION | BEARINGS ARE MAGNETIC | | |




**RECOMMENDED PROFILE** Gradient 5.2%, 320FT/NM

| DME I-VG | 10 | 9 | 8 | 7 | 6 | 5 | 4 | 3 (SDF) | 2 |
|---|---|---|---|---|---|---|---|---|---|
| ALT(HGT) | **3360**(3250) | **3040**(2930) | **2720**(2610) | **2400**(2290) | **2080**(1970) | **1760**(1650) | **1440**(1330) | **1120**(1010) | **800**(690) |

Initial and intermediate approach as directed by radar.




**MAPt I-VG DME 1** (3.6NM after NDB(L) UW)

Climb on **NDB(L) UW** QDR 060° to **3000**, then continue as directed.

RCF:
Climb on **NDB(L) UW** QDR 060° to **3000**, then turn left to **NDB(L) UW** at **4000**.

| Aircraft Category | | A | B | C | D |
|---|---|---|---|---|---|
| OCA (OCH) | WITH DME | **690**(580) | **690**(580) | **690**(580) | **690**(580) |
| | NO DME | **760**(650) | **760**(650) | **760**(650) | **760**(650) |
| VM(C)OCA (OCH AAL) | Total Area | **780**(668) | **980**(868) | **1470**(1358) | **2020**(1908) |
| | North of RWY 06/24 | **780**(668) | **830**(718) | **1150**(1038) | **1210**(1098) |

| Rate of descent | G/S KT | 160 | 140 | 120 | 100 | 80 |
|---|---|---|---|---|---|---|
| NDB(L) UW to MAPt | FT/MIN | 850 | 750 | 640 | 530 | 430 |
| | MIN:SEC | 1:21 | 1:32 | 1:48 | 2:10 | 2:42 |

**AIRCRAFT UNABLE TO RECEIVE DME I-VG**
As for main and alternative procedures with DME except radar ranges will be provided equivalent to D15 outbound on the racetrack procedure and D12 inbound. When established on the extended FAT, descend from equivalent to D12 inbound to cross NDB(L) UW **not below 1310**(1200), then descend to MDH.

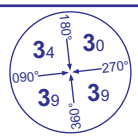
**CHANGE (8/25):** MINIMA. MOCA. AD ELEVATION.

AERO INFO DATE 12 MAY 25

AD 2-EGPH-8-3

## INSTRUMENT APPROACH CHART - ICAO

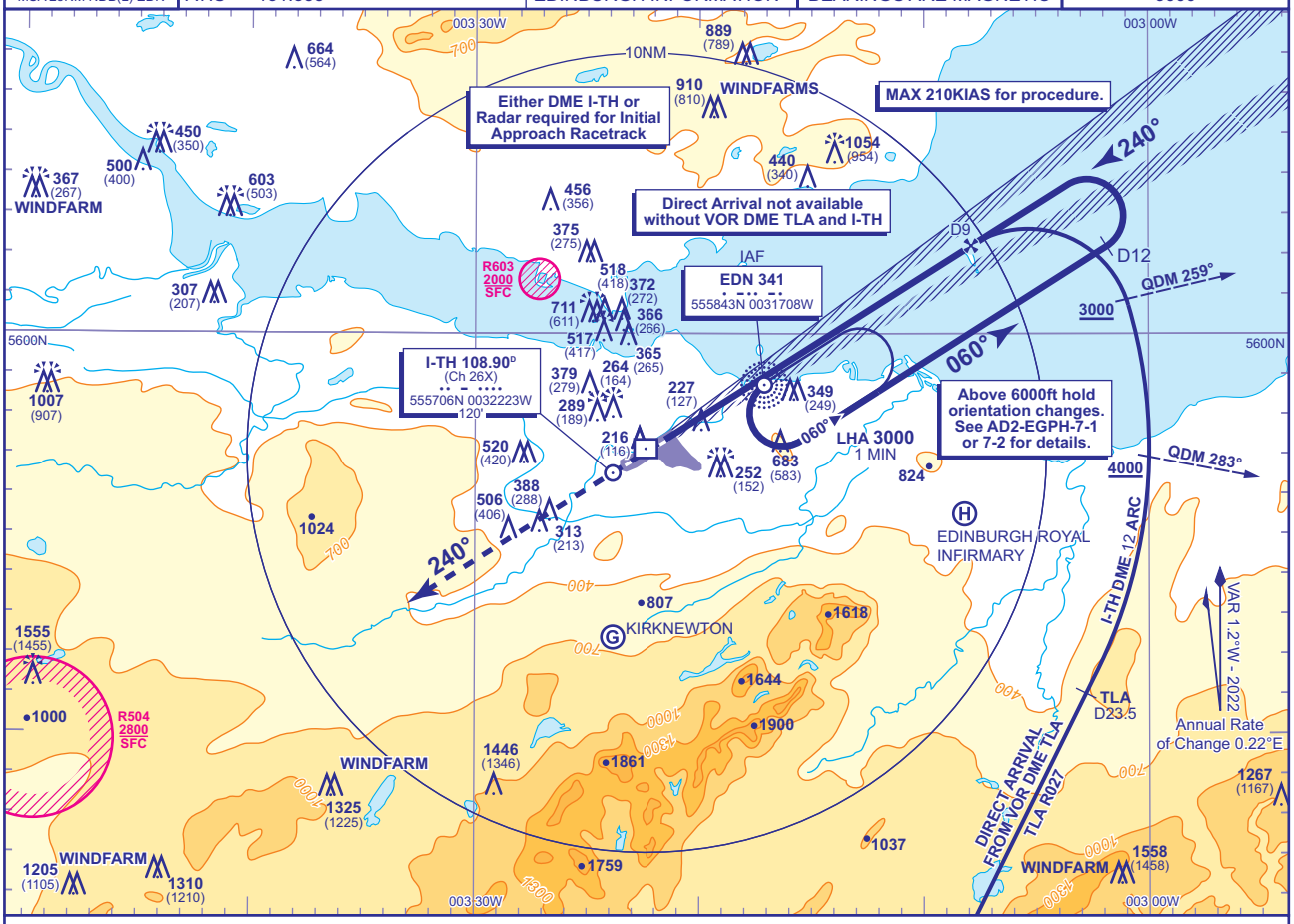
# EDINBURGH ILS/DME/NDB(L) RWY 24
(ACFT CAT A,B,C,D)




MSA 25NM NDB(L) EDN

| | | | | | |
|---|---|---|---|---|---|
| APP | 121.205 | EDINBURGH APPROACH | AD ELEVATION | 112 | |
| TWR | 118.705 | EDINBURGH TOWER | THR ELEVATION | 100 | |
| | 121.755 | EDINBURGH GROUND | OBSTACLE ELEVATION | | |
| RAD | 121.205, 128.980 | EDINBURGH RADAR | 1558 AMSL (1458) (ABOVE THR) | | |
| ATIS | 131.355 | EDINBURGH INFORMATION | BEARINGS ARE MAGNETIC | | |

TRANSITION ALTITUDE **6000**



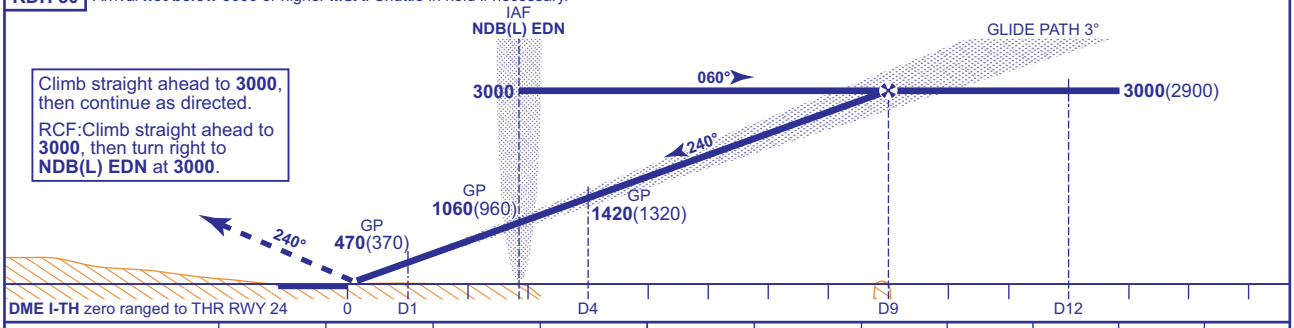

**RECOMMENDED PROFILE** GLIDE PATH 3°, 320FT/NM

| DME I-TH | 8 | 7 | 6 | 5 | 4 | 3 | 2 | 1 |
|---|---|---|---|---|---|---|---|---|
| ALT(HGT) | **2700**(2600) | **2380**(2280) | **2060**(1960) | **1740**(1640) | **1420**(1320) | **1110**(1010) | **790**(690) | **470**(370) |

**RDH 50** Arrival **not below 3000** or higher **MSA**. Shuttle in hold if necessary.

Climb straight ahead to **3000**, then continue as directed.

RCF:Climb straight ahead to **3000**, then turn right to **NDB(L) EDN** at **3000**.




| Aircraft Category | | A | B | C | D |
|---|---|---|---|---|---|
| OCA (OCH) | CAT I | **245**(145) | **253**(153) | **261**(161) | **272**(172) |
| | CAT II | **153**(53) | **161**(61) | **173**(73) | **185**(85) |
| VM(C)OCA (OCH AAL) | Total Area | **780**(668) | **980**(868) | **1470**(1358) | **2020**(1908) |
| | North of RWY 06/24 | **780**(668) | **830**(718) | **1150**(1038) | **1210**(1098) |

| Rate of descent | G/S KT | 160 | 140 | 120 | 100 | 80 |
|---|---|---|---|---|---|---|
| | FT/MIN | 850 | 740 | 640 | 530 | 420 |

**DIRECT ARRIVAL VIA VOR DME TLA** From overhead VOR DME TLA (IAF) as cleared, fly outbound on VOR TLA R027 descending **not below 6000**. From TLA VOR R027 DME 13 continue descent to cross EDN NDB(L) QDM 283° **not below 4000**. (See plan for continuation). Nominal track distance from VOR DME TLA to lead radial NDB(L) EDN QDM 259° is 32NM. TLA VOR R027 becomes tangential to nominal I-TH DME 12 arc at TLA DME 23.5.

**AIRCRAFT UNABLE TO RECEIVE DME** Advise ATC. Radar Ranges will be provided at 12NM outbound and at 9NM inbound.

**NOTE 1** Direct arrival in the event of loss of I-TH DME before establishing on LOC climb to **3000** and request ATC clearance to revert to main procedure overhead NDB(L) EDN.

**2** See AD2.22 / 1.d and 4.a for speed restrictions.

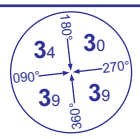
**CHANGE (8/25):** VM(C)OCA (OCH AAL) MINIMA. AD ELEVATION.

AERO INFO DATE 12 MAY 25 AD 2-EGPH-8-4

# INSTRUMENT APPROACH CHART - ICAO

# EDINBURGH LOC/DME/NDB(L) RWY 24

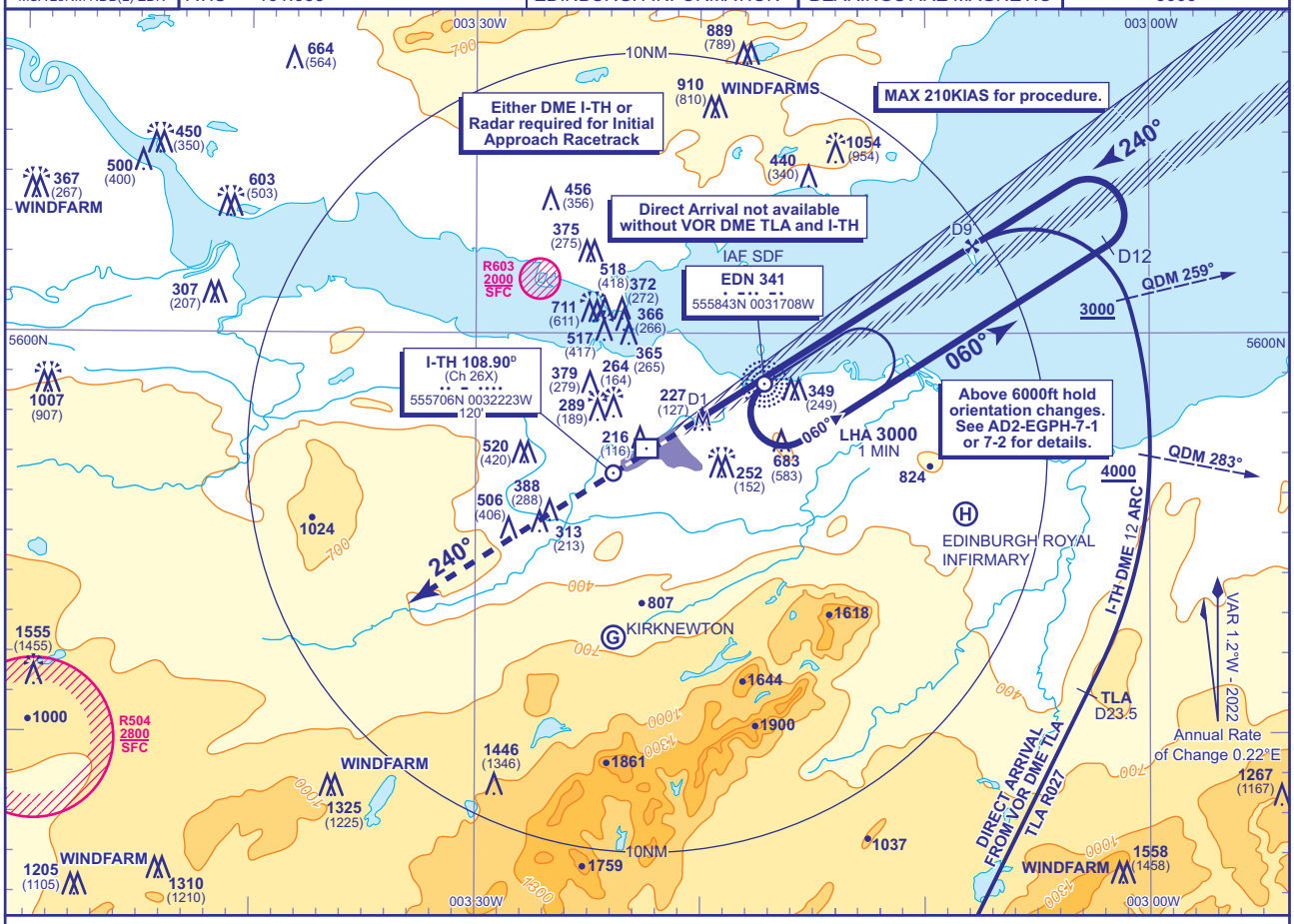
(ACFT CAT A,B,C,D)




MSA 25NM NDB(L) EDN

| | | | | | |
|---|---|---|---|---|---|
| APP | 121.205 | EDINBURGH APPROACH | AD ELEVATION | 112 | |
| TWR | 118.705 | EDINBURGH TOWER | THR ELEVATION | 100 | |
| | 121.755 | EDINBURGH GROUND | OBSTACLE ELEVATION | 1558 AMSL (1458) (ABOVE THR) | |
| RAD | 121.205, 128.980 | EDINBURGH RADAR | | | |
| ATIS | 131.355 | EDINBURGH INFORMATION | BEARINGS ARE MAGNETIC | | |

TRANSITION ALTITUDE **6000**




**RECOMMENDED PROFILE** Gradient 5.2%, 320FT/NM

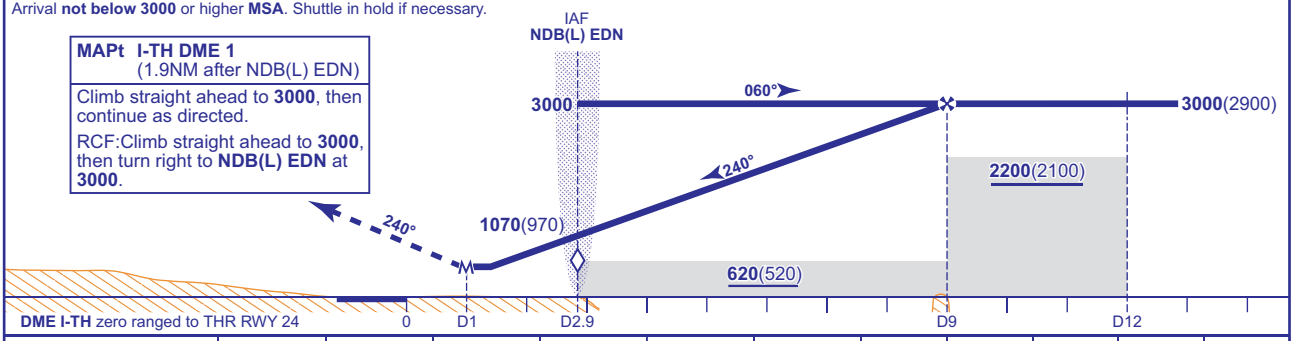
| DME I-TH | 8 | 7 | 6 | 5 | 4 | 3 | 2.9 **(SDF)** | 2 |
|---|---|---|---|---|---|---|---|---|
| **ALT**(HGT) | **2700**(2600) | **2380**(2280) | **2060**(1960) | **1740**(1640) | **1420**(1320) | **1110**(1010) | **1070**(970) | **790**(690) |

Arrival **not below 3000** or higher **MSA**. Shuttle in hold if necessary.

**MAPt I-TH DME 1**
(1.9NM after NDB(L) EDN)

Climb straight ahead to **3000**, then continue as directed.

RCF:Climb straight ahead to **3000**, then turn right to **NDB(L) EDN** at **3000**.




| Aircraft Category | | A | B | C | D |
|---|---|---|---|---|---|
| OCA (OCH) | WITH DME | **550**(450) | **550**(450) | **550**(450) | **550**(450) |
| | NO DME | **550**(450) | **550**(450) | **550**(450) | **550**(450) |
| VM(C)OCA (OCH AAL) | Total Area | **780**(668) | **980**(868) | **1470**(1358) | **2020**(1908) |
| | North of RWY 06/24 | **780**(668) | **830**(718) | **1150**(1038) | **1210**(1098) |

| Rate of descent | G/S KT | 160 | 140 | 120 | 100 | 80 |
|---|---|---|---|---|---|---|
| | FT/MIN | 850 | 740 | 640 | 530 | 420 |
| NDB(L) EDN to MAPt | MIN:SEC | 0:43 | 0:49 | 0:57 | 1:08 | 1:25 |

**DIRECT ARRIVAL VIA VOR DME TLA** From overhead VOR DME TLA (IAF) as cleared, fly outbound on VOR TLA R027 descending **not below 6000**. From TLA VOR R027 DME 13 continue descent to cross EDN NDB(L) QDM 283° **not below 4000**. (See plan for continuation).

**AIRCRAFT UNABLE TO RECEIVE DME** Advise ATC. Radar Ranges will be provided equivalent to D12 outbound and at D9 inbound. Turn left to intercept the LOC. When established, descend at equivalent of D9 inbound to **not below 620**(520) until overhead NDB(L) EDN, then continue descent to MDH.

**NOTE 1** Direct arrival in the event of loss of I-TH DME before establishing on LOC climb to **3000** and request ATC clearance to revert to main procedure overhead NDB(L) EDN.

**2** See AD2.22 / 1.d and 4.a for speed restrictions.

**CHANGE (8/25):** MINIMA. AD ELEVATION.

AERO INFO DATE 12 MAY 25

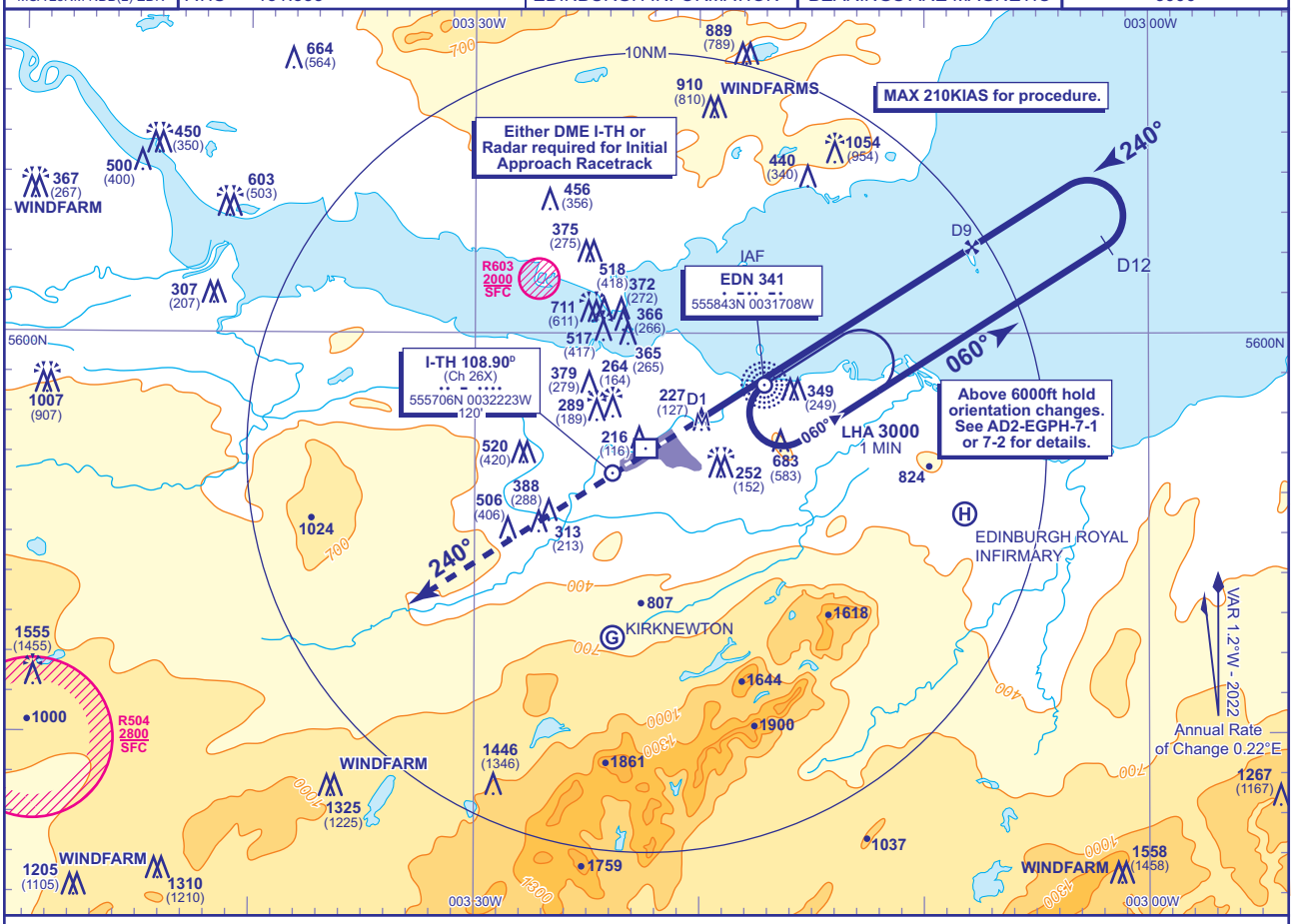
AD 2-EGPH-8-5

# INSTRUMENT APPROACH CHART - ICAO

## EDINBURGH NDB(L)/DME RWY 24
(ACFT CAT A,B,C,D)

| | | | | | |
|---|---|---|---|---|---|
| MSA 25NM NDB(L) EDN | APP | 121.205 | EDINBURGH APPROACH | AD ELEVATION | 112 |
| | TWR | 118.705 | EDINBURGH TOWER | THR ELEVATION | 100 |
| | | 121.755 | EDINBURGH GROUND | OBSTACLE ELEVATION 1558 AMSL (1458) (ABOVE THR) | |
| | RAD | 121.205, 128.980 | EDINBURGH RADAR | | |
| | ATIS | 131.355 | EDINBURGH INFORMATION | BEARINGS ARE MAGNETIC | |

TRANSITION ALTITUDE 6000




**RECOMMENDED PROFILE** Gradient 5.2%, 320FT/NM

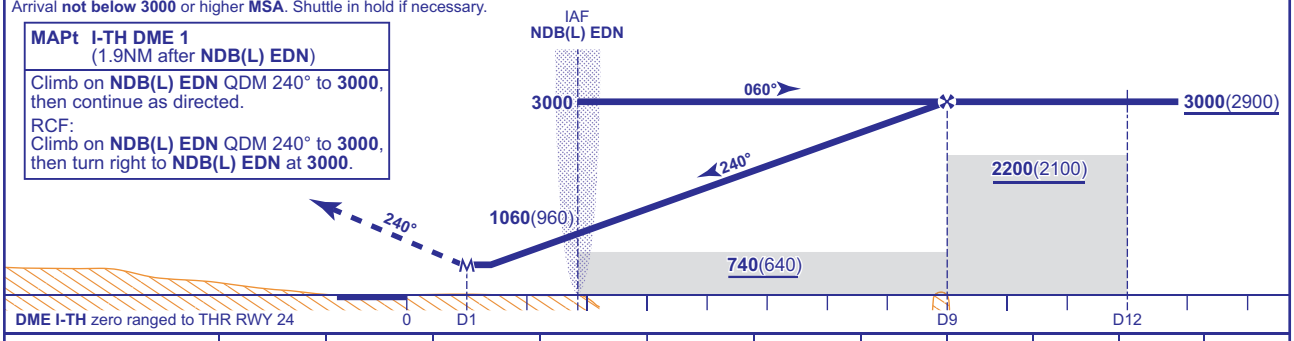
| DME I-TH | 8 | 7 | 6 | 5 | 4 | 3 | 2 |
|---|---|---|---|---|---|---|---|
| ALT(HGT) | **2680**(2580) | **2370**(2270) | **2050**(1950) | **1730**(1630) | **1420**(1320) | **1100**(1000) | **780**(680) |

Arrival **not below 3000** or higher **MSA**. Shuttle in hold if necessary.

**MAPt I-TH DME 1**
(1.9NM after **NDB(L) EDN**)

Climb on **NDB(L) EDN** QDM 240° to **3000**, then continue as directed.

RCF:
Climb on **NDB(L) EDN** QDM 240° to **3000**, then turn right to **NDB(L) EDN** at **3000**.




| Aircraft Category | | A | B | C | D |
|---|---|---|---|---|---|
| OCA (OCH) | WITH DME | **600**(500) | **600**(500) | **600**(500) | **600**(500) |
| | NO DME | **650**(550) | **650**(550) | **650**(550) | **650**(550) |
| VM(C)OCA (OCH AAL) | Total Area | **780**(668) | **980**(868) | **1470**(1358) | **2020**(1908) |
| | North of RWY 06/24 | **780**(668) | **830**(718) | **1150**(1038) | **1210**(1098) |

| Rate of descent NDB(L) EDN to MAPt | G/S KT | 160 | 140 | 120 | 100 | 80 |
|---|---|---|---|---|---|---|
| | FT/MIN | 840 | 740 | 630 | 530 | 420 |
| | MIN:SEC | 0:43 | 0:49 | 0:57 | 1:08 | 1:25 |

**AIRCRAFT UNABLE TO RECEIVE DME I-TH**
Advise ATC. Radar ranges will be provided equivalent to D12 outbound and at D9 inbound. Turn left to intercept the extended FAT. When established, descend at equivalent of D9 inbound to **not below 740**(640) until overhead NDB(L) EDN, then continue descent to MDH.

**NOTE** FAT does not intercept the extended RWY CL and passes 140m south of RWY THR.

**CHANGE (8/25):** VM(C)OCA (OCH AAL) MINIMA. AD ELEVATION.

AERO INFO DATE 12 MAY 25 AD 2-EGPH-8-6

# EGTR — ELSTREE

## EGTR AD 2.1 AERODROME LOCATION INDICATOR AND NAME

EGTR — ELSTREE

## EGTR AD 2.2 AERODROME GEOGRAPHICAL AND ADMINISTRATIVE DATA

| | | |
|---|---|---|
| 1 | ARP coordinates and site at AD | Lat: 513921N Long: 0001933W<br>Mid point of Runway 08/26 |
| 2 | Direction and distance from city | 2.6 NM E of Watford. |
| 3 | Elevation / Reference temperature / Mean Low Temperature | 332 FT / 20 °C / - |
| 4 | Geoid undulation at AD ELEV PSN | 151 FT |
| 5 | Magnetic Variation / Annual Change | 1.26°E (2027) / 0.17°E |
| 6 | AD Administration<br>Address<br>Telephone<br>Telefax<br>E-mail address | ALDENHAM AVIATION LTD.<br>Elstree Aerodrome, Borehamwood, Hertfordshire, WD6 3AR.<br>020-8953 7480<br>020-8207 3691<br>tower@londonelstree.com |
| 7 | Type of Traffic permitted (IFR/VFR) | VFR |
| 8 | Remarks | |

## EGTR AD 2.3 OPERATIONAL HOURS

| | | |
|---|---|---|
| 1 | AD Administration | 0900-2000 (0800-1900); or SS, whichever is earlier and by arrangement. |
| 2 | Customs and immigration | By arrangement. |
| 3 | Health and sanitation | |
| 4 | AIS Briefing Office | |
| 5 | ATS Reporting Office (ARO) | |
| 6 | MET Briefing Office | |
| 7 | ATS | AFIS 0900-2000 (0800-1900) or SS, whichever is earlier. |
| 8 | Fuelling | By arrangement. |
| 9 | Handling | |
| 10 | Security | |
| 11 | De-icing | |
| 12 | Remarks | Mandatory PPR and pilot brief available at http://<br>www.londonelstreeaerodrome.com. |

## EGTR AD 2.4 HANDLING SERVICES AND FACILITIES

| | | |
|---|---|---|
| 1 | Cargo handling facilities | |
| 2 | Fuel and oil types | AVTUR JET A-1, AVGAS 100LL |
| 3 | Fuelling facilities/capacity | |
| 4 | De-icing facilities | |
| 5 | Hangar space for visiting aircraft | |
| 6 | Repair facilities for visiting aircraft | |
| 7 | Remarks | |

## EGTR AD 2.5 PASSENGER FACILITIES

**INTENTIONALLY BLANK**

## EGTR AD 2.6 RESCUE AND FIRE FIGHTING SERVICES

| | | |
|---|---|---|
| 1 | AD category for fire fighting services | RFF Category Special: Only available by arrangement after 1700 (1600) or SS, whichever is earlier. |
| 2 | Rescue equipment | |
| 3 | Capability for removal of disabled aircraft | |
| 4 | Remarks | |

## EGTR AD 2.7 SEASONAL AVAILABILITY - CLEARING

**INTENTIONALLY BLANK**

## EGTR AD 2.8 APRONS, TAXIWAYS AND CHECK LOCATIONS/POSITIONS DATA

**INTENTIONALLY BLANK**

## EGTR AD 2.9 SURFACE MOVEMENT GUIDANCE AND CONTROL SYSTEM AND MARKINGS

| | | |
|---|---|---|
| 1 | Use of aircraft stand ID signs, TWY guide lines and visual docking/parking guidance system of aircraft stands | |
| 2 | Runway and taxiway markings and lighting | |
| 3 | Stop bars and runway guard lights (if any) | |
| 4 | Other runway protection measures | |
| 5 | Remarks | Illuminated windsleeve: 513918.32N 0001927.03W<br>Windsleeve: 513925.68N 0001920.78W |

## EGTR AD 2.10 AERODROME OBSTACLES

| In Approach/Take-off areas | | | | | |
|---|---|---|---|---|---|
| **Obstacle ID/ Designation** | **Obstacle Type** | **Obstacle Position** | **Elevation/Height** | **Obstruction Lighting Type/ Colour** | **Remarks** |
| **1** | **2** | **3** | **4** | **5** | **6** |
| INTENTIONALLY BLANK | | | | | |

| In circling area and at aerodrome | | | | | | |
|---|---|---|---|---|---|---|
| **Obstacle ID/ Designation** | **Obstacle Type** | **Obstacle Position** | **Elevation/Height** | | **Obstruction Lighting Type/ Colour** | **Remarks** |
| **1** | **2** | **3** | **4** | | **5** | **6** |
| (EGTR1161) | TREE | 513841.39N 0001746.26W | 560 FT | | No | |
| (EGTR2135) | BUILDING | 513828.63N 0002000.25W | 528 FT | | No | |
| (EGTR1150) | TREE | 513814.42N 0001950.50W | 551 FT | | No | |
| (EGTR2134) | MAST | 513808.19N 0001955.55W | 705 FT | | No | |

## EGTR AD 2.11 METEOROLOGICAL INFORMATION PROVIDED

**INTENTIONALLY BLANK**

## EGTR AD 2.12 RUNWAY PHYSICAL CHARACTERISTICS

| Designations RWY Number | True bearing | Dimensions of RWY | Surface of RWY/ SWY/ Strength | THR co-ordinates/ THR Geoid undulation | THR elevation/ Highest elevation of TDZ of precision APP RWY | Slope of RWY/ SWY |
|---|---|---|---|---|---|---|
| 1 | 2 | 3 | 4 | 5 | 6 | 7 |
| 08 | 079.66° | 651 x 20 M | RWY surface: Asphalt | 513919.09N<br>0001949.71W<br>151.4 FT | THR 329.8 FT | |
| 26 | 259.67° | 651 x 20 M | RWY surface: Asphalt | 513922.86N<br>0001916.40W<br>151.4 FT | THR 301.4 FT | |

| SWY Dimensions | Clearway Dimensions | Strip Dimensions | RESA Dimensions, Overshoot / Undershoot | Location/ description of arresting system | OFZ | Remarks |
|---|---|---|---|---|---|---|
| 8 | 9 | 10 | 11 | 12 | 13 | 14 |
| | | - x 62 M | 90 x 40 M<br>- | | | RWY 08<br><br>174 M paved area to the west of threshold 08 is not part of the licensed aerodrome. |
| | | - x 62 M | 90 x 40 M<br>- | | | RWY 26<br><br>128 M paved area to the east of threshold 26 is not to be used for take off and landing. |

## EGTR AD 2.13 DECLARED DISTANCES

| Runway designator | TORA | TODA | ASDA | LDA | Remarks |
|---|---|---|---|---|---|
| 1 | 2 | 3 | 4 | 5 | 6 |
| 08 | 651 M | 651 M | 651 M | 651 M | |
| 26 | 651 M | 651 M | 651 M | 651 M | |

## EGTR AD 2.14 APPROACH AND RUNWAY LIGHTING

| RWY | Approach lighting Type/ Length/ Intensity | Threshold lighting Colour/Wing bars | VASIS/ MEHT/ PAPI/ PAPI Dist from THR | TDZ, lighting Length | Runway Centre Line lighting Length/ Spacing/ Colour/ Intensity | Runway edge lighting Length/ Spacing/ Colour/ Intensity | Runway end lighting Colour/ Wing bars | Stopway lighting Length/ Colour | Remarks |
|---|---|---|---|---|---|---|---|---|---|
| 1 | 2 | 3 | 4 | 5 | 6 | 7 | 8 | 9 | 10 |
| 08 | | | | | | Light intensity low | | | |
| 26 | | Light intensity low<br>Wingbar | OTHER<br>Left/4.5°<br>4 FT<br>LITAS | | | Light intensity low | | | |

## EGTR AD 2.15 OTHER LIGHTING, SECONDARY POWER SUPPLY

| | | |
|---|---|---|
| 1 | ABN/IBN location, characteristics and hours of operation | IBN:<br>Flashing Green 'EL' |
| 2 | LDI location and lighting<br>Anemometer location and lighting | Anemometer: 513918.60N 0001925.87W |
| 3 | TWY edge and centre line lighting | |
| 4 | Secondary power supply/switch-over time | |
| 5 | Remarks | |

## EGTR AD 2.16 HELICOPTER LANDING AREA

**INTENTIONALLY BLANK**

## EGTR AD 2.17 AIR TRAFFIC SERVICES AIRSPACE

| Designation and lateral limits | Vertical Limits | Airspace Class | ATS unit callsign/ language | Transition Altitude | Hours of applicability | Remarks |
|---|---|---|---|---|---|---|
| 1 | 2 | 3 | 4 | 5 | 6 | 7 |
| ELSTREE ATZ<br>A circle, 2 NM radius, centred at 513921N 0001933W on longest notified runway (08/ 26) | Upper limit: 2000 FT AGL<br>Lower limit: SFC | G | ELSTREE INFORMATION<br>English | 6000 FT | | |

## EGTR AD 2.18 AIR TRAFFIC SERVICES COMMUNICATION FACILITIES

| Service Designation | Callsign | Channel/ Frequency(MHz) | SATVOICE number(s) | Logon Address | Hours of Operation | Remarks |
|---|---|---|---|---|---|---|
| 1 | 2 | 3 | 4 | 5 | 6 | 7 |
| AFIS | ELSTREE INFORMATION | 122.405<br>DOC 10 NM/3,000 FT. | | | 0900-2000 (0800-1900) or SS, whichever is earlier. | ATZ hours coincident with AFIS hours. |
| OTHER | ELSTREE RADIO | 122.405<br>A/G frequency. | | | 0900-2000 (0800-1900) or SS, whichever is earlier. | ATZ hours coincident with A/G hours. |

## EGTR AD 2.19 RADIO NAVIGATION AND LANDING AIDS

**INTENTIONALLY BLANK**

## EGTR AD 2.20 LOCAL AERODROME REGULATIONS

### 1 AIRPORT REGULATIONS

a) Terms and conditions of use are available on request from the aerodrome operator.
b) Aerodrome not available to aircraft unable to communicate by radio.
c) Gliders, para dropping and banner towing are not permitted.
d) High visibility clothing is mandatory airside.

### 2 GROUND MOVEMENT

Not applicable

### 3 CAT II/III OPERATIONS

Not applicable

### 4 WARNINGS

a) Distance between taxiway centre-lines and the nearest obstruction is generally only 10.5 M. Pilots are to taxi with extreme caution.
b) HT cables, 95 FT AAL running east-west approximately 0.3 NM north of Runway 08/26.
c) HT cables, running north - south approximately 0.21 NM from the threshold of Runway 08.
d) Pilots are to exercise caution when operating on the helipad due to the proximity of other helicopters and aerodrome furniture. Helicopters may use the helipad provided they have procedures in place to allow safe operations. Public transport helicopter flights using the helipad must be compliant with company operating manuals.

### 5 HELICOPTER OPERATIONS

Not applicable

### 6 USE OF RUNWAYS

a) Only Runway 26 is licensed for night use.

### 7 TRAINING

Not applicable

## EGTR AD 2.21 NOISE ABATEMENT PROCEDURES

a) Circuits variable in accordance with noise limitation schedule.

## EGTR AD 2.22 FLIGHT PROCEDURES

### 1 CIRCUITS

a) Standard overhead join. Variable circuits. Fixed wing circuit height 1000 FT QFE.

### 2 DEPARTURES

a) Runway 26 - After take-off maintain runway heading until crossing the M1 motorway, at the motorway junction turn right to re-cross the M1. Follow the M1 until 1 NM before the junction with the M25 then continue en-route.
b) Runway 08 – After take-off maintain runway heading for 1 NM before turning left to avoid all built up areas.

### 3 HELICOPTER OPERATIONS

a) Helicopters are to arrive and depart from the ATZ via specific entry/exit point. Pilots should check with aerodrome operator prior to flight.
b) Circuit height 750 FT AGL.

### 4 HELICOPTER ROUTE ENTRY/EXIT POINTS

a) Alpha: 514024N 0002216W;
Bravo: 514031N 0001657W;
Charlie: 513830N 0001930W.
b) Helicopter arrivals to position to the northern grass at 500 FT QFE.

### 5 VISUAL REFERENCE POINTS (VRP)

a) Details of VRPs are available in the consolidated 'Visual Reference Points List' published on the 'Digital Dataset' page of the NATS AIS website, www.nats.aero/ais.

## EGTR AD 2.23 ADDITIONAL INFORMATION

### 1 Three footpaths traverse the aerodrome:

a) A permissive footpath running along the northern aerodrome boundary;
b) A public right of way running north/south to the west of Runway 08 threshold;
c) A public right of way across Runway 26/08 west of the helipad (infrequently used).

## EGTR AD 2.24 CHARTS RELATED TO AN AERODROME

AERODROME CHART - ICAO
AD 2.EGTR-2-1

## EGTR AD 2.25 VISUAL SEGMENT SURFACE (VSS) PENETRATION

Not applicable

# AERODROME CHART - ICAO

ARP 513921N 0001933W

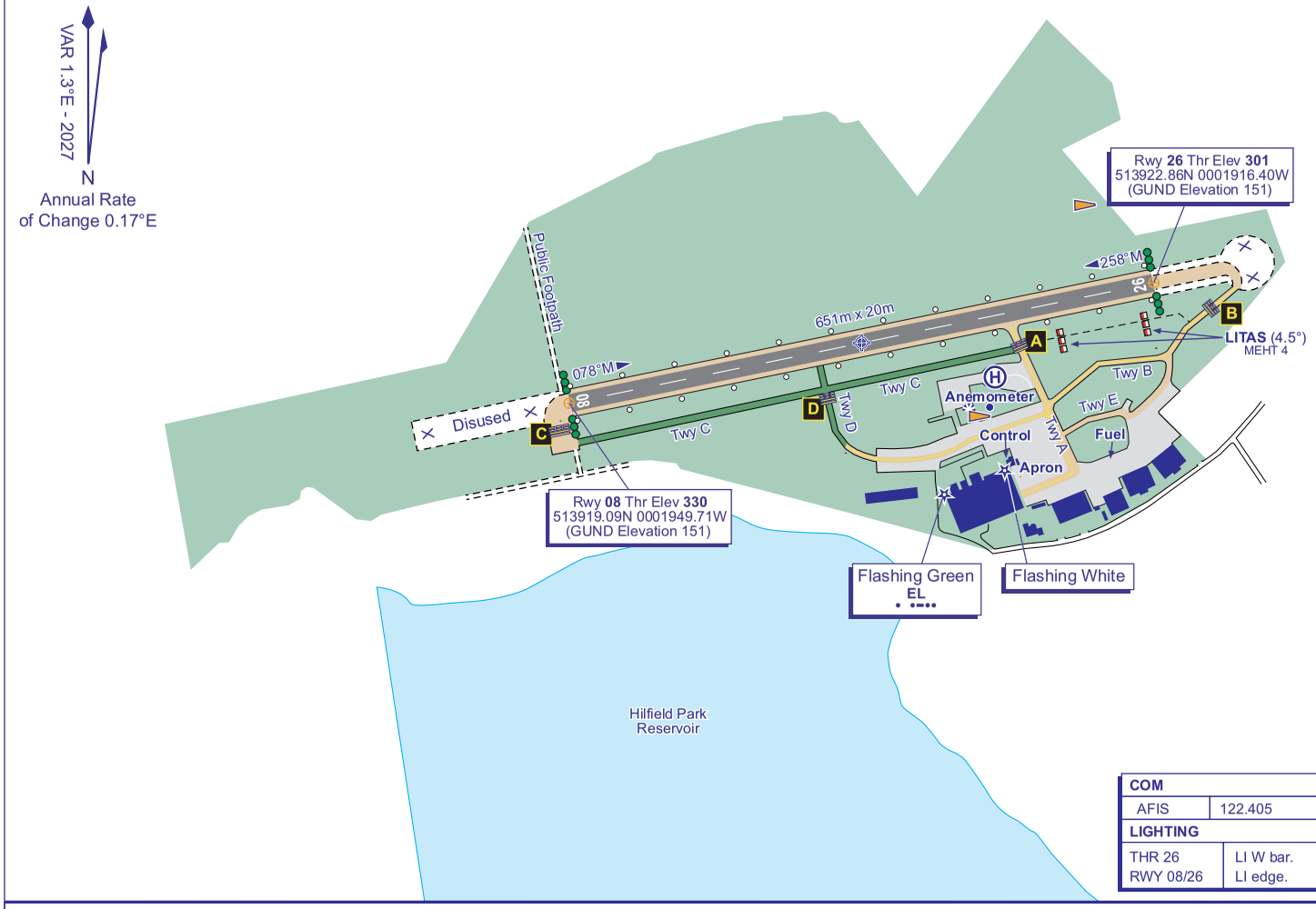
AD ELEV 332FT

# ELSTREE
## EGTR



| GUND (Geoid Undulation) = The height of the Geoid (MSL) above the Reference Elipsoid (WGS 84) at the stated position. | |
|---|---|
| BEARINGS ARE MAGNETIC<br>ELEVATIONS AND HEIGHTS ARE IN FEET | |
| ELEVATIONS IN FEET AMSL<br>HEIGHTS IN FEET ABOVE AD | **398**<br>(66) |

| RUNWAY/TAXIWAY/APRON PHYSICAL CHARACTERISTICS | | | |
|---|---|---|---|
| **APRON / RWY / TWY** | **SURFACE** | **PCN** | **ELEVATION** |
| RWY 08/26 | Asphalt | - | - |
| Main Apron | Asphalt | - | - |
| Main Taxiway | Asphalt | - | - |




| COM | | |
|---|---|---|
| AFIS | 122.405 | ELSTREE INFORMATION |
| **LIGHTING** | | |
| THR 26<br>RWY 08/26 | LI W bar.<br>LI edge. | |

**CHANGE (10/25):** EDITORIAL. MAG INFO.

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# EGAB — ENNISKILLEN/ST ANGELO

## EGAB AD 2.1 AERODROME LOCATION INDICATOR AND NAME

EGAB — ENNISKILLEN/ST ANGELO

## EGAB AD 2.2 AERODROME GEOGRAPHICAL AND ADMINISTRATIVE DATA

| | | |
|---|---|---|
| 1 | ARP coordinates and site at AD | Lat: 542355N Long: 0073907W<br>Mid-point of Runway 14/32. |
| 2 | Direction and distance from city | 3 NM N of Enniskillen. |
| 3 | Elevation / Reference temperature / Mean Low Temperature | 159 FT / 16 °C / - |
| 4 | Geoid undulation at AD ELEV PSN | - |
| 5 | Magnetic Variation / Annual Change | 1.70°W (2027) / 0.21°E |
| 6 | AD Administration<br>Address<br><br>Telephone<br>E-mail address | ENNISKILLEN AIRPORT LTD<br>Enniskillen Airport, 62 Killadeas Road, Trory, Enniskillen, Co-Fermanagh, BT94 2FH.<br>028-6632 9000<br>info@enniskillen-airport.co.uk |
| 7 | Type of Traffic permitted (IFR/VFR) | VFR |
| 8 | Remarks | |

## EGAB AD 2.3 OPERATIONAL HOURS

| | | |
|---|---|---|
| 1 | AD Administration | 0900-1600 (0800-1600) and by arrangement. |
| 2 | Customs and immigration | On request. |
| 3 | Health and sanitation | |
| 4 | AIS Briefing Office | As AD Hours |
| 5 | ATS Reporting Office (ARO) | |
| 6 | MET Briefing Office | As AD Hours |
| 7 | ATS | As AD hours. See also AD 2.18. |
| 8 | Fuelling | As AD hours. |
| 9 | Handling | As AD hours. |
| 10 | Security | As AD Hours |
| 11 | De-icing | |
| 12 | Remarks | PPR by telephone. |

## EGAB AD 2.4 HANDLING SERVICES AND FACILITIES

| | | |
|---|---|---|
| 1 | Cargo handling facilities | |
| 2 | Fuel and oil types | AVTUR JET A-1, AVGAS 100LL |
| 3 | Fuelling facilities/capacity | AVGAS overground tank/bowser. AVTUR overground tank. |
| 4 | De-icing facilities | |
| 5 | Hangar space for visiting aircraft | Yes |
| 6 | Repair facilities for visiting aircraft | Yes |
| 7 | Remarks | |

## EGAB AD 2.5 PASSENGER FACILITIES

| | | |
|---|---|---|
| 1 | Hotels | In Enniskillen. |
| 2 | Restaurants | Cafe on aerodrome. |
| 3 | Transportation | Taxi and car hire available. |
| 4 | Medical facilities | Hospital 1 mile south of aerodrome. |
| 5 | Bank and Post Office | In Enniskillen. |
| 6 | Tourist Office | In Enniskillen. |
| 7 | Remarks | |

## EGAB AD 2.6 RESCUE AND FIRE FIGHTING SERVICES

| | | |
|---|---|---|
| 1 | AD category for fire fighting services | RFF Category A1<br>RFF Category 2 on request. RFF Category 3 under remission. |
| 2 | Rescue equipment | RFF Category 2 appliance. |
| 3 | Capability for removal of disabled aircraft | Yes |
| 4 | Remarks | |

## EGAB AD 2.7 SEASONAL AVAILABILITY - CLEARING

| | | |
|---|---|---|
| 1 | Type of clearing equipment | |
| 2 | Clearance priorities | |
| 3 | Remarks | Latest information from: ATC 028-6632 9000. |

## EGAB AD 2.8 APRONS, TAXIWAYS AND CHECK LOCATIONS/POSITIONS DATA

| | | |
|---|---|---|
| 1 | Apron surface and strength | MAIN APRON<br>Surface: Asphalt<br>PCN 9/R/C/X/T |
| 2 | Taxiway width, surface and strength | Taxiway MAIN TWY: 8 M<br>Surface: Asphalt<br>PCN 9/R/C/X/T |
| 3 | Altimeter checkpoint location and elevation | |
| 4 | VOR checkpoints | |
| 5 | INS checkpoints | |
| 6 | Remarks | |

## EGAB AD 2.9 SURFACE MOVEMENT GUIDANCE AND CONTROL SYSTEM AND MARKINGS

| | | |
|---|---|---|
| 1 | Use of aircraft stand ID signs, TWY guide lines and visual docking/parking guidance system of aircraft stands | |
| 2 | Runway and taxiway markings and lighting | Runway marking aid(s):<br>14/32: Centre-line |
| 3 | Stop bars and runway guard lights (if any) | |
| 4 | Other runway protection measures | |
| 5 | Remarks | Two windsleeves: 542339.44N 0073849.73W - 542411.00N 0073925.00W. |

## EGAB AD 2.10 AERODROME OBSTACLES

| In Approach/Take-off areas | | | | | | |
|---|---|---|---|---|---|---|
| **Obstacle ID/ Designation** | **Obstacle Type** | **Obstacle Position** | **Elevation/Height** | | **Obstruction Lighting Type/ Colour** | **Remarks** |
| **1** | **2** | **3** | **4** | | **5** | **6** |
| (EGAB6448) 32/APPROACH | TREE | 542333.66N<br>0073832.66W | 233 FT | | No | |
| (EGAB2515) 32/APPROACH | CHURCH TOWER | 542329.90N<br>0073838.30W | 267 FT | | Yes<br>White. Up lit from below. | |

| In circling area and at aerodrome | | | | | | |
|---|---|---|---|---|---|---|
| **Obstacle ID/ Designation** | **Obstacle Type** | **Obstacle Position** | **Elevation/Height** | | **Obstruction Lighting Type/ Colour** | **Remarks** |
| **1** | **2** | **3** | **4** | | **5** | **6** |
| (EGAB2700) | GORSE | 542222.52N 0073418.58W | 645 FT | | No | |

## EGAB AD 2.11 METEOROLOGICAL INFORMATION PROVIDED

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## EGAB AD 2.12 RUNWAY PHYSICAL CHARACTERISTICS

| Designations RWY Number | True bearing | Dimensions of RWY | Surface of RWY/ SWY/ Strength | THR co-ordinates/ THR Geoid undulation | THR elevation/ Highest elevation of TDZ of precision APP RWY | Slope of RWY/ SWY |
|---|---|---|---|---|---|---|
| **1** | **2** | **3** | **4** | **5** | **6** | **7** |
| 14 | 139.67° | 1218 x 30 M | RWY surface: Asphalt PCN 9/R/C/X/T | 542409.16N 0073926.44W | THR 154.3 FT | |
| 32 | 319.68° | 1218 x 30 M | RWY surface: Asphalt PCN 9/R/C/X/T | 542344.71N 0073850.87W | THR 154.3 FT | |

| SWY Dimensions | Clearway Dimensions | Strip Dimensions | RESA Dimensions, Overshoot / Undershoot | Location/ description of arresting system | OFZ | Remarks |
|---|---|---|---|---|---|---|
| **8** | **9** | **10** | **11** | **12** | **13** | **14** |
| | | 1418 x 86 M | | | | RWY 14<br><br>Threshold displaced by 100 M including a starter extension of 100 x 20 M.<br><br>Starter extension hard shoulder width 13 M. |
| | | 1418 x 86 M | | | | RWY 32<br><br>Threshold displaced by 333 M including a starter extension of 100 x 20 M.<br><br>Starter extension hard shoulder width 5 M. |

## EGAB AD 2.13 DECLARED DISTANCES

| Runway designator | TORA | TODA | ASDA | LDA | Remarks |
|---|---|---|---|---|---|
| **1** | **2** | **3** | **4** | **5** | **6** |
| 14 | 1199 M | 1199 M | 1199 M | 1220 M | Declared distances include a starter extension of 100 x 20 M. |
| 32 | 1199 M | 1199 M | 1199 M | 992 M | Declared distances include a starter extension of 100 x 20 M. |

## EGAB AD 2.14 APPROACH AND RUNWAY LIGHTING

| RWY | Approach lighting Type/ Length/ Intensity | Threshold lighting Colour/Wing bars | VASIS/ MEHT/ PAPI/ PAPI Dist from THR | TDZ, lighting Length | Runway Centre Line lighting Length/ Spacing/ Colour/ Intensity | Runway edge lighting Length/ Spacing/ Colour/ Intensity | Runway end lighting Colour/ Wing bars | Stopway lighting Length/ Colour | Remarks |
|---|---|---|---|---|---|---|---|---|---|
| 1 | 2 | 3 | 4 | 5 | 6 | 7 | 8 | 9 | 10 |
| 14 | | Light intensity high<br>Green wingbar | PAPI<br>Left/3.5°<br>25 FT | | | 56 M spacing<br>White<br>Light intensity high | Red<br>Light intensity high | | EDGE:<br>Runway edge lights are displaced 7 M from the runway edge on shoulder of the hard surface. |
| 32 | | Light intensity high<br>Green wingbar | PAPI<br>Left/4.4°<br>25 FT | | | 56 M spacing<br>White<br>Light intensity high | Red<br>Light intensity high | | EDGE:<br>Runway edge lights are displaced 7 M from the runway edge on shoulder of the hard surface. |

## EGAB AD 2.15 OTHER LIGHTING, SECONDARY POWER SUPPLY

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## EGAB AD 2.16 HELICOPTER LANDING AREA

| | | |
|---|---|---|
| 1 | Coordinates TLOF or THR of FATO, geoid undulation | |
| 2 | TLOF and/or FATO elevation | |
| 3 | TLOF and FATO area dimensions, surface, strength, marking, lighting | |
| 4 | True BRG of FATO | |
| 5 | Declared distance available | |
| 6 | APP and FATO lighting | |
| 7 | RMK | 4 helipads in front of Control Tower. |

## EGAB AD 2.17 AIR TRAFFIC SERVICES AIRSPACE

| Designation and lateral limits | Vertical Limits | Airspace Class | ATS unit callsign/ language | Transition Altitude | Hours of applicability | Remarks |
|---|---|---|---|---|---|---|
| 1 | 2 | 3 | 4 | 5 | 6 | 7 |
| ENNISKILLEN/ST ANGELO ATZ<br>A circle, 2 NM radius, centred at 542355N 0073907W on longest notified runway (14/ 32). | Upper limit: 2000 FT AGL<br>Lower limit: SFC | G | ENNISKILLEN RADIO<br>English | 3000 FT | | |

## EGAB AD 2.18 AIR TRAFFIC SERVICES COMMUNICATION FACILITIES

| Service Designation | Callsign | Channel/ Frequency(MHz) | SATVOICE number(s) | Logon Address | Hours of Operation | Remarks |
|---|---|---|---|---|---|---|
| 1 | 2 | 3 | 4 | 5 | 6 | 7 |
| OTHER | ENNISKILLEN RADIO | 123.205<br>A/G frequency. | | | 0900-1600 (0800-1600). Out of<br>hours by arrangement. | ATZ hours coincident with A/G hours. |

# EGAB AD 2.19 RADIO NAVIGATION AND LANDING AIDS

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# EGAB AD 2.20 LOCAL AERODROME REGULATIONS

## 1 AERODROME REGULATIONS

a) Aerodrome not available to aircraft unable to communicate by radio unless the pilot has received prior permission.

## 2 GROUND MOVEMENT

a) Taxiways C and D only available to aircraft with a wingspan of less than 12 m.

## 3 CAT II/III OPERATIONS

Not applicable

## 4 WARNINGS

a) HT cables 27 ft aal running east-west, 0.18 nm from Runway 14 threshold.
High ground and trees either side of the runway.
b) High ground and trees to the west of the Aerodrome.
c) Aircraft landing on Runway 14 may experience crosswinds from the southwest.
d) Operating aircraft should be aware of a right of way road crossing situated 110 m north of the Runway 32 threshold. The crossing is available H24 and is controlled by airport staff during operational hours only.

## 5 HELICOPTER OPERATIONS

a) Helicopter training takes place on the grass parallel to Runway 14/32.
b) Helicopter movements will also occur to/from Runway 14/32.
c) Helicopter circuits are to be flown parallel to the runway in use at 800 ft.
d) Helicopters must obtain specific permission to cross Runway 14/32.

## 6 USE OF RUNWAYS

Not applicable

## 7 TRAINING

Not applicable

# EGAB AD 2.21 NOISE ABATEMENT PROCEDURES

Not applicable

# EGAB AD 2.22 FLIGHT PROCEDURES

a) Circuit directions: Runway 14 - right hand; Runway 32 - left hand. Circuit height 1000 ft agl. Helicopter and microlight circuit height 800 ft agl.
b) Low Level circuits are permitted, but only for the purposes of practising bad weather flying.
c) The Turn Out after take-off, Touch and Go, Overshoot or Turn On to final approach should not be below 300 ft.
d) Non-standard procedures required for training purposes will only be permitted when the traffic situation allows.

# EGAB AD 2.23 ADDITIONAL INFORMATION

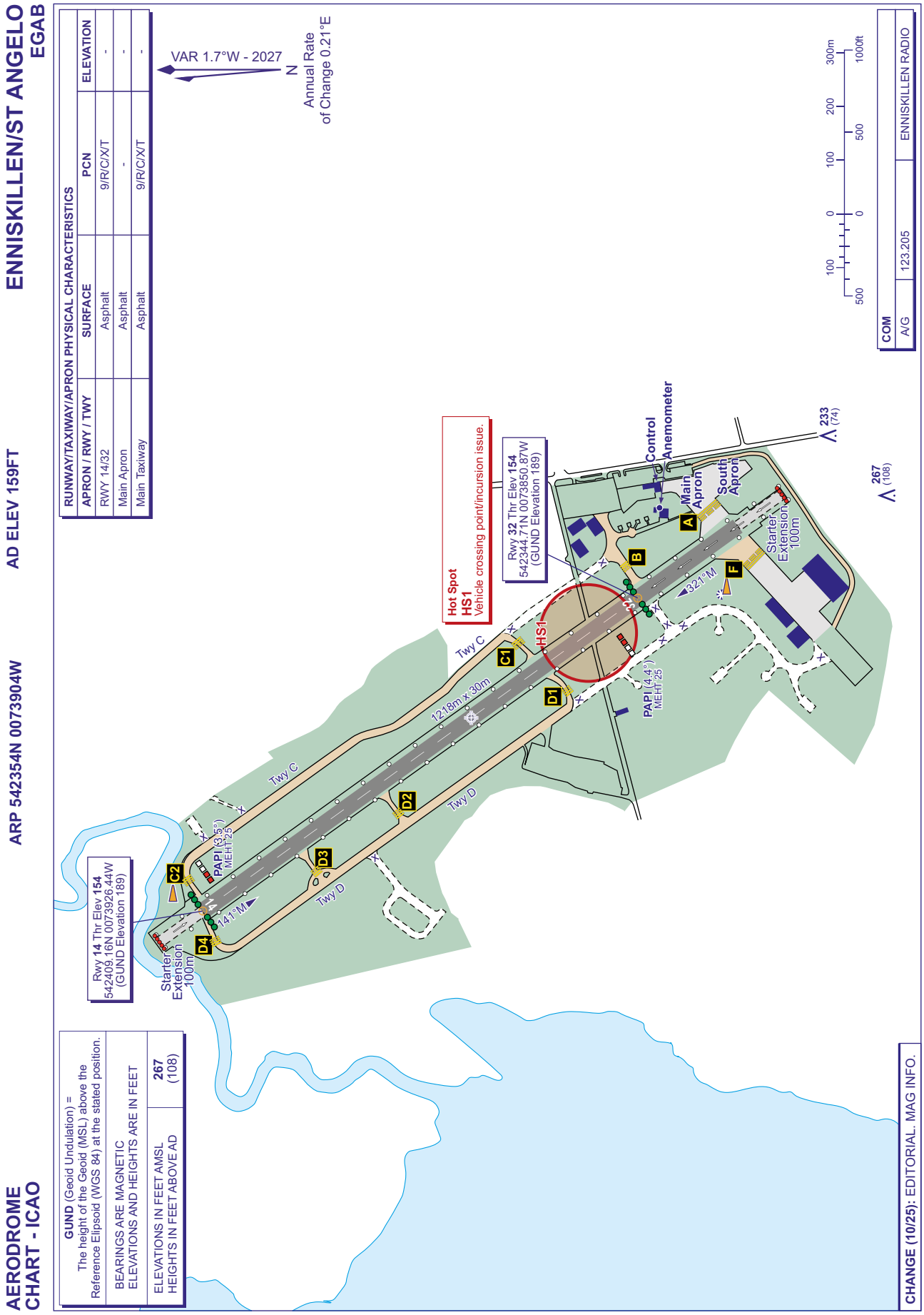
Not applicable

## EGAB AD 2.24 CHARTS RELATED TO AN AERODROME

AERODROME CHART - ICAO
AD 2.EGAB-2-1

## EGAB AD 2.25 VISUAL SEGMENT SURFACE (VSS) PENETRATION

Not applicable


AERODROME CHART - ICAO
ENNISKILLEN/ST ANGELO EGAB
AD ELEV 159FT
ARP 542354N 0073904W
RUNWAY/TAXIWAY/APRON PHYSICAL CHARACTERISTICS
APRON / RWY / TWY | SURFACE | PCN | ELEVATION
RWY 14/32 | Asphalt | 9/R/C/X/T | -
Main Apron | Asphalt | - | -
Main Taxiway | Asphalt | 9/R/C/X/T | -
VAR 1.7°W - 2027
N
Annual Rate of Change 0.21°E
COM
A/G | 123.205 | ENNISKILLEN RADIO
GUND (Geoid Undulation) = The height of the Geoid (MSL) above the Reference Ellipsoid (WGS 84) at the stated position.
BEARINGS ARE MAGNETIC
ELEVATIONS AND HEIGHTS ARE IN FEET
ELEVATIONS IN FEET AMSL
HEIGHTS IN FEET ABOVE AD
267 (108)
Rwy 14 Thr Elev 154
542409.16N 0073926.44W
(GUND Elevation 189)
Rwy 32 Thr Elev 154
542344.71N 0073850.87W
(GUND Elevation 189)
Hot Spot
HS1
Vehicle crossing point/incursion issue.
1218m x 30m
Twy C
Twy D
PAPI (3.5°)
MEHT 25
PAPI (4.4°)
MEHT 25
141°M
321°M
Starter Extension 100m
Control
Anemometer
Main Apron
South Apron
233 (74)
267 (108)
CHANGE (10/25): EDITORIAL. MAG INFO.
AERO INFO DATE 21 JUL 25
AD 2-EGAB-2-1

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# EGTE — EXETER

## EGTE AD 2.1 AERODROME LOCATION INDICATOR AND NAME

EGTE — EXETER

## EGTE AD 2.2 AERODROME GEOGRAPHICAL AND ADMINISTRATIVE DATA

| | | |
|---|---|---|
| 1 | ARP coordinates and site at AD | Lat: 504403N Long: 0032450W<br>Midpoint of Runway 08/26 |
| 2 | Direction and distance from city | 4 NM E by N of Exeter. |
| 3 | Elevation / Reference temperature / Mean Low Temperature | 102 FT / 18 °C / - |
| 4 | Geoid undulation at AD ELEV PSN | 169 FT |
| 5 | Magnetic Variation / Annual Change | 0.53°W (2022) / 0.20°E |
| 6 | AD Administration | EXETER AND DEVON AIRPORT LTD |
| | Address | Exeter Airport, Exeter, Devon, EX5 2BD. |
| | Telephone | 01392-367433 (Airfield Ops)<br>01392-354915 (Flight Briefing)<br>01392-354995 (XLR Executive Jet Centres)<br>01392-354957 (Ground Handling)<br>01392-354917 (Training Slots) |
| | Telefax | 01392-364593 (ATC)<br>01392-447422 (Airfield Ops)<br>01392-354943 (XLR Executive Jet Centres) |
| | SITA | EXTOOXH |
| | E-mail address | ext.dispatch@exeter-airport.co.uk (Ground Handling)<br>Jetcentre@xlrexeter.com (XLR Executive Jet Centres) |
| | Telex | 42648 |
| 7 | Type of Traffic permitted (IFR/VFR) | IFR/VFR |
| 8 | Remarks | Calls to ATC are recorded. |

## EGTE AD 2.3 OPERATIONAL HOURS

| | | |
|---|---|---|
| 1 | AD Administration | Mon-Fri 0800-1800 (0700-1900), Sat 0900-1700 (0700-1800), Sun 0900-1700 (0800-1900). |
| 2 | Customs and immigration | As per AD hours, via handling agent. |
| 3 | Health and sanitation | |
| 4 | AIS Briefing Office | As per ATS hours. |
| 5 | ATS Reporting Office (ARO) | |
| 6 | MET Briefing Office | |
| 7 | ATS | Mon-Fri 0630-0230 (0500-0200), Sat 0600-2100 (0500-0200), Sun 0600-2200 (0500-0200).<br>PPR is mandatory outside of published aerodrome administration hours. See also AD 2.18. |
| 8 | Fuelling | AVTUR JET A-1: As per AD hours.<br>AVGAS 100LL: Mon-Fri 0800-1800 (0700-1800), Sat 0900-1700 (0700-1700), Sun 0900-1700 (0800-1800). |
| 9 | Handling | As per AD hours.<br>All movements outside published aerodrome administration hours incur an extra charge and are subject to availability. For bookings contact Ground Handling or XLR Executive Jet Centres. |
| 10 | Security | As per AD hours. |
| 11 | De-icing | By arrangement via Ground Handling. |
| 12 | Remarks | PPR is mandatory outside of published aerodrome administration hours. For aircraft movements outside these hours contact Ground Handling or XLR Executive Jet Centres. |

## EGTE AD 2.4 HANDLING SERVICES AND FACILITIES

| | | |
|---|---|---|
| 1 | Cargo handling facilities | Bulk and ULD handling. Main deck hi-loader (pallet) 7000 kg, forklift.<br>Limited facilities for outward cargo. Contact XLR Executive Jet Centres. |

| | | |
|---|---|---|
| 2 | Fuel and oil types | AVTUR JET A-1, AVGAS 100LL<br>Total Aero oil W80 and W100. |
| 3 | Fuelling facilities/capacity | AVTUR JET-A1 via bowser, AVGAS 100LL via self service/served pumps (see remarks). |
| 4 | De-icing facilities | Available. Contact Ground Handling. |
| 5 | Hangar space for visiting aircraft | Limited. Contact XLR Executive Jet Centres. |
| 6 | Repair facilities for visiting aircraft | Major for light aircraft. Minor for other aircraft. |
| 7 | Remarks | AVGAS 100LL. Only aircraft with a wingspan not exceeding 15 M are permitted to use the AVGAS installation, a maximum of three aircraft are permitted at any one time. No AVGAS 100LL bowser is available.<br><br>Aircraft must call ATC prior to leaving the fuelling apron. For helicopters see AD 2.20.<br><br>Self service AVGAS available to Exeter based and self serice card holders during aerodrome opening hours. Fuel opening hours apply to non-card holders and visiting aircraft. |

## EGTE AD 2.5 PASSENGER FACILITIES

| | | |
|---|---|---|
| 1 | Hotels | In the vicinity. |
| 2 | Restaurants | Licensed Restaurant, Cafe, Bar, Conference facilities. |
| 3 | Transportation | Buses, taxis and car hire.<br>Nearest railway station: Exeter St. Davids and Tiverton Parkway |
| 4 | Medical facilities | Limited first aid treatment. |
| 5 | Bank and Post Office | Bureau de Change. ATM in Terminal. |
| 6 | Tourist Office | Tourist information is available at the Information desk. |
| 7 | Remarks | Executive lounge available via XLR Executive Jet Centres. |

## EGTE AD 2.6 RESCUE AND FIRE FIGHTING SERVICES

| | | |
|---|---|---|
| 1 | AD category for fire fighting services | RFF Category A6<br>It is a condition of the use of the aerodrome that fire cover outside the published opening hours will be provided to the level required for the size and type of aircraft operating and requiring the use of a certificated aerodrome.<br><br>RFF Category 6, RFFS provision will be provided for all scheduled movements at the appropriate category up to RFF Category 7. RFF Category 8 and 9 upon request. |
| 2 | Rescue equipment | 3x Cobra major fire appliances. |
| 3 | Capability for removal of disabled aircraft | Light / medium aircraft can be removed using on site resources. Larger aircraft can be removed using outside sources in conjunction with the aircraft operator. Contact 01392 447433. |
| 4 | Remarks | |

## EGTE AD 2.7 SEASONAL AVAILABILITY - CLEARING

| | | |
|---|---|---|
| 1 | Type of clearing equipment | Mechanical, Chemical de-icing. |
| 2 | Clearance priorities | Standard. See AD 1.2.2. |
| 3 | Remarks | Exeter Airport's policy on clearing a contaminated runway will always be to clear back to a blacktop. Braking action readings/estimates derived from the use of Continuous Friction Measuring Equipment (CFME) or any other source will not be available. If the runway is open, operating procedures will promulgate information in accordance with Global Reporting Format (GRF) standard. Latest information from ATC 01392-354917. |

# EGTE AD 2.8 APRONS, TAXIWAYS AND CHECK LOCATIONS/POSITIONS DATA

| | | |
|---|---|---|
| 1 | Apron surface and strength | APRON 21<br>Surface: Asphalt<br>PCN 27/F/B/Y/U<br><br>APRON 22<br>Surface: Concrete<br>PCN 53/R/B/X/U<br><br>APRON 24<br>Surface: Asphalt<br>PCN 27/F/B/Y/U<br><br>MAIN APRON STANDS 2-5<br>Surface: Concrete and asphalt<br>PCN 53/R/B/X/U<br><br>MAIN APRON STANDS 6-10<br>Surface: Concrete and asphalt<br>PCN 59/F/B/X/U<br><br>NORTH APRON<br>Surface: Asphalt<br>PCN 40/F/B/X/U<br><br>SOUTH APRON<br>Surface: Asphalt<br>PCN 52/F/B/X/U |
| 2 | Taxiway width, surface and strength | Taxiway A: 15.1 M<br>Surface: Asphalt<br>PCN 52/F/B/X/U<br><br>Taxiway B: 23 M<br>Surface: Concrete<br>PCN 54/R/B/X/U<br><br>Taxiway C: 15.1 M<br>Surface: Asphalt<br>PCN 52/F/B/X/U<br><br>Taxiway D: 15.1 M<br>Surface: Asphalt<br>PCN 52/F/B/X/U<br><br>Taxiway E: 10.5 M<br>Surface: Asphalt<br>PCN 16/F/B/Y/U<br><br>Taxiway F: 7.5 M<br>Surface: Asphalt<br>PCN 10/F/B/Y/U<br><br>Taxiway G: 17 M<br>Surface: Asphalt<br>PCN 40/F/B/X/U |
| 3 | Altimeter checkpoint location and elevation | Main Apron 102 FT. |
| 4 | VOR checkpoints | |
| 5 | INS checkpoints | See Aircraft Parking/Docking Chart. |

| | | |
|---|---|---|
| 6 | Remarks | Pilots are cautioned that Taxiways A and C are not suitable for use by aircraft whose wheelbase exceeds 18 M and whose wheelspan is greater than 9.1 M.<br><br>Taxiway E is suitable for aircraft whose wheelbase is less than 7.5 M and wingspan less than 18 M and is available at night. Aircraft with a wingspan in excess of 20 M must be under tow. All aircraft using Taxiway E must exercise extreme caution due to the reduced obstacle clearances and vehicle movements.<br><br>Taxiway F is suitable for aircraft up to 7.5 M wheelbase. Foxtrot 1 is not available at night. All aircraft using Taxiway F must exercise caution due to vehicle and helicopter movements.<br><br>Taxiway G is suitable for use by code C aircraft to access the engine run and compass base facilities. Code D aircraft may use the taxiway by prior arrangement under tow.<br><br>The grass parking is ordinarily available for use between April and October by light aircraft with a maximum wingspan of 12 M. Operators of light aircraft who cannot use the grass are requested to advise Flight Briefing prior to arrival so that appropriate parking arrangements can be made. |

## EGTE AD 2.9 SURFACE MOVEMENT GUIDANCE AND CONTROL SYSTEM AND MARKINGS

| | | |
|---|---|---|
| 1 | Use of aircraft stand ID signs, TWY guide lines and visual docking/parking guidance system of aircraft stands | All main apron stands are parking with marshaller guidance. No aircraft must enter a stand without being under positive marshaller control. If a marshaller is not present advise ATC and hold on the apron taxiway.<br><br>Into wind parking is available dependent upon the wind direction and stand availability (ACFT may be required to hold for suitable parking). Requests for into wind parking should be made as early as possible via Exeter Dispatch or ATC in advance of arrival. Pilots are to ensure that minimum power is used when taxiing away from any into wind parking stand and are to turn as soon as practically possible to enter the apron taxiway.<br><br>Pilots are cautioned, that all stands have an upward incline towards the South, which may necessitate the use of increased power when taxiing on to stand on Stands 4–6 and especially when operating under single engine manoeuvres. |
| 2 | Runway and taxiway markings and lighting | Runway marking aid(s):<br>08/26: Runway designation, threshold, centre-line, fixed distance, touchdown zone and edge.<br><br>Taxiway marking aid(s):<br>Taxiway centre-line and holding positions. Enhanced taxiway centre-line markings and runway ahead designators at each runway hold. The apron taxilane between Taxiways Bravo and Charlie has green reflective studs along its centre-line for its entire length. Taxiway Echo has green reflective centre-line studs. Taxiway Golf has green centre-line and blue reflective edge studs. Reflective markers on edge of Taxiway Charlie at intersection with the South Apron.<br><br>Taxiway light(s):<br>Taxiways Alpha, Bravo and Charlie entrance to/exit from runway indicated by alternate green/amber centre-line lights. Green centre-line lighting on Taxiways Alpha, Bravo and Charlie. The apron taxilane between Taxiways Bravo and Charlie has blue edge lights on northern edge. Taxiways Echo, Delta, Foxtrot and Golf are not equipped with taxiway lighting. |
| 3 | Stop bars and runway guard lights (if any) | Stopbars in use during darkness and Low Visibility conditions at holding points Alpha 1, Bravo 1 and Charlie 1.<br><br>Runway guard lights at Alpha 1, Bravo 1, Charlie 1, Delta 1 and Echo 1 taxiway intersections. |
| 4 | Other runway protection measures | |

| | | |
|---|---|---|
| 5 | Remarks | Wind direction indicators: 504411.84N 0032422.21W (LGTD); 504348.86N 0032518.66W (LGTD).<br>Obstacle marking.<br><br>Runway ahead, enhanced taxiway centre-line and mandatory instruction marking are located at all holding points.<br><br>Retroreflective intersection departure distance signs at Bravo 1 and Charlie 1.<br><br>When operational, blue linlaners along edges of grass taxiway. No entry signs at intersection of grass parking area to grass taxiway. |

## EGTE AD 2.10 AERODROME OBSTACLES

| In Approach/Take-off areas | | | | | | |
|---|---|---|---|---|---|---|
| **Obstacle ID/ Designation** | **Obstacle Type** | **Obstacle Position** | **Elevation/Height** | | **Obstruction Lighting Type/ Colour** | **Remarks** |
| **1** | **2** | **3** | **4** | | **5** | **6** |
| (EGTE15005) 08/APPROACH 26/ TAKE-OFF | MAST | 504825.82N 0030617.85W | 1537 FT | 773 FT | Yes Red | |
| (EGTE15095) 08/APPROACH 26/ TAKE-OFF | TREE | 504603.83N 0031402.21W | 828 FT | 90 FT | No | |
| (EGTE15057) 08/APPROACH 26/ TAKE-OFF | MAST | 504543.49N 0031242.76W | 1027 FT | 209 FT | Yes Red | |
| (EGTE15045) 08/APPROACH 26/ TAKE-OFF | TREE | 504532.71N 0031404.17W | 860 FT | 85 FT | No | |
| (EGTE15328) 08/APPROACH 26/ TAKE-OFF | TREE | 504520.59N 0031406.73W | 856 FT | 74 FT | No | |
| (EGTE15193) 08/APPROACH 26/ TAKE-OFF | TREE | 504514.04N 0031941.94W | 620 FT | 89 FT | No | |
| (EGTE15247) 08/APPROACH 26/ TAKE-OFF | HV PYLON | 504453.15N 0032041.71W | 412 FT | 95 FT | No | |
| (EGTE15329) 08/APPROACH 26/ TAKE-OFF | TREE | 504451.74N 0031427.47W | 876 FT | 85 FT | No | |
| (EGTE15290) 08/APPROACH 26/ TAKE-OFF | TREE | 504444.08N 0032005.69W | 596 FT | 99 FT | No | |
| (EGTE16304) 08/APPROACH 26/ TAKE-OFF | TREE | 504428.73N 0032054.05W | 374 FT | 74 FT | No | |
| (EGTE15278) 08/APPROACH 26/ TAKE-OFF | TREE | 504427.81N 0032000.61W | 568 FT | 66 FT | No | |
| (EGTE16471) 08/APPROACH 26/ TAKE-OFF | TREE | 504419.90N 0032225.51W | 278 FT | 96 FT | No | |
| (EGTE14452) 08/APPROACH 26/ TAKE-OFF | TREE | 504418.16N 0032251.47W | 225 FT | 71 FT | No | |
| (EGTE15399) 08/APPROACH 26/ TAKE-OFF | TREE | 504417.03N 0032220.63W | 287 FT | 94 FT | No | |
| (EGTE16003) 08/APPROACH 26/ TAKE-OFF | TREE | 504139.30N 0033555.46W | 817 FT | 119 FT | No | |

| In circling area and at aerodrome | | | | | | |
|---|---|---|---|---|---|---|
| **Obstacle ID/ Designation** | **Obstacle Type** | **Obstacle Position** | **Elevation/Height** | | **Obstruction Lighting Type/ Colour** | **Remarks** |
| **1** | **2** | **3** | **4** | | **5** | **6** |
| | TALL EQUIPMENT | 504516N 0032310W | 220 FT | 115 FT | No | See AD 2.20 Warnings |
| (EGTE15535) | TREE | 504453.53N 0032158.10W | 295 FT | 86 FT | No | |
| (EGTE15209) | TREE | 504450.98N 0032010.56W | 520 FT | 81 FT | No | |
| (EGTE15200) | TREE | 504448.72N 0031959.14W | 575 FT | 94 FT | No | |
| (EGTE15462) | HV PYLON | 504326.68N 0032203.42W | 398 FT | 105 FT | No | |

| In circling area and at aerodrome | | | | | | |
|---|---|---|---|---|---|---|
| **Obstacle ID/ Designation** | **Obstacle Type** | **Obstacle Position** | **Elevation/Height** | | **Obstruction Lighting Type/ Colour** | **Remarks** |
| **1** | **2** | **3** | **4** | | **5** | **6** |
| (EGTE15688) | TREE | 504326.36N 0032150.83W | 370 FT | 66 FT | No | |
| (EGTE15982) | TREE | 504056.60N 0032214.76W | 632 FT | 56 FT | No | |

## EGTE AD 2.11 METEOROLOGICAL INFORMATION PROVIDED

| | | |
|---|---|---|
| 1 | Associated MET Office | MET OFFICE EXETER |
| 2 | Hours of service<br>MET Office outside hour | H24 |
| 3 | Office responsible for TAF preparation<br>Periods of validity | MET OFFICE EXETER<br>9 hours. |
| 4 | Trend forecast<br>Interval of issuance | |
| 5 | Briefing/consultation provided | Self briefing/telephone 01392-444523. |
| 6 | Flight documentation<br>Language(s) used | Charts abbreviated plain language text. TAFs/METARs.<br>English. |
| 7 | Charts and other information available for briefing or consultation | METFORM 214-215, 414-415. METARs, TAFs, SIGMET, GAMET. Internet access. |
| 8 | Supplementary equipment available for providing information | ATIS 119.330 MHz. Self briefing terminal in Aviation South West briefing room. |
| 9 | ATS units provided with information | EXETER |
| 10 | Additional information (limitation of service, etc.) | |

## EGTE AD 2.12 RUNWAY PHYSICAL CHARACTERISTICS

| **Designations RWY Number** | **True bearing** | **Dimensions of RWY** | **Surface of RWY/ SWY/ Strength** | **THR co-ordinates/ THR Geoid undulation** | **THR elevation/ Highest elevation of TDZ of precision APP RWY** | **Slope of RWY/ SWY** |
|---|---|---|---|---|---|---|
| **1** | **2** | **3** | **4** | **5** | **6** | **7** |
| 08 | 076.11° | 2076 x 45 M | RWY surface: Asphalt, Grooved<br>PCN 53/F/B/X/U | 504355.43N 0032540.82W 169.0 FT | THR 99.8 FT | |
| 26 | 256.13° | 2076 x 45 M | RWY surface: Asphalt, Grooved<br>PCN 53/F/B/X/U | 504411.24N 0032359.98W 169.0 FT | THR 102.3 FT | |

| **SWY Dimensions** | **Clearway Dimensions** | **Strip Dimensions** | **RESA Dimensions, Overshoot / Undershoot** | **Location/ description of arresting system** | **OFZ** | **Remarks** |
|---|---|---|---|---|---|---|
| **8** | **9** | **10** | **11** | **12** | **13** | **14** |
| | 215 x 150 M | 2156 x 280 M | | | | RWY 08<br><br>The downslope gradient over the first 400 M of LDA is: RWY 08 - 0.73% |
| | 581 x 150 M | 2156 x 280 M | | | | RWY 26<br><br>Threshold displaced by 39 M.<br><br>The downslope gradient over the first 400 M of LDA is: RWY 26 - 0.74% |

## EGTE AD 2.13 DECLARED DISTANCES

| Runway designator | TORA | TODA | ASDA | LDA | Remarks |
|---|---|---|---|---|---|
| 1 | 2 | 3 | 4 | 5 | 6 |
| 08 | 2036 M | 2252 M | 2036 M | 2036 M | |
| 26 | 2076 M | 2657 M | 2076 M | 2036 M | |
| 08 | 1665 M | 1880 M | 1665 M | | Take-off from intersection of Taxiway Bravo. |
| 08 | 1127 M | 1342 M | 1127 M | | Take-off from intersection of Taxiway Golf. |
| 08 | 1081 M | 1296 M | 1081 M | | Take-off from intersection of Taxiway Delta. |
| 08 | 791 M | 1007 M | 791 M | | Take-off from intersection of Taxiway Charlie. |
| 08 | 787 M | 1002 M | 787 M | | Take-off from intersection of Taxiway Echo. |
| 26 | 1819 M | 2400 M | 1819 M | | Take-off from intersection of Taxiway Foxtrot. |
| 26 | 1264 M | 1846 M | 1264 M | | Take-off from intersection of Taxiway Echo. |
| 26 | 1264 M | 1846 M | 1264 M | | Take-off from intersection of Taxiway Charlie. |
| 26 | 973 M | 1460 M | 973 M | | Take-off from intersection of Taxiway Delta. |
| 26 | 927 M | 1391 M | 927 M | | Take-off from Intersection of Taxiway Golf. |

## EGTE AD 2.14 APPROACH AND RUNWAY LIGHTING

| RWY | Approach lighting Type/ Length/ Intensity | Threshold lighting Colour/Wing bars | VASIS/ MEHT/ PAPI/ PAPI Dist from THR | TDZ, lighting Length | Runway Centre Line lighting Length/ Spacing/ Colour/ Intensity | Runway edge lighting Length/ Spacing/ Colour/ Intensity | Runway end lighting Colour/ Wing bars | Stopway lighting Length/ Colour | Remarks |
|---|---|---|---|---|---|---|---|---|---|
| 1 | 2 | 3 | 4 | 5 | 6 | 7 | 8 | 9 | 10 |
| 08 | Coded centre-line with two crossbars.<br>332 M<br>Light intensity high | Green<br>Light intensity high<br>Flush with wingbars | PAPI<br>Left/3°<br>60 FT<br>438 M | | Colour coded<br>15 M spacing<br>HI | HI elev bi-directional with LI omni-directional component<br>White, with last 600 M each side<br>yellow caution zone | Red | | |
| 26 | Coded centre-line with five crossbars.<br>750 M<br>Light intensity high | Green<br>Light intensity high<br>Flush with wingbars | PAPI<br>Left/3.5°<br>58 FT<br>361 M | | Colour coded<br>15 M spacing<br>HI | HI elev bi-directional with LI omni-directional component<br>White, with last 600 M each side<br>yellow caution zone | Red | | |

## EGTE AD 2.15 OTHER LIGHTING, SECONDARY POWER SUPPLY

| | | |
|---|---|---|
| 1 | ABN/IBN location, characteristics and hours of operation | |
| 2 | LDI location and lighting<br>Anemometer location and lighting | Anemometer: 504407.70N 0032525.92W (unlit); 504413.03N 0032417.75W (unlit). |
| 3 | TWY edge and centre line lighting | CL: Green centre-line lighting on Taxiways Alpha, Bravo and Charlie.<br><br>EDGE: Blue edge lighting on northern edge of the Apron taxiway and apron end of Taxiway Bravo. |
| 4 | Secondary power supply/switch-over time | Yes. Less than 1 second when RVR 800 M or less. |
| 5 | Remarks | Apron edge lighting. Apron floodlights. Obstacle lighting. |

## EGTE AD 2.16 HELICOPTER LANDING AREA

**INTENTIONALLY BLANK**

## EGTE AD 2.17 AIR TRAFFIC SERVICES AIRSPACE

| Designation and lateral limits | Vertical Limits | Airspace Class | ATS unit callsign/ language | Transition Altitude | Hours of applicability | Remarks |
|---|---|---|---|---|---|---|
| 1 | 2 | 3 | 4 | 5 | 6 | 7 |
| EXETER ATZ<br>A circle, 2.5 NM radius, centred at 504403N 0032450W on longest notified runway (08/26) | Upper limit: 2000 FT AGL<br>Lower limit: SFC | G | EXETER APPROACH<br>English | 3000 FT | | Emergency services operations may occur H24, including outside of the operating hours of the aerodrome ATZ. Pilots are recommended to make a blind call on the Exeter Approach Frequency 128.980 MHz when transiting close to the ATZ. |

## EGTE AD 2.18 AIR TRAFFIC SERVICES COMMUNICATION FACILITIES

| Service Designation | Callsign | Channel/ Frequency(MHz) | SATVOICE number(s) | Logon Address | Hours of Operation | Remarks |
|---|---|---|---|---|---|---|
| 1 | 2 | 3 | 4 | 5 | 6 | 7 |
| APP | EXETER APPROACH | 128.980<br>DOC 40 NM/ 16,000 FT. | | | Mon-Fri 0630-0230 (0500-0200), Sat 0600-2100 (0500-0200), Sun 0600-2200 (0500-0200). | ATZ hours coincident with Approach hours. |
| TWR | EXETER TOWER | 119.805<br>DOC 25 NM/4,000 FT. | | | Mon-Fri 0630-0230 (0500-0200), Sat 0600-2100 (0500-0200), Sun 0600-2200 (0500-0200). | |
| RADAR | EXETER RADAR | 123.580<br>DOC 40 NM/ 16,000 FT. | | | Not continuously guarded, ATC will advise | Radar serves Runway 08/26. |
| | | 128.980 | | | Mon-Fri 0630-0230 (0500-0200), Sat 0600-2100 (0500-0200), Sun 0600-2200 (0500-0200). | |
| ATIS | EXETER INFORMATION | 119.330<br>DOC 60 NM/ 20,000 FT. | | | Mon-Fri 0630-0230 (0500-0200), Sat 0600-2100 (0500-0200), Sun 0600-2200 (0500-0200). | |
| OTHER | EXETER FIRE | 121.600<br>Non-ATS frequency. | | | Available when Fire vehicle attending aircraft on the ground in an emergency. | |

# EGTE AD 2.19 RADIO NAVIGATION AND LANDING AIDS

| Type of Aid CAT of ILS/MLS MAG Var/VOR Declination | Ident | Frequency | Hours of Operation | Position of transmitting antenna coordinates | Elevation of DME transmitting antenna | Remarks |
|---|---|---|---|---|---|---|
| 1 | 2 | 3 | 4 | 5 | 6 | 7 |
| ILS/LOC<br>I<br>0.32°E (2027) | IET | 109.900 MHz | Mon-Fri 0630-0230 (0500-0200), Sat 0600-2100 (0500-0200), Sun 0600-2200 (0500-0200). | 504412.91N 0032349.23W | | (RWY 08) |
| ILS/GP | IET | 333.800 MHz | Mon-Fri 0630-0230 (0500-0200), Sat 0600-2100 (0500-0200), Sun 0600-2200 (0500-0200). | 504353.55N 0032522.65W | | 3° ILS Ref Datum Hgt 50 FT. |
| ILS/LOC<br>I<br>0.31°E (2027) | IXR | 109.900 MHz | Mon-Fri 0630-0230 (0500-0200), Sat 0600-2100 (0500-0200), Sun 0600-2200 (0500-0200). | 504354.22N 0032548.56W | | (RWY 26)<br>Range is restricted to 18 NM between 10 degree and 10 NM between 35 degree either side of the centre-line.<br>Pilots are advised that full scale fly-up may not be observed when below the Glide Path and right of the centre-line for ILS Runway 26 I-XR. |
| ILS/GP | IXR | 333.800 MHz | Mon-Fri 0630-0230 (0500-0200), Sat 0600-2100 (0500-0200), Sun 0600-2200 (0500-0200). | 504413.27N 0032417.70W | | 3.5° ILS Ref Datum Hgt 58 FT.<br>Quality of the guidance does not permit use of the Glide Path below 200 FT.<br>Glide Path is not to be used at a range of greater than 8 NM from the threshold.<br>Pilots landing on auto-coupled approach may experience greater than expected pitch up/pitch down inputs between 8 NM and 5 NM. |
| NDB (L)<br>0.35°E (2027) | EX | 337.000 kHz | Mon-Fri 0630-0230 (0500-0200), Sat 0600-2100 (0500-0200), Sun 0600-2200 (0500-0200). | 504507.75N 0031742.18W | | Range 25 NM. |
| ILS/DME | IXR | 36X<br>109.900 MHz | Mon-Fri 0630-0230 (0500-0200), Sat 0600-2100 (0500-0200), Sun 0600-2200 (0500-0200). | 504413.13N 0032418.04W | 112 FT | (RWY 26)<br>On AD.<br>DME freq paired with ILS I-ET and I-XR.<br>Zero range is indicated at THR of Runway 26. |

| Type of Aid CAT of ILS/MLS MAG Var/VOR Declination | Ident | Frequency | Hours of Operation | Position of transmitting antenna coordinates | Elevation of DME transmitting antenna | Remarks |
|---|---|---|---|---|---|---|
| 1 | 2 | 3 | 4 | 5 | 6 | 7 |
| ILS/DME | IET | 36X<br>109.900 MHz | Mon-Fri 0630-0230 (0500-0200), Sat 0600-2100 (0500-0200), Sun 0600-2200 (0500-0200). | 504353.55N<br>0032522.65W | 120 FT | (RWY 08)<br>On AD.<br>DME freq paired with ILS I-ET and I-XR.<br>Zero range is indicated at THR of Runway 08. |

## EGTE AD 2.20 LOCAL AERODROME REGULATIONS

### 1 AIRPORT REGULATIONS

a) Fixed wing aircraft with a MTOW of 1800 KG or higher; and rotary aircraft with a MTOW of 1000 KG or higher; and all Military, State or Flying Display aircraft are always subject to mandatory handling. Operators are required to book in advance of arrival +44 (0)1392-354995, e-mail: Jetcentre@xlrexeter.com (XLR Executive Jet Centres). The exceptions to this are as follows:

i. Exeter based operators; in this instance it is the commander's responsibility to present to the Control Authorities any non-UK national as well as any other person/item required to be presented in accordance with current UK regulations as appropriate.
ii. Aircraft that are arriving for maintenance with an Exeter based facility; operators of such flights are required to identify on their flight plan as a remark, the facility that they are booked to visit. It is the commander's responsibility to present to the Control Authorities any non-UK national as well as any other person required to be presented in accordance with current UK regulations as appropriate.
iii. It always remains the aircraft operator's responsibility to notify the UK Control Authorities in advance of any applicable flight in line with current UK regulations.

b) Fixed wing aircraft with a MTOW of 1500 KG - 1799 KG requiring any duration parking on airport operated aprons/grass and/or Jet A1 fuel or any aircraft with MTOW less than 1499 KG requiring Jet A1 fuel, are always subject to prior permission (PPR). Booking via flight plan only or not via XLR is not accepted. A marshalling/transportation charge will be levied by XLR Exeter. Operators are required to book in prior to arrival via XLR Executive Jet Centres +44 (0)1392-354995; email: Jetcentre@xlrexeter.com. Exclusions as per points (a), (i) & (ii) above apply.

i. All General Aviation aircraft that fall outside of the scope for mandatory handling are requested to book in with flight briefing in advance of arrival +44 (0)1392-354915, especially prior to filing a flight plan to arrive from outside the UK. The exception to this is as follows: Exeter based operators; in this instance it is the commander's responsibility to present to the Control Authorities any non-UK national as well as any other person required to be presented in accordance with current UK regulations.
ii. It always remains the aircraft operator's responsibility to notify the UK Control Authorities in advance of any applicable flight in line with current UK regulations.

c) All commercial air transport operators should submit details of proposed flights and schedules to Airport Co-ordination Ltd, who act as an agent for the airport. Requests for ad-hoc slot allocations should be made to ACL during working hours 0830-1700 (0730-1600) Monday to Friday by SITA: LONACXH; e-mail: lonacxh@acl-uk.org; or Tel: +44(0)161-4931850, Fax: +44(0)161-4931853, or at all other times to Ground Handling +44 (0)1392-354957. OCS account holders can add, change and cancel slots at any time on the online coordination portal: https://www.online-coordination.com/

d) Ordinarily all persons walking on the manoeuvring and airport apron areas, including the grass and north side at Exeter Airport, must wear high visibility clothing at all times. The only exception to this rule is that aircraft commanders wearing high visibility clothing are permitted to escort their passengers who are not wearing the required clothing up to a maximum of 5 per group when not on the Main Apron. For maximum effect high visibility clothing should be correctly fastened. Pilots and passengers are to use appropriate walkways between aircraft parking areas and landside. A footpath to be used, runs from the western edge of the South Apron across Apron 24 and Taxiway Charlie to the access control point. Under no circumstances are flight crew or passengers to walk along any portion of Taxiway Charlie. It is the responsibility of the aircraft commander/handling agent to ensure the safety of passengers and crew at all times.

e) All communications for airport owned ground handling services from aircraft inbound or on the ground should be made via 131.680 MHz callsign Exeter Dispatch.

f) General Aviation and non-commercial aircraft under 2 tonnes landing at Exeter in an emergency diversion situation will have the landing fees waived. The pilot will be required to complete details of the event for the aerodrome records.

g) Pilots of aircraft types which require to use brake chutes on landing are to advise the AD operator in advance of the flight via Airfield Operations so that chute collection arrangements may be made. Pilots are requested to advise ATC of the intention to stream prior to landing as published in CAP413.

h) Aircraft using the aerodrome must be equipped with a radio.

i) Parachuting and aerobatics are not permitted at the aerodrome and prior permission must be granted by the aerodrome authority for any parachuting and aerobatic activities within the aerodrome traffic zone.

j) Aircraft using Exeter Airport do so in accordance with the aerodromes conditions of use, a copy of which is available on application or via the aerodrome website.

k) It is a requirement that every airline using Exeter Airport have local orders compatible with the aerodrome Emergency Orders. Airlines, General Aviation operators and Flying Clubs should also note that it is their responsibility to recover disabled aircraft and aircraft wreckage

and have appropriate arrangements in place before commencing flying operations into the aerodrome. The aerodrome will act as the coordinating body throughout the recovery operation and has only very limited equipment which might be used to salvage disabled aircraft.

l) Banner towing by aircraft is not permitted.
m) Smoking airside is prohibited.

## 2 GROUND MOVEMENT

a) All aircraft parked on the main apron are required to start under marshallers instructions.
b) All pilots must state their location on the aerodrome when requesting start up.
c) Pushback Procedures:

i. Pilots should give full callsign, type, parking area/apron and/or stand number.
ii. Pilots should only request pushback when the tug and push crew are connected to the aircraft and they are actually ready to do so.
iii. Pilots are required not to illuminate aircraft anti-collision beacons until such a time as a start-up/pushback approval has been received from ATC, and when parked on the main apron, positive communication with ground personnel has been achieved.
iv. Pilots must ensure that they are in receipt of a pushback clearance from ATC on the tower frequency before allowing ground crew to pushback the aircraft onto a taxiway from any location.
v. Aircraft pushback from aprons must be conducted so that the aircraft is facing the intended direction of travel as instructed by ATC. All code D aircraft or higher parked on a numbered stand will be pushed back onto the apron taxiway to face west and expect to use Taxiway Bravo.
vi. Aircraft pushing back must at all times be in communication (voice/hand signals) with an EDAL approved marshaller. Based aircraft maintenance companies are included within this approval. In the event that a non-standard pushback is required by flight crew, this must be approved in advance of the aircraft doors being closed by Airfield Operations.

d) During low visibility when the reported prevailing or minimum visibility, or touchdown IRVR decreases below 800 M stop bars will be illuminated at holding points Alpha 1, Bravo 1 and Charlie 1. Runway protection barriers shall be deployed on all other runway holding points to prevent unauthorised access to the runway. Any pilot wishing to depart from the North Apron during such circumstances must advise ATC minus 15 minutes of requesting start-up clearance, so that arrangements can be made to temporarily allow access for departure. When the reported prevailing or minimum visibility, or touchdown IRVR decreases below 400 M, for aircraft on the south side of the airfield the preferential departure runway is Runway 08 via holding point Alpha 1 (holding point Bravo 1 for code D/E aircraft). If Runway 26 is required (operational necessity only), aircraft on the Main Apron must be using taxiway Bravo. For aircraft on the north side of the airfield the preferential departure runway is Runway 26, via holding point Echo 1 or holding point Golf from the North Apron. Pilots are advised that increased separation and movement restrictions may also apply during such conditions.
e) Code C or higher aircraft are not permitted to carry out 180 degree turns on Runway 08/26 between the runway thresholds. All code C or higher types must use the Runway 08 loop or the Runway 26 turning circle as applicable.
f) When operational, the grass taxiway from Runway 08/26 to the grass parking is available as instructed for vacating the runway only. Aircraft departing the grass parking will be instructed to do so via the exit onto taxiway Charlie and then to the appropriate holding point for the runway in use.

## 3 CAT II/III OPERATIONS

Not applicable

## 4 WARNINGS

a) Light aircraft should be aware of the elevated runway lights and PAPI for Runway 08/26.
b) Pilots are advised that bird concentrations may be present in agricultural and construction areas on approaches to runways and in the vicinity of the aerodrome. Deterrent measures within the airport boundary are carried out by a Bird Control Unit and pilots may be requested by ATC to delay departure or arrival if bird concentrations within the BCU's area of control prove difficult to disperse.
c) Pilots are warned, when landing on Runway 26, of the possibility of Terrain/Building induced turbulence and wind shear effects.
d) Gliding, parachuting, light aircraft and microlights operate at Dunkeswell and North Hill aerodromes (10 NM NE EGTE).
e) Aircraft in the Dunkeswell ATZ may operate less than 5 NM north of the Final Approach Track to Runway 26. Deconfliction minima against this uncoordinated traffic cannot be guaranteed. Pilots should expect late warning of aircraft leaving the Dunkeswell ATZ and deconfliction minima may not be achieved.
f) To ensure safe operations and obstacle clearance, aircraft nose wheels are to always be aligned with taxiway centre-line whilst taxiing or under tow. Where the taxiway width is less than the paved surface width, the portions outside the double yellow taxi side stripe markings are not maintained and shall not be used by aircraft. Pilots are cautioned that the width of Taxiway Alpha and Charlie varies from 15.1 M to 18.5 M and does not in all cases meet outer main wheel gear span criteria of DH4 aircraft and are to ensure that the aircraft nose wheels are always aligned with taxiway centre-line.
g) Pilots are warned that unauthorised ground based laser lights have been directed towards aircraft in the vicinity of the aerodrome. All incidents should be reported immediately via the Tower to the Airport Authority.
h) Pilots are cautioned of increased helicopter activity between Echo 1 and Foxtrot 1 and should remain vigilant at all times. ATC may hold taxiing aircraft on Echo and Foxtrot to allow priority helicopter departures.
i) Pilots are warned of helicopter activity in and out of the RD and E Hospital situated on the final approach to Runway 08 at 3.25 NM from touchdown.
j) Pilots are advised that grass areas adjacent to paved aprons are not to be used for aircraft manoeuvring or parking.
k) Pilots are advised that the drains located along the eastern edge of the South Apron are not weight bearing and all manoeuvring/parking must be to the west of the double yellow taxi side stripe markings at all times.
l) Any instructed turn on the runway is to be made with caution and in between the side stripe markings. Pilots are cautioned that elevated runway edge lighting is installed on the pavement edge outside of the side stripe.
m) Building construction works involving the use of various tall equipment will be taking place in the vicinity north east of Exeter Airport until **31 December 2024.**

i. The operating area is bounded by lines joining the following points: 504501N 0032357W - 504511N 0032213W - 504537N 0032251W - 504516N 0032409W. Up to a maximum height of 115 FT AGL 220 FT AMSL.
ii. Operating hours are Monday to Friday between 0800-1800 (0700-1700). Outside of these hours all tall equipment will be lowered.

## 5 HELICOPTER OPERATIONS

a) A designated area for light helicopters requiring AVGAS 100LL is available at the existing installation. Helicopters will only be permitted to land in this area during daylight hours and provided that there are no other aircraft using the pumps. ATC will designate an area for helicopters to hold if the pumps are in use.
b) Helicopters must approach the AVGAS installation from the northeast. When landing, helicopters must align with the 'H' facing west. Before refuelling commences, pilots must ensure that rotor blades are aligned with the fuselage, or so positioned as to not infringe taxiway C. Caution must be used at all times when manoeuvring in this area.
c) No rotors running refuels may take place on the airport from the airport authorities fuel bowsers, with the exception of those aircraft on SAR/Ambulance tasks, in accordance with the airports operational instructions available from the refuelling manager, Tel: 01392-354931.
d) Helicopters inbound/outbound are to avoid over flying airport buildings whenever possible.
e) Helicopters advised to park on an apron south of Runway 08/26 or on parking areas accessed via Taxiway Golf, will be directed by ATC to approach via the main runway, then to ground/air taxi to the allocated apron area and park under marshaller's instructions. Upon departure, helicopters parked on these apron areas will ground/air taxi from the allocated stand as directed by ATC to Runway 08/26 prior to lift off. It is required that helicopters with wheels will at all times ground taxi from/to the runway and pilots are to advise ATC prior to landing/or upon start up if this is not achievable due to aircraft specifications. Helicopters with a MTOW of less than 5000 KG may at times be advised to approach from the northern airfield boundary and land directly on the North Apron under marshaller's instruction.

## 6 USE OF RUNWAYS

a) When the surface wind is calm or light and variable, Runway 26 is the preferential runway. When Runway 08 is the runway-in-use, pilots should note that other aircraft may require Runway 26 for departure, due to performance limitations.
b) Pilots of light aircraft must advise ATC if a backtrack for departure from a taxiway intersection is required.
c) When the reported met visibility decreases below 400 M, for aircraft on the south side of the airfield the preferential departure Runway is 08 via holding point Alpha 1 (holding point Bravo 1 for code D/E aircraft). If Runway 26 is required (operational necessity only), aircraft on the main apron must be using taxiway Bravo. For aircraft on the north side of the airfield the preferential departure Runway is 26, via holding point Echo 1 or holding point Golf from the North Apron. Pilots are advised that increased separation and movement restrictions may also apply during such conditions.

## 7 TRAINING

a) Aircraft using the aerodrome for instrument training and circuits must book slots by telephone to ATC (01392-354917). CCT height 1000 FT AAL, variation on request to ATC.
b) Training by jet aircraft over 5700 KG may be denied after 2000 (1900).
c) Training by any aircraft after 2200 (2100) may be denied.
d) When Runway 08 is in use, training aircraft are expected to hold at TOMPO (504243N 0033319W). Holding at NDB 'EX' may be available for training aircraft but approaches from 'EX' may be subject to delay.

# EGTE AD 2.21 NOISE ABATEMENT PROCEDURES

Aircraft using the aerodrome will be required to conform to the following procedures notwithstanding that these procedures may be departed from to the extent necessary for avoiding immediate danger.

a) Every operator of aircraft using the aerodrome shall ensure at all times that aircraft are operated in a manner calculated to cause the least disturbance practicable in areas surrounding the airport, particularly the City of Exeter.
b) Unless otherwise required in the appropriate instrument approach procedure or otherwise instructed by ATC, inbound aircraft shall maintain as high an altitude as practicable and shall maintain at least 1000 ft aal, until commencing descent on final approach. An aircraft approaching without assistance from radar shall follow a descent path no lower than the normal approach path indicated by the PAPIs.
c) Unless otherwise instructed by ATC, all jet aircraft and propeller aircraft whose MTWA exceeds 5700 kg shall after take-off from:

i. Runway 26 climb on runway heading at the maximum rate compatible with safety to 1000 ft aal and then turn as soon as possible to avoid the City of Exeter.
ii. Runway 08 climb at the maximum rate compatible with safety to 1500 ft aal before turning.

d) For visual approaches, or following a visual circuit, to Runway 26 the following limitations apply:

i. Jet aircraft shall not join the final approach at a height of less then 1500 ft aal;
ii. Propeller driven aircraft whose MTWA exceeds 5700 kg shall not join the final approach at a height of less than 1000 ft aal.

Aircraft flying a visual approach should intercept the final approach track at a level not less than that equivalent to a 3.5° glide path at the intercept range. Final approach should be flown at not less than a nominal 3.5° glide path.

e) Auxiliary Power Units (APU).

APUs may only be operated for a maximum of one hour, or started thirty minutes prior to departure and not without the permission of the

aerodrome operator. Aircraft with rear ventral airstairs must shut down APUs immediately after arriving on stand. Ground Power Units (GPU) will be supplied where required.

f) Light aircraft should avoid overflying the villages of Clyst Honiton, Broadclyst, Whimple, West Hill, Aylesbeare and Farringdon whenever possible or as otherwise directed by ATC.

g) Continuous Descent Approaches

i. Jet and turbo-prop aircraft are expected to apply continuous descent, low power, low drag approach techniques whenever possible.
ii. Subject to ATC instructions, inbound aircraft are to maintain as high an altitude as practical and adopt a low power, low drag, continuous descent approach profile. ATC will provide estimated track distance to touchdown to allow pilots to descend at a rate they judge best suited to achieve continuous descent without using more power or drag than necessary. The object will be to join the glidepath at the appropriate height for the distance without level flight.
iii. ATC will provide range checks. Pilots who require additional track mileage to facilitate a successful CDA should inform ATC as soon as possible

# EGTE AD 2.22 FLIGHT PROCEDURES

## 1 INSTRUMENT APPROACH PROCEDURES

a) Instrument Approach Procedures (IAP) for this aerodrome are established outside controlled airspace. See ENR 1.5.

## 2 VISUAL REFERENCE POINTS (VRP)

a) Details of VRPs are available in the consolidated 'Visual Reference Points List' published on the 'Digital Dataset' page of the NATS AIS website, www.nats.aero/ais.

## 3 PROCEDURE FOR INBOUND FLIGHTS

a) **IFR Arrivals and Overflights**

i. Arrivals are to establish communications with ATC at least 10 minutes prior to ETA at NDB(L) EX, whenever possible, stating what type of service they require (deconfliction, traffic or basic, as appropriate).

b) **VFR Arrivals and Overflights**

i. Joining, or overflight instructions, may be issued with a level restriction e.g. 'Not below 1500 FT', in order to facilitate integration into the circuit or to assist in deconflicting from other traffic. Such a restriction does not absolve pilots from any requirement they may have to remain in VMC at all times and pilots must advise ATC if unable to comply with the level restriction.
ii. Arriving or overflying VFR flights should avoid the instrument approach let-down areas and the departure climb outs at all times, unless ATC have indicated there is no traffic to affect. ATC may suggest a route or track to assist pilots in this, which may also be combined with a level restriction.
iii. Overflying VFR aircraft are advised that the area to the immediate east and west of Exeter Airport is where holding patterns are established. They are frequently used by aircraft flying according to IFR.

## 4 PROCEDURES FOR OUTBOUND AIRCRAFT

a) **VFR Departures**

i. VFR departures may be requested to fly a route to assist in deconflicting traffic and aid circuit integration; e.g. 'Depart to the south east, due instrument traffic'. Such restrictions will be removed by ATC as soon as is practicable, and do not absolve pilots from any requirement they may have to remain in VMC at all times. Pilots must advise ATC if unable to comply with a level or routing request.
ii. Aircraft on local flights (departing and landing back at Exeter) should specify either the cardinal or intermediate track they wish to fly on departure on either book-out or first contact with ATC (i.e. ‘local to north-west…’).

b) **IFR Departures**

i. IFR departures should inform ATC prior to departure which ATC service they will be requesting on departure, i.e. deconfliction, traffic or basic, as appropriate for their requirements.
ii. IFR departure clearances are available before start and pushback.
iii. Flight plans filed direct to SAM may be subject to a route change via GIBSO.

# EGTE AD 2.23 ADDITIONAL INFORMATION

Not applicable

## EGTE AD 2.24 CHARTS RELATED TO AN AERODROME

AERODROME CHART - ICAO
AD 2.EGTE-2-1
AIRCRAFT PARKING/DOCKING CHART - ICAO
AD 2.EGTE-2-2
ATC SURVEILLANCE MINIMUM ALTITUDE CHART - ICAO
AD 2.EGTE-5-1
INSTRUMENT APPROACH CHART ILS/DME/NDB(L) RWY 08 - ICAO
AD 2.EGTE-8-1
INSTRUMENT APPROACH CHART LOC/DME/NDB(L) RWY 08 - ICAO
AD 2.EGTE-8-2
INSTRUMENT APPROACH CHART SRA RTR 2 NM RWY 08 - ICAO
AD 2.EGTE-8-3
INSTRUMENT APPROACH CHART RNP RWY 08 - ICAO
AD 2.EGTE-8-4
INSTRUMENT APPROACH CHART NDB(L)/DME RWY 08 - ICAO
AD 2.EGTE-8-5
INSTRUMENT APPROACH CHART DIRECT ARRIVALS RWY 08 - ICAO
AD 2.EGTE-8-6
INSTRUMENT APPROACH CHART ILS/DME/NDB(L) RWY 26 - ICAO
AD 2.EGTE-8-7
INSTRUMENT APPROACH CHART LOC/DME/NDB(L) RWY 26 - ICAO
AD 2.EGTE-8-8
INSTRUMENT APPROACH CHART SRA RTR 2 NM RWY 26 - ICAO
AD 2.EGTE-8-9
INSTRUMENT APPROACH CHART RNP RWY 26 - ICAO
AD 2.EGTE-8-10
INSTRUMENT APPROACH CHART NDB(L)/DME RWY 26 - ICAO
AD 2.EGTE-8-11
INSTRUMENT APPROACH CHART NDB(L) RWY 26 - ICAO
AD 2.EGTE-8-12
INSTRUMENT APPROACH PROCEDURE CODING TABLES - RNP RWY 08
AD 2.EGTE-8-13
INSTRUMENT APPROACH PROCEDURE CODING TABLES - RNP RWY 26
AD 2.EGTE-8-14

## EGTE AD 2.25 VISUAL SEGMENT SURFACE (VSS) PENETRATION

Not applicable

# AERODROME CHART - ICAO

ARP 504403N 0032450W

AD ELEV 102FT

# EXETER
EGTE

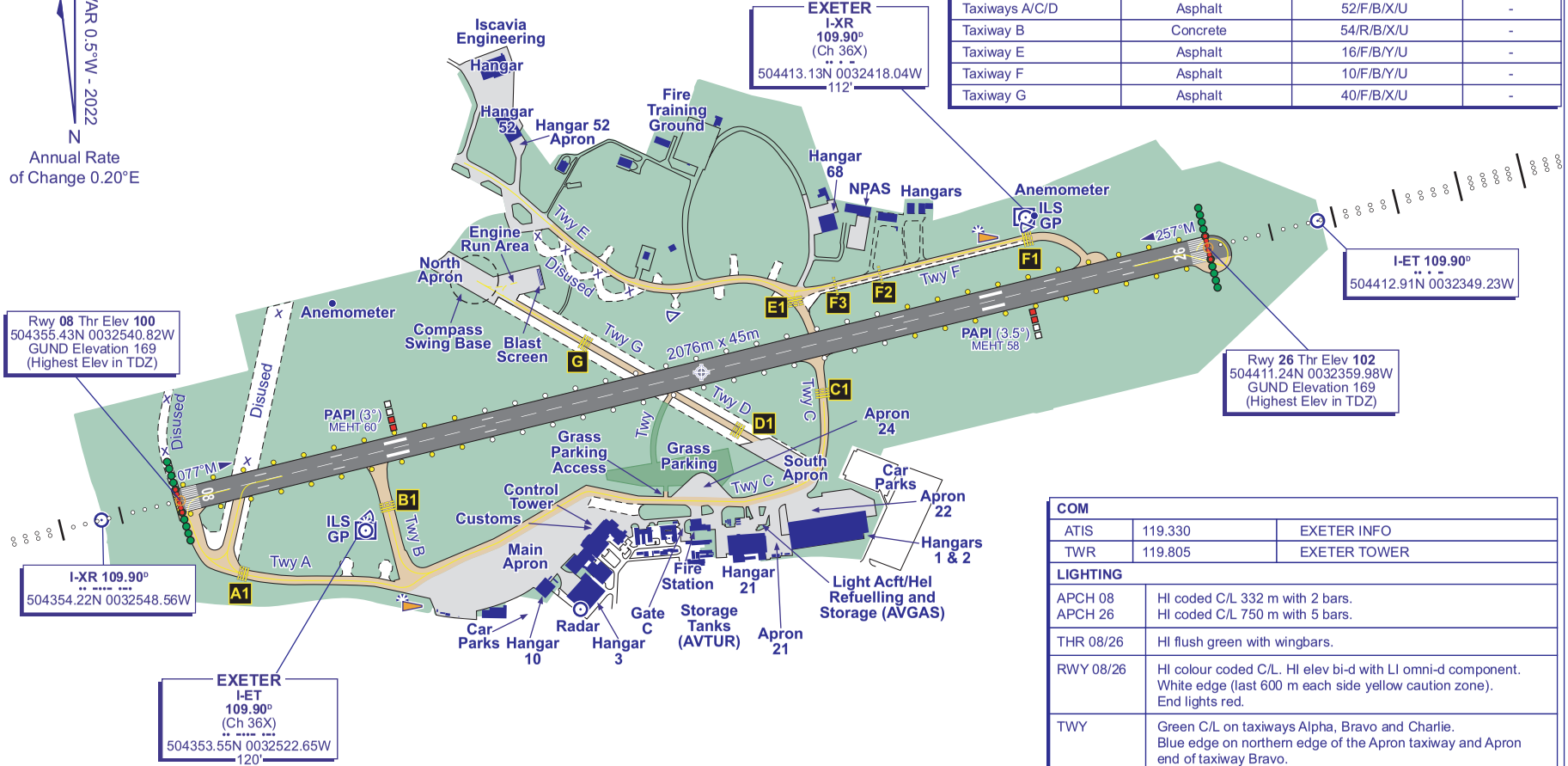
AERO INFO DATE 23 JAN 24

| | |
|---|---|
| **GUND** (Geoid Undulation) = The height of the Geoid (MSL) above the Reference Elipsoid (WGS 84) at the stated position. | |
| BEARINGS ARE MAGNETIC<br>ELEVATIONS AND HEIGHTS ARE IN FEET | |
| ELEVATIONS IN FEET AMSL<br>HEIGHTS IN FEET ABOVE AD | **102** |

100 0 100 200 300 m
200 0 200 400 600 800 1000 ft

VAR 0.5°W - 2022
N
Annual Rate of Change 0.20°E

| RUNWAY/TAXIWAY/APRON PHYSICAL CHARACTERISTICS | | | |
|---|---|---|---|
| **APRON / RWY / TWY** | **SURFACE** | **BEARING STRENGTH** | **ELEVATION** |
| RWY 08/26 | Grooved Asphalt | 53/F/B/X/U | - |
| Main Apron (Stands 2-5) | Concrete/Asphalt | 53/R/B/X/U | - |
| Main Apron (Stands 6-10) | Concrete/Asphalt | 59/F/B/X/U | - |
| Apron 21/Apron 24 | Asphalt | 27/F/B/Y/U | - |
| Apron 22 | Concrete | 53/R/B/X/U | - |
| South Apron | Asphalt | 52/F/B/X/U | - |
| North Apron | Asphalt | 40/F/B/X/U | - |
| Taxiways A/C/D | Asphalt | 52/F/B/X/U | - |
| Taxiway B | Concrete | 54/R/B/X/U | - |
| Taxiway E | Asphalt | 16/F/B/Y/U | - |
| Taxiway F | Asphalt | 10/F/B/Y/U | - |
| Taxiway G | Asphalt | 40/F/B/X/U | - |




| COM | | |
|---|---|---|
| ATIS | 119.330 | EXETER INFO |
| TWR | 119.805 | EXETER TOWER |
| **LIGHTING** | | |
| APCH 08<br>APCH 26 | HI coded C/L 332 m with 2 bars.<br>HI coded C/L 750 m with 5 bars. | |
| THR 08/26 | HI flush green with wingbars. | |
| RWY 08/26 | HI colour coded C/L. HI elev bi-d with LI omni-d component.<br>White edge (last 600 m each side yellow caution zone).<br>End lights red. | |
| TWY | Green C/L on taxiways Alpha, Bravo and Charlie.<br>Blue edge on northern edge of the Apron taxiway and Apron end of taxiway Bravo.<br>Stopbars at holds A1, B1, C1.<br>Guard lights at A1, B1, C1, D1 & E1. | |

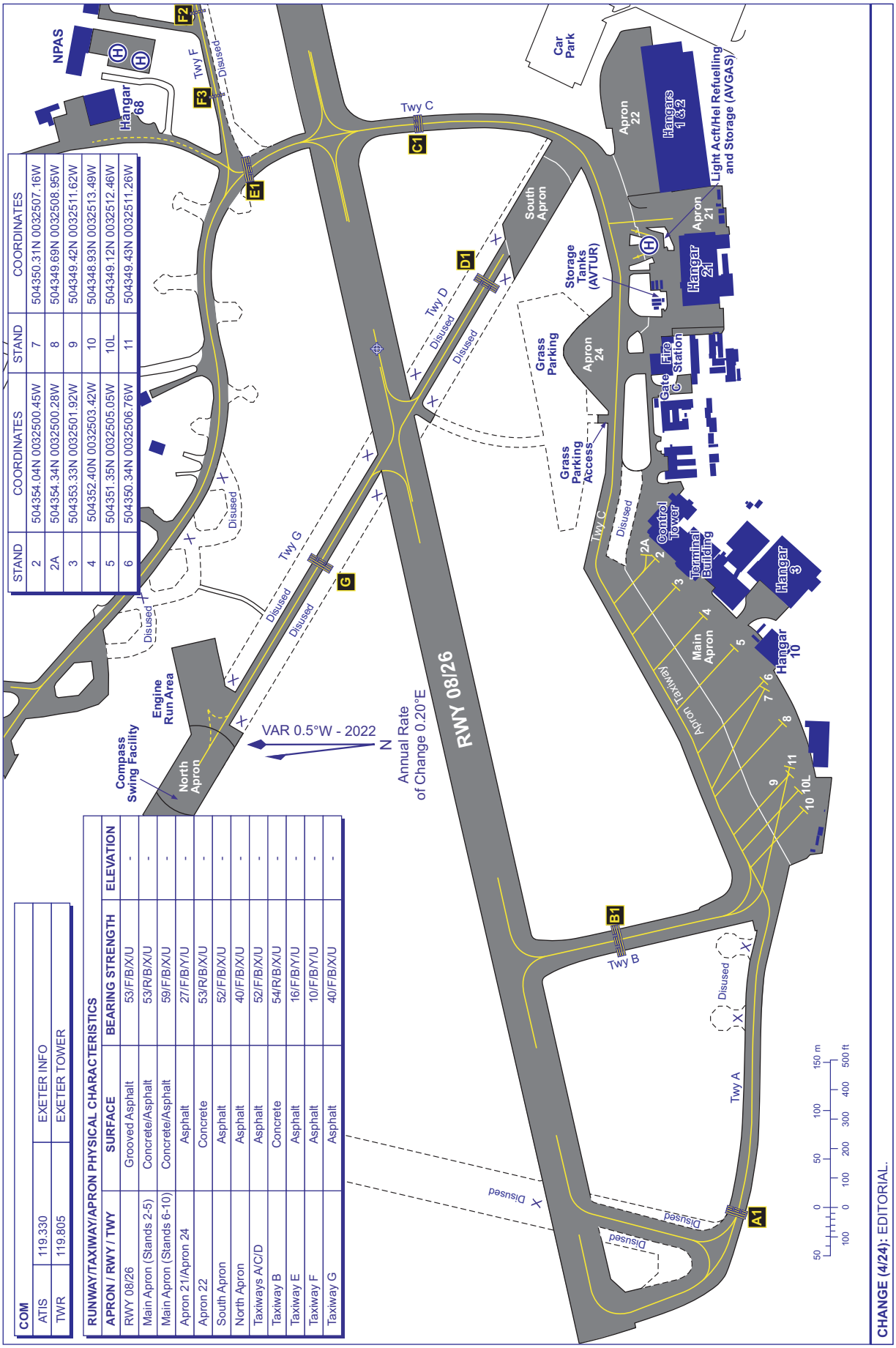
**CHANGE (4/24):** TWY LIGHTING INFO STOP BAR REMOVED HOLD E1. EDITORIAL.

# AIRCRAFT PARKING/DOCKING CHART - ICAO

## EXETER EGTE

AD ELEV 102FT

ARP 504403N 0032450W




| STAND | COORDINATES |
|---|---|
| 2 | 504354.04N 0032500.45W |
| 2A | 504354.34N 0032500.28W |
| 3 | 504353.33N 0032501.92W |
| 4 | 504352.40N 0032503.42W |
| 5 | 504351.35N 0032505.05W |
| 6 | 504350.34N 0032506.76W |

| STAND | COORDINATES |
|---|---|
| 7 | 504350.31N 0032507.16W |
| 8 | 504349.69N 0032508.95W |
| 9 | 504349.42N 0032511.62W |
| 10 | 504348.93N 0032513.49W |
| 10L | 504349.12N 0032512.46W |
| 11 | 504349.43N 0032511.26W |

| COM | | |
|---|---|---|
| ATIS | 119.330 | EXETER INFO |
| TWR | 119.805 | EXETER TOWER |

| RUNWAY/TAXIWAY/APRON PHYSICAL CHARACTERISTICS | | | |
|---|---|---|---|
| APRON / RWY / TWY | SURFACE | BEARING STRENGTH | ELEVATION |
| RWY 08/26 | Grooved Asphalt | 53/F/B/X/U | - |
| Main Apron (Stands 2-5) | Concrete/Asphalt | 53/R/B/X/U | - |
| Main Apron (Stands 6-10) | Concrete/Asphalt | 59/F/B/X/U | - |
| Apron 21/Apron 24 | Asphalt | 27/F/B/Y/U | - |
| Apron 22 | Concrete | 53/R/B/X/U | - |
| South Apron | Asphalt | 52/F/B/X/U | - |
| North Apron | Asphalt | 40/F/B/X/U | - |
| Taxiways A/C/D | Asphalt | 52/F/B/X/U | - |
| Taxiway B | Concrete | 54/R/B/X/U | - |
| Taxiway E | Asphalt | 16/F/B/Y/U | - |
| Taxiway F | Asphalt | 10/F/B/Y/U | - |
| Taxiway G | Asphalt | 40/F/B/X/U | - |

**CHANGE (4/24):** EDITORIAL.

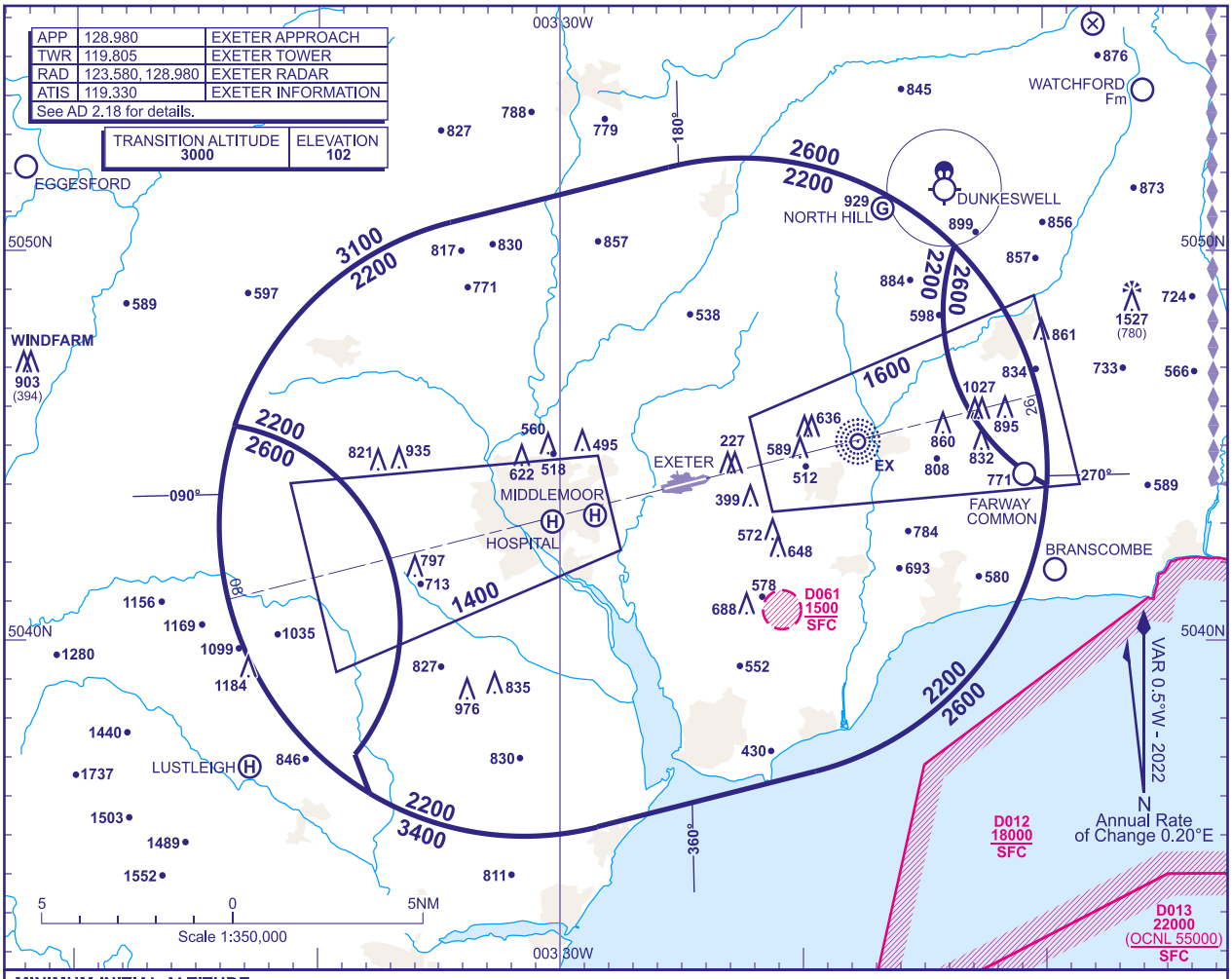
AERO INFO DATE 08 FEB 24

AD 2-EGTE-2-2

# ATC SURVEILLANCE MINIMUM ALTITUDE CHART - ICAO

BEARINGS, TRACKS AND RADIALS ARE MAGNETIC
ELEVATIONS IN FEET AMSL 1522
HEIGHTS IN FEET AGL (780)

## EXETER




## MINIMUM INITIAL ALTITUDE

Within the ATC Surveillance Minimum Altitude area the minimum initial altitude to be allocated by the approach surveillance controller is:

a) **2200** in the sector defined by the lateral limits; 505046N 0033433W - 505211N 0032531W thence clockwise by an arc of a circle radius 8NM centred on 504425N 0032229W to 505009N 0031341W thence anti-clockwise by an arc of a circle radius 5NM centred on 504826N 0030617W to 504400N 0030954W thence clockwise by an arc of a circle radius 8NM centred on 504425N 0032229W to 503640N 0031929W - 503515N 0032829W thence clockwise by an arc of a circle radius 8NM centred on 504300N 0033130W to 503606N 0033751W - 503706N 0033828W thence anti-clockwise by an arc of a circle radius 5.2NM centred on 504024N 0034447W to 504531N 0034327W thence clockwise by an arc of a circle radius 8NM centred on 504300N 0033130W to 505046N 0033433W.

b) **2600** in the sector defined by the lateral limits; 504531N 0034327W thence clockwise by an arc of a circle radius 5.2NM centred on 504024N 0034447W to 503706N 0033828W - 503606N 0033751W thence clockwise by an arc of a circle radius 8NM centred on 504300N 0033130W to 504531N 0034327W.

c) **2600** in the sector defined by the lateral limits; 505009N 0031341W thence clockwise by an arc of a circle radius 8NM centred on 504425N 0032229W to 504400N 0030954W thence clockwise by an arc of a circle radius 5NM centred on 504826N 0030617W to 505009N 0031341W.

## OUTSIDE THE DESIGNATED ATC SURVEILLANCE MINIMUM ALTITUDE AREA

The minimum altitude to be allocated by the approach surveillance controller will be either the Minimum Sector Altitude, or **1000** above any fixed obstacles:

a) within 5NM of the aircraft*, and
b) within the sector 15NM ahead of and within 20° either side of the aircraft's track*.

*When the aircraft is within 15NM of the radar antennae, the 5NM in a) and the 15NM in b) may be reduced to 3NM and 10NM respectively.

## LOSS OF COMMUNICATION PROCEDURES

**Initial Approach**

Continue visually or by means of an appropriate approved final approach aid. If not possible proceed at **2500**, or last assigned level if higher to **NDB(L) EX**†.

**Intermediate and Final Approach**

Continue visually or by means of an appropriate final approach aid. If not possible follow the Missed Approach Procedure to **NDB(L) EX**†.

† In all cases where the aircraft returns to the holding facility the procedure to be adopted is the Radio Failure Procedure detailed at ENR 1.1.3.4.

## GENERAL INFORMATION

1. Levels shown are based on QNH.
2. Only significant obstacles and dominant spot heights are shown.
3. The minimum levels shown within the ATC Surveillance Minimum Altitude Area are in conformance with the Standard European Rules of the Air - SERA.5015.
4. Minimum Sector Altitudes are based on obstacles and spot heights within 25NM of the Aerodrome Reference Point.
5. Controlled airspace with a base in excess of **5000** or FL55, as appropriate, is not shown.
6. **This chart should only be used for the cross-checking of assigned altitudes whilst in receipt of an ATC Surveillance service.**
7. **When vectoring an aircraft within the Final Approach Vectoring Area descent clearance below the SMAA to the FAVA altitude may only be issued if the aircraft is either established on the final approach track or on an intercept of 40° or less, and in the case of instrument approaches other than SRA is cleared to intercept the final approach track.**

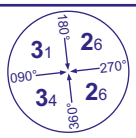
**CHANGE (4/25):** HOSPITAL HELI ADDED.

AERO INFO DATE 24 JAN 25

**INTENTIONALLY BLANK**

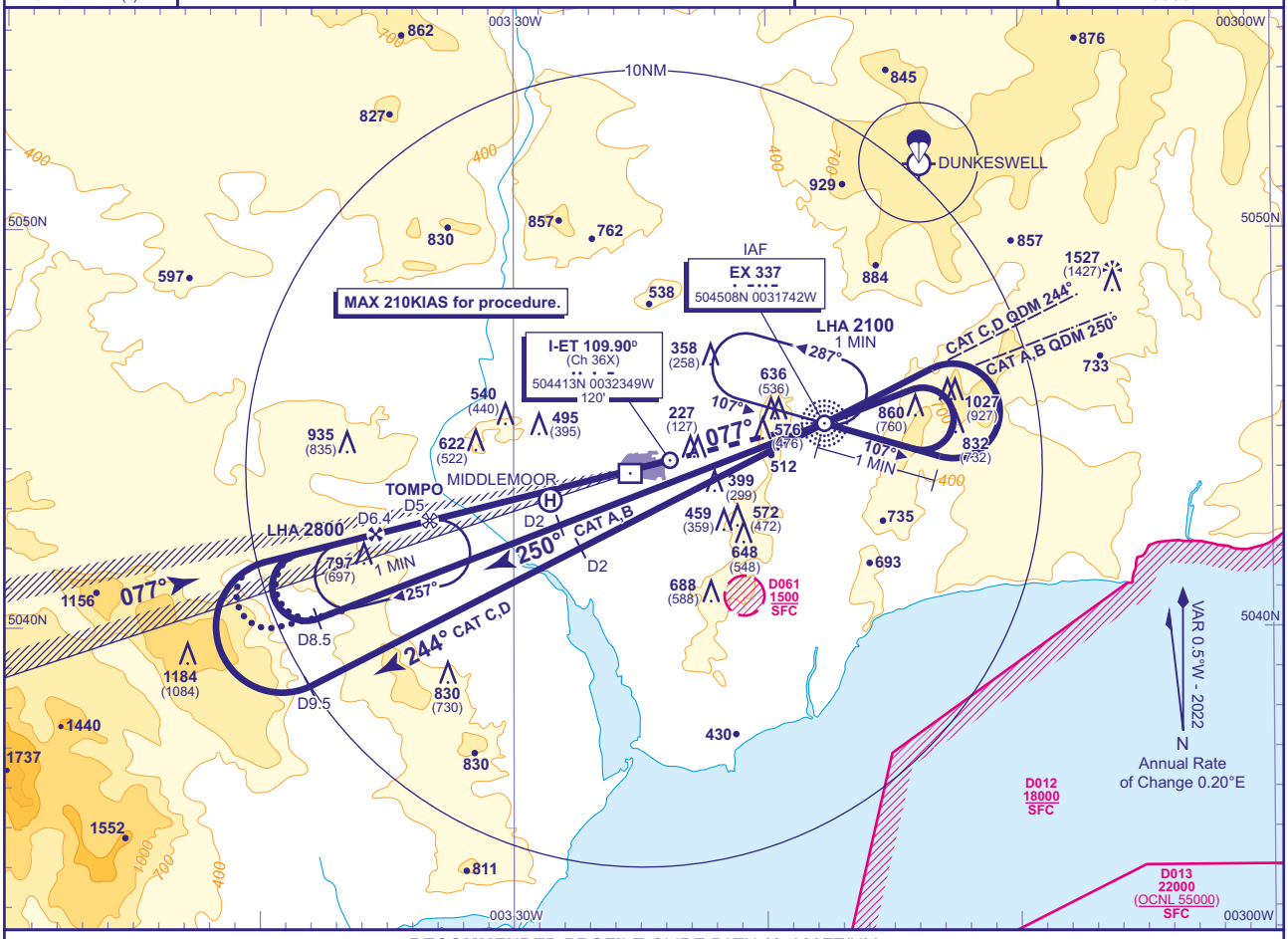
# INSTRUMENT APPROACH CHART - ICAO

# EXETER
## ILS/DME/NDB(L) RWY 08
(ACFT CAT A,B,C,D)



MSA 25NM NDB(L) EX

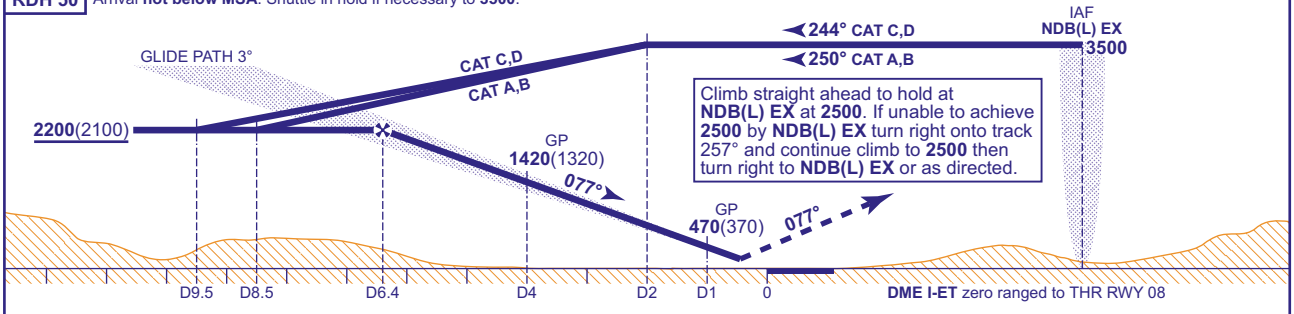
| | | | | | |
|---|---|---|---|---|---|
| APP | 128.980 | EXETER APPROACH | AD ELEVATION | 102 | |
| TWR | 119.805 | EXETER TOWER | THR ELEVATION | 100 | |
| RAD | 128.980, 123.580 | EXETER RADAR | OBSTACLE ELEVATION | 1527 AMSL (1427) (ABOVE THR) | |
| ATIS | 119.330 | EXETER INFORMATION | BEARINGS ARE MAGNETIC | | TRANSITION ALTITUDE 3000 |




**RECOMMENDED PROFILE** GLIDE PATH 3°, 320FT/NM

| DME I-ET | 6 | 5 | 4 | 3 | 2 | 1 |
|---|---|---|---|---|---|---|
| ALT(HGT) | **2060**(1960) | **1740**(1640) | **1420**(1320) | **1100**(1000) | **790**(690) | **470**(370) |

**RDH 50** Arrival **not below MSA**. Shuttle in hold if necessary to **3500**.




| Aircraft Category | | A | B | C | D |
|---|---|---|---|---|---|
| OCA (OCH) | CAT I | **240**(140) | **249**(149) | **259**(159) | **272**(172) |
| VM(C)OCA (OCH AAL) | Total Area | **700**(598) | **900**(798) | **1090**(988) | **1090**(988) |

| Rate of descent | G/S KT | 160 | 140 | 120 | 100 | 80 |
|---|---|---|---|---|---|---|
| | FT/MIN | 850 | 740 | 640 | 530 | 420 |

**ALTERNATIVE PROCEDURE** (FROM TOMPO HOLD)
Shuttle as required in the TOMPO hold to **3000**. Extend the outbound leg of the hold descending to **not below 2200**(2100). At I-ET DME 8.5 (CAT A,B) or I-ET DME 9.5 (CAT C,D) commence right turn to establish on the localiser then continue as for basic procedure.

**AIRCRAFT UNABLE TO RECEIVE DME I-ET**
Advise ATC. Radar Ranges will be provided at 2NM outbound and 8.5NM or 9.5NM outbound and at 6.5NM and 4NM inbound.

**NOTE 1** Lowest altitude to commence procedure from hold after a missed approach is **2500**.
**2** ATC will normally require aircraft to hold not lower than **3500** at NDB(L) EX or **3500** at TOMPO.
**3** TOMPO hold not available without DME I-ET.

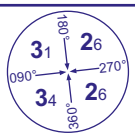
**CHANGE (11/23):** OCA(OCH) CAT A/B/C. VM(C)OCA(OCH AAL) CAT B.

AERO INFO DATE 03 AUG 23

AD 2-EGTE-8-1

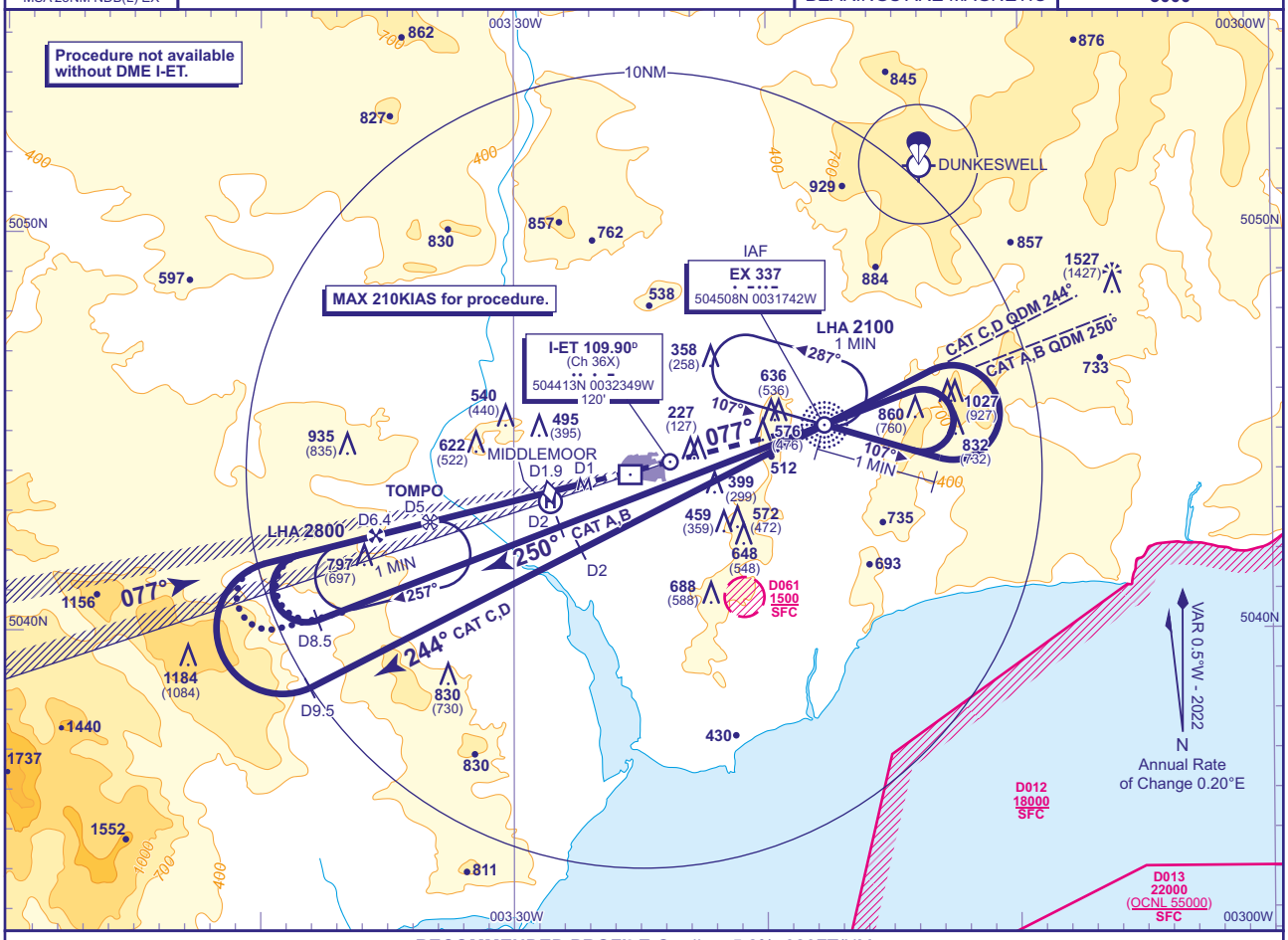
# INSTRUMENT APPROACH CHART - ICAO

## EXETER
## LOC/DME/NDB(L)
## RWY 08
(ACFT CAT A,B,C,D)



MSA 25NM NDB(L) EX

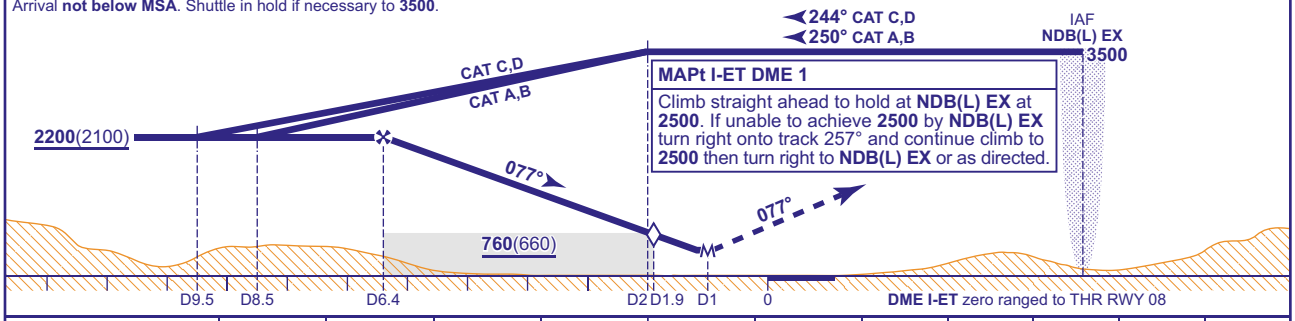
| | | | | | |
|---|---|---|---|---|---|
| APP | 128.980 | EXETER APPROACH | AD ELEVATION | **102** | |
| TWR | 119.805 | EXETER TOWER | THR ELEVATION | **100** | |
| RAD | 128.980, 123.580 | EXETER RADAR | OBSTACLE ELEVATION **1527 AMSL** (1427) (ABOVE THR) | | |
| ATIS | 119.330 | EXETER INFORMATION | | | |
| | | | BEARINGS ARE MAGNETIC | | TRANSITION ALTITUDE **3000** |




**RECOMMENDED PROFILE** Gradient 5.2%, 320FT/NM

| **DME I-ET** | 6 | 5 | 4 | 3 | 2 | 1.9 (SDF) |
|---|---|---|---|---|---|---|
| **ALT**(HGT) | **2060**(1960) | **1740**(1640) | **1420**(1320) | **1100**(1000) | **790**(690) | **760**(660) |

Arrival **not below MSA**. Shuttle in hold if necessary to **3500**.




| **Aircraft Category** | | **A** | **B** | **C** | **D** |
|---|---|---|---|---|---|
| **OCA** (OCH) | **Procedure** | **490**(390) | **490**(390) | **490**(390) | **490**(390) |
| **VM(C)OCA** (OCH AAL) | **Total Area** | **700**(598) | **900**(798) | **1090**(988) | **1090**(988) |

| **Rate of descent** | **G/S KT** | 160 | 140 | 120 | 100 | 80 |
|---|---|---|---|---|---|---|
| | **FT/MIN** | 850 | 740 | 640 | 530 | 420 |

**ALTERNATIVE PROCEDURE** (FROM TOMPO HOLD)
Shuttle as required in the TOMPO hold to **3000**. Extend the outbound leg of the hold descending to **not below 2200**(2100). At I-ET DME 8.5 (CAT A,B) or I-ET DME 9.5 (CAT C,D) commence right turn to establish on the localiser then continue as for basic procedure.

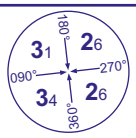
**NOTE 1** Lowest altitude to commence procedure from hold after a missed approach is **2500**.
**2** ATC will normally require aircraft to hold not lower than **3500** at NDB(L) EX or **3500** at TOMPO.
**3** TOMPO hold not available without DME I-ET.

**CHANGE (11/23):** VM(C)OCA(OCH AAL) CAT B.

AERO INFO DATE 03 AUG 23 AD 2-EGTE-8-2

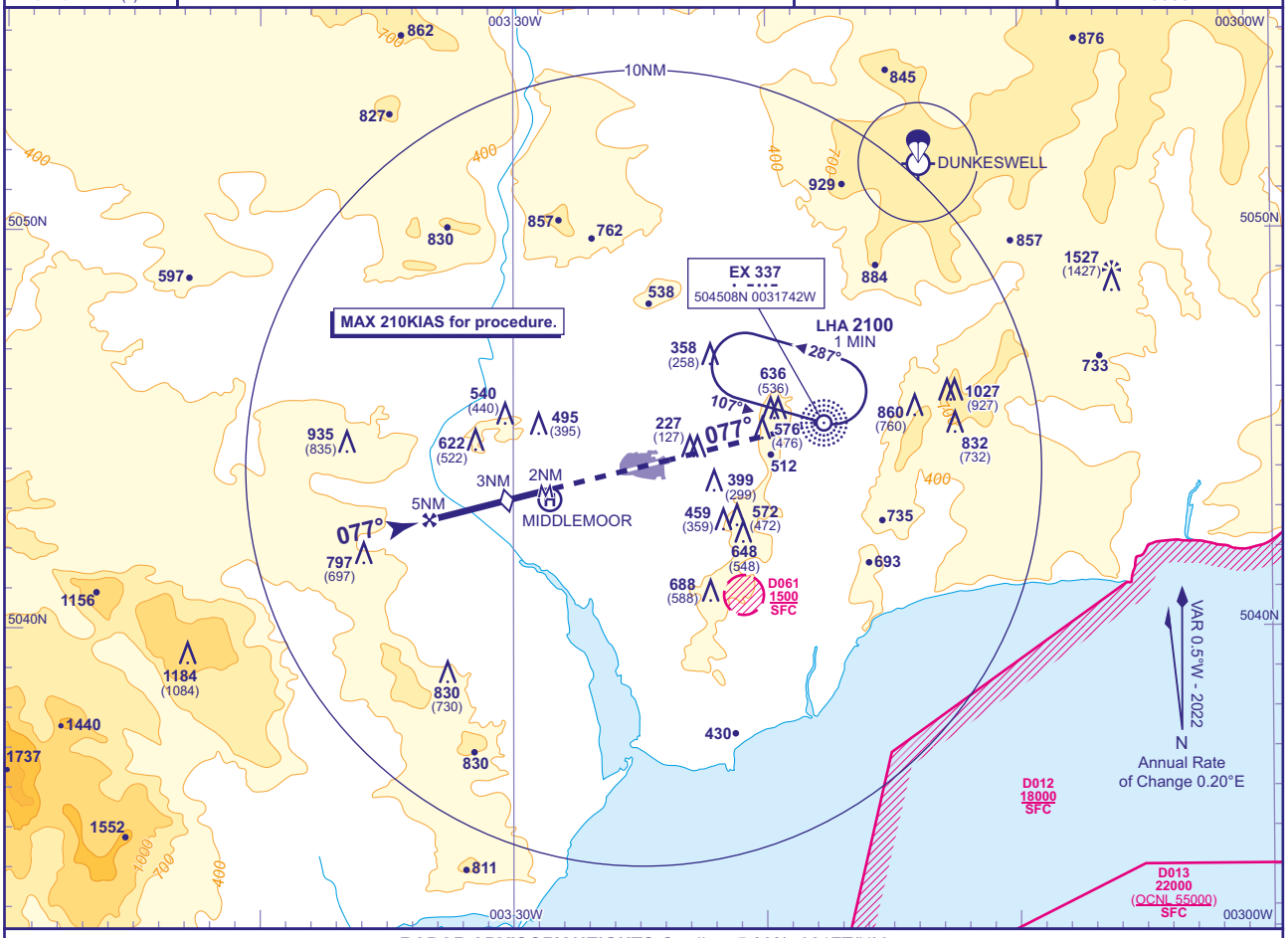
# INSTRUMENT APPROACH CHART - ICAO

## EXETER
## SRA RTR 2NM
## RWY 08
(ACFT CAT A,B,C,D)




MSA 25NM NDB(L) EX

| | | | | | |
|---|---|---|---|---|---|
| APP | 128.980 | EXETER APPROACH | AD ELEVATION | 102 | TRANSITION ALTITUDE 3000 |
| TWR | 119.805 | EXETER TOWER | THR ELEVATION | 100 | |
| RAD | 128.980, 123.580 | EXETER RADAR | OBSTACLE ELEVATION 1527 AMSL (1427) (ABOVE THR) | | |
| ATIS | 119.330 | EXETER INFORMATION | BEARINGS ARE MAGNETIC | | |



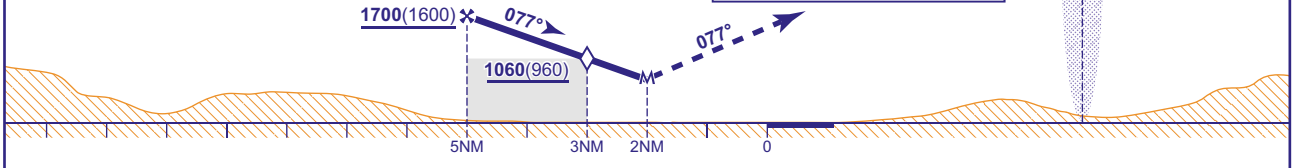

**RADAR ADVISORY HEIGHTS** Gradient 5.28%, 321FT/NM

| NM | 5.0 | 4.0 | 3.0 **(SDF)** | 2.0 |
|---|---|---|---|---|
| **ALT**(HGT) | **1700**(1600) | **1380**(1280) | **1060**(960) | **740**(640) |

Initial and intermediate approach as directed by radar.

**MAPt RTR 2NM**

Climb straight ahead to hold at **NDB(L) EX** at **2500**. If unable to achieve **2500** by **NDB(L) EX** turn right onto track 257° and continue climb to **2500** then turn right to **NDB(L) EX** or as directed.




| Aircraft Category | | A | B | C | D |
|---|---|---|---|---|---|
| **OCA** (OCH) | **Procedure** | **750**(650) | **750**(650) | **750**(650) | **750**(650) |
| **VM(C)OCA** (OCH AAL) | **Total Area** | **700**(598) | **900**(798) | **1090**(988) | **1090**(988) |

| Rate of descent | | | | | | |
|---|---|---|---|---|---|---|
| **G/S KT** | 160 | 140 | 120 | 100 | 80 |
| **FT/MIN** | 860 | 750 | 640 | 530 | 430 |

**NOTE 1** ATC will normally require aircraft to hold not lower than **3500**.

**CHANGE (11/23):** OCA(OCH). VM(C)OCA(OCH AAL) CAT B.

AERO INFO DATE 03 AUG 23

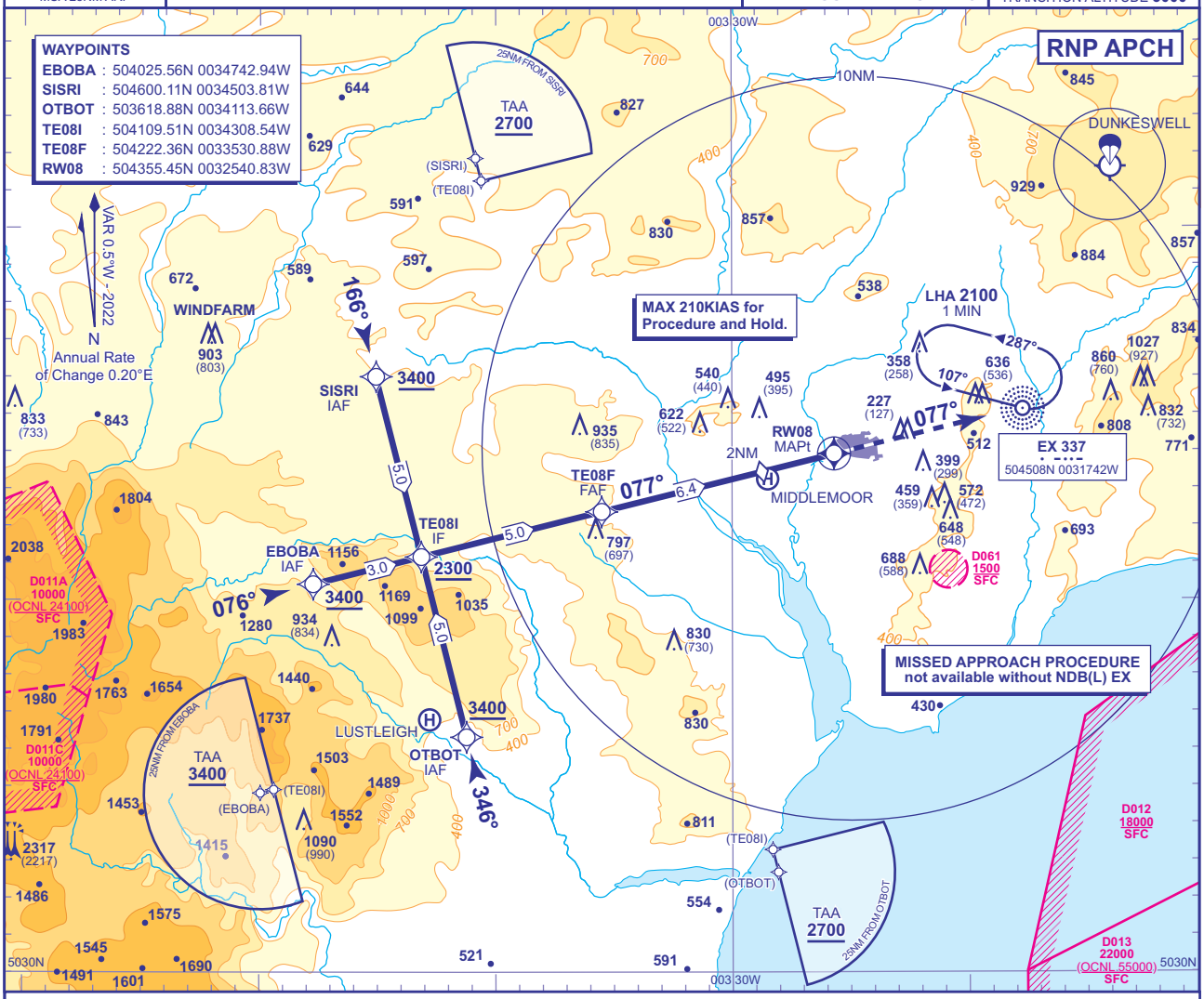
AD 2-EGTE-8-3

## INSTRUMENT APPROACH CHART - ICAO

# EXETER
# RNP
# RWY 08
(ACFT CAT A,B,C,D)

| | | | | | |
|---|---|---|---|---|---|
| 3⁴ MSA 25NM ARP | APP | 128.980 | EXETER APPROACH | AD ELEVATION | 102 |
| | TWR | 119.805 | EXETER TOWER | THR ELEVATION | 100 |
| | RAD | 128.980, 123.580 | EXETER RADAR | OBSTACLE ELEVATION | |
| | ATIS | 119.330 | EXETER INFORMATION | 2325 AMSL (2225) (ABOVE THR) | |
| | | | | BEARINGS ARE MAGNETIC | |

MIN TEMP **-15°C**
TRANSITION ALTITUDE **3000**



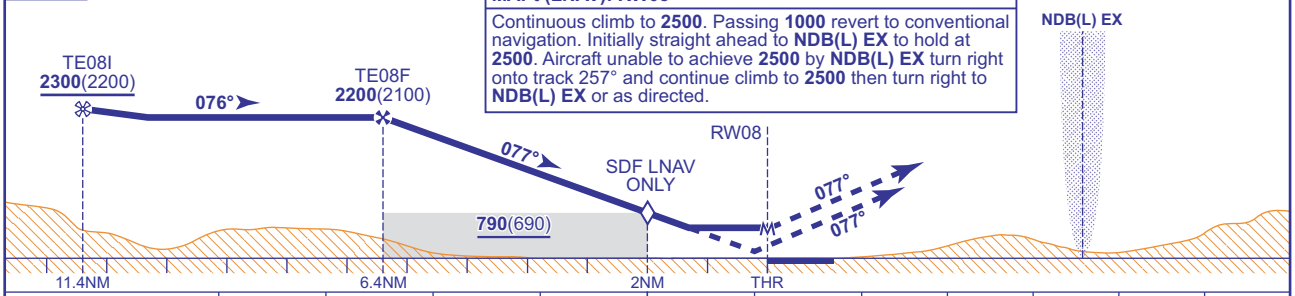

**RECOMMENDED PROFILE** VNAV - Vertical path Angle 3° (LNAV 5.24%), 318FT/NM

| NM to RW08 | 6 | 5 | 4 | 3 | 2 (SDF) | 1 |
|---|---|---|---|---|---|---|
| ALT(HGT) | **2060**(1960) | **1740**(1640) | **1420**(1320) | **1100**(1000) | **790**(690) | **470**(370) |

**TCH 50**

**MAPt (LNAV): RW08**

Continuous climb to **2500**. Passing **1000** revert to conventional navigation. Initially straight ahead to **NDB(L) EX** to hold at **2500**. Aircraft unable to achieve **2500** by **NDB(L) EX** turn right onto track 257° and continue climb to **2500** then turn right to **NDB(L) EX** or as directed.




| Aircraft Category | | A | B | C | D |
|---|---|---|---|---|---|
| OCA (OCH) | LNAV/VNAV | **480**(380) | **480**(380) | **480**(380) | **480**(380) |
| | LNAV | **560**(460) | **560**(460) | **560**(460) | **560**(460) |
| VM(C)OCA (OCH AAL) | Total Area | **700**(598) | **900**(798) | **1090**(988) | **1090**(988) |

| Rate of descent | G/S KT | 160 | 140 | 120 | 100 | 80 |
|---|---|---|---|---|---|---|
| | FT/MIN | 850 | 740 | 640 | 530 | 420 |

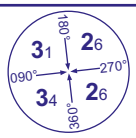
**CHANGE (11/23):** TAA SISRI/OTBOT MOCA. VM(C)OCA(OCH AAL) CAT B.

AERO INFO DATE 03 AUG 23

AD 2-EGTE-8-4

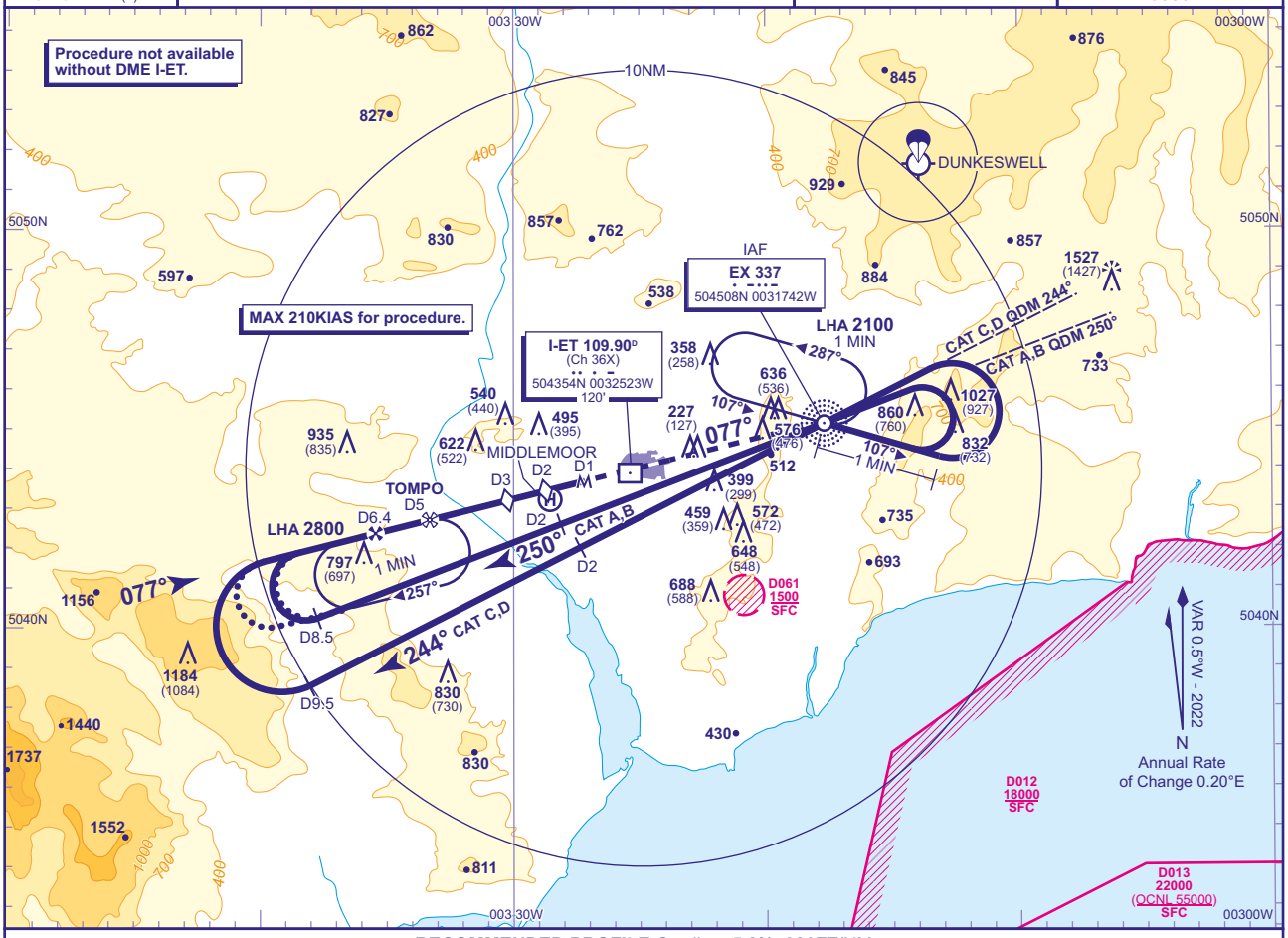
# INSTRUMENT APPROACH CHART - ICAO

## EXETER NDB(L)/DME RWY 08
(ACFT CAT A,B,C,D)



MSA 25NM NDB(L) EX

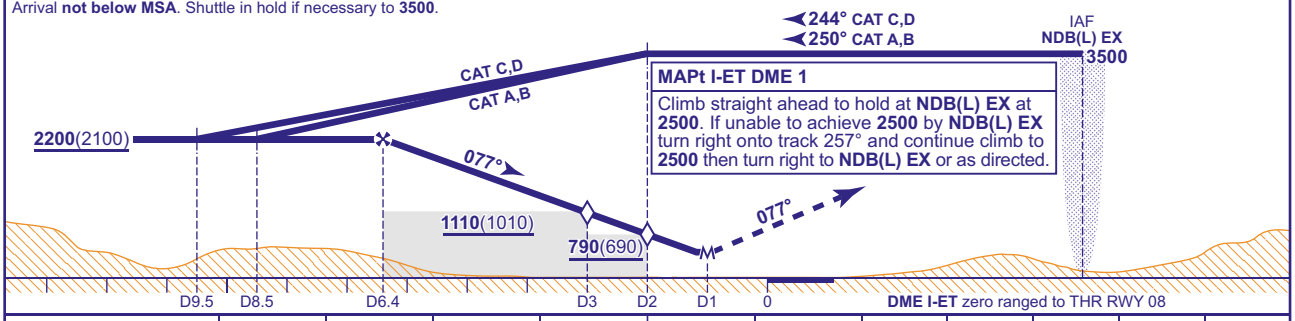
| | | | | | |
|---|---|---|---|---|---|
| APP | 128.980 | EXETER APPROACH | AD ELEVATION | 102 | TRANSITION ALTITUDE 3000 |
| TWR | 119.805 | EXETER TOWER | THR ELEVATION | 100 | |
| RAD | 128.980, 123.580 | EXETER RADAR | OBSTACLE ELEVATION 1522 AMSL (1422) (ABOVE THR) | | |
| ATIS | 119.330 | EXETER INFORMATION | BEARINGS ARE MAGNETIC | | |




**RECOMMENDED PROFILE** Gradient 5.2%, 320FT/NM

| DME I-ET | 6 | 5 | 4 | 3 (SDF) | 2 (SDF) |
|---|---|---|---|---|---|
| ALT(HGT) | 2070(1970) | 1750(1650) | 1430(1330) | 1110(1010) | 790(690) |

Arrival **not below MSA**. Shuttle in hold if necessary to **3500**.




| Aircraft Category | | A | B | C | D |
|---|---|---|---|---|---|
| OCA (OCH) | Procedure | 710(610) | 710(610) | 710(610) | 710(610) |
| VM(C)OCA (OCH AAL) | Total Area | 710(608) | 900(798) | 1090(988) | 1090(988) |

| Rate of descent | G/S KT | 160 | 140 | 120 | 100 | 80 |
|---|---|---|---|---|---|---|
| | FT/MIN | 850 | 750 | 640 | 530 | 430 |

**ALTERNATIVE PROCEDURE** (FROM TOMPO HOLD)
Shuttle as required in the TOMPO hold to **3000**. Extend the outbound leg of the hold descending to **not below 2200**(2100). At I-ET DME 8.5 (CAT A,B) or I-ET DME 9.5 (CAT C,D) commence right turn to establish on the FAT then continue as for basic procedure.

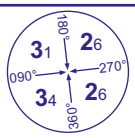
**NOTE 1** Lowest altitude to commence procedure from hold after a missed approach is **2500**.
**2** ATC will normally require aircraft to hold not lower than **3500** at NDB(L) EX or **3500** at TOMPO.
**3** TOMPO hold not available without DME I-ET.

**CHANGE (11/23):** VM(C)OCA(OCH AAL) CAT B.

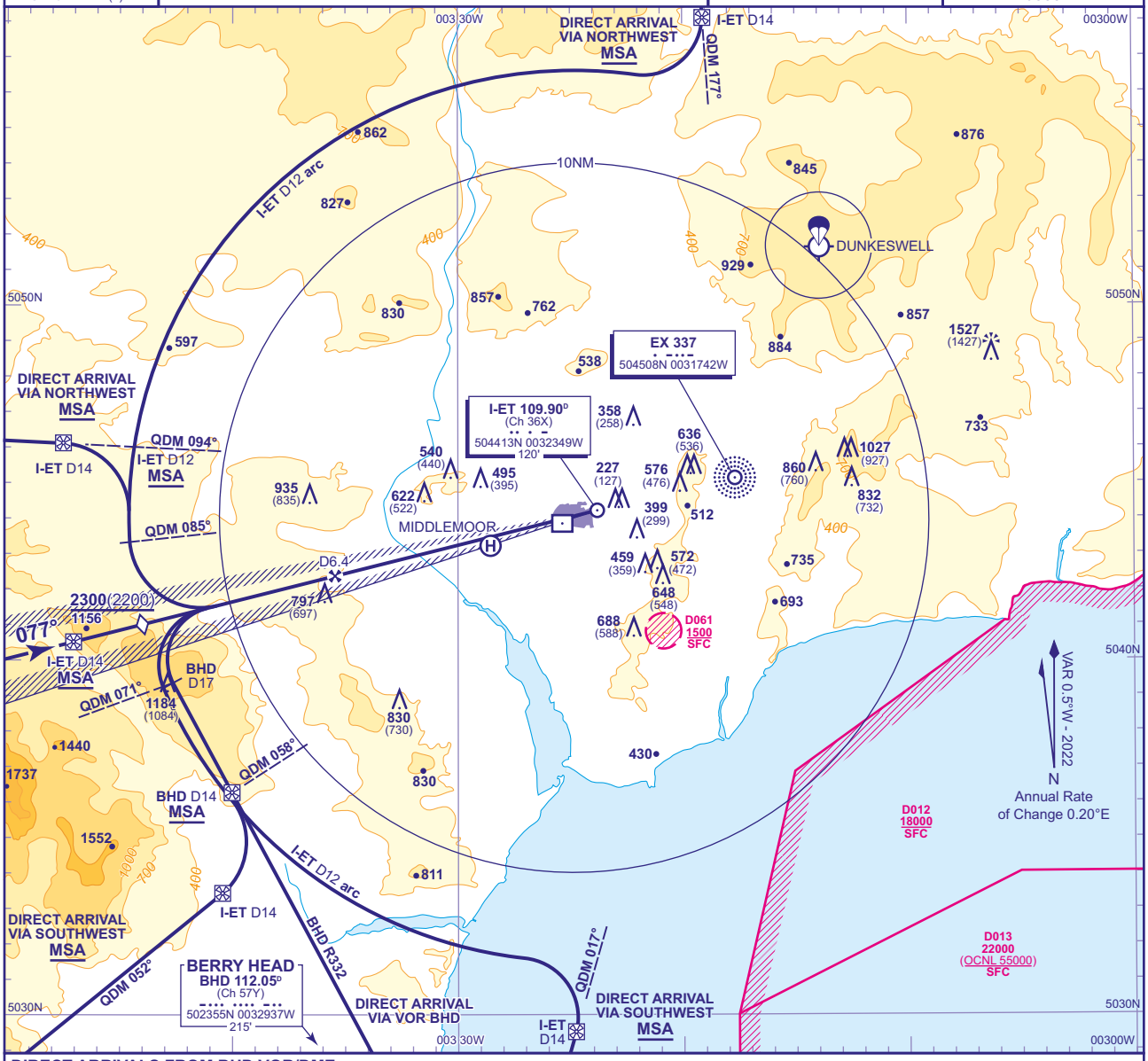
AERO INFO DATE 03 AUG 23
AD 2-EGTE-8-5

## INSTRUMENT APPROACH CHART - ICAO

# EXETER
## Direct Arrivals
## RWY 08
(ACFT CAT A,B,C,D)




| | | | | | |
|---|---|---|---|---|---|
| APP | 128.980 | EXETER APPROACH | AD ELEVATION | 102 | |
| TWR | 119.805 | EXETER TOWER | THR ELEVATION | 100 | |
| RAD | 128.980, 123.580 | EXETER RADAR | OBSTACLE ELEVATION | | |
| ATIS | 119.330 | EXETER INFORMATION | 1527 AMSL (1427) (ABOVE THR) | | |
| | | | BEARINGS ARE MAGNETIC | | TRANSITION ALTITUDE 3000 |




**DIRECT ARRIVALS FROM BHD VOR/DME**
Subject to prior approval from ATC. When clear of Controlled Airspace, from overhead BHD VOR/DME (IAF) **not below MSA**, fly outbound on BHD R332. At BHD DME 14 (NDB(L) EX QDM 058°) descend to **not below 2300**(2200). At lead QDM NDB(L) EX 071° (BHD DME 17) commence right turn to establish on LOC/FAT. When established continue as for basic procedure.

**DIRECT ARRIVALS FROM WEST**
Subject to prior approval from ATC. Establish on the extended FAT/LOC **not below MSA**. At IAF QDM NDB(L) EX 077° or LOC I-ET DME 14 commence descent to **not below 2300**(2200) and continue as for basic procedure.

**DIRECT ARRIVALS FROM SOUTHWEST VIA I-ET DME 12 ARC**
Subject to prior approval from ATC. Track towards NDB(L) EX between NDB(L) EX QDM 017° and 052° **not below MSA**. At I-ET DME 14 turn left to establish and follow the I-ET DME 12 arc clockwise. After passing QDM NDB(L) EX 058° descend to **not below 2300**(2200). At lead QDM NDB(L) EX 071° (BHD DME 17) commence right turn to establish on LOC/FAT. When established continue as for basic procedure.

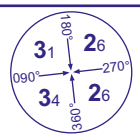
**DIRECT ARRIVALS FROM NORTHWEST VIA I-ET DME 12 ARC**
Subject to prior approval from ATC. Track towards NDB(L) EX between NDB(L) EX QDM 177° and 094° **not below MSA**. At IAF (I-ET DME 14) turn right to establish and follow the I-ET DME 12 arc anticlockwise. After passing QDM NDB(L) EX 094° descend to **not below 2300**(2200). At lead QDM NDB(L) EX 085° commence left turn to establish on LOC/FAT. When established continue as for basic procedure.

**CHANGE (11/23):** SDF HEIGHT.

AERO INFO DATE 03 AUG 23 AD 2-EGTE-8-6

# INSTRUMENT APPROACH CHART - ICAO

# EXETER
## ILS/DME/NDB(L)
## RWY 26
(ACFT CAT A,B,C,D)

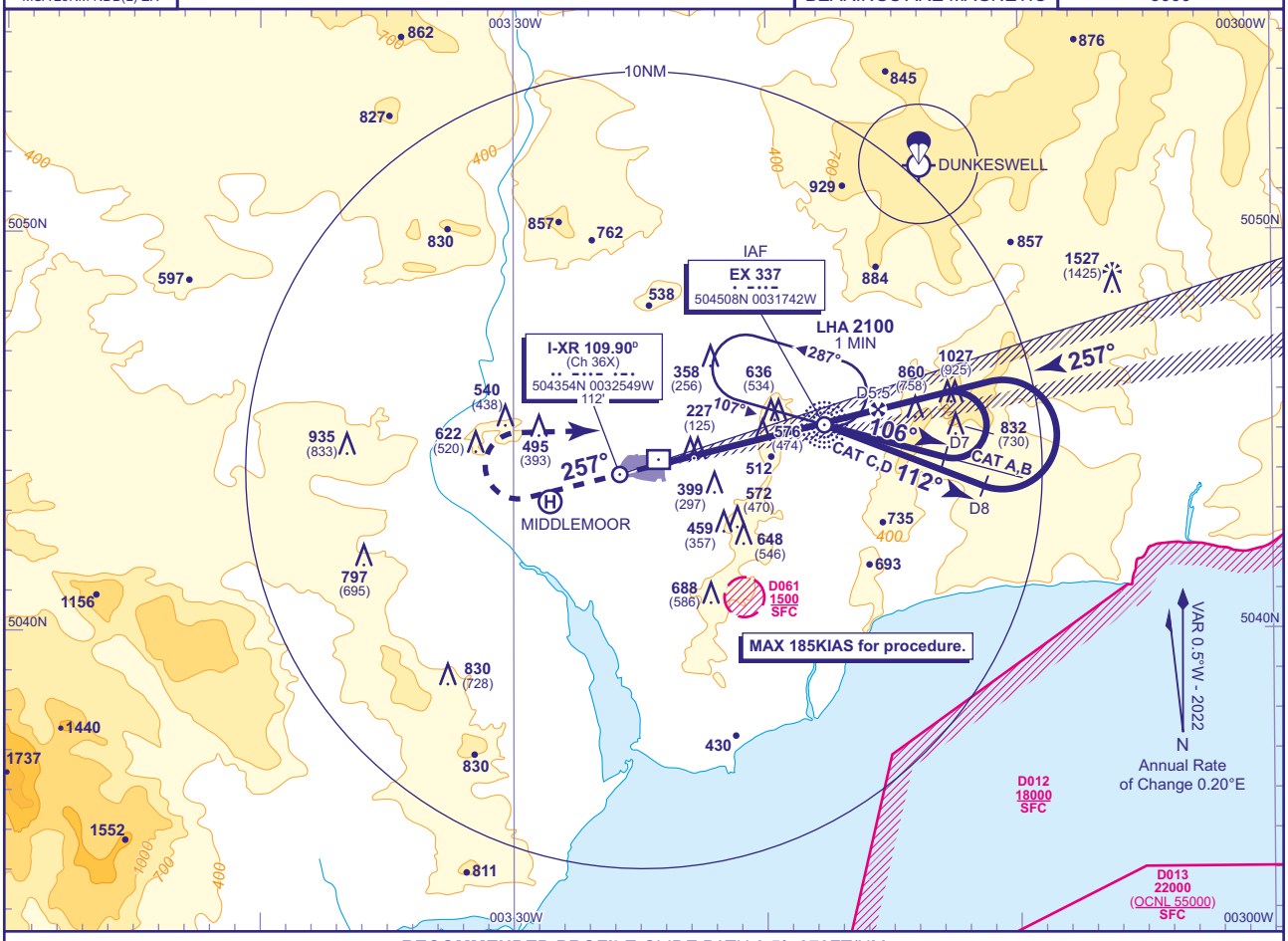


MSA 25NM NDB(L) EX

| | | | |
|---|---|---|---|
| APP | 128.980 | EXETER APPROACH | |
| TWR | 119.805 | EXETER TOWER | |
| RAD | 128.980, 123.580 | EXETER RADAR | |
| ATIS | 119.330 | EXETER INFORMATION | |

| | |
|---|---|
| AD ELEVATION | **102** |
| THR ELEVATION | **102** |
| OBSTACLE ELEVATION | **1527 AMSL** (1425) (ABOVE THR) |
| BEARINGS ARE MAGNETIC | |

TRANSITION ALTITUDE **3000**

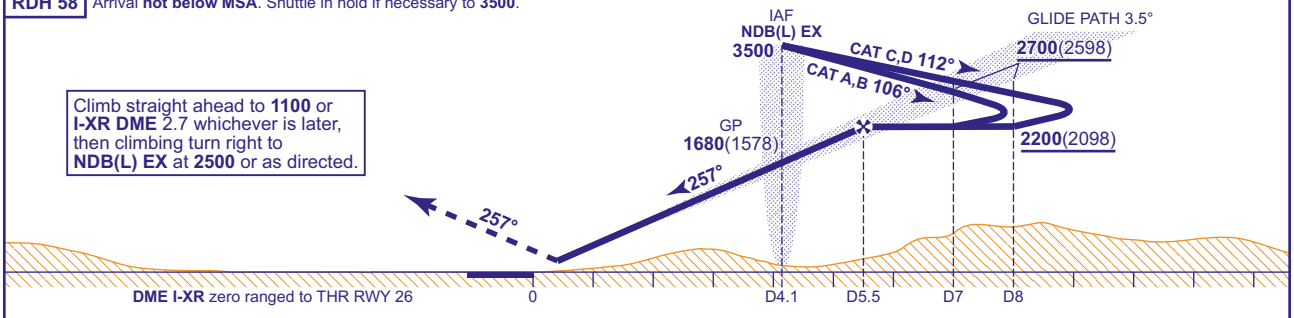



**RECOMMENDED PROFILE** GLIDE PATH 3.5°, 370FT/NM

| **DME I-XR** | 5 | 4 | 3 | 2 | 1 |
|---|---|---|---|---|---|
| **ALT**(HGT) | **2020**(1918) | **1650**(1548) | **1280**(1178) | **900**(798) | **530**(428) |

**RDH 58** Arrival **not below MSA**. Shuttle in hold if necessary to **3500**.

Climb straight ahead to **1100** or **I-XR DME** 2.7 whichever is later, then climbing turn right to **NDB(L) EX** at **2500** or as directed.




| Aircraft Category | | A | B | C | D |
|---|---|---|---|---|---|
| **OCA** (OCH) | **CAT I** | **259**(157)* | **266**(164)* | **274**(172)* | **283**(181)* |
| **VM(C)OCA** (OCH AAL) | **Total Area** | **700**(598) | **900**(798) | **1090**(988) | **1090**(988) |

| **Rate of descent** | **G/S KT** | 160 | 140 | 120 | 100 | 80 |
|---|---|---|---|---|---|---|
| | **FT/MIN** | 990 | 870 | 740 | 620 | 500 |

**AIRCRAFT UNABLE TO RECEIVE DME I-XR**
Fly outbound for 1.5 MIN (CAT A,B) or 1 MIN (CAT C,D) prior to commencing base turn. Radar Ranges will be provided at 5.5NM and 4NM inbound.

**NOTE 1** Lowest altitude to commence procedure from hold after a missed approach is **2500**.
**2** ATC will normally require aircraft to hold not lower than **3500**.
**3** *Quality of the guidance does not permit use of the glide path below **300**(198).
**4** Glide path is not to be used beyond 8NM from the THR.
**5** LOC range is restricted to 18NM within 10° and 10NM within 35° of C/L.

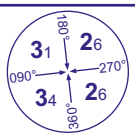
**CHANGE (11/23):** VM(C)OCA(OCH AAL) CAT B.

AERO INFO DATE 03 AUG 23

AD 2-EGTE-8-7

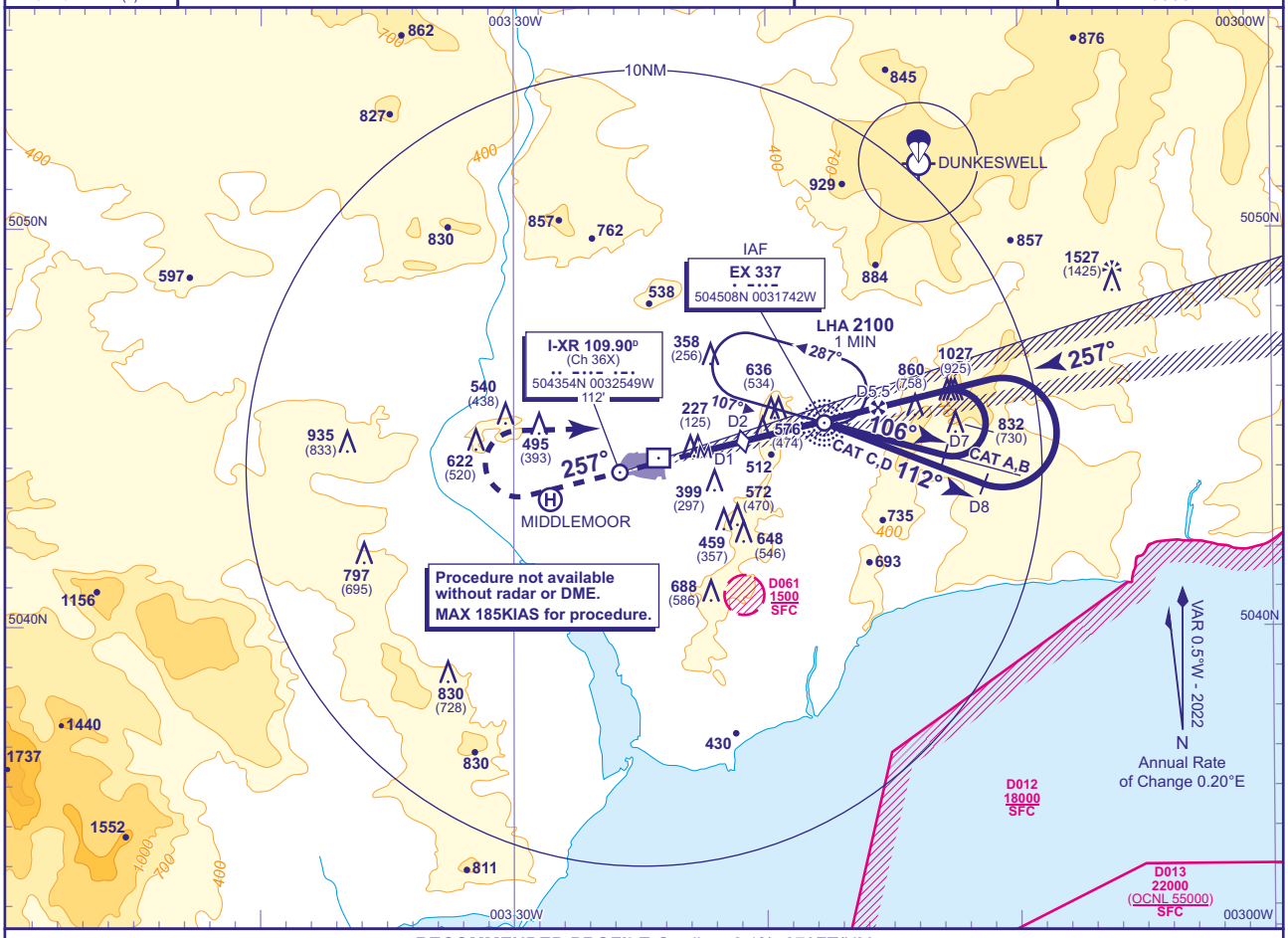
## INSTRUMENT APPROACH CHART - ICAO

# EXETER
# LOC/DME/NDB(L)
# RWY 26
(ACFT CAT A,B,C,D)




MSA 25NM NDB(L) EX

| | | | | | |
|---|---|---|---|---|---|
| APP | 128.980 | EXETER APPROACH | AD ELEVATION | **102** | TRANSITION ALTITUDE **3000** |
| TWR | 119.805 | EXETER TOWER | THR ELEVATION | **102** | |
| RAD | 128.980, 123.580 | EXETER RADAR | OBSTACLE ELEVATION **1527 AMSL** (1425) (ABOVE THR) | | |
| ATIS | 119.330 | EXETER INFORMATION | BEARINGS ARE MAGNETIC | | |



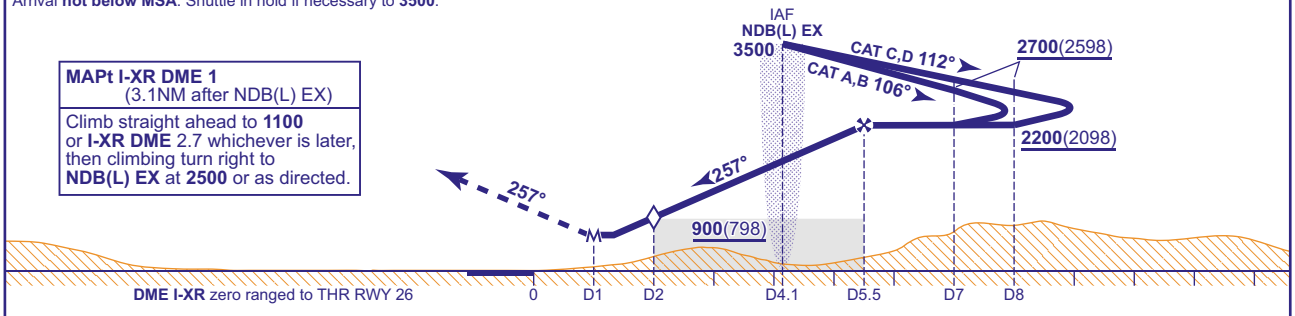

**RECOMMENDED PROFILE** Gradient 6.1%, 370FT/NM

| | | | | |
|---|---|---|---|---|
| **DME I-XR** | 5 | 4.1 (EX NDB(L)) | 3 | 2 **(SDF)** |
| **ALT**(HGT) | **2020**(1918) | **1680**(1578) | **1280**(1178) | **900**(798) |

Arrival **not below MSA**. Shuttle in hold if necessary to **3500**.

**MAPt I-XR DME 1**
(3.1NM after NDB(L) EX)

Climb straight ahead to **1100** or **I-XR DME** 2.7 whichever is later, then climbing turn right to **NDB(L) EX** at **2500** or as directed.




| Aircraft Category | | A | B | C | D | Rate of descent | G/S KT | 160 | 140 | 120 | 100 | 80 |
|---|---|---|---|---|---|---|---|---|---|---|---|---|
| **OCA** (OCH) | **Procedure** | **630**(528) | **630**(528) | **630**(528) | **630**(528) | | FT/MIN | 990 | 870 | 740 | 620 | 500 |
| **VM(C)OCA** (OCH AAL) | **Total Area** | **700**(598) | **900**(798) | **1090**(988) | **1090**(988) | **NDB(L) to MAPt (3.1NM)** | MIN:SEC | 1:09 | 1:19 | 1:33 | 1:51 | 2:19 |

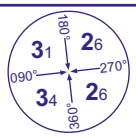
**NOTE 1** Lowest altitude to commence procedure from hold after a missed approach is **2500**.
**2** ATC will normally require aircraft to hold not lower than **3500**.
**3** LOC range is restricted to 18NM within 10° and 10NM within 35° of C/L.

**CHANGE (11/23):** VM(C)OCA(OCH AAL) CAT B.

AERO INFO DATE 04 AUG 23

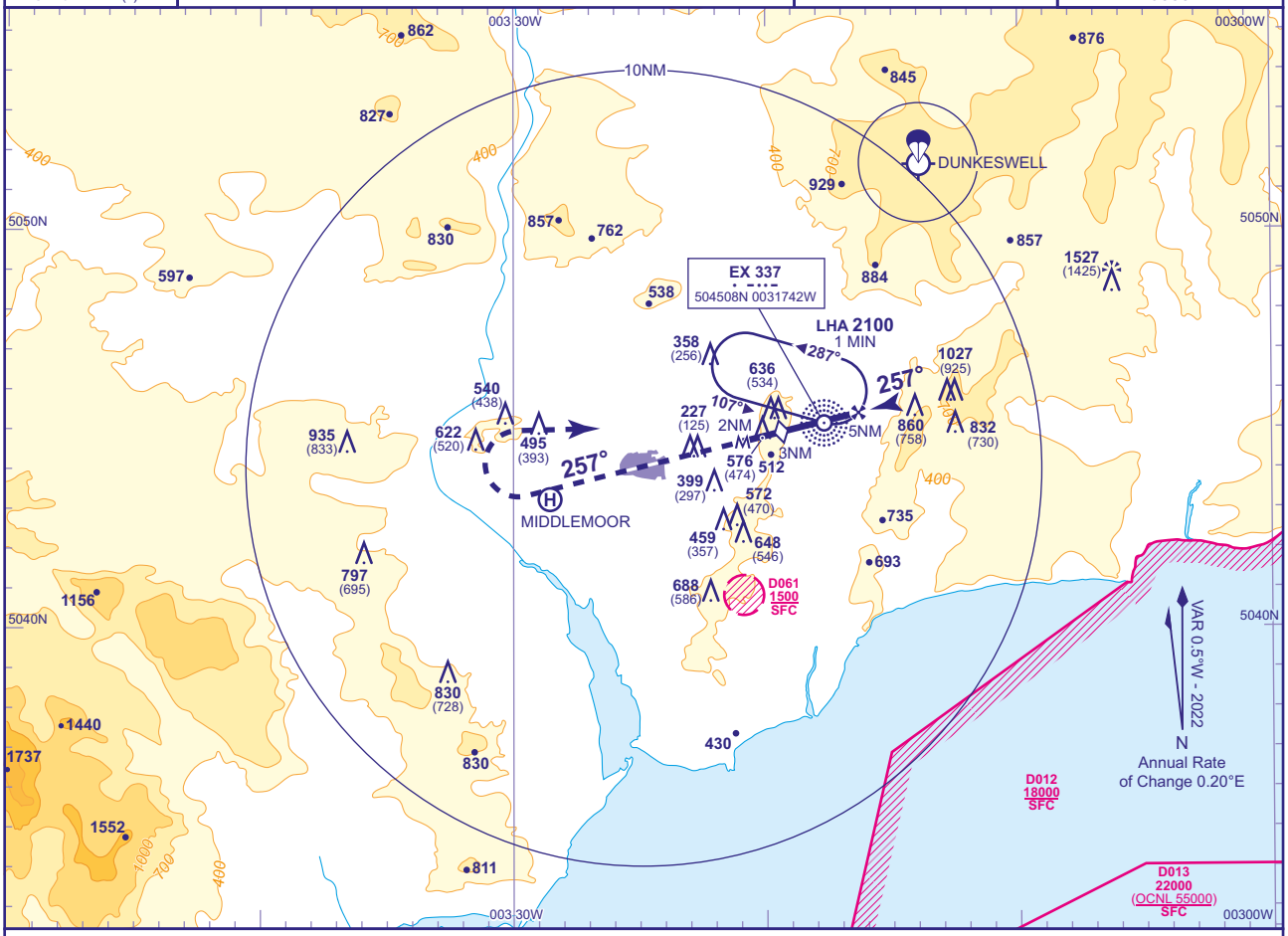
# INSTRUMENT APPROACH CHART - ICAO

## EXETER
## SRA RTR 2NM
## RWY 26
(ACFT CAT A,B,C,D)



MSA 25NM NDB(L) EX

| | | | | | |
|---|---|---|---|---|---|
| APP | 128.980 | EXETER APPROACH | AD ELEVATION | 102 | TRANSITION ALTITUDE 3000 |
| TWR | 119.805 | EXETER TOWER | THR ELEVATION | 102 | |
| RAD | 128.980, 123.580 | EXETER RADAR | OBSTACLE ELEVATION 1527 AMSL (1425) (ABOVE THR) | | |
| ATIS | 119.330 | EXETER INFORMATION | BEARINGS ARE MAGNETIC | | |



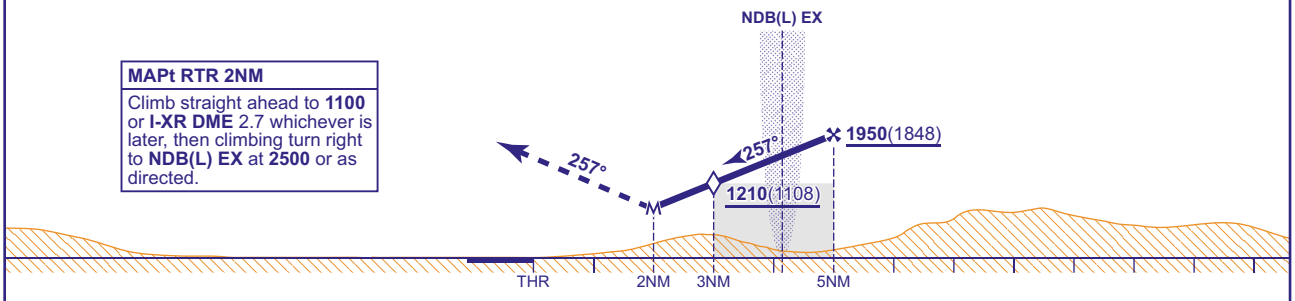

**RADAR ADVISORY HEIGHTS** Gradient 6.1%, 370FT/NM

| NM | 5.0 | 4.0 | 3.0 **(SDF)** |
|---|---|---|---|
| **ALT**(HGT) | **1950**(1848) | **1580**(1478) | **1210**(1108) |

Initial and intermediate approach as directed by radar.

**MAPt RTR 2NM**

Climb straight ahead to **1100** or **I-XR DME** 2.7 whichever is later, then climbing turn right to **NDB(L) EX** at **2500** or as directed.




| Aircraft Category | | A | B | C | D | Rate of descent | G/S KT | 160 | 140 | 120 | 100 | 80 |
|---|---|---|---|---|---|---|---|---|---|---|---|---|
| **OCA** (OCH) | **Procedure** | **890**(788) | **890**(788) | **890**(788) | **890**(788) | | **FT/MIN** | 990 | 860 | 740 | 620 | 490 |
| **VM(C)OCA** (OCH AAL) | **Total Area** | **890**(788) | **900**(798) | **1090**(988) | **1090**(988) | | | | | | | |

**NOTE** ATC will normally require aircraft to hold not lower than **3500**.

**CHANGE (11/23):** VM(C)OCA(OCH AAL) CAT B.

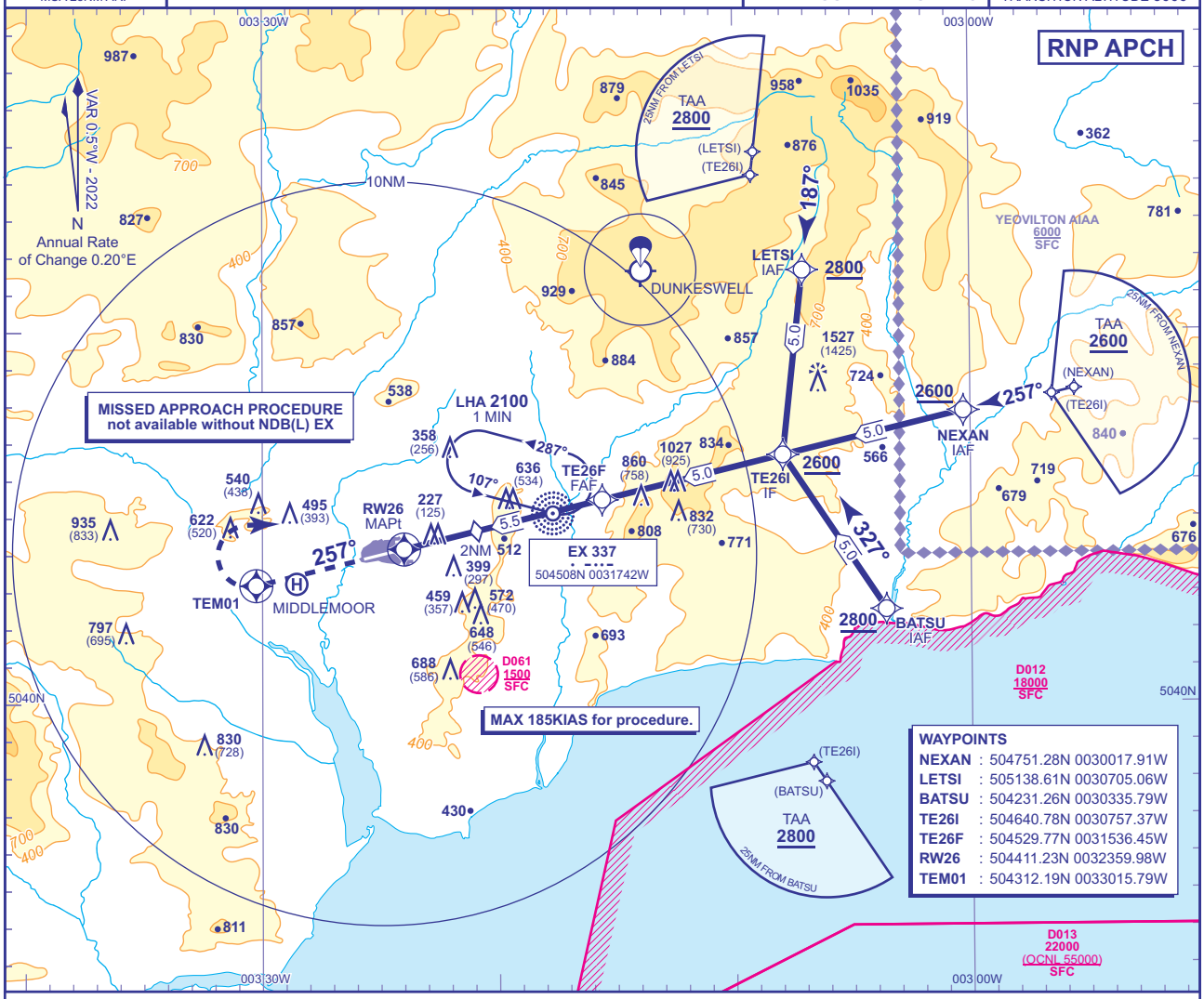
AERO INFO DATE 03 AUG 23

AD 2-EGTE-8-9

## INSTRUMENT APPROACH CHART - ICAO

# EXETER
# RNP
# RWY 26
(ACFT CAT A,B,C,D)

| | | | | | |
|---|---|---|---|---|---|
| 3₄ MSA 25NM ARP | APP | 128.980 | EXETER APPROACH | AD ELEVATION | **102** |
| | TWR | 119.805 | EXETER TOWER | THR ELEVATION | **102** |
| | RAD | 128.980, 123.580 | EXETER RADAR | OBSTACLE ELEVATION **1527 AMSL** (1425) (ABOVE THR) | MIN TEMP **-15°C** |
| | ATIS | 119.330 | EXETER INFORMATION | BEARINGS ARE MAGNETIC | TRANSITION ALTITUDE **3000** |

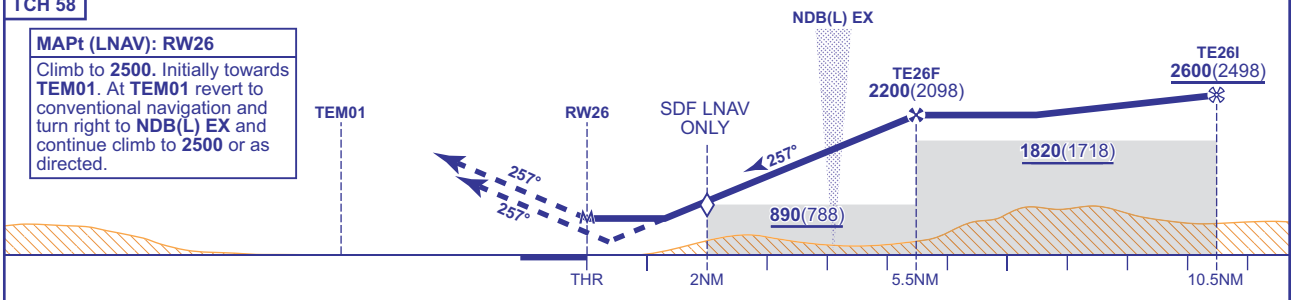



**RECOMMENDED PROFILE** VNAV - Vertical path Angle 3.5° (LNAV 6.12%), 372FT/NM

| NM to RW26 | 5 | 4 | 3 | 2(SDF) | 1 |
|---|---|---|---|---|---|
| ALT(HGT) | **2020**(1918) | **1650**(1548) | **1280**(1178) | **900**(798) | **530**(428) |

**TCH 58**

**MAPt (LNAV): RW26**
Climb to **2500.** Initially towards **TEM01**. At **TEM01** revert to conventional navigation and turn right to **NDB(L) EX** and continue climb to **2500** or as directed.




| Aircraft Category | | A | B | C | D | Rate of descent | G/S KT | 160 | 140 | 120 | 100 | 80 |
|---|---|---|---|---|---|---|---|---|---|---|---|---|
| OCA (OCH) | LNAV/VNAV | **570**(468) | **570**(468) | **570**(468) | **570**(468) | | FT/MIN | 990 | 870 | 740 | 620 | 500 |
| | LNAV | **630**(528) | **630**(528) | **630**(528) | **630**(528) | | | | | | | |
| VM(C)OCA (OCH AAL) | Total Area | **700**(598) | **900**(798) | **1090**(988) | **1090**(988) | | | | | | | |

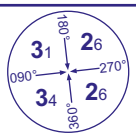
**NOTE 1** Clearance for Initial Approach via BATSU subject to Danger Area activity.

**CHANGE (11/23):** VM(C)OCA(OCH AAL) CAT B. TE26I/MOCA HEIGHT INCREASE ON PROFILE.

AERO INFO DATE 14 AUG 23

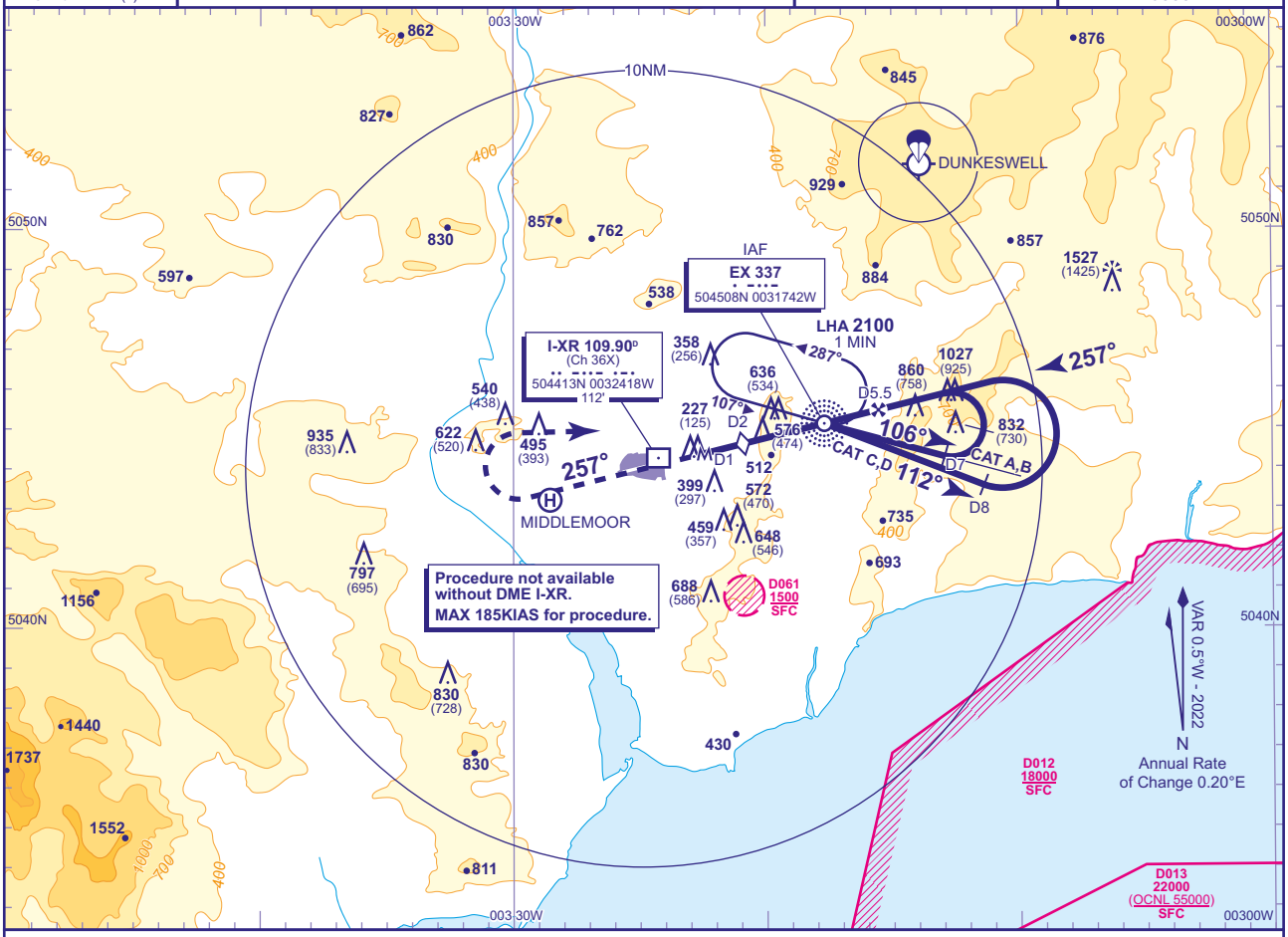
# INSTRUMENT APPROACH CHART - ICAO

## EXETER
## NDB(L)/DME
## RWY 26
(ACFT CAT A,B,C,D)



MSA 25NM NDB(L) EX

| | | | | | |
|---|---|---|---|---|---|
| APP | 128.980 | EXETER APPROACH | AD ELEVATION | 102 | TRANSITION ALTITUDE 3000 |
| TWR | 119.805 | EXETER TOWER | THR ELEVATION | 102 | |
| RAD | 128.980, 123.580 | EXETER RADAR | OBSTACLE ELEVATION 1527 AMSL (1425) (ABOVE THR) | | |
| ATIS | 119.330 | EXETER INFORMATION | BEARINGS ARE MAGNETIC | | |



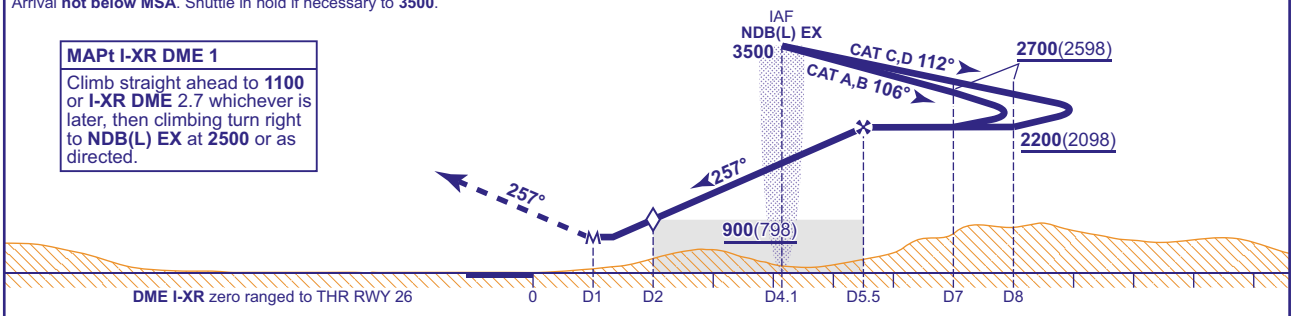

**RECOMMENDED PROFILE** Gradient 6.1%, 370FT/NM

| **DME I-XR** | 5 | 4 | 3 | 2 **(SDF)** |
|---|---|---|---|---|
| **ALT**(HGT) | **2010**(1908) | **1640**(1538) | **1270**(1168) | **900**(798) |

Arrival **not below MSA**. Shuttle in hold if necessary to **3500**.

**MAPt I-XR DME 1**

Climb straight ahead to **1100** or **I-XR DME** 2.7 whichever is later, then climbing turn right to **NDB(L) EX** at **2500** or as directed.




| Aircraft Category | | A | B | C | D | Rate of descent | G/S KT | 160 | 140 | 120 | 100 | 80 |
|---|---|---|---|---|---|---|---|---|---|---|---|---|
| **OCA** (OCH) | **WITH DME** | **680**(578) | **680**(578) | **680**(578) | **680**(578) | | FT/MIN | 990 | 870 | 740 | 620 | 490 |
| **VM(C)OCA** (OCH AAL) | **Total Area** | **700**(598) | **900**(798) | **1090**(988) | **1090**(988) | NDB(L) to MAPt (3.1NM) | MIN:SEC | 1:09 | 1:19 | 1:33 | 1:51 | 2:19 |

**AIRCRAFT UNABLE TO RECEIVE DME I-XR**
See AD 2-EGTE 8-12.

**NOTE 1** FAT offset 0.4° from RWY 26 C/L.
**2** Lowest altitude to commence procedure from hold after a missed approach is **2500**.
**3** ATC will normally require aircraft to hold not lower than **3500**.

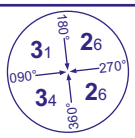
**CHANGE (11/23):** VM(C)OCA(OCH AAL) CAT B.

AERO INFO DATE 04 AUG 23

AD 2-EGTE-8-11

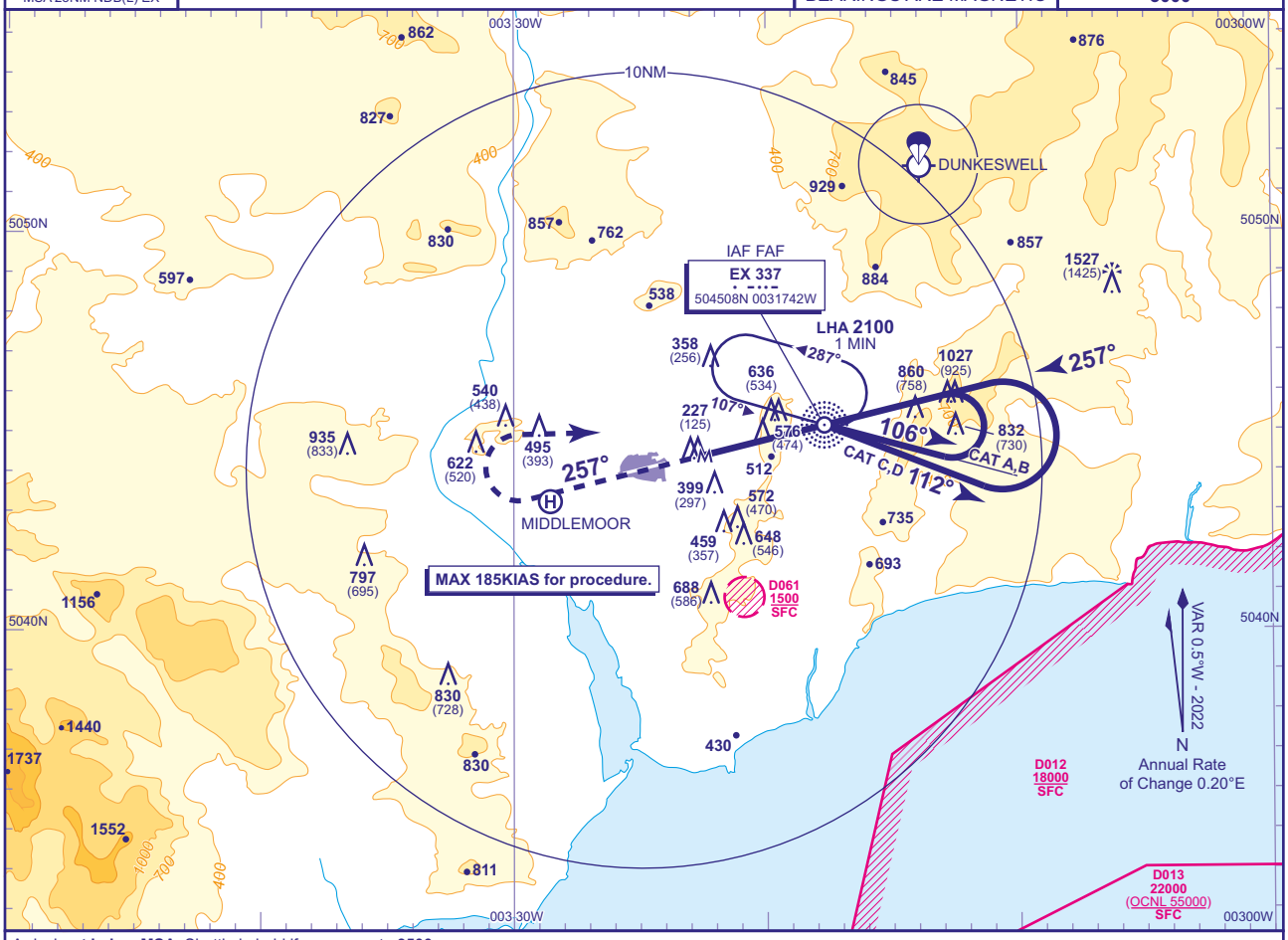
## INSTRUMENT APPROACH CHART - ICAO

# EXETER NDB(L) RWY 26
(ACFT CAT A,B,C,D)

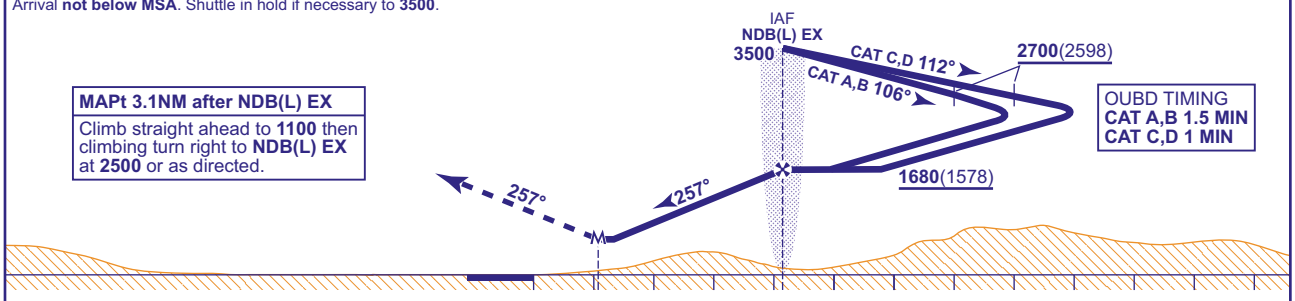


MSA 25NM NDB(L) EX

| | | | | | |
|---|---|---|---|---|---|
| APP | 128.980 | EXETER APPROACH | AD ELEVATION | **102** | TRANSITION ALTITUDE **3000** |
| TWR | 119.805 | EXETER TOWER | THR ELEVATION | **102** | |
| RAD | 128.980, 123.580 | EXETER RADAR | OBSTACLE ELEVATION **1527 AMSL** (1425) (ABOVE THR) | | |
| ATIS | 119.330 | EXETER INFORMATION | BEARINGS ARE MAGNETIC | | |




Arrival **not below MSA**. Shuttle in hold if necessary to **3500**.




**MAPt 3.1NM after NDB(L) EX**
Climb straight ahead to **1100** then climbing turn right to **NDB(L) EX** at **2500** or as directed.

OUBD TIMING
**CAT A,B 1.5 MIN**
**CAT C,D 1 MIN**

| Aircraft Category | | A | B | C | D | Rate of descent | G/S KT | 160 | 140 | 120 | 100 | 80 |
|---|---|---|---|---|---|---|---|---|---|---|---|---|
| OCA (OCH) | NO DME | **890**(788) | **890**(788) | **890**(788) | **890**(788) | | FT/MIN | 990 | 870 | 740 | 620 | 500 |
| VM(C)OCA (OCH AAL) | Total Area | **890**(788) | **900**(798) | **1090**(988) | **1090**(988) | NDB(L) to MAPt (3.1NM) | MIN:SEC | 1:09 | 1:19 | 1:33 | 1:51 | 2:19 |

**NOTE 1** FAT offset 0.4° from RWY 26 C/L.
**2** Lowest altitude to commence procedure from hold after a missed approach is **2500**.
**3** ATC will normally require aircraft to hold not lower than **3500**.

**CHANGE (11/23):** VM(C)OCA(OCH AAL) CAT B.

AERO INFO DATE 03 AUG 23

AD 2-EGTE-8-12

# Instrument Approach Procedure Coding Tables

**Exeter RNP RWY 08 - Instrument Approach Procedure via SISRI**

| Designator | Sequence Number | Path Term-inator | Waypoint Name | Fly-over | Course/ Track °M (°T) | Turn Direction | Level Constraint | Speed Constraint | Co-ordinates | Remarks and Distance to MAPt |
|---|---|---|---|---|---|---|---|---|---|---|
| R08L | 001 | IF | SISRI | N | - | - | 3400 | 210 | 504600.11N 0034503.81W | IAF |
| R08L | 002 | TF | TE08I | N | 166° (165.86°) | LEFT | 2300 | - | 504109.51N 0034308.54W | IF / 11.4NM |
| R08L | 003 | TF | TE08F | N | 076° (075.88°) | - | 2200 | - | 504222.36N 0033530.88W | FAF / 6.4NM |
| R08L | 004 | TF | RW08 | Y | 077° (075.98°) | - | - | - | 504355.45N 0032540.83W | MAPt |
| R08L | 005 | CA | - | - | 077° (075.98°) | - | 1000 | 210 | - | At 1000' revert to conventional navigation |

**Exeter RNP RWY 08 - Instrument Approach Procedure via EBOBA**

| Designator | Sequence Number | Path Term-inator | Waypoint Name | Fly-over | Course/ Track °M (°T) | Turn Direction | Level Constraint | Speed Constraint | Co-ordinates | Remarks and Distance to MAPt |
|---|---|---|---|---|---|---|---|---|---|---|
| R08C | 001 | IF | EBOBA | N | - | - | 3400 | 210 | 504025.56N 0034742.94W | IAF |
| R08C | 002 | TF | TE08I | N | 076° (075.82°) | - | 2300 | - | 504109.51N 0034308.54W | IF / 11.4NM |
| R08C | 003 | TF | TE08F | N | 076° (075.88°) | - | 2200 | - | 504222.36N 0033530.88W | FAF / 6.4NM |
| R08C | 004 | TF | RW08 | Y | 077° (075.98°) | - | - | - | 504355.45N 0032540.83W | MAPt |
| R08C | 005 | CA | - | - | 077° (075.98°) | - | 1000 | 210 | - | At 1000' revert to conventional navigation |

**Exeter RNP RWY 08 - Instrument Approach Procedure via OTBOT**

| Designator | Sequence Number | Path Term-inator | Waypoint Name | Fly-over | Course/ Track °M (°T) | Turn Direction | Level Constraint | Speed Constraint | Co-ordinates | Remarks and Distance to MAPt |
|---|---|---|---|---|---|---|---|---|---|---|
| R08R | 001 | IF | OTBOT | N | - | - | 3400 | 210 | 503618.88N 0034113.66W | IAF |
| R08R | 002 | TF | TE08I | N | 346° (345.90°) | RIGHT | 2300 | - | 504109.51N 0034308.54W | IF / 11.4NM |
| R08R | 003 | TF | TE08F | N | 076° (075.88°) | - | 2200 | - | 504222.36N 0033530.88W | FAF / 6.4NM |
| R08R | 004 | TF | RW08 | Y | 077° (075.98°) | - | - | - | 504355.45N 0032540.83W | MAPt |
| R08R | 005 | CA | - | - | 077° (075.98°) | - | 1000 | 210 | - | At 1000' revert to conventional navigation |

**CHANGE (7/21):** MAG VAR. MAG TRACKS.
AERO INFO DATE 30 APR 21

# Instrument Approach Procedure Coding Tables

**Exeter RNP RWY 26 - Instrument Approach Procedure via LETSI**

| Designator | Sequence Number | Path Term-inator | Waypoint Name | Fly-over | Course/ Track °M (°T) | Turn Direction | Level Constraint | Speed Constraint | Co-ordinates | Remarks and Distance to MAPt |
|---|---|---|---|---|---|---|---|---|---|---|
| R26R | 001 | IF | LETSI | N | - | - | 2800 | 185 | 505138.61N 0030705.06W | IAF |
| R26R | 002 | TF | TE26I | N | 187° (186.35°) | RIGHT | 2600 | 185 | 504640.78N 0030757.37W | IF / 10.5NM |
| R26R | 003 | TF | TE26F | N | 257° (256.34°) | - | 2200 | 185 | 504529.77N 0031536.45W | FAF / 5.5NM |
| R26R | 004 | TF | RW26 | Y | 257° (256.24°) | - | - | 185 | 504411.23N 0032359.98W | MAPt |
| R26R | 005 | TF | TEM01 | Y | 257° (256.13°) | - | - | 185 | 504312.19N 0033015.79W | At TEM01 revert to conventional navigation |

**Exeter RNP RWY 26 - Instrument Approach Procedure via NEXAN**

| Designator | Sequence Number | Path Term-inator | Waypoint Name | Fly-over | Course/ Track °M (°T) | Turn Direction | Level Constraint | Speed Constraint | Co-ordinates | Remarks and Distance to MAPt |
|---|---|---|---|---|---|---|---|---|---|---|
| R26C | 001 | IF | NEXAN | N | - | - | 2600 | 185 | 504751.28N 0030017.91W | IAF |
| R26C | 002 | TF | TE26I | N | 257° (256.44°) | - | 2600 | 185 | 504640.78N 0030757.37W | IF / 10.5NM |
| R26C | 003 | TF | TE26F | N | 257° (256.34°) | - | 2200 | 185 | 504529.77N 0031536.45W | FAF / 5.5NM |
| R26C | 004 | TF | RW26 | Y | 257° (256.24°) | - | - | 185 | 504411.23N 0032359.98W | MAPt |
| R26C | 005 | TF | TEM01 | Y | 257° (256.13°) | - | - | 185 | 504312.19N 0033015.79W | At TEM01 revert to conventional navigation |

**Exeter RNP RWY 26 - Instrument Approach Procedure via BATSU**

| Designator | Sequence Number | Path Term-inator | Waypoint Name | Fly-over | Course/ Track °M (°T) | Turn Direction | Level Constraint | Speed Constraint | Co-ordinates | Remarks and Distance to MAPt |
|---|---|---|---|---|---|---|---|---|---|---|
| R26L | 001 | IF | BATSU | N | - | - | 2800 | 185 | 504231.26N 0030335.79W | IAF |
| R26L | 002 | TF | TE26I | N | 327° (326.35°) | LEFT | 2600 | 185 | 504640.78N 0030757.37W | IF / 10.5NM |
| R26L | 003 | TF | TE26F | N | 257° (256.34°) | - | 2200 | 185 | 504529.77N 0031536.45W | FAF / 5.5NM |
| R26L | 004 | TF | RW26 | Y | 257° (256.24°) | - | - | 185 | 504411.23N 0032359.98W | MAPt |
| R26L | 005 | TF | TEM01 | Y | 257° (256.13°) | - | - | 185 | 504312.19N 0033015.79W | At TEM01 revert to conventional navigation |

**CHANGE (11/23):** TE26I LEVEL CONSTRAINT.
AERO INFO DATE 03 AUG 23

# EGEF — FAIR ISLE

## EGEF AD 2.1 AERODROME LOCATION INDICATOR AND NAME

EGEF — FAIR ISLE

## EGEF AD 2.2 AERODROME GEOGRAPHICAL AND ADMINISTRATIVE DATA

| | | |
|---|---|---|
| 1 | ARP coordinates and site at AD | Lat: 593205N Long: 0013743W |
| 2 | Direction and distance from city | On Fair Isle. |
| 3 | Elevation / Reference temperature / Mean Low Temperature | 237 FT / 14 °C / - |
| 4 | Geoid undulation at AD ELEV PSN | 161 FT |
| 5 | Magnetic Variation / Annual Change | 0.07°E (2027) / 0.22°E |
| 6 | AD Administration<br>Address<br>Telephone<br>Telefax | THE NATIONAL TRUST FOR SCOTLAND.<br>Fair Isle, Shetland, ZE2 9TU<br>01595-760224<br>01595-760252 |
| 7 | Type of Traffic permitted (IFR/VFR) | VFR |
| 8 | Remarks | |

## EGEF AD 2.3 OPERATIONAL HOURS

| | | |
|---|---|---|
| 1 | AD Administration | Daylight only subject to PPR . |
| 2 | Customs and immigration | By arrangement |
| 3 | Health and sanitation | |
| 4 | AIS Briefing Office | |
| 5 | ATS Reporting Office (ARO) | |
| 6 | MET Briefing Office | |
| 7 | ATS | Daylight hours only, subject to PPR, and as required by Emergency Service Flights. |
| 8 | Fuelling | Not applicable. |
| 9 | Handling | |
| 10 | Security | |
| 11 | De-icing | |
| 12 | Remarks | This aerodrome is PPR. |

## EGEF AD 2.4 HANDLING SERVICES AND FACILITIES

**INTENTIONALLY BLANK**

## EGEF AD 2.5 PASSENGER FACILITIES

**INTENTIONALLY BLANK**

## EGEF AD 2.6 RESCUE AND FIRE FIGHTING SERVICES

| | | |
|---|---|---|
| 1 | AD category for fire fighting services | RFF Category A1<br>RFF Category 2 accepted under remission. |
| 2 | Rescue equipment | 1 x Mercedes ATEGO 1080 4X4. 1200 LT water with foam capability. |
| 3 | Capability for removal of disabled aircraft | Contact Tel: 07545-822376 (Aerodrome Manager), or 07799-094175 (Deputy Aerodrome Manager). |
| 4 | Remarks | |

## EGEF AD 2.7 SEASONAL AVAILABILITY - CLEARING

| | | |
|---|---|---|
| 1 | Type of clearing equipment | |
| 2 | Clearance priorities | |
| 3 | Remarks | Winter Operations. No snow clearing facilities available. During winter months pilots are advised to contact the Aerodrome Manager for the latest runway conditions. Tel: 01595-760224, 07545-822376 (Mobile), or his deputy Tel: 01595-760314. |

## EGEF AD 2.8 APRONS, TAXIWAYS AND CHECK LOCATIONS/POSITIONS DATA

**INTENTIONALLY BLANK**

## EGEF AD 2.9 SURFACE MOVEMENT GUIDANCE AND CONTROL SYSTEM AND MARKINGS

| | | |
|---|---|---|
| 1 | Use of aircraft stand ID signs, TWY guide lines and visual docking/parking guidance system of aircraft stands | |
| 2 | Runway and taxiway markings and lighting | |
| 3 | Stop bars and runway guard lights (if any) | |
| 4 | Other runway protection measures | |
| 5 | Remarks | WDI: 593203.07N 0013742.05W. |

## EGEF AD 2.10 AERODROME OBSTACLES

| In Approach/Take-off areas | | | | | | |
|---|---|---|---|---|---|---|
| **Obstacle ID/ Designation** | **Obstacle Type** | **Obstacle Position** | **Elevation/Height** | | **Obstruction Lighting Type/ Colour** | **Remarks** |
| **1** | **2** | **3** | **4** | | **5** | **6** |
| (EGEF1144) 06/APPROACH 24/ TAKE-OFF | CONTROL BG AERIAL | 593202.28N 0013742.97W | 252 FT | | No | |
| (EGEF1140) 06/APPROACH 24/ TAKE-OFF | WALL | 593156.65N 0013819.81W | 271 FT | | No | |
| (EGEF1116) 06/APPROACH 24/ TAKE-OFF | BUILDING RUIN | 593154.63N 0013810.40W | 252 FT | | No | |
| (EGEF1123) 06/APPROACH 24/ TAKE-OFF | BLDG TANK | 593153.95N 0013750.79W | 251 FT | | No | |
| (EGEF1118) 06/APPROACH 24/ TAKE-OFF | BUILDING | 593152.52N 0013802.32W | 251 FT | | No | |

| In circling area and at aerodrome | | | | | | |
|---|---|---|---|---|---|---|
| **Obstacle ID/ Designation** | **Obstacle Type** | **Obstacle Position** | **Elevation/Height** | | **Obstruction Lighting Type/ Colour** | **Remarks** |
| **1** | **2** | **3** | **4** | | **5** | **6** |
| (EGEF1110) | BUILDING | 593246.38N 0013747.85W | 652 FT | | No | |
| (EGEF1111) | BUILDING | 593245.73N 0013753.39W | 675 FT | | No | |
| (EGEF1112) | BUILDING RUIN | 593245.08N 0013755.20W | 697 FT | | No | |
| (EGEF1046) | TERRAIN | 593243.74N 0013757.51W | 691 FT | | No | |
| (EGEF1045) | TERRAIN | 593239.58N 0013801.32W | 624 FT | | No | |
| (EGEF1109) | MAST | 593238.95N 0013739.33W | 663 FT | | No | |

| In circling area and at aerodrome | | | | | | |
|---|---|---|---|---|---|---|
| **Obstacle ID/ Designation** | **Obstacle Type** | **Obstacle Position** | **Elevation/Height** | | **Obstruction Lighting Type/ Colour** | **Remarks** |
| **1** | **2** | **3** | **4** | | **5** | **6** |
| (EGEF1114) | BUILDING RUIN | 593232.77N 0013803.86W | 530 FT | | No | |
| (EGEF1028) | TERRAIN | 593157.18N 0013837.42W | 379 FT | | No | |
| (EGEF1027) | TERRAIN | 593155.22N 0013834.28W | 381 FT | | No | |
| (EGEF1026) | TERRAIN | 593153.12N 0013834.34W | 363 FT | | No | |
| (EGEF1025) | TERRAIN | 593150.59N 0013836.72W | 355 FT | | No | |

## EGEF AD 2.11 METEOROLOGICAL INFORMATION PROVIDED

**INTENTIONALLY BLANK**

## EGEF AD 2.12 RUNWAY PHYSICAL CHARACTERISTICS

| **Designations RWY Number** | **True bearing** | **Dimensions of RWY** | **Surface of RWY/ SWY/ Strength** | **THR co-ordinates/ THR Geoid undulation** | **THR elevation/ Highest elevation of TDZ of precision APP RWY** | **Slope of RWY/ SWY** |
|---|---|---|---|---|---|---|
| **1** | **2** | **3** | **4** | **5** | **6** | **7** |
| 06 | 056.72° | 540 x 22 M | RWY surface: Gravel | 593200.98N 0013755.62W 161.0 FT | THR 227.2 FT | |
| 24 | 236.73° | 540 x 22 M | RWY surface: Gravel | 593209.06N 0013729.66W 160.9 FT | THR 221.4 FT | |

| **SWY Dimensions** | **Clearway Dimensions** | **Strip Dimensions** | **RESA Dimensions, Overshoot / Undershoot** | **Location/ description of arresting system** | **OFZ** | **Remarks** |
|---|---|---|---|---|---|---|
| **8** | **9** | **10** | **11** | **12** | **13** | **14** |
| | | | | | | RWY 06<br><br>From Runway 06 threshold (eye level) the visible horizon of the runway is at a distance of approximately 215 M. Runway 24 threshold becomes visible after a further 25 M (240 M from Runway 06 threshold). |
| | | | | | | RWY 24<br><br>From Runway 24 threshold (eye level) the visible horizon of the runway is at a distance of approximately 245 M. Runway 06 threshold becomes visible after a further 25 M (270 M from Runway 24 threshold). |

## EGEF AD 2.13 DECLARED DISTANCES

| **Runway designator** | **TORA** | **TODA** | **ASDA** | **LDA** | **Remarks** |
|---|---|---|---|---|---|
| **1** | **2** | **3** | **4** | **5** | **6** |
| 06 | 478 M | 478 M | 478 M | 478 M | |
| 24 | 478 M | 478 M | 478 M | 478 M | |

## EGEF AD 2.14 APPROACH AND RUNWAY LIGHTING

**INTENTIONALLY BLANK**

## EGEF AD 2.15 OTHER LIGHTING, SECONDARY POWER SUPPLY

**INTENTIONALLY BLANK**

## EGEF AD 2.16 HELICOPTER LANDING AREA

**INTENTIONALLY BLANK**

## EGEF AD 2.17 AIR TRAFFIC SERVICES AIRSPACE

**INTENTIONALLY BLANK**

## EGEF AD 2.18 AIR TRAFFIC SERVICES COMMUNICATION FACILITIES

| Service Designation | Callsign | Channel/ Frequency(MHz) | SATVOICE number(s) | Logon Address | Hours of Operation | Remarks |
|---|---|---|---|---|---|---|
| 1 | 2 | 3 | 4 | 5 | 6 | 7 |
| OTHER | FAIR ISLE RADIO | 118.030 A/G frequency. | | | Daylight hours only | Subject to PPR. |

## EGEF AD 2.19 RADIO NAVIGATION AND LANDING AIDS

**INTENTIONALLY BLANK**

## EGEF AD 2.20 LOCAL AERODROME REGULATIONS

### 1 AIRPORT REGULATIONS

Not applicable

### 2 GROUND MOVEMENT

Not applicable

### 3 CAT II/III OPERATIONS

Not applicable

### 4 WARNINGS

a) Turbulance can be expected with a westerly wind.
b) Bird hazard is assessed as seasonally high. The main hazard occurs during the months of May through August when nesting Terns colonise the vicinity of the aerodrome. During this period the highest area of risk is to aircraft on final approach to Runway 06.
c) Ground falls away very steeply approximately 30 M beyond each runway end. Care should be taken to anticipate sudden wind changes which might result in a touch-down short of the thresholds.
d) The runway surface is prone to moss growth and may be slippery in patches, particularly when wet.

### 5 HELICOPTER OPERATIONS

Not applicable

### 6 USE OF RUNWAYS

Not applicable

### 7 TRAINING

Not applicable

## EGEF AD 2.21 NOISE ABATEMENT PROCEDURES

Not applicable

## EGEF AD 2.22 FLIGHT PROCEDURES

a) Circuit directions: Runway 06 - RH; Runway 24 - LH.

## EGEF AD 2.23 ADDITIONAL INFORMATION

Not applicable

## EGEF AD 2.24 CHARTS RELATED TO AN AERODROME

AERODROME CHART - ICAO
AD 2.EGEF-2-1

## EGEF AD 2.25 VISUAL SEGMENT SURFACE (VSS) PENETRATION

Not applicable

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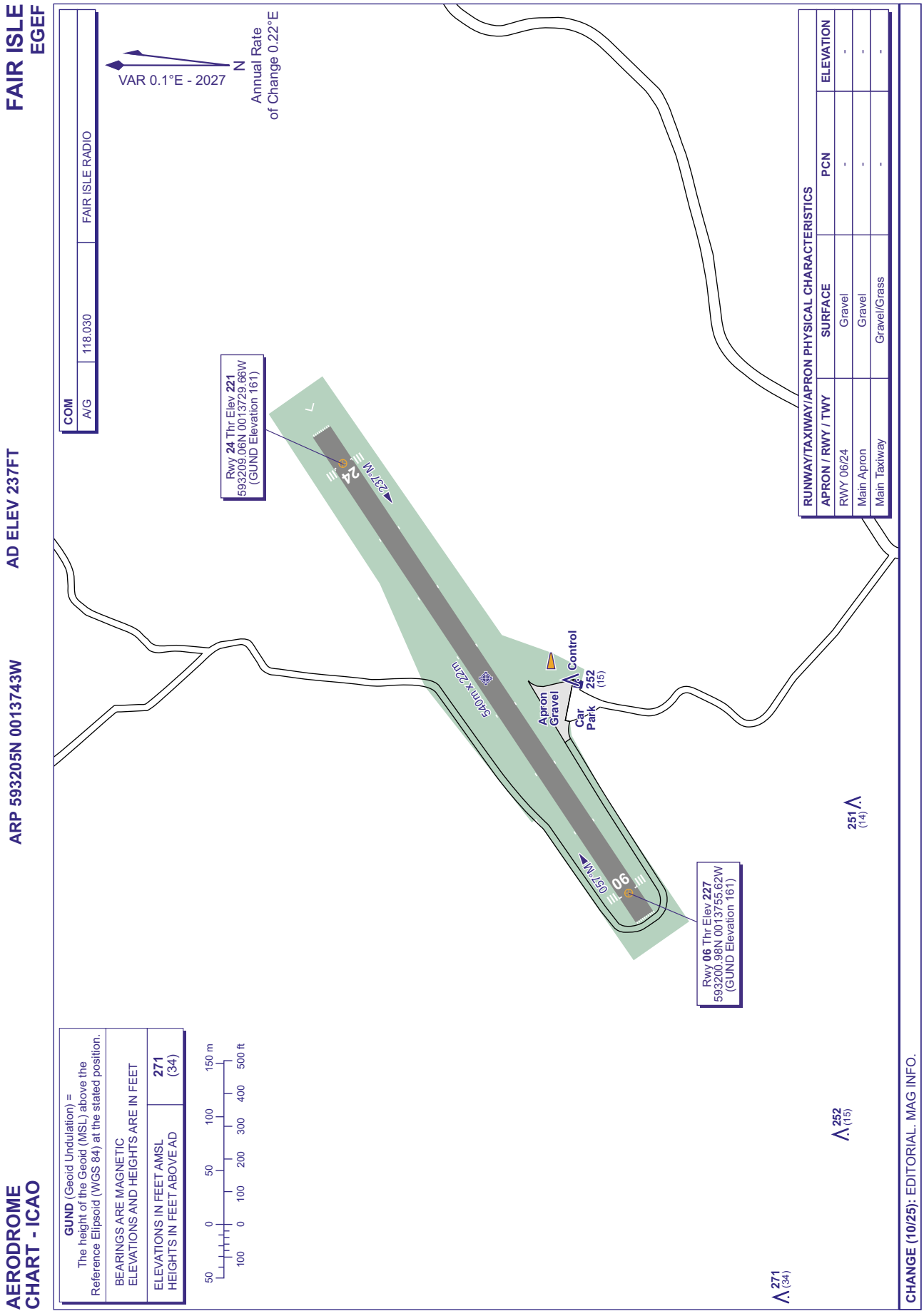
FAIR ISLE
EGEF
AERODROME
CHART - ICAO
ARP 593205N 0013743W
AD ELEV 237FT
COM
A/G
118.030
FAIR ISLE RADIO
VAR 0.1°E - 2027
N
Annual Rate
of Change 0.22°E
Rwy 24 Thr Elev 221
593209.06N 0013729.66W
(GUND Elevation 161)
Rwy 06 Thr Elev 227
593200.98N 0013755.62W
(GUND Elevation 161)
540m x 22m
057°M
237°M
24
06
Apron
Gravel
Car
Park
Control
252
(15)
251
(14)
271
(34)
RUNWAY/TAXIWAY/APRON PHYSICAL CHARACTERISTICS
APRON / RWY / TWY
SURFACE
PCN
ELEVATION
RWY 06/24
Gravel
-
-
Main Apron
Gravel
-
-
Main Taxiway
Gravel/Grass
-
-
GUND (Geoid Undulation) =
The height of the Geoid (MSL) above the
Reference Elipsoid (WGS 84) at the stated position.
BEARINGS ARE MAGNETIC
ELEVATIONS AND HEIGHTS ARE IN FEET
ELEVATIONS IN FEET AMSL
HEIGHTS IN FEET ABOVE AD
271
(34)
50 0 50 100 150 m
100 0 100 200 300 400 500 ft
CHANGE (10/25): EDITORIAL. MAG INFO.
AERO INFO DATE 21 JUL 25
AD 2-EGEF-2-1

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# EGTF — FAIROAKS

## EGTF AD 2.1 AERODROME LOCATION INDICATOR AND NAME

EGTF — FAIROAKS

## EGTF AD 2.2 AERODROME GEOGRAPHICAL AND ADMINISTRATIVE DATA

| | | |
|---|---|---|
| 1 | ARP coordinates and site at AD | Lat: 512053N Long: 0003331W<br>Centre of Runway |
| 2 | Direction and distance from city | 2 NM N of Woking. |
| 3 | Elevation / Reference temperature / Mean Low Temperature | 80 FT / 20 °C / - |
| 4 | Geoid undulation at AD ELEV PSN | 150 FT |
| 5 | Magnetic Variation / Annual Change | 1.20°E (2027) / 0.17°E |
| 6 | AD Administration<br>Address<br>Telephone<br><br>Telefax | FAIROAKS OPERATIONS LTD<br>Fairoaks Airport, Chobham, Woking, Surrey, GU24 8HX.<br>01276-857700 (Administration)<br>01276-857300 (A/G Station)<br>01276-856898 |
| 7 | Type of Traffic permitted (IFR/VFR) | VFR |
| 8 | Remarks | |

## EGTF AD 2.3 OPERATIONAL HOURS

| | | |
|---|---|---|
| 1 | AD Administration | Mon-Sat 0800-1800 (0700-1700); Sun and PH 0900-1800 (0800-1700). |
| 2 | Customs and immigration | By arrangement. |
| 3 | Health and sanitation | |
| 4 | AIS Briefing Office | |
| 5 | ATS Reporting Office (ARO) | |
| 6 | MET Briefing Office | |
| 7 | ATS | As AD hours. |
| 8 | Fuelling | Mon-Sat 0815-1740 (0715-1640); Sun and PH 0915-1740 (0815-1640) and by arrangement. |
| 9 | Handling | |
| 10 | Security | |
| 11 | De-icing | |
| 12 | Remarks | All circuit traffic PPR by telephone 01276-857300 |

## EGTF AD 2.4 HANDLING SERVICES AND FACILITIES

| | | |
|---|---|---|
| 1 | Cargo handling facilities | |
| 2 | Fuel and oil types | AVTUR JET A-1, AL48, AVGAS 100LL<br>W80/100, Straight 80/100, 15W/50 |
| 3 | Fuelling facilities/capacity | |
| 4 | De-icing facilities | |
| 5 | Hangar space for visiting aircraft | Limited. |
| 6 | Repair facilities for visiting aircraft | |
| 7 | Remarks | |

## EGTF AD 2.5 PASSENGER FACILITIES

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## EGTF AD 2.6 RESCUE AND FIRE FIGHTING SERVICES

| | | |
|---|---|---|
| 1 | AD category for fire fighting services | RFF Category A2<br>RFF Category 3 accepted under remission. |
| 2 | Rescue equipment | |
| 3 | Capability for removal of disabled aircraft | Limited facilities for the removal of disabled aircraft. |
| 4 | Remarks | |

## EGTF AD 2.7 SEASONAL AVAILABILITY - CLEARING

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## EGTF AD 2.8 APRONS, TAXIWAYS AND CHECK LOCATIONS/POSITIONS DATA

| | | |
|---|---|---|
| 1 | Apron surface and strength | MAIN APRON<br>Surface: Asphalt |
| 2 | Taxiway width, surface and strength | Taxiway A: 10 M<br>Surface: Concrete and asphalt<br><br>Taxiway B: 11 M<br>Surface: Concrete and asphalt<br><br>Taxiway C: 10 M<br>Surface: Concrete |
| 3 | Altimeter checkpoint location and elevation | |
| 4 | VOR checkpoints | |
| 5 | INS checkpoints | |
| 6 | Remarks | |

## EGTF AD 2.9 SURFACE MOVEMENT GUIDANCE AND CONTROL SYSTEM AND MARKINGS

| | | |
|---|---|---|
| 1 | Use of aircraft stand ID signs, TWY guide lines and visual docking/parking guidance system of aircraft stands | |
| 2 | Runway and taxiway markings and lighting | Taxiway marking aid(s):<br>Taxiway centre-line and holding point markings. Green reflective taxiway centre-line markers on Taxiway B. Blue reflective taxiway edge markers on Taxiways B and C. |
| 3 | Stop bars and runway guard lights (if any) | |
| 4 | Other runway protection measures | |
| 5 | Remarks | WDI 512055.37N 0003336.20W (LGTD). |

## EGTF AD 2.10 AERODROME OBSTACLES

| **In Approach/Take-off areas** | | | | | | |
|---|---|---|---|---|---|---|
| **Obstacle ID/ Designation** | **Obstacle Type** | **Obstacle Position** | **Elevation/Height** | | **Obstruction Lighting Type/ Colour** | **Remarks** |
| **1** | **2** | **3** | **4** | | **5** | **6** |
| (EGTF1326) 06/TAKE-OFF | TREE | 512113.28N 0003249.15W | 177 FT | 80 FT | No | |
| (EGTF1347) 24/APPROACH 06/ TAKE-OFF | TREE | 512111.97N 0003237.57W | 178 FT | 85 FT | No | |
| (EGTF1310) 24/APPROACH 06/ TAKE-OFF | TREE | 512109.73N 0003254.43W | 143 FT | 59 FT | No | |
| (EGTF1279) 24/APPROACH 06/ TAKE-OFF | TREE | 512105.85N 0003301.32W | 132 FT | 53 FT | No | |
| (EGTF1273) 24/APPROACH 06/ TAKE-OFF | TREE | 512105.51N 0003304.65W | 121 FT | 42 FT | No | |

| In Approach/Take-off areas | | | | | | |
|---|---|---|---|---|---|---|
| **Obstacle ID/ Designation** | **Obstacle Type** | **Obstacle Position** | **Elevation/Height** | | **Obstruction Lighting Type/ Colour** | **Remarks** |
| **1** | **2** | **3** | **4** | | **5** | **6** |
| (EGTF1081) 06/APPROACH 24/ TAKE-OFF | TREE | 512045.78N 0003353.54W | 115 FT | 44 FT | No | |
| (EGTF1092) 06/APPROACH | TREE | 512045.76N 0003352.12W | 100 FT | 29 FT | No | |
| (EGTF1083) 06/APPROACH 24/ TAKE-OFF | TREE | 512045.64N 0003353.41W | 107 FT | 37 FT | No | |
| (EGTF1091) 24/TAKE-OFF | TREE | 512044.15N 0003352.20W | 88 FT | 19 FT | No | |
| (EGTF1070) 24/TAKE-OFF | TREE | 512044.02N 0003356.74W | 94 FT | 22 FT | No | |
| (EGTF1106) 06/APPROACH 24/ TAKE-OFF | TREE | 512043.75N 0003351.57W | 114 FT | 45 FT | No | |
| (EGTF1109) 06/APPROACH 24/ TAKE-OFF | TREE | 512043.47N 0003351.43W | 120 FT | 51 FT | No | |
| (EGTF1060) 24/TAKE-OFF | TREE | 512042.12N 0003400.24W | 109 FT | 37 FT | No | |
| (EGTF1036) 24/TAKE-OFF | TREE | 512040.90N 0003406.19W | 119 FT | 48 FT | No | |
| (EGTF1044) 06/APPROACH 24/ TAKE-OFF | TREE | 512039.54N 0003404.84W | 134 FT | 63 FT | No | |

| In circling area and at aerodrome | | | | | | |
|---|---|---|---|---|---|---|
| **Obstacle ID/ Designation** | **Obstacle Type** | **Obstacle Position** | **Elevation/Height** | | **Obstruction Lighting Type/ Colour** | **Remarks** |
| **1** | **2** | **3** | **4** | | **5** | **6** |
| (EGTF1351) | TREE | 512205.06N 0003232.43W | 254 FT | 95 FT | No | |
| (EGTF1358) | TREE | 512157.49N 0003226.36W | 246 FT | 99 FT | No | |
| (EGTF1278) | TREE | 512149.19N 0003259.97W | 326 FT | 135 FT | No | |
| (EGTF1027) | TREE | 512144.45N 0003428.68W | 192 FT | 71 FT | No | |
| (EGTF1383) | TREE | 512139.76N 0003208.00W | 289 FT | 125 FT | No | |
| (EGTF1313) | TREE | 512129.40N 0003252.74W | 244 FT | 96 FT | No | |
| (EGTF1227) | TREE | 512126.30N 0003319.12W | 237 FT | 87 FT | No | |
| (EGTF1331) | MAST | 512125.63N 0003248.05W | 225 FT | 81 FT | No | |
| (EGTF1080) | TREE | 512121.87N 0003352.53W | 241 FT | 86 FT | No | |
| (EGTF1304) | TREE | 512115.25N 0003256.30W | 203 FT | 111 FT | No | |
| (EGTF1346) | TREE | 512100.38N 0003238.35W | 196 FT | 83 FT | No | |
| (EGTF1300) | TREE | 511943.49N 0003300.53W | 188 FT | 88 FT | No | |

## EGTF AD 2.11 METEOROLOGICAL INFORMATION PROVIDED

| | | |
|---|---|---|
| 1 | Associated MET Office | |
| 2 | Hours of service<br>MET Office outside hour | |
| 3 | Office responsible for TAF preparation<br>Periods of validity | |
| 4 | Trend forecast<br>Interval of issuance | |
| 5 | Briefing/consultation provided | |

| | | |
|---|---|---|
| 6 | Flight documentation<br>Language(s) used | |
| 7 | Charts and other information available for briefing or consultation | |
| 8 | Supplementary equipment available for providing information | |
| 9 | ATS units provided with information | |
| 10 | Additional information (limitation of service, etc.) | Unofficial meteorological observations provided by A/G Station during AD hours. |

## EGTF AD 2.12 RUNWAY PHYSICAL CHARACTERISTICS

| Designations RWY Number | True bearing | Dimensions of RWY | Surface of RWY/ SWY/ Strength | THR co-ordinates/ THR Geoid undulation | THR elevation/ Highest elevation of TDZ of precision APP RWY | Slope of RWY/ SWY |
|---|---|---|---|---|---|---|
| 1 | 2 | 3 | 4 | 5 | 6 | 7 |
| 06 | 057.91° | 810 x 27 M | RWY surface: Asphalt | 512046.85N<br>0003346.80W<br>150.4 FT | THR 78.4 FT<br>TDZ 80.4 FT | |
| 24 | 237.91° | 810 x 27 M | RWY surface: Asphalt | 512059.67N<br>0003314.16W<br>150.4 FT | THR 76.4 FT<br>TDZ 80.4 FT | |

| SWY Dimensions | Clearway Dimensions | Strip Dimensions | RESA Dimensions, Overshoot / Undershoot | Location/ description of arresting system | OFZ | Remarks |
|---|---|---|---|---|---|---|
| 8 | 9 | 10 | 11 | 12 | 13 | 14 |
| | 63 x 150 M | 930 x 83 M | | | | RWY 06<br><br>Threshold displaced by 53 M due to bridle path. |
| | | 930 x 83 M | | | | RWY 24<br><br>Threshold displaced by 11 M due to public footpath. |

## EGTF AD 2.13 DECLARED DISTANCES

| Runway designator | TORA | TODA | ASDA | LDA | Remarks |
|---|---|---|---|---|---|
| 1 | 2 | 3 | 4 | 5 | 6 |
| 06 | 810 M | 873 M | 810 M | 757 M | |
| 24 | 810 M | 810 M | 810 M | 799 M | |

## EGTF AD 2.14 APPROACH AND RUNWAY LIGHTING

| RWY | Approach lighting Type/ Length/ Intensity | Threshold lighting Colour/Wing bars | VASIS/ MEHT/ PAPI/ PAPI Dist from THR | TDZ, lighting Length | Runway Centre Line lighting Length/ Spacing/ Colour/ Intensity | Runway edge lighting Length/ Spacing/ Colour/ Intensity | Runway end lighting Colour/ Wing bars | Stopway lighting Length/ Colour | Remarks |
|---|---|---|---|---|---|---|---|---|---|
| 1 | 2 | 3 | 4 | 5 | 6 | 7 | 8 | 9 | 10 |
| 06 | Pilot Controlled Lighting available. | Light intensity low | APAPI Left/3.5° 14 FT | | | Light intensity low | Red | | |

| RWY | Approach lighting Type/ Length/ Intensity | Threshold lighting Colour/Wing bars | VASIS/ MEHT/ PAPI/ PAPI Dist from THR | TDZ, lighting Length | Runway Centre Line lighting Length/ Spacing/ Colour/ Intensity | Runway edge lighting Length/ Spacing/ Colour/ Intensity | Runway end lighting Colour/ Wing bars | Stopway lighting Length/ Colour | Remarks |
|---|---|---|---|---|---|---|---|---|---|
| 1 | 2 | 3 | 4 | 5 | 6 | 7 | 8 | 9 | 10 |
| 24 | | Light intensity low | APAPI Left/4° 20 FT | | | Light intensity low | Red | | EDGE:<br>The last 3 runway edge lights are cautionary yellow.<br>END:<br>End lights are visible only for the last 150 M of LDA. |

## EGTF AD 2.15 OTHER LIGHTING, SECONDARY POWER SUPPLY

| | | |
|---|---|---|
| 1 | ABN/IBN location, characteristics and hours of operation | ABN: 512101.05N 0003347.64W<br>Flashing White. |
| 2 | LDI location and lighting<br>Anemometer location and lighting | Anemometer: (LGTD) - 512054.90N 0003335.31W - 512048.91N 0003349.52W. |
| 3 | TWY edge and centre line lighting | CL: LI Green centre-line on Taxiway A. |
| 4 | Secondary power supply/switch-over time | None |
| 5 | Remarks | Fixed wing pilots must ignore the helicopter specific approach lighting (for use by Starspeed only), consisting of a combination of flashing white and red lights, installed adjacent to the western helipads. |

## EGTF AD 2.16 HELICOPTER LANDING AREA

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## EGTF AD 2.17 AIR TRAFFIC SERVICES AIRSPACE

| Designation and lateral limits | Vertical Limits | Airspace Class | ATS unit callsign/ language | Transition Altitude | Hours of applicability | Remarks |
|---|---|---|---|---|---|---|
| 1 | 2 | 3 | 4 | 5 | 6 | 7 |
| FAIROAKS ATZ<br>A circle, 2 NM radius, centred at 512053N 0003331W on longest notified runway (06/ 24) | Upper limit: 2000 FT AGL<br>Lower limit: SFC | G | FAIROAKS RADIO<br>English | 6000 FT | | Airspace Class:<br>Part of the Fairoaks ATZ within the London CTR or Farnborough CTA is Class D.<br><br>Vertical Limits:<br>Part of the ATZ above 1500 FT AMSL is ceded to London Heathrow, and part of the ATZ above 2000 FT AMSL is ceded to Farnborough.<br><br>Designation and lateral limits:<br>Local Flying Area see EGTF AD 2.22, Flight Procedures. |

# EGTF AD 2.18 AIR TRAFFIC SERVICES COMMUNICATION FACILITIES

| Service Designation | Callsign | Channel/ Frequency(MHz) | SATVOICE number(s) | Logon Address | Hours of Operation | Remarks |
|---|---|---|---|---|---|---|
| 1 | 2 | 3 | 4 | 5 | 6 | 7 |
| OTHER | FAIROAKS RADIO | 123.430<br>A/G Frequency<br>DOC 10 NM/3,000 FT | | | Mon-Sat 0800-1800 (0700-1700); Sun and PH 0900-1800 (0800-1700). | ATZ hours coincident with A/G hours.<br><br>Hours: Daily by arrangement within the period 0700-2200 (0600-2100). |

# EGTF AD 2.19 RADIO NAVIGATION AND LANDING AIDS

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# EGTF AD 2.20 LOCAL AERODROME REGULATIONS

## 1 AIRPORT REGULATIONS

a) First time visitors are required to obtain a telephone briefing from the A/G Station.
b) Pilots are responsible for the safety and conduct of their passengers whilst airside at this airport.
c) Not available to aircraft unable to communicate by radio.
d) Aerodrome is not available to weight shift microlights.
e) No circuit training permitted on PHs and outside published operating hours.
f) Aerodrome closed to all traffic on Christmas day.
g) When the visibility is less than 3000 M, landing operations for Twin turbo-prop aircraft with certified weights above 5700 KG and turbo-fan aircraft of any weight that are not normally based at Fairoaks Airport will not normally be permitted. If the operation is conducted in accordance with a JAA AOC then the visibility minimum landing shall be as stated in the operators Operations Manual.
h) Due to planning restrictions, only four runway movements are permitted before 1000 (0900) on Sundays. A similar restriction of only four movements also applies after 2000 (1900). Pilots who wish to operate before 1000 (0900) or after 2000 (1900) on Sundays must obtain a runway slot from the tower. No fixed wing movements are permitted between 2200 (2100) and 0700 (0600).
i) High visibility clothing must be worn by all personnel on the apron and manoeuvring area between sunset and sunrise, except for passengers who are being escorted.
j) With the exception of approved operators the aerodrome is not available for circuit flying by non-Fairoaks based aircraft.

## 2 GROUND MOVEMENT

a) The taxiway to the south of the Runway 24 threshold is not maintained and is unavailable to aircraft requiring a licensed aerodrome.
b) The tarmac apron in front of the hangar opposite the fuel farm is not available for taxiing aircraft due to surface condition.

## 3 CAT II/III OPERATIONS

Not applicable

## 4 WARNINGS

a) A public footpath crosses the aerodrome close to the threshold of Runway 24.
b) Pilots are advised to exercise extreme caution when taxiing through the apron/parking areas due to reduced wing tip clearances. Pilots should satisfy themselves that they have adequate wingtip clearances whilst taxiing.
c) The aerodrome is frequently used outside the published hours of operation by both fixed and rotary wing aircraft.
d) The grass areas are subject to waterlogging.
e) The helicopter landing site, marked with an ‘H’ immediately to the south of the aerodrome boundary is a private landing site and does not form part of Fairoaks aerodrome.
f) Caution, the LDA and paved surface for Runway 06 ends 13 M beyond the runway end lights.

## 5 HELICOPTER OPERATIONS

a) Approaches by helicopters should normally be made to the grass to the south of the runway. Subject to traffic, including taxiing aircraft, approaches may also be made to the grass to the north of the runway. Helicopters making an approach to the grass to the north of Runway 24 must avoid overflying the buildings in the north east corner of the airfield.
b) Helicopters which require an approach to the runway must state their intentions on first contact with Fairoaks Radio.

## 6 USE OF RUNWAYS

a) The aerodrome is equipped with Pilot Controlled Lighting, details from Aerodrome Licensee.

## 7 TRAINING

Not applicable

# EGTF AD 2.21 NOISE ABATEMENT PROCEDURES

a) For noise abatement purposes, pilots are to avoid overflying the properties in the northeast corner of the aerodrome below 1100 FT QNH.

# EGTF AD 2.22 FLIGHT PROCEDURES

## 1 CIRCUITS

a) Circuits variable.
b) All procedures are based on Fairoaks QNH.
c) Circuit altitude is 1100 FT for aeroplanes and 800 FT for helicopters.
d) Inbound aircraft and circuit traffic should squawk 7010 when operating in the Fairoaks circuit and ATZ/LFA unless otherwise instructed.
e) Joining

   i. Aeroplanes should normally enter the ATZ level at 1400 FT AMSL, and descend to 1100 FT AMSL when north of the runway prior to turning:

      1. downwind for Runway 06 left hand circuit;
      2. crosswind for Runway 24 left hand circuit;
      3. crosswind for Runway 06 right hand circuit;
      4. downwind for Runway 24 right hand circuit.

   ii. ‘Straight-in’, ‘downwind’ and ‘base’ joins are strongly discouraged when the circuit is active.
   iii. Helicopters should normally enter the ATZ level at 800 FT AMSL and let down south of the runway. Helicopters which wish to utilise the runway should conform to fixed wing procedures.

## 2 LOCAL FLYING AREA

a) Within a Local Flying Area (LFA) of 2 NM radius, centred on the aerodrome (512053N 0003331W) and fillets to the east bounded by lines joining positions:

   512211N 0003107W - 512124N 0003001W - 512014N 0002925W - 512013N 0003032W thence anti-clockwise by the arc of a circle radius 2 NM centred on 512053N 0003331W (aerodrome) to 512211N 0003107W and to the west bounded by lines joining positions: 512013N 0003633W - 512013N 0003800W - 512017N 0003822W - 512208N 0003602W thence anti-clockwise by the arc of a circle radius 2 NM centred on 512053N 0003331W (aerodrome) to 512013N 0003633W.

b) Pilots of aircraft operating within LFA are responsible for providing their own separation from other aircraft operating within the LFA.
c) Aircraft may approach Fairoaks from the southern quadrant, between the western and the eastern fillets, but must remain west of the M25 Orbital Motorway.
d) VFR flights may take place within the LFA subject to the following conditions:

   i. In compliance with the Class D Airspace weather minima as defined in ENR 1.4;
   ii. Maximum altitude: 1500 FT QNH.

e) Aircraft unable to operate VFR may operate Special VFR within the LFA subject to the following conditions:

   i. Remain clear of cloud and with the surface in sight;
   ii. Maximum altitude: 1500 FT QNH;
   iii. By day only;
   iv. A minimum flight visibility of 3 KM;
   v. In compliance with the requirements of ENR 1.2.

f) Mode S Transponders:

   i. The carriage of a Mode S Transponder within the LFA is encouraged, however there is currently no requirement for aircraft operating in the Fairoaks LFA to comply with the requirements of the London CTR Mode S Transponder Mandatory Zone (TMZ).
   ii. Pilots of suitably equipped aircraft shall utilise the transponder to the maximum serviceable extent with altitude information selected when fitted.

## 3 AIRCRAFT IN THE LONDON CTR OUTSIDE THE FAIROAKS LFA

a) Aircraft operating VFR or Special VFR in the London CTR inbound to Fairoaks (or otherwise) must not assume permission has been issued to penetrate the Fairoaks LFA. Heathrow Radar will, whenever possible, permit an aircraft to leave the frequency temporarily to obtain such permission. If this is not possible, aircraft must leave the CTR clear of the Fairoaks LFA and route to Fairoaks from a southerly direction.
b) Pilots requiring a VFR or Special VFR clearance to transit the London CTR must remain within the confines of the Fairoaks LFA until a clearance has been obtained from Heathrow Radar.

## 4 Procedures for IFR flights via the ATS Route Network

a) **General**

In order to provide improved ATC handling of flights via the ATS Route Network, a system of Standard Routes has been established and these are published in the UK Standard Route Document (SRD) which can be found here:

http://www.nats.aero/ais.

Additionally, aircraft inbound via the ATS Route Network must follow the Farnborough Standard Arrival Routes (STAR) as shown at AD 2-EGLF-7-1 to 7-4.

b) **Flight Plans**

Pilots wishing to fly on the ATS Route System are to flight plan via the appropriate routes detailed in paras (c) and (d).

c) **Inbound Aircraft**

i. Routes

Inbound aircraft that are RNAV 1 compliant are to flight plan via the RNAV 1 Standard Arrival Routes (STARs) associated with Farnborough as detailed in AD 2.EGLF-7-1 to AD 2.EGLF-7-2. Other aircraft are to flight plan via the RNAV 5 STARs as detailed in AD 2.EGLF-7-3 to AD 2.EGLF-7-4.

***Note:*** *Arrivals routing via RNAV5 STARs may be tactically routed via 5LNC points detailed within the RNAV1 STAR plates. Crews should be familiar with the following 5LNC points: -*

| Point | Latitude | Longitude |
|---|---|---|
| INDOX | 511839.55N | 0010114.04W |
| DIXIB | 511412.22N | 0005053.53W |
| EVATA | 510821.29N | 0004557.52W |
| LUXIV | 510510.63N | 0004657.06W |

ii. **Inbound Procedures**

1. After leaving the ATS Route System, pilots will normally be provided with a radar service outside controlled airspace by Farnborough ATC during the notified operating hours shown at EGLF AD 2.18. A contact frequency will be given by London Control before leaving the ATS Route System.
2. When Farnborough Radar is closed or unable to provide a radar service, pilots will be instructed to leave controlled airspace at an appropriate point and are then to proceed by a route which remains clear of controlled airspace.

iii. **Speed Limits**

Speed limit points are included within the various Standard Arrival Routes (STARs) referred to in c (i).

iv. **Loss of Communications Procedures (inbound aircraft)**

Aircraft should descend to leave controlled airspace at an appropriate point and proceed outside controlled airspace in accordance with the Basic Loss of Communications Procedures detailed at ENR 1.1 paragraph 3.4.

d) **Departing Aircraft**

i. **Routes**

1. ATS Route joining clearance is to be requested for the first ATS Significant Point in the routes detailed below. **These routes are not assessed for obstacle clearance and do not constitute Standard Instrument Departure procedures.**
2. Pilots who wish to join the ATS Route Network at other than CPT, GWC or HAZEL should flight plan to join the ATS Route Network when clear of the London TMA.

***Note:*** *Pilots should be aware that the provision of ATS is extremely limited for any flight outside CAS between OCK/BIG/DET. This is due to the large number of locations from which extensive VFR operations take place in this constrained area, combined with the limitations of any ATS provision.*

*Pilots should therefore take into account the lack of available ATS in any area that is known to be busy with multiple VFR operations and should anticipate the extended time that may be required to operate outside CAS before any joining clearance can be provided.*

*Additionally, requests made to LTC Swanwick to join CAS prior to the boundary of the London TMA may be declined due to sector workload and it should also be noted that below FL 70 a Basic Service is the only ATS available from LTC Swanwick TMA controllers.*

| Departure to | Via | Route | Notes |
|---|---|---|---|
| North | CPT | As per UK SRD. | Includes departures to EGGW, EGSC, EGSG, EGSS and EGSU. |
| Northeast | | | |
| West | | | |
| Northwest | | | |
| South | GWC | As per UK SRD. | Includes departures to EGKA, EGKB, EGKK, EGKR, EGLC and EGMC. |
| East | HAZEL | As per UK SRD. | Includes departures to EGLD, EGLL and EGWU. |
| Southeast | | | |
| Southwest | | | |

***Note:*** *See UK Standard Route Document (available online from the NATS/AIS website)*

*http://www.nats.aero/ais.*

ii. **Procedures**

1. **Pilots are to ensure that they have received and acknowledged a joining clearance before entering controlled airspace.**
2. The Fairoaks A/G Station will notify the pending departure to London Terminal Control (LTCC) and will co-ordinate the departure with Farnborough.
3. All departures into the ATS Route Network require approval from Farnborough. Details of the phraseology that will be used is available on the airport website at https://fairoaksairport.uk/phraseology/.
4. When Runway 24 is in use at both Fairoaks and Farnborough, the Fairoaks A/G Station will normally relay joining clearances to enter the Farnborough CTR/CTA, to pilots on behalf of Farnborough Radar. At all other times the Fairoaks A/G Station will issue pilots with after departure instructions and pilots **must remain outside of controlled airspace** until a clearance to enter controlled airspace has been issued by Farnborough Radar or LTCC.
5. Aircraft will contact Farnborough Radar as soon as possible after departure from Fairoaks. Unless otherwise instructed, the Farnborough Radar frequency is 134.355 MHz.
6. Farnborough Radar will individually coordinate entry into the ATS Route Network with LTCC once the departure is airborne. This may require the aircraft to leave Farnborough controlled airspace prior to subsequent join into the LTMA. If this is the case, Farnborough Radar may provide a Traffic Service or Deconfliction Service as appropriate.
7. If Farnborough Radar is closed or is unable to provide a radar service outside controlled airspace the Fairoaks Radio will transfer the aircraft directly to the appropriate LTCC sector and the pilot must request clearance to join controlled airspace.
8. Pilots are reminded of the need to comply with any Air Traffic Flow Management measures in force at the time.
9. Departures outside of the opening hours of Fairoaks Radio requiring ATS route joining clearance are requested to call the London Terminal Control Assistant on 02380-401008 prior to departure in order to activate their flight plan and receive an airways squawk. An SSR code will be issued by Farnborough Radar during their operational hours (Outside of this, the SSR code will be available from the Terminal Control Assistant). Pilots shall be cognisant of the opening hours of Farnborough Radar (see EGLF AD 2.3), and are required to telephone Farnborough on 01252-526015 during opening hours, or blind call on 134.355 MHz in the event of departure within the 15-minute period prior to Farnborough opening.

iii. **Loss of Communication Procedures (outbound aircraft)**

1. Pilots should adopt the Loss of Communications Procedures detailed at ENR 1.1, paragraph 3.4.

**Flights which have not received an ATC clearance to enter controlled airspace should not enter controlled airspace unless an overriding safety reason compels entry.**

e) **Warnings**

Below FL 65, aircraft arriving/departing via the ATS route network can expect to operate within Class Echo airspace between ASLAP and 3 NM West of HAZEL/within 7.5 NM of GWC. ATC will **not** provide notification to pilots of entry to or exit from Class Echo airspace when the aircraft is transitioning from a higher classification of airspace.

Within these volumes of airspace VFR traffic may be operating but not in communication with Farnborough Radar.

## 5 DEPARTURES

a) When departing Fairoaks from Runway 24, pilots must not delay their initial turn to ensure that they do not infringe the Farnborough CTR which is located to the southwest of Fairoaks at a range of less than 3 NM.
b) Caution, the base of controlled airspace to the south of Fairoaks is 2000 FT AMSL.

c) Pilots of VFR flights who intend to seek permission to transit Farnborough controlled airspace must make their intention clear to the Fairoaks A/G Station prior to departure in order that they are transferred to the correct frequency. **Pilots are to ensure that they have received and acknowledged a joining clearance before entering controlled airspace.**

## EGTF AD 2.23 ADDITIONAL INFORMATION

Not applicable

## EGTF AD 2.24 CHARTS RELATED TO AN AERODROME

AERODROME CHART - ICAO
AD 2.EGTF-2-1
AIRCRAFT PARKING/DOCKING CHART - ICAO
AD 2.EGTF-2-2
FAIROAKS LOCAL FLYING AREA
AD 2.EGTF-4-1

## EGTF AD 2.25 VISUAL SEGMENT SURFACE (VSS) PENETRATION

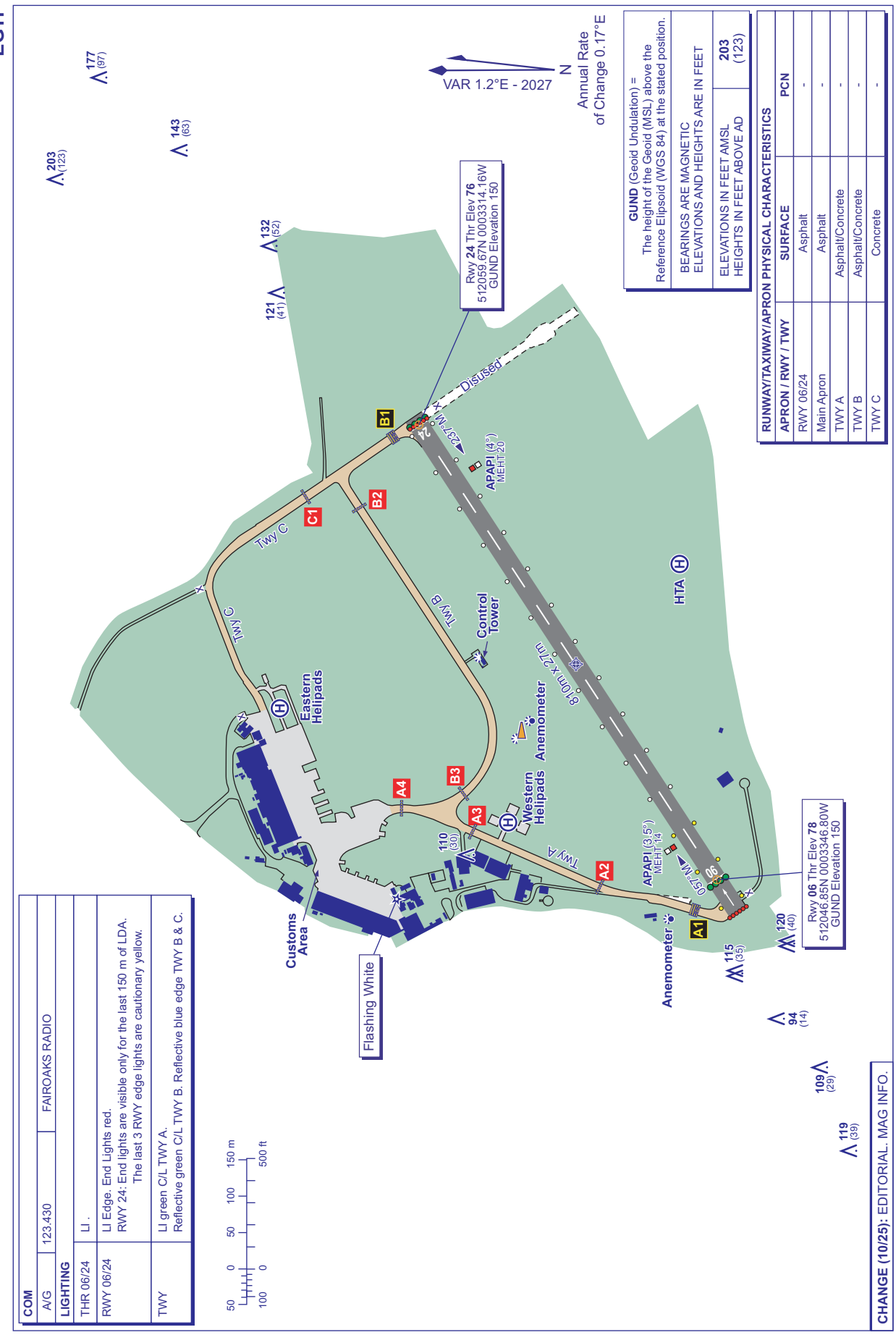
Not applicable

# FAIROAKS EGTF

AERODROME CHART - ICAO

ARP 512053N 0003331W

AD ELEV 80FT

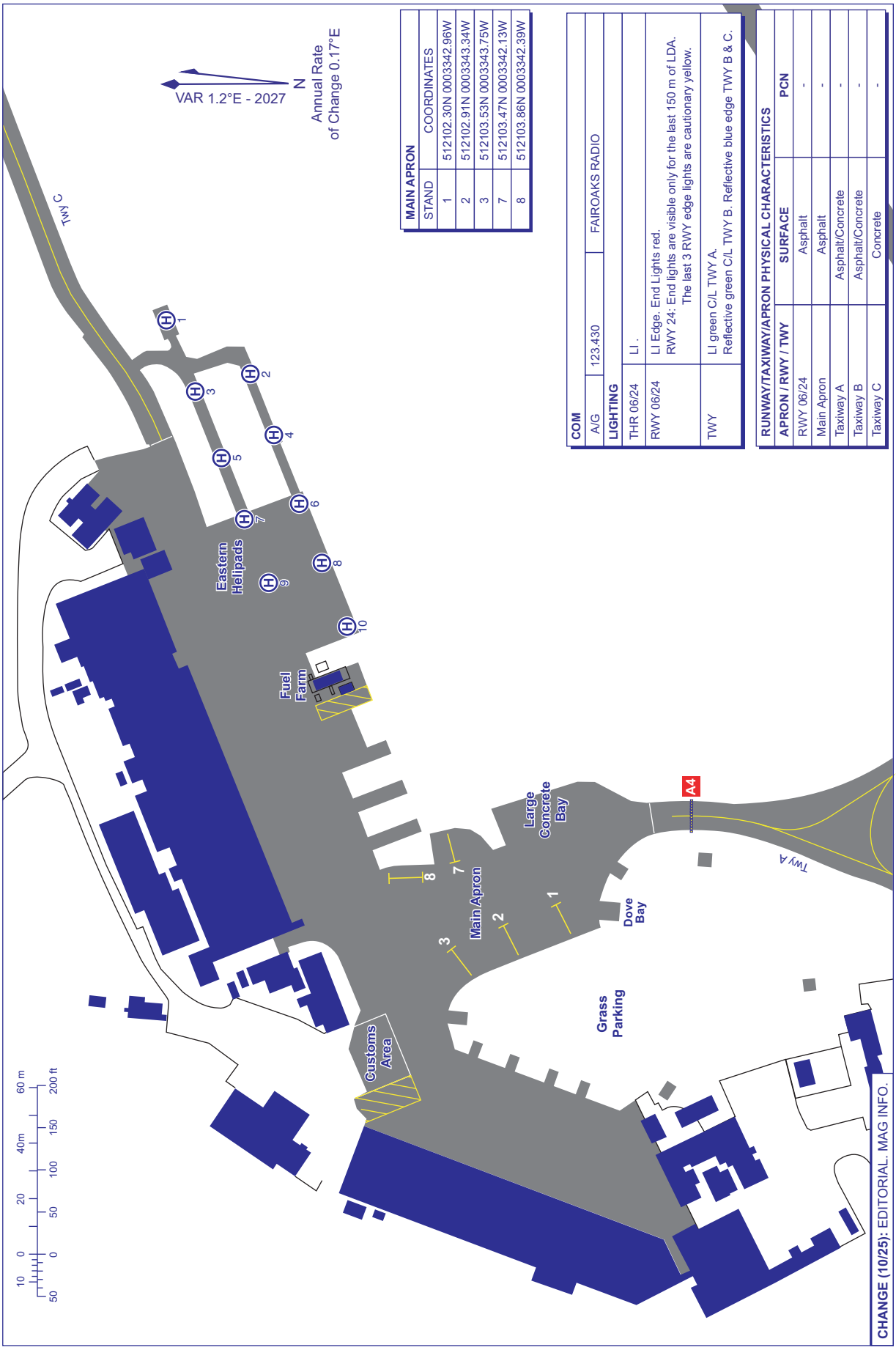


# FAIROAKS EGTF

AD ELEV 80FT

ARP 512053N 0003331W

AIRCRAFT PARKING/DOCKING CHART - ICAO




| MAIN APRON | |
|---|---|
| STAND | COORDINATES |
| 1 | 512102.30N 0003342.96W |
| 2 | 512102.91N 0003343.34W |
| 3 | 512103.53N 0003343.75W |
| 7 | 512103.47N 0003342.13W |
| 8 | 512103.86N 0003342.39W |

| COM | |
|---|---|
| A/G | 123.430 FAIROAKS RADIO |
| **LIGHTING** | |
| THR 06/24 | LI . |
| RWY 06/24 | LI Edge. End Lights red.<br>RWY 24: End lights are visible only for the last 150 m of LDA.<br>The last 3 RWY edge lights are cautionary yellow. |
| TWY | LI green C/L TWY A.<br>Reflective green C/L TWY B. Reflective blue edge TWY B & C. |

| RUNWAY/TAXIWAY/APRON PHYSICAL CHARACTERISTICS | | |
|---|---|---|
| APRON / RWY / TWY | SURFACE | PCN |
| RWY 06/24 | Asphalt | - |
| Main Apron | Asphalt | - |
| Taxiway A | Asphalt/Concrete | - |
| Taxiway B | Asphalt/Concrete | - |
| Taxiway C | Concrete | - |

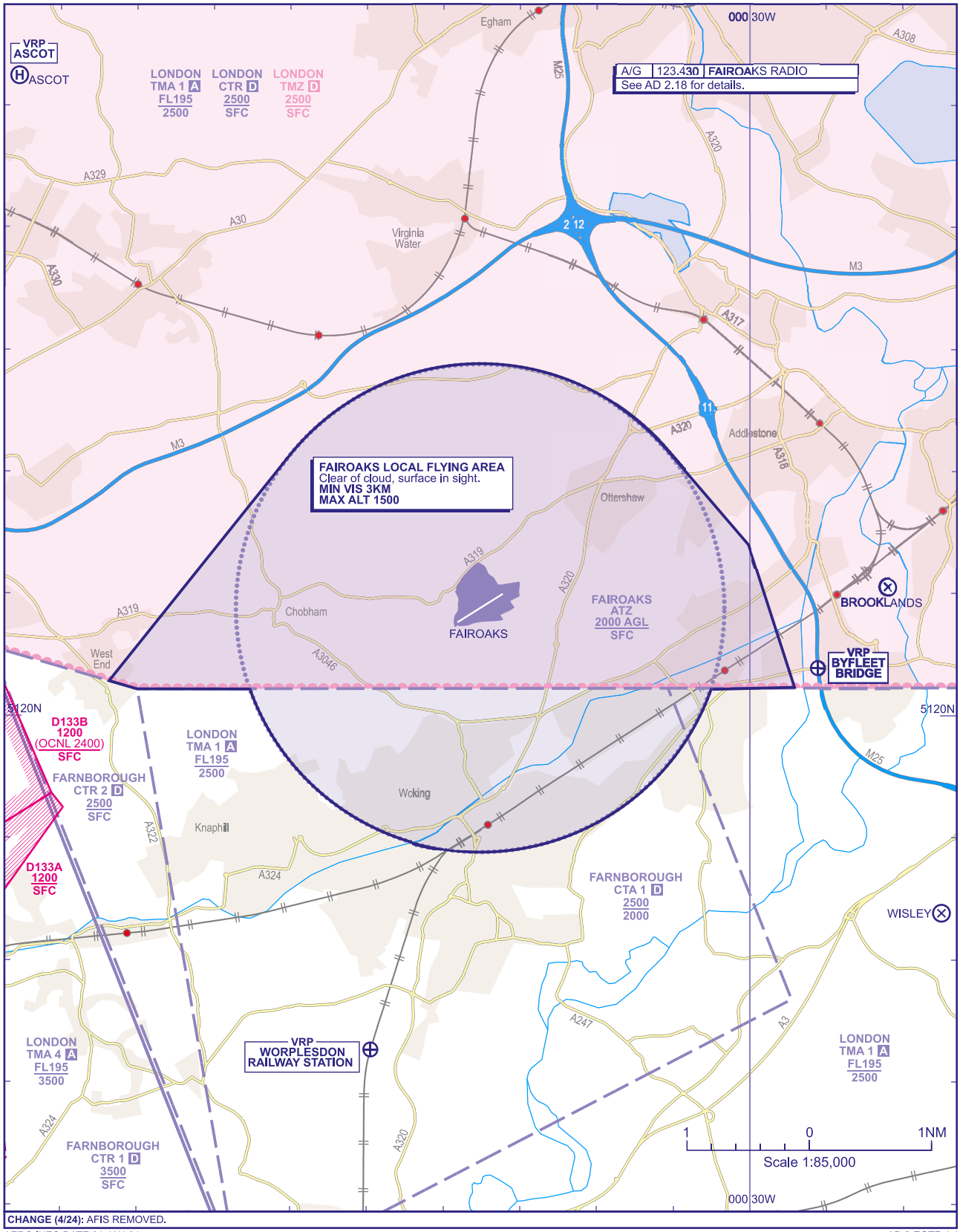
**CHANGE (10/25):** EDITORIAL. MAG INFO.

AERO INFO DATE 21 JUL 25

AD 2-EGTF-2-2

## FAIROAKS LOCAL FLYING AREA

## FAIROAKS




**CHANGE (4/24):** AFIS REMOVED.

AERO INFO DATE 31 JAN 24

AD 2-EGTF-4-1

**INTENTIONALLY BLANK**

# EGLF — FARNBOROUGH

## EGLF AD 2.1 AERODROME LOCATION INDICATOR AND NAME

EGLF — FARNBOROUGH

## EGLF AD 2.2 AERODROME GEOGRAPHICAL AND ADMINISTRATIVE DATA

| | | |
|---|---|---|
| 1 | ARP coordinates and site at AD | Lat: 511631N Long: 0004639W<br>Mid point of Runway 06/24 |
| 2 | Direction and distance from city | 1 NM NNW of Aldershot. |
| 3 | Elevation / Reference temperature / Mean Low Temperature | 238 FT / 19 °C / - |
| 4 | Geoid undulation at AD ELEV PSN | 151 FT |
| 5 | Magnetic Variation / Annual Change | 0.33°E (2022) / 0.20°E |
| 6 | AD Administration<br>Address<br>Telephone<br><br><br>AFS<br>SITA<br>E-mail address | FARNBOROUGH AIRPORT LTD<br>Farnborough Airport, Farnborough, Hampshire, GU14 6XA.<br>01252-526017 (ATC - Visual)<br>01252-526015 (ATC - Radar)<br>01252-379002 (Farnborough Airport Ops)<br>EGLFFBOT<br>LHRKOCR<br>ops@farnboroughairport.com (Farnborough Airport Ops) |
| 7 | Type of Traffic permitted (IFR/VFR) | IFR/VFR |
| 8 | Remarks | |

## EGLF AD 2.3 OPERATIONAL HOURS

| | | |
|---|---|---|
| 1 | AD Administration | Mon-Fri 0700-2200 (0600-2100); Sat, Sun and PH 0800-2000 (0700-1900). |
| 2 | Customs and immigration | By arrangement. |
| 3 | Health and sanitation | |
| 4 | AIS Briefing Office | |
| 5 | ATS Reporting Office (ARO) | |
| 6 | MET Briefing Office | |
| 7 | ATS | As AD hours. See also AD 2.18.<br>Aerodrome may close earlier if there is no scheduled traffic.<br>In these circumstances a NOTAM will be issued and the Airport Operations frequency will be closed. |
| 8 | Fuelling | Aircraft fuelling permitted Mon-Fri 0545-2215 (0445-2115); Sat, Sun and PH 0700-2015 (0600-1915). |
| 9 | Handling | As AD hours. |
| 10 | Security | H24 |
| 11 | De-icing | As AD hours. |
| 12 | Remarks | This aerodrome is PPR through Farnborough Airport Ops.<br>Aerodrome may close earlier if there is no scheduled traffic.<br>In these circumstances a NOTAM will be issued and the Airport Operations frequency will be closed.<br><br>Aerodrome CLOSED on 25 and 26 December. |

## EGLF AD 2.4 HANDLING SERVICES AND FACILITIES

| | | |
|---|---|---|
| 1 | Cargo handling facilities | Contact Farnborough Airport Ops. |
| 2 | Fuel and oil types | AVTUR JET A-1 and SAF (Sustainable Aviation Fuel). |
| 3 | Fuelling facilities/capacity | Bowser. |
| 4 | De-icing facilities | Yes, contact Farnborough Airport Ops. |
| 5 | Hangar space for visiting aircraft | Available on prior notice to Farnborough Airport Ops. |
| 6 | Repair facilities for visiting aircraft | Available from Farnborough Engineering (01252-372400). |

| | | |
|---|---|---|
| 7 | Remarks | Ground Handling for all visiting civil aircraft will be undertaken by Farnborough Airport Ops on North Apron.<br><br>Crews must seek prior permission from Farnborough Airport Ops, if aircraft refuelling with passengers on board is required.<br><br>Oxygen: OXRB.<br>Starting Units: E1, 3, 4, 6, 7 and 10. |

## EGLF AD 2.5 PASSENGER FACILITIES

| | | |
|---|---|---|
| 1 | Hotels | Hotel on aerodrome and several within 2 NM of aerodrome. |
| 2 | Restaurants | Several within 2 NM of airport. |
| 3 | Transportation | Car Hire and taxis available via Farnborough Airport Ops.<br>Nearest railway stations: Farnborough Main 1 NM; North Camp 1 NM. |
| 4 | Medical facilities | Limited first aid treatment on aerodrome; local ambulance service. |
| 5 | Bank and Post Office | |
| 6 | Tourist Office | |
| 7 | Remarks | Executive Lounge in Terminal Building. |

## EGLF AD 2.6 RESCUE AND FIRE FIGHTING SERVICES

| | | |
|---|---|---|
| 1 | AD category for fire fighting services | RFF Category A6<br>RFF Category 7 accepted under remission. |
| 2 | Rescue equipment | |
| 3 | Capability for removal of disabled aircraft | Refer to Airport Operations (01252-379002). |
| 4 | Remarks | |

## EGLF AD 2.7 SEASONAL AVAILABILITY - CLEARING

| | | |
|---|---|---|
| 1 | Type of clearing equipment | Mechanical, chemical anti and de-ice. |
| 2 | Clearance priorities | Full length of Runway 06/24 minimum width 30 M. |
| 3 | Remarks | Latest information from ATC: 01252-526017. |

# EGLF AD 2.8 APRONS, TAXIWAYS AND CHECK LOCATIONS/POSITIONS DATA

| | | |
|---|---|---|
| 1 | Apron surface and strength | BRAVO APRON<br>Surface: Concrete<br>PCR 524/R/B/X/U<br><br>EAST APRON<br>Surface: Concrete<br>PCR 310/R/C/W/U<br><br>JULIET APRON<br>Surface: Concrete<br>PCR 524/R/B/X/U<br><br>NORTH APRON<br>Surface: Concrete<br>PCR 556/R/D/X/U<br><br>SOUTH ONE APRON<br>Surface: Asphalt<br>PCR 132/F/D/W/U<br><br>SOUTH TWO APRON<br>Surface: Concrete<br>PCR 317/R/D/X/U<br><br>WEST ONE APRON<br>Surface: Concrete<br>PCR 556/R/D/X/U<br><br>WEST THREE APRON<br>Surface: Concrete<br>PCR 317/R/D/X/U<br><br>WEST TWO APRON<br>Surface: Concrete<br>PCR 317/R/D/X/U |
| 2 | Taxiway width, surface and strength | Taxiway ALPHA: 15 M<br>Surface: Concrete and asphalt<br>PCR 448/F/C/W/U<br><br>Taxiway BRAVO: 15 M<br>Surface: Asphalt<br>PCR 507/F/D/W/U<br><br>Taxiway C NORTH OF 06/24: 15 M<br>Surface: Asphalt<br>PCR 507/F/D/W/U<br><br>Taxiway DELTA: 15 M<br>Surface: Asphalt<br>PCR 507/F/D/W/U<br><br>Taxiway ECHO: 15 M<br>Surface: Asphalt<br>PCR 507/F/D/W/U<br><br>Taxiway FOXTROT: 15 M<br>Surface: Asphalt<br>PCR 507/F/D/W/U<br><br>Taxiway JULIET: 15 M<br>Surface: Concrete<br>PCR 524/R/B/X/U<br><br>Taxiway WHISKEY: 15 M<br>Surface: Asphalt<br>PCR 132/F/D/W/U |

| | | |
|---|---|---|
| | | Taxiway YANKEE: 15 M<br>Surface: Asphalt<br>PCR 326/F/D/W/U<br><br>Taxiway ZULU: 15 M<br>Surface: Asphalt<br>PCR 326/F/D/W/U |
| 3 | Altimeter checkpoint location and elevation | North Apron - 213 FT East Apron - 224 FT South Apron One - 224 FT South Apron Two - 221 FT West One Apron - 212 FT West Two Apron - 217 FT West Three Apron - 217 FT Bravo Apron - 207 FT Juliet Apron - 211 FT |
| 4 | VOR checkpoints | |
| 5 | INS checkpoints | |
| 6 | Remarks | Portion of disused taxiway between Taxiway Zulu and South 1 Apron (as shown on AIP AD 2-EGLF-2-1) may be promulgated as available by NOTAM. This would be an extension of existing Taxiway Yankee. |

## EGLF AD 2.9 SURFACE MOVEMENT GUIDANCE AND CONTROL SYSTEM AND MARKINGS

| | | |
|---|---|---|
| 1 | Use of aircraft stand ID signs, TWY guide lines and visual docking/parking guidance system of aircraft stands | |
| 2 | Runway and taxiway markings and lighting | Runway marking aid(s):<br>06/24: Runway designation, displaced landing thresholds, runway centre-line, runway edge, abbreviated touchdown zone, aiming point. Continuous yellow lines mark the runway entry/exit routes.<br><br>06 starter extension has a turn pad marking suitable for aircraft up to and including BBJ2 size.<br><br>Runway light(s):<br>Threshold – HI green, Runway edge – HI colour coded red (pre threshold)/ white/yellow (caution zone), Stop End – HI red.<br><br>Taxiway light(s):<br>Runway guard lights (permanently in operation) at all taxiway/runway intersections, colour coded green/yellow centre-line lights within ILS sensitive area at A1, B1, F3, W and Y. Green centre-line lights on taxiways Alpha, Bravo, Delta, Juliet, West 1 and North Aprons. Blue edge lights on remaining taxiways including Bravo between B3 and B4. |
| 3 | Stop bars and runway guard lights (if any) | At all holding points |
| 4 | Other runway protection measures | |
| 5 | Remarks | Wind direction indicators (LGTD): 511650.89N 0004558.68W; 511630.41N 0004701.85W. |

## EGLF AD 2.10 AERODROME OBSTACLES

| In Approach/Take-off areas | | | | | | |
|---|---|---|---|---|---|---|
| **Obstacle ID/ Designation** | **Obstacle Type** | **Obstacle Position** | **Elevation/Height** | | **Obstruction Lighting Type/ Colour** | **Remarks** |
| **1** | **2** | **3** | **4** | | **5** | **6** |
| (EGLF16842) 24/APPROACH 06/ TAKE-OFF | TREE | 511747.34N 0004246.13W | 433 FT | 68 FT | No | |
| (EGLF15659) 24/APPROACH | BUILDING OBS LIGHT | 511705.83N 0004524.27W | 323 FT | 98 FT | Yes Red | |
| (EGLF15635) 24/APPROACH 06/ TAKE-OFF | FLAGPOLE | 511655.59N 0004512.58W | 296 FT | 45 FT | No | |
| (EGLF15626) 24/APPROACH | WDI | 511650.89N 0004558.68W | 243 FT | 27 FT | Yes Red | |
| (EGLF18106) 06/APPROACH 24/ TAKE-OFF | TREE | 511611.14N 0004751.54W | 293 FT | 75 FT | No | |
| (EGLF14405) 06/APPROACH 24/ TAKE-OFF | TREE | 511610.84N 0004803.04W | 310 FT | 54 FT | No | |
| (EGLF18282) 06/APPROACH | TREE | 511607.57N 0004736.17W | 285 FT | 77 FT | No | |

| In Approach/Take-off areas | | | | | | |
|---|---|---|---|---|---|---|
| **Obstacle ID/ Designation** | **Obstacle Type** | **Obstacle Position** | **Elevation/Height** | | **Obstruction Lighting Type/ Colour** | **Remarks** |
| **1** | **2** | **3** | **4** | | **5** | **6** |
| (EGLF18109) 06/APPROACH 24/ TAKE-OFF | TREE | 511605.21N 0004810.93W | 325 FT | 88 FT | No | |
| (EGLF15087) 06/APPROACH 24/ TAKE-OFF | TREE | 511604.16N 0004801.22W | 306 FT | 21 FT | No | |
| (EGLF16671) 06/APPROACH 24/ TAKE-OFF | TREE | 511603.97N 0004802.04W | 307 FT | 23 FT | No | |
| (EGLF18263) 06/APPROACH 24/ TAKE-OFF | TREE | 511600.03N 0004802.00W | 318 FT | 88 FT | No | |
| (EGLF17537) 06/APPROACH 24/ TAKE-OFF | TREE | 511559.95N 0004757.70W | 308 FT | 20 FT | No | |
| (EGLF16007) 06/APPROACH | TREE | 511557.57N 0004914.49W | 409 FT | 86 FT | No | |
| (EGLF18333) 06/APPROACH | TREE | 511555.29N 0004754.21W | 340 FT | 93 FT | No | |
| (EGLF15885) 06/APPROACH 24/ TAKE-OFF | TREE | 511552.85N 0004912.99W | 397 FT | 77 FT | No | |
| (EGLF16012) 06/APPROACH 24/ TAKE-OFF | TREE | 511549.34N 0004914.84W | 400 FT | 81 FT | No | |
| (EGLF15905) 06/APPROACH 24/ TAKE-OFF | TREE | 511547.07N 0004825.73W | 355 FT | 35 FT | No | |
| (EGLF18311) 06/APPROACH | TREE | 511540.92N 0004824.81W | 408 FT | 104 FT | No | |
| (EGLF16092) 06/APPROACH 24/ TAKE-OFF | BUILDING FLAGPOLE | 511536.43N 0004909.29W | 406 FT | 34 FT | No | |
| (EGLF16035) 06/APPROACH 24/ TAKE-OFF | TREE | 511515.09N 0004933.52W | 459 FT | 71 FT | No | |

| In circling area and at aerodrome | | | | | | |
|---|---|---|---|---|---|---|
| **Obstacle ID/ Designation** | **Obstacle Type** | **Obstacle Position** | **Elevation/Height** | | **Obstruction Lighting Type/ Colour** | **Remarks** |
| **1** | **2** | **3** | **4** | | **5** | **6** |
| (EGLF16883) | MAST | 512124.67N 0004321.30W | 765 FT | 350 FT | Yes Red | |
| (EGLF16882) | MAST | 511909.94N 0004656.23W | 443 FT | 110 FT | No | |
| (EGLF16170) | BUILDING PINNACLE | 511749.74N 0004458.41W | 420 FT | 123 FT | No | |
| | CRANE | 511700N 0004820W | 375 FT | 112 FT | Yes Red | 60 M radius. |
| (EGLF16384) | CLOCKTOWER | 511513.58N 0004528.95W | 473 FT | 117 FT | No | |
| (EGLF16133) | TREE | 511503.94N 0004903.71W | 575 FT | 135 FT | No | |
| (EGLF16130) | TREE | 511457.63N 0004824.20W | 518 FT | 86 FT | No | |
| (EGLF15911) | MAST | 511445.51N 0004920.32W | 686 FT | 135 FT | Yes Red | |
| (EGLF16767) | TREE | 511428.54N 0004818.69W | 662 FT | 79 FT | No | |
| (EGLF16560) | MAST | 511411.51N 0004900.85W | 716 FT | 107 FT | Yes Red | |
| (EGLF16558) | WATERTOWER MAST | 511408.89N 0004853.76W | 722 FT | 116 FT | No | |
| (EGLF16565) | MAST | 511403.59N 0004914.57W | 770 FT | 179 FT | No | |

## EGLF AD 2.11 METEOROLOGICAL INFORMATION PROVIDED

| | | |
|---|---|---|
| 1 | Associated MET Office | MET OFFICE HEATHROW |

| | | |
|---|---|---|
| 2 | Hours of service<br>MET Office outside hour | H24 |
| 3 | Office responsible for TAF preparation<br>Periods of validity | MET OFFICE HEATHROW<br>9 hours |
| 4 | Trend forecast<br>Interval of issuance | |
| 5 | Briefing/consultation provided | Self briefing. |
| 6 | Flight documentation<br>Language(s) used | Charts. Abbreviated plain language text. TAFs/METARs.<br>English |
| 7 | Charts and other information available for briefing or consultation | AIRMET Southern Region; METFORM 215 (via Farnborough Airport Ops). |
| 8 | Supplementary equipment available for providing information | Briefing terminal in Farnborough Airport Ops (not accessible via ATC). |
| 9 | ATS units provided with information | FARNBOROUGH |
| 10 | Additional information (limitation of service, etc.) | MET information not available outside aerodrome operating hours.<br>ATIS 128.405 Aerodrome hours only. |

## EGLF AD 2.12 RUNWAY PHYSICAL CHARACTERISTICS

| Designations RWY Number | True bearing | Dimensions of RWY | Surface of RWY/ SWY/ Strength | THR co-ordinates/ THR Geoid undulation | THR elevation/ Highest elevation of TDZ of precision APP RWY | Slope of RWY/ SWY |
|---|---|---|---|---|---|---|
| 1 | 2 | 3 | 4 | 5 | 6 | 7 |
| 06 | 062.02° | 2440 x 45 M | RWY surface: Concrete and asphalt, Other preparation<br>PCR 448/F/C/W/U<br>SWY surface: Concrete and asphalt<br>PCR 448/F/C/W/U | 511622.19N<br>0004706.76W<br>151.0 FT | THR 224.6 FT<br>TDZ 224.6 FT | |
| 24 | 242.03° | 2440 x 45 M | RWY surface: Concrete and asphalt, Other preparation<br>PCR 448/F/C/W/U<br>SWY surface: Concrete and asphalt<br>PCR 448/F/C/W/U | 511641.36N<br>0004609.22W<br>151.0 FT | THR 218.6 FT<br>TDZ 218.6 FT | |

| SWY Dimensions | Clearway Dimensions | Strip Dimensions | RESA Dimensions, Overshoot / Undershoot | Location/ description of arresting system | OFZ | Remarks |
|---|---|---|---|---|---|---|
| 8 | 9 | 10 | 11 | 12 | 13 | 14 |
| 590 x 45 M | 60 x 150 M | 2560 x 280 M | | | | RWY 06<br><br>Threshold displaced by 540 M.<br><br>Runway 06 has a starter extension of 150 x 30 M. The turning circle at the extremity of the starter extension has a radius of 20 M. |
| 377 x 45 M | 60 x 150 M | 2560 x 280 M | | | | RWY 24<br><br>Threshold displaced by 640 M.<br><br>Stopways Take-off only. |

## EGLF AD 2.13 DECLARED DISTANCES

| Runway designator | TORA | TODA | ASDA | LDA | Remarks |
|---|---|---|---|---|---|
| 1 | 2 | 3 | 4 | 5 | 6 |
| 06 | 2000 M | 2060 M | 2590 M | 1800 M | |
| 24 | 2063 M | 2123 M | 2440 M | 1800 M | |
| 06 | 1809 M | 1869 M | 2398 M | | Take-off from intersection Taxiway Foxtrot One. |

| Runway designator | TORA | TODA | ASDA | LDA | Remarks |
|---|---|---|---|---|---|
| 1 | 2 | 3 | 4 | 5 | 6 |
| 24 | 1828 M | 1888 M | 2205 M | | Take-off from intersection Taxiway Bravo. |

## EGLF AD 2.14 APPROACH AND RUNWAY LIGHTING

| RWY | Approach lighting Type/ Length/ Intensity | Threshold lighting Colour/Wing bars | VASIS/ MEHT/ PAPI/ PAPI Dist from THR | TDZ, lighting Length | Runway Centre Line lighting Length/ Spacing/ Colour/ Intensity | Runway edge lighting Length/ Spacing/ Colour/ Intensity | Runway end lighting Colour/ Wing bars | Stopway lighting Length/ Colour | Remarks |
|---|---|---|---|---|---|---|---|---|---|
| 1 | 2 | 3 | 4 | 5 | 6 | 7 | 8 | 9 | 10 |
| 06 | Coded centre-line with five crossbars.<br>900 M<br>Light intensity high | Green<br>Light intensity high<br>With elevated wingbars | PAPI<br>Left/3.5°<br>51 FT<br>308.2 M | | | HI bi-directional with a LI omni-directional component every 60 M | Red<br>Light intensity high | | EDGE:<br>Starter extension has blue edge lights.<br>Runway 06 has 600 M yellow caution zone lighting at the upwind end.<br>END:<br>Starter extension has blue end lights. |
| 24 | Coded centre-line with five crossbars.<br>900 M<br>Light intensity high | Green<br>Light intensity high<br>With elevated wingbars | PAPI<br>Left/3.5°<br>51 FT<br>275.66 M | | | HI bi-directional with a LI omni-directional component every 60 M | Red<br>Light intensity high | | EDGE:<br>Runway 24 has 600 M yellow 'caution zone' lighting at the upwind end. |

## EGLF AD 2.15 OTHER LIGHTING, SECONDARY POWER SUPPLY

| | | |
|---|---|---|
| 1 | ABN/IBN location, characteristics and hours of operation | |
| 2 | LDI location and lighting<br>Anemometer location and lighting | Anemometer: Centre of central grass area, obstruction light; Runway 06/24 thresholds and threshold anemometers adjacent to ILS glidepath antennae.<br>Runway 06: 511631.54N 0004655.20W (LGTD);<br>Runway 24: 511641.55N 0004625.76W (LGTD). |
| 3 | TWY edge and centre line lighting | CL: Colour coded green/yellow centre-line lights within ILS sensitive area at A1, B1, F3, W and Y. Green centre-line lights<br>on taxiways Alpha, Bravo, Delta, Juliet, West 1 and North Aprons.<br><br>EDGE: Blue edge lights. |
| 4 | Secondary power supply/switch-over time | Yes, 1 Second. |
| 5 | Remarks | |

## EGLF AD 2.16 HELICOPTER LANDING AREA

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# EGLF AD 2.17 AIR TRAFFIC SERVICES AIRSPACE

| Designation and lateral limits | Vertical Limits | Airspace Class | ATS unit callsign/ language | Transition Altitude | Hours of applicability | Remarks |
|---|---|---|---|---|---|---|
| 1 | 2 | 3 | 4 | 5 | 6 | 7 |
| FARNBOROUGH CTR 1<br>512112N 0004247W thence anti-clockwise by the arc of a circle radius 12 NM centred on 512812N 0002713W to 512103N 0004236W - 512035N 0003959W - 511520N 0003639W - 511035N 0005054W - 511705N 0005508W - 512112N 0004247W | Upper limit: 3500 FT ALT<br>Lower limit: SFC | D | FARNBOROUGH RADAR<br>English | 6000 FT | | Mon-Fri 0700-2200 (0600-2100); Sat, Sun and PH 0800-2000 (0700-1900).<br><br>VFR/SVFR transit of Farnborough CTR 1 & 2 to be requested on Farnborough Radar frequency 133.440 MHz.<br><br>A portion of the Blackbushe ATZ is within the CTR, and operates as a Blackbushe Local Flying Area (LFA). Aircraft operate within this not above 2000 FT AMSL when in communication with Blackbushe information on 122.305 MHz.<br><br>To operate UAS above 400 FT AGL within this area, UAS operators are required to notify NATS via the NATS Non-Standard Flight (NSF) Portal. UAS operators are required to notify NATS at least 14 days before the date of each activity. |
| FARNBOROUGH CTR 2<br>512035N 0003959W - 512013N 0003800W - 511520N 0003639W - 512035N 0003959W | Upper limit: 2500 FT ALT<br>Lower limit: SFC | D | FARNBOROUGH RADAR<br>English | 6000 FT | | Mon-Fri 0700-2200 (0600-2100); Sat, Sun and PH 0800-2000 (0700-1900).<br><br>VFR/SVFR transit of Farnborough CTR 1 & 2 to be requested on Farnborough Radar frequency 133.440 MHz.<br><br>To operate UAS above 400 FT AGL within this area, UAS operators are required to notify NATS via the NATS Non-Standard Flight (NSF) Portal. UAS operators are required to notify NATS at least 14 days before the date of each activity. |
| FARNBOROUGH ATZ<br>511758N 0004954W - 511801N 0004919W - 511806N 0004829W - 511812N 0004723W - 511817N 0004705W - 511851N 0004551W - 511856N 0004537W thence clockwise by the arc of a circle radius 2.5 NM centred on 511631N 0004639W to 511758N 0004954W | Upper limit: 2000 FT AGL<br>Lower limit: SFC | G | FARNBOROUGH RADAR<br>English | 6000 FT | | Mon-Fri 0645-2215 (0545-2115); Sat, Sun and PH 0745-2015 (0645-1915).<br><br>The northern boundary of the ATZ is formed by the northern extremity of the M3 motorway.<br><br>During the Notified Hours of Farnborough CTR 1 the ATZ lies within CTR 1 and is Class D airspace.<br><br>The Farnborough ATZ is active for 15 minutes before and after the CTR promulgated hours.<br><br>Warning – Pilots must not enter the Farnborough ATZ when active without prior permission. |

# EGLF AD 2.18 AIR TRAFFIC SERVICES COMMUNICATION FACILITIES

| Service Designation | Callsign | Channel/ Frequency(MHz) | SATVOICE number(s) | Logon Address | Hours of Operation | Remarks |
|---|---|---|---|---|---|---|
| 1 | 2 | 3 | 4 | 5 | 6 | 7 |
| TWR | FARNBOROUGH GROUND | 121.815<br>DOC 2 NM/GND.<br><br>Initial call for start or taxi clearance should be made to Farnborough Tower on 122.780 MHz unless notified by ATIS broadcast that Farnborough Ground is in operation. Frequency may close earlier than 2200 (2100) when no further aerodrome movements are expected. | | | Mon-Fri 0700-2200 (0600-2100); Sat, Sun and PH 0800-2000 (0700-1900). | |
| | FARNBOROUGH TOWER | 122.780<br>DOC 25 NM/4,000 FT.<br><br>Frequency may close earlier than 2200 (2100) when no further aerodrome movements are expected. | | | Mon-Fri 0700-2200 (0600-2100); Sat, Sun and PH 0800-2000 (0700-1900). | |
| RADAR | FARNBOROUGH DIRECTOR | 130.055<br>DOC 25 NM/6,000 FT. | | | As directed by ATC. | |
| | FARNBOROUGH RADAR | 125.250<br>Odiham MATZ Penetration.<br>DOC 40 NM/ 15,000 FT.<br><br>Radar services unavailable below 1500 FT AMSL.<br><br>Outside of 0800-2000 (0700-1900), aircraft may (subject to workload) receive a service from Farnborough or be requested to contact an alternative VHF frequency. | | | Mon-Fri 0700-2200 (0600-2100); Sat, Sun and PH 0800-2000 (0700-1900). | |
| | | 133.440<br>DOC 25 NM/ 8,000 FT.<br><br>Dedicated VFR/ SVFR transit request frequency. | | | Mon-Fri 0700-2200 (0600-2100); Sat, Sun and PH 0800-2000 (0700-1900). | |
| | | 134.355<br>DOC 40 NM/8,000 FT. | | | Mon-Fri 0700-2200 (0600-2100); Sat, Sun and PH 0800-2000 (0700-1900). | |

| Service Designation | Callsign | Channel/ Frequency(MHz) | SATVOICE number(s) | Logon Address | Hours of Operation | Remarks |
|---|---|---|---|---|---|---|
| 1 | 2 | 3 | 4 | 5 | 6 | 7 |
| ATIS | FARNBOROUGH INFORMATION | 128.405 DOC 60 NM/ 40,000 FT. | | | Mon-Fri 0700-2200 (0600-2100); Sat, Sun and PH 0800-2000 (0700-1900). | Available from 10 minutes prior to AD opening. |
| OTHER | FARNBOROUGH FIRE | 121.600 Non-ATS frequency. | | | Available when Fire vehicle attending aircraft on the ground in an emergency. | |
| OTHER | FARNBOROUGH EMERGENCY | 121.500 Emergency Frequency | | | O/R | |

## EGLF AD 2.19 RADIO NAVIGATION AND LANDING AIDS

| Type of Aid CAT of ILS/MLS MAG Var/VOR Declination | Ident | Frequency | Hours of Operation | Position of transmitting antenna coordinates | Elevation of DME transmitting antenna | Remarks |
|---|---|---|---|---|---|---|
| 1 | 2 | 3 | 4 | 5 | 6 | 7 |
| ILS/LOC<br>I<br>1.14°E (2027) | IFRG | 111.550 MHz | Mon-Fri 0700-2200 (0600-2100); Sat, Sun and PH 0800-2000 (0700-1900). | 511656.42N 0004523.98W | | (RWY 06)<br>DME instead of Markers.<br>Not suitable for lower than Cat I operations. |
| ILS/GP | IFRG | 332.750 MHz | Mon-Fri 0700-2200 (0600-2100); Sat, Sun and PH 0800-2000 (0700-1900). | 511630.49N 0004656.13W | | 3.5° ILS Ref Datum Hgt 50 FT. |
| ILS/LOC<br>I<br>1.13°E (2027) | IFNB | 111.550 MHz | Mon-Fri 0700-2200 (0600-2100); Sat, Sun and PH 0800-2000 (0700-1900). | 511609.58N 0004744.59W | | (RWY 24)<br>DME instead of Markers.<br>See AD 2.21, para 4 for information reference approved descent path.<br>Not suitable for lower than Cat I operations. |
| ILS/GP | IFNB | 332.750 MHz | Mon-Fri 0700-2200 (0600-2100); Sat, Sun and PH 0800-2000 (0700-1900). | 511640.91N 0004624.86W | | 3.5° ILS Ref Datum Hgt 50 FT. |
| VOR/DME<br>1.24°E (2027)<br>0.6°E (2022) | OCK | 100X<br>115.300 MHz | H24 | 511818.17N 0002649.86W | 200 FT | RNAV Substitution Only.<br>VOR DOC: 25 NM/25,000 FT and 35 NM/25,000 FT in the sector 114º to 289º.<br>DME DOC: 70 NM/25,000 FT (90 NM/ 25,000 FT in Sector R059°-089°). |
| VOR/DME<br>1.17°E (2027)<br>0.8°E (2023) | GWC | 94Y<br>114.750 MHz | H24 | 505118.79N 0004524.25W | 122 FT | VOR DOC: 20 NM/50,000 FT and 55 NM/50,000 FT in the sector 304º to 134º.<br>DME DOC: 80 NM/50,000 FT.<br>Due to terrain, coverage at low level is reduced in Sector R299°-044°. |

| Type of Aid CAT of ILS/MLS MAG Var/VOR Declination | Ident | Frequency | Hours of Operation | Position of transmitting antenna coordinates | Elevation of DME transmitting antenna | Remarks |
|---|---|---|---|---|---|---|
| 1 | 2 | 3 | 4 | 5 | 6 | 7 |
| ILS/DME | IFNB | 52Y<br>111.550 MHz | Mon-Fri 0700-2200 (0600-2100); Sat, Sun and PH 0800-2000 (0700-1900). | 511640.95N<br>0004625.13W | 238 FT | (RWY 24)<br>On AD.<br>Freq paired with ILS I-FNB.<br>Zero range is indicated at THR of Runway 24. |
| ILS/DME | IFRG | 52Y<br>111.550 MHz | Mon-Fri 0700-2200 (0600-2100); Sat, Sun and PH 0800-2000 (0700-1900). | 511630.47N<br>0004655.87W | 239 FT | (RWY 06)<br>On AD.<br>Freq paired with ILS I-FRG.<br>Zero range is indicated at THR of Runway 06. |

# EGLF AD 2.20 LOCAL AERODROME REGULATIONS

## 1 AIRPORT REGULATIONS

a) Use of the handling agent (Farnborough Airport Ops) is normally mandatory. If permission is granted to use the airport without use of the handling agent, while airside the aircraft commander is responsible for the safety of his/her passengers and other crew members. Passengers are at all times to be escorted by the aircraft commander or a crew member who is known to be competent to ensure both his/her safety and that of passengers. The commander/crew member escorting passengers is responsible for ensuring that a total ban on smoking whilst airside is strictly observed.
b) Conditions of use are available from Farnborough Airport Ops when requesting PPR.
c) The use of this airport by scheduled passenger services, inclusive tour charter flying and bulk freight flights is prohibited.
d) Operators should be aware that movements are restricted at weekends and Bank Holidays and in particular that surcharges will apply on these days in addition to landing fees (with a minimum charge applicable).
e) All aircraft will be charged an emissions levy. Contact Farnborough Airport Ops on +44 (0)1252-379002 for full details.
f) Aircraft are prohibited from departing and arriving outside the operational hours notified at EGLF AD 2.3 paragraph 1, and at any time on the 25 and 26 December.
g) Due to the operating restrictions in (f) above, inbound aircraft will be required to be at or below 4000 FT AMSL, and within 12 track miles to touchdown for the landing runway, by the relevant airport closure time minus 5 minutes. Approaches outside this criteria will not be accepted by the Aerodrome Authority.
h) All aircraft departing Farnborough must be airborne no later than the relevant aerodrome closure time. Should an aircraft intend to depart with less than 10 minutes prior to the aerodrome closing time, ATC will contact the pilot to advise of the time restriction. Aircraft requesting start up for departure less than 5 minutes prior to the aerodrome closing time will be declined by ATC. Aircraft requesting taxi for departure less than 3 minutes prior to the aerodrome closing time will be declined by ATC. Aircraft positioned on the East Apron for a Runway 24 departure may be issued start clearance provided there remains 3 minutes before the aerodrome closure and taxi clearance with 2 minutes before the aerodrome closure.
i) Flight plans naming Farnborough as the destination must not be filed until PPR is approved. Flight plans naming Farnborough as an alternate do not guarantee acceptance of diversion or granting of PPR. For short notice movements, including diversions, contact Farnborough Airport Operations on OPS channel 131.865. NOTAMs will be issued to notify when Farnborough is unavailable as an alternate.
j) Operators wishing to operate from Farnborough are required to ensure that Supplementary Flight Plan Information (Field 19 of the Flight Plan form) is submitted to Eurocontrol Integrated Flight Planning System (IFPS) for out of hours retrieval. See UK AIP ENR 1.10 Paragraphs 3.6.4 and 3.5 for details.
k) All departures from Farnborough filing FPLs to leave the IFPZ must utilise the re-addressing function available via IFPS (See IFPS Users Manual, Chapter 15).
l) West 2, West 3 and East Aprons are not available to aircraft that require to use a licensed aerodrome.
m) For environmental reasons, an instrument approach at Farnborough for the purpose of landing at an adjacent aerodrome without an instrument approach procedure is not available.
n) Only aircraft that are 8.33 kHz compliant will be accepted.
o) Engine start utilising cross bleed air is not available on the following aprons/ramps:

   i. Hangar 1 - 10 Ramp;
   ii. Tower 4 - 6 Ramp;
   iii. Terminal Ramp (except for aircraft parked on Terminal Grass).

## 2 GROUND MOVEMENT

a) Arriving aircraft, including helicopters, must follow ATC instructions and report marshaller in sight. All pilots are to be familiar with the Aerodrome Chart - ICAO AD 2-EGLF-2-1.

b) Parking locations referred to as Ramps by ATC delineate approximate location. Tower and Hangar Ramps are determined by the Hangar number the Ramp is outside/opposite and are referred to over the R/T as Tower x or Hangar x (where x is a number between 1 and 10 according to the aircraft parking/docking chart at AD 2-EGLF-2-2).
c) Aircraft taxiing from any ramp/apron must use minimum power until established on the taxiway centre-line. When calling for start, ramp position must be passed to ATC.
d) Due to the number of personnel and vehicles operating on the North Apron and West 1 Apron, pilots are to operate at minimum taxiing speed when approaching or transitting these areas.
e) Runway stopbars are active during operational hours. Standard stopbar procedures apply.
f) Jet Aircraft under power not permitted to use West 2 and West 3 Aprons.
g) Pilots are to notify ATC prior to start-up if ground marshalling assistance is required for departure.
h) All Aircraft parking in front of the terminal building will be marshalled nose in. All handling services will be carried out in this position. When ready for departure, all aircraft will be pushed back from the terminal to allow self manoeuvre for departure. Engine start-up will not be approved until push back is complete. Pilots must not call ATC for engine start until the push back crew have confirmed it is safe to do so.
i) Compass Swing procedures are permitted at the designated site only, located on South 2 Apron. Aircraft requesting to reposition to the Compass Swing Base must receive a suitable clearance from ATC.
j) Taxiway Yankee between South 1 Apron and South 2 Apron is not available to aircraft.

## 3 CAT II/III OPERATIONS

a) Farnborough is not equipped for Cat II/III operations, however Low Visibility Procedures are used to protect Cat I operations.
b) Low visibility procedures will commence when the met visibility/IRVR is 1500 M or below and/or cloud ceiling is 200 FT or below. Pilots of arriving aircraft should delay their 'runway vacated' call until they are clear of the coded taxiway centre-line lights.
c) During low visibility operations except where the aircraft operator has a lower state authorised take-off minima, the Aerodrome Authority cannot approve public transport departures in RVR conditions of less than 400 M. Operators of non public transport aircraft are advised that there is no runway centre-line lighting and that a departure in RVR conditions of less than 400 M is at the pilot's discretion.

## 4 WARNINGS

a) Danger Areas EGD132, EGD133A and EGD133B are within 3 NM of the Eastern aerodrome boundary. On approach to Runway 24, the 3.5° GP is mandatory both for noise abatement purposes and to ensure safe clearance above Danger Areas EGD133A and EGD133B.
b) Traffic carrying out instrument approaches to Runway 27 at Odiham will pass approximately 2.5 NM South of Farnborough aerodrome at 2000 FT QNH or lower.
c) Turns onto base leg for Runway 06 will be given in close proximity to the edge of Controlled Airspace and intense Gliding Activity (operating outside of controlled airspace). Crews should respond to ATC turn instructions without delay, maintaining an expeditious rate of turn.
d) Low level turbulence and windshear may be encountered when the wind is from 190° to 240° at 15 KT or more within 0.5 NM from touchdown on Runway 24 (from crossing the main road to crossing Runway 24 threshold markings).
e) Aircraft under tow at night may not be displaying Nav/Anti-collision lights.
f) Where the taxiway width is less than the paved surface width, the portions outside the taxiway markings are not maintained and should not be used by aircraft.
g) Bird scaring takes place regularly including the use of pyrotechnics. Large birds including geese and heron are often seen on the aerodrome.
h) Oakhanger High Intensity Radio Transmission Area (HIRTA) is situated 8 NM south west of Farnborough.
i) Fairoaks Airport is situated 9 NM north east of Farnborough; Fairoaks departures may trigger TCAS warnings for Runway 24 instrument approach traffic.
j) Although Taxiway C has the appearance of a rapid exit turn-off, it is not configured as such, and pilots are reminded of the need for an acute left turn at the end of Taxiway C to access Taxiway B and North Apron.
k) Below FL 65 aircraft arriving/departing via the ATS route network can expect to operate within Class E airspace between ASLAP and 3 NM west of HAZEL/within 7.5 NM of GWC. ATC will not provide notification to pilots of entry to or exit from Class E airspace when the aircraft is transitioning from a higher classification of airspace.

## 5 HELICOPTER OPERATIONS

a) Rotors running refuelling is not permitted.

## 6 USE OF RUNWAYS

a) Runway 06/24 restrictions:

   i. Practice engine failures after take-off are not permitted on Runway 06.

b) Runway Occupancy

   i. **Departures**. Whenever possible, cockpit checks should be completed prior to entering the runway and any checks requiring completion on the runway should be kept to a minimum. Pilots unable to comply with this requirement must inform ATC prior to lining up for departure.

## 7 TRAINING

a) The use of the aerodrome for training is generally restricted to home based aircraft; however, instrument training approaches by non-jet/ turboprop fixed wing aircraft with a MTWA not exceeding 5700 KG may be accepted Mon-Fri 1000-1600 (0900-1500), subject to the

approval of Farnborough ATC. All other requests for instrument or visual flying training are subject to prior approval by Farnborough Airport Ops.

# EGLF AD 2.21 NOISE ABATEMENT PROCEDURES

## 1 GENERAL

a) Farnborough is located within a noise sensitive area and is subject to Local Authority Planning Requirements which impose a number of environmental constraints. Pilots are to ensure that their aircraft are operated in a manner likely to cause the least disturbance in the areas surrounding the aerodrome. A noise track monitoring system is in operation.
b) Only those aircraft meeting ICAO Chapter 4 criteria will be accepted. Contact Airport Director on +44 (0)1252-379007.
c) Pilots are to adhere to the published noise abatement procedures at all times unless deviation is required to the extent necessary for avoiding immediate danger or to comply with ATC instructions.

## 2 GROUND RUNNING OF ENGINES

a) The operation of APUs is not permitted between Mon-Fri 2230-0630 (2130-0530), excluding PH, and Sat, Sun and PH 2030-0730 (1930-0630). At all other times APUs can be operated for a maximum one hour after arrival on apron and one hour prior to departure
b) Ground running of engines at idle power may take place on aprons during airport operational hours, subject to ATC approval. Ground running of engines above idle power may only take place Mon-Fri 0900-1800 (0800-1700) excluding PH. At weekends and PH, ground running of engines above idle power may only take place between the hours of 1000-1800 (0900-1700) and is restricted to essential maintenance work only. All engine ground runs above idle will be carried out on Taxiway Zulu. ATC must be notified prior to commencement and on cessation of all engine ground runs. In addition, request for engine ground runs at weekends and PH must be made to Farnborough Airport Ops via email.

## 3 DEPARTURES

a) General.

   i. All departures are to use best rate of climb until at or above 3000 FT QNH. If the initial departure clearance involves levelling off below 3000 FT QNH, power settings used must not result in excessive noise levels at points on the ground underneath the flightpath, especially when climb is recommenced.
   ii. Standard Instrument Departures as detailed in AD 2-EGLF-6-1 to AD 2-EGLF-6-2 comply with required noise preferential routings.
   iii. Noise preferential routings are compatible with ATC requirements for those aircraft not departing on a Standard Instrument Departure. The tracks are to be flown by all departing jet/turboprop aircraft, and by all other aircraft of more than 2730 KG MTWA, unless otherwise instructed by ATC or unless deviations are required in the interests of safety.
   iv. Noise preferential routings may be cancelled by ATC using the phrase ‘cancel noise abatement’.

b) Noise Preferential Routings (NPRs) – Runway 06.

   i. (All directions) Climb straight ahead to 2.4 DME, then turn on track or as instructed by ATC.

c) Noise Preferential Routings (NPRs) – Runway 24

   i. North - Climb straight ahead to 3.4 DME, then turn on track or as instructed by ATC.
   ii. South - Climb straight ahead; after passing 1200 FT QNH fly ATC issued Radar heading. In the event an aircraft is departing without an ATC issued Radar heading (for example during Radar being unavailable) this is amended to climb straight ahead; at 2.4 DME or 1200 FT AMSL (whichever is sooner) turn left onto track 220° M or as directed by ATC. This is referred to by ATC as ‘Noise Preferential Route South’. Crews should note that a **prompt** turn at 1200 FT QNH is essential in order to remain outside the Odiham ATZ and areas of gliding activity.

## 4 ARRIVALS

a) ILS approaches are mandatory except when a non-precision or visual approach is provided or authorised by ATC. The use of the ILS glidepath, if radiating, is recommended for all approaches.
b) All aircraft approaching to land or go-around from a visual or non-precision approach shall establish on final approach not below 1250 FT QNH (1000 FT AAL) and at not less than 3 NM from touchdown; thereafter aircraft shall follow a descent path which will not result in the aircraft being at any time lower than a 3.5° glidepath as indicated by the PAPIs or ILS unless authorised by Farnborough ATC.
c) Aircraft commanders are requested to minimise noise disturbance in the areas overflown during final approach by conforming to low power, low drag procedures at all times. Additionally the requirements in AD 2.22 Flight Procedures, paragraph 1(a) must be complied with.
d) To minimise disturbance in areas adjacent to the aerodrome, commanders of aircraft are requested to avoid the use of reverse thrust at all times, consistent with the safe operation of the aircraft. Where the use of reverse thrust is essential, the use of idle reverse thrust should be used in preference.

# EGLF AD 2.22 FLIGHT PROCEDURES

**The following procedures may be modified for use during Farnborough International Ltd Airshow periods and will be notified by AIP Supplement and/or NOTAM.**

## 1 PROCEDURES FOR IFR FLIGHTS VIA THE ATS ROUTE NETWORK TO AND FROM FARNBOROUGH

a) Procedures For Inbound Aircraft

i. Aircraft inbound to Farnborough via the ATS Route Network that are compliant with and equipped to the RNAV 1 navigation standard must follow the appropriate Standard Arrival Routes (STAR) terminating at VEXUB as shown at AD 2-EGLF-7-1 to 7-2 (CPT 1V, KATHY 1V, ELDAX 1V & SOKDU 1V). Planning must be in accordance with the UK Standard Route Document (SRD) and UK Route Availability Document (RAD).
ii. Aircraft inbound to Farnborough via the ATS Route Network that are compliant with and equipped to the RNAV 5 navigation standard must follow the appropriate Standard Arrival Routes (STAR) terminating at PEPIS as shown at AD 2-EGLF-7-3 to 7-4 (CPT 1P, ABSAV 1P & NOTGI 1P).
iii. Below FL 65 aircraft arriving/departing via the ATS route network can expect to operate within Class E airspace between ASLAP and 3 NM West of HAZEL/within 7.5 NM of GWC. ATC will not provide notification to pilots of entry to or exit from Class E airspace when the aircraft is transitioning from a higher classification of airspace.
iv. Instrument Approach Procedures are detailed at AD 2-EGLF-8-1 to 8-9.
v. Nominal glide path 3.5° mandatory for ALL approaches including non-precision and visual.
vi. **Loss of Communication Procedures**

1. Aircraft inbound to Farnborough from the ATS route network issued with a STAR terminating at PEPIS (CPT 1P, ABSAV 1P, NOTGI 1P), should route to VEXUB via Initial Approach Procedures in AD 2-EGLF-7-9 RWY 06 and in AD 2-EGLF-7-10 RWY 24. Once at VEXUB, aircraft shall take up the hold for 10 minutes prior to carrying out the appropriate Instrument Approach Procedure as detailed in AD 2-EGLF 8-1, 8-2, 8-4, 8-5, 8-6 and 8-7.
2. Aircraft inbound to Farnborough not via the ATS Route Network should route via VEXUB, to be level 3000 FT ALT at VEXUB. Once at VEXUB, aircraft shall take up the hold for 10 minutes prior to carrying out the appropriate Instrument Approach Procedure as detailed in AD 2-EGLF 8-1, 8-2, 8-4, 8-5, 8-6 and 8-7.
3. Aircraft with a loss of communications in the missed approach phase should proceed to the VEXUB hold at 3000 FT. Once at VEXUB, aircraft shall take up the hold for 10 minutes prior to carrying out the appropriate Instrument Approach Procedure as detailed in AD 2-EGLF 8-1, 8-2, 8-4, 8-5, 8-6 and 8-7.
4. IFR flights are expected to carry out the full Instrument Approach Procedure and not proceed visually.

vii. **Loss of Radar at Farnborough**

Due to the complex nature of the airspace in the vicinity of Farnborough, the use of Instrument Approach Procedures is dependent upon the availability of a Radar Service or ILS DME. In the event of Radar failure at Farnborough flights should proceed as directed by ATC.

b) Procedures For Outbound Aircraft

i. Standard Instrument Departure Procedures are detailed at AD 2-EGLF-6-1 to AD 2-EGLF-6-2.
ii. Departure Speed Restriction:
In order to optimise the departure flow and assist in the separation between successive departing aircraft a speed limit of 250 KT IAS below FL 100 is applicable until removed by ATC. ATC may remove the speed restriction by using the phrase 'No ATC Speed Restriction'. Pilots are reminded that this phrase does not relieve the pilot of the responsibility to adhere to the ground track of the Noise Preferential Route, which may require a speed/power limitation.
iii. If for any reason pilots are unable to comply with the 250 KT IAS speed restriction the pilot should immediately advise ATC and state the minimum speed acceptable. If a pilot anticipates before departure that they will be unable to comply with the speed restriction, they should inform ATC when requesting start-up clearance, stating the minimum speed acceptable. In this case the pilot will be informed before take-off of any higher speed limitation.
iv. Below FL 65 aircraft arriving/departing via the ATS route network can expect to operate within Class E airspace between ASLAP and 3 NM west of HAZEL/within 7.5 NM of GWC. ATC will not provide notification to pilots of entry to or exit from Class E airspace when the aircraft is transitioning from a higher classification of airspace.

## 2 PROCEDURES FOR IFR FLIGHTS VIA THE ATS ROUTE NETWORK TO AND FROM DUNSFOLD, LASHAM AND ODIHAM

a) In order to provide improved ATC handling of flights inbound to or outbound from these aerodromes via the ATS Route network a system of standard routes has been established and these are published in the UK Standard Route Document (SRD) which can be found here:

http://www.nats.aero/ais.

b) Warnings

i. Due to intense gliding activity pilots should avoid flying within 2.5 NM of Lasham aerodrome below 5000 FT ALT. When available Farnborough Radar will provide navigational assistance as necessary.
ii. Pilots are reminded of the proximity of Oakhanger High Intensity Radio Transmission Area (HIRTA) (see UK AIP ENR 5.3) and Danger Areas in the vicinity.
iii. Below FL 65 aircraft arriving/departing via the ATS route network can expect to operate within Class E airspace between ASLAP and 3 NM west of HAZEL/within 7.5 NM of GWC. ATC will not provide notification to pilots of entry to or exit from Class E airspace when the aircraft is transitioning from a higher classification of airspace.

c) Flight Plans

i. Pilots wishing to fly via the ATS Route Network and who are inbound to or departing from Dunsfold, Lasham or Odiham are to flight plan via the appropriate routes detailed in paras (d)(i) and (e)(i).

d) Inbound Aircraft

i. IFR Arrivals

Standard Arrival Routes (STARs) for aircraft inbound from the UK ATS Route Network are detailed at AD 2-EGLF-7-1 to 7-4.

***Note:*** *See also UK Standard Route Document (available online from the NATS/AIS website: www.nats.aero/ais).*

***For loss of Communication purposes the Clearance Limit is either PEPIS or VEXUB dependent on the STAR issued.***

ii. Inbound Procedures

1. After leaving **controlled airspace** pilots will be provided with a service outside controlled airspace in accordance with UK FIS by Farnborough Radar during the notified operating hours shown at AD 2.18. A contact frequency will be given by the appropriate ATSU.
2. When Farnborough Radar is closed or unable to provide a service, pilots will be instructed to leave controlled airspace at an appropriate point and are then to proceed to their destination aerodrome by a route which remains clear of controlled airspace.

iii. **Loss of Communication Procedures (inbound aircraft)**

1. Aircraft should descend to leave controlled airspace and proceed to the destination aerodrome in accordance with the Basic Loss of Communication Procedures detailed at ENR 1.1 paragraph 3.4.

e) Departing Aircraft

i. Routes

1. A joining clearance is to be requested for the first ATS Significant Point in the routes detailed in the UK SRD. **These routes are not assessed for obstacle clearance and do not constitute Standard Instrument Departure procedures.**
2. Pilots who wish to join the ATS Route Network at points other than CPT, GWC or HAZEL should flight plan to join the ATS Route Network when clear of the London TMA.

***Note:*** *Pilots should be aware that the provision of ATS may be limited for any flight outside CAS. This is due to the large number of locations from which extensive VFR/IFR operations take place in this constrained area.*

*Pilots should therefore take into account a potential lack of available ATS outside CAS and anticipate the extended time that may be required to operate outside CAS before any joining clearance can be provided.*

*Additionally, requests made to LTC Swanwick to join CAS prior to the boundary of the London TMA may be declined due to sector workload and it should also be noted that below FL 70 a Basic Service is the only ATS available from LTC Swanwick TMA controllers.*

| Departure to | Via | Route | Notes |
|---|---|---|---|
| North | CPT | As per UK SRD | Includes departures to EGGW, EGSC, EGSG, EGSS and EGSU |
| Northeast | | | |
| West | | | |
| Northwest | | | |
| South | GWC | As per UK SRD | Includes departures to EGKA, EGKB, EGKK, EGKR, EGLC and EGMC |
| East | HAZEL | As per UK SRD | Includes departures to EGLD, EGLL and EGWU |
| Southeast | | | |
| Southwest | | | |

ii. Procedures

1. **Pilots are to ensure that they have received and acknowledged a joining clearance before entering controlled airspace.**

2. The ATSU at the departure aerodrome will notify the pending departure to London Terminal Control (Swanwick) (LTC Swanwick)). Clearance to enter controlled airspace may not be passed to the aircraft prior to departure.
3. The ATSU at the departure aerodrome will co-ordinate the departure with Farnborough ATC.
4. Farnborough ATC will provide radar services as appropriate and co-ordinate entry into the London TMA . The appropriate 'Farnborough Radar' frequency is 134.355 MHz.
5. If Farnborough Radar is closed or is unable to provide a radar service outside controlled airspace the ATSU at the departure aerodrome will transfer the aircraft directly to the appropriate London Terminal Control Sector and the pilot must request clearance to join controlled airspace. The appropriate 'London Control' frequencies are: 134.125 MHz for routes via CPT and SAM, and133.180 MHz for routes via GWC.
6. Pilots are reminded of the need to comply with any Air Traffic Flow Management measures in force at the time.

iii. Loss of Communication Procedures (outbound aircraft)

1. Pilots should adopt the Loss of Communication Procedures detailed at ENR 1.1, paragraph 3.4.

**Flights which have not received an ATC clearance to enter controlled airspace should not enter controlled airspace unless an overriding safety reason compels entry.**

## 3 LOCAL TRAFFIC PROCEDURES

a) Visual Circuit Procedures

i. Compliance with the Noise Abatement Requirements at AD 2.21 para (d) is mandatory for all aircraft.
ii. All circuits on Runway 06/24 will be to the south of the aerodrome (ie Runway 06, right hand circuits; Runway 24, left hand circuits).
iii. Aircraft over 2730 KG MTWA: minimum altitude 1700 FT AMSL (1500 FT AGL) until turning onto base leg.
iv. Aircraft less than 2730 KG MTWA: minimum altitude 1200 FT AMSL (1000 FT AGL).
v. Pilots must avoid overflying the congested area 2 NM west of the aerodrome below 1700 FT ALT unless specifically authorised by ATC.

b) Departing Traffic

Noise abatement procedures notified in AD 2.21 apply to all departures both IFR and VFR.

i. VFR Departures

VFR departures are permitted however, ATC may issue a required routing or assigned initial heading to avoid noise sensitive areas and other aerodromes. The restriction notified in 'Visual Circuit Procedures' para (v) above must be complied with.

c) Arriving Traffic

i. IFR Arrivals
STARs for aircraft inbound from the UK ATS Route network are detailed at AD 2-EGLF-7-1, 7-2, 7-3 etc.
ii. See section 1 a) for information on Procedures for Inbound Aircraft.
iii. VFR Arrivals

VFR arrivals will be given an appropriate clearance to join controlled airspace pertinent to the prevailing traffic conditions and runway in use.

## 4 HELICOPTER ARRIVAL AND DEPARTURE PROCEDURES

Helicopters are to be operated in accordance with the British Helicopter Advisory Board (BHAB) code of conduct at all times when operating to or from Farnborough Airport.

a) **Arrival Procedures**

On first contact pilots shall advise ATC as to whether they require an IFR or a VFR approach. Due to the noise sensitivity of the areas surrounding Farnborough, the preferred approach for helicopters during daylight hours is VFR; however instrument approaches are available on request.

i. **IFR**

Standard instrument approach to Runway 06 or 24.

ii. **VFR**

1. Visual approaches to Runway 06 or 24 are only permitted when flown in accordance with UK AIP EGLF AD 2.21 - NOISE ABATEMENT PROCEDURES, Section 4 Arrivals. Delays may occur when ILS approaches are being carried out.
2. To minimise delays and noise disturbance helicopter routing to or from Farnborough, VFR, should follow one of four established routes:

aa. **WEST ROUTE**: From/To the West:
Join and follow the Basingstoke - Woking railway line to 'North Gate', then route towards the Northern aerodrome boundary via Southwood Country Park avoiding built up areas (See Note 1).

bb. **NORTH ROUTE:** From/To the North:
Join and follow the M3 until 'North Gate', then route towards the Northern aerodrome boundary via Southwood Country Park avoiding the built up areas (See Note 1).

cc. **EAST ROUTE:** From/To the East:
Route from Worplesdon Railway Station to Longerend Farm on the A324 and then to Surprise Hill. From Surprise Hill route west to join the Basingstoke Canal where it passes under the B3411 and railway bridges (Two Bridges). Follow the canal to the southern end of Queens Parade, then towards the Queens Roundabout for Runway 24 or towards the southern aerodrome boundary via the Army Golf Course for Runway 06 and Heli Yankee (See Notes 2 and 3).

dd. **SOUTH ROUTE:** From/To the South and Southwest:
Route to the A31/A331 junction (The Junction) avoiding the built up areas around Farnham. Follow the A331 to join the Basingstoke canal where it crosses over the dual carriageway then to the southern edge of Queens parade and then towards the Queens Roundabout for Runway 24 or towards the southern aerodrome boundary via the Army Golf Course for Runway 06 or Heli Yankee (See Notes 2 and 3).

***Note 1:*** *'North Gate' is the unpopulated area between Fleet Pond VRP and M3 Junction 4A. Helicopters are not permitted to overfly the terminal building and must maintain at least 1700 FT QNH if they require to fly over any part of the QinetiQ site, Southwood or Fleet.*

***Note 2:*** *The section of the East Route between Longerend Farm and Surprise Hill comes close to the southern edge of EGD132. Normally it is active to 500 FT AGL and it is the pilot's responsibility to remain outside the Danger Area. If EGD132 is notified as active above this level then this route will be closed by NOTAM. Pilots will be instructed to either follow the Woking to Basingstoke railway line to join via North gate, or to use the South Route, depending on traffic.*

***Note 3:*** *Helicopters must avoid overflying all built up areas below 1700 FT AMSL unless instructed by ATC. Pilots may be instructed to route to Heli Yankee to hold on the ground if there is fixed-wing traffic arriving or departing.*

3. Two helicopter aiming points are established at Farnborough Aerodrome:

   a) Heli Foxtrot, that part of 'F' taxiway between F3 and the entrance to West 2 apron;
   b) Heli Yankee, the centre of South 2 apron.

   Pilots should avoid overflying aircraft parked on South 1 apron. Helicopter Aiming Points are located on areas that are accessed by vehicles under a 'free ranging' procedure. Pilots to be aware of possible vehicle activity. Landing clearance from ATC will be in the form 'Land at your discretion'.

b) **Departure Procedures**

Departures must take place from Runway 06/24, Heli Foxtrot or Heli Yankee

i. **IFR**

1. ATC will allocate a transponder code, along with an assigned heading and altitude, which will ensure deconfliction from other traffic and compliance with noise abatement procedures.

ii. **VFR**

1. Outbound routings must comply with noise abatement procedures, and are the reverse of the inbound routes

c) **Navigation Points**

The visual reference points used on the routes:

i. Bagshot
ii. Hook Railway Station
iii. Fleet Pond
iv. Worplesdon Railway Station

The waypoints used on the routes:

| | |
|---|---|
| M3 Junction 4A | 511812N 0004801W |
| Southwood Country Park | 511713N 0004720W |
| Longerend Farm | 511541N 0004049W |
| Surprise Hill | 511523N 0004252W |
| Two Bridges | 511523N 0004319W |
| The Junction | 511343N 0004430W |
| Queens Parade | 511547N 0004542W |
| Queens Roundabout | 511624N 0004526W |

The helicopter aiming points on the airfield:

| | |
|---|---|
| Heli Foxtrot | 511631N 0004703W |
| Heli Yankee | 511622N 0004631W |

## 5 VISUAL REFERENCE POINTS (VRP)

a) Pilots are reminded of the close proximity of busy minor aerodromes, ATZs, intense gliding activity and Danger Areas in the airspace beneath the London TMA. Pilots are strongly advised to request a Lower Airspace Radar Service from Farnborough ATC when operating in the vicinity of Farnborough aerodrome. Pilots of Police and Ambulance helicopters operating within 20 NM of Farnborough should contact Farnborough Approach on 134.355 MHz during the notified hours of that frequency.
b) Eastbound helicopters intending to join Helicopter Route H3 in the London Control Zone should use the following line features: railway line then the M3 Motorway to Bagshot VRP.
c) Pilots are advised that the VRP Bagshot is located approximately 1 NM south-east of Bagshot Mast.
d) Details of VRPs are available in the consolidated 'Visual Reference Points List' published on the 'Digital Dataset' page of the NATS AIS website, www.nats.aero/ais.

## 6 VFR AND/OR SVFR AIRSPACE SHARING ARRANGEMENTS

a) Intense VFR glider/motorglider activity takes place during daylight hours in the vicinity of RAF Odiham up to 4000 FT AMSL, within the area bounded by:
510854.41N 0005646.07W - 511143.02N 0005850.73W -
thence clockwise by the arc of a circle radius 4.7168 NM centred on
511255.8135N 0005135.9280W -
511705.24N 0005507.85W - 511434.5868N 0005329.8848W -
thence clockwise by the arc of a circle radius 2 NM centred on
511403.09N 0005634.11W -
511313.8667N 0005340.0613W - 510854.41N 0005646.07W.
See diagram at AD 2-EGLF-4-2. Departing aircraft to be aware this area is 1 NM NW of the nominal track of the GWC 2F and HAZEL 2F SIDs.

b) Operations at Blackbushe are carried out within a portion of Farnborough CTR1 by means of a Local Flying Area. This area is defined as:
511738.23N 0005214.70W
thence clockwise by the arc of a circle radius 2 NM centred on
511926.00N 0005051.00W -
511751.5673N 0005248.7658W - 511934.5146N 0004740.1885W -
thence clockwise by the arc of a circle radius 2 NM centred on
511926.00N 0005051.00W -
511805.75N 0004828.90W - 511801.30N 0004919.04W -
511757.72N 0004953.84W - 511752.62N 0005037.73W -
511746.42N 0005120.47W - 511738.23N 0005214.70W.
(Also as that part of the Blackbushe ATZ that is coincident with Farnborough CTR1), from the surface to 2000 FT AMSL and is shown on diagram at AD 2-EGLF-4-2. Operations may be VFR or SVFR whilst in communication with the Blackbushe ATSU promulgated frequency, and those aircraft operating SVFR will not be required to be separated from one another. SVFR operations will be regarded as separated from other SVFR operations within the Farnborough CTR1 and CTR2 remaining south of the M3 motorway or East of the A331 Dual Carriageway and IFR operations established on the ILS for Runway 06/24 and departing on a GWC 2L/F or HAZEL 2L/F SIDs.

## 7 FREQUENCY MONITORING CODE (FMC)

a) Pilots operating in the Farnborough LARS West area of responsibility, but intending to remain outside Class A to D airspace within the area bounded by the following coordinates and maintaining a listening watch only on Farnborough LARS West frequency, 125.250 MHz, are encouraged to select SSR code 4572.

514352N 0010616W - thence anti-clockwise by the arc of a circle radius 30 NM centred on 511631N 0004639W to
511218N 0013355W - 511031N 0012021W -
510648N 0010232W - 505836N 0005856W -
505302N 0005800W - 504932N 0010718W -
thence anti-clockwise by the arc of a circle radius 30 NM centred on 511631N 0004639W to
504754N 0003238W - 505832N 0003428W -
510314N 0003730W - 511422N 0003506W -
512335N 0005516W - 513444N 0005508W -
514015N 0005348W - 514352N 0010616W.

b) Selection of 4572 does not imply the receipt of an ATC service. Pilots of aircraft displaying the code are not expected to contact ATC under normal circumstances, remain responsible for their own navigation, separation, terrain clearance and are expected to remain clear of the Class A to D airspace at all times.
c) Pilots of aircraft displaying 4572 Frequency Monitoring Code must operate VFR within Class E airspace applicable to Farnborough CTA 8 and 9.
d) Whilst squawking 4572, pilots should be aware that Farnborough Radar may make blind transmissions in order to ascertain a particular aircraft's intentions/route.
e) When a pilot ceases to maintain a listening watch, code 4572 shall be deselected.

## EGLF AD 2.23 ADDITIONAL INFORMATION

Not applicable

## EGLF AD 2.24 CHARTS RELATED TO AN AERODROME

AERODROME CHART - ICAO
AD 2.EGLF-2-1
AIRCRAFT PARKING/DOCKING CHART - ICAO
AD 2.EGLF-2-2
HELICOPTER VFR ARRIVAL/DEPARTURE ROUTES
AD 2.EGLF-4-1
CONTROL ZONE AND CONTROL AREA CHART
AD 2.EGLF-4-2
ATC SURVEILLANCE MINIMUM ALTITUDE CHART - ICAO
AD 2.EGLF-5-1
RNAV1 (DME/DME or GNSS) STANDARD DEPARTURE CHART - INSTRUMENT (SID) RWY 06/24 GWC 2L 2F - ICAO
AD 2.EGLF-6-1
RNAV1 (DME/DME or GNSS) STANDARD DEPARTURE CHART - INSTRUMENT (SID) RWY 06/24 HAZEL 2L 2F - ICAO
AD 2.EGLF-6-2
STANDARD INSTRUMENT DEPARTURE CODING TABLES RWY 06 GWC 2L RWY 24 GWC 2F
AD 2.EGLF-6-3
STANDARD INSTRUMENT DEPARTURE CODING TABLES RWY 06 HAZEL 2L RWY 24 HAZEL 2F
AD 2.EGLF-6-4
RNAV1 (DME/DME or GNSS) STANDARD ARRIVAL CHART - INSTRUMENT (STAR) CPT 1V - ICAO
AD 2.EGLF-7-1
RNAV1 (DME/DME or GNSS) STANDARD ARRIVAL CHART - INSTRUMENT (STAR) KATHY 1V ELDAX 1V SOKDU 1V - ICAO
AD 2.EGLF-7-2
RNAV5 (DME/DME or GNSS) STANDARD ARRIVAL CHART - INSTRUMENT (STAR) CPT 1P - ICAO
AD 2.EGLF-7-3
RNAV5 (DME/DME or GNSS) STANDARD ARRIVAL CHART - INSTRUMENT (STAR) ABSAV 1P NOTGI 1P - ICAO
AD 2.EGLF-7-4
STANDARD INSTRUMENT ARRIVAL CODING TABLES CPT 1V KATHY 1V
AD 2.EGLF-7-5
STANDARD INSTRUMENT ARRIVAL CODING TABLES ELDAX 1V SOKDU 1V
AD 2.EGLF-7-6
STANDARD INSTRUMENT ARRIVAL CODING TABLES ABSAV 1P CPT 1P NOTGI 1P
AD 2.EGLF-7-7
RNAV HOLD CODING TABLE PEPIS VEXUB RUDMO
AD 2.EGLF-7-8
INITIAL APPROACH PROCEDURE ILS/DME LOC/DME RWY 06 via PEPIS (RNAV SUBSTITUTION ONLY)
AD 2.EGLF-7-9
INITIAL APPROACH PROCEDURE ILS/DME LOC/DME RWY 24 via PEPIS (RNAV SUBSTITUTION ONLY)
AD 2.EGLF-7-10
INSTRUMENT APPROACH CHART ILS/DME RWY 06 - ICAO
AD 2.EGLF-8-1
INSTRUMENT APPROACH CHART LOC/DME RWY 06 - ICAO
AD 2.EGLF-8-2
INSTRUMENT APPROACH CHART SRA RTR 2NM RWY 06 - ICAO
AD 2.EGLF-8-3
INSTRUMENT APPROACH CHART ILS/DME Y RWY 24 - ICAO
AD 2.EGLF-8-4
INSTRUMENT APPROACH CHART ILS/DME Z RWY 24 - ICAO
AD 2.EGLF-8-5
INSTRUMENT APPROACH CHART LOC/DME Y RWY 24 - ICAO
AD 2.EGLF-8-6
INSTRUMENT APPROACH CHART LOC/DME Z RWY 24 - ICAO
AD 2.EGLF-8-7
INSTRUMENT APPROACH CHART SRA RTR 2NM Y RWY 24 - ICAO

AD 2.EGLF-8-8
INSTRUMENT APPROACH CHART SRA RTR 2NM Z RWY 24 - ICAO
AD 2.EGLF-8-9

## EGLF AD 2.25 VISUAL SEGMENT SURFACE (VSS) PENETRATION

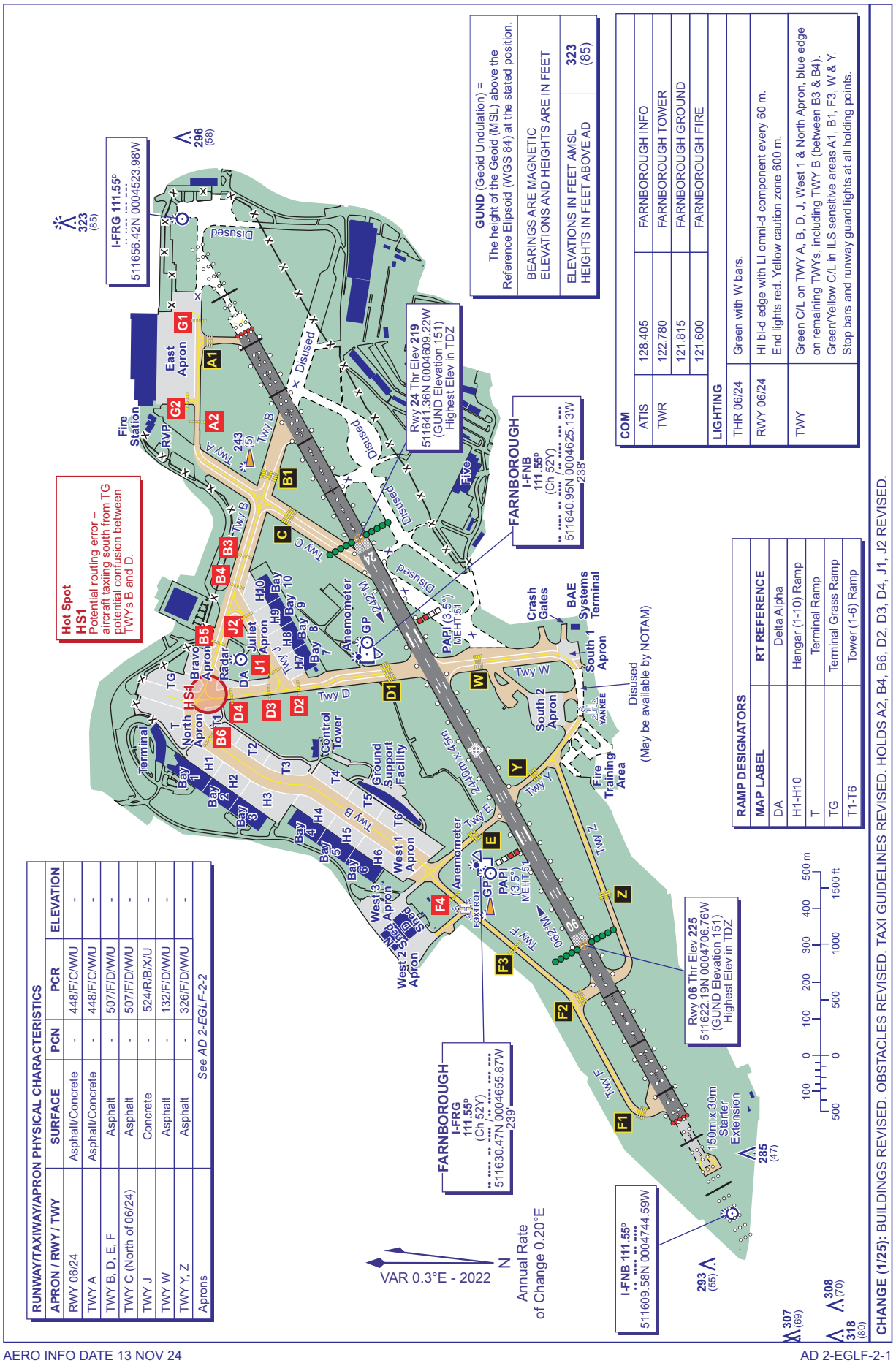
Not applicable

# AERODROME CHART - ICAO

## FARNBOROUGH EGLF

ARP 511631N 0004639W

AD ELEV 238FT

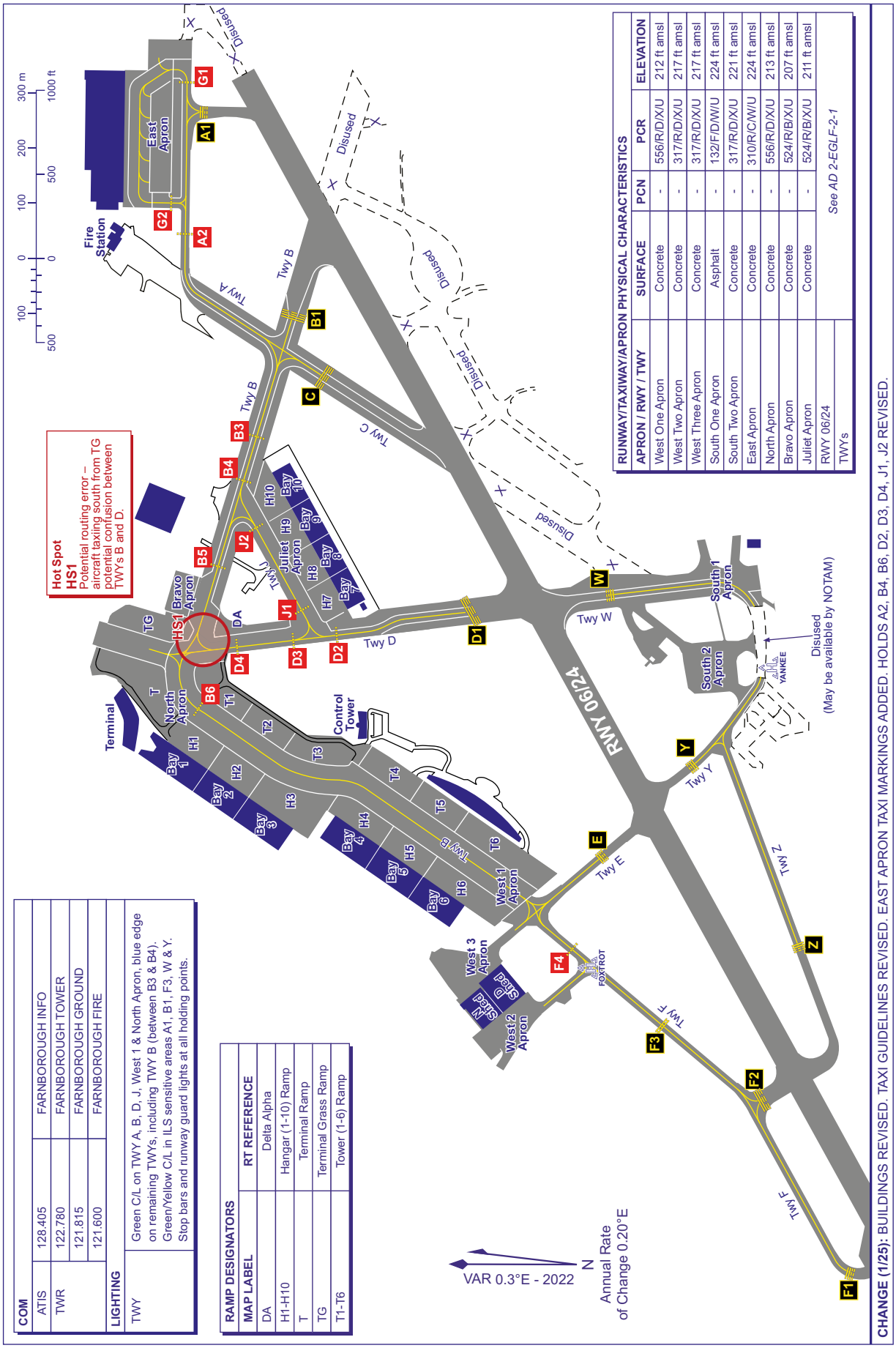


# AIRCRAFT PARKING/DOCKING CHART - ICAO

## FARNBOROUGH EGLF

ARP 511631N 0004639W

AD ELEV 238FT




| RUNWAY/TAXIWAY/APRON PHYSICAL CHARACTERISTICS | | | | |
|---|---|---|---|---|
| APRON / RWY / TWY | SURFACE | PCN | PCR | ELEVATION |
| West One Apron | Concrete | - | 556/R/D/X/U | 212 ft amsl |
| West Two Apron | Concrete | - | 317/R/D/X/U | 217 ft amsl |
| West Three Apron | Concrete | - | 317/R/D/X/U | 217 ft amsl |
| South One Apron | Asphalt | - | 132/F/D/W/U | 224 ft amsl |
| South Two Apron | Concrete | - | 317/R/D/X/U | 221 ft amsl |
| East Apron | Concrete | - | 310/R/C/W/U | 224 ft amsl |
| North Apron | Concrete | - | 556/R/D/X/U | 213 ft amsl |
| Bravo Apron | Concrete | - | 524/R/B/X/U | 207 ft amsl |
| Juliet Apron | Concrete | - | 524/R/B/X/U | 211 ft amsl |
| RWY 06/24 | See AD 2-EGLF-2-1 | | | |
| TWYs | | | | |

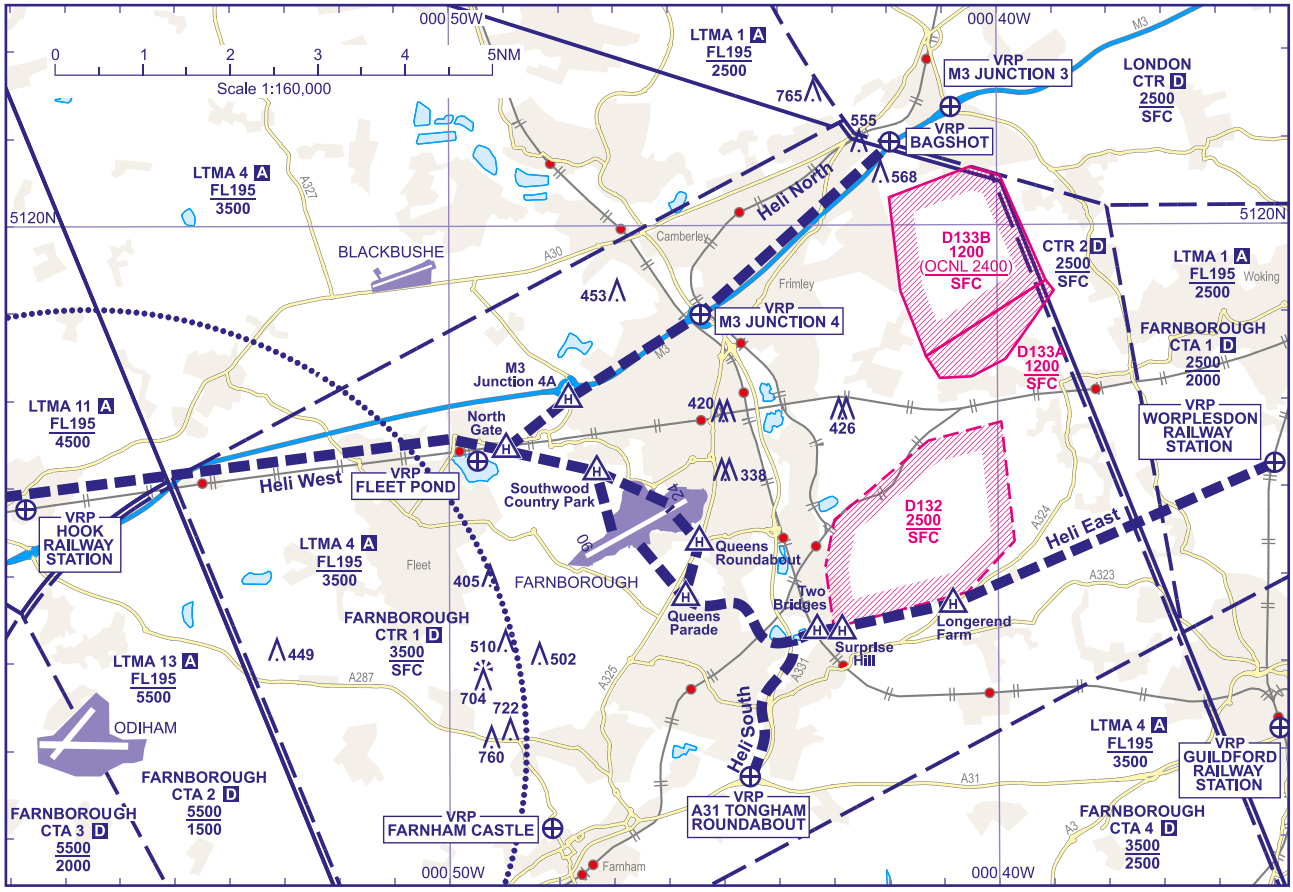
| COM | | |
|---|---|---|
| ATIS | 128.405 | FARNBOROUGH INFO |
| TWR | 122.780 | FARNBOROUGH TOWER |
| | 121.815 | FARNBOROUGH GROUND |
| | 121.600 | FARNBOROUGH FIRE |
| LIGHTING | | |
| TWY | Green C/L on TWY A, B, D, J, West 1 & North Apron, blue edge on remaining TWYs, including TWY B (between B3 & B4). Green/Yellow C/L in ILS sensitive areas A1, B1, F3, W & Y. Stop bars and runway guard lights at all holding points. | |

| RAMP DESIGNATORS | |
|---|---|
| MAP LABEL | RT REFERENCE |
| DA | Delta Alpha |
| H1-H10 | Hangar (1-10) Ramp |
| T | Terminal Ramp |
| TG | Terminal Grass Ramp |
| T1-T6 | Tower (1-6) Ramp |

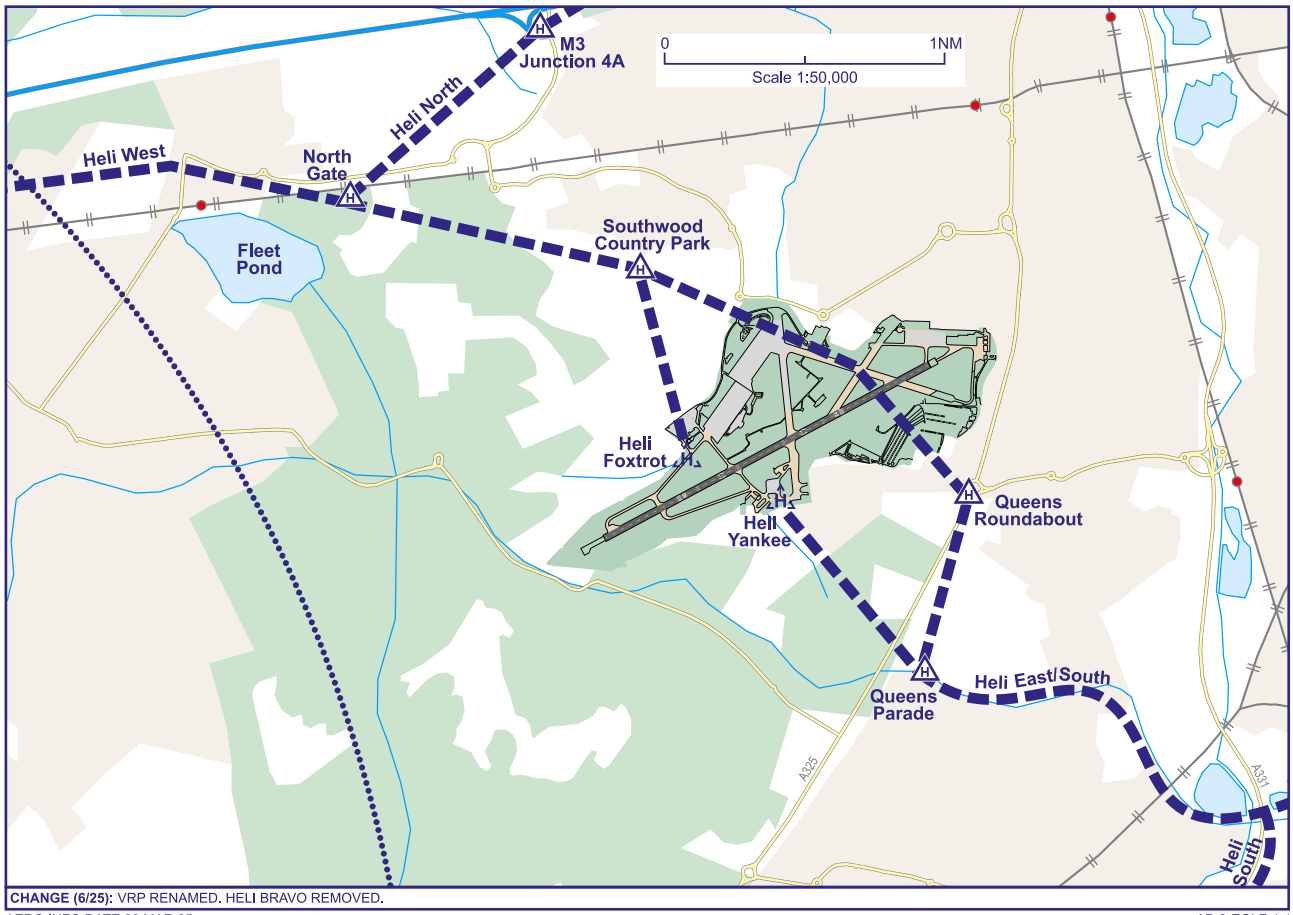
**CHANGE (1/25):** BUILDINGS REVISED. TAXI GUIDELINES REVISED. EAST APRON TAXI MARKINGS ADDED. HOLDS A2, B4, B6, D2, D3, D4, J1, J2 REVISED.

## HELICOPTER VFR ARRIVAL/DEPARTURE ROUTES

## FARNBOROUGH




## DETAILED MAP OF FINAL/INITIAL STAGES

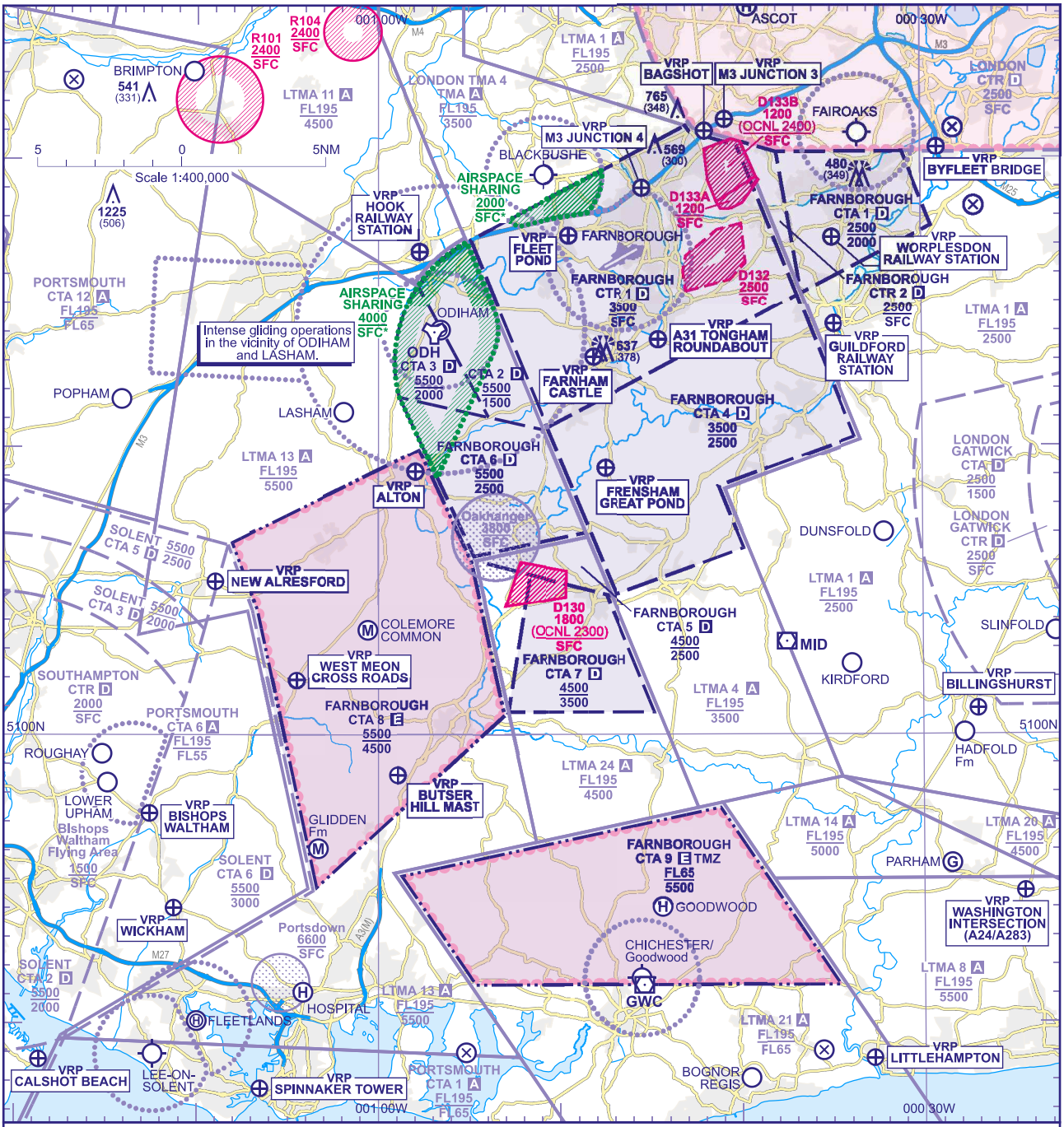



**CHANGE (6/25):** VRP RENAMED. HELI BRAVO REMOVED.

AERO INFO DATE 26 MAR 25

AD 2-EGLF-4-1

## CONTROL ZONE AND CONTROL AREA CHART — FARNBOROUGH




**ATS AIRSPACE VERTICAL LIMITS**
Controlled airspace with an upper vertical limit of FL195 and above is not shown.
*Airspace sharing only during published hours within the marked areas of CTR 1, CTA 2, 3 & 6 and the respective ATZ (see ENR 2.1).

**LATERAL LIMITS**
Detailed description of FIR, UIR, CTA and TMA see ENR 2.1. Detailed description of air traffic services airspace organized at the aerodrome see AD 2.17.

**GENERAL INFORMATION**
For hours of operation see ENR 2.1.

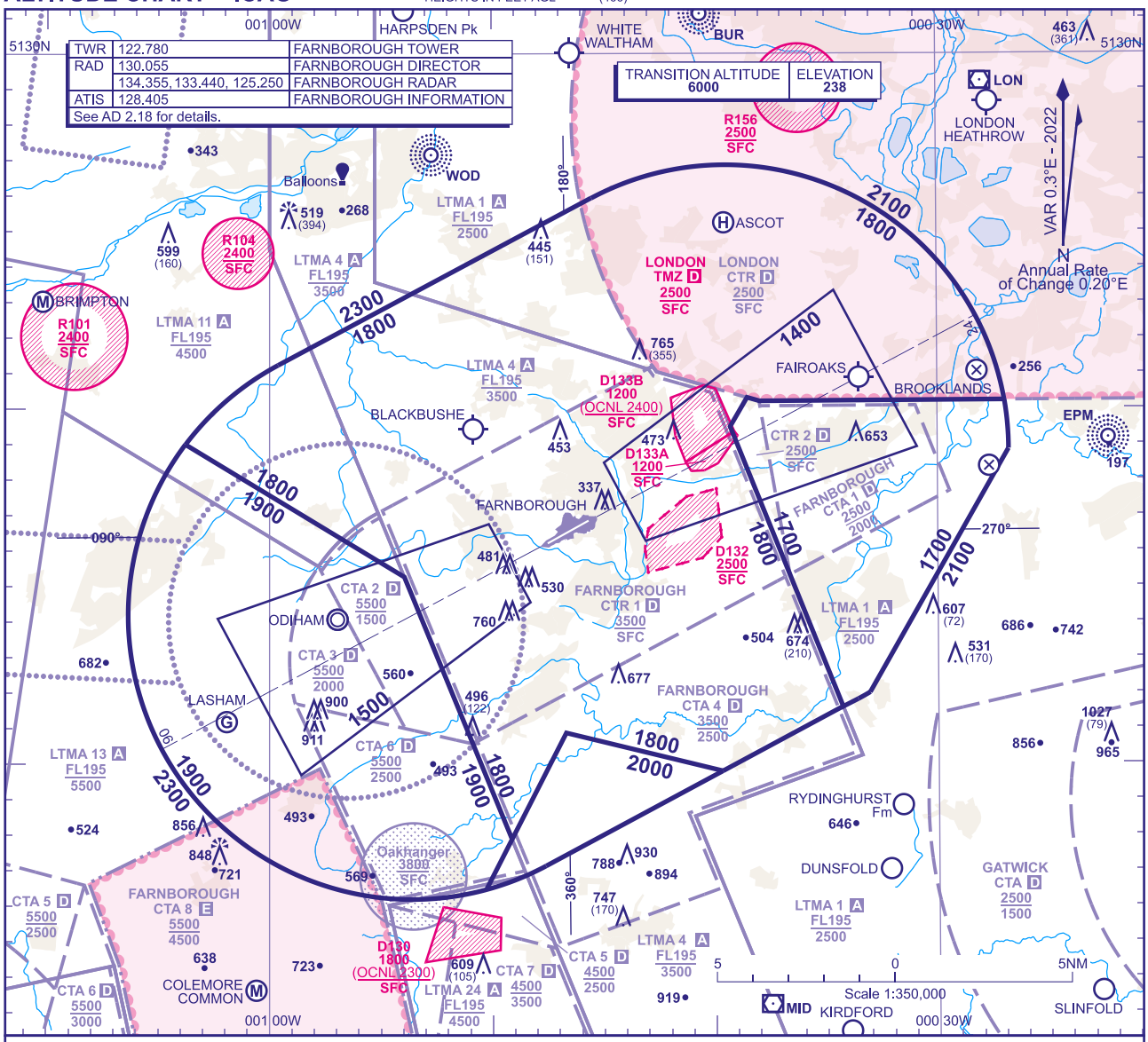
**CHANGE (4/25):** HOSPITAL HELI SITE ADDED.

AERO INFO DATE 24 JAN 25

AD 2-EGLF-4-2

# ATC SURVEILLANCE MINIMUM ALTITUDE CHART - ICAO

BEARINGS, TRACKS AND RADIALS ARE MAGNETIC
ELEVATIONS IN FEET AMSL 794
HEIGHTS IN FEET AGL (466)




**MINIMUM INITIAL ALTITUDE**

Within the ATC Surveillance Minimum Altitude area the minimum initial altitude to be allocated by the approach surveillance controller is:

a) **1700** in the sector defined by the lateral limits; 512020N 0003837W - 512013N 0003800W - 512014N 0002659W thence clockwise by an arc of a circle radius 8NM centred on 511853N 0003933W to 511851N 0002648W - 511200N 0003304W thence clockwise by an arc of a circle radius 8NM centred on 511853N 0003933W - 511149N 0003336W - 511136N 0003417W - 511930N 0003918W - 512020N 0003837W.

b) **1800** in the sector defined by the lateral limits; 511901N 0010347W thence clockwise by an arc of a circle radius 8NM centred on 511412N 0005336W to 512115N 0005937W - 512557N 0004531W thence clockwise by an arc of a circle radius 8NM centred on 511853N 0003933W to 512014N 0002659W - 512013N 0003800W - 512020N 0003837W - 511930N 0003918W - 511136N 0003417W - 510948N 0003941W - 511053N 0004642W - 510754N 0004909W - 511517N 0005357W - 511901N 0010347W.

c) **2000** in the sector defined by the lateral limits; 511053N 0004642W - 510948N 0003941W - 510709N 0004738W thence clockwise by an arc of a circle radius 8NM centred on 511412N 0005336W to 510629N 0005018W - 511053N 0004642W.

d) **1900** in the sector defined by the lateral limits; 511901N 0010347W - 511517N 0005357W - 510754N 0004909W - 510629N 0005018W thence clockwise by an arc of a circle radius 8NM centred on 511412N 0005336W to 511901N 0010347W.

**OUTSIDE THE DESIGNATED ATC SURVEILLANCE MINIMUM ALTITUDE AREA**

The minimum altitude to be allocated by the approach surveillance controller will be either the Minimum Sector Altitude, or **1000** above any fixed obstacles:

a) within 5NM of the aircraft*, and

b) within the sector 15NM ahead of and within 20° either side of the aircraft's track*.

*When the aircraft is within 15NM of the radar antennae, the 5NM in a) and the 15NM in b) may be reduced to 3NM and 10NM respectively.

**LOSS OF COMMUNICATION PROCEDURES Caution: Oakhanger HIRTA; Avoid active Danger Areas at all times; Intense gliding activity at Lasham.**

**Initial Approach**

Continue visually or by means of ILS final approach procedure. If not possible proceed to **VEXUB** at **3000** and carry out the appropriate ILS initial approach as detailed at AD-2-EGLF-7-9 or AD-2-EGLF-7-10 followed by the relevant Instrument Approach Procedure at AD-2-EGLF-8.

**Intermediate and Final Approach**

Continue visually or by means of the appropriate Instrument Approach Procedure. If not possible see Loss of Communication Procedures in EGLF AD 2.22 Flight Procedures.

**GENERAL INFORMATION**

1. Levels shown are based on QNH.
2. Only significant obstacles and dominant spot heights are shown.
3. The minimum levels shown within the ATC Surveillance Minimum Altitude Area are in conformance with the Standard European Rules of the Air - SERA.5015.
4. Minimum Sector Altitudes are based on obstacles and spot heights within 25NM of the Aerodrome Reference Point.
5. Controlled airspace with a base in excess of **5000** or FL55, as appropriate, is not shown.
6. **This chart may only be used for cross-checking of altitudes assigned when in receipt of an ATC Surveillance service.**
7. **When vectoring an aircraft within the Final Approach Vectoring Area descent clearance below the SMAA to the FAVA altitude may only be issued if the aircraft is either established on the final approach track or on an intercept of 40° or less, and in the case of instrument approaches other than SRA is cleared to intercept the final approach track.**

**CHANGE (13/23):** OCK REMOVED. FREQUENCY. LASHAM GLIDERSITE. DOMINANT OBSTACLES. LOSS OF COMMUNICATIONS PROCEDURES.

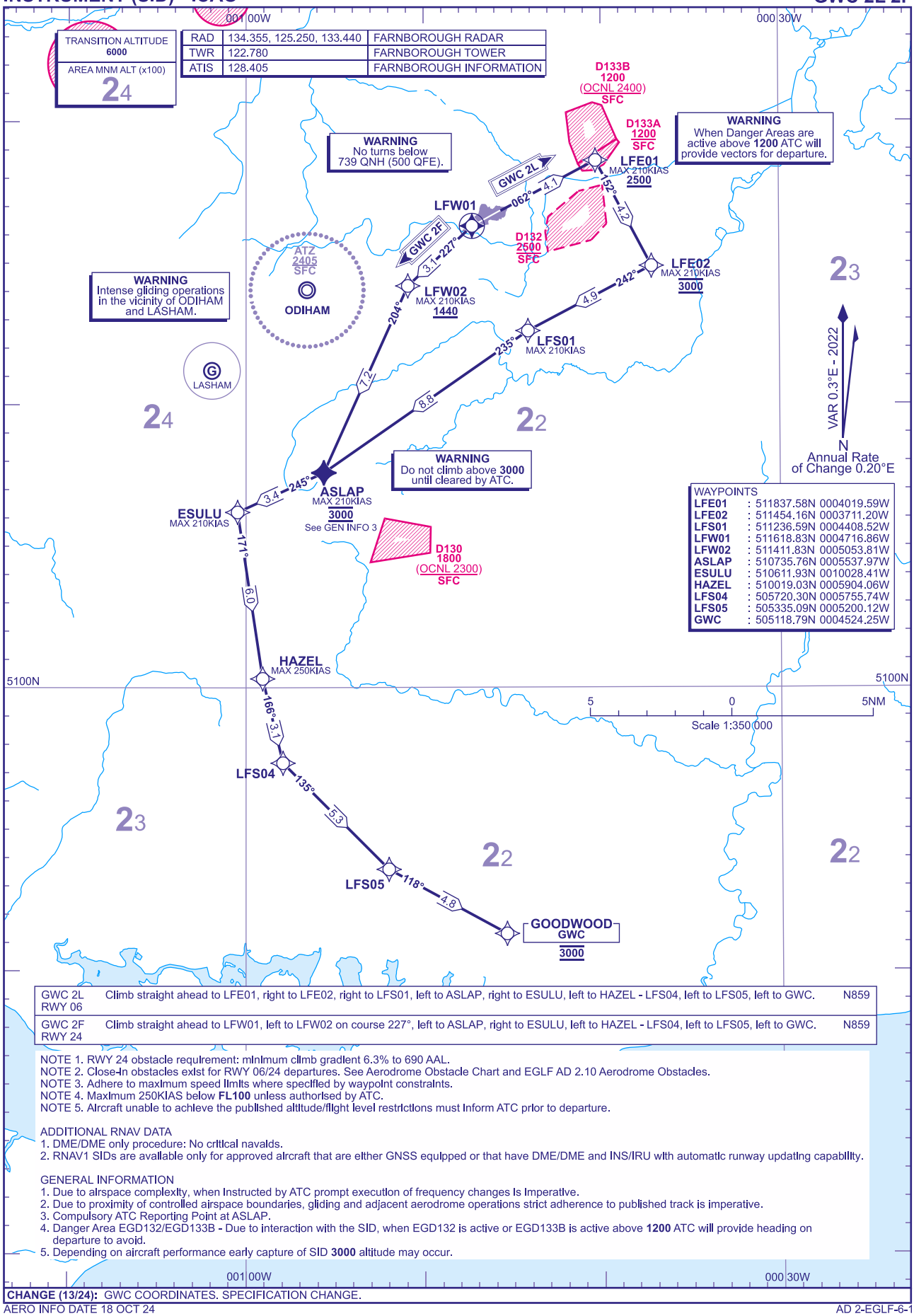
AERO INFO DATE 10 OCT 23

**INTENTIONALLY BLANK**

# RNAV1 (DME/DME or GNSS) STANDARD DEPARTURE CHART - INSTRUMENT (SID) - ICAO

DISTANCES IN NAUTICAL MILES
TRACKS ARE MAGNETIC
ALTITUDES AND ELEVATIONS IN FEET

# FARNBOROUGH
RWY 06/24
**GWC 2L 2F**




| | | |
|---|---|---|
| GWC 2L RWY 06 | Climb straight ahead to LFE01, right to LFE02, right to LFS01, left to ASLAP, right to ESULU, left to HAZEL - LFS04, left to LFS05, left to GWC. | N859 |
| GWC 2F RWY 24 | Climb straight ahead to LFW01, left to LFW02 on course 227°, left to ASLAP, right to ESULU, left to HAZEL - LFS04, left to LFS05, left to GWC. | N859 |

NOTE 1. RWY 24 obstacle requirement: minimum climb gradient 6.3% to 690 AAL.
NOTE 2. Close-in obstacles exist for RWY 06/24 departures. See Aerodrome Obstacle Chart and EGLF AD 2.10 Aerodrome Obstacles.
NOTE 3. Adhere to maximum speed limits where specified by waypoint constraints.
NOTE 4. Maximum 250KIAS below **FL100** unless authorised by ATC.
NOTE 5. Aircraft unable to achieve the published altitude/flight level restrictions must inform ATC prior to departure.

ADDITIONAL RNAV DATA
1. DME/DME only procedure: No critical navaids.
2. RNAV1 SIDs are available only for approved aircraft that are either GNSS equipped or that have DME/DME and INS/IRU with automatic runway updating capability.

GENERAL INFORMATION
1. Due to airspace complexity, when instructed by ATC prompt execution of frequency changes is imperative.
2. Due to proximity of controlled airspace boundaries, gliding and adjacent aerodrome operations strict adherence to published track is imperative.
3. Compulsory ATC Reporting Point at ASLAP.
4. Danger Area EGD132/EGD133B - Due to interaction with the SID, when EGD132 is active or EGD133B is active above **1200** ATC will provide heading on departure to avoid.
5. Depending on aircraft performance early capture of SID **3000** altitude may occur.

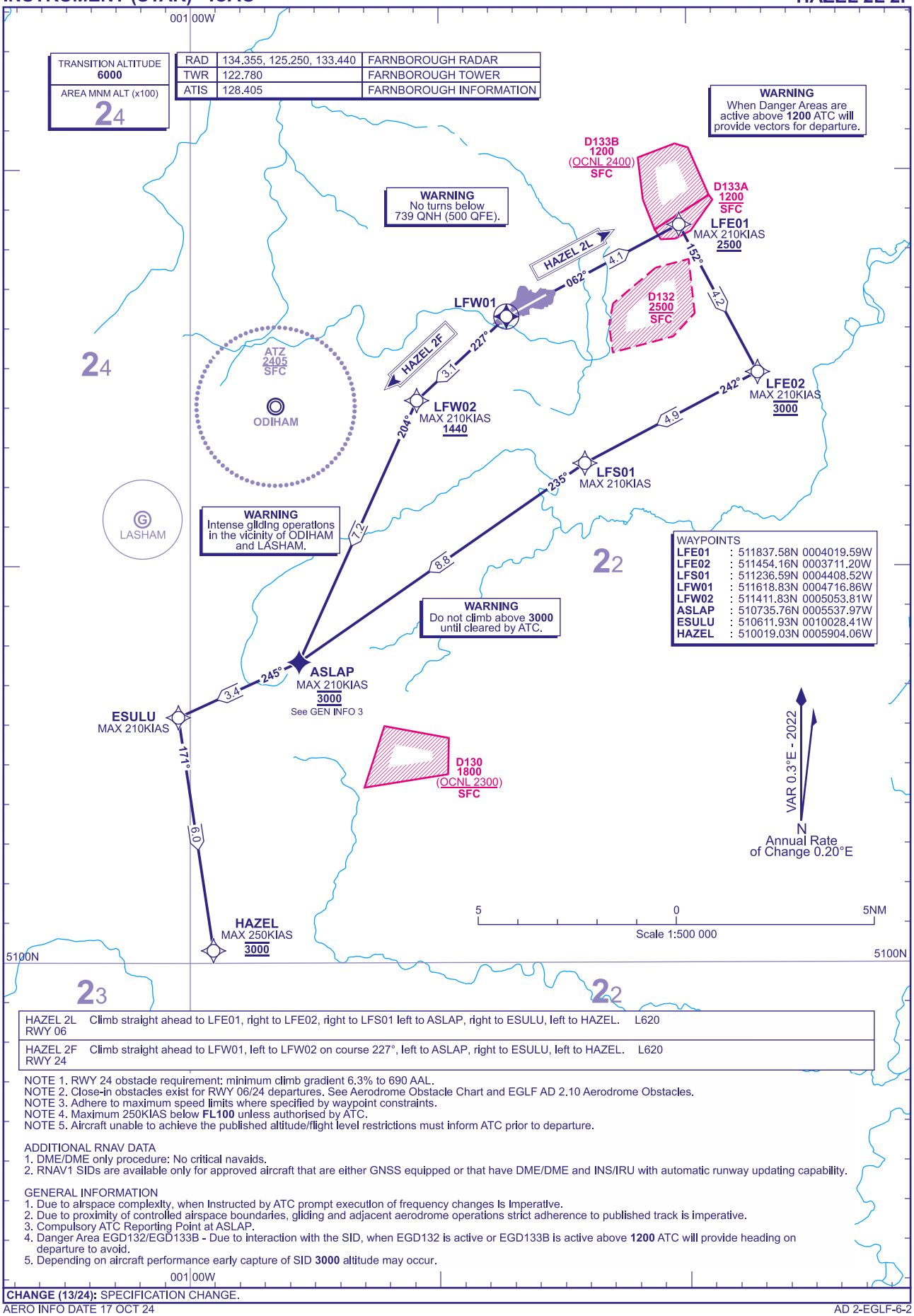
**CHANGE (13/24):** GWC COORDINATES. SPECIFICATION CHANGE.

AERO INFO DATE 18 OCT 24
AD 2-EGLF-6-1

# RNAV1 (DME/DME or GNSS) STANDARD DEPARTURE CHART - INSTRUMENT (STAR) - ICAO

DISTANCES IN NAUTICAL MILES
TRACKS ARE MAGNETIC
ALTITUDES AND ELEVATIONS IN FEET

## FARNBOROUGH
RWY 06/24
**HAZEL 2L 2F**




| | |
|---|---|
| HAZEL 2L RWY 06 | Climb straight ahead to LFE01, right to LFE02, right to LFS01 left to ASLAP, right to ESULU, left to HAZEL. L620 |
| HAZEL 2F RWY 24 | Climb straight ahead to LFW01, left to LFW02 on course 227°, left to ASLAP, right to ESULU, left to HAZEL. L620 |

NOTE 1. RWY 24 obstacle requirement: minimum climb gradient 6.3% to 690 AAL.
NOTE 2. Close-in obstacles exist for RWY 06/24 departures. See Aerodrome Obstacle Chart and EGLF AD 2.10 Aerodrome Obstacles.
NOTE 3. Adhere to maximum speed limits where specified by waypoint constraints.
NOTE 4. Maximum 250KIAS below **FL100** unless authorised by ATC.
NOTE 5. Aircraft unable to achieve the published altitude/flight level restrictions must inform ATC prior to departure.

ADDITIONAL RNAV DATA
1. DME/DME only procedure: No critical navaids.
2. RNAV1 SIDs are available only for approved aircraft that are either GNSS equipped or that have DME/DME and INS/IRU with automatic runway updating capability.

GENERAL INFORMATION
1. Due to airspace complexity, when instructed by ATC prompt execution of frequency changes is imperative.
2. Due to proximity of controlled airspace boundaries, gliding and adjacent aerodrome operations strict adherence to published track is imperative.
3. Compulsory ATC Reporting Point at ASLAP.
4. Danger Area EGD132/EGD133B - Due to interaction with the SID, when EGD132 is active or EGD133B is active above **1200** ATC will provide heading on departure to avoid.
5. Depending on aircraft performance early capture of SID **3000** altitude may occur.

**CHANGE (13/24):** SPECIFICATION CHANGE.
AERO INFO DATE 17 OCT 24

# Standard Instrument Departure Coding Tables

**FARNBOROUGH Runway 06 GWC 2L**

| Designator | Sequence Number | Path Term-inator | Waypoint Name | Co-ordinates | Fly-over | Course/ Track °M (°T) | Magnetic Variation | Distance (NM) | Turn Direction | Level Constraint | Speed Constraint | Navigation Performance |
|---|---|---|---|---|---|---|---|---|---|---|---|---|
| GWC2L | 001 | CA | - | - | - | 062° (062.0°) | 0.3 | - | - | +739 | - | RNAV1 |
| GWC2L | 002 | CF | LFE01 | 511837.58N 0004019.59W | N | 062° (062.0°) | 0.3 | 4.1 | RIGHT | +2500 | -210 | RNAV1 |
| GWC2L | 003 | TF | LFE02 | 511454.16N 0003711.20W | N | 152° (152.1°) | 0.3 | 4.2 | RIGHT | 3000 | -210 | RNAV1 |
| GWC2L | 004 | TF | LFS01 | 511236.59N 0004408.52W | N | 242° (242.3°) | 0.3 | 4.9 | LEFT | - | -210 | RNAV1 |
| GWC2L | 005 | TF | ASLAP | 510735.76N 0005537.97W | N | 235° (235.3°) | 0.3 | 8.8 | RIGHT | 3000 | -210 | RNAV1 |
| GWC2L | 006 | TF | ESULU | 510611.93N 0010028.41W | N | 245° (245.4°) | 0.3 | 3.4 | LEFT | - | -210 | RNAV1 |
| GWC2L | 007 | TF | HAZEL | 510019.03N 0005904.06W | N | 171° (171.4°) | 0.3 | 6.0 | - | - | -250 | RNAV1 |
| GWC2L | 008 | TF | LFS04 | 505720.30N 0005755.74W | N | 166° (166.4°) | 0.3 | 3.1 | LEFT | - | - | RNAV1 |
| GWC2L | 009 | TF | LFS05 | 505335.09N 0005200.12W | N | 135° (135.0°) | 0.3 | 5.3 | LEFT | - | - | RNAV1 |
| GWC2L | 010 | TF | GWC | 505118.79N 0004524.25W | N | 118° (118.5°) | 0.3 | 4.8 | - | 3000 | - | RNAV1 |

**FARNBOROUGH Runway 24 GWC 2F**

| Designator | Sequence Number | Path Term-inator | Waypoint Name | Co-ordinates | Fly-over | Course/ Track °M (°T) | Magnetic Variation | Distance (NM) | Turn Direction | Level Constraint | Speed Constraint | Navigation Performance |
|---|---|---|---|---|---|---|---|---|---|---|---|---|
| GWC2F | 001 | CF | LFW01 | 511618.83N 0004716.86W | Y | 242° (242.0°) | 0.3 | - | - | - | - | RNAV1 |
| GWC2F | 002 | CA | - | - | - | 242° (242.0°) | 0.3 | - | - | +739 | - | RNAV1 |
| GWC2F | 003 | CF | LFW02 | 511411.83N 0005053.81W | N | 227° (227.0°) | 0.3 | 3.1 | LEFT | +1440 | -210 | RNAV1 |
| GWC2F | 004 | TF | ASLAP | 510735.76N 0005537.97W | N | 204° (204.3°) | 0.3 | 7.2 | RIGHT | 3000 | -210 | RNAV1 |
| GWC2F | 005 | TF | ESULU | 510611.93N 0010028.41W | N | 245° (245.4°) | 0.3 | 3.4 | LEFT | - | -210 | RNAV1 |
| GWC2F | 006 | TF | HAZEL | 510019.03N 0005904.06W | N | 171° (171.4°) | 0.3 | 6.0 | - | - | -250 | RNAV1 |
| GWC2F | 007 | TF | LFS04 | 505720.30N 0005755.74W | N | 166° (166.4°) | 0.3 | 3.1 | LEFT | - | - | RNAV1 |
| GWC2F | 008 | TF | LFS05 | 505335.09N 0005200.12W | N | 135° (135.0°) | 0.3 | 5.3 | LEFT | - | - | RNAV1 |
| GWC2F | 009 | TF | GWC | 505118.79N 0004524.25W | N | 118° (118.5°) | 0.3 | 4.8 | - | 3000 | - | RNAV1 |

**CHANGE (13/24):** GWC COORDINATES. SPECIFICATION CHANGE.
AERO INFO DATE 10 OCT 24

# Standard Instrument Departure Coding Tables

**FARNBOROUGH Runway 06 HAZEL 2L**

| Designator | Sequence Number | Path Term-inator | Waypoint Name | Co-ordinates | Fly-over | Course/ Track °M (°T) | Magnetic Variation | Distance (NM) | Turn Direction | Level Constraint | Speed Constraint | Navigation Performance |
|---|---|---|---|---|---|---|---|---|---|---|---|---|
| HAZEL2L | 001 | CA | - | - | - | 062° (062.0°) | 0.3 | - | - | +739 | - | RNAV1 |
| HAZEL2L | 002 | CF | LFE01 | 511837.58N 0004019.59W | N | 062° (062.0°) | 0.3 | 4.1 | RIGHT | +2500 | -210 | RNAV1 |
| HAZEL2L | 003 | TF | LFE02 | 511454.16N 0003711.20W | N | 152° (152.1°) | 0.3 | 4.2 | RIGHT | 3000 | -210 | RNAV1 |
| HAZEL2L | 004 | TF | LFS01 | 511236.59N 0004408.52W | N | 242° (242.3°) | 0.3 | 4.9 | LEFT | - | -210 | RNAV1 |
| HAZEL2L | 005 | TF | ASLAP | 510735.76N 0005537.97W | N | 235° (235.3°) | 0.3 | 8.8 | RIGHT | 3000 | -210 | RNAV1 |
| HAZEL2L | 006 | TF | ESULU | 510611.93N 0010028.41W | N | 245° (245.4°) | 0.3 | 3.4 | LEFT | - | -210 | RNAV1 |
| HAZEL2L | 007 | TF | HAZEL | 510019.03N 0005904.06W | N | 171° (171.4°) | 0.3 | 6.0 | - | 3000 | -250 | RNAV1 |

**FARNBOROUGH Runway 24 HAZEL 2F**

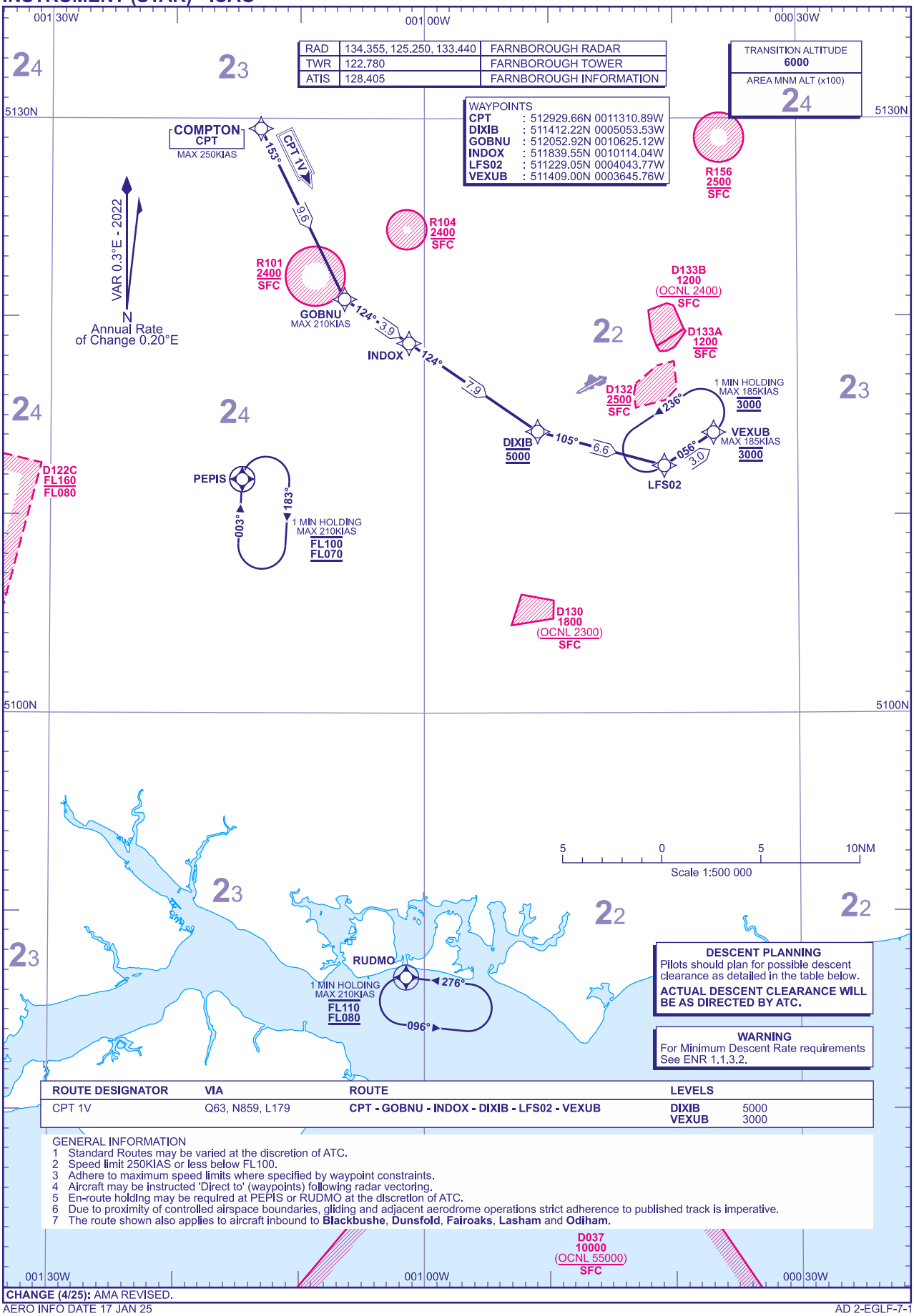
| Designator | Sequence Number | Path Term-inator | Waypoint Name | Co-ordinates | Fly-over | Course/ Track °M (°T) | Magnetic Variation | Distance (NM) | Turn Direction | Level Constraint | Speed Constraint | Navigation Performance |
|---|---|---|---|---|---|---|---|---|---|---|---|---|
| HAZEL2F | 001 | CF | LFW01 | 511618.83N 0004716.86W | Y | 242° (242.0°) | 0.3 | - | - | - | - | RNAV1 |
| HAZEL2F | 002 | CA | - | - | - | 242° (242.0°) | 0.3 | - | - | +739 | - | RNAV1 |
| HAZEL2F | 003 | CF | LFW02 | 511411.83N 0005053.81W | N | 227° (227.0°) | 0.3 | 3.1 | LEFT | +1440 | -210 | RNAV1 |
| HAZEL2F | 004 | TF | ASLAP | 510735.76N 0005537.97W | N | 204° (204.3°) | 0.3 | 7.2 | RIGHT | 3000 | -210 | RNAV1 |
| HAZEL2F | 005 | TF | ESULU | 510611.93N 0010028.41W | N | 245° (245.4°) | 0.3 | 3.4 | LEFT | - | -210 | RNAV1 |
| HAZEL2F | 006 | TF | HAZEL | 510019.03N 0005904.06W | N | 171° (171.4°) | 0.3 | 6.0 | - | 3000 | -250 | RNAV1 |

**CHANGE (13/24):** CHART SPECIFICATION.
AERO INFO DATE 10 OCT 24

# RNAV1 (DME/DME or GNSS) STANDARD ARRIVAL CHART - INSTRUMENT (STAR) - ICAO

DISTANCES IN NAUTICAL MILES
TRACKS ARE MAGNETIC
ALTITUDES AND ELEVATIONS ARE IN FEET

# FARNBOROUGH CPT 1V




**DESCENT PLANNING**
Pilots should plan for possible descent clearance as detailed in the table below.
**ACTUAL DESCENT CLEARANCE WILL BE AS DIRECTED BY ATC.**

**WARNING**
For Minimum Descent Rate requirements See ENR 1.1.3.2.

| ROUTE DESIGNATOR | VIA | ROUTE | LEVELS | |
|---|---|---|---|---|
| CPT 1V | Q63, N859, L179 | CPT - GOBNU - INDOX - DIXIB - LFS02 - VEXUB | DIXIB<br>VEXUB | 5000<br>3000 |

GENERAL INFORMATION
1 Standard Routes may be varied at the discretion of ATC.
2 Speed limit 250KIAS or less below FL100.
3 Adhere to maximum speed limits where specified by waypoint constraints.
4 Aircraft may be instructed 'Direct to' (waypoints) following radar vectoring.
5 En-route holding may be required at PEPIS or RUDMO at the discretion of ATC.
6 Due to proximity of controlled airspace boundaries, gliding and adjacent aerodrome operations strict adherence to published track is imperative.
7 The route shown also applies to aircraft inbound to **Blackbushe**, **Dunsfold**, **Fairoaks**, **Lasham** and **Odiham**.

**CHANGE (4/25):** AMA REVISED.

AERO INFO DATE 17 JAN 25

AD 2-EGLF-7-1

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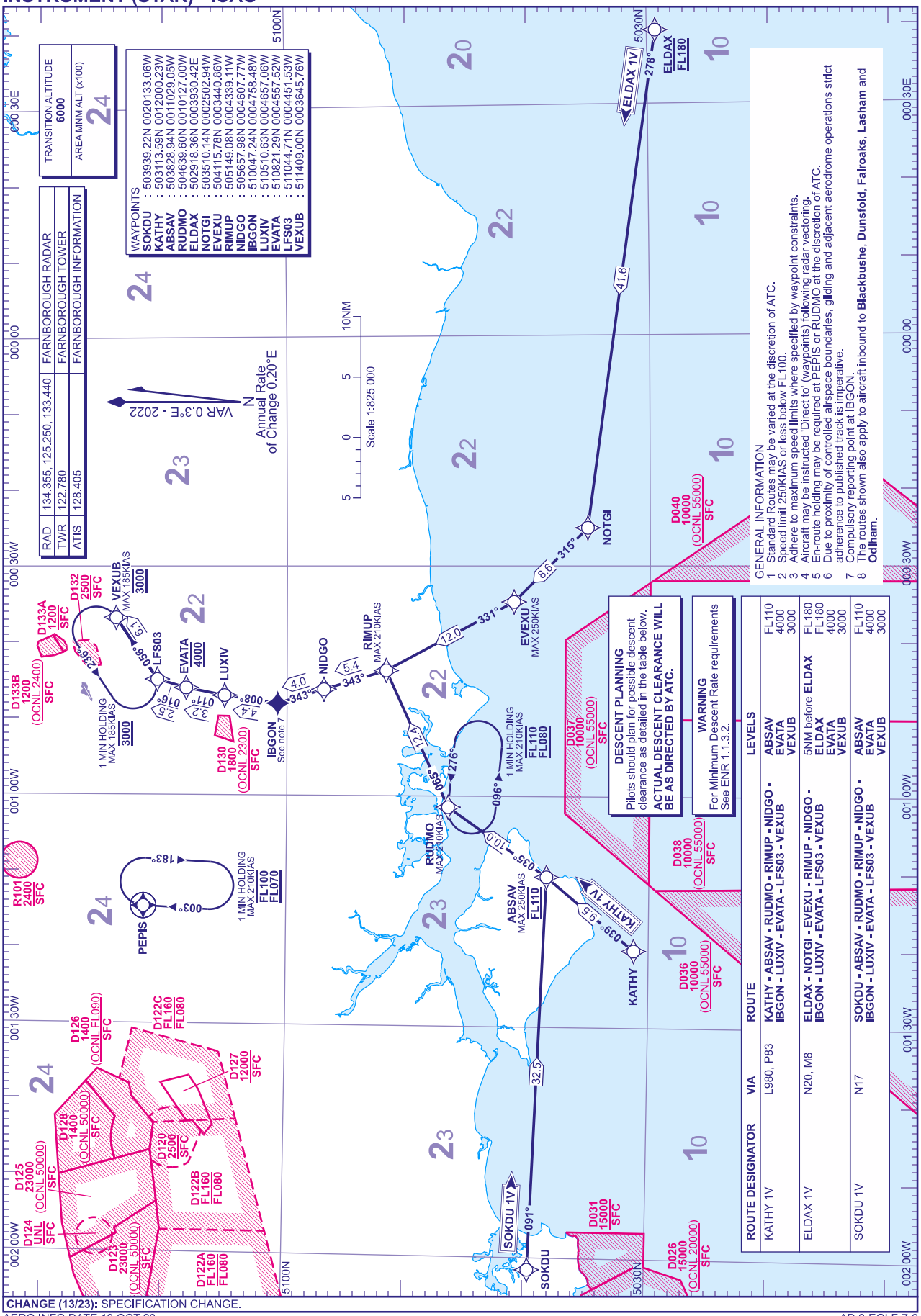
# RNAV1 (DME/DME or GNSS) STANDARD ARRIVAL CHART - INSTRUMENT (STAR) - ICAO

DISTANCES IN NAUTICAL MILES
TRACKS ARE MAGNETIC
ALTITUDES AND ELEVATIONS ARE IN FEET

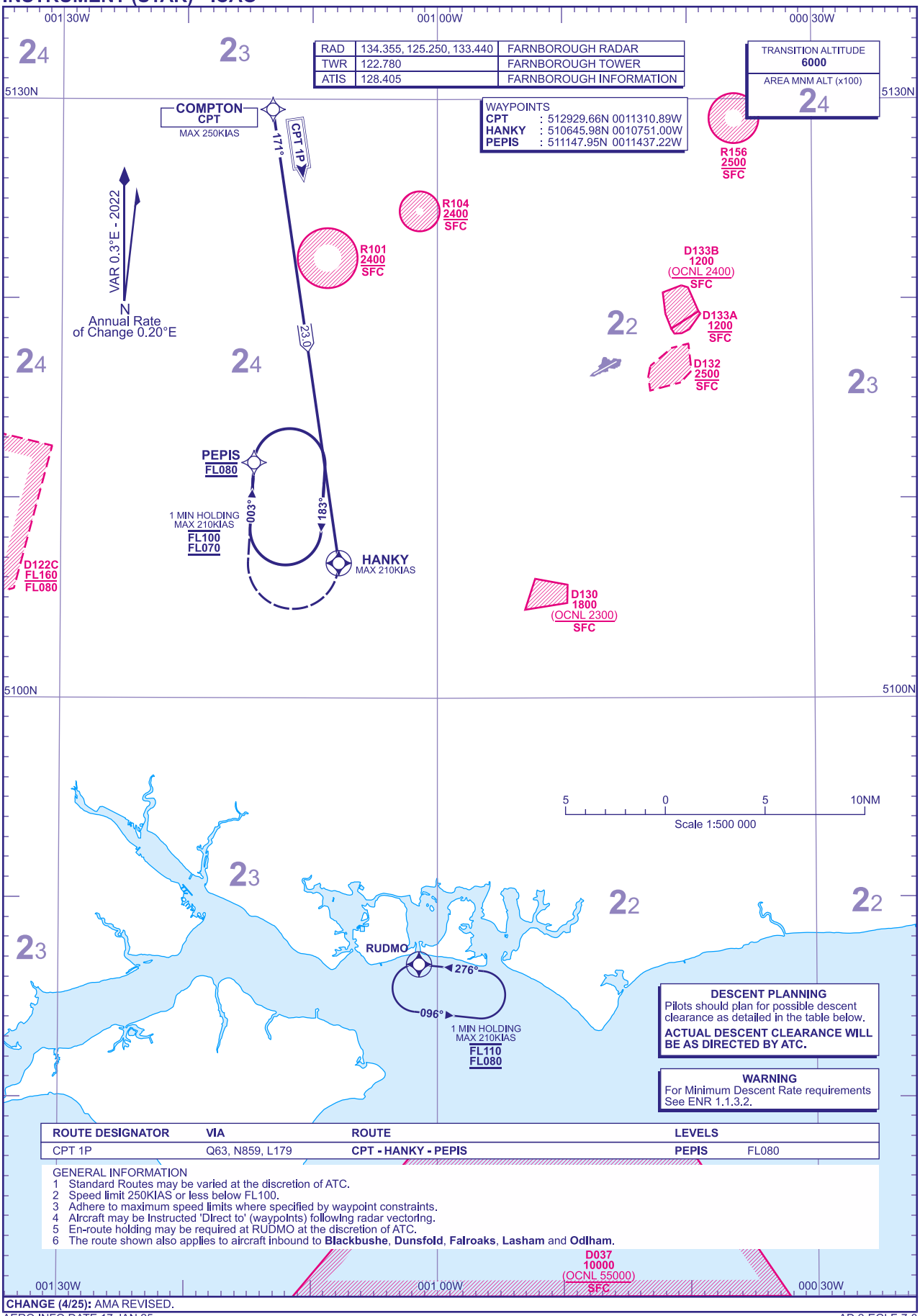
# FARNBOROUGH KATHY 1V ELDAX 1V SOKDU 1V



# RNAV5 (DME/DME or GNSS) STANDARD ARRIVAL CHART - INSTRUMENT (STAR) - ICAO

DISTANCES IN NAUTICAL MILES
TRACKS ARE MAGNETIC
ALTITUDES AND ELEVATIONS ARE IN FEET

# FARNBOROUGH CPT 1P




| ROUTE DESIGNATOR | VIA | ROUTE | LEVELS | |
|---|---|---|---|---|
| CPT 1P | Q63, N859, L179 | CPT - HANKY - PEPIS | PEPIS | FL080 |

GENERAL INFORMATION
1 Standard Routes may be varied at the discretion of ATC.
2 Speed limit 250KIAS or less below FL100.
3 Adhere to maximum speed limits where specified by waypoint constraints.
4 Aircraft may be instructed 'Direct to' (waypoints) following radar vectoring.
5 En-route holding may be required at RUDMO at the discretion of ATC.
6 The route shown also applies to aircraft inbound to **Blackbushe**, **Dunsfold**, **Fairoaks**, **Lasham** and **Odiham**.

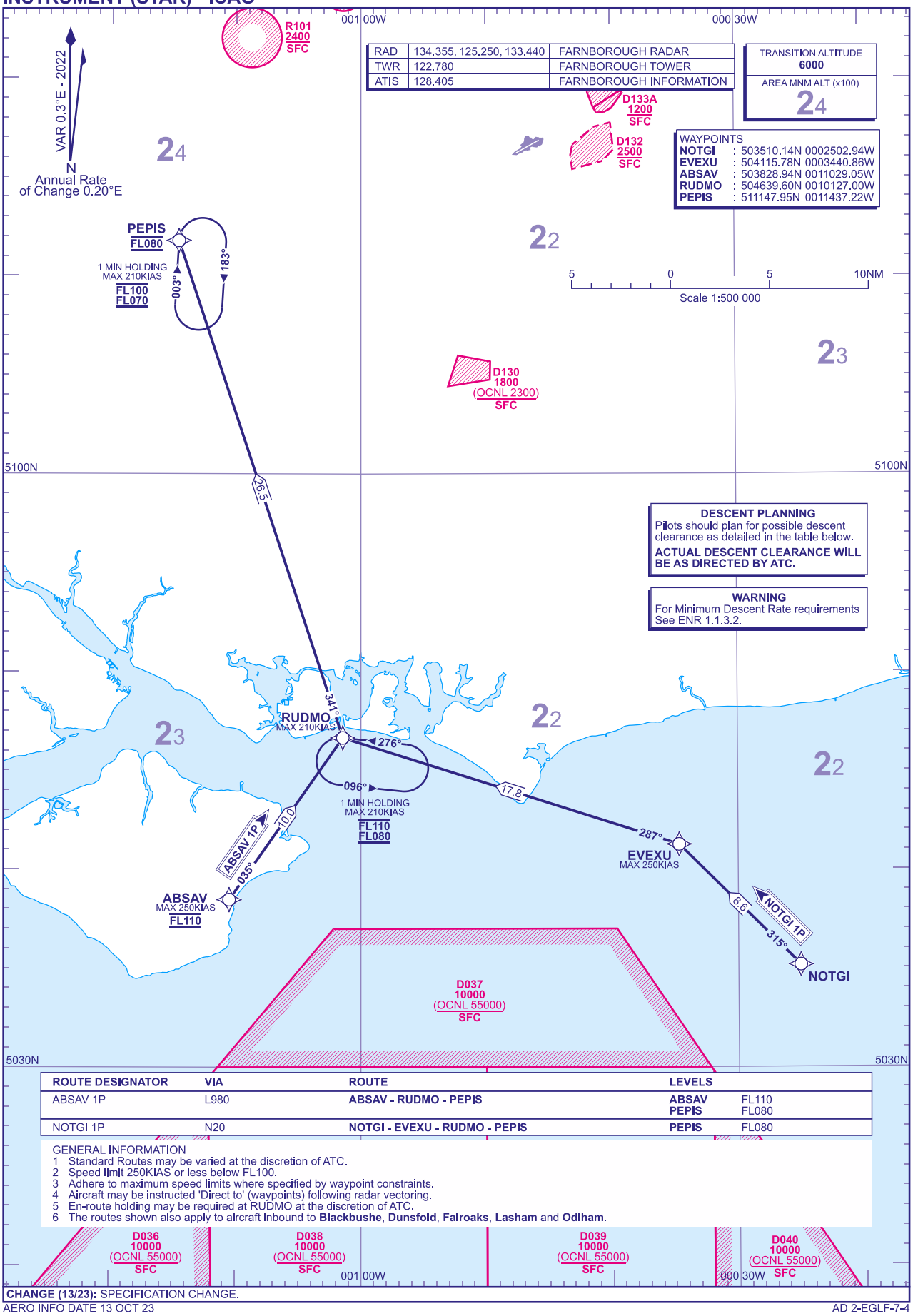
**CHANGE (4/25):** AMA REVISED.

AERO INFO DATE 17 JAN 25

# RNAV5 (DME/DME or GNSS) STANDARD ARRIVAL CHART - INSTRUMENT (STAR) - ICAO

DISTANCES IN NAUTICAL MILES
TRACKS ARE MAGNETIC
ALTITUDES AND ELEVATIONS ARE IN FEET

# FARNBOROUGH ABSAV 1P NOTGI 1P




| ROUTE DESIGNATOR | VIA | ROUTE | LEVELS | |
|---|---|---|---|---|
| ABSAV 1P | L980 | **ABSAV - RUDMO - PEPIS** | **ABSAV**<br>**PEPIS** | FL110<br>FL080 |
| NOTGI 1P | N20 | **NOTGI - EVEXU - RUDMO - PEPIS** | **PEPIS** | FL080 |

GENERAL INFORMATION
1 Standard Routes may be varied at the discretion of ATC.
2 Speed limit 250KIAS or less below FL100.
3 Adhere to maximum speed limits where specified by waypoint constraints.
4 Aircraft may be instructed 'Direct to' (waypoints) following radar vectoring.
5 En-route holding may be required at RUDMO at the discretion of ATC.
6 The routes shown also apply to aircraft Inbound to **Blackbushe**, **Dunsfold**, **Falroaks**, **Lasham** and **Odlham**.

**CHANGE (13/23):** SPECIFICATION CHANGE.

AERO INFO DATE 13 OCT 23

AD 2-EGLF-7-4

# Standard Instrument Arrival Coding Tables

**FARNBOROUGH CPT 1V**

| Designator | Sequence Number | Path Term-inator | Waypoint Name | Co-ordinates | Fly-over | Course/ Track °M (°T) | Magnetic Variation | Distance (NM) | Turn Direction | Level Constraint | Speed Constraint | Navigation Performance |
|---|---|---|---|---|---|---|---|---|---|---|---|---|
| CPT1V | 001 | IF | CPT | 512929.66N 0011310.89W | N | - | - | - | - | - | -250 | RNAV1 |
| CPT1V | 002 | TF | GOBNU | 512052.92N 0010625.12W | N | 153° (153.8°) | 0.3 | 9.6 | LEFT | - | -210 | RNAV1 |
| CPT1V | 003 | TF | INDOX | 511839.55N 0010114.04W | N | 124° (124.4°) | 0.3 | 3.9 | - | - | -210 | RNAV1 |
| CPT1V | 004 | TF | DIXIB | 511412.22N 0005053.53W | N | 124° (124.4°) | 0.3 | 7.9 | LEFT | 5000 | -210 | RNAV1 |
| CPT1V | 005 | TF | LFS02 | 511229.05N 0004043.77W | N | 105° (105.0°) | 0.3 | 6.6 | LEFT | - | -210 | RNAV1 |
| CPT1V | 006 | TF | VEXUB | 511409.00N 0003645.76W | N | 056° (056.2°) | 0.3 | 3.0 | - | 3000 | -185 | RNAV1 |

**FARNBOROUGH KATHY 1V**

| Designator | Sequence Number | Path Term-inator | Waypoint Name | Co-ordinates | Fly-over | Course/ Track °M (°T) | Magnetic Variation | Distance (NM) | Turn Direction | Level Constraint | Speed Constraint | Navigation Performance |
|---|---|---|---|---|---|---|---|---|---|---|---|---|
| KATHY1V | 001 | IF | KATHY | 503113.59N 0012000.23W | N | - | - | - | - | - | - | RNAV1 |
| KATHY1V | 002 | TF | ABSAV | 503828.94N 0011029.05W | N | 039° (039.8°) | 0.3 | 9.5 | LEFT | FL110 | -250 | RNAV1 |
| KATHY1V | 003 | TF | RUDMO | 504639.60N 0010127.00W | N | 035° (035.0°) | 0.3 | 10.0 | RIGHT | - | -210 | RNAV1 |
| KATHY1V | 004 | TF | RIMUP | 505149.08N 0004339.11W | N | 065° (065.3°) | 0.3 | 12.4 | LEFT | - | -210 | RNAV1 |
| KATHY1V | 005 | TF | NIDGO | 505657.98N 0004607.77W | N | 343° (343.1°) | 0.3 | 5.4 | - | - | -210 | RNAV1 |
| KATHY1V | 006 | TF | IBGON | 510047.24N 0004758.48W | N | 343° (343.1°) | 0.3 | 4.0 | RIGHT | - | -210 | RNAV1 |
| KATHY1V | 007 | TF | LUXIV | 510510.63N 0004657.06W | N | 008° (008.4°) | 0.3 | 4.4 | RIGHT | - | -210 | RNAV1 |
| KATHY1V | 008 | TF | EVATA | 510821.29N 0004557.52W | N | 011° (011.1°) | 0.3 | 3.2 | RIGHT | 4000 | -210 | RNAV1 |
| KATHY1V | 009 | TF | LFS03 | 511044.71N 0004451.53W | N | 016° (016.1°) | 0.3 | 2.5 | RIGHT | - | -210 | RNAV1 |
| KATHY1V | 010 | TF | VEXUB | 511409.00N 0003645.76W | N | 056° (056.1°) | 0.3 | 6.1 | - | 3000 | -185 | RNAV1 |

**CHANGE (13/23):** SPECIFICATION CHANGE.
AERO INFO DATE 13 OCT 23

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# Standard Instrument Arrival Coding Tables

**FARNBOROUGH ELDAX 1V**

| Designator | Sequence Number | Path Term-inator | Waypoint Name | Co-ordinates | Fly-over | Course/ Track °M (°T) | Magnetic Variation | Distance (NM) | Turn Direction | Level Constraint | Speed Constraint | Navigation Performance |
|---|---|---|---|---|---|---|---|---|---|---|---|---|
| ELDAX1V | 001 | IF | ELDAX | 502918.36N 0003930.42E | N | - | - | - | - | FL180 | - | RNAV1 |
| ELDAX1V | 002 | TF | NOTGI | 503510.14N 0002502.94W | N | 278° (278.5°) | 0.3 | 41.6 | RIGHT | - | - | RNAV1 |
| ELDAX1V | 003 | TF | EVEXU | 504115.78N 0003440.86W | N | 315° (314.9°) | 0.3 | 8.6 | RIGHT | - | -250 | RNAV1 |
| ELDAX1V | 004 | TF | RIMUP | 505149.08N 0004339.11W | N | 331° (331.7°) | 0.3 | 12.0 | RIGHT | - | -210 | RNAV1 |
| ELDAX1V | 005 | TF | NIDGO | 505657.98N 0004607.77W | N | 343° (343.1°) | 0.3 | 5.4 | - | - | -210 | RNAV1 |
| ELDAX1V | 006 | TF | IBGON | 510047.24N 0004758.48W | N | 343° (343.1°) | 0.3 | 4.0 | RIGHT | - | -210 | RNAV1 |
| ELDAX1V | 007 | TF | LUXIV | 510510.63N 0004657.06W | N | 008° (008.4°) | 0.3 | 4.4 | RIGHT | - | -210 | RNAV1 |
| ELDAX1V | 008 | TF | EVATA | 510821.29N 0004557.52W | N | 011° (011.1°) | 0.3 | 3.2 | RIGHT | 4000 | -210 | RNAV1 |
| ELDAX1V | 009 | TF | LFS03 | 511044.71N 0004451.53W | N | 016° (016.1°) | 0.3 | 2.5 | RIGHT | - | -210 | RNAV1 |
| ELDAX1V | 010 | TF | VEXUB | 511409.00N 0003645.76W | N | 056° (056.1°) | 0.3 | 6.1 | - | 3000 | -185 | RNAV1 |

**FARNBOROUGH SOKDU 1V**

| Designator | Sequence Number | Path Term-inator | Waypoint Name | Co-ordinates | Fly-over | Course/ Track °M (°T) | Magnetic Variation | Distance (NM) | Turn Direction | Level Constraint | Speed Constraint | Navigation Performance |
|---|---|---|---|---|---|---|---|---|---|---|---|---|
| SOKDU1V | 001 | IF | SOKDU | 503939.22N 0020133.06W | N | - | - | - | - | - | - | RNAV1 |
| SOKDU1V | 002 | TF | ABSAV | 503828.94N 0011029.05W | N | 091° (091.7°) | 0.3 | 32.5 | LEFT | FL110 | -250 | RNAV1 |
| SOKDU1V | 003 | TF | RUDMO | 504639.60N 0010127.00W | N | 035° (035.0°) | 0.3 | 10.0 | RIGHT | - | -210 | RNAV1 |
| SOKDU1V | 004 | TF | RIMUP | 505149.08N 0004339.11W | N | 065° (065.3°) | 0.3 | 12.4 | LEFT | - | -210 | RNAV1 |
| SOKDU1V | 005 | TF | NIDGO | 505657.98N 0004607.77W | N | 343° (343.1°) | 0.3 | 5.4 | - | - | -210 | RNAV1 |
| SOKDU1V | 006 | TF | IBGON | 510047.24N 0004758.48W | N | 343° (343.1°) | 0.3 | 4.0 | RIGHT | - | -210 | RNAV1 |
| SOKDU1V | 007 | TF | LUXIV | 510510.63N 0004657.06W | N | 008° (008.4°) | 0.3 | 4.4 | RIGHT | - | -210 | RNAV1 |
| SOKDU1V | 008 | TF | EVATA | 510821.29N 0004557.52W | N | 011° (011.1°) | 0.3 | 3.2 | RIGHT | 4000 | -210 | RNAV1 |
| SOKDU1V | 009 | TF | LFS03 | 511044.71N 0004451.53W | N | 016° (016.1°) | 0.3 | 2.5 | RIGHT | - | -210 | RNAV1 |
| SOKDU1V | 010 | TF | VEXUB | 511409.00N 0003645.76W | N | 056° (056.1°) | 0.3 | 6.1 | - | 3000 | -185 | RNAV1 |

**CHANGE (13/23):** SPECIFICATION CHANGE.
AERO INFO DATE 13 OCT 23

# Standard Instrument Arrival Coding Tables

**FARNBOROUGH ABSAV 1P**

| Designator | Sequence Number | Path Term-inator | Waypoint Name | Co-ordinates | Fly-over | Course/ Track °M (°T) | Magnetic Variation | Distance (NM) | Turn Direction | Level Constraint | Speed Constraint | Navigation Performance |
|---|---|---|---|---|---|---|---|---|---|---|---|---|
| ABSAV1P | 001 | IF | ABSAV | 503828.94N 0011029.05W | N | - | - | - | - | FL110 | -250 | RNAV5 |
| ABSAV1P | 002 | TF | RUDMO | 504639.60N 0010127.00W | N | 035° (035.0°) | 0.3 | 10.0 | LEFT | - | -210 | RNAV5 |
| ABSAV1P | 003 | TF | PEPIS | 511147.95N 0011437.22W | N | 341° (341.8°) | 0.3 | 26.5 | - | FL080 | - | RNAV5 |

**FARNBOROUGH CPT 1P**

| Designator | Sequence Number | Path Term-inator | Waypoint Name | Co-ordinates | Fly-over | Course/ Track °M (°T) | Magnetic Variation | Distance (NM) | Turn Direction | Level Constraint | Speed Constraint | Navigation Performance |
|---|---|---|---|---|---|---|---|---|---|---|---|---|
| CPT1P | 001 | IF | CPT | 512929.66N 0011310.89W | N | - | - | - | - | - | -250 | RNAV5 |
| CPT1P | 002 | TF | HANKY | 510645.98N 0010751.00W | Y | 171° (171.6°) | 0.3 | 23.0 | RIGHT | - | -210 | RNAV5 |
| CPT1P | 003 | CF | PEPIS | 511147.95N 0011437.22W | N | 003° (003.5°) | 0.3 | - | - | FL080 | - | RNAV5 |

**FARNBOROUGH NOTGI 1P**

| Designator | Sequence Number | Path Term-inator | Waypoint Name | Co-ordinates | Fly-over | Course/ Track °M (°T) | Magnetic Variation | Distance (NM) | Turn Direction | Level Constraint | Speed Constraint | Navigation Performance |
|---|---|---|---|---|---|---|---|---|---|---|---|---|
| NOTGI1P | 001 | IF | NOTGI | 503510.14N 0002502.94W | N | - | - | - | - | - | - | RNAV5 |
| NOTGI1P | 002 | TF | EVEXU | 504115.78N 0003440.86W | N | 315° (314.9°) | 0.3 | 8.6 | LEFT | - | -250 | RNAV5 |
| NOTGI1P | 003 | TF | RUDMO | 504639.60N 0010127.00W | N | 287° (287.8°) | 0.3 | 17.8 | RIGHT | - | -210 | RNAV5 |
| NOTGI1P | 004 | TF | PEPIS | 511147.95N 0011437.22W | N | 341° (341.8°) | 0.3 | 26.5 | - | FL080 | - | RNAV5 |

**CHANGE (13/23):** SPECIFICATION CHANGES.
AERO INFO DATE 13 OCT 23

# RNAV Hold Coding Tables

**FARNBOROUGH PEPIS Hold**

| Designator | Sequence Number | Path Term-inator | Waypoint Name | Co-ordinates | Fly-over | Course/ Track °M (°T) | Magnetic Variation | Time (MIN) | Turn Direction | Level Constraint | Speed Constraint | Navigation Performance |
|---|---|---|---|---|---|---|---|---|---|---|---|---|
| PEPIS | - | - | PEPIS | 511147.95N 0011437.22W | Y | 003° (003.5°) | 0.3 | 1 MIN | RIGHT | -FL100 +FL070 | -210 | RNAV5 |

**FARNBOROUGH VEXUB Hold**

| Designator | Sequence Number | Path Term-inator | Waypoint Name | Co-ordinates | Fly-over | Course/ Track °M (°T) | Magnetic Variation | Time (MIN) | Turn Direction | Level Constraint | Speed Constraint | Navigation Performance |
|---|---|---|---|---|---|---|---|---|---|---|---|---|
| VEXUB | - | - | VEXUB | 511409.00N 0003645.76W | Y | 056° (056.3°) | 0.3 | 1 MIN | LEFT | 3000 | -185 | RNAV1 |

**FARNBOROUGH RUDMO Hold**

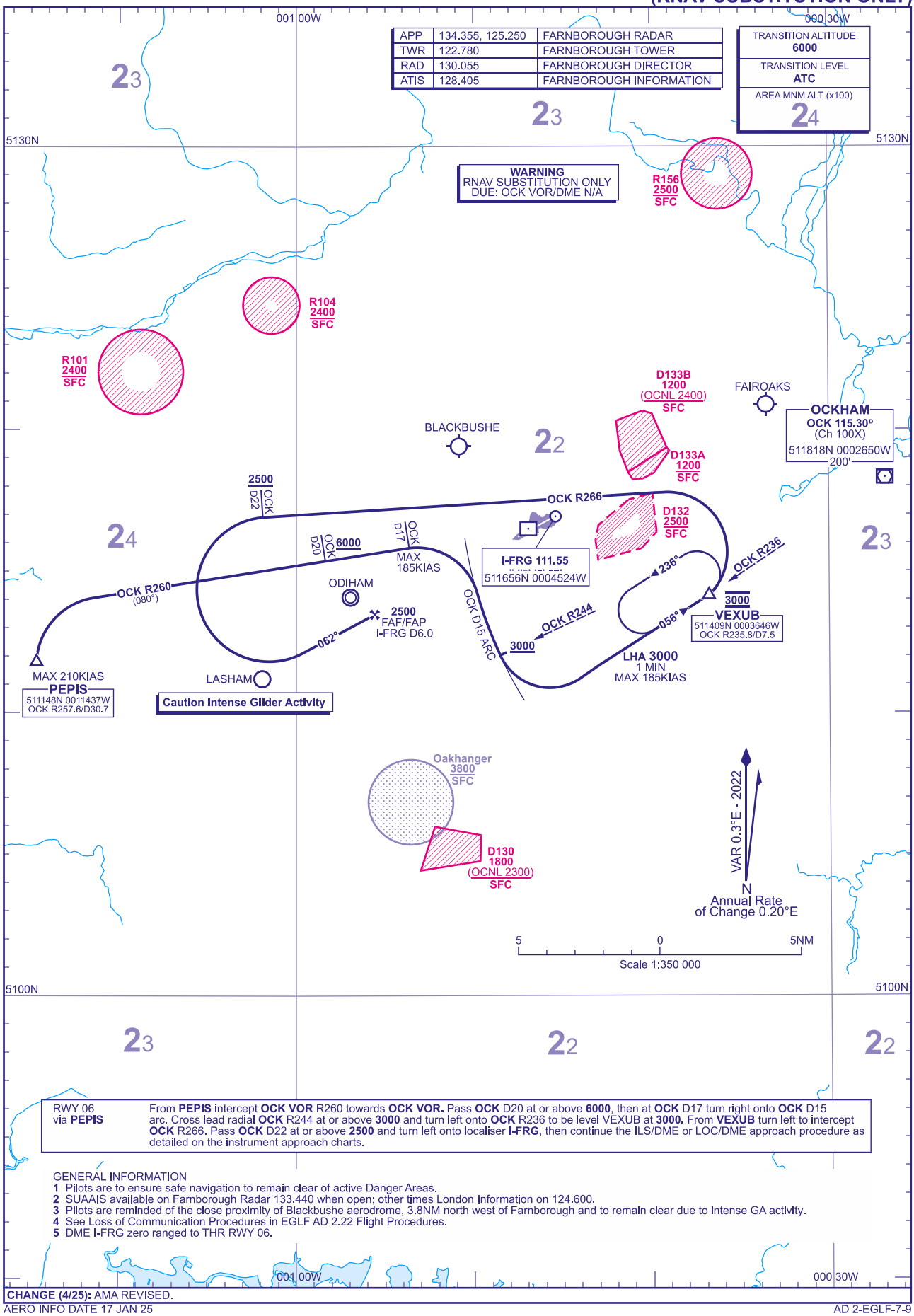
| Designator | Sequence Number | Path Term-inator | Waypoint Name | Co-ordinates | Fly-over | Course/ Track °M (°T) | Magnetic Variation | Time (MIN) | Turn Direction | Level Constraint | Speed Constraint | Navigation Performance |
|---|---|---|---|---|---|---|---|---|---|---|---|---|
| RUDMO | - | - | RUDMO | 504639.60N 0010127.00W | Y | 276° (275.9°) | 0.3 | 1 MIN | LEFT | -FL110 +FL080 | -210 | RNAV5 |

**CHANGE (13/23):** SPECIFICATION CHANGE.
AERO INFO DATE 13 OCT 23

# INITIAL APPROACH PROCEDURE
# ILS/DME LOC/DME RWY 06

DISTANCES IN NAUTICAL MILES
TRACKS ARE MAGNETIC
ALTITUDES AND ELEVATIONS IN FEET

# FARNBOROUGH
# via PEPIS
# (RNAV SUBSTITUTION ONLY)




| | |
|---|---|
| RWY 06 via **PEPIS** | From **PEPIS** intercept **OCK VOR** R260 towards **OCK VOR.** Pass **OCK** D20 at or above **6000**, then at **OCK** D17 turn right onto **OCK** D15 arc. Cross lead radial **OCK** R244 at or above **3000** and turn left onto **OCK** R236 to be level VEXUB at **3000.** From **VEXUB** turn left to intercept **OCK** R266. Pass **OCK** D22 at or above **2500** and turn left onto localiser **I-FRG**, then continue the ILS/DME or LOC/DME approach procedure as detailed on the instrument approach charts. |

GENERAL INFORMATION
1 Pilots are to ensure safe navigation to remain clear of active Danger Areas.
2 SUAAIS available on Farnborough Radar 133.440 when open; other times London Information on 124.600.
3 Pilots are reminded of the close proximity of Blackbushe aerodrome, 3.8NM north west of Farnborough and to remain clear due to Intense GA activity.
4 See Loss of Communication Procedures in EGLF AD 2.22 Flight Procedures.
5 DME I-FRG zero ranged to THR RWY 06.

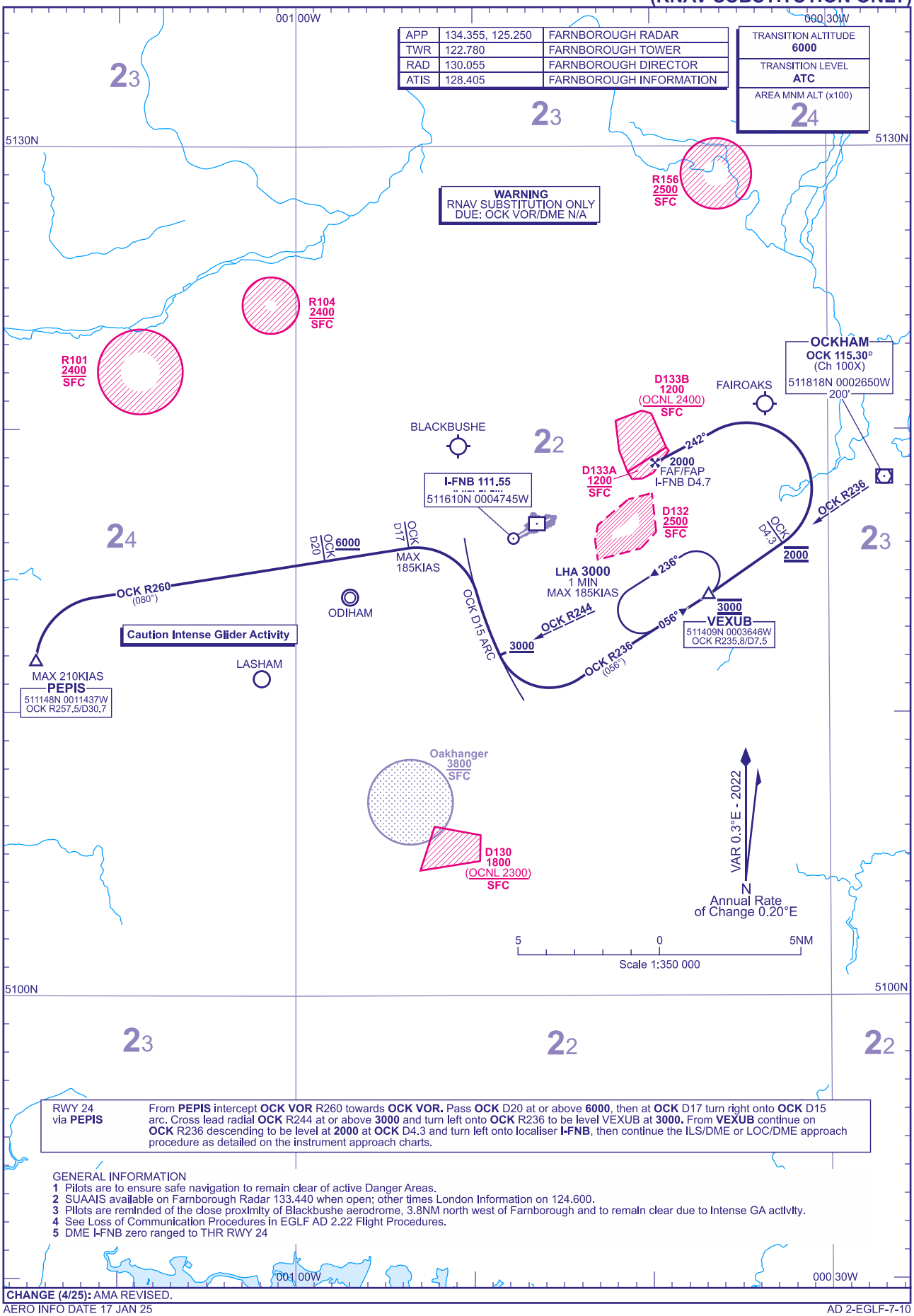
**CHANGE (4/25):** AMA REVISED.

AERO INFO DATE 17 JAN 25

# INITIAL APPROACH PROCEDURE
# ILS/DME LOC/DME RWY 24

DISTANCES IN NAUTICAL MILES
TRACKS ARE MAGNETIC
ALTITUDES AND ELEVATIONS IN FEET

# FARNBOROUGH
# via PEPIS
# (RNAV SUBSTITUTION ONLY)



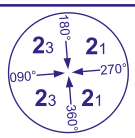

| | |
|---|---|
| RWY 24 via **PEPIS** | From **PEPIS** intercept **OCK VOR** R260 towards **OCK VOR.** Pass **OCK** D20 at or above **6000**, then at **OCK** D17 turn right onto **OCK** D15 arc. Cross lead radial **OCK** R244 at or above **3000** and turn left onto **OCK** R236 to be level VEXUB at **3000.** From **VEXUB** continue on **OCK** R236 descending to be level at **2000** at **OCK** D4.3 and turn left onto localiser **I-FNB**, then continue the ILS/DME or LOC/DME approach procedure as detailed on the instrument approach charts. |

GENERAL INFORMATION
1 Pilots are to ensure safe navigation to remain clear of active Danger Areas.
2 SUAAIS available on Farnborough Radar 133.440 when open; other times London Information on 124.600.
3 Pilots are reminded of the close proximity of Blackbushe aerodrome, 3.8NM north west of Farnborough and to remain clear due to Intense GA activity.
4 See Loss of Communication Procedures in EGLF AD 2.22 Flight Procedures.
5 DME I-FNB zero ranged to THR RWY 24

**CHANGE (4/25):** AMA REVISED.
AERO INFO DATE 17 JAN 25
AD 2-EGLF-7-10

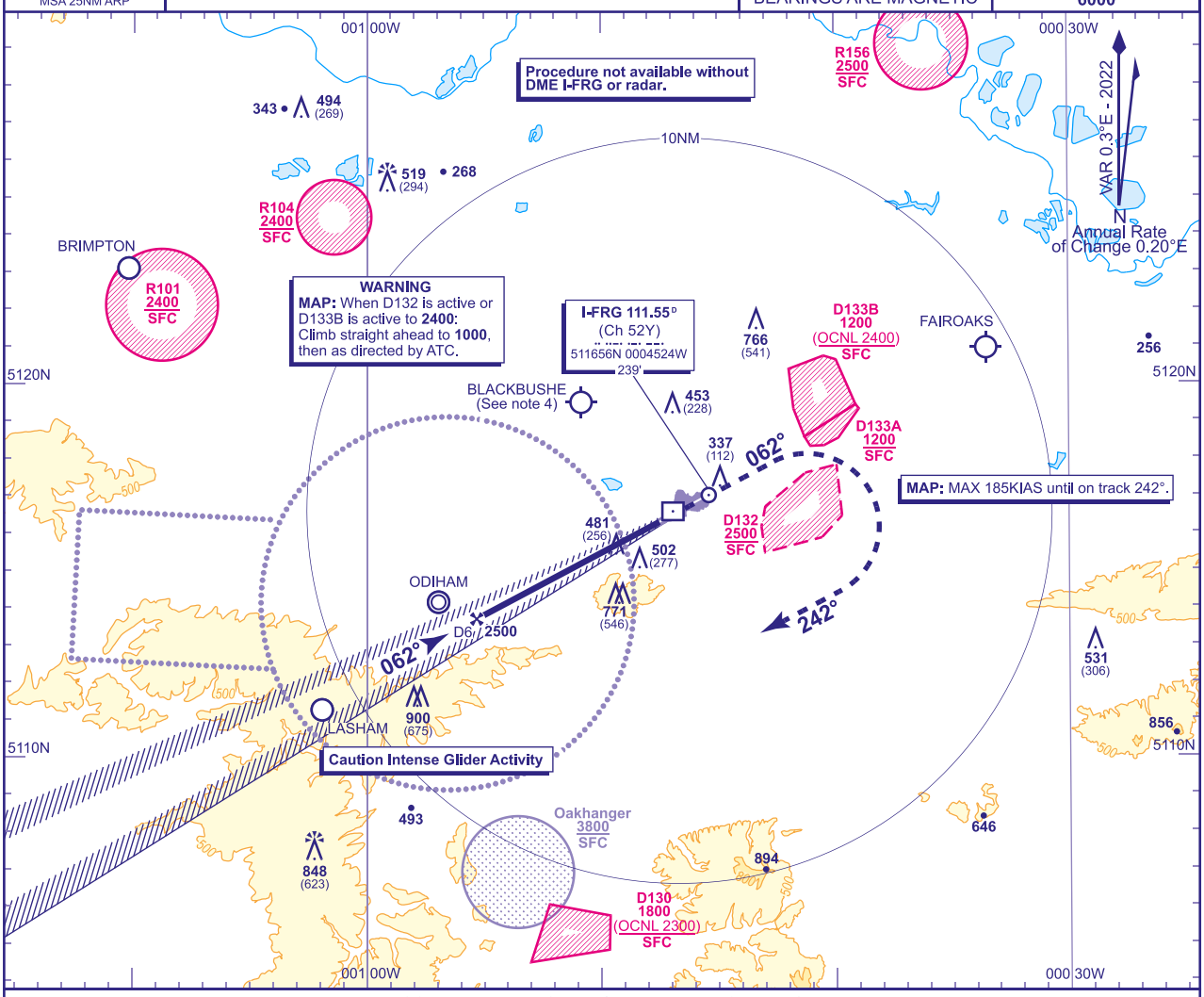
# INSTRUMENT APPROACH CHART - ICAO

## FARNBOROUGH ILS/DME RWY 06 (ACFT CAT A,B,C,D)



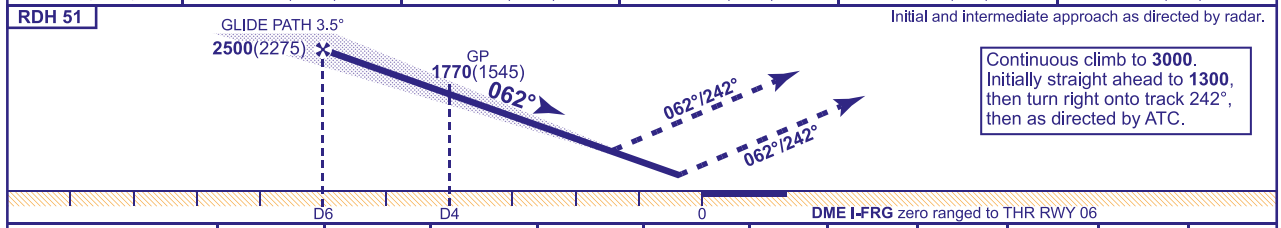

| | | | |
|---|---|---|---|
| APP 134.355 125.250 | FARNBOROUGH RADAR | AD ELEVATION | 238 |
| TWR 122.780 | FARNBOROUGH TOWER | THR ELEVATION | 225 |
| RAD 130.055 | FARNBOROUGH DIRECTOR | OBSTACLE ELEVATION | |
| ATIS 128.405 | FARNBOROUGH INFORMATION | 900 AMSL (675) (ABOVE THR) | |
| | | BEARINGS ARE MAGNETIC | |

TRANSITION ALTITUDE 6000




**RECOMMENDED PROFILE** GLIDE PATH 3.5°, 372FT/NM

| DME I-FRG | 5 | 4 | 3 | 2 | 1 |
|---|---|---|---|---|---|
| ALT(HGT) | **2140**(1915) | **1770**(1545) | **1400**(1175) | **1020**(795) | **650**(425) |




| Aircraft Category | | A | B | C | D |
|---|---|---|---|---|---|
| OCA (OCH) | 2.5% Climb Gradient | **830**(605) | **840**(615) | **850**(625) | **860**(635) |
| | 5% Climb Gradient | **425**(200) | **430**(205) | **440**(215) | **450**(225) |
| VM(C)OCA (OCH AAL) | South of RWY 06/24 | **880**(642) | **1020**(782) | **1170**(932) | **1170**(932) |

| Rate of descent | G/S KT | 160 | 140 | 120 | 100 | 80 |
|---|---|---|---|---|---|---|
| | FT/MIN | 990 | 870 | 740 | 620 | 500 |

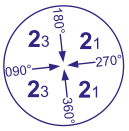
**NOTE**
1 MSA are based on obstacle/terrain clearance. Pilots are to ensure safe navigation to remain clear of active Danger Areas.
2 SUAAIS available on Farnborough Radar 133.440 when open; other times London Information on 124.600.
3 CAT B,C and D no circling when EGD132 is active. CAT C and D no circling when EGD133A and EGD133B are active.
4 Pilots are reminded of the close proximity of Blackbushe aerodrome, 3.8NM north west of Farnborough and to remain clear due to intense GA activity.
5 See Loss of Communication Procedures in EGLF AD 2.22 Flight Procedures.

**CHANGE (4/24):** NOTE 2 DAAIS REPLACED BY SUAAIS.

AERO INFO DATE 29 JAN 24
AD 2-EGLF-8-1

# INSTRUMENT APPROACH CHART - ICAO

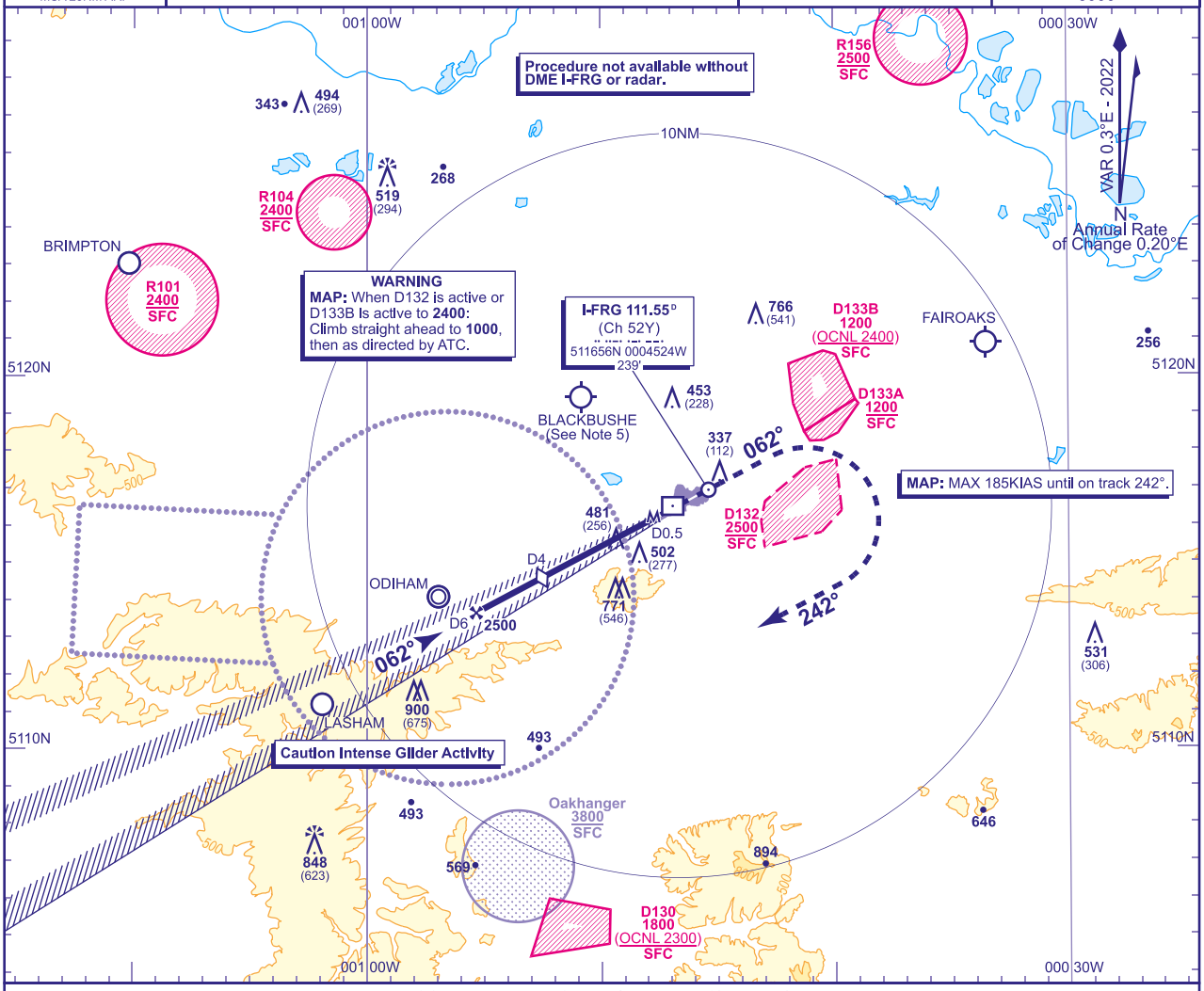
## FARNBOROUGH LOC/DME RWY 06
(ACFT CAT A,B,C,D)



MSA 25NM ARP

| | | | |
|---|---|---|---|
| APP 134.355 125.250 | FARNBOROUGH RADAR | AD ELEVATION | 238 |
| TWR 122.780 | FARNBOROUGH TOWER | THR ELEVATION | 225 |
| RAD 130.055 | FARNBOROUGH DIRECTOR | OBSTACLE ELEVATION | 900 AMSL (675) (ABOVE THR) |
| ATIS 128.405 | FARNBOROUGH INFORMATION | BEARINGS ARE MAGNETIC | |

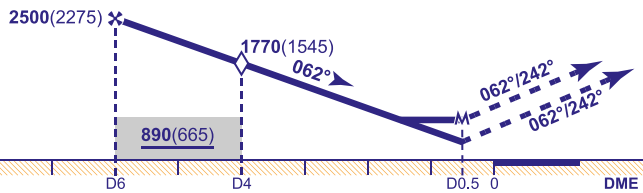
TRANSITION ALTITUDE 6000




**RECOMMENDED PROFILE** Gradient 6.1%, 372FT/NM

| DME I-FRG | 5 | 4 (SDF) | 3 | 2 |
|---|---|---|---|---|
| ALT(HGT) | 2140(1915) | 1770(1545) | 1400(1175) | 1020(795) |

Initial and intermediate approach as directed by radar.




**MAPt I-FRG DME 0.5**
Continuous climb to **3000**. Initially straight ahead to **1300**, then turn right onto track 242°, then as directed by ATC.

| Aircraft Category | | A | B | C | D |
|---|---|---|---|---|---|
| OCA (OCH) | 2.5% Climb Gradient | 890(665) | 890(665) | 890(665) | 890(665) |
| | 5% Climb Gradient | 750(525) | 750(525) | 750(525) | 750(525) |
| VM(C)OCA (OCH AAL) | South of RWY 06/24 | 880(642) | 1020(782) | 1170(932) | 1170(932) |

| Rate of descent | G/S KT | 160 | 140 | 120 | 100 | 80 |
|---|---|---|---|---|---|---|
| | FT/MIN | 990 | 870 | 740 | 620 | 500 |

**NOTE**
1 No turns before MAPt.
2 MSA are based on obstacle/terrain clearance. Pilots are to ensure safe navigation to remain clear of active Danger Areas.
3 SUAAIS available on Farnborough Radar 133.440 when open; other times London Information on 124.600.
4 CAT B,C and D no circling when EGD132 is active. CAT C and D no circling when EGD133A and EGD133B are active.
5 Pilots are reminded of the close proximity of Blackbushe aerodrome, 3.8NM north west of Farnborough and to remain clear due to intense GA activity.
6 See Loss of Communication Procedures in EGLF AD 2.22 Flight Procedures.

**CHANGE (4/24):** NOTE 2 DAAIS REPLACED BY SUAAIS.

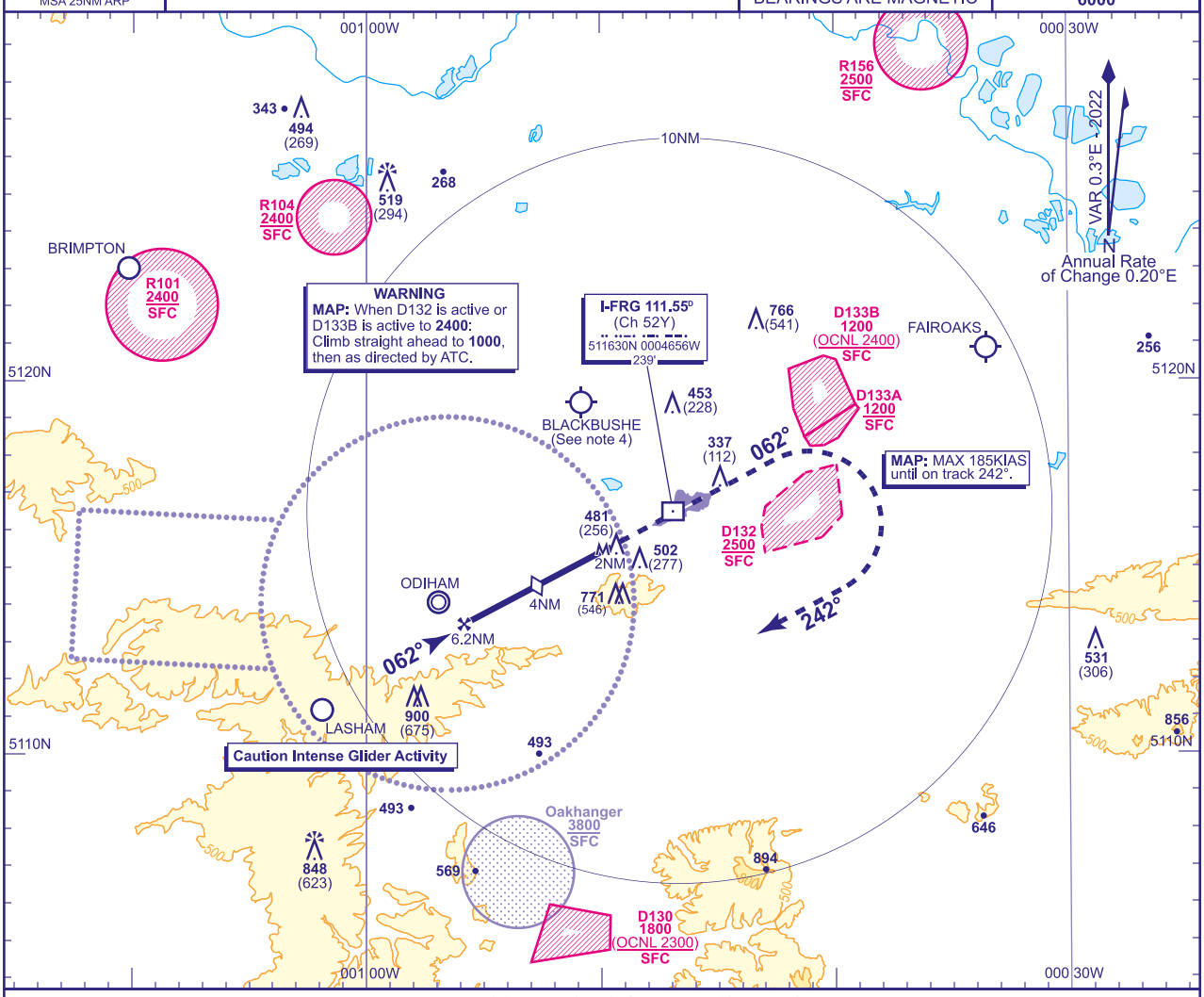
AERO INFO DATE 29 JAN 24

# INSTRUMENT APPROACH CHART - ICAO

## FARNBOROUGH SRA RTR 2NM RWY 06
(ACFT CAT A,B,C,D)

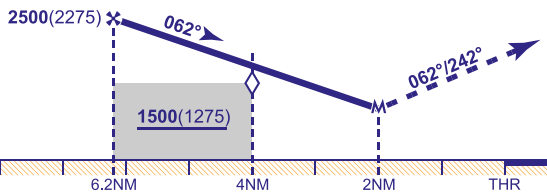
| | | | |
|---|---|---|---|
| APP 134.355 125.250 | FARNBOROUGH RADAR | AD ELEVATION | 238 |
| TWR 122.780 | FARNBOROUGH TOWER | THR ELEVATION | 225 |
| RAD 130.055 | FARNBOROUGH DIRECTOR | OBSTACLE ELEVATION | 900 AMSL (675) (ABOVE THR) |
| ATIS 128.405 | FARNBOROUGH INFORMATION | BEARINGS ARE MAGNETIC | TRANSITION ALTITUDE 6000 |

MSA 25NM ARP




**RADAR ADVISORY HEIGHTS** Gradient 6.1%, 372FT/NM

| NM | 6.2 | 5.0 | 4.0 **(SDF)** | 3.0 |
|---|---|---|---|---|
| **ALT**(HGT) | **2500**(2275) | **2080**(1855) | **1710**(1485) | **1340**(1115) |




**MAPt RTR 2NM**
Continuous climb to **3000**. Initially straight ahead to **1400**, then right onto track 242°, then as directed by ATC.

| Aircraft Category | | A | B | C | D |
|---|---|---|---|---|---|
| OCA (OCH) | Procedure | **1020**(795) | **1020**(795) | **1020**(795) | **1020**(795) |
| VM(C)OCA (OCH AAL) | South of RWY 06/24 | **1020**(782) | **1020**(782) | **1170**(932) | **1170**(932) |

| Rate of descent | G/S KT | 160 | 140 | 120 | 100 | 80 |
|---|---|---|---|---|---|---|
| | FT/MIN | 990 | 870 | 740 | 620 | 500 |

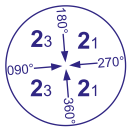
**NOTE**
1 MSA are based on obstacle/terrain clearance. Pilots are to ensure safe navigation to remain clear of active Danger Areas.
2 SUAAIS available on Farnborough Radar 133.440 when open; other times London Information on 124.600.
3 CAT B,C and D no circling when EGD132 is active. CAT C and D no circling when EGD133A and EGD133B are active.
4 Pilots are reminded of the close proximity of Blackbushe aerodrome, 3.8NM north west of Farnborough and to remain clear due to intense GA activity.
5 See Loss of Communication Procedures in EGLF AD 2.22 Flight Procedures.
6 Radar Advisory Heights are to Touchdown.

**CHANGE (8/24):** DME I-FRG COORDINATES CORRECTED.

AERO INFO DATE 10 MAY 24
AD 2-EGLF-8-3

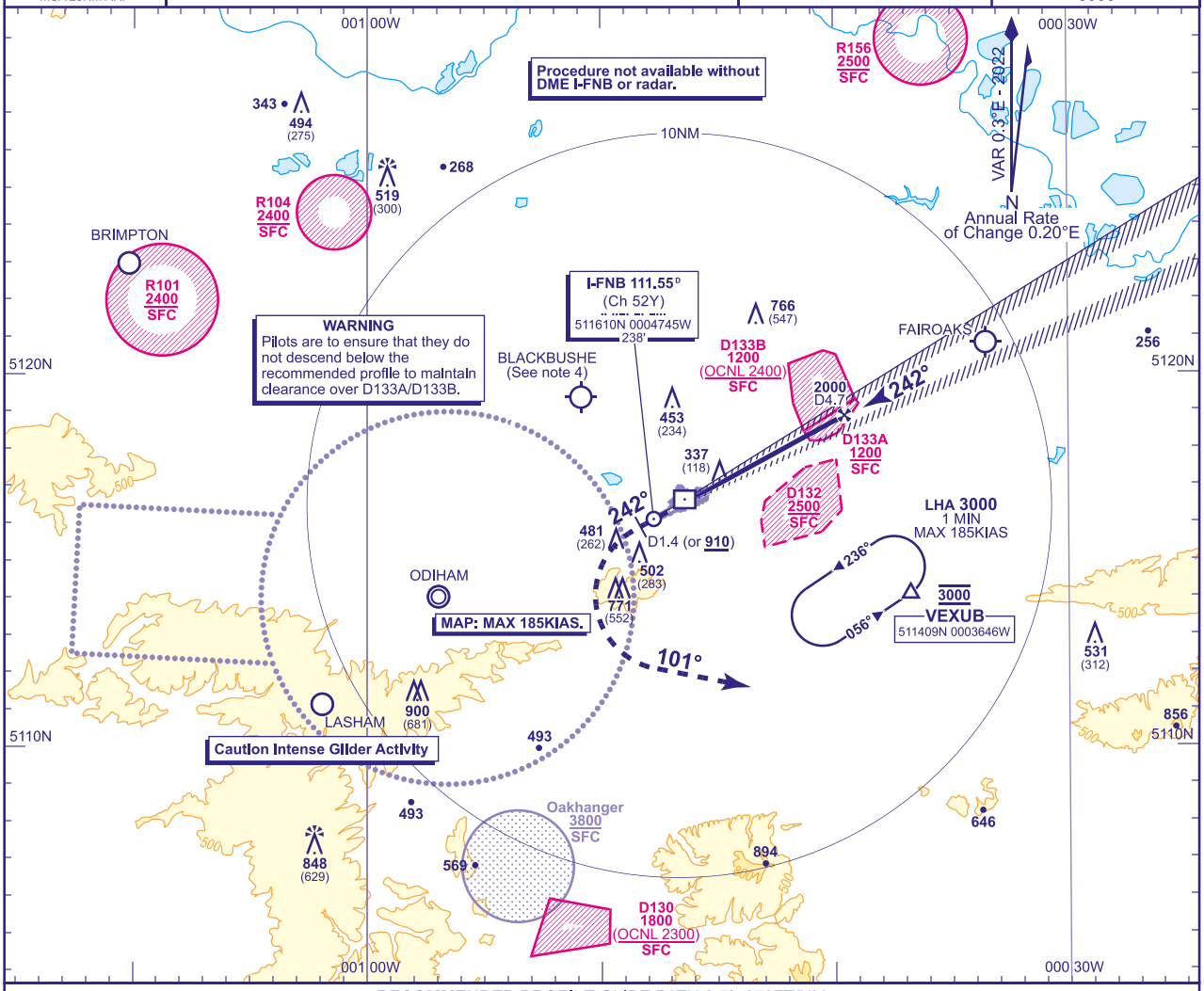
# INSTRUMENT APPROACH CHART - ICAO

## FARNBOROUGH ILS/DME Y RWY 24
(ACFT CAT A,B,C,D)



MSA 25NM ARP

| | | | | | |
|---|---|---|---|---|---|
| APP | 134.355, 125.250 | FARNBOROUGH RADAR | AD ELEVATION | 238 | TRANSITION ALTITUDE 6000 |
| TWR | 122.780 | FARNBOROUGH TOWER | THR ELEVATION | 219 | |
| RAD | 130.055 | FARNBOROUGH DIRECTOR | OBSTACLE ELEVATION 900 AMSL (681) (ABOVE THR | | |
| ATIS | 128.405 | FARNBOROUGH INFORMATION | BEARINGS ARE MAGNETIC | | |

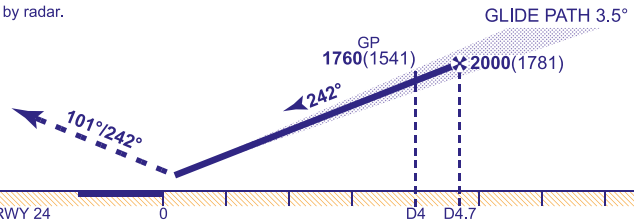



**RECOMMENDED PROFILE** GLIDE PATH 3.5°, 372FT/NM

| | | | | | |
|---|---|---|---|---|---|
| **DME I-FNB** | 4.0 | 3.2 | 3.0 | 2.0 | 1.0 |
| **ALT**(HGT) | **1760**(1541) | **1460**(1241) | **1390**(1171) | **1020**(801) | **650**(431) |

**RDH 50** Initial and intermediate approach as directed by radar.

Continuous climb to **3000**. Initially straight ahead to **910** or **I-FNB DME 1.4** outbound, whichever is later, then turn left onto track 101° to intercept a track of 056° to **VEXUB** or as directed by ATC.




| Aircraft Category | | A | B | C | D |
|---|---|---|---|---|---|
| OCA (OCH) | CAT I | **368**(149) | **378**(159) | **389**(170) | **402**(183) |
| VM(C)OCA (OCH AAL) | South of RWY 06/24 | **880**(642) | **1020**(782) | **1170**(932) | **1170**(932) |

| Rate of descent | | | | | | |
|---|---|---|---|---|---|---|
| | G/S KT | 160 | 140 | 120 | 100 | 80 |
| | FT/MIN | 990 | 870 | 740 | 620 | 500 |

**NOTE**
1 MSA are based on obstacle/terrain clearance. Pilots are to ensure safe navigation to remain clear of active Danger Areas.
2 SUAAIS available on Farnborough Radar 133.440 when open; other times London Information on 124.600.
3 CAT B,C and D no circling when EGD132 is active. CAT C and D no circling when EGD133A and EGD133B are active.
4 Pilots are reminded of the close proximity of Blackbushe aerodrome, 3.8NM north west of Farnborough and to remain clear due to intense GA activity.
5 See Loss of Communication Procedures in EGLF AD 2.22 Flight Procedures.

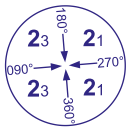
WARNING Within 0.5NM from touchdown low level turbulence and windshear may be encountered when the wind is 190°-240° at 15KT or more.

**CHANGE (4/24):** NOTE 2 DAAIS REPLACED BY SUAAIS.

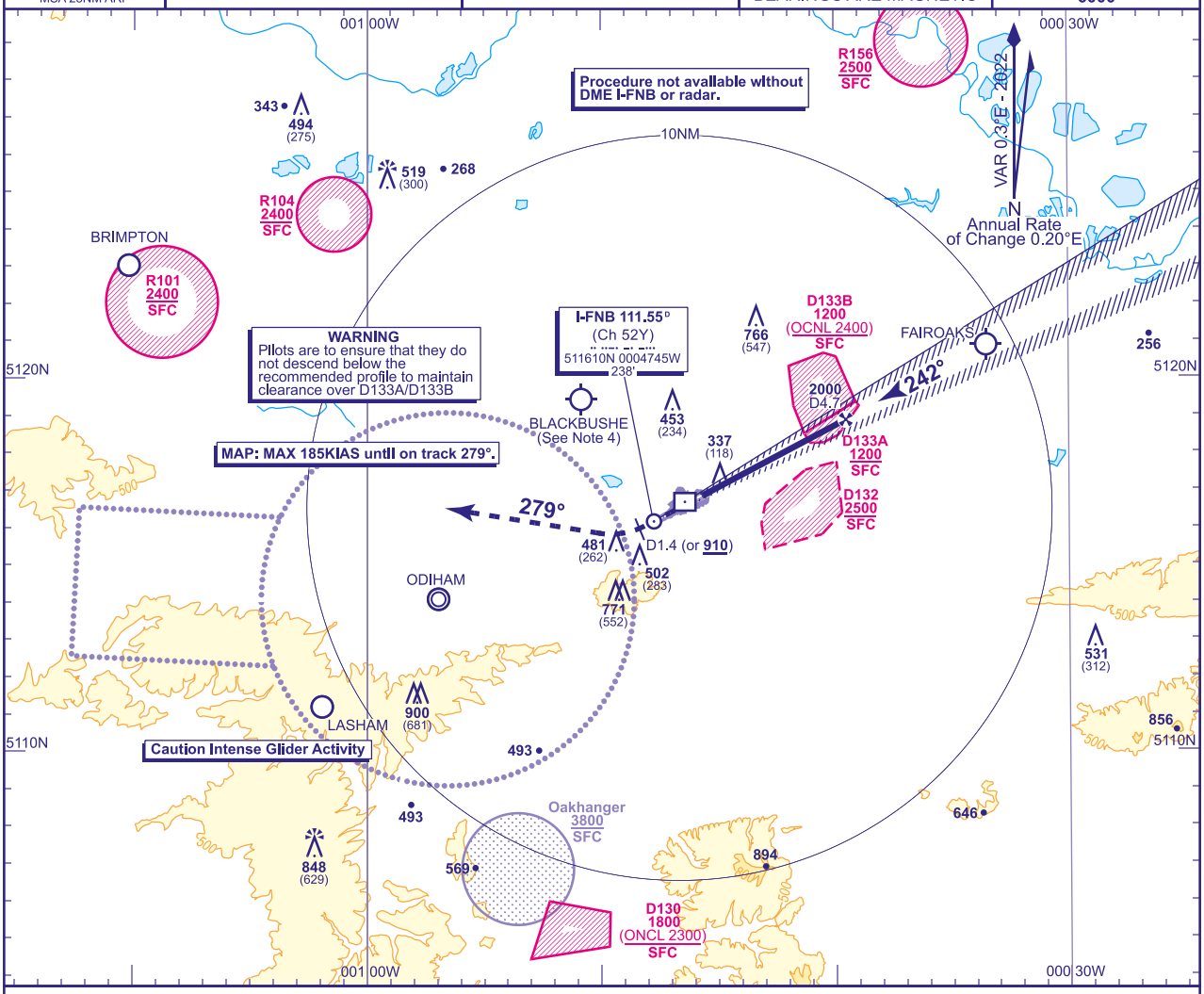
AERO INFO DATE 29 JAN 24
AD 2-EGLF-8-4

# INSTRUMENT APPROACH CHART - ICAO

# FARNBOROUGH ILS/DME Z RWY 24
(ACFT CAT A,B,C,D)




| | | | | |
|---|---|---|---|---|
| APP 134.355 125.250 | FARNBOROUGH RADAR | AD ELEVATION | 238 | |
| TWR 122.780 | FARNBOROUGH TOWER | THR ELEVATION | 219 | |
| RAD 130.055 | FARNBOROUGH DIRECTOR | OBSTACLE ELEVATION | 900 AMSL (681) (ABOVE THR) | |
| ATIS 128.405 | FARNBOROUGH INFORMATION | | | |
| | | BEARINGS ARE MAGNETIC | | TRANSITION ALTITUDE 6000 |

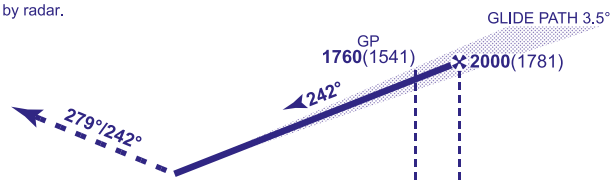



**RECOMMENDED PROFILE** GLIDE PATH 3.5°, 372FT/NM

| DME I-FNB | 4.0 | 3.2 | 3.0 | 2.0 | 1.0 |
|---|---|---|---|---|---|
| ALT(HGT) | **1760**(1541) | **1460**(1241) | **1390**(1171) | **1020**(801) | **650**(431) |

**RDH 50** Initial and intermediate approach as directed by radar.

Continuous climb to **3000**. Initially straight ahead to **910** or **I-FNB DME 1.4** outbound, whichever is later, then turn right onto track 279° then as directed by ATC.




| Aircraft Category | | A | B | C | D |
|---|---|---|---|---|---|
| OCA (OCH) | CAT I | **368**(149) | **378**(159) | **389**(170) | **402**(183) |
| VM(C)OCA (OCH AAL) | South of RWY 06/24 | **880**(642) | **1020**(782) | **1170**(932) | **1170**(932) |

| Rate of descent | | | | | | |
|---|---|---|---|---|---|---|
| G/S KT | 160 | 140 | 120 | 100 | 80 |
| FT/MIN | 990 | 870 | 740 | 620 | 500 |

**NOTE**
1 MSA are based on obstacle/terrain clearance. Pilots are to ensure safe navigation to remain clear of active Danger Areas.
2 SUAAIS available on Farnborough Radar 133.440 when open; other times London Information on 124.600.
3 CAT B,C and D no circling when EGD132 is active. CAT C and D no circling when EGD133A and EGD133B are active.
4 Pilots are reminded of the close proximity of Blackbushe aerodrome, 3.8NM north west of Farnborough and to remain clear due to intense GA activity.
5 See Loss of Communication Procedures in EGLF AD 2.22 Flight Procedures.

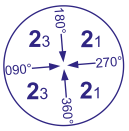
**WARNING** Within 0.5NM from touchdown low level turbulence and windshear may be encountered when the wind is 190°-240° at 15KT or more.

**CHANGE (4/24):** NOTE 2 DAAIS REPLACED BY SUAAIS.

AERO INFO DATE 29 JAN 24
AD 2-EGLF-8-5

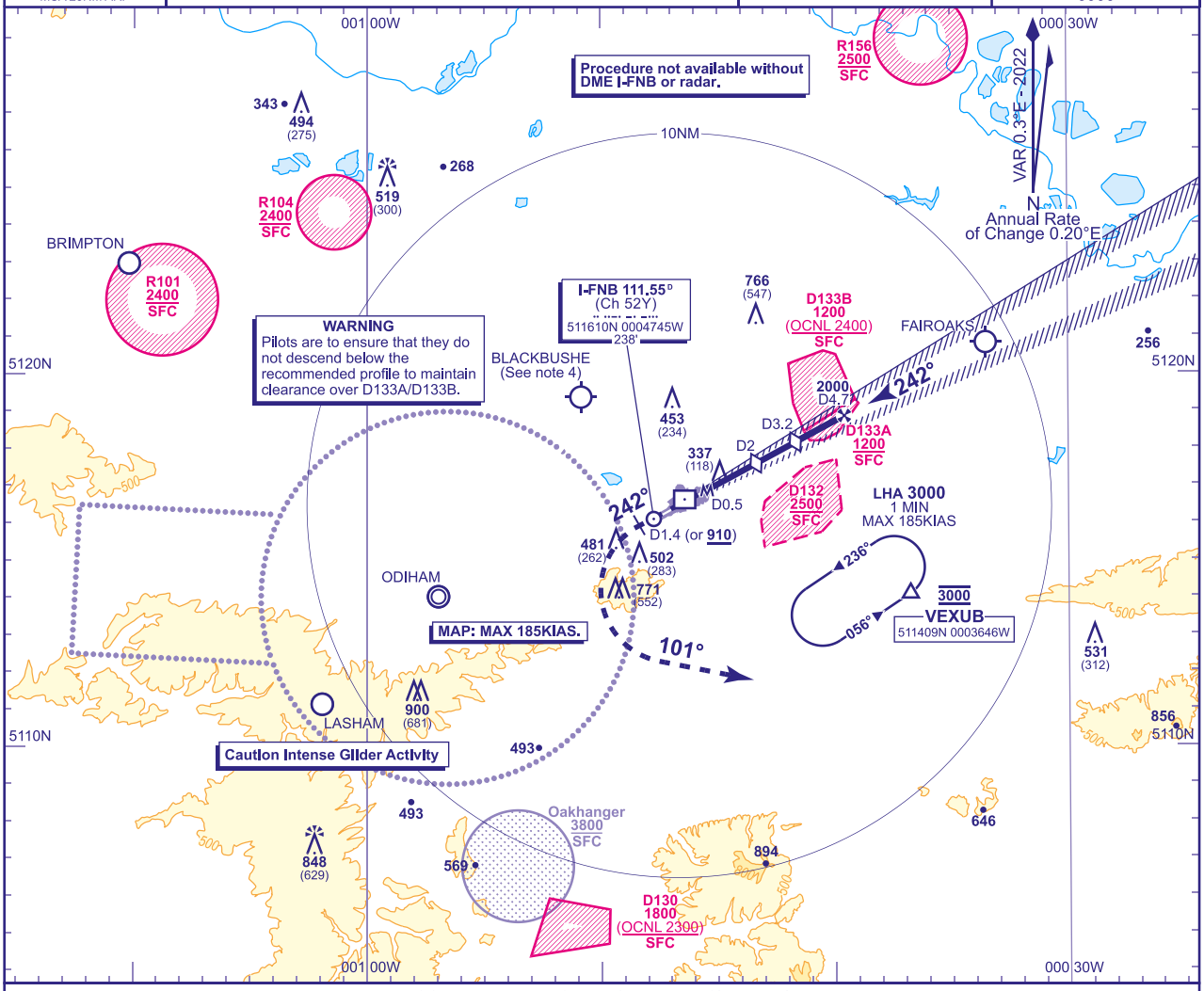
# INSTRUMENT APPROACH CHART - ICAO

## FARNBOROUGH LOC/DME Y RWY 24
(ACFT CAT A,B,C,D)



MSA 25NM ARP

| | | | | | |
|---|---|---|---|---|---|
| APP | 134.355, 125.250 | FARNBOROUGH RADAR | AD ELEVATION | 238 | |
| TWR | 122.780 | FARNBOROUGH TOWER | THR ELEVATION | 219 | |
| RAD | 130.055 | FARNBOROUGH DIRECTOR | OBSTACLE ELEVATION | 900 AMSL (681) (ABOVE THR) | |
| ATIS | 128.405 | FARNBOROUGH INFORMATION | BEARINGS ARE MAGNETIC | | TRANSITION ALTITUDE 6000 |



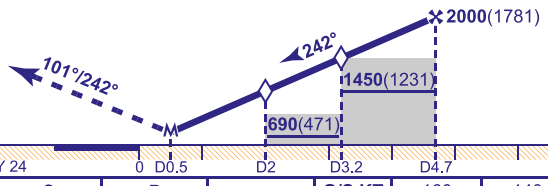

**RECOMMENDED PROFILE** Gradient 6.1%, 372FT/NM

| | | | | | |
|---|---|---|---|---|---|
| **DME I-FNB** | 4.0 | 3.2 **(SDF)** | 3.0 | 2.0 **(SDF)** | 1.0 |
| **ALT**(HGT) | **1760**(1541) | **1460**(1241) | **1390**(1171) | **1020**(801) | **650**(431) |

Initial and intermediate approach as directed by radar.

**MAPt I-FNB DME 0.5**

Continuous climb to **3000**. Initially straight ahead to **910** or **I-FNB DME 1.4** outbound, whichever is later, then turn left onto track 101° to intercept a track of 056° to **VEXUB** or as directed by ATC.




| Aircraft Category | | A | B | C | D | Rate of descent | | | | | | |
|---|---|---|---|---|---|---|---|---|---|---|---|---|
| OCA (OCH) | Procedure | **600**(381) | **600**(381) | **600**(381) | **600**(381) | | G/S KT | 160 | 140 | 120 | 100 | 80 |
| VM(C)OCA (OCH AAL) | South of RWY 06/24 | **880**(642) | **1020**(782) | **1170**(932) | **1170**(932) | | FT/MIN | 990 | 870 | 740 | 620 | 500 |

**NOTE**
1 MSA are based on obstacle/terrain clearance. Pilots are to ensure safe navigation to remain clear of active Danger Areas.
2 SUAAIS available on Farnborough Radar 133.440 when open; other times London Information on 124.600.
3 CAT B,C and D no circling when EGD132 is active. CAT C and D no circling when EGD133A and EGD133B are active.
4 Pilots are reminded of the close proximity of Blackbushe aerodrome, 3.8NM north west of Farnborough and to remain clear due to intense GA activity.
5 See Loss of Communication Procedures in EGLF AD 2.22 Flight Procedures.

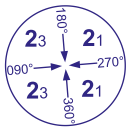
**WARNING** Within 0.5NM from touchdown low level turbulence and windshear may be encountered when the wind is 190°-240° at 15KT or more.

**CHANGE (4/24):** NOTE 2 DAAIS REPLACED BY SUAAIS.

AERO INFO DATE 29 JAN 24

# INSTRUMENT APPROACH CHART - ICAO

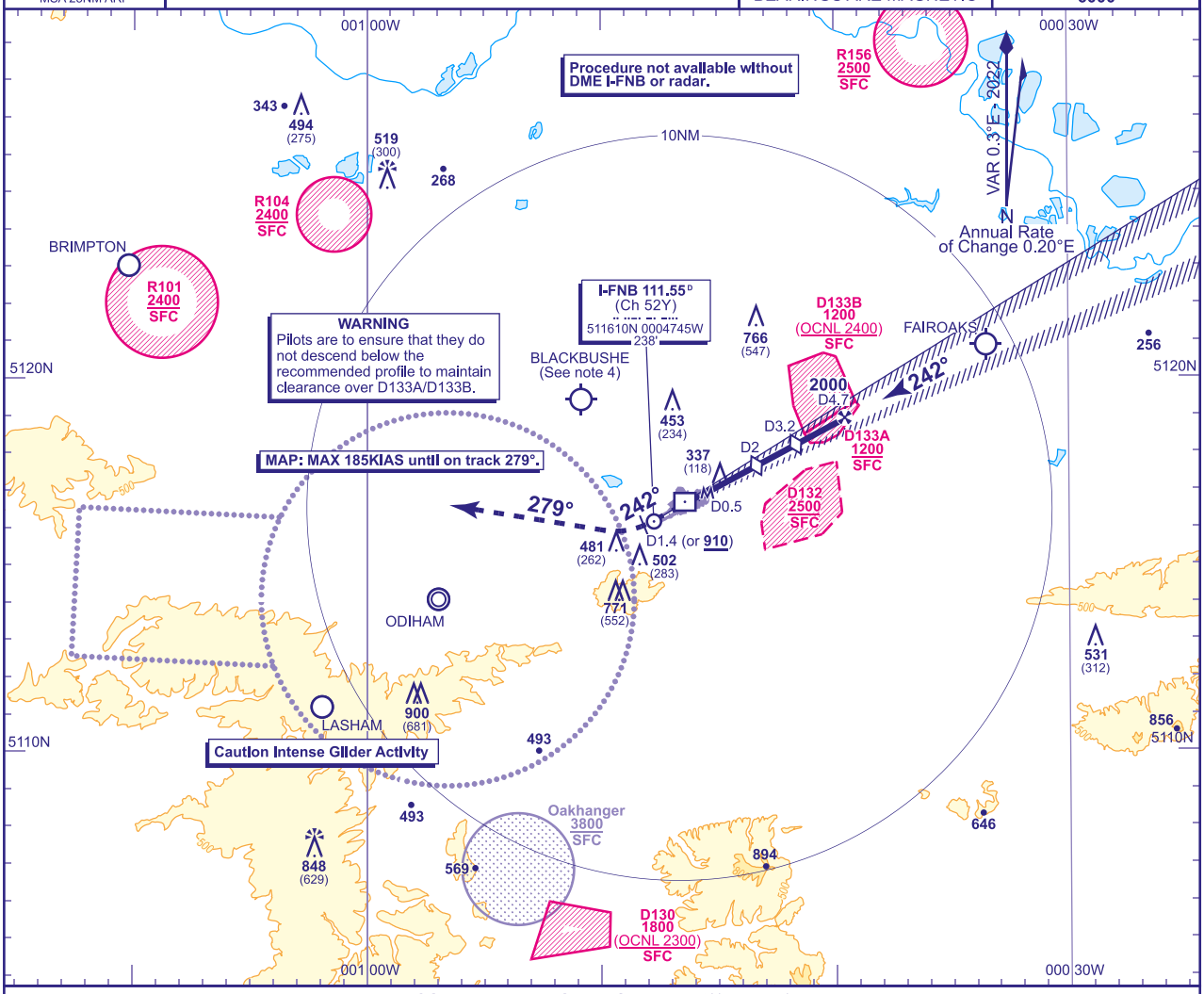
## FARNBOROUGH LOC/DME Z RWY 24
(ACFT CAT A,B,C,D)



MSA 25NM ARP

| | | | |
|---|---|---|---|
| APP 134.355, 125.250 | FARNBOROUGH RADAR | AD ELEVATION | 238 |
| TWR 122.780 | FARNBOROUGH TOWER | THR ELEVATION | 219 |
| RAD 130.055 | FARNBOROUGH DIRECTOR | OBSTACLE ELEVATION | 900 AMSL (681) (ABOVE THR) |
| ATIS 128.405 | FARNBOROUGH INFORMATION | BEARINGS ARE MAGNETIC | |

TRANSITION ALTITUDE 6000

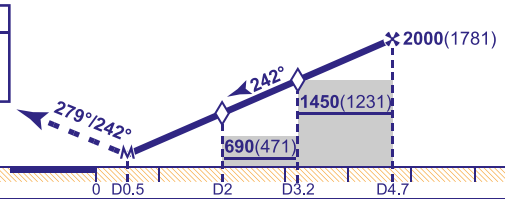



**RECOMMENDED PROFILE** Gradient 6.1%, 372FT/NM

| | | | | | |
|---|---|---|---|---|---|
| **DME I-FNB** | 4.0 | 3.2 **(SDF)** | 3.0 | 2.0 **(SDF)** | 1.0 |
| **ALT**(HGT) | **1760**(1541) | **1460**(1241) | **1390**(1171) | **1020**(801) | **650**(431) |

Initial and intermediate approach as directed by radar.

**MAPt I-FNB DME 0.5**
Continuous climb to **3000**. Initially straight ahead to **910** or **I-FNB DME 1.4** outbound, whichever is later, then turn right onto track 279° then as directed by ATC.




**DME I-FNB** zero ranged to THR RWY 24 — 0 D0.5 D2 D3.2 D4.7

| Aircraft Category | | A | B | C | D | Rate of descent | | | | | | |
|---|---|---|---|---|---|---|---|---|---|---|---|---|
| OCA (OCH) | Procedure | **600**(381) | **600**(381) | **600**(381) | **600**(381) | | G/S KT | 160 | 140 | 120 | 100 | 80 |
| VM(C)OCA (OCH AAL) | South of RWY 06/24 | **880**(642) | **1020**(782) | **1170**(932) | **1170**(932) | | FT/MIN | 990 | 870 | 740 | 620 | 500 |

**NOTE**
1 MSA are based on obstacle/terrain clearance. Pilots are to ensure safe navigation to remain clear of active Danger Areas.
2 SUAAIS available on Farnborough Radar 133.440 when open; other times London Information on 124.600.
3 CAT B,C and D no circling when EGD132 is active. CAT C and D no circling when EGD133A and EGD133B are active.
4 Pilots are reminded of the close proximity of Blackbushe aerodrome, 3.8NM north west of Farnborough and to remain clear due to intense GA activity.
5 See Loss of Communication Procedures in EGLF AD 2.22 Flight Procedures.

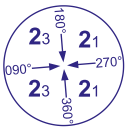
**WARNING** Within 0.5NM from touchdown low level turbulence and windshear may be encountered when the wind is 190°-240° at 15KT or more.

**CHANGE (4/24):** NOTE 2 DAAIS REPLACED BY SUAAIS.

AERO INFO DATE 29 JAN 24
AD 2-EGLF-8-7

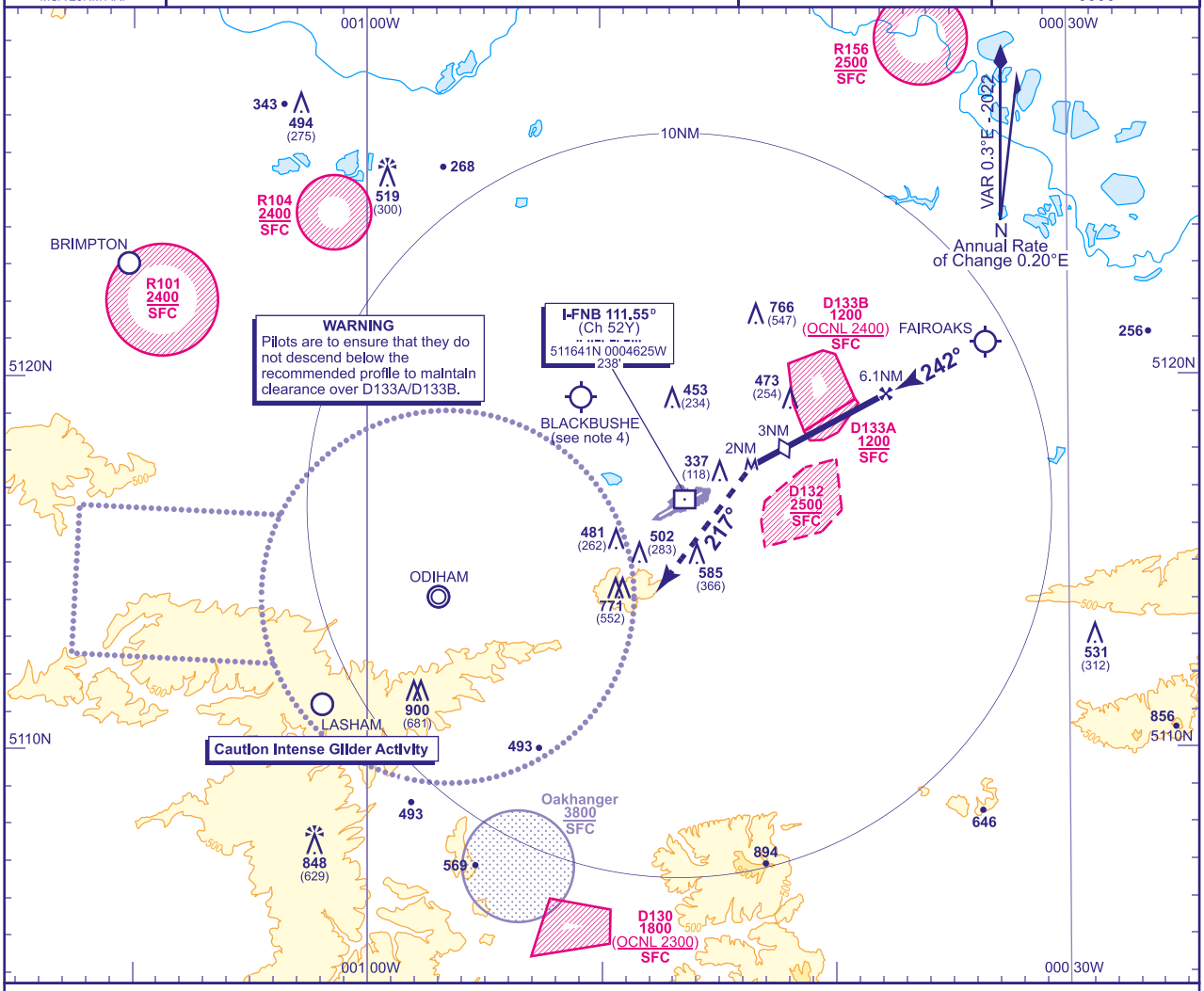
# INSTRUMENT APPROACH CHART - ICAO

## FARNBOROUGH SRA RTR 2NM Y RWY 24
(ACFT CAT A,B,C,D)



MSA 25NM ARP

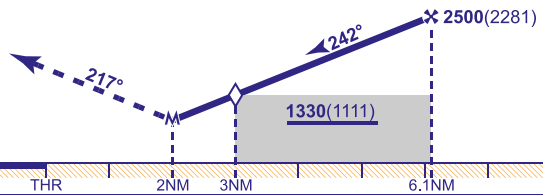
| | | | | | |
|---|---|---|---|---|---|
| APP | 134.355, 125.250 | FARNBOROUGH RADAR | AD ELEVATION | 238 | TRANSITION ALTITUDE 6000 |
| TWR | 122.780 | FARNBOROUGH TOWER | THR ELEVATION | 219 | |
| RAD | 130.055 | FARNBOROUGH DIRECTOR | OBSTACLE ELEVATION 900 AMSL (681) (ABOVE THR) | | |
| ATIS | 128.405 | FARNBOROUGH INFORMATION | BEARINGS ARE MAGNETIC | | |




**RADAR ADVISORY HEIGHTS** Gradient 6.1%, 372FT/NM

| NM | 6.1 | 5.0 | 4.0 | 3.0 **(SDF)** |
|---|---|---|---|---|
| **ALT**(HGT) | **2500**(2281) | **2080**(1861) | **1710**(1491) | **1330**(1111) |

**MAPt RTR 2NM**
At the MAPt, turn left onto track 217°, climbing to **3000**, then as directed by ATC.




| Aircraft Category | | A | B | C | D | Rate of descent | G/S KT | 160 | 140 | 120 | 100 | 80 |
|---|---|---|---|---|---|---|---|---|---|---|---|---|
| OCA (OCH) | Procedure | **970**(751) | **970**(751) | **970**(751) | **970**(751) | | FT/MIN | 990 | 870 | 740 | 620 | 500 |
| VM(C)OCA (OCH AAL) | South of RWY 06/24 | **970**(732) | **1020**(782) | **1170**(932) | **1170**(932) | | | | | | | |

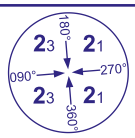
**NOTE**
1 MSA are based on obstacle/terrain clearance. Pilots are to ensure safe navigation to remain clear of active Danger Areas.
2 SUAAIS available on Farnborough Radar 133.440 when open; other times London Information on 124.600.
3 CAT B,C and D no circling when EGD132 is active. CAT C and D no circling when EGD133A and EGD133B are active.
4 Pilots are reminded of the close proximity of Blackbushe aerodrome, 3.8NM north west of Farnborough and to remain clear due to intense GA activity.
5 See Loss of Communication Procedures in EGLF AD 2.22 Flight Procedures.
6 Radar Advisory Heights are to Touchdown.
7 No turns before MAPt.
8 Procedure not available when EGD132 or EGD133B (above **1200**) are active.

**CHANGE (4/24):** NOTE 2 DAAIS REPLACED BY SUAAIS.

AERO INFO DATE 29 NOV 24
AD 2-EGLF-8-8

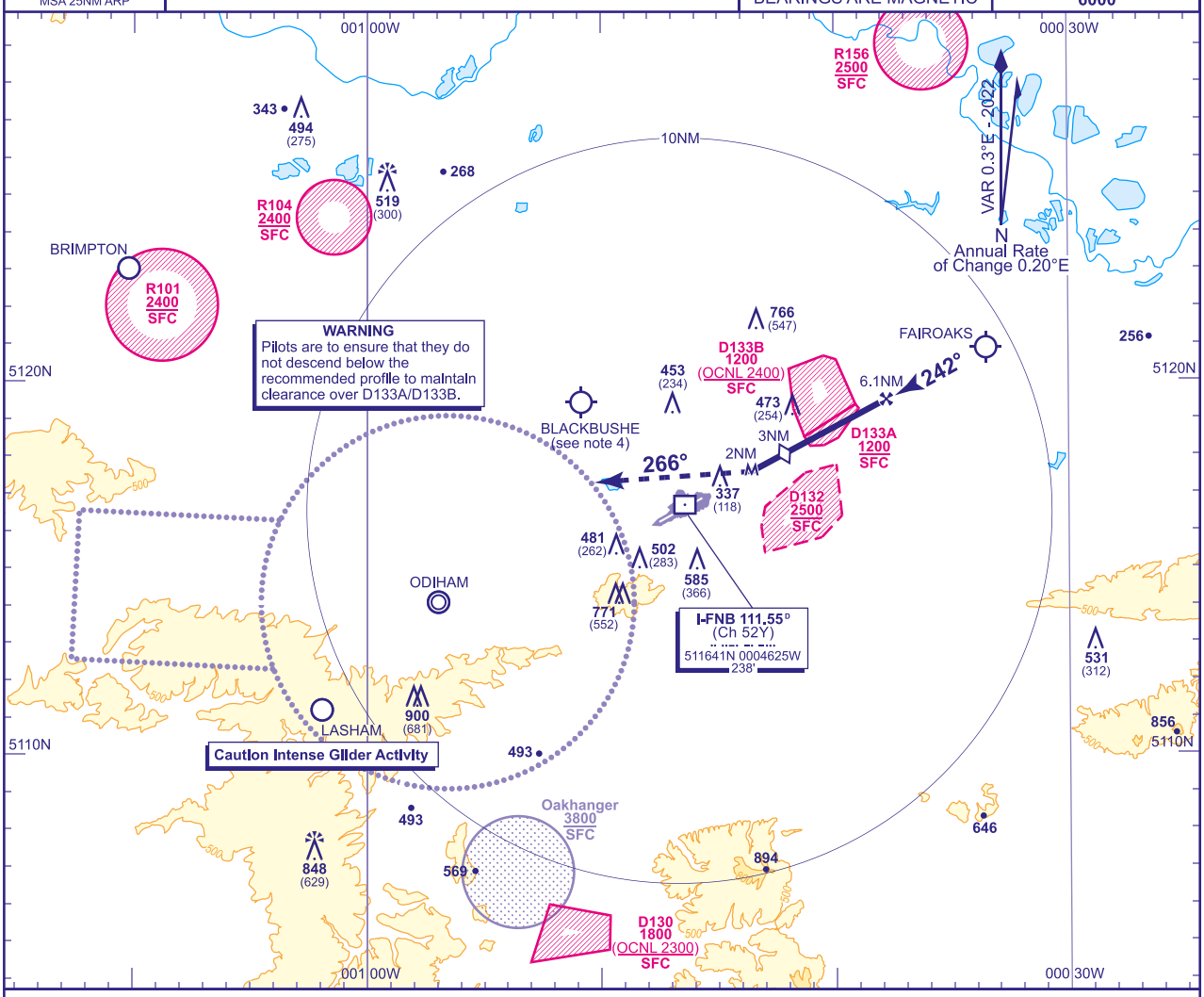
# INSTRUMENT APPROACH CHART - ICAO

## FARNBOROUGH SRA RTR 2NM Z RWY 24
(ACFT CAT A,B,C,D)




| | | | |
|---|---|---|---|
| APP 134.355, 125.250 | FARNBOROUGH RADAR | AD ELEVATION | 238 |
| TWR 122.780 | FARNBOROUGH TOWER | THR ELEVATION | 219 |
| RAD 130.055 | FARNBOROUGH DIRECTOR | OBSTACLE ELEVATION | 900 AMSL (681) (ABOVE THR) |
| ATIS 128.405 | FARNBOROUGH INFORMATION | BEARINGS ARE MAGNETIC | |

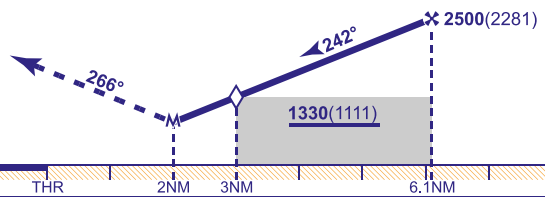
TRANSITION ALTITUDE **6000**




**RADAR ADVISORY HEIGHTS** Gradient 6.1%, 372FT/NM

| NM | 6.1 | 5.0 | 4.0 | 3.0 **(SDF)** |
|---|---|---|---|---|
| **ALT**(HGT) | **2500**(2281) | **2080**(1861) | **1710**(1491) | **1330**(1111) |

**MAPt RTR 2NM**
At the MAPt, turn right onto track 266°, climbing to **3000**, then as directed by ATC.




| Aircraft Category | | A | B | C | D |
|---|---|---|---|---|---|
| OCA (OCH) | Procedure | **970**(751) | **970**(751) | **970**(751) | **970**(751) |
| VM(C)OCA (OCH AAL) | South of RWY 06/24 | **970**(732) | **1020**(782) | **1170**(932) | **1170**(932) |

| Rate of descent | G/S KT | 160 | 140 | 120 | 100 | 80 |
|---|---|---|---|---|---|---|
| | FT/MIN | 990 | 870 | 740 | 620 | 500 |

**NOTE**
1 MSA are based on obstacle/terrain clearance. Pilots are to ensure safe navigation to remain clear of active Danger Areas.
2 SUAAIS available on Farnborough Radar 133.440 when open; other times London Information on 124.600.
3 CAT B,C and D no circling when EGD132 is active. CAT C and D no circling when EGD133A and EGD133B are active.
4 Pilots are reminded of the close proximity of Blackbushe aerodrome, 3.8NM north west of Farnborough and to remain clear due to intense GA activity.
5 See Loss of Communication Procedures in EGLF AD 2.22 Flight Procedures.
6 Radar Advisory Heights are to Touchdown.
7 No turns before MAPt.
8 Procedure not available when EGD132 or EGD133B (above **1200**) are active.

**CHANGE (4/24):** NOTE 2 DAAIS REPLACED BY SUAAIS.

AERO INFO DATE 29 JAN 24
AD 2-EGLF-8-9

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# EGCL — FENLAND

## EGCL AD 2.1 AERODROME LOCATION INDICATOR AND NAME

EGCL — FENLAND

## EGCL AD 2.2 AERODROME GEOGRAPHICAL AND ADMINISTRATIVE DATA

| | | |
|---|---|---|
| 1 | ARP coordinates and site at AD | Lat: 524422N Long: 0000148W<br>Mid point of Runway 18/36 |
| 2 | Direction and distance from city | 6 NM SE of Spalding. |
| 3 | Elevation / Reference temperature / Mean Low Temperature | 6 FT / 19 °C / - |
| 4 | Geoid undulation at AD ELEV PSN | 151 FT |
| 5 | Magnetic Variation / Annual Change | 0.45°E (2022) / 0.20°E |
| 6 | AD Administration | FENLAND AERO CLUB (LICENSING) LTD. |
| | Address | Fenland Aerodrome, Jekylls Bank, Holbeach S t. Johns, Spalding, Lincolnshire, PE12 8RQ. |
| | Telephone | 01406-540330 (Club House and ATC - Weekends only)<br>01406-540461 (Flying School) |
| | Telefax | 01406-540461 (Flying School) |
| | E-mail address | facsecretary@fenlandairfield.co.uk |
| | Web address | www.fenlandairfield.co.uk |
| 7 | Type of Traffic permitted (IFR/VFR) | VFR |
| 8 | Remarks | |

## EGCL AD 2.3 OPERATIONAL HOURS

| | | |
|---|---|---|
| 1 | AD Administration | Tue-Sun 0900-1700 (0800-1600) or SS, whichever is earlier; and by arrangement. |
| 2 | Customs and immigration | By arrangement. |
| 3 | Health and sanitation | |
| 4 | AIS Briefing Office | |
| 5 | ATS Reporting Office (ARO) | |
| 6 | MET Briefing Office | |
| 7 | ATS | As AD hours. |
| 8 | Fuelling | As AD hours. |
| 9 | Handling | |
| 10 | Security | |
| 11 | De-icing | |
| 12 | Remarks | Non Radio aircraft require PPR.<br><br>Mondays, aerodrome not licensed, but self service AVGAS 100LL fuel available. Grass cutting could be taking place. |

## EGCL AD 2.4 HANDLING SERVICES AND FACILITIES

| | | |
|---|---|---|
| 1 | Cargo handling facilities | |
| 2 | Fuel and oil types | Jet A1, AVGAS 100LL<br>W80, W100, S80, S100. |
| 3 | Fuelling facilities/capacity | |
| 4 | De-icing facilities | |
| 5 | Hangar space for visiting aircraft | |
| 6 | Repair facilities for visiting aircraft | |
| 7 | Remarks | AVTUR Jet A1 available by prior arrangement only. |

## EGCL AD 2.5 PASSENGER FACILITIES

**INTENTIONALLY BLANK**

## EGCL AD 2.6 RESCUE AND FIRE FIGHTING SERVICES

| | | |
|---|---|---|
| 1 | AD category for fire fighting services | RFF Category Special. |
| 2 | Rescue equipment | |
| 3 | Capability for removal of disabled aircraft | |
| 4 | Remarks | Only provided on Sat & Sun. |

## EGCL AD 2.7 SEASONAL AVAILABILITY - CLEARING

**INTENTIONALLY BLANK**

## EGCL AD 2.8 APRONS, TAXIWAYS AND CHECK LOCATIONS/POSITIONS DATA

**INTENTIONALLY BLANK**

## EGCL AD 2.9 SURFACE MOVEMENT GUIDANCE AND CONTROL SYSTEM AND MARKINGS

| | | |
|---|---|---|
| 1 | Use of aircraft stand ID signs, TWY guide lines and visual docking/parking guidance system of aircraft stands | |
| 2 | Runway and taxiway markings and lighting | |
| 3 | Stop bars and runway guard lights (if any) | |
| 4 | Other runway protection measures | |
| 5 | Remarks | WDI: 524414.93N 0000151.10W, 524433.61N 0000144.65W. |

## EGCL AD 2.10 AERODROME OBSTACLES

| In Approach/Take-off areas | | | | | | |
|---|---|---|---|---|---|---|
| **Obstacle ID/ Designation** | **Obstacle Type** | **Obstacle Position** | **Elevation/Height** | | **Obstruction Lighting Type/ Colour** | **Remarks** |
| **1** | **2** | **3** | **4** | | **5** | **6** |
| (EGCL2003) 18/APPROACH 36/ TAKE-OFF | HV PYLON | 524523.85N 0000124.68W | 104 FT | | No | |
| (EGCL2107) 18/APPROACH 36/ TAKE-OFF | MOBILE OBST | 524433.44N 0000148.10W | 24 FT | | No | |
| (EGCL2113) 26/APPROACH 08/ TAKE-OFF | MOBILE OBST | 524413.69N 0000130.12W | 24 FT | | No | |

| In circling area and at aerodrome | | | | | | |
|---|---|---|---|---|---|---|
| **Obstacle ID/ Designation** | **Obstacle Type** | **Obstacle Position** | **Elevation/Height** | | **Obstruction Lighting Type/ Colour** | **Remarks** |
| **1** | **2** | **3** | **4** | | **5** | **6** |
| (EGCL2057) | BUILDING | 524432.87N 0000143.11W | 31 FT | | No | |
| (EGCL2059) | BUILDING AERIAL | 524430.84N 0000143.69W | 36 FT | | No | |
| (EGCL2005) | MAST | 524338.12N 0000230.26W | 91 FT | | Yes Red | |

| In circling area and at aerodrome | | | | | | |
|---|---|---|---|---|---|---|
| **Obstacle ID/ Designation** | **Obstacle Type** | **Obstacle Position** | **Elevation/Height** | | **Obstruction Lighting Type/ Colour** | **Remarks** |
| **1** | **2** | **3** | **4** | | **5** | **6** |
| (EGCL2072) | WATER_TOWER | 524251.04N 0000241.84W | 97 FT | | No | |

## EGCL AD 2.11 METEOROLOGICAL INFORMATION PROVIDED

**INTENTIONALLY BLANK**

## EGCL AD 2.12 RUNWAY PHYSICAL CHARACTERISTICS

| Designations RWY Number | True bearing | Dimensions of RWY | Surface of RWY/ SWY/ Strength | THR co-ordinates/ THR Geoid undulation | THR elevation/ Highest elevation of TDZ of precision APP RWY | Slope of RWY/ SWY |
|---|---|---|---|---|---|---|
| **1** | **2** | **3** | **4** | **5** | **6** | **7** |
| 18 | 180.91° | 608 x 30 M | RWY surface: Grass | 524428.88N 0000147.34W 151.3 FT | THR 6.3 FT | |
| 36 | 000.91° | 608 x 30 M | RWY surface: Grass | 524412.08N 0000147.78W 151.3 FT | THR 6.3 FT | |

| SWY Dimensions | Clearway Dimensions | Strip Dimensions | RESA Dimensions, Overshoot / Undershoot | Location/ description of arresting system | OFZ | Remarks |
|---|---|---|---|---|---|---|
| **8** | **9** | **10** | **11** | **12** | **13** | **14** |
| | | | | | | RWY 18<br><br>Threshold displaced by 88 M. |
| | | | | | | RWY 36<br><br>Due to intersection with unlicensed Runway 08/26, Runway 36 edge/corner markings are absent at the threshold. |

## EGCL AD 2.13 DECLARED DISTANCES

| Runway designator | TORA | TODA | ASDA | LDA | Remarks |
|---|---|---|---|---|---|
| **1** | **2** | **3** | **4** | **5** | **6** |
| 18 | 608 M | 608 M | 608 M | 519 M | |
| 36 | 608 M | 608 M | 608 M | 608 M | |

## EGCL AD 2.14 APPROACH AND RUNWAY LIGHTING

| RWY | Approach lighting Type/ Length/ Intensity | Threshold lighting Colour/Wing bars | VASIS/ MEHT/ PAPI/ PAPI Dist from THR | TDZ, lighting Length | Runway Centre Line lighting Length/ Spacing/ Colour/ Intensity | Runway edge lighting Length/ Spacing/ Colour/ Intensity | Runway end lighting Colour/ Wing bars | Stopway lighting Length/ Colour | Remarks |
|---|---|---|---|---|---|---|---|---|---|
| 1 | 2 | 3 | 4 | 5 | 6 | 7 | 8 | 9 | 10 |
| 18 | | Green wingbars | OTHER Left/ 4.25° LITAS | | | Light intensity low | Red Light intensity low | | |

## EGCL AD 2.15 OTHER LIGHTING, SECONDARY POWER SUPPLY

| | | |
|---|---|---|
| 1 | ABN/IBN location, characteristics and hours of operation | ABN: 524430.93N 0000143.68W<br>Flashing Green 'FE'. |
| 2 | LDI location and lighting<br>Anemometer location and lighting | |
| 3 | TWY edge and centre line lighting | |
| 4 | Secondary power supply/switch-over time | |
| 5 | Remarks | |

## EGCL AD 2.16 HELICOPTER LANDING AREA

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## EGCL AD 2.17 AIR TRAFFIC SERVICES AIRSPACE

| Designation and lateral limits | Vertical Limits | Airspace Class | ATS unit callsign/ language | Transition Altitude | Hours of applicability | Remarks |
|---|---|---|---|---|---|---|
| 1 | 2 | 3 | 4 | 5 | 6 | 7 |
| FENLAND ATZ<br>A circle, 2 NM radius, centred at 524422N 0000148W on longest notified runway (18/ 36) | Upper limit: 2000 FT AGL<br>Lower limit: SFC | G | FENLAND RADIO<br>English | | | |

## EGCL AD 2.18 AIR TRAFFIC SERVICES COMMUNICATION FACILITIES

| Service Designation | Callsign | Channel/ Frequency(MHz) | SATVOICE number(s) | Logon Address | Hours of Operation | Remarks |
|---|---|---|---|---|---|---|
| 1 | 2 | 3 | 4 | 5 | 6 | 7 |
| OTHER | FENLAND RADIO | 122.930<br>A/G frequency. | | | Tue-Sun 0900-1700 (0800-1600) or SS, whichever is earlier. | ATZ hours coincident with A/G hours. |

## EGCL AD 2.19 RADIO NAVIGATION AND LANDING AIDS

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# EGCL AD 2.20 LOCAL AERODROME REGULATIONS

## 1 AERODROME REGULATIONS

a) Aerodrome not available for use by public transport passenger flights required to use a licensed aerodrome.
b) Runway 36 is not available at night for aircraft requiring the use of licensed runway for night flying.

## 2 GROUND MOVEMENT

Not applicable

## 3 CAT II/III OPERATIONS

Not applicable

## 4 WARNINGS

a) **Caution:** The aerodrome is within the lateral limits of the East Anglian Military Temporary Reserved Airspace (EAMTRA).
b) All aircraft movements are confined to the marked grass strips and runway.
c) Model aircraft flying tales place in the southwest corner of the ATZ up to heights of 400 FT.

## 5 HELICOPTER OPERATIONS

a) Departing helicopters should air taxi to Hold 'A' before departing via the runway-in-use.

## 6 USE OF RUNWAYS

a) Pilots are reminded of the displaced threshold on Runway 18 and the need to keep a safe height above the road in the latter stages of approach.
b) All aircraft landing on Runway 18 must vacate right and use the 18/36 western taxiway to backtrack for parking or fuel. All aircraft landing on Runway 08/26 must backtrack on the 18/36 western taxiway to parking and fuel.
c) All aircraft are to backtrack down the western side of Runway 18/36 when required.

## 7 TRAINING

Not applicable

# EGCL AD 2.21 NOISE ABATEMENT PROCEDURES

a) All traffic is to avoid overflying the village of Holbeach St Johns (1 NM east of the aerodrome) below 1500 FT QFE.

# EGCL AD 2.22 FLIGHT PROCEDURES

a) Circuits directions: Runways 26 and 36 - LH; Runway 08 and 18 - RH. Circuit height: All Runways - 1000 FT QFE.

# EGCL AD 2.23 ADDITIONAL INFORMATION

Not applicable

# EGCL AD 2.24 CHARTS RELATED TO AN AERODROME

AERODROME CHART - ICAO
AD 2.EGCL-2-1

# EGCL AD 2.25 VISUAL SEGMENT SURFACE (VSS) PENETRATION

Not applicable

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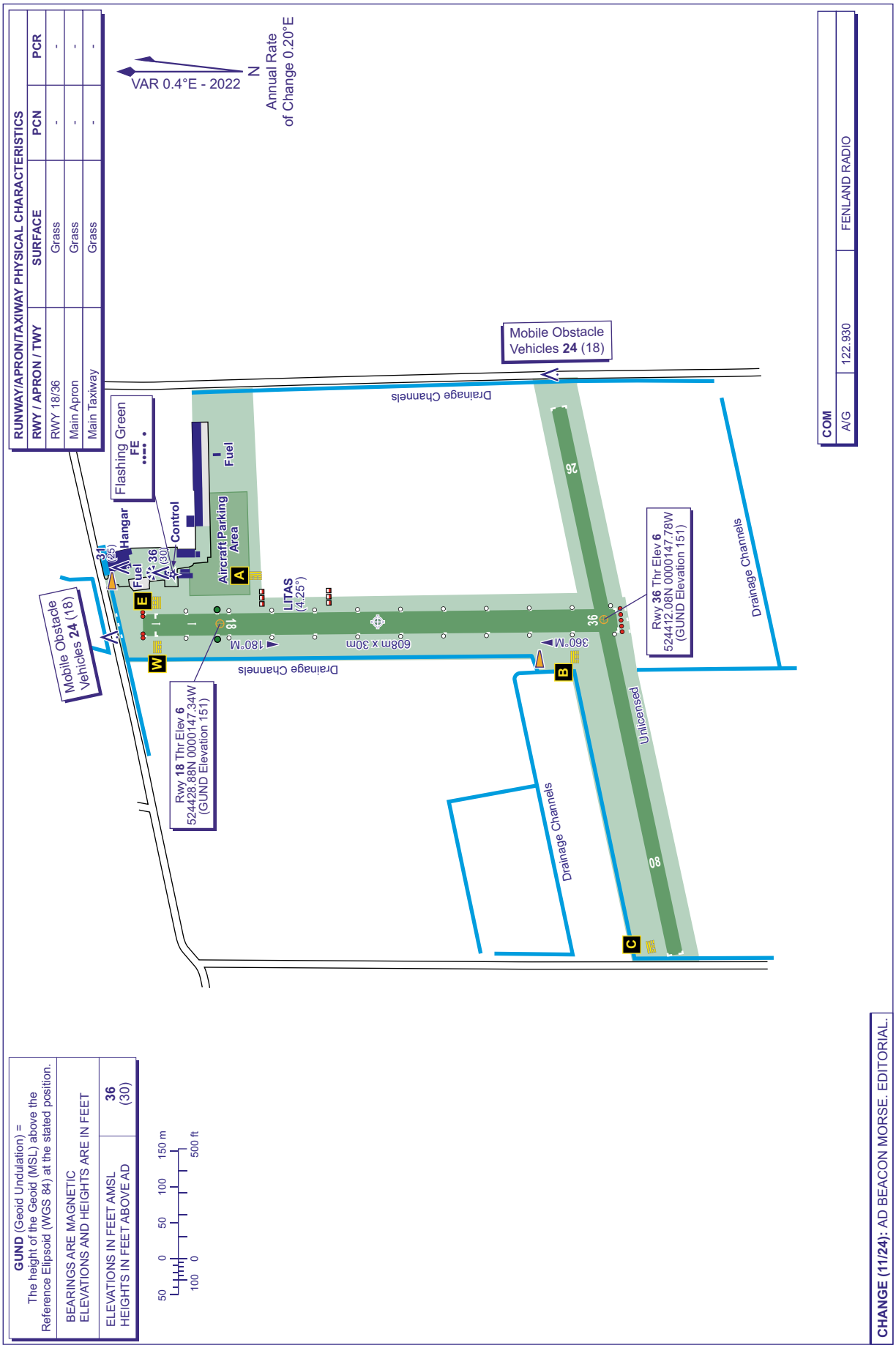
# FENLAND EGCL

AD ELEV 6FT

ARP 524422N 0000148W

## AERODROME CHART - ICAO




| RUNWAY/APRON/TAXIWAY PHYSICAL CHARACTERISTICS | | | |
|---|---|---|---|
| RWY / APRON / TWY | SURFACE | PCN | PCR |
| RWY 18/36 | Grass | - | - |
| Main Apron | Grass | - | - |
| Main Taxiway | Grass | - | - |

| COM | | |
|---|---|---|
| A/G | 122.930 | FENLAND RADIO |

**GUND** (Geoid Undulation) = The height of the Geoid (MSL) above the Reference Ellipsoid (WGS 84) at the stated position.

BEARINGS ARE MAGNETIC
ELEVATIONS AND HEIGHTS ARE IN FEET

| ELEVATIONS IN FEET AMSL<br>HEIGHTS IN FEET ABOVE AD | 36<br>(30) |
|---|---|

50 0 50 100 150 m
100 0 500 ft

**CHANGE (11/24):** AD BEACON MORSE. EDITORIAL.

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# EGPF — GLASGOW

## EGPF AD 2.1 AERODROME LOCATION INDICATOR AND NAME

EGPF — GLASGOW

## EGPF AD 2.2 AERODROME GEOGRAPHICAL AND ADMINISTRATIVE DATA

| | | |
|---|---|---|
| 1 | ARP coordinates and site at AD | Lat: 555219N Long: 0042559W |
| 2 | Direction and distance from city | 6 NM West of Glasgow. |
| 3 | Elevation / Reference temperature / Mean Low Temperature | 26 FT / 16 °C / - |
| 4 | Geoid undulation at AD ELEV PSN | 178 FT |
| 5 | Magnetic Variation / Annual Change | 1.63°W (2022) / 0.22°E |
| 6 | AD Administration | GLASGOW AIRPORT LTD |
| | Address | Glasgow Airport, Paisley, Strathclyde PA3 2ST. |
| | Telephone | 0344-481 5555 (Glasgow Airport Ltd)<br>0141-840 8029 (ATC)<br>0141-840 8000 (NATS Ltd)<br>0141-848 4141 (Airfield Operations) |
| | Telefax | 0141-848 4354 (Glasgow Airport Ltd)<br>0141-840 8011 (NATS Ltd) |
| | Web address | www.glasgowairport.com |
| 7 | Type of Traffic permitted (IFR/VFR) | IFR/VFR |
| 8 | Remarks | All calls to ATC are recorded. |

## EGPF AD 2.3 OPERATIONAL HOURS

| | | |
|---|---|---|
| 1 | AD Administration | H24 |
| 2 | Customs and immigration | H24 |
| 3 | Health and sanitation | H24 |
| 4 | AIS Briefing Office | H24 |
| 5 | ATS Reporting Office (ARO) | |
| 6 | MET Briefing Office | |
| 7 | ATS | H24<br>See also AD 2.18. |
| 8 | Fuelling | H24 |
| 9 | Handling | H24 |
| 10 | Security | H24 |
| 11 | De-icing | H24 |
| 12 | Remarks | AD use subject to approval and restriction refer to AD 2.20 item 1 and to AD 2.21. |

## EGPF AD 2.4 HANDLING SERVICES AND FACILITIES

| | | |
|---|---|---|
| 1 | Cargo handling facilities | Normal facilities. Nearest railway siding: Paisley (Greenlaw) 1.5 NM. |
| 2 | Fuel and oil types | AVTUR JET A-1. |
| 3 | Fuelling facilities/capacity | Pentland Aviation and Signature Aviation Services, by bowser. |
| 4 | De-icing facilities | Available via Handling Agent. |
| 5 | Hangar space for visiting aircraft | |
| 6 | Repair facilities for visiting aircraft | Limited by arrangement. |

| | | |
|---|---|---|
| 7 | Remarks | All operators, including Executive and Private General Aviation, must make prior arrangements with a handling agent for ground handling of all flights.<br><br>Handling Services are available H24 from:<br><br>Gama Aviation<br>Tel: 0141-370 1900<br>Fax: 0141-370 1901<br>Email: fbo.gla@gamaaviation.com<br>VHF: 131.965 MHz<br><br>Menzies Aviation<br>Tel: 0141-848 4264 / 0141-842 7502<br>Fax: 0141-842 7654<br>Email: gla-ops1@menziesaviation.com<br>SITA: GLAKKEI / GLAOO7X<br>RTF: 131.405 MHz<br><br>Signature Flight Support<br>Tel: 0141-887 8348<br>Fax: 0141-887 9099<br>URL: www.signatureflight.com<br>VHF: 131.615 MHz<br><br>Swissport GB Ltd<br>Tel: 0141-887 1808<br>Fax: 0141-848 5268<br>Email: gla.groundhandling@swissport.com<br>SITA: GLAKKXH/GLAPLXH<br>VHF: 131.55 MHz |

## EGPF AD 2.5 PASSENGER FACILITIES

| | | |
|---|---|---|
| 1 | Hotels | Hotels on the airport and in the vicinity. |
| 2 | Restaurants | Restaurant, buffet and bars. |
| 3 | Transportation | Coaches, taxis and private car hire. Nearest railway station: Paisley (Gilmour Street) 1.25 NM. |
| 4 | Medical facilities | Limited first aid treatment. |
| 5 | Bank and Post Office | ATM and post box available in terminal. |
| 6 | Tourist Office | |
| 7 | Remarks | Tourist Information office available. |

## EGPF AD 2.6 RESCUE AND FIRE FIGHTING SERVICES

| | | |
|---|---|---|
| 1 | AD category for fire fighting services | RFF Category A9 H24.<br>RFF upgraded to Category A10 daily between 1100-1500.<br>Outside the promulgated Category A10 upgrade hours, RFF can be increased on a PPR basis via Airport Coordination Limited or via Glasgow Airport Duty Manager on 01418-484510. |
| 2 | Rescue equipment | Details available on request from aerodrome. |
| 3 | Capability for removal of disabled aircraft | Light aircraft only. Contact 0141-848 4141. H24. |
| 4 | Remarks | |

## EGPF AD 2.7 SEASONAL AVAILABILITY - CLEARING

| | | |
|---|---|---|
| 1 | Type of clearing equipment | Mechanical, Chemical de-icing. |
| 2 | Clearance priorities | Standard. Winter Plan available on request. |
| 3 | Remarks | Latest information from: Snow clearance base 0141-848 4141 and 0141-848 4511/12. |

# EGPF AD 2.8 APRONS, TAXIWAYS AND CHECK LOCATIONS/POSITIONS DATA

| | | |
|---|---|---|
| 1 | Apron surface and strength | JULIET APRON<br>Surface: Concrete and asphalt<br><br>MAIN APRON<br>Surface: Concrete and asphalt. /Monoblock. |
| 2 | Taxiway width, surface and strength | Taxiway ALPHA: 23 M<br>Surface: Asphalt<br><br>Taxiway BRAVO: 23 M<br>Surface: Asphalt<br><br>Taxiway CHARLIE:<br>Surface: Concrete and asphalt<br>Restricted to 15 M.<br>Closed to all aircraft.<br><br>Taxiway DELTA: 23 M<br>Surface: Asphalt<br><br>Taxiway ECHO: 23 M<br>Surface: Asphalt<br><br>Taxiway FOXTROT: 23 M<br>Surface: Asphalt<br><br>Taxiway GOLF: 23 M<br>Surface: Asphalt<br><br>Taxiway JULIET: 12 M<br>Surface: Asphalt<br><br>Taxiway TANGO: 15 M<br>Surface: Asphalt<br><br>Taxiway WHISKEY: 7.5 M<br>Surface: Concrete<br><br>Taxiway YANKEE:<br>Surface: Concrete and asphalt<br>Restricted to 15 M.<br><br>Taxiway ZULU:<br>Surface: Concrete and asphalt<br>Restricted to 15 M. |
| 3 | Altimeter checkpoint location and elevation | Apron 22 FT |
| 4 | VOR checkpoints | |
| 5 | INS checkpoints | See Aircraft/Parking Docking chart. |
| 6 | Remarks | |

# EGPF AD 2.9 SURFACE MOVEMENT GUIDANCE AND CONTROL SYSTEM AND MARKINGS

| | | |
|---|---|---|
| 1 | Use of aircraft stand ID signs, TWY guide lines and visual docking/parking guidance system of aircraft stands | Nose-in parking is in operation on all aprons except the General Aviation area and cargo stands which are marshalled. All nose-in stands have stand number, yellow centre-line and guidance in the form of either Visual Docking Guidance System or AGNIS and Ground Stop Arrow. Cross reference to the taxiway, stands and numerals against the stand designator on the face of the pier is recommended to avoid any confusion. The following stands are fitted with Visual Guidance Docking System (Safedoc): 3-5, 9-11, 14-29, 30, 30L, 30R, 32-37, 37L, 37R, 38-40. The following stands are fitted with AGNIS and Ground Stop Arrow: 1, 1A, 2, 12, 64, 65, 81, 82. Marshalling is provided at the following stands, which are not fitted with Stand Entry Guidance: 6, 6A, 7, 8, 31, 61-63.<br><br>The use of oversteering for any A380 operations must be used with extreme caution. Marshaller guidance is available on request via ATC.<br><br>Stand 30 is the preferred A380 stand with twin upper bridges and lower bridge. Stand 37 is a contingency parking stand which requires the aircraft to be towed to stand from the N cul- de-sac under a special procedure. |
| 2 | Runway and taxiway markings and lighting | Runway marking aid(s):<br>05/23: Runway threshold markings and runway designators. Centre-line, touchdown zone markings and aiming points. Displaced threshold arrows on Runway 23. Yellow chevrons pre 05 threshold.<br><br>Taxiway marking aid(s):<br>Taxiway Alpha - Black and white chequered box adjacent to Charlie denoting helicopter FATO area to be kept clear. Yellow centre-line all taxiways. Enhanced edge lines on sections of Alpha and Golf. CAT I Holding points on taxiway A,B,C,D,E,F,G,Y,Z. CAT II/III Holding points on A,G.<br>Taxiway Charlie is closed to all arriving and departing aircraft. Appropriate paint markings are displayed on both runway and taxiway.<br><br>Taxiway light(s):<br>Colour coded alternate yellow/green centreline lights installed on exit taxiways at Links A, B, D, E, F and G to indicate when an aircraft has cleared the ILS LOC sensitive area. All taxiway directional signs and holding point signs are internally illuminated to the latest ICAO standard. Ground mounted alternately flashing yellow runway guard lights operating H24, are installed at the category I holding<br>points on Links A,B,C,D,E,F,G & Y indicating to pilots that they are at the Category I holding points when taxiing for take off. Ground mounted alternately flashing yellow runway guard lights operating in Category II/III conditions, are installed at the category II/III holding points on Links A&G, indicating to pilots that they are at the Category II/III holding points when taxiing for take off. |
| 3 | Stop bars and runway guard lights (if any) | Red stop bars signifying holding positions for ILS Category I protection for Links A, B, D, E, F and G. Red stop bars signifying holding positions of ILS CAT II/III protection for Links A and G. All available stop bars are lit H24. |
| 4 | Other runway protection measures | |
| 5 | Remarks | The apron is marked for nose-in/push-back parking only and operators should ensure that agents can supply tractor push-back facilities. Aircrew are to note that all illuminated azimuth and parallax parking stand and entry guidance systems are operated by their ground handling agent. The illumination of stand entry guidance systems should indicate that a safety check of the stand has been made by the handling agent prior to the aircraft arrival. However, it still remains the responsibility of the aircrew to satisfy themselves that the stand is safe for entry and parking. Pilots should not enter an aircraft stand unless the Stand Entry Guidance System is illuminated or a marshaller has signalled clearance to proceed. On taxiway C,Y,Z edge delineated by blue reflective linlaners. Obstacle markings.<br>WDI: 555228.06N 0042520.02W (LGTD), 555204.64N 0042644.56W (LGTD). |

# EGPF AD 2.10 AERODROME OBSTACLES

| In Approach/Take-off areas | | | | | | |
|---|---|---|---|---|---|---|
| **Obstacle ID/ Designation** | **Obstacle Type** | **Obstacle Position** | **Elevation/Height** | | **Obstruction Lighting Type/ Colour** | **Remarks** |
| **1** | **2** | **3** | **4** | | **5** | **6** |
| (EGPF11990) 23/APPROACH | MAST | 555742.73N 0041404.43W | 800 FT | 112 FT | No | |
| (EGPF14924) 23/APPROACH | HV PYLON | 555727.33N 0041743.69W | 590 FT | 158 FT | No | |
| (EGPF14495) 05/TAKE-OFF | TWR BK MAST | 555440.17N 0042203.49W | 356 FT | 221 FT | No | |
| (EGPF13829) 23/APPROACH | TREE | 555309.72N 0042410.98W | 107 FT | 84 FT | No | |
| (EGPF15284) 23/APPROACH | TREE | 555301.76N 0042449.74W | 63 FT | 46 FT | No | |
| (EGPF13060) 05/TAKE-OFF | LLZ 05 OBS | 555251.15N 0042457.72W | 25 FT | 9 FT | Yes Red | |
| (EGPF14149) 23/TAKE-OFF | TREE | 555138.21N 0042721.05W | 72 FT | 53 FT | No | |
| (EGPF15443) 23/TAKE-OFF | LLZ 23 OBS | 555137.76N 0042714.84W | 33 FT | 13 FT | Yes Red | |
| (EGPF14033) 23/TAKE-OFF | STREETLIGHT | 555135.44N 0042717.68W | 49 FT | 29 FT | No | |
| (EGPF14131) 23/TAKE-OFF | TREE | 555135.40N 0042714.84W | 68 FT | 50 FT | No | |
| (EGPF15399) 05/APPROACH | TREE | 554800.45N 0043227.21W | 780 FT | 17 FT | No | |
| (EGPF12615) 05/APPROACH | MAST | 554551.01N 0043542.16W | 701 FT | 63 FT | No | |

| In circling area and at aerodrome | | | | | | |
|---|---|---|---|---|---|---|
| **Obstacle ID/ Designation** | **Obstacle Type** | **Obstacle Position** | **Elevation/Height** | | **Obstruction Lighting Type/ Colour** | **Remarks** |
| **1** | **2** | **3** | **4** | | **5** | **6** |
| (EGPF5684) | HV PYLON | 555651.30N 0042618.81W | 1121 FT | 97 FT | No | |
| (EGPF14842) | HV PYLON | 555443.01N 0042654.49W | 412 FT | 392 FT | Yes Red | |
| (EGPF11983) | TWR BK AERIAL | 555440.84N 0042428.56W | 317 FT | 140 FT | No | |
| (EGPF5369) | HV PYLON | 555343.21N 0042731.12W | 214 FT | 125 FT | Yes Red | |
| (EGPF14698) | CHURCH SPIRE | 555041.20N 0042556.59W | 272 FT | 214 FT | No | |
| (EGPF15334) | TWR BK VENT | 554929.17N 0042757.92W | 382 FT | 140 FT | Yes Red | |
| (EGPF15371) | MAST | 554823.99N 0042747.77W | 940 FT | 211 FT | Yes Red | |
| (EGPF6254) | HV PYLON | 554705.46N 0042843.82W | 923 FT | 182 FT | No | |
| (EGPF11931) | WIND TURBINE | 554649.54N 0042930.35W | 939 FT | 177 FT | No | |
| (EGPF10669) | WIND TURBINE | 554517.98N 0042805.38W | 1080 FT | 352 FT | Yes Red | |
| (EGPF10686) | WIND TURBINE | 554512.41N 0042430.30W | 1160 FT | 330 FT | Yes Red | |

## EGPF AD 2.11 METEOROLOGICAL INFORMATION PROVIDED

| | | |
|---|---|---|
| 1 | Associated MET Office | MET OFFICE ABERDEEN |
| 2 | Hours of service<br>MET Office outside hour | H24 |
| 3 | Office responsible for TAF preparation<br>Periods of validity | MET OFFICE ABERDEEN<br>24 hours. |
| 4 | Trend forecast<br>Interval of issuance | |
| 5 | Briefing/consultation provided | Self briefing. |
| 6 | Flight documentation<br>Language(s) used | Charts abbreviated plain language text. TAFs/METARs.<br>English. |
| 7 | Charts and other information available for briefing or consultation | |
| 8 | Supplementary equipment available for providing information | |
| 9 | ATS units provided with information | GLASGOW |
| 10 | Additional information (limitation of service, etc.) | A recording of the ATIS broadcast is available 24 hours on Tel: 0141-887 7449. |

## EGPF AD 2.12 RUNWAY PHYSICAL CHARACTERISTICS

| Designations RWY Number | True bearing | Dimensions of RWY | Surface of RWY/ SWY/ Strength | THR co-ordinates/ THR Geoid undulation | THR elevation/ Highest elevation of TDZ of precision APP RWY | Slope of RWY/ SWY |
|---|---|---|---|---|---|---|
| 1 | 2 | 3 | 4 | 5 | 6 | 7 |
| 05 | 046.40° | 2661 x 45 M | RWY surface: Asphalt, Grooved<br>PCN 65/R/B/W/T | 555148.53N<br>0042656.59W<br>178.2 FT | THR 26.1 FT<br>TDZ 26.1 FT | |
| 23 | 226.42° | 2661 x 45 M | RWY surface: Asphalt, Grooved<br>PCN 65/R/B/W/T | 555241.07N<br>0042518.43W<br>178.2 FT | THR 20.8 FT<br>TDZ 23.3 FT | |

| SWY Dimensions | Clearway Dimensions | Strip Dimensions | RESA Dimensions, Overshoot / Undershoot | Location/ description of arresting system | OFZ | Remarks |
|---|---|---|---|---|---|---|
| 8 | 9 | 10 | 11 | 12 | 13 | 14 |
| | 125 x 150 M | 2932 x 280 M | 90 x 92 M<br>- | | | RWY 05<br><br>OFZ: Yes. |
| 151 x 45 M | 429 x 150 M | 2932 x 280 M | 240 x 92 M<br>- | | | RWY 23<br><br>Threshold displaced by 304 M.<br><br>OFZ: Yes. |

## EGPF AD 2.13 DECLARED DISTANCES

| Runway designator | TORA | TODA | ASDA | LDA | Remarks |
|---|---|---|---|---|---|
| 1 | 2 | 3 | 4 | 5 | 6 |
| 05 | 2658 M | 2783 M | 2658 M | 2661 M | |
| 23 | 2661 M | 3090 M | 2812 M | 2356 M | |
| 05 | 2360 M | 2485 M | 2360 M | | Take-off from intersection with Link F. |
| 05 | 2163 M | 2287 M | 2163 M | | Take-off from intersection with Link E. |
| 05 | 1661 M | 1785 M | 1661 M | | Take-off from intersection with Link D. |
| 23 | 2580 M | 3009 M | 2732 M | | Take-off from intersection with Link A. |
| 23 | 2304 M | 2733 M | 2455 M | | Take-off from intersection with Link B. |

## EGPF AD 2.14 APPROACH AND RUNWAY LIGHTING

| RWY | Approach lighting Type/ Length/ Intensity | Threshold lighting Colour/Wing bars | VASIS/ MEHT/ PAPI/ PAPI Dist from THR | TDZ, lighting Length | Runway Centre Line lighting Length/ Spacing/ Colour/ Intensity | Runway edge lighting Length/ Spacing/ Colour/ Intensity | Runway end lighting Colour/ Wing bars | Stopway lighting Length/ Colour | Remarks |
|---|---|---|---|---|---|---|---|---|---|
| 1 | 2 | 3 | 4 | 5 | 6 | 7 | 8 | 9 | 10 |
| 05 | Coded centre-line with five crossbars. Supplementary lighting inner 300 M. 914 M Light intensity high | Green Light intensity high Flush with elevated HI green wingbars | PAPI Left/3° 60 FT 394 M | Light intensity high 914 M | Bi-directional colour coded 15 M spacing Light intensity high | Elev HI bi-directional edge with LI omni-directional component | Red | | |
| 23 | Coded centre-line with five crossbars. Supplementary lighting inner 300 M. 914 M Light intensity high | Green Light intensity high Flush with elevated HI green wingbars | PAPI Left/3° 56 FT 346 M | Light intensity high 914 M | Bi-directional colour coded 15 M spacing Light intensity high | Elev HI bi-directional edge with LI omni-directional component | Red | | |

## EGPF AD 2.15 OTHER LIGHTING, SECONDARY POWER SUPPLY

| | | |
|---|---|---|
| 1 | ABN/IBN location, characteristics and hours of operation | |
| 2 | LDI location and lighting Anemometer location and lighting | Anemometer: RWY 05: 555200.20N 0042645.86W RWY 23: 555235.77N 0042538.67W Mid-point: 555224.03N 0042620.39W |
| 3 | TWY edge and centre line lighting | |
| 4 | Secondary power supply/switch-over time | Yes/1 second. |
| 5 | Remarks | Apron floodlighting. Obstacle lighting. |

## EGPF AD 2.16 HELICOPTER LANDING AREA

| | | |
|---|---|---|
| 1 | Coordinates TLOF or THR of FATO, geoid undulation | TLOF GAMA: 555222.00N 0042531.10W, 178.2 FT |
| 2 | TLOF and/or FATO elevation | TLOF GAMA: 21.0 FT |
| 3 | TLOF and FATO area dimensions, surface, strength, marking, lighting | FATO GAMA: 15 M x 15 M |
| 4 | True BRG of FATO | |
| 5 | Declared distance available | |
| 6 | APP and FATO lighting | |
| 7 | RMK | Refer to AD 2.20 item 5. |

## EGPF AD 2.17 AIR TRAFFIC SERVICES AIRSPACE

| Designation and lateral limits | Vertical Limits | Airspace Class | ATS unit callsign/ language | Transition Altitude | Hours of applicability | Remarks |
|---|---|---|---|---|---|---|
| 1 | 2 | 3 | 4 | 5 | 6 | 7 |
| GLASGOW CTR<br>560400N 0042000W -<br>560130N 0040435W -<br>554434N 0040924W -<br>554132N 0042405W -<br>553700N 0042847W -<br>554428N 0045035W -<br>554600N 0044951W -<br>555500N 0045200W -<br>560400N 0042000W | Upper limit:<br>6000 FT ALT<br>Lower limit:<br>SFC | D | GLASGOW APPROACH<br>English | 6000 FT | | To operate UAS above 400 FT AGL within this area, UAS operators are required to notify NATS via the NATS Non-Standard Flight (NSF) Portal. UAS operators are required to notify NATS at least 14 days before the date of each activity. |
| GLASGOW ATZ<br>A circle, 2.5 NM radius, centred at 555218N 0042601W on longest notified runway (05/23) | Upper limit:<br>2000 FT AGL<br>Lower limit:<br>SFC | D | GLASGOW APPROACH<br>English | 6000 FT | | |

## EGPF AD 2.18 AIR TRAFFIC SERVICES COMMUNICATION FACILITIES

| Service Designation | Callsign | Channel/ Frequency(MHz) | SATVOICE number(s) | Logon Address | Hours of Operation | Remarks |
|---|---|---|---|---|---|---|
| 1 | 2 | 3 | 4 | 5 | 6 | 7 |
| APP | GLASGOW APPROACH | 119.105<br>DOC 42 NM/ 15,000 FT. | | | H24 | ATZ hours coincident with Approach hours. |
| TWR | GLASGOW GROUND | 121.705<br>DOC 5 NM/GND.<br>Ground Movement Control. | | | Winter: 0630-2130.<br>Summer: 0530-2030.<br>May be closed tactically during quiet traffic periods within hours of operation. Closures will be broadcast on the ATIS. | |
| | GLASGOW TOWER | 118.805<br>DOC 25 NM/5500 FT. | | | H24 | |
| RADAR | GLASGOW RADAR | 119.105<br>DOC 42 NM/ 15,000 FT. | | | H24 | |
| | | 125.255<br>As directed by ATC. | | | H24 | |
| | | 128.755<br>As directed by ATC. | | | H24 | |
| ATIS | GLASGOW ARRIVAL/ DEPARTURE INFORMATION | 129.580<br>DOC 60 NM/ 25,000 FT. | | | H24 | |
| OTHER | GLASGOW FIRE | 121.600<br>Non-ATS Frequency. | | | Available when Fire vehicle attending aircraft on the ground in an emergency. | |

# EGPF AD 2.19 RADIO NAVIGATION AND LANDING AIDS

| Type of Aid CAT of ILS/MLS MAG Var/VOR Declination | Ident | Frequency | Hours of Operation | Position of transmitting antenna coordinates | Elevation of DME transmitting antenna | Remarks |
|---|---|---|---|---|---|---|
| 1 | 2 | 3 | 4 | 5 | 6 | 7 |
| ILS/LOC<br>III<br>0.65°W (2027) | IUU | 110.100 MHz | HO | 555251.73N<br>0042458.59W | | (RWY 05)<br>Elev: 25 FT. |
| ILS/GP | IUU | 334.400 MHz | HO | 555159.78N<br>0042648.79W | | 3° ILS Ref Datum Hgt 51.5 FT.<br>Glidepath flags may occur when below the glidepath and to the right of the centre-line.<br>Elev: 20 FT. |
| ILS/LOC<br>III<br>0.66°W (2027) | IOO | 110.100 MHz | HO | 555138.27N<br>0042715.83W | | (RWY 23)<br>Elev: 33 FT. |
| ILS/GP | IOO | 334.400 MHz | HO | 555238.30N<br>0042536.74W | | 3° ILS Ref Datum Hgt 50 FT.<br>Elev: 19 FT. |
| VOR/DME<br>0.66°W (2027)<br>1.0°W (2022) | GOW | 101X<br>115.400 MHz | H24<br>Hours of operation for aerodrome purposes: HO | 555213.81N<br>0042644.60W | 46 FT | GOW VOR DOC: 25 NM/25,000 FT (45 NM/25,000 FT Sector R051-091).<br><br>Due to terrain, coverage at low level is reduced in Sectors R346-026 and R181-201. |
| VOR/DME<br>0.71°W (2027)<br>0.9°W (2025) | TRN | 122X<br>117.500 MHz | H24 | 551848.28N<br>0044701.91W | 586 FT | VOR DOC: 20 NM/50,000 FT, 30 NM/50,000 FT in Sector R056-106 and 45 NM/50,000 FT in Sector R356-056.<br>DME DOC: 100 NM/50,000 FT (60 NM/50,000 FT in Sector R076-226 and 200 NM/50,000 FT in Sector R271-001).<br>Due to terrain effects bearing errors of greater than 4 may occur in Sector R171-181.<br>In addition coverage at low level is reduced in Sector R066-106. |
| VOR<br>0.30°W (2027)<br>0.5°W (2023) | PTH | 110.400 MHz | H24 | 562632.63N<br>0032206.96W | | VOR DOC 20 NM/50,000 FT (60 NM/25,000 FT in Sector R211-256).<br>No associated DME.<br>Any DME indications should be ignored. |
| DME | IUU | 38X<br>110.100 MHz | HO | 555210.74N<br>0042602.27W | 34 FT | (RWY 05)<br>DME freq paired with ILS I-UU and I-OO.<br>Zero Range is indicated at THR of Runway 05 and 23. |
| DME | IOO | 38X<br>110.100 MHz | HO | 555210.74N<br>0042602.27W | 34 FT | (RWY 23)<br>DME freq paired with ILS I-UU and I-OO.<br>Zero Range is indicated at THR of Runway 05 and 23. |
| NDB (L)<br>0.65°W (2027) | GLW | 331.000 kHz | HO | 555211.17N<br>0042601.06W | | Range 25 NM.<br>Elev: 69 FT. |

# EGPF AD 2.20 LOCAL AERODROME REGULATIONS

## 1 AIRPORT REGULATIONS

a) Use governed by regulations applicable to Glasgow CTR.
b) All flights, including General Aviation and Military flights, subject to the prior approval of the Operations Director, Glasgow Airport Ltd and to prior notification to Airport Coordination Ltd acting as agent for Glasgow Airport Ltd. Requests for ad-hoc slot allocations should be made to ACL during working hours 0830-1700 (0730-1600) Monday to Friday by email: lonacxh@acl-uk.org; or Tel: +44 (0)161-493 1850, Fax:+44 (0)161-493 1853, or at all other times to GLAL Duty Manager on Tel: +44 (0)141-848 4510/+44(0)7831-170676. Please note – the Out of Hours service will only deal with short term ad-hoc schedule changes and new requests. All other changes must be submitted

to ACL during normal office hours. OCS account holders can add, change and cancel slots at any time on the online coordination portal: https://www.online-coordination.com.

c) All pleasure, training and non-business General Aviation traffic is subject to prior notification to Air Traffic Control, preferably via AFPEx or alternative flight planning systems. The filing of a flight plan does not constitute permission to use Glasgow Airport. Restrictions may be implemented at anytime.
d) Transit flights will only be accepted with prior approval.
e) Pilots of international arriving or departing GA aircraft are responsible for presenting their passengers to Customs and Immigration. Transport to and from the Customs Office will be provided by a handling agent.
f) Airline operators are requested to note that stand availability in a diversion situation is extremely limited at Glasgow Airport, especially for wide-bodied aircraft.
g) It is a requirement that every airline using Glasgow Airport must have local orders compatible with GLAL Emergency Orders. Airlines, General Aviation operators and Flying clubs should also note that it is their responsibility to recover disabled aircraft and aircraft wreckage and have appropriate arrangements in place before commencing flying operations into the aerodrome. GLAL will act as the co-ordinating body throughout the recovery operation and has only very limited equipment which might be used to salvage disabled aircraft.
h) No aircraft are permitted to park on the ground for more than 24 hours without prior approval from GLAL.
i) Fixed Electrical Ground Power must be used wherever available and serviceable. Use of GPU and APU should be limited to minimise environmental impact.
j) Microlights and gyrocopters are not allowed to use the aerodrome unless in emergency.
k) All users of Glasgow Airport must comply with current Glasgow Airport Conditions of use.
l) Operators of A380 aircraft may designate Glasgow as a nominated diversionary aerodrome subject to prior agreement with the Airside Operations and an assessment of the facilities and infrastructure by the airline. The use of Glasgow as an alternate for A380 operations is also subject to prior CAA approval on an individual airline basis. Restrictions will be applied for handling more than two A380 aircraft at the same time.

## 2 GROUND MOVEMENT

a) All aircraft making requests for taxiing or towing clearance on the GMC frequency should state their location in the initial call.
b) Aircraft pushing/powering back must face the direction of taxi and be aligned on the taxiway centre-line before commencing taxi.
c) Aircrew can request ATC clearance up to 15 minutes before EOBT. Departing aircraft on first contact with Glasgow ATC must state aircraft type, stand number and the code letter of the latest ATIS received.
d) Crews should be in receipt of departure clearance prior to requesting push and start.
e) Pre-departure clearance by 'Data Clearance Link' (DCL) is available at Glasgow for suitably equipped aircraft. DCL must be compliant with ARINC 623-2 and Eurocae ED 85-A. DCL is available from EOBT -25 until EOBT +15 minutes.

   DCL Clearances will not be issued if requested later than EOBT +15 minutes. Successful clearances must be ACCEPTED within 5 minutes of receipt or a 'Revert to voice' message will be received.

   If any data errors are detected by the system or the controller, a 'revert to voice' message will be received. If the attempt to obtain a clearance is unsuccessful the aircraft should revert to voice RTF. Further details of the DCL service may be obtained from ATC Operations on +44 (0)141-840-8029.

f) Particular attention is drawn to a roadway system that exists at the tail of all stands. Flight crew are reminded of the extreme importance of maintaining a careful lookout at all times and are at all times responsible for wing tip clearance. The taxiway lighting and guidance markings are an aid to pilots when they are operating on the manoeuvring area . Notwithstanding the taxiway guidance markings, pilots continue to remain responsible for wing tip clearance.
g) All stands are nose-in/push back. Pilots requiring services on Apron areas, including Customs and Immigration, must ensure that a suitable tow bar is available.
h) Before the Aircraft Commander calls for push-back they must ensure that the tug driver is in the tug, ready to push. If ATC issue a non-standard or conditional push-back clearance, ATC must be advised if the Aircraft Commander is not in two-way headset communication with the tug crew. The tug driver must have heard and understood the push-back instruction from ATC to the aircrew, so that the tug crew have a full understanding of the detail of the ATC approval. If the tug driver has not heard the push back instruction they must not push the aircraft and inform the flight deck to contact ATC for the instruction to be repeated.
i) A black and white chequered box adjacent to Charlie denotes the FATO area. This area should be kept clear of aircraft and vehicles unless prior ATC approval has been granted.
j) Special procedures for stand safeguarding are in place for A380 parking on stand 30. This involves additional measures to restrict vehicle movements in the immediate area. If necessary, aircraft will be held at the following locations prior to stand arrival. An Ops vehicle may be positioned to assist:

   i. After landing on R23 and vacating at G to hold short of Apron November.
   ii. After landing on R05 and vacating at A to hold abeam the ATC Control Tower.

k) In CAT 1 conditions when Runway 23 is the nominated runway in use the following applies to A380 movements:

   i. Departure

      Taxi via A to hold as required at hold A2. When cleared to line up and depart via A1. No right turns are permitted at this intersection due to runway width of 45 M and lack of turning area.

   ii. Arrival

      Vacate the runway at G taxiway.

   With Runway 05 in use:

i. Departure

Taxi via G to hold G2. When cleared line up via G1 and depart.

ii. Arrival

Vacate via A or B taxiway as directed by ATC.

l) A380 aircraft – Reduced taxiway centre-line to object clearance of 47.5 M applies along taxiways:

Alpha 1 to ATC Tower: Taxiway (51 M strip)

ATC Tower to Golf 2: Taxilane (47.5 M strip)

Golf 2 to Golf 1: Taxiway (51 M strip)

m) Red light vehicle road holding lights are installed on apron roadway system cul-de-sac K, L, M and N to stop vehicle traffic during Code F movements and may be visible to aircraft.
n) Jet aircraft are to engage minimum power when operating in Area Juliet due to the proximity of light aircraft operations in this area.
o) Taxiway Yankee is used as a dual direction taxiway for light aircraft. To aid the flow of traffic, aircraft should taxi to the right or as directed by ATC.
p) Remote Holding.

i. Any requests from aircraft for remote holding require approval of Airside Operations. In cul-de-sac N pushback to remote hold nose out on the mirror stand on the opposite side of the cul-de-sac will normally be approved when the stand is not required for use.

Airside Operations will endeavour to attend to help ensure safety of the airside roads, but this is not mandated. The pushback instruction should include a reminder to face nose out e.g., “(Callsign), Push and reposition to face nose out on Stand 40 is approved”.

For the subsequent taxi off stand, an airside operations presence is required, and the aircraft should be instructed to taxi off stand at absolute power to protect the head of stand area. In this scenario, where aircraft are waiting for a CTOT improvement, controllers should use ‘SEND READY +15’ as the default ready message to allow Airside Operations time to reach the stand before the aircraft commences taxi.

Any remote hold in an area substantially away from the gate (for example area Q) will require the aircraft to taxi and then either wait with engine(s) running or shutdown in their remote hold location.

ii. Within Area Q, when being used for remote hold, marshallers assistance can be provided on request, and is mandatory for any aircraft larger than Code C. Extended towing of loaded aircraft is not permitted due to operating limitations imposed by the manufacturer to prevent overstressing the landing gear at higher weights.

## 3 CAT II/III OPERATIONS

a) Runways 05 and 23, subject to serviceability of the required facilities, are suitable for Category II/III operations by operators whose minima have been accepted by the Civil Aviation Authority.
b) During Category II/III operations special ATC procedures (Low Visibility Procedures) will be applied. Pilots will be informed when these procedures are in force by ATIS or by RTF.
c) Departing Aircraft: ATC will require departing aircraft to use the Category II/III holding points at Links A2 and G2 as appropriate. Intermediate take-off points will not be used.
d) Arriving Aircraft: Vacate Runway 05/23 at Link A or Link G, unless otherwise instructed. ATC may instruct pilots to use intermediate Links when Cat II/III operations are necessary because of a low cloud ceiling and not due to poor visibility. Pilots should delay the call 'runway vacated' until the aircraft is established on the taxiway and clear of the link.
e) During CAT II/III conditions A380 will hold at A3 and G2. A380 Arrivals will vacate at A or G.
f) Ground Movement Radar (GMR) is normally available to monitor pilot 'runway vacated' reports. When GMR is not available to ATC, runway (LSA) vacation will be confirmed by receipt of a pilot report that the tail of the aircraft has passed the last of the alternate amber and green centre-line lights. (These lights denote the extent of the ILS Localizer Sensitive Area).

## 4 WARNINGS

a) Except for light signals ground signals will not be displayed
b) Due to the soft nature of the grass verges, pilots should exercise due caution when taxiing
c) Large numbers of Greylag/Canada Geese and Whooper Swans are present in the vicinity of the airport mainly from September to April. Flocks are regularly in excess of 100 birds and can be seen flying up to 500 FT. Active bird control is conducted with ATC liaison.

## 5 HELICOPTER OPERATIONS

a) ATC clearance must be obtained before ground or hover taxi commences.
b) Inbound helicopters will be routed to the threshold of the runway in use before either ground or air taxiing to their alighting point (‘H’).
c) Helicopters, inbound and outbound, are to avoid overflying airport buildings whenever possible.
d) CASEVAC helicopters will be directed by ATC to alight on the main apron taxiway, then to ground taxi to an aircraft stand.
e) Helicopters operating to and from the Gama apron must follow the taxiway centre-lines unless specific approval is given for use of the Gama FATO.

f) Procedures for use of the Gama FATO are not published publicly and are restricted only to use by helicopters in operation of medical flights to and from the Gama apron.
g) Helicopters using the Gama FATO are to avoid overflying any parked or stationary vehicles and aircraft wherever possible.

## 6 USE OF RUNWAYS

a) Aircraft requiring the full length of Runway 23 for take-off have to back-track the runway and turn for take-off within the extension of the runway which is 92 M long and 61 M wide. Aircraft should enter the runway at holding point B1 and taxi to the extension. Code E nor F aircraft are not permitted to execute 180º turns on Runway 05/23.
b) Pilots of departing aircraft wishing to turn right from Link A1 to use the full length of runway, should advise ATC before reaching the holding point on taxiway.
c) Link Taxiway Restrictions (Code A – E)

i. Any aircraft (Code A to E inclusive) may exit Runway 05 via A1, B1 or E1, as the turn to vacate Runway 05 via D1 and F1 is extremely sharp and would require an aircraft to make a turn of almost 180°.
ii. Any aircraft (Code A to E inclusive) may exit Runway 23 via A1, B1, D1, E1, F1 or G1. It should be noted, however, that only Code A to C (inclusive) aircraft are permitted to turn left from B1 to A1 or right turn from A1 to B1. Code D and E aircraft shall not be permitted to carry out this manoeuvre under any circumstances.
iii. Only aircraft up to 30,000 KG MTWA can exit or enter Runway 05/23 via C1.

d) Link Taxiway Restrictions (Code F)

Taxiway links are permitted for use in the following directions/circumstances for A380 movements.

| Taxiway Link | Direction/Route | Restriction |
|---|---|---|
| ALPHA | Via ALPHA enter and vacate. | No additional restriction. |
| BRAVO | From SW direction only, via BRAVO enter Runway 23 turn left.<br>Via BRAVO vacate Runway 05 turn right. | No additional restriction. |
| DELTA | From SW direction only, via DELTA enter Runway 05 turn right.<br>Via DELTA vacate Runway 23 turn right. | Only to be used in contingency situations. |
| ECHO | From NE direction only, via ECHO enter Runway 05/23 turn right or left.<br>Via ECHO vacate Runway 05 turn left. | Only to be used in contingency situations with use of lead vehicle. |
| FOXTROT | From NE direction only, via FOXTROT enter Runway 05 turn right.<br>Via FOXTROT vacate Runway 23 turn left. | Only to be used in contingency situations. Over-steering turn from TWY F to TWY G must be used with extreme caution. |
| GOLF | Via GOLF enter and vacate. | No additional restriction. |

e) Following runway resurfacing in 2017 the section of runway between 23 threshold to Link F exhibits fast drying capability after periods of wet conditions. This section extends to 8.5 M either side of the runway centre-line.

## 7 TRAINING

a) The use of the aerodrome for training purposes is subject to the permission of Airside Operations, through ATC Tel: 0141-840 8029.
b) General training flight acceptance criteria (except by prior agreement with the Head of Aerodrome Operations or deputy):

i. Flying training, including training circuits of repeated approaches, go-arounds and landings, is permitted between 0800-2200 (0700-2100);
ii. The single take-off, go-around and/or full stop landing of an aircraft on a training flight will be permitted between 0600-0800 (0500-0700) and 2200-0800 (2100-0700), subject to ATC's priorities;
iii. Visual training circuits are restricted to aircraft below 5700 KG. Aircraft above 5700 KG must carry out ILS instrument approaches and adhere to noise abatement procedures. No helicopter training is permitted without prior approval from Airside Operations and ATC.

c) Training may be curtailed if significant noise complaints are received.

# EGPF AD 2.21 NOISE ABATEMENT PROCEDURES

a) Operators of all aircraft inbound or outbound from the aerodrome are required to conform to the following procedures notwithstanding that these may at any time be departed from to the extent necessary for avoiding immediate danger and for complying with the instructions of ATC.

i. Operators of all aircraft should ensure that at all times their aircraft conform to the noise abatement techniques laid down for that type of aircraft and that disturbance to the areas near the aerodrome is kept to a minimum.
ii. After take-off all aircraft whether operating from Runway 05 or 23 by day or night should expedite their climb to 1500 FT QFE before reducing power to maintain a minimum rate of climb of 500 FT per minute until 3000 FT QFE.

iii. For Runway 23, aircraft using the ILS shall not descend below 2000 FT QFE before intercepting the glidepath nor thereafter fly below it unless instructed by Radar. Aircraft landing without assistance from the ILS or Radar shall follow a descent path which will not result in their being at any time lower than an approach path consistent with a 3° glidepath.
iv. For Runway 05, jet aircraft using the ILS shall not descend below 2000 FT QFE before intercepting the glidepath. Propeller driven aircraft may, when instructed by Radar, be descended to 1600 FT QFE. Aircraft landing without the assistance of ILS or Radar shall follow a descent path which will not result in their being at any time lower than an approach path consistent with a 3° glidepath.
v. For visual approaches to Runways 05 or 23 the following limitations will apply: All aircraft whose MTWA exceeds 5700 KG must route via 5 NM from the runway threshold and maintain 1500 FT QFE until established on final approach.
vi. All aircraft using the aerodrome shall, after take-off or 'go- around' be operated in such a way that it will not cause more than 94 dB(A) by day (0600-2330 (0500-2230)) or 87 dB (A) by night (2330-0600 (2230-0500)) at the relevant noise monitoring points; the measured noise reading for the event will be taken as the highest recorded at any single noise monitoring terminal.
vii. Jet aircraft failing to meet the standards specified in Part II, Chapter 3, Volume 1 of Annex 16 to the convention on International Civil Aviation are not permitted to depart from Glasgow Airport between the hours of 2330-0559 (2230-0459) except in special circumstances. Such movements as may be permitted will be at the discretion of the Operations Director from whom specific written permission must be obtained in advance. The Operations Director also has discretion to permit the departure of delayed flights not meeting Chapter 3 standards in exceptional circumstances.

b) Noise Abatement Procedures.

i. The Noise Abatement Procedures specified below are compatible with ATC requirements and shall apply in both IMC and VMC.
ii. The tracks to be flown by all departing jet aircraft and by all other departing aircraft of more than 5700 KG MTWA unless otherwise instructed by ATC or unless deviations are required in the interests of safety.
iii. The Noise Abatement Procedures are incorporated in ATC Standard Instrument Departure Clearances (SID) where appropriate. IFR jet aircraft operating on routes where the SID does not incorporate the Noise Abatement Procedures will be issued with a non-standard clearance by ATC.

| Take-off Runway | Noise Abatement Procedure |
|---|---|
| 05 | Climb straight ahead to 5 DME.<br>Note that for aircraft departing on the SID via LUSIV, the Noise Abatement Procedures terminate at 5 DME. |
| 23 | Climb straight ahead to 5 DME. |

c) For environmental reasons the use of reverse thrust/pitch should be avoided when possible.

# EGPF AD 2.22 FLIGHT PROCEDURES

## 1 PROCEDURES FOR INBOUND AIRCRAFT

a) Inbound Aircraft other than on Airways

i. Aircraft wishing to enter the CTR/CTA or TMA under IFR direct from the FIR must observe the normal procedure for joining Controlled Airspace. For aircraft joining from the West a Reporting Point ROBBO (GOW RDL 275°/16 NM) is established at the TMA Boundary and pilots should anticipate joining clearance via this point.
ii. Pilots inbound to Glasgow under VFR must contact Glasgow Approach Control prior to entering the CTR/CTA and may be required by ATC to route via the published Visual Reference Points. (See paragraph 8).

b) Inbound Aircraft on Airways

i. Aircraft flying in the Airways System will be cleared into the TMA/CTR/CTA without having to request a specific entry clearance.
ii. The standard initial routes for inbound aircraft shown in the table below may be varied at the discretion of ATC (eg for traffic reasons or to allow traffic to be sequenced by radar).

c) Arrival Routes

| Approach from | Via | Route |
|---|---|---|
| North | N560<br>FIR | FOYLE - GOW<br>INBAS - FOYLE |
| Northeast | P600 | PTH VOR - GRICE - STIRA |
| East | FIR | (SAB VOR) - TMA Boundry - TLA - LANAK |
| Southeast | N601<br>FIR | ABEVI - TLA - LANAK<br>TLA - LANAK |
| Southwest | P600 | BLACA - TRN **(Note 1)** |
| West | FIR | ROBBO - GOW |
| Northwest | AWYs | TMA Boundary - GOW |

***Note:*** *Exceptionally aircraft may be routed onwards via LANAK for tactical ATC purposes.*

In order to increase ATC flexibility Speed Limit Points (SLP) are established for arrival routes to Glasgow Airport. Inbound aircraft at FL 140 or below should normally be flown at 250 KT or less when crossing the SLPs. In certain weather conditions, or for reasons of safety, pilots may not be able to comply with the Speed Limit quoted above. In these circumstances they should inform ATC immediately, stating the minimum speed acceptable. Tactical speed control additional to the Speed Limit detailed above may be applied by the Radar Controller as detailed at paragraph d v.

d) Approach Procedures with Radar Control

i. When Glasgow inbound traffic is being sequenced by Radar, the Approach Procedures will be flown under directions from the Approach Radar Controller and will consist of that part of the approach between the Terminal Holding Fix and the Final Approach Path. When Holding Procedures are not in use, radar sequencing may commence before the Terminal Holding Fix.
ii. Pilots should plan their flight profile in such a manner as to be able to achieve the Minimum Holding Level at the appropriate holding point.
iii. When an aircraft is under Approach Radar Control, changes of heading or Flight Level/Altitude will be made only on instructions from the Radar Controller except in the case of radio communication failure in the aircraft or at the Radar Unit.
iv. Headings and Flight Levels/Altitudes at which to leave the holding areas will be passed by ATC. Radar vectors will be given and descent clearance will include an estimate of track distance to touchdown. Further distance information will be given between the initial descent clearance and intercept heading to the ILS.
v. Speed Control may be applied on a tactical basis to the extent determined necessary by the Radar Controller. Aircraft unable to conform to the speeds specified by the Radar Controller should inform him immediately and state what speeds will be used. In the interests of accurate spacing, pilots are requested to comply with speed adjustments as promptly as is feasible within their own operational constraints, and should advise ATC if circumstances necessitate a change of speed for aircraft performance reasons.
vi. GPWS: Special Procedure for Radar Vectoring to Runway 23

1. In order to minimise the risk of nuisance GPWS warnings generated by the profile of the terrain in the vicinity of the Final Approach Track, a special procedure is in force for flights being radar vectored to Runway 23.
2. An essential element of the special procedure is the Speed Limit detailed in paragraph 4. Pilots exceeding the Speed Limit can expect to receive GPWS terrain alerts during the turn onto final approach. Pilots who are unable to comply with the Speed Limit of 250 KT due to weather conditions or operational safety must inform ATC immediately, stating the minimum speed acceptable.
3. Within the Radar Vectoring Area (RVA), and north of a line 105°/285° MAG through *555853N 0041340W (a point 9 NM from the runway 23 threshold on the extended centre-line) the minimum altitude allocated by ATC when radar vectoring aircraft will be 3500 FT.
4. ATC will not issue clearance for aircraft to descend below 3500 FT whilst they are north of the line described in paragraph d vi (2) unless the aircraft is established on the ILS localizer or on the Final Approach Track of a Surveillance Radar Approach or radar vectored VOR/ DME approach to Runway 23.

vii. In the event of radar failure, new instructions will be issued to each aircraft under radar control and the procedures as defined for approach without radar control will be put into effect.

e) Approach Procedures without Radar Control

When inbound traffic is not being sequenced by Radar, aircraft will be cleared from the Terminal Holding Facility via GOW VOR to carry out an Instrument Approach Procedure appropriate to the landing direction.

## 2 RADIO COMMUNICATIONS FAILURE PROCEDURES

In the event of complete radio communication failure in an aircraft, the pilot will adopt the appropriate procedures notified at ENR 1.1.3 with the exceptions detailed below:

a) When complete communication failure occurs in the aircraft before ETA or before EAT when this has been received and acknowledged, the aircraft will:

i. Fly to the appropriate holding point;
ii. hold at the last assigned level until the last acknowledged ETA plus 10 minutes or EAT when this has been given;
iii. route direct to GOW at last assigned level;
iv. then commence descent for landing in accordance with the procedure detailed on the IAP charts and effect a landing within 30 minutes (or later if able to land visually).

b) If complete radio communication failure occurs after an aircraft has reported to ATC on reaching the holding point, the aircraft will:

i. Maintain the last assigned holding level at the appropriate holding point until:

1. ATA over holding point plus 10 minutes or 10 minutes after the last acknowledged communication with ATC, whichever is the later; or
2. EAT when this has been received and acknowledged;

ii. route direct to GOW at last assigned level;
iii. then commence descent for landing in accordance with the procedure detailed on the Instrument Approach charts and effect a landing within 30 minutes (or later if able to land visually).

c) In the event of complete radio failure in an aircraft which has been cleared for an IFR inter-aerodrome flight within the Scottish TMA the pilot will adopt the appropriate procedure as follows, depending upon the phase of flight:

i. If the aircraft is receiving a radar service and is within the RVA of the destination aerodrome, the pilot will adopt the appropriate loss of communication procedure for the runway-in-use as detailed in the RVA information at AD 2-EGPF-5-1. Landing must be effected within 30 minutes (or later if able to land visually);
ii. if the aircraft is either not receiving a radar service or is receiving a radar service but has not yet arrived within the RVA of the destination aerodrome, the pilot will proceed to the appropriate holding point at the destination aerodrome at the last assigned level or 4000 FT whichever is higher. He will then adopt the procedures in paragraph's b and c.

d) The routes and altitudes to be used when leaving the TMA and CTR/CTA in accordance with the procedures at ENR 1.1.3 are shown in the table; the route to be followed is dependent on the position of the aircraft at the time the decision to leave the CTR/CTA is made.

| Position at time of decision | Route |
|---|---|
| Glasgow Airport GOW VOR | Track 035°T from facility at 3500 FT ALT until crossing the Glasgow CTR Boundary. |

## 3 PROCEDURES FOR OUTBOUND AIRCRAFT

a) Non-Airways IFR departing flights from Glasgow routeing in the open FIR to the West should anticipate ATC clearance to leave Controlled Airspace at ROBBO (GOW RDL 275°/16 NM), normally at an altitude below 6000 FT.
b) North Atlantic Departures

i. Due to the proximity of the Shanwick Oceanic boundary to Glasgow, pilots must consider timescales for submitting an 'RCL'. Refer to ENR 2.2, paragraph 3.8.2 for details.

## 4 SPEED LIMIT

a) A speed limitation of 250 KT applies to all aircraft whilst flying below FL 100.

## 5 VFR FLIGHTS

a) VFR flights in the CTR/CTA will be given routeing instructions and /or altitude restrictions in order to integrate VFR flights with other traffic.
b) Pilots should anticipate routeing instructions via the Visual Reference Points detailed in paragraph 8 or the routes detailed in paragraph 7.
c) Pilots of VFR flights are reminded of the requirement to remain in VMC at all times and to comply with the relevant parts of SERA and Rules of the Air, and must advise ATC if at any time they are unable to comply with the instructions issued.
d) For VFR flights at night, pilots should exercise caution and increased vigilance when identifying, and routing via, Ardmore Point and Inverkip Power Station VRPs.
e) **Helicopters:** Whenever possible helicopter flights in the Glasgow CTR/CTA will be cleared on direct routeings under VFR (or, when requested at night in the Glasgow Control Zone, on Special VFR clearance in accordance with the procedures for Special VFR flights).

## 6 SPECIAL VFR CLEARANCE

a) Clearance may be requested for Special VFR flight in IMC or at night within the Glasgow Control Zone and will be given whenever the traffic situation permits. These flights are subject to the general conditions laid down for Special VFR flights.
b) Special VFR clearance will include routeing and maximum altitude instructions and may not necessarily be confined to the Entry/Exit Lanes detailed at paragraph 7. Pilots holding a Private Pilots Licence (Aeroplanes) are reminded of the visibility requirements of Special VFR flights laid down in Schedule 8 of the Air Navigation Order 2005 and in the related notification at ENR 1-4-6, note 4, which may require them to request routeing via the notified Entry/Exit Lanes
c) Pilots are reminded that they must at all times when operating on Special VFR clearance, remain clear of cloud and in sight of the surface and in flight conditions which will enable them to determine their flight path and keep clear of obstacles. Due to the nature of the terrain in the vicinity of Glasgow Airport radar vectoring will not normally be applied to aircraft operating on Special VFR clearance.
d) Pilots are reminded that a Special VFR clearance applies only to flight within the CTR and does not extend to flight within the Glasgow CTAs or the surrounding Airspace of the Scottish TMA.
e) Special VFR clearance will not normally be granted for flights operating in VMC or for flights by aircraft exceeding 5700 KG MTWA.

## 7 ENTRY/EXIT LANES

a) To permit aircraft to operate to and from Glasgow Airport in IMC but not under IFR the following entry/exit lanes have been established for use, under the conditions stated, as follows:

i.

1. A main lane 3 NM wide, with centre-line the middle of the River Clyde, extending from the northwestern boundary of the Glasgow Control Zone following the course of the River Clyde to the point at which it joins the Glasgow Aerodrome Traffic Zone;
2. a branch lane, 3 NM wide, extending from 555954N 0043440W (a point on the northern boundary of the Glasgow Control Zone near Alexandria VRP), southwards, with centre-line based on the River Leven, to Dumbarton, thence to 555550N 0043345W (a point on the River Clyde where the main lane is joined);
3. a lane 3 NM wide, centred on the A726 road extending from the Eastern edge of the Glasgow Control Zone at East Kilbride VRP to the Glasgow Aerodrome Traffic Zone.

ii. use of the lanes is subject to clearance by Glasgow ATC and the carriage of the Glasgow Approach Control frequency;
iii. aircraft using the lanes must remain clear of cloud and in sight of the ground, or water, not above 3000 FT (Glasgow QNH), and in flight visibility of not less than 3 KM;

iv. an aircraft using a lane shall keep the centre-line on its left, unless otherwise instructed by ATC for separation purposes. In these circumstances ATC will pass traffic information to the aircraft concerned;
v. aircraft using the lanes when the reported visibility at Glasgow Airport is in excess of 4 KM may be instructed by ATC, dependant upon the runway-in-use at Glasgow Airport to fly:

1. between Glasgow Airport and Greenock/Ardmore Point; north of the north bank or south of the south bank of the River Clyde; or
2. between Glasgow Airport and Loch Lomond (Alexandria); north of the Clyde/east of the Leven or south of the Clyde/west of the Leven;
3. between Glasgow Airport and East Kilbride, north of the A726 or south of the A726.

vi. pilots of aircraft are responsible for maintaining adequate clearance from the ground or other obstacles.

b) Additionally, to permit the effective integration of traffic, flights operating in VMC and under VFR may be required by ATC to follow these routes as detailed in paragraph 5.

## 8 VISUAL REFERENCE POINTS (VRP)

a) Details of VRPs are available in the consolidated 'Visual Reference Points List' published on the 'Digital Dataset' page of the NATS AIS website, www.nats.aero/ais.

## 9 MICROLIGHT OPERATIONS IN THE GLASGOW CONTROL ZONE/CONTROL AREAS

a) Clearances for microlight aircraft to operate within the Glasgow CTR/CTA may be issued under the standard conditions for access to Class D Airspace under VFR.
b) ATC Clearance must be requested from Glasgow Radar on channel 119.105. Non-radio operations are not permitted.
c) Microlight pilots should plan their flights to remain at least 3 NM from the Runway 05/23 extended centre-line or, if crossing the extended centre-line, to remain at or below 1000 FT ALT and at a range of not less than 7 NM from Glasgow Airport. More direct routings may be available subject to prevailing traffic conditions and controller workload.

## 10 FREQUENCY MONITORING CODE (FMC)

a) Pilots operating in the vicinity of, but intending to remain outside the Glasgow controlled airspace within the area defined by straight lines joining successively the following points and maintaining a listening watch only on Glasgow Radar, channel 119.105, are encouraged to select SSR code 2620.

555840N 0050000W - 554333N 0050000W -
553302N 0042918W - 553627N 0035327W -
554806N 0035411W - 555724N 0035417W -
561150N 0034633W - 560900N 0042141W -
555840N 0050000W.

b) Selection of 2620 does not imply the receipt of an ATC service. Aircraft displaying the code are not expected to contact ATC under normal circumstances, remain responsible for their own navigation, separation, terrain clearance and are expected to remain clear of the Glasgow controlled airspace at all times.
c) Whilst squawking 2620, pilots should be aware that Glasgow Radar may make blind transmissions in order to ascertain a particular aircraft's intentions/route.
d) When a pilot ceases to maintain a listening watch, code 2620 shall be deselected.

# EGPF AD 2.23 ADDITIONAL INFORMATION

Not applicable

# EGPF AD 2.24 CHARTS RELATED TO AN AERODROME

AERODROME CHART - ICAO
AD 2.EGPF-2-1
AIRCRAFT GROUND MOVEMENT/PARKING/DOCKING CHART - ICAO
AD 2.EGPF-2-2
AERODROME CHART A380 GROUND MOVEMENT - ICAO
AD 2.EGPF-2-3
CONTROL ZONE and CONTROL AREA CHART - ENTRY/EXIT LANES and VRPS
AD 2.EGPF-4-1
ATC SURVEILLANCE MINIMUM ALTITUDE CHART - ICAO
AD 2.EGPF-5-1
ATC SURVEILLANCE MINIMUM ALTITUDE CHART - TEXT

AD 2.EGPF-5-2
STANDARD DEPARTURE CHART - INSTRUMENT (SID) NORBO (JET AIRCRAFT ONLY) - ICAO
AD 2.EGPF-6-1
STANDARD DEPARTURE CHART - INSTRUMENT (SID) LUSIV (NON-JET AIRCRAFT ONLY) - ICAO
AD 2.EGPF-6-2
STANDARD DEPARTURE CHART - INSTRUMENT (SID) TALLA (NON-JET AIRCRAFT ONLY) - ICAO
AD 2.EGPF-6-3
STANDARD DEPARTURE CHART - INSTRUMENT (SID) TURNBERRY (NON-JET AIRCRAFT ONLY) - ICAO
AD 2.EGPF-6-4
STANDARD DEPARTURE CHART - INSTRUMENT (SID) FOYLE - ICAO
AD 2.EGPF-6-5
STANDARD DEPARTURE CHART - INSTRUMENT (SID) LOMON - ICAO
AD 2.EGPF-6-6
STANDARD DEPARTURE CHART - INSTRUMENT (SID) ROBBO - ICAO
AD 2.EGPF-6-7
STANDARD DEPARTURE CHART - INSTRUMENT (SID) CLYDE - ICAO
AD 2.EGPF-6-8
STANDARD DEPARTURE CHART - INSTRUMENT (SID) PERTH - ICAO
AD 2.EGPF-6-9
RNAV5 (DME/DME or GNSS) STANDARD ARRIVAL CHART - INSTRUMENT (STAR) AGPED 1G - ICAO
AD 2.EGPF-7-1
RNAV5 (DME/DME or GNSS) STANDARD ARRIVAL CHART - INSTRUMENT (STAR) PTH 1G - ICAO
AD 2.EGPF-7-2
RNAV5 (DME/DME or GNSS) STANDARD ARRIVAL CHART - INSTRUMENT (STAR) APPLE 1G RIBEL 1G - ICAO
AD 2.EGPF-7-3
RNAV5 (DME/DME or GNSS) STANDARD ARRIVAL CHART - INSTRUMENT (STAR) BRUCE 1G - ICAO
AD 2.EGPF-7-4
RNAV5 (DME/DME or GNSS) STANDARD ARRIVAL CHART - INSTRUMENT (STAR) ERSON 1G - ICAO
AD 2.EGPF-7-5
RNAV5 (DME/DME or GNSS) STANDARD ARRIVAL CHART - INSTRUMENT (STAR) BLACA 1G - ICAO
AD 2.EGPF-7-6
STANDARD INSTRUMENT ARRIVAL CODING TABLES AGPED 1G PTH 1G APPLE 1G RIBEL 1G
AD 2.EGPF-7-7
STANDARD INSTRUMENT ARRIVAL CODING TABLES BRUCE 1G ERSON 1G BLACA 1G
AD 2.EGPF-7-8
RNAV HOLD CODING TABLE STIRA LANAK FYNER FOYLE
AD 2.EGPF-7-9
INSTRUMENT APPROACH CHART ILS/DME/VOR OR NDB(L) RWY 05 - ICAO
AD 2.EGPF-8-1
INSTRUMENT APPROACH CHART LOC/DME/VOR OR NDB(L) RWY 05 - ICAO
AD 2.EGPF-8-2
INSTRUMENT APPROACH CHART SRA RTR 2 NM RWY 05 - ICAO
AD 2.EGPF-8-3
INSTRUMENT APPROACH CHART VOR/DME RWY 05 - ICAO
AD 2.EGPF-8-4
INSTRUMENT APPROACH CHART NDB(L)/DME RWY 05 - ICAO
AD 2.EGPF-8-5
INSTRUMENT APPROACH CHART ILS/DME/VOR OR NDB(L) RWY 23 - ICAO
AD 2.EGPF-8-6
INSTRUMENT APPROACH CHART LOC/DME/VOR OR NDB(L) RWY 23 - ICAO
AD 2.EGPF-8-7
INSTRUMENT APPROACH CHART SRA RTR 2 NM RWY 23 - ICAO
AD 2.EGPF-8-8
INSTRUMENT APPROACH CHART VOR/DME RWY 23 - ICAO
AD 2.EGPF-8-9
INSTRUMENT APPROACH CHART NDB(L)/DME RWY 23 - ICAO
AD 2.EGPF-8-10

## EGPF AD 2.25 VISUAL SEGMENT SURFACE (VSS) PENETRATION

Not applicable

**INTENTIONALLY BLANK**

# AERODROME CHART - ICAO

ARP 555219N 0042559W

AD ELEV 26FT

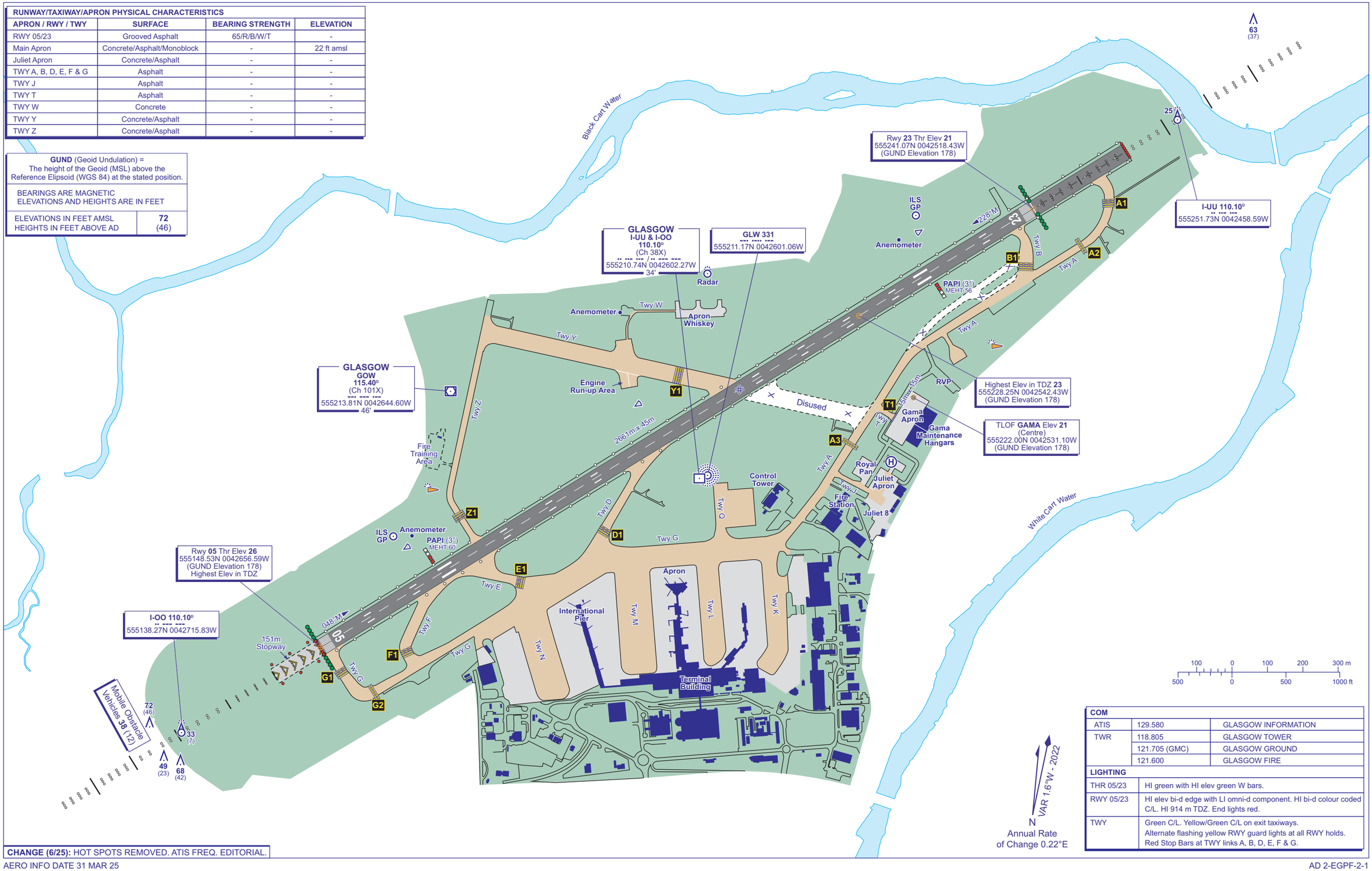
# GLASGOW
EGPF

| RUNWAY/TAXIWAY/APRON PHYSICAL CHARACTERISTICS | | | |
|---|---|---|---|
| APRON / RWY / TWY | SURFACE | BEARING STRENGTH | ELEVATION |
| RWY 05/23 | Grooved Asphalt | 65/R/B/W/T | - |
| Main Apron | Concrete/Asphalt/Monoblock | - | 22 ft amsl |
| Juliet Apron | Concrete/Asphalt | - | - |
| TWY A, B, D, E, F & G | Asphalt | - | - |
| TWY J | Asphalt | - | - |
| TWY T | Asphalt | - | - |
| TWY W | Concrete | - | - |
| TWY Y | Concrete/Asphalt | - | - |
| TWY Z | Concrete/Asphalt | - | - |

**GUND** (Geoid Undulation) = The height of the Geoid (MSL) above the Reference Elipsoid (WGS 84) at the stated position.

BEARINGS ARE MAGNETIC
ELEVATIONS AND HEIGHTS ARE IN FEET

| | |
|---|---|
| ELEVATIONS IN FEET AMSL | 72 |
| HEIGHTS IN FEET ABOVE AD | (46) |




| COM | | |
|---|---|---|
| ATIS | 129.580 | GLASGOW INFORMATION |
| TWR | 118.805 | GLASGOW TOWER |
| | 121.705 (GMC) | GLASGOW GROUND |
| | 121.600 | GLASGOW FIRE |

| LIGHTING | |
|---|---|
| THR 05/23 | HI green with HI elev green W bars. |
| RWY 05/23 | HI elev bi-d edge with LI omni-d component. HI bi-d colour coded C/L. HI 914 m TDZ. End lights red. |
| TWY | Green C/L. Yellow/Green C/L on exit taxiways. Alternate flashing yellow RWY guard lights at all RWY holds. Red Stop Bars at TWY links A, B, D, E, F & G. |

**CHANGE (6/25):** HOT SPOTS REMOVED. ATIS FREQ. EDITORIAL.

AERO INFO DATE 31 MAR 25

AD 2-EGPF-2-1

# AIRCRAFT GROUND MOVEMENT/PARKING/DOCKING CHART - ICAO

**ARP 555219N 0042559W**

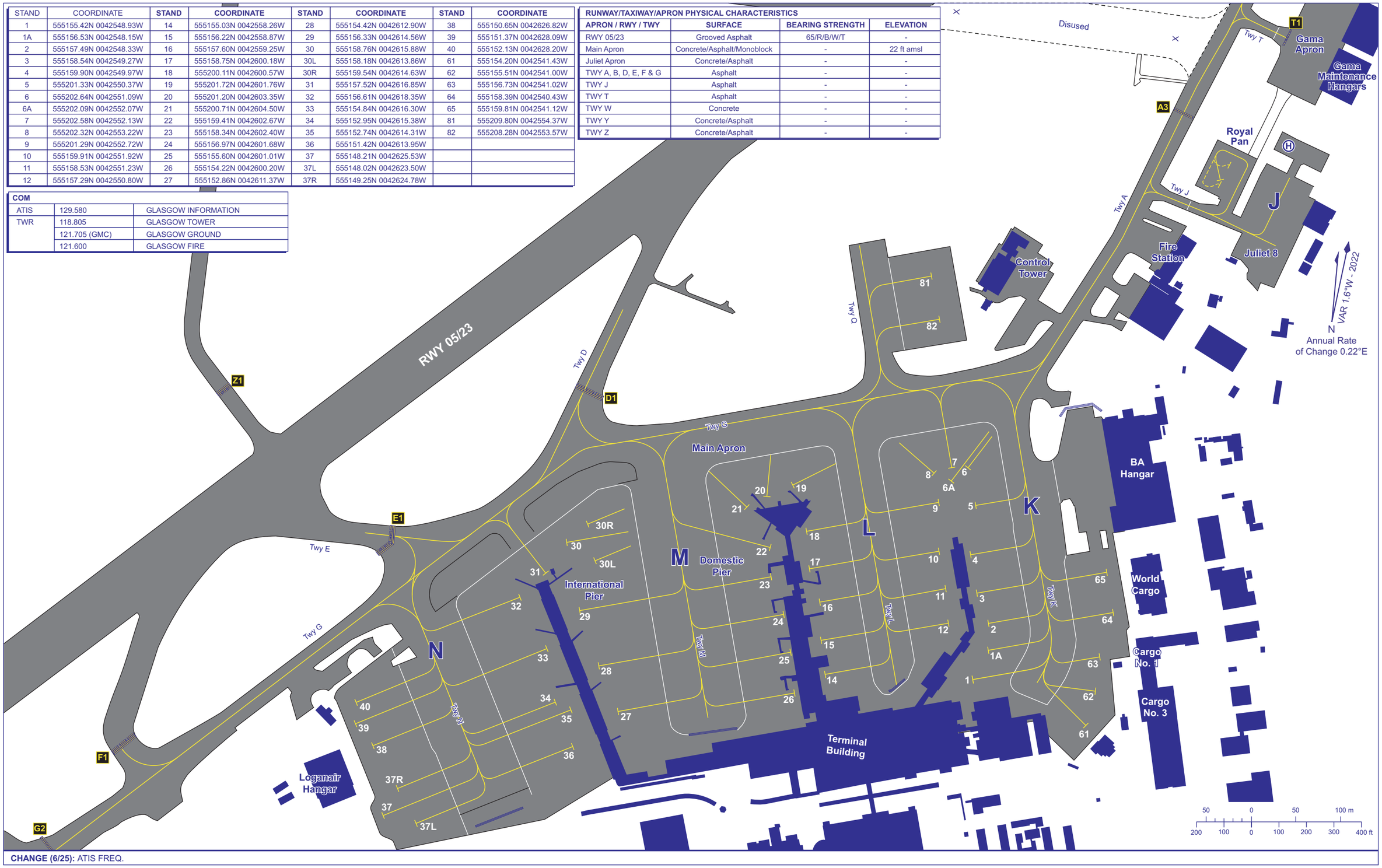
**AD ELEV 26FT**

# GLASGOW
## EGPF

| STAND | COORDINATE | STAND | COORDINATE | STAND | COORDINATE | STAND | COORDINATE |
|---|---|---|---|---|---|---|---|
| 1 | 555155.42N 0042548.93W | 14 | 555155.03N 0042558.26W | 28 | 555154.42N 0042612.90W | 38 | 555150.65N 0042626.82W |
| 1A | 555156.53N 0042548.15W | 15 | 555156.22N 0042558.87W | 29 | 555156.33N 0042614.56W | 39 | 555151.37N 0042628.09W |
| 2 | 555157.49N 0042548.33W | 16 | 555157.60N 0042559.25W | 30 | 555158.76N 0042615.88W | 40 | 555152.13N 0042628.20W |
| 3 | 555158.54N 0042549.27W | 17 | 555158.75N 0042600.18W | 30L | 555158.18N 0042613.86W | 61 | 555154.20N 0042541.43W |
| 4 | 555159.90N 0042549.97W | 18 | 555200.11N 0042600.57W | 30R | 555159.54N 0042614.63W | 62 | 555155.51N 0042541.00W |
| 5 | 555201.33N 0042550.37W | 19 | 555201.72N 0042601.76W | 31 | 555157.52N 0042616.85W | 63 | 555156.73N 0042541.02W |
| 6 | 555202.64N 0042551.09W | 20 | 555201.20N 0042603.35W | 32 | 555156.61N 0042618.35W | 64 | 555158.39N 0042540.43W |
| 6A | 555202.09N 0042552.07W | 21 | 555200.71N 0042604.50W | 33 | 555154.84N 0042616.30W | 65 | 555159.81N 0042541.12W |
| 7 | 555202.58N 0042552.13W | 22 | 555159.41N 0042602.67W | 34 | 555152.95N 0042615.38W | 81 | 555209.80N 0042554.37W |
| 8 | 555202.32N 0042553.22W | 23 | 555158.34N 0042602.40W | 35 | 555152.74N 0042614.31W | 82 | 555208.28N 0042553.57W |
| 9 | 555201.29N 0042552.72W | 24 | 555156.97N 0042601.68W | 36 | 555151.42N 0042613.95W | | |
| 10 | 555159.91N 0042551.92W | 25 | 555155.60N 0042601.01W | 37 | 555148.21N 0042625.53W | | |
| 11 | 555158.53N 0042551.23W | 26 | 555154.22N 0042600.20W | 37L | 555148.02N 0042623.50W | | |
| 12 | 555157.29N 0042550.80W | 27 | 555152.86N 0042611.37W | 37R | 555149.25N 0042624.78W | | |

| RUNWAY/TAXIWAY/APRON PHYSICAL CHARACTERISTICS | | | |
|---|---|---|---|
| **APRON / RWY / TWY** | **SURFACE** | **BEARING STRENGTH** | **ELEVATION** |
| RWY 05/23 | Grooved Asphalt | 65/R/B/W/T | - |
| Main Apron | Concrete/Asphalt/Monoblock | - | 22 ft amsl |
| Juliet Apron | Concrete/Asphalt | - | - |
| TWY A, B, D, E, F & G | Asphalt | - | - |
| TWY J | Asphalt | - | - |
| TWY T | Asphalt | - | - |
| TWY W | Concrete | - | - |
| TWY Y | Concrete/Asphalt | - | - |
| TWY Z | Concrete/Asphalt | - | - |

| COM | | |
|---|---|---|
| ATIS | 129.580 | GLASGOW INFORMATION |
| TWR | 118.805 | GLASGOW TOWER |
| | 121.705 (GMC) | GLASGOW GROUND |
| | 121.600 | GLASGOW FIRE |




**CHANGE (6/25):** ATIS FREQ.

# AERODROME CHART
# A380 GROUND MOVEMENT - ICAO

**ARP 555219N 0042559W**

**AD ELEV 26FT**

# GLASGOW
**EGPF**




**CHANGE (6/25):** HOT SPOTS REMOVED.

AERO INFO DATE 31 MAR 25

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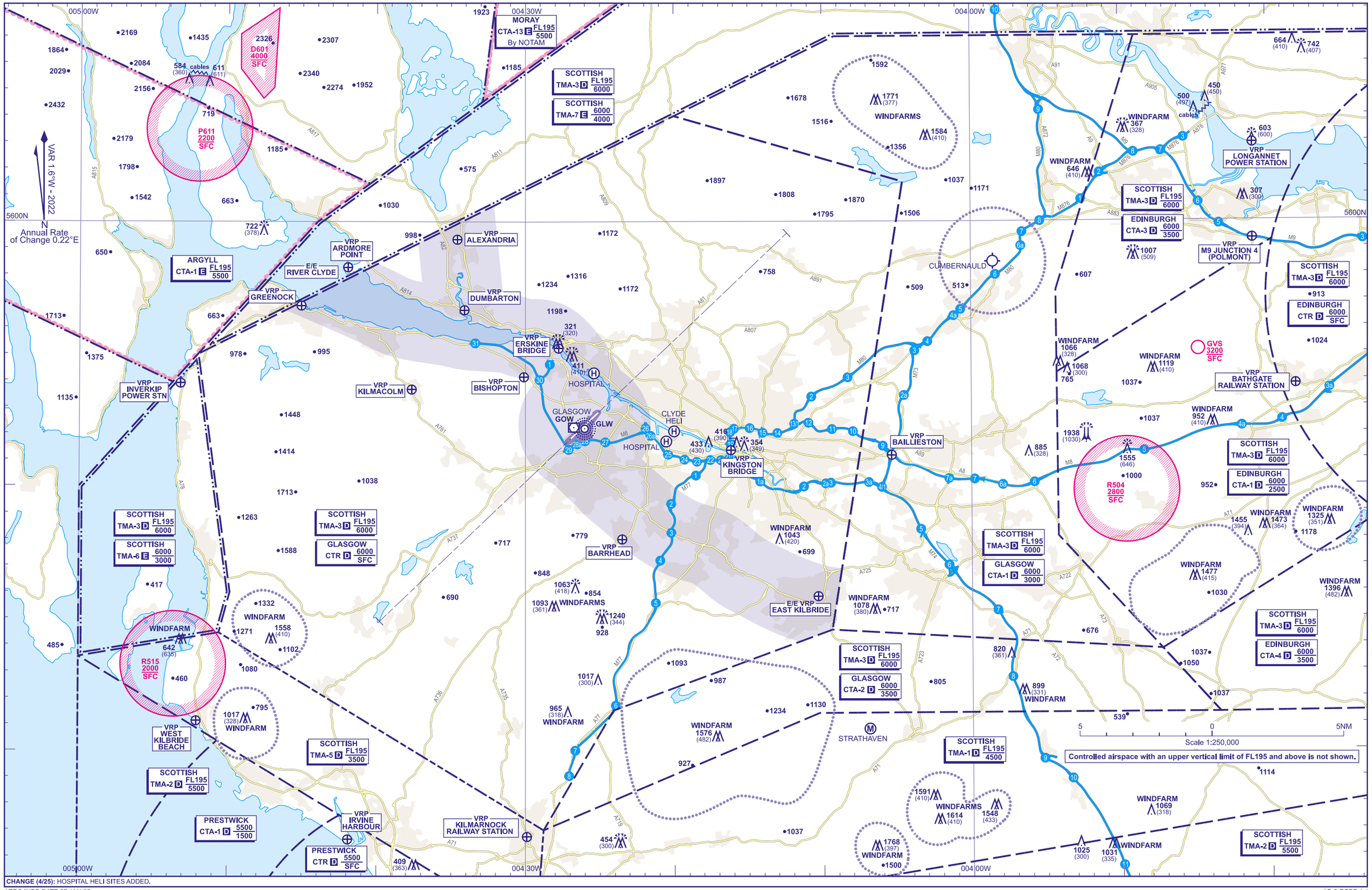
## CONTROL ZONE AND CONTROL AREA CHART - ENTRY/EXIT LANES AND VRPs

## GLASGOW




**CHANGE (4/25):** HOSPITAL HELI SITES ADDED.

AERO INFO DATE 27 JAN 25

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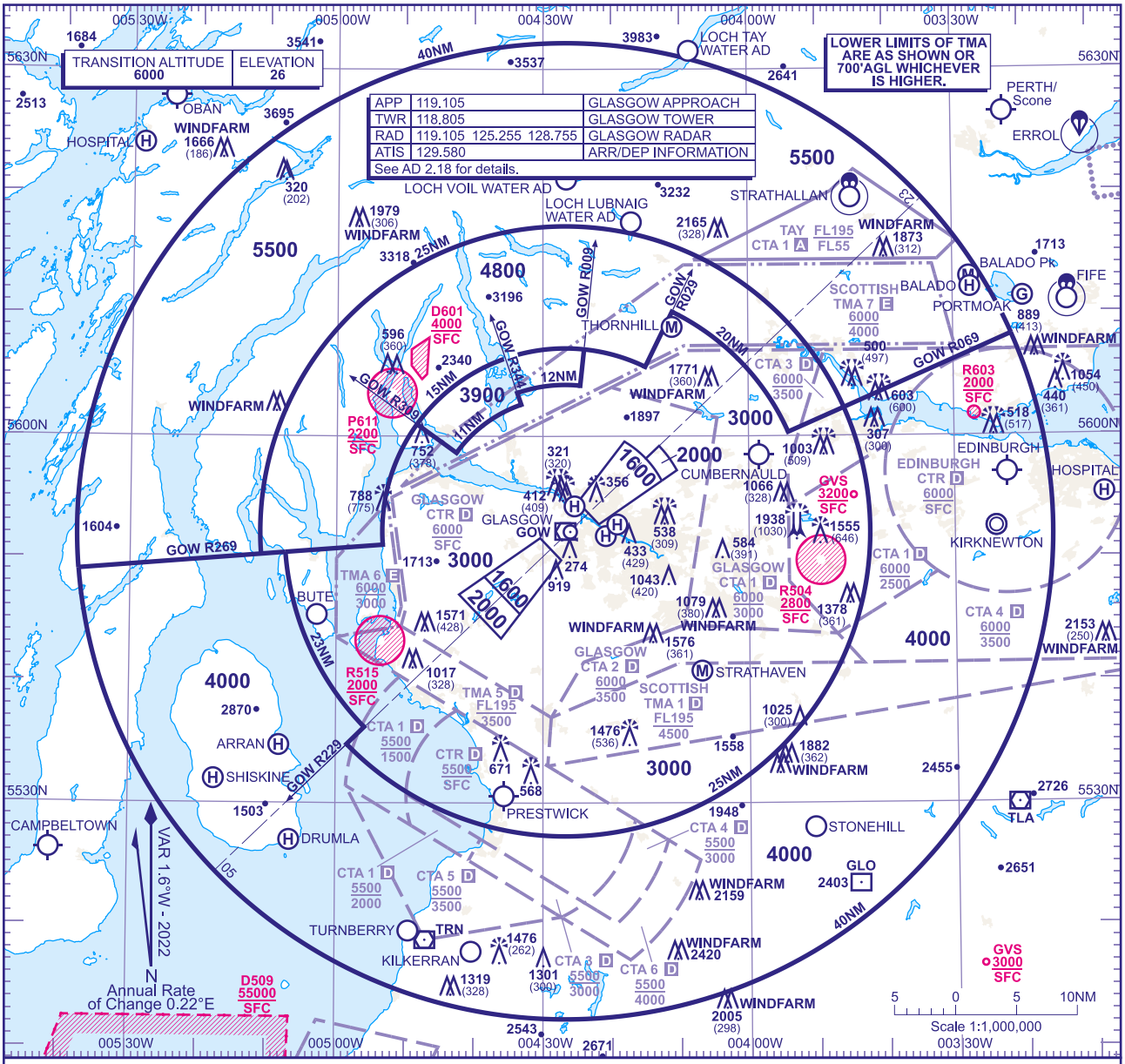
# ATC SURVEILLANCE MINIMUM ALTITUDE CHART - ICAO

BEARINGS, TRACKS AND RADIALS ARE MAGNETIC
ELEVATIONS IN FEET AMSL 1938
HEIGHTS IN FEET AGL (1030)

## GLASGOW




**MINIMUM INITIAL ALTITUDE**
For coordinates see EGPF 5-2.

**OUTSIDE THE DESIGNATED ATC SURVEILLANCE MINIMUM ALTITUDE AREA**
The minimum altitude to be allocated by the approach surveillance controller will be either the Minimum Sector Altitude, or **1000** above any fixed obstacles:
a) within 5NM of the aircraft*, or
b) within the sector 15NM ahead of and within 20° either side of the aircraft's track*.
*When the aircraft is within 15NM of the radar antennae, the 5NM in a) and the 15NM in b) may be reduced to 3NM and 10NM respectively.

**LOSS OF COMMUNICATION PROCEDURES**
**Initial Approach**
Continue visually or by means of an appropriate approved final approach aid. If not possible proceed at **3500**, or last assigned level if higher, to **GOW VOR**†.
**Intermediate and Final Approach**
Continue visually or by means of an appropriate final approach aid. If not possible follow the Missed Approach Procedure to **GOW VOR**†.
† In all cases where the aircraft returns to the holding facility the procedure to be adopted is the Radio Failure Procedure detailed at ENR 1.1.3 or the procedure for the Scottish TMA & Glasgow CTA detailed at EGPF AD 2.22.

**GENERAL INFORMATION**
1. Levels shown are based on QNH.
2. Only significant obstacles and dominant spot heights are shown.
3. The minimum levels shown within the ATC Surveillance Minimum Altitude Area are in conformance with the Standard European Rules of the Air - SERA.5015.
4. Controlled airspace with a base in excess of **5000** or FL55, as appropriate, is not shown.
5. **This chart may only be used for cross-checking of altitudes assigned when in receipt of an ATC Surveillance service.**
6. **RWY 05: Further descent to 2000/1600 may be given within the approach areas shown when an aircraft is either established on the final approach track or an intercept of 40° or less, and in the case of instrument approaches other than SRA is cleared to intercept the final approach track. RWY 23: Pilots should not accept descent below 3000FT unless established on a 40° or less, closing heading to the final approach track and within 9.5NM from the runway threshold when closing from the south and 8NM from the runway threshold when closing from the north and instructed to intercept the ILS LOC or specified VOR approach radial.**
7. **RWY 23: Aircraft shall not be vectored to an NDB approach.**
8. Detailed description of FIR, UIR, CTA and TMA see ENR 2.1.
9. Detailed description of ATS airspace organized at the aerodrome see AD 2.17.

**CHANGE (6/25):** ATIS, APP, RAD FREQ UPDATED. GVS REMOVED.

AERO INFO DATE 24 MAR 25

## ATC SURVEILLANCE MINIMUM ALTITUDE CHART - ICAO

## GLASGOW

**MINIMUM INITIAL ALTITUDE**

Within the ATC Surveillance Minimum Altitude area the minimum initial altitude to be allocated by the approach surveillance controller is:

a) **5500** in the sector defined by the lateral limits; 554902N 0053728W thence clockwise by an arc of a circle 40NM centred on 555214N 0042645W to 560815N 0032129W - 560218N 0034604W thence anticlockwise by an arc of a circle 25NM centred on 555214N 0042645W - 555019N 0051058W - 554902N 0053728W.

b) **4000** in the sector defined by the lateral limits; 554902N 0053728W - 555029N 0050726W thence anticlockwise by an arc of a circle 23NM centered on 555214N 0042645W to 553612N 0045552W - 553448N 0045823W thence anticlockwise by an arc of a circle 25NM centred on 555214N 0042645W to 560218N 0034604W - 560815N 0032129W thence clockwise by an arc of a circle 40NM centred on 555214N 0042645W to 554902N 0053728W.

c) **4800** in the sector defined by the lateral limits; 555019N 0051058W thence clockwise by an arc of a circle 25NM centred on 555214N 0042645W to 560218N 0034604W - 560019N 0035413W thence anticlockwise by an arc of a circle 20NM centred on 555214N 0042645W to 561010N 0041107W - 560541N 0041503W thence anticlockwise by an arc of a circle 15NM centred on 555214N 0042645W to 555107N 0045317W - 555019N 0051058W.

d) **3900** in the sector defined by the lateral limits; 560059N 0044824W thence clockwise by an arc of a circle 15NM centred on 555214N 0042645W to 560707N 0042359W - 560409N 0042433W thence anticlockwise by an arc of a circle 12NM centred on 555214N 0042645W to 560333N 0043345W - 560236N 0043310W thence anticlockwise by an arc of a circle 11NM centred on 555214N 0042645W to 555839N 0044236W - 560059N 0044824W.

e) **3000** in the sector defined by the lateral limits; 555029N 0050726W - 555107N 0045317W thence clockwise by an arc of a circle 15NM centred on 555214N 0042645W to 560059N 0044824W - 555839N 0044236W thence clockwise by an arc of a circle 11NM centred on 555214N 0042645W to 560236N 0043310W - 560333N 0043345W thence clockwise by an arc of a circle 12NM centred on 555214N 0042645W to 560409N 0042433W - 560707N 0042359W thence clockwise by an arc of a circle 15NM centred on 555214N 0042645W to 560541N 0041503W - 561010N 0041107W thence clockwise by an arc of a circle 20NM centred on 555214N 0042645W to 560019N 0035413W - 560218N 0034604W thence clockwise by an arc of a circle 25NM centred on 555214N 0042645W to 553448N 0045823W - 553612N 0045552W thence clockwise by an arc of a circle 23NM centred on 555214N 0042645W to 555029N 0050726W.

For further descent see note 6 in General Information.

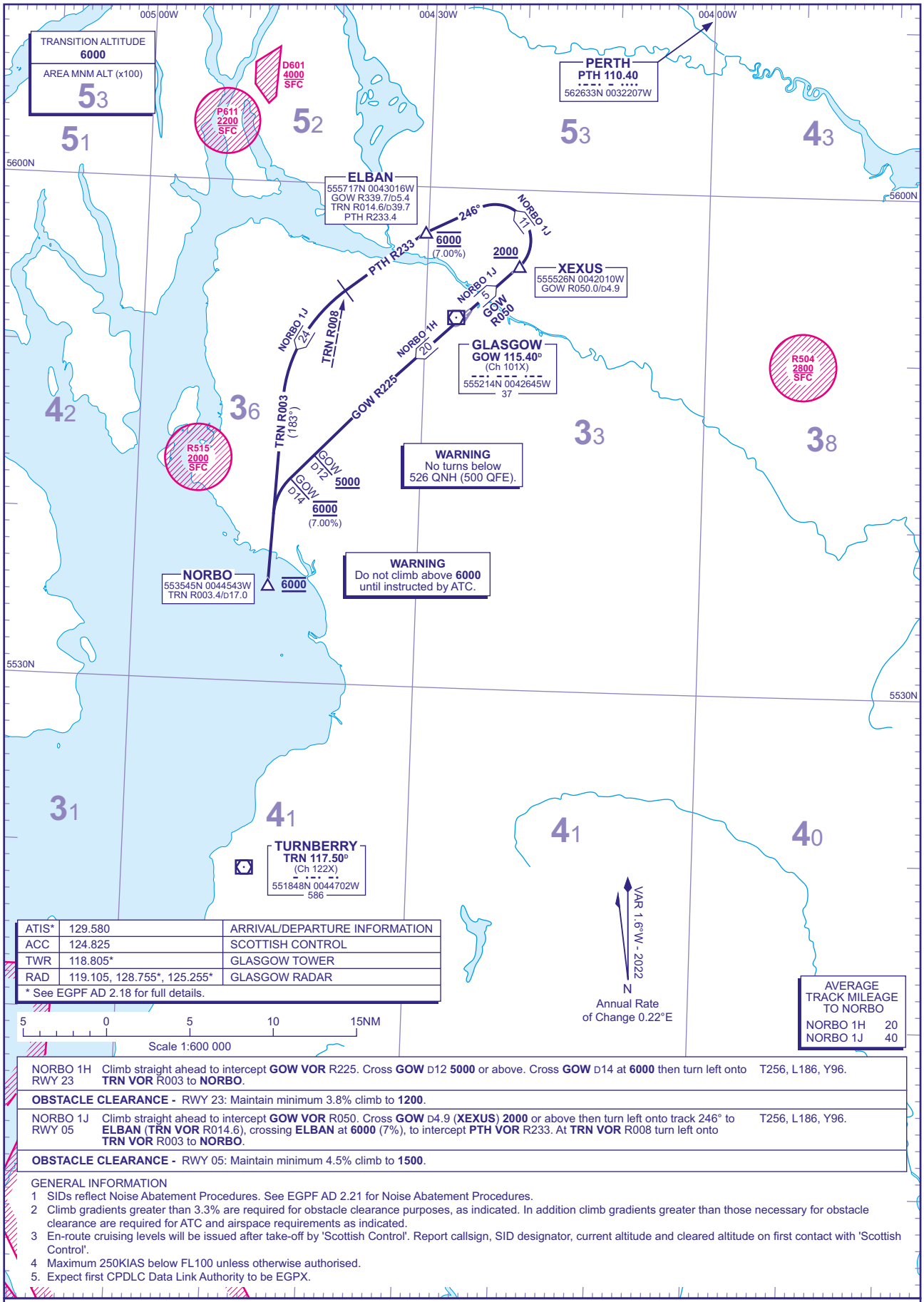
**CHANGE (7/17):** SPECIFICATION UPDATE ONLY, NO CHANGE TO CONTENT.

AERO INFO DATE 27 MAR 17

# STANDARD DEPARTURE CHART - INSTRUMENT (SID) - ICAO

DISTANCES IN NAUTICAL MILES
BEARINGS, TRACKS AND RADIALS ARE MAGNETIC
ALTITUDES AND ELEVATIONS ARE IN FEET

# GLASGOW
## NORBO (Jet aircraft only)




| | | |
|---|---|---|
| ATIS* | 129.580 | ARRIVAL/DEPARTURE INFORMATION |
| ACC | 124.825 | SCOTTISH CONTROL |
| TWR | 118.805* | GLASGOW TOWER |
| RAD | 119.105, 128.755*, 125.255* | GLASGOW RADAR |
| * See EGPF AD 2.18 for full details. | | |

AVERAGE TRACK MILEAGE TO NORBO

| | |
|---|---|
| NORBO 1H | 20 |
| NORBO 1J | 40 |

| | | |
|---|---|---|
| NORBO 1H<br>RWY 23 | Climb straight ahead to intercept **GOW VOR** R225. Cross **GOW** D12 **5000** or above. Cross **GOW** D14 at **6000** then turn left onto **TRN VOR** R003 to **NORBO**. | T256, L186, Y96. |
| **OBSTACLE CLEARANCE -** RWY 23: Maintain minimum 3.8% climb to **1200**. | | |
| NORBO 1J<br>RWY 05 | Climb straight ahead to intercept **GOW VOR** R050. Cross **GOW** D4.9 (**XEXUS**) **2000** or above then turn left onto track 246° to **ELBAN** (**TRN VOR** R014.6), crossing **ELBAN** at **6000** (7%), to intercept **PTH VOR** R233. At **TRN VOR** R008 turn left onto **TRN VOR** R003 to **NORBO**. | T256, L186, Y96. |
| **OBSTACLE CLEARANCE -** RWY 05: Maintain minimum 4.5% climb to **1500**. | | |

GENERAL INFORMATION
1 SIDs reflect Noise Abatement Procedures. See EGPF AD 2.21 for Noise Abatement Procedures.
2 Climb gradients greater than 3.3% are required for obstacle clearance purposes, as indicated. In addition climb gradients greater than those necessary for obstacle clearance are required for ATC and airspace requirements as indicated.
3 En-route cruising levels will be issued after take-off by 'Scottish Control'. Report callsign, SID designator, current altitude and cleared altitude on first contact with 'Scottish Control'.
4 Maximum 250KIAS below FL100 unless otherwise authorised.
5. Expect first CPDLC Data Link Authority to be EGPX.

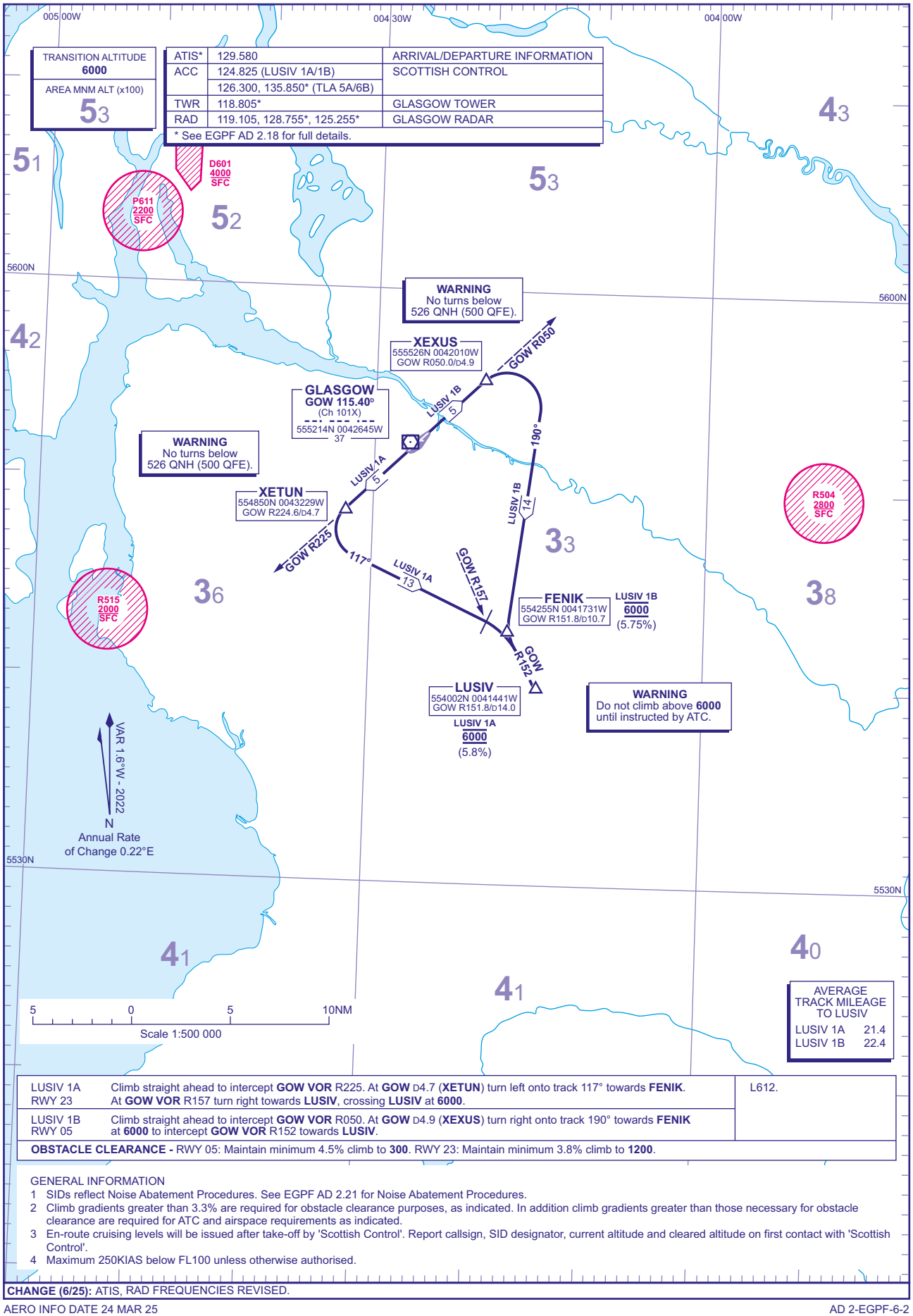
**CHANGE (8/25):** TRN VOR RECALIBRATED. TRN RADIALS REVISED. NORBO 1H GOW D12 ALTITUDE RESTRICTION ADDED TO CHART.

AERO INFO DATE 27 MAY 25
AD 2-EGPF-6-1

# STANDARD DEPARTURE CHART - INSTRUMENT (SID) - ICAO

DISTANCES IN NAUTICAL MILES
BEARINGS, TRACKS AND RADIALS ARE MAGNETIC
ALTITUDES AND ELEVATIONS ARE IN FEET

## GLASGOW
## LUSIV (Non-jet aircraft only)




| | | |
|---|---|---|
| LUSIV 1A<br>RWY 23 | Climb straight ahead to intercept **GOW VOR** R225. At **GOW** D4.7 (**XETUN**) turn left onto track 117° towards **FENIK**. At **GOW VOR** R157 turn right towards **LUSIV**, crossing **LUSIV** at **6000**. | L612. |
| LUSIV 1B<br>RWY 05 | Climb straight ahead to intercept **GOW VOR** R050. At **GOW** D4.9 (**XEXUS**) turn right onto track 190° towards **FENIK** at **6000** to intercept **GOW VOR** R152 towards **LUSIV**. | |
| **OBSTACLE CLEARANCE -** RWY 05: Maintain minimum 4.5% climb to **300**. RWY 23: Maintain minimum 3.8% climb to **1200**. | | |

GENERAL INFORMATION
1 SIDs reflect Noise Abatement Procedures. See EGPF AD 2.21 for Noise Abatement Procedures.
2 Climb gradients greater than 3.3% are required for obstacle clearance purposes, as indicated. In addition climb gradients greater than those necessary for obstacle clearance are required for ATC and airspace requirements as indicated.
3 En-route cruising levels will be issued after take-off by 'Scottish Control'. Report callsign, SID designator, current altitude and cleared altitude on first contact with 'Scottish Control'.
4 Maximum 250KIAS below FL100 unless otherwise authorised.

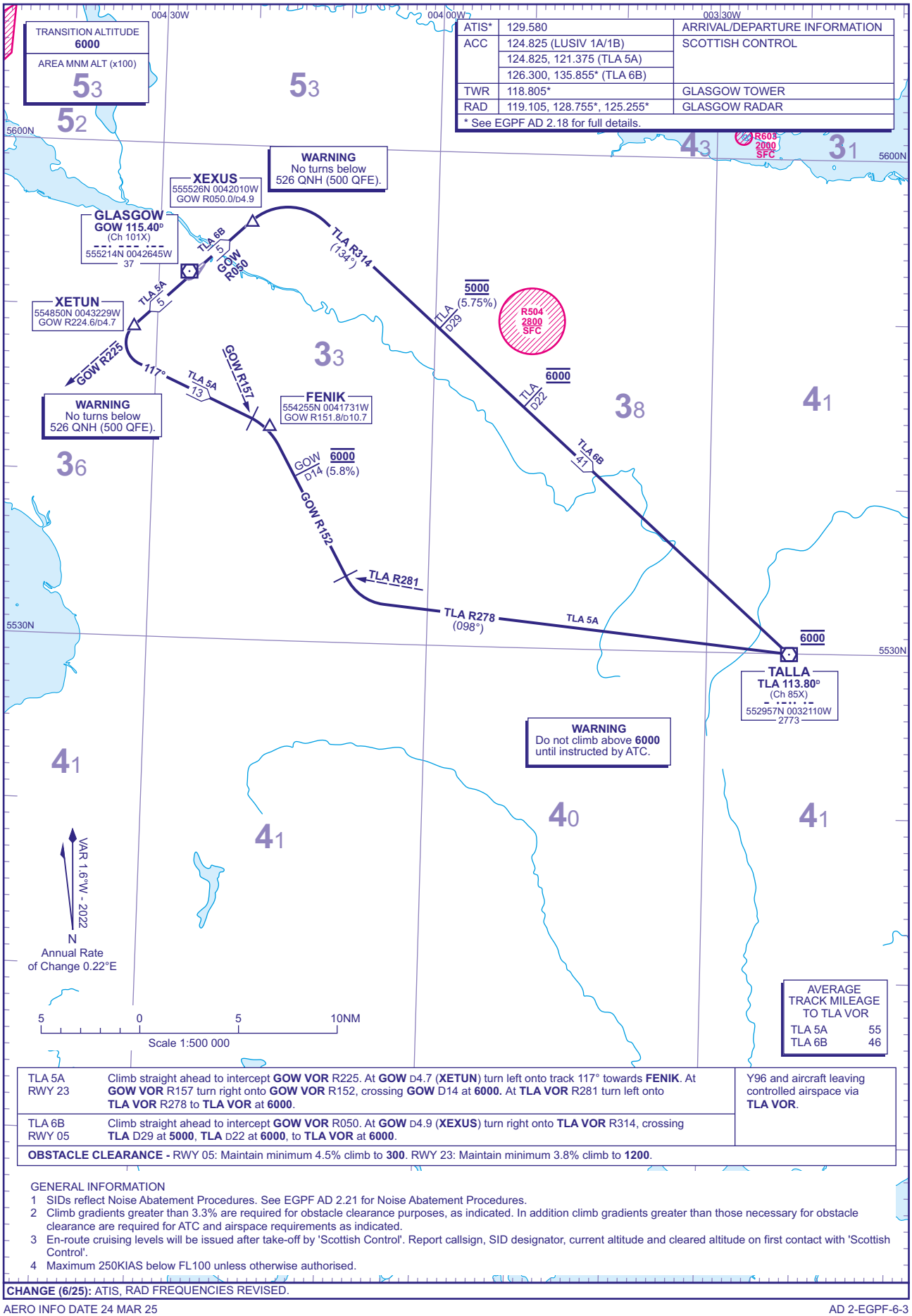
**CHANGE (6/25):** ATIS, RAD FREQUENCIES REVISED.

AERO INFO DATE 24 MAR 25
AD 2-EGPF-6-2

# STANDARD DEPARTURE CHART - INSTRUMENT (SID) - ICAO

DISTANCES IN NAUTICAL MILES
BEARINGS, TRACKS AND RADIALS ARE MAGNETIC
ALTITUDES AND ELEVATIONS ARE IN FEET

# GLASGOW
## TALLA (Non-jet aircraft only)




| | | |
|---|---|---|
| TLA 5A RWY 23 | Climb straight ahead to intercept **GOW VOR** R225. At **GOW** D4.7 (**XETUN**) turn left onto track 117° towards **FENIK**. At **GOW VOR** R157 turn right onto **GOW VOR** R152, crossing **GOW** D14 at **6000.** At **TLA VOR** R281 turn left onto **TLA VOR** R278 to **TLA VOR** at **6000**. | Y96 and aircraft leaving controlled airspace via **TLA VOR**. |
| TLA 6B RWY 05 | Climb straight ahead to intercept **GOW VOR** R050. At **GOW** D4.9 (**XEXUS**) turn right onto **TLA VOR** R314, crossing **TLA** D29 at **5000**, **TLA** D22 at **6000**, to **TLA VOR** at **6000**. | |

**OBSTACLE CLEARANCE -** RWY 05: Maintain minimum 4.5% climb to **300**. RWY 23: Maintain minimum 3.8% climb to **1200**.

GENERAL INFORMATION
1 SIDs reflect Noise Abatement Procedures. See EGPF AD 2.21 for Noise Abatement Procedures.
2 Climb gradients greater than 3.3% are required for obstacle clearance purposes, as indicated. In addition climb gradients greater than those necessary for obstacle clearance are required for ATC and airspace requirements as indicated.
3 En-route cruising levels will be issued after take-off by 'Scottish Control'. Report callsign, SID designator, current altitude and cleared altitude on first contact with 'Scottish Control'.
4 Maximum 250KIAS below FL100 unless otherwise authorised.

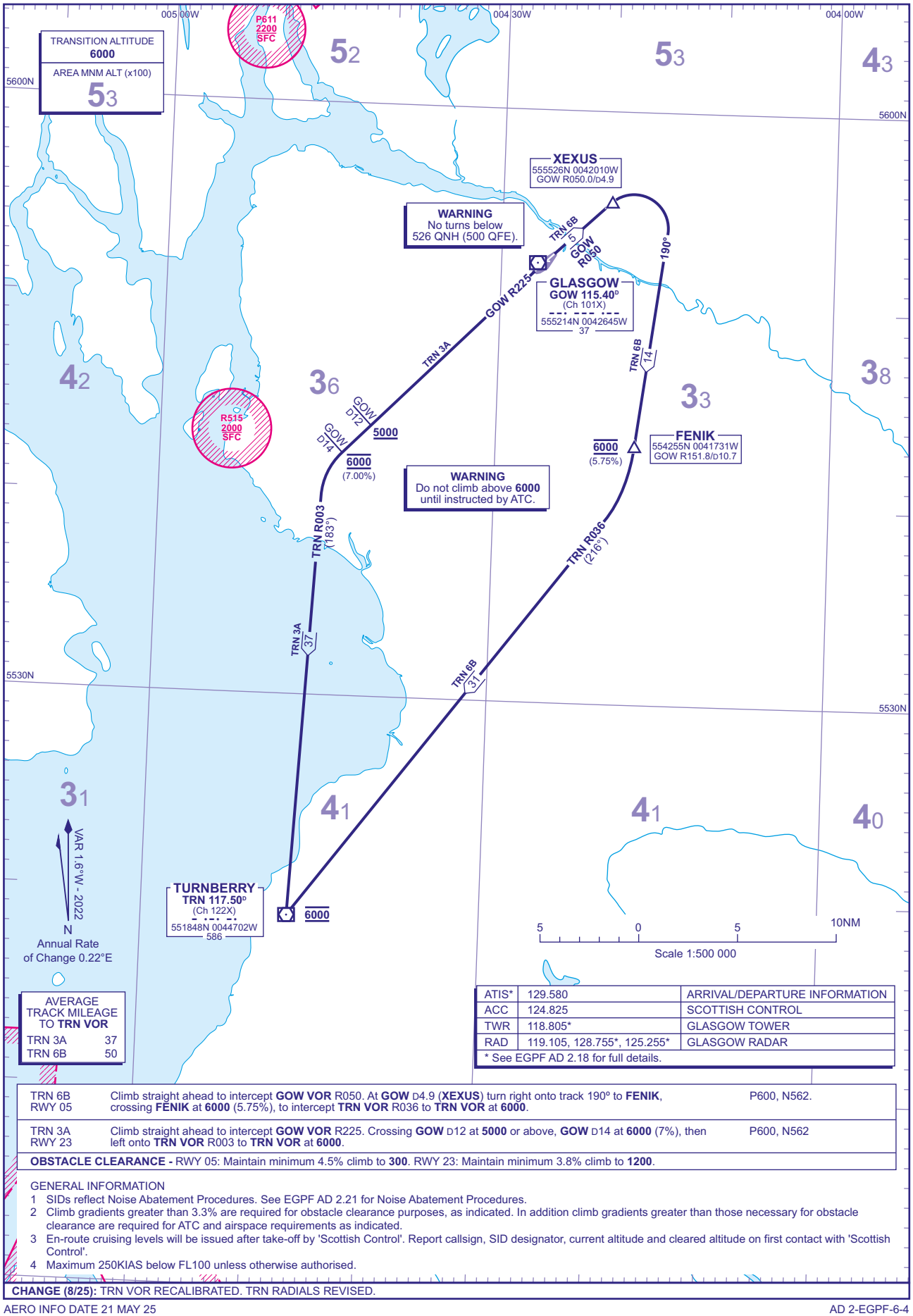
**CHANGE (6/25):** ATIS, RAD FREQUENCIES REVISED.

AERO INFO DATE 24 MAR 25

# STANDARD DEPARTURE CHART - INSTRUMENT (SID) - ICAO

DISTANCES IN NAUTICAL MILES
BEARINGS, TRACKS AND RADIALS ARE MAGNETIC
ALTITUDES AND ELEVATIONS ARE IN FEET

## GLASGOW
## TURNBERRY (Non-jet aircraft only)




| AVERAGE TRACK MILEAGE TO **TRN VOR** | |
|---|---|
| TRN 3A | 37 |
| TRN 6B | 50 |

| | | |
|---|---|---|
| ATIS* | 129.580 | ARRIVAL/DEPARTURE INFORMATION |
| ACC | 124.825 | SCOTTISH CONTROL |
| TWR | 118.805* | GLASGOW TOWER |
| RAD | 119.105, 128.755*, 125.255* | GLASGOW RADAR |

* See EGPF AD 2.18 for full details.

| | | |
|---|---|---|
| TRN 6B<br>RWY 05 | Climb straight ahead to intercept **GOW VOR** R050. At **GOW** D4.9 (**XEXUS**) turn right onto track 190° to **FENIK**, crossing **FENIK** at **6000** (5.75%), to intercept **TRN VOR** R036 to **TRN VOR** at **6000**. | P600, N562. |
| TRN 3A<br>RWY 23 | Climb straight ahead to intercept **GOW VOR** R225. Crossing **GOW** D12 at **5000** or above, **GOW** D14 at **6000** (7%), then left onto **TRN VOR** R003 to **TRN VOR** at **6000**. | P600, N562 |

**OBSTACLE CLEARANCE -** RWY 05: Maintain minimum 4.5% climb to **300**. RWY 23: Maintain minimum 3.8% climb to **1200**.

GENERAL INFORMATION
1 SIDs reflect Noise Abatement Procedures. See EGPF AD 2.21 for Noise Abatement Procedures.
2 Climb gradients greater than 3.3% are required for obstacle clearance purposes, as indicated. In addition climb gradients greater than those necessary for obstacle clearance are required for ATC and airspace requirements as indicated.
3 En-route cruising levels will be issued after take-off by 'Scottish Control'. Report callsign, SID designator, current altitude and cleared altitude on first contact with 'Scottish Control'.
4 Maximum 250KIAS below FL100 unless otherwise authorised.

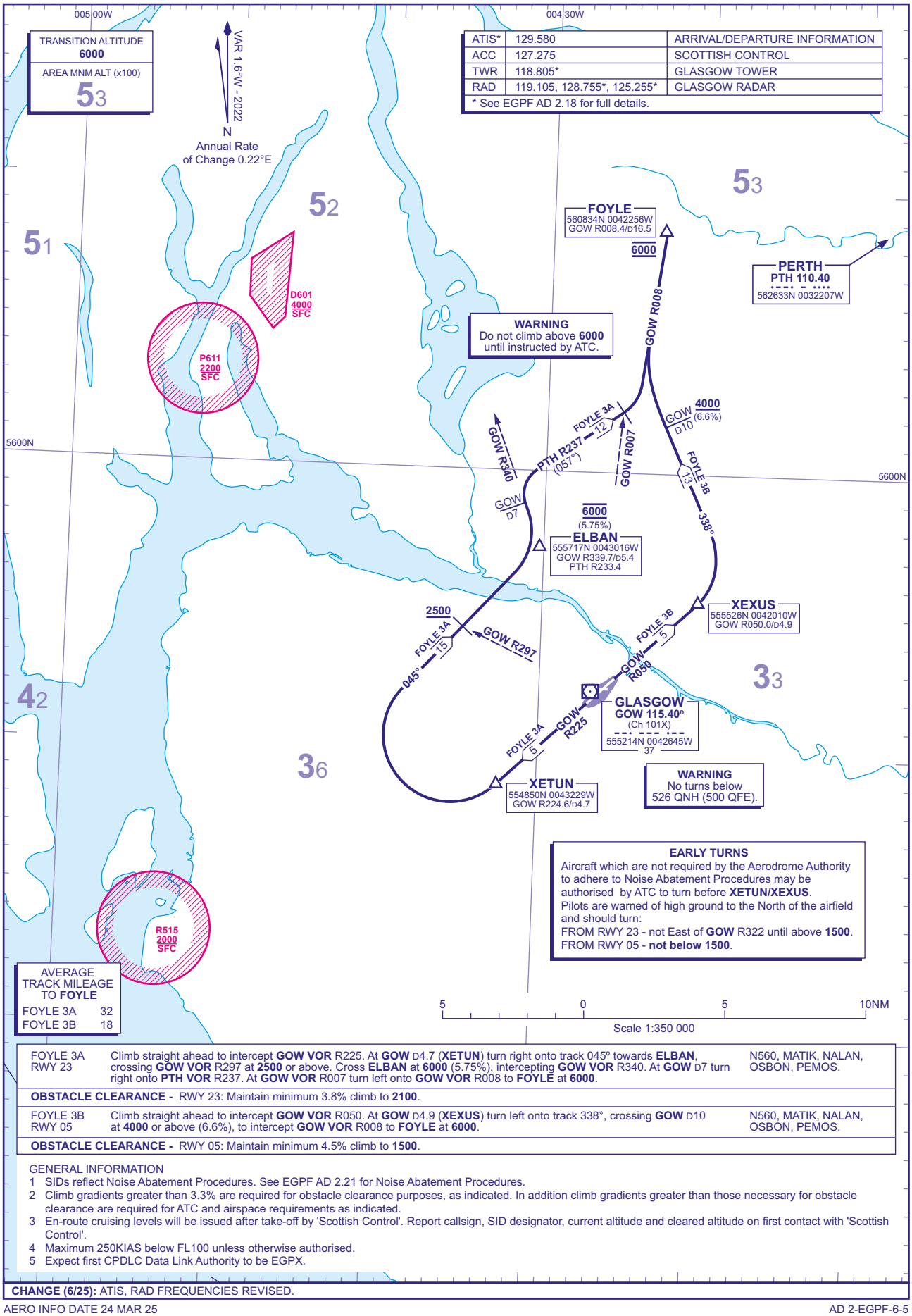
**CHANGE (8/25):** TRN VOR RECALIBRATED. TRN RADIALS REVISED.

AERO INFO DATE 21 MAY 25

# STANDARD DEPARTURE CHART - INSTRUMENT (SID) - ICAO

DISTANCES IN NAUTICAL MILES
BEARINGS, TRACKS AND RADIALS ARE MAGNETIC
ALTITUDES AND ELEVATIONS ARE IN FEET

# GLASGOW FOYLE




| | | |
|---|---|---|
| FOYLE 3A RWY 23 | Climb straight ahead to intercept **GOW VOR** R225. At **GOW** D4.7 (**XETUN**) turn right onto track 045º towards **ELBAN**, crossing **GOW VOR** R297 at **2500** or above. Cross **ELBAN** at **6000** (5.75%), intercepting **GOW VOR** R340. At **GOW** D7 turn right onto **PTH VOR** R237. At **GOW VOR** R007 turn left onto **GOW VOR** R008 to **FOYLE** at **6000**. | N560, MATIK, NALAN, OSBON, PEMOS. |
| **OBSTACLE CLEARANCE -** RWY 23: Maintain minimum 3.8% climb to **2100**. | | |
| FOYLE 3B RWY 05 | Climb straight ahead to intercept **GOW VOR** R050. At **GOW** D4.9 (**XEXUS**) turn left onto track 338°, crossing **GOW** D10 at **4000** or above (6.6%), to intercept **GOW VOR** R008 to **FOYLE** at **6000**. | N560, MATIK, NALAN, OSBON, PEMOS. |
| **OBSTACLE CLEARANCE -** RWY 05: Maintain minimum 4.5% climb to **1500**. | | |

GENERAL INFORMATION
1 SIDs reflect Noise Abatement Procedures. See EGPF AD 2.21 for Noise Abatement Procedures.
2 Climb gradients greater than 3.3% are required for obstacle clearance purposes, as indicated. In addition climb gradients greater than those necessary for obstacle clearance are required for ATC and airspace requirements as indicated.
3 En-route cruising levels will be issued after take-off by 'Scottish Control'. Report callsign, SID designator, current altitude and cleared altitude on first contact with 'Scottish Control'.
4 Maximum 250KIAS below FL100 unless otherwise authorised.
5 Expect first CPDLC Data Link Authority to be EGPX.

**CHANGE (6/25):** ATIS, RAD FREQUENCIES REVISED.

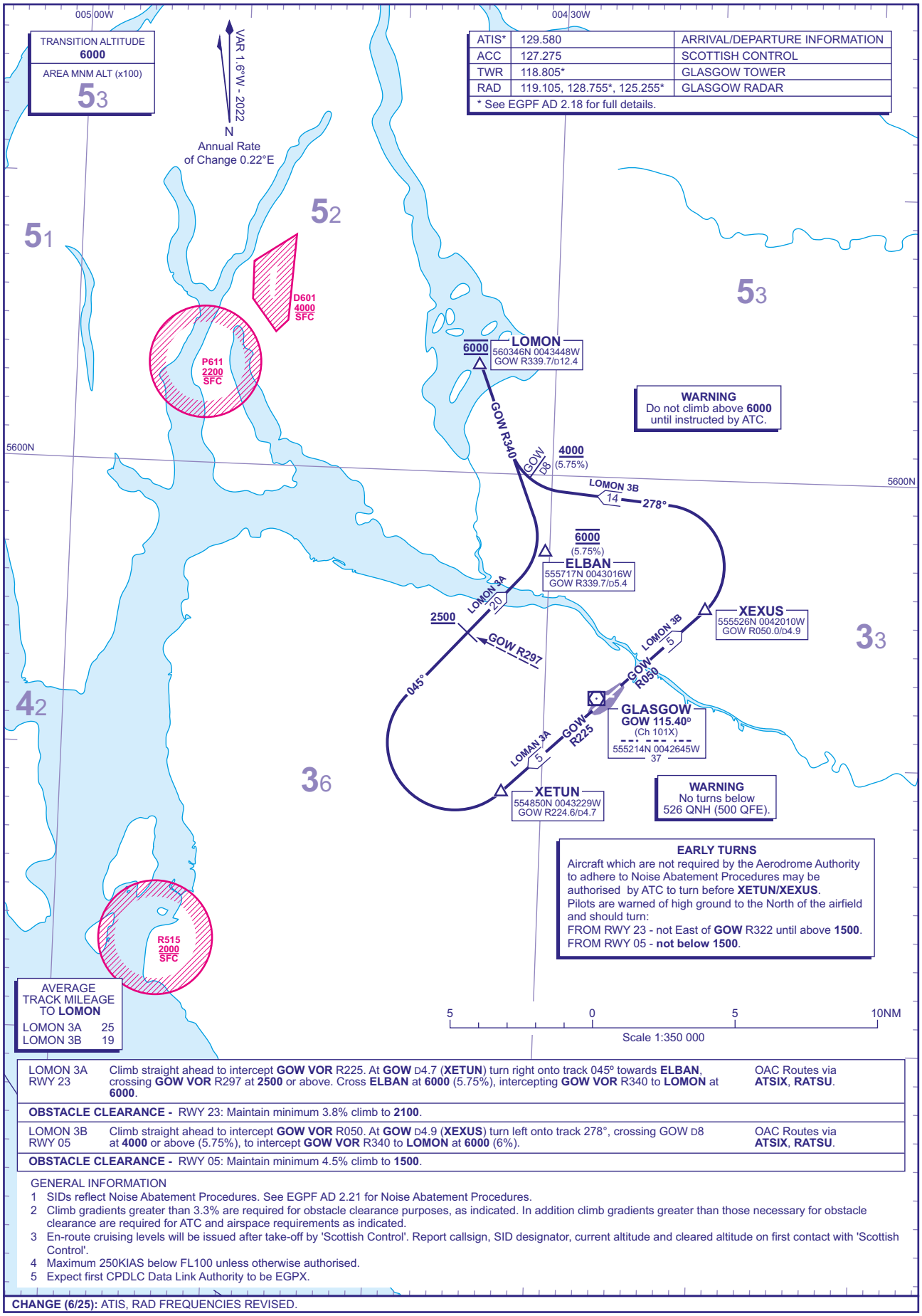
AERO INFO DATE 24 MAR 25

AD 2-EGPF-6-5

# STANDARD DEPARTURE CHART - INSTRUMENT (SID) - ICAO

DISTANCES IN NAUTICAL MILES
BEARINGS, TRACKS AND RADIALS ARE MAGNETIC
ALTITUDES AND ELEVATIONS ARE IN FEET

# GLASGOW
# LOMON




| | | |
|---|---|---|
| LOMON 3A RWY 23 | Climb straight ahead to intercept **GOW VOR** R225. At **GOW** D4.7 (**XETUN**) turn right onto track 045º towards **ELBAN**, crossing **GOW VOR** R297 at **2500** or above. Cross **ELBAN** at **6000** (5.75%), intercepting **GOW VOR** R340 to **LOMON** at **6000**. | OAC Routes via **ATSIX**, **RATSU**. |
| **OBSTACLE CLEARANCE -** RWY 23: Maintain minimum 3.8% climb to **2100**. | | |
| LOMON 3B RWY 05 | Climb straight ahead to intercept **GOW VOR** R050. At **GOW** D4.9 (**XEXUS**) turn left onto track 278°, crossing GOW D8 at **4000** or above (5.75%), to intercept **GOW VOR** R340 to **LOMON** at **6000** (6%). | OAC Routes via **ATSIX**, **RATSU**. |
| **OBSTACLE CLEARANCE -** RWY 05: Maintain minimum 4.5% climb to **1500**. | | |

GENERAL INFORMATION
1 SIDs reflect Noise Abatement Procedures. See EGPF AD 2.21 for Noise Abatement Procedures.
2 Climb gradients greater than 3.3% are required for obstacle clearance purposes, as indicated. In addition climb gradients greater than those necessary for obstacle clearance are required for ATC and airspace requirements as indicated.
3 En-route cruising levels will be issued after take-off by 'Scottish Control'. Report callsign, SID designator, current altitude and cleared altitude on first contact with 'Scottish Control'.
4 Maximum 250KIAS below FL100 unless otherwise authorised.
5 Expect first CPDLC Data Link Authority to be EGPX.

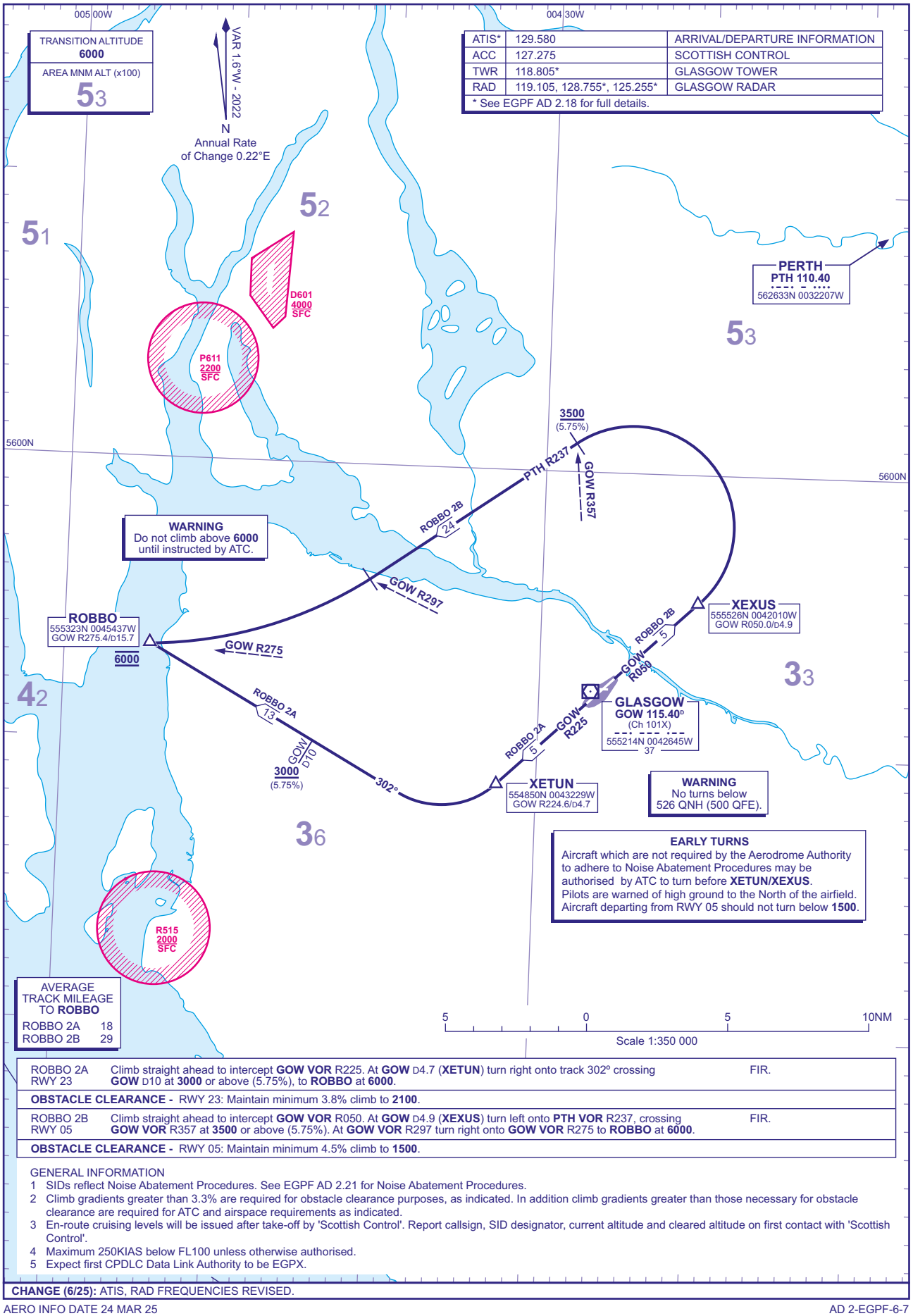
**CHANGE (6/25):** ATIS, RAD FREQUENCIES REVISED.

AERO INFO DATE 24 MAR 25

# STANDARD DEPARTURE CHART - INSTRUMENT (SID) - ICAO

DISTANCES IN NAUTICAL MILES
BEARINGS, TRACKS AND RADIALS ARE MAGNETIC
ALTITUDES AND ELEVATIONS ARE IN FEET

# GLASGOW
# ROBBO




| | | |
|---|---|---|
| ROBBO 2A<br>RWY 23 | Climb straight ahead to intercept **GOW VOR** R225. At **GOW** D4.7 (**XETUN**) turn right onto track 302° crossing **GOW** D10 at **3000** or above (5.75%), to **ROBBO** at **6000**. | FIR. |
| **OBSTACLE CLEARANCE -** RWY 23: Maintain minimum 3.8% climb to **2100**. | | |
| ROBBO 2B<br>RWY 05 | Climb straight ahead to intercept **GOW VOR** R050. At **GOW** D4.9 (**XEXUS**) turn left onto **PTH VOR** R237, crossing **GOW VOR** R357 at **3500** or above (5.75%). At **GOW VOR** R297 turn right onto **GOW VOR** R275 to **ROBBO** at **6000**. | FIR. |
| **OBSTACLE CLEARANCE -** RWY 05: Maintain minimum 4.5% climb to **1500**. | | |

GENERAL INFORMATION
1 SIDs reflect Noise Abatement Procedures. See EGPF AD 2.21 for Noise Abatement Procedures.
2 Climb gradients greater than 3.3% are required for obstacle clearance purposes, as indicated. In addition climb gradients greater than those necessary for obstacle clearance are required for ATC and airspace requirements as indicated.
3 En-route cruising levels will be issued after take-off by 'Scottish Control'. Report callsign, SID designator, current altitude and cleared altitude on first contact with 'Scottish Control'.
4 Maximum 250KIAS below FL100 unless otherwise authorised.
5 Expect first CPDLC Data Link Authority to be EGPX.

**CHANGE (6/25):** ATIS, RAD FREQUENCIES REVISED.

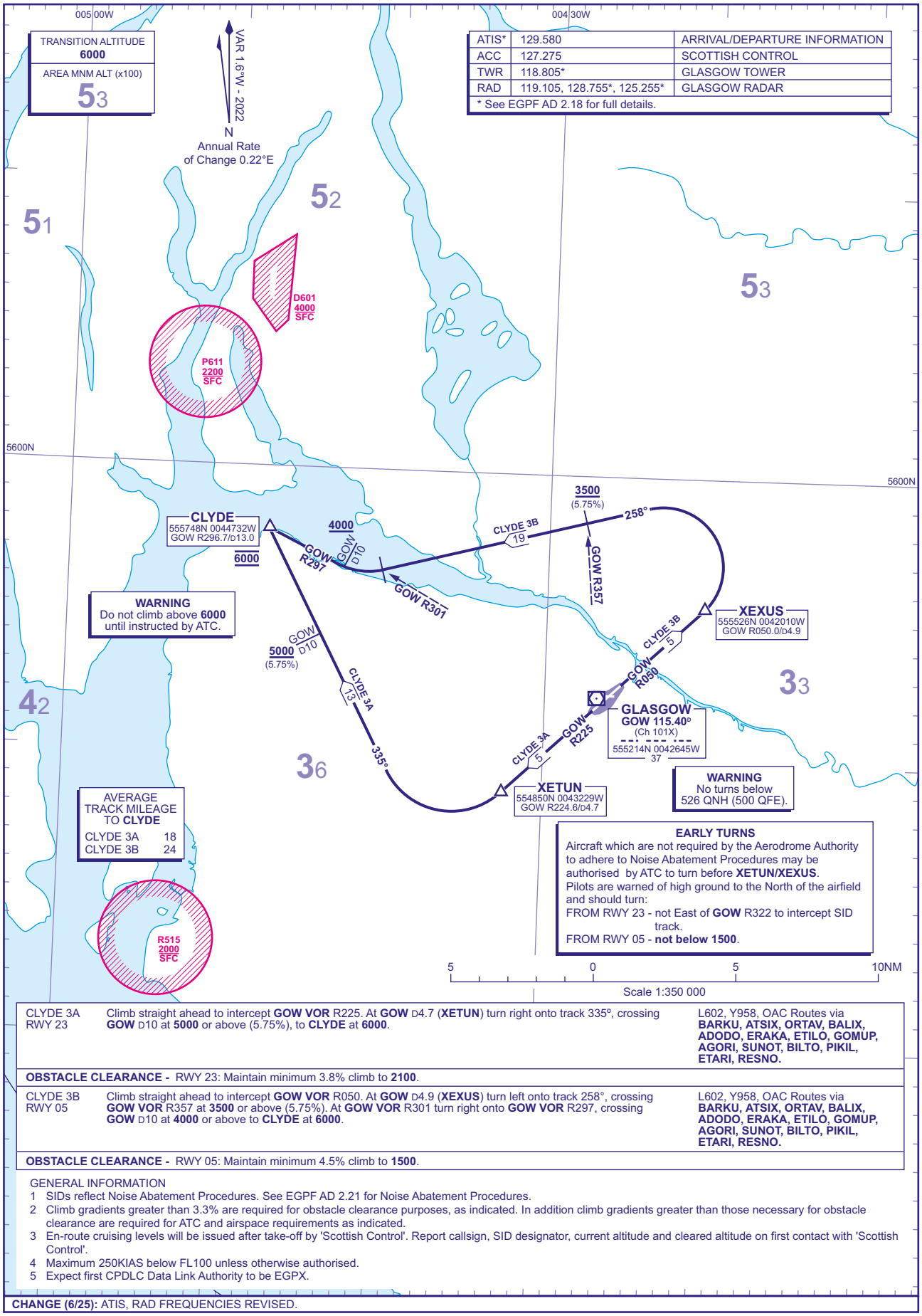
AERO INFO DATE 24 MAR 25

AD 2-EGPF-6-7

# STANDARD DEPARTURE CHART - INSTRUMENT (SID) - ICAO

DISTANCES IN NAUTICAL MILES
BEARINGS, TRACKS AND RADIALS ARE MAGNETIC
ALTITUDES AND ELEVATIONS ARE IN FEET

# GLASGOW CLYDE




| | | |
|---|---|---|
| CLYDE 3A<br>RWY 23 | Climb straight ahead to intercept **GOW VOR** R225. At **GOW** D4.7 (**XETUN**) turn right onto track 335°, crossing **GOW** D10 at **5000** or above (5.75%), to **CLYDE** at **6000**. | L602, Y958, OAC Routes via **BARKU, ATSIX, ORTAV, BALIX, ADODO, ERAKA, ETILO, GOMUP, AGORI, SUNOT, BILTO, PIKIL, ETARI, RESNO.** |
| **OBSTACLE CLEARANCE -** RWY 23: Maintain minimum 3.8% climb to **2100**. | | |
| CLYDE 3B<br>RWY 05 | Climb straight ahead to intercept **GOW VOR** R050. At **GOW** D4.9 (**XEXUS**) turn left onto track 258°, crossing **GOW VOR** R357 at **3500** or above (5.75%). At **GOW VOR** R301 turn right onto **GOW VOR** R297, crossing **GOW** D10 at **4000** or above to **CLYDE** at **6000**. | L602, Y958, OAC Routes via **BARKU, ATSIX, ORTAV, BALIX, ADODO, ERAKA, ETILO, GOMUP, AGORI, SUNOT, BILTO, PIKIL, ETARI, RESNO.** |
| **OBSTACLE CLEARANCE -** RWY 05: Maintain minimum 4.5% climb to **1500**. | | |

GENERAL INFORMATION
1 SIDs reflect Noise Abatement Procedures. See EGPF AD 2.21 for Noise Abatement Procedures.
2 Climb gradients greater than 3.3% are required for obstacle clearance purposes, as indicated. In addition climb gradients greater than those necessary for obstacle clearance are required for ATC and airspace requirements as indicated.
3 En-route cruising levels will be issued after take-off by 'Scottish Control'. Report callsign, SID designator, current altitude and cleared altitude on first contact with 'Scottish Control'.
4 Maximum 250KIAS below FL100 unless otherwise authorised.
5 Expect first CPDLC Data Link Authority to be EGPX.

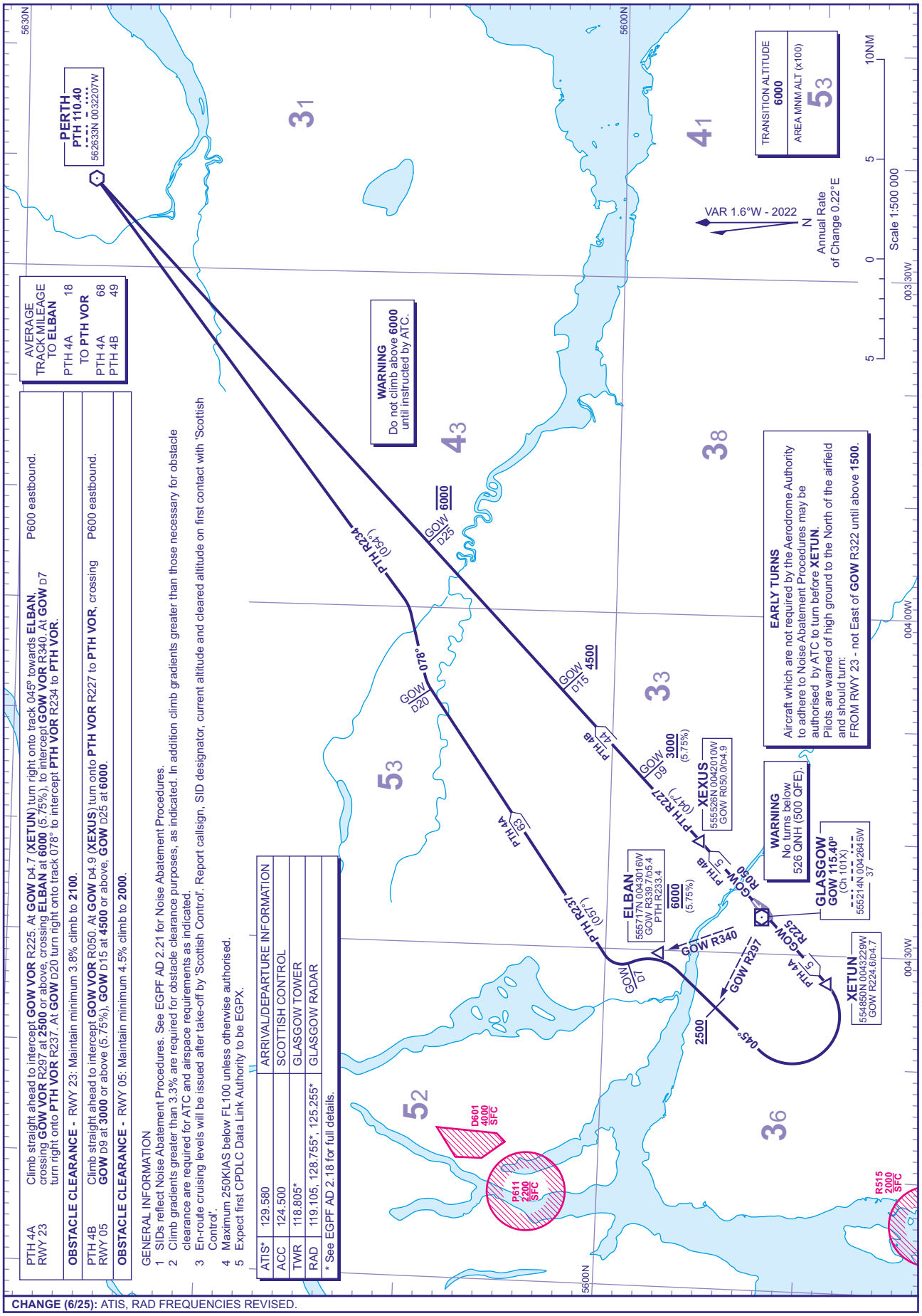
**CHANGE (6/25):** ATIS, RAD FREQUENCIES REVISED.

AERO INFO DATE 24 MAR 25

# STANDARD DEPARTURE CHART - INSTRUMENT (SID) - ICAO

DISTANCES IN NAUTICAL MILES
BEARINGS, TRACKS AND RADIALS ARE MAGNETIC
ALTITUDES AND ELEVATIONS ARE IN FEET

# GLASGOW PERTH




**CHANGE (6/25):** ATIS, RAD FREQUENCIES REVISED.

AERO INFO DATE 24 MAR 25

AD 2-EGPF-6-9

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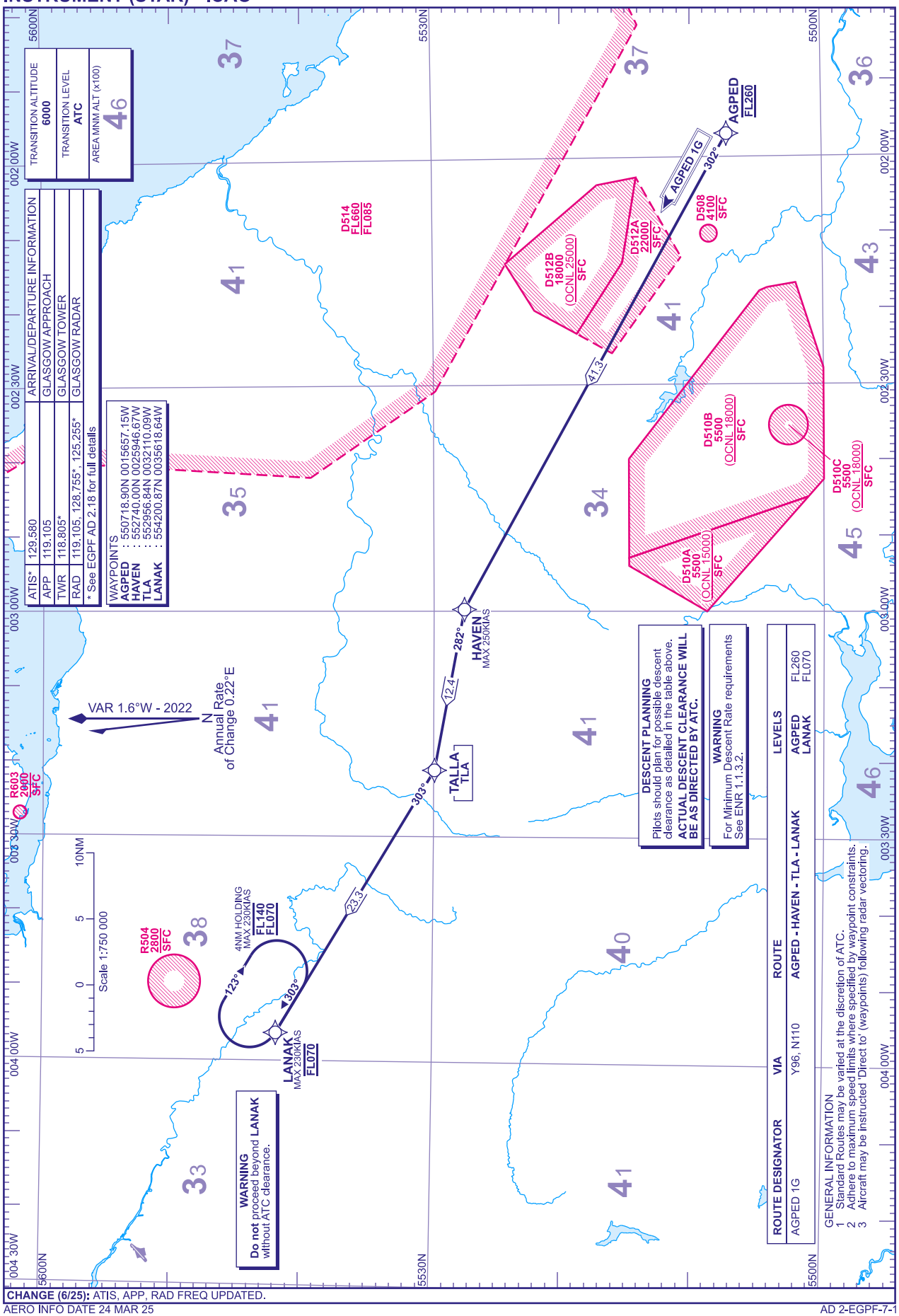
# RNAV5 (DME/DME or GNSS) STANDARD ARRIVAL CHART - INSTRUMENT (STAR) - ICAO

DISTANCES IN NAUTICAL MILES
TRACKS ARE MAGNETIC
ALTITUDES AND ELEVATIONS ARE IN FEET

# GLASGOW AGPED 1G




CHANGE (6/25): ATIS, APP, RAD FREQ UPDATED.

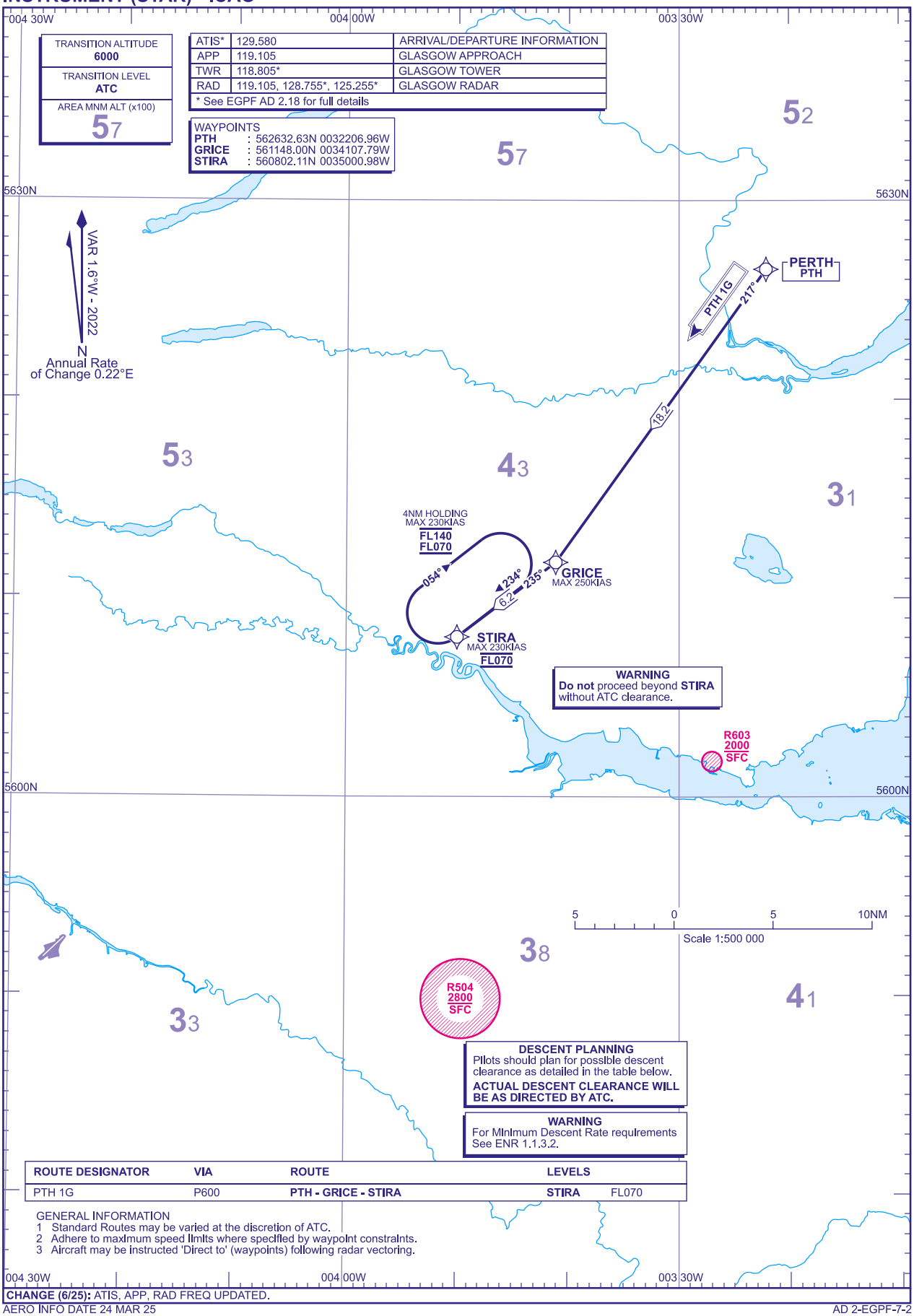
AERO INFO DATE 24 MAR 25

AD 2-EGPF-7-1

# RNAV5 (DME/DME or GNSS) STANDARD ARRIVAL CHART - INSTRUMENT (STAR) - ICAO

DISTANCES IN NAUTICAL MILES
TRACKS ARE MAGNETIC
ALTITUDES AND ELEVATIONS ARE IN FEET

# GLASGOW PTH 1G




| ROUTE DESIGNATOR | VIA | ROUTE | LEVELS | |
|---|---|---|---|---|
| PTH 1G | P600 | PTH - GRICE - STIRA | STIRA | FL070 |

GENERAL INFORMATION
1 Standard Routes may be varied at the discretion of ATC.
2 Adhere to maximum speed limits where specified by waypoint constraints.
3 Aircraft may be instructed 'Direct to' (waypoints) following radar vectoring.

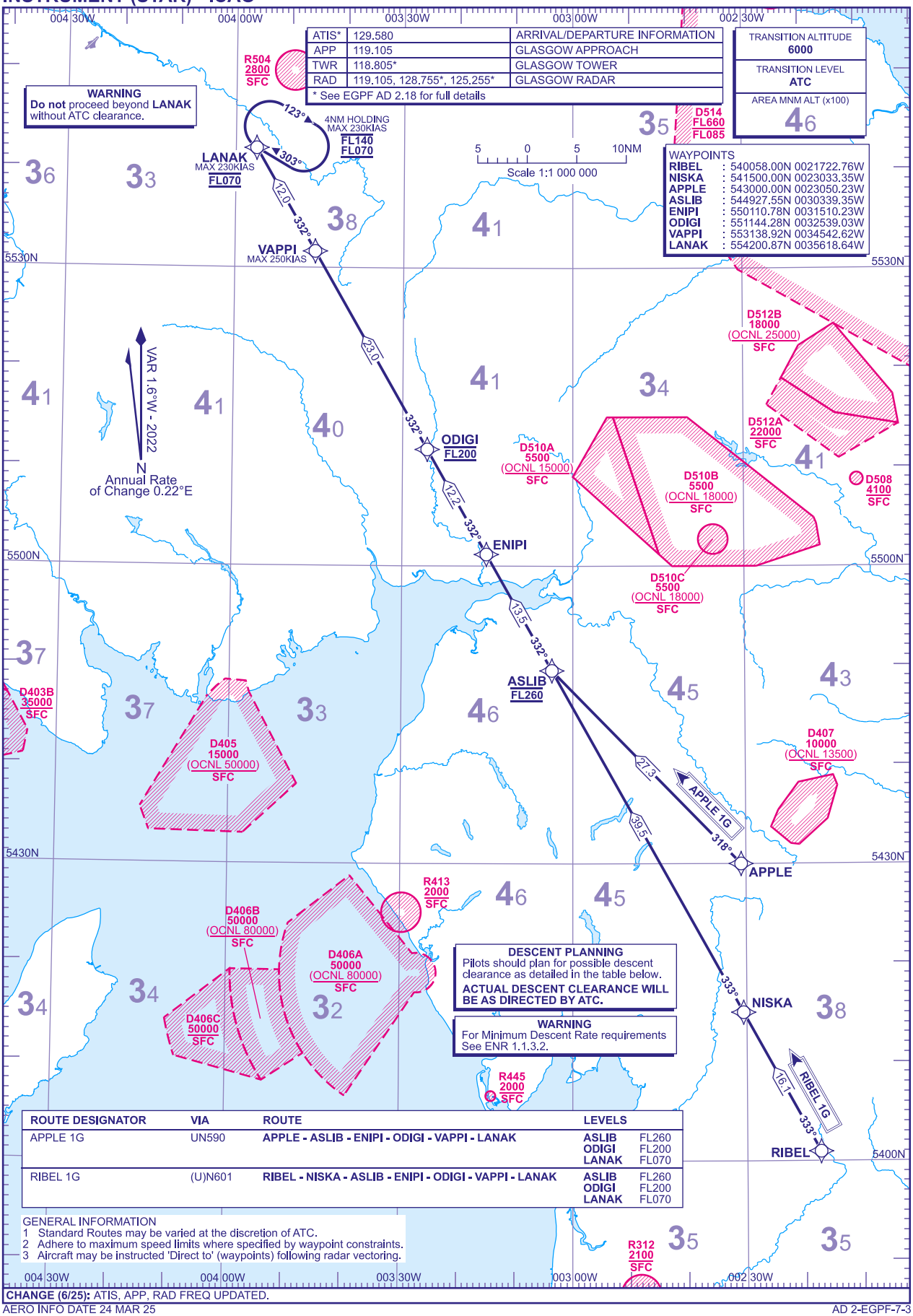
**CHANGE (6/25):** ATIS, APP, RAD FREQ UPDATED.

AERO INFO DATE 24 MAR 25

# RNAV5 (DME/DME or GNSS) STANDARD ARRIVAL CHART - INSTRUMENT (STAR) - ICAO

DISTANCES IN NAUTICAL MILES
TRACKS ARE MAGNETIC
ALTITUDES AND ELEVATIONS ARE IN FEET

# GLASGOW
# APPLE 1G RIBEL 1G




| ROUTE DESIGNATOR | VIA | ROUTE | LEVELS |
|---|---|---|---|
| APPLE 1G | UN590 | APPLE - ASLIB - ENIPI - ODIGI - VAPPI - LANAK | ASLIB FL260<br>ODIGI FL200<br>LANAK FL070 |
| RIBEL 1G | (U)N601 | RIBEL - NISKA - ASLIB - ENIPI - ODIGI - VAPPI - LANAK | ASLIB FL260<br>ODIGI FL200<br>LANAK FL070 |

GENERAL INFORMATION
1 Standard Routes may be varied at the discretion of ATC.
2 Adhere to maximum speed limits where specified by waypoint constraints.
3 Aircraft may be instructed 'Direct to' (waypoints) following radar vectoring.

**CHANGE (6/25):** ATIS, APP, RAD FREQ UPDATED.

AERO INFO DATE 24 MAR 25

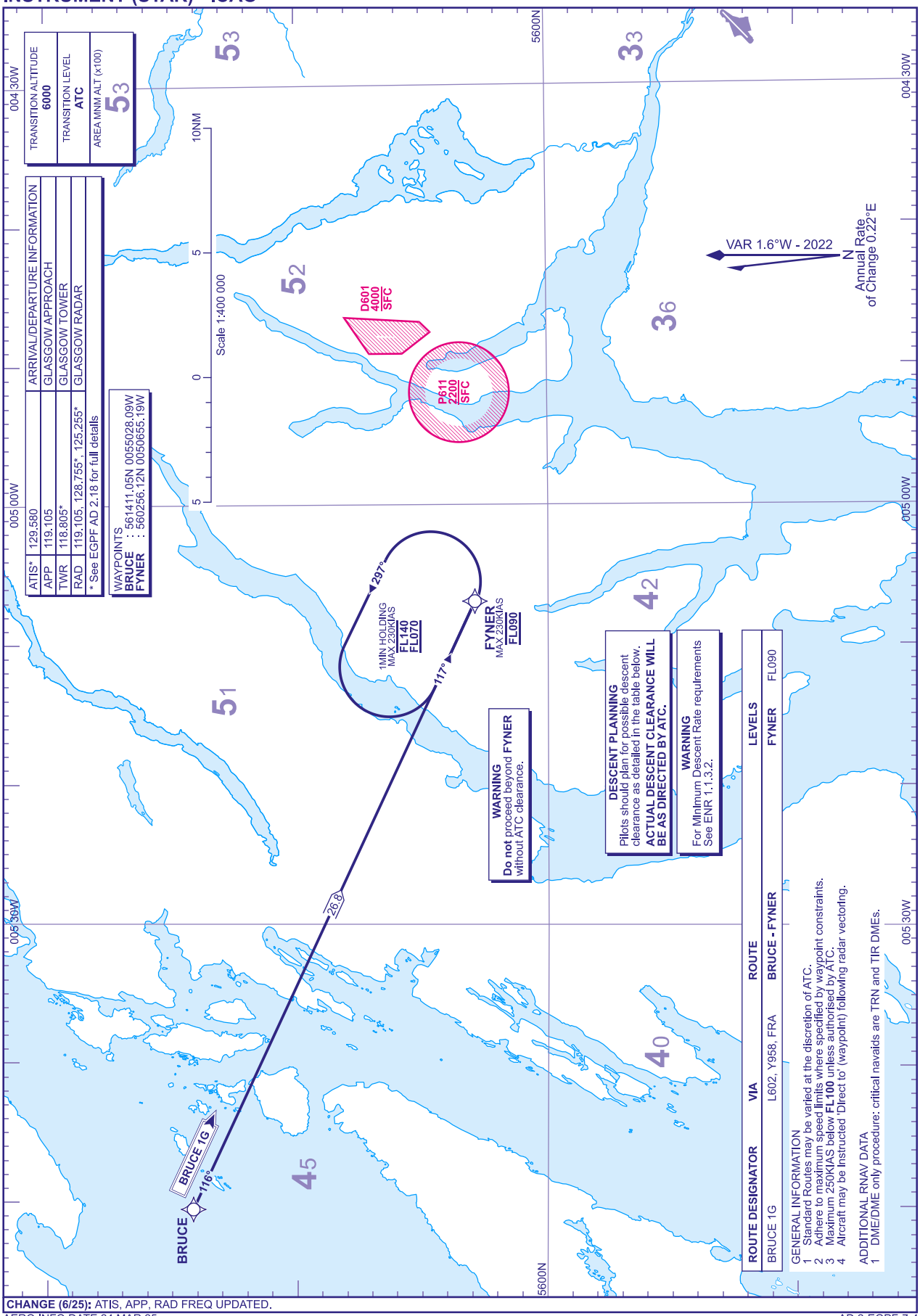
AD 2-EGPF-7-3

I

# RNAV5 (DME/DME or GNSS) STANDARD ARRIVAL CHART - INSTRUMENT (STAR) - ICAO

DISTANCES IN NAUTICAL MILES
TRACKS ARE MAGNETIC
ALTITUDES AND ELEVATIONS ARE IN FEET

# GLASGOW BRUCE 1G



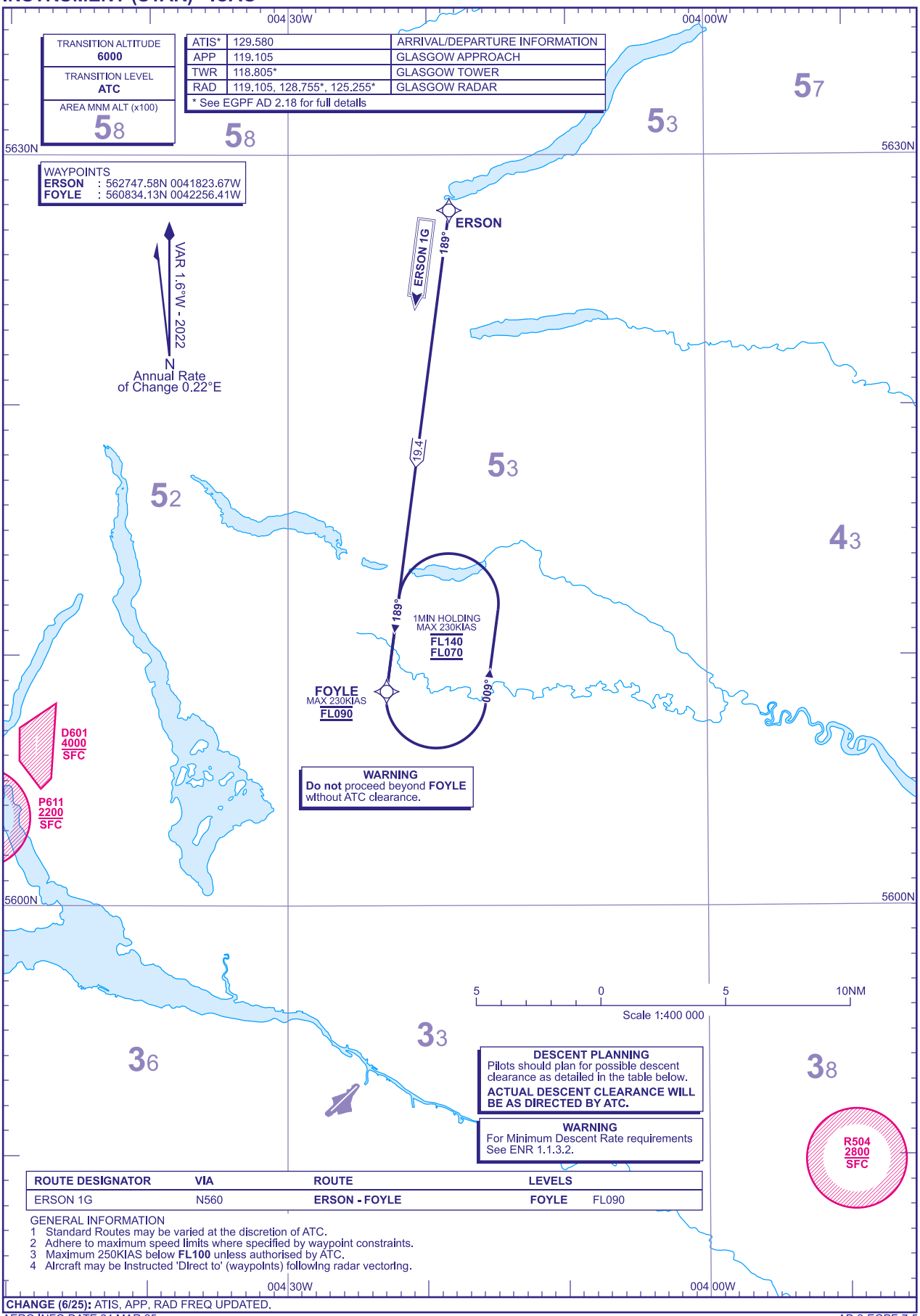

**CHANGE (6/25):** ATIS, APP, RAD FREQ UPDATED.

AERO INFO DATE 24 MAR 25

# RNAV5 (DME/DME or GNSS) STANDARD ARRIVAL CHART - INSTRUMENT (STAR) - ICAO

DISTANCES IN NAUTICAL MILES
TRACKS ARE MAGNETIC
ALTITUDES AND ELEVATIONS ARE IN FEET

# GLASGOW ERSON 1G




| ROUTE DESIGNATOR | VIA | ROUTE | LEVELS | |
|---|---|---|---|---|
| ERSON 1G | N560 | ERSON - FOYLE | FOYLE | FL090 |

GENERAL INFORMATION
1 Standard Routes may be varied at the discretion of ATC.
2 Adhere to maximum speed limits where specified by waypoint constraints.
3 Maximum 250KIAS below **FL100** unless authorised by ATC.
4 Aircraft may be instructed 'Direct to' (waypoints) following radar vectoring.

**CHANGE (6/25):** ATIS, APP, RAD FREQ UPDATED.

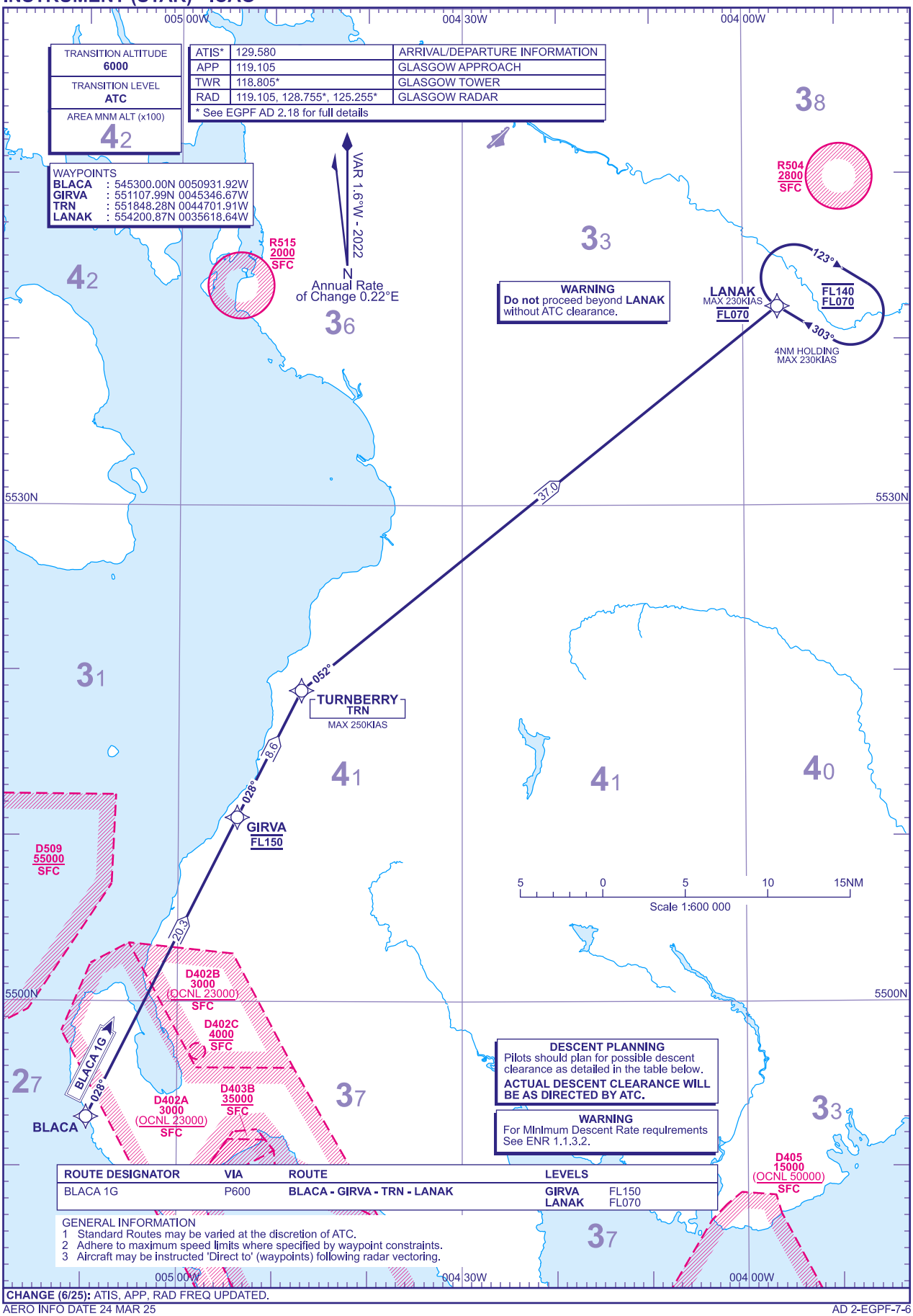
AERO INFO DATE 24 MAR 25

AD 2-EGPF-7-5

# RNAV5 (DME/DME or GNSS) STANDARD ARRIVAL CHART - INSTRUMENT (STAR) - ICAO

DISTANCES IN NAUTICAL MILES
TRACKS ARE MAGNETIC
ALTITUDES AND ELEVATIONS ARE IN FEET

# GLASGOW BLACA 1G




**CHANGE (6/25):** ATIS, APP, RAD FREQ UPDATED.

AERO INFO DATE 24 MAR 25

AD 2-EGPF-7-6

# Standard Instrument Arrival Coding Tables

### GLASGOW AGPED 1G

| Designator | Sequence Number | Path Term-inator | Waypoint Name | Co-ordinates | Fly-over | Course/ Track °M (°T) | Magnetic Variation | Distance (NM) | Turn Direction | Level Constraint | Speed Constraint | Navigation Performance |
|---|---|---|---|---|---|---|---|---|---|---|---|---|
| AGPED1G | 001 | IF | AGPED | 550718.90N 0015657.15W | N | - | - | - | - | FL260 | - | RNAV5 |
| AGPED1G | 002 | TF | HAVEN | 552740.00N 0025946.67W | N | 302° (300.0°) | -1.6 | 41.3 | LEFT | - | -250 | RNAV5 |
| AGPED1G | 003 | TF | TLA | 552956.84N 0032110.09W | N | 282° (280.8°) | -1.6 | 12.4 | RIGHT | - | - | RNAV5 |
| AGPED1G | 004 | TF | LANAK | 554200.87N 0035618.64W | N | 303° (301.5°) | -1.6 | 23.3 | - | FL070 | -230 | RNAV5 |

### GLASGOW PTH 1G

| Designator | Sequence Number | Path Term-inator | Waypoint Name | Co-ordinates | Fly-over | Course/ Track °M (°T) | Magnetic Variation | Distance (NM) | Turn Direction | Level Constraint | Speed Constraint | Navigation Performance |
|---|---|---|---|---|---|---|---|---|---|---|---|---|
| PTH1G | 001 | IF | PTH | 562632.63N 0032206.96W | N | - | - | - | - | - | - | RNAV5 |
| PTH1G | 002 | TF | GRICE | 561148.00N 0034107.79W | N | 217° (215.8°) | -1.6 | 18.2 | RIGHT | - | -250 | RNAV5 |
| PTH1G | 003 | TF | STIRA | 560802.11N 0035000.98W | N | 235° (232.9°) | -1.6 | 6.2 | - | FL070 | -230 | RNAV5 |

### GLASGOW APPLE 1G

| Designator | Sequence Number | Path Term-inator | Waypoint Name | Co-ordinates | Fly-over | Course/ Track °M (°T) | Magnetic Variation | Distance (NM) | Turn Direction | Level Constraint | Speed Constraint | Navigation Performance |
|---|---|---|---|---|---|---|---|---|---|---|---|---|
| APPLE1G | 001 | IF | APPLE | 543000.00N 0023050.23W | N | - | - | - | - | - | - | RNAV5 |
| APPLE1G | 002 | TF | ASLIB | 544927.55N 0030339.35W | N | 318° (315.9°) | -1.6 | 27.3 | RIGHT | FL260 | - | RNAV5 |
| APPLE1G | 003 | TF | ENIPI | 550110.78N 0031510.23W | N | 332° (330.6°) | -1.6 | 13.5 | - | - | - | RNAV5 |
| APPLE1G | 004 | TF | ODIGI | 551144.28N 0032539.03W | N | 332° (330.4°) | -1.6 | 12.2 | - | FL200 | - | RNAV5 |
| APPLE1G | 005 | TF | VAPPI | 553138.92N 0034542.62W | N | 332° (330.3°) | -1.6 | 23.0 | - | - | -250 | RNAV5 |
| APPLE1G | 006 | TF | LANAK | 554200.87N 0035618.64W | N | 332° (330.0°) | -1.6 | 12.0 | - | FL070 | -230 | RNAV5 |

### GLASGOW RIBEL 1G

| Designator | Sequence Number | Path Term-inator | Waypoint Name | Co-ordinates | Fly-over | Course/ Track °M (°T) | Magnetic Variation | Distance (NM) | Turn Direction | Level Constraint | Speed Constraint | Navigation Performance |
|---|---|---|---|---|---|---|---|---|---|---|---|---|
| RIBEL1G | 001 | IF | RIBEL | 540058.00N 0021722.76W | N | - | - | - | - | - | - | RNAV5 |
| RIBEL1G | 002 | TF | NISKA | 541500.00N 0023033.35W | N | 333° (331.2°) | -1.6 | 16.1 | - | - | - | RNAV5 |
| RIBEL1G | 003 | TF | ASLIB | 544927.55N 0030339.35W | N | 333° (331.0°) | -1.6 | 39.5 | - | FL260 | - | RNAV5 |
| RIBEL1G | 004 | TF | ENIPI | 550110.78N 0031510.23W | N | 332° (330.6°) | -1.6 | 13.5 | - | - | - | RNAV5 |
| RIBEL1G | 005 | TF | ODIGI | 551144.28N 0032539.03W | N | 332° (330.4°) | -1.6 | 12.2 | - | FL200 | - | RNAV5 |
| RIBEL1G | 006 | TF | VAPPI | 553138.92N 0034542.62W | N | 332° (330.3°) | -1.6 | 23.0 | - | - | -250 | RNAV5 |
| RIBEL1G | 007 | TF | LANAK | 554200.87N 0035618.64W | N | 332° (330.0°) | -1.6 | 12.0 | - | FL070 | -230 | RNAV5 |

**CHANGE (9/24):** TLA COORDINATES. SPECIFICATION CHANGE.
AERO INFO DATE 11 JUN 24

# Standard Instrument Arrival Coding Tables

### GLASGOW BRUCE 1G

| Designator | Sequence Number | Path Term-inator | Waypoint Name | Co-ordinates | Fly-over | Course/ Track °M (°T) | Magnetic Variation | Distance (NM) | Turn Direction | Level Constraint | Speed Constraint | Navigation Performance |
|---|---|---|---|---|---|---|---|---|---|---|---|---|
| BRUCE1G | 001 | IF | BRUCE | 561411.05N 0055028.09W | N | - | - | - | - | - | - | RNAV5 |
| BRUCE1G | 002 | TF | FYNER | 560256.12N 0050655.19W | N | 116° (114.5°) | -1.6 | 26.8 | - | FL090 | -230 | RNAV5 |

### GLASGOW ERSON 1G

| Designator | Sequence Number | Path Term-inator | Waypoint Name | Co-ordinates | Fly-over | Course/ Track °M (°T) | Magnetic Variation | Distance (NM) | Turn Direction | Level Constraint | Speed Constraint | Navigation Performance |
|---|---|---|---|---|---|---|---|---|---|---|---|---|
| ERSON1G | 001 | IF | ERSON | 562747.58N 0041823.67W | N | - | - | - | - | - | - | RNAV5 |
| ERSON1G | 002 | TF | FOYLE | 560834.13N 0042256.41W | N | 189° (187.5°) | -1.6 | 19.4 | - | FL090 | -230 | RNAV5 |

### GLASGOW BLACA 1G

| Designator | Sequence Number | Path Term-inator | Waypoint Name | Co-ordinates | Fly-over | Course/ Track °M (°T) | Magnetic Variation | Distance (NM) | Turn Direction | Level Constraint | Speed Constraint | Navigation Performance |
|---|---|---|---|---|---|---|---|---|---|---|---|---|
| BLACA1G | 001 | IF | BLACA | 545300.00N 0050931.92W | N | - | - | - | - | - | - | RNAV5 |
| BLACA1G | 002 | TF | GIRVA | 551107.99N 0045346.67W | N | 028° (026.4°) | -1.6 | 20.3 | - | FL150 | - | RNAV5 |
| BLACA1G | 003 | TF | TRN | 551848.28N 0044701.91W | N | 028° (026.6°) | -1.6 | 8.6 | RIGHT | - | -250 | RNAV5 |
| BLACA1G | 004 | TF | LANAK | 554200.87N 0035618.64W | N | 052° (050.8°) | -1.6 | 37.0 | - | FL070 | -230 | RNAV5 |

**CHANGE (9/24):** TRN COORDINATES. SPECIFICATION CHANGE.
AERO INFO DATE 11 JUN 24

# RNAV Hold Coding Tables

**GLASGOW STIRA Hold**

| Designator | Sequence Number | Path Term-inator | Waypoint Name | Co-ordinates | Fly-over | Course/ Track °M (°T) | Magnetic Variation | Distance (NM) | Turn Direction | Level Constraint | Speed Constraint | Navigation Performance |
|---|---|---|---|---|---|---|---|---|---|---|---|---|
| STIRA | - | - | STIRA | 560802.11N 0035000.98W | Y | 234° (232.2°) | -1.6 | 4.0 NM | RIGHT | -FL140 +FL070 | -230 | RNAV5 |

**GLASGOW LANAK Hold**

| Designator | Sequence Number | Path Term-inator | Waypoint Name | Co-ordinates | Fly-over | Course/ Track °M (°T) | Magnetic Variation | Distance (NM) | Turn Direction | Level Constraint | Speed Constraint | Navigation Performance |
|---|---|---|---|---|---|---|---|---|---|---|---|---|
| LANAK | - | - | LANAK | 554200.87N 0035618.64W | Y | 303° (301.0°) | -1.6 | 4.0 NM | RIGHT | -FL140 +FL070 | -230 | RNAV5 |

**GLASGOW FYNER Hold**

| Designator | Sequence Number | Path Term-inator | Waypoint Name | Co-ordinates | Fly-over | Course/ Track °M (°T) | Magnetic Variation | Time (MIN) | Turn Direction | Level Constraint | Speed Constraint | Navigation Performance |
|---|---|---|---|---|---|---|---|---|---|---|---|---|
| FYNER | - | - | FYNER | 560256.12N 0050655.19W | Y | 117° (115.7°) | -1.6 | 1 MIN | LEFT | -FL140 +FL070 | -230 | RNAV5 |

**GLASGOW FOYLE Hold**

| Designator | Sequence Number | Path Term-inator | Waypoint Name | Co-ordinates | Fly-over | Course/ Track °M (°T) | Magnetic Variation | Time (MIN) | Turn Direction | Level Constraint | Speed Constraint | Navigation Performance |
|---|---|---|---|---|---|---|---|---|---|---|---|---|
| FOYLE | - | - | FOYLE | 560834.13N 0042256.41W | Y | 189° (187.5°) | -1.6 | 1 MIN | LEFT | -FL140 +FL070 | -230 | RNAV5 |

**CHANGE (9/24):** SPECIFICATION CHANGE.
AERO INFO DATE 11 JUN 24

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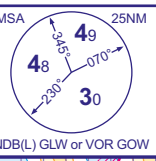
# INSTRUMENT APPROACH CHART - ICAO

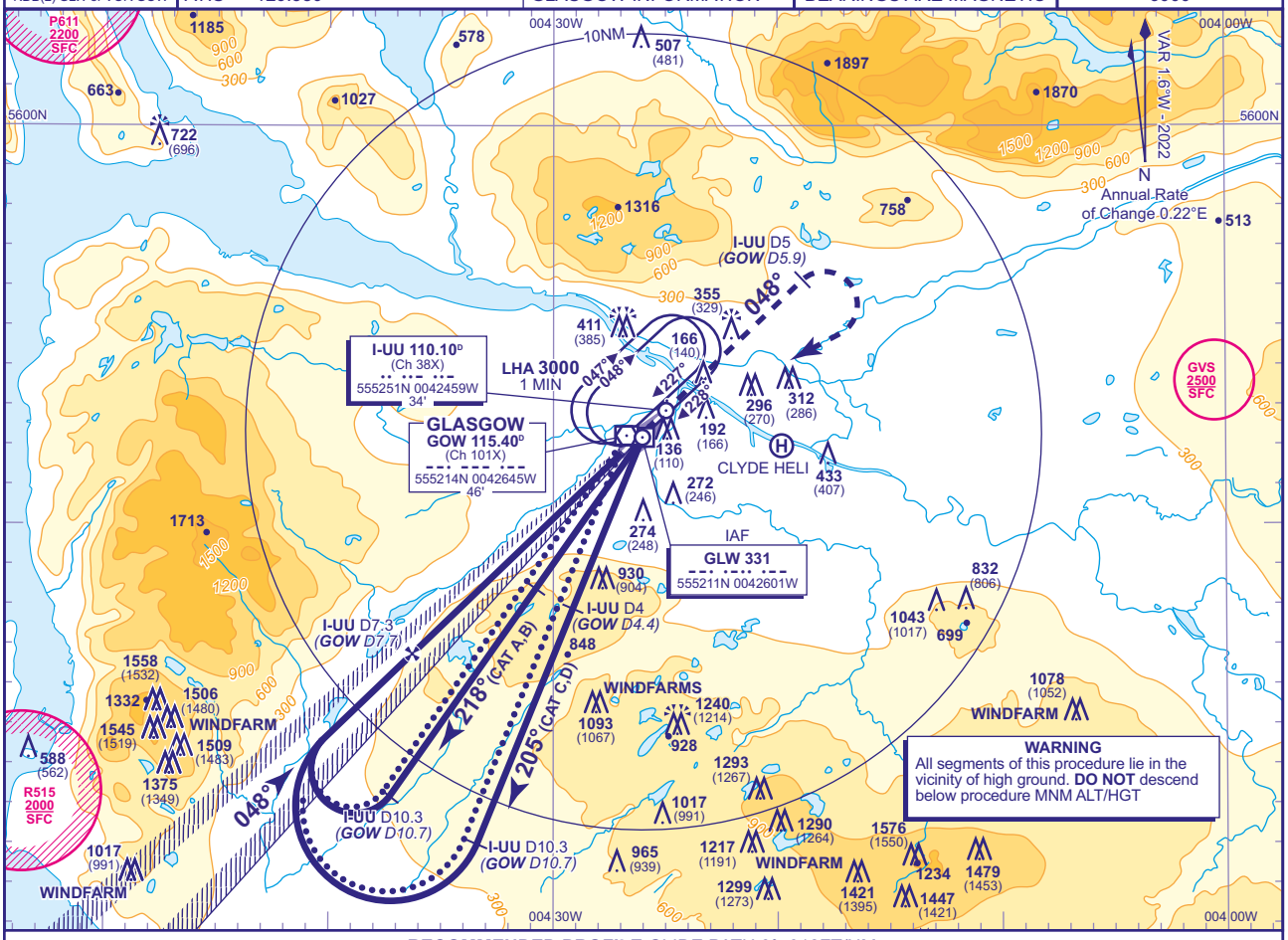
# GLASGOW ILS/DME/ VOR or NDB(L) RWY 05

(ACFT CAT A,B,C,D)




| | | | | | |
|---|---|---|---|---|---|
| APP | 119.105 | GLASGOW APPROACH | AD ELEVATION | 26 |
| TWR | 118.805 | GLASGOW TOWER | THR ELEVATION | 26 |
| | 121.705 | GLASGOW GROUND | OBSTACLE ELEVATIONS | 1576 AMSL (1550) (ABOVE THR) |
| RAD | 119.105, 125.255, 128.755 | GLASGOW RADAR | | |
| ATIS | 129.580 | GLASGOW INFORMATION | BEARINGS ARE MAGNETIC | |

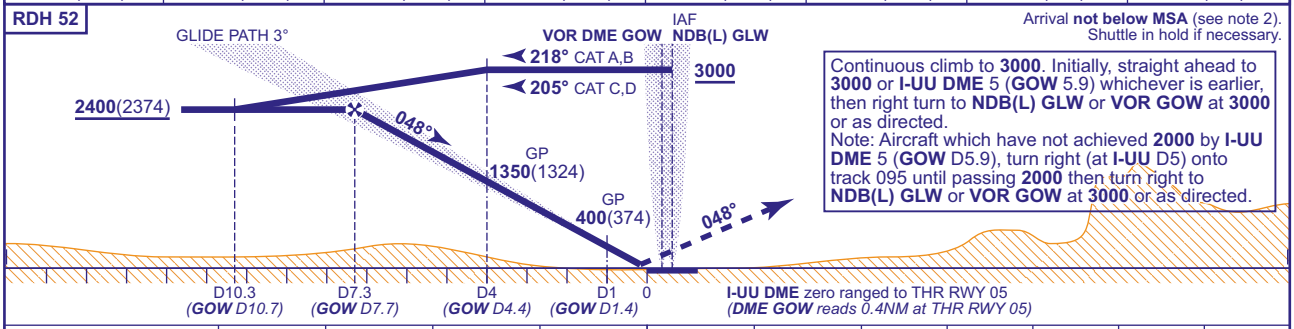
TRANSITION ALTITUDE **6000**




**RECOMMENDED PROFILE** GLIDE PATH 3°, 318FT/NM

| | | | | | | | |
|---|---|---|---|---|---|---|---|
| **DME I-UU**(GOW) | 7(7.4) | 6(6.4) | 5(5.4) | 4(4.4) | 3(3.4) | 2(2.4) | 1(1.4) |
| **ALT**(HGT) | **2310**(2284) | **1990**(1964) | **1670**(1644) | **1350**(1324) | **1030**(1004) | **710**(684) | **400**(374) |

**RDH 52**




Arrival **not below MSA** (see note 2).
Shuttle in hold if necessary.

Continuous climb to **3000**. Initially, straight ahead to **3000** or **I-UU DME** 5 (**GOW** 5.9) whichever is earlier, then right turn to **NDB(L) GLW** or **VOR GOW** at **3000** or as directed.
Note: Aircraft which have not achieved **2000** by **I-UU DME** 5 (**GOW** D5.9), turn right (at **I-UU** D5) onto track 095 until passing **2000** then turn right to **NDB(L) GLW** or **VOR GOW** at **3000** or as directed.

| Aircraft Category | | | A | B | C | D |
|---|---|---|---|---|---|---|
| OCA (OCH) | CAT I | 2.5% | **253**(227) | **262**(236) | **272**(246) | **282**(256) |
| | | 3.3% | **173**(147) | **181**(155) | **190**(164) | **201**(175) |
| | CAT II | 2.5% | **164**(138) | **180**(154) | **194**(168) | **207**(181) |
| | | 3.3% | **79**(53) | **88**(62) | **100**(74) | **112**(86) |
| VM(C)OCA (OCH AAL) | Total Area | | **800**(774) | **800**(774) | **1400**(1374) | **1700**(1674) |

| Rate of descent | G/S KT | 160 | 140 | 120 | 100 | 80 |
|---|---|---|---|---|---|---|
| | FT/MIN | 850 | 740 | 640 | 530 | 420 |

**ALTERNATIVE PROCEDURE** (FROM VOR GOW HOLD)
As for main procedure except fly outbound baseturn on GOW VOR R217 (CAT A,B), R204 (CAT C,D).

**AIRCRAFT UNABLE TO RECEIVE DME I-UU** Advise ATC. Equivalent radar ranges will be provided at 10NM outbound and at 8NM and 4NM inbound.

**NOTE 1** Aircraft commencing the procedure from the hold will normally do so from **not below 4000**.
**2** Position overhead holding fixes according to inbound routing as cleared by ATC. The normal cleared altitude at the respective terminal fix is **7000**. As this altitude is above the Transition Level, aircraft will be instructed to fly the appropriate flight level.
**3** Arrivals may be radar vectored by ATC from or before the appropriate terminal fix directly into the intermediate/final approach track.

**CHANGE (6/25):** APP, RAD, ATIS FREQUENCIES REVISED.

AERO INFO DATE 25 MAR 25

AD 2-EGPF-8-1

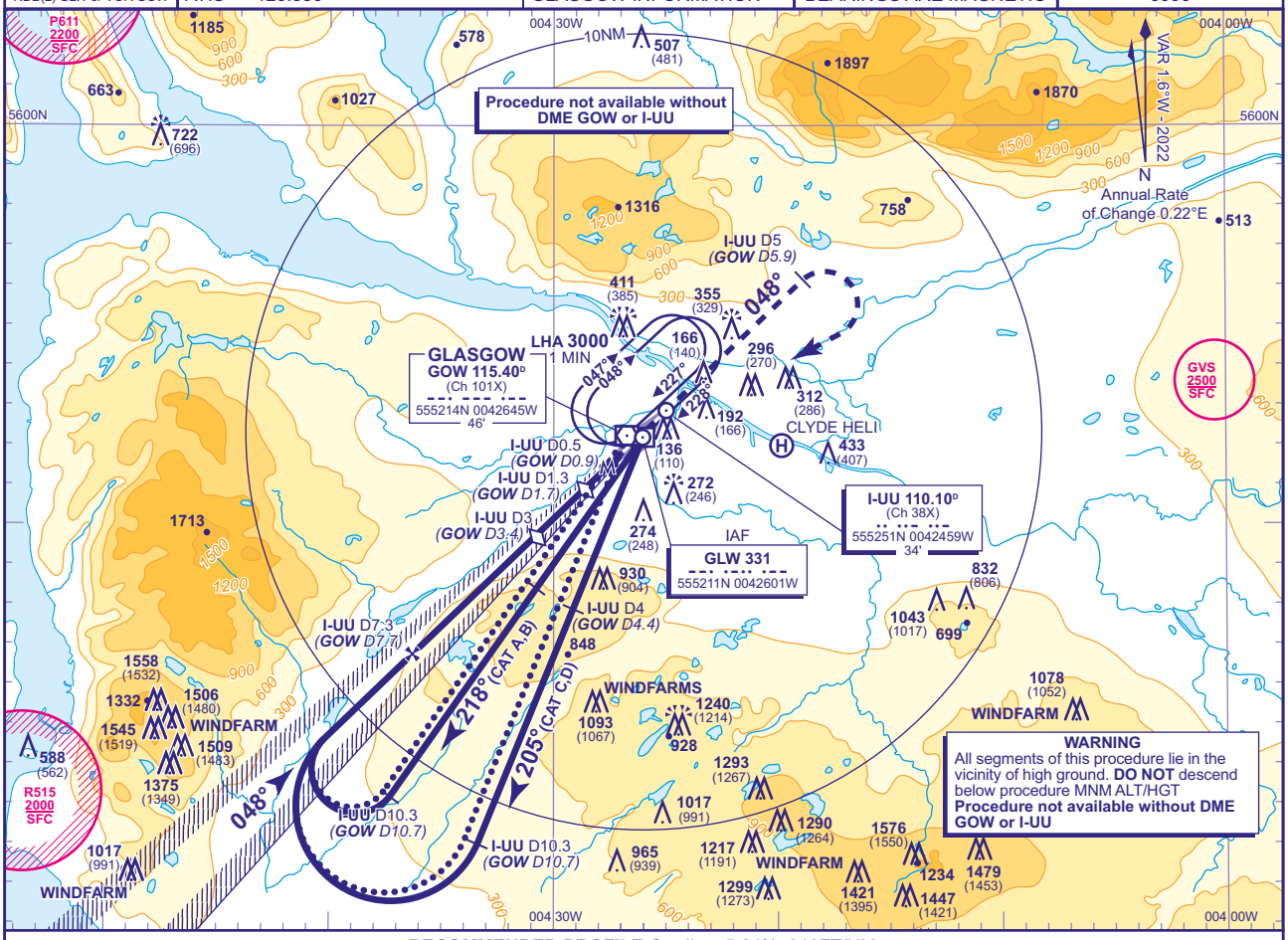
# INSTRUMENT APPROACH CHART - ICAO

## GLASGOW LOC/DME/ VOR or NDB(L) RWY 05
(ACFT CAT A,B,C,D)

MSA 25NM 4 9 4 8 3 0 345° 070° 230°
NDB(L) GLW or VOR GOW

| | | | | |
|---|---|---|---|---|
| APP | 119.105 | GLASGOW APPROACH | AD ELEVATION | 26 |
| TWR | 118.805 | GLASGOW TOWER | THR ELEVATION | 26 |
| | 121.705 | GLASGOW GROUND | OBSTACLE ELEVATIONS 1576 AMSL (1550) (ABOVE THR) | |
| RAD | 119.105, 125.255, 128.755 | GLASGOW RADAR | | |
| ATIS | 129.580 | GLASGOW INFORMATION | BEARINGS ARE MAGNETIC | |

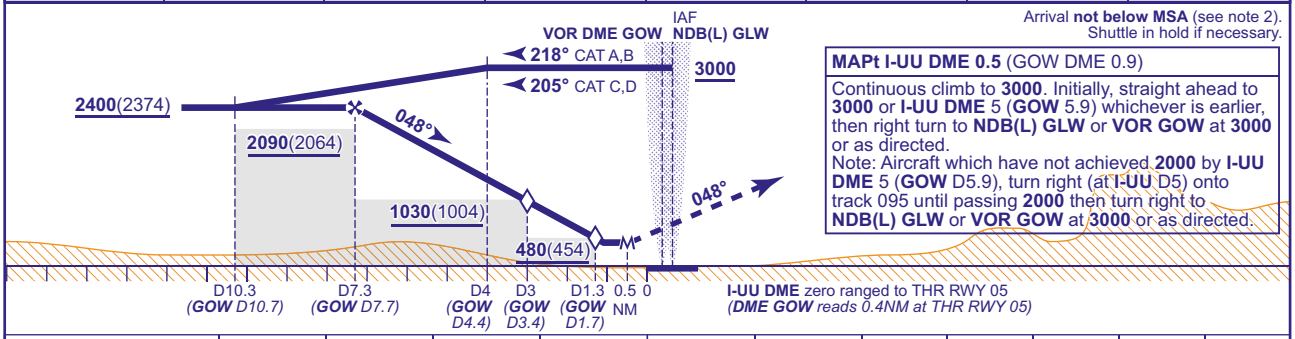
TRANSITION ALTITUDE **6000**




**RECOMMENDED PROFILE** Gradient 5.24%, 318FT/NM

| DME I-UU(GOW) | 7(7.4) | 6(6.4) | 5(5.4) | 4(4.4) | 3(3.4) (SDF) | 2(2.4) | 1(1.4) |
|---|---|---|---|---|---|---|---|
| ALT(HGT) | 2310(2284) | 1990(1964) | 1670(1644) | 1350(1324) | 1030(1004) | 710(684) | 400(374) |

Arrival **not below MSA** (see note 2).
Shuttle in hold if necessary.




**MAPt I-UU DME 0.5** (GOW DME 0.9)

Continuous climb to **3000**. Initially, straight ahead to **3000** or **I-UU DME** 5 (**GOW** 5.9) whichever is earlier, then right turn to **NDB(L) GLW** or **VOR GOW** at **3000** or as directed.
Note: Aircraft which have not achieved **2000** by **I-UU DME** 5 (**GOW** D5.9), turn right (at **I-UU** D5) onto track 095 until passing **2000** then turn right to **NDB(L) GLW** or **VOR GOW** at **3000** or as directed.

| Aircraft Category | | A | B | C | D |
|---|---|---|---|---|---|
| OCA (OCH) | Procedure | 370(344) | 370(344) | 370(344) | 370(344) |
| VM(C)OCA (OCH AAL) | Total Area | 800(774) | 800(774) | 1400(1374) | 1700(1674) |

| Rate of descent | G/S KT | 160 | 140 | 120 | 100 | 80 |
|---|---|---|---|---|---|---|
| | FT/MIN | 850 | 740 | 640 | 530 | 420 |

**ALTERNATIVE PROCEDURE** (FROM VOR GOW HOLD)
As for main procedure except fly outbound baseturn on GOW VOR R217 (CAT A,B), R204 (CAT C,D).

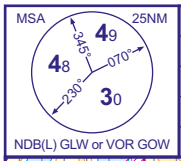
**NOTE 1** Aircraft commencing the procedure from the hold will normally do so from **not below 4000**.
**2** Position overhead holding fixes according to inbound routing as cleared by ATC. The normal cleared altitude at the respective terminal fix is **7000**. As this altitude is above the Transition Level, aircraft will be instructed to fly the appropriate flight level.
**3** Arrivals may be radar vectored by ATC from or before the appropriate terminal fix directly into the intermediate/final approach track.

**CHANGE (6/25):** APP, RAD, ATIS FREQUENCIES REVISED.

AERO INFO DATE 25 MAR 25
AD 2-EGPF-8-2

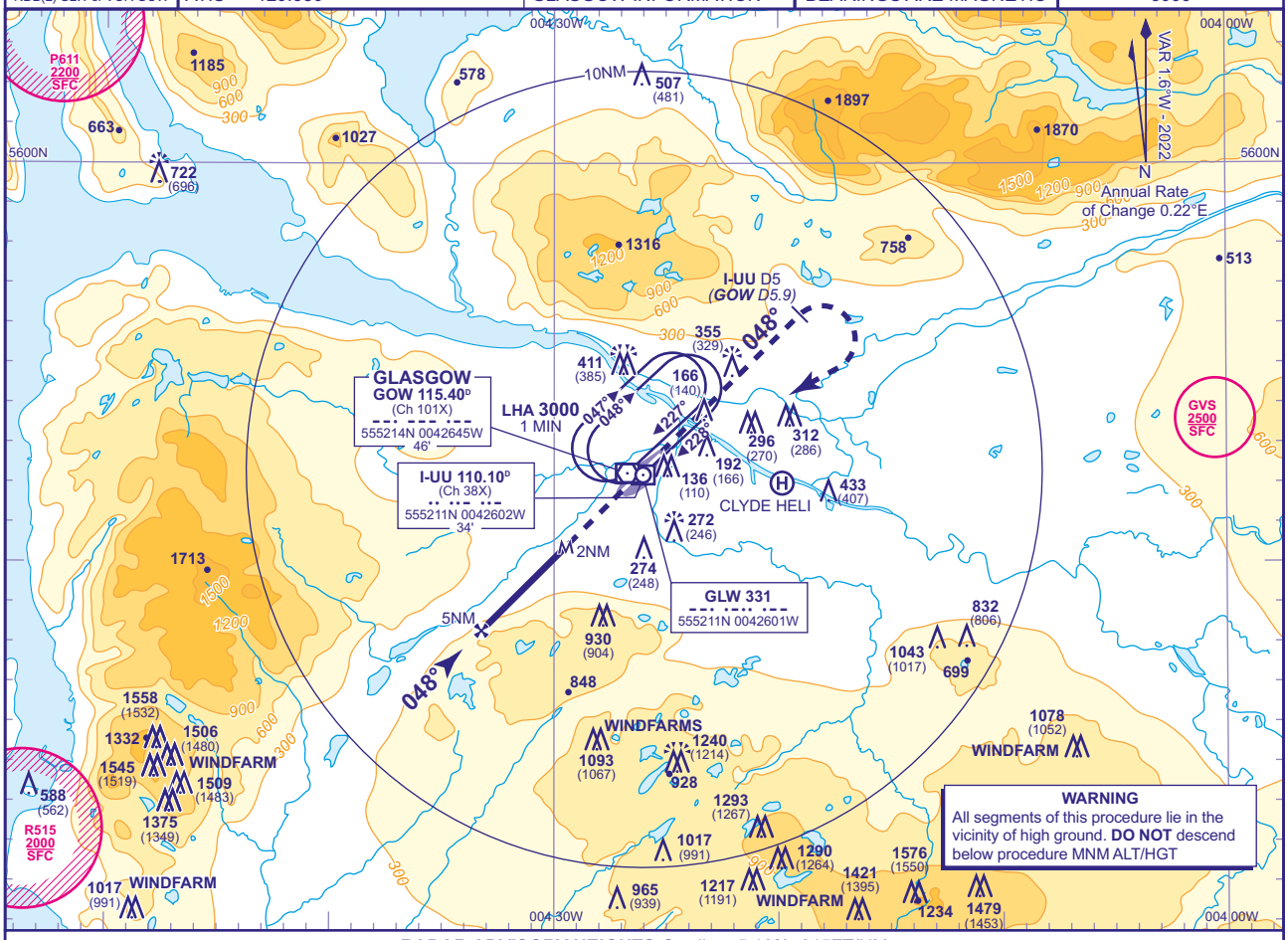
# INSTRUMENT APPROACH CHART - ICAO

## GLASGOW SRA RTR 2NM RWY 05
(ACFT CAT A,B,C,D)




| | | | | |
|---|---|---|---|---|
| APP | 119.105 | GLASGOW APPROACH | AD ELEVATION | 26 |
| TWR | 118.805 | GLASGOW TOWER | THR ELEVATION | 26 |
| | 121.705 | GLASGOW GROUND | OBSTACLE ELEVATIONS | |
| RAD | 119.105, 125.255, 128.755 | GLASGOW RADAR | 1576 AMSL (1550) (ABOVE THR) | |
| ATIS | 129.580 | GLASGOW INFORMATION | BEARINGS ARE MAGNETIC | |

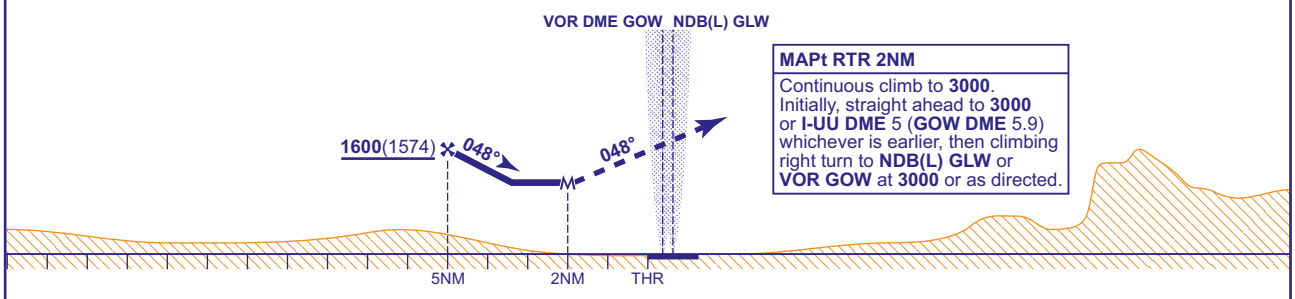
TRANSITION ALTITUDE **6000**




**RADAR ADVISORY HEIGHTS** Gradient 5.19%, 315FT/NM

| NM | 5.0 | 4.0 |
|---|---|---|
| ALT(HGT) | **1600**(1574) | **1290**(1264) |

Initial and intermediate approach as directed by radar. (See note 1).




**MAPt RTR 2NM**
Continuous climb to **3000**. Initially, straight ahead to **3000** or **I-UU DME** 5 (**GOW DME** 5.9) whichever is earlier, then climbing right turn to **NDB(L) GLW** or **VOR GOW** at **3000** or as directed.

| Aircraft Category | | A | B | C | D |
|---|---|---|---|---|---|
| OCA (OCH) | Procedure | **1080**(1054) | **1080**(1054) | **1080**(1054) | **1080**(1054) |
| VM(C)OCA (OCH AAL) | Total Area | **1080**(1054) | **1080**(1054) | **1400**(1374) | **1700**(1674) |

| Rate of descent | G/S KT | 160 | 140 | 120 | 100 | 80 |
|---|---|---|---|---|---|---|
| | FT/MIN | 840 | 740 | 630 | 530 | 420 |

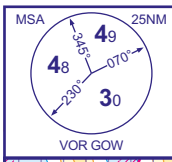
**NOTE 1** Minimum descent in the intermediate approach area until with 7NM radar range to touchdown is **2000**.
**2** Position overhead holding fixes according to inbound routing as cleared by ATC. The normal cleared altitude at the respective terminal fix is **7000**. As this altitude is above the Transition Level, aircraft will be instructed to fly the appropriate flight level.
**3** Aircraft unable to receive DME advise ATC. Radar range will be provided (if required) at 5NM in the missed approach.

**CHANGE (6/25):** APP, RAD, ATIS FREQUENCIES REVISED.

AERO INFO DATE 25 MAR 25
AD 2-EGPF-8-3

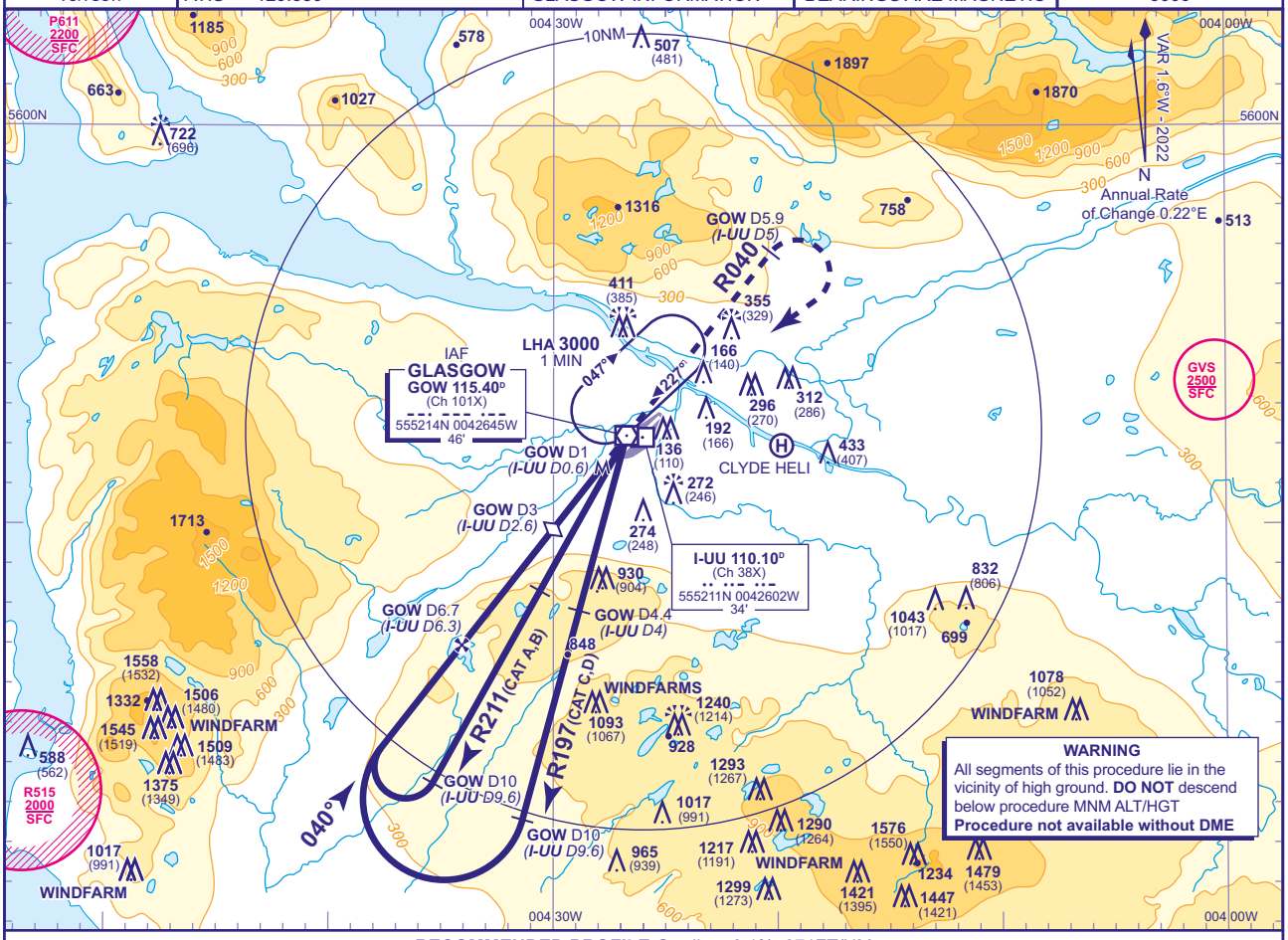
# INSTRUMENT APPROACH CHART - ICAO

## GLASGOW VOR/DME RWY 05
(ACFT CAT A,B,C,D)




| | | | | |
|---|---|---|---|---|
| APP | 119.105 | GLASGOW APPROACH | AD ELEVATION | 26 |
| TWR | 118.805 | GLASGOW TOWER | THR ELEVATION | 26 |
| | 121.705 | GLASGOW GROUND | OBSTACLE ELEVATIONS | |
| RAD | 119.105, 125.255, 128.755 | GLASGOW RADAR | 1576 AMSL (1550) (ABOVE THR) | |
| ATIS | 129.580 | GLASGOW INFORMATION | BEARINGS ARE MAGNETIC | |

TRANSITION ALTITUDE
**6000**

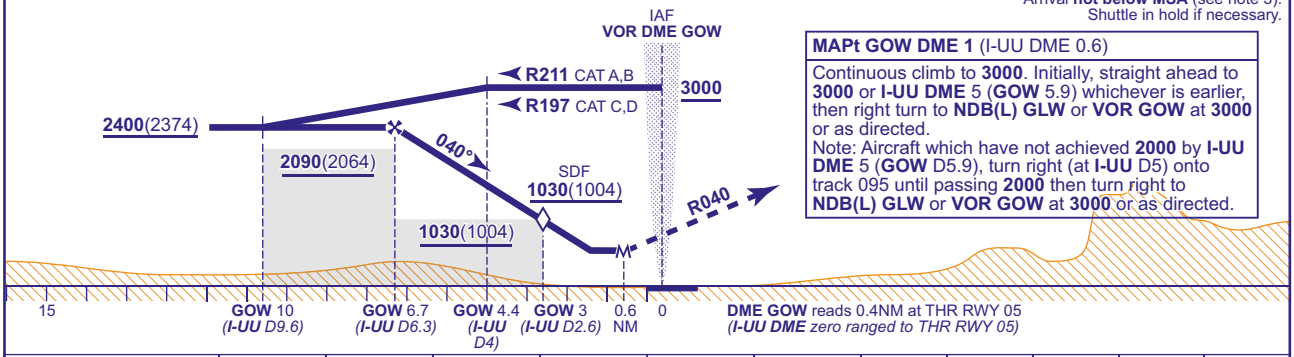



**WARNING**
All segments of this procedure lie in the vicinity of high ground. **DO NOT** descend below procedure MNM ALT/HGT
**Procedure not available without DME**

**RECOMMENDED PROFILE** Gradient 6.1%, 371FT/NM

| **DME GOW**(I-UU) | 6(5.6) | 5(4.6) | 4(3.6) | 3(2.6) **(SDF)** | 2(1.6) |
|---|---|---|---|---|---|
| **ALT**(HGT) | **2140**(2114) | **1770**(1744) | **1400**(1374) | **1030**(1004) | **660**(634) |

Arrival **not below MSA** (see note 3).
Shuttle in hold if necessary.




**MAPt GOW DME 1** (I-UU DME 0.6)

Continuous climb to **3000**. Initially, straight ahead to **3000** or **I-UU DME** 5 (**GOW** 5.9) whichever is earlier, then right turn to **NDB(L) GLW** or **VOR GOW** at **3000** or as directed.
Note: Aircraft which have not achieved **2000** by **I-UU DME** 5 (**GOW** D5.9), turn right (at **I-UU** D5) onto track 095 until passing **2000** then turn right to **NDB(L) GLW** or **VOR GOW** at **3000** or as directed.

| Aircraft Category | | A | B | C | D |
|---|---|---|---|---|---|
| **OCA** (OCH) | **Procedure** | **510**(484) | **510**(484) | **510**(484) | **510**(484) |
| **VM(C)OCA** (OCH AAL) | **Total Area** | **800**(774) | **800**(774) | **1400**(1374) | **1700**(1674) |

| Rate of descent | G/S KT | 160 | 140 | 120 | 100 | 80 |
|---|---|---|---|---|---|---|
| | FT/MIN | 990 | 870 | 740 | 620 | 490 |

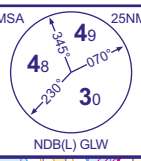
**NOTE 1** FAT offset 7.5° south of extended RWY 05 C/L.
**2** Aircraft commencing the procedure from the hold will normally do so from **not below 4000**.
**3** Position overhead holding fixes according to inbound routing as cleared by ATC. The normal cleared altitude at the respective terminal fix is **7000**. As this altitude is above the Transition Level, aircraft will be instructed to fly the appropriate flight level.
**4** Arrivals may be radar vectored by ATC from or before the appropriate terminal fix directly into the intermediate/final approach track.

**CHANGE (6/25):** APP, RAD, ATIS FREQUENCIES REVISED.

AERO INFO DATE 25 MAR 25
AD 2-EGPF-8-4

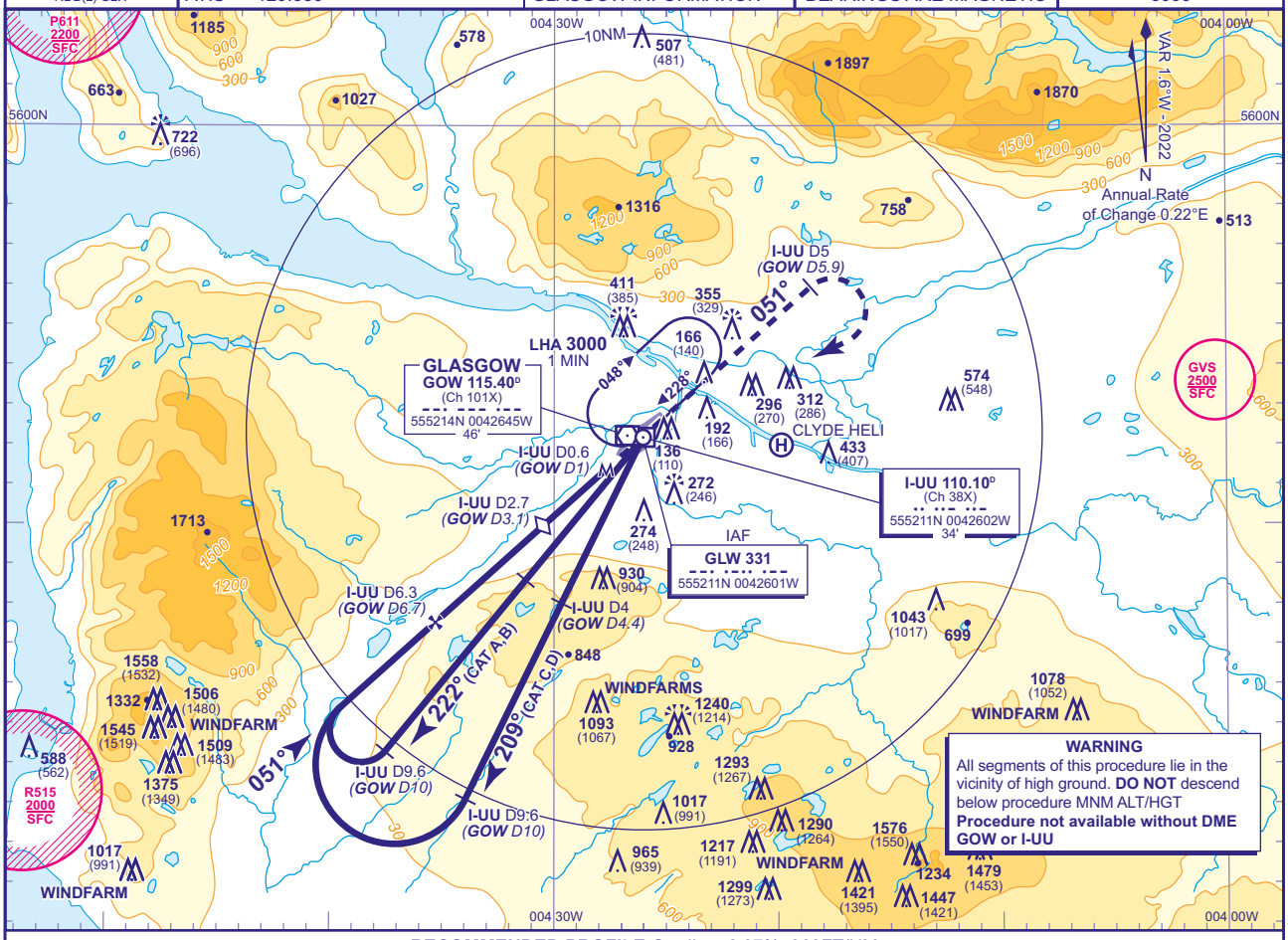
# INSTRUMENT APPROACH CHART - ICAO

## GLASGOW NDB(L)/DME RWY 05
(ACFT CAT A,B,C,D)



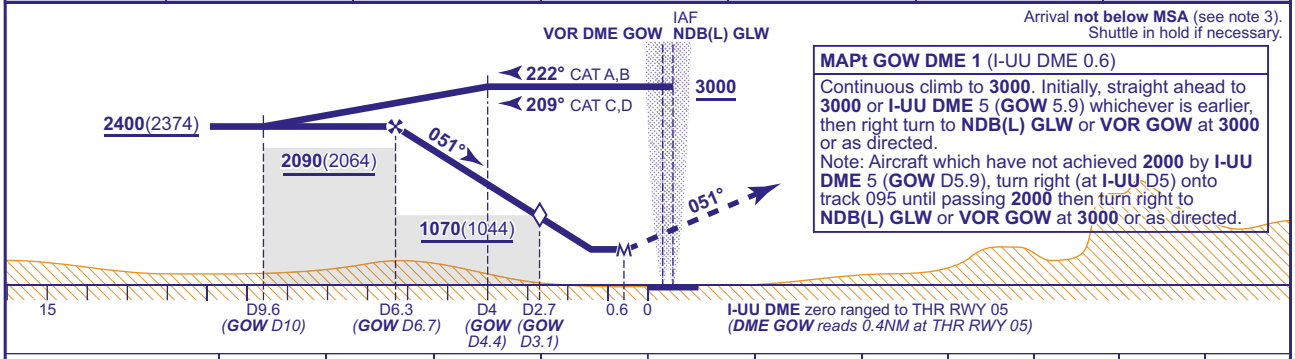

| | | | | | |
|---|---|---|---|---|---|
| APP | 119.105 | GLASGOW APPROACH | AD ELEVATION | 26 |
| TWR | 118.805 | GLASGOW TOWER | THR ELEVATION | 26 |
| | 121.705 | GLASGOW GROUND | OBSTACLE ELEVATIONS | 1576 AMSL (1550) (ABOVE THR) |
| RAD | 119.105, 125.255, 128.755 | GLASGOW RADAR | | |
| ATIS | 129.580 | GLASGOW INFORMATION | BEARINGS ARE MAGNETIC | |

TRANSITION ALTITUDE **6000**




**RECOMMENDED PROFILE** Gradient 6.07%, 369FT/NM

| | | | | | | |
|---|---|---|---|---|---|---|
| **DME I-UU**(GOW) | 6(6.4) | 5(5.4) | 4(4.4) | 3(3.4) | 2.7(3.1) **(SDF)** | 2.0(2.4) |
| **ALT**(HGT) | **2290**(2264) | **1920**(1894) | **1550**(1524) | **1180**(1154) | **1070**(1044) | **810**(784) |




Arrival **not below MSA** (see note 3).
Shuttle in hold if necessary.

**MAPt GOW DME 1** (I-UU DME 0.6)

Continuous climb to **3000**. Initially, straight ahead to **3000** or **I-UU DME** 5 (**GOW** 5.9) whichever is earlier, then right turn to **NDB(L) GLW** or **VOR GOW** at **3000** or as directed.
Note: Aircraft which have not achieved **2000** by **I-UU DME** 5 (**GOW** D5.9), turn right (at **I-UU** D5) onto track 095 until passing **2000** then turn right to **NDB(L) GLW** or **VOR GOW** at **3000** or as directed.

| Aircraft Category | | A | B | C | D |
|---|---|---|---|---|---|
| **OCA** (OCH) | **Procedure** | **540**(514) | **540**(514) | **540**(514) | **540**(514) |
| **VM(C)OCA** (OCH AAL) | **Total Area** | **800**(774) | **800**(774) | **1400**(1374) | **1700**(1674) |

| Rate of descent | G/S KT | 160 | 140 | 120 | 100 | 80 |
|---|---|---|---|---|---|---|
| | FT/MIN | 980 | 860 | 740 | 610 | 490 |

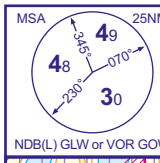
**NOTE 1** FAT offset 2.5° north of extended RWY 05 C/L.
**2** Aircraft commencing the procedure from the hold will normally do so from **not below 4000**.
**3** Position overhead holding fixes according to inbound routing as cleared by ATC. The normal cleared altitude at the respective terminal fix is **7000**. As this altitude is above the Transition Level, aircraft will be instructed to fly the appropriate flight level.
**4** Arrivals may be radar vectored by ATC from or before the appropriate terminal fix directly into the intermediate/final approach track.

**CHANGE (6/25):** APP, RAD, ATIS FREQUENCIES REVISED.

AERO INFO DATE 25 MAR 25

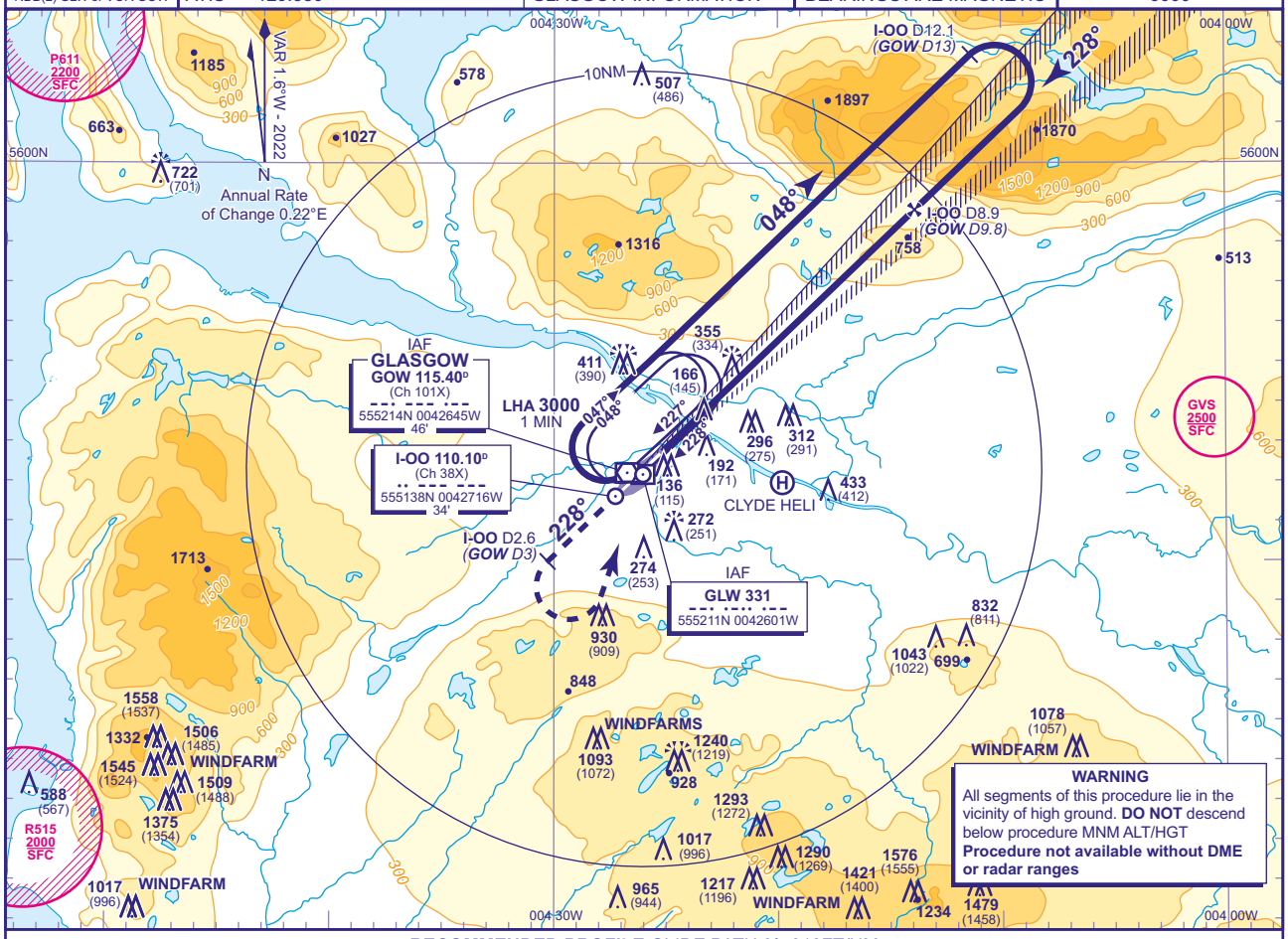
# INSTRUMENT APPROACH CHART - ICAO

## GLASGOW ILS/DME/VOR or NDB(L) RWY 23
(ACFT CAT A,B,C,D)




| | | | | | |
|---|---|---|---|---|---|
| APP | 119.105 | GLASGOW APPROACH | AD ELEVATION | 26 |
| TWR | 118.805 | GLASGOW TOWER | THR ELEVATION | 21 |
| | 121.705 | GLASGOW GROUND | OBSTACLE ELEVATIONS | |
| RAD | 119.105, 125.255, 128.755 | GLASGOW RADAR | **1576 AMSL** (1555) (ABOVE THR) | |
| ATIS | 129.580 | GLASGOW INFORMATION | BEARINGS ARE MAGNETIC | |

TRANSITION ALTITUDE **6000**

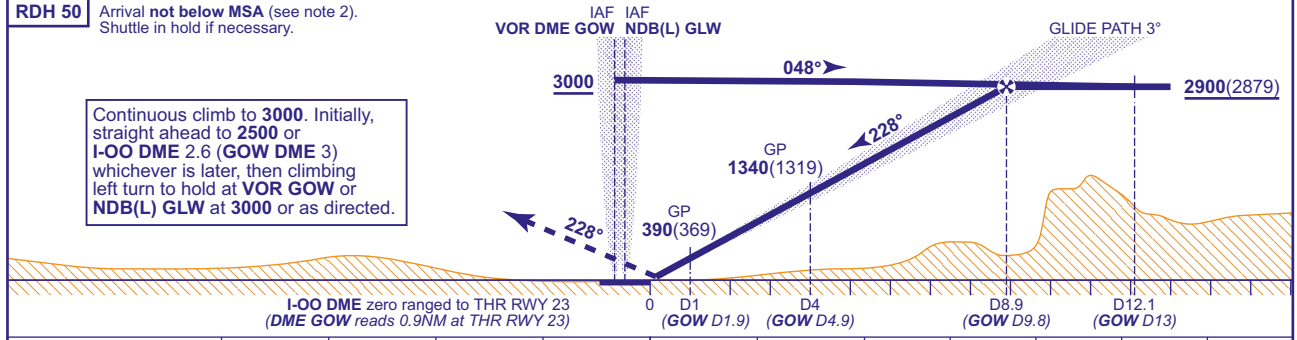



**RECOMMENDED PROFILE** GLIDE PATH 3°, 318FT/NM

| | | | | | | | | |
|---|---|---|---|---|---|---|---|---|
| **DME I-OO**(GOW) | 8(8.9) | 7(7.9) | 6(6.9) | 5(5.9) | 4(4.9) | 3(3.9) | 2(2.9) | 1(1.9) |
| **ALT**(HGT) | **2620**(2599) | **2300**(2279) | **1980**(1959) | **1660**(1639) | **1340**(1319) | **1030**(1009) | **710**(689) | **390**(369) |

**RDH 50** Arrival **not below MSA** (see note 2). Shuttle in hold if necessary.

Continuous climb to **3000**. Initially, straight ahead to **2500** or **I-OO DME** 2.6 (**GOW DME** 3) whichever is later, then climbing left turn to hold at **VOR GOW** or **NDB(L) GLW** at **3000** or as directed.




| Aircraft Category | | A | B | C | D |
|---|---|---|---|---|---|
| OCA (OCH) | CAT I | **164**(143) | **173**(152) | **185**(164) | **198**(177) |
| | CAT II | **71**(50) | **81**(60) | **94**(73) | **109**(88) |
| VM(C)OCA (OCH AAL) | Total Area | **800**(774) | **800**(774) | **1400**(1374) | **1700**(1674) |

| Rate of descent | G/S KT | 160 | 140 | 120 | 100 | 80 |
|---|---|---|---|---|---|---|
| | FT/MIN | 850 | 740 | 640 | 530 | 420 |

**AIRCRAFT UNABLE TO RECEIVE DME I-OO** Advise ATC. Equivalent radar ranges will be provided at 12NM outbound and at 9NM and 4NM inbound and during the missed approach if required.

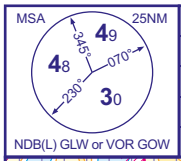
**NOTE 1** Aircraft commencing the procedure from the hold will normally do so from **not below 4000**.
**2** Position overhead holding fixes according to inbound routing as cleared by ATC. The normal cleared altitude at the respective terminal fix is **7000**. As this altitude is above the Transition Level, aircraft will be instructed to fly the appropriate flight level.
**3** Arrivals may be radar vectored by ATC from or before the appropriate terminal fix directly into the intermediate/final approach track.

**CHANGE (6/25):** APP, RAD, ATIS FREQUENCIES REVISED.

AERO INFO DATE 25 MAR 25 AD 2-EGPF-8-6

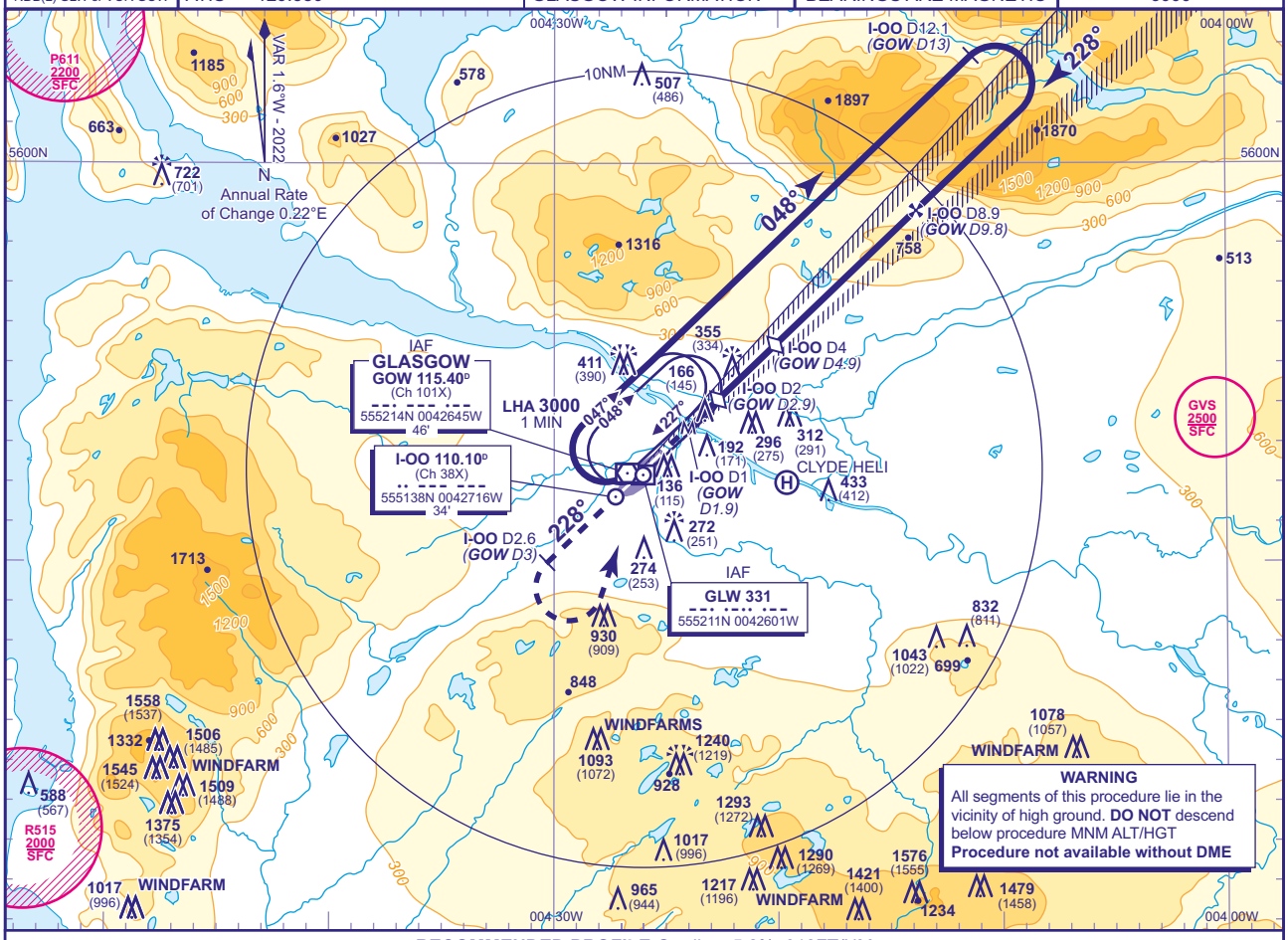
# INSTRUMENT APPROACH CHART - ICAO

## GLASGOW LOC/DME/VOR or NDB(L) RWY 23
(ACFT CAT A,B,C,D)




| | | | | |
|---|---|---|---|---|
| APP | 119.105 | GLASGOW APPROACH | AD ELEVATION | 26 |
| TWR | 118.805 | GLASGOW TOWER | THR ELEVATION | 21 |
| | 121.705 | GLASGOW GROUND | OBSTACLE ELEVATIONS | 1576 AMSL (1555) (ABOVE THR) |
| RAD | 119.105, 125.255, 128.755 | GLASGOW RADAR | | |
| ATIS | 129.580 | GLASGOW INFORMATION | BEARINGS ARE MAGNETIC | |

TRANSITION ALTITUDE **6000**

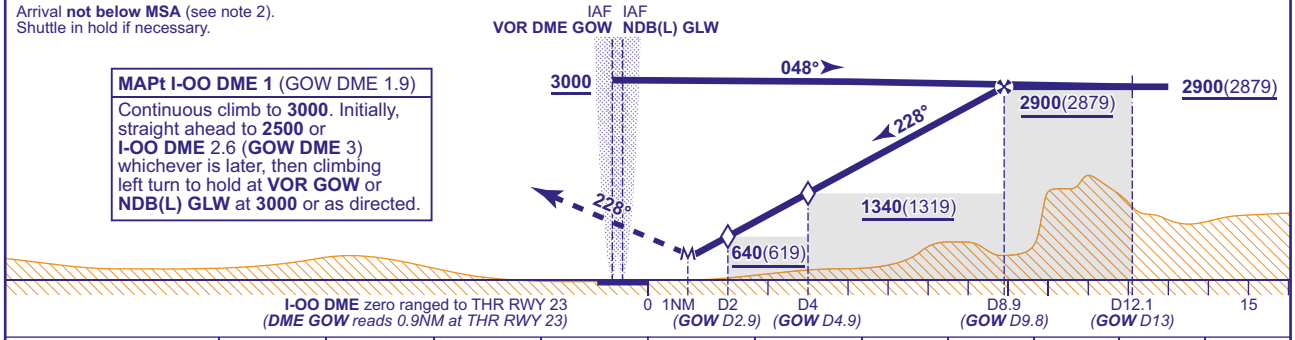



**RECOMMENDED PROFILE** Gradient 5.2%, 318FT/NM

| DME I-OO(GOW) | 8(8.9) | 7(7.9) | 6(6.9) | 5(5.9) | 4(4.9) **(SDF)** | 3(3.9) | 2(2.9) **(SDF)** |
|---|---|---|---|---|---|---|---|
| ALT(HGT) | **2620**(2599) | **2300**(2279) | **1980**(1959) | **1660**(1639) | **1340**(1319) | **1030**(1009) | **710**(689) |

Arrival **not below MSA** (see note 2).
Shuttle in hold if necessary.

**MAPt I-OO DME 1** (GOW DME 1.9)
Continuous climb to **3000**. Initially, straight ahead to **2500** or **I-OO DME** 2.6 (**GOW DME** 3) whichever is later, then climbing left turn to hold at **VOR GOW** or **NDB(L) GLW** at **3000** or as directed.




| Aircraft Category | | A | B | C | D |
|---|---|---|---|---|---|
| OCA (OCH) | Procedure | **430**(409) | **430**(409) | **430**(409) | **430**(409) |
| VM(C)OCA (OCH AAL) | Total Area | **800**(774) | **800**(774) | **1400**(1374) | **1700**(1674) |

| Rate of descent | G/S KT | 160 | 140 | 120 | 100 | 80 |
|---|---|---|---|---|---|---|
| | FT/MIN | 850 | 740 | 640 | 530 | 420 |

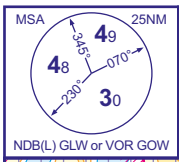
**NOTE 1** Aircraft commencing the procedure from the hold will normally do so from **not below 4000**.
**2** Position overhead holding fixes according to inbound routing as cleared by ATC. The normal cleared altitude at the respective terminal fix is **7000**. As this altitude is above the Transition Level, aircraft will be instructed to fly the appropriate flight level.
**3** Arrivals may be radar vectored by ATC from or before the appropriate terminal fix directly into the intermediate/final approach track.

**CHANGE (6/25):** APP, RAD, ATIS FREQUENCIES REVISED.

AERO INFO DATE 25 MAR 25
AD 2-EGPF-8-7

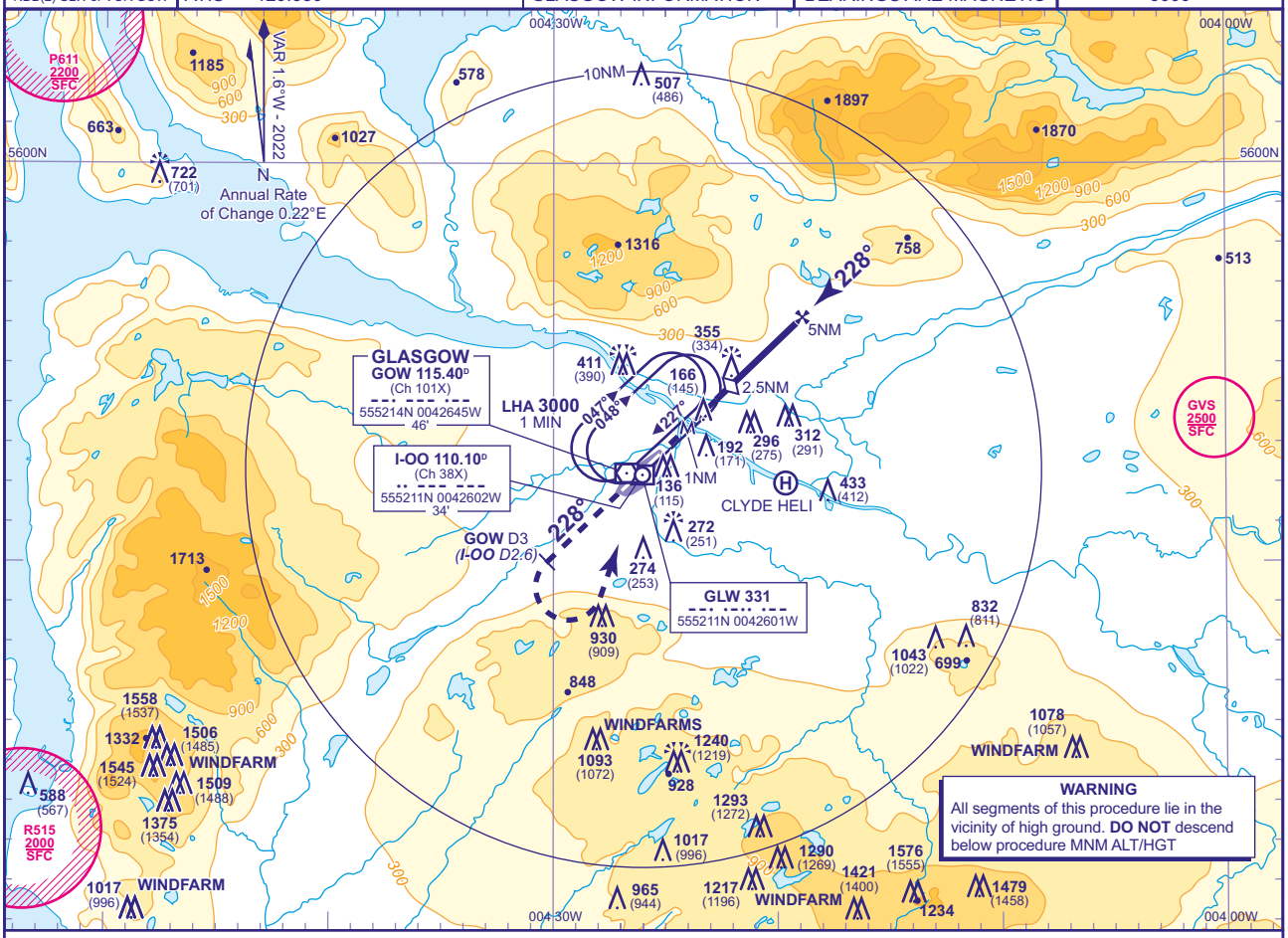
# INSTRUMENT APPROACH CHART - ICAO

## GLASGOW SRA RTR 2NM RWY 23
(ACFT CAT A,B,C,D)




| | | | | |
|---|---|---|---|---|
| APP | 119.105 | GLASGOW APPROACH | AD ELEVATION | 26 |
| TWR | 118.805 | GLASGOW TOWER | THR ELEVATION | 21 |
| | 121.705 | GLASGOW GROUND | OBSTACLE ELEVATIONS | |
| RAD | 119.105, 125.255, 128.755 | GLASGOW RADAR | 1576 AMSL (1555) (ABOVE THR) | |
| ATIS | 129.580 | GLASGOW INFORMATION | BEARINGS ARE MAGNETIC | |

TRANSITION ALTITUDE
**6000**



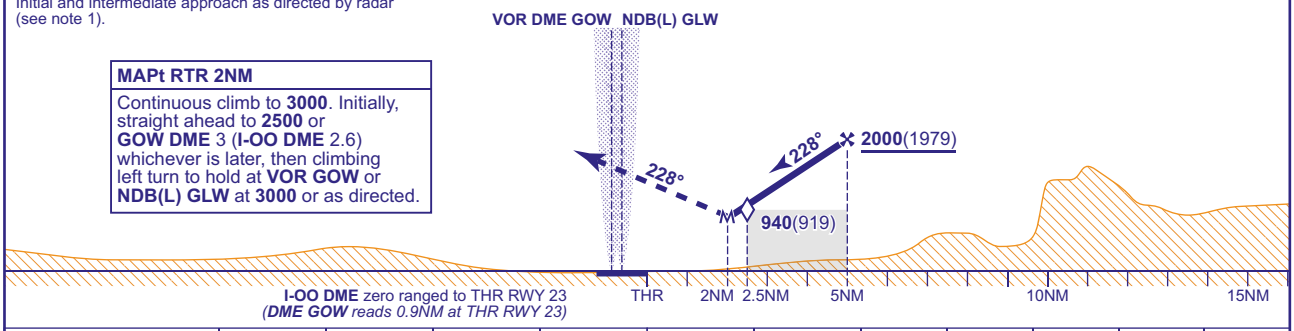

**RADAR ADVISORY HEIGHTS** Gradient 6.5%, 395FT/NM

| NM | 5.0 | 4.0 | 3.0 | 2.0 |
|---|---|---|---|---|
| ALT(HGT) | **2000**(1979) | **1600**(1579) | **1210**(1189) | **810**(789) |

Initial and intermediate approach as directed by radar (see note 1).

**MAPt RTR 2NM**

Continuous climb to **3000**. Initially, straight ahead to **2500** or **GOW DME** 3 (**I-OO DME** 2.6) whichever is later, then climbing left turn to hold at **VOR GOW** or **NDB(L) GLW** at **3000** or as directed.




| Aircraft Category | | A | B | C | D |
|---|---|---|---|---|---|
| OCA (OCH) | Procedure | **810**(789) | **810**(789) | **810**(789) | **810**(789) |
| VM(C)OCA (OCH AAL) | Total Area | **810**(784) | **810**(784) | **1400**(1374) | **1700**(1674) |

| Rate of descent | G/S KT | 160 | 140 | 120 | 100 | 80 |
|---|---|---|---|---|---|---|
| | FT/MIN | 1060 | 930 | 790 | 660 | 530 |

**NOTE 1** Minimum descent in the intermediate approach area until within 7NM radar range to touchdown is **2000**.
**2** Position overhead holding fixes according to inbound routing as cleared by ATC. The normal cleared altitude at the respective terminal fix is **7000**. As this altitude is above the Transition Level, aircraft will be instructed to fly the appropriate flight level.
**3** Aircraft unable to receive DME advise ATC. Radar ranges will be provided (if required) at 3NM in the missed approach

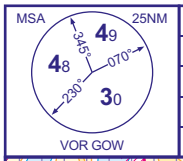
**CHANGE (6/25):** APP, RAD, ATIS FREQUENCIES REVISED.

AERO INFO DATE 25 MAR 25

AD 2-EGPF-8-8

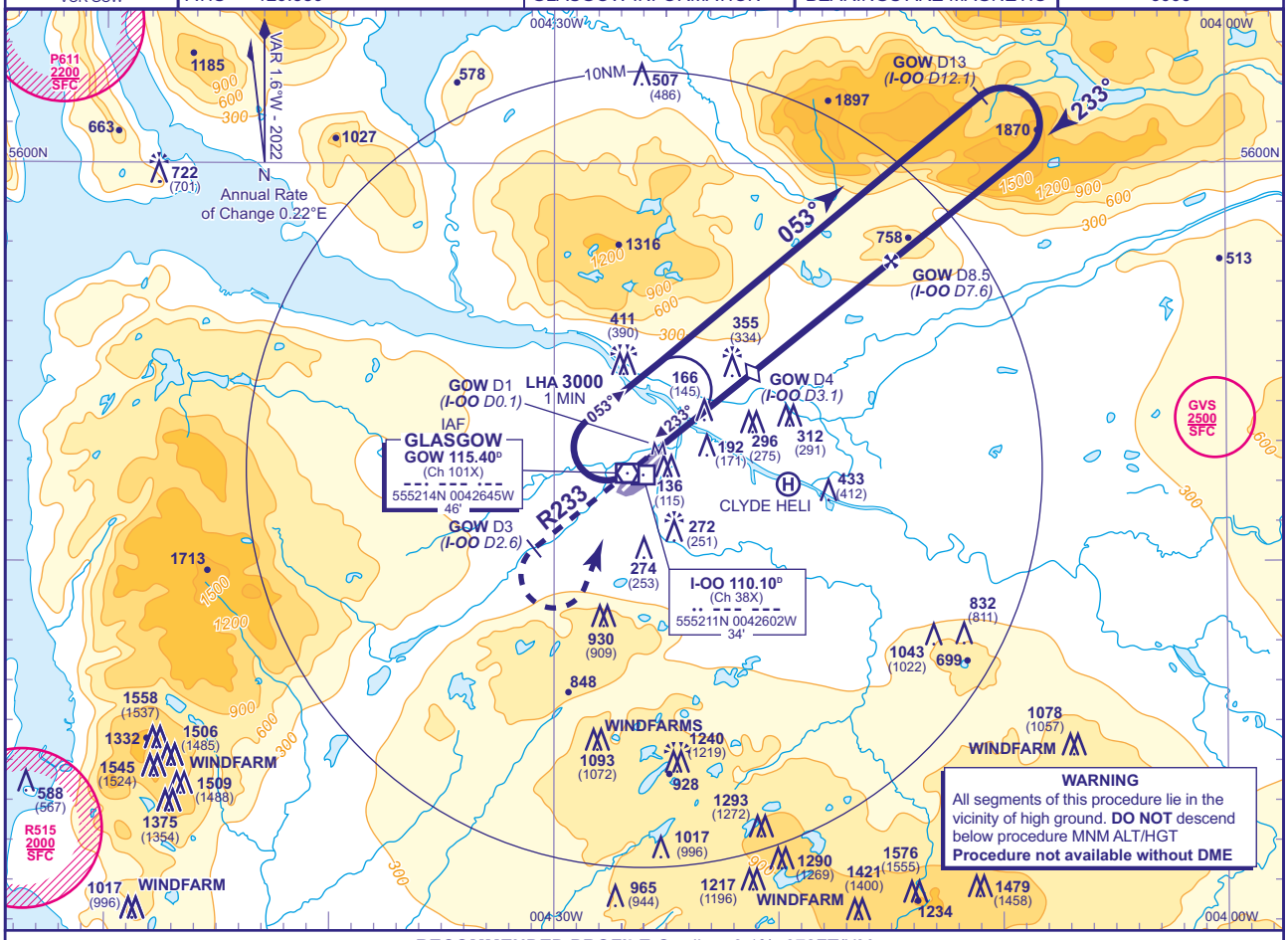
# INSTRUMENT APPROACH CHART - ICAO

## GLASGOW VOR/DME RWY 23
(ACFT CAT A,B,C,D)




| | | | | |
|---|---|---|---|---|
| APP | 119.105 | GLASGOW APPROACH | AD ELEVATION | 26 |
| TWR | 118.805 | GLASGOW TOWER | THR ELEVATION | 21 |
| | 121.705 | GLASGOW GROUND | OBSTACLE ELEVATIONS | |
| RAD | 119.105, 125.255, 128.755 | GLASGOW RADAR | 1576 AMSL (1555) (ABOVE THR) | |
| ATIS | 129.580 | GLASGOW INFORMATION | BEARINGS ARE MAGNETIC | |

TRANSITION ALTITUDE **6000**

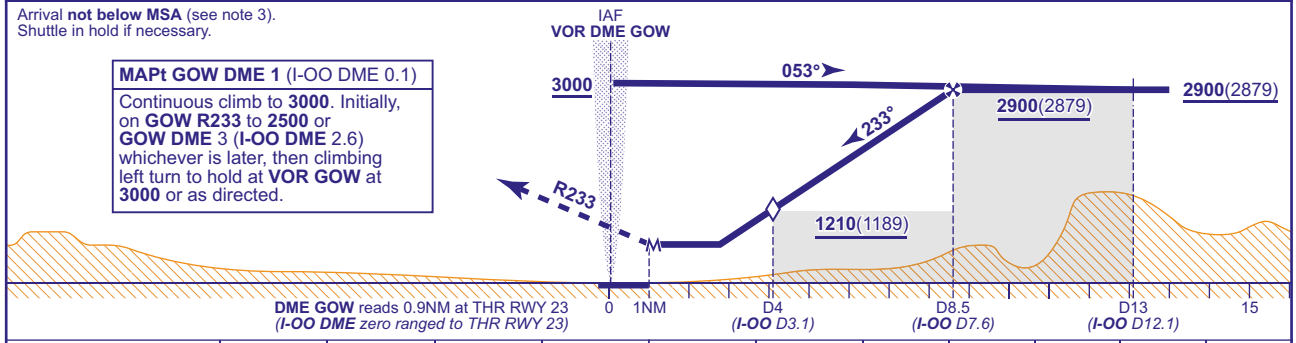



**RECOMMENDED PROFILE** Gradient 6.1%, 372FT/NM

| **DME GOW**(I-OO) | 8(7.1) | 7(6.1) | 6(5.1) | 5(4.1) | 4(3.1) **(SDF)** | 3(2.1) |
|---|---|---|---|---|---|---|
| **ALT**(HGT) | **2700**(2679) | **2330**(2309) | **1960**(1939) | **1590**(1569) | **1210**(1189) | **840**(819) |

Arrival **not below MSA** (see note 3).
Shuttle in hold if necessary.

**MAPt GOW DME 1** (I-OO DME 0.1)
Continuous climb to **3000**. Initially, on **GOW R233** to **2500** or **GOW DME** 3 (**I-OO DME** 2.6) whichever is later, then climbing left turn to hold at **VOR GOW** at **3000** or as directed.




| Aircraft Category | | A | B | C | D |
|---|---|---|---|---|---|
| OCA (OCH) | Procedure | **610**(589) | **610**(589) | **610**(589) | **610**(589) |
| VM(C)OCA (OCH AAL) | Total Area | **800**(774) | **800**(774) | **1400**(1374) | **1700**(1674) |

| Rate of descent | G/S KT | 160 | 140 | 120 | 100 | 80 |
|---|---|---|---|---|---|---|
| | FT/MIN | 990 | 870 | 740 | 620 | 500 |

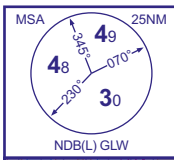
**NOTE 1** FAT offset 5.5° south of extended RWY 23 C/L and intercepts 1.5NM from touchdown (**GOW DME** 2.4).
**2** Aircraft commencing the procedure from the hold will normally do so from **not below 4000**.
**3** Position overhead holding fixes according to inbound routing as cleared by ATC. The normal cleared altitude at the respective terminal fix is **7000**. As this altitude is above the Transition Level, aircraft will be instructed to fly the appropriate flight level.
**4** Arrivals may be radar vectored by ATC from or before the appropriate terminal fix directly into the intermediate/final approach track.

**CHANGE (6/25):** APP, RAD, ATIS FREQUENCIES REVISED.

AERO INFO DATE 25 MAR 25
AD 2-EGPF-8-9

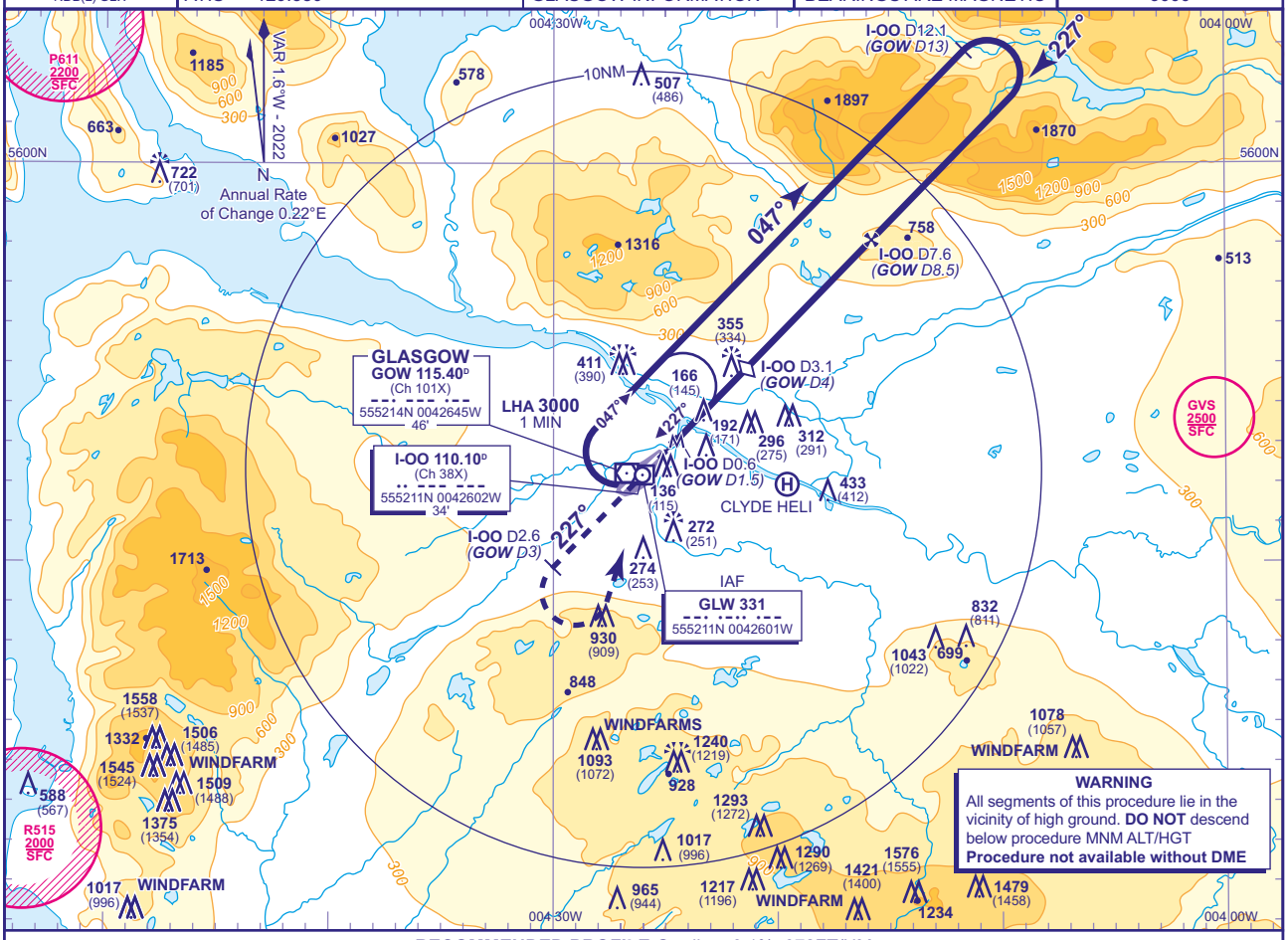
# INSTRUMENT APPROACH CHART - ICAO

## GLASGOW NDB(L)/DME RWY 23
(ACFT CAT A,B,C,D)




| | | | | |
|---|---|---|---|---|
| APP | 119.105 | GLASGOW APPROACH | AD ELEVATION | 26 |
| TWR | 118.805 | GLASGOW TOWER | THR ELEVATION | 21 |
| | 121.705 | GLASGOW GROUND | OBSTACLE ELEVATIONS 1576 AMSL (1555) (ABOVE THR) | |
| RAD | 119.105, 125.255, 128.755 | GLASGOW RADAR | | |
| ATIS | 129.580 | GLASGOW INFORMATION | BEARINGS ARE MAGNETIC | |

TRANSITION ALTITUDE **6000**

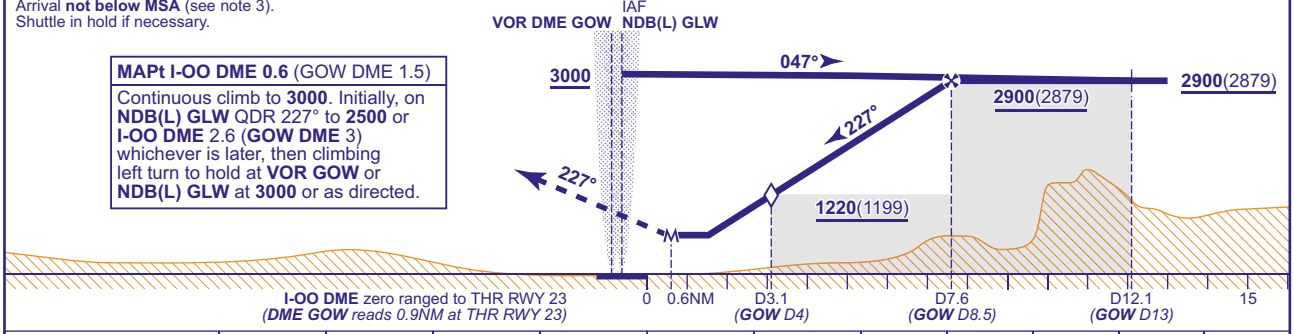



**RECOMMENDED PROFILE** Gradient 6.1%, 372FT/NM

| **DME I-OO**(GOW) | 7(7.9) | 6(6.9) | 5(5.9) | 4(4.9) | 3(3.9) | 2(2.9) |
|---|---|---|---|---|---|---|
| **ALT**(HGT) | **2680**(2659) | **2300**(2279) | **1930**(1909) | **1560**(1539) | **1190**(1169) | **820**(799) |

Arrival **not below MSA** (see note 3).
Shuttle in hold if necessary.

**MAPt I-OO DME 0.6** (GOW DME 1.5)
Continuous climb to **3000**. Initially, on **NDB(L) GLW** QDR 227° to **2500** or **I-OO DME** 2.6 (**GOW DME** 3) whichever is later, then climbing left turn to hold at **VOR GOW** or **NDB(L) GLW** at **3000** or as directed.




| Aircraft Category | | A | B | C | D |
|---|---|---|---|---|---|
| **OCA** (OCH) | **Procedure** | **610**(589) | **610**(589) | **610**(589) | **610**(589) |
| **VM(C)OCA** (OCH AAL) | **Total Area** | **800**(774) | **800**(774) | **1400**(1374) | **1700**(1674) |

| Rate of descent | | | | | | |
|---|---|---|---|---|---|---|
| | **G/S KT** | 160 | 140 | 120 | 100 | 80 |
| | **FT/MIN** | 990 | 870 | 740 | 620 | 500 |

**NOTE 1** FAT offset 1.5° north of RWY 23 C/L.
**2** Aircraft commencing the procedure from the hold will normally do so from **not below 4000**.
**3** Position overhead holding fixes according to inbound routing as cleared by ATC. The normal cleared altitude at the respective terminal fix is **7000**. As this altitude is above the Transition Level, aircraft will be instructed to fly the appropriate flight level.
**4** Arrivals may be radar vectored by ATC from or before the appropriate terminal fix directly into the intermediate/final approach track.

**CHANGE (6/25):** APP, RAD, ATIS FREQUENCIES REVISED.

AERO INFO DATE 25 MAR 25
AD 2-EGPF-8-10

# EGBJ — GLOUCESTERSHIRE

## EGBJ AD 2.1 AERODROME LOCATION INDICATOR AND NAME

EGBJ — GLOUCESTERSHIRE

## EGBJ AD 2.2 AERODROME GEOGRAPHICAL AND ADMINISTRATIVE DATA

| | | |
|---|---|---|
| 1 | ARP coordinates and site at AD | Lat: 515339N Long: 0021002W<br>Midpoint of Runway 09/27. |
| 2 | Direction and distance from city | 3.5 NM W of Cheltenham |
| 3 | Elevation / Reference temperature / Mean Low Temperature | 101 FT / 19 °C / - |
| 4 | Geoid undulation at AD ELEV PSN | 161 FT |
| 5 | Magnetic Variation / Annual Change | 0.22°W (2022) / 0.20°E |
| 6 | AD Administration<br>Address<br>Telephone<br>E-mail address<br>Web address | GLOUCESTERSHIRE AIRPORT LTD.<br>Gloucestershire Aerodrome, Cheltenham, Gloucestershire GL51, 6SR.<br>01452-857700 Ext 223 (Ops/ATC)<br>briefing@gloucestershireairport.co.uk (Ops)<br>www.gloucestershireairport.co.uk |
| 7 | Type of Traffic permitted (IFR/VFR) | IFR/VFR |
| 8 | Remarks | GA Agreement aerodrome. Refer to GEN 1.2 for notification requirements.<br>Designated aerodrome for Special Branch purposes. |

## EGBJ AD 2.3 OPERATIONAL HOURS

| | | |
|---|---|---|
| 1 | AD Administration | Mon-Fri 0830-1930 (0730-1830); Sat, Sun 0900-1800 (0800-1830); and by arrangement. |
| 2 | Customs and immigration | As AD hours |
| 3 | Health and sanitation | |
| 4 | AIS Briefing Office | As AD hours. Self briefing. |
| 5 | ATS Reporting Office (ARO) | As AD hours. Located in Terminal building, no access to Control Tower. |
| 6 | MET Briefing Office | As AD hours. Self briefing. |
| 7 | ATS | Mon-Fri 0830-1930 (0730-1830); Sat, Sun 0900-1800 (0800-1830); and by arrangement.<br>See also AD 2.18. |
| 8 | Fuelling | As AD hours.<br>Assisted fuelling available upon opening and until 15 minutes prior to closing. |
| 9 | Handling | |
| 10 | Security | During public transport operations and by arrangement. |
| 11 | De-icing | |
| 12 | Remarks | Aerodrome is strictly PPR. PPR must still be obtained in addition to the filing of a flight plan. Commanders shall book in with operations on Tel: 01452-857700 Ext 223. Certain flights not requiring Licensed facilities may operate H24 strictly by prior arrangement. |

## EGBJ AD 2.4 HANDLING SERVICES AND FACILITIES

| | | |
|---|---|---|
| 1 | Cargo handling facilities | |
| 2 | Fuel and oil types | AVTUR JET A-1 (All JET-A1 Pre mixed with AL48), AVGAS 100LL<br>Aviation greases., W80, W100, 100, S80, Multigrade, Turbine oils |
| 3 | Fuelling facilities/capacity | Jet A-1 Mobile bowsers 127,000 LT. AVGAS fixed installation 52,000 LT. |
| 4 | De-icing facilities | |
| 5 | Hangar space for visiting aircraft | By arrangement. |
| 6 | Repair facilities for visiting aircraft | Full up to 5700 KG AUW Rotary and fixed-wing. |

| | | |
|---|---|---|
| 7 | Remarks | Mandatory handling may be applicable, see aerodrome scale of charges for further information.<br>Aircraft handling agencies are:<br>Weston Aviation: 01452-933698; gloucestershire@westonaviation.com.<br>Gloucestershire Airport Operations: 01452-857700; briefing@gloucestershireairport.co.uk.<br>The Little Jet Company: 01452-857606; info@thelittlejetcompany.com.<br>Flight Partner: 01452-856222; ops@flightpartner.co.uk. |

## EGBJ AD 2.5 PASSENGER FACILITIES

| | | |
|---|---|---|
| 1 | Hotels | Hotels in vicinity. |
| 2 | Restaurants | On AD. |
| 3 | Transportation | Taxis, Car hire, Buses. Nearest station Cheltenham 2.5 NM. |
| 4 | Medical facilities | Limited First Aid. |
| 5 | Bank and Post Office | Within 1.5 NM vicinity of AD. |
| 6 | Tourist Office | Local information available in Terminal. Nearest office Cheltenham 2.5 NM. |
| 7 | Remarks | Accommodation and transportation arrangements can be made via Handling Agent or Aerodrome Ops. |

## EGBJ AD 2.6 RESCUE AND FIRE FIGHTING SERVICES

| | | |
|---|---|---|
| 1 | AD category for fire fighting services | RFF Category A4<br>Category 5 available on request. |
| 2 | Rescue equipment | 1 x MFV plus 1 x TACR 3. Hydraulic cutting equipment. |
| 3 | Capability for removal of disabled aircraft | Limited. Details from Aerodrome Authority. |
| 4 | Remarks | Flights operating for the public transport of passengers or otherwise requiring the use of a licensed aerodrome, will automatically be provided with the appropriate RFFS Category. A minimum quantity of 5250 L of water and 586 L of concentrate Level C foam is deployable. |

## EGBJ AD 2.7 SEASONAL AVAILABILITY - CLEARING

| | | |
|---|---|---|
| 1 | Type of clearing equipment | Mechanical. |
| 2 | Clearance priorities | Standard. See AD 1.2.2. |
| 3 | Remarks | No method of braking action assessment available. |

## EGBJ AD 2.8 APRONS, TAXIWAYS AND CHECK LOCATIONS/POSITIONS DATA

| | | |
|---|---|---|
| 1 | Apron surface and strength | A<br>Surface: Asphalt<br>PCN 16/F/B/W/U<br><br>B<br>Surface: Asphalt<br><br>C<br>Surface: Asphalt |
| 2 | Taxiway width, surface and strength | Taxiway A: 11 M<br>Surface: Asphalt<br>PCN 16/F/B/W/U<br><br>Taxiway B: 14 M<br>Surface: Asphalt<br><br>Taxiway C: 14 M<br>Surface: Asphalt<br><br>Taxiway D: 18 M<br>Surface: Asphalt |

| | | |
|---|---|---|
| | | Taxiway E: 15 M<br>Surface: Asphalt<br><br>Taxiway G: 8 M<br>Surface: Asphalt<br><br>Taxiway H: 10 M<br>Surface: Asphalt<br><br>Taxiway J: 8 M<br>Surface: Asphalt<br>Taxiway J is 10.5 M then narrows to 8 M after 150 M.<br><br>Taxiway K: 18 M<br>Surface: Asphalt |
| 3 | Altimeter checkpoint location and elevation | |
| 4 | VOR checkpoints | |
| 5 | INS checkpoints | |
| 6 | Remarks | Reinforced grass apron west of Apron A suitable for aircraft up to 2300 KG MTWA. |

## EGBJ AD 2.9 SURFACE MOVEMENT GUIDANCE AND CONTROL SYSTEM AND MARKINGS

| | | |
|---|---|---|
| 1 | Use of aircraft stand ID signs, TWY guide lines and visual docking/parking guidance system of aircraft stands | Stands 1 and 2 have Self manoeuvring markings. AVGAS helicopter refuelling point and hard standing parking marked with circled 'H'. |
| 2 | Runway and taxiway markings and lighting | Runway marking aid(s):<br>04/22: Runway designation, threshold, centre-line and edge markings. Runway intersections marked.<br>09/27: Runway designation, threshold, centre-line and edge markings. Runway intersections marked.<br><br>Taxiway marking aid(s):<br>All taxiways yellow centre-line. See AD 2.20 paragraph 2. |
| 3 | Stop bars and runway guard lights (if any) | Runway guard lights at A1, A2, A3, C1, D1, E2 & G1. |
| 4 | Other runway protection measures | |
| 5 | Remarks | WDI (LGTD): 515334.78N 0021001.19W, 515330.48N 0020939.52W.<br>Compass swing area marked at Taxiway D and Taxiway G.<br>Helicopter parking as directed by ATC and with a marshaller if available. |

## EGBJ AD 2.10 AERODROME OBSTACLES

| In Approach/Take-off areas | | | | | | |
|---|---|---|---|---|---|---|
| **Obstacle ID/ Designation** | **Obstacle Type** | **Obstacle Position** | **Elevation/Height** | | **Obstruction Lighting Type/ Colour** | **Remarks** |
| **1** | **2** | **3** | **4** | | **5** | **6** |
| (EGBJ11869) 27/APPROACH | TREE | 515508.05N 0020029.20W | 1125 FT | 60 FT | No | |
| (EGBJ10484) 22/APPROACH 04/ TAKE-OFF | TREE | 515355.00N 0020918.97W | 159 FT | 74 FT | No | |
| (EGBJ7173) 22/APPROACH 04/ TAKE-OFF | BUILDING | 515351.67N 0020932.13W | 127 FT | 19 FT | No | |
| (EGBJ9644) 22/APPROACH 04/ TAKE-OFF | TREE | 515351.17N 0020930.85W | 129 FT | 19 FT | No | |
| (EGBJ12673) 22/APPROACH 04/ TAKE-OFF | MOBILE OBST | 515349.56N 0020928.40W | 125 FT | 16 FT | No | |
| (EGBJ12672) 22/APPROACH 04/ TAKE-OFF | MOBILE OBST | 515348.84N 0020927.09W | 125 FT | 17 FT | No | |
| (EGBJ11696) 09/TAKE-OFF | CHURCH SPIRE WV | 515347.20N 0020620.30W | 351 FT | 155 FT | No | |
| (EGBJ10473) 27/APPROACH 09/ TAKE-OFF | TREE | 515346.89N 0020923.88W | 136 FT | 33 FT | No | |
| (EGBJ10758) 27/APPROACH 09/ TAKE-OFF | TREE | 515344.78N 0020920.66W | 131 FT | 24 FT | No | |

| In Approach/Take-off areas | | | | | | |
|---|---|---|---|---|---|---|
| **Obstacle ID/ Designation** | **Obstacle Type** | **Obstacle Position** | **Elevation/Height** | | **Obstruction Lighting Type/ Colour** | **Remarks** |
| **1** | **2** | **3** | **4** | | **5** | **6** |
| (EGBJ10757) 27/APPROACH 09/ TAKE-OFF | TREE | 515344.52N 0020921.72W | 133 FT | 25 FT | No | |
| (EGBJ10464) 27/APPROACH 09/ TAKE-OFF | TREE | 515344.20N 0020914.79W | 137 FT | 39 FT | No | |
| (EGBJ10769) 27/APPROACH 09/ TAKE-OFF | TREE | 515343.45N 0020917.31W | 139 FT | 33 FT | No | |
| (EGBJ10768) 27/APPROACH 09/ TAKE-OFF | TREE | 515342.76N 0020920.22W | 133 FT | 22 FT | No | |
| (EGBJ11660) 27/APPROACH 09/ TAKE-OFF | TREE | 515342.66N 0020914.49W | 138 FT | 37 FT | No | |
| (EGBJ10763) 27/APPROACH 09/ TAKE-OFF | BUSH | 515342.43N 0020921.78W | 126 FT | 14 FT | No | |
| (EGBJ10779) 27/APPROACH 09/ TAKE-OFF | TREE | 515340.97N 0020917.32W | 139 FT | 30 FT | No | |
| (EGBJ10778) 27/APPROACH 09/ TAKE-OFF | TREE | 515340.95N 0020918.60W | 139 FT | 27 FT | No | |
| (EGBJ10987) 09/APPROACH 27/ TAKE-OFF | TREE | 515338.60N 0021101.88W | 137 FT | 61 FT | No | |
| (EGBJ11237) 09/APPROACH 27/ TAKE-OFF | TREE | 515338.19N 0021054.42W | 125 FT | 57 FT | No | |
| (EGBJ10985) 09/APPROACH 27/ TAKE-OFF | TREE | 515337.58N 0021102.53W | 136 FT | 60 FT | No | |
| (EGBJ11416) 09/TAKE-OFF | CRANE JIB | 515337.42N 0020748.20W | 237 FT | 98 FT | Yes Red | |
| (EGBJ10052) 09/APPROACH 27/ TAKE-OFF | TREE | 515337.32N 0021053.77W | 110 FT | 41 FT | No | |
| (EGBJ10983) 09/APPROACH 27/ TAKE-OFF | TREE | 515336.84N 0021058.61W | 123 FT | 47 FT | No | |
| (EGBJ10049) 09/APPROACH 27/ TAKE-OFF | TREE | 515336.79N 0021053.40W | 112 FT | 42 FT | No | |
| (EGBJ10982) 09/APPROACH 27/ TAKE-OFF | TREE | 515336.55N 0021100.57W | 138 FT | 61 FT | No | |
| (EGBJ10047) 09/APPROACH 27/ TAKE-OFF | TREE | 515336.42N 0021053.25W | 107 FT | 35 FT | No | |
| (EGBJ10978) 09/APPROACH 27/ TAKE-OFF | TREE | 515335.89N 0021059.62W | 138 FT | 60 FT | No | |
| (EGBJ7762) 09/APPROACH 27/ TAKE-OFF | AERIAL | 515334.02N 0021050.88W | 97 FT | 24 FT | No | |
| (EGBJ10957) 09/APPROACH 27/ TAKE-OFF | TREE | 515333.15N 0021042.87W | 105 FT | 44 FT | No | |
| (EGBJ10970) 09/APPROACH 27/ TAKE-OFF | TREE | 515333.10N 0021106.26W | 140 FT | 63 FT | No | |
| (EGBJ11194) 09/APPROACH 27/ TAKE-OFF | TREE | 515332.07N 0021107.59W | 145 FT | 68 FT | No | |
| (EGBJ10962) 09/APPROACH 27/ TAKE-OFF | TREE | 515331.14N 0021058.93W | 141 FT | 65 FT | No | |
| (EGBJ11824) 27/APPROACH | HV PYLON | 515327.73N 0020035.15W | 993 FT | 156 FT | No | |
| (EGBJ10876) 04/APPROACH 22/ TAKE-OFF | TREE | 515315.95N 0021010.88W | 116 FT | 46 FT | No | |
| (EGBJ10855) 04/APPROACH 22/ TAKE-OFF | TREE | 515314.50N 0021008.83W | 113 FT | 40 FT | No | |

| In circling area and at aerodrome | | | | | | |
|---|---|---|---|---|---|---|
| **Obstacle ID/ Designation** | **Obstacle Type** | **Obstacle Position** | **Elevation/Height** | | **Obstruction Lighting Type/ Colour** | **Remarks** |
| **1** | **2** | **3** | **4** | | **5** | **6** |
| (EGBJ12020) | TREE | 515550.22N 0020153.07W | 791 FT | 99 FT | No | |
| (EGBJ12023) | TREE | 515547.06N 0020147.39W | 857 FT | 85 FT | No | |

| In circling area and at aerodrome | | | | | | |
|---|---|---|---|---|---|---|
| **Obstacle ID/ Designation** | **Obstacle Type** | **Obstacle Position** | **Elevation/Height** | | **Obstruction Lighting Type/ Colour** | **Remarks** |
| **1** | **2** | **3** | **4** | | **5** | **6** |
| (EGBJ11775) | MAST | 515205.96N<br>0021025.06W | 580 FT | 105 FT | Yes<br>Red | |

## EGBJ AD 2.11 METEOROLOGICAL INFORMATION PROVIDED

| | | |
|---|---|---|
| 1 | Associated MET Office | MET OFFICE EXETER |
| 2 | Hours of service<br>MET Office outside hour | H24 |
| 3 | Office responsible for TAF preparation<br>Periods of validity | MET OFFICE EXETER<br>9 hours. |
| 4 | Trend forecast<br>Interval of issuance | |
| 5 | Briefing/consultation provided | Self briefing/telephone. |
| 6 | Flight documentation<br>Language(s) used | Charts abbreviated plain language text. TAFs/METARs.<br>English. |
| 7 | Charts and other information available for briefing or consultation | Form 214/215/415 TAF/METAR AIRMET. Internet access. |
| 8 | Supplementary equipment available for providing information | |
| 9 | ATS units provided with information | |
| 10 | Additional information (limitation of service, etc.) | Routine observations made at H+20 and H+50 during AD hours. Observations may occasionally be 'Unofficial'. |

## EGBJ AD 2.12 RUNWAY PHYSICAL CHARACTERISTICS

| **Designations RWY Number** | **True bearing** | **Dimensions of RWY** | **Surface of RWY/ SWY/ Strength** | **THR co-ordinates/ THR Geoid undulation** | **THR elevation/ Highest elevation of TDZ of precision APP RWY** | **Slope of RWY/ SWY** |
|---|---|---|---|---|---|---|
| **1** | **2** | **3** | **4** | **5** | **6** | **7** |
| 04 | 034.65° | 980 x 23 M | RWY surface: Asphalt | 515319.00N<br>0021005.29W<br>161.0 FT | THR 82.6 FT | |
| 22 | 214.66° | 980 x 23 M | RWY surface: Asphalt | 515342.81N<br>0020938.69W<br>161.0 FT | THR 86.1 FT | |
| 09 | 083.75° | 1432 x 30 M | RWY surface: Asphalt, Grooved<br>PCN 20/F/C/X/T | 515336.29N<br>0021037.48W<br>161.0 FT | THR 73.5 FT | |
| 27 | 263.77° | 1432 x 30 M | RWY surface: Asphalt, Grooved<br>PCN 20/F/C/X/T | 515340.21N<br>0020939.54W<br>161.0 FT | THR 87.4 FT | |

| **SWY Dimensions** | **Clearway Dimensions** | **Strip Dimensions** | **RESA Dimensions, Overshoot / Undershoot** | **Location/ description of arresting system** | **OFZ** | **Remarks** |
|---|---|---|---|---|---|---|
| **8** | **9** | **10** | **11** | **12** | **13** | **14** |
| | 111 x 80 M | 1166 x 80 M | | | | RWY 04 |
| | 93 x 80 M | 1166 x 80 M | | | | RWY 22<br><br>Landing threshold displaced by 89 M. |
| | 40 x 140 M | 1394 x 280 M | 90 x 74 M<br>- | | | RWY 09<br><br>Landing threshold displaced by 33 M. |
| | 2 x 140 M | 1394 x 280 M | 90 x 74 M<br>- | | | RWY 27<br><br>Landing threshold displaced by 286 M. |

## EGBJ AD 2.13 DECLARED DISTANCES

| Runway designator | TORA | TODA | ASDA | LDA | Remarks |
|---|---|---|---|---|---|
| 1 | 2 | 3 | 4 | 5 | 6 |
| 09 | 1271 M | 1311 M | 1271 M | 1241 M | Runway 09 LDA ends 160 M before end of paved surface due to RESA provision. |
| 27 | 1317 M | 1319 M | 1317 M | 1147 M | |
| 27 | 1163 M | 1165 M | 1163 M | | Take-off from intersection with Hold A1/A2/ A3. |
| 09 | 1154 M | 1194 M | 1154 M | | Take-off from intersection with Hold C1. |
| 04 | 980 M | 1091 M | 1046 M | 980 M | |
| 22 | 980 M | 1073 M | 980 M | 891 M | |

## EGBJ AD 2.14 APPROACH AND RUNWAY LIGHTING

| RWY | Approach lighting Type/ Length/ Intensity | Threshold lighting Colour/Wing bars | VASIS/ MEHT/ PAPI/ PAPI Dist from THR | TDZ, lighting Length | Runway Centre Line lighting Length/ Spacing/ Colour/ Intensity | Runway edge lighting Length/ Spacing/ Colour/ Intensity | Runway end lighting Colour/ Wing bars | Stopway lighting Length/ Colour | Remarks |
|---|---|---|---|---|---|---|---|---|---|
| 1 | 2 | 3 | 4 | 5 | 6 | 7 | 8 | 9 | 10 |
| 04 | | | APAPI<br>Left/4.5°<br>20 FT<br>115 M | | | | | | |
| 22 | | | APAPI<br>Left/3.5°<br>23 FT<br>115 M | | | | | | |
| 09 | Basic.<br>Centre-line lighting 30 M spacing.<br>230 M<br>Light intensity high | Green<br>Light intensity high<br>Wingbar | PAPI<br>Left/3°<br>46 FT<br>264 M | | | Elev bi-directional<br>1431 M 59 M spacing<br>White with yellow caution zone<br>Light intensity high | Red | | |
| 27 | Intermediate.<br>Centre-line lighting 30 M spacing with two crossbars.<br>312 M<br>Light intensity high | Green<br>Light intensity high<br>Wingbar | PAPI<br>Left/3.5°<br>43 FT<br>214 M | | | Elev bi-directional<br>1431m 59 M spacing<br>White with yellow caution zone<br>Light intensity high | Red | | |

## EGBJ AD 2.15 OTHER LIGHTING, SECONDARY POWER SUPPLY

| | | |
|---|---|---|
| 1 | ABN/IBN location, characteristics and hours of operation | IBN: 515331.89N 0021004.44W<br>Flashing Green 'GO'. Approx. 270 M south of midpoint Runway 09/27.<br>As required during AD hours. |
| 2 | LDI location and lighting<br>Anemometer location and lighting | Anemometer: 515329.41N 0021007.82W (LGTD). |
| 3 | TWY edge and centre line lighting | CL: Taxiway A green centre-line lighting, Taxiway A, B and C reflective blue studs, Taxiway Echo - blue lin-laners.<br><br>EDGE: All south side runway intersections and Hold A2/A3 area blue edge lighting and reflective markers. |
| 4 | Secondary power supply/switch-over time | Max. 10 seconds. |
| 5 | Remarks | Apron floodlighting. |

## EGBJ AD 2.16 HELICOPTER LANDING AREA

| | | |
|---|---|---|
| 1 | Coordinates TLOF or THR of FATO, geoid undulation | |
| 2 | TLOF and/or FATO elevation | |
| 3 | TLOF and FATO area dimensions, surface, strength, marking, lighting | |
| 4 | True BRG of FATO | |
| 5 | Declared distance available | |
| 6 | APP and FATO lighting | |
| 7 | RMK | Three grass Helicopter training areas; Heli Northeast, Northwest and Southwest are established. An additional aiming point is provided at Heli South, adjacent to Taxiway J. Refer to aerodrome chart.<br>Helicopter Holding points 'Y' and 'X' established north and south of Runway 27 threshold. Helicopter procedures detailed at AD 2.20 Section 5. |

## EGBJ AD 2.17 AIR TRAFFIC SERVICES AIRSPACE

| Designation and lateral limits | Vertical Limits | Airspace Class | ATS unit callsign/ language | Transition Altitude | Hours of applicability | Remarks |
|---|---|---|---|---|---|---|
| 1 | 2 | 3 | 4 | 5 | 6 | 7 |
| GLOUCESTERSHIRE ATZ<br>A circle, 2 NM radius, centred at 515339N 0021002W on longest notified runway (09/27) | Upper limit: 2000 FT AGL<br>Lower limit: SFC | G | GLOSTER APPROACH<br>English | 3000 FT | | |

## EGBJ AD 2.18 AIR TRAFFIC SERVICES COMMUNICATION FACILITIES

| Service Designation | Callsign | Channel/ Frequency(MHz) | SATVOICE number(s) | Logon Address | Hours of Operation | Remarks |
|---|---|---|---|---|---|---|
| 1 | 2 | 3 | 4 | 5 | 6 | 7 |
| APP | GLOSTER APPROACH | 128.555<br>DOC 25 NM/7,000 FT. | | | Mon-Fri 0830-1930 (0730-1830); Sat, Sun 0900-1800 (0800-1830). | ATZ hours coincident with Approach hours. See AD 2.20 para 4(j) Warnings.<br><br>VDF<br>515331.51N 0020938.70W<br>On AD.<br>Bearing accuracy no better than Class B. |
| TWR | GLOSTER TOWER | 122.905<br>DOC 10 NM/3,000 FT.<br>May occasionally be combined with APP.<br>Refer to ATIS. | | | Mon-Fri 0830-1930 (0730-1830); Sat, Sun 0900-1800 (0800-1830). | |
| RADAR | GLOSTER RADAR | 120.980<br>DOC 25 NM/ 10,000 FT.<br>Not continuously monitored during aerodrome hours. | | | As Directed by ATC | Radar services (Primary only) within 25 NM below FL 80, availability subject to manning. Use of 'Radar' suffix denotes availability only. Provision of a specific radar service is not implied.<br><br>VDF<br>515331.51N 0020938.70W<br>On AD.<br>Bearing accuracy no better than Class B. |
| | | 128.555<br>DOC 25 NM/7,000 FT. | | | Mon-Fri 0830-1930 (0730-1830); Sat, Sun 0900-1800 (0800-1830). | |

| Service Designation | Callsign | Channel/ Frequency(MHz) | SATVOICE number(s) | Logon Address | Hours of Operation | Remarks |
|---|---|---|---|---|---|---|
| 1 | 2 | 3 | 4 | 5 | 6 | 7 |
| ATIS | GLOSTER INFORMATION | 127.480 DOC 60 NM/ 20,000 FT. | | | Mon-Fri 0830-1930 (0730-1830); Sat, Sun 0900-1800 (0800-1830). | |
| OTHER | FIRE | 121.600 Non-ATS frequency. | | | Available when Fire vehicle attending aircraft on the ground in an emergency. | |

## EGBJ AD 2.19 RADIO NAVIGATION AND LANDING AIDS

| Type of Aid CAT of ILS/MLS MAG Var/VOR Declination | Ident | Frequency | Hours of Operation | Position of transmitting antenna coordinates | Elevation of DME transmitting antenna | Remarks |
|---|---|---|---|---|---|---|
| 1 | 2 | 3 | 4 | 5 | 6 | 7 |
| ILS/LOC<br>I<br>0.62°E (2027) | IGOS | 109.950 MHz | Mon-Fri 0830-1930 (0730-1830); Sat, Sun 0900-1800 (0800-1830). | 515335.64N 0021047.01W | | (RWY 27)<br>For both TX's the GP structure goes out of the 95% probability tolerance between 8.5 - 7 NM. GP RF level on both TX slices out of tolerance beyond 8.5 NM, however full fly-up still achieved. |
| ILS/GP | IGOS | 333.650 MHz | Mon-Fri 0830-1930 (0730-1830); Sat, Sun 0900-1800 (0800-1830). | 515341.99N 0020952.21W | | 3.5° ILS Ref Datum Hgt 40 FT.<br>For both TX's the GP structure goes out of the 95% probability tolerance between 8.5 - 7 NM. GP RF level on both TX slices out of tolerance beyond 8.5 NM, however full fly-up still achieved. |
| DME | IGOS | 36Y<br>109.950 MHz | Mon-Fri 0830-1930 (0730-1830); Sat, Sun 0900-1800 (0800-1830). | 515331.89N 0021004.54W | 111 FT | (RWY 27)<br>On AD.<br>DME range on Runway 27 Approach is limited to 9.5 NM.<br>DME range on Runway 27 on the extended centreline from 9.5 NM to 25 NM is unusable below 1400 FT.<br>DME range on Runway 27 on the extended centreline beyond 25 NM is unusable below 4000 FT.<br>DOC 25 NM/25,000 FT. |
| NDB (L)<br>0.63°E (2027) | GST | 331.000 kHz | Mon-Fri 0830-1930 (0730-1830); Sat, Sun 0900-1800 (0800-1830). | 515331.03N 0021004.45W | | On AD.<br>Radiates as an NDB out of approach hours up to 25 NM.<br>Locator GST 331.000 kHz only available up to 10 NM.<br>Interference may occur within 5 NM of Droitwich.<br>Some ADF equipment may exhibit occasional bearing fluctuations during the approach to Runway 27. |

## EGBJ AD 2.20 LOCAL AERODROME REGULATIONS

### 1 AIRPORT REGULATIONS

a) The use of the aerodrome is subject to Airport Terms and Conditions of Use, Byelaws and Code of Practice, copies available from Admin department.
b) PPR mandatory for all flights. Slot booking system in place.
c) All pilots not filing flight plans are required to book-out at Flight Briefing or by telephone to ATC, stating estimated elapsed flight time, fuel endurance and POB. PPR required in addition to a flight plan, including all IAP.
d) Requests for extensions to AD hours are to be made as soon as reasonably practicable to Operations.
e) The use of the aerodrome outside published hours is subject to authorisation from Aerodrome Operator.
f) PPE (high visibility jackets) must be worn by all pilots and personnel airside.

## 2 GROUND MOVEMENT

a) Centre-line markings on taxi-lanes within Maintenance Area provide guidance only. Area shared by parked aircraft, uncontrolled authorised vehicles and pedestrians. Licensing and obstacle clearance criteria relating to taxiways not necessarily met. Marshalling assistance available on request.
b) Stands 1 and 2 Self-manoeuvring markings for aircraft with a wingspan up to 24 M. Self-manoeuvring GA parking on western side of Apron A for aircraft with a wingspan up to 15 M. Marshalling assistance available on request.
c) Aircraft commanders are requested to use minimum power settings when manoeuvring on Stands 1 and 2.
d) Helicopter parking on west side of Apron A and on grass spots southwest of Control Tower. Stand 1 not available to helicopters unable to ground taxi. Pad 2 available during operating/daylight hours only and for the use of tower apron rotary only. Outside operating/daylight hours Pad 2 for the use of National Police helicopter only.
e) During Low Visibility Procedures, runway access/egress via A2 or A3 only. All other taxiways closed.
f) Power checks to be completed at holding points. Aircraft should position as close as possible to holding points.
g) Fixed wing aircraft should not taxi within three rotor diameters of rotors running helicopters.
h) During taxiing, pilots should exercise caution when taxiing from apron Alpha towards taxiway Alpha, especially in the vicinity of runway holding points A1, A2 and A3. A left turn should be made to the south of A2 to enter taxiway Alpha when taxiing for either Runway 04 or 09.

## 3 CAT II/III OPERATIONS

Not applicable

## 4 WARNINGS

a) Turbulence may be encountered overflying industrial area on final approach Runway 22 and when crossing airfield perimeter on final Runway 27.
b) Runway 04/22 prone to standing water after prolonged rain. Runway state available from ATC. Runway may not be available for turbine engined departures.
c) Bird hazard. Flocks of gulls may be encountered crossing airfield approaches particularly at dawn and dusk.
d) A public road runs through the undershoot of Runway 22 and 27. Pilots should not approach below the PAPI glidepath.
e) To avoid possible jet efflux, pilots should avoid overflight of the engine test bed located approx. 300 M B3 Hold.
f) Extensive Instrument training takes place throughout AD hours in IMC and VMC. Pilots intending to transit via GST below 5000 FT AMSL or in the vicinity of IAPs bounded by the co-ordinates: 515156.76N 0023430.78W (KUPET) - 515658.92N 0023005.91W (UVNOP) - 515942.11N 0015429.46W (LAPKU) - 514946.46N 0015243.99W (REKLO) - 514739.45N 0022823.06W (SOSAB), are advised to contact Gloster Approach.
g) Glider and hang glider activity takes place along the Cotswold hills to the east and south of the aerodrome without notification to ATC.
h) Runway 09/27 undulates from its western end for approximately 400 M. From the 09 end, the runway slopes down to a trough at 156 M, then rises to a peak at 264 M with the next trough at 384 M. Overall and local longitudinal slopes are compliant; however, the rate of change of subsequent slope changes exceeds CAP168 requirements by 0.05% & 0.08%.
i) Certain flights may operate outside AD/ATS/ATZ hours, making blind transmissions on 128.555.
j) Public road runs adjacent to eastern airfield perimeter, penetrating Approach surfaces for Runways 22 and 27 and Take-off Climb surfaces for Runways 04 and 09. Co-ordinates relate to that portion of road closest to runway centre-lines, elevations relate to maximum penetration.
k) Pylons and HT cables run from bearing 127°-181° MAG and 214°-275° MAG penetrating inner horizontal surface. Co-ordinates relate to position and elevation of greatest penetration.
l) Road traffic control system in operation, activated by ATC. Mobile obstacle (vehicles) above 2.5 M stopped during non-training precision approaches when visibility less than 5000 M and on request for 09 departures.
m) Microlight flying takes place at Over Farm (515238N 0021657W) approximately 4.3 NM west south west of Gloucestershire Airport. Microlights carry out standard overhead joins, departures and circuits at this location and normally fly up to 1500 FT AGL in the vicinity of Over Farm.

## 5 HELICOPTER OPERATIONS

a) Helicopters communicating with Gloster Air Traffic Control should prefix each transmission of their call sign with the word “Helicopter” e.g. “Helicopter G-AB (or Helicopter AB) downwind”, “Gloster Tower, Helicopter 123B, on the tower apron request start-up”, “Gloster Approach, Helicopter GABCD inbound”.
b) Helicopters capable of doing so should ground taxi rather than air taxi when operating on aprons and in areas where aircraft are parked or holding. Helicopters should ground taxi onto manoeuvring area before lifting. When air taxiing is unavoidable, helicopters should avoid taxiing within three rotor diameters of other aircraft. This distance should be considered as a minimum and should be increased for larger helicopters. Helicopters taxiing in and out of tower apron should ground taxi via holding point K. If skidded, via marked taxi routes from Taxiway A. Concrete Pad for the use of tower apron operators only.
c) There are three grass Helicopter Training Areas (Heli Northeast, Heli Northwest and Heli Southwest). An additional aiming point is provided at Heli South to the west of Taxiway J. Helicopter pilots operating in any of the Helicopter Training Areas must exercise extreme caution and remain clear of navigational aids, meteorological equipment and other obstacles as advised by ATC and remain outside of all runway strips.
d) Helicopter circuits operate parallel to and inside fixed wing circuits up to a maximum of 750 FT QFE, approaching and departing from the helicopter training areas as follows:

| Fixed-wing | Rotary |
|---|---|
| Runway 09/27 | Heli Northwest & Northeast |
| Runway 04/22 | Heli Southwest & Northwest |

i. Helicopters may also be instructed to depart or approach to Runways. Arrivals from the south will normally approach to Heli South.

ii. Heli Northwest and Heli Northeast are referred to generically as 'Heli North'. Approach Control will normally issue joining instructions to 'Heli North', Tower may then specify a particular training/landing area, subject to traffic and/or runway in use.

e) In order to reduce RT loading and avoid conflict between rotary and fixed-wing circuits, standardised phraseology and procedures are established for helicopter operations. The standardised phrases are assigned the following meanings:

i. **'Standard Helicopter Departure North'**: Lift and remain clear of fixed-wing active runways. After lifting, depart the ATZ promptly to the north not above height 750 FT QFE (subject to runway crossing clearance if required and remaining clear of fixed wing final approach and climb out). Please note that fixed wing and helicopter circuits may be active and opposite direction helicopter traffic may be joining. Any requirements to deviate from this standard departure must be advised to ATC.
ii. **'Standard Helicopter Departure South'**: Lift and remain clear of fixed-wing active runways. After lifting, depart the ATZ promptly to the south/southwest not above height 750 FT QFE (subject to runway crossing clearance if required and remaining clear of fixed wing final approach and climb out). Please note that fixed wing and helicopter circuits may be active and opposite direction helicopter traffic may be joining. Any requirements to deviate from this standard departure must be advised to ATC.
iii. **'Standard Helicopter Arrival North'**: Enter the ATZ from the north not above 750 FT QFE towards Heli North, remaining clear of fixed wing final approach and climb out tracks. Please note that fixed wing and helicopter circuits may be active and opposite direction helicopter traffic may be departing. Any requirements to deviate from this standard arrival must be advised to ATC.
iv. **'Standard Helicopter Arrival South'**: Enter the ATZ from the south/southwest not above 750 FT QFE towards Heli South or Heli Southwest (as directed), remaining clear of fixed wing final approach and climb outtracks. Please note that fixed wing and helicopter circuits may be active and opposite direction helicopter traffic may be departing. Any requirements to deviate from this standard arrival must be advised to ATC.
v. **'Standard Helicopter Circuits'**: Lift and remain clear of fixed wing active runways. Fly circuits not above height 750 FT QFE in same direction as notified fixed wing circuit. Circuits to depart from and arrive at the most upwind available heli-spot. When downwind helicopters shall report their position (e.g. "Helicopter-AA downwind"). Each time a helicopter lifts (including lifting each time into circuit) they shall report lifting (e.g. "Helicopter-AA lifting"). These broadcasts may not be acknowledged by ATC. Helicopters to maintain a listening watch on ADC frequency as traffic information and instructions may frequently be given. Helicopters to advise ATC when circuit detail is complete.

f) Larger helicopters and those types able to ground taxi may be integrated into the fixed-wing circuit.
g) Helicopters are required to comply with noise abatement procedures as detailed in AD 2.21.
h) Helicopters requiring AVGAS are required to alight at the circled 'H' west of the refuelling point. Ground handling or repositioning may be required for parking. At no time shall student pilots maintain control of a helicopter when in the vicinity of the fuel pumps. Control shall be taken by Instructors when routing to, from or in the vicinity of the fuel pumps.
i) Helicopters requiring to cross Runway 04/22 and 09/27 will be instructed to air taxi to Hold Y or X to await onward clearance. Cross at right angles to the centre-line.
j) Runway Strips and ILS critical areas marked by mown grass. Helicopters must not infringe runway strips during approach or manoeuvring without ATC clearance.
k) Jet A1 refuel normally takes place at ‘Spot 5’. Access to and egress from Pad 2 should be via the quadrant delineated by the white markers. Similarly, when fixed wing aircraft are at the AVGAS pumps or Hold A2, access and egress from Spot 5 should be via the mown quadrants only, which requires a positive Runway 09/27 entry and associated ATC clearances.

## 6 USE OF RUNWAYS

a) Crossing/multiple runway operations may take place. Pilots must follow ATC taxi instructions and vacate all runways as expeditiously as possible.

## 7 TRAINING

a) PPR and slot required for all instrument training flights and non-training.
b) An Instrument 'slot' booking system operates throughout AD hours. In order to avoid delay or curtailment, pilots should adhere to their pre-booked times. ATC are to be advised of any cancellation.
c) Engine failure after take-off training not permitted on Runway 22 or Runway 27. EFATO exercises from Runways 04 and 09 must only commence after passing M5 motorway.

# EGBJ AD 2.21 NOISE ABATEMENT PROCEDURES

Operators of all aircraft using the aerodrome shall ensure at all times that aircraft are operated in a manner calculated to cause the least disturbance practicable in the areas surrounding the aerodrome. A medium density residential conurbation is situated to the east, south and southwest of the aerodrome. Whenever possible, pilots should avoid overflight of these areas, other villages, hamlets and residential areas in the vicinity of the aerodrome. The following procedures may be departed from only to the extent necessary for avoiding immediate danger and for complying with ATC instructions.

a) Jet departures Runway 09 - Climb straight ahead through 1400 FT QNH before turning.
b) Departures Runway 22 - No left turns permitted until passing Chosen Hill (1.2 DME).
c) Departures Runway 27 - Non-jet aircraft (including circuit aircraft) are not to execute rights turns until passing west of the golf course (0.5 DME (27)) and should not route over the village of Down Hatherley. Jet aircraft are to climb straight ahead through 1400 FT QNH before executing any turn.
d) Departures Runway 04 - No left turns before Staverton Village (1.1 DME).

# EGBJ AD 2.22 FLIGHT PROCEDURES

## 1 PROCEDURES FOR INBOUND AIRCRAFT

a) **IFR Arrivals**: PPR and slot required for all flights and in addition to the filing of a flight plan. Arriving flights are to establish communications with ATC at least 10 minutes prior to ETA at NDB(L) GST.
b) **VFR Arrivals**: Arriving VFR flights are to establish communications with ATC at least 5 minutes prior to ETA for overhead and at not less than 5 DME. Fixed wing aircraft will normally be instructed to make a Direct Join. Direct joins may be issued with a vertical restriction e.g. not below 1500 FT QFE, to facilitate circuit integration. Such a restriction does not absolve pilots from the requirement to remain in VMC at all times. Inbound flights should avoid Instrument Approach let-down areas and departure climb-outs at all times.

## 2 PROCEDURES FOR OUTBOUND AIRCRAFT

a) To provide improved ATC handling of outbound flights via the ATS Route network from Gloucestershire Airport, the following Standard Departure Routes have been established in conjunction with relevant agencies. Full details published in Standard Route Document. Non-compliant FPL may be changed to the routes shown in the table below.

| Departure to | Via | Route | Remarks |
|---|---|---|---|
| East | L607 | BADIM - DCT - BUCFA - L607 | Departures will normally be transferred to 'Bristol Radar' once deconflicted from known traffic. |
| South/Southwest | N92 | BCN - DCT - EXMOR - N92 | Departures will normally be transferred to 'Cardiff Radar' once deconflicted from known traffic. |
| West | L9 | BCN - P4 - FELCA - L9 | Departures will normally be transferred to 'Cardiff Radar' once deconflicted from known traffic. |
| Northwest | N864 | KISWO - N864 | Departures will normally be transferred to 'Western Radar' once deconflicted from known traffic. |
| North | P18 | STAFA | Departures will normally be transferred to 'Western Radar' once deconflicted from known traffic. |

b) Aircraft carrying out IR Training and Examination flights at Bristol, Cardiff and Exeter are required to route BADIM - DCT - ICCIN.
c) Upon first contact with ATC, pilots should acknowledge receipt of current ATIS code and state altimeter setting in use.
d) All IFR departures joining controlled airspace must request start up clearance.
e) After departure, all turns will conform with the direction of the circuit for the departure runway (promulgated on ATIS) unless approval from ATC has been granted.

## 3 CIRCUIT PROCEDURES

a) Fixed-wing circuit height 1000 FT QFE. Rotary circuit height not above 750 FT QFE. Runway 04 and 09 LH circuit, Runway 22 and 27 RH circuit. Direction may be varied by ATC.

## 4 INSTRUMENT APPROACHES

a) Instrument Approach Procedures (IAP) for this aerodrome are established outside controlled airspace. See ENR 1.5.
b) Undulation of the glide path will occur beyond 6 NM. Auto coupled approaches should not be carried out before 6 NM.

# EGBJ AD 2.23 ADDITIONAL INFORMATION

Not applicable

# EGBJ AD 2.24 CHARTS RELATED TO AN AERODROME

AERODROME CHART - ICAO
AD 2.EGBJ-2-1
ATC SURVEILLANCE MINIMUM ALTITUDE CHART - ICAO
AD 2.EGBJ-5-1
INSTRUMENT APPROACH CHART SRA RTR 0.5 NM/2 NM RWY 09 (CAT A,B,C) - ICAO
AD 2.EGBJ-8-1
INSTRUMENT APPROACH CHART RNP RWY 09 (CAT A,B,C) - ICAO
AD 2.EGBJ-8-2
INSTRUMENT APPROACH CHART NDB(L)/DME RWY 09 (CAT A,B,C) - ICAO
AD 2.EGBJ-8-3
INSTRUMENT APPROACH CHART ILS/DME/NDB(L) RWY 27 (CAT A,B,C) - ICAO

AD 2.EGBJ-8-4
INSTRUMENT APPROACH CHART LOC/DME/NDB(L) RWY 27 (CAT A,B,C) - ICAO
AD 2.EGBJ-8-5
INSTRUMENT APPROACH CHART SRA RTR 0.5NM/2NM RWY 27 (CAT A,B,C) - ICAO
AD 2.EGBJ-8-6
INSTRUMENT APPROACH CHART RNP RWY 27 (CAT A,B,C) - ICAO
AD 2.EGBJ-8-7
INSTRUMENT APPROACH CHART NDB(L)/DME RWY 27 (CAT A,B,C) - ICAO
AD 2.EGBJ-8-8
INSTRUMENT APPROACH CHART NDB(L) AERODROME (CAT A,B,C) - ICAO
AD 2.EGBJ-8-9
INSTRUMENT APPROACH PROCEDURE CODING TABLES - RNP RWY 09
AD 2.EGBJ-8-10
INSTRUMENT APPROACH PROCEDURE CODING TABLES - RNP RWY 27
AD 2.EGBJ-8-11

## EGBJ AD 2.25 VISUAL SEGMENT SURFACE (VSS) PENETRATION

Not applicable

# AERODROME CHART - ICAO

**ARP 515339N 0021002W**

**AD ELEV 101FT**

# GLOUCESTERSHIRE
## EGBJ

| COM | | |
|---|---|---|
| ATIS | 127.480 | GLOUCESTER INFO |
| TWR | 122.905 | GLOUCESTER TOWER |
| | 121.600 | GLOUCESTER FIRE |

| LIGHTING | |
|---|---|
| APCH 09 | HI 230 m basic C/L with 1 bar. |
| APCH 27 | HI 312 m intermediate C/L with 2 bars. |
| THR 09/27 | HI green W bars. |
| RWY 09/27 | HI elev bi-d edge. End lights red. |
| TWY | TWY A green C/L. Blue edge on all south side runway intersections and hold A2/A3 area. Guard lights at A1, A2, A3, C1, D1, E2 & G1. |

**GUND** (Geoid Undulation) = The height of the Geoid (MSL) above the Reference Elipsoid (WGS 84) at the stated position.

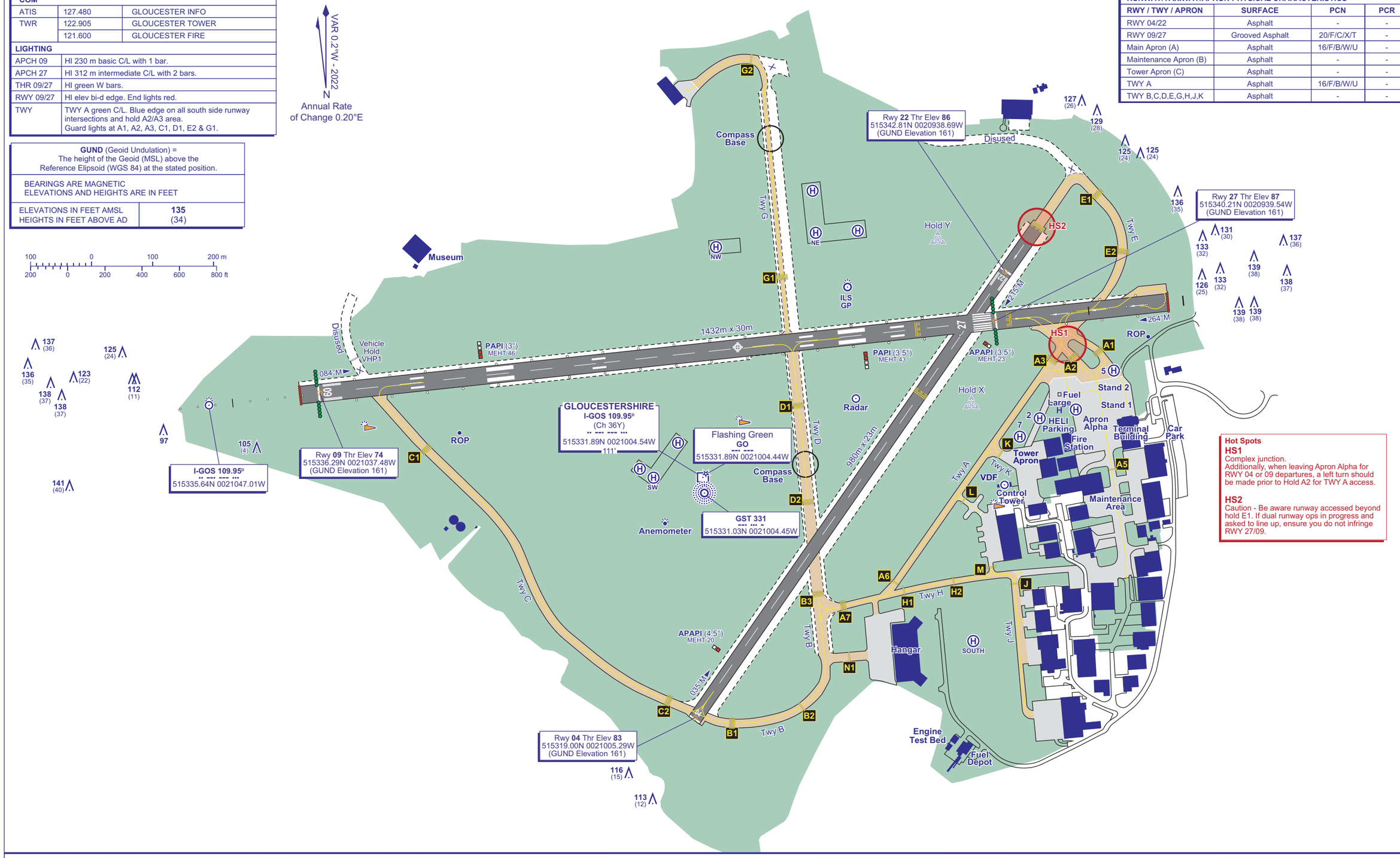
BEARINGS ARE MAGNETIC
ELEVATIONS AND HEIGHTS ARE IN FEET

| | |
|---|---|
| ELEVATIONS IN FEET AMSL | **135** |
| HEIGHTS IN FEET ABOVE AD | (34) |

VAR 0.2°W - 2022
N
Annual Rate of Change 0.20°E

100 0 100 200 m
200 0 200 400 600 800 ft

| RUNWAY/TAXIWAY/APRON PHYSICAL CHARACTERISTICS | | | |
|---|---|---|---|
| **RWY / TWY / APRON** | **SURFACE** | **PCN** | **PCR** |
| RWY 04/22 | Asphalt | - | - |
| RWY 09/27 | Grooved Asphalt | 20/F/C/X/T | - |
| Main Apron (A) | Asphalt | 16/F/B/W/U | - |
| Maintenance Apron (B) | Asphalt | - | - |
| Tower Apron (C) | Asphalt | - | - |
| TWY A | Asphalt | 16/F/B/W/U | - |
| TWY B,C,D,E,G,H,J,K | Asphalt | - | - |




**CHANGE (8/25):** HOTSPOT 1 NOTE. TAXIWAY CENTRELINES ADDED. ON RUNWAY HOLDS MOVED. EDITORIAL.

AERO INFO DATE 29 MAY 25

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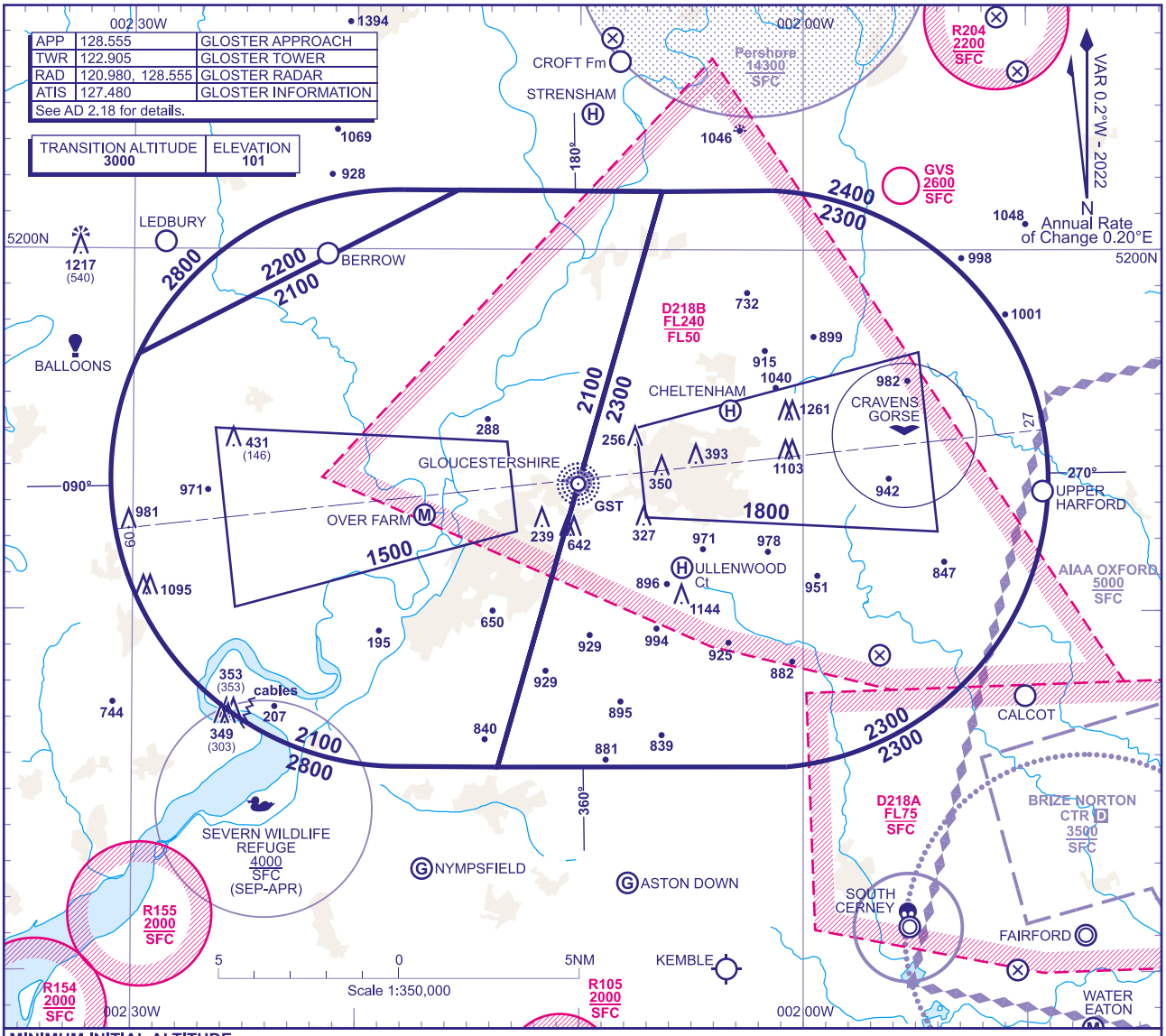
# ATC SURVEILLANCE MINIMUM ALTITUDE CHART - ICAO

BEARINGS, TRACKS AND RADIALS ARE MAGNETIC
ELEVATIONS IN FEET AMSL **1210**
ELEVATIONS IN FEET AGL (540)

## GLOUCESTERSHIRE




| | | |
|---|---|---|
| APP | 128.555 | GLOSTER APPROACH |
| TWR | 122.905 | GLOSTER TOWER |
| RAD | 120.980, 128.555 | GLOSTER RADAR |
| ATIS | 127.480 | GLOSTER INFORMATION |
| See AD 2.18 for details. | | |

| TRANSITION ALTITUDE | ELEVATION |
|---|---|
| 3000 | 101 |

**MINIMUM INITIAL ALTITUDE**
Within the ATC Surveillance Minimum Altitude area the minimum initial altitude to be allocated by the approach surveillance controller is:

a) **2100** in the sector defined by the lateral limits; 520137N 0020620W - 514540N 0021339W - 514540N 0021816W thence clockwise by an arc of a circle radius 8NM centred on 515340N 0021805W to 515705N 0022946W - 520139N 0021527W - 520137N 0020620W.
b) **2200** in the sector defined by the lateral limits; 520139N 0021527W - 515705N 0022946W thence clockwise by an arc of a circle radius 8NM centred on 515340N 0021805W to 520139N 0021754W - 520139N 0021527W.
c) **2300** in the sector defined by the lateral limits; 520137N 0020620W - 520138N 0020123W thence clockwise by an arc of a circle radius 8NM centred on 515339N 0020158W to 514541N 0020044W - 514540N 0021339W - 520137N 0020620W.

**OUTSIDE THE DESIGNATED ATC SURVEILLANCE MINIMUM ALTITUDE AREA**
The minimum altitude to be allocated by the approach surveillance controller will be either the Minimum Sector Altitude, or **1000** above any fixed obstacles:

a) within 5NM of the aircraft*, and
b) within the sector 15NM ahead of and within 20° either side of the aircraft's track*.

*When the aircraft is within 15NM of the radar antennae, the 5NM in a) and the 15NM in b) may be reduced to 3NM and 10NM respectively.

**LOSS OF COMMUNICATION PROCEDURES**
**Initial Approach**
Continue visually or by means of an appropriate approved final approach aid. If not possible proceed at **2800**, or last assigned level if higher to **NDB(L) GST†**.
**Intermediate and Final Approach**
Continue visually or by means of an appropriate final approach aid. If not possible follow the Missed Approach Procedure to **NDB(L) GST†**.
† In all cases where the aircraft returns to the holding facility the procedure to be adopted is the Radio Failure Procedure detailed at ENR 1.1.3.4.

**GENERAL INFORMATION**
1. Levels shown are based on QNH.
2. Only significant obstacles and dominant spot heights are shown.
3. The minimum levels shown within the ATC Surveillance Minimum Altitude Area are in conformance with the Standard European Rules of the Air - SERA.5015.
4. Minimum Sector Altitudes are based on obstacles and spot heights within 25NM of **NDB(L) GST**.
5. Controlled airspace with a base in excess of **5000** or FL55, as appropriate, is not shown.
6. **This chart should only be used for the cross-checking of assigned altitudes whilst in receipt of an ATC Surveillance service.**
7. **When vectoring an aircraft within the Final Approach Vectoring Area descent clearance below the SMAA to the FAVA altitude may only be issued if the aircraft is either established on the final approach track or on an intercept of 40° or less, and in the case of instrument approaches other than SRA Is cleared to Intercept the final approach track.**

**CHANGE (5/24):** D218A/B ADDED.

AERO INFO DATE 29 FEB 24

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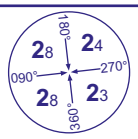
# INSTRUMENT APPROACH CHART - ICAO

# GLOUCESTERSHIRE
## SRA RTR 0.5NM/2NM RWY 09
(ACFT CAT A,B,C)

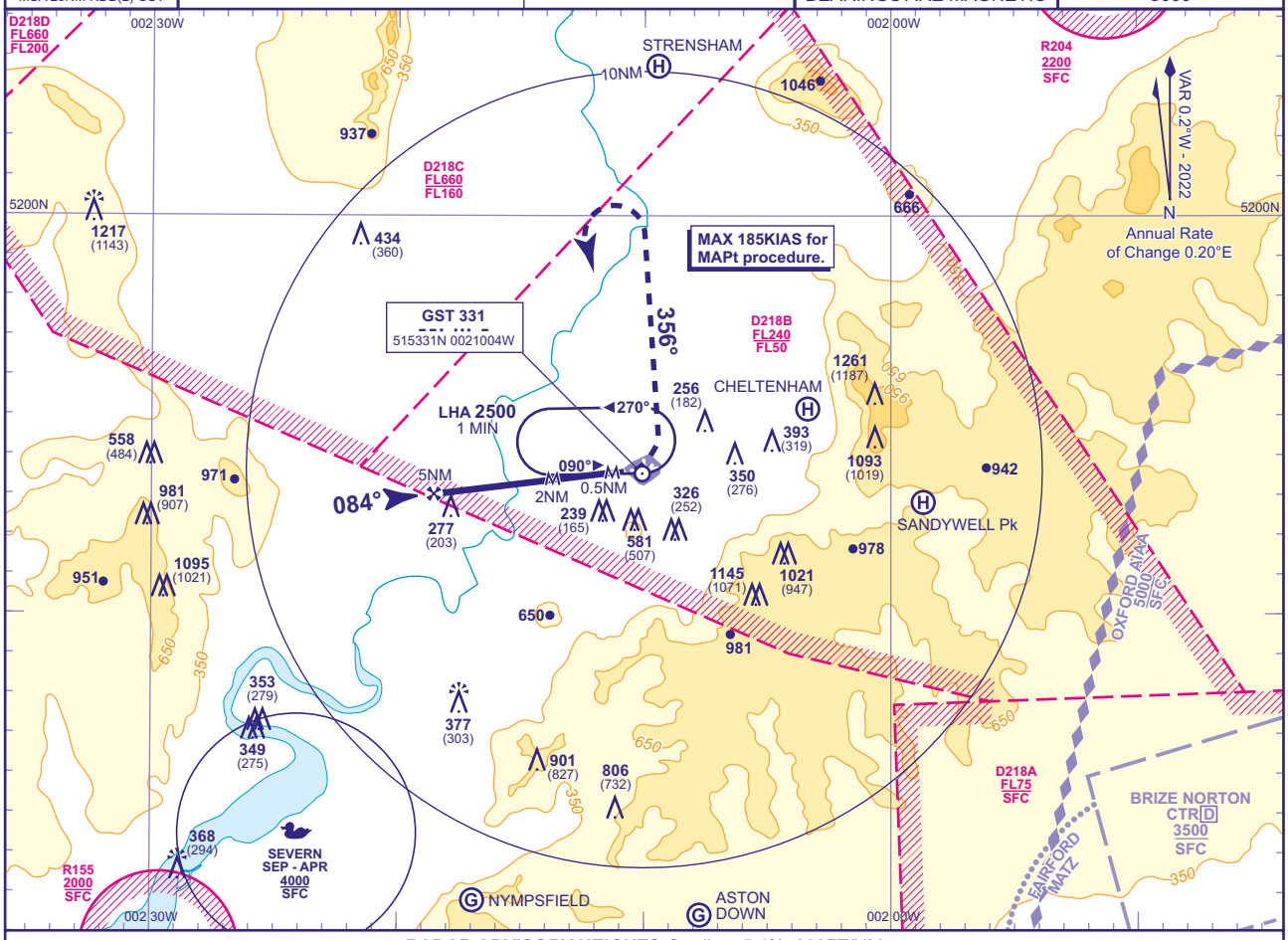



MSA 25NM NDB(L) GST

| | | | |
|---|---|---|---|
| APP | 128.555 | GLOSTER APPROACH | |
| TWR | 122.905 | GLOSTER TOWER | |
| RAD | 128.555, 120.980 | GLOSTER RADAR | |
| ATIS | 127.480 | GLOSTER INFORMATION | |

| | |
|---|---|
| AD ELEVATION | 101 |
| THR ELEVATION | 74 |
| OBSTACLE ELEVATION | 1261 AMSL (1187) (ABOVE THR) |
| BEARINGS ARE MAGNETIC | |

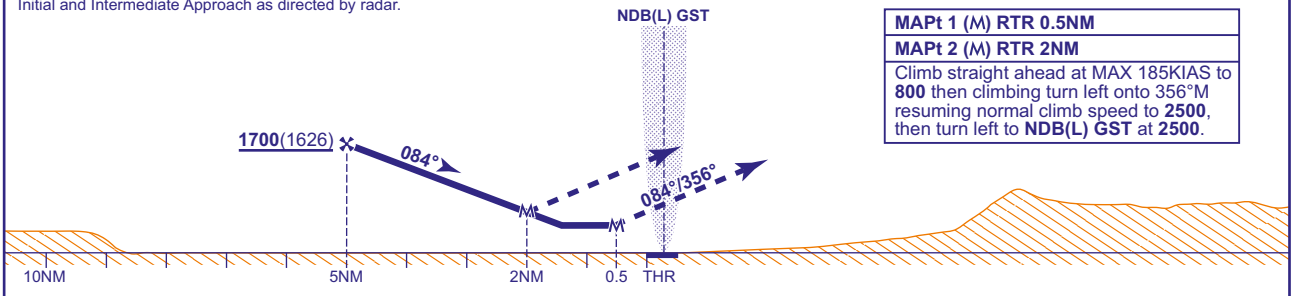
TRANSITION ALTITUDE 3000




**RADAR ADVISORY HEIGHTS** Gradient 5.4%, 330FT/NM

| NM | 5 | 4 | 3 | 2 |
|---|---|---|---|---|
| ALT(HGT) | **1700**(1626) | **1370**(1296) | **1040**(966) | **710**(636) |

Initial and Intermediate Approach as directed by radar.




**MAPt 1 (M) RTR 0.5NM**
**MAPt 2 (M) RTR 2NM**
Climb straight ahead at MAX 185KIAS to **800** then climbing turn left onto 356°M resuming normal climb speed to **2500**, then turn left to **NDB(L) GST** at **2500**.

| Aircraft Category | | A | B | C |
|---|---|---|---|---|
| OCA (OCH) | SRA RTR 0.5NM | **520**(446) | **520**(446) | **520**(446) |
| | SRA RTR 2NM | **710**(636) | **710**(636) | **710**(636) |
| VM(C)OCA (OCH AAL) | Total Area | **1000**(899) | **1000**(899) | **1500**(1399) |
| | North of RWYs 04/22 and 09/27 | **830**(729) | **830**(729) | |

| Rate of descent | G/S KT | 160 | 140 | 120 | 100 | 80 |
|---|---|---|---|---|---|---|
| | FT/MIN | 850 | 740 | 640 | 530 | 430 |

**NOTES**
1 Aircraft will normally be required to hold not lower than **4000** or the equivalent FL.
2 No missed approach turns permitted before MAPt.
3 Radar Advisory Ranges are referenced to RWY 09 touchdown point.

**CHANGE (5/24):** FAIRFORD DANGER AREAS ADDED.

AERO INFO DATE 22 FEB 24

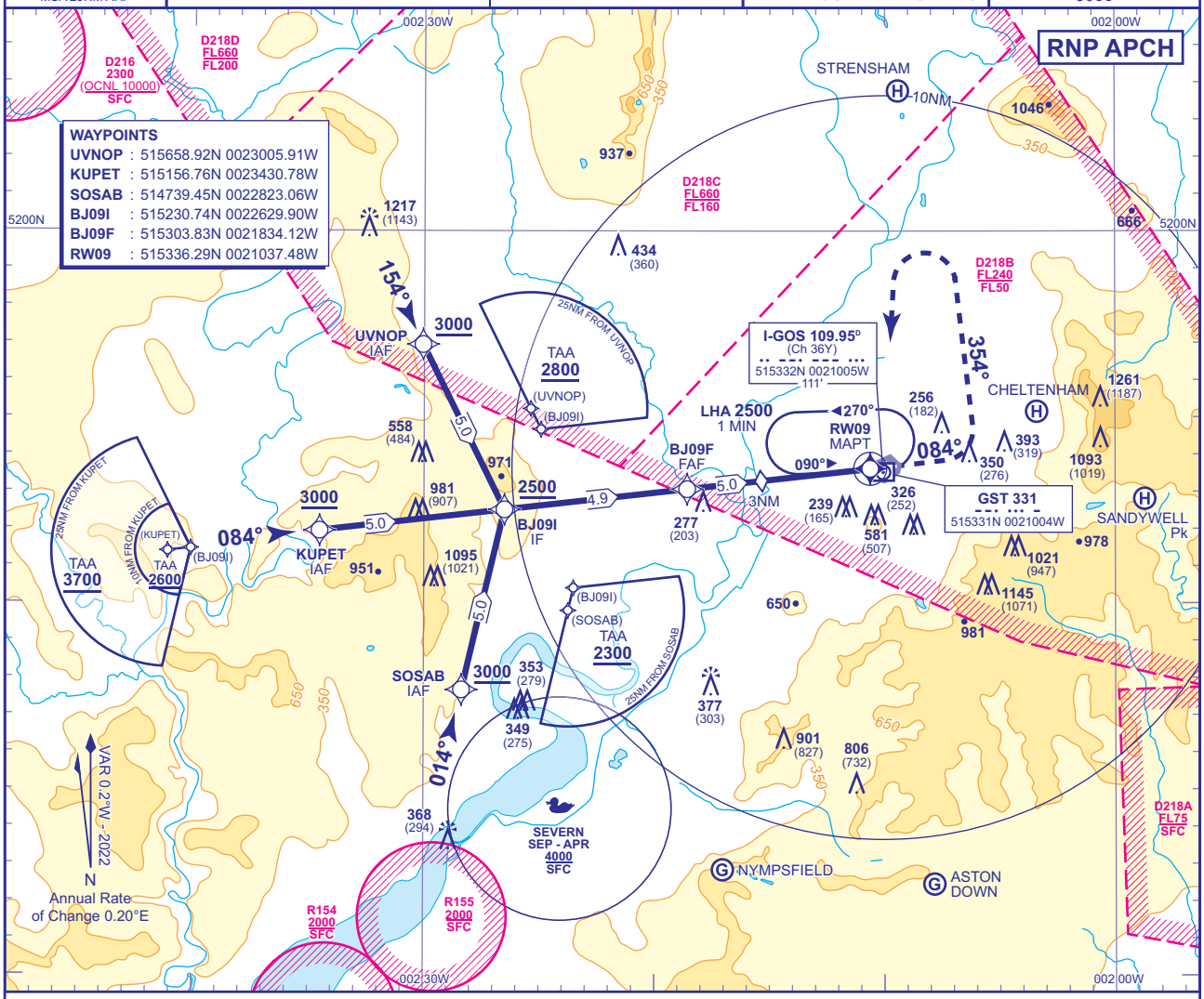
AD 2-EGBJ-8-1

# INSTRUMENT APPROACH CHART - ICAO

## GLOUCESTERSHIRE
## RNP
## RWY 09
(ACFT CAT A,B,C)

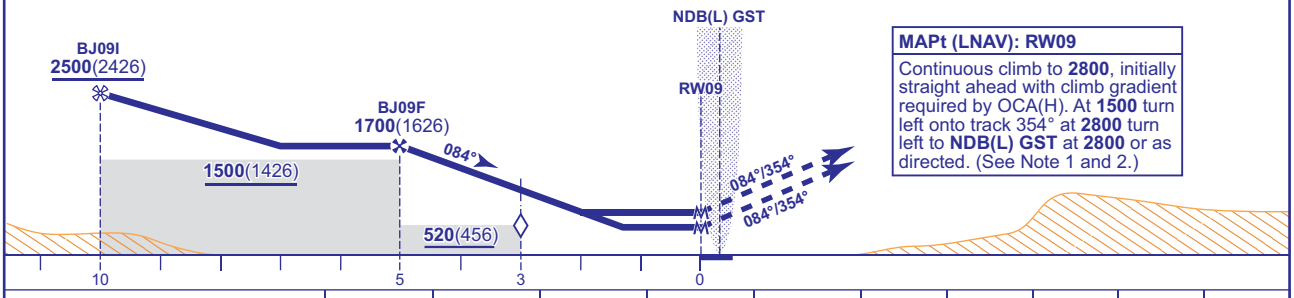
| | | | | | |
|---|---|---|---|---|---|
| 2₈ MSA 25NM ARP | APP | 128.555 | GLOSTER APPROACH | AD ELEVATION | 101 |
| | TWR | 122.905 | GLOSTER TOWER | THR ELEVATION | 74 |
| | RAD | 128.555, 120.980 | GLOSTER RADAR | OBSTACLE ELEVATION 1261 AMSL (1187) (ABOVE THR) | |
| | ATIS | 127.480 | GLOSTER INFORMATION | | |
| | | | | BEARINGS ARE MAGNETIC | |

TRANSITION ALTITUDE 3000




**RECOMMENDED PROFILE** Gradient 5.24%, 318FT/NM

| NM to RW09 | 5 | 4 | 3 (SDF) | 2 |
|---|---|---|---|---|
| ALT(HGT) | 1700(1626) | 1400(1326) | 1080(1006) | 760(686) |




**MAPt (LNAV): RW09**

Continuous climb to **2800**, initially straight ahead with climb gradient required by OCA(H). At **1500** turn left onto track 354° at **2800** turn left to **NDB(L) GST** at **2800** or as directed. (See Note 1 and 2.)

| Aircraft Category | | A | B | C |
|---|---|---|---|---|
| Procedure LNAV OCA(OCH) | At 3.2% MAP | 480(406) | 480(406) | 480(406) |
| | At 2.5% MAP | 570(496) | 570(496) | 570(496) |
| VM(C)OCA (OCH AAL) | Total Area | 1000(899) | 1000(899) | 1500(1399) |
| | North of RWY 04/22 09/27 | 830(729) | 830(729) | |

| Rate of descent | G/S KT | 160 | 140 | 120 | 100 | 80 |
|---|---|---|---|---|---|---|
| | FT/MIN | 850 | 740 | 640 | 530 | 420 |

**NOTES**
1 Missed Approach Procedure not available without **NDB(L) GST**.
2 Missed Approach Procedure shall be converted to a conventional Missed Approach upon reaching **1500**.
3 No turns prior to MAPt.

**CHANGE (5/24):** FAIRFORD DANGER AREAS ADDED.

AERO INFO DATE 22 FEB 24

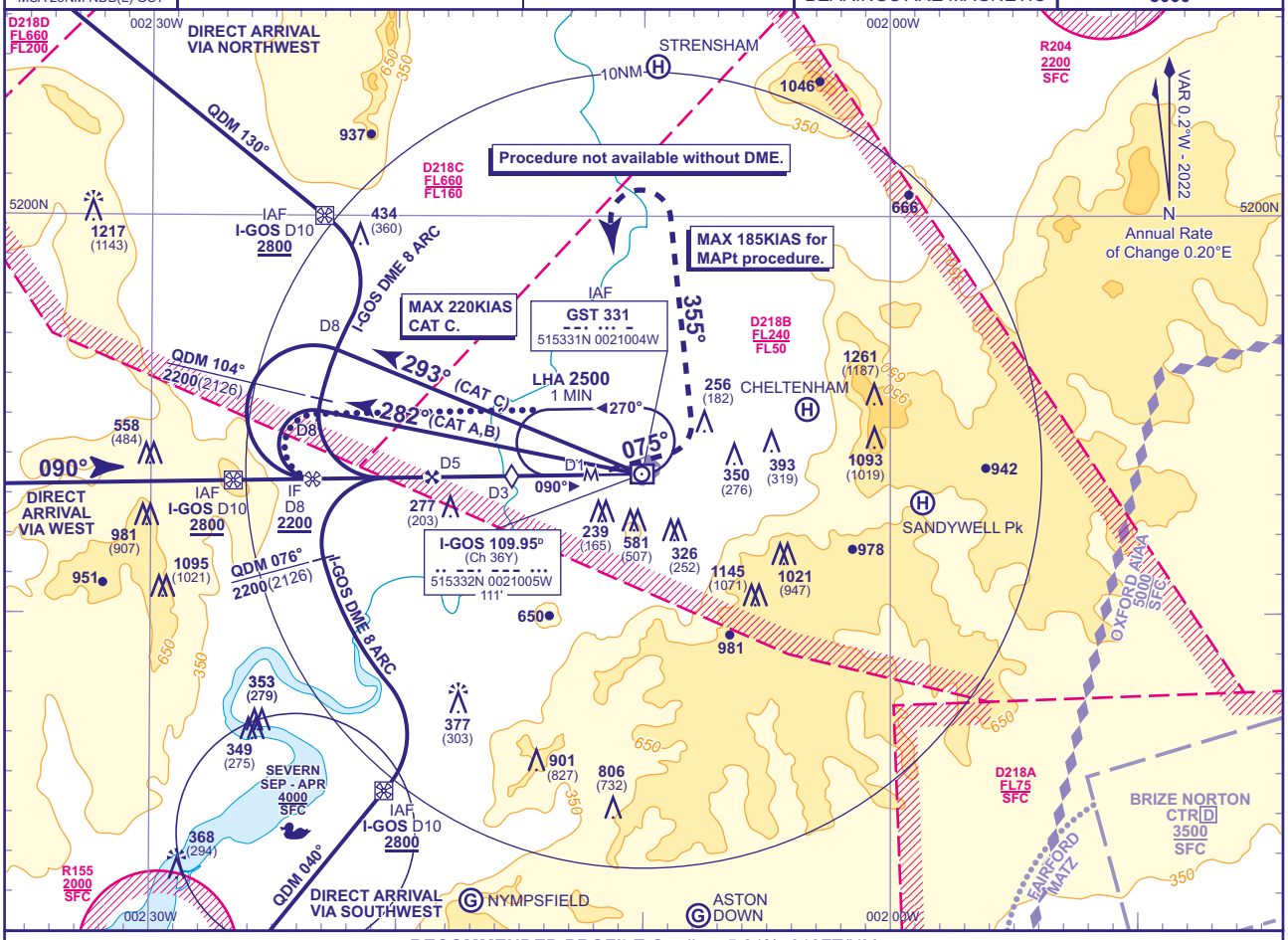
# INSTRUMENT APPROACH CHART - ICAO

# GLOUCESTERSHIRE
# NDB(L)/DME
# RWY 09
(ACFT CAT A,B,C)



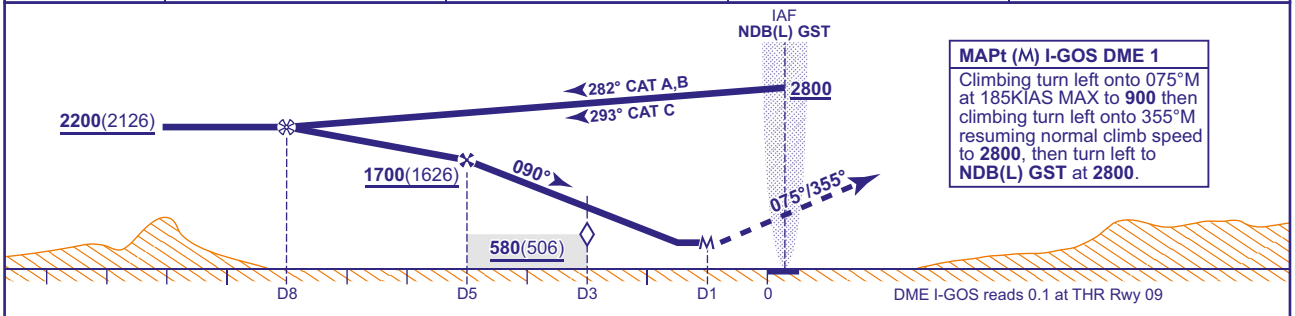

MSA 25NM NDB(L) GST

| | | | | | |
|---|---|---|---|---|---|
| APP | 128.555 | GLOSTER APPROACH | AD ELEVATION | 101 | |
| TWR | 122.905 | GLOSTER TOWER | THR ELEVATION | 74 | |
| RAD | 128.555, 120.980 | GLOSTER RADAR | OBSTACLE ELEVATION | 1261 AMSL (1187) (ABOVE THR) | |
| ATIS | 127.480 | GLOSTER INFORMATION | BEARINGS ARE MAGNETIC | | TRANSITION ALTITUDE 3000 |




**RECOMMENDED PROFILE** Gradient 5.24%, 318FT/NM

| DME I-GOS | 5 | 4 | 3 (SDF) | 2 |
|---|---|---|---|---|
| ALT(HGT) | **1700**(1626) | **1380**(1306) | **1060**(986) | **740**(666) |




**MAPt (M) I-GOS DME 1**
Climbing turn left onto 075°M at 185KIAS MAX to **900** then climbing turn left onto 355°M resuming normal climb speed to **2800**, then turn left to **NDB(L) GST** at **2800**.

| Aircraft Category | | A | B | C |
|---|---|---|---|---|
| OCA (OCH) | Procedure | **540**(466) | **540**(466) | **540**(466) |
| VM(C)OCA (OCH AAL) | Total Area | **1000**(899) | **1000**(899) | **1500**(1399) |
| | North of RWYs 04/22 and 09/27 | **830**(729) | **830**(729) | |

| Rate of descent | G/S KT | 160 | 140 | 120 | 100 |
|---|---|---|---|---|---|
| | FT/MIN | 850 | 740 | 640 | 530 |

**ALTERNATIVE PROCEDURE** EXTENDED HOLDING PATTERN
Extend the outbound leg of NDB(L) GST holding pattern descending to **2200**. At I-GOS DME 8 turn left to intercept FAT. When established continue as for Main Procedure.

**NOTES** **1** FAT offset 6.2° from RWY C/L. FAT intercepts C/L nominally 0.8NM before THR.
**2** Aircraft will normally be required to hold not lower then **4000** or the equivalent FL.

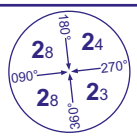
**CHANGE (5/24):** FAIRFORD DANGER AREAS ADDED.

AERO INFO DATE 22 FEB 24

AD 2-EGBJ-8-3

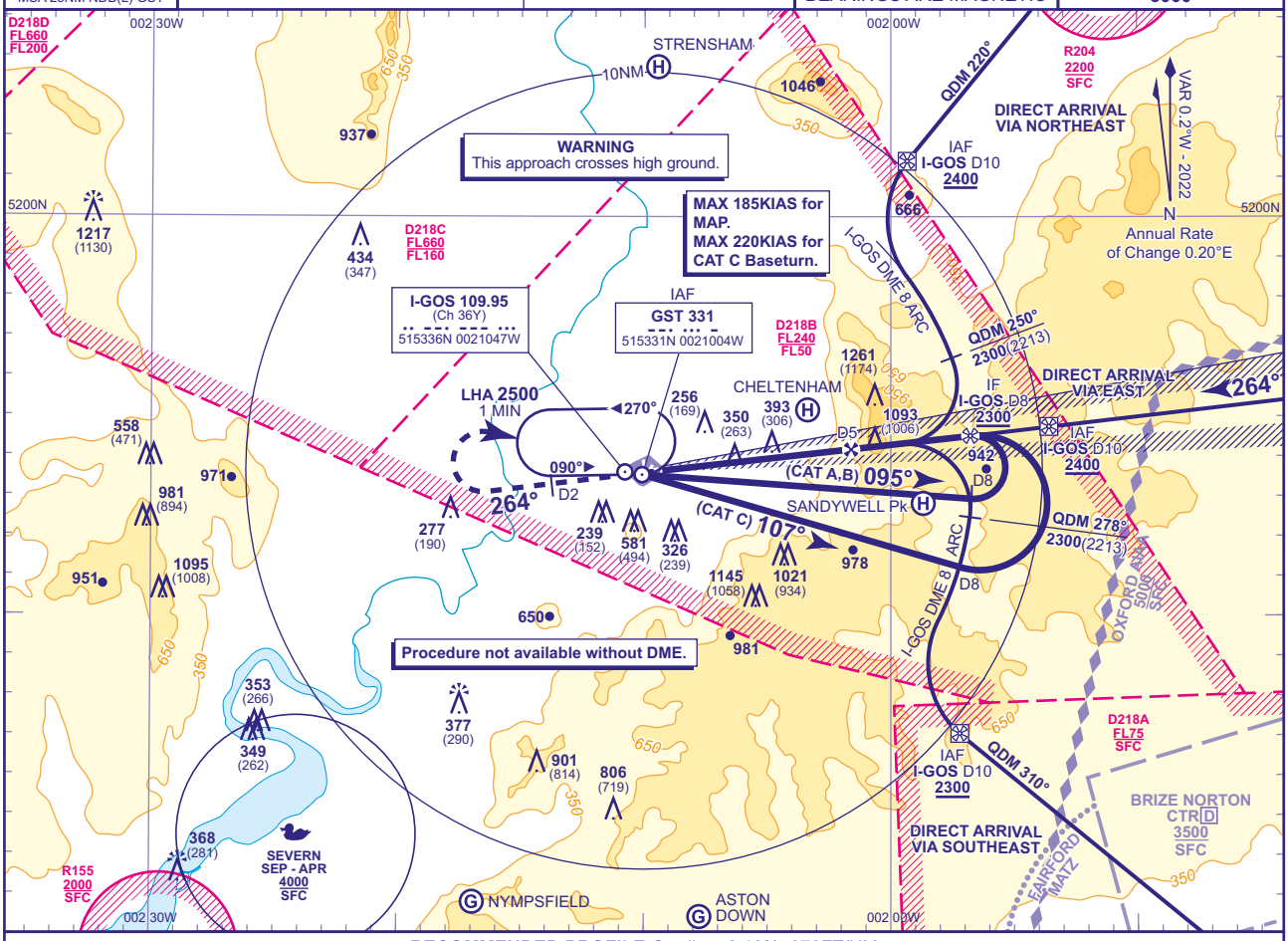
## INSTRUMENT APPROACH CHART - ICAO

# GLOUCESTERSHIRE
# ILS/DME/NDB(L)
# RWY 27
(ACFT CAT A,B,C)




MSA 25NM NDB(L) GST

| | | | | | |
|---|---|---|---|---|---|
| APP | 128.555 | GLOSTER APPROACH | AD ELEVATION | **101** | TRANSITION ALTITUDE **3000** |
| TWR | 122.905 | GLOSTER TOWER | THR ELEVATION | **87** | |
| RAD | 128.555, 120.980 | GLOSTER RADAR | OBSTACLE ELEVATION **1261 AMSL** (1174) (ABOVE THR) | | |
| ATIS | 127.480 | GLOSTER INFORMATION | BEARINGS ARE MAGNETIC | | |

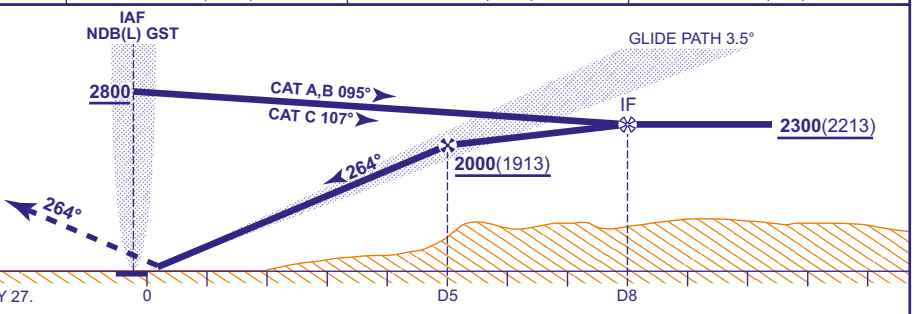



**RECOMMENDED PROFILE** Gradient 6.13%, 373FT/NM

| | | | | |
|---|---|---|---|---|
| **DME I-GOS** | 4.5 | 4 | 3 | 2 |
| **ALT**(HGT) | **1800**(1713) | **1630**(1543) | **1250**(1163) | **880**(793) |

**RDH 40**

Climb on track 264°M to **1000** or D2.0 I-GOS outbound whichever is later, turn right to NDB(L) GST to hold at **2800**.




| Aircraft Category | | A | B | C |
|---|---|---|---|---|
| **OCA** (OCH) | **CAT I** | **272**(185) | **281**(194) | **290**(203) |
| **VM(C)OCA** (OCH AAL) | **Total Area** | **1000**(899) | **1000**(899) | **1500**(1399) |
| | **North of RWYs 04/22 and 09/27** | **830**(729) | **830**(729) | |

| **Rate of descent** | | | | | | |
|---|---|---|---|---|---|---|
| **G/S KT** | 160 | 140 | 120 | 100 | 80 |
| **FT/MIN** | 990 | 870 | 750 | 620 | 500 |

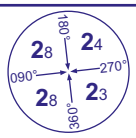
**NOTES** **1** NDB(L) GST occasionally subject to erroneous indications within 5NM of Droitwich on approach to RWY 27.
**2** Aircraft will normally be required to hold not lower than **4000** or the equivalent FL.

**CHANGE (5/24):** FAIRFORD DANGER AREAS ADDED.

AERO INFO DATE 22 FEB 24 AD 2-EGBJ-8-4

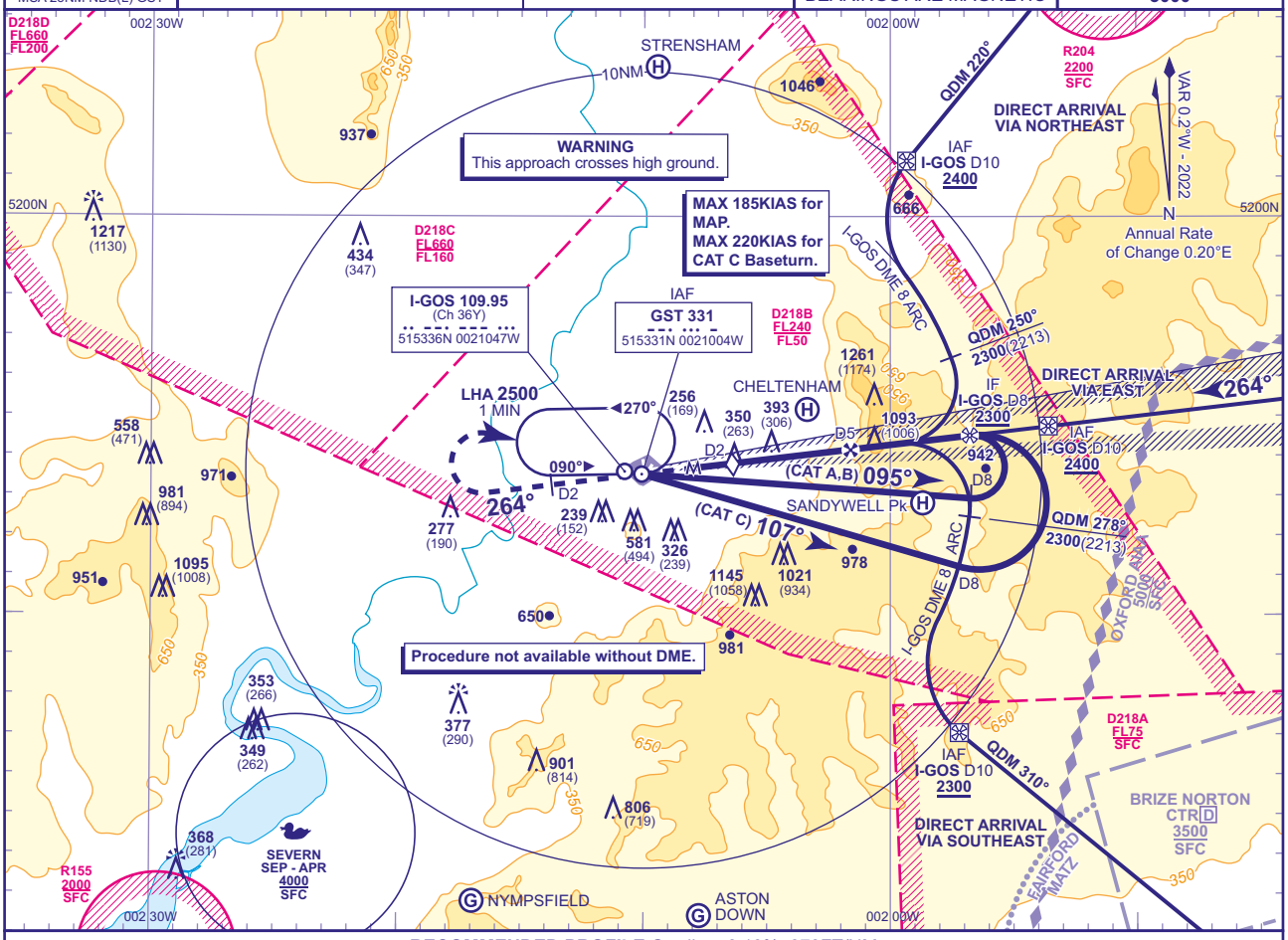
# INSTRUMENT APPROACH CHART - ICAO

# GLOUCESTERSHIRE
## LOC/DME/NDB(L)
## RWY 27
(ACFT CAT A,B,C)




MSA 25NM NDB(L) GST

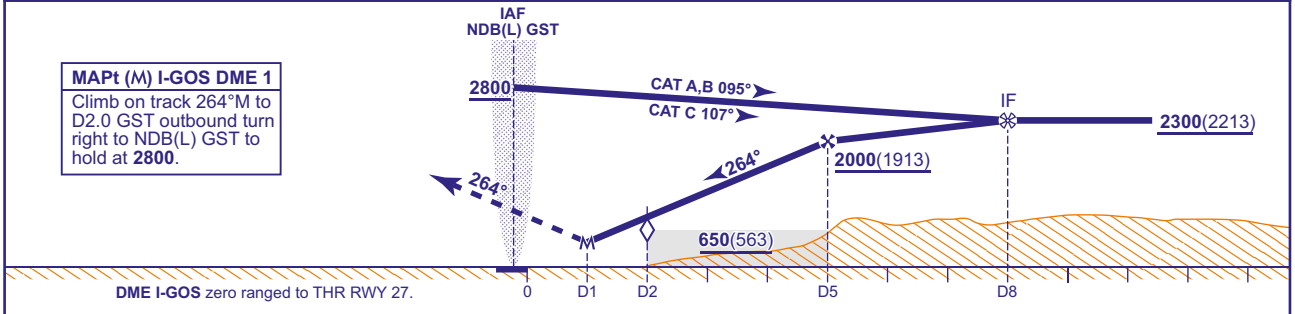
| | | | | | |
|---|---|---|---|---|---|
| APP | 128.555 | GLOSTER APPROACH | AD ELEVATION | 101 | |
| TWR | 122.905 | GLOSTER TOWER | THR ELEVATION | 87 | |
| RAD | 128.555, 120.980 | GLOSTER RADAR | OBSTACLE ELEVATION | 1261 AMSL (1174) (ABOVE THR) | |
| ATIS | 127.480 | GLOSTER INFORMATION | BEARINGS ARE MAGNETIC | | TRANSITION ALTITUDE 3000 |




**RECOMMENDED PROFILE** Gradient 6.13%, 373FT/NM

| **DME I-GOS** | 4.5 | 4 | 3 | 2 **(SDF)** |
|---|---|---|---|---|
| **ALT**(HGT) | **1800**(1713) | **1630**(1543) | **1250**(1163) | **880**(793) |

**MAPt (M) I-GOS DME 1**
Climb on track 264°M to D2.0 GST outbound turn right to NDB(L) GST to hold at **2800**.




| Aircraft Category | | A | B | C |
|---|---|---|---|---|
| OCA (OCH) | Procedure | **600**(513) | **600**(513) | **600**(513) |
| VM(C)OCA (OCH AAL) | Total Area | **1000**(899) | **1000**(899) | **1500**(1399) |
| | North of RWYs 04/22 and 09/27 | **830**(729) | **830**(729) | |

| Rate of descent | G/S KT | 160 | 140 | 120 | 100 | 80 |
|---|---|---|---|---|---|---|
| | FT/MIN | 990 | 870 | 750 | 620 | 500 |

**NOTES** 1 NDB(L) GST occasionally subject to erroneous indications within 5NM of Droitwich on approach to RWY 27.
2 Aircraft will normally be required to hold not lower than **4000** or the equivalent FL.

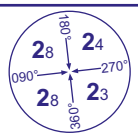
**CHANGE (5/24):** FAIRFORD DANGER AREAS ADDED.

AERO INFO DATE 22 FEB 24

I

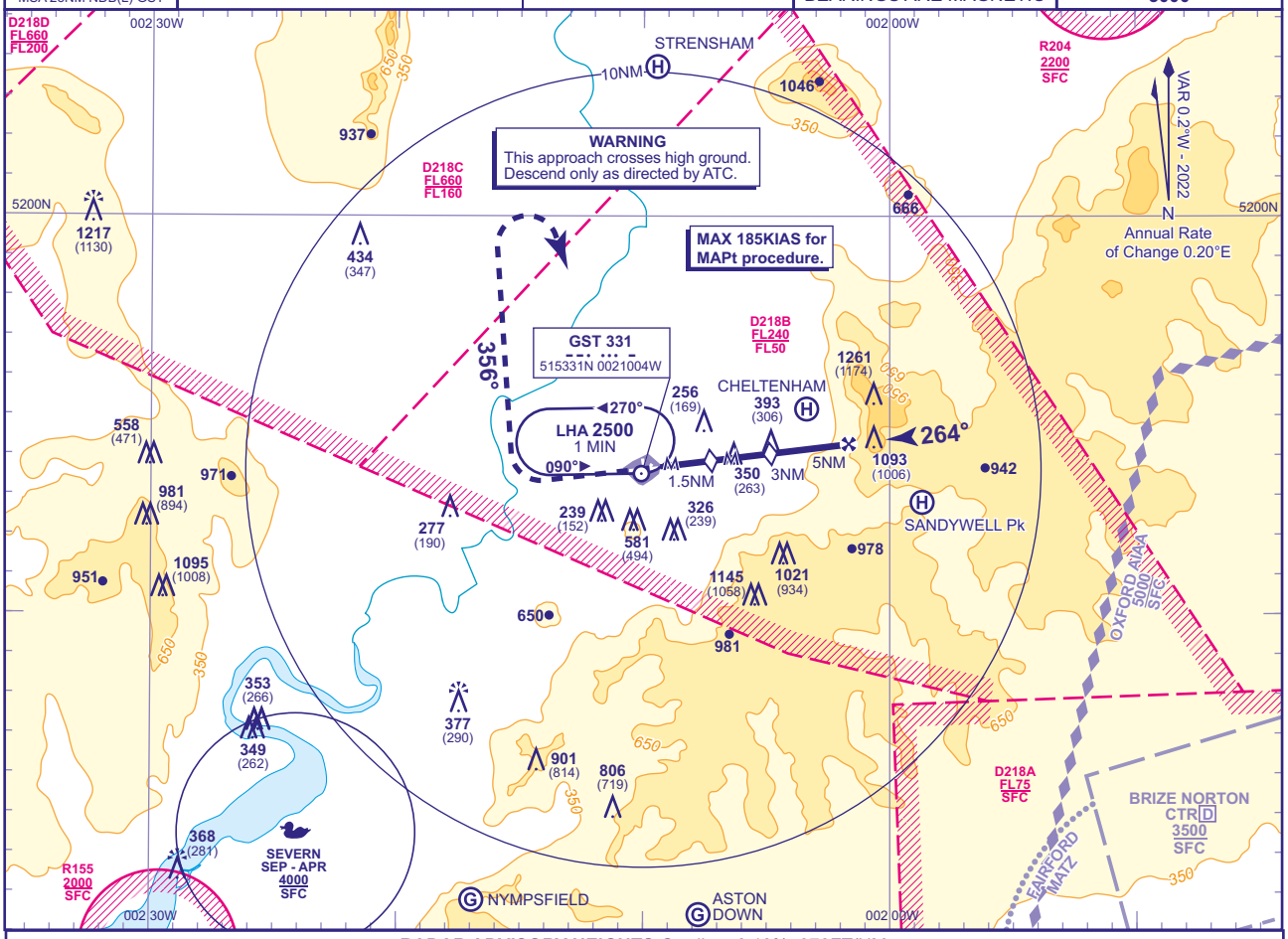
# INSTRUMENT APPROACH CHART - ICAO

## GLOUCESTERSHIRE
## SRA RTR 0.5NM/2NM RWY 27
(ACFT CAT A,B,C)




MSA 25NM NDB(L) GST

| | | | | | |
|---|---|---|---|---|---|
| APP | 128.555 | GLOSTER APPROACH | AD ELEVATION | **101** | |
| TWR | 122.905 | GLOSTER TOWER | THR ELEVATION | **87** | |
| RAD | 128.555, 120.980 | GLOSTER RADAR | OBSTACLE ELEVATION **1261 AMSL** (1174) (ABOVE THR) | | |
| ATIS | 127.480 | GLOSTER INFORMATION | BEARINGS ARE MAGNETIC | | TRANSITION ALTITUDE **3000** |



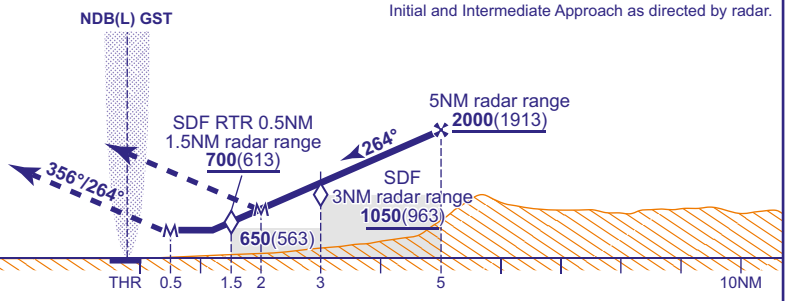

| RADAR ADVISORY HEIGHTS Gradient 6.13%, 373FT/NM | | | | |
|---|---|---|---|---|
| **NM** | 5.0 | 4.0 | 3.0 **(SDF)** | 2.0 |
| **ALT**(HGT) | **2000**(1913) | **1630**(1543) | **1250**(1163) | **880**(793) |

**MAPt 1 (M) RTR 0.5NM**

**MAPt 2 (M) RTR 2NM**

Climb on straight ahead to **1300**, then climbing turn right onto 356°M climbing to **2500**, then turn right to **NDB(L) GST** at **2500.**

Initial and Intermediate Approach as directed by radar.




| Aircraft Category | | A | B | C |
|---|---|---|---|---|
| OCA (OCH) | SRA RTR 0.5NM | **600**(513) | **600**(513) | **600**(513) |
| | SRA RTR 2NM | **880**(793) | **880**(793) | **880**(793) |
| VM(C)OCA (OCH AAL) | Total Area | **1000**(899) | **1000**(899) | **1500**(1399) |
| | North of RWYs 04/22 and 09/27 | **830**(729) | **830**(729) | |

| Rate of descent | G/S KT | 160 | 140 | 120 | 100 | 80 |
|---|---|---|---|---|---|---|
| | FT/MIN | 990 | 870 | 750 | 620 | 500 |

**NOTES** 1 Aircraft will normally be required to hold not lower than **4000** or the equivalent FL.
2 No missed approach turns permitted before MAPt.
3 Radar Advisory Ranges are referenced to RWY THR.

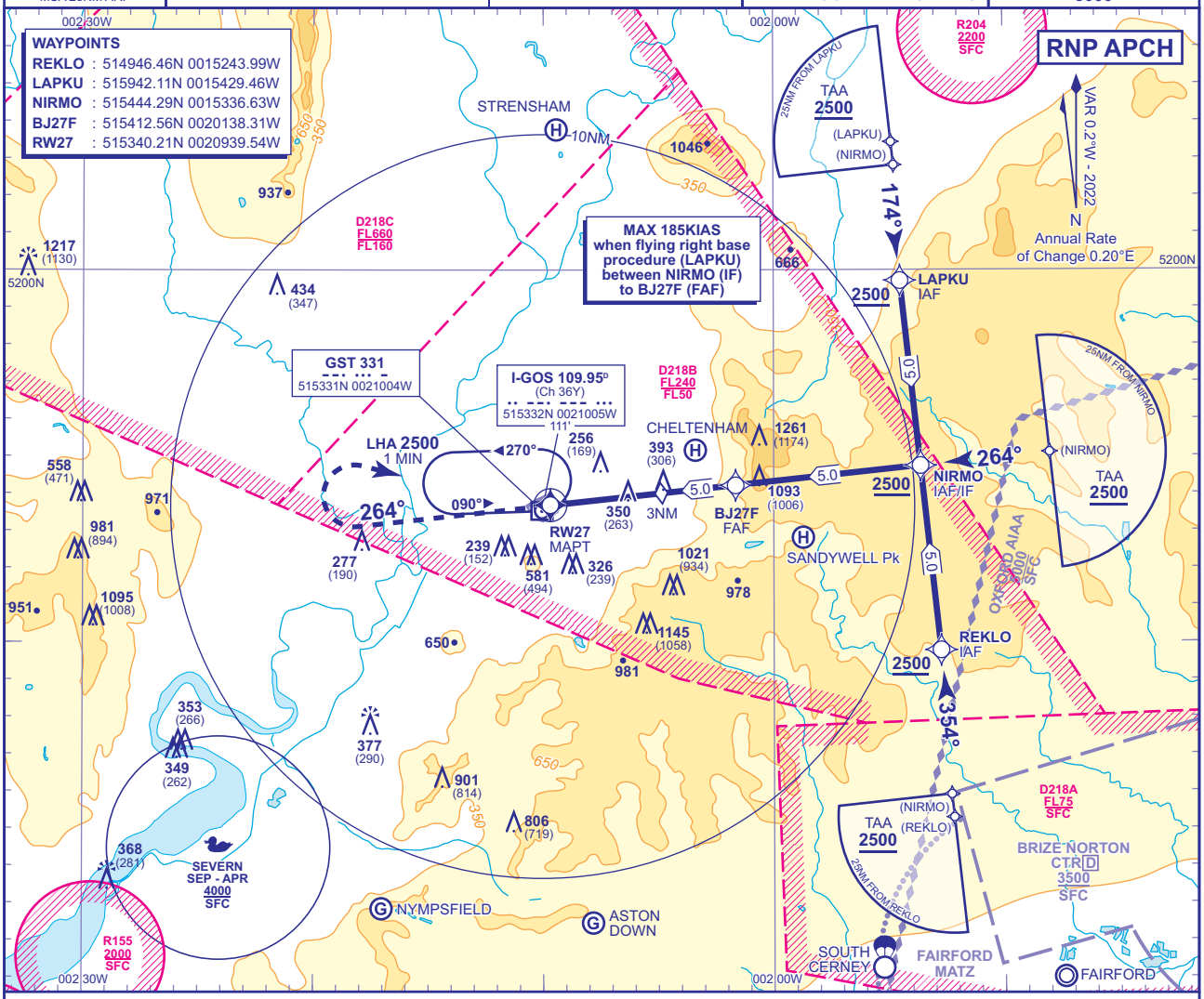
**CHANGE (5/24):** FAIRFORD DANGER AREAS ADDED.

AERO INFO DATE 22 FEB 24

# INSTRUMENT APPROACH CHART - ICAO

## GLOUCESTERSHIRE
## RNP
## RWY 27
(ACFT CAT A,B,C)

| | | | | | |
|---|---|---|---|---|---|
| 28 MSA 25NM ARP | APP | 128.555 | GLOSTER APPROACH | AD ELEVATION | 101 |
| | TWR | 122.905 | GLOSTER TOWER | THR ELEVATION | 87 |
| | RAD | 128.555, 120.980 | GLOSTER RADAR | OBSTACLE ELEVATION 1261 AMSL (1174) (ABOVE THR) | |
| | ATIS | 127.480 | GLOSTER INFORMATION | BEARINGS ARE MAGNETIC | TRANSITION ALTITUDE 3000 |

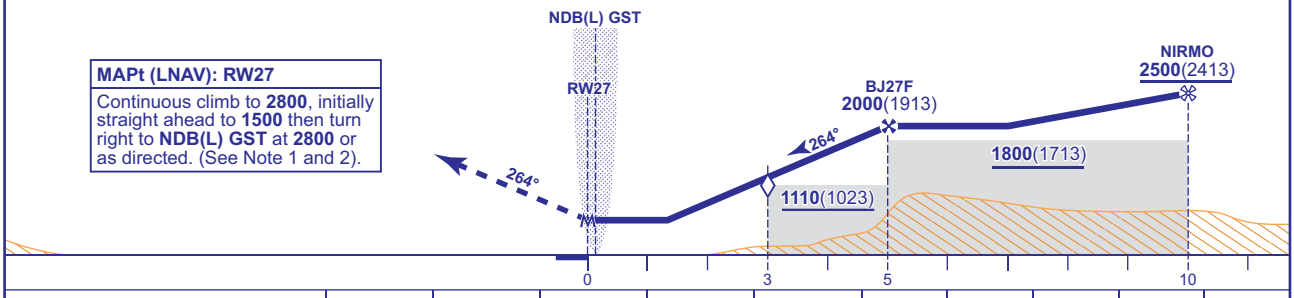



**RECOMMENDED PROFILE** Gradient 6.13%, 373FT/NM

| NM to RW27 | 5 | 4 | 3 (SDF) | 2 | 1 |
|---|---|---|---|---|---|
| ALT(HGT) | **2000**(1913) | **1620**(1533) | **1250**(1163) | **880**(793) | **510**(423) |

**MAPt (LNAV): RW27**

Continuous climb to **2800**, initially straight ahead to **1500** then turn right to **NDB(L) GST** at **2800** or as directed. (See Note 1 and 2).




| Aircraft Category | | A | B | C |
|---|---|---|---|---|
| Procedure OCA(OCH) | LNAV | **600**(513) | **600**(513) | **600**(513) |
| VM(C)OCA (OCH AAL) | Total Area | **1000**(899) | **1000**(899) | **1500**(1399) |
| | North of RWY 04/22 and 09/27 | **830**(729) | **830**(729) | |

| Rate of descent | G/S KT | 160 | 140 | 120 | 100 | 80 |
|---|---|---|---|---|---|---|
| | FT/MIN | 990 | 870 | 750 | 620 | 500 |

**NOTES** 1 Missed Approach Procedure not available without **NDB(L) GST**.
2 Missed Approach Procedure shall be converted to a conventional Missed Approach upon reaching **1500**.
3 No Missed Approach turns permitted prior to MAPt.

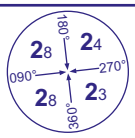
**CHANGE (5/24):** FAIRFORD DANGER AREAS ADDED.

AERO INFO DATE 06 MAR 24

AD 2-EGBJ-8-7

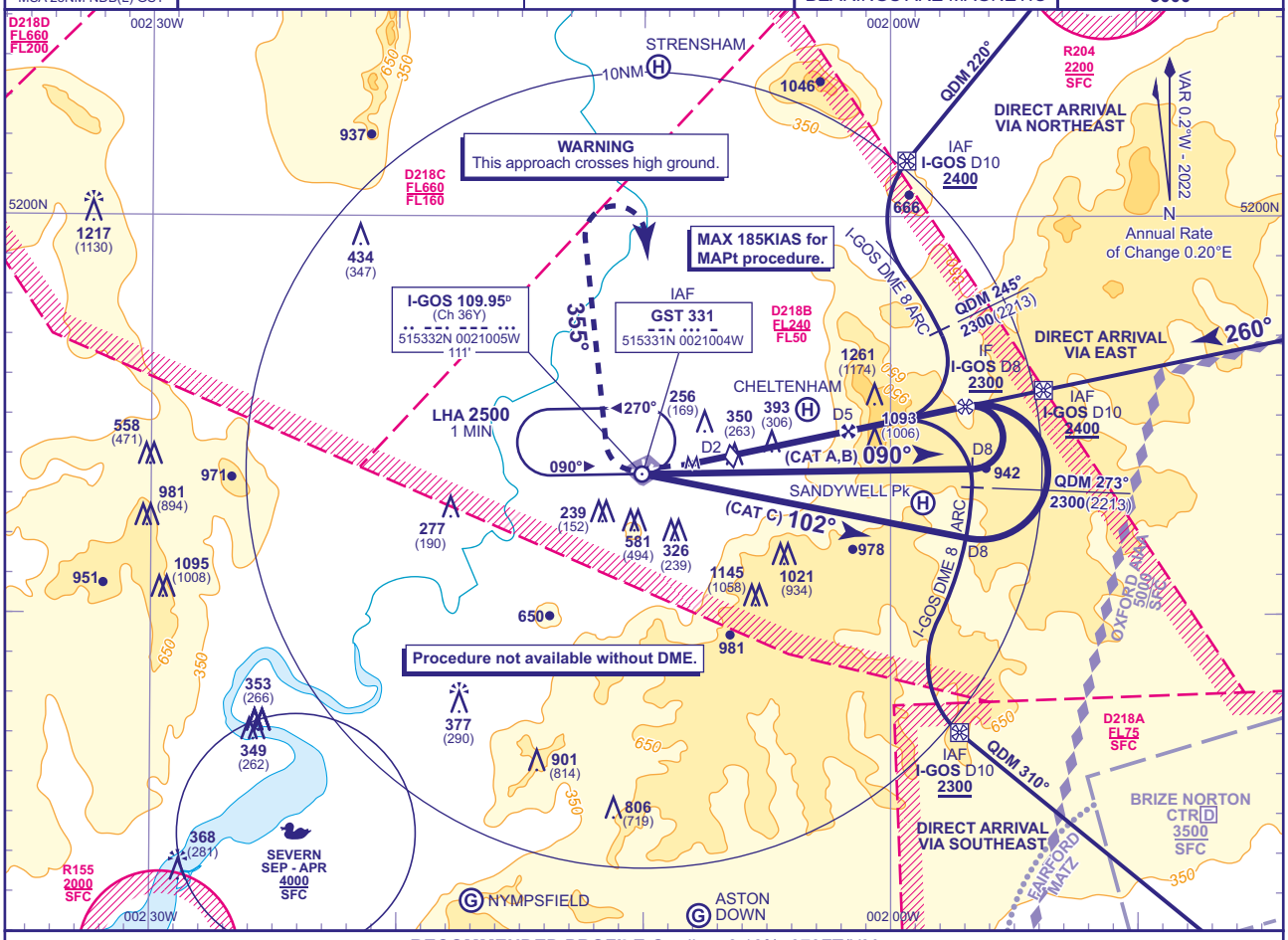
# INSTRUMENT APPROACH CHART - ICAO

# GLOUCESTERSHIRE
# NDB(L)/DME
# RWY 27
(ACFT CAT A,B,C)




MSA 25NM NDB(L) GST

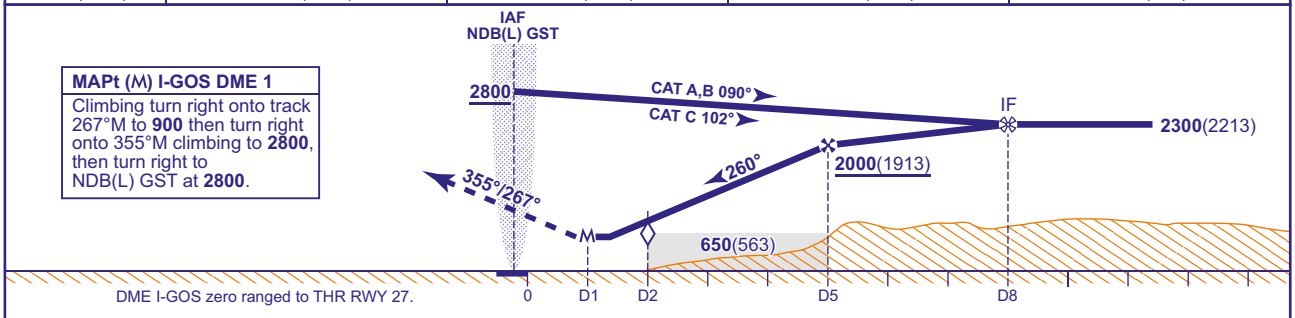
| | | | | | |
|---|---|---|---|---|---|
| APP | 128.555 | GLOSTER APPROACH | AD ELEVATION | **101** | TRANSITION ALTITUDE **3000** |
| TWR | 122.905 | GLOSTER TOWER | THR ELEVATION | **87** | |
| RAD | 128.555, 120.980 | GLOSTER RADAR | OBSTACLE ELEVATION **1261 AMSL** (1174) (ABOVE THR) | | |
| ATIS | 127.480 | GLOSTER INFORMATION | BEARINGS ARE MAGNETIC | | |




**RECOMMENDED PROFILE** Gradient 6.13%, 373FT/NM

| **DME I-GOS** | 5 | 4 | 3 | 2 **(SDF)** |
|---|---|---|---|---|
| **ALT**(HGT) | **2000**(1913) | **1630**(1543) | **1250**(1163) | **880**(793) |

**MAPt (M) I-GOS DME 1**
Climbing turn right onto track 267°M to **900** then turn right onto 355°M climbing to **2800**, then turn right to NDB(L) GST at **2800**.




| Aircraft Category | | A | B | C |
|---|---|---|---|---|
| **OCA** (OCH) | **Procedure** | **600**(513) | **600**(513) | **600**(513) |
| **VM(C)OCA** (OCH AAL) | **Total Area** | **1000**(899) | **1000**(899) | **1500**(1399) |
| | **North of RWYs 04/22 and 09/27** | **830**(729) | **830**(729) | |

| **Rate of descent** | **G/S KT** | 160 | 140 | 120 | 100 | 80 |
|---|---|---|---|---|---|---|
| | **FT/MIN** | 990 | 870 | 750 | 620 | 500 |

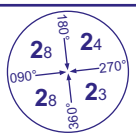
**NOTES**
1 FAT offset 4.8° from RWY C/L. FAT intercepts C/L nominally 1.2NM before THR.
2 NDB(L) GST occasionally subject to erroneous indications within 5NM of Droitwich on approach to RWY 27.
3 Aircraft will normally be required to hold not lower than **4000** or the equivalent FL.

**CHANGE (5/24):** FAIRFORD DANGER AREAS ADDED.

AERO INFO DATE 06 MAR 24 AD 2-EGBJ-8-8

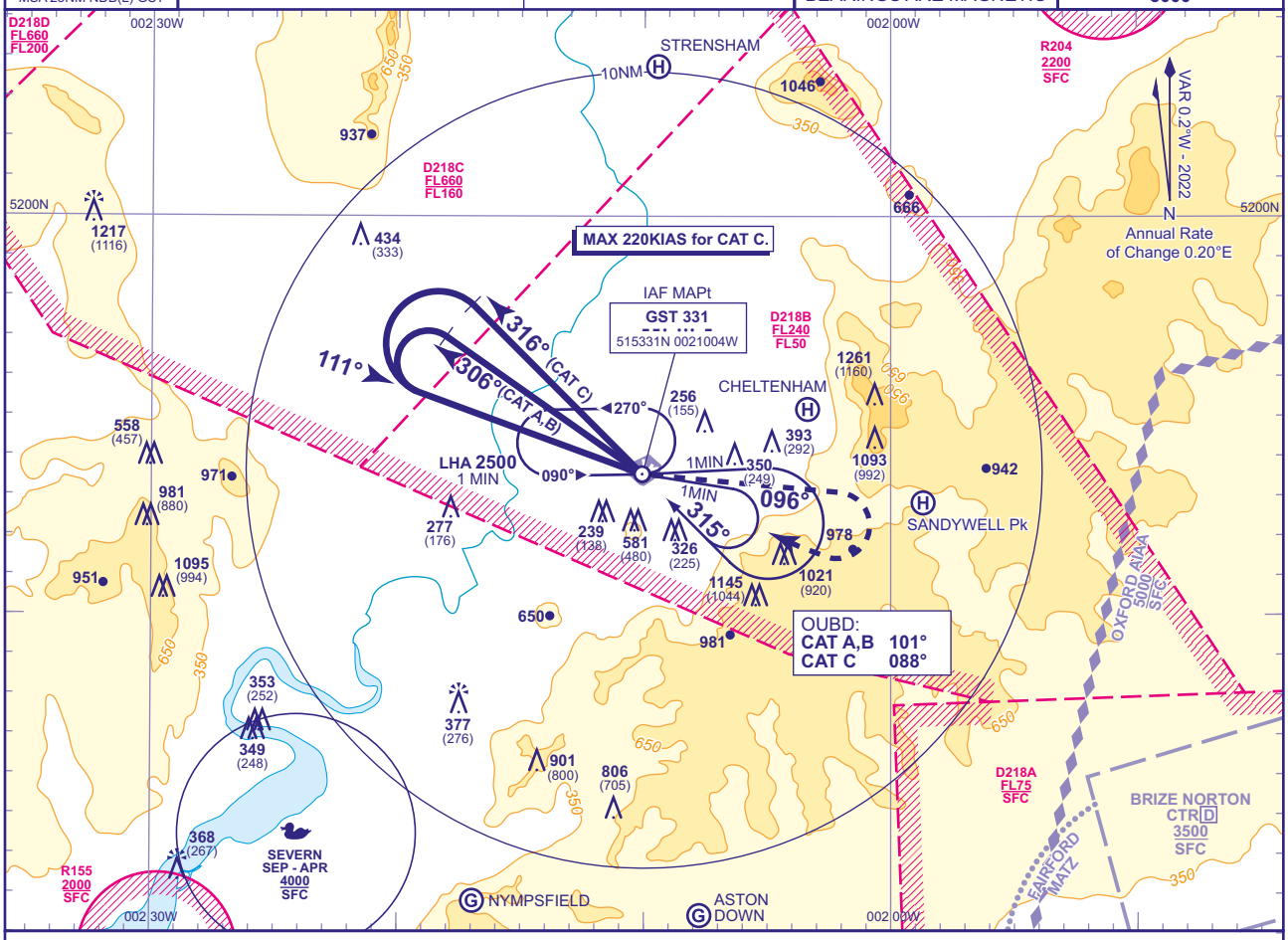
# INSTRUMENT APPROACH CHART - ICAO

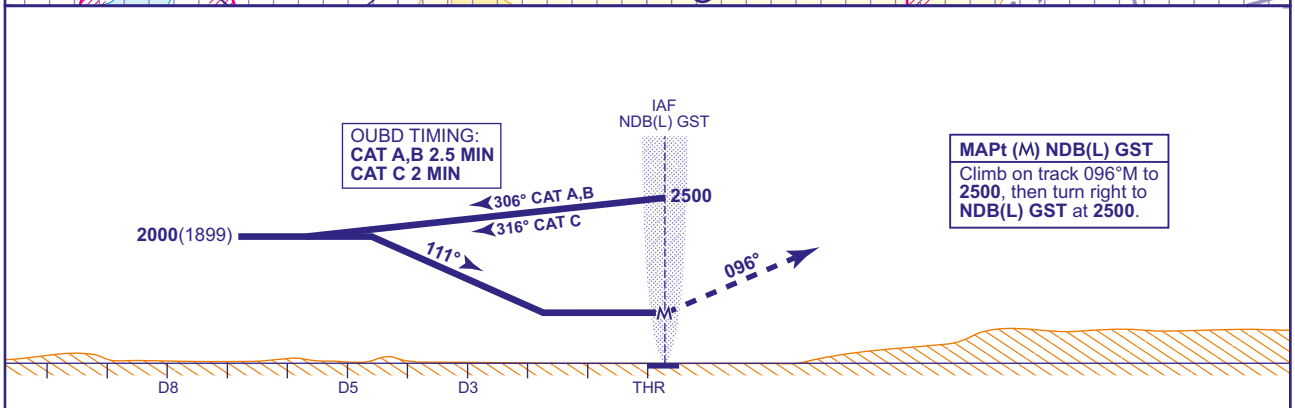
# GLOUCESTERSHIRE NDB(L) AERODROME
(ACFT CAT A,B,C)




MSA 25NM NDB(L) GST

| | | | | | |
|---|---|---|---|---|---|
| APP | 128.555 | GLOSTER APPROACH | AD ELEVATION | 101 | |
| TWR | 122.905 | GLOSTER TOWER | | | |
| RAD | 128.555, 120.980 | GLOSTER RADAR | OBSTACLE ELEVATION | 1261 AMSL (1160) (ABOVE THR) | |
| ATIS | 127.480 | GLOSTER INFORMATION | BEARINGS ARE MAGNETIC | | TRANSITION ALTITUDE 3000 |




| Aircraft Category | | A | B | C |
|---|---|---|---|---|
| VM(C)OCA (OCH AAL) | Total Area | 1000(899) | 1000(899) | 1500(1399) |
| | North of RWYs 04/22 and 09/27 | 830(729) | 830(729) | |

**NOTES**
1. To commence procedure from hold, overhead NDB(L) GST fly baseturn manoeuvre on: CAT A,B 101°; CAT C 088° for 1MIN then turn right back to the facility on 315°M **not below 2500.**
2. Aircraft will normally be required to hold not lower than **4000** or the equivalent FL.
3. Aerodrome approach to VM(C) criteria.

**CHANGE (5/24):** FAIRFORD DANGER AREAS ADDED.

AERO INFO DATE 22 FEB 24

AD 2-EGBJ-8-9

# Instrument Approach Procedure Coding Tables

**Gloucestershire RNP RWY 09 - Instrument Approach Procedure via UVNOP**

| Designator | Sequence Number | Path Term-inator | Waypoint Name | Fly-over | Course/ Track °M (°T) | Turn Direction | Level Constraint | Speed Constraint | Co-ordinates | Remarks and Distance to MAPt |
|---|---|---|---|---|---|---|---|---|---|---|
| R09L | 001 | IF | UVNOP | - | - | - | 3000 | - | 515658.92N 0023005.91W | IAF |
| R09L | 002 | TF | BJ09I | - | 154° (153.760°) | LEFT | 2500 | - | 515230.74N 0022629.90W | IF / 10NM |
| R09L | 003 | TF | BJ09F | - | 084° (083.757°) | - | 1700 | - | 515303.83N 0021834.12W | FAF / 5NM |
| R09L | 004 | TF | RW09 | Y | 084° (083.757°) | - | - | - | 515336.29N 0021037.48W | MAPt |
| R09L | 005 | CA | - | - | 084° (083.757°) | - | 1500 | - | - | At 1500 revert to conventional navigation |

**Gloucestershire RNP RWY 09 - Instrument Approach Procedure via KUPET**

| Designator | Sequence Number | Path Term-inator | Waypoint Name | Fly-over | Course/ Track °M (°T) | Turn Direction | Level Constraint | Speed Constraint | Co-ordinates | Remarks and Distance to MAPt |
|---|---|---|---|---|---|---|---|---|---|---|
| R09C | 001 | IF | KUPET | - | - | - | 3000 | - | 515156.76N 0023430.78W | IAF |
| R09C | 002 | TF | BJ09I | - | 084° (083.757°) | - | 2500 | - | 515230.74N 0022629.90W | IF / 10NM |
| R09C | 003 | TF | BJ09F | - | 084° (083.757°) | - | 1700 | - | 515303.83N 0021834.12W | FAF / 5NM |
| R09C | 004 | TF | RW09 | Y | 084° (083.757°) | - | - | - | 515336.29N 0021037.48W | MAPt |
| R09C | 005 | CA | - | - | 084° (083.757°) | - | 1500 | - | - | At 1500 revert to conventional navigation |

**Gloucestershire RNP RWY 09 - Instrument Approach Procedure via SOSAB**

| Designator | Sequence Number | Path Term-inator | Waypoint Name | Fly-over | Course/ Track °M (°T) | Turn Direction | Level Constraint | Speed Constraint | Co-ordinates | Remarks and Distance to MAPt |
|---|---|---|---|---|---|---|---|---|---|---|
| R09R | 001 | IF | SOSAB | - | - | - | 3000 | - | 514739.45N 0022823.06W | IAF |
| R09R | 002 | TF | BJ09I | - | 014° (013.760°) | RIGHT | 2500 | - | 515230.74N 0022629.90W | IF / 10NM |
| R09R | 003 | TF | BJ09F | - | 084° (083.757°) | - | 1700 | - | 515303.83N 0021834.12W | FAF / 5NM |
| R09R | 004 | TF | RW09 | Y | 084° (083.757°) | - | - | - | 515336.29N 0021037.48W | MAPt |
| R09R | 005 | CA | - | - | 084° (083.757°) | - | 1500 | - | - | At 1500 revert to conventional navigation |

**CHANGE (7/21):** MAG VAR. MAG TRACKS. PAGE RENUMBERED.
AERO INFO DATE 29 APR 21

# Instrument Approach Procedure Coding Tables

**Gloucestershire RNP RWY 27 - Instrument Approach Procedure via REKLO**

| Designator | Sequence Number | Path Term-inator | Waypoint Name | Fly-over | Course/ Track °M (°T) | Turn Direction | Level Constraint | Speed Constraint | Co-ordinates | Remarks and Distance to MAPt |
|---|---|---|---|---|---|---|---|---|---|---|
| R27L | 001 | IF | REKLO | - | - | - | 2500 | - | 514946.46N 0015243.99W | IAF |
| R27L | 002 | TF | NIRMO | - | 354° (353.760°) | LEFT | 2500 | - | 515444.29N 0015336.63W | IF / 10NM |
| R27L | 003 | TF | BJ27F | - | 264° (263.757°) | - | 2000 | - | 515412.56N 0020138.31W | FAF / 5NM |
| R27L | 004 | TF | RW27 | Y | 264° (263.757°) | - | - | - | 515340.21N 0020939.54W | MAPt |
| R27L | 005 | CA | - | - | 264° (263.757°) | - | 1500 | - | - | At 1500 revert to conventional navigation |

**Gloucestershire RNP RWY 27 - Instrument Approach Procedure via NIRMO**

| Designator | Sequence Number | Path Term-inator | Waypoint Name | Fly-over | Course/ Track °M (°T) | Turn Direction | Level Constraint | Speed Constraint | Co-ordinates | Remarks and Distance to MAPt |
|---|---|---|---|---|---|---|---|---|---|---|
| R27C | 002 | IF | NIRMO | - | - | - | 2500 | - | 515444.29N 0015336.63W | IAF / IF |
| R27C | 003 | TF | BJ27F | - | 264° (263.757) | - | 2000 | - | 515412.56N 0020138.31W | FAF / 5NM |
| R27C | 004 | TF | RW27 | Y | 264° (263.757°) | - | - | - | 515340.21N 0020939.54W | MAPt |
| R27C | 005 | CA | - | - | 264° (263.757°) | - | 1500 | - | - | At 1500 revert to conventional navigation |

**Gloucestershire RNP RWY 27 - Instrument Approach Procedure via LAPKU**

| Designator | Sequence Number | Path Term-inator | Waypoint Name | Fly-over | Course/ Track °M (°T) | Turn Direction | Level Constraint | Speed Constraint | Co-ordinates | Remarks and Distance to MAPt |
|---|---|---|---|---|---|---|---|---|---|---|
| R27R | 001 | IF | LAPKU | - | - | - | 2500 | - | 515942.11N 0015429.46W | IAF |
| R27R | 002 | TF | NIRMO | - | 174° (173.760°) | RIGHT | 2500 | - | 515444.29N 0015336.63W | IF / 10NM |
| R27R | 003 | TF | BJ27F | - | 264° (263.757°) | - | 2000 | - | 515412.56N 0020138.31W | FAF / 5NM |
| R27R | 004 | TF | RW27 | Y | 264° (263.757°) | - | - | - | 515340.21N 0020939.54W | MAPt |
| R27R | 005 | CA | - | - | 264° (263.757°) | - | 1500 | - | - | At 1500 revert to conventional navigation |

**CHANGE (7/21):** MAG VAR. MAG TRACKS. PAGE RENUMBERED.
AERO INFO DATE 29 APR 21

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# EGJB — GUERNSEY

## EGJB AD 2.1 AERODROME LOCATION INDICATOR AND NAME

EGJB — GUERNSEY

## EGJB AD 2.2 AERODROME GEOGRAPHICAL AND ADMINISTRATIVE DATA

| | | |
|---|---|---|
| 1 | ARP coordinates and site at AD | Lat: 492606N Long: 0023610W<br>Midpoint of Runway 09/27. |
| 2 | Direction and distance from city | 2.5 NM WSW of St Peter Port. |
| 3 | Elevation / Reference temperature / Mean Low Temperature | 336 FT / 18 °C / - |
| 4 | Geoid undulation at AD ELEV PSN | 161 FT |
| 5 | Magnetic Variation / Annual Change | 0.11°W (2022) / 0.19°E |
| 6 | AD Administration<br>Address<br>Telephone<br>E-mail address | GUERNSEY PORTS<br>Guernsey Airport, Forest, Guernsey, GY8 0DS, Channel Islands.<br>01481-227766 (General)<br>airport@gov.gg |
| 7 | Type of Traffic permitted (IFR/VFR) | IFR/VFR |
| 8 | Remarks | |

## EGJB AD 2.3 OPERATIONAL HOURS

| | | |
|---|---|---|
| 1 | AD Administration | 0630-2100 (0530-2000). |
| 2 | Customs and immigration | As AD hours. |
| 3 | Health and sanitation | |
| 4 | AIS Briefing Office | As AD hours. |
| 5 | ATS Reporting Office (ARO) | As AD hours. |
| 6 | MET Briefing Office | H24 |
| 7 | ATS | As AD hours. See also AD 2.18. |
| 8 | Fuelling | 0615-2000 (0515-1900). Outside these hours by arrangement. |
| 9 | Handling | As AD hours. |
| 10 | Security | As AD hours. |
| 11 | De-icing | As AD hours. |
| 12 | Remarks | AD use subject to restriction – refer to AD 2.20 item 1, item 2 and to AD 2.21 |

## EGJB AD 2.4 HANDLING SERVICES AND FACILITIES

| | | |
|---|---|---|
| 1 | Cargo handling facilities | Bulk and ULD handling. Cargo security screening. Guernsey Freight Services Limited Tel: 01481-237424. |
| 2 | Fuel and oil types | AVTUR JET A-1 (anti-icing additive not included)., AVGAS 100LL 100, W100, W80. |
| 3 | Fuelling facilities/capacity | AVTUR 1200 lts per minute. AVGAS 450 lts per minute. De-fuelling facility not available. |
| 4 | De-icing facilities | Type 1 and 2 fluids available (subject to serviceability). De-icing is available as part of a cold pool. For membership and costs please contact Aurigny Air Services, Tel: 01481-822889. |
| 5 | Hangar space for visiting aircraft | Limited. By prior arrangement only with Aiglle Flight Support Ltd, ASG Flight Support Ltd or Aurigny Air Services Ltd. |
| 6 | Repair facilities for visiting aircraft | Aurigny Air Services Ltd, Tel: 01481-268870.<br>Aircraft Servicing Guernsey Ltd, Tel: 01481-265750. |

| | | |
|---|---|---|
| 7 | Remarks | Handling agents are:<br><br>Aiglle Flight Support Tel: 01481-239544; Fax: 01481-235008;<br>e-mail: ops@aiglle.com<br>(General and Executive Aviation) Maximum size of aircraft handled - Bombardier Global 7500 (GL7T).<br><br>Guernsey Freight Services Tel: 01481-237424;<br>(Commercial Freight).<br><br>ASG Flight Support Ltd Tel: 01481-263965;<br>e-mail: flightsupport@flyasg.co.uk<br>(General and Executive Aviation) Maximum size of aircraft handled - Bombardier Global 7500 (GL7T).<br><br>Aurigny Air Services Tel: 01481-822889;<br>e-mail: ops@aurigny.com (Commercial Passenger) Maximum size of aircraft handled - Boeing 737-800/Airbus A320. |

## EGJB AD 2.5 PASSENGER FACILITIES

| | | |
|---|---|---|
| 1 | Hotels | In the vicinity of the aerodrome. |
| 2 | Restaurants | Café, Bar and Conference facilities within terminal building. |
| 3 | Transportation | Public bus services and taxis. |
| 4 | Medical facilities | Limited first aid treatment available via RFFS. |
| 5 | Bank and Post Office | Post box situated outside of terminal building. Cash point in Terminal. |
| 6 | Tourist Office | Information desk in Terminal. |
| 7 | Remarks | |

## EGJB AD 2.6 RESCUE AND FIRE FIGHTING SERVICES

| | | |
|---|---|---|
| 1 | AD category for fire fighting services | RFF Category A6<br>RFF Category 7 available on request with a minimum of 24 hours notice to Guernsey Airport. Telephone: 01481-227766.<br>It is a condition of the aerodrome licence that the appropriate level of fire cover should be provided to all aircraft using the aerodrome. |
| 2 | Rescue equipment | 4x Major Foam Tenders. 3 x 6x6 vehicles and 1 4x4. Spreaders, Cutters, Rescue Ram and Ripper gun, power saws, forcing bags, sealing bag. |
| 3 | Capability for removal of disabled aircraft | Aircraft lifting capability is available through mobile crane with a maximum of 50 tonne lifting capability. Contact Guernsey Airport: 01481-227766. |
| 4 | Remarks | Two locally based aero engineering facilities to assist in light aircraft recovery. |

## EGJB AD 2.7 SEASONAL AVAILABILITY - CLEARING

| | | |
|---|---|---|
| 1 | Type of clearing equipment | Mechanical. Chemical de-icing. |
| 2 | Clearance priorities | Runway 09/27, Taxiway Alpha, Delta, Charlie and Apron areas. |
| 3 | Remarks | Latest information from: 01481-227766.<br><br>Guernsey Airport's policy on clearing a contaminated runway will always be to clear back to a blacktop. Braking action readings will not be provided. Global reporting format (GRF) reports will be provided. |

## EGJB AD 2.8 APRONS, TAXIWAYS AND CHECK LOCATIONS/POSITIONS DATA

| | | |
|---|---|---|
| 1 | Apron surface and strength | APRON<br>Surface: Concrete<br>PCN 36/R/C/W/T to 50/R/C/W/T |
| 2 | Taxiway width, surface and strength | Taxiway A: 18 M<br>Surface: Asphalt<br>PCN 36/F/C/W/T |

| | | |
|---|---|---|
| | | Taxiway D: 18 M<br>Surface: Asphalt<br>PCN 36/F/C/W/T |
| 3 | Altimeter checkpoint location and elevation | |
| 4 | VOR checkpoints | 492600.31N 0023527.70W<br>Position: Ground |
| 5 | INS checkpoints | See Aircraft Parking/Docking Chart |
| 6 | Remarks | |

## EGJB AD 2.9 SURFACE MOVEMENT GUIDANCE AND CONTROL SYSTEM AND MARKINGS

| | | |
|---|---|---|
| 1 | Use of aircraft stand ID signs, TWY guide lines and visual docking/parking guidance system of aircraft stands | Stands 1-8 (Main Apron) and Stands 21-23 (West Apron) are nose-in push back stands with stand designator signs and a yellow centre-line. All have a painted ground stop line. Stands 2A and 3A are positioned behind Stands 2 and 3 and delineated by a stand demarcation line. Use of these stands are restricted to short turnarounds only.<br><br>Self-manoeuvring markings are provided on Stands 9-10 and 12-15 (East Apron). Marshalling guidance for nose-in push back stands is provided by approved handling agents. Aircraft will not enter a stand until the marshaller is present, in position and ready to receive the aircraft. Aircraft will then follow the marshallers instructions.<br><br>Into-wind markings are provided on Stands 2-8 and are in a east/west configuration. Use of these stands are restricted to ATR72 sized aircraft or smaller and manoeuvres are strictly managed via marshallers. |
| 2 | Runway and taxiway markings and lighting | Runway marking aid(s):<br>09/27: Runway designation, runway threshold, runway centre-line, fixed distance, touchdown zone, runway edge.<br><br>Runway light(s):<br>Runway designation, runway threshold, runway centre-line, fixed distance, touchdown zone, runway edge.<br><br>Taxiway marking aid(s):<br>Taxiway centre-line and line holding positions. Reflective markers on taxiway edge.<br><br>Taxiway light(s):<br>Taxiway entrance to runway indicated by alternate green/amber centre-line lights. Taxiway centre-line and line holding positions. Blue elevated taxiway-edge lights. |
| 3 | Stop bars and runway guard lights (if any) | Enhanced LED stop bars at runway holding points A1, B1, C, D1.LED stop bars at A2, A3, A4, B2, D2 and D3.Guernsey Airport operates a 'ring of red' policy, and runway holding point stop bars are in permanent operation. |
| 4 | Other runway protection measures | |
| 5 | Remarks | WDI: 492608.91N 0023633.79W (LGTD), 492610.04N 0023551.78W (LGTD), adjacent to Runways 09 and 27 Glidepath aerials. All obstacles marked and lit. |

## EGJB AD 2.10 AERODROME OBSTACLES

| In Approach/Take-off areas | | | | | | |
|---|---|---|---|---|---|---|
| **Obstacle ID/ Designation** | **Obstacle Type** | **Obstacle Position** | **Elevation/Height** | | **Obstruction Lighting Type/ Colour** | **Remarks** |
| **1** | **2** | **3** | **4** | | **5** | **6** |
| (EGJB1320) 09/APPROACH | BUILDING | 492608.95N 0023653.38W | 304 FT | 11 FT | No | |
| (EGJB1238) 27/TAKE-OFF | TREE | 492607.33N 0023703.97W | 313 FT | 40 FT | No | |
| (EGJB1206) 27/TAKE-OFF | TREE | 492605.90N 0023706.56W | 313 FT | 38 FT | No | |
| (EGJB1652) 09/TAKE-OFF | ROAD | 492604.33N 0023520.95W | 341 FT | 13 FT | No | |
| (EGJB1609) 27/APPROACH | SIGN | 492603.42N 0023532.10W | 339 FT | 11 FT | No | |

| In Approach/Take-off areas | | | | | | |
|---|---|---|---|---|---|---|
| **Obstacle ID/ Designation** | **Obstacle Type** | **Obstacle Position** | **Elevation/Height** | | **Obstruction Lighting Type/ Colour** | **Remarks** |
| **1** | **2** | **3** | **4** | | **5** | **6** |
| (EGJB1274) 27/TAKE-OFF | TREE | 492602.04N 0023702.06W | 313 FT | 28 FT | No | |
| (EGJB1277) 27/TAKE-OFF | TREE | 492601.81N 0023701.33W | 313 FT | 27 FT | No | |
| (EGJB1281) 27/TAKE-OFF | TREE | 492601.78N 0023701.04W | 313 FT | 27 FT | No | |
| (EGJB1261) 09/APPROACH 27/ TAKE-OFF | ANEMOMETER | 492601.65N 0023702.78W | 323 FT | 38 FT | No | |
| (EGJB1290) 27/TAKE-OFF | TREE | 492601.54N 0023700.25W | 311 FT | 23 FT | No | |
| (EGJB1268) 27/TAKE-OFF | POLE | 492601.46N 0023702.32W | 315 FT | 29 FT | Yes Red | |
| (EGJB1266) 09/APPROACH | TREE | 492600.95N 0023702.60W | 321 FT | 33 FT | No | |
| (EGJB1296) 09/APPROACH | BUILDING | 492600.76N 0023659.43W | 317 FT | 26 FT | No | |
| (EGJB1303) 09/APPROACH | TREE | 492600.75N 0023658.51W | 316 FT | 23 FT | No | |
| (EGJB1301) 09/APPROACH | BUILDING | 492600.65N 0023658.83W | 317 FT | 25 FT | No | |
| (EGJB1304) 09/APPROACH | TREE | 492559.88N 0023658.50W | 324 FT | 30 FT | No | |
| (EGJB1221) 09/APPROACH | TREE | 492559.81N 0023705.52W | 343 FT | 54 FT | No | |
| (EGJB1255) 09/APPROACH | TREE | 492559.81N 0023703.04W | 329 FT | 39 FT | No | |
| (EGJB1223) 09/APPROACH | TREE | 492559.48N 0023705.26W | 349 FT | 58 FT | No | |
| (EGJB1249) 09/APPROACH | TREE | 492559.38N 0023703.26W | 335 FT | 43 FT | No | |
| (EGJB1243) 09/APPROACH | TREE | 492558.76N 0023703.65W | 340 FT | 46 FT | No | |

| In circling area and at aerodrome | | | | | | |
|---|---|---|---|---|---|---|
| **Obstacle ID/ Designation** | **Obstacle Type** | **Obstacle Position** | **Elevation/Height** | | **Obstruction Lighting Type/ Colour** | **Remarks** |
| **1** | **2** | **3** | **4** | | **5** | **6** |
| (EGJB1709) | MAST | 492728.03N 0023445.00W | 439 FT | 186 FT | Yes Red | |

## EGJB AD 2.11 METEOROLOGICAL INFORMATION PROVIDED

| | | |
|---|---|---|
| 1 | Associated MET Office | JERSEY MET |
| 2 | Hours of service<br>MET Office outside hour | H24 |
| 3 | Office responsible for TAF preparation<br>Periods of validity | JERSEY MET<br>9 hours. |
| 4 | Trend forecast<br>Interval of issuance | |
| 5 | Briefing/consultation provided | Self briefing/telephone. Jersey for consultation. H24. |
| 6 | Flight documentation<br>Language(s) used | TAFs, METAR, Flight forecast, Upper winds.<br>English. |
| 7 | Charts and other information available for briefing or consultation | ASXX, FSXX, F214/215. Channel Islands Area Forecast. |
| 8 | Supplementary equipment available for providing information | |
| 9 | ATS units provided with information | GUERNSEY |
| 10 | Additional information (limitation of service, etc.) | Current METAR and TAF available during AD hours via recorded message on Tel: 01481-238957 and from www.gov.je/weather/aviation. |

## EGJB AD 2.12 RUNWAY PHYSICAL CHARACTERISTICS

| Designations RWY Number | True bearing | Dimensions of RWY | Surface of RWY/ SWY/ Strength | THR co-ordinates/ THR Geoid undulation | THR elevation/ Highest elevation of TDZ of precision APP RWY | Slope of RWY/ SWY |
|---|---|---|---|---|---|---|
| 1 | 2 | 3 | 4 | 5 | 6 | 7 |
| 09 | 087.56° | 1583 x 45 M | RWY surface: Asphalt, Grooved<br>PCN 36/F/C/W/T | 492604.66N<br>0023649.33W<br>161.4 FT | THR 302.1 FT<br>TDZ 317.7 FT | RWY 09 1:140 Up<br>RWY 27 -1:140 Down |
| 27 | 267.57° | 1583 x 45 M | RWY surface: Asphalt, Grooved<br>PCN 36/F/C/W/T | 492606.67N<br>0023536.78W<br>161.4 FT | THR 336.2 FT<br>TDZ 336.2 FT | RWY 09 1:140 Up<br>RWY 27 -1:140 Down |

| SWY Dimensions | Clearway Dimensions | Strip Dimensions | RESA Dimensions, Overshoot / Undershoot | Location/ description of arresting system | OFZ | Remarks |
|---|---|---|---|---|---|---|
| 8 | 9 | 10 | 11 | 12 | 13 | 14 |
| | 258 x 150 M | | 200 x 90 M<br>240 x 90 M | | | RWY 09<br><br>Strip Dimensions:<br>1583 x 280 M |
| | 216 x 150 M | | 240 x 90 M<br>200 x 90 M | | | RWY 27<br><br>Threshold displaced by 120 M.<br><br>Strip Dimensions:<br>1703 x 280 M |

## EGJB AD 2.13 DECLARED DISTANCES

| Runway designator | TORA | TODA | ASDA | LDA | Remarks |
|---|---|---|---|---|---|
| 1 | 2 | 3 | 4 | 5 | 6 |
| 09 | 1463 M | 1721 M | 1463 M | 1463 M | |
| 27 | 1583 M | 1799 M | 1583 M | 1463 M | |
| 09 | 955 M | 1213 M | 955 M | | Take-off from Taxiway C intersection |
| 27 | 1102 M | 1318 M | 1102 M | | Take-off from Taxiway B intersection. |

# EGJB AD 2.14 APPROACH AND RUNWAY LIGHTING

| RWY | Approach lighting Type/ Length/ Intensity | Threshold lighting Colour/Wing bars | VASIS/ MEHT/ PAPI/ PAPI Dist from THR | TDZ, lighting Length | Runway Centre Line lighting Length/ Spacing/ Colour/ Intensity | Runway edge lighting Length/ Spacing/ Colour/ Intensity | Runway end lighting Colour/ Wing bars | Stopway lighting Length/ Colour | Remarks |
|---|---|---|---|---|---|---|---|---|---|
| 1 | 2 | 3 | 4 | 5 | 6 | 7 | 8 | 9 | 10 |
| 09 | Coded centre-line with five crossbars. Single approach centre-line lights have been omitted from the system at 570 M and 540 M from the Runway 09 threshold. 803 M Light intensity high | Green With green wingbars | PAPI Left/3° 43 FT 282 M | | Colour coded centre-line 15 M spacing LED Light intensity high | Elev bi-directional with LI omni-directional component 1583 M 60 M spacing LED White Light intensity high | Red Light intensity high | | |
| 27 | Coded centre-line with five cross bars. Single approach centre-line light omitted from the system at 270 M from the Runway 27 threshold. 895 M Light intensity high | Green With green wingbars | PAPI Left/3° 47 FT 321 M | | Colour coded centre-line 15 M spacing LED Light intensity high | Elev bi-directional with LI omni-directional component 1583 M 60 M spacing LED White Light intensity high | Red Light intensity high | | |

## EGJB AD 2.15 OTHER LIGHTING, SECONDARY POWER SUPPLY

| | | |
|---|---|---|
| 1 | ABN/IBN location, characteristics and hours of operation | |
| 2 | LDI location and lighting<br>Anemometer location and lighting | Anemometer: 492608.80N 0023634.90W (unlit). |
| 3 | TWY edge and centre line lighting | CL: Green taxiway LED lighting 15 M apart, 7.5 M on curves.<br><br>EDGE: Blue LED lighting on corners, LED runway guard lights. |
| 4 | Secondary power supply/switch-over time | Yes - switch over time is less than 1 second. |
| 5 | Remarks | Apron floodlighting. Obstacle lighting. |

## EGJB AD 2.16 HELICOPTER LANDING AREA

**INTENTIONALLY BLANK**

## EGJB AD 2.17 AIR TRAFFIC SERVICES AIRSPACE

| Designation and lateral limits | Vertical Limits | Airspace Class | ATS unit callsign/ language | Transition Altitude | Hours of applicability | Remarks |
|---|---|---|---|---|---|---|
| 1 | 2 | 3 | 4 | 5 | 6 | 7 |
| CHANNEL ISLANDS CTR NORTH<br>500000N 0020000W - 494951N 0030000W - 500000N 0030000W following the line of latitude to - 500000N 0020000W | Upper limit: FL80<br>Lower limit: SFC | D | JERSEY CONTROL<br>English | 5000 FT | | |
| CHANNEL ISLANDS CTR SOUTH<br>500000N 0020000W - 493000N 0020000W - 490200N 0014000W following the line of latitude to - 490200N 0030000W - 494951N 0030000W - 500000N 0020000W | Upper limit: FL80<br>Lower limit: SFC | D | JERSEY CONTROL<br>English | 5000 FT | | |
| GUERNSEY ATZ<br>A circle, 2 NM radius, centred at 492606N 0023610W Is the airspace extending from the surface to a height of 2000 FT above the level of the aerodrome and within the area bounded by a circle centred on the notified mid-point of the longest runway (09/27) 492605.75N 0023610.08W and having a radius of 2 NM in accordance with the Air Navigation (Bailiwick of Guernsey) Law 2012. | Upper limit: 2000 FT AGL<br>Lower limit: SFC | D | GUERNSEY APPROACH<br>English | 5000 FT | | The Guernsey Aerodrome Traffic Zone is embedded in the Channel Islands CTR. |

## EGJB AD 2.18 AIR TRAFFIC SERVICES COMMUNICATION FACILITIES

| Service Designation | Callsign | Channel/ Frequency(MHz) | SATVOICE number(s) | Logon Address | Hours of Operation | Remarks |
|---|---|---|---|---|---|---|
| 1 | 2 | 3 | 4 | 5 | 6 | 7 |
| APP | GUERNSEY APPROACH | 121.500 Emergency frequency. | | | 0615-2100 (0515-2000). | ATZ hours 0600-2100 (0500-2000).<br><br>VDF 492613.13N 0023552.62W On AD. |
| | | 128.655 DOC 25 NM/ 10,000 FT. | | | 0615-2100 (0515-2000). | |
| TWR | GUERNSEY GROUND | 121.805 DOC 3 NM/GND. As directed by ATC. | | | As directed by ATC. | Extensions by arrangement for scheduled services only.<br><br>If GMC is in use, an associated message will be broadcast on ATIS 'GUERNSEY INFORMATION' 109.400 MHz. |
| | GUERNSEY TOWER | 119.955 DOC 25 NM/ 10,000 FT. | | | 0615-2100 (0515-2000). | |
| RADAR | GUERNSEY RADAR | 124.505 DOC 25 NM/ 10,000 FT. Serves Runway 09/27. | | | 0615-2100 (0515-2000). | VDF 492613.13N 0023552.62W On AD. |
| ATIS | GUERNSEY INFORMATION | 109.400 Broadcast on Guernsey VOR. | | | 0615-2100 (0515-2000). | |
| OTHER | GUERNSEY FIRE | 121.600 Non-ATS frequency. | | | Available when Fire vehicle attending aircraft on the ground in an emergency. | |
| Air Traffic Control Service | JERSEY CONTROL | 120.450 To be used in the event of failure of communications on 125.205 MHz. | | | 0545-2100 (0445-2030); and by arrangement. | DOC 4900N00100W - 4834N00205W - 4920N00400W - 5015N00400W - 5015N00145W - 4935N00100W / 25,000 FT. |
| | | 125.205 CTR and Airway Channel. | | | 0545-2100 (0445-2030); and by arrangement. | |

## EGJB AD 2.19 RADIO NAVIGATION AND LANDING AIDS

| Type of Aid CAT of ILS/MLS MAG Var/VOR Declination | Ident | Frequency | Hours of Operation | Position of transmitting antenna coordinates | Elevation of DME transmitting antenna | Remarks |
|---|---|---|---|---|---|---|
| 1 | 2 | 3 | 4 | 5 | 6 | 7 |
| ILS/LOC<br>I<br>0.69°E (2027) | IUY | 108.100 MHz | HO | 492607.01N 0023524.00W | | (RWY 09) |
| ILS/GP | IUY | 334.700 MHz | HO | 492608.80N 0023634.89W | | 3° ILS Ref Datum Hgt 42 FT. |
| ILS/LOC<br>I<br>0.68°E (2027) | IGH | 108.100 MHz | HO | 492604.26N 0023704.14W | | (RWY 27) |
| ILS/GP | IGH | 334.700 MHz | HO | 492610.24N 0023550.72W | | 3° ILS Ref Datum Hgt 44 FT.<br><br>Pilots must not descend on RWY 27 GP until fully established on RWY 27 LOC. |

| Type of Aid CAT of ILS/MLS MAG Var/VOR Declination | Ident | Frequency | Hours of Operation | Position of transmitting antenna coordinates | Elevation of DME transmitting antenna | Remarks |
|---|---|---|---|---|---|---|
| 1 | 2 | 3 | 4 | 5 | 6 | 7 |
| VOR/DME<br>0.69°E (2027)<br>0.52°W (2021) | GUR | 31X<br>109.400 MHz | HO | 492613.55N<br>0023613.72W | 343 FT | On AD.<br>Range 50 NM. |
| ILS/DME | IUY | 18X<br>108.100 MHz | HO | 492609.55N<br>0023613.29W | 331 FT | (RWY 09)<br>On AD.<br>Frequency paired with ILS I-UY and I-GH.<br>Zero range indicated at THR of Runway 09 and 27. |
| ILS/DME | IGH | 18X<br>108.100 MHz | HO | 492609.55N<br>0023613.29W | 331 FT | (RWY 27)<br>On AD.<br>Frequency paired with ILS I-UY and I-GH.<br>Zero range indicated at THR of Runway 09 and 27. |

# EGJB AD 2.20 LOCAL AERODROME REGULATIONS

## 1 AIRPORT REGULATIONS

a) Use governed by regulations applicable to Channel Islands CTR.
b) All aircraft using Guernsey Airport and its facilities must comply with the requirements of the United Kingdom Civil Aviation (Insurance) Regulations 2005 and any future published amendments to these Regulations.
c) The use of the aerodrome is subject to 'Airport Terms and Conditions of Use'. These are available from Airport Administration (01481-227766) or on the Airport website (**www.airport.gg/airport-business/terms-conditions**).
d) In IMC, flight to Guernsey by aircraft not equipped with VOR will be by prior permission only.
e) The Director of Civil Aviation for the Bailiwick of Guernsey has issued Exemptions from the Air Navigation (Bailiwick of Guernsey) Law 2012 authorising operations in Bailiwick of Guernsey airspace including Guernsey and Alderney Airports, by home-built aircraft registered in ECAC Member States, and non-home-built aircraft registered in the UK, Ireland and France, operating on a National airworthiness certificate. (Separate exemptions extend the effect to Jersey Airport and Jersey Airspace.) Note that the exemptions do not exempt the pilot or operator from obtaining permission from Jersey ATC for flight in the Channel Islands Control Zone, from Guernsey ATC for flight in Guernsey airspace and use of Guernsey and Alderney Airports, or from the requirement to carry a transponder whilst flying within the Channel Islands Control Zone.
f) Guernsey airport conforms to the United Kingdom National Aviation Security Programme. A means of identification will be necessary for all aircrew and private aircraft passengers to gain access to aircraft, stands and parking areas.
g) The carriage of carrying dangerous or hazardous cargo is subject to a ‘permission granted’ under the Air Navigation (Bailiwick of Guernsey) Law 2012.
h) All aircrew whilst airside, are required to wear high visibility clothing at all times. Aircrew wearing high visibility clothing must escort passengers (not wearing high visibility clothing) to and from their aircraft. Pilots in charge of aircraft are responsible for ensuring that their crew and passengers comply with these requirements.
i) There is no access to the terminal building for crews and passengers of private and General Aviation flights unless the services of a handling agent are employed.
j) All commercial and general aviation aircraft using Guernsey Airport are required to use the services of a handling agent (see AD 2.4).
k) General Aviation aircraft intending to visit Guernsey must contact either Aircraft Servicing Guernsey or Aiglle Flight Support prior to arrival to arrange parking, customs and immigration. Contact details in EGJB AD 2.4 Handling Services and Facilities.
l) In respect of Aerodrome Operating Minima, the notified method of calculating Aerodrome Operating Minima for the purposes of the Air Navigation (Bailiwick of Guernsey) Law 2012 shall be that published in the UK AIP, Section AD 1.1 subsection 4, Aerodrome Operating Minima.
m) Applications for civilian formation flights in Special VFR within the CI Control Zone should ideally be made in writing or by e-mail to Jersey ATC Operations (atc.ops@jerseyairport.com) ideally with a minimum of seven days notice. Short notice application may be made to the Jersey ATC Watch Manager, Tel: +44 (0)1534-446086.

## 2 GROUND MOVEMENT

a) Commercial passenger aircraft will predominantly utilise stands 1 to 8, which are configured for nose-in push back operations. Guernsey Airport has authorised some approved smaller aircraft to self-manoeuvre onto and off these stands. Details are provided within the Aerodrome Manual. AC Fixed Electrical Ground Power is available on Stands 2, 3, 4 and 5. AC and DC Fixed Electrical Ground Power is available on Stands 1, 2, 3, 4, 5, 6, 7 and 8.
b) The apron configuration is shown at page AD 2-EGJB-2-2.
c) Aircraft proceeding from and to the East Apron or Aiglle Flight Support must exercise caution when transiting the A hold complex due to the potential for an incursion onto Runway 27. EGJB HS1 refers.
d) Guernsey Airport operates a 'ring of red' policy, with runway holding point stop bars in permanent operation. Pilots are reminded that they must not cross an illuminated red stop bar unless specifically authorised by ATC.

## 3 CAT II/III OPERATIONS

a) Arrivals: CAT II/III operations are not applicable.

   i. When Low Visibility Procedures are notified as in force by ATIS or RTF, pilots should, unless otherwise instructed by ATC, vacate the runway only at the runway ends and report vacated after passing the yellow/green section of taxiway lighting.

## 4 WARNINGS

a) Pilots are to note that flight is not permitted at a height of less than 2000 FT above ground level within 3 NM of 492546N 0022145W on the Island of Sark (R095) except with the permission of the Channel Islands Director of Civil Aviation or from Guernsey ATC as necessary.
b) The firing at Fort Le Marchant small arms range (493031N 0023105W), takes place seaward within sectors 347°T to 069°T, radius 3000 M.
c) Model Aircraft Flying may take place on any day of the year, during daylight hours, at Chouet headland (493021N 0023247W) up to 400 FT AMSL.
d) After periods of prolonged rainfall, isolated areas adjacent to the paved surfaces may become waterlogged and incapable of bearing weight.
e) Down draught or turbulence may be experienced on approaches to either runway in strong winds from any direction due to cliffs and valleys in local terrain.
f) When landing on Runway 27 in strong south east to south west winds, building induced turbulence and windshear conditions may be experienced.
g) There are no ground signals other than light signals, the chequered flag and the letter 'C' indicating the point to which pilots are required to report.
h) Due to coastal location, birds are a hazard throughout most of the year. This hazard level is raised during the migration season.
i) Taxiway D has a 2.5% slope between Holding Point A4 and Taxiway C.
j) Between D1 and D2 the taxiway to runway centre-line distance reduces to 123 M.
k) When LVPs are not in force, maintenance and birdscaring vehicles may operate inside the 140 M runway strip but outside the 105 M clear and graded area.

## 5 HELICOPTER OPERATIONS

Not applicable

## 6 USE OF RUNWAYS

a) Light aircraft are to land and take-off on the paved runway. No other light aircraft landing area is available.

## 7 TRAINING

a) All instrument and circuit training must be booked in advance with Guernsey ATC (call 01481-227766 and ask for ATC Supervisor). A request for training in Item 18 of a FPL will not be accepted as a booking or allocated a training slot.

# EGJB AD 2.21 NOISE ABATEMENT PROCEDURES

All aircraft must conform to the following procedures. These procedures may only be departed from to the extent necessary for avoiding immediate danger.

a) Every operator using the airport shall ensure that at all times aircraft are operated in a manner calculated to cause the least disturbance practicable over all parts of the island.
b) Unless ATC otherwise authorise, the Noise Preferential Routings and Procedures specified below shall apply to all aircraft approaching, landing, 'going around' or taking-off in accordance with their ATC clearance.

   i. All departing aircraft weighing 5,700 kg or more will climb straight ahead to at least 1836 FT QNH (1500 FT QFE), or 3 DME, whichever is the sooner, before turning on course.
   ii. Non-SID IFR, VFR or Special VFR departures weighing less than 5,700 kg must climb straight ahead until at least 850 FT AMSL before turning. This also applies to circuit traffic.

c) Visual Approaches – Aircraft to carry out visual approaches should proceed as follows:

   i. MTOW 5700 kg or less – join the final approach at not less than, and maintain, 836 (500) FT until intercepting the on glidepath PAPI indications
   ii. MTOW greater than 5700 kg – join the final approach before crossing the coastline. Any aircraft overflying the Island to position on final approach must do so at an altitude of not less than 1500 FT AMSL.

d) Circuit Joining and Training Height – Standard circuit height is 700 FT AAL.
e) Jet Aircraft Procedures – The Noise Preferential Routings and Procedures specified above will be used except that on 'going around', aircraft operating under IFR will, unless otherwise instructed, carry out the published missed approach procedure. Aircraft operating under VFR/SVFR will carry out a missed approach procedure as instructed by Air Traffic Control.
f) Training flights by approved ‘quiet’ jet aircraft may be permitted between 0800-2000 (0700-1900) Monday to Saturday inclusive (details from ATC).

g) All aircraft are to avoid overflying the Princess Elizabeth Hospital (2 NM ENE of the aerodrome) at less than 1000 FT AGL.
h) Chapter 2 aircraft are not permitted to use Guernsey Airport unless the operator has received special permission from Guernsey Airport.
i) Limitations of the use of Aircraft Auxiliary Power Units (APUs)

Pilots and engineers should limit the use of APUs whilst operating at Guernsey Airport. The following restrictions of use are in place:

i. All departing aircraft shall not start the APU more than 45 minutes before the scheduled off-block time (SOBT).
ii. All arriving aircraft, the APU shall be shut down within 10 minutes of arrival.
iii. During periods where the outside air temperature is below 5°C or above 25°C, the APU restriction for departing aircraft can be extended to 60 minutes before SOBT.
iv. Where any fixed or mobile ground power units are not capable of providing sufficient or the correct power, the APU shall not be started more than 45 minutes before SOBT.
v. Any APU operation outside of the policy must receive explicit permission from Guernsey Airport.

# EGJB AD 2.22 FLIGHT PROCEDURES

## 1 INBOUND PROCEDURES

a) Arrival routes at AD 2-EGJB-7-1 may be varied at the discretion of ATC.

## 2 VFR FLIGHT

a) A flight plan must be filed for all flights within and intending to transit the Channel Islands CTR. For flights between Guernsey and Alderney and vice versa, abbreviated flight plan details may be submitted on forms available at either aerodrome.
b) VFR clearance to operate within the Guernsey ATZ will not be granted if the reported visibility is less than 5 KM or the reported cloud ceiling is less than 1500 FT in accordance with SERA.5001.
c) Pilots must note that the Channel Island Director of Civil Aviation has not adopted the SERA derogations issued by the United Kingdom, and therefore they do not apply in Channel Island Airspace.
d) Aircraft shall be given a radar service whilst within Channel Islands Airspace. It is the responsibility of the pilot to comply with minimum VMC criteria in accordance with SERA.5001. Pilots must inform the Radar Controller if compliance with the above entails a change of heading or height.
e) VFR Flights may be subject to delay when they cannot be fitted readily into the main traffic flow. Pilots should, therefore, always ensure that they have adequate fuel reserves and are able to divert to alternate aerodrome if necessary.

## 3 VISUAL REFERENCE POINTS (VRP)

a) Details of VRPs are available in the consolidated 'Visual Reference Points List' published on the 'Digital Dataset' page of the NATS AIS website, www.nats.aero/ais.

## 4 SPECIAL VFR FLIGHT

a) Prior Permission

i. A flight plan must be filed for all Special VFR flights within and intending to transit the Channel Islands CTR. For flights between Guernsey and Alderney and vice versa, abbreviated flight plan details may be submitted on forms available at either aerodrome.
ii. Special VFR clearances for flights within the Channel Islands CTR may be requested and will be given whenever traffic conditions permit. Special VFR flights within the Guernsey ATZ will be subject to the general conditions laid down for Special VFR flights in SERA.5010. Pilots must note that the Channel Island Director of Civil Aviation has not adopted the SERA derogations issued by the United Kingdom, and therefore they do not apply in Channel Island Airspace.
iii. Special VFR clearances for flights within the Channel Islands CTR may be requested and will be given whenever traffic conditions permit. These flights are subject to the general conditions laid down for Special VFR Flights.
iv. The use of Special VFR clearances is intended to be limited to light aircraft which cannot comply with full IFR requirements and wish to proceed to or from an aerodrome within or to transit the Channel Islands CTR.

b) Special Routes

i. Aircraft operating in accordance with Special VFR will normally be cleared via the published VRPs or on tracks to/from adjacent aerodromes or navigation aids, or as per flight planned route.
ii. Special VFR may be subject to delay when they cannot be fitted readily into the main traffic flow. Pilots should, therefore, always ensure that they have adequate fuel reserves and are able to divert to alternate aerodrome if necessary.

c) Weather Minima

i. Aircraft shall be given a radar service whilst within Channel Islands Airspace. It is the responsibility of the pilot to comply with minimum VMC criteria in accordance with SERA.5010. Pilots must inform the Radar Controller if compliance with the above entails a change of heading or height.
ii. Special VFR clearances to operate within the Guernsey ATZ will not be granted to a fixed wing aircraft if the reported visibility is less than 1500 M or the reported cloud ceiling is less than 600 FT (SERA.5010).
iii. Special VFR clearances to operate within the Guernsey ATZ will not be granted to a helicopter if the reported visibility is less than 800 M or the reported cloud ceiling is less than 600 FT (SERA.5010).

iv. The Director of Civil Aviation has approved the issue of Special VFR clearances at night.

## 5 SARK RESTRICTED AREA

a) Pilots are to note that flight is not permitted at a height of less than 2000 FT above ground level within 3 NM of 492546N 0022145W on the Island of Sark (R095) except with the permission of the Channel Islands Director of Civil Aviation or from Guernsey ATC as necessary.

## 6 RADIO COMMUNICATION FAILURE PROCEDURES

a) In the event of complete radio communication failure in an aircraft, the pilot will adopt the appropriate procedure notified at ENR 1.1.
b) Radio Failure in the circuit

i. The pilot of an aircraft in the circuit experiencing radio failure should set the transponder code to 7600, and make one orbit away from the airfield. At the end of the downwind leg, proceed to final and land, providing the runway is clear.
ii. The pilot of an aircraft on base leg or final, having been cleared to final when the failure occurs, should, if time permits, change code to 7600, continue the approach and land, providing the Runway is clear.
iii. The pilot of a non transponder equipped aircraft should adopt the same procedure as in i), or ii).

## 7 FLIGHT PLANS

a) See ENR 1.11.

## 8 OMNI-DIRECTIONAL DEPARTURES

a) Only available with ATC clearance.

| Omni-directional Departures | | |
|---|---|---|
| **Runway** | **Description** | **Restrictions** |
| 09 | Climb straight ahead on track 089°M to 850 QNH (514 QFE), then turn on track climbing to enroute safety altitude or in accordance with ATC Clearance. PDG 3.3%. | Close-in obstacles exist. See Aerodrome Obstacle Chart and EGJB AD 2.10 Aerodrome Obstacles. This procedure does not take account of noise abatement procedures which may require climb to a higher level. See EGJB AD 2.21 for Noise Abatement Procedures. |
| 27 | Climb straight ahead on track 269°M to 850 QNH (514 QFE), then turn on track climbing to enroute safety altitude or in accordance with ATC clearance. PDG 3.3%. | Close-in obstacles exist. See Aerodrome Obstacle Chart and EGJB AD 2.10 Aerodrome Obstacles. This procedure does not take account of noise abatement procedures which may require climb to a higher level. See EGJB AD 2.21 for Noise Abatement Procedures. |

## 9 CARRIAGE AND OPERATION OF SSR TRANSPONDERS

a) The carriage and operation of SSR transponder equipment with the following capability is mandatory when flying within the Channel Islands CTR, CTA or TMA:

i. when operating as a VFR or Special VFR Flight;
ii. when operating under IFR - Mode A 4096 codes and Mode C with altitude reporting capability.

b) Exemptions from the requirements may be given in the following circumstances:

i. for notified agreed events such as air rallies etc., applications for exemption must be made in writing to Manager - Air Traffic Control, Jersey Airport, Channel Islands, Email: atc@jerseyairport.com at least one calendar month before the event;
ii. for short notice exemptions, applications must be made to the Watch Supervisor, Jersey Airport, Tel: 01534-446086 giving full details. Such exemptions will not normally be granted unless it is considered that exceptional circumstances exist.

# EGJB AD 2.23 ADDITIONAL INFORMATION

a) Guernsey Approach and Guernsey Tower may be provided as a combined function. Periods when active will be notified by ATIS.

# EGJB AD 2.24 CHARTS RELATED TO AN AERODROME

AERODROME CHART - ICAO
AD 2.EGJB-2-1
AIRCRAFT PARKING/DOCKING CHART - ICAO
AD 2.EGJB-2-2
ATC SURVEILLANCE MINIMUM ALTITUDE CHART - ICAO
AD 2.EGJB-5-1

STANDARD DEPARTURE CHART - INSTRUMENT (SID) GULDA - ICAO
AD 2.EGJB-6-1
STANDARD DEPARTURE CHART - INSTRUMENT (SID) ORTAC - ICAO
AD 2.EGJB-6-2
STANDARD DEPARTURE CHART - INSTRUMENT (SID) DINARD/ORVAL - ICAO
AD 2.EGJB-6-3
STANDARD DEPARTURE CHART - INSTRUMENT (SID) LUSIT 1W 2E - ICAO
AD 2.EGJB-6-4
STANDARD DEPARTURE CHART - INSTRUMENT (SID) SKERY - ICAO
AD 2.EGJB-6-5
RNAV1 (DME/DME or GNSS) STANDARD DEPARTURE CHART - INSTRUMENT (SID) RWY 09/27 ORIST 1F 1X - ICAO
AD 2.EGJB-6-6
RNAV1 (DME/DME or GNSS) STANDARD DEPARTURE CHART - INSTRUMENT (SID) RWY 09/27 LERAK 1F 1X - ICAO
AD 2.EGJB-6-7
STANDARD INSTRUMENT DEPARTURE CODING TABLES RWY 09 ORIST 1F LERAK 1F RWY 27 ORIST 1X LERAK 1X
AD 2.EGJB-6-8
STANDARD ARRIVAL CHART - INSTRUMENT (STAR) RWY 09/27 ORTAC 1B 1V ALD 1G SKERY 1G BIGNO 1G LELNA 1B 1V - ICAO
AD 2.EGJB-7-1
STANDARD ARRIVAL CHART - INSTRUMENT (STAR) RWY 09/27 BEVAV 1G DIN 1G - ICAO
AD 2.EGJB-7-2
INSTRUMENT APPROACH CHART ILS/DME/VOR RWY 09 - ICAO
AD 2.EGJB-8-1
INSTRUMENT APPROACH CHART LOC/DME/VOR RWY 09 - ICAO
AD 2.EGJB-8-2
INSTRUMENT APPROACH CHART RNP RWY 09 - ICAO
AD 2.EGJB-8-3
INSTRUMENT APPROACH CHART VOR/DME RWY 09 - ICAO
AD 2.EGJB-8-4
INSTRUMENT APPROACH CHART ILS/DME/VOR RWY 27 - ICAO
AD 2.EGJB-8-5
INSTRUMENT APPROACH CHART LOC/DME/VOR RWY 27 - ICAO
AD 2.EGJB-8-6
INSTRUMENT APPROACH CHART RNP RWY 27 - ICAO
AD 2.EGJB-8-7
INSTRUMENT APPROACH CHART VOR/DME RWY 27 - ICAO
AD 2.EGJB-8-8
INSTRUMENT APPROACH PROCEDURE CODING TABLES - RNP RWY 09
AD 2.EGJB-8-9
SBAS FAS DATA BLOCK CODING DATA - RNP RWY 09
AD 2.EGJB-8-10
INSTRUMENT APPROACH PROCEDURE CODING TABLES - RNP RWY 27
AD 2.EGJB-8-11
SBAS FAS DATA BLOCK CODING DATA - RNP RWY 27
AD 2.EGJB-8-12

## EGJB AD 2.25 VISUAL SEGMENT SURFACE (VSS) PENETRATION

Not applicable

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# AERODROME CHART - ICAO

ARP 492606N 0023610W

AD ELEV 336FT

# GUERNSEY
## EGJB

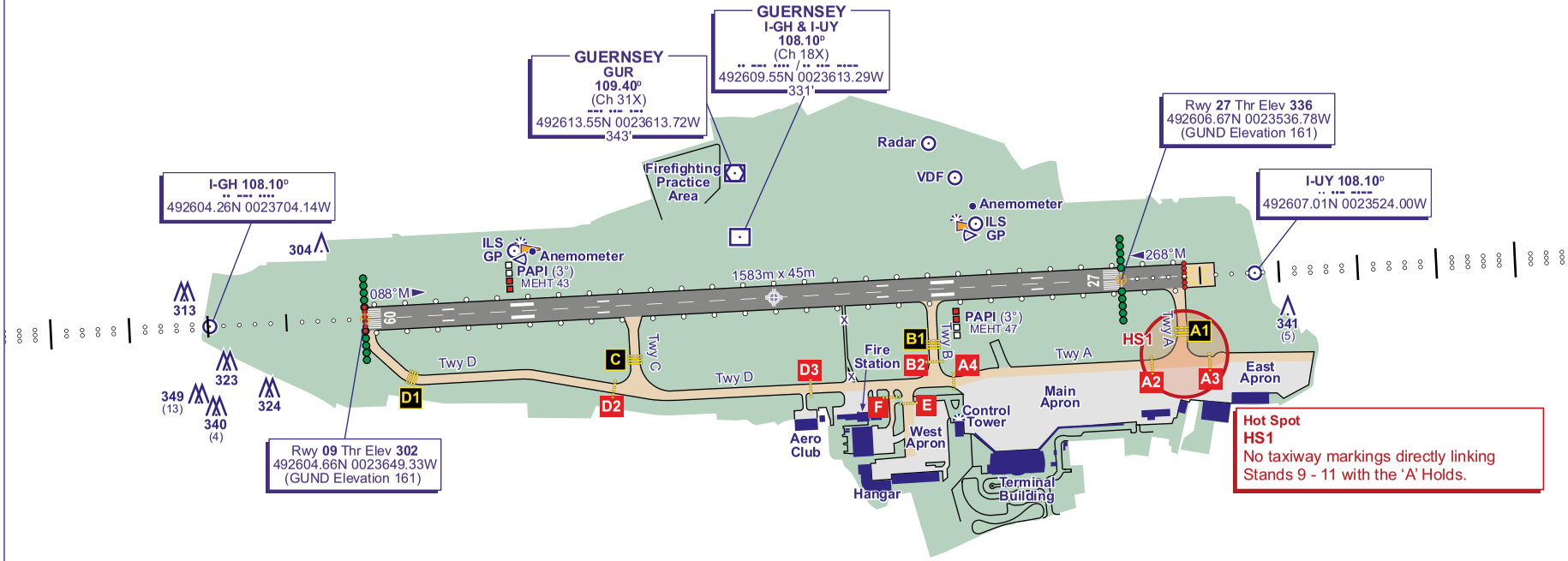


| GUND (Geoid Undulation) = The height of the Geoid (MSL) above the Reference Elipsoid (WGS 84) at the stated position. | |
|---|---|
| BEARINGS ARE MAGNETIC<br>ELEVATIONS AND HEIGHTS ARE IN FEET | |
| ELEVATIONS IN FEET AMSL<br>HEIGHTS IN FEET ABOVE AD | 349<br>(13) |

100 0 100 200 300 m
200 0 200 400 600 800 1000 ft

VAR 0.1°W - 2022
N
Annual Rate of Change 0.19°E

| RUNWAY/TAXIWAY/APRON PHYSICAL CHARACTERISTICS | | |
|---|---|---|
| RWY / TWY / APRON | SURFACE | PCN |
| RWY 09/27 | Grooved Asphalt | 36/F/C/W/T |
| TWY A | Asphalt | 36/F/C/W/T |
| TWY D | Asphalt | 36/F/C/W/T |
| Apron (All) | *See AD 2-EGJB-2-2* | |




| COM | | |
|---|---|---|
| ATIS | 109.400 (VOR) | GUERNSEY INFO |
| TWR | 119.955 | GUERNSEY TOWER |
| | 121.805 (GMC) | GUERNSEY GROUND |
| | 121.600 | GUERNSEY FIRE |

| LIGHTING | |
|---|---|
| APCH 09 | HI 803 m coded C/L with 5 crossbars. |
| APCH 27 | HI 895 m coded C/L with 5 crossbars. |
| THR 09/27 | Green with HI green wing bars. |
| RWY 09/27 | HI elev bi-d with LI omni-d component.<br>HI bi-d colour coded C/L. End lights red. |
| TWY | Entrance to RWY indicated by alternating green/amber C/L lights.<br>Green C/L. Blue edge.<br>Enhanced Stop Bars at RWY holds A1, B1, C & D1.<br>Other Stop Bars at A2, A3, A4, B2, D2 & D3. |

**CHANGE (10/25):** TWY EDGE LIGHTING TABLE. EDITORIAL

# AIRCRAFT PARKING/DOCKING CHART - ICAO

ARP 492606N 0023610W

AD ELEV 336FT

## GUERNSEY
EGJB

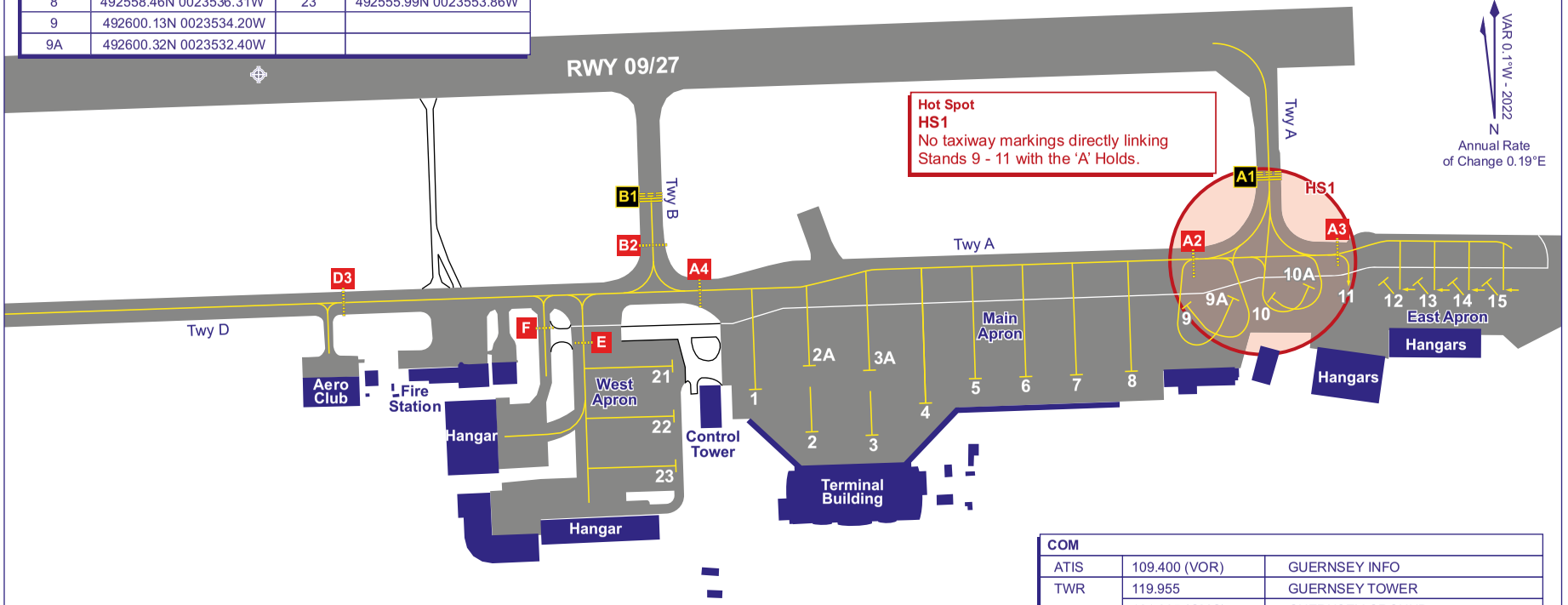


AERO INFO DATE 25 JUL 25

| STAND | COORDINATE | STAND | COORDINATE |
|---|---|---|---|
| 1 | 492557.93N 0023550.81W | 10 | 492600.35N 0023530.93W |
| 2 | 492556.87N 0023548.62W | 10A | 492600.63N 0023529.49W |
| 2A | 492558.53N 0023548.73W | 11 | 492600.67N 0023527.95W |
| 3 | 492556.78N 0023546.32W | 12 | 492600.77N 0023526.61W |
| 3A | 492558.43N 0023546.42W | 13 | 492600.77N 0023525.29W |
| 4 | 492557.62N 0023544.24W | 14 | 492600.77N 0023523.95W |
| 5 | 492558.24N 0023542.33W | 15 | 492600.77N 0023522.63W |
| 6 | 492558.30N 0023540.38W | 21 | 492558.50N 0023554.02W |
| 7 | 492558.36N 0023538.43W | 22 | 492557.24N 0023553.95W |
| 8 | 492558.46N 0023536.31W | 23 | 492555.99N 0023553.86W |
| 9 | 492600.13N 0023534.20W | | |
| 9A | 492600.32N 0023532.40W | | |

50 0 50 100 150 m
100 0 100 200 300 400 500 ft

| RUNWAY/TAXIWAY/APRON PHYSICAL CHARACTERISTICS | | |
|---|---|---|
| RWY / TWY / APRON | SURFACE | PCN |
| Main Apron Stands 1 - 4 | Concrete | 50/R/C/W/T |
| Main Apron Stands 5 - 10 | Concrete | 36/R/C/W/T |
| West Apron | Concrete | 36/R/C/W/T |
| East Apron | Asphalt | 15/F/C/W/T |
| RWY 09/17 | *See AD 2-EGJB-2-1* | |
| TWY (All) | | |



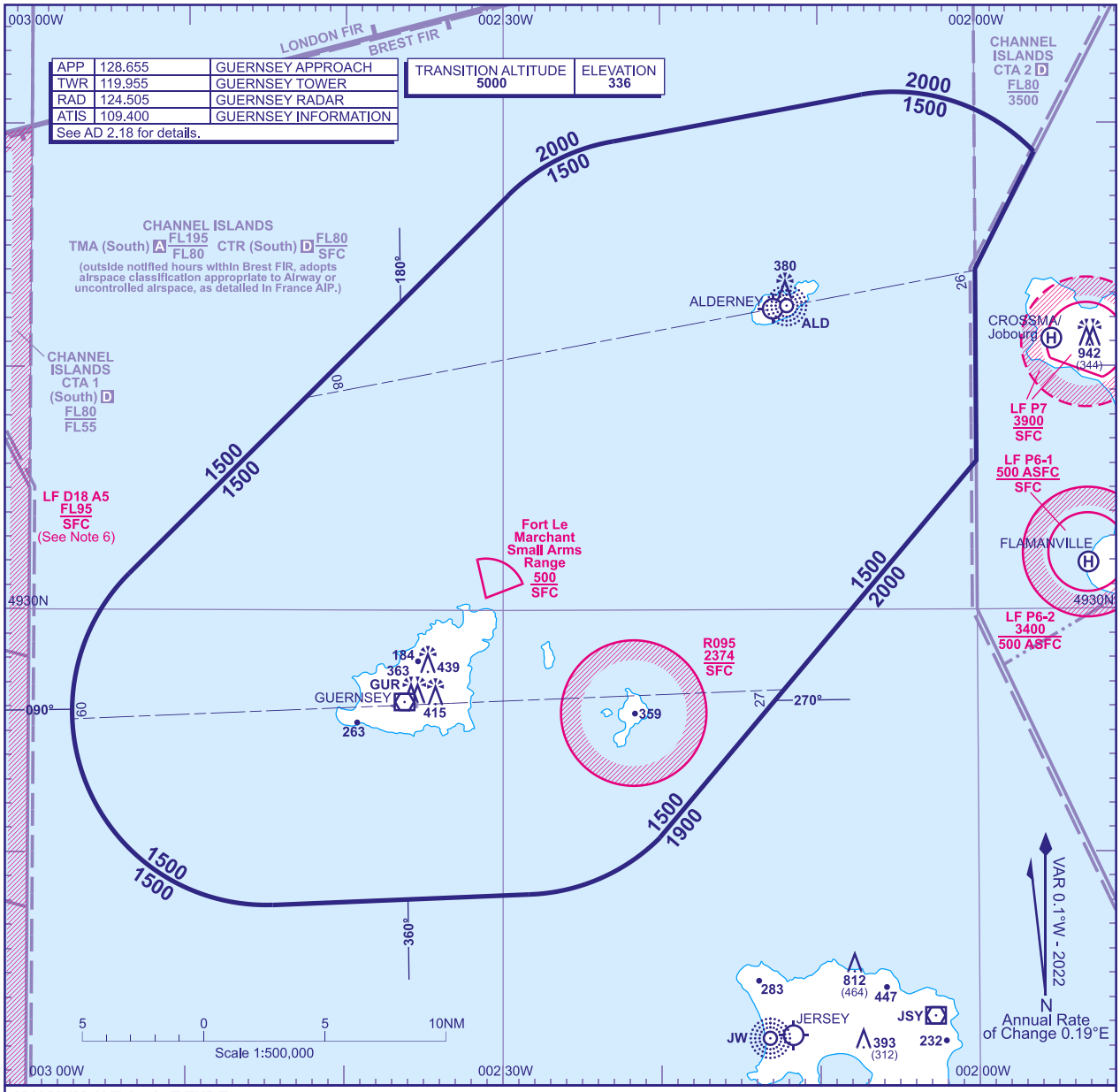

| COM | | |
|---|---|---|
| ATIS | 109.400 (VOR) | GUERNSEY INFO |
| TWR | 119.955 | GUERNSEY TOWER |
| | 121.805 (GMC) | GUERNSEY GROUND |
| | 121.600 | GUERNSEY FIRE |
| **LIGHTING** | | |
| TWY | Entrance to RWY indicated by alternating green/amber C/L lights.<br>Green C/L. Blue edge.<br>Enhanced Stop Bars at RWY holds A1, B1, C & D1.<br>Other Stop Bars at A2, A3, A4, B2, D2 & D3. | |

**CHANGE (10/25):** TWY EDGE LIGHTING TABLE. EDITORIAL.

# ATC SURVEILLANCE MINIMUM ALTITUDE CHART - ICAO

BEARINGS, TRACKS AND RADIALS ARE MAGNETIC
ELEVATIONS IN FEET AMSL 812
ELEVATIONS IN FEET AGL (464)

## GUERNSEY




**MINIMUM INITIAL ALTITUDE**
Within the ATC Surveillance Minimum Altitude area the minimum initial altitude to be allocated by the approach surveillance controller is **1500** in the sector defined by the lateral limits; 493129N 0025341W - 494705N 0022941W thence clockwise by an arc of a circle radius 8NM centred on 494125N 0022058W to 494919N 0022301W - 495113N 0020710W thence clockwise by an arc of a circle radius 8NM centred on 494320N 0020510W to 494850N 0015613W - 494401N 0020000W - 493607N 0020000W - 492038N 0022007W thence clockwise by an arc of a circle radius 8NM centred on 492618N 0022846W to 491818N 0022821W - 491751N 0024431W thence clockwise by an arc of a circle radius 8NM centred on 492551N 0024458W to 493129N 0025341W.

**OUTSIDE THE DESIGNATED ATC SURVEILLANCE MINIMUM ALTITUDE AREA**
The minimum altitude to be allocated by the approach surveillance controller will be either the Minimum Sector Altitude, or **1000** above any fixed obstacles:
a) within 5NM of the aircraft*, and
b) within the sector 15NM ahead of and within 20° either side of the aircraft's track*.
*When the aircraft is within 15NM of the radar antennae, the 5NM in a) and the 15NM in b) may be reduced to 3NM and 10NM respectively.

**LOSS OF COMMUNICATION PROCEDURES**
**Initial Approach**
Continue visually or by means of an appropriate approved final approach aid. If not possible proceed at **2000**, or last assigned level if higher to **GUR VOR**†.
**Intermediate and Final Approach**
Continue visually or by means of an appropriate final approach aid. If not possible follow the Missed Approach Procedure to **GUR VOR**†.
† In all cases where the aircraft returns to the holding facility the procedure to be adopted is the Radio Failure Procedure detailed at ENR 1.1.3.

**GENERAL INFORMATION**
1. Levels shown are based on QNH.
2. Only significant obstacles and dominant spot heights are shown.
3. The minimum levels shown within the ATC Surveillance Minimum Altitude Area are in conformance with the Standard European Rules of the Air - SERA.5015.
4. Minimum Sector Altitudes are based on obstacles and spot heights within 25NM of the Aerodrome Reference Point.
5. Controlled airspace with a base in excess of **5000** or FL55, as appropriate, is not shown.
6. **LF D18 A5** SFC-FL95, except for within CHANNEL ISLANDS CTA-1 (South) and TMA (South) when active.
7. **This chart should only be used for the cross-checking of assigned altitudes whilst in receipt of an ATC Surveillance service.**

**CHANGE (10/23):** GUERNSEY RADAR FREQUENCY.

AERO INFO DATE 27 JUL 23
AD 2-EGJB-5-1

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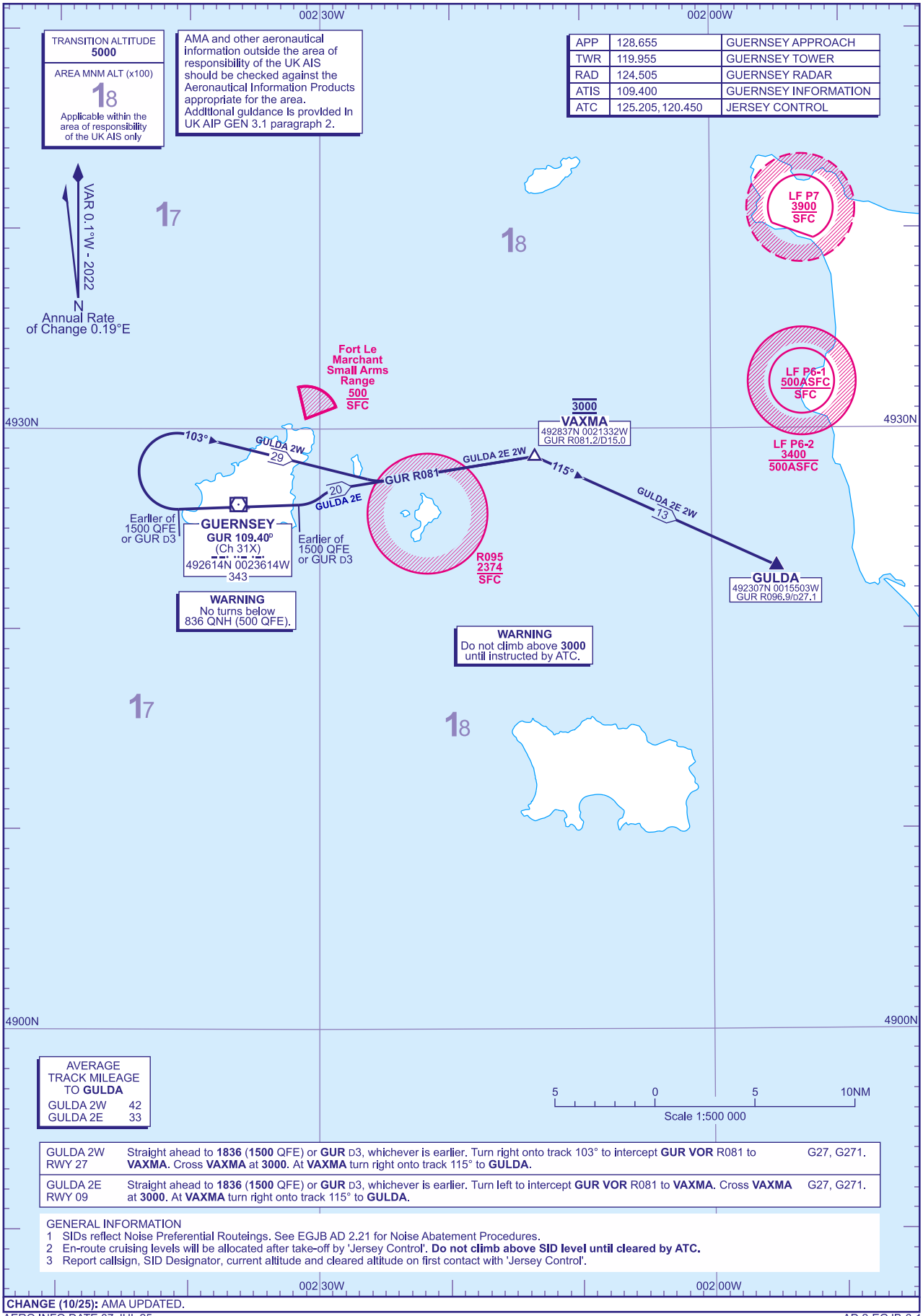
# STANDARD DEPARTURE CHART - INSTRUMENT (SID) - ICAO

DISTANCES IN NAUTICAL MILES
BEARINGS, TRACKS AND RADIALS ARE MAGNETIC
ALTITUDES AND ELEVATIONS ARE IN FEET

# GUERNSEY
# GULDA




| | | |
|---|---|---|
| GULDA 2W RWY 27 | Straight ahead to **1836** (**1500** QFE) or **GUR** D3, whichever is earlier. Turn right onto track 103° to intercept **GUR VOR** R081 to **VAXMA**. Cross **VAXMA** at **3000**. At **VAXMA** turn right onto track 115° to **GULDA**. | G27, G271. |
| GULDA 2E RWY 09 | Straight ahead to **1836** (**1500** QFE) or **GUR** D3, whichever is earlier. Turn left to intercept **GUR VOR** R081 to **VAXMA**. Cross **VAXMA** at **3000**. At **VAXMA** turn right onto track 115° to **GULDA**. | G27, G271. |

GENERAL INFORMATION
1 SIDs reflect Noise Preferential Routeings. See EGJB AD 2.21 for Noise Abatement Procedures.
2 En-route cruising levels will be allocated after take-off by 'Jersey Control'. **Do not climb above SID level until cleared by ATC.**
3 Report callsign, SID Designator, current altitude and cleared altitude on first contact with 'Jersey Control'.

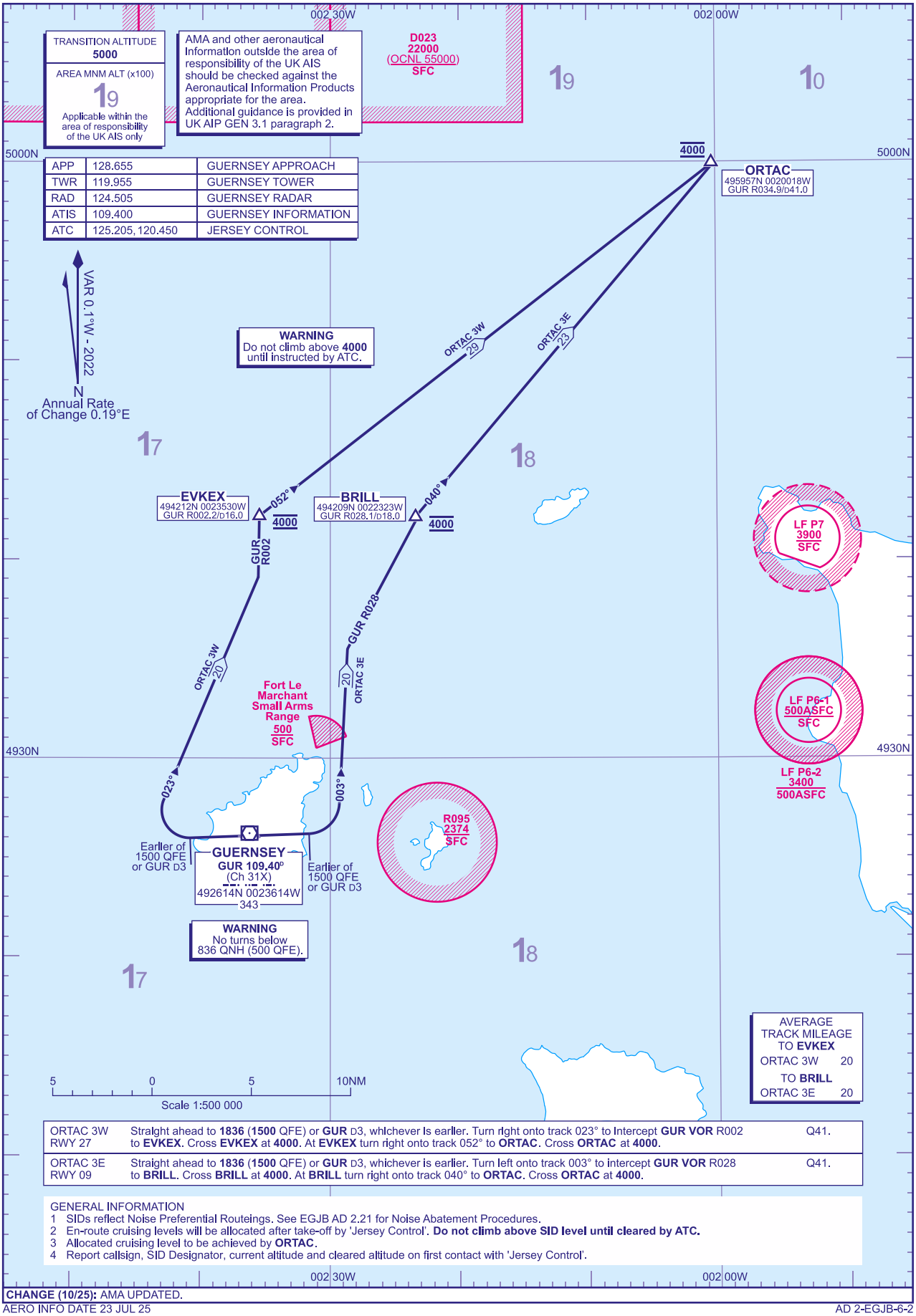
**CHANGE (10/25):** AMA UPDATED.

AERO INFO DATE 07 JUL 25

# STANDARD DEPARTURE CHART - INSTRUMENT (SID) - ICAO

DISTANCES IN NAUTICAL MILES
BEARINGS, TRACKS AND RADIALS ARE MAGNETIC
ALTITUDES AND ELEVATIONS ARE IN FEET

# GUERNSEY ORTAC




| | | |
|---|---|---|
| ORTAC 3W RWY 27 | Straight ahead to **1836** (**1500** QFE) or **GUR** D3, whichever is earlier. Turn right onto track 023° to intercept **GUR VOR** R002 to **EVKEX**. Cross **EVKEX** at **4000**. At **EVKEX** turn right onto track 052° to **ORTAC**. Cross **ORTAC** at **4000**. | Q41. |
| ORTAC 3E RWY 09 | Straight ahead to **1836** (**1500** QFE) or **GUR** D3, whichever is earlier. Turn left onto track 003° to intercept **GUR VOR** R028 to **BRILL**. Cross **BRILL** at **4000**. At **BRILL** turn right onto track 040° to **ORTAC**. Cross **ORTAC** at **4000**. | Q41. |

GENERAL INFORMATION
1 SIDs reflect Noise Preferential Routeings. See EGJB AD 2.21 for Noise Abatement Procedures.
2 En-route cruising levels will be allocated after take-off by 'Jersey Control'. **Do not climb above SID level until cleared by ATC.**
3 Allocated cruising level to be achieved by **ORTAC**.
4 Report callsign, SID Designator, current altitude and cleared altitude on first contact with 'Jersey Control'.

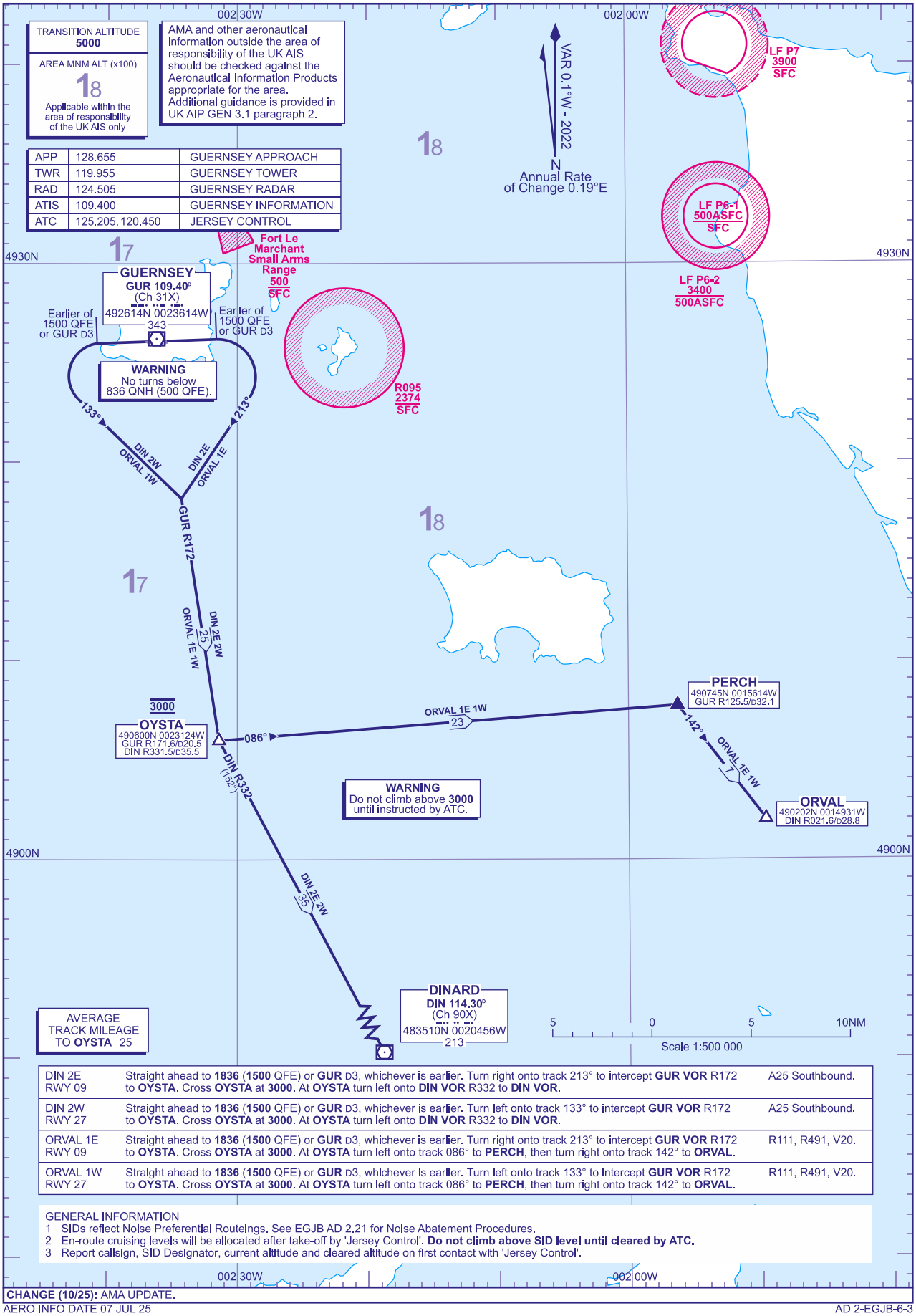
**CHANGE (10/25):** AMA UPDATED.

AERO INFO DATE 23 JUL 25

# STANDARD DEPARTURE CHART - INSTRUMENT (SID) - ICAO

DISTANCES IN NAUTICAL MILES
BEARINGS, TRACKS AND RADIALS ARE MAGNETIC
ALTITUDES AND ELEVATIONS ARE IN FEET

# GUERNSEY DINARD/ORVAL




| | | |
|---|---|---|
| DIN 2E RWY 09 | Straight ahead to **1836** (**1500** QFE) or **GUR** D3, whichever is earlier. Turn right onto track 213° to intercept **GUR VOR** R172 to **OYSTA**. Cross **OYSTA** at **3000**. At **OYSTA** turn left onto **DIN VOR** R332 to **DIN VOR**. | A25 Southbound. |
| DIN 2W RWY 27 | Straight ahead to **1836** (**1500** QFE) or **GUR** D3, whichever is earlier. Turn left onto track 133° to intercept **GUR VOR** R172 to **OYSTA**. Cross **OYSTA** at **3000**. At **OYSTA** turn left onto **DIN VOR** R332 to **DIN VOR**. | A25 Southbound. |
| ORVAL 1E RWY 09 | Straight ahead to **1836** (**1500** QFE) or **GUR** D3, whichever is earlier. Turn right onto track 213° to intercept **GUR VOR** R172 to **OYSTA**. Cross **OYSTA** at **3000**. At **OYSTA** turn left onto track 086° to **PERCH**, then turn right onto track 142° to **ORVAL**. | R111, R491, V20. |
| ORVAL 1W RWY 27 | Straight ahead to **1836** (**1500** QFE) or **GUR** D3, whichever is earlier. Turn left onto track 133° to intercept **GUR VOR** R172 to **OYSTA**. Cross **OYSTA** at **3000**. At **OYSTA** turn left onto track 086° to **PERCH**, then turn right onto track 142° to **ORVAL**. | R111, R491, V20. |

GENERAL INFORMATION
1 SIDs reflect Noise Preferential Routeings. See EGJB AD 2.21 for Noise Abatement Procedures.
2 En-route cruising levels will be allocated after take-off by 'Jersey Control'. **Do not climb above SID level until cleared by ATC.**
3 Report callsign, SID Designator, current altitude and cleared altitude on first contact with 'Jersey Control'.

**CHANGE (10/25):** AMA UPDATE.

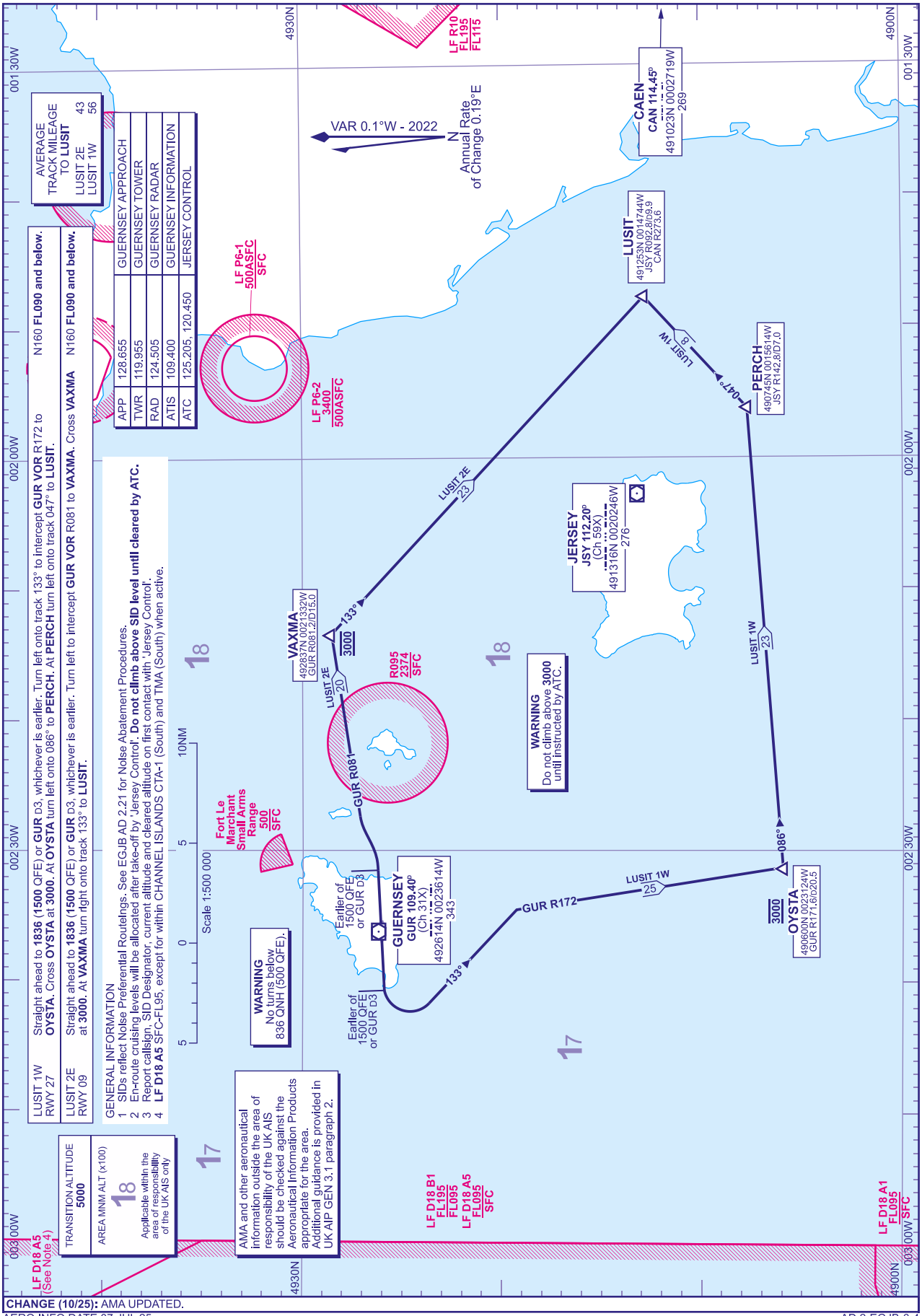
AERO INFO DATE 07 JUL 25

AD 2-EGJB-6-3

## STANDARD DEPARTURE CHART - INSTRUMENT (SID) - ICAO

DISTANCES IN NAUTICAL MILES
BEARINGS, TRACKS AND RADIALS ARE MAGNETIC
ALTITUDES AND ELEVATIONS ARE IN FEET

## GUERNSEY
## LUSIT 1W 2E




**CHANGE (10/25):** AMA UPDATED.

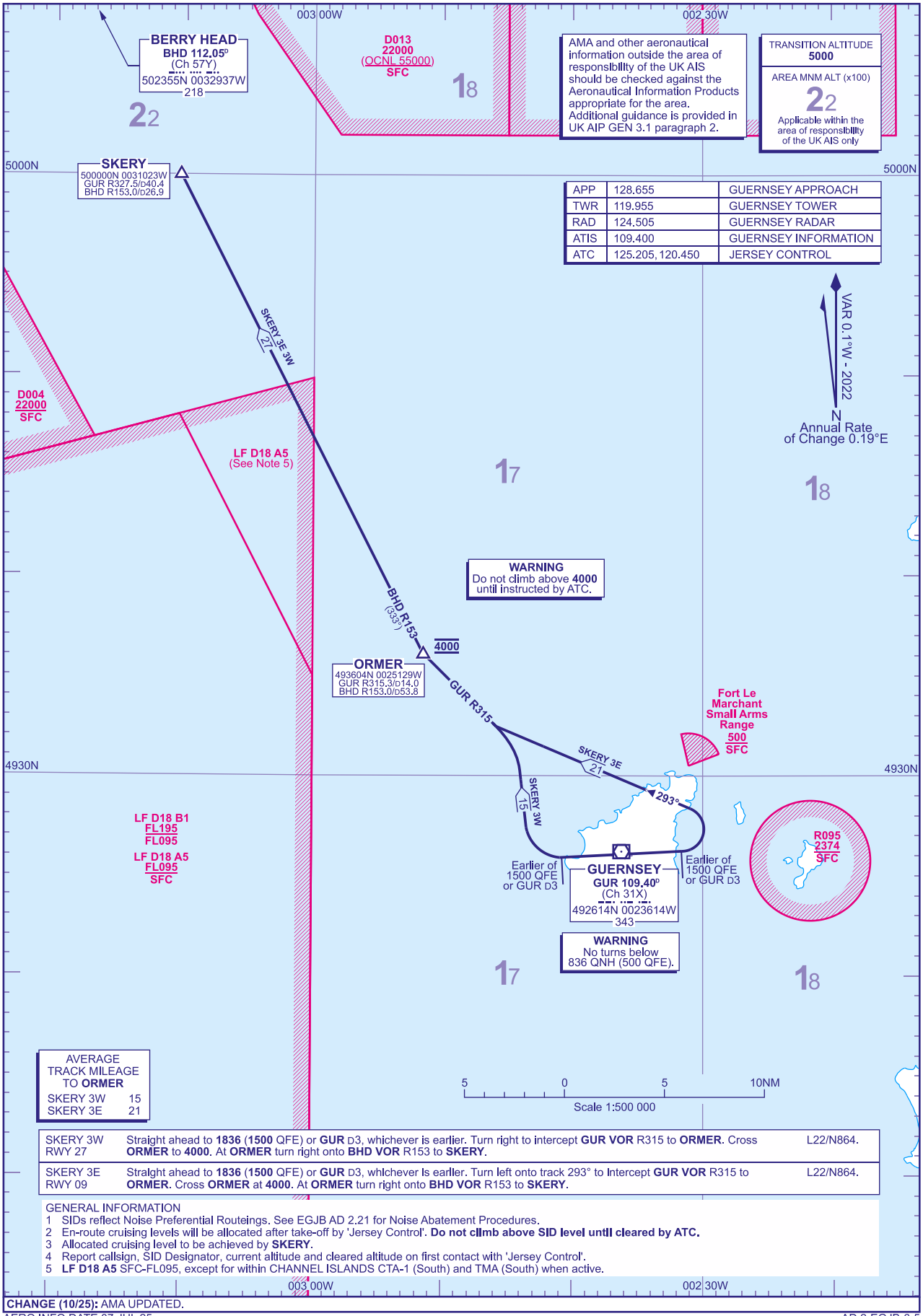
AERO INFO DATE 07 JUL 25

AD 2-EGJB-6-4

# STANDARD DEPARTURE CHART - INSTRUMENT (SID) - ICAO

DISTANCES IN NAUTICAL MILES
BEARINGS, TRACKS AND RADIALS ARE MAGNETIC
ALTITUDES AND ELEVATIONS ARE IN FEET

# GUERNSEY SKERY




| | | |
|---|---|---|
| SKERY 3W RWY 27 | Straight ahead to **1836** (**1500** QFE) or **GUR** D3, whichever is earlier. Turn right to intercept **GUR VOR** R315 to **ORMER**. Cross **ORMER** to **4000**. At **ORMER** turn right onto **BHD VOR** R153 to **SKERY**. | L22/N864. |
| SKERY 3E RWY 09 | Straight ahead to **1836** (**1500** QFE) or **GUR** D3, whichever is earlier. Turn left onto track 293° to intercept **GUR VOR** R315 to **ORMER**. Cross **ORMER** at **4000**. At **ORMER** turn right onto **BHD VOR** R153 to **SKERY**. | L22/N864. |

GENERAL INFORMATION
1 SIDs reflect Noise Preferential Routeings. See EGJB AD 2.21 for Noise Abatement Procedures.
2 En-route cruising levels will be allocated after take-off by 'Jersey Control'. **Do not climb above SID level until cleared by ATC.**
3 Allocated cruising level to be achieved by **SKERY**.
4 Report callsign, SID Designator, current altitude and cleared altitude on first contact with 'Jersey Control'.
5 **LF D18 A5** SFC-FL095, except for within CHANNEL ISLANDS CTA-1 (South) and TMA (South) when active.

**CHANGE (10/25):** AMA UPDATED.

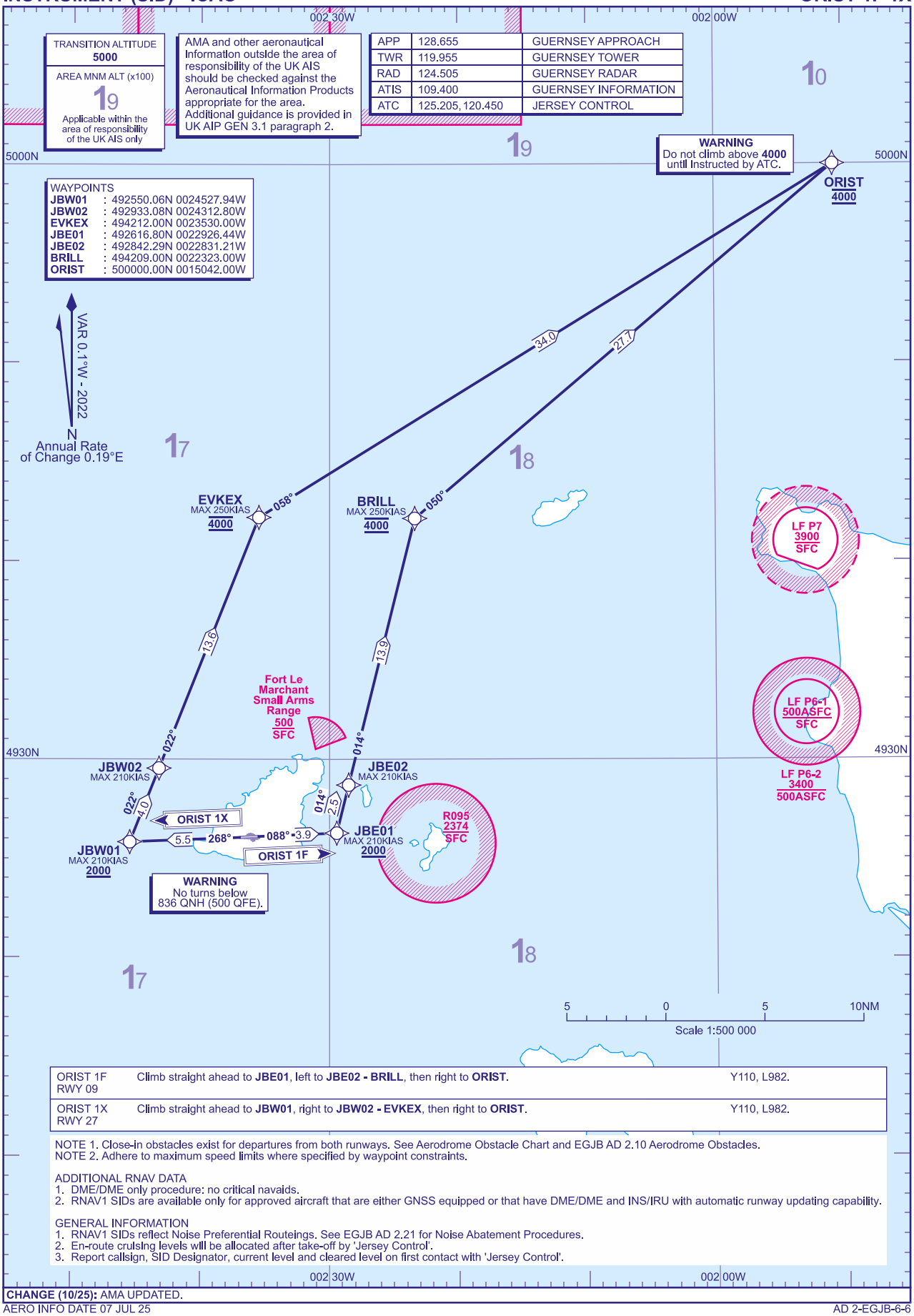
AERO INFO DATE 07 JUL 25

AD 2-EGJB-6-5

# RNAV1 (DME/DME or GNSS) STANDARD DEPARTURE CHART - INSTRUMENT (SID) - ICAO

DISTANCES IN NAUTICAL MILES
TRACKS ARE MAGNETIC
ALTITUDES AND ELEVATIONS ARE IN FEET

## GUERNSEY
RWY 09/27
**ORIST 1F 1X**




| | | |
|---|---|---|
| ORIST 1F RWY 09 | Climb straight ahead to **JBE01**, left to **JBE02 - BRILL**, then right to **ORIST**. | Y110, L982. |
| ORIST 1X RWY 27 | Climb straight ahead to **JBW01**, right to **JBW02 - EVKEX**, then right to **ORIST**. | Y110, L982. |

NOTE 1. Close-in obstacles exist for departures from both runways. See Aerodrome Obstacle Chart and EGJB AD 2.10 Aerodrome Obstacles.
NOTE 2. Adhere to maximum speed limits where specified by waypoint constraints.

ADDITIONAL RNAV DATA
1. DME/DME only procedure: no critical navaids.
2. RNAV1 SIDs are available only for approved aircraft that are either GNSS equipped or that have DME/DME and INS/IRU with automatic runway updating capability.

GENERAL INFORMATION
1. RNAV1 SIDs reflect Noise Preferential Routeings. See EGJB AD 2.21 for Noise Abatement Procedures.
2. En-route cruising levels will be allocated after take-off by 'Jersey Control'.
3. Report callsign, SID Designator, current level and cleared level on first contact with 'Jersey Control'.

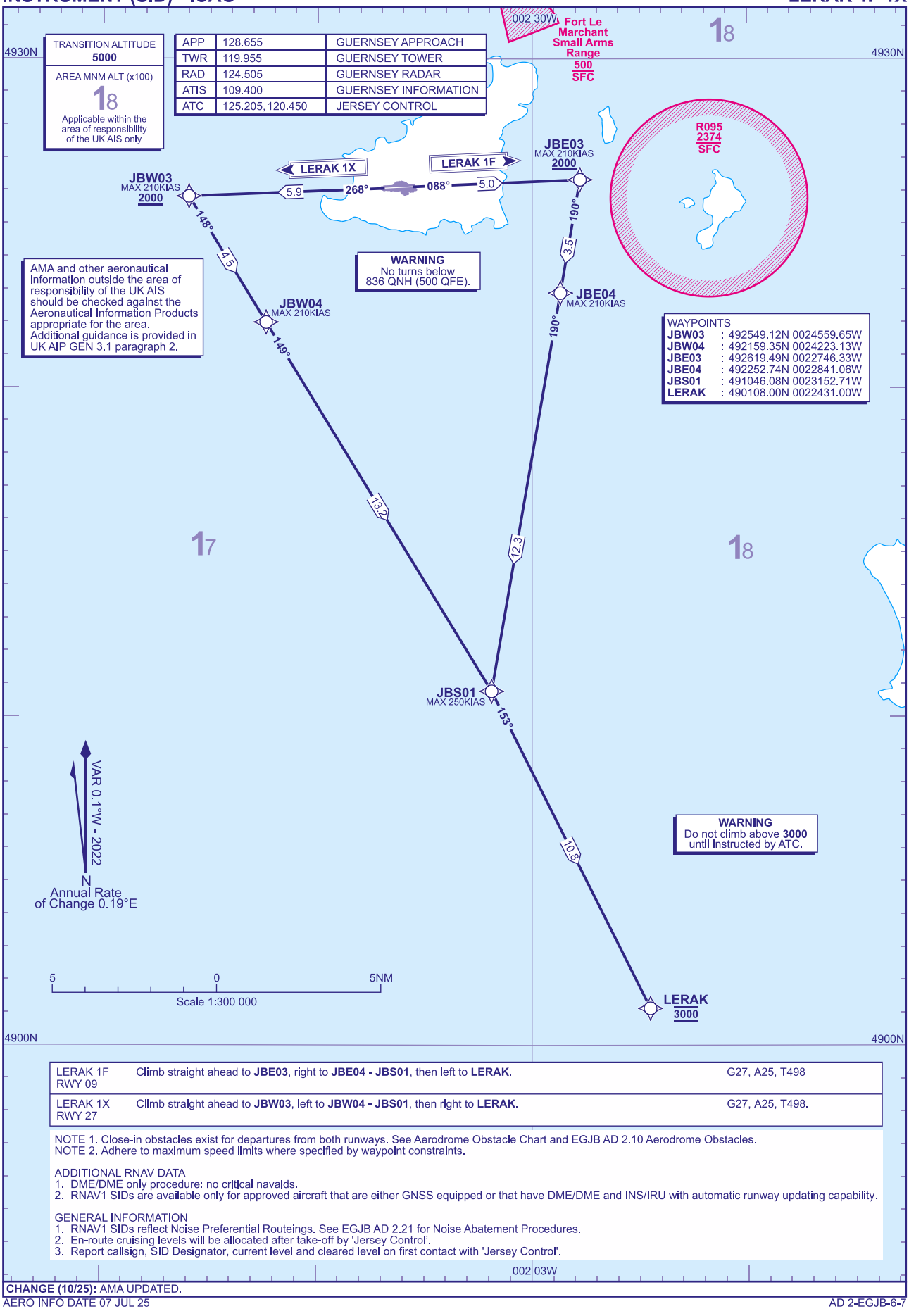
**CHANGE (10/25):** AMA UPDATED.

AERO INFO DATE 07 JUL 25 AD 2-EGJB-6-6

# RNAV1 (DME/DME or GNSS) STANDARD DEPARTURE CHART - INSTRUMENT (SID) - ICAO

DISTANCES IN NAUTICAL MILES
TRACKS ARE MAGNETIC
ALTITUDES AND ELEVATIONS ARE IN FEET

## GUERNSEY
RWY 09/27
**LERAK 1F 1X**




| | | |
|---|---|---|
| LERAK 1F RWY 09 | Climb straight ahead to **JBE03**, right to **JBE04 - JBS01**, then left to **LERAK**. | G27, A25, T498 |
| LERAK 1X RWY 27 | Climb straight ahead to **JBW03**, left to **JBW04 - JBS01**, then right to **LERAK**. | G27, A25, T498. |

NOTE 1. Close-in obstacles exist for departures from both runways. See Aerodrome Obstacle Chart and EGJB AD 2.10 Aerodrome Obstacles.
NOTE 2. Adhere to maximum speed limits where specified by waypoint constraints.

ADDITIONAL RNAV DATA
1. DME/DME only procedure: no critical navaids.
2. RNAV1 SIDs are available only for approved aircraft that are either GNSS equipped or that have DME/DME and INS/IRU with automatic runway updating capability.

GENERAL INFORMATION
1. RNAV1 SIDs reflect Noise Preferential Routeings. See EGJB AD 2.21 for Noise Abatement Procedures.
2. En-route cruising levels will be allocated after take-off by 'Jersey Control'.
3. Report callsign, SID Designator, current level and cleared level on first contact with 'Jersey Control'.

**CHANGE (10/25):** AMA UPDATED.

AERO INFO DATE 07 JUL 25

# Standard Instrument Departure Coding Tables

**GUERNSEY Runway 09 ORIST 1F**

| Designator | Sequence Number | Path Termi-nator | Waypoint Name | Co-ordinates | Fly-over | Course/ Track °M (°T) | Magnetic Variation | Distance (NM) | Turn Direction | Level Constraint | Speed Constraint | Navigation Performance |
|---|---|---|---|---|---|---|---|---|---|---|---|---|
| ORIST1F | 001 | CF | JBE01 | 492616.80N 0022926.44W | N | 088° (087.6°) | -0.1 | 3.9 | LEFT | +2000 | -210 | RNAV1 |
| ORIST1F | 002 | TF | JBE02 | 492842.29N 0022831.21W | N | 014° (013.9°) | -0.1 | 2.5 | - | - | -210 | RNAV1 |
| ORIST1F | 003 | TF | BRILL | 494209.00N 0022323.00W | N | 014° (013.9°) | -0.1 | 13.9 | RIGHT | 4000 | -250 | RNAV1 |
| ORIST1F | 004 | TF | ORIST | 500000.00N 0015042.00W | N | 050° (049.6°) | -0.1 | 27.7 | - | 4000 | - | RNAV1 |

**GUERNSEY Runway 27 ORIST 1X**

| Designator | Sequence Number | Path Termi-nator | Waypoint Name | Co-ordinates | Fly-over | Course/ Track °M (°T) | Magnetic Variation | Distance (NM) | Turn Direction | Level Constraint | Speed Constraint | Navigation Performance |
|---|---|---|---|---|---|---|---|---|---|---|---|---|
| ORIST1X | 001 | CF | JBW01 | 492550.06N 0024527.94W | N | 268° (267.6°) | -0.1 | 5.5 | RIGHT | +2000 | -210 | RNAV1 |
| ORIST1X | 002 | TF | JBW02 | 492933.08N 0024312.80W | N | 022° (021.5°) | -0.1 | 4.0 | - | - | -210 | RNAV1 |
| ORIST1X | 003 | TF | EVKEX | 494212.00N 0023530.00W | N | 022° (021.6°) | -0.1 | 13.6 | RIGHT | 4000 | -250 | RNAV1 |
| ORIST1X | 004 | TF | ORIST | 500000.00N 0015042.00W | N | 058° (058.1°) | -0.1 | 34.0 | - | 4000 | - | RNAV1 |

**GUERNSEY Runway 09 LERAK 1F**

| Designator | Sequence Number | Path Termi-nator | Waypoint Name | Co-ordinates | Fly-over | Course/ Track °M (°T) | Magnetic Variation | Distance (NM) | Turn Direction | Level Constraint | Speed Constraint | Navigation Performance |
|---|---|---|---|---|---|---|---|---|---|---|---|---|
| LERAK1F | 001 | CF | JBE03 | 492619.49N 0022746.33W | N | 088° (087.6°) | -0.1 | 5.0 | RIGHT | +2000 | -210 | RNAV1 |
| LERAK1F | 002 | TF | JBE04 | 492252.74N 0022841.06W | N | 190° (189.8°) | -0.1 | 3.5 | - | - | -210 | RNAV1 |
| LERAK1F | 003 | TF | JBS01 | 491046.08N 0023152.71W | N | 190° (189.8°) | -0.1 | 12.3 | LEFT | - | -250 | RNAV1 |
| LERAK1F | 004 | TF | LERAK | 490108.00N 0022431.00W | N | 153° (153.3°) | -0.1 | 10.8 | - | 3000 | - | RNAV1 |

**GUERNSEY Runway 27 LERAK 1X**

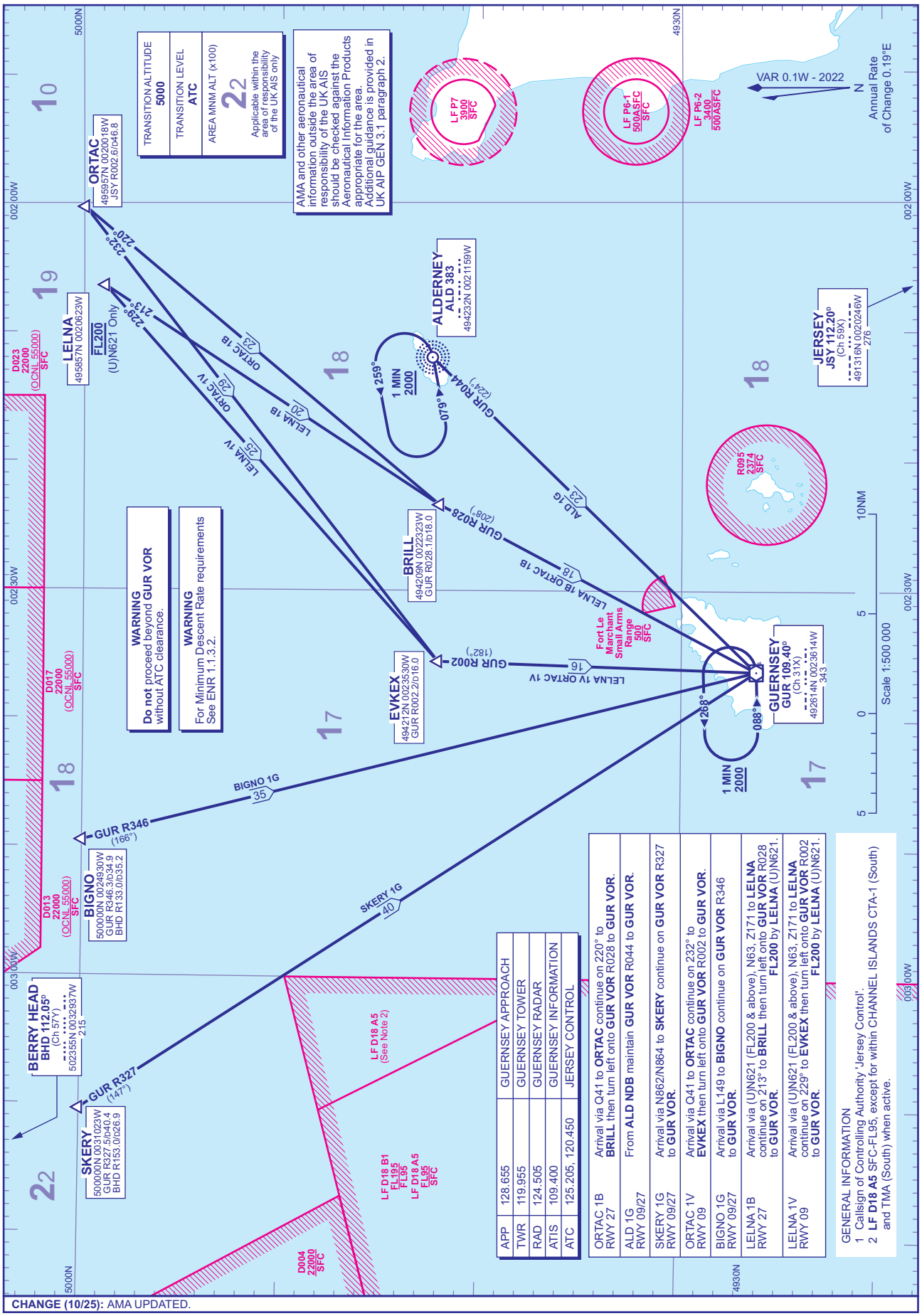
| Designator | Sequence Number | Path Termi-nator | Waypoint Name | Co-ordinates | Fly-over | Course/ Track °M (°T) | Magnetic Variation | Distance (NM) | Turn Direction | Level Constraint | Speed Constraint | Navigation Performance |
|---|---|---|---|---|---|---|---|---|---|---|---|---|
| LERAK1X | 001 | CF | JBW03 | 492549.12N 0024559.65W | N | 268° (267.6°) | -0.1 | 5.9 | LEFT | +2000 | -210 | RNAV1 |
| LERAK1X | 002 | TF | JBW04 | 492159.35N 0024223.13W | N | 148° (148.4°) | -0.1 | 4.5 | - | - | -210 | RNAV1 |
| LERAK1X | 003 | TF | JBS01 | 491046.08N 0023152.71W | N | 149° (148.4°) | -0.1 | 13.2 | RIGHT | - | -250 | RNAV1 |
| LERAK1X | 004 | TF | LERAK | 490108.00N 0022431.00W | N | 153° (153.3°) | -0.1 | 10.8 | - | 3000 | - | RNAV1 |

**CHANGE (8/24):** SPECIFICATION CHANGE.
AERO INFO DATE 28 MAY 24

# STANDARD ARRIVAL CHART - INSTRUMENT (STAR) - ICAO

DISTANCES IN NAUTICAL MILES
BEARINGS, TRACKS AND RADIALS ARE MAGNETIC
ALTITUDES AND ELEVATIONS ARE IN FEET

## GUERNSEY RWY 09/27
## ORTAC 1B 1V ALD 1G SKERY 1G BIGNO 1G LELNA 1B 1V



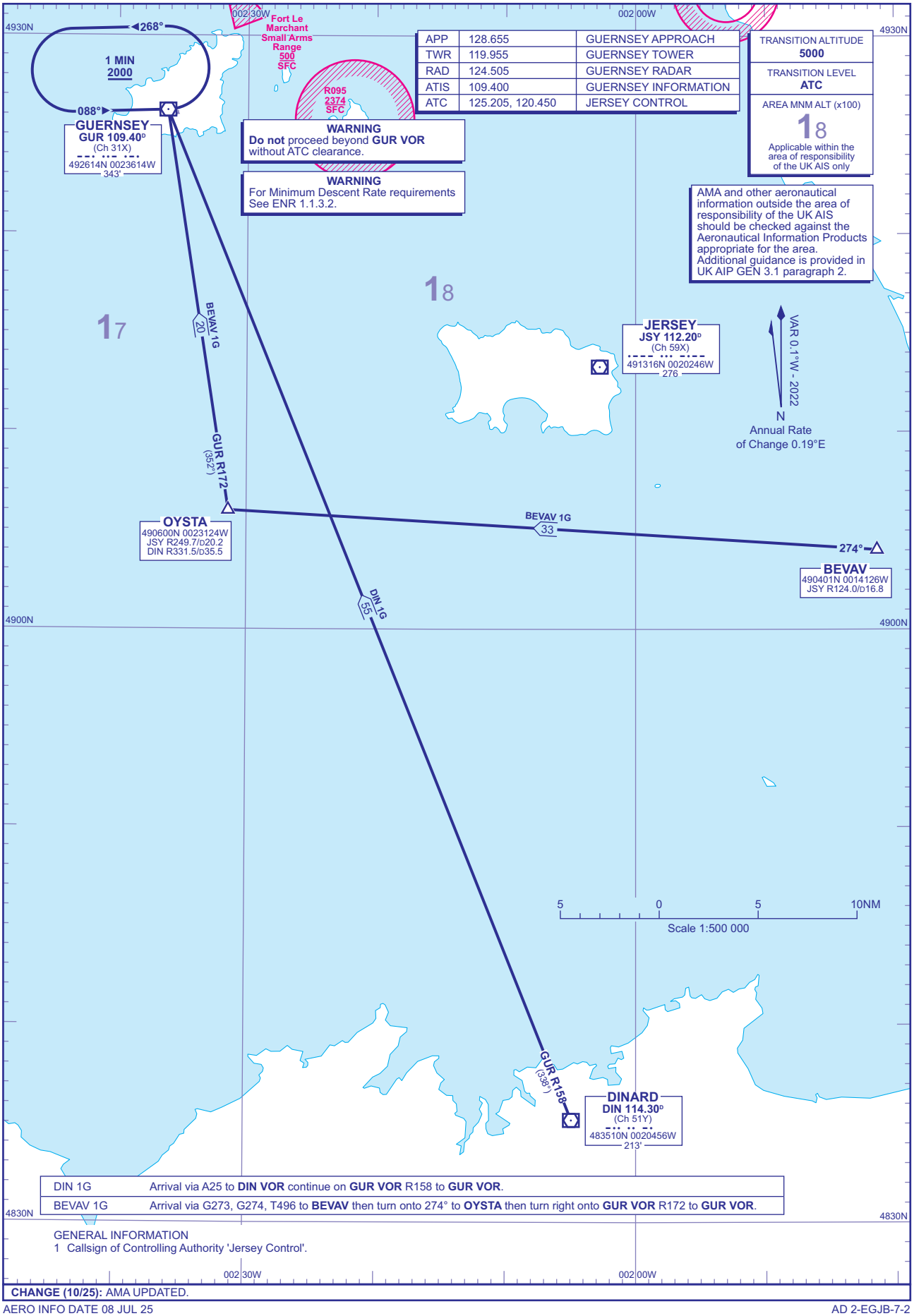

**CHANGE (10/25):** AMA UPDATED.

AERO INFO DATE 08 JUL 25

# STANDARD ARRIVAL CHART - INSTRUMENT (STAR) - ICAO

DISTANCES IN NAUTICAL MILES
BEARINGS, TRACKS AND RADIALS ARE MAGNETIC
ALTITUDES AND ELEVATIONS ARE IN FEET

## GUERNSEY
RWY 09/27
**BEVAV 1G DIN 1G**




| | |
|---|---|
| DIN 1G | Arrival via A25 to **DIN VOR** continue on **GUR VOR** R158 to **GUR VOR**. |
| BEVAV 1G | Arrival via G273, G274, T496 to **BEVAV** then turn onto 274° to **OYSTA** then turn right onto **GUR VOR** R172 to **GUR VOR**. |

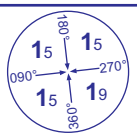
GENERAL INFORMATION
1 Callsign of Controlling Authority 'Jersey Control'.

**CHANGE (10/25):** AMA UPDATED.

AERO INFO DATE 08 JUL 25

# INSTRUMENT APPROACH CHART - ICAO

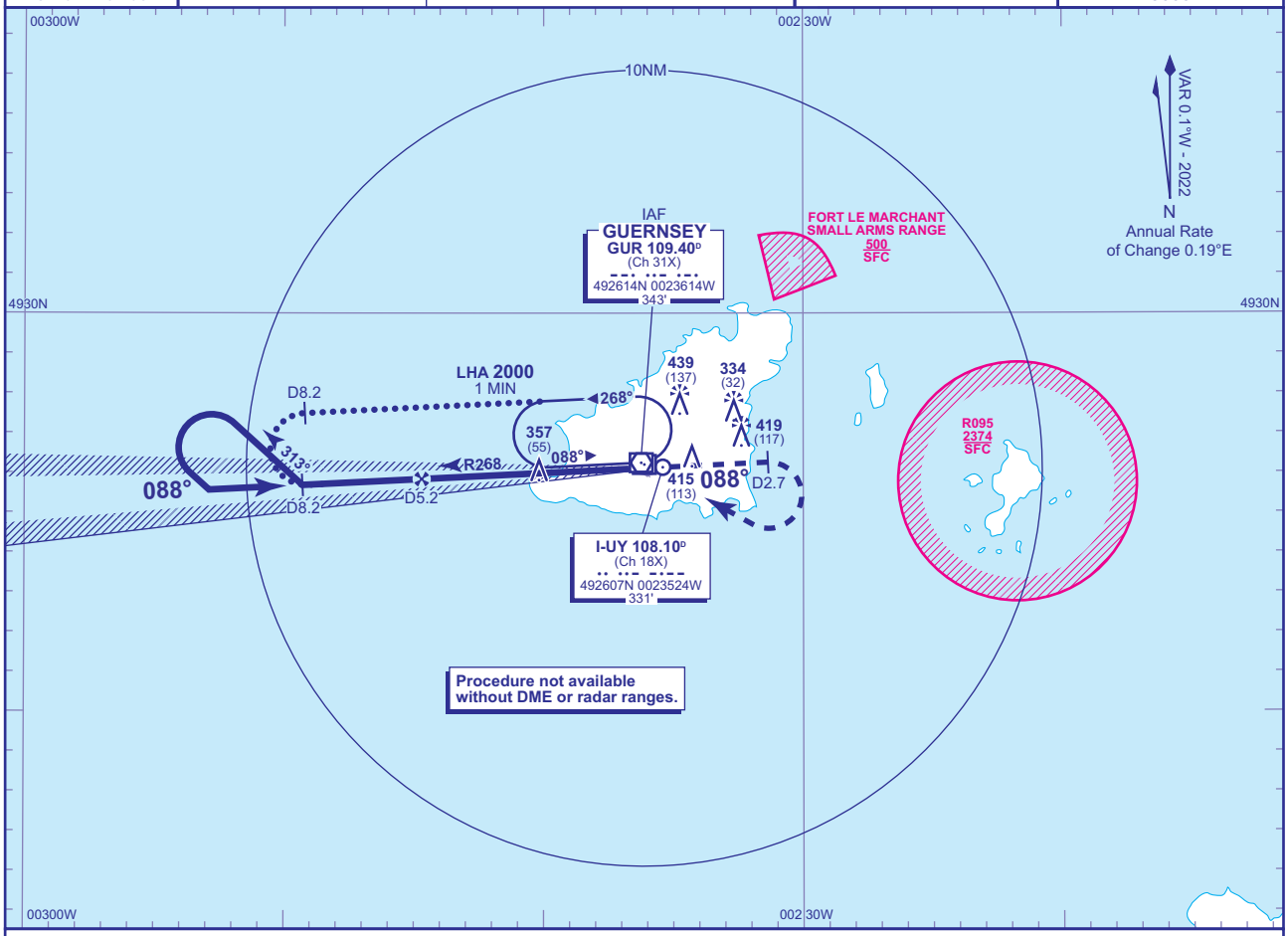
# GUERNSEY ILS/DME/VOR RWY 09
(ACFT CAT A,B,C,D)



MSA 25NM VOR GUR

| | | | | | |
|---|---|---|---|---|---|
| APP | 128.655 | GUERNSEY APPROACH | AD ELEVATION | 336 |
| TWR | 119.955 | GUERNSEY TOWER | THR ELEVATION | 302 |
| GMC | 121.805 | GUERNSEY GROUND | OBSTACLE ELEVATION<br>439 AMSL<br>(137) (ABOVE THR) | |
| RAD | 124.505 | GUERNSEY RADAR | | |
| ATIS | 109.400 | GUERNSEY INFORMATION | BEARINGS ARE MAGNETIC | |

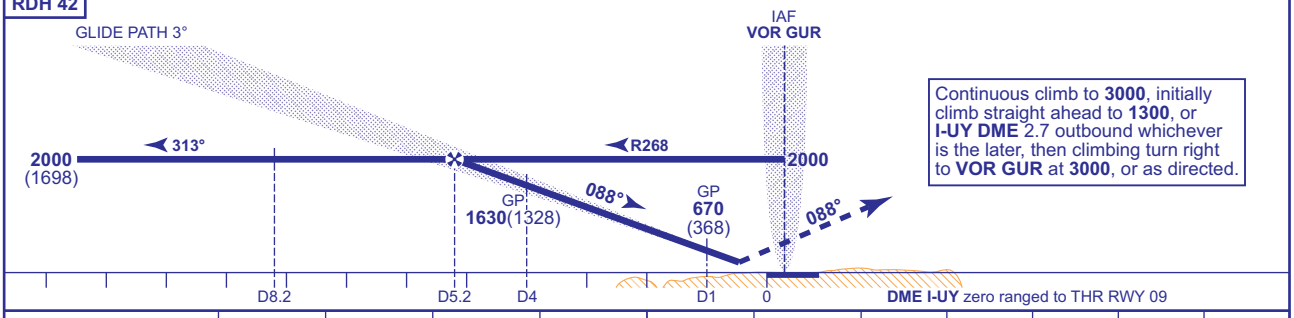
TRANSITION ALTITUDE
**5000**




**RECOMMENDED PROFILE** GLIDE PATH 3°, 320FT/NM

| **DME I-UY** | 5 | 4 | 3 | 2 | 1 |
|---|---|---|---|---|---|
| **ALT**(HGT) | **1950**(1648) | **1630**(1328) | **1310**(1008) | **990**(688) | **670**(368) |

**RDH 42**




Continuous climb to **3000**, initially climb straight ahead to **1300**, or **I-UY DME** 2.7 outbound whichever is the later, then climbing turn right to **VOR GUR** at **3000**, or as directed.

| **Aircraft Category** | | **A** | **B** | **C** | **D** |
|---|---|---|---|---|---|
| **OCA** (OCH) | **CAT I** | **466**(164) | **478**(176) | **490**(188) | **503**(201) |
| **VM(C)OCA** (OCH AAL) | **Total Area** | **830**(494) | **830**(494) | **930**(594) | **1030**(694) |

| **Rate of descent** | **G/S KT** | 160 | 140 | 120 | 100 | 80 |
|---|---|---|---|---|---|---|
| | **FT/MIN** | 850 | 740 | 640 | 530 | 420 |

**ALTERNATIVE PROCEDURE** EXTENDED HOLDING PATTERN
Arrival at VOR GUR (IAF) at **2000**. Extend the outbound leg of the VOR GUR holding pattern to I-UY DME 8.2 then turn left to establish on LOC. When established, descend on glide path to DA(H).

**AIRCRAFT UNABLE TO RECEIVE DME**
BASIC PROCEDURE: Inform ATC. Radar ranges will be passed at 8.2NM outbound, as appropriate and at 5.2NM inbound and 2.7NM outbound during missed approach procedure.
ALTERNATIVE PROCEDURE: Radar ranges will be passed at 8.2NM outbound as appropriate then as for basic procedure.

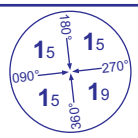
**NOTE** Aircraft will normally be required to hold not lower then 3000.

**CHANGE (7/24):** MAG VAR. ANNUAL RATE OF CHANGE. DME I-UY ELEVATION.

AERO INFO DATE 03 MAY 24
AD 2-EGJB-8-1

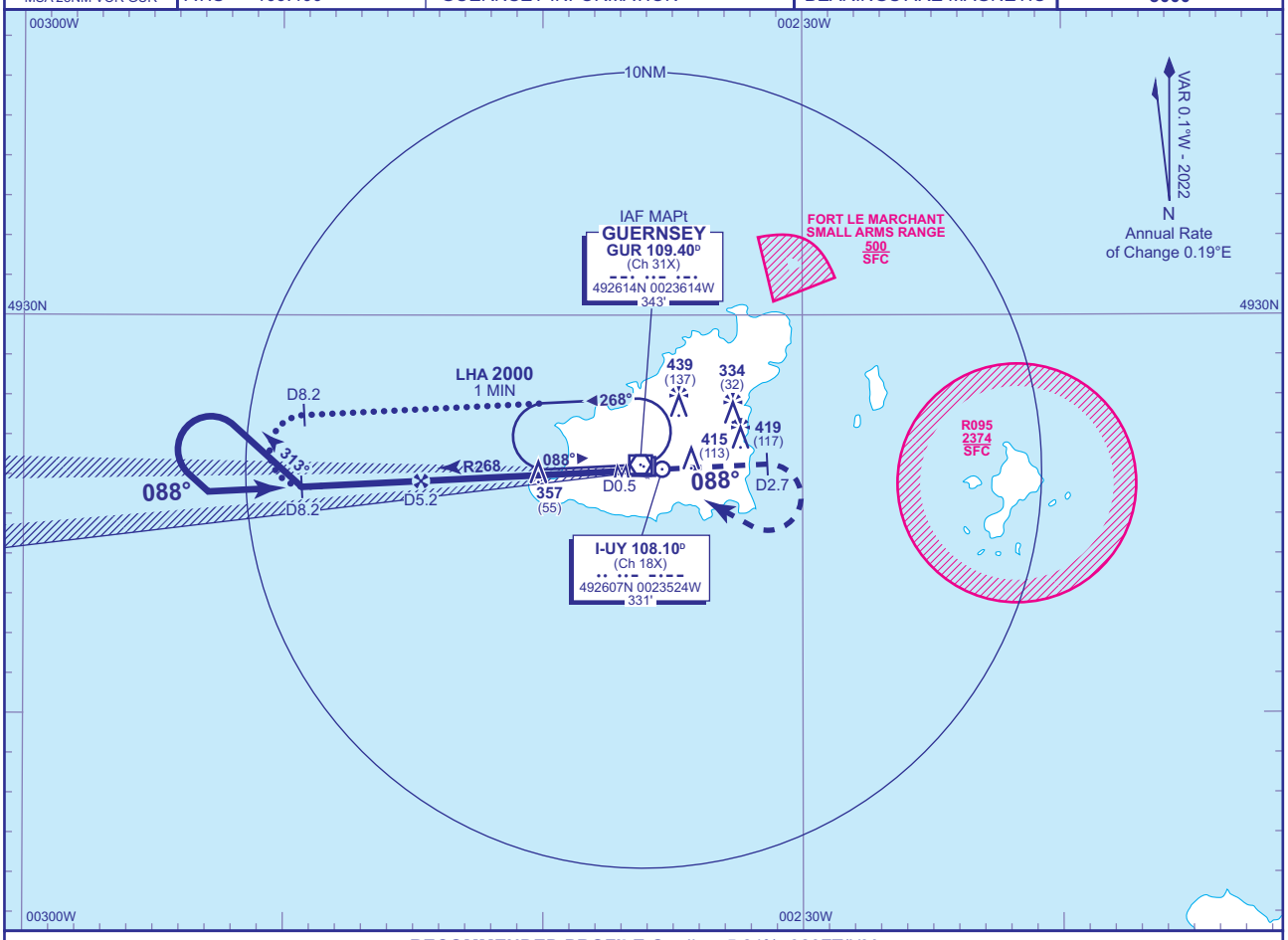
## INSTRUMENT APPROACH CHART - ICAO

# GUERNSEY LOC/DME/VOR RWY 09
(ACFT CAT A,B,C,D)



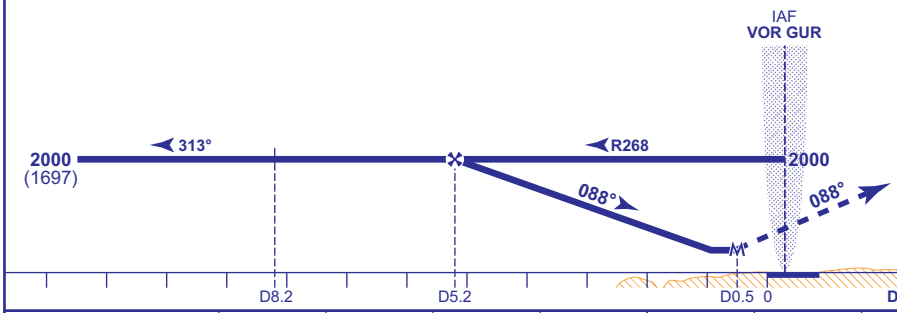
MSA 25NM VOR GUR

| | | | | | |
|---|---|---|---|---|---|
| APP | 128.655 | GUERNSEY APPROACH | AD ELEVATION | 336 | TRANSITION ALTITUDE 5000 |
| TWR | 119.955 | GUERNSEY TOWER | THR ELEVATION | 302 | |
| GMC | 121.805 | GUERNSEY GROUND | OBSTACLE ELEVATION 439 AMSL (137) (ABOVE THR) | | |
| RAD | 124.505 | GUERNSEY RADAR | | | |
| ATIS | 109.400 | GUERNSEY INFORMATION | BEARINGS ARE MAGNETIC | | |




**RECOMMENDED PROFILE** Gradient 5.24%, 320FT/NM

| **DME I-UY** | 5 | 4 | 3 | 2 | 1 |
|---|---|---|---|---|---|
| **ALT**(HGT) | **1950**(1648) | **1630**(1328) | **1310**(1008) | **990**(688) | **670**(368) |




**MAPt D0.5 I-UY DME**
Continuous climb to **3000**, initially climb straight ahead to **1300**, or **I-UY DME** 2.7 outbound whichever is the later, then climbing turn right to **VOR GUR** at **3000**, or as directed.

| **Aircraft Category** | | **A** | **B** | **C** | **D** |
|---|---|---|---|---|---|
| **OCA** (OCH) | **Procedure** | **630**(328) | **630**(328) | **630**(328) | **630**(328) |
| **VM(C)OCA** (OCH AAL) | **Total Area** | **830**(494) | **830**(494) | **930**(594) | **1030**(694) |

| **Rate of descent** | **G/S KT** | 160 | 140 | 120 | 100 | 80 |
|---|---|---|---|---|---|---|
| | **FT/MIN** | 850 | 740 | 640 | 530 | 420 |

**ALTERNATIVE PROCEDURE** EXTENDED HOLDING PATTERN
Arrival at VOR GUR at 2000. Extend the outbound leg of the VOR GUR holding pattern to I-UY DME 8.2 then turn left to establish on LOC. When established, descend to MDA(H).

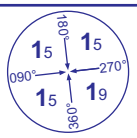
**NOTE** Aircraft will normally be required to hold not lower then 3000.

**CHANGE (7/24):** MAG VAR. ANNUAL RATE OF CHANGE. DME I-UY ELEVATION.

AERO INFO DATE 03 MAY 24

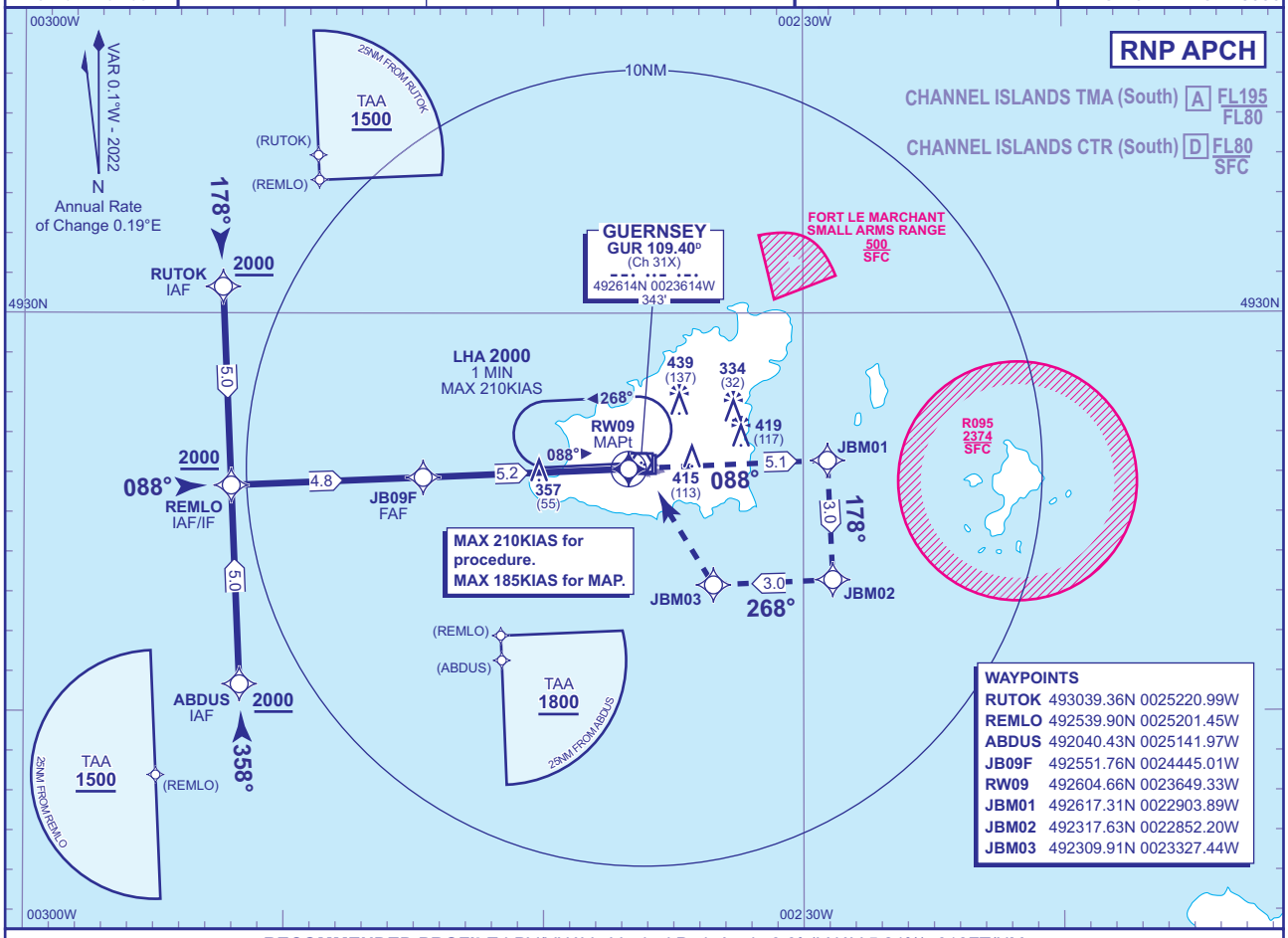
# INSTRUMENT APPROACH CHART - ICAO

# GUERNSEY
# RNP
# RWY 09
(ACFT CAT A,B,C,D)



MSA 25NM VOR GUR

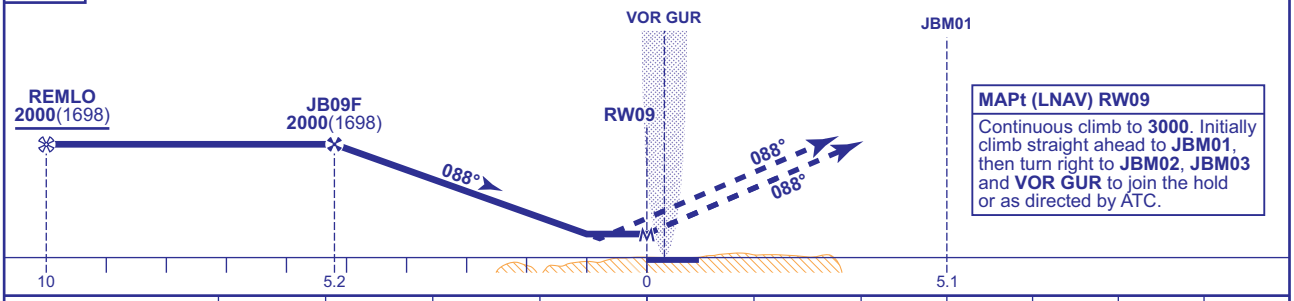
| | | | | | |
|---|---|---|---|---|---|
| APP | 128.655 | GUERNSEY APPROACH | AD ELEVATION | 336 | EGNOS CH 59263 E09A |
| TWR | 119.955 | GUERNSEY TOWER | THR ELEVATION | 302 | MIN TEMP -5°C |
| GMC | 121.805 | GUERNSEY GROUND | OBSTACLE ELEVATION 439 AMSL (137) (ABOVE THR) | | TRANSITION ALTITUDE 5000 |
| RAD | 124.505 | GUERNSEY RADAR | | | |
| ATIS | 109.400 | GUERNSEY INFORMATION | BEARINGS ARE MAGNETIC | | |




**RECOMMENDED PROFILE** LPV/VNAV - Vertical Path Angle 3.0° (LNAV 5.24%), 318FT/NM

| NM to RW09 | 5 | 4 | 3 | 2 | 1 |
|---|---|---|---|---|---|
| ALT(HGT) | **1940**(1638) | **1630**(1328) | **1310**(1008) | **990**(688) | **670**(368) |

**TCH 50**




**MAPt (LNAV) RW09**

Continuous climb to **3000**. Initially climb straight ahead to **JBM01**, then turn right to **JBM02**, **JBM03** and **VOR GUR** to join the hold or as directed by ATC.

| Aircraft Category | | A | B | C | D |
|---|---|---|---|---|---|
| OCA (OCH) | LPV | **502**(200) | **502**(200) | **502**(200) | **502**(200) |
| | LNAV/VNAV | **600**(298) | **600**(298) | **600**(298) | **600**(298) |
| | LNAV | **620**(318) | **620**(318) | **620**(318) | **620**(318) |
| VM(C)OCA (OCH AAL) | Total Area | **740**(404) | **830**(494) | **930**(594) | **1030**(694) |

| Rate of descent | G/S KT | 160 | 140 | 120 | 100 | 80 |
|---|---|---|---|---|---|---|
| | FT/MIN | 850 | 740 | 640 | 530 | 420 |

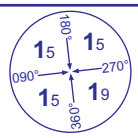
**NOTE 1** Pilots should 'Request RNP Approach' on first contact with Guernsey.
**2** VOR GUR required for Missed Approach.
**3** Aircraft will normally be required to hold not lower than **3000**.

**CHANGE (7/24):** MAG VAR. ANNUAL RATE OF CHANGE.

AERO INFO DATE 23 APR 24

## INSTRUMENT APPROACH CHART - ICAO

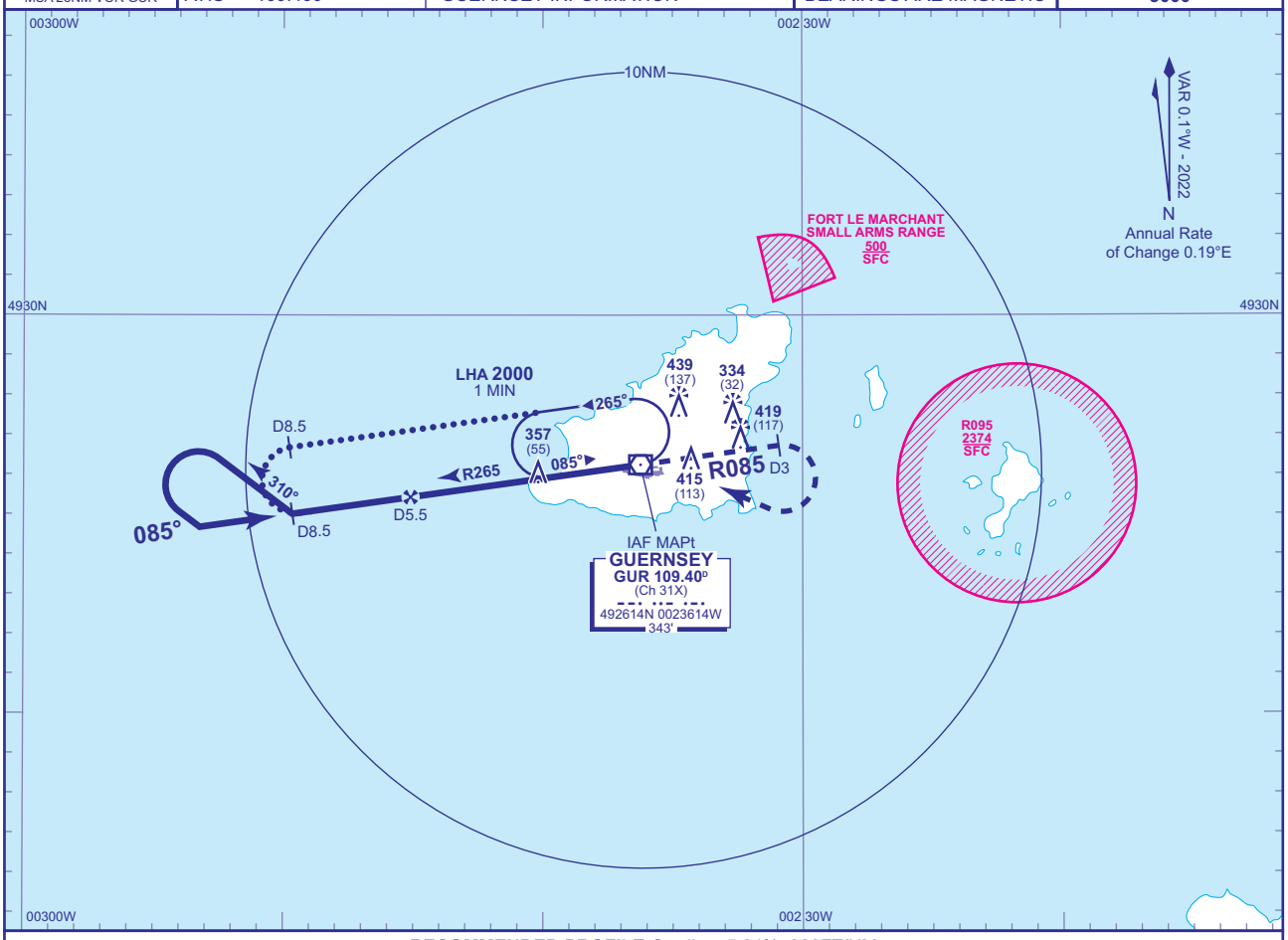
# GUERNSEY VOR/DME RWY 09
(ACFT CAT A,B,C,D)



MSA 25NM VOR GUR

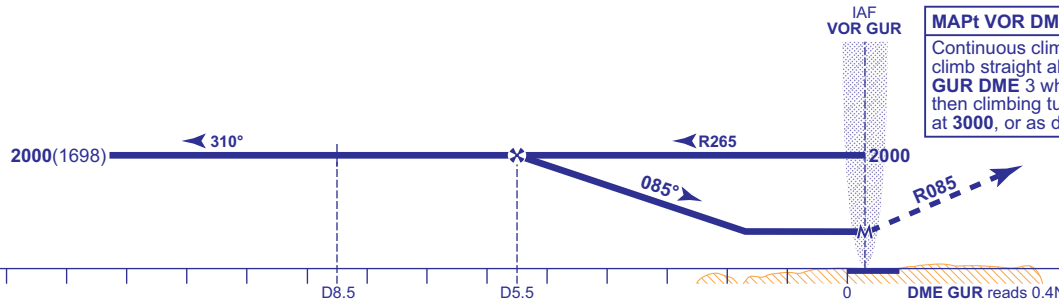
| | | | | | |
|---|---|---|---|---|---|
| APP | 128.655 | GUERNSEY APPROACH | AD ELEVATION | 336 | |
| TWR | 119.955 | GUERNSEY TOWER | THR ELEVATION | 302 | |
| GMC | 121.805 | GUERNSEY GROUND | OBSTACLE ELEVATION | 439 AMSL (137) (ABOVE THR) | |
| RAD | 124.505 | GUERNSEY RADAR | | | |
| ATIS | 109.400 | GUERNSEY INFORMATION | BEARINGS ARE MAGNETIC | | |

TRANSITION ALTITUDE **5000**




**RECOMMENDED PROFILE** Gradient 5.24%, 320FT/NM

| **DME GUR** | 5 | 4 | 3 | 2 |
|---|---|---|---|---|
| **ALT**(HGT) | **1820**(1518) | **1500**(1198) | **1180**(878) | **860**(558) |




**MAPt VOR DME GUR**
Continuous climb to **3000**, initially climb straight ahead to **1300**, or **GUR DME** 3 whichever is the later, then climbing turn right to **VOR GUR** at **3000**, or as directed.

| **Aircraft Category** | | **A** | **B** | **C** | **D** |
|---|---|---|---|---|---|
| **OCA** (OCH) | **WITH DME** | **640**(338) | **640**(338) | **640**(338) | **640**(338) |
| | **NO DME** | **690**(388) | **690**(388) | **690**(388) | **690**(388) |
| **VM(C)OCA** (OCH AAL) | **Total Area** | **830**(494) | **830**(494) | **930**(594) | **1030**(694) |

| **Rate of descent** | **G/S KT** | 160 | 140 | 120 | 100 | 80 |
|---|---|---|---|---|---|---|
| | **FT/MIN** | 850 | 740 | 640 | 530 | 420 |

**ALTERNATIVE PROCEDURE** EXTENDED HOLDING PATTERN
Extend the outbound leg of the VOR GUR holding pattern to GUR DME 8.5 then turn left to establish on FAT. When established, descend from the FAF GUR DME 5.5 to MDA(H).

**AIRCRAFT UNABLE TO RECEIVE DME**
BASIC PROCEDURE: As for main procedure with DME except fly outbound for 2 MIN prior to procedure turn right to established on the FAT, descend to MDA(H).
ALTERNATIVE PROCEDURE: As for main procedure with DME except fly outbound leg of racetrack for 2.5 MIN. When established inbound, descend to MDA(H).

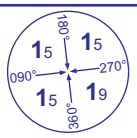
**NOTE** **1** FAT is offset 4° south from RWY 09 C/L.
**2** Aircraft will normally be required to hold not lower than **3000**.

**CHANGE (7/24):** MAG VAR. ANNUAL RATE OF CHANGE.

AERO INFO DATE 23 APR 24

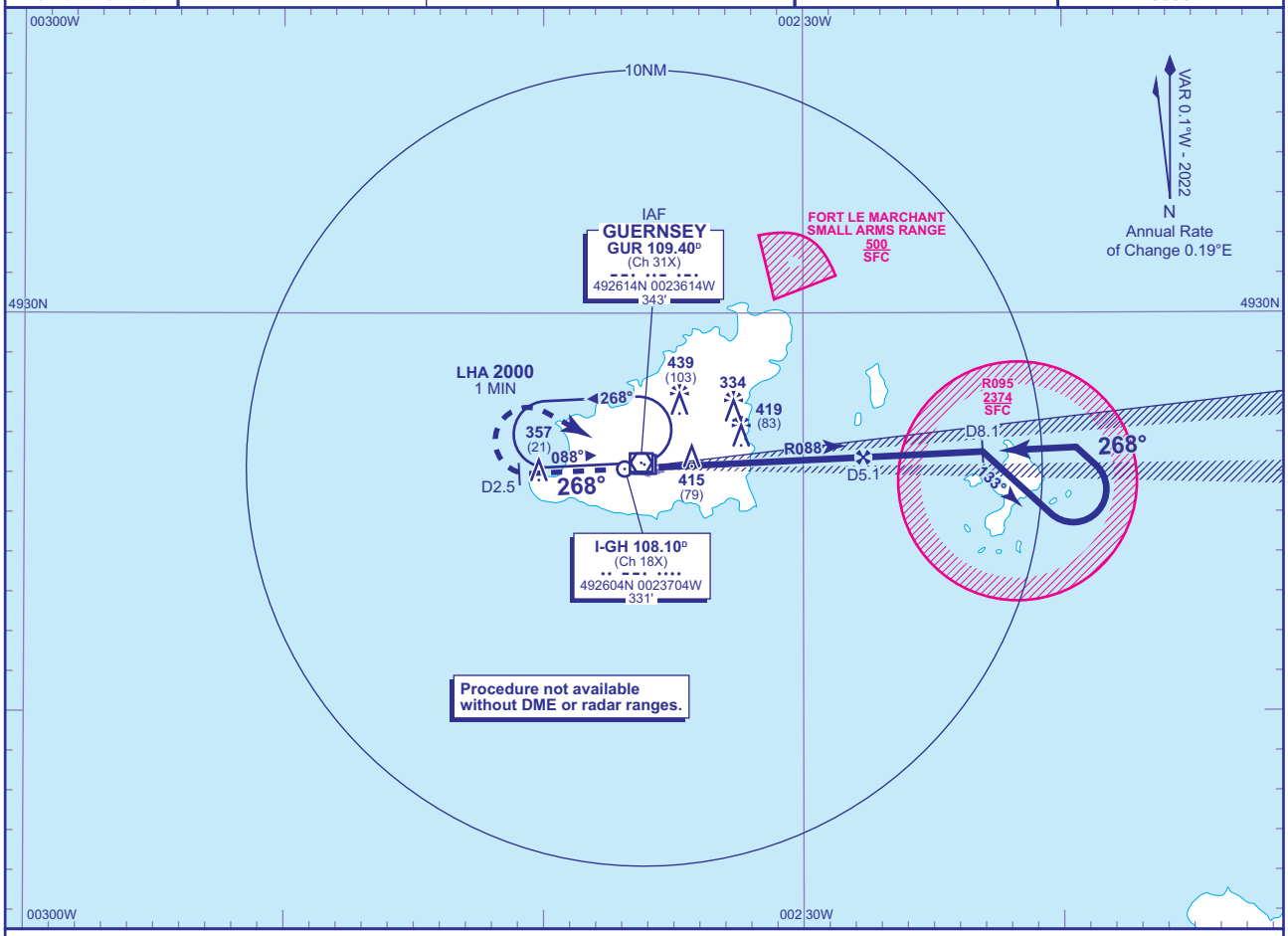
# INSTRUMENT APPROACH CHART - ICAO

## GUERNSEY ILS/DME/VOR RWY 27
(ACFT CAT A,B,C,D)



MSA 25NM VOR GUR

| | | | | | |
|---|---|---|---|---|---|
| APP | 128.655 | GUERNSEY APPROACH | AD ELEVATION | 336 | TRANSITION ALTITUDE 5000 |
| TWR | 119.955 | GUERNSEY TOWER | THR ELEVATION | 336 | |
| GMC | 121.805 | GUERNSEY GROUND | OBSTACLE ELEVATION 439 AMSL (103) (ABOVE THR) | | |
| RAD | 124.505 | GUERNSEY RADAR | | | |
| ATIS | 109.400 | GUERNSEY INFORMATION | BEARINGS ARE MAGNETIC | | |

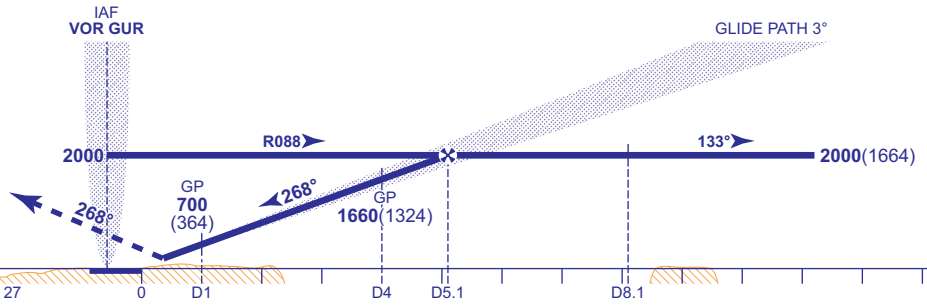



**RECOMMENDED PROFILE** GLIDE PATH 3°, 320FT/NM

| DME I-GH | 5 | 4 | 3 | 2 | 1 |
|---|---|---|---|---|---|
| ALT(HGT) | **1980**(1644) | **1660**(1324) | **1340**(1004) | **1020**(684) | **700**(364) |

**RDH 44**

Continuous climb to **3000**, initially climb straight ahead to **2000**, or **I-GH DME** 2.5 whichever is the later, then turn right to **VOR GUR** at **3000**, or as directed.




| Aircraft Category | | A | B | C | D |
|---|---|---|---|---|---|
| OCA (OCH) | CAT I | **508**(172) | **516**(180) | **526**(190) | **537**(201) |
| VM(C)OCA (OCH AAL) | Total Area | **830**(494) | **830**(494) | **930**(594) | **1030**(694) |

| Rate of descent | G/S KT | 160 | 140 | 120 | 100 | 80 |
|---|---|---|---|---|---|---|
| | FT/MIN | 850 | 740 | 640 | 530 | 420 |

**AIRCRAFT UNABLE TO RECEIVE DME**
Inform ATC. Radar ranges will be passed at 8.1NM outbound, 5.1NM inbound and 2.5NM outbound during missed approach procedure.

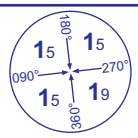
**NOTE**
1 Authority to penetrate restricted area R095 will be granted by Guernsey ATC prior to start of this procedure.
2 Aircraft will normally be required to hold not lower than 3000.
3 Pilots must not descend on RWY 27 GP until fully established on RWY 27 LOC.

**CHANGE (7/24):** MAG VAR. ANNUAL RATE OF CHANGE. DME I-GH ELEVATION.

AERO INFO DATE 03 MAY 24

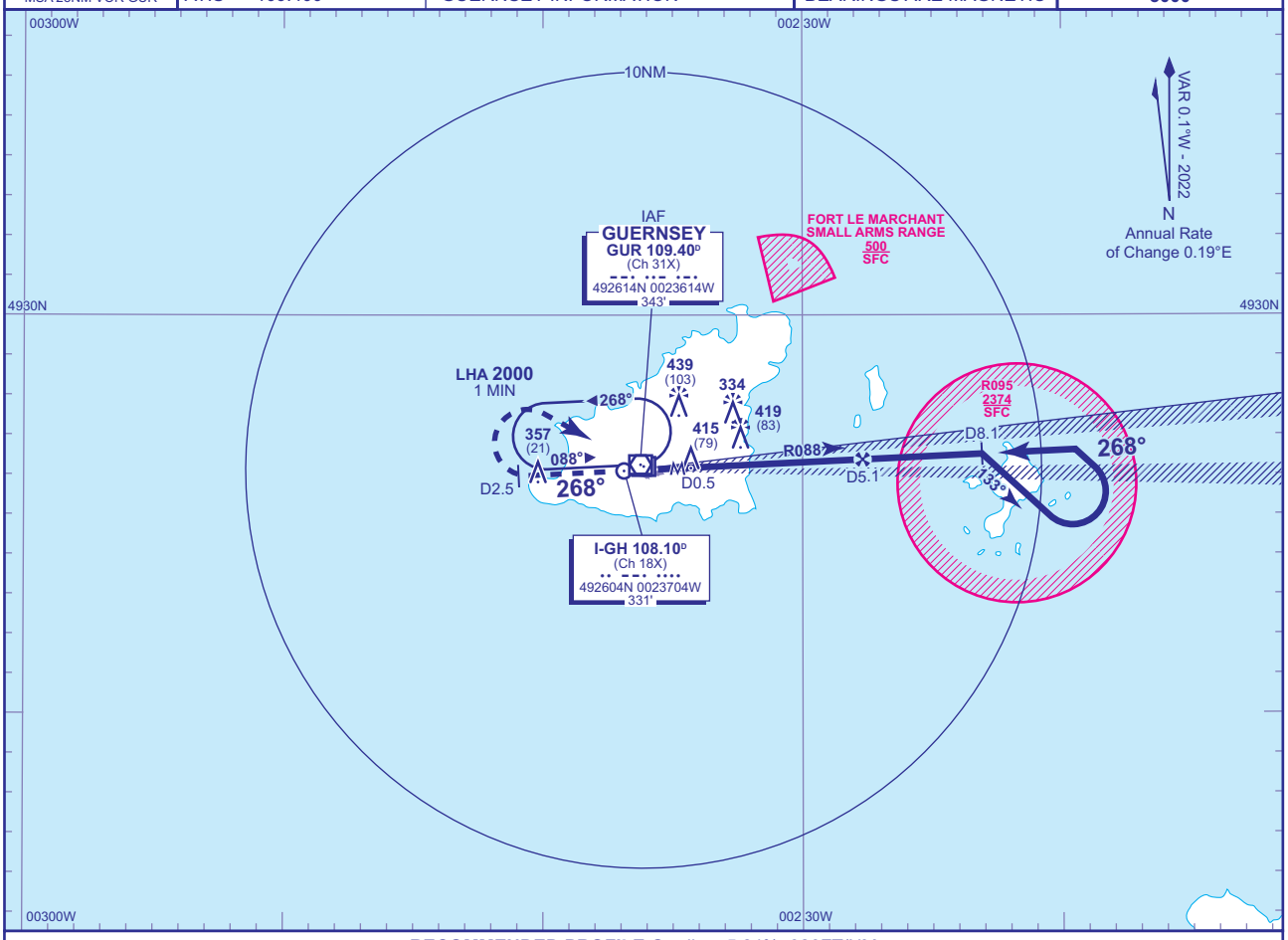
## INSTRUMENT APPROACH CHART - ICAO

# GUERNSEY LOC/DME/VOR RWY 27
(ACFT CAT A,B,C,D)



MSA 25NM VOR GUR

| | | | | | |
|---|---|---|---|---|---|
| APP | 128.655 | GUERNSEY APPROACH | AD ELEVATION | 336 | TRANSITION ALTITUDE 5000 |
| TWR | 119.955 | GUERNSEY TOWER | THR ELEVATION | 336 | |
| GMC | 121.805 | GUERNSEY GROUND | OBSTACLE ELEVATION 439 AMSL (103) (ABOVE THR) | | |
| RAD | 124.505 | GUERNSEY RADAR | | | |
| ATIS | 109.400 | GUERNSEY INFORMATION | BEARINGS ARE MAGNETIC | | |

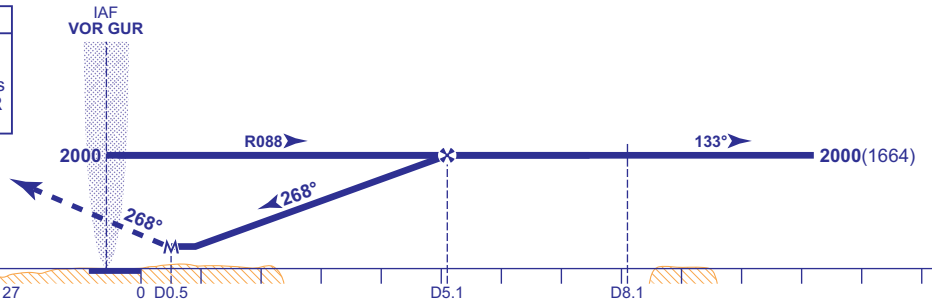



**RECOMMENDED PROFILE** Gradient 5.24%, 320FT/NM

| **DME I-GH** | 5 | 4 | 3 | 2 | 1 |
|---|---|---|---|---|---|
| **ALT**(HGT) | **1980**(1644) | **1660**(1324) | **1340**(1004) | **1020**(684) | **700**(364) |

**MAPt** D0.5 I-GH

Continuous climb to **3000**, initially climb straight ahead to **2000**, or **I-GH DME** 2.5 outbound whichever is the later, then turn right to **VOR GUR** at **3000**, or as directed.




| **Aircraft Category** | | **A** | **B** | **C** | **D** |
|---|---|---|---|---|---|
| **OCA** (OCH) | **Procedure** | **670**(334) | **670**(334) | **670**(334) | **670**(334) |
| **VM(C)OCA** (OCH AAL) | **Total Area** | **830**(494) | **830**(494) | **930**(594) | **1030**(694) |

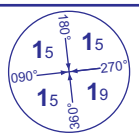
| **Rate of descent** | **G/S KT** | 160 | 140 | 120 | 100 | 80 |
|---|---|---|---|---|---|---|
| | **FT/MIN** | 850 | 740 | 640 | 530 | 420 |

**NOTE** **1** Authority to penetrate restricted area R095 will be granted by Guernsey ATC prior to start of this procedure.
**2** Aircraft will normally be required to hold not lower than 3000.

**CHANGE (7/24):** MAG VAR. ANNUAL RATE OF CHANGE. DME I-GH ELEVATION.

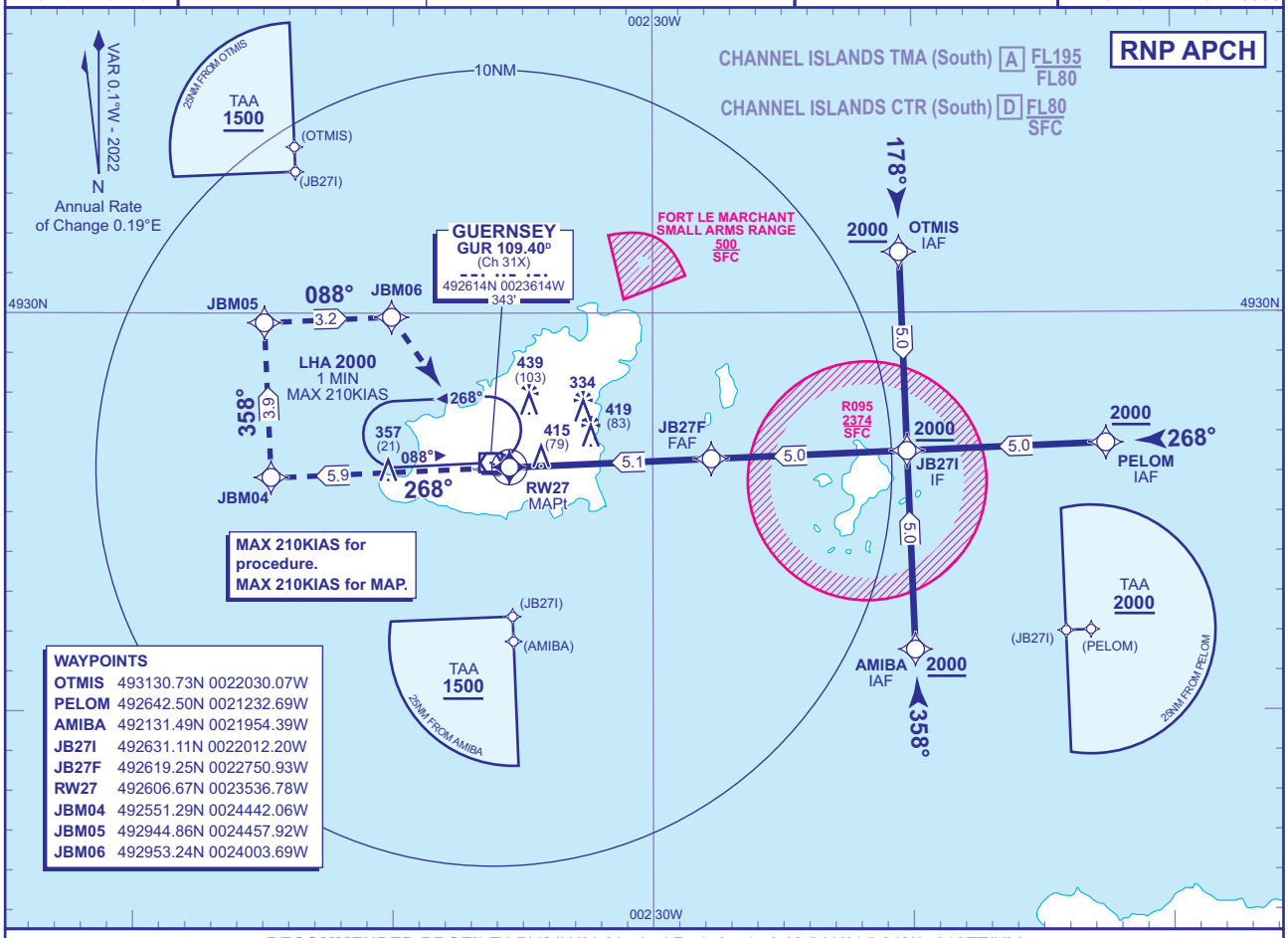
# INSTRUMENT APPROACH CHART - ICAO

# GUERNSEY
# RNP
# RWY 27
(ACFT CAT A,B,C,D)



MSA 25NM VOR GUR

| | | | | | |
|---|---|---|---|---|---|
| APP | 128.655 | GUERNSEY APPROACH | AD ELEVATION | 336 | EGNOS CH 65543 E27A |
| TWR | 119.955 | GUERNSEY TOWER | THR ELEVATION | 336 | MIN TEMP -5°C |
| GMC | 121.805 | GUERNSEY GROUND | OBSTACLE ELEVATION 439 AMSL (103) (ABOVE THR) | | TRANSITION ALTITUDE 5000 |
| RAD | 124.505 | GUERNSEY RADAR | | | |
| ATIS | 109.400 | GUERNSEY INFORMATION | BEARINGS ARE MAGNETIC | | |



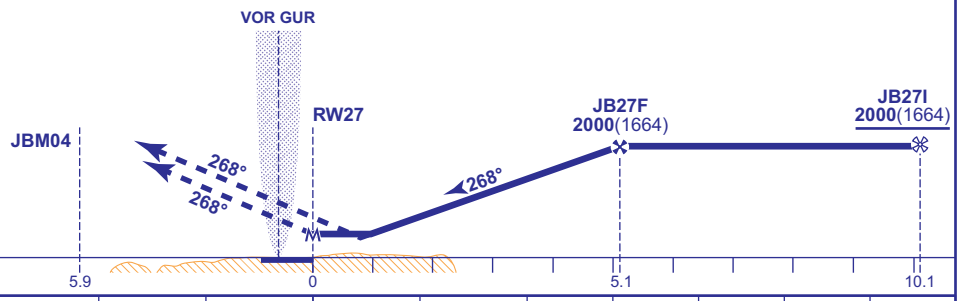

**RECOMMENDED PROFILE** LPV/VNAV -Vertical Path Angle 3.0° (LNAV 5.24%), 318FT/NM

| NM to RW27 | 5 | 4 | 3 | 2 | 1 |
|---|---|---|---|---|---|
| ALT(HGT) | **1980**(1644) | **1660**(1324) | **1340**(1004) | **1020**(684) | **700**(364) |

**TCH 50**

**MAPt (LNAV) RW27**

Continuous climb to **3000**. Initially climb straight ahead to **JBM04**, then turn right to **JBM05**, **JBM06** and **VOR GUR** to join the hold or as directed by ATC




| Aircraft Category | | A | B | C | D |
|---|---|---|---|---|---|
| OCA (OCH) | LPV | **536**(200) | **536**(200) | **536**(200) | **536**(200) |
| | LNAV/VNAV | **660**(324) | **660**(324) | **660**(324) | **660**(324) |
| | LNAV | **680**(344) | **680**(344) | **680**(344) | **680**(344) |
| VM(C)OCA (OCH AAL) | Total Area | **740**(404) | **830**(494) | **930**(594) | **1030**(694) |

| Rate of descent | G/S KT | 160 | 140 | 120 | 100 | 80 |
|---|---|---|---|---|---|---|
| | FT/MIN | 850 | 740 | 640 | 530 | 420 |

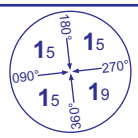
**NOTE 1** Pilots should 'Request RNP Approach' on first contact with Guernsey.
**2** VOR GUR required for Missed Approach.
**3** Authority to penetrate restricted area R095 will be granted by Guernsey ATC prior to start of procedure.
**4** Aircraft will normally be required to hold not lower than **3000**.

**CHANGE (7/24):** MAG VAR. ANNUAL RATE OF CHANGE.

AERO INFO DATE 23 APR 24

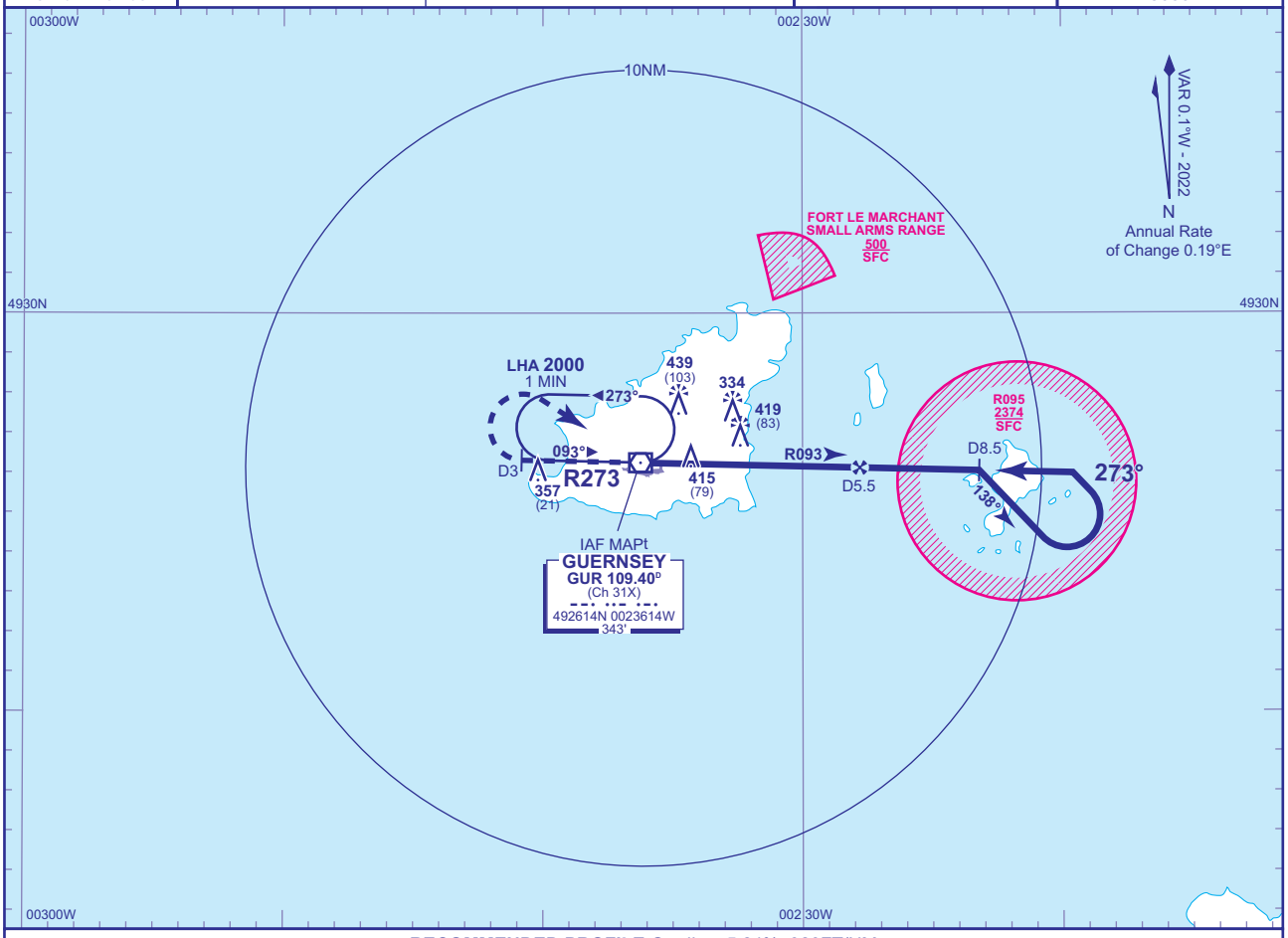
# INSTRUMENT APPROACH CHART - ICAO

## GUERNSEY VOR/DME RWY 27
(ACFT CAT A,B,C,D)



MSA 25NM VOR GUR

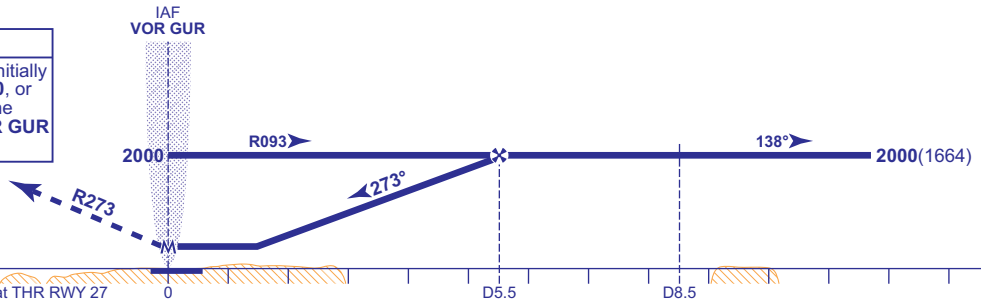
| | | | | | |
|---|---|---|---|---|---|
| APP | 128.655 | GUERNSEY APPROACH | AD ELEVATION | 336 | TRANSITION ALTITUDE 5000 |
| TWR | 119.955 | GUERNSEY TOWER | THR ELEVATION | 336 | |
| GMC | 121.805 | GUERNSEY GROUND | OBSTACLE ELEVATION 439 AMSL (103) (ABOVE THR) | | |
| RAD | 124.505 | GUERNSEY RADAR | | | |
| ATIS | 109.400 | GUERNSEY INFORMATION | BEARINGS ARE MAGNETIC | | |




**RECOMMENDED PROFILE** Gradient 5.24%, 320FT/NM

| DME GUR | 5 | 4 | 3 | 2 |
|---|---|---|---|---|
| **ALT**(HGT) | **1850**(1514) | **1530**(1194) | **1210**(874) | **890**(554) |

**MAPt VOR DME GUR**
Continuous climb to **3000**, initially climb straight ahead to **2000**, or **GUR DME** 3 whichever is the later, then turn right to **VOR GUR** at **3000**, or as directed.




| Aircraft Category | | A | B | C | D | Rate of descent | G/S KT | 160 | 140 | 120 | 100 | 80 |
|---|---|---|---|---|---|---|---|---|---|---|---|---|
| OCA (OCH) | WITH DME | 680(344) | 680(344) | 680(344) | 680(344) | | FT/MIN | 850 | 740 | 640 | 530 | 420 |
| | NO DME | 730(394) | 730(394) | 730(394) | 730(394) | | | | | | | |
| VM(C)OCA (OCH AAL) | Total Area | 830(494) | 830(494) | 930(594) | 1030(694) | | | | | | | |

**AIRCRAFT UNABLE TO RECEIVE DME**
As for main procedure with DME except fly outbound for 2 MIN prior to procedure turn right to establish on FAT. When established, descend to MDH.

**NOTE 1** FAT offset 4° south from RWY 27 C/L.
**2** Authority to penetrate restricted area R095 will be granted by Guernsey ATC prior to start of this procedure.
3 Aircraft will normally be required to hold not lower than 3000.

**CHANGE (7/24):** MAG VAR. ANNUAL RATE OF CHANGE.

AERO INFO DATE 23 APR 24
AD 2-EGJB-8-8

# Instrument Approach Procedure Coding Tables

**Guernsey RNP RWY 09 - Instrument Approach Procedure via ABDUS**

| Designator | Sequence Number | Path Term-inator | Waypoint Name | Fly-over | Course/ Track °M (°T) | Turn Direction | Level Constraint | Speed Constraint | Co-ordinates | Remarks and Distance to MAPt |
|---|---|---|---|---|---|---|---|---|---|---|
| R09R | 001 | IF | ABDUS | N | - | - | 2000 | 210 | 492040.43N 0025141.97W | IAF / D11.5 |
| R09R | 002 | TF | REMLO | N | 358° (357.6°) | RIGHT | 2000 | - | 492539.90N 0025201.45W | IF / 10.0NM |
| R09R | 003 | TF | JB09F | N | 088° (087.6°) | - | 2000 | - | 492551.76N 0024445.01W | FAF / 5.2NM |
| R09R | 004 | TF | RW09 | Y | 088° (087.6°) | - | - | - | 492604.66N 0023649.33W | MAPt |
| R09R | 005 | CF | JBM01 | N | 088° (087.6°) | RIGHT | - | 185 | 492617.31N 0022903.89W | - |
| R09R | 006 | TF | JBM02 | N | 178° (177.6°) | RIGHT | - | 185 | 492317.63N 0022852.20W | - |
| R09R | 007 | TF | JBM03 | N | 268° (267.6°) | RIGHT | - | 185 | 492309.91N 0023327.44W | - |
| R09R | 008 | DF | VOR GUR | N | - | LEFT | 3000 | - | - | Conventional Hold |

**Guernsey RNP RWY 09 - Instrument Approach Procedure via REMLO**

| Designator | Sequence Number | Path Term-inator | Waypoint Name | Fly-over | Course/ Track °M (°T) | Turn Direction | Level Constraint | Speed Constraint | Co-ordinates | Remarks and Distance to MAPt |
|---|---|---|---|---|---|---|---|---|---|---|
| R09C | 002 | IF | REMLO | N | - | - | 2000 | - | 492539.90N 0025201.45W | IAF / IF / 10.0NM |
| R09C | 003 | TF | JB09F | N | 088° (087.6°) | - | 2000 | - | 492551.76N 0024445.01W | FAF / 5.2NM |
| R09C | 004 | TF | RW09 | Y | 088° (087.6°) | - | - | - | 492604.66N 0023649.33W | MAPt |
| R09C | 005 | CF | JBM01 | N | 088° (087.6°) | RIGHT | - | 185 | 492617.31N 0022903.89W | - |
| R09C | 006 | TF | JBM02 | N | 178° (177.6°) | RIGHT | - | 185 | 492317.63N 0022852.20W | - |
| R09C | 007 | TF | JBM03 | N | 268° (267.6°) | RIGHT | - | 185 | 492309.91N 0023327.44W | - |
| R09C | 008 | DF | VOR GUR | N | - | LEFT | 3000 | - | - | Conventional Hold |

**Guernsey RNP RWY 09 - Instrument Approach Procedure via RUTOK**

| Designator | Sequence Number | Path Term-inator | Waypoint Name | Fly-over | Course/ Track °M (°T) | Turn Direction | Level Constraint | Speed Constraint | Co-ordinates | Remarks and Distance to MAPt |
|---|---|---|---|---|---|---|---|---|---|---|
| R09L | 001 | IF | RUTOK | N | - | - | 2000 | 210 | 493039.36N 0025220.99W | IAF / D11.4 |
| R09L | 002 | TF | REMLO | N | 178° (177.6°) | LEFT | 2000 | - | 492539.90N 0025201.45W | IF / 10.0NM |
| R09L | 003 | TF | JB09F | N | 088° (087.6°) | - | 2000 | - | 492551.76N 0024445.01W | FAF / 5.2NM |
| R09L | 004 | TF | RW09 | Y | 088° (087.6°) | - | - | - | 492604.66N 0023649.33W | MAPt |
| R09L | 005 | CF | JBM01 | N | 088° (087.6°) | RIGHT | - | 185 | 492617.31N 0022903.89W | - |
| R09L | 006 | TF | JBM02 | N | 178° (177.6°) | RIGHT | - | 185 | 492317.63N 0022852.20W | - |
| R09L | 007 | TF | JBM03 | N | 268° (267.6°) | RIGHT | - | 185 | 492309.91N 0023327.44W | - |
| R09L | 008 | DF | VOR GUR | N | - | LEFT | 3000 | - | - | Conventional Hold |

**CHANGE (11/20):** RNP REFERENCES ADDED. LEVEL CONSTRAINT AT JB09F. DESIGNATORS.
AERO INFO DATE 03 JUL 20

## SBAS FAS Data Block Coding Data

**Guernsey RNP RWY 09**

| Input Data | |
|---|---|
| **Parameters** | **Values** |
| Operation Type | 0 |
| SBAS Provider | 1 |
| Airport Identifier | EGJB |
| Runway | 09 |
| Runway Direction | 0 |
| Approach Performance Designator | 0 |
| Route Indicator | |
| Reference Path Data Selector | 0 |
| Reference Path Identifier | E09A |
| LTP/FTP Latitude | 492604.6625N |
| LTP/FTP Longitude | 0023649.3270W |
| LTP/FTP Ellipsoidal Height (metres) | 141.3 |
| FPAP Latitude | 492606.9925N |
| Delta FPAP Latitude (seconds) | 2.3300 |
| FPAP Longitude | 0023525.2755W |
| Delta FPAP Longitude (seconds) | 84.0515 |
| Threshold Crossing Height | 50.0 |
| TCH Units Selector | 0 |
| Glidepath Angle (degrees) | 3.00 |
| Course Width (metres) | 105.00 |
| Length Offset (metres) | 232 |
| HAL (metres) | 40.0 |
| VAL (metres) | 35.0 |

| Output Data | |
|---|---|
| Data Block | 10 02 0A 07 05 09 00 00 01 39<br>30 05 ED 0C 37 15 A2 D9 E0 FE<br>85 19 34 12 00 A7 90 02 F4 01<br>2C 01 64 1D C8 AF 1D 58 D4 DB |
| Calculated CRC Value | 1D58D4DB |

| Additional Data | |
|---|---|
| **Parameters** | **Values** |
| ICAO Code | EG |
| LTP/FTP Orthometric Height (metres) | 92.1 |
| FPAP Orthometric Height (metres) | 102.4 |

**CHANGE (11/20):** RNP REFERENCES ADDED.

# Instrument Approach Procedure Coding Tables

**Guernsey RNP RWY 27 - Instrument Approach Procedure via OTMIS**

| Designator | Sequence Number | Path Term-inator | Waypoint Name | Fly-over | Course/ Track °M (°T) | Turn Direction | Level Constraint | Speed Constraint | Co-ordinates | Remarks and Distance to MAPt |
|---|---|---|---|---|---|---|---|---|---|---|
| R27R | 001 | IF | OTMIS | N | - | - | 2000 | 210 | 493130.73N 0022030.07W | IAF / D11.5 |
| R27R | 002 | TF | JB27I | N | 178° (177.8°) | RIGHT | 2000 | - | 492631.11N 0022012.20W | IF / 10.1NM |
| R27R | 003 | TF | JB27F | N | 268° (267.8°) | - | 2000 | - | 492619.25N 0022750.93W | FAF / 5.1NM |
| R27R | 004 | TF | RW27 | Y | 268° (267.7°) | - | - | - | 492606.67N 0023536.78W | MAPt |
| R27R | 005 | CF | JBM04 | N | 268° (267.6°) | RIGHT | - | 210 | 492551.29N 0024442.06W | - |
| R27R | 006 | TF | JBM05 | N | 358° (357.5°) | RIGHT | - | 210 | 492944.86N 0024457.92W | - |
| R27R | 007 | TF | JBM06 | N | 088° (087.5°) | RIGHT | - | 210 | 492953.24N 0024003.69W | - |
| R27R | 008 | DF | VOR GUR | N | - | LEFT | 3000 | - | - | Conventional Hold |

**Guernsey RNP RWY 27 - Instrument Approach Procedure via PELOM**

| Designator | Sequence Number | Path Term-inator | Waypoint Name | Fly-over | Course/ Track °M (°T) | Turn Direction | Level Constraint | Speed Constraint | Co-ordinates | Remarks and Distance to MAPt |
|---|---|---|---|---|---|---|---|---|---|---|
| R27C | 001 | IF | PELOM | N | - | - | 2000 | 210 | 492642.50N 0021232.69W | IAF / D15.5 |
| R27C | 002 | TF | JB27I | N | 268° (267.9°) | - | 2000 | - | 492631.11N 0022012.20W | IF / 10.1NM |
| R27C | 003 | TF | JB27F | N | 268° (267.8°) | - | 2000 | - | 492619.25N 0022750.93W | FAF / 5.1NM |
| R27C | 004 | TF | RW27 | Y | 268° (267.7°) | - | - | - | 492606.67N 0023536.78W | MAPt |
| R27C | 005 | CF | JBM04 | N | 268° (267.6°) | RIGHT | - | 210 | 492551.29N 0024442.06W | - |
| R27C | 006 | TF | JBM05 | N | 358° (357.5°) | RIGHT | - | 210 | 492944.86N 0024457.92W | - |
| R27C | 007 | TF | JBM06 | N | 088° (087.5°) | RIGHT | - | 210 | 492953.24N 0024003.69W | - |
| R27C | 008 | DF | VOR GUR | N | - | LEFT | 3000 | - | - | Conventional Hold |

**Guernsey RNP RWY 27 - Instrument Approach Procedure via AMIBA**

| Designator | Sequence Number | Path Term-inator | Waypoint Name | Fly-over | Course/ Track °M (°T) | Turn Direction | Level Constraint | Speed Constraint | Co-ordinates | Remarks and Distance to MAPt |
|---|---|---|---|---|---|---|---|---|---|---|
| R27L | 001 | IF | AMIBA | N | - | - | 2000 | 210 | 492131.49N 0021954.39W | IAF / D11.7 |
| R27L | 002 | TF | JB27I | N | 358° (357.8°) | LEFT | 2000 | - | 492631.11N 0022012.20W | IF / 10.1NM |
| R27L | 003 | TF | JB27F | N | 268° (267.8°) | - | 2000 | - | 492619.25N 0022750.93W | FAF / 5.1NM |
| R27L | 004 | TF | RW27 | Y | 268° (267.7°) | - | - | - | 492606.67N 0023536.78W | MAPt |
| R27L | 005 | CF | JBM04 | N | 268° (267.6°) | RIGHT | - | 210 | 492551.29N 0024442.06W | - |
| R27L | 006 | TF | JBM05 | N | 358° (357.5°) | RIGHT | - | 210 | 492944.86N 0024457.92W | - |
| R27L | 007 | TF | JBM06 | N | 088° (087.5°) | RIGHT | - | 210 | 492953.24N 0024003.69W | - |
| R27L | 008 | DF | VOR GUR | N | - | LEFT | 3000 | - | - | Conventional Hold |

**CHANGE (7/22):** RW27 COORDINATES REVISED.

AERO INFO DATE 30 MAR 22

## SBAS FAS Data Block Coding Data

**Guernsey RNP RWY 27**

| Input Data | |
|---|---|
| **Parameters** | **Values** |
| Operation Type | 0 |
| SBAS Provider | 1 |
| Airport Identifier | EGJB |
| Runway | 27 |
| Runway Direction | 0 |
| Approach Performance Designator | 0 |
| Route Indicator | |
| Reference Path Data Selector | 0 |
| Reference Path Identifier | E27A |
| LTP/FTP Latitude | 492606.6745N |
| LTP/FTP Longitude | 0023536.7815W |
| LTP/FTP Ellipsoidal Height (metres) | 151.7 |
| FPAP Latitude | 492604.3420N |
| Delta FPAP Latitude (seconds) | -2.3325 |
| FPAP Longitude | 0023700.8330W |
| Delta FPAP Longitude (seconds) | -84.0515 |
| Threshold Crossing Height | 50.0 |
| TCH Units Selector | 0 |
| Glidepath Angle (degrees) | 3.00 |
| Course Width (metres) | 105.00 |
| Length Offset (metres) | 232 |
| HAL (metres) | 40.0 |
| VAL (metres) | 35.0 |

| Output Data | |
|---|---|
| Data Block | 10 02 0A 07 05 1B 00 00 01 37<br>32 05 A5 1C 37 15 65 10 E3 FE<br>ED 19 C7 ED FF 59 6F FD F4 01<br>2C 01 64 1D C8 AF 16 E9 55 EA |
| Calculated CRC Value | 16E955EA |

| Additional Data | |
|---|---|
| **Parameters** | **Values** |
| ICAO Code | EG |
| LTP/FTP Orthometric Height (metres) | 102.5 |
| FPAP Orthometric Height (metres) | 92.1 |

**CHANGE (11/20):** RNP REFERENCES ADDED.
AERO INFO DATE 03 JUL 20

# EGFE — HAVERFORDWEST

## EGFE AD 2.1 AERODROME LOCATION INDICATOR AND NAME

EGFE — HAVERFORDWEST

## EGFE AD 2.2 AERODROME GEOGRAPHICAL AND ADMINISTRATIVE DATA

| | | |
|---|---|---|
| 1 | ARP coordinates and site at AD | Lat: 515000N Long: 0045739W<br>Mid-point of Runway 03/21. |
| 2 | Direction and distance from city | 2 NM N of Haverfordwest. |
| 3 | Elevation / Reference temperature / Mean Low Temperature | 160 FT / 18 °C / - |
| 4 | Geoid undulation at AD ELEV PSN | 178 FT |
| 5 | Magnetic Variation / Annual Change | 0.34°W (2027) / 0.19°E |
| 6 | AD Administration<br>Address<br><br>Telephone<br>E-mail address<br>Web address | HAVERFORDWEST AIRPORT LTD<br>Haverfordwest Aerodrome, Fishguard Road, Haverfordwest, Pembrokeshire, SA62 4BN.<br>01437-765283 PPR (Aerodrome)<br>tower@hawairport.co.uk<br>www.hawairport.co.uk |
| 7 | Type of Traffic permitted (IFR/VFR) | VFR |
| 8 | Remarks | Refer also to AD 2.20 Airport Regulations. |

## EGFE AD 2.3 OPERATIONAL HOURS

| | | |
|---|---|---|
| 1 | AD Administration | 0830-1700 (0730-1600). H24 with prior arrangement. |
| 2 | Customs and immigration | By arrangement |
| 3 | Health and sanitation | |
| 4 | AIS Briefing Office | |
| 5 | ATS Reporting Office (ARO) | |
| 6 | MET Briefing Office | |
| 7 | ATS | As AD hours. See also AD 2.18. |
| 8 | Fuelling | As AD hours and by arrangement. |
| 9 | Handling | |
| 10 | Security | |
| 11 | De-icing | |
| 12 | Remarks | PPR on website: www.hawairport.co.uk |

## EGFE AD 2.4 HANDLING SERVICES AND FACILITIES

| | | |
|---|---|---|
| 1 | Cargo handling facilities | |
| 2 | Fuel and oil types | AVGAS 100LL, F34<br>W80, W100. |
| 3 | Fuelling facilities/capacity | AVGAS 100LL self-service refuelling using credit card.<br>AVTUR Jet A-1 bowser with over wing and pressure refuelling capability.<br>AVGAS 100LL mobile bowser.<br>AVTUR 100LL mobile bowser. |
| 4 | De-icing facilities | |
| 5 | Hangar space for visiting aircraft | Available with prior notice with the tower. |
| 6 | Repair facilities for visiting aircraft | |
| 7 | Remarks | |

## EGFE AD 2.5 PASSENGER FACILITIES

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## EGFE AD 2.6 RESCUE AND FIRE FIGHTING SERVICES

| | | |
|---|---|---|
| 1 | AD category for fire fighting services | RFF Category A1<br>RFF Category 1 Mon-Fri. Category 2 available on request.<br>Category 3 remission can be applied when the aerodrome is providing Category 2 cover. |
| 2 | Rescue equipment | |
| 3 | Capability for removal of disabled aircraft | |
| 4 | Remarks | |

## EGFE AD 2.7 SEASONAL AVAILABILITY - CLEARING

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## EGFE AD 2.8 APRONS, TAXIWAYS AND CHECK LOCATIONS/POSITIONS DATA

| | | |
|---|---|---|
| 1 | Apron surface and strength | APRON A<br>Surface: Asphalt<br><br>APRON B<br>Surface: Concrete |
| 2 | Taxiway width, surface and strength | Taxiway A: 15 M<br>Surface: Asphalt<br><br>Taxiway B: 10.5 M<br>Surface: Asphalt<br><br>Taxiway C: 15 M<br>Surface: Asphalt |
| 3 | Altimeter checkpoint location and elevation | |
| 4 | VOR checkpoints | |
| 5 | INS checkpoints | |
| 6 | Remarks | Taxiway B - 45 M available for Category C aircraft.<br>Taxiway C - Currently not in use. |

## EGFE AD 2.9 SURFACE MOVEMENT GUIDANCE AND CONTROL SYSTEM AND MARKINGS

| | | |
|---|---|---|
| 1 | Use of aircraft stand ID signs, TWY guide lines and visual docking/parking guidance system of aircraft stands | Stands 1 and 2 are located on Apron B led by yellow centre-lines from Taxiway B. |
| 2 | Runway and taxiway markings and lighting | |
| 3 | Stop bars and runway guard lights (if any) | |
| 4 | Other runway protection measures | |
| 5 | Remarks | Lit wind direction indicator at 514957.20N 0045751.77W |

## EGFE AD 2.10 AERODROME OBSTACLES

| In Approach/Take-off areas | | | | | | |
|---|---|---|---|---|---|---|
| **Obstacle ID/ Designation** | **Obstacle Type** | **Obstacle Position** | **Elevation/Height** | | **Obstruction Lighting Type/ Colour** | **Remarks** |
| **1** | **2** | **3** | **4** | | **5** | **6** |
| (EGFE5208) 27/APPROACH 09/ TAKE-OFF | TREE | 515006.43N 0045712.57W | 184 FT | 42 FT | No | |
| (EGFE1037) 09/APPROACH 27/ TAKE-OFF | MOBILE OBST | 515001.54N 0045817.91W | 184 FT | 17 FT | No | |

| In circling area and at aerodrome | | | | | | |
|---|---|---|---|---|---|---|
| **Obstacle ID/ Designation** | **Obstacle Type** | **Obstacle Position** | **Elevation/Height** | | **Obstruction Lighting Type/ Colour** | **Remarks** |
| **1** | **2** | **3** | **4** | | **5** | **6** |
| (EGFE5340) | MAST | 515357.13N 0045159.27W | 1149 FT | 528 FT | Yes Red | |
| (EGFE6859) | WINDSLEEVE | 514957.20N 0045751.77W | 175 FT | 34 FT | Yes Red | |
| (EGFE1953) | DME | 514955.22N 0045812.42W | 201 FT | 43 FT | Yes | |

## EGFE AD 2.11 METEOROLOGICAL INFORMATION PROVIDED

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## EGFE AD 2.12 RUNWAY PHYSICAL CHARACTERISTICS

| **Designations RWY Number** | **True bearing** | **Dimensions of RWY** | **Surface of RWY/ SWY/ Strength** | **THR co-ordinates/ THR Geoid undulation** | **THR elevation/ Highest elevation of TDZ of precision APP RWY** | **Slope of RWY/ SWY** |
|---|---|---|---|---|---|---|
| **1** | **2** | **3** | **4** | **5** | **6** | **7** |
| 03 | 029.70° | 1486 x 45 M | RWY surface: Asphalt PCN 41/F/C/W/T | 514944.81N 0045752.95W 178.0 FT | THR 141.1 FT | |
| 21 | 209.71° | 1486 x 45 M | RWY surface: Asphalt PCN 41/F/C/W/T | 515014.10N 0045725.99W 178.0 FT | THR 147.0 FT | |
| 09 | 087.53° | 1035 x 46 M | RWY surface: Asphalt PCN 7.5/F/C/W/T | 515003.07N 0045802.25W 178.1 FT | THR 147.9 FT | |
| 27 | 267.54° | 1035 x 46 M | RWY surface: Asphalt PCN 7.5/F/C/W/T | 515003.89N 0045731.43W 178.0 FT | THR 137.6 FT | |

| **SWY Dimensions** | **Clearway Dimensions** | **Strip Dimensions** | **RESA Dimensions, Overshoot / Undershoot** | **Location/ description of arresting system** | **OFZ** | **Remarks** |
|---|---|---|---|---|---|---|
| **8** | **9** | **10** | **11** | **12** | **13** | **14** |
| | | 1547 x 150 M | | | | RWY 03<br><br>Landing threshold displaced by 225 M. |
| | | 1547 x 150 M | | | | RWY 21<br><br>Landing threshold displaced by 219 M. |
| | | 1125 x 101 M | | | | RWY 09<br><br>Landing threshold displaced by 237 M. |
| | | 1125 x 101 M | | | | RWY 27<br><br>Landing threshold displaced by 207 M. |

## EGFE AD 2.13 DECLARED DISTANCES

| **Runway designator** | **TORA** | **TODA** | **ASDA** | **LDA** | **Remarks** |
|---|---|---|---|---|---|
| **1** | **2** | **3** | **4** | **5** | **6** |
| 03 | 1199 M | 1199 M | 1199 M | 1202 M | |
| 21 | 1199 M | 1199 M | 1199 M | 1267 M | |

| Runway designator | TORA | TODA | ASDA | LDA | Remarks |
|---|---|---|---|---|---|
| 1 | 2 | 3 | 4 | 5 | 6 |
| 09 | 828 M | 828 M | 1035 M | 798 M | |
| 27 | 798 M | 798 M | 1005 M | 798 M | |

## EGFE AD 2.14 APPROACH AND RUNWAY LIGHTING

| RWY | Approach lighting Type/ Length/ Intensity | Threshold lighting Colour/Wing bars | VASIS/ MEHT/ PAPI/ PAPI Dist from THR | TDZ, lighting Length | Runway Centre Line lighting Length/ Spacing/ Colour/ Intensity | Runway edge lighting Length/ Spacing/ Colour/ Intensity | Runway end lighting Colour/ Wing bars | Stopway lighting Length/ Colour | Remarks |
|---|---|---|---|---|---|---|---|---|---|
| 1 | 2 | 3 | 4 | 5 | 6 | 7 | 8 | 9 | 10 |
| 03 | | Light intensity low | APAPI Left/3.5° 15 FT | | | Omni-directional Light intensity low | | | |
| 21 | | Light intensity low | APAPI Left/3.5° 15 FT | | | Omni-directional Light intensity low | | | |

## EGFE AD 2.15 OTHER LIGHTING, SECONDARY POWER SUPPLY

| | | |
|---|---|---|
| 1 | ABN/IBN location, characteristics and hours of operation | IBN: 514957.11N 0045751.74W<br>Flashing Green 'HW'. |
| 2 | LDI location and lighting<br>Anemometer location and lighting | Anemometer: 514953.74N 0045806.76W (unlit) - 514952.89N 0045806.99W (unlit). |
| 3 | TWY edge and centre line lighting | |
| 4 | Secondary power supply/switch-over time | |
| 5 | Remarks | |

## EGFE AD 2.16 HELICOPTER LANDING AREA

| | | |
|---|---|---|
| 1 | Coordinates TLOF or THR of FATO, geoid undulation | TLOF 1: 514955.20N 0045801.14W, 178.0 FT<br>TLOF 2: 514957.01N 0045802.16W, 178.0 FT |
| 2 | TLOF and/or FATO elevation | TLOF 1: 145.9 FT<br>TLOF 2: 147.5 FT |
| 3 | TLOF and FATO area dimensions, surface, strength, marking, lighting | |
| 4 | True BRG of FATO | |
| 5 | Declared distance available | |
| 6 | APP and FATO lighting | |
| 7 | RMK | |

## EGFE AD 2.17 AIR TRAFFIC SERVICES AIRSPACE

| Designation and lateral limits | Vertical Limits | Airspace Class | ATS unit callsign/ language | Transition Altitude | Hours of applicability | Remarks |
|---|---|---|---|---|---|---|
| 1 | 2 | 3 | 4 | 5 | 6 | 7 |
| HAVERFORDWEST ATZ<br>A circle, 2 NM radius, centred at 515000N 0045739W on longest notified runway (03/ 21) | Upper limit: 2000 FT AGL<br>Lower limit: SFC | G | HAVERFORDWEST RADIO<br>English | | | |

## EGFE AD 2.18 AIR TRAFFIC SERVICES COMMUNICATION FACILITIES

| Service Designation | Callsign | Channel/ Frequency(MHz) | SATVOICE number(s) | Logon Address | Hours of Operation | Remarks |
|---|---|---|---|---|---|---|
| 1 | 2 | 3 | 4 | 5 | 6 | 7 |
| OTHER | HAVERFORDWEST RADIO | 123.605 A/G frequency. DOC 20 NM/ 10,000 FT. | | | 0830-1700 (0730-1600). H24 with prior arrangement. | ATZ hours coincident with Approach hours, but not by arrangement. |

## EGFE AD 2.19 RADIO NAVIGATION AND LANDING AIDS

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## EGFE AD 2.20 LOCAL AERODROME REGULATIONS

### 1 AIRPORT REGULATIONS

a) No non-radio aircraft.

### 2 GROUND MOVEMENT

Not applicable.

### 3 CAT II/III OPERATIONS

Not applicable.

### 4 WARNINGS

a) Microlight flying takes place on the aerodrome.
b) The intersection of Runways 03/21 and 09/27 is liable to flooding during and after heavy rain.
c) Hills rising to 259 FT AMSL within 2 NM to the east, rising to 276 FT AMSL within 1.5 NM to the northeast. and rising to 583 FT AMSL within 3.5 NM to the northwest.

### 5 HELICOPTER OPERATIONS

Not applicable.

### 6 USE OF RUNWAYS

a) Runways 03 and 21 are visual runways but have non-precision runway markings.

### 7 TRAINING

Not applicable.

## EGFE AD 2.21 NOISE ABATEMENT PROCEDURES

a) Avoid local riding stables and residences north of Runway 09/27 and maintain circuit position on downwind leg.

## EGFE AD 2.22 FLIGHT PROCEDURES

### 1 CIRCUITS

a) Circuit height 1000 FT QFE.
b) All aircraft to operate in the left hand circuit.

## EGFE AD 2.23 ADDITIONAL INFORMATION

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## EGFE AD 2.24 CHARTS RELATED TO AN AERODROME

AERODROME CHART - ICAO
AD 2.EGFE-2-1

## EGFE AD 2.25 VISUAL SEGMENT SURFACE (VSS) PENETRATION

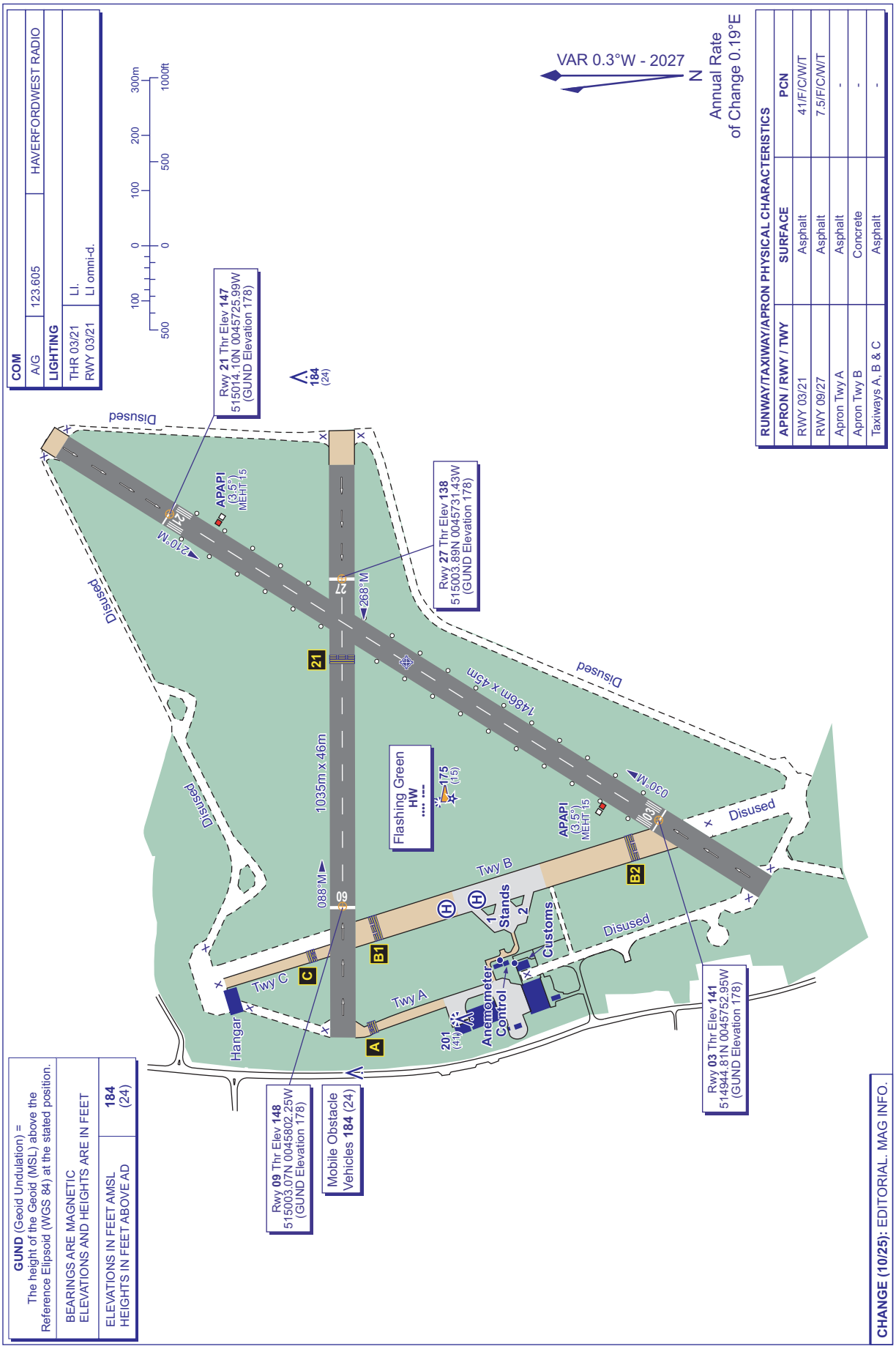
Not applicable

# AERODROME CHART - ICAO

## HAVERFORDWEST EGFE

AD ELEV 160FT

ARP 515000N 0045739W




AERO INFO DATE 21 JUL 25

AD 2-EGFE-2-1

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# EGNR — HAWARDEN

## EGNR AD 2.1 AERODROME LOCATION INDICATOR AND NAME

EGNR — HAWARDEN

## EGNR AD 2.2 AERODROME GEOGRAPHICAL AND ADMINISTRATIVE DATA

| | | |
|---|---|---|
| 1 | ARP coordinates and site at AD | Lat: 531041N Long: 0025840W<br>Centre of Runway 04/22 |
| 2 | Direction and distance from city | 3.5 NM WSW of Chester. |
| 3 | Elevation / Reference temperature / Mean Low Temperature | 45 FT / 18 °C / - |
| 4 | Geoid undulation at AD ELEV PSN | 173 FT |
| 5 | Magnetic Variation / Annual Change | 0.67°W (2022) / 0.21°E |
| 6 | AD Administration<br>Address<br>Telephone<br>Telefax<br>E-mail address | AIRBUS OPERATIONS LTD.<br>Hawarden Airport, Broughton, Chester, N Wales, CH4 0DR.<br>01244-522012 (ATC)<br>01244-523035<br>atcopshawarden@airbus.com |
| 7 | Type of Traffic permitted (IFR/VFR) | IFR/VFR |
| 8 | Remarks | All calls to ATC will be recorded. |

## EGNR AD 2.3 OPERATIONAL HOURS

| | | |
|---|---|---|
| 1 | AD Administration | Mon-Fri 0800-2100 (0700-2000); Sat, Sun & PH 0830-1800 (0730-1700). |
| 2 | Customs and immigration | By arrangement. PPR 24 hours |
| 3 | Health and sanitation | |
| 4 | AIS Briefing Office | |
| 5 | ATS Reporting Office (ARO) | |
| 6 | MET Briefing Office | |
| 7 | ATS | As AD hours. See also AD 2.18. |
| 8 | Fuelling | As AD hours. By prior arrangement. |
| 9 | Handling | As AD hours. By prior arrangement. |
| 10 | Security | As AD hours. By prior arrangement. |
| 11 | De-icing | As AD hours. By prior arrangement. |
| 12 | Remarks | This aerodrome is PPR. Additional activity outside published hours by NOTAM. |

## EGNR AD 2.4 HANDLING SERVICES AND FACILITIES

| | | |
|---|---|---|
| 1 | Cargo handling facilities | |
| 2 | Fuel and oil types | AVTUR JET A-1, SAF (Sustainable Aviation Fuel) and AVGAS 100LL. |
| 3 | Fuelling facilities/capacity | AVGAS: Fixed pump. AVTUR: Bowser (pressure and overwing). |
| 4 | De-icing facilities | Mobile rig by prior arrangement. |
| 5 | Hangar space for visiting aircraft | On Apron N, limited for light aircraft (by prior arrangement). |
| 6 | Repair facilities for visiting aircraft | Repair facilities for visiting aircraft limited to light aircraft on Apron N and C by prior arrangement. |
| 7 | Remarks | |

## EGNR AD 2.5 PASSENGER FACILITIES

| | | |
|---|---|---|
| 1 | Hotels | In the vicinity. |
| 2 | Restaurants | Diner on Aerodrome. |
| 3 | Transportation | Taxis, trains. |
| 4 | Medical facilities | Limited first aid on site. |
| 5 | Bank and Post Office | Broughton village. |
| 6 | Tourist Office | Chester. |

| | | |
|---|---|---|
| 7 | Remarks | |

## EGNR AD 2.6 RESCUE AND FIRE FIGHTING SERVICES

| | | |
|---|---|---|
| 1 | AD category for fire fighting services | RFF Category A7<br>Aircraft greater than Category A7 require specific approval to operate at the airport, Tel: +44 (0)1244-522012. |
| 2 | Rescue equipment | 2x Panther fire tenders (12,000 LT water/1500 LT foam each) 1x Rosenbauer Buffalo fire tenders (10,000 LT water/1200 LT foam). |
| 3 | Capability for removal of disabled aircraft | Contact Fire Control Room on 01244-522371. Aircraft 150 tonnes (if aircraft can be rolled) with prior approval from accountable manager. |
| 4 | Remarks | |

## EGNR AD 2.7 SEASONAL AVAILABILITY - CLEARING

| | | |
|---|---|---|
| 1 | Type of clearing equipment | Mechanical. Chemical de-icing. Esseco liquid de-icer Safegrip Plus (KAC) and solid de-icer Safegrip SF(KAC). |
| 2 | Clearance priorities | Runway 04/22; Beluga Apron and Taxiways B and E; Apron A and Taxiway A; Apron C and Taxiway C; Apron N and Taxiway N; Taxiways D, J and G. |
| 3 | Remarks | Latest information available from ATC. Tel: 01244-522012. |

## EGNR AD 2.8 APRONS, TAXIWAYS AND CHECK LOCATIONS/POSITIONS DATA

| | | |
|---|---|---|
| 1 | Apron surface and strength | A<br>Surface: Concrete<br>PCN 23/F/D/Y/U<br><br>BELUGA APRON<br>Surface: Concrete<br>PCN 66/R/D/X/T<br><br>C<br>Surface: Asphalt<br>PCN 23/F/D/Y/U<br><br>D<br>Surface: Asphalt<br>PCN 23/F/D/Y/U<br><br>N<br>Surface: Asphalt<br>PCN 23/F/D/Y/U |
| 2 | Taxiway width, surface and strength | Taxiway ALPHA: 25 M<br>Surface: Asphalt<br>PCN 23/F/D/Y/U Width: 25 M between runway and Taxiway D intersection; 15 M between Taxiway D intersection and Apron A.<br><br>Taxiway BRAVO: 25 M<br>Surface: Asphalt<br>PCN 66/R/D/X/T<br><br>Taxiway CHARLIE: 15 M<br>Surface: Asphalt<br>PCN 23/F/D/Y/U<br><br>Taxiway DELTA: 15 M<br>Surface: Asphalt<br>PCN 23/F/D/Y/U<br><br>Taxiway ECHO: 23 M<br>Surface: Concrete and asphalt<br>PCN 66/R/D/X/T |

| | | |
|---|---|---|
| | | Taxiway GOLF: 18 M<br>Surface: Asphalt<br>PCN 23/F/D/Y/U<br><br>Taxiway JULIET: 10.5 M<br>Surface: Asphalt<br>PCN 23/F/D/Y/U<br><br>Taxiway NOVEMBER: 15 M<br>Surface: Asphalt<br>PCN 23/F/D/Y/U |
| 3 | Altimeter checkpoint location and elevation | |
| 4 | VOR checkpoints | |
| 5 | INS checkpoints | |
| 6 | Remarks | |

## EGNR AD 2.9 SURFACE MOVEMENT GUIDANCE AND CONTROL SYSTEM AND MARKINGS

| | | |
|---|---|---|
| 1 | Use of aircraft stand ID signs, TWY guide lines and visual docking/parking guidance system of aircraft stands | |
| 2 | Runway and taxiway markings and lighting | Runway marking aid(s):<br>04/22: Designators 04/22. Permanently displaced thresholds. TDZ and fixed distance markers. Blue edge markers on runway turning circles.<br><br>Taxiway light(s):<br>Taxiway J is not lit, but has retro reflective lin-laner markers. |
| 3 | Stop bars and runway guard lights (if any) | Stop Bars at Hold points A1, B1, C1, D1, E1, G1 and N1. Runway guard lights at Hold points A1, B1, C1, D1, E1, G1 and N1. |
| 4 | Other runway protection measures | |
| 5 | Remarks | Taxiways G and J are unlit and not available for use at night.<br>WDIs (LGTD): 531030.01N 0025908.18W; 531059.37N 0025829.30W. |

## EGNR AD 2.10 AERODROME OBSTACLES

| In Approach/Take-off areas | | | | | | |
|---|---|---|---|---|---|---|
| **Obstacle ID/ Designation** | **Obstacle Type** | **Obstacle Position** | **Elevation/Height** | | **Obstruction Lighting Type/ Colour** | **Remarks** |
| **1** | **2** | **3** | **4** | | **5** | **6** |
| (EGNR4064) 22/APPROACH 04/ TAKE-OFF | CHIMNEY | 531614.60N 0025017.59W | 526 FT | 498 FT | No | |
| (EGNR5014) 22/APPROACH 04/ TAKE-OFF | PYLON | 531251.10N 0025610.31W | 174 FT | 86 FT | No | |
| (EGNR313) 22/APPROACH 04/ TAKE-OFF | PYLON | 531216.18N 0025643.33W | 102 FT | 88 FT | No | |
| (EGNR310) 22/APPROACH 04/ TAKE-OFF | PYLON | 531156.62N 0025628.47W | 92 FT | 74 FT | No | |
| (EGNR12719) 22/APPROACH 04/ TAKE-OFF | TREE | 531120.40N 0025741.09W | 55 FT | 38 FT | No | |
| (EGNR10115) 22/APPROACH 04/ TAKE-OFF | SILO | 531117.61N 0025738.92W | 55 FT | 36 FT | No | |
| (EGNR10065) 22/APPROACH 04/ TAKE-OFF | TREE | 531117.36N 0025742.60W | 52 FT | 35 FT | No | |
| (EGNR12732) 22/APPROACH 04/ TAKE-OFF | TREE | 531115.19N 0025744.92W | 55 FT | 38 FT | No | |
| (EGNR12745) 22/APPROACH | TREE | 531114.62N 0025740.16W | 68 FT | 51 FT | No | |
| (EGNR8898) 22/APPROACH 04/ TAKE-OFF | MOBILE OBST | 531108.89N 0025800.75W | 33 FT | 15 FT | No | |
| (EGNR9882) 04/TAKE-OFF | BLAST FENCE | 531108.08N 0025800.74W | 32 FT | 14 FT | Yes<br>Red | |
| (EGNR9737) 04/APPROACH 22/ TAKE-OFF | BLAST FENCE | 531011.80N 0025924.53W | 77 FT | 16 FT | Yes<br>Red | |

| In Approach/Take-off areas | | | | | | |
|---|---|---|---|---|---|---|
| **Obstacle ID/ Designation** | **Obstacle Type** | **Obstacle Position** | **Elevation/Height** | | **Obstruction Lighting Type/ Colour** | **Remarks** |
| **1** | **2** | **3** | **4** | | **5** | **6** |
| (EGNR6882) 04/APPROACH 22/ TAKE-OFF | LAMP POST | 531010.78N 0025923.25W | 78 FT | 18 FT | No | |
| (EGNR10129) 04/APPROACH 22/ TAKE-OFF | STREETLIGHT | 531010.13N 0025914.72W | 68 FT | 18 FT | No | |
| (EGNR6851) 04/APPROACH 22/ TAKE-OFF | LAMP POST | 531009.75N 0025910.37W | 79 FT | 35 FT | No | |
| (EGNR6747) 04/APPROACH 22/ TAKE-OFF | LAMP POST | 530953.90N 0025939.51W | 124 FT | 33 FT | No | |
| (EGNR7963) 04/APPROACH 22/ TAKE-OFF | LAMP POST | 530939.17N 0030028.87W | 190 FT | 36 FT | No | |
| (EGNR693) 04/APPROACH 22/ TAKE-OFF | PYLON | 530804.44N 0030319.69W | 408 FT | 104 FT | No | |
| (EGNR691) 04/APPROACH 22/ TAKE-OFF | PYLON | 530742.78N 0030317.38W | 368 FT | 106 FT | No | |
| (EGNR4205) 04/APPROACH 22/ TAKE-OFF | TELE POLE | 530716.48N 0030436.03W | 881 FT | 25 FT | No | |
| (EGNR9644) 04/APPROACH 22/ TAKE-OFF | MAST | 530715.08N 0030435.46W | 899 FT | 31 FT | No | Hope Mountain |
| (EGNR10747) 22/APPROACH 04/ TAKE-OFF | TREE | 530701.17N 0030422.27W | 940 FT | 35 FT | No | |
| (EGNR10906) 04/APPROACH 22/ TAKE-OFF | HV PYLON | 530630.66N 0030332.91W | 1015 FT | 110 FT | No | |
| (EGNR8607) 04/APPROACH 22/ TAKE-OFF | MAST | 530621.74N 0030314.45W | 1085 FT | 68 FT | No | Hope Mountain |
| (EGNR4079) 04/APPROACH 22/ TAKE-OFF | PYLON | 530433.58N 0030540.65W | 1113 FT | 159 FT | No | |

| In circling area and at aerodrome | | | | | | |
|---|---|---|---|---|---|---|
| **Obstacle ID/ Designation** | **Obstacle Type** | **Obstacle Position** | **Elevation/Height** | | **Obstruction Lighting Type/ Colour** | **Remarks** |
| **1** | **2** | **3** | **4** | | **5** | **6** |
| (EGNR331) | PYLON | 531300.47N 0025627.37W | 185 FT | 95 FT | No | |
| (EGNR4148) | PYLON | 531128.05N 0030232.10W | 363 FT | 98 FT | No | |
| (EGNR45) | HANGAR | 531102.69N 0025753.93W | 67 FT | 49 FT | No | |
| (EGNR9733) | BUILDING | 531045.85N 0025928.47W | 105 FT | 72 FT | No | |
| (EGNR9731) | APRON LIGHT | 531035.91N 0025834.45W | 66 FT | 51 FT | Yes Red | |
| (EGNR9952) | BLDG OBS LT | 531029.89N 0025835.45W | 105 FT | 85 FT | No | Infringes the Transitional Surface for both runway directions. |
| (EGNR10259) | CHURCH SPIRE | 531009.39N 0025904.86W | 108 FT | 68 FT | Yes Red | |
| (EGNR773) | PYLON | 530949.79N 0030304.54W | 524 FT | 115 FT | No | |
| (EGNR12996) | CONIFER TREE | 530938.22N 0030036.52W | 262 FT | 95 FT | No | |
| (EGNR10721) | BLDG EXTENT | 530903.40N 0030344.37W | 676 FT | 319 FT | No | |
| (EGNR10731) | HV PYLON | 530650.79N 0030858.54W | 877 FT | 144 FT | No | |
| (EGNR8605) | MAST | 530621.30N 0030310.72W | 1092 FT | 78 FT | No | |
| (EGNR10842) | HV PYLON | 530458.97N 0030616.55W | 1205 FT | 169 FT | No | |

## EGNR AD 2.11 METEOROLOGICAL INFORMATION PROVIDED

| | | |
|---|---|---|
| 1 | Associated MET Office | MET OFFICE EXETER |
| 2 | Hours of service<br>MET Office outside hour | As per operational hours. |
| 3 | Office responsible for TAF preparation<br>Periods of validity | MET OFFICE EXETER<br>9 HR. |
| 4 | Trend forecast<br>Interval of issuance | |
| 5 | Briefing/consultation provided | Self briefing/Telephone. www.metoffice.gov.uk |
| 6 | Flight documentation<br>Language(s) used | Charts abbreviated plain language text. TAFs and METARs.<br>English. |
| 7 | Charts and other information available for briefing or consultation | Available on request from ATC. |
| 8 | Supplementary equipment available for providing information | Fax, e-mail, ATIS via internet (Airbrief). |
| 9 | ATS units provided with information | HAWARDEN |
| 10 | Additional information (limitation of service, etc.) | Live MET information available at www.egnr.airbrief.net |

## EGNR AD 2.12 RUNWAY PHYSICAL CHARACTERISTICS

| Designations RWY Number | True bearing | Dimensions of RWY | Surface of RWY/ SWY/ Strength | THR co-ordinates/ THR Geoid undulation | THR elevation/ Highest elevation of TDZ of precision APP RWY | Slope of RWY/ SWY |
|---|---|---|---|---|---|---|
| 1 | 2 | 3 | 4 | 5 | 6 | 7 |
| 04 | 041.00° | 2093 x 45 M | RWY surface: Concrete and asphalt. Grooved.<br>PCN 66/R/D/X/T | 531023.68N<br>0025904.93W<br>172.7 FT | THR 31.6 FT<br>TDZ 31.6 FT | RWY 04 -1:239 Down<br>RWY 22 1:239 Up |
| 22 | 221.01° | 2093 x 45 M | RWY surface: Concrete and asphalt. Grooved.<br>PCN 66/R/D/X/T | 531058.84N<br>0025814.06W<br>172.6 FT | THR 16.7 FT<br>TDZ 16.8 FT | RWY 04 -1:239 Down<br>RWY 22 1:239 Up |

| SWY Dimensions | Clearway Dimensions | Strip Dimensions | RESA Dimensions, Overshoot / Undershoot | Location/ description of arresting system | OFZ | Remarks |
|---|---|---|---|---|---|---|
| 8 | 9 | 10 | 11 | 12 | 13 | 14 |
| | 147 x 150 M | 2082 x 280 M | 90 x 90 M<br>- | | | RWY 04<br><br>Threshold displaced by 302 M. |
| | 166 x 150 M | 2082 x 280 M | 90 x 90 M<br>- | | | RWY 22<br><br>Threshold displaced by 351 M.<br><br>87 M starter strip. |

## EGNR AD 2.13 DECLARED DISTANCES

| Runway designator | TORA | TODA | ASDA | LDA | Remarks |
|---|---|---|---|---|---|
| 1 | 2 | 3 | 4 | 5 | 6 |
| 04 | 1962 M | 2109 M | 1962 M | 1660 M | |
| 22 | 2042 M | 2208 M | 2042 M | 1742 M | |
| 04 | 1468 M | 1615 M | 1468 M | | Take-off from intersection with Taxiway D. |
| 04 | 1082 M | 1229 M | 1082 M | | Take-off from intersection with Taxiway A. |
| 22 | 2093 M | 2259 M | 2093 M | 1742 M | For Beluga operations only. |
| 22 | 2042 M | 2208 M | 2042 M | | Take-off from intersection with Taxiways C and N. |
| 22 | 1263 M | 1429 M | 1263 M | | Take-off from intersection with Taxiway G. |
| 22 | 911 M | 1077 M | 911 M | | Take-off from intersection with Taxiway A. |

## EGNR AD 2.14 APPROACH AND RUNWAY LIGHTING

| RWY | Approach lighting Type/ Length/ Intensity | Threshold lighting Colour/Wing bars | VASIS/ MEHT/ PAPI/ PAPI Dist from THR | TDZ, lighting Length | Runway Centre Line lighting Length/ Spacing/ Colour/ Intensity | Runway edge lighting Length/ Spacing/ Colour/ Intensity | Runway end lighting Colour/ Wing bars | Stopway lighting Length/ Colour | Remarks |
|---|---|---|---|---|---|---|---|---|---|
| 1 | 2 | 3 | 4 | 5 | 6 | 7 | 8 | 9 | 10 |
| 04 | One crossbar.<br>Runway 04 has a final cleared plane of 1:32 over a distance of 1.75 miles, safeguarded at 1:50 incorporating a 3.5° ILS glideslope with an OCA of 570 FT.<br>427 M<br>Light intensity high | Green<br>Light intensity high<br>Indented with green wingbars | PAPI<br>Right/ 3.5°<br>47 FT<br>269 M | 480 M 8 bar | 1663 M 30 M spacing<br>900 M red/ white caution zone<br>LED<br>White<br>Light intensity high | Elev bi-directional with omni-directional component<br>Light intensity high | Red | | |
| 22 | Two crossbars.<br>366 M<br>Light intensity high | Green<br>Light intensity high<br>Indented with green wingbars | PAPI<br>Left/3°<br>42 FT<br>291 M | 540 M 9 bar | 1743 M 30 M spacing<br>900 M red/ white caution zone<br>LED<br>White<br>Light intensity high | Elev bi-directional with omni-directional component<br>Light intensity high | Red | | |

## EGNR AD 2.15 OTHER LIGHTING, SECONDARY POWER SUPPLY

| | | |
|---|---|---|
| 1 | ABN/IBN location, characteristics and hours of operation | |
| 2 | LDI location and lighting<br>Anemometer location and lighting | Anemometer: 531031.61N 0025911.27W |
| 3 | TWY edge and centre line lighting | CL: Green centre-line lighting on turn pads (04/22), Taxiways E, B and Beluga Apron.<br><br>EDGE: Blue edge lights on Taxiways A, B, C, D, E and N. |
| 4 | Secondary power supply/switch-over time | UPS and stand-by generator by ATC tower. 1 second switch-over time on generator. |
| 5 | Remarks | Obstacle lighting, apron floodlighting (except Apron N). |

## EGNR AD 2.16 HELICOPTER LANDING AREA

| | | |
|---|---|---|
| 1 | Coordinates TLOF or THR of FATO, geoid undulation | TLOF: 531052.44N 0025841.23W, 172.7 FT |
| 2 | TLOF and/or FATO elevation | TLOF: 14.4 FT |
| 3 | TLOF and FATO area dimensions, surface, strength, marking, lighting | |
| 4 | True BRG of FATO | |
| 5 | Declared distance available | |
| 6 | APP and FATO lighting | |
| 7 | RMK | Unlit Helicopter TLOF marked by H is positioned North of Taxiway Juliet, suitable for helicopters with greatest overall length not exceeding 16 M. Police aiming point marked by Triangle at north end of taxiway Juliet, for use by approved aircraft in accordance with unit specific procedures. |

## EGNR AD 2.17 AIR TRAFFIC SERVICES AIRSPACE

| Designation and lateral limits | Vertical Limits | Airspace Class | ATS unit callsign/ language | Transition Altitude | Hours of applicability | Remarks |
|---|---|---|---|---|---|---|
| 1 | 2 | 3 | 4 | 5 | 6 | 7 |
| HAWARDEN ATZ<br>A circle, 2.5 NM radius, centred at 531041N 0025840W on longest notified runway (04/22) | Upper limit: 2000 FT AGL<br>Lower limit: SFC | G | HAWARDEN RADAR<br>English | 5000 FT | | ATZ hours coincident with TWR hours as detailed in AD 2.18. |
| HAWARDEN RMZ 1<br>531309N 0025059W -<br>530940N 0025059W -<br>531427N 0030140W -<br>531309N 0025059W | Upper limit: 2500 FT ALT<br>Lower limit: SFC | G | HAWARDEN RADAR<br>English | 5000 FT | | RMZ hours coincident with aerodrome hours as detailed at EGNR AD 2.3.<br>For conditions of RMZ entry see EGNR AD 2.22 Flight Procedures.<br>Contiguous with overlying CAS. |
| HAWARDEN RMZ 2<br>530940N 0025059W -<br>530823N 0025059W -<br>530400N 0025720W -<br>530845N 0031227W -<br>531525N 0030250W -<br>531427N 0030140W -<br>530940N 0025059W | Upper limit: 3000 FT ALT<br>Lower limit: SFC | G | HAWARDEN RADAR<br>English | 5000 FT | | Contiguous with overlying CAS. |
| HAWARDEN RMZ 3<br>530400N 0025720W -<br>530000N 0030305W following the line of latitude to -<br>530000N 0030711W -<br>530321N 0031150W -<br>530845N 0031227W -<br>530400N 0025720W | Upper limit: 4500 FT ALT<br>Lower limit: SFC | G | HAWARDEN RADAR<br>English | 5000 FT | | Contiguous with overlying CAS. |

## EGNR AD 2.18 AIR TRAFFIC SERVICES COMMUNICATION FACILITIES

| Service Designation | Callsign | Channel/ Frequency(MHz) | SATVOICE number(s) | Logon Address | Hours of Operation | Remarks |
|---|---|---|---|---|---|---|
| 1 | 2 | 3 | 4 | 5 | 6 | 7 |
| TWR | HAWARDEN TOWER | 124.955<br>DOC 20 NM/6,000 FT. | | | Mon-Fri 0800-2100 (0700-2000); Sat, Sun & PH 0830-1800 (0730-1700). | ATZ hours coincident with Tower hours. |
| RADAR | HAWARDEN RADAR | 120.055<br>DOC 40 NM/ 20,000 FT. | | | Mon-Fri 0800-2100 (0700-2000); Sat, Sun & PH 0830-1800 (0730-1700). | |
| | | 130.015<br>DOC 40 NM/ 20,000 FT.<br>Not continuously monitored. | | | When directed by ATC. | |
| ATIS | HAWARDEN INFORMATION | 125.430<br>DOC 40 NM/ 20,000 FT. | | | Mon-Fri 0800-2100 (0700-2000); Sat, Sun & PH 0830-1800 (0730-1700). | |
| OTHER | HAWARDEN FIRE | 121.605<br>Non-ATS frequency. | | | Available when Fire vehicle attending aircraft on the ground in an emergency. | |

# EGNR AD 2.19 RADIO NAVIGATION AND LANDING AIDS

| Type of Aid CAT of ILS/MLS MAG Var/VOR Declination | Ident | Frequency | Hours of Operation | Position of transmitting antenna coordinates | Elevation of DME transmitting antenna | Remarks |
|---|---|---|---|---|---|---|
| 1 | 2 | 3 | 4 | 5 | 6 | 7 |
| ILS/LOC<br>I<br>0.22°E (2027) | IHWD | 110.350 MHz | HO | 531043.61N<br>0025844.66W | | (RWY 04)<br>ILS is offset 2.6° to the right.<br>Due to terrain considerations, below 3500 FT, the LOC and associated DME are restricted to operations within +-35 to a range of 10 NM and +-10 out to a range of 18 NM. Above 3500 FT the LOC and associated DME is usable to 35 degrees either side of centreline from 17 NM. |
| ILS/GP | IHWD | 334.850 MHz | HO | 531032.82N<br>0025902.39W | | 3.5° ILS Ref Datum Hgt 42 FT. |
| ILS/LOC<br>I<br>0.22°E (2027) | IHDN | 110.350 MHz | HO | 531011.58N<br>0025922.44W | | (RWY 22)<br>LOC off-course clearance:<br>It should be noted that false capture may occur in the sector 26 to 30 left of centre-line with certain types of aircraft navigation receiver.<br>22 ILS has an infringement of the transitional surface by hangar ENE of the runway threshold. |
| ILS/GP | IHDN | 334.850 MHz | HO | 531054.58N<br>0025830.94W | | 3° ILS Ref Datum Hgt 52 FT. |
| DME | IHWD | 40Y<br>110.350 MHz | HO | 531043.90N<br>0025844.33W | 50 FT | (RWY 04)<br>On AD.<br>Freq paired with ILS I-HDN and I-HWD.<br>Zero range to THR of Runway 22 and 04.<br>Due to terrain effects DME unusable below 4500 FT in sector 240 to 270 MAG, in excess of 15 NM. |
| DME | IHDN | 40Y<br>110.350 MHz | HO | 531043.90N<br>0025844.33W | 50 FT | (RWY 22)<br>On AD.<br>Freq paired with ILS I-HDN and I-HWD.<br>Zero range to THR of Runway 22 and 04.<br>Due to terrain effects DME unusable below 4500 FT in sector 240 to 270 MAG, in excess of 15 NM. |
| NDB (L)<br>0.22°E (2027) | HAW | 340.000 kHz | HO | 531045.00N<br>0025846.33W | | On AD. Range 25 NM. |

# EGNR AD 2.20 LOCAL AERODROME REGULATIONS

## 1 AIRPORT REGULATIONS

a) Not available to non-radio equipped aircraft.
b) High visibility clothing to be worn on all aprons.
c) Marshalling is mandatory on all aprons.
d) Due to the nature of the operation and high risk of turbulence from factory buildings Hawarden AD is not available to any aircraft with a MTOW of less than 450 KG, or to gliders, motor-gliders, flex-wing microlights and gyrocopters.
e) Tail-wheel type aircraft (tail-draggers) are not permitted unless the pilot-in-command has at least 200 hours on type.
f) APU and/or engine running not permitted outside operational hours of ATC/RFFS.

## 2 GROUND MOVEMENT

a) The visibility of Aprons N and C from the ATC Control Tower is restricted. Aircraft may be issued with conditional clearances concerning other aircraft movements. Aircraft movements and engine running on these aprons are subject to ATC approval.
b) The area west of Taxiway D is defined as Apron A. All aircraft operations are subject to ATC clearance on Apron A.

## 3 CAT II/III OPERATIONS

a) CAT II/III Operations not available.
b) **Low Visibility Procedures (LVPs)**

i. LVPs in force when visibility 1639 M or less;
ii. Visibility 800 M or less - operations restricted to one aircraft movement at a time;
iii. Visibility 400 M or less - all airfield operations cease until visibility increases above 400 M.

## 4 WARNINGS

a) Restricted Area EGR311, 5 NM north of the AD.
b) Complex CAS in the vicinity, including:

- Liverpool CTR, North of ATZ;
- Manchester CTA 2500 FT to 3500 FT North of Hawarden;
- PEPZE CTA 3000 FT - FL 195.

***Note:*** *Aircraft must remain clear of CAS unless in receipt of a positive instruction to enter.*

c) The reinforcing steel within the concrete pavement of Runway 04/22 may cause compass deviation on stationary aircraft.
d) Westerly and Easterly surface winds of greater than 15 KT may lead to turbulence from factory buildings.
e) Runway 22 strip end is infringed on the left hand side by a frangible garden fence to a distance of 34 M.
f) High Ground to 1848 FT AMSL between 5 NM and 10 NM Southwest of the AD.
g) Hangar infringes the southern transitional surface to Runway 04/22 by 7.94 M. It is fitted with an obstruction light.
h) Yellow centre-line guidance on turn pad 04 is for Beluga operations only. All other traffic should self-position within the confines of the turn pad provided with blue edge lighting.
i) Yellow centre-line guidance on turn pad 22 is for Beluga operations only. All other traffic should self-position and use the Take-off from intersection with Taxiways C and N as per AD 2.13.
j) Model aircraft flying site on southern boundary of ATZ (Kinnerton 530817.1N 0025829.7W). Occasional activity Mon-Sun SFC to 400 FT AGL.

## 5 HELICOPTER OPERATIONS

a) Helicopter Operations 'H' is available for helicopters up to 'd' value not exceeding 13.5 M, during daylight hours only.
b) Aiming point on Taxiway J is available ONLY for helicopters approved by the aerodrome management in accordance with locally agreed procedures.

## 6 USE OF RUNWAYS

Not applicable

## 7 TRAINING

a) VFR and IFR training for based and non-based operators available during published operational hours. Contact ATC for details.
b) Glide approaches are not permitted to Runway 04 from right-hand circuit.
c) Traffic on left hand circuit Runway 04/right hand circuit Runway 22 will operate in close proximity to Liverpool CTR.

# EGNR AD 2.21 NOISE ABATEMENT PROCEDURES

The following procedures may be departed from only to the extent necessary for avoiding immediate danger and for complying with ATC instructions.

a) Aircraft should avoid overflying built up areas and dwellings and minimize noise nuisance as far as possible, fly neighbourly and comply with their aircraft specific noise abatement techniques.
b) Jet and multi-engine turbo-prop aircraft must not join the Final Approach Track at a height of less than 1000 FT QFE.
c) All departures, including visual circuit traffic, turning left from Runway 22 must climb straight ahead to I-HDN or I-HWD D1.5 or until passing the A55 road (Junction 36) before turning on track.
d) Helicopters are to avoid overflying the village of Broughton (1 NM southwest of the airport) and the factory buildings that are situated northwest and southeast of Runway 04/22 below 1000 FT QFE.
e) Circuit height: piston engine or single-engine turbo-prop fixed wing 1000 FT; Jet or multi-engine turbo prop aircraft 1500 FT; Helicopters 800 FT.

# EGNR AD 2.22 FLIGHT PROCEDURES

## 1 PROCEDURES FOR AIRCRAFT INBOUND TO HAWARDEN FROM THE AIRWAYS SYSTEM

a) In order to provide improved ATC handling of Airways flights inbound to Hawarden, a system of Standard Inbound Routes is established. In some case these are coincident with Standard Arrival Routes (STARs) to Liverpool Airport in which case the appropriate STAR Designators will be used (See AD 2-EGGP-7).

| Approach from | Via | Route | Descent Planning Information (Note) |
|---|---|---|---|
| SE | N601 | LESTA - TNT - NANTI - KEGUN (EGGP LESTA 1L STAR) | FL 200 by LESTA<br>FL 100 by NANTI |
| | T420 | ELVOS - TNT - NANTI - KEGUN (EGGP ELVOS 1L STAR) | FL 200 by 25 NM before TNT<br>FL 100 by NANTI |
| | Y53 | PEDIG - NANTI - KEGUN | |
| S | P16 | PEPZE - MONTY - GODPA - KEGUN (EGGP PEPZE 1L STAR) | FL 180 BY PEPZE |
| | N864 | AVTIC - OSWEZ - MONTY - GODPA - KEGUN | |
| W | L975/UL975 | LYNAS - WAL - KEGUN | FL 240 by NATKO<br>FL 130 by ROLEX |
| | Q36 | ABGEP - ALAVA - MALUD - WAL - KEGUN | FL 130 by ALAVA |
| | Q37 | BAVUD - DONAX - MALUD - WAL - KEGUN | FL 130 by DONAX |
| NW | L10 | IOM - WAL - KEGUN | FL 230 by KELLY |
| | Q38 | MAKUX - SOSIM - PENIL - WAL - KEGUN | FL 230 by SOSIM |
| N | L612 | CROFT - WAL - KEGUN | FL 200 10 NM before LAKEY |
| NE | POL | POL - WAL - KEGUN | |
| E | L975 | DESIG - WAL - KEGUN | FL 290 by VEGUS<br>FL 170 by UPTON |

***Note:*** *For planning purposes only, pilots within the ATS Route Structure should plan for possible descent to the levels indicated. Holding at KEGUN as published in AD 2-EGGP-7.* ***Actual descent clearance will be as directed by ATC****.*

i. **Holding**
ii. **Loss of Communications**

1. Follow the appropriate loss of communications procedures detailed at ENR 1.1.3 to KEGUN. Descend at KEGUN to leave controlled airspace and proceed to NDB(L) HAW and carry out an appropriate instrument approach procedure in accordance with the standard loss of communications procedures.

b) Instrument Approach Procedures (IAP) for this aerodrome are established outside controlled airspace. See ENR 1.5.
c) Circuit directions variable. Circuit heights: Fixed-wing piston 1000 FT QFE, Jet 1500 FT QFE, Helicopters 800 FT QFE.
d) Standard Terminal Arrival Routes (STAR) refer to AD 2-EGGP-7.
e) Pilots are to advise POB on first contact with ATC.

## 2 PROCEDURES FOR AIRCRAFT DEPARTING HAWARDEN TO JOIN THE AIRWAYS SYSTEM

All Airways departures will be issued with a standard outbound clearance referred as a REXAM 5 or WAL 4 departure as follows:

a) REXAM 5 Runway 22 — join controlled airspace on track REXAM climbing to 5000 FT ALT. If no contact with Scottish Control by REXAM, take up a right hand orbit at REXAM and re-contact Hawarden on previous frequency;
b) REXAM 5 Runway 04 — after departure, immediate right turn remaining outside the Manchester CTA, join controlled airspace on track REXAM climbing to 4000 FT ALT, on crossing the WAL 167R, climb to 5000 FT. If no contact with Scottish Control by REXAM, take up a right hand orbit at REXAM and re-contact Hawarden on previous frequency;
c) WAL 4 Runway 04: Turn immediately left on track WAL, climb to altitude 4000 FT. If no contact with Scottish Control, take up a right hand orbit at WAL and re-contact previous ATC agency;
d) WAL 4 Runway 22: Turn immediately right on track WAL, climb to altitude 4000 FT. If no contact with Scottish Control, take up a right hand orbit at WAL and re-contact previous ATC agency.

***Note 1:*** *The transition altitude for this procedure is 5000 FT due to the proximity of the Manchester TMA. Aircrew should ensure that autopilots and FMC's are set accordingly.*

***Note 2:*** *Scottish Control Frequency 128.055 MHz.*

## 3 RADIO MANDATORY ZONE (RMZ)

For flight within the RMZ aircraft commanders must comply with one of the following:

a) Establish satisfactory two-way RTF communication with and pass pertinent flight details to Hawarden Radar (120.055 MHz) prior to entering the RMZ. Maintain two-way communication with Hawarden Radar whilst operating inside the RMZ, unless otherwise instructed.

b) Display the Hawarden Frequency Monitoring Code (FMC) (*4607) with Mode C as detailed below and in ENR 1.6 paragraph 2.6, UK SSR Code Allocation Plan, and monitor Hawarden Radar (120.055 MHz) prior to entering and whilst inside the RMZ. Pilots must maintain a listening watch and establish two-way RTF communication, if directed, whilst operating inside the RMZ.

Selection of the FMC does not imply receipt of an ATC service and pilots remain responsible for navigation, separation, terrain clearance, and are expected to remain outside of Controlled Airspace at all times.

When a pilot leaves the RMZ they should deselect the FMC.

c) Non-radio aircraft should contact Hawarden ATC by telephone (01244-522012), SMS text (07786-208291) or email (atcopshawarden@airbus.com) prior to commencing any planned flight that will enter or cross the RMZ, supplying aircraft registration, type, estimates and points of entry/exit, planned altitudes and duration/activity in the RMZ (if applicable). On receipt of this information an acknowledgement will be issued by ATC Hawarden.
d) Conduct flight in accordance with valid Letter of Agreement with Hawarden ATC.

## 4 FREQUENCY MONITORING CODE (FMC)

a) Pilots operating in the vicinity of, but intending to remain outside the Hawarden RMZ within the area defined by straight lines joining successively the following points and maintaining a listening watch only on Hawarden Radar frequency, 120.055 MHz, are encouraged to select SSR code 4607.

| | | | | | |
|---|---|---|---|---|---|
| 531714N | 0031104W | – | 531427N | 0030140W | - |
| 530626N | 0024349W | – | 530314N | 0024935W | - |
| 525503N | 0030414W | – | 525508N | 0030932W | - |
| 530209N | 0031953W | – | 531020N | 0032115W | - |

531525N 0031346W – 531714N 0031104W.

b) Selection of 4607 does not imply the receipt of an ATC service. Aircraft displaying the code are not expected to contact ATC under normal circumstances, remain responsible for their own navigation, separation, terrain clearance and are expected to remain clear of the Hawarden RMZ at all times.
c) Whilst squawking 4607, pilots should be aware that Hawarden Radar may make blind transmissions in order to ascertain a particular aircraft's intentions/route.
d) When a pilot ceases to maintain a listening watch, code 4607 shall be deselected.

## 5 VISUAL REFERENCE POINTS (VRP)

a) Details of VRPs are available in the consolidated 'Visual Reference Points List' published on the 'Digital Dataset' page of the NATS AIS website, www.nats.aero/ais.

# EGNR AD 2.23 ADDITIONAL INFORMATION

Not applicable

# EGNR AD 2.24 CHARTS RELATED TO AN AERODROME

AERODROME CHART - ICAO
AD 2.EGNR-2-1
ATC SURVEILLANCE MINIMUM ALTITUDE CHART - ICAO
AD 2.EGNR-5-1
INSTRUMENT APPROACH CHART OFFSET ILS/DME/NDB(L) RWY 04 (CAT A,B,C) - ICAO
AD 2.EGNR-8-1
INSTRUMENT APPROACH CHART OFFSET LOC/DME/NDB(L) RWY 04 (CAT A,B,C) - ICAO
AD 2.EGNR-8-2
INSTRUMENT APPROACH CHART SRA RTR 2NM RWY 04 (CAT A,B,C) - ICAO
AD 2.EGNR-8-3
INSTRUMENT APPROACH CHART NDB(L)/DME RWY 04 (CAT A,B,C) - ICAO
AD 2.EGNR-8-4
INSTRUMENT APPROACH CHART ILS/DME/NDB(L) RWY 22 (CAT A,B,C) - ICAO
AD 2.EGNR-8-5
INSTRUMENT APPROACH CHART LOC/DME/NDB(L) RWY 22 (CAT A,B,C) - ICAO
AD 2.EGNR-8-6
INSTRUMENT APPROACH CHART SRA RTR 2NM RWY 22 (CAT A,B,C) - ICAO
AD 2.EGNR-8-7
INSTRUMENT APPROACH CHART NDB(L)/DME RWY 22 (CAT A,B,C) - ICAO

## EGNR AD 2.25 VISUAL SEGMENT SURFACE (VSS) PENETRATION

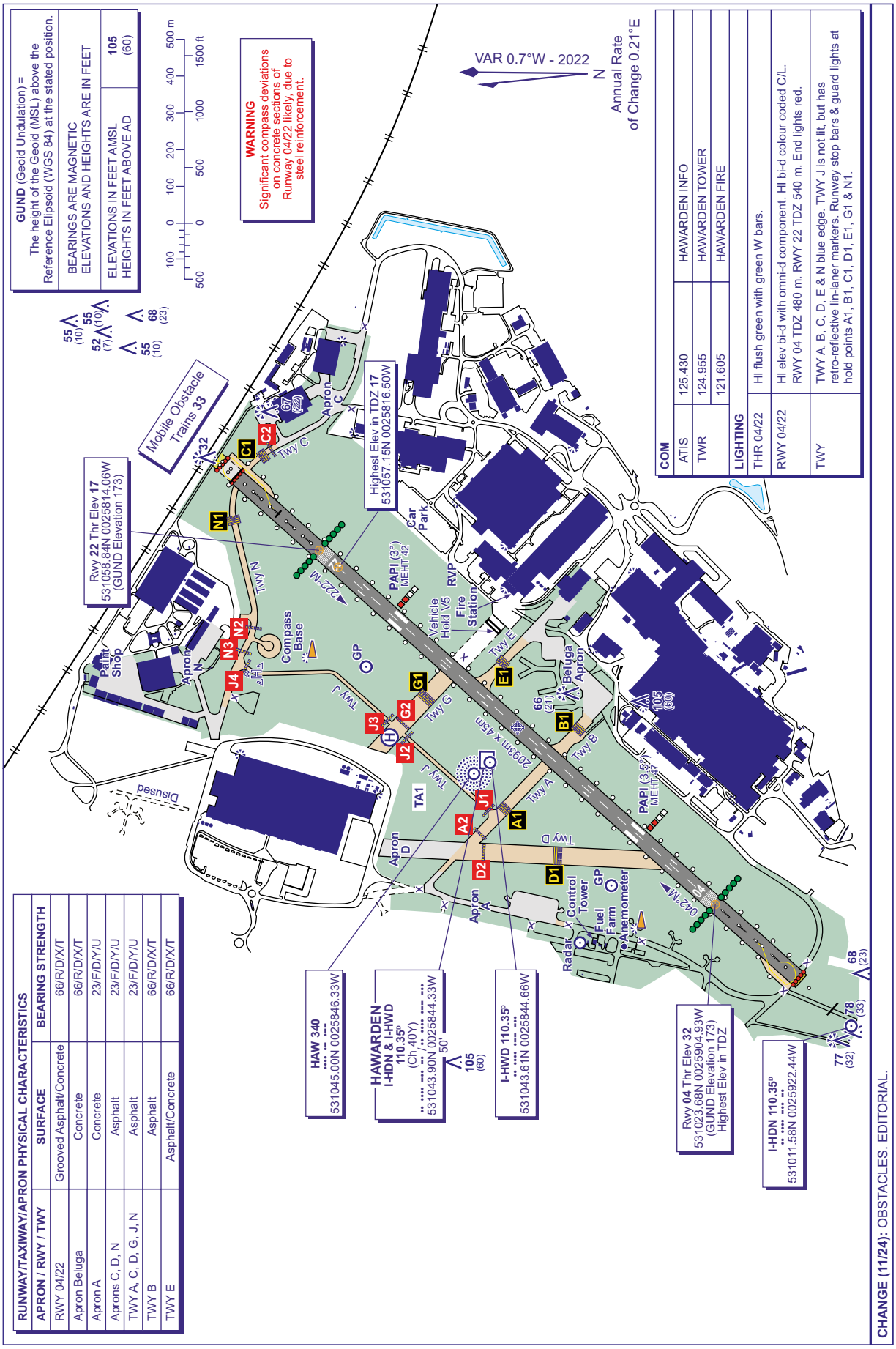
Not applicable

# HAWARDEN EGNR

## AERODROME CHART - ICAO

ARP 531041N 0025840W

AD ELEV 45FT

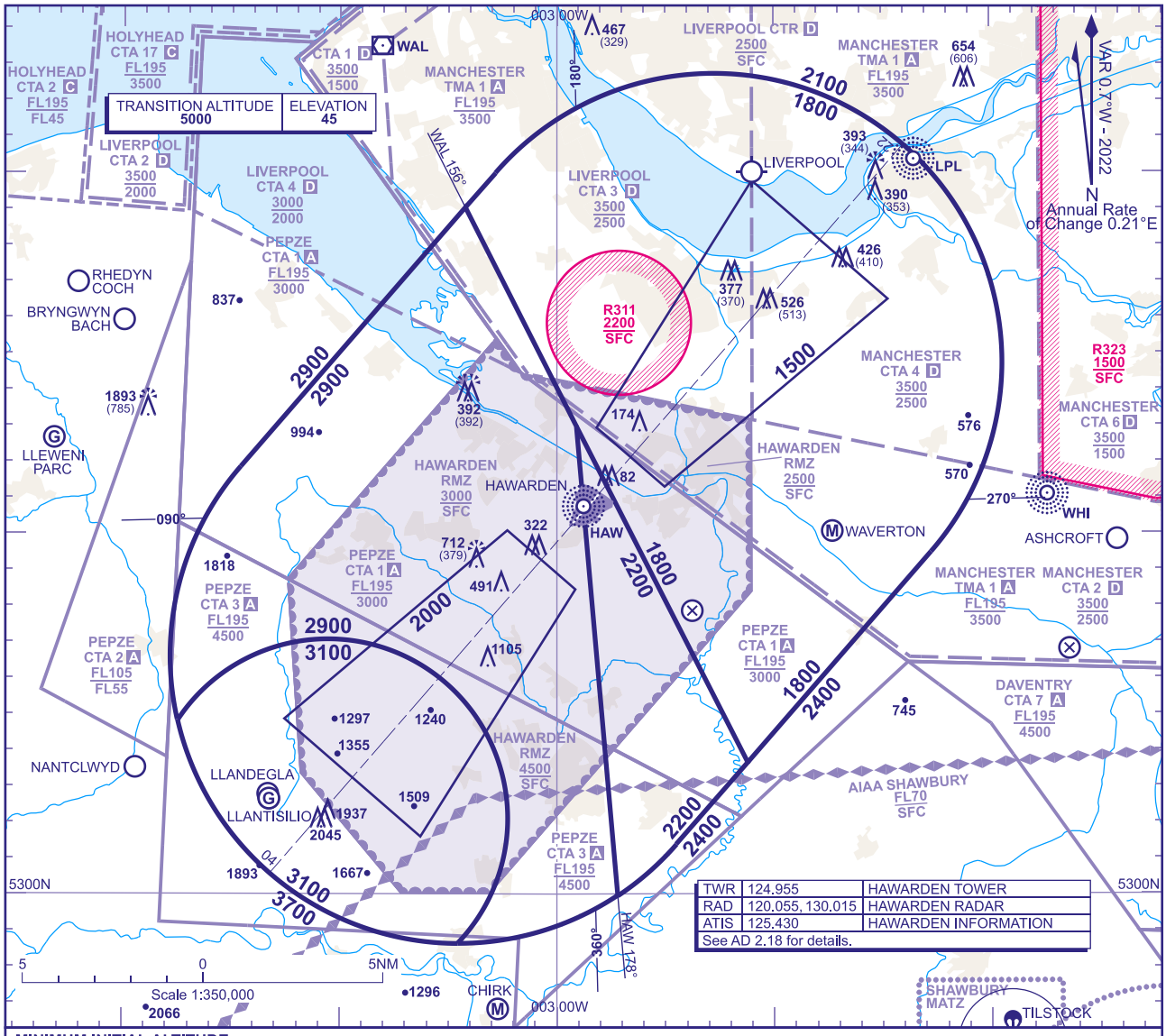


**INTENTIONALLY BLANK**

# ATC SURVEILLANCE MINIMUM ALTITUDE CHART - ICAO

BEARINGS, TRACKS AND RADIALS ARE MAGNETIC
ELEVATIONS IN FEET AMSL **1893**
HEIGHTS IN FEET AGL (785)

## HAWARDEN




**MINIMUM INITIAL ALTITUDE**

Within the ATC Surveillance Minimum Altitude area the minimum initial altitude to be allocated by the approach surveillance controller is:

a) **1800** in the sector defined by the lateral limits; 531902N 0030414W - 531959N 0030250W thence clockwise by an arc of a circle radius 8NM centred on 531445N 0025246W to 530929N 0024245W - 530339N 0025113W - 531258N 0025906W - 531902N 0030414W.

b) **2200** in the sector defined by the lateral limits; 531258N 0025906W - 530339N 0025113W - 530123N 0025431W thence clockwise by an arc of a circle radius 8NM centred on 530637N 0030432W to 525957N 0025712W - 531258N 0025906W.

c) **2900** in the sector defined by the lateral limits; 531151N 0031435W - 531902N 0030414W - 531258N 0025906W - 525957N 0025712W thence clockwise by an arc of a circle radius 8NM centred on 530637N 0030432W to 525838N 0030434W thence anti-clockwise by an arc of a circle radius 5NM centred on 530205N 0031032W to 530450N 0031728W thence clockwise by an arc of a circle radius 8NM centred on 530637N 0030432W to 531151N 0031435W.

d) **3100** in the sector defined by the lateral limits; 530450N 0031728W thence clockwise by an arc of a circle radius 5NM centred on 530205N 0031032W to 525838N 0030434W thence clockwise by an arc of a circle radius 8NM centred on 530637N 0030432W to 530450N 0031728W.

**OUTSIDE THE DESIGNATED APPROACH SURVEILLANCE MINIMUM ALTITUDE AREA**

The minimum altitude to be allocated by the approach surveillance controller will be either the Minimum Sector Altitude, or **1000** above any fixed obstacles:

a) within 5NM of the aircraft*, and

b) within the sector 15NM ahead of and within 20° either side of the aircraft's track*.

*When the aircraft is within 15NM of the radar antennae, the 5NM in a) and the 15NM in b) may be reduced to 3NM and 10NM respectively.

**LOSS OF COMMUNICATION PROCEDURES**

**Initial Approach**

Continue visually or by means of an appropriate approved final approach aid. If not possible proceed at **2500**, or last assigned level if higher to **NDB(L) HAW**†.

**Intermediate and Final Approach**

Continue visually or by means of an appropriate final approach aid. If not possible follow the Missed Approach Procedure to **NDB(L) HAW**†.

† In all cases where the aircraft returns to the holding facility the procedure to be adopted is the Radio Failure Procedure detailed at ENR 1.1.3.

**GENERAL INFORMATION**

1. Levels shown are based on QNH.
2. Only significant obstacles and dominant spot heights are shown.
3. The minimum levels shown within the ATC Surveillance Minimum Altitude Area are in conformance with the Standard European Rules of the Air - SERA.5015.
4. Minimum Sector Altitudes are based on obstacles and spot heights within 25NM of the Aerodrome Reference Point.
5. Controlled airspace with a base in excess of **5000** or FL55, as appropriate, is not shown.
6. **This chart should only be used for the cross-checking of assigned altitudes whilst in receipt of a approach surveillance service.**
7. **When vectoring an aircraft within the Final Approach Vectoring Area descent clearance below the SMAA to the FAVA altitude may only be issued if the aircraft is either established on the final approach track or on an intercept of 40° or less, and in the case of Instrument approaches other than SRA is cleared to intercept the final approach track.**

**CHANGE (2/25):** R323 ADDED. MANCHESTER CTR REPLACED BY CTA 6.

AERO INFO DATE 06 DEC 24

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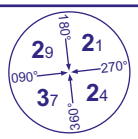
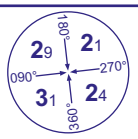
# INSTRUMENT APPROACH CHART - ICAO

## HAWARDEN OFFSET ILS/DME/NDB(L) RWY 04
(ACFT CAT A,B,C)



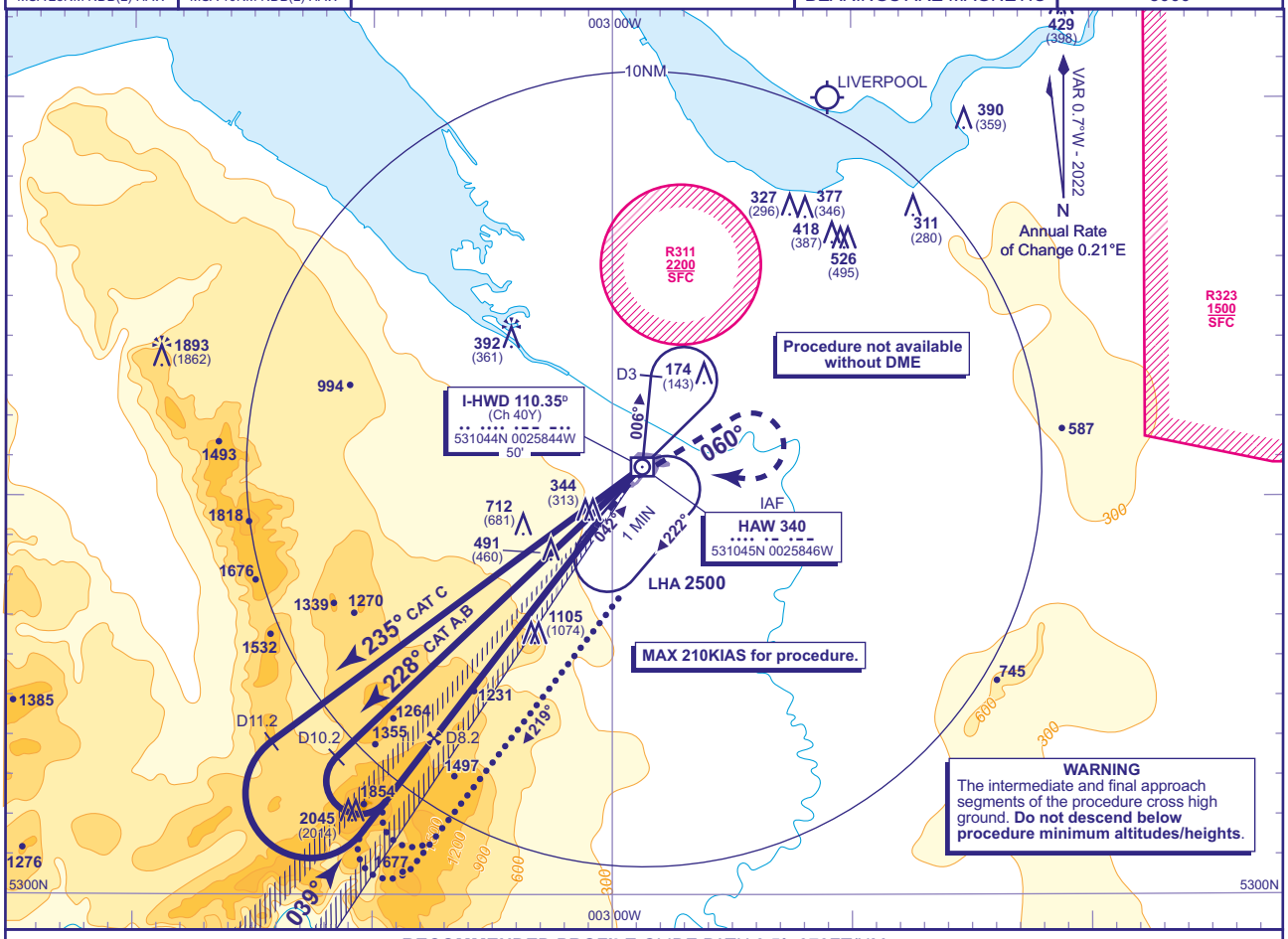
MSA 25NM NDB(L) HAW



MSA 10NM NDB(L) HAW

| | | | |
|---|---|---|---|
| TWR 124.955 | HAWARDEN TOWER | AD ELEVATION | 45 |
| RAD 120.055, 130.015* | HAWARDEN RADAR | THR ELEVATION | 31 |
| ATIS 125.430 | HAWARDEN INFORMATION | OBSTACLE ELEVATION 2045 AMSL (2014) (ABOVE THR) | |
| *As directed by ATC, Not continuously monitored | | BEARINGS ARE MAGNETIC | |

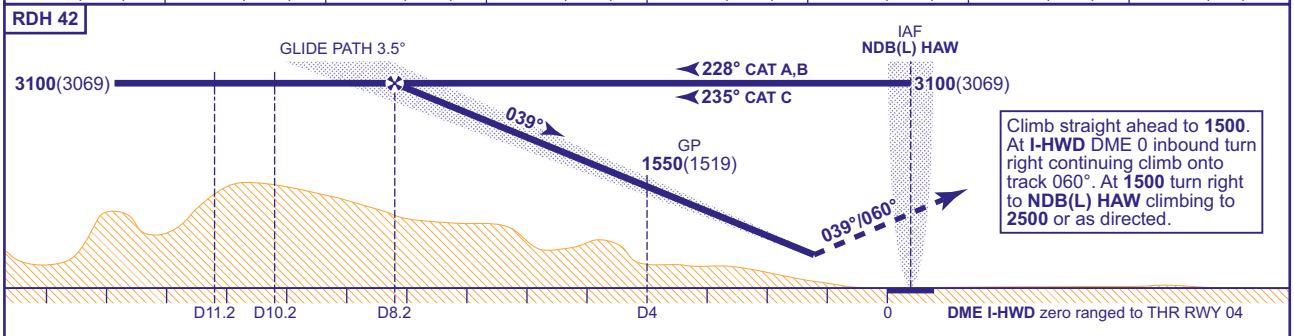
TRANSITION ALTITUDE **5000**




**RECOMMENDED PROFILE** GLIDE PATH 3.5°, 370FT/NM

| DME I-HWD | 8 | 7 | 6 | 5 | 4 | 3 | 2 |
|---|---|---|---|---|---|---|---|
| ALT(HGT) | **3030**(2999) | **2660**(2629) | **2290**(2259) | **1920**(1889) | **1550**(1519) | **1180**(1149) | **810**(779) |

**RDH 42**




| Aircraft Category | | A | B | C |
|---|---|---|---|---|
| OCA (OCH) | UNCAT | **530**(499) | **530**(499) | **530**(499) |
| VM(C)OCA (OCH AAL) | Total Area | **800**(755) | **900**(855) | |
| | East of RWY 04/22 | **700**(655) | **800**(755) | **1500**(1455) |

| Rate of descent | G/S KT | 160 | 140 | 120 | 100 | 80 |
|---|---|---|---|---|---|---|
| | FT/MIN | 980 | 860 | 740 | 620 | 490 |

**ALTERNATIVE PROCEDURE**
Overhead NDB(L) HAW at **3100**(3069) turn right from the outbound leg of the hold turn left onto track 219°. At I-HWD DME 10.2 (CAT A,B) or I-HWD DME 11.2 (CAT C) commence right turn to establish on the localizer then continue as for basic procedure. Remain within I-HWD DME 15.

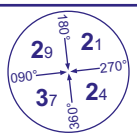
**NOTE 1** LOC is offset 2.6° right of RWY 04 C/L and intercepts the RWY C/L 1NM from the THR.
**2** Reversal baseturn from NDB(L) HAW outbound on QDR 006° to I-HWD DME 3 (1 MIN).

**CHANGE (2/25):** EGR323 ADDED.

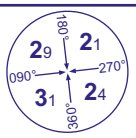
AERO INFO DATE 26 NOV 24

## INSTRUMENT APPROACH CHART - ICAO

# HAWARDEN
# OFFSET
# LOC/DME/NDB(L)
# RWY 04
(ACFT CAT A,B,C)



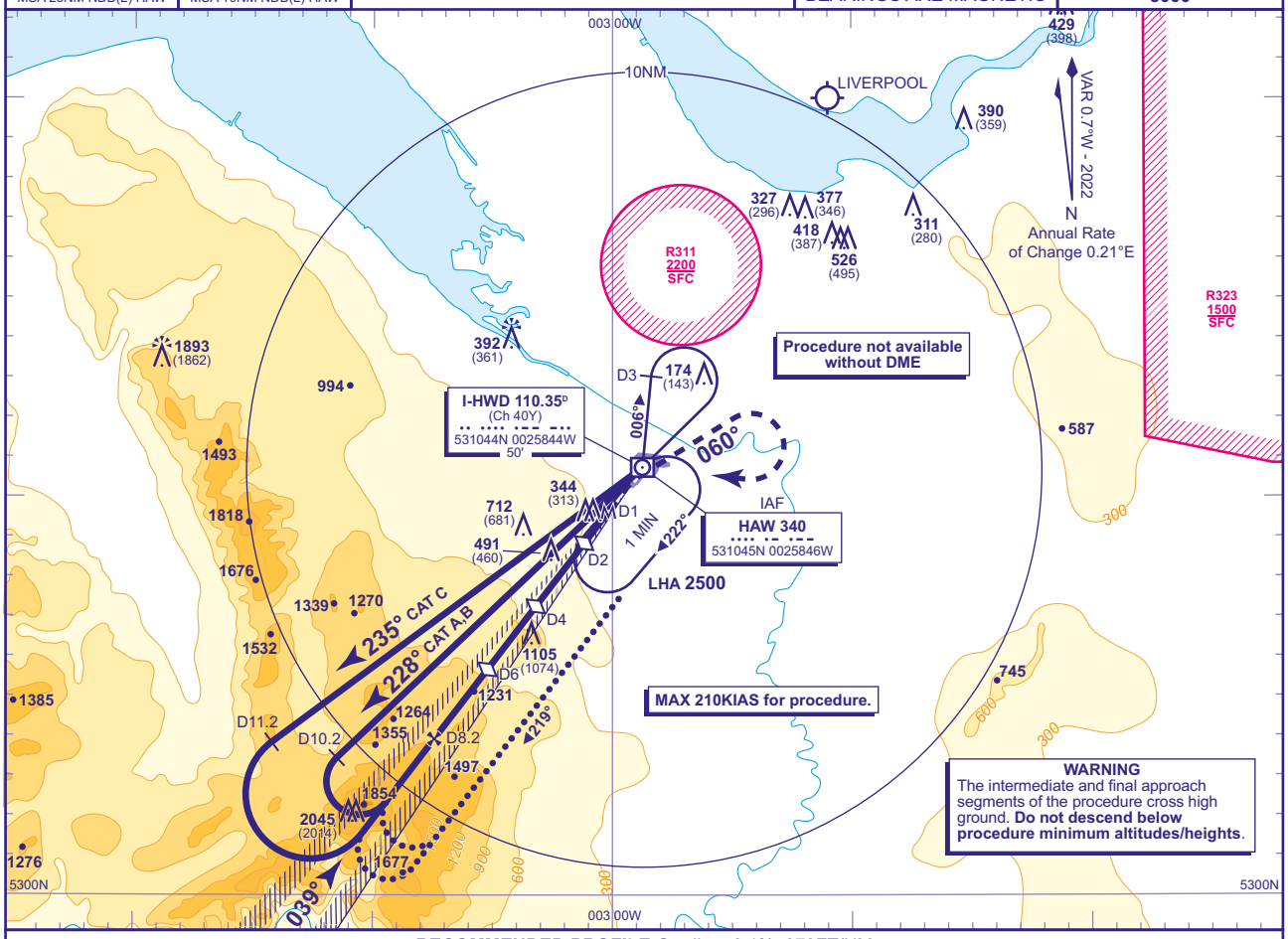
MSA 25NM NDB(L) HAW



MSA 10NM NDB(L) HAW

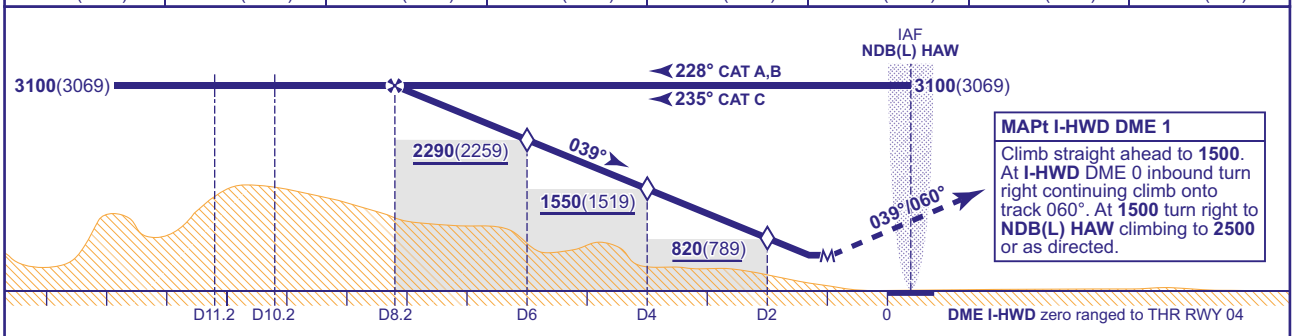
| | | | |
|---|---|---|---|
| TWR 124.955 | HAWARDEN TOWER | AD ELEVATION | 45 |
| RAD 120.055, 130.015* | HAWARDEN RADAR | THR ELEVATION | 31 |
| ATIS 125.430 | HAWARDEN INFORMATION | OBSTACLE ELEVATION **2045 AMSL** (2014) (ABOVE THR) | |
| *As directed by ATC, Not continuously monitored | | BEARINGS ARE MAGNETIC | |

TRANSITION ALTITUDE **5000**




**RECOMMENDED PROFILE** Gradient 6.1%, 370FT/NM

| DME I-HWD | 8 | 7 | 6 (SDF) | 5 | 4 (SDF) | 3 | 2 (SDF) |
|---|---|---|---|---|---|---|---|
| ALT(HGT) | **3030**(2999) | **2660**(2629) | **2290**(2259) | **1920**(1889) | **1550**(1519) | **1190**(1159) | **820**(789) |




**MAPt I-HWD DME 1**
Climb straight ahead to **1500**. At **I-HWD** DME 0 inbound turn right continuing climb onto track 060°. At **1500** turn right to **NDB(L) HAW** climbing to **2500** or as directed.

| Aircraft Category | | A | B | C |
|---|---|---|---|---|
| OCA (OCH) | Procedure | **570**(539) | **570**(539) | **570**(539) |
| VM(C)OCA (OCH AAL) | Total Area | **800**(755) | **900**(855) | |
| | East of RWY 04/22 | **700**(655) | **800**(755) | **1500**(1455) |

| Rate of descent | G/S KT | 160 | 140 | 120 | 100 | 80 |
|---|---|---|---|---|---|---|
| | FT/MIN | 980 | 860 | 740 | 610 | 490 |

**ALTERNATIVE PROCEDURE**
Overhead NDB(L) HAW at **3100**(3069) turn right and continue the outbound leg of the hold then turn left onto track 219°. At I-HWD DME 10.2 (CAT A,B) or I-HWD DME 11.2 (CAT C) commence right turn to establish on the localizer then continue as for basic procedure. Remain within I-HWD DME 15.

**NOTE 1** LOC is offset 2.6° right of RWY 04 C/L and intercepts the RWY C/L 1NM from the THR.
**2** Reversal baseturn from NDB(L) HAW outbound on QDR 006° to I-HWD DME 3 (1 MIN).

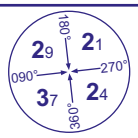
**CHANGE (2/25):** EGR323 ADDED.

AERO INFO DATE 26 NOV 24

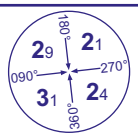
AD 2-EGNR-8-2

# INSTRUMENT APPROACH CHART - ICAO

## HAWARDEN
## SRA RTR 2NM
## RWY 04
(ACFT CAT A,B,C)



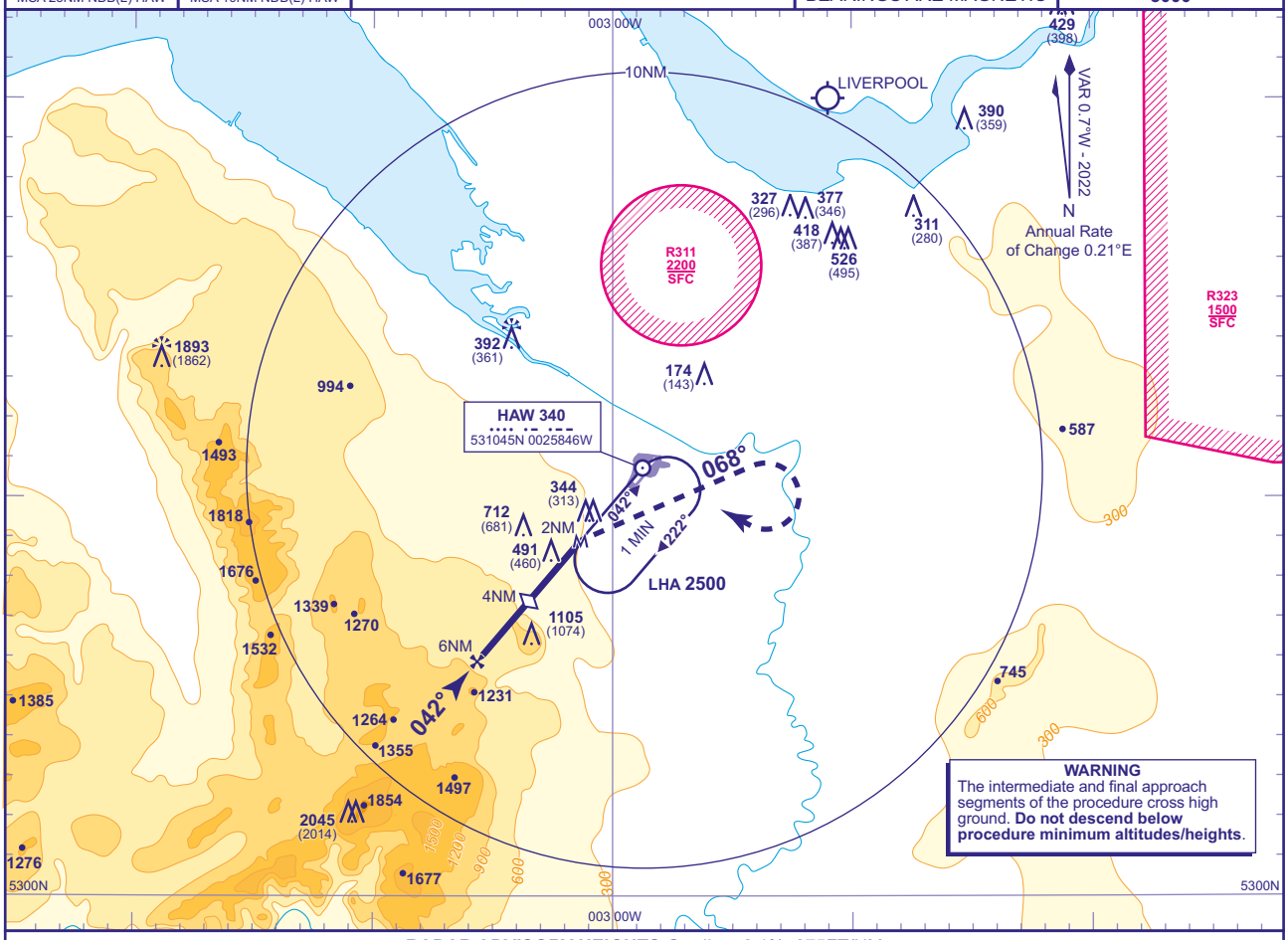
MSA 25NM NDB(L) HAW



MSA 10NM NDB(L) HAW

| | | | |
|---|---|---|---|
| TWR 124.955 | HAWARDEN TOWER | AD ELEVATION | 45 |
| RAD 120.055, 130.015* | HAWARDEN RADAR | THR ELEVATION | 31 |
| ATIS 125.430 | HAWARDEN INFORMATION | OBSTACLE ELEVATION 2045 AMSL (2014) (ABOVE THR) | |
| *As directed by ATC, Not continuously monitored | | BEARINGS ARE MAGNETIC | |

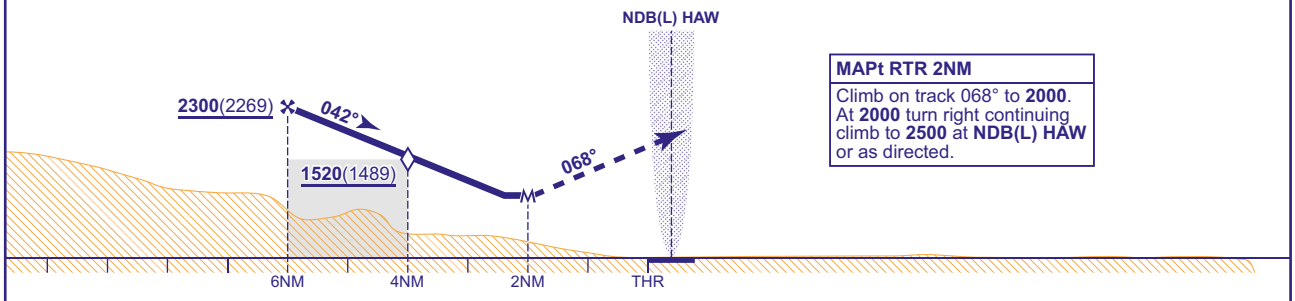
TRANSITION ALTITUDE **5000**




**RADAR ADVISORY HEIGHTS** Gradient 6.1%, 375FT/NM

| NM | 5.0 | 4.0 **(SDF)** | 3.0 |
|---|---|---|---|
| **ALT**(HGT) | **1920**(1889) | **1540**(1509) | **1170**(1139) |

Initial and intermediate approach as directed by radar.




**MAPt RTR 2NM**
Climb on track 068° to **2000**. At **2000** turn right continuing climb to **2500** at **NDB(L) HAW** or as directed.

| Aircraft Category | | A | B | C |
|---|---|---|---|---|
| **OCA** (OCH) | **Procedure** | **970**(939) | **970**(939) | **970**(939) |
| **VM(C)OCA** (OCH AAL) | **Total Area** | **800**(755) | **900**(855) | |
| | **East of RWY 04/22** | **700**(655) | **800**(755) | **1500**(1455) |

| Rate of descent | G/S KT | 160 | 140 | 120 | 100 |
|---|---|---|---|---|---|
| | FT/MIN | 990 | 860 | 740 | 620 |

**CHANGE (2/25):** EGR323 ADDED.

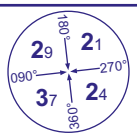
AERO INFO DATE 26 NOV 24

AD 2-EGNR-8-3

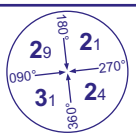
I

## INSTRUMENT APPROACH CHART - ICAO

# HAWARDEN NDB(L)/DME RWY 04
(ACFT CAT A,B,C)



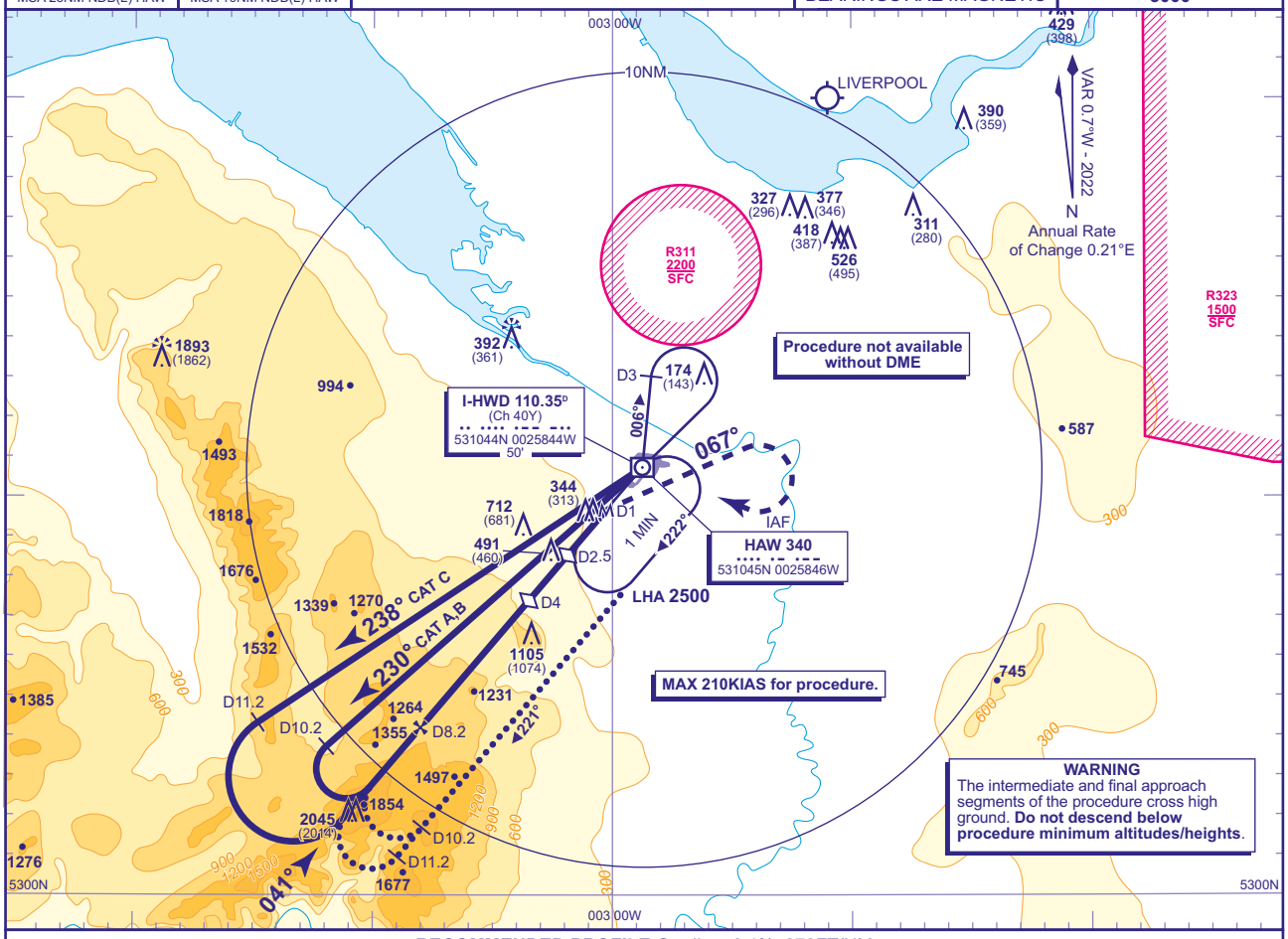
MSA 25NM NDB(L) HAW



MSA 10NM NDB(L) HAW

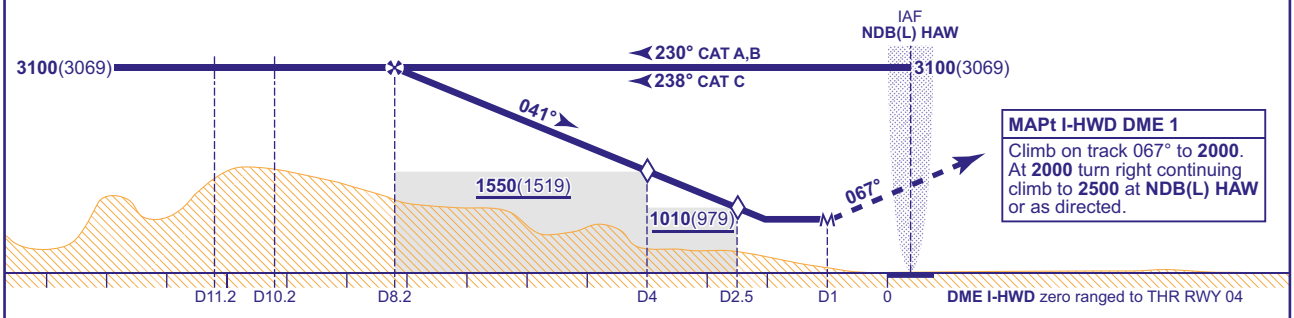
| | | | |
|---|---|---|---|
| TWR 124.955 | HAWARDEN TOWER | AD ELEVATION | 45 |
| RAD 120.055, 130.015* | HAWARDEN RADAR | THR ELEVATION | 31 |
| ATIS 125.430 | HAWARDEN INFORMATION | OBSTACLE ELEVATION 2045 AMSL (2014) (ABOVE THR) | |
| *As directed by ATC, Not continuously monitored | | BEARINGS ARE MAGNETIC | |

TRANSITION ALTITUDE **5000**




**RECOMMENDED PROFILE** Gradient 6.1%, 370FT/NM

| **DME I-HWD** | 8 | 7 | 6 | 5 | 4 **(SDF)** | 3 | 2.5 **(SDF)** |
|---|---|---|---|---|---|---|---|
| **ALT**(HGT) | **3030**(2999) | **2660**(2629) | **2290**(2259) | **1920**(1889) | **1550**(1519) | **1180**(1149) | **1010**(979) |




| Aircraft Category | | A | B | C |
|---|---|---|---|---|
| OCA (OCH) | Procedure | **830**(799) | **830**(799) | **830**(799) |
| VM(C)OCA (OCH AAL) | Total Area | **800**(755) | **900**(855) | |
| | East of RWY 04/22 | **700**(655) | **800**(755) | **1500**(1455) |

| Rate of descent | G/S KT | 160 | 140 | 120 | 100 | 80 |
|---|---|---|---|---|---|---|
| | FT/MIN | 980 | 860 | 740 | 610 | 490 |

**ALTERNATIVE PROCEDURE**
Overhead NDB(L) HAW at **3100**(3069) turn right and continue outbound on track 221°. At I-HWD DME 10.2 (CAT A,B) or I-HWD DME 11.2 (CAT C) commence right turn to establish on the extended FAT. When established continue as for basic procedure. Remain within I-HWD DME 15.

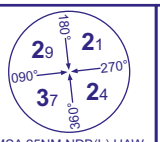
**NOTE** Reversal baseturn from NDB(L) HAW outbound on QDR 006° to I-HWD DME 3 (1 MIN).

**CHANGE (2/25):** EGR323 ADDED.

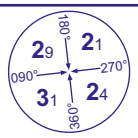
AERO INFO DATE 26 NOV 24 AD 2-EGNR-8-4

# INSTRUMENT APPROACH CHART - ICAO

## HAWARDEN
## ILS/DME/NDB(L)
## RWY 22
(ACFT CAT A,B,C)



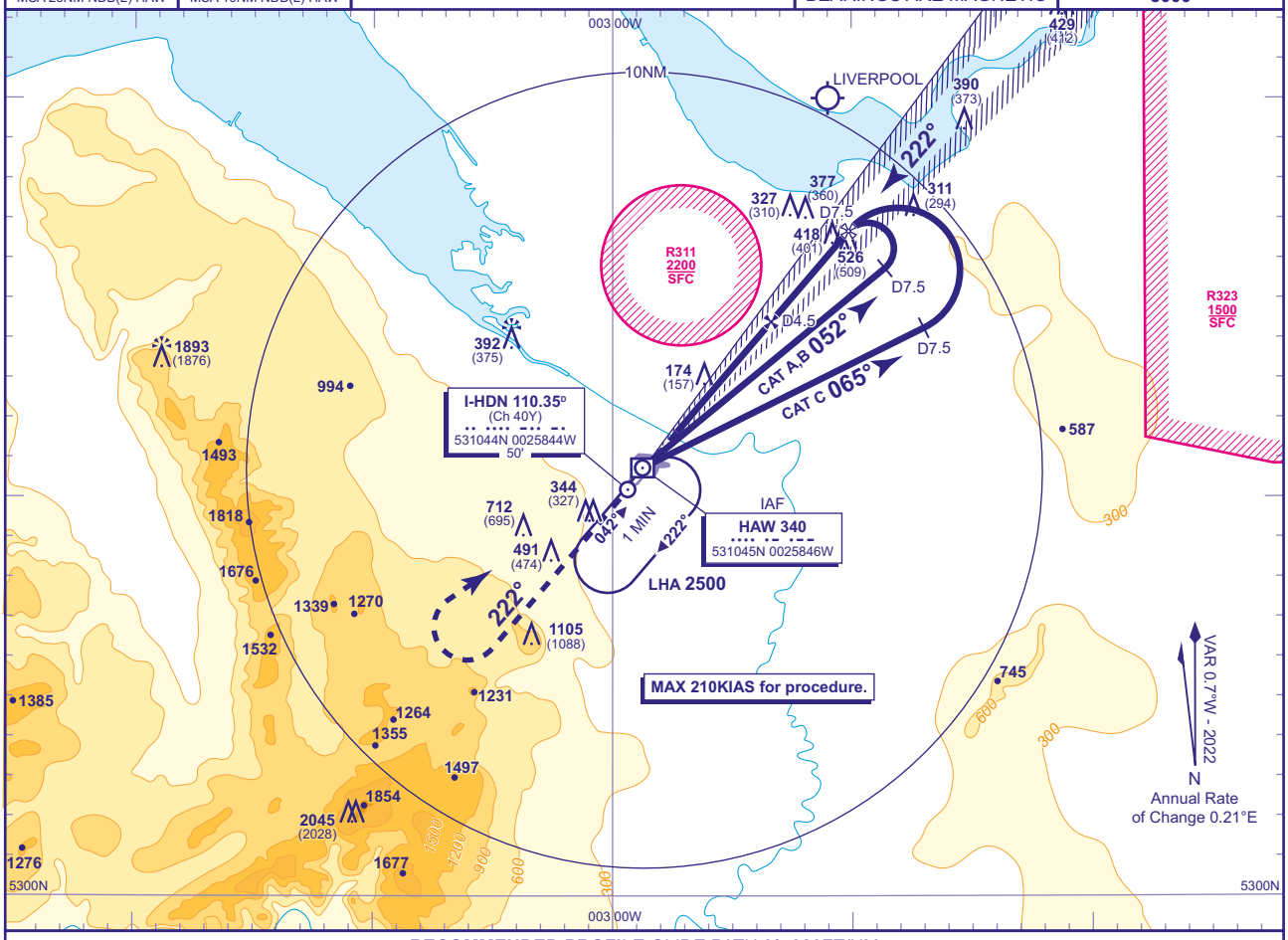
MSA 25NM NDB(L) HAW



MSA 10NM NDB(L) HAW

| | | | |
|---|---|---|---|
| TWR 124.955 | HAWARDEN TOWER | AD ELEVATION | 45 |
| RAD 120.055, 130.015* | HAWARDEN RADAR | THR ELEVATION | 17 |
| ATIS 125.430 | HAWARDEN INFORMATION | OBSTACLE ELEVATION 2045 AMSL (2028) (ABOVE THR) | |
| *As directed by ATC, Not continuously monitored | | BEARINGS ARE MAGNETIC | |

TRANSITION ALTITUDE **5000**

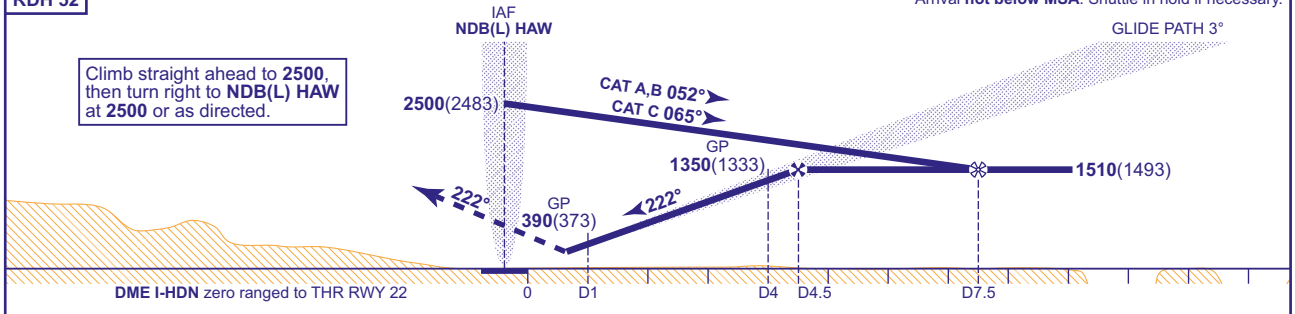



**RECOMMENDED PROFILE** GLIDE PATH 3°, 320FT/NM

| DME I-HDN | 4 | 3 | 2 | 1 |
|---|---|---|---|---|
| ALT(HGT) | **1350**(1333) | **1030**(1013) | **710**(693) | **390**(373) |

**RDH 52**

Arrival **not below MSA**. Shuttle in hold if necessary.




| Aircraft Category | | A | B | C |
|---|---|---|---|---|
| OCA (OCH) | 2.5% Climb | **380**(363) | **390**(373) | **400**(383) |
| | 3% Climb | **270**(253) | **280**(263) | **290**(273) |
| VM(C)OCA (OCH AAL) | Total Area | **800**(755) | **900**(855) | |
| | East of RWY 04/22 | **700**(655) | **800**(755) | **1500**(1455) |

| Rate of descent | G/S KT | 160 | 140 | 120 | 100 | 80 |
|---|---|---|---|---|---|---|
| | FT/MIN | 850 | 750 | 640 | 530 | 430 |

**AIRCRAFT UNABLE TO RECEIVE DME I-HDN**
Advise ATC. Subject to ATC approval, radar ranges will be provided at 7.5NM outbound and at 4.5NM inbound.

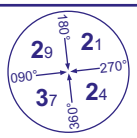
**CHANGE (2/25):** EGR323 ADDED.

AERO INFO DATE 26 NOV 24

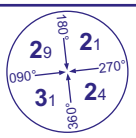
AD 2-EGNR-8-5

## INSTRUMENT APPROACH CHART - ICAO

# HAWARDEN
# LOC/DME/NDB(L)
# RWY 22
(ACFT CAT A,B,C)



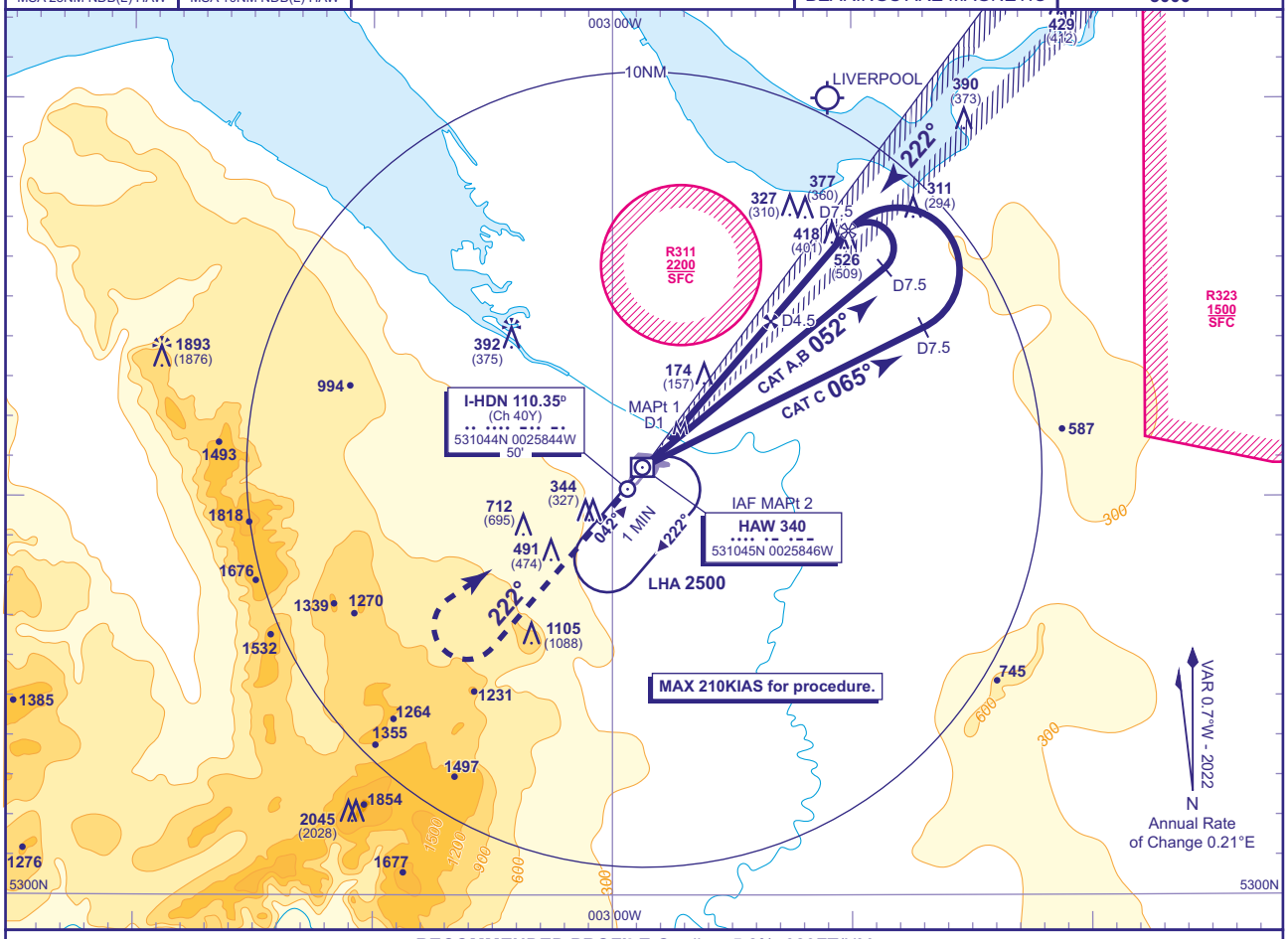
MSA 25NM NDB(L) HAW



MSA 10NM NDB(L) HAW

| | | | |
|---|---|---|---|
| TWR 124.955 | HAWARDEN TOWER | AD ELEVATION | 45 |
| RAD 120.055, 130.015* | HAWARDEN RADAR | THR ELEVATION | 17 |
| ATIS 125.430 | HAWARDEN INFORMATION | OBSTACLE ELEVATION 2045 AMSL (2028) (ABOVE THR) | |
| *As directed by ATC, Not continuously monitored | | BEARINGS ARE MAGNETIC | |

TRANSITION ALTITUDE **5000**

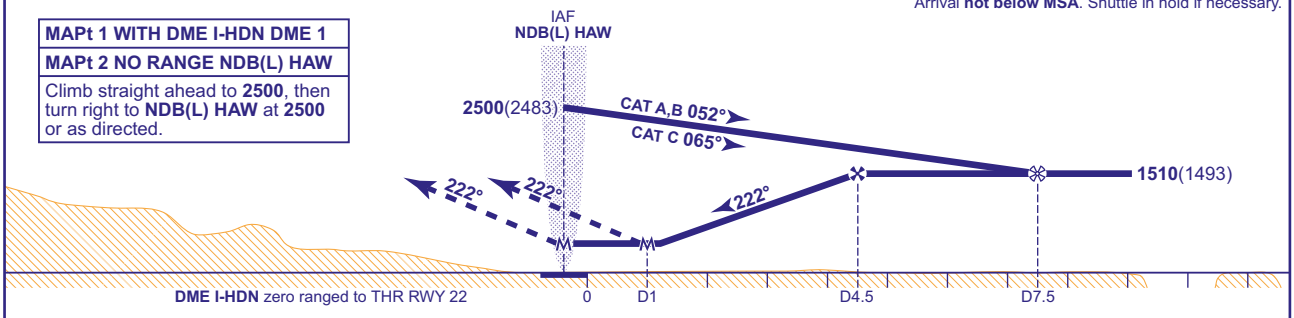



**RECOMMENDED PROFILE** Gradient 5.2%, 320FT/NM

| | | | |
|---|---|---|---|
| **DME I-HDN** | 4 | 3 | 2 |
| **ALT**(HGT) | **1350**(1333) | **1030**(1013) | **710**(693) |

Arrival **not below MSA**. Shuttle in hold if necessary.

**MAPt 1 WITH DME I-HDN DME 1**
**MAPt 2 NO RANGE NDB(L) HAW**
Climb straight ahead to **2500**, then turn right to **NDB(L) HAW** at **2500** or as directed.




| Aircraft Category | | | A | B | C |
|---|---|---|---|---|---|
| OCA (OCH) | No DME radar range only | 2.5% Climb | **680**(663) | **680**(663) | **680**(663) |
| | | 3% Climb | **560**(543) | **560**(543) | **560**(543) |
| | | 4% Climb | **450**(433) | **450**(433) | **450**(433) |
| | With DME 2.5% Climb | | **450**(433) | **450**(433) | **450**(433) |
| | No DME or radar range | | **830**(813) | **830**(813) | **830**(813) |
| VM(C)OCA (OCH AAL) | Total Area | | **800**(755) | **900**(855) | |
| | East of RWY 04/22 | | **700**(655) | **800**(755) | **1500**(1455) |

| Rate of descent | G/S KT | 160 | 140 | 120 | 100 | 80 |
|---|---|---|---|---|---|---|
| | FT/MIN | 860 | 750 | 640 | 530 | 430 |

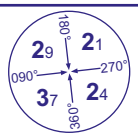
**AIRCRAFT UNABLE TO RECEIVE RANGE INFORMATION**
CAT A fly outbound for 3 MIN, CAT B 2.5 MIN and CAT C 2 MIN.

**CHANGE (2/25):** EGR323 ADDED.

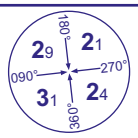
AERO INFO DATE 26 NOV 24 AD 2-EGNR-8-6

# INSTRUMENT APPROACH CHART - ICAO

## HAWARDEN
## SRA RTR 2NM
## RWY 22
(ACFT CAT A,B,C)



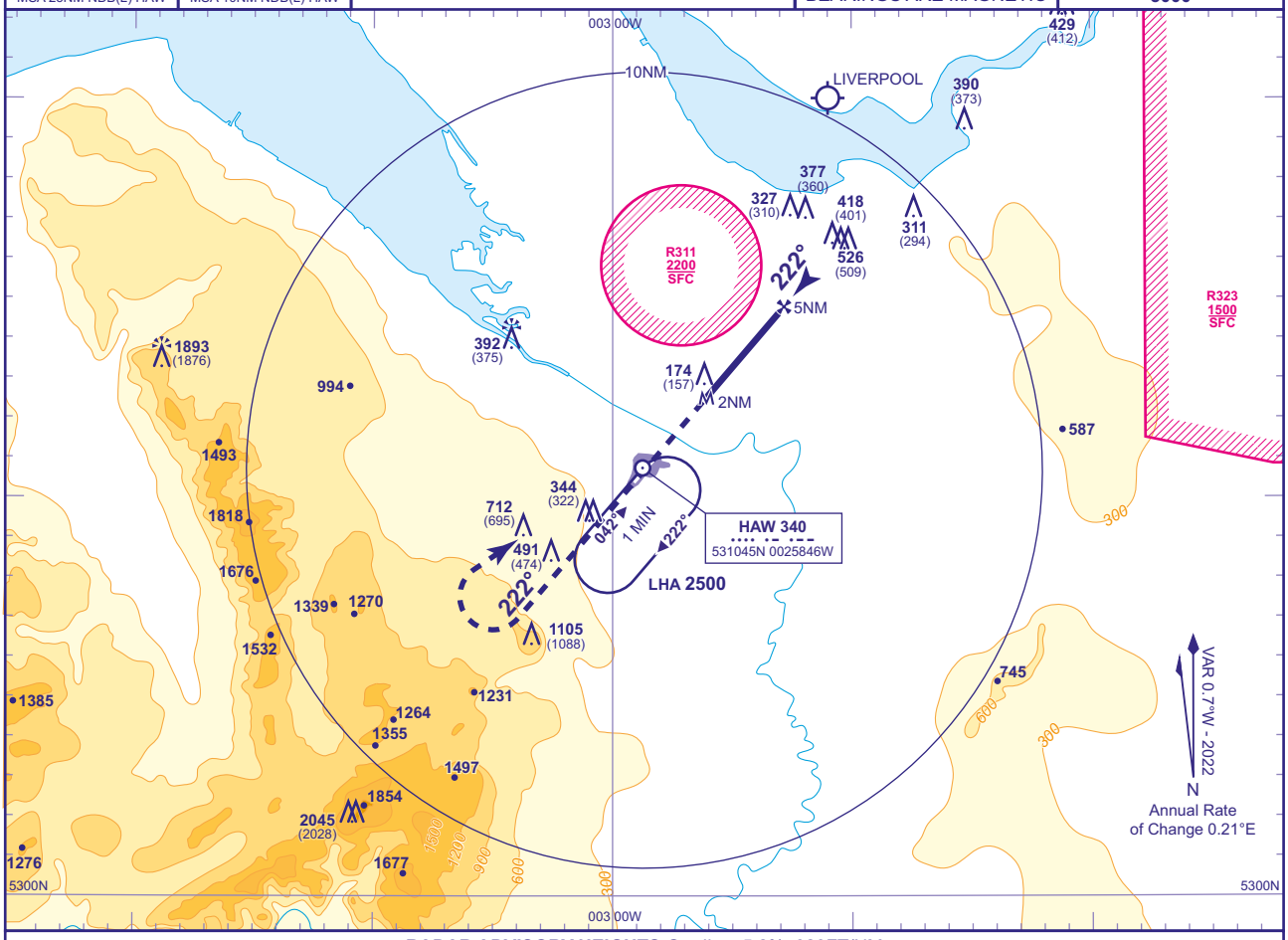
MSA 25NM NDB(L) HAW



MSA 10NM NDB(L) HAW

| | | | |
|---|---|---|---|
| TWR 124.955 | HAWARDEN TOWER | AD ELEVATION | 45 |
| RAD 120.055, 130.015* | HAWARDEN RADAR | THR ELEVATION | 17 |
| ATIS 125.430 | HAWARDEN INFORMATION | OBSTACLE ELEVATION 2045 AMSL (2028) (ABOVE THR) | |
| *As directed by ATC, Not continuously monitored | | BEARINGS ARE MAGNETIC | |

TRANSITION ALTITUDE **5000**



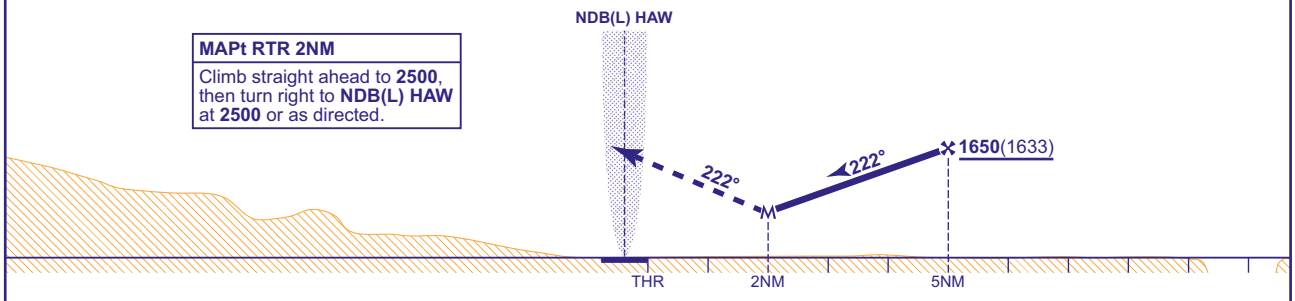

**RADAR ADVISORY HEIGHTS** Gradient 5.2%, 320FT/NM

| NM | 5 | 4 | 3 | 2 |
|---|---|---|---|---|
| ALT(HGT) | **1650**(1633) | **1280**(1263) | **970**(953) | **650**(633) |

Initial and intermediate approach as directed by radar.

**MAPt RTR 2NM**

Climb straight ahead to **2500**, then turn right to **NDB(L) HAW** at **2500** or as directed.




| Aircraft Category | | A | B | C |
|---|---|---|---|---|
| OCA (OCH) | Procedure | **650**(633) | **650**(633) | **650**(633) |
| VM(C)OCA (OCH AAL) | Total Area | **800**(755) | **900**(855) | |
| | East of RWY 04/22 | **700**(655) | **800**(755) | **1500**(1455) |

| Rate of descent | G/S KT | 160 | 140 | 120 | 100 | 80 |
|---|---|---|---|---|---|---|
| | FT/MIN | 840 | 740 | 630 | 530 | 420 |

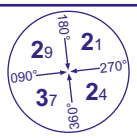
**NOTE** Aircraft must remain outside EGR311 at all times.

**CHANGE (2/25):** EGR323 ADDED.

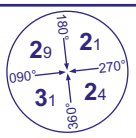
AERO INFO DATE 26 NOV 24

## INSTRUMENT APPROACH CHART - ICAO

# HAWARDEN NDB(L)/DME RWY 22
(ACFT CAT A,B,C)



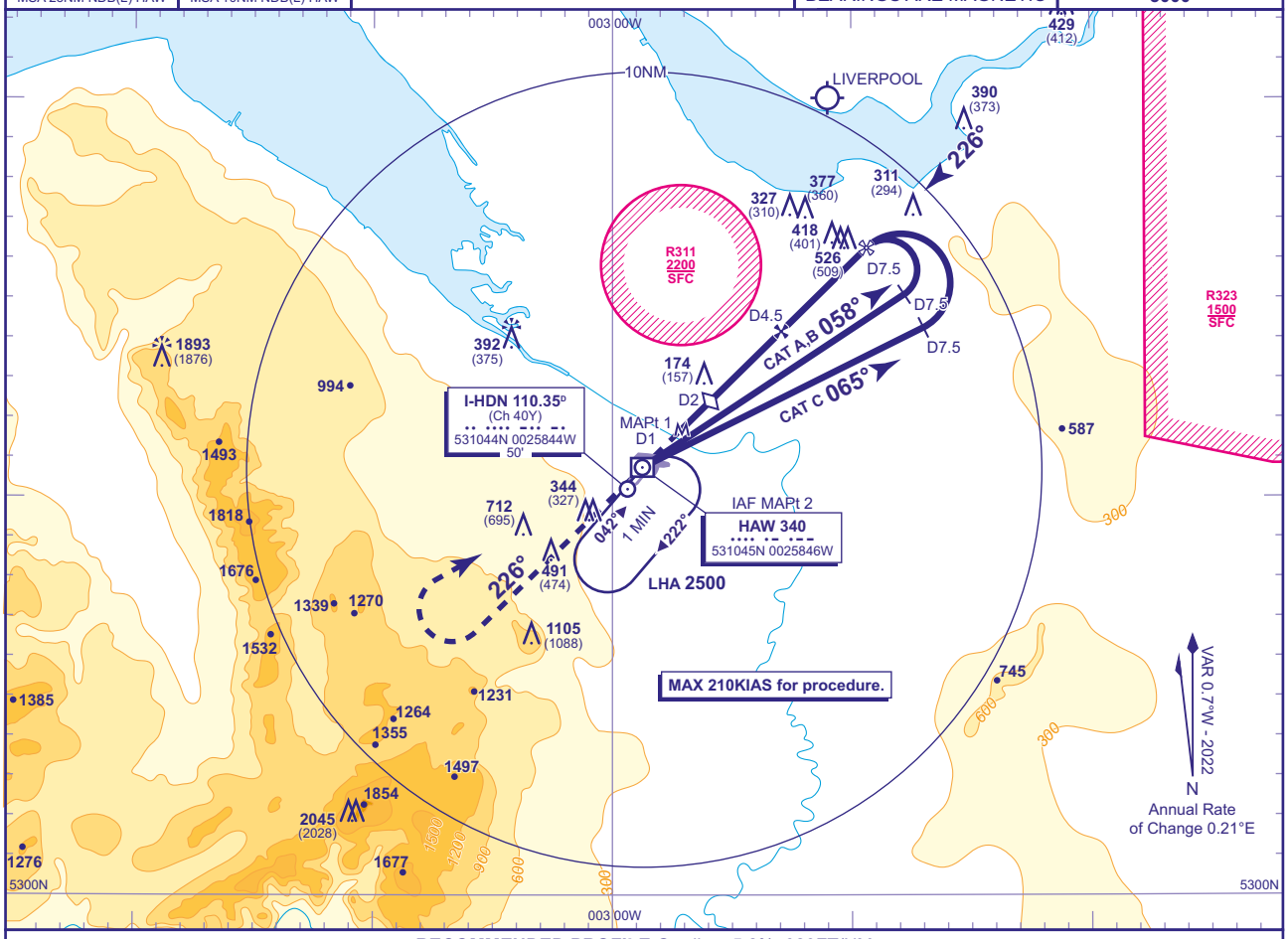
MSA 25NM NDB(L) HAW



MSA 10NM NDB(L) HAW

| | | | |
|---|---|---|---|
| TWR 124.955 | HAWARDEN TOWER | AD ELEVATION | 45 |
| RAD 120.055, 130.015* | HAWARDEN RADAR | THR ELEVATION | 17 |
| ATIS 125.430 | HAWARDEN INFORMATION | OBSTACLE ELEVATION 2045 AMSL (2028) (ABOVE THR) | |
| *As directed by ATC, Not continuously monitored | | BEARINGS ARE MAGNETIC | |

TRANSITION ALTITUDE **5000**

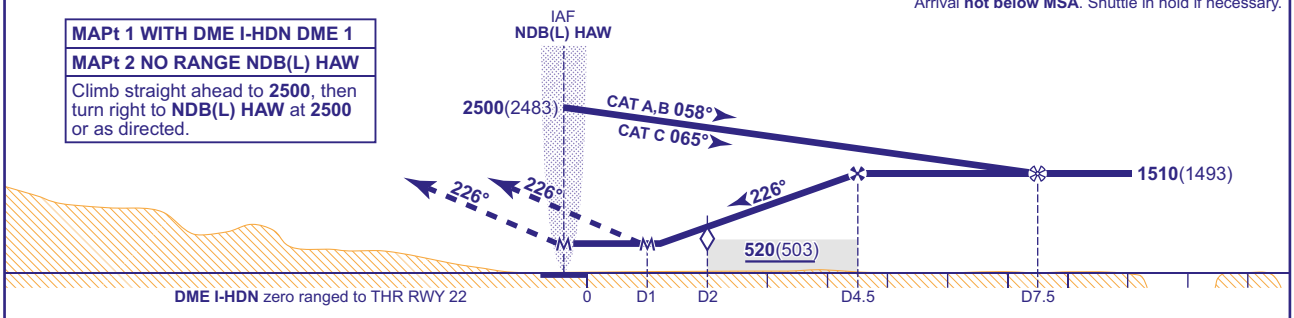



**RECOMMENDED PROFILE** Gradient 5.2%, 320FT/NM

| | | | |
|---|---|---|---|
| **DME I-HDN** | 4 | 3 | 2 **(SDF)** |
| **ALT**(HGT) | **1350**(1333) | **1030**(1013) | **710**(693) |

Arrival **not below MSA**. Shuttle in hold if necessary.

**MAPt 1 WITH DME I-HDN DME 1**
**MAPt 2 NO RANGE NDB(L) HAW**
Climb straight ahead to **2500**, then turn right to **NDB(L) HAW** at **2500** or as directed.




| Aircraft Category | | A | B | C |
|---|---|---|---|---|
| OCA (OCH) | With DME 2.5% Climb | **500**(483) | **500**(483) | **500**(483) |
| | With DME 3% Climb | **450**(433) | **450**(433) | **450**(433) |
| | Radar range only | **640**(623) | **640**(623) | **640**(623) |
| | No DME or radar range | **830**(813) | **830**(813) | **830**(813) |
| VM(C)OCA (OCH AAL) | Total Area | **800**(755) | **900**(855) | |
| | East of RWY 04/22 | **700**(655) | **800**(755) | **1500**(1455) |

| Rate of descent | G/S KT | 160 | 140 | 120 | 100 | 80 |
|---|---|---|---|---|---|---|
| | FT/MIN | 860 | 750 | 640 | 530 | 430 |

**AIRCRAFT UNABLE TO RECEIVE DME I-HDN**
Advise ATC. Subject to ATC approval, radar ranges will be provided at 7.5NM outbound and at 4.5NM inbound.

**AIRCRAFT UNABLE TO RECEIVE RANGE INFORMATION**
CAT A fly outbound for 3 MIN, CAT B 2.5 MIN and CAT C 2 MIN.

**NOTE** FAT is offset 4° from RWY C/L and crosses RWY C/L nominally 0.75NM before THR.

**CHANGE (2/25):** EGR323 ADDED.

AERO INFO DATE 26 NOV 24 AD 2-EGNR-8-8

# EGNJ — HUMBERSIDE

## EGNJ AD 2.1 AERODROME LOCATION INDICATOR AND NAME

EGNJ — HUMBERSIDE

## EGNJ AD 2.2 AERODROME GEOGRAPHICAL AND ADMINISTRATIVE DATA

| | | |
|---|---|---|
| 1 | ARP coordinates and site at AD | Lat: 533424N Long: 0002105W<br>Centre of Runway 02/20. |
| 2 | Direction and distance from city | 11 NM S of Hull/22 NM NNE of Lincoln. |
| 3 | Elevation / Reference temperature / Mean Low Temperature | 121 FT / 18 °C / - |
| 4 | Geoid undulation at AD ELEV PSN | 152 FT |
| 5 | Magnetic Variation / Annual Change | 0.25°E (2022) / 0.20°E |
| 6 | AD Administration<br>Address<br>Telephone<br><br><br><br>Telefax | HUMBERSIDE INTERNATIONAL AIRPORT LTD.<br>Humberside Airport, Kirmington, Ulceby, North Lincolnshire DN39 6YH.<br>01652-688456 (Administration)<br>01652-682022 (ATC)<br>01652-682020 (ATIS)<br>07718-524072 (Terminal Supervisor during operating hours)<br>01652-682041 (Terminal Services)<br>01652-680244 (ATC) |
| 7 | Type of Traffic permitted (IFR/VFR) | IFR/VFR |
| 8 | Remarks | |

## EGNJ AD 2.3 OPERATIONAL HOURS

| | | |
|---|---|---|
| 1 | AD Administration | 0620-2115 (0510-2015).<br>Note: All movements 2115-0630 (2015-0530) are Prior Permission Required (PPR), see also AD 2.20. |
| 2 | Customs and immigration | As AD hours. |
| 3 | Health and sanitation | |
| 4 | AIS Briefing Office | As AD hours. |
| 5 | ATS Reporting Office (ARO) | |
| 6 | MET Briefing Office | |
| 7 | ATS | As AD hours. See also AD 2.18. |
| 8 | Fuelling | During AD hours. By prior arrangement outside of published hours. |
| 9 | Handling | As AD hours. |
| 10 | Security | As AD hours. |
| 11 | De-icing | Provided by Swissport Aircraft Services during AD hours. By prior arrangement outside published hours. |
| 12 | Remarks | Extension of opening hours available. Contact the Terminal Supervisor 07718-524072. Charges apply. |

## EGNJ AD 2.4 HANDLING SERVICES AND FACILITIES

| | | |
|---|---|---|
| 1 | Cargo handling facilities | Full cargo handling facilities. Perishable Hub. DfT Approved Regulated Agent (Anglia Air Freight). 45.5 Tonnes Class 1 NEQ Loading/Unloading Capability. Section Five (Firearms Act) Approved. Nearest railway siding: Barnetby 2 NM. |
| 2 | Fuel and oil types | AVTUR JET A-1, AVGAS 100LL.<br>W80, W100, Straight Mineral 80 and Straight Mineral 100. |
| 3 | Fuelling facilities/capacity | Bowser facility. |
| 4 | De-icing facilities | Kilfrost ABC - K plus, Type 2, 75/25. |
| 5 | Hangar space for visiting aircraft | Limited. Prior arrangement only. |
| 6 | Repair facilities for visiting aircraft | Limited. |

| | | |
|---|---|---|
| 7 | Remarks | All aircraft operating for hire and reward, non-based international flights or aircraft above 3 tonnes MTOW, are required to be handled by a handling agent approved by the airport authority.<br><br>Swissport (Commercial/Passenger/Cargo) Full Handling service available: Tel: +44 (0)1652-688491; Fax: +44 (0)1652 688060; e-mail: huy.ops@swissport.com<br><br>Weston Aviation (Executive/Business Aviation) Dedicated FBO with usual passenger and crew facilities: Tel: +44 (0)1652 680922. Fax: +44 (0) 1652 680927. e-mail: humberside@westonaviation.com website: www.westonaviation.com |

## EGNJ AD 2.5 PASSENGER FACILITIES

| | | |
|---|---|---|
| 1 | Hotels | On site and local hotels. |
| 2 | Restaurants | Restaurant and Bar. |
| 3 | Transportation | Resident taxis, buses and car hire. Nearest railway station: Barnetby 2 NM. |
| 4 | Medical facilities | Limited first aid. |
| 5 | Bank and Post Office | Bureau de change, ATM in terminal. |
| 6 | Tourist Office | Limited tourist information. |
| 7 | Remarks | |

## EGNJ AD 2.6 RESCUE AND FIRE FIGHTING SERVICES

| | | |
|---|---|---|
| 1 | AD category for fire fighting services | RFF Category A6<br>Category 7 and 8 available by arrangement |
| 2 | Rescue equipment | |
| 3 | Capability for removal of disabled aircraft | Limited Facilities Available. Contact Tel: 01652-682052 (RFFS Station Manager). |
| 4 | Remarks | |

## EGNJ AD 2.7 SEASONAL AVAILABILITY - CLEARING

| | | |
|---|---|---|
| 1 | Type of clearing equipment | Mechanical: snow brushes, ploughs. Chemical: runway/taxiway/apron anti/de-icing dependent on conditions. |
| 2 | Clearance priorities | Available on request from airport management. Priorities are subject to change dependent on expected movements and weather conditions. |
| 3 | Remarks | Up to date surface state reports available from: ATC 01652-682022. Fax: 01652-680244. Or via SNOWTAM. |

## EGNJ AD 2.8 APRONS, TAXIWAYS AND CHECK LOCATIONS/POSITIONS DATA

| | | |
|---|---|---|
| 1 | Apron surface and strength | GA APRON<br>Surface: Asphalt<br>PCN 29/F/B/X/U<br><br>LIGHT AIRCRAFT<br>Surface: Grass<br>Strength: Up to 2500 kg.<br><br>MAIN APRON<br>Surface: Concrete/Asphalt/Block. PCN 55/F/B/X/U and PCN 55/R/B/X/U.<br><br>SAR APRON<br>Surface: Concrete<br>PCN 10/R/D/W/T<br><br>SOUTHERN<br>Surface: Concrete<br>PCN 55/R/B/X/U |

| | | |
|---|---|---|
| 2 | Taxiway width, surface and strength | Taxiway ALPHA: 23 M<br>Surface: Asphalt<br>PCN 55/F/B/X/U<br><br>Taxiway BRAVO: 10.5 M<br>Surface: Asphalt<br>PCN 20/F/B/X/U<br><br>Taxiway CHARLIE: 7.5 M<br>Surface: Asphalt<br>PCN 30/F/B/X/U<br><br>Taxiway DELTA: 15 M<br>Surface: Asphalt<br>PCN 29/F/B/X/U<br><br>Taxiway DELTA EXTENSION: 7.5 M<br>Surface: Asphalt<br>PCN 29/F/B/X/U between Hangar 9 and 11.<br><br>Taxiway ECHO: 7.5 M<br>Surface: Concrete<br>PCN 20/R/B/X/U<br><br>Taxiway GRASS: 7.5 M<br>Surface: Grass<br>Strength: Up to 2500 kg. |
| 3 | Altimeter checkpoint location and elevation | 73 FT |
| 4 | VOR checkpoints | |
| 5 | INS checkpoints | See Aerodrome Chart. |
| 6 | Remarks | For Taxiway Delta and Taxiway Delta Extension, see restrictions at EGNJ AD 2.20 Local Traffic Regulations, paragraph 2, Ground Movement. |

## EGNJ AD 2.9 SURFACE MOVEMENT GUIDANCE AND CONTROL SYSTEM AND MARKINGS

| | | |
|---|---|---|
| 1 | Use of aircraft stand ID signs, TWY guide lines and visual docking/parking guidance system of aircraft stands | Stands 1, 2, 2R, 3, 5, 6 and 8 are nose-in/pushback operation for aircraft with a wingspan greater than 22 m. No guidance other than centre-line. Marshalling guidance will be given to indicate the stop position for pilots. If using stands 2N, 2S or 3N, 3S together, marshalling guidance must be provided with a maximum wingspan of 15.85 m. Stands 2N, 2S, 3N, 3S, 4R and 4 are self-manoeuvring stands for use by aircraft with a wingspan of 22 M or less. Stand 7 is a self-manoeuvring (marshalled) code D stand. |
| 2 | Runway and taxiway markings and lighting | Runway marking aid(s):<br>02/20: Runway 02/20: Runway designation, landing thresholds, centre-line, touchdown and aiming point markings.<br>Runway 02/20 Turnpad: Runway turnpad markings available on 02/20 for Boeing 767-300 or smaller. The following aircraft nose gear angles apply: Boeing 767-300 - 61 degrees required, Boeing 757/A321 - 60 degrees required.<br>08/26: Runway 08/26: Runway designation, landing thresholds and centre-line markings.<br><br>Taxiway marking aid(s):<br>Painted centre-line and appropriate taxi-holding point markings available on all taxiways.<br><br>Taxiway light(s):<br>Alpha: Coded green centre-line & blue edge lights, runway guard lights. Bravo: Green centre-line reflective markers and runway guard lights. Charlie: Blue edge lights and runway guard lights. Delta: Blue edge reflective markers. Echo: Green centre-line reflective markers. |
| 3 | Stop bars and runway guard lights (if any) | At runway Holding Point Alpha. |
| 4 | Other runway protection measures | |
| 5 | Remarks | WDI: 533406.02N 0002126.73W (threshold Runway 02, LGTD); 533452.35N 0002037.47W (threshold Runway 20, LGTD); 533422.78N 0002059.32W (midpoint Runway 02/20).<br><br>Apron floodlights. Due to apron congestion, jet aircraft are to apply minimum thrust when starting and when taxiing. |

# EGNJ AD 2.10 AERODROME OBSTACLES

| In Approach/Take-off areas | | | | | | |
|---|---|---|---|---|---|---|
| **Obstacle ID/ Designation** | **Obstacle Type** | **Obstacle Position** | **Elevation/Height** | | **Obstruction Lighting Type/ Colour** | **Remarks** |
| **1** | **2** | **3** | **4** | | **5** | **6** |
| (EGNJ8150) 20/APPROACH 02/ TAKE-OFF | TREE | 533541.97N 0002011.41W | 181 FT | 109 FT | No | |
| (EGNJ6396) 20/APPROACH 02/ TAKE-OFF | TREE | 533538.00N 0002009.75W | 175 FT | 102 FT | No | |
| (EGNJ6395) 20/APPROACH 02/ TAKE-OFF | TREE | 533537.17N 0002009.43W | 176 FT | 103 FT | No | |
| (EGNJ8137) 20/APPROACH 02/ TAKE-OFF | TREE | 533528.38N 0002008.31W | 137 FT | 65 FT | No | |
| (EGNJ8120) 20/APPROACH 02/ TAKE-OFF | TREE | 533510.23N 0002024.77W | 110 FT | 50 FT | No | |
| (EGNJ5689) 20/APPROACH 02/ TAKE-OFF | ROAD | 533502.70N 0002044.07W | 86 FT | 18 FT | No | |
| (EGNJ6084) 02/APPROACH 20/ TAKE-OFF | ANEMOMETER | 533356.24N 0002130.58W | 141 FT | 24 FT | No | |
| (EGNJ6330) 02/APPROACH 20/ TAKE-OFF | FENCE | 533353.21N 0002131.63W | 127 FT | 5 FT | No | |
| (EGNJ6343) 02/APPROACH 20/ TAKE-OFF | FENCE | 533350.46N 0002123.71W | 141 FT | 5 FT | No | |
| (EGNJ6341) 02/APPROACH 20/ TAKE-OFF | FENCE | 533348.55N 0002124.85W | 146 FT | 6 FT | No | |
| (EGNJ6340) 02/APPROACH 20/ TAKE-OFF | FENCE | 533347.56N 0002125.43W | 149 FT | 5 FT | No | |
| (EGNJ6339) 02/APPROACH 20/ TAKE-OFF | FENCE | 533346.58N 0002126.02W | 153 FT | 6 FT | No | |
| (EGNJ7861) 02/APPROACH 20/ TAKE-OFF | BUSH | 533345.77N 0002127.39W | 155 FT | 9 FT | No | |
| (EGNJ7880) 02/APPROACH 20/ TAKE-OFF | HEDGE | 533334.34N 0002128.29W | 179 FT | 11 FT | No | |
| (EGNJ7896) 02/APPROACH 20/ TAKE-OFF | TREE | 533327.02N 0002133.91W | 209 FT | 31 FT | No | |
| (EGNJ7893) 02/APPROACH 20/ TAKE-OFF | TREE | 533325.65N 0002131.53W | 216 FT | 28 FT | No | |
| (EGNJ7892) 02/APPROACH 20/ TAKE-OFF | TREE | 533325.14N 0002130.53W | 220 FT | 28 FT | No | |
| (EGNJ7935) 02/APPROACH 20/ TAKE-OFF | TREE | 533309.72N 0002217.70W | 234 FT | 39 FT | No | |
| (EGNJ3823) 02/APPROACH 20/ TAKE-OFF | TELEPOLE | 533256.54N 0002206.38W | 232 FT | 30 FT | No | |
| (EGNJ3822) 02/APPROACH 20/ TAKE-OFF | TELEPOLE | 533254.61N 0002202.59W | 249 FT | 30 FT | No | |
| (EGNJ7914) 02/APPROACH 20/ TAKE-OFF | TREE | 533248.51N 0002201.05W | 256 FT | 29 FT | No | |
| (EGNJ7917) 02/APPROACH 20/ TAKE-OFF | TREE | 533242.60N 0002212.58W | 267 FT | 29 FT | No | |
| (EGNJ7132) 02/APPROACH 20/ TAKE-OFF | TREE | 533239.22N 0002219.17W | 275 FT | 30 FT | No | |
| (EGNJ7925) 02/APPROACH 20/ TAKE-OFF | TREE | 533237.71N 0002222.22W | 281 FT | 33 FT | No | |
| (EGNJ7504) 02/APPROACH 20/ TAKE-OFF | TREE | 533236.09N 0002225.34W | 284 FT | 34 FT | No | |
| (EGNJ7929) 02/APPROACH 20/ TAKE-OFF | TREE | 533234.68N 0002228.30W | 293 FT | 42 FT | No | |

| In circling area and at aerodrome | | | | | | |
|---|---|---|---|---|---|---|
| **Obstacle ID/ Designation** | **Obstacle Type** | **Obstacle Position** | **Elevation/Height** | | **Obstruction Lighting Type/ Colour** | **Remarks** |
| **1** | **2** | **3** | **4** | | **5** | **6** |
| (EGNJ3755) | PYLON | 533937.03N 0002853.51W | 397 FT | 164 FT | No | |
| (EGNJ3752) | PYLON | 533934.97N 0002831.51W | 396 FT | 186 FT | No | |
| (EGNJ7150) | FLARESTACK | 533854.88N 0001511.11W | 525 FT | 500 FT | Yes Red | |
| (EGNJ3715) | PYLON | 533844.36N 0002333.68W | 326 FT | 163 FT | No | |
| (EGNJ2676) | CHIMNEY | 533837.06N 0001520.57W | 492 FT | 453 FT | Yes Red | |
| (EGNJ2705) | FLARESTACK | 533806.15N 0001440.63W | 475 FT | 453 FT | No | |
| (EGNJ6327) | MAST | 533636.42N 0002615.95W | 556 FT | 274 FT | Yes Red | |
| (EGNJ7446) | TREE | 533538.99N 0002314.50W | 292 FT | 90 FT | No | |
| (EGNJ7445) | TREE | 533538.70N 0002311.31W | 294 FT | 92 FT | No | |
| (EGNJ7378) | TREE | 533454.99N 0001651.64W | 251 FT | 140 FT | No | |
| (EGNJ7377) | TREE | 533454.30N 0001653.80W | 240 FT | 128 FT | No | |
| (EGNJ8087) | TREE | 533449.72N 0001845.95W | 231 FT | 106 FT | No | |
| (EGNJ7701) | TREE | 533448.76N 0001842.53W | 236 FT | 102 FT | No | |
| (EGNJ7699) | TREE | 533447.37N 0001837.45W | 240 FT | 99 FT | No | |
| (EGNJ7489) | TREE | 533315.86N 0002307.98W | 335 FT | 36 FT | No | |
| (EGNJ6561) | TREE | 533313.57N 0002311.47W | 339 FT | 35 FT | No | |
| (EGNJ7847) | TREE | 533304.15N 0002025.14W | 385 FT | 115 FT | No | |
| (EGNJ7492) | TREE | 533300.83N 0002249.90W | 331 FT | 62 FT | No | |
| (EGNJ7276) | TREE | 533256.92N 0002020.86W | 374 FT | 106 FT | No | |
| (EGNJ7275) | TREE | 533256.26N 0002015.62W | 372 FT | 105 FT | No | |
| (EGNJ4065) | MONUMENT | 533103.78N 0001755.68W | 570 FT | 130 FT | No | |
| (EGNJ4068) | PYLON | 533031.35N 0001823.21W | 527 FT | 100 FT | No | |
| (EGNJ4063) | PYLON | 533029.87N 0001808.98W | 588 FT | 138 FT | No | |
| (EGNJ4894) | MAST | 532942.24N 0001815.17W | 654 FT | 191 FT | No | |
| (EGNJ4893) | MAST | 532934.44N 0001815.34W | 618 FT | 154 FT | No | |
| (EGNJ4891) | MAST | 532929.36N 0001811.30W | 611 FT | 147 FT | No | |

## EGNJ AD 2.11 METEOROLOGICAL INFORMATION PROVIDED

| | | |
|---|---|---|
| 1 | Associated MET Office | MET OFFICE EXETER |
| 2 | Hours of service<br>MET Office outside hour | H24 |
| 3 | Office responsible for TAF preparation<br>Periods of validity | MET OFFICE EXETER<br>9 hours |

| | | |
|---|---|---|
| 4 | Trend forecast<br>Interval of issuance | |
| 5 | Briefing/consultation provided | Self briefing/telephone. |
| 6 | Flight documentation<br>Language(s) used | Charts abbreviated plain language text. TAFs/METARs.<br>English. |
| 7 | Charts and other information available for briefing or consultation | Warnings. METFORM: 214 and 215. |
| 8 | Supplementary equipment available for providing information | Internet access available in flight briefing room. |
| 9 | ATS units provided with information | HUMBERSIDE |
| 10 | Additional information (limitation of service, etc.) | |

## EGNJ AD 2.12 RUNWAY PHYSICAL CHARACTERISTICS

| Designations RWY Number | True bearing | Dimensions of RWY | Surface of RWY/ SWY/ Strength | THR co-ordinates/ THR Geoid undulation | THR elevation/ Highest elevation of TDZ of precision APP RWY | Slope of RWY/ SWY |
|---|---|---|---|---|---|---|
| **1** | **2** | **3** | **4** | **5** | **6** | **7** |
| 02 | 022.37° | 2200 x 45 M | RWY surface: Concrete and asphalt<br>PCN 47/F/B/X/T and PCN 54/R/B/X/T | 533355.19N<br>0002125.41W<br>151.5 FT | THR 121.1 FT<br>TDZ 121.1 FT | RWY 02: 0.7% Down<br>RWY 20: 0.7% Up |
| 20 | 202.38° | 2200 x 45 M | RWY surface: Concrete and asphalt<br>PCN 47/F/B/X/T and PCN 54/R/B/X/T | 533453.52N<br>0002045.08W<br>151.5 FT | THR 73.9 FT<br>TDZ 92.3 FT | RWY 02: 0.7% Down<br>RWY 20: 0.7% Up |
| 08 | 082.41° | 990 x 18 M | RWY surface: Asphalt<br>PCN 20/F/B/X/U | 533433.16N<br>0002112.52W<br>151.5 FT | THR 86.8 FT | RWY 08: 0.15% Down<br>RWY 26: 0.15% Up |
| 26 | 262.42° | 990 x 18 M | RWY surface: Asphalt<br>PCN 20/F/B/X/U | 533436.16N<br>0002034.71W<br>151.5 FT | THR 83.4 FT | RWY 08: 0.15% Down<br>RWY 26: 0.15% Up |

| SWY Dimensions | Clearway Dimensions | Strip Dimensions | RESA Dimensions, Overshoot / Undershoot | Location/ description of arresting system | OFZ | Remarks |
|---|---|---|---|---|---|---|
| **8** | **9** | **10** | **11** | **12** | **13** | **14** |
| | 138 x 150 M | 2260 x 280 M | | | | RWY 02<br><br>500 M at south west end (concrete) is rigid pavement, remainder is flexible.<br><br>The RESA at Runway 20 departure and Runway 02 landing has a transverse slope of 5.2% on the southeast side due rising ground. The ground level 50 M southeast of threshold Runway 02 has a tranverse slope of 3.3%. |
| | | 2260 x 280 M | | | | RWY 20<br><br>Landing threshold displaced by 250 M.<br><br>500 M at south west end (concrete) is rigid pavement, remainder is flexible.<br><br>The RESA at Runway 20 departure and Runway 02 landing has a transverse slope of 5.2% on the southeast side due rising ground.<br><br>OFZ: Yes. |
| 30 x 18 M | | 1050 x 60 M | | | | RWY 08 |
| | | 1050 x 60 M | | | | RWY 26<br><br>Landing threshold displaced by 288 M. |

## EGNJ AD 2.13 DECLARED DISTANCES

| Runway designator | TORA | TODA | ASDA | LDA | Remarks |
|---|---|---|---|---|---|
| 1 | 2 | 3 | 4 | 5 | 6 |
| 02 | 2070 M | 2208 M | 2070 M | 2070 M | |
| 20 | 2196 M | 2196 M | 2196 M | 1950 M | TORA, ASDA and TODA start at red lights across runway. |
| 02 | 786 M | 924 M | 786 M | | Take off from abeam Holding point U. |
| 02 | 761 M | 899 M | 761 M | | Take off from abeam Holding point S. |
| 20 | 1827 M | 1827 M | 1827 M | | Take off from abeam Holding point A. |
| 20 | 1327 M | 1327 M | 1327 M | | Take off from abeam Holding point S. |
| 20 | 1301 M | 1301 M | 1301 M | | Take off from abeam Holding point U. |
| 08 | 769 M | 769 M | 799 M | 799 M | |
| 26 | 799 M | 799 M | 799 M | 702 M | |

## EGNJ AD 2.14 APPROACH AND RUNWAY LIGHTING

| RWY | Approach lighting Type/ Length/ Intensity | Threshold lighting Colour/Wing bars | VASIS/ MEHT/ PAPI/ PAPI Dist from THR | TDZ, lighting Length | Runway Centre Line lighting Length/ Spacing/ Colour/ Intensity | Runway edge lighting Length/ Spacing/ Colour/ Intensity | Runway end lighting Colour/ Wing bars | Stopway lighting Length/ Colour | Remarks |
|---|---|---|---|---|---|---|---|---|---|
| 1 | 2 | 3 | 4 | 5 | 6 | 7 | 8 | 9 | 10 |
| 02 | Coded centre-line with five crossbars.<br>840 M<br>Light intensity high | HI elevated green with elevated wingbars | PAPI<br>Left/3.5°<br>51 FT<br>390 M | | Coded centre-line 30 M spacing<br>Light intensity high | HI bi-directional with LI omni-directional component | Red<br>Light intensity high elevated | | EDGE:<br>Blue edge lights at turning areas.<br>END:<br>The red lights across the runway mark the end of usable pavement. |
| 20 | Coded centre-line with five crossbars.<br>912 M<br>Light intensity high | HI inset green with elevated wingbars | PAPI<br>Left/3°<br>53 FT<br>325 M | | Coded centre-line 30 M spacing<br>Light intensity high | HI bi-directional with LI omni-directional component | Red<br>Light intensity high elevated | | EDGE:<br>Blue edge lights at turning areas. |

## EGNJ AD 2.15 OTHER LIGHTING, SECONDARY POWER SUPPLY

| | | |
|---|---|---|
| 1 | ABN/IBN location, characteristics and hours of operation | |
| 2 | LDI location and lighting<br>Anemometer location and lighting | Anemometer: Located at 533356.24N 0002130.58W - 533442.24N 0002044.04W |
| 3 | TWY edge and centre line lighting | |
| 4 | Secondary power supply/switch-over time | 15 seconds or less (1 second or less during LVP departures of <800 M RVR). |
| 5 | Remarks | Obstacle marking and lighting: Localizer aerial – Glide Path aerial – NDB aerial – Radar – Windsleeves – Control Tower – Fire Station Watch Tower |

## EGNJ AD 2.16 HELICOPTER LANDING AREA

| | | |
|---|---|---|
| 1 | Coordinates TLOF or THR of FATO, geoid undulation | |
| 2 | TLOF and/or FATO elevation | |
| 3 | TLOF and FATO area dimensions, surface, strength, marking, lighting | |
| 4 | True BRG of FATO | |
| 5 | Declared distance available | |
| 6 | APP and FATO lighting | |
| 7 | RMK | Heliport Helicopter Stands:<br>H9, H10 and H11 - Up to AW139.<br>H12 - Up to MD900.<br>Southern Apron:<br>H6, H7 and H8 - Up to AW139.<br>Main Apron:<br>H1N and H1S - Up to AW139.<br>SAR Apron:<br>HS1 and HS2 - Up to S92. |

## EGNJ AD 2.17 AIR TRAFFIC SERVICES AIRSPACE

| Designation and lateral limits | Vertical Limits | Airspace Class | ATS unit callsign/ language | Transition Altitude | Hours of applicability | Remarks |
|---|---|---|---|---|---|---|
| 1 | 2 | 3 | 4 | 5 | 6 | 7 |
| HUMBERSIDE ATZ<br>A circle, 2.5 NM radius, centred at 533424N 0002105W on longest notified runway (02/20) | Upper limit: 2000 FT AGL<br>Lower limit: SFC | G | HUMBERSIDE RADAR<br>English | 3000 FT | | SAR operations may occur H24, including outside of the operating hours of the aerodrome and ATZ. Pilots are recommended to make a blind call on the Humberside Tower channel 124.905 MHz when the aerodrome is published closed and they are transiting through or close to the ATZ. |

## EGNJ AD 2.18 AIR TRAFFIC SERVICES COMMUNICATION FACILITIES

| Service Designation | Callsign | Channel/ Frequency(MHz) | SATVOICE number(s) | Logon Address | Hours of Operation | Remarks |
|---|---|---|---|---|---|---|
| 1 | 2 | 3 | 4 | 5 | 6 | 7 |
| APP | HUMBERSIDE APPROACH | 119.130<br>DOC 50 NM/ 25,000 FT. | | | 0620-2115 (0510-2015). | ATZ hours coincident with Approach hours. |
| TWR | HUMBERSIDE TOWER | 119.130<br>DOC 50 NM/ 25,000 FT. | | | As directed by ATC. | |
| | | 124.905<br>DOC 25 NM/4,000 FT. | | | 0620-2115 (0510-2015). | |
| RADAR | HUMBERSIDE RADAR | 119.130 | | | 0620-2115 (0510-2015). | LARS is provided coincident with Approach hours. |
| | | 129.255<br>DOC 40 NM/ 20,000 FT. | | | As directed by ATC. | |
| ATIS | HUMBERSIDE INFORMATION | 124.130<br>DOC 60 NM/ 20,000 FT. | | | 0620-2115 (0510-2015). | |
| OTHER | HUMBERSIDE FIRE | 121.600<br>Non-ATS frequency. | | | Available when Fire vehicle attending aircraft on the ground in an emergency. | |

# EGNJ AD 2.19 RADIO NAVIGATION AND LANDING AIDS

| Type of Aid CAT of ILS/MLS MAG Var/VOR Declination | Ident | Frequency | Hours of Operation | Position of transmitting antenna coordinates | Elevation of DME transmitting antenna | Remarks |
|---|---|---|---|---|---|---|
| 1 | 2 | 3 | 4 | 5 | 6 | 7 |
| ILS/LOC<br>I<br>1.11°E (2027) | IHS | 108.750 MHz | 0620-2115 (0510-2015). | 533345.94N 0002131.80W | | (RWY 20) |
| ILS/GP | IHS | 330.350 MHz | 0620-2115 (0510-2015). | 533442.66N 0002044.42W | | 3° ILS Ref Datum Hgt 54 FT. |
| NDB (L)<br>1.11°E (2027) | KIM | 365.000 kHz | 0620-2115 (0510-2015). | 533426.49N 0002113.61W | | On AD. Range 15 NM. |
| ILS/DME | IHS | 24Y<br>108.750 MHz | 0620-2115 (0510-2015). | 533426.24N 0002112.52W | 111 FT | (RWY 20)<br>On AD.<br>Freq paired with ILS I-HS.<br>Zero range is indicated at THR of Runway 02 and 20. |

# EGNJ AD 2.20 LOCAL AERODROME REGULATIONS

## 1 AIRPORT REGULATIONS

a) Use of this aerodrome is subject to Standard Conditions of Use, contained within the Fees and Charges booklet, a copy of which can be found at https://www.humbersideairport.com/about-us/fees-and-charges/, or requested from the Finance department, Tel: +44 (0)1652-682032 or by e-mail: enquiries@humbersideairport.com.
b) Taxiway/Taxilane Delta - Code C (Restricted) – Delta strip width is 41 M (physical width is 15 M); wingspan is limited to 32 M with a main gear span of 9 M or less and a main wheel base of less than 18 M.
c) Taxiway/Taxilane Delta Extension - Code A (Extended) – Delta strip width is 41 M (physical width is 7.5 M); wingspan is limited to 32 M with a main gear span of 4.5 M or less.
d) Ground running of aircraft engines above ground idle power is not permitted on apron areas. All ground running between 2115-0630 (2015-0530) is subject to prior approval by ATC.
e) Aircrew are to wear Hi-visibility jackets whilst on apron areas and all visiting pilots are required to carry photographic identification.
f) Not available to aircraft unable to communicate by radio with ATC.
g) All movements between 2115-0630 (2015-0530) are PPR; note that the airport reserves the right to close on Public Holidays and is normally closed on 25 December and 1 January. All requests to operate within PPR notified hours are to be made through the Terminal Supervisor, Tel: 07718-524072; fees and charges will apply. Requests for extension to operating hours made less than 2 hours before notified closing time cannot be guaranteed.

## 2 GROUND MOVEMENT

a) Non-Handled visiting aircraft under 3 tonnes are to report to the Vehicle Control Post adjacent to the apron (marked by an illuminated C). Please keep to designated walkways. High visibility clothing must be worn on Apron areas.

## 3 CAT II/III OPERATIONS

a) Humberside Airport is not equipped for CAT II/III operations; however, Low Visibility Procedures (LVP) are used to protect CAT I operations.
b) Preparation for LVP will commence when the RVR is 1000 M and falling.
c) Pilots will be informed when LVP are in operation by ATIS or by RTF.
d) Runway Departure Restriction: See paragraph 6 (f) below.

## 4 WARNINGS

a) Light aircraft are warned of the possible effect of wake turbulence by preceding helicopters on approach or departure.
b) Light aircraft should also be aware of the possible effect of rotor downwash generated by large helicopters operating through the main apron area.
c) **Caution:** Pilots are reminded that parachuting takes place at Hibaldstow unlicensed aerodrome between FL 160 and ground level.
d) Concentrations of birds in/on agricultural areas on the approaches to all runways. Deterrent measures within the aerodrome's boundaries are carried out by the Bird Control Unit and pilots may be requested by ATC to delay a departure or arrival if bird concentrations within the Bird Control Unit's area of control prove difficult to disperse.
e) Helicopter Main Routing Indicators (HMRIs) are established between Humberside and the Southern North Sea off-shore safety area.
f) **Caution:** Pilots are reminded of the close proximity of EGD307 Donna Nook; Military aircraft performing high energy manoeuvres and unable to conform to the Rules of the Air.

g) Rising ground infringes the approach surface of Runway 02 (1:50) for the final 1000 M. Maximum penetration above the 1:50 is 4.18 M at a distance of 250 M from the threshold, 90 M right of centre-line.
h) Rising ground penetrates the Take-off and Climb Surface of Runway 20 (1:50) out to a distance of 1000 M. Maximum penetration above 1:50 is 4.18 M at a distance of 250 M from the threshold, 90 M to the left of centre-line.
i) A wooden post and rail fencing adds a further 1.3 M to the rising ground.
j) SAR operations may occur H24, including outside of the operating hours of the aerodrome and ATZ. Pilots are recommended to make a blind call on the Humberside Tower channel 124.905 MHz when the aerodrome is published closed and they are transiting through or close to the ATZ.

### 5 HELICOPTER OPERATIONS

a) Helicopters to land as instructed by ATC.
b) Air taxiing to be conducted with caution due to apron congestion.
c) Rotor running refuelling is subject to prior agreement and 30 minutes notice.

### 6 USE OF RUNWAYS

a) Jet aircraft to carry out right hand circuits when landing on Runway 20.
b) Aircraft taxiing for departure on Runway 02 or landing on Runway 20 with a MTWA of 9000 KG or more must either use the turning circle facilities or the concrete runway surface to carry out 180° turns.
c) Aircraft taxiing for departure on Runway 20 with a MTWA of 9000 KG or more must either use the turning circle facility or must be north of the Runway 20 Threshold when carrying out 180° turns.
d) Aircraft with a MTWA of less than 9000 KG must use as much of the available runway width as possible, when turning to backtrack on the tarmac section of Runway 02/20.
e) Runway 08/26 is restricted to aircraft with an all up weight of less than 5000 KG. Restriction does not apply to rotary aircraft (tiltrotor aircraft are not authorised to use Runway 08/26).
f) Use of Runway 08/26 is available only during daylight hours.
g) Runway Departure Restriction: Departures in RVR conditions of less than 400 M are not permitted unless an AOC holder has a less restrictive EASA or State authorised take-off minima.

### 7 TRAINING

a) Training flights are subject to prior approval and acceptance by ATC. When accepting training flights, ATC may issue slot times.
b) Limited availability for Instrument Training Flights.

## EGNJ AD 2.21 NOISE ABATEMENT PROCEDURES

a) Aircraft should avoid overflying local villages; Kirmington, Searby, Grasby, Barnetby and the grounds of Brocklesby House.

## EGNJ AD 2.22 FLIGHT PROCEDURES

### 1 INSTRUMENT APPROACH PROCEDURES

a) Instrument Approach Procedures (IAP) for this aerodrome are established outside controlled airspace. See ENR 1.5.
b) SRA availability limited, please check prior to arrival if required.

### 2 UK FIS

a) Public Transport aircraft with a MAUW greater than 5000 KG operating under IFR will be provided with a Deconfliction Service unless requested otherwise.

### 3 DEPARTURES JOINING THE AIRWAY SYSTEM

a) Flight plans are to be submitted to join at GOLES or OTBED.

### 4 VISUAL REFERENCE POINTS (VRP)

a) Details of VRPs are available in the consolidated 'Visual Reference Points List' published on the 'Digital Dataset' page of the NATS AIS website, www.nats.aero/ais.

## EGNJ AD 2.23 ADDITIONAL INFORMATION

Not applicable

## EGNJ AD 2.24 CHARTS RELATED TO AN AERODROME

AERODROME CHART - ICAO
AD 2.EGNJ-2-1
AIRCRAFT PARKING/DOCKING CHART - ICAO
AD 2.EGNJ-2-2
ATC SURVEILLANCE MINIMUM ALTITUDE CHART - ICAO
AD 2.EGNJ-5-1
INSTRUMENT APPROACH CHART SRA RTR 1NM/2NM RWY 02 - ICAO
AD 2.EGNJ-8-1
INSTRUMENT APPROACH CHART RNP RWY 02 - ICAO
AD 2.EGNJ-8-2
INSTRUMENT APPROACH CHART NDB(L)/DME RWY 02 - ICAO
AD 2.EGNJ-8-3
INSTRUMENT APPROACH CHART ILS/DME/NDB(L) RWY 20 - ICAO
AD 2.EGNJ-8-4
INSTRUMENT APPROACH CHART LOC/DME/NDB(L) RWY 20 - ICAO
AD 2.EGNJ-8-5
INSTRUMENT APPROACH CHART SRA RTR 2NM RWY 20 - ICAO
AD 2.EGNJ-8-6
INSTRUMENT APPROACH CHART RNP RWY 20 - ICAO
AD 2.EGNJ-8-7
INSTRUMENT APPROACH CHART NDB(L)/DME RWY 20 - ICAO
AD 2.EGNJ-8-8
INSTRUMENT APPROACH PROCEDURE CODING TABLES - RNP RWY 02
AD 2.EGNJ-8-9
INSTRUMENT APPROACH PROCEDURE CODING TABLES - RNP RWY 20
AD 2.EGNJ-8-10

## EGNJ AD 2.25 VISUAL SEGMENT SURFACE (VSS) PENETRATION

Not applicable

**INTENTIONALLY BLANK**

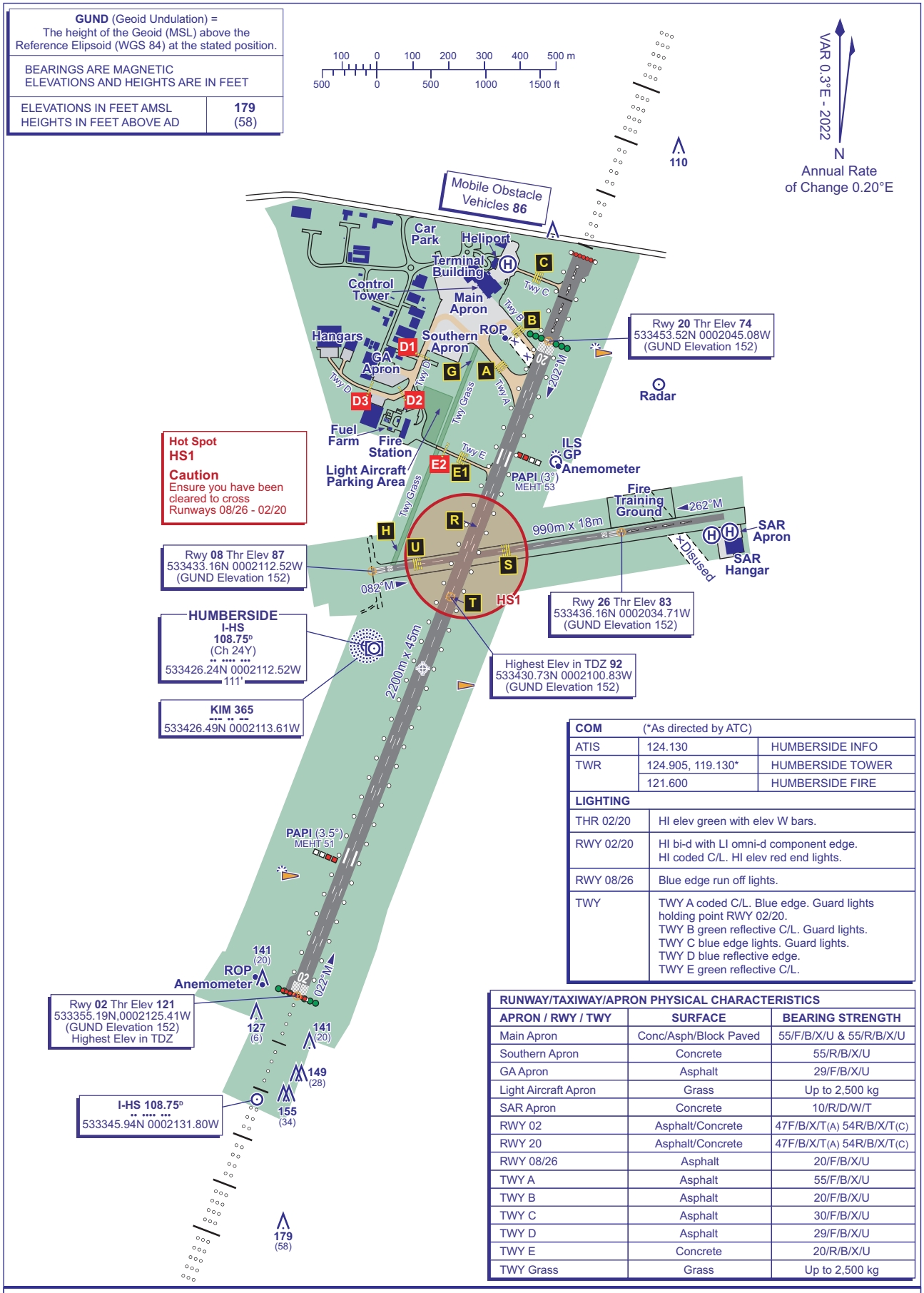
# AERODROME CHART - ICAO

ARP 533424N 0002105W

AD ELEV 121FT

# HUMBERSIDE
## EGNJ

| | |
|---|---|
| **GUND** (Geoid Undulation) = The height of the Geoid (MSL) above the Reference Elipsoid (WGS 84) at the stated position. | |
| BEARINGS ARE MAGNETIC<br>ELEVATIONS AND HEIGHTS ARE IN FEET | |
| ELEVATIONS IN FEET AMSL<br>HEIGHTS IN FEET ABOVE AD | **179**<br>(58) |




| COM | (*As directed by ATC) | |
|---|---|---|
| ATIS | 124.130 | HUMBERSIDE INFO |
| TWR | 124.905, 119.130* | HUMBERSIDE TOWER |
| | 121.600 | HUMBERSIDE FIRE |
| **LIGHTING** | | |
| THR 02/20 | HI elev green with elev W bars. | |
| RWY 02/20 | HI bi-d with LI omni-d component edge.<br>HI coded C/L. HI elev red end lights. | |
| RWY 08/26 | Blue edge run off lights. | |
| TWY | TWY A coded C/L. Blue edge. Guard lights holding point RWY 02/20.<br>TWY B green reflective C/L. Guard lights.<br>TWY C blue edge lights. Guard lights.<br>TWY D blue reflective edge.<br>TWY E green reflective C/L. | |

**RUNWAY/TAXIWAY/APRON PHYSICAL CHARACTERISTICS**

| APRON / RWY / TWY | SURFACE | BEARING STRENGTH |
|---|---|---|
| Main Apron | Conc/Asph/Block Paved | 55/F/B/X/U & 55/R/B/X/U |
| Southern Apron | Concrete | 55/R/B/X/U |
| GA Apron | Asphalt | 29/F/B/X/U |
| Light Aircraft Apron | Grass | Up to 2,500 kg |
| SAR Apron | Concrete | 10/R/D/W/T |
| RWY 02 | Asphalt/Concrete | 47F/B/X/T(A) 54R/B/X/T(C) |
| RWY 20 | Asphalt/Concrete | 47F/B/X/T(A) 54R/B/X/T(C) |
| RWY 08/26 | Asphalt | 20/F/B/X/U |
| TWY A | Asphalt | 55/F/B/X/U |
| TWY B | Asphalt | 20/F/B/X/U |
| TWY C | Asphalt | 30/F/B/X/U |
| TWY D | Asphalt | 29/F/B/X/U |
| TWY E | Concrete | 20/R/B/X/U |
| TWY Grass | Grass | Up to 2,500 kg |

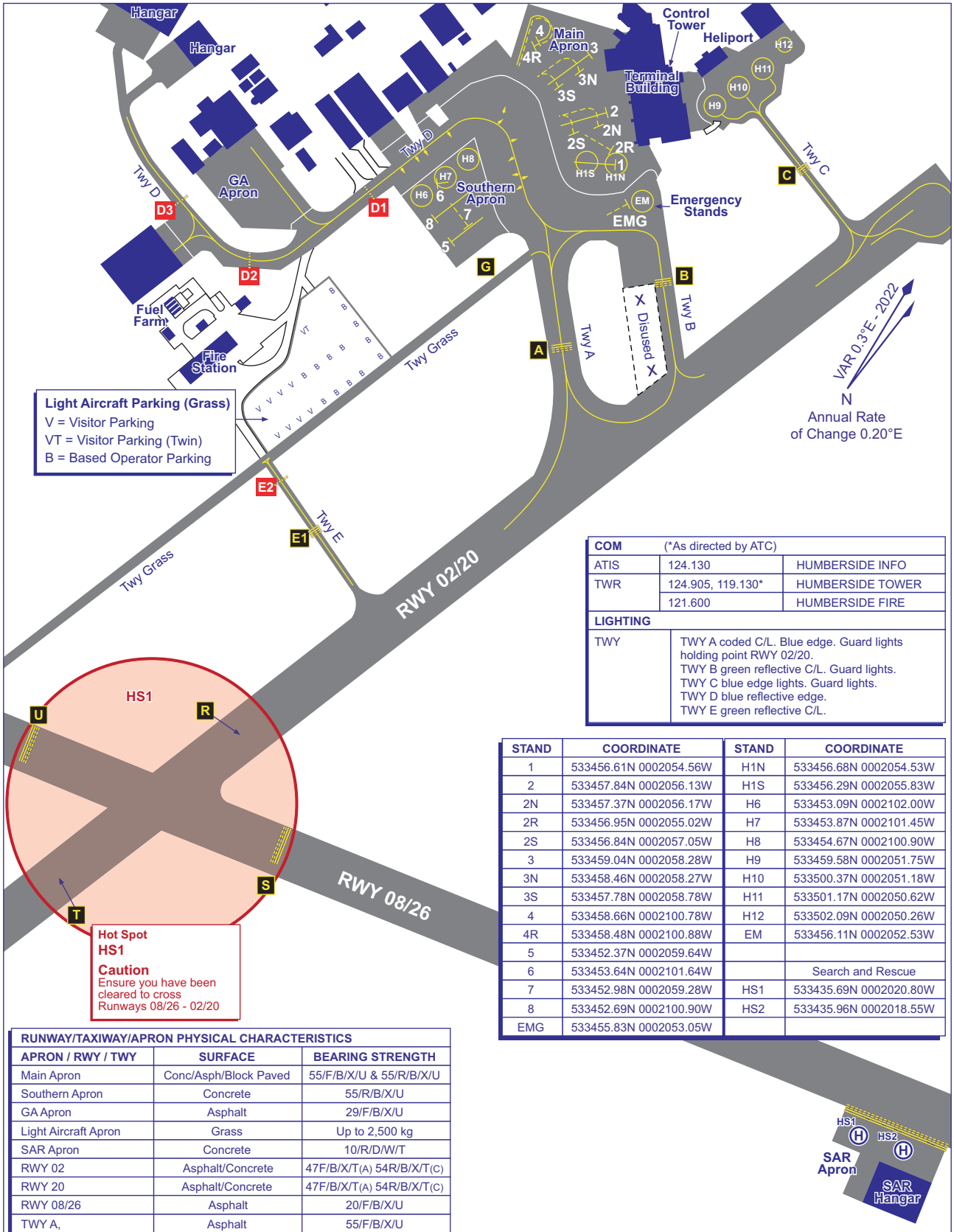
**CHANGE (10/24):** ELEV THR & END LIGHTS IN CONFIGURATION TABLE.

# AIRCRAFT PARKING/DOCKING CHART - ICAO

ARP 533424N 0002105W

AD ELEV 121FT

# HUMBERSIDE
EGNJ




| COM | (*As directed by ATC) | |
|---|---|---|
| ATIS | 124.130 | HUMBERSIDE INFO |
| TWR | 124.905, 119.130* | HUMBERSIDE TOWER |
| | 121.600 | HUMBERSIDE FIRE |
| **LIGHTING** | | |
| TWY | TWY A coded C/L. Blue edge. Guard lights holding point RWY 02/20.<br>TWY B green reflective C/L. Guard lights.<br>TWY C blue edge lights. Guard lights.<br>TWY D blue reflective edge.<br>TWY E green reflective C/L. | |

| STAND | COORDINATE | STAND | COORDINATE |
|---|---|---|---|
| 1 | 533456.61N 0002054.56W | H1N | 533456.68N 0002054.53W |
| 2 | 533457.84N 0002056.13W | H1S | 533456.29N 0002055.83W |
| 2N | 533457.37N 0002056.17W | H6 | 533453.09N 0002102.00W |
| 2R | 533456.95N 0002055.02W | H7 | 533453.87N 0002101.45W |
| 2S | 533456.84N 0002057.05W | H8 | 533454.67N 0002100.90W |
| 3 | 533459.04N 0002058.28W | H9 | 533459.58N 0002051.75W |
| 3N | 533458.46N 0002058.27W | H10 | 533500.37N 0002051.18W |
| 3S | 533457.78N 0002058.78W | H11 | 533501.17N 0002050.62W |
| 4 | 533458.66N 0002100.78W | H12 | 533502.09N 0002050.26W |
| 4R | 533458.48N 0002100.88W | EM | 533456.11N 0002052.53W |
| 5 | 533452.37N 0002059.64W | | |
| 6 | 533453.64N 0002101.64W | | Search and Rescue |
| 7 | 533452.98N 0002059.28W | HS1 | 533435.69N 0002020.80W |
| 8 | 533452.69N 0002100.90W | HS2 | 533435.96N 0002018.55W |
| EMG | 533455.83N 0002053.05W | | |

| RUNWAY/TAXIWAY/APRON PHYSICAL CHARACTERISTICS | | |
|---|---|---|
| **APRON / RWY / TWY** | **SURFACE** | **BEARING STRENGTH** |
| Main Apron | Conc/Asph/Block Paved | 55/F/B/X/U & 55/R/B/X/U |
| Southern Apron | Concrete | 55/R/B/X/U |
| GA Apron | Asphalt | 29/F/B/X/U |
| Light Aircraft Apron | Grass | Up to 2,500 kg |
| SAR Apron | Concrete | 10/R/D/W/T |
| RWY 02 | Asphalt/Concrete | 47F/B/X/T(A) 54R/B/X/T(C) |
| RWY 20 | Asphalt/Concrete | 47F/B/X/T(A) 54R/B/X/T(C) |
| RWY 08/26 | Asphalt | 20/F/B/X/U |
| TWY A, | Asphalt | 55/F/B/X/U |
| TWY B | Asphalt | 20/F/B/X/U |
| TWY C | Asphalt | 30/F/B/X/U |
| TWY D | Asphalt | 29/F/B/X/U |
| TWY E | Concrete | 20/R/B/X/U |
| TWY Grass | Grass | Up to 2,500 kg |

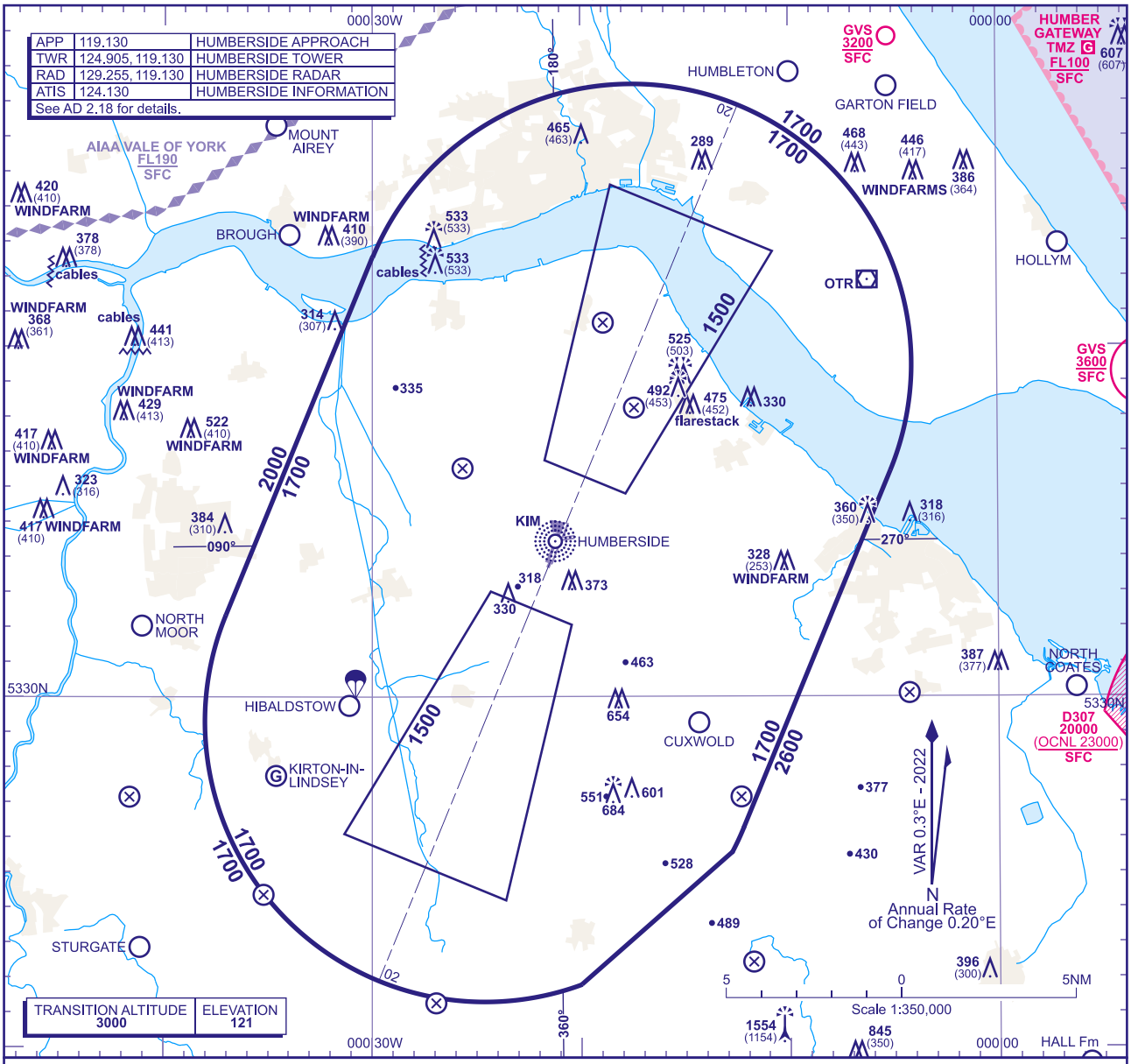
**CHANGE (7/24):** BUILDINGS. STAND COORDS ADDED. EDITORIAL.

AERO INFO DATE 30 APR 24

# ATC SURVEILLANCE MINIMUM ALTITUDE CHART - ICAO

BEARINGS, TRACKS AND RADIALS ARE MAGNETIC
ELEVATIONS IN FEET AMSL 1554
HEIGHTS IN FEET AGL (1154)

## HUMBERSIDE




**MINIMUM INITIAL ALTITUDE**
Within the ATC Surveillance Minimum Altitude area the minimum initial altitude to be allocated by the approach surveillance controller is **1700** in the sector defined by the lateral limits; 533220N 0003701W - 534233N 0003000W thence clockwise by an arc of a circle radius 8NM centred on 533930N 0001733W to 533627N 0000508W - 532616N 0001214W thence clockwise by an arc of a circle radius 8NM centred on 532918N 0002436W to 532534N 0001247W - 532148N 0001959W thence clockwise by an arc of a circle radius 8NM centred on 532918N 0002436W to 533220N 0003701W.

**OUTSIDE THE DESIGNATED ATC SURVEILLANCE MINIMUM ALTITUDE AREA**
The minimum altitude to be allocated by the approach surveillance controller will be either the Minimum Sector Altitude, or **1000** above any fixed obstacles:
a) within 5NM of the aircraft*, and
b) within the sector 15NM ahead of and within 20° either side of the aircraft's track*.
*When the aircraft is within 15NM of the radar antennae, the 5NM in a) and the 15NM in b) may be reduced to 3NM and 10NM respectively.

**LOSS OF COMMUNICATION PROCEDURES**
**Initial Approach**
Continue visually or by means of an appropriate approved final approach aid. If not possible proceed at **3000**, or last assigned level if higher to **NDB(L) KIM**†.
**Intermedlate and FInal Approach**
Continue visually or by means of an appropriate final approach aid. If not possible follow the Missed Approach Procedure to **NDB(L) KIM**†.
† In all cases where the aircraft returns to the holding facility the procedure to be adopted is the Radio Failure Procedure detailed at ENR 1.1.3.

**GENERAL INFORMATION**
1. Levels shown are based on QNH.
2. Only significant obstacles and dominant spot heights are shown.
3. The minimum levels shown within the ATC Surveillance Minimum Altitude Area are in conformance with the Standard European Rules of the Air - SERA.5015.
4. Minimum Sector Altitudes are based on obstacles and spot heights within 25NM of **NDB(L) KIM**.
5. Controlled airspace with a base in excess of **5000** or FL55, as appropriate, is not shown.
6. The ATC Surveillance service is provided by Primary and/or Secondary Radar equipment.
7. **This chart may only be used for cross-checking of altitudes assigned when in receipt of an ATC Surveillance service.**
8. **When vectoring an aircraft within the Final Approach Vectoring Area descent clearance below the SMAA to the FAVA altitude may only be issued if the aircraft is either established on the final approach track or on an intercept of 40° or less, and in the case of instrument approaches other than SRA is cleared to intercept the final approach track.**

**CHANGE (9/25):** DONCASTER SHEFFIELD AIRSPACE REMOVED.

AERO INFO DATE 12 JUN 25

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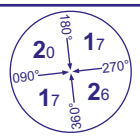
# INSTRUMENT APPROACH CHART - ICAO

## HUMBERSIDE SRA RTR 1NM / 2NM RWY 02

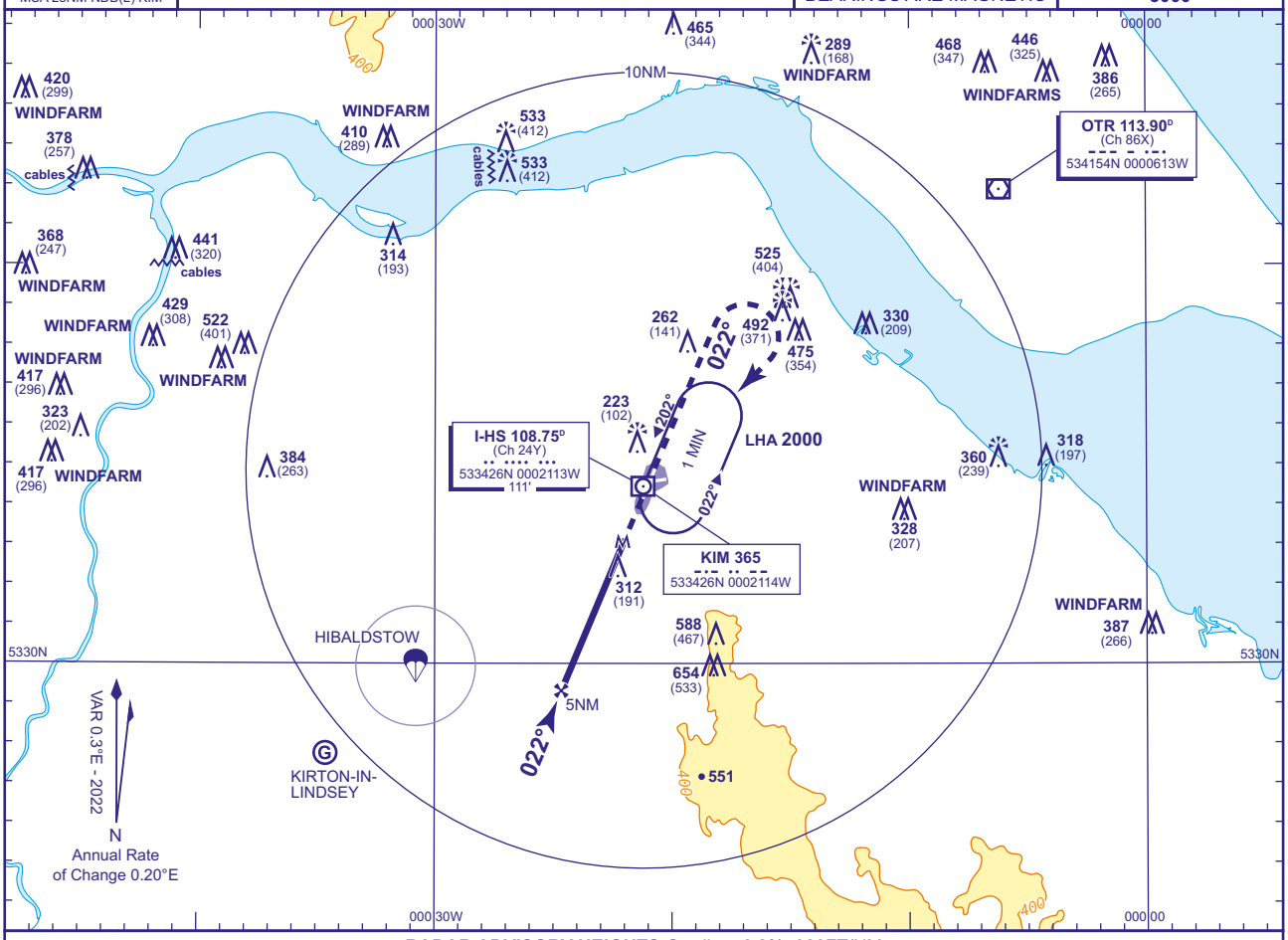
(ACFT CAT A,B,C,D)




MSA 25NM NDB(L) KIM

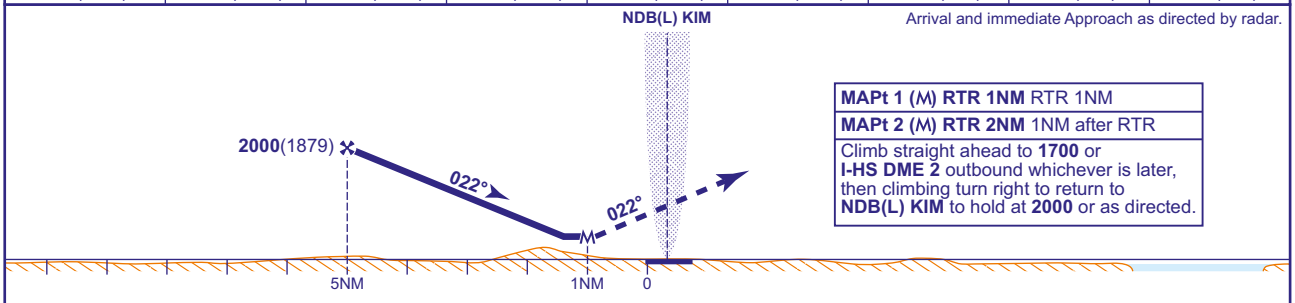
| | | | | | |
|---|---|---|---|---|---|
| APP | 119.130 | HUMBERSIDE APPROACH | AD ELEVATION | 121 |
| TWR | 124.905, 119.130 | HUMBERSIDE TOWER | THR ELEVATION | 121 |
| RAD | 119.130, 129.255 | HUMBERSIDE RADAR | OBSTACLE ELEVATION | 654 AMSL (533) (ABOVE THR) |
| ATIS | 124.130 | HUMBERSIDE INFORMATION | BEARINGS ARE MAGNETIC | |

TRANSITION ALTITUDE **3000**




**RADAR ADVISORY HEIGHTS** Gradient 6.2%, 380FT/NM

| NM | 5.0 | 4.5 | 4 | 3.5 | 3 | 2.5 | 2 | 1.5 |
|---|---|---|---|---|---|---|---|---|
| ALT(HGT) | **2000**(1879) | **1810**(1689) | **1620**(1499) | **1440**(1319) | **1250**(1129) | **1060**(939) | **870**(749) | **680**(559) |




| Aircraft Category | | A | B | C | D |
|---|---|---|---|---|---|
| OCA (OCH) | SRA RTR 1NM | **640**(519) | **640**(519) | **640**(519) | **640**(519) |
| | SRA RTR 2NM | **640**(519) | **640**(519) | **640**(519) | **640**(519) |
| VM(C)OCA (OCH AAL) | Total Area | **690**(569) | **690**(569) | **990**(869) | **1050**(929) |

| Rate of descent | G/S KT | 160 | 140 | 120 | 100 | 80 |
|---|---|---|---|---|---|---|
| | FT/MIN | 1000 | 880 | 750 | 630 | 500 |
| RTR 2NM to MAPt 2 | MIN:SEC | 0:22 | 0:26 | 0:30 | 0:36 | 0:45 |

**CHANGE (7/24):** DME I-HS ELEVATION.

AERO INFO DATE 24 APR 24

# INSTRUMENT APPROACH CHART - ICAO

## HUMBERSIDE
## RNP
## RWY 02
(ACFT CAT A,B,C,D)

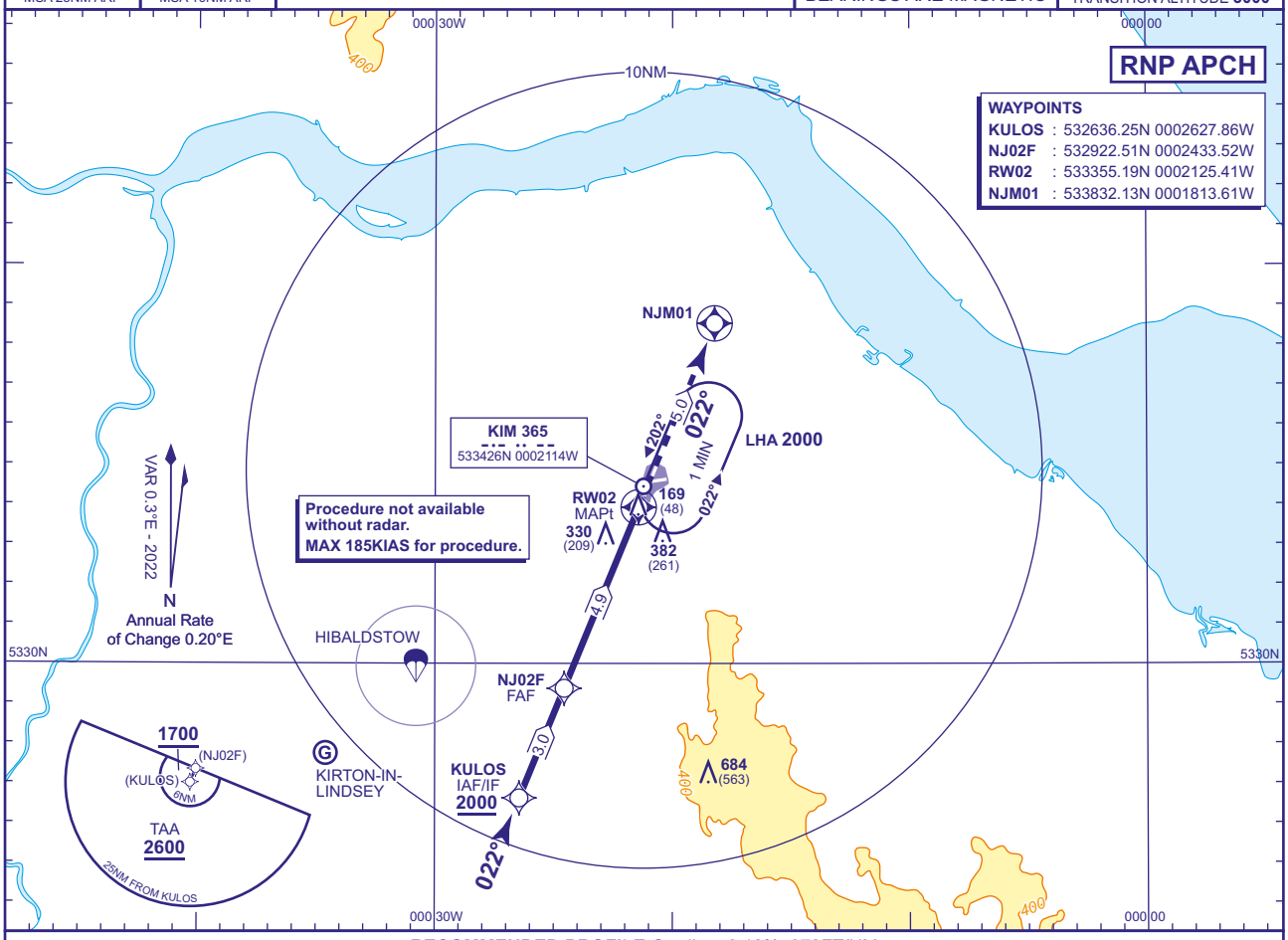
| | | | |
|---|---|---|---|
| APP 119.130 | HUMBERSIDE APPROACH | AD ELEVATION | **121** |
| TWR 124.905, 119.130 | HUMBERSIDE TOWER | THR ELEVATION | **121** |
| RAD 119.130, 129.255 | HUMBERSIDE RADAR | OBSTACLE ELEVATION **684 AMSL** (563) (ABOVE THR) | |
| ATIS 124.130 | HUMBERSIDE INFORMATION | BEARINGS ARE MAGNETIC | |

26 MSA 25NM ARP

18 MSA 10NM ARP

MIN TEMP **-15°C**

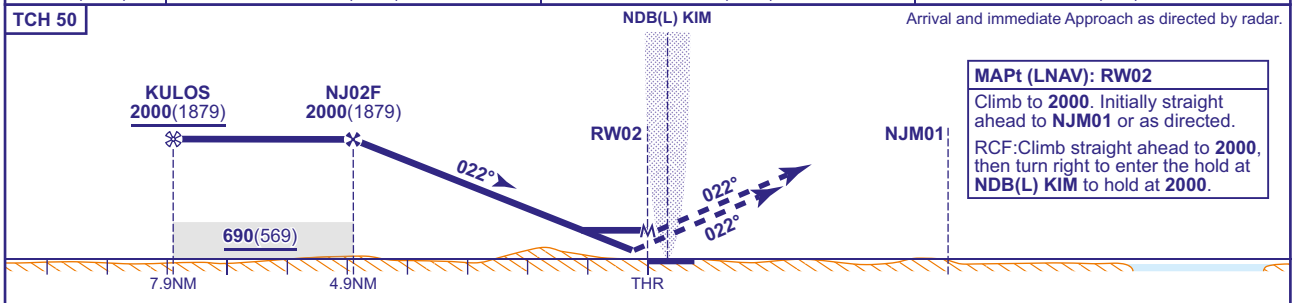
TRANSITION ALTITUDE **3000**




**RECOMMENDED PROFILE** Gradient 6.12%, 372FT/NM

| NM to RW02 | 4 | 3 | 2 |
|---|---|---|---|
| **ALT**(HGT) | **1660**(1539) | **1290**(1169) | **920**(799) |

**TCH 50**




Arrival and immediate Approach as directed by radar.

**MAPt (LNAV): RW02**
Climb to **2000**. Initially straight ahead to **NJM01** or as directed.
RCF:Climb straight ahead to **2000**, then turn right to enter the hold at **NDB(L) KIM** to hold at **2000**.

| Aircraft Category | | A | B | C | D |
|---|---|---|---|---|---|
| OCA (OCH) | LNAV/VNAV | **470**(349) | **490**(369) | **500**(379) | **510**(389) |
| | LNAV | **580**(459) | **580**(459) | **580**(459) | **580**(459) |
| VM(C)OCA (OCH AAL) | Total Area | **690**(569) | **690**(569) | **990**(869) | **1050**(929) |

| Rate of descent | G/S KT | 160 | 140 | 120 | 100 | 80 |
|---|---|---|---|---|---|---|
| | FT/MIN | 900 | 870 | 740 | 620 | 500 |

**NOTE 1** LNAV/VNAV temperature at which VPA exceeds 3.5° is 14.7°C.

**CHANGE (5/24):** OCA(OCH) CAT B/C/D. VM(C)(OCH AAL) CAT A/B. MOCA INCREASED. TAA KULOS SUBSECTOR AMENDED TO 6NM. NOTE ADDED.

AERO INFO DATE 16 FEB 24

# INSTRUMENT APPROACH CHART - ICAO

## HUMBERSIDE NDB(L)/DME RWY 02
(ACFT CAT A,B,C,D)

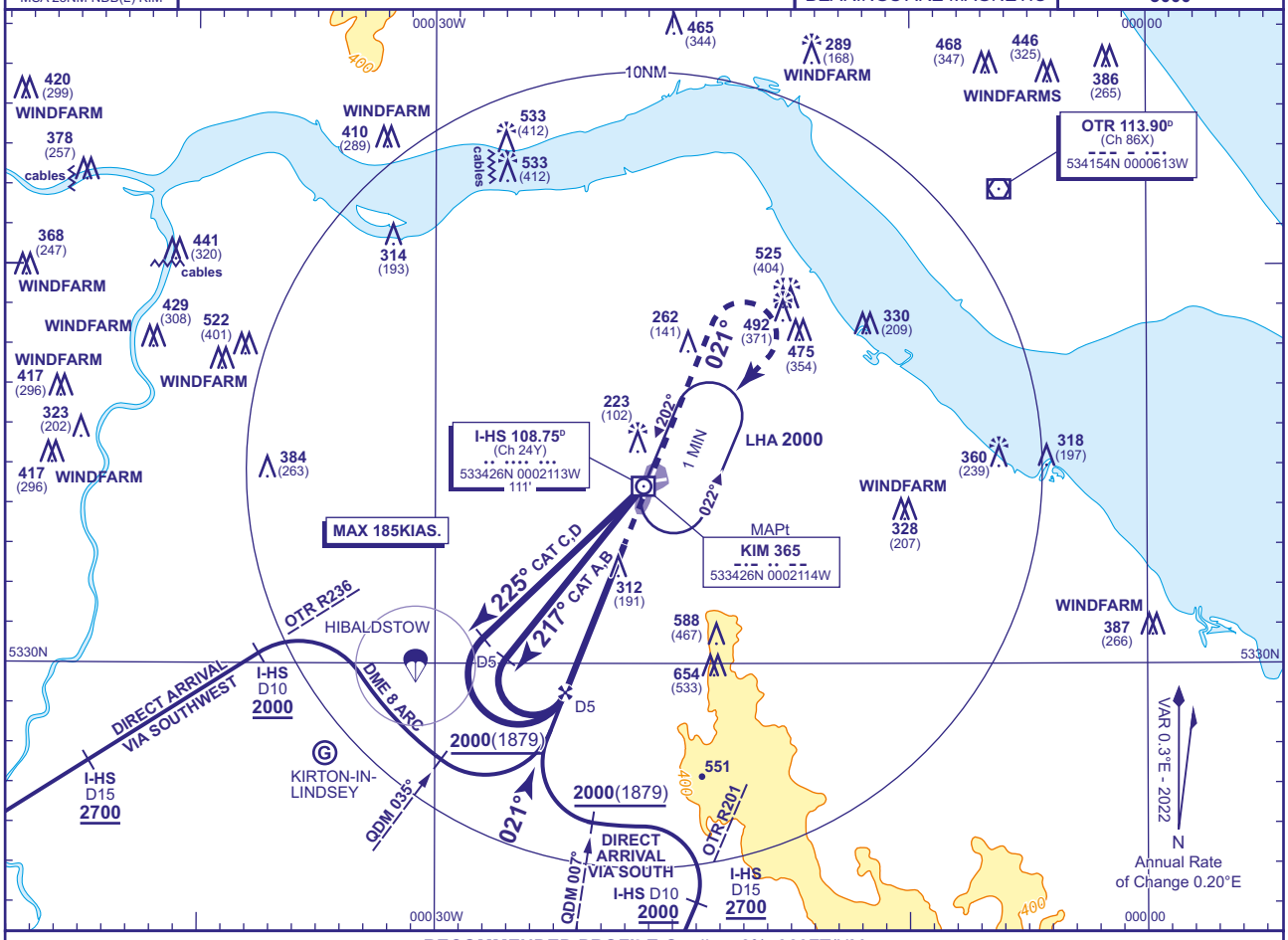
I



MSA 25NM NDB(L) KIM

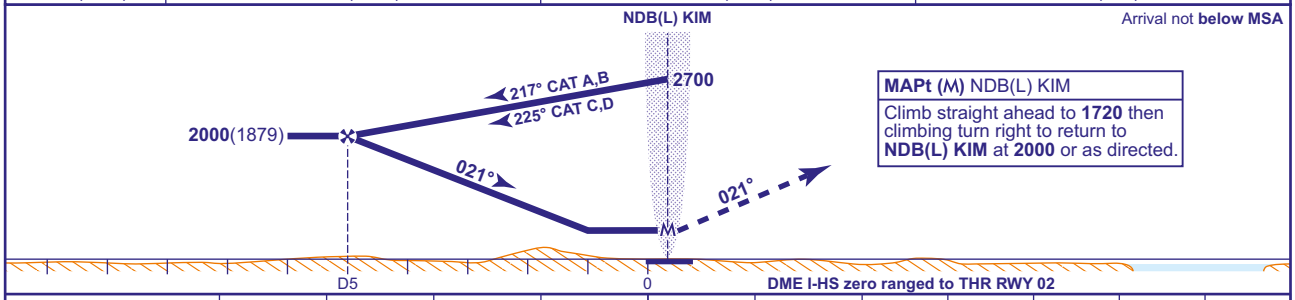
| | | | | | |
|---|---|---|---|---|---|
| APP | 119.130 | HUMBERSIDE APPROACH | AD ELEVATION | 121 |
| TWR | 124.905, 119.130 | HUMBERSIDE TOWER | THR ELEVATION | 121 |
| RAD | 119.130, 129.255 | HUMBERSIDE RADAR | OBSTACLE ELEVATION | 654 AMSL (533) (ABOVE THR) |
| ATIS | 124.130 | HUMBERSIDE INFORMATION | BEARINGS ARE MAGNETIC | |

TRANSITION ALTITUDE **3000**




**RECOMMENDED PROFILE** Gradient 6%, 360FT/NM

| DME I-HS | 4 | 3 | 2 |
|---|---|---|---|
| ALT(HGT) | **1640**(1519) | **1270**(1149) | **910**(789) |




| Aircraft Category | | A | B | C | D |
|---|---|---|---|---|---|
| OCA (OCH) | WITH DME | **590**(469) | **590**(469) | **590**(469) | **590**(469) |
| | NO DME | **640**(519) | **640**(519) | **640**(519) | **640**(519) |
| VM(C)OCA (OCH AAL) | Total Area | **690**(569) | **690**(569) | **990**(869) | **1050**(929) |

| Rate of descent | G/S KT | 160 | 140 | 120 | 100 | 80 |
|---|---|---|---|---|---|---|
| | FT/MIN | 970 | 850 | 720 | 610 | 490 |

**AIRCRAFT UNABLE TO RECEIVE DME I-HS**
As for procedure with DME except substitute timings for outbound legs 2.2MIN (CAT A,B); 1.7MIN (CAT C,D) prior to base turn. When established descend to MDH.

**DIRECT ARRIVAL PROCEDURES** (Subject to ATC approval). For aircraft able to receive VOR DME OTR and DME I-HS in addition to NDB(L) KIM.

**DIRECT ARRIVAL FROM SOUTH**
Arrival **not below MSA** to intercept and establish on OTR VOR R201 (QDM 021°). After passing I-HS DME 15 descent **not below 2000.** See plan for continuation.

**DIRECT ARRIVAL FROM SOUTHWEST**
Arrival **not below MSA** to intercept and establish on OTR VOR R236 (QDM 056°). After passing I-HS DME 15 descent **not below 2000.** See plan for continuation.

**NOTE** Lowest altitude to commence procedure from hold is **2000.**

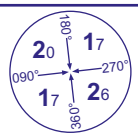
**CHANGE (2/25):** VOR OTR RECALIBRATED. OTR RADIALS REVISED.

AERO INFO DATE 04 DEC 24

AD 2-EGNJ-8-3

# INSTRUMENT APPROACH CHART - ICAO

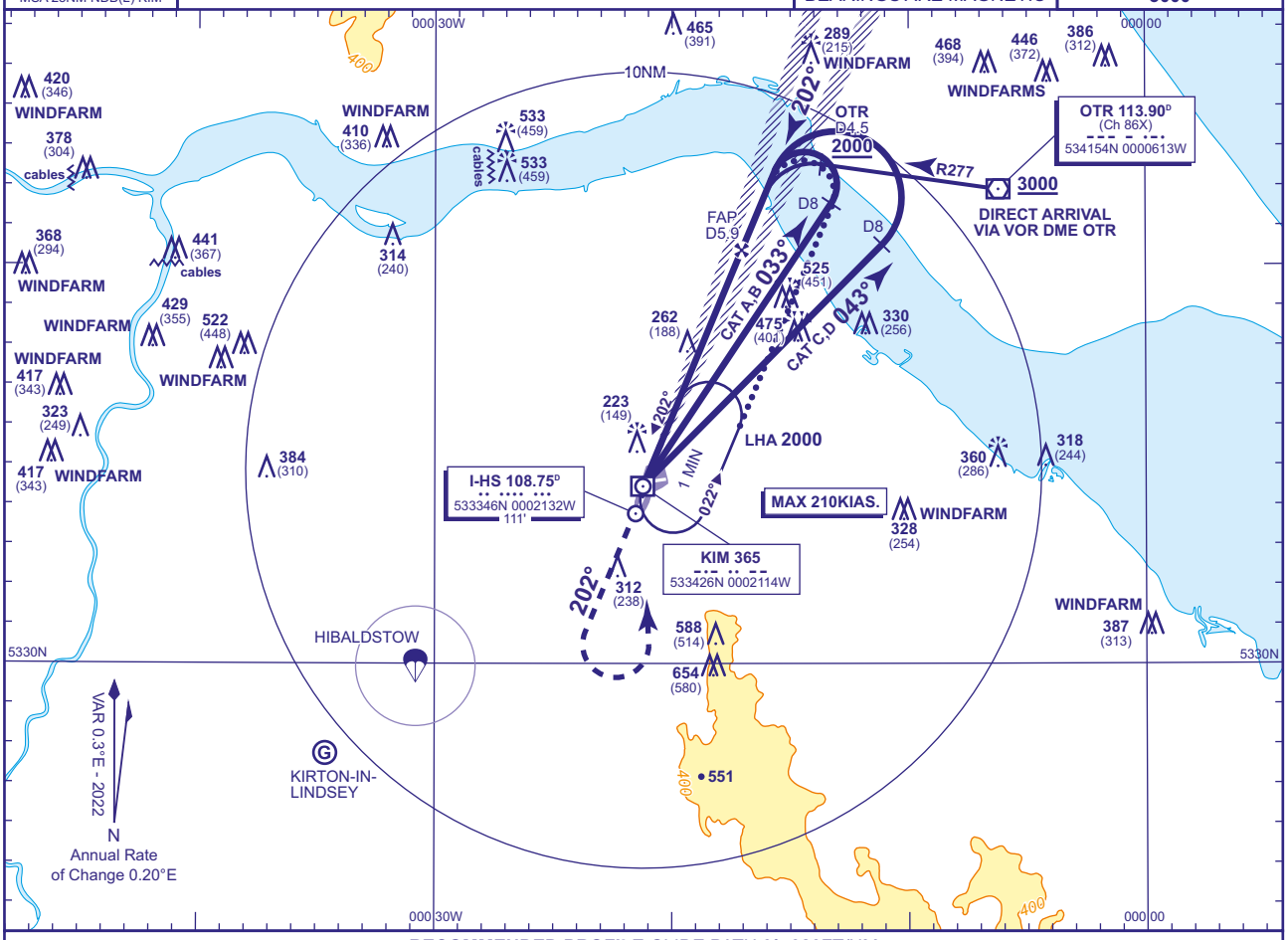
## HUMBERSIDE ILS/DME/NDB(L) RWY 20
(ACFT CAT A,B,C,D)




MSA 25NM NDB(L) KIM

| | | | | | |
|---|---|---|---|---|---|
| APP | 119.130 | HUMBERSIDE APPROACH | AD ELEVATION | 121 |
| TWR | 124.905, 119.130 | HUMBERSIDE TOWER | THR ELEVATION | 74 |
| RAD | 119.130, 129.255 | HUMBERSIDE RADAR | OBSTACLE ELEVATION | 654 AMSL (580) (ABOVE THR) |
| ATIS | 124.130 | HUMBERSIDE INFORMATION | BEARINGS ARE MAGNETIC | |

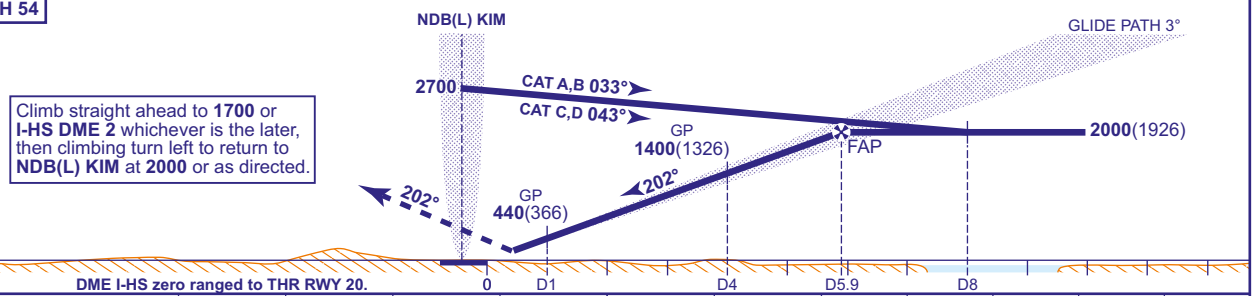
TRANSITION ALTITUDE **3000**




**RECOMMENDED PROFILE** GLIDE PATH 3°, 320FT/NM

| **DME I-HS** | 5 | 4 | 3 | 2 | 1 |
|---|---|---|---|---|---|
| **ALT**(HGT) | **1710**(1636) | **1400**(1326) | **1080**(1006) | **760**(686) | **450**(376) |

**RDH 54**




Climb straight ahead to **1700** or **I-HS DME 2** whichever is the later, then climbing turn left to return to **NDB(L) KIM** at **2000** or as directed.

| **Aircraft Category** | | **A** | **B** | **C** | **D** |
|---|---|---|---|---|---|
| **OCA** (OCH) | **CAT I** | **224**(150) | **234**(160) | **245**(171) | **258**(184) |
| **VM(C)OCA** (OCH AAL) | **Total Area** | **690**(569) | **690**(569) | **990**(869) | **1050**(929) |

| **Rate of descent** | | | | | | |
|---|---|---|---|---|---|---|
| **G/S KT** | 160 | 140 | 120 | 100 | 80 |
| **FT/MIN** | 850 | 740 | 630 | 530 | 420 |

**ALTERNATIVE PROCEDURE** EXTENDED HOLDING PATTERN
Overhead NDB(L) KIM at **2700** in holding pattern, turn left and descend on the extended outbound leg to **2000**(1926). At I-HS DME 8 turn left to intercept LOC inbound. When established continue as for Main Procedure.

**DIRECT ARRIVAL VIA VOR DME OTR** (Subject to ATC approval)
Overhead VOR DME OTR **not below 3000,** depart on R277 descending **not below 2000.** At OTR DME 4.5 left turn left to intercept LOC inbound. When established continue as for Main Procedure.

**AIRCRAFT UNABLE TO RECEIVE DME I-HS**
Advise ATC. Radar Ranges will be given at 8NM outbound and 4NM inbound.

**NOTE 1** Lowest altitude to commence procedure from hold is **2000.**

**CHANGE (2/25):** VOR OTR RECALIBRATED. OTR RADIALS REVISED.

AERO INFO DATE 04 DEC 24 AD 2-EGNJ-8-4

# INSTRUMENT APPROACH CHART - ICAO

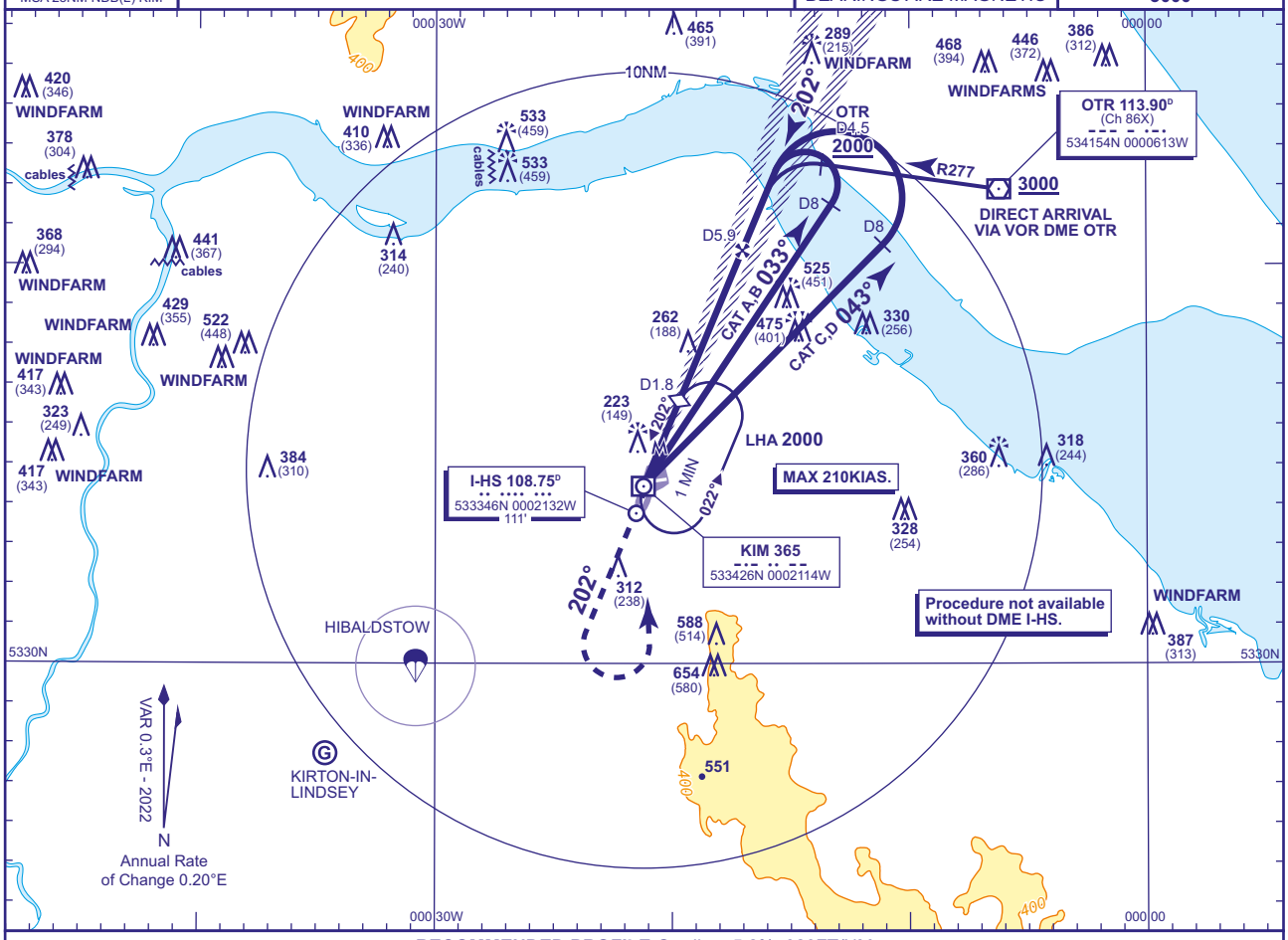
## HUMBERSIDE LOC/DME/NDB(L) RWY 20
(ACFT CAT A,B,C,D)



MSA 25NM NDB(L) KIM

| | | | | | |
|---|---|---|---|---|---|
| APP | 119.130 | HUMBERSIDE APPROACH | AD ELEVATION | 121 |
| TWR | 124.905, 119.130 | HUMBERSIDE TOWER | THR ELEVATION | 74 |
| RAD | 119.130, 129.255 | HUMBERSIDE RADAR | OBSTACLE ELEVATION | 654 AMSL (580) (ABOVE THR) |
| ATIS | 124.130 | HUMBERSIDE INFORMATION | BEARINGS ARE MAGNETIC | |

TRANSITION ALTITUDE **3000**

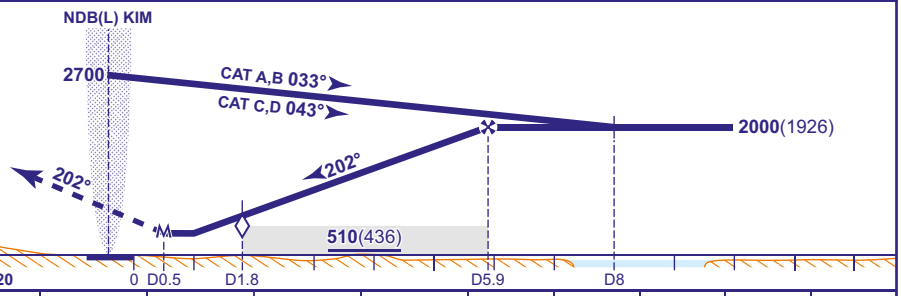



**RECOMMENDED PROFILE** Gradient 5.2%, 320FT/NM

| DME I-HS | 5 | 4 | 3 | 1.8 **(SDF)** | 1 |
|---|---|---|---|---|---|
| **ALT**(HGT) | **1710**(1636) | **1400**(1326) | **1080**(1006) | **700**(614) | **450**(376) |

**MAPt** (M) I-HS DME 0.5

Climb straight ahead to **1700** or **I-HS DME 2** whichever is the later, then climbing turn left to return to **NDB(L) KIM** at **2000** or as directed.




| Aircraft Category | | A | B | C | D |
|---|---|---|---|---|---|
| **OCA** (OCH) | **Procedure** | **460**(386) | **460**(386) | **460**(386) | **460**(386) |
| **VM(C)OCA** (OCH AAL) | **Total Area** | **690**(569) | **690**(569) | **990**(869) | **1050**(929) |

| Rate of descent | G/S KT | 160 | 140 | 120 | 100 | 80 |
|---|---|---|---|---|---|---|
| | FT/MIN | 860 | 750 | 640 | 540 | 430 |

**DIRECT ARRIVAL VIA VOR DME OTR** (Subject to ATC approval)
Overhead VOR DME OTR **not below 3000,** depart on R277 descending **not below 2000.** At OTR DME 4.5 left turn to intercept LOC inbound. When established continue as for Main Procedure.

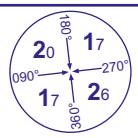
**NOTE 1** Lowest altitude to commence procedure from hold is **2000.**

**CHANGE (2/25):** VOR OTR RECALIBRATED. OTR RADIALS REVISED.

AERO INFO DATE 04 DEC 24

# INSTRUMENT APPROACH CHART - ICAO

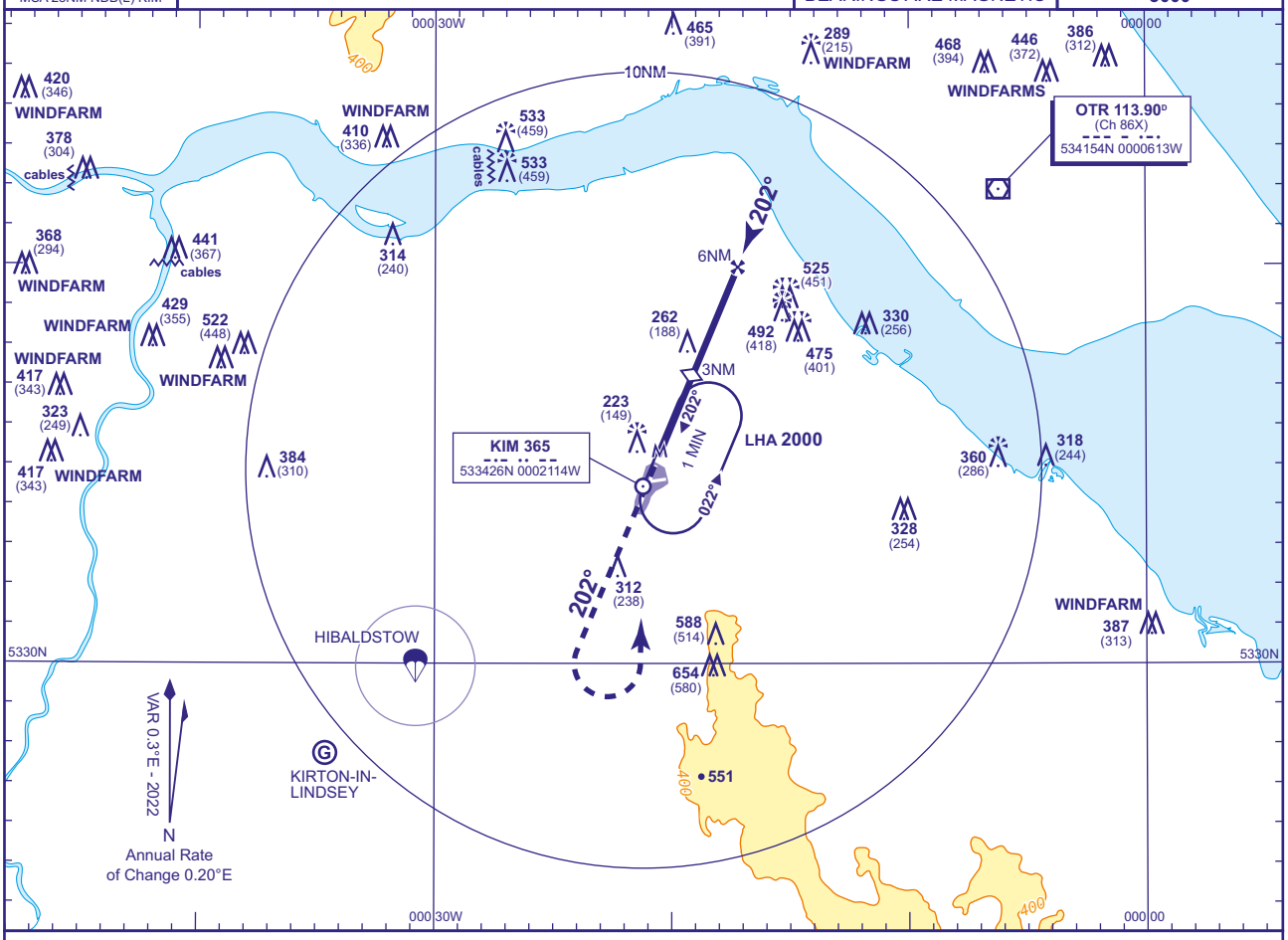
## HUMBERSIDE SRA RTR 2NM RWY 20
(ACFT CAT A,B,C,D)




MSA 25NM NDB(L) KIM

| | | | | | |
|---|---|---|---|---|---|
| APP | 119.130 | HUMBERSIDE APPROACH | AD ELEVATION | 121 |
| TWR | 124.905, 119.130 | HUMBERSIDE TOWER | THR ELEVATION | 74 |
| RAD | 119.130, 129.255 | HUMBERSIDE RADAR | OBSTACLE ELEVATION | 654 AMSL (580) (ABOVE THR) |
| ATIS | 124.130 | HUMBERSIDE INFORMATION | BEARINGS ARE MAGNETIC | |

TRANSITION ALTITUDE **3000**

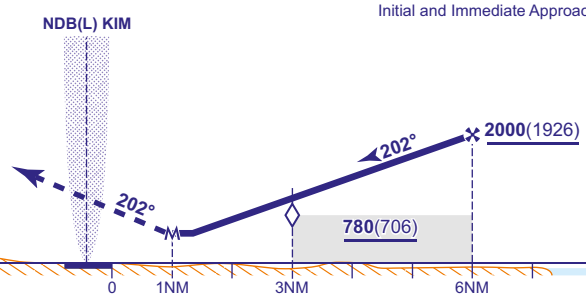



**RADAR ADVISORY HEIGHTS** Gradient 5.2%, 320FT/NM

| **NM** | 5.0 | 4.0 | 3.0 **(SDF)** | 2.0 |
|---|---|---|---|---|
| **ALT**(HGT) | **1680**(1606) | **1360**(1286) | **1080**(1006) | **720**(646) |

Initial and Immediate Approach as directed by radar.

**MAPt 1** (M) 1NM after RTR
Climb straight ahead to **1700** then climbing turn left to return to **NDB(L) KIM** to hold at **2000** or as directed.




| Aircraft Category | | A | B | C | D | Rate of descent | G/S KT | 160 | 140 | 120 | 100 | 80 |
|---|---|---|---|---|---|---|---|---|---|---|---|---|
| OCA (OCH) | Procedure | **570**(496) | **570**(496) | **570**(496) | **570**(496) | | FT/MIN | 860 | 750 | 640 | 530 | 430 |
| VM(C)OCA (OCH AAL) | Total Area | **690**(569) | **690**(569) | **990**(869) | **1050**(929) | RTR to MAPt | MIN:SEC | 0:22 | 0:25 | 0:30 | 0:36 | 0:45 |

**CHANGE (5/24):** OCA(OCH). VM(C)(OCH AAL) CAT A/B.

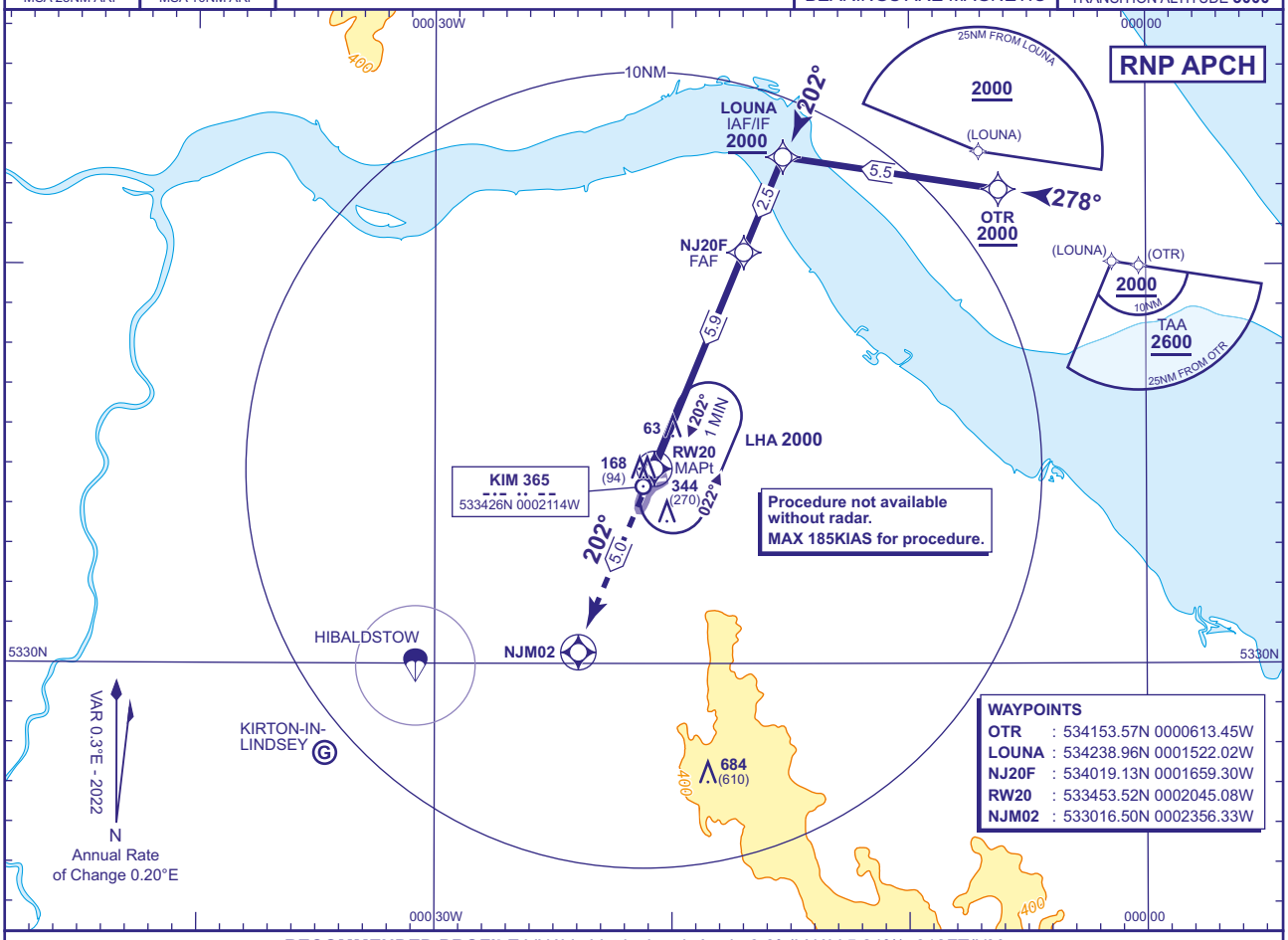
AERO INFO DATE 26 FEB 24 AD 2-EGNJ-8-6

# INSTRUMENT APPROACH CHART - ICAO

## HUMBERSIDE
## RNP
## RWY 20
(ACFT CAT A,B,C,D)

| | | | |
|---|---|---|---|
| 26 MSA 25NM ARP / 18 MSA 10NM ARP | APP 119.130 | HUMBERSIDE APPROACH | AD ELEVATION 121 |
| | TWR 124.905, 119.130 | HUMBERSIDE TOWER | THR ELEVATION 74 |
| | RAD 119.130, 129.255 | HUMBERSIDE RADAR | OBSTACLE ELEVATION 684 AMSL (610) (ABOVE THR) |
| | ATIS 124.130 | HUMBERSIDE INFORMATION | BEARINGS ARE MAGNETIC |

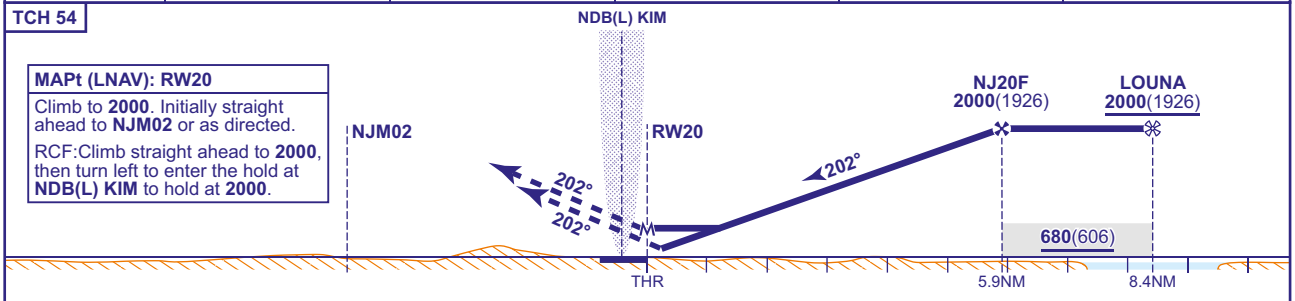
MIN TEMP -15°C
TRANSITION ALTITUDE 3000




**RECOMMENDED PROFILE** VNAV - Vertical path Angle 3.0° (LNAV 5.24%), 318FT/NM

| NM to RW20 | 5 | 4 | 3 | 2 | 1 |
|---|---|---|---|---|---|
| ALT(HGT) | **1720**(1646) | **1400**(1326) | **1080**(1006) | **760**(686) | **450**(376) |

**TCH 54**




**MAPt (LNAV): RW20**

Climb to **2000**. Initially straight ahead to **NJM02** or as directed.

RCF:Climb straight ahead to **2000**, then turn left to enter the hold at **NDB(L) KIM** to hold at **2000**.

| Aircraft Category | | A | B | C | D |
|---|---|---|---|---|---|
| OCA (OCH) | LNAV/VNAV | **340**(266) | **350**(276) | **360**(286) | **380**(306) |
| | LNAV | **510**(436) | **510**(436) | **510**(436) | **510**(436) |
| VM(C)OCA (OCH AAL) | Total Area | **690**(569) | **690**(569) | **990**(869) | **1050**(929) |

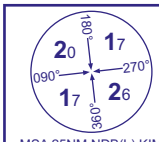
| Rate of descent | G/S KT | 160 | 140 | 120 | 100 | 80 |
|---|---|---|---|---|---|---|
| | FT/MIN | 850 | 740 | 640 | 530 | 420 |

**CHANGE (5/24):** LNAV OCA(OCH). VM(C)(OCH AAL) CAT A/B. SDF/MOCA WITHDRAWN. RECOMMENDED PROFILE.

AERO INFO DATE 22 FEB 24

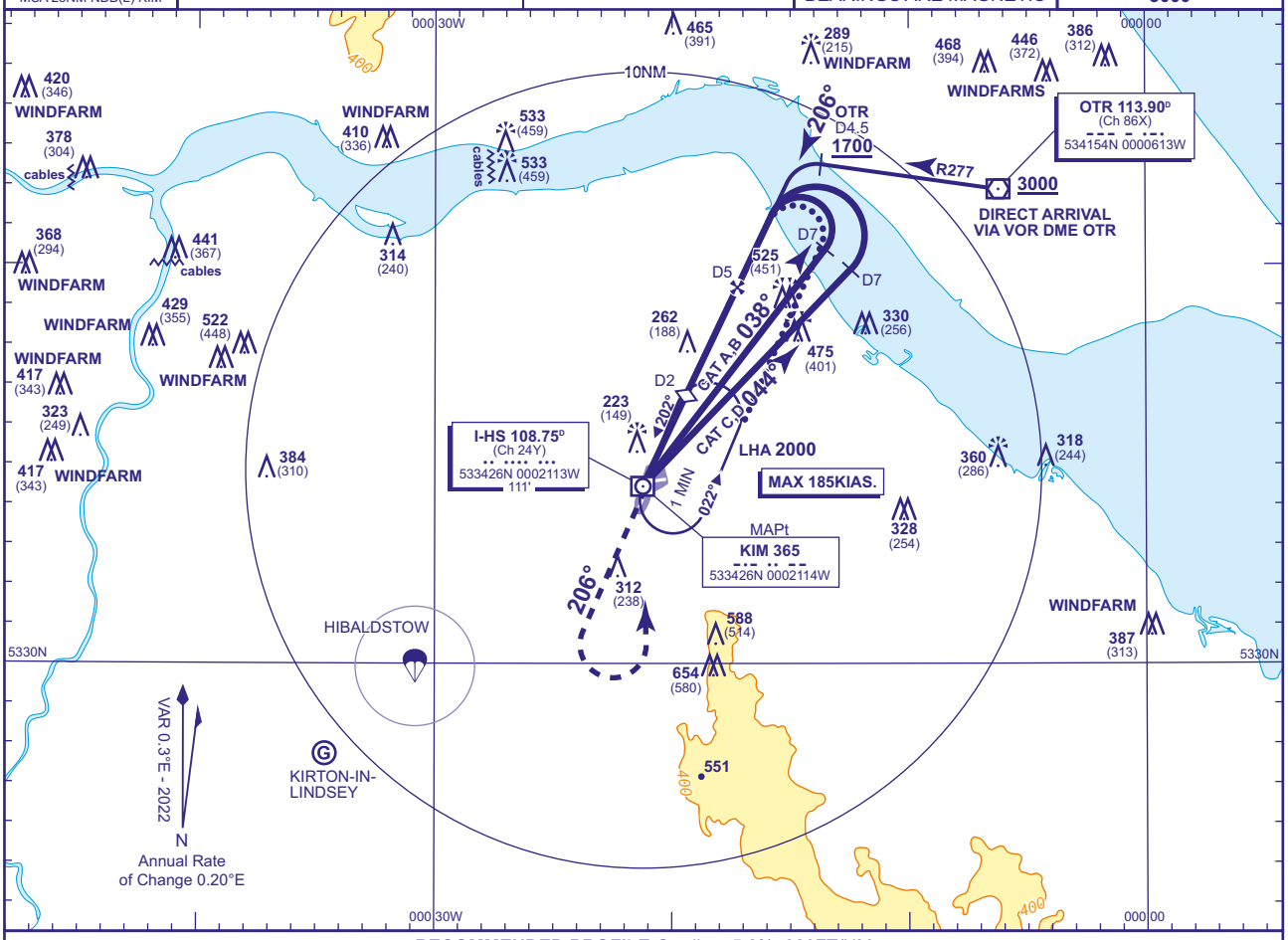
## INSTRUMENT APPROACH CHART - ICAO

# HUMBERSIDE NDB(L)/DME RWY 20
(ACFT CAT A,B,C,D)



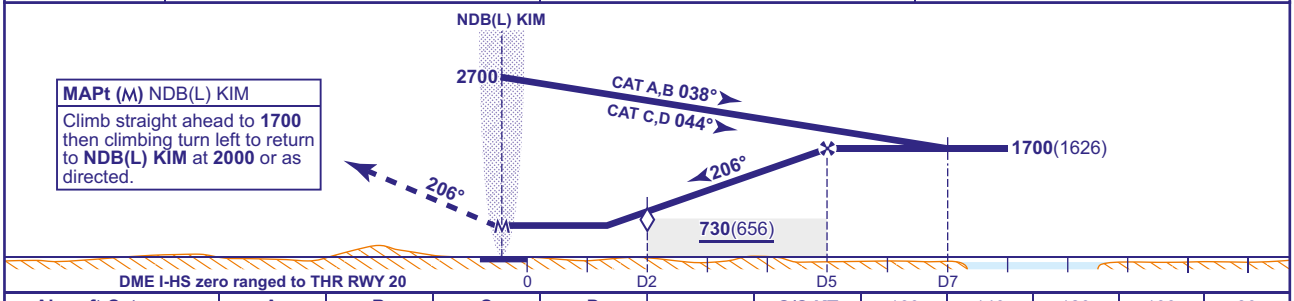
MSA 25NM NDB(L) KIM

| | | | | | |
|---|---|---|---|---|---|
| APP | 119.130 | HUMBERSIDE APPROACH | AD ELEVATION | 121 | |
| TWR | 124.905, 119.130 | HUMBERSIDE TOWER | THR ELEVATION | 74 | |
| RAD | 119.130, 129.255 | HUMBERSIDE RADAR | OBSTACLE ELEVATION | 654 AMSL (580) (ABOVE THR) | |
| ATIS | 124.130 | HUMBERSIDE INFORMATION | BEARINGS ARE MAGNETIC | | TRANSITION ALTITUDE 3000 |




**RECOMMENDED PROFILE** Gradient 5.2%, 320FT/NM

| | | | |
|---|---|---|---|
| **DME I-HS** | 4 | 3 | 2 **(SDF)** |
| **ALT**(HGT) | **1380**(1306) | **1070**(896) | **750**(676) |




**MAPt** (M) NDB(L) KIM
Climb straight ahead to **1700** then climbing turn left to return to **NDB(L) KIM** at **2000** or as directed.

| Aircraft Category | | A | B | C | D |
|---|---|---|---|---|---|
| **OCA** (OCH) | **WITH DME** | **550**(476) | **550**(476) | **550**(476) | **550**(476) |
| | **NO DME** | **800**(726) | **800**(726) | **800**(726) | **800**(726) |
| **VM(C)OCA** (OCH AAL) | **Total Area DME** | **690**(569) | **690**(569) | **990**(869) | **1050**(929) |
| | **Total Area NO DME** | **800**(679) | **800**(679) | **990**(869) | **1050**(929) |

| **Rate of descent** | **G/S KT** | 160 | 140 | 120 | 100 | 80 |
|---|---|---|---|---|---|---|
| | **FT/MIN** | 860 | 750 | 640 | 540 | 430 |

**ALTERNATIVE PROCEDURE** EXTENDED HOLDING PATTERN
Overhead NDB(L) KIM at **2700** in holding pattern, turn left and descend on the extended outbound leg to **1700**(1626). At I-HS DME 7 turn left to intercept FAT inbound. When established continue as for Main Procedure.

**DIRECT ARRIVAL VIA VOR DME OTR** (Subject to ATC approval)
Overhead VOR DME OTR **not below 3000,** depart on R277 descending to **1700**(1626)**.** At OTR DME 4.5 turn left to intercept extended FAT. When established continue as for Main Procedure.

**AIRCRAFT UNABLE TO RECEIVE DME I-HS**
As for Main and Alternative Procedures with DME except fly outbound for 3MIN (CAT A,B); 2MIN (CAT C,D) prior to base turn. When established on FAT descend to MDH.

**NOTE** Lowest altitude to commence procedure from hold is **2000.**

**CHANGE (2/25):** VOR OTR RECALIBRATED. OTR RADIALS REVISED.

AERO INFO DATE 04 DEC 24 AD 2-EGNJ-8-8

# Instrument Approach Procedure Coding Tables

**Humberside RNP RWY 02 - Instrument Approach Procedure via KULOS**

| Designator | Sequence Number | Path Term-inator | Waypoint Name | Fly-over | Course/ Track °M (°T) | Turn Direction | Level Constraint | Speed Constraint | Co-ordinates | Remarks and Distance to MAPt |
|---|---|---|---|---|---|---|---|---|---|---|
| R02 | 001 | IF | KULOS | N | - | - | 2000 | 185 | 532636.25N 0002627.86W | IAF / IF / 7.9NM |
| R02 | 002 | TF | NJ02F | N | 022° (022.29°) | - | 2000 | - | 532922.51N 0002433.52W | FAF / 4.9NM |
| R02 | 003 | TF | RW02 | Y | 022° (022.32°) | - | - | - | 533355.19N 0002125.41W | MAPt |
| R02 | 004 | TF | NJM01 | Y | 022° (022.37°) | - | 2000 | 185 | 533832.13N 0001813.61W | - |

**CHANGE (6/21):** NEW TABLES.
AERO INFO DATE 07 APR 21

# Instrument Approach Procedure Coding Tables

**Humberside RNP RWY 20 - Instrument Approach Procedure via OTR**

| Designator | Sequence Number | Path Term-inator | Waypoint Name | Fly-over | Course/ Track °M (°T) | Turn Direction | Level Constraint | Speed Constraint | Co-ordinates | Remarks and Distance to MAPt |
|---|---|---|---|---|---|---|---|---|---|---|
| R20R | 001 | IF | OTR | N | - | - | 2000 | - | 534153.57N 0000613.45W | IAF |
| R20R | 002 | TF | LOUNA | N | 278° (278.00°) | LEFT | 2000 | 185 | 534238.96N 0001522.02W | IF / 8.4NM |
| R20R | 003 | TF | NJ20F | N | 202° (202.45°) | - | 2000 | - | 534019.13N 0001659.30W | FAF / 5.9NM |
| R20R | 004 | TF | RW20 | Y | 202° (202.43°) | - | - | - | 533453.52N 0002045.08W | MAPt |
| R20R | 005 | TF | NJM02 | Y | 202° (202.38°) | - | 2000 | 185 | 533016.50N 0002356.33W | - |

**Humberside RNP RWY 20 - Instrument Approach Procedure via LOUNA**

| Designator | Sequence Number | Path Term-inator | Waypoint Name | Fly-over | Course/ Track °M (°T) | Turn Direction | Level Constraint | Speed Constraint | Co-ordinates | Remarks and Distance to MAPt |
|---|---|---|---|---|---|---|---|---|---|---|
| R20C | 001 | TF | LOUNA | N | - | - | 2000 | 185 | 534238.96N 0001522.02W | IF / 8.4NM |
| R20C | 002 | TF | NJ20F | N | 202° (202.45°) | - | 2000 | - | 534019.13N 0001659.30W | FAF / 5.9NM |
| R20C | 003 | TF | RW20 | Y | 202° (202.43°) | - | - | - | 533453.52N 0002045.08W | MAPt |
| R20C | 004 | TF | NJM02 | Y | 202° (202.38°) | - | 2000 | 185 | 533016.50N 0002356.33W | - |

**CHANGE (12/21):** PAGE RENUMBERED.

# EGPE — INVERNESS

## EGPE AD 2.1 AERODROME LOCATION INDICATOR AND NAME

EGPE — INVERNESS

## EGPE AD 2.2 AERODROME GEOGRAPHICAL AND ADMINISTRATIVE DATA

| | | |
|---|---|---|
| 1 | ARP coordinates and site at AD | Lat: 573233N Long: 0040251W<br>Mid-point of Runway 05/23 |
| 2 | Direction and distance from city | 7 NM NE of Inverness. |
| 3 | Elevation / Reference temperature / Mean Low Temperature | 31 FT / 14 °C / - |
| 4 | Geoid undulation at AD ELEV PSN | 172 FT |
| 5 | Magnetic Variation / Annual Change | 1.74°W (2022) / 0.23°E |
| 6 | AD Administration<br>Address<br>Telephone | HIGHLANDS AND ISLANDS AIRPORTS LTD<br>Inverness Airport, Inverness IV2 7JB.<br>01667-464000 (Administration)<br>01667-464276 (ATC)<br>01667-464255 (MET) |
| 7 | Type of Traffic permitted (IFR/VFR) | IFR/VFR |
| 8 | Remarks | Telephone calls to ATC will be recorded. |

## EGPE AD 2.3 OPERATIONAL HOURS

| | | |
|---|---|---|
| 1 | AD Administration | Mon-Fri 0630-2145 (0515-2130); Sat 0630-2100 (0515-2130); Sun 0630-2130 (0515-2130). |
| 2 | Customs and immigration | By arrangement. 6 hours notice required for EU flights, H24 for other flights. |
| 3 | Health and sanitation | |
| 4 | AIS Briefing Office | As AD hours. |
| 5 | ATS Reporting Office (ARO) | |
| 6 | MET Briefing Office | As AIS briefing hours. |
| 7 | ATS | As AD hours. See also AD 2.18. |
| 8 | Fuelling | AVTUR JET A-1 and AVGAS 100LL: Mon-Fri 0600-1900; Sat 0600-1430; Sun 0600-1900 (Mon-Sun 0500-1800). Out of hours (Tel: +44(0)7836-202637 or +44 (0)7595-223613). |
| 9 | Handling | |
| 10 | Security | |
| 11 | De-icing | |
| 12 | Remarks | This aerodrome is strictly PPR.<br>All operators, including executive and private General Aviation must make prior arrangements with a handling agent for ground handling. |

## EGPE AD 2.4 HANDLING SERVICES AND FACILITIES

| | | |
|---|---|---|
| 1 | Cargo handling facilities | Prearrange with cargo handling agent, Tel: 01667-462121; Fax: 01667-462750. |
| 2 | Fuel and oil types | AVTUR JET A-1, AVGAS 100LL |
| 3 | Fuelling facilities/capacity | 100,000 LT stored. Delivery 700 LT per minute. |
| 4 | De-icing facilities | Full aircraft de-icing capability. |
| 5 | Hangar space for visiting aircraft | None. |
| 6 | Repair facilities for visiting aircraft | Limited. |

| | | |
|---|---|---|
| 7 | Remarks | All flights are subject to mandatory ground handling. Prior arrangement must be made with one of the listed handling agents.<br><br>Handling Agents:<br><br>Skytanking: Tel: 01667-464120; Fax: 01667-464129;<br>Channel: 131.430.<br><br>Highlands Jet Centre: Tel: 01667-462121.<br><br>Signature Flight Support: Tel: 01667-461122;<br>Frequency 122.350 MHz.<br><br>Highland Aviation: Tel: 01667-460361 (<6000 KG MTOW). |

## EGPE AD 2.5 PASSENGER FACILITIES

| | | |
|---|---|---|
| 1 | Hotels | Adjacent to terminal building and in Inverness. |
| 2 | Restaurants | Buffet in terminal. |
| 3 | Transportation | Taxis. |
| 4 | Medical facilities | First aid facilities. |
| 5 | Bank and Post Office | ATM in Terminal Building. |
| 6 | Tourist Office | |
| 7 | Remarks | |

## EGPE AD 2.6 RESCUE AND FIRE FIGHTING SERVICES

| | | |
|---|---|---|
| 1 | AD category for fire fighting services | RFF Category A6<br>RFF Category 7 accepted under remission.<br>RFF Category 6<br>Mon 0615-2230 (0515-2130); Tue-Sat 0600-2230 (0500-2130); Sun 0625-2230 (0525-2130).<br>RFF Category 5<br>Tue-Sat 0245-0600 (0145-0500). |
| 2 | Rescue equipment | |
| 3 | Capability for removal of disabled aircraft | Available up to SF34 size aircraft. Further recovery limited. |
| 4 | Remarks | |

## EGPE AD 2.7 SEASONAL AVAILABILITY - CLEARING

| | | |
|---|---|---|
| 1 | Type of clearing equipment | Snow ploughs and blowers. Mechanical and chemical de-icing. Surfaces de-iced/anti-iced with KAC/EG and/or NAAC. |
| 2 | Clearance priorities | Runway 05/23. Taxiway Alpha and Golf. Apron. Runway 11/29. |
| 3 | Remarks | Latest Information from ATC, Tel: 01667-464293 |

## EGPE AD 2.8 APRONS, TAXIWAYS AND CHECK LOCATIONS/POSITIONS DATA

| | | |
|---|---|---|
| 1 | Apron surface and strength | |
| 2 | Taxiway width, surface and strength | Taxiway HOLD E2-A2-A1: 18 M<br>Surface: Asphalt<br>PCN 39<br><br>Taxiway HOLD E2-E1-F: 18 M<br>Surface: Asphalt<br>PCN 42<br><br>Taxiway HOLD G: 15 M<br>Surface: Asphalt<br>PCN 12 |
| 3 | Altimeter checkpoint location and elevation | Apron 38 FT |
| 4 | VOR checkpoints | |
| 5 | INS checkpoints | See Aircraft Parking/Docking chart. |

| | | |
|---|---|---|
| 6 | Remarks | See AD 2-EGPE-2-2 Aircraft Parking/Docking Chart for PCN details. |

## EGPE AD 2.9 SURFACE MOVEMENT GUIDANCE AND CONTROL SYSTEM AND MARKINGS

| | | |
|---|---|---|
| 1 | Use of aircraft stand ID signs, TWY guide lines and visual docking/parking guidance system of aircraft stands | By marshaller. Self-parking will be permitted by based light aircraft on North Apron only. |
| 2 | Runway and taxiway markings and lighting | Runway marking aid(s):<br>05/23: Centre-line, threshold and TDZ markings.<br><br>Runway light(s):<br>Runway edge lights.<br>11/29: Unlit, lighting unavailable.<br><br>Taxiway marking aid(s):<br>Yellow centre-line markings. |
| 3 | Stop bars and runway guard lights (if any) | At A1, F and G holding points. |
| 4 | Other runway protection measures | |
| 5 | Remarks | WDIs (LGTD): 573249.97N 0040227.11W - 573227.63N 0040315.96W.<br>WDI: 573241.53N 0040325.79W.<br><br>Pilots should be aware that Aerodrome Controllers at EGPE may refer to several Holding Points designated for vehicular management only. These do not form part of the aerodrome manoeuvring area and are therefore not published in EGPE AD 2.24 CHARTS RELATED TO AN AERODROME. |

## EGPE AD 2.10 AERODROME OBSTACLES

| In Approach/Take-off areas | | | | | | |
|---|---|---|---|---|---|---|
| **Obstacle ID/ Designation** | **Obstacle Type** | **Obstacle Position** | **Elevation/Height** | | **Obstruction Lighting Type/ Colour** | **Remarks** |
| **1** | **2** | **3** | **4** | | **5** | **6** |
| (EGPE6003) 29/APPROACH 11/ TAKE-OFF | NDB | 573229.43N 0040245.48W | 60 FT | 36 FT | Yes<br>Red | |

| In circling area and at aerodrome | | | | | | |
|---|---|---|---|---|---|---|
| **Obstacle ID/ Designation** | **Obstacle Type** | **Obstacle Position** | **Elevation/Height** | | **Obstruction Lighting Type/ Colour** | **Remarks** |
| **1** | **2** | **3** | **4** | | **5** | **6** |
| (EGPE8186) | MAST | 573759.62N 0040430.31W | 1100 FT | 421 FT | Yes<br>Red | |
| (EGPE7603) | MAST | 573529.89N 0041636.37W | 1526 FT | 825 FT | Yes<br>Red | |
| (EGPE8280) | ANEMOMETER | 573242.82N 0040219.56W | 55 FT | 32 FT | Yes<br>Red | |
| (EGPE8282) | MAST | 573221.98N 0040239.53W | 132 FT | 104 FT | Yes<br>Red | |
| (EGPE8281) | ANEMOMETER | 573221.27N 0040306.48W | 62 FT | 36 FT | Yes<br>Red | |
| (EGPE7896) | TREE | 573211.58N 0040512.16W | 180 FT | 62 FT | No | |
| (EGPE7894) | TREE | 573209.52N 0040507.71W | 162 FT | 56 FT | No | |
| (EGPE7897) | TREE | 573208.04N 0040510.82W | 165 FT | 53 FT | No | |
| (EGPE7908) | TREE | 573206.70N 0040533.84W | 191 FT | 55 FT | No | |
| (EGPE5206) | PYLON | 573144.98N 0035754.82W | 271 FT | 81 FT | No | |
| (EGPE5205) | PYLON | 573139.65N 0035810.40W | 302 FT | 90 FT | No | |

→

| In circling area and at aerodrome | | | | | | |
|---|---|---|---|---|---|---|
| **Obstacle ID/ Designation** | **Obstacle Type** | **Obstacle Position** | **Elevation/Height** | | **Obstruction Lighting Type/ Colour** | **Remarks** |
| **1** | **2** | **3** | **4** | | **5** | **6** |
| (EGPE7919) | TREE | 573025.57N 0035801.84W | 660 FT | 175 FT | No | |
| (EGPE7918) | TREE | 573024.15N 0035803.54W | 662 FT | 156 FT | No | |
| (EGPE7762) | TREE | 573022.45N 0040246.46W | 501 FT | 116 FT | No | |
| (EGPE5074) | PYLON | 572814.94N 0040109.66W | 1065 FT | 168 FT | No | |
| (EGPE5075) | PYLON | 572814.17N 0040128.09W | 999 FT | 134 FT | No | |
| (EGPE5076) | PYLON | 572809.31N 0040144.22W | 1022 FT | 155 FT | No | |

## EGPE AD 2.11 METEOROLOGICAL INFORMATION PROVIDED

| | | |
|---|---|---|
| 1 | Associated MET Office | MET OFFICE ABERDEEN |
| 2 | Hours of service<br>MET Office outside hour | H24 |
| 3 | Office responsible for TAF preparation<br>Periods of validity | MET OFFICE ABERDEEN<br>9 hours. |
| 4 | Trend forecast<br>Interval of issuance | |
| 5 | Briefing/consultation provided | Self briefing/telephone. |
| 6 | Flight documentation<br>Language(s) used | Charts abbreviated plain language text. TAFs/METARs.<br>English. |
| 7 | Charts and other information available for briefing or consultation | Met Office - Aviation Briefing Service is available via personal internet enabled devices. |
| 8 | Supplementary equipment available for providing information | |
| 9 | ATS units provided with information | INVERNESS |
| 10 | Additional information (limitation of service, etc.) | Unverified automatic met observations are available on ATIS (109.200 MHz) or by telephone on 01667-464255 outside hours of aerodrome/ATC hours. |

## EGPE AD 2.12 RUNWAY PHYSICAL CHARACTERISTICS

| **Designations RWY Number** | **True bearing** | **Dimensions of RWY** | **Surface of RWY/ SWY/ Strength** | **THR co-ordinates/ THR Geoid undulation** | **THR elevation/ Highest elevation of TDZ of precision APP RWY** | **Slope of RWY/ SWY** |
|---|---|---|---|---|---|---|
| **1** | **2** | **3** | **4** | **5** | **6** | **7** |
| 05 | 049.44° | 1888 x 45 M | RWY surface: Asphalt, Grooved<br>PCN 40/F/C/X/T | 573214.54N<br>0040331.23W<br>172.0 FT | THR 29.7 FT<br>TDZ 29.8 FT | 05/23 1:774 |
| 23 | 229.46° | 1888 x 45 M | RWY surface: Asphalt, Grooved<br>PCN 40/F/C/X/T | 573252.84N<br>0040207.99W<br>171.9 FT | THR 21.1 FT<br>TDZ 25.6 FT | 05/23 1:774 |
| 11 | 109.59° | 701 x 18 M | RWY surface: Asphalt<br>PCN 39/F/C/X/T | 573240.70N<br>0040335.49W<br>172.0 FT | THR 31.1 FT | RWY 11/29 1:459 |
| 29 | 289.60° | 701 x 18 M | RWY surface: Asphalt<br>PCN 39/F/C/X/T | 573233.10N<br>0040255.78W<br>172.0 FT | THR 25.6 FT | RWY 11/29 1:459 |

| SWY Dimensions | Clearway Dimensions | Strip Dimensions | RESA Dimensions, Overshoot / Undershoot | Location/ description of arresting system | OFZ | Remarks |
|---|---|---|---|---|---|---|
| 8 | 9 | 10 | 11 | 12 | 13 | 14 |
| | 150 x 150 M | 2008 x 280 M | | | | RWY 05<br><br>Threshold displaced by 66 M.<br><br>OFZ: Yes. |
| | 150 x 150 M | 2008 x 280 M | | | | RWY 23<br><br>OFZ: Yes. |
| | | 761 x 60 M | | | | RWY 11 |
| | | 761 x 60 M | | | | RWY 29 |

## EGPE AD 2.13 DECLARED DISTANCES

| Runway designator | TORA | TODA | ASDA | LDA | Remarks |
|---|---|---|---|---|---|
| 1 | 2 | 3 | 4 | 5 | 6 |
| 05 | 1888 M | 2038 M | 1888 M | 1822 M | |
| 23 | 1822 M | 1972 M | 1822 M | 1822 M | |
| 05 | 994 M | 1144 M | 994 M | | Take-off from intersection of Runway 11. |
| 23 | 849 M | 999 M | 849 M | | Take-off from intersection of Runway 11. |
| 11 | 701 M | 701 M | 701 M | 701 M | |
| 29 | 701 M | 701 M | 701 M | 701 M | |

## EGPE AD 2.14 APPROACH AND RUNWAY LIGHTING

| RWY | Approach lighting Type/ Length/ Intensity | Threshold lighting Colour/Wing bars | VASIS/ MEHT/ PAPI/ PAPI Dist from THR | TDZ, lighting Length | Runway Centre Line lighting Length/ Spacing/ Colour/ Intensity | Runway edge lighting Length/ Spacing/ Colour/ Intensity | Runway end lighting Colour/ Wing bars | Stopway lighting Length/ Colour | Remarks |
|---|---|---|---|---|---|---|---|---|---|
| 1 | 2 | 3 | 4 | 5 | 6 | 7 | 8 | 9 | 10 |
| 05 | Five crossbars.<br>900 M<br>Light intensity high | Green with green wingbars | PAPI<br>Left/3°<br>50 FT<br>362 M | | | Final 600 M yellow<br>White<br>Light intensity high | Red | | |
| 23 | Five crossbars.<br>900 M<br>Light intensity high | Green with green wingbars | PAPI<br>Left/3°<br>57 FT<br>348 M | | | Final 600 M yellow<br>White<br>Light intensity high | Red | | |

## EGPE AD 2.15 OTHER LIGHTING, SECONDARY POWER SUPPLY

| | | |
|---|---|---|
| 1 | ABN/IBN location, characteristics and hours of operation | |
| 2 | LDI location and lighting<br>Anemometer location and lighting | Anemometer: 573221.27N 0040306.48W (LGTD), 573242.82N 0040219.56W (LGTD). |
| 3 | TWY edge and centre line lighting | CL: Green centre-line from Runway 05/23 centre-line to SAR Apron. Green centre-line from Hold F, through north apron and taxiway to south apron.<br><br>EDGE: Blue edge lights from Runway 05 to Runway 11 threshold. |
| 4 | Secondary power supply/switch-over time | Yes. Using local sub-station / 1 second during LVPs. |
| 5 | Remarks | |

## EGPE AD 2.16 HELICOPTER LANDING AREA

| | | |
|---|---|---|
| 1 | Coordinates TLOF or THR of FATO, geoid undulation | TLOF 5: 573226.38N 0040234.42W, 171.9 FT<br>TLOF 6: 573226.84N 0040233.44W, 171.9 FT |
| 2 | TLOF and/or FATO elevation | TLOF 5: 26.0 FT<br>TLOF 6: 25.7 FT |
| 3 | TLOF and FATO area dimensions, surface, strength, marking, lighting | |
| 4 | True BRG of FATO | |
| 5 | Declared distance available | |
| 6 | APP and FATO lighting | |
| 7 | RMK | |

## EGPE AD 2.17 AIR TRAFFIC SERVICES AIRSPACE

| Designation and lateral limits | Vertical Limits | Airspace Class | ATS unit callsign/ language | Transition Altitude | Hours of applicability | Remarks |
|---|---|---|---|---|---|---|
| 1 | 2 | 3 | 4 | 5 | 6 | 7 |
| INVERNESS ATZ<br>A circle, 2.5 NM radius, centred at 573233N 0040251W on longest notified runway (05/23) | Upper limit: 2000 FT AGL<br>Lower limit: SFC | G | INVERNESS RADAR<br>English | 3000 FT | | Air Ambulance flights/SAR operations may occur H24, including outside of the operating hours of the aerodrome ATZ. Pilots are recommended to make a blind call on Inverness Radar (122.605) when the aerodrome is published closed and they are transiting through or close to the ATZ. |

## EGPE AD 2.18 AIR TRAFFIC SERVICES COMMUNICATION FACILITIES

| Service Designation | Callsign | Channel/ Frequency(MHz) | SATVOICE number(s) | Logon Address | Hours of Operation | Remarks |
|---|---|---|---|---|---|---|
| 1 | 2 | 3 | 4 | 5 | 6 | 7 |
| TWR | INVERNESS TOWER | 118.405<br>DOC 25 NM/4,000 FT. | | | Mon-Fri 0630-2145 (0515-2130); Sat 0630-2100 (0515-2130); Sun 0630-2130 (0515-2130). | VDF<br>573226.14N 0040249.88W<br>Northwest of ATC. |
| RADAR | INVERNESS RADAR | 122.605<br>DOC 40 NM/<br>15,000 FT. | | | Mon-Fri 0630-2145 (0515-2130); Sat 0630-2100 (0515-2130); Sun 0630-2130 (0515-2130). | VDF<br>573226.14N 0040249.88W<br>Northwest of ATC. |
| ATIS | INVERNESS INFORMATION | 109.200<br>Broadcast on Inverness VOR. | | | H24 | Unverified outside hours of approach. |
| OTHER | INVERNESS FIRE CHIEF | 121.600<br>Non-ATS frequency. | | | Available when Fire vehicle attending aircraft on the ground in an emergency. | |

# EGPE AD 2.19 RADIO NAVIGATION AND LANDING AIDS

| Type of Aid<br>CAT of ILS/MLS<br>MAG Var/VOR Declination | Ident | Frequency | Hours of Operation | Position of transmitting antenna coordinates | Elevation of DME transmitting antenna | Remarks |
|---|---|---|---|---|---|---|
| 1 | 2 | 3 | 4 | 5 | 6 | 7 |
| ILS/LOC<br>I<br>0.71°W (2027) | ILN | 108.500 MHz | H24<br>Available for approach and landing outside the hours of ATC with airport approval. | 573303.37N<br>0040145.09W | | (RWY 05) |
| ILS/GP | ILN | 329.900 MHz | H24<br>Available for approach and landing outside the hours of ATC with airport approval. | 573218.21N<br>0040311.71W | | 3° ILS Ref Datum Hgt 50 FT.<br><br>Pilots may not receive full fly-up indications when below glidepath and right of centre-line. |
| ILS/LOC<br>I<br>0.73°W (2027) | IDX | 108.500 MHz | H24<br>Available for approach and landing outside the hours of ATC with airport approval. | 573208.43N<br>0040344.52W | | (RWY 23) |
| ILS/GP | IDX | 329.900 MHz | H24<br>Available for approach and landing outside the hours of ATC with airport approval. | 573242.93N<br>0040217.51W | | 3° ILS Ref Datum Hgt 50 FT. |
| VOR/DME<br>0.72°W (2027)<br>1.0°W (2024) | INS | 29X<br>109.200 MHz | H24<br>Available for approach and landing outside the hours of ATC with airport approval. | 573233.49N<br>0040227.99W | 42 FT | VOR DOC: 40 NM/25000 FT.<br>Due to terrain, VOR coverage at low level is reduced in Sector R141-181.<br>DME co-located and freq paired with VOR and unmonitored outside Inverness ATC hours of operation.<br>The DME may unlock on R305 when aircraft are at ranges in excess of 34 NM and below 5500 FT. |
| NDB<br>0.72°W (2027) | IVR | 328.000 kHz | H24<br>Available for approach and landing outside the hours of ATC with airport approval. | 573229.43N<br>0040245.48W | | Normally radiates H24. Range 25 NM. |

| Type of Aid CAT of ILS/MLS MAG Var/VOR Declination | Ident | Frequency | Hours of Operation | Position of transmitting antenna coordinates | Elevation of DME transmitting antenna | Remarks |
|---|---|---|---|---|---|---|
| 1 | 2 | 3 | 4 | 5 | 6 | 7 |
| ILS/DME | IDX | 22X<br>108.500 MHz | H24<br>Available for approach and landing outside the hours of ATC with airport approval. | 573230.47N<br>0040246.46W | 43 FT | (RWY 23)<br>DME freq paired with ILS I-LN and I-DX.<br>Zero range is indicated at THR of Runway 05 and 23. |
| ILS/DME | ILN | 22X<br>108.500 MHz | H24<br>Available for approach and landing outside the hours of ATC with airport approval. | 573230.47N<br>0040246.46W | 43 FT | (RWY 05)<br>DME freq paired with ILS I-LN and I-DX.<br>Zero range is indicated at THR of Runway 05 and 23. |

# EGPE AD 2.20 LOCAL AERODROME REGULATIONS

## 1 AIRPORT REGULATIONS

a) All operators, international flights (including executive and private General Aviation) regardless of MAUW, must make prior arrangements with a handling agent for ground handling of all flights.
b) Inverness Airport is strictly PPR. Requests should be made to Inverness Apron Operations Tel: +44 (0)1667-464307, Mobile: +44 (0)7917-071144 or e-mail: invernessapronoperations@hial.co.uk. Domestic flights must PPR a minimum of 2 hours before scheduled arrival. International Flights must PPR a minimum of 24 hours before scheduled arrival.
c) Smoking airside, including the use of e-cigarettes, is strictly prohibited.
d) Use of Inverness aerodrome is subject to standard Terms and Conditions of Use, which can be requested from the aerodrome.
e) Due to restricted parking availability all aircraft should be left in a towable condition wherever practicable. Signage indicating that aircraft are ready for tow should be displayed in a prominent position or, where no signage is available, handling agents informed of the aircraft state.
f) In order to comply with airport regulations, all persons entering airside areas on foot are required to wear high visibility clothing, appropriate PPEs and be in possession/display an appropriate and valid HIAL ID pass.
g) All aircraft using Inverness Aerodrome or its facilities are required to have third party liability insurance cover. Proof of this insurance should be available for inspection at any time whilst the aircraft is on the aerodrome.

## 2 GROUND MOVEMENT

a) The taxiway between the north end of the south apron and threshold Runway 11 is available for use only by aircraft with a wingspan up to but not including 36 M.
b) To permit crossing of Taxiway Echo through the North Apron by non-radio equipped vehicles, two crossings are installed, indicated by black/white checked edges. One, at the north end, leads to the GA Terminal, the other to AFS and the Terminal Building. These crossings are not available during LVP operations, ATC will advise. All pedestrians, wishing to cross Taxiway Echo are required to use the marked crossings.
c) All ground movement west of Hold D is at the pilots discretion. Only Inverness based aircraft, aircraft under tow to Hangar 3, or aircraft for which previous arrangements have been made with a handling agent or Apron Control (07917-071144), are permitted west of Hold D.
d) Aircrew are requested to use minimum power settings whilst turning to leave the parking stands on either apron in order to avoid blast injury to personnel or blast damage to other aircraft.
e) Push-back not available at Inverness, so marshalling is routinely provided to all aircraft movements to the North and South Apron. Therefore, pilots of inbound aircraft are not to turn off Taxiway Echo or Alpha prior to parking, nor are pilots of outbound aircraft to request taxi, unless they are in visual contact with, and receiving guidance from, the Duty Marshaller. Aircraft facing out towards the taxiway will not require a marshaller for taxi off stand. In the event that no marshaller is in sight at the appointed time, the pilot should hold position and advise ATC of the situation. In such circumstances ATC may instruct the pilot to await the marshaller, or, if the delay is likely to be excessive, advise the pilot to park or leave the apron at his discretion. This instruction will be in respect of other aircraft movements and will take no account of vehicle and personnel movements on the apron.
f) ATC will issue clearances to vehicles on the TWR VHF frequency, which is cross-coupled to the UHF GMC frequency. Pilots will not hear responses from drivers.

## 3 CAT II/III OPERATIONS

a) Inverness Airport is not equipped for CAT II/III operations; however, Low Visibility Procedures (LVP) are used to protect CAT I operations.
b) Preparation for LVP will commence when the reported MET visibility or IRVR is 2000 M and falling and cloud ceiling 300 FT and below.

c) Pilots will be informed when LVP are in operation by ATIS.

## 4 WARNINGS

a) No ground signals except light signals.
b) Caution should be exercised when taxiing to Hangar 1 due to the close proximity of an adjacent security fence.
c) Despite the presence of a deer fence, roe deer are occasionally seen on the airport. Pilots are requested to report the location of any animals sighted to ATC.
d) Due to coastal location, birds are a hazard throughout most of the year. This hazard level is raised during the migration season when large numbers of wintering wildfowl transit across approaches to feeding locations on farmland adjacent to the airport.
e) In a strong southerly airstream, severe turbulence may occur below 4000 FT. In lee wave conditions, the turbulence may be particularly bad at very low levels
f) High ground to the South 1500 FT at 5 NM rising to 2018 FT at 7.4 NM.
g) Paragliding and Hang gliding takes place from Alturlie Point 573120.23N 0040719.91W. Within an area known as the Alturlie Box 573120.23N 0040719.91W - 573053.67N 0040800.45W - 573043.88N 0040805.89W - 573049.42N 0040900.31W - 573138.30N 0040839.13W - 573120.23N 0040719.91W. Due to the serious risks presented by rotor downwash and wake turbulence, helicopter pilots should avoid overflying or operating in close proximity to this area below 1500 FT AMSL when active. The status of the Alturlie Box is available from ATC.
h) Pilots of aircraft with a MCTOM exceeding 40,000 KG are requested to carry out all 180 degree turns on the concrete portion of RWY 05/23 (Approx. first 220 M from threshold 23, full runway width).
i) Operators of UAS planned to fly within the Inverness FRZ should inform Inverness ATC with no less than 24 hours before flight to obtain approval.

## 5 HELICOPTER OPERATIONS

a) Helicopters are expected to make approaches to, and departures from notified runways. Those with wheeled undercarriage will be treated similarly to fixed wing aircraft and must ground taxi within the apron/taxiways. For skid-equipped helicopters the aiming point will generally be Runway 11 threshold followed by hover taxi to the apron. Helicopters can generally expect to be parked on the east side of the North apron. No hover taxiing is permitted west of Hold DELTA.
b) Exceptionally, if weather conditions make lengthy hover taxiing undesirable, departure into wind over the grass area west of Runway 11/29 will be permitted. Overflying the aprons and Terminal building is to be avoided.

## 6 USE OF RUNWAYS

a) Runway Departure Restriction – Except where an AOC holder has a less restrictive State authorised take-off minima, departures in RVR conditions of less than 400 M are not permitted.
b) Runway 11/29 is not available for flight operations during night hours.

## 7 TRAINING

a) Practice engine failures after departure by single engine aircraft are permitted when Runway 23 is in use provided the aircraft has passed the aerodrome access road.
b) Asymmetric training by multi-engined aircraft is permitted following departure or go-around on any runway, provided that the aircraft concerned will not descend below 500 FT QFE (or QNH equivalent) during such manoeuvres.
c) All training by visiting aircraft must be pre-booked with ATC on 01667-464293.
d) The following procedures are applicable for visual circuit training aircraft only with a MTOW of 5700 KG or more:

   i. Circuit training shall only be permitted Mon-Fri 0800-1900 (0700-1800) and Sat-Sun 0900-1800 (0800-1700);
   ii. In the event of continuous circuit flying for 2 hours, a 30 minute break from circuit training shall occur for all aircraft with a MTOW of 5700 KG or more;
   iii. Circuit direction will be frequently varied by ATC;
   iv. Where possible, pilots shall avoid overflying surrounding villages whilst operating in the circuit. This is particularly important for those portions of the flight that are operated below 1000 FT.

# EGPE AD 2.21 NOISE ABATEMENT PROCEDURES

Not applicable

# EGPE AD 2.22 FLIGHT PROCEDURES

## 1 INSTRUMENT APPROACH PROCEDURES

a) Instrument Approach Procedures (IAP) for this aerodrome are established outside controlled airspace. See ENR 1.5.

## 2 RESTRICTIVE AREAS

a) Inverness airport is situated adjacent to RAF Lossiemouth, and Danger Area EGD703, Tain Range. IFR flights may require extended vectoring due to military activity in the area.

## 3 AIR TRAFFIC SERVICES OUTSIDE CONTROLLED AIRSPACE

a) Pilots of aircraft filing IFR flight plans or booking out IFR shall notify ATC prior to departure if any service other than a Deconfliction Service is likely to be requested.
b) This does not preclude pilots from requesting any appropriate service once airborne.
c) The ILS radiates H24 but is not monitored outside the hours of ATC. Only operators approved by the airport authority are permitted to fly approaches when ATC is published closed.

## 4 TRANSITION LEVEL

a) Transition Level available from ATC on first contact.

## 5 VISUAL REFERENCE POINTS (VRP)

a) Details of VRPs are available in the consolidated 'Visual Reference Points List' published on the 'Digital Dataset' page of the NATS AIS website, www.nats.aero/ais.

# EGPE AD 2.23 ADDITIONAL INFORMATION

Not applicable

# EGPE AD 2.24 CHARTS RELATED TO AN AERODROME

AERODROME CHART - ICAO
AD 2.EGPE-2-1
AIRCRAFT PARKING/DOCKING CHART - ICAO
AD 2.EGPE-2-2
ATC SURVEILLANCE MINIMUM ALTITUDE CHART - ICAO
AD 2.EGPE-5-1
INSTRUMENT APPROACH CHART ILS/DME/VOR RWY 05 (CAT A,B) - ICAO
AD 2.EGPE-8-1
INSTRUMENT APPROACH CHART ILS/DME/VOR RWY 05 (CAT C) - ICAO
AD 2.EGPE-8-2
INSTRUMENT APPROACH CHART LOC/DME/VOR RWY 05 (CAT A,B) - ICAO
AD 2.EGPE-8-3
INSTRUMENT APPROACH CHART LOC/DME/VOR RWY 05 (CAT C) - ICAO
AD 2.EGPE-8-4
INSTRUMENT APPROACH CHART VOR/DME RWY 05 (CAT A, B) - ICAO
AD 2.EGPE-8-5
INSTRUMENT APPROACH CHART VOR/DME RWY 05 (CAT C) - ICAO
AD 2.EGPE-8-6
INSTRUMENT APPROACH CHART DIRECT ARRIVALS ILS/LOC/DME RWY 05 (CAT A,B) - ICAO
AD 2.EGPE-8-7
INSTRUMENT APPROACH CHART DIRECT ARRIVALS ILS/LOC/DME RWY 05 (CAT C) - ICAO
AD 2.EGPE-8-8
INSTRUMENT APPROACH CHART DIRECT ARRIVALS VOR/DME RWY 05 (CAT A,B) - ICAO
AD 2.EGPE-8-9
INSTRUMENT APPROACH CHART DIRECT ARRIVALS VOR/DME RWY 05 (CAT C) - ICAO
AD 2.EGPE-8-10
INSTRUMENT APPROACH CHART ILS/DME/VOR RWY 23 (CAT A,B,C) - ICAO
AD 2.EGPE-8-11
INSTRUMENT APPROACH CHART LOC/DME/VOR RWY 23 (CAT A,B,C) - ICAO
AD 2.EGPE-8-12
INSTRUMENT APPROACH CHART VOR/DME RWY 23 (CAT A,B,C) - ICAO
AD 2.EGPE-8-13
INSTRUMENT APPROACH CHART VOR RWY 23 (CAT A,B,C) - ICAO
AD 2.EGPE-8-14

INSTRUMENT APPROACH CHART DIRECT ARRIVALS ILS/LOC/DME RWY 23 (CAT A,B) - ICAO
AD 2.EGPE-8-15
INSTRUMENT APPROACH CHART DIRECT ARRIVALS VOR/DME RWY 23 (CAT A,B) - ICAO
AD 2.EGPE-8-16

## EGPE AD 2.25 VISUAL SEGMENT SURFACE (VSS) PENETRATION

Not applicable

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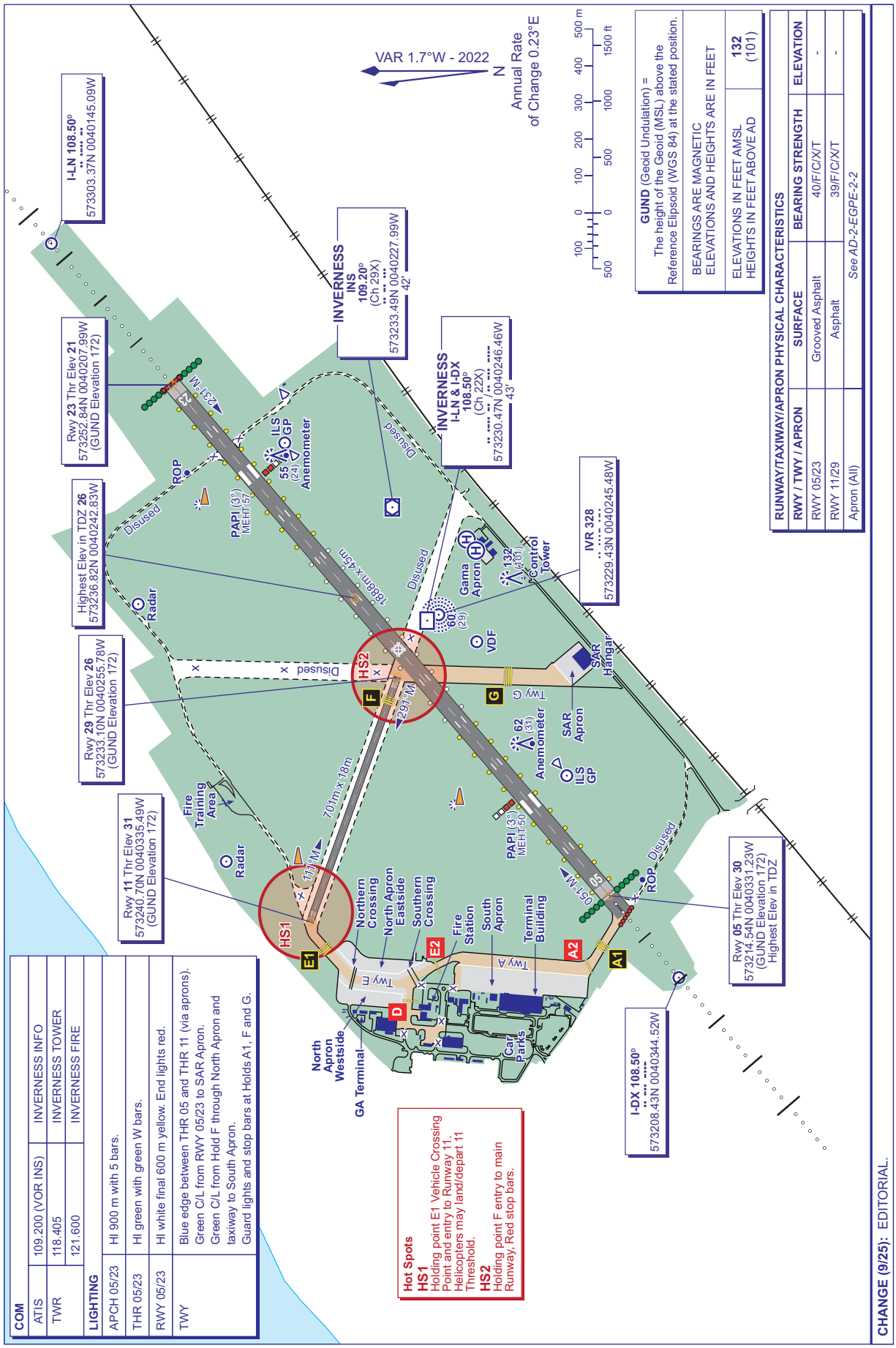
# AERODROME CHART - ICAO

## INVERNESS EGPE

AD ELEV 31FT

ARP 573233N 0040251W




AERO INFO DATE 18 JUN 25

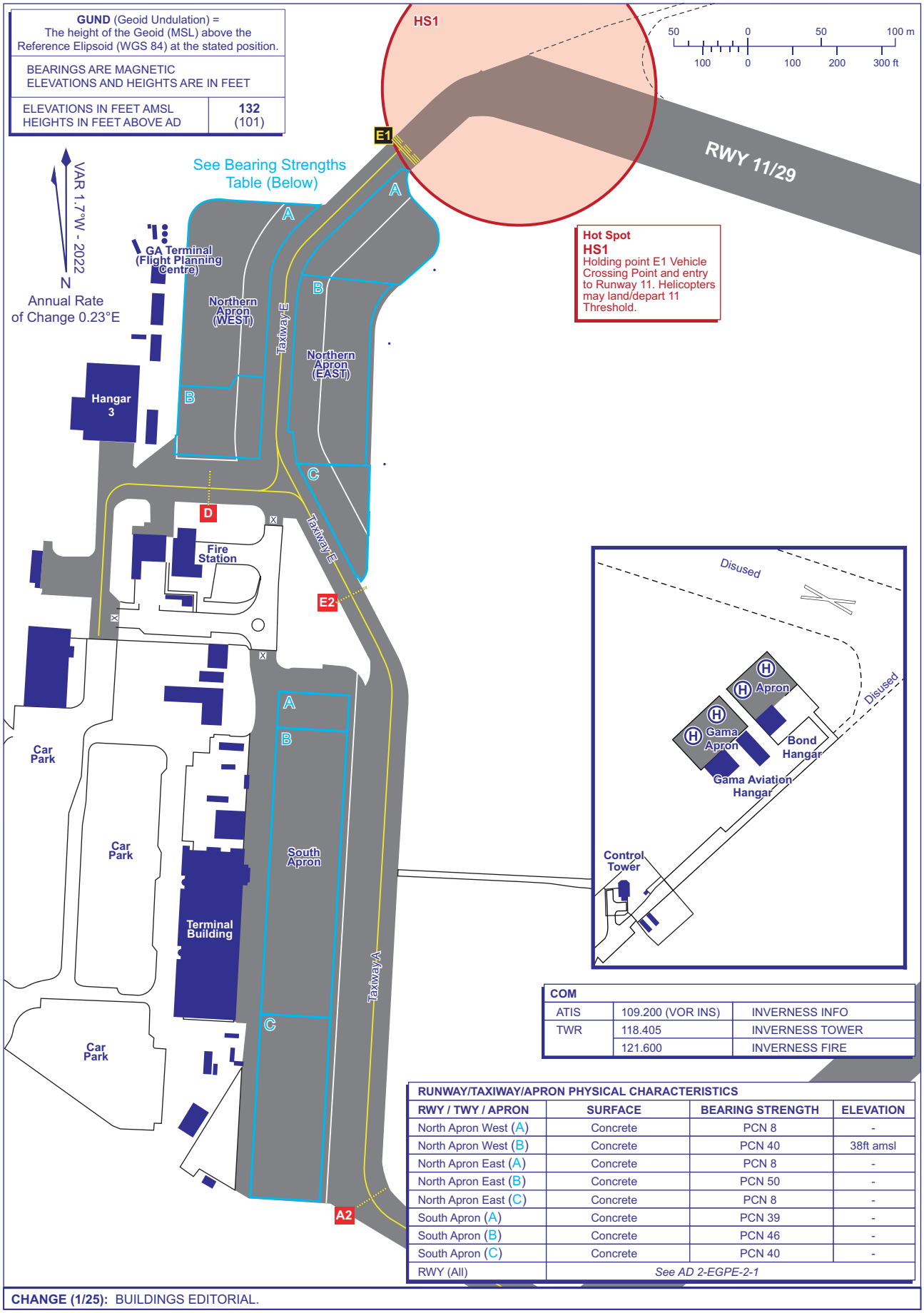
AD 2-EGPE-2-1

# AIRCRAFT PARKING/DOCKING CHART - ICAO

ARP 573233N 0040251W

AD ELEV 31FT

# INVERNESS
EGPE




| COM | | |
|---|---|---|
| ATIS | 109.200 (VOR INS) | INVERNESS INFO |
| TWR | 118.405 | INVERNESS TOWER |
| | 121.600 | INVERNESS FIRE |

| RUNWAY/TAXIWAY/APRON PHYSICAL CHARACTERISTICS | | | |
|---|---|---|---|
| RWY / TWY / APRON | SURFACE | BEARING STRENGTH | ELEVATION |
| North Apron West (A) | Concrete | PCN 8 | - |
| North Apron West (B) | Concrete | PCN 40 | 38ft amsl |
| North Apron East (A) | Concrete | PCN 8 | - |
| North Apron East (B) | Concrete | PCN 50 | - |
| North Apron East (C) | Concrete | PCN 8 | - |
| South Apron (A) | Concrete | PCN 39 | - |
| South Apron (B) | Concrete | PCN 46 | - |
| South Apron (C) | Concrete | PCN 40 | - |
| RWY (All) | *See AD 2-EGPE-2-1* | | |

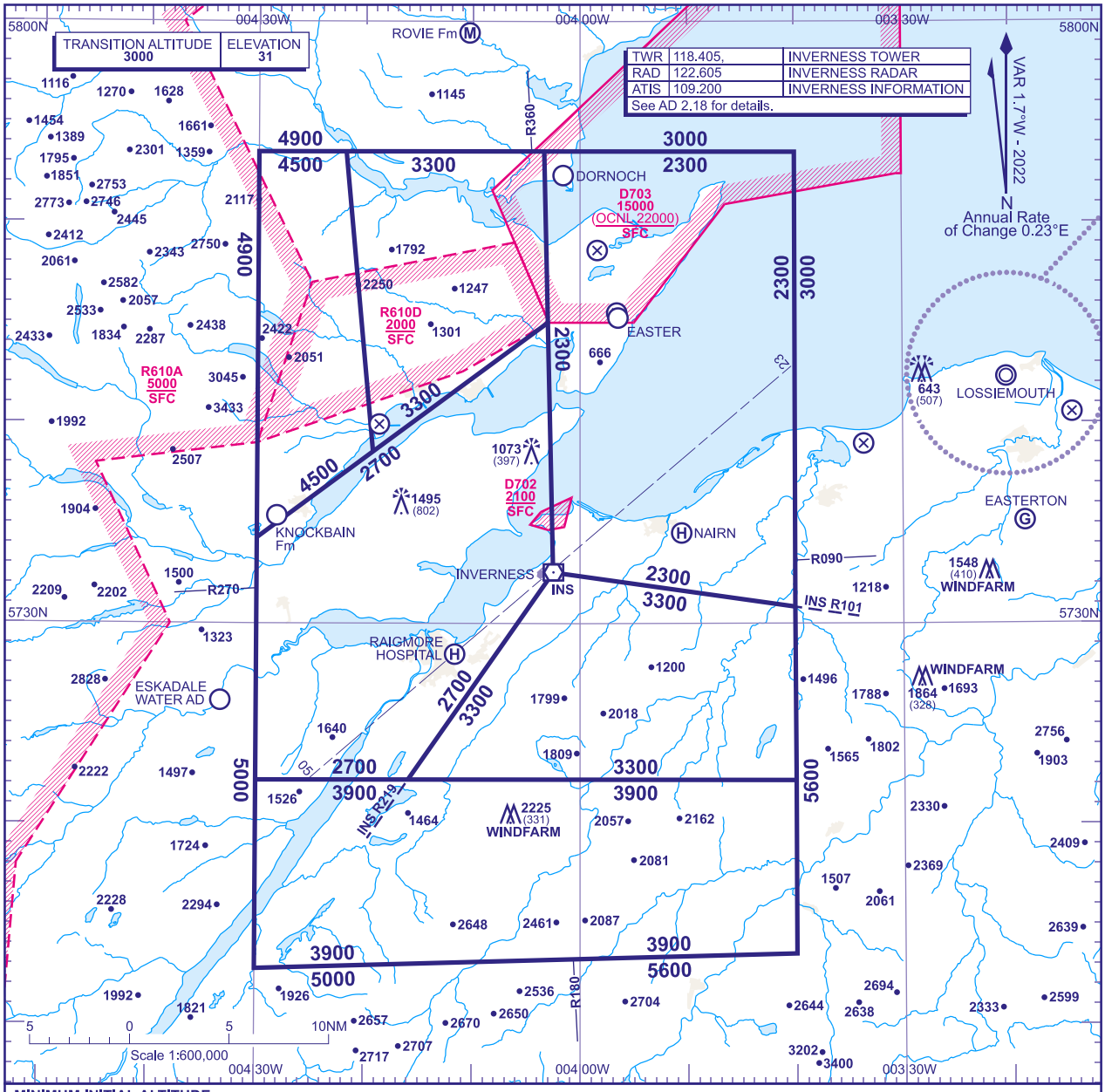
**CHANGE (1/25):** BUILDINGS EDITORIAL.

AERO INFO DATE 15 NOV 24

# ATC SURVEILLANCE MINIMUM ALTITUDE CHART - ICAO

BEARINGS, TRACKS AND RADIALS ARE MAGNETIC
ELEVATIONS IN FEET AMSL 2232
HEIGHTS IN FEET AGL (331)

## INVERNESS




**MINIMUM INITIAL ALTITUDE**
Within the ATC Surveillance Minimum Altitude area the minimum initial altitude to be allocated by the approach surveillance controller is:
a) **2300** in the sector defined by the lateral limits; 575332N 0040321W - 575330N 0034000W - 573050N 0034003W - 573233N 0040230W - 575332N 0040321W.
b) **2700** in the sector defined by the lateral limits; 573416N 0043000W - 574500N 0040300W - 573233N 0040230W - 572213N 0041554W - 572211N 0043000W - 573416N 0043000W.
c) **3300** in the sector defined by the lateral limits; 573233N 0040230W - 573050N 0034003W - 572211N 0034000W - 572213N 0041554W - 573233N 0040230W.
d) **3300** in the sector defined by the lateral limits; 575331N 0042150W - 575332N 0040321W - 574500N 0040300W - 573834N 0041915W - 575331N 0042150W.
e) **3900** in the sector defined by the lateral limits; 572211N 0043000W - 572211N 0034000W - 571332N 0034000W - 571247N 0043000W - 572211N 0043000W.
f) **4500** in the sector defined by the lateral limits; 575330N 0043000W - 575331N 0042150W - 573834N 0041915W - 573416N 0043000W - 575330N 0043000W.

**OUTSIDE THE DESIGNATED ATC SURVEILLANCE MINIMUM ALTITUDE AREA**
The minimum altitude to be allocated by the approach surveillance controller will be either the Minimum Sector Altitude, or **1000** above any fixed obstacles:
a) within 5NM of the aircraft*, and
b) within the sector 15NM ahead of and within 20° either side of the aircraft's track*.
*When the aircraft is within 15NM of the radar antennae, the 5NM in a) and the 15NM in b) may be reduced to 3NM and 10NM respectively.

**LOSS OF COMMUNICATION PROCEDURES**
**Initial Approach**
Continue visually or by means of an appropriate approved final approach aid. If not possible proceed at **5600**, or last assigned level if higher, to **VOR INS**†.
**Intermediate and Final Approach**
Continue visually or by means of an appropriate final approach aid. If not possible follow the Missed Approach Procedure to **VOR INS**†.
†In all cases where the aircraft returns to the holding facility the procedure to be adopted is the Radio Failure Procedure detailed at ENR 1.1.3.

**GENERAL INFORMATION**
1. Levels shown are based on QNH.
2. Only significant obstacles and dominant spot heights are shown.
3. The minimum levels shown within the ATC Surveillance Minimum Altitude Area are in conformance with the Standard European Rules of the Air - SERA.5015.
4. Minimum Sector Altitudes are based on obstacles and spot heights within 25NM of the Aerodrome Reference Point.
5. Controlled airspace with a base in excess of **5000** or FL55, as appropriate, is not shown.
**6. This chart may only be used for cross-checking of altitudes assigned when in receipt of an ATC Surveillance service.**

**CHANGE (6/25):** MINIMAL INITIAL ALTITUDE AREA A INCREASED. MINIMAL INITIAL ALTITUDE AREA E INCREASED. FREQUENCIES REVISED.

AERO INFO DATE 02 APR 25
AD 2-EGPE-5-1

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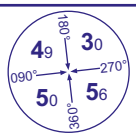
# INSTRUMENT APPROACH CHART - ICAO

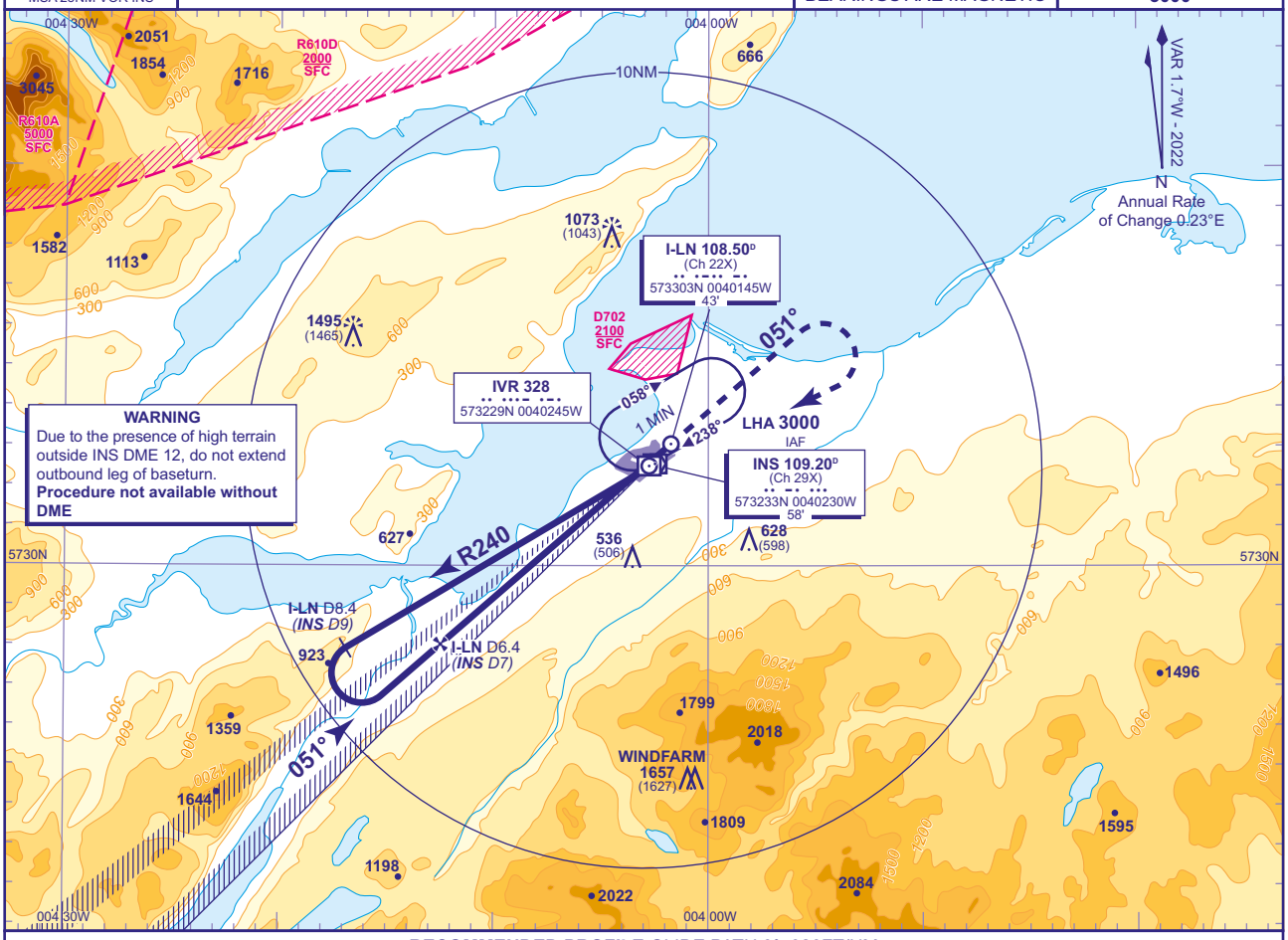
## INVERNESS ILS/DME/VOR RWY 05

(ACFT CAT A,B)




MSA 25NM VOR INS

| | | | | | |
|---|---|---|---|---|---|
| TWR | 118.405 | INVERNESS TOWER | AD ELEVATION | 31 | |
| RAD | 122.605 | INVERNESS RADAR | THR ELEVATION | 30 | |
| ATIS | 109.200 | INVERNESS INFORMATION | OBSTACLE ELEVATION | 1495 AMSL (1465) (ABOVE THR) | |
| | | | BEARINGS ARE MAGNETIC | | TRANSITION ALTITUDE 3000 |

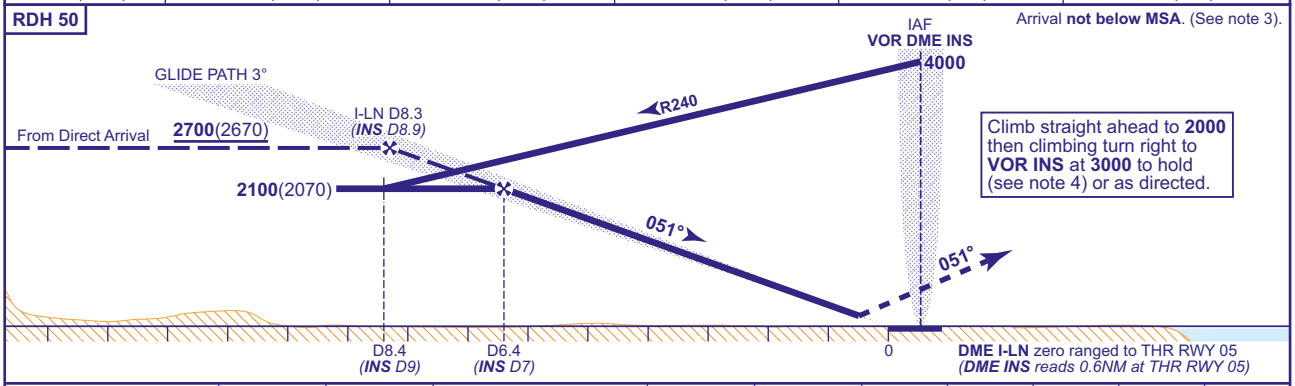



**RECOMMENDED PROFILE** GLIDE PATH 3°, 320FT/NM

| DME I-LN | 5 | 4 | 3 | 2 | 1 |
|---|---|---|---|---|---|
| ALT(HGT) | **1680**(1650) | **1360**(1330) | **1040**(1010) | **720**(690) | **400**(370) |

**RDH 50**

Arrival **not below MSA**. (See note 3).




| Aircraft Category | | A | B |
|---|---|---|---|
| OCA (OCH) | CAT I | **190**(160) | **199**(169) |
| VM(C)OCA (OCH AAL) | Total Area | **720**(689) | **840**(809) |
| | North of RWY 05/23 | **490**(459) | **540**(509) |

| Rate of descent | G/S KT | 140 | 120 | 100 | 80 |
|---|---|---|---|---|---|
| | FT/MIN | 750 | 640 | 530 | 430 |

**NOTE 1** NDB(L) IVR may be used if INS VOR is not available.
**2** Lowest altitude to commence procedure from hold is **3000**.
**3** Subject to ATC approval, aircraft inbound to VOR/DME INS may descend to **3500** after passing INS DME 10 inbound.
**4** Pilots should take account of the climb performance of their aircraft to arrange their flight to reach INS VOR at **3000**.
**5** Direct arrivals see chart AD 2-EGPE-8-7. Intermediate segment at **2700**(2670) from direct arrival to FAP shown as dotted line on profile.

**CHANGE (6/25):** FREQUENCIES REVISED. VM(C)OCA(OCH AAL) TOTAL AREA CAT A.

AERO INFO DATE 24 MAR 25

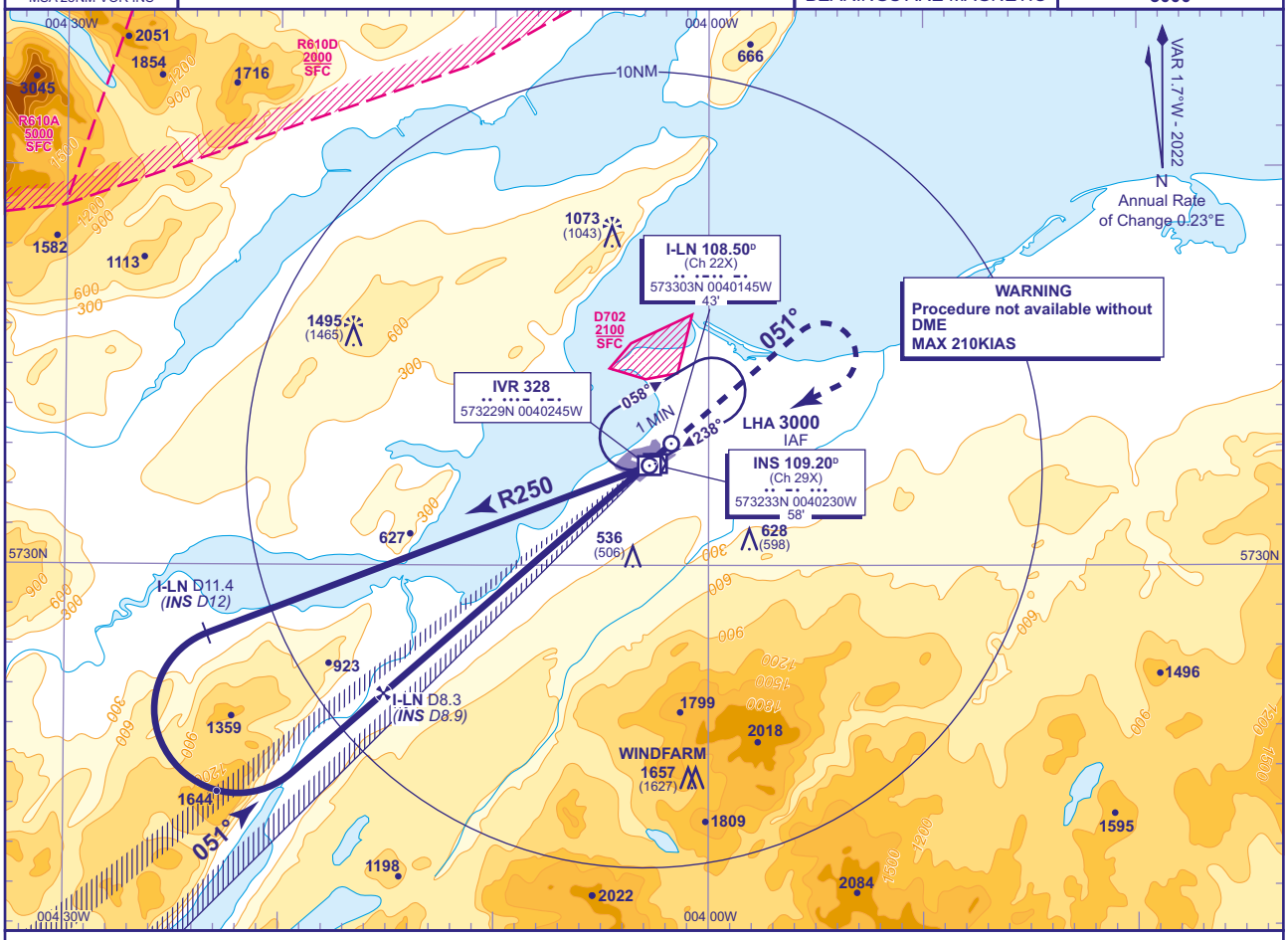
AD 2-EGPE-8-1

# INSTRUMENT APPROACH CHART - ICAO

## INVERNESS ILS/DME/VOR RWY 05 (ACFT CAT C)

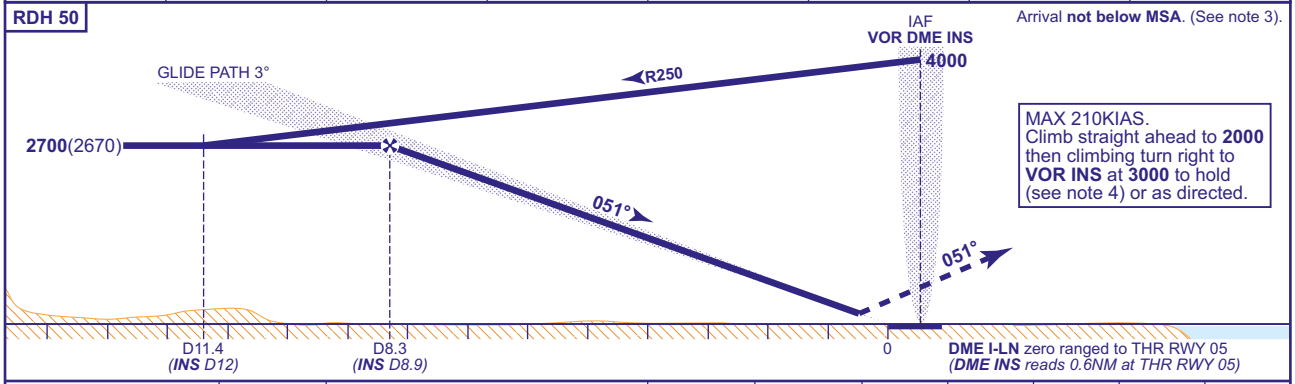
MSA 25NM VOR INS

| | | | | | |
|---|---|---|---|---|---|
| TWR | 118.405 | INVERNESS TOWER | AD ELEVATION | 31 | |
| RAD | 122.605 | INVERNESS RADAR | THR ELEVATION | 30 | |
| ATIS | 109.200 | INVERNESS INFORMATION | OBSTACLE ELEVATION **1495 AMSL** (1465) (ABOVE THR) | | |
| | | | BEARINGS ARE MAGNETIC | | TRANSITION ALTITUDE **3000** |




**RECOMMENDED PROFILE** GLIDE PATH 3°, 320FT/NM

| DME I-LN | 7 | 6 | 5 | 4 | 3 | 2 | 1 |
|---|---|---|---|---|---|---|---|
| ALT(HGT) | **2320**(2290) | **2000**(1970) | **1680**(1650) | **1360**(1330) | **1040**(1010) | **720**(690) | **400**(370) |




| Aircraft Category | | C |
|---|---|---|
| OCA (OCH) | CAT I | **209**(179) |
| VM(C)OCA (OCH AAL) | Total Area | **1400**(1369) |
| | North of RWY 05/23 | **1100**(1069) |

| Rate of descent | G/S KT | 160 | 140 | 120 | 100 | 80 |
|---|---|---|---|---|---|---|
| | FT/MIN | 850 | 750 | 640 | 530 | 430 |

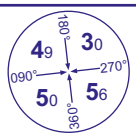
**NOTE 1** NDB(L) IVR may be used if INS VOR is not available.
**2** Lowest altitude to commence procedure from hold is **3000**.
**3** Subject to ATC approval, aircraft inbound to VOR/DME INS may descend to **3500** after passing INS DME 10 inbound.
**4** Pilots should take account of the climb performance of their aircraft to arrange their flight to reach INS VOR at **3000**.
**5** Direct arrivals see chart AD 2-EGPE-8-8.

**CHANGE (6/25):** FREQUENCIES REVISED.

AERO INFO DATE 24 MAR 25 AD 2-EGPE-8-2

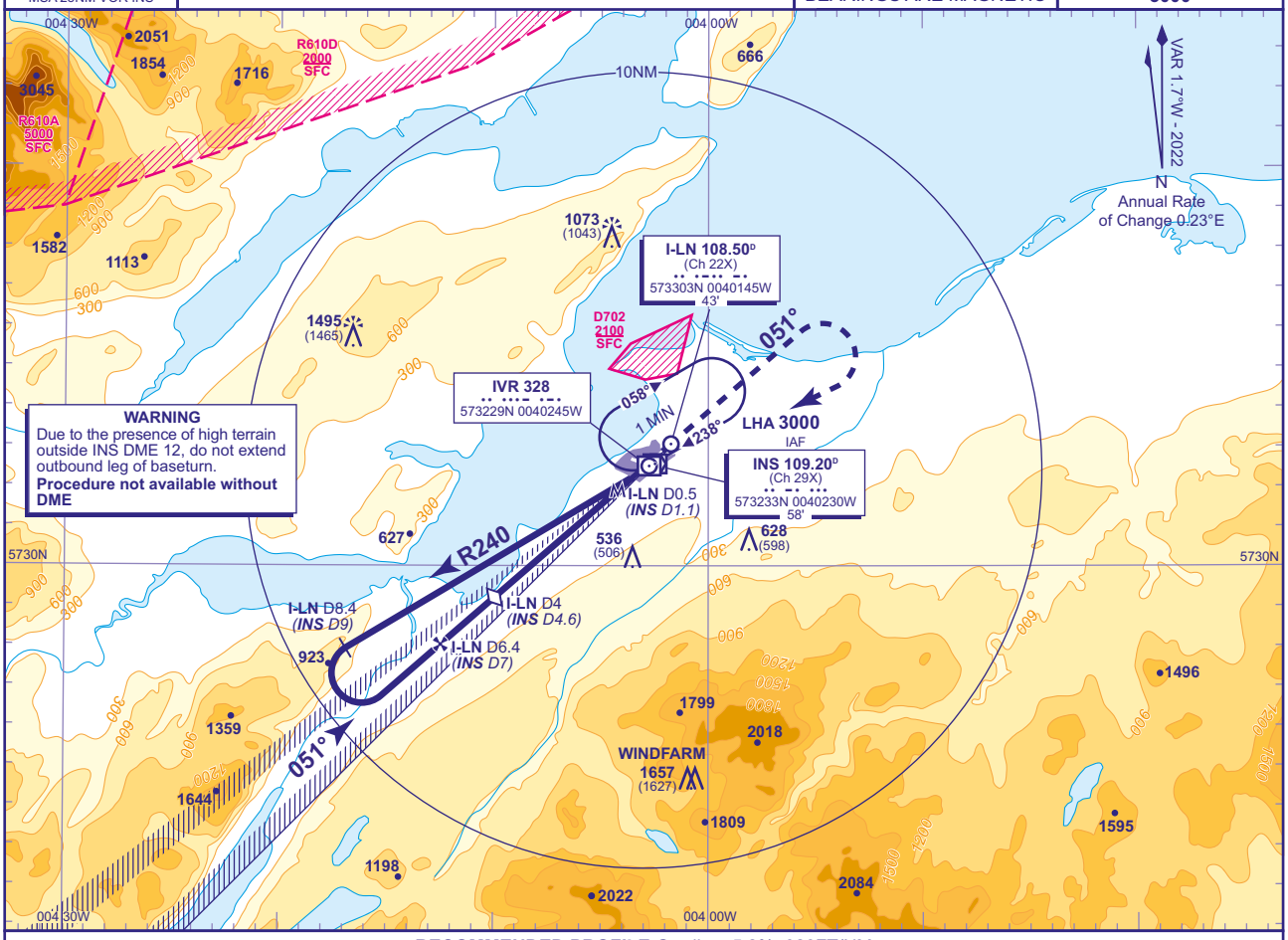
# INSTRUMENT APPROACH CHART - ICAO

## INVERNESS LOC/DME/VOR RWY 05
(ACFT CAT A,B)



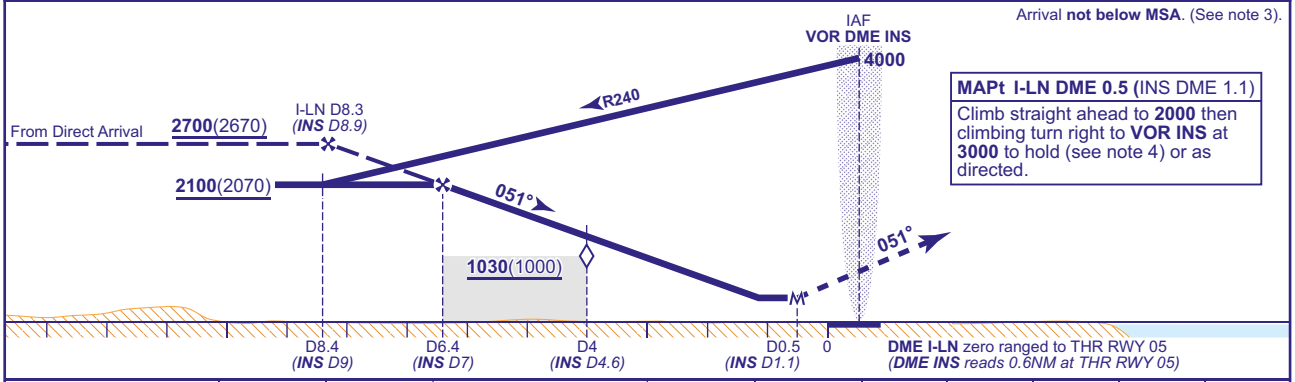
MSA 25NM VOR INS

| | | | | | |
|---|---|---|---|---|---|
| TWR | 118.405 | INVERNESS TOWER | AD ELEVATION | 31 | TRANSITION ALTITUDE 3000 |
| RAD | 122.605 | INVERNESS RADAR | THR ELEVATION | 30 | |
| ATIS | 109.200 | INVERNESS INFORMATION | OBSTACLE ELEVATION 1495 AMSL (1465) (ABOVE THR) | | |
| | | | BEARINGS ARE MAGNETIC | | |




**RECOMMENDED PROFILE** Gradient 5.2%, 320FT/NM

| DME I-LN | 5 | 4 (SDF) | 3 | 2 | 1 |
|---|---|---|---|---|---|
| ALT(HGT) | 1680(1650) | 1360(1330) | 1040(1010) | 720(690) | 400(370) |




Arrival **not below MSA**. (See note 3).

**MAPt I-LN DME 0.5** (INS DME 1.1)
Climb straight ahead to **2000** then climbing turn right to **VOR INS** at **3000** to hold (see note 4) or as directed.

**DME I-LN** zero ranged to THR RWY 05
(***DME INS*** *reads 0.6NM at THR RWY 05*)

| Aircraft Category | | A | B |
|---|---|---|---|
| OCA (OCH) | Procedure | 420(390) | 420(390) |
| VM(C)OCA (OCH AAL) | Total Area | 720(689) | 840(809) |
| | North of RWY 05/23 | 490(459) | 540(509) |

| Rate of descent | G/S KT | 140 | 120 | 100 | 80 |
|---|---|---|---|---|---|
| | FT/MIN | 750 | 640 | 530 | 430 |

**NOTE 1** NDB(L) IVR may be used if INS VOR is not available.
**2** Lowest altitude to commence procedure from hold is **3000**.
**3** Subject to ATC approval, aircraft inbound to VOR/DME INS may descend to **3500** after passing INS DME 10 inbound.
**4** Pilots should take account of the climb performance of their aircraft to arrange their flight to reach INS VOR at **3000**.
**5** Direct arrivals see chart AD 2-EGPE-8-7. Intermediate segment at **2700**(2670) from direct arrival to FAP shown as dotted line on profile.

**CHANGE (6/25):** FREQUENCIES REVISED. VM(C)OCA(OCH AAL) TOTAL AREA CAT A.

AERO INFO DATE 24 MAR 25

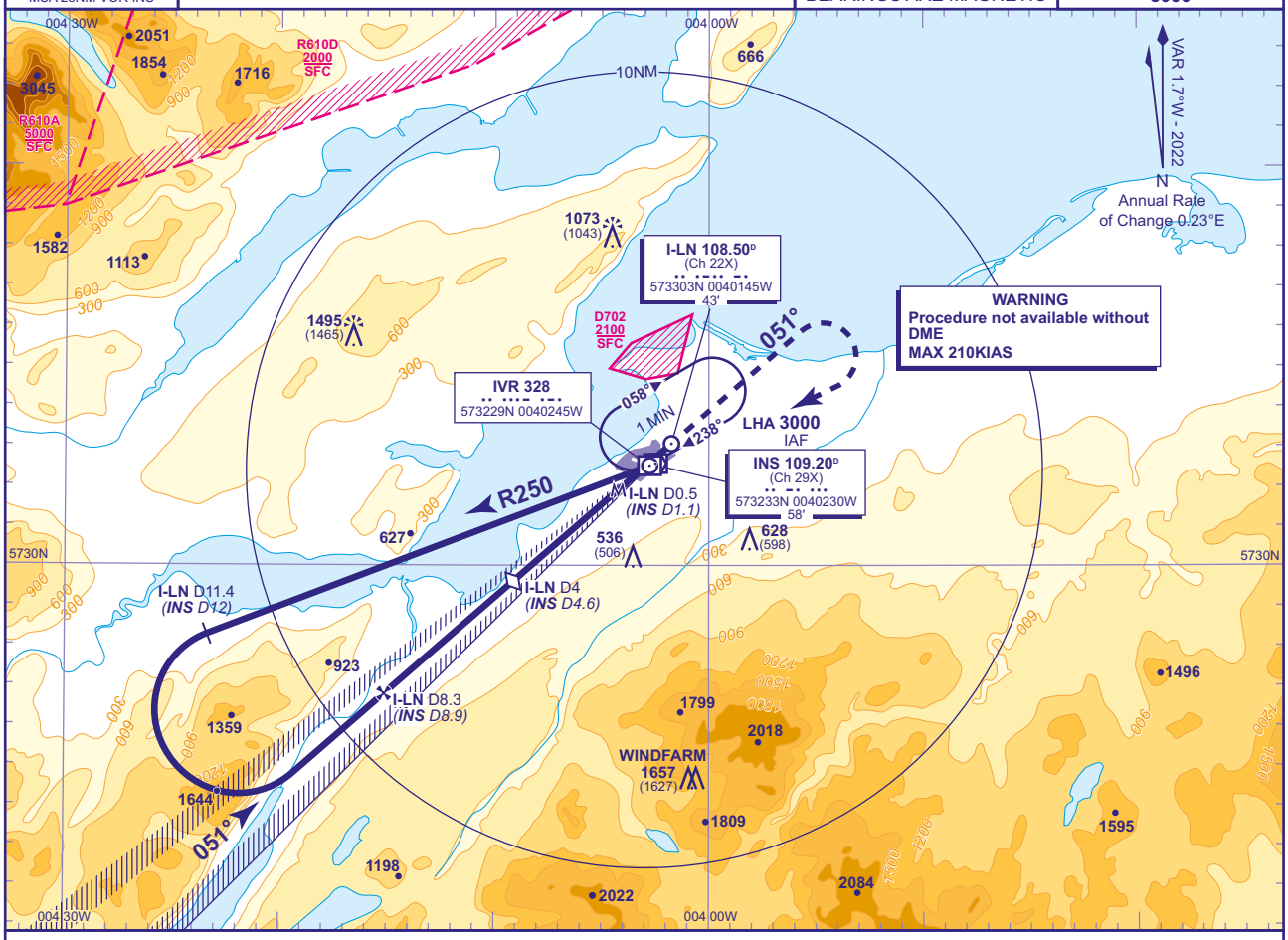
AD 2-EGPE-8-3

# INSTRUMENT APPROACH CHART - ICAO

## INVERNESS LOC/DME/VOR RWY 05
(ACFT CAT C)

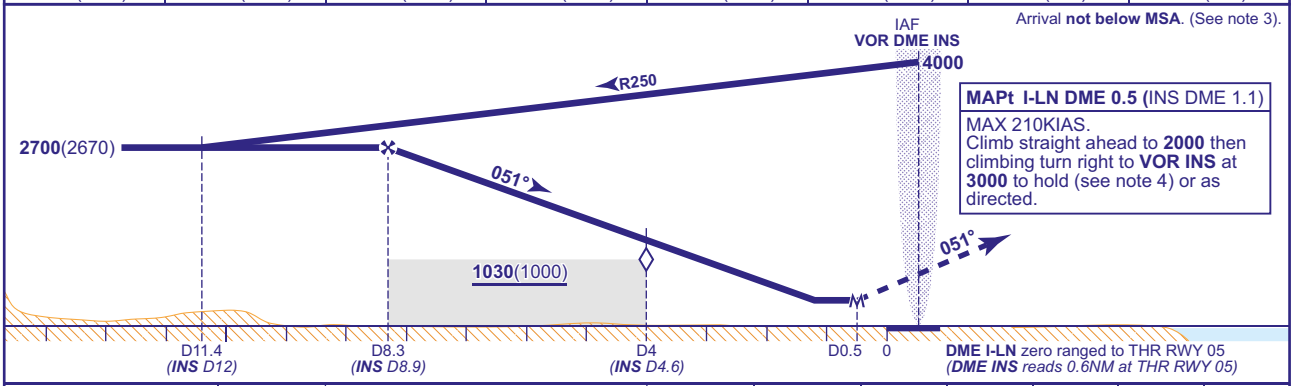
MSA 25NM VOR INS

| | | | | | |
|---|---|---|---|---|---|
| TWR | 118.405 | INVERNESS TOWER | AD ELEVATION | 31 | |
| RAD | 122.605 | INVERNESS RADAR | THR ELEVATION | 30 | |
| ATIS | 109.200 | INVERNESS INFORMATION | OBSTACLE ELEVATION **1495 AMSL** (1465) (ABOVE THR) | | |
| | | | BEARINGS ARE MAGNETIC | | TRANSITION ALTITUDE **3000** |




**RECOMMENDED PROFILE** Gradient 5.2%, 320FT/NM

| DME I-LN | 7 | 6 | 5 | 4 (SDF) | 3 | 2 | 1 |
|---|---|---|---|---|---|---|---|
| ALT(HGT) | **2320**(2290) | **2000**(1970) | **1680**(1650) | **1360**(1330) | **1040**(1010) | **720**(690) | **400**(370) |




Arrival **not below MSA**. (See note 3).

**MAPt I-LN DME 0.5** (INS DME 1.1)
MAX 210KIAS.
Climb straight ahead to **2000** then climbing turn right to **VOR INS** at **3000** to hold (see note 4) or as directed.

**DME I-LN** zero ranged to THR RWY 05
(***DME INS*** *reads 0.6NM at THR RWY 05*)

| Aircraft Category | | C |
|---|---|---|
| OCA (OCH) | Procedure | **420**(390) |
| VM(C)OCA (OCH AAL) | Total Area | **1400**(1369) |
| | North of RWY 05/23 | **1100**(1069) |

| Rate of descent | G/S KT | 160 | 140 | 120 | 100 | 80 |
|---|---|---|---|---|---|---|
| | FT/MIN | 850 | 750 | 640 | 530 | 430 |

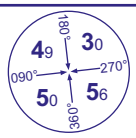
**NOTE 1** NDB(L) IVR may be used if INS VOR is not available.
**2** Lowest altitude to commence procedure from hold is **3000**.
**3** Subject to ATC approval, aircraft inbound to VOR/DME INS may descend to **3500** after passing INS DME 10 inbound.
**4** Pilots should take account of the climb performance of their aircraft to arrange their flight to reach INS VOR at **3000**.
**5** Direct arrivals see chart AD 2-EGPE-8-8.

**CHANGE (6/25):** FREQUENCIES REVISED.

AERO INFO DATE 24 MAR 25 AD 2-EGPE-8-4

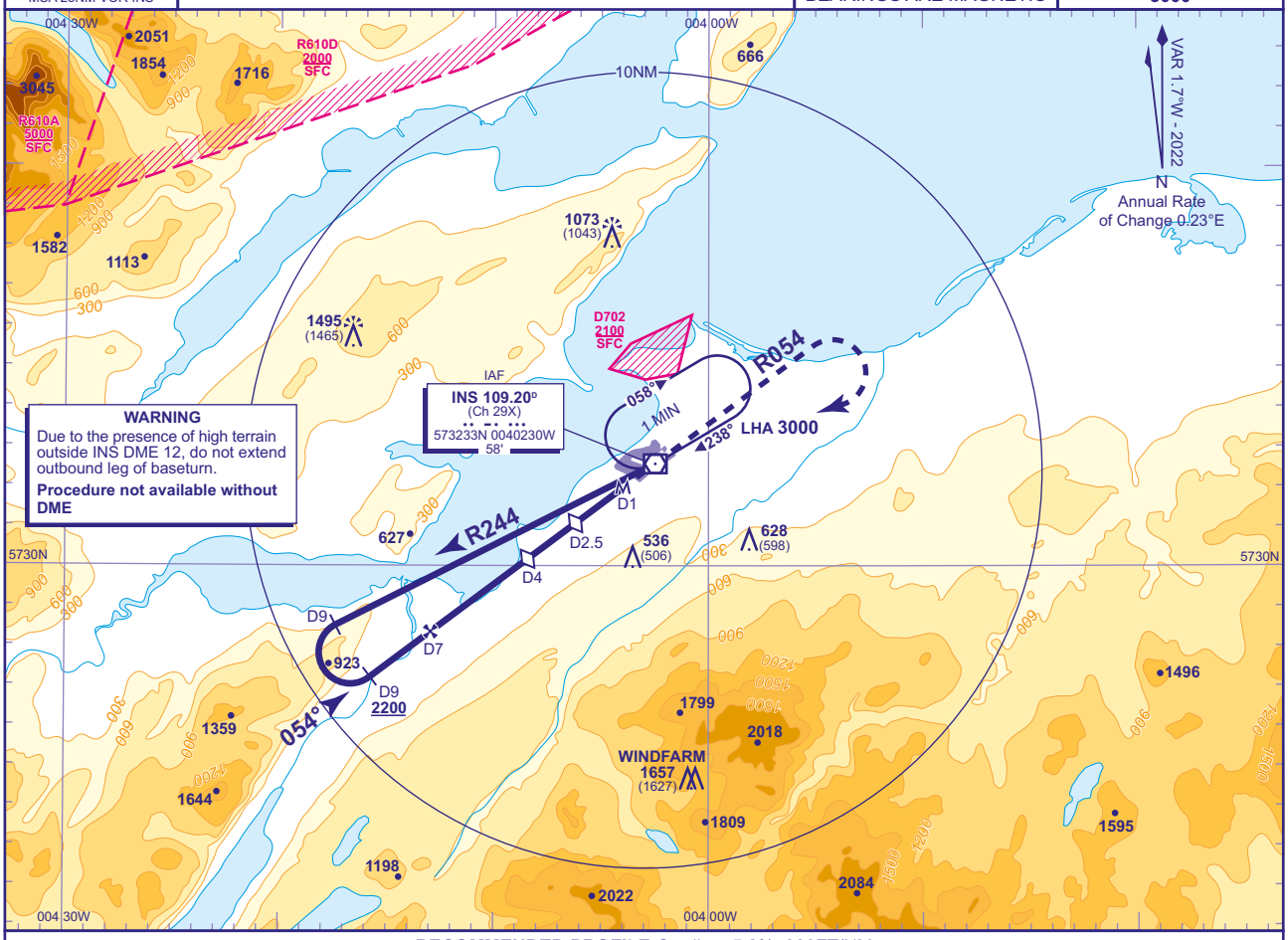
# INSTRUMENT APPROACH CHART - ICAO

## INVERNESS VOR/DME RWY 05
(ACFT CAT A,B)



MSA 25NM VOR INS

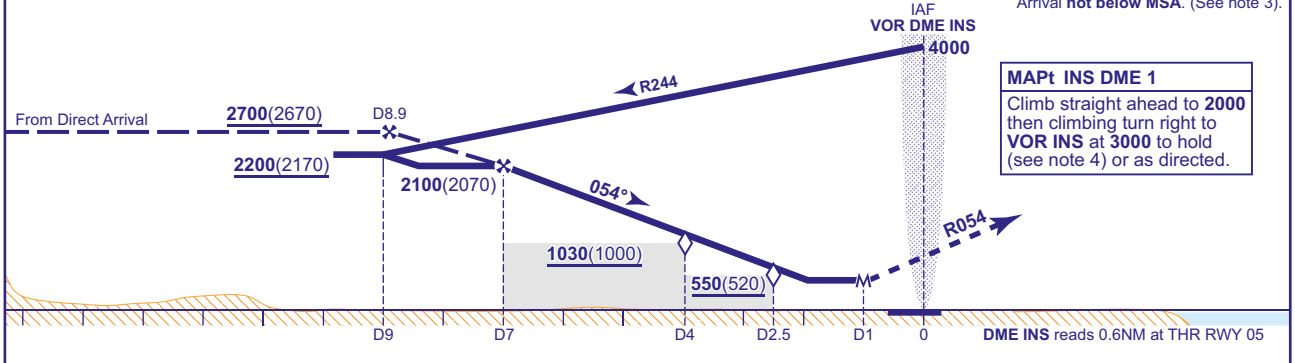
| | | | | | |
|---|---|---|---|---|---|
| TWR | 118.405 | INVERNESS TOWER | AD ELEVATION | 31 | |
| RAD | 122.605 | INVERNESS RADAR | THR ELEVATION | 30 | |
| ATIS | 109.200 | INVERNESS INFORMATION | OBSTACLE ELEVATION 1495 AMSL (1465) (ABOVE THR) | | |
| | | | BEARINGS ARE MAGNETIC | | TRANSITION ALTITUDE 3000 |




**RECOMMENDED PROFILE** Gradient 5.2%, 320FT/NM

| DME INS | 6 | 5 | 4 (SDF) | 3 | 2.5 (SDF) | 2 |
|---|---|---|---|---|---|---|
| ALT(HGT) | 1780(1750) | 1460(1430) | 1140(1110) | 820(790) | 660(630) | 500(470) |

Arrival **not below MSA**. (See note 3).




**MAPt INS DME 1**
Climb straight ahead to **2000** then climbing turn right to **VOR INS** at **3000** to hold (see note 4) or as directed.

| Aircraft Category | | A | B |
|---|---|---|---|
| OCA (OCH) | Procedure | 480(450) | 480(450) |
| VM(C)OCA (OCH AAL) | Total Area | 720(689) | 840(809) |
| | North of RWY 05/23 | 490(459) | 540(509) |

| Rate of descent | G/S KT | 140 | 120 | 100 | 80 |
|---|---|---|---|---|---|
| | FT/MIN | 750 | 640 | 530 | 430 |

**NOTE 1** FAT offset 4° north of RWY 05 C/L.
**2** Lowest altitude to commence procedure from hold is **3000**.
**3** Subject to ATC approval, aircraft inbound to VOR/DME INS may descend to **3500** after passing INS DME 10 inbound.
**4** Pilots should take account of the climb performance of their aircraft to arrange their flight to reach INS VOR at **3000**.
**5** Direct arrivals see chart AD 2-EGPE-8-9. Intermediate segment at **2700**(2670) from direct arrival to FAP shown as dotted line on profile.

**CHANGE (6/25):** FREQUENCIES REVISED. OCA(OCH CAT A/B, VM(C)OCA(OCH AAL) TOTAL AREA CAT A. INCREASE BASE TURN ALTITUDE.

AERO INFO DATE 03 APR 25

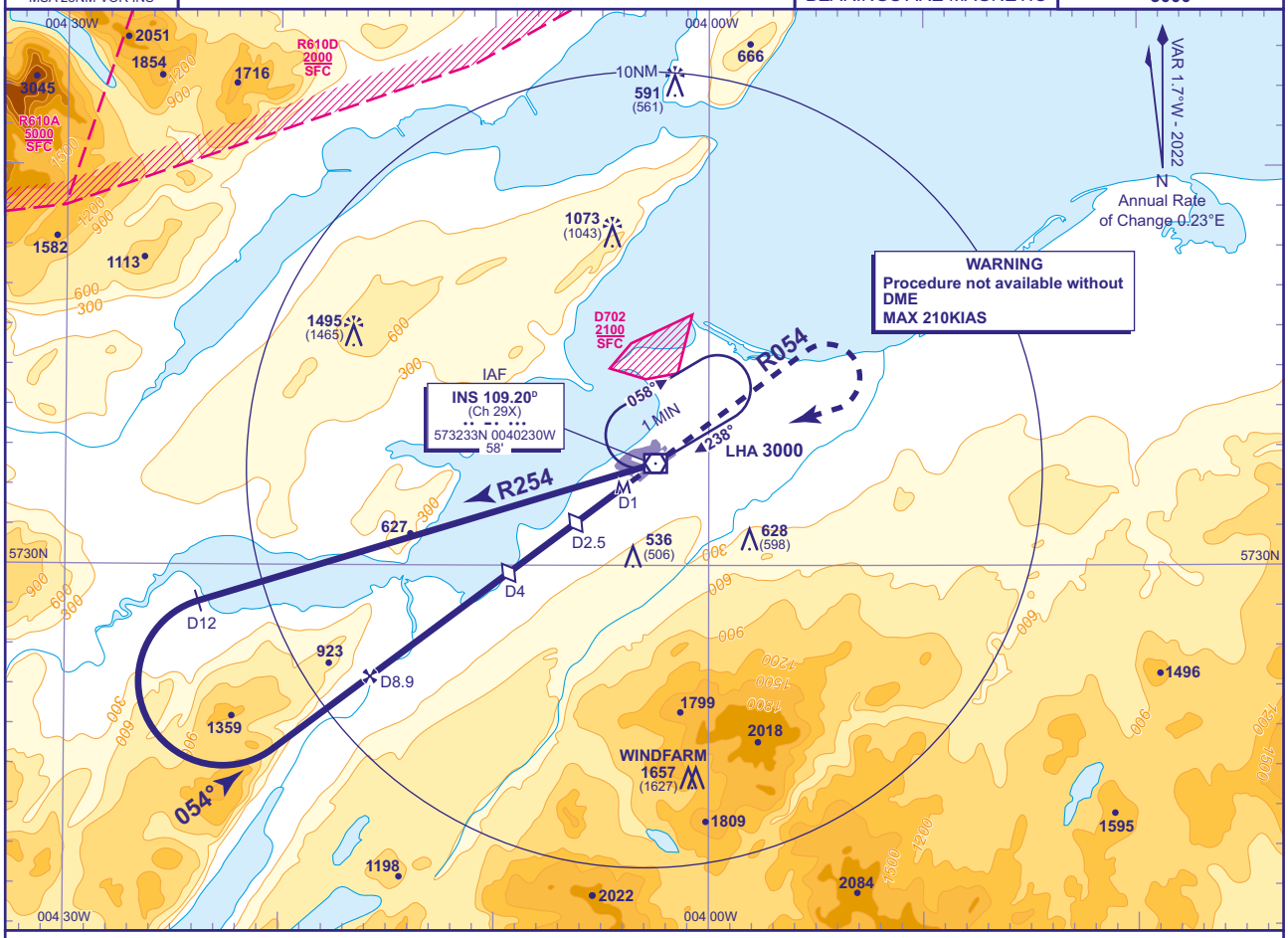
AD 2-EGPE-8-5

## INSTRUMENT APPROACH CHART - ICAO

# INVERNESS VOR/DME RWY 05
(ACFT CAT C)

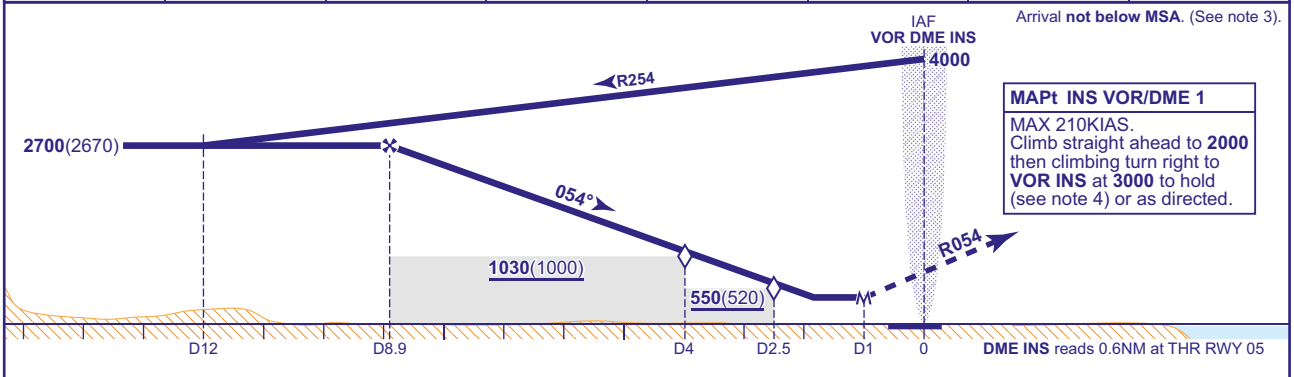
MSA 25NM VOR INS

| | | | | | |
|---|---|---|---|---|---|
| TWR | 118.405 | NVERNESS TOWER | AD ELEVATION | 31 | |
| RAD | 122.605 | INVERNESS RADAR | THR ELEVATION | 30 | |
| ATIS | 109.200 | INVERNESS INFORMATION | OBSTACLE ELEVATION | **1495 AMSL** (1465) (ABOVE THR) | |
| | | | BEARINGS ARE MAGNETIC | | TRANSITION ALTITUDE **3000** |




**RECOMMENDED PROFILE** Gradient 5.2%, 320FT/NM

| **DME INS** | 7 | 6 | 5 | 4 **(SDF)** | 3 | 2.5 **(SDF)** | 2 |
|---|---|---|---|---|---|---|---|
| **ALT**(HGT) | **2100**(2070) | **1780**(1750) | **1460**(1430) | **1140**(1110) | **820**(790) | **660**(630) | **500**(470) |




Arrival **not below MSA**. (See note 3).

**MAPt INS VOR/DME 1**
MAX 210KIAS.
Climb straight ahead to **2000** then climbing turn right to **VOR INS** at **3000** to hold (see note 4) or as directed.

| **Aircraft Category** | | **C** |
|---|---|---|
| **OCA** (OCH) | **Procedure** | **480**(450) |
| **VM(C)OCA** (OCH AAL) | **Total Area** | **1400**(1369) |
| | **North of RWY 05/23** | **1100**(1069) |

| **Rate of descent** | **G/S KT** | 160 | 140 | 120 | 100 | 80 |
|---|---|---|---|---|---|---|
| | **FT/MIN** | 850 | 750 | 640 | 530 | 430 |

**NOTE 1** FAT offset 4° north of RWY 05C/L.
**2** Lowest altitude to commence procedure from hold is **3000**.
**3** Subject to ATC approval, aircraft inbound to VOR/DME INS may descend to **3500** after passing INS DME 10 inbound.
**4** Pilots should take account of the climb performance of their aircraft to arrange their flight to reach INS VOR at **3000**.
**5** Direct arrivals see chart AD 2-EGPE-8-6.

**CHANGE (6/25):** FREQUENCIES REVISED. OCA(OCH) CAT C.

AERO INFO DATE 24 MAR 25 AD 2-EGPE-8-6

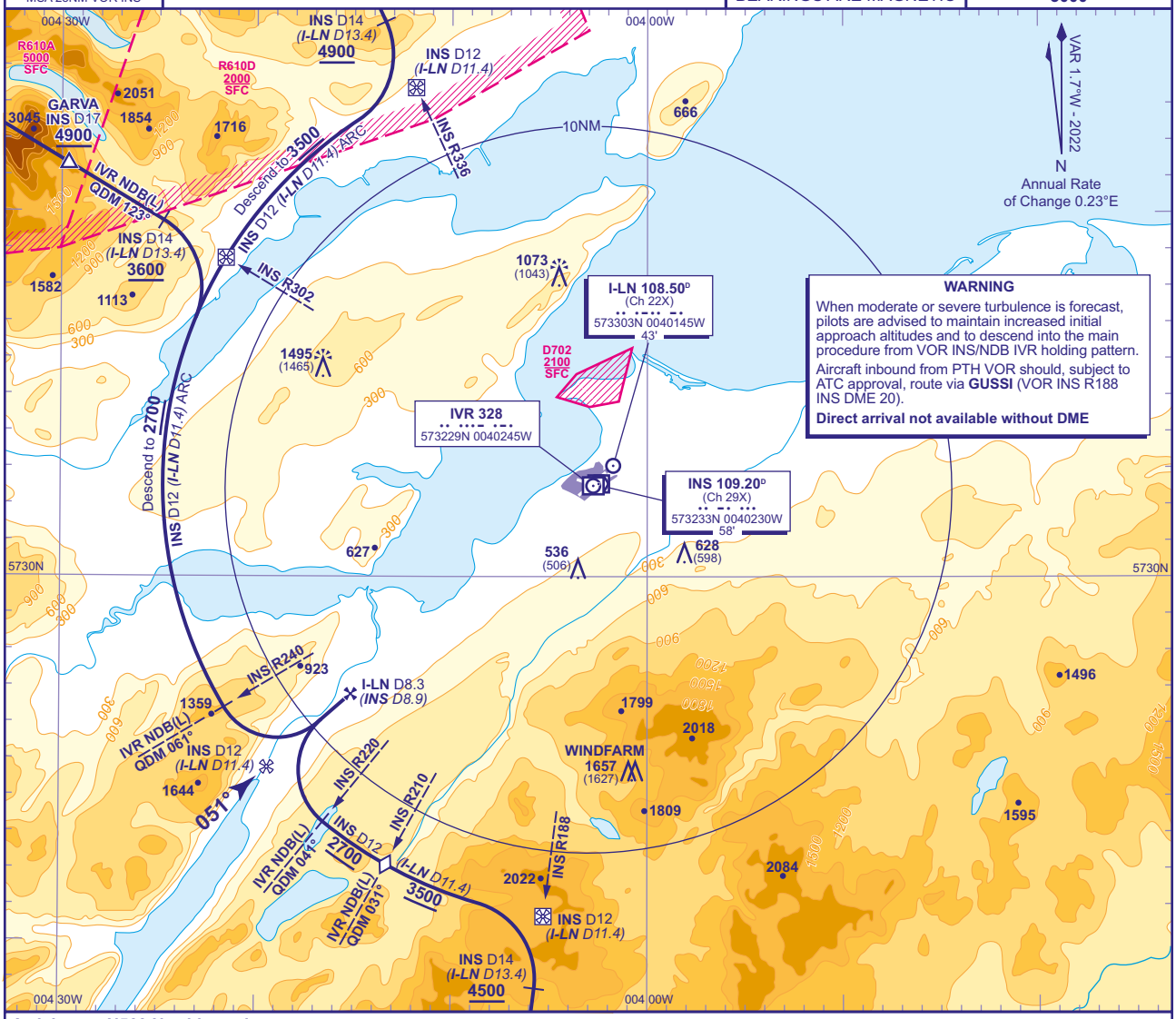
# INSTRUMENT APPROACH CHART - ICAO

## INVERNESS
## Direct Arrivals
## ILS/LOC/DME
## RWY 05
(ACFT CAT A,B)

MSA 25NM VOR INS

| | | | | | |
|---|---|---|---|---|---|
| TWR | 118.405 | INVERNESS TOWER | AD ELEVATION | 31 |
| RAD | 122.605 | INVERNESS RADAR | THR ELEVATION | 30 |
| ATIS | 109.200 | INVERNESS INFORMATION | OBSTACLE ELEVATION 1495 AMSL (1465) (ABOVE THR) | |
| | | | BEARINGS ARE MAGNETIC | |

TRANSITION ALTITUDE 3000




**Arriving on N560 Northbound**
Arrival from the south on VOR INS R188 (QDM 009°) **not below 5800**. Request ATC approval for DME arc arrival when within INS DME 40. After passing INS DME 25, with ATC approval, descend **not below 5000**, and after passing **GUSSI** (INS DME 20) descend **not below 4500**. From INS DME 14 (I-LN DME 13.4) turn left to establish on INS DME 12 (I-LN DME 11.4) arc clockwise. When established, descend along the arc **not below 3500**. After crossing step down VOR INS R210 (IVR NDB(L) QDM 031°), continue descent to **2700**(2670), then from lead VOR INS R220 (IVR NDB(L) QDM 041°) turn right onto localizer. From FAF I-LN DME 8.3 (INS DME 8.9) at **2700**(2670), continue with ILS/LOC/DME final approach.

**Arriving on N560 Southbound**
Arrival on N560 **not below 5000**. Request ATC approval for DME arc arrival when within INS DME 40. When approved, after passing **BONBY** (INS DME 23) descend **not below 4900**. Establish on INS R336 (QDM 157°) from INS DME 14 (I-LN DME 13.4) turn right to establish on INS DME 12 (I-LN DME 11.4) arc anticlockwise. When established, descend along the arc **not below 3500**. After crossing INS R302 (IVR NDB(L) QDM 123°), continue descent to **2700**(2670), then from lead VOR INS R240 (IVR NDB(L) QDM 061°) turn left onto localizer. From FAF I-LN DME 8.3 (INS DME 8.9) at **2700**(2670), continue with ILS/LOC/DME final approach.

**Arriving on Y906 Southeastbound**
Arrival on VOR INS R302 (IVR NDB(L) QDM 123°) **not below 5200**. Request ATC approval for DME arc arrival when within INS DME 40. After passing INS DME 25, with ATC approval, descend **not below 4900**, and after passing **GARVA** (INS DME 17) descend **not below 3600**. From INS DME 14 (I-LN DME 13.4) turn right to establish on INS DME 12 (I-LN DME 11.4) arc anticlockwise. When established continue descent to **2700**(2670), then from lead VOR INS R240 (IVR NDB(L) QDM 061°) turn left onto localizer. From FAF I-LN DME 8.3 (INS DME 8.9) at **2700**(2670), continue with ILS/LOC/DME final approach.

**CHANGE (6/25):** FREQUENCIES REVISED.

AERO INFO DATE 24 MAR 25

AD 2-EGPE-8-7

## INSTRUMENT APPROACH CHART - ICAO

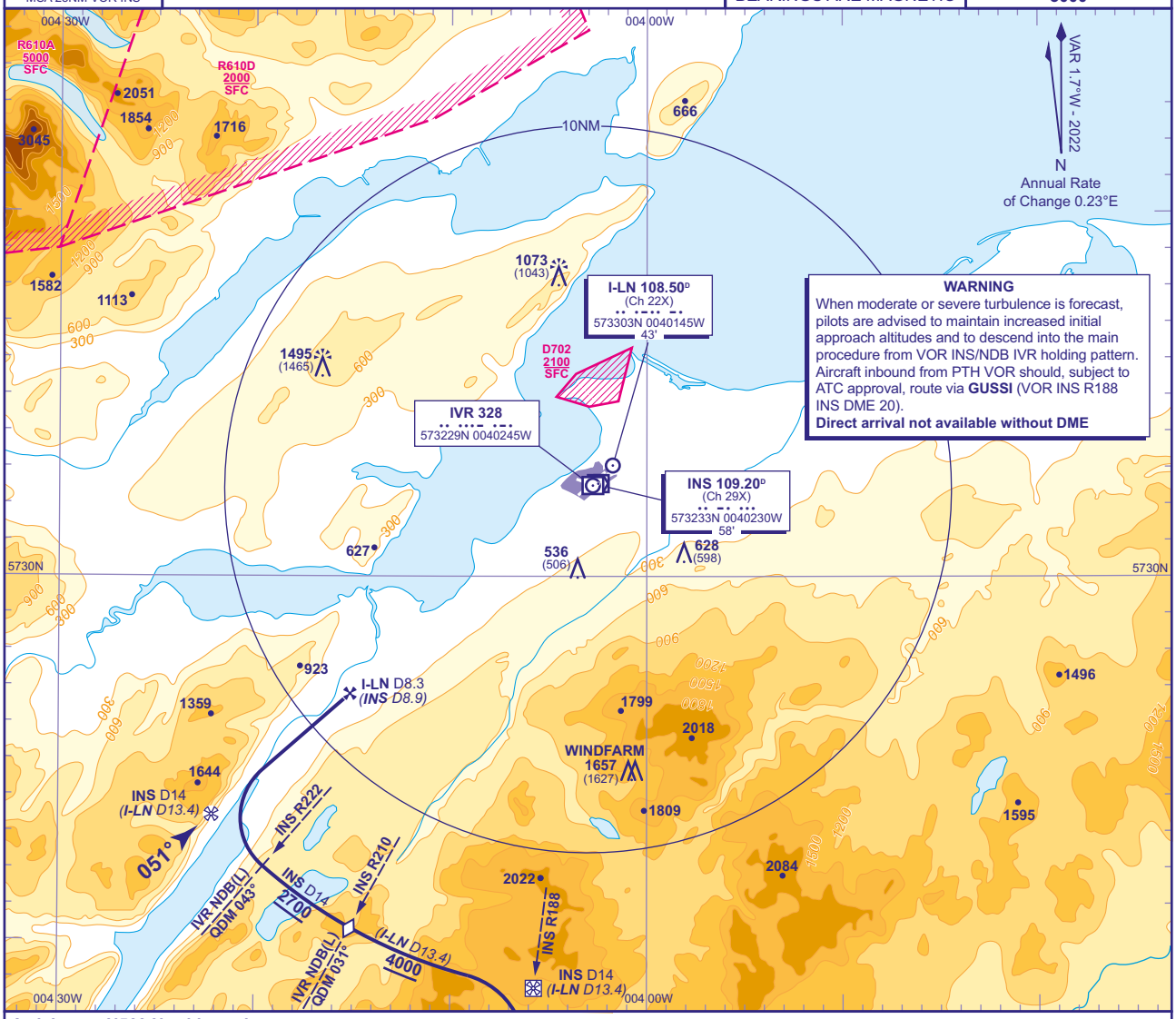
# INVERNESS
## Direct Arrivals
## ILS/LOC/DME
## RWY 05
(ACFT CAT C)



MSA 25NM VOR INS

| | | | | | |
|---|---|---|---|---|---|
| TWR | 118.405 | INVERNESS TOWER | AD ELEVATION | 31 |
| RAD | 122.605 | INVERNESS RADAR | THR ELEVATION | 30 |
| ATIS | 109.200 | INVERNESS INFORMATION | OBSTACLE ELEVATION **1495 AMSL** (1465) (ABOVE THR) | |
| | | | BEARINGS ARE MAGNETIC | |

TRANSITION ALTITUDE **3000**

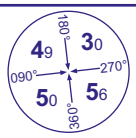



**Arriving on N560 Northbound**
Arrival from the south on VOR INS R188 (QDM 009°) **not below 5800**. Request ATC approval for DME arc arrival when within INS DME 40. After passing INS DME 25, with ATC approval, descend **not below 5000**. From INS DME 16 (I-LN DME 15.4) turn left to establish on INS DME 14 (I-LN DME 13.4) arc clockwise. When established, descend along the arc **not below 4000**. After crossing step down VOR INS R210 (IVR NDB(L) QDM 031°), continue descent to **2700**(2670), then from lead VOR INS R222 (IVR NDB(L) QDM 043°) turn right onto localizer. From FAF I-LN DME 8.3 (INS DME 8.9) at **2700**(2670), continue with ILS/LOC/DME final approach.

**CHANGE (6/25):** FREQUENCIES REVISED.

# INSTRUMENT APPROACH CHART - ICAO

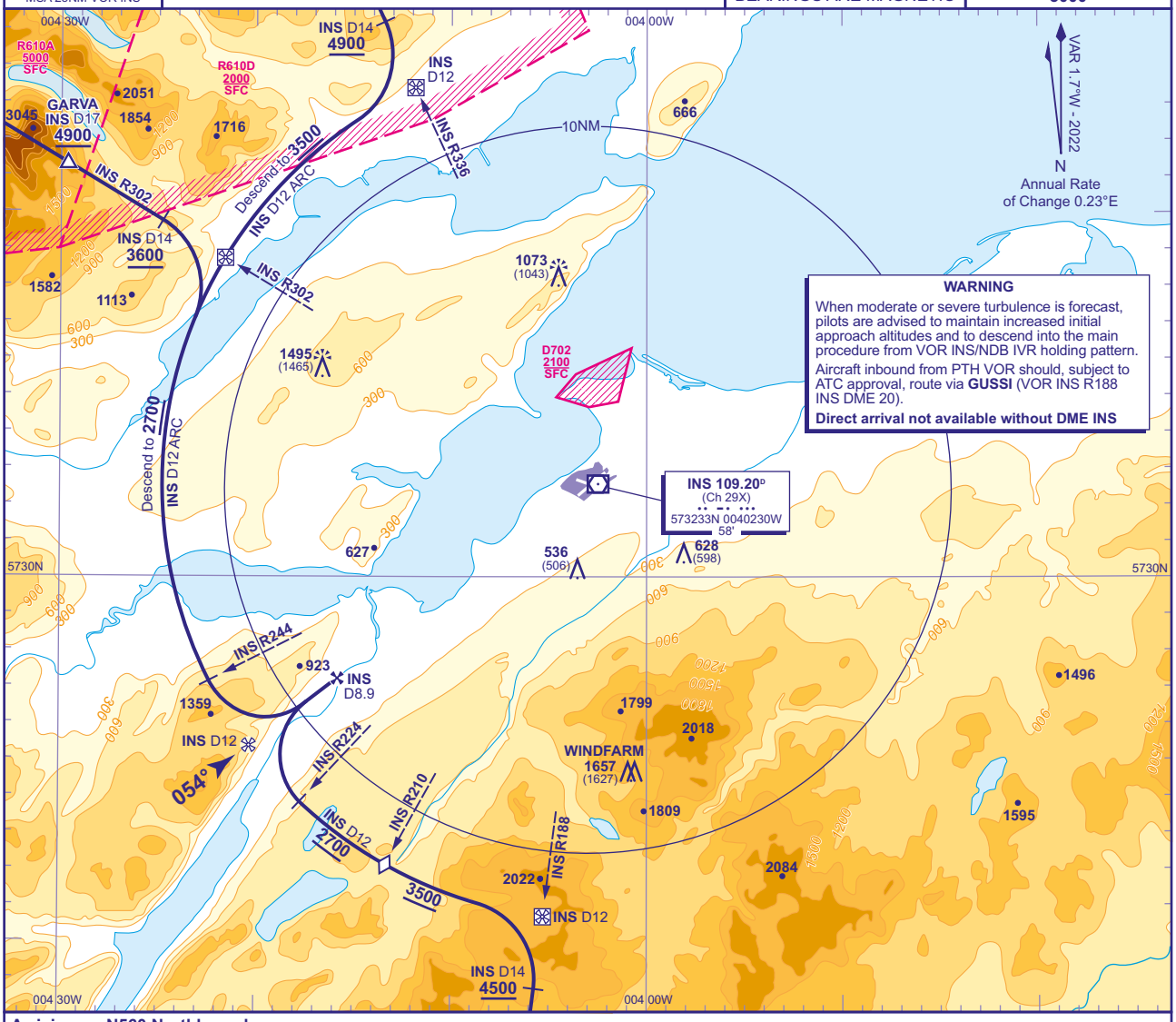
# INVERNESS
## Direct Arrivals
## VOR/DME
## RWY 05
(ACFT CAT A,B)



MSA 25NM VOR INS

| | | | | | |
|---|---|---|---|---|---|
| TWR | 118.405 | INVERNESS TOWER | AD ELEVATION | 31 |
| RAD | 122.605 | INVERNESS RADAR | THR ELEVATION | 30 |
| ATIS | 109.200 | INVERNESS INFORMATION | OBSTACLE ELEVATION<br>**1495 AMSL**<br>(1465) (ABOVE THR) | |
| | | | BEARINGS ARE MAGNETIC | |

TRANSITION ALTITUDE
**3000**




**Arriving on N560 Northbound**
Arrival from the south on VOR INS R188 (QDM 009°) **not below 5800**. Request ATC approval for DME arc arrival when within INS DME 40. After passing INS DME 25, with ATC approval, descend **not below 5000**, and after passing **GUSSI** (INS DME 20) descend **not below 4500**. From INS DME 14 turn left to establish on INS DME 12 arc clockwise. When established, descend along the arc **not below 3500**. After crossing step down VOR INS R210, continue descent to **2700**(2670), then from lead VOR INS R224 turn right onto extended FAT. From FAF INS DME 8.9 at **2700**(2670), continue with VOR/DME final approach.

**Arriving on N560 Southbound**
Arrival on N560 **not below 5000**. Request ATC approval for DME arc arrival when near **BONBY**. When approved, after passing **BONBY** (INS DME 23) descend **not below 4900**. Establish on INS R336 (QDM 157°) from INS DME 14 turn right to establish on INS DME 12 arc anticlockwise. When established, descend along the arc **not below 3500**. After crossing INS R302, continue descent to **2700**(2670), then from lead VOR INS R244 turn left to establish on extended FAT. From FAF INS DME 8.9 at **2700**(2670), continue with VOR/DME final approach.

**Arriving on Y906 Southeastbound**
Arrival on VOR INS R302 (QDM 123°) **not below 5200**. Request ATC approval for DME arc arrival when within INS DME 40. After passing INS DME 25, with ATC approval, descend **not below 4900**, and after passing **GARVA** (INS DME 17) descend **not below 3600**. From INS DME 14 turn right to establish on INS DME 12 arc anticlockwise. When established continue descent to **2700**(2670), then from lead VOR INS R244 turn left to establish on extended FAT. From FAF INS DME 8.9 at **2700**(2670), continue with VOR/DME final approach.

**CHANGE (6/25):** FREQUENCIES REVISED.

AERO INFO DATE 24 MAR 25

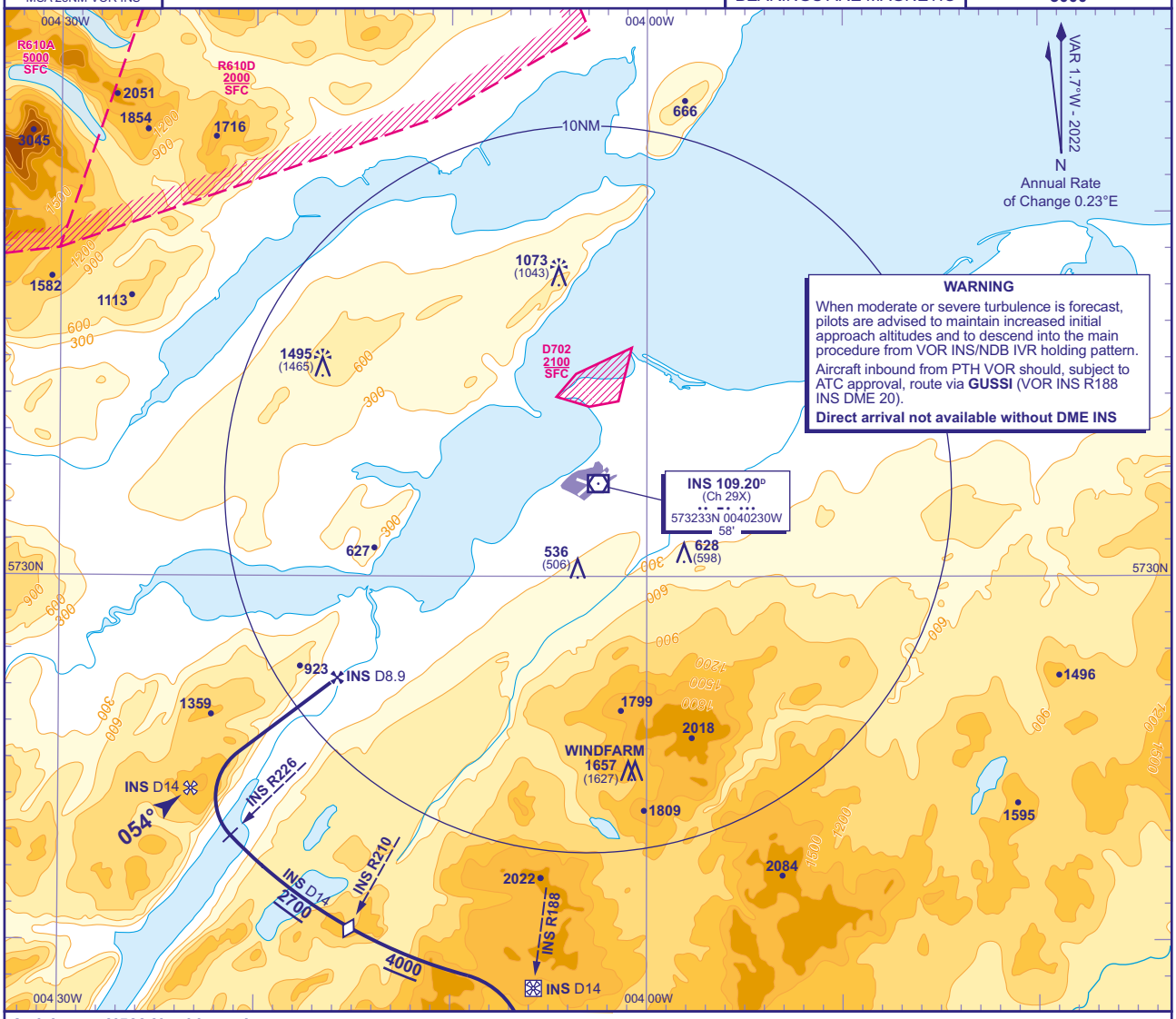
## INSTRUMENT APPROACH CHART - ICAO

**INVERNESS**
**Direct Arrivals**
**VOR/DME**
**RWY 05**
(ACFT CAT C)

| | | | | |
|---|---|---|---|---|
| TWR | 118.405 | INVERNESS TOWER | AD ELEVATION | 31 |
| RAD | 122.605 | INVERNESS RADAR | THR ELEVATION | 30 |
| ATIS | 109.200 | INVERNESS INFORMATION | OBSTACLE ELEVATION **1495 AMSL** (1465) (ABOVE THR) | |
| | | | BEARINGS ARE MAGNETIC | |

TRANSITION ALTITUDE **3000**

MSA 25NM VOR INS




**WARNING**
When moderate or severe turbulence is forecast, pilots are advised to maintain increased initial approach altitudes and to descend into the main procedure from VOR INS/NDB IVR holding pattern.
Aircraft inbound from PTH VOR should, subject to ATC approval, route via **GUSSI** (VOR INS R188 INS DME 20).
**Direct arrival not available without DME INS**

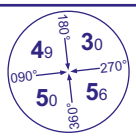
**Arriving on N560 Northbound**
Arrival from the south on VOR INS R188 (QDM 008°) **not below 5800**. Request ATC approval for DME arc arrival when within INS DME 40. After passing INS DME 25, with ATC approval, descend **not below 5000**. From INS DME 16 turn left to establish on INS DME 14 arc clockwise. When established, descend along the arc **not below 4000**. After crossing step down VOR INS R210, continue descent to **2700**(2670), then from lead VOR INS R226 turn right onto extended FAT. From FAF INS DME 8.9 at **2700**(2670), continue with VOR/DME final approach.

**CHANGE (6/25):** FREQUENCIES REVISED.

AERO INFO DATE 24 MAR 25
AD 2-EGPE-8-10

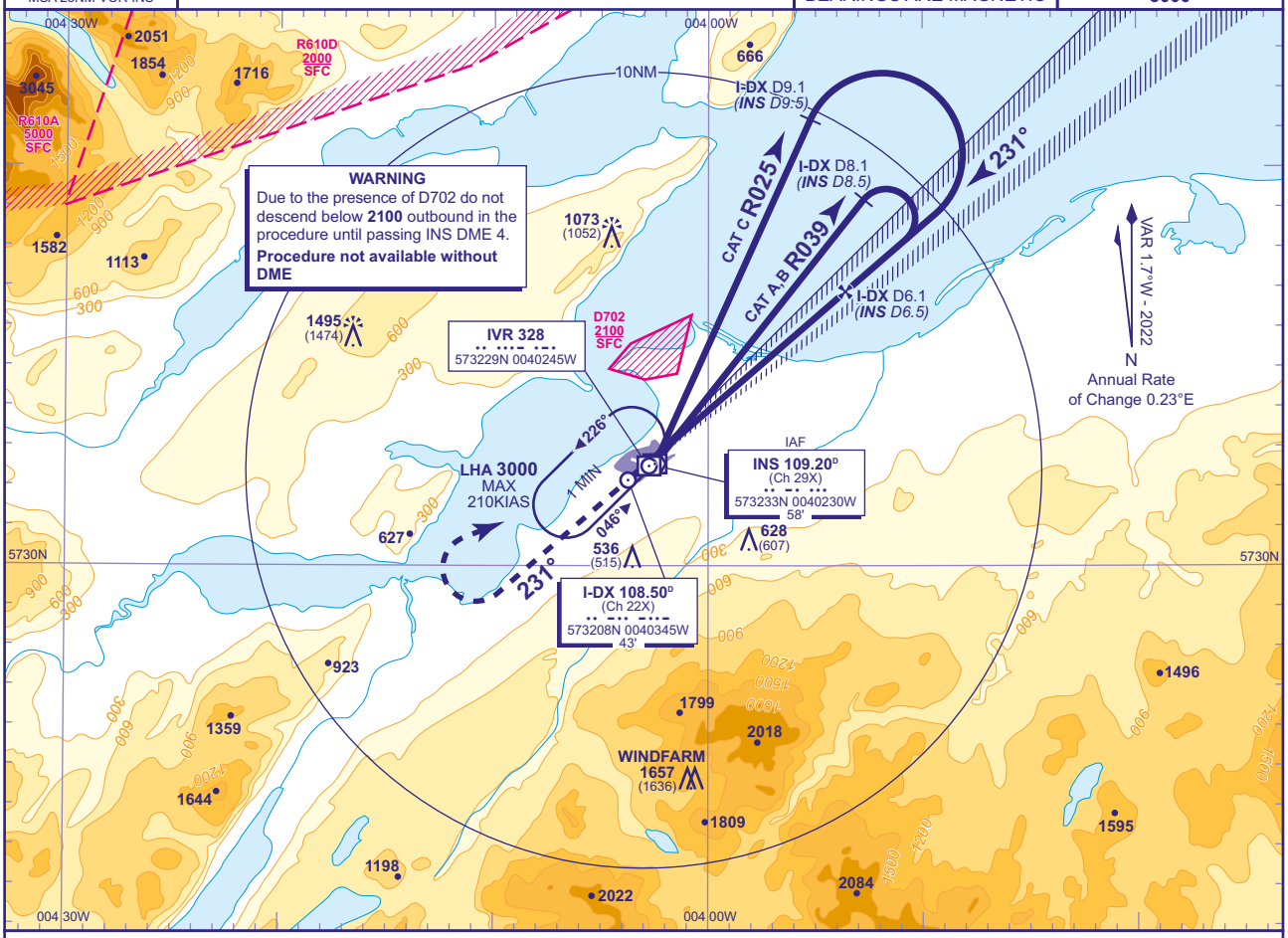
# INSTRUMENT APPROACH CHART - ICAO

## INVERNESS ILS/DME/VOR RWY 23 (ACFT CAT A,B,C)




MSA 25NM VOR INS

| | | | | | |
|---|---|---|---|---|---|
| TWR | 118.405 | INVERNESS TOWER | AD ELEVATION | 31 | |
| RAD | 122.605 | INVERNESS RADAR | THR ELEVATION | 21 | |
| ATIS | 109.200 | INVERNESS INFORMATION | OBSTACLE ELEVATION | 1495 AMSL (1474) (ABOVE THR) | |
| | | | BEARINGS ARE MAGNETIC | | TRANSITION ALTITUDE 3000 |

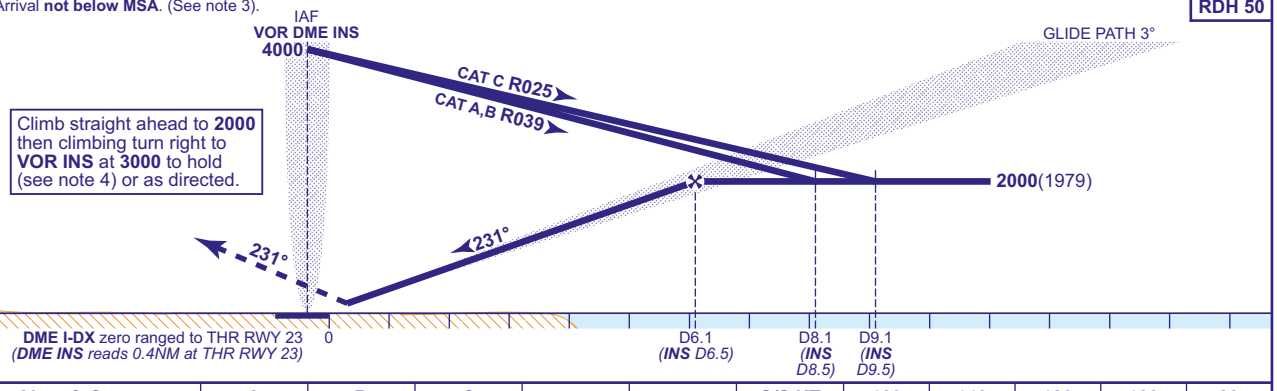



**RECOMMENDED PROFILE** GLIDE PATH 3°, 320FT/NM

| DME I-DX | 5 | 4 | 3 | 2 | 1 |
|---|---|---|---|---|---|
| **ALT**(HGT) | **1670**(1649) | **1350**(1329) | **1030**(1009) | **710**(689) | **390**(369) |

Arrival **not below MSA**. (See note 3).

**RDH 50**




| Aircraft Category | | A | B | C |
|---|---|---|---|---|
| OCA (OCH) | CAT I | **177**(156) | **187**(166) | **199**(178) |
| VM(C)OCA (OCH AAL) | Total Area | **720**(689) | **840**(809) | **1400**(1369) |
| | North of RWY 05/23 | **490**(459) | **540**(509) | **1100**(1069) |

| Rate of descent | G/S KT | 160 | 140 | 120 | 100 | 80 |
|---|---|---|---|---|---|---|
| | FT/MIN | 850 | 750 | 640 | 530 | 430 |

**NOTE 1** NDB(L) IVR may be used if INS VOR is not available.
**2** Lowest altitude to commence procedure from hold is **3000**.
**3** Subject to ATC approval, aircraft inbound to VOR/DME INS may descend to **3500** after passing INS DME 10 inbound.
**4** Pilots should take account of the climb performance of their aircraft to arrange their flight to reach INS VOR at **3000**.
**5** Direct arrivals see chart AD 2-EGPE-8-15.

**CHANGE (6/25):** FREQUENCIES REVISED. VM(C)OCA(OCH AAL) TOTAL AREA CAT A.

AERO INFO DATE 24 MAR 25

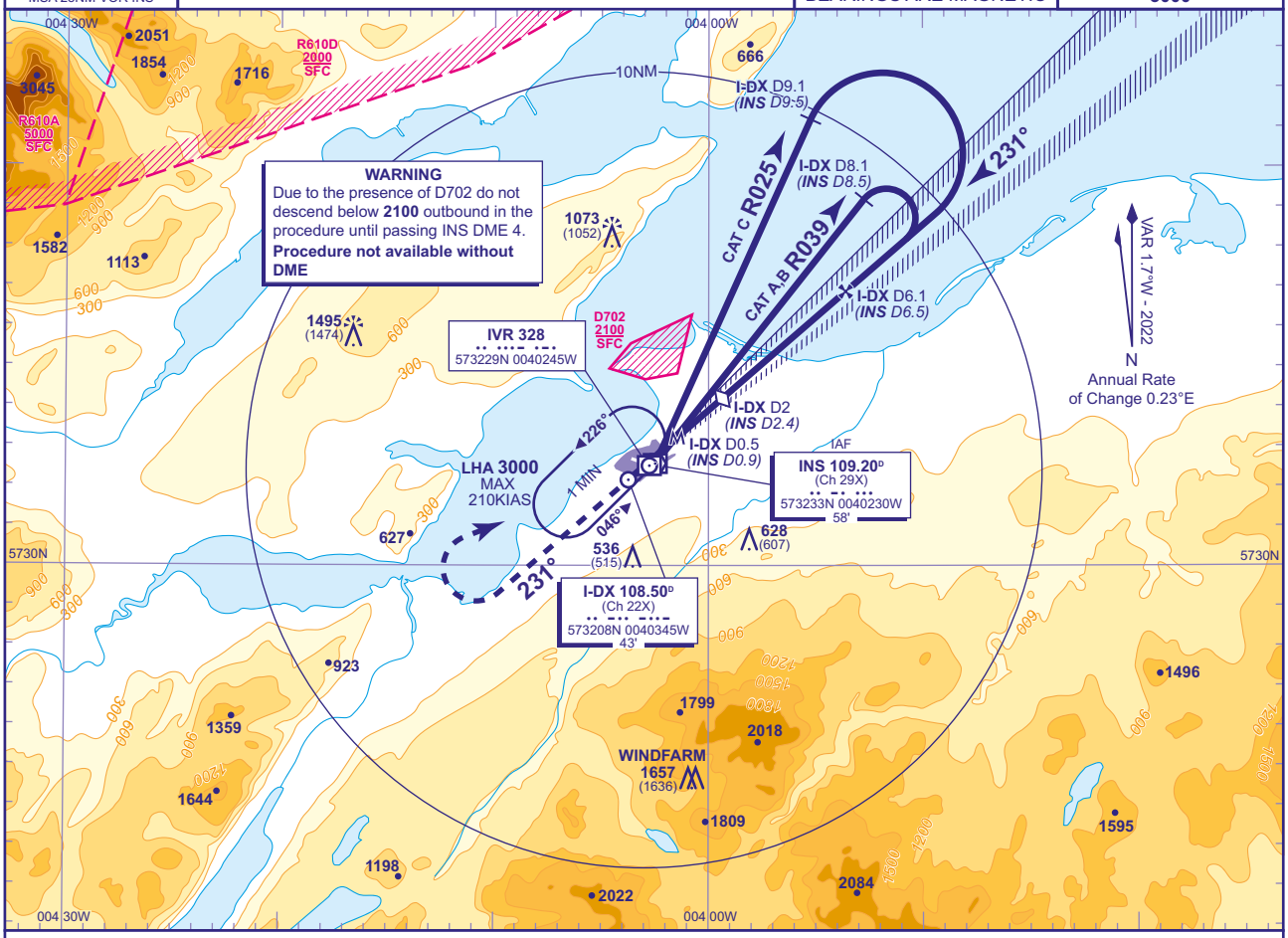
AD 2-EGPE-8-11

# INSTRUMENT APPROACH CHART - ICAO

## INVERNESS LOC/DME/VOR RWY 23 (ACFT CAT A,B,C)

MSA 25NM VOR INS

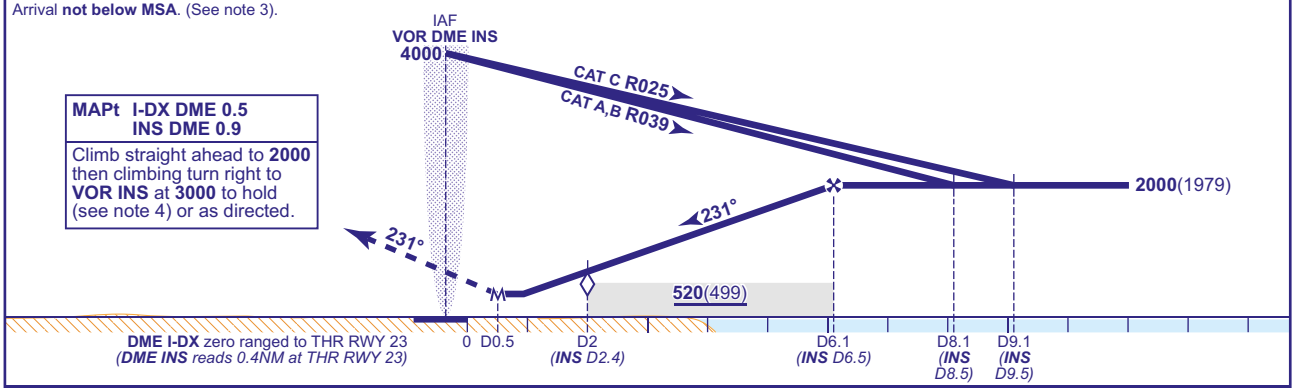
| | | | | | |
|---|---|---|---|---|---|
| TWR | 118.405 | INVERNESS TOWER | AD ELEVATION | 31 | |
| RAD | 122.605 | INVERNESS RADAR | THR ELEVATION | 21 | |
| ATIS | 109.200 | INVERNESS INFORMATION | OBSTACLE ELEVATION | **1495 AMSL** (1474) (ABOVE THR) | |
| | | | BEARINGS ARE MAGNETIC | | TRANSITION ALTITUDE **3000** |




**RECOMMENDED PROFILE** Gradient 5.2%, 320FT/NM

| DME I-DX | 5 | 4 | 3 | 2 **(SDF)** | 1 |
|---|---|---|---|---|---|
| **ALT**(HGT) | **1670**(1649) | **1350**(1329) | **1030**(1009) | **710**(689) | **390**(369) |

Arrival **not below MSA**. (See note 3).




**MAPt I-DX DME 0.5**
**INS DME 0.9**
Climb straight ahead to **2000** then climbing turn right to **VOR INS** at **3000** to hold (see note 4) or as directed.

| Aircraft Category | | A | B | C |
|---|---|---|---|---|
| **OCA** (OCH) | **Procedure** | **380**(359) | **380**(359) | **380**(359) |
| **VM(C)OCA** (OCH AAL) | **Total Area** | **720**(689) | **840**(809) | **1400**(1369) |
| | **North of RWY 05/23** | **490**(459) | **540**(509) | **1100**(1069) |

| Rate of descent | G/S KT | 160 | 140 | 120 | 100 | 80 |
|---|---|---|---|---|---|---|
| | FT/MIN | 850 | 750 | 640 | 530 | 430 |

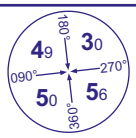
**NOTE 1** NDB(L) IVR may be used if INS VOR is not available.
**2** Lowest altitude to commence procedure from hold is **3000**.
**3** Subject to ATC approval, aircraft inbound to VOR/DME INS may descend to **3500** after passing INS DME 10 inbound.
**4** Pilots should take account of the climb performance of their aircraft to arrange their flight to reach INS VOR at **3000**.
**5** Direct arrivals see chart AD 2-EGPE-8-15 (not available to CAT C aircraft).

**CHANGE (6/25):** FREQUENCIES REVISED. OCA(OCH) CAT A/B/C, VM(C)OCA(OCH AAL) TOTAL AREA CAT A.

AERO INFO DATE 24 MAR 25 AD 2-EGPE-8-12

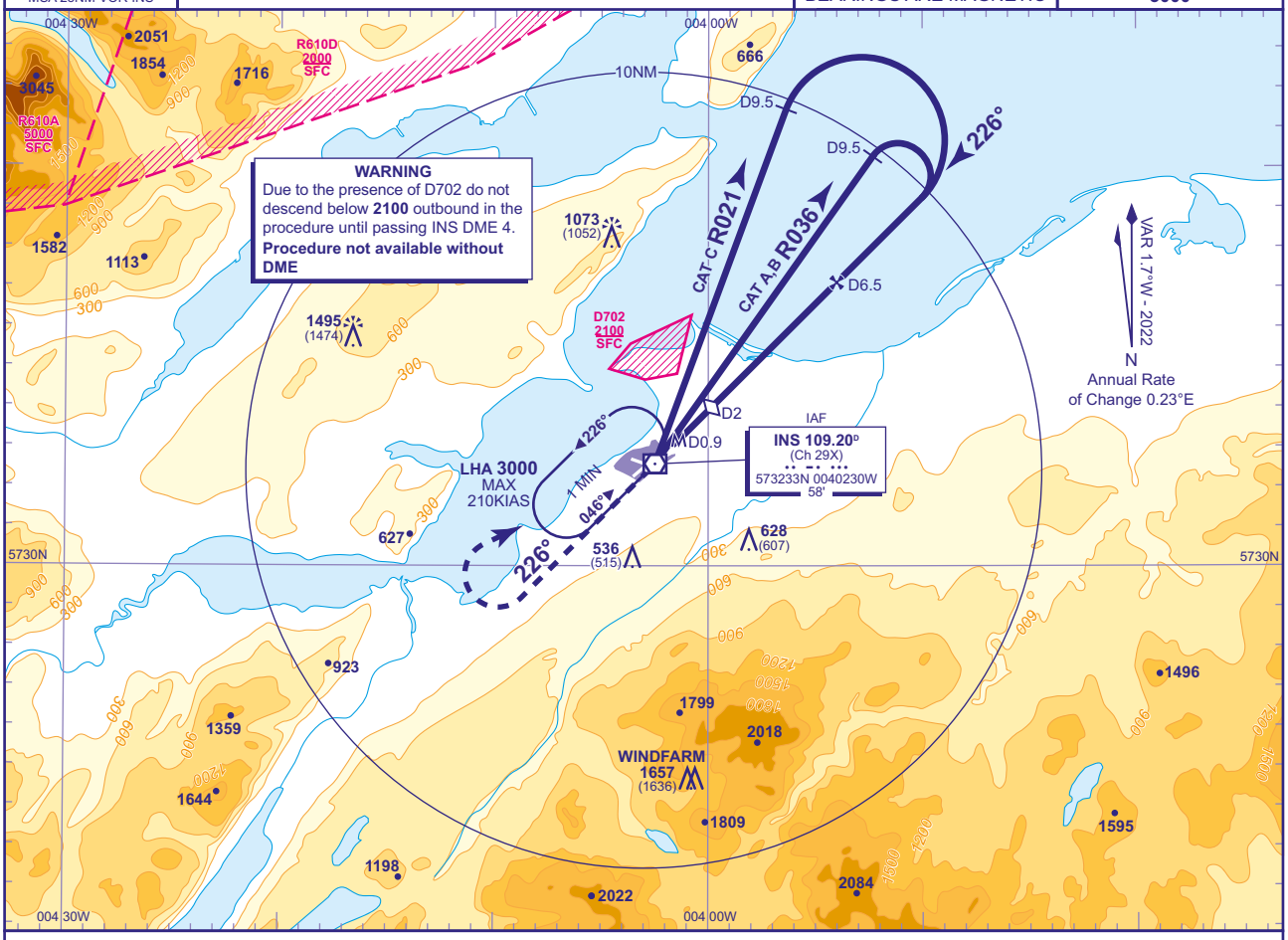
# INSTRUMENT APPROACH CHART - ICAO

# INVERNESS VOR/DME RWY 23
(ACFT CAT A,B,C)



MSA 25NM VOR INS

| | | | | | |
|---|---|---|---|---|---|
| TWR | 118.405 | INVERNESS TOWER | AD ELEVATION | 31 | |
| RAD | 122.605 | INVERNESS RADAR | THR ELEVATION | 21 | |
| ATIS | 109.200 | INVERNESS INFORMATION | OBSTACLE ELEVATION | 1495 AMSL (1474) (ABOVE THR) | |
| | | | BEARINGS ARE MAGNETIC | | TRANSITION ALTITUDE 3000 |

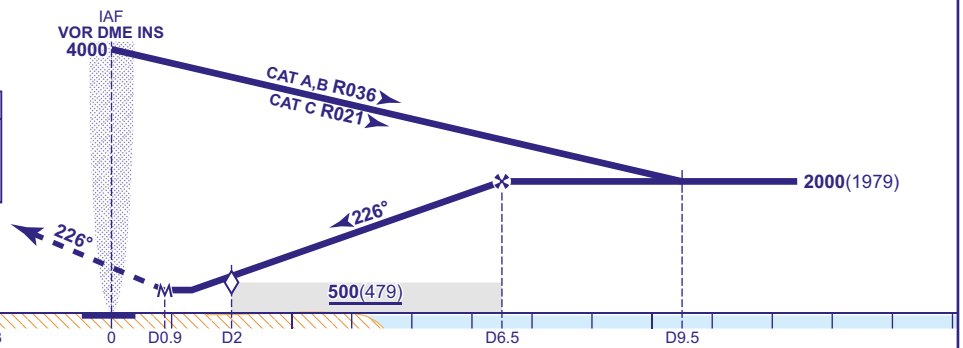



**RECOMMENDED PROFILE** Gradient 5.2%, 320FT/NM

| DME INS | 5 | 4 | 3 | 2 (SDF) |
|---|---|---|---|---|
| ALT(HGT) | 1500(1479) | 1180(1159) | 860(839) | 540(519) |

Arrival **not below MSA**. (See note 3).

**MAPt INS DME 0.9**
Climb straight ahead to **2000** then climbing turn right to **VOR INS** at **3000** to hold (see note 4) or as directed.




| Aircraft Category | | A | B | C |
|---|---|---|---|---|
| OCA (OCH) | Procedure | 430(409) | 430(409) | 430(409) |
| VM(C)OCA (OCH AAL) | Total Area | 720(689) | 840(809) | 1400(1369) |
| | North of RWY 05/23 | 490(459) | 540(509) | 1100(1069) |

| Rate of descent | G/S KT | 160 | 140 | 120 | 100 | 80 |
|---|---|---|---|---|---|---|
| | FT/MIN | 850 | 750 | 640 | 530 | 430 |

**NOTE 1** FAT offset 4° north of RWY 23 C/L.
**2** Lowest altitude to commence procedure from hold is **3000**.
**3** Subject to ATC approval, aircraft inbound to VOR/DME INS may descend to **3500** after passing INS DME 10 inbound.
**4** Pilots should take account of the climb performance of their aircraft to arrange their flight to reach INS VOR at **3000**.
**5** Direct arrivals see chart AD 2-EGPE-8-16.

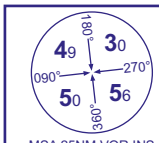
**CHANGE (6/25):** FREQUENCIES REVISED. OCA(OCH) CAT A/B/C, VM(C)OCA(OCH AAL) TOTAL AREA CAT A.

AERO INFO DATE 24 MAR 25

AD 2-EGPE-8-13

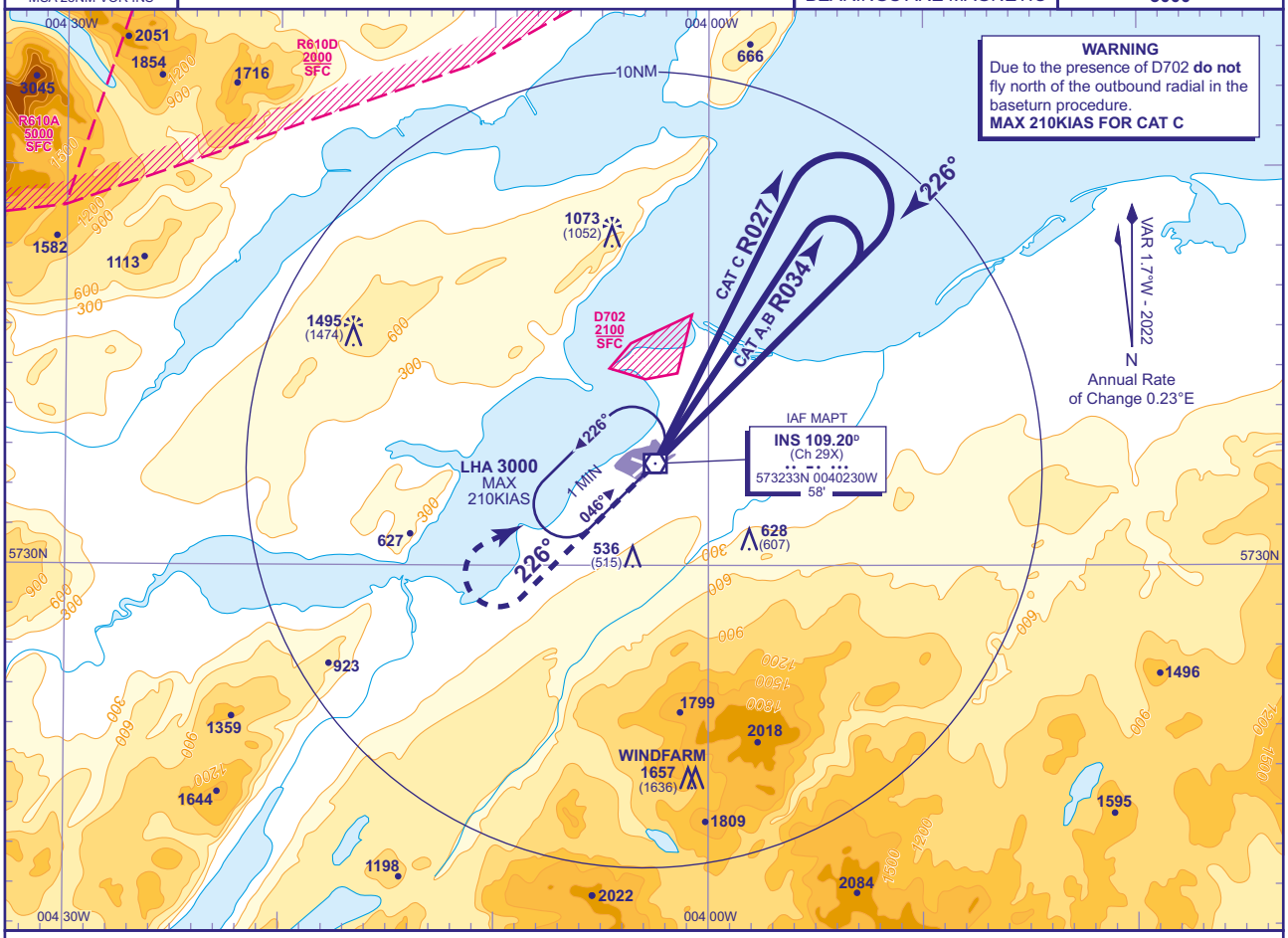
## INSTRUMENT APPROACH CHART - ICAO

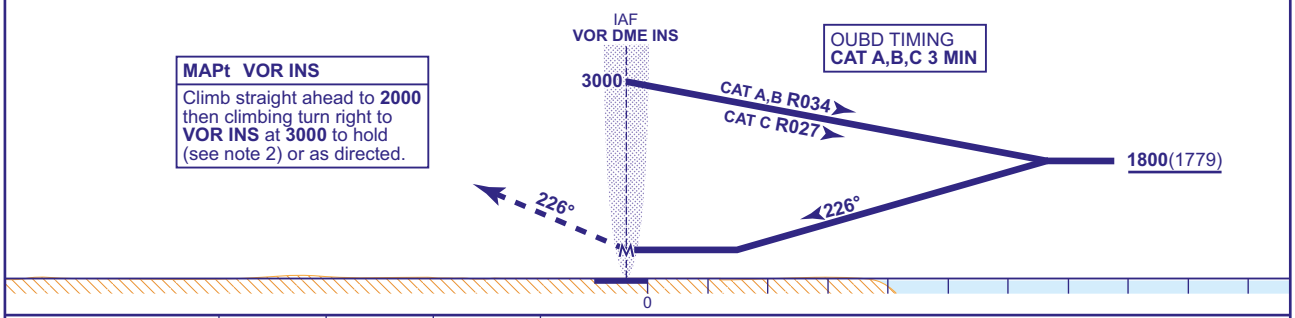
# INVERNESS VOR RWY 23
(ACFT CAT A,B,C)



MSA 25NM VOR INS

| | | | | | |
|---|---|---|---|---|---|
| TWR | 118.405 | INVERNESS TOWER | AD ELEVATION | 31 | TRANSITION ALTITUDE 3000 |
| RAD | 122.605 | INVERNESS RADAR | THR ELEVATION | 21 | |
| ATIS | 109.200 | INVERNESS INFORMATION | OBSTACLE ELEVATION 1495 AMSL (1474) (ABOVE THR) | | |
| | | | BEARINGS ARE MAGNETIC | | |




**MAPt VOR INS**
Climb straight ahead to **2000** then climbing turn right to **VOR INS** at **3000** to hold (see note 2) or as directed.

| Aircraft Category | | A | B | C |
|---|---|---|---|---|
| OCA (OCH) | Procedure | **480**(459) | **480**(459) | **480**(459) |
| VM(C)OCA (OCH AAL) | Total Area | **720**(689) | **840**(809) | **1400**(1369) |
| | North of RWY 05/23 | **490**(459) | **540**(509) | **1100**(1069) |

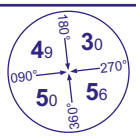
**NOTE 1** FAT offset 4° north of RWY 23 C/L.
**2** Pilots should take account of the climb performance of their aircraft to arrange their flight to reach INS VOR at **3000**.

**CHANGE (6/25):** FREQUENCIES REVISED. OCA(OCH) CAT A/B/C, VM(C)OCA(OCH AAL) TOTAL AREA CAT A.

AERO INFO DATE 24 MAR 25 AD 2-EGPE-8-14

# INSTRUMENT APPROACH CHART - ICAO

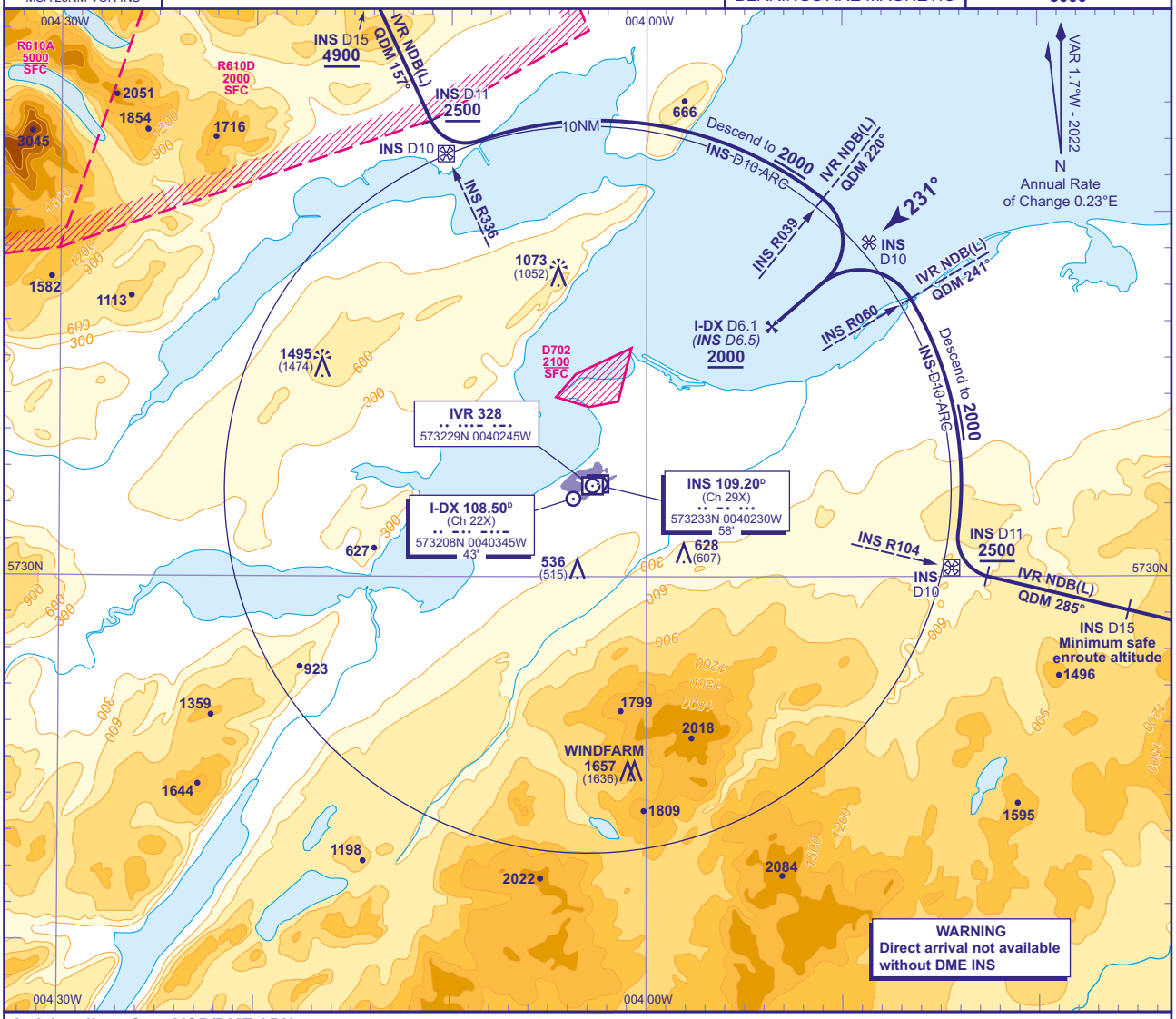
## INVERNESS
## Direct Arrivals
## ILS/LOC/DME
## RWY 23
(ACFT CAT A,B)



MSA 25NM VOR INS

| | | | | | |
|---|---|---|---|---|---|
| TWR | 118.405 | INVERNESS TOWER | AD ELEVATION | 31 |
| RAD | 122.605 | INVERNESS RADAR | THR ELEVATION | 21 |
| ATIS | 109.200 | INVERNESS INFORMATION | OBSTACLE ELEVATION 1495 AMSL (1474) (ABOVE THR) | |
| | | | BEARINGS ARE MAGNETIC | |

TRANSITION ALTITUDE 3000




**Arriving direct from VOR/DME ADN**
Arrival from VOR/DME ADN on VOR INS R104 (QDM 285°) **not below minimum safe enroute altitude**. Request ATC approval for DME arc arrival when within INS DME 40. After passing INS DME 25, with ATC approval, descend **not below 5600**, After passing INS DME 15 descend **not below 2500**. From INS DME 11 turn right to establish on INS DME 10 arc anticlockwise. When established, descend along the arc to **not below 2000**. From lead radial VOR INS R060 (IVR NDB(L) QDM 241°), turn left onto localizer. From FAF I-DX DME 6.1 (INS DME 6.5) at **2000**(1979), continue with ILS/LOC/DME final approach.

**Arriving on N560 Southbound**
Arrival on N560 **not below 5000**. Request ATC approval for DME arc arrival when within INS DME 40. When approved, after passing **BONBY** (INS DME 23) descend **not below 4900**. Establish on INS R336 (QDM 157°) from INS DME 15, descend **not below 2500**. From INS DME 11 turn left to establish on INS DME 10 arc clockwise. When established, descend along the arc **not below 2000**(1979). From lead VOR INS R039 (IVR NDB(L) QDM 220°) turn right onto localizer. From FAF I-DX DME 6.1 (INS DME 6.5) at **2000**(1979), continue with ILS/LOC/DME final approach.

**CHANGE (6/25):** FREQUENCIES REVISED.

AERO INFO DATE 24 MAR 25

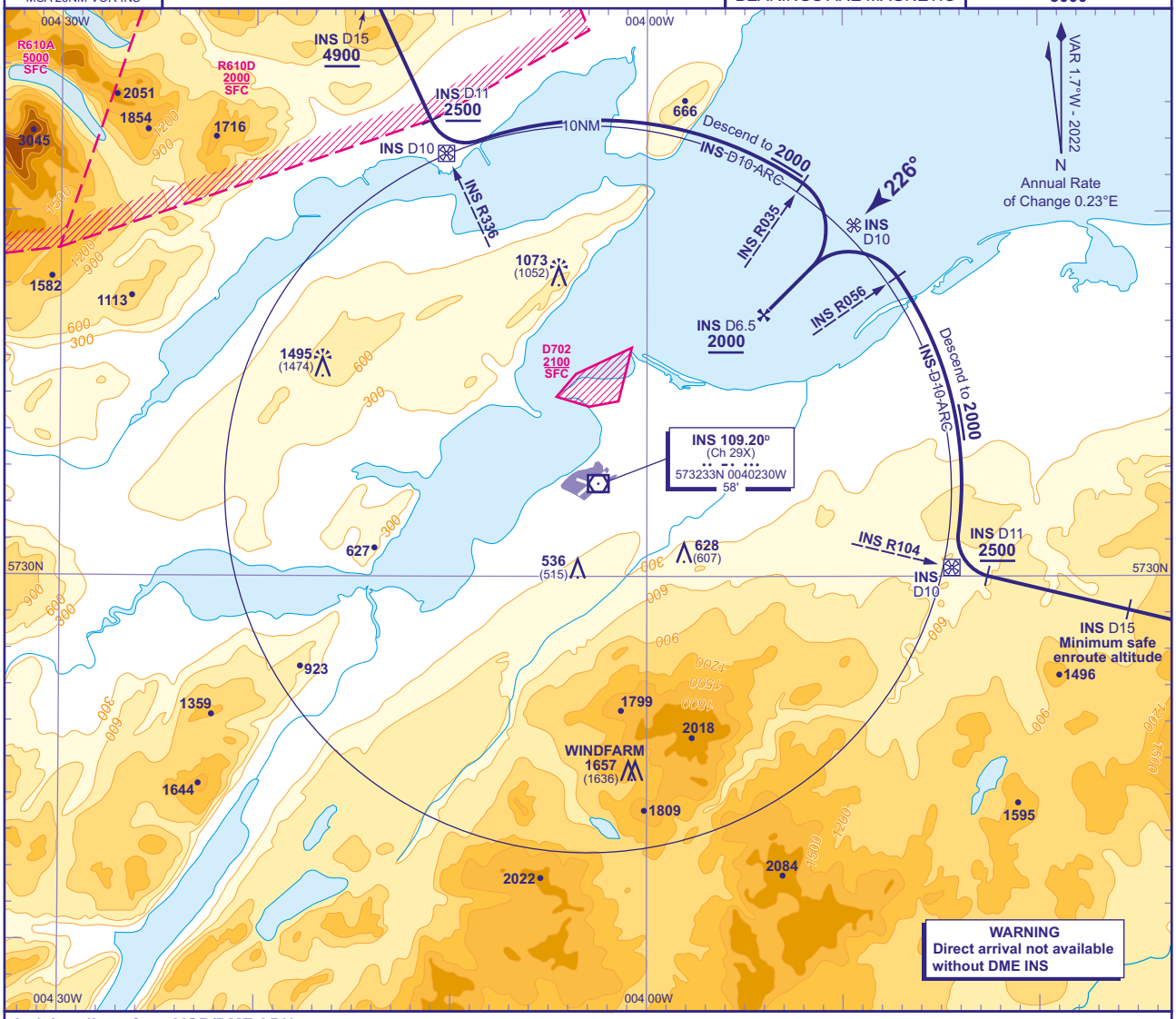
AD 2-EGPE-8-15

# INSTRUMENT APPROACH CHART - ICAO

## INVERNESS
## Direct Arrivals
## VOR/DME
## RWY 23
(ACFT CAT A,B)

MSA 25NM VOR INS

| | | | | | |
|---|---|---|---|---|---|
| TWR | 118.405 | INVERNESS TOWER | AD ELEVATION | 31 |
| RAD | 122.605 | INVERNESS RADAR | THR ELEVATION | 21 |
| ATIS | 109.200 | INVERNESS INFORMATION | OBSTACLE ELEVATION 1495 AMSL (1474) (ABOVE THR) | |
| | | | BEARINGS ARE MAGNETIC | TRANSITION ALTITUDE 3000 |




**Arriving direct from VOR/DME ADN**
Arrival from VOR/DME ADN on VOR INS R104 (QDM 284°) **not below minimum safe enroute altitude**. Request ATC approval for DME arc arrival when within INS DME 40. After passing INS DME 25, with ATC approval, descend **not below 5600**. After passing INS DME 15 descend **not below 2500**. From INS DME 11 turn right to establish on INS DME 10 arc anticlockwise. When established, descend along the arc to **not below 2000**(1979). From lead radial VOR INS R056 turn left onto extended FAT. From FAF INS DME 6.5 at **2000**(1979), continue with VOR/DME final approach.

**Arriving on N560 Southbound**
Arrival on N560 **not below 5000**. Request ATC approval for DME arc arrival when within INS DME 40. When approved, after passing **BONBY** (INS DME 23) descend **not below 4900**. Establish on INS R336 (QDM 156°) from INS DME 15, descend **not below 2500**. From INS DME 11 turn left to establish on INS DME 10 arc clockwise. When established, descend along the arc **not below 2000**(1979). From lead radial VOR INS R035 turn right onto extended FAT. From FAF INS DME 6.5 at **2000**(1979), continue with VOR/DME final approach.

**CHANGE (6/25):** FREQUENCIES REVISED.

# EGPI — ISLAY

## EGPI AD 2.1 AERODROME LOCATION INDICATOR AND NAME

EGPI — ISLAY

## EGPI AD 2.2 AERODROME GEOGRAPHICAL AND ADMINISTRATIVE DATA

| | | |
|---|---|---|
| 1 | ARP coordinates and site at AD | Lat: 554100N Long: 0061535W<br>Mid point of Runway 12/30 |
| 2 | Direction and distance from city | 4.5 NM NNW of Port Ellen. |
| 3 | Elevation / Reference temperature / Mean Low Temperature | 56 FT / 14 °C / - |
| 4 | Geoid undulation at AD ELEV PSN | 183 FT |
| 5 | Magnetic Variation / Annual Change | 2.35°W (2022) / 0.22°E |
| 6 | AD Administration<br>Address<br>Telephone | HIAL<br>Islay Aerodrome, Isle of Islay, Argyll, PA42 7AS.<br>01496-302361 |
| 7 | Type of Traffic permitted (IFR/VFR) | IFR/VFR |
| 8 | Remarks | |

## EGPI AD 2.3 OPERATIONAL HOURS

| | | |
|---|---|---|
| 1 | AD Administration | Mon-Fri 0830-1840 (0730-1740); Sat 0830-1340 (0730-1240); Sun 1215-1655 (1115-1555). |
| 2 | Customs and immigration | Nil. |
| 3 | Health and sanitation | |
| 4 | AIS Briefing Office | |
| 5 | ATS Reporting Office (ARO) | |
| 6 | MET Briefing Office | |
| 7 | ATS | As AD Hours. See also AD 2.18. |
| 8 | Fuelling | By prior arrangement. |
| 9 | Handling | |
| 10 | Security | |
| 11 | De-icing | |
| 12 | Remarks | This aerodrome is strictly PPR. |

## EGPI AD 2.4 HANDLING SERVICES AND FACILITIES

| | | |
|---|---|---|
| 1 | Cargo handling facilities | |
| 2 | Fuel and oil types | AVGAS 100LL<br>80, 100, W80, W100, W15, W50 |
| 3 | Fuelling facilities/capacity | Limited above ground storage tanks - 2000 LT bowser delivery. |
| 4 | De-icing facilities | |
| 5 | Hangar space for visiting aircraft | |
| 6 | Repair facilities for visiting aircraft | |
| 7 | Remarks | |

## EGPI AD 2.5 PASSENGER FACILITIES

| | | |
|---|---|---|
| 1 | Hotels | For details contact Tel: 01496-810254. |
| 2 | Restaurants | |
| 3 | Transportation | Buses, taxis, car hire. |
| 4 | Medical facilities | Limited first aid facilities available. |
| 5 | Bank and Post Office | |
| 6 | Tourist Office | |
| 7 | Remarks | Ambulift and passenger lift on/off facilities are available during the aerodromes published opening hours. |

## EGPI AD 2.6 RESCUE AND FIRE FIGHTING SERVICES

| | | |
|---|---|---|
| 1 | AD category for fire fighting services | RFF Category A3<br>RFF Category 4.<br>RFF Category 5 by prior arrangement.<br>RFF Category 5 may be accepted under RFF Category 4 remission. |
| 2 | Rescue equipment | |
| 3 | Capability for removal of disabled aircraft | |
| 4 | Remarks | Out of hours recovery of aircraft - emergency contact details: 07876-727800. |

## EGPI AD 2.7 SEASONAL AVAILABILITY - CLEARING

| | | |
|---|---|---|
| 1 | Type of clearing equipment | Mechanical and chemical de-icing. Runways 12/30 and 07/25 de-iced/anti-iced with KFOR (Potassium Formate fluids) and/or NAAC (Sodium Acetate solids). |
| 2 | Clearance priorities | Runways, Taxiway, Aprons. |
| 3 | Remarks | For latest information contact 01496-302361. |

## EGPI AD 2.8 APRONS, TAXIWAYS AND CHECK LOCATIONS/POSITIONS DATA

| | | |
|---|---|---|
| 1 | Apron surface and strength | MAIN APRON<br>Surface: Asphalt, Grooved |
| 2 | Taxiway width, surface and strength | |
| 3 | Altimeter checkpoint location and elevation | Main Apron 54 FT |
| 4 | VOR checkpoints | |
| 5 | INS checkpoints | |
| 6 | Remarks | |

## EGPI AD 2.9 SURFACE MOVEMENT GUIDANCE AND CONTROL SYSTEM AND MARKINGS

| | | |
|---|---|---|
| 1 | Use of aircraft stand ID signs, TWY guide lines and visual docking/parking guidance system of aircraft stands | |
| 2 | Runway and taxiway markings and lighting | |
| 3 | Stop bars and runway guard lights (if any) | |
| 4 | Other runway protection measures | |
| 5 | Remarks | 2 LGTD WDI: 5540656.66N 0061512.31W, 554103.20N 0061553.62W. |

## EGPI AD 2.10 AERODROME OBSTACLES

| In Approach/Take-off areas | | | | | | |
|---|---|---|---|---|---|---|
| **Obstacle ID/ Designation** | **Obstacle Type** | **Obstacle Position** | **Elevation/Height** | | **Obstruction Lighting Type/ Colour** | **Remarks** |
| **1** | **2** | **3** | **4** | | **5** | **6** |
| (EGPI5485) 25/APPROACH 07/ TAKE-OFF | UTILITY POLE | 554118.82N 0061327.89W | 277 FT | 29 FT | No | |
| (EGPI2354) 25/APPROACH 07/ TAKE-OFF | BUILDING | 554107.46N 0061445.42W | 92 FT | 18 FT | No | |
| (EGPI5552) 25/APPROACH 07/ TAKE-OFF | MOBILE OBST | 554104.24N 0061453.78W | 75 FT | 12 FT | No | |
| (EGPI5499) 30/APPROACH 12/ TAKE-OFF | BUILDING | 554044.45N 0061438.02W | 81 FT | 27 FT | No | |
| (EGPI5518) 30/APPROACH 12/ TAKE-OFF | TREE | 554044.31N 0061451.65W | 63 FT | 19 FT | No | |

| In circling area and at aerodrome | | | | | |
|---|---|---|---|---|---|
| **Obstacle ID/ Designation** | **Obstacle Type** | **Obstacle Position** | **Elevation/Height** | **Obstruction Lighting Type/ Colour** | **Remarks** |
| **1** | **2** | **3** | **4** | **5** | **6** |
| INTENTIONALLY BLANK | | | | | |

## EGPI AD 2.11 METEOROLOGICAL INFORMATION PROVIDED

| | | |
|---|---|---|
| 1 | Associated MET Office | MET OFFICE ABERDEEN |
| 2 | Hours of service<br>MET Office outside hour | H24 |
| 3 | Office responsible for TAF preparation<br>Periods of validity | MET OFFICE ABERDEEN<br>9 Hours. |
| 4 | Trend forecast<br>Interval of issuance | 30 minutes. |
| 5 | Briefing/consultation provided | Self-briefing. |
| 6 | Flight documentation<br>Language(s) used | Charts abbreviated plain language. TAF's/METAR's.<br>English. |
| 7 | Charts and other information available for briefing or consultation | Metforms 214 and 215. |
| 8 | Supplementary equipment available for providing information | Telephone and email. |
| 9 | ATS units provided with information | ISLAY |
| 10 | Additional information (limitation of service, etc.) | During airport opening hours. |

## EGPI AD 2.12 RUNWAY PHYSICAL CHARACTERISTICS

| **Designations RWY Number** | **True bearing** | **Dimensions of RWY** | **Surface of RWY/ SWY/ Strength** | **THR co-ordinates/ THR Geoid undulation** | **THR elevation/ Highest elevation of TDZ of precision APP RWY** | **Slope of RWY/ SWY** |
|---|---|---|---|---|---|---|
| **1** | **2** | **3** | **4** | **5** | **6** | **7** |
| 07 | 070.49° | 635 x 18 M | RWY surface: Asphalt, Grooved<br>PCN 14/F/D/Y/T | 554056.86N<br>0061531.72W<br>183.2 FT | THR 33.3 FT | |
| 25 | 250.50° | 635 x 18 M | RWY surface: Asphalt, Grooved<br>PCN 14/F/D/Y/T | 554103.09N<br>0061500.63W<br>183.1 FT | THR 54.3 FT | |
| 12 | 120.87° | 1554 x 30 M | RWY surface: Asphalt, Grooved<br>PCN 18/F/D/Y/T | 554110.83N<br>0061605.99W<br>183.2 FT | THR 22.8 FT | |
| 30 | 300.88° | 1554 x 30 M | RWY surface: Asphalt, Grooved<br>PCN 18/F/D/Y/T | 554049.83N<br>0061503.83W<br>183.1 FT | THR 39.0 FT | |

| **SWY Dimensions** | **Clearway Dimensions** | **Strip Dimensions** | **RESA Dimensions, Overshoot / Undershoot** | **Location/ description of arresting system** | **OFZ** | **Remarks** |
|---|---|---|---|---|---|---|
| **8** | **9** | **10** | **11** | **12** | **13** | **14** |
| | | 695 x 60 M | | | | RWY 07 |
| | | 695 x 60 M | | | | RWY 25<br><br>Threshold displaced by 58 M. |
| | 144 x 150 M | 1386 x 280 M | | | | RWY 12<br><br>Threshold displaced by 150 M. |
| | 144 x 150 M | 1386 x 280 M | | | | RWY 30<br><br>Threshold displaced by 150 M. |

## EGPI AD 2.13 DECLARED DISTANCES

| Runway designator | TORA | TODA | ASDA | LDA | Remarks |
|---|---|---|---|---|---|
| 1 | 2 | 3 | 4 | 5 | 6 |
| 12 | 1410 M | 1554 M | 1410 M | 1266 M | |
| 30 | 1389 M | 1533 M | 1389 M | 1266 M | |
| 07 | 635 M | 635 M | 635 M | 635 M | |
| 25 | 635 M | 635 M | 635 M | 577 M | |

## EGPI AD 2.14 APPROACH AND RUNWAY LIGHTING

| RWY | Approach lighting Type/ Length/ Intensity | Threshold lighting Colour/Wing bars | VASIS/ MEHT/ PAPI/ PAPI Dist from THR | TDZ, lighting Length | Runway Centre Line lighting Length/ Spacing/ Colour/ Intensity | Runway edge lighting Length/ Spacing/ Colour/ Intensity | Runway end lighting Colour/ Wing bars | Stopway lighting Length/ Colour | Remarks |
|---|---|---|---|---|---|---|---|---|---|
| 1 | 2 | 3 | 4 | 5 | 6 | 7 | 8 | 9 | 10 |
| 07 | | Green wingbars | | | | HI bi-directional, LI omni-directional | | | |
| 25 | | Green wingbars | | | | HI bi-directional, LI omni-directional | | | |
| 12 | Abbreviated centre-line with one crossbar. Light intensity high | Green wingbars | PAPI Left/3° | | | HI bi-directional, LI omni-directional | Red | | |
| 30 | | Green wingbars | PAPI Left/4° | | | HI bi-directional, LI omni-directional | Red | | |

## EGPI AD 2.15 OTHER LIGHTING, SECONDARY POWER SUPPLY

| | | |
|---|---|---|
| 1 | ABN/IBN location, characteristics and hours of operation | |
| 2 | LDI location and lighting<br>Anemometer location and lighting | Anemometer: RWY 12: 554106.76N 0061605.29W (LGTD), RWY 30: 554053.53N 0061502.31W (LGTD) |
| 3 | TWY edge and centre line lighting | EDGE: Blue taxiway edge lights from Runway 12/30 via Runway 07/25 to apron. |
| 4 | Secondary power supply/switch-over time | |
| 5 | Remarks | |

## EGPI AD 2.16 HELICOPTER LANDING AREA

**INTENTIONALLY BLANK**

## EGPI AD 2.17 AIR TRAFFIC SERVICES AIRSPACE

| Designation and lateral limits | Vertical Limits | Airspace Class | ATS unit callsign/ language | Transition Altitude | Hours of applicability | Remarks |
|---|---|---|---|---|---|---|
| 1 | 2 | 3 | 4 | 5 | 6 | 7 |
| ISLAY ATZ<br>A circle, 2 NM radius, centred at 554100N 0061535W on longest notified runway (12/ 30) | Upper limit: 2000 FT AGL<br>Lower limit: SFC | G | ISLAY INFORMATION<br>English | 3000 FT | | |

## EGPI AD 2.18 AIR TRAFFIC SERVICES COMMUNICATION FACILITIES

| Service Designation | Callsign | Channel/ Frequency(MHz) | SATVOICE number(s) | Logon Address | Hours of Operation | Remarks |
|---|---|---|---|---|---|---|
| 1 | 2 | 3 | 4 | 5 | 6 | 7 |
| AFIS | ISLAY INFORMATION | 123.155<br>DOC 25 NM/4,000 FT. | | | Mon-Fri 0830-1840 (0730-1740); Sat 0830-1340 (0730-1240); Sun 1215-1655 (1115-1555). | ATZ hours coincident with AFIS hours. |
| OTHER | ISLAY FIRE CHIEF | 121.600<br>Non-ATS frequency. | | | Available when Fire vehicle attending aircraft on the ground in an emergency. | |

## EGPI AD 2.19 RADIO NAVIGATION AND LANDING AIDS

| Type of Aid<br>CAT of ILS/MLS<br>MAG Var/VOR Declination | Ident | Frequency | Hours of Operation | Position of transmitting antenna coordinates | Elevation of DME transmitting antenna | Remarks |
|---|---|---|---|---|---|---|
| 1 | 2 | 3 | 4 | 5 | 6 | 7 |
| DME | ISY | 36Y<br>109.950 MHz | Mon-Fri 0830-1840 (0730-1740); Sat 0830-1340 (0730-1240); Sun 1215-1655 (1115-1555). | 554058.68N 0061457.89W | 70 FT | Zero range at DME site.<br>Co-located with NDB.<br>Due to terrain effects the DME may unlock in the sector from 005 to 078 MAG. |
| NDB<br>1.35°W (2027) | LAY | 395.000 kHz | Mon-Fri 0830-1840 (0730-1740); Sat 0830-1340 (0730-1240); Sun 1215-1655 (1115-1555). | 554058.31N 0061458.13W | | On AD. Range 20 NM. Co-located with DME. |

## EGPI AD 2.20 LOCAL AERODROME REGULATIONS

### 1 AIRPORT REGULATIONS

a) Aerodrome is not available to aircraft unable to communicate by radio.
b) Use of Islay aerodrome is subject to standard Terms and Conditions of Use, which can be requested from the aerodrome.

## 2 GROUND MOVEMENT

a) Do not taxi or park aircraft on grassed areas adjacent to the Runways unless marshalled by Airport Staff.
b) Link taxiway between Runway 12/30 and 07/25 closed to all aircraft.

## 3 CAT II/III OPERATIONS

Not applicable

## 4 WARNINGS

a) No ground signals.
b) Large flocks of geese are prevalent in the vicinity of the aerodrome between the months of October and March.
c) Uncontrolled public road 700 M from start of TORA Runway 07.
d) Grass areas are soft and unsafe. Poor load bearing characteristics may be found on the runway/taxiway strips and the area adjacent to the apron. Only marked taxiway to be used.
e) Mobile obstructions in undershoot Runway 12, farm track east of Runway 30 threshold and uncontrolled public track northeast of Runway 12/30 (outside Islay AD boundary).
f) Occasional kite flying takes place in Runway 12 undershoot especially outside aerodrome hours.
g) HT cables on high ground rising to 358 FT AMSL at 1.5 NM east from ARP.
h) Hill rising to 1612 FT AMSL to the east.
i) Hill rising to 663 FT AMSL at 6.1 NM south from ARP.
j) Hill rising to 761 FT AMSL at 6.9 NM northwest from ARP.
k) Bird activity high on Runway 25 approach all year round with birds venturing down onto the Aerodrome on occasions.

## 5 HELICOPTER OPERATIONS

Not applicable

## 6 USE OF RUNWAYS

a) Runway departure restriction for aircraft requiring the use of a licensed aerodrome

   i. Runways 07/25 and 12/30. Except where an AOC holder has a less restrictive State authorised take-off minima, departures when the reported MET visibility is 800 M or less are not permitted.

b) Runway 07/25: Remain within the painted runway side stripes.

## 7 TRAINING

Not applicable

# EGPI AD 2.21 NOISE ABATEMENT PROCEDURES

Not applicable

# EGPI AD 2.22 FLIGHT PROCEDURES

## 1 RADIO CALLS

a) Pilots should call 'Islay Information' when within 25 NM radius of the aerodrome and below 4000 FT AAL.

## 2 VISUAL REFERENCE POINTS (VRP)

a) Details of VRPs are available in the consolidated 'Visual Reference Points List' published on the 'Digital Dataset' page of the NATS AIS website, www.nats.aero/ais.

# EGPI AD 2.23 ADDITIONAL INFORMATION

a) Aircraft operators are responsible for the searching of any aircraft parked either overnight or within the demarcated area prior to departure.

## EGPI AD 2.24 CHARTS RELATED TO AN AERODROME

AERODROME CHART - ICAO
AD 2.EGPI-2-1
INSTRUMENT APPROACH CHART RNP RWY 12 (CAT A,B,C) - ICAO
AD 2.EGPI-8-1
INSTRUMENT APPROACH CHART RNP RWY 30 (CAT A,B,C) - ICAO
AD 2.EGPI-8-2
INSTRUMENT APPROACH PROCEDURE CODING TABLES - RNP RWY 12
AD 2.EGPI-8-3
INSTRUMENT APPROACH PROCEDURE CODING TABLES - RNP RWY 30
AD 2.EGPI-8-4

## EGPI AD 2.25 VISUAL SEGMENT SURFACE (VSS) PENETRATION

Not applicable

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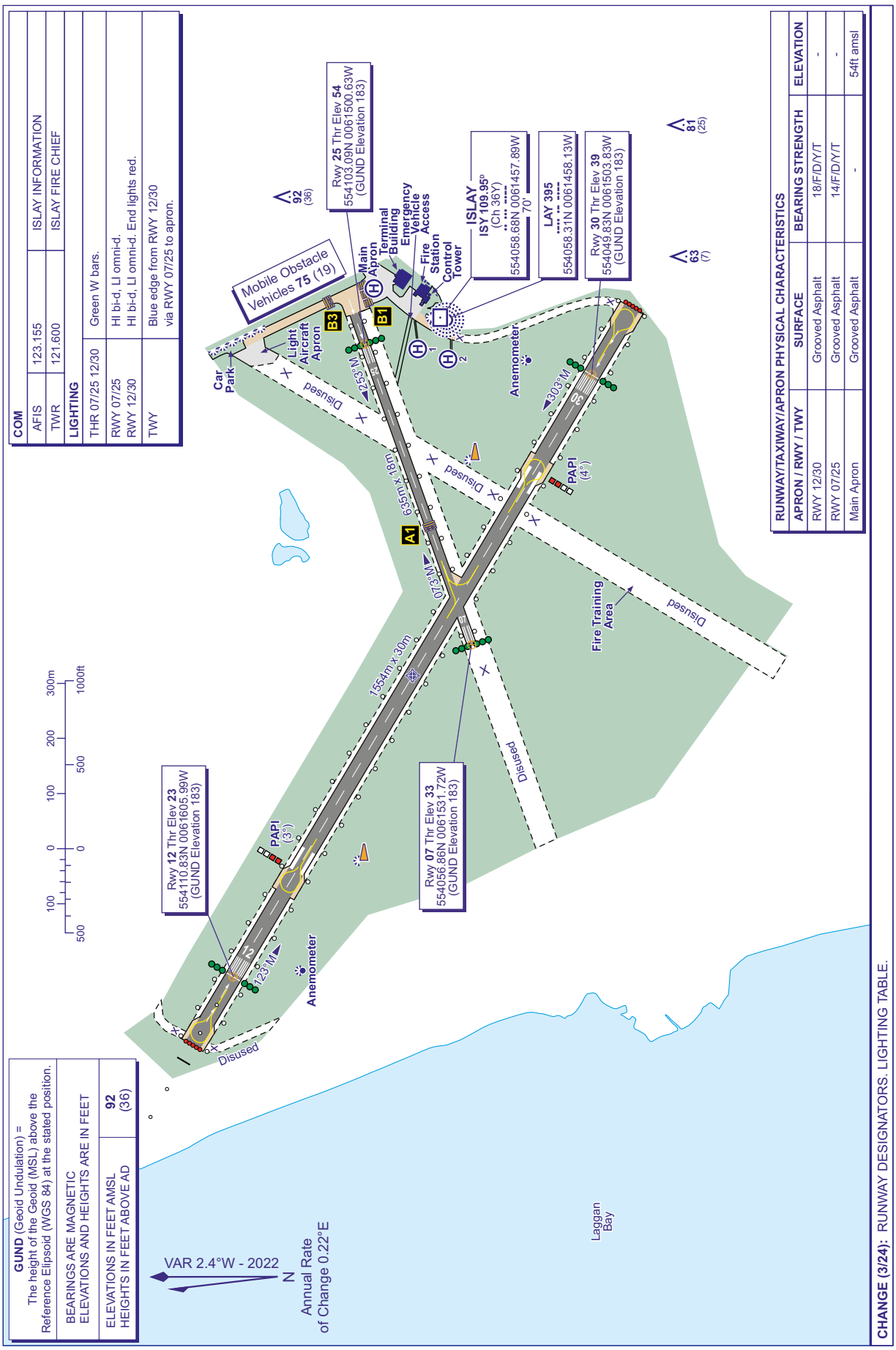
# ISLAY EGPI

AERODROME CHART - ICAO

ARP 554100N 0061535W

AD ELEV 56FT




CHANGE (3/24): RUNWAY DESIGNATORS. LIGHTING TABLE.

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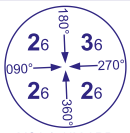
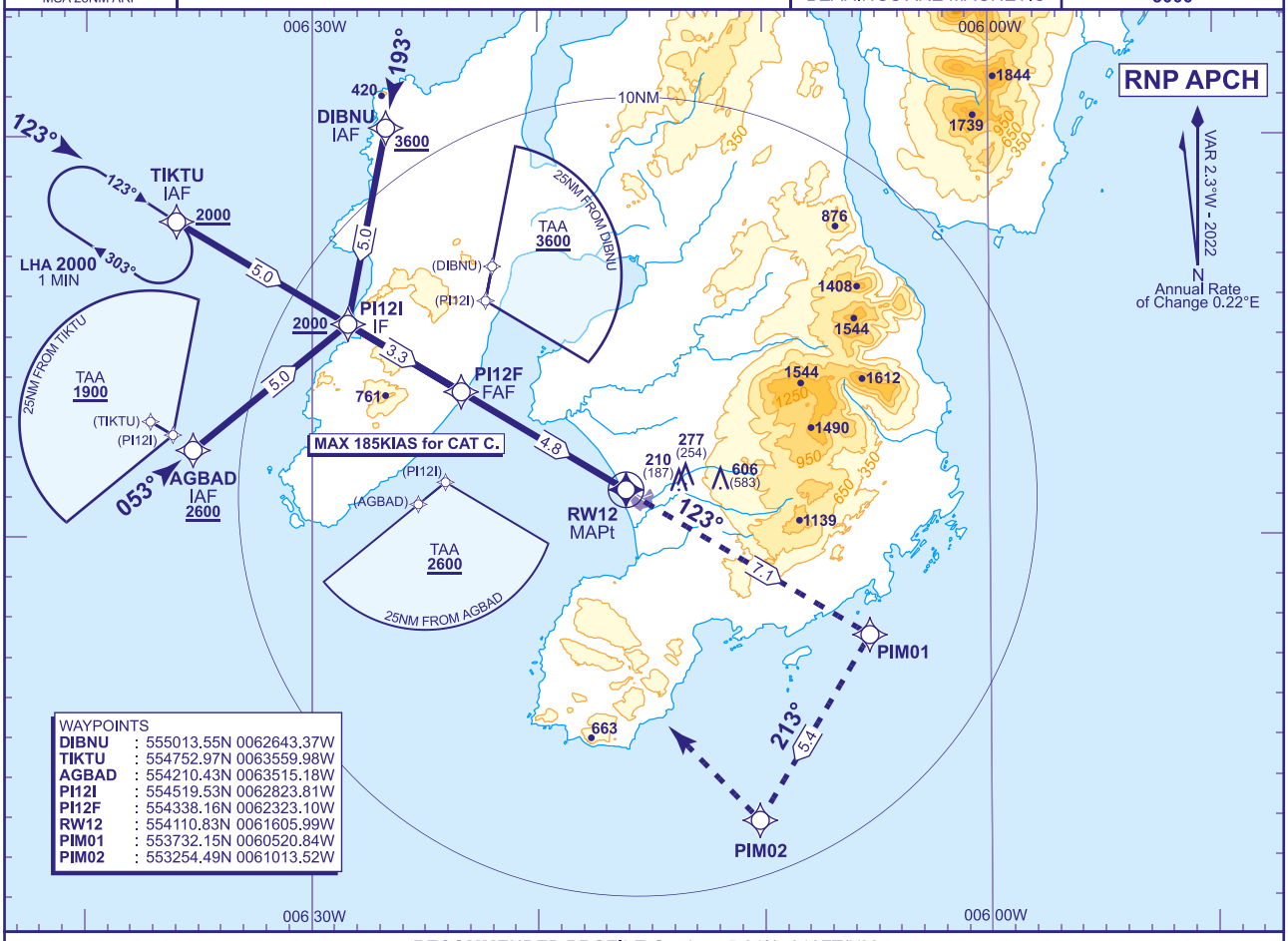
# INSTRUMENT APPROACH CHART - ICAO

**ISLAY**
**RNP**
**RWY 12**
(ACFT CAT A,B,C)




| AFIS 123.155 | ISLAY INFORMATION | AD ELEVATION 56 |
|---|---|---|
| | | THR ELEVATION 23 |
| | | OBSTACLE ELEVATION **606 AMSL** (583)(ABOVE THR) |
| | | BEARINGS ARE MAGNETIC |

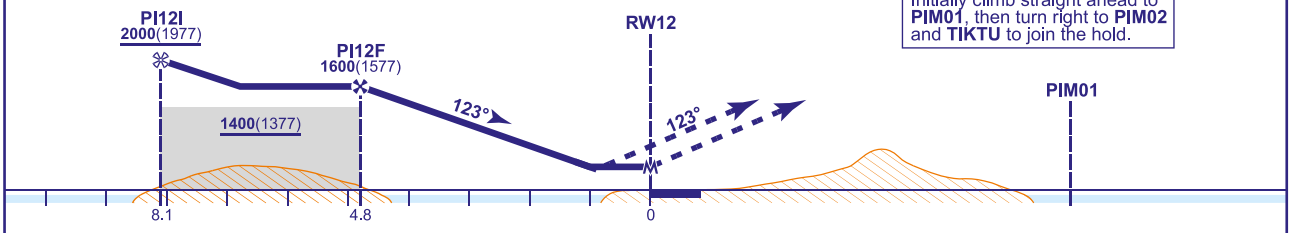
TRANSITION ALTITUDE **3000**




**RECOMMENDED PROFILE** Gradient 5.24%, 318FT/NM

| NM to RW12 | 4 | 3 | 2 | 1 |
|---|---|---|---|---|
| **ALT**(HGT) | **1350**(1327) | **1030**(1007) | **710**(687) | **390**(367) |

**TCH 50**




**MAPt (LNAV): RW12**
Continuous climb to **2000**. Initially climb straight ahead to **PIM01**, then turn right to **PIM02** and **TIKTU** to join the hold.

| Aircraft Category | | | A | B | C |
|---|---|---|---|---|---|
| OCA (OCH) | LNAV | 2.5% | **730**(707) | **730**(707) | **730**(707) |
| | | 4.5% | **380**(357) | **380**(357) | **380**(357) |
| VM(C)OCA (OCH AAL) | Total Area | | **770**(714) | **1040**(984) | **1830**(1774) |
| | **150°M clockwise to 035°M** | | **770**(714) | **770**(714) | **940**(884) |

| Rate of descent | G/S KT | 160 | 140 | 120 | 100 | 80 |
|---|---|---|---|---|---|---|
| | FT/MIN | 850 | 740 | 640 | 530 | 420 |

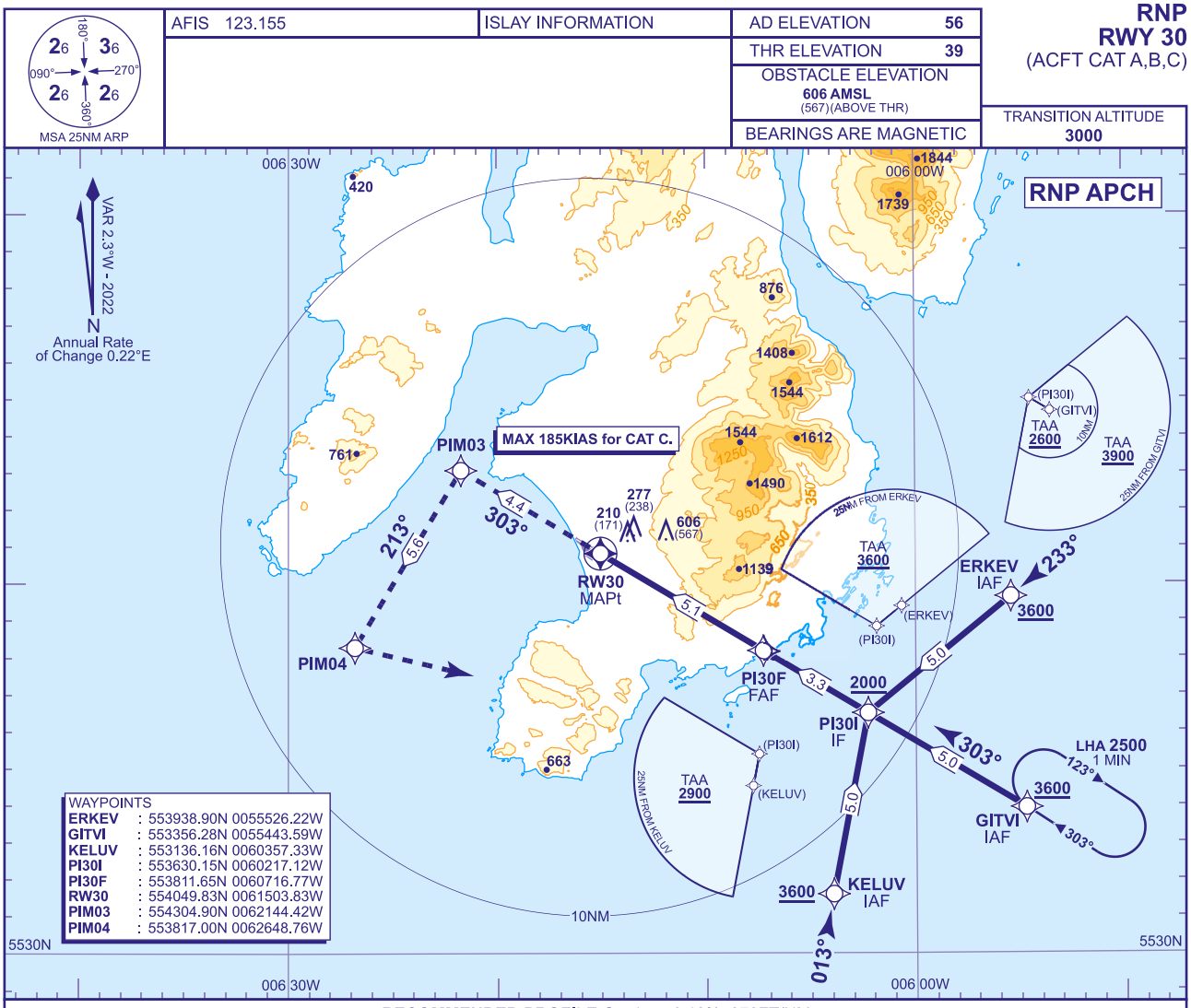
**NOTE** 1 Use of this procedure is strictly PPR from the aerodrome operator.
2 Prior to commencing the procedure, pilots are to broadcast on AFIS 123.155 with flight details and intentions.

**CHANGE (2/25):** SPECIFICATION CHANGE.

AERO INFO DATE 26 NOV 24

# INSTRUMENT APPROACH CHART - ICAO

**ISLAY**
**RNP**
**RWY 30**
(ACFT CAT A,B,C)

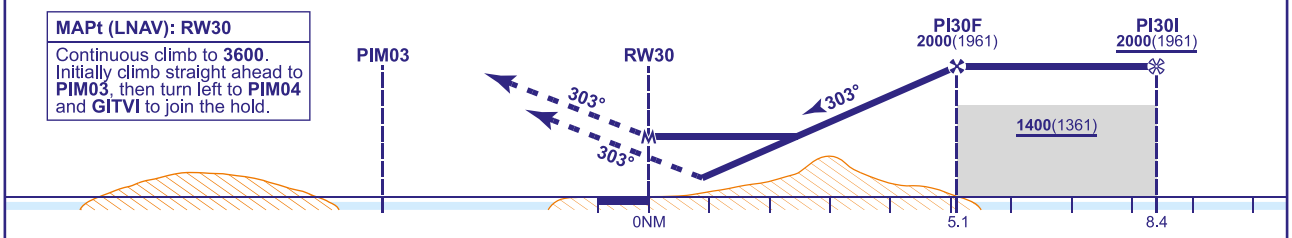



**RECOMMENDED PROFILE** Gradient 6.12%, 372FT/NM

| NM to RW30 | 5 | 4 | 3 | 2 | 1 |
|---|---|---|---|---|---|
| ALT(HGT) | **1950**(1911) | **1580**(1541) | **1200**(1161) | **830**(791) | **460**(421) |

**TCH 50**

**MAPt (LNAV): RW30**
Continuous climb to **3600**. Initially climb straight ahead to **PIM03**, then turn left to **PIM04** and **GITVI** to join the hold.




| Aircraft Category | | A | B | C |
|---|---|---|---|---|
| OCA (OCH) | LNAV | **1000**(961) | **1000**(961) | **1000**(961) |
| VM(C)OCA (OCH AAL) | Total Area | **1020**(964) | **1040**(984) | **1830**(1774) |
| | 150°M clockwise to 035°M | **1020**(964) | **1020**(964) | **1020**(964) |

| Rate of descent | G/S KT | 160 | 140 | 120 | 100 | 80 |
|---|---|---|---|---|---|---|
| | FT/MIN | 990 | 870 | 740 | 620 | 500 |

**NOTE**
1 Use of this procedure is strictly PPR from the aerodrome operator.
2 Prior to commencing the procedure, pilots are to broadcast on AFIS 123.155 with flight details and intentions.
3 ATC will normally require aircraft to hold not lower than **3600**.

**CHANGE (2/25):** SPECIFICATION CHANGE.

AERO INFO DATE 13 DEC 24
AD 2-EGPI-8-2

# Instrument Approach Procedure Coding Tables

**ISLAY RNP RWY 12 - Instrument Approach Procedure via AGBAD**

| Designator | Sequence Number | Path Term-inator | Waypoint Name | Fly-over | Course/ Track °M (°T) | Turn Direction | Level Constraint | Speed Constraint | Co-ordinates | Remarks and Distance to MAPt |
|---|---|---|---|---|---|---|---|---|---|---|
| R12R | 001 | IF | AGBAD | N | - | - | 2600 | -185 | 554210.43N 0063515.18W | IAF |
| R12R | 002 | TF | PI12I | N | 053° (050.8°) | RIGHT | 2000 | -185 | 554519.53N 0062823.81W | IF / 8.1NM |
| R12R | 003 | TF | PI12F | N | 123° (120.8°) | - | 1600 | -185 | 554338.16N 0062323.10W | FAF / 4.8NM |
| R12R | 004 | TF | RW12 | Y | 123° (120.8°) | - | - | - | 554110.83N 0061605.99W | MAPt |
| R12R | 005 | CF | PIM01 | N | 123° (120.9°) | RIGHT | - | -185 | 553732.15N 0060520.84W | - |
| R12R | 006 | TF | PIM02 | N | 213° (210.9°) | RIGHT | - | -185 | 553254.49N 0061013.52W | - |
| R12R | 007 | TF | TIKTU | Y | 318° (316.0°) | - | 2000 | -185 | 554752.97N 0063559.98W | HOLD |

**ISLAY RNP RWY 12 - Instrument Approach Procedure via TIKTU**

| Designator | Sequence Number | Path Term-inator | Waypoint Name | Fly-over | Course/ Track °M (°T) | Turn Direction | Level Constraint | Speed Constraint | Co-ordinates | Remarks and Distance to MAPt |
|---|---|---|---|---|---|---|---|---|---|---|
| R12C | 001 | IF | TIKTU | N | - | - | 2000 | -185 | 554752.97N 0063559.98W | IAF |
| R12C | 002 | TF | PI12I | N | 123° (120.8°) | - | 2000 | -185 | 554519.53N 0062823.81W | IF / 8.1NM |
| R12C | 003 | TF | PI12F | N | 123° (120.8°) | - | 1600 | -185 | 554338.16N 0062323.10W | FAF / 4.8NM |
| R12C | 004 | TF | RW12 | Y | 123° (120.8°) | - | - | - | 554110.83N 0061605.99W | MAPt |
| R12C | 005 | CF | PIM01 | N | 123° (120.9°) | RIGHT | - | -185 | 553732.15N 0060520.84W | - |
| R12C | 006 | TF | PIM02 | N | 213° (210.9°) | RIGHT | - | -185 | 553254.49N 0061013.52W | - |
| R12C | 007 | TF | TIKTU | Y | 318° (316.0°) | - | 2000 | -185 | 554752.97N 0063559.98W | HOLD |

**ISLAY RNP RWY 12 - Instrument Approach Procedure via DIBNU**

| Designator | Sequence Number | Path Term-inator | Waypoint Name | Fly-over | Course/ Track °M (°T) | Turn Direction | Level Constraint | Speed Constraint | Co-ordinates | Remarks and Distance to MAPt |
|---|---|---|---|---|---|---|---|---|---|---|
| R12L | 001 | IF | DIBNU | N | - | - | 3600 | -185 | 555013.55N 0062643.37W | IAF |
| R12L | 002 | TF | PI12I | N | 193° (190.9°) | LEFT | 2000 | -185 | 554519.53N 0062823.81W | IF / 8.1NM |
| R12L | 003 | TF | PI12F | N | 123° (120.8°) | - | 1600 | -185 | 554338.16N 0062323.10W | FAF / 4.8NM |
| R12L | 004 | TF | RW12 | Y | 123° (120.8°) | - | - | - | 554110.83N 0061605.99W | MAPt |
| R12L | 005 | CF | PIM01 | N | 123° (120.9°) | RIGHT | - | -185 | 553732.15N 0060520.84W | - |
| R12L | 006 | TF | PIM02 | N | 213° (210.9°) | RIGHT | - | -185 | 553254.49N 0061013.52W | - |
| R12L | 007 | TF | TIKTU | Y | 318° (316.0°) | - | 2000 | -185 | 554752.97N 0063559.98W | HOLD |

**CHANGE (2/25):** NEW SPECIFICATION.
AERO INFO DATE 03 DEC 24

# Instrument Approach Procedure Coding Tables

**ISLAY RNP RWY 30 - Instrument Approach Procedure via ERKEV**

| Designator | Sequence Number | Path Term-inator | Waypoint Name | Fly-over | Course/ Track °M (°T) | Turn Direction | Level Constraint | Speed Constraint | Co-ordinates | Remarks and Distance to MAPt |
|---|---|---|---|---|---|---|---|---|---|---|
| R30R | 001 | IF | ERKEV | N | - | - | 3600 | -185 | 553938.90N 0055526.22W | IAF |
| R30R | 002 | TF | PI30I | N | 233° (231.0°) | RIGHT | 2000 | -185 | 553630.15N 0060217.12W | IF / 8.44NM |
| R30R | 003 | TF | PI30F | N | 303° (300.9°) | - | 2000 | -185 | 553811.65N 0060716.77W | FAF / 5.14NM |
| R30R | 004 | TF | RW30 | Y | 303° (301.0°) | - | - | - | 554049.83N 0061503.83W | MAPt |
| R30R | 005 | CF | PIM03 | N | 303° (300.9°) | LEFT | - | -185 | 554304.90N 0062144.42W | - |
| R30R | 006 | TF | PIM04 | N | 213° (210.9°) | LEFT | - | -185 | 553817.00N 0062648.76W | - |
| R30R | 007 | TF | GITVI | Y | 106° (103.2°) | - | 3600 | -185 | 553356.28N 0055443.59W | HOLD |

**ISLAY RNP RWY 30 - Instrument Approach Procedure via GITVI**

| Designator | Sequence Number | Path Term-inator | Waypoint Name | Fly-over | Course/ Track °M (°T) | Turn Direction | Level Constraint | Speed Constraint | Co-ordinates | Remarks and Distance to MAPt |
|---|---|---|---|---|---|---|---|---|---|---|
| R30C | 001 | IF | GITVI | N | - | - | 3600 | -185 | 553356.28N 0055443.59W | IAF |
| R30C | 002 | TF | PI30I | N | 303° (301.0°) | - | 2000 | -185 | 553630.15N 0060217.12W | IF / 8.44NM |
| R30C | 003 | TF | PI30F | N | 303° (300.9°) | - | 2000 | -185 | 553811.65N 0060716.77W | FAF / 5.14NM |
| R30C | 004 | TF | RW30 | Y | 303° (301.0°) | - | - | - | 554049.83N 0061503.83W | MAPt |
| R30C | 005 | CF | PIM03 | N | 303° (300.9°) | LEFT | - | -185 | 554304.90N 0062144.42W | - |
| R30C | 006 | TF | PIM04 | N | 213° (210.9°) | LEFT | - | -185 | 553817.00N 0062648.76W | - |
| R30C | 007 | TF | GITVI | Y | 106° (103.2°) | - | 3600 | -185 | 553356.28N 0055443.59W | HOLD |

**ISLAY RNP RWY 30 - Instrument Approach Procedure via KELUV**

| Designator | Sequence Number | Path Term-inator | Waypoint Name | Fly-over | Course/ Track °M (°T) | Turn Direction | Level Constraint | Speed Constraint | Co-ordinates | Remarks and Distance to MAPt |
|---|---|---|---|---|---|---|---|---|---|---|
| R30L | 001 | IF | KELUV | N | - | - | 3600 | -185 | 553136.16N 0060357.33W | IAF |
| R30L | 002 | TF | PI30I | N | 013° (010.9°) | LEFT | 2000 | -185 | 553630.15N 0060217.12W | IF / 8.44NM |
| R30L | 003 | TF | PI30F | N | 303° (300.9°) | - | 2000 | -185 | 553811.65N 0060716.77W | FAF / 5.14NM |
| R30L | 004 | TF | RW30 | Y | 303° (301.0°) | - | - | - | 554049.83N 0061503.83W | MAPt |
| R30L | 005 | CF | PIM03 | N | 303° (300.9°) | LEFT | - | -185 | 554304.90N 0062144.42W | - |
| R30L | 006 | TF | PIM04 | N | 213° (210.9°) | LEFT | - | -185 | 553817.00N 0062648.76W | - |
| R30L | 007 | TF | GITVI | Y | 106° (103.2°) | - | 3600 | -185 | 553356.28N 0055443.59W | HOLD |

**CHANGE (2/25):** CHART SPECIFICATION.
AERO INFO DATE 03 DEC 24

# EGNS — ISLE OF MAN

## EGNS AD 2.1 AERODROME LOCATION INDICATOR AND NAME

EGNS — ISLE OF MAN

## EGNS AD 2.2 AERODROME GEOGRAPHICAL AND ADMINISTRATIVE DATA

| | | |
|---|---|---|
| 1 | ARP coordinates and site at AD | Lat: 540500N Long: 0043724W<br>Centre of Runway 08/26. |
| 2 | Direction and distance from city | 6 NM SW of Douglas. |
| 3 | Elevation / Reference temperature / Mean Low Temperature | 53 FT / 18 °C / - |
| 4 | Geoid undulation at AD ELEV PSN | 180 FT |
| 5 | Magnetic Variation / Annual Change | 1.42°W (2022) / 0.21°E |
| 6 | AD Administration<br>Address<br>Telephone<br><br><br><br>Telefax<br><br><br><br>AFS | THE ISLE OF MAN DEP OF INFRASTRUCTURE AIRPORTS DIVISION<br>Isle of Man Airport, Ballasalla, Isle of Man IM9 2AS.<br>01624-821600 (Airport Administration)<br>01624-827546 (ATC)<br>01624-821641 (MET Office).<br>01624-648110 (Customs and Immigration).<br>01624-821611 (Airport Authority)<br>01624-821646 (MET Office)<br>01624-821722 (ATC)<br>01624-661650 (Customs and Immigration)<br>EGNSYDYX |
| 7 | Type of Traffic permitted (IFR/VFR) | IFR/VFR |
| 8 | Remarks | |

## EGNS AD 2.3 OPERATIONAL HOURS

| | | |
|---|---|---|
| 1 | AD Administration | Mon-Sat 0615-2045 (0515-1945); Sun 0700-2045 (0600-1945); and by arrangement. |
| 2 | Customs and immigration | As AD hours. Prior notice required by 1600 (1500) on previous day. |
| 3 | Health and sanitation | As ATS hours. |
| 4 | AIS Briefing Office | Flight Plans can be telephoned to 01624-827548 |
| 5 | ATS Reporting Office (ARO) | None |
| 6 | MET Briefing Office | As ATS hours. |
| 7 | ATS | Mon-Sat 0600-2045 (0500-1945); Sun 0645-2045 (0545-1945). See also AD 2.18. |
| 8 | Fuelling | 0630-2030 (0530-1930). |
| 9 | Handling | As ATS hours. |
| 10 | Security | H24 |
| 11 | De-icing | Limited, on request from Handling Agents. |
| 12 | Remarks | Hours subject to seasonal and operational extensions - promulgated by NOTAM. |

## EGNS AD 2.4 HANDLING SERVICES AND FACILITIES

| | | |
|---|---|---|
| 1 | Cargo handling facilities | Limited. Contact Airport Administration. |
| 2 | Fuel and oil types | AVTUR JET A-1, AVGAS 100LL<br>W80, W100. |
| 3 | Fuelling facilities/capacity | Mobile AVGAS 4500 lts. Mobile AVTUR 18, 300 lts. No anti-icing agent available. |
| 4 | De-icing facilities | Limited, on request from Handling Agents. |
| 5 | Hangar space for visiting aircraft | None |
| 6 | Repair facilities for visiting aircraft | Limited. |

| | | |
|---|---|---|
| 7 | Remarks | Refuelling facilities available during published hours of opening from Avflight Ltd, Tel: 01624-827928.<br><br>Handling is mandatory for all arriving aircraft. Arrangements should be confirmed in advance with one of the following handling agents:<br><br>Menzies Aviation Ltd, Tel: 01624-825780; Fax: 01624-825822; Frequency: 129.750 MHz.<br><br>Manx Jet Centre, Tel: 01624-825100; Email: operations@manxjetcentre.com.<br><br>3 Legs Aviation Services Ltd, Tel: 07555-135443; Email: info@3legsaviationservices.com.<br><br>Information on charges may be obtained from each nominated handling agent. |

## EGNS AD 2.5 PASSENGER FACILITIES

| | | |
|---|---|---|
| 1 | Hotels | Hotel information via www.visitisleofman.com. |
| 2 | Restaurants | Buffet and bar at Airport. |
| 3 | Transportation | Buses, taxis and car hire. |
| 4 | Medical facilities | Limited first aid treatment. Hospital at Douglas, 6 NM. |
| 5 | Bank and Post Office | Cash dispenser and Postal collection at airport. |
| 6 | Tourist Office | Isle of Man Tourist Information Centre. |
| 7 | Remarks | |

## EGNS AD 2.6 RESCUE AND FIRE FIGHTING SERVICES

| | | |
|---|---|---|
| 1 | AD category for fire fighting services | RFF Category A6<br>RFF Category 7 available with 48 hours prior notice.<br><br>Operational hours as AD hours. Outside these times and by arrangement, reduced RFF category may be provided for specific flights. |
| 2 | Rescue equipment | To ICAO Standards. |
| 3 | Capability for removal of disabled aircraft | Limited. |
| 4 | Remarks | |

## EGNS AD 2.7 SEASONAL AVAILABILITY - CLEARING

| | | |
|---|---|---|
| 1 | Type of clearing equipment | 2 Snow ploughs, 2 de-icing rigs. |
| 2 | Clearance priorities | As determined by aerodrome authority. |
| 3 | Remarks | Latest SNOWTAM information from ATC, GRF data available from ATC. Tel: 01624-827546 |

## EGNS AD 2.8 APRONS, TAXIWAYS AND CHECK LOCATIONS/POSITIONS DATA

| | | |
|---|---|---|
| 1 | Apron surface and strength | APRON<br>Surface: Concrete and asphalt<br>PCN 32/F/A/X/U |
| 2 | Taxiway width, surface and strength | Taxiway A (A2 TO 21): 18 M<br>Surface: Asphalt<br>PCR 495/F/D/W/T<br><br>Taxiway A (A2 TO 26): 18 M<br>Surface: Asphalt<br>PCR 500/F/D/W/T<br><br>Taxiway B APRON TO 08: 18 M<br>Surface: Asphalt<br>PCR 357/F/D/W/T |

| | | |
|---|---|---|
| | | Taxiway C APRON TO 08/26: 27 M<br>Surface: Asphalt<br>PCR 500/F/D/W/T<br><br>Taxiway D (26 TO 03): 11 M<br>Surface: Asphalt<br>PCR 340/F/D/W/T<br><br>Taxiway E APRON TO 21: 18 M<br>Surface: Asphalt<br>PCR 340/F/D/W/T<br><br>Taxiway F APRON TO 08/26: 27 M<br>Surface: Asphalt<br>PCR 500/F/D/W/T<br><br>Taxiway J (08 TO 03): 18 M<br>Surface: Asphalt<br>PCR 340/F/D/W/T<br><br>Taxiway K: 18 M<br>Surface: Asphalt<br>PCR 327/F/D/W/T<br><br>Taxiway L (08 TO L4): 18 M<br>Surface: Asphalt<br>PCR 500/F/D/W/T<br><br>Taxiway L (L4 TO 21): 18 M<br>Surface: Asphalt<br>PCR 495/F/D/W/T |
| 3 | Altimeter checkpoint location and elevation | Apron 58 FT |
| 4 | VOR checkpoints | |
| 5 | INS checkpoints | See Aircraft Parking/Docking Chart |
| 6 | Remarks | |

## EGNS AD 2.9 SURFACE MOVEMENT GUIDANCE AND CONTROL SYSTEM AND MARKINGS

| | | |
|---|---|---|
| 1 | Use of aircraft stand ID signs, TWY guide lines and visual docking/parking guidance system of aircraft stands | All stands are marked nose-in/push-back except Stand 3. All stands with the exception of Stands 7 and 8 have numbered identification boards at the head of the stand. |
| 2 | Runway and taxiway markings and lighting | Runway marking aid(s):<br>03/21: EASA markings. Runway designation, threshold, aiming point, touch down point, centre-line, edge line, displaced threshold on Runway 03.<br>08/26: CAP 168 markings. Runway designation, threshold, aiming point, touch down point, centre-line, edge line on 08/26, displaced thresholds on Runways 08, 26. Touch Down Zone on Runway 26 and 08 are non standard - Runway 08 last two pairs omitted, Runway 26 last pair omitted.<br><br>Taxiway marking aid(s):<br>Centre-line marking and lighting on Taxiways A, B, C, E, F, J, K and L.<br><br>Taxiway light(s):<br>Taxiways A, B, C, E, F, J, K and L have green centre-line lighting with blue edge lighting at bends and runway turn-offs, illuminated or reflective signs and stop-bars. |
| 3 | Stop bars and runway guard lights (if any) | Stop bars associated with all runway holding points for 03/21 and 08/26, supplemented by blocking stop bars either side of the main runway intersection. Stop bars in use during all operational hours. |
| 4 | Other runway protection measures | |
| 5 | Remarks | Wind Direction Indicators: (W) 540451.39N 0043754.02W (LGTD); (E) 540505.88N 0043710.70W (LGTD). |

## EGNS AD 2.10 AERODROME OBSTACLES

| In Approach/Take-off areas | | | | | | |
|---|---|---|---|---|---|---|
| **Obstacle ID/ Designation** | **Obstacle Type** | **Obstacle Position** | **Elevation/Height** | | **Obstruction Lighting Type/ Colour** | **Remarks** |
| **1** | **2** | **3** | **4** | | **5** | **6** |
| (EGNS1178) 21/APPROACH 03/ TAKE-OFF | TREES | 540616.76N 0043626.90W | 256 FT | 75 FT | No | |
| (EGNS1159) 21/APPROACH 03/ TAKE-OFF | OBSTRUCTION LIGHT | 540540.67N 0043701.34W | 152 FT | 5 FT | Yes Red | |
| (EGNS1088) 08/APPROACH 26/ TAKE-OFF | HOUSE AERIAL | 540456.49N 0043827.26W | 82 FT | 38 FT | No | |
| (EGNS1103) 08/APPROACH 26/ TAKE-OFF | OBSTRUCTION LIGHT | 540448.24N 0043821.30W | 80 FT | 44 FT | Yes Red | |
| (EGNS1058) 08/APPROACH 26/ TAKE-OFF | TREES | 540446.60N 0043836.92W | 87 FT | 53 FT | No | |
| (EGNS1005) 08/APPROACH 26/ TAKE-OFF | DVOR L C | 540401.09N 0044548.58W | 573 FT | 33 FT | No | |
| (EGNS1008) 08/APPROACH 26/ TAKE-OFF | AERIAL | 540359.15N 0044544.07W | 569 FT | 46 FT | Yes Red | |

| In circling area and at aerodrome | | | | | | |
|---|---|---|---|---|---|---|
| **Obstacle ID/ Designation** | **Obstacle Type** | **Obstacle Position** | **Elevation/Height** | | **Obstruction Lighting Type/ Colour** | **Remarks** |
| **1** | **2** | **3** | **4** | | **5** | **6** |
| (EGNS1035) | GROUND LEVEL | 540858.13N 0044009.49W | 1587 FT | 0 FT | No | |
| (EGNS1198) | GROUND LEVEL | 540852.94N 0043413.17W | 732 FT | 0 FT | No | |
| (EGNS1209) | MAST | 540826.20N 0042934.92W | 750 FT | 260 FT | Yes Red | |
| (EGNS1298) | TREES | 540817.30N 0043410.58W | 527 FT | 46 FT | No | |
| (EGNS1017) | GROUND LEVEL | 540813.56N 0044310.07W | 1461 FT | 9 FT | No | |
| (EGNS1283) | HOUSE APEX | 540605.92N 0043706.45W | 197 FT | 26 FT | No | |
| (EGNS1172) | SENSOR A1R2 | 540512.30N 0043639.04W | 47 FT | 3 FT | No | |
| (EGNS1254) | SIGN | 540510.49N 0043733.19W | 51 FT | 3 FT | No | |
| (EGNS1151) | ANTENNA S5 | 540452.96N 0043710.12W | 56 FT | 34 FT | No | |
| (EGNS1152) | RADAR | 540452.80N 0043710.09W | 74 FT | 53 FT | Yes Red | |
| (EGNS1127) | WINDSOCK | 540451.39N 0043754.02W | 50 FT | 25 FT | Yes Red | |
| (EGNS1120) | FLAGPOLE | 540444.42N 0043806.08W | 149 FT | 117 FT | Yes Red | |

## EGNS AD 2.11 METEOROLOGICAL INFORMATION PROVIDED

| | | |
|---|---|---|
| 1 | Associated MET Office | ISLE OF MAN OFFICE |
| 2 | Hours of service<br>MET Office outside hour | H24 |
| 3 | Office responsible for TAF preparation<br>Periods of validity | ISLE OF MAN OFFICE<br>9 hours. |
| 4 | Trend forecast<br>Interval of issuance | TREND<br>30 minutes. |
| 5 | Briefing/consultation provided | Forecaster available H24. |

| | | |
|---|---|---|
| 6 | Flight documentation<br>Language(s) used | Charts abbreviated plain language text. TAFs/METARs.<br>English. |
| 7 | Charts and other information available for briefing or consultation | Low Level Weather and Spot Wind Charts for British Isles and near Continent.<br>MET Satellite and Weather Radar images and sequences. |
| 8 | Supplementary equipment available for providing information | Cloud satellite receiver. |
| 9 | ATS units provided with information | ISLE OF MAN |
| 10 | Additional information (limitation of service, etc.) | METARs issued half hourly during aerodrome operating hours but hourly when the aerodrome is closed. |

## EGNS AD 2.12 RUNWAY PHYSICAL CHARACTERISTICS

| Designations RWY Number | True bearing | Dimensions of RWY | Surface of RWY/ SWY/ Strength | THR co-ordinates/ THR Geoid undulation | THR elevation/ Highest elevation of TDZ of precision APP RWY | Slope of RWY/ SWY |
|---|---|---|---|---|---|---|
| 1 | 2 | 3 | 4 | 5 | 6 | 7 |
| 03 | 027.96° | 1199 x 46 M | RWY surface: Asphalt<br>PCR 548/F/D/W/T | 540442.70N<br>0043751.73W<br>180.5 FT | THR 23.8 FT | |
| 21 | 207.97° | 1199 x 46 M | RWY surface: Asphalt<br>PCR 548/F/D/W/T | 540514.26N<br>0043723.23W<br>180.5 FT | THR 52.8 FT | |
| 08 | 077.94° | 2110 x 46 M | RWY surface: Asphalt<br>PCR 554/F/D/W/T | 540454.97N<br>0043804.49W<br>180.5 FT | THR 30.1 FT<br>TDZ 32.6 FT | |
| 26 | 257.96° | 2110 x 46 M | RWY surface: Asphalt<br>PCR 554/F/D/W/T | 540505.25N<br>0043642.55W<br>180.4 FT | THR 33.4 FT<br>TDZ 33.4 FT | |

| SWY Dimensions | Clearway Dimensions | Strip Dimensions | RESA Dimensions, Overshoot / Undershoot | Location/ description of arresting system | OFZ | Remarks |
|---|---|---|---|---|---|---|
| 8 | 9 | 10 | 11 | 12 | 13 | 14 |
| | | 1225 x 140 M | 120 x 140 M<br>- | | | RWY 03<br><br>Threshold displaced by 95 M. |
| | 94 x 150 M | 1225 x 140 M | 120 x 140 M<br>- | | | RWY 21 |
| | 938 x 150 M | 1796 x 280 M | 240 x 150 M<br>- | | | RWY 08<br><br>Threshold displaced by 291 M. |
| | 148 x 150 M | 1796 x 280 M | 240 x 150 M<br>- | | | RWY 26<br><br>Threshold displaced by 296 M. |

## EGNS AD 2.13 DECLARED DISTANCES

| Runway designator | TORA | TODA | ASDA | LDA | Remarks |
|---|---|---|---|---|---|
| 1 | 2 | 3 | 4 | 5 | 6 |
| 08 | 1877 M | 2815 M | 1877 M | 1586 M | |
| 26 | 1909 M | 2057 M | 1909 M | 1613 M | |
| 08 | 1496 M | 2243 M | 1496 M | | Take-off from intersection of Taxiway Bravo |
| 26 | 1469 M | 1617 M | 1469 M | | Take-off from intersection of Taxiway Kilo |
| 03 | 1199 M | 1199 M | 1199 M | 1105 M | |
| 21 | 1105 M | 1199 M | 1105 M | 1105 M | |

## EGNS AD 2.14 APPROACH AND RUNWAY LIGHTING

| RWY | Approach lighting Type/ Length/ Intensity | Threshold lighting Colour/Wing bars | VASIS/ MEHT/ PAPI/ PAPI Dist from THR | TDZ, lighting Length | Runway Centre Line lighting Length/ Spacing/ Colour/ Intensity | Runway edge lighting Length/ Spacing/ Colour/ Intensity | Runway end lighting Colour/ Wing bars | Stopway lighting Length/ Colour | Remarks |
|---|---|---|---|---|---|---|---|---|---|
| 1 | 2 | 3 | 4 | 5 | 6 | 7 | 8 | 9 | 10 |
| 03 | | Green<br>Light intensity high<br>With green wingbars | PAPI<br>Left/3°<br>42 FT<br>250 M | | | HI bi-directional with LI omni-directional component 60 M spacing<br>White | Red<br>Light intensity high | | |
| 21 | Centre-line with one crossbar with HI uni-directional component co-located with LI red omni-directional component.<br>427 M<br>Light intensity high | Green<br>Light intensity high<br>With green wingbars | PAPI<br>Right/<br>3.5°<br>42 FT<br>250 M<br><br>High ground to the left of approach to Runway 21. Pilots should establish on runway centre-line before descending on the PAPI signal. | | | HI bi-directional with LI omni-directional component 60 M spacing<br>White | Red<br>Light intensity high | | |
| 08 | Coded centre-line with four crossbars.<br>700 M<br>Light intensity high | Green<br>Light intensity high<br>With green wingbars | PAPI<br>Left/3.5°<br>54 FT<br>265 M | | Coded centre-line 30 M spacing<br>Light intensity high | HI bi-directional with LI omni-directional component 60 M spacing<br>White | Red<br>Light intensity high | | EDGE:<br>Yellow caution zone lights. |
| 26 | Coded centre-line with three crossbars.<br>360 M<br>Light intensity high | Green<br>Light intensity high<br>With green wingbars | PAPI<br>Left/3°<br>45 FT<br>340 M | | Coded centre-line 30 M spacing<br>Light intensity high | HI bi-directional with LI omni-directional component 60 M spacing<br>White | Red<br>Light intensity high | | EDGE:<br>Yellow caution zone lights. |

## EGNS AD 2.15 OTHER LIGHTING, SECONDARY POWER SUPPLY

| | | |
|---|---|---|
| 1 | ABN/IBN location, characteristics and hours of operation | |
| 2 | LDI location and lighting<br>Anemometer location and lighting | Anemometer: 540507.25N 0043754.29W (LGTD). |
| 3 | TWY edge and centre line lighting | |
| 4 | Secondary power supply/switch-over time | Yes. 8 seconds in power failure, 1 second in Low Visibility Operations. |
| 5 | Remarks | Apron floodlighting. Obstacle lighting. |

# EGNS AD 2.16 HELICOPTER LANDING AREA

## INTENTIONALLY BLANK

# EGNS AD 2.17 AIR TRAFFIC SERVICES AIRSPACE

| Designation and lateral limits | Vertical Limits | Airspace Class | ATS unit callsign/ language | Transition Altitude | Hours of applicability | Remarks |
|---|---|---|---|---|---|---|
| 1 | 2 | 3 | 4 | 5 | 6 | 7 |
| ISLE OF MAN CTR<br>541417N 0042643W - 541056N 0045159W thence anti-clockwise by the arc of a circle radius 8.5 NM centred on 540240N 0044845W to 540304N 0050309W - 540139N 0050641W - 535411N 0044824W - 535743N 0042028W thence anti-clockwise by the arc of a circle radius 8.5 NM centred on 540600N 0042335W to 540233N 0041024W - 541306N 0041540W thence anti-clockwise by the arc of a circle radius 8.5 NM centred on 540600N 0042335W to 541417N 0042643W | Upper limit: FL105<br>Lower limit: SFC | D | RONALDSWAY APPROACH<br>English | 3000 FT | | |
| ISLE OF MAN ATZ<br>A circle, 2 NM radius, centred at 540500N 0043726W on longest notified runway (08/ 26) | Upper limit: 2000 FT AGL<br>Lower limit: SFC | D | RONALDSWAY APPROACH<br>English | 3000 FT | | |

# EGNS AD 2.18 AIR TRAFFIC SERVICES COMMUNICATION FACILITIES

| Service Designation | Callsign | Channel/ Frequency(MHz) | SATVOICE number(s) | Logon Address | Hours of Operation | Remarks |
|---|---|---|---|---|---|---|
| 1 | 2 | 3 | 4 | 5 | 6 | 7 |
| APP | RONALDSWAY APPROACH | 135.905<br>Also CTR channel.<br>DOC 50 NM/ 16,000 FT. | | | Mon-Sat 0600-2045 (0500-1945); Sun 0645-2045 (0545-1945); and by arrangement. | ATZ hours coincident with Approach hours.<br>In the event of failure of remote transmitters/receivers, coverage to the north of the airfield may be degraded and ATC services reduced accordingly. |
| TWR | RONALDSWAY TOWER | 119.005<br>DOC 25 NM/8,000 FT. | | | Mon-Sat 0600-2045 (0500-1945); Sun 0645-2045 (0545-1945); and by arrangement. | |
| RADAR | RONALDSWAY RADAR | 120.855<br>As directed by ATC.<br>DOC 50 NM/ 16,000 FT. | | | Mon-Sat 0600-2045 (0500-1945); Sun 0645-2045 (0545-1945). | In the event of failure of remote transmitters/receivers, coverage to the north of the airfield may be degraded and ATC services reduced accordingly. |
| | | 125.305<br>As directed by ATC.<br>DOC 25 NM/ 10,000 FT. | | | Mon-Sat 0600-2045 (0500-1945); Sun 0645-2045 (0545-1945). | |
| | | 135.905<br>DOC 50 NM/ 16,000 FT. | | | Mon-Sat 0600-2045 (0500-1945); Sun 0645-2045 (0545-1945). | |

| Service Designation | Callsign | Channel/ Frequency(MHz) | SATVOICE number(s) | Logon Address | Hours of Operation | Remarks |
|---|---|---|---|---|---|---|
| 1 | 2 | 3 | 4 | 5 | 6 | 7 |
| ATIS | RONALDSWAY INFORMATION | 123.880 DOC 60 NM/ 20,000 FT. | | | Mon-Sat 0600-2045 (0500-1945); Sun 0645-2045 (0545-1945). | |
| OTHER | RONALDSWAY FIRE | 121.600 Non-ATS frequency. | | | Available when Fire vehicle attending aircraft on the ground in an emergency. | |
| OTHER | ISLE OF MAN EMERGENCY | 121.500 Emergency Frequency | | | O/R | |

## EGNS AD 2.19 RADIO NAVIGATION AND LANDING AIDS

| Type of Aid CAT of ILS/MLS MAG Var/VOR Declination | Ident | Frequency | Hours of Operation | Position of transmitting antenna coordinates | Elevation of DME transmitting antenna | Remarks |
|---|---|---|---|---|---|---|
| 1 | 2 | 3 | 4 | 5 | 6 | 7 |
| ILS/LOC<br>I<br>0.49°W (2027) | IRH | 111.150 MHz | Mon-Sat 0600-2045 (0500-1945); Sun 0645-2045 (0545-1945); and by arrangement. | 540457.61N 0043711.84W | | (RWY 08)<br>Off-set 3.75° from Runway centre-line. 120 M south of Runway 08/26 centre-line and 953 M from Runway 08 THR.<br>Normally radiates H24 when selected. |
| ILS/GP | IRH | 331.550 MHz | Mon-Sat 0600-2045 (0500-1945); Sun 0645-2045 (0545-1945); and by arrangement. | 540453.42N 0043747.84W | | 3.5° ILS Ref Datum Hgt 53 FT.<br>Normally radiates H24 when selected. |
| ILS/LOC<br>I<br>0.50°W (2027) | IRY | 111.150 MHz | Mon-Sat 0600-2045 (0500-1945); Sun 0645-2045 (0545-1945); and by arrangement. | 540452.22N 0043826.45W | | (RWY 26)<br>1931 M from THR 26.<br>Normally radiates H24 when selected. |
| ILS/GP | IRY | 331.550 MHz | Mon-Sat 0600-2045 (0500-1945); Sun 0645-2045 (0545-1945); and by arrangement. | 540459.64N 0043659.31W | | 3° ILS Ref Datum Hgt 53 FT.<br>Normally radiates H24 when selected. |

| Type of Aid<br>CAT of ILS/MLS<br>MAG Var/VOR<br>Declination | Ident | Frequency | Hours of Operation | Position of transmitting antenna coordinates | Elevation of DME transmitting antenna | Remarks |
|---|---|---|---|---|---|---|
| 1 | 2 | 3 | 4 | 5 | 6 | 7 |
| VOR/DME<br>0.54°W (2027)<br>0.8°W (2022) | IOM | 59X<br>112.200 MHz | H24<br>Hours of operation for aerodrome purposes: Mon-Sat 0600-2045 (0500-1945); Sun 0645-2045 (0545-1945); and by arrangement. | 540401.12N<br>0044548.50W | 567 FT | APCH Aid to Isle of Man. VOR DOC: 60 NM/50,000 FT (75 NM/50,000 FT in Sector R271-211). DME DOC: 60 NM/50,000 FT (160 NM/50,000 FT in Sector R271-076 and 130 NM/50,000 FT in Sector R076-211). |
| DME | IRY | 48Y<br>111.150 MHz | Mon-Sat 0600-2045 (0500-1945); Sun 0645-2045 (0545-1945); and by arrangement. | 540451.62N<br>0043722.10W | 38 FT | (RWY 26)<br>DME freq paired with ILS I-RH and I-RY.<br>Zero range is indicated at THR of Runway 08 and 26. |
| DME | IRH | 48Y<br>111.150 MHz | Mon-Sat 0600-2045 (0500-1945); Sun 0645-2045 (0545-1945); and by arrangement. | 540451.62N<br>0043722.10W | 38 FT | (RWY 08)<br>DME freq paired with ILS I-RH and I-RY.<br>Zero range is indicated at THR of Runway 08 and 26. |
| NDB (L)<br>0.49°W (2027) | RWY | 359.000 kHz | Mon-Sat 0600-2045 (0500-1945); Sun 0645-2045 (0545-1945); and by arrangement. | 540451.90N<br>0043722.40W | | On AD.<br><br>Range 20 NM.<br><br>Normally radiates H24. |

## EGNS AD 2.20 LOCAL AERODROME REGULATIONS

### 1 AIRPORT REGULATIONS

a) Use governed by regulations applicable to the Isle of Man CTR.
b) Non-radio aircraft are strictly **PPR** through ATC.
c) Instrument training is subject to prior permission from ATC.
d) Under the terms of the Anti-Terrorism and Crime Act 2003, pilots and passengers of private or charter aircraft who have come from or are going to the British Isles, must when requested to do so, make themselves available to be spoken to by an examining officer. In relation to all such flights, the pilot must fully complete a General Aviation Report. Further details can be found here: General Aviation website:
https://www.gov.im/categories/tax-vat-and-your-money/customs-and-excise/arriving-and-leaving-the-island/general-aviation-reporting/
e) Outside published hours of availability, use of the airport is subject to prior permission from the Airport Duty Manager.
f) All parking areas within the critical part of the aerodrome are designated as Customs Area. It shall be the responsibility of the commander of any aircraft that is required to be subjected to Customs inspection to inform ATC at the earliest opportunity.
g) High visibility clothing must be worn on the aprons and manoeuvring area at all times. Health and Safety requirements in respect of ear protection must be observed and are the responsibility of the individuals concerned.

## 2 GROUND MOVEMENT

a) Due to physical constraints of the apron design, pilots must follow the ground markings at all times.
b) Apron floodlighting is 7 M from the pavement edge and CCTV masts are 4 M from the pavement edge on the west apron. Pilots of aircraft should exercise caution in respect of wing tip clearance. The services of a marshaller are available on request.
c) Class 2 compass calibration base on Runway 21 is only suitable for aircraft with magnetic sensors which are at least five feet above ground. Use governed by prior permission through ATC.
d) Movement to/from Area W at night via D1 only.
e) No taxi lane is available between the east and west aprons. Taxiing through stands 7 & 8 / 8 & 7 is prohibited unless specifically authorised.

## 3 CAT II/III OPERATIONS

a) Isle of Man Airport is not equipped with CAT II/III procedures, however Low Visibility Procedures are used to protect CAT I operations.

## 4 WARNINGS

a) Except for light signals ground signals shall not be displayed.
b) Increased bird activity due to coastal location. Bird scaring including the use of pyrotechnics, lethal control and lasers used regularly on the aerodrome.
c) A known windshear hazard exists on short final for Runway 08 when the wind is from the southeast and pilots should adopt appropriate operating procedures. During strong wind conditions, turbulence may be expected on the approach to, or climb out from, any runway.
d) Take-off and landing will be restricted to paved surfaces only.
e) Pilots of helicopters should note the presence of a 10 M anemometer mast in the Met square adjacent to the apron area and exercise due caution when manoeuvring prior to arrival or departure.
f) The presence of high ground to the north of Runway 08/26 centre-line may trigger GPWS alerts if aircraft adopt high rate of descent and/ or fast speed profiles in this sector.
g) Holding position D1 is situated close to the exit from area Whiskey and coincident with the start of the 26 ILS GP critical area. Pilots should exercise extreme caution in observing and complying with holding position D1 to ensure they do not infringe Runway 26 and the GP critical area.
h) Runway 21 - CAUTION - Departing crew should be aware that kite surfing in the vicinity of the climb out is possible during daylight hours.
i) Holding position L1 is situated close to the exit of Area Victor. Pilots should exercise caution in observing and complying with holding position L1 to ensure they do not infringe Runway 08.

## 5 HELICOPTER OPERATIONS

a) Helicopters are to arrive and depart using the runways as no specified helicopter landing areas are defined.

## 6 USE OF RUNWAYS

a) Simulated engine failures are not permitted on departure from Runway 26.
b) Pilots should not descend below the indicated PAPI glide path whilst landing on any runway, and the following conditions should be noted:

i. Due to the presence of high ground to the left of the approach for Runway 21, pilots must establish on the runway centre-line before descending on the PAPI glide path.
ii. Due to the presence of an uncontrolled public road in the vicinity of the undershoot area of Runway 03, approaches to this runway are not permitted if the PAPIs are out of service.
iii. The noise abatement procedures as detailed at AD 2.21 should be followed.

## 7 TRAINING

a) All training flights require approval from ATC.

# EGNS AD 2.21 NOISE ABATEMENT PROCEDURES

a) Pilots of aircraft using the airport shall ensure at all times that aircraft are operated in a manner calculated to cause the least disturbance practicable in areas surrounding the airport, particularly near Castletown and Ballasalla.
b) All propeller driven aircraft must climb straight ahead to 500 FT and must have passed the airport boundary before commencing any turn.
c) All jet aircraft must climb straight ahead to 1000 FT before commencing any turn.
d) All departing aircraft from Runway 26 shall track the extended centre-line until a range of 3 NM or less from IOM DME before commencing any turn. Aircraft unable to receive DME shall climb straight ahead for 2 minutes from commencement of their take off run before commencing any turn. This procedure may only be departed from when authorised by ATC.
e) When approaching to land on any Runway all aircraft shall intercept the extended runway centre-line at a minimum range of 2 NM and shall not descend below the PAPI indicated approach.
f) Any of these procedures may be departed from to the extent necessary for the avoidance of immediate danger.

# EGNS AD 2.22 FLIGHT PROCEDURES

## 1 FLIGHTS WITHIN ISLE OF MAN CTR AND CTA

a) Isle of Man Airspace is subject to Isle of Man Civil Aviation Legislation, details of which are notified at GEN 1-6-6. Pilots requiring Exemptions or Permissions under the Air Navigation Order, Rules of the Air Regulations 2015 or Standardised European Rules of the Air, should contact the Isle of Man Director of Civil Aviation on 01624-682374.
b) All flights regardless of weather conditions, are required to obtain a clearance from ATC prior to entering the CTR/CTA.
c) All IFR flights within the Isle of Man CTR/CTA must fulfil the requirements for Class D Airspace appropriate to existing weather conditions.
d) Special VFR clearances within the CTR/CTA, in IMC or at night, may be issued subject to traffic conditions and limitations by ATC.
e) As extensions to airport hours are frequent, pilots intending to transit the Isle of Man CTR/CTA outside airport published hours are strongly advised to contact Ronaldsway Approach before entering the CTR/CTA.
f) In the event of failure of remote transmitters/receivers, radio communications to the north of the aerodrome below 3000 FT may be restricted and ATC services reduced accordingly. Pilots should ensure that they do not enter the CTR/CTA without ATC clearance. In the event of difficulty in establishing communication, a Flight Information Service may be available from Scottish Information on frequency 119.875 MHz.
g) Pilots may, upon request, be cleared to self-position directly to final approach for the ILS/DME approach to Runway 08 or Runway 26. Pilots are warned that, in order to maintain adequate terrain clearance, descent will not be issued below 3200 FT QNH if arriving from the north-east sector or in any event below 3000 FT QNH until established on the localiser. Pilots are responsible for arranging their flight to intercept the localiser and glidepath at an appropriate range.

## 2 PROCEDURES FOR INBOUND AIRCRAFT

a) Standard Routes

| Approach from | Via | Route |
|---|---|---|
| N | Direct | MIKEL |
| NE | DCS | IOM |
| NW | L10 | SLYDA |
| SE | L10 | KELLY |
| | M146 | LUSOD **(See note)** |
| SW | Y911 | IOM |
| E | Direct | VANIN |

***Note:*** *If inbound traffic via M146 is required to hold it will hold at KELLY as per details in the Table below.*

b) Holding. Holding patterns are as follows:

| | |
|---|---|
| Isle of Man VOR IOM | Holding axis 079° MAG, turning right at the facility. |
| KELLY | Holding fix IOM VOR/DME 125°/17 NM on an axis of 305° MAG, turning left at the facility, limiting DME IOM D22. |
| Ronaldsway NDB RWY 08<br><br>Ronaldsway NDB RWY 26 | Holding axis 259° MAG, turning left at the facility.<br><br>Holding axis 079° MAG, turning right at the facility. |
| VANIN (535907N 0040221W) | Holding fix IOM VOR/DME 101°/26 NM on an axis of 281° MAG, turning right at the facility, limiting DME IOM D31. |

***Note:*** *Holding may also take place at SLYDA in accordance with the en-route holding procedure described at ENR 3-6-1-1.*

## 3 PROCEDURES FOR OUTBOUND AIRCRAFT

a) Standard Routes.

| Departing to | Via | Route |
|---|---|---|
| N | Direct | MIKEL/SLYDA |
| NE | Direct | DCS |
| E | Direct | VANIN |
| SE | KELLY | L10 |
| | TIMIS | Q39 |
| SW | IOM | Y911 |
| NW | IOM | L10‡ |

‡ Unless otherwise instructed by ATC, aircraft on the appropriate routes must establish on track by MIKEL/SLYDA.

## 4 RADIO COMMUNICATIONS FAILURE PROCEDURES

a) In the event of complete communication failure in an aircraft, the pilot will adopt the appropriate procedures notified at ENR 1.1.3 paragraph 4.2.2 to 4.2.4 inclusive, with the following exceptions:

i. When complete communication failure occurs in an aircraft before ETA or before EAT, when this has been received and acknowledged, the aircraft will:

1. fly to the RWY NDB holding point;
2. hold at the last assigned level until the last acknowledged ETA plus 10 minutes or EAT when this has been received and acknowledged; or, if radio failure occurs after an aircraft has reported over the runway NDB, hold at the last assigned level until ATA plus 10 minutes, or 10 minutes after the last acknowledged communications with ATC whichever is the later;
3. then commence descent for landing in accordance with the procedures notified at ENR 1.1.3, paragraph 4.2.2 to 4.2.4 and effect a landing within 30 minutes (or later if able to approach and land visually).

b) Aircraft that are instructed by ATC to hold at IOM, or KELLY, will in the event of complete communication failure:

i. when an Onward Clearance Time has been received and acknowledged, leave IOM, or KELLY at that time at the last assigned level and proceed to the RWY NDB, then carry out the procedures above;
ii. when ‘Delay Not Determined’ has been transmitted by ATC, the aircraft should not attempt to land at Isle of Man aerodrome and should divert to the alternate destination specified in the current flight plan or other suitable airfield.

## 5 VISUAL REFERENCE POINTS (VRP)

a) Details of VRPs are available in the consolidated 'Visual Reference Points List' published on the 'Digital Dataset' page of the NATS AIS website, www.nats.aero/ais.

# EGNS AD 2.23 ADDITIONAL INFORMATION

Not applicable

# EGNS AD 2.24 CHARTS RELATED TO AN AERODROME

AERODROME CHART - ICAO
AD 2.EGNS-2-1
AIRCRAFT PARKING/DOCKING CHART - ICAO
AD 2.EGNS-2-2
ATC SURVEILLANCE MINIMUM ALTITUDE CHART - ICAO
AD 2.EGNS-5-1
INSTRUMENT APPROACH CHART SRA RTR 2 NM RWY 03 - ICAO
AD 2.EGNS-8-1
INSTRUMENT APPROACH CHART OFF-SET ILS/DME RWY 08 - ICAO
AD 2.EGNS-8-2
INSTRUMENT APPROACH CHART OFF-SET LOC/DME RWY 08 - ICAO
AD 2.EGNS-8-3
INSTRUMENT APPROACH CHART SRA RTR 2 NM RWY 08 - ICAO
AD 2.EGNS-8-4
INSTRUMENT APPROACH CHART VOR/DME RWY 08 - ICAO
AD 2.EGNS-8-5
INSTRUMENT APPROACH CHART NDB(L)/DME RWY 08 - ICAO
AD 2.EGNS-8-6
INSTRUMENT APPROACH CHART ILS/DME RWY 26 - ICAO
AD 2.EGNS-8-7
INSTRUMENT APPROACH CHART LOC/DME RWY 26 - ICAO
AD 2.EGNS-8-8
INSTRUMENT APPROACH CHART SRA RTR 2 NM RWY 26 - ICAO
AD 2.EGNS-8-9
INSTRUMENT APPROACH CHART NDB(L)/DME RWY 26 - ICAO
AD 2.EGNS-8-10

## EGNS AD 2.25 VISUAL SEGMENT SURFACE (VSS) PENETRATION

Not applicable

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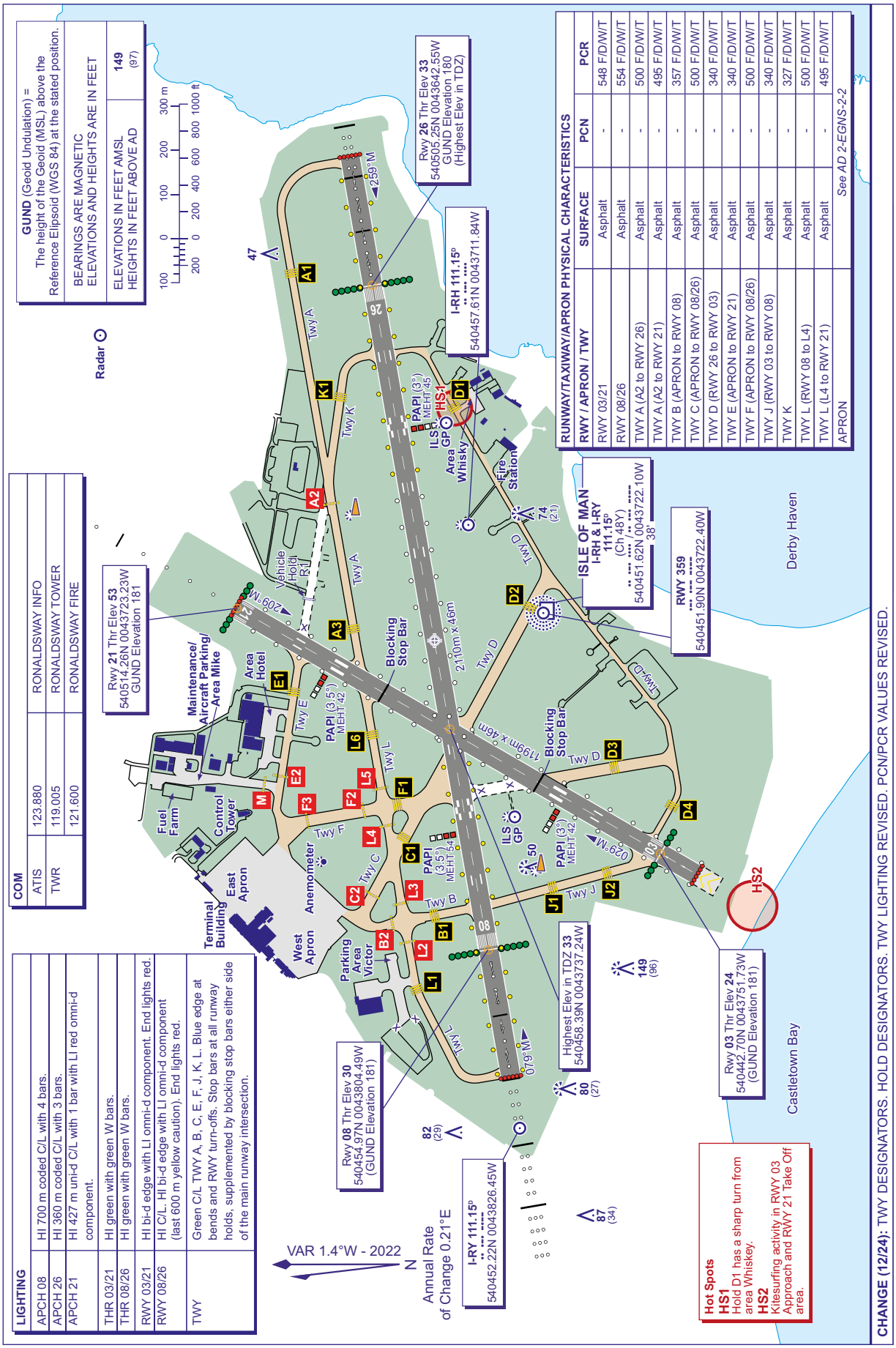
# AERODROME CHART - ICAO

## ISLE OF MAN EGNS

ARP 540500N 0043724W

AD ELEV 53FT

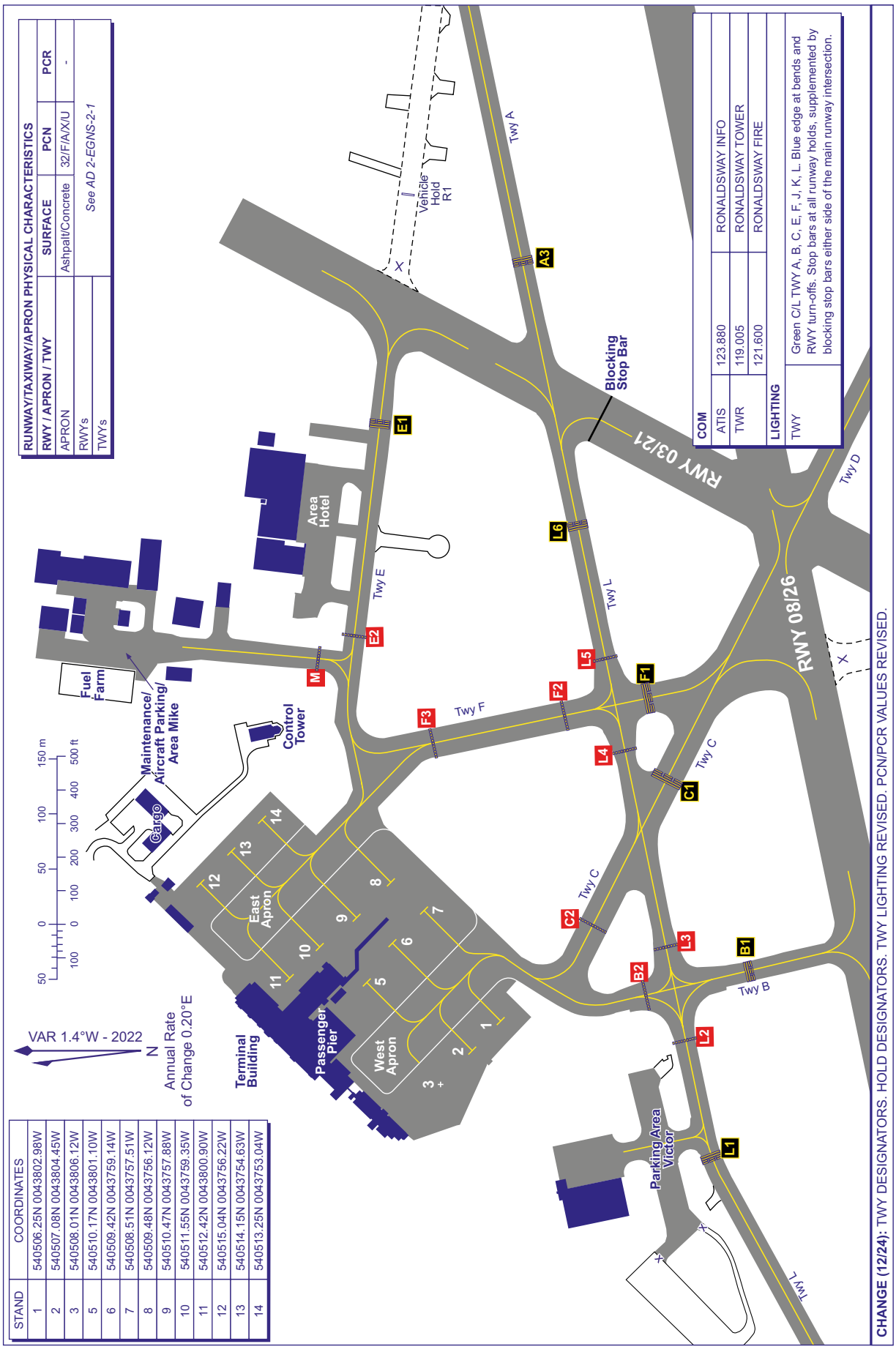


# ISLE OF MAN EGNS

## AIRCRAFT PARKING/DOCKING CHART - ICAO

ARP 540500N 0043724W

AD ELEV 53FT




| STAND | COORDINATES |
|---|---|
| 1 | 540506.25N 0043802.98W |
| 2 | 540507.08N 0043804.45W |
| 3 | 540508.01N 0043806.12W |
| 5 | 540510.17N 0043801.10W |
| 6 | 540509.42N 0043759.14W |
| 7 | 540508.51N 0043757.51W |
| 8 | 540509.48N 0043756.12W |
| 9 | 540510.47N 0043757.88W |
| 10 | 540511.55N 0043759.35W |
| 11 | 540512.42N 0043800.90W |
| 12 | 540515.04N 0043756.22W |
| 13 | 540514.15N 0043754.63W |
| 14 | 540513.25N 0043753.04W |

**CHANGE (12/24):** TWY DESIGNATORS. HOLD DESIGNATORS. TWY LIGHTING REVISED. PCN/PCR VALUES REVISED.

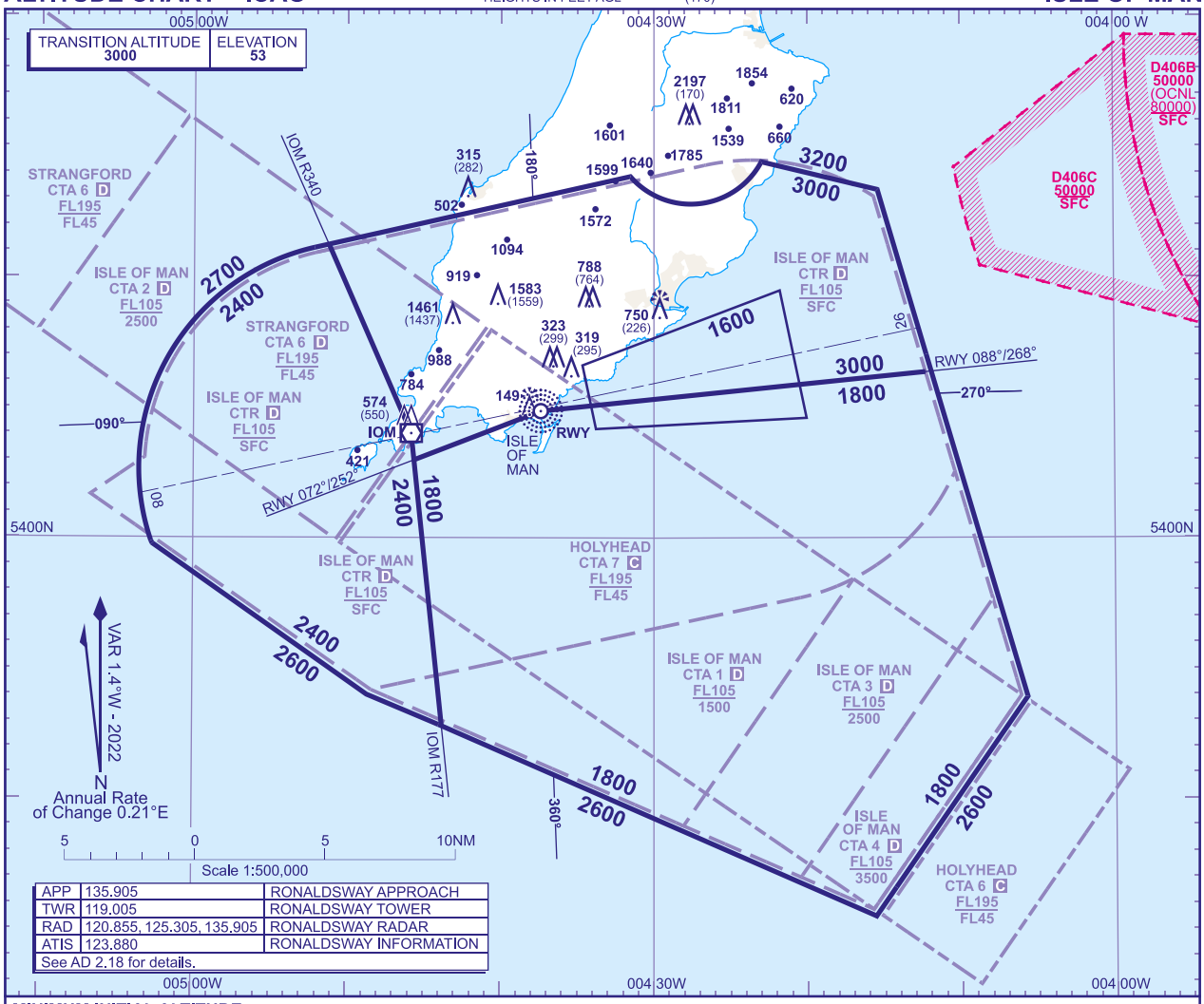
AERO INFO DATE 20 SEP 24

AD 2-EGNS-2-2

# ATC SURVEILLANCE MINIMUM ALTITUDE CHART - ICAO

BEARINGS, TRACKS AND RADIALS ARE MAGNETIC
ELEVATIONS IN FEET AMSL 2197
HEIGHTS IN FEET AGL (170)

## ISLE OF MAN




| | | |
|---|---|---|
| APP | 135.905 | RONALDSWAY APPROACH |
| TWR | 119.005 | RONALDSWAY TOWER |
| RAD | 120.855, 125.305, 135.905 | RONALDSWAY RADAR |
| ATIS | 123.880 | RONALDSWAY INFORMATION |
| See AD 2.18 for details. | | |

**MINIMUM INITIAL ALTITUDE**

Within the ATC Surveillance Minimum Altitude area the minimum initial altitude to be allocated by the approach surveillance controller is:

a) **1800** in the sector defined by the lateral limits; 540259N 0044539W - 540452N 0043722W - 540622N 0041218W - 535358N 0040608W - 534546N 0041545W - 535301N 0044350W - 540259N 0044539W.

b) **2400** in the sector defined by the lateral limits; 535954N 0050223W thence clockwise by an arc of a circle radius 8.5NM centred on 540240N 0044845W to 541056N 0045159W - 541104N 0045105W - 540401N 0044549W - 535301N 0044350W - 535411N 0044823W - 535954N 0050223W.

c) **3000** in the sector defined by the lateral limits; 541104N 0045105W - 541337N 0043147W - thence anti-clockwise by an arc of a circle radius 3NM centred on 541535N 0042755W to 541410N 0042323W - 541305N 0041540W - 540622N 0041218W - 540452N 0043722W - 540259N 0044539W - 540401N 0044549W - 541104N 0045105W.

**OUTSIDE THE DESIGNATED ATC SURVEILLANCE MINIMUM ALTITUDE AREA**

The minimum altitude to be allocated by the approach surveillance controller will be either the Minimum Sector Altitude, or **1000** above any fixed obstacles:

a) within 5NM of the aircraft*, and

b) within the sector 15NM ahead of and within 20° either side of the aircraft's track*.

*When the aircraft is within 15NM of the radar antennae, the 5NM in a) and the 15NM in b) may be reduced to 3NM and 10NM respectively.

**LOSS OF COMMUNICATION PROCEDURES**

**Initial Approach**

Continue visually or by means of an appropriate approved final approach aid. If not possible proceed at **3000**, or last assigned level if higher to **RWY NDB**†.

**Intermediate and Final Approach**

Continue visually or by means of an appropriate approved final approach aid. If not possible follow the Missed Approach Procedure to **RWY NDB**†.

† In all cases where the aircraft returns to the holding facility the procedure to be adopted is that detailed at EGNS AD 2.22 Para 4.

**GENERAL INFORMATION**

1. Levels shown are based on QNH.
2. Only significant obstacles and dominant spot heights are shown.
3. The minimum levels shown within the ATC Surveillance Minimum Altitude Area are in conformance with the Standard European Rules of the Air - SERA.5015.
4. Minimum Sector Altitudes are based on obstacles and spot heights within 25NM of the Aerodrome Reference Point.
5. Controlled airspace with a base in excess of **5000** or FL55, as appropriate, is not shown.
6. The ATC Surveillance service is provided by Primary and/or Secondary Radar equipment.
7. **This chart may only be used for cross-checking of altitudes assigned when in receipt of an ATC Surveillance service.**
8. **When vectoring an aircraft within the Final Approach Vectoring Area descent clearance below the SMAA to the FAVA altitude may only be issued if the aircraft is either established on the final approach track or on an intercept of 40° or less, and in the case of Instrument approaches other than SRA is cleared to intercept the final approach track.**
9. Detailed description of FIR, UIR, CTA and TMA see ENR 2.1.
10. Detailed description of ATS airspace organized at the aerodrome see AD 2.17.

**CHANGE (9/24):** SMAA SECTOR ALTITUDES.

AERO INFO DATE 12 JUN 24

AD 2-EGNS-5-1

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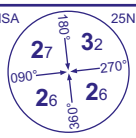
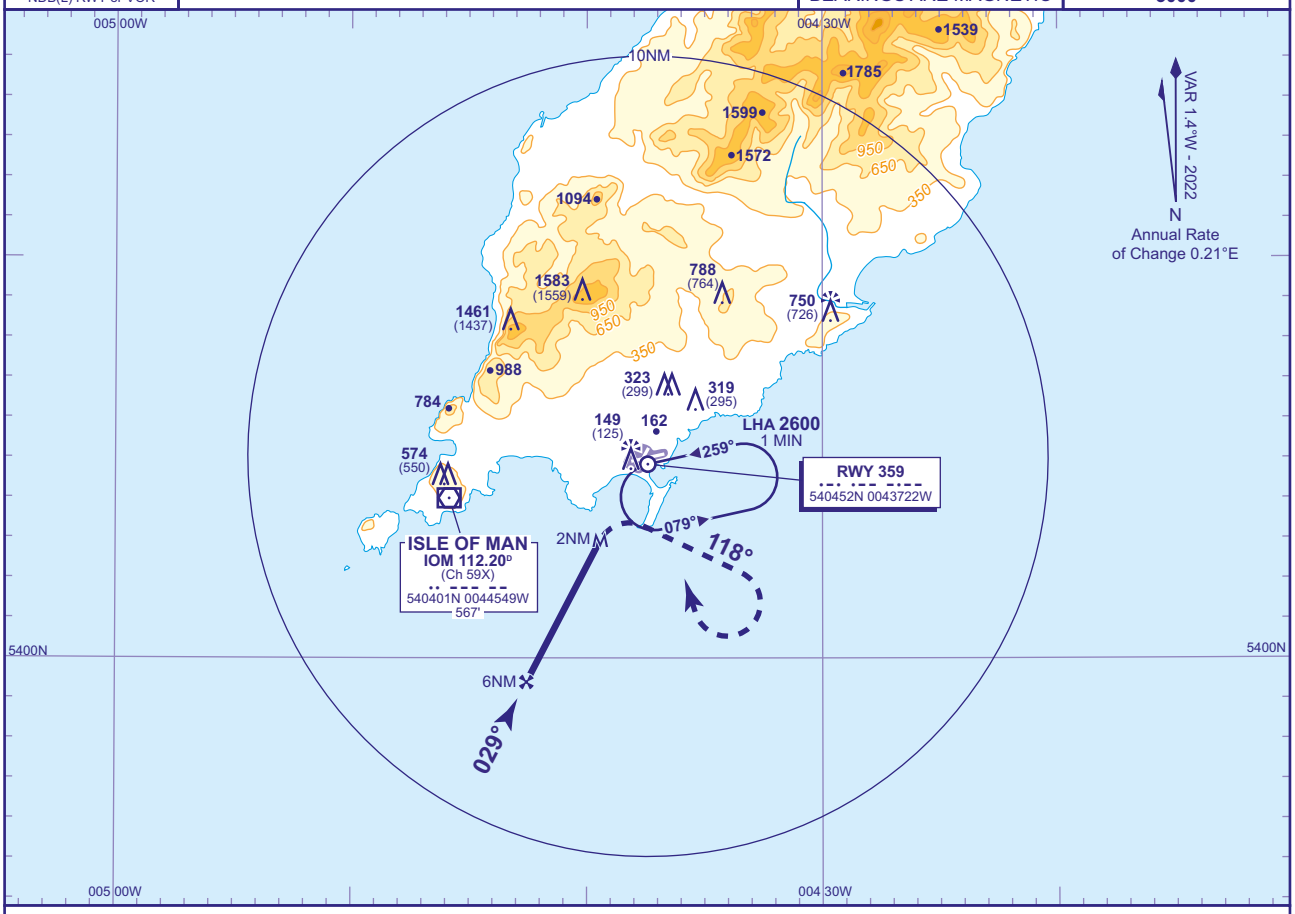
# INSTRUMENT APPROACH CHART - ICAO

## ISLE OF MAN SRA RTR 2NM RWY 03
(ACFT CAT A,B,C,D)



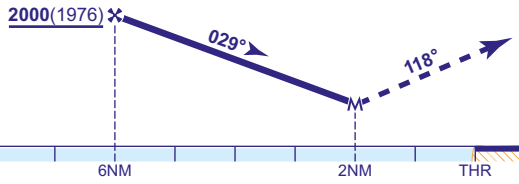

| | | | | | |
|---|---|---|---|---|---|
| APP | 135.905 | RONALDSWAY APPROACH | AD ELEVATION | 53 |
| TWR | 119.005 | RONALDSWAY TOWER | THR ELEVATION | 24 |
| RAD | 135.905, 120.855, 125.305 | RONALDSWAY RADAR | OBSTACLE ELEVATION | |
| ATIS | 123.880 | RONALDSWAY INFORMATION | 1583 AMSL (1559) (ABOVE THR) | |
| | | | BEARINGS ARE MAGNETIC | |

TRANSITION ALTITUDE **3000**




| RADAR ADVISORY HEIGHTS Gradient 5.42%, 329FT/NM | | | | |
|---|---|---|---|---|
| **NM** | 5.0 | 4.0 | 3.0 | 2.0 |
| **ALT**(HGT) | **1670**(1646) | **1340**(1316) | **1010**(986) | **680**(656) |

Initial and intermediate approach as directed by radar.




**MAPt RTR 2NM**

Continuous climb to **3000**, from the MAPt climbing right turn onto track 118° then when passing **2000** right turn to **NDB(L) RWY** at **3000** or as directed.

| Aircraft Category | | A | B | C | D |
|---|---|---|---|---|---|
| **OCA** (OCH) | **Procedure** | **680**(656) | **680**(656) | **680**(656) | **680**(656) |
| **VM(C)OCA** (OCH AAL) | **Total Area** | **680**(627) | **780**(727) | **1990**(1937) | **1990**(1937) |
| | **South of RWY 08/26** | **680**(627) | **780**(727) | **1320**(1267) | **1390**(1337) |
| | **East of RWY 03/21** | **680**(627) | **780**(727) | **1320**(1267) | **1390**(1337) |

| Rate of descent | G/S KT | 160 | 140 | 120 | 100 | 80 |
|---|---|---|---|---|---|---|
| | FT/MIN | 880 | 770 | 660 | 550 | 440 |

**NOTE** Aircraft will normally be required to hold not lower than **3000**.

**CHANGE (9/24):** AD ELEVATION. MINIMA.

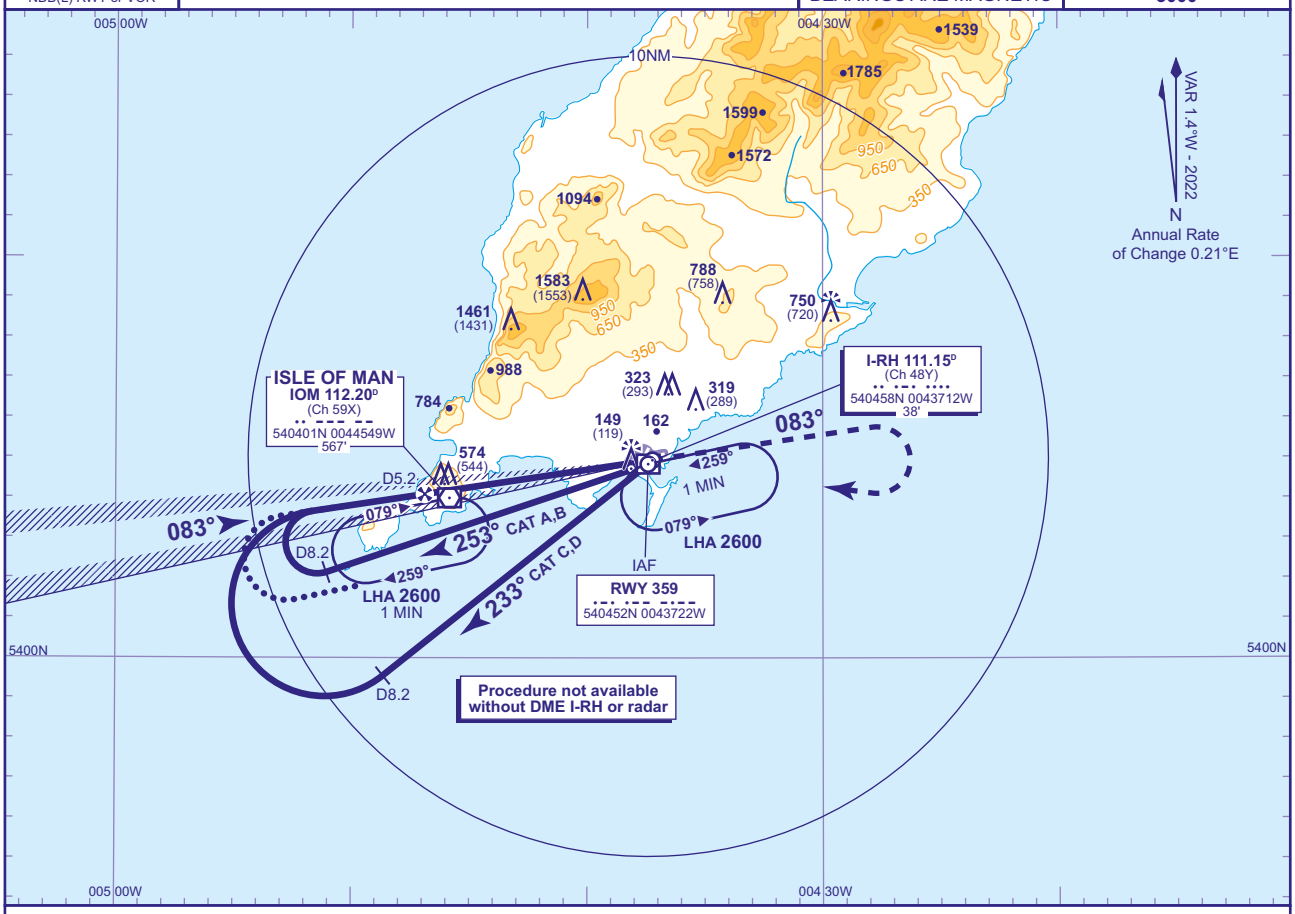
AERO INFO DATE 14 JUN 24

## INSTRUMENT APPROACH CHART - ICAO

# ISLE OF MAN OFFSET ILS/DME RWY 08
(ACFT CAT A,B,C,D)

MSA 25NM
27 32 26 26
NDB(L) RWY or VOR

| | | | | | |
|---|---|---|---|---|---|
| APP | 135.905 | RONALDSWAY APPROACH | AD ELEVATION | 53 | |
| TWR | 119.005 | RONALDSWAY TOWER | THR ELEVATION | 30 | |
| RAD | 135.905, 120.855, 125.305 | RONALDSWAY RADAR | OBSTACLE ELEVATION | 1583 AMSL (1553) (ABOVE THR) | |
| ATIS | 123.880 | RONALDSWAY INFORMATION | BEARINGS ARE MAGNETIC | | TRANSITION ALTITUDE 3000 |

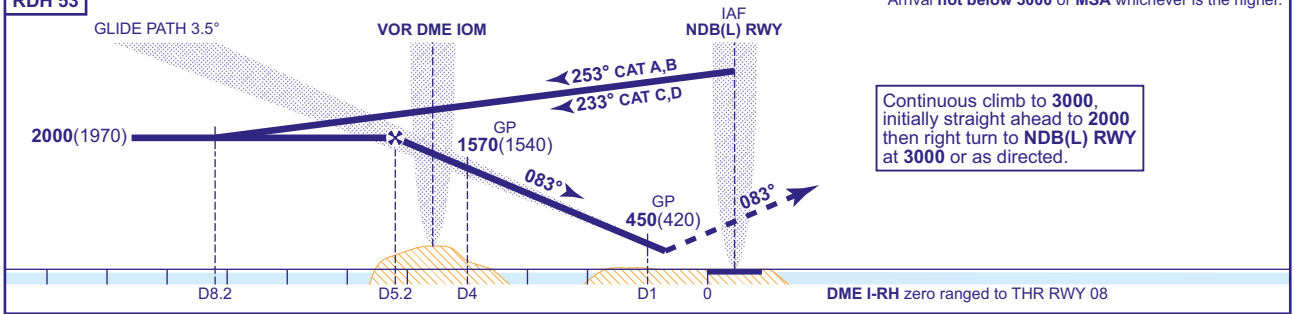



**RECOMMENDED PROFILE** GLIDE PATH 3.5°, 372FT/NM

| DME I-RH | 5 | 4 | 3 | 2 | 1 |
|---|---|---|---|---|---|
| ALT(HGT) | **1940**(1910) | **1570**(1540) | **1190**(1160) | **820**(790) | **450**(420) |

**RDH 53**

Arrival **not below 3000** or **MSA** whichever is the higher.




Continuous climb to **3000**, initially straight ahead to **2000** then right turn to **NDB(L) RWY** at **3000** or as directed.

| Aircraft Category | | A | B | C | D |
|---|---|---|---|---|---|
| OCA (OCH) | CAT I | **322**(292) | **322**(292) | **322**(292) | **323**(293) |
| VM(C)OCA (OCH AAL) | Total Area | **660**(607) | **780**(727) | **1990**(1937) | **1990**(1937) |
| | South of RWY 08/26 | **660**(607) | **780**(727) | **1320**(1267) | **1390**(1337) |
| | East of RWY 03/21 | **660**(607) | **780**(727) | **1320**(1267) | **1390**(1337) |

| Rate of descent | G/S KT | 160 | 140 | 120 | 100 | 80 |
|---|---|---|---|---|---|---|
| | FT/MIN | 990 | 870 | 740 | 620 | 500 |

**ALTERNATIVE PROCEDURE** EXTENDED HOLDING PATTERN
From IOM VOR holding pattern, extend the outbound leg descending to **2000**(1970). At I-RH DME 9 turn right to establish on the localizer inbound. When established continue as for Full Procedure.

**AIRCRAFT UNABLE TO RECEIVE DME I-RH**
Advise ATC . Radar Ranges will be passed at 8.2NM outbound and 4NM inbound.

**NOTE 1** Aircraft will normally be required to hold not lower than **3000**.
**2** FAT offset 3.77° north of RWY 08 C/L.

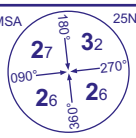
**CHANGE (9/24):** AD AND THR ELEVATION. MINIMA.

AERO INFO DATE 14 JUN 24

AD 2-EGNS-8-2

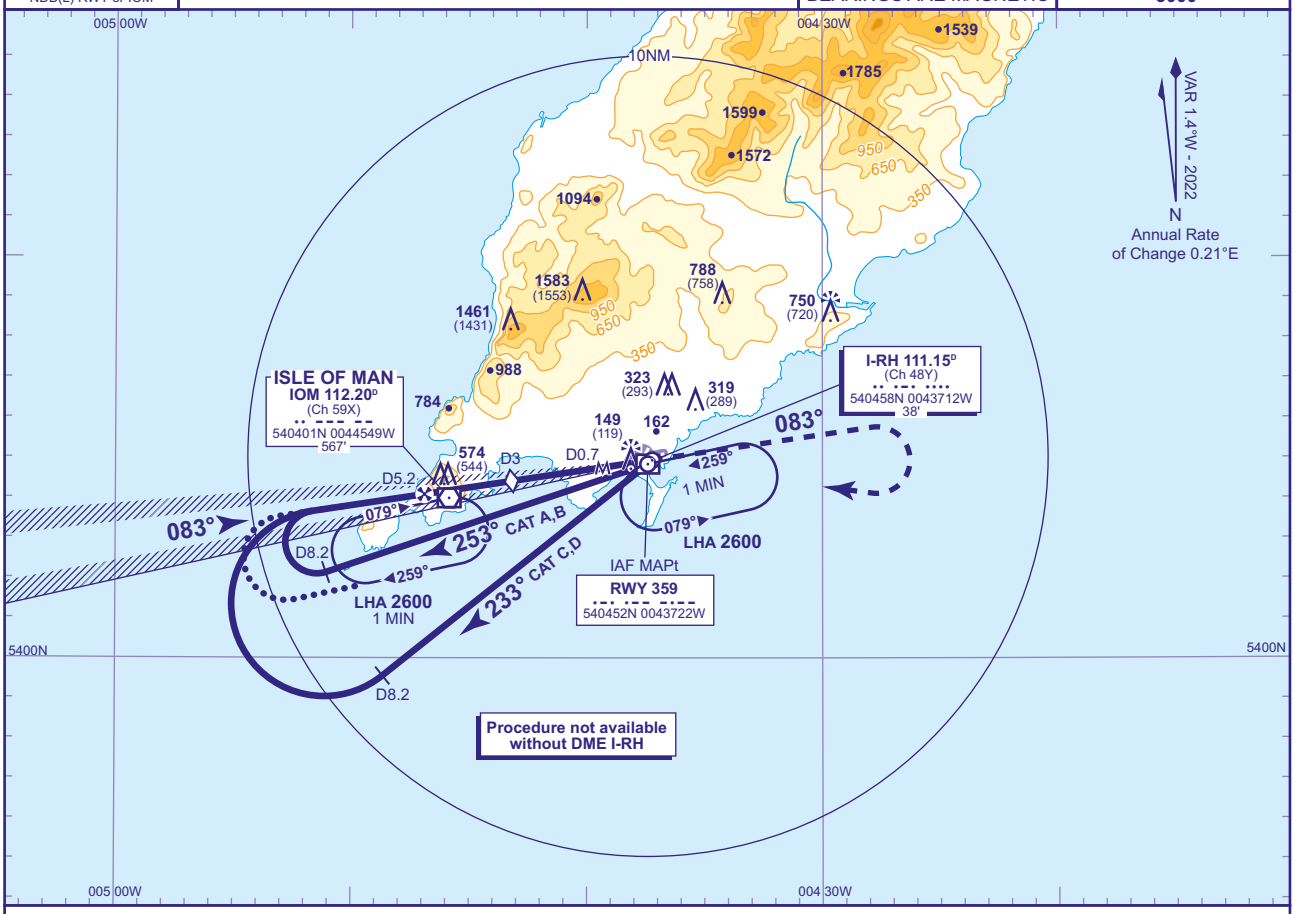
# INSTRUMENT APPROACH CHART - ICAO

## ISLE OF MAN OFFSET LOC/DME RWY 08
(ACFT CAT A,B,C,D)




| | | | | | |
|---|---|---|---|---|---|
| APP | 135.905 | RONALDSWAY APPROACH | AD ELEVATION | 53 |
| TWR | 119.005 | RONALDSWAY TOWER | THR ELEVATION | 30 |
| RAD | 135.905, 120.855, 125.305 | RONALDSWAY RADAR | OBSTACLE ELEVATION | 1583 AMSL (1553) (ABOVE THR) |
| ATIS | 123.880 | RONALDSWAY INFORMATION | BEARINGS ARE MAGNETIC | |

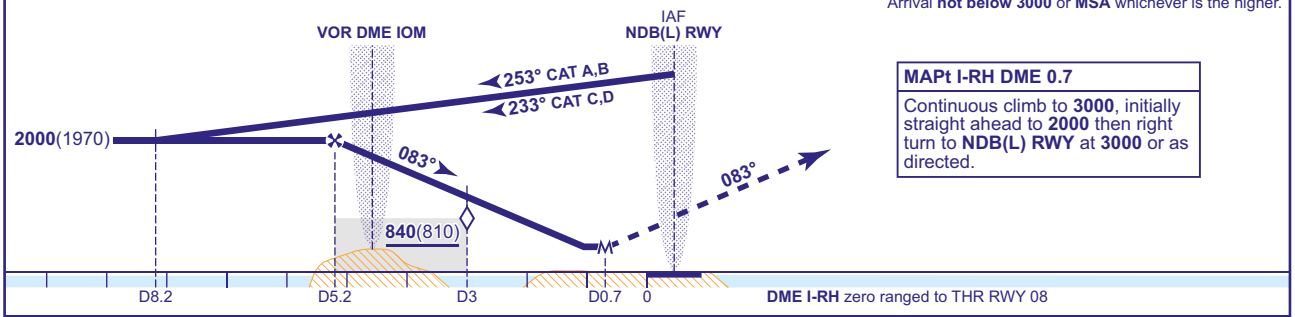
TRANSITION ALTITUDE **3000**




**RECOMMENDED PROFILE** Gradient 6.12%, 372FT/NM

| **DME I-RH** | 5 | 4 | 3 **(SDF)** | 2 | 1 |
|---|---|---|---|---|---|
| **ALT**(HGT) | **1940**(1910) | **1570**(1540) | **1190**(1160) | **820**(790) | **450**(420) |

Arrival **not below 3000** or **MSA** whichever is the higher.




**MAPt I-RH DME 0.7**

Continuous climb to **3000**, initially straight ahead to **2000** then right turn to **NDB(L) RWY** at **3000** or as directed.

| Aircraft Category | | A | B | C | D |
|---|---|---|---|---|---|
| OCA (OCH) | Procedure | **380**(350) | **380**(350) | **380**(350) | **380**(350) |
| VM(C)OCA (OCH AAL) | Total Area | **660**(607) | **780**(727) | **1990**(1937) | **1990**(1937) |
| | South of RWY 08/26 | **660**(607) | **780**(727) | **1320**(1267) | **1390**(1337) |
| | East of RWY 03/21 | **660**(607) | **780**(727) | **1320**(1267) | **1390**(1337) |

| Rate of descent | G/S KT | 160 | 140 | 120 | 100 | 80 |
|---|---|---|---|---|---|---|
| | FT/MIN | 990 | 870 | 740 | 620 | 500 |

**ALTERNATIVE PROCEDURE** EXTENDED HOLDING PATTERN
From IOM VOR holding pattern, extend the outbound leg descending to **2000**(1970). At I-RH DME 9 turn right to establish on the localizer inbound. When established continue as for full procedure.

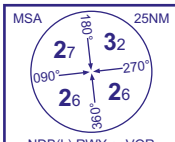
**NOTE 1** Aircraft will normally be required to hold not lower than **3000**.
**2** FAT offset 3.77° north of RWY 08 C/L.

**CHANGE (9/24):** AD AND THR ELEVATION. MINIMA.

AERO INFO DATE 14 JUN 24

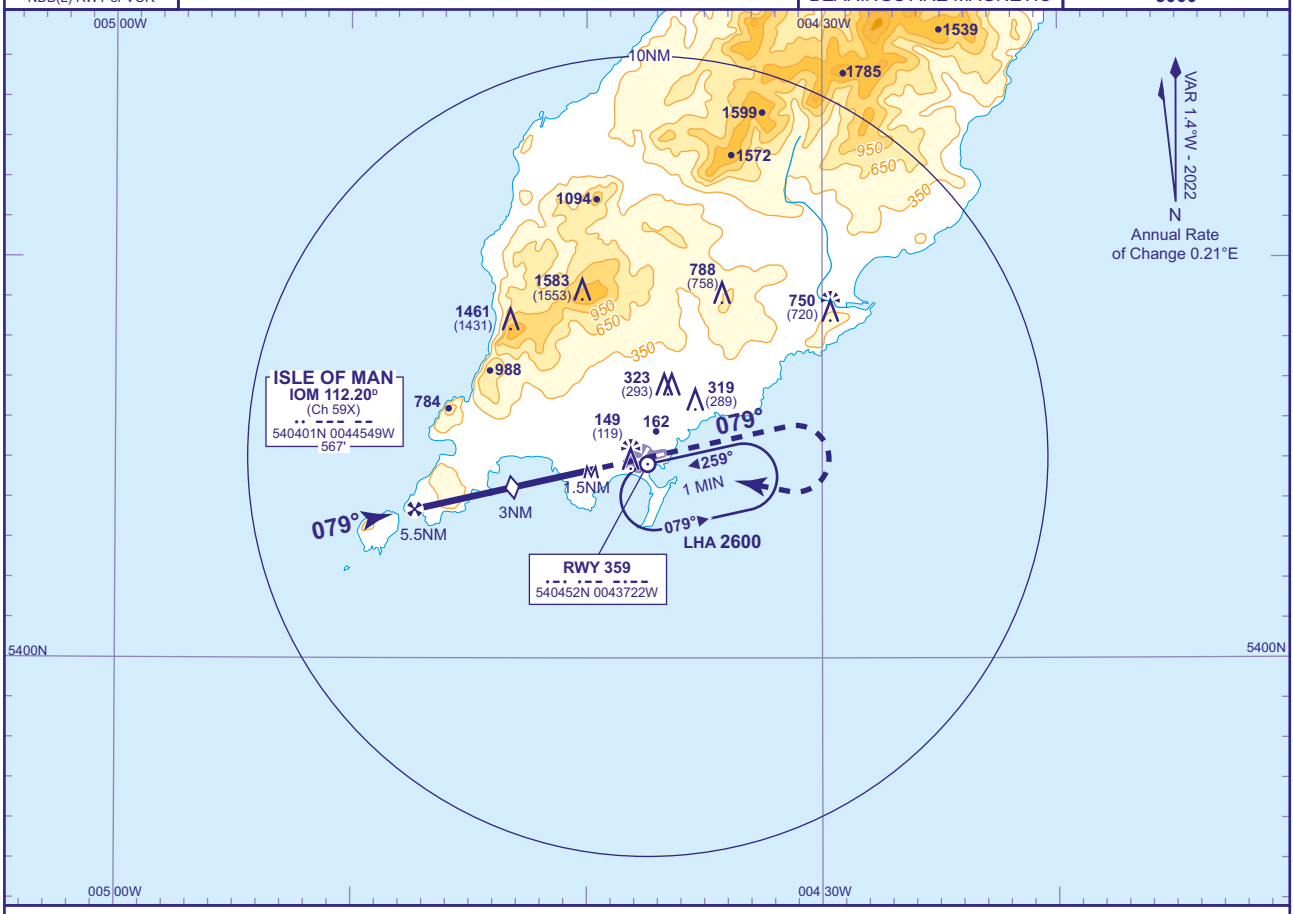
# INSTRUMENT APPROACH CHART - ICAO

## ISLE OF MAN
## SRA RTR 2NM
## RWY 08
(ACFT CAT A,B,C,D)




| | | | | |
|---|---|---|---|---|
| APP | 135.905 | RONALDSWAY APPROACH | AD ELEVATION | 53 |
| TWR | 119.005 | RONALDSWAY TOWER | THR ELEVATION | 30 |
| RAD | 135.905, 120.855, 125.305 | RONALDSWAY RADAR | OBSTACLE ELEVATION 1583 AMSL (1553) (ABOVE THR) | |
| ATIS | 123.880 | RONALDSWAY INFORMATION | BEARINGS ARE MAGNETIC | |

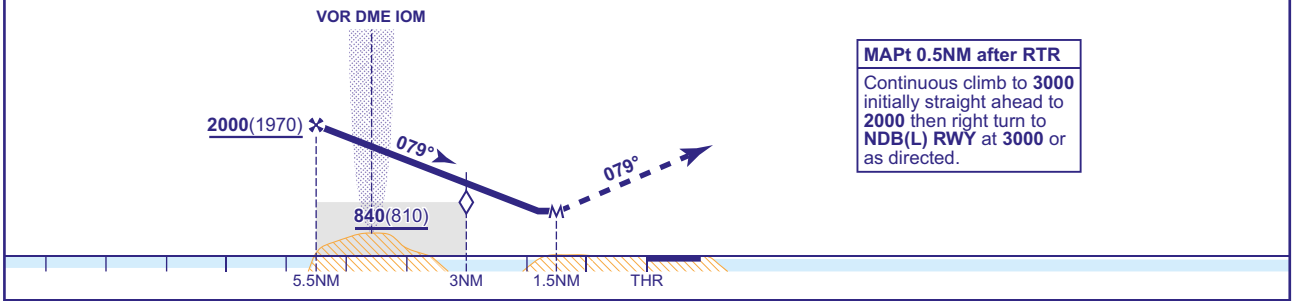
TRANSITION ALTITUDE
**3000**




**RADAR ADVISORY HEIGHTS** Gradient 5.90%, 358FT/NM

| NM | 5.0 | 4.0 | 3.0 **(SDF)** | 2.0 |
|---|---|---|---|---|
| **ALT**(HGT) | **1820**(1790) | **1460**(1430) | **1100**(1070) | **750**(720) |

Initial and intermediate approach by radar.




**MAPt 0.5NM after RTR**

Continuous climb to **3000** initially straight ahead to **2000** then right turn to **NDB(L) RWY** at **3000** or as directed.

| Aircraft Category | | A | B | C | D |
|---|---|---|---|---|---|
| **OCA** (OCH) | **Procedure** | **630**(600) | **630**(600) | **630**(600) | **630**(600) |
| **VM(C)OCA** (OCH AAL) | **Total Area** | **660**(607) | **780**(727) | **1990**(1937) | **1990**(1937) |
| | **South of RWY 08/26** | **660**(607) | **780**(727) | **1320**(1267) | **1390**(1337) |
| | **East of RWY 03/21** | **660**(607) | **780**(727) | **1320**(1267) | **1390**(1337) |

| Rate of descent | G/S KT | 160 | 140 | 120 | 100 | 80 |
|---|---|---|---|---|---|---|
| | FT/MIN | 960 | 840 | 720 | 600 | 480 |
| RTR to MAPt | MIN:SEC | 0:11 | 0:13 | 0:15 | 0:18 | 0:23 |

**NOTE** Aircraft will normally be required to hold not lower than **3000**.

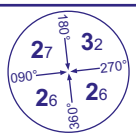
**CHANGE (9/24):** AD AND THR ELEVATION. MINIMA.

AERO INFO DATE 14 JUN 24

AD 2-EGNS-8-4

# INSTRUMENT APPROACH CHART - ICAO

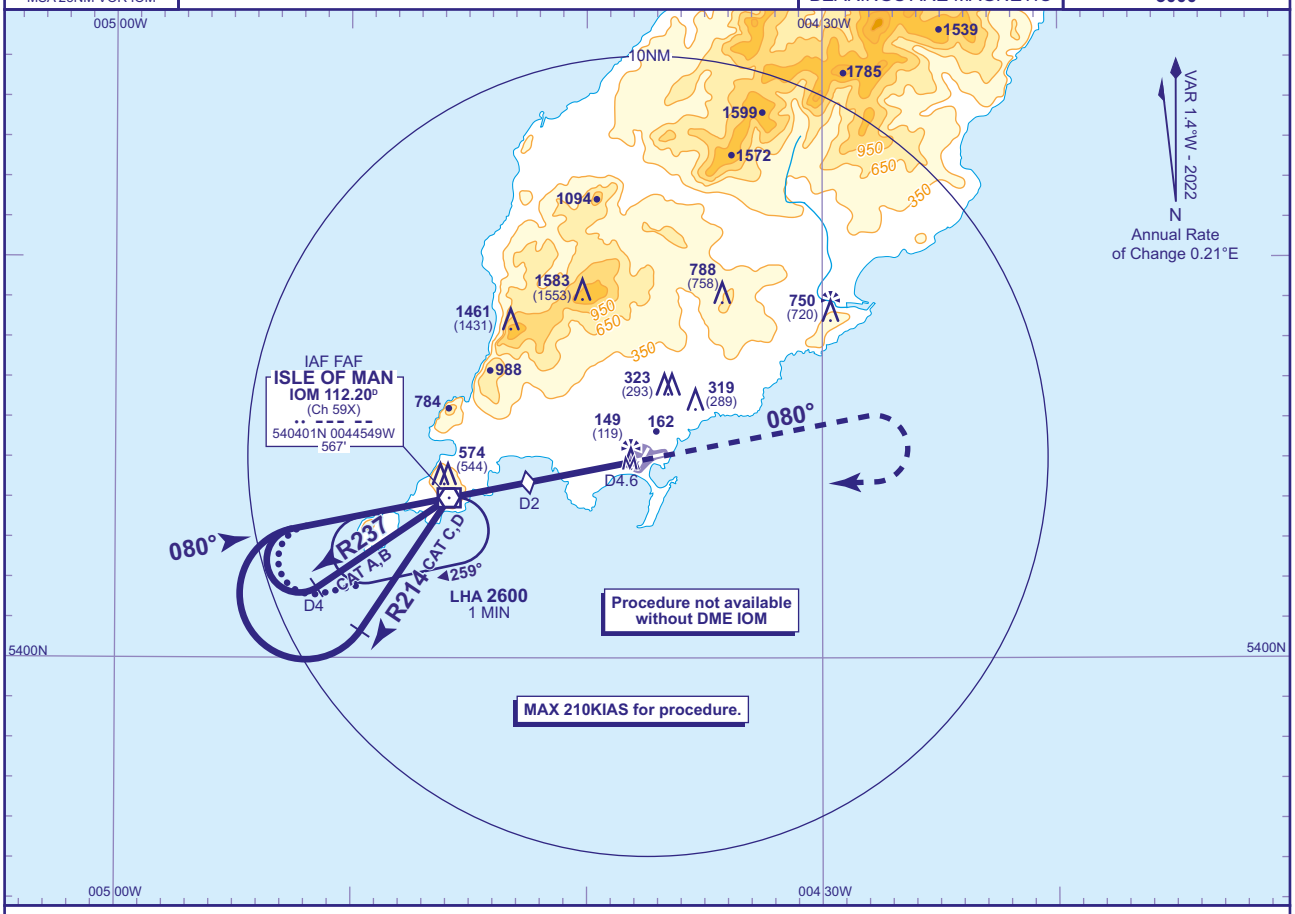
## ISLE OF MAN VOR/DME RWY 08
(ACFT CAT A,B,C,D)



MSA 25NM VOR IOM

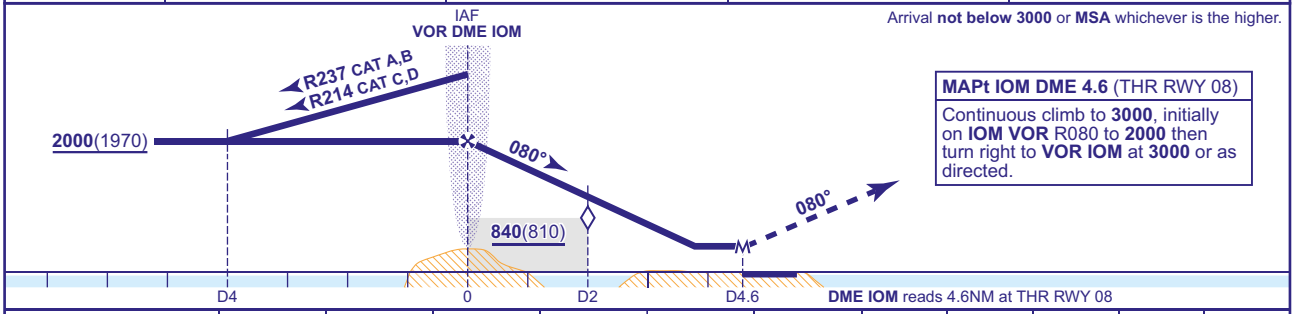
| | | | | | |
|---|---|---|---|---|---|
| APP | 135.905 | RONALDSWAY APPROACH | AD ELEVATION | 53 |
| TWR | 119.005 | RONALDSWAY TOWER | THR ELEVATION | 30 |
| RAD | 135.905, 120.855, 125.305 | RONALDSWAY RADAR | OBSTACLE ELEVATION | |
| ATIS | 123.880 | RONALDSWAY INFORMATION | 1583 AMSL (1553) (ABOVE THR) | |
| | | | BEARINGS ARE MAGNETIC | |

TRANSITION ALTITUDE **3000**




**RECOMMENDED PROFILE** Gradient 6.81%, 414FT/NM

| **DME IOM** | IOM VOR | 1 | 2 **(SDF)** | 3 |
|---|---|---|---|---|
| **ALT**(HGT) | **2000**(1970) | **1590**(1560) | **1170**(1140) | **760**(730) |




**MAPt IOM DME 4.6** (THR RWY 08)
Continuous climb to **3000**, initially on **IOM VOR** R080 to **2000** then turn right to **VOR IOM** at **3000** or as directed.

| **Aircraft Category** | | **A** | **B** | **C** | **D** |
|---|---|---|---|---|---|
| **OCA** (OCH) | **Procedure** | **430**(400) | **430**(400) | **430**(400) | **430**(400) |
| **VM(C)OCA** (OCH AAL) | **Total Area** | **660**(607) | **780**(727) | **1990**(1937) | **1990**(1937) |
| | **South of RWY 08/26** | **660**(607) | **780**(727) | **1320**(1267) | **1390**(1337) |
| | **East of RWY 03/21** | **660**(607) | **780**(727) | **1320**(1267) | **1390**(1337) |

| **Rate of descent** | **G/S KT** | 160 | 140 | 120 | 100 | 80 |
|---|---|---|---|---|---|---|
| | **FT/MIN** | 1100 | 970 | 830 | 690 | 550 |

**ALTERNATIVE PROCEDURE** EXTENDED HOLDING PATTERN
From IOM VOR holding pattern, extend the outbound leg descending to **2000**(1970). At IOM DME 4 turn right to intercept the FAT inbound. When established continue as for basic procedure.

**NOTE 1** Aircraft will normally be required to hold not lower than **3000**.
**2** FAT offset 1° from RWY 08 C/L.

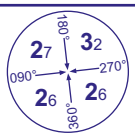
**WARNING** This procedure is based upon the VOR/DME IOM, which is situated 4.6NM west of the aerodrome. All ranges are relative to the VOR/DME IOM and **DO NOT PROVIDE RANGES TO THRESHOLD**. Terrain and obstacles are present in the vicinity of VOR/DME IOM, **DO NOT DESCEND BELOW PROCEDURE MINIMUM ALT/HGT**.

**CHANGE (9/24):** AD AND THR ELEVATION. MINIMA.

AERO INFO DATE 14 JUN 24
AD 2-EGNS-8-5

## INSTRUMENT APPROACH CHART - ICAO

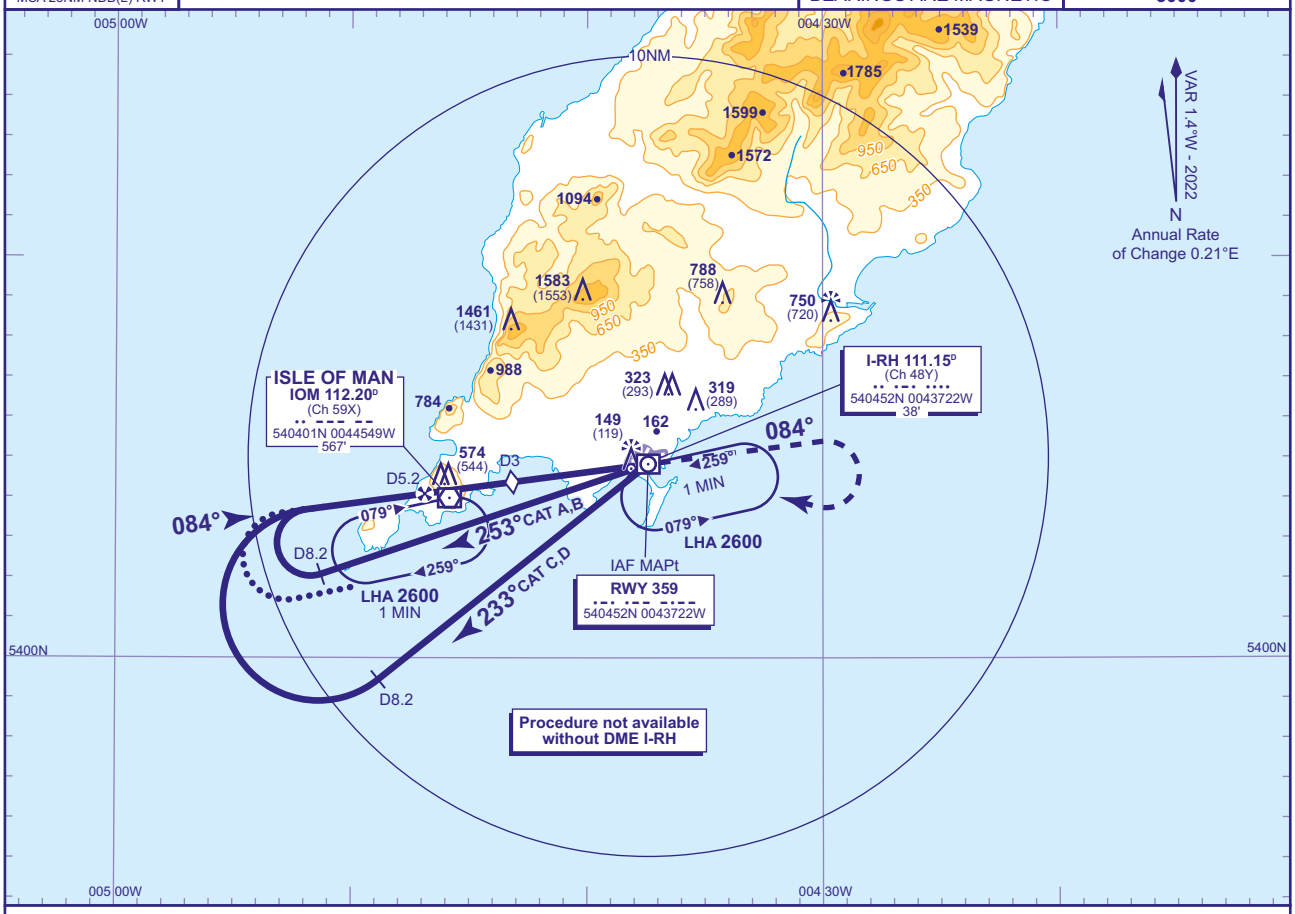
# ISLE OF MAN NDB(L)/DME RWY 08
(ACFT CAT A,B,C,D)



MSA 25NM NDB(L) RWY

| | | | | | |
|---|---|---|---|---|---|
| APP | 135.905 | RONALDSWAY APPROACH | AD ELEVATION | 53 |
| TWR | 119.005 | RONALDSWAY TOWER | THR ELEVATION | 30 |
| RAD | 135.905, 120.855, 125.305 | RONALDSWAY RADAR | OBSTACLE ELEVATION | 1583 AMSL (1553) (ABOVE THR) |
| ATIS | 123.880 | RONALDSWAY INFORMATION | BEARINGS ARE MAGNETIC | |

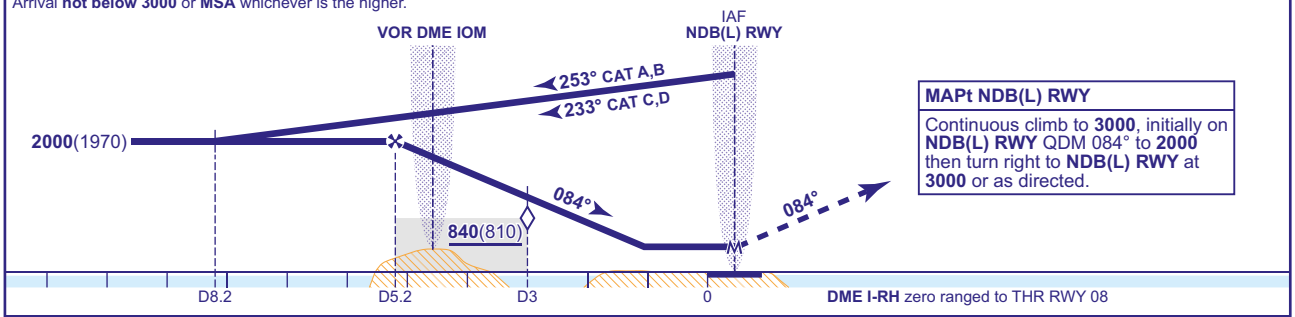
TRANSITION ALTITUDE **3000**




**RECOMMENDED PROFILE** Gradient 6.08%, 370FT/NM

| **DME I-RH** | 5 | 4 | 3 **(SDF)** | 2 | 1 |
|---|---|---|---|---|---|
| **ALT**(HGT) | **1930**(1900) | **1560**(1530) | **1190**(1160) | **820**(790) | **450**(420) |

Arrival **not below 3000** or **MSA** whichever is the higher.




**MAPt NDB(L) RWY**
Continuous climb to **3000**, initially on **NDB(L) RWY** QDM 084° to **2000** then turn right to **NDB(L) RWY** at **3000** or as directed.

| **Aircraft Category** | | **A** | **B** | **C** | **D** |
|---|---|---|---|---|---|
| **OCA** (OCH) | **Procedure** | **450**(420) | **450**(420) | **450**(420) | **450**(420) |
| **VM(C)OCA** (OCH AAL) | **Total Area** | **660**(607) | **780**(727) | **1990**(1937) | **1990**(1937) |
| | **South of RWY 08/26** | **660**(607) | **780**(727) | **1320**(1267) | **1390**(1337) |
| | **East of RWY 03/21** | **660**(607) | **780**(727) | **1320**(1267) | **1390**(1337) |

| **Rate of descent** | **G/S KT** | 160 | 140 | 120 | 100 | 80 |
|---|---|---|---|---|---|---|
| | **FT/MIN** | 990 | 860 | 740 | 620 | 490 |

**ALTERNATIVE PROCEDURE** EXTENDED HOLDING PATTERN
From IOM VOR holding pattern, extend the outbound leg descending to **2000**(1970). At I-RH DME 9 turn right to establish on the FAT then continue as for full procedure.

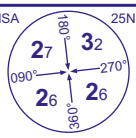
**NOTE 1** Aircraft will normally be required to hold not lower than **3000**.
**2** FAT offset 5° from RWY 08 C/L and intercepts nominally 1.2NM before THR.

**CHANGE (9/24):** AD AND THR ELEVATION. MINIMA.

AERO INFO DATE 19 JUN 24 AD 2-EGNS-8-6

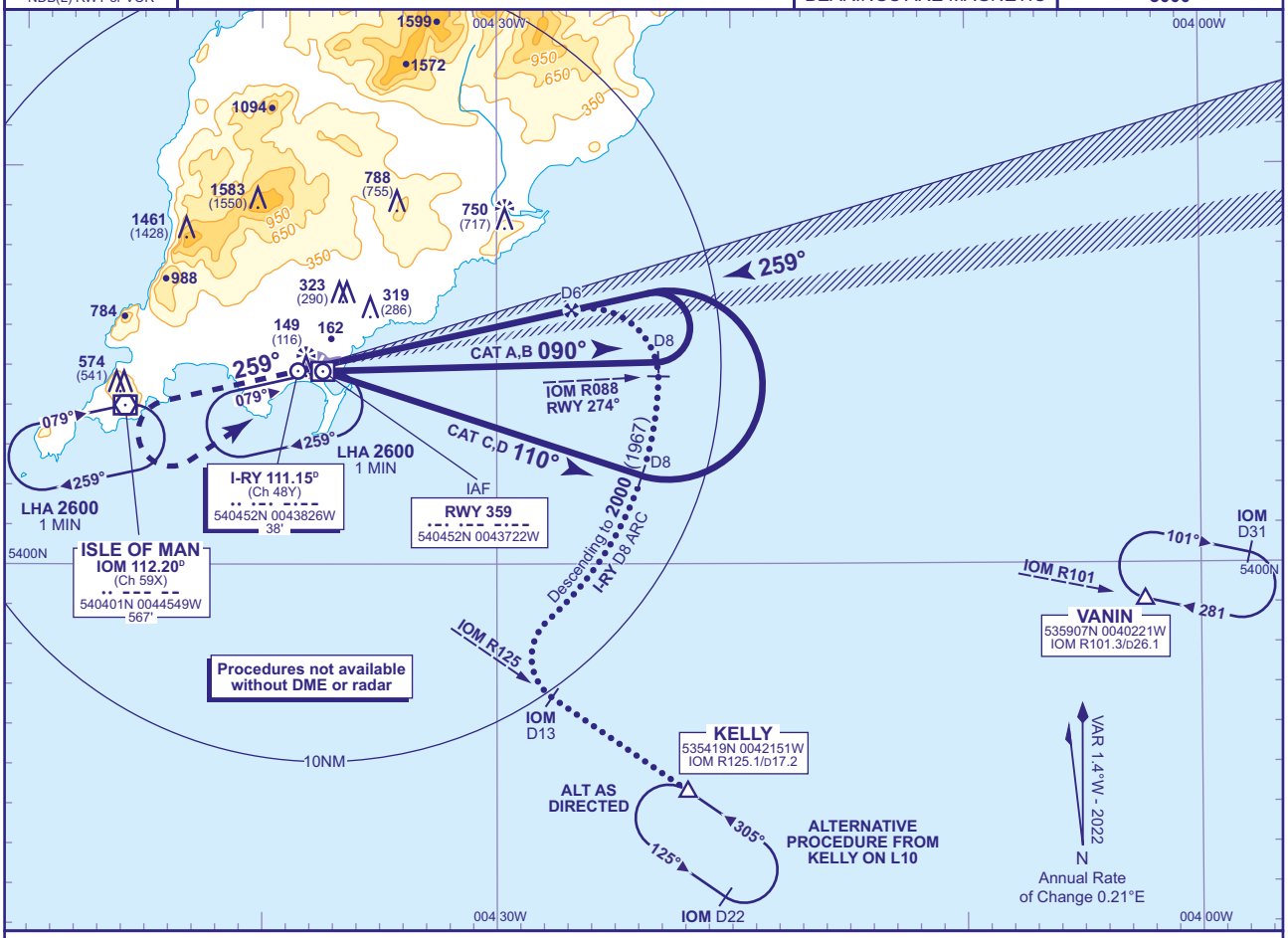
# INSTRUMENT APPROACH CHART - ICAO

## ISLE OF MAN ILS/DME RWY 26
(ACFT CAT A,B,C,D)




| | | | | | |
|---|---|---|---|---|---|
| APP | 135.905 | RONALDSWAY APPROACH | AD ELEVATION | 53 | |
| TWR | 119.005 | RONALDSWAY TOWER | THR ELEVATION | 33 | |
| RAD | 135.905, 120.855, 125.305 | RONALDSWAY RADAR | OBSTACLE ELEVATION | 1583 AMSL (1550) (ABOVE THR) | |
| ATIS | 123.880 | RONALDSWAY INFORMATION | BEARINGS ARE MAGNETIC | | |

TRANSITION ALTITUDE **3000**

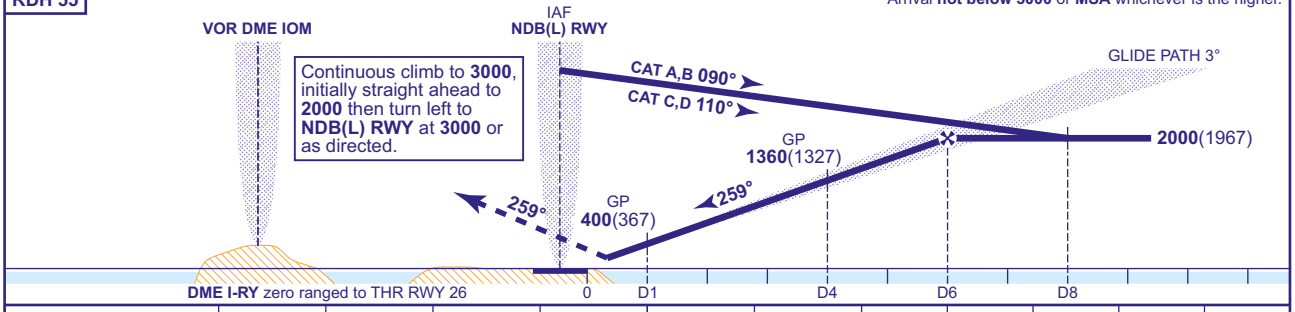



**RECOMMENDED PROFILE** GLIDE PATH 3°, 318FT/NM

| DME I-RY | 6 | 5 | 4 | 3 | 2 | 1 |
|---|---|---|---|---|---|---|
| **ALT**(HGT) | **2000**(1967) | **1680**(1647) | **1360**(1327) | **1040**(1007) | **720**(687) | **400**(367) |

**RDH 55**

Arrival **not below 3000** or **MSA** whichever is the higher.




| Aircraft Category | | A | B | C | D |
|---|---|---|---|---|---|
| OCA (OCH) | CAT I | **173**(140) | **181**(148) | **190**(157) | **202**(169) |
| VM(C)OCA (OCH AAL) | Total Area | **660**(607) | **780**(727) | **1990**(1937) | **1990**(1937) |
| | South of RWY 08/26 | **660**(607) | **780**(727) | **1320**(1267) | **1390**(1337) |
| | East of RWY 03/21 | **660**(607) | **780**(727) | **1320**(1267) | **1390**(1337) |

| Rate of descent | G/S KT | 160 | 140 | 120 | 100 | 80 |
|---|---|---|---|---|---|---|
| | FT/MIN | 850 | 740 | 640 | 530 | 420 |

**ALTERNATIVE PROCEDURES**
**FROM OVERHEAD VOR IOM**: Descend as required to **3000** inbound to NDB(L) RWY on QDM 079°, then continue as for full procedure.

**AIRCRAFT UNABLE TO RECEIVE DME I-RY**
Advise ATC. Radar Ranges will be passed at 8NM outbound and 4NM inbound.

**NOTE 1** Aircraft will normally be required to hold not lower than **3000**.

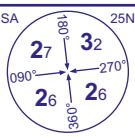
**CHANGE (9/24):** AD ELEVATION. MINIMA.

AERO INFO DATE 14 JUN 24

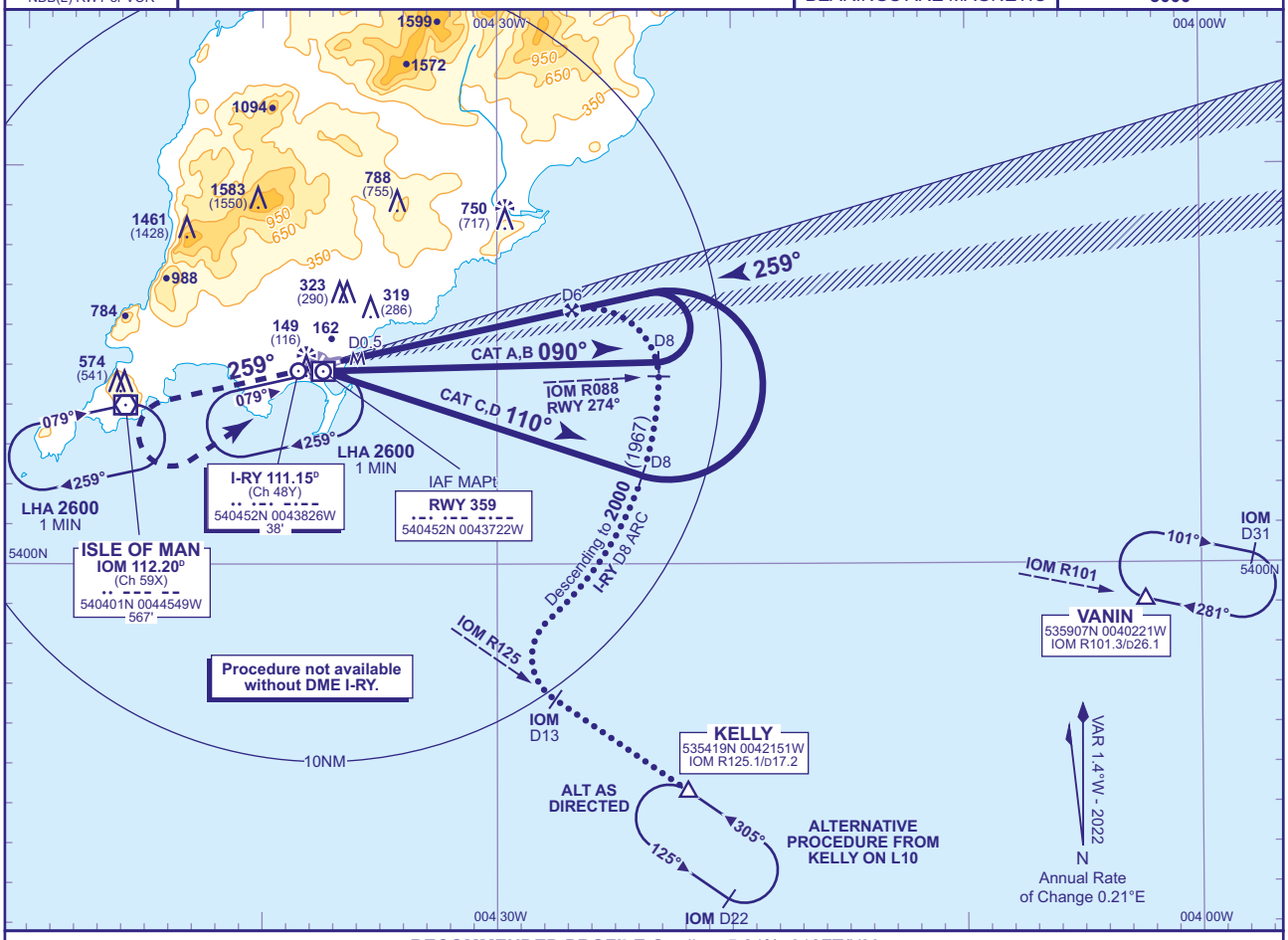
AD 2-EGNS-8-7

# INSTRUMENT APPROACH CHART - ICAO

## ISLE OF MAN LOC/DME RWY 26
(ACFT CAT A,B,C,D)




| | | | | | |
|---|---|---|---|---|---|
| APP | 135.905 | RONALDSWAY APPROACH | AD ELEVATION | 53 | TRANSITION ALTITUDE 3000 |
| TWR | 119.005 | RONALDSWAY TOWER | THR ELEVATION | 33 | |
| RAD | 135.905, 120.855, 125.305 | RONALDSWAY RADAR | OBSTACLE ELEVATION 1583 AMSL (1550) (ABOVE THR) | | |
| ATIS | 123.880 | RONALDSWAY INFORMATION | BEARINGS ARE MAGNETIC | | |

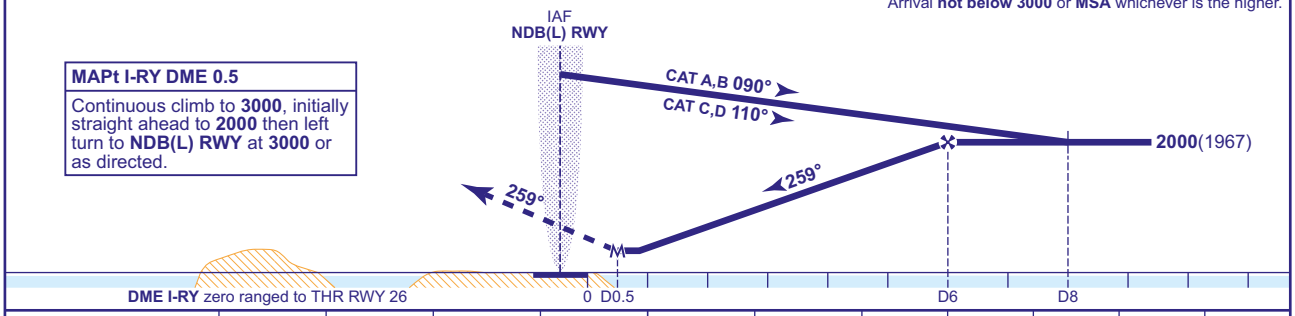



**RECOMMENDED PROFILE** Gradient 5.24%, 318FT/NM

| DME I-RY | 6 | 5 | 4 | 3 | 2 | 1 |
|---|---|---|---|---|---|---|
| **ALT**(HGT) | **2000**(1967) | **1680**(1647) | **1360**(1327) | **1040**(1007) | **720**(687) | **400**(367) |

Arrival **not below 3000** or **MSA** whichever is the higher.

**MAPt I-RY DME 0.5**
Continuous climb to **3000**, initially straight ahead to **2000** then left turn to **NDB(L) RWY** at **3000** or as directed.




| Aircraft Category | | A | B | C | D |
|---|---|---|---|---|---|
| OCA (OCH) | Procedure | **320**(287) | **320**(287) | **320**(287) | **320**(287) |
| VM(C)OCA (OCH AAL) | Total Area | **660**(607) | **780**(727) | **1990**(1937) | **1990**(1937) |
| | South of RWY 08/26 | **660**(607) | **780**(727) | **1320**(1267) | **1390**(1337) |
| | East of RWY 03/21 | **660**(607) | **780**(727) | **1320**(1267) | **1390**(1337) |

| Rate of descent | G/S KT | 160 | 140 | 120 | 100 | 80 |
|---|---|---|---|---|---|---|
| | FT/MIN | 850 | 740 | 640 | 530 | 420 |

**ALTERNATIVE PROCEDURES**
**FROM OVERHEAD VOR IOM**: Descend as required to **3000** inbound to NDB(L) RWY on QDM 079°, then continue as for full procedure.

**NOTE 1** Aircraft will normally be required to hold not lower than **3000**.

**CHANGE (9/24):** AD ELEVATION. MINIMA.

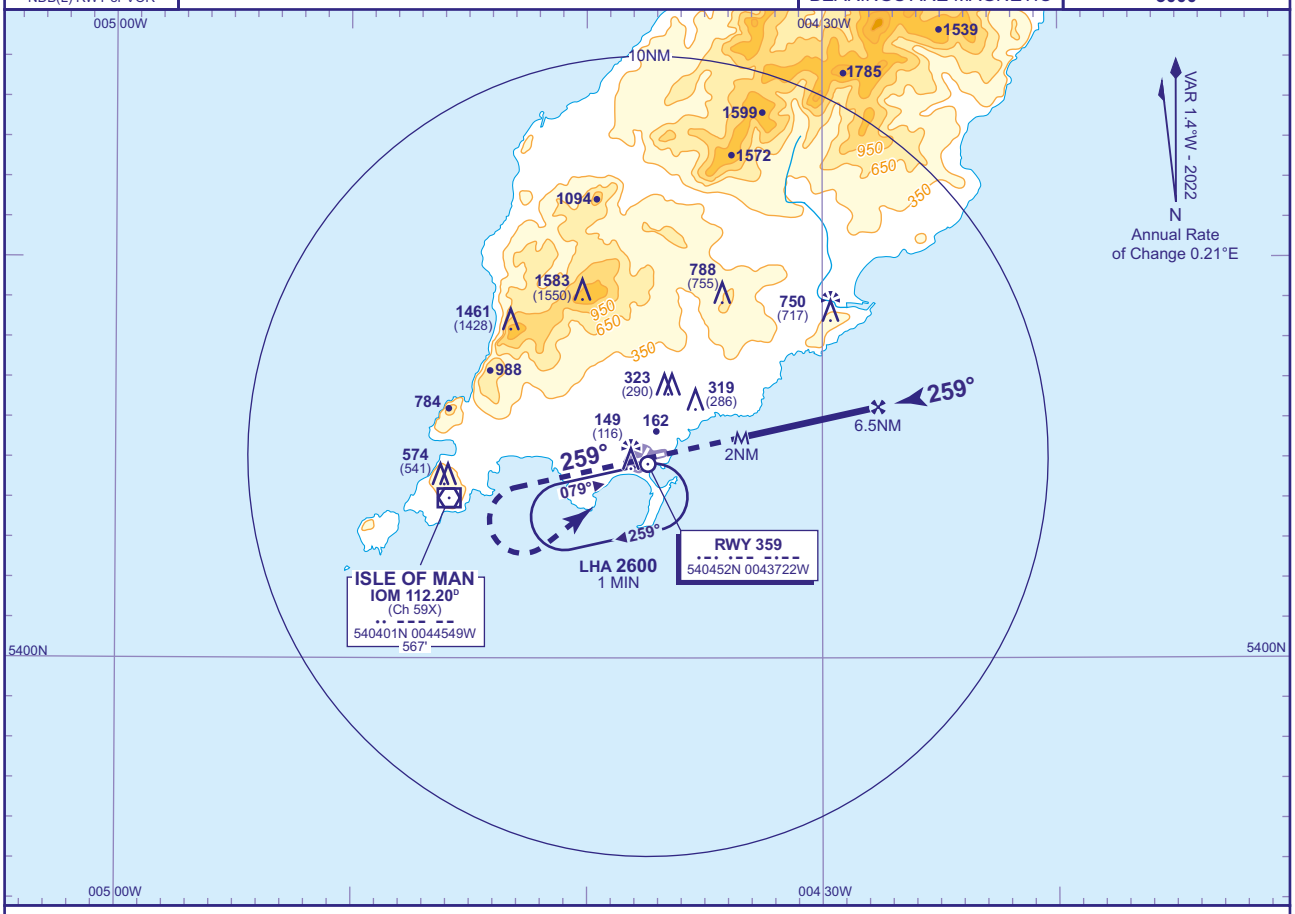
AERO INFO DATE 14 JUN 24 AD 2-EGNS-8-8

# INSTRUMENT APPROACH CHART - ICAO

## ISLE OF MAN SRA RTR 2NM RWY 26
(ACFT CAT A,B,C,D)




| | | | | | |
|---|---|---|---|---|---|
| APP | 135.905 | RONALDSWAY APPROACH | AD ELEVATION | 53 | TRANSITION ALTITUDE 3000 |
| TWR | 119.005 | RONALDSWAY TOWER | THR ELEVATION | 33 | |
| RAD | 135.905, 120.855, 125.305 | RONALDSWAY RADAR | OBSTACLE ELEVATION 1583 AMSL (1550) (ABOVE THR) | | |
| ATIS | 123.880 | RONALDSWAY INFORMATION | BEARINGS ARE MAGNETIC | | |

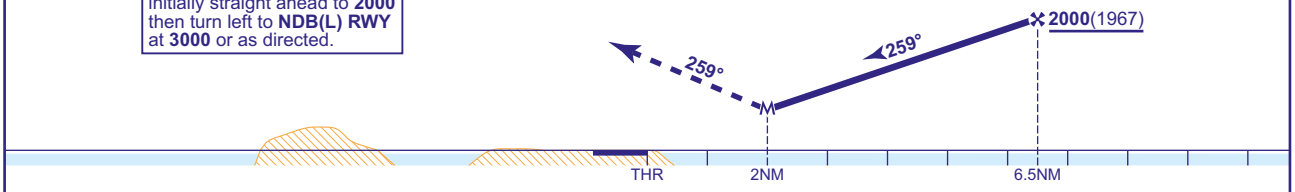



**RADAR ADVISORY HEIGHTS** Gradient 4.98%, 303FT/NM

| NM | 6.0 | 5.0 | 4.0 | 3.0 | 2.0 |
|---|---|---|---|---|---|
| ALT(HGT) | **1850**(1817) | **1550**(1517) | **1240**(1207) | **940**(907) | **640**(607) |

Initial and intermediate approach as directed by radar.

**MAPt RTR 2NM**
Continuous climb to **3000**, initially straight ahead to **2000** then turn left to **NDB(L) RWY** at **3000** or as directed.




| Aircraft Category | | A | B | C | D |
|---|---|---|---|---|---|
| OCA (OCH) | Procedure | **640**(607) | **640**(607) | **640**(607) | **640**(607) |
| VM(C)OCA (OCH AAL) | Total Area | **660**(607) | **780**(727) | **1990**(1937) | **1990**(1937) |
| | South of RWY 08/26 | **660**(607) | **780**(727) | **1320**(1267) | **1390**(1337) |
| | East of RWY 03/21 | **660**(607) | **780**(727) | **1320**(1267) | **1390**(1337) |

| Rate of descent | G/S KT | 160 | 140 | 120 | 100 | 80 |
|---|---|---|---|---|---|---|
| | FT/MIN | 860 | 750 | 640 | 540 | 430 |

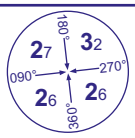
**NOTE** Aircraft will normally be required to hold not lower than **3000**.

**CHANGE (9/24):** AD ELEVATION. MINIMA.

AERO INFO DATE 14 JUN 24

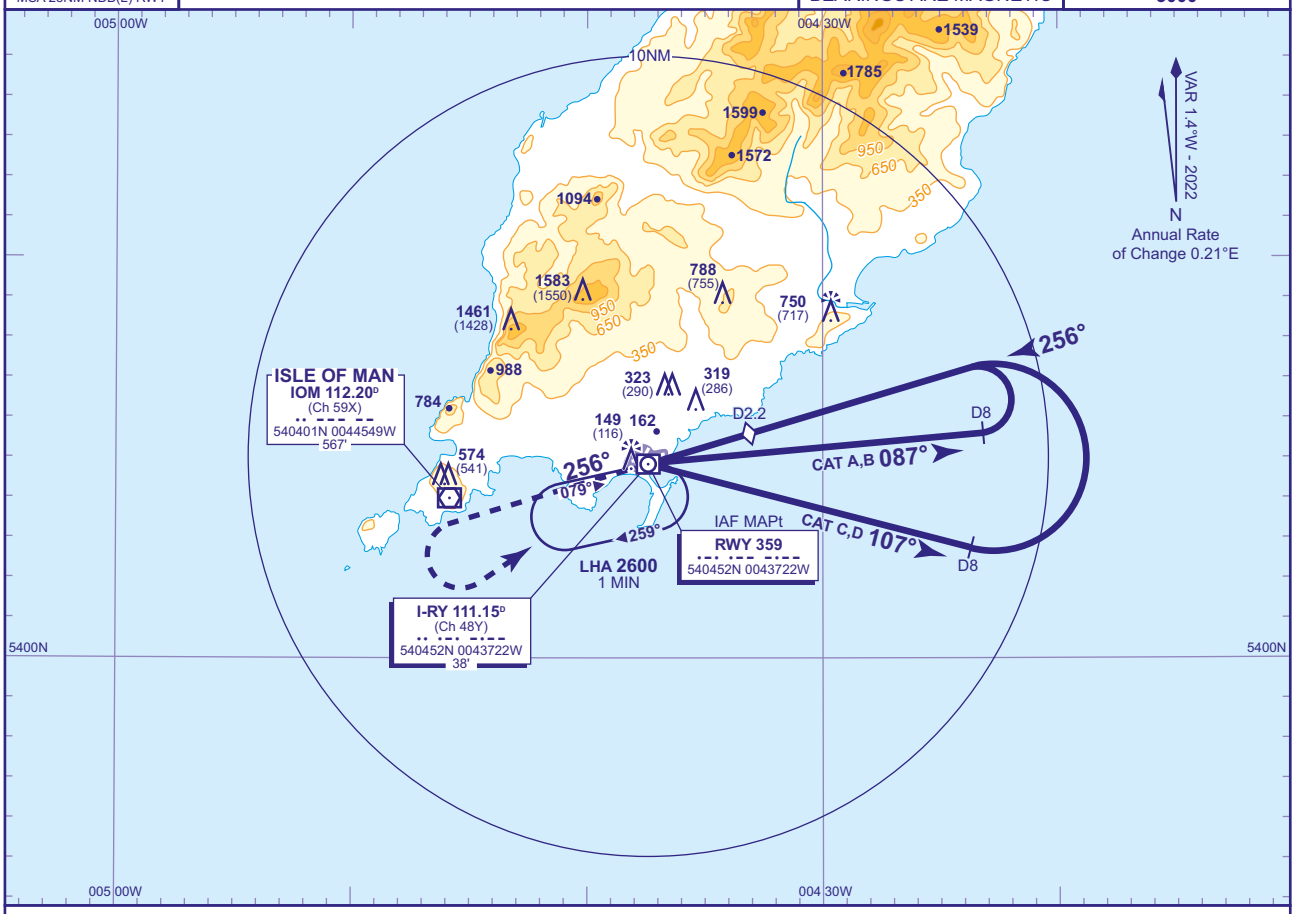
# INSTRUMENT APPROACH CHART - ICAO

## ISLE OF MAN NDB(L)/DME RWY 26
(ACFT CAT A,B,C,D)



MSA 25NM NDB(L) RWY

| | | | | | |
|---|---|---|---|---|---|
| APP | 135.905 | RONALDSWAY APPROACH | AD ELEVATION | 53 | |
| TWR | 119.005 | RONALDSWAY TOWER | THR ELEVATION | 33 | |
| RAD | 135.905, 120.855, 125.305 | RONALDSWAY RADAR | OBSTACLE ELEVATION | 1583 AMSL (1550) (ABOVE THR) | |
| ATIS | 123.880 | RONALDSWAY INFORMATION | BEARINGS ARE MAGNETIC | | TRANSITION ALTITUDE 3000 |

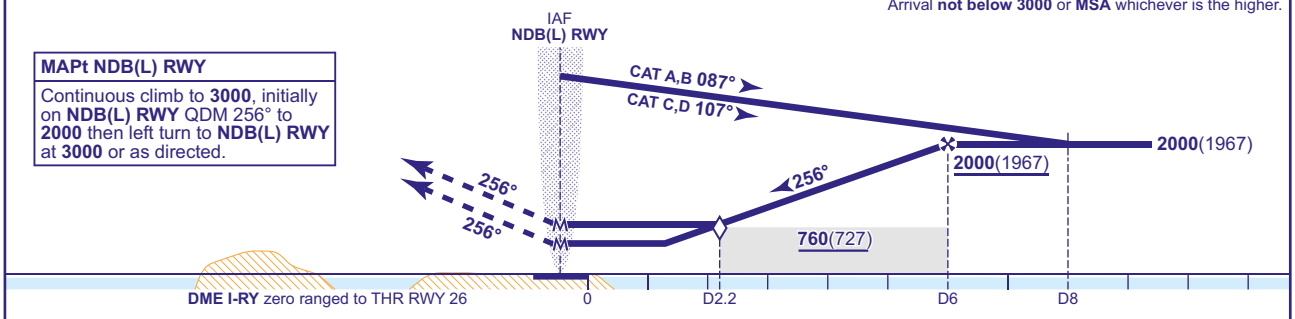



**RECOMMENDED PROFILE** Gradient 5.25%, 319FT/NM

| **DME I-RY** | 5 | 4 | 3 | 2.2 **(SDF)** | 2 |
|---|---|---|---|---|---|
| **ALT**(HGT) | **1680**(1647) | **1360**(1327) | **1040**(1007) | **790**(757) | **720**(687) |

Arrival **not below 3000** or **MSA** whichever is the higher.

**MAPt NDB(L) RWY**
Continuous climb to **3000**, initially on **NDB(L) RWY** QDM 256° to **2000** then left turn to **NDB(L) RWY** at **3000** or as directed.




| Aircraft Category | | A | B | C | D | Rate of descent | G/S KT | 160 | 140 | 120 | 100 | 80 |
|---|---|---|---|---|---|---|---|---|---|---|---|---|
| **OCA** (OCH) | **WITH DME** | **510**(477) | **510**(477) | **510**(477) | **510**(477) | | **FT/MIN** | 850 | 740 | 640 | 530 | 430 |
| | **NO DME** | **810**(777) | **810**(777) | **810**(777) | **810**(777) | | | | | | | |
| **VM(C)OCA** (OCH AAL) (See Note 3) | **Total Area** | **810**(757) | **810**(757) | **1990**(1937) | **1990**(1937) | | | | | | | |
| | **South of RWY 08/26** | **810**(757) | **810**(757) | **1320**(1267) | **1390**(1337) | | | | | | | |
| | **East of RWY 03/21** | **810**(757) | **810**(757) | **1320**(1267) | **1390**(1337) | | | | | | | |

**AIRCRAFT UNABLE TO RECEIVE DME I-RY**
Substitute timings for distance on outbound legs and commence base turn at 3MIN (CAT A,B); 2.5MIN (CAT C,D) and when established on FAT descend to MDH.

**NOTE 1** Aircraft will normally be required to hold not lower than **3000**.
**2** FAT offset 3.75 north from RWY 26 C/L: FAT intercepts C/L nominally 1.7NM before THR.

**CHANGE (9/24):** AD ELEVATION. MINIMA. NOTE 3 REMOVED.

AERO INFO DATE 20 JUN 24

# EGJJ — JERSEY

## EGJJ AD 2.1 AERODROME LOCATION INDICATOR AND NAME

EGJJ — JERSEY

## EGJJ AD 2.2 AERODROME GEOGRAPHICAL AND ADMINISTRATIVE DATA

| | | |
|---|---|---|
| 1 | ARP coordinates and site at AD | Lat: 491229N Long: 0021144W<br>Centre of Runway 08/26. |
| 2 | Direction and distance from city | 4 NM WNW of St Helier. |
| 3 | Elevation / Reference temperature / Mean Low Temperature | 277 FT / 18 °C / - |
| 4 | Geoid undulation at AD ELEV PSN | 160 FT |
| 5 | Magnetic Variation / Annual Change | 0.04°E (2022) / 0.19°E |
| 6 | AD Administration<br>Address<br>Telephone<br><br><br><br>Telefax<br><br>E-mail address | JERSEY AIRPORT.<br>Jersey Airport, St Peter, Jersey, JE1 1BY Channel Islands.<br>01534-446008 (Administration)<br>01534-446086 (ATC)<br>01534-446301 (ATIS)<br>01534-446080 (Flight Planning)<br>01534-446081 (ATC)<br>01534-446075 (Flight Planning)<br>atcsupervisor@ports.je (ATC)<br>customerrelations@ports.je (General Enquiries) |
| 7 | Type of Traffic permitted (IFR/VFR) | IFR/VFR |
| 8 | Remarks | |

## EGJJ AD 2.3 OPERATIONAL HOURS

| | | |
|---|---|---|
| 1 | AD Administration | 0700-2100 (0600-2030); and by arrangement. |
| 2 | Customs and immigration | As AD hours. |
| 3 | Health and sanitation | |
| 4 | AIS Briefing Office | As AD hours (Self-briefing). |
| 5 | ATS Reporting Office (ARO) | |
| 6 | MET Briefing Office | H24 |
| 7 | ATS | See item AD 2.18. |
| 8 | Fuelling | See item AD 2.4. |
| 9 | Handling | As AD hours. |
| 10 | Security | H24 |
| 11 | De-icing | By arrangement with Swissport. |
| 12 | Remarks | The airport is not available under any circumstances between 2359-0700 (2300-0600) except for emergency or ambulance flights.<br>Refer also to AD 2.20 item 1 and to AD 2.21. |

## EGJJ AD 2.4 HANDLING SERVICES AND FACILITIES

| | | |
|---|---|---|
| 1 | Cargo handling facilities | Oceanair, Tel: 01534-496920. |
| 2 | Fuel and oil types | AVTUR JET A-1, AVGAS 100LL<br>W80, W100, E100 and 100 |
| 3 | Fuelling facilities/capacity | |
| 4 | De-icing facilities | By arrangement with Swissport: Tel: 01534-747105. |
| 5 | Hangar space for visiting aircraft | None. |
| 6 | Repair facilities for visiting aircraft | Major for light aircraft. Minor for other aircraft.<br>Channel Island Aero Services Tel 01534- 742373. |

| | | |
|---|---|---|
| 7 | Remarks | Refuelling not available after 1900 (1800) for AVGAS 100LL, or after 2000 (1900) for JET A-1, except by special arrangement.<br><br>Commercial airlines must make prior arrangement for ground handling. Communications should be addressed to Airport Coordination Limited (ACL) slot co-ordination by email to LONACXH@acl-uk.org stating the below:<br>(a) Aircraft type, registration and operator;<br>(b) Point of origin and destination;<br>(c) ETA and ETD Jersey.<br><br>All visiting general aviation, private charter, corporate or military aircraft require a handling agent.<br>The handling agent will provide customs, immigration and handling facilities including the collection of landing fees.<br><br>Visiting general aviation, with a MTOW of less than 3000 KG operating via the Jersey Aero Club require handling by Jersey Aero Club and will be parked on the grass area north east of the Aero Club Apron/Hangar.<br>Handling must be pre-booked with Jersey Aero Club, Email: info@jerseyaeroclub.com or Tel: +44 (0)1534-743990.<br><br>Visiting general/corporate aviation aircraft with a MTOW of 3000 KG or more and all Military aircraft will normally be handled by Gama Aviation.<br>Aircraft between 3000 KG and 45500 KG will normally be parked on the Gama Apron.<br><br>Non-military aircraft with a MTOW more than 45500 KG will normally be parked on Stands 15-19 (nose in).<br>Military aircraft will normally be parked on the Eastern Apron or Stands 20-23.<br>Visiting Very Light Jet (VLJ) aircraft will normally be handled by Gama Aviation regardless of MTOW.<br>Handling must be pre-booked with Gama Aviation. Tel: +44 (0)1534-496496. |

## EGJJ AD 2.5 PASSENGER FACILITIES

| | | |
|---|---|---|
| 1 | Hotels | None. |
| 2 | Restaurants | Restaurant and buffet. |
| 3 | Transportation | Buses, coaches and taxis. |
| 4 | Medical facilities | Limited first aid treatment. |
| 5 | Bank and Post Office | Cash Points in terminal. |
| 6 | Tourist Office | Tel: 01534-859000. URL: www.jersey.com |
| 7 | Remarks | |

## EGJJ AD 2.6 RESCUE AND FIRE FIGHTING SERVICES

| | | |
|---|---|---|
| 1 | AD category for fire fighting services | RFF Category A6<br>Contact: Tel: +44 (0)1534-446061.<br>RFF Category 5: 0600-0650 (0500-0550) for prior arranged freight aircraft only.<br>RFF Category 7: 0700-2100 (0600-2030) Available by arrangement. 12 hours prior notice required.<br>RFF Category - determined by aircraft type: 2100-0600 (2030-0500). |
| 2 | Rescue equipment | Cutting equipment, winches, lifting and forcing bags. |
| 3 | Capability for removal of disabled aircraft | Limited to private and light commercial aircraft utilising airport resources. Large aircraft can be removed using external resources in conjunction with aircraft operator. |
| 4 | Remarks | |

## EGJJ AD 2.7 SEASONAL AVAILABILITY - CLEARING

| | | |
|---|---|---|
| 1 | Type of clearing equipment | Mechanical, Snowblower, Ploughs, Clearway 1. |
| 2 | Clearance priorities | Standard. See AD 1.2.2. |
| 3 | Remarks | Latest information from: ATC Supervisor +44(0)1534-446086. Jersey Airport's policy on clearing a contaminated runway will always be to clear back to a blacktop. |

## EGJJ AD 2.8 APRONS, TAXIWAYS AND CHECK LOCATIONS/POSITIONS DATA

| | | |
|---|---|---|
| 1 | Apron surface and strength | EASTERN APRON<br>Surface: Concrete<br>PCN 13/R/C/W/T<br><br>NORTH APRON<br>Surface: Concrete<br>PCN 72/R/B/W/T<br><br>SOUTH APRON<br>Surface: Concrete<br>PCN 48/R/B/W/T |
| 2 | Taxiway width, surface and strength | Taxiway A (A1 TO A4): 23 M<br>Surface: Concrete<br>PCN 65/R/C/W/T<br><br>Taxiway A (A4 TO A5): 23 M<br>Surface: Concrete<br>PCN 72/R/B/W/T<br><br>Taxiway A (RWY TO A1): 23 M<br>Surface: Concrete<br>PCN 68/R/B/W/T<br><br>Taxiway B: 23 M<br>Surface: Concrete<br>PCN 38/R/C/W/T<br><br>Taxiway D: 23 M<br>Surface: Concrete and asphalt<br>PCN Concrete: 25/R/C/W/T Asphalt: 35/F/A/X/T<br><br>Taxiway E: 23 M<br>Surface: Asphalt<br>PCN 27/F/A/X/T<br><br>Taxiway F RET: 23 M<br>Surface: Asphalt, Grooved<br>PCN 58/F/A/X/T<br><br>Taxiway G: 23 M<br>Surface: Concrete<br>PCN 49/R/C/W/T<br><br>Taxiway TAXILANE J: 22.5 M<br>Surface: Concrete<br>PCN 48/R/B/W/T |
| 3 | Altimeter checkpoint location and elevation | |
| 4 | VOR checkpoints | |
| 5 | INS checkpoints | See Aircraft Parking/Docking Chart. |
| 6 | Remarks | |

## EGJJ AD 2.9 SURFACE MOVEMENT GUIDANCE AND CONTROL SYSTEM AND MARKINGS

| | | |
|---|---|---|
| 1 | Use of aircraft stand ID signs, TWY guide lines and visual docking/parking guidance system of aircraft stands | Azimuth and Stopping Guidance is provided as follows: Stands 1-13 inclusive: Advanced Visual Docking and Guidance with painted lead-in lines. Stands 15-23: Painted lead-in lines. Stands 1-23: Nose in/pushback system only. Stand 40: Self-manoeuvring. In the event that Azimuth and Stopping Guidance is not available, aircraft must be marshalled on to Stand. |
| 2 | Runway and taxiway markings and lighting | Runway marking aid(s):<br>08/26: Runway designation, runway threshold (08/26), runway centre-line.<br><br>Taxiway marking aid(s):<br>Taxiway/Taxilane: Taxi holding position. |

| | | |
|---|---|---|
| 3 | Stop bars and runway guard lights (if any) | LED stop bars at all runway holding points. Jersey Airport operates a 'ring of red' policy and runway holding point stop bars are in permanent operation. Stop bars at all intermediate holds are also used to reinforce taxi clearance limits. Blocking stop bars are located on Taxiway Alpha at the intersections of Taxiways Foxtrot and Golf. |
| 4 | Other runway protection measures | |
| 5 | Remarks | Two WDI (LGTD): 491233.8258N 0021125.0679W; 491230.7549N 0021201.6186W. Obstacle and boundary markings. “Runway Ahead” markings are painted at each runway holding point. However, these do not conform to pattern A markings as described in CAP 168 and are 2 M in height rather than 4 M in height. |

## EGJJ AD 2.10 AERODROME OBSTACLES

| In Approach/Take-off areas | | | | | | |
|---|---|---|---|---|---|---|
| **Obstacle ID/ Designation** | **Obstacle Type** | **Obstacle Position** | **Elevation/Height** | | **Obstruction Lighting Type/ Colour** | **Remarks** |
| **1** | **2** | **3** | **4** | | **5** | **6** |
| (EGJJ1051) 26/APPROACH 08/ TAKE-OFF | CHIMNEY | 491240.03N 0021045.38W | 324 FT | 31 FT | No | |
| (EGJJ1052) 26/APPROACH 08/ TAKE-OFF | WIND VANE | 491239.84N 0021045.28W | 317 FT | 24 FT | No | |
| (EGJJ4149) 26/APPROACH 08/ TAKE-OFF | TREE | 491239.67N 0021047.22W | 322 FT | 30 FT | No | |
| (EGJJ1459) 26/APPROACH 08/ TAKE-OFF | ROAD 4 8M | 491238.04N 0021045.79W | 304 FT | 15 FT | No | |
| (EGJJ4151) 26/APPROACH 08/ TAKE-OFF | TREE | 491237.97N 0021049.79W | 307 FT | 17 FT | No | |
| (EGJJ1000) 26/APPROACH 08/ TAKE-OFF | FENCE | 491237.58N 0021049.72W | 301 FT | 10 FT | No | |
| (EGJJ1010) 26/APPROACH 08/ TAKE-OFF | MONITOR AERIAL | 491236.85N 0021045.84W | 301 FT | 11 FT | No | |
| (EGJJ4100) 26/APPROACH 08/ TAKE-OFF | TREE | 491236.21N 0021042.56W | 314 FT | 29 FT | No | |
| (EGJJ4161) 26/APPROACH 08/ TAKE-OFF | TREE | 491232.97N 0021027.38W | 325 FT | 52 FT | No | |
| (EGJJ4086) 26/APPROACH 08/ TAKE-OFF | TREE | 491232.50N 0021027.57W | 323 FT | 51 FT | No | |
| (EGJJ1752) 26/APPROACH 08/ TAKE-OFF | MET STATION | 491232.48N 0021143.72W | 281 FT | 9 FT | No | Biral FSM. |
| (EGJJ1427) 26/APPROACH 08/ TAKE-OFF | FENCE | 491230.54N 0021051.20W | 291 FT | 10 FT | No | |
| (EGJJ4014) 26/APPROACH 08/ TAKE-OFF | TREE | 491230.49N 0021044.93W | 303 FT | 21 FT | No | |
| (EGJJ4010) 26/APPROACH 08/ TAKE-OFF | TREE | 491230.46N 0021047.61W | 299 FT | 17 FT | No | |
| (EGJJ4009) 26/APPROACH 08/ TAKE-OFF | TREE | 491230.39N 0021048.58W | 300 FT | 18 FT | No | |
| (EGJJ4057) 26/APPROACH 08/ TAKE-OFF | TREE | 491229.66N 0021036.15W | 320 FT | 48 FT | No | |
| (EGJJ4004) 26/APPROACH 08/ TAKE-OFF | TREE | 491229.48N 0021051.53W | 299 FT | 19 FT | No | |
| (EGJJ3140) 26/APPROACH 08/ TAKE-OFF | TREE | 491229.06N 0021044.33W | 297 FT | 16 FT | No | |
| (EGJJ3109) 26/APPROACH 08/ TAKE-OFF | TREE | 491228.47N 0021052.16W | 291 FT | 13 FT | No | |
| (EGJJ1665) 08/APPROACH 26/ TAKE-OFF | MONITOR AERIAL | 491228.40N 0021226.86W | 280 FT | 12 FT | Yes Red | |
| (EGJJ1422) 26/APPROACH 08/ TAKE-OFF | FENCE | 491228.06N 0021052.80W | 287 FT | 11 FT | No | |

| In circling area and at aerodrome | | | | | | |
|---|---|---|---|---|---|---|
| **Obstacle ID/ Designation** | **Obstacle Type** | **Obstacle Position** | **Elevation/Height** | | **Obstruction Lighting Type/ Colour** | **Remarks** |
| **1** | **2** | **3** | **4** | | **5** | **6** |
| (EGJJ1376) | TV MAST | 491505.43N 0020752.18W | 812 FT | 464 FT | Yes Red | |
| (EGJJ1383) | COMMS MAST | 491359.53N 0021138.66W | 453 FT | 130 FT | No | |
| (EGJJ1382) | COMMS MAST | 491358.80N 0021140.71W | 466 FT | 143 FT | No | |
| (EGJJ1380) | SPIRE | 491330.32N 0020927.95W | 425 FT | 93 FT | No | |
| (EGJJ1001) | SPIRE | 491244.69N 0021101.37W | 403 FT | 122 FT | Yes Red | |
| (EGJJ4217) | TREE | 491242.92N 0021049.85W | 357 FT | 71 FT | No | |
| (EGJJ4141) | TREE | 491242.69N 0021037.73W | 333 FT | 43 FT | No | |
| (EGJJ4145) | TREE | 491242.45N 0021040.96W | 337 FT | 45 FT | No | |
| (EGJJ3669) | TREE | 491240.61N 0021055.26W | 333 FT | 51 FT | No | |
| (EGJJ2555) | TREE | 491239.91N 0021104.22W | 324 FT | 47 FT | No | |
| (EGJJ3265) | TREE | 491237.39N 0021102.52W | 309 FT | 39 FT | No | |
| (EGJJ4264) | TREE | 491236.90N 0021110.13W | 308 FT | 33 FT | No | |
| (EGJJ3012) | ANEMOMETER | 491234.10N 0021124.69W | 315 FT | 36 FT | Yes Red | Co-located Biral FSM. |
| (EGJJ2584) | GP MAST | 491233.96N 0021121.09W | 316 FT | 41 FT | Yes Red | |
| (EGJJ1350) | EP | 491232.85N 0021032.91W | 300 FT | 27 FT | No | |
| (EGJJ3013) | ANEMOMETER | 491230.54N 0021205.39W | 304 FT | 36 FT | Yes Red | Co-located Biral FSM. |
| (EGJJ2649) | GP MAST | 491230.16N 0021206.89W | 305 FT | 36 FT | Yes Red | |
| (EGJJ4034) | TREE | 491225.71N 0021045.47W | 320 FT | 43 FT | No | |

## EGJJ AD 2.11 METEOROLOGICAL INFORMATION PROVIDED

| | | |
|---|---|---|
| 1 | Associated MET Office | JERSEY MET |
| 2 | Hours of service<br>MET Office outside hour | H24 |
| 3 | Office responsible for TAF preparation<br>Periods of validity | JERSEY MET<br>9 hours. |
| 4 | Trend forecast<br>Interval of issuance | |
| 5 | Briefing/consultation provided | Telephone consultation: Primary Contact: +44 (0)1534-448765, Secondary Contact: +44 (0)7797-832402. |
| 6 | Flight documentation<br>Language(s) used | METARs, TAFs, Local Area Low Level Flight info.<br>English. |
| 7 | Charts and other information available for briefing or consultation | MET satellite, Weather radar and lightning location pictures, 214/215, Upper winds, analysed surface charts. |
| 8 | Supplementary equipment available for providing information | ATIS and Internet site. |
| 9 | ATS units provided with information | JERSEY |
| 10 | Additional information (limitation of service, etc.) | Internet site: http://www.gov.je/Weather.<br>ATIS: +44 (0)1534-446301. |

## EGJJ AD 2.12 RUNWAY PHYSICAL CHARACTERISTICS

| Designations RWY Number | True bearing | Dimensions of RWY | Surface of RWY/ SWY/ Strength | THR co-ordinates/ THR Geoid undulation | THR elevation/ Highest elevation of TDZ of precision APP RWY | Slope of RWY/ SWY |
|---|---|---|---|---|---|---|
| 1 | 2 | 3 | 4 | 5 | 6 | 7 |
| 08 | 082.74° | 1705 x 45 M | RWY surface: Concrete and asphalt, Grooved PCN 52/R/A/W/T Concrete and PCN 34/F/ A/X/T Grooved Asphalt | 491225.44N 0021221.94W 160.0 FT | THR 270.8 FT TDZ 274.6 FT | |
| 26 | 262.76° | 1705 x 45 M | RWY surface: Concrete and asphalt, Grooved PCN 52/R/A/W/T Concrete and PCN 34/F/ A/X/T Grooved Asphalt | 491231.80N 0021105.66W 160.0 FT | THR 271.6 FT TDZ 277.5 FT | |

| SWY Dimensions | Clearway Dimensions | Strip Dimensions | RESA Dimensions, Overshoot / Undershoot | Location/ description of arresting system | OFZ | Remarks |
|---|---|---|---|---|---|---|
| 8 | 9 | 10 | 11 | 12 | 13 | 14 |
| | 183 x 150 M | 1825 x 280 M | 298 x 150 M - | | | RWY 08<br><br>Threshold displaced by 57 M. |
| | 824 x 150 M | 1825 x 280 M | 90 x 90 M - | An arrestor bed constructed of aggregate lies partially within the Runway 26 overrun RESA.<br><br>The arrestor bed is 30 M long by 60 M wide and abuts the 08 LOC array. | | RWY 26<br><br>Threshold displaced by 91 M. |

## EGJJ AD 2.13 DECLARED DISTANCES

| Runway designator | TORA | TODA | ASDA | LDA | Remarks |
|---|---|---|---|---|---|
| 1 | 2 | 3 | 4 | 5 | 6 |
| 08 | 1705 M | 1888 M | 1705 M | 1648 M | |
| 26 | 1648 M | 2472 M | 1648 M | 1556 M | TORA/TODA/ASDA declared for both Alpha 1 and Golf. |
| 08 | 1301 M | 1484 M | 1301 M | | Take-off from Intersection of Hold Delta. |
| 26 | 1133 M | 1699 M | 1133 M | | Take-off from Intersection of Hold Foxtrot. |

## EGJJ AD 2.14 APPROACH AND RUNWAY LIGHTING

| RWY | Approach lighting Type/ Length/ Intensity | Threshold lighting Colour/Wing bars | VASIS/ MEHT/ PAPI/ PAPI Dist from THR | TDZ, lighting Length | Runway Centre Line lighting Length/ Spacing/ Colour/ Intensity | Runway edge lighting Length/ Spacing/ Colour/ Intensity | Runway end lighting Colour/ Wing bars | Stopway lighting Length/ Colour | Remarks |
|---|---|---|---|---|---|---|---|---|---|
| 1 | 2 | 3 | 4 | 5 | 6 | 7 | 8 | 9 | 10 |
| 08 | Centre-line with crossbar 165 M from threshold<br><br>165 M<br>Light intensity high | Green<br>Light intensity high<br>With green wingbars | PAPI<br>Both/3°<br>55 FT<br>325 M.<br>Distance measured from North set of PAPIS. | | Colour coded 1645 M 15 M spacing<br>Light intensity high | HI Elev bi-directional LI Elev omni-directional 1645 M 60 M spacing<br>White | Red | | Approach:<br>Operators attention is drawn to EU ops (NEW) subpart E All weather operations appendix 1 (NEW) to ops 1.430 paragraph (d)8 Aerodrome Operating Minima.<br>The approach light system for Runway 08 is restricted due to terrain, however there is a single cross bar at 165 M. Therefore EU-OPS operators at the discretion of the certifying authorities may consider lighting on 08 as a Basic Approach Lighting System (BALS).<br>Operators are advised to approach their respective authority with regard to calculating RVR minimum.<br>THR:<br>Non-standard 4 No. omnidirectional red end lights, positioned to determine the extremity of the runway that is available for manoeuvring aircraft.<br>Two runway threshold identification light system fittings are located at the outer extremities of the 08 threshold wingbars.<br>To avoid dazzling, the fittings have three levels of brightness; 100%, 30% and 10%. |
| 26 | Coded centre-line with five crossbars.<br>914 M<br>Light intensity high | Green<br>Light intensity high<br>With green wingbars | PAPI<br>/3°<br>55 FT<br>306 M | | Colour coded 1554 M 15 M spacing<br>Light intensity high | HI Elev bi-directional LI Elev omni-directional 1554 M 60 M spacing<br>White | Red | | THR:<br>Non-standard 4 No. omnidirectional red end lights from Runway 26, positioned to determine the extremity of the runway that is available for manoeuvring aircraft. |

## EGJJ AD 2.15 OTHER LIGHTING, SECONDARY POWER SUPPLY

| | | |
|---|---|---|
| 1 | ABN/IBN location, characteristics and hours of operation | |
| 2 | LDI location and lighting<br>Anemometer location and lighting | Anemometer: Runway 08: Anemometer (LGTD) 491230.5378N 0021205.3920W; Runway 26: Anemometer (LGTD) 491234.0965N 0021124.6930W. |

| | | |
|---|---|---|
| 3 | TWY edge and centre line lighting | CL: Centre-line lighting on all taxiways/taxilanes with the exception of Taxiways Delta, Echo, Golf and Mike.<br><br>Green centre-line lighting on Taxiway B to Runway 08, green centre-line lighting on Taxiway A to Runway 26 at holding point A1 only. No green centre-line lighting to holding point G.<br><br>EDGE: Blue edge to link taxiways/taxilanes and apron. |
| 4 | Secondary power supply/switch-over time | Yes/under 1 second. |
| 5 | Remarks | Apron floodlights. Obstacle lighting. |

## EGJJ AD 2.16 HELICOPTER LANDING AREA

**INTENTIONALLY BLANK**

## EGJJ AD 2.17 AIR TRAFFIC SERVICES AIRSPACE

| Designation and lateral limits | Vertical Limits | Airspace Class | ATS unit callsign/ language | Transition Altitude | Hours of applicability | Remarks |
|---|---|---|---|---|---|---|
| 1 | 2 | 3 | 4 | 5 | 6 | 7 |
| CHANNEL ISLANDS CTR NORTH<br>500000N 0020000W - 494951N 0030000W - 500000N 0030000W following the line of latitude to - 500000N 0020000W | Upper limit: FL80<br>Lower limit: SFC | D | JERSEY CONTROL<br>English | 5000 FT | | |
| CHANNEL ISLANDS CTR SOUTH<br>500000N 0020000W - 493000N 0020000W - 490200N 0014000W following the line of latitude to - 490200N 0030000W - 494951N 0030000W - 500000N 0020000W | Upper limit: FL80<br>Lower limit: SFC | D | JERSEY CONTROL<br>English | 5000 FT | | |
| JERSEY ATZ<br>A circle, 2 NM radius, centred at 491229N 0021144W on the notified mid-point of the longest runway (08/26) in accordance with the Air Navigation (Jersey) Law 2014. | Upper limit: 2000 FT AGL<br>Lower limit: SFC | D | JERSEY CONTROL<br>English | 5000 FT | | |

## EGJJ AD 2.18 AIR TRAFFIC SERVICES COMMUNICATION FACILITIES

| Service Designation | Callsign | Channel/ Frequency(MHz) | SATVOICE number(s) | Logon Address | Hours of Operation | Remarks |
|---|---|---|---|---|---|---|
| 1 | 2 | 3 | 4 | 5 | 6 | 7 |
| APP | JERSEY APPROACH | 118.555<br>DOC 25 NM/ 10,000 FT. | | | 0545-2100 (0445-2030); and by arrangement. | |
| | | 120.305<br>DOC 25 NM/ 10,000 FT. | | | 0545-2100 (0445-2030); and by arrangement. | |
| | | 121.500<br>Emergency frequency. | | | 0545-2100 (0445-2030); and by arrangement. | |
| TWR | JERSEY GROUND | 121.905<br>DOC 2 NM/GND.<br>GMC will be notified on ATIS. | | | As directed by ATC. | ATZ hours coincident with Approach hours. |

| Service Designation | Callsign | Channel/ Frequency(MHz) | SATVOICE number(s) | Logon Address | Hours of Operation | Remarks |
|---|---|---|---|---|---|---|
| 1 | 2 | 3 | 4 | 5 | 6 | 7 |
| | JERSEY TOWER | 119.455 DOC 25 NM/4,000 FT. | | | 0515-2100 (0415-2030); and by arrangement. | |
| ATIS | JERSEY INFORMATION | 134.680 DOC 60 NM/ 20,000 FT. | | | 0545-2100 (0445-2030). | Tel: 01534-446301 for ATIS message. |
| OTHER | JERSEY FIRE | 121.600 Non-ATS frequency. DOC 2 NM/GND | | | Available when Fire vehicle attending aircraft on the ground in an emergency. | |
| OTHER | JERSEY CONTROL | 120.450 To be used in the event of failure of communications on 125.205 MHz. | | | 0545-2100 (0445-2030); and by arrangement. | DOC 4900N00100W - 4834N00205W - 4920N00400W - 5015N00400W - 5015N00145W - 4935N00100W / 25,000 FT. |
| | | 125.205 CTR and Airway Channel. | | | 0545-2100 (0445-2030); and by arrangement. | |

## EGJJ AD 2.19 RADIO NAVIGATION AND LANDING AIDS

| Type of Aid CAT of ILS/MLS MAG Var/VOR Declination | Ident | Frequency | Hours of Operation | Position of transmitting antenna coordinates | Elevation of DME transmitting antenna | Remarks |
|---|---|---|---|---|---|---|
| 1 | 2 | 3 | 4 | 5 | 6 | 7 |
| ILS/LOC I 0.84°E (2027) | IJJ | 110.900 MHz | HO | 491233.70N 0021042.71W | | (RWY 08) 457 M from THR 26. |
| ILS/GP | IJJ | 330.800 MHz | HO | 491230.15N 0021206.92W | | 3° ILS Ref Datum Hgt 52 FT. |
| ILS/LOC I 0.83°E (2027) | IDD | 110.300 MHz | HO | 491224.79N 0021229.78W | | (RWY 26) 161 M from THR 08. |
| ILS/GP | IDD | 335.000 MHz | HO | 491233.97N 0021121.07W | | 3° ILS Ref Datum Hgt 52 FT. |
| VOR/DME 0.88°E (2027) 0.65°W (2020) | JSY | 59X 112.200 MHz | H24 | 491315.98N 0020246.12W | 276 FT | Located 5.5 NM from THR 26. |
| NDB (L) 0.82°E (2027) | JW | 329.000 kHz | HO | 491221.29N 0021311.73W | | 0.5 NM from THR 08 Range 25 NM. |
| ILS/DME | IDD | 40X 110.300 MHz | HO | 491233.80N 0021121.07W | 295 FT | (RWY 26) DME freq paired with ILS I-DD only. Zero range is indicated at THR of Runway 26 only. |
| ILS/DME | IJJ | 46X 110.900 MHz | HO | 491229.99N 0021206.84W | 289 FT | (RWY 08) On AD. DME freq paired with ILS I-JJ only. Zero range is indicated at THR of Runway 08 only. |

## EGJJ AD 2.20 LOCAL AERODROME REGULATIONS

### 1 AIRPORT REGULATIONS

a) Use governed by regulations applicable to Channel Islands CTR.
b) All aircraft using Jersey Airport and its facilities are required to have third party liability insurance cover in the sum of at least £1,000,000. Proof of this insurance should be available for inspection at any time whilst the aircraft is at Jersey Airport.

c) If visiting general aviation aircraft are parked on a remote stand, ie: not the Aero Club or Gama Aviation apron, the crew and passengers must remain with their aircraft until transport is provided by the relevant handling agent.
d) All aircrew whilst airside, are required to wear high visibility clothing at all times. Aircrew wearing high visibility clothing must escort passengers (not wearing high visibility clothing) to and from their aircraft. Pilots in charge of aircraft are responsible for ensuring that their crew and passengers comply with these requirements.
e) All flights except for General Aviation and Military aircraft, are subject to prior notification to ACL slot co-ordination. All requests should be made by e-mail to LONACXH@acl-uk.org.
f) Pilots requiring picketing and tying down of their aircraft must contact their handling agent.
g) Pilots who have filed IFR flight plans are requested to contact ATC for their air traffic control clearance 10 minutes prior to requested start.
h) Minimum submission time for ATC flight plan processing is 1 hour. Pilots are required to check relevant NOTAM for PPR requirements. Additional guidance and information regarding VFR flight within the Channel Islands CTR can be found online at www.cicz.co.uk.
i) Civilian formation flight under Special VFR is prohibited in the Channel Islands CTR. Civilian VFR formations are not permitted to land or take-off in formation without the express permission of the Airport Director; this may be obtained from Jersey ATC.
j) Commercial and corporate aircraft operators and/or handling agents are required to ensure they have appropriate tow bars/tugs and spare wheels on site for aircraft if they intend to operate at Jersey Airport.
k) Aerodrome Control Service may be provided from the remote tower facility for either contingency or training purposes. When the remote tower is in operation for contingency purposes, aircraft suffering a radio failure should look for light signals from the Fire Station abeam Taxiway Alpha. Times of operation of the remote tower and information regarding the provision of light signals will also be transmitted via ATIS.
l) PPR for all 8.33 kHz exempt State Aircraft. Contact Jersey ATC Supervisor, Tel: +44 (0)1534-446086.
m) Aircraft registered in any country other than the United Kingdom and its Territories and Dependencies intending to conduct commercial operations will need to apply for a Foreign Carrier Permit. Application forms are available on the Office of the Director of Civil Aviation for the Channel Islands website https://www.cidca.aero.
n) APU usage:

i. The hierarchy for the selection of power supply whilst an aircraft is on stand is as follows:

1. FEGP - to be used whenever supplied and serviceable. (Stands 1-13 have FEGP units fitted, providing either 400Hz or 28V DC).
2. GPU - to be used when FEGP is not supplied, or the unit is unserviceable.
3. APU - only to be used when neither FEGP or GPU is supplied or both units are unserviceable.

ii. Regardless of the availability of external auxiliary power sources, no aircraft is permitted to run an APU for greater than the times stipulated below. (For the avoidance of doubt, the term APU within this policy includes the use of 'Hotel Mode'.)
iii. Operation of the APU.

1. Any use of the APU must be in strict compliance with the hierarchy above.
2. No APU shall be left running unless a qualified person is in attendance.
3. Outside of Airport Opening Hours APUs shall not be run without he prior approval of the Head of Aerodrome Operations.

iv. Departure Procedure: The APU is not to be started more than 15 minutes before STD.
v. Arrival Procedure: The APU should be shut down at the earliest opportunity after arriving on stand, and in any event no longer than 10 minutes after arriving on stand.
vi. Exemptions to the APU Departure and Arrival procedures:

1. When the external temperature is below 5°C or above 20°C, as stated on ATIS, and PCA is not available, restrictions relating to departing aircraft may be extended so that the APU can be started not in excess of 30 minutes before STD.
2. General Aviation aircraft which require additional start-up time for operational reasons, the restriction relating to departing aircraft may be extended so that the APU can be started not more than 30 minutes before STD.

vii. Requests for temporary exemptions to the policy outlined above should be made to Head of Aerodrome Operations on +44 (0)1534-446008.

## 2 GROUND MOVEMENT

a) ATC are responsible for engine start-up and push-back/taxi clearance.
b) For safety and security reasons, all aircrew must be transported to/from their aircraft by handling agent.
c) Apron Layout:

i. The arrangement of the main apron, pier, aircraft stands and guidance lines are shown on page AD 2-EGJJ-2-2.
ii. Pilots are required to request permission from ATC to 'push-back' from nose-in stands and on initial call should give the location of the aircraft.
iii. The minimum taxilane width between J1 and J3 is 45 M. 22.5 M either side of centre-line.
iv. Stand sizes vary between 49.5 M and 41.5 M long. Stand widths vary between 42 M and 29.2 M.

d) Pilots must exercise caution when manoeuvring due to rutted ground. When the grass is wet, pilots must be extra vigilant because the ground will be soft in places and liable to be slippery. Also during wet conditions, pilots must exercise extreme caution when manoeuvring on the grass at the east end of the Aero Club access track as this area can be very wet and muddy.
e) The (block paved) access track from the east of Holding point Hotel to the grass parking area at the Aero Club has not been formally designated by the Airport Authority as a taxiway. The access track does not comply with the criteria for a taxiway contained in CAP 168. Therefore, the painted centre-line is only provided for assistance and does not offer the usual clearances either side of the access track that would normally be associated with a taxiway. It is most important that pilots exercise caution when using this access track to ensure that they have suitable wing tip clearance on each side.

f) Apron Areas:

i. All areas south of holding point Hotel, south of holding point Mike and east of holding point Juliet 3 have been designated as apron;
ii. The responsibility for the use of, including the suitability of these areas for both the transit and the parking of aircraft remains with the aircraft commander at all times. Any Surface Markings within these areas are for general guidance purposes only and may not conform to international certification standards including taxiway minimum separation distances;
iii. All aircraft wishing to depart from these areas (Gama Aviation, JAL and the Aero Club) must call ATC for start up and taxi clearance;
iv. All aircraft movements remaining wholly within the confines of these designated areas (Gama Aviation, JAL and the Aero Club) may be conducted solely at the commander's discretion, ATC may be contacted for assistance if required.

g) Pilots must exercise caution when approaching Runway 26 holding points. The proximity of Holding Points A1, G and a blocking stop bar may cause confusion. No green centre-line lighting exists on Taxiway Golf.

## 3 CAT II/III OPERATIONS

a) Jersey Airport is not equipped for CAT II/III operations, however Low Visibility Procedures are used to protect CATI and LTS CATI operations.
b) When ATC notifies Low Visibility Procedures:

i. Taxiway Echo is not available as a runway exit.
ii. Intermediate taxiway stopbars will be used to reinforce taxi clearance limits.
iii. **Runway 08 Arrivals**
Arriving traffic on Runway 08 will vacate the runway via Rapid Exit Taxiway Foxtrot or at the runway end via Taxiway Alpha. Pilots will report Runway vacated after passing the yellow/green section of the taxiway centre-line lighting and will notify ATC of the exit used.
iv. **Runway 26 Arrivals**
Arriving traffic on Runway 26 will vacate the runway at the runway end via Taxiway Bravo and report vacated after passing the yellow/green section of centre-line lighting. Taxiway Delta may be available on request.
v. **Runway 26 Departures**
Departing traffic on Runway 26 should follow the green centre-line lights to Holding Point A1. There are no green centre-line lights on Taxiway Golf.

## 4 WARNINGS

a) Pilots may experience turbulence and variable wind conditions caused by nearby cliffs on final approach and landing on Runway 08. Some directional control difficulties can be experienced in strong crosswinds from the southeast and southwest due to the effects of the wake from the aerodrome buildings. Pilots are also advised that blasting takes place adjacent to the aerodrome at quarries bearing 042°(T), 1.36 NM from the ARP. Blasting operations may take place infrequently Mon-Fri 0730-0745 (0630-0645). At these times turbulence may be experienced in this vicinity particularly by light aircraft.
b) The distance between the centreline of the runway and the centreline of taxiways does not conform to the recommendation of ICAO Annex 14. The distance between the runway and Taxiway Alpha varies from 168 M to 95 M, and between the runway and Taxiway Bravo between 297 M and 101 M.
c) Aircraft taxiing to holding points for either runway may be restricted by aircraft holding at intermediate link taxiways and may not always have sufficient clearance to proceed.
d) Floodlighting of Mount Orgeuil Castle may take place between SS - 2359 (2259). Extraneous light from the floodlight mounted on Gorey Pier, approximately 1.5 miles south of the 'JSY' VOR, shining in a northeasterly direction, may be visible to aircraft where the beam intersects the 26 ILS approach centre-line at a point approximately 9 miles from touchdown. This light may also be visible from various points of the holding pattern of the 'JSY' VOR at low altitudes.
e) Skydiving may take place all year round, except Christmas Day, during airport hours, over St. Aubin's Bay (491141N 0020900W) from surface to FL 110 and exceptionally up to FL 190. Jersey ATC may temporarily re-classify a portion of the Channel Islands TMA (by NOTAM) radius 10 NM centred on Jersey Aerodrome Reference Point as Class D Airspace to permit this activity.
f) Lethal bird control methods including the use of firearms may take place all year round during aerodrome published opening hours.
g) Model Aircraft flying takes place at the Les Landes Model Aerodrome (491500N 0021520W), approximately 2.5 NM NW of ARP up to 400 FT AGL and occasionally up to 1000 FT AGL. ATC will notify pilots of known model aircraft activity above 400 FT AGL which may affect their flights. (This may be via ATIS message).
h) Model Aircraft Glider flying may take place at various coastal locations up to 400 FT AGL.
i) Paraglider and Hang-Glider activity takes place in VMC conditions during daylight hours at designated coastal locations as follows:

i. L'Etacq – Approximately 2.5 NM NW of ARP up to 500 FT QNH.
ii. Plemont – Approximately 3 NM NNW of ARP in the vicinity of the Les Landes Racecourse (VRP) up to 500 FT QNH.
iii. La Pulente – Approximately 2 NM SW of ARP up to 500 FT QNH.
iv. Greve de Lecq – Approximately 2.5 NM N of ARP up to 500 FT QNH.
v. Bonne Nuit – Approximately 3 NM NE of ARP in the vicinity of the Fremont TV Mast (VRP) up to 600 FT QNH.
vi. Bouley Bay – Approximately 4 NM ENE of ARP up to 600 FT QNH.
vii. Noirmont Point – Approximately 2 NM SSE of ARP up to 500 FT QNH.
viii. Portelet – Approximately 2 NM S of ARP up to 500 FT QNH.
ix. La Moye – Approximately 2 NM SSW of ARP up to 500 FT QNH.
x. Gorey – Approximately 6.5 NM E of ARP up to 500 FT QNH.

ATC will notify pilots of known activity within these sites which may affect their flights (This may be via ATIS message).

j) Sites are administered by the Jersey Hang Gliding and Paragliding Club (JHPC). Visiting pilots wishing to use these sites are required to be fully briefed by the JHPC as to the conditions imposed on hang gliding and paragliding operations.

## 5 HELICOPTER OPERATIONS

a) Helicopters are to use the main runway for all arrivals and departures as no specific helicopter landing area exists.
b) Helicopters with a MTOW 1400 KG or less may be handled by the Jersey Aero Club and parked on the grass area at the Aero Club, southwest of Holding Point Hotel, space permitting. Helicopters with a MTOW in excess of 1400 KG must be handled by Gama Aviation and parked on the GAMA or Eastern Apron.
c) Handling must be pre-booked either with the Jersey Aero Club, email: info@jerseyaeroclub.com, Tel: +44 (0)1534-743990 or Gama Aviation. Tel: +44 (0)1534-496496 as appropriate.

## 6 USE OF RUNWAYS

a) In accordance with EU OPS Subpart E the following approach operations are available to approved operators:

   i. Runway 08 suitable for Lower than Standard Category I and Enhanced Vision System (EVS) operations supported by an ILS Classification of I/T/3;
   ii. Runway 26 suitable for Lower than Standard Category I and Enhanced Vision System (EVS) operations supported by an ILS Classification of I/T/3.

b) Operators shall inform ATC when they intend to fly a Lower Than Standard Category I or EVS approach in order that the required safeguarding can be ensured. Practice Lower Than Standard Category I or EVS approaches will not be afforded safeguarding;
c) Operators attention is drawn to the likelihood that the local terrain on final approach to both Runway 26 and Runway 08 is considered to be challenging for radio altimeters and auto-land procedures.
d) Operators attention is drawn to the possibility of Localiser signal fluctuations due to the proximity of the Runway 26 localiser array to the runway. Landing aircraft vacating Runway 26 via Taxiway Bravo should endeavour to keep the aircraft in continuous motion until passing Bravo 1.
e) When back tracking is necessary, aircraft greater than 28,000 KG MTOW should make all turns greater than 90 degrees on the concrete runway ends only.

## 7 TRAINING

a) All flight training MUST be booked in advance with the Jersey ATC Supervisor. Tel +44 (0)1534-446086. Submission of a FPL does not constitute a request for training.
b) Military flight training restricted to between 0900-1900 (0800-1800).

## 8 OPERATION OF ADVANCED SURVEILLANCE SYSTEM

a) To cooperate with the Mode-S based Advanced Surveillance System, aircraft operators intending to use Jersey airport should ensure that the Mode S transponder is able to operate when the aircraft is on the ground.
b) Pilots shall:

   i. Select AUTO mode and the assigned Mode A code.
   ii. If AUTO mode is not available, select ON (e.g. XPDR) and the assigned Mode A code:

   - From the request for towed push-back or taxi, whichever is earlier.
   - After landing, continuously until the aircraft is fully parked in its stand.
   - When the aircraft is fully parked, they shall select standby.

c) Whenever the aircraft is capable of reporting Aircraft Identification (i.e. call sign used in flight), this should be entered (through the FMS or the Transponder Control Panel) at the time of the request for towed push-back or taxi, whichever is earlier.
d) Air crew must use the ICAO defined format to enter the Aircraft Identification.
e) To ensure that the performance of systems based on SSR frequencies (including airborne TCAS units and SSR radars) is not compromised, TCAS should not be selected before receiving clearance to line up and should be deselected after vacating the runway.

# EGJJ AD 2.21 NOISE ABATEMENT PROCEDURES

a) The following Noise Preferential Routeings and Procedures will apply to all aircraft taking off, landing or going around from this airport and will apply in both VMC and IMC unless otherwise instructed by ATC.
b) Propeller Driven Aircraft and Helicopters:

   i. Runway 26 – Take-off – VFR/SVFR - Climb straight ahead to a minimum of 800 FT AMSL (523 FT AAL) before turning and climb as rapidly as is compatible with safety to not less than 1000 FT AMSL (723 FT AAL).
   ii. Runway 26 – Take-off – IFR - Climb straight ahead to a minimum of 900 FT AMSL (623 FT AAL) before turning.
   iii. Runway 26 – Landing – Maintain at least 1300 FT AMSL (1023 FT AAL) until intercepting the ILS glidepath or PAPI indication and thereafter descend on the facility. If under 5700 KG and making a visual approach, land must not be overflown below 800 FT AMSL (523 FT AAL) until on final approach.
   iv. Runway 08 – Take-off – VFR/SVFR - Climb straight ahead to a minimum of 800 FT AMSL (523 FT AAL) before turning and climb as rapidly as is compatible with safety to not less than 1000 FT AMSL (723 FT AAL).
   v. Runway 08 – Take-off – IFR - Climb straight ahead to a minimum of 900 FT AMSL (623 FT AAL) before turning.
   vi. Runway 08 – Landing – Maintain at least 1300 FT AMSL (1023 FT AAL) until intercepting the ILS glidepath or PAPI indication and thereafter descend on the facility. If under 5700 KG and making a visual approach, land must not be overflown below 800 FT AMSL (523 FT AAL) until on final approach.

vii. Wherever possible pilots should avoid overflying the island below 1000 FT AGL.
viii. Circuit Altitude - Whenever cloud base permits, aircraft should maintain the following altitudes and make the majority of the circuit over the sea:

- Standard circuit altitude for propeller driven aircraft is 1300 FT AMSL (1023 FT AAL).
- Standard circuit altitude for turbo-jet aircraft is 1800 FT AMSL (1523 FT AAL).

c) Turbo-Jet Aircraft:

The Noise Abatement Zone for turbo-jet aircraft covers the whole island and extends for 5 NM beyond the coastline. Noise technique reduced power should be maintained until clear of the Noise Abatement Zone.

i. Runway 26 – Take-off – Climb straight ahead to a minimum of 1800 FT AMSL (1523 FT AAL) before turning.
ii. Runway 26 – Landing – Maintain 1800 FT AMSL (1523 FT AAL) until intercepting the ILS glidepath or PAPI indication and thereafter descend on the facility.
iii. Runway 08 – Take-off – Climb straight ahead to a minimum of 1800 FT AMSL (1523 FT AAL) before turning.
iv. Runway 08 – Landing – Maintain 1600 FT AMSL (1323 FT AAL) until intercepting the ILS glidepath or PAPI indication and thereafter descend on the facility.

d) The Noise Preferential Routeings and Procedures are supplementary to the noise abatement take-off techniques as used by piston-engined, turbo-prop and turbo-jet aircraft.
e) All aircraft departing from Runway 26 at Jersey and routeing to the south of the airport under VFR, must climb straight ahead to 800 FT AMSL (523 FT AAL) before turning left and must route via Corbiere lighthouse (4911N 00215W). Thereafter as much of the flight as practicable must be conducted over the sea.
f) Chapter two aircraft are not permitted to use Jersey Airport unless the operator has specific prior permission from the Airport Authority.
g) The use of this airport outside published hours will be subject to the approval of the Airport Authority.
h) Testing of pure jet engines will not be permitted outside of normal hours without the prior permission of the Airport Authority, Tel: 07797-718688.
i) Any pure jet aircraft using this airport shall, except in extenuating circumstances, satisfy the airport authority that the type of aircraft to be flown into and out of this airport shall be operated in a manner calculated to cause the minimum disturbance practicable.
j) Every pure jet aircraft using this airport shall, after take-off, be operated in such a way that it will not cause more than 110 PNdB by day (day is defined as 0700-2230 (0600-2130) for this purpose) or 102 PNdB by night (night is defined as 2230-0700 (2130-0600) for this purpose).
k) Every pure jet aircraft using the airport shall after take-off maintain, a rate of climb of at least 500 FT per minute, at power settings which will ensure progressively decreasing noise levels at points on the ground under the flight path beyond the monitoring point.
l) These requirements may at any time be departed from to the extent necessary for avoiding immediate danger.

# EGJJ AD 2.22 FLIGHT PROCEDURES

## 1 CARRIAGE AND OPERATION OF SSR TRANSPONDERS

a) The carriage and operation of SSR transponder equipment with the minimum following capability is mandatory when flying within the Channel Islands CTR, CTA or TMA:

i. When operating as a VFR or Special VFR Flight - Mode A 4096 codes;
ii. when operating under IFR - Mode A 4096 codes and Mode C with altitude reporting capability.

b) Exemptions from the requirements may be given in the following circumstances:

i. For notified agreed events such as air rallies, etc. applications for exemption must be made in writing to the Head of Air Navigation Services - Air Traffic Control, Jersey Airport, Channel Islands, (email atcsupervisor@ports.je) at least one calendar month before the event;
ii. For short notice exemptions, applications must be made to the Watch Supervisor, Jersey Airport (+44 (0)1534-446086) giving full details. Such exemptions will not normally be granted unless it is considered that exceptional circumstances exist.

c) Transponder operating procedures are detailed at ENR 1.6, section 2 inclusive of procedures to be followed in the event of transponder failure.

## 2 RADAR SERVICE

a) Jersey ATC provides Radar Control Service to all aircraft within the Channel Islands CTR, CTA and TMA.

## 3 RADIO COMMUNICATION FAILURE PROCEDURES

a) In the event of complete radio communication failure in an aircraft, the pilot will adopt the appropriate procedure notified at ENR 1.1.

## 4 ADJACENT FIRS

a) The attention of pilots proceeding to or from the Channel Islands CTR, CTA or TMA via the adjacent FIRs of London and Brest is drawn to the differences in the regulations of those regions relating to IFR/VFR Flights.

## 5 PROCEDURES FOR INBOUND AIRCRAFT

a) The standard routes for IFR aircraft inbound to Jersey are at AD 2-EGJJ-7-1/2 these however, may be varied at the discretion of ATC.

## 6 VFR FLIGHT

a) A flight plan must be filed for all flights within and intending to transit the Channel Islands CTR.
b) VFR clearance to operate within the Jersey ATZ will not be granted to aircraft if the reported visibility is less than 5 KM or the reported cloud ceiling is less than 1500 FT in accordance with Standardised European Rules of the Air SERA.5001.
c) Pilots must note that the Channel Island Director of Civil Aviation has not adopted the SERA derogations issued by the United Kingdom, and therefore they do not apply in Channel Island Airspace.
d) Pilots flying VFR or Special VFR between Jersey and the UK South Coast (Bournemouth, Southampton, Isle of Wight areas), should expect to route via Cap de La Hague (VRP) on the French Coast. Pilots should exercise caution with regard to the Prohibited Areas at Cap Flamanville and Cap de La Hague.
e) Aircraft shall be given a radar service whilst within Channel Islands Airspace. It is the responsibility of the pilot to comply with minimum VMC criteria in accordance with SERA. Pilots must inform the Radar Controller if compliance with the above entails a change of heading or height.
f) VFR Flights may be subject to delay when they cannot be fitted readily into the main traffic flow. Pilots should, therefore, always ensure that they have adequate fuel reserves and are able to divert to alternate aerodrome if necessary.

## 7 SPECIAL VFR FLIGHT

a) Prior Permission

   i. A flight plan must be filed for all Special VFR flights in the Channel Islands CTR.
   ii. Special VFR clearances for flights within the Channel Islands CTR may be requested and will be given whenever traffic conditions permit. These flights are subject to the general conditions laid down for Special VFR Flights in SERA.5010.
   iii. The use of Special VFR clearances is intended to be limited to light aircraft which cannot comply with full IFR requirements and wish to proceed to or from an aerodrome within, or to transit the Channel Islands CTR.

b) Special Routes

   i. Aircraft operating in accordance with Special VFR will normally be cleared via the published VRPs or on tracks to/from adjacent aerodromes or navigation aids, or as per flight planned route.
   ii. Special VFR may be subject to delay when they cannot be fitted readily into the main traffic flow. Pilots should, therefore, always ensure that they have adequate fuel reserves and are able to divert to alternate aerodrome if necessary.

c) Weather Minima

   i. Aircraft shall be given a radar service whilst within the Channel Islands CTR. It is the responsibility of the pilot to remain at all times clear of cloud and in sight of the surface. Pilots must inform the Radar Controller if compliance with the above entails a change of heading or height.
   ii. Special VFR clearance to operate within the Jersey ATZ will not be granted to a fixed wing aircraft if the reported visibility is less than 1500 M or the reported cloud ceiling is less than 600 FT.
   iii. Special VFR clearance to operate within the Jersey ATZ for the purpose of proceeding to or from Jersey Airport will not be granted to a helicopter if the reported visibility is less than 800 M or the reported cloud ceiling is less than 600 FT.

d) Pilots must note that the Channel Island Director of Civil Aviation has not adopted the SERA derogations issued by the United Kingdom, and therefore they do not apply in Channel Island Airspace.
e) The Channel Island Director of Civil Aviation has approved the issue of Special VFR clearances at night.

## 8 SARK RESTRICTED AREA

a) Pilots are to note that flight is not permitted at a height of less than 2000 FT AGL within 3 NM of 492546N 0022145W on the Island of Sark (EGR095) except with the permission of the Channel Islands Director of Civil Aviation or from Guernsey ATC as necessary.

## 9 VISUAL CIRCUIT PROCEDURES

a) Compliance with the Noise Abatement Requirements at AD 2.21.
b) All circuits will be to the south of the aerodrome unless advised by ATC.
c) Wherever possible the majority of the circuit shall be carried out over the sea.
d) Standard circuit altitude for propeller driven aircraft is 1300 FT AMSL (1023 FT AAL).
e) Standard circuit altitude for turbo-jet aircraft is 1800 FT AMSL (1523 FT AAL).
f) Visual circuits will not be permitted when the cloud ceiling is lower than 600 FT AAL.

## 10 VISUAL REFERENCE POINTS (VRP)

a) Details of VRPs are available in the consolidated 'Visual Reference Points List' published on the 'Digital Dataset' page of the NATS AIS website, www.nats.aero/ais.

## 11 PROCEDURES OUTSIDE THE CHANNEL ISLANDS CONTROL ZONE

a) Pilots operating outside of Channel Islands Airspace who are in contact with Jersey ATSU will be provided with an Alerting Service.
b) Pilots are reminded that aircraft in transit to or from Channel Islands Airspace may not be flying in accordance with the semi-circular rule.
c) For transit of the Plymouth/Portland Danger Areas to the north of Channel Islands Airspace, a SUACS may be available as detailed in ENR 5.1 of the UK AIP.
d) Arriving flights should make contact with Jersey ATC at least 10 minutes prior to reaching the boundary of Channel Islands Airspace to obtain a clearance to enter CAS.
e) Pilots are reminded that airspace to the north of N50° (London FIR) is subject to London ACC, and airspace to the south (Brest FIR) is subject to Rennes Approach/Info or Iroise Approach. It is the responsibility of pilots to acquaint themselves with the requirements of the respective UK and French authorities.

## 12 OMNIDIRECTIONAL DEPARTURES

a) Only available with ATC clearance.

| Omnidirectional Departures | | |
|---|---|---|
| **Runway** | **Description** | **Restrictions** |
| 08 | Climb straight ahead on track 083° M to 900 FT AMSL (623 FT AAL), then turn on track climbing to en-route safety altitude or in accordance with ATC Clearance. PDG 3.3% | Close-in obstacles exist. See Aerodrome Obstacle Chart and EGJJ AD 2.10 Aerodrome Obstacles.<br>This procedure does not take account of noise abatement procedures which may require climb to a higher level.<br>See EGJJ AD 2.21 for Noise Abatement Procedures. |
| 26 | Climb straight ahead on track 263° M to 900 FT AMSL (623 FT AAL), then turn on track climbing to en-route safety altitude or in accordance with ATC Clearance. PDG 3.3% | Close-in obstacles exist. See Aerodrome Obstacle Chart and EGJJ AD 2.10 Aerodrome Obstacles.<br>This procedure does not take account of noise abatement procedures which may require climb to a higher level.<br>See EGJJ AD 2.21 for Noise Abatement Procedures. |

## 13 FLIGHT PLANS

a) See ENR 1.11.

# EGJJ AD 2.23 ADDITIONAL INFORMATION

Not applicable

# EGJJ AD 2.24 CHARTS RELATED TO AN AERODROME

AERODROME CHART - ICAO
AD 2.EGJJ-2-1
AIRCRAFT PARKING/DOCKING CHART - ICAO
AD 2.EGJJ-2-2
CHANNEL ISLANDS CONTROL ZONE - VISUAL REFERENCE POINTS (VRPs)
AD 2.EGJJ-3-1
ATC SURVEILLANCE MINIMUM ALTITUDE CHART - ICAO
AD 2.EGJJ-5-1
STANDARD DEPARTURE CHART - INSTRUMENT (SID) RWY 08/26 LUSIT 1A 1B DIN 3A 2B ORVAL 1A 1B - ICAO
AD 2.EGJJ-6-1
STANDARD DEPARTURE CHART - INSTRUMENT (SID) RWY 08/26 ORTAC 3A 2B BENIX 5A 3B - ICAO
AD 2.EGJJ-6-2
STANDARD DEPARTURE CHART - INSTRUMENT (SID) RWY 08/26 SKERY 3A 2B OYSTA 2B - ICAO
AD 2.EGJJ-6-3
STANDARD DEPARTURE CHART - INSTRUMENT (SID) RWY 08/26 LERAK 2A 2B TUNIT 3A 2B - ICAO
AD 2.EGJJ-6-4
RNAV1 (DME/DME or GNSS) STANDARD DEPARTURE CHART - INSTRUMENT (SID) RWY 08/26 ORIST 1C 1D - ICAO
AD 2.EGJJ-6-5
STANDARD INSTRUMENT DEPARTURE CODING TABLES RWY 08 ORIST 1D RWY 26 ORIST 1C
AD 2.EGJJ-6-6
STANDARD ARRIVAL CHART - INSTRUMENT (STAR) RWY 08 ORTAC 1K TUNIT 1K SKERY 1K BIGNO 1K LELNA 1K - ICAO
AD 2.EGJJ-7-1
STANDARD ARRIVAL CHART - INSTRUMENT (STAR) RWY 08 BEVAV 1K LERAK 1K - ICAO
AD 2.EGJJ-7-2

STANDARD ARRIVAL CHART - INSTRUMENT (STAR) RWY 26 ORTAC 1J LELNA 1J - ICAO
AD 2.EGJJ-7-3
STANDARD ARRIVAL CHART - INSTRUMENT (STAR) RWY 26 TUNIT 1J SKERY 1L 1J BIGNO 1L 1J - ICAO
AD 2.EGJJ-7-4
STANDARD ARRIVAL CHART - INSTRUMENT (STAR) RWY 26 BEVAV 1J MINQI 1J LERAK 1J - ICAO
AD 2.EGJJ-7-5
INSTRUMENT APPROACH CHART ILS/DME/NDB(L) RWY 08 - ICAO
AD 2.EGJJ-8-1
INSTRUMENT APPROACH CHART LOC/DME/NDB(L) RWY 08 - ICAO
AD 2.EGJJ-8-2
INSTRUMENT APPROACH CHART RNP RWY 08 - ICAO
AD 2.EGJJ-8-3
INSTRUMENT APPROACH CHART VOR/DME RWY 08 - ICAO
AD 2.EGJJ-8-4
INSTRUMENT APPROACH CHART NDB(L)/DME RWY 08 - ICAO
AD 2.EGJJ-8-5
INSTRUMENT APPROACH CHART ILS/DME/VOR RWY 26 - ICAO
AD 2.EGJJ-8-6
INSTRUMENT APPROACH CHART LOC/DME/VOR RWY 26 - ICAO
AD 2.EGJJ-8-7
INSTRUMENT APPROACH CHART RNP RWY 26 - ICAO
AD 2.EGJJ-8-8
INSTRUMENT APPROACH CHART VOR/DME RWY 26 - ICAO
AD 2.EGJJ-8-9
INSTRUMENT APPROACH CHART NDB(L)/DME RWY 26 - ICAO
AD 2.EGJJ-8-10
INSTRUMENT APPROACH PROCEDURE CODING TABLES - RNP RWY 08
AD 2.EGJJ-8-11
SBAS FAS DATA BLOCK CODING DATA - RNP RWY 08
AD 2.EGJJ-8-12
INSTRUMENT APPROACH PROCEDURE CODING TABLES - RNP RWY 26
AD 2.EGJJ-8-13
SBAS FAS DATA BLOCK CODING DATA - RNP RWY 26
AD 2.EGJJ-8-14

## EGJJ AD 2.25 VISUAL SEGMENT SURFACE (VSS) PENETRATION

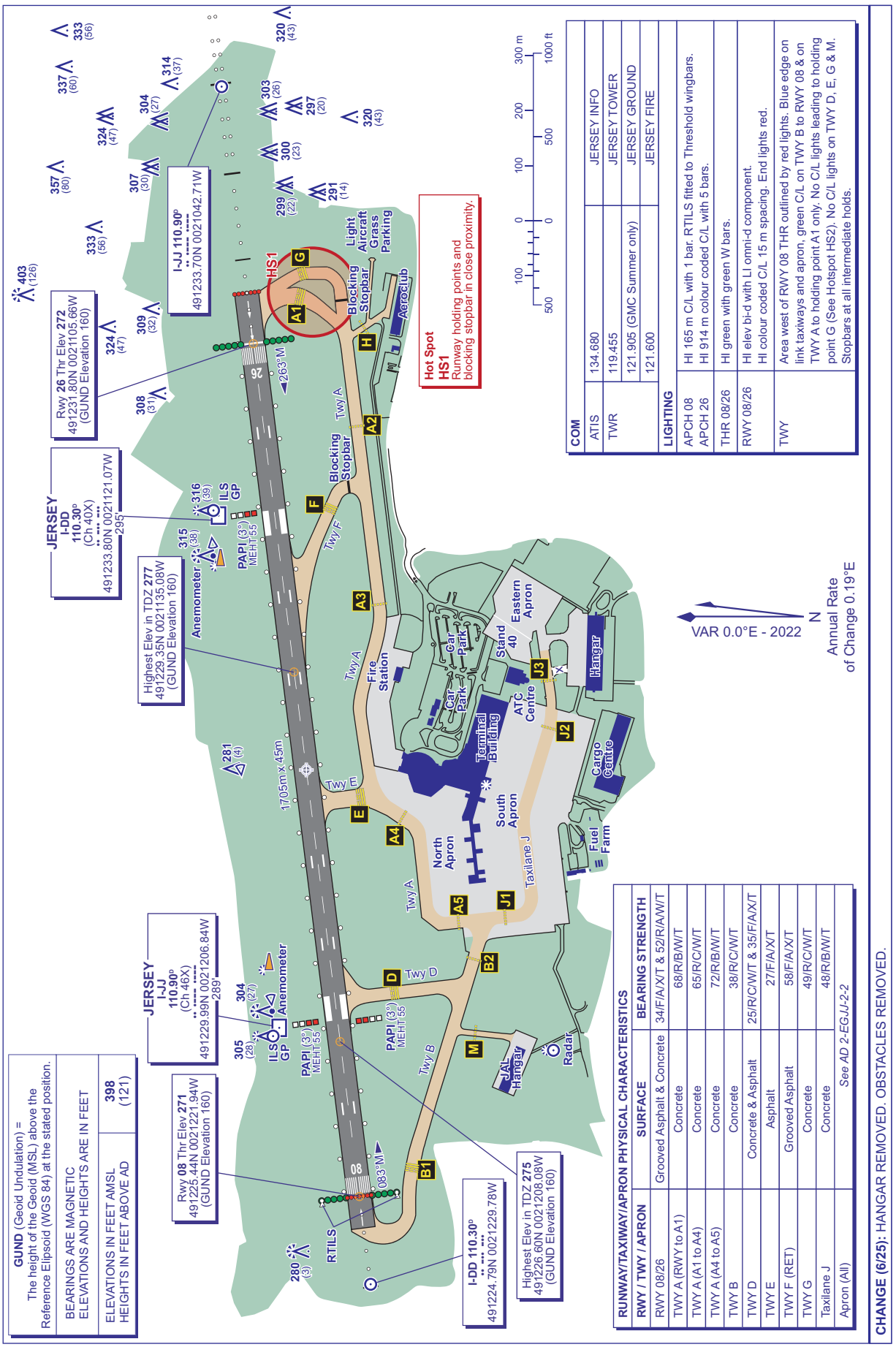
Not applicable

# AERODROME CHART - ICAO

## JERSEY EGJJ

ARP 491229N 0021144W

AD ELEV 277FT




AERO INFO DATE 18 MAR 25

# AIRCRAFT PARKING/DOCKING CHART - ICAO

ARP 491229N 0021144W

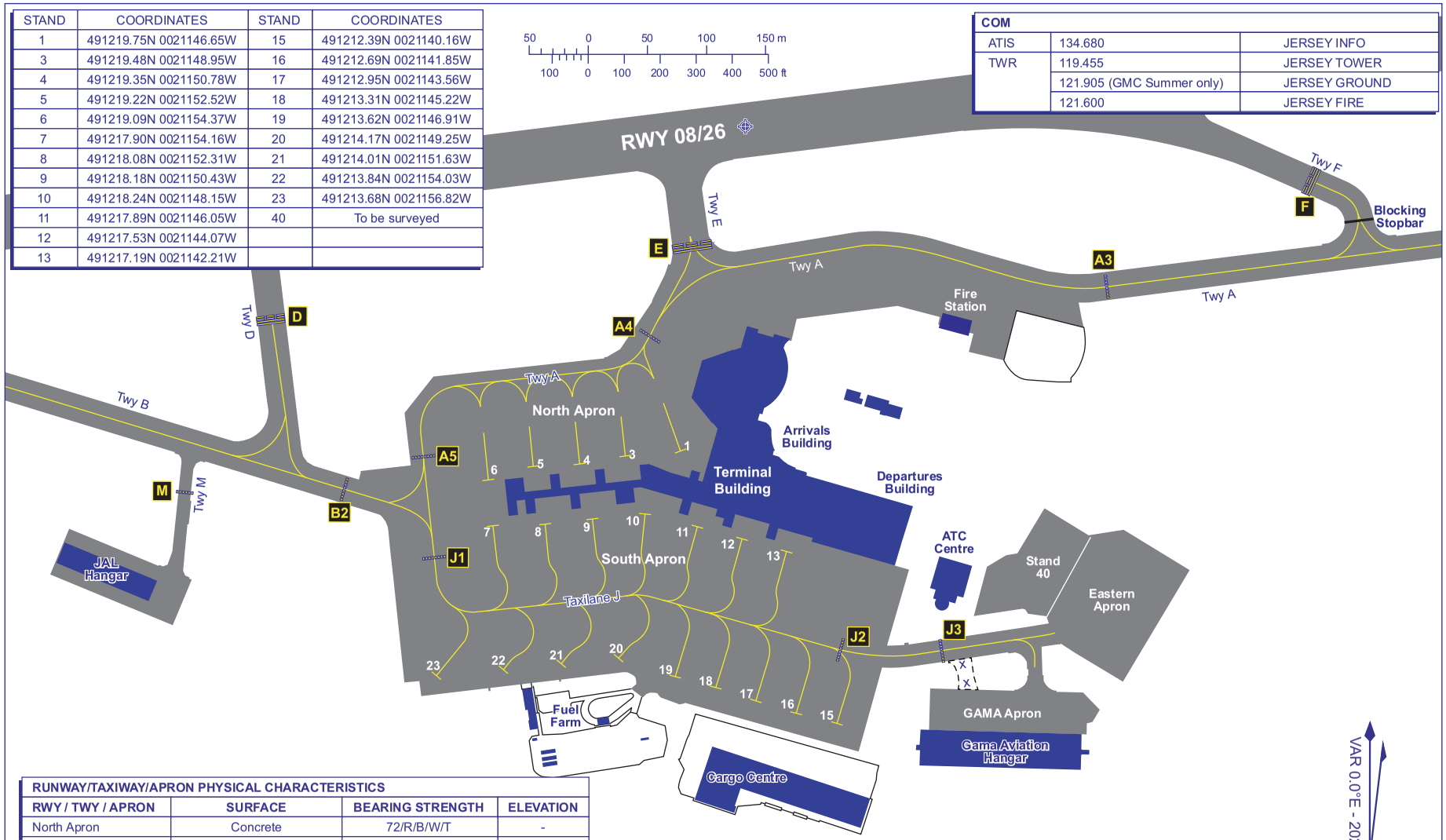
AD ELEV 277FT

# JERSEY
## EGJJ

AERO INFO DATE 18 MAR 25

| STAND | COORDINATES | STAND | COORDINATES |
|---|---|---|---|
| 1 | 491219.75N 0021146.65W | 15 | 491212.39N 0021140.16W |
| 3 | 491219.48N 0021148.95W | 16 | 491212.69N 0021141.85W |
| 4 | 491219.35N 0021150.78W | 17 | 491212.95N 0021143.56W |
| 5 | 491219.22N 0021152.52W | 18 | 491213.31N 0021145.22W |
| 6 | 491219.09N 0021154.37W | 19 | 491213.62N 0021146.91W |
| 7 | 491217.90N 0021154.16W | 20 | 491214.17N 0021149.25W |
| 8 | 491218.08N 0021152.31W | 21 | 491214.01N 0021151.63W |
| 9 | 491218.18N 0021150.43W | 22 | 491213.84N 0021154.03W |
| 10 | 491218.24N 0021148.15W | 23 | 491213.68N 0021156.82W |
| 11 | 491217.89N 0021146.05W | 40 | To be surveyed |
| 12 | 491217.53N 0021144.07W | | |
| 13 | 491217.19N 0021142.21W | | |

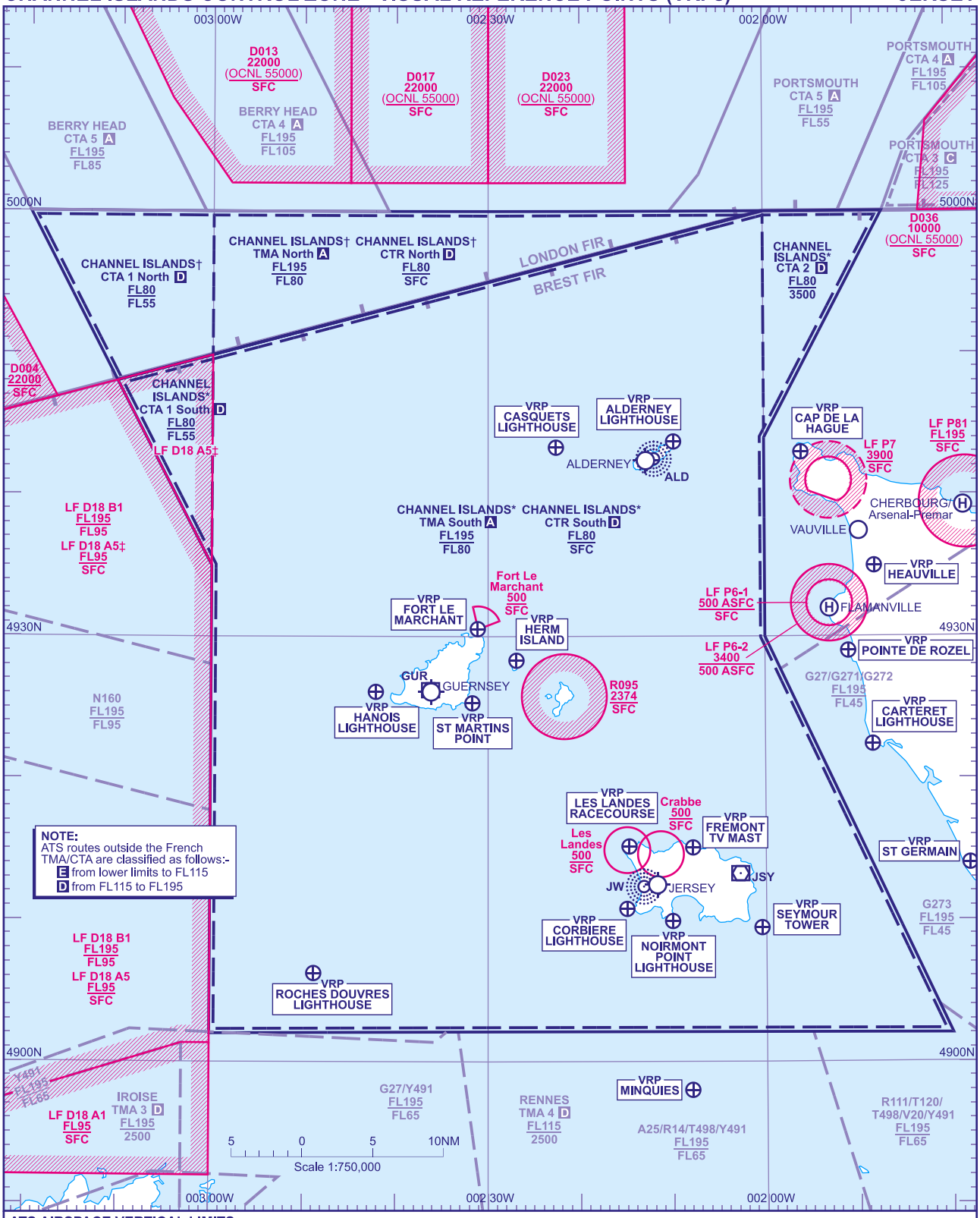
| COM | | |
|---|---|---|
| ATIS | 134.680 | JERSEY INFO |
| TWR | 119.455 | JERSEY TOWER |
| | 121.905 (GMC Summer only) | JERSEY GROUND |
| | 121.600 | JERSEY FIRE |




| RUNWAY/TAXIWAY/APRON PHYSICAL CHARACTERISTICS | | | |
|---|---|---|---|
| **RWY / TWY / APRON** | **SURFACE** | **BEARING STRENGTH** | **ELEVATION** |
| North Apron | Concrete | 72/R/B/W/T | - |
| South Apron | Concrete | 48/R/B/W/T | - |
| Eastern Apron | Concrete | 13/R/C/W/T | - |
| RWY (All) | *See AD 2-EGJJ-2-1* | | |
| TWY (All) | | | |

**CHANGE (6/25):** HANGAR REMOVED.

## CHANNEL ISLANDS CONTROL ZONE - VISUAL REFERENCE POINTS (VRPs) JERSEY




**ATS AIRSPACE VERTICAL LIMITS**
Controlled airspace with an upper vertical limit of FL195 and above is not shown.

**LATERAL LIMITS**
Detailed description of FIR, UIR, CTA and TMA see ENR 2.1. Detailed description of air traffic services airspace organized at the aerodrome see AD 2.17.

**GENERAL INFORMATION**
* Outside Jersey notified hours and within Brest FIR. The airspace adopts the classification appropriate to Airway or uncontrolled airspace designation, as appropriate, as detailed in the France AIP.
† Outside Jersey notified hours and within London FIR, CTR, CTA-1 and TMA revert to Class G.
‡ **LF D18 A5** SFC-FL95, except for within CHANNEL ISLANDS CTA-1 South and TMA South when active.

**CHANGE (2/25):** RECOMMENDED VFR ROUTE REMOVED. CHART RESCALED AND UPDATED.

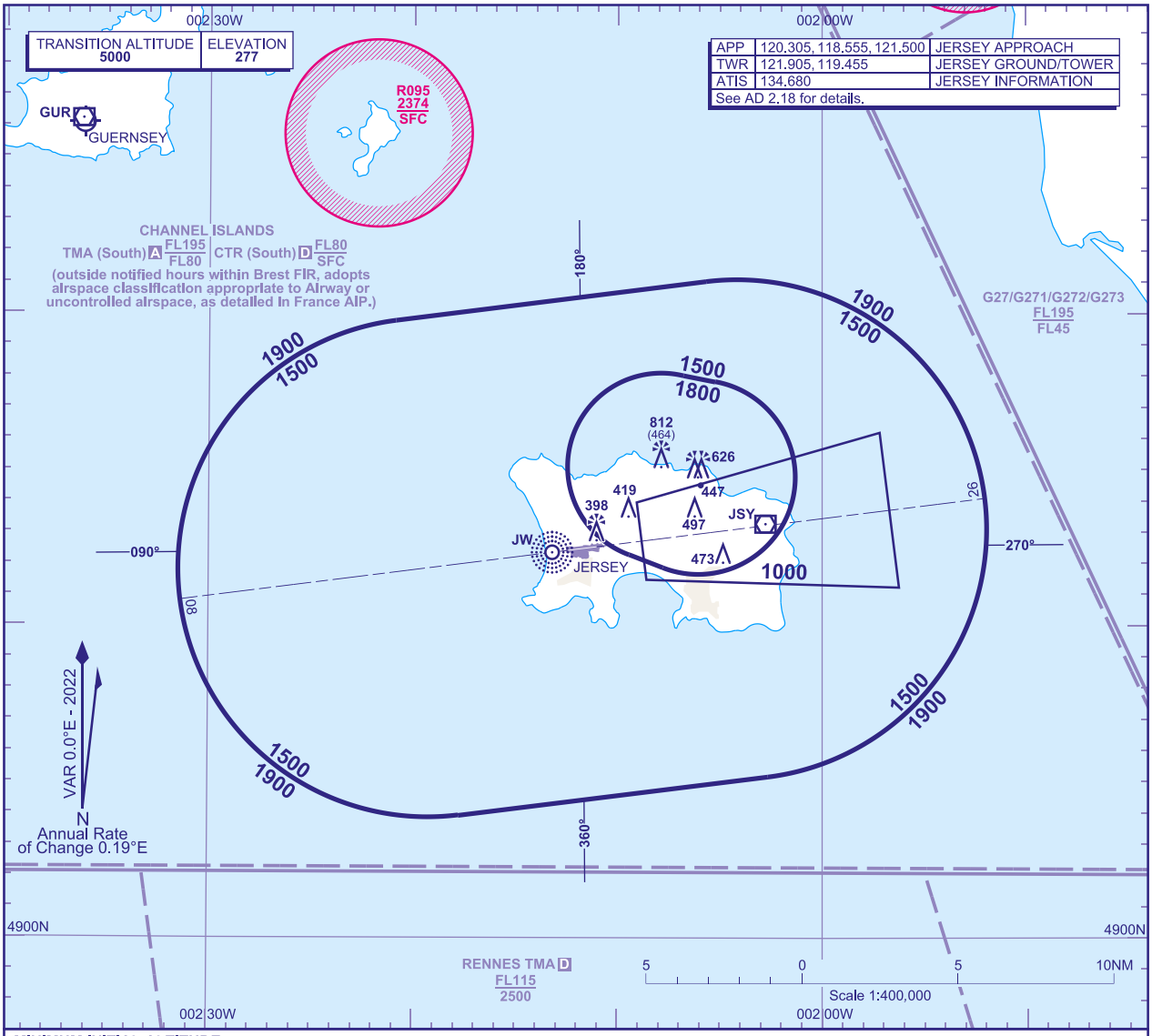
AERO INFO DATE 03 DEC 24
AD 2-EGJJ-3-1

**INTENTIONALLY BLANK**

# ATC SURVEILLANCE MINIMUM ALTITUDE CHART - ICAO

BEARINGS, TRACKS AND RADIALS ARE MAGNETIC
ELEVATIONS IN FEET AMSL 812
HEIGHTS IN FEET AGL (464)

## JERSEY




**MINIMUM INITIAL ALTITUDE**

Within the ATC Surveillance Minimum Altitude area the minimum initial altitude to be allocated by the approach surveillance controller is:

a) **1500** in the sector defined by the lateral limits; 491946N 0022052W - 492102N 0020541W thence clockwise by an arc of a circle radius 8NM centred on 491306N 0020410W to 490510N 0020239W - 490355N 0021745W thence clockwise by an arc of a circle radius 8NM centred on 491151N 0021918W to 491946N 0022052W, except;

b) **1800** in the sector defined by the lateral limits; 491801N 0020647W - 491749N 0020514W thence clockwise by an arc of circle radius 3.1NM centred on 491446N 0020604W to 491152N 0020747W - 491217N 0020926W thence clockwise by an arc of circle radius 3NM centred on 491506N 0020752W to 491801N 0020647W.

**OUTSIDE THE DESIGNATED ATC SURVEILLANCE MINIMUM ALTITUDE AREA**

The minimum altitude to be allocated by the approach surveillance controller will be either the Minimum Sector Altitude, or **1000** above any fixed obstacles:

a) within 5NM of the aircraft*, and

b) within the sector 15NM ahead of and within 20° either side of the aircraft's track*.

*When the aircraft is within 15NM of the radar antennae, the 5NM in a) and the 15NM in b) may be reduced to 3NM and 10NM respectively.

**LOSS OF COMMUNICATION PROCEDURES**

**Initial Approach**

Continue visually or by means of an appropriate approved final approach aid. If not possible proceed at **2000**, or last assigned level if higher to **JW NDB(L)** for RWY 08 approaches or **VOR JSY** for RWY 26 approaches†.

**Intermediate and Final Approach**

Continue visually or by means of an appropriate final approach aid. If not possible follow the Missed Approach Procedure to **JW NDB(L)** for RWY 08 approaches or **VOR JSY** for RWY 26 approaches†.

† In all cases where the aircraft returns to the holding facility the procedure to be adopted is the Radio Failure Procedure detailed at ENR 1.1.3.

**GENERAL INFORMATION**

1. Levels shown are based on QNH.
2. Only significant obstacles and dominant spot heights are shown.
3. The minimum levels shown within the SMAA ensure terrain clearance in accordance with Rule 36 (SERA.5015) of the Air Navigation (Rules of the Air) (Jersey) Regulations 2017 for obstacles within the SMAA.
4. Minimum Sector Altitudes are based on obstacles and spot heights within 25NM of the Aerodrome Reference Point.
5. Controlled airspace with a base in excess of **5000** or FL55, as appropriate, is not shown.
6. **The chart may only be used for cross-checking of altitudes assigned when in receipt of an ATC Surveillance service.**
7. **When vectoring an aircraft within the Final Approach Vectoring Area descent clearance below the SMAA to the FAVA altitude may only be issued if the aircraft is either established on the final approach track or on an intercept of 40° or less, and in the case of instrument approaches other than SRA is cleared to intercept the final approach track.**
8. Detailed description of FIR, UIR, CTA and TMA see ENR 2.1.
9. Detailed description of ATS airspace organized at the aerodrome see AD 2.17.

**CHANGE (1/23):** FRENCH AIRSPACE WITH BASE ABOVE FL55 REMOVED.

AERO INFO DATE 16 NOV 22

AD 2-EGJJ-5-1

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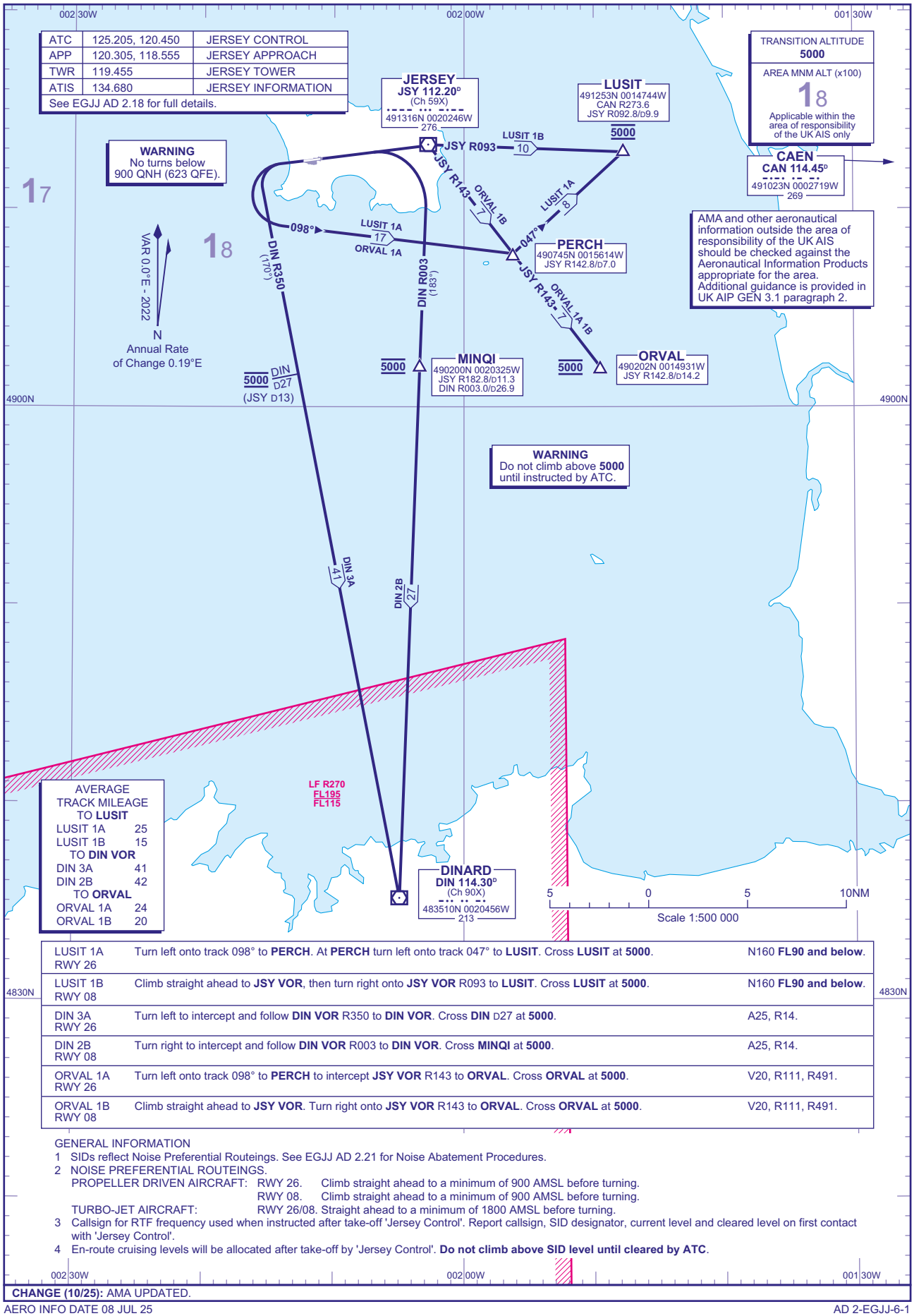
# STANDARD DEPARTURE CHART - INSTRUMENT (SID) - ICAO

DISTANCES IN NAUTICAL MILES
BEARINGS, TRACKS AND RADIALS ARE MAGNETIC
ALTITUDES AND ELEVATIONS ARE IN FEET

## JERSEY
RWY 08/26
## LUSIT 1A 1B DIN 3A 2B ORVAL 1A 1B




| | | |
|---|---|---|
| LUSIT 1A<br>RWY 26 | Turn left onto track 098° to **PERCH**. At **PERCH** turn left onto track 047° to **LUSIT**. Cross **LUSIT** at **5000**. | N160 **FL90 and below.** |
| LUSIT 1B<br>RWY 08 | Climb straight ahead to **JSY VOR**, then turn right onto **JSY VOR** R093 to **LUSIT**. Cross **LUSIT** at **5000**. | N160 **FL90 and below.** |
| DIN 3A<br>RWY 26 | Turn left to intercept and follow **DIN VOR** R350 to **DIN VOR**. Cross **DIN** D27 at **5000**. | A25, R14. |
| DIN 2B<br>RWY 08 | Turn right to intercept and follow **DIN VOR** R003 to **DIN VOR**. Cross **MINQI** at **5000**. | A25, R14. |
| ORVAL 1A<br>RWY 26 | Turn left onto track 098° to **PERCH** to intercept **JSY VOR** R143 to **ORVAL**. Cross **ORVAL** at **5000**. | V20, R111, R491. |
| ORVAL 1B<br>RWY 08 | Climb straight ahead to **JSY VOR**. Turn right onto **JSY VOR** R143 to **ORVAL**. Cross **ORVAL** at **5000**. | V20, R111, R491. |

GENERAL INFORMATION

1 SIDs reflect Noise Preferential Routeings. See EGJJ AD 2.21 for Noise Abatement Procedures.

2 NOISE PREFERENTIAL ROUTEINGS.
PROPELLER DRIVEN AIRCRAFT: RWY 26. Climb straight ahead to a minimum of 900 AMSL before turning.
RWY 08. Climb straight ahead to a minimum of 900 AMSL before turning.
TURBO-JET AIRCRAFT: RWY 26/08. Straight ahead to a minimum of 1800 AMSL before turning.

3 Callsign for RTF frequency used when instructed after take-off 'Jersey Control'. Report callsign, SID designator, current level and cleared level on first contact with 'Jersey Control'.

4 En-route cruising levels will be allocated after take-off by 'Jersey Control'. **Do not climb above SID level until cleared by ATC.**

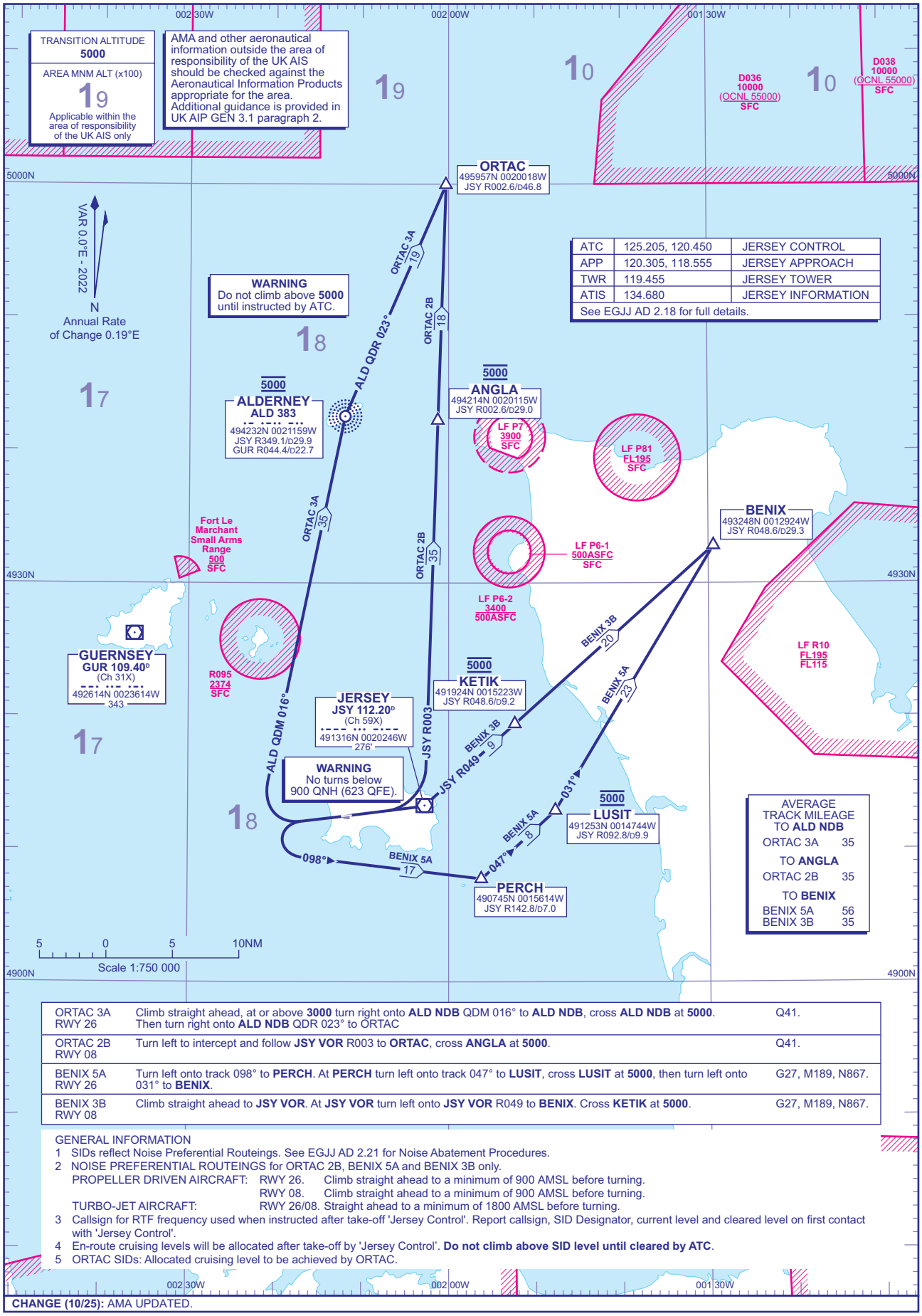
**CHANGE (10/25):** AMA UPDATED.

AERO INFO DATE 08 JUL 25

# STANDARD DEPARTURE CHART - INSTRUMENT (SID) - ICAO

DISTANCES IN NAUTICAL MILES
BEARINGS, TRACKS AND RADIALS ARE MAGNETIC
ALTITUDES AND ELEVATIONS ARE IN FEET

## JERSEY
RWY 08/26
## ORTAC 3A 2B BENIX 5A 3B




| | | |
|---|---|---|
| ORTAC 3A RWY 26 | Climb straight ahead, at or above **3000** turn right onto **ALD NDB** QDM 016° to **ALD NDB**, cross **ALD NDB** at **5000**. Then turn right onto **ALD NDB** QDR 023° to ORTAC | Q41. |
| ORTAC 2B RWY 08 | Turn left to intercept and follow **JSY VOR** R003 to **ORTAC**, cross **ANGLA** at **5000**. | Q41. |
| BENIX 5A RWY 26 | Turn left onto track 098° to **PERCH**. At **PERCH** turn left onto track 047° to **LUSIT**, cross **LUSIT** at **5000**, then turn left onto 031° to **BENIX**. | G27, M189, N867. |
| BENIX 3B RWY 08 | Climb straight ahead to **JSY VOR**. At **JSY VOR** turn left onto **JSY VOR** R049 to **BENIX**. Cross **KETIK** at **5000**. | G27, M189, N867. |

GENERAL INFORMATION
1 SIDs reflect Noise Preferential Routeings. See EGJJ AD 2.21 for Noise Abatement Procedures.
2 NOISE PREFERENTIAL ROUTEINGS for ORTAC 2B, BENIX 5A and BENIX 3B only.
PROPELLER DRIVEN AIRCRAFT: RWY 26. Climb straight ahead to a minimum of 900 AMSL before turning.
RWY 08. Climb straight ahead to a minimum of 900 AMSL before turning.
TURBO-JET AIRCRAFT: RWY 26/08. Straight ahead to a minimum of 1800 AMSL before turning.
3 Callsign for RTF frequency used when instructed after take-off 'Jersey Control'. Report callsign, SID Designator, current level and cleared level on first contact with 'Jersey Control'.
4 En-route cruising levels will be allocated after take-off by 'Jersey Control'. **Do not climb above SID level until cleared by ATC.**
5 ORTAC SIDs: Allocated cruising level to be achieved by ORTAC.

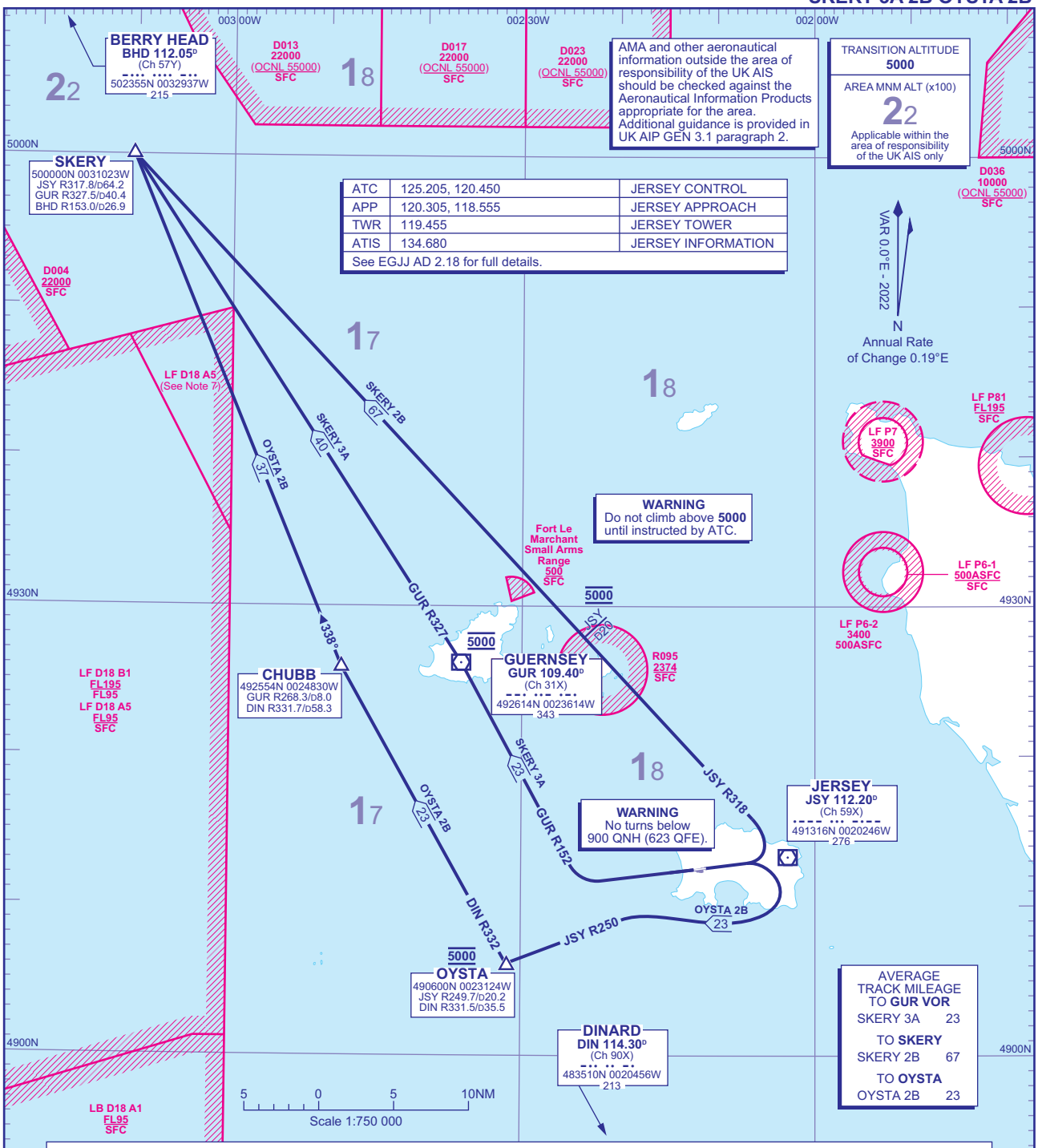
**CHANGE (10/25):** AMA UPDATED.

AERO INFO DATE 08 JUL 25

# STANDARD DEPARTURE CHART - INSTRUMENT (SID) - ICAO

DISTANCES IN NAUTICAL MILES
BEARINGS, TRACKS AND RADIALS ARE MAGNETIC
ALTITUDES AND ELEVATIONS ARE IN FEET

## JERSEY
RWY 08/26
## SKERY 3A 2B OYSTA 2B




| | | |
|---|---|---|
| SKERY 3A RWY 26 | Climb straight ahead, at or above **3000** turn right onto **GUR VOR** R152 to **GUR VOR**, cross **GUR VOR** at **5000**. At **GUR VOR** turn left onto **GUR VOR** R327 to **SKERY**. | L22/N864. |
| SKERY 2B RWY 08 | Turn left to intercept and follow **JSY VOR** R318 to **SKERY**. Cross **JSY VOR** R318 D20 at **5000**. | L22/N864. |
| OYSTA 2B RWY 08 | Turn right to intercept and follow **JSY VOR** R250 to **OYSTA**, cross **OYSTA** at **5000**. At **OYSTA** turn right onto **DIN VOR** R332 to **CHUBB**. At **CHUBB** turn right onto track 338° to **SKERY**. | L22/N864. |

GENERAL INFORMATION
1 SIDs reflect Noise Preferential Routeings. See EGJJ AD 2.21 for Noise Abatement Procedures.
2 NOISE PREFERENTIAL ROUTEINGS for SKERY 2B and OYSTA 2B only.
PROPELLER DRIVEN AIRCRAFT: RWY 26. Climb straight ahead to a minimum of 900 AMSL before turning.
RWY 08. Climb straight ahead to a minimum of 900 AMSL before turning.
TURBO-JET AIRCRAFT: RWY 26/08. Straight ahead to a minimum of 1800 AMSL before turning.
3 Callsign for RTF frequency used when instructed after take-off 'Jersey Control'. Report callsign, SID Designator, current level and cleared level on first contact with 'Jersey Control'.
4 En-route cruising levels will be allocated after take-off by 'Jersey Control. **Do not climb above SID level until cleared by ATC**.
5 SKERY SIDs: Allocated cruising level to be achieved by SKERY.
6 Outside the operating hours of Guernsey ATC, GUR VOR is unmonitored.
7 **LF D18 A5** SFC-FL95, except for within CHANNEL ISLANDS CTA-1 (South) and TMA (South) when active.

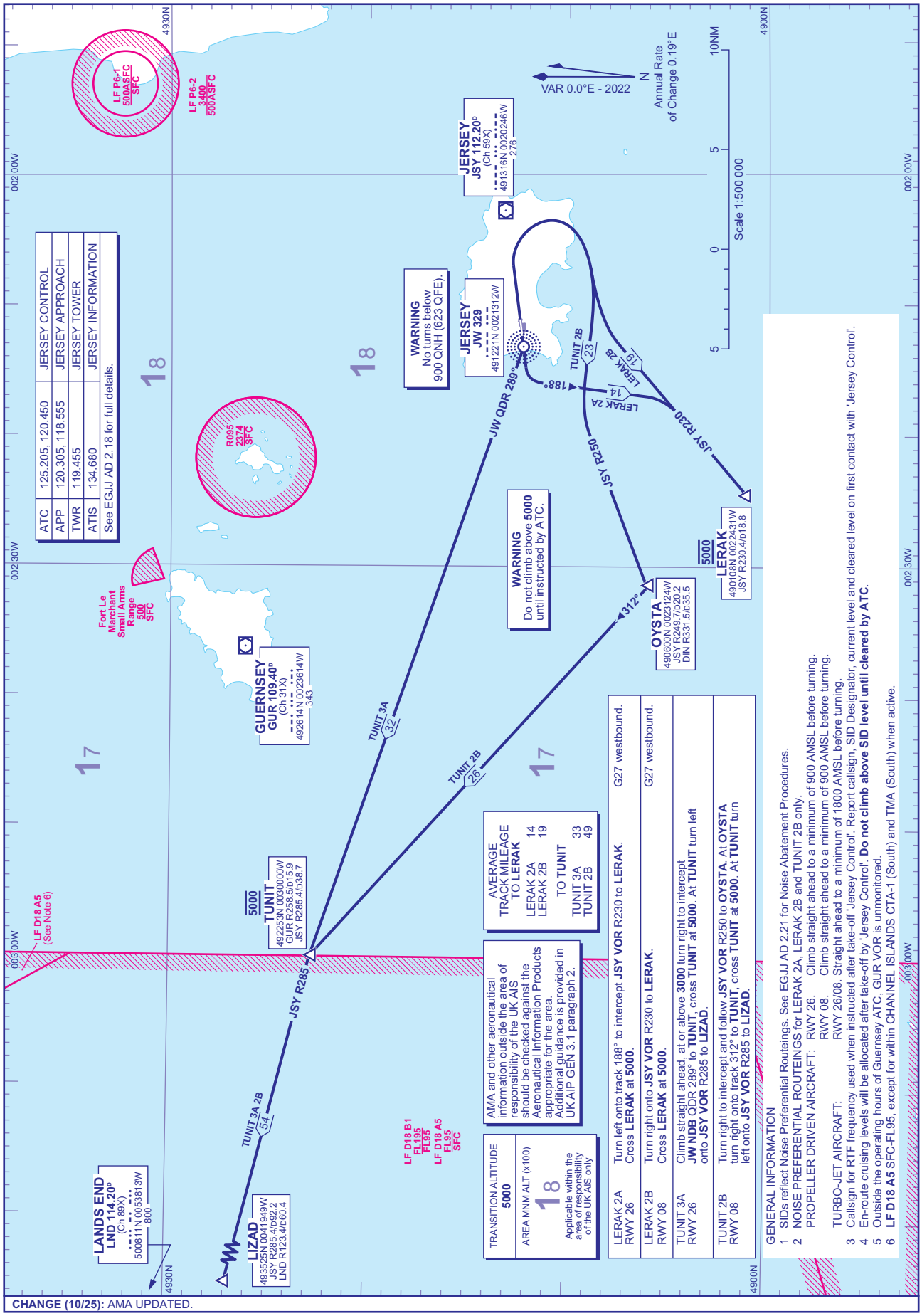
**CHANGE (10/25):** AMA UPDATED.

AERO INFO DATE 08 JUL 25

# STANDARD DEPARTURE CHART - INSTRUMENT (SID) - ICAO

DISTANCES IN NAUTICAL MILES
BEARINGS, TRACKS AND RADIALS ARE MAGNETIC
ALTITUDES AND ELEVATIONS ARE IN FEET

## JERSEY
RWY 08/26
## LERAK 2A 2B TUNIT 3A 2B



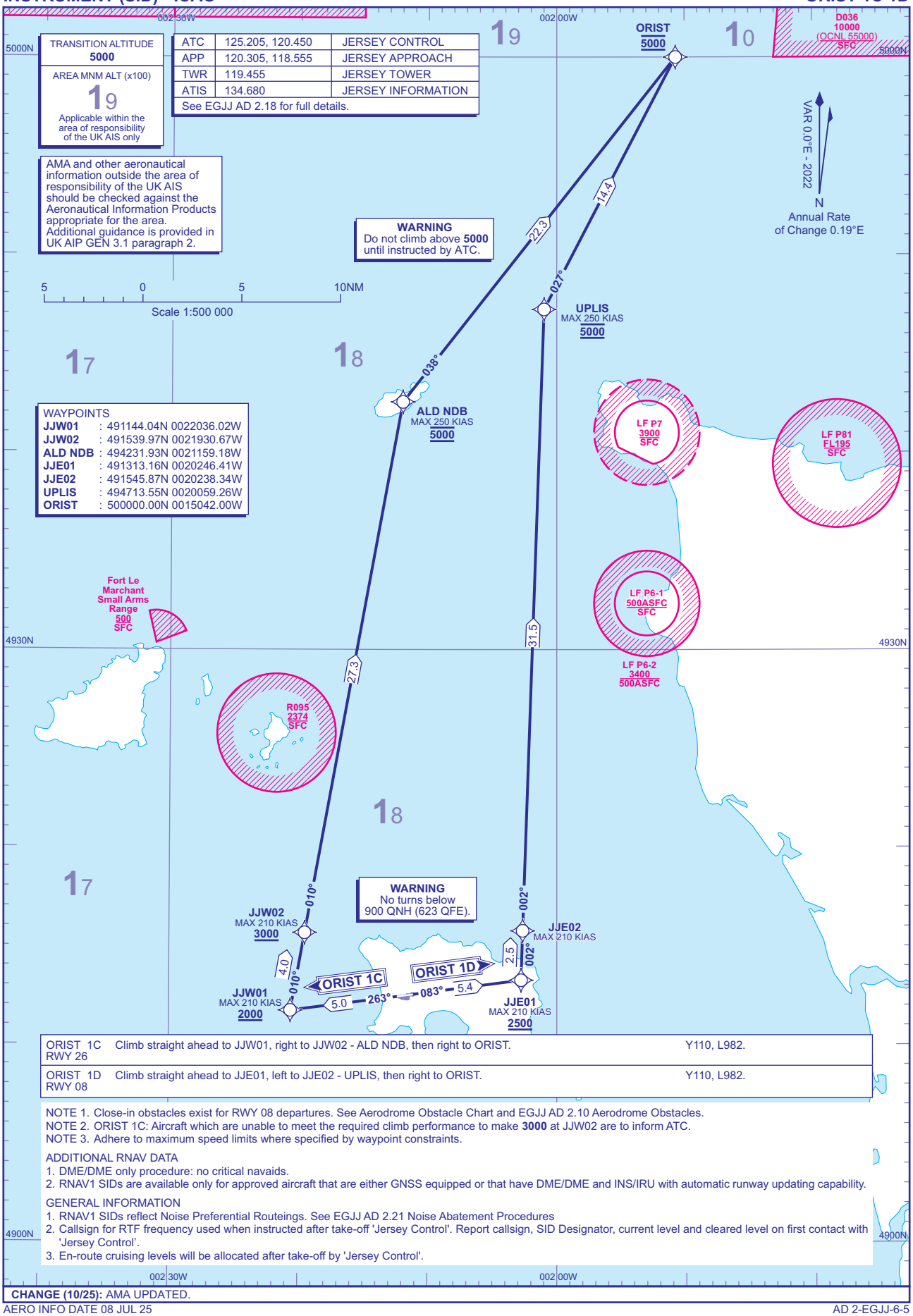

**CHANGE (10/25):** AMA UPDATED.

AERO INFO DATE 08 JUL 25

# RNAV1 (DME/DME or GNSS) STANDARD DEPARTURE CHART - INSTRUMENT (SID) - ICAO

DISTANCES IN NAUTICAL MILES
TRACKS ARE MAGNETIC
ALTITUDES AND ELEVATIONS ARE IN FEET

## JERSEY
RWY 08/26
**ORIST 1C 1D**




| | | |
|---|---|---|
| ORIST 1C RWY 26 | Climb straight ahead to JJW01, right to JJW02 - ALD NDB, then right to ORIST. | Y110, L982. |
| ORIST 1D RWY 08 | Climb straight ahead to JJE01, left to JJE02 - UPLIS, then right to ORIST. | Y110, L982. |

NOTE 1. Close-in obstacles exist for RWY 08 departures. See Aerodrome Obstacle Chart and EGJJ AD 2.10 Aerodrome Obstacles.
NOTE 2. ORIST 1C: Aircraft which are unable to meet the required climb performance to make **3000** at JJW02 are to inform ATC.
NOTE 3. Adhere to maximum speed limits where specified by waypoint constraints.

ADDITIONAL RNAV DATA
1. DME/DME only procedure: no critical navaids.
2. RNAV1 SIDs are available only for approved aircraft that are either GNSS equipped or that have DME/DME and INS/IRU with automatic runway updating capability.

GENERAL INFORMATION
1. RNAV1 SIDs reflect Noise Preferential Routeings. See EGJJ AD 2.21 Noise Abatement Procedures
2. Callsign for RTF frequency used when instructed after take-off 'Jersey Control'. Report callsign, SID Designator, current level and cleared level on first contact with 'Jersey Control'.
3. En-route cruising levels will be allocated after take-off by 'Jersey Control'.

**CHANGE (10/25):** AMA UPDATED.

AERO INFO DATE 08 JUL 25

AD 2-EGJJ-6-5

# Standard Instrument Departure Coding Tables

**Jersey Runway 26 ORIST 1C**

| Designator | Sequence Number | Path Term-inator | Waypoint Name | Waypoint Co-ordinates | Fly-over | Course/ Track °M (°T) | Magnetic Variation | Distance (NM) | Turn Direction | Level Constraint | Speed Constraint | Navigation Performance |
|---|---|---|---|---|---|---|---|---|---|---|---|---|
| ORIST 1C | 001 | CF | JJW01 | 491144.04N 0022036.02W | N | 263° (262.8°) | 0.0 | 5.0 | RIGHT | +2000 | -210 | RNAV1 |
| ORIST 1C | 002 | TF | JJW02 | 491539.97N 0021930.67W | N | 010° (010.3°) | 0.0 | 4.0 | - | +3000 | -210 | RNAV1 |
| ORIST 1C | 003 | TF | ALD | 494231.93N 0021159.18W | N | 010° (010.3°) | 0.0 | 27.3 | RIGHT | 5000 | -250 | RNAV1 |
| ORIST 1C | 004 | TF | ORIST | 500000.00N 0015042.00W | N | 038° (038.1°) | 0.0 | 22.3 | - | 5000 | - | RNAV1 |

**Jersey Runway 08 ORIST 1D**

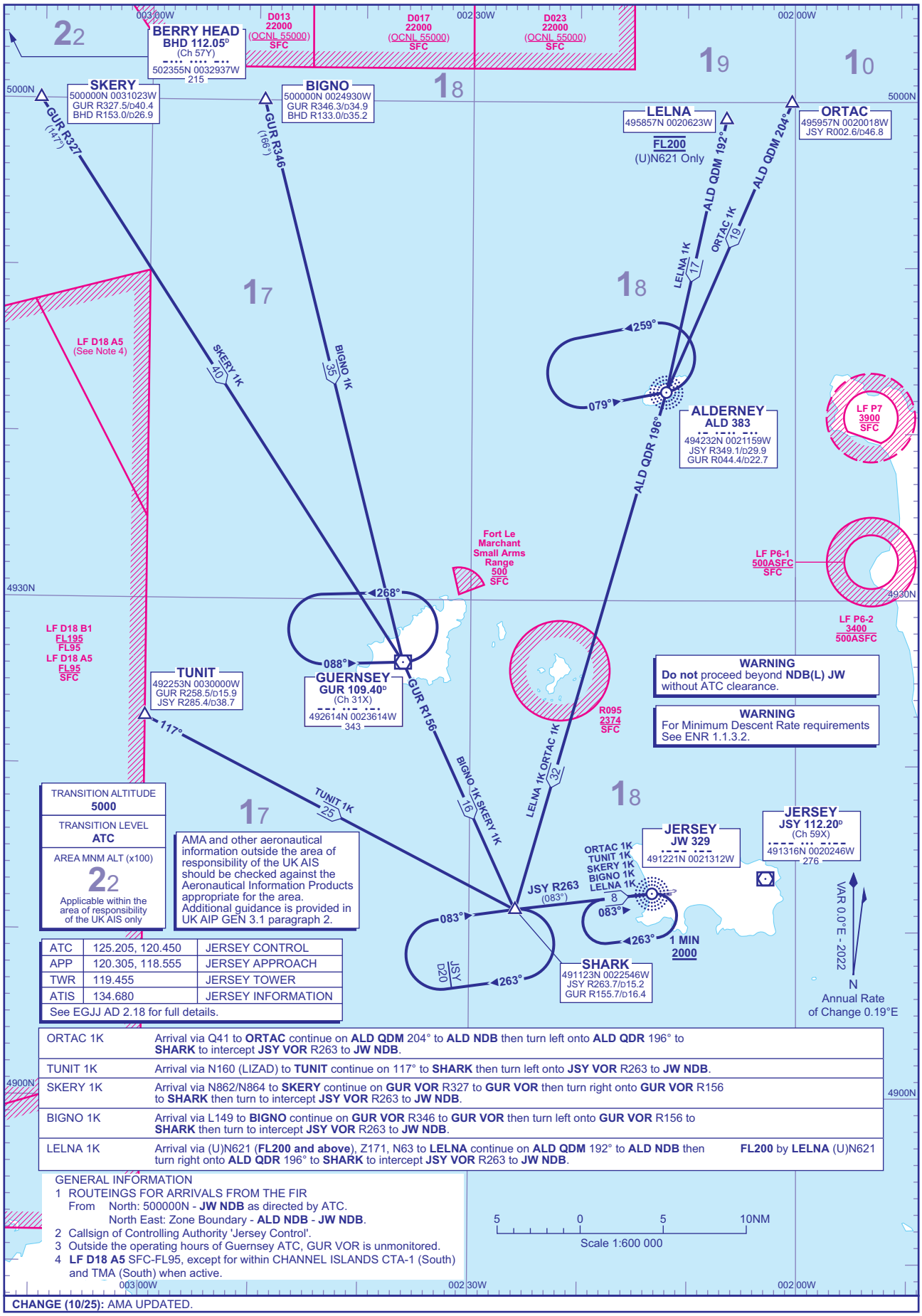
| Designator | Sequence Number | Path Term-inator | Waypoint Name | Waypoint Co-ordinates | Fly-over | Course/ Track °M (°T) | Magnetic Variation | Distance (NM) | Turn Direction | Level Constraint | Speed Constraint | Navigation Performance |
|---|---|---|---|---|---|---|---|---|---|---|---|---|
| ORIST 1D | 001 | CF | JJE01 | 491313.16N 0020246.41W | N | 083° (082.7°) | 0.0 | 5.4 | LEFT | +2500 | -210 | RNAV1 |
| ORIST 1D | 002 | TF | JJE02 | 491545.87N 0020238.34W | N | 002° (002.0°) | 0.0 | 2.5 | - | - | -210 | RNAV1 |
| ORIST 1D | 003 | TF | UPLIS | 494713.55N 0020059.26W | N | 002° (002.0°) | 0.0 | 31.5 | RIGHT | 5000 | -250 | RNAV1 |
| ORIST 1D | 004 | TF | ORIST | 500000.00N 0015042.00W | N | 027° (027.4°) | 0.0 | 14.4 | - | 5000 | - | RNAV1 |

**CHANGE (3/21):** MAG VAR. MAG TRACKS.
AERO INFO DATE 22 DEC 20

# STANDARD ARRIVAL CHART - INSTRUMENT (STAR) - ICAO

DISTANCES IN NAUTICAL MILES
BEARINGS, TRACKS AND RADIALS ARE MAGNETIC
ALTITUDES AND ELEVATIONS ARE IN FEET

## JERSEY RWY 08
## ORTAC 1K TUNIT 1K SKERY 1K BIGNO 1K LELNA 1K



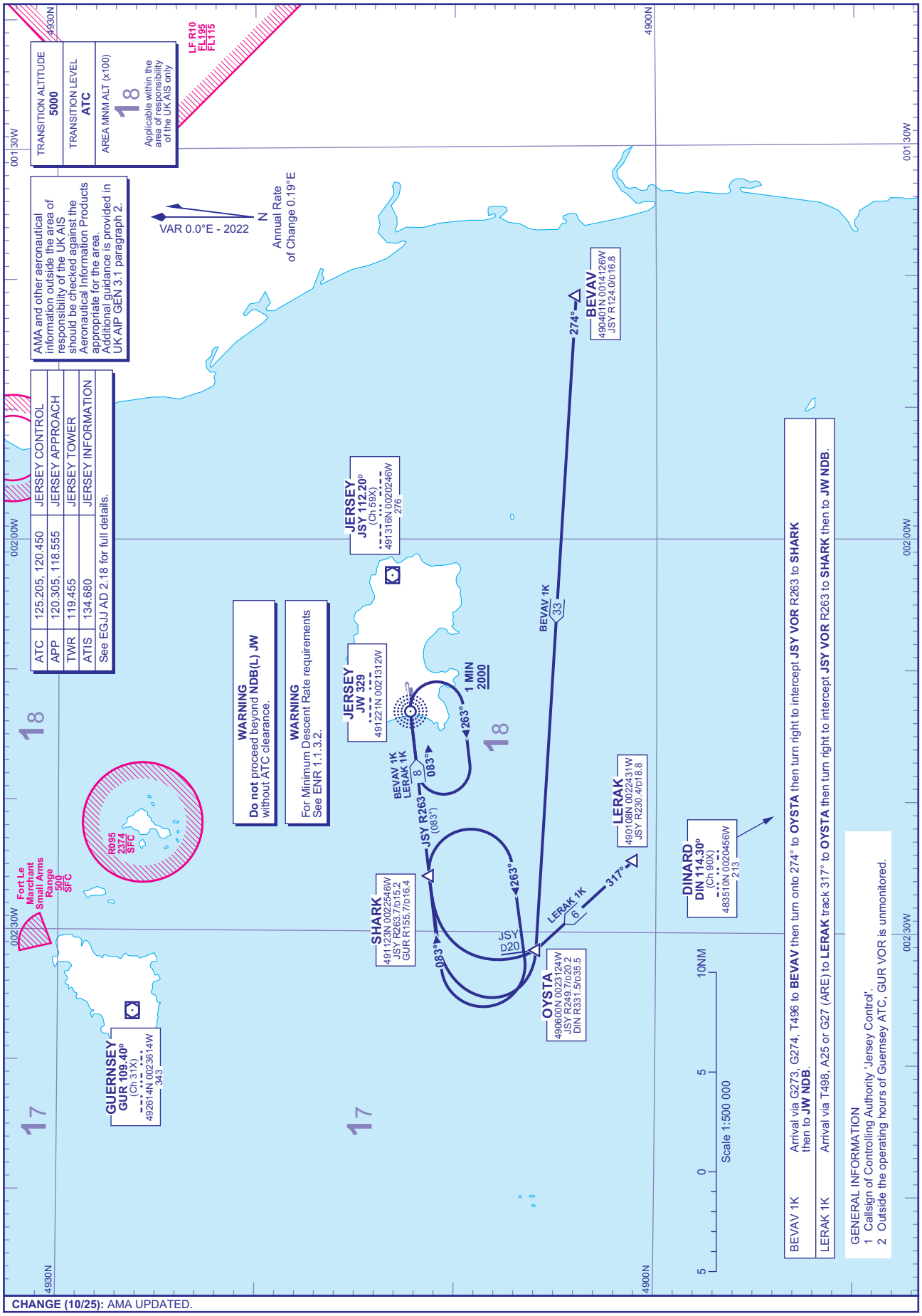

**CHANGE (10/25):** AMA UPDATED.

AERO INFO DATE 08 JUL 25

## STANDARD ARRIVAL CHART - INSTRUMENT (STAR) - ICAO

DISTANCES IN NAUTICAL MILES
BEARINGS, TRACKS AND RADIALS ARE MAGNETIC
ALTITUDES AND ELEVATIONS ARE IN FEET

## JERSEY
RWY 08
## BEVAV 1K LERAK 1K




**CHANGE (10/25):** AMA UPDATED.

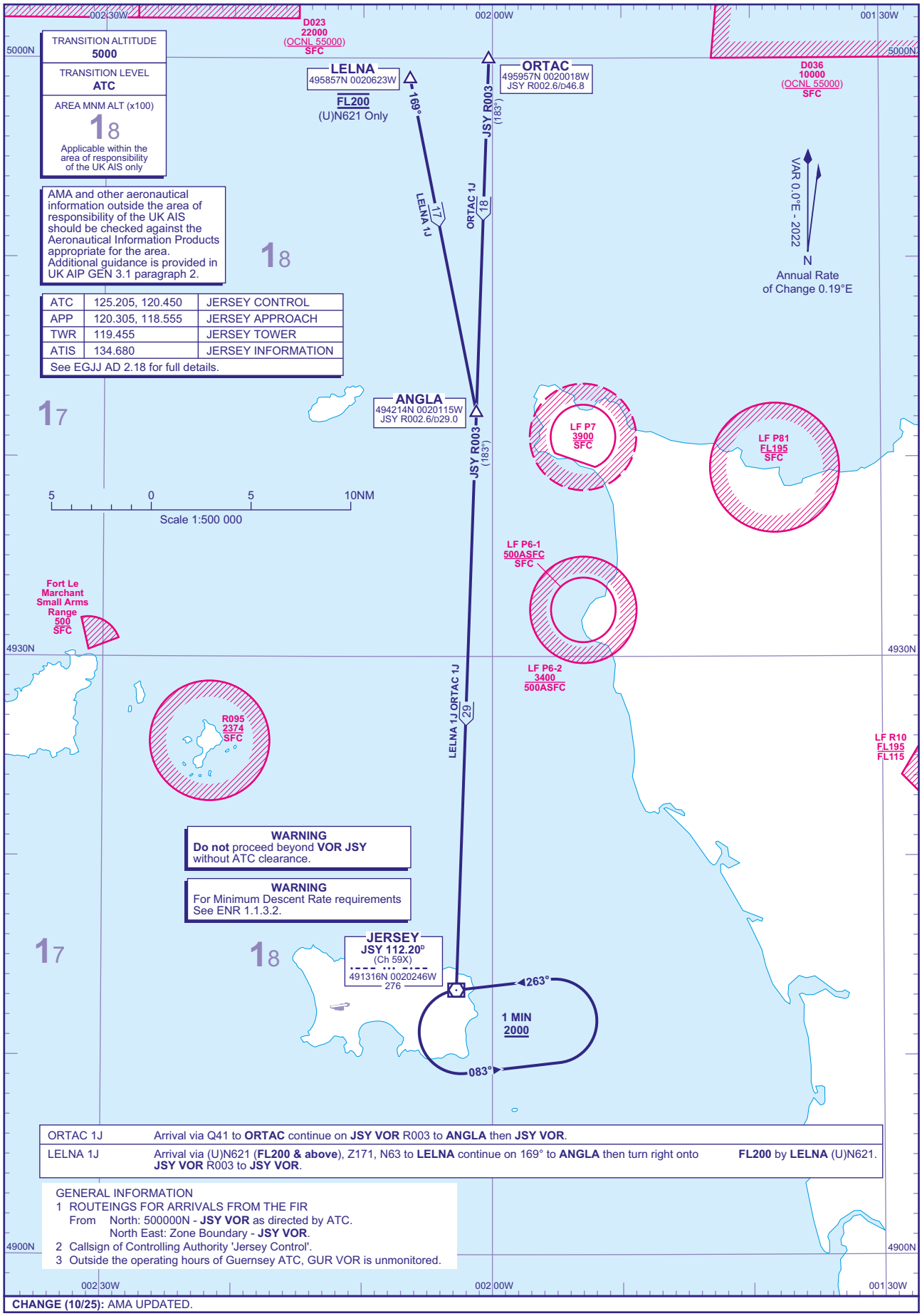
AERO INFO DATE 08 JUL 25

AD 2-EGJJ-7-2

# STANDARD ARRIVAL CHART - INSTRUMENT (STAR) - ICAO

DISTANCES IN NAUTICAL MILES
BEARINGS, TRACKS AND RADIALS ARE MAGNETIC
ALTITUDES AND ELEVATIONS ARE IN FEET

## JERSEY
RWY 26
## ORTAC 1J LELNA 1J




| | |
|---|---|
| ORTAC 1J | Arrival via Q41 to **ORTAC** continue on **JSY VOR** R003 to **ANGLA** then **JSY VOR**. |
| LELNA 1J | Arrival via (U)N621 (**FL200 & above**), Z171, N63 to **LELNA** continue on 169° to **ANGLA** then turn right onto **JSY VOR** R003 to **JSY VOR**. **FL200** by **LELNA** (U)N621. |

GENERAL INFORMATION
1 ROUTEINGS FOR ARRIVALS FROM THE FIR
From North: 500000N - **JSY VOR** as directed by ATC.
North East: Zone Boundary - **JSY VOR**.
2 Callsign of Controlling Authority 'Jersey Control'.
3 Outside the operating hours of Guernsey ATC, GUR VOR is unmonitored.

**CHANGE (10/25):** AMA UPDATED.

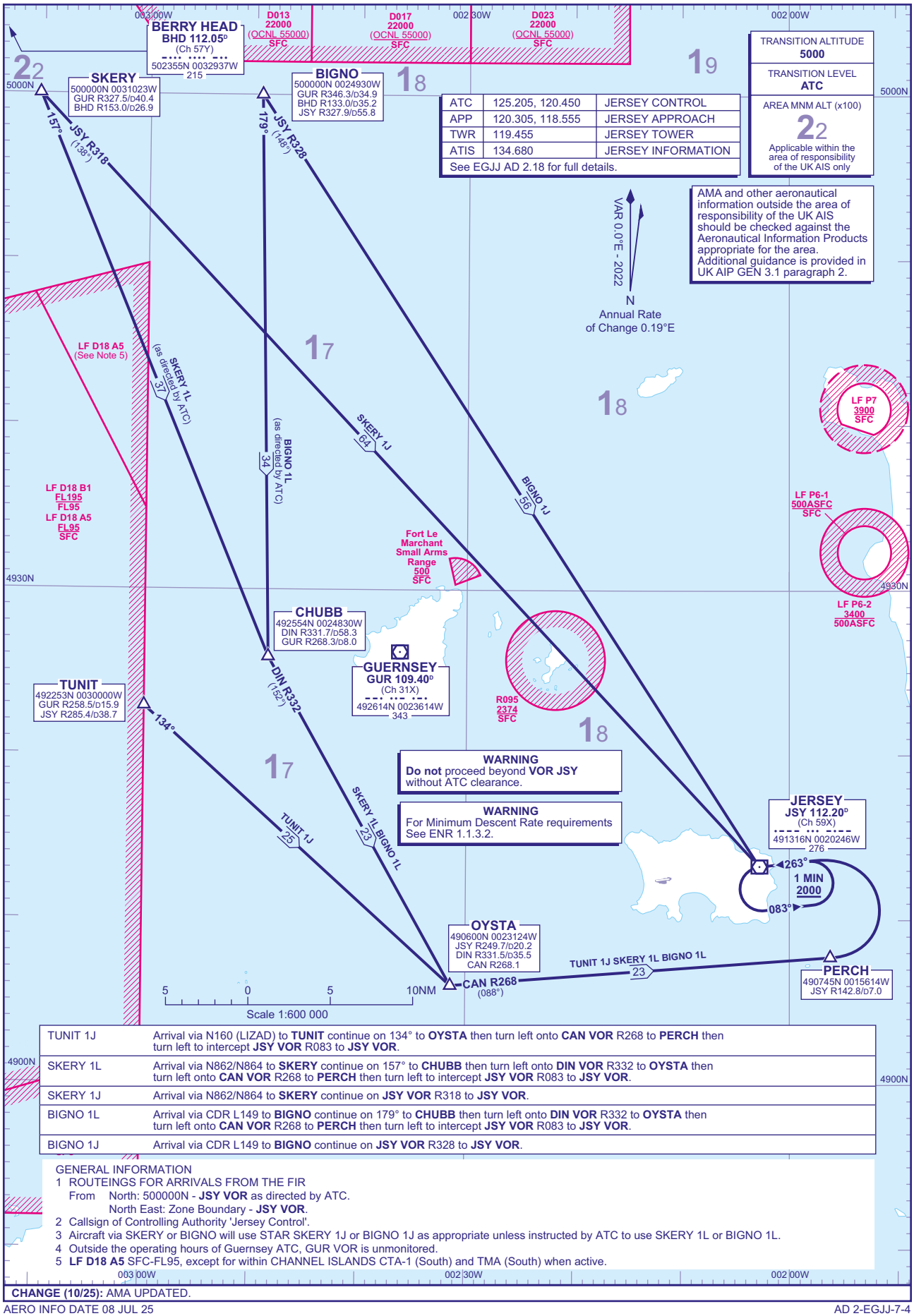
AERO INFO DATE 08 JUL 25

AD 2-EGJJ-7-3

# STANDARD ARRIVAL CHART - INSTRUMENT (STAR) - ICAO

DISTANCES IN NAUTICAL MILES
BEARINGS, TRACKS AND RADIALS ARE MAGNETIC
ALTITUDES AND ELEVATIONS ARE IN FEET

## JERSEY
RWY 26
## TUNIT 1J SKERY 1L 1J BIGNO 1L 1J




| | |
|---|---|
| TUNIT 1J | Arrival via N160 (LIZAD) to **TUNIT** continue on 134° to **OYSTA** then turn left onto **CAN VOR** R268 to **PERCH** then turn left to intercept **JSY VOR** R083 to **JSY VOR**. |
| SKERY 1L | Arrival via N862/N864 to **SKERY** continue on 157° to **CHUBB** then turn left onto **DIN VOR** R332 to **OYSTA** then turn left onto **CAN VOR** R268 to **PERCH** then turn left to intercept **JSY VOR** R083 to **JSY VOR**. |
| SKERY 1J | Arrival via N862/N864 to **SKERY** continue on **JSY VOR** R318 to **JSY VOR**. |
| BIGNO 1L | Arrival via CDR L149 to **BIGNO** continue on 179° to **CHUBB** then turn left onto **DIN VOR** R332 to **OYSTA** then turn left onto **CAN VOR** R268 to **PERCH** then turn left to intercept **JSY VOR** R083 to **JSY VOR**. |
| BIGNO 1J | Arrival via CDR L149 to **BIGNO** continue on **JSY VOR** R328 to **JSY VOR**. |

GENERAL INFORMATION
1 ROUTEINGS FOR ARRIVALS FROM THE FIR
From North: 500000N - **JSY VOR** as directed by ATC.
North East: Zone Boundary - **JSY VOR**.
2 Callsign of Controlling Authority 'Jersey Control'.
3 Aircraft via SKERY or BIGNO will use STAR SKERY 1J or BIGNO 1J as appropriate unless instructed by ATC to use SKERY 1L or BIGNO 1L.
4 Outside the operating hours of Guernsey ATC, GUR VOR is unmonitored.
5 **LF D18 A5** SFC-FL95, except for within CHANNEL ISLANDS CTA-1 (South) and TMA (South) when active.

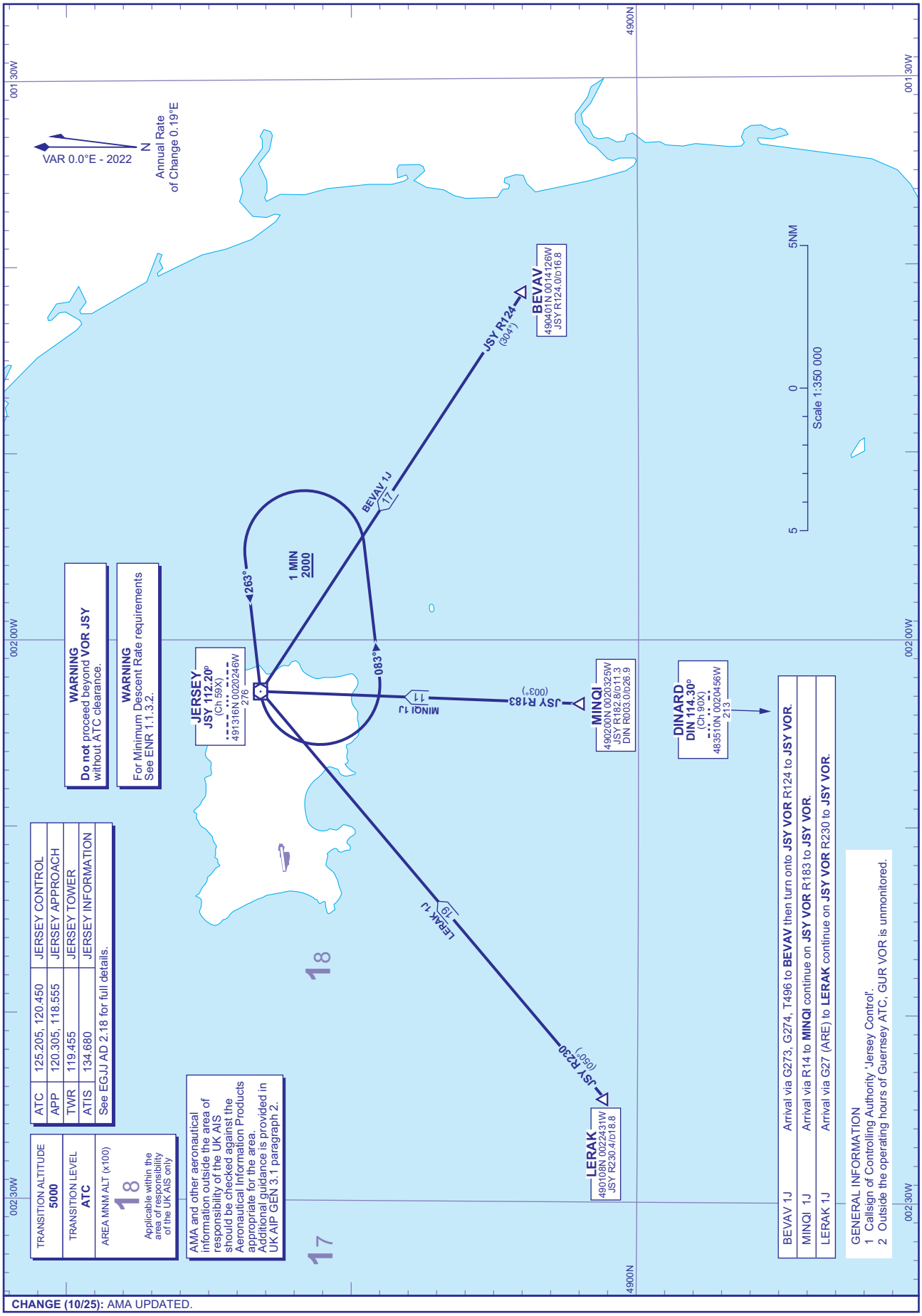
**CHANGE (10/25):** AMA UPDATED.

AERO INFO DATE 08 JUL 25 AD 2-EGJJ-7-4

# STANDARD ARRIVAL CHART - INSTRUMENT (STAR) - ICAO

DISTANCES IN NAUTICAL MILES
BEARINGS, TRACKS AND RADIALS ARE MAGNETIC
ALTITUDES AND ELEVATIONS ARE IN FEET

## JERSEY
RWY 26
## BEVAV 1J MINQI 1J LERAK 1J




**CHANGE (10/25):** AMA UPDATED.

AERO INFO DATE 08 JUL 25

AD 2-EGJJ-7-5

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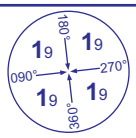
# INSTRUMENT APPROACH CHART - ICAO

## JERSEY
## ILS/DME/NDB(L)
## RWY 08
(ACFT CAT A,B,C,D)

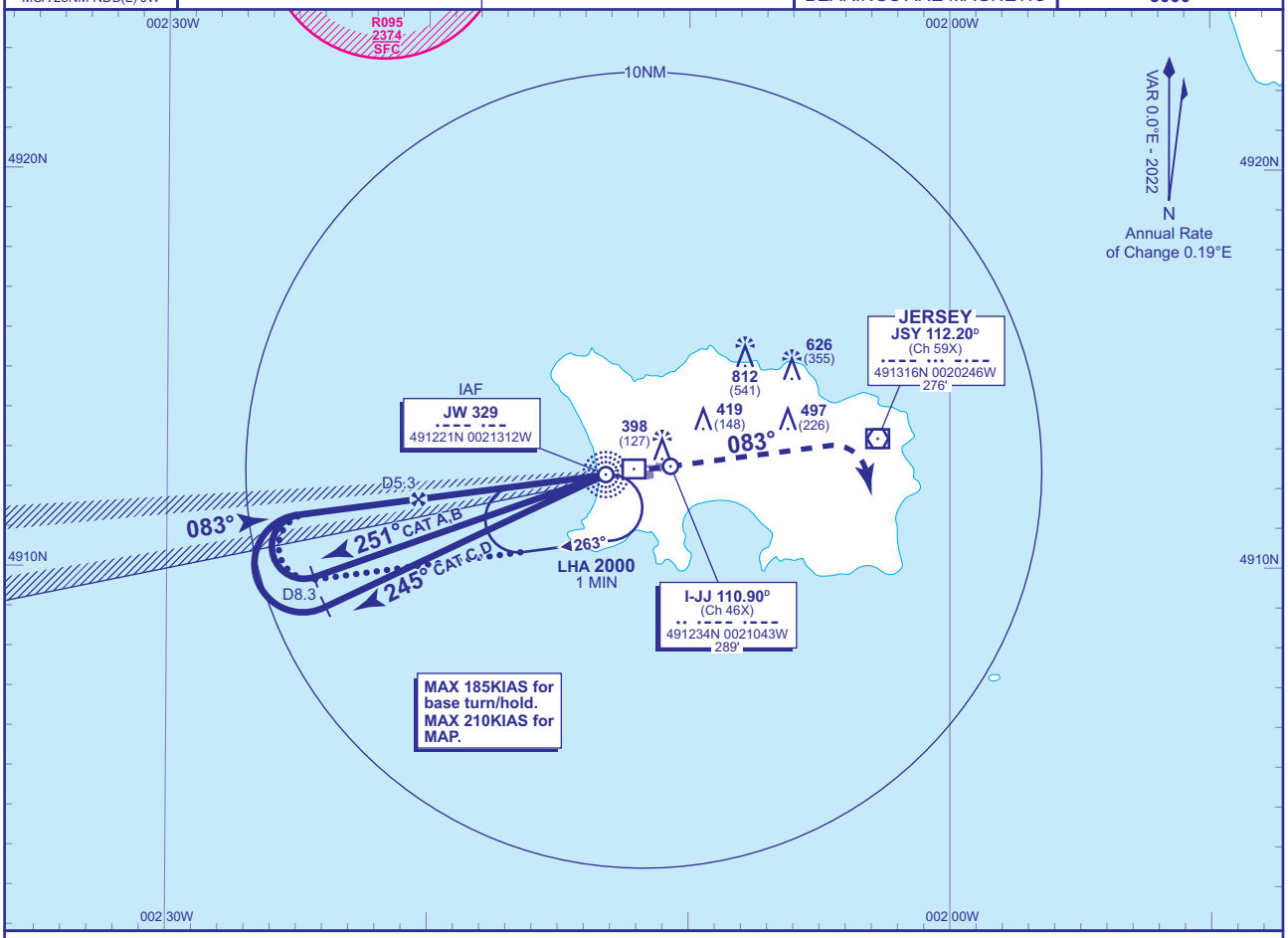


MSA 25NM NDB(L) JW

| | | |
|---|---|---|
| ATC | 125.205, 120.450 | JERSEY CONTROL |
| APP | 120.305, 118.555 | JERSEY APPROACH |
| TWR | 119.455 | JERSEY TOWER |
| | 121.905 | JERSEY GROUND |
| ATIS | 134.680 | JERSEY INFORMATION |

| | |
|---|---|
| AD ELEVATION | 277 |
| THR ELEVATION | 271 |
| OBSTACLE ELEVATION | 812 AMSL (541) (ABOVE THR) |
| BEARINGS ARE MAGNETIC | |

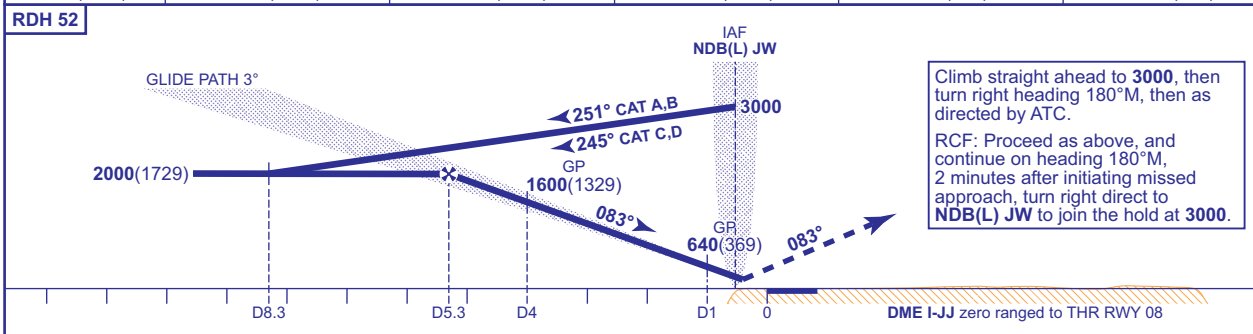
TRANSITION ALTITUDE **5000**




**RECOMMENDED PROFILE** GLIDE PATH 3°, 320FT/NM

| **DME I-JJ** | 5 | 4 | 3 | 2 | 1 |
|---|---|---|---|---|---|
| **ALT**(HGT) | **1920**(1649) | **1600**(1329) | **1280**(1009) | **960**(689) | **640**(369) |

**RDH 52**




Climb straight ahead to **3000**, then turn right heading 180°M, then as directed by ATC.

RCF: Proceed as above, and continue on heading 180°M, 2 minutes after initiating missed approach, turn right direct to **NDB(L) JW** to join the hold at **3000**.

| **Aircraft Category** | | **A** | **B** | **C** | **D** |
|---|---|---|---|---|---|
| **OCA** (OCH) | **CAT I** | **420**(149) | **430**(159) | **437**(166) | **450**(179) |
| **VM(C)OCA** (OCH AAL) | **Total Area** | **770**(493) | **770**(493) | **1210**(933) | **1210**(933) |
| | **South of RWY 08/26** | **770**(493) | **770**(493) | **1030**(753) | **1030**(753) |

| **Rate of descent** | **G/S KT** | 160 | 140 | 120 | 100 | 80 |
|---|---|---|---|---|---|---|
| | **FT/MIN** | 850 | 750 | 640 | 530 | 430 |

**ALTERNATIVE PROCEDURE** EXTENDED HOLDING PATTERN (MAX 185KIAS)
Arrive at IAF NDB(L) JW at **3000**. Extend the outbound leg of the NDB(L) JW holding pattern to I-JJ D8.3 descending to **2000**(1729). Turn right onto the LOC, when established, continue as for main procedure.

**AIRCRAFT UNABLE TO RECEIVE DME I-JJ**
Advise ATC. Radar ranges will be passed equivalent to D8.3 outbound and D4 inbound.

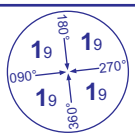
**CHANGE (5/23):** DME I-JJ ELEVATION.

AERO INFO DATE 06 MAR 23

AD 2-EGJJ-8-1

## INSTRUMENT APPROACH CHART - ICAO

# JERSEY
# LOC/DME/NDB(L)
# RWY 08
(ACFT CAT A,B,C,D)

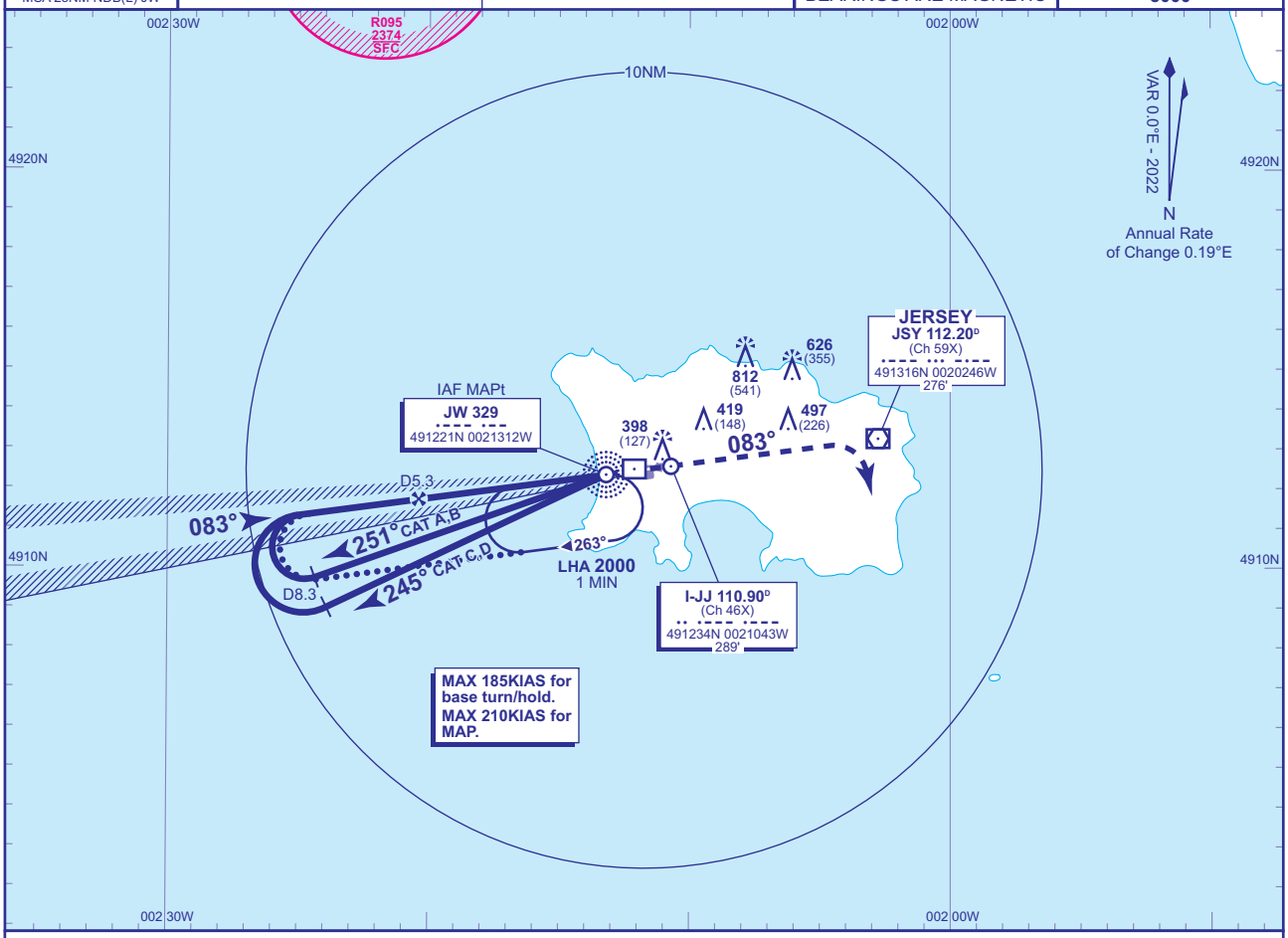



MSA 25NM NDB(L) JW

| | | |
|---|---|---|
| ATC | 125.205, 120.450 | JERSEY CONTROL |
| APP | 120.305, 118.555 | JERSEY APPROACH |
| TWR | 119.455 | JERSEY TOWER |
| | 121.905 | JERSEY GROUND |
| ATIS | 134.680 | JERSEY INFORMATION |

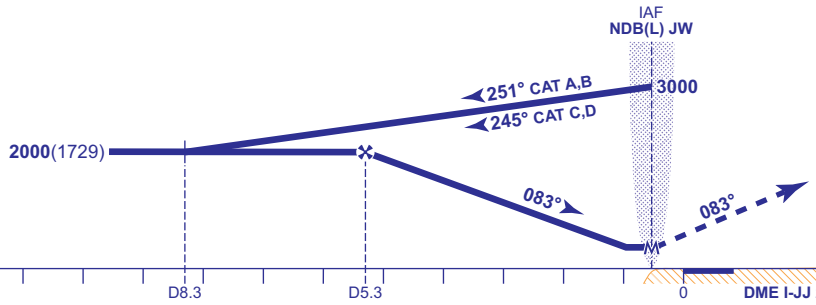
| | |
|---|---|
| AD ELEVATION | **277** |
| THR ELEVATION | **271** |
| OBSTACLE ELEVATION **812 AMSL** (541) (ABOVE THR) | |
| BEARINGS ARE MAGNETIC | |

TRANSITION ALTITUDE **5000**




**RECOMMENDED PROFILE** Gradient 5.2%, 320FT/NM

| **DME I-JJ** | 5 | 4 | 3 | 2 | 1 |
|---|---|---|---|---|---|
| **ALT**(HGT) | **1920**(1649) | **1600**(1329) | **1280**(1009) | **960**(689) | **640**(369) |




**MAPt NDB(L) JW**

Climb straight ahead to **3000**, then turn right heading 180°M, then as directed by ATC.

RCF: Proceed as above, and continue on heading 180°M, 2 minutes after initiating missed approach, turn right direct to **NDB(L) JW** to join the hold at **3000**.

| **Aircraft Category** | | **A** | **B** | **C** | **D** |
|---|---|---|---|---|---|
| **OCA** (OCH) | **WITH DME** | **590**(319) | **590**(319) | **590**(319) | **590**(319) |
| | **NO DME** | **640**(369) | **640**(369) | **640**(369) | **640**(369) |
| **VM(C)OCA** (OCH AAL) | **Total Area** | **770**(493) | **770**(493) | **1210**(933) | **1210**(933) |
| | **South of RWY 08/26** | **770**(493) | **770**(493) | **1030**(753) | **1030**(753) |

| **Rate of descent** | **G/S KT** | 160 | 140 | 120 | 100 | 80 |
|---|---|---|---|---|---|---|
| | **FT/MIN** | 850 | 750 | 640 | 530 | 430 |

**ALTERNATIVE PROCEDURE** EXTENDED HOLDING PATTERN (MAX 185KIAS)
Arrive at IAF NDB(L) JW at **3000**. Extend the outbound leg of the NDB(L) JW holding pattern to I-JJ D8.3 descending to **2000**(1729). Turn right onto the LOC, when established, continue as for main procedure.

**AIRCRAFT UNABLE TO RECEIVE DME I-JJ**
As for main and alternative procedure except fly outbound for 3MIN (CAT A); 2.5MIN (CAT B); 2MIN (CAT C,D) prior to base turn. When established on LOC descend to MDA.

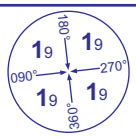
**CHANGE (5/23):** DME I-JJ ELEVATION.

AERO INFO DATE 06 MAR 23

AD 2-EGJJ-8-2

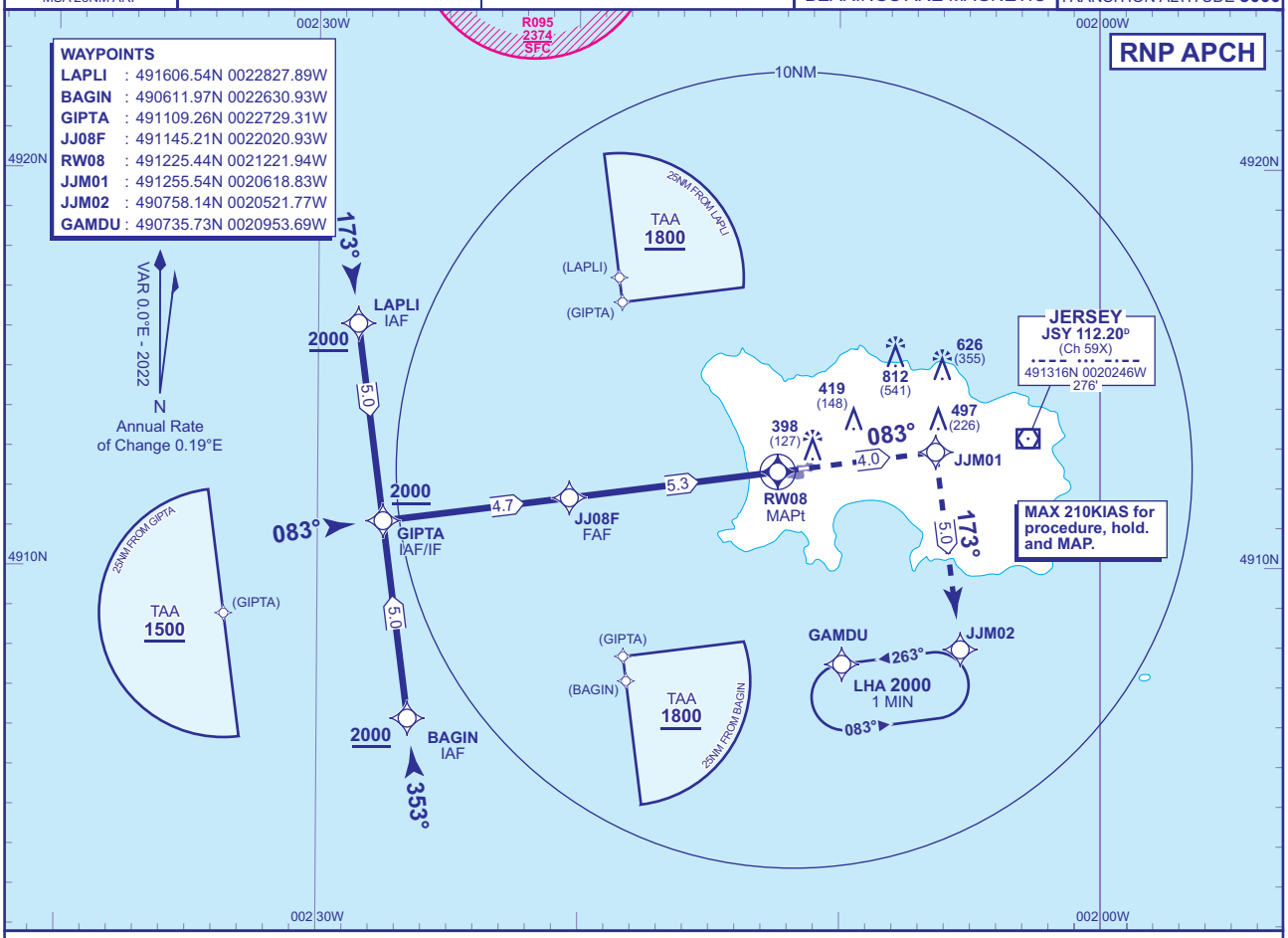
# INSTRUMENT APPROACH CHART - ICAO

**JERSEY**
**RNP**
**RWY 08**
(ACFT CAT A,B,C,D)



MSA 25NM ARP

| | | | | | |
|---|---|---|---|---|---|
| ATC | 125.205, 120.450 | JERSEY CONTROL | AD ELEVATION | 277 | EGNOS CH 61428 E08A |
| APP | 120.305, 118.555 | JERSEY APPROACH | THR ELEVATION | 271 | MIN TEMP -5°C |
| TWR | 119.455 | JERSEY TOWER | OBSTACLE ELEVATION 812 AMSL (541) (ABOVE THR) | | TRANSITION ALTITUDE 5000 |
| | 121.905 | JERSEY GROUND | | | |
| ATIS | 134.680 | JERSEY INFORMATION | BEARINGS ARE MAGNETIC | | |

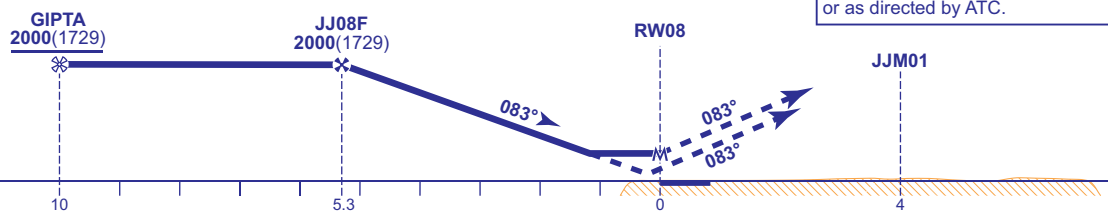



**RECOMMENDED PROFILE** LPV/VNAV Vertical Path Angle 3.0°(LNAV 5.24%), 320FT/NM

| NM to RW08 | 5 | 4 | 3 | 2 | 1 |
|---|---|---|---|---|---|
| ALT(HGT) | **1910**(1639) | **1590**(1319) | **1280**(1009) | **960**(689) | **640**(369) |

**TCH 52**

**MAPt (LNAV): RW08**
Continuous climb to **3000**. Initially climb straight ahead to **JJM01**, then turn right to **JJM02** and **GAMDU** to join the hold or as directed by ATC.




| Aircraft Category | | A | B | C | D |
|---|---|---|---|---|---|
| OCA (OCH) | LPV | **471**(200) | **471**(200) | **471**(200) | **471**(200) |
| | LNAV/VNAV | **571**(300) | **571**(300) | **571**(300) | **571**(300) |
| | LNAV | **621**(350) | **621**(350) | **621**(350) | **621**(350) |
| VM(C)OCA (OCH AAL) | Total Area | **770**(493) | **770**(493) | **1210**(933) | **1210**(933) |
| | South of RWY 08/26 | **770**(493) | **770**(493) | **1030**(753) | **1030**(753) |

| Rate of descent | G/S KT | 160 | 140 | 120 | 100 | 80 |
|---|---|---|---|---|---|---|
| | FT/MIN | 850 | 740 | 640 | 530 | 430 |

**NOTE** Aircraft will normally be required to hold not lower than **3000.**

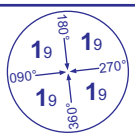
**CHANGE (4/21):** VM(C) OCA (OCH AAL). MAG VAR. HOLD BEARING.

AERO INFO DATE 09 FEB 21

AD 2-EGJJ-8-3

## INSTRUMENT APPROACH CHART - ICAO

# JERSEY VOR/DME RWY 08
(ACFT CAT A,B,C,D)

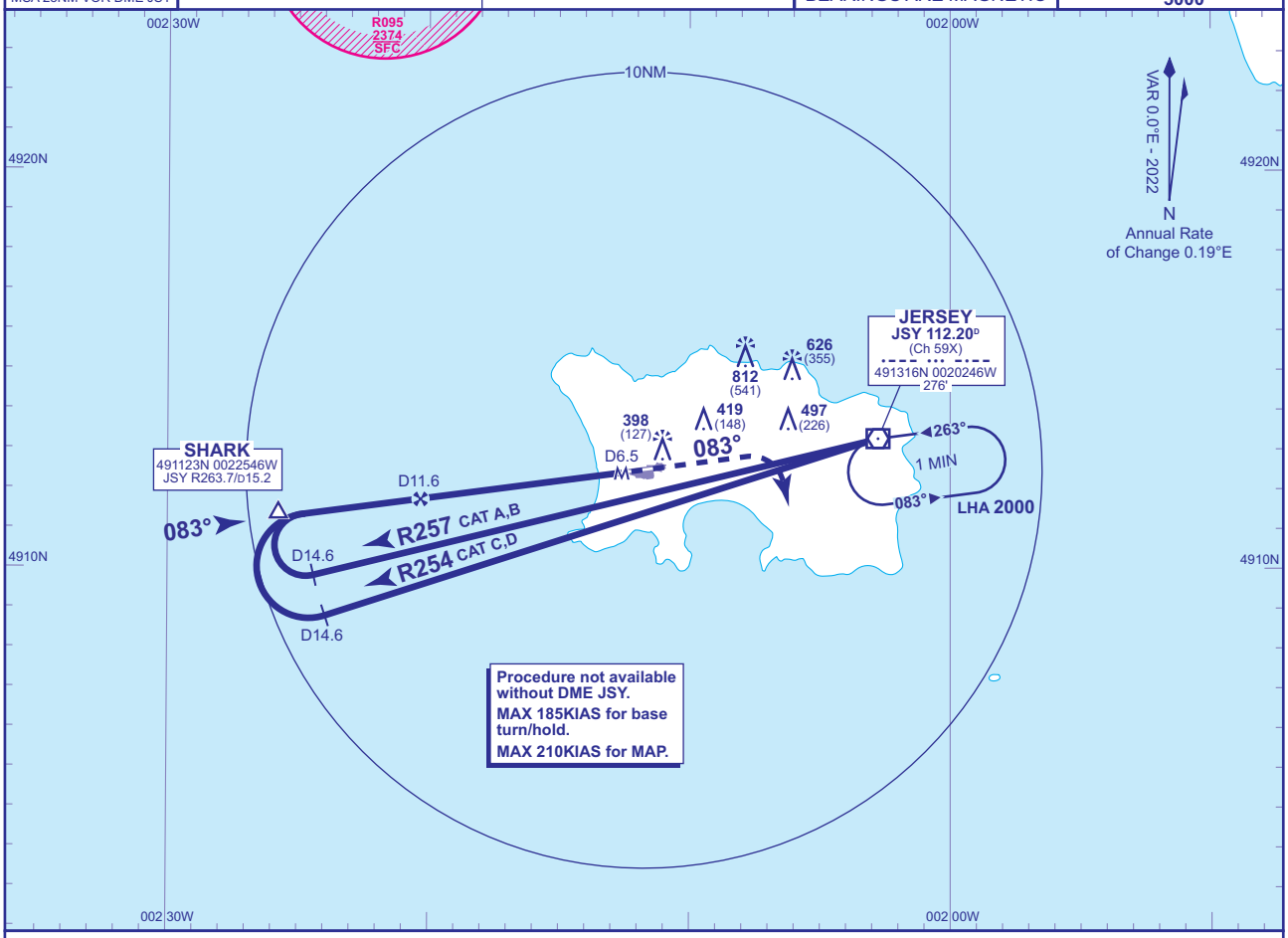


MSA 25NM VOR DME JSY

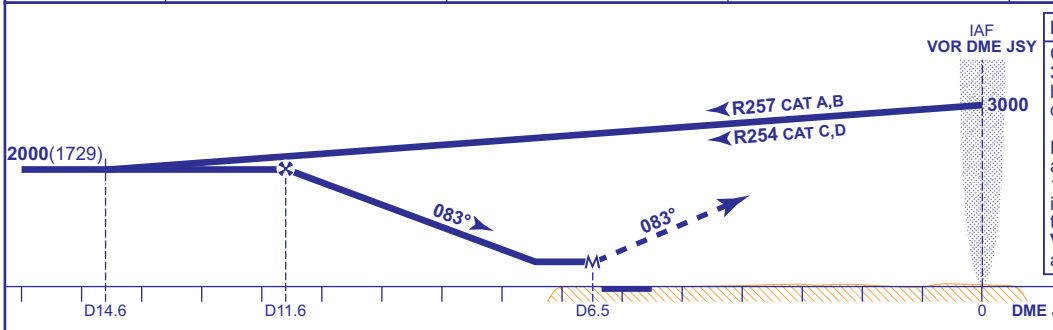
| | | |
|---|---|---|
| ATC | 125.205, 120.450 | JERSEY CONTROL |
| APP | 120.305, 118.555 | JERSEY APPROACH |
| TWR | 119.455 | JERSEY TOWER |
| | 121.905 | JERSEY GROUND |
| ATIS | 134.680 | JERSEY INFORMATION |

| | |
|---|---|
| AD ELEVATION | **277** |
| THR ELEVATION | **271** |
| OBSTACLE ELEVATION **812 AMSL** (541) (ABOVE THR) | |
| BEARINGS ARE MAGNETIC | |

TRANSITION ALTITUDE **5000**




| **RECOMMENDED PROFILE** Gradient 5.2%, 320FT/NM | | | | |
|---|---|---|---|---|
| **THR (JSY DME)** | 5(11.3) | 4(10.3) | 3(9.3) | 2(8.3) |
| **ALT**(HGT) | **1920**(1649) | **1600**(1329) | **1280**(1009) | **960**(689) |




**MAPt JSY DME 6.5**

Climb straight ahead to **3000**, then turn right heading 180°M, then as directed by ATC.

RCF: Proceed as above, and continue on heading 180°M, 2 minutes after initiating missed approach, turn right direct to **VOR JSY** to join the hold at **3000**.

| **Aircraft Category** | | **A** | **B** | **C** | **D** |
|---|---|---|---|---|---|
| **OCA** (OCH) | **Procedure** | **660**(389) | **660**(389) | **660**(389) | **660**(389) |
| **VM(C)OCA** (OCH AAL) | **Total Area** | **770**(493) | **770**(493) | **1210**(933) | **1210**(933) |
| | **South of RWY 08/26** | **770**(493) | **770**(493) | **1030**(753) | **1030**(753) |

| **Rate of descent** | | | | | | |
|---|---|---|---|---|---|---|
| **G/S KT** | 160 | 140 | 120 | 100 | 80 |
| **FT/MIN** | 850 | 750 | 640 | 530 | 430 |

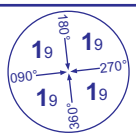
**DIRECT ARRIVALS**
Subject to ATC approval, following standard arrival routes to SHARK, from SHARK establish on extended FAT JSY R263, then descend to **2000**(1729) then continue as for basic procedure.

**CHANGE (1/22):** JSY VOR RECALIBRATED.

AERO INFO DATE 08 NOV 21

# INSTRUMENT APPROACH CHART - ICAO

**JERSEY**
**NDB(L)/DME**
**RWY 08**
(ACFT CAT A,B,C,D)

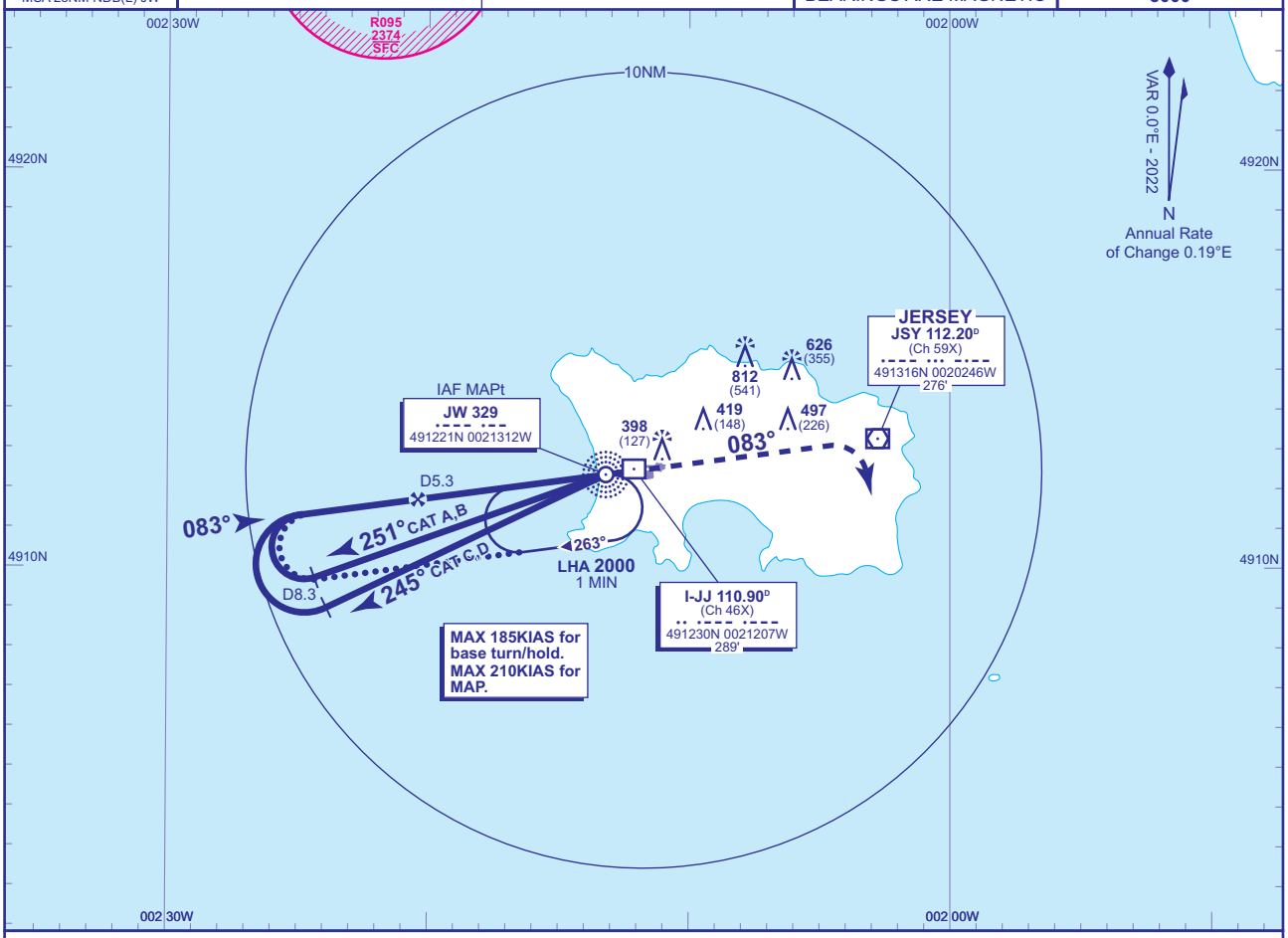


MSA 25NM NDB(L) JW

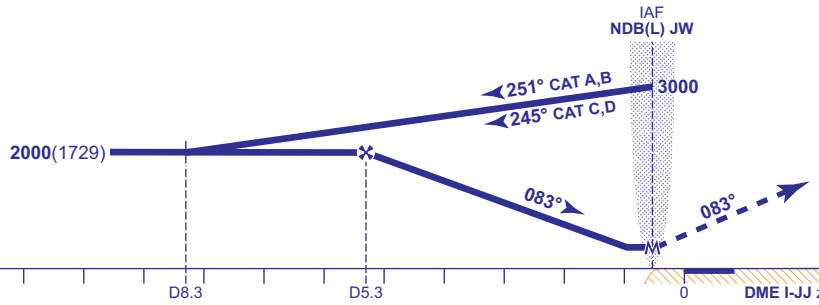
| | | |
|---|---|---|
| ATC | 125.205, 120.450 | JERSEY CONTROL |
| APP | 120.305, 118.555 | JERSEY APPROACH |
| TWR | 119.455 | JERSEY TOWER |
| | 121.905 | JERSEY GROUND |
| ATIS | 134.680 | JERSEY INFORMATION |

| | |
|---|---|
| AD ELEVATION | **277** |
| THR ELEVATION | **271** |
| OBSTACLE ELEVATION<br>**812 AMSL**<br>(541) (ABOVE THR) | |
| BEARINGS ARE MAGNETIC | |

TRANSITION ALTITUDE
**5000**




| RECOMMENDED PROFILE Gradient 5.2%, 320FT/NM | | | | | |
|---|---|---|---|---|---|
| **DME I-JJ** | 5 | 4 | 3 | 2 | 1 |
| **ALT**(HGT) | **1920**(1649) | **1600**(1329) | **1280**(1009) | **960**(689) | **640**(369) |




**MAPt NDB(L) JW**

Climb straight ahead to **3000**, then turn right heading 180°M, then as directed by ATC.

RCF: Proceed as above, and continue on heading 180°M, 2 minutes after initiating missed approach, turn right direct to **NDB(L) JW** to join the hold at **3000**.

| Aircraft Category | | A | B | C | D |
|---|---|---|---|---|---|
| **OCA** (OCH) | **WITH DME** | **590**(319) | **590**(319) | **590**(319) | **590**(319) |
| | **NO DME** | **640**(369) | **640**(369) | **640**(369) | **640**(369) |
| **VM(C)OCA** (OCH AAL) | **Total Area** | **770**(493) | **770**(493) | **1210**(933) | **1210**(933) |
| | **South of RWY 08/26** | **770**(493) | **770**(493) | **1030**(753) | **1030**(753) |

| Rate of descent | G/S KT | 160 | 140 | 120 | 100 | 80 |
|---|---|---|---|---|---|---|
| | FT/MIN | 850 | 750 | 640 | 530 | 430 |

**ALTERNATIVE PROCEDURE** EXTENDED HOLDING PATTERN (MAX 185KIAS)
Arrive at IAF NDB(L) JW at **3000**. Extend the outbound leg of the NDB(L) JW holding pattern to I-JJ D8.3 descending to **2000**(1729). Turn right onto the extended FAT, when established, continue as for main procedure.

**AIRCRAFT UNABLE TO RECEIVE DME I-JJ**
As for main and alternative procedure except fly outbound for 3MIN (CAT A); 2.5MIN (CAT B); 2MIN (CAT C,D) prior to base turn. When established on FAT descend to MDA.

**CHANGE (5/23):** DME I-JJ ELEVATION.

AERO INFO DATE 06 MAR 23

# INSTRUMENT APPROACH CHART - ICAO

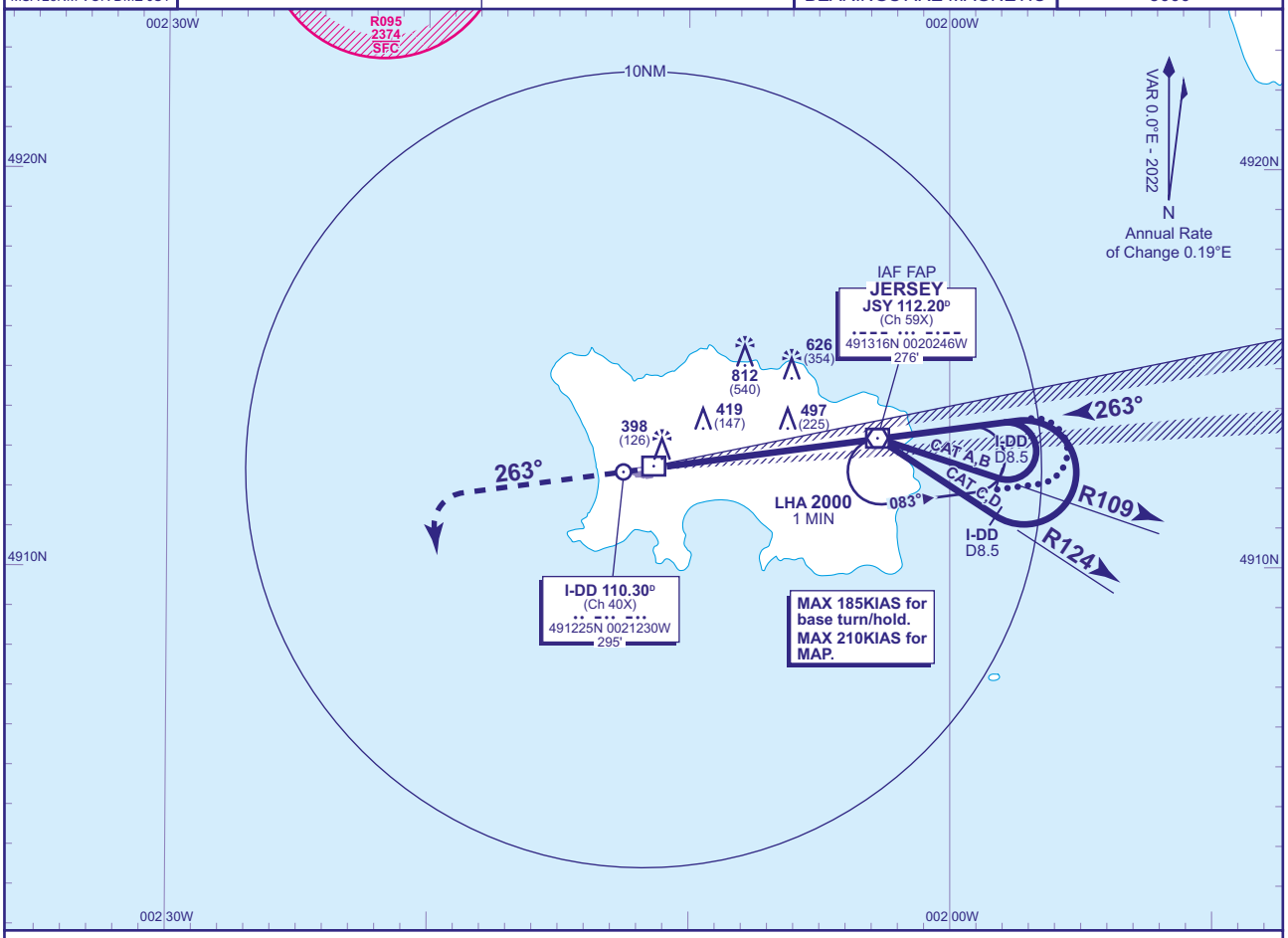
## JERSEY ILS/DME/VOR RWY 26
(ACFT CAT A,B,C,D)

MSA 25NM VOR DME JSY

| | | |
|---|---|---|
| ATC | 125.205, 120.450 | JERSEY CONTROL |
| APP | 120.305, 118.555 | JERSEY APPROACH |
| TWR | 119.455 | JERSEY TOWER |
| | 121.905 | JERSEY GROUND |
| ATIS | 134.680 | JERSEY INFORMATION |

| | |
|---|---|
| AD ELEVATION | 277 |
| THR ELEVATION | 272 |
| OBSTACLE ELEVATION | 812 AMSL (540) (ABOVE THR) |
| BEARINGS ARE MAGNETIC | |

TRANSITION ALTITUDE **5000**



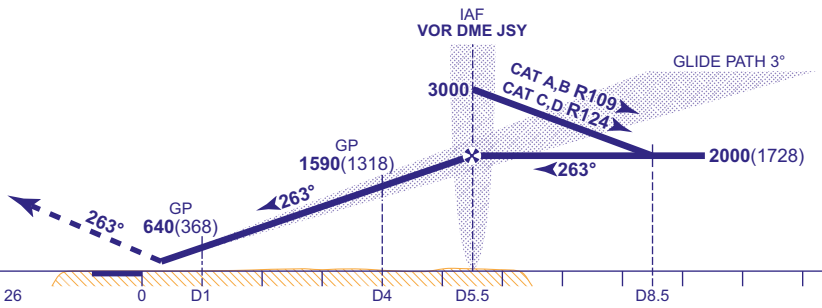

**RECOMMENDED PROFILE** GLIDE PATH 3°, 316FT/NM

| **DME I-DD** | 5 | 4 | 3 | 2 | 1 |
|---|---|---|---|---|---|
| **ALT**(HGT) | **1910**(1638) | **1590**(1318) | **1270**(998) | **960**(688) | **640**(368) |

**RDH 52**

Climb straight ahead to **3000**, then turn left heading 180°M, then as directed by ATC.

RCF: Proceed as above, and continue on heading 180°M, 2 minutes after initiating missed approach, turn left direct to **VOR JSY** to join the hold at **3000**.




| **Aircraft Category** | | **A** | **B** | **C** | **D** |
|---|---|---|---|---|---|
| **OCA** (OCH) | **CAT I** | **439**(167) | **446**(174) | **458**(186) | **468**(196) |
| **VM(C)OCA** (OCH AAL) | **Total Area** | **770**(493) | **770**(493) | **1210**(933) | **1210**(933) |
| | **South of RWY 08/26** | **770**(493) | **770**(493) | **1030**(753) | **1030**(753) |

| **Rate of descent** | | | | | | |
|---|---|---|---|---|---|---|
| **G/S KT** | 160 | 140 | 120 | 100 | 80 |
| **FT/MIN** | 840 | 740 | 630 | 530 | 420 |

**ALTERNATIVE PROCEDURE** EXTENDED HOLDING PATTERN (MAX 185KIAS)
Arrive at IAF VOR JSY at **3000**. Extend the outbound leg of the holding pattern descending to **2000**(1728). At I-DD D9.5 turn left onto the LOC, when established, continue as for main procedure.

**AIRCRAFT UNABLE TO RECEIVE DME I-DD**
MAIN PROCEDURE: Advise ATC. Radar ranges will be passed equivalent to D8.5 outbound and D4 inbound.
ALTERNATIVE PROCEDURE: Advise ATC. Radar ranges will be passed equivalent to D9.5 outbound and D4 inbound.

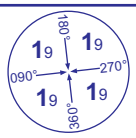
**NOTE 1** Full scale fly-up indication left of C/L may not be maintained prior to joining the glide path from below.
**2** Localiser fluctuations may be experienced. See EGJJ AD 2.20 Local Traffic Regulations 6(d).

**CHANGE (5/25):** OCA (OCH) CAT I MINIMA REVISED.

AERO INFO DATE 17 FEB 25 AD 2-EGJJ-8-6

# INSTRUMENT APPROACH CHART - ICAO

## JERSEY
## LOC/DME/VOR
## RWY 26
(ACFT CAT A,B,C,D)

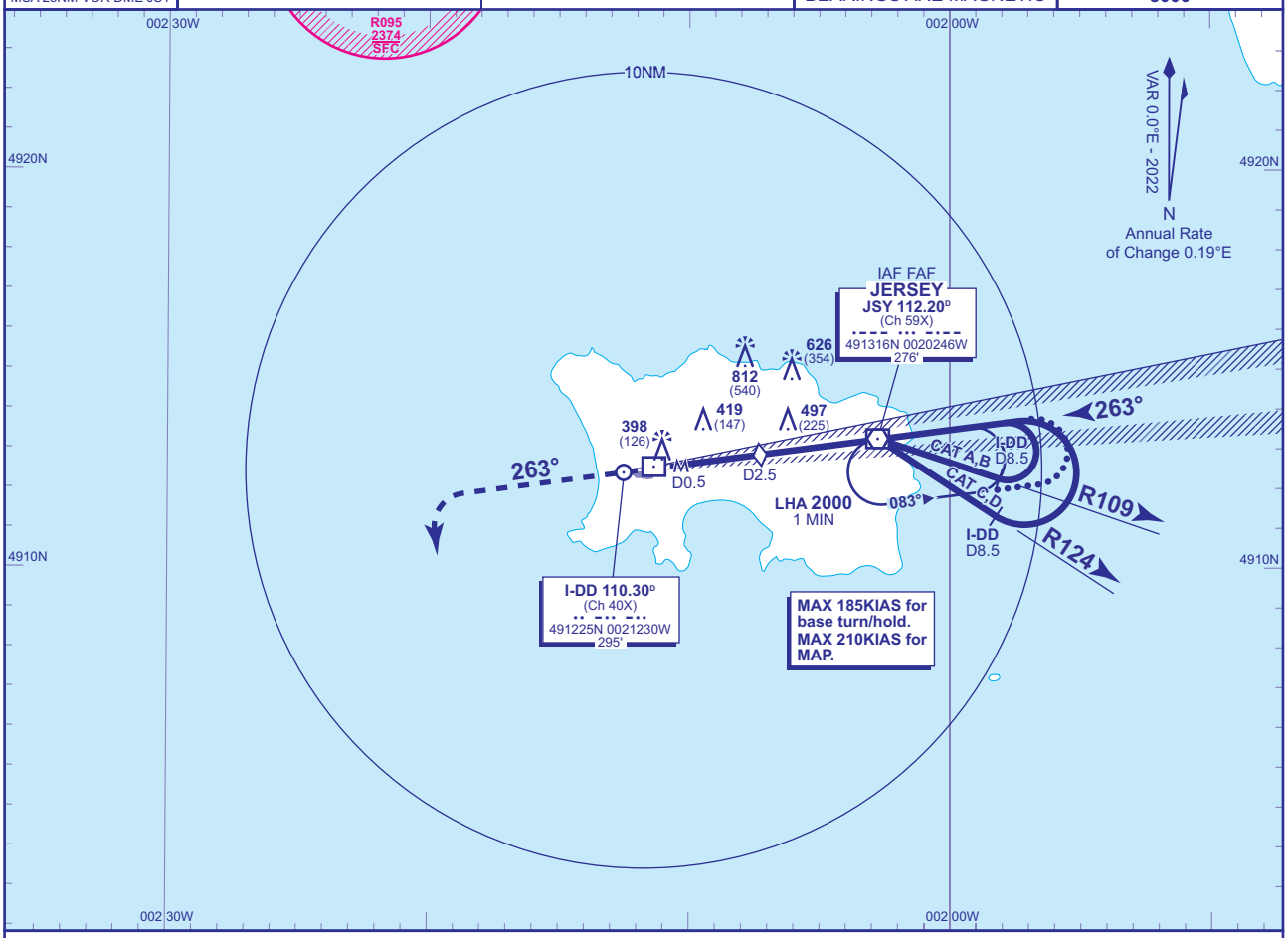



MSA 25NM VOR DME JSY

| | | |
|---|---|---|
| ATC | 125.205, 120.450 | JERSEY CONTROL |
| APP | 120.305, 118.555 | JERSEY APPROACH |
| TWR | 119.455 | JERSEY TOWER |
| | 121.905 | JERSEY GROUND |
| ATIS | 134.680 | JERSEY INFORMATION |

| | |
|---|---|
| AD ELEVATION | 277 |
| THR ELEVATION | 272 |
| OBSTACLE ELEVATION | 812 AMSL (540) (ABOVE THR) |
| BEARINGS ARE MAGNETIC | |

TRANSITION ALTITUDE **5000**



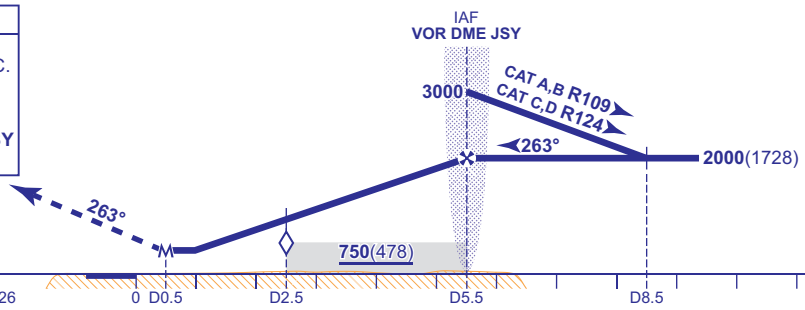

**RECOMMENDED PROFILE** Gradient 5.2%, 316FT/NM

| **DME I-DD** | 5 | 4 | 3 | 2.5 **(SDF)** | 2 | 1 |
|---|---|---|---|---|---|---|
| **ALT**(HGT) | **1910**(1638) | **1590**(1318) | **1270**(998) | **1110**(838) | **960**(688) | **640**(368) |

**MAPt I-DD D0.5**

Climb straight ahead to **3000**, then turn left heading 180°M, then as directed by ATC.

RCF: Proceed as above, and continue on heading 180°M, 2 minutes after initiating missed approach, turn left direct to **VOR JSY** to join the hold at **3000**.




| Aircraft Category | | A | B | C | D |
|---|---|---|---|---|---|
| **OCA** (OCH) | **Procedure** | **620**(348) | **620**(348) | **620**(348) | **620**(348) |
| **VM(C)OCA** (OCH AAL) | **Total Area** | **770**(493) | **770**(493) | **1210**(933) | **1210**(933) |
| | **South of RWY 08/26** | **770**(493) | **770**(493) | **1030**(753) | **1030**(753) |

| **Rate of descent** | | | | | | |
|---|---|---|---|---|---|---|
| **G/S KT** | 160 | 140 | 120 | 100 | 80 |
| **FT/MIN** | 840 | 740 | 630 | 530 | 420 |

**ALTERNATIVE PROCEDURE** EXTENDED HOLDING PATTERN (MAX 185KIAS)
Arrive at IAF VOR JSY at **3000**. Extend the outbound leg of the holding pattern descending to **2000**(1728). At I-DD D9.5 turn left onto the LOC, when established, continue as for main procedure.

**NOTE** Localiser fluctuations may be experienced. See EGJJ AD 2.20 Local Traffic Regulations 6(d).

**CHANGE (5/23):** DME I-DD ELEVATION.

AERO INFO DATE 06 MAR 23

AD 2-EGJJ-8-7

## INSTRUMENT APPROACH CHART - ICAO

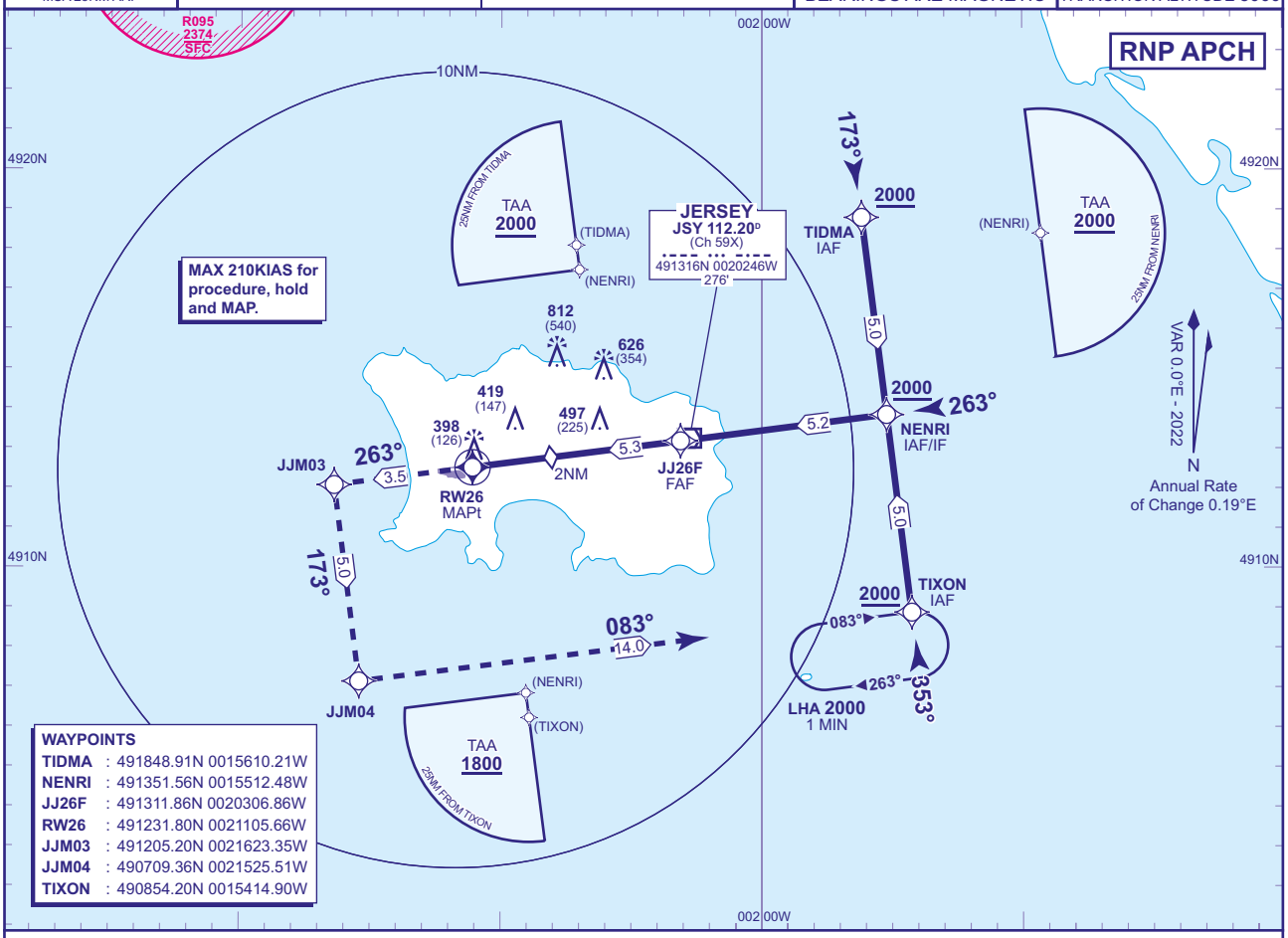
# JERSEY
# RNP
# RWY 26
(ACFT CAT A,B,C,D)

MSA 25NM ARP

| | | |
|---|---|---|
| ATC | 125.205, 120.450 | JERSEY CONTROL |
| APP | 120.305, 118.555 | JERSEY APPROACH |
| TWR | 119.455 | JERSEY TOWER |
| | 121.905 | JERSEY GROUND |
| ATIS | 134.680 | JERSEY INFORMATION |

| | |
|---|---|
| AD ELEVATION | 277 |
| THR ELEVATION | 272 |
| OBSTACLE ELEVATION | 812 AMSL (540) (ABOVE THR) |
| BEARINGS ARE MAGNETIC | |

EGNOS **CH 63839 E26A**
MIN TEMP **-5°C**
TRANSITION ALTITUDE **5000**




**WAYPOINTS**

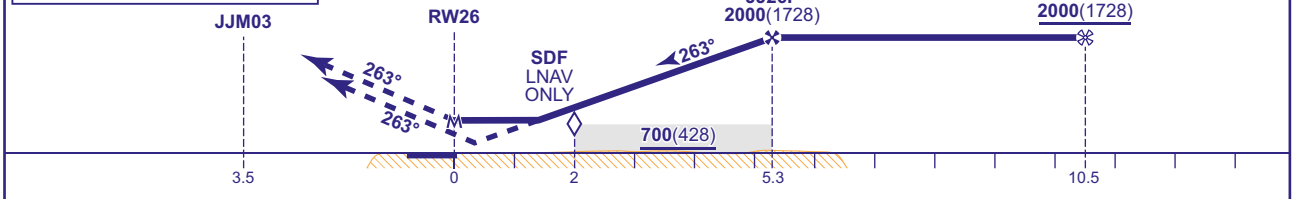
| | |
|---|---|
| **TIDMA** | 491848.91N 0015610.21W |
| **NENRI** | 491351.56N 0015512.48W |
| **JJ26F** | 491311.86N 0020306.86W |
| **RW26** | 491231.80N 0021105.66W |
| **JJM03** | 491205.20N 0021623.35W |
| **JJM04** | 490709.36N 0021525.51W |
| **TIXON** | 490854.20N 0015414.90W |

**RECOMMENDED PROFILE** LPV/VNAV Vertical Path Angle 3.0°(LNAV 5.24%), 320FT/NM

| **NM to RW26** | 5 | 4 | 3 | 2 **(SDF)** | 1 |
|---|---|---|---|---|---|
| **ALT**(HGT) | **1910**(1638) | **1600**(1328) | **1280**(1008) | **960**(688) | **640**(368) |

**TCH 52**

**MAPt (LNAV): RW26**
Continuous climb to **3000**. Initially climb straight ahead to **JJM03** then turn left to **JJM04** and **TIXON** to join the hold or as directed by ATC.




| **Aircraft Category** | | **A** | **B** | **C** | **D** |
|---|---|---|---|---|---|
| **OCA** (OCH) | **LPV** | **472**(200) | **472**(200) | **472**(200) | **472**(200) |
| | **LNAV/VNAV** | **580**(308) | **580**(308) | **580**(308) | **580**(308) |
| | **LNAV** | **652**(380) | **652**(380) | **652**(380) | **652**(380) |
| **VM(C)OCA** (OCH AAL) | **Total Area** | **770**(493) | **770**(493) | **1210**(933) | **1210**(933) |
| | **South of RWY 08/26** | **770**(493) | **770**(493) | **1030**(753) | **1030**(753) |

| **Rate of descent** | | | | | | |
|---|---|---|---|---|---|---|
| **G/S KT** | 160 | 140 | 120 | 100 | 80 |
| **FT/MIN** | 850 | 740 | 640 | 530 | 430 |

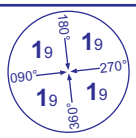
**NOTE** Aircraft will normally be required to hold not lower than **3000**.

**CHANGE (5/25):** TAA ALTITUDES REVISED.

AERO INFO DATE 17 FEB 25 AD 2-EGJJ-8-8

# INSTRUMENT APPROACH CHART - ICAO

# JERSEY VOR/DME RWY 26
(ACFT CAT A,B,C,D)

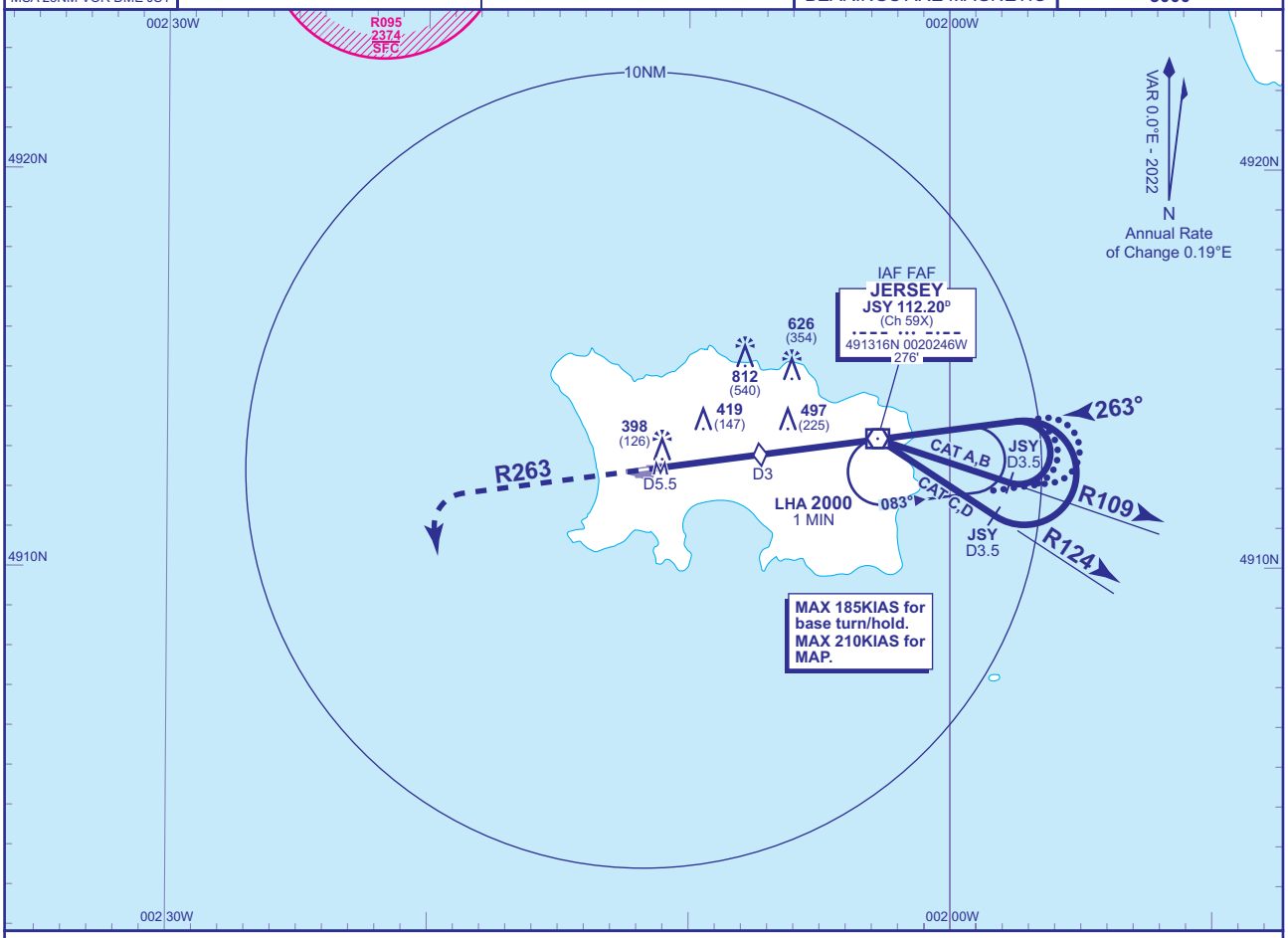


MSA 25NM VOR DME JSY

| | | | |
|---|---|---|---|
| ATC | 125.205, 120.450 | JERSEY CONTROL | |
| APP | 120.305, 118.555 | JERSEY APPROACH | |
| TWR | 119.455 | JERSEY TOWER | |
| | 121.905 | JERSEY GROUND | |
| ATIS | 134.680 | JERSEY INFORMATION | |

| | |
|---|---|
| AD ELEVATION | 277 |
| THR ELEVATION | 272 |
| OBSTACLE ELEVATION<br>812 AMSL<br>(540) (ABOVE THR) | |
| BEARINGS ARE MAGNETIC | |

TRANSITION ALTITUDE
**5000**



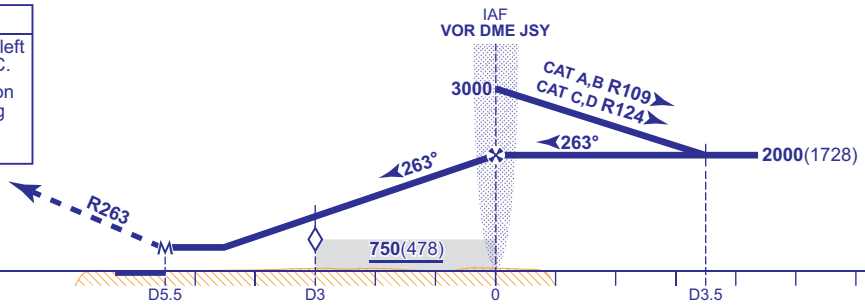

**RECOMMENDED PROFILE** Gradient 5.2%, 316FT/NM

| | | | | |
|---|---|---|---|---|
| **DME JSY(to THR)** | 1(4.5) | 2(3.5) | 3(2.5) **(SDF)** | 4(1.5) |
| **ALT**(HGT) | **1750**(1478) | **1430**(1158) | **1110**(838) | **800**(528) |

**MAPt JSY DME 5.5** (THR RWY 26)

Climb straight ahead to **3000**, then turn left heading 180°M, then as directed by ATC.

RCF: Proceed as above, and continue on heading 180°M, 2 minutes after initiating missed approach, turn left direct to **VOR JSY** to join the hold at **3000**.




| Aircraft Category | | A | B | C | D |
|---|---|---|---|---|---|
| **OCA** (OCH) | **WITH DME** | **680**(408) | **680**(408) | **680**(408) | **680**(408) |
| | **NO DME** | **750**(478) | **750**(478) | **750**(478) | **750**(478) |
| **VM(C)OCA** (OCH AAL) | **Total Area** | **770**(493) | **770**(493) | **1210**(933) | **1210**(933) |
| | **South of RWY 08/26** | **770**(493) | **770**(493) | **1030**(753) | **1030**(753) |

| Rate of descent | G/S KT | 160 | 140 | 120 | 100 | 80 |
|---|---|---|---|---|---|---|
| | FT/MIN | 840 | 740 | 630 | 530 | 420 |
| JSY to MAPt | MIN:SEC | 2:03 | 2:21 | 2:45 | 3:18 | 4:07 |

**ALTERNATIVE PROCEDURE** EXTENDED HOLDING PATTERN (MAX 185KIAS)
From overhead IAF VOR JSY at **3000**. Extend the outbound leg of the holding pattern descending to **2000**(1728). At JSY D4 (CAT A,B); JSY D4.5 (CAT C,D) turn left onto the FAT, when established, continue as for main procedure.

**AIRCRAFT UNABLE TO RECEIVE DME JSY**
MAIN PROCEDURE: Fly outbound for 1.5MIN (CAT A,B); 1MIN (CAT C,D) prior to base turn.
ALTERNATIVE PROCEDURE: Extend outbound leg for 1.5MIN prior to base turn descending to **2000**(1728).
When established continue as for main procedure.

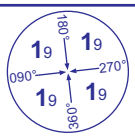
**CHANGE (1/22):** JSY VOR RECALIBRATED.

AERO INFO DATE 02 NOV 21

AD 2-EGJJ-8-9

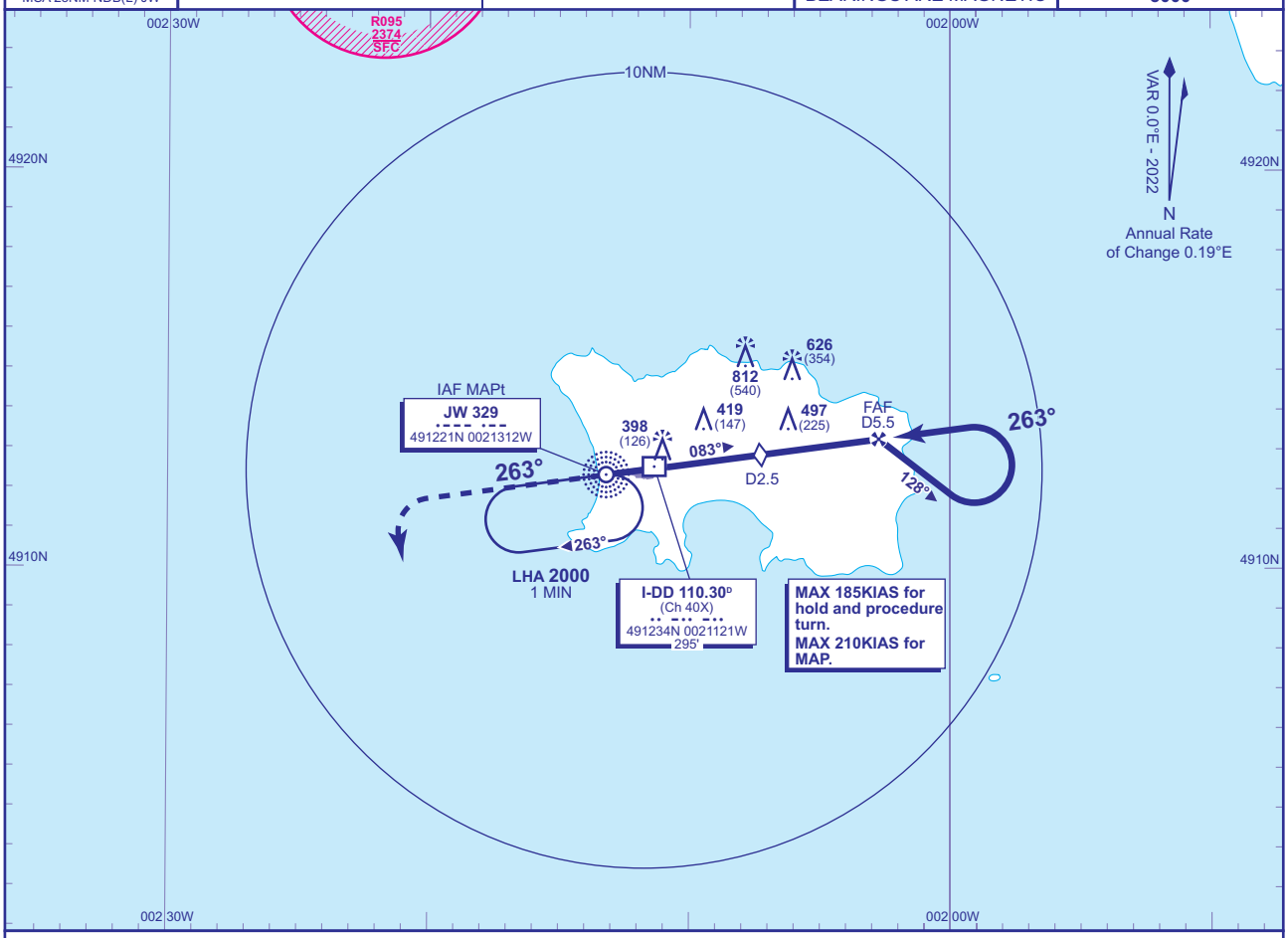
## INSTRUMENT APPROACH CHART - ICAO

# JERSEY
# NDB(L)/DME
# RWY 26
(ACFT CAT A,B,C,D)



MSA 25NM NDB(L) JW

| | | | | | |
|---|---|---|---|---|---|
| ATC | 125.205, 120.450 | JERSEY CONTROL | AD ELEVATION | 277 | TRANSITION ALTITUDE 5000 |
| APP | 120.305, 118.555 | JERSEY APPROACH | THR ELEVATION | 272 | |
| TWR | 119.455 | JERSEY TOWER | OBSTACLE ELEVATION 812 AMSL (540) (ABOVE THR) | | |
| | 121.905 | JERSEY GROUND | | | |
| ATIS | 134.680 | JERSEY INFORMATION | BEARINGS ARE MAGNETIC | | |



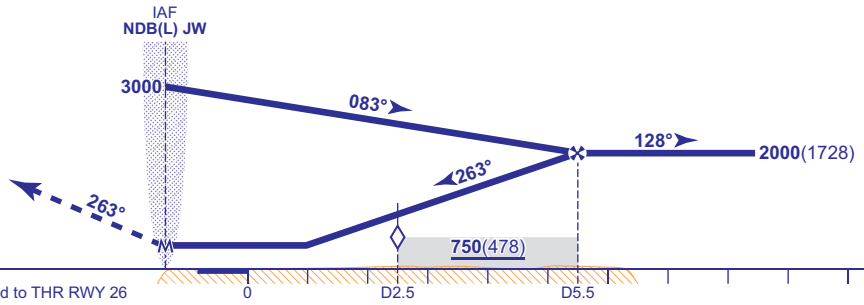

**RECOMMENDED PROFILE** Gradient 5.2%, 316FT/NM

| **DME I-DD** | 5 | 4 | 3 | 2.5 **(SDF)** | 2 |
|---|---|---|---|---|---|
| **ALT**(HGT) | **1910**(1638) | **1590**(1318) | **1270**(998) | **1110**(838) | **960**(688) |

**MAPt NDB(L) JW**

Climb straight ahead to **3000**, then turn left heading 180°M, then as directed by ATC.

RCF: Proceed as above, and continue on heading 180°M, 2 minutes after initiating missed approach, turn left direct to **NDB(L) JW** to join the hold at **3000**.



**DME I-DD** zero ranged to THR RWY 26

| **Aircraft Category** | | **A** | **B** | **C** | **D** |
|---|---|---|---|---|---|
| **OCA** (OCH) | **WITH DME** | **680**(408) | **680**(408) | **680**(408) | **680**(408) |
| | **NO DME** | **800**(528) | **800**(528) | **800**(528) | **800**(528) |
| **VM(C)OCA** (OCH AAL) | **Total Area** | **770**(493) | **770**(493) | **1210**(933) | **1210**(933) |
| | **South of RWY 08/26** | **770**(493) | **770**(493) | **1030**(753) | **1030**(753) |

| **Rate of descent** | | | | | | |
|---|---|---|---|---|---|---|
| **G/S KT** | 160 | 140 | 120 | 100 | 80 |
| **FT/MIN** | 840 | 740 | 630 | 530 | 420 |

**AIRCRAFT UNABLE TO RECEIVE DME I-DD**
As for main procedure except fly outbound for 2.5MIN (CAT A,B); 2MIN (CAT C,D) prior to procedure turn.

**CHANGE (5/23):** DME I-DD ELEVATION.

AERO INFO DATE 06 MAR 23 AD 2-EGJJ-8-10

# Instrument Approach Procedure Coding Tables

**Jersey RNP RWY 08 - Instrument Approach Procedure via BAGIN**

| Designator | Sequence Number | Path Term-inator | Waypoint Name | Fly-over | Course/ Track °M (°T) | Turn Direction | Level Constraint | Speed Constraint | Co-ordinates | Remarks and Distance to MAPt |
|---|---|---|---|---|---|---|---|---|---|---|
| R08R | 001 | IF | BAGIN | N | - | - | 2000 | 210 | 490611.97N 0022630.93W | IAF |
| R08R | 002 | TF | GIPTA | N | 353° (352.7°) | RIGHT | 2000 | - | 491109.26N 0022729.31W | IF / 10NM |
| R08R | 003 | TF | JJ08F | N | 083° (082.7°) | - | 2000 | - | 491145.21N 0022020.93W | FAF / 5.3NM |
| R08R | 004 | TF | RW08 | Y | 083° (082.7°) | - | - | - | 491225.44N 0021221.94W | MAPt |
| R08R | 005 | TF | JJM01 | N | 083° (082.8°) | RIGHT | - | 210 | 491255.54N 0020618.83W | - |
| R08R | 006 | TF | JJM02 | N | 173° (172.8°) | RIGHT | - | 210 | 490758.14N 0020521.77W | - |
| R08R | 007 | TF | GAMDU | N | 263° (262.9°) | LEFT | 3000 | 210 | 490735.73N 0020953.69W | HOLD |

**Jersey RNP RWY 08 - Instrument Approach Procedure via GIPTA**

| Designator | Sequence Number | Path Term-inator | Waypoint Name | Fly-over | Course/ Track °M (°T) | Turn Direction | Level Constraint | Speed Constraint | Co-ordinates | Remarks and Distance to MAPt |
|---|---|---|---|---|---|---|---|---|---|---|
| R08C | 002 | IF | GIPTA | N | - | - | 2000 | - | 491109.26N 0022729.31W | IAF / IF |
| R08C | 003 | TF | JJ08F | N | 083° (082.7°) | - | 2000 | - | 491145.21N 0022020.93W | FAF / 5.3NM |
| R08C | 004 | TF | RW08 | Y | 083° (082.7°) | - | - | - | 491225.44N 0021221.94W | MAPt |
| R08C | 005 | TF | JJM01 | N | 083° (082.8°) | RIGHT | - | 210 | 491255.54N 0020618.83W | - |
| R08C | 006 | TF | JJM02 | N | 173° (172.8°) | RIGHT | - | 210 | 490758.14N 0020521.77W | - |
| R08C | 007 | TF | GAMDU | N | 263° (262.9°) | LEFT | 3000 | 210 | 490735.73N 0020953.69W | HOLD |

**Jersey RNP RWY 08 - Instrument Approach Procedure via LAPLI**

| Designator | Sequence Number | Path Term-inator | Waypoint Name | Fly-over | Course/ Track °M (°T) | Turn Direction | Level Constraint | Speed Constraint | Co-ordinates | Remarks and Distance to MAPt |
|---|---|---|---|---|---|---|---|---|---|---|
| R08L | 001 | IF | LAPLI | N | - | - | 2000 | 210 | 491606.54N 0022827.89W | IAF |
| R08L | 002 | TF | GIPTA | N | 173° (172.6°) | LEFT | 2000 | - | 491109.26N 0022729.31W | IF / 10NM |
| R08L | 003 | TF | JJ08F | N | 083° (082.7°) | - | 2000 | - | 491145.21N 0022020.93W | FAF / 5.3NM |
| R08L | 004 | TF | RW08 | Y | 083° (082.7°) | - | - | - | 491225.44N 0021221.94W | MAPt |
| R08L | 005 | TF | JJM01 | N | 083° (082.8°) | RIGHT | - | 210 | 491255.54N 0020618.83W | - |
| R08L | 006 | TF | JJM02 | N | 173° (172.8°) | RIGHT | - | 210 | 490758.14N 0020521.77W | - |
| R08L | 007 | TF | GAMDU | N | 263° (262.9°) | LEFT | 3000 | 210 | 490735.73N 0020953.69W | HOLD |

**CHANGE (4/21):** MAG TRACKS.
AERO INFO DATE 20 JAN 21

## SBAS FAS Data Block Coding Data

**Jersey RNP RWY 08**

| Input Data | |
|---|---|
| **Parameters** | **Values** |
| Operation Type | 0 |
| SBAS Provider | 1 |
| Airport Identifier | EGJJ |
| Runway | 08 |
| Runway Direction | 0 |
| Approach Performance Designator | 0 |
| Route Indicator | |
| Reference Path Data Selector | 0 |
| Reference Path Identifier | E08A |
| LTP/FTP Latitude | 491225.4415N |
| LTP/FTP Longitude | 0021221.9405W |
| LTP/FTP Ellipsoidal Height (metres) | 131.3 |
| FPAP Latitude | 491232.4705N |
| Delta FPAP Latitude (seconds) | 7.0290 |
| FPAP Longitude | 0021057.6920W |
| Delta FPAP Longitude (seconds) | 84.2485 |
| Threshold Crossing Height | 52.0 |
| TCH Units Selector | 0 |
| Glidepath Angle (degrees) | 3.00 |
| Course Width (metres) | 105.00 |
| Length Offset (metres) | 72 |
| HAL (metres) | 40.0 |
| VAL (metres) | 35.0 |

| Output Data | |
|---|---|
| Data Block | 10 0A 0A 07 05 08 00 00 01 38<br>30 05 C3 0C 1E 15 97 A1 0D FF<br>21 19 EA 36 00 31 92 02 08 02<br>2C 01 64 09 C8 AF E9 8E 19 0A |
| Calculated CRC Value | E98E190A |

| Additional Data | |
|---|---|
| **Parameters** | **Values** |
| ICAO Code | EG |
| LTP/FTP Orthometric Height (metres) | 82.5 |
| FPAP Orthometric Height (metres) | 82.8 |

**CHANGE (11/20):** RNP REFERENCES ADDED.
AERO INFO DATE 06 JUL 20

# Instrument Approach Procedure Coding Tables

**Jersey RNP RWY 26 - Instrument Approach Procedure via TIDMA**

| Designator | Sequence Number | Path Term-inator | Waypoint Name | Fly-over | Course/ Track °M (°T) | Turn Direction | Level Constraint | Speed Constraint | Co-ordinates | Remarks and Distance to MAPt |
|---|---|---|---|---|---|---|---|---|---|---|
| R26R | 001 | IF | TIDMA | N | - | - | 2000 | 210 | 491848.91N 0015610.21W | IAF |
| R26R | 002 | TF | NENRI | N | 173° (172.8°) | RIGHT | 2000 | - | 491351.56N 0015512.48W | IF / 10.5NM |
| R26R | 003 | TF | JJ26F | N | 263° (262.8°) | - | 2000 | - | 491311.86N 0020306.86W | FAF / 5.3NM |
| R26R | 004 | TF | RW26 | Y | 263° (262.8°) | - | - | - | 491231.80N 0021105.66W | MAPt |
| R26R | 005 | TF | JJM03 | N | 263° (262.8°) | LEFT | - | 210 | 491205.20N 0021623.35W | - |
| R26R | 006 | TF | JJM04 | N | 173° (172.7°) | LEFT | - | 210 | 490709.36N 0021525.51W | - |
| R26R | 007 | TF | TIXON | N | 083° (082.7°) | RIGHT | 3000 | 210 | 490854.20N 0015414.90W | HOLD |

**Jersey RNP RWY 26 - Instrument Approach Procedure via NENRI**

| Designator | Sequence Number | Path Term-inator | Waypoint Name | Fly-over | Course/ Track °M (°T) | Turn Direction | Level Constraint | Speed Constraint | Co-ordinates | Remarks and Distance to MAPt |
|---|---|---|---|---|---|---|---|---|---|---|
| R26C | 002 | IF | NENRI | N | - | - | 2000 | - | 491351.56N 0015512.48W | IAF / IF |
| R26C | 003 | TF | JJ26F | N | 263° (262.8°) | - | 2000 | - | 491311.86N 0020306.86W | FAF / 5.3NM |
| R26C | 004 | TF | RW26 | Y | 263° (262.8°) | - | - | - | 491231.80N 0021105.66W | MAPt |
| R26C | 005 | TF | JJM03 | N | 263° (262.8°) | LEFT | - | 210 | 491205.20N 0021623.35W | - |
| R26C | 006 | TF | JJM04 | N | 173° (172.7°) | LEFT | - | 210 | 490709.36N 0021525.51W | - |
| R26C | 007 | TF | TIXON | N | 083° (082.7°) | RIGHT | 3000 | 210 | 490854.20N 0015414.90W | HOLD |

**Jersey RNP RWY 26 - Instrument Approach Procedure via TIXON**

| Designator | Sequence Number | Path Term-inator | Waypoint Name | Fly-over | Course/ Track °M (°T) | Turn Direction | Level Constraint | Speed Constraint | Co-ordinates | Remarks and Distance to MAPt |
|---|---|---|---|---|---|---|---|---|---|---|
| R26L | 001 | IF | TIXON | N | - | - | 2000 | 210 | 490854.20N 0015414.90W | IAF |
| R26L | 002 | TF | NENRI | N | 353° (352.8°) | LEFT | 2000 | - | 491351.56N 0015512.48W | IF / 10.5NM |
| R26L | 003 | TF | JJ26F | N | 263° (262.8°) | - | 2000 | - | 491311.86N 0020306.86W | FAF / 5.3NM |
| R26L | 004 | TF | RW26 | Y | 263° (262.8°) | - | - | - | 491231.80N 0021105.66W | MAPt |
| R26L | 005 | TF | JJM03 | N | 263° (262.8°) | LEFT | - | 210 | 491205.20N 0021623.35W | - |
| R26L | 006 | TF | JJM04 | N | 173° (172.7°) | LEFT | - | 210 | 490709.36N 0021525.51W | - |
| R26L | 007 | TF | TIXON | N | 083° (082.7°) | RIGHT | 3000 | 210 | 490854.20N 0015414.90W | HOLD |

**CHANGE (11/20):** RNP REFERENCES ADDED. LEVEL CONSTRAINT AT JJ26F. DESIGNATORS.
AERO INFO DATE 06 JUL 20

## SBAS FAS Data Block Coding Data

**Jersey RNP RWY 26**

| Input Data | |
|---|---|
| **Parameters** | **Values** |
| Operation Type | 0 |
| SBAS Provider | 1 |
| Airport Identifier | EGJJ |
| Runway | 26 |
| Runway Direction | 0 |
| Approach Performance Designator | 0 |
| Route Indicator | |
| Reference Path Data Selector | 0 |
| Reference Path Identifier | E26A |
| LTP/FTP Latitude | 491231.8010N |
| LTP/FTP Longitude | 0021105.6645W |
| LTP/FTP Ellipsoidal Height (metres) | 131.6 |
| FPAP Latitude | 491224.8745N |
| Delta FPAP Latitude (seconds) | -6.9265 |
| FPAP Longitude | 0021228.7365W |
| Delta FPAP Longitude (seconds) | -83.0720 |
| Threshold Crossing Height | 52.0 |
| TCH Units Selector | 0 |
| Glidepath Angle (degrees) | 3.00 |
| Course Width (metres) | 105.00 |
| Length Offset (metres) | 136 |
| HAL (metres) | 40.0 |
| VAL (metres) | 35.0 |

| Output Data | |
|---|---|
| Data Block | 10 0A 0A 07 05 1A 00 00 01 36<br>32 05 72 3E 1E 15 7F F5 0F FF<br>24 19 E3 C9 FF 00 77 FD 08 02<br>2C 01 64 11 C8 AF E8 4E 4A F9 |
| Calculated CRC Value | E84E4AF9 |

| Additional Data | |
|---|---|
| **Parameters** | **Values** |
| ICAO Code | EG |
| LTP/FTP Orthometric Height (metres) | 82.8 |
| FPAP Orthometric Height (metres) | 82.5 |

**CHANGE (11/20):** RNP REFERENCES ADDED.
AERO INFO DATE 06 JUL 20

# EGBP — KEMBLE

## EGBP AD 2.1 AERODROME LOCATION INDICATOR AND NAME

EGBP — KEMBLE

## EGBP AD 2.2 AERODROME GEOGRAPHICAL AND ADMINISTRATIVE DATA

| | | |
|---|---|---|
| 1 | ARP coordinates and site at AD | Lat: 514005N Long: 0020325W<br>Mid-point of Runway 08/26 |
| 2 | Direction and distance from city | 4.5 NM SW of Cirencester. |
| 3 | Elevation / Reference temperature / Mean Low Temperature | 436 FT / 19 °C / - |
| 4 | Geoid undulation at AD ELEV PSN | 160 FT |
| 5 | Magnetic Variation / Annual Change | 0.16°W (2022) / 0.20°E |
| 6 | AD Administration<br>Address<br>Telephone<br>Telefax<br>E-mail address<br>Web address | KEMBLE AIR SERVICES LIMITED<br>The Control Tower, Kemble Airfield, Cirencester, Gloucestershire GL7 6BA.<br>01285-771177 (Kemble Ops)<br>01285-771318<br>ops@cotswoldairport.com<br>http://www.cotswoldairport.com |
| 7 | Type of Traffic permitted (IFR/VFR) | IFR/VFR |
| 8 | Remarks | GA Agreement aerodrome. Refer to GEN 1.2 for notification requirements.<br>Designated aerodrome for Special Branch purposes. |

## EGBP AD 2.3 OPERATIONAL HOURS

| | | |
|---|---|---|
| 1 | AD Administration | 0900-1700 (0800-1600); and by arrangement. |
| 2 | Customs and immigration | By arrangement. Minimum notice periods apply. |
| 3 | Health and sanitation | |
| 4 | AIS Briefing Office | As AD hours, in Operations Department. Self briefing. |
| 5 | ATS Reporting Office (ARO) | |
| 6 | MET Briefing Office | As AD hours, in Operations Department. Self briefing. |
| 7 | ATS | As AD hours. See also AD 2.18. |
| 8 | Fuelling | Last uplift 15 minutes before aerodrome closes; and by arrangement. |
| 9 | Handling | As AD hours and by arrangement. |
| 10 | Security | |
| 11 | De-icing | |
| 12 | Remarks | This aerodrome is strictly PPR by telephone at all times.<br>Out of hours movements, refuelling and night flying by arrangement.<br>AD may close during adverse weather conditions including snow. |

## EGBP AD 2.4 HANDLING SERVICES AND FACILITIES

| | | |
|---|---|---|
| 1 | Cargo handling facilities | By Arrangement. |
| 2 | Fuel and oil types | AVTUR JET A1 (F35), AVGAS 100LL<br>W80, W100, 80, 100, 15W50 |
| 3 | Fuelling facilities/capacity | AVGAS 100LL fuel installation is self service (pay at pump). Mobile bowser available. Jet fuel requirements by arrangement with Kemble Ops before uplift. |
| 4 | De-icing facilities | |
| 5 | Hangar space for visiting aircraft | Limited. |
| 6 | Repair facilities for visiting aircraft | Limited. |
| 7 | Remarks | Handling service contacts:<br>Operations - Kemble Air Services Ltd.<br>Tel: +44 (0)1285-771177<br>Email: ops@cotswoldairport.com |

## EGBP AD 2.5 PASSENGER FACILITIES

| | | |
|---|---|---|
| 1 | Hotels | Hotels in vicinity. |
| 2 | Restaurants | On aerodrome. |
| 3 | Transportation | Taxis and car hire available by pre-booking through handling agent.<br>Nearest railway station: 1 mile. |
| 4 | Medical facilities | Limited first aid. |
| 5 | Bank and Post Office | Bank 5 miles. Post Office 1 mile. |
| 6 | Tourist Office | 5 miles. |
| 7 | Remarks | Accommodation and transportation arrangements can be made via handling agent. |

## EGBP AD 2.6 RESCUE AND FIRE FIGHTING SERVICES

| | | |
|---|---|---|
| 1 | AD category for fire fighting services | RFF Category A2<br>RFF Category 3 accepted under remission. |
| 2 | Rescue equipment | |
| 3 | Capability for removal of disabled aircraft | In the event of an incident, light aircraft can be removed using airport resources. Large aircraft can be removed using outside sources in conjunction with aircraft operators. |
| 4 | Remarks | |

## EGBP AD 2.7 SEASONAL AVAILABILITY - CLEARING

**INTENTIONALLY BLANK**

## EGBP AD 2.8 APRONS, TAXIWAYS AND CHECK LOCATIONS/POSITIONS DATA

| | | |
|---|---|---|
| 1 | Apron surface and strength | ALPHA/TOWER APRON<br>Surface: Grass<br><br>BELFAST APRON<br>Surface: Asphalt<br>PCR 400/F/C/W/U<br><br>D SITE APRON<br>Surface: Asphalt<br>PCR 400/F/C/W/U<br><br>G SITE AREA<br>Surface: Concrete<br>PCR 120/R/C/W/U<br><br>NORTH APRON<br>Surface: Asphalt<br>PCR 400/F/C/W/U |
| 2 | Taxiway width, surface and strength | Taxiway A A3-A4: 23 M<br>Surface: Macadam<br>PCR 400/F/C/W/U<br><br>Taxiway A A4-A5: 15 M<br>Surface: Macadam<br>PCR 400/F/C/W/U<br><br>Taxiway A A5-H SITE: 10.5 M<br>Surface: Macadam<br>PCR 400F/C/W/U<br><br>Taxiway A RWY-A2: 10.5 M<br>Surface: Macadam<br>PCR 400/F/C/W/U |

| | | |
|---|---|---|
| | | Taxiway B RWY-NORTH APRN: 15 M<br>Surface: Macadam<br>PCR 400/F/C/W/U<br><br>Taxiway C RWY-RWY: 10.5 M<br>Surface: Macadam<br>PCR 400/F/C/W/U<br><br>Taxiway D D2-W/SIDE APRN: 10.5 M<br>Surface: Macadam<br>PCR 400/F/C/W/U<br><br>Taxiway D RWY-D2: 15 M<br>Surface: Macadam<br>PCR 400/F/C/W/U<br><br>Taxiway G G1-TWY D: 7.5 M<br>Surface: Grass |
| 3 | Altimeter checkpoint location and elevation | |
| 4 | VOR checkpoints | |
| 5 | INS checkpoints | |
| 6 | Remarks | |

## EGBP AD 2.9 SURFACE MOVEMENT GUIDANCE AND CONTROL SYSTEM AND MARKINGS

| | | |
|---|---|---|
| 1 | Use of aircraft stand ID signs, TWY guide lines and visual docking/parking guidance system of aircraft stands | Stand 1, 2, 3 and 4 on D-site apron, have self-manoeuvring markings.<br><br>Stands 1-3 are suitable for aircraft with a maximum wingspan of 28 M.<br><br>Entrance to Stands 1-3 are via Taxiway G.<br><br>Entrance to Stand 4 is via Taxiway A and is suitable for B737-800 and A321. |
| 2 | Runway and taxiway markings and lighting | Runway marking aid(s):<br>08/26: Runway designation, threshold and centre-line, touchdown zone and fixed distances. Runway width is designated by side stripe markings.<br><br>Runway light(s):<br>Runway edge and end of pavement lights. Amber guard lights at Alpha 3, Bravo 1 and Delta 1.<br><br>Taxiway marking aid(s):<br>Taxiways A, B, C, D have yellow centre-line and edge markings.<br><br>Taxiway light(s):<br>Illuminated Hold boards at Alpha 3, Bravo 1 and Delta 1. |
| 3 | Stop bars and runway guard lights (if any) | |
| 4 | Other runway protection measures | |
| 5 | Remarks | 3 WDIs: 514004.63N 0020303.21W; 514004.67N 0020353.63W; 514002.65N 0020322.54W (LGTD) abeam control tower, mid-point Runway 08/26.<br>All Runway and taxiway marking are to EASA/ICAO standard not CAA. |

## EGBP AD 2.10 AERODROME OBSTACLES

| In Approach/Take-off areas | | | | | | |
|---|---|---|---|---|---|---|
| **Obstacle ID/ Designation** | **Obstacle Type** | **Obstacle Position** | **Elevation/Height** | | **Obstruction Lighting Type/ Colour** | **Remarks** |
| **1** | **2** | **3** | **4** | | **5** | **6** |
| (EGBP6760) 26/APPROACH 08/ TAKE-OFF | HANGAR L | 514013.42N 0020257.04W | 472 FT | | Yes<br>Red | |
| (EGBP6605) 26/APPROACH 08/ TAKE-OFF | D2 WALL | 514012.69N 0020257.25W | 457 FT | | No | |
| (EGBP7160) 26/APPROACH 08/ TAKE-OFF | ROAD 4 8M | 514006.76N 0020238.67W | 421 FT | | No | |

| In Approach/Take-off areas | | | | | | |
|---|---|---|---|---|---|---|
| **Obstacle ID/ Designation** | **Obstacle Type** | **Obstacle Position** | **Elevation/Height** | | **Obstruction Lighting Type/ Colour** | **Remarks** |
| **1** | **2** | **3** | **4** | | **5** | **6** |
| (EGBP6509) 08/APPROACH 26/ TAKE-OFF | MAST | 514001.70N 0020450.99W | 488 FT | | No | |
| (EGBP7521) 08/APPROACH 26/ TAKE-OFF | TREE | 514000.98N 0020513.70W | 522 FT | | No | |

| In circling area and at aerodrome | | | | | | |
|---|---|---|---|---|---|---|
| **Obstacle ID/ Designation** | **Obstacle Type** | **Obstacle Position** | **Elevation/Height** | | **Obstruction Lighting Type/ Colour** | **Remarks** |
| **1** | **2** | **3** | **4** | | **5** | **6** |
| (EGBP4293) | TREE | 514229.26N 0020605.04W | 668 FT | | No | |
| (EGBP4298) | TREE | 514158.78N 0020504.45W | 622 FT | | No | |
| (EGBP6703) | AERIAL | 514011.02N 0020326.45W | 489 FT | | No | |

## EGBP AD 2.11 METEOROLOGICAL INFORMATION PROVIDED

| | | |
|---|---|---|
| 1 | Associated MET Office | MET OFFICE EXETER |
| 2 | Hours of service<br>MET Office outside hour | H24 |
| 3 | Office responsible for TAF preparation<br>Periods of validity | MET OFFICE EXETER |
| 4 | Trend forecast<br>Interval of issuance | |
| 5 | Briefing/consultation provided | Self briefing/telephone through Kemble Operations Department. |
| 6 | Flight documentation<br>Language(s) used | English. |
| 7 | Charts and other information available for briefing or consultation | Form 214/215/415 TAF/METAR AIRMET. Internet access. |
| 8 | Supplementary equipment available for providing information | |
| 9 | ATS units provided with information | KEMBLE |
| 10 | Additional information (limitation of service, etc.) | Unofficial observations made during AD hours. |

## EGBP AD 2.12 RUNWAY PHYSICAL CHARACTERISTICS

| **Designations RWY Number** | **True bearing** | **Dimensions of RWY** | **Surface of RWY/ SWY/ Strength** | **THR co-ordinates/ THR Geoid undulation** | **THR elevation/ Highest elevation of TDZ of precision APP RWY** | **Slope of RWY/ SWY** |
|---|---|---|---|---|---|---|
| **1** | **2** | **3** | **4** | **5** | **6** | **7** |
| 08 | 080.41° | 1972 x 43 M | RWY surface: Asphalt<br>PCR 400/F/C/W/U | 514000.60N<br>0020407.12W<br>159.9 FT | THR 433.4 FT | |
| 26 | 260.43° | 1972 x 43 M | RWY surface: Asphalt<br>PCR 400/F/C/W/U | 514009.33N<br>0020243.97W<br>159.8 FT | THR 411.1 FT | |
| 08G | 080.37° | 561 x 18 M | RWY surface: Grass | 514006.96N<br>0020334.09W<br>159.9 FT | THR 434.5 FT | |
| 26G | 260.37° | 561 x 18 M | RWY surface: Grass | 514010.00N<br>0020305.28W<br>159.9 FT | THR 428.3 FT | |

| SWY Dimensions | Clearway Dimensions | Strip Dimensions | RESA Dimensions, Overshoot / Undershoot | Location/ description of arresting system | OFZ | Remarks |
|---|---|---|---|---|---|---|
| 8 | 9 | 10 | 11 | 12 | 13 | 14 |
| | | 1917 x 150 M | 158 x 90 M<br>- | | | RWY 08<br><br>Threshold displaced by 170 M.<br><br>The longitudinal slope for Runway 08/26 exceeds the 1.5% maximum slope for 95 M starting from the threshold of Runway 26. The local slope is 1.66% up.<br><br>Elevated Aerodrome Ground Lighting mounted on white edge markings, 1 M in from runway physical edge.<br><br>OFZ: Yes. |
| | | 1917 x 150 M | 90 x 90 M<br>- | | | RWY 26<br><br>Threshold displaced by 183 M.<br><br>The longitudinal slope for Runway 08/26 exceeds the 1.5% maximum slope for 95 M starting from the threshold of Runway 26. The local slope is 1.66% up.<br><br>Elevated Aerodrome Ground Lighting mounted on white edge markings, 1 M in from runway physical edge.<br><br>OFZ: Yes. |
| | | 621 x 60 M | | | | RWY 08G |
| | | 621 x 60 M | | | | RWY 26G |

## EGBP AD 2.13 DECLARED DISTANCES

| Runway designator | TORA | TODA | ASDA | LDA | Remarks |
|---|---|---|---|---|---|
| 1 | 2 | 3 | 4 | 5 | 6 |
| 08 | 1758 M | 1758 M | 1798 M | 1778 M | |
| 26 | 1799 M | 1799 M | 1799 M | 1640 M | |
| 08 | 1149 M | 1149 M | 1189 M | | Take-off from intersection of Taxiway D. |
| 08 | 975 M | 975 M | 1015 M | | Take-off from intersection of Taxiway B. |
| 26 | 1410 M | 1410 M | 1410 M | | Take-off from intersection of Taxiway A. |
| 26 | 637 M | 637 M | 637 M | | Take-off from intersection of Taxiway B. |
| 08G | 561 M | 561 M | 561 M | 561 M | |
| 26G | 561 M | 561 M | 561 M | 561 M | |

## EGBP AD 2.14 APPROACH AND RUNWAY LIGHTING

| RWY | Approach lighting Type/ Length/ Intensity | Threshold lighting Colour/Wing bars | VASIS/ MEHT/ PAPI/ PAPI Dist from THR | TDZ, lighting Length | Runway Centre Line lighting Length/ Spacing/ Colour/ Intensity | Runway edge lighting Length/ Spacing/ Colour/ Intensity | Runway end lighting Colour/ Wing bars | Stopway lighting Length/ Colour | Remarks |
|---|---|---|---|---|---|---|---|---|---|
| 1 | 2 | 3 | 4 | 5 | 6 | 7 | 8 | 9 | 10 |
| 08 | | Light intensity high<br>Elevated green wingbars | APAPI<br>Left/3°<br>29 FT<br>184 M | | | Elevated bi-directional 60 M spacing<br>White<br>Light intensity high | Red | | |
| 26 | | Light intensity high<br>Elevated green wingbars | APAPI<br>Left/3°<br>29 FT<br>138 M | | | Elevated bi-directional 60 M spacing<br>White<br>Light intensity high | Red | | |

## EGBP AD 2.15 OTHER LIGHTING, SECONDARY POWER SUPPLY

| | | |
|---|---|---|
| 1 | ABN/IBN location, characteristics and hours of operation | ABN: 514011.31N 0020326.56W<br>Flashes during published hours.<br>When aerodrome is open. |
| 2 | LDI location and lighting<br>Anemometer location and lighting | |
| 3 | TWY edge and centre line lighting | EDGE: Elevated blue edge lights on Taxiway B and North Apron. Blue reflective markers on Taxiway D, from Taxiway B to Woodside apron. |
| 4 | Secondary power supply/switch-over time | |
| 5 | Remarks | |

## EGBP AD 2.16 HELICOPTER LANDING AREA

| | | |
|---|---|---|
| 1 | Coordinates TLOF or THR of FATO, geoid undulation | TLOF A: 514011.90N 0020310.68W, 159.9 FT<br>TLOF B: 514009.82N 0020349.31W, 159.9 FT |
| 2 | TLOF and/or FATO elevation | TLOF A: 434.1 FT<br>TLOF B: 434.6 FT |
| 3 | TLOF and FATO area dimensions, surface, strength, marking, lighting | |
| 4 | True BRG of FATO | |
| 5 | Declared distance available | |
| 6 | APP and FATO lighting | |
| 7 | RMK | Helipad A located on Stand 1 (D-site apron).<br>Helipad B located on North Apron. |

## EGBP AD 2.17 AIR TRAFFIC SERVICES AIRSPACE

| Designation and lateral limits | Vertical Limits | Airspace Class | ATS unit callsign/ language | Transition Altitude | Hours of applicability | Remarks |
|---|---|---|---|---|---|---|
| 1 | 2 | 3 | 4 | 5 | 6 | 7 |
| KEMBLE ATZ<br>A circle, 2 NM radius, centred at 514005N 0020325W on longest notified runway (08/ 26) | Upper limit: 2000 FT AGL<br>Lower limit: SFC | G | KEMBLE INFORMATION<br>English | 3000 FT | | |

# EGBP AD 2.18 AIR TRAFFIC SERVICES COMMUNICATION FACILITIES

| Service Designation | Callsign | Channel/ Frequency(MHz) | SATVOICE number(s) | Logon Address | Hours of Operation | Remarks |
|---|---|---|---|---|---|---|
| 1 | 2 | 3 | 4 | 5 | 6 | 7 |
| AFIS | KEMBLE INFORMATION | 118.430 DOC 25 NM/4,000 FT. | | | 0900-1700 (0800-1600); and by arrangement. | ATZ hours H24. |

# EGBP AD 2.19 RADIO NAVIGATION AND LANDING AIDS

## INTENTIONALLY BLANK

# EGBP AD 2.20 LOCAL AERODROME REGULATIONS

## 1 AIRPORT REGULATIONS

a) Special procedures are in force for some flying events, details as published by AIC and NOTAM.
b) Non-Radio aircraft not accepted.
c) While airside each aircraft commander is responsible for the safety of his passengers and other crew members. Passengers are at all times to be escorted by the aircraft commander or crew member who is known to be competent to ensure his/her and the passengers safety. The wearing of high visibility clothing is mandatory.
d) Aircraft commanders or crew members, as applicable, are responsible for ensuring that a total ban on smoking whilst airside is observed.
e) Aerodrome is not available when closed/out of published hours, to aircraft without a valid out of hours indemnity form.

## 2 GROUND MOVEMENT

a) Vehicles cross the runway at 08 threshold under traffic light control during aerodrome operating hours.
b) Taxiway Alpha between A1-A2 and Taxiway Charlie may be closed at any time. Essential aerodrome information will be provided by Kemble AFIS.

## 3 CAT II/III OPERATIONS

Not applicable

## 4 WARNINGS

a) Be aware of proximity of Aston Down gliding centre 4 NM NW, winch launching to 3000 FT AGL. Avoid South Cerney to the east, it is regularly active up to FL 120 with para dropping.
b) High performance aircraft occasionally carry out non-standard manoeuvres.
c) Windshear or turbulence may be experienced on final approach to Runway 26 in strong southerly or north westerly winds.
d) Grass areas, including grass runway 08/26 and golf taxiway, are subject to restricted use or closure due to waterlogging and subsequent soak away, during and following periods of wet weather.
e) During moderate/heavy rain, standing water forms at the runway edge on the start of Taxiway Delta. This may take up to 48 hours to drain.
f) Model flying operates from the south west corner of the aerodrome, position 513948.10N 0020349.60W, up to 200 FT and occasionally up to 400 FT, during daylight hours up to 2000 HR.
g) Kemble is a protected aerodrome and is situated within an FRZ/RPZ.

## 5 HELICOPTER OPERATIONS

a) All rotary traffic to call for engine/rotor start.
b) Helicopters may operate south of Runway 08/26 (asphalt) for training up to 700 FT AAL, inside the fixed wing circuit.

## 6 USE OF RUNWAYS

Not applicable.

## 7 TRAINING

a) All circuit training strictly PPR.

## EGBP AD 2.21 NOISE ABATEMENT PROCEDURES

a) Pilots should avoid overflying the villages and hamlets of Kemble, Kemble Wick, Rodmarton, Culkerton, Ashley and Chelworth, wherever possible.
b) Contact Kemble Operations for detailed noise abatement procedures.

## EGBP AD 2.22 FLIGHT PROCEDURES

### 1 CIRCUITS

a) Circuit Heights: Jet circuit 1500 FT AAL. Fixed-wing 1000 FT AAL.
b) The standard circuit patterns are Right hand Runway 08 and Left hand on Runway 26.
c) All fixed wing GA traffic to join overhead.

### 2 IFR DEPARTURES JOINING AIRWAYS

a) Aircraft departing Kemble IFR to the east or west should plan to join controlled airspace at CONKO.

***Note:*** *KENET and CPT flight plans can all expect a CONKO join.*

b) Aircraft departing Kemble IFR to the north east should plan to join controlled airspace at either DAVENTRY (DTY) or HONILEY (HON).
c) Aircraft departing Kemble IFR to the north west should plan to join controlled airspace at KISWO.

### 3 INSTRUMENT APPROACH PROCEDURES

a) IAPs at Cotswold/Kemble are established outside CAS.
b) There may be other airspace activity not known to Cotswold/Kemble within RAF Brize Norton's CAS and within Class G in VMC and IMC.
c) All IAPs must have a pre-booked approach time slot from Cotswold Airport's Ops on 01285-771177.
d) All IAP slot timings must be adhered to, in order to maintain separation.
e) For a BUSVE IAF join, a CAS zone transit is required from RAF Brize Norton ATC on 119.005.
f) RAF Brize Norton will not provide an approach service for aircraft arriving at Kemble.

## EGBP AD 2.23 ADDITIONAL INFORMATION

Not applicable

## EGBP AD 2.24 CHARTS RELATED TO AN AERODROME

AERODROME CHART - ICAO
AD 2.EGBP-2-1
AIRCRAFT PARKING/DOCKING CHART - ICAO
AD 2.EGBP-2-2
INSTRUMENT APPROACH CHART RNP RWY 08 - ICAO
AD 2.EGBP-8-1
INSTRUMENT APPROACH CHART RNP RWY 26 - ICAO
AD 2.EGBP-8-2
INSTRUMENT APPROACH PROCEDURE CODING TABLES - RNP RWY 08
AD 2.EGBP-8-3
INSTRUMENT APPROACH PROCEDURE CODING TABLES - RNP RWY 26
AD 2.EGBP-8-4

## EGBP AD 2.25 VISUAL SEGMENT SURFACE (VSS) PENETRATION

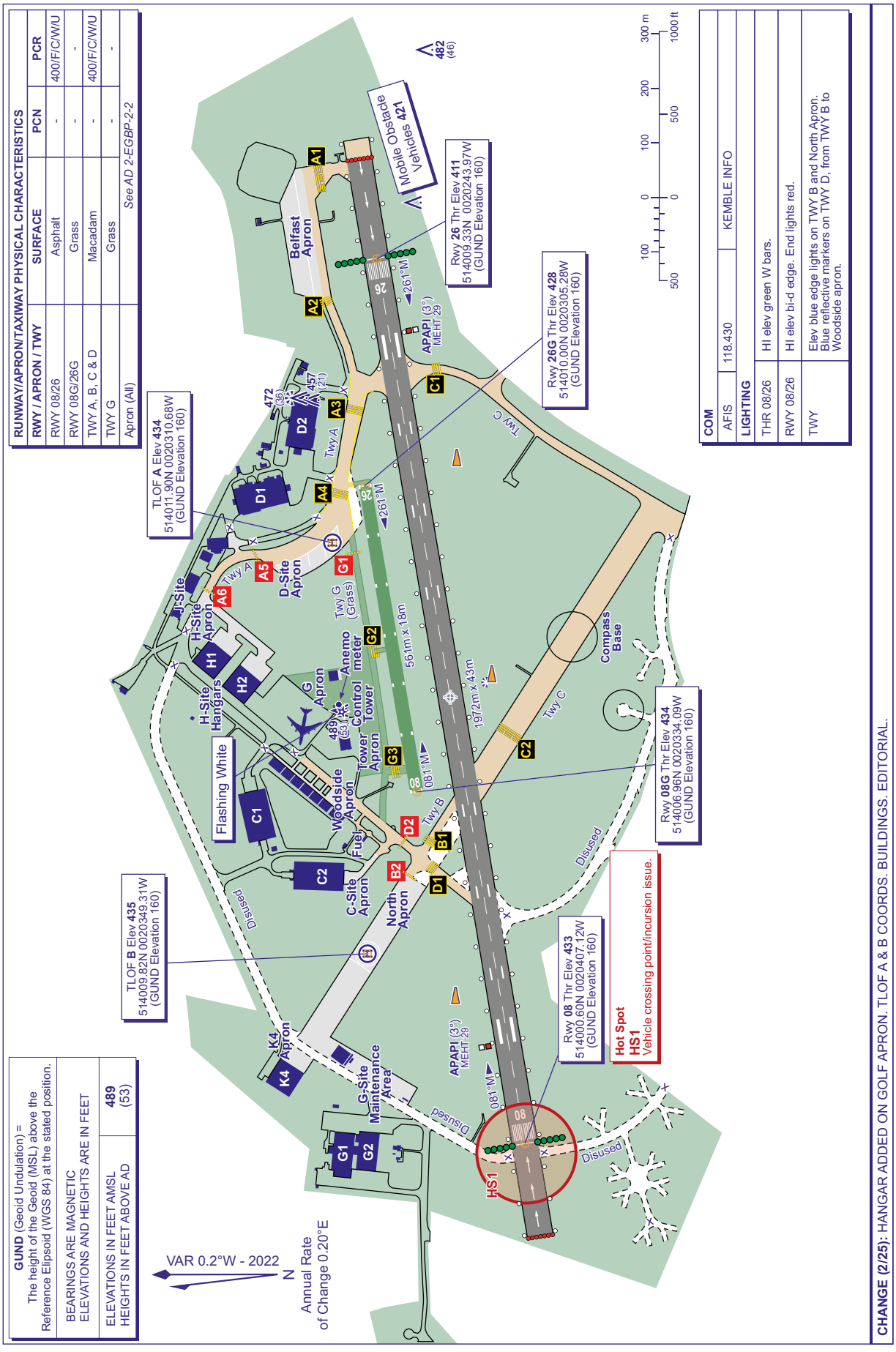
Not applicable

# KEMBLE EGBP

AERODROME CHART - ICAO

ARP 514005N 0020325W

AD ELEV 436FT

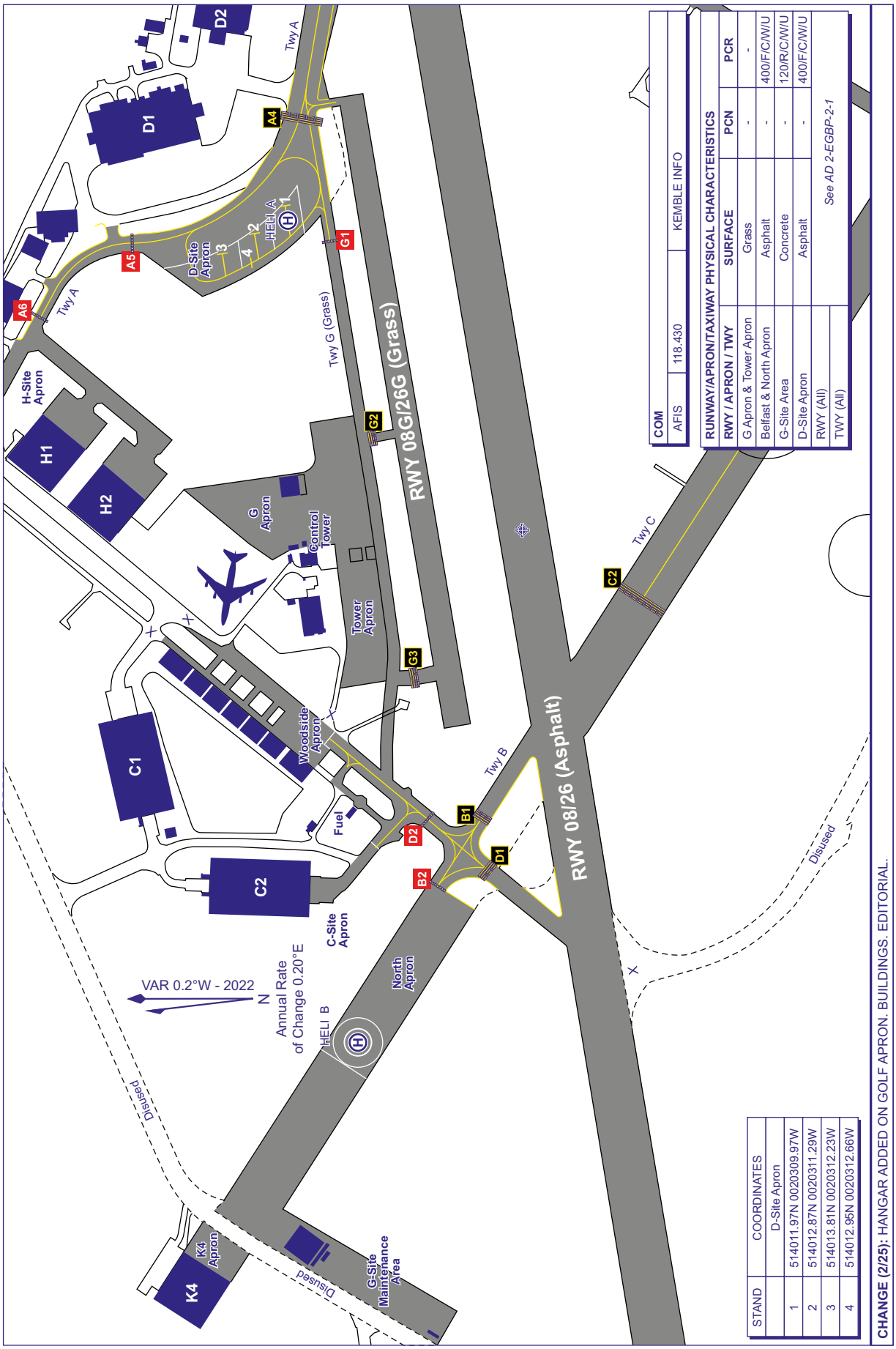


# KEMBLE EGBP

AD ELEV 436FT

ARP 514005N 0020325W

## AIRCRAFT PARKING/DOCKING CHART - ICAO




| COM | |
|---|---|
| AFIS | 118.430 |
| KEMBLE INFO | |

| RUNWAY/APRON/TAXIWAY PHYSICAL CHARACTERISTICS | | | |
|---|---|---|---|
| RWY / APRON / TWY | SURFACE | PCN | PCR |
| G Apron & Tower Apron | Grass | - | - |
| Belfast & North Apron | Asphalt | - | 400/F/C/W/U |
| G-Site Area | Concrete | - | 120/R/C/W/U |
| D-Site Apron | Asphalt | - | 400/F/C/W/U |
| RWY (All) | See AD 2-EGBP-2-1 | | |
| TWY (All) | | | |

| STAND | COORDINATES |
|---|---|
| | D-Site Apron |
| 1 | 514011.97N 0020309.97W |
| 2 | 514012.87N 0020311.29W |
| 3 | 514013.81N 0020312.23W |
| 4 | 514012.95N 0020312.66W |

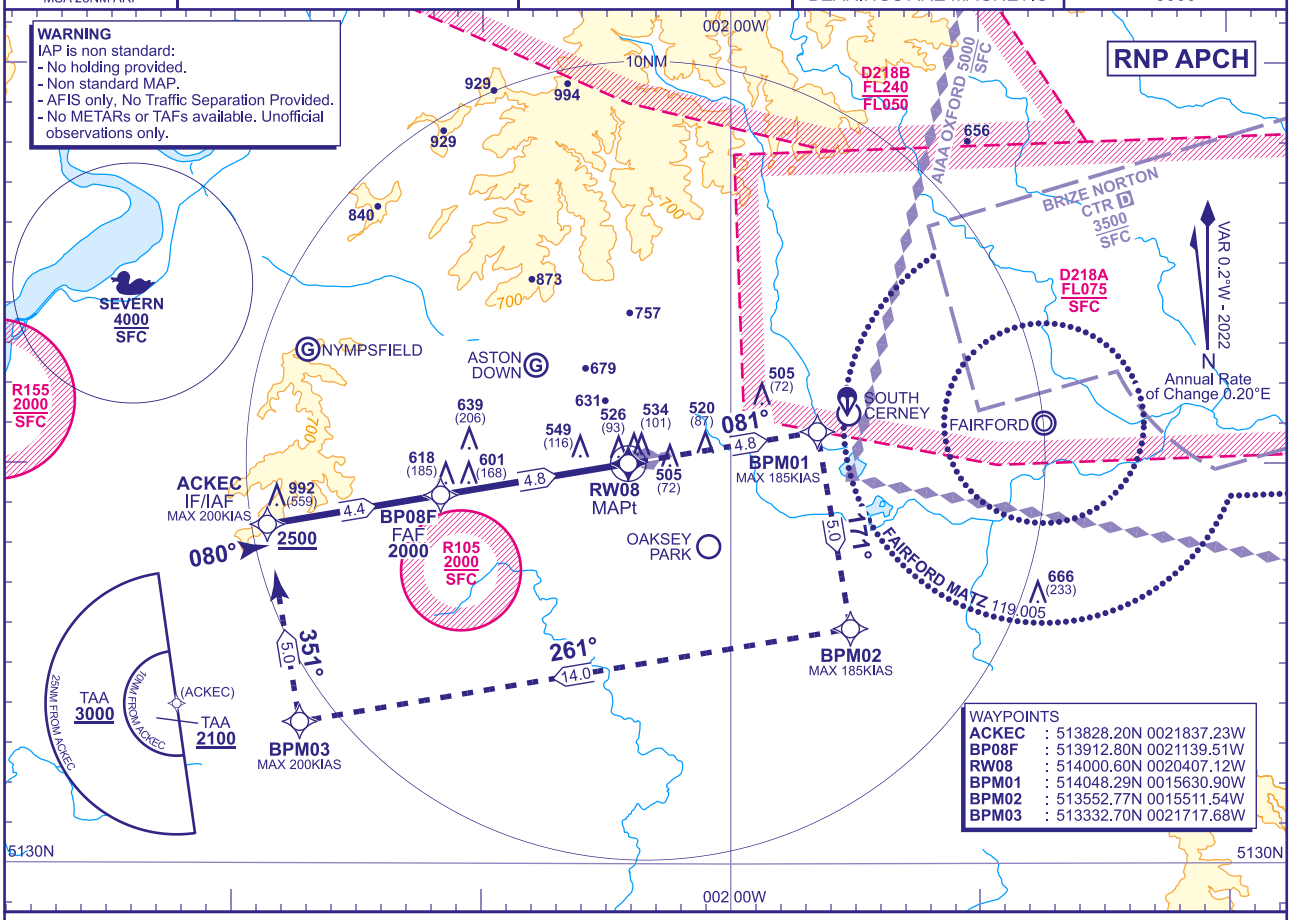
**CHANGE (2/25):** HANGAR ADDED ON GOLF APRON. BUILDINGS. EDITORIAL.

AERO INFO DATE 09 DEC 24

# INSTRUMENT APPROACH CHART - ICAO

**KEMBLE**
**RNP**
**RWY 08**
(ACFT CAT A,B,C,D)

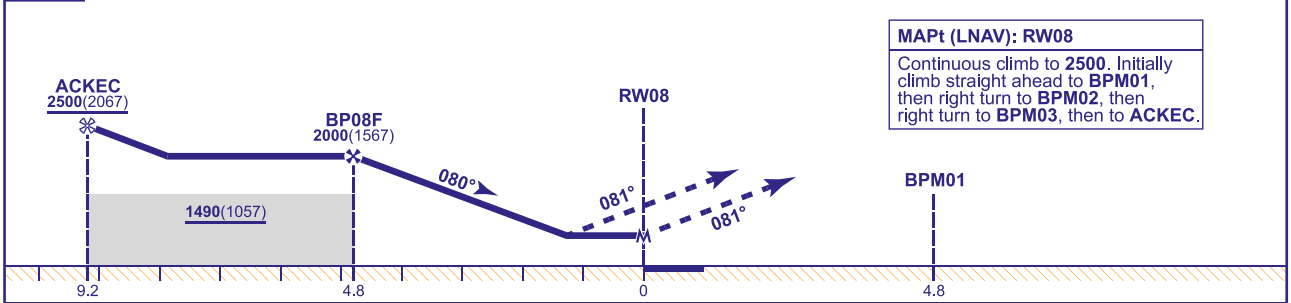
| | | | | | |
|---|---|---|---|---|---|
| 2 5 MSA 25NM ARP | AFIS 118.430 | KEMBLE INFORMATION | AD ELEVATION 436 | MIN TEMP -10C |
| | LARS 124.280 | BRIZE RADAR | THR ELEVATION 433 | TRANSITION ALTITUDE 3000 |
| | ZONE 119.005 | BRIZE ZONE | OBSTACLE ELEVATION 992 AMSL (559) (ABOVE THR) | |
| | | | BEARINGS ARE MAGNETIC | |




**RECOMMENDED PROFILE** VNAV Vertical Path Angle 3.0° (LNAV 5.24%), 319FT/NM

| NM to RW08 | 4 | 3 | 2 |
|---|---|---|---|
| ALT(HGT) | **1760**(1327) | **1440**(1007) | **1120**(687) |

TCH 50




**MAPt (LNAV): RW08**
Continuous climb to **2500**. Initially climb straight ahead to **BPM01**, then right turn to **BPM02**, then right turn to **BPM03**, then to **ACKEC**.

| Aircraft Category | | A | B | C | D |
|---|---|---|---|---|---|
| OCA (OCH) | LNAV/VNAV | **940**(507) | **940**(507) | **1040**(607) | **1140**(707) |
| | LNAV | **940**(507) | **940**(507) | **1040**(607) | **1140**(707) |
| VM(C)OCA (OCH AAL) | Total Area | **950**(514) | **980**(544) | **1160**(724) | **1270**(834) |

| Rate of descent | G/S KT | 160 | 140 | 120 | 100 | 80 |
|---|---|---|---|---|---|---|
| | FT/MIN | 850 | 740 | 640 | 530 | 420 |

**NOTE**
1 IAP only available during notified ATZ HRS and AFIS available.
2 IAP is in Class G Airspace.
3 Pilots are advised of gliding activity in the vicinity of Kemble.
4 Pilots are advised of IAPs to RWY 07/25 at RAF Brize Norton.
5 RAF Fairford notified operational by NOTAM.
6 Use of IAP is strictly PPR from the aerodrome operator.
7 Pilots are required to remain clear of controlled airspace during the missed approach.
8 RAF Brize Norton frequencies are intended for transit and/or a LARS service only and do not provide approach to Cotswold airport as described in the pilot brief.

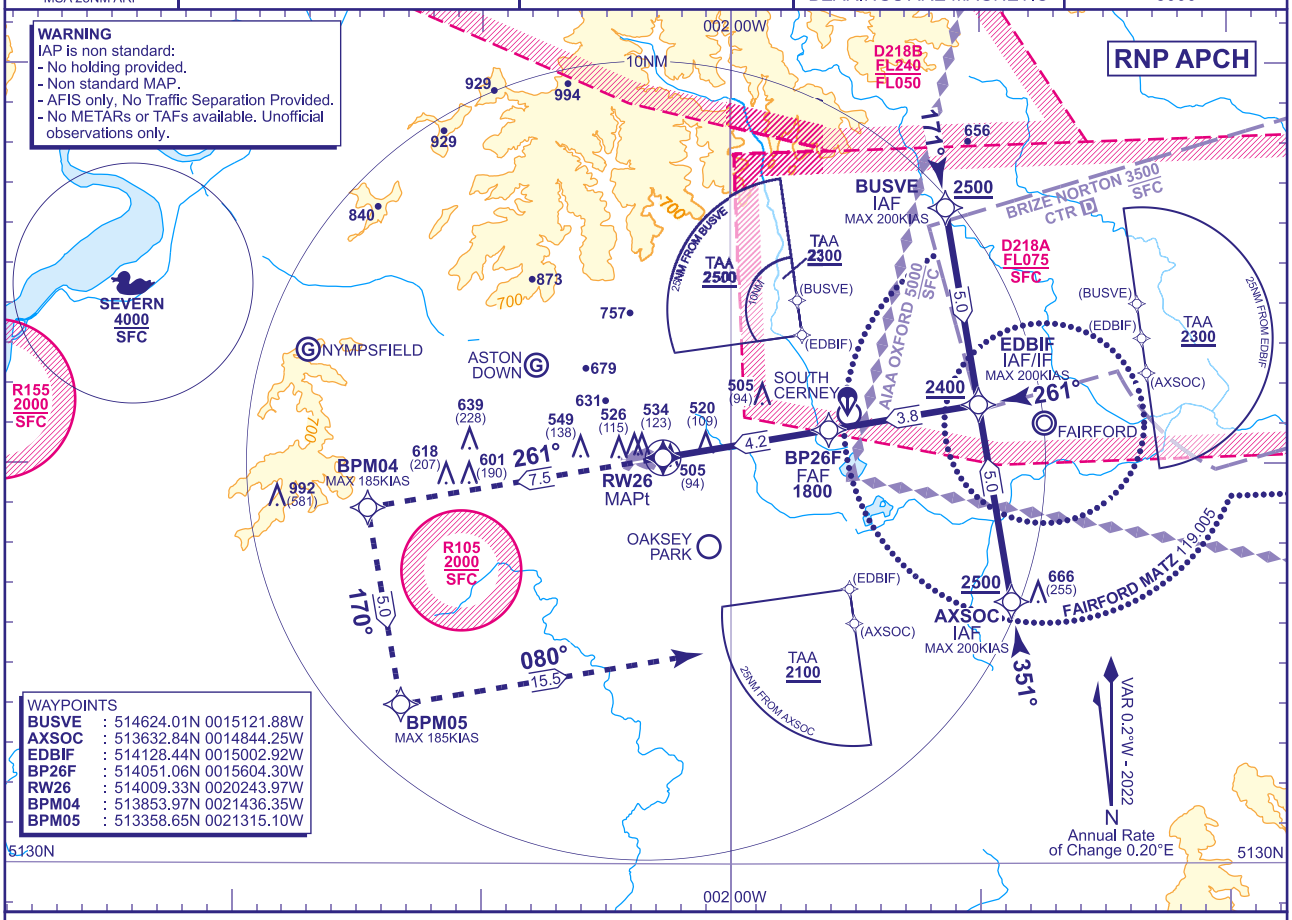
**CHANGE (2/25):** FREQUENCIES. FAIRFORD MATZ. SEVERN AREA. SPECIFICATION CHANGE.

AERO INFO DATE 02 DEC 24

# INSTRUMENT APPROACH CHART - ICAO

**KEMBLE**
**RNP**
**RWY 26**
(ACFT CAT A,B,C,D)

| | | | | |
|---|---|---|---|---|
| 2 5 MSA 25NM ARP | AFIS 118.430 | KEMBLE INFORMATION | AD ELEVATION 436 | MIN TEMP -10C |
| | LARS 124.280 | BRIZE RADAR | THR ELEVATION 411 | TRANSITION ALTITUDE 3000 |
| | ZONE 119.005 | BRIZE ZONE | OBSTACLE ELEVATION 992 AMSL (581) (ABOVE THR) | |
| | | | BEARINGS ARE MAGNETIC | |

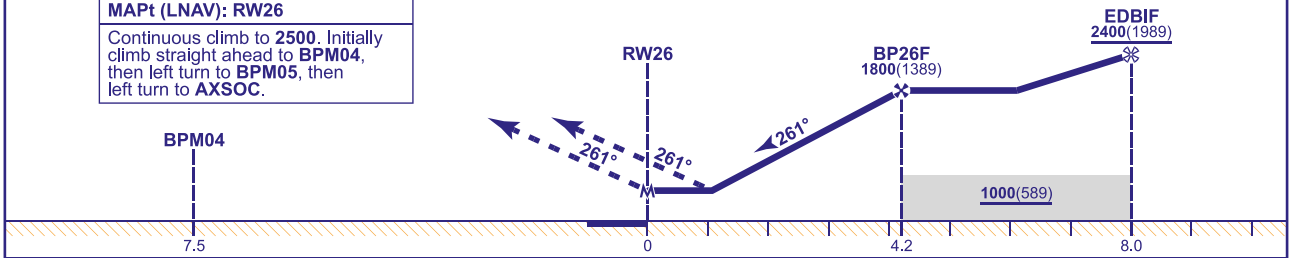



**RECOMMENDED PROFILE** VNAV Vertical Path Angle 3.0° (LNAV 5.24%), 319FT/NM

| NM to RW26 | 4 | 3 | 2 |
|---|---|---|---|
| ALT(HGT) | **1730**(1319) | **1420**(1009) | **1100**(689) |

TCH 50

**MAPt (LNAV): RW26**
Continuous climb to **2500**. Initially climb straight ahead to **BPM04**, then left turn to **BPM05**, then left turn to **AXSOC**.




| Aircraft Category | | A | B | C | D | Rate of descent | G/S KT | 160 | 140 | 120 | 100 | 80 |
|---|---|---|---|---|---|---|---|---|---|---|---|---|
| OCA (OCH) | LNAV/VNAV | **920**(509) | **920**(509) | **1020**(609) | **1120**(709) | | FT/MIN | 850 | 740 | 640 | 530 | 420 |
| | LNAV | **920**(509) | **920**(509) | **1020**(609) | **1120**(709) | | | | | | | |
| VM(C)OCA (OCH AAL) | Total Area | **950**(514) | **980**(544) | **1160**(724) | **1270**(834) | | | | | | | |

**NOTE**
1 IAP only available during notified ATZ HRS and AFIS available.
2 IAP is in Class D and G Airspace. Pilots are required to co-ordinate their approach with 124.280 Brize Radar prior to commencing the approach either by direct communication with 124.280 Brize Radar or via Kemble FIS.
3 Pilots are advised of gliding activity in the vicinity of Kemble.
4 Pilots are advised of IAPs to RWY 07/25 at RAF Brize Norton.
5 RAF Fairford notified operational by NOTAM.
6 Use of IAP is strictly PPR from the aerodrome operator.
7 RAF Brize Norton frequencies are intended for transit and/or a LARS service only and do not provide approach to Cotswold airport as described in the pilot brief.

**CHANGE (2/25):** FREQUENCIES. FAIRFORD MATZ. SEVERN AREA. SPECIFICATION CHANGE.

AERO INFO DATE 03 DEC 24 AD 2-EGBP-8-2

# Instrument Approach Procedure Coding Tables

**KEMBLE RNP RWY 08 - Instrument Approach Procedure via ACKEC**

| Designator | Sequence Number | Path Term-inator | Waypoint Name | Fly-over | Course/ Track °M (°T) | Turn Direction | Level Constraint | Speed Constraint | Co-ordinates | Remarks and Distance to MAPt |
|---|---|---|---|---|---|---|---|---|---|---|
| R08 | 001 | IF | ACKEC | N | - | - | 2500 | -200 | 513828.20N 0021837.23W | IAF / IF / 9.2NM |
| R08 | 002 | TF | BP08F | N | 080° (080.2°) | - | 2000 | - | 513912.80N 0021139.51W | FAF / 4.8NM |
| R08 | 003 | TF | RW08 | Y | 080° (080.3°) | - | - | - | 514000.60N 0020407.12W | MAPt |
| R08 | 004 | TF | BPM01 | N | 081° (080.4°) | RIGHT | - | -185 | 514048.29N 0015630.90W | - |
| R08 | 005 | TF | BPM02 | N | 171° (170.5°) | RIGHT | - | -185 | 513552.77N 0015511.54W | - |
| R08 | 006 | TF | BPM03 | N | 261° (260.5°) | RIGHT | - | -200 | 513332.70N 0021717.68W | - |
| R08 | 007 | TF | ACKEC | N | 351° (350.5°) | - | 2500 | -200 | 513828.20N 0021837.23W | - |

**CHANGE (2/25):** CHART SPECIFICATION.
AERO INFO DATE 02 DEC 24

# Instrument Approach Procedure Coding Tables

**KEMBLE RNP RWY 26 - Instrument Approach Procedure via BUSVE**

| Designator | Sequence Number | Path Term-inator | Waypoint Name | Fly-over | Course/ Track °M (°T) | Turn Direction | Level Constraint | Speed Constraint | Co-ordinates | Remarks and Distance to MAPt |
|---|---|---|---|---|---|---|---|---|---|---|
| R26R | 001 | IF | BUSVE | N | - | - | 2500 | -200 | 514624.01N 0015121.88W | IAF |
| R26R | 002 | TF | EDBIF | N | 171° (170.6°) | RIGHT | 2400 | -200 | 514128.44N 0015002.92W | IF / 8NM |
| R26R | 003 | TF | BP26F | N | 261° (260.6°) | - | 1800 | - | 514051.06N 0015604.30W | FAF / 4.2NM |
| R26R | 004 | TF | RW26 | Y | 261° (260.5°) | - | - | - | 514009.33N 0020243.97W | MAPt |
| R26R | 005 | TF | BPM04 | N | 261° (260.4°) | LEFT | - | -185 | 513853.97N 0021436.35W | - |
| R26R | 006 | TF | BPM05 | N | 170° (170.3°) | LEFT | - | -185 | 513358.65N 0021315.10W | - |
| R26R | 007 | TF | AXSOC | N | 080° (080.3°) | - | 2500 | -200 | 513632.84N 0014844.25W | - |

**KEMBLE RNP RWY 26 - Instrument Approach Procedure via EDBIF**

| Designator | Sequence Number | Path Term-inator | Waypoint Name | Fly-over | Course/ Track °M (°T) | Turn Direction | Level Constraint | Speed Constraint | Co-ordinates | Remarks and Distance to MAPt |
|---|---|---|---|---|---|---|---|---|---|---|
| R26C | 001 | IF | EDBIF | N | - | - | 2400 | -200 | 514128.44N 0015002.92W | IAF / IF |
| R26C | 002 | TF | BP26F | N | 261° (260.6°) | - | 1800 | - | 514051.06N 0015604.30W | FAF / 4.2NM |
| R26C | 003 | TF | RW26 | Y | 261° (260.5°) | - | - | - | 514009.33N 0020243.97W | MAPt |
| R26C | 004 | TF | BPM04 | N | 261° (260.4°) | LEFT | - | -185 | 513853.97N 0021436.35W | - |
| R26C | 005 | TF | BPM05 | N | 170° (170.3°) | LEFT | - | -185 | 513358.65N 0021315.10W | - |
| R26C | 006 | TF | AXSOC | N | 080° (080.3°) | - | 2500 | -200 | 513632.84N 0014844.25W | - |

**KEMBLE RNP RWY 26 - Instrument Approach Procedure via AXSOC**

| Designator | Sequence Number | Path Term-inator | Waypoint Name | Fly-over | Course/ Track °M (°T) | Turn Direction | Level Constraint | Speed Constraint | Co-ordinates | Remarks and Distance to MAPt |
|---|---|---|---|---|---|---|---|---|---|---|
| R26L | 001 | IF | AXSOC | N | - | - | 2500 | -200 | 513632.84N 0014844.25W | IAF |
| R26L | 002 | TF | EDBIF | N | 351° (350.6°) | LEFT | 2400 | -200 | 514128.44N 0015002.92W | IF / 8NM |
| R26L | 003 | TF | BP26F | N | 261° (260.6°) | - | 1800 | - | 514051.06N 0015604.30W | FAF / 4.2NM |
| R26L | 004 | TF | RW26 | Y | 261° (260.5°) | - | - | - | 514009.33N 0020243.97W | MAPt |
| R26L | 005 | TF | BPM04 | N | 261° (260.4°) | LEFT | - | -185 | 513853.97N 0021436.35W | - |
| R26L | 006 | TF | BPM05 | N | 170° (170.3°) | LEFT | - | -185 | 513358.65N 0021315.10W | - |
| R26L | 007 | TF | AXSOC | N | 080° (080.3°) | - | 2500 | -200 | 513632.84N 0014844.25W | - |

**CHANGE (2/25):** CHART SPECIFICATION.
AERO INFO DATE 02 DEC 24

# EGPA — KIRKWALL

## EGPA AD 2.1 AERODROME LOCATION INDICATOR AND NAME

EGPA — KIRKWALL

## EGPA AD 2.2 AERODROME GEOGRAPHICAL AND ADMINISTRATIVE DATA

| | | |
|---|---|---|
| 1 | ARP coordinates and site at AD | Lat: 585729N Long: 0025402W<br>Midpoint of RWYs 09/27 |
| 2 | Direction and distance from city | 2.5 NM SE of Kirkwall. |
| 3 | Elevation / Reference temperature / Mean Low Temperature | 58 FT / 14 °C / - |
| 4 | Geoid undulation at AD ELEV PSN | 169 FT |
| 5 | Magnetic Variation / Annual Change | 1.46°W (2022) / 0.24°E |
| 6 | AD Administration<br>Address<br>Telephone<br><br><br><br>Telefax | HIAL<br>Kirkwall Airport, Kirkwall, Orkney Islands, KW15 1TH.<br>01856-872421 (Aerodrome)<br>01856-886206 (ATC)<br>01856-872415 (Fuel)<br>01856-878476 (ATIS - H24)<br>01856-886217 (Administration) |
| 7 | Type of Traffic permitted (IFR/VFR) | IFR/VFR |
| 8 | Remarks | |

## EGPA AD 2.3 OPERATIONAL HOURS

| | | |
|---|---|---|
| 1 | AD Administration | Mon-Fri 0715-2000 (0615-1900); Sat 0715-1745 (0615-1645); Sun 0900-2000 (0800-1900); and by arrangement with aerodrome operator (HIAL). |
| 2 | Customs and immigration | By arrangement with aerodrome operator. |
| 3 | Health and sanitation | |
| 4 | AIS Briefing Office | |
| 5 | ATS Reporting Office (ARO) | |
| 6 | MET Briefing Office | As AD hours. |
| 7 | ATS | See AD 2.18. |
| 8 | Fuelling | During AD hours. |
| 9 | Handling | By arrangement with Loganair. |
| 10 | Security | As AD hours. |
| 11 | De-icing | |
| 12 | Remarks | This aerodrome is PPR by telephone, 01856-886206 or Email: kirkwatc@hial.co.uk.<br>3 hours notice required. |

## EGPA AD 2.4 HANDLING SERVICES AND FACILITIES

| | | |
|---|---|---|
| 1 | Cargo handling facilities | |
| 2 | Fuel and oil types | AVTUR JET A-1. By arrangement with North Air, AVGAS 100LL. By arrangement with North Air.<br>Oil: By arrangement with Loganair Engineering |
| 3 | Fuelling facilities/capacity | Delivered by bowser. |
| 4 | De-icing facilities | By arrangement with Loganair Engineering. |
| 5 | Hangar space for visiting aircraft | By arrangement with HIAL. |
| 6 | Repair facilities for visiting aircraft | By arrangement with Loganair Engineering. |
| 7 | Remarks | Loganair Engineering Tel: 01856-873907. North Air Tel: 01856-872415. Helicopter rotors running refuelling available by arrangements with HIAL and North Air. Aircraft operators are reminded that they are responsible for their aircraft's security when parked on demarcated areas, and for the searching of their aircraft when parked either overnight or within demarcated areas prior to departure. |

## EGPA AD 2.5 PASSENGER FACILITIES

| | | |
|---|---|---|
| 1 | Hotels | |
| 2 | Restaurants | Snacks and refreshments available in the terminal. |
| 3 | Transportation | Car hire, taxi and airport bus service. |
| 4 | Medical facilities | First aid/quiet room available. Limited first aid facilities. Local doctors and ambulance. |
| 5 | Bank and Post Office | |
| 6 | Tourist Office | |
| 7 | Remarks | Aviramp and wheelchairs available for disabled passenger handling. |

## EGPA AD 2.6 RESCUE AND FIRE FIGHTING SERVICES

| | | |
|---|---|---|
| 1 | AD category for fire fighting services | RFF Category A4<br>RFF Category 5 aircraft may be accepted under remission; less than 700 movements rule.<br>RFF Category 6 aircraft may only be accepted through prior arrangement. |
| 2 | Rescue equipment | Water rescue facilities are available for Runway 14/32 during published opening hours, special and on-call openings subject to serviceability of equipment and times when the weather conditions and sea state are conducive to such rescue operations. |
| 3 | Capability for removal of disabled aircraft | External agencies available locally |
| 4 | Remarks | |

## EGPA AD 2.7 SEASONAL AVAILABILITY - CLEARING

| | | |
|---|---|---|
| 1 | Type of clearing equipment | Mechanical and chemical de-icing. Runways 09/27 and 14/32 de-iced/anti-iced with KFOR (Potassium Formate fluids) and/or NAAC (Sodium Acetate solids). |
| 2 | Clearance priorities | Runway 09/27. Runway 32 to Apron. Apron. Remaining runway as required. Airport domestic areas. |
| 3 | Remarks | Current runway state information available during aerodrome operating hours at 01856-886206. |

## EGPA AD 2.8 APRONS, TAXIWAYS AND CHECK LOCATIONS/POSITIONS DATA

| | | |
|---|---|---|
| 1 | Apron surface and strength | MAIN APRON<br>Surface: Concrete and asphalt |
| 2 | Taxiway width, surface and strength | Taxiway MAIN TAXIWAY: 18 M<br>Surface: Asphalt<br>PCN 15 |
| 3 | Altimeter checkpoint location and elevation | |
| 4 | VOR checkpoints | |
| 5 | INS checkpoints | |
| 6 | Remarks | |

## EGPA AD 2.9 SURFACE MOVEMENT GUIDANCE AND CONTROL SYSTEM AND MARKINGS

| | | |
|---|---|---|
| 1 | Use of aircraft stand ID signs, TWY guide lines and visual docking/parking guidance system of aircraft stands | |
| 2 | Runway and taxiway markings and lighting | Runway marking aid(s):<br>09/27: TDZ markings, Runway designators, centre-line.<br><br>Taxiway light(s):<br>Blue edge lights on taxiway and apron. Runway guard lights at: R1, E2 and W5. Illuminated holding point signs. |
| 3 | Stop bars and runway guard lights (if any) | R1, R2, R8, W3, W4, W5, E2. |
| 4 | Other runway protection measures | |
| 5 | Remarks | Two LGTD wind sleeves at 585725.62N 0025349.35W and 585733.29N 0025415.16W. |

# EGPA AD 2.10 AERODROME OBSTACLES

| In Approach/Take-off areas | | | | | | |
|---|---|---|---|---|---|---|
| **Obstacle ID/ Designation** | **Obstacle Type** | **Obstacle Position** | **Elevation/Height** | | **Obstruction Lighting Type/ Colour** | **Remarks** |
| **1** | **2** | **3** | **4** | | **5** | **6** |
| (EGPA9471) 27/APPROACH 09/ TAKE-OFF | ROAD 4 8M | 585736.00N 0025225.78W | 117 FT | 18 FT | No | |
| (EGPA9373) 09/APPROACH 27/ TAKE-OFF | WIND TURBINE | 585733.93N 0025741.62W | 290 FT | 53 FT | No | |
| (EGPA9350) 09/APPROACH 27/ TAKE-OFF | UTILITY POLE | 585733.46N 0025615.64W | 202 FT | 27 FT | No | |
| (EGPA9094) 09/APPROACH 27/ TAKE-OFF | TREE | 585730.17N 0025451.95W | 56 FT | 25 FT | No | |
| (EGPA8575) 27/APPROACH 09/ TAKE-OFF | DRDF | 585728.03N 0025300.00W | 82 FT | 21 FT | Yes Red | |
| (EGPA9126) 09/APPROACH 27/ TAKE-OFF | MAST | 585710.76N 0025734.79W | 236 FT | 48 FT | No | |
| (EGPA8888) 32/APPROACH 14/ TAKE-OFF | UTILITY POLE | 585655.87N 0025333.28W | 212 FT | 23 FT | No | |

| In circling area and at aerodrome | | | | | | |
|---|---|---|---|---|---|---|
| **Obstacle ID/ Designation** | **Obstacle Type** | **Obstacle Position** | **Elevation/Height** | | **Obstruction Lighting Type/ Colour** | **Remarks** |
| **1** | **2** | **3** | **4** | | **5** | **6** |
| (EGPA8494) | WINDTURBINE | 585829.03N 0025604.67W | 273 FT | 65 FT | No | |
| (EGPA8724) | MAST | 585811.83N 0025557.38W | 302 FT | 34 FT | Yes Red | |
| (EGPA9149) | UTILITY POLE | 585746.01N 0025705.68W | 294 FT | 38 FT | No | |
| (EGPA9163) | UTILITY POLE | 585737.20N 0025621.08W | 211 FT | 28 FT | No | |
| (EGPA9049) | UTILITY POLE | 585716.62N 0025551.49W | 173 FT | 26 FT | No | |
| (EGPA3188) | EP | 585706.24N 0025720.28W | 217 FT | 29 FT | No | |
| (EGPA9121) | UTILITY POLE | 585652.16N 0025727.27W | 280 FT | 29 FT | No | |
| (EGPA8481) | WINDTURBINE | 585652.04N 0025555.32W | 320 FT | 92 FT | No | |
| (EGPA3231) | EP | 585622.79N 0025639.35W | 345 FT | 24 FT | No | |
| (EGPA8461) | WINDTURBINE | 585552.98N 0025537.71W | 272 FT | 51 FT | No | |

# EGPA AD 2.11 METEOROLOGICAL INFORMATION PROVIDED

| | | |
|---|---|---|
| 1 | Associated MET Office | MET OFFICE ABERDEEN |
| 2 | Hours of service<br>MET Office outside hour | H24 |
| 3 | Office responsible for TAF preparation<br>Periods of validity | MET OFFICE ABERDEEN<br>9 hours. |
| 4 | Trend forecast<br>Interval of issuance | TREND<br>30 minutes. |
| 5 | Briefing/consultation provided | Telephone ATC, 01856-886206. |
| 6 | Flight documentation<br>Language(s) used | Charts abbreviated plain language text. TAFs/METARs.<br>English. |
| 7 | Charts and other information available for briefing or consultation | Limited information available on request from ATC. |

| | | |
|---|---|---|
| 8 | Supplementary equipment available for providing information | ATIS on 01856-878476. |
| 9 | ATS units provided with information | KIRKWALL |
| 10 | Additional information (limitation of service, etc.) | Outside AD hours unverified automatic observations provided by telephone ATIS above. |

## EGPA AD 2.12 RUNWAY PHYSICAL CHARACTERISTICS

| Designations RWY Number | True bearing | Dimensions of RWY | Surface of RWY/ SWY/ Strength | THR co-ordinates/ THR Geoid undulation | THR elevation/ Highest elevation of TDZ of precision APP RWY | Slope of RWY/ SWY |
|---|---|---|---|---|---|---|
| 1 | 2 | 3 | 4 | 5 | 6 | 7 |
| 09 | 087.40° | 1430 x 45 M | RWY surface: Asphalt, Grooved<br>PCN 15/F/D/Y/T | 585728.03N<br>0025436.44W<br>168.6 FT | THR 38.9 FT | |
| 27 | 267.42° | 1430 x 45 M | RWY surface: Asphalt, Grooved<br>PCN 15/F/D/Y/T | 585729.83N<br>0025319.51W<br>168.5 FT | THR 38.9 FT | |
| 14 | 140.39° | 677 x 19 M | RWY surface: Asphalt | 585737.81N<br>0025433.18W<br>168.6 FT | THR 38.2 FT | |
| 32 | 320.39° | 677 x 19 M | RWY surface: Asphalt | 585723.92N<br>0025410.93W<br>168.6 FT | THR 50.7 FT | |

| SWY Dimensions | Clearway Dimensions | Strip Dimensions | RESA Dimensions, Overshoot / Undershoot | Location/ description of arresting system | OFZ | Remarks |
|---|---|---|---|---|---|---|
| 8 | 9 | 10 | 11 | 12 | 13 | 14 |
| | | 1550 x 280 M | 183 x - M<br>- | | | RWY 09<br><br>Threshold displaced by 159 M. |
| | 65 x 150 M | 1550 x 280 M | 90 x - M<br>- | | | RWY 27<br><br>Threshold displaced by 40 M. |
| | | 737 x 60 M | | | | RWY 14 |
| | | 737 x 60 M | | | | RWY 32<br><br>Threshold displaced by 119 M.<br><br>The begining of Runway 32 is inset by 208 M and the threshold by 328 M from the start of the tarmac.<br><br>Aircrew are advised that when departing Runway 32, for a distance of approximately 600 M, the 14 threshold is not visible due to the runway profile. |

## EGPA AD 2.13 DECLARED DISTANCES

| Runway designator | TORA | TODA | ASDA | LDA | Remarks |
|---|---|---|---|---|---|
| 1 | 2 | 3 | 4 | 5 | 6 |
| 09 | 1430 M | 1430 M | 1430 M | 1271 M | |
| 27 | 1365 M | 1430 M | 1365 M | 1325 M | |
| 09 | 992 M | 992 M | 992 M | | Take-off from intersection with Runway 32 - Holding point R1. |
| 27 | 1076 M | 1141 M | 1076 M | | Take-off from intersection with Echo Taxiway - Holding point E2. |
| 14 | 558 M | 558 M | 558 M | 558 M | |
| 32 | 677 M | 677 M | 677 M | 558 M | |

## EGPA AD 2.14 APPROACH AND RUNWAY LIGHTING

| RWY | Approach lighting Type/ Length/ Intensity | Threshold lighting Colour/Wing bars | VASIS/ MEHT/ PAPI/ PAPI Dist from THR | TDZ, lighting Length | Runway Centre Line lighting Length/ Spacing/ Colour/ Intensity | Runway edge lighting Length/ Spacing/ Colour/ Intensity | Runway end lighting Colour/ Wing bars | Stopway lighting Length/ Colour | Remarks |
|---|---|---|---|---|---|---|---|---|---|
| 1 | 2 | 3 | 4 | 5 | 6 | 7 | 8 | 9 | 10 |
| 09 | Five crossbars.<br>900 M<br>Light intensity high | Green wingbars | PAPI Right/ 3.5°<br>42 FT<br>230 M | | | 1320 M 60 M spacing<br>Final 420 M yellow<br>White<br>Light intensity high | Red | | EDGE:<br>The first 120 M of edge lights are red due to the displaced threshold. |
| 27 | Two crossbars.<br>450 M<br>Light intensity high | Green wingbars | PAPI Left/3.5°<br>47 FT<br>256 M | | | 1320 M 60 M spacing<br>Final 420 M yellow<br>White<br>Light intensity high | Red | | |
| 32 | | Green wingbars | | | | | | | |

## EGPA AD 2.15 OTHER LIGHTING, SECONDARY POWER SUPPLY

| | | |
|---|---|---|
| 1 | ABN/IBN location, characteristics and hours of operation | |
| 2 | LDI location and lighting<br>Anemometer location and lighting | Anemometer: Runway 09: 585731.9641N 0025433.0001W - Runway 27: 585725.7624N 0025342.8964W. |
| 3 | TWY edge and centre line lighting | EDGE: LI Blue taxiway edge lights from runway intersection to apron and entrance to small apron, width 18 M. |
| 4 | Secondary power supply/switch-over time | Yes. |
| 5 | Remarks | Apron floodlighting. Obstacle lighting. |

## EGPA AD 2.16 HELICOPTER LANDING AREA

| | | |
|---|---|---|
| 1 | Coordinates TLOF or THR of FATO, geoid undulation | |
| 2 | TLOF and/or FATO elevation | |
| 3 | TLOF and FATO area dimensions, surface, strength, marking, lighting | |
| 4 | True BRG of FATO | |
| 5 | Declared distance available | |
| 6 | APP and FATO lighting | |
| 7 | RMK | When traffic allows, light helicopters may arrive/depart directly to/from the appropriate apron or grass areas at the pilot's discretion.<br><br>The aerodrome buildings must not be overflown. |

## EGPA AD 2.17 AIR TRAFFIC SERVICES AIRSPACE

| Designation and lateral limits | Vertical Limits | Airspace Class | ATS unit callsign/ language | Transition Altitude | Hours of applicability | Remarks |
|---|---|---|---|---|---|---|
| 1 | 2 | 3 | 4 | 5 | 6 | 7 |
| KIRKWALL ATZ<br>A circle, 2 NM radius, centred at 585729N 0025402W on longest notified runway (09/27) | Upper limit: 2000 FT AGL<br>Lower limit: SFC | G | KIRKWALL APPROACH<br>English | 3000 FT | | ATZ may be re-activated at short notice at any time for air ambulance or emergency traffic. Pilots are advised to regard the ATZ as permanently active and to call and listen out on RTF. |

## EGPA AD 2.18 AIR TRAFFIC SERVICES COMMUNICATION FACILITIES

| Service Designation | Callsign | Channel/ Frequency(MHz) | SATVOICE number(s) | Logon Address | Hours of Operation | Remarks |
|---|---|---|---|---|---|---|
| 1 | 2 | 3 | 4 | 5 | 6 | 7 |
| APP | KIRKWALL APPROACH | 118.305 | | | Mon-Fri 0715-2000 (0615-1900); Sat 0715-1745 (0615-1645); Sun 0900-2000 (0800-1900). | ATZ hours coincident with Approach hours. |
| TWR | KIRKWALL TOWER | 118.305<br>DOC 40 NM/ 15,000 FT. | | | Mon-Fri 0715-2000 (0615-1900); Sat 0715-1745 (0615-1645); Sun 0900-2000 (0800-1900). | |
| AFIS | KIRWALL INFORMATION | 118.305 | | | By arrangement outside hours of ATC - Normally only available for SAR, ambulance and emergency Flights. | For FISO training and maintenance of competency, FISO phraseology may be in use during ATC published hours providing basic service only. Pilots will be alerted to this by the use of call sign Kirkwall Information and ATIS message. ATC in attendance at all times and available immediately upon request if procedural service required. |
| ATIS | KIRWALL INFORMATION | 124.130 | | | Mon-Fri 0715-2000 (0615-1900); Sat 0715-1745 (0615-1645); Sun 0900-2000 (0800-1900). | |
| OTHER | KIRKWALL FIRE CHIEF | 121.600<br>Non-ATS frequency. | | | Available when Fire vehicle attending aircraft on the ground in an emergency. | |

# EGPA AD 2.19 RADIO NAVIGATION AND LANDING AIDS

| Type of Aid CAT of ILS/MLS MAG Var/VOR Declination | Ident | Frequency | Hours of Operation | Position of transmitting antenna coordinates | Elevation of DME transmitting antenna | Remarks |
|---|---|---|---|---|---|---|
| 1 | 2 | 3 | 4 | 5 | 6 | 7 |
| ILS/LOC<br>I<br>0.41°W (2027) | IORK | 110.100 MHz | Mon-Fri 0715-2000 (0615-1900); Sat 0715-1745 (0615-1645); Sun 0900-2000 (0800-1900). | 585730.24N 0025301.68W | | (RWY 09)<br>Due to terrain LOC reduced coverage of +/- 10 degrees at 18 NM and +/- 35 degrees at 10 NM. |
| ILS/GP | IORK | 334.400 MHz | Mon-Fri 0715-2000 (0615-1900); Sat 0715-1745 (0615-1645); Sun 0900-2000 (0800-1900). | 585724.13N 0025423.10W | | 3.5° ILS Ref Datum Hgt 46 FT. |
| ILS/LOC<br>I<br>0.42°W (2027) | IKIR | 110.100 MHz | Mon-Fri 0715-2000 (0615-1900); Sat 0715-1745 (0615-1645); Sun 0900-2000 (0800-1900). | 585727.67N 0025451.81W | | (RWY 27)<br>Due to terrain LOC reduced coverage of +/- 10 degrees at 18 NM and +/- 35 degrees at 10 NM. |
| ILS/GP | IKIR | 334.400 MHz | Mon-Fri 0715-2000 (0615-1900); Sat 0715-1745 (0615-1645); Sun 0900-2000 (0800-1900). | 585733.03N 0025334.57W | | 3.5° ILS Ref Datum Hgt 33 FT. |
| VOR/DME<br>0.42°W (2027) | KWL | 23X<br>108.600 MHz | H24 | 585734.82N 0025338.21W | 65 FT | On AD.<br>DOC 25 NM/10000 FT.<br>Terminal DME co-located and frequency paired with VOR. Available for approach and landing purposes only during the hours of ATC and AFIS. Due to terrain effects the DME may unlock in Sector 185 to 210 when aircraft are at ranges exceeding 15 NM. |
| NDB (L)<br>0.42°W (2027) | KW | 395.000 kHz | H24 | 585733.36N 0025357.48W | | On AD. Range 40 NM. Co-located at DME. |
| ILS/DME | IORK | 38X<br>110.100 MHz | H24 | 585732.39N 0025357.41W | 50 FT | (RWY 09)<br>DME frequency paired with ILS I-ORK and I-KIR.<br>Zero range is indicated at THR of Runway 09 and 27. |
| ILS/DME | IKIR | 38X<br>110.100 MHz | H24 | 585732.39N 0025357.41W | 50 FT | (RWY 27)<br>DME frequency paired with ILS I-ORK and I-KIR.<br>Zero range is indicated at THR of Runway 09 and 27. |

# EGPA AD 2.20 LOCAL AERODROME REGULATIONS

## 1 AIRPORT REGULATIONS

a) Flying by aircraft not requiring a licensed aerodrome may be permitted by the licensee and may occur in daylight hours only, outside of published hours. Pilots must comply with the HIAL out of hours indemnity scheme. Details of the scheme and an application form are available from the HIAL website.
b) All personnel operating on the manouevring area must wear high visibility clothing.
c) The main apron is subject to security restrictions and searches.
d) Use of Kirkwall aerodrome is subject to standard Terms and Conditions of Use, which can be requested from the aerodrome.
e) Aircraft operators are responsible for the searching of any aircraft parked either overnight or within the demarcated areas prior to departure.

## 2 GROUND MOVEMENT

a) Taxiway E from E1 to Runway 27 is available for day use only by aircraft of less than 11 tonnes MAUW with an outer main gear wheel span less than 5 M and/or wingspan/rotor disc less than 24 M.

## 3 CAT II/III OPERATIONS

Not applicable

## 4 WARNINGS

a) Grass areas outside strip are unfit for transit of aircraft because of open drains. Aerodrome is subject to water-logging.
b) Grass areas are soft and unsafe. Poor load bearing characteristics may be found on the runway/taxiway strips and the area adjacent to the apron. Only marked taxiway to be used.
c) A section 549 M in length, on Runway 14/32, commencing at the Southeast end of the runway, has a down gradient of 1 in 50 (1. 1°).
d) Severe turbulence and occasionally windshear may be encountered on final approach to Runway 27 below 400 FT during periods of strong winds from between the southwest and northwest.
e) A public road passes under the take-off and climb paths of Runway 27. A height allowance of 15 FT to clear a vehicle on this road must be applied to performance calculations for departures from these runways.
f) Security post 3 M high at the apron edge adjacent to passenger gates. Pilots of aircraft not receiving marshalling assistance should exercise caution when taxiing or parking in front of the terminal.
g) Birds, including geese, may be encountered on the Runway 09 and 27 approaches and climb-outs.

## 5 HELICOPTER OPERATIONS

Not applicable

## 6 USE OF RUNWAYS

a) Runway departure restriction for aircraft requiring the use of a licensed aerodrome:

   i. Runway 09/27. Except where an AOC holder has a less restrictive State authorised take-off minima, departures when the reported MET visibility is 400 M or less are not permitted;
   ii. Runway 14/32. Except where an AOC holder has a less restrictive State authorised take-off minima, departures when the reported MET visibility is 800 M or less are not permitted.

b) Caution: Runway sidelights for Runway 09/27 are set approximately 1 M outside the pavement surface. Aircraft should remain within the paved width.

## 7 TRAINING

a) Training flights are by prior arrangement only and are subject to approval from ATC.

# EGPA AD 2.21 NOISE ABATEMENT PROCEDURES

a) Pilots of jet aircraft are required to avoid overflying Kirkwall town.

# EGPA AD 2.22 FLIGHT PROCEDURES

## 1 INSTRUMENT APPROACH PROCEDURES

a) Instrument Approach Procedures (IAP) for this aerodrome are established outside controlled airspace. See ENR 1.5.

## 2 NORTH ATLANTIC DEPARTURES

a) Due to the proximity of the Shanwick Oceanic boundary to Kirkwall, pilots must consider timescales for submitting an 'RCL'. Refer to ENR 2.2, paragraph 3.8.2 for details.

## 3 UK FLIGHT INFORMATION SERVICES

a) During notified ATC hours of service:

i. A Procedural ATS will be routinely applied to IFR flights. Pilots will be expected to accept levels, radials, tracks and/or time allocations that may require flight in IMC, to achieve planned deconfliction minima from other aircraft being provided with a Procedural ATS;
ii. Pilots must use conventional navigational aids when receiving a Procedural ATS that includes deconfliction from other traffic, and not use FMS overlays for the purpose;
iii. A Basic ATS will be applied to VFR flights. Agreements may be requested which restrict aircraft to a specific level, level band, heading, route, or operating area for the purposes of co-ordination and/or to facilitate the safe use of airspace; and
iv. A pilot may request another ATS if considered more appropriate.

b) Outside notified ATC hours of service:

i. A Basic ATS will be applied to SAR and ambulance flight by an AFISO.

## 4 VISUAL REFERENCE POINTS (VRP)

a) Details of VRPs are available in the consolidated 'Visual Reference Points List' published on the 'Digital Dataset' page of the NATS AIS website, www.nats.aero/ais.

# EGPA AD 2.23 ADDITIONAL INFORMATION

Not applicable

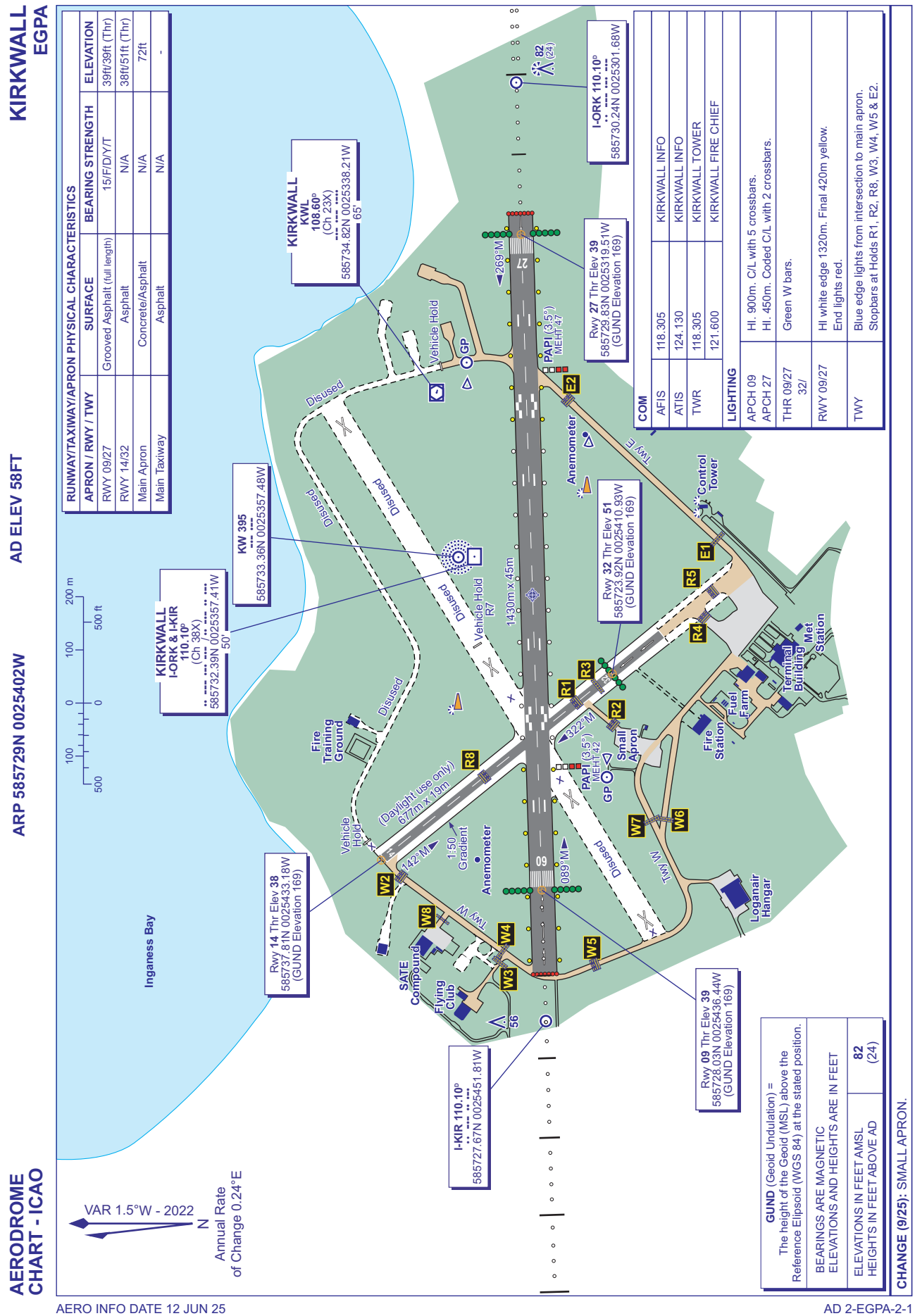
# EGPA AD 2.24 CHARTS RELATED TO AN AERODROME

AERODROME CHART - ICAO
AD 2.EGPA-2-1
INSTRUMENT APPROACH CHART ILS/DME/VOR RWY 09 (CAT A,B.C) - ICAO
AD 2.EGPA-8-1
INSTRUMENT APPROACH CHART LOC/DME/VOR RWY 09 (CAT A,B,C) - ICAO
AD 2.EGPA-8-2
INSTRUMENT APPROACH CHART VOR/DME RWY 09 (CAT A,B,C) - ICAO
AD 2.EGPA-8-3
INSTRUMENT APPROACH CHART RNP RWY 09 (CAT A,B,C) - ICAO
AD 2.EGPA-8-4
INSTRUMENT APPROACH CHART NDB(L)/DME RWY 09 (CAT A,B,C) - ICAO
AD 2.EGPA-8-5
INSTRUMENT APPROACH CHART DIRECT ARRIVALS RWY 09 (CAT A,B,C) - ICAO
AD 2.EGPA-8-6
INSTRUMENT APPROACH CHART ILS/DME/VOR RWY 27 (CAT A,B,C) - ICAO
AD 2.EGPA-8-7
INSTRUMENT APPROACH CHART LOC/DME/VOR RWY 27 (CAT A,B,C) - ICAO
AD 2.EGPA-8-8
INSTRUMENT APPROACH CHART VOR/DME RWY 27 (CAT A,B,C) - ICAO
AD 2.EGPA-8-9
INSTRUMENT APPROACH CHART VOR RWY 27 (CAT A,B,C) - ICAO
AD 2.EGPA-8-10
INSTRUMENT APPROACH CHART RNP RWY 27 (CAT A,B,C) - ICAO
AD 2.EGPA-8-11
INSTRUMENT APPROACH CHART NDB(L)/DME RWY 27 (CAT A,B,C) - ICAO
AD 2.EGPA-8-12
INSTRUMENT APPROACH CHART NDB(L) RWY 27 (CAT A,B,C) - ICAO
AD 2.EGPA-8-13
INSTRUMENT APPROACH CHART DIRECT ARRIVALS RWY 27 (CAT A,B,C) - ICAO

AD 2.EGPA-8-14
INSTRUMENT APPROACH PROCEDURE CODING TABLES - RNP RWY 09
AD 2.EGPA-8-15
INSTRUMENT APPROACH PROCEDURE CODING TABLES - RNP RWY 27
AD 2.EGPA-8-16

## EGPA AD 2.25 VISUAL SEGMENT SURFACE (VSS) PENETRATION

Not applicable




AERO INFO DATE 12 JUN 25

AD 2-EGPA-2-1

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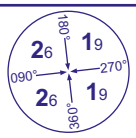
# INSTRUMENT APPROACH CHART - ICAO

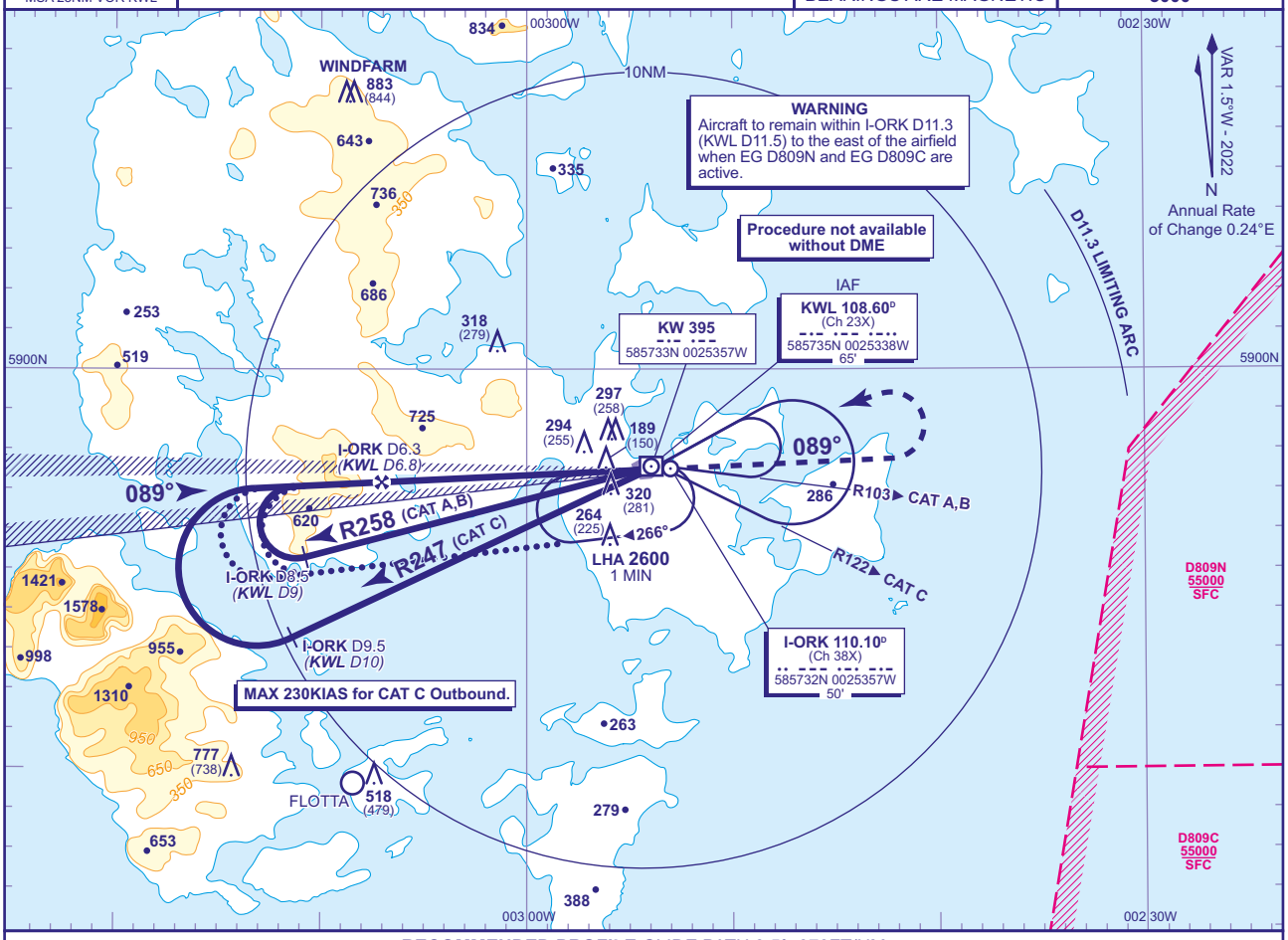
## KIRKWALL ILS/DME/VOR RWY 09
(ACFT CAT A,B,C)



MSA 25NM VOR KWL

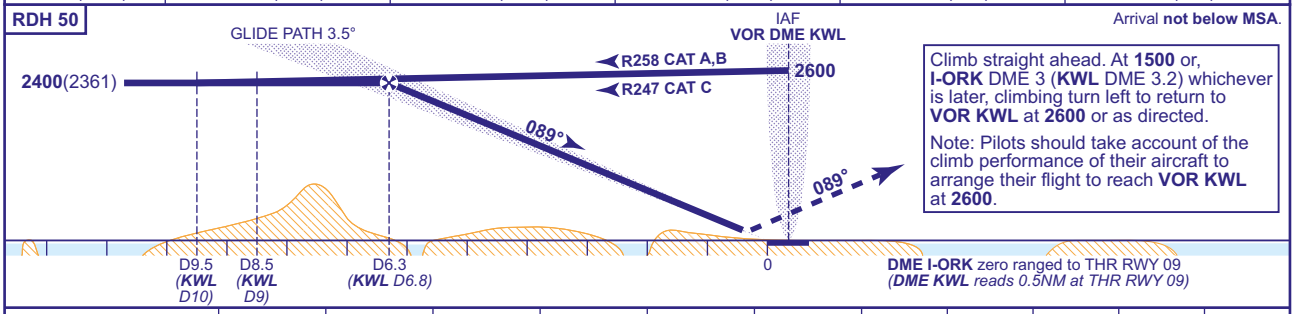
| | | | | | |
|---|---|---|---|---|---|
| APP | 118.305 | KIRKWALL APPROACH | AD ELEVATION | 58 |
| TWR | 118.305 | KIRKWALL TOWER | THR ELEVATION | 39 |
| AFIS | 118.305 | KIRKWALL INFORMATION | OBSTACLE ELEVATION | |
| ATIS | 124.130 | KIRKWALL INFORMATION | 883 AMSL (844) (ABOVE THR) | |
| | | | BEARINGS ARE MAGNETIC | |

TRANSITION ALTITUDE **3000**




**RECOMMENDED PROFILE** GLIDE PATH 3.5°, 370FT/NM

| | | | | | |
|---|---|---|---|---|---|
| **DME I-ORK(KWL)** | 5(5.5) | 4(4.5) | 3(3.5) | 2(2.5) | 1(1.5) |
| **ALT**(HGT) | **1920**(1881) | **1560**(1521) | **1190**(1151) | **820**(781) | **460**(421) |




Arrival **not below MSA**.

Climb straight ahead. At **1500** or, **I-ORK** DME 3 (**KWL** DME 3.2) whichever is later, climbing turn left to return to **VOR KWL** at **2600** or as directed.

Note: Pilots should take account of the climb performance of their aircraft to arrange their flight to reach **VOR KWL** at **2600**.

| **Aircraft Category** | | **A** | **B** | **C** |
|---|---|---|---|---|
| **OCA** (OCH) | **CAT I** | **184**(145) | **193**(154) | **202**(163) |
| **VM(C)OCA** (OCH AAL) | **Total Area** | **650**(592) | **660**(602) | **1250**(1192) |
| | **South of RWY 09/27** | **650**(592) | **660**(602) | **760**(702) |

| **Rate of descent** | | | | | | |
|---|---|---|---|---|---|---|
| **G/S KT** | 160 | 140 | 120 | 100 | 80 |
| **FT/MIN** | 990 | 870 | 740 | 620 | 500 |

**ALTERNATIVE PROCEDURE**
Arrival **not below MSA**. Overhead VOR/DME KWL (IAF) at **2600** turn to establish on the outbound leg of the holding pattern. Extend the outbound leg of the hold descending to **2400**. At I-ORK DME 8.5 (KWL DME 9) (CAT A,B) or I-ORK DME 9.5 (KWL DME 10) (CAT C) turn right to establish on the localizer; when established continue as for basic procedure.

**ENTRY TO BASE TURN PROCEDURE AFTER HOLDING**
If required, the Base Turn procedure may be entered after holding by flying a teardrop reversal manouevre from overhead the holding facility after flying inbound in the hold as follows: Fly outbound on track 103°M (CAT A,B) or 122°M (CAT C) for 1 MIN then turn left to return to the overhead to enter the base turn procedure. Lowest altitude to commence procedure from the hold is **2600**.

**NOTE** NDB KW may be used in lieu of VOR KWL.

**CHANGE (1/24):** ATIS FREQUENCY REVISED.

AERO INFO DATE 10 NOV 23

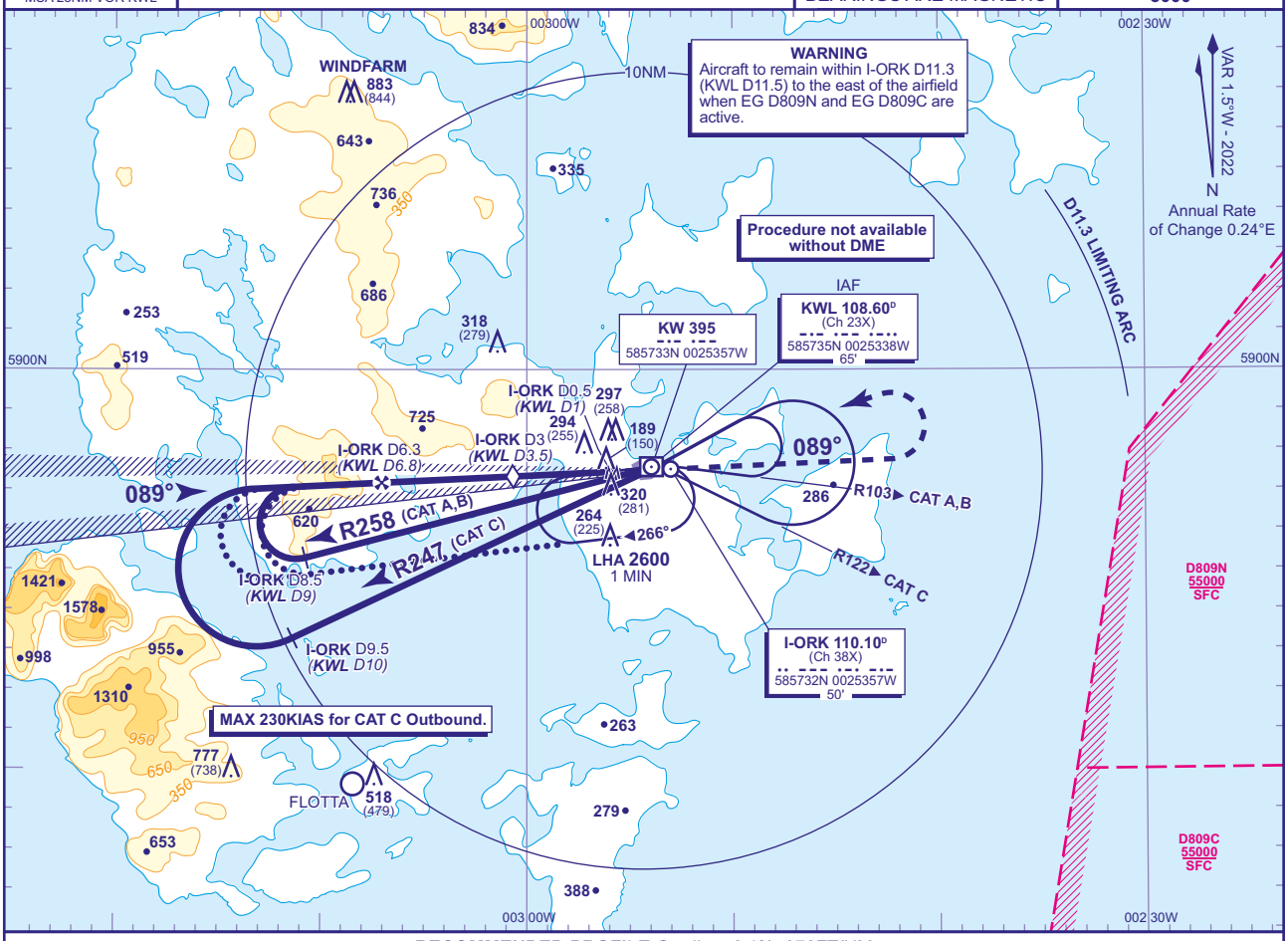
AD 2-EGPA-8-1

# INSTRUMENT APPROACH CHART - ICAO

## KIRKWALL LOC/DME/VOR RWY 09
(ACFT CAT A,B,C)

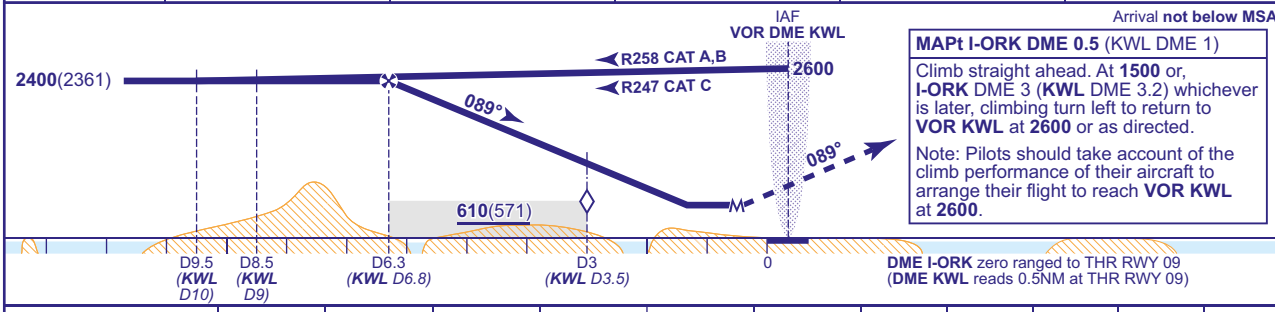
MSA 25NM VOR KWL

| | | | | | |
|---|---|---|---|---|---|
| APP | 118.305 | KIRKWALL APPROACH | AD ELEVATION | 58 | |
| TWR | 118.305 | KIRKWALL TOWER | THR ELEVATION | 39 | |
| AFIS | 118.305 | KIRKWALL INFORMATION | OBSTACLE ELEVATION | 883 AMSL (844) (ABOVE THR) | |
| ATIS | 124.130 | KIRKWALL INFORMATION | BEARINGS ARE MAGNETIC | | TRANSITION ALTITUDE 3000 |




**RECOMMENDED PROFILE** Gradient 6.1%, 370FT/NM

| | | | | | |
|---|---|---|---|---|---|
| **DME I-ORK(KWL)** | 5(5.5) | 4(4.5) | 3(3.5) **(SDF)** | 2(2.5) | 1(1.5) |
| **ALT**(HGT) | **1920**(1881) | **1560**(1521) | **1190**(1151) | **820**(781) | **460**(421) |




**MAPt I-ORK DME 0.5** (KWL DME 1)

Climb straight ahead. At **1500** or, **I-ORK** DME 3 (**KWL** DME 3.2) whichever is later, climbing turn left to return to **VOR KWL** at **2600** or as directed.

Note: Pilots should take account of the climb performance of their aircraft to arrange their flight to reach **VOR KWL** at **2600**.

| Aircraft Category | | A | B | C |
|---|---|---|---|---|
| **OCA** (OCH) | **Procedure** | **540**(501) | **540**(501) | **540**(501) |
| **VM(C)OCA** (OCH AAL) | **Total Area** | **650**(592) | **660**(602) | **1250**(1192) |
| | **South of RWY 09/27** | **650**(592) | **660**(602) | **760**(702) |

| Rate of descent | G/S KT | 160 | 140 | 120 | 100 | 80 |
|---|---|---|---|---|---|---|
| | FT/MIN | 990 | 860 | 740 | 620 | 500 |

**ALTERNATIVE PROCEDURE**
Arrival **not below MSA**. Overhead VOR/DME KWL (IAF) at **2600** turn to establish on the outbound leg of the holding pattern. Extend the outbound leg of the hold descending to **2400**. At I-ORK DME 8.5 (KWL DME 9) (CAT A,B) or I-ORK DME 9.5 (KWL DME 10) (CAT C) turn right to establish on the localizer; when established continue as for basic procedure.

**ENTRY TO BASE TURN PROCEDURE AFTER HOLDING**
If required, the Base Turn procedure may be entered after holding by flying a teardrop reversal manoeuvre from overhead the holding facility after flying inbound in the hold as follows: Fly outbound on track 103°M (CAT A,B) or 122°M (CAT C) for 1 MIN then turn left to return to the overhead to enter the base turn procedure. Lowest altitude to commence procedure from the hold is **2600**.

**NOTE 1** NDB KW may be used in lieu of VOR KWL.

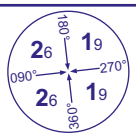
**CHANGE (1/24):** ATIS FREQUENCY REVISED.

AERO INFO DATE 10 NOV 23

AD 2-EGPA-8-2

# INSTRUMENT APPROACH CHART - ICAO

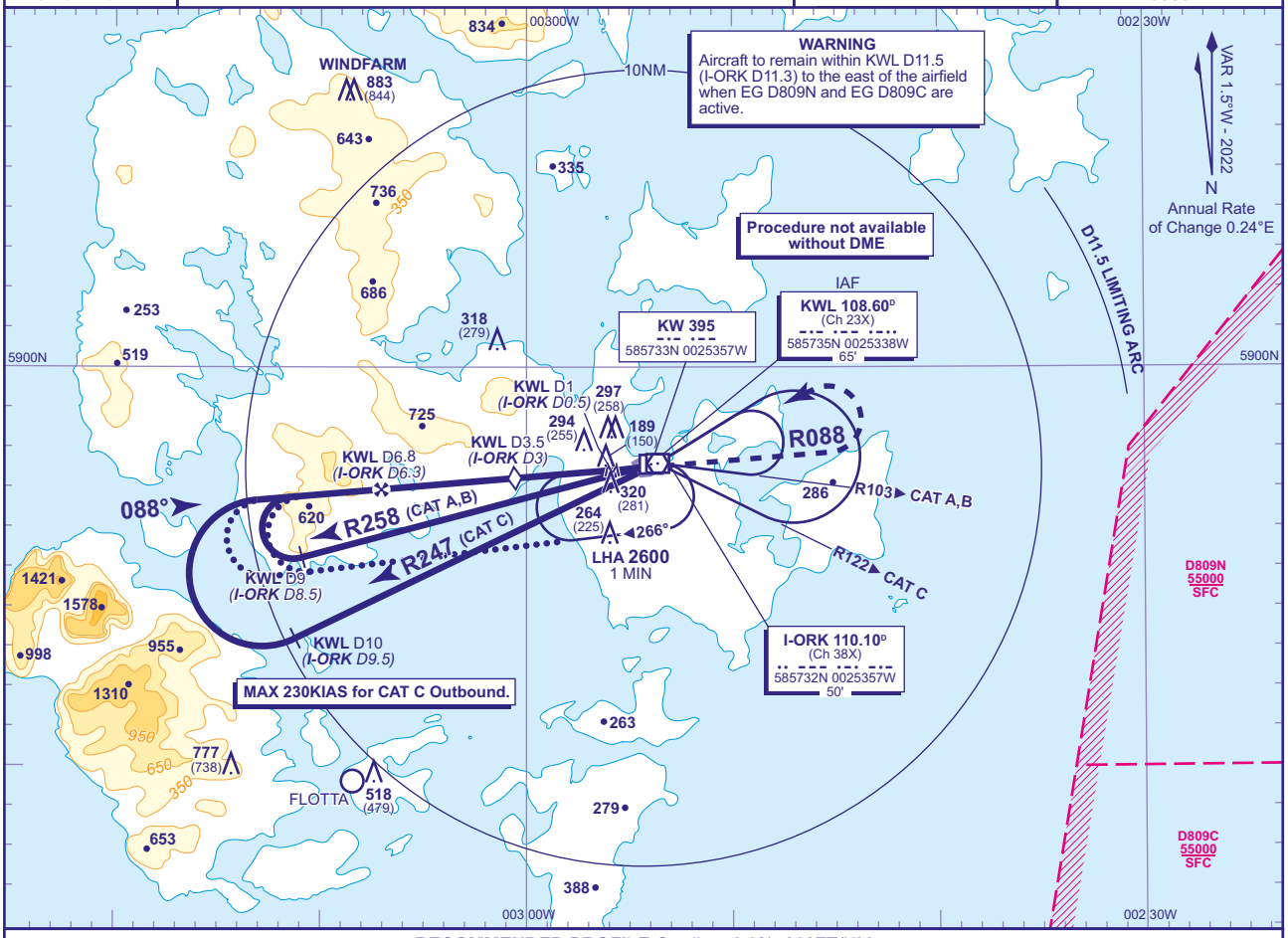
# KIRKWALL VOR/DME RWY 09
(ACFT CAT A,B,C)



MSA 25NM VOR KWL

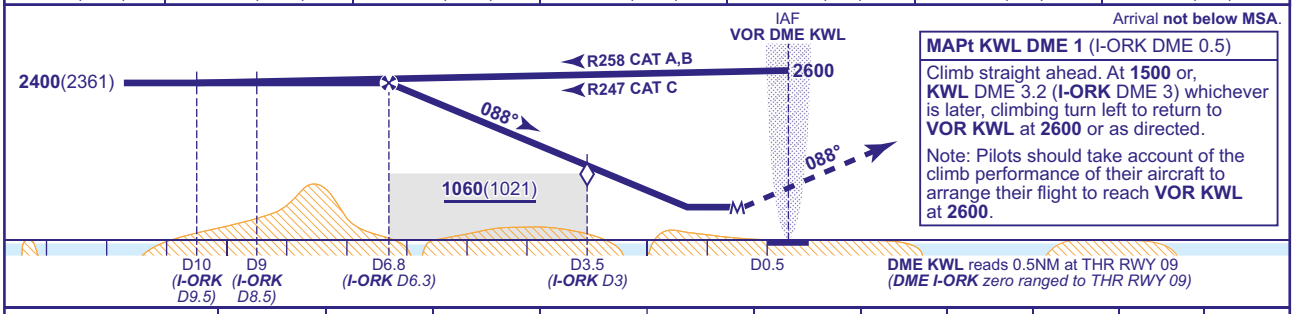
| | | | | | |
|---|---|---|---|---|---|
| APP | 118.305 | KIRKWALL APPROACH | AD ELEVATION | 58 |
| TWR | 118.305 | KIRKWALL TOWER | THR ELEVATION | 39 |
| AFIS | 118.305 | KIRKWALL INFORMATION | OBSTACLE ELEVATION | 883 AMSL (844) (ABOVE THR) |
| ATIS | 124.130 | KIRKWALL INFORMATION | BEARINGS ARE MAGNETIC | |

TRANSITION ALTITUDE **3000**




**RECOMMENDED PROFILE** Gradient 6.0%, 360FT/NM

| | | | | | | |
|---|---|---|---|---|---|---|
| **DME KWL**(I-ORK) | 5(4.5) | 4(3.5) | 3.5(3) **(SDF)** | 3(2.5) | 2(1.5) | 1(0.5) |
| **ALT**(HGT) | **1740**(1701) | **1380**(1341) | **1190**(1151) | **1010**(971) | **640**(601) | **270**(231) |




Arrival **not below MSA**.

**MAPt KWL DME 1** (I-ORK DME 0.5)

Climb straight ahead. At **1500** or, **KWL** DME 3.2 (**I-ORK** DME 3) whichever is later, climbing turn left to return to **VOR KWL** at **2600** or as directed.

Note: Pilots should take account of the climb performance of their aircraft to arrange their flight to reach **VOR KWL** at **2600**.

**DME KWL** reads 0.5NM at THR RWY 09 (***DME I-ORK** zero ranged to THR RWY 09*)

| Aircraft Category | | A | B | C |
|---|---|---|---|---|
| **OCA** (OCH) | **Procedure** | **560**(521) | **560**(521) | **560**(521) |
| **VM(C)OCA** (OCH AAL) | **Total Area** | **650**(592) | **660**(602) | **1250**(1192) |
| | **South of RWY 09/27** | **650**(592) | **660**(602) | **760**(702) |

| Rate of descent | G/S KT | 160 | 140 | 120 | 100 | 80 |
|---|---|---|---|---|---|---|
| | FT/MIN | 980 | 870 | 730 | 610 | 500 |

**ALTERNATIVE PROCEDURE**
Arrival **not below MSA**. Overhead VOR/DME KWL (IAF) at **2600** turn to establish on the outbound leg of the holding pattern. Extend the outbound leg of the hold descending to **2400**. At KWL DME 9 (I-ORK DME 8.5) (CAT A,B) or KWL DME 10 (I-ORK DME 9.5) (CAT C) turn right to establish on the extended FAT; when established continue as for basic procedure.

**ENTRY TO BASE TURN PROCEDURE AFTER HOLDING**
If required, the Base Turn procedure may be entered after holding by flying a teardrop reversal manouevre from overhead the holding facility after flying inbound in the hold as follows: Fly outbound on R103 (CAT A,B) or R122 (CAT C) for 1 MIN then turn left to return to the overhead to enter the base turn procedure. Lowest altitude to commence procedure from the hold is **2600**.

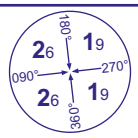
**CHANGE (1/24):** ATIS FREQUENCY REVISED.

AERO INFO DATE 10 NOV 23

AD 2-EGPA-8-3

# INSTRUMENT APPROACH CHART - ICAO

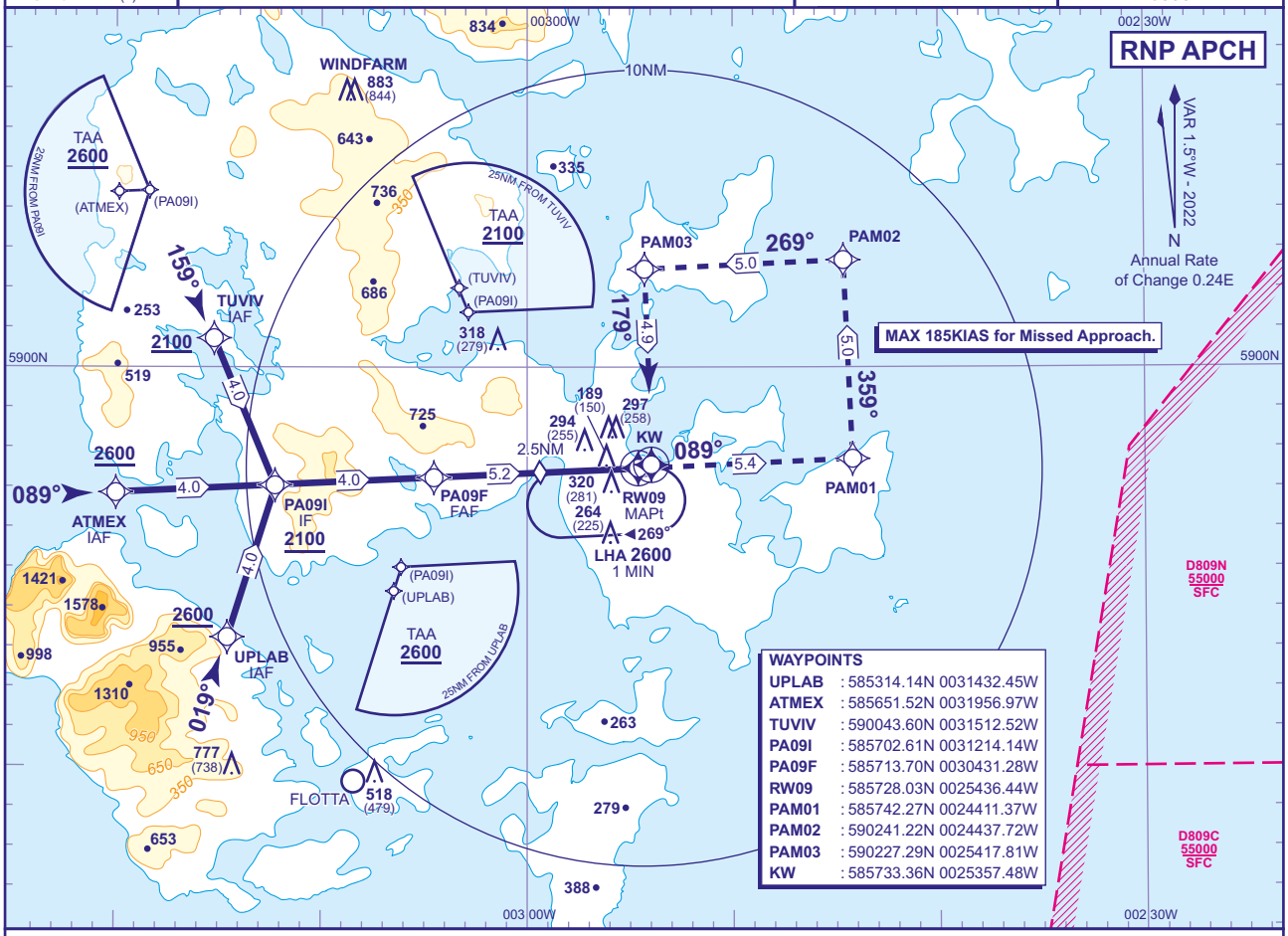
## KIRKWALL
## RNP
## RWY 09
(ACFT CAT A,B,C)




MSA 25NM NDB(L) KW

| | | | | | |
|---|---|---|---|---|---|
| APP | 118.305 | KIRKWALL APPROACH | AD ELEVATION | 58 | |
| TWR | 118.305 | KIRKWALL TOWER | THR ELEVATION | 39 | |
| AFIS | 118.305 | KIRKWALL INFORMATION | OBSTACLE ELEVATION | 883 AMSL (844) (ABOVE THR) | |
| ATIS | 124.130 | KIRKWALL INFORMATION | BEARINGS ARE MAGNETIC | | |

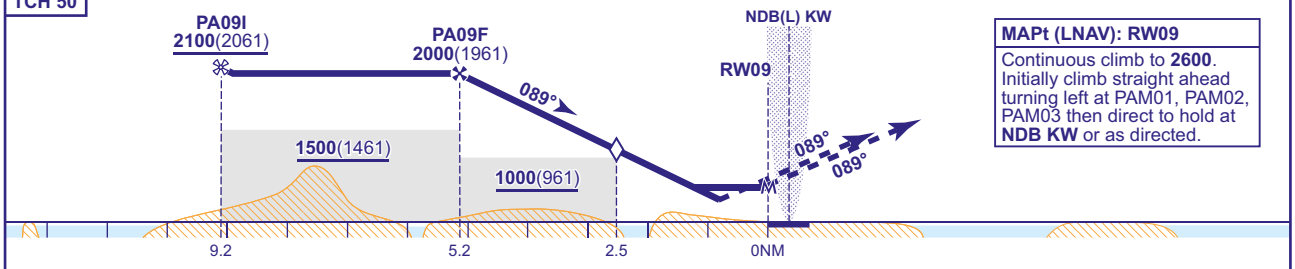
TRANSITION ALTITUDE **3000**




**RECOMMENDED PROFILE** Gradient 6.12%, 372FT/NM

| NM to RW09 | 5 | 4 | 3 | 2.5 (**SDF**) | 2 | 1 |
|---|---|---|---|---|---|---|
| **ALT**(HGT) | **1950**(1911) | **1570**(1531) | **1200**(1161) | **1020**(981) | **830**(791) | **460**(421) |

**TCH 50**




**MAPt (LNAV): RW09**
Continuous climb to **2600**. Initially climb straight ahead turning left at PAM01, PAM02, PAM03 then direct to hold at **NDB KW** or as directed.

| Aircraft Category | | A | B | C |
|---|---|---|---|---|
| **OCA** (OCH) | **LNAV** | **540**(501) | | |
| **VM(C)OCA** (OCH AAL) | **Total Area** | **650**(592) | **660**(602) | **1250**(1192) |
| | **South of RWY 09/27** | **650**(592) | **660**(602) | **750**(692) |

| **Rate of descent** | **G/S KT** | 160 | 140 | 120 | 100 | 80 |
|---|---|---|---|---|---|---|
| | **FT/MIN** | 990 | 870 | 740 | 620 | 500 |

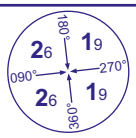
**NOTE**
1 Use of RNP procedures at this aerodrome restricted to Highlands and Islands Airports Ltd - Approved Operators only.
2 Use of this RNP procedure is strictly PPR from the aerodrome operator.
3 Prior to commencing the procedure, pilots are to broadcast on AFIS 118.305 with flight details and intentions.

**CHANGE (1/24):** ATIS FREQUENCY REVISED.

AERO INFO DATE 10 NOV 23

# INSTRUMENT APPROACH CHART - ICAO

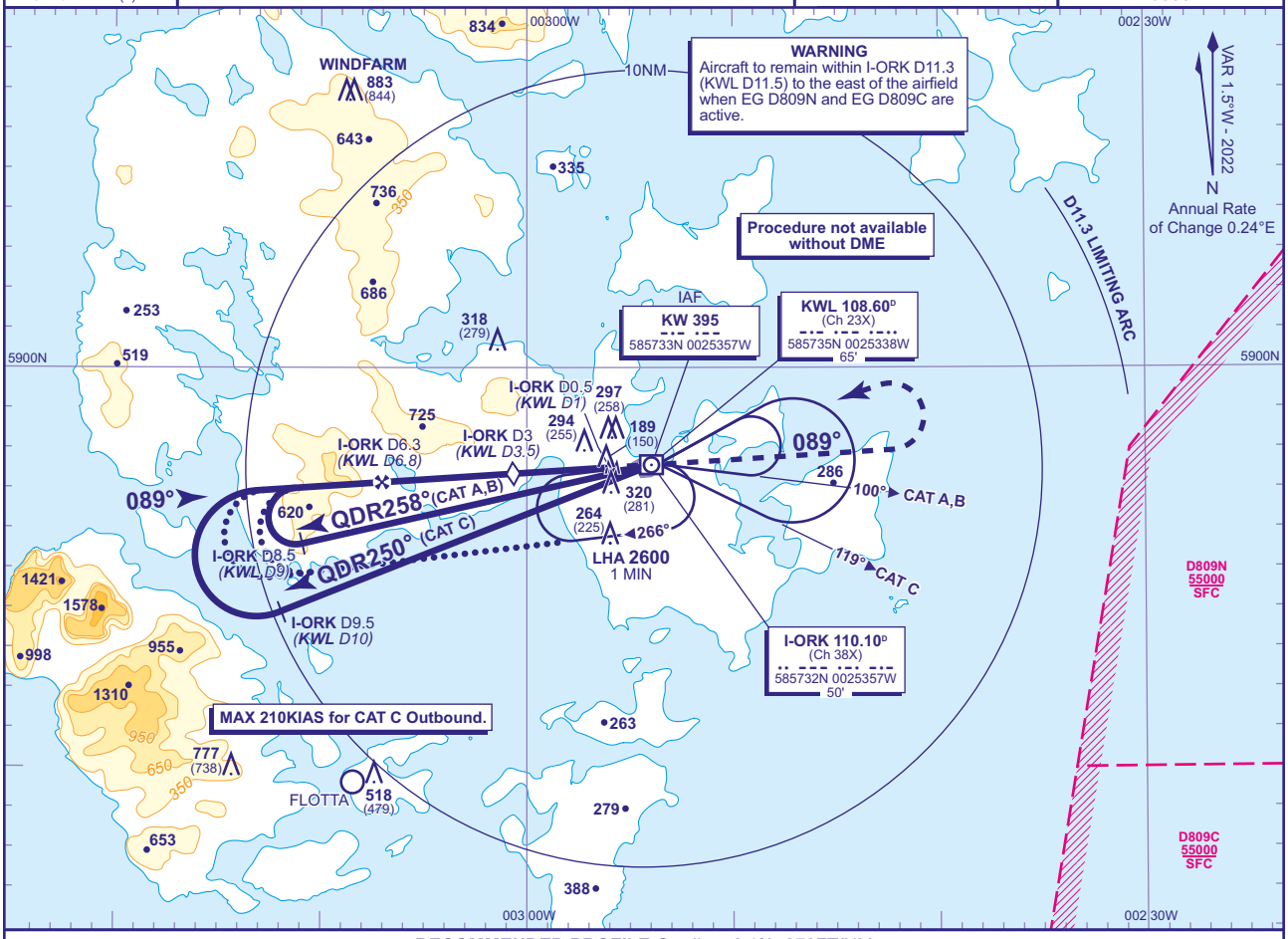
## KIRKWALL NDB(L)/DME RWY 09
(ACFT CAT A,B,C)



MSA 25NM NDB(L) KW

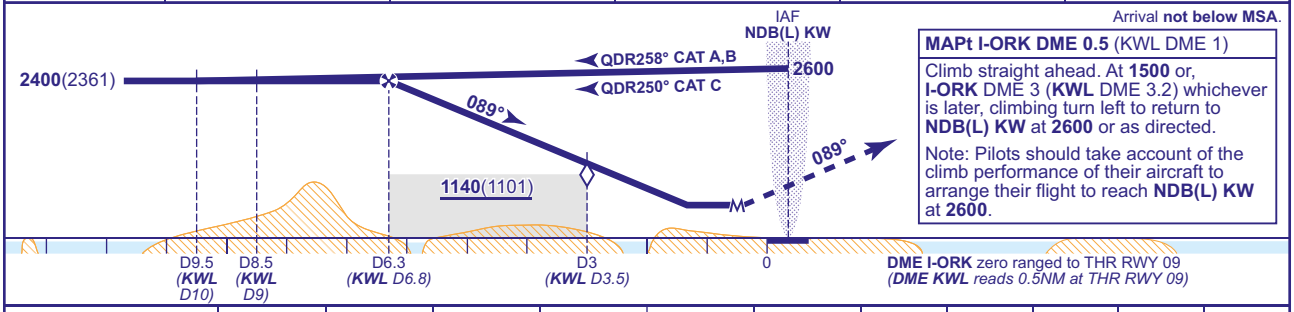
| | | | | | |
|---|---|---|---|---|---|
| APP | 118.305 | KIRKWALL APPROACH | AD ELEVATION | 58 |
| TWR | 118.305 | KIRKWALL TOWER | THR ELEVATION | 39 |
| AFIS | 118.305 | KIRKWALL INFORMATION | OBSTACLE ELEVATION | 883 AMSL (844) (ABOVE THR) |
| ATIS | 124.130 | KIRKWALL INFORMATION | BEARINGS ARE MAGNETIC | |

TRANSITION ALTITUDE **3000**




**RECOMMENDED PROFILE** Gradient 6.1%, 370FT/NM

| | | | | | |
|---|---|---|---|---|---|
| **DME I-ORK(KWL)** | 5(5.5) | 4(4.5) | 3(3.5) **(SDF)** | 2(2.5) | 1(1.5) |
| **ALT**(HGT) | **1920**(1881) | **1560**(1521) | **1190**(1151) | **820**(781) | **460**(421) |




Arrival **not below MSA**.

**MAPt I-ORK DME 0.5** (KWL DME 1)

Climb straight ahead. At **1500** or, **I-ORK** DME 3 (**KWL** DME 3.2) whichever is later, climbing turn left to return to **NDB(L) KW** at **2600** or as directed.

Note: Pilots should take account of the climb performance of their aircraft to arrange their flight to reach **NDB(L) KW** at **2600**.

| Aircraft Category | | A | B | C |
|---|---|---|---|---|
| **OCA** (OCH) | **Procedure** | **570**(532) | **570**(532) | **570**(532) |
| **VM(C)OCA** (OCH AAL) | **Total Area** | **650**(592) | **660**(602) | **1250**(1192) |
| | **South of RWY 09/27** | **650**(592) | **660**(602) | **760**(702) |

| Rate of descent | | | | | | |
|---|---|---|---|---|---|---|
| **G/S KT** | 160 | 140 | 120 | 100 | 80 |
| **FT/MIN** | 990 | 870 | 740 | 620 | 500 |

**ALTERNATIVE PROCEDURE**
Arrival **not below MSA**. Overhead NDB(L) KW (IAF) at **2600** turn to establish on the outbound leg of the holding pattern. Extend the outbound leg of the hold descending to **2400**. At I-ORK DME 8.5 (KWL DME 9) (CAT A,B) or I-ORK DME 9.5 (KWL DME 10) (CAT C) turn right to establish on the extended FAT; when established continue as for basic procedure.

**ENTRY TO BASE TURN PROCEDURE AFTER HOLDING**
If required, the Base Turn procedure may be entered after holding by flying a teardrop reversal manouevre from overhead the holding facility after flying inbound in the hold as follows: Fly outbound on track 100°M (CAT A,B) or 119°M (CAT C) for 1 MIN then turn left to return to the overhead to enter the base turn procedure. Lowest altitude to commence procedure from the hold is **2600**.

**NOTE** FAT is parallel to RWY C/L but offset 136 metres north.

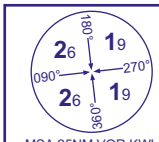
**CHANGE (1/24):** ATIS FREQUENCY REVISED.

AERO INFO DATE 10 NOV 23

AD 2-EGPA-8-5

## INSTRUMENT APPROACH CHART - ICAO

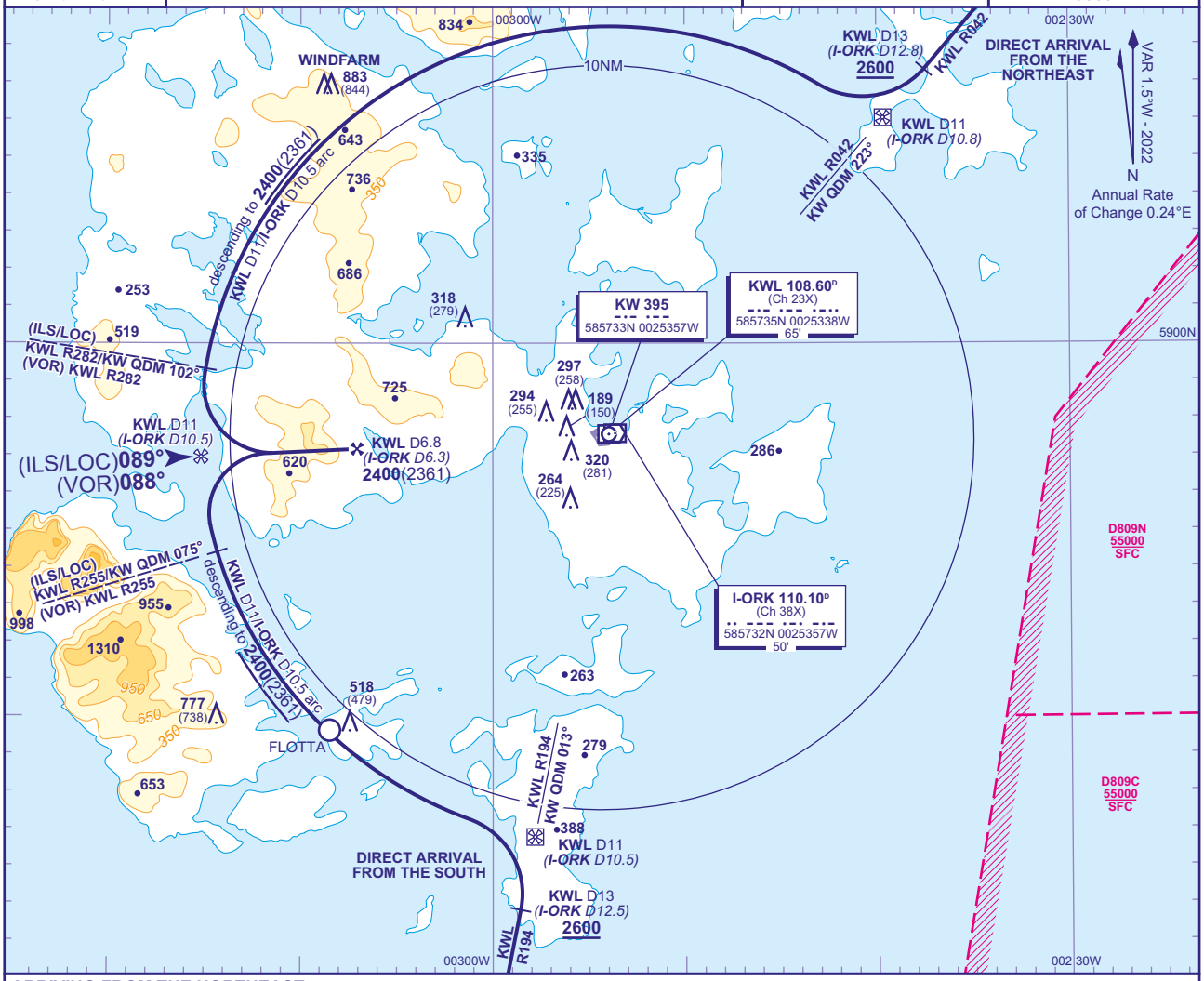
# KIRKWALL DIRECT ARRIVALS RWY 09
(ACFT CAT A,B,C)



MSA 25NM VOR KWL

| | | | | | |
|---|---|---|---|---|---|
| APP | 118.305 | KIRKWALL APPROACH | AD ELEVATION | 58 |
| TWR | 118.305 | KIRKWALL TOWER | THR ELEVATION | 39 |
| AFIS | 118.305 | KIRKWALL INFORMATION | OBSTACLE ELEVATION | 883 AMSL (844) (ABOVE THR) |
| ATIS | 124.130 | KIRKWALL INFORMATION | BEARINGS ARE MAGNETIC | |

TRANSITION ALTITUDE **3000**




**ARRIVING FROM THE NORTHEAST**
Arrival **not below MSA**. Request ATC approval for DME arc arrival when within 40NM of Kirkwall. Intercept and establish NDB(L) KW QDM 223° inbound, or VOR DME KWL R042 **not below minimum enroute altitude**. After passing KWL DME 25 (I-ORK DME 24.8) inbound, subject to ATC approval, descend as required **not below 2600**. From KWL DME 13 (I-ORK DME 12.8) turn right to establish on KWL DME 11 (I-ORK DME 10.5) arc anticlockwise (IAF on NDB(L) KW QDM 223° (VOR KWL R042) at KWL DME 11 (I-ORK DME 10.8). When established, descend along the arc to **2400**(2361). From VOR KWL R282 (NDB(L) KW QDM 102°) turn left onto LOC/extended FAT. When established, from FAF KWL DME 6.8 (I-ORK DME 6.3) at **2400**(2361), continue with appropriate final approach procedure.

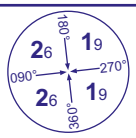
**ARRIVING FROM THE SOUTH AND ON N560 NORTH BOUND**
Arrival **not below MSA**. Request ATC approval for DME arc arrival when within 40NM of Kirkwall. Intercept and establish NDB(L) KW QDM 013° inbound, or VOR DME KWL R194 (N560) **not below minimum enroute altitude**. After passing KWL DME 15 (I-ORK DME 14.5) inbound, subject to ATC approval, descend as required **not below 2600**. From KWL DME 13 (I-ORK DME 12.5) turn left to establish on KWL DME 11 (I-ORK DME 10.5) arc clockwise (IAF on NDB(L) KW QDM 013° (VOR KWL R194) at KWL DME 11 (I-ORK DME 10.5). When established, descend along the arc to **2400**(2361). From VOR KWL R255 (NDB(L) KW QDM 075°) (ILS/LOC) or VOR KWL R255 (VOR) turn right onto LOC/extended FAT. When established, from FAF KWL DME 6.8 (I-ORK DME 6.3) at **2400**(2361), continue with appropriate final approach procedure.

**CHANGE (1/24):** ATIS FREQUENCY REVISED.

AERO INFO DATE 10 NOV 23 AD 2-EGPA-8-6

# INSTRUMENT APPROACH CHART - ICAO

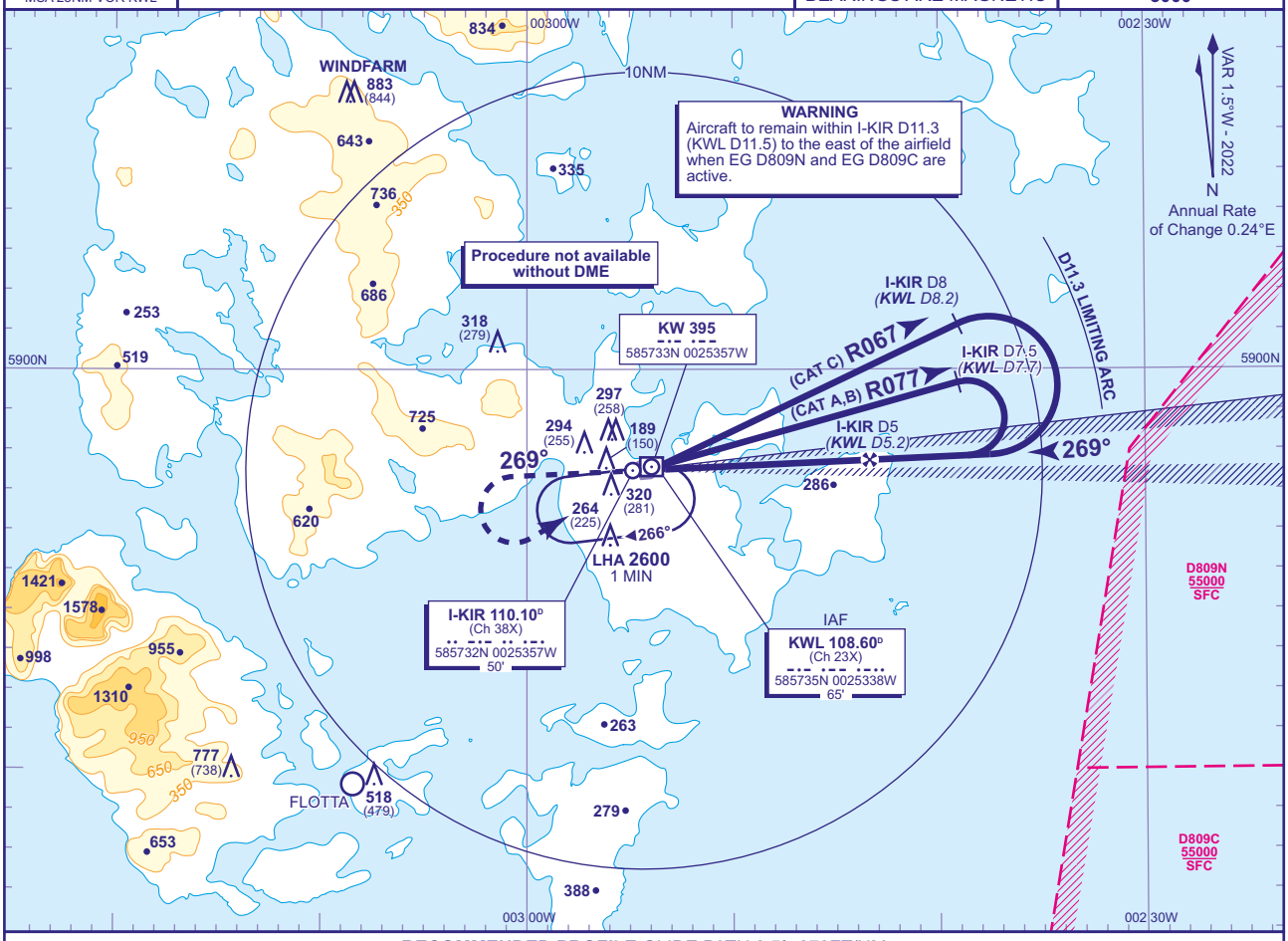
## KIRKWALL ILS/DME/VOR RWY 27
(ACFT CAT A,B,C)



MSA 25NM VOR KWL

| | | | | | |
|---|---|---|---|---|---|
| APP | 118.305 | KIRKWALL APPROACH | AD ELEVATION | 58 |
| TWR | 118.305 | KIRKWALL TOWER | THR ELEVATION | 39 |
| AFIS | 118.305 | KIRKWALL INFORMATION | OBSTACLE ELEVATION | 883 AMSL (844) (ABOVE THR) |
| ATIS | 124.130 | KIRKWALL INFORMATION | BEARINGS ARE MAGNETIC | |

TRANSITION ALTITUDE **3000**

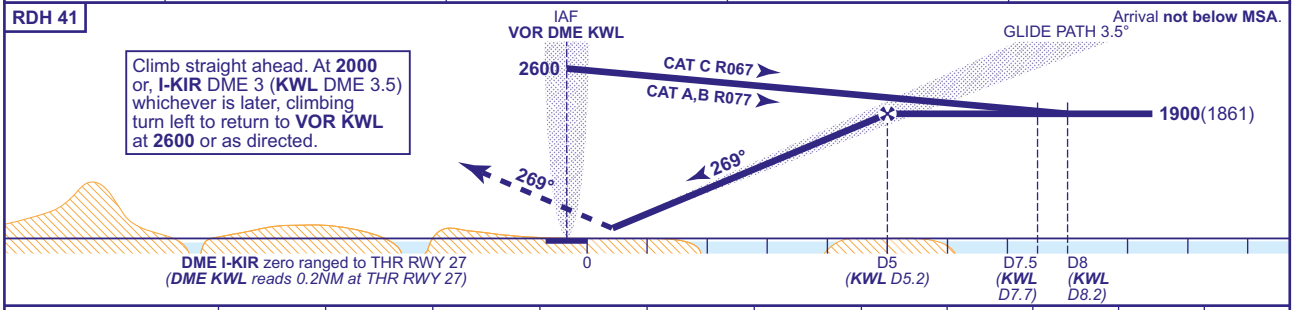



**RECOMMENDED PROFILE** GLIDE PATH 3.5°, 370FT/NM

| | | | | |
|---|---|---|---|---|
| **DME I-KIR(KWL)** | 4(4.2) | 3(3.2) | 2(2.2) | 1(1.2) |
| **ALT**(HGT) | **1540**(1501) | **1170**(1131) | **810**(771) | **440**(401) |

**RDH 41**

Climb straight ahead. At **2000** or, **I-KIR** DME 3 (**KWL** DME 3.5) whichever is later, climbing turn left to return to **VOR KWL** at **2600** or as directed.




| Aircraft Category | | A | B | C |
|---|---|---|---|---|
| **OCA** (OCH) | **CAT I** | **215**(176) | **222**(183) | **230**(191) |
| **VM(C)OCA** (OCH AAL) | **Total Area** | **650**(592) | **660**(602) | **1250**(1192) |
| | **South of RWY 09/27** | **650**(592) | **660**(602) | **760**(702) |

| Rate of descent | | | | | | |
|---|---|---|---|---|---|---|
| **G/S KT** | 160 | 140 | 120 | 100 | 80 |
| **FT/MIN** | 990 | 870 | 740 | 620 | 500 |

**NOTE** NDB KW may be used in lieu of VOR KWL.

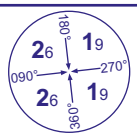
**CHANGE (1/24):** ATIS FREQUENCY REVISED.

AERO INFO DATE 10 NOV 23

AD 2-EGPA-8-7

# INSTRUMENT APPROACH CHART - ICAO

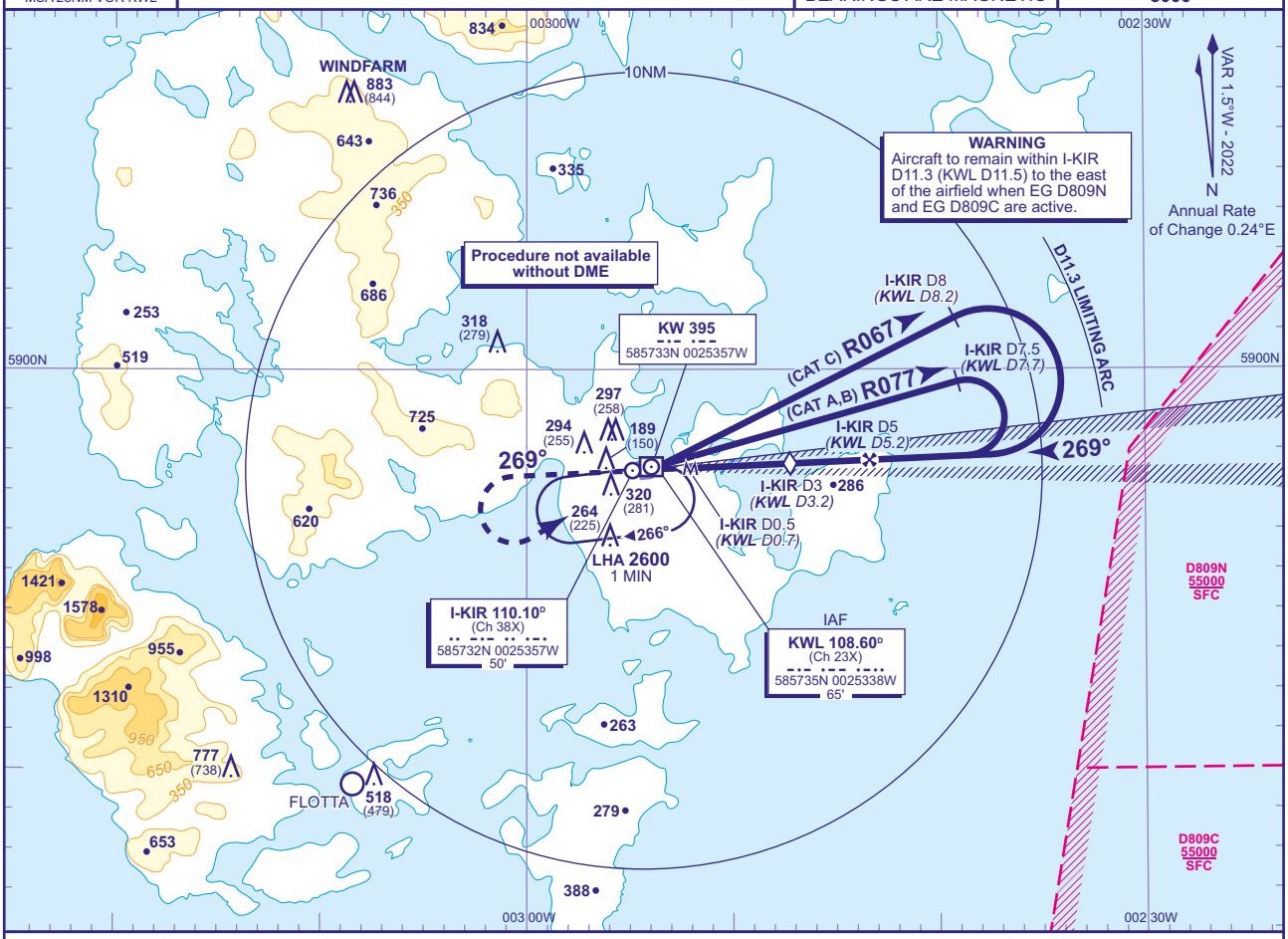
## KIRKWALL LOC/DME/VOR RWY 27
(ACFT CAT A,B,C)



MSA 25NM VOR KWL

| | | | | | |
|---|---|---|---|---|---|
| APP | 118.305 | KIRKWALL APPROACH | AD ELEVATION | 58 | |
| TWR | 118.305 | KIRKWALL TOWER | THR ELEVATION | 39 | |
| AFIS | 118.305 | KIRKWALL INFORMATION | OBSTACLE ELEVATION | 883 AMSL (844) (ABOVE THR) | |
| ATIS | 124.130 | KIRKWALL INFORMATION | BEARINGS ARE MAGNETIC | | |

TRANSITION ALTITUDE **3000**

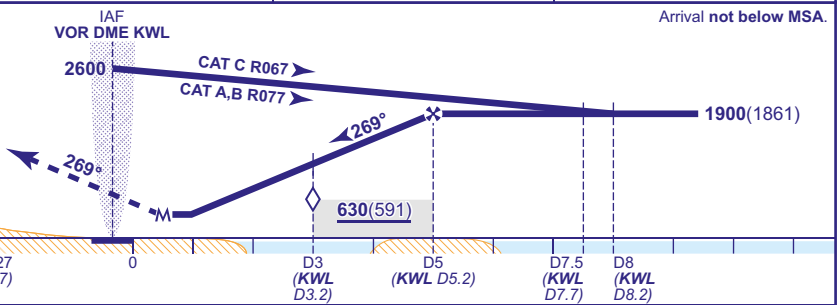



**RECOMMENDED PROFILE** Gradient 6.1%, 370FT/NM

| | | | | |
|---|---|---|---|---|
| **DME I-KIR(KWL)** | 4(4.2) | 3(3.2) **(SDF)** | 2(2.2) | 1(1.2) |
| **ALT**(HGT) | **1540**(1501) | **1170**(1131) | **810**(771) | **440**(401) |

**MAPt I-KIR DME 0.5**
(KWL DME 0.7)

Climb straight ahead. At **2000** or, **I-KIR** DME 3 (**KWL** DME 3.5) whichever is later, climbing turn left to return to **VOR KWL** at **2600** or as directed.




Arrival **not below MSA**.

| Aircraft Category | | A | B | C |
|---|---|---|---|---|
| **OCA** (OCH) | **Procedure** | **380**(341) | **380**(341) | **380**(341) |
| **VM(C)OCA** (OCH AAL) | **Total Area** | **650**(592) | **660**(602) | **1250**(1192) |
| | **South of RWY 09/27** | **650**(592) | **660**(602) | **760**(702) |

| Rate of descent | | | | | | |
|---|---|---|---|---|---|---|
| **G/S KT** | 160 | 140 | 120 | 100 | 80 |
| **FT/MIN** | 990 | 870 | 740 | 620 | 500 |

**NOTE** NDB KW may be used in lieu of VOR KWL.

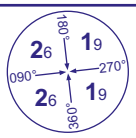
**CHANGE (1/24):** ATIS FREQUENCY REVISED.

AERO INFO DATE 10 NOV 23

# INSTRUMENT APPROACH CHART - ICAO

## KIRKWALL VOR/DME RWY 27

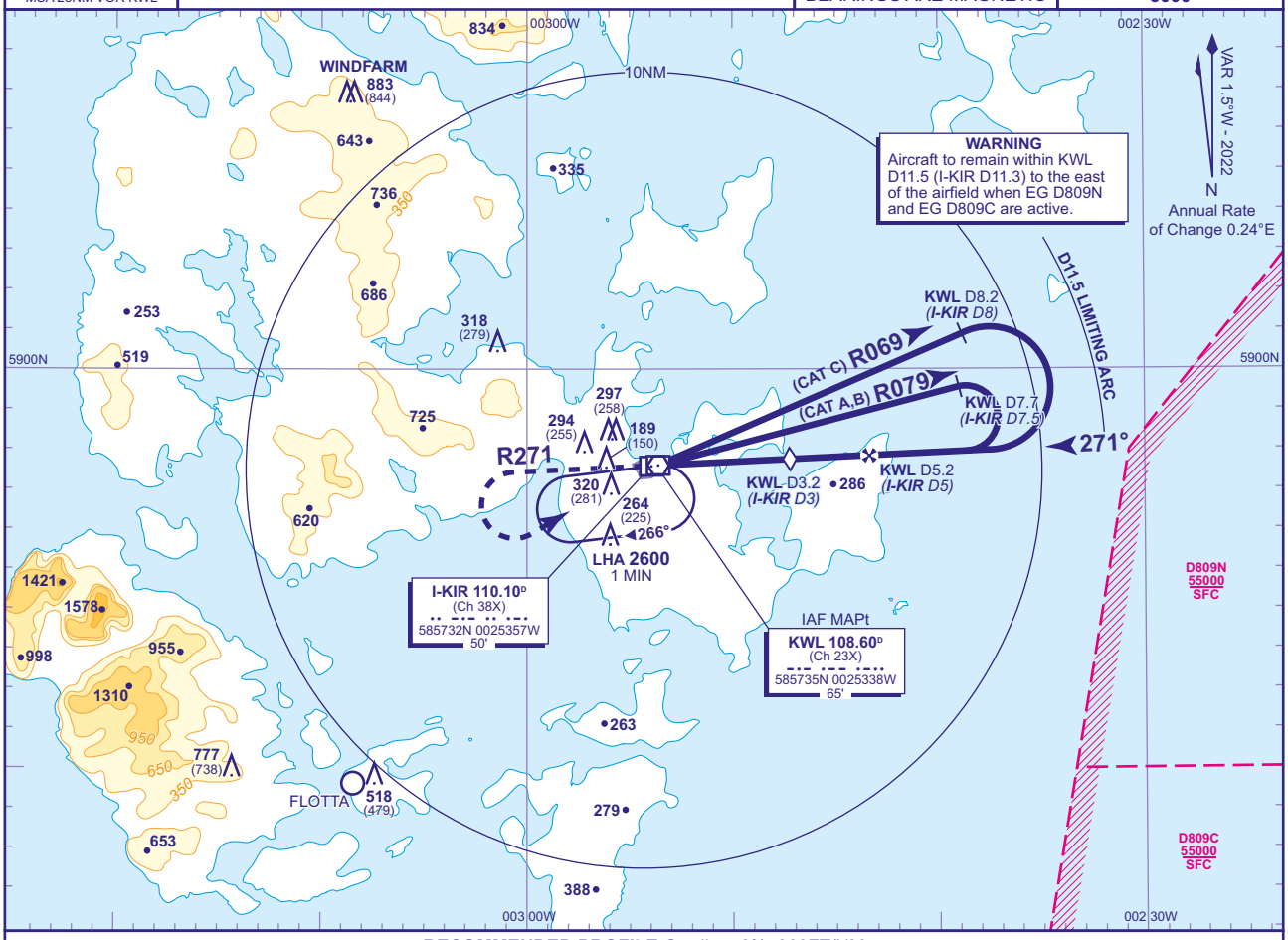
(ACFT CAT A,B,C)




MSA 25NM VOR KWL

| | | | | | |
|---|---|---|---|---|---|
| APP | 118.305 | KIRKWALL APPROACH | AD ELEVATION | 58 |
| TWR | 118.305 | KIRKWALL TOWER | THR ELEVATION | 39 |
| AFIS | 118.305 | KIRKWALL INFORMATION | OBSTACLE ELEVATION | 883 AMSL (844) (ABOVE THR) |
| ATIS | 124.130 | KIRKWALL INFORMATION | BEARINGS ARE MAGNETIC | |

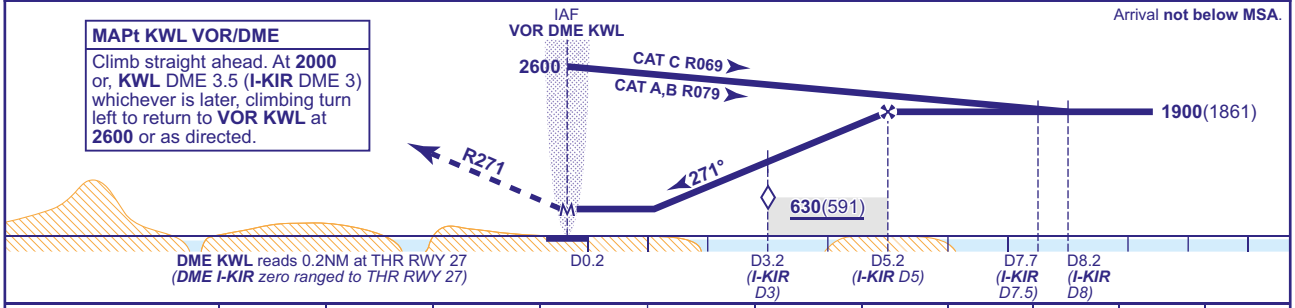
TRANSITION ALTITUDE **3000**




| RECOMMENDED PROFILE Gradient 6%, 360FT/NM | | | | |
|---|---|---|---|---|
| **DME KWL** (I-KIR) | 4(3.8) | 3.2(3) **(SDF)** | 3(2.8) | 2(1.8) |
| **ALT**(HGT) | **1460**(1421) | **1170**(1131) | **1100**(1061) | **740**(701) |

**MAPt KWL VOR/DME**

Climb straight ahead. At **2000** or, **KWL** DME 3.5 (**I-KIR** DME 3) whichever is later, climbing turn left to return to **VOR KWL** at **2600** or as directed.




| Aircraft Category | | A | B | C |
|---|---|---|---|---|
| **OCA** (OCH) | **Procedure** | **430**(391) | **430**(391) | **430**(391) |
| **VM(C)OCA** (OCH AAL) | **Total Area** | **650**(592) | **660**(602) | **1250**(1192) |
| | **South of RWY 09/27** | **650**(592) | **660**(602) | **760**(702) |

| Rate of descent | G/S KT | 160 | 140 | 120 | 100 | 80 |
|---|---|---|---|---|---|---|
| | FT/MIN | 970 | 850 | 720 | 600 | 480 |

**NOTE** FAT offset 2° north.

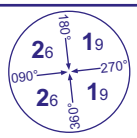
**CHANGE (1/24):** ATIS FREQUENCY REVISED.

AERO INFO DATE 10 NOV 23

AD 2-EGPA-8-9

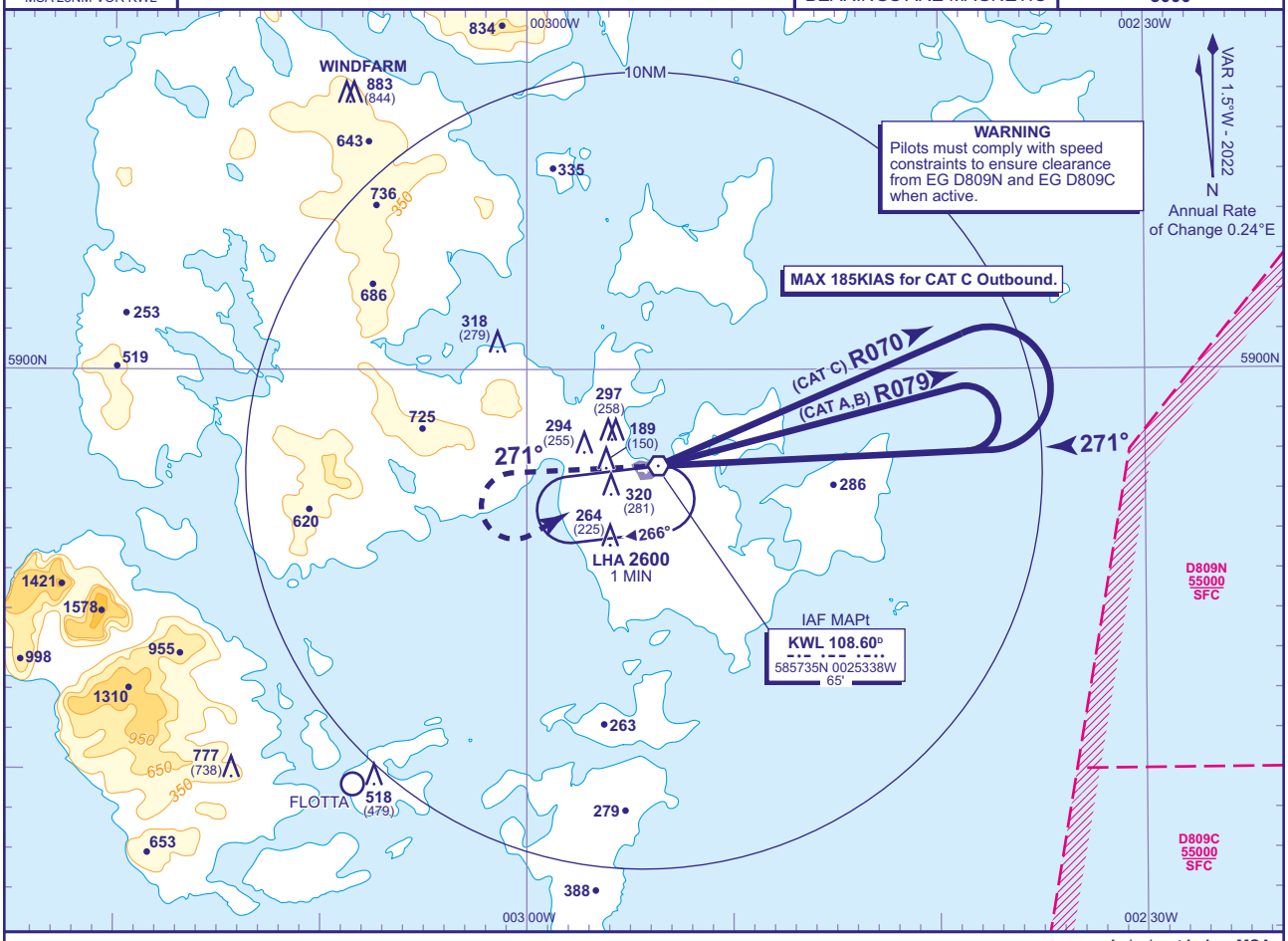
## INSTRUMENT APPROACH CHART - ICAO

# KIRKWALL VOR RWY 27
(ACFT CAT A,B,C)



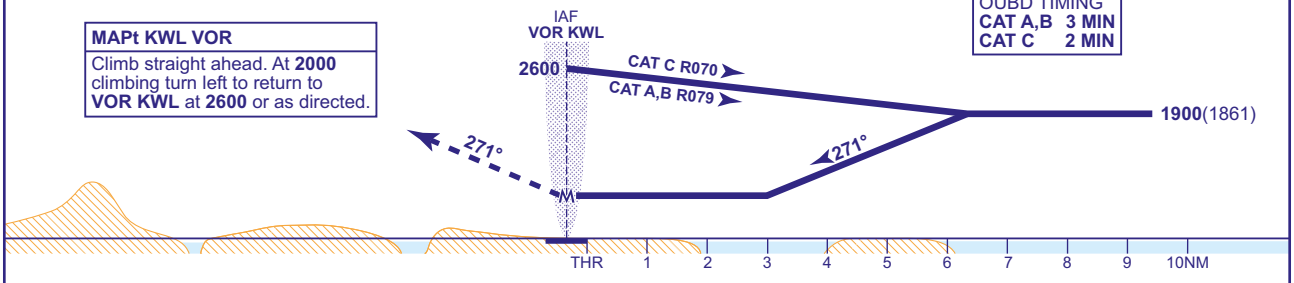
MSA 25NM VOR KWL

| | | | | | |
|---|---|---|---|---|---|
| APP | 118.305 | KIRKWALL APPROACH | AD ELEVATION | 58 | TRANSITION ALTITUDE 3000 |
| TWR | 118.305 | KIRKWALL TOWER | THR ELEVATION | 39 | |
| AFIS | 118.305 | KIRKWALL INFORMATION | OBSTACLE ELEVATION 883 AMSL (844) (ABOVE THR) | | |
| ATIS | 124.130 | KIRKWALL INFORMATION | BEARINGS ARE MAGNETIC | | |




Arrival **not below MSA**.

**MAPt KWL VOR**
Climb straight ahead. At **2000** climbing turn left to return to **VOR KWL** at **2600** or as directed.




OUBD TIMING
CAT A,B 3 MIN
CAT C 2 MIN

| Aircraft Category | | A | B | C |
|---|---|---|---|---|
| OCA (OCH) | Procedure | **680**(641) | **680**(641) | **680**(641) |
| VM(C)OCA (OCH AAL) | Total Area | **650**(592) | **660**(602) | **1250**(1192) |
| | South of RWY 09/27 | **650**(592) | **660**(602) | **760**(702) |

| Rate of descent | G/S KT | 160 | 140 | 120 | 100 | 80 |
|---|---|---|---|---|---|---|
| | FT/MIN | 990 | 870 | 740 | 620 | 500 |

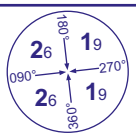
**NOTE** FAT offset 2° north.

**CHANGE (1/24):** ATIS FREQUENCY REVISED.

AERO INFO DATE 10 NOV 23

# INSTRUMENT APPROACH CHART - ICAO

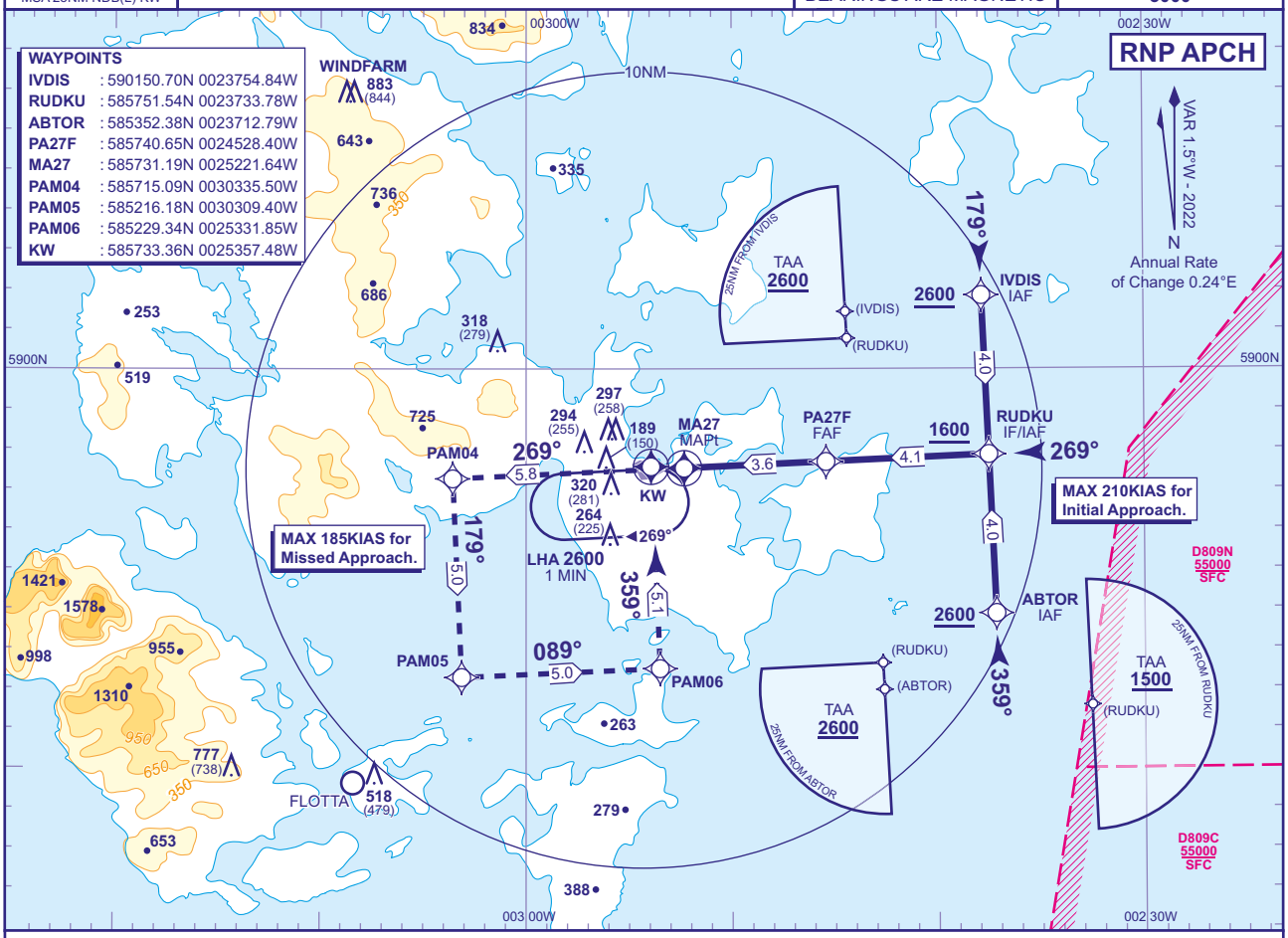
## KIRKWALL
## RNP
## RWY 27
(ACFT CAT A,B,C)



MSA 25NM NDB(L) KW

| | | | | | |
|---|---|---|---|---|---|
| APP | 118.305 | KIRKWALL APPROACH | AD ELEVATION | 58 |
| TWR | 118.305 | KIRKWALL TOWER | THR ELEVATION | 39 |
| AFIS | 118.305 | KIRKWALL INFORMATION | OBSTACLE ELEVATION | 883 AMSL (844) (ABOVE THR) |
| ATIS | 124.130 | KIRKWALL INFORMATION | BEARINGS ARE MAGNETIC | |

TRANSITION ALTITUDE **3000**



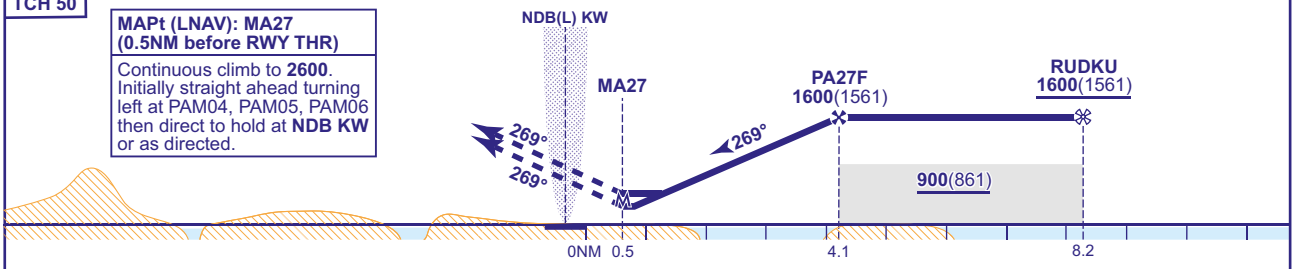

**RECOMMENDED PROFILE** Gradient 6.12%, 372FT/NM

| NM to MAPt (MA27) | 3 | 2 | 1 |
|---|---|---|---|
| **ALT**(HGT) | **1390**(1351) | **1020**(981) | **650**(611) |

**TCH 50**

**MAPt (LNAV): MA27 (0.5NM before RWY THR)**

Continuous climb to **2600**. Initially straight ahead turning left at PAM04, PAM05, PAM06 then direct to hold at **NDB KW** or as directed.




| Aircraft Category | | A | B | C |
|---|---|---|---|---|
| **OCA** (OCH) | **LNAV** | **470**(431) | | |
| **VM(C)OCA** (OCH AAL) | **Total Area** | **650**(592) | **660**(602) | **1250**(1192) |
| | **South of RWY 09/27** | **650**(592) | **660**(602) | **750**(692) |

| Rate of descent | G/S KT | 160 | 140 | 120 | 100 | 80 |
|---|---|---|---|---|---|---|
| | FT/MIN | 990 | 870 | 740 | 620 | 500 |

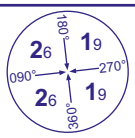
**NOTE**
1. Use of RNP procedures at this aerodrome restricted to Highlands and Islands Airports Ltd - Approved Operators only.
2. Use of this RNP procedure is strictly PPR from the aerodrome operator.
3. Prior to commencing the procedure, pilots are to broadcast on AFIS 118.305 with flight details and intentions.

**CHANGE (1/24):** ATIS FREQUENCY REVISED.

AERO INFO DATE 10 NOV 23

## INSTRUMENT APPROACH CHART - ICAO

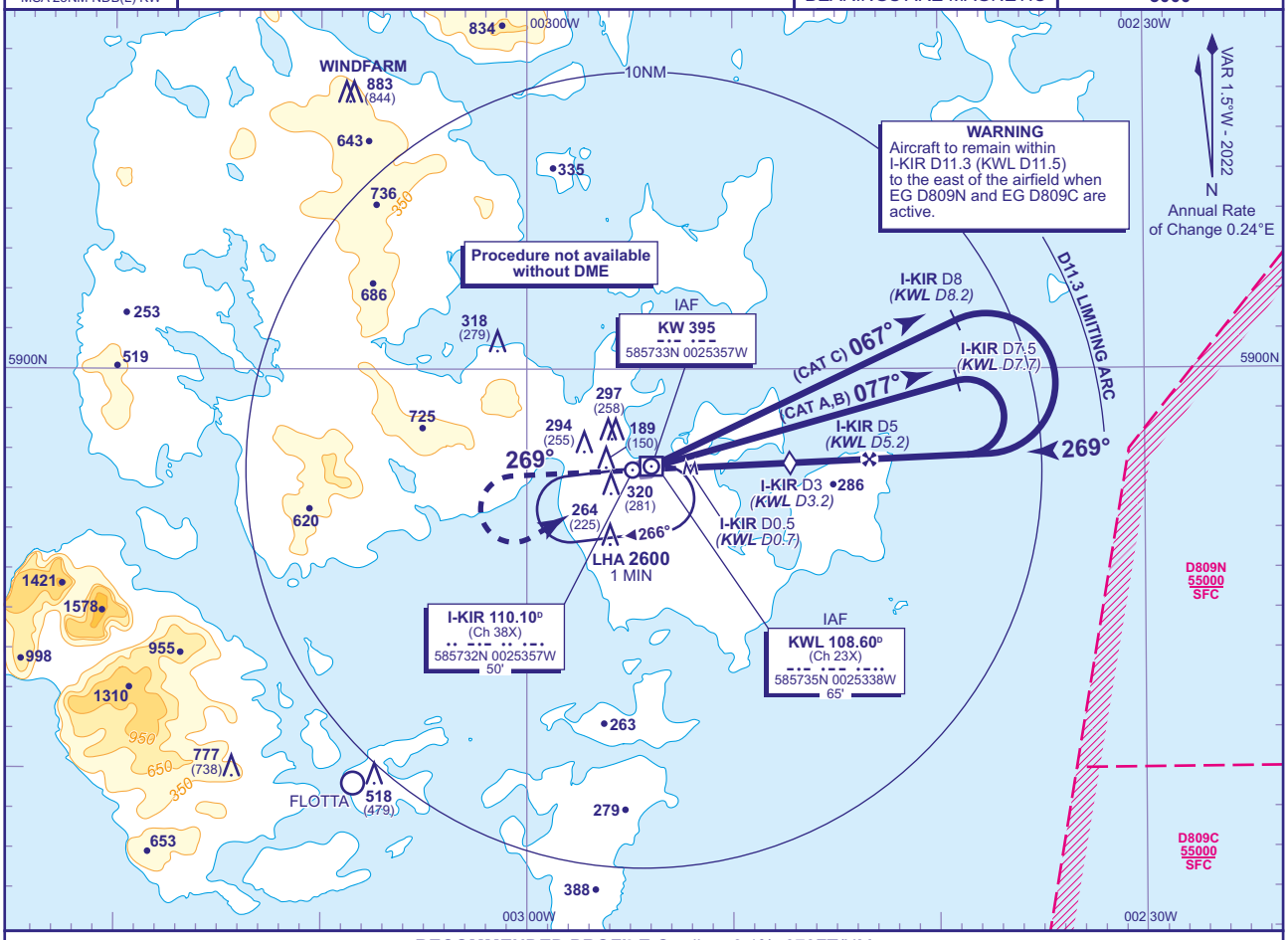
# KIRKWALL NDB(L)/DME RWY 27
(ACFT CAT A,B,C)



MSA 25NM NDB(L) KW

| | | | | | |
|---|---|---|---|---|---|
| APP | 118.305 | KIRKWALL APPROACH | AD ELEVATION | 58 | |
| TWR | 118.305 | KIRKWALL TOWER | THR ELEVATION | 39 | |
| AFIS | 118.305 | KIRKWALL INFORMATION | OBSTACLE ELEVATION | 883 AMSL (844) (ABOVE THR) | |
| ATIS | 124.130 | KIRKWALL INFORMATION | BEARINGS ARE MAGNETIC | | |

TRANSITION ALTITUDE **3000**

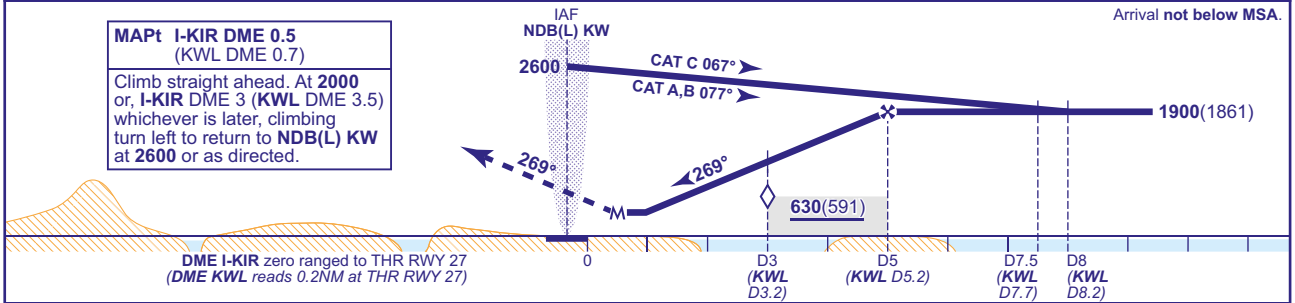



**RECOMMENDED PROFILE** Gradient 6.1%, 370FT/NM

| | | | | |
|---|---|---|---|---|
| **DME I-KIR(KWL)** | 4(4.2) | 3(3.2) **(SDF)** | 2(2.2) | 1(1.2) |
| **ALT**(HGT) | **1540**(1501) | **1180**(1141) | **810**(771) | **460**(421) |

**MAPt I-KIR DME 0.5**
(KWL DME 0.7)

Climb straight ahead. At **2000** or, **I-KIR** DME 3 (**KWL** DME 3.5) whichever is later, climbing turn left to return to **NDB(L) KW** at **2600** or as directed.




| Aircraft Category | | A | B | C |
|---|---|---|---|---|
| OCA (OCH) | Procedure | **450**(411) | **450**(411) | **450**(411) |
| VM(C)OCA (OCH AAL) | Total Area | **650**(592) | **660**(602) | **1250**(1192) |
| | South of RWY 09/27 | **650**(592) | **660**(602) | **760**(702) |

| Rate of descent | G/S KT | 160 | 140 | 120 | 100 | 80 |
|---|---|---|---|---|---|---|
| | FT/MIN | 990 | 870 | 740 | 620 | 500 |

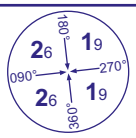
**NOTE** FAT is parallel to RWY C/L but offset 136 metres north.

**CHANGE (1/24):** ATIS FREQUENCY REVISED.

AERO INFO DATE 10 NOV 23 AD 2-EGPA-8-12

# INSTRUMENT APPROACH CHART - ICAO

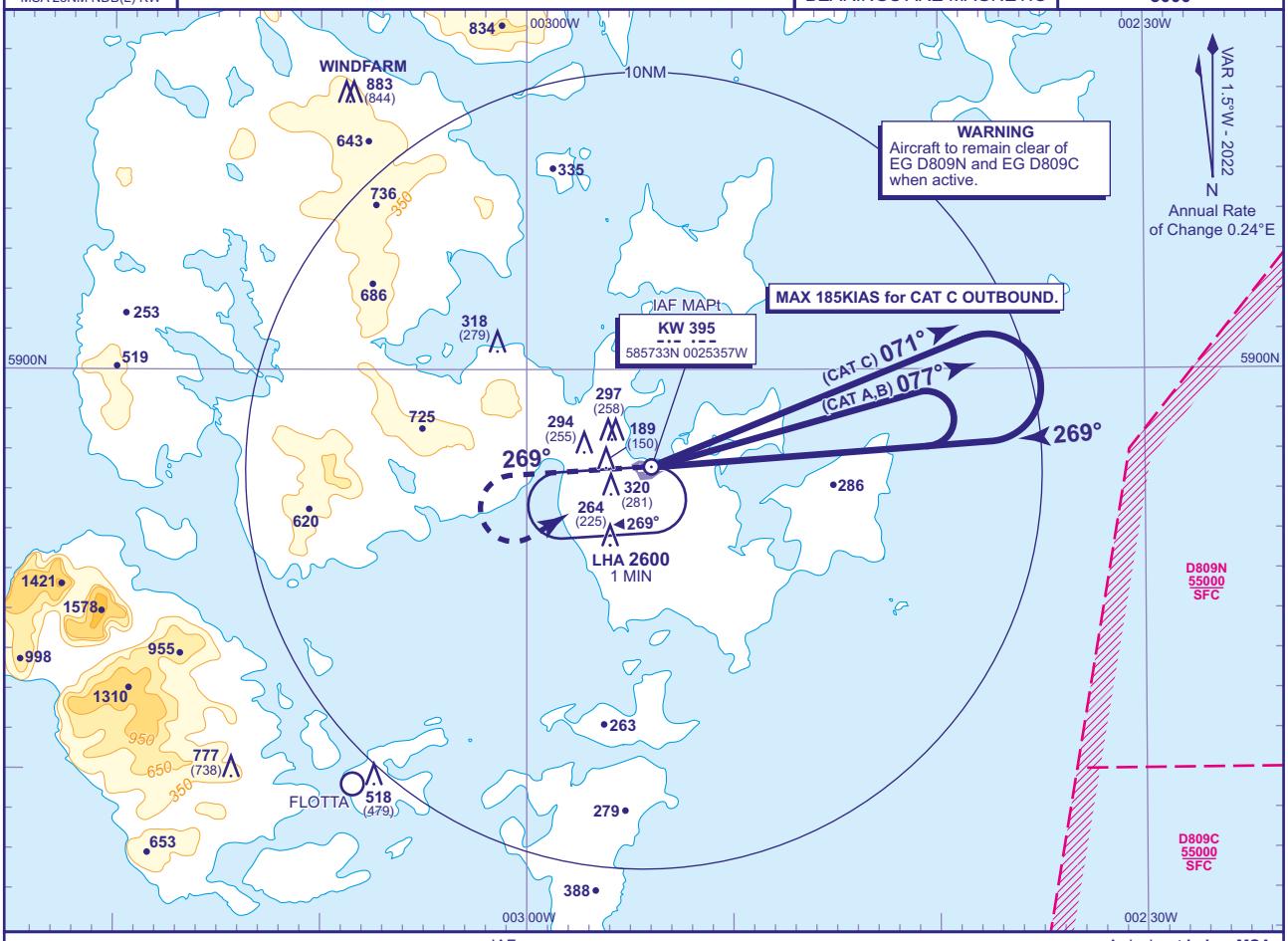
## KIRKWALL NDB(L) RWY 27
(ACFT CAT A,B,C)

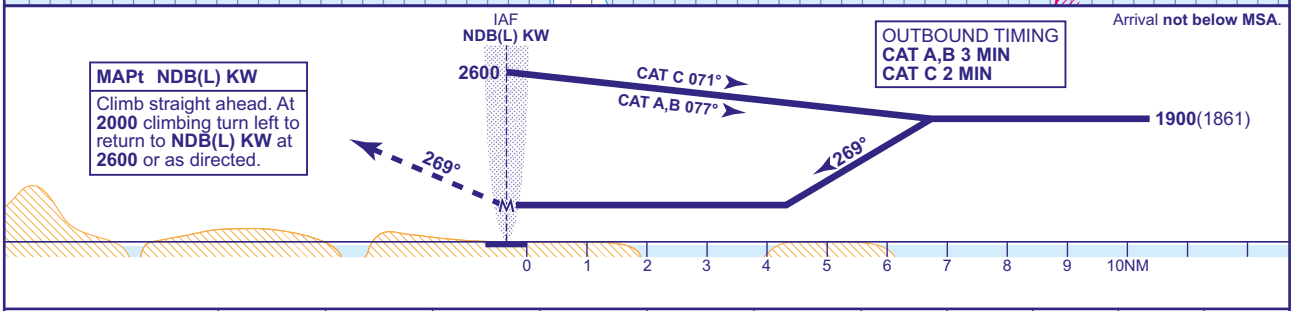


MSA 25NM NDB(L) KW

| | | | | | |
|---|---|---|---|---|---|
| APP | 118.305 | KIRKWALL APPROACH | AD ELEVATION | 58 |
| TWR | 118.305 | KIRKWALL TOWER | THR ELEVATION | 39 |
| AFIS | 118.305 | KIRKWALL INFORMATION | OBSTACLE ELEVATION 883 AMSL (844) (ABOVE THR) | |
| ATIS | 124.130 | KIRKWALL INFORMATION | BEARINGS ARE MAGNETIC | |

TRANSITION ALTITUDE **3000**




**MAPt NDB(L) KW**
Climb straight ahead. At **2000** climbing turn left to return to **NDB(L) KW** at **2600** or as directed.

OUTBOUND TIMING
**CAT A,B 3 MIN**
**CAT C 2 MIN**

Arrival **not below MSA**.

| Aircraft Category | | A | B | C |
|---|---|---|---|---|
| OCA (OCH) | Procedure | **680**(641) | **680**(641) | **680**(641) |
| VM(C)OCA (OCH AAL) | Total Area | **650**(592) | **660**(602) | **1250**(1192) |
| | South of RWY 09/27 | **650**(592) | **660**(602) | **760**(702) |

| Rate of descent | G/S KT | 160 | 140 | 120 | 100 | 80 |
|---|---|---|---|---|---|---|
| | FT/MIN | 990 | 870 | 740 | 620 | 500 |

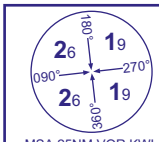
**NOTE 1** FAT is parallel to RWY C/L but offset 136 metres north.

**CHANGE (1/24):** ATIS FREQUENCY REVISED.

AERO INFO DATE 10 NOV 23

## INSTRUMENT APPROACH CHART - ICAO

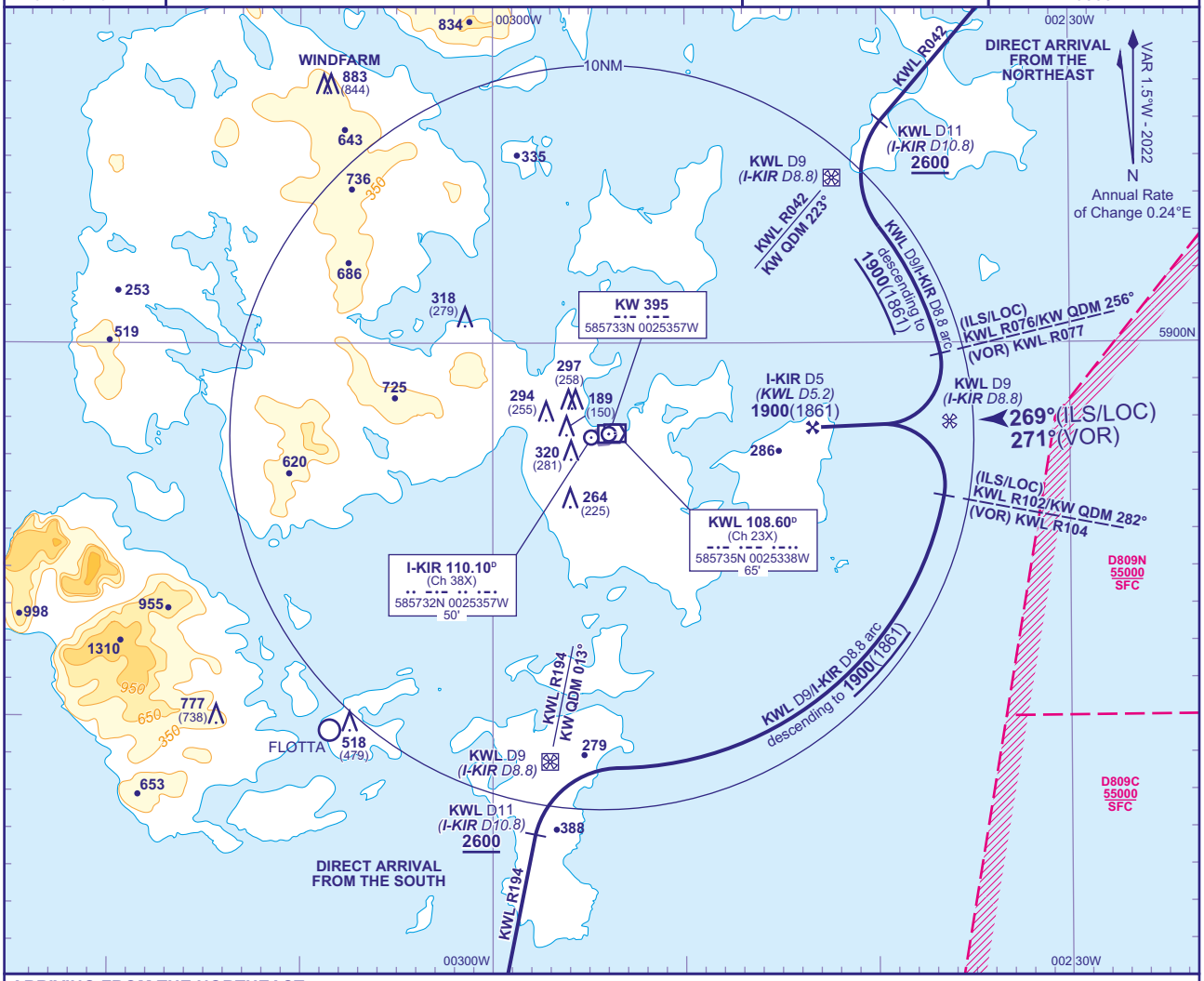
# KIRKWALL DIRECT ARRIVALS RWY 27
(ACFT CAT A,B,C)



MSA 25NM VOR KWL

| | | | | | |
|---|---|---|---|---|---|
| APP | 118.305 | KIRKWALL APPROACH | AD ELEVATION | 58 |
| TWR | 118.305 | KIRKWALL TOWER | THR ELEVATION | 39 |
| AFIS | 118.305 | KIRKWALL INFORMATION | OBSTACLE ELEVATION | 883 AMSL (844) (ABOVE THR) |
| ATIS | 124.130 | KIRKWALL INFORMATION | BEARINGS ARE MAGNETIC | |

TRANSITION ALTITUDE **3000**




**ARRIVING FROM THE NORTHEAST**
Arrival **not below MSA**. Request ATC approval for DME arc arrival when within 40NM of Kirkwall. Intercept and establish NDB(L) KW QDM 223° inbound, or VOR DME KWL R042 **not below minimum enroute altitude**. After passing KWL DME 25 (I-KIR DME 24.5) inbound, subject to ATC approval, descend as required **not below 2600**. From KWL DME 11 (I-KIR DME 10.8) turn left to establish on KWL DME 9 (I-KIR DME 8.8) arc clockwise, (IAF on NDB(L) KW QDM 223° (VOR KWL R042) at I-KIR DME 8.8 (KWL DME 9)). When established, descend along the arc to **1900**(1861). From VOR KWL R076 (NDB(L) KW QDM 256°) (ILS/LOC) or VOR KWL R077 (VOR) turn right onto LOC/extended FAT. When established, from FAF KWL DME 5.2 (I-KIR DME 5) at **1900**(1861), continue with appropriate final approach procedure.

**ARRIVING FROM THE SOUTH AND ON N560 NORTH BOUND**
Arrival **not below MSA**. Request ATC approval for DME arc arrival when within 40NM of Kirkwall. Intercept and establish NDB(L) KW QDM 013° inbound, or VOR DME KWL R194 (N560) **not below minimum enroute altitude**. After passing KWL DME 15 (I-KIR DME 14.8) inbound, subject to ATC approval, descend as required **not below 2600**. From KWL DME 11 (I-KIR DME 10.8) turn right to establish on KWL DME 9 (I-KIR DME 8.8) arc anticlockwise,(IAF on NDB(L) KW QDM 013° (VOR KWL R194) at I-KIR DME 8.8 (KWL DME 9). When established, descend along the arc to **1900**(1861). From VOR KWL R102 (NDB(L) KW QDM 282°) (ILS/LOC) or VOR KWL R104 (VOR) turn left onto LOC/extended FAT. When established, from FAF KWL DME 5.2 (I-KIR DME 5) at **1900**(1861), continue with appropriate final approach procedure.

**CHANGE (1/24):** ATIS FREQUENCY REVISED.

AERO INFO DATE 10 NOV 23 AD 2-EGPA-8-14

# Instrument Approach Procedure Coding Tables

**Kirkwall RNP RWY 09 - Instrument Approach Procedure via UPLAB**

| Designator | Sequence Number | Path Term-inator | Waypoint Name | Fly-over | Course/ Track °M (°T) | Turn Direction | Level Constraint | Speed Constraint | Co-ordinates | Remarks and Distance to MAPt |
|---|---|---|---|---|---|---|---|---|---|---|
| R09R | 001 | IF | UPLAB | N | - | - | 2600 | - | 585314.14N 0031432.45W | IAF |
| R09R | 002 | TF | PA09I | N | 019° (017.4°) | RIGHT | 2100 | - | 585702.61N 0031214.14W | IF / 9.14NM |
| R09R | 003 | TF | PA09F | N | 089° (087.3°) | - | 2000 | - | 585713.70N 0030431.28W | FAF / 5.14 NM |
| R09R | 004 | TF | RW09 | Y | 089° (087.3°) | - | - | - | 585728.03N 0025436.44W | MAPt |
| R09R | 005 | CF | PAM01 | N | 089° (087.4°) | LEFT | - | 185 | 585742.27N 0024411.37W | - |
| R09R | 006 | TF | PAM02 | N | 359° (357.4°) | LEFT | - | 185 | 590241.22N 0024437.72W | - |
| R09R | 007 | TF | PAM03 | N | 269° (267.4°) | LEFT | - | 185 | 590227.29N 0025417.81W | - |
| R09R | 008 | TF | KW | Y | 179° (177.9°) | - | 2600 | 185 | 585733.36N 0025357.48W | HOLD |

**Kirkwall RNP RWY 09 - Instrument Approach Procedure via ATMEX**

| Designator | Sequence Number | Path Term-inator | Waypoint Name | Fly-over | Course/ Track °M (°T) | Turn Direction | Level Constraint | Speed Constraint | Co-ordinates | Remarks and Distance to MAPt |
|---|---|---|---|---|---|---|---|---|---|---|
| R09C | 001 | IF | ATMEX | N | - | - | 2600 | - | 585651.52N 0031956.97W | IAF |
| R09C | 002 | TF | PA09I | N | 089° (087.3°) | - | 2100 | - | 585702.61N 0031214.14W | IF / 9.14NM |
| R09C | 003 | TF | PA09F | N | 089° (087.3°) | - | 2000 | - | 585713.70N 0030431.28W | FAF / 5.14 NM |
| R09C | 004 | TF | RW09 | Y | 089° (087.3°) | - | - | - | 585728.03N 0025436.44W | MAPt |
| R09C | 005 | CF | PAM01 | N | 089° (087.4°) | LEFT | - | 185 | 585742.27N 0024411.37W | - |
| R09C | 006 | TF | PAM02 | N | 359° (357.4°) | LEFT | - | 185 | 590241.22N 0024437.72W | - |
| R09C | 007 | TF | PAM03 | N | 269° (267.4°) | LEFT | - | 185 | 590227.29N 0025417.81W | - |
| R09C | 008 | TF | KW | Y | 179° (177.9°) | - | 2600 | 185 | 585733.36N 0025357.48W | HOLD |

**Kirkwall RNP RWY 09 - Instrument Approach Procedure via TUVIV**

| Designator | Sequence Number | Path Term-inator | Waypoint Name | Fly-over | Course/ Track °M (°T) | Turn Direction | Level Constraint | Speed Constraint | Co-ordinates | Remarks and Distance to MAPt |
|---|---|---|---|---|---|---|---|---|---|---|
| R09L | 001 | IF | TUVIV | N | - | - | 2100 | - | 590043.60N 0031512.52W | IAF |
| R09L | 002 | TF | PA09I | N | 159° (157.4°) | LEFT | 2100 | - | 585702.61N 0031214.14W | IF / 9.14NM |
| R09L | 003 | TF | PA09F | N | 089° (087.3°) | - | 2000 | - | 585713.70N 0030431.28W | FAF / 5.14 NM |
| R09L | 004 | TF | RW09 | Y | 089° (087.3°) | - | - | - | 585728.03N 0025436.44W | MAPt |
| R09L | 005 | CF | PAM01 | N | 089° (087.4°) | LEFT | - | 185 | 585742.27N 0024411.37W | - |
| R09L | 006 | TF | PAM02 | N | 359° (357.4°) | LEFT | - | 185 | 590241.22N 0024437.72W | - |
| R09L | 007 | TF | PAM03 | N | 269° (267.4°) | LEFT | - | 185 | 590227.29N 0025417.81W | - |
| R09L | 008 | TF | KW | Y | 179° (177.9°) | - | 2600 | 185 | 585733.36N 0025357.48W | HOLD |

**CHANGE (8/21):** NDB REFERENCE REMOVED FROM KW. KW/RW09 COORDINATES. MAG TRACKS.
AERO INFO DATE 14 MAY 21

# Instrument Approach Procedure Coding Tables

**Kirkwall RNP RWY 27 - Instrument Approach Procedure via IVDIS**

| Designator | Sequence Number | Path Term-inator | Waypoint Name | Fly-over | Course/ Track °M (°T) | Turn Direction | Level Constraint | Speed Constraint | Co-ordinates | Remarks and Distance to MAPt |
|---|---|---|---|---|---|---|---|---|---|---|
| R27R | 001 | IF | IVDIS | N | - | - | 2600 | 210 | 590150.70N 0023754.84W | IAF |
| R27R | 002 | TF | RUDKU | N | 179° (177.4°) | RIGHT | 1600 | 210 | 585751.54N 0023733.78W | IF / 7.7NM |
| R27R | 003 | TF | PA27F | N | 269° (267.5°) | - | 1600 | 210 | 585740.65N 0024528.40W | FAF / 3.6 NM |
| R27R | 004 | TF | MA27 | Y | 269° (267.5°) | - | - | - | 585731.19N 0025221.64W | MAPt |
| R27R | 005 | CF | PAM04 | N | 269° (267.5°) | LEFT | - | 185 | 585715.09N 0030335.50W | - |
| R27R | 006 | TF | PAM05 | N | 179° (177.4°) | LEFT | - | 185 | 585216.18N 0030309.40W | - |
| R27R | 007 | TF | PAM06 | N | 089° (087.4°) | LEFT | - | 185 | 585229.34N 0025331.85W | - |
| R27R | 008 | TF | KW | Y | 359° (357.5°) | - | 2600 | 185 | 585733.36N 0025357.48W | HOLD |

**Kirkwall RNP RWY 27 - Instrument Approach Procedure via RUDKU**

| Designator | Sequence Number | Path Term-inator | Waypoint Name | Fly-over | Course/ Track °M (°T) | Turn Direction | Level Constraint | Speed Constraint | Co-ordinates | Remarks and Distance to MAPt |
|---|---|---|---|---|---|---|---|---|---|---|
| R27C | 001 | TF | RUDKU | N | - | - | 1600 | 210 | 585751.54N 0023733.78W | IAF / IF / 7.7NM |
| R27C | 002 | TF | PA27F | N | 269° (267.5°) | - | 1600 | 210 | 585740.65N 0024528.40W | FAF / 3.6 NM |
| R27C | 003 | TF | MA27 | Y | 269° (267.5°) | - | - | - | 585731.19N 0025221.64W | MAPt |
| R27C | 004 | CF | PAM04 | N | 269° (267.5°) | LEFT | - | 185 | 585715.09N 0030335.50W | - |
| R27C | 005 | TF | PAM05 | N | 179° (177.4°) | LEFT | - | 185 | 585216.18N 0030309.40W | - |
| R27C | 006 | TF | PAM06 | N | 089° (087.4°) | LEFT | - | 185 | 585229.34N 0025331.85W | - |
| R27C | 007 | TF | KW | Y | 359° (357.5°) | - | 2600 | 185 | 585733.36N 0025357.48W | HOLD |

**Kirkwall RNP RWY 27 - Instrument Approach Procedure via ABTOR**

| Designator | Sequence Number | Path Term-inator | Waypoint Name | Fly-over | Course/ Track °M (°T) | Turn Direction | Level Constraint | Speed Constraint | Co-ordinates | Remarks and Distance to MAPt |
|---|---|---|---|---|---|---|---|---|---|---|
| R27L | 001 | IF | ABTOR | N | - | - | 2600 | 210 | 585352.38N 0023712.79W | IAF |
| R27L | 002 | TF | RUDKU | N | 359° (357.4°) | LEFT | 1600 | 210 | 585751.54N 0023733.78W | IF / 7.7NM |
| R27L | 003 | TF | PA27F | N | 269° (267.5°) | - | 1600 | 210 | 585740.65N 0024528.40W | FAF / 3.6 NM |
| R27L | 004 | TF | MA27 | Y | 269° (267.5°) | - | - | - | 585731.19N 0025221.64W | MAPt |
| R27L | 005 | CF | PAM04 | N | 269° (267.5°) | LEFT | - | 185 | 585715.09N 0030335.50W | - |
| R27L | 006 | TF | PAM05 | N | 179° (177.4°) | LEFT | - | 185 | 585216.18N 0030309.40W | - |
| R27L | 007 | TF | PAM06 | N | 089° (087.4°) | LEFT | - | 185 | 585229.34N 0025331.85W | - |
| R27L | 008 | TF | KW | Y | 359° (357.5°) | - | 2600 | 185 | 585733.36N 0025357.48W | HOLD |

**CHANGE (12/21):** PAGE RENUMBERED.

# EGHC — LAND'S END

## EGHC AD 2.1 AERODROME LOCATION INDICATOR AND NAME

EGHC — LAND'S END

## EGHC AD 2.2 AERODROME GEOGRAPHICAL AND ADMINISTRATIVE DATA

| | | |
|---|---|---|
| 1 | ARP coordinates and site at AD | Lat: 500610N Long: 0054014W<br>Mid-point of Runway 16/34 |
| 2 | Direction and distance from city | 5 NM W of Penzance. |
| 3 | Elevation / Reference temperature / Mean Low Temperature | 398 FT / 18 °C / - |
| 4 | Geoid undulation at AD ELEV PSN | 174 FT |
| 5 | Magnetic Variation / Annual Change | 1.25°W (2022) / 0.20°E |
| 6 | AD Administration<br>Address<br>Telephone<br><br>AFS<br>E-mail address | LAND'S END AIRPORT LTD<br>Land's End Aerodrome, St. Just, Cornwall, TR19 7RL.<br>01736-788771 (Operator)<br>01736-788944 (ATC)<br>EGHCZTZX<br>atc@issg.co.uk |
| 7 | Type of Traffic permitted (IFR/VFR) | IFR/VFR |
| 8 | Remarks | |

## EGHC AD 2.3 OPERATIONAL HOURS

| | | |
|---|---|---|
| 1 | AD Administration | Mon-Fri 0815-1730 (0710-1730); Sat 0815-1215 (0710-1730);<br>Sunday CLOSED. |
| 2 | Customs and immigration | By arrangement. |
| 3 | Health and sanitation | |
| 4 | AIS Briefing Office | |
| 5 | ATS Reporting Office (ARO) | |
| 6 | MET Briefing Office | |
| 7 | ATS | As AD hours. See also AD 2.18. |
| 8 | Fuelling | As AD hours. |
| 9 | Handling | |
| 10 | Security | |
| 11 | De-icing | |
| 12 | Remarks | This aerodrome is PPR by telephone. |

## EGHC AD 2.4 HANDLING SERVICES AND FACILITIES

| | | |
|---|---|---|
| 1 | Cargo handling facilities | |
| 2 | Fuel and oil types | AVTUR Jet A1. (PPR by telephone)., AVGAS 100LL<br>80, W80, W100 |
| 3 | Fuelling facilities/capacity | |
| 4 | De-icing facilities | |
| 5 | Hangar space for visiting aircraft | |
| 6 | Repair facilities for visiting aircraft | |
| 7 | Remarks | Scheduled traffic will be given priority when refuelling. There may be a short delay to visiting aircraft. |

## EGHC AD 2.5 PASSENGER FACILITIES

| | | |
|---|---|---|
| 1 | Hotels | |
| 2 | Restaurants | Airport Cafe. |
| 3 | Transportation | Bus. |
| 4 | Medical facilities | |
| 5 | Bank and Post Office | |
| 6 | Tourist Office | |
| 7 | Remarks | |

## EGHC AD 2.6 RESCUE AND FIRE FIGHTING SERVICES

| | | |
|---|---|---|
| 1 | AD category for fire fighting services | RFF Category A3 |
| 2 | Rescue equipment | Rosenbauer AT & Toyota Hilux 6x6. |
| 3 | Capability for removal of disabled aircraft | Aerodrome Tractor and 4x4 vehicle (up to approx 3,000 KG MTWA). |
| 4 | Remarks | |

## EGHC AD 2.7 SEASONAL AVAILABILITY - CLEARING

**INTENTIONALLY BLANK**

## EGHC AD 2.8 APRONS, TAXIWAYS AND CHECK LOCATIONS/POSITIONS DATA

| | | |
|---|---|---|
| 1 | Apron surface and strength | APRON<br>Surface: Concrete and asphalt |
| 2 | Taxiway width, surface and strength | Taxiway ALPHA: 10.5 M<br>Surface: Asphalt<br><br>Taxiway BRAVO: 10.5 M<br>Grass Matting |
| 3 | Altimeter checkpoint location and elevation | |
| 4 | VOR checkpoints | |
| 5 | INS checkpoints | |
| 6 | Remarks | |

## EGHC AD 2.9 SURFACE MOVEMENT GUIDANCE AND CONTROL SYSTEM AND MARKINGS

| | | |
|---|---|---|
| 1 | Use of aircraft stand ID signs, TWY guide lines and visual docking/parking guidance system of aircraft stands | Aircraft are directed by ATC. Six Parking Bays plus a helipad are marked on the Main Apron. Visiting aircraft parking is indicated on the AD Chart. |
| 2 | Runway and taxiway markings and lighting | Runway marking aid(s):<br>07/25: Runway 07: Runway designation, centre-line.<br>Runway 25: Runway designation, displaced threshold, centre-line.<br>16/34: Runway 16: Runway designation, displaced threshold, centre-line.<br>Runway 34: Runway designation, centre-line.<br><br>Runway light(s):<br>16/34 and 07/25: Runway edge, threshold, stop-end, APAPI and RTILs.<br><br>Taxiway marking aid(s):<br>Yellow centre-line, taxiway holding position.<br><br>Taxiway light(s):<br>Guard lights and lit information signs on Taxiway Alpha and Bravo. |
| 3 | Stop bars and runway guard lights (if any) | |
| 4 | Other runway protection measures | |
| 5 | Remarks | WDI 500603.92N 0054021.08W (LGTD). |

# EGHC AD 2.10 AERODROME OBSTACLES

| In Approach/Take-off areas | | | | | | |
|---|---|---|---|---|---|---|
| **Obstacle ID/ Designation** | **Obstacle Type** | **Obstacle Position** | **Elevation/Height** | | **Obstruction Lighting Type/ Colour** | **Remarks** |
| **1** | **2** | **3** | **4** | | **5** | **6** |
| (EGHC1321) 25/APPROACH | CHIMNEY | 500633.64N 0053901.37W | 622 FT | 26 FT | No | |
| (EGHC1132) 16/APPROACH 34/ TAKE-OFF | AERIAL | 500624.79N 0054020.32W | 422 FT | 36 FT | No | |
| (EGHC1140) 16/APPROACH 34/ TAKE-OFF | TREE | 500624.54N 0054019.63W | 426 FT | 39 FT | No | |
| (EGHC1139) 16/APPROACH 34/ TAKE-OFF | TREE | 500623.62N 0054019.56W | 410 FT | 23 FT | No | |
| (EGHC1134) 16/APPROACH 34/ TAKE-OFF | TREE | 500623.60N 0054020.07W | 408 FT | 21 FT | No | |
| (EGHC1148) 16/APPROACH 34/ TAKE-OFF | HEDGE | 500623.11N 0054018.65W | 394 FT | 6 FT | No | |
| (EGHC1162) 02/TAKE-OFF | TREE | 500622.98N 0054016.69W | 403 FT | 13 FT | No | |
| (EGHC1109) 16/APPROACH 34/ TAKE-OFF | ROAD | 500622.97N 0054023.15W | 399 FT | 16 FT | No | |
| (EGHC1159) 02/TAKE-OFF | ROAD | 500622.82N 0054017.08W | 404 FT | 16 FT | No | |
| (EGHC1334) 25/APPROACH | TREE | 500622.23N 0053953.85W | 449 FT | 33 FT | No | |
| (EGHC1165) 20/APPROACH 02/ TAKE-OFF | ROAD | 500622.10N 0054016.28W | 404 FT | 16 FT | No | |
| (EGHC1095) 16/APPROACH 34/ TAKE-OFF | POLE | 500621.49N 0054024.49W | 396 FT | 15 FT | No | |
| (EGHC1294) 25/APPROACH | TREE | 500620.68N 0053952.83W | 448 FT | 27 FT | No | |
| (EGHC1297) 25/APPROACH | TREE | 500619.98N 0053951.38W | 456 FT | 32 FT | No | |
| (EGHC1295) 25/APPROACH | BUILDING | 500619.87N 0053952.55W | 445 FT | 23 FT | No | |
| (EGHC1207) 25/APPROACH 07/ TAKE-OFF | ROAD | 500615.06N 0054009.48W | 409 FT | 16 FT | No | |
| (EGHC1055) 11/APPROACH 29/ TAKE-OFF | ROAD | 500610.66N 0054032.19W | 400 FT | 16 FT | No | |
| (EGHC1047) 11/APPROACH 29/ TAKE-OFF | ROAD | 500610.16N 0054032.69W | 399 FT | 16 FT | No | |
| (EGHC1041) 29/TAKE-OFF | ROAD | 500609.55N 0054034.13W | 397 FT | 16 FT | No | |
| (EGHC1010) 07/APPROACH 25/ TAKE-OFF | ROAD | 500604.62N 0054045.21W | 366 FT | 16 FT | No | |
| (EGHC1227) 11/TAKE-OFF | BUILDING | 500603.01N 0054005.67W | 406 FT | 10 FT | No | |
| (EGHC1251) 11/TAKE-OFF | POLE | 500602.75N 0054002.91W | 419 FT | 19 FT | No | |
| (EGHC1070) 02/APPROACH 20/ TAKE-OFF | TREE | 500602.16N 0054029.55W | 401 FT | 32 FT | No | |
| (EGHC1069) 02/APPROACH 20/ TAKE-OFF | TREE | 500601.44N 0054029.50W | 402 FT | 36 FT | No | |
| (EGHC1255) 34/APPROACH | ROAD | 500555.30N 0054001.74W | 407 FT | 16 FT | No | |
| (EGHC1232) 34/APPROACH 16/ TAKE-OFF | ROAD | 500554.44N 0054004.60W | 403 FT | 16 FT | No | |
| (EGHC1213) 34/APPROACH | ROAD | 500554.08N 0054007.31W | 395 FT | 16 FT | No | |
| (EGHC1218) 34/APPROACH | POLE | 500547.82N 0054006.03W | 415 FT | 24 FT | No | |
| (EGHC1316) 11/TAKE-OFF | NATURAL_HIGHPOINT | 500546.10N 0053919.06W | 605 FT | 0 FT | No | |

| In circling area and at aerodrome | | | | | | |
|---|---|---|---|---|---|---|
| **Obstacle ID/ Designation** | **Obstacle Type** | **Obstacle Position** | **Elevation/Height** | | **Obstruction Lighting Type/ Colour** | **Remarks** |
| **1** | **2** | **3** | **4** | | **5** | **6** |
| (EGHC1305) | MAST | 500826.25N 0053951.91W | 834 FT | 179 FT | No | |
| (EGHC1304) | BUILDING | 500728.82N 0053948.64W | 561 FT | 10 FT | No | |
| (EGHC1279) | MAST | 500710.27N 0054003.88W | 555 FT | 51 FT | No | |
| (EGHC1256) | CHIMNEY | 500708.28N 0054007.26W | 546 FT | 29 FT | No | |
| (EGHC1329) | MAST | 500703.81N 0053848.33W | 726 FT | 78 FT | Yes Solid Red | |
| (EGHC1319) | CHIMNEY | 500703.46N 0053915.42W | 581 FT | 50 FT | No | |
| (EGHC1325) | TREE | 500655.51N 0053854.10W | 611 FT | 27 FT | No | |
| (EGHC1317) | BUILDING | 500646.01N 0053922.80W | 517 FT | 30 FT | No | |
| (EGHC1312) | BUILDING | 500645.64N 0053931.71W | 510 FT | 36 FT | No | |
| (EGHC1321) 25/APPROACH | CHIMNEY | 500633.64N 0053901.37W | 622 FT | 26 FT | No | |
| (EGHC1330) | TRIG | 500624.28N 0053843.37W | 740 FT | 3 FT | No | |
| (EGHC1328) | NATURAL_HIGHPOINT | 500623.90N 0053846.53W | 732 FT | 0 FT | No | |
| (EGHC1327) | NATURAL_HIGHPOINT | 500623.13N 0053849.56W | 722 FT | 0 FT | No | |
| (EGHC1326) | NATURAL_HIGHPOINT | 500622.62N 0053851.23W | 704 FT | 0 FT | No | |
| (EGHC1309) | BUILDING | 500615.76N 0053934.02W | 515 FT | 30 FT | No | |
| (EGHC1331) | NATURAL_HIGHPOINT | 500612.83N 0053837.29W | 627 FT | 0 FT | No | |
| (EGHC1306) | POLE | 500609.66N 0053940.15W | 499 FT | 35 FT | No | |
| (EGHC1315) | NATURAL_HIGHPOINT | 500609.05N 0053921.37W | 568 FT | 0 FT | No | |
| (EGHC1311) | NATURAL_HIGHPOINT | 500608.55N 0053929.22W | 519 FT | 0 FT | No | |
| (EGHC1324) | NATURAL_HIGHPOINT | 500604.78N 0053850.94W | 572 FT | 0 FT | No | |
| (EGHC1316) 11/TAKE-OFF | NATURAL_HIGHPOINT | 500546.10N 0053919.06W | 605 FT | 0 FT | No | |
| (EGHC1308) | NATURAL_HIGHPOINT | 500544.77N 0053932.11W | 529 FT | 0 FT | No | |
| (EGHC1313) | NATURAL_HIGHPOINT | 500544.62N 0053927.03W | 626 FT | 0 FT | No | |
| (EGHC1029) | RESERVOIR COVER | 500710.73N 0054041.76W | 524 FT | 0 FT | No | |
| (EGHC1024) | NATURAL_HIGHPOINT | 500710.68N 0054046.47W | 517 FT | 0 FT | No | |
| (EGHC1300) | BUILDING | 500725.21N 0053953.08W | 549 FT | 33 FT | No | |
| (EGHC1320) | CHIMNEY | 500724.55N 0053905.83W | 655 FT | 39 FT | No | |
| (EGHC1322) | BUILDING | 500722.72N 0053902.37W | 643 FT | 12 FT | No | |
| (EGHC1318) | CHIMNEY | 500721.39N 0053921.68W | 632 FT | 52 FT | No | |
| (EGHC1323) | WIND TURBINE | 500711.10N 0053900.63W | 709 FT | 112 FT | No | |

## EGHC AD 2.11 METEOROLOGICAL INFORMATION PROVIDED

| | | |
|---|---|---|
| 1 | Associated MET Office | MET OFFICE EXETER |
| 2 | Hours of service<br>MET Office outside hour | H24 |
| 3 | Office responsible for TAF preparation<br>Periods of validity | MET OFFICE EXETER<br>9 hours |
| 4 | Trend forecast<br>Interval of issuance | |
| 5 | Briefing/consultation provided | Self-briefing/telephone/internet. |
| 6 | Flight documentation<br>Language(s) used | METARs and TAFs.<br>English. |
| 7 | Charts and other information available for briefing or consultation | |
| 8 | Supplementary equipment available for providing information | ATIS 122.830 MHz. |
| 9 | ATS units provided with information | LAND'S END |
| 10 | Additional information (limitation of service, etc.) | Routine observations made at H+20 and H+50 during AD hours. |

## EGHC AD 2.12 RUNWAY PHYSICAL CHARACTERISTICS

| Designations RWY Number | True bearing | Dimensions of RWY | Surface of RWY/ SWY/ Strength | THR co-ordinates/ THR Geoid undulation | THR elevation/ Highest elevation of TDZ of precision APP RWY | Slope of RWY/ SWY |
|---|---|---|---|---|---|---|
| 1 | 2 | 3 | 4 | 5 | 6 | 7 |
| 02 | 019.64° | 483 x 19 M | RWY surface: Grass | 500604.05N<br>0054027.36W<br>174.3 FT | THR 379.5 FT | RWY 02 1:338 Up<br>RWY 20 -1:338 Down |
| 20 | 199.64° | 483 x 19 M | RWY surface: Grass | 500617.61N<br>0054019.84W<br>174.3 FT | THR 381.8 FT | RWY 02 1:338 Up<br>RWY 20 -1:338 Down |
| 07 | 064.73° | 693 x 18 M | RWY surface: Asphalt | 500605.28N<br>0054043.04W<br>174.3 FT | THR 357.2 FT | RWY 07 1:66 Up<br>RWY 25 -1:66 Down |
| 25 | 244.74° | 693 x 18 M | RWY surface: Asphalt | 500613.98N<br>0054014.37W<br>174.3 FT | THR 389.0 FT | RWY 07 1:66 Up<br>RWY 25 -1:66 Down |
| 11 | 112.73° | 478 x 18 M | RWY surface: Grass | 500609.00N<br>0054028.28W<br>174.3 FT | THR 384.7 FT | RWY 11 -1:141 Down RWY 29 1:141 Up |
| 29 | 292.73° | 478 x 18 M | RWY surface: Grass | 500603.77N<br>0054008.87W<br>174.3 FT | THR 395.3 FT | RWY 11 -1:141 Down RWY 29 1:141 Up |
| 16 | 158.22° | 784 x 18 M | RWY surface: Asphalt | 500618.48N<br>0054019.52W<br>174.3 FT | THR 382.6 FT | RWY 16 1:1170 Up<br>RWY 34 -1:1170 Down |
| 34 | 338.22° | 784 x 18 M | RWY surface: Asphalt | 500557.94N<br>0054006.77W<br>174.2 FT | THR 385.7 FT | RWY 16 1:1170 Up<br>RWY 34 -1:1170 Down |

| SWY Dimensions | Clearway Dimensions | Strip Dimensions | RESA Dimensions, Overshoot / Undershoot | Location/ description of arresting system | OFZ | Remarks |
|---|---|---|---|---|---|---|
| 8 | 9 | 10 | 11 | 12 | 13 | 14 |
| | | 543 x 60 M | | | | RWY 02<br><br>Threshold displaced by 12 M. |
| | | 543 x 60 M | | | | RWY 20<br><br>Threshold displaced by 27 M. |
| | | 753 x 60 M | | | | RWY 07 |

| SWY Dimensions | Clearway Dimensions | Strip Dimensions | RESA Dimensions, Overshoot / Undershoot | Location/ description of arresting system | OFZ | Remarks |
|---|---|---|---|---|---|---|
| 8 | 9 | 10 | 11 | 12 | 13 | 14 |
| | | 753 x 60 M | | | | RWY 25<br><br>Threshold displaced by 63 M. |
| | | 538 x 60 M | | | | RWY 11<br><br>Threshold displaced by 60 M. |
| | | 538 x 60 M | | | | RWY 29<br><br>Runway 29 is for take-off only. |
| | | 844 x 140 M | | | | RWY 16<br><br>Threshold displaced by 101 M.<br><br>17.5 M starter strip. |
| | 60 x 150 M | 844 x 140 M | | | | RWY 34 |

## EGHC AD 2.13 DECLARED DISTANCES

| Runway designator | TORA | TODA | ASDA | LDA | Remarks |
|---|---|---|---|---|---|
| 1 | 2 | 3 | 4 | 5 | 6 |
| 16 | 784 M | 784 M | 784 M | 683 M | |
| 34 | 724 M | 784 M | 724 M | 724 M | |
| 07 | 693 M | 693 M | 693 M | 693 M | |
| 25 | 693 M | 693 M | 693 M | 630 M | |
| 02 | 483 M | 483 M | 483 M | 471 M | |
| 20 | 483 M | 483 M | 483 M | 456 M | |
| 11 | 478 M | 478 M | 478 M | 418 M | |
| 29 | 478 M | 478 M | 478 M | | Not licensed for landing. |

## EGHC AD 2.14 APPROACH AND RUNWAY LIGHTING

| RWY | Approach lighting Type/ Length/ Intensity | Threshold lighting Colour/Wing bars | VASIS/ MEHT/ PAPI/ PAPI Dist from THR | TDZ, lighting Length | Runway Centre Line lighting Length/ Spacing/ Colour/ Intensity | Runway edge lighting Length/ Spacing/ Colour/ Intensity | Runway end lighting Colour/ Wing bars | Stopway lighting Length/ Colour | Remarks |
|---|---|---|---|---|---|---|---|---|---|
| 1 | 2 | 3 | 4 | 5 | 6 | 7 | 8 | 9 | 10 |
| 07 | RTIL Strobes either side of landing threshold. | Green | APAPI /3.5° 30 FT 88 M | | | Elevated omni-directional Light intensity high | Stop End Red | | |
| 25 | RTIL Strobes either side of landing threshold. | Green wingbars | APAPI /4.5° 30 FT 135 M | | | Elevated omni-directional Light intensity high | Stop End Red | | |
| 16 | RTIL Strobes either side of landing threshold. | Green wingbars | APAPI /3.5° 30 FT 128 M | | | Elevated omni-directional Light intensity high | Stop End Red | | |
| 34 | RTIL Strobes either side of landing threshold. | Green | APAPI /3.5° 30 FT 120 M | | | Elevated omni-directional Light intensity high | Stop End Red | | |

## EGHC AD 2.15 OTHER LIGHTING, SECONDARY POWER SUPPLY

| | | |
|---|---|---|
| 1 | ABN/IBN location, characteristics and hours of operation | ABN: 500608.92N 0054005.38W<br>Flashing White. |
| 2 | LDI location and lighting<br>Anemometer location and lighting | Anemometer: 500603.42N 0054019.18W (LGTD). |
| 3 | TWY edge and centre line lighting | EDGE: Blue edge lights on Taxiway Alpha. Blue edge linlaners on Taxiway Bravo. |
| 4 | Secondary power supply/switch-over time | Yes - Diesel Generator. Auto Switch-over within 15 seconds. |
| 5 | Remarks | Main apron floodlighting. Blue edge linlaners on main apron. Holding points Alpha and Bravo both have lit holding point signs and wig-wags. |

## EGHC AD 2.16 HELICOPTER LANDING AREA

| | | |
|---|---|---|
| 1 | Coordinates TLOF or THR of FATO, geoid undulation | TLOF: 500609.29N 0054008.13W, 174.3 FT |
| 2 | TLOF and/or FATO elevation | TLOF: 397.7 FT |
| 3 | TLOF and FATO area dimensions, surface, strength, marking, lighting | |
| 4 | True BRG of FATO | |
| 5 | Declared distance available | |
| 6 | APP and FATO lighting | |
| 7 | RMK | |

## EGHC AD 2.17 AIR TRAFFIC SERVICES AIRSPACE

| Designation and lateral limits | Vertical Limits | Airspace Class | ATS unit callsign/ language | Transition Altitude | Hours of applicability | Remarks |
|---|---|---|---|---|---|---|
| 1 | 2 | 3 | 4 | 5 | 6 | 7 |
| LAND'S END ATZ<br>A circle, 2 NM radius, centred at 500610N 0054014W on longest notified runway (16/34) | Upper limit: 2000 FT AGL<br>Lower limit: SFC | G | LAND'S END TOWER<br>English | 3000 FT | | |
| LAND'S END RMZ<br>501705N 0055014W - 501703N 0053706W - 500950N 0052951W - 495559N 0053109W - 495602N 0055051W - 494924N 0061338W thence clockwise by the arc of a circle radius 6 NM centred on 495451N 0061728W (STM NDB) to 500009N 0062148W - 500907N 0055514W - 501705N 0055014W | Upper limit: 4000 FT ALT<br>Lower limit: SFC | G | LAND'S END TOWER<br>English | 3000 FT | | ATS Unit callsign:<br>Entering from East:<br>Land's End Tower (eng)<br>OR<br>Culdrose Approach (eng).<br><br>Entering from West:<br>Scillies Approach (eng).<br><br>Land's End RMZ hours coincident with EGHC AD hours as detailed in EGHC AD 2.3 or as activated by NOTAM. |

## EGHC AD 2.18 AIR TRAFFIC SERVICES COMMUNICATION FACILITIES

| Service Designation | Callsign | Channel/ Frequency(MHz) | SATVOICE number(s) | Logon Address | Hours of Operation | Remarks |
|---|---|---|---|---|---|---|
| 1 | 2 | 3 | 4 | 5 | 6 | 7 |
| TWR | LAND'S END TOWER | 120.255<br>DOC 30 NM/8,000 FT. | | | Mon-Fri 0815-1730 (0710-1730); Sat 0815-1215 (0710-1730); Sunday CLOSED. | ATZ hours coincident with Tower hours. |
| ATIS | LAND'S END INFORMATION | 122.830<br>DOC 40 NM/ 10,000 FT. | | | Mon-Fri 0815-1730 (0710-1730); Sat 0815-1215 (0710-1730); Sunday CLOSED. | ATIS hours coincident with Tower hours. |

| Service Designation | Callsign | Channel/ Frequency(MHz) | SATVOICE number(s) | Logon Address | Hours of Operation | Remarks |
|---|---|---|---|---|---|---|
| 1 | 2 | 3 | 4 | 5 | 6 | 7 |
| OTHER | LAND'S END FIRE | 121.600 Non-ATS frequency. | | | Available when Fire vehicle attending aircraft on the ground in an emergency | |

# EGHC AD 2.19 RADIO NAVIGATION AND LANDING AIDS

## INTENTIONALLY BLANK

# EGHC AD 2.20 LOCAL AERODROME REGULATIONS

## 1 AIRPORT REGULATIONS

a) Non-radio aircraft not accepted.
b) High visibility clothing must be worn on the apron and manoeuvring area at all times, except for passengers under escort.
c) Personal electronic devices (ie mobile phones) are not to be used on the apron without specific authorisation.
d) All visitors must use the green walkways to cross the apron and remain in one tight group when airside.
e) For security reasons, all visiting aircraft and personnel must keep well clear of the scheduled Skybus aircraft.

## 2 GROUND MOVEMENT

a) Aircraft entering the apron for AVGAS will park as directed by ATC. Refuelling is a self service system and instructions are displayed on the pump. As soon as refuelling is complete, pilots must immediately call ATC to reposition the aircraft.
b) Pilots are to request ATC clearance for engine start.

## 3 CAT II/III OPERATIONS

Not applicable

## 4 WARNINGS

a) Some parts of the manoeuvring area are undulating.
b) A public footpath tracks within the aerodrome boundary in the vicinity of the Runway 02 undershoot.
c) This aerodrome is prone to rapid changes in meteorological conditions.
d) Turbulence and windshear may be expected at lower levels of all approaches but particularly on approaches to Runways 02, 07 and 11 due to high cliffs and orographic effect.
e) The ATC Tower infringes the 1.10 surface from the Runway 16/34 centre-line by 0.9 M.
f) Model aircraft, kite activities and live shooting (rabbit control) may take place outside of aerodrome hours.
g) Some parts of the manoeuvring area may suffer damage caused by rabbits.
h) Cables on 30 FT poles near boundary between northwest through north to southeast.
i) Use of the RNAV procedures is strictly limited to those flights specifically authorised by the Aerodrome Authority. Pilots should note that they must be appropriately qualified to fly the GNSS Approaches at Land's End (i.e. they must hold an IMC (or European equivalent) or IR rating which has included a specific module on GNSS Approaches).

## 5 HELICOPTER OPERATIONS

a) Helicopters capable of doing so should ground taxi rather than air taxi when operating on the apron and in areas where aircraft are parked or holding. When air taxiing is unavoidable, helicopters should avoid taxiing within three rotor diameters of other aircraft. This distance should be considered as a minimum.
b) Helicopters will usually be instructed to join the standard fixed-wing circuit pattern (left or right hand) and depart or approach via the runways. Based operators familiar with the field may be cleared for direct joins and/or direct departures/approaches to/from the helipad.
c) Helicopters requiring AVGAS are required to alight at the black painted 'X' refuelling point just west of the fixed AVGAS pump. Parking Bays 2 and 3 must not be occupied. Prompt ground handling or repositioning may be required for parking to keep the pumps clear.
d) Helicopters requiring Jet-A1 are normally required to alight on Bay 6 or the helipad.
e) Helicopters should not ground or air taxi along the grass Taxiway Bravo due to the dust/FOD hazard. Expeditious crossing of this taxiway is permitted.
f) Helicopters should be aware of potential FOD hazard (grass cuttings) in recently cut grass and should avoid overflying such areas whenever possible.
g) Helicopters are reminded that ATC permission must be obtained before engine start/rotor engagement is selected. No high power engine runs are permitted on the apron.

### 6 USE OF RUNWAYS

a) Departures and arrivals will not be permitted for fixed wing aircraft unless the whole of the runway to be used is clearly visible to the duty ATCO.
b) Departures and arrivals will not be permitted for helicopters when the reported visibility is less than 400 M.

### 7 TRAINING

Not applicable

## EGHC AD 2.21 NOISE ABATEMENT PROCEDURES

Not applicable

## EGHC AD 2.22 FLIGHT PROCEDURES

### 1 LAND'S END RMZ

a) Passenger carrying flights operating between Land's End Airport, Penzance Heliport, Tresco Heliport and Scilly Isles / St Mary's Aerodrome operate within airspace designated as an RMZ centred on a direct track from Land's End to Scilly Isles from the SFC to 4000 FT ALT. Pilots intending to transit the Land's End RMZ must comply with section 2 below.
b) Pilots intending to transit the Land's End RMZ must contact either Culdrose ATC on 134.055, Land's End ATC on 120.255 MHz (if approaching from the east) or St Mary's ATC on 124.880 MHz (if approaching from the west), prior to entering. Pilots of aircraft transiting the Culdrose AIAA should contact Culdrose ATC on 134.055 (Refer to AD 2-EGHC-3-1).
c) Aircraft operating under VFR may be asked to follow the Northern (R252 LND) route according to traffic and/or weather conditions in the Land's End RMZ.

### 2 LAND'S END RMZ REQUIREMENTS

For flight within the Land's Ends RMZ aircraft commanders must comply with one of the following:

a) Establish satisfactory two-way RTF communication with and pass pertinent flight details to ATC prior to entering the Land's End RMZ and maintain two-way communication with ATC whilst operating within the Land's End RMZ.
b) Conduct flight in accordance with valid Letter of Agreement.
c) Conduct flight in accordance with agreed tactical arrangements with either Land's End ATC or St Mary's ATC.

### 3 CIRCUIT DIRECTIONS

a) Circuit direction is normally left hand. More than one runway may be in use and pilots are to be aware that the circuit direction may be varied by ATC.

### 4 VISUAL REFERENCE POINTS (VRP)

a) Details of VRPs are available in the consolidated 'Visual Reference Points List' published on the 'Digital Dataset' page of the NATS AIS website, www.nats.aero/ais.

## EGHC AD 2.23 ADDITIONAL INFORMATION

Not applicable

## EGHC AD 2.24 CHARTS RELATED TO AN AERODROME

AERODROME CHART - ICAO
AD 2.EGHC-2-1
AIRCRAFT PARKING/DOCKING CHART - ICAO
AD 2.EGHC-2-2
LAND'S END RADIO MANDATORY ZONE (RMZ)
AD 2.EGHC-3-1
INSTRUMENT APPROACH CHART RNP RWY 07 (CAT A ONLY) - ICAO
AD 2.EGHC-8-1
INSTRUMENT APPROACH CHART RNP RWY 16 (CAT A ONLY) - ICAO

AD 2.EGHC-8-2
INSTRUMENT APPROACH CHART RNP RWY 25 (CAT A ONLY) - ICAO
AD 2.EGHC-8-3
INSTRUMENT APPROACH CHART RNP RWY 34 (CAT A ONLY) - ICAO
AD 2.EGHC-8-4
INSTRUMENT APPROACH PROCEDURE CODING TABLES - RNP RWY 07
AD 2.EGHC-8-5
INSTRUMENT APPROACH PROCEDURE CODING TABLES - RNP RWY 16
AD 2.EGHC-8-6
INSTRUMENT APPROACH PROCEDURE CODING TABLES - RNP RWY 25
AD 2.EGHC-8-7
INSTRUMENT APPROACH PROCEDURE CODING TABLES - RNP RWY 34
AD 2.EGHC-8-8

## EGHC AD 2.25 VISUAL SEGMENT SURFACE (VSS) PENETRATION

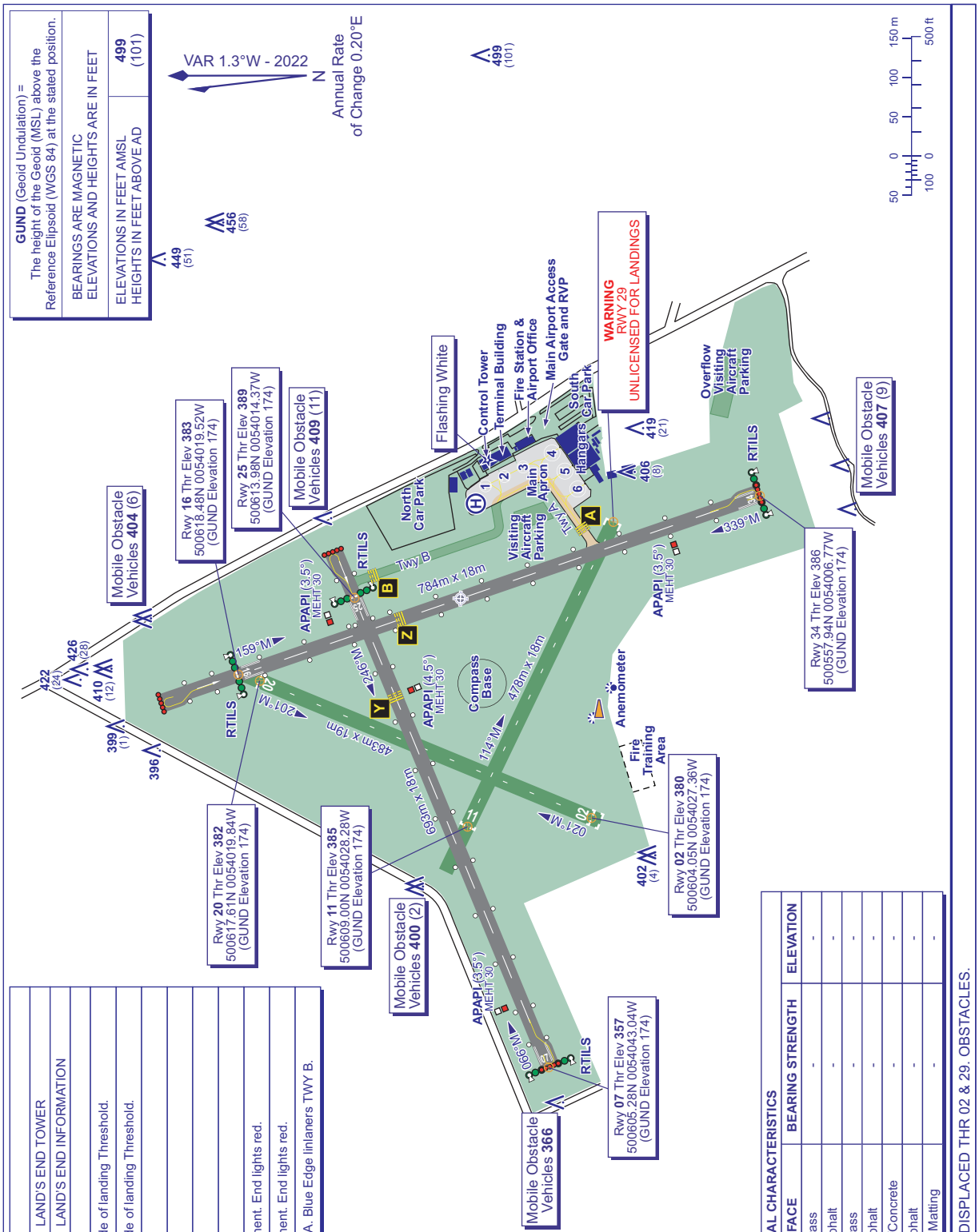
Not applicable

# AERODROME CHART - ICAO

## LAND'S END EGHC

ARP 500610N 0054014W

AD ELEV 398FT




| COM | | |
|---|---|---|
| TWR | 120.255 | LAND'S END TOWER |
| ATIS | 122.830 | LAND'S END INFORMATION |

| LIGHTING | |
|---|---|
| APCH 07/25 | RTIL Strobes either side of landing Threshold. |
| APCH 16/34 | RTIL Strobes either side of landing Threshold. |
| THR 07 | HI Green. |
| THR 25 | HI Green W bars. |
| THR 16 | HI Green W bars. |
| THR 34 | HI Green. |
| RWY 07/25 | HI elev omni-d component. End lights red. |
| RWY 16/34 | HI elev omni-d component. End lights red. |
| TWY | Blue Edge lights TWY A. Blue Edge linlaners TWY B. |

| RUNWAY/TAXIWAY/APRON PHYSICAL CHARACTERISTICS | | | |
|---|---|---|---|
| APRON / RWY / TWY | SURFACE | BEARING STRENGTH | ELEVATION |
| RWY 02/20 | Grass | - | - |
| RWY 07/25 | Asphalt | - | - |
| RWY 11/29 | Grass | - | - |
| RWY 16/34 | Asphalt | - | - |
| Main Apron | Asphalt/Concrete | - | - |
| TWY A | Asphalt | - | - |
| TWY B | Grass Matting | - | - |

**CHANGE (7/24):** HOLDS B, Y & Z. DISPLACED THR 02 & 29. OBSTACLES.

AERO INFO DATE 17 APR 24

AD 2-EGHC-2-1

# LAND'S END EGHC

AD ELEV 398FT

ARP 500610N 0054014W

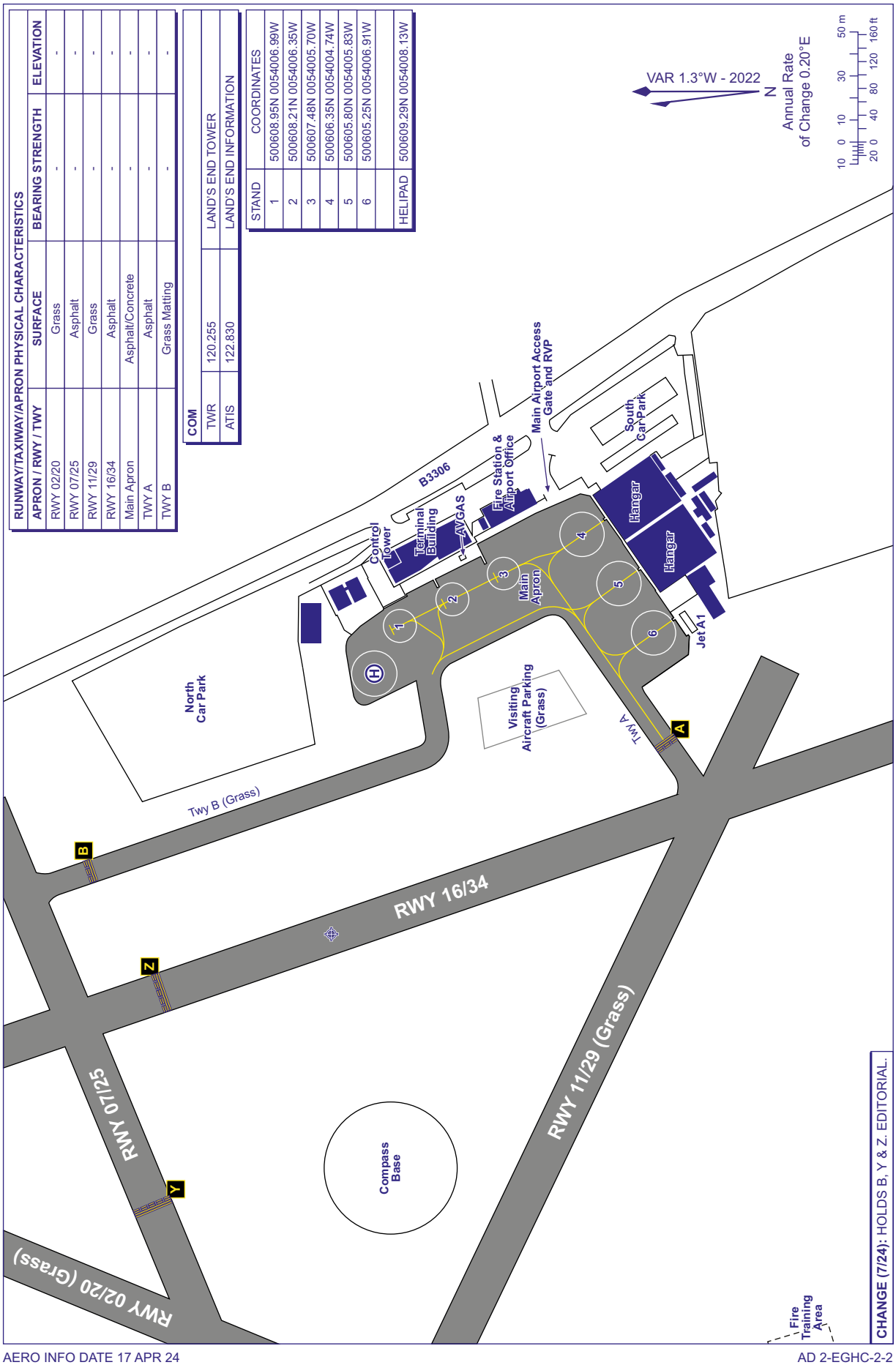
## AIRCRAFT PARKING/DOCKING CHART - ICAO

| RUNWAY/TAXIWAY/APRON PHYSICAL CHARACTERISTICS | | | |
|---|---|---|---|
| APRON / RWY / TWY | SURFACE | BEARING STRENGTH | ELEVATION |
| RWY 02/20 | Grass | - | - |
| RWY 07/25 | Asphalt | - | - |
| RWY 11/29 | Grass | - | - |
| RWY 16/34 | Asphalt | - | - |
| Main Apron | Asphalt/Concrete | - | - |
| TWY A | Asphalt | - | - |
| TWY B | Grass Matting | - | - |

| COM | |
|---|---|
| TWR | 120.255 |
| ATIS | 122.830 |

| LAND'S END TOWER |
|---|
| LAND'S END INFORMATION |

| STAND | COORDINATES |
|---|---|
| 1 | 500608.95N 0054006.99W |
| 2 | 500608.21N 0054006.35W |
| 3 | 500607.48N 0054005.70W |
| 4 | 500606.35N 0054004.74W |
| 5 | 500605.80N 0054005.83W |
| 6 | 500605.25N 0054006.91W |
| HELIPAD | 500609.29N 0054008.13W |

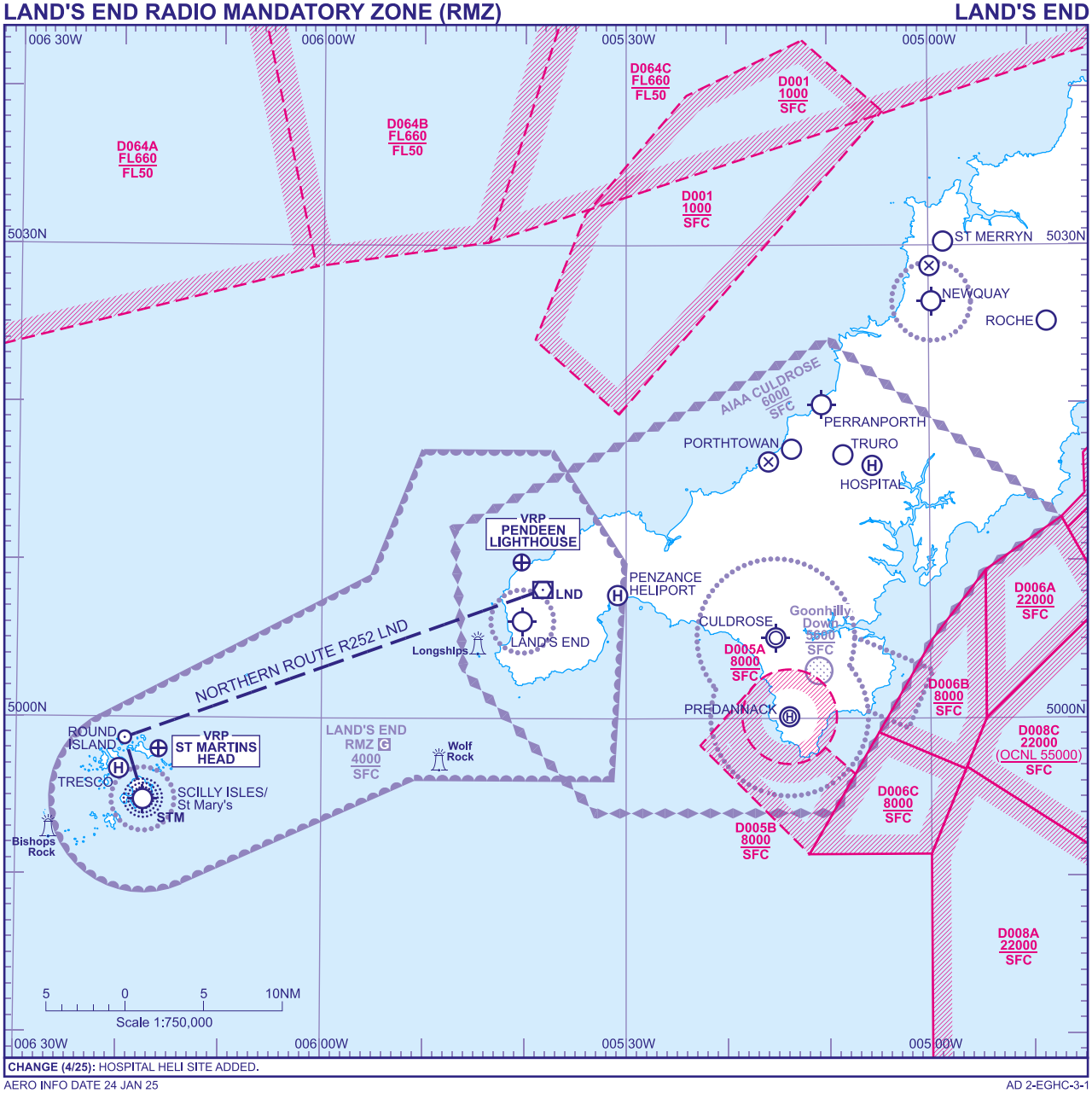



AERO INFO DATE 17 APR 24

AD 2-EGHC-2-2

## LAND'S END RADIO MANDATORY ZONE (RMZ)

LAND'S END




**CHANGE (4/25):** HOSPITAL HELI SITE ADDED.

AERO INFO DATE 24 JAN 25

AD 2-EGHC-3-1

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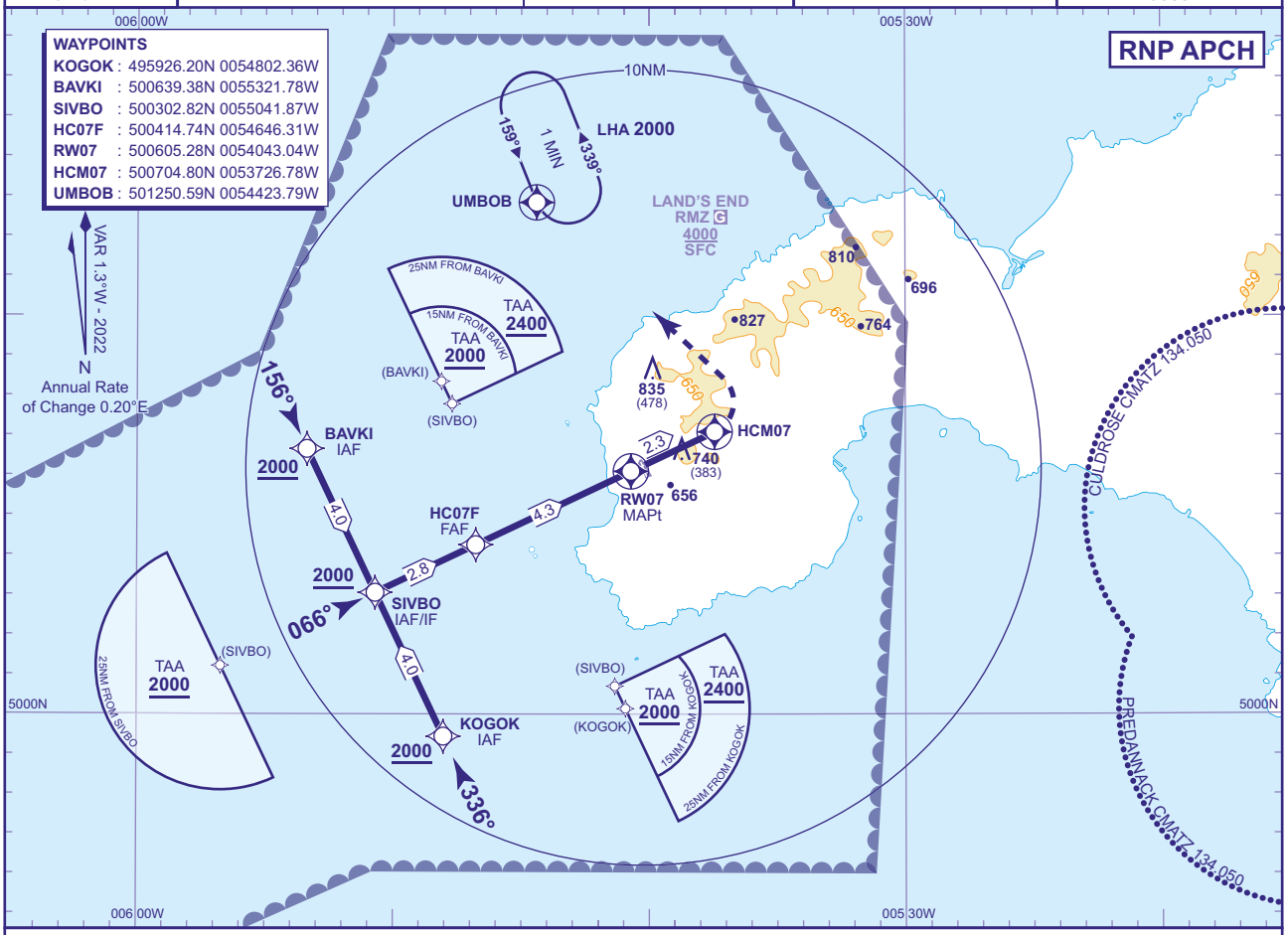
# INSTRUMENT APPROACH CHART - ICAO

## LAND'S END RNP RWY 07 (ACFT CAT A ONLY)

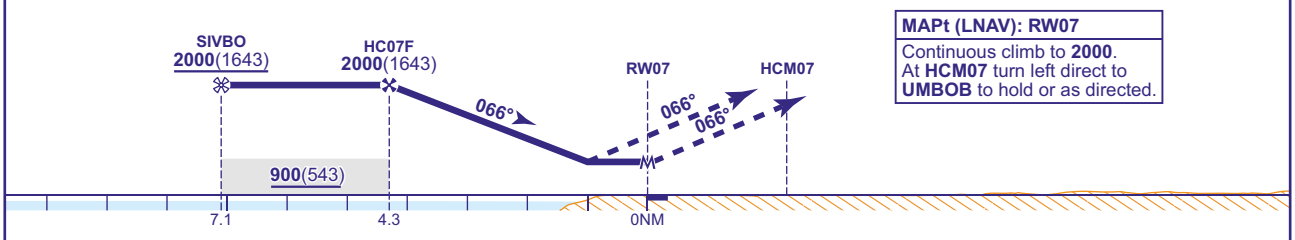
| | | | | |
|---|---|---|---|---|
| 2₄ MSA 25NM ARP | TWR 120.255 | LAND'S END TOWER | AD ELEVATION 398 | TRANSITION ALTITUDE 3000 |
| | ATIS 122.830 | LAND'S END INFORMATION | THR ELEVATION 357 | |
| | | | OBSTACLE ELEVATION 835 AMSL (478) (ABOVE THR) | |
| | | | BEARINGS ARE MAGNETIC | |




**RECOMMENDED PROFILE** Gradient 6.12%, 372FT/NM

| NM to RW07 | 4 | 3 | 2 |
|---|---|---|---|
| ALT(HGT) | **1880**(1523) | **1510**(1153) | **1140**(783) |

**TCH 40**




**MAPt (LNAV): RW07**
Continuous climb to **2000**.
At **HCM07** turn left direct to **UMBOB** to hold or as directed.

| Aircraft Category | | A |
|---|---|---|
| OCA (OCH) | LNAV | **860**(503) |
| VM(C)OCA (OCH AAL) | Total Area | **1040**(642) |

| Rate of descent | G/S KT | 160 | 140 | 120 | 100 | 80 |
|---|---|---|---|---|---|---|
| | FT/MIN | 990 | 870 | 740 | 620 | 500 |

**NOTE 1** Use of this RNP procedure is strictly limited to flights authorised by the Aerodrome Authority.
**2** Pilots must be appropriately qualified to fly RNP approaches. See EGHC AD 2.20 Para 4.
**3** Threshold QFE is available on request.

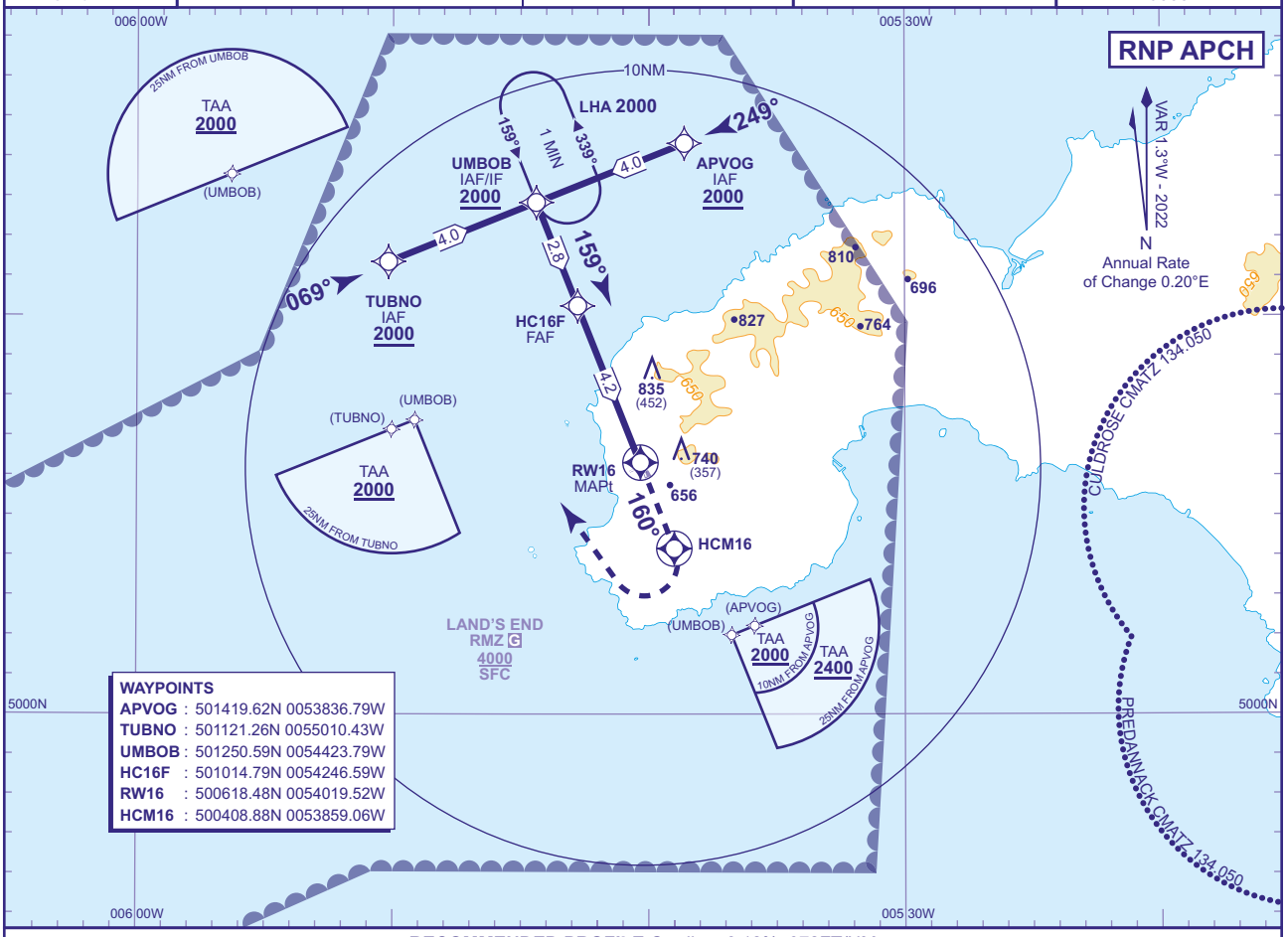
**CHANGE (2/24):** ATIS ADDED.

AERO INFO DATE 28 NOV 23

## INSTRUMENT APPROACH CHART - ICAO

# LAND'S END
# RNP
# RWY 16
(ACFT CAT A ONLY)

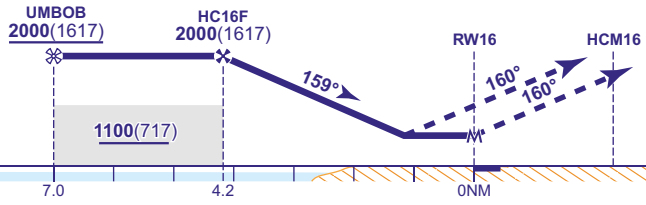
| | | | | |
|---|---|---|---|---|
| 2₄ MSA 25NM ARP | TWR 120.255 | LAND'S END TOWER | AD ELEVATION 398 | TRANSITION ALTITUDE 3000 |
| | ATIS 122.830 | LAND'S END INFORMATION | THR ELEVATION 383 | |
| | | | OBSTACLE ELEVATION 835 AMSL (452) (ABOVE THR) | |
| | | | BEARINGS ARE MAGNETIC | |




**RECOMMENDED PROFILE** Gradient 6.12%, 372FT/NM

| NM to RW16 | 4 | 3 | 2 |
|---|---|---|---|
| **ALT**(HGT) | **1900**(1517) | **1530**(1147) | **1160**(777) |

**TCH 40**




**MAPt (LNAV): RW16**
Continuous climb to **2000**.
At **HCM16** turn right direct to **TUBNO** then **UMBOB** to hold or as directed.

| Aircraft Category | | A |
|---|---|---|
| **OCA** (OCH) | **LNAV** | **890**(507) |
| **VM(C)OCA** (OCH AAL) | **Total Area** | **1040**(642) |

| Rate of descent | G/S KT | 160 | 140 | 120 | 100 | 80 |
|---|---|---|---|---|---|---|
| | FT/MIN | 990 | 870 | 740 | 620 | 500 |

**NOTE 1** Use of this RNP procedure is strictly limited to flights authorised by the Aerodrome Authority.
**2** Pilots must be appropriately qualified to fly RNP approaches. See EGHC AD 2.20 Para 4.
**3** Threshold QFE is available on request.

**CHANGE (2/24):** ATIS ADDED.

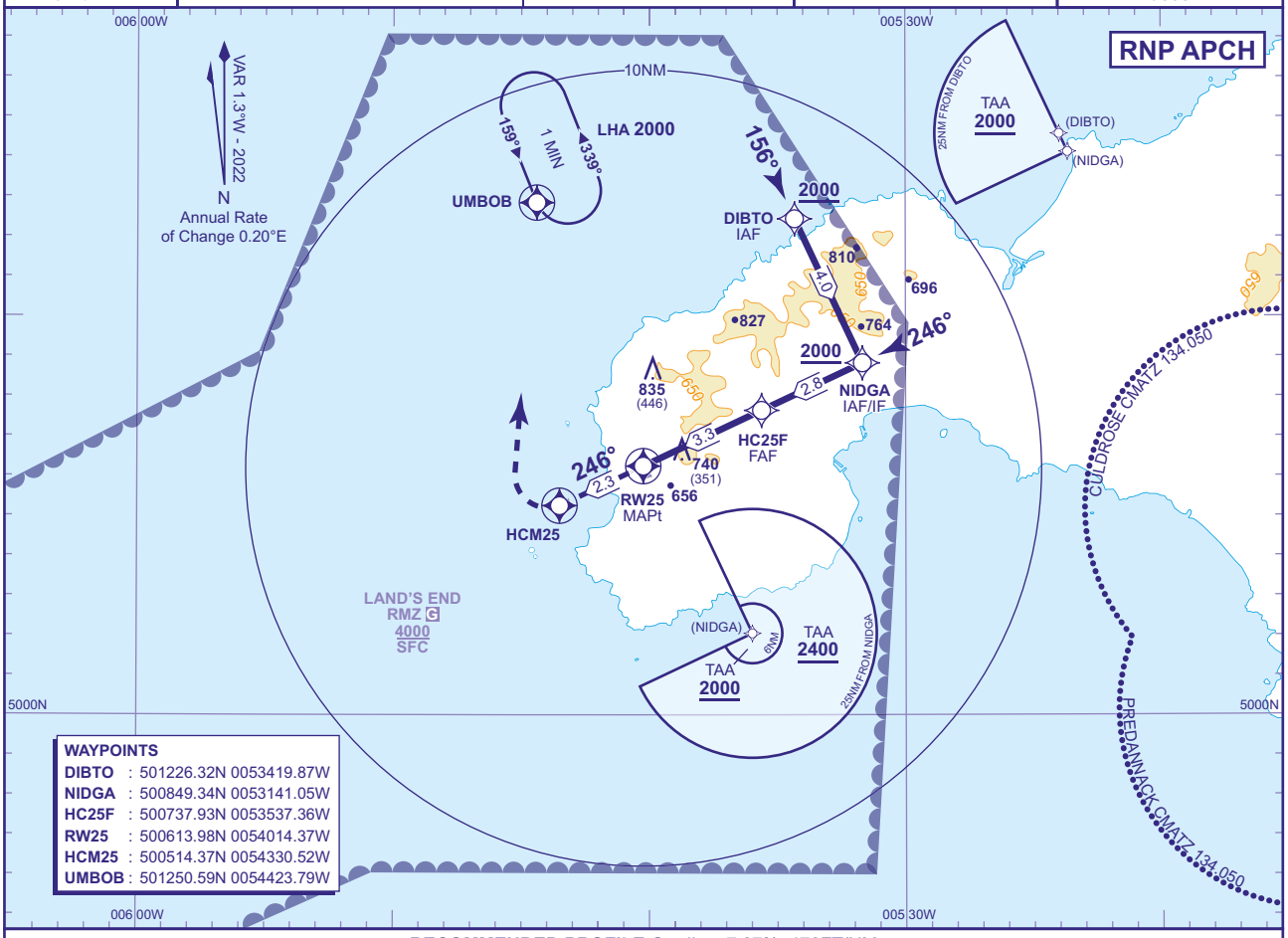
AERO INFO DATE 28 NOV 23

AD 2-EGHC-8-2

# INSTRUMENT APPROACH CHART - ICAO

## LAND'S END RNP RWY 25 (ACFT CAT A ONLY)

| | | | | |
|---|---|---|---|---|
| 2₄ MSA 25NM ARP | TWR 120.255 | LAND'S END TOWER | AD ELEVATION 398 | TRANSITION ALTITUDE 3000 |
| | ATIS 122.830 | LAND'S END INFORMATION | THR ELEVATION 389 | |
| | | | OBSTACLE ELEVATION 835 AMSL (446) (ABOVE THR) | |
| | | | BEARINGS ARE MAGNETIC | |



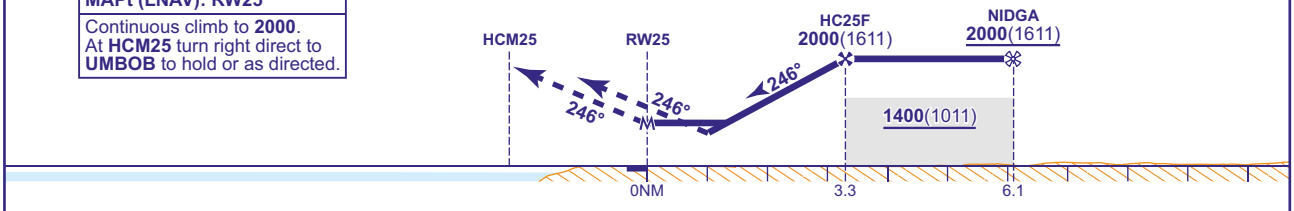

**RECOMMENDED PROFILE** Gradient 7.87%, 478FT/NM

| NM to RW25 | 3 | 2 | 1 |
|---|---|---|---|
| ALT(HGT) | **1860**(1471) | **1390**(1001) | **910**(521) |

**TCH 40**

**MAPt (LNAV): RW25**

Continuous climb to **2000**.
At **HCM25** turn right direct to **UMBOB** to hold or as directed.




| Aircraft Category | | A |
|---|---|---|
| OCA (OCH) | LNAV | **1040**(651) |
| VM(C)OCA (OCH AAL) | Total Area | **1040**(642) |

| Rate of descent | G/S KT | 160 | 140 | 120 | 100 | 80 |
|---|---|---|---|---|---|---|
| | FT/MIN | 1280 | 1120 | 960 | 800 | 640 |

**NOTE 1** Steep final approach descent gradient 7.87% matched to APAPI angle 4.5°.
**2** Use of this RNP procedure is strictly limited to flights authorised by the Aerodrome Authority.
**3** Pilots must be appropriately qualified to fly RNP approaches. See EGHC AD 2.20 Para 4.
**4** Threshold QFE is available on request.

**CHANGE (2/24):** ATIS ADDED.

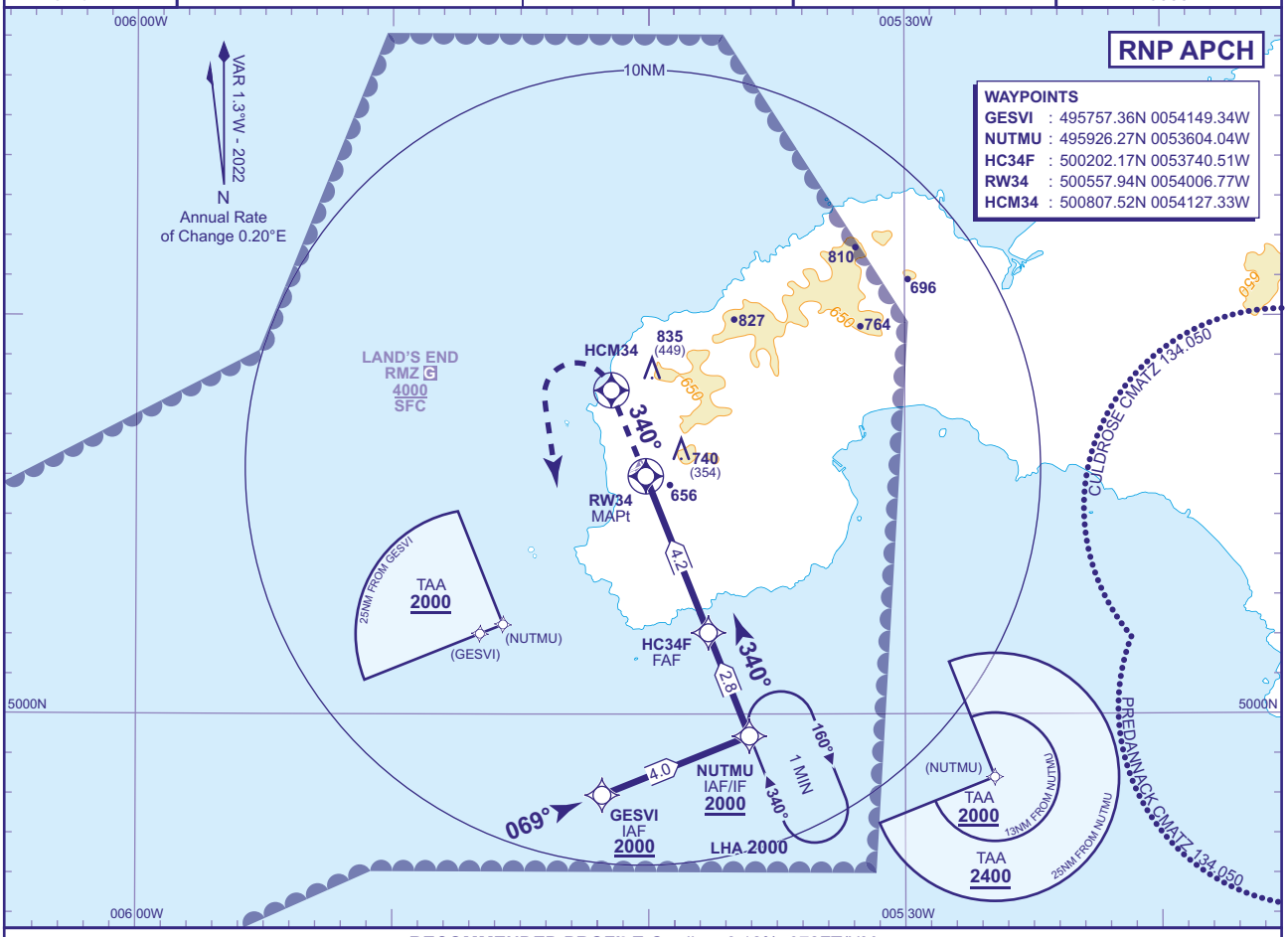
AERO INFO DATE 28 NOV 23

AD 2-EGHC-8-3

# INSTRUMENT APPROACH CHART - ICAO

## LAND'S END
## RNP
## RWY 34
(ACFT CAT A ONLY)

| | | | | |
|---|---|---|---|---|
| 2₄ MSA 25NM ARP | TWR 120.255 | LAND'S END TOWER | AD ELEVATION 398 | TRANSITION ALTITUDE 3000 |
| | ATIS 122.830 | LAND'S END INFORMATION | THR ELEVATION 386 | |
| | | | OBSTACLE ELEVATION 835 AMSL (449) (ABOVE THR) | |
| | | | BEARINGS ARE MAGNETIC | |

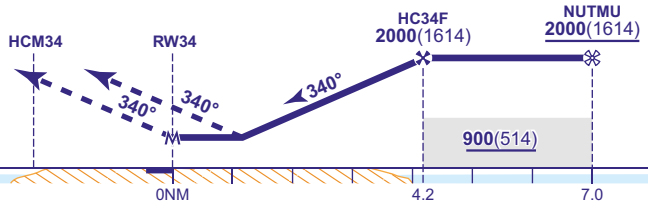



**RECOMMENDED PROFILE** Gradient 6.12%, 372FT/NM

| NM to RW34 | 4 | 3 | 2 |
|---|---|---|---|
| ALT(HGT) | **1900**(1514) | **1530**(1144) | **1160**(774) |

**TCH 40**

**MAPt (LNAV): RW34**
Continuous climb to **2000**.
At **HCM34** turn left direct to **GESVI** then **NUTMU** to hold or as directed.




| Aircraft Category | | A |
|---|---|---|
| OCA (OCH) | LNAV | **890**(504) |
| VM(C)OCA (OCH AAL) | Total Area | **1040**(642) |

| Rate of descent | G/S KT | 160 | 140 | 120 | 100 | 80 |
|---|---|---|---|---|---|---|
| | FT/MIN | 990 | 870 | 740 | 620 | 500 |

**NOTE 1** Use of this RNP procedure is strictly limited to flights authorised by the Aerodrome Authority.
**2** Pilots must be appropriately qualified to fly RNP approaches. See EGHC AD 2.20 Para 4.
**3** Threshold QFE is available on request.

**CHANGE (2/24):** ATIS ADDED.

AERO INFO DATE 30 NOV 23

# Instrument Approach Procedure Coding Tables

**Land's End RNP RWY 07 - Instrument Approach Procedure via BAVKI**

| Designator | Sequence Number | Path Term-inator | Waypoint Name | Fly-over | Course/ Track °M (°T) | Turn Direction | Level Constraint | Speed Constraint | Co-ordinates | Remarks and Distance to MAPt |
|---|---|---|---|---|---|---|---|---|---|---|
| R07L | 001 | IF | BAVKI | N | - | - | 2000 | - | 500639.38N 0055321.78W | IAF |
| R07L | 002 | TF | SIVBO | N | 156° (154.6°) | LEFT | 2000 | - | 500302.82N 0055041.87W | IF / 7.1NM |
| R07L | 003 | TF | HC07F | N | 066° (064.6°) | - | 2000 | - | 500414.74N 0054646.31W | FAF / 4.3NM |
| R07L | 004 | TF | RW07 | Y | 066° (064.7°) | - | - | - | 500605.28N 0054043.04W | MAPt |
| R07L | 005 | TF | HCM07 | Y | 066° (064.7°) | LEFT | - | - | 500704.80N 0053726.78W | - |
| R07L | 006 | DF | UMBOB | Y | - | - | 2000 | - | 501250.59N 0054423.79W | HOLD |

**Land's End RNP RWY 07 - Instrument Approach Procedure SIVBO**

| Designator | Sequence Number | Path Term-inator | Waypoint Name | Fly-over | Course/ Track °M (°T) | Turn Direction | Level Constraint | Speed Constraint | Co-ordinates | Remarks and Distance to MAPt |
|---|---|---|---|---|---|---|---|---|---|---|
| R07C | 001 | IF | SIVBO | N | - | - | 2000 | - | 500302.82N 0055041.87W | IAF / IF / 7.1NM |
| R07C | 002 | TF | HC07F | N | 066° (064.6°) | - | 2000 | - | 500414.74N 0054646.31W | FAF / 4.3NM |
| R07C | 003 | TF | RW07 | Y | 066° (064.7°) | - | - | - | 500605.28N 0054043.04W | MAPt |
| R07C | 004 | TF | HCM07 | Y | 066° (064.7°) | LEFT | - | - | 500704.80N 0053726.78W | - |
| R07C | 005 | DF | UMBOB | Y | - | - | 2000 | - | 501250.59N 0054423.79W | HOLD |

**Land's End RNP RWY 07 - Instrument Approach Procedure via KOGOK**

| Designator | Sequence Number | Path Term-inator | Waypoint Name | Fly-over | Course/ Track °M (°T) | Turn Direction | Level Constraint | Speed Constraint | Co-ordinates | Remarks and Distance to MAPt |
|---|---|---|---|---|---|---|---|---|---|---|
| R07R | 001 | IF | KOGOK | N | - | - | 2000 | - | 495926.20N 0054802.36W | IAF |
| R07R | 002 | TF | SIVBO | N | 336° (334.6°) | RIGHT | 2000 | - | 500302.82N 0055041.87W | IF / 7.1NM |
| R07R | 003 | TF | HC07F | N | 066° (064.6°) | - | 2000 | - | 500414.74N 0054646.31W | FAF / 4.3NM |
| R07R | 004 | TF | RW07 | Y | 066° (064.7°) | - | - | - | 500605.28N 0054043.04W | MAPt |
| R07R | 005 | TF | HCM07 | Y | 066° (064.7°) | LEFT | - | - | 500704.80N 0053726.78W | - |
| R07R | 006 | DF | UMBOB | Y | - | - | 2000 | - | 501250.59N 0054423.79W | HOLD |

**CHANGE (13/21):** APOSTROPHE ADDED TO AERODROME NAME.

AERO INFO DATE 09 SEP 21

# Instrument Approach Procedure Coding Tables

**Land's End RNP RWY 16 - Instrument Approach Procedure via APVOG**

| Designator | Sequence Number | Path Term-inator | Waypoint Name | Fly-over | Course/ Track °M (°T) | Turn Direction | Level Constraint | Speed Constraint | Co-ordinates | Remarks and Distance to MAPt |
|---|---|---|---|---|---|---|---|---|---|---|
| R16L | 001 | IF | APVOG | N | - | - | 2000 | - | 501419.62N 0053836.79W | IAF |
| R16L | 002 | TF | UMBOB | N | 249° (248.2°) | LEFT | 2000 | - | 501250.59N 0054423.79W | IF / 7.0NM |
| R16L | 003 | TF | HC16F | N | 159° (158.2°) | - | 2000 | - | 501014.79N 0054246.59W | FAF / 4.2NM |
| R16L | 004 | TF | RW16 | Y | 160° (158.3°) | - | - | - | 500618.48N 0054019.52W | MAPt |
| R16L | 005 | TF | HCM16 | Y | 160° (158.3°) | - | - | - | 500408.88N 0053859.06W | - |
| R16L | 006 | DF | TUBNO | N | - | RIGHT | - | - | 501121.26N 0055010.43W | - |
| R16L | 007 | TF | UMBOB | Y | 069° (068.0°) | RIGHT | 2000 | - | 501250.59N 0054423.79W | HOLD |

**Land's End RNP RWY 16 - Instrument Approach Procedure UMBOB**

| Designator | Sequence Number | Path Term-inator | Waypoint Name | Fly-over | Course/ Track °M (°T) | Turn Direction | Level Constraint | Speed Constraint | Co-ordinates | Remarks and Distance to MAPt |
|---|---|---|---|---|---|---|---|---|---|---|
| R16C | 001 | IF | UMBOB | N | - | - | 2000 | - | 501250.59N 0054423.79W | IAF / IF / 7.0NM |
| R16C | 002 | TF | HC16F | N | 159° (158.2°) | - | 2000 | - | 501014.79N 0054246.59W | FAF / 4.2NM |
| R16C | 003 | TF | RW16 | Y | 160° (158.3°) | - | - | - | 500618.48N 0054019.52W | MAPt |
| R16C | 004 | TF | HCM16 | Y | 160° (158.3°) | - | - | - | 500408.88N 0053859.06W | - |
| R16C | 005 | DF | TUBNO | N | - | RIGHT | - | - | 501121.26N 0055010.43W | - |
| R16C | 006 | TF | UMBOB | Y | 069° (068.0°) | RIGHT | 2000 | - | 501250.59N 0054423.79W | HOLD |

**Land's End RNP RWY 16 - Instrument Approach Procedure via TUBNO**

| Designator | Sequence Number | Path Term-inator | Waypoint Name | Fly-over | Course/ Track °M (°T) | Turn Direction | Level Constraint | Speed Constraint | Co-ordinates | Remarks and Distance to MAPt |
|---|---|---|---|---|---|---|---|---|---|---|
| R16R | 001 | IF | TUBNO | N | - | - | 2000 | - | 501121.26N 0055010.43W | IAF |
| R16R | 002 | TF | UMBOB | N | 069° (068.0°) | RIGHT | 2000 | - | 501250.59N 0054423.79W | IF / 7.0NM |
| R16R | 003 | TF | HC16F | N | 159° (158.2°) | - | 2000 | - | 501014.79N 0054246.59W | FAF / 4.2NM |
| R16R | 004 | TF | RW16 | Y | 160° (158.3°) | - | - | - | 500618.48N 0054019.52W | MAPt |
| R16R | 005 | TF | HCM16 | Y | 160° (158.3°) | - | - | - | 500408.88N 0053859.06W | - |
| R16R | 006 | DF | TUBNO | N | - | RIGHT | - | - | 501121.26N 0055010.43W | - |
| R16R | 007 | TF | UMBOB | Y | 063° (068.0°) | RIGHT | 2000 | - | 501250.59N 0054423.79W | HOLD |

**CHANGE (13/21):** APOSTROPHE ADDED TO AERODROME NAME.

# Instrument Approach Procedure Coding Tables

**Land's End RNP RWY 25 - Instrument Approach Procedure via DIBTO**

| Designator | Sequence Number | Path Term-inator | Waypoint Name | Fly-over | Course/ Track °M (°T) | Turn Direction | Level Constraint | Speed Constraint | Co-ordinates | Remarks and Distance to MAPt |
|---|---|---|---|---|---|---|---|---|---|---|
| R25R | 001 | IF | DIBTO | N | - | - | 2000 | - | 501226.32N 0053419.87W | IAF |
| R25R | 002 | TF | NIDGA | N | 156° (154.8°) | RIGHT | 2000 | - | 500849.34N 0053141.05W | IF / 6.1NM |
| R25R | 003 | TF | HC25F | N | 246° (244.8°) | - | 2000 | - | 500737.93N 0053537.36W | FAF / 3.3NM |
| R25R | 004 | TF | RW25 | Y | 246° (244.8°) | - | - | - | 500613.98N 0054014.37W | MAPt |
| R25R | 005 | TF | HCM25 | Y | 246° (244.7°) | RIGHT | - | - | 500514.37N 0054330.52W | - |
| R25R | 006 | DF | UMBOB | Y | - | - | 2000 | - | 501250.59N 0054423.79W | HOLD |

**Land's End RNP RWY 25 - Instrument Approach Procedure via NIDGA**

| Designator | Sequence Number | Path Term-inator | Waypoint Name | Fly-over | Course/ Track °M (°T) | Turn Direction | Level Constraint | Speed Constraint | Co-ordinates | Remarks and Distance to MAPt |
|---|---|---|---|---|---|---|---|---|---|---|
| R25C | 001 | IF | NIDGA | N | - | - | 2000 | - | 500849.34N 0053141.05W | IAF / IF / 6.1NM |
| R25C | 002 | TF | HC25F | N | 246° (244.8°) | - | 2000 | - | 500737.93N 0053537.36W | FAF / 3.3NM |
| R25C | 003 | TF | RW25 | Y | 246° (244.8°) | - | - | - | 500613.98N 0054014.37W | MAPt |
| R25C | 004 | TF | HCM25 | Y | 246° (244.7°) | RIGHT | - | - | 500514.37N 0054330.52W | - |
| R25C | 005 | DF | UMBOB | Y | - | - | 2000 | - | 501250.59N 0054423.79W | HOLD |

**CHANGE (13/21):** APOSTROPHE ADDED TO AERODROME NAME.

AERO INFO DATE 09 SEP 21

# Instrument Approach Procedure Coding Tables

**Land's End RNP RWY 34 - Instrument Approach Procedure via GESVI**

| Designator | Sequence Number | Path Term-inator | Waypoint Name | Fly-over | Course/ Track °M (°T) | Turn Direction | Level Constraint | Speed Constraint | Co-ordinates | Remarks and Distance to MAPt |
|---|---|---|---|---|---|---|---|---|---|---|
| R34L | 001 | IF | GESVI | N | - | - | 2000 | - | 495757.36N 0054149.34W | IAF |
| R34L | 002 | TF | NUTMU | N | 069° (068.2°) | LEFT | 2000 | - | 495926.27N 0053604.04W | IF / 7.0NM |
| R34L | 003 | TF | HC34F | N | 340° (338.3°) | - | 2000 | - | 500202.17N 0053740.51W | FAF / 4.2NM |
| R34L | 004 | TF | RW34 | Y | 340° (338.3°) | - | - | - | 500557.94N 0054006.77W | MAPt |
| R34L | 005 | TF | HCM34 | Y | 340° (338.3°) | - | - | - | 500807.52N 0054127.33W | - |
| R34L | 006 | DF | GESVI | N | - | LEFT | - | - | 495757.36N 0054149.34W | - |
| R34L | 007 | TF | NUTMU | Y | 069° (068.2°) | LEFT | 2000 | - | 495926.27N 0053604.04W | HOLD |

**Land's End RNP RWY 34 - Instrument Approach Procedure NUTMU**

| Designator | Sequence Number | Path Term-inator | Waypoint Name | Fly-over | Course/ Track °M (°T) | Turn Direction | Level Constraint | Speed Constraint | Co-ordinates | Remarks and Distance to MAPt |
|---|---|---|---|---|---|---|---|---|---|---|
| R34C | 001 | IF | NUTMU | N | - | - | 2000 | - | 495926.27N 0053604.04W | IAF / IF / 7.0NM |
| R34C | 002 | TF | HC34F | N | 340° (338.3°) | - | 2000 | - | 500202.17N 0053740.51W | FAF / 4.2NM |
| R34C | 003 | TF | RW34 | Y | 340° (338.3°) | - | - | - | 500557.94N 0054006.77W | MAPt |
| R34C | 004 | TF | HCM34 | Y | 340° (338.3°) | - | - | - | 500807.52N 0054127.33W | - |
| R34C | 005 | DF | GESVI | N | - | LEFT | - | - | 495757.36N 0054149.34W | - |
| R34C | 006 | TF | NUTMU | Y | 069° (068.2°) | LEFT | 2000 | - | 495926.27N 0053604.04W | HOLD |

**CHANGE (13/21):** APOSTROPHE ADDED TO TITLES.

# EGKH — LASHENDEN/HEADCORN

## EGKH AD 2.1 AERODROME LOCATION INDICATOR AND NAME

EGKH — LASHENDEN/HEADCORN

## EGKH AD 2.2 AERODROME GEOGRAPHICAL AND ADMINISTRATIVE DATA

| | | |
|---|---|---|
| 1 | ARP coordinates and site at AD | Lat: 510923N Long: 0003840E<br>Mid-point of Runway 10/28. |
| 2 | Direction and distance from city | 8 NM S of Maidstone, Kent. |
| 3 | Elevation / Reference temperature / Mean Low Temperature | 70 FT / 20 °C / - |
| 4 | Geoid undulation at AD ELEV PSN | - |
| 5 | Magnetic Variation / Annual Change | 1.60°E (2027) / 0.17°E |
| 6 | AD Administration<br>Address<br><br>Telephone<br><br>Telefax | MR. J.P.A. FREEMAN<br>Shenley Farms (Engineering) Ltd, Headcorn Aerodrome, Headcorn, Kent, TN27 9HX.<br>01622-890226<br>01622-890236 (Outside normal Aerodrome hours)<br>01622-890876 |
| 7 | Type of Traffic permitted (IFR/VFR) | VFR |
| 8 | Remarks | |

## EGKH AD 2.3 OPERATIONAL HOURS

| | | |
|---|---|---|
| 1 | AD Administration | 0900-1900 (0800-1800) or SS, whichever is earlier, and by arrangement. |
| 2 | Customs and immigration | |
| 3 | Health and sanitation | |
| 4 | AIS Briefing Office | |
| 5 | ATS Reporting Office (ARO) | |
| 6 | MET Briefing Office | |
| 7 | ATS | As AD hours. |
| 8 | Fuelling | As AD hours. |
| 9 | Handling | |
| 10 | Security | |
| 11 | De-icing | |
| 12 | Remarks | This aerodrome is strictly PPR by telephone. |

## EGKH AD 2.4 HANDLING SERVICES AND FACILITIES

| | | |
|---|---|---|
| 1 | Cargo handling facilities | |
| 2 | Fuel and oil types | AVTUR JET A-1, AVGAS 100LL, AVGAS UL91<br>Aeroshell 100, 80, W100, W100+, W80, W15W50 |
| 3 | Fuelling facilities/capacity | |
| 4 | De-icing facilities | |
| 5 | Hangar space for visiting aircraft | |
| 6 | Repair facilities for visiting aircraft | |
| 7 | Remarks | |

## EGKH AD 2.5 PASSENGER FACILITIES

| | | |
|---|---|---|
| 1 | Hotels | |
| 2 | Restaurants | Cafe on aerodrome. |
| 3 | Transportation | |
| 4 | Medical facilities | |
| 5 | Bank and Post Office | |
| 6 | Tourist Office | |

| | | |
|---|---|---|
| 7 | Remarks | |

## EGKH AD 2.6 RESCUE AND FIRE FIGHTING SERVICES

| | | |
|---|---|---|
| 1 | AD category for fire fighting services | RFF Category A1<br>RFF Category 2 available on request. |
| 2 | Rescue equipment | |
| 3 | Capability for removal of disabled aircraft | Local facilities. |
| 4 | Remarks | |

## EGKH AD 2.7 SEASONAL AVAILABILITY - CLEARING

**INTENTIONALLY BLANK**

## EGKH AD 2.8 APRONS, TAXIWAYS AND CHECK LOCATIONS/POSITIONS DATA

**INTENTIONALLY BLANK**

## EGKH AD 2.9 SURFACE MOVEMENT GUIDANCE AND CONTROL SYSTEM AND MARKINGS

| | | |
|---|---|---|
| 1 | Use of aircraft stand ID signs, TWY guide lines and visual docking/parking guidance system of aircraft stands | |
| 2 | Runway and taxiway markings and lighting | Runway light(s):<br>44 portable Metalite battery powered lights. 6 red/green lights for Runway 10/28 thresholds. |
| 3 | Stop bars and runway guard lights (if any) | |
| 4 | Other runway protection measures | |
| 5 | Remarks | Illuminated wind direction indicator - 510919.28N 0003842.98E. |

## EGKH AD 2.10 AERODROME OBSTACLES

| In Approach/Take-off areas | | | | | | |
|---|---|---|---|---|---|---|
| **Obstacle ID/ Designation** | **Obstacle Type** | **Obstacle Position** | **Elevation/Height** | | **Obstruction Lighting Type/ Colour** | **Remarks** |
| **1** | **2** | **3** | **4** | | **5** | **6** |
| 10/APPROACH 28/TAKE-OFF | Vehicles on road | 510928.90N 0003802.50E | 87 FT | | No | |

| In circling area and at aerodrome | | | | | |
|---|---|---|---|---|---|
| **Obstacle ID/ Designation** | **Obstacle Type** | **Obstacle Position** | **Elevation/Height** | **Obstruction Lighting Type/ Colour** | **Remarks** |
| **1** | **2** | **3** | **4** | **5** | **6** |
| INTENTIONALLY BLANK | | | | | |

## EGKH AD 2.11 METEOROLOGICAL INFORMATION PROVIDED

**INTENTIONALLY BLANK**

## EGKH AD 2.12 RUNWAY PHYSICAL CHARACTERISTICS

| Designations RWY Number | True bearing | Dimensions of RWY | Surface of RWY/ SWY/ Strength | THR co-ordinates/ THR Geoid undulation | THR elevation/ Highest elevation of TDZ of precision APP RWY | Slope of RWY/ SWY |
|---|---|---|---|---|---|---|
| 1 | 2 | 3 | 4 | 5 | 6 | 7 |
| 10 | 104.84° | 1250 x 30 M | RWY surface: Grass | 510926.79N 0003814.10E | THR 67.0 FT | |
| 28 | 284.85° | 1250 x 30 M | RWY surface: Grass | 510918.54N 0003903.61E | THR 70.0 FT | |

| SWY Dimensions | Clearway Dimensions | Strip Dimensions | RESA Dimensions, Overshoot / Undershoot | Location/ description of arresting system | OFZ | Remarks |
|---|---|---|---|---|---|---|
| 8 | 9 | 10 | 11 | 12 | 13 | 14 |
| | | | | | | RWY 10 |
| | | | | | | RWY 28 |

## EGKH AD 2.13 DECLARED DISTANCES

| Runway designator | TORA | TODA | ASDA | LDA | Remarks |
|---|---|---|---|---|---|
| 1 | 2 | 3 | 4 | 5 | 6 |
| 10 | 1150 M | 1150 M | 1190 M | 1000 M | |
| 28 | 1100 M | 1100 M | 1199 M | 1000 M | |

## EGKH AD 2.14 APPROACH AND RUNWAY LIGHTING

**INTENTIONALLY BLANK**

## EGKH AD 2.15 OTHER LIGHTING, SECONDARY POWER SUPPLY

| | | |
|---|---|---|
| 1 | ABN/IBN location, characteristics and hours of operation | IBN: 510917.10N 0003841.90E<br>Flashing Green.<br>Beacon at centre of east end of the blister hangar. |
| 2 | LDI location and lighting<br>Anemometer location and lighting | |
| 3 | TWY edge and centre line lighting | |
| 4 | Secondary power supply/switch-over time | |
| 5 | Remarks | |

## EGKH AD 2.16 HELICOPTER LANDING AREA

**INTENTIONALLY BLANK**

## EGKH AD 2.17 AIR TRAFFIC SERVICES AIRSPACE

| Designation and lateral limits | Vertical Limits | Airspace Class | ATS unit callsign/ language | Transition Altitude | Hours of applicability | Remarks |
|---|---|---|---|---|---|---|
| 1 | 2 | 3 | 4 | 5 | 6 | 7 |
| LASHENDEN/HEADCORN ATZ<br>A circle, 2 NM radius, centred at 510923N 0003840E on longest notified runway (10/28) | Upper limit: 2000 FT AGL<br>Lower limit: SFC | G | HEADCORN RADIO<br>English | 6000 FT | | |

## EGKH AD 2.18 AIR TRAFFIC SERVICES COMMUNICATION FACILITIES

| Service Designation | Callsign | Channel/ Frequency(MHz) | SATVOICE number(s) | Logon Address | Hours of Operation | Remarks |
|---|---|---|---|---|---|---|
| 1 | 2 | 3 | 4 | 5 | 6 | 7 |
| OTHER | HEADCORN RADIO | 122.210<br>A/G frequency.<br>DOC 10 NM/2,000 FT. | | | 0900-1900 (0800-1800) or SS, whichever is earlier, and by arrangement. | ATZ hours coincident with A/G hours, but not by arrangement. |

## EGKH AD 2.19 RADIO NAVIGATION AND LANDING AIDS

| Type of Aid CAT of ILS/MLS MAG Var/VOR Declination | Ident | Frequency | Hours of Operation | Position of transmitting antenna coordinates | Elevation of DME transmitting antenna | Remarks |
|---|---|---|---|---|---|---|
| 1 | 2 | 3 | 4 | 5 | 6 | 7 |
| DME | HLS | 106Y<br>115.950 MHz | H24 | 510915.45N<br>0003902.15E | 72 FT | On AD.<br>Range 15 NM. |

## EGKH AD 2.20 LOCAL AERODROME REGULATIONS

### 1 AIRPORT REGULATIONS

Not applicable

### 2 GROUND MOVEMENT

a) All aircraft to contact Headcorn Radio before taxi.

### 3 CAT II/III OPERATIONS

Not applicable

### 4 WARNINGS

a) Free-fall parachuting takes place up to FL 150 (ENR 5-5 refers). Parachute Drop Zone is 300 M northeast of Runway 28 threshold.
b) Taxiing to south of runway only. No marked taxiway and condition of manoeuvring area is poor. Pilots are cautioned to taxi with care at all times.
c) Runway designators are not provided.
d) Runway 03/21 is unlicensed, for details including dimensions/declared distances contact the aerodrome.
e) Hill 522 FT AMSL, 013.5°T, 3.7 NM from ARP.

### 5 HELICOPTER OPERATIONS

Not applicable

### 6 USE OF RUNWAYS

Not applicable

### 7 TRAINING

Not applicable

## EGKH AD 2.21 NOISE ABATEMENT PROCEDURES

a) Aircraft are requested not to overfly the villages of Headcorn and Smarden.

## EGKH AD 2.22 FLIGHT PROCEDURES

### 1 CIRCUIT HEIGHT AND DIRECTIONS

a) Aeroplanes: 1000 FT - LH; Helicopters: 700 FT, Runway 10 - LH; Runway 28 - RH.
b) Whilst parachuting is in progress:

i. No overhead joining, aeroplanes should join downwind of the runway-in-use;
ii. Aeroplanes are to avoid the Drop Zone and the area in the undershoot of Runway 28 whenever parachuting is in progress;
iii. Helicopters may not operate in the ATZ and should check with A/G Station that no parachuting is in progress before engaging rotors.

## EGKH AD 2.23 ADDITIONAL INFORMATION

Not applicable

## EGKH AD 2.24 CHARTS RELATED TO AN AERODROME

AERODROME CHART - ICAO
AD 2.EGKH-2-1

## EGKH AD 2.25 VISUAL SEGMENT SURFACE (VSS) PENETRATION

Not applicable

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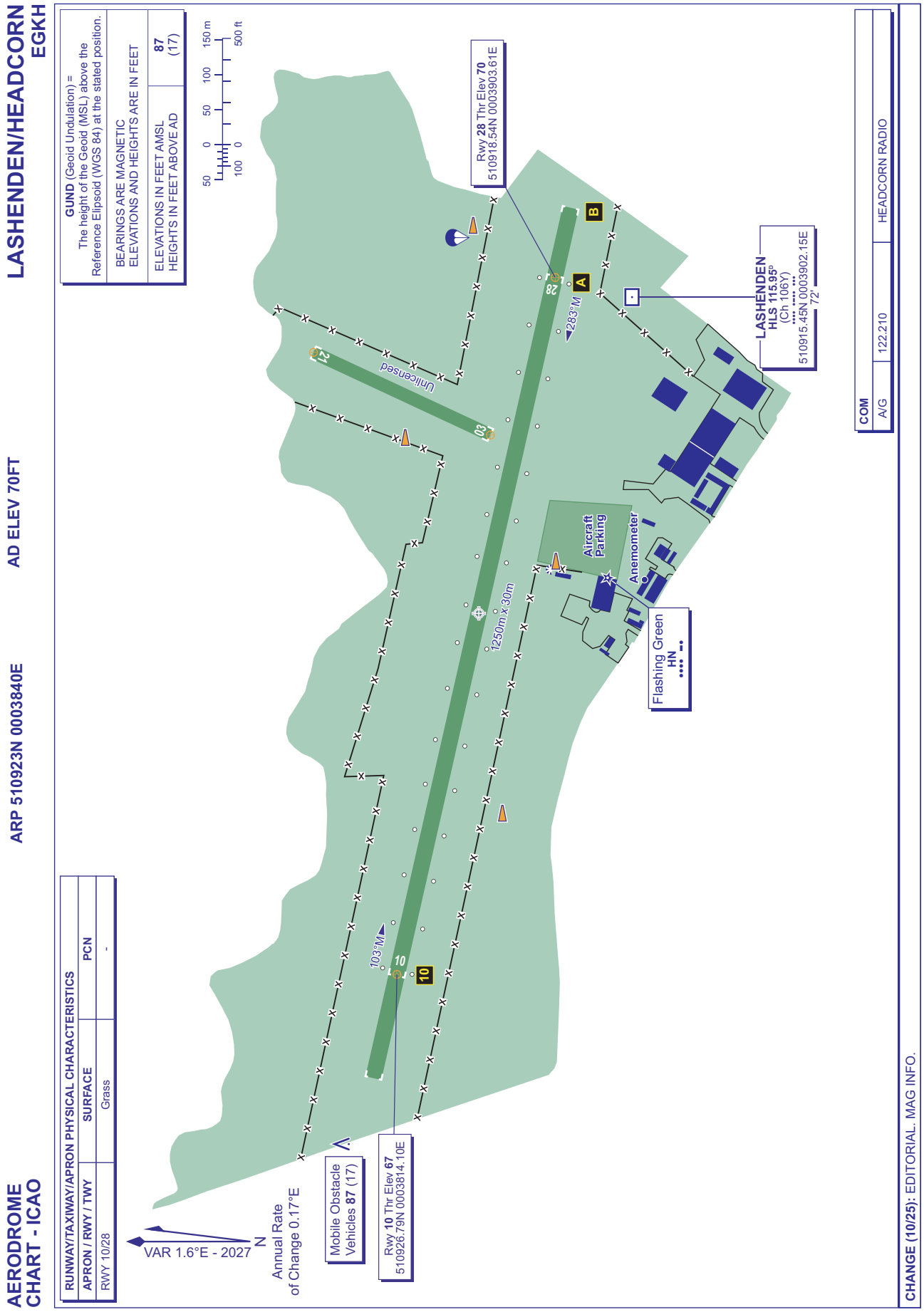
LASHENDEN/HEADCORN
EGKH
AERODROME CHART - ICAO
ARP 510923N 0003840E
AD ELEV 70FT
GUND (Geoid Undulation) = The height of the Geoid (MSL) above the Reference Elipsoid (WGS 84) at the stated position.
BEARINGS ARE MAGNETIC
ELEVATIONS AND HEIGHTS ARE IN FEET
ELEVATIONS IN FEET AMSL
HEIGHTS IN FEET ABOVE AD
87 (17)
50 0 50 100 150 m
100 0 100 500 ft
RUNWAY/TAXIWAY/APRON PHYSICAL CHARACTERISTICS
APRON / RWY / TWY
SURFACE
PCN
RWY 10/28
Grass
-
Rwy 28 Thr Elev 70
510918.54N 0003903.61E
Rwy 10 Thr Elev 67
510926.79N 0003814.10E
LASHENDEN
HLS 115.95°
(Ch 106Y)
510915.45N 0003902.15E
72'
283°M
103°M
Unlicensed
21
03
28
10
A
B
1250m x 30m
Aircraft Parking
Anemometer
Flashing Green
HN
Mobile Obstacle Vehicles 87 (17)
VAR 1.6°E - 2027
N
Annual Rate of Change 0.17°E
COM
A/G
122.210
HEADCORN RADIO
CHANGE (10/25): EDITORIAL. MAG INFO.

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# EGHF — LEE-ON-SOLENT

## EGHF AD 2.1 AERODROME LOCATION INDICATOR AND NAME

EGHF — LEE-ON-SOLENT

## EGHF AD 2.2 AERODROME GEOGRAPHICAL AND ADMINISTRATIVE DATA

| | | |
|---|---|---|
| 1 | ARP coordinates and site at AD | Lat: 504856N Long: 0011224W<br>Midpoint of Runway 05/23. |
| 2 | Direction and distance from city | 5.2 NM W of Portsmouth |
| 3 | Elevation / Reference temperature / Mean Low Temperature | 33 FT / 21 °C / - |
| 4 | Geoid undulation at AD ELEV PSN | 151 FT |
| 5 | Magnetic Variation / Annual Change | 0.22°E (2022) / 0.19°E |
| 6 | AD Administration<br>Address<br><br>Telephone<br><br>E-mail address<br><br>Web address | REGIONAL & CITY AIRPORTS LTD<br>Control Tower (Top Floor), Solent Airport Daedalus, Lee-on-the-Solent, Hampshire, PO13 9FZ.<br>01329-824748 (Operations)<br>01329-824751 (Finance)<br>ops@solentairport.co.uk<br>finance@solentairport.co.uk<br>www.solentairport.co.uk |
| 7 | Type of Traffic permitted (IFR/VFR) | VFR |
| 8 | Remarks | |

## EGHF AD 2.3 OPERATIONAL HOURS

| | | |
|---|---|---|
| 1 | AD Administration | 0900-SS (0800-1700). |
| 2 | Customs and immigration | By arrangement through Aerodrome Operations. |
| 3 | Health and sanitation | |
| 4 | AIS Briefing Office | |
| 5 | ATS Reporting Office (ARO) | |
| 6 | MET Briefing Office | |
| 7 | ATS | See AD 2.18. |
| 8 | Fuelling | By Airport Authority. See website for details. |
| 9 | Handling | As AD hours. |
| 10 | Security | |
| 11 | De-icing | |
| 12 | Remarks | PPR mandatory for visiting aircraft.<br>Out of hours indemnity agreements required for movements after published hours. |

## EGHF AD 2.4 HANDLING SERVICES AND FACILITIES

| | | |
|---|---|---|
| 1 | Cargo handling facilities | |
| 2 | Fuel and oil types | AVTUR JET A-1, AVGAS 100LL |
| 3 | Fuelling facilities/capacity | Overground tanks located on Taxiway Echo. AVTUR JET A-1 tank 30,000 lt, mobile bowser 9,000 lt. AVGAS tank 20,000 lt, mobile bowser 2,000 lt. |
| 4 | De-icing facilities | |
| 5 | Hangar space for visiting aircraft | Limited hangarage by prior arrangement. |
| 6 | Repair facilities for visiting aircraft | Third party maintenance companies. See website for details. |
| 7 | Remarks | Mandatory handling as specified in fees and charges on website. |

## EGHF AD 2.5 PASSENGER FACILITIES

| | | |
|---|---|---|
| 1 | Hotels | Various in the vicinity of the aerodrome. |
| 2 | Restaurants | Cafe @zero5 located at the control tower. |
| 3 | Transportation | Taxis available on request. |
| 4 | Medical facilities | Airport Authority first aiders. |
| 5 | Bank and Post Office | Nearest in town. |
| 6 | Tourist Office | |
| 7 | Remarks | Corporate lounge with WIFI. |

## EGHF AD 2.6 RESCUE AND FIRE FIGHTING SERVICES

| | | |
|---|---|---|
| 1 | AD category for fire fighting services | RFF Category A2<br>RFF Category 3 accepted under remission. |
| 2 | Rescue equipment | 1 x TACR 3, 700 L water, 42 L foam ICAO-C 3%.<br>1 x Steyr Puch Super G,700 L water, 35 L foam ICAO-C 3%. |
| 3 | Capability for removal of disabled aircraft | In the event of an aircraft incident, light aircraft can usually be removed using aerodrome authority resources. Large aircraft shall be removed using outside contractors in conjunction with aerodrome staff. |
| 4 | Remarks | |

## EGHF AD 2.7 SEASONAL AVAILABILITY - CLEARING

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## EGHF AD 2.8 APRONS, TAXIWAYS AND CHECK LOCATIONS/POSITIONS DATA

| | | |
|---|---|---|
| 1 | Apron surface and strength | APRON<br>Surface: Asphalt<br>PCN 11/F/B/Y/U |
| 2 | Taxiway width, surface and strength | Taxiway A: 12 M<br>Surface: Asphalt<br>PCN 11/F/B/Y/U<br><br>Taxiway B: 12 M<br>Surface: Asphalt<br>PCN 11/F/B/Y/U<br><br>Taxiway C: 12 M<br>Surface: Asphalt<br>PCN 11/F/B/Y/U<br><br>Taxiway D: 12 M<br>Surface: Asphalt<br>PCN 11/F/B/Y/U<br><br>Taxiway E: 12 M<br>Surface: Asphalt<br>PCN 11/F/B/Y/U<br><br>Taxiway F: 40 M<br>Surface: Asphalt<br>PCN 9/F/C/Y/T |
| 3 | Altimeter checkpoint location and elevation | |
| 4 | VOR checkpoints | |
| 5 | INS checkpoints | |
| 6 | Remarks | |

## EGHF AD 2.9 SURFACE MOVEMENT GUIDANCE AND CONTROL SYSTEM AND MARKINGS

| | | |
|---|---|---|
| 1 | Use of aircraft stand ID signs, TWY guide lines and visual docking/parking guidance system of aircraft stands | |
| 2 | Runway and taxiway markings and lighting | Runway marking aid(s):<br>05/23: Runway 05 designation, displaced threshold, centre-line.<br>Runway 23 designation, centre-line, stopway.<br><br>Runway light(s):<br>05/23: Runway edge, threshold, Stop-end, APAPI.<br><br>Taxiway marking aid(s):<br>Yellow centre-line, taxiway holding position.<br><br>Taxiway light(s):<br>Blue edge lights on taxiways Alpha, Echo and Foxtrot.<br>Lit from runway to holding points A1, B1, B2, D1, E1 & F1. |
| 3 | Stop bars and runway guard lights (if any) | Runway guard lights at holding points. |
| 4 | Other runway protection measures | Illuminated runway hold signs at A1, D1, E1, F1. |
| 5 | Remarks | WDI: 504853.99N 0011214.79W (LGTD). |

## EGHF AD 2.10 AERODROME OBSTACLES

| In Approach/Take-off areas | | | | | | |
|---|---|---|---|---|---|---|
| **Obstacle ID/ Designation** | **Obstacle Type** | **Obstacle Position** | **Elevation/Height** | | **Obstruction Lighting Type/ Colour** | **Remarks** |
| **1** | **2** | **3** | **4** | | **5** | **6** |
| (EGHF2002) 23/APPROACH 05/ TAKE-OFF | ANTENNA | 505133.28N 0010727.08W | 417 FT | 55 FT | No | |
| (EGHF3004) 23/APPROACH 05/ TAKE-OFF | TREE | 504915.19N 0011157.71W | 63 FT | 31 FT | No | |
| (EGHF2833) 23/APPROACH 05/ TAKE-OFF | TREE SMALL | 504914.08N 0011157.41W | 42 FT | 10 FT | No | |
| (EGHF3005) 23/APPROACH 05/ TAKE-OFF | TREE | 504914.02N 0011153.69W | 60 FT | 28 FT | No | |

| In circling area and at aerodrome | | | | | | |
|---|---|---|---|---|---|---|
| **Obstacle ID/ Designation** | **Obstacle Type** | **Obstacle Position** | **Elevation/Height** | | **Obstruction Lighting Type/ Colour** | **Remarks** |
| **1** | **2** | **3** | **4** | | **5** | **6** |
| (EGHF2001) | MONUMENT | 505137.89N 0010802.82W | 389 FT | 95 FT | No | |
| (EGHF2026) | MAST | 505132.11N 0010639.25W | 471 FT | 69 FT | No | |
| (EGHF2029) | STREETLIGHT | 505124.34N 0010632.09W | 469 FT | 99 FT | No | |
| (EGHF2042) | RADAR | 505124.08N 0010522.44W | 490 FT | 119 FT | No | |
| (EGHF2043) | PYLON | 505118.88N 0010455.98W | 460 FT | 108 FT | No | |
| (EGHF2901) | RADAR | 504850.74N 0011155.51W | 108 FT | 81 FT | Yes<br>Red | |
| (EGHF2049) | SPINNAKER TOWER | 504744.05N 0010630.46W | 560 FT | 549 FT | Yes<br>Red | |

## EGHF AD 2.11 METEOROLOGICAL INFORMATION PROVIDED

| | | |
|---|---|---|
| 1 | Associated MET Office | MET OFFICE EXETER |

| | | |
|---|---|---|
| 2 | Hours of service<br>MET Office outside hour | H24 |
| 3 | Office responsible for TAF preparation<br>Periods of validity | |
| 4 | Trend forecast<br>Interval of issuance | |
| 5 | Briefing/consultation provided | Self briefing. |
| 6 | Flight documentation<br>Language(s) used | Charts. Abbreviated plain language text. TAFs/METARs.<br>English. |
| 7 | Charts and other information available for briefing or consultation | Available via Met Office Aviation Briefing Service Aviation Briefing Service - Guidance - Met Office or by other means. |
| 8 | Supplementary equipment available for providing information | Airport Website. |
| 9 | ATS units provided with information | LEE-ON-SOLENT |
| 10 | Additional information (limitation of service, etc.) | Observations provided locally/observations only disseminated locally. |

## EGHF AD 2.12 RUNWAY PHYSICAL CHARACTERISTICS

| Designations RWY Number | True bearing | Dimensions of RWY | Surface of RWY/ SWY/ Strength | THR co-ordinates/ THR Geoid undulation | THR elevation/ Highest elevation of TDZ of precision APP RWY | Slope of RWY/ SWY |
|---|---|---|---|---|---|---|
| 1 | 2 | 3 | 4 | 5 | 6 | 7 |
| 05 | 045.22° | 1176 x 30 M | RWY surface: Asphalt<br>PCN 11/F/B/Y/T | 504846.36N<br>0011239.90W<br>150.7 FT | THR 32.3 FT | |
| 23 | 225.22° | 1176 x 30 M | RWY surface: Asphalt<br>PCN 11/F/B/Y/T | 504909.75N<br>0011202.70W<br>150.7 FT | THR 31.1 FT | |

| SWY Dimensions | Clearway Dimensions | Strip Dimensions | RESA Dimensions, Overshoot / Undershoot | Location/ description of arresting system | OFZ | Remarks |
|---|---|---|---|---|---|---|
| 8 | 9 | 10 | 11 | 12 | 13 | 14 |
| | | 1319 x 86 M | | | | RWY 05<br><br>Threshold displaced 150 M. |
| 150 x 30 M | | 1319 x 86 M | | | | RWY 23 |

## EGHF AD 2.13 DECLARED DISTANCES

| Runway designator | TORA | TODA | ASDA | LDA | Remarks |
|---|---|---|---|---|---|
| 1 | 2 | 3 | 4 | 5 | 6 |
| 05 | 1176 M | 1176 M | 1176 M | 1026 M | |
| 23 | 1026 M | 1026 M | 1176 M | 1026 M | |

## EGHF AD 2.14 APPROACH AND RUNWAY LIGHTING

| RWY | Approach lighting Type/ Length/ Intensity | Threshold lighting Colour/Wing bars | VASIS/ MEHT/ PAPI/ PAPI Dist from THR | TDZ, lighting Length | Runway Centre Line lighting Length/ Spacing/ Colour/ Intensity | Runway edge lighting Length/ Spacing/ Colour/ Intensity | Runway end lighting Colour/ Wing bars | Stopway lighting Length/ Colour | Remarks |
|---|---|---|---|---|---|---|---|---|---|
| 1 | 2 | 3 | 4 | 5 | 6 | 7 | 8 | 9 | 10 |
| 05 | Simple Approach - T bar | Green Light intensity high With green wingbars | PAPI Left/3° 26 FT | | | Elev bi-directional 60 M spacing White Light intensity high | Red | | |
| 23 | Simple Approach - T bar | Green Light intensity high With green wingbars | PAPI Left/3° 26 FT | | | Elev bi-directional 60 M spacing White Light intensity high | Red | | |

## EGHF AD 2.15 OTHER LIGHTING, SECONDARY POWER SUPPLY

| | | |
|---|---|---|
| 1 | ABN/IBN location, characteristics and hours of operation | |
| 2 | LDI location and lighting Anemometer location and lighting | Anemometer: 504849.97N 0011214.23W. |
| 3 | TWY edge and centre line lighting | EDGE: Blue edge lights on taxiways Alpha, Echo and Foxtrot. |
| 4 | Secondary power supply/switch-over time | |
| 5 | Remarks | Non-standard runway edge lights for SAR helicopter FATO. Solar powered remote controlled lighting for SAR use only. |

## EGHF AD 2.16 HELICOPTER LANDING AREA

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## EGHF AD 2.17 AIR TRAFFIC SERVICES AIRSPACE

| Designation and lateral limits | Vertical Limits | Airspace Class | ATS unit callsign/ language | Transition Altitude | Hours of applicability | Remarks |
|---|---|---|---|---|---|---|
| 1 | 2 | 3 | 4 | 5 | 6 | 7 |
| LEE-ON-SOLENT ATZ 504810N 0010929W thence anti-clockwise by the arc of a circle radius 2 NM centred on 504857N 0011224W to 504824N 0010921W - 505049N 0011117W thence anti-clockwise by the arc of a circle radius 2 NM centred on 504857N 0011224W to 504810N 0010929W | Upper limit: 2000 FT AGL Lower limit: SFC | G | LEE INFORMATION English | 3000 FT | | |

# EGHF AD 2.18 AIR TRAFFIC SERVICES COMMUNICATION FACILITIES

| Service Designation | Callsign | Channel/ Frequency(MHz) | SATVOICE number(s) | Logon Address | Hours of Operation | Remarks |
|---|---|---|---|---|---|---|
| 1 | 2 | 3 | 4 | 5 | 6 | 7 |
| AFIS | LEE INFORMATION | 118.930 A/G frequency. DOC 10 NM/3,000 FT. | | | 0900-SS (0800-1700). | ATZ hours coincident with AFIS hours. |

# EGHF AD 2.19 RADIO NAVIGATION AND LANDING AIDS

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# EGHF AD 2.20 LOCAL AERODROME REGULATIONS

## 1 AIRPORT REGULATIONS

a) Solent Airport is PPR mandatory and all pilots are to ensure they have read the information provided on the Airport website www.solentairport.co.uk/pilot-information/ prior to arrival.
b) Pilots approaching Lee-on-Solent and intending to remain outside of Southampton CTR/Solent CTA are advised to maintain a listening watch only on Solent Radar 120.230 and select SSR code 7011 to reduce the risk of infringing adjacent controlled airspace.
c) Visiting traffic to Lee-on-Solent should be familiar with the layout and topography of the aerodrome (see aerodrome website).

## 2 GROUND MOVEMENT

a) The Control Tower is the location for all visitor parking.
b) The Coastguard dispersal is out of bounds and is not to be used by visiting aircraft.
c) Collection point for fees and charges is in the Visitor Reception.
d) Bravo Hold is only to be used for Code 2B Aircraft with a maximum wingtip clearance of 22 M or less, due to reduced wingtip clearances at the southern end of taxiway. Aircraft with a greater wingtip clearance requirement will need to backtrack the main runway.

## 3 CAT II/III OPERATIONS

Not applicable

## 4 WARNINGS

a) Solent CTA approximately 3 NM west of aerodrome.
b) SAR and rotary daily H24 operations.
c) Model aircraft flying operates in the south-east of the aerodrome.
d) Fleetlands Heliport is located 1.9 NM to the north-east of Lee-on-Solent and has an active ATZ.
e) Possible compass error when using Runway 05 Bravo 2 Hold. Some aircraft may experience magnetic disturbances, affecting the Heading Reference System. Pilots should ensure that, pre-flight checks are conducted within the white box or at the hold point. When positioned for take-off from Runway 05 the aircraft heading reference is checked against the runway alignment. Aircrew noticing a compass anomaly should notify ATC as soon as possible.
f) Helicopter training in a designated area takes place on the airport.

## 5 HELICOPTER OPERATIONS

a) SAR rotary operations take priority.
b) All non-SAR rotary operations may use same arrival, departure, circuit and ground procedures.
c) The rotary training area 'The Triangle' is situated on the southside grass adjacent to the Echo taxiway. Whilst grass runway operations are in progress all non-SAR rotary traffic conducting general handling or low energy manoeuvres are to remain within the confines of 'The Triangle' unless authorised by ATS.
d) Rotary traffic is permitted to land or depart from 'The Triangle'.
e) Visiting rotary aircraft may follow circuit, arrival and departure procedures and can expect to hover-taxi using the taxiways, where appropriate or as instructed by the ATSU, to the designated visitor areas of the aerodrome.
f) Based rotary operators may follow pre-agreed taxiing and routing procedures.

## 6 USE OF RUNWAYS

a) More than one runway may be in use at any one time.
b) Grass strip is inspected but not licensed and should only be used at pilot’s discretion.

c) All fixed wing aircraft should be aware of rotary traffic operating to the south of the main runway.
d) The Runways 05/23 and grass strip are operated as a single runway strip. No simultaneous parallel approaches or departures are permitted.

### 7 TRAINING

Not applicable

## EGHF AD 2.21 NOISE ABATEMENT PROCEDURES

a) The circuit patterns are drawn to avoid noise sensitive areas (avoid overflying Stubbington and Hill Head (which are inside the circuit) and Fareham South-West (on the NW corner outside the circuit)).
b) When departing Runway 23, track the extended centre-line to avoid overflying housing near the threshold of Runway 05.
c) Arrivals from the north are to route through the Titchfield Gyratory and on to base leg avoiding all housing for Runway 23 or downwind for Runway 05.

## EGHF AD 2.22 FLIGHT PROCEDURES

### 1 GENERAL

a) Standard circuits flown at 1000 FT AAL. Circuit direction Runway 23 right-hand / Runway 05 left-hand.
b) Warbird circuits flown at 1200 FT AAL. Warbird circuit direction Runway 23 left-hand / Runway 05 right-hand.
c) Rotary traffic may operate in the Helicopter Training Area (HTA) known as 'The Triangle'. All pilots should be aware of rotary traffic using the Helicopter Training Area to the south of Runway 05/23.
d) All aircraft operating within the circuit are required to select transponder conspicuity code 4306.

### 2 JOINING AND DEPARTURE PROCEDURES

a) Aircraft should remain outside of Fleetlands ATZ, unless in good two-way communication with Fleetlands Information (135.705).
b) Standard join from the north:

   i. Remain west and outside Fleetlands ATZ:
   ii. Downwind for Runway 05 or right base for Runway 23.
   iii. Straight-in-Approach or overhead joins for Runway 23 are subject to circuit traffic and AFISO workload. Pilots must call Fleetlands Information 135.705 for ATZ transit prior to Wickham VRP.

c) Standard join from the south, west and east. Aircraft arriving from the south, west and east are suggested to join via Spinnaker VRP, Calshot VRP or Cowes VRP. Be aware that Calshot VRP is located underneath Solent CTA 2 which extends from 2000 FT – 5500 FT AMSL and is just to south of the Southampton Airport CTR.

   i. Left base for Runway 05 or downwind for Runway 23.
   ii. Straight-in approaches and overhead joins are subject to circuit traffic and AFISO workload. Standard joins are preferred.

d) Aircraft inbound or departing Solent Airport are to select transponder conspicuity code 4306 prior to joining the visual circuit. As a guide, this should be done at any of the following locations: Calshot, Cowes, Spinnaker Tower or Wickham.
e) Allocation of this conspicuity squawk is for a radio service only does not constitute any radar service.

## EGHF AD 2.23 ADDITIONAL INFORMATION

Not applicable

## EGHF AD 2.24 CHARTS RELATED TO AN AERODROME

AERODROME CHART - ICAO
AD 2.EGHF-2-1

## EGHF AD 2.25 VISUAL SEGMENT SURFACE (VSS) PENETRATION

Not applicable

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# AERODROME CHART - ICAO

ARP 504856N 0011224W

AD ELEV 33FT

# LEE-ON-SOLENT
## EGHF

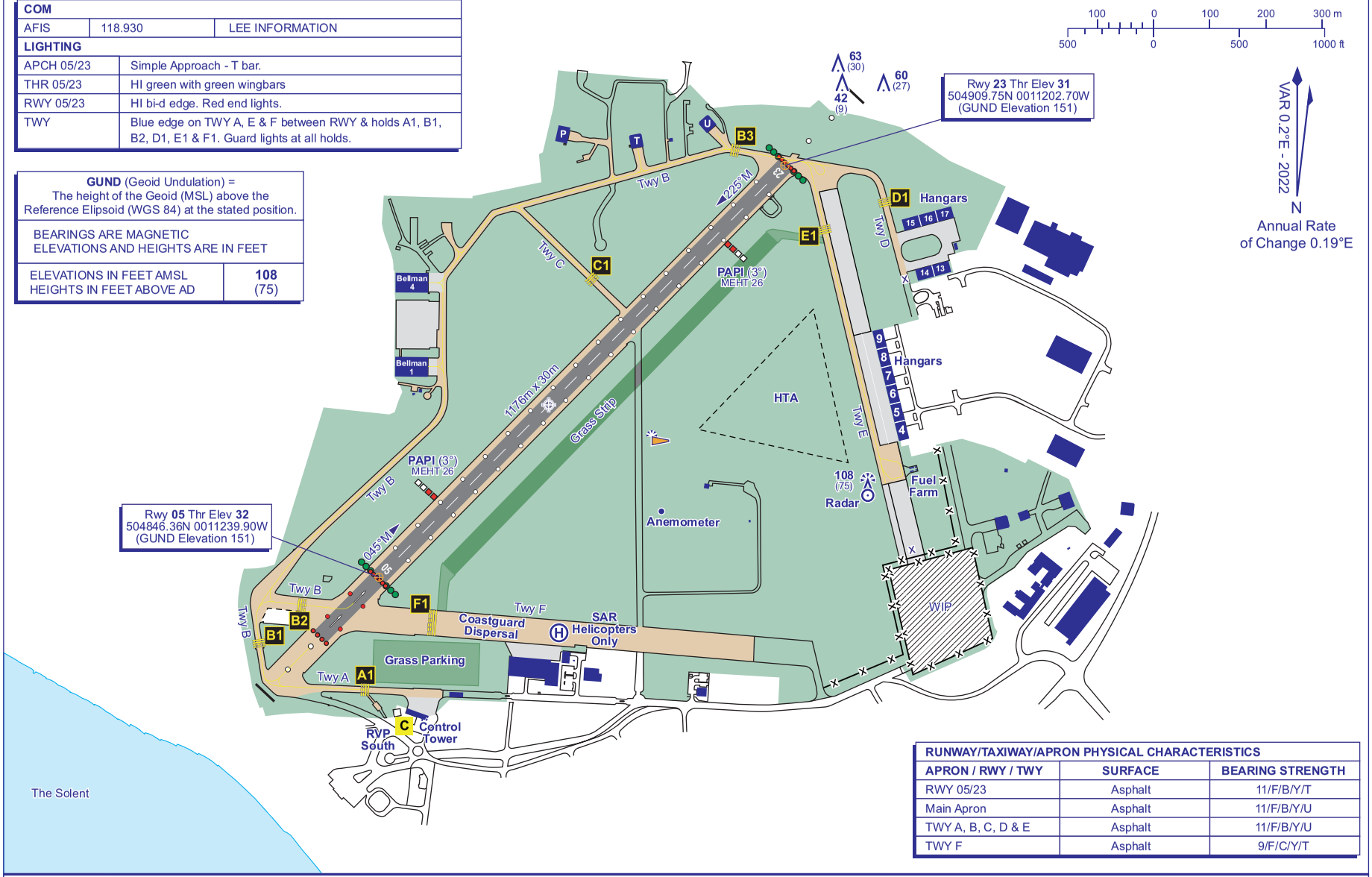


| COM | | |
|---|---|---|
| AFIS | 118.930 | LEE INFORMATION |
| **LIGHTING** | | |
| APCH 05/23 | Simple Approach - T bar. | |
| THR 05/23 | HI green with green wingbars | |
| RWY 05/23 | HI bi-d edge. Red end lights. | |
| TWY | Blue edge on TWY A, E & F between RWY & holds A1, B1, B2, D1, E1 & F1. Guard lights at all holds. | |

**GUND** (Geoid Undulation) = The height of the Geoid (MSL) above the Reference Elipsoid (WGS 84) at the stated position.

BEARINGS ARE MAGNETIC
ELEVATIONS AND HEIGHTS ARE IN FEET

| | |
|---|---|
| ELEVATIONS IN FEET AMSL | 108 |
| HEIGHTS IN FEET ABOVE AD | (75) |




| RUNWAY/TAXIWAY/APRON PHYSICAL CHARACTERISTICS | | |
|---|---|---|
| **APRON / RWY / TWY** | **SURFACE** | **BEARING STRENGTH** |
| RWY 05/23 | Asphalt | 11/F/B/Y/T |
| Main Apron | Asphalt | 11/F/B/Y/U |
| TWY A, B, C, D & E | Asphalt | 11/F/B/Y/U |
| TWY F | Asphalt | 9/F/C/Y/T |

**CHANGE (7/25):** STARTER EXT REMOVED. D.THR 05 ADDED. RWY DIMENSION. WINDSLEEVE. HOLD B2. APCH & RWY LIGHTING. OBSTACLES. WIP AREA. SOUTH EAST APRON AREA DISUSED. EDITORIAL.

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# EGNM — LEEDS BRADFORD

## EGNM AD 2.1 AERODROME LOCATION INDICATOR AND NAME

EGNM — LEEDS BRADFORD

## EGNM AD 2.2 AERODROME GEOGRAPHICAL AND ADMINISTRATIVE DATA

| | | |
|---|---|---|
| 1 | ARP coordinates and site at AD | Lat: 535158N Long: 0013939W<br>Mid point of Runway 14/32. |
| 2 | Direction and distance from city | 6 NM NW of Leeds. |
| 3 | Elevation / Reference temperature / Mean Low Temperature | 682 FT / 18 °C / - |
| 4 | Geoid undulation at AD ELEV PSN | 163 FT |
| 5 | Magnetic Variation / Annual Change | 0.26°W (2022) / 0.21°E |
| 6 | AD Administration<br>Address<br>Telephone<br><br><br>Telefax<br><br>E-mail address | LEEDS BRADFORD AIRPORT LIMITED.<br>Leeds Bradford Airport, Leeds, LS19 7TU.<br>0113-391 3285 (Administration)<br>0113-391 3282 (ATC)<br>0113-391 3231 (Airside Operations Unit)<br>0113-250 5426 (Administration)<br>0113-391 0870 (ATC)<br>airside.operations@lba.co.uk (Airside Operations Unit)<br>atc@lba.co.uk (ATC) |
| 7 | Type of Traffic permitted (IFR/VFR) | IFR/VFR |
| 8 | Remarks | |

## EGNM AD 2.3 OPERATIONAL HOURS

| | | |
|---|---|---|
| 1 | AD Administration | 0700-2300 (0600-2200). PPR outside of these hours. |
| 2 | Customs and immigration | Hours are aligned with Airline operations. GA and BA operators requiring Customs and Immigration contact handling agent. |
| 3 | Health and sanitation | |
| 4 | AIS Briefing Office | |
| 5 | ATS Reporting Office (ARO) | |
| 6 | MET Briefing Office | |
| 7 | ATS | H24.<br>See also AD 2.18. |
| 8 | Fuelling | AVGAS 100LL: 0700-1800 (0600-1700). Out of hours AVGAS 100LL available by arrangement with Mutliflight Ltd, subject to call out charges. (See also AD 2.4).<br>AVTUR Jet A-1: 0500-2359 (0400-2259) PPR outside of these hours. |
| 9 | Handling | Available by arrangement with handling agents. |
| 10 | Security | H24.<br>Terminal Passenger Screening 0300-2200 (0200-2100). |
| 11 | De-icing | Available by arrangement with handling agent. |
| 12 | Remarks | |

## EGNM AD 2.4 HANDLING SERVICES AND FACILITIES

| | | |
|---|---|---|
| 1 | Cargo handling facilities | By arrangement. Nearest railway siding: Bradford Valley. |
| 2 | Fuel and oil types | AVTUR JET A-1, AVGAS 100LL<br>80, 100, Shell 555, Exon 2380, Mobil Jet 254, Mobile Jet 2 plus various hydraulic fluids. |
| 3 | Fuelling facilities/capacity | AVTUR JET A-1 Main Apron: 1,000,000 L. Bowsers: 5 x 44,000 L, 2 x 33,000 L, AVGAS 100LL available at Multiflight Apron.<br>De-fuelling facility not available. |
| 4 | De-icing facilities | Available by arrangement with handling agents. Type ECO 26 Type 2. |
| 5 | Hangar space for visiting aircraft | Limited. |
| 6 | Repair facilities for visiting aircraft | Full up to 13,000 lbs AUW, minor above, 24 hour service if necessary. |

| | | |
|---|---|---|
| 7 | Remarks | Handling is mandatory. All aircraft, including those for engineering maintenance, are required to make suitable handling arrangements prior to arrival. Handling agents are:<br><br>Swissport: Tel: 0113-250 3251. Frequency: 131.500 MHz.<br><br>Southside: Multiflight: Tel: 0113-238 7140/7118. Frequency: 131.685 MHz.<br><br>GA and Business Aviation handling provided on the Southside by Multiflight Ltd and on the Northside by Swissport.<br><br>AVGAS 100LL is available from Multiflight Ltd.<br><br>AVGAS refuelling facilities for helicopters by special prior notified arrangement with Multiflight Ltd. |

## EGNM AD 2.5 PASSENGER FACILITIES

| | | |
|---|---|---|
| 1 | Hotels | Hotels in the vicinity |
| 2 | Restaurants | Restaurant, buffet and bar. |
| 3 | Transportation | Buses, coaches and taxis. Nearest railway station: Horsforth |
| 4 | Medical facilities | Limited first aid. |
| 5 | Bank and Post Office | Bureau de Change. |
| 6 | Tourist Office | |
| 7 | Remarks | |

## EGNM AD 2.6 RESCUE AND FIRE FIGHTING SERVICES

| | | |
|---|---|---|
| 1 | AD category for fire fighting services | RFF Category A7<br>RFF Categories 8 and 9 by arrangement, PPR 24 HR notice. |
| 2 | Rescue equipment | 1x Rosenbauer Panther (12500 L Water, 1500 L Foam), 2x Rosenbauer Panther HRET (11200 L Water, 1500 L Foam), 1x Carmichael Cobra (12000 L Water, 1680 L Foam), 1x Ford Ranger 4x4 Incident Command Vehicle. |
| 3 | Capability for removal of disabled aircraft | Basic equipment onsite. Equipment for heavier aircraft could be made available. Contact: 0113-391 3231 (Airside Operations Unit). |
| 4 | Remarks | |

## EGNM AD 2.7 SEASONAL AVAILABILITY - CLEARING

| | | |
|---|---|---|
| 1 | Type of clearing equipment | Mechanical, Chemical de-icing. 2x Schmidt Compact Jet Sweeper, 2x Overaasen Compact Jet Sweeper, Daf + SB90, MAN + SB90, Massey Ferguson + large brush/plough, New Holland Tractor fitted with brush + de-icing unit, JCB Ramp Hog, Ramp Hog, LBA John Deere Tractor + brush/plough, McCormick Tractor fitted with Ramp Hog 6 M Blade, Schmidt ASP De-icer spray vehicle, Daf 75 De-icer Spray Vehicle, Rolba 400 Snow Blower, Rolba 1000 Snow Blower. |
| 2 | Clearance priorities | Standard. See AD 1.2.2. EGNM Snow Plan refers. Available on request. |
| 3 | Remarks | RWY 14/32 de-iced with GAC.<br>Runway surface condition over each third of the runway reported using a runway condition report (RCR). The report will include a runway condition code (RWYCC) using numbers 0-6, the contaminant, coverage and depth, and a description of the contaminant. Braking action is not promulgated.<br>Runway and Taxiway conducted by AFS/Airside Operations.<br>Latest airfield conditions available, Tel: 0113-391 1698 (ATIS Telephone Broadcast) or Tel: 0113-391 3231 (Airside Operations). |

# EGNM AD 2.8 APRONS, TAXIWAYS AND CHECK LOCATIONS/POSITIONS DATA

| | | |
|---|---|---|
| 1 | Apron surface and strength | APRON<br>Surface: Concrete<br>PCN 61/R/A/W/T |
| 2 | Taxiway width, surface and strength | Taxiway A B-C: 38 M<br>Surface: Concrete<br>PCN 61/R/A/W/T<br><br>Taxiway A C-D3: 45 M<br>Surface: Concrete<br>PCN 61/R/A/W/T<br><br>Taxiway A D3-EAST END: 40 M<br>Surface: Concrete<br>PCN 61/R/A/W/T<br><br>Taxiway A RWY-B: 38 M<br>Surface: Concrete<br>PCN 41/R/A/W/T<br><br>Taxiway D: 23 M<br>Surface: Concrete<br>PCN 59/R/D/X/T<br><br>Taxiway E: 23 M<br>Surface: Concrete<br>PCN 51/R/B/W/T<br><br>Taxiway F: 13.5 M<br>Surface: Asphalt<br>PCN 32/F/A/W/U<br><br>Taxiway G: 10.5 M<br>Surface: Asphalt<br>PCN 32/F/A/W/U<br><br>Taxiway L: 23 M<br>Surface: Concrete<br>PCN 59/F/D/X/T<br><br>Taxiway LINK B: 25 M<br>Surface: Concrete<br>PCN 41/R/A/W/T<br><br>Taxiway LINK C: 35 M<br>Surface: Concrete<br>PCN 61/R/A/W/T<br><br>Taxiway M: 23 M<br>Surface: Asphalt<br>PCN 32/F/A/W/T<br><br>Taxiway N N3-N4: 23 M<br>Surface: Concrete<br>PCN 61/R/A/W/T<br><br>Taxiway N RWY-N3: 23 M<br>Surface: Asphalt<br>PCN 32/F/A/W/T |
| 3 | Altimeter checkpoint location and elevation | Apron 662 FT (At Stand 1) |
| 4 | VOR checkpoints | |
| 5 | INS checkpoints | As stand coordinates, see AD 2-EGNM-2-2. |
| 6 | Remarks | Attitude and Heading Reference System (AHRS) alignment issues possible on Multiflight East Apron as a result of shielding from the hangars causing GPS signal tracking failure. If affected, recommended action is to relocate aircraft to a different position away from the hangar. Always contact ATC prior to start and taxi. |

## EGNM AD 2.9 SURFACE MOVEMENT GUIDANCE AND CONTROL SYSTEM AND MARKINGS

| | | |
|---|---|---|
| 1 | Use of aircraft stand ID signs, TWY guide lines and visual docking/parking guidance system of aircraft stands | Stands 1 to 21C are marked for nose-in guidance with marshaller. Stands 15 to 18R are MARS (Multi Access Ramp System) stands. |
| 2 | Runway and taxiway markings and lighting | Runway marking aid(s):<br>14/32: Runway designation, runway centre-line, runway threshold, fixed distance and touchdown and zone markings. Runway side stripes.<br><br>32 Turning 'D' is not equipped with centre-line taxiway lights. Pilots to exercise caution when manoeuvring. |
| 3 | Stop bars and runway guard lights (if any) | Stop Bars located at Holding Points A1, B, C, D1, D2, D3, E1, E2, F1, L1, N1, N2 and N3. Stop Bars at Runway Holding Points (A1, B, D1, E1, E2, F1, L1, N1) are in operation H24. |
| 4 | Other runway protection measures | |
| 5 | Remarks | Taxiway Alpha restricted to aircraft of wingspan not exceeding 36 M.<br><br>Taxiway November between November 3 and November 4 restricted to aircraft of wingspan not exceeding 41.5 M.<br><br>Taxiway Delta restricted to aircraft of wingspan not exceeding 61 M.<br><br>Taxiway Foxtrot south of the junction with Taxiway Golf is restricted to aircraft of wingspan not exceeding 18.5 M.<br><br>Through traffic between Taxiways Foxtrot and Golf is restricted to aircraft of wingspan not exceeding 18.5 M.<br><br>Taxiways Foxtrot and Mike not available at night.<br><br>LGTD WDI - 535140.92N 0013921.61W, 535214.26N 0013955.54W. |

## EGNM AD 2.10 AERODROME OBSTACLES

| In Approach/Take-off areas | | | | | | |
|---|---|---|---|---|---|---|
| **Obstacle ID/ Designation** | **Obstacle Type** | **Obstacle Position** | **Elevation/Height** | | **Obstruction Lighting Type/ Colour** | **Remarks** |
| **1** | **2** | **3** | **4** | | **5** | **6** |
| (EGNM1270) 14/APPROACH 32/ TAKE-OFF | TREE | 535337.11N 0014151.09W | 936 FT | 22 FT | No | |
| (EGNM1183) 14/APPROACH 32/ TAKE-OFF | TREE | 535336.63N 0014204.64W | 932 FT | 64 FT | No | |
| (EGNM1269) 14/APPROACH 32/ TAKE-OFF | BUILDING | 535336.33N 0014149.36W | 931 FT | 11 FT | No | |
| (EGNM1190) 14/APPROACH 32/ TAKE-OFF | WALL | 535336.26N 0014143.20W | 914 FT | 5 FT | No | |
| (EGNM4425) 14/APPROACH 32/ TAKE-OFF | TREE | 535335.18N 0014151.82W | 949 FT | 33 FT | No | |
| (EGNM1266) 14/APPROACH 32/ TAKE-OFF | OBS BEACON | 535334.51N 0014151.86W | 935 FT | 24 FT | No | |
| (EGNM1253) 32/TAKE-OFF | POLE | 535330.51N 0014124.62W | 874 FT | 24 FT | No | Close-in Obstacle |
| (EGNM3920) 32/TAKE-OFF | TREE | 535327.74N 0014118.12W | 867 FT | 28 FT | No | Close-in Obstacle |
| (EGNM3922) 32/TAKE-OFF | TREE | 535327.46N 0014118.21W | 862 FT | 26 FT | No | Close-in Obstacle |
| (EGNM3924) 32/TAKE-OFF | TREE | 535327.24N 0014118.28W | 863 FT | 30 FT | No | Close-in Obstacle |
| (EGNM4434) 14/APPROACH 32/ TAKE-OFF | UTILITY POLE | 535326.88N 0014201.45W | 884 FT | 48 FT | No | |
| (EGNM3926) 32/TAKE-OFF | TREE | 535326.61N 0014118.32W | 862 FT | 35 FT | No | Close-in Obstacle |
| (EGNM4762) 14/APPROACH 32/ TAKE-OFF | UTILITY POLE | 535326.44N 0014150.35W | 888 FT | 49 FT | No | |

| In Approach/Take-off areas | | | | | | |
|---|---|---|---|---|---|---|
| **Obstacle ID/ Designation** | **Obstacle Type** | **Obstacle Position** | **Elevation/Height** | | **Obstruction Lighting Type/ Colour** | **Remarks** |
| **1** | **2** | **3** | **4** | | **5** | **6** |
| (EGNM4421) 14/APPROACH 32/ TAKE-OFF | UTILITY POLE | 535326.18N 0014139.90W | 877 FT | 55 FT | No | |
| (EGNM4420) 14/APPROACH 32/ TAKE-OFF | UTILITY POLE | 535325.98N 0014133.45W | 870 FT | 47 FT | No | |
| (EGNM4419) 32/TAKE-OFF | UTILITY POLE | 535325.70N 0014124.86W | 866 FT | 52 FT | No | Close-in Obstacle |
| (EGNM4758) 32/TAKE-OFF | UTILITY POLE | 535325.41N 0014115.03W | 861 FT | 42 FT | No | Close-in Obstacle |
| (EGNM3936) 14/APPROACH 32/ TAKE-OFF | TREE | 535323.48N 0014126.39W | 852 FT | 48 FT | No | |
| (EGNM1350) 32/TAKE-OFF | POLE | 535322.63N 0014202.23W | 851 FT | 35 FT | No | |
| (EGNM3963) 32/TAKE-OFF | TREE | 535321.50N 0014154.76W | 842 FT | 30 FT | No | |
| (EGNM3932) 32/TAKE-OFF | TREE | 535311.34N 0014056.87W | 822 FT | 51 FT | No | Close-in Obstacle |
| (EGNM2410) 32/TAKE-OFF | TREE | 535304.04N 0014050.78W | 797 FT | 67 FT | No | Close-in Obstacle |
| (EGNM3315) 32/TAKE-OFF | TREE | 535255.24N 0014039.75W | 775 FT | 62 FT | No | Close-in Obstacle |
| (EGNM3311) 32/TAKE-OFF | TREE | 535254.71N 0014040.58W | 771 FT | 61 FT | No | Close-in Obstacle |
| (EGNM3314) 32/TAKE-OFF | TREE | 535254.40N 0014040.43W | 761 FT | 52 FT | No | Close-in Obstacle |
| (EGNM2240) 32/TAKE-OFF | TREE | 535239.98N 0014026.42W | 720 FT | 56 FT | No | Close-in Obstacle |
| (EGNM3322) 32/TAKE-OFF | TREE | 535236.44N 0014023.82W | 713 FT | 50 FT | No | Close-in Obstacle |
| (EGNM4587) 32/TAKE-OFF | TREE | 535236.18N 0014025.18W | 722 FT | 62 FT | No | Close-in Obstacle |
| (EGNM3309) 32/TAKE-OFF | TREE | 535236.14N 0014024.98W | 721 FT | 61 FT | No | Close-in Obstacle |
| (EGNM3308) 32/TAKE-OFF | TREE | 535236.06N 0014025.31W | 720 FT | 62 FT | No | Close-in Obstacle |
| (EGNM4840) 32/TAKE-OFF | TREE | 535227.10N 0014033.40W | 703 FT | 20 FT | No | Close-in Obstacle |
| (EGNM4839) 32/TAKE-OFF | TREE | 535227.03N 0014033.70W | 703 FT | 17 FT | No | Close-in Obstacle |
| (EGNM2201) 32/TAKE-OFF | POLE | 535226.78N 0014035.58W | 715 FT | 24 FT | No | Close-in Obstacle |
| (EGNM2200) 32/TAKE-OFF | POLE | 535226.63N 0014038.59W | 720 FT | 23 FT | No | Close-in Obstacle |
| (EGNM4836) 32/TAKE-OFF | TREE | 535226.57N 0014035.27W | 714 FT | 20 FT | No | Close-in Obstacle |
| (EGNM4838) 32/TAKE-OFF | TREE | 535226.57N 0014033.73W | 709 FT | 20 FT | No | Close-in Obstacle |
| (EGNM4837) 32/TAKE-OFF | TREE | 535226.31N 0014032.13W | 708 FT | 21 FT | No | Close-in Obstacle |
| (EGNM4835) 32/TAKE-OFF | TREE | 535226.19N 0014031.88W | 710 FT | 23 FT | No | Close-in Obstacle |
| (EGNM4834) 32/TAKE-OFF | TREE | 535225.93N 0014031.22W | 716 FT | 27 FT | No | Close-in Obstacle |
| (EGNM4833) 32/TAKE-OFF | TREE | 535225.77N 0014031.41W | 713 FT | 22 FT | No | Close-in Obstacle |
| (EGNM4517) 32/TAKE-OFF | BUSH | 535225.67N 0014029.62W | 702 FT | 16 FT | No | Close-in Obstacle |
| (EGNM4831) 32/TAKE-OFF | TREE | 535225.60N 0014031.55W | 716 FT | 23 FT | No | Close-in Obstacle |
| (EGNM4830) 32/TAKE-OFF | TREE | 535225.40N 0014031.74W | 715 FT | 21 FT | No | Close-in Obstacle |
| (EGNM4515) 32/TAKE-OFF | BUSH | 535225.34N 0014028.67W | 703 FT | 18 FT | No | Close-in Obstacle |

| In Approach/Take-off areas | | | | | | |
|---|---|---|---|---|---|---|
| **Obstacle ID/ Designation** | **Obstacle Type** | **Obstacle Position** | **Elevation/Height** | | **Obstruction Lighting Type/ Colour** | **Remarks** |
| **1** | **2** | **3** | **4** | | **5** | **6** |
| (EGNM4828) 32/TAKE-OFF | TREE | 535225.08N 0014031.98W | 717 FT | 21 FT | No | Close-in Obstacle |
| (EGNM4826) 32/TAKE-OFF | TREE | 535224.80N 0014032.16W | 713 FT | 15 FT | No | Close-in Obstacle |
| (EGNM4825) 32/TAKE-OFF | TREE | 535224.71N 0014032.37W | 718 FT | 19 FT | No | Close-in Obstacle |

| In circling area and at aerodrome | | | | | | |
|---|---|---|---|---|---|---|
| **Obstacle ID/ Designation** | **Obstacle Type** | **Obstacle Position** | **Elevation/Height** | | **Obstruction Lighting Type/ Colour** | **Remarks** |
| **1** | **2** | **3** | **4** | | **5** | **6** |
| (EGNM4417) | MAST LC | 535731.49N 0014044.23W | 1238 FT | 301 FT | No | |
| (EGNM1292) | COMMS MAST | 535556.23N 0014159.50W | 885 FT | 186 FT | No | |
| (EGNM1900) | MAST | 535411.88N 0015041.31W | 1335 FT | 61 FT | No | |
| (EGNM4081) | TREE | 535337.30N 0013932.25W | 877 FT | 88 FT | No | |
| (EGNM4769) | UTILITY POLE | 535332.21N 0014049.41W | 868 FT | 43 FT | No | |
| (EGNM1250) | AERIAL | 535330.76N 0014119.86W | 894 FT | 37 FT | No | |
| (EGNM1343) | POLE | 535330.44N 0014153.97W | 896 FT | 30 FT | No | |
| (EGNM3430) | TREE | 535329.12N 0014102.27W | 917 FT | 66 FT | No | |
| (EGNM1885) | TREE | 535326.02N 0013911.34W | 846 FT | 73 FT | No | |
| (EGNM3451) | TREE | 535319.24N 0014021.75W | 874 FT | 57 FT | No | |
| (EGNM3267) | TREE | 535316.95N 0014148.77W | 812 FT | 32 FT | No | |
| (EGNM4055) | TREE | 535315.71N 0013945.76W | 834 FT | 68 FT | No | |
| (EGNM4106) | WIND TURBINE | 535314.30N 0014214.05W | 836 FT | 59 FT | No | |
| (EGNM1052) | COMMS MAST | 535116.97N 0013643.07W | 831 FT | 184 FT | No | |

## EGNM AD 2.11 METEOROLOGICAL INFORMATION PROVIDED

| | | |
|---|---|---|
| 1 | Associated MET Office | MET OFFICE EXETER |
| 2 | Hours of service<br>MET Office outside hour | H24 |
| 3 | Office responsible for TAF preparation<br>Periods of validity | MET OFFICE EXETER<br>24 hours. |
| 4 | Trend forecast<br>Interval of issuance | |
| 5 | Briefing/consultation provided | Self briefing/telephone. |
| 6 | Flight documentation<br>Language(s) used | Charts abbreviated plain language text. TAFs/METARs.<br>English. |
| 7 | Charts and other information available for briefing or consultation | |
| 8 | Supplementary equipment available for providing information | |
| 9 | ATS units provided with information | LEEDS BRADFORD |
| 10 | Additional information (limitation of service, etc.) | Broadcast on ATIS |

## EGNM AD 2.12 RUNWAY PHYSICAL CHARACTERISTICS

| Designations RWY Number | True bearing | Dimensions of RWY | Surface of RWY/ SWY/ Strength | THR co-ordinates/ THR Geoid undulation | THR elevation/ Highest elevation of TDZ of precision APP RWY | Slope of RWY/ SWY |
|---|---|---|---|---|---|---|
| 1 | 2 | 3 | 4 | 5 | 6 | 7 |
| 14 | 137.73° | 2250 x 46 M | RWY surface: Concrete, Grooved<br>PCN 51/R/B/W/T | 535217.15N<br>0014008.68W<br>163.2 FT | THR 674.2 FT<br>TDZ 674.2 FT | RWY 14 0.36% (1:277) Down<br>RWY 32 0.36% (1:277) Up |
| 32 | 317.75° | 2250 x 46 M | RWY surface: Concrete, Grooved<br>PCN 51/R/B/W/T | 535137.31N<br>0013907.44W<br>163.2 FT | THR 662.5 FT<br>TDZ 668.0 FT | RWY 14 0.36% (1:277) Down<br>RWY 32 0.36% (1:277) Up |

| SWY Dimensions | Clearway Dimensions | Strip Dimensions | RESA Dimensions, Overshoot / Undershoot | Location/ description of arresting system | OFZ | Remarks |
|---|---|---|---|---|---|---|
| 8 | 9 | 10 | 11 | 12 | 13 | 14 |
| | 1057 x 150 M | 2314 x 280 M | | | | RWY 14<br><br>Threshold displaced by 312 M.<br><br>Pilots should note that when using Runway 14, there is a 100 M area of the runway that provides a forward sight distance of less than 1200 M (for an eye height of 3 M above the runway surface) between 1300 M and 1400 M after the start of the LDA located in the area of the 32 TDZ.<br><br>Downslope gradient first 400 M of LDA on Runway 14 is - 0.83%<br><br>OFZ: Yes. |

| SWY Dimensions | Clearway Dimensions | Strip Dimensions | RESA Dimensions, Overshoot / Undershoot | Location/ description of arresting system | OFZ | Remarks |
|---|---|---|---|---|---|---|
| 8 | 9 | 10 | 11 | 12 | 13 | 14 |
| | 199 x 150 M | 2314 x 280 M | | | | RWY 32<br><br>Threshold displaced by 274 M.<br><br>Pilots should note that when using Runway 32, there is a 100 M area of the runway that provides a forward sight distance of less than 1200 M (for an eye height of 3 M above the runway surface) between 220 M and 320 M after the start of the LDA located in the area of the 32 TDZ.<br><br>OFZ: Yes. |

## EGNM AD 2.13 DECLARED DISTANCES

| Runway designator | TORA | TODA | ASDA | LDA | Remarks |
|---|---|---|---|---|---|
| 1 | 2 | 3 | 4 | 5 | 6 |
| 14 | 2113 M | 3170 M | 2113 M | 1801 M | |
| 32 | 2190 M | 2389 M | 2190 M | 1916 M | |
| 14 | 1933 M | 2899 M | 1933 M | | Take-off from intersection with Holding Point E2 |
| 14 | 1801 M | 2701 M | 1801 M | | Take-off from Runway 14 Threshold |
| 14 | 1514 M | 2271 M | 1514 M | | Take-off from intersection with Taxiway Alpha |
| 14 | 1429 M | 2143 M | 1429 M | | Take-off from intersection with Taxiway Foxtrot |
| 14 | 1245 M | 1868 M | 1245 M | | Take-off from intersection with Taxiway Mike |
| 14 | 961 M | 1441 M | 961 M | | Take-off from intersection with Taxiway Lima |
| 32 | 1916 M | 2115 M | 1916 M | | Take-off from Runway 32 Threshold |
| 32 | 1629 M | 1828 M | 1629 M | | Take-off from intersection with Taxiway Delta |
| 32 | 1115 M | 1314 M | 1115 M | | Take-off from intersection with Taxiway Lima |

## EGNM AD 2.14 APPROACH AND RUNWAY LIGHTING

| RWY | Approach lighting Type/ Length/ Intensity | Threshold lighting Colour/Wing bars | VASIS/ MEHT/ PAPI/ PAPI Dist from THR | TDZ, lighting Length | Runway Centre Line lighting Length/ Spacing/ Colour/ Intensity | Runway edge lighting Length/ Spacing/ Colour/ Intensity | Runway end lighting Colour/ Wing bars | Stopway lighting Length/ Colour | Remarks |
|---|---|---|---|---|---|---|---|---|---|
| 1 | 2 | 3 | 4 | 5 | 6 | 7 | 8 | 9 | 10 |
| 14 | Coded centre-line with five crossbars.<br>872 M<br>Light intensity high | Green<br>Light intensity high<br>With HI wingbars | PAPI<br>Right/<br>3.5°<br>53 FT<br>331 M | | Colour coded<br>15 M spacing<br>Light intensity high | HI flush bi-directional edge with LI omni-directional component. | Red | | |

| RWY | Approach lighting Type/ Length/ Intensity | Threshold lighting Colour/Wing bars | VASIS/ MEHT/ PAPI/ PAPI Dist from THR | TDZ, lighting Length | Runway Centre Line lighting Length/ Spacing/ Colour/ Intensity | Runway edge lighting Length/ Spacing/ Colour/ Intensity | Runway end lighting Colour/ Wing bars | Stopway lighting Length/ Colour | Remarks |
|---|---|---|---|---|---|---|---|---|---|
| 1 | 2 | 3 | 4 | 5 | 6 | 7 | 8 | 9 | 10 |
| 32 | Coded centre-line with five crossbars. Supplementary lighting inner 262 M. 815 M Light intensity high | Green Light intensity high With HI wingbars | PAPI Left/3° 58 FT 316 M<br><br>PAPI: Aircraft following the 32 ILS Glidepath may experience a minor visual discrepancy, with the PAPI indicating above nominal glidepath. This discrepancy is within acceptable tolerances. | 900 M | Colour coded 15 M spacing Light intensity high | HI flush bi-directional edge with LI omni-directional component. | Red | | |

## EGNM AD 2.15 OTHER LIGHTING, SECONDARY POWER SUPPLY

| | | |
|---|---|---|
| 1 | ABN/IBN location, characteristics and hours of operation | |
| 2 | LDI location and lighting<br>Anemometer location and lighting | Anemometer: (LGTD) 535205.93N 0014001.00W - (LGTD) 535146.70N 0013907.50W. |
| 3 | TWY edge and centre line lighting | CL: Yellow/green centre-line routing lights from Exits B, C, D3, E1-E2, Lima and 14 Loop.<br><br>EDGE: HI edge lights Runway 32 turning D. Blue edge colour coded taxiway guidance via D3, B, C, E1, E2 and Lima exits. |
| 4 | Secondary power supply/switch-over time | Yes. Less than 1 second. |
| 5 | Remarks | Apron floodlighting. Obstacle lighting. |

## EGNM AD 2.16 HELICOPTER LANDING AREA

| | | |
|---|---|---|
| 1 | Coordinates TLOF or THR of FATO, geoid undulation | |
| 2 | TLOF and/or FATO elevation | |
| 3 | TLOF and FATO area dimensions, surface, strength, marking, lighting | |
| 4 | True BRG of FATO | |
| 5 | Declared distance available | |
| 6 | APP and FATO lighting | |
| 7 | RMK | Parts of the manoeuvring area can be used for take-off and landing as instructed by ATC (see AD 2.20 paragraph 5). |

## EGNM AD 2.17 AIR TRAFFIC SERVICES AIRSPACE

| Designation and lateral limits | Vertical Limits | Airspace Class | ATS unit callsign/ language | Transition Altitude | Hours of applicability | Remarks |
|---|---|---|---|---|---|---|
| 1 | 2 | 3 | 4 | 5 | 6 | 7 |
| LEEDS BRADFORD CTR<br>535955N 0014027W - 535348N 0013100W - 534904N 0012703W thence clockwise by the arc of a circle radius 8 NM centred on 535157N 0013938W to 534359N 0013847W - 535312N 0015259W thence clockwise by the arc of a circle radius 8 NM centred on 535157N 0013938W to 535955N 0014027W | Upper limit: FL85<br>Lower limit: SFC | D | LEEDS APPROACH<br>English | 5000 FT | | A Transition Altitude of 5000 FT is effective within the Leeds Bradford CTR/CTA during the notified hours of operation.<br><br>To operate UAS above 400 FT AGL within this area, UAS operators a required to notify Leeds Bradford Airport ATC via email ATC@lba.co.uk at least 14 days before the date of each activity. |
| LEEDS BRADFORD ATZ<br>A circle, 2.5 NM radius, centred at 535158N 0013939W on the midpoint of the longest notified runway (14/32) | Upper limit: 2000 FT AGL<br>Lower limit: SFC | D | LEEDS APPROACH<br>English | 5000 FT | | To operate UAS above 400 FT AGL within this area, UAS operators a required to notify Leeds Bradford Airport ATC via email ATC@lba.co.uk at least 14 days before the date of each activity. |

## EGNM AD 2.18 AIR TRAFFIC SERVICES COMMUNICATION FACILITIES

| Service Designation | Callsign | Channel/ Frequency(MHz) | SATVOICE number(s) | Logon Address | Hours of Operation | Remarks |
|---|---|---|---|---|---|---|
| 1 | 2 | 3 | 4 | 5 | 6 | 7 |
| APP | LEEDS APPROACH | 134.580<br>DOC 40 NM/ 10,000 FT | | | H24 | ATZ hours coincident with Approach hours.<br><br>VDF<br>535158.41N 0013925.17W<br>On AD. |
| TWR | LEEDS DELIVERY | 121.805<br>DOC 5 NM/GND. | | | 0600-2200 (0500-2100). | Departing aircraft are to make initial call to Leeds Delivery during hours of operation.<br><br>VDF on 120.305 MHz<br>535158.41N 0013925.17W<br>On AD. |
| | LEEDS TOWER | 120.305<br>DOC 25 NM/4,000 FT. | | | H24 | |
| RADAR | LEEDS DIRECTOR | 125.380<br>DOC 40 NM/ 10,000 FT. | | | As directed by ATC. | VDF on 134.580 MHz<br>535158.41N 0013925.17W<br>On AD. |
| | LEEDS RADAR | 134.580<br>DOC 40 NM/ 10,000 FT. | | | H24 | |
| ATIS | LEEDS INFORMATION | 118.030<br>DOC 50 NM/ 20,000 FT. | | | H24 | |
| OTHER | LEEDS FIRE | 121.600<br>Non-ATS frequency. | | | Available when Fire vehicle attending aircraft on the ground in an emergency. | |

# EGNM AD 2.19 RADIO NAVIGATION AND LANDING AIDS

| Type of Aid CAT of ILS/MLS MAG Var/VOR Declination | Ident | Frequency | Hours of Operation | Position of transmitting antenna coordinates | Elevation of DME transmitting antenna | Remarks |
|---|---|---|---|---|---|---|
| 1 | 2 | 3 | 4 | 5 | 6 | 7 |
| ILS/LOC<br>I<br>0.63°E (2027) | ILBF | 110.900 MHz | HO | 535129.15N<br>0013854.93W | | (RWY 14) |
| ILS/GP | ILBF | 330.800 MHz | HO | 535208.89N<br>0014002.23W | | 3.5° ILS Ref Datum Hgt 46 FT. |
| ILS/LOC<br>III<br>0.62°E (2027) | ILF | 110.900 MHz | HO | 535228.00N<br>0014025.37W | | (RWY 32) |
| ILS/GP | ILF | 330.800 MHz | HO | 535146.82N<br>0013914.15W | | 3° ILS Ref Datum Hgt 50 FT. |
| VOR/DME<br>0.93°E (2027)<br>0.3°E (2021) | GAM | 75X<br>112.800 MHz | H24 | 531653.28N<br>0005649.79W | 115 FT | RNAV Substitution Only.<br>VOR DOC: 20 NM/25,000 FT (40 NM in Sector R300-180).<br>DME DOC: 80 NM/25,000 FT. |
| DME | ILBF | 46X<br>110.900 MHz | H24 | 535200.78N<br>0013931.47W | 676 FT | (RWY 14)<br>On AD.<br>DME freq paired with ILS I-LF and I-LBF.<br>Zero range is indicated at THR of Runway 14 and 32. |
| DME | ILF | 46X<br>110.900 MHz | H24 | 535200.78N<br>0013931.47W | 676 FT | (RWY 32)<br>On AD.<br>DME freq paired with ILS I-LF and I-LBF.<br>Zero range is indicated at THR of Runway 14 and 32. |
| NDB (L)<br>0.63°E (2027) | LBA | 402.500 kHz | H24<br>ENR Purpose:<br>Winter:<br>Mon-Fri 0700-2245<br>Sat, Sun 0700-2200<br>Summer:<br>0600-2200,<br>2200-0600<br>(PPR) | 535153.97N<br>0013910.38W | | APCH Aid to Leeds Bradford.<br>On Leeds Bradford AD.<br>Range 25 NM.<br>ENR Purpose: 535154N 0013910W |

# EGNM AD 2.20 LOCAL AERODROME REGULATIONS

## 1 AIRPORT REGULATIONS

a) Mandatory handling applies for all visiting non-based aircraft.
b) Aircraft using the aerodrome are to carry Third Party Insurance cover of not less than £2,000,000.
c) The aerodrome is not available to aircraft unable to communicate with ATC by radio, unless by special arrangement with Airport Authority for maintenance purposes.
d) Use governed by regulations applicable to Leeds CTR.
e) Pilots not filing a flight plan are to book out by telephone directly with ATC. Book out by radio will not be accepted.
f) All flights, except General Aviation below 5700 KG and Military flights, are subject to the prior approval of Leeds Bradford Airport Ltd. and prior notification to Airport Coordination Ltd. (ACL), who act as an agent for the airport. Requests for ad-hoc slot allocations should be made to ACL during working hours, Mon-Fri 0830-1700 (0730-1600) by e-mail: lonacxh@acl-uk.org; or Tel: +44 (0)161-493 1850, Fax: +44 (0)161-493 1853, or at all other times to Airfield Operations +44 (0)113-391 3231 or email: airside.safetyunit@lba.co.uk. OCS account holders can add, change and cancel slots using the online coordination portal at: www.online-coordination.com.
g) It is a requirement that every airline using Leeds Bradford Airport must have local orders compatible with LBA Emergency Orders. Airlines, General Aviation operators and Flying clubs should also note that it is their responsibility to recover disabled aircraft and aircraft wreckage and have appropriate arrangements in place before commencing flying operations into the aerodrome. LBA will act as the coordinating body throughout the recovery operation and has only very limited equipment which might be used to salvage disabled aircraft.
h) Visiting GA pilots must ensure that they are fully briefed on arrival, departure and taxi procedures prior to using the Aerodrome. ATZ entry may be refused, or flights can expect significant delays if unfamiliar with ATC procedures.

i) Non ACL slot allocated GA/BA movements can expect significant delays between 0600-0800 (0500-0700), March-October due to runway capacity.
j) High visibility clothing must be worn at all times on all aprons (including flight crew).
k) The main northside apron is designated under the Aviation and Maritime Security Act 1990. For security and safety reasons operators of all aircraft using the aerodrome are advised that the use of a handling agent is mandatory. All persons embarking or disembarking to/from aircraft must be escorted by their handling agent.

## 2 GROUND MOVEMENT

a) General

i. Aircraft are not permitted to enter allocated north side parking stand without marshaller guidance. If no marshaller is present, pilots must hold position and contact ATC.
ii. Marshalling mandatory on Multiflight East Apron.
iii. All aircraft using the north side stands, must be able to accept push-back. Aircraft, which cannot will be parked remotely, marshalled and will only be accepted if space permits (prior arrangement with Airside Operations required). Companies and handling agents are to ensure that the equipment necessary to provide push-back is available when required.
iv. Supplementary (Multi Access Ramp System) parking arrangements for aircraft with wingspans of 30 M or less may be initiated at any time, ATC will advise. Aircraft will be marshalled under these conditions.
v. In-to-wind parking is available in accordance with procedures published in the LBA Aerodrome Manual (prior arrangement with Airside Operations required).
vi. To assist with planning, aircraft must advise ATC as soon as possible if it becomes apparent that they will not be ready for departure upon reaching the holding points. Pilots must inform ATC prior to entering the runway if they are aware that they will not be ready for departure on line up.
vii. Aircraft able to use intersections for departure (particularly D1 for Runway 32 or A1 for Runway 14) should inform ATC when requesting push back or start up.
viii. Minimum thrust should be used for breakaway and taxi on all taxiways, in particular when turning (towards the Runway) through Holding Points B, C, D3 and N4.

b) Clearance Delivery and Start Up Procedures

i. ATC Clearance should be requested before start up but not before EOBT – 15 minutes. Pilots must advise stand number, or position, together with the ATIS letter received and QNH on first contact.
ii. Leeds Delivery is responsible for passing ATC clearance to aircraft prior to start-up only.
iii. Start up and push-back clearance is given by Leeds Bradford Tower only. Aircraft requiring a cross-bleed start must advise Leeds Delivery on first contact.
iv. Start up should not be requested until the aircraft is fully ready for start and or pushback with a tug attached.
v. Aircraft able to use intersections for departure (particularly D1 for Runway 32 or A1 for Runway 14) should inform ATC when requesting push back or start up.

c) Pushback Procedures

i. Aircraft requesting push-back must be in direct communication with the tug crew, via a headset person. Aircraft must inform ATC if they have no direct communication with a headset person (e.g. Hand signals only).
ii. Pushback instructions will normally include a direction to face as east, west, south OR to a Tug Release Point (TRP). See Aerodrome Chart AD 2.EGNM-2-1 for TRP positions.
iii. Pushback and start instructions may contain reference to an adjacent stand or defined point on a taxiway. The term long push may also be used together with a location definition.
iv. Where two aircraft up to B737/A321 size request simultaneous pushback, on the main apron stands 1-18, in the same direction at least one stand must separate the aircraft prior to push.

d) Remote Holding

i. Aircraft that have requested a ready message with ATC may request, or may be required to push and park subject CTOT.
ii. Requests to push and park are at the sole discretion of ATC and will not be facilitated during periods of high workload.
iii. All instructions to ‘push & park’ will be to an appropriate Tug Release Point (TRP) and flight crew must monitor the Tower frequency whilst remote holding.

e) Ground Manoeuvring Restrictions

i. The marked centre-line turning circle for wide-bodied aircraft using the Runway 32 turning pad may only be achieved using up to 52° of nose wheel steering. Additionally, there is no straight section of the centre-line parallel to runway centre-line before commencement of the 180° turn onto the runway centre-line.
ii. Pilots are reminded not to cross red stopbars unless a specific instruction to cross a lit stopbar is given by ATC.

f) Runway Backtrack Procedures

i. Backtracking should be as expeditious as possible, consistent with safety.

## 3 CAT II/III OPERATIONS

a) Runway 32 is suitable for Category II/IIIb operations by operators whose minima have been accepted by the Civil Aviation Authority.

b) During Category II/III operations special ATC procedures (Low Visibility Procedures (LVP's)) will be applied. Pilots will be informed when these procedures are in operation by RTF and ATIS automatic broadcasts.
c) Category II/III Holding Points are B, D1, F1, L1 and N1 only. Amber/Green coded taxiway centre-line guidance lights are switched on for route guidance. Aircraft on stands 7-18 will normally taxi through Holding Points C and D3. Pilots must request marshaller assistance, wingtip guidance or 'Follow Me' if it is considered necessary, prior to start up or after landing before entering the apron.
d) Arriving aircraft: after completing landing run await or request taxi clearance **prior** to vacating the runway or backtracking. Entry to Taxiway A will be via yellow/green centre-line routeing guidance through B, C or D3.
e) Aircraft will not report runway vacated until they have entered the taxiway and the aircraft is established on the fully green coded centreline lights. Pilots must not report vacated whilst they are on the portion of taxiway showing mixed amber/green lighting.
f) During day conditions taxiways F, M and G should not be used in a met visibility of less than 800 M unless the aprons and taxiways are visible from ATC at all times.

## 4 WARNINGS

a) Bird activity noted at this airport. Occasionally large flocks of Gulls transit across the aerodrome at dawn and dusk. Aircraft may be delayed whilst birds are cleared.
b) Pilots are advised to expect windshear and turbulence when the surface wind is between 190° and 280° above 20 KT. Some variations to reported wind readings may also occur.
c) Pilots are advised that paragliding operations take place at Tong within the Leeds Bradford Airport Control Zone, coordinates 534608.27N 0014117.14W, bearing 195° MAG, range 7 NM from Leeds Bradford Airport ARP. Paragliders transit to and from the site from the south west not above 1000 FT QNH. Pilots under VFR/SVFR are requested to avoid this area if possible. Traffic information will NOT be passed by ATC.
d) Pilots are advised that hang gliding and paragliding operations take place within the Leeds Bradford Airport Control Zone on Baildon Moor 535124.59N 0014711.58W bearing 264° MAG, range 4.5 NM from Leeds Bradford Airport ARP. Hang gliders and paragliders operate within a 1 NM radius of this site, non-radio not above 1500 FT QNH. Pilots under VFR/SVFR are requested to avoid this area if possible.
e) Pilots are advised that hang gliding and paragliding operations take place within the Leeds Bradford Airport Control Zone on Ilkley Moor 535444.01N 0014750.57W bearing 297° MAG, range 5.6 NM from Leeds Bradford Airport ARP. Hang gliders and paragliders operate within a 1 NM radius of this site, non-radio not above 1500 FT QNH. Pilots under VFR/SVFR are requested to avoid this area if possible.

## 5 HELICOPTER OPERATIONS

a) Arrival Procedures: ATC will allocate either a direct approach, or a circuit join based on the runway in use, dependant on the prevailing traffic conditions.
b) Direct Approach

i. Helicopters are to approach the aerodrome from the NE or SW remaining well clear of the approach and climb out to Runway 14/32.
ii. Helicopters will be requested to report approaching the aerodrome boundary to await further instructions.
iii. Direct arrivals from the NE are to obtain clearance to cross Runway 14/32 prior to crossing the aerodrome boundary and be prepared to hold, or orbit at the boundary if requested. When cleared to cross the runway helicopters are to arrange their flight to cross the runway as expeditiously as possible direct to the allocated Helicopter Aiming Point (HAP) avoiding overflying any parked or taxiing aircraft. Pilots wishing to use the runway at night or at any other time should make an early request to ATC.
iv. Direct arrivals from the SW are to report approaching the aerodrome boundary for onward clearance. When cleared to do so arrivals shall route direct to the allocated HAP ensuring that they remain well to the south of runway 32 at all times. The south side taxiway runway holding points may be used as a reference point as the point to remain south of when approaching the HAP from the south. If, due to the surface wind conditions it is required to cross runway 32 to enable a turn into wind for arrival this should be requested on first contact with the Leeds Tower Controller.

c) Circuit Based Approach

i. Under certain traffic conditions helicopters may be given a standard circuit join for the runway in use. On turning final the helicopter is to break directly for the allocated HAP prior to reaching the runway threshold.

d) Taxi Instructions

i. ATC will issue an instruction to air taxi from the HAP to the relevant parking apron.

e) Departure Procedures

i. Helicopters will be given clearance to lift from the apron and air taxi to the allocated HAP. When cleared for takeoff, South, or Westbound departures shall depart ensuring that they remain well to the south of Runway 32 at all times. If surface wind conditions dictate that a lift into wind requires a runway crossing this should be requested prior to taxi.
ii. Departures to the East or North shall, when cleared to do so cross the runway as expeditiously as possible on track the relevant VRP, ensuring that the departure track does not overfly parked or taxing aircraft.

## 6 USE OF RUNWAYS

a) Variable circuit direction in force.
b) In accordance with EU OPS Sub-part E the following approach operations are available to approved operators:

i. Runway 14 suitable for Lower than Standard Category I operations supported by an ILS Classification of II/D/2;
ii. Runway 32 suitable for Lower than Standard Category I operations supported by an ILS Classification of II/D/2;
iii. Runway 32 suitable for Other Than Standard Category II operations supported by an ILS Classification of II/D/2;
iv. Runway 14 suitable for EVS operations;

v. Runway 32 suitable for EVS operations.

## 7 TRAINING

a) Training flights must be booked in advance with ATC by telephone: 0113-391 3282. The filing of a flight plan does not constitute a booking to carry out training. Failure to make a booking may result in aircraft being refused use of the facilities. All training is subject to traffic and ATC capacity.
b) A slot booking system is used for training that involves instrument holding. Slots must be booked on the date of the requested slot with ATC by telephone. Operators may normally book a maximum of two slots in any one day. Further slots on the same day may not be booked until one hour before the requested slot.
c) Any changes to training requirements must be notified to ATC, in particular when slots are no longer required. Should traffic or ATC workload increase after bookings have been accepted, training may be refused or ended at short notice.
d) Training flights may only be permitted between 0700-2300 (0600-2200).
e) Any aircraft conducting practice instrument holding or approach procedures must have a serviceable transponder.
f) Training by aircraft greater than 5700 KG is not normally permitted on Sundays.
g) Training flights by jet aircraft shall be subject to the following conditions:

i. No jet training on Sundays, Good Friday or Christmas Day;
ii. Jet circuits shall be carried out at least 1500 FT AAL;
iii. Jet aircraft carrying out visual circuits shall climb straight ahead to 1000 FT AAL before turning. All other jet aircraft must follow the published NPRs.

h) Rebated fees for training flights are subject to prior written approval from the Airport Authority. Training rebates cannot be approved verbally, and will not be granted retrospectively.

## 8 AIRCRAFT NOISE RESTRICTIONS

a) Overview

For the purpose of this section:

i. ‘Night period’ and ‘night quota period’ means the period from 2300 (2200) hours to 0700 (0600) hours;
ii. ‘Noise classification' means the noise level band in EPNdB, for take-off or landing, as the case may be, for the aircraft in question;
iii. 'Quota' means the maximum permitted sum of the quota counts of all aircraft taking off from or landing at the aerodrome in question during any one season in the night quota period;
iv. 'Quota count (QC)' means the amount of the quota assigned to one take-off or to one landing by the aircraft in question, this number being related to its noise classification;
v. An aircraft is deemed to have taken off or landed during the night period if the time recorded by the appropriate air traffic control unit as 'airborne' or 'landed' respectively falls within that period.

b) Determining Quota Count (QC)

Aircraft taking off or landing at Leeds Bradford Airport are described in this section as follows:

i. Exempt aircraft; - see below note
ii. Aircraft having a quota count of 0;
iii. Aircraft having a quota count of 0.125;
iv. Aircraft having a quota count of 0.25;
v. Aircraft having a quota count of 0.5;
vi. Aircraft having a quota count of 1;
vii. Aircraft having a quota count of 2 or greater;

The QC is a system used to define the noise rating of an aircraft on departure/arrival. The QC is calculated by:

Departing QC = (EPNdB [Lateral] + (EPNdB [Flyover]) /2

Arriving QC = EPNdB [Approach] – 9

The quota count of an aircraft on taking off or landing is to be calculated on the basis of the noise classification for that aircraft on take-off or landing as appropriate as follows:

| Departing QC Limits | | |
|---|---|---|
| **DB Lower Level** | **DB Upper Level** | **QC** |
| 0 | 80.99 | 0 |
| 81 | 83.99 | 0.125 |
| 84 | 86.99 | 0.25 |
| 87 | 89.99 | 0.5 |
| 90 | 92.99 | 1 |
| 93 | 95.99 | 2 |
| 96 | N/A | >2 |

c) Prohibition on Take-off or Landing

Any aircraft which has a quota count of 1 or more may not take off during the night quota period except emergencies where there is an immediate danger to life or health, whether human or animal.

## EGNM AD 2.21 NOISE ABATEMENT PROCEDURES

The following Noise Preferential Routeings and Procedures shall apply to jet aircraft (except military aircraft).

a) These procedures may at any time be departed from to the extent necessary for avoiding immediate danger.
b) Operators of aircraft using the airport shall ensure at all times that aircraft are operated in a manner calculated to cause the least disturbance practicable in areas surrounding the airport.
c) Aircraft will use Runway 14 for landing and Runway 32 for take-off, whenever this is possible, having regard to wind, cloud base, approach aid limitations and aircraft performance and requirements. In the event of marginal conditions the runway to be used is at the aircraft Commanders discretion. However, violation of the selective runway procedure cannot be acceptable for expedite reasons, and it is regretted that inconvenience in taxiing distances and/or airborne routeing must be accepted in the interest of reducing aircraft noise intrusion on the local environment
d) Departing Aircraft:

i. Runway 14 – After take-off maintain runway heading to 'I LBF' DME 2 before setting course (or 'I LF' DME 2 when Runway 32 is being used for landing traffic).
ii. Runway 32 – Climb straight ahead. At 1202 FT QNH (520 FT QFE) or I-LF D0.5, whichever is the later, turn left to track 311° MAG. At 'I LF' DME 2.1 *535340N 0014258W reduce to minimum safe power settings and turn left to make good a track of 272° MAG. Maintain this track until 'I LF' DME 3.5 *535405N 0014521W before setting course.
iii. Turbo-prop: After take-off make good a track of 311° MAG and at DME 2.1 turn onto course.

***Note:*** *The above routeings are compatible with normal ATC practice. In individual cases they may be varied owing to operational circumstances. The use of the Noise Preferential Routeings specified above is supplementary to the noise abatement take-off techniques as used by piston engined, turbo-prop and turbo-jet aircraft.*

e) Target Noise levels

'By day' means 0700-2300 (0600-2200).

'By night' means 2300-0700 (2200-0600).

All aircraft (excluding military aircraft) shall be operated in such a way that at the relevant monitoring point they will not generate a noise level:

i. After take-off from Runway 32 more than 85 dB(A) by day or 77dB(A) by night;
ii. After take-off from Runway 14 more than 92 dB(A) by day or 84 dB(A) by night;
iii. On approach to Runway 32 more than 85 dB(A) by day or 79 dB(A) by night.

f) Night Restrictions

i. The airport company is subject to planning requirements imposed during the night time period 2300-0700 (2200-0600).
ii. Such aircraft movements are permitted only by approval from one of the following:

- Head of Airfield Operations — 0771-101 6610
- Airside Operations — 0113-391 3231

iii. Movements in the night time period by aircraft failing to meet the imposed conditions will only be permissible in the following circumstances:

1. Delayed landings up to 0100 (0000) by aircraft scheduled to land between 0700-2300 (0600-2200).
2. An emergency ie; A flight where there is an immediate danger to life or health, whether human or animal.

g) Unless otherwise instructed by ATC, aircraft using the ILS in IMC or in VMC shall not descend below 2000 FT before intercepting the glidepath, nor thereafter fly below the glidepath. An aircraft approaching without assistance from ILS or radar shall follow a descent path which will not result in its being at any time lower than the approach path which would be followed by an aircraft using the ILS glidepath.
h) To minimise disturbance in areas adjacent to the airport, Captains are requested to avoid/reduce the use of reverse thrust after landing, whenever possible consistent with safe operation of the aircraft.
i) Ground running of aircraft engines is not permitted between 2300-0700 (2200-0600) and is subject to ATC permission at all other times.
j) Fanstop Procedures

i. Simulated asymmetric 'go-arounds' for Runway 14 must be initiated at or above 300 FT (QFE);
ii. Simulated engine out manoeuvres from Runway 14 are not permitted on departure.

# EGNM AD 2.22 FLIGHT PROCEDURES

## 1 PROCEDURES FOR OUTBOUND AIRCRAFT

a)

i. Aircraft are to expect a NELSA 3W SID for the following routes when Runway **32** is in use:

**Northbound** – N601 (NELSA), P18 (DCT - GASKO) – Expect first CPDLC Data Link Authority to be EGPX

**Southbound** – L612 (DCT - MCT - DCT - LISTO), N862 via P17 (DCT - BARTN), L8 via P18 (DCT - MCT - DCT - LISTO), M605 (DCT - POL) – Expect first CPDLC Data Link Authority to be EGTT

**Westbound** – Y70 (DCT - CROFT), L10 FL 85 - (DCT - CROFT - DCT - WAL) – Expect first CPDLC Data Link Authority to be EGPX

ii. Aircraft are to expect a POL 2X SID for the following routes when Runway **14** is in use:

**Northbound** – N601 (POL), P18 (POL) – Expect first CPDLC Data Link Authority to be EGPX

**Southbound** – L612 (DCT - MCT - DCT - LISTO), N862 via P17 (POL), L8 via P18 (DCT - MCT - DCT - LISTO), M605 (POL) – Expect first CPDLC Data Link Authority to be EGTT

**Westbound** – Y70 (POL), L10 FL 85 - (DCT - WAL) – Expect first CPDLC Data Link Authority to be EGPX
LAMIX and DOPEK SIDs – Expect first CPDLC Data Link Authority to be EGTT

Aircraft departing to aerodromes not connected to the above initial routes will receive individual tactical clearances.

b) Radio Failure Procedure

i. In the event of complete radio communication failure in an outbound aircraft, the pilot will adopt the appropriate procedure notified at ENR 1.1.3.

## 2 PROCEDURES FOR INBOUND AIRCRAFT

a) Standard Inbound Routes from Airways

| Approach from | Via | Route |
|---|---|---|
| NW | L612<br>N57 | CALDA - POL - LBA<br>POL - LBA |
| N | P18 | GASKO - LBA |
| E | Y70 | GOLES - BATLI - LBA |
| S | N57/T420<br>N601 | TNT - DENBY - LBA<br>EMBOR - TNT - DENBY - LBA |
| SW | N864 | REXAM - BARTN - POL - LBA |
| W | L10/L975 | WAL - BARTN - POL - LBA |

Aircraft likely to be issued tactical headings prior to transfer from Scottish Control to EGNM RAD.

b) Inbound Aircraft from other than the Airways System

i. Aircraft wishing to enter the Leeds Bradford Control Zone and/or Control Area direct from the London FIR are required to obtain permission at least 10 minutes before reaching the CTR or CTA Boundary, when they will be advised of the route to follow consistent with the current traffic situation.

## 3 RADIO COMMUNICATIONS FAILURE PROCEDURES

a) In the event of complete radio communication failure in an aircraft, the pilot will adopt the appropriate procedure notified at ENR 1.1.3. The route to be used when leaving the Zone in accordance with this procedure is

| Position at time of decision | Route |
|---|---|
| NDB(L)/LBA | Track 010°(T) from NDB(L) LBA at ALT 3000 FT until clear of CTR/CTA. |

b) In the event of radio communications failure or no contact with Scottish Control by NELSA, if departing on a NELSA 3W SID or if departing on a POL 2X SID, immediately Squawk 7600, take up a right hand hold at either NELSA or Pole Hill at FL 070 for 3 minutes. Thereafter follow standard radio communications failure procedures in accordance with the UK AIP.

## 4 VISUAL REFERENCE POINTS (VRP)

a) Details of VRPs are available in the consolidated 'Visual Reference Points List' published on the 'Digital Dataset' page of the NATS AIS website, www.nats.aero/ais.

## 5 FREQUENCY MONITORING CODE (FMC)

a) Pilots operating in the vicinity of, but intending to remain outside Leeds Bradford controlled airspace within the area defined by straight lines joining successively the following points and maintaining a listening watch only on Leeds Radar frequency, 134.580 MHz, are encouraged to select SSR code 2677.

541152N 0014544W - 535800N 0022410W -
535240N 0021607W - 533650N 0015216W -
533210N 0014910W - 533433N 0012238W -
534146N 0011444W - 540551N 0013920W -
541152N 0014544W.

b) Selection of code 2677 does not imply receipt of an ATC service. Pilots of aircraft displaying the code are not expected to contact ATC under normal circumstances, remain responsible for their own navigation, separation, terrain clearance and are expected to remain clear of controlled airspace.
c) Whilst squawking 2677 pilots should be aware that Leeds Radar may make blind transmissions in order to ascertain a particular aircraft's intentions/route.
d) When a pilot ceases to maintain a listening watch, code 2677 shall be deselected.
e) Aircraft who intend to either transit Leeds CTR or route underneath any portion of the CTA, should still contact Leeds Radar on 134.580 MHz for a service and clearance if required.

# EGNM AD 2.23 ADDITIONAL INFORMATION

## INTENTIONALLY BLANK

# EGNM AD 2.24 CHARTS RELATED TO AN AERODROME

AERODROME CHART - ICAO
AD 2.EGNM-2-1
AIRCRAFT PARKING/DOCKING CHART - ICAO
AD 2.EGNM-2-2
ATC SURVEILLANCE MINIMUM ALTITUDE CHART - ICAO
AD 2.EGNM-5-1
STANDARD DEPARTURE CHART - INSTRUMENT (SID) RWY 14/32 NELSA 4W POL 2X - ICAO
AD 2.EGNM-6-1
STANDARD DEPARTURE CHART - INSTRUMENT (SID) RWY 14/32 DOPEK 3X 3W LAMIX 3X 3W (RNAV SUBSTITUTION ONLY) - ICAO
AD 2.EGNM-6-2
INSTRUMENT APPROACH CHART ILS/DME Y RWY 14 (CAT A,B) - ICAO
AD 2.EGNM-8-1
INSTRUMENT APPROACH CHART ILS/DME Z RWY 14 (CAT C,D) - ICAO
AD 2.EGNM-8-2
INSTRUMENT APPROACH CHART LOC/DME Y RWY 14 (CAT A,B) - ICAO
AD 2.EGNM-8-3
INSTRUMENT APPROACH CHART LOC/DME Z RWY 14 (CAT C,D) - ICAO
AD 2.EGNM-8-4
INSTRUMENT APPROACH CHART NDB(L)/DME Y RWY 14 (CAT A,B) - ICAO
AD 2.EGNM-8-5
INSTRUMENT APPROACH CHART NDB(L)/DME Z RWY 14 (CAT C,D) - ICAO
AD 2.EGNM-8-6
INSTRUMENT APPROACH CHART ILS/DME/NDB(L) RWY 32 - ICAO
AD 2.EGNM-8-7
INSTRUMENT APPROACH CHART LOC/DME/NDB(L) RWY 32 - ICAO
AD 2.EGNM-8-8
INSTRUMENT APPROACH CHART NDB(L) DME RWY 32 - ICAO
AD 2.EGNM-8-9

## EGNM AD 2.25 VISUAL SEGMENT SURFACE (VSS) PENETRATION

Not applicable

# AERODROME CHART - ICAO

ARP 535158N 0013939W

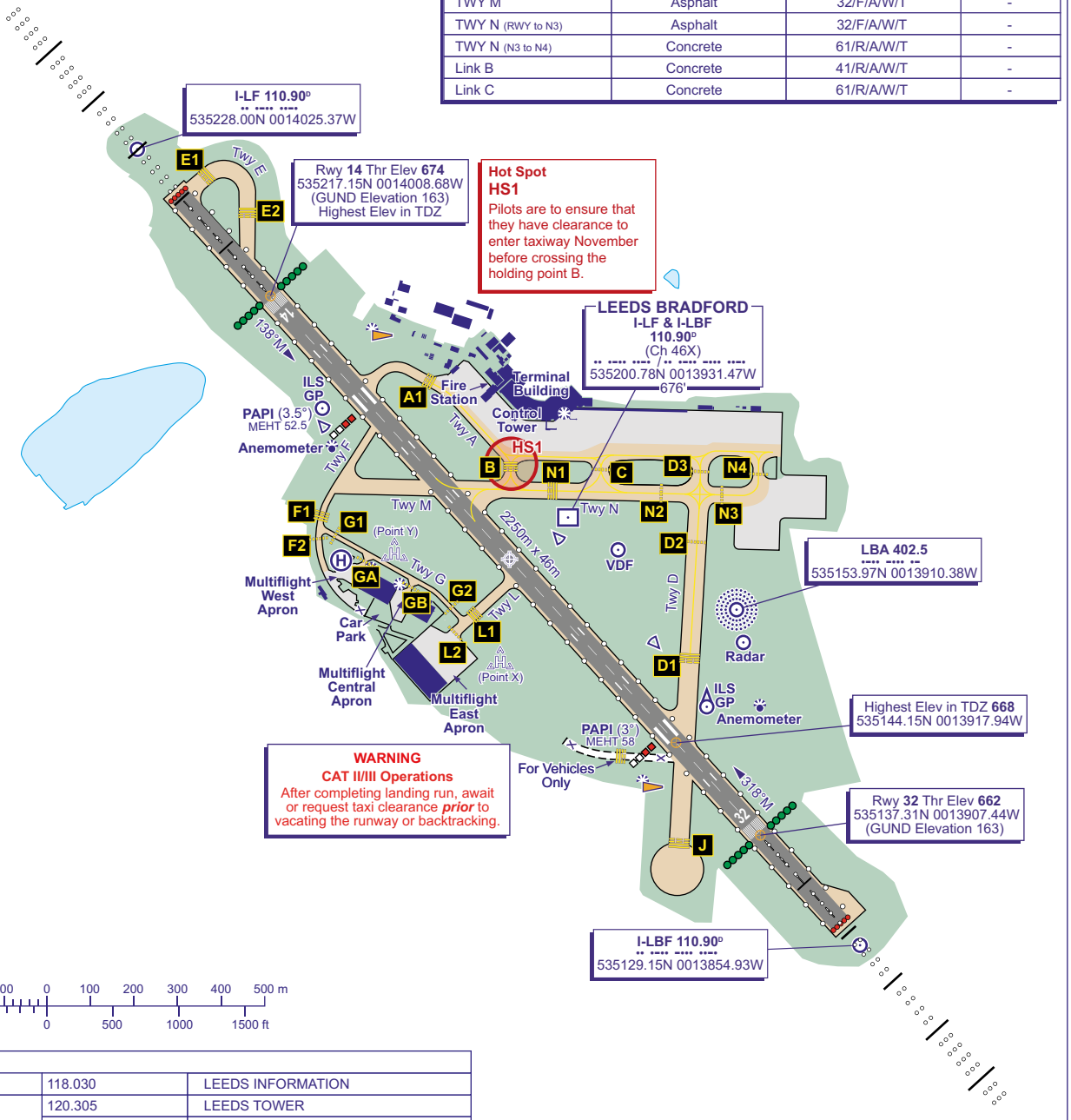
AD ELEV 682FT

# LEEDS BRADFORD
## EGNM

| GUND (Geoid Undulation) = The height of the Geoid (MSL) above the Reference Elipsoid (WGS 84) at the stated position. | |
|---|---|
| BEARINGS ARE MAGNETIC<br>ELEVATIONS AND HEIGHTS ARE IN FEET | |
| ELEVATIONS IN FEET AMSL | 682 |

VAR 0.3°W - 2022
N
Annual Rate of Change 0.21°E

| RUNWAY/TAXIWAY/APRON PHYSICAL CHARACTERISTICS | | | |
|---|---|---|---|
| APRON / RWY / TWY | SURFACE | BEARING STRENGTH | ELEVATION |
| RWY 14/32 | Grooved Concrete | 51/R/B/W/T | - |
| Main Apron | Concrete | 61/R/A/W/T | 662 ft amsl |
| TWY A (RWY to B) | Concrete | 41/R/A/W/T | - |
| TWY A (B to eastern end) | Concrete | 61/R/A/W/T | - |
| TWY D | Concrete | 59/R/D/X/T | - |
| TWY E | Concrete | 51/R/B/W/T | - |
| TWY F & G | Asphalt | 32/F/A/W/U | - |
| TWY L | Concrete | 59/F/D/X/T | - |
| TWY M | Asphalt | 32/F/A/W/T | - |
| TWY N (RWY to N3) | Asphalt | 32/F/A/W/T | - |
| TWY N (N3 to N4) | Concrete | 61/R/A/W/T | - |
| Link B | Concrete | 41/R/A/W/T | - |
| Link C | Concrete | 61/R/A/W/T | - |




| COM | | |
|---|---|---|
| ATIS | 118.030 | LEEDS INFORMATION |
| TWR | 120.305 | LEEDS TOWER |
| | 121.805 | LEEDS DELIVERY |
| | 121.600 | LEEDS FIRE |

| LIGHTING | |
|---|---|
| THR 14/32 | HI green with HI W bars. |
| RWY 14/32 | HI flush bi-d edge with LI omni-d component. HI colour coded C/L. End lights red. TDZ 900 m (RWY 32 only). |
| TWY | Stop Bars Holds A1, B, D1, D2, D3, E1, E2, F1, L1, N1, N2 & N3. Yellow/Green CL at exits B, C, D3, E1, E2, L & 14 Loop. Blue edge colour coded via D3, B, C, E1, E2 & L exits. |

**CHANGE (8/25):** AD ELEV REVISED.

AERO INFO DATE 15 MAY 25

# AIRCRAFT PARKING/DOCKING CHART - ICAO

ARP 535158N 0013939W

AD ELEV 682FT

# LEEDS BRADFORD
EGNM

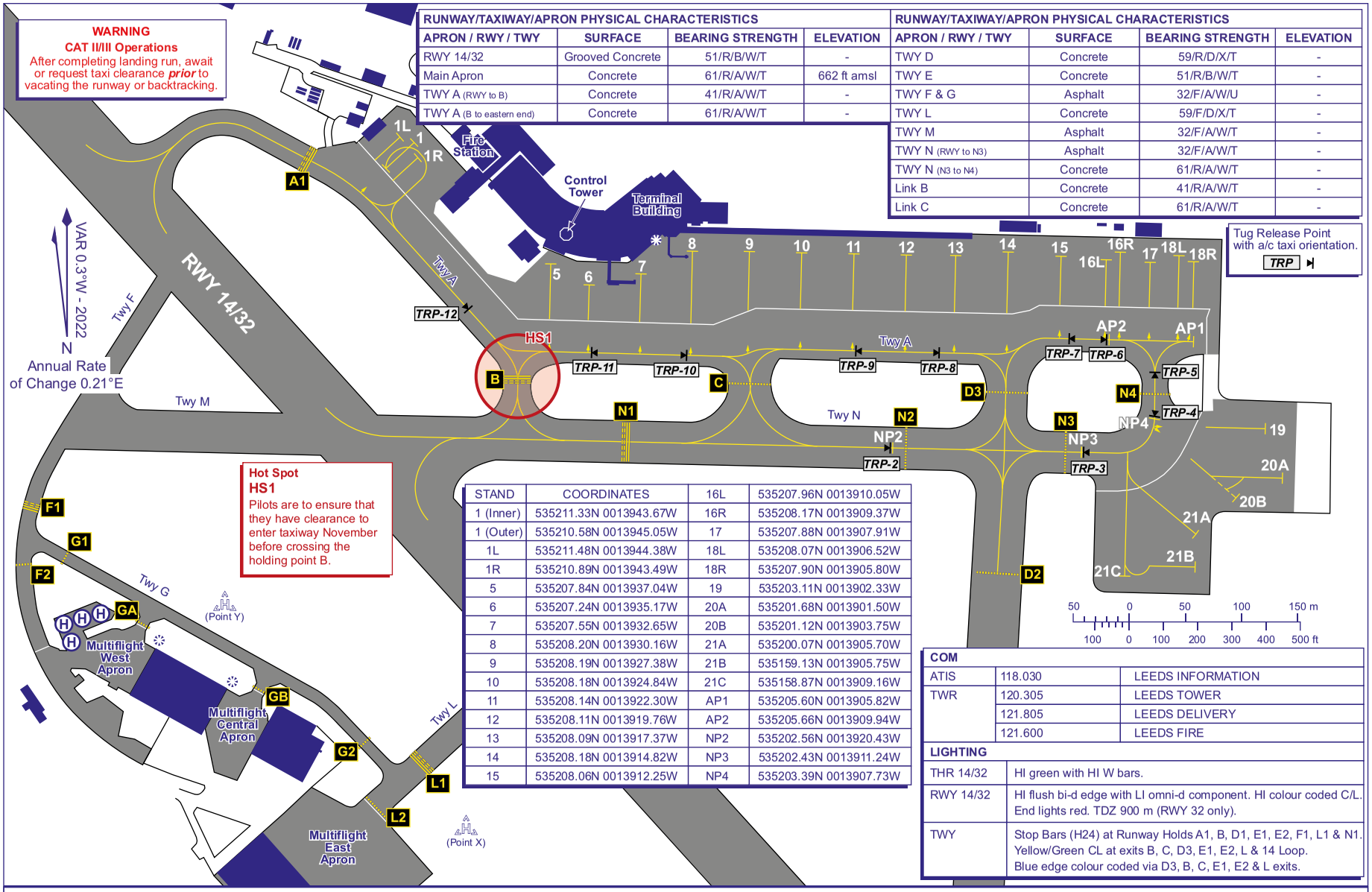
AERO INFO DATE 15 MAY 25

**WARNING**
**CAT II/III Operations**
After completing landing run, await or request taxi clearance ***prior*** to vacating the runway or backtracking.

| RUNWAY/TAXIWAY/APRON PHYSICAL CHARACTERISTICS | | | |
|---|---|---|---|
| APRON / RWY / TWY | SURFACE | BEARING STRENGTH | ELEVATION |
| RWY 14/32 | Grooved Concrete | 51/R/B/W/T | - |
| Main Apron | Concrete | 61/R/A/W/T | 662 ft amsl |
| TWY A (RWY to B) | Concrete | 41/R/A/W/T | - |
| TWY A (B to eastern end) | Concrete | 61/R/A/W/T | - |

| RUNWAY/TAXIWAY/APRON PHYSICAL CHARACTERISTICS | | | |
|---|---|---|---|
| APRON / RWY / TWY | SURFACE | BEARING STRENGTH | ELEVATION |
| TWY D | Concrete | 59/R/D/X/T | - |
| TWY E | Concrete | 51/R/B/W/T | - |
| TWY F & G | Asphalt | 32/F/A/W/U | - |
| TWY L | Concrete | 59/F/D/X/T | - |
| TWY M | Asphalt | 32/F/A/W/T | - |
| TWY N (RWY to N3) | Asphalt | 32/F/A/W/T | - |
| TWY N (N3 to N4) | Concrete | 61/R/A/W/T | - |
| Link B | Concrete | 41/R/A/W/T | - |
| Link C | Concrete | 61/R/A/W/T | - |

Tug Release Point with a/c taxi orientation.
TRP




**Hot Spot**
**HS1**
Pilots are to ensure that they have clearance to enter taxiway November before crossing the holding point B.

| STAND | COORDINATES | 16L | 535207.96N 0013910.05W |
|---|---|---|---|
| 1 (Inner) | 535211.33N 0013943.67W | 16R | 535208.17N 0013909.37W |
| 1 (Outer) | 535210.58N 0013945.05W | 17 | 535207.88N 0013907.91W |
| 1L | 535211.48N 0013944.38W | 18L | 535208.07N 0013906.52W |
| 1R | 535210.89N 0013943.49W | 18R | 535207.90N 0013905.80W |
| 5 | 535207.84N 0013937.04W | 19 | 535203.11N 0013902.33W |
| 6 | 535207.24N 0013935.17W | 20A | 535201.68N 0013901.50W |
| 7 | 535207.55N 0013932.65W | 20B | 535201.12N 0013903.75W |
| 8 | 535208.20N 0013930.16W | 21A | 535200.07N 0013905.70W |
| 9 | 535208.19N 0013927.38W | 21B | 535159.13N 0013905.75W |
| 10 | 535208.18N 0013924.84W | 21C | 535158.87N 0013909.16W |
| 11 | 535208.14N 0013922.30W | AP1 | 535205.60N 0013905.82W |
| 12 | 535208.11N 0013919.76W | AP2 | 535205.66N 0013909.94W |
| 13 | 535208.09N 0013917.37W | NP2 | 535202.56N 0013920.43W |
| 14 | 535208.18N 0013914.82W | NP3 | 535202.43N 0013911.24W |
| 15 | 535208.06N 0013912.25W | NP4 | 535203.39N 0013907.73W |

| COM | | |
|---|---|---|
| ATIS | 118.030 | LEEDS INFORMATION |
| TWR | 120.305 | LEEDS TOWER |
| | 121.805 | LEEDS DELIVERY |
| | 121.600 | LEEDS FIRE |

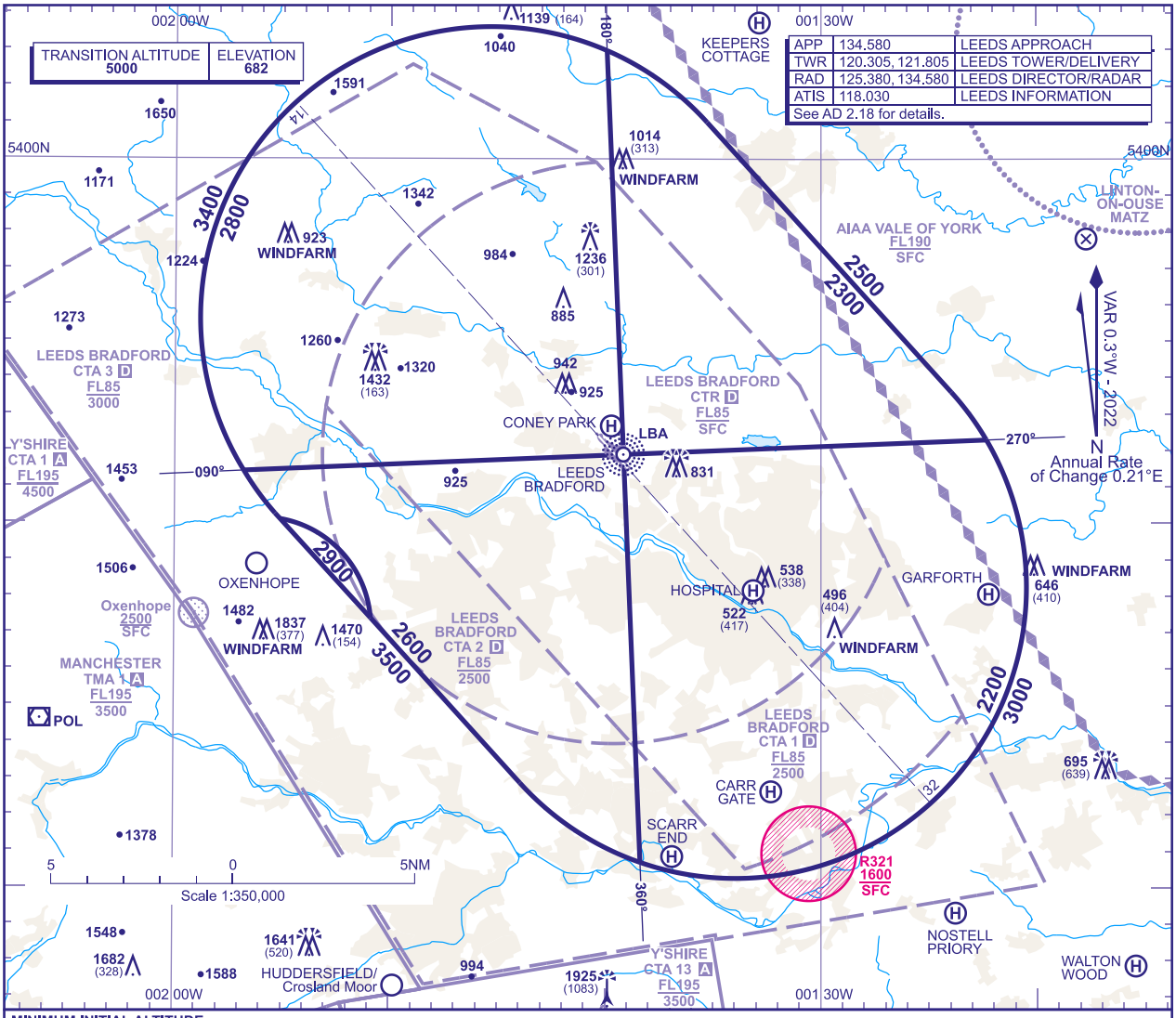
| LIGHTING | |
|---|---|
| THR 14/32 | HI green with HI W bars. |
| RWY 14/32 | HI flush bi-d edge with LI omni-d component. HI colour coded C/L. End lights red. TDZ 900 m (RWY 32 only). |
| TWY | Stop Bars (H24) at Runway Holds A1, B, D1, E1, E2, F1, L1 & N1. Yellow/Green CL at exits B, C, D3, E1, E2, L & 14 Loop. Blue edge colour coded via D3, B, C, E1, E2 & L exits. |

**CHANGE (8/25):** AD ELEV REVISED.

# ATC SURVEILLANCE MINIMUM ALTITUDE CHART - ICAO

BEARINGS, TRACKS AND RADIALS ARE MAGNETIC
ELEVATIONS IN FEET AMSL 1924
HEIGHTS IN FEET AGL (1084)

## LEEDS BRADFORD




**MINIMUM INITIAL ALTITUDE**

Within the ATC Surveillance Minimum Altitude area the minimum initial altitude to be allocated by the approach surveillance controller is:

a) **2800** in the sector defined by the lateral limits; 535126N 0015650W thence clockwise by an arc of a circle radius 8NM centred on 535539N 0014519W to 540259N 0013958W - 535154N 0013910W - 535126N 0015650W.

b) **2300** in the sector defined by the lateral limits; 540259N 0013958W thence clockwise by an arc of a circle radius 8NM centred on 535539N 0014519W to 540101N 0013518W - 535337N 0012356W thence clockwise by an arc of a circle radius 8NM centred on 534815N 0013358W to 535218N 0012219W - 535154N 0013910W - 540259N 0013958W.

c) **2200** in the sector defined by the lateral limits; 535154N 0013910W - 535218N 0012219W thence clockwise by an arc of a circle radius 8NM centred on 534815N 0013358W to 534042N 0013822W - 535154N 0013910W.

d) **2600** in the sector defined by the lateral limits; 535126N 0015650W - 535154N 0013910W - 534042N 0013822W thence clockwise by an arc of a circle radius 8NM centred on 534815N 0013358W to 534253N 0014356W - 534724N 0015053W thence anticlockwise by an arc of a circle radius 3NM centred on 534709N 0015556W to 535007N 0015505W - 535016N 0015519W thence clockwise by an arc of a circle radius 8NM centred on 535539N 0014519W to 535126N 0015650W.

e) **2900** in the sector defined by the lateral limits; 535007N 0015505W thence clockwise by an arc of a circle radius 3NM centred on 534709N 0015556W to 534724N 0015053W - 535007N 0015505W.

**OUTSIDE THE DESIGNATED ATC SURVEILLANCE MINIMUM ALTITUDE AREA**

The minimum altitude to be allocated by the approach surveillance controller will be either the Minimum Sector Altitude, or **1000** above any fixed obstacles:

a) within 5NM of the aircraft*, and

b) within the sector 15NM ahead of and within 20° either side of the aircraft's track*.

*When the aircraft is within 15NM of the radar antennae, the 5NM in a) and the 15NM in b) may be reduced to 3NM and 10NM respectively.

**LOSS OF COMMUNICATION PROCEDURES**

**Initial Approach**

Continue visually or by means of an appropriate approved final approach aid. If not possible proceed at **3000**, or last assigned level if higher to **NDB(L) LBA**†.

**Intermediate and Final Approach**

Continue visually or by means of an appropriate final approach aid. If not possible follow the Missed Approach Procedure to **NDB(L) LBA**†.

† In all cases where the aircraft returns to the holding facility the procedure to be adopted is the Radio Failure Procedure detailed at ENR 1.1.3.

**GENERAL INFORMATION**

1. Levels shown are based on QNH.
2. Only significant obstacles and dominant spot heights are shown.
3. The minimum levels shown within the ATC Surveillance Minimum Altitude Area are in conformance with the Standard European Rules of the Air - SERA.5015.
4. Minimum Sector Altitudes are based on obstacles and spot heights within 25NM of the **NDB LBA**.
5. Controlled airspace with a base in excess of **5000** or FL55, as appropriate, is not shown.
6. The ATC Surveillance service is provided by Primary and/or Secondary Radar equipment.
7. **This chart should only be used for the cross-checking of assigned altitudes whilst in receipt of an ATC Surveillance service.**
8. Detailed description of FIR, UIR, CTA and TMA see ENR 2.1.
9. Detailed description of ATS airspace organized at the aerodrome see AD 2.17.

**CHANGE (9/25):** DONCASTER SHEFFIELD AIRSPACE REMOVED.

AERO INFO DATE 12 JUN 25

AD 2-EGNM-5-1

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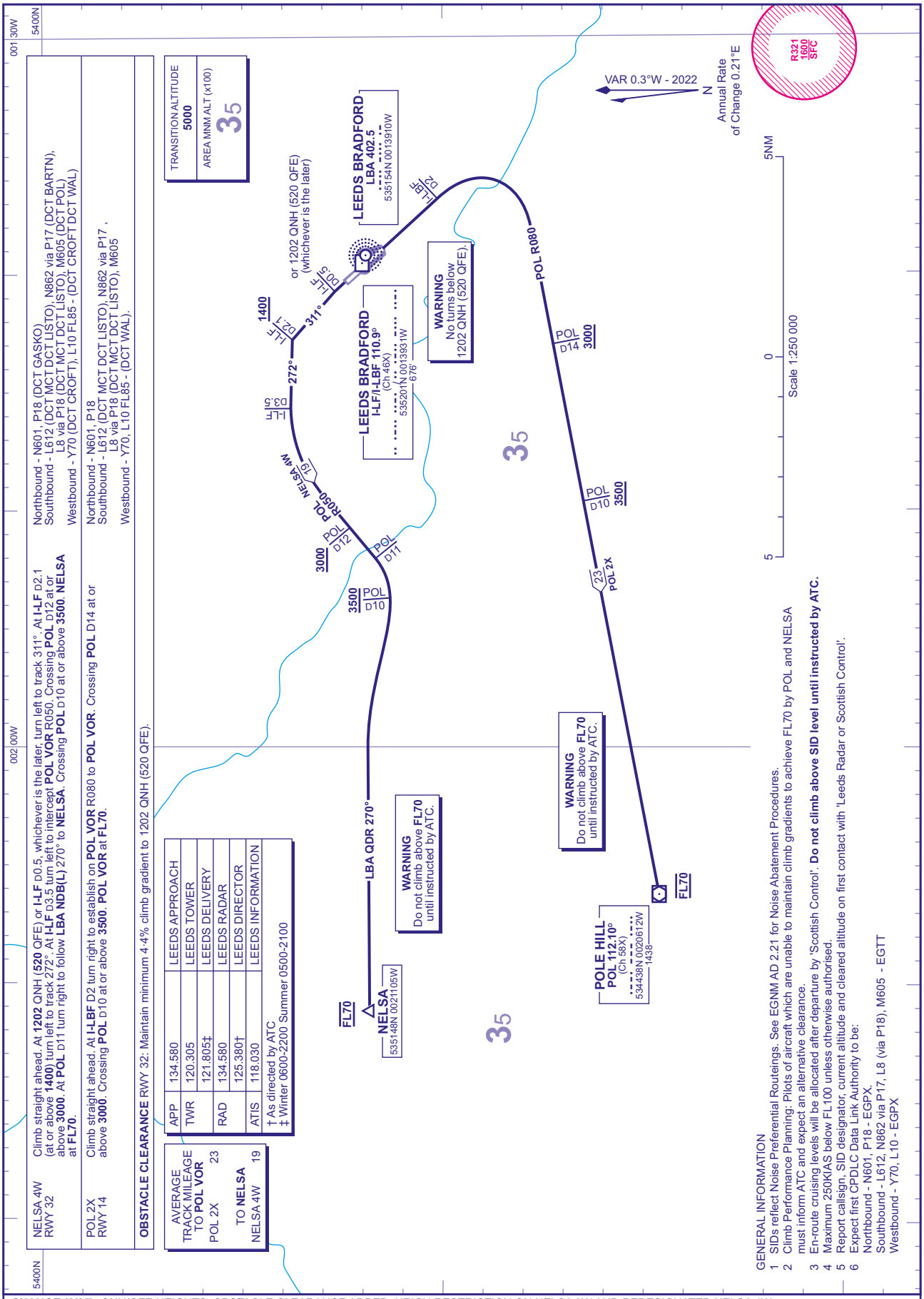
# STANDARD DEPARTURE CHART INSTRUMENT (SID) - ICAO

DISTANCES IN NAUTICAL MILES
BEARINGS, TRACKS AND RADIALS ARE MAGNETIC
ALTITUDES AND ELEVATIONS ARE IN FEET

## LEEDS BRADFORD
RWY 14/32
**NELSA 4W POL 2X**




**CHANGE (8/25):** QNH/QFE HEIGHTS. OBSTACLE CLEARANCE ADDED. HEIGH RESTRICTION ON NELSA 3W AND REDESIGNATED NELSA 4W

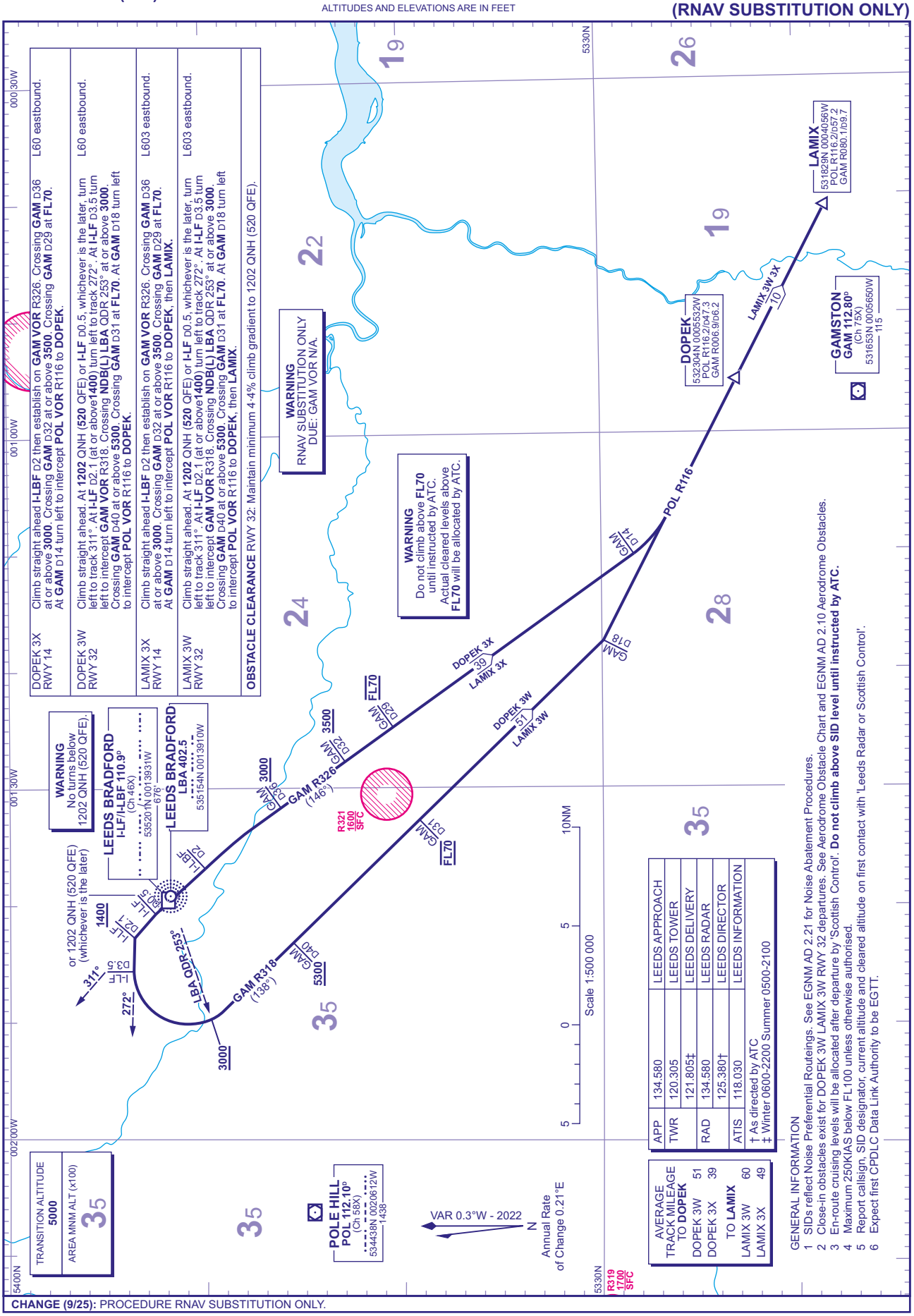
AERO INFO DATE 30 MAY 25

AD 2-EGNM-6-1

## STANDARD DEPARTURE CHART INSTRUMENT (SID) - ICAO

DISTANCES IN NAUTICAL MILES
BEARINGS, TRACKS AND RADIALS ARE MAGNETIC
ALTITUDES AND ELEVATIONS ARE IN FEET

## LEEDS BRADFORD
RWY 14/32 **DOPEK 3X 3W LAMIX 3X 3W**
**(RNAV SUBSTITUTION ONLY)**



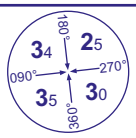

**CHANGE (9/25):** PROCEDURE RNAV SUBSTITUTION ONLY.

AERO INFO DATE 09 JUN 25

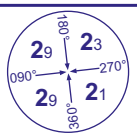
AD 2-EGNM-6-2

# INSTRUMENT APPROACH CHART - ICAO

## LEEDS BRADFORD
## ILS/DME Y
## RWY 14
(ACFT CAT A,B)

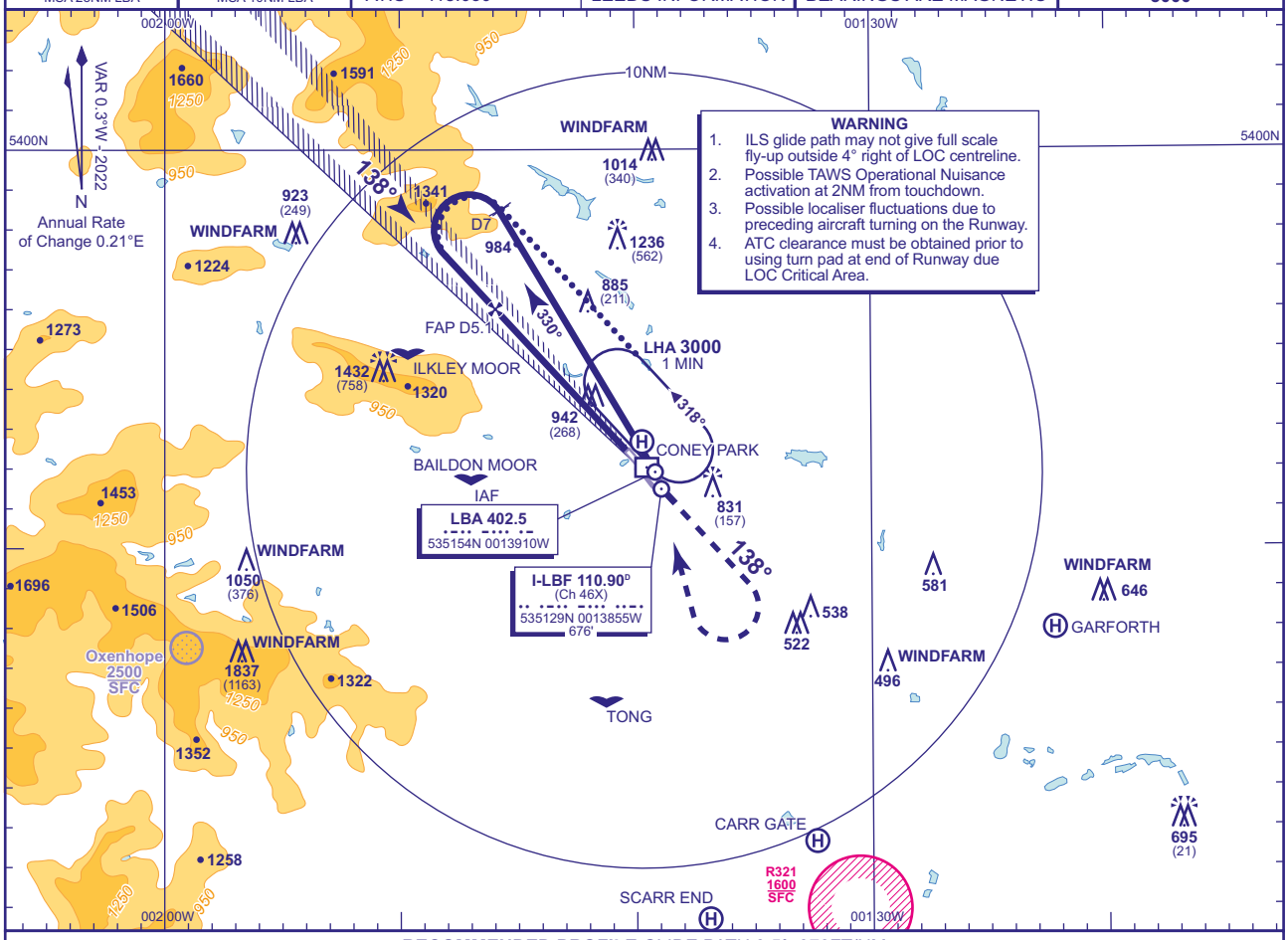


MSA 25NM LBA



MSA 10NM LBA

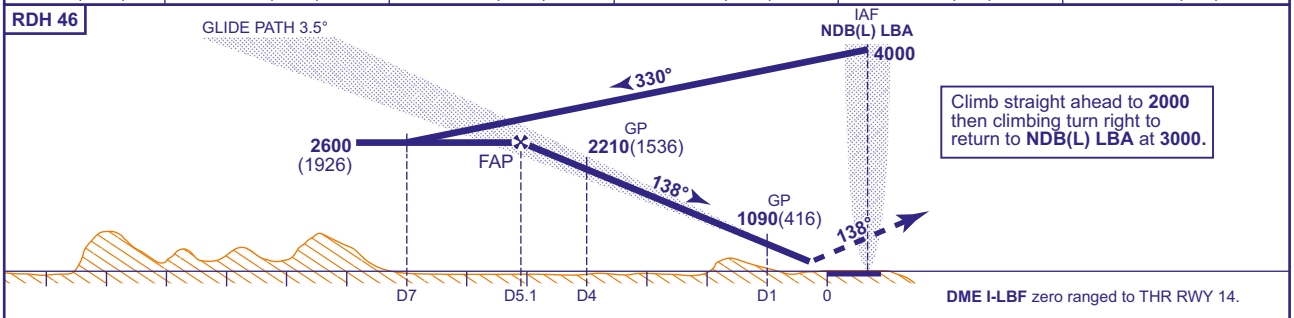
| | | | | | |
|---|---|---|---|---|---|
| APP | 134.580 | LEEDS APPROACH | AD ELEVATION | 682 | TRANSITION ALTITUDE 5000 |
| TWR | 120.305 | LEEDS TOWER | THR ELEVATION | 674 | |
| RAD | 134.580 | LEEDS RADAR | OBSTACLE ELEVATION 1837 AMSL (1163) (ABOVE THR) | | |
| | 125.380 | LEEDS DIRECTOR | | | |
| ATIS | 118.030 | LEEDS INFORMATION | BEARINGS ARE MAGNETIC | | |




**RECOMMENDED PROFILE** GLIDE PATH 3.5°, 370FT/NM

| DME I-LBF | 5 | 4 | 3 | 2 | 1 |
|---|---|---|---|---|---|
| ALT(HGT) | **2580**(1906) | **2210**(1536) | **1840**(1166) | **1460**(786) | **1090**(416) |

**RDH 46**




| Aircraft Category | | A | B |
|---|---|---|---|
| OCA (OCH) | CAT I | **827**(153) | **837**(163) |
| VM(C)OCA (OCH AAL) | Total Area | **1320**(638) | **1320**(638) |

| Rate of descent | G/S KT | 160 | 140 | 120 | 100 | 80 |
|---|---|---|---|---|---|---|
| | FT/MIN | 990 | 870 | 740 | 620 | 500 |

**ALTERNATIVE PROCEDURE** EXTENDED HOLDING PATTERN

Overhead NDB(L) LBA in holding pattern, turn left and descend on extended outbound leg to **2600**(1926). At I-LBF DME 7 turn left to intercept the localizer. When established continue as Main Procedure.

**NOTE** **1** Lowest altitude to commence procedure from hold is **3000.**
**2** Due to controlled airspace constraints, aircraft may temporarily leave controlled airspace in the base turn.

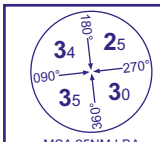
**CHANGE (8/25):** AD ELEVATION. MINIMA. MSA REVISED.

AERO INFO DATE 21 MAY 25

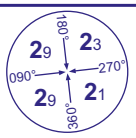
AD 2-EGNM-8-1

## INSTRUMENT APPROACH CHART - ICAO

# LEEDS BRADFORD
# ILS/DME Z
# RWY 14
(ACFT CAT C,D)



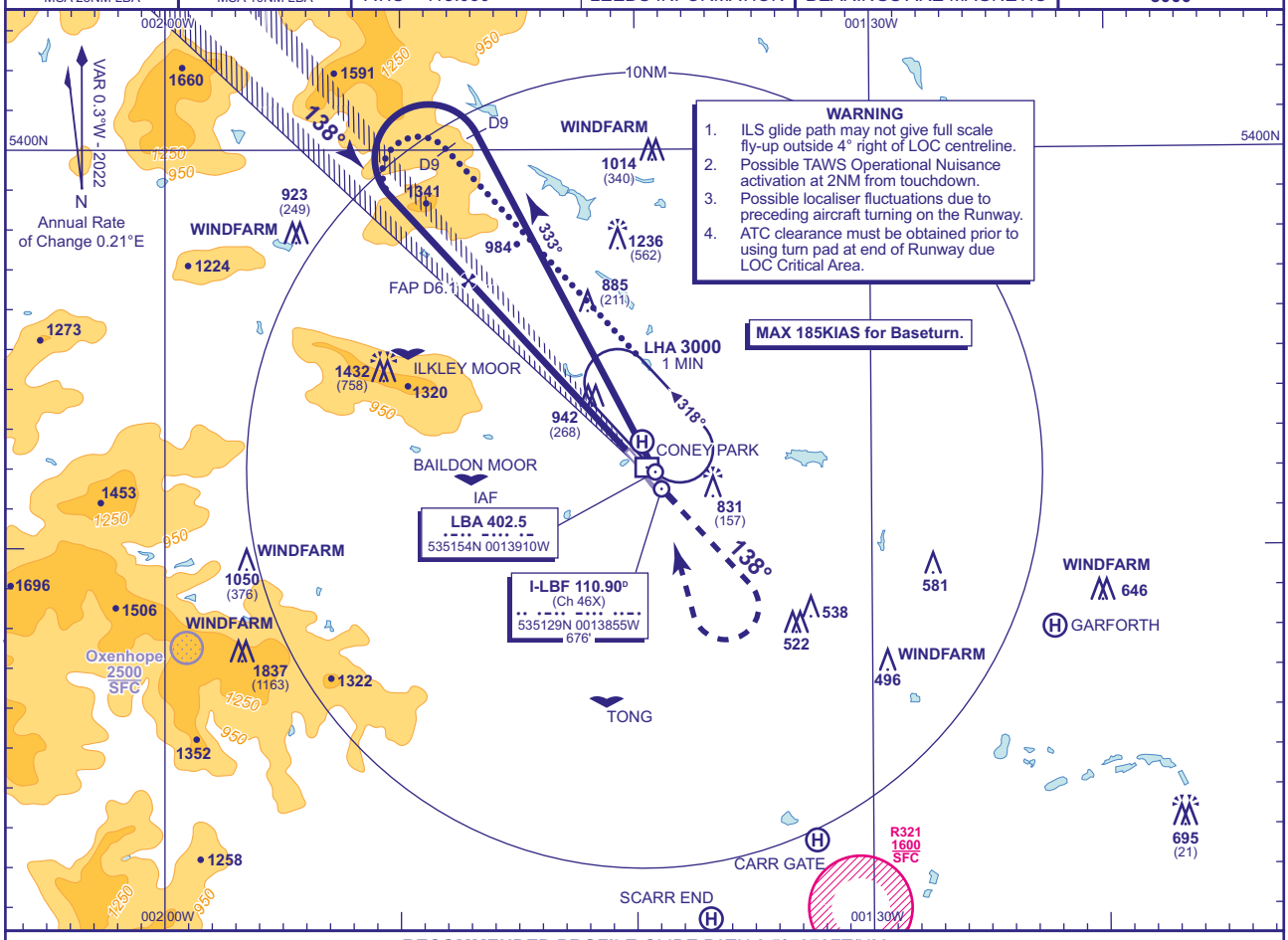
MSA 25NM LBA



MSA 10NM LBA

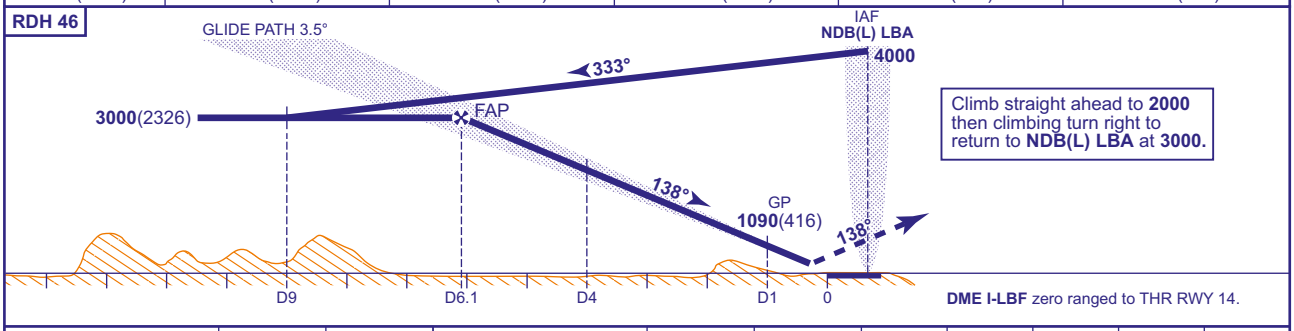
| | | | | | |
|---|---|---|---|---|---|
| APP | 134.580 | LEEDS APPROACH | AD ELEVATION | **682** | |
| TWR | 120.305 | LEEDS TOWER | THR ELEVATION | **674** | |
| RAD | 134.580 | LEEDS RADAR | OBSTACLE ELEVATION **1837 AMSL** (1163) (ABOVE THR) | | |
| | 125.380 | LEEDS DIRECTOR | | | |
| ATIS | 118.030 | LEEDS INFORMATION | BEARINGS ARE MAGNETIC | | |

TRANSITION ALTITUDE **5000**




**RECOMMENDED PROFILE** GLIDE PATH 3.5°, 370FT/NM

| DME I-LBF | 5 | 4 | 3 | 2 | 1 |
|---|---|---|---|---|---|
| ALT(HGT) | **2580**(1906) | **2210**(1536) | **1840**(1166) | **1460**(786) | **1090**(416) |




| Aircraft Category | | C | D |
|---|---|---|---|
| OCA (OCH) | CAT I | **848**(174) | **858**(184) |
| VM(C)OCA (OCH AAL) | Total Area | **1420**(738) | **1650**(968) |

| Rate of descent | G/S KT | 160 | 140 | 120 | 100 | 80 |
|---|---|---|---|---|---|---|
| | FT/MIN | 990 | 870 | 740 | 620 | 500 |

**ALTERNATIVE PROCEDURE** EXTENDED HOLDING PATTERN
Overhead NDB(L) LBA in holding pattern, turn left and descend on extended outbound leg to **3000**(2326). At I-LBF DME 9 turn left to intercept the localizer. When established continue as Main Procedure.

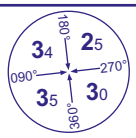
**NOTE** **1** Lowest altitude to commence procedure from hold is **3000.**
**2** Due to controlled airspace constraints, aircraft may temporarily leave controlled airspace in the base turn.

**CHANGE (8/25):** AD ELEVATION. MINIMA. MSA REVISED.

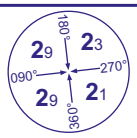
AERO INFO DATE 21 MAY 25 AD 2-EGNM-8-2

# INSTRUMENT APPROACH CHART - ICAO

## LEEDS BRADFORD
## LOC/DME Y
## RWY 14
(ACFT CAT A,B)



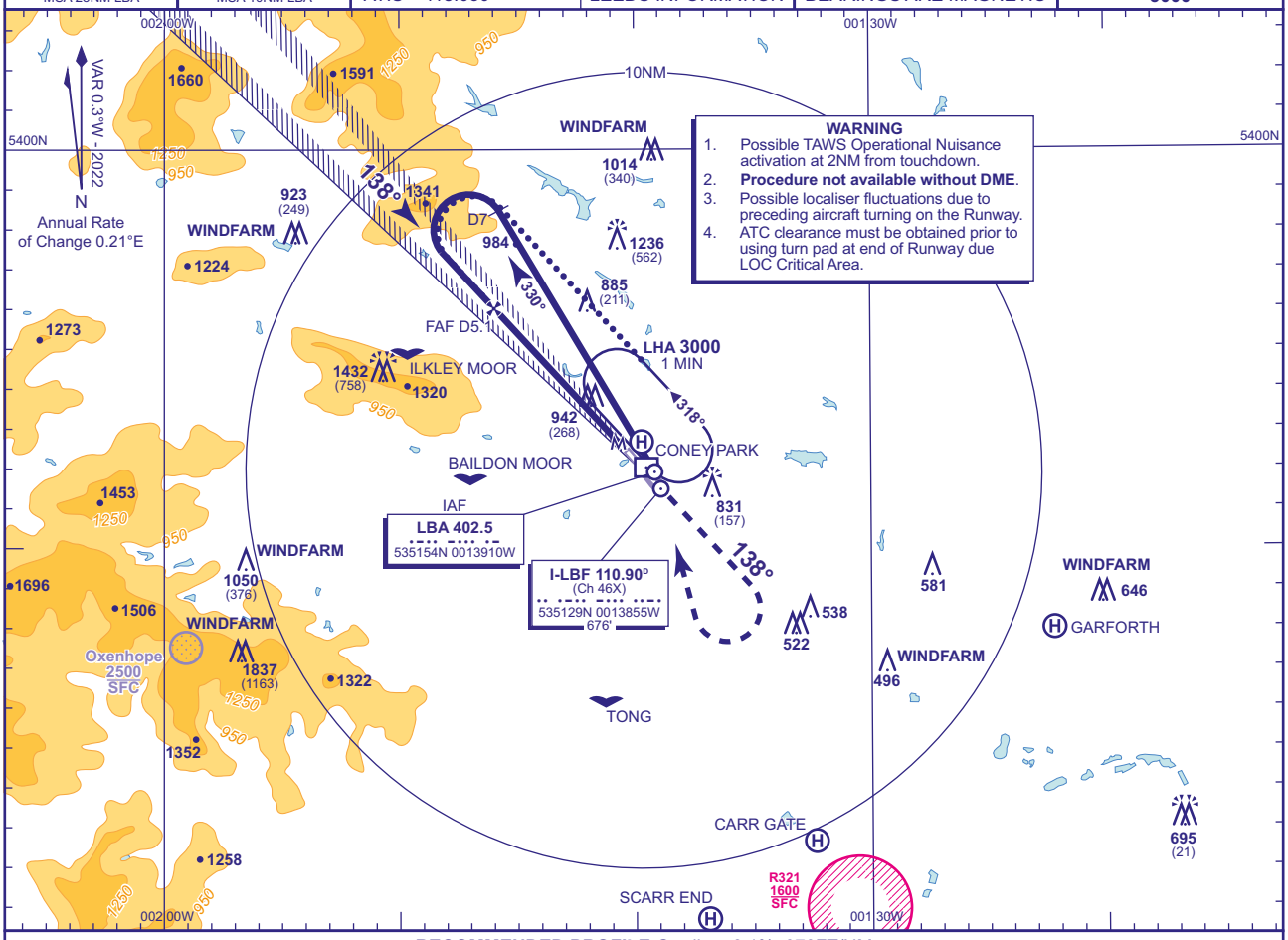
MSA 25NM LBA



MSA 10NM LBA

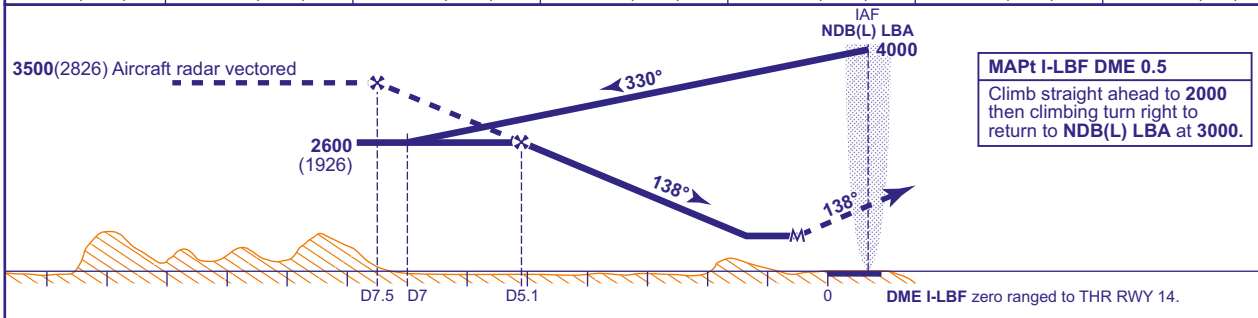
| | | | | | |
|---|---|---|---|---|---|
| APP | 134.580 | LEEDS APPROACH | AD ELEVATION | 682 | |
| TWR | 120.305 | LEEDS TOWER | THR ELEVATION | 674 | |
| RAD | 134.580 | LEEDS RADAR | OBSTACLE ELEVATION | | |
| | 125.380 | LEEDS DIRECTOR | 1837 AMSL (1163) (ABOVE THR) | | |
| ATIS | 118.030 | LEEDS INFORMATION | BEARINGS ARE MAGNETIC | | |

TRANSITION ALTITUDE **5000**




**RECOMMENDED PROFILE** Gradient 6.1%, 370FT/NM

| DME I-LBF | 7 | 6 | 5 | 4 | 3 | 2 |
|---|---|---|---|---|---|---|
| **ALT**(HGT) | **3320**(2646) | **2950**(2276) | **2580**(1906) | **2210**(1536) | **1840**(1166) | **1460**(786) |




**MAPt I-LBF DME 0.5**
Climb straight ahead to **2000** then climbing turn right to return to **NDB(L) LBA** at **3000.**

| Aircraft Category | | A | B |
|---|---|---|---|
| **OCA** (OCH) | **Procedure** | **1200**(526) | **1200**(526) |
| **VM(C)OCA** (OCH AAL) | **Total Area** | **1320**(638) | **1320**(638) |

| Rate of descent | G/S KT | 160 | 140 | 120 | 100 | 80 |
|---|---|---|---|---|---|---|
| | FT/MIN | 990 | 870 | 740 | 620 | 500 |

**ALTERNATIVE PROCEDURE** EXTENDED HOLDING PATTERN
Overhead NDB(L) LBA in holding pattern, turn left and descend on extended outbound leg to **2600**(1926). At I-LBF DME 7 turn left to intercept the localizer. When established continue as Main Procedure.

**NOTE** **1** Lowest altitude to commence procedure from hold is **3000.**
**2** Due to controlled airspace constraints, aircraft may temporarily leave controlled airspace in the base turn.

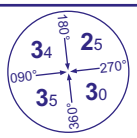
**CHANGE (8/25):** AD ELEVATION. MINIMA. MSA REVISED.

AERO INFO DATE 21 MAY 25

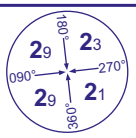
AD 2-EGNM-8-3

## INSTRUMENT APPROACH CHART - ICAO

# LEEDS BRADFORD
# LOC/DME Z
# RWY 14
(ACFT CAT C,D)

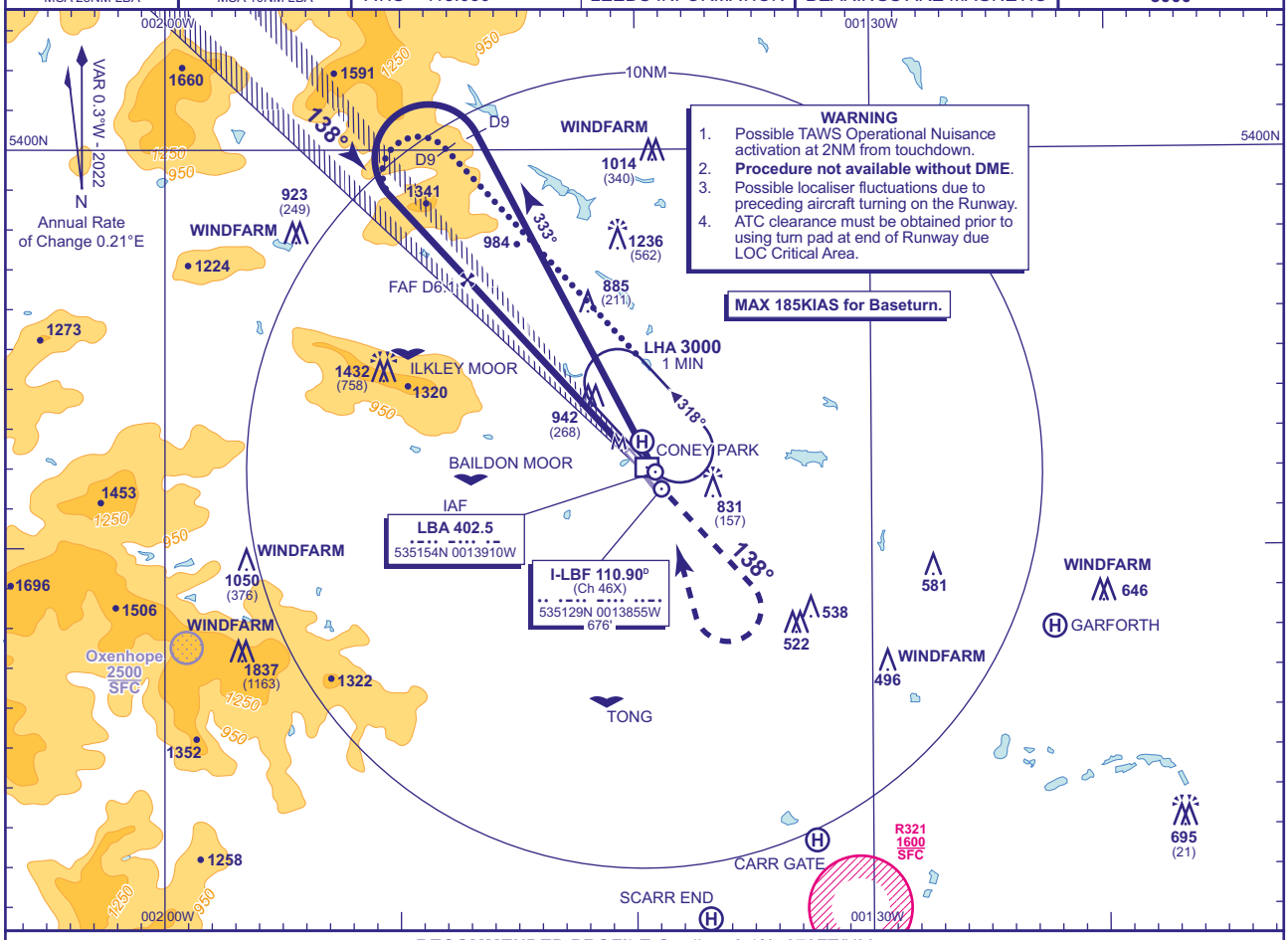


MSA 25NM LBA



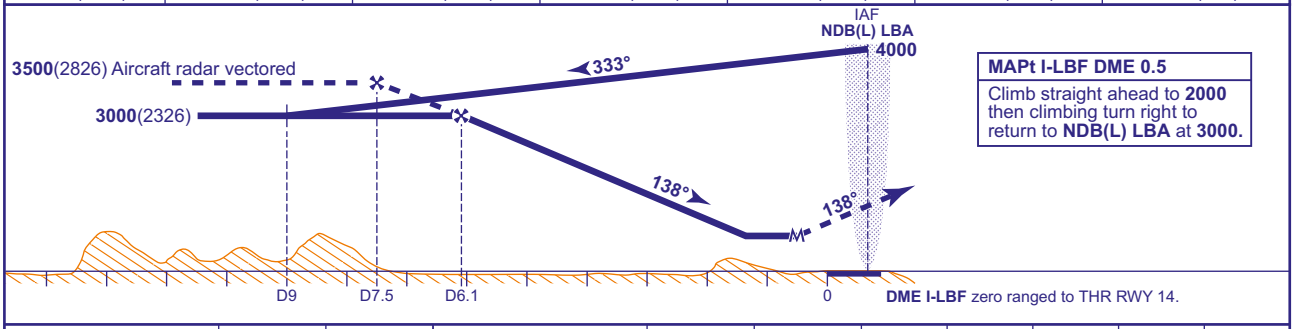
MSA 10NM LBA

| | | | | | |
|---|---|---|---|---|---|
| APP | 134.580 | LEEDS APPROACH | AD ELEVATION | **682** | TRANSITION ALTITUDE **5000** |
| TWR | 120.305 | LEEDS TOWER | THR ELEVATION | **674** | |
| RAD | 134.580 | LEEDS RADAR | OBSTACLE ELEVATION **1837 AMSL** (1163) (ABOVE THR) | | |
| | 125.380 | LEEDS DIRECTOR | | | |
| ATIS | 118.030 | LEEDS INFORMATION | BEARINGS ARE MAGNETIC | | |




**RECOMMENDED PROFILE** Gradient 6.1%, 370FT/NM

| **DME I-LBF** | 7 | 6 | 5 | 4 | 3 | 2 |
|---|---|---|---|---|---|---|
| **ALT**(HGT) | **3320**(2646) | **2950**(2276) | **2580**(1906) | **2210**(1536) | **1840**(1166) | **1460**(786) |




| **Aircraft Category** | | **C** | **D** |
|---|---|---|---|
| **OCA** (OCH) | **Procedure** | **1200**(526) | **1200**(526) |
| **VM(C)OCA** (OCH AAL) | **Total Area** | **1420**(738) | **1650**(968) |

| **Rate of descent** | **G/S KT** | 160 | 140 | 120 | 100 | 80 |
|---|---|---|---|---|---|---|
| | **FT/MIN** | 990 | 870 | 740 | 620 | 500 |

**ALTERNATIVE PROCEDURE** EXTENDED HOLDING PATTERN
Overhead NDB(L) LBA in holding pattern, turn left and descend on extended outbound leg to **3000**(2326). At I-LBF DME 9 turn left to intercept the localizer. When established continue as Main Procedure.

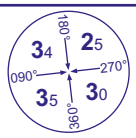
**NOTE** **1** Lowest altitude to commence procedure from hold is **3000.**
**2** Due to controlled airspace constraints, aircraft may temporarily leave controlled airspace in the base turn.

**CHANGE (8/25):** AD ELEVATION. MINIMA. MSA REVISED.

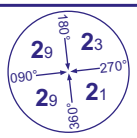
AERO INFO DATE 21 MAY 25 AD 2-EGNM-8-4

# INSTRUMENT APPROACH CHART - ICAO

# LEEDS BRADFORD
## NDB(L)/DME Y
## RWY 14
(ACFT CAT A,B)

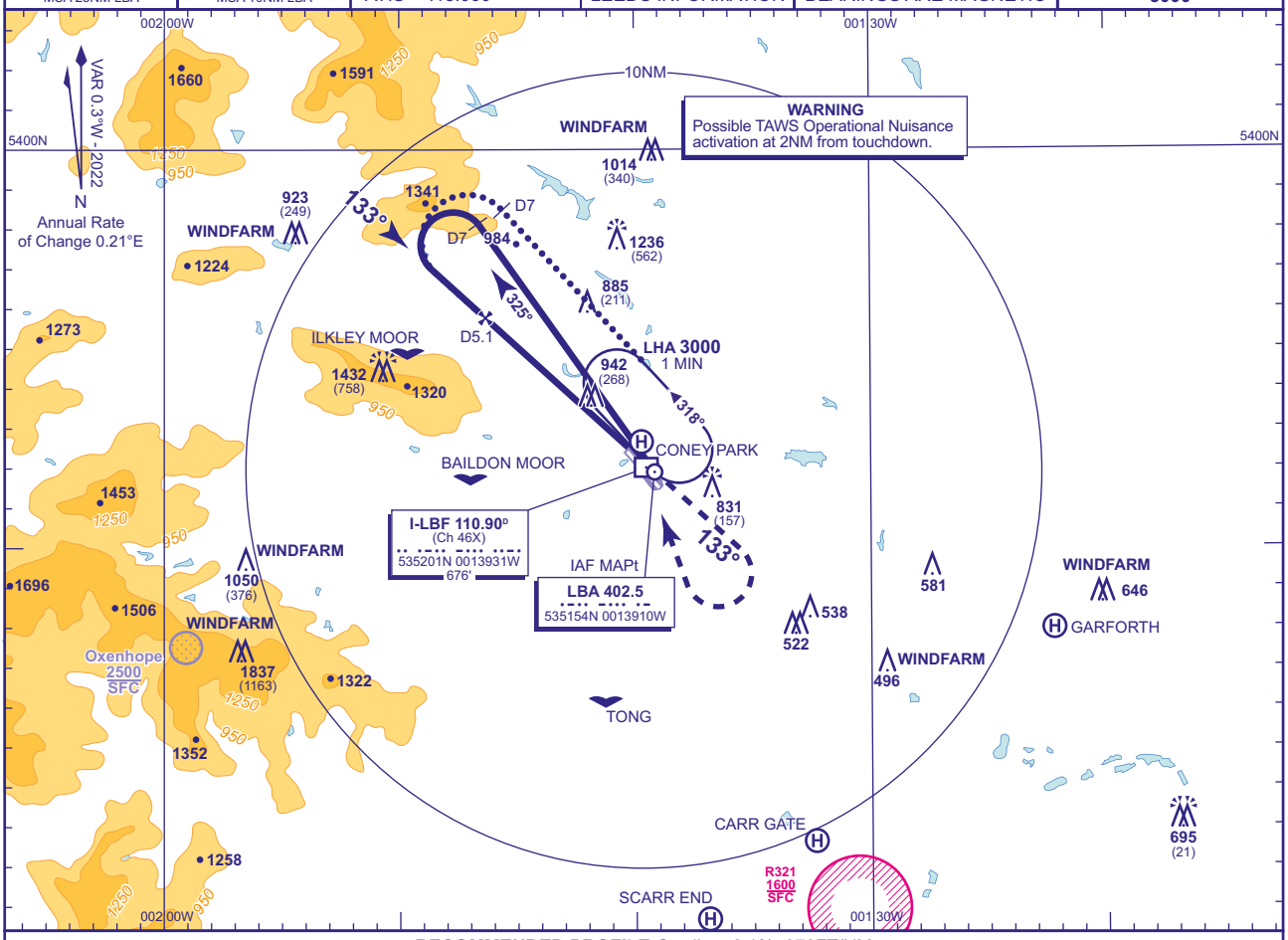


MSA 25NM LBA



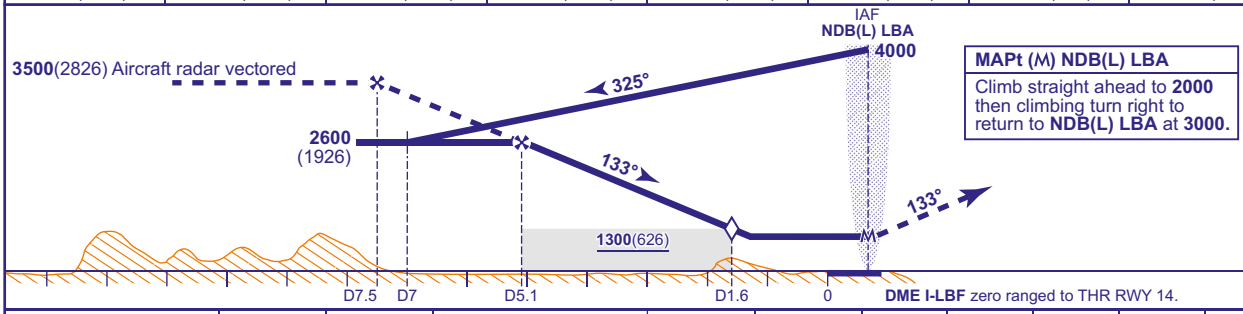
MSA 10NM LBA

| | | | | | |
|---|---|---|---|---|---|
| APP | 134.580 | LEEDS APPROACH | AD ELEVATION | 682 | TRANSITION ALTITUDE 5000 |
| TWR | 120.305 | LEEDS TOWER | THR ELEVATION | 674 | |
| RAD | 134.580 | LEEDS RADAR | OBSTACLE ELEVATION 1837 AMSL (1163) (ABOVE THR) | | |
| | 125.380 | LEEDS DIRECTOR | | | |
| ATIS | 118.030 | LEEDS INFORMATION | BEARINGS ARE MAGNETIC | | |




**RECOMMENDED PROFILE** Gradient 6.1%, 370FT/NM

| DME I-LBF | 7 | 6 | 5 | 4 | 3 | 2 | 1.6 (SDF) |
|---|---|---|---|---|---|---|---|
| ALT(HGT) | 3340(2666) | 2960(2286) | 2590(1916) | 2220(1546) | 1840(1166) | 1470(796) | 1300(626) |




**MAPt (M) NDB(L) LBA**
Climb straight ahead to **2000** then climbing turn right to return to **NDB(L) LBA** at **3000.**

| Aircraft Category | | A | B |
|---|---|---|---|
| OCA (OCH) | WITH DME | 1200(526) | 1200(526) |
| | NO DME | 1860(1186) | 1860(1186) |
| VM(C)OCA (OCH AAL) | Total Area | 1320(638) | 1320(638) |

| Rate of descent | G/S KT | 160 | 140 | 120 | 100 | 80 |
|---|---|---|---|---|---|---|
| | FT/MIN | 990 | 870 | 750 | 620 | 500 |

**ALTERNATIVE PROCEDURE** EXTENDED HOLDING PATTERN Overhead NDB(L) LBA in holding pattern, turn left and descend on extended outbound leg to **2600**(1926). At I-LBF DME 7 turn left onto FAT. When established continue as Main Procedure.

**ALTERNATIVE TIMED PROCEDURE** AIRCRAFT CAT A,B ONLY
Fly procedures, substituting timing of 3MIN on outbound leg, when established inbound on extended FAT descend to MDH.

**NOTES**
1 FAT offset by 5° from RWY C/L.
2 Lowest altitude to commence procedure from hold is **3000.**
3 Due to controlled airspace constraints, aircraft may temporarily leave controlled airspace in the baseturn.

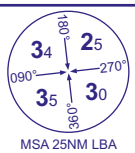
**CHANGE (8/25):** AD ELEVATION. MINIMA. MSA REVISED.

AERO INFO DATE 21 MAY 25

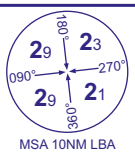
AD 2-EGNM-8-5

## INSTRUMENT APPROACH CHART - ICAO

# LEEDS BRADFORD
# NDB(L)/DME Z
# RWY 14
(ACFT CAT C,D)



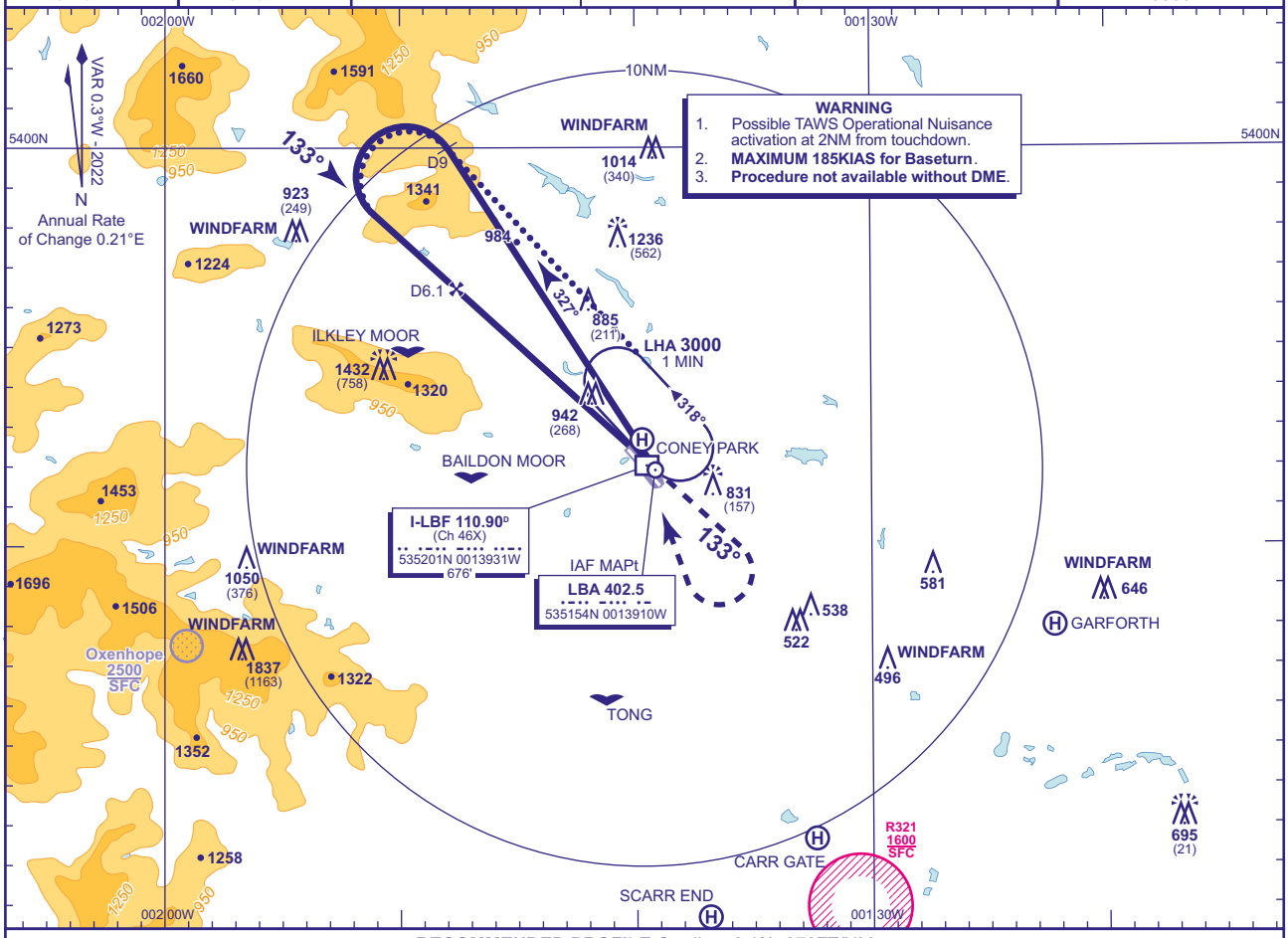
MSA 25NM LBA



MSA 10NM LBA

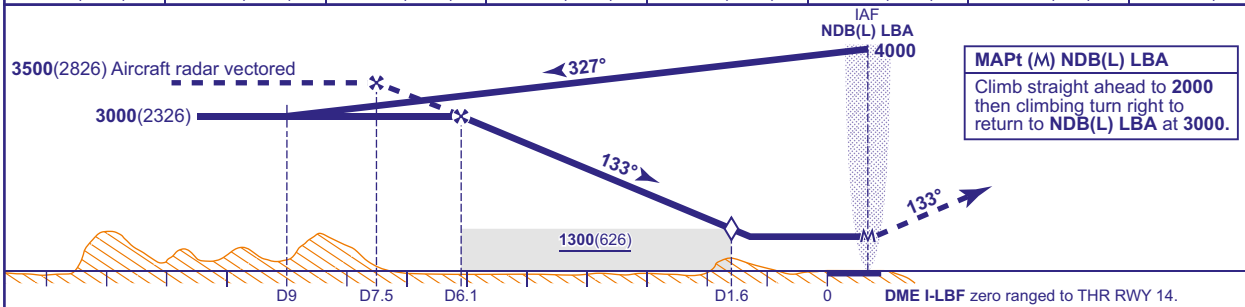
| | | | | | |
|---|---|---|---|---|---|
| APP | 134.580 | LEEDS APPROACH | AD ELEVATION | **682** | |
| TWR | 120.305 | LEEDS TOWER | THR ELEVATION | **674** | |
| RAD | 134.580 | LEEDS RADAR | OBSTACLE ELEVATION **1837 AMSL** (1163) (ABOVE THR) | | |
| | 125.380 | LEEDS DIRECTOR | | | |
| ATIS | 118.030 | LEEDS INFORMATION | BEARINGS ARE MAGNETIC | | |

TRANSITION ALTITUDE **5000**




**RECOMMENDED PROFILE** Gradient 6.1%, 370FT/NM

| **DME I-LBF** | 7 | 6 | 5 | 4 | 3 | 2 | 1.6 **(SDF)** |
|---|---|---|---|---|---|---|---|
| **ALT**(HGT) | **3340**(2666) | **2960**(2286) | **2590**(1916) | **2220**(1546) | **1840**(1166) | **1470**(796) | **1300**(626) |




**MAPt (M) NDB(L) LBA**
Climb straight ahead to **2000** then climbing turn right to return to **NDB(L) LBA** at **3000.**

| **Aircraft Category** | | **C** | **D** |
|---|---|---|---|
| **OCA** (OCH) | **Procedure** | **1200**(526) | **1200**(526) |
| **VM(C)OCA** (OCH AAL) | **Total Area** | **1420**(738) | **1650**(968) |

| **Rate of descent** | **G/S KT** | 160 | 140 | 120 | 100 | 80 |
|---|---|---|---|---|---|---|
| | **FT/MIN** | 990 | 870 | 750 | 620 | 500 |

**ALTERNATIVE PROCEDURE** EXTENDED HOLDING PATTERN Overhead NDB(L) LBA in holding pattern, turn left and descend on extended outbound leg to **3000**(2326). At I-LBF DME 9 turn left onto FAT. When established continue as Main Procedure.

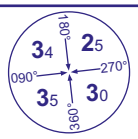
**NOTES** **1** FAT offset by 5° from RWY C/L.
**2** Lowest altitude to commence procedure from hold is **3000.**
**3** Due to controlled airspace constraints, aircraft may temporarily leave controlled airspace in the baseturn.

**CHANGE (8/25):** AD ELEVATION. MINIMA. MSA REVISED.

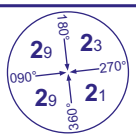
AERO INFO DATE 21 MAY 25 AD 2-EGNM-8-6

# INSTRUMENT APPROACH CHART - ICAO

## LEEDS BRADFORD
## ILS/DME/NDB(L)
## RWY 32
(ACFT CAT A,B,C,D)

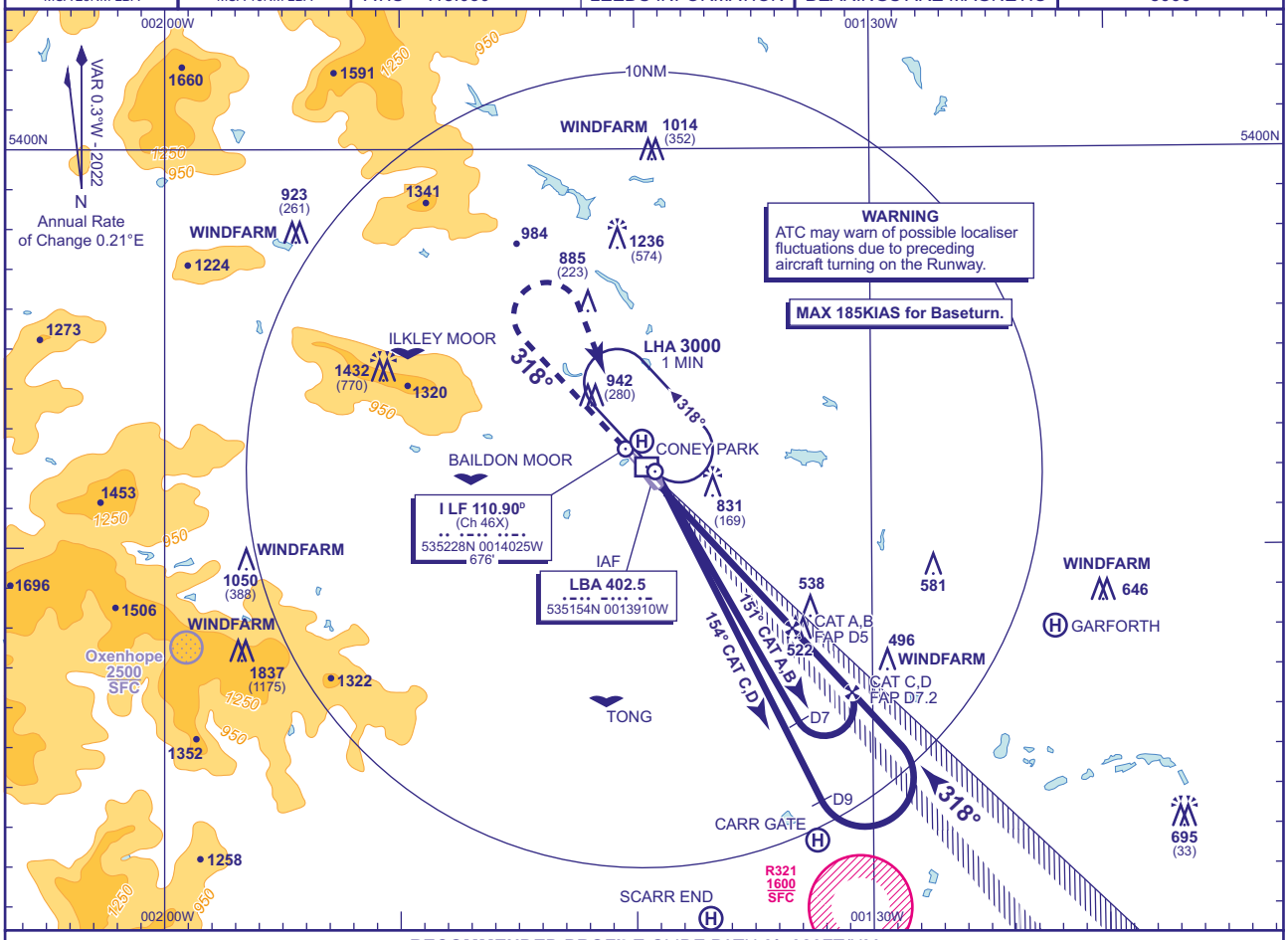


MSA 25NM LBA



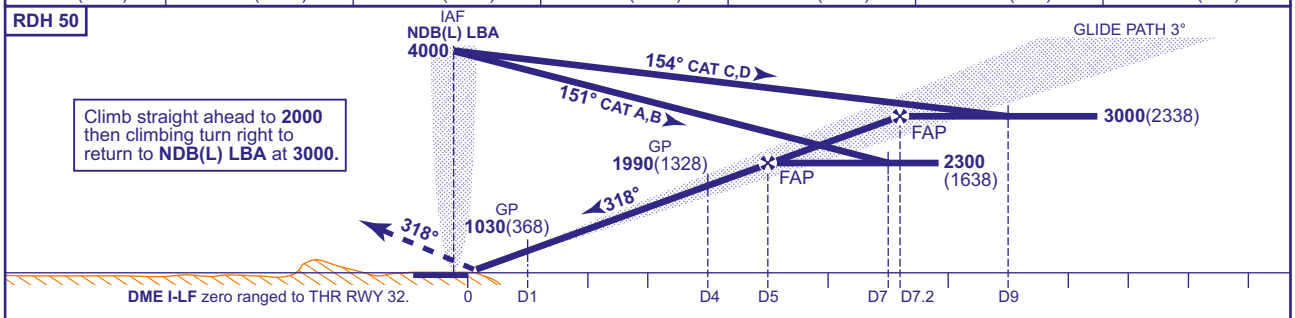
MSA 10NM LBA

| | | | | | |
|---|---|---|---|---|---|
| APP | 134.580 | LEEDS APPROACH | AD ELEVATION | 682 | TRANSITION ALTITUDE 5000 |
| TWR | 120.305 | LEEDS TOWER | THR ELEVATION | 662 | |
| RAD | 134.580 | LEEDS RADAR | OBSTACLE ELEVATION 1837 AMSL (1175) (ABOVE THR) | | |
| | 125.380 | LEEDS DIRECTOR | | | |
| ATIS | 118.030 | LEEDS INFORMATION | BEARINGS ARE MAGNETIC | | |




**RECOMMENDED PROFILE** GLIDE PATH 3°, 320FT/NM

| DME I-LF | 6 | 5 | 4 | 3 | 2 | 1 |
|---|---|---|---|---|---|---|
| ALT(HGT) | **2620**(1958) | **2310**(1648) | **1990**(1328) | **1670**(1008) | **1350**(688) | **1030**(368) |




| Aircraft Category | | A | B | C | D |
|---|---|---|---|---|---|
| OCA (OCH) | CAT I | **871**(209) | **881**(219) | **892**(230) | **901**(239) |
| | CAT II | **724**(62) | **734**(72) | **748**(86) | **767**(105) |
| VM(C)OCA (OCH AAL) | Total Area | **1320**(638) | **1320**(638) | **1420**(738) | **1650**(968) |

| Rate of descent | G/S KT | 160 | 140 | 120 | 100 | 80 |
|---|---|---|---|---|---|---|
| | FT/MIN | 850 | 740 | 640 | 530 | 420 |

**NOTE** **1** Lowest altitude to commence procedure from hold is **3000.**
**2** Due to controlled airspace constraints, aircraft may temporarily leave controlled airspace in the baseturn.

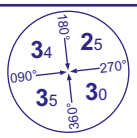
**CHANGE (8/25):** AD ELEVATION. MINIMA. MSA REVISED.

AERO INFO DATE 21 MAY 25

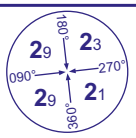
AD 2-EGNM-8-7

## INSTRUMENT APPROACH CHART - ICAO

# LEEDS BRADFORD
## LOC/DME/NDB(L)
## RWY 32
(ACFT CAT A,B,C,D)



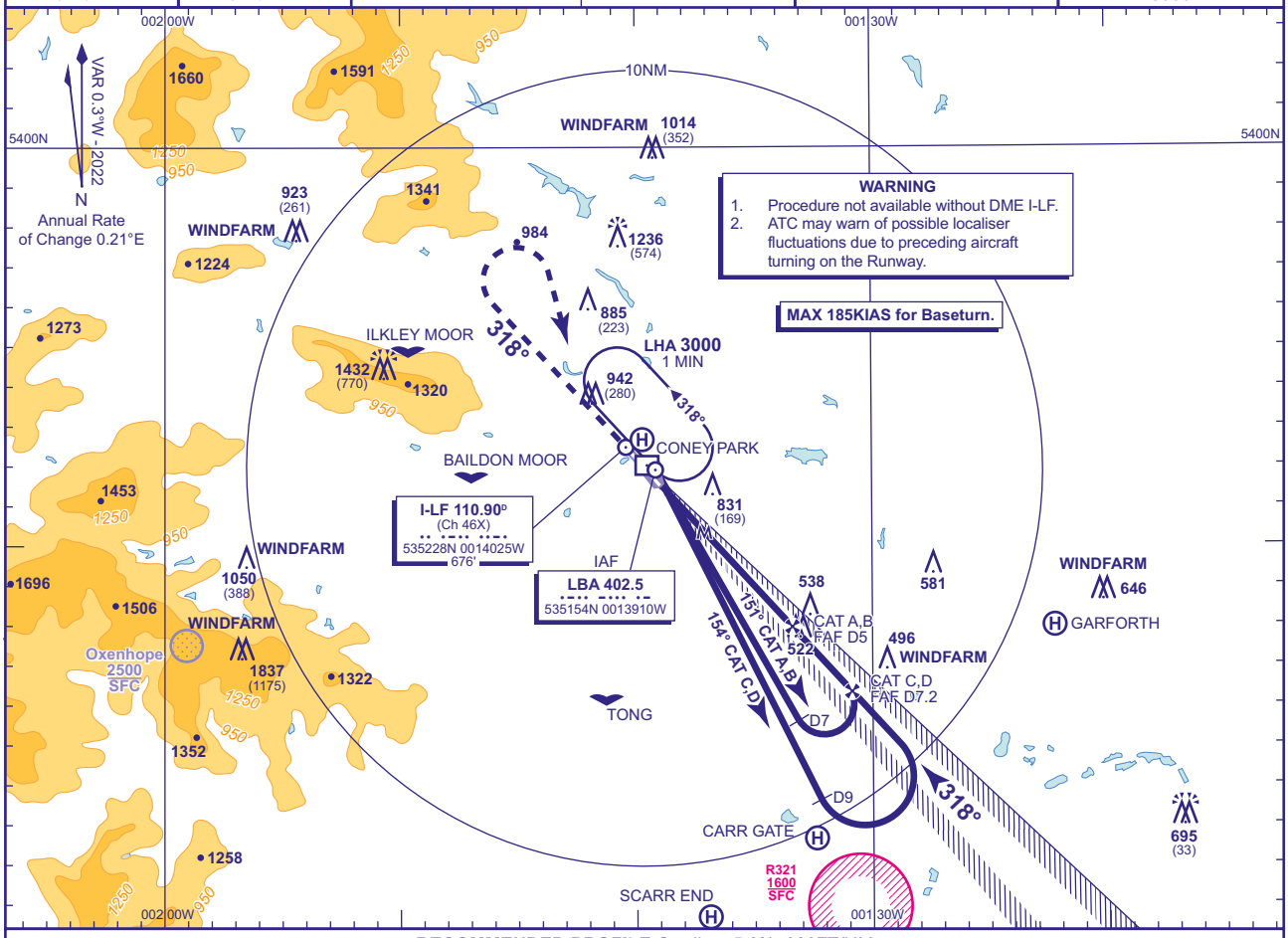
MSA 25NM LBA



MSA 10NM LBA

| | | | |
|---|---|---|---|
| APP 134.580 | LEEDS APPROACH | AD ELEVATION | 682 |
| TWR 120.305 | LEEDS TOWER | THR ELEVATION | 662 |
| RAD 134.580 | LEEDS RADAR | OBSTACLE ELEVATION | |
| 125.380 | LEEDS DIRECTOR | 1837 AMSL (1175) (ABOVE THR) | |
| ATIS 118.030 | LEEDS INFORMATION | BEARINGS ARE MAGNETIC | |

TRANSITION ALTITUDE **5000**



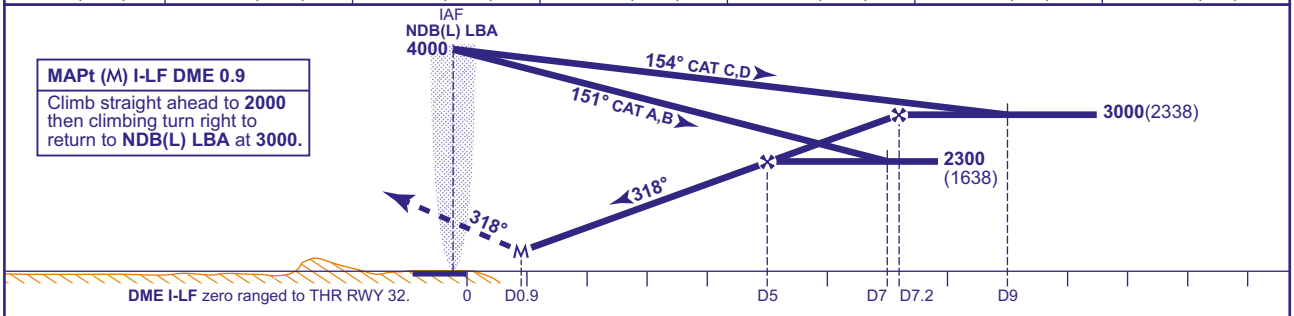

**WARNING**
1. Procedure not available without DME I-LF.
2. ATC may warn of possible localiser fluctuations due to preceding aircraft turning on the Runway.

**MAX 185KIAS for Baseturn.**

**RECOMMENDED PROFILE** Gradient 5.2%, 320FT/NM

| DME I-LF | 6 | 5 | 4 | 3 | 2 | 1 |
|---|---|---|---|---|---|---|
| ALT(HGT) | **2620**(1958) | **2310**(1648) | **1990**(1328) | **1670**(1008) | **1350**(688) | **1030**(368) |

**MAPt (M) I-LF DME 0.9**
Climb straight ahead to **2000** then climbing turn right to return to **NDB(L) LBA** at **3000.**




| Aircraft Category | | A | B | C | D |
|---|---|---|---|---|---|
| OCA (OCH) | Procedure | **1020**(358) | **1020**(358) | **1020**(358) | **1020**(358) |
| VM(C)OCA (OCH AAL) | Total Area | **1320**(638) | **1320**(638) | **1420**(738) | **1650**(968) |

| Rate of descent | G/S KT | 160 | 140 | 120 | 100 | 80 |
|---|---|---|---|---|---|---|
| | FT/MIN | 850 | 740 | 640 | 530 | 420 |

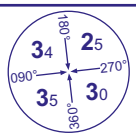
**NOTE** **1** Lowest altitude to commence procedure from hold is **3000.**
**2** Due to controlled airspace constraints, aircraft may temporarily leave controlled airspace in the baseturn.

**CHANGE (8/25):** AD ELEVATION. MINIMA. MSA REVISED.

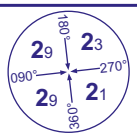
AERO INFO DATE 21 MAY 25 AD 2-EGNM-8-8

# INSTRUMENT APPROACH CHART - ICAO

## LEEDS BRADFORD
## NDB(L) DME
## RWY 32
(ACFT CAT A,B,C,D)

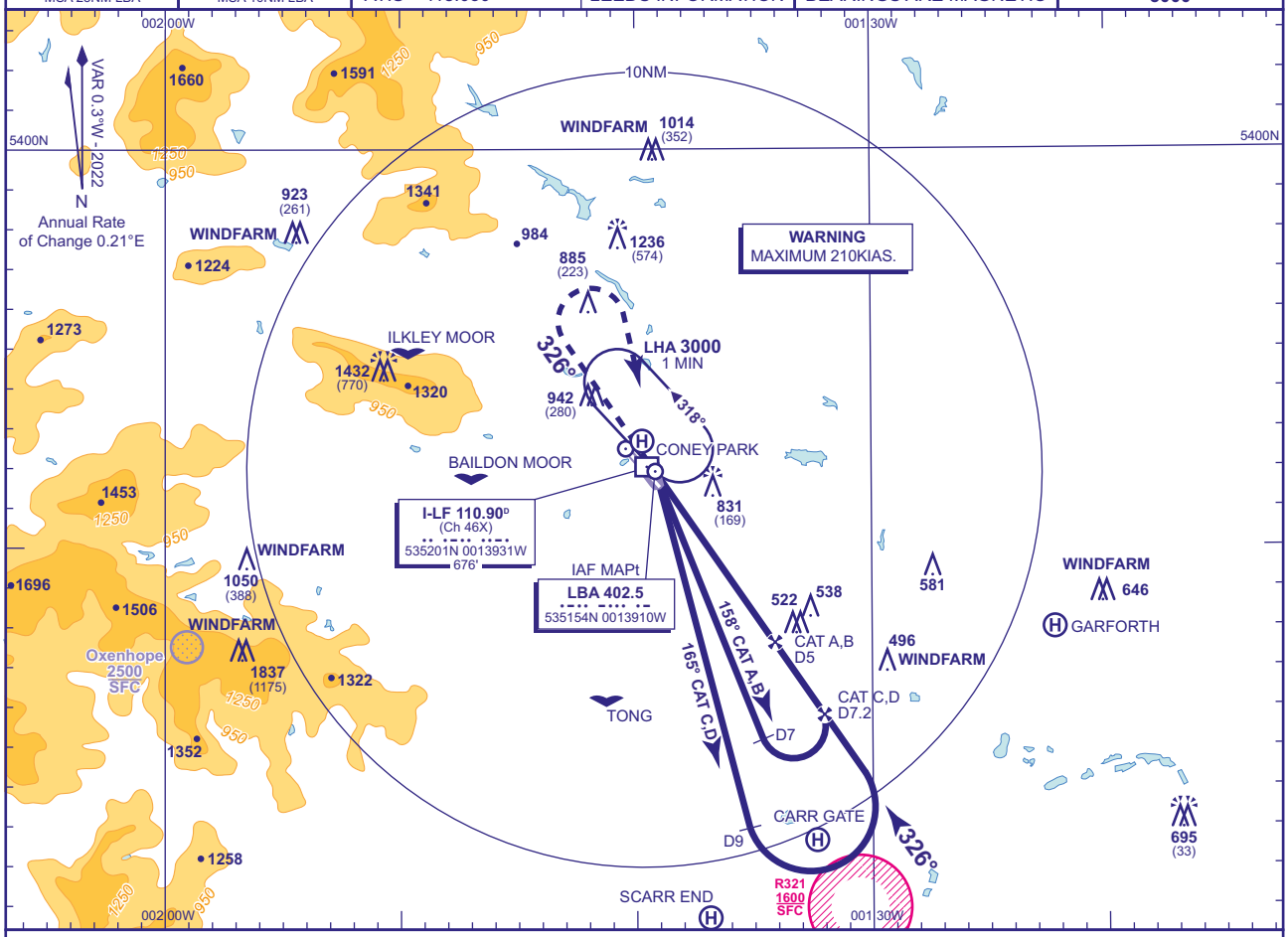


MSA 25NM LBA



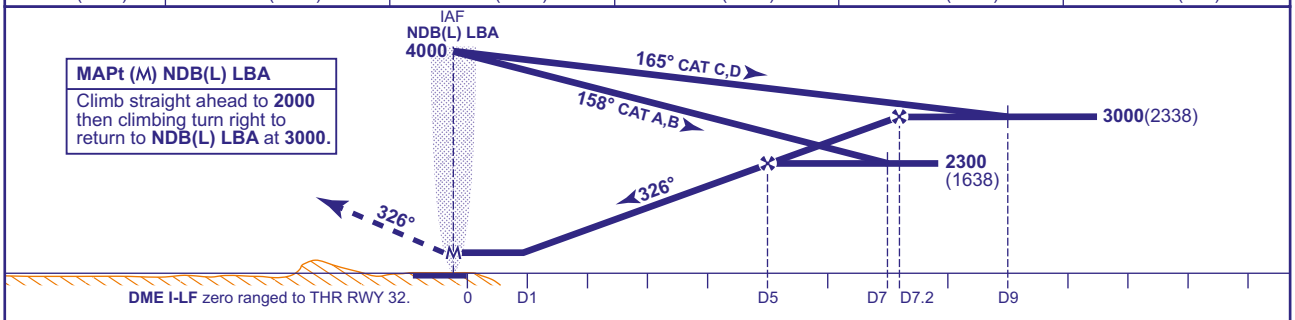
MSA 10NM LBA

| | | | | | |
|---|---|---|---|---|---|
| APP | 134.580 | LEEDS APPROACH | AD ELEVATION | 682 | TRANSITION ALTITUDE 5000 |
| TWR | 120.305 | LEEDS TOWER | THR ELEVATION | 662 | |
| RAD | 134.580 | LEEDS RADAR | OBSTACLE ELEVATION 1837 AMSL (1175) (ABOVE THR) | | |
| | 125.380 | LEEDS DIRECTOR | | | |
| ATIS | 118.030 | LEEDS INFORMATION | BEARINGS ARE MAGNETIC | | |




**RECOMMENDED PROFILE** Gradient 5.2%, 320FT/NM

| DME I-LF | 6 | 5 | 4 | 3 | 2 |
|---|---|---|---|---|---|
| ALT(HGT) | **2620**(1958) | **2300**(1638) | **1990**(1328) | **1670**(1008) | **1350**(688) |




**MAPt (M) NDB(L) LBA**
Climb straight ahead to **2000** then climbing turn right to return to **NDB(L) LBA** at **3000.**

| Aircraft Category | | A | B | C | D |
|---|---|---|---|---|---|
| OCA (OCH) | WITH DME | **1050**(388) | **1050**(388) | **1080**(418) | **1100**(438) |
| | NO DME | **1100**(438) | **1100**(438) | **N/A** | **N/A** |
| VM(C)OCA (OCH AAL) | Total Area | **1320**(638) | **1320**(638) | **1420**(738) | **1650**(968) |

| Rate of descent | G/S KT | 160 | 140 | 120 | 100 | 80 |
|---|---|---|---|---|---|---|
| | FT/MIN | 840 | 740 | 630 | 530 | 420 |

**ALTERNATIVE TIMED PROCEDURE** AIRCRAFT CAT A,B ONLY
Fly procedures, substituting timing of 3MIN on outbound leg, when established inbound on extended FAT descend to MDH.

**NOTES**
1 FAT offset by 7.7° from RWY C/L.
2 Lowest altitude to commence procedure from hold is **3000.**
3 Due to controlled airspace constraints, aircraft may temporarily leave controlled airspace in the baseturn.

**CHANGE (8/25):** AD ELEVATION. MINIMA. MSA REVISED.

AERO INFO DATE 21 MAY 25

**INTENTIONALLY BLANK**

# EGCM — LEEDS EAST

## EGCM AD 2.1 AERODROME LOCATION INDICATOR AND NAME

EGCM — LEEDS EAST

## EGCM AD 2.2 AERODROME GEOGRAPHICAL AND ADMINISTRATIVE DATA

| | | |
|---|---|---|
| 1 | ARP coordinates and site at AD | Lat: 535004N Long: 0011144W<br>Intersection of runways. |
| 2 | Direction and distance from city | 4 NM SW of York. |
| 3 | Elevation / Reference temperature / Mean Low Temperature | 29 FT / 21 °C / - |
| 4 | Geoid undulation at AD ELEV PSN | 158 FT |
| 5 | Magnetic Variation / Annual Change | 0.09°W (2022) / 0.21°E |
| 6 | AD Administration<br>Address<br>Telephone<br><br>E-mail address<br>Web address | MAKIN ENTERPRISES<br>Leeds East Airport, Busk Lane, Church Fenton, North Yorkshire, LS24 9SE.<br>01937-534197 (Ops/Fuel)<br>07541-226316 (Ops - Mobile)<br>ops@leedseastairport.co.uk<br>www.leedseastairport.co.uk |
| 7 | Type of Traffic permitted (IFR/VFR) | IFR/VFR |
| 8 | Remarks | |

## EGCM AD 2.3 OPERATIONAL HOURS

| | | |
|---|---|---|
| 1 | AD Administration | 0800-1800 (0700-1700). Extensions by arrangement. |
| 2 | Customs and immigration | By arrangement. |
| 3 | Health and sanitation | |
| 4 | AIS Briefing Office | |
| 5 | ATS Reporting Office (ARO) | |
| 6 | MET Briefing Office | |
| 7 | ATS | As AD hours. See also AD 2.18. |
| 8 | Fuelling | H24 |
| 9 | Handling | As AD hours. |
| 10 | Security | H24 |
| 11 | De-icing | |
| 12 | Remarks | This aerodrome is PPR. |

## EGCM AD 2.4 HANDLING SERVICES AND FACILITIES

| | | |
|---|---|---|
| 1 | Cargo handling facilities | Forklifts available through Ops, prior notice required. |
| 2 | Fuel and oil types | AVTUR JET A-1, AVGAS 100LL<br>Oil by prior arrangement. W80, W100, W100+, S80, S100, 15/50. |
| 3 | Fuelling facilities/capacity | AVTUR capacity 42,000 LT and self service pump available. AVGAS capacity 15,000 LT and self service pump available. |
| 4 | De-icing facilities | |
| 5 | Hangar space for visiting aircraft | Yes. Subject to prior arrangement. |
| 6 | Repair facilities for visiting aircraft | |
| 7 | Remarks | |

## EGCM AD 2.5 PASSENGER FACILITIES

| | | |
|---|---|---|
| 1 | Hotels | In vicinity. Preferential rates available. |
| 2 | Restaurants | Cafe. VIP and executive catering by arrangement. |
| 3 | Transportation | Buses, taxis, car hire and limousines. Nearest railway stations: Church Fenton or Uleskelf. |
| 4 | Medical facilities | Limited first aid treatment. |

| | | |
|---|---|---|
| 5 | Bank and Post Office | Village 1 mile. |
| 6 | Tourist Office | |
| 7 | Remarks | |

## EGCM AD 2.6 RESCUE AND FIRE FIGHTING SERVICES

| | | |
|---|---|---|
| 1 | AD category for fire fighting services | Mon-Fri RFF Category 2.<br>Sat-Sun RFF Category 1.<br><br>RFF Category 3 aircraft accepted under remission. |
| 2 | Rescue equipment | One 4x4 Foam Tender. |
| 3 | Capability for removal of disabled aircraft | In the event of an incident, light aircraft can be removed using airport resources. Large aircraft can be removed using outside sources, in conjunction with aircraft operators. Contact 01937-534197. |
| 4 | Remarks | |

## EGCM AD 2.7 SEASONAL AVAILABILITY - CLEARING

| | | |
|---|---|---|
| 1 | Type of clearing equipment | |
| 2 | Clearance priorities | |
| 3 | Remarks | Latest information from Operations Tel: 01937-534194 Ext 3. |

## EGCM AD 2.8 APRONS, TAXIWAYS AND CHECK LOCATIONS/POSITIONS DATA

| | | |
|---|---|---|
| 1 | Apron surface and strength | APRON<br>Surface: Concrete and asphalt<br>PCN 45/F/C/X/U |
| 2 | Taxiway width, surface and strength | Taxiway ALPHA: 15 M<br>Surface: Asphalt<br>PCN 26/F/B/X/U<br><br>Taxiway BRAVO: 15 M<br>Surface: Asphalt<br>PCN 20/F/C/X/U<br><br>Taxiway ECHO: 15 M<br>Surface: Asphalt<br>PCN 20/F/C/Z/U<br><br>Taxiway FOXTROT: 15 M<br>Surface: Asphalt<br>PCN 8/F/C/X/U |
| 3 | Altimeter checkpoint location and elevation | Main Apron 29 FT |
| 4 | VOR checkpoints | |
| 5 | INS checkpoints | |
| 6 | Remarks | |

## EGCM AD 2.9 SURFACE MOVEMENT GUIDANCE AND CONTROL SYSTEM AND MARKINGS

| | | |
|---|---|---|
| 1 | Use of aircraft stand ID signs, TWY guide lines and visual docking/parking guidance system of aircraft stands | Marshalling on request. |
| 2 | Runway and taxiway markings and lighting | Taxiway marking aid(s):<br>Yellow centre-line, taxiway holding position;<br>Holding point A1, threshold of RWY 06. |
| 3 | Stop bars and runway guard lights (if any) | |
| 4 | Other runway protection measures | |
| 5 | Remarks | Wind direction indicator. Illuminated windsock. |

# EGCM AD 2.10 AERODROME OBSTACLES

| In Approach/Take-off areas | | | | | |
|---|---|---|---|---|---|
| **Obstacle ID/ Designation** | **Obstacle Type** | **Obstacle Position** | **Elevation/Height** | **Obstruction Lighting Type/ Colour** | **Remarks** |
| **1** | **2** | **3** | **4** | **5** | **6** |
| INTENTIONALLY BLANK | | | | | |

| In circling area and at aerodrome | | | | | | |
|---|---|---|---|---|---|---|
| **Obstacle ID/ Designation** | **Obstacle Type** | **Obstacle Position** | **Elevation/Height** | | **Obstruction Lighting Type/ Colour** | **Remarks** |
| **1** | **2** | **3** | **4** | | **5** | **6** |
| (EGCM1366) | COMMS MAST | 535505.51N 0011032.53W | 230 FT | 93 FT | Yes | |
| (EGCM1356) | PYLON | 535218.41N 0011742.02W | 298 FT | 121 FT | No | |
| (EGCM1363) | PYLON | 535213.72N 0011823.84W | 293 FT | 125 FT | No | |
| (EGCM1355) | PYLON | 535210.50N 0011749.49W | 291 FT | 123 FT | No | |
| (EGCM1372) | COMMS MAST | 535205.24N 0010453.42W | 204 FT | 124 FT | Yes | |
| (EGCM1367) | RAILWAY COMMS MAST | 535144.89N 0011049.75W | 138 FT | 98 FT | Yes | |
| (EGCM1340) | FLAG POLE | 535140.59N 0011507.93W | 233 FT | 89 FT | No | |
| (EGCM1068) | TREE | 535135.87N 0011207.07W | 139 FT | 98 FT | No | |
| (EGCM1343) | TREE | 535134.14N 0011517.01W | 218 FT | 86 FT | No | |
| (EGCM1344) | TREE | 535133.60N 0011517.87W | 223 FT | 94 FT | No | |
| (EGCM1195) | TREE | 535109.69N 0010915.42W | 135 FT | 105 FT | No | |
| (EGCM1749) | PYLON | 534927.87N 0012001.24W | 334 FT | 135 FT | No | |
| (EGCM2324) | ELECTRICITY PYLON | 534906.47N 0011953.84W | 347 FT | 149 FT | No | |
| (EGCM2321) | ELECTRICITY PYLON | 534826.37N 0012006.77W | 372 FT | 135 FT | No | |
| (EGCM1723) | CHIMNEY | 534814.63N 0011331.57W | 143 FT | 116 FT | No | |
| (EGCM1722) | BUILDING | 534814.04N 0011323.10W | 140 FT | 113 FT | No | |
| (EGCM1720) | CHIMNEY | 534744.44N 0011341.65W | 166 FT | 140 FT | No | |
| (EGCM1761) | MAST | 534658.68N 0012222.41W | 427 FT | 99 FT | Yes | |
| (EGCM1775) | CHIMNEY LIT | 534242.85N 0010730.53W | 694 FT | 656 FT | Yes Red | |

# EGCM AD 2.11 METEOROLOGICAL INFORMATION PROVIDED

| | | |
|---|---|---|
| 1 | Associated MET Office | MET OFFICE EXETER |
| 2 | Hours of service<br>MET Office outside hour | H24 |
| 3 | Office responsible for TAF preparation<br>Periods of validity | |
| 4 | Trend forecast<br>Interval of issuance | |
| 5 | Briefing/consultation provided | Self-briefing/telephone. |
| 6 | Flight documentation<br>Language(s) used | Charts abbreviated plain language text. TAFs/METARs.<br>English. |

| | | |
|---|---|---|
| 7 | Charts and other information available for briefing or consultation | |
| 8 | Supplementary equipment available for providing information | Self-briefing terminal (internet). |
| 9 | ATS units provided with information | |
| 10 | Additional information (limitation of service, etc.) | Unofficial observations made during AD hours. |

## EGCM AD 2.12 RUNWAY PHYSICAL CHARACTERISTICS

| Designations RWY Number | True bearing | Dimensions of RWY | Surface of RWY/ SWY/ Strength | THR co-ordinates/ THR Geoid undulation | THR elevation/ Highest elevation of TDZ of precision APP RWY | Slope of RWY/ SWY |
|---|---|---|---|---|---|---|
| 1 | 2 | 3 | 4 | 5 | 6 | 7 |
| 06 | 054.67° | 1826 x 45 M | RWY surface: Asphalt<br>PCN 30/F/C/X/U | 534949.45N<br>0011218.62W<br>158.2 FT | THR 28.4 FT<br>TDZ 28.7 FT | RWY 06 -0.01% Down<br>RWY 24 0.01% Up |
| 24 | 234.68° | 1826 x 45 M | RWY surface: Asphalt<br>PCN 30/F/C/X/U | 535021.47N<br>0011102.25W<br>158.1 FT | THR 27.4 FT<br>TDZ 27.4 FT | RWY 06 -0.01% Down<br>RWY 24 0.01% Up |

| SWY Dimensions | Clearway Dimensions | Strip Dimensions | RESA Dimensions, Overshoot / Undershoot | Location/ description of arresting system | OFZ | Remarks |
|---|---|---|---|---|---|---|
| 8 | 9 | 10 | 11 | 12 | 13 | 14 |
| | | 1831 x 280 M | | | | RWY 06<br><br>Threshold displaced by 134 M. |
| 47 x 46 M | | 1831 x 280 M | | | | RWY 24 |

## EGCM AD 2.13 DECLARED DISTANCES

| Runway designator | TORA | TODA | ASDA | LDA | Remarks |
|---|---|---|---|---|---|
| 1 | 2 | 3 | 4 | 5 | 6 |
| 06 | 1799 M | 1799 M | 1799 M | 1711 M | |
| 24 | 1711 M | 1711 M | 1711 M | 1711 M | |
| 06 | 1184 M | 1184 M | 1184 M | | Take-off from intersection with F1. |
| 06 | 921 M | 921 M | 921 M | | Take-off from intersection with permanently closed Runway 16/34. |
| 24 | 810 M | 810 M | 810 M | | Take-off from intersection with permanently closed Runway 16/34. |

## EGCM AD 2.14 APPROACH AND RUNWAY LIGHTING

| RWY | Approach lighting Type/ Length/ Intensity | Threshold lighting Colour/Wing bars | VASIS/ MEHT/ PAPI/ PAPI Dist from THR | TDZ, lighting Length | Runway Centre Line lighting Length/ Spacing/ Colour/ Intensity | Runway edge lighting Length/ Spacing/ Colour/ Intensity | Runway end lighting Colour/ Wing bars | Stopway lighting Length/ Colour | Remarks |
|---|---|---|---|---|---|---|---|---|---|
| 1 | 2 | 3 | 4 | 5 | 6 | 7 | 8 | 9 | 10 |
| 06 | Centre-line with two crossbars.<br>300 M<br>Light intensity high | Green<br>Light intensity high<br>bi-directional with green wingbars. | PAPI<br>Both/3°<br>43 FT<br>13.1 M | | | HI elevated bi-directional 30 M spacing with LI omni-directional component 90 M spacing.<br>Light intensity high | Red | | |

| RWY | Approach lighting Type/ Length/ Intensity | Threshold lighting Colour/Wing bars | VASIS/ MEHT/ PAPI/ PAPI Dist from THR | TDZ, lighting Length | Runway Centre Line lighting Length/ Spacing/ Colour/ Intensity | Runway edge lighting Length/ Spacing/ Colour/ Intensity | Runway end lighting Colour/ Wing bars | Stopway lighting Length/ Colour | Remarks |
|---|---|---|---|---|---|---|---|---|---|
| 1 | 2 | 3 | 4 | 5 | 6 | 7 | 8 | 9 | 10 |
| 24 | Centre-line with five crossbars. 900 M Light intensity high | Green Light intensity high bi-directional with green wingbars. | PAPI Both/3° 57 FT 17.4 M | | | HI elevated bi-directional 30 M spacing with LI omni-directional component 90 M spacing. Light intensity high | Red | | |

## EGCM AD 2.15 OTHER LIGHTING, SECONDARY POWER SUPPLY

| | | |
|---|---|---|
| 1 | ABN/IBN location, characteristics and hours of operation | |
| 2 | LDI location and lighting<br>Anemometer location and lighting | LDI: 535003.00N 0011136.00W (Red obstruction light) |
| 3 | TWY edge and centre line lighting | EDGE: Blue edge lights on all taxiways. |
| 4 | Secondary power supply/switch-over time | Yes. Standby generator 10 seconds switching ability. Tower building UPS no break switching. |
| 5 | Remarks | Main Apron floodlighting. |

## EGCM AD 2.16 HELICOPTER LANDING AREA

| | | |
|---|---|---|
| 1 | Coordinates TLOF or THR of FATO, geoid undulation | |
| 2 | TLOF and/or FATO elevation | |
| 3 | TLOF and FATO area dimensions, surface, strength, marking, lighting | |
| 4 | True BRG of FATO | |
| 5 | Declared distance available | |
| 6 | APP and FATO lighting | |
| 7 | RMK | North Heli in between Taxiway Bravo & Main Runway.<br>South Heli adjacent to disused Threshold 34.<br>Pilots should communicate intensions taxing to and from the Heli reporting points. |

## EGCM AD 2.17 AIR TRAFFIC SERVICES AIRSPACE

| Designation and lateral limits | Vertical Limits | Airspace Class | ATS unit callsign/ language | Transition Altitude | Hours of applicability | Remarks |
|---|---|---|---|---|---|---|
| 1 | 2 | 3 | 4 | 5 | 6 | 7 |
| LEEDS EAST ATZ 534837N 0011510W thence clockwise by the arc of a circle radius 2.5 NM centred on 535004N 0011144W to 534749N 0010956W thence anti-clockwise by the arc of a circle radius 2 NM centred on 534703N 0011304W to 534823N 0011032W - 534837N 0011510W | Upper limit: 2000 FT AGL<br>Lower limit: SFC | G | FENTON RADIO English | 3000 FT | | |

# EGCM AD 2.18 AIR TRAFFIC SERVICES COMMUNICATION FACILITIES

| Service Designation | Callsign | Channel/ Frequency(MHz) | SATVOICE number(s) | Logon Address | Hours of Operation | Remarks |
|---|---|---|---|---|---|---|
| 1 | 2 | 3 | 4 | 5 | 6 | 7 |
| OTHER | FENTON FIRE | 121.600<br>Non-ATS<br>Frequency | | | Available when fire vehicle attending aircraft on the ground in an emergency. | ATZ hours coincident with A/G hours. |
| | FENTON RADIO | 120.710<br>DOC 30 NM/6000 FT.<br>A/G frequency. | | | 0800-1800 (0700-1700).<br>Extensions by arrangement. | |

# EGCM AD 2.19 RADIO NAVIGATION AND LANDING AIDS

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# EGCM AD 2.20 LOCAL AERODROME REGULATIONS

## 1 AIRPORT REGULATIONS

a) Not available to aircraft unable to communicate with Tower.
b) Aerobatic manoeuvres and low flypasts are prohibited unless prior approval has been given by the aerodrome operator.
c) Airport is PPR for all aircraft movements. The filing of a Flight Plan does not comply with the requirements to obtain PPR.

## 2 GROUND MOVEMENT

a) Caution, reduced wing tip clearance between taxiing and parked aircraft on Main Apron.

## 3 CAT II/III OPERATIONS

Not applicable.

## 4 WARNINGS

a) The only signals are light signals.
b) Pilots are to join and depart via the aerodrome VRPs, joining the visual circuit from the crosswind, downwind, base or finals. No deadside or overhead joins due to the conjoined ATZ with Sherburn in Elmet airfield to the south.
c) Obstacle marking and lighting: Control Tower, hangars, flood light stands and anemometer north of Runway 24/06.
d) At both ends of 06/24, the pavement width is wider than the delineated runway width.

## 5 HELICOPTER OPERATIONS

a) In order to avoid noise sensitive areas surrounding the aerodrome, helicopters should conform to the normal helicopter circuit procedures.
b) 700 FT Circuit Height on QFE arrivals and departure.
c) Helicopters should conform to a Helicopter circuit of 700 FT QFE with a 24 LH (Left Hand) and 06 RH (Right hand).
d) Helicopters should arrive via the official reporting points and position to Heli North or Heli South avoiding Sherburn Airfield ATZ and Fix wing circuit.
e) During LVP operations minimum MET visibility 450 M.

## 6 USE OF RUNWAYS

a) Except where a public transport operator has a lower State authorised take-off minima, the Aerodrome Authority cannot approve departures in RVR conditions of less than 400 M.

## 7 TRAINING

a) Use of the aerodrome for training is subject to agreement.
b) The number of aircraft in the visual circuit will be determined by Tower, subject to the prevailing weather conditions and other commercial or corporate traffic.
c) Booking procedures for all circuit training flights may be introduced by Tower during busy periods.

# EGCM AD 2.21 NOISE ABATEMENT PROCEDURES

## 1 GENERAL

a) Every operator of aircraft using the airport shall ensure at all times that aircraft are operated in a manner calculated to cause the least disturbance practicable in the area surrounding the airport.
b) Only those aircraft meeting ICAO Chapter 3 criteria or better will be accepted. Contact Flight Operations on +44(0)1937-534197.
c) Pilots are requested to avoid the use of reverse thrust or reverse pitch above idle power settings on landing, consistent with the safe operation of the aircraft.
d) Due to the close proximity of residential areas, ground running of engines or Auxiliary Power Units (APU) shall be kept to a minimum consistent with operational requirements. At no time shall APUs be run for more than 30 minutes without Aerodrome Operator consent.
e) All aircraft should avoid flying over local villages.
f) **Runway 06** - Circuit pattern:

i. **Take-off**

Turn left as son as practicable to do so and establish on track to clear the village of Ryther (060 degrees, 2 NM). If remaining in the circuit, ensure that crosswind and downwind track is to the north of the villages Bolton Percy and Appleton Roebuck. It is acceptable to maintain a track between the two villages following the railway line.

ii. **Landing**

Maintain the downwind leg north of the villages Bolton Percy, Appleton Roebuck and Ulleskelf to avoid overflying. No low approaches over the village of Church Fenton. Remain north of the railway line.

g) **Runway 24** - Circuit pattern:

i. **Take-off**

Turn right as soon as practicable to do so and establish a westerly track to avoid overflying the village of Church Fenton. If remaining in the circuit ensure that the crosswind and downwind track is to the north of the villages Ulleskelf, Bolton Percy and Appleton Roebuck. Remain north of the railway line. It is acceptable to turn on base leg between the two villages following the railway line south bound (performance permitting).

ii. **Landing**

Ensure base leg remains clear of the villages Bolton Percy and Appleton Roebuck and if performance permits off set final approach to avoid the village of Ryther. Offset approach does not apply to aircraft on the RNP approach.

# EGCM AD 2.22 FLIGHT PROCEDURES

## 1 CIRCUIT PROCEDURES

a) Aircraft taking off, 'going around' or making 'touch and go' landings may be subject to noise procedures as instructed by Tower.
b) Circuit direction: Runway 24 right hand; Runway 06 left hand.
c) Fixed wing circuit height 1000 FT QFE.
d) Helicopters circuit height 700 FT QFE.

## 2 VFR FLIGHTS

a) Arrival Procedures

i. The arrival procedure for traffic arriving at Leeds East Airport (LEA) will be via VFR reporting points not below 1500 FT AAL.

b) Departure Procedures

i. VFR departures will follow noise abatement then climb on track avoiding inbound VRP's.
ii. All departing and arriving aircraft should avoid overflying villages on the downwind leg. See AD 2.21.

## 3 VFR DEPARTURES JOINING AIRWAYS IFR

a) Subject to controller workload, expect to be controlled by either Scottish Control or Leeds Radar as appropriate.
b) Ops can obtain clearances from the relevant agency on aircraft start-up.
c) Commanders are reminded that LBA CAS exists between LEA and Pole Hill (FL85 and below) - Southerly departures file via UPTON avoiding LBA CAS.

## 4 PROCEDURES FOR INBOUND AIRCRAFT

a) All IFR traffic are to include EGCMZTZX as a flight plan addressee.

## 5 INSTRUMENT APPROACH PROCEDURES (IAP)

a) RNP Instrument Approach Procedures at LEA are established in Class G airspace and no approach control service is provided.
b) All IAPs must have a pre-booked approach time slot from LEA Operations on 01937-534197 which must be adhered to maintain separation.
c) Initial airborne requests for a procedure slot not accepted, unless in an emergency.
d) LEA Operations will provide a briefing document relating to the IAP. Pilots are to abide by the procedures in the briefing document when executing the IAP.
e) For an IVGOB IAF join, permission to transit LBA CAS is required from Leeds Approach.
f) Squawk 5077 when using EGCM RNP Approach.
g) Pilot Brief can be found on LEA website (www.leedseastairport.co.uk) for procedures and bookings.

## 6 VISUAL REFERENCE POINTS (VRP)

a) Details of VRPs are available in the consolidated 'Visual Reference Points List' published on the 'Digital Dataset' page of the NATS AIS website, www.nats.aero/ais.

# EGCM AD 2.23 ADDITIONAL INFORMATION

Not applicable.

# EGCM AD 2.24 CHARTS RELATED TO AN AERODROME

AERODROME CHART - ICAO
AD 2.EGCM-2-1
INSTRUMENT APPROACH CHART RNP RWY 06 (CAT A.B,C) - ICAO
AD 2.EGCM-8-1
INSTRUMENT APPROACH CHART RNP RWY 24 (CAT A,B,C) - ICAO
AD 2.EGCM-8-2
INSTRUMENT APPROACH PROCEDURE CODING TABLES - RNP RWY 06
AD 2.EGCM-8-3
INSTRUMENT APPROACH PROCEDURE CODING TABLES - RNP RWY 24
AD 2.EGCM-8-4

# EGCM AD 2.25 VISUAL SEGMENT SURFACE (VSS) PENETRATION

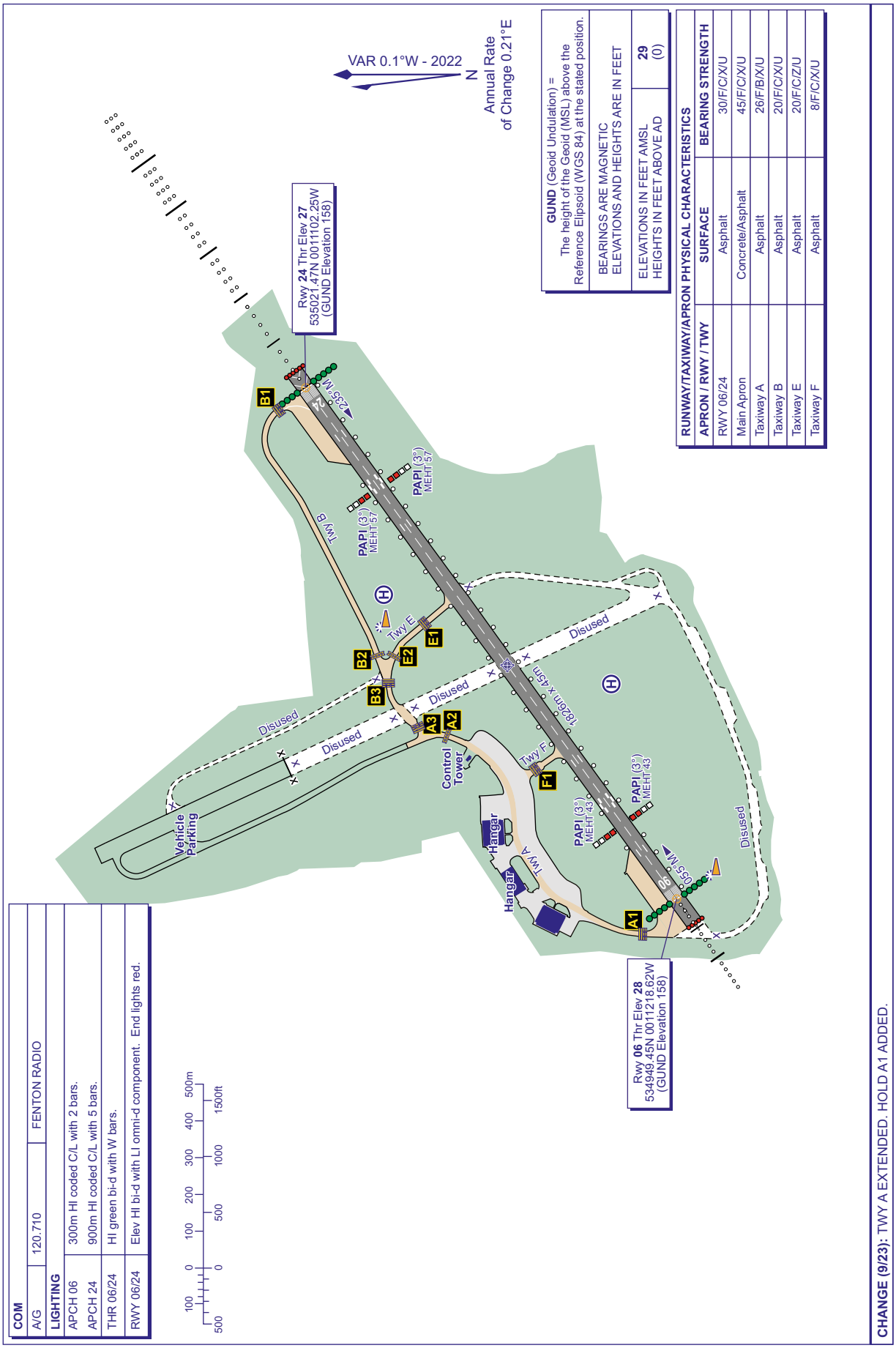
Not applicable

# LEEDS EAST EGCM

AERODROME CHART - ICAO

ARP 535004N 0011144W

AD ELEV 29FT




COM

| | | |
|---|---|---|
| A/G | 120.710 | FENTON RADIO |

LIGHTING

| | |
|---|---|
| APCH 06 | 300m HI coded C/L with 2 bars. |
| APCH 24 | 900m HI coded C/L with 5 bars. |
| THR 06/24 | HI green bi-d with W bars. |
| RWY 06/24 | Elev HI bi-d with LI omni-d component. End lights red. |

**CHANGE (9/23):** TWY A EXTENDED. HOLD A1 ADDED.

AERO INFO DATE 13 JUN 23

AD 2-EGCM-2-1

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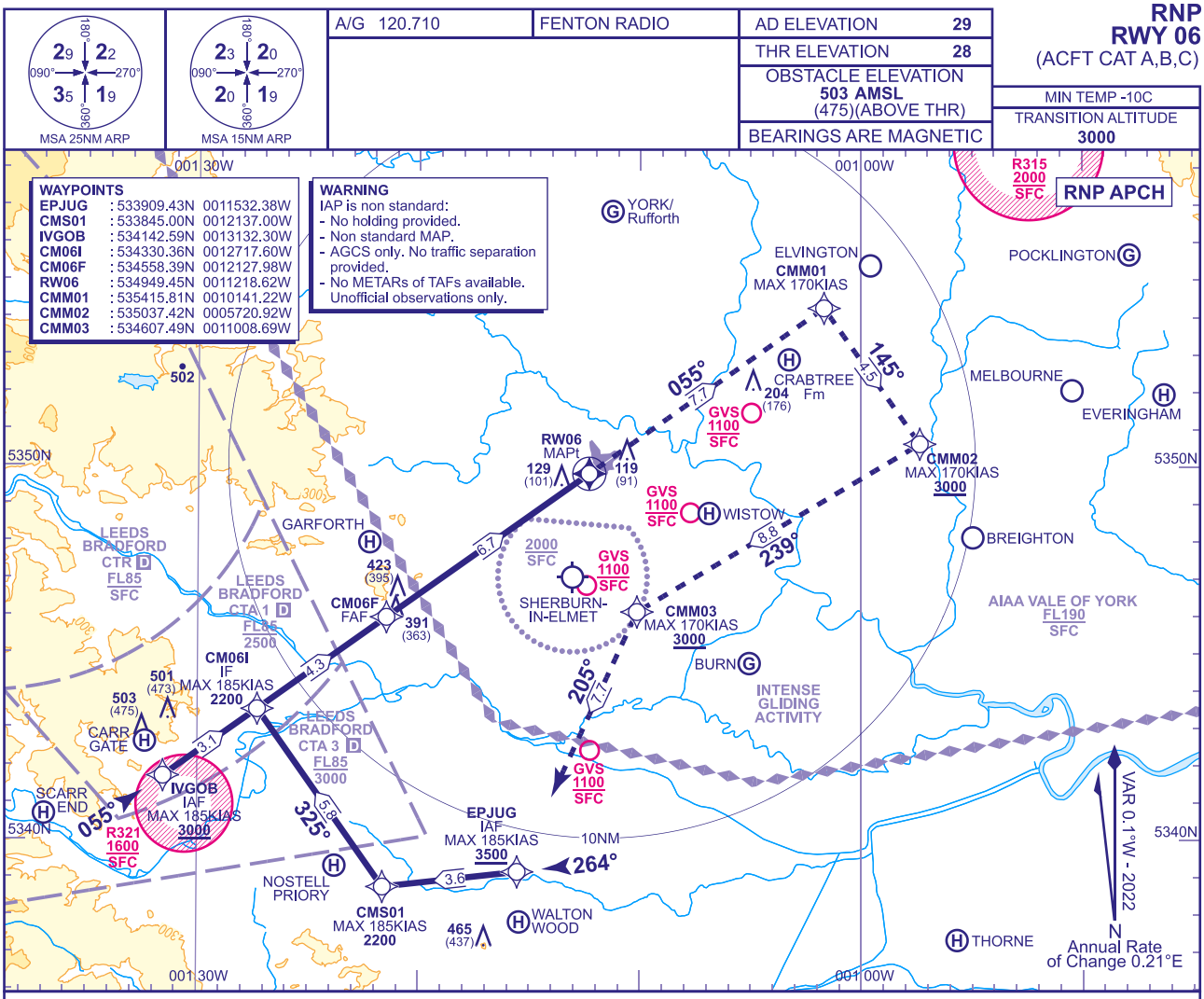
# INSTRUCTION APPROACH CHART - ICAO

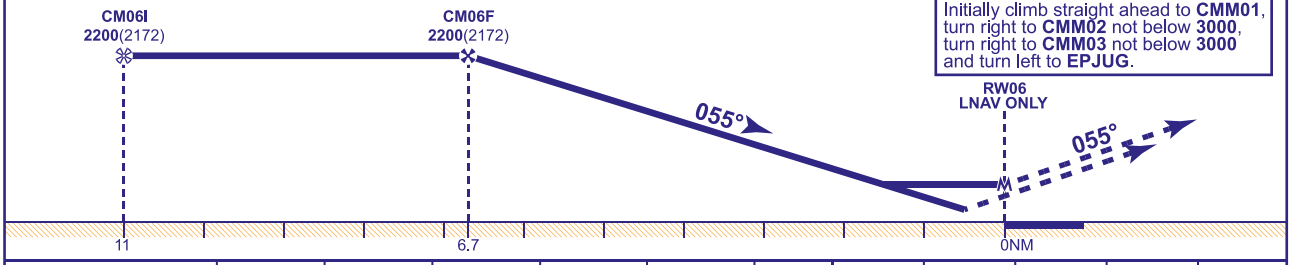
## LEEDS EAST
## RNP
## RWY 06
(ACFT CAT A,B,C)




**RECOMMENDED PROFILE VNAV** - VERTICAL PATH ANGLE 3.0° (LNAV 5.24%), 318FT/NM

| NM to RW06 | 6 | 5 | 4 | 3 | 2 |
|---|---|---|---|---|---|
| ALT(HGT) | **1990**(1962) | **1670**(1642) | **1350**(1322) | **1030**(1002) | **710**(682) |

TCH 50




**MAPt (LNAV): RW06**

Continuous climb to **3500**.
Initially climb straight ahead to **CMM01**, turn right to **CMM02** not below **3000**, turn right to **CMM03** not below **3000** and turn left to **EPJUG**.

| Aircraft Category | | A | B | C |
|---|---|---|---|---|
| OCA (OCH) | LNAV | **670**(642) | **670**(642) | **670**(642) |
| | LNAV/VNAV | **530**(502) | **530**(502) | **630**(602) |
| VM(C)OCA (OCH AAL) | Total Area | **680**(651) | **680**(651) | **710**(681) |

| Rate of descent | G/S KT | 160 | 140 | 120 | 100 | 80 |
|---|---|---|---|---|---|---|
| | FT/MIN | 850 | 740 | 640 | 530 | 420 |

**NOTE** 1 CAUTION airspace Leeds Bradford CTA/CTR.
2 Temperature at which VPA exceeds 3.5° is >40°C.

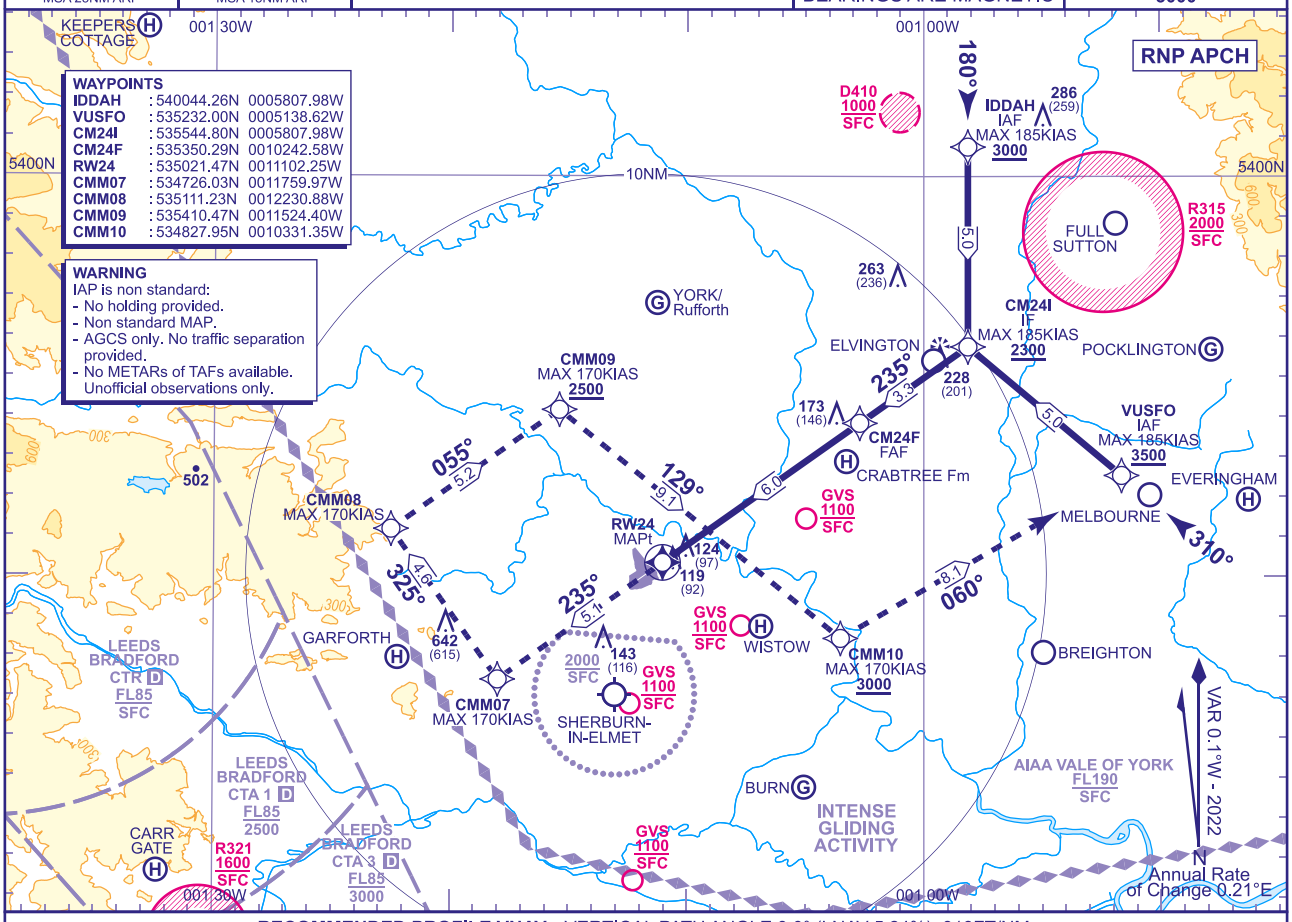
**CHANGE (13/23):** GVS RICCALL REMOVED.

AERO INFO DATE 03 OCT 23

# INSTRUMENT APPROACH CHART - ICAO

## LEEDS EAST
## RNP
## RWY 24
(ACFT CAT A,B,C)

| | | | |
|---|---|---|---|
| MSA 25NM ARP: 29 / 22 / 35 / 19 | MSA 15NM ARP: 23 / 20 / 20 / 19 | A/G 120.710 | FENTON RADIO |
| AD ELEVATION 29 | | | |
| THR ELEVATION 27 | | | |
| OBSTACLE ELEVATION 642 AMSL (615) (ABOVE THR) | | | |
| BEARINGS ARE MAGNETIC | | | |
| MIN TEMP -10C | | | |
| TRANSITION ALTITUDE 3000 | | | |



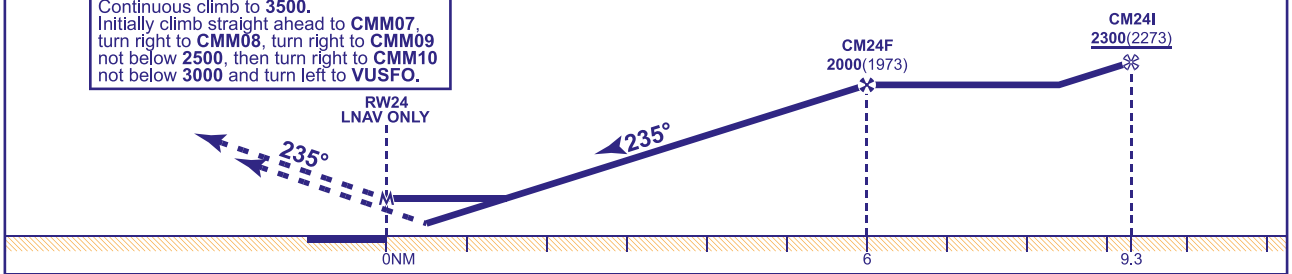

**RECOMMENDED PROFILE VNAV** - VERTICAL PATH ANGLE 3.0° (LNAV 5.24%), 318FT/NM

| NM to RW24 | 6 | 5 | 4 | 3 | 2 |
|---|---|---|---|---|---|
| ALT(HGT) | **1990**(1963) | **1670**(1643) | **1350**(1323) | **1030**(1003) | **710**(683) |

TCH 50

**MAPt (LNAV): RW24**

Continuous climb to **3500.**
Initially climb straight ahead to **CMM07**, turn right to **CMM08**, turn right to **CMM09** not below **2500**, then turn right to **CMM10** not below **3000** and turn left to **VUSFO.**




| Aircraft Category | | A | B | C |
|---|---|---|---|---|
| OCA (OCH) | LNAV | **530**(503) | **530**(503) | **630**(603) |
| | LNAV/VNAV | **530**(503) | **530**(503) | **630**(603) |
| VM(C)OCA (OCH AAL) | Total Area | **540**(511) | **560**(531) | **710**(681) |

| Rate of descent | G/S KT | 160 | 140 | 120 | 100 | 80 |
|---|---|---|---|---|---|---|
| | FT/MIN | 850 | 740 | 640 | 530 | 420 |

**NOTE 1** Temperature at which VPA exceeds 3.5° is >40°C.

**CHANGE (13/23):** GVS RICCALL REMOVED.

AERO INFO DATE 03 OCT 23

AD 2-EGCM-8-2

# Instrument Approach Procedure Coding Tables

**LEEDS EAST RNP RWY 06 - Instrument Approach Procedure via EPJUG**

| Designator | Sequence Number | Path Term-inator | Waypoint Name | Fly-over | Course/ Track °M (°T) | Turn Direction | Level Constraint | Speed Constraint | Co-ordinates | Remarks and Distance to MAPt |
|---|---|---|---|---|---|---|---|---|---|---|
| R06R | 001 | IF | EPJUG | N | - | - | 3500 | -185 | 533909.43N 0011532.38W | IAF |
| R06R | 002 | TF | CMS01 | N | 264° (263.6°) | RIGHT | 2200 | -185 | 533845.00N 0012137.00W | - |
| R06R | 003 | TF | CM06I | N | 325° (324.7°) | RIGHT | 2200 | -185 | 534330.36N 0012717.60W | IF / 11.0NM |
| R06R | 004 | TF | CM06F | N | 055° (054.4°) | - | 2200 | - | 534558.39N 0012127.98W | FAF / 6.7NM |
| R06R | 005 | TF | RW06 | Y | 055° (054.5°) | - | - | - | 534949.45N 0011218.62W | MAPt |
| R06R | 006 | TF | CMM01 | N | 055° (054.7°) | RIGHT | - | -170 | 535415.81N 0010141.22W | - |
| R06R | 007 | TF | CMM02 | N | 145° (144.8°) | RIGHT | 3000 | -170 | 535037.42N 0005720.92W | - |
| R06R | 008 | TF | CMM03 | N | 239° (239.4°) | LEFT | 3000 | -170 | 534607.49N 0011008.69W | - |
| R06R | 009 | TF | EPJUG | N | 205° (204.7°) | - | 3500 | -185 | 533909.43N 0011532.38W | - |

**LEEDS EAST RNP RWY 06 - Instrument Approach Procedure via IVGOB**

| Designator | Sequence Number | Path Term-inator | Waypoint Name | Fly-over | Course/ Track °M (°T) | Turn Direction | Level Constraint | Speed Constraint | Co-ordinates | Remarks and Distance to MAPt |
|---|---|---|---|---|---|---|---|---|---|---|
| R06C | 001 | IF | IVGOB | N | - | - | 3000 | -185 | 534142.59N 0013132.30W | IAF |
| R06C | 002 | TF | CM06I | N | 055° (054.5°) | - | 2200 | -185 | 534330.36N 0012717.60W | IF / 11.0NM |
| R06C | 003 | TF | CM06F | N | 055° (054.4°) | - | 2200 | - | 534558.39N 0012127.98W | FAF / 6.7NM |
| R06C | 004 | TF | RW06 | Y | 055° (054.5°) | - | - | - | 534949.45N 0011218.62W | MAPt |
| R06C | 005 | TF | CMM01 | N | 055° (054.7°) | RIGHT | - | -170 | 535415.81N 0010141.22W | - |
| R06C | 006 | TF | CMM02 | N | 145° (144.8°) | RIGHT | 3000 | -170 | 535037.42N 0005720.92W | - |
| R06C | 007 | TF | CMM03 | N | 239° (239.4°) | LEFT | 3000 | -170 | 534607.49N 0011008.69W | - |
| R06C | 008 | TF | EPJUG | N | 205° (204.7°) | - | 3500 | -185 | 533909.43N 0011532.38W | - |

**CHANGE (8/23):** NEW CHART.
AERO INFO DATE 30 MAY 23

# Instrument Approach Procedure Coding Tables

**LEEDS EAST RNP RWY 24 - Instrument Approach Procedure via IDDAH**

| Designator | Sequence Number | Path Term-inator | Waypoint Name | Fly-over | Course/ Track °M (°T) | Turn Direction | Level Constraint | Speed Constraint | Co-ordinates | Remarks and Distance to MAPt |
|---|---|---|---|---|---|---|---|---|---|---|
| R24R | 001 | IF | IDDAH | N | - | - | 3000 | -185 | 540044.26N 0005807.98W | IAF |
| R24R | 002 | TF | CM24I | N | 180° (180.0°) | RIGHT | 2300 | -185 | 535544.80N 0005807.98W | IF / 9.3NM |
| R24R | 003 | TF | CM24F | N | 235° (234.8°) | - | 2000 | - | 535350.29N 0010242.58W | FAF / 6.0NM |
| R24R | 004 | TF | RW24 | Y | 235° (234.8°) | - | - | - | 535021.47N 0011102.25W | MAPt |
| R24R | 005 | TF | CMM07 | N | 235° (234.7°) | RIGHT | - | -170 | 534726.03N 0011759.97W | - |
| R24R | 006 | TF | CMM08 | N | 325° (324.6°) | RIGHT | - | -170 | 535111.23N 0012230.88W | - |
| R24R | 007 | TF | CMM09 | N | 055° (054.5°) | RIGHT | 2500 | -170 | 535410.47N 0011524.40W | - |
| R24R | 008 | TF | CMM10 | N | 129° (129.0°) | LEFT | 3000 | -170 | 534827.95N 0010331.35W | - |
| R24R | 009 | TF | VUSFO | N | 060° (059.8°) | - | 3500 | -185 | 535232.00N 0005138.62W | - |

**LEEDS EAST RNP RWY 24 - Instrument Approach Procedure via VUSFO**

| Designator | Sequence Number | Path Term-inator | Waypoint Name | Fly-over | Course/ Track °M (°T) | Turn Direction | Level Constraint | Speed Constraint | Co-ordinates | Remarks and Distance to MAPt |
|---|---|---|---|---|---|---|---|---|---|---|
| R24L | 001 | IF | VUSFO | N | - | - | 3500 | -185 | 535232.00N 0005138.62W | IAF |
| R24L | 002 | TF | CM24I | N | 310° (310.0°) | LEFT | 2300 | -185 | 535544.80N 0005807.98W | IF / 9.3NM |
| R24L | 003 | TF | CM24F | N | 235° (234.8°) | - | 2000 | - | 535350.29N 0010242.58W | FAF / 6.0NM |
| R24L | 004 | TF | RW24 | Y | 235° (234.8°) | - | - | - | 535021.47N 0011102.25W | MAPt |
| R24L | 005 | TF | CMM07 | N | 235° (234.7°) | RIGHT | - | -170 | 534726.03N 0011759.97W | - |
| R24L | 006 | TF | CMM08 | N | 325° (324.6°) | RIGHT | - | -170 | 535111.23N 0012230.88W | - |
| R24L | 007 | TF | CMM09 | N | 055° (054.5°) | RIGHT | 2500 | -170 | 535410.47N 0011524.40W | - |
| R24L | 008 | TF | CMM10 | N | 129° (129.0°) | LEFT | 3000 | -170 | 534827.95N 0010331.35W | - |
| R24L | 009 | TF | VUSFO | N | 060° (059.8°) | - | 3500 | -185 | 535232.00N 0005138.62W | - |

**CHANGE (8/23):** NEW CHART.
AERO INFO DATE 30 MAY 23

# EGBG — LEICESTER

## EGBG AD 2.1 AERODROME LOCATION INDICATOR AND NAME

EGBG — LEICESTER

## EGBG AD 2.2 AERODROME GEOGRAPHICAL AND ADMINISTRATIVE DATA

| | | |
|---|---|---|
| 1 | ARP coordinates and site at AD | Lat: 523628N Long: 0010155W<br>Mid-point of Runway 10/28 |
| 2 | Direction and distance from city | 4 NM ESE of Leicester. |
| 3 | Elevation / Reference temperature / Mean Low Temperature | 469 FT / 18 °C / - |
| 4 | Geoid undulation at AD ELEV PSN | - |
| 5 | Magnetic Variation / Annual Change | 0.11°E (2022) / 0.20°E |
| 6 | AD Administration<br>Address<br>Telephone<br>Telefax | LEICESTER AERO CLUB LTD.<br>Leicester Aerodrome, Gartree Road, Leicester, LE2 2FG.<br>0116-2592360<br>0116-2592712 |
| 7 | Type of Traffic permitted (IFR/VFR) | VFR |
| 8 | Remarks | |

## EGBG AD 2.3 OPERATIONAL HOURS

| | | |
|---|---|---|
| 1 | AD Administration | 0800-1700 (0700-1600); and by arrangement. |
| 2 | Customs and immigration | By prior arrangement through Leicestershire Aero Club. |
| 3 | Health and sanitation | |
| 4 | AIS Briefing Office | |
| 5 | ATS Reporting Office (ARO) | |
| 6 | MET Briefing Office | |
| 7 | ATS | As AD hours. See also AD 2.18. |
| 8 | Fuelling | As AD hours. |
| 9 | Handling | |
| 10 | Security | |
| 11 | De-icing | |
| 12 | Remarks | This aerodrome is PPR. |

## EGBG AD 2.4 HANDLING SERVICES AND FACILITIES

| | | |
|---|---|---|
| 1 | Cargo handling facilities | |
| 2 | Fuel and oil types | AVTUR JET A-1, AVGAS 100LL<br>80, W80, 100, W100, 15W50. |
| 3 | Fuelling facilities/capacity | |
| 4 | De-icing facilities | |
| 5 | Hangar space for visiting aircraft | |
| 6 | Repair facilities for visiting aircraft | |
| 7 | Remarks | |

## EGBG AD 2.5 PASSENGER FACILITIES

**INTENTIONALLY BLANK**

## EGBG AD 2.6 RESCUE AND FIRE FIGHTING SERVICES

| | | |
|---|---|---|
| 1 | AD category for fire fighting services | RFF Category Special. |
| 2 | Rescue equipment | |
| 3 | Capability for removal of disabled aircraft | |
| 4 | Remarks | |

## EGBG AD 2.7 SEASONAL AVAILABILITY - CLEARING

**INTENTIONALLY BLANK**

## EGBG AD 2.8 APRONS, TAXIWAYS AND CHECK LOCATIONS/POSITIONS DATA

| | | |
|---|---|---|
| 1 | Apron surface and strength | AIRCRAFT PARK<br>Surface: Asphalt |
| 2 | Taxiway width, surface and strength | |
| 3 | Altimeter checkpoint location and elevation | |
| 4 | VOR checkpoints | |
| 5 | INS checkpoints | |
| 6 | Remarks | |

## EGBG AD 2.9 SURFACE MOVEMENT GUIDANCE AND CONTROL SYSTEM AND MARKINGS

**INTENTIONALLY BLANK**

## EGBG AD 2.10 AERODROME OBSTACLES

**INTENTIONALLY BLANK**

## EGBG AD 2.11 METEOROLOGICAL INFORMATION PROVIDED

**INTENTIONALLY BLANK**

## EGBG AD 2.12 RUNWAY PHYSICAL CHARACTERISTICS

| Designations RWY Number | True bearing | Dimensions of RWY | Surface of RWY/ SWY/ Strength | THR co-ordinates/ THR Geoid undulation | THR elevation/ Highest elevation of TDZ of precision APP RWY | Slope of RWY/ SWY |
|---|---|---|---|---|---|---|
| 1 | 2 | 3 | 4 | 5 | 6 | 7 |
| 04 | 039.80° | 490 x 18 M | RWY surface: Asphalt | 523613.00N<br>0010148.00W | THR 463.0 FT | |
| 22 | 219.80° | 490 x 18 M | RWY surface: Asphalt | 523626.00N<br>0010132.00W | THR 467.0 FT | |
| 06 | 049.20° | 340 x 30 M | RWY surface: Grass | 523618.00N<br>0010151.50W | THR 463.0 FT | |
| 24 | 229.20° | 340 x 30 M | RWY surface: Grass | 523625.70N<br>0010137.70W | THR 469.0 FT | |
| 10 | 096.20° | 935 x 30 M | RWY surface: Asphalt | 523630.00N<br>0010220.00W | THR 450.0 FT | |
| 28 | 276.20° | 935 x 30 M | RWY surface: Asphalt | 523626.80N<br>0010130.50W | THR 467.0 FT | |

| Designations RWY Number | True bearing | Dimensions of RWY | Surface of RWY/ SWY/ Strength | THR co-ordinates/ THR Geoid undulation | THR elevation/ Highest elevation of TDZ of precision APP RWY | Slope of RWY/ SWY |
|---|---|---|---|---|---|---|
| 1 | 2 | 3 | 4 | 5 | 6 | 7 |
| 15 | 149.20° | 495 x 18 M | RWY surface: Asphalt | 523628.00N 0010202.00W | THR 464.0 FT | |
| 33 | 329.20° | 495 x 18 M | RWY surface: Asphalt | 523614.00N 0010149.00W | THR 463.0 FT | |
| 16 | 149.90° | 418 x 30 M | RWY surface: Grass | 523627.00N 0010159.00W | THR 464.0 FT | |
| 34 | 329.90° | 418 x 30 M | RWY surface: Grass | 523615.00N 0010147.00W | THR 463.0 FT | |

| SWY Dimensions | Clearway Dimensions | Strip Dimensions | RESA Dimensions, Overshoot / Undershoot | Location/ description of arresting system | OFZ | Remarks |
|---|---|---|---|---|---|---|
| 8 | 9 | 10 | 11 | 12 | 13 | 14 |
| | | | | | | RWY 04 |
| | | | | | | RWY 22 |
| | | | | | | RWY 06 |
| | | | | | | RWY 24 |
| | | | | | | RWY 10 |
| | | | | | | RWY 28 |
| | | | | | | RWY 15 |
| | | | | | | RWY 33 |
| | | | | | | RWY 16 |
| | | | | | | RWY 34 |

## EGBG AD 2.13 DECLARED DISTANCES

| Runway designator | TORA | TODA | ASDA | LDA | Remarks |
|---|---|---|---|---|---|
| 1 | 2 | 3 | 4 | 5 | 6 |
| 10 | 935 M | 935 M | 935 M | 935 M | |
| 28 | 935 M | 935 M | 935 M | 935 M | |
| 15 | 495 M | 495 M | 495 M | 495 M | |
| 33 | 495 M | 495 M | 495 M | 495 M | |
| 04 | 490 M | 490 M | 490 M | 490 M | |
| 22 | 490 M | 490 M | 490 M | 490 M | |
| 16 | 418 M | 418 M | 418 M | 418 M | |
| 34 | 418 M | 418 M | 418 M | 418 M | |
| 06 | 340 M | 340 M | 340 M | 340 M | |
| 24 | 340 M | 340 M | 340 M | 340 M | |

## EGBG AD 2.14 APPROACH AND RUNWAY LIGHTING

| RWY | Approach lighting Type/ Length/ Intensity | Threshold lighting Colour/Wing bars | VASIS/ MEHT/ PAPI/ PAPI Dist from THR | TDZ, lighting Length | Runway Centre Line lighting Length/ Spacing/ Colour/ Intensity | Runway edge lighting Length/ Spacing/ Colour/ Intensity | Runway end lighting Colour/ Wing bars | Stopway lighting Length/ Colour | Remarks |
|---|---|---|---|---|---|---|---|---|---|
| 1 | 2 | 3 | 4 | 5 | 6 | 7 | 8 | 9 | 10 |
| 10 | | Light intensity high | APAPI Left/ 3.25° 22 FT | | | Bi-directional Light intensity high | | | |
| 28 | | Light intensity high | APAPI Left/ 3.25° 18 FT | | | Bi-directional Light intensity high | | | |

## EGBG AD 2.15 OTHER LIGHTING, SECONDARY POWER SUPPLY

| | | |
|---|---|---|
| 1 | ABN/IBN location, characteristics and hours of operation | |
| 2 | LDI location and lighting<br>Anemometer location and lighting | |
| 3 | TWY edge and centre line lighting | EDGE: Blue edge lighting. |
| 4 | Secondary power supply/switch-over time | |
| 5 | Remarks | |

## EGBG AD 2.16 HELICOPTER LANDING AREA

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## EGBG AD 2.17 AIR TRAFFIC SERVICES AIRSPACE

| Designation and lateral limits | Vertical Limits | Airspace Class | ATS unit callsign/ language | Transition Altitude | Hours of applicability | Remarks |
|---|---|---|---|---|---|---|
| 1 | 2 | 3 | 4 | 5 | 6 | 7 |
| LEICESTER ATZ<br>A circle, 2 NM radius, centred at 523628N 0010155W on longest notified runway (10/ 28) | Upper limit: 2000 FT AGL<br>Lower limit: SFC | G | LEICESTER RADIO<br>English | 6000 FT | | |

## EGBG AD 2.18 AIR TRAFFIC SERVICES COMMUNICATION FACILITIES

| Service Designation | Callsign | Channel/ Frequency(MHz) | SATVOICE number(s) | Logon Address | Hours of Operation | Remarks |
|---|---|---|---|---|---|---|
| 1 | 2 | 3 | 4 | 5 | 6 | 7 |
| OTHER | LEICESTER RADIO | 122.130<br>A/G frequency.<br>DOC 10 NM/3000 FT. | | | 0800-1700 (0700-1600); and by arrangement. | ATZ hours coincident with A/G hours, but not by arrangement. |

# EGBG AD 2.19 RADIO NAVIGATION AND LANDING AIDS

| Type of Aid CAT of ILS/MLS MAG Var/VOR Declination | Ident | Frequency | Hours of Operation | Position of transmitting antenna coordinates | Elevation of DME transmitting antenna | Remarks |
|---|---|---|---|---|---|---|
| 1 | 2 | 3 | 4 | 5 | 6 | 7 |
| NDB<br>0.95°E (2027) | LE | 383.500 kHz | 0800-1700 (0700-1600); and by arrangement. | 523623N 0010206W | | On AD.<br>Range 10 NM.<br>Normally radiates H24. |

# EGBG AD 2.20 LOCAL AERODROME REGULATIONS

## 1 AIRPORT REGULATIONS

a) Use of aerodrome outside operational hours is strictly PPR.
b) Use of aerodrome for night flying on Tuesday and Thursday is PPR
c) Asphalt parking area on the runway is not to be used while runway 15/33 is in use. Alternative parking will be available on the grass at the side of the tower or on the hard standings to the rear of the control tower.

## 2 GROUND MOVEMENT

Not applicable

## 3 CAT II/III OPERATIONS

Not applicable

## 4 WARNINGS

a) Grass runways and taxiway are subject to waterlogging, especially in winter, and may be closed without notice for long periods.
b) Helicopter hover training takes place on the grass between the grass runways, and on the grass runways when not in use.
c) High ground 727 ft amsl, 061°T, 3.9 nm from ARP.
d) Church 580 ft amsl, 049°T, 1.5 nm from ARP.

## 5 HELICOPTER OPERATIONS

a) On the H in the centre of the grass triangle.
b) No run on landings are to be made on the grass runways.

## 6 USE OF RUNWAYS

Not applicable

## 7 TRAINING

Not applicable

# EGBG AD 2.21 NOISE ABATEMENT PROCEDURES

a) Avoid overflying local villages.

# EGBG AD 2.22 FLIGHT PROCEDURES

## 1 CIRCUITS

a) Fixed wing circuits left hand on Runways 10, 33, 22, 34 and 24. Fixed wing circuits right hand on Runways 28, 15, 04, 16 and 06.
b) The standard overhead join is preferred for fixed wing.
c) Fixed wing circuits will be at 1000 FT QFE.
d) Helicopter circuits are to the left on runways 28, 15, 04, 16 and 06. Helicopter Circuits are to the right on runways 10, 33, 22, 34 and 24.

e) Helicopter circuits will be at 700 ft QFE.
f) The standard fix wing join is overhead. Aircraft should not descend below 1200 FT QFE on the deadside due to the helicopter circuit below at 700 FT QFE. Helicopters will join their circuit downwind.

## EGBG AD 2.23 ADDITIONAL INFORMATION

Not applicable

## EGBG AD 2.24 CHARTS RELATED TO AN AERODROME

AERODROME CHART - ICAO
AD 2.EGBG-2-1

## EGBG AD 2.25 VISUAL SEGMENT SURFACE (VSS) PENETRATION

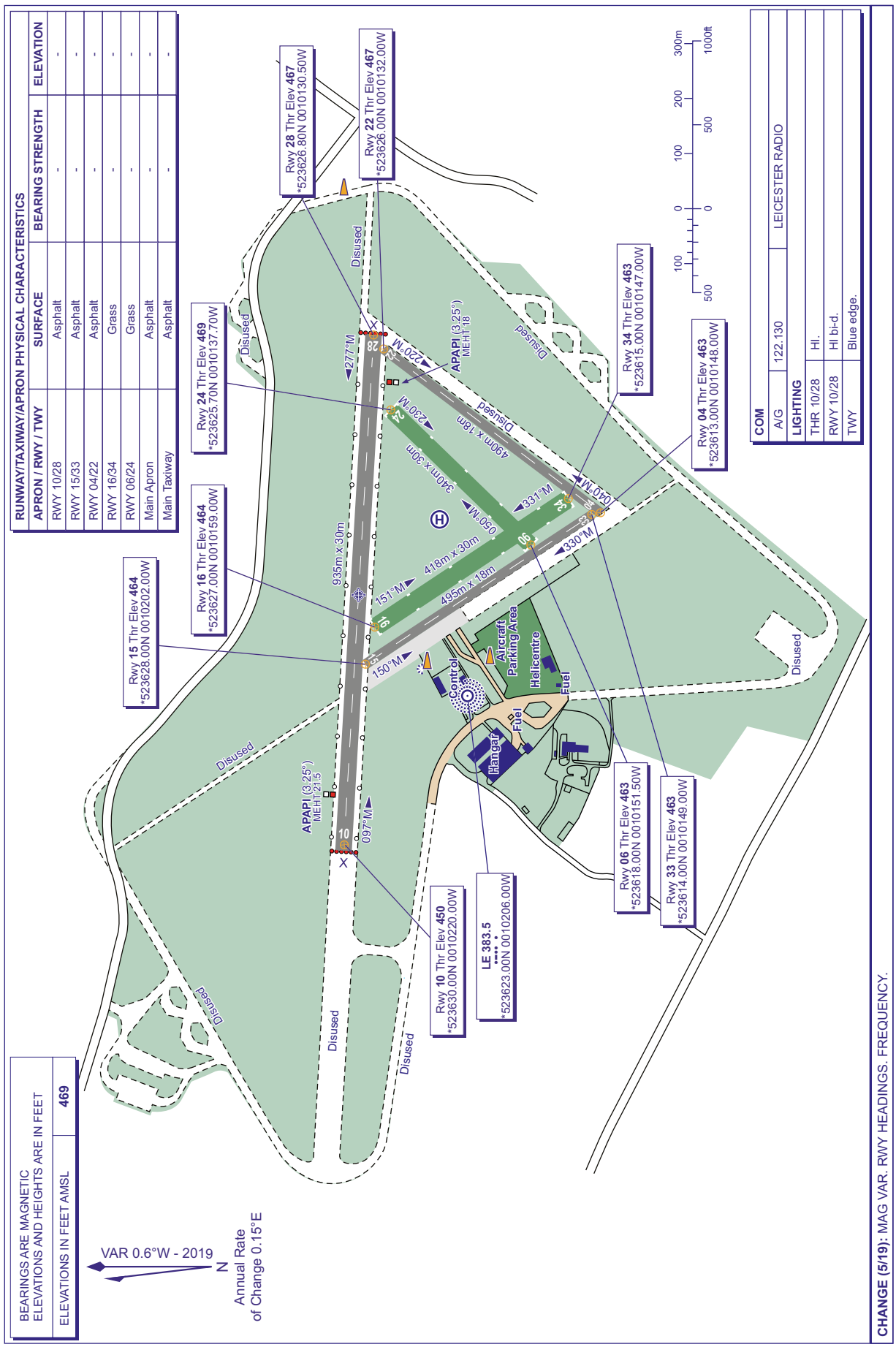
Not applicable

# LEICESTER EGBG

AD ELEV 469FT

ARP 523628N 0010155W

AERODROME CHART - ICAO



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# EGET — LERWICK/TINGWALL

## EGET AD 2.1 AERODROME LOCATION INDICATOR AND NAME

EGET — LERWICK/TINGWALL

## EGET AD 2.2 AERODROME GEOGRAPHICAL AND ADMINISTRATIVE DATA

| | | |
|---|---|---|
| 1 | ARP coordinates and site at AD | Lat: 601131N Long: 0011437W<br>Mid-point of Runway 01/19. |
| 2 | Direction and distance from city | 4 NM NW of Lerwick. |
| 3 | Elevation / Reference temperature / Mean Low Temperature | 45 FT / 14 °C / - |
| 4 | Geoid undulation at AD ELEV PSN | 162 FT |
| 5 | Magnetic Variation / Annual Change | 0.17°E (2027) / 0.22°E |
| 6 | AD Administration<br>Address<br>Telephone<br><br><br>E-mail address<br>Web address | SHETLAND ISLANDS COUNCIL.<br>Tingwall Airport, Gott, Shetland, ZE2 9XJ.<br>01595-840306 (Visual Control Room)<br>01595-744481 (Duty FISO)<br>01806-244264 (Accountable Manager)<br>dutyfisotingwall@shetland.gov.uk<br>https://www.shetland.gov.uk/transport/tingwall-airport |
| 7 | Type of Traffic permitted (IFR/VFR) | VFR |
| 8 | Remarks | |

## EGET AD 2.3 OPERATIONAL HOURS

| | | |
|---|---|---|
| 1 | AD Administration | Mon-Fri: 0900-1700 (0800-1600) and by arrangement; Mon (Feb-Oct): 0730-1700 (0630-1600) and by arrangement; Sat (May-Oct): (1000-1230) Summer only and by arrangement. |
| 2 | Customs and immigration | By arrangement with Duty FISO, minimum 24 hours notice. |
| 3 | Health and sanitation | |
| 4 | AIS Briefing Office | |
| 5 | ATS Reporting Office (ARO) | |
| 6 | MET Briefing Office | |
| 7 | ATS | As AD hours. See also AD 2.18. |
| 8 | Fuelling | AVGAS 100LL - As AD Hours and by arrangement.<br><br>JET A1 - First fuel uplift from:<br>Mon-Fri 0930 (0830) and by arrangement; Sat 1030 (summer only) and by arrangement. |
| 9 | Handling | Available upon request. |
| 10 | Security | |
| 11 | De-icing | |
| 12 | Remarks | Tingwall Aerodrome is PPR, minimum of 24 hours notice via phone call or email to Duty FISO. |

## EGET AD 2.4 HANDLING SERVICES AND FACILITIES

| | | |
|---|---|---|
| 1 | Cargo handling facilities | Limited. |
| 2 | Fuel and oil types | AVTUR Jet A1, AVGAS 100LL |
| 3 | Fuelling facilities/capacity | AVGAS 100LL - up to 28000 LT, limited supply of AVTUR Jet A1 - maximum 2000 LT - check availability prior to departing base airport. |
| 4 | De-icing facilities | |
| 5 | Hangar space for visiting aircraft | Very limited - strictly by prior arrangement. |
| 6 | Repair facilities for visiting aircraft | Limited, seek advice of Duty FISO. |
| 7 | Remarks | Most credit/debit cards accepted (except Maestro cards). |

## EGET AD 2.5 PASSENGER FACILITIES

| | | |
|---|---|---|
| 1 | Hotels | |
| 2 | Restaurants | |
| 3 | Transportation | |
| 4 | Medical facilities | |
| 5 | Bank and Post Office | |
| 6 | Tourist Office | |
| 7 | Remarks | Passenger facilities are limited at the Aerodrome. Pilots intending to visit Tingwall are advised to look at www.shetland.org for details of accommodation, restaurants, hire cars, taxis etc. |

## EGET AD 2.6 RESCUE AND FIRE FIGHTING SERVICES

| | | |
|---|---|---|
| 1 | AD category for fire fighting services | RFF Category A2<br>RFF Category 3 accepted under remission. |
| 2 | Rescue equipment | CAT 3 Fire Appliance with CAT 2 Fire Appliance as reserve. |
| 3 | Capability for removal of disabled aircraft | Nil at Aerodrome - suitable equipment available. |
| 4 | Remarks | |

## EGET AD 2.7 SEASONAL AVAILABILITY - CLEARING

| | | |
|---|---|---|
| 1 | Type of clearing equipment | Limited mechanical snow clearing available by prior arrangement. |
| 2 | Clearance priorities | |
| 3 | Remarks | Where NOTAM, SNOWTAM or TAF indicates that weather or contamination may be an issue, intending pilots may request further information by contacting the Duty FISO on 01595-744481. |

## EGET AD 2.8 APRONS, TAXIWAYS AND CHECK LOCATIONS/POSITIONS DATA

| | | |
|---|---|---|
| 1 | Apron surface and strength | APRON<br>Surface: Asphalt |
| 2 | Taxiway width, surface and strength | |
| 3 | Altimeter checkpoint location and elevation | |
| 4 | VOR checkpoints | |
| 5 | INS checkpoints | |
| 6 | Remarks | Apron leads directly on to runway, with holds at Alpha and Bravo |

## EGET AD 2.9 SURFACE MOVEMENT GUIDANCE AND CONTROL SYSTEM AND MARKINGS

| | | |
|---|---|---|
| 1 | Use of aircraft stand ID signs, TWY guide lines and visual docking/parking guidance system of aircraft stands | |
| 2 | Runway and taxiway markings and lighting | |
| 3 | Stop bars and runway guard lights (if any) | |
| 4 | Other runway protection measures | |
| 5 | Remarks | Limited apron space available. Parking provided on a 'first come, first served' basis. Self parking under direction of FISO. Semi-circular mark on apron to provide BN2B access to AVGAS fuelling Station. Holds at Alpha and Bravo.<br><br>Avoid parking near landside access gate outside opening hours, in case of emergency access required by ambulance/air ambulance personnel.<br><br>WDI: 601132.43N 0011441.08W (LGTD). |

# EGET AD 2.10 AERODROME OBSTACLES

| In Approach/Take-off areas | | | | | | |
|---|---|---|---|---|---|---|
| **Obstacle ID/ Designation** | **Obstacle Type** | **Obstacle Position** | **Elevation/Height** | | **Obstruction Lighting Type/ Colour** | **Remarks** |
| **1** | **2** | **3** | **4** | | **5** | **6** |
| (EGET2108) 01/APPROACH 19/ TAKE-OFF | MOBILE OBST | 601116.03N 0011441.56W | 59 FT | | No | |
| (EGET2101) 01/APPROACH 19/ TAKE-OFF | MOBILE OBST | 601115.74N 0011446.77W | 65 FT | | No | |
| (EGET2105) 01/APPROACH 19/ TAKE-OFF | MOBILE OBST | 601115.67N 0011444.08W | 62 FT | | No | |
| (EGET2111) 01/APPROACH 19/ TAKE-OFF | MOBILE OBST | 601115.57N 0011442.89W | 63 FT | | No | |
| (EGET2103) 01/APPROACH 19/ TAKE-OFF | MOBILE OBST | 601115.55N 0011445.83W | 64 FT | | No | |

| In circling area and at aerodrome | | | | | | |
|---|---|---|---|---|---|---|
| **Obstacle ID/ Designation** | **Obstacle Type** | **Obstacle Position** | **Elevation/Height** | | **Obstruction Lighting Type/ Colour** | **Remarks** |
| **1** | **2** | **3** | **4** | | **5** | **6** |
| (EGET2126) | CAIRN | 601222.54N 0011331.33W | 316 FT | | No | |
| (EGET2172) | EP | 601207.14N 0011616.18W | 467 FT | | No | |
| (EGET2171) | EP | 601206.43N 0011617.63W | 478 FT | | No | |
| (EGET2174) | EP | 601156.24N 0011611.17W | 361 FT | | No | |
| (EGET2173) | EP | 601143.53N 0011616.39W | 378 FT | | No | |
| (EGET2410) | BUILDING | 601130.69N 0011505.60W | 135 FT | | No | |
| (EGET2413) | FLOODLIGHT | 601119.84N 0011447.08W | 67 FT | | No | |
| (EGET2411) | BUILDING AERIAL | 601119.75N 0011446.47W | 66 FT | | No | |
| (EGET2414) | MET MAST | 601119.31N 0011444.74W | 48 FT | | No | |
| (EGET2412) | BUILDING AERIAL | 601118.61N 0011447.01W | 65 FT | | No | |
| (EGET2140) | EP | 601044.49N 0011324.90W | 273 FT | | No | |
| (EGET2142) | EP | 601042.14N 0011323.78W | 274 FT | | No | |
| (EGET2143) | EP | 601039.82N 0011322.80W | 273 FT | | No | |
| (EGET2145) | EP | 601037.52N 0011321.80W | 276 FT | | No | |
| (EGET2146) | EP | 601035.66N 0011320.99W | 286 FT | | No | |
| (EGET2147) | EP | 601035.37N 0011320.91W | 287 FT | | No | |
| (EGET2150) | EP | 601033.88N 0011329.44W | 273 FT | | No | |
| (EGET2148) | EP | 601032.72N 0011320.48W | 277 FT | | No | |
| (EGET2151) | EP | 601030.63N 0011327.75W | 295 FT | | No | |
| (EGET2152) | EP | 601028.28N 0011326.65W | 314 FT | | No | |

| In circling area and at aerodrome | | | | | | |
|---|---|---|---|---|---|---|
| **Obstacle ID/ Designation** | **Obstacle Type** | **Obstacle Position** | **Elevation/Height** | | **Obstruction Lighting Type/ Colour** | **Remarks** |
| **1** | **2** | **3** | **4** | | **5** | **6** |
| (EGET2300) | WIND TURBINE | 600954.24N 0011428.25W | 616 FT | | Yes Red | |
| (EGET2297) | WIND TURBINE | 600952.32N 0011402.54W | 665 FT | | Yes Red | |
| (EGET2299) | WIND TURBINE | 600949.50N 0011416.59W | 652 FT | | No | |
| (EGET2301) | WIND TURBINE | 600946.90N 0011437.10W | 589 FT | | Yes Red | |
| (EGET2298) | WIND TURBINE | 600942.98N 0011409.73W | 693 FT | | No | |

## EGET AD 2.11 METEOROLOGICAL INFORMATION PROVIDED

| | | |
|---|---|---|
| 1 | Associated MET Office | MET OFFICE ABERDEEN |
| 2 | Hours of service<br>MET Office outside hour | H24 |
| 3 | Office responsible for TAF preparation<br>Periods of validity | MET OFFICE ABERDEEN<br>9 hours. |
| 4 | Trend forecast<br>Interval of issuance | |
| 5 | Briefing/consultation provided | Self briefing/telephone. |
| 6 | Flight documentation<br>Language(s) used | English. |
| 7 | Charts and other information available for briefing or consultation | F214 UK Spot wind forecast chart and F215 UK low-level forecast chart. |
| 8 | Supplementary equipment available for providing information | Internet access to MET Office. |
| 9 | ATS units provided with information | |
| 10 | Additional information (limitation of service, etc.) | Unofficial MET observations provided by AFISO on request during AD hours. |

## EGET AD 2.12 RUNWAY PHYSICAL CHARACTERISTICS

| **Designations RWY Number** | **True bearing** | **Dimensions of RWY** | **Surface of RWY/ SWY/ Strength** | **THR co-ordinates/ THR Geoid undulation** | **THR elevation/ Highest elevation of TDZ of precision APP RWY** | **Slope of RWY/ SWY** |
|---|---|---|---|---|---|---|
| **1** | **2** | **3** | **4** | **5** | **6** | **7** |
| 01 | 013.19° | 810 x 18 M | RWY surface: Asphalt | 601120.23N 0011442.00W 162.0 FT | THR 43.0 FT | |
| 19 | 193.19° | 810 x 18 M | RWY surface: Asphalt | 601143.36N 0011431.11W 161.9 FT | THR 20.1 FT | |

| **SWY Dimensions** | **Clearway Dimensions** | **Strip Dimensions** | **RESA Dimensions, Overshoot / Undershoot** | **Location/ description of arresting system** | **OFZ** | **Remarks** |
|---|---|---|---|---|---|---|
| **8** | **9** | **10** | **11** | **12** | **13** | **14** |
| | | | | | | RWY 01.<br><br>Threshold displaced by 19 M. |
| | | | | | | RWY 19 |

## EGET AD 2.13 DECLARED DISTANCES

| Runway designator | TORA | TODA | ASDA | LDA | Remarks |
|---|---|---|---|---|---|
| 1 | 2 | 3 | 4 | 5 | 6 |
| 01 | 764 M | 764 M | 764 M | 735 M | |
| 19 | 764 M | 764 M | 764 M | 764 M | |

## EGET AD 2.14 APPROACH AND RUNWAY LIGHTING

| RWY | Approach lighting Type/ Length/ Intensity | Threshold lighting Colour/Wing bars | VASIS/ MEHT/ PAPI/ PAPI Dist from THR | TDZ, lighting Length | Runway Centre Line lighting Length/ Spacing/ Colour/ Intensity | Runway edge lighting Length/ Spacing/ Colour/ Intensity | Runway end lighting Colour/ Wing bars | Stopway lighting Length/ Colour | Remarks |
|---|---|---|---|---|---|---|---|---|---|
| 1 | 2 | 3 | 4 | 5 | 6 | 7 | 8 | 9 | 10 |
| 01 | Omni-directional RAI at 500 M, 1000 M, 1500 M. Light intensity medium | Light intensity low Green wingbars | APAPI Left/4° 18 FT | | | Elevated omni-directional White Light intensity low | Red | | |
| 19 | | Light intensity low Green | APAPI Left/4° 18 FT | | | Elevated omni-directional White Light intensity low | Red | | |

## EGET AD 2.15 OTHER LIGHTING, SECONDARY POWER SUPPLY

| | | |
|---|---|---|
| 1 | ABN/IBN location, characteristics and hours of operation | |
| 2 | LDI location and lighting<br>Anemometer location and lighting | Anemometer: 601132.71N 0011440.55W (LGTD). |
| 3 | TWY edge and centre line lighting | |
| 4 | Secondary power supply/switch-over time | |
| 5 | Remarks | |

## EGET AD 2.16 HELICOPTER LANDING AREA

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## EGET AD 2.17 AIR TRAFFIC SERVICES AIRSPACE

| Designation and lateral limits | Vertical Limits | Airspace Class | ATS unit callsign/ language | Transition Altitude | Hours of applicability | Remarks |
|---|---|---|---|---|---|---|
| 1 | 2 | 3 | 4 | 5 | 6 | 7 |
| LERWICK/TINGWALL ATZ<br>A circle, 2 NM radius, centred at 601131N 0011437W on longest notified runway (01/ 19) | Upper limit: 2000 FT AGL<br>Lower limit: SFC | G | TINGWALL INFORMATION<br>English | | | |

# EGET AD 2.18 AIR TRAFFIC SERVICES COMMUNICATION FACILITIES

| Service Designation | Callsign | Channel/ Frequency(MHz) | SATVOICE number(s) | Logon Address | Hours of Operation | Remarks |
|---|---|---|---|---|---|---|
| 1 | 2 | 3 | 4 | 5 | 6 | 7 |
| AFIS | TINGWALL INFORMATION | 125.305 DOC 20 NM/5000 FT. | | | Mon-Fri: 0900-1700 (0800-1600) and by arrangement; Mon (Feb-Oct): 0730-1700 (0630-1600) and by arrangement; Sat (May-Oct): (1000-1230) Summer only and by arrangement. | |
| OTHER | TINGWALL RADIO | 125.305 DOC 20 NM/5000 FT. | | | Promulgated by NOTAM. | Only through unavailability of AFIS. |
| OTHER | TINGWALL FIRE | 121.605 | | | Available when Fire vehicle attending aircraft on the ground in an emergency. | |

# EGET AD 2.19 RADIO NAVIGATION AND LANDING AIDS

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# EGET AD 2.20 LOCAL AERODROME REGULATIONS

## 1 AIRPORT REGULATIONS

a) Use of Aerodrome is subject to Terms and Conditions of Use. Pilots intending to use Lerwick/Tingwall aerodrome must familiarise themselves and abide by the Terms and Conditions of use. Terms and Conditions can be found on Tingwall Airport website.
b) Prior Permission Required. Contact the Duty AFISO for further information.
c) Pilots must contact Tingwall Information to request engine start up.

## 2 GROUND MOVEMENT

Not applicable

## 3 CAT II/III OPERATIONS

Not applicable

## 4 WARNINGS

a) Tingwall Airport has an ATZ, but all airspace is uncontrolled. Tingwall Airport is PPR, with a Flight Information Service only. Strong winds and turbulence may be expected at Tingwall Airport.
b) Pilots are advised to exercise caution with regards to wind shear emanating from the aerodrome and neighbouring buildings immediately to the west of the threshold on Runway 01, or on take-off from Runway 19. This is most evident when wind directions are approximately 220 degrees through 350 degrees.
c) Birds, including geese, gulls and corvids are common. The Visual Control Room has restricted visibility from approximately 210 degrees through 300 degrees, as such, FISOs may be unaware of any bird activity in this zone.
d) Five large wind turbines are sited to the southeast of Tingwall Airport, on Burradale Hill.
e) Hill of Linkster, 2300 M northwest of ARP at 276 FT AMSL.
f) Hill of Griesta, 1300 M southwest of Runway 01 Threshold at 368 FT AMSL.
g) Ward of Laxfirth, 1600 M northeast of Runway 19 Threshold at 317 FT AMSL.
h) Hill of Herrislea, 1700 M east and parallel to runway at 447 FT AMSL.

## 5 HELICOPTER OPERATIONS

Not applicable

## 6 USE OF RUNWAYS

a) Where the surface wind is at 90° to the runway, Runway 19 shall be reported as the runway in use (due to the enhanced Visual Control Room visibility).

## 7 TRAINING

Not applicable

## EGET AD 2.21 NOISE ABATEMENT PROCEDURES

Not applicable

## EGET AD 2.22 FLIGHT PROCEDURES

Not applicable

## EGET AD 2.23 ADDITIONAL INFORMATION

Not applicable

## EGET AD 2.24 CHARTS RELATED TO AN AERODROME

AERODROME CHART - ICAO
AD 2.EGET-2-1

## EGET AD 2.25 VISUAL SEGMENT SURFACE (VSS) PENETRATION

Not applicable

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# AERODROME CHART - ICAO

ARP 601131N 0011437W

AD ELEV 45FT

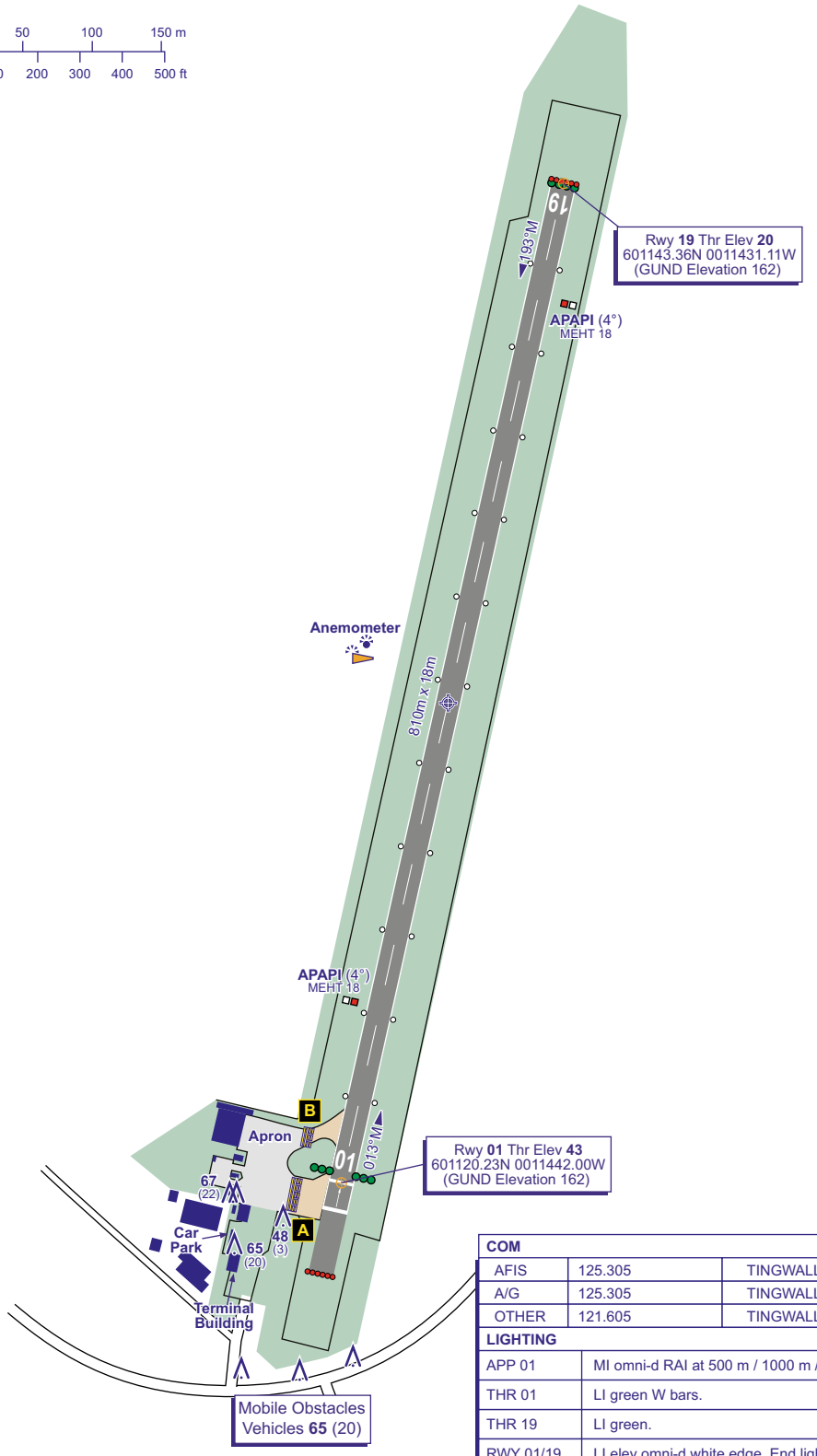
# LERWICK/TINGWALL
EGET

| **GUND** (Geoid Undulation) = The height of the Geoid (MSL) above the Reference Elipsoid (WGS 84) at the stated position. | |
|---|---|
| BEARINGS ARE MAGNETIC<br>ELEVATIONS AND HEIGHTS ARE IN FEET | |
| ELEVATIONS IN FEET AMSL<br>HEIGHTS IN FEET ABOVE AD | **67**<br>(22) |

50 0 50 100 150 m
100 0 100 200 300 400 500 ft

| RUNWAY/TAXIWAY/APRON PHYSICAL CHARACTERISTICS | | | |
|---|---|---|---|
| **APRON / RWY / TWY** | **SURFACE** | **BEARING STRENGTH** | **ELEVATION** |
| RWY 01/19 | Asphalt | - | - |
| Main Apron | Asphalt | - | - |
| Main Taxiway | Asphalt | - | - |

VAR 0.2°E - 2027
N
Annual Rate of Change 0.22°E




| COM | | |
|---|---|---|
| AFIS | 125.305 | TINGWALL INFO |
| A/G | 125.305 | TINGWALL RADIO |
| OTHER | 121.605 | TINGWALL FIRE |

| LIGHTING | |
|---|---|
| APP 01 | MI omni-d RAI at 500 m / 1000 m / 1500 m THR. |
| THR 01 | LI green W bars. |
| THR 19 | LI green. |
| RWY 01/19 | LI elev omni-d white edge. End lights red. |

**CHANGE (10/25):** RUNWAY DESIGNATORS. EDGE MARKINGS. DISPLACED THR 01 MARKING. MAG INFO.

AERO INFO DATE 17 JUL 25

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# EGGP — LIVERPOOL

## EGGP AD 2.1 AERODROME LOCATION INDICATOR AND NAME

EGGP — LIVERPOOL

## EGGP AD 2.2 AERODROME GEOGRAPHICAL AND ADMINISTRATIVE DATA

| | | |
|---|---|---|
| 1 | ARP coordinates and site at AD | Lat: 532001N Long: 0025059W<br>Centre of Runway 09/27. |
| 2 | Direction and distance from city | 6.5 NM SE of Liverpool. |
| 3 | Elevation / Reference temperature / Mean Low Temperature | 81 FT / 18 °C / - |
| 4 | Geoid undulation at AD ELEV PSN | 171 FT |
| 5 | Magnetic Variation / Annual Change | 0.64°W (2022) / 0.21°E |
| 6 | AD Administration<br>Address<br>Telephone<br><br>SITA<br>E-mail address<br>Web address | LIVERPOOL AIRPORT LIMITED<br>Liverpool (John Lennon) Airport , Liverpool L24 1YD.<br>0151-907 1541 (1542) (ATC)<br>0151-907 1551 (Airport Operations Centre/PPR)<br>LPLAPXH<br>airportcontrol@liverpoolairport.com (Airport Operations Centre/PPR)<br>www.liverpoolairport.com |
| 7 | Type of Traffic permitted (IFR/VFR) | IFR/VFR |
| 8 | Remarks | All telephone calls to ATC will be recorded. |

## EGGP AD 2.3 OPERATIONAL HOURS

| | | |
|---|---|---|
| 1 | AD Administration | H24 |
| 2 | Customs and immigration | H24 |
| 3 | Health and sanitation | H24 |
| 4 | AIS Briefing Office | H24<br>(Self Briefing via AIS Internet site www.nats.aero/ais). |
| 5 | ATS Reporting Office (ARO) | H24 |
| 6 | MET Briefing Office | H24<br>(Self Briefing via MET Office Internet site www.metoffice.gov.uk). |
| 7 | ATS | H24 |
| 8 | Fuelling | H24 |
| 9 | Handling | H24<br>On request via handling agent. |
| 10 | Security | H24<br>Central search 0400-2200 (0300-2100), on request via handling agent outside these times.<br>Airfield 24 HR. |
| 11 | De-icing | H24 |
| 12 | Remarks | |

## EGGP AD 2.4 HANDLING SERVICES AND FACILITIES

| | | |
|---|---|---|
| 1 | Cargo handling facilities | Normal. By arrangement. Nearest railway siding: Garston 2.1 NM. |
| 2 | Fuel and oil types | AVTUR JET A-1, AVGAS 100LL<br>Oils by arrangement with resident operators. |
| 3 | Fuelling facilities/capacity | Approximately 500,000 LT AVTUR and AVGAS |
| 4 | De-icing facilities | H24. Centralised de-icing is available subject to prior arrangement with the Airport Authority. Request should be made via handling agent. |
| 5 | Hangar space for visiting aircraft | Available by prior arrangement through:<br>Airport Operations Centre; Tel: 0151-907 1551;<br>Ravenair/Liverpool Aviation Services; Tel: 0151-486 6161, Mobile: 0771-212 9333 (24 HR ops number), Email: ops@ravenair.co.uk. |
| 6 | Repair facilities for visiting aircraft | Major and Minor, by arrangement. |

| | | |
|---|---|---|
| 7 | Remarks | Oxygen and related servicing: By arrangement with resident operators.<br><br>Fuel supplied by:<br><br>Ravenair/Liverpool Aviation Services Ltd. Payment by cash, cheque or credit card. Tel: 0151-486 6161; Mobile: 0771-212 9333 (24 HR ops number); Website: www.liverpoolhandling.co.uk.<br><br>Menzies Aviation. Payment by cash, cheque, carnet, 3rd party cards by prior arrangement or credit card. Tel: 0151-486 7084, Fax: 0151-486 7720.<br>Stone ballast will not be accepted.<br><br>PPR and ground handling are mandatory for all visiting aircraft. PPR requests must be made via a handling agent and to airportcontrol@liverpoolairport.com.<br><br>Handling agencies are:<br><br>Ravenair/Liverpool Aviation Services Ltd. Tel: 0151-486 6161; Mobile: 0771-212 9333 (24 HR ops number); Website: www.liverpoolhandling.co.uk; Channel: 131.755, Callsign: LAS Liverpool.<br><br>Swissport: Tel: 0151-486 5421, Fax: 0151-448 1427, SITA: LPLKKXH Frequency: 130.600 MHz, Callsign: Swissport Liverpool.<br><br>DHL: Tel: 07855189074, SITA: LPLSMXH / LPLAPXH / exylpl@airportlabs.com, Channel: 131.890, Callsign: DHL Liverpool Ops.<br><br>Wynne Aviation Services Ltd: Tel: 0151-486 1919, Mobile: 0796-492 1223, Email: info@wynneaviation.co.uk, Website: www.wynneaviation.co.uk.<br><br>XLR Executive Jet Centres: Tel: 0151-317 9325, Mobile: 0797-383 7355, Email: jetcentre@xlrliverpool.com. |

## EGGP AD 2.5 PASSENGER FACILITIES

| | | |
|---|---|---|
| 1 | Hotels | Hotel within 50 M of Terminal and other hotels in the vicinity. |
| 2 | Restaurants | Yes. |
| 3 | Transportation | Buses, taxis and car hire. Railway stations at Liverpool South Parkway (1.7 NM), Runcorn (4.5 NM) and Liverpool Lime Street (6.5 NM). |
| 4 | Medical facilities | Full Medical Response H24 - First aid only. Defibrillators available. |
| 5 | Bank and Post Office | ATMs and Bureau de Change in terminal. |
| 6 | Tourist Office | |
| 7 | Remarks | |

## EGGP AD 2.6 RESCUE AND FIRE FIGHTING SERVICES

| | | |
|---|---|---|
| 1 | AD category for fire fighting services | RFF Category A7<br>RFF Category 8 and 9 available on request by prior notice. |
| 2 | Rescue equipment | Fire Category 7 - 1 x Command vehicle 4x4 Nissan Navarro, 1 x Oshkosh Striker 6x6 Major Foam Tender (12,000 litres water, 1680 litres foam, 227 KG Dry Powder & 10 KG Co2), 1 x Cobra 6x6 Major Foam Tender (10,000 litres water, 1300 litres foam, 200 KG Dry Powder & 10 KG Co2).<br><br>Spare – 2 x Cobra 6x6 Major Foam Tender (22,000 litres water, 3000 litres foam, 400 KG Dry Powder & 10 KG Co2). |
| 3 | Capability for removal of disabled aircraft | Aircraft recovery services, including towing, removal, and necessary repairs, are available upon request for operators. In the event of an aircraft becoming disabled on the airfield, LJLA will coordinate specialised external support to promptly facilitate the movement of the aircraft.<br><br>Contact: Tel: 0151-907 1551 (Airport Operations Centre). |
| 4 | Remarks | |

## EGGP AD 2.7 SEASONAL AVAILABILITY - CLEARING

| | | |
|---|---|---|
| 1 | Type of clearing equipment | Mechanical, Chemical de-icing. |
| 2 | Clearance priorities | During snowfall, the aerodrome may be declared SNOCLO for runway clearance. |
| 3 | Remarks | Latest information regarding snow state/clearance programme, Tel: 0151-907 1551 (Airport Operations Centre). |

## EGGP AD 2.8 APRONS, TAXIWAYS AND CHECK LOCATIONS/POSITIONS DATA

| | | |
|---|---|---|
| 1 | Apron surface and strength | APRON<br>Surface: Concrete<br>PCN 92/R/B/W/T |
| 2 | Taxiway width, surface and strength | Taxiway A: 23 M<br>Surface: Asphalt<br>PCN 77/F/C/W/T<br><br>Taxiway C: 23 M<br>Surface: Asphalt<br>PCN 77/F/C/W/T<br><br>Taxiway D: 23 M<br>Surface: Asphalt<br>PCN 77/F/C/W/T<br><br>Taxiway E: 23 M<br>Surface: Asphalt<br>PCN 77/F/C/W/T<br><br>Taxiway F: 23 M<br>Surface: Asphalt<br>PCN 77/F/C/W/T<br><br>Taxiway G: 23 M<br>Surface: Asphalt<br>PCN 77/F/C/W/T<br><br>Taxiway L: 23 M<br>Surface: Asphalt<br>PCN 77/F/C/W/T<br><br>Taxiway LINK K: 10.5 M<br>Surface: Asphalt<br>Maximum Weight 5700 KG |
| 3 | Altimeter checkpoint location and elevation | Apron 77 FT |
| 4 | VOR checkpoints | |
| 5 | INS checkpoints | See Aerodrome Parking/Docking Chart at AD 2-EGGP-2-2. |
| 6 | Remarks | |

## EGGP AD 2.9 SURFACE MOVEMENT GUIDANCE AND CONTROL SYSTEM AND MARKINGS

| | | |
|---|---|---|
| 1 | Use of aircraft stand ID signs, TWY guide lines and visual docking/parking guidance system of aircraft stands | Main Apron access is via Uniform/Victor/Whisky. Stands 1-14, 32-41 are taxi in/ push-back. On occasion aircraft can be parked for self manoeuvring.<br><br>Stands 1-6 are fitted with AGNIS Visual Docking Guidance System (VDGS), all other stands on the Main Apron require the aircraft to be parked under the instruction of the Marshaller. Stand 14A is a self-manoeuvring stand for Code E aircraft. Individual airline operators are advised to contact the Airport Operations Centre (Tel: 0151-907 1551) to discuss the 'exit manoeuvring requirements' from the stand, which involves a nose wheel turning angle of 55°.<br><br>Eastern Apron: Access is via Taxiway Tango. Stands 51-56 are fitted with AGNIS and PAPA VDGS. Stands 51 and 54 can accommodate Code C aircraft. Stands 52 and 55 can accommodate Code D aircraft.<br><br>The activation of the AGNIS is an indication to the Captain that the stand has been inspected and is clear of FOD and any obstacles. If the AGNIS is not switched on, the aircraft should hold its position on the taxilane until the AGNIS has been activated, or a marshaller is present.<br><br>For self manoeuvring aircraft in any doubt aircraft captains should ask for Marshaller guidance. |
| 2 | Runway and taxiway markings and lighting | Runway marking aid(s):<br>09/27: Runway designation markings. Runway threshold markings and HI lighting. Runway 09 threshold permanently displaced. Runway aiming point and Touchdown zone markings. Runway 27 HI touch down zone lighting. Runway centre-line markings and HI lighting spaced for operations in RVR below 550 M. Runway edge markings and HI lighting. Runway End HI lighting. Stopway HI lighting.<br><br>Taxiway marking aid(s):<br>All runway holding positions have runway guard lights, stopbars and illuminated hold point signs. Enhanced taxiway centre-line markings are provided at A1, C, D, E, F and G. Taxiway centre-lines have markings and HI lighting spaced for operations in RVR below 550 M. Taxiway edge markings are provided only at certain locations eg: internal radii of acute taxiway junctions. Retro reflective blue markers are installed in similar locations and on taxiways T, U, V and W. |
| 3 | Stop bars and runway guard lights (if any) | At Holding Points A1, A2, C, D, E, F, G and W: HI uni-directional switchable Red. At Holding Points A3, A8, K, L, T, U and V: HI bi-directional switchable Red. Holding Points A2, A3, A8, K, L, T, U, V and W: illuminated only during Low Visibility Operations. |
| 4 | Other runway protection measures | |
| 5 | Remarks | Intermediate apron holding positions on Taxiway Uniform (Uniform 2), Taxiway Victor (Victor 2) and Taxiway Whiskey (Whiskey 2), are provided to hold aircraft when necessary, prior to parking on stand.<br><br>The taxiway strip to the east of Holding Point Kilo is limited to 42 M on the north side of the taxiway. |

## EGGP AD 2.10 AERODROME OBSTACLES

| In Approach/Take-off areas | | | | | | |
|---|---|---|---|---|---|---|
| **Obstacle ID/ Designation** | **Obstacle Type** | **Obstacle Position** | **Elevation/Height** | | **Obstruction Lighting Type/ Colour** | **Remarks** |
| **1** | **2** | **3** | **4** | | **5** | **6** |
| (EGGP1519) 27/APPROACH 09/ TAKE-OFF | TREE | 532007.75N 0024917.88W | 118 FT | 49 FT | No | |
| (EGGP1534) 27/APPROACH 09/ TAKE-OFF | TREE | 532006.85N 0024917.06W | 114 FT | 44 FT | No | |
| (EGGP1514) 27/APPROACH 09/ TAKE-OFF | TREE | 532004.88N 0024918.29W | 130 FT | 68 FT | No | |
| (EGGP1334) 27/APPROACH 09/ TAKE-OFF | APPROACH LIGHT | 532004.79N 0024947.93W | 86 FT | 10 FT | No | |

| In Approach/Take-off areas | | | | | | |
|---|---|---|---|---|---|---|
| **Obstacle ID/ Designation** | **Obstacle Type** | **Obstacle Position** | **Elevation/Height** | | **Obstruction Lighting Type/ Colour** | **Remarks** |
| **1** | **2** | **3** | **4** | | **5** | **6** |
| (EGGP1329) 27/APPROACH 09/ TAKE-OFF | APPROACH LIGHT | 532004.73N 0024949.28W | 84 FT | 10 FT | No | |
| (EGGP1520) 27/APPROACH 09/ TAKE-OFF | TREE | 532004.62N 0024917.58W | 129 FT | 70 FT | No | |
| (EGGP1515) 27/APPROACH 09/ TAKE-OFF | TREE | 532004.63N 0024917.77W | 129 FT | 73 FT | No | |
| (EGGP1335) 27/APPROACH 09/ TAKE-OFF | APPROACH LIGHT | 532004.35N 0024947.87W | 85 FT | 11 FT | No | |
| (EGGP1330) 27/APPROACH 09/ TAKE-OFF | APPROACH LIGHT | 532004.28N 0024949.22W | 84 FT | 11 FT | No | |
| (EGGP1528) 27/APPROACH 09/ TAKE-OFF | TREE | 532004.25N 0024917.21W | 128 FT | 64 FT | No | |
| (EGGP1526) 27/APPROACH 09/ TAKE-OFF | TREE | 532004.05N 0024917.55W | 126 FT | 66 FT | No | |
| (EGGP1337) 27/APPROACH 09/ TAKE-OFF | APPROACH LIGHT | 532003.91N 0024947.81W | 85 FT | 12 FT | No | |
| (EGGP1808) 27/APPROACH 09/ TAKE-OFF | TREE | 532003.85N 0024930.44W | 108 FT | 37 FT | No | |
| (EGGP1331) 27/APPROACH 09/ TAKE-OFF | APPROACH LIGHT | 532003.84N 0024949.16W | 84 FT | 12 FT | No | |
| (EGGP1804) 27/APPROACH 09/ TAKE-OFF | TREE | 532003.64N 0024939.26W | 95 FT | 26 FT | No | |
| (EGGP1487) 27/APPROACH 09/ TAKE-OFF | TREE | 532002.40N 0024918.73W | 122 FT | 60 FT | No | |
| (EGGP1518) 27/APPROACH 09/ TAKE-OFF | TREE | 532001.83N 0024917.84W | 119 FT | 70 FT | No | |
| (EGGP1876) 27/APPROACH | TREE | 532000.29N 0024937.23W | 122 FT | 53 FT | No | |
| (EGGP1375) 09/TAKE-OFF | TREE | 531957.85N 0024940.73W | 114 FT | 40 FT | No | |
| (EGGP1398) 09/TAKE-OFF | TREE | 531957.81N 0024938.42W | 114 FT | 52 FT | No | |
| (EGGP1387) 09/TAKE-OFF | TREE | 531957.76N 0024939.08W | 118 FT | 56 FT | No | |
| (EGGP1407) 09/TAKE-OFF | TREE | 531957.50N 0024938.08W | 129 FT | 57 FT | No | |
| (EGGP1400) 09/TAKE-OFF | TREE | 531957.41N 0024938.32W | 116 FT | 62 FT | No | |
| (EGGP1383) 09/TAKE-OFF | TREE | 531957.40N 0024939.44W | 127 FT | 66 FT | No | |
| (EGGP1408) 09/TAKE-OFF | TREE | 531957.27N 0024938.15W | 129 FT | 57 FT | No | |
| (EGGP1404) 09/TAKE-OFF | TREE | 531957.26N 0024938.24W | 118 FT | 62 FT | No | |
| (EGGP1418) 09/TAKE-OFF | TREE | 531957.12N 0024937.27W | 125 FT | 61 FT | No | |
| (EGGP1419) 09/TAKE-OFF | TREE | 531957.01N 0024937.24W | 119 FT | 61 FT | No | |
| (EGGP1201) 09/APPROACH | TREE | 531953.94N 0025205.88W | 68 FT | 17 FT | No | |

| In circling area and at aerodrome | | | | | | |
|---|---|---|---|---|---|---|
| **Obstacle ID/ Designation** | **Obstacle Type** | **Obstacle Position** | **Elevation/Height** | | **Obstruction Lighting Type/ Colour** | **Remarks** |
| **1** | **2** | **3** | **4** | | **5** | **6** |
| (EGGP1559) | PYLON | 532403.10N 0024737.24W | 316 FT | 191 FT | No | |
| (EGGP1848) | WATER_TOWER | 532248.39N 0025227.61W | 346 FT | 62 FT | No | |
| (EGGP1153) | BUILDING | 532231.56N 0025243.55W | 311 FT | 119 FT | No | |

| In circling area and at aerodrome | | | | | | |
|---|---|---|---|---|---|---|
| **Obstacle ID/ Designation** | **Obstacle Type** | **Obstacle Position** | **Elevation/Height** | | **Obstruction Lighting Type/ Colour** | **Remarks** |
| **1** | **2** | **3** | **4** | | **5** | **6** |
| (EGGP1156) | WOOD | 532224.43N 0025240.38W | 295 FT | 106 FT | No | |
| (EGGP1142) | MAST | 532224.07N 0025305.24W | 376 FT | 155 FT | Yes Solid Red | |
| (EGGP1202) | WOOD | 532218.07N 0025207.59W | 349 FT | 124 FT | No | |
| (EGGP1210) | TREES | 532158.59N 0025152.85W | 250 FT | 55 FT | No | |
| (EGGP1662) | CHIMNEY | 532118.04N 0025057.62W | 231 FT | 131 FT | Yes Solid Red | |
| (EGGP1661) | CHIMNEY | 532117.37N 0025057.96W | 230 FT | 131 FT | Yes Solid Red | |
| (EGGP1664) | CHIMNEY | 532116.74N 0025052.46W | 237 FT | 131 FT | Yes Solid Red | |
| (EGGP1666) | BUILDING | 532116.32N 0025045.14W | 210 FT | 131 FT | No | |
| (EGGP1663) | CHIMNEY | 532115.97N 0025053.07W | 249 FT | 131 FT | Yes Solid Red | |
| (EGGP1302) | WATER_TOWER | 532112.59N 0025008.41W | 207 FT | 129 FT | No | |
| (EGGP1242) | MAST | 532105.82N 0025115.21W | 252 FT | 141 FT | No | |
| (EGGP1137) | MAST | 532100.66N 0025415.65W | 263 FT | 221 FT | Yes Solid Red | |
| (EGGP1595) | BRIDGE | 532045.19N 0024418.23W | 273 FT | 269 FT | No | |
| (EGGP1230) | SPIRE | 532038.60N 0025129.06W | 188 FT | 102 FT | No | |
| (EGGP1598) | SPIRE | 532037.28N 0024412.46W | 180 FT | 147 FT | No | |
| (EGGP1613) | FLOODLIGHT | 532024.57N 0024326.17W | 210 FT | 107 FT | No | |
| (EGGP1610) | TREE | 532023.07N 0024329.91W | 159 FT | 52 FT | No | |
| (EGGP1608) | MAST | 532022.73N 0024330.03W | 168 FT | 61 FT | No | |
| (EGGP1607) | NDB | 532022.55N 0024330.47W | 166 FT | 60 FT | No | |
| (EGGP1239) | BUILDING | 532019.25N 0025116.29W | 202 FT | 118 FT | No | |
| (EGGP1240) | BUILDING | 532017.29N 0025116.03W | 205 FT | 121 FT | Yes Solid Red | |
| (EGGP1241) | LIGHT | 532012.92N 0025114.31W | 181 FT | 100 FT | No | |
| (EGGP1124) | SPIRE | 531958.50N 0025843.40W | 236 FT | 138 FT | No | |
| (EGGP1583) | CHIMNEY | 531950.09N 0024516.34W | 393 FT | 349 FT | Yes Solid Red | |
| (EGGP1258) | ATC | 531947.89N 0025051.42W | 196 FT | 135 FT | Yes Solid Red | |
| (EGGP1131) | WOOD | 531945.11N 0025744.76W | 197 FT | 72 FT | No | |
| (EGGP1592) | MAST | 531920.88N 0024429.52W | 356 FT | 116 FT | No | |
| (EGGP1599) | PYLON | 531918.33N 0024402.48W | 347 FT | 107 FT | No | |
| (EGGP1580) | CHIMNEY | 531914.79N 0024516.54W | 390 FT | 354 FT | No | |
| (EGGP1588) | WIND TURBINE | 531828.55N 0024442.05W | 426 FT | 410 FT | No | |
| (EGGP1584) | WIND TURBINE | 531822.04N 0024453.45W | 426 FT | 410 FT | No | |

| In circling area and at aerodrome | | | | | | |
|---|---|---|---|---|---|---|
| **Obstacle ID/ Designation** | **Obstacle Type** | **Obstacle Position** | **Elevation/Height** | | **Obstruction Lighting Type/ Colour** | **Remarks** |
| **1** | **2** | **3** | **4** | | **5** | **6** |
| (EGGP1591) | WIND TURBINE | 531810.06N 0024428.44W | 426 FT | 410 FT | No | |
| (EGGP1587) | WIND TURBINE | 531805.57N 0024443.27W | 426 FT | 410 FT | No | |
| (EGGP1594) | WIND TURBINE | 531757.91N 0024421.21W | 426 FT | 410 FT | No | |
| (EGGP1586) | WIND TURBINE | 531755.07N 0024445.20W | 426 FT | 410 FT | No | |
| (EGGP1571) | WIND TURBINE | 531745.91N 0024637.12W | 426 FT | 410 FT | No | |
| (EGGP1569) | WIND TURBINE | 531740.65N 0024649.55W | 426 FT | 410 FT | No | |
| (EGGP1574) | WIND TURBINE | 531735.71N 0024618.57W | 426 FT | 410 FT | No | |
| (EGGP1566) | WIND TURBINE | 531735.49N 0024702.42W | 426 FT | 410 FT | No | |
| (EGGP1563) | WIND TURBINE | 531730.77N 0024716.11W | 426 FT | 410 FT | No | |
| (EGGP1572) | WIND TURBINE | 531730.59N 0024634.03W | 426 FT | 410 FT | No | |
| (EGGP1570) | WIND TURBINE | 531723.97N 0024648.11W | 426 FT | 410 FT | No | |
| (EGGP1561) | WIND TURBINE | 531723.44N 0024724.13W | 426 FT | 410 FT | No | |
| (EGGP1575) | WIND TURBINE | 531720.00N 0024606.62W | 426 FT | 410 FT | No | |
| (EGGP1573) | WIND TURBINE | 531719.91N 0024625.14W | 426 FT | 410 FT | No | |
| (EGGP1567) | WIND TURBINE | 531718.12N 0024700.81W | 426 FT | 410 FT | No | |
| (EGGP1564) | WIND TURBINE | 531712.85N 0024715.08W | 426 FT | 410 FT | No | |
| (EGGP1568) | WIND TURBINE | 531707.48N 0024650.19W | 426 FT | 410 FT | No | |
| (EGGP1251) | CHIMNEY | 531635.31N 0025051.12W | 414 FT | 407 FT | No | |
| (EGGP1276) | CHIMNEY | 531623.15N 0025024.32W | 394 FT | 375 FT | No | |
| (EGGP1256) | CHIMNEY | 531622.84N 0025047.98W | 418 FT | 408 FT | No | |
| (EGGP1298) | CHIMNEY | 531619.87N 0025007.17W | 436 FT | 400 FT | No | |
| (EGGP1283) | CHIMNEY | 531614.60N 0025017.59W | 526 FT | 513 FT | No | |
| (EGGP1274) | CHIMNEY | 531604.97N 0025030.55W | 490 FT | 467 FT | No | |

## EGGP AD 2.11 METEOROLOGICAL INFORMATION PROVIDED

| | | |
|---|---|---|
| 1 | Associated MET Office | MET OFFICE EXETER |
| 2 | Hours of service<br>MET Office outside hour | H24 |
| 3 | Office responsible for TAF preparation<br>Periods of validity | MET OFFICE EXETER<br>24 Hours |
| 4 | Trend forecast<br>Interval of issuance | Not available. |
| 5 | Briefing/consultation provided | Self briefing / Liverpool ATIS Freq. 124.330 MHz. Met Office Weather Desk (H24) Tel: 01392-885 680. Met Office Website: www.metoffice.gov.uk. |
| 6 | Flight documentation<br>Language(s) used | Charts abbreviated plain language text. TAFs/METARs.<br>English. |

| | | |
|---|---|---|
| 7 | Charts and other information available for briefing or consultation | Available on the Met Office Website, www.metoffice.gov.uk/aviation/ga-briefing-services. |
| 8 | Supplementary equipment available for providing information | |
| 9 | ATS units provided with information | LIVERPOOL |
| 10 | Additional information (limitation of service, etc.) | Unverified AUTO METARs may be published in night periods. |

## EGGP AD 2.12 RUNWAY PHYSICAL CHARACTERISTICS

| Designations RWY Number | True bearing | Dimensions of RWY | Surface of RWY/ SWY/ Strength | THR co-ordinates/ THR Geoid undulation | THR elevation/ Highest elevation of TDZ of precision APP RWY | Slope of RWY/ SWY |
|---|---|---|---|---|---|---|
| 1 | 2 | 3 | 4 | 5 | 6 | 7 |
| 09 | 085.60° | 2286 x 46 M | RWY surface: Asphalt, Grooved<br>PCN 77/F/C/W/T | 531958.39N<br>0025157.61W<br>171.0 FT | THR 59.6 FT<br>TDZ 63.8 FT | RWY 09 0.25% Up<br>RWY 27 0.25% Down |
| 27 | 265.62° | 2286 x 46 M | RWY surface: Asphalt, Grooved<br>PCN 77/F/C/W/T<br>SWY surface: Asphalt<br>PCN 77/F/C/W/T | 532003.90N<br>0024957.76W<br>170.8 FT | THR 77.8 FT<br>TDZ 79.9 FT | RWY 09 0.25% Up<br>RWY 27 0.25% Down |

| SWY Dimensions | Clearway Dimensions | Strip Dimensions | RESA Dimensions, Overshoot / Undershoot | Location/ description of arresting system | OFZ | Remarks |
|---|---|---|---|---|---|---|
| 8 | 9 | 10 | 11 | 12 | 13 | 14 |
| | 201 x 150 M | | | | 1860 x 120 M | RWY 09<br><br>Landing threshold displaced by 61 M.<br><br>Strip Dimensions:<br>2283 x 280 M |
| 7 x 46 M | 1143 x 150 M | | | | 1860 x 120 M | RWY 27<br><br>Strip Dimensions:<br>2412 x 280 M |

## EGGP AD 2.13 DECLARED DISTANCES

| Runway designator | TORA | TODA | ASDA | LDA | Remarks |
|---|---|---|---|---|---|
| 1 | 2 | 3 | 4 | 5 | 6 |
| 09 | 2163 M | 2364 M | 2163 M | 2102 M | |
| 27 | 2286 M | 3429 M | 2292 M | 2286 M | |
| 09 | 1990 M | 2191 M | 1990 M | | Take-off from Intersection with Hold Delta. |
| 27 | 2066 M | 3099 M | 2072 M | | Take-off from Intersection with Hold Golf. |

## EGGP AD 2.14 APPROACH AND RUNWAY LIGHTING

| RWY | Approach lighting Type/ Length/ Intensity | Threshold lighting Colour/Wing bars | VASIS/ MEHT/ PAPI/ PAPI Dist from THR | TDZ, lighting Length | Runway Centre Line lighting Length/ Spacing/ Colour/ Intensity | Runway edge lighting Length/ Spacing/ Colour/ Intensity | Runway end lighting Colour/ Wing bars | Stopway lighting Length/ Colour | Remarks |
|---|---|---|---|---|---|---|---|---|---|
| 1 | 2 | 3 | 4 | 5 | 6 | 7 | 8 | 9 | 10 |
| 09 | Coded centre-line with five crossbars. Two consecutive centre-line lights missing from Runway 09 approach lights, between second and third crossbars, 360 M from threshold. 914 M Light intensity high | Green Light intensity high With green wingbars | PAPI Left/3° 60 FT 340 M | | Bi-directional Colour coded 15 M spacing Light intensity high | Bi-directional 60 M spacing with LI omni-directional component White Light intensity high | Red Light intensity high | | |
| 27 | Coded centre-line with five crossbars. Supplementary lighting inner 300 M. 914 M Light intensity high | Green Light intensity high With green wingbars | PAPI Left/3° 59 FT 364 M | Light intensity high 915 M | Bi-directional Colour coded 15 M spacing Light intensity high | Bi-directional 60 M spacing with LI omni-directional component White Light intensity high | Red Light intensity high | | |

## EGGP AD 2.15 OTHER LIGHTING, SECONDARY POWER SUPPLY

| | | |
|---|---|---|
| 1 | ABN/IBN location, characteristics and hours of operation | |
| 2 | LDI location and lighting<br>Anemometer location and lighting | Anemometer: 27: 531959.14N 0025014.18W (LGTD) - 09: 531955.31N 0025141.53W (LGTD). |
| 3 | TWY edge and centre line lighting | CL: HI Green bi-directional centre-line on Taxiway Alpha and Taxiways C, D, E, F, G, K, T, U, V, W.<br><br>EDGE: HI omni-directional blue edge lights, lead from Holding point Lima to Taxiway Alpha. |
| 4 | Secondary power supply/switch-over time | For CAT II/III operations changeover from standby power to mains takes place in less than 1 second. During visual or non-precision operations changeover from mains to standby diesel takes maximum 15 seconds in event of full mains failure. |
| 5 | Remarks | Obstacle lighting. Apron floodlights. Illuminated wind direction indicators. |

## EGGP AD 2.16 HELICOPTER LANDING AREA

| | | |
|---|---|---|
| 1 | Coordinates TLOF or THR of FATO, geoid undulation | |
| 2 | TLOF and/or FATO elevation | |
| 3 | TLOF and FATO area dimensions, surface, strength, marking, lighting | |
| 4 | True BRG of FATO | |
| 5 | Declared distance available | |
| 6 | APP and FATO lighting | |

| | | |
|---|---|---|
| 7 | RMK | Available for use by Liverpool John Lennon Airport based helicopters only.<br><br>Parts of the manoeuvring area can be used for take-offs and landings as instructed by ATC. Thresholds of the operational runways are designated as aiming points. |

## EGGP AD 2.17 AIR TRAFFIC SERVICES AIRSPACE

| Designation and lateral limits | Vertical Limits | Airspace Class | ATS unit callsign/ language | Transition Altitude | Hours of applicability | Remarks |
|---|---|---|---|---|---|---|
| 1 | 2 | 3 | 4 | 5 | 6 | 7 |
| LIVERPOOL CTR<br>533011N 0024123W -<br>532708N 0023744W -<br>531130N 0023744W -<br>531427N 0030140W -<br>531924N 0030735W -<br>532331N 0030804W -<br>532817N 0025719W -<br>533011N 0024123W | Upper limit:<br>2500 FT ALT<br>Lower limit:<br>SFC | D | LIVERPOOL APPROACH<br>English | 5000 FT | | |
| LIVERPOOL ATZ<br>A circle, 2.5 NM radius, centred at 532001N 0025059W on longest notified runway (09/27) | Upper limit:<br>2000 FT AGL<br>Lower limit:<br>SFC | D | LIVERPOOL APPROACH<br>English | 5000 FT | | |

## EGGP AD 2.18 AIR TRAFFIC SERVICES COMMUNICATION FACILITIES

| Service Designation | Callsign | Channel/ Frequency(MHz) | SATVOICE number(s) | Logon Address | Hours of Operation | Remarks |
|---|---|---|---|---|---|---|
| 1 | 2 | 3 | 4 | 5 | 6 | 7 |
| APP | LIVERPOOL APPROACH | 119.855<br>DOC 40 NM/ 10,000 FT. | | | H24 | ATZ hours coincident with Approach hours. |
| TWR | LIVERPOOL GROUND | 121.955<br>Initial call for start or taxi clearance should be made to Liverpool Tower on 126.355 MHz unless notified by ATIS broadcast that Liverpool Ground is in operation.<br>Use on the ground within the aerodrome boundary. | | | As directed by ATC. | |
| | LIVERPOOL TOWER | 126.355<br>DOC 25 NM/4,000 FT. | | | H24 | |
| RADAR | LIVERPOOL RADAR | 118.455<br>DOC 25 NM/ 10,000 FT. | | | As directed by ATC. | 10 cm Approach Radar. |
| | | 119.855<br>DOC 40 NM/ 10,000 FT. | | | H24 | |
| ATIS | LIVERPOOL INFORMATION | 124.330<br>DOC 60 NM/ 20,000 FT. | | | H24 | |
| OTHER | LIVERPOOL FIRE | 121.600<br>Non-ATS frequency. | | | Available when Fire vehicle attending aircraft on the ground in an emergency. | |
| OTHER | LIVERPOOL EMERGENCY | 121.500<br>Emergency Frequency | | | O/R | |

# EGGP AD 2.19 RADIO NAVIGATION AND LANDING AIDS

| Type of Aid CAT of ILS/MLS MAG Var/VOR Declination | Ident | Frequency | Hours of Operation | Position of transmitting antenna coordinates | Elevation of DME transmitting antenna | Remarks |
|---|---|---|---|---|---|---|
| 1 | 2 | 3 | 4 | 5 | 6 | 7 |
| ILS/LOC<br>I<br>0.26°E (2027) | ILVR | 111.750 MHz | HO | 532004.64N<br>0024941.59W | | (RWY 09) |
| ILS/GP | ILVR | 333.350 MHz | HO | 531955.23N<br>0025141.53W | | 3° ILS Ref Datum Hgt 54 FT. |
| ILS/LOC<br>III<br>0.24°E (2027) | ILQ | 111.750 MHz | HO | 531957.65N<br>0025213.62W | | (RWY 27) |
| ILS/GP | ILQ | 333.350 MHz | HO | 531959.06N<br>0025014.21W | | 3° ILS Ref Datum Hgt 54 FT. |
| NDB<br>0.35°E (2027) | WHI | 368.500 kHz | H24 | 531105.53N<br>0023723.06W | | RNAV Substitution Only.<br>Range 25 NM. |
| DME | ILQ | 54Y<br>111.750 MHz | HO | 531956.86N<br>0025057.16W | 88 FT | (RWY 27)<br>On AD.<br>DME freq paired with ILS I-LQ and I-LVR.<br>Zero range is indicated at THR of Runway 09 and 27. |
| DME | ILVR | 54Y<br>111.750 MHz | HO | 531956.86N<br>0025057.16W | 88 FT | (RWY 09)<br>On AD.<br>DME freq paired with ILS I-LQ and I-LVR.<br>Zero range is indicated at THR of Runway 09 and 27. |
| NDB (L)<br>0.29°E (2027) | LPL | 349.500 kHz | H24 | 532022.55N<br>0024330.47W | | Range 25 NM.<br>NDB needle swings exceeding +/-5 degrees noted during the approach procedure to Runway 27 between 6 NM DME and 8 NM DME. |
| VOR/DME<br>0.69°E (2027)<br>0.4°E (2025) | TNT | 104X<br>115.700 MHz | H24 | 530314.23N<br>0014011.90W | 994 FT | RNAV substitution only.<br>VOR DOC: 20 NM/50,000 FT (40 NM/ 50,000 FT in Sector R100-205). DME DOC: 80 NM/50,000 FT (100 NM/ 50,000 FT in Sector R300-000). |

# EGGP AD 2.20 LOCAL AERODROME REGULATIONS

## 1 AIRPORT REGULATIONS

a) Pilots are to 'book out' by telephoning details to ATC. ‘Booking out’ by radio is not accepted.
b) The wearing of high visibility clothing is mandatory for all personnel employed on each of the apron areas, including flight crews.
c) The aerodrome is PPR for aircraft which are not based at Liverpool Airport. Mandatory handling is required for all visiting or non-based aircraft. Prior permission should be requested through a handling agent, AOC and airportcontrol@liverpoolairport.com; (see AD 2.4). No permission will be granted by ATC. Aircraft without prior permission could be refused landing clearance except in an emergency. Filing a flight plan does not constitute a PPR request.
d) Prior permission for departures and arrivals is required from ATC for aircraft unable to communicate with ATC by radio.
e) Aircraft Captains, through their staff and/or Handling agents, are responsible for the safety of persons and/or vehicles on the apron during engine start.
f) All flights, except General Aviation and Military flights, are subject to the prior approval of the Airport Operations Director, Liverpool Airport Ltd and prior notification to Airport Co-ordination Ltd, who act as an agent for the airport. Requests for ad-hoc slot allocations should be made to ACL during working hours Mon-Fri 0830-1700 (0730-1600) by SITA: LONACXH; e-mail: lonacxh@acl-uk.org; or Tel: +44 (0)161-493 1850, Fax: +44 (0)161-493 1853, or at all other times to Airfield Operations +44 (0)151-907 1551. OCS account holders can add, change and cancel slots at any time on the online coordination portal: https://www.online-coordination.com.
g) Liverpool ATC conduct Radar in the Tower (RiTT) operations, which will be notified via ATIS. During RiTT operations, ATC will be unable to provide the following: NDB approaches, SRAs, or training approaches.
h) Smoking airside, including the use of e-cigarettes/vapes is strictly prohibited.

## 2 GROUND MOVEMENT

a) Aircraft entering the Main Apron will be as directed by ATC, however, aircraft with a wingspan of 36 M or more will enter through Taxiway Whiskey (W).

b) Aircraft re-positioning on the aprons must obtain ATC permission and then follow the marshaller's guidance.
c) Taxiway Alpha from Holding Point Alpha 3 to Runway 27 threshold is restricted to aircraft with less than 52 M wingspan (code D). Aircraft with a wing span of 52 M or more shall be escorted by a follow-me vehicle ensuring nose wheel is maintained on the taxiway centre-line. A wing person shall be provided on the single story building 41.5 M north of the taxiway centre-line between Alpha 3 and the 27 threshold which infringes the code D taxiway strip.
d) Owing to the position of the hangars, Stands 1 and 32 are out of sight of ATC. Pilots should listen carefully to their taxi instructions.
e) Pilots are to report their stand number when requesting start-up. Start-up must not be requested until the aircraft is fully ready to start.
f) Take-off, landing and taxiing on grass areas is not permitted.
g) The General Aviation parking area is limited to aircraft of 5700 KG or less.
h) Visiting aircraft entering the GA apron at Kilo are to call Ravenair on 131.755 for parking instructions.
i) All runway holding position stop bars are constantly illuminated except when de-selected by ATC to permit aircraft and vehicles to enter runway.
j) A Temporary Demarcated Area is available on Stands 11,12 or 14 for any flights of Non-Qualifying Status. This area is only available by prior request. All aircraft parked on this area must not request start with ATC until the ground handling agents have given their approval to the pilot to do so, in order to ensure the area is free from all obstructions.
k) If a pilot has any doubt about taxiing instructions or ground clearance they should ask for marshalling assistance, which upon request will be provided.
l) Minimum breakaway power is to be used by aircraft operating on Apron areas.

## 3 CAT II/III OPERATIONS

a) Runway 27, subject to serviceability of the required facilities, are suitable for Category II and III operations by operators whose minima have been accepted by the Civil Aviation Authority.
b) During CAT II/III operations, special ATC procedures (Low Visibility Operations) will be applied. Pilots will be informed by ATC when these procedures are in operation. Pilots are advised that implementation of these procedures can cause delays for inbound and outbound traffic.
c) Aircraft departing Runway 27 must hold at the Alpha 2 holding point.
d) Arriving aircraft must continue to the end of the runway to vacate via CHARLIE. Aircraft must report runway vacated and report reaching Alpha 8.
e) For CAT II/III Operations, changeover standby power to mains takes place in 1 second.
f) Aircraft parking on the main apron will normally enter at Whiskey and exit at Uniform, except when directed by ATC.
g) Illuminated stop bars will be in operation at Holding Points A2, A3, A8, K, T, U, V and W during Low Visibility Operations.

## 4 WARNINGS

a) Pilots should positively identify the runway in use before committing the aircraft to a landing.
b) Pilots are reminded of the proximity of Restricted Area EGR311, 5 NM southwest of the aerodrome.
c) Aircraft completing visual approaches to Liverpool airport from the south and southeast are requested to avoid overflying the industrial chemical works situated on the south bank of the River Mersey, 1 NM south of the NDB LPL.
d) Pilots should exercise caution when leaving the main apron via Taxiway Victor to ensure they do not enter the rapid exit turn-off at ECHO when taxiing to Runway 09 or Runway 27.
e) Pilots are reminded that throughout the year, bird concentrations may be present on all areas under agricultural use on the approaches to Runway 09/27. Deterrent/dispersal within the aerodrome boundary is conducted by the Airfield Operations Unit and pilots may be requested by ATC to delay a departure or arrival if dispersal proves difficult.
f) Radio controlled models up to 20 KG operate at maximum altitude 400 FT AGL during daylight hours only, between 1000-2100 (0900-2000), within the confines of: Frodsham Marshes (132° - 4.4 NM), Halton Moss (085° - 7.6 NM) and Arrowe Park (290° - 11 NM).
g) Maintenance equipment on airport hotel roof. When in use equipment penetrates through the Obstacle Limitation Surface by maximum of 2.0 M. Obstacle approximately 625 M on a bearing of 329° from ARP. Equipped with obstacle warning light that automatically illuminates when the equipment is in use. When not in use and in parked position it is no longer an obstacle.
h) Over recent years, three specific Laser Hotspot areas have been identified in the vicinity of Liverpool Airport from which aircraft are more susceptible to laser attack from the ground. These areas are Liverpool city centre (7 NM northwest), Warrington town centre (10 NM northeast) and Runcorn town centre (4.5 NM east). Pilots are encouraged to report all laser attacks immediately to ATC including details of the colour of the laser and, where possible, the precise location of the laser. This information is then passed to the local police for an immediate response.
i) UK legislation requires UAVs unless otherwise authorised, to be flown at a level not above 400 FT above ground level and away from the vicinity of airports. Pilots encountering or observing UAVs operating above this level or in the vicinity of the airport are strongly encouraged to inform Liverpool ATC of the presence of the UAV. A description of the UAV, including its approximate level and location, should be communicated to ATC as soon as possible. ATC will then ensure that this information is immediately passed to the relevant police authority for further investigation on the ground.
j) Due to congested airspace, in the event of a missed approach, ATC may amend the standard missed approach instructions and may only issue headings.
k) Pilots to be aware that selected vehicles operate under a free ranging procedure on the Alpha Taxiway. Free ranging vehicles will continuously monitor ATC however are not directly under ATC instruction.

## 5 HELICOPTER OPERATIONS

a) Parts of the manoeuvring area can be used for take-offs and landings as instructed by ATC. Thresholds of the operational runways are designated as aiming points.
b) Arrivals: ATC will either select the appropriate threshold or instruct the helicopter to make an approach to the runway. If instructed to approach the runway, the helicopter is to turn on to a final approach and arrange the descent to flare to ground or hover taxiing speed in the fixed wing runway touchdown zone.
c) Taxiway Alpha Arrivals/Departures: Approach/Departures to the Alpha taxiway are only permitted when:

i. the runway is closed; and
ii. the helicopter is operating on a VFR clearance; and
iii. there are no aircraft, vehicles or personnel on the taxiway.

d) Departures: These will be made from the runway, Aiming Points or parallel taxiway as selected by ATC.
e) Taxiing - Hover (or ground taxiing if applicable) is required to/from the parking area via designated taxiways.
f) A training area for helicopter hovering has been designated to the west of Taxiway Charlie on a disused taxiway and grassed area. Manoeuvring helicopters shall be exempt from the 500 FT rule if it is conducting manoeuvres, in accordance with normal aviation practice, within boundaries of a licensed or Government aerodrome or, with the written permission of the CAA at other sites. When flying in accordance with the above exemption the helicopter must not be operated closer than 60 M to any persons, vessels, vehicles or structures located outside the aerodrome or site.
g) A FATO has been created south of the main runway that is available for use by Liverpool John Lennon Airport based helicopters only. The midpoint of the FATO is 531956.30N 0025107.80W with dimensions of 30 M x 30 M.

## 6 USE OF RUNWAYS

a) Variable circuit directions at the discretion of ATC.
b) Overhead join of the circuit is not available. Pilots should join the circuit as instructed by ATC.

## 7 TRAINING

a) Training flights by turbo-jet powered aircraft shall be subject to the prior approval of ATC. They will not normally be permitted on Sundays before 1000 (0900) or after 2000 (1900). On other days they will not be permitted between 2300-0700 (2200-0600). They will be subject to the following conditions:

i. All crew training circuits shall be carried out at least 1500 FT AAL;
ii. In other respects, training aircraft shall comply with the noise abatement procedures detailed below.

b) All types of IFR/VFR training are only available by prior arrangement with ATC and are subject to availability of training slots. Pilots are strongly advised to book their training slots with ATC well in advance. Failure to make a booking may result in the aircraft being refused use of the facilities.
c) Pilots unable to make the booked time must inform ATC as soon as possible so that a new booking may be made. Pilots should inform ATC as soon as possible of booking cancellations. Any flight delayed by 30 minutes or more will be deemed to have been cancelled.
d) When Runway 09 is the declared runway in use, instrument training to Runway 27 will not be permitted. Only radar vectored ILS/DME approaches will be available for instrument training to Runway 09.
e) The filing of a flight plan does not constitute a booking to carry out training from the airport.
f) VFR movements between 0000-0700 (2300-0600) are subject to PPR from ATC 0151-907 1541.

# EGGP AD 2.21 NOISE ABATEMENT PROCEDURES

## 1 GENERAL

Every operator of aircraft using the aerodrome shall ensure at all times that aircraft are operated in a manner calculated to cause the least disturbance practicable in LPL Controlled Airspace.

## 2 REVERSE THRUST

To minimise disturbance in areas adjacent to the aerodrome, Flights Crew shall avoid the use of reverse thrust after landing, unless necessary for the safe operation of the aircraft, especially between 2300-0600 (2200-0500).

## 3 AIRCRAFT NOISE QUOTA SYSTEM

Liverpool John Lennon Airport operates and manages a Night Noise Quota System, which is based on the CAA Supplement to the UK AIP, pertaining to the Airport Noise Restrictions Notice for London Heathrow, London Gatwick and London Stansted. The quota count value for the take-off and landing by individual aircraft types is shown in the Annexe to the above mentioned Supplement.

a) The night quota period is between 2300-0700 (2200-0600), with the quota count period being between 2330-0600 (2230-0500).
b) Operators must supply information appertaining to the noise characteristics (aircraft type, engine type, operating weight and maximum certificated landing or take-off weight as appropriate) and quota count for all non-exempt aircraft using Liverpool John Lennon Airport, between 2300-0700 (2200-0600). This information must be provided as part of the PPR request process and copied to the Environment Team. E-mail: environment@liverpoolairport.com.
c) Quota Count Operational Restrictions†

i. 2300-2330 (2200-2230) – Aircraft with quota count of QC/8 and QC/16 must not be scheduled to take-off or land;
ii. 2330-0600 (2230-0500) – Aircraft with quota count of QC/8 and QC/16 must not take-off or be scheduled to land;
iii. 0600-0700 (0500-0600) – Aircraft with quota count of QC/16 must not take-off or be scheduled to land.

Note: Certain exemptions (including emergencies) apply contact the Environmental Manager for a full list of exemptions.

## 4 ARRIVALS

Inbound aircraft, other than light aircraft flying under VFR or Special VFR, shall maintain a height of at least 2000 FT above aerodrome level until cleared to descend for landing. Aircraft approaching without assistance from ILS or radar shall follow a descent path which will not result in its being at any time lower than the approach path which would be followed by aircraft using the ILS glidepath, and it is recommended that aircraft join final approach at not less than 3 NM.

## 5 DEPARTURES

a) Runway 27

   i. After take-off all aircraft of more than 5700 KG (12,500 LB) MTWA shall climb straight ahead at maximum rate to 1000 FT AAL before turning.

b) Runway 09

   i. Between 2300-0700 (2200-0600), Runway 09 will only be available for take-off when over-riding operational considerations necessitate its use, eg performance requirements.
   ii. After take-off the initial turn onto outbound heading shall be commenced as soon as practicable, but not below 500 FT AAL and not before passing the end of the runway.

c) After completion of the initial turn onto outbound heading, all turbo-jet powered aircraft shall reduce power for noise abatement purposes so as to maintain a rate of climb of at least 500 FT per minute at power settings which will ensure progressively decreasing noise levels at points on the ground under the flight path.

## 6 ENGINE TESTING

Aircraft engine testing is subject to the approval of the Airport Authority and shall only be permitted between the hours of 0700-2300 (0600-2200). Outside these hours engine testing will not be permitted other than in exceptional operational circumstances.

## 7 REQUIREMENTS

These requirements may be departed from the extent necessary for avoiding immediate danger or risk to life or property.

## 8 CONTINUOUS DESCENT APPROACHES TO RUNWAY 09

a) Turbo-jet and turbo-prop aircraft are expected to apply continuous descent, low power, low drag approach techniques at all times.
b) Subject to ATC instructions, inbound aircraft are to maintain as high an altitude as practical and adopt a low power, low drag, continuous descent approach profile. ATC will provide estimated track distance to touchdown to allow pilots to descend at a rate they judge best suited to achieve continuous descent without using more power or drag than necessary. The object will be to join the glidepath at the appropriate height for the distance without level flight.
c) To facilitate these techniques aircraft should be flown no faster than 250 KT from the Speed Limiting Points and below FL 100 and 250-210 KT during the intermediate approach phase. Thereafter speed should be managed so as to achieve a continuous descent using as little power or drag as possible. ATC may impose speed control if required for seperation purposes.
d) ATC will provide regular range checks. Pilots who require additional track mileage to facilitate a successful CDA should inform ATC as soon as possible.

***Note:*** *Continuous descent approaches are only available on Runway 09. Runway 27 operations may require prolonged flight at lower altitude for airspace integration. See EGGP AD 2.22 2 (e) (iii).*

# EGGP AD 2.22 FLIGHT PROCEDURES

## 1 RADIO COMMUNICATIONS FAILURE PROCEDURES

a) In the event of complete communication failure in an aircraft, the pilot will adopt the appropriate procedures notified at ENR 1.1.3, with the following exceptions.

   i. When complete communication failure occurs in an aircraft before ETA or before EAT, when this has been received and acknowledged, the aircraft will:

      1. Fly to the LPL NDB holding point;
      2. hold at the last assigned level until the last acknowledged ETA plus 10 minutes or EAT when this has been given; or, if radio failure occurs after an aircraft has reported over the holding point, hold at the last assigned level until ATA plus 10 minutes, or 10 minutes after the last acknowledged communications with ATC whichever is the later.
      3. then commence descent for landing in accordance with the procedures detailed at ENR 1.1.3 and effect a landing within 30 minutes (or later if able to approach and land visually).

   ii. Aircraft which are instructed by ATC to hold at TIPOD or KEGUN, before proceeding to the LPL NDB, will in the event of complete communication failure:

1. When an Onward Clearance Time has been received and acknowledged, leave TIPOD or KEGUN at that time at the last assigned level and proceed to the LPL NDB, then carry out the procedure as shown at ENR 1.1.3; or
2. when 'Delay Not Determined' has been transmitted by ATC, leave TIPOD or KEGUN on the route and at the level shown in paragraph iii to leave Controlled Airspace.

iii. The routes and altitudes to be used when leaving the TMA and CTR in accordance with the procedures given at ENR 1.1.3 are shown in the table below; the route to be followed is dependent on the position of the aircraft

| Position at time of decision | Route |
|---|---|
| TIPOD | Track 360°T at last holding level minus 500 FT. |
| KEGUN | Track 270°T at last holding level minus 500 FT. |
| NDB LPL | Track 330°T at last holding level minus 500 FT ALT. |
| VOR WAL | Track 340°T at last holding level minus 500 FT ALT. |

## 2 PROCEDURE FOR INBOUND AIRCRAFT

a) Clearance to enter the CTR.

Aircraft flying the Airways System will be cleared into the CTR without having to request a specific entry clearance.

b) Aircraft wishing to enter the CTR or TMA under IFR direct from the London FIR must observe the normal procedure for joining Airways at one of the following Reporting Points: Pole Hill VOR and Wallasey VOR.
c) Aircraft unable to comply with these procedures because they are not equipped for flight on Airways may, traffic and weather conditions permitting, be cleared to proceed to Liverpool, in accordance with the procedures described at paragraphs 4 to 7.
d) **Standard Terminal Arrival Routes (STARs)**

Standard arrival routes for aircraft inbound from the airways system will be routed via the Standard Terminal Routes (STARs) detailed at AD 2-EGGP-7 charts.

e) **Non-RNAV1 Inbound Aircraft**

Where STARs are designated as RNAV1 Only, Non-RNAV1 aircraft shall file via the existing route structure as featured in the Standard Route Document (SRD). Non-RNAV1 aircraft should not proceed beyond TIPOD/KEGUN without ATC clearance.

f) **Approach Procedures under Radar Control**

i. When inbound traffic is being sequenced by Radar, the approach procedure will be flown under directions from the Radar Controller. Aircraft will be given a track to take up according to the runway-in-use and will be allocated a level. Changes of heading or level will be made only on instructions from the Radar Controller except in the case of radio communication failure in the aircraft or at the Radar Unit. When cleared to descend, aircraft should descend at a rate of at least 500 FT per minute.
ii. In the event of radar failure, new instructions will be issued to each aircraft under radar control and the procedures as defined for approach without radar control put into effect. If radio communication fails at the Radar Unit, pilots on approach will revert to Approach Control for new instructions.
iii. Due to the close proximity of Manchester Airport 20 miles to the east of Liverpool Airport, various restrictions exist regarding descent profiles for aircraft inbound to Liverpool when landing Runway 27. These restrictions are dependent upon the runway in use at Manchester and are detailed below:

1. Manchester Runway 05L or 05R

Left Hand Circuit to Runway 27 is NOT available unless an emergency situation exists. All aircraft shall be positioned for a Right Hand Circuit to Runway 27. Aircraft shall be required to pass north abeam Liverpool Airport, WAL 10d, at or below 3000 FT descending to be 2500 FT or below by WAL 18d. In addition, KEGUN arrivals from the south will initially be positioned to the west of Liverpool Airport and will not be able to track within 5 miles of Liverpool Airport until the aircraft is at or below 3000 FT.

2. Manchester Runway 23L or 23R

Left Hand Circuit to Runway 27 is available. Aircraft shall be required to pass south abeam Liverpool Airport at or below 3000 FT descending to be 2000 FT by I-LQ D8 east of the airfield. For a Right Hand Circuit to Runway 27, aircraft shall be required to pass north abeam Liverpool Airport, WAL 10d, at or below 4000 FT descending to be 2000 FT or below by WAL 18d.

More restrictive descent profile requirements do exist. These are implemented on an infrequent basis and when they become effective aircraft will be advised of the requirements on an individual basis.

g) **Approach Procedures Without Radar Control**

i. When Liverpool inbound traffic is not being sequenced by Approach Radar, aircraft will be cleared direct from the holding facility to carry out an Approach Procedure. When cleared, descend in the NDB(L) LPL holding pattern to 2500 FT ALT, then carry out the required procedure in accordance with the Instrument Approach charts.

## 3 PROCEDURES FOR OUTBOUND AIRCRAFT

a) Speed Limit

i. A speed limit of 250 KT applies to all departures whilst flying below FL 100 unless previously removed by ATC. ATC will endeavour to remove the speed limitation as soon as possible and will use the phrase 'No ATC Speed Restriction'. The phrase must not be interpreted as relieving the pilot of his responsibility for the observance of any noise abatement procedures which may include a speed/power limitation.
ii. In certain weather conditions and perhaps for other reasons of safety, pilots may not be able to comply with the speed limit. When such circumstances are anticipated, the pilot should inform ATC when requesting start-up clearance, stating the minimum speed acceptable. In this event, pilots will be informed before take-off of any higher speed limitation. Similarly, should such circumstances arise during flight, the pilot should immediately advise ATC, stating the minimum speed acceptable.
iii. Should weather conditions or other factors necessitate any modification of this procedure, the relevant information will be broadcast by ATC.

b) Allocation of Cruising Levels

i. When a re-clearance of Altitude/Flight Level is issued after take-off by ATC, it is the responsibility of the pilot to comply with at least the minimum altitudes shown in the SID procedure during the climb to the new assigned Altitude/Flight Level.
ii. Exceptionally, when ATC issue a re-clearance below the final SID altitude pilots must not climb above this revised altitude until further clearance is received.

c) Radio Communication Failure Procedures

i. In the event of complete radio communication failure in an outbound aircraft, the pilot will adopt the appropriate procedure notified at ENR 1.1.3
ii. For the purpose of radio failure, climb to flight-planned level should be commenced after the last position shown in column 4 of the SIDs where an altitude is specified.

d) Wake vortex, departures

i. Holding Points G & D are not considered by ATC to be intersection departures for the purposes of wake vortex separation, where the departure is a Light aircraft following a Small or Lower-Medium wake turbulence category aircraft using the full runway length (up to, but not including B757-sized or similar aircraft).
ii. Where pilots require greater than 2 minutes departure separation in such circumstances, this should be notified to ATC before entering the runway for line-up. Failure to notify ATC in advance of entering the runway may result in additional delay.

## 4 PROCEDURES FOR FLIGHTS BETWEEN MANCHESTER AND LIVERPOOL

a) IFR flights between Manchester and Liverpool Airports will normally be cleared via EKLAD 1R/Y off Runway 23R/L or via ASMIM 1S/Z off runway 05L/R to route to TIPOD/KEGUN.
b) IFR flights between Liverpool and Manchester Airports will normally be cleared via WAL 2T/V departure thence as directed by ATC.

## 5 SPECIAL AERODROME PROCEDURES

Flights within the local circuit area of aerodromes within the Zone or within access lanes of sectors serving these aerodromes may be made subject to the conditions listed below.

a) Air Traffic Rules for Liverpool CTR

i. During the notified hours of watch of Liverpool Air Traffic Control, the rules require that a pilot wishing to fly within the Control Zone must, unless otherwise authorized, comply with the following procedures:

1. **CALL** the appropriate Unit on the frequency giving details of the aircraft's position, level and proposed track;
2. **OBTAIN CLEARANCE** from Liverpool ATC for the flight;
3. **LISTEN OUT** on the appropriate frequency;
4. **OBEY** all instructions from Liverpool ATC.

b) Local Flying Area and Neston Lane

i. Within a local flying area of 1.5 NM radius centred on the aerodrome (position 532001N 0025100W), and within an entry/exit lane, width 1 NM, centre-line Liverpool Airport-Neston VRP from the boundary of the local flying area to the west boundary of the Control Zone, flights without compliance with IFR requirements may take place subject to the following conditions:

1. Aircraft to remain below cloud and in sight of the ground or water;
2. maximum altitude: 1500 FT, Liverpool QNH;
3. minimum flight visibility: 3 KM;
4. prior clearance to be obtained from Liverpool ATC.

c) Mersey Entry/Exit Lane

i. The local flying area is linked via the River Mersey to Seaforth Docks by means of an entry/exit lane, 1 NM in width, aligned on a centre-line joining positions 531927N 0025345W - 532300N 0025940W - 532741N 0030205W ('Seaforth Dock VRP'). Flights may take place without compliance with IFR requirements subject to the following conditions

1. Aircraft to remain below cloud and in sight of the ground or water;
2. maximum altitude: 1500 FT, Liverpool QNH;
3. minimum flight visibility: 3 KM;
4. prior clearance to be obtained from Liverpool ATC.

## 6 VFR AND SPECIAL VFR FLIGHTS

a) Clearance may be requested for Special VFR flight within the Liverpool CTR and will be given whenever the traffic situation permits. Special VFR flights are subject to the general conditions laid down in ENR 1.2.

***Note:*** *Pilots holding a Private Pilots Licence (Aeroplanes) are reminded of the flight visibility requirements for Special VFR flight laid down in Schedule 8 part B of the Air Navigation Order 2016. All VFR and SPECIAL VFR Flights shall be operated in accordance with SERA.*

b) Aircraft may be given radar vectoring whilst within the CTR if, due to the traffic situation, ATC considers it necessary. Pilots are reminded that it is their responsibility when operating on a Special VFR Clearance to remain at all times clear of cloud and in sight of the surface and in flight conditions which will enable them to determine their flight path and ensure that they comply with SERA.3105 Minimum Heights, SERA.5010 Special VFR in control zones and ENR 1.2 paragraph 1.3(l). Pilots must inform the radar controller if compliance with these requirements entails a change of heading or level.
c) Pilots are reminded that a Special VFR clearance applies only to flight within the CTR and does not extend to flight within the surrounding airspace.
d) Special VFR flight may be subject to delay when they cannot be fitted readily into the traffic flow.
e) In order to reduce conflict with IFR flights, Special VFR arriving/departing flights will normally be cleared not above a specified altitude and to route via a published Visual Reference Point.
f) Special VFR clearances will not be issued to fixed wing aircraft departing from Liverpool if the reported weather conditions are: visibility 1500 M or less, or the cloud ceiling is less than 600 FT.
g) In order to integrate VFR flights to/from Liverpool Airport with the IFR traffic flow, standard routes are established along which VFR clearance will be issued subject to the conditions specified above. The routes provide a uni-directional traffic flow, dependent upon the runway in use at Liverpool Airport. The routes are detailed in paragraph 7 below and shown on the chart at AD-2-EGGP-4. Non-standard routes may be requested but ATC approval will only be granted if the traffic situation allows. Pilots are reminded of the requirements to remain in VMC at all times and to comply with the relevant parts of SERA and the Rules of the Air Regulations 2015, and must advise ATC if at any time they are unable to comply with instructions.
h) Aircraft requiring to hold south of Liverpool Airport should minimise flight over Stanlow oil refinery (4 NM south of the airport).
i) Aircraft approaching Liverpool Airport from the south and south east are requested to avoid overflying the industrial chemical works on the south bank of the River Mersey, 1 NM south of the Runcorn Bridge.

## 7 STANDARD VFR ENTRY/EXIT ROUTES IN THE LIVERPOOL CONTROL ZONE

a) Runway 27

| | | Route | Max Altitude | Remarks |
|---|---|---|---|---|
| Outbound to | North | Route via the River Mersey, to leave CTR via VRP Seaforth Dock. | 2000 FT | |
| | South | Cross River Mersey and follow M53 Motorway, to leave CTR via VRP Vicars Cross Roundabout. | 1500 FT | Remain east of EGR311 (Capenhurst). |
| Inbound from | North | Enter CTR via VRP Kirkby, route east of M57 Motorway, then as directed by ATC. | 2000 FT | |
| | South | Enter CTR via VRP Tarporley Roundabout, route to the western edge of Helsby, then as directed by ATC. | 1500 FT | |

b) Runway 09

| | | Route | Max Altitude | Remarks |
|---|---|---|---|---|
| Outbound to | North | East of M57 Motorway, leave CTR via VRP Kirkby. | 2000 FT | |
| | South | Cross River Mersey and leave CTR via VRP Tarporley Roundabout. | 1500 FT | |
| Inbound from | North | Enter the CTR via VRP Seaforth Dock, route via the River Mersey, then as directed by ATC. | 2000 FT | |
| | South | Enter CTR via VRP Vicars Cross Roundabout, follow M53 Motorway to VRP M53 Junction 11 (Stoak Interchange), then as directed by ATC. | 1500 FT | Remain east of EGR311 (Capenhurst). |

## 8 EGR323 NORTH WEST TRANSIT CORRIDOR

a) The EGR323 North West Transit Corridor lies immediately to east of the Liverpool CTR. EGR323 procedures are described in ENR 5.1 PROHIBITED, RESTRICTED AND DANGER AREAS.

## 9 VISUAL REFERENCE POINTS (VRP)

a) Remain to the east of the Burtonwood Services/M56 Junction 11 VRPs to remain clear of Liverpool CTR.
b) Remain to the west of the Stretton (Disused AD) VRP to remain clear of Manchester CTR.
c) Details of VRPs are available in the consolidated 'Visual Reference Points List' published on the 'Digital Dataset' page of the NATS AIS website, www.nats.aero/ais.

## 10 FREQUENCY MONITORING CODE

a) Pilots operating outside the Liverpool CTR/CTA but within the area bounded by the following coordinates and maintaining a listening watch only on the Liverpool Radar frequency, 119.855 MHz, may select code 5060 with mode Charlie. Solo student pilots fulfilling the above criteria may select code 5067 with mode Charlie.

530626N 0024349W - 530314N 0024935W -
530253N 0023748W - 533723N 0023744W -
533223N 0025907W - 533213N 0031406W -
532621N 0032107W - 531909N 0032201W -
531525N 0031346W - 531714N 0031104W -
531427N 0030140W - 530626N 0024349W

b) Selection of 5060/5067 does not imply the receipt of an ATC service. Aircraft displaying these codes are not expected to contact ATC under normal circumstances, but remain responsible for their own navigation, separation, terrain clearance and are expected to remain clear of the Liverpool CTR/CTAs at all times. Pilots are reminded that the Manchester CTR/CTAs and the Hawarden RMZ are in close proximity to the Liverpool CTR/CTAs and the display of 5060/5067 does not constitute authority to transit these areas without permission.
c) Whilst squawking 5060/5067, pilots should be aware that Liverpool Radar may make blind calls in order to ascertain a pilot's intentions/ routing.
d) When an aircraft ceases to maintain a listening watch or is no longer flying within the area, the pilot will deselect transponder code 5060/ 5067.

# EGGP AD 2.23 ADDITIONAL INFORMATION

Not applicable

# EGGP AD 2.24 CHARTS RELATED TO AN AERODROME

AERODROME CHART - ICAO
AD 2.EGGP-2-1
AIRCRAFT PARKING/DOCKING CHART - ICAO
AD 2.EGGP-2-2
CONTROL ZONE and CONTROL AREA CHART - ENTRY/EXIT LANES and VRPS
AD 2.EGGP-4-1
ATC SURVEILLANCE MINIMUM ALTITUDE CHART - ICAO
AD 2.EGGP-5-1
STANDARD DEPARTURE CHART - INSTRUMENT (SID) POLE HILL - ICAO
AD 2.EGGP-6-1
STANDARD DEPARTURE CHART - INSTRUMENT (SID) REXAM - ICAO
AD 2.EGGP-6-2
STANDARD DEPARTURE CHART - INSTRUMENT (SID) BARTN 1T 1V - ICAO
AD 2.EGGP-6-3
STANDARD DEPARTURE CHART - INSTRUMENT (SID) WAL 2T 2V NANTI 2T - ICAO
AD 2.EGGP-6-4
STANDARD DEPARTURE CHART - INSTRUMENT (SID) NANTI 2V (RNAV SUBSTITUTION ONLY) - ICAO
AD 2.EGGP-6-5
RNAV1 (DME/DME or GNSS) STANDARD ARRIVAL CHART - INSTRUMENT (STAR) GASKO 1L LAKEY 1L LIBSO 1L POL 1L VEGUS 1L - ICAO
AD 2.EGGP-7-1
RNAV1 (DME/DME or GNSS) STANDARD ARRIVAL CHART - INSTRUMENT (STAR) BOFUM 2L PENIL 1L - ICAO
AD 2.EGGP-7-2
RNAV1 (DME/DME or GNSS) STANDARD ARRIVAL CHART - INSTRUMENT (STAR) ELVOS 1L LESTA 1L PEPZE 1L - ICAO
AD 2.EGGP-7-3

STANDARD INSTRUMENT ARRIVAL CODING TABLES GASKO 1L LAKEY 1L LIBSO 1L
AD 2.EGGP-7-4
STANDARD INSTRUMENT ARRIVAL CODING TABLES POL 1L VEGUS 1L BOFUM 2L
AD 2.EGGP-7-5
STANDARD INSTRUMENT ARRIVAL CODING TABLES PENIL 1L ELVOS 1L LESTA 1L PEPZE 1L
AD 2.EGGP-7-6
RNAV HOLD CODING TABLES KEGUN TIPOD
AD 2.EGGP-7-7
INSTRUMENT APPROACH CHART ILS/DME/NDB(L) RWY 09 - ICAO
AD 2.EGGP-8-1
INSTRUMENT APPROACH CHART LOC/DME/NDB(L) RWY 09 - ICAO
AD 2.EGGP-8-2
INSTRUMENT APPROACH CHART SRA RTR 2 NM RWY 09 - ICAO
AD 2.EGGP-8-3
INSTRUMENT APPROACH CHART RNP RWY 09 - ICAO
AD 2.EGGP-8-4
INSTRUMENT APPROACH CHART ILS/DME/NDB(L) RWY 27 - ICAO
AD 2.EGGP-8-5
INSTRUMENT APPROACH CHART LOC/DME/NDB(L) RWY 27 - ICAO
AD 2.EGGP-8-6
INSTRUMENT APPROACH CHART SRA RTR 2NM RWY 27 - ICAO
AD 2.EGGP-8-7
INSTRUMENT APPROACH CHART RNP RWY 27 - ICAO
AD 2.EGGP-8-8
INSTRUMENT APPROACH CHART NDB(L)/DME RWY 27 - ICAO
AD 2.EGGP-8-9
INSTRUMENT APPROACH PROCEDURE CODING TABLES - RNP RWY 09
AD 2.EGGP-8-10
INSTRUMENT APPROACH PROCEDURE CODING TABLES - RNP RWY 27
AD 2.EGGP-8-11

## EGGP AD 2.25 VISUAL SEGMENT SURFACE (VSS) PENETRATION

Not applicable

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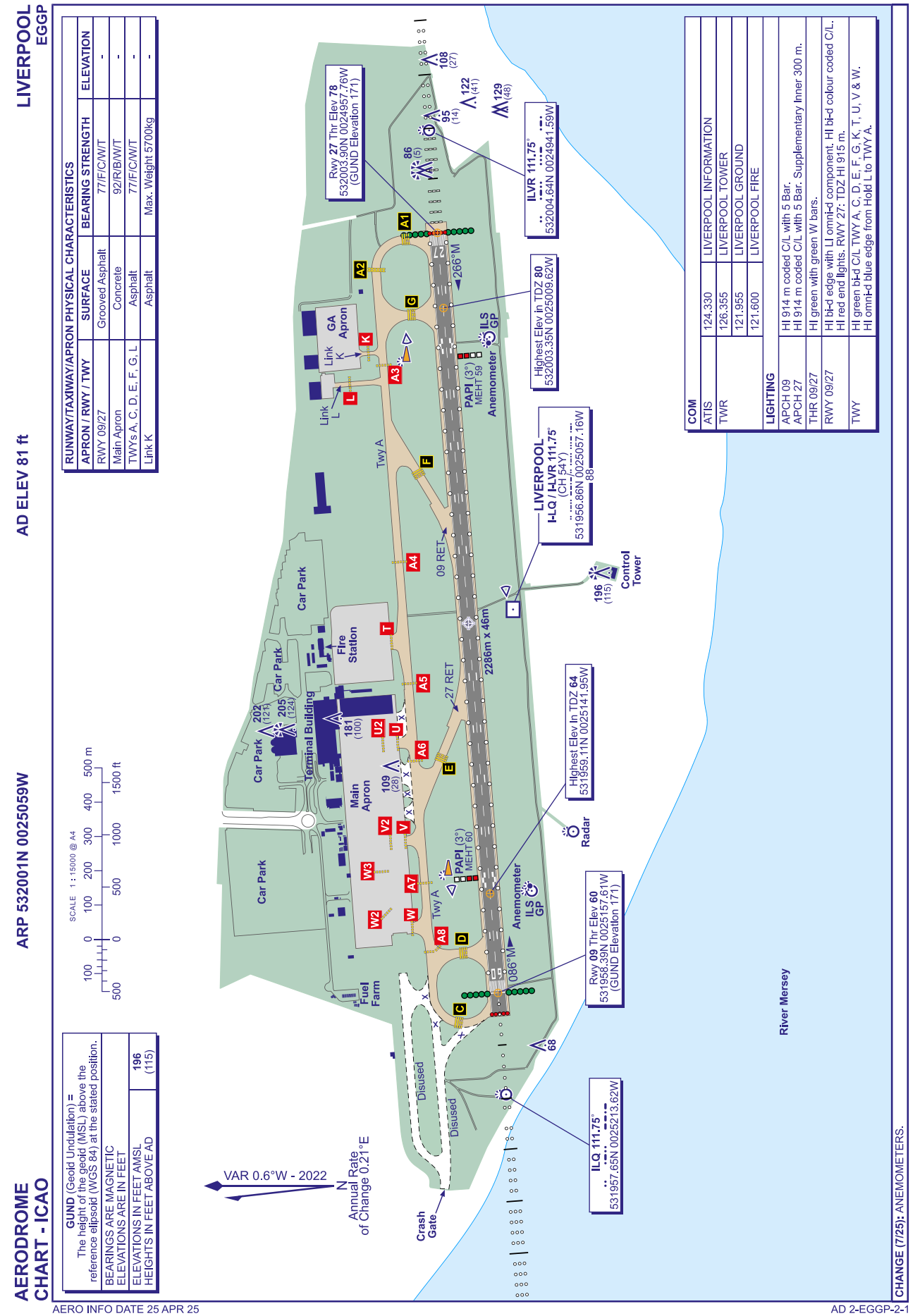

LIVERPOOL
EGGP
AD ELEV 81 ft
ARP 532001N 0025059W
AERODROME CHART - ICAO
RUNWAY/TAXIWAY/APRON PHYSICAL CHARACTERISTICS
APRON / RWY / TWY
SURFACE
BEARING STRENGTH
ELEVATION
RWY 09/27
Grooved Asphalt
77/F/C/W/T
-
Main Apron
Concrete
92/R/B/W/T
-
TWYs A, C, D, E, F, G, L
Asphalt
77/F/C/W/T
-
Link K
Asphalt
Max. Weight 5700kg
-
GUND (Geoid Undulation) = The height of the geoid (MSL) above the reference ellipsoid (WGS 84) at the stated position.
BEARINGS ARE MAGNETIC
ELEVATIONS ARE IN FEET
ELEVATIONS IN FEET AMSL
HEIGHTS IN FEET ABOVE AD
196 (115)
SCALE 1 : 15000 @ A4
100 0 100 200 300 400 500 m
500 0 500 1000 1500 ft
Rwy 27 Thr Elev 78
532003.90N 0024957.76W
(GUND Elevation 171)
Rwy 09 Thr Elev 60
531958.39N 0025157.61W
(GUND Elevation 171)
ILVR 111.75°
532004.64N 0024941.59W
ILQ 111.75°
531957.65N 0025213.62W
LIVERPOOL
I-LQ / I-LVR 111.75°
(CH 54Y)
531956.86N 0025057.16W
Highest Elev in TDZ 80
532003.35N 0025009.62W
Hghest Elev In TDZ 64
531959.11N 0025141.95W
2286m x 46m
09 RET
27 RET
266°M
086°M
PAPI (3°)
MEHT 59
PAPI (3°)
MEHT 60
ILS GP
Anemometer
Control Tower
Radar
Terminal Building
Fire Station
Main Apron
GA Apron
Link K
Link L
Twy A
Car Park
Fuel Farm
Disused
Crash Gate
River Mersey
VAR 0.6°W - 2022
Annual Rate of Change 0.21°E
COM
ATIS
124.330
LIVERPOOL INFORMATION
TWR
126.355
LIVERPOOL TOWER
121.955
LIVERPOOL GROUND
121.600
LIVERPOOL FIRE
LIGHTING
APCH 09
APCH 27
HI 914 m coded C/L with 5 Bar.
HI 914 m coded C/L with 5 Bar. Supplementary Inner 300 m.
THR 09/27
HI green with green W bars.
RWY 09/27
HI bi-d edge with LI omni-d component. HI bi-d colour coded C/L. HI red end lights. RWY 27: TDZ HI 915 m.
TWY
HI green bi-d C/L TWY A, C, D, E, F, G, K, T, U, V & W. HI omni-d blue edge from Hold L to TWY A.
CHANGE (7/25): ANEMOMETERS.
AERO INFO DATE 25 APR 25
AD 2-EGGP-2-1

# AIRCRAFT PARKING/DOCKING CHART - ICAO

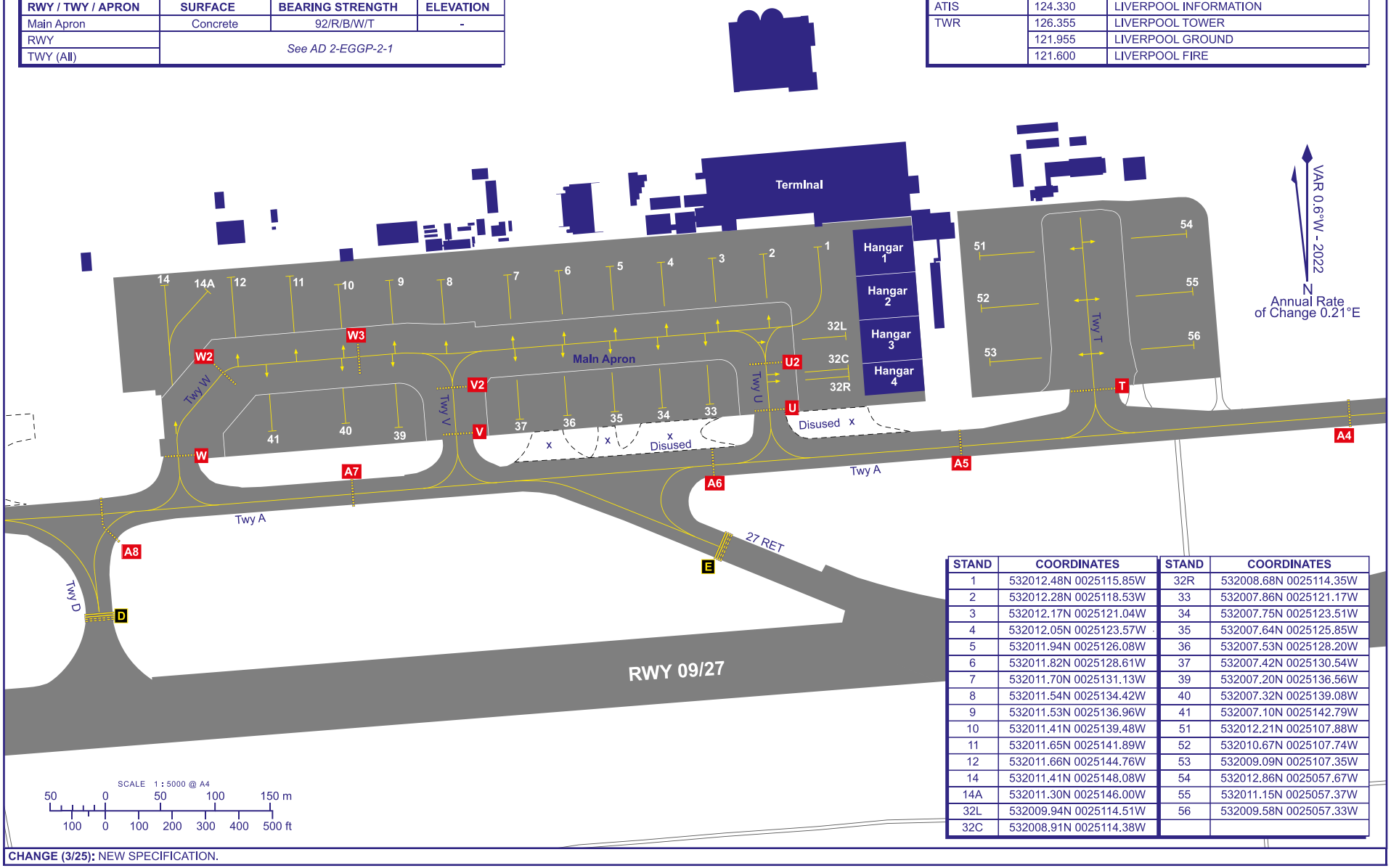
ARP 532001N 0025059W

AD ELEV 81 ft

## LIVERPOOL
EGGP

| RUNWAY/TAXIWAY/APRON PHYSICAL CHARACTERISTICS | | | |
|---|---|---|---|
| RWY / TWY / APRON | SURFACE | BEARING STRENGTH | ELEVATION |
| Main Apron | Concrete | 92/R/B/W/T | - |
| RWY | *See AD 2-EGGP-2-1* | | |
| TWY (All) | | | |

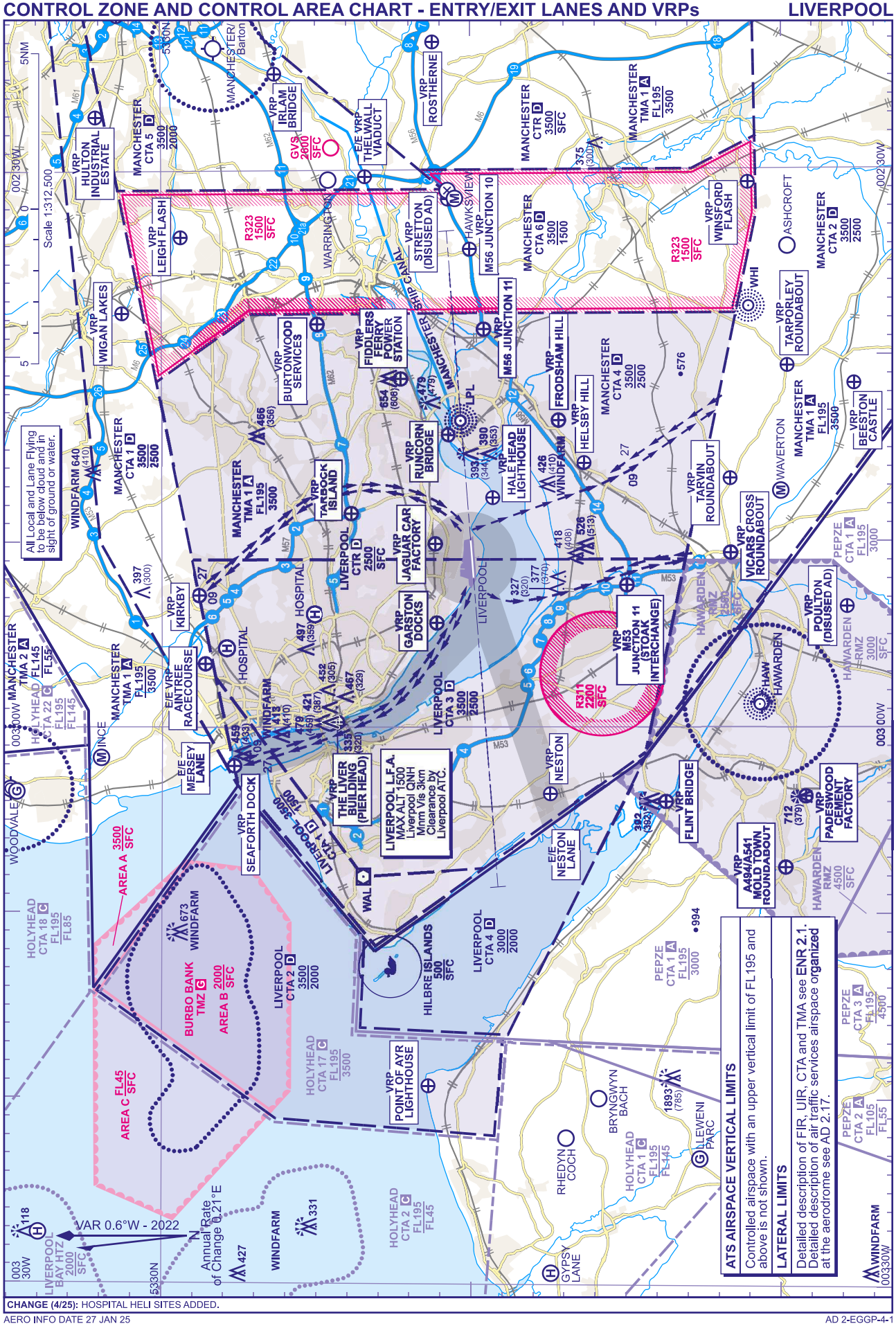
| COM | | |
|---|---|---|
| ATIS | 124.330 | LIVERPOOL INFORMATION |
| TWR | 126.355 | LIVERPOOL TOWER |
| | 121.955 | LIVERPOOL GROUND |
| | 121.600 | LIVERPOOL FIRE |




| STAND | COORDINATES | STAND | COORDINATES |
|---|---|---|---|
| 1 | 532012.48N 0025115.85W | 32R | 532008.68N 0025114.35W |
| 2 | 532012.28N 0025118.53W | 33 | 532007.86N 0025121.17W |
| 3 | 532012.17N 0025121.04W | 34 | 532007.75N 0025123.51W |
| 4 | 532012.05N 0025123.57W | 35 | 532007.64N 0025125.85W |
| 5 | 532011.94N 0025126.08W | 36 | 532007.53N 0025128.20W |
| 6 | 532011.82N 0025128.61W | 37 | 532007.42N 0025130.54W |
| 7 | 532011.70N 0025131.13W | 39 | 532007.20N 0025136.56W |
| 8 | 532011.54N 0025134.42W | 40 | 532007.32N 0025139.08W |
| 9 | 532011.53N 0025136.96W | 41 | 532007.10N 0025142.79W |
| 10 | 532011.41N 0025139.48W | 51 | 532012.21N 0025107.88W |
| 11 | 532011.65N 0025141.89W | 52 | 532010.67N 0025107.74W |
| 12 | 532011.66N 0025144.76W | 53 | 532009.09N 0025107.35W |
| 14 | 532011.41N 0025148.08W | 54 | 532012.86N 0025057.67W |
| 14A | 532011.30N 0025146.00W | 55 | 532011.15N 0025057.37W |
| 32L | 532009.94N 0025114.51W | 56 | 532009.58N 0025057.33W |
| 32C | 532008.91N 0025114.38W | | |

**CHANGE (3/25):** NEW SPECIFICATION.

## CONTROL ZONE AND CONTROL AREA CHART - ENTRY/EXIT LANES AND VRPs — LIVERPOOL



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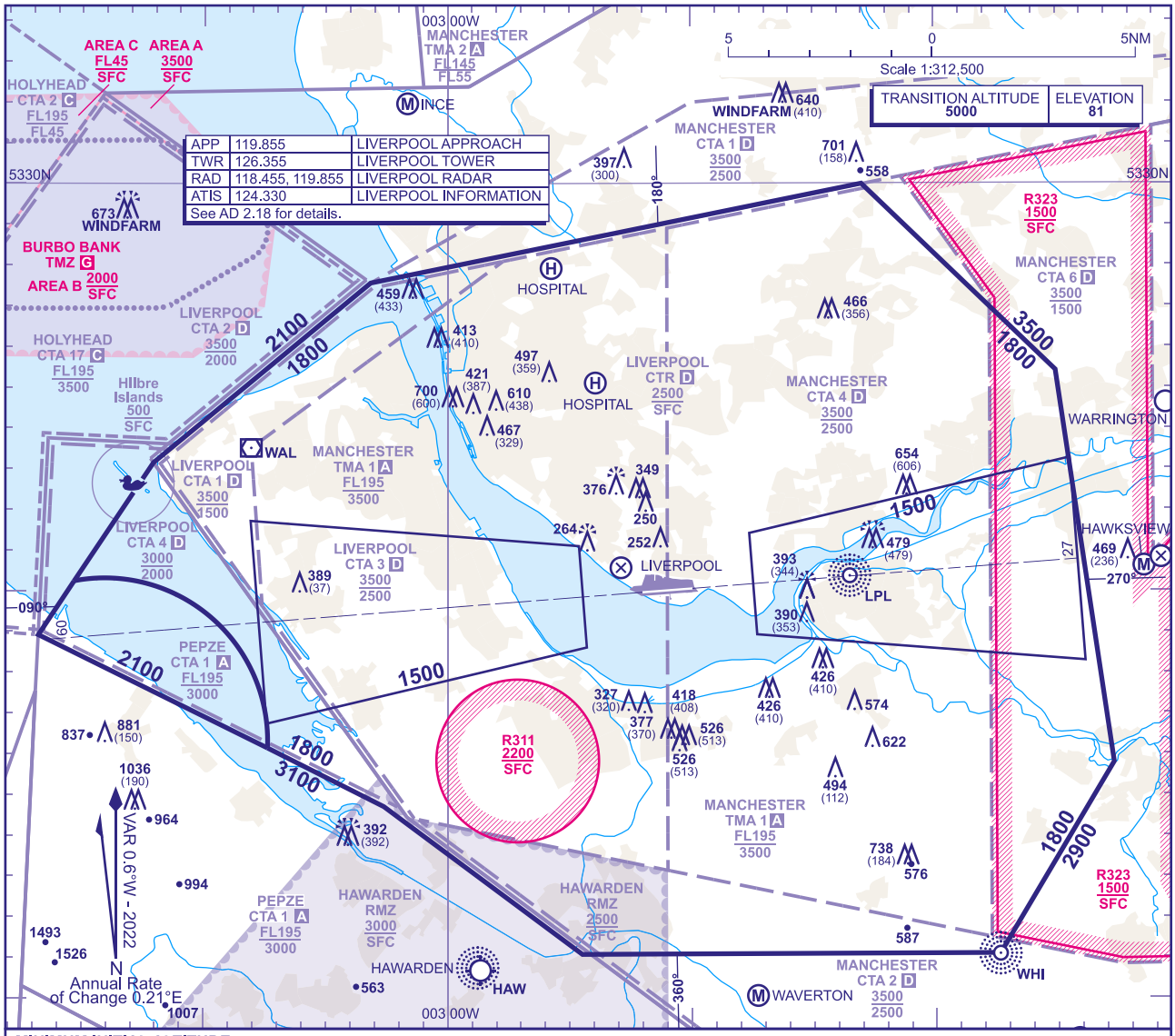
# ATC SURVEILLANCE MINIMUM ALTITUDE CHART - ICAO

BEARINGS, TRACKS AND RADIALS ARE MAGNETIC
ELEVATIONS IN FEET AMSL **1036**
HEIGHTS IN FEET AGL (190)

## LIVERPOOL




**MINIMUM INITIAL ALTITUDE**

Within the ATC Surveillance Minimum Altitude area the minimum initial altitude to be allocated by the approach surveillance controller is:

a) **1800** in the sector defined by the lateral limits; 532014N 0031520W - 532309N 0031205W - 532734N 0030310W - 533000N 0024259W - 532525N 0023502W - 531547N 0023242W - 531106N 0023723W - 531105N 0025408W - 531427N 0030140W - 531609N 0030723W thence anticlockwise by an arc of a circle radius 4NM centred on 531619N 0031403W to 532014N 0031520W.

b) **2100** in the sector defined by the lateral limits; 531609N 0030723W thence anticlockwise by an arc of a circle radius 4NM centred on 531619N 0031403W to 532014N 0031520W - 531855N 0031647W - 531609N 0030723W.

**OUTSIDE THE DESIGNATED ATC SURVEILLANCE MINIMUM ALTITUDE AREA**

The minimum altitude to be allocated by the approach surveillance controller will be either the Minimum Sector Altitude, or **1000** above any fixed obstacles:

a) within 5NM of the aircraft*, and

b) within the sector 15NM ahead of and within 20° either side of the aircraft's track*.

*When the aircraft is within 15NM of the radar antennae, the 5NM in a) and the 15NM in b) may be reduced to 3NM and 10NM respectively.

**LOSS OF COMMUNICATION PROCEDURES**

**Initial Approach**

Continue visually or by means of an appropriate approved final approach aid. If not possible proceed at **2500**, or last assigned level if higher, to **NDB(L) LPL**†.

**Intermediate and Final Approach**

Continue visually or by means of an appropriate final approach aid. If not possible follow the Missed Approach Procedure to **NDB(L) LPL**†.

† In all cases where the aircraft returns to the holding facility the procedure to be adopted is the Radio Failure Procedure detailed at ENR 1.1.3.4 or the special procedure for the Manchester CTR and TMA (EGGP AD 2.22).

**GENERAL INFORMATION**

1. Levels shown are based on QNH.
2. Only significant obstacles and dominant spot heights are shown.
3. The minimum levels shown within the ATC Surveillance Minimum Altitude Area are in conformance with the Standard European Rules of the Air - SERA.5015.
4. Minimum Sector Altitudes are based on obstacles and spot heights within 25NM of the Aerodrome Reference Point.
5. Controlled airspace with a base in excess of **5000** or FL55, as appropriate, is not shown.
6. The ATC Surveillance service is provided by Primary and/or Secondary Radar equipment.
7. When receiving Radar Vectors for Runway 27 approaches, pilots should question ATC if no base leg turn has been passed by the time the aircraft reaches 8 DME east of the airfield, due to the proximity of the Manchester CTA.
8. **This chart should only be used for the cross-checking of assigned altitudes whilst in receipt of a ATC Surveillance service.**
9. **When vectoring an aircraft within the Final Approach Vectoring Area descent clearance below the SMAA to the FAVA altitude may only be issued if the aircraft is either established on the final approach track or on an intercept of 40° or less, and in the case of Instrument approaches other than SRA is cleared to intercept the final approach track.**

**CHANGE (4/25):** HOSPITAL HELI SITES ADDED.

AERO INFO DATE 27 JAN 25

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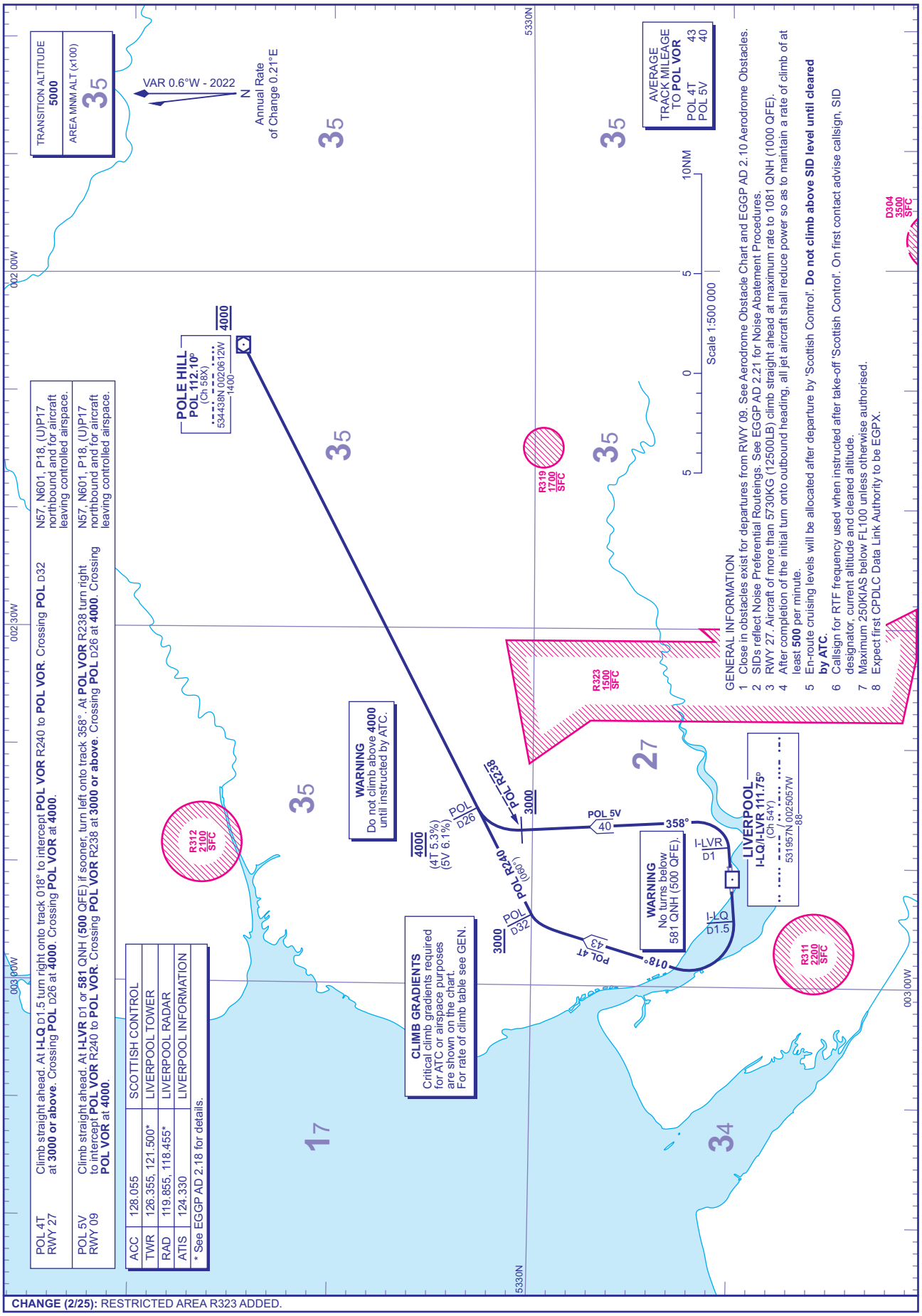
# STANDARD DEPARTURE CHART - INSTRUMENT (SID) - ICAO

DISTANCES IN NAUTICAL MILES
BEARINGS, TRACKS AND RADIALS ARE MAGNETIC
ALTITUDES AND ELEVATIONS ARE IN FEET

# LIVERPOOL
# POLE HILL




| | | |
|---|---|---|
| POL 4T RWY 27 | Climb straight ahead. At **I-LQ** D1.5 turn right onto track 018° to intercept **POL VOR** R240 to **POL VOR**. Crossing **POL** D32 at **3000 or above**. Crossing **POL** D26 at **4000**. Crossing **POL VOR** at **4000**. | N57, N601, P18, (U)P17 northbound and for aircraft leaving controlled airspace. |
| POL 5V RWY 09 | Climb straight ahead. At **I-LVR** D1 or **581** QNH (**500** QFE) if sooner, turn left onto track 358°. At **POL VOR** R238 turn right to intercept **POL VOR** R240 to **POL VOR**. Crossing **POL VOR** R238 at **3000 or above**. Crossing **POL** D26 at **4000**. Crossing **POL VOR** at **4000**. | N57, N601, P18, (U)P17 northbound and for aircraft leaving controlled airspace. |

| | |
|---|---|
| ACC | 128.055 SCOTTISH CONTROL |
| TWR | 126.355, 121.500* LIVERPOOL TOWER |
| RAD | 119.855, 118.455* LIVERPOOL RADAR |
| ATIS | 124.330 LIVERPOOL INFORMATION |

* See EGGP AD 2.18 for details.

GENERAL INFORMATION

1 Close in obstacles exist for departures from RWY 09. See Aerodrome Obstacle Chart and EGGP AD 2.10 Aerodrome Obstacles.
2 SIDs reflect Noise Preferential Routeings. See EGGP AD 2.21 for Noise Abatement Procedures.
3 RWY 27. Aircraft of more than 5730KG (12500LB) climb straight ahead at maximum rate to 1081 QNH (1000 QFE).
4 After completion of the initial turn onto outbound heading, all jet aircraft shall reduce power so as to maintain a rate of climb of at least **500** per minute.
5 En-route cruising levels will be allocated after departure by 'Scottish Control'. **Do not climb above SID level until cleared by ATC.**
6 Callsign for RTF frequency used when instructed after take-off 'Scottish Control'. On first contact advise callsign, SID designator, current altitude and cleared altitude.
7 Maximum 250KIAS below FL100 unless otherwise authorised.
8 Expect first CPDLC Data Link Authority to be EGPX.

**CHANGE (2/25):** RESTRICTED AREA R323 ADDED.

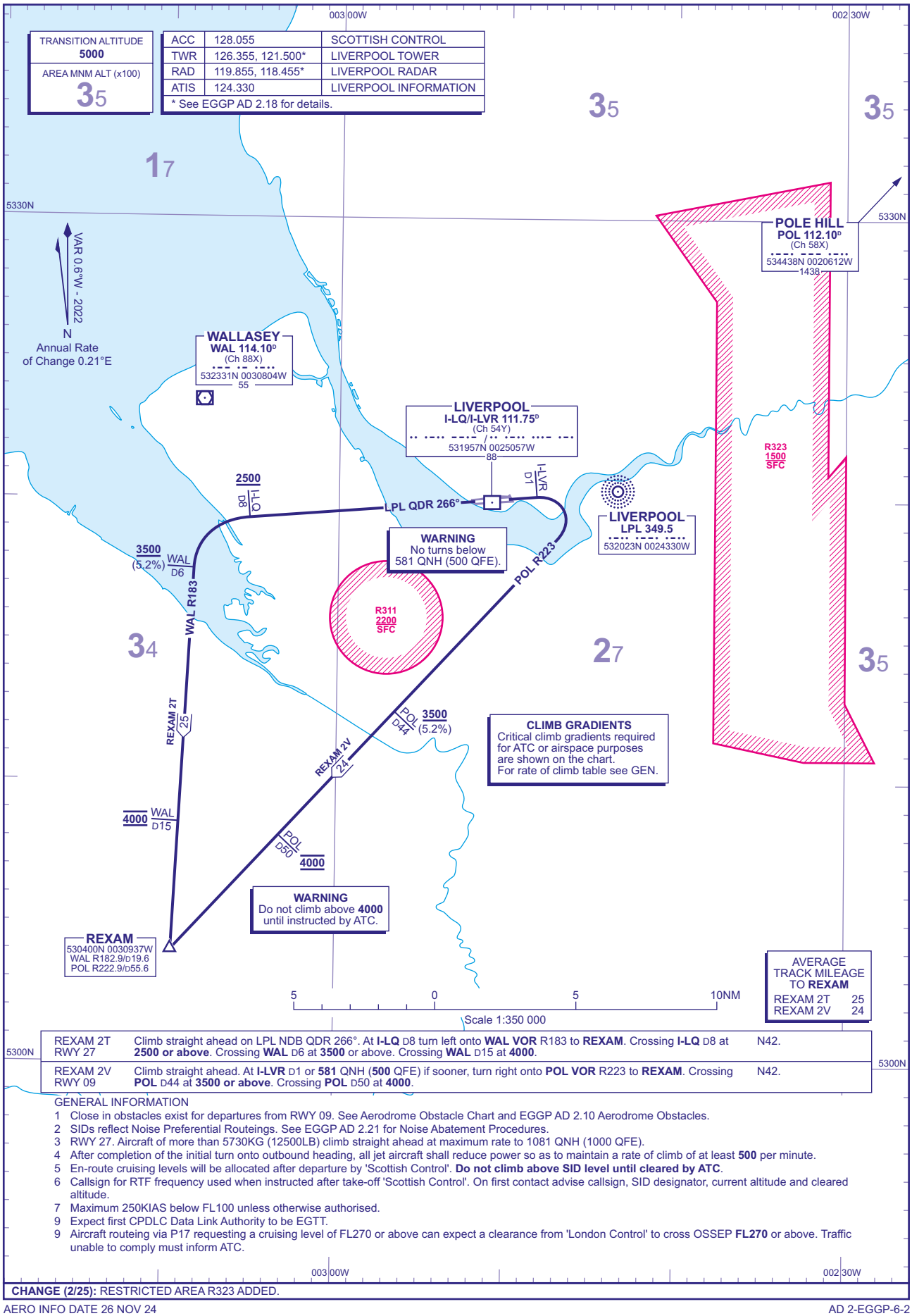
AERO INFO DATE 26 NOV 24

AD 2-EGGP-6-1

# STANDARD DEPARTURE CHART - INSTRUMENT (SID) - ICAO

DISTANCES IN NAUTICAL MILES
BEARINGS, TRACKS AND RADIALS ARE MAGNETIC
ALTITUDES AND ELEVATIONS ARE IN FEET

# LIVERPOOL REXAM




| | | |
|---|---|---|
| REXAM 2T<br>RWY 27 | Climb straight ahead on LPL NDB QDR 266°. At **I-LQ** D8 turn left onto **WAL VOR** R183 to **REXAM**. Crossing **I-LQ** D8 at **2500 or above**. Crossing **WAL** D6 at **3500** or above. Crossing **WAL** D15 at **4000**. | N42. |
| REXAM 2V<br>RWY 09 | Climb straight ahead. At **I-LVR** D1 or **581** QNH (**500** QFE) if sooner, turn right onto **POL VOR** R223 to **REXAM**. Crossing **POL** D44 at **3500 or above**. Crossing **POL** D50 at **4000**. | N42. |

GENERAL INFORMATION

1 Close in obstacles exist for departures from RWY 09. See Aerodrome Obstacle Chart and EGGP AD 2.10 Aerodrome Obstacles.
2 SIDs reflect Noise Preferential Routeings. See EGGP AD 2.21 for Noise Abatement Procedures.
3 RWY 27. Aircraft of more than 5730KG (12500LB) climb straight ahead at maximum rate to 1081 QNH (1000 QFE).
4 After completion of the initial turn onto outbound heading, all jet aircraft shall reduce power so as to maintain a rate of climb of at least **500** per minute.
5 En-route cruising levels will be allocated after departure by 'Scottish Control'. **Do not climb above SID level until cleared by ATC**.
6 Callsign for RTF frequency used when instructed after take-off 'Scottish Control'. On first contact advise callsign, SID designator, current altitude and cleared altitude.
7 Maximum 250KIAS below FL100 unless otherwise authorised.
9 Expect first CPDLC Data Link Authority to be EGTT.
9 Aircraft routeing via P17 requesting a cruising level of FL270 or above can expect a clearance from 'London Control' to cross OSSEP **FL270** or above. Traffic unable to comply must inform ATC.

**CHANGE (2/25):** RESTRICTED AREA R323 ADDED.

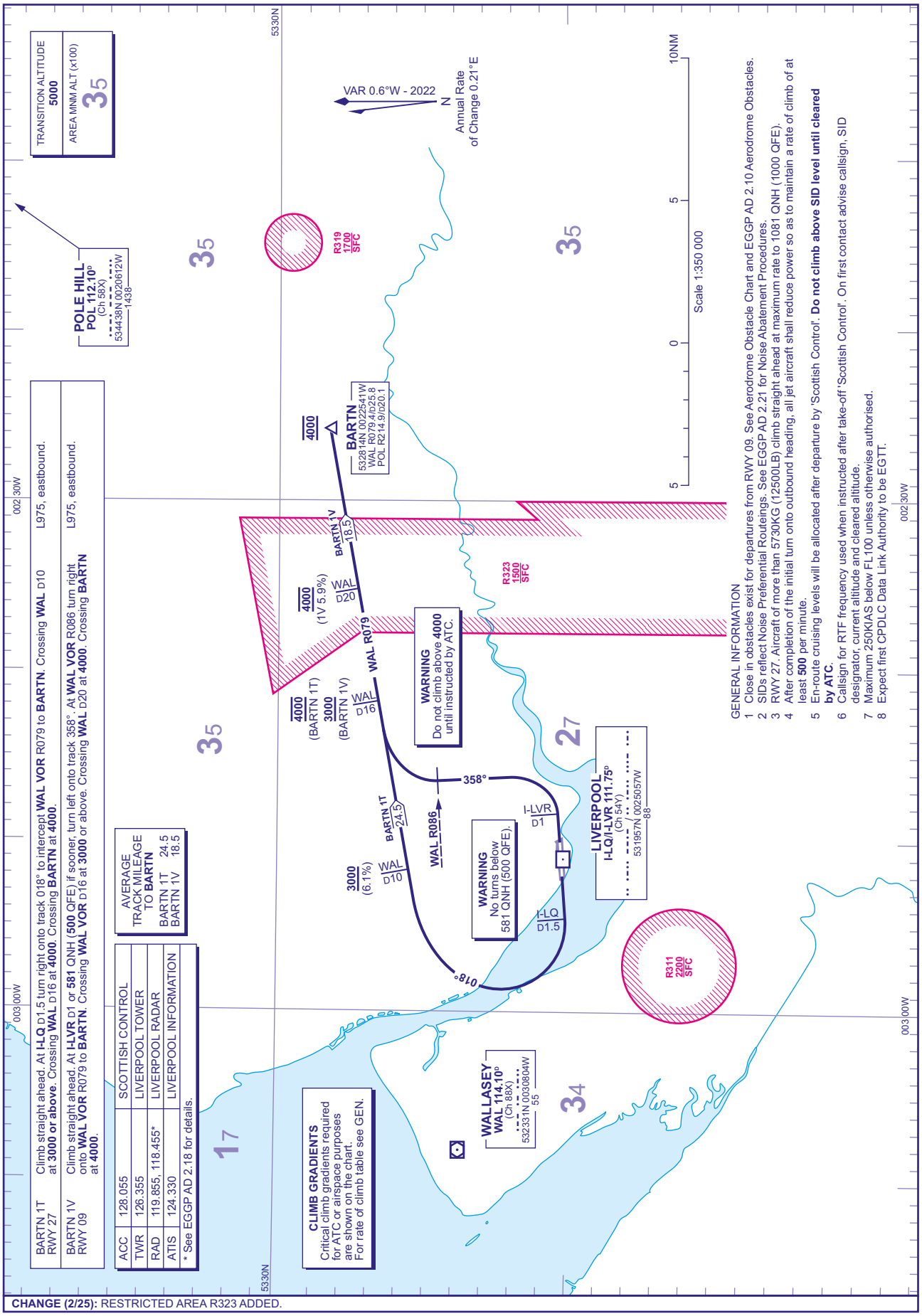
AERO INFO DATE 26 NOV 24

AD 2-EGGP-6-2

# STANDARD DEPARTURE CHART - INSTRUMENT (SID) - ICAO

DISTANCES IN NAUTICAL MILES
BEARINGS, TRACKS AND RADIALS ARE MAGNETIC
ALTITUDES AND ELEVATIONS ARE IN FEET

# LIVERPOOL
# BARTN 1T 1V




**CHANGE (2/25):** RESTRICTED AREA R323 ADDED.

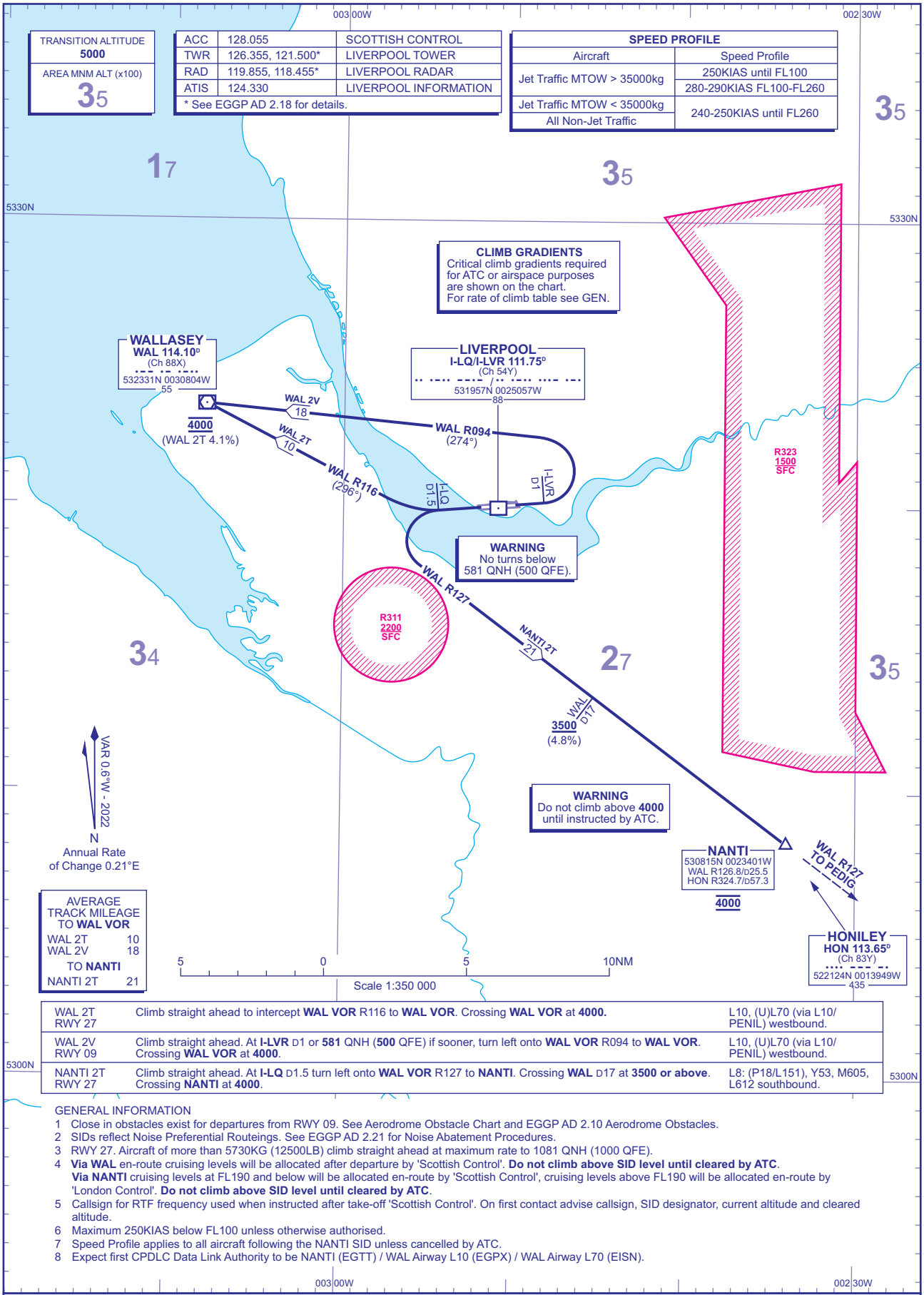
AERO INFO DATE 26 NOV 24

AD 2-EGGP-6-3

# STANDARD DEPARTURE CHART - INSTRUMENT (SID) - ICAO

DISTANCES IN NAUTICAL MILES
TRACKS ARE MAGNETIC
ALTITUDES AND ELEVATIONS ARE IN FEET

# LIVERPOOL
# WAL 2T 2V NANTI 2T




| | | |
|---|---|---|
| WAL 2T<br>RWY 27 | Climb straight ahead to intercept **WAL VOR** R116 to **WAL VOR**. Crossing **WAL VOR** at **4000.** | L10, (U)L70 (via L10/ PENIL) westbound. |
| WAL 2V<br>RWY 09 | Climb straight ahead. At **I-LVR** D1 or **581** QNH (**500** QFE) if sooner, turn left onto **WAL VOR** R094 to **WAL VOR**. Crossing **WAL VOR** at **4000**. | L10, (U)L70 (via L10/ PENIL) westbound. |
| NANTI 2T<br>RWY 27 | Climb straight ahead. At **I-LQ** D1.5 turn left onto **WAL VOR** R127 to **NANTI**. Crossing **WAL** D17 at **3500 or above**. Crossing **NANTI** at **4000**. | L8: (P18/L151), Y53, M605, L612 southbound. |

GENERAL INFORMATION

1 Close in obstacles exist for departures from RWY 09. See Aerodrome Obstacle Chart and EGGP AD 2.10 Aerodrome Obstacles.
2 SIDs reflect Noise Preferential Routeings. See EGGP AD 2.21 for Noise Abatement Procedures.
3 RWY 27. Aircraft of more than 5730KG (12500LB) climb straight ahead at maximum rate to 1081 QNH (1000 QFE).
4 **Via WAL** en-route cruising levels will be allocated after departure by 'Scottish Control'. **Do not climb above SID level until cleared by ATC.**
**Via NANTI** cruising levels at FL190 and below will be allocated en-route by 'Scottish Control', cruising levels above FL190 will be allocated en-route by 'London Control'. **Do not climb above SID level until cleared by ATC.**
5 Callsign for RTF frequency used when instructed after take-off 'Scottish Control'. On first contact advise callsign, SID designator, current altitude and cleared altitude.
6 Maximum 250KIAS below FL100 unless otherwise authorised.
7 Speed Profile applies to all aircraft following the NANTI SID unless cancelled by ATC.
8 Expect first CPDLC Data Link Authority to be NANTI (EGTT) / WAL Airway L10 (EGPX) / WAL Airway L70 (EISN).

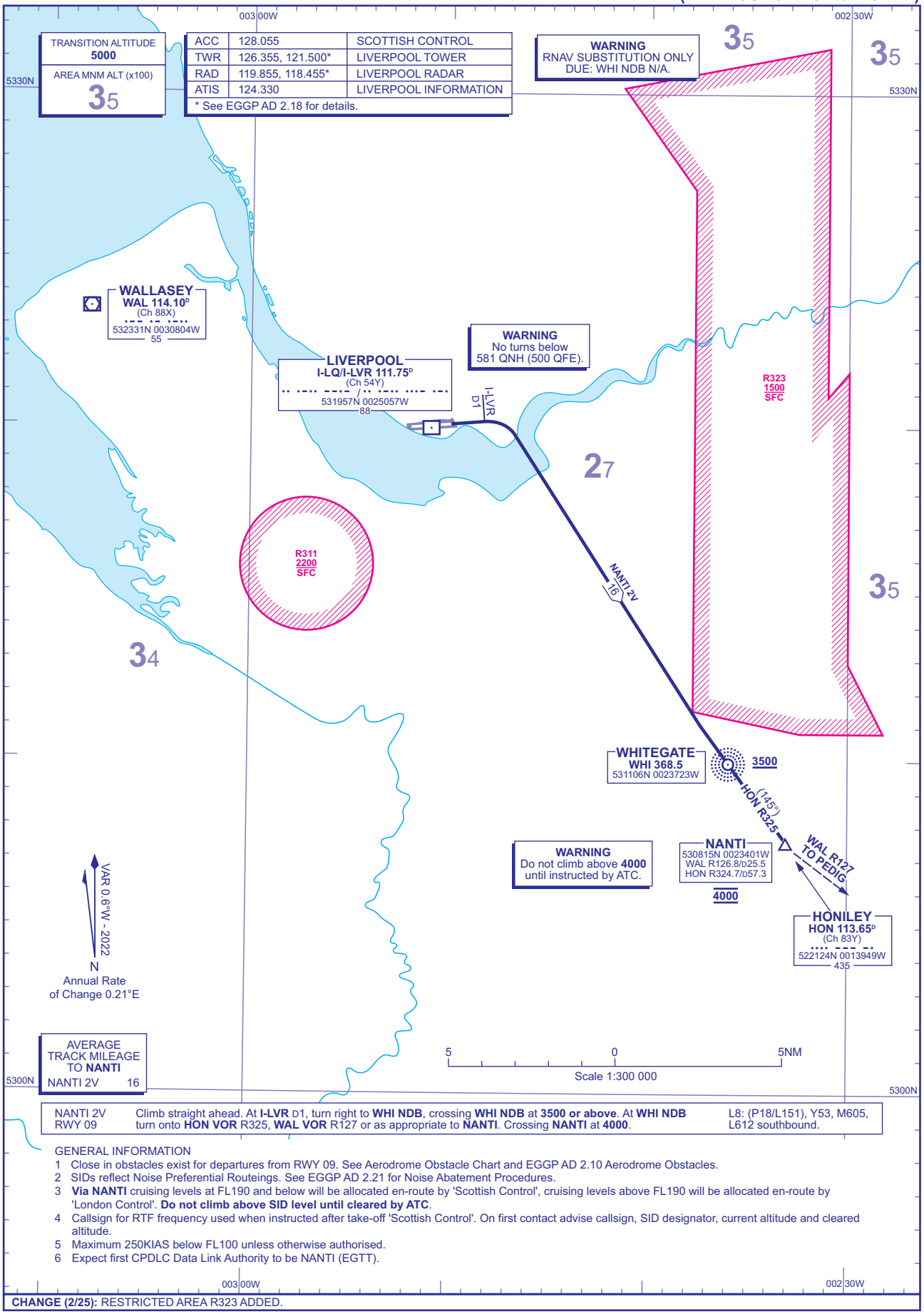
**CHANGE (2/25):** RESTRICTED AREA R323 ADDED.

AERO INFO DATE 26 NOV 24

# STANDARD DEPARTURE CHART - INSTRUMENT (SID) - ICAO

DISTANCES IN NAUTICAL MILES
TRACKS ARE MAGNETIC
ALTITUDES AND ELEVATIONS ARE IN FEET

# LIVERPOOL NANTI 2V (RNAV SUBSTITUTION ONLY)




GENERAL INFORMATION

1 Close in obstacles exist for departures from RWY 09. See Aerodrome Obstacle Chart and EGGP AD 2.10 Aerodrome Obstacles.
2 SIDs reflect Noise Preferential Routeings. See EGGP AD 2.21 for Noise Abatement Procedures.
3 **Via NANTI** cruising levels at FL190 and below will be allocated en-route by 'Scottish Control', cruising levels above FL190 will be allocated en-route by 'London Control'. **Do not climb above SID level until cleared by ATC**.
4 Callsign for RTF frequency used when instructed after take-off 'Scottish Control'. On first contact advise callsign, SID designator, current altitude and cleared altitude.
5 Maximum 250KIAS below FL100 unless otherwise authorised.
6 Expect first CPDLC Data Link Authority to be NANTI (EGTT).

**CHANGE (2/25):** RESTRICTED AREA R323 ADDED.

AERO INFO DATE 26 NOV 24

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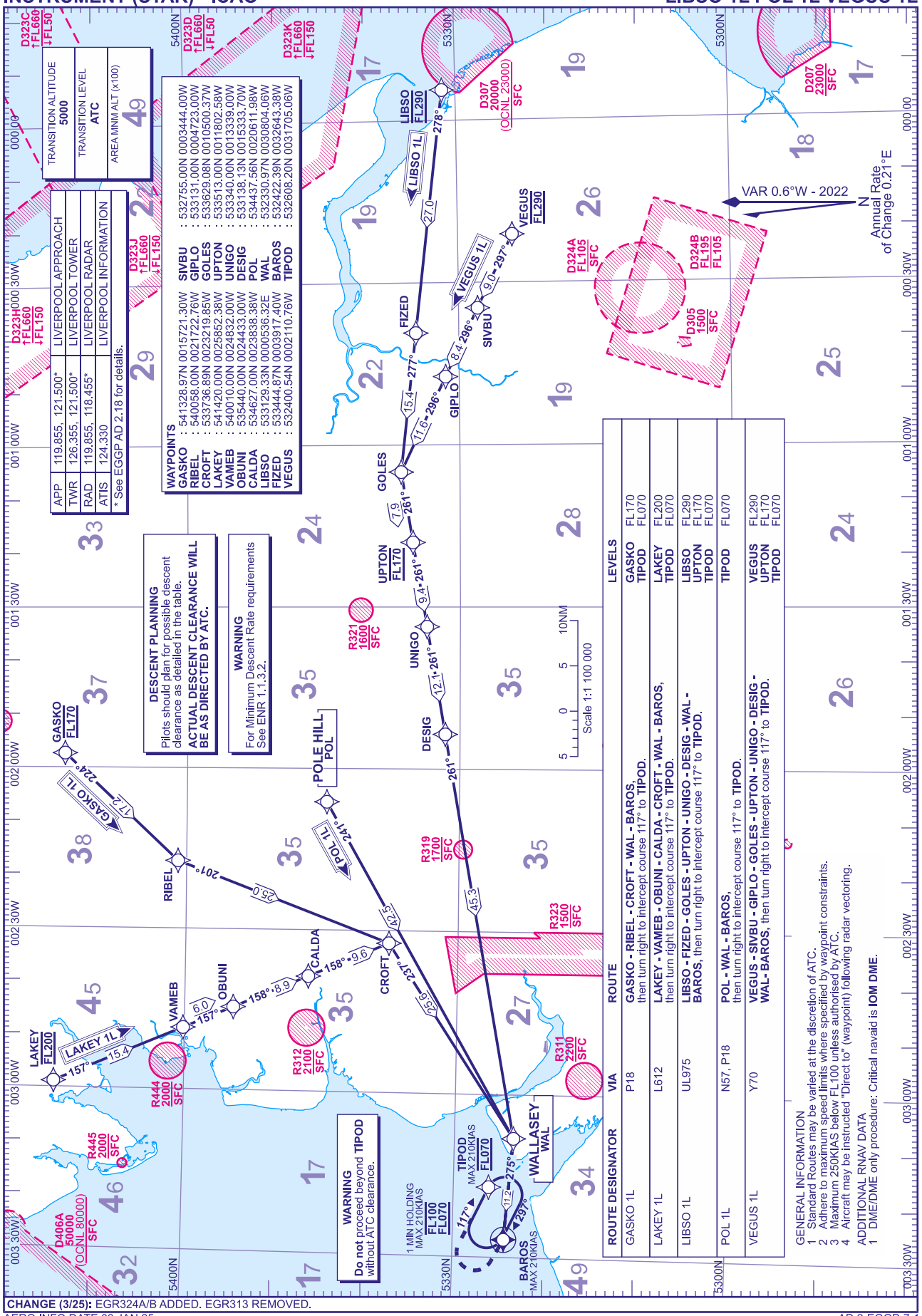
# RNAV1 (DME/DME or GNSS) STANDARD ARRIVAL CHART - INSTRUMENT (STAR) - ICAO

DISTANCES IN NAUTICAL MILES
TRACKS ARE MAGNETIC
ALTITUDES AND ELEVATIONS ARE IN FEET

# LIVERPOOL GASKO 1L LAKEY 1L LIBSO 1L POL 1L VEGUS 1L




**CHANGE (3/25):** EGR324A/B ADDED. EGR313 REMOVED.

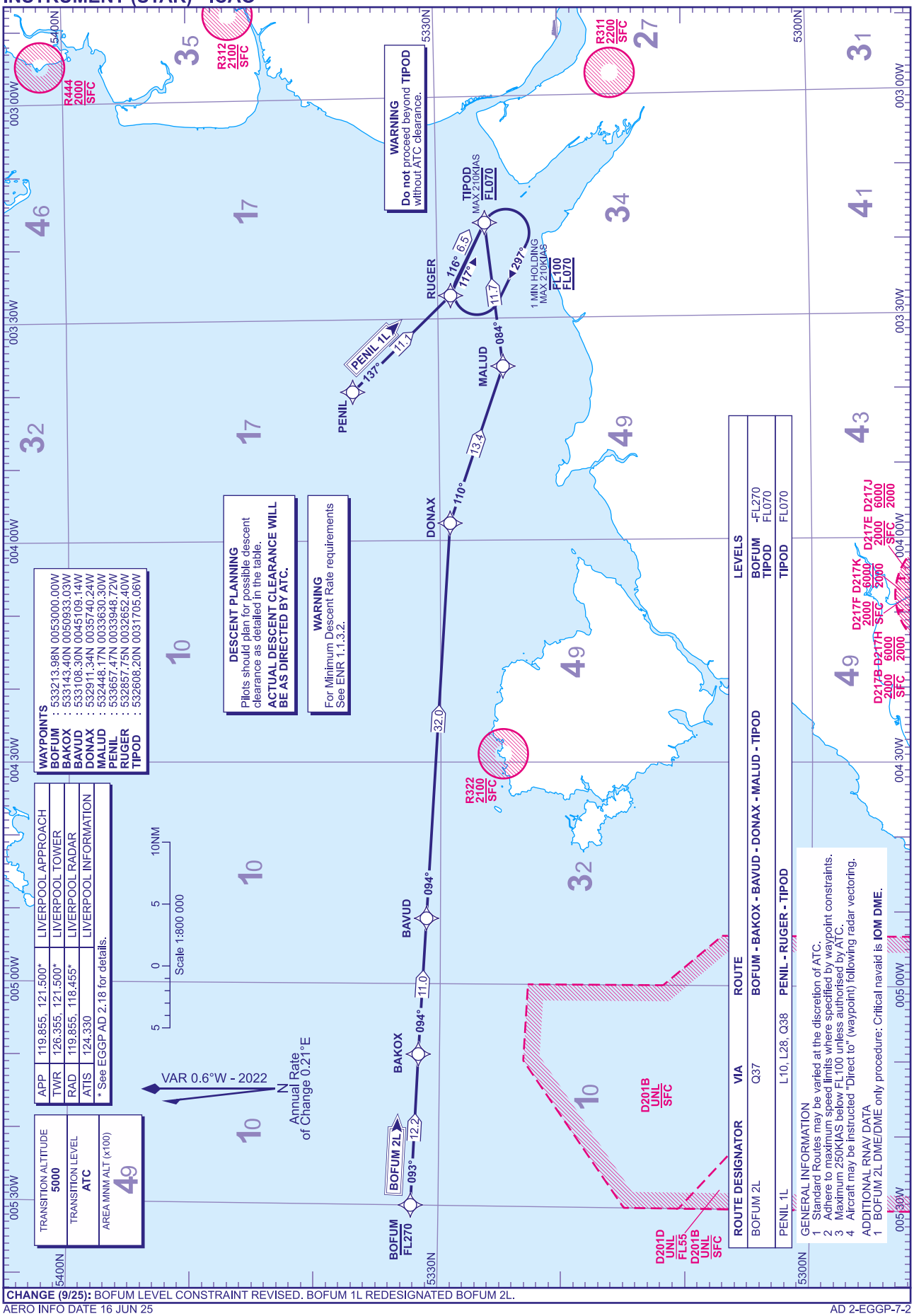
AERO INFO DATE 03 JAN 25

AD 2-EGGP-7-1

# RNAV1 (DME/DME or GNSS) STANDARD ARRIVAL CHART - INSTRUMENT (STAR) - ICAO

DISTANCES IN NAUTICAL MILES
TRACKS ARE MAGNETIC
ALTITUDES AND ELEVATIONS ARE IN FEET

# LIVERPOOL BOFUM 2L PENIL 1L




**CHANGE (9/25):** BOFUM LEVEL CONSTRAINT REVISED. BOFUM 1L REDESIGNATED BOFUM 2L.

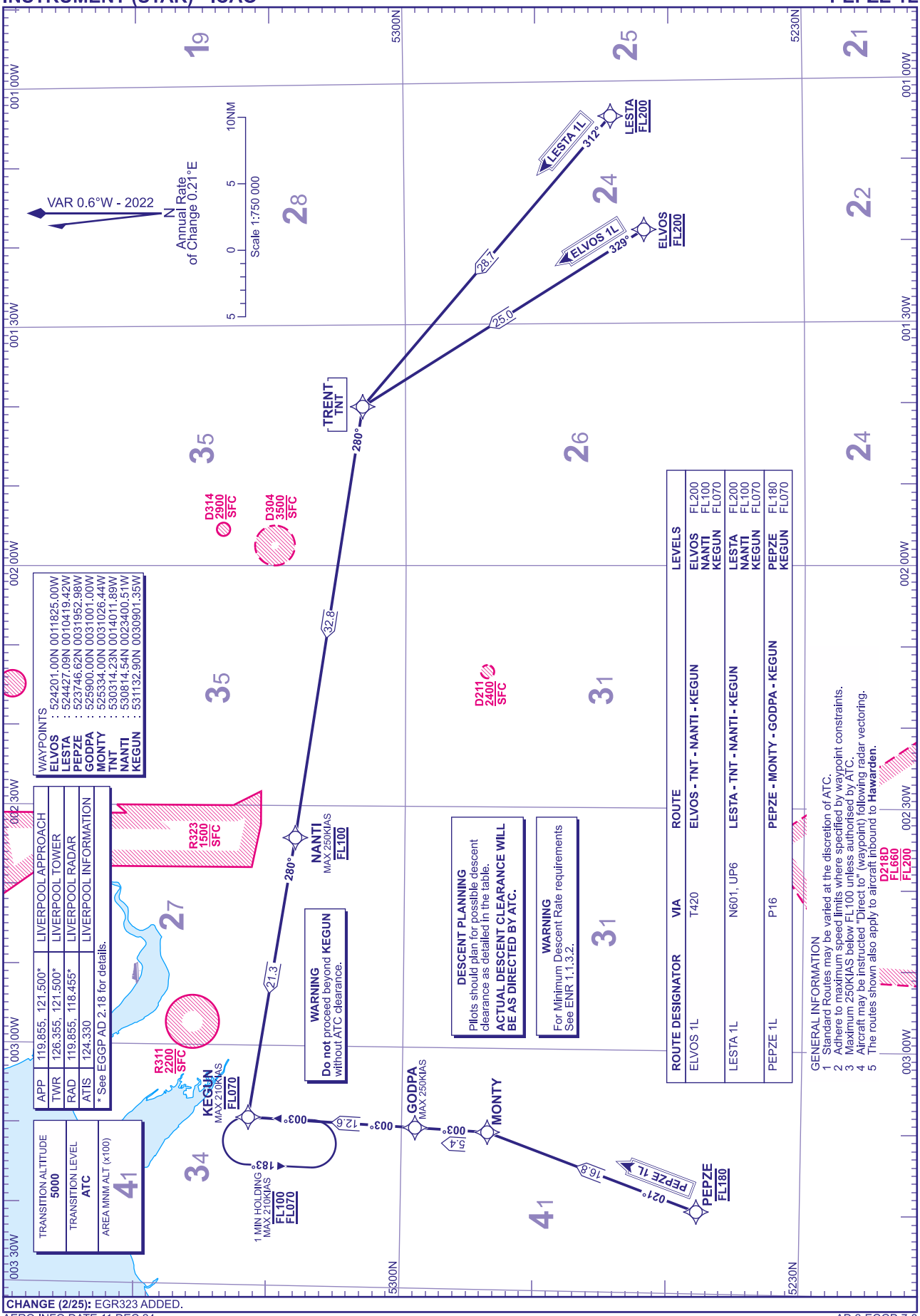
AERO INFO DATE 16 JUN 25

AD 2-EGGP-7-2

# RNAV1 (DME/DME or GNSS) STANDARD ARRIVAL CHART - INSTRUMENT (STAR) - ICAO

DISTANCES IN NAUTICAL MILES
TRACKS ARE MAGNETIC
ALTITUDES AND ELEVATIONS ARE IN FEET

# LIVERPOOL ELVOS 1L LESTA 1L PEPZE 1L




CHANGE (2/25): EGR323 ADDED.
AERO INFO DATE 11 DEC 24

# Standard Instrument Arrival Coding Tables

**LIVERPOOL GASKO 1L**

| Designator | Sequence Number | Path Term-inator | Waypoint Name | Co-ordinates | Fly-over | Course/ Track °M (°T) | Magnetic Variation | Distance (NM) | Turn Direction | Level Constraint | Speed Constraint | Navigation Performance |
|---|---|---|---|---|---|---|---|---|---|---|---|---|
| GASKO1L | 001 | IF | GASKO | 541328.97N 0015721.30W | N | - | - | - | - | FL170 | - | RNAV1 |
| GASKO1L | 002 | TF | RIBEL | 540058.00N 0021722.76W | N | 224° (223.4°) | -0.6 | 17.2 | LEFT | - | - | RNAV1 |
| GASKO1L | 003 | TF | CROFT | 533736.89N 0023219.85W | N | 201° (200.9°) | -0.6 | 25.0 | RIGHT | - | - | RNAV1 |
| GASKO1L | 004 | TF | WAL | 532330.97N 0030804.06W | N | 237° (236.7°) | -0.6 | 25.6 | RIGHT | - | - | RNAV1 |
| GASKO1L | 005 | TF | BAROS | 532422.39N 0032643.38W | Y | 275° (274.5°) | -0.6 | 11.2 | RIGHT | - | -210 | RNAV1 |
| GASKO1L | 006 | CF | TIPOD | 532608.20N 0031705.06W | N | 117° (116.0°) | -0.6 | - | - | FL070 | -210 | RNAV1 |

**LIVERPOOL LAKEY 1L**

| Designator | Sequence Number | Path Term-inator | Waypoint Name | Co-ordinates | Fly-over | Course/ Track °M (°T) | Magnetic Variation | Distance (NM) | Turn Direction | Level Constraint | Speed Constraint | Navigation Performance |
|---|---|---|---|---|---|---|---|---|---|---|---|---|
| LAKEY1L | 001 | IF | LAKEY | 541420.00N 0025852.38W | N | - | - | - | - | FL200 | - | RNAV1 |
| LAKEY1L | 002 | TF | VAMEB | 540010.00N 0024832.00W | N | 157° (156.7°) | -0.6 | 15.4 | - | - | - | RNAV1 |
| LAKEY1L | 003 | TF | OBUNI | 535440.00N 0024433.00W | N | 157° (156.8°) | -0.6 | 6.0 | - | - | - | RNAV1 |
| LAKEY1L | 004 | TF | CALDA | 534627.00N 0023838.38W | N | 158° (156.9°) | -0.6 | 8.9 | - | - | - | RNAV1 |
| LAKEY1L | 005 | TF | CROFT | 533736.89N 0023219.85W | N | 158° (157.0°) | -0.6 | 9.6 | RIGHT | - | - | RNAV1 |
| LAKEY1L | 006 | TF | WAL | 532330.97N 0030804.06W | N | 237° (236.7°) | -0.6 | 25.6 | RIGHT | - | - | RNAV1 |
| LAKEY1L | 007 | TF | BAROS | 532422.39N 0032643.38W | Y | 275° (274.5°) | -0.6 | 11.2 | RIGHT | - | -210 | RNAV1 |
| LAKEY1L | 008 | CF | TIPOD | 532608.20N 0031705.06W | N | 117° (116.0°) | -0.6 | - | - | FL070 | -210 | RNAV1 |

**LIVERPOOL LIBSO 1L**

| Designator | Sequence Number | Path Term-inator | Waypoint Name | Co-ordinates | Fly-over | Course/ Track °M (°T) | Magnetic Variation | Distance (NM) | Turn Direction | Level Constraint | Speed Constraint | Navigation Performance |
|---|---|---|---|---|---|---|---|---|---|---|---|---|
| LIBSO1L | 001 | IF | LIBSO | 533129.33N 0000536.32E | N | - | - | - | - | FL290 | - | RNAV1 |
| LIBSO1L | 002 | TF | FIZED | 533444.87N 0003917.40W | N | 278° (277.3°) | -0.6 | 27.0 | - | - | - | RNAV1 |
| LIBSO1L | 003 | TF | GOLES | 533629.08N 0010500.37W | N | 277° (276.7°) | -0.6 | 15.4 | LEFT | - | - | RNAV1 |
| LIBSO1L | 004 | TF | UPTON | 533513.00N 0011802.58W | N | 261° (260.8°) | -0.6 | 7.9 | - | FL170 | - | RNAV1 |
| LIBSO1L | 005 | TF | UNIGO | 533340.00N 0013339.00W | N | 261° (260.6°) | -0.6 | 9.4 | - | - | - | RNAV1 |
| LIBSO1L | 006 | TF | DESIG | 533138.13N 0015333.70W | N | 261° (260.4°) | -0.6 | 12.1 | - | - | - | RNAV1 |
| LIBSO1L | 007 | TF | WAL | 532330.97N 0030804.06W | N | 261° (260.2°) | -0.6 | 45.3 | RIGHT | - | - | RNAV1 |
| LIBSO1L | 008 | TF | BAROS | 532422.39N 0032643.38W | Y | 275° (274.5°) | -0.6 | 11.2 | RIGHT | - | -210 | RNAV1 |
| LIBSO1L | 009 | CF | TIPOD | 532608.20N 0031705.06W | N | 117° (116.0°) | -0.6 | - | - | FL070 | -210 | RNAV1 |

**CHANGE (3/23):** SPECIFICATION CHANGE.
AERO INFO DATE 13 DEC 22

# Standard Instrument Arrival Coding Tables

### LIVERPOOL POL 1L

| Designator | Sequence Number | Path Term-inator | Waypoint Name | Co-ordinates | Fly-over | Course/ Track °M (°T) | Magnetic Variation | Distance (NM) | Turn Direction | Level Constraint | Speed Constraint | Navigation Performance |
|---|---|---|---|---|---|---|---|---|---|---|---|---|
| POL1L | 001 | IF | POL | 534437.56N 0020611.98W | N | - | - | - | - | - | - | RNAV1 |
| POL1L | 002 | TF | WAL | 532330.97N 0030804.06W | N | 241° (240.6°) | -0.6 | 42.5 | RIGHT | - | - | RNAV1 |
| POL1L | 003 | TF | BAROS | 532422.39N 0032643.38W | Y | 275° (274.5°) | -0.6 | 11.2 | RIGHT | - | -210 | RNAV1 |
| POL1L | 004 | CF | TIPOD | 532608.20N 0031705.06W | N | 117° (116.0°) | -0.6 | - | - | FL070 | -210 | RNAV1 |

### LIVERPOOL VEGUS 1L

| Designator | Sequence Number | Path Term-inator | Waypoint Name | Co-ordinates | Fly-over | Course/ Track °M (°T) | Magnetic Variation | Distance (NM) | Turn Direction | Level Constraint | Speed Constraint | Navigation Performance |
|---|---|---|---|---|---|---|---|---|---|---|---|---|
| VEGUS1L | 001 | IF | VEGUS | 532400.54N 0002110.76W | N | - | - | - | - | FL290 | - | RNAV1 |
| VEGUS1L | 002 | TF | SIVBU | 532755.00N 0003444.00W | N | 297° (295.9°) | -0.6 | 9.0 | - | - | - | RNAV1 |
| VEGUS1L | 003 | TF | GIPLO | 533131.00N 0004723.00W | N | 296° (295.6°) | -0.6 | 8.4 | - | - | - | RNAV1 |
| VEGUS1L | 004 | TF | GOLES | 533629.08N 0010500.37W | N | 296° (295.5°) | -0.6 | 11.6 | LEFT | - | - | RNAV1 |
| VEGUS1L | 005 | TF | UPTON | 533513.00N 0011802.58W | N | 261° (260.8°) | -0.6 | 7.9 | - | FL170 | - | RNAV1 |
| VEGUS1L | 006 | TF | UNIGO | 533340.00N 0013339.00W | N | 261° (260.6°) | -0.6 | 9.4 | - | - | - | RNAV1 |
| VEGUS1L | 007 | TF | DESIG | 533138.13N 0015333.70W | N | 261° (260.4°) | -0.6 | 12.1 | - | - | - | RNAV1 |
| VEGUS1L | 008 | TF | WAL | 532330.97N 0030804.06W | N | 261° (260.2°) | -0.6 | 45.3 | RIGHT | - | - | RNAV1 |
| VEGUS1L | 009 | TF | BAROS | 532422.39N 0032643.38W | Y | 275° (274.5°) | -0.6 | 11.2 | RIGHT | - | -210 | RNAV1 |
| VEGUS1L | 010 | CF | TIPOD | 532608.20N 0031705.06W | N | 117° (116.0°) | -0.6 | - | - | FL070 | -210 | RNAV1 |

### LIVERPOOL BOFUM 2L

| Designator | Sequence Number | Path Term-inator | Waypoint Name | Co-ordinates | Fly-over | Course/ Track °M (°T) | Magnetic Variation | Distance (NM) | Turn Direction | Level Constraint | Speed Constraint | Navigation Performance |
|---|---|---|---|---|---|---|---|---|---|---|---|---|
| BOFUM2L | 001 | IF | BOFUM | 533213.98N 0053000.00W | N | - | - | - | - | -FL270 | - | RNAV1 |
| BOFUM2L | 002 | TF | BAKOX | 533143.40N 0050933.03W | N | 093° (092.3°) | -0.6 | 12.2 | - | - | - | RNAV1 |
| BOFUM2L | 003 | TF | BAVUD | 533108.30N 0045109.14W | N | 094° (092.9°) | -0.6 | 11.0 | - | - | - | RNAV1 |
| BOFUM2L | 004 | TF | DONAX | 532911.34N 0035740.24W | N | 094° (093.1°) | -0.6 | 32.0 | RIGHT | - | - | RNAV1 |
| BOFUM2L | 005 | TF | MALUD | 532448.17N 0033630.30W | N | 110° (109.0°) | -0.6 | 13.4 | LEFT | - | - | RNAV1 |
| BOFUM2L | 006 | TF | TIPOD | 532608.20N 0031705.06W | N | 084° (083.3°) | -0.6 | 11.7 | - | FL070 | -210 | RNAV1 |

**CHANGE (9/25):** BOFUM LEVEL CONSTRAINT REVISED. BOFUM 1L REDESIGNATED 2L.
AERO INFO DATE 16 JUN 25

# Standard Instrument Arrival Coding Tables

### LIVERPOOL PENIL 1L

| Designator | Sequence Number | Path Term-inator | Waypoint Name | Co-ordinates | Fly-over | Course/ Track °M (°T) | Magnetic Variation | Distance (NM) | Turn Direction | Level Constraint | Speed Constraint | Navigation Performance |
|---|---|---|---|---|---|---|---|---|---|---|---|---|
| PENIL1L | 001 | IF | PENIL | 533657.47N 0033948.72W | N | - | - | - | - | - | - | RNAV1 |
| PENIL1L | 002 | TF | RUGER | 532857.75N 0032652.40W | N | 137° (136.0°) | -0.6 | 11.1 | LEFT | - | - | RNAV1 |
| PENIL1L | 003 | TF | TIPOD | 532608.20N 0031705.06W | N | 116° (115.8°) | -0.6 | 6.5 | - | FL070 | -210 | RNAV1 |

### LIVERPOOL ELVOS 1L

| Designator | Sequence Number | Path Term-inator | Waypoint Name | Co-ordinates | Fly-over | Course/ Track °M (°T) | Magnetic Variation | Distance (NM) | Turn Direction | Level Constraint | Speed Constraint | Navigation Performance |
|---|---|---|---|---|---|---|---|---|---|---|---|---|
| ELVOS1L | 001 | IF | ELVOS | 524201.00N 0011825.00W | N | - | - | - | - | FL200 | - | RNAV1 |
| ELVOS1L | 002 | TF | TNT | 530314.23N 0014011.89W | N | 329° (328.3°) | -0.6 | 25.0 | LEFT | - | - | RNAV1 |
| ELVOS1L | 003 | TF | NANTI | 530814.54N 0023400.51W | N | 280° (279.1°) | -0.6 | 32.8 | - | FL100 | -250 | RNAV1 |
| ELVOS1L | 004 | TF | KEGUN | 531132.90N 0030901.35W | N | 280° (279.2°) | -0.6 | 21.3 | - | FL070 | -210 | RNAV1 |

### LIVERPOOL LESTA 1L

| Designator | Sequence Number | Path Term-inator | Waypoint Name | Co-ordinates | Fly-over | Course/ Track °M (°T) | Magnetic Variation | Distance (NM) | Turn Direction | Level Constraint | Speed Constraint | Navigation Performance |
|---|---|---|---|---|---|---|---|---|---|---|---|---|
| LESTA1L | 001 | IF | LESTA | 524427.09N 0010419.42W | N | - | - | - | - | FL200 | - | RNAV1 |
| LESTA1L | 002 | TF | TNT | 530314.23N 0014011.89W | N | 312° (311.1°) | -0.6 | 28.7 | LEFT | - | - | RNAV1 |
| LESTA1L | 003 | TF | NANTI | 530814.54N 0023400.51W | N | 280° (279.1°) | -0.6 | 32.8 | - | FL100 | -250 | RNAV1 |
| LESTA1L | 004 | TF | KEGUN | 531132.90N 0030901.35W | N | 280° (279.2°) | -0.6 | 21.3 | - | FL070 | -210 | RNAV1 |

### LIVERPOOL PEPZE 1L

| Designator | Sequence Number | Path Term-inator | Waypoint Name | Co-ordinates | Fly-over | Course/ Track °M (°T) | Magnetic Variation | Distance (NM) | Turn Direction | Level Constraint | Speed Constraint | Navigation Performance |
|---|---|---|---|---|---|---|---|---|---|---|---|---|
| PEPZE1L | 001 | IF | PEPZE | 523746.62N 0031952.98W | N | - | - | - | - | FL180 | - | RNAV1 |
| PEPZE1L | 002 | TF | MONTY | 525334.00N 0031026.44W | N | 021° (019.9°) | -0.6 | 16.8 | LEFT | - | - | RNAV1 |
| PEPZE1L | 003 | TF | GODPA | 525900.00N 0031001.00W | N | 003° (002.7°) | -0.6 | 5.4 | - | - | -250 | RNAV1 |
| PEPZE1L | 004 | TF | KEGUN | 531132.90N 0030901.35W | N | 003° (002.7°) | -0.6 | 12.6 | - | FL070 | -210 | RNAV1 |

**CHANGE (3/23):** PEPZE 1L ADDED. OKTEM 1L REMOVED.
AERO INFO DATE 13 DEC 22

# RNAV Hold Coding Tables

**LIVERPOOL KEGUN Hold**

| Designator | Sequence Number | Path Term-inator | Waypoint Name | Co-ordinates | Fly-over | Course/ Track °M (°T) | Magnetic Variation | Time (MIN) | Turn Direction | Level Constraint | Speed Constraint | Navigation Performance |
|---|---|---|---|---|---|---|---|---|---|---|---|---|
| KEGUN | - | - | KEGUN | 531132.90N 0030901.35W | Y | 003° (002.7°) | -0.6 | 1 MIN | LEFT | -FL100 +FL070 | -210 | RNAV1 |

**LIVERPOOL TIPOD Hold**

| Designator | Sequence Number | Path Term-inator | Waypoint Name | Co-ordinates | Fly-over | Course/ Track °M (°T) | Magnetic Variation | Time (MIN) | Turn Direction | Level Constraint | Speed Constraint | Navigation Performance |
|---|---|---|---|---|---|---|---|---|---|---|---|---|
| TIPOD | - | - | TIPOD | 532608.20N 0031705.06W | Y | 117° (116.0°) | -0.6 | 1 MIN | RIGHT | -FL100 +FL070 | -210 | RNAV1 |

**CHANGE (3/23):** SPECIFICATION CHANGE.
AERO INFO DATE 13 DEC 22

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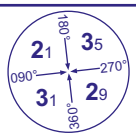
# INSTRUMENT APPROACH CHART - ICAO

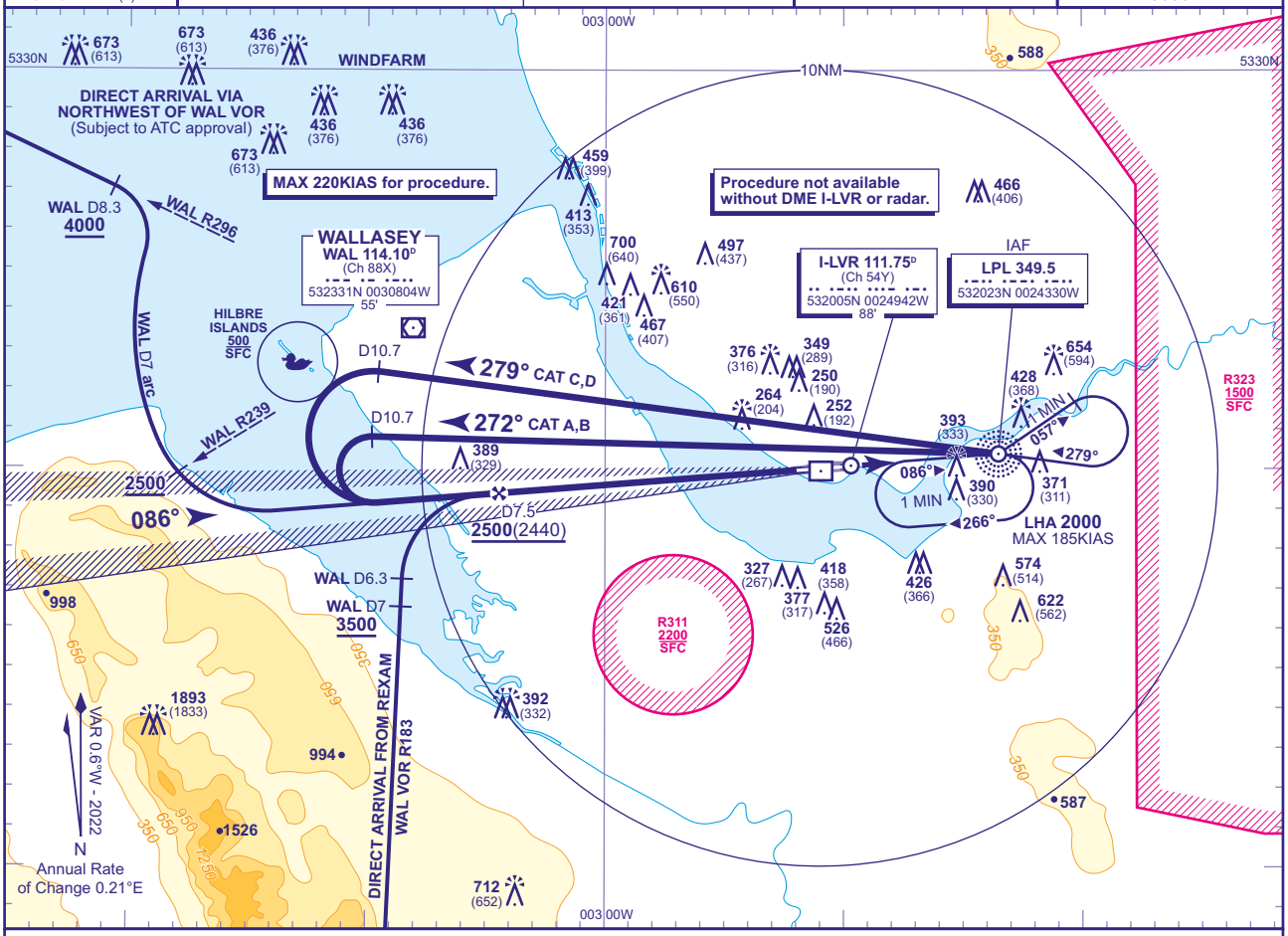
# LIVERPOOL ILS/DME/NDB(L) RWY 09
(ACFT CAT A,B,C,D)




MSA 25NM NDB(L) LPL

| | | | | | |
|---|---|---|---|---|---|
| APP | 119.855 | LIVERPOOL APPROACH | AD ELEVATION | 81 |
| TWR | 126.355 | LIVERPOOL TOWER | THR ELEVATION | 60 |
| | 121.955 | LIVERPOOL GROUND | OBSTACLE ELEVATION 1893 AMSL (1833) (ABOVE THR) | |
| RAD | 118.455, 119.855 | LIVERPOOL RADAR | | |
| ATIS | 124.330 | LIVERPOOL INFORMATION | BEARINGS ARE MAGNETIC | |

TRANSITION ALTITUDE **5000**

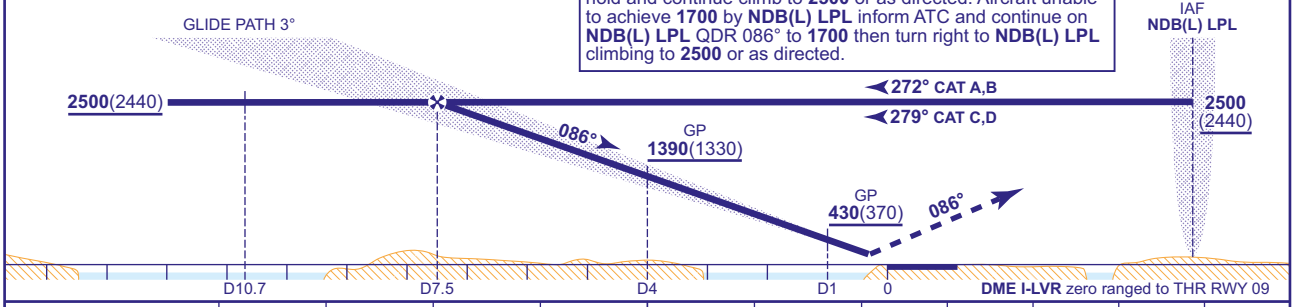



**RECOMMENDED PROFILE** GLIDE PATH 3°, 318FT/NM

| DME I-LVR | 7 | 6 | 5 | 4 | 3 | 2 | 1 |
|---|---|---|---|---|---|---|---|
| ALT(HGT) | **2340**(2280) | **2020**(1960) | **1700**(1640) | **1390**(1330) | **1070**(1010) | **750**(690) | **430**(370) |

**RDH 54** Arrival **not below 2500** or higher **MSA**. Shuttle in hold as required.

Climb straight ahead to **NDB(L) LPL** climbing to **2500**. Aircraft which achieve **1700** (7% climb grad req) by **NDB(L) LPL** enter hold and continue climb to **2500** or as directed. Aircraft unable to achieve **1700** by **NDB(L) LPL** inform ATC and continue on **NDB(L) LPL** QDR 086° to **1700** then turn right to **NDB(L) LPL** climbing to **2500** or as directed.




| Aircraft Category | | A | B | C | D |
|---|---|---|---|---|---|
| OCA (OCH) | CAT I | **205**(145) | **216**(156) | **228**(168) | **241**(181) |
| VM(C)OCA (OCH AAL) | Total Area | **550**(469) | **670**(589) | **930**(849) | **970**(889) |

| Rate of descent | G/S KT | 160 | 140 | 120 | 100 | 80 |
|---|---|---|---|---|---|---|
| | FT/MIN | 850 | 740 | 640 | 530 | 420 |

**DIRECT ARRIVAL VIA REXAM**
When cleared by ATC, from REXAM (IAF) (WAL VOR R183 WAL DME 19.6) continue inbound on WAL VOR R183. From WAL DME 16 descend **not below 3500**, after crossing WAL DME 7 continue descent to **2500**. See plan for continuation.

**AIRCRAFT UNABLE TO RECEIVE DME I-LVR**
Advise ATC. Radar ranges will be provided at 10.5NM outbound and at 7.5NM and 4NM inbound.

**NOTE 1** Aircraft commencing the procedure from the NDB(L) LPL hold fly outbound on NDB(L) LPL QDR 057° for 1 MIN then base turn right to establish on QDM 099° inbound to NDB(L) LPL. From overhead NDB(L) LPL establish outbound on QDR appropriate to aircraft category.
**2** Distance from NDB(L) LPL overhead to base turn left at I-LVR DME D10.7 is 15.7NM.

**CHANGE (2/25):** RESTRICTED AREA R323 ADDED.

AERO INFO DATE 06 DEC 24

AD 2-EGGP-8-1

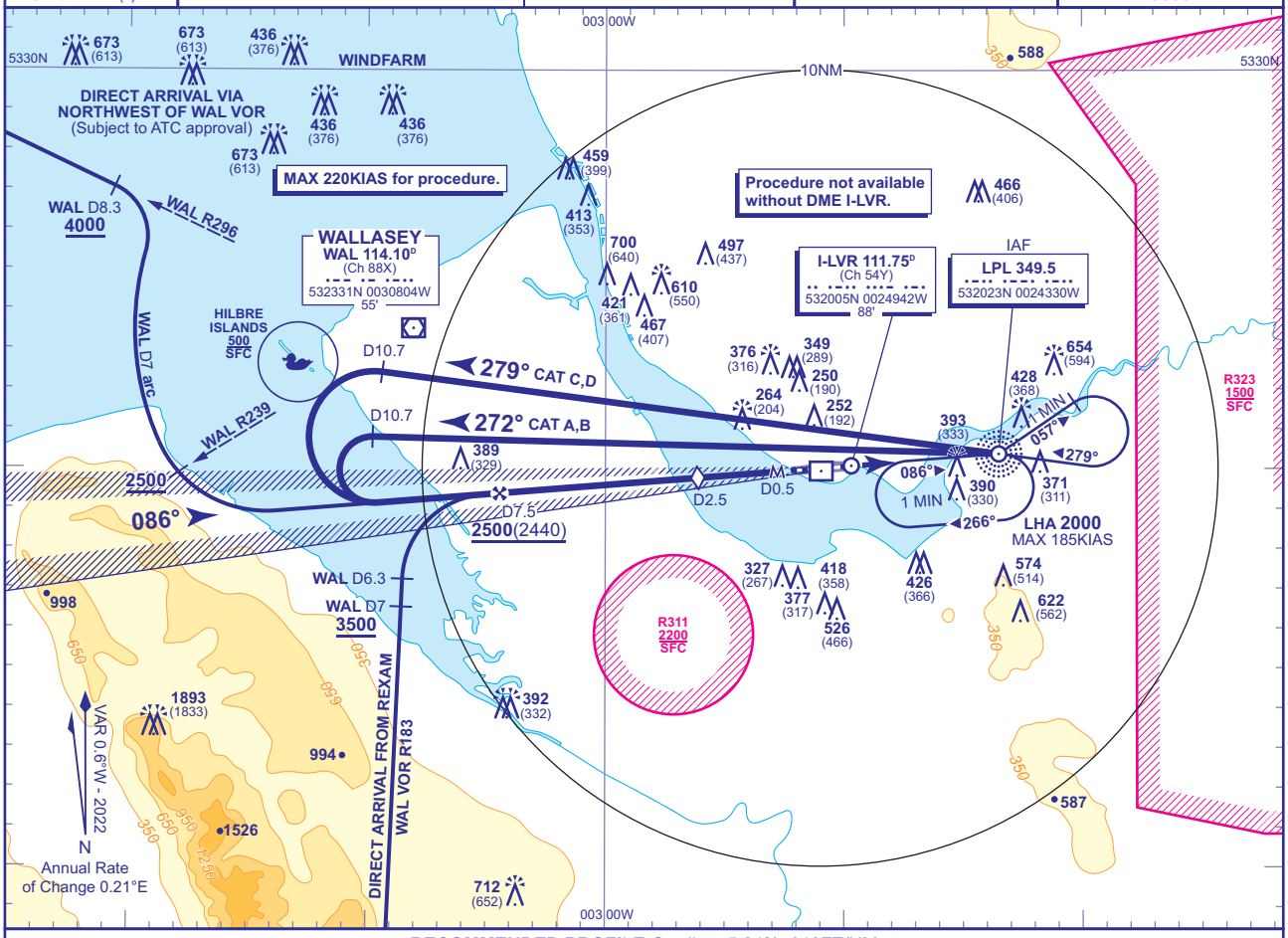
# INSTRUMENT APPROACH CHART - ICAO

## LIVERPOOL LOC/DME/NDB(L) RWY 09
(ACFT CAT A,B,C,D)

| | | | | | |
|---|---|---|---|---|---|
| APP | 119.855 | LIVERPOOL APPROACH | AD ELEVATION | 81 | |
| TWR | 126.355 | LIVERPOOL TOWER | THR ELEVATION | 60 | |
| | 121.955 | LIVERPOOL GROUND | OBSTACLE ELEVATION 1893 AMSL (1833) (ABOVE THR) | | |
| RAD | 118.455, 119.855 | LIVERPOOL RADAR | | | |
| ATIS | 124.330 | LIVERPOOL INFORMATION | BEARINGS ARE MAGNETIC | | |

MSA 25NM NDB(L) LPL

TRANSITION ALTITUDE **5000**



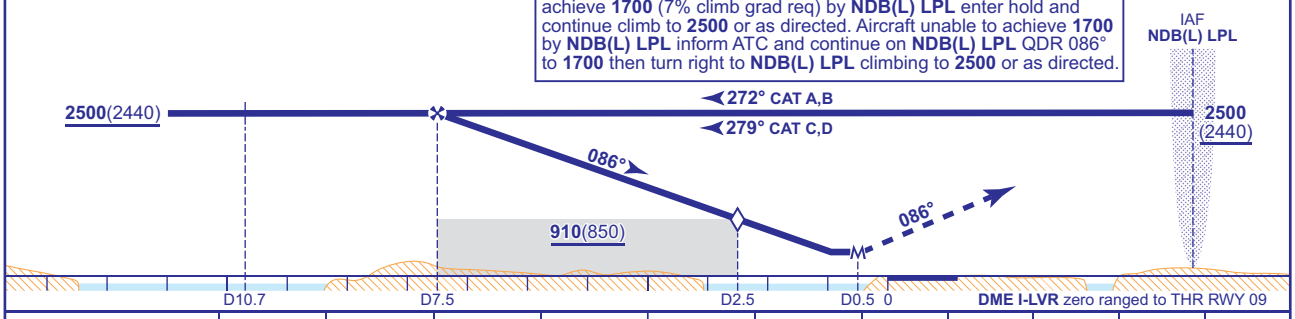

**RECOMMENDED PROFILE** Gradient 5.24%, 318FT/NM

| DME I-LVR | 7 | 6 | 5 | 4 | 3 | 2 | 1 |
|---|---|---|---|---|---|---|---|
| ALT(HGT) | **2340**(2280) | **2020**(1960) | **1700**(1640) | **1390**(1330) | **1070**(1010) | **750**(690) | **430**(370) |

Arrival **not below 2500** or higher **MSA**. Shuttle in hold as required.

**MAPt I-LVR DME 0.5**

Climb straight ahead to **NDB(L) LPL** climbing to **2500**. Aircraft which achieve **1700** (7% climb grad req) by **NDB(L) LPL** enter hold and continue climb to **2500** or as directed. Aircraft unable to achieve **1700** by **NDB(L) LPL** inform ATC and continue on **NDB(L) LPL** QDR 086° to **1700** then turn right to **NDB(L) LPL** climbing to **2500** or as directed.




| Aircraft Category | | A | B | C | D |
|---|---|---|---|---|---|
| OCA (OCH) | Procedure | **420**(360) | **420**(360) | **420**(360) | **420**(360) |
| VM(C)OCA (OCH AAL) | Total Area | **550**(469) | **670**(589) | **930**(849) | **970**(889) |

| Rate of descent | G/S KT | 160 | 140 | 120 | 100 | 80 |
|---|---|---|---|---|---|---|
| | FT/MIN | 850 | 740 | 640 | 530 | 420 |

**DIRECT ARRIVAL VIA REXAM**
When cleared by ATC, from REXAM (IAF) (WAL VOR R183 WAL DME 19.6) continue inbound on WAL VOR R183. From WAL DME 16 descend **not below 3500**, after crossing WAL DME 7 continue descent to **2500**. See plan for continuation.

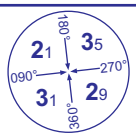
**NOTE 1** Aircraft commencing the procedure from the NDB(L) LPL hold fly outbound on NDB(L) LPL QDR 057° for 1 MIN then base turn right to establish on QDM 099° inbound to NDB(L) LPL. From overhead NDB(L) LPL establish outbound on QDR appropriate to aircraft category.
**2** Distance from NDB(L) LPL overhead to base turn left at I-LVR DME D10.7 is 15.7NM.

**CHANGE (2/25):** RESTRICTED AREA R323 ADDED.

AERO INFO DATE 06 DEC 24 AD 2-EGGP-8-2

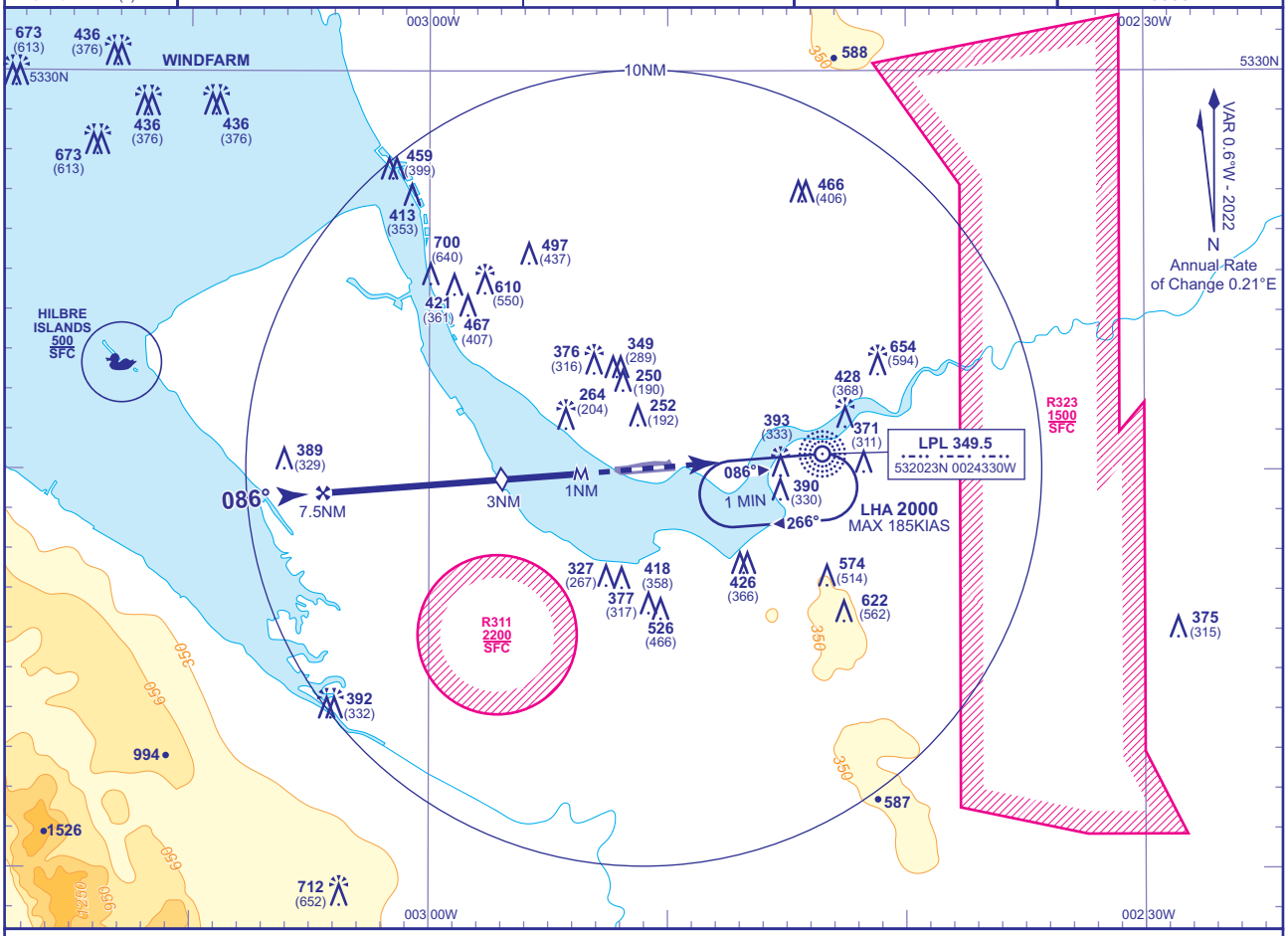
# INSTRUMENT APPROACH CHART - ICAO

## LIVERPOOL
## SRA RTR 2NM
## RWY 09
(ACFT CAT A,B,C,D)




MSA 25NM NDB(L) LPL

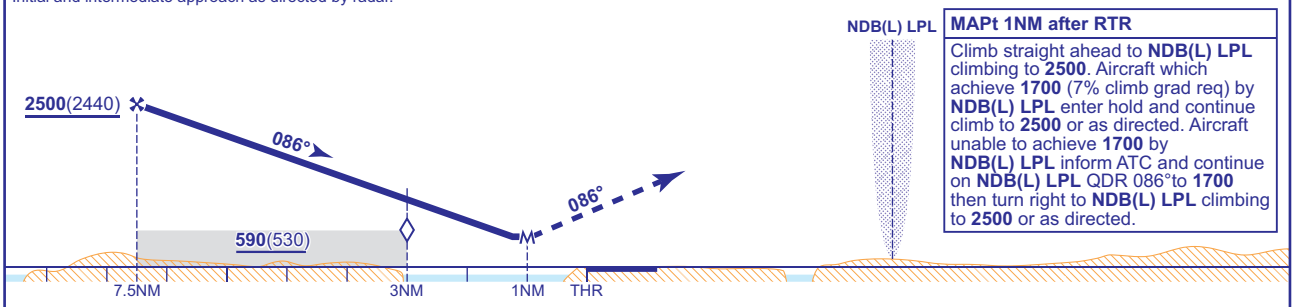
| | | | | | |
|---|---|---|---|---|---|
| APP | 119.855 | LIVERPOOL APPROACH | AD ELEVATION | 81 | TRANSITION ALTITUDE 5000 |
| TWR | 126.355 | LIVERPOOL TOWER | THR ELEVATION | 60 | |
| | 121.955 | LIVERPOOL GROUND | OBSTACLE ELEVATION 712 AMSL (652) (ABOVE THR) | | |
| RAD | 118.455, 119.855 | LIVERPOOL RADAR | | | |
| ATIS | 124.330 | LIVERPOOL INFORMATION | BEARINGS ARE MAGNETIC | | |




**RADAR ADVISORY HEIGHTS** Gradient 5.24%, 318FT/NM

| NM | 7.0 | 6.0 | 5.0 | 4.0 | 3.0 **(SDF)** | 2.0 |
|---|---|---|---|---|---|---|
| **ALT**(HGT) | **2340**(2280) | **2020**(1960) | **1710**(1650) | **1390**(1330) | **1070**(1010) | **750**(690) |

Initial and intermediate approach as directed by radar.




**MAPt 1NM after RTR**

Climb straight ahead to **NDB(L) LPL** climbing to **2500**. Aircraft which achieve **1700** (7% climb grad req) by **NDB(L) LPL** enter hold and continue climb to **2500** or as directed. Aircraft unable to achieve **1700** by **NDB(L) LPL** inform ATC and continue on **NDB(L) LPL** QDR 086°to **1700** then turn right to **NDB(L) LPL** climbing to **2500** or as directed.

| Aircraft Category | | A | B | C | D | Rate of descent | G/S KT | 160 | 140 | 120 | 100 | 80 |
|---|---|---|---|---|---|---|---|---|---|---|---|---|
| OCA (OCH) | Procedure | **560**(500) | **560**(500) | **560**(500) | **560**(500) | | FT/MIN | 850 | 740 | 640 | 530 | 420 |
| VM(C)OCA (OCH AAL) | Total Area | **550**(469) | **670**(589) | **930**(849) | **970**(889) | RTR to MAPt | MIN:SEC | 0:22 | 0:25 | 0:30 | 0:36 | 0:45 |

**CHANGE (2/25):** RESTRICTED AREA R323 ADDED.

AERO INFO DATE 06 DEC 24

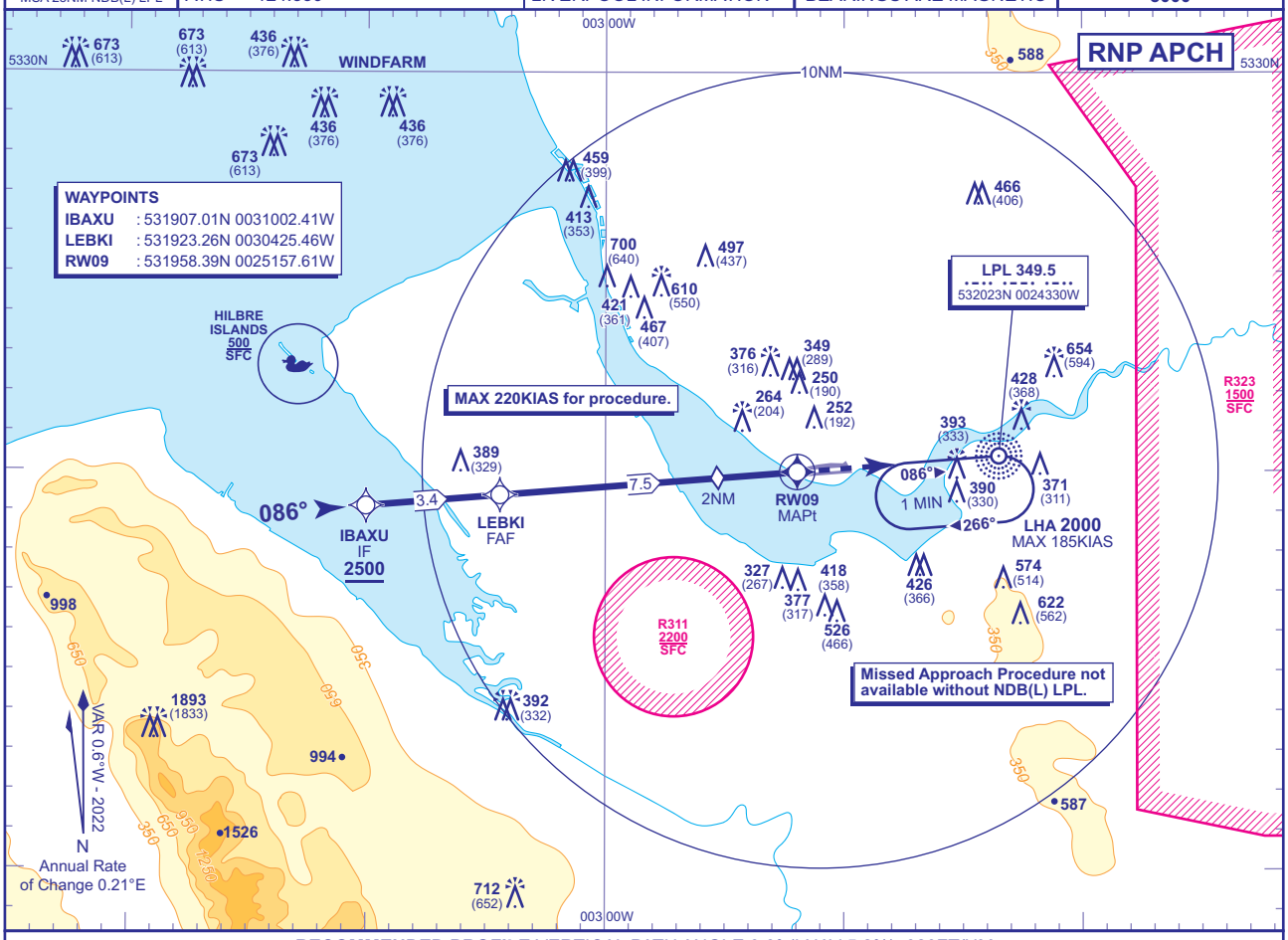
AD 2-EGGP-8-3

# INSTRUMENT APPROACH CHART - ICAO

## LIVERPOOL RNP RWY 09
(ACFT CAT A,B,C,D)

| | | | | | |
|---|---|---|---|---|---|
| APP | 119.855 | LIVERPOOL APPROACH | AD ELEVATION | 81 | MIN TEMP -15°C |
| TWR | 126.355 | LIVERPOOL TOWER | THR ELEVATION | 60 | TRANSITION ALTITUDE 5000 |
| | 121.955 | LIVERPOOL GROUND | OBSTACLE ELEVATION 1893 AMSL (1833) (ABOVE THR) | | |
| RAD | 118.455, 119.855 | LIVERPOOL RADAR | | | |
| ATIS | 124.330 | LIVERPOOL INFORMATION | BEARINGS ARE MAGNETIC | | |

MSA 25NM NDB(L) LPL




**RECOMMENDED PROFILE** VERTICAL PATH ANGLE 3.0° (LNAV 5.2%), 320FT/NM

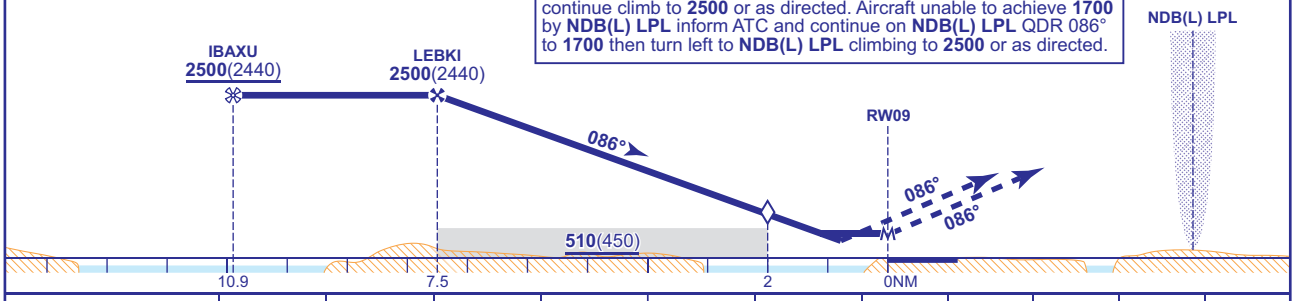
| NM to RW09 | 7 | 6 | 5 | 4 | 3 | 2 (SDF) | 1 |
|---|---|---|---|---|---|---|---|
| ALT(HGT) | **2340**(2280) | **2020**(1960) | **1700**(1640) | **1390**(1330) | **1070**(1010) | **750**(690) | **430**(370) |

Arrival **not below 2500** or higher **MSA**.

**TCH 54**

**MAPt (LNAV) RW09**

Climb straight ahead to **NDB(L) LPL** climbing to **2500**. Aircraft which achieve **1700** (7% climb grad req) by **NDB(L) LPL** enter hold and continue climb to **2500** or as directed. Aircraft unable to achieve **1700** by **NDB(L) LPL** inform ATC and continue on **NDB(L) LPL** QDR 086° to **1700** then turn left to **NDB(L) LPL** climbing to **2500** or as directed.




| Aircraft Category | | A | B | C | D | Rate of descent | G/S KT | 160 | 140 | 120 | 100 | 80 |
|---|---|---|---|---|---|---|---|---|---|---|---|---|
| OCA (OCH) | LNAV/VNAV | **360**(300) | **360**(300) | **360**(300) | **360**(300) | | FT/MIN | 850 | 740 | 640 | 530 | 420 |
| | LNAV | **430**(370) | **430**(370) | **430**(370) | **430**(370) | | | | | | | |
| VM(C)OCA (OCH AAL) | Total Area | **550**(469) | **670**(589) | **930**(849) | **970**(889) | | | | | | | |

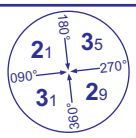
**NOTE 1** Missed approach shall be converted to a conventional missed approach upon reaching **1700**.
**2** Continuous final descent (in accordance with EU-OPS 1.43(d)) is available by request to ATC.
**3** Procedure is only available when Liverpool RADAR is operational.
**4** Pilots to request RNP approach on first call.

**CHANGE (2/25):** RESTRICTED AREA R323 ADDED.

AERO INFO DATE 06 DEC 24

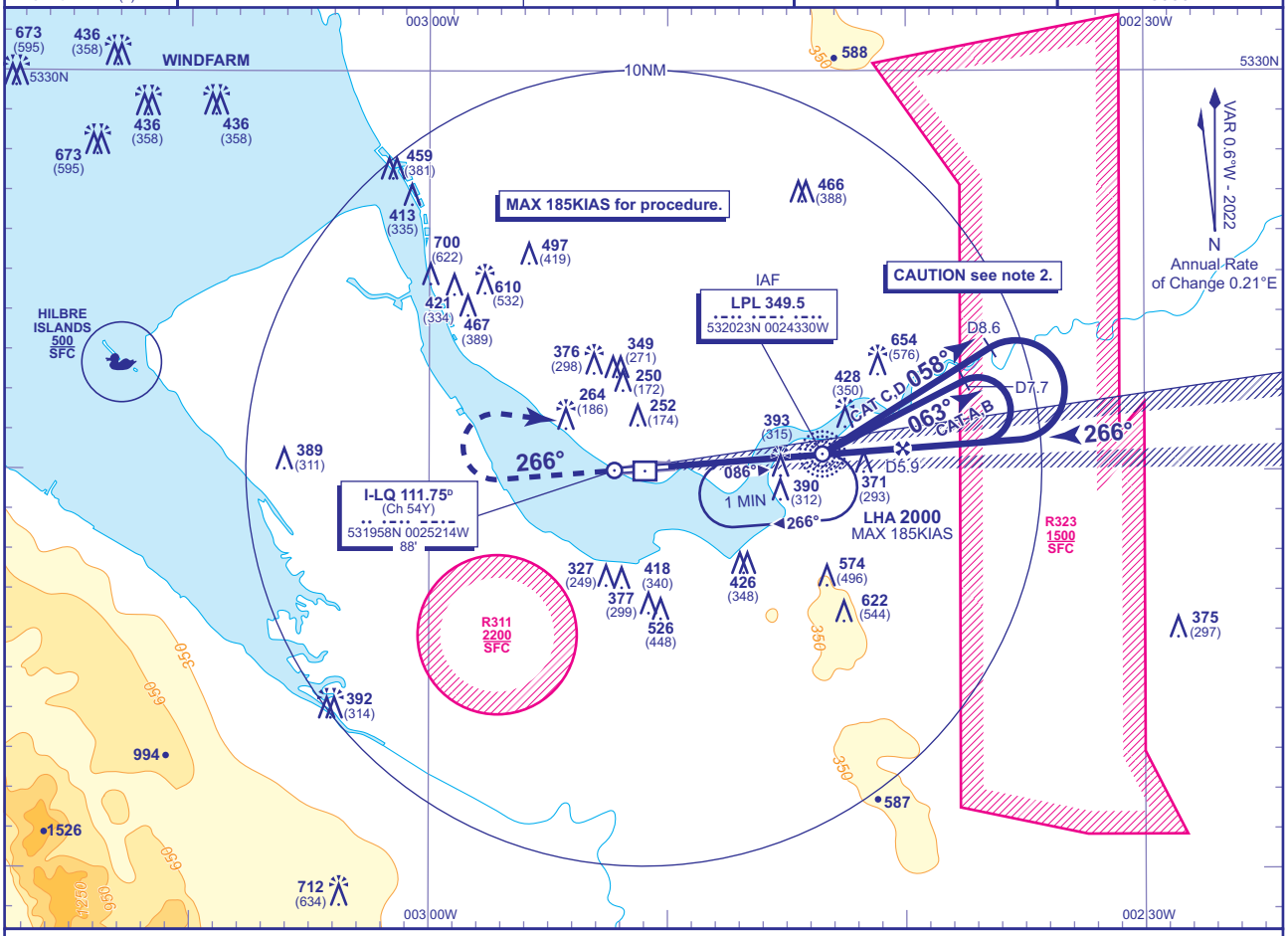
# INSTRUMENT APPROACH CHART - ICAO

# LIVERPOOL ILS/DME/NDB(L) RWY 27
(ACFT CAT A,B,C,D)




MSA 25NM NDB(L) LPL

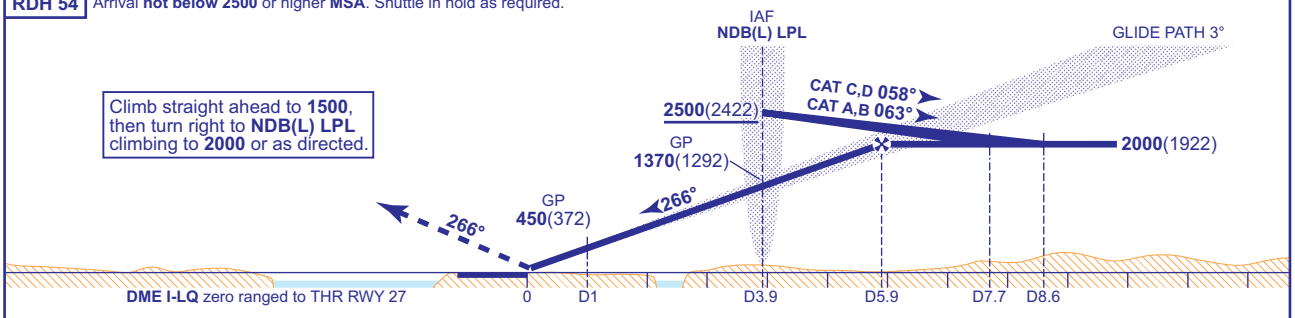
| | | | | | |
|---|---|---|---|---|---|
| APP | 119.855 | LIVERPOOL APPROACH | AD ELEVATION | 81 | TRANSITION ALTITUDE 5000 |
| TWR | 126.355 | LIVERPOOL TOWER | THR ELEVATION | 78 | |
| | 121.955 | LIVERPOOL GROUND | OBSTACLE ELEVATION 712 AMSL (634) (ABOVE THR) | | |
| RAD | 118.455, 119.855 | LIVERPOOL RADAR | | | |
| ATIS | 124.330 | LIVERPOOL INFORMATION | BEARINGS ARE MAGNETIC | | |




**RECOMMENDED PROFILE** GLIDE PATH 3°, 318FT/NM

| | | | | | |
|---|---|---|---|---|---|
| **DME I-LQ** | 5 | 4 | 3 | 2 | 1 |
| **ALT**(HGT) | **1720**(1642) | **1400**(1322) | **1090**(1012) | **770**(692) | **450**(372) |

**RDH 54** Arrival **not below 2500** or higher **MSA**. Shuttle in hold as required.




| Aircraft Category | | A | B | C | D |
|---|---|---|---|---|---|
| OCA (OCH) | CAT I | **229**(151) | **238**(160) | **250**(172) | **263**(185) |
| | CAT II | **134**(56) | **145**(67) | **159**(81) | **178**(100) |
| VM(C)OCA (OCH AAL) | Total Area | **550**(469) | **670**(589) | **930**(849) | **970**(889) |

| Rate of descent | | | | | | |
|---|---|---|---|---|---|---|
| G/S KT | 160 | 140 | 120 | 100 | 80 |
| FT/MIN | 850 | 740 | 640 | 530 | 420 |

**AIRCRAFT UNABLE TO RECEIVE DME I-LQ** (Inform ATC prior to commencement)
As for main procedure except fly outbound from NDB(L) LPL for 1.5 MIN prior to base turn. When established on LOC, descend on glide path to DH.

**NOTE 1** Lowest altitude to commence procedure from hold is **2000**.
**2** When receiving radar vectors for RWY 27 approaches, pilots should question ATC if no base leg turn has been passed by the time the aircraft reaches **I-LQ** D8 east of the airfield, due to proximity of the Manchester CTA.

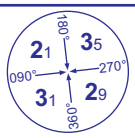
**CHANGE (2/25):** RESTRICTED AREA R323 ADDED.

AERO INFO DATE 06 DEC 24

AD 2-EGGP-8-5

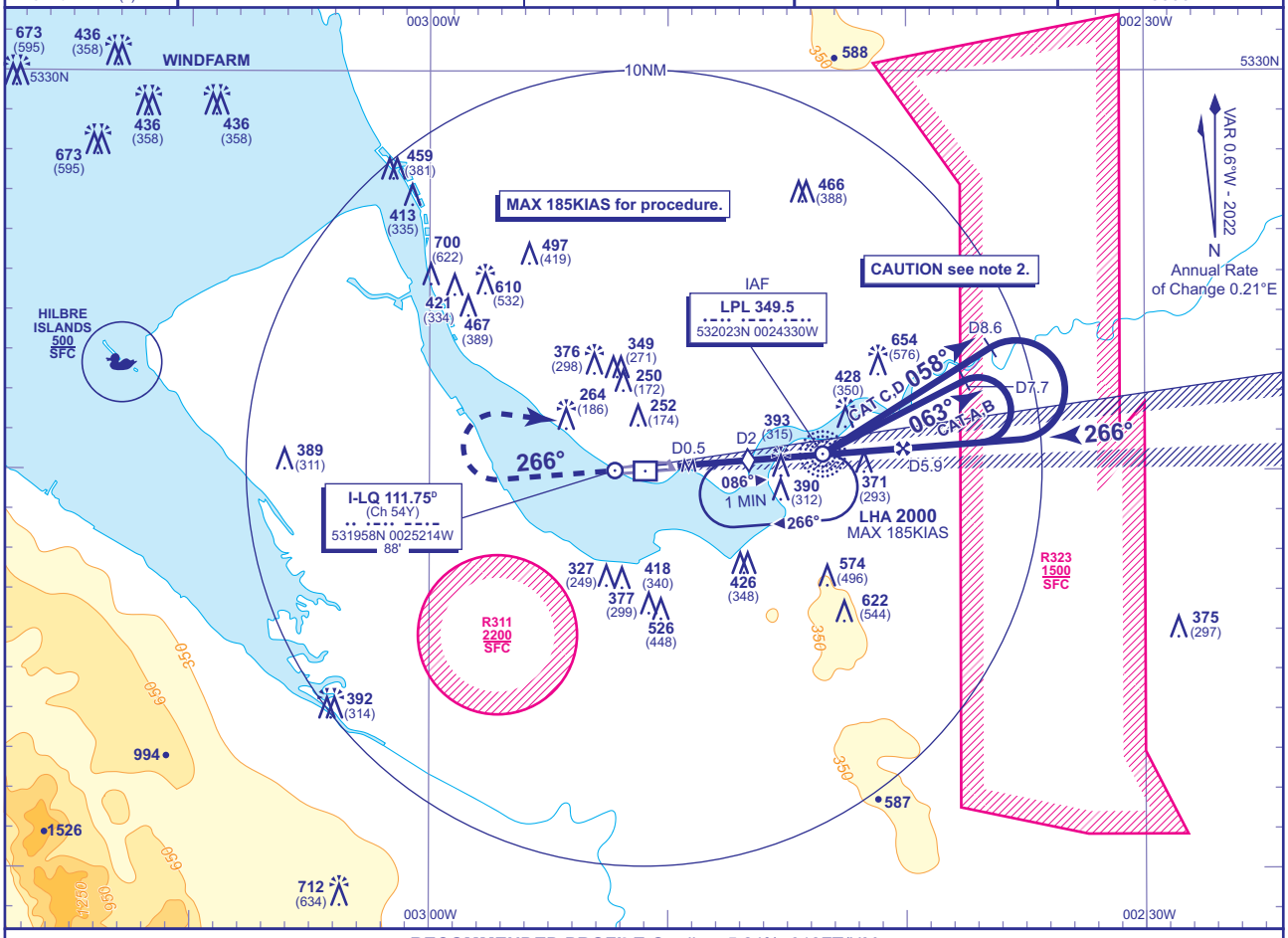
## INSTRUMENT APPROACH CHART - ICAO

# LIVERPOOL LOC/DME/NDB(L) RWY 27
(ACFT CAT A,B,C,D)



MSA 25NM NDB(L) LPL

| | | | | | |
|---|---|---|---|---|---|
| APP | 119.855 | LIVERPOOL APPROACH | AD ELEVATION | 81 | TRANSITION ALTITUDE 5000 |
| TWR | 126.355 | LIVERPOOL TOWER | THR ELEVATION | 78 | |
| | 121.955 | LIVERPOOL GROUND | OBSTACLE ELEVATION 712 AMSL (634) (ABOVE THR) | | |
| RAD | 118.455, 119.855 | LIVERPOOL RADAR | | | |
| ATIS | 124.330 | LIVERPOOL INFORMATION | BEARINGS ARE MAGNETIC | | |

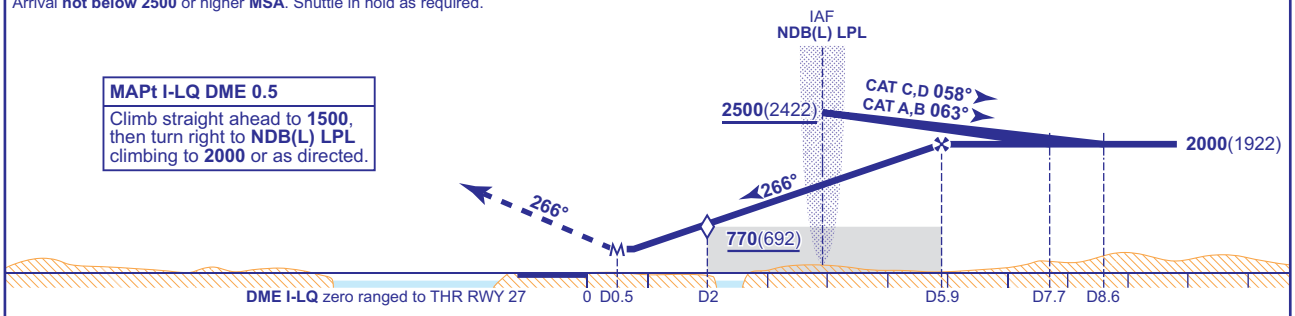



**RECOMMENDED PROFILE** Gradient 5.24%, 318FT/NM

| DME I-LQ | 5 | 4 | 3 | 2 (SDF) | 1 |
|---|---|---|---|---|---|
| ALT(HGT) | **1720**(1642) | **1400**(1322) | **1090**(1012) | **770**(692) | **450**(372) |

Arrival **not below 2500** or higher **MSA**. Shuttle in hold as required.

**MAPt I-LQ DME 0.5**
Climb straight ahead to **1500**, then turn right to **NDB(L) LPL** climbing to **2000** or as directed.




| Aircraft Category | | A | B | C | D | Rate of descent | G/S KT | 160 | 140 | 120 | 100 | 80 |
|---|---|---|---|---|---|---|---|---|---|---|---|---|
| OCA (OCH) | WITH DME | **420**(342) | **420**(342) | **420**(342) | **420**(342) | | FT/MIN | 850 | 740 | 630 | 530 | 420 |
| | NO DME | **770**(692) | **770**(692) | **770**(692) | **770**(692) | | | | | | | |
| VM(C)OCA (OCH AAL) | Total Area | **550**(469) | **670**(589) | **930**(849) | **970**(889) | NDB(L) LPL to MAPt | MIN:SEC | 1:16 | 1:27 | 1:42 | 2:02 | 2:33 |

**AIRCRAFT UNABLE TO RECEIVE DME I-LQ**
Fly outbound on baseturn procedure for 1.5 MIN before turning right to establish on LOC. Once established, descend to cross SDF overhead NDB(L) LPL **not below 1370**(1292) and thence to OCA(H).

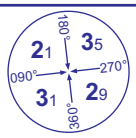
**NOTE 1** Lowest altitude to commence procedure from hold is **2000**.
**2** When receiving radar vectors for RWY 27 approaches, pilots should question ATC if no base leg turn has been passed by the time the aircraft reaches **I-LQ** D8 east of the airfield, due to proximity of the Manchester CTA.

**CHANGE (2/25):** RESTRICTED AREA R323 ADDED.

AERO INFO DATE 06 DEC 24 AD 2-EGGP-8-6

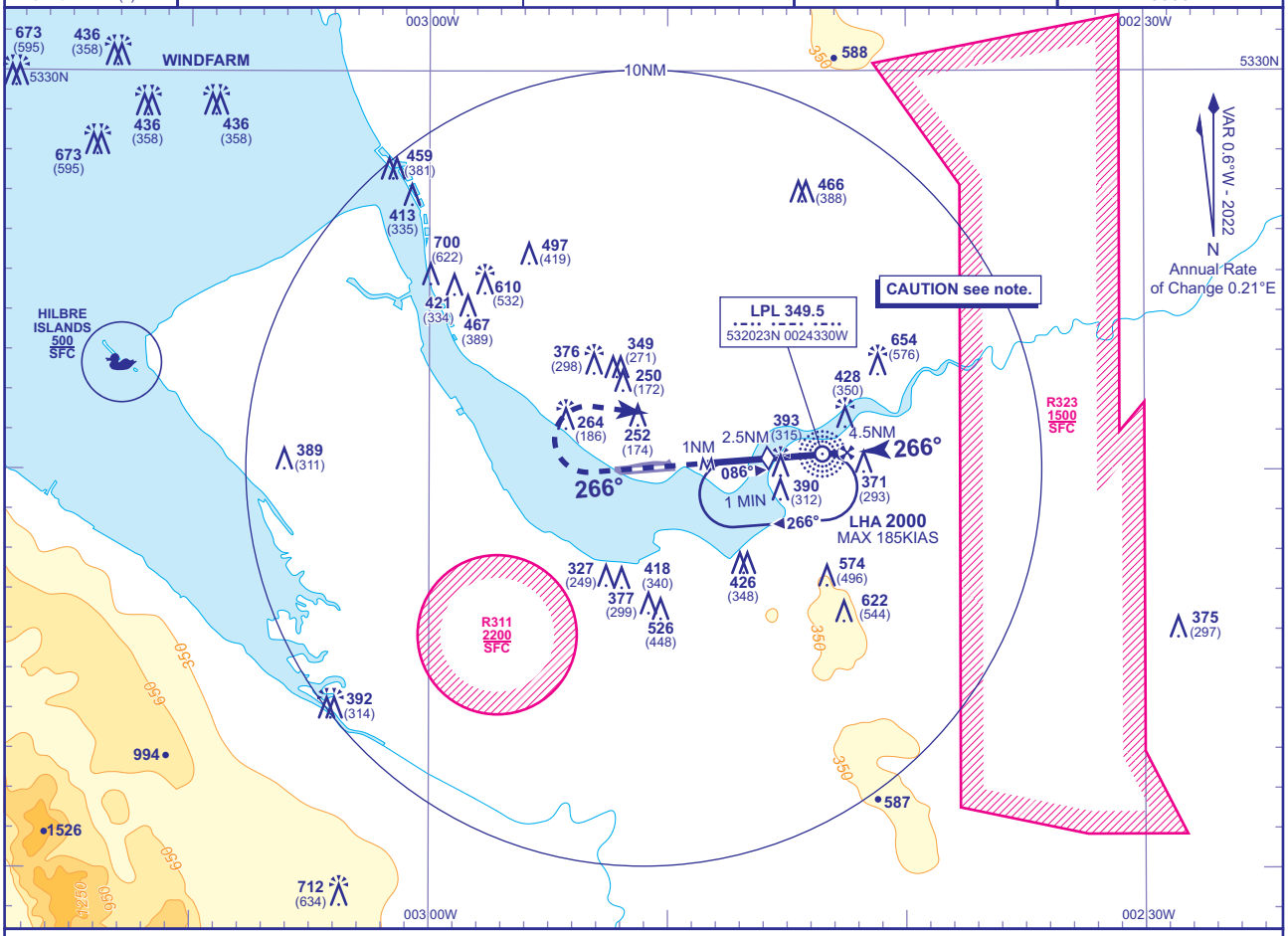
# INSTRUMENT APPROACH CHART - ICAO

## LIVERPOOL SRA RTR 2NM RWY 27
(ACFT CAT A,B,C,D)




MSA 25NM NDB(L) LPL

| | | | | | |
|---|---|---|---|---|---|
| APP | 119.855 | LIVERPOOL APPROACH | AD ELEVATION | 81 | TRANSITION ALTITUDE 5000 |
| TWR | 126.355 | LIVERPOOL TOWER | THR ELEVATION | 78 | |
| | 121.955 | LIVERPOOL GROUND | OBSTACLE ELEVATION 712 AMSL (634) (ABOVE THR) | | |
| RAD | 118.455, 119.855 | LIVERPOOL RADAR | | | |
| ATIS | 124.330 | LIVERPOOL INFORMATION | BEARINGS ARE MAGNETIC | | |

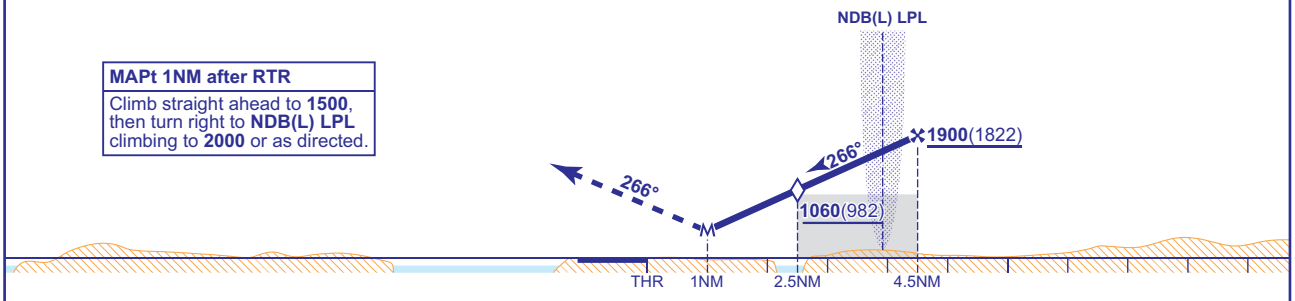



**RADAR ADVISORY HEIGHTS** Gradient 6.47%, 393FT/NM

| NM | 4.0 | 3.0 | 2.5 **(SDF)** | 2.0 | 1.0 |
|---|---|---|---|---|---|
| **ALT**(HGT) | **1700**(1622) | **1310**(1232) | **1110**(1032) | **920**(842) | **470**(392) |

Initial and intermediate approach as directed by radar.

**MAPt 1NM after RTR**
Climb straight ahead to **1500**, then turn right to **NDB(L) LPL** climbing to **2000** or as directed.




| Aircraft Category | | A | B | C | D | Rate of descent | G/S KT | 160 | 140 | 120 | 100 | 80 |
|---|---|---|---|---|---|---|---|---|---|---|---|---|
| OCA (OCH) | Procedure | **500**(422) | **500**(422) | **500**(422) | **500**(422) | | FT/MIN | 1050 | 920 | 790 | 660 | 520 |
| VM(C)OCA (OCH AAL) | Total Area | **550**(469) | **670**(589) | **930**(849) | **970**(889) | RTR to MAPt | MIN:SEC | 0:22 | 0:25 | 0:30 | 0:36 | 0:45 |

**NOTE** When receiving radar vectors for RWY 27 approaches, pilots should question ATC if no base leg turn has been passed by the time the aircraft reaches **I-LQ** D8 east of the airfield, due to proximity of the Manchester CTA.

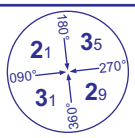
**CHANGE (2/25):** RESTRICTED AREA R323 ADDED.

AERO INFO DATE 06 DEC 24

AD 2-EGGP-8-7

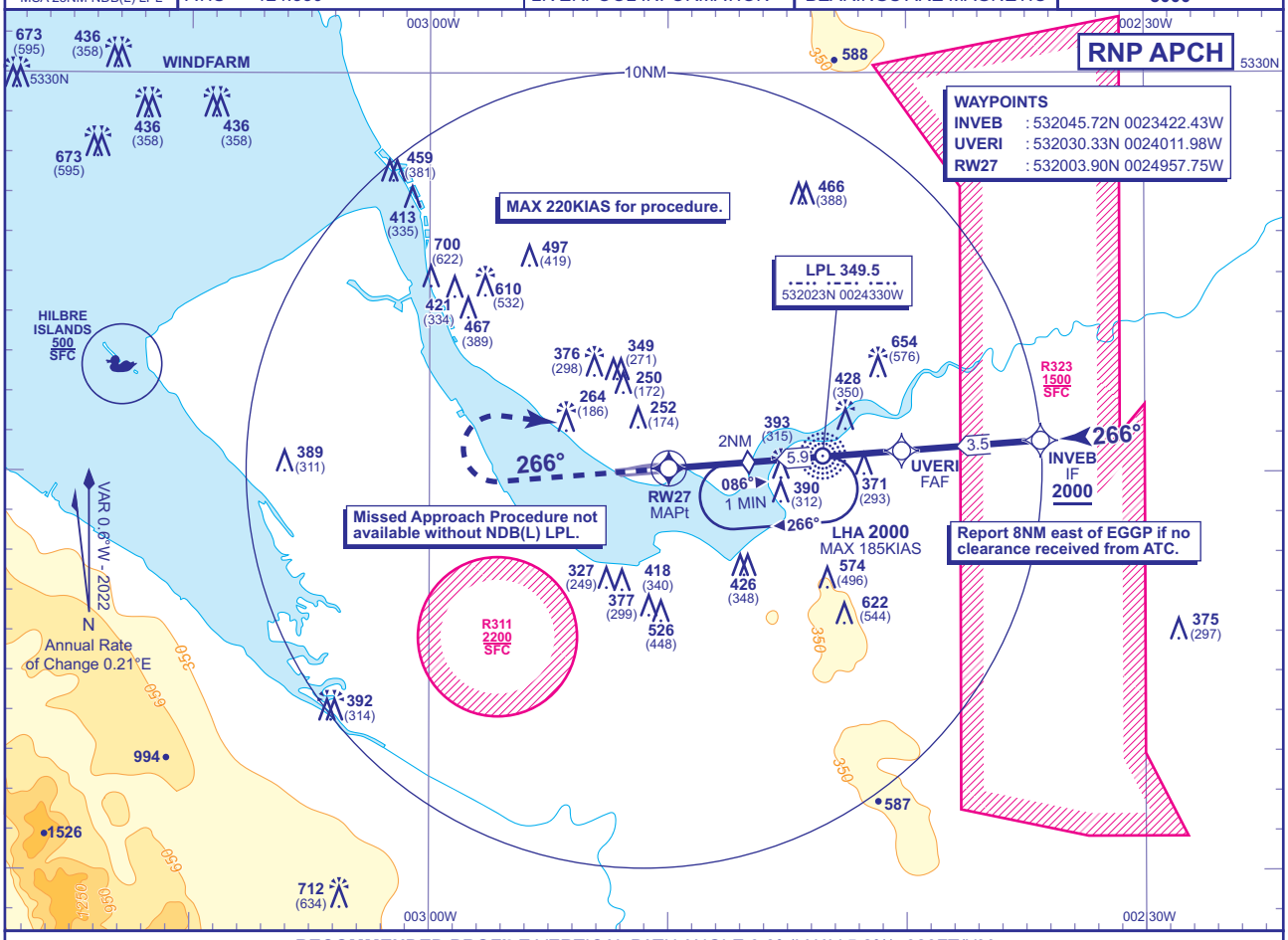
# INSTRUMENT APPROACH CHART - ICAO

# LIVERPOOL
# RNP
# RWY 27
(ACFT CAT A,B,C,D)



MSA 25NM NDB(L) LPL

| | | | | | |
|---|---|---|---|---|---|
| APP | 119.855 | LIVERPOOL APPROACH | AD ELEVATION | 81 | MIN TEMP -15°C |
| TWR | 126.355 | LIVERPOOL TOWER | THR ELEVATION | 78 | TRANSITION ALTITUDE 5000 |
| | 121.955 | LIVERPOOL GROUND | OBSTACLE ELEVATION 712 AMSL (634) (ABOVE THR) | | |
| RAD | 118.455, 119.855 | LIVERPOOL RADAR | | | |
| ATIS | 124.330 | LIVERPOOL INFORMATION | BEARINGS ARE MAGNETIC | | |



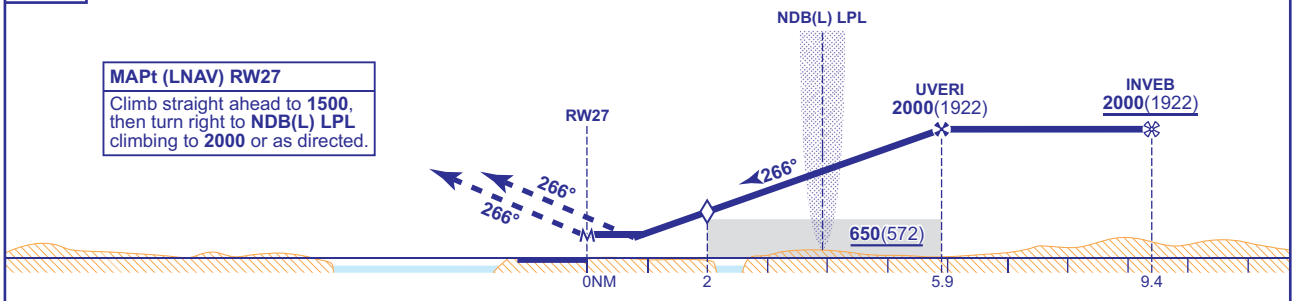

**RECOMMENDED PROFILE** VERTICAL PATH ANGLE 3.0° (LNAV 5.2%), 320FT/NM

| NM to RW27 | 5 | 4 | 3 | 2 (SDF) | 1 |
|---|---|---|---|---|---|
| ALT(HGT) | 1720(1642) | 1400(1322) | 1090(1012) | 770(692) | 450(372) |

**TCH 54**

Arrival **not below 2500** or higher **MSA**.

**MAPt (LNAV) RW27**
Climb straight ahead to **1500**, then turn right to **NDB(L) LPL** climbing to **2000** or as directed.




| Aircraft Category | | A | B | C | D |
|---|---|---|---|---|---|
| OCA (OCH) | LNAV/VNAV | 390(312) | 390(312) | 390(312) | 390(312) |
| | LNAV | 460(382) | 460(382) | 460(382) | 460(382) |
| VM(C)OCA (OCH AAL) | Total Area | 550(469) | 670(589) | 930(849) | 970(889) |

| Rate of descent | G/S KT | 160 | 140 | 120 | 100 | 80 |
|---|---|---|---|---|---|---|
| | FT/MIN | 850 | 740 | 640 | 530 | 420 |

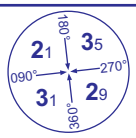
**NOTE 1** Missed approach shall be converted to a conventional missed approach upon reaching **1500**.
**2** Procedure is only available when Liverpool RADAR is operational.
**3** Pilots to request RNP approach on first call.

**CHANGE (2/25):** RESTRICTED AREA R323 ADDED.

AERO INFO DATE 06 DEC 24

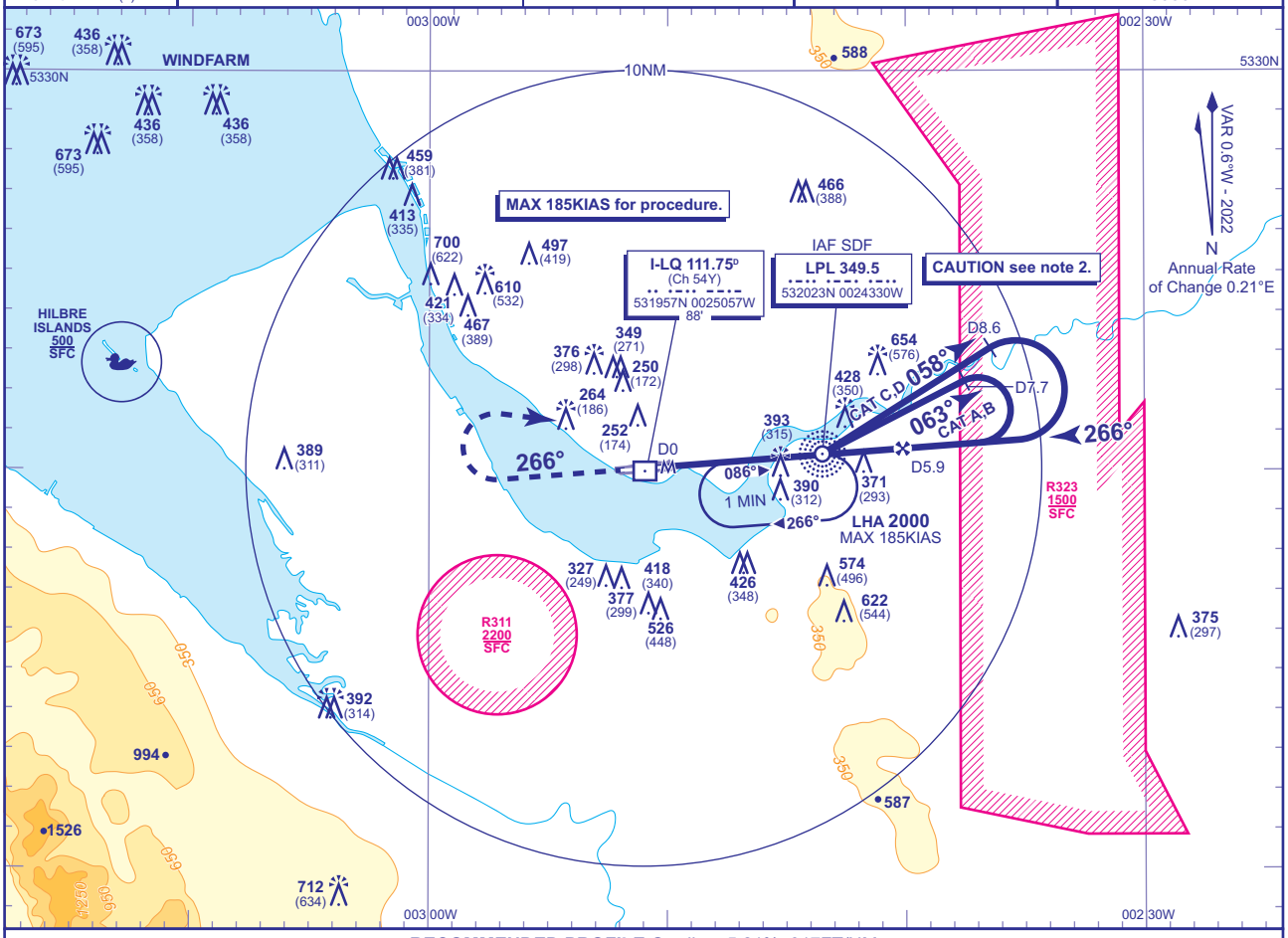
# INSTRUMENT APPROACH CHART - ICAO

## LIVERPOOL NDB(L)/DME RWY 27
(ACFT CAT A,B,C,D)




MSA 25NM NDB(L) LPL

| | | | | | |
|---|---|---|---|---|---|
| APP | 119.855 | LIVERPOOL APPROACH | AD ELEVATION | 81 | TRANSITION ALTITUDE 5000 |
| TWR | 126.355 | LIVERPOOL TOWER | THR ELEVATION | 78 | |
| | 121.955 | LIVERPOOL GROUND | OBSTACLE ELEVATION 712 AMSL (634) (ABOVE THR) | | |
| RAD | 118.455, 119.855 | LIVERPOOL RADAR | | | |
| ATIS | 124.330 | LIVERPOOL INFORMATION | BEARINGS ARE MAGNETIC | | |



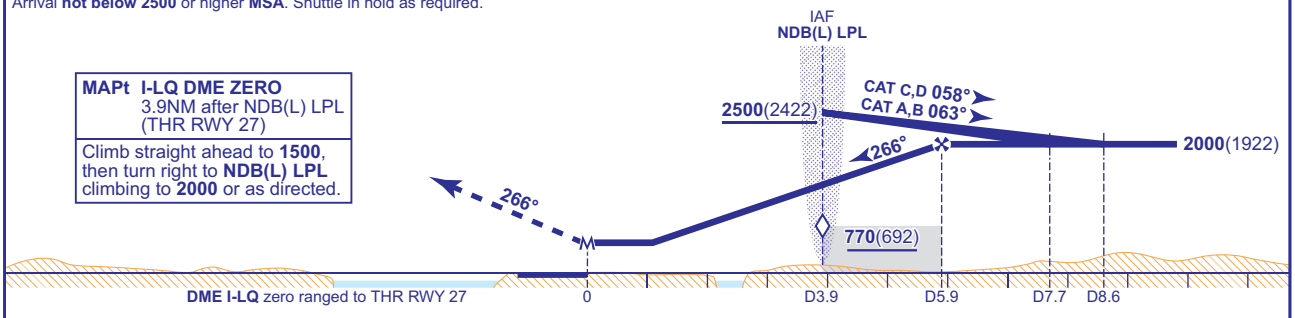

**RECOMMENDED PROFILE** Gradient 5.21%, 317FT/NM

| DME I-LQ | 5 | 4 | 3.9 **(SDF)** | 3 | 2 |
|---|---|---|---|---|---|
| **ALT**(HGT) | **1720**(1642) | **1400**(1322) | **1370**(1292) | **1080**(1002) | **770**(692) |

Arrival **not below 2500** or higher **MSA**. Shuttle in hold as required.

**MAPt I-LQ DME ZERO**
3.9NM after NDB(L) LPL (THR RWY 27)

Climb straight ahead to **1500**, then turn right to **NDB(L) LPL** climbing to **2000** or as directed.




| Aircraft Category | | A | B | C | D | Rate of descent | G/S KT | 160 | 140 | 120 | 100 | 80 |
|---|---|---|---|---|---|---|---|---|---|---|---|---|
| OCA (OCH) | Procedure | **640**(562) | **640**(562) | **640**(562) | **640**(562) | | FT/MIN | 850 | 740 | 630 | 530 | 420 |
| VM(C)OCA (OCH AAL) | Total Area | **550**(469) | **670**(589) | **930**(849) | **970**(889) | NDB(L) LPL to MAPt (3.9NM) | MIN:SEC | 1:27 | 1:40 | 1:57 | 2:20 | 2:55 |

**AIRCRAFT UNABLE TO RECEIVE DME I-LQ**
Fly outbound on baseturn procedure for 1.5 MIN before turning right to establish on FAT. Then continue as for main procedure.

**NOTE 1** Lowest altitude to commence procedure from hold is **2000**.
**2** When receiving radar vectors for RWY 27 approaches, pilots should question ATC if no base leg turn has been passed by the time the aircraft reaches **I-LQ** D8 east of the airfield, due to proximity of the Manchester CTA.

**CHANGE (2/25):** RESTRICTED AREA R323 ADDED.

AERO INFO DATE 27 NOV 24

AD 2-EGGP-8-9

# Instrument Approach Procedure Coding Tables

**Liverpool RNP RWY 09 - Instrument Approach Procedure via IBAXU**

| Designator | Sequence Number | Path Term-inator | Waypoint Name | Fly-over | Course/ Track °M (°T) | Turn Direction | Level Constraint | Speed Constraint | Co-ordinates | Remarks and Distance to MAPt |
|---|---|---|---|---|---|---|---|---|---|---|
| R09 | 001 | IF | IBAXU | N | - | - | 2500 | 220 | 531907.01N 0031002.41W | IF / 10.9NM |
| R09 | 002 | TF | LEBKI | N | 086° (085.40°) | - | 2500 | - | 531923.26N 0030425.46W | FAF / 7.5NM |
| R09 | 003 | TF | RW09 | Y | 086° (085.40°) | - | - | - | 531958.39N 0025157.61W | MAPt |
| R09 | 004 | CA | - | N | 086° (085.40°) | - | 1700 | - | - | At 1700 revert to conventional navigation |

**CHANGE (6/21):** MAG VAR. MAG TRACKS.
AERO INFO DATE 23 MAR 21

# Instrument Approach Procedure Coding Tables

**Liverpool RNP RWY 27 - Instrument Approach Procedure via INVEB**

| Designator | Sequence Number | Path Term-inator | Waypoint Name | Fly-over | Course/ Track °M (°T) | Turn Direction | Level Constraint | Speed Constraint | Co-ordinates | Remarks and Distance to MAPt |
|---|---|---|---|---|---|---|---|---|---|---|
| R27 | 001 | IF | INVEB | N | - | - | 2000 | 220 | 532045.72N 0023422.43W | IF / 9.4NM |
| R27 | 002 | TF | UVERI | N | 266° (265.80°) | - | 2000 | - | 532030.33N 0024011.98W | FAF / 5.9NM |
| R27 | 003 | TF | RW27 | Y | 266° (265.80°) | - | - | - | 532003.90N 0024957.75W | MAPt |
| R27 | 004 | CA | - | N | 266° (265.80°) | - | 1500 | - | - | At 1500 revert to conventional navigation |

**CHANGE (6/21):** MAG VAR. MAG TRACKS.
AERO INFO DATE 23 MAR 21

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# EGLC — LONDON CITY

## EGLC AD 2.1 AERODROME LOCATION INDICATOR AND NAME

EGLC — LONDON CITY

## EGLC AD 2.2 AERODROME GEOGRAPHICAL AND ADMINISTRATIVE DATA

| | | |
|---|---|---|
| 1 | ARP coordinates and site at AD | Lat: 513019N Long: 0000319E<br>Mid point of Runway 09/27. |
| 2 | Direction and distance from city | 6 NM E of City of London. |
| 3 | Elevation / Reference temperature / Mean Low Temperature | 20 FT / 20 °C / - |
| 4 | Geoid undulation at AD ELEV PSN | 149 FT |
| 5 | Magnetic Variation / Annual Change | 0.59°E (2022) / 0.19°E |
| 6 | AD Administration<br>Address<br>Telephone<br><br>Telefax | LONDON CITY AIRPORT LTD<br>Royal Docks, Silvertown, London E16 2PX.<br>01489-571177 (ATC)<br>020-7646 0000 (Administration)<br>020-7511 1040 (Administration)<br>020-7511 0248 (Ops/FBU) |
| 7 | Type of Traffic permitted (IFR/VFR) | IFR/VFR |
| 8 | Remarks | All telephone calls to ATC are recorded. |

## EGLC AD 2.3 OPERATIONAL HOURS

| | | |
|---|---|---|
| 1 | AD Administration | Mon-Fri 0630-2200 (0530-2100); Sat 0630-1230 (0530-1130); Sun 1230-2200 (1130-2100); PH 0900-2200 (0800-2100). |
| 2 | Customs and immigration | Mon-Fri 0630-2230 (0530-2130); Sat 0630-1330 (0530-1230); Sun and PH 0900-2300 (0800-2200). Prior notice required by 1400 (1300) on previous day. |
| 3 | Health and sanitation | |
| 4 | AIS Briefing Office | |
| 5 | ATS Reporting Office (ARO) | |
| 6 | MET Briefing Office | As aerodrome hours. |
| 7 | ATS | As aerodrome hours. See also AD 2.18. |
| 8 | Fuelling | As aerodrome hours. |
| 9 | Handling | As aerodrome hours. |
| 10 | Security | As aerodrome hours. |
| 11 | De-icing | As aerodrome hours. |
| 12 | Remarks | Aerodrome Hours are maximum permitted for scheduling purposes.<br><br>No static customs presence, contact Waterloo International Terminal: 020-7919 6710. |

## EGLC AD 2.4 HANDLING SERVICES AND FACILITIES

| | | |
|---|---|---|
| 1 | Cargo handling facilities | |
| 2 | Fuel and oil types | AVTUR JET A-1 |
| 3 | Fuelling facilities/capacity | Road Tanker up to 37,500 LT. |
| 4 | De-icing facilities | Available via handling agent. |
| 5 | Hangar space for visiting aircraft | None. |
| 6 | Repair facilities for visiting aircraft | Available by arrangement. |
| 7 | Remarks | A nominated handling agent is mandatory for all visiting aircraft. Handling for corporate and General Aviation by arrangement with London City Airport Jet Centre, Tel: 020-7646 0400; Fax: 020-7646 0450; SITA: LCYGAXH |

## EGLC AD 2.5 PASSENGER FACILITIES

| | | |
|---|---|---|
| 1 | Hotels | Hotels in the vicinity |
| 2 | Restaurants | Restaurant, buffet bar. |
| 3 | Transportation | Trains, buses, taxis, hire cars. Nearest railway station: London City Airport (Docklands Light Railway). |
| 4 | Medical facilities | Limited first aid treatment. |
| 5 | Bank and Post Office | Bureau de Change. |
| 6 | Tourist Office | |
| 7 | Remarks | |

## EGLC AD 2.6 RESCUE AND FIRE FIGHTING SERVICES

| | | |
|---|---|---|
| 1 | AD category for fire fighting services | RFF Category A6 |
| 2 | Rescue equipment | Water borne rescue equipment as per Aerodrome Manual. |
| 3 | Capability for removal of disabled aircraft | Limited facilities available |
| 4 | Remarks | RFFS available throughout aerodrome operating hours. |

## EGLC AD 2.7 SEASONAL AVAILABILITY - CLEARING

| | | |
|---|---|---|
| 1 | Type of clearing equipment | Mechanical, Chemical de-icing. |
| 2 | Clearance priorities | Standard |
| 3 | Remarks | |

## EGLC AD 2.8 APRONS, TAXIWAYS AND CHECK LOCATIONS/POSITIONS DATA

| | | |
|---|---|---|
| 1 | Apron surface and strength | EAST APRON<br>Surface: Concrete<br><br>MAIN APRON (STAND 10)<br>Surface: Concrete<br>PCR 387/R/C/Y/U<br><br>MAIN APRON (STANDS 3-9)<br>Surface: Concrete<br>PCR 285/R/C/Y/U |
| 2 | Taxiway width, surface and strength | Taxiway TANGO (BTN A-D): 15 M<br>Surface: Concrete<br>PCR 440/R/B/W/T<br><br>Taxiway TANGO (BTN D-E): 22 M<br>Surface: Concrete<br><br>Taxiway TANGO (BTN E-M): 18 M<br>Surface: Concrete<br><br>Taxiway TANGO (BTN T1-A): 16 M<br>Surface: Concrete<br>PCR 285/R/C/Y/U |
| 3 | Altimeter checkpoint location and elevation | Apron 17 FT |
| 4 | VOR checkpoints | |
| 5 | INS checkpoints | See Aircraft Parking/Docking Chart. |
| 6 | Remarks | |

## EGLC AD 2.9 SURFACE MOVEMENT GUIDANCE AND CONTROL SYSTEM AND MARKINGS

| | | |
|---|---|---|
| 1 | Use of aircraft stand ID signs, TWY guide lines and visual docking/parking guidance system of aircraft stands | Self-manoeuvring stand marking (with marshalling assistance). |

| | | |
|---|---|---|
| 2 | Runway and taxiway markings and lighting | Runway marking aid(s):<br>09/27: Runway threshold. Runway designators. Aiming point and TDZ markings.<br><br>Taxiway marking aid(s):<br>Yellow centre-line. Enhanced taxiway centre-line markings in place on all taxiways.<br><br>Taxiway light(s):<br>Green centre-line lights with amber Intermediate Hold Point lighting. |
| 3 | Stop bars and runway guard lights (if any) | Red stop bars and co-located runway guard lights on access taxiways. |
| 4 | Other runway protection measures | |
| 5 | Remarks | Taxiway: Apron and access taxiways green centre-line lights augmented with blue edge lights on curves. Selectable lead-on lights. Blue edge lights on edges of runway turning areas and apron.<br><br>WDI (LGTD): 513020.59N 0000338.46E; 513021.74N 0000301.74E. |

## EGLC AD 2.10 AERODROME OBSTACLES

| In Approach/Take-off areas | | | | | | |
|---|---|---|---|---|---|---|
| **Obstacle ID/ Designation** | **Obstacle Type** | **Obstacle Position** | **Elevation/Height** | | **Obstruction Lighting Type/ Colour** | **Remarks** |
| **1** | **2** | **3** | **4** | | **5** | **6** |
| (TC2 GALLIONS 3B) 27/APPROACH 09/TAKE-OFF | CRANE | 513027.14N 0000443.86E | 244 FT | 222 FT | Yes Red | End estimated December 2024. |
| (2024/CR/082) 09/APPROACH | CRANE | 513026N 0000110W | 629 FT | 613 FT | Yes Red | Upper Bank Street, London, E14. End estimated September 2027. |
| (2024/CR/082) 09/APPROACH | CRANE | 513026N 0000110W | 636 FT | 620 FT | Yes Red | Upper Bank Street, London, E14. End estimated September 2027. |
| (2024/CR/082) 09/APPROACH | CRANE | 513025N 0000110W | 641 FT | 635 FT | Yes Red | Upper Bank Street, London, E14. End estimated September 2027. |
| (EGLC5562) 09/APPROACH 27/ TAKE-OFF | BRIDGE TOWER | 513023.39N 0000223.63E | 77 FT | 62 FT | No | |
| (EGLC1677) 09/APPROACH 27/ TAKE-OFF | BUILDING | 513020.32N 0000101.22W | 703 FT | 680 FT | Yes Red | |
| (EGLC6407) 09/APPROACH 27/ TAKE-OFF | BUILDING UNDER DEMOLITION | 513019.99N 0000152.23E | 94 FT | 80 FT | No | |
| (EGLC2064) 09/APPROACH 27/ TAKE-OFF | BUILDING | 513019.58N 0000049.73W | 528 FT | 515 FT | No | |
| (EGLC1198) 09/APPROACH 27/ TAKE-OFF | BUILDING | 513019.38N 0000152.00E | 170 FT | 151 FT | No | |
| (EGLC1073) 09/APPROACH 27/ TAKE-OFF | BUILDING | 513019.16N 0000149.65E | 178 FT | 161 FT | No | |
| (EGLC1100) 09/APPROACH 27/ TAKE-OFF | CANARY WHARF TOWER | 513017.79N 0000110.16W | 806 FT | 775 FT | Yes Red | |
| (EGLC3043) 09/APPROACH 27/ TAKE-OFF | BUILDING | 513016.08N 0000511.20W | 1015 FT | 1002 FT | Yes Red | |
| (EGLC1676) 09/APPROACH 27/ TAKE-OFF | BUILDING | 513013.43N 0000103.45W | 692 FT | 661 FT | Yes Red | |
| (EGLC2107) 09/APPROACH 27/ TAKE-OFF | BUILDING | 513011.57N 0000112.65W | 524 FT | 501 FT | No | |
| 09/APPROACH | CRANE | 513007.00N 0000043.00W | 640 FT | 634 FT | Yes Red | Wood Wharf. |

| In circling area and at aerodrome | | | | | | |
|---|---|---|---|---|---|---|
| **Obstacle ID/ Designation** | **Obstacle Type** | **Obstacle Position** | **Elevation/Height** | | **Obstruction Lighting Type/ Colour** | **Remarks** |
| **1** | **2** | **3** | **4** | | **5** | **6** |
| | CRANE | 513232.00N 0000008.00W | 610 FT | 593 FT | Yes Red | Meridain Steps, Great Eastern Road, Stratford. End estimated February 2028. |
| | CRANE | 513043.10N 0000132.15E | 292 FT | 287 FT | Yes Steady red | Canning town. End estimated July 2025. |
| 2024/CR/099 | CRANE | 513028N 0000339E | 185 FT | 170 FT | Yes Red | Royal Albert way E16. End estimated August 2025. |
| (EGLC3261) | MARINE RADAR | 513028.07N 0000446.02E | 239 FT | 222 FT | No | |
| 2025/CR/021 | CRANE | 513025.0N 0000033.0W | 560 FT | 543 FT | Yes Red | Trafalgar Way E14. End estimated January 2026. |
| 2025/CR/021 | CRANE | 513025.0N 0000035.0W | 582 FT | 568 FT | Yes Red | Trafalgar Way E14. End estimated January 2026. |
| (EGLC5502) | ATC TOWER | 513014.46N 0000300.35E | 68 FT | 51 FT | Yes Red | |
| (EGLC5170) | REMOTE TOWER AERIAL | 513010.47N 0000320.07E | 192 FT | 174 FT | Yes Red | |
| 2024/CR/059 | CRANE | 513003N 0000219E | 196 FT | 184 FT | Yes Red | Thames Road, Silvertown. End estimated August 2027. |
| | CRANE | 513003.6N 0000122.0W | 776 FT | 768 FT | Yes | Consort Place. |
| | CRANE | 513003.0N 0000122.6W | 590 FT | 581 FT | Yes | Consort Place. |
| (EGLC5501) | INDUSTRIAL CHIMNEY | 513000.81N 0000252.87E | 307 FT | 294 FT | Yes Red | |
| (EGLC1020) | INDUSTRIAL CHIMNEY | 513000.65N 0000254.16E | 307 FT | 296 FT | Yes Red | |
| 2024/CR/088 | CRANE | 512956N 0000336E | 208 FT | 203 FT | Yes Red | Store Road, North Woolwich. End estimated October 2025. |
| | CRANE | 512944.0N 0000036.0E | 496 FT | 481 FT | Yes Red | Greenwich Peninsula. End estimated September 2025. |
| 2024/CR/054 | CRANE | 512939.40N 0000347.04W | 606 FT | 598 FT | Yes Red | Clements Road, Bermondsey. End estimated June 2026. |
| 2024/CR/054 | CRANE | 512938.70N 0000345.38W | 606 FT | 596 FT | Yes Red | Clements Road, Bermondsey. End estimated June 2026. |
| 2024/CR/054 | CRANE | 512937.52N 0000344.84W | 528 FT | 521 FT | Yes Red | Clements Road, Bermondsey. End estimated June 2026. |
| 2024/CR/081 | CRANE | 512932N 0000406E | 321 FT | 285 FT | Yes Red | Beresford Street, Woolwich. End estimated November 2025. |
| 2024/CR/081 | CRANE | 512932N 0000406E | 357 FT | 322 FT | Yes Red | Beresford Street, Woolwich. End estimated November 2025. |
| | CRANE | 512929.64N 0000253.39E | 314 FT | 293 FT | Yes Red | Woodhill. |
| | CRANE | 512922.0N 0000406.0E | 344 FT | 302 FT | Yes Red | Woolwich. End estimated January 2025. |
| (EGLC6273) | MAST | 512806.22N 0000356.48E | 569 FT | 154 FT | Yes Red | |

## EGLC AD 2.11 METEOROLOGICAL INFORMATION PROVIDED

| | | |
|---|---|---|
| 1 | Associated MET Office | MET OFFICE HEATHROW |
| 2 | Hours of service<br>MET Office outside hour | H24 |
| 3 | Office responsible for TAF preparation<br>Periods of validity | MET OFFICE HEATHROW<br>9 hours |
| 4 | Trend forecast<br>Interval of issuance | |
| 5 | Briefing/consultation provided | Self briefing/telephone. |
| 6 | Flight documentation<br>Language(s) used | Charts abbreviated plain language text. TAFs/METARs.<br>English |
| 7 | Charts and other information available for briefing or consultation | |
| 8 | Supplementary equipment available for providing information | Automated recording telephone (ATIS): +44 (0)207-511 6055. |
| 9 | ATS units provided with information | LONDON CITY |
| 10 | Additional information (limitation of service, etc.) | RVR 25-1500 M. |

## EGLC AD 2.12 RUNWAY PHYSICAL CHARACTERISTICS

| Designations RWY Number | True bearing | Dimensions of RWY | Surface of RWY/ SWY/ Strength | THR co-ordinates/ THR Geoid undulation | THR elevation/ Highest elevation of TDZ of precision APP RWY | Slope of RWY/ SWY |
|---|---|---|---|---|---|---|
| 1 | 2 | 3 | 4 | 5 | 6 | 7 |
| 09 | 092.87° | 1508 x 30 M | RWY surface: Asphalt, Grooved<br>PCR 318/F/C/W/U | 513020.06N<br>0000239.58E<br>149.2 FT | THR 19.4 FT<br>TDZ 19.5 FT | |
| 27 | 272.89° | 1508 x 30 M | RWY surface: Asphalt, Grooved<br>PCR 318/F/C/W/U | 513017.60N<br>0000357.68E<br>149.1 FT | THR 20.0 FT<br>TDZ 20.0 FT | |

| SWY Dimensions | Clearway Dimensions | Strip Dimensions | RESA Dimensions, Overshoot / Undershoot | Location/ description of arresting system | OFZ | Remarks |
|---|---|---|---|---|---|---|
| 8 | 9 | 10 | 11 | 12 | 13 | 14 |
| 295 x 30 M | 258 x 150 M | 1628 x 150 M | 120 x 90 M<br>- | An engineered Material Arresting System (EMAS) is located within each runway overrun. RWY 09 overrun EMAS bed is 91.3 M x 32 M. RWY 27 overrun bed is 82.7 M x 32 M. | | RWY 09<br><br>Runway End Safety Areas (Overrun) are provided as follows:<br>Runway 09: 113 x 60 M, of which first 22 M is grooved asphalt then 91 x 32 M EMAS bed.<br><br>Overshoot RESA EMAS installation equivalent to 240 M RESA.<br><br>In the event of an overrun, it is designed to crush under the weight of the aircraft, quickly decelerating the aircraft and bringing it to a safe stop, whilst causing minimal damage to the aircraft. The EMAS is equivalent to a 240 M RESA. Pilots are advised to not attempt to avoid the system or move the aircraft if it has entered the EMAS, maintain runway centreline and continue deceleration.<br><br>Non-standard TDZ markings for both runways. |

| SWY Dimensions | Clearway Dimensions | Strip Dimensions | RESA Dimensions, Overshoot / Undershoot | Location/ description of arresting system | OFZ | Remarks |
|---|---|---|---|---|---|---|
| 8 | 9 | 10 | 11 | 12 | 13 | 14 |
| 309 x 30 M | 216 x 150 M | 1628 x 150 M | 190 x 90 M<br>- | An engineered Material Arresting System (EMAS) is located within each runway overrun. RWY 09 overrun EMAS bed is 91.3 M x 32 M. RWY 27 overrun bed is 82.7 M x 32 M. | | RWY 27<br><br>Runway End Safety Areas (Overrun) are provided as follows:<br>Runway 27: 146 x 60 M, of which first 63m is grooved asphalt then 83 x 32 M EMAS bed.<br><br>Overshoot RESA EMAS installation equivalent to 240 M RESA.<br><br>In the event of an overrun, it is designed to crush under the weight of the aircraft, quickly decelerating the aircraft and bringing it to a safe stop, whilst causing minimal damage to the aircraft. The EMAS is equivalent to a 240 M RESA. Pilots are advised to not attempt to avoid the system or move the aircraft if it has entered the EMAS, maintain runway centreline and continue deceleration.<br><br>Non-standard TDZ markings for both runways. |

## EGLC AD 2.13 DECLARED DISTANCES

| Runway designator | TORA | TODA | ASDA | LDA | Remarks |
|---|---|---|---|---|---|
| 1 | 2 | 3 | 4 | 5 | 6 |
| 09 | 1199 M | 1457 M | 1494 M | 1494 M | |
| 27 | 1199 M | 1415 M | 1508 M | 1508 M | |

## EGLC AD 2.14 APPROACH AND RUNWAY LIGHTING

| RWY | Approach lighting Type/ Length/ Intensity | Threshold lighting Colour/Wing bars | VASIS/ MEHT/ PAPI/ PAPI Dist from THR | TDZ, lighting Length | Runway Centre Line lighting Length/ Spacing/ Colour/ Intensity | Runway edge lighting Length/ Spacing/ Colour/ Intensity | Runway end lighting Colour/ Wing bars | Stopway lighting Length/ Colour | Remarks |
|---|---|---|---|---|---|---|---|---|---|
| 1 | 2 | 3 | 4 | 5 | 6 | 7 | 8 | 9 | 10 |
| 09 | Centre-line with two crossbars 15 M spacing. The approach and runway lighting and PAPI are set for 5.5° approach. 297 M Light intensity high | Green Light intensity high With HI elev green wingbars | PAPI Left/5.5° 49 FT 166 M | Two pairs of white inset HI lights on runway 477 M upwind of threshold mark end of TDZ's (see AD 2.20, paragraph 6). | Colour coded 15 M spacing Light intensity high | Bi-directional 30 M spacing. Light intensity high | Red | | EDGE:<br>Yellow runway edge lights for final 480 M of the full runway length. |

| RWY | Approach lighting Type/ Length/ Intensity | Threshold lighting Colour/Wing bars | VASIS/ MEHT/ PAPI/ PAPI Dist from THR | TDZ, lighting Length | Runway Centre Line lighting Length/ Spacing/ Colour/ Intensity | Runway edge lighting Length/ Spacing/ Colour/ Intensity | Runway end lighting Colour/ Wing bars | Stopway lighting Length/ Colour | Remarks |
|---|---|---|---|---|---|---|---|---|---|
| 1 | 2 | 3 | 4 | 5 | 6 | 7 | 8 | 9 | 10 |
| 27 | Centre-line with one crossbar 15 M spacing.<br>The approach and runway lighting and PAPI are set for 5.5° approach.<br>397 M<br>Light intensity high | Green<br>Light intensity high<br>With HI green flush wingbars | PAPI<br>Right/<br>5.5°<br>49 FT<br>167 M | Two pairs of white inset HI lights on runway 475 M upwind of threshol d mark end of TDZ's (see AD 2.20, paragra ph 6). | Colour coded 15 M spacing<br>Light intensity high | Bi-directional 30 M spacing.<br>Light intensity high | Red | | EDGE:<br>Yellow runway edge lights for final 480 M of the full runway length. |

## EGLC AD 2.15 OTHER LIGHTING, SECONDARY POWER SUPPLY

| | | |
|---|---|---|
| 1 | ABN/IBN location, characteristics and hours of operation | |
| 2 | LDI location and lighting<br>Anemometer location and lighting | Anemometer: 513021.74N 0000300.53E - 513020.53N 0000339.77E |
| 3 | TWY edge and centre line lighting | |
| 4 | Secondary power supply/switch-over time | Yes/1 second. |
| 5 | Remarks | Apron floodlighting. Obstacle lighting. |

## EGLC AD 2.16 HELICOPTER LANDING AREA

| | | |
|---|---|---|
| 1 | Coordinates TLOF or THR of FATO, geoid undulation | |
| 2 | TLOF and/or FATO elevation | |
| 3 | TLOF and FATO area dimensions, surface, strength, marking, lighting | |
| 4 | True BRG of FATO | |
| 5 | Declared distance available | |
| 6 | APP and FATO lighting | |
| 7 | RMK | See AD 2.20, paragraph 5a. |

## EGLC AD 2.17 AIR TRAFFIC SERVICES AIRSPACE

| Designation and lateral limits | Vertical Limits | Airspace Class | ATS unit callsign/ language | Transition Altitude | Hours of applicability | Remarks |
|---|---|---|---|---|---|---|
| 1 | 2 | 3 | 4 | 5 | 6 | 7 |
| LONDON/CITY CTR<br>513445N 0001108W - 513409N 0000826E thence clockwise by the arc of a circle radius 5 NM centred on 513019N 0000319E to 512610N 0000747E - 512640N 0000811W thence anti-clockwise by the arc of a circle radius 12 NM centred on 512812N 0002713W to 513445N 0001108W | Upper limit:<br>2500 FT ALT<br>Lower limit:<br>SFC | D | HEATHROW RADAR<br>English | 6000 FT | | H24.<br><br>To operate UAS above 400 FT AGL within this area, UAS operators are required to notify NATS via the NATS Non-Standard Flight (NSF) Portal. UAS operators are required to notify NATS at least 14 days before the date of each activity. |

| Designation and lateral limits | Vertical Limits | Airspace Class | ATS unit callsign/ language | Transition Altitude | Hours of applicability | Remarks |
|---|---|---|---|---|---|---|
| 1 | 2 | 3 | 4 | 5 | 6 | 7 |
| LONDON/CITY ATZ<br>A circle, 2 NM radius, centred at 513019N 0000319E on longest notified runway (09/ 27) | Upper limit: 2000 FT AGL<br>Lower limit: SFC | D | HEATHROW RADAR<br>English | 6000 FT | | H24. |

## EGLC AD 2.18 AIR TRAFFIC SERVICES COMMUNICATION FACILITIES

| Service Designation | Callsign | Channel/ Frequency(MHz) | SATVOICE number(s) | Logon Address | Hours of Operation | Remarks |
|---|---|---|---|---|---|---|
| 1 | 2 | 3 | 4 | 5 | 6 | 7 |
| APP | THAMES DIRECTOR | 132.700<br>Also used by Biggin Hill traffic. | | | 0600-2300 (0500-2200). | |
| TWR | CITY GROUND | 121.830<br>DOC 2 NM/GND. | | | As directed by ATC | Aircraft that are not equipped for 8.33 kHz frequencies cannot operate at this aerodrome. |
| | CITY TOWER | 118.080<br>DOC 25 NM/4,000 FT. | | | Mon-Fri 0630-2230 (0530-2130); Sat 0630-1230 (0530-1130); Sun 1230-2230 (1130-2130); PH 0900-2230 (0800-2130).<br>Hours are maximum consult latest NOTAM.<br>See AD 2.3, item 12. | |
| | | 129.455<br>DOC 25 NM/4,000 FT. | | | As directed by ATC | |
| RADAR | HEATHROW RADAR | 125.625 | | | H24 | |
| | THAMES DIRECTOR | 128.025 | | | As directed by ATC | |
| | | 132.700 | | | 0600-2300 (0500-2200). | |
| | | 133.455 | | | As directed by ATC | |
| ATIS | CITY INFORMATION | 136.355<br>If unavailable call Tower on 118.080 MHz. Thames Director will advise.<br>DOC 60 NM/ 20,000 FT. | | | Mon-Fri 0630-2230 (0530-2130); Sat 0630-1230 (0530-1130); Sun 1230-2230 (1130-2100); PH 0900-2230 (0800-2100). | |
| OTHER | CITY FIRE | 121.600<br>Non-ATS frequency. | | | Available when Fire vehicle attending aircraft on the ground in an emergency. | |

# EGLC AD 2.19 RADIO NAVIGATION AND LANDING AIDS

| Type of Aid<br>CAT of ILS/MLS<br>MAG Var/VOR<br>Declination | Ident | Frequency | Hours of Operation | Position of transmitting antenna coordinates | Elevation of DME transmitting antenna | Remarks |
|---|---|---|---|---|---|---|
| 1 | 2 | 3 | 4 | 5 | 6 | 7 |
| ILS/LOC<br>I<br>1.39°E (2027) | ILST | 111.150 MHz | HO | 513017.44N<br>0000403.03E | | (RWY 09)<br>Due to terrain, localizer front course coverage is restricted to 10 NM and to Sector 30° right to 35° left of the centre-line. |
| ILS/GP | ILST | 331.550 MHz | HO | 513021.77N<br>0000246.08E | | 5.5° ILS Ref Datum Hgt 35 FT.<br>Pilots may not receive full fly up right of runway centre-line beyond 6.5 NM. |
| ILS/LOC<br>I<br>1.39°E (2027) | ILSR | 111.150 MHz | HO | 513020.30N<br>0000231.79E | | (RWY 27)<br>Not to be used outside 30° left of centre-line. Pilots may not receive full fly right between 20° and 15° left of centre-line when beyond 6 NM. Localiser not to be used beyond 17 NM. |
| ILS/GP | ILSR | 331.550 MHz | HO | 513019.72N<br>0000351.26E | | 5.5° ILS Ref Datum Hgt 35 FT. |
| VOR/DME<br>1.22°E (2027)<br>0.8°E (2023) | LON | 83X<br>113.600 MHz | H24 | 512914.09N<br>0002759.54W | 113 FT | VOR DOC: 20 NM/50,000 FT (10 NM/50,000 FT in Sector R094-164, 35 NM/50,000 FT in Sector R064-094 and 40 NM/50,000 FT in Sector R254-289). There may be VOR bearing fluctuations in Sector R334-170.<br><br>DME DOC: 40 NM/50,000 FT (100 NM/50,000 FT in Sector R179-254 and 80 NM/50,000 FT in Sector R254-314).<br><br>DME unlocks may occur in the Sector R179-249 at ranges greater than 50 NM. |
| DME | ILST | 48Y<br>111.150 MHz | HO | 513022.05N<br>0000246.56E | 42 FT | (RWY 09)<br>On AD.<br>DME freq paired with ILS I-LST.<br>Zero ranged to THR of Runway 09. |
| DME | ILSR | 48Y<br>111.150 MHz | HO | 513020.02N<br>0000351.11E | 40 FT | (RWY 27)<br>On AD.<br>DME freq paired with ILS I-LSR.<br>Zero ranged to THR of Runway 27. |
| NDB<br>1.39°E (2027) | LCY | 322.000 kHz | H24 | 513015.66N<br>0000403.01E | | On AD. Range 10 NM. |
| VOR/DME<br>1.39°E (2027)<br>1.1°E (2024) | BIG | 98X<br>115.100 MHz | H24 | 511951.15N<br>0000205.32E | 589 FT | VOR DOC: 20 NM/50,000 FT (30 NM/50,000 FT in Sector R259-314 and 45 NM/50,000 FT in Sector R314-344).<br>DME DOC: 60 NM/50,000 FT (125 NM/50,000 FT in Sector R284-044 and 100 NM/50,000 FT in Sector R044-134).<br>Due to terrain, coverage at low level is reduced in Sector R114-219. In addition DME unlocks may occur in Sector R004-039 at ranges up to 25 NM. |

# EGLC AD 2.20 LOCAL AERODROME REGULATIONS

## 1 AIRPORT REGULATIONS

a) No aeroplane registered in the United Kingdom shall use the aerodrome unless there is contained in its Flight Manual data and procedures for approach path angles of 5.5° or steeper and no other aeroplane shall use the aerodrome unless it has data and procedures

for approach path angles of 5.5° or steeper which have been approved or otherwise authorised by the regulatory authority of the State in which it is registered.

b) The use of the aerodrome is subject to prior permission of the Airport Director. Additionally operators of aircraft are required to satisfy the Airport Director that they are able to comply with local noise restrictions applicable to the airport.
c) Extensions to opening hours (shown by the latest NOTAM) are available on request to the Airport Director or his representative. Delayed aircraft may be permitted to operate 30 minutes beyond published maximum operating hours shown at AD 2.3 item 1 by prior arrangement.
d) Operations by all aircraft shall be permitted only when the runway is dry, or if wet devoid of other than small areas of water not exceeding 3 MM in depth. Operations will be prohibited when the runway is contaminated by ice or slush to a depth exceeding 3 MM, or dry snow to a depth of 10 MM, or the reported friction measurement is reported as worse than 'medium' provided that this condition shall not apply if there is an appropriate entry covering operation from contaminated runways contained in the relevant flight manual.
e) The aerodrome is not available for use by single engine aircraft. Available to fixed-wing aircraft only. Recreational flying is not permitted.
f) Single pilot operations are not permitted.
g) It is not permitted to nominate EGLC as a diversion aerodrome.
h) All flights operating at London City Airport require a slot allocated by Airport Coordination Ltd (ACL). Requests for ad-hoc slot allocations should be made to ACL during working hours Mon-Fri 0830-1700 (0730-1600) by SITA: LONACXH; e-mail: lonacxh@acl-uk.org; or Tel: 0208-564 0605, Fax: 0208-564 0691. Outside these times, during published operating hours to Aerodrome Operations Stand Planner 0207-646 0083. OCS account holders can add, change and cancel slots at any time on the online coordination portal: https://www.online-coordination.com/default.aspx?AspxAutoDetectCookieSupport=1.
i) All aircraft shall only commence start up and taxi when a marshaller is present and available to provide relevant signals.
j) When operating on the aprons, high visibility tabards must be worn and fastened.
k) Ground service crews are responsible for removal of all chocks.

## 2 GROUND MOVEMENT

a) Pilots are requested to use minimum power when manoeuvring on and off parking stands and when entering the runway. The use of minimum power is particularly emphasised when holding at the entry points to the runway and when entering the runway.
b) Parking: Pilots should self-manoeuvre their aircraft on to the appropriate stand lead-in line (as directed by ATC) and approach the stand as closely as possible. Direction to the final parking position will be provided by marshallers. Under no circumstances may aircraft enter a stand without guidance from marshallers.
c) Under no circumstances may aircraft self park or taxi without guidance from marshallers.
d) GA Apron: Pilots will be directed by ATC to taxi to the Jet Centre. Pilots must then follow the marshaller’s instructions for parking.
e) To ensure adequate wing tip clearance is maintained from adjacent stands, it is imperative that pilots follow the lead-out markings on all stands.
f) Pre-departure ATC clearance by datalink (DCL) is available at London City Airport for suitably equipped aircraft. If an attempt to obtain DCL is unsuccessful aircraft must instead request via RTF. Pilots are to request departure clearance no later than EOBT - 10.
g) If the aircraft is not adequately positioned on stand the pilot should proceed as directed by ATC. Prior to undertaking the manoeuvre, in order to re-position onto stand, the pilot must request permission from ATC to enter the taxilane and advise ATC if the aircraft is unable to follow the stand lead-off line. Only once permission has been granted by ATC shall the pilot commence the movement into the taxilane.
h) Use of aircraft Auxiliary Power Units (APUs) are subject to strict controls as set out in published airport regulations. Between the hours of Mon-Fri 0630-2200 (0530-2100); Sat 0630-1230 (0530-1130); Sun 1230-2200 (1130-2100), APUs should be shut down as soon as practicable following arrival and not restarted until 10 minutes prior to departure, except when the outside air temperature (as promulgated by ATC) is below +5C or above +20C. Flights with departure times at or just after published airfield opening time are able to start APU from STD -10 mins but not before Mon-Sat 0620 (0520) or Sun 1220 (1120).
Operators wishing to use their APU during the above conditions should contact ATC and inform them of APU start-up. This will allow ATC and AO to note APU running times that may be required by the local authority.
The use of APUs are not permitted outside of published airfield operating hours unless the airfield operating hours have been extended.
Fixed Electrical Ground Power (FEGP) or Mobile Ground Power (MGP) must be used whenever available and serviceable.
i) Pilots should caution other aircraft in the process of parking when taxiing.
j) E295/E290/BCS1 – Stand 10L.
When parking on Stand 10L, E295/E290/BCS1 are not to vacate the runway at Alpha. When parking Stand 10L, Stand 9 will be vacant.

## 3 CAT II/III OPERATIONS

a) London City Airport is not suitable for lower than standard category I operations.

## 4 WARNINGS

a) Windshear - When landing on either runway in strong wind conditions pilots may experience building induced turbulence and/or windshear. Pilots initiating a missed approach due to windshear should report Windshear Go-Around to alert ATC to possibility of a level bust. The Standard Missed Approach altitude is 2000 FT.
b) Compass Error when using Runway 27 hold. Some aircraft types may experience magnetic disturbances, affecting the Heading Reference System. Pilots should ensure that, when positioned for take-off from Runway 27, the aircraft heading reference is checked against the runway alignment. Flight crew noticing a compass anomaly should notify ATC as soon as possible.
c) Level Bust - All Standard Instrument Departures have stop altitudes of 3000 FT due to presence of London TMA.

## 5 HELICOPTER OPERATIONS

a) Use of the airport by helicopters is not permitted without prior authorisation from the Airport Authority.
b) See EGLL AD 2.22 and chart AD 2-EGLL-3-2 for details of helicopter procedures within the London CTR and London City CTR.

## 6 USE OF RUNWAYS

a) Minimum Runway Occupancy Time - Departing Aircraft.

i. The crew of departing aircraft must inform ATC if they are not ready for departure when instructed by ATC to line-up.
ii. Whenever possible, cockpit checks should be completed prior to line-up and any checks requiring completion when lined-up on the runway should be kept to the minimum required.
iii. Pilots not able to comply with these requirements should notify City Tower as soon as possible.

b) Minimum Runway Occupancy Time - Arriving Aircraft.

i. Pilots are reminded that prompt exit from the runway enables ATC to apply minimum spacing on final approach that will achieve maximum runway utilisation and will minimise the occurrence of 'go-arounds'.
ii. No taxiway to be used as a RET. Any aircraft that continues landing roll beyond TWY Kilo may infringe the ILS critical area.
iii. Pilots expecting to use the full runway length to stop (e.g. due aircraft weight/meteorological conditions) are requested to inform Thames Director on first contact.

c) The end of the Runway 09 477 M and Runway 27 475 M TDZ is marked with two pairs of white inset high intensity lights. This visual reference may be lost prior to landing depending on point of touchdown and attitude of the aircraft. If during final approach it is anticipated that the touchdown point will be outside this area, a missed approach procedure should be initiated.

## 7 TRAINING

a) Only training necessary for the operation of aircraft at the aerodrome will be permitted. All training is subject to the approval of the Airport Director.

# EGLC AD 2.21 NOISE ABATEMENT PROCEDURES

a) Noise abatement procedures for aircraft departing London City and joining Controlled Airspace are included in the appropriate Standard Instrument Departure (SID) instructions.
b) Aircraft departing London City CTR/CTA into the FIR or departing on training flights within the London City CTR/CTA are to climb straight ahead to a minimum of 1000 FT AAL before turning on track unless otherwise instructed by ATC.
c) Aircraft making approaches to London City without assistance from the ILS shall follow a descent path which will not result in its being at any time lower than the approach path that would be followed by an aircraft using the ILS glide path.
d) Pilots of aircraft carrying out visual approaches to Runway 09 and Runway 27 shall not fly below altitude 1600 FT and 1500 FT respectively until established on the final approach.
e) To minimise disturbance in areas adjacent to the aerodrome, commanders of aircraft are requested to keep the use of reverse thrust to the utmost minimum, while ensuring the safe operation of the aircraft.
f) To minimise disturbance in areas adjacent to the aerodrome, when landing on Runway 09, commanders of aircraft are requested to avoid extending landing gear before ODLEG, unless required to do so by operating conditions to maintain the safety of the aircraft.

# EGLC AD 2.22 FLIGHT PROCEDURES

## 1 PROCEDURES FOR INBOUND AIRCRAFT

a) **Standard Arrival Routes - London City**

The standard routes for inbound aircraft are detailed in the Standard Arrival Routes (STAR) shown at AD 2-EGLC-7-STAR Charts.

b) **RNAV 1 IFR Arrivals from the ATS En-Route Structure via JACKO or GODLU**

Aircraft and crews equipped and approved for RNAV 1 operations can expect to be cleared to fly an RNAV1 Transition as detailed in AD 2-EGLC-7-RNAV 1 Charts.

c) **Inbound** **Speed** **Control**

ATC normally issue speed control instructions of 160 KT until 5 DME on Runway 09 and 160 KT until 6 DME on Runway 27. If necessary pilots may reduce speed 1.0 DME prior to these distances without reference to ATC. Speed reductions prior to this shall be advised to Thames Director on first contact.

## 2 DEPARTURES

a) All Standard Instrument Departures have stop altitudes of 3000 FT due to presence of London TMA traffic 1000 FT above.
b) Departure Speed Restriction: In order to optimise the departure flow and assist in the separation between successive departing aircraft a speed limit of 250 KT IAS below FL 100 is applicable until removed by ATC. ATC may remove the speed restriction by using the phrase ‘No ATC Speed Restriction’. Pilots are reminded that this phrase does not relieve the pilot of the responsibility to adhere to the ground track of the Noise Preferential Route, which may require a speed/power limitation.

c) If for any reason pilots are unable to comply with the 250 KT IAS speed restriction the pilot should immediately advise ATC and state the minimum speed acceptable. If a pilot anticipates before departure that they will be unable to comply with the speed restriction, they should inform ATC when requesting start-up clearance, stating the minimum speed acceptable. In this case the pilot will be informed before take-off of any higher speed limitation.

***Note:*** *RNAV 1 Departures via SOQQA*

*Pilots are to follow the RNAV 1 departure route as indicated in Chart AD 2-EGLC-6-4. However, crews should be aware that early climb instructions will be given by ATC to reach FL 70/80 by SODVU for integration with the RNAV1 Transition Arrival procedure; this will be followed by routine vectoring to join the ATS en-route network.*

d) ATC may request a 7 DME NE London City position report from pilots upon departure from London City. When departing Runway 27, 7 DME NE London City is approximately equivalent to LON 25.5D, LCE04 or LCN06. When departing Runway 09, 7 DME NE London City is approximately equivalent to LON 27D, CLN 38D or LCE02.

## 3 RADIO COMMUNICATION FAILURE PROCEDURES

In the event of complete Radio Communication Failure (RCF) in an aircraft, the pilot is to adopt the appropriate procedure in ENR 1.1 paragraph 3.4 except where described below:

a) **Inbound RNAV 1 Aircraft via JACKO or GODLU**

i. **Via JACKO**

1. **RCF occurring prior to arrival at JACKO**. The pilot is to adopt the RCF procedures detailed in ENR 1.1 paragraph 3.4.2.2.4 squawking Mode A 7600 when the RCF is detected. On leaving the JACKO hold, route BABKU direct RAVSA then continue on the appropriate arrival transition, complying with the vertical profile shown on the chart and complete an instrument approach for the appropriate runway in use.
2. **RCF occurring on the sequencing leg after JACKO**. Squawk Mode A 7600. Fly at the last assigned level to the end of the sequencing leg at LCE23, route to RAVSA, then continue on the appropriate arrival transition complying with the vertical profile shown on the chart and complete an instrument approach for the appropriate runway in use.
3. **RCF occurring having been cleared off the sequencing leg**. Squawk Mode A 7600. Fly direct to RAVSA, then continue on the appropriate arrival transition complying with the vertical profile shown on the chart and complete an instrument approach for the appropriate runway in use.

ii. **Via GODLU**

1. **RCF occurring prior to arrival at GODLU**. The pilot is to adopt the RCF procedures detailed in ENR 1.1 paragraph 3.4.2.2.4, squawking Mode A 7600 when the RCF is detected. On leaving the GODLU hold, route ELMIV direct RAVSA then continue on the appropriate arrival transition, complying with the vertical profile shown on the chart and complete an instrument approach for the appropriate runway in use.
2. **RCF occurring on the sequencing leg after GODLU**. Squawk Mode A 7600. Fly at the last assigned level to the end of the sequencing leg at LCE13, route to RAVSA, then continue on the appropriate arrival transition complying with the vertical profile shown on the chart and complete an instrument approach for the appropriate runway in use.
3. **RCF occurring having been cleared off the sequencing leg**. Squawk Mode A 7600. Fly direct to RAVSA then continue on the appropriate arrival transition complying with the vertical profile shown on the chart and complete an instrument approach for the appropriate runway in use.

b) **Outbound** **Aircraft**

In the event of complete RCF in an aircraft, the pilot shall operate secondary radar transponder on Mode A code 7600 with Mode C and follow the procedure published on the SID and thereafter commencing climb to flight planned level after the last position where an altitude is specified in the communication failure procedure text box, with the exception of those listed below:

i. ODUKU 1A/1H
Pilots should follow the procedures shown at ENR 1.1, paragraph 3.4.

ii. SAXBI 1A/1H
Without descending from last assigned level, if higher, follow lateral track of coded procedure. Maintain 3000 FT ALT to SAXBI then route via N27 to HEN, climb to cross HEN at 5000 FT ALT. After HEN, climb to flight planned level.

iii. SOQQA 1A
Without descending from last assigned level, if higher, follow lateral track of coded procedure. Maintain 3000 FT ALT to LCN06. Climb to 4000 FT ALT to be level 4 NM before SOQQA and maintain. After SOQQA, climb to flight planned level.

iv. SOQQA 1H
Without descending from last assigned level, if higher, follow lateral track of coded procedure. Maintain 3000 FT ALT to LCE03. Climb to 4000 FT ALT to be level 3 NM before SOQQA and maintain. After SOQQA, climb to flight planned level.

## 4 PROCEDURES FOR TRANSIT AIRCRAFT

a) Aircraft wishing to transit the London City CTR/CTA (or the London CTR) shall contact 'Heathrow Radar' (H24).

## 5 AERODROME OPERATING MINIMA - NON-PUBLIC TRANSPORT FLIGHTS

a) Refer to AD 1.1 sub-section 4 before application.

## 6 VISUAL REFERENCE POINTS (VRP)

a) Details of VRPs are available in the consolidated 'Visual Reference Points List' published on the 'Digital Dataset' page of the NATS AIS website, www.nats.aero/ais.

***Note:*** *Refer also to VRPs in use at London Heathrow.*

## 7 FREQUENCY MONITORING CODE (FMC)

a) Pilots operating in the vicinity of, but intending to remain outside the London City CTR within the area defined by straight lines joining successively the following points and maintaining a listening watch only on Thames Director frequency, 132.700 MHz, are encouraged to select SSR code 0012.

513630N 0001545E - 514111N 0001345W -
514027N 0003627W - 514015N 0005348W -
513444N 0005508W - 512335N 0005516W -
511422N 0003506W - 511957N 0001917E -
513630N 0001545E.

b) Selection of 0012 does not imply the receipt of an ATC service. Pilots of aircraft displaying the code are not expected to contact ATC under normal circumstances, remain responsible for their own navigation, separation, terrain clearance and are expected to remain clear of the London City CTR at all times.

c) Whilst squawking 0012, pilots should be aware that Thames Director may make blind transmissions in order to ascertain a particular aircraft's intentions/route.

d) When a pilot ceases to maintain a listening watch, code 0012 shall be deselected.

# EGLC AD 2.23 ADDITIONAL INFORMATION

## 1 MODE S BAROMETRIC PRESSURE SETTING DATA

a) London Terminal Control has the ability to downlink Mode S Barometric Pressure Setting (BPS) data. Therefore, if the downlinked pressure data is at variance with the BPS expected by Air Traffic Control, pilots can expect additional challenge. When Air Traffic Control pass a reminder of the appropriate BPS, it is anticipated that the aircrew will cross check the altimeter settings and confirm set.

## 2 REMOTE TOWER OPERATIONS

a) The Aerodrome Air Traffic Service is provided remotely from a Remote Tower Centre;
b) The signalling lamp is positioned at the Remote Tower Mast, on site at the airport (Lat: 513010.44N Long: 0000319.92E).

# EGLC AD 2.24 CHARTS RELATED TO AN AERODROME

AERODROME CHART - ICAO
AD 2.EGLC-2-1
AIRCRAFT PARKING/DOCKING CHART - ICAO
AD 2.EGLC-2-2
CONTROL ZONE and CONTROL AREA CHART
AD 2.EGLC-4-1
ATC SURVEILLANCE MINIMUM ALTITUDE CHART - ICAO
AD 2.EGLC-5-1
RNAV1 (DME/DME or GNSS) STANDARD DEPARTURE CHART - INSTRUMENT (SID) RWY 09/27 SOQQA 1A 1H - ICAO
AD 2.EGLC-6-1
RNAV1 (DME/DME or GNSS) STANDARD DEPARTURE CHART - INSTRUMENT (SID) RWY 27 BPK 1A SAXBI 1A - ICAO
AD 2.EGLC-6-2
RNAV1 (DME/DME or GNSS) STANDARD DEPARTURE CHART - INSTRUMENT (SID) RWY 09 BPK 1H SAXBI 1H - ICAO
AD 2.EGLC-6-3
RNAV1 (DME/DME or GNSS) STANDARD DEPARTURE CHART - INSTRUMENT (SID) RWY 09/27 ODUKU 1A 1H - ICAO
AD 2.EGLC-6-4
STANDARD INSTRUMENT DEPARTURE CODING TABLES - RWY 09 SOQQA 1H RWY 27 SOQQA 1A

AD 2.EGLC-6-5
STANDARD INSTRUMENT DEPARTURE CODING TABLES - RWY 27 BPK 1A SAXBI 1A
AD 2.EGLC-6-6
STANDARD INSTRUMENT DEPARTURE CODING TABLES - RWY 09 BPK 1H SAXBI 1H
AD 2.EGLC-6-7
STANDARD INSTRUMENT DEPARTURE CODING TABLES - RWY 09 ODUKU 1H RWY 27 ODUKU 1A
AD 2.EGLC-6-8
RNAV5 (VOR/DME, DME/DME or GNSS) STANDARD ARRIVAL CHART - INSTRUMENT (STAR) RWY 09/27 SUMUM 1C XAMAN 1C - ICAO
AD 2.EGLC-7-1
RNAV5 (DME/DME or GNSS) STANDARD ARRIVAL CHART - INSTRUMENT (STAR) RWY 09/27 SILVA 1C - ICAO
AD 2.EGLC-7-2
RNAV5 (VOR/DME, DME/DME or GNSS) STANDARD ARRIVAL CHART - INSTRUMENT (STAR) RWY 09/27 KONAN 1C SOVAT 1C XAMAN 1X SUMUM 1X - ICAO
AD 2.EGLC-7-3
RNAV5 (VOR/DME, DME/DME or GNSS) STANDARD ARRIVAL CHART - INSTRUMENT (STAR) RWY 09/27 HON 1C - ICAO
AD 2.EGLC-7-4
RNAV5 (VOR/DME, DME/DME or GNSS) STANDARD ARRIVAL CHART - INSTRUMENT (STAR) RWY 09/27 LISTO 1C - ICAO
AD 2.EGLC-7-5
RNAV5 (DME/DME or GNSS) STANDARD ARRIVAL CHART - INSTRUMENT (STAR) RWY 09/27 KATHY 1C SAM 1C - ICAO
AD 2.EGLC-7-6
RNAV5 (VOR/DME, DME/DME or GNSS) STANDARD ARRIVAL CHART - INSTRUMENT (STAR) RWY 09/27 AVANT 1C NEVIL 1C - ICAO
AD 2.EGLC-7-7
RNAV1 (DME/DME or GNSS) STANDARD ARRIVAL CHART - INSTRUMENT (STAR) RWY 09/27 SIRIC 1C - ICAO
AD 2.EGLC-7-8
STANDARD INSTRUMENT ARRIVAL CODING TABLES RWY 09/27 SUMUM 1C XAMAN 1C SILVA 1C
AD 2.EGLC-7-9
STANDARD INSTRUMENT ARRIVAL CODING TABLES RWY 09/27 KONAN 1C SOVAT 1C XAMAN 1X SUMUM 1X
AD 2.EGLC-7-10
STANDARD INSTRUMENT ARRIVAL CODING TABLES RWY 09/27 HON 1C
AD 2.EGLC-7-11
STANDARD INSTRUMENT ARRIVAL CODING TABLES RWY 09/27 LISTO 1C
AD 2.EGLC-7-12
STANDARD INSTRUMENT ARRIVAL CODING TABLES RWY 09/27 KATHY 1C SAM 1C
AD 2.EGLC-7-13
STANDARD INSTRUMENT ARRIVAL CODING TABLES RWY 09/27 AVANT 1C NEVIL 1C SIRIC 1C
AD 2.EGLC-7-14
RNAV1 (DME/DME or GNSS) APPROACH TRANSITIONS CHART - INSTRUMENT RWY 27 LAVNO 1G 1J - ICAO
AD 2.EGLC-7-15
RNAV1 (DME/DME or GNSS) APPROACH TRANSITIONS CHART - INSTRUMENT RWY 09 ODLEG 1G 1J - ICAO
AD 2.EGLC-7-16
APPROACH TRANSITIONS CODING TABLES RWY 27 LAVNO 1G 1J
AD 2.EGLC-7-17
APPROACH TRANSITIONS CODING TABLES RWY 09 ODLEG 1G 1J
AD 2.EGLC-7-18
RNAV HOLD CODING TABLES GODLU JACKO OKVAP ROPMU
AD 2.EGLC-7-19
INSTRUMENT APPROACH CHART ILS (5.5° GP)/DME/NDB(L) RWY 09 (CAT A,B,C) - ICAO
AD 2.EGLC-8-1
INSTRUMENT APPROACH CHART LOC/DME/NDB(L) RWY 09 (CAT A,B,C) - ICAO
AD 2.EGLC-8-2
VISUAL APPROACH PROFILE RWY 09 (CAT A,B,C) - ICAO
AD 2.EGLC-8-3
INSTRUMENT APPROACH CHART ILS (5.5° GP)/DME/NDB(L) RWY 27 (CAT A,B,C) - ICAO
AD 2.EGLC-8-4
INSTRUMENT APPROACH CHART LOC/DME/NDB(L) RWY 27 (CAT A,B,C) - ICAO
AD 2.EGLC-8-5
VISUAL APPROACH PROFILE RWY 27 (CAT A,B,C) - ICAO
AD 2.EGLC-8-6

# EGLC AD 2.25 VISUAL SEGMENT SURFACE (VSS) PENETRATION

Not applicable

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## RODROME ART - ICAO

**ARP 513019N 0000319E**

**AD ELEV 20 ft**

## LONDON CITY
EGLC

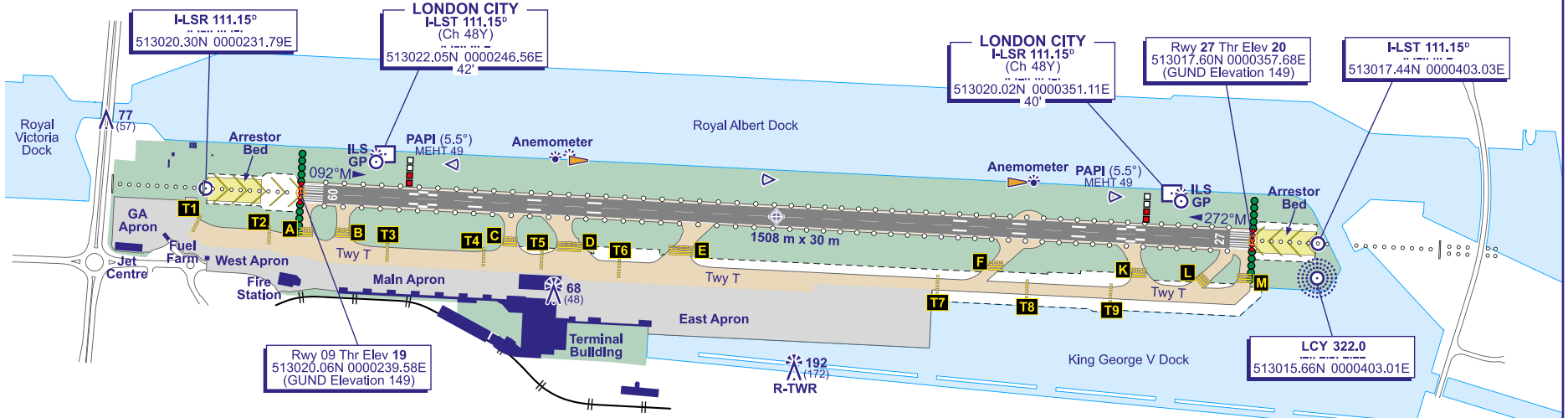
| |
|---|
| **GUND** (Geoid Undulation) = The height of the geoid (MSL) above the ference elipsoid (WGS 84) at the stated position. |
| ARINGS ARE MAGNETIC<br>EVATIONS ARE IN FEET |
| EVATIONS IN FEET AMSL — **307**<br>IGHTS IN FEET ABOVE AD — (287) |

SCALE 1 : 10000 @ A4

100 0 100 200 300 m

500 0 500 1000 ft

| RUNWAY/TAXIWAY/APRON PHYSICAL CHARACTERISTICS | | | | |
|---|---|---|---|---|
| **RWY / TWY / APRON** | **SURFACE** | **PCN** | **PCR** | **ELEVATION** |
| RWY 09/27 | Grooved Asphalt | - | 318/F/C/W/U | - |
| TWY T (Between T1-A) | Concrete | - | 285/R/C/Y/U | - |
| TWY T (Between A-D) | Concrete | - | 440/R/B/W/T | - |
| TWY T (Between Twy D-M) | Concrete | - | - | - |
| Main Apron | *See AD 2-EGLC-2-2* | | | |
| East Apron | | | | |




| COM | | |
|---|---|---|
| ATIS | 136.355 | CITY INFORMATION |
| TWR | 118.080 | CITY TOWER |
| | 121.830 (GMC) | CITY GROUND |
| | 129.455 | (as directed by ATC) |
| | 121.600 | CITY FIRE |
| **LIGHTING** | | |
| APCH 09 | HI 297 m C/L with 2 Bar. | |
| APCH 27 | HI 397 m C/L with 1 Bar. | |
| THR 09 | HI elev green with HI green W Bar. | |
| THR 27 | HI flush green with HI green W Bar. | |
| RWY 09 | HI coded C/L. HI TDZ 477 m.<br>HI bi-d edge (last 480 m yellow). End lights Red.<br>Blue edge on turning area. | |
| RWY 27 | HI coded C/L. HI TDZ 475 m.<br>HI bi-d edge (last 480 m yellow). End lights Red.<br>Blue edge on turning area. | |
| TWY | C/L green. Edge blue on curves. Intermediate holds amber.<br>Stop Bars red and co-located with RWY guard lights at access TWYs. | |

# AIRCRAFT PARKING/DOCKING CHART - ICAO

ARP 513019N 0000319E

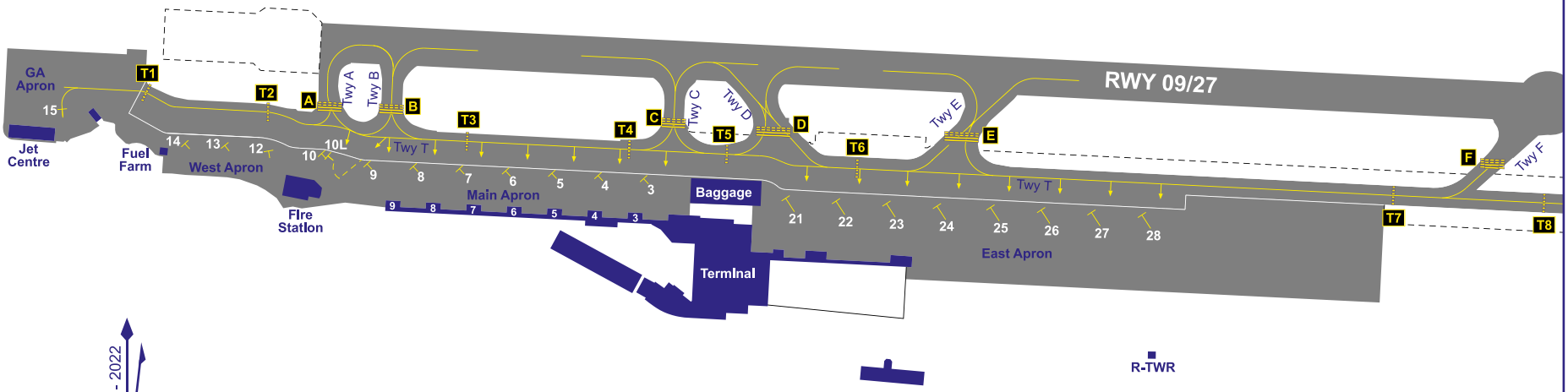
AD ELEV 20 ft

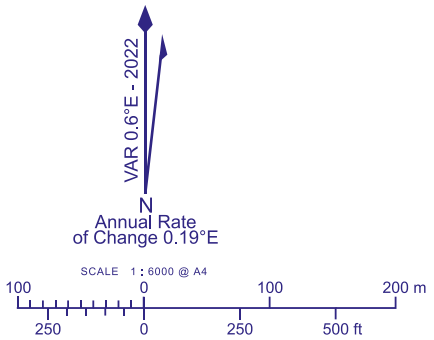
## LONDON CITY
EGLC

AERO INFO DATE 09 DEC 24

| STAND | COORDINATES | STAND | COORDINATES |
|---|---|---|---|
| 3 | 513015.89N 0000255.30E | 21 | 513015.29N 0000302.23E |
| 4 | 513015.99N 0000253.08E | 22 | 513015.20N 0000304.68E |
| 5 | 513016.06N 0000250.83E | 23 | 513015.13N 0000307.14E |
| 6 | 513016.13N 0000248.58E | 24 | 513015.05N 0000309.60E |
| 7 | 513016.20N 0000246.32E | 25 | 513015.01N 0000312.21E |
| 8 | 513016.27N 0000244.07E | 26 | 513014.93N 0000314.68E |
| 9 | 513016.34N 0000241.82E | 27 | 513014.85N 0000317.13E |
| 10 | 513016.66N 0000239.60E | 28 | 513014.78N 0000319.59E |
| 10L | To be surveyed | | |
| 12 | 513016.74N 0000237.02E | | |
| 13 | 513016.91N 0000234.88E | | |
| 14 | 513016.97N 0000232.94E | | |
| 15 | 513018.02N 0000226.95E | | |

| COM | | |
|---|---|---|
| ATIS | 136.355 | CITY INFORMATION |
| TWR | 118.080 | CITY TOWER |
| | 121.830 (GMC) | CITY GROUND |
| | 129.455 | (as directed by ATC) |
| | 121.600 | CITY FIRE |

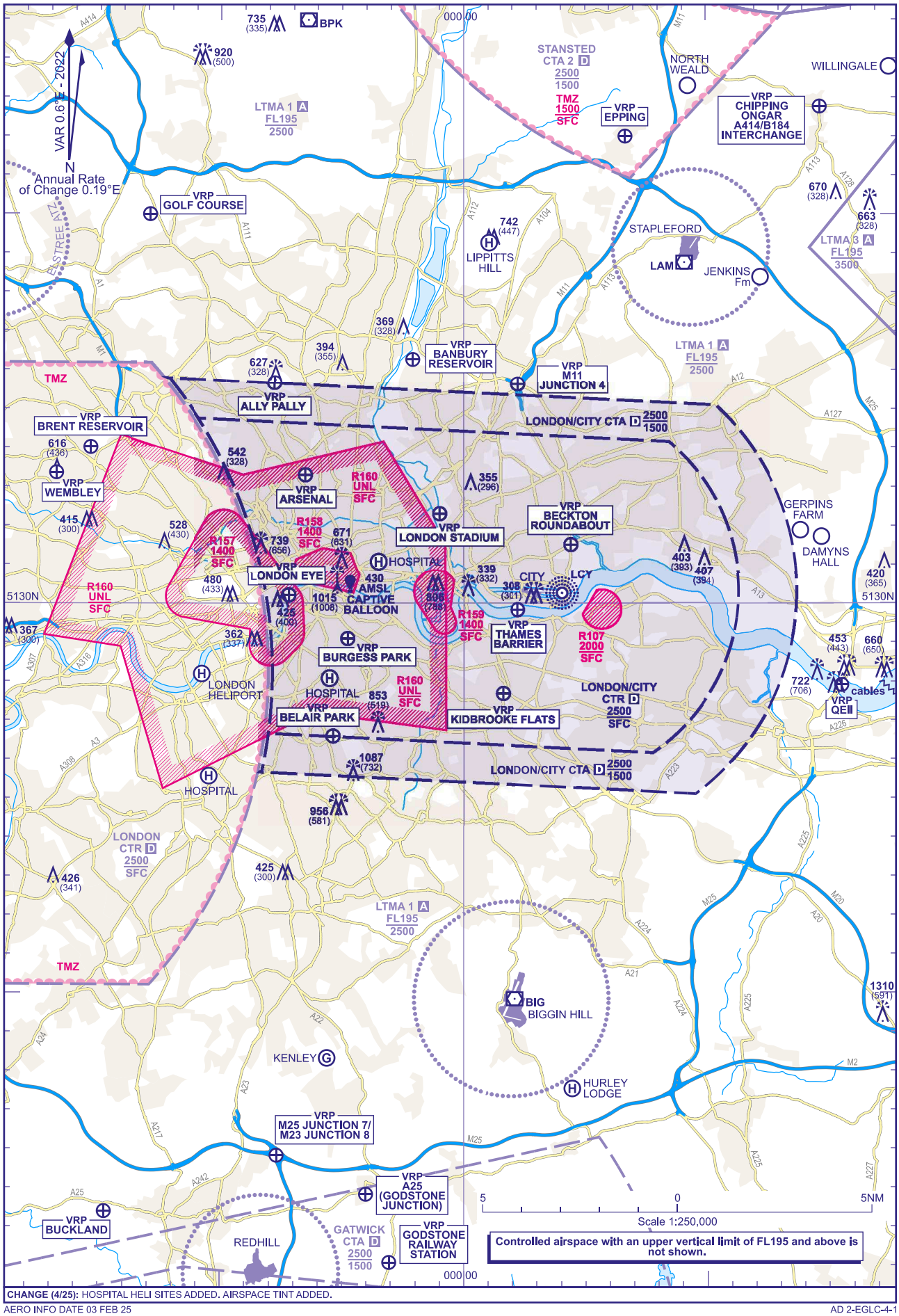



| RUNWAY/TAXIWAY/APRON PHYSICAL CHARACTERISTICS | | | | |
|---|---|---|---|---|
| RWY / TWY / APRON | SURFACE | PCN | PCR | ELEVATION |
| Main Apron (3-9) | Concrete | - | 285/R/C/Y/U | 17 ft amsl |
| Main Apron (10) | Concrete | - | 387/R/C/Y/U | - |
| East Apron | Concrete | - | - | - |
| RWY | *See AD 2-EGLC-2-1* | | | |
| TWY (All) | | | | |

**CHANGE (2/25):** NEW SPECIFICATION.

# CONTROL ZONE AND CONTROL AREA CHART — LONDON CITY




**CHANGE (4/25):** HOSPITAL HELI SITES ADDED. AIRSPACE TINT ADDED.

AERO INFO DATE 03 FEB 25

AD 2-EGLC-4-1

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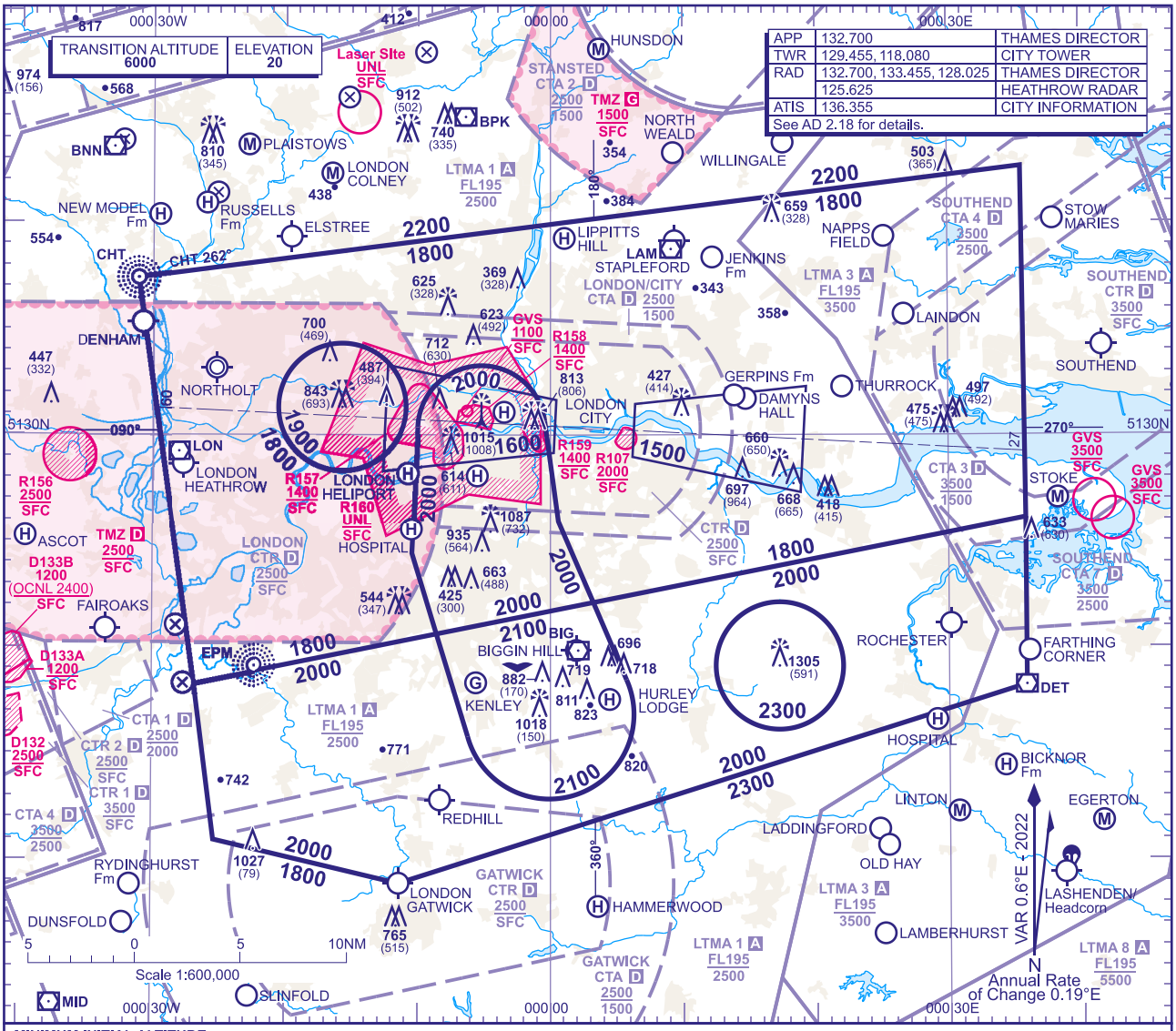
# ATC SURVEILLANCE MINIMUM ALTITUDE CHART - ICAO

BEARINGS, TRACKS AND RADIALS ARE MAGNETIC
ELEVATIONS IN FEET AMSL 1305
ELEVATIONS IN FEET AGL (591)

## LONDON CITY




**MINIMUM INITIAL ALTITUDE**

Within the ATC Surveillance Minimum Altitude area the minimum initial altitude to be allocated by the approach surveillance controller is:

a) **2100** in the sector defined by the lateral limits; 512038N 0000835W - 512207N 0000314E - 511829N 0000545E thence clockwise by an arc of a circle radius 4NM centred on 511651N 0000005W to 511548N 0000613W - 512038N 0000835W.

b) **2000** in the sector defined by the lateral limits; 513022N 0001000W thence clockwise by an arc of a circle radius 3NM centred on 513016N 0000512W to 513040N 0000026W - 512556N 0000036E - 512207N 0000314E - 512038N 0000835W - 512426N 0001026W - 513022N 0001000W.

c) **2000** in the sector defined by the lateral limits; 511818N 0002650W - 512038N 0000835W - 511548N 0000613W thence anticlockwise by an arc of a circle radius 4NM centred on 511651N 0000005W to 511829N 0000545E - 512207N 0000314E - 512606N 0003549E - 511814N 0003550E - 510853N 0001125W - 511056N 0002519W - 511818N 0002650W, except within 3NM radius circle enclosing the Wrotham Mast (511914N 0001714E) where the minimum altitude is **2300**.

d) **1900** in the sector defined by the lateral limits; a circle radius 3NM centred on 513119N 0001542W.

e) **1800** in the sector defined by the lateral limits; 513723N 0003108W - 514239N 0003533E - 512606N 0003549E - 512207N 0000314E - 512556N 0000036E - 513040N 0000026W thence anticlockwise by an arc of a circle radius 3NM centred on 513016N 0000512W to 513022N 0001000W - 512426N 0001026W - 512038N 0000835W - 511818N 0002650W - 513723N 0003108W.

**OUTSIDE THE DESIGNATED ATC SURVEILLANCE MINIMUM ALTITUDE AREA**

The minimum altitude to be allocated by the approach surveillance controller will be either the Minimum Sector Altitude, or **1000** above any fixed obstacles:

a) within 5NM of the aircraft*, and

b) within the sector 15NM ahead of and within 20° either side of the aircraft's track*.

*When the aircraft is within 15NM of the radar antennae, the 5NM in a) and the 15NM in b) may be reduced to 3NM and 10NM respectively.

**LOSS OF COMMUNICATION PROCEDURES**

**Initial Approach**

Continue visually (remaining outside the London CTR) or by means of an appropriate final approach aid. If not possible proceed at 2000FT, to **LCY NDB(L)**†.

**Intermediate and Final Approach**

Continue visually or by means of an appropriate final approach aid. If not possible follow the Missed Approach Procedure to **LCY NDB(L)**†.

†In all cases where the aircraft returns to the holding facility the procedure to be adopted is the Radio Failure Procedure detailed at ENR 1.1.3.4.

**GENERAL INFORMATION**

1. Levels shown are based on QNH.
2. Only significant obstacles and dominant spot heights are shown.
3. The minimum levels shown within the ATC Surveillance Minimum Altitude Area are in conformance with the Standard European Rules of the Air - SERA.5015.
4. Minimum Sector Altitudes are based on obstacles and spot heights within 25NM of the Aerodrome Reference Point.
5. Controlled airspace with a base in excess of **5000** or FL55, as appropriate, is not shown.
6. 913FT vertical separation approved against the Crystal Palace mast to meet ATS operational requirements.
7. **This chart may only be used for cross-checking of altitudes assigned when in receipt of an ATC Surveillance service.**
8. **When vectoring an aircraft within the Final Approach Vectoring Area descent clearance below the SMAA to the FAVA altitude may only be issued if the aircraft is either established on the final approach track or on an intercept of 40° or less, and in the case of Instrument approaches other than SRA is cleared to intercept the final approach track.**
9. Detailed description of FIR, UIR, CTA and TMA see ENR 2.1.
10. Detailed description of ATS airspace organized at the aerodrome see AD 2.17.

**CHANGE (4/25):** HOSPITAL HELI SITES ADDED.

AERO INFO DATE 05 FEB 24

AD 2-EGLC-5-1

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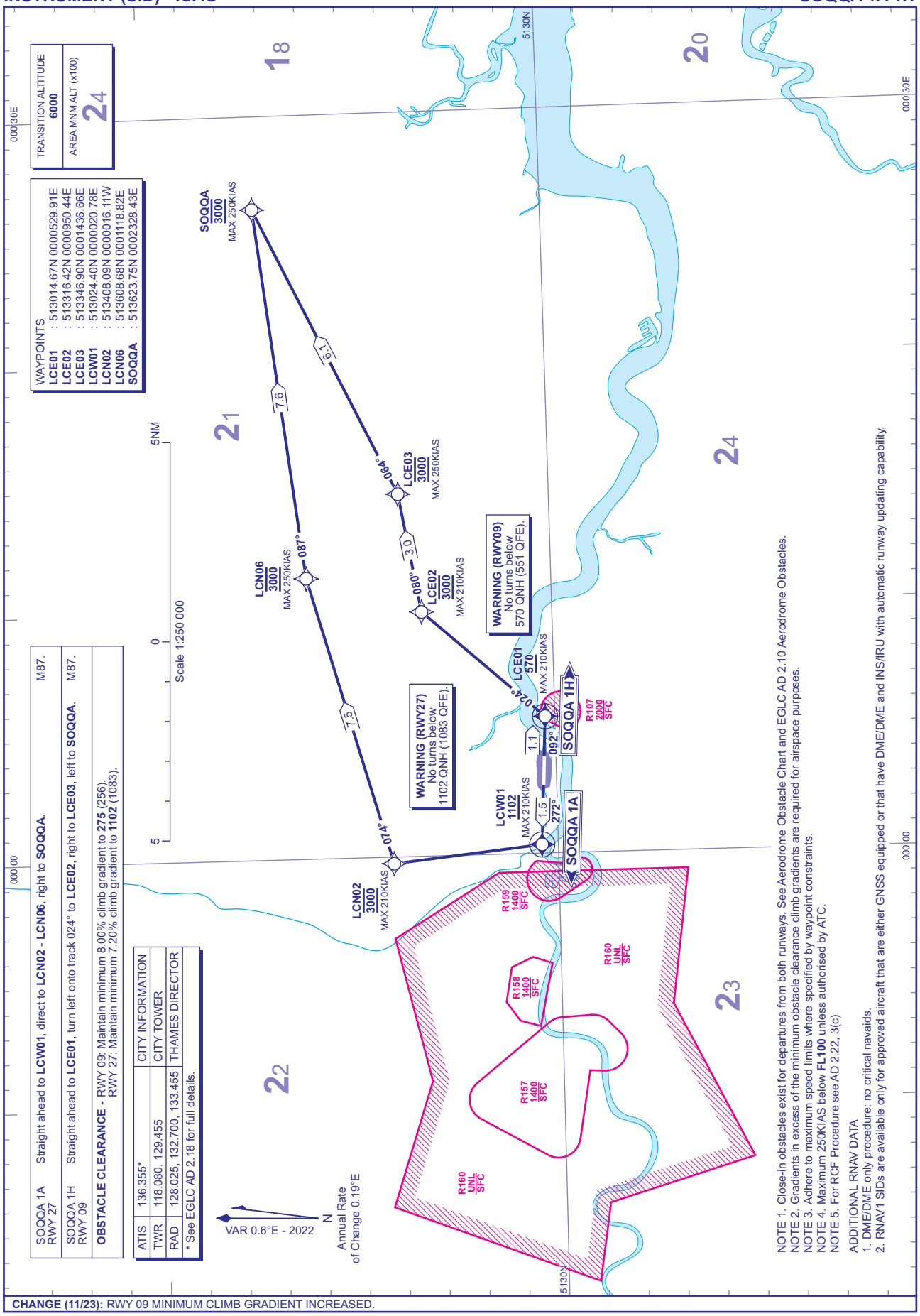
# RNAV1 (DME/DME or GNSS) STANDARD DEPARTURE CHART - INSTRUMENT (SID) - ICAO

DISTANCES IN NAUTICAL MILES
TRACKS ARE MAGNETIC
ALTITUDES AND ELEVATIONS ARE IN FEET

## LONDON CITY
RWY 09/27
**SOQQA 1A 1H**




**CHANGE (11/23):** RWY 09 MINIMUM CLIMB GRADIENT INCREASED.

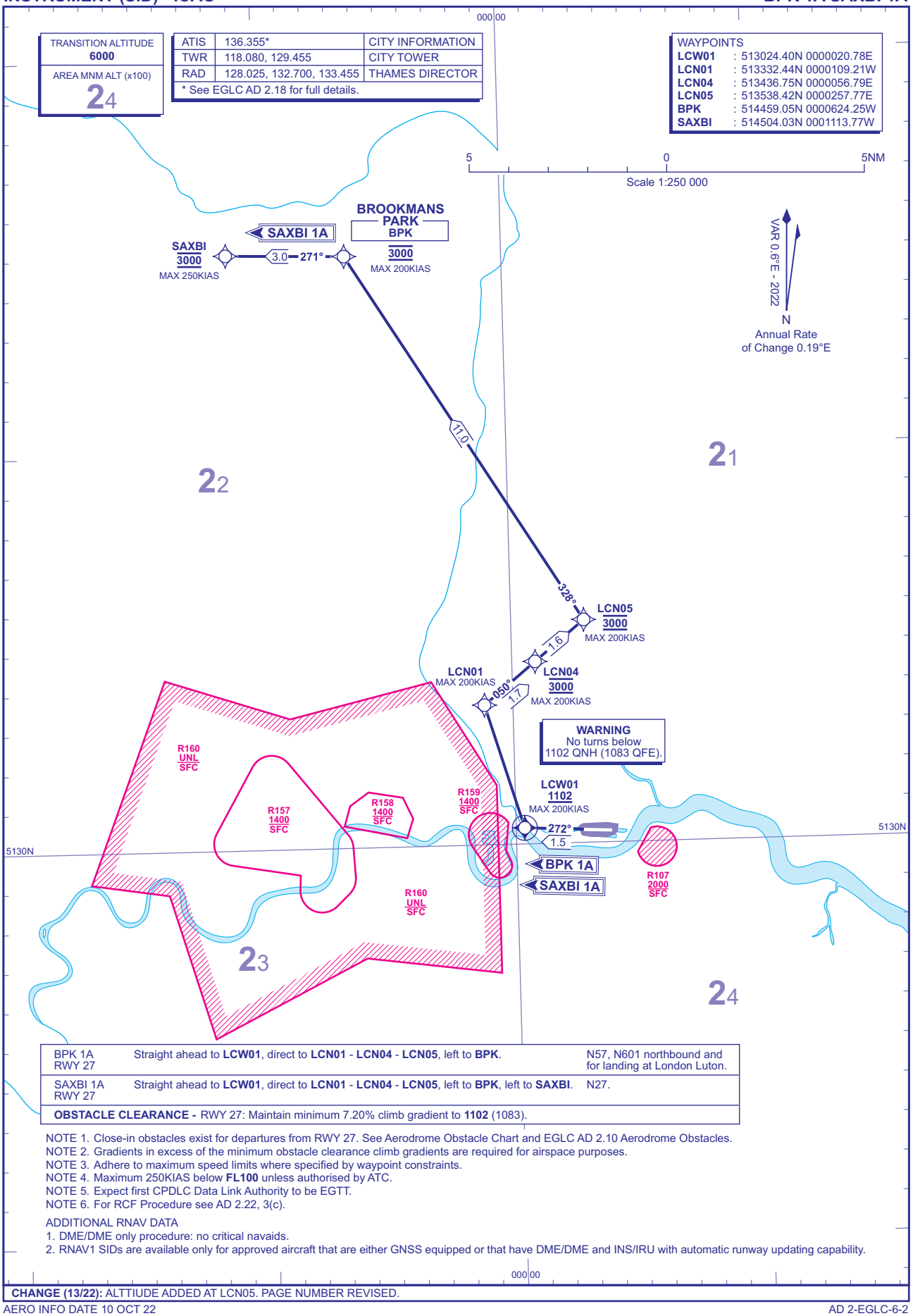
AERO INFO DATE 11 AUG 23

AD 2-EGLC-6-1

# RNAV1 (DME/DME or GNSS) STANDARD DEPARTURE CHART - INSTRUMENT (SID) - ICAO

DISTANCES IN NAUTICAL MILES
TRACKS ARE MAGNETIC
ALTITUDES AND ELEVATIONS ARE IN FEET

## LONDON CITY
RWY 27
**BPK 1A SAXBI 1A**




| | | |
|---|---|---|
| BPK 1A RWY 27 | Straight ahead to **LCW01**, direct to **LCN01** - **LCN04** - **LCN05**, left to **BPK**. | N57, N601 northbound and for landing at London Luton. |
| SAXBI 1A RWY 27 | Straight ahead to **LCW01**, direct to **LCN01** - **LCN04** - **LCN05**, left to **BPK**, left to **SAXBI**. | N27. |
| **OBSTACLE CLEARANCE -** RWY 27: Maintain minimum 7.20% climb gradient to **1102** (1083). | | |

NOTE 1. Close-in obstacles exist for departures from RWY 27. See Aerodrome Obstacle Chart and EGLC AD 2.10 Aerodrome Obstacles.
NOTE 2. Gradients in excess of the minimum obstacle clearance climb gradients are required for airspace purposes.
NOTE 3. Adhere to maximum speed limits where specified by waypoint constraints.
NOTE 4. Maximum 250KIAS below **FL100** unless authorised by ATC.
NOTE 5. Expect first CPDLC Data Link Authority to be EGTT.
NOTE 6. For RCF Procedure see AD 2.22, 3(c).

ADDITIONAL RNAV DATA
1. DME/DME only procedure: no critical navaids.
2. RNAV1 SIDs are available only for approved aircraft that are either GNSS equipped or that have DME/DME and INS/IRU with automatic runway updating capability.

000 00

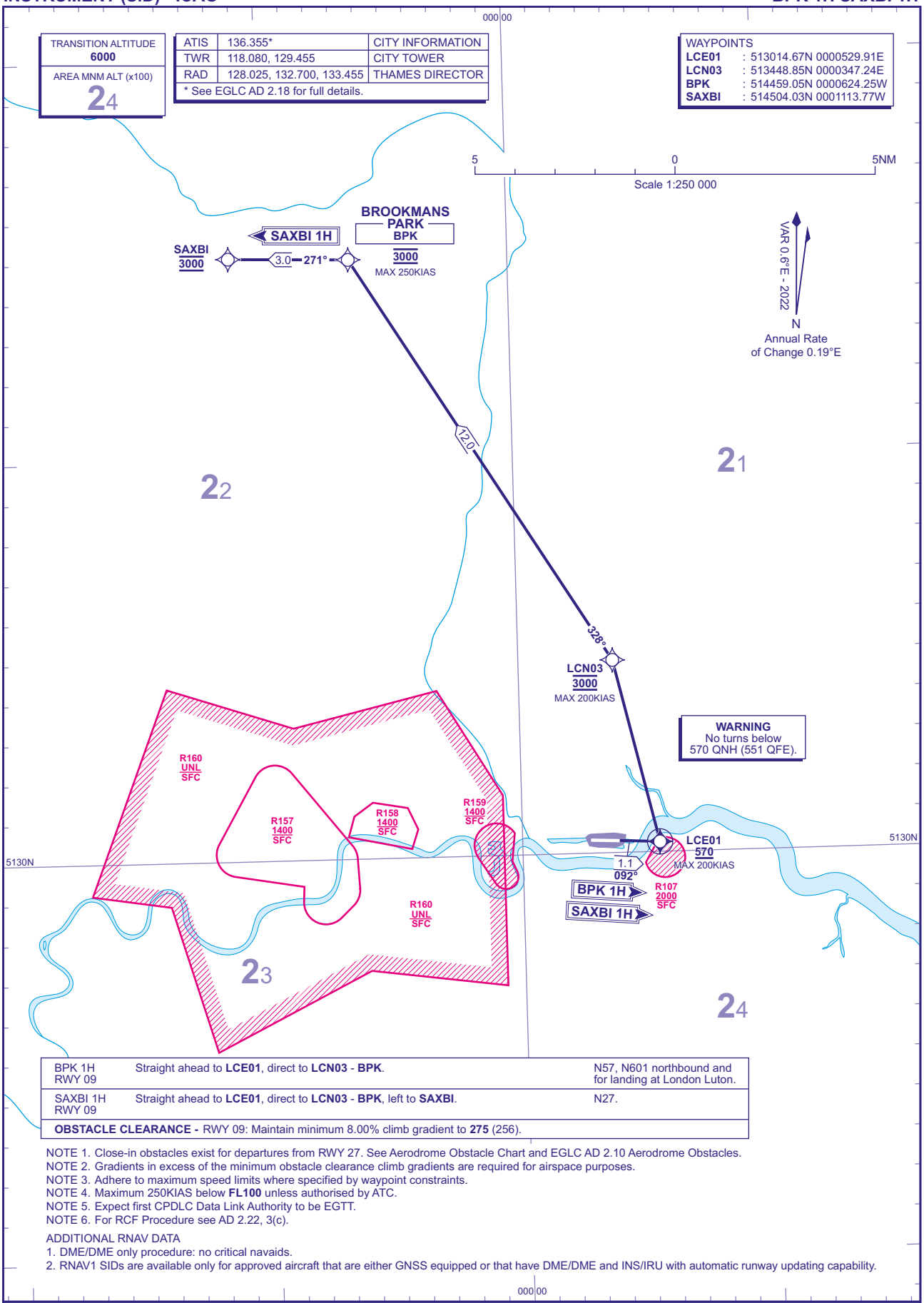
**CHANGE (13/22):** ALTTIUDE ADDED AT LCN05. PAGE NUMBER REVISED.

AERO INFO DATE 10 OCT 22

# RNAV1 (DME/DME or GNSS) STANDARD DEPARTURE CHART - INSTRUMENT (SID) - ICAO

DISTANCES IN NAUTICAL MILES
TRACKS ARE MAGNETIC
ALTITUDES AND ELEVATIONS ARE IN FEET

## LONDON CITY
RWY 09
**BPK 1H SAXBI 1H**




| | | |
|---|---|---|
| BPK 1H<br>RWY 09 | Straight ahead to **LCE01**, direct to **LCN03** - **BPK**. | N57, N601 northbound and for landing at London Luton. |
| SAXBI 1H<br>RWY 09 | Straight ahead to **LCE01**, direct to **LCN03** - **BPK**, left to **SAXBI**. | N27. |
| **OBSTACLE CLEARANCE -** RWY 09: Maintain minimum 8.00% climb gradient to **275** (256). | | |

NOTE 1. Close-in obstacles exist for departures from RWY 27. See Aerodrome Obstacle Chart and EGLC AD 2.10 Aerodrome Obstacles.
NOTE 2. Gradients in excess of the minimum obstacle clearance climb gradients are required for airspace purposes.
NOTE 3. Adhere to maximum speed limits where specified by waypoint constraints.
NOTE 4. Maximum 250KIAS below **FL100** unless authorised by ATC.
NOTE 5. Expect first CPDLC Data Link Authority to be EGTT.
NOTE 6. For RCF Procedure see AD 2.22, 3(c).

ADDITIONAL RNAV DATA
1. DME/DME only procedure: no critical navaids.
2. RNAV1 SIDs are available only for approved aircraft that are either GNSS equipped or that have DME/DME and INS/IRU with automatic runway updating capability.

000 00

**CHANGE (11/23):** MINIMUM CLIMB GRADIENT INCREASED.

AERO INFO DATE 11 AUG 23

AD 2-EGLC-6-3

# RNAV1 (DME/DME or GNSS) STANDARD DEPARTURE CHART - INSTRUMENT (SID) - ICAO

DISTANCES IN NAUTICAL MILES
TRACKS ARE MAGNETIC
ALTITUDES AND ELEVATIONS ARE IN FEET

**LONDON CITY**
RWY 09/27
**ODUKU 1A 1H**

| | |
|---|---|
| TRANSITION ALTITUDE | **6000** |
| AREA MNM ALT (x100) | **24** |

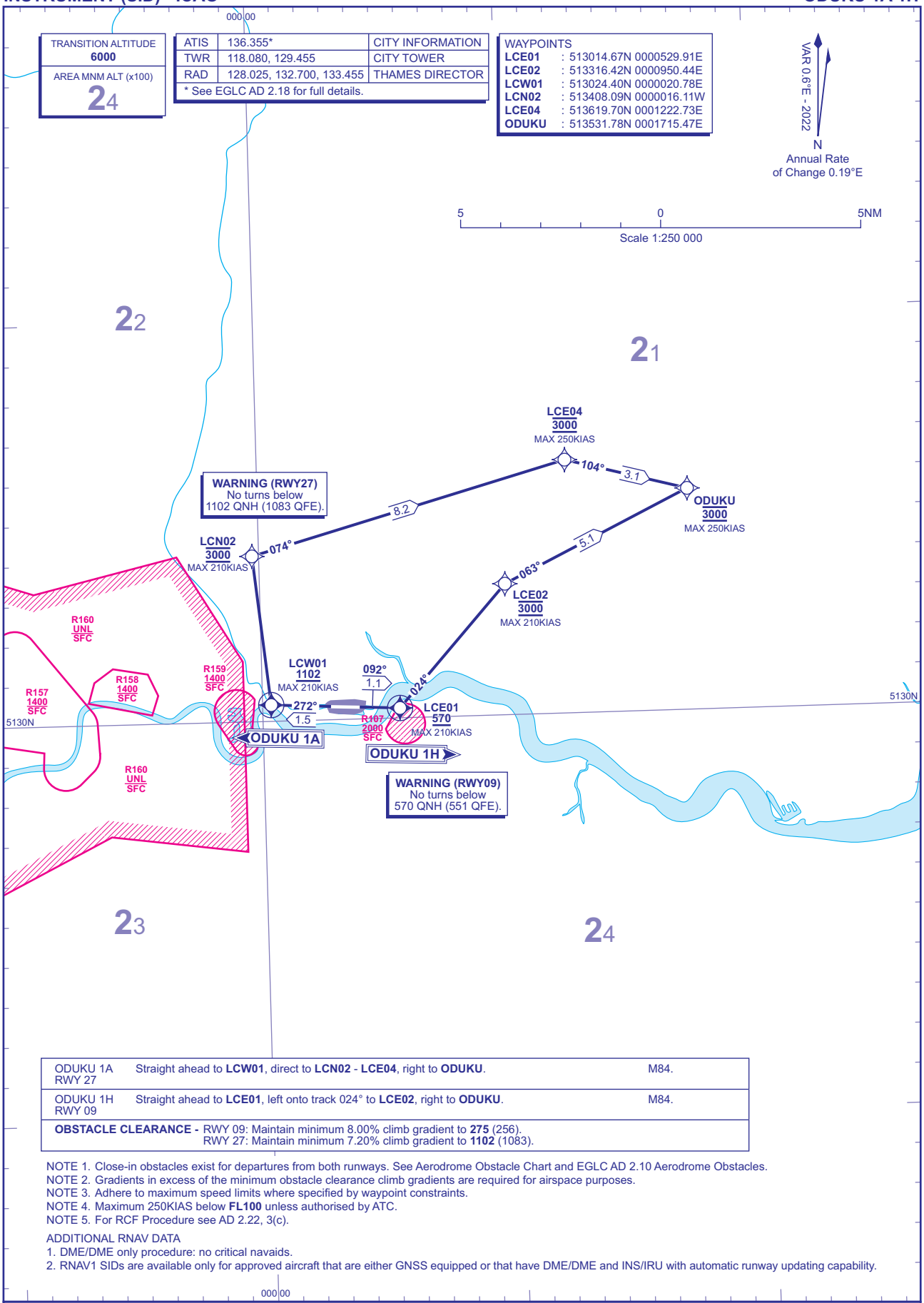
| | | |
|---|---|---|
| ATIS | 136.355* | CITY INFORMATION |
| TWR | 118.080, 129.455 | CITY TOWER |
| RAD | 128.025, 132.700, 133.455 | THAMES DIRECTOR |

* See EGLC AD 2.18 for full details.

WAYPOINTS
**LCE01** : 513014.67N 0000529.91E
**LCE02** : 513316.42N 0000950.44E
**LCW01** : 513024.40N 0000020.78E
**LCN02** : 513408.09N 0000016.11W
**LCE04** : 513619.70N 0001222.73E
**ODUKU** : 513531.78N 0001715.47E

VAR 0.6°E - 2022
N
Annual Rate of Change 0.19°E

5 0 5NM
Scale 1:250 000




| | | |
|---|---|---|
| ODUKU 1A<br>RWY 27 | Straight ahead to **LCW01**, direct to **LCN02** - **LCE04**, right to **ODUKU**. | M84. |
| ODUKU 1H<br>RWY 09 | Straight ahead to **LCE01**, left onto track 024° to **LCE02**, right to **ODUKU**. | M84. |
| **OBSTACLE CLEARANCE -** | RWY 09: Maintain minimum 8.00% climb gradient to **275** (256).<br>RWY 27: Maintain minimum 7.20% climb gradient to **1102** (1083). | |

NOTE 1. Close-in obstacles exist for departures from both runways. See Aerodrome Obstacle Chart and EGLC AD 2.10 Aerodrome Obstacles.
NOTE 2. Gradients in excess of the minimum obstacle clearance climb gradients are required for airspace purposes.
NOTE 3. Adhere to maximum speed limits where specified by waypoint constraints.
NOTE 4. Maximum 250KIAS below **FL100** unless authorised by ATC.
NOTE 5. For RCF Procedure see AD 2.22, 3(c).

ADDITIONAL RNAV DATA
1. DME/DME only procedure: no critical navaids.
2. RNAV1 SIDs are available only for approved aircraft that are either GNSS equipped or that have DME/DME and INS/IRU with automatic runway updating capability.

**CHANGE (11/23):** RWY 09 MINIMUM CLIMB GRADIENT INCREASED.

AERO INFO DATE 11 AUG 23
AD 2-EGLC-6-4

# Standard Instrument Departure Coding Tables

**London City Runway 09 SOQQA 1H**

| Designator | Sequence Number | Path Term-inator | Waypoint Name | Waypoint Co-ordinates | Fly-over | Course/ Track °M (°T) | Magnetic Variation | Distance (NM) | Turn Direction | Level Constraint | Speed Constraint | Navigation Performance |
|---|---|---|---|---|---|---|---|---|---|---|---|---|
| SOQQA 1H | 001 | CF | LCE01 | 513014.67N 0000529.91E | Y | 092° (092.9°) | 0.6 | 1.1 | LEFT | +570 | -210 | RNAV1 |
| SOQQA 1H | 002 | CF | LCE02 | 513316.42N 0000950.44E | N | 024° (024.8°) | 0.6 | - | RIGHT | 3000 | -210 | RNAV1 |
| SOQQA 1H | 003 | TF | LCE03 | 513346.90N 0001436.66E | N | 080° (080.3°) | 0.6 | 3.0 | LEFT | 3000 | -250 | RNAV1 |
| SOQQA 1H | 004 | TF | SOQQA | 513623.75N 0002328.43E | N | 064° (064.6°) | 0.6 | 6.1 | - | 3000 | -250 | RNAV1 |

**London City Runway 27 SOQQA 1A**

| Designator | Sequence Number | Path Term-inator | Waypoint Name | Waypoint Co-ordinates | Fly-over | Course/ Track °M (°T) | Magnetic Variation | Distance (NM) | Turn Direction | Level Constraint | Speed Constraint | Navigation Performance |
|---|---|---|---|---|---|---|---|---|---|---|---|---|
| SOQQA 1A | 001 | CF | LCW01 | 513024.40N 0000020.78E | Y | 272° (272.9°) | 0.6 | 1.5 | RIGHT | +1102 | -210 | RNAV1 |
| SOQQA1A | 002 | DF | LCN02 | 513408.09N 0000016.11W | N | - | 0.6 | - | - | 3000 | -210 | RNAV1 |
| SOQQA 1A | 003 | TF | LCN06 | 513608.68N 0001118.82E | N | 074° (074.4°) | 0.6 | 7.5 | RIGHT | 3000 | -250 | RNAV1 |
| SOQQA 1A | 004 | TF | SOQQA | 513623.75N 0002328.43E | N | 087° (088.0°) | 0.6 | 7.6 | - | 3000 | -250 | RNAV1 |

**CHANGE (13/22):** PAGE NUMBER REVISED.
AERO INFO DATE 10 OCT 22

# Standard Instrument Departure Coding Tables

**London City Runway 27 BPK 1A**

| Designator | Sequence Number | Path Term-inator | Waypoint Name | Waypoint Co-ordinates | Fly-over | Course/ Track °M (°T) | Magnetic Variation | Distance (NM) | Turn Direction | Level Constraint | Speed Constraint | Navigation Performance |
|---|---|---|---|---|---|---|---|---|---|---|---|---|
| BPK 1A | 001 | CF | LCW01 | 513024.40N 0000020.78E | Y | 272° (272.9°) | 0.6 | 1.5 | RIGHT | +1102 | -200 | RNAV1 |
| BPK 1A | 002 | DF | LCN01 | 513332.44N 0000109.21W | N | - | 0.6 | - | - | - | -200 | RNAV1 |
| BPK 1A | 003 | TF | LCN04 | 513436.75N 0000056.79E | N | 050° (050.7°) | 0.6 | 1.7 | - | 3000 | -200 | RNAV1 |
| BPK 1A | 004 | TF | LCN05 | 513538.42N 0000257.77E | N | 050° (050.7°) | 0.6 | 1.6 | LEFT | 3000 | -200 | RNAV1 |
| BPK 1A | 005 | TF | BPK | 514459.05N 0000624.25W | N | 328° (328.1°) | 0.6 | 11.0 | - | 3000 | -200 | RNAV1 |

**London City Runway 27 SAXBI 1A**

| Designator | Sequence Number | Path Term-inator | Waypoint Name | Waypoint Co-ordinates | Fly-over | Course/ Track °M (°T) | Magnetic Variation | Distance (NM) | Turn Direction | Level Constraint | Speed Constraint | Navigation Performance |
|---|---|---|---|---|---|---|---|---|---|---|---|---|
| SAXBI 1A | 001 | CF | LCW01 | 513024.40N 0000020.78E | Y | 272° (272.9°) | 0.6 | 1.5 | RIGHT | +1102 | -200 | RNAV1 |
| SAXBI 1A | 002 | DF | LCN01 | 513332.44N 0000109.21W | N | - | 0.6 | - | - | - | -200 | RNAV1 |
| SAXBI 1A | 003 | TF | LCN04 | 513436.75N 0000056.79E | N | 050° (050.7°) | 0.6 | 1.7 | - | 3000 | -200 | RNAV1 |
| SAXBI 1A | 004 | TF | LCN05 | 513538.42N 0000257.77E | N | 050° (050.7°) | 0.6 | 1.6 | LEFT | 3000 | -200 | RNAV1 |
| SAXBI 1A | 005 | TF | BPK | 514459.05N 0000624.25W | N | 328° (328.1°) | 0.6 | 11.0 | LEFT | 3000 | -200 | RNAV1 |
| SAXBI 1A | 006 | TF | SAXBI | 514504.03N 0001113.77W | N | 271° (271.6°) | 0.6 | 3.0 | - | 3000 | -250 | RNAV1 |

**CHANGE (13/22):** PAGE NUMBER REVISED.
AERO INFO DATE 10 OCT 22

# Standard Instrument Departure Coding Tables

**London City Runway 09 BPK 1H**

| Designator | Sequence Number | Path Term-inator | Waypoint Name | Waypoint Co-ordinates | Fly-over | Course/ Track °M (°T) | Magnetic Variation | Distance (NM) | Turn Direction | Level Constraint | Speed Constraint | Navigation Performance |
|---|---|---|---|---|---|---|---|---|---|---|---|---|
| BPK 1H | 001 | CF | LCE01 | 513014.67N 0000529.91E | Y | 092° (092.9°) | 0.6 | 1.1 | LEFT | +570 | -200 | RNAV1 |
| BPK 1H | 002 | DF | LCN03 | 513448.85N 0000347.24E | N | - | 0.6 | - | - | 3000 | -200 | RNAV1 |
| BPK 1H | 003 | TF | BPK | 514459.05N 0000624.25W | N | 328° (328.1°) | 0.6 | 12.0 | - | 3000 | -250 | RNAV1 |

**London City Runway 09 SAXBI 1H**

| Designator | Sequence Number | Path Term-inator | Waypoint Name | Waypoint Co-ordinates | Fly-over | Course/ Track °M (°T) | Magnetic Variation | Distance (NM) | Turn Direction | Level Constraint | Speed Constraint | Navigation Performance |
|---|---|---|---|---|---|---|---|---|---|---|---|---|
| SAXBI 1H | 001 | CF | LCE01 | 513014.67N 0000529.91E | Y | 092° (092.9°) | 0.6 | 1.1 | LEFT | +570 | -200 | RNAV1 |
| SAXBI 1H | 002 | DF | LCN03 | 513448.85N 0000347.24E | N | - | 0.6 | - | - | 3000 | -200 | RNAV1 |
| SAXBI 1H | 003 | TF | BPK | 514459.05N 0000624.25W | N | 328° (328.1°) | 0.6 | 12.0 | LEFT | 3000 | -250 | RNAV1 |
| SAXBI 1H | 004 | TF | SAXBI | 514504.03N 0001113.77W | N | 271° (271.6°) | 0.6 | 3.0 | - | 3000 | - | RNAV1 |

**CHANGE (13/22):** PAGE NUMBER REVISED.
AERO INFO DATE 10 OCT 22

# Standard Instrument Departure Coding Tables

**London City Runway 09 ODUKU 1H**

| Designator | Sequence Number | Path Term-inator | Waypoint Name | Waypoint Co-ordinates | Fly-over | Course/ Track °M (°T) | Magnetic Variation | Distance (NM) | Turn Direction | Level Constraint | Speed Constraint | Navigation Performance |
|---|---|---|---|---|---|---|---|---|---|---|---|---|
| ODUKU 1H | 001 | CF | LCE01 | 513014.67N 00000529.91E | Y | 092° (092.9°) | 0.6 | 1.1 | LEFT | +570 | -210 | RNAV1 |
| ODUKU 1H | 002 | CF | LCE02 | 513316.42N 0000950.44E | N | 024° (024.8°) | 0.6 | - | RIGHT | 3000 | -210 | RNAV1 |
| ODUKU 1H | 003 | TF | ODUKU | 513531.78N 0001715.47E | N | 063° (063.9°) | 0.6 | 5.1 | - | 3000 | -250 | RNAV1 |

**London City Runway 27 ODUKU 1A**

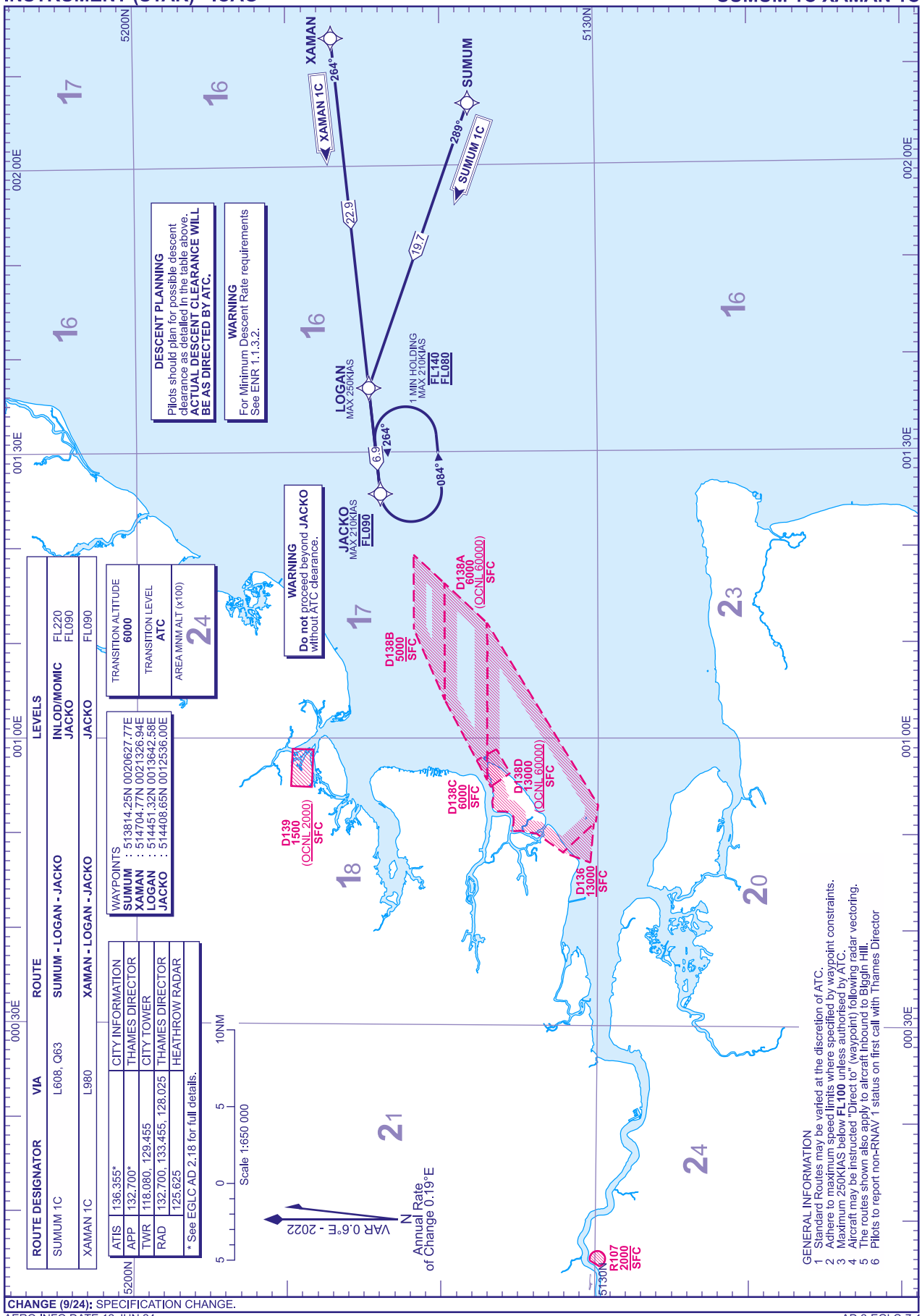
| Designator | Sequence Number | Path Term-inator | Waypoint Name | Waypoint Co-ordinates | Fly-over | Course/ Track °M (°T) | Magnetic Variation | Distance (NM) | Turn Direction | Level Constraint | Speed Constraint | Navigation Performance |
|---|---|---|---|---|---|---|---|---|---|---|---|---|
| ODUKU 1A | 001 | CF | LCW01 | 513024.40N 0000020.78E | Y | 272° (272.9°) | 0.6 | 1.5 | RIGHT | +1102 | -210 | RNAV1 |
| ODUKU 1A | 002 | DF | LCN02 | 513408.09N 0000016.11W | N | - | 0.6 | - | - | 3000 | -210 | RNAV1 |
| ODUKU 1A | 003 | TF | LCE04 | 513619.70N 0001222.73E | N | 074° (074.4°) | 0.6 | 8.2 | RIGHT | 3000 | -250 | RNAV1 |
| ODUKU 1A | 004 | TF | ODUKU | 513531.78N 0001715.47E | N | 104° (104.7°) | 0.6 | 3.1 | LEFT | 3000 | -250 | RNAV1 |

**CHANGE (13/22):** PAGE NUMBER REVISED.
AERO INFO DATE 10 OCT 22

# RNAV5 (VOR/DME, DME/DME or GNSS) STANDARD ARRIVAL CHART - INSTRUMENT (STAR) - ICAO

DISTANCES IN NAUTICAL MILES
TRACKS ARE MAGNETIC
ALTITUDES AND ELEVATIONS ARE IN FEET

## LONDON CITY
RWY 09/27
**SUMUM 1C XAMAN 1C**




**CHANGE (9/24):** SPECIFICATION CHANGE.

AERO INFO DATE 12 JUN 24

AD 2-EGLC-7-1

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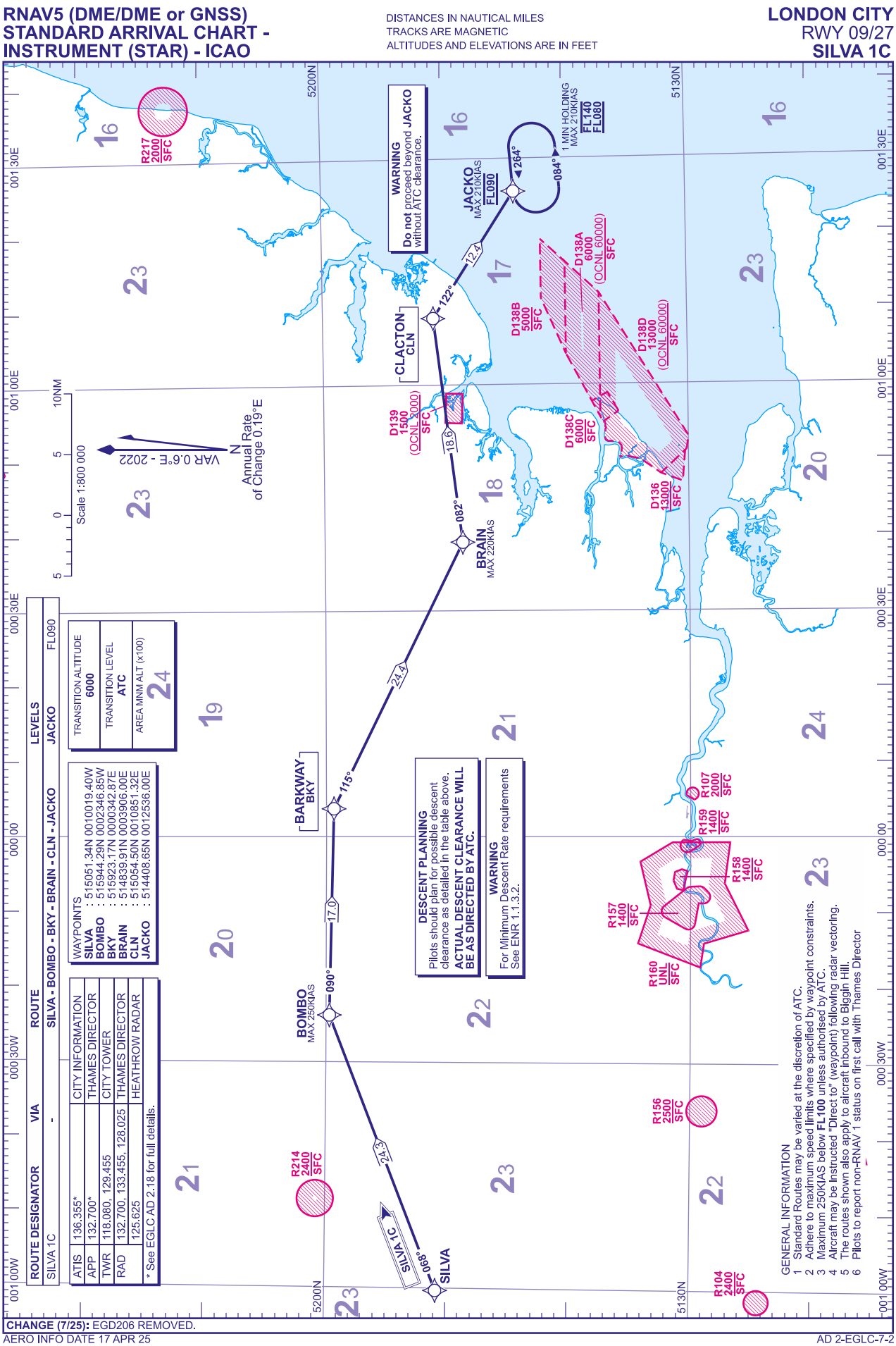
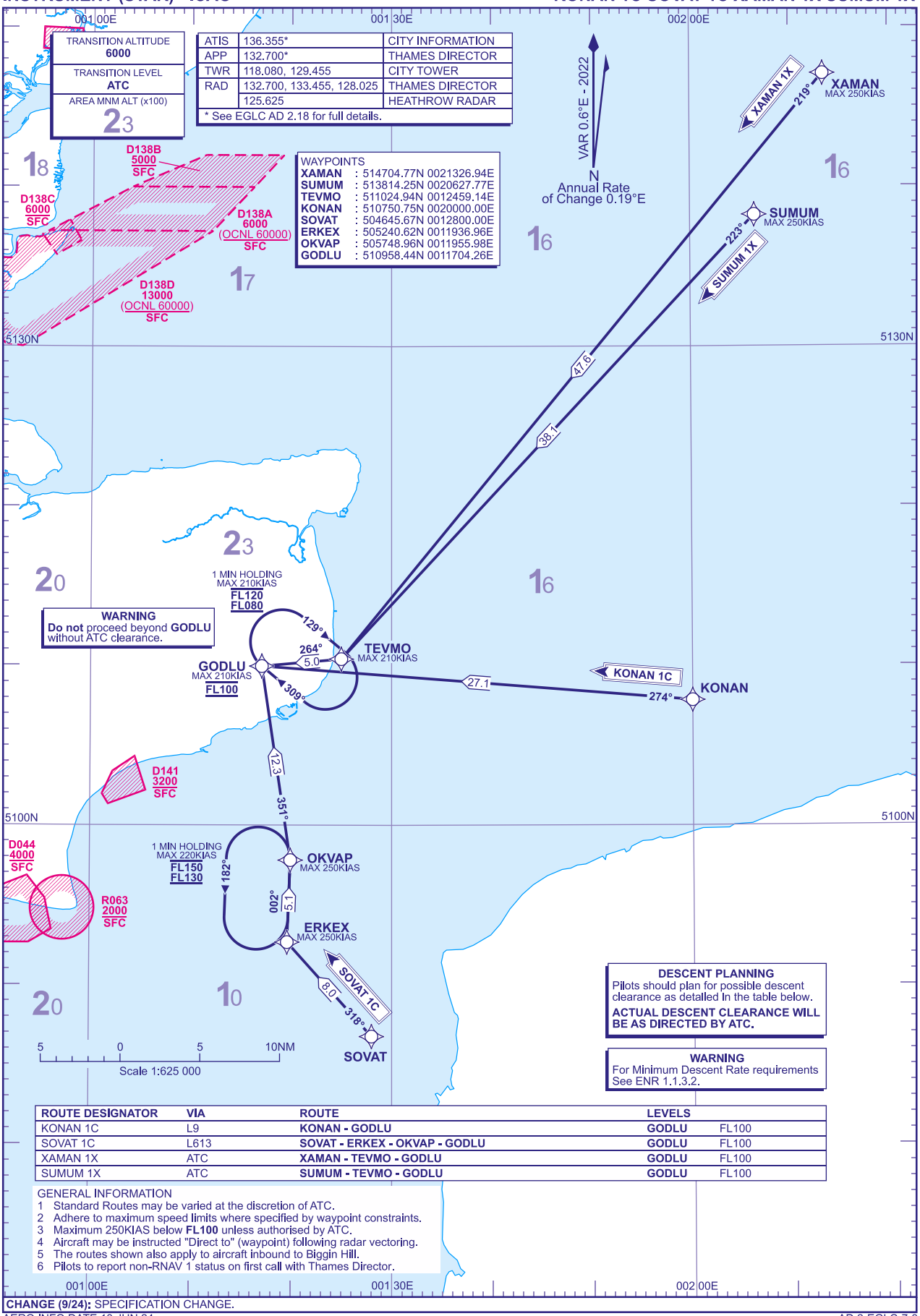

RNAV5 (DME/DME or GNSS)
STANDARD ARRIVAL CHART -
INSTRUMENT (STAR) - ICAO
DISTANCES IN NAUTICAL MILES
TRACKS ARE MAGNETIC
ALTITUDES AND ELEVATIONS ARE IN FEET
LONDON CITY
RWY 09/27
SILVA 1C
ROUTE DESIGNATOR | VIA | ROUTE | LEVELS
SILVA 1C | - | SILVA - BOMBO - BKY - BRAIN - CLN - JACKO | JACKO | FL090
ATIS 136.355*
APP 132.700*
TWR 118.080, 129.455
RAD 132.700, 133.455, 128.025
125.625
CITY INFORMATION
THAMES DIRECTOR
CITY TOWER
THAMES DIRECTOR
HEATHROW RADAR
* See EGLC AD 2.18 for full details.
WAYPOINTS
SILVA : 515051.34N 0010019.40W
BOMBO : 515944.29N 0002346.85W
BKY : 515923.17N 0000342.87E
BRAIN : 514839.91N 0003906.00E
CLN : 515054.50N 0010851.32E
JACKO : 514408.65N 0012536.00E
TRANSITION ALTITUDE 6000
TRANSITION LEVEL ATC
AREA MNM ALT (x100) 24
DESCENT PLANNING
Pilots should plan for possible descent clearance as detailed in the table above.
ACTUAL DESCENT CLEARANCE WILL BE AS DIRECTED BY ATC.
WARNING
For Minimum Descent Rate requirements See ENR 1.1.3.2.
WARNING
Do not proceed beyond JACKO without ATC clearance.
JACKO
MAX 210KIAS
FL090
1 MIN HOLDING
1 MIN 210KIAS
FL140
FL080
CLACTON
CLN
BRAIN
MAX 220KIAS
BARKWAY
BKY
BOMBO
MAX 250KIAS
SILVA
SILVA 1C
D139 1500 (OCNL 2000) SFC
D138B 5000 SFC
D138A 6000 (OCNL 60000) SFC
D138D 13000 (OCNL 60000) SFC
D138C 6000 SFC
D136 13000 SFC
R217 2000 SFC
R214 2400 SFC
R156 2500 SFC
R104 2400 SFC
R157 1400 SFC
R160 UNL SFC
R159 1400 SFC
R158 1400 SFC
R107 2000 SFC
GENERAL INFORMATION
1 Standard Routes may be varied at the discretion of ATC.
2 Adhere to maximum speed limits where specified by waypoint constraints.
3 Maximum 250KIAS below FL100 unless authorised by ATC.
4 Aircraft may be Instructed "Direct to" (waypoint) following radar vectoring.
5 The routes shown also apply to aircraft inbound to Biggin Hill.
6 Pilots to report non-RNAV 1 status on first call with Thames Director
Scale 1:800 000
VAR 0.6°E - 2022
Annual Rate of Change 0.19°E
CHANGE (7/25): EGD206 REMOVED.
AERO INFO DATE 17 APR 25
AD 2-EGLC-7-2

# RNAV5 (VOR/DME, DME/DME or GNSS) STANDARD ARRIVAL CHART - INSTRUMENT (STAR) - ICAO

DISTANCES IN NAUTICAL MILES
TRACKS ARE MAGNETIC
ALTITUDES AND ELEVATIONS ARE IN FEET

## LONDON CITY
RWY 09/27
## KONAN 1C SOVAT 1C XAMAN 1X SUMUM 1X




| ROUTE DESIGNATOR | VIA | ROUTE | LEVELS | |
|---|---|---|---|---|
| KONAN 1C | L9 | KONAN - GODLU | GODLU | FL100 |
| SOVAT 1C | L613 | SOVAT - ERKEX - OKVAP - GODLU | GODLU | FL100 |
| XAMAN 1X | ATC | XAMAN - TEVMO - GODLU | GODLU | FL100 |
| SUMUM 1X | ATC | SUMUM - TEVMO - GODLU | GODLU | FL100 |

GENERAL INFORMATION
1 Standard Routes may be varied at the discretion of ATC.
2 Adhere to maximum speed limits where specified by waypoint constraints.
3 Maximum 250KIAS below **FL100** unless authorised by ATC.
4 Aircraft may be instructed "Direct to" (waypoint) following radar vectoring.
5 The routes shown also apply to aircraft inbound to Biggin Hill.
6 Pilots to report non-RNAV 1 status on first call with Thames Director.

**CHANGE (9/24):** SPECIFICATION CHANGE.

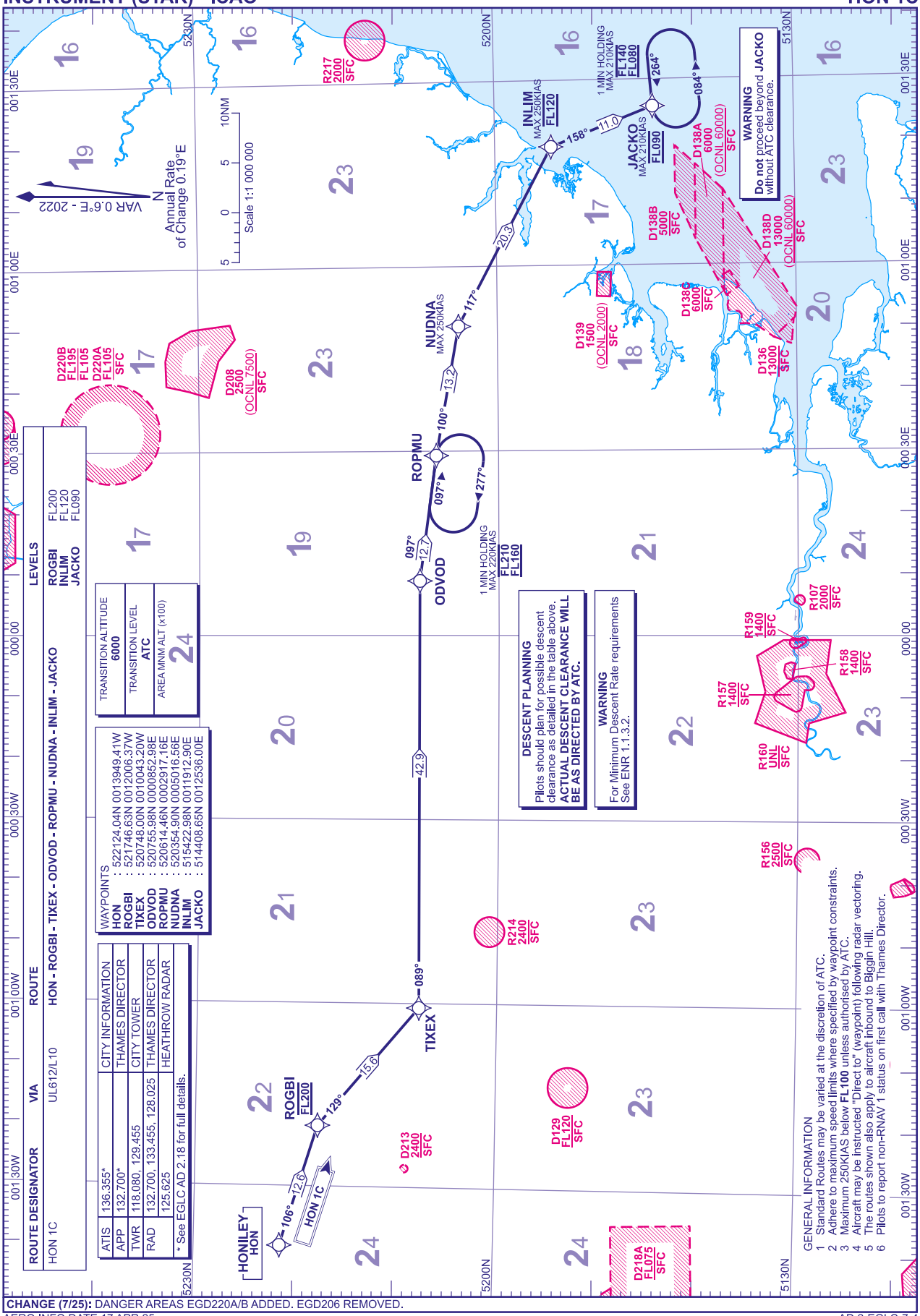
AERO INFO DATE 13 JUN 24

AD 2-EGLC-7-3

# RNAV5 (VOR/DME, DME/DME or GNSS) STANDARD ARRIVAL CHART - INSTRUMENT (STAR) - ICAO

DISTANCES IN NAUTICAL MILES
TRACKS ARE MAGNETIC
ALTITUDES AND ELEVATIONS ARE IN FEET

## LONDON CITY
RWY 09/27
**HON 1C**




**CHANGE (7/25):** DANGER AREAS EGD220A/B ADDED. EGD206 REMOVED.

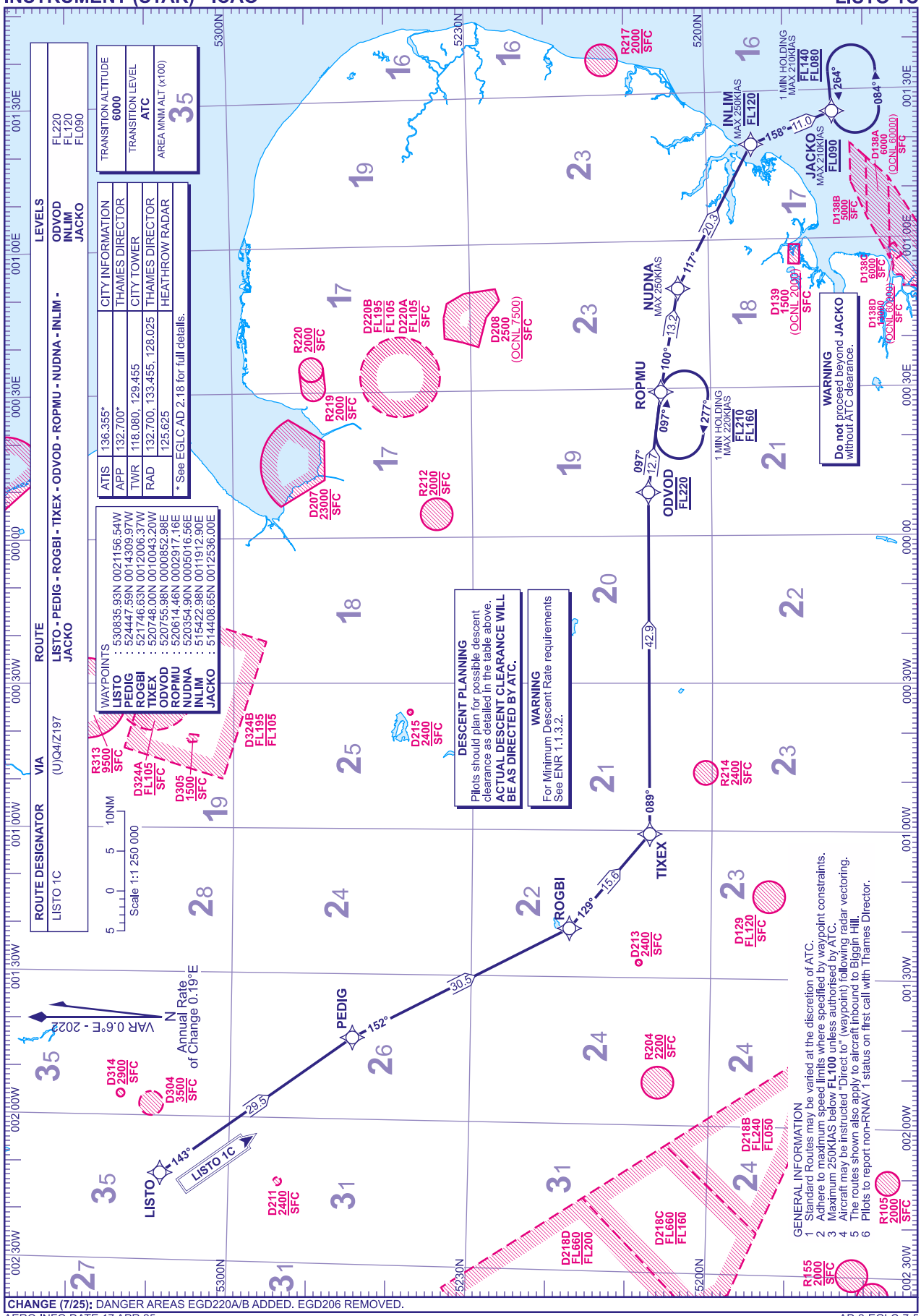
AERO INFO DATE 17 APR 25

AD 2-EGLC-7-4

# RNAV5 (VOR/DME, DME/DME or GNSS) STANDARD ARRIVAL CHART - INSTRUMENT (STAR) - ICAO

DISTANCES IN NAUTICAL MILES
TRACKS ARE MAGNETIC
ALTITUDES AND ELEVATIONS ARE IN FEET

# LONDON CITY
RWY 09/27
LISTO 1C



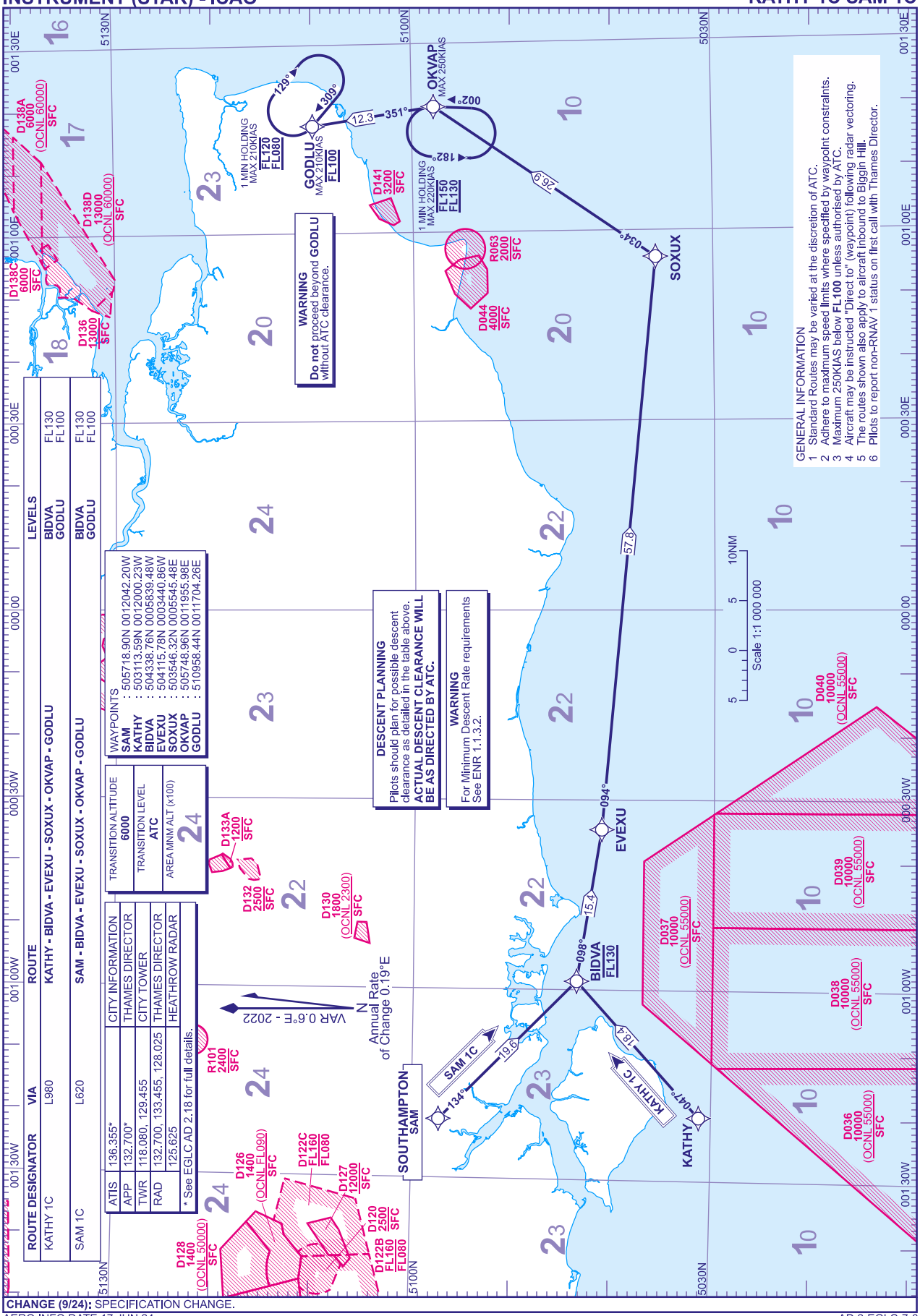

**CHANGE (7/25):** DANGER AREAS EGD220A/B ADDED. EGD206 REMOVED.

AERO INFO DATE 17 APR 25

# RNAV5 (DME/DME or GNSS) STANDARD ARRIVAL CHART - INSTRUMENT (STAR) - ICAO

DISTANCES IN NAUTICAL MILES
TRACKS ARE MAGNETIC
ALTITUDES AND ELEVATIONS ARE IN FEET

# LONDON CITY
RWY 09/27
**KATHY 1C SAM 1C**



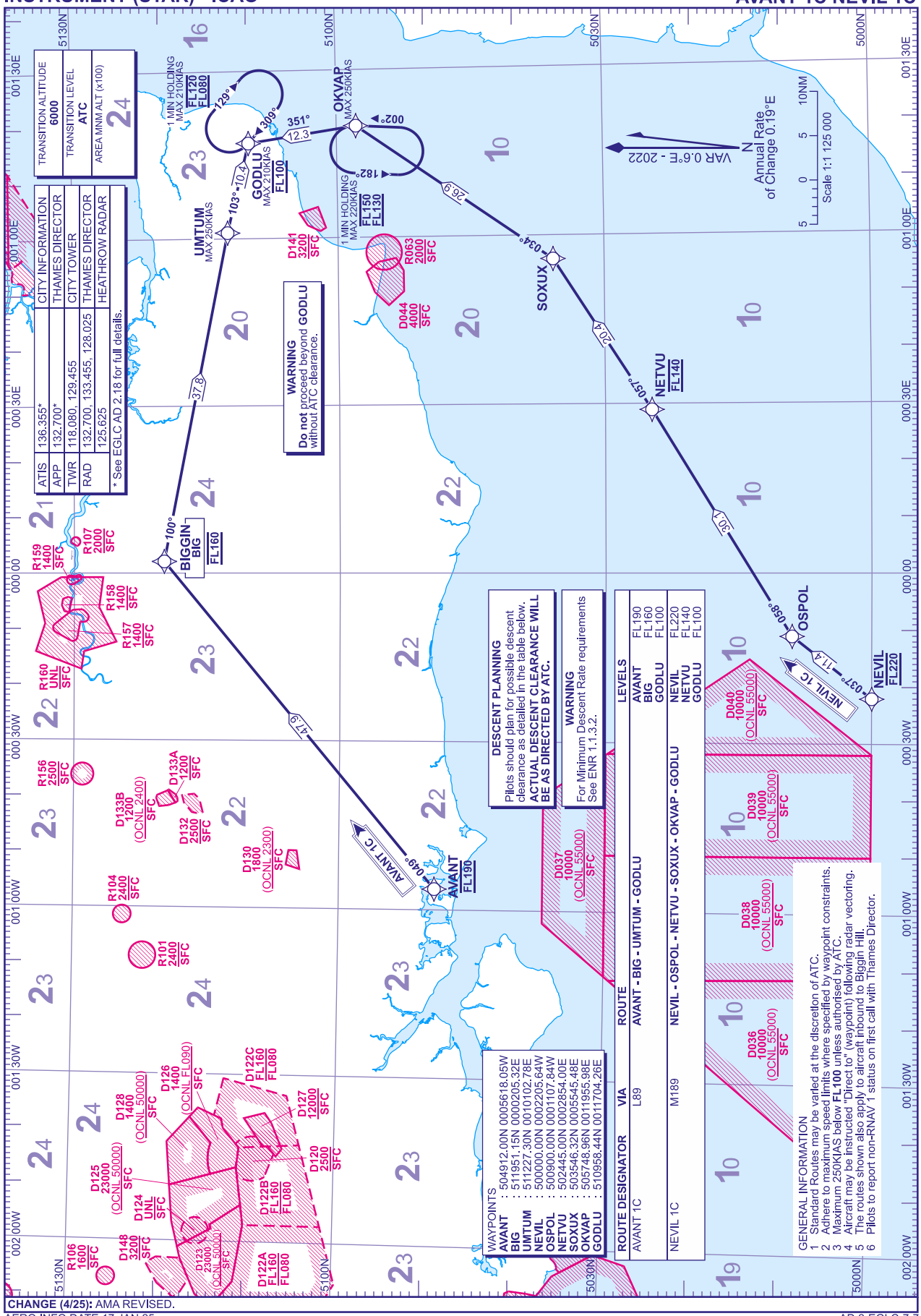

**CHANGE (9/24):** SPECIFICATION CHANGE.
AERO INFO DATE 17 JUN 24

AD 2-EGLC-7-6

# RNAV5 (VOR/DME, DME/DME or GNSS) STANDARD ARRIVAL CHART - INSTRUMENT (STAR) - ICAO

DISTANCES IN NAUTICAL MILES
TRACKS ARE MAGNETIC
ALTITUDES AND ELEVATIONS ARE IN FEET

# LONDON CITY
RWY 09/27
## AVANT 1C NEVIL 1C

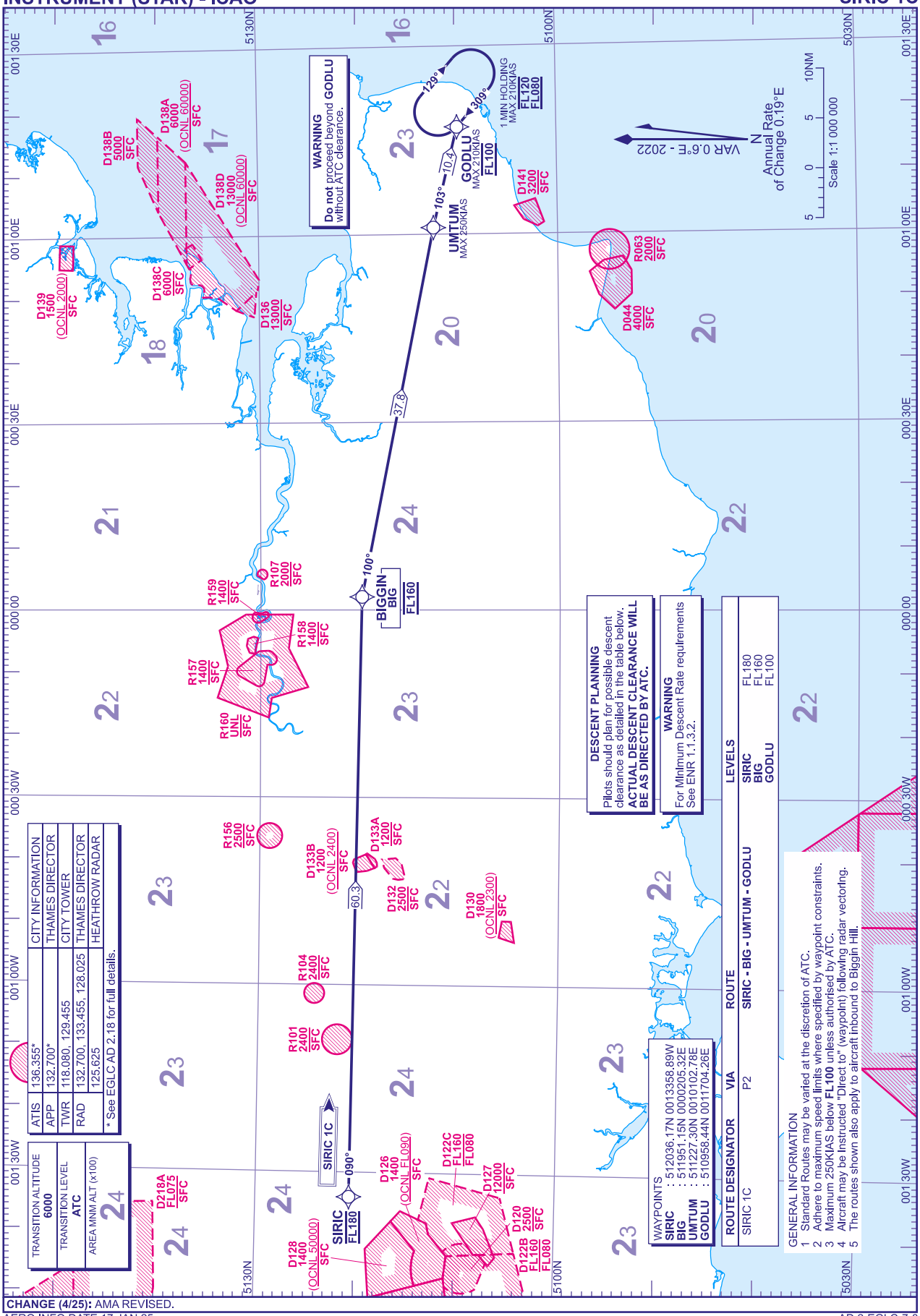



CHANGE (4/25): AMA REVISED.
AERO INFO DATE 17 JAN 25

# RNAV1 (DME/DME or GNSS) STANDARD ARRIVAL CHART - INSTRUMENT (STAR) - ICAO

DISTANCES IN NAUTICAL MILES
TRACKS ARE MAGNETIC
ALTITUDES AND ELEVATIONS ARE IN FEET

## LONDON CITY
RWY 09/27
**SIRIC 1C**




**CHANGE (4/25):** AMA REVISED.
AERO INFO DATE 17 JAN 25

# Standard Instrument Arrival Coding Tables

**LONDON CITY Runway 09/27 SUMUM 1C**

| Designator | Sequence Number | Path Term-inator | Waypoint Name | Co-ordinates | Fly-over | Course/ Track °M (°T) | Magnetic Variation | Distance (NM) | Turn Direction | Level Constraint | Speed Constraint | Navigation Performance |
|---|---|---|---|---|---|---|---|---|---|---|---|---|
| SUMUM1C | 001 | IF | SUMUM | 513814.25N 0020627.77E | N | - | - | - | - | - | - | RNAV5 |
| SUMUM1C | 002 | TF | LOGAN | 514451.32N 0013642.58E | N | 289° (289.9°) | 0.6 | 19.7 | LEFT | - | -250 | RNAV5 |
| SUMUM1C | 003 | TF | JACKO | 514408.65N 0012536.00E | N | 264° (264.3°) | 0.6 | 6.9 | - | FL090 | -210 | RNAV5 |

**LONDON CITY Runway 09/27 XAMAN 1C**

| Designator | Sequence Number | Path Term-inator | Waypoint Name | Co-ordinates | Fly-over | Course/ Track °M (°T) | Magnetic Variation | Distance (NM) | Turn Direction | Level Constraint | Speed Constraint | Navigation Performance |
|---|---|---|---|---|---|---|---|---|---|---|---|---|
| XAMAN1C | 001 | IF | XAMAN | 514704.77N 0021326.94E | N | - | - | - | - | - | - | RNAV5 |
| XAMAN1C | 002 | TF | LOGAN | 514451.32N 0013642.58E | N | 264° (264.6°) | 0.6 | 22.9 | - | - | -250 | RNAV5 |
| XAMAN1C | 003 | TF | JACKO | 514408.65N 0012536.00E | N | 264° (264.3°) | 0.6 | 6.9 | - | FL090 | -210 | RNAV5 |

**LONDON CITY Runway 09/27 SILVA 1C**

| Designator | Sequence Number | Path Term-inator | Waypoint Name | Co-ordinates | Fly-over | Course/ Track °M (°T) | Magnetic Variation | Distance (NM) | Turn Direction | Level Constraint | Speed Constraint | Navigation Performance |
|---|---|---|---|---|---|---|---|---|---|---|---|---|
| SILVA1C | 001 | IF | SILVA | 515051.34N 0010019.40W | N | - | - | - | - | - | - | RNAV5 |
| SILVA1C | 002 | TF | BOMBO | 515944.29N 0002346.85W | N | 068° (068.3°) | 0.6 | 24.3 | RIGHT | - | -250 | RNAV5 |
| SILVA1C | 003 | TF | BKY | 515923.17N 0000342.87E | N | 090° (091.0°) | 0.6 | 17.0 | RIGHT | - | - | RNAV5 |
| SILVA1C | 004 | TF | BRAIN | 514839.91N 0003906.00E | N | 115° (115.9°) | 0.6 | 24.4 | LEFT | - | -220 | RNAV5 |
| SILVA1C | 005 | TF | CLN | 515054.50N 0010851.32E | N | 082° (082.9°) | 0.6 | 18.6 | RIGHT | - | - | RNAV5 |
| SILVA1C | 006 | TF | JACKO | 514408.65N 0012536.00E | N | 122° (123.0°) | 0.6 | 12.4 | - | FL090 | -210 | RNAV5 |

**CHANGE (9/24):** SPECIFICATION CHANGE.
AERO INFO DATE 17 JUN 24

# Standard Instrument Arrival Coding Tables

**LONDON CITY Runway 09/27 KONAN 1C**

| Designator | Sequence Number | Path Term-inator | Waypoint Name | Co-ordinates | Fly-over | Course/ Track °M (°T) | Magnetic Variation | Distance (NM) | Turn Direction | Level Constraint | Speed Constraint | Navigation Performance |
|---|---|---|---|---|---|---|---|---|---|---|---|---|
| KONAN1C | 001 | IF | KONAN | 510750.75N 0020000.00E | N | - | - | - | - | - | - | RNAV5 |
| KONAN1C | 002 | TF | GODLU | 510958.44N 0011704.26E | N | 274° (274.8°) | 0.6 | 27.1 | - | FL100 | -210 | RNAV5 |

**LONDON CITY Runway 09/27 SOVAT 1C**

| Designator | Sequence Number | Path Term-inator | Waypoint Name | Co-ordinates | Fly-over | Course/ Track °M (°T) | Magnetic Variation | Distance (NM) | Turn Direction | Level Constraint | Speed Constraint | Navigation Performance |
|---|---|---|---|---|---|---|---|---|---|---|---|---|
| SOVAT1C | 001 | IF | SOVAT | 504645.67N 0012800.00E | N | - | - | - | - | - | - | RNAV5 |
| SOVAT1C | 002 | TF | ERKEX | 505240.62N 0011936.96E | N | 318° (318.1°) | 0.6 | 8.0 | RIGHT | - | -250 | RNAV5 |
| SOVAT1C | 003 | TF | OKVAP | 505748.96N 0011955.98E | N | 002° (002.2°) | 0.6 | 5.1 | LEFT | - | -250 | RNAV5 |
| SOVAT1C | 004 | TF | GODLU | 510958.44N 0011704.26E | N | 351° (351.6°) | 0.6 | 12.3 | - | FL100 | -210 | RNAV5 |

**LONDON CITY Runway 09/27 XAMAN 1X**

| Designator | Sequence Number | Path Term-inator | Waypoint Name | Co-ordinates | Fly-over | Course/ Track °M (°T) | Magnetic Variation | Distance (NM) | Turn Direction | Level Constraint | Speed Constraint | Navigation Performance |
|---|---|---|---|---|---|---|---|---|---|---|---|---|
| XAMAN1X | 001 | IF | XAMAN | 514704.77N 0021326.94E | N | - | - | - | - | - | -250 | RNAV5 |
| XAMAN1X | 002 | TF | TEVMO | 511024.94N 0012459.14E | N | 219° (219.9°) | 0.6 | 47.6 | RIGHT | - | -210 | RNAV5 |
| XAMAN1X | 003 | TF | GODLU | 510958.44N 0011704.26E | N | 264° (265.0°) | 0.6 | 5.0 | - | FL100 | -210 | RNAV5 |

**LONDON CITY Runway 09/27 SUMUM 1X**

| Designator | Sequence Number | Path Term-inator | Waypoint Name | Co-ordinates | Fly-over | Course/ Track °M (°T) | Magnetic Variation | Distance (NM) | Turn Direction | Level Constraint | Speed Constraint | Navigation Performance |
|---|---|---|---|---|---|---|---|---|---|---|---|---|
| SUMUM1X | 001 | IF | SUMUM | 513814.25N 0020627.77E | N | - | - | - | - | - | -250 | RNAV5 |
| SUMUM1X | 002 | TF | TEVMO | 511024.94N 0012459.14E | N | 223° (223.3°) | 0.6 | 38.1 | RIGHT | - | -210 | RNAV5 |
| SUMUM1X | 003 | TF | GODLU | 510958.44N 0011704.26E | N | 264° (265.0°) | 0.6 | 5.0 | - | FL100 | -210 | RNAV5 |

**CHANGE (9/24):** SPECIFICATION CHANGE.
AERO INFO DATE 17 JUN 24

# Standard Instrument Arrival Coding Tables

**LONDON CITY Runway 09/27 HON 1C**

| Designator | Sequence Number | Path Term-inator | Waypoint Name | Co-ordinates | Fly-over | Course/ Track °M (°T) | Magnetic Variation | Distance (NM) | Turn Direction | Level Constraint | Speed Constraint | Navigation Performance |
|---|---|---|---|---|---|---|---|---|---|---|---|---|
| HON1C | 001 | IF | HON | 522124.04N 0013949.41W | N | - | - | - | - | - | - | RNAV5 |
| HON1C | 002 | TF | ROGBI | 521746.63N 0012006.37W | N | 106° (106.5°) | 0.6 | 12.6 | RIGHT | FL200 | - | RNAV5 |
| HON1C | 003 | TF | TIXEX | 520748.00N 0010043.20W | N | 129° (129.9°) | 0.6 | 15.6 | LEFT | - | - | RNAV5 |
| HON1C | 004 | TF | ODVOD | 520755.98N 0000852.98E | N | 089° (089.4°) | 0.6 | 42.9 | RIGHT | - | - | RNAV5 |
| HON1C | 005 | TF | ROPMU | 520614.46N 0002917.16E | N | 097° (097.5°) | 0.6 | 12.7 | - | - | - | RNAV5 |
| HON1C | 006 | TF | NUDNA | 520354.90N 0005016.56E | N | 100° (100.1°) | 0.6 | 13.2 | RIGHT | - | -250 | RNAV5 |
| HON1C | 007 | TF | INLIM | 515422.98N 0011912.90E | N | 117° (117.9°) | 0.6 | 20.3 | RIGHT | FL120 | -250 | RNAV5 |
| HON1C | 008 | TF | JACKO | 514408.65N 0012536.00E | N | 158° (158.8°) | 0.6 | 11.0 | - | FL090 | -210 | RNAV5 |

**CHANGE (9/24):** SPECIFICATION CHANGE.
AERO INFO DATE 17 JUN 24

# Standard Instrument Arrival Coding Tables

**LONDON CITY Runway 09/27 LISTO 1C**

| Designator | Sequence Number | Path Term-inator | Waypoint Name | Co-ordinates | Fly-over | Course/ Track °M (°T) | Magnetic Variation | Distance (NM) | Turn Direction | Level Constraint | Speed Constraint | Navigation Performance |
|---|---|---|---|---|---|---|---|---|---|---|---|---|
| LISTO1C | 001 | IF | LISTO | 530835.93N 0021156.54W | N | - | - | - | - | - | - | RNAV5 |
| LISTO1C | 002 | TF | PEDIG | 524447.59N 0014309.97W | N | 143° (143.7°) | 0.6 | 29.5 | RIGHT | - | - | RNAV5 |
| LISTO1C | 003 | TF | ROGBI | 521746.63N 0012006.37W | N | 152° (152.3°) | 0.6 | 30.5 | LEFT | - | - | RNAV5 |
| LISTO1C | 004 | TF | TIXEX | 520748.00N 0010043.20W | N | 129° (129.9°) | 0.6 | 15.6 | LEFT | - | - | RNAV5 |
| LISTO1C | 005 | TF | ODVOD | 520755.98N 0000852.98E | N | 089° (089.4°) | 0.6 | 42.9 | RIGHT | FL220 | - | RNAV5 |
| LISTO1C | 006 | TF | ROPMU | 520614.46N 0002917.16E | N | 097° (097.5°) | 0.6 | 12.7 | - | - | - | RNAV5 |
| LISTO1C | 007 | TF | NUDNA | 520354.90N 0005016.56E | N | 100° (100.1°) | 0.6 | 13.2 | RIGHT | - | -250 | RNAV5 |
| LISTO1C | 008 | TF | INLIM | 515422.98N 0011912.90E | N | 117° (117.9°) | 0.6 | 20.3 | RIGHT | FL120 | -250 | RNAV5 |
| LISTO1C | 009 | TF | JACKO | 514408.65N 0012536.00E | N | 158° (158.8°) | 0.6 | 11.0 | - | FL090 | -210 | RNAV5 |

**CHANGE (9/24):** SPECIFICATION CHANGE.
AERO INFO DATE 17 JUN 24

# Standard Instrument Arrival Coding Tables

**LONDON CITY Runway 09/27 KATHY 1C**

| Designator | Sequence Number | Path Term-inator | Waypoint Name | Co-ordinates | Fly-over | Course/ Track °M (°T) | Magnetic Variation | Distance (NM) | Turn Direction | Level Constraint | Speed Constraint | Navigation Performance |
|---|---|---|---|---|---|---|---|---|---|---|---|---|
| KATHY1C | 001 | IF | KATHY | 503113.59N 0012000.23W | N | - | - | - | - | - | - | RNAV5 |
| KATHY1C | 002 | TF | BIDVA | 504338.76N 0005839.48W | N | 047° (047.4°) | 0.6 | 18.4 | RIGHT | FL130 | - | RNAV5 |
| KATHY1C | 003 | TF | EVEXU | 504115.78N 0003440.86W | N | 098° (098.7°) | 0.6 | 15.4 | LEFT | - | - | RNAV5 |
| KATHY1C | 004 | TF | SOXUX | 503546.32N 0005545.48E | N | 094° (094.9°) | 0.6 | 57.8 | LEFT | - | - | RNAV5 |
| KATHY1C | 005 | TF | OKVAP | 505748.96N 0011955.98E | N | 034° (034.7°) | 0.6 | 26.9 | LEFT | - | -250 | RNAV5 |
| KATHY1C | 006 | TF | GODLU | 510958.44N 0011704.26E | N | 351° (351.6°) | 0.6 | 12.3 | - | FL100 | -210 | RNAV5 |

**LONDON CITY Runway 09/27 SAM 1C**

| Designator | Sequence Number | Path Term-inator | Waypoint Name | Co-ordinates | Fly-over | Course/ Track °M (°T) | Magnetic Variation | Distance (NM) | Turn Direction | Level Constraint | Speed Constraint | Navigation Performance |
|---|---|---|---|---|---|---|---|---|---|---|---|---|
| SAM1C | 001 | IF | SAM | 505718.90N 0012042.20W | N | - | - | - | - | - | - | RNAV5 |
| SAM1C | 002 | TF | BIDVA | 504338.76N 0005839.48W | N | 134° (134.3°) | 0.6 | 19.6 | LEFT | FL130 | - | RNAV5 |
| SAM1C | 003 | TF | EVEXU | 504115.78N 0003440.86W | N | 098° (098.7°) | 0.6 | 15.4 | LEFT | - | - | RNAV5 |
| SAM1C | 004 | TF | SOXUX | 503546.32N 0005545.48E | N | 094° (094.9°) | 0.6 | 57.8 | LEFT | - | - | RNAV5 |
| SAM1C | 005 | TF | OKVAP | 505748.96N 0011955.98E | N | 034° (034.7°) | 0.6 | 26.9 | LEFT | - | -250 | RNAV5 |
| SAM1C | 006 | TF | GODLU | 510958.44N 0011704.26E | N | 351° (351.6°) | 0.6 | 12.3 | - | FL100 | -210 | RNAV5 |

**CHANGE (9/24):** SPECIFICATION CHANGE.
AERO INFO DATE 17 JUN 24

# Standard Instrument Arrival Coding Tables

**LONDON CITY Runway 09/27 AVANT 1C**

| Designator | Sequence Number | Path Term-inator | Waypoint Name | Co-ordinates | Fly-over | Course/ Track °M (°T) | Magnetic Variation | Distance (NM) | Turn Direction | Level Constraint | Speed Constraint | Navigation Performance |
|---|---|---|---|---|---|---|---|---|---|---|---|---|
| AVANT1C | 001 | IF | AVANT | 504912.00N 0005618.05W | N | - | - | - | - | FL190 | - | RNAV5 |
| AVANT1C | 002 | TF | BIG | 511951.15N 0000205.32E | N | 049° (049.8°) | 0.6 | 47.9 | RIGHT | FL160 | - | RNAV5 |
| AVANT1C | 003 | TF | UMTUM | 511227.30N 0010102.78E | N | 100° (100.9°) | 0.6 | 37.8 | - | - | -250 | RNAV5 |
| AVANT1C | 004 | TF | GODLU | 510958.44N 0011704.26E | N | 103° (103.7°) | 0.6 | 10.4 | - | FL100 | -210 | RNAV5 |

**LONDON CITY Runway 09/27 NEVIL 1C**

| Designator | Sequence Number | Path Term-inator | Waypoint Name | Co-ordinates | Fly-over | Course/ Track °M (°T) | Magnetic Variation | Distance (NM) | Turn Direction | Level Constraint | Speed Constraint | Navigation Performance |
|---|---|---|---|---|---|---|---|---|---|---|---|---|
| NEVIL1C | 001 | IF | NEVIL | 500000.00N 0002205.64W | N | - | - | - | - | FL220 | - | RNAV5 |
| NEVIL1C | 002 | TF | OSPOL | 500900.00N 0001107.84W | N | 037° (038.0°) | 0.6 | 11.4 | RIGHT | - | - | RNAV5 |
| NEVIL1C | 003 | TF | NETVU | 502445.00N 0002854.00E | N | 058° (058.2°) | 0.6 | 30.1 | - | FL140 | - | RNAV5 |
| NEVIL1C | 004 | TF | SOXUX | 503546.32N 0005545.48E | N | 057° (057.1°) | 0.6 | 20.4 | LEFT | - | - | RNAV5 |
| NEVIL1C | 005 | TF | OKVAP | 505748.96N 0011955.98E | N | 034° (034.7°) | 0.6 | 26.9 | LEFT | - | -250 | RNAV5 |
| NEVIL1C | 006 | TF | GODLU | 510958.44N 0011704.26E | N | 351° (351.6°) | 0.6 | 12.3 | - | FL100 | -210 | RNAV5 |

**LONDON CITY Runway 09/27 SIRIC 1C**

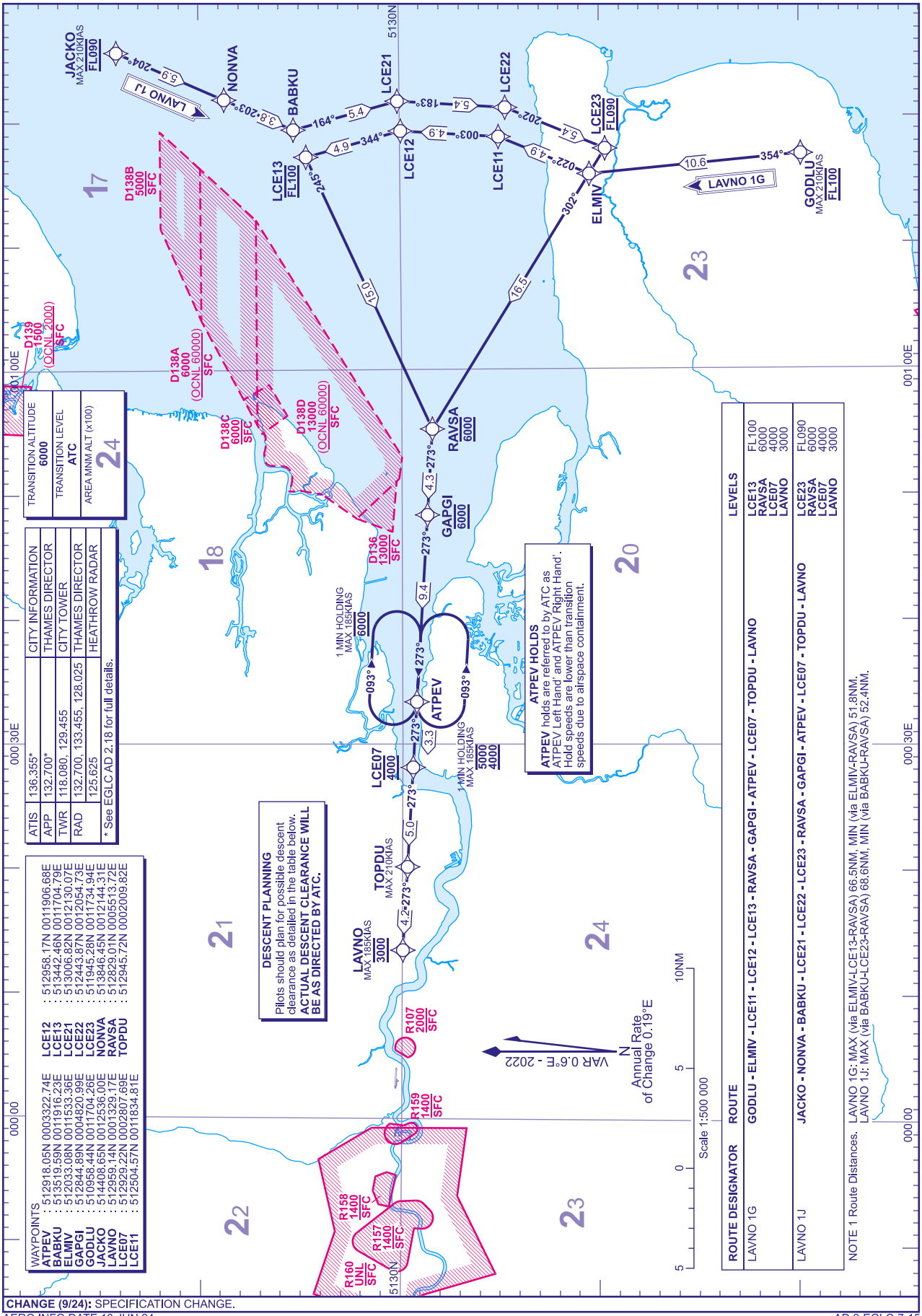
| Designator | Sequence Number | Path Term-inator | Waypoint Name | Co-ordinates | Fly-over | Course/ Track °M (°T) | Magnetic Variation | Distance (NM) | Turn Direction | Level Constraint | Speed Constraint | Navigation Performance |
|---|---|---|---|---|---|---|---|---|---|---|---|---|
| SIRIC1C | 001 | IF | SIRIC | 512036.17N 0013358.89W | N | - | - | - | - | FL180 | - | RNAV1 |
| SIRIC1C | 002 | TF | BIG | 511951.15N 0000205.32E | N | 090° (090.1°) | 0.6 | 60.3 | RIGHT | FL160 | - | RNAV1 |
| SIRIC1C | 003 | TF | UMTUM | 511227.30N 0010102.78E | N | 100° (100.9°) | 0.6 | 37.8 | - | - | -250 | RNAV1 |
| SIRIC1C | 004 | TF | GODLU | 510958.44N 0011704.26E | N | 103° (103.7°) | 0.6 | 10.4 | - | FL100 | -210 | RNAV1 |

**CHANGE (9/24):** SPECIFICATION CHANGE.
AERO INFO DATE 17 JUN 24

# RNAV1 (DME/DME or GNSS) APPROACH TRANSITIONS CHART - INSTRUMENT - ICAO

DISTANCES IN NAUTICAL MILES
TRACKS ARE MAGNETIC
ALTITUDES AND ELEVATIONS ARE IN FEET

# LONDON CITY
RWY 27
LAVNO 1G 1J




CHANGE (9/24): SPECIFICATION CHANGE.

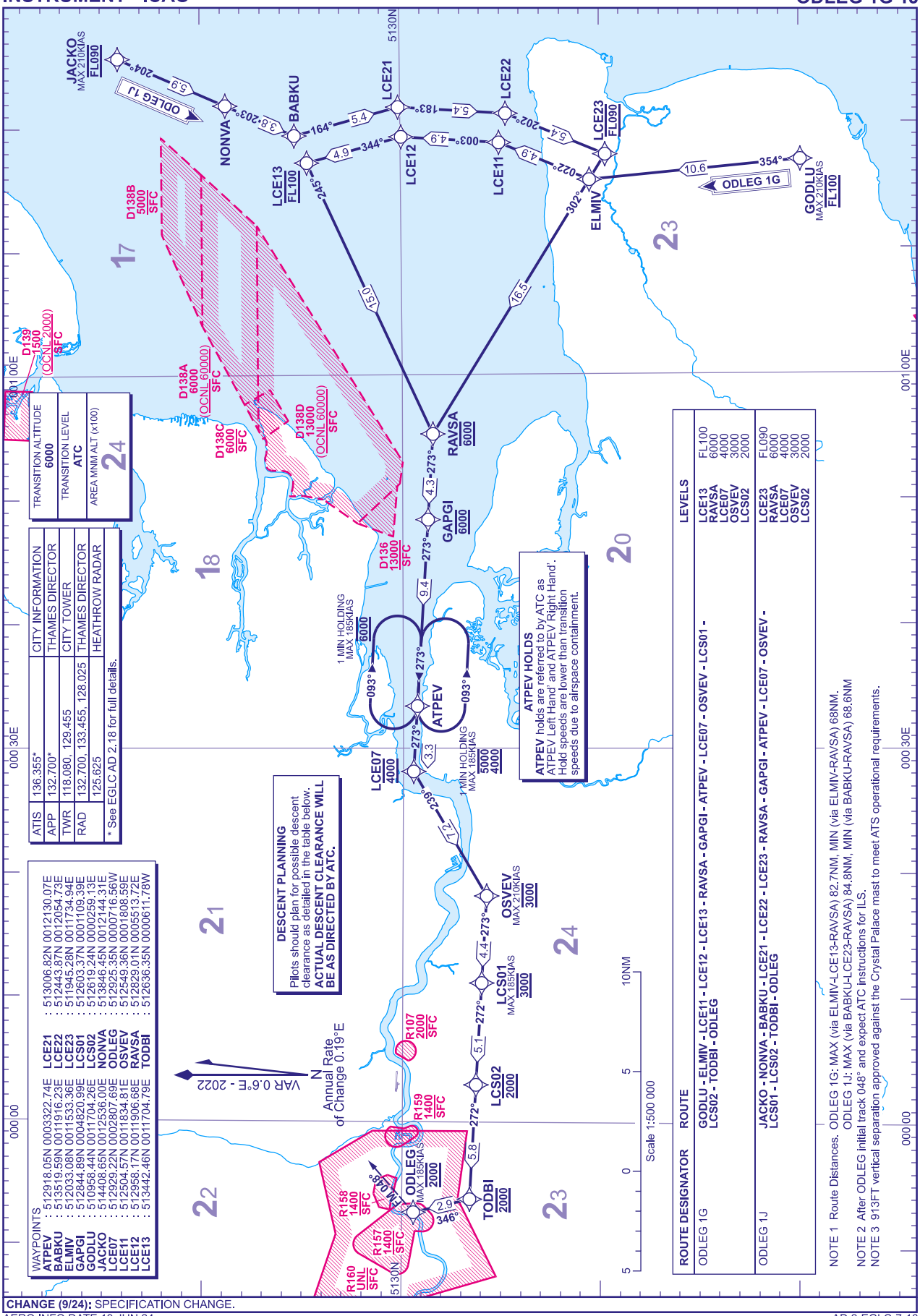
AERO INFO DATE 18 JUN 24

AD 2-EGLC-7-15

# RNAV1 (DME/DME or GNSS) APPROACH TRANSITIONS CHART - INSTRUMENT - ICAO

DISTANCES IN NAUTICAL MILES
TRACKS ARE MAGNETIC
ALTITUDES AND ELEVATIONS ARE IN FEET

## LONDON CITY
RWY 09
**ODLEG 1G 1J**




| TRANSITION ALTITUDE | TRANSITION LEVEL | AREA MNM ALT (x100) |
|---|---|---|
| 6000 | ATC | 24 |

| | | |
|---|---|---|
| ATIS | 136.355* | CITY INFORMATION |
| APP | 132.700* | THAMES DIRECTOR |
| TWR | 118.080, 129.455 | CITY TOWER |
| RAD | 132.700, 133.455, 128.025 | THAMES DIRECTOR |
| | 125.625 | HEATHROW RADAR |

* See EGLC AD 2.18 for full details.

**DESCENT PLANNING**
Pilots should plan for possible descent clearance as detailed in the table below.
**ACTUAL DESCENT CLEARANCE WILL BE AS DIRECTED BY ATC.**

**ATPEV HOLDS**
**ATPEV** holds are referred to by ATC as ATPEV Left Hand' and ATPEV Right Hand'. Hold speeds are lower than transition speeds due to airspace containment.

| WAYPOINTS | | | |
|---|---|---|---|
| ATPEV | 512918.05N 0003322.74E | LCE21 | 513006.82N 0012130.07E |
| BABKU | 513519.59N 0011916.23E | LCE22 | 512443.87N 0012054.73E |
| ELMIV | 512033.08N 0011533.36E | LCE23 | 511945.28N 0011734.94E |
| GAPGI | 512844.89N 0004820.99E | LCS01 | 512603.37N 0001109.39E |
| GODLU | 510958.44N 0011704.26E | LCS02 | 512619.24N 0000259.13E |
| JACKO | 514408.65N 0012536.00E | NONVA | 513846.45N 0012144.31E |
| LCE07 | 512929.22N 0002807.69E | ODLEG | 512925.35N 0000716.56W |
| LCE11 | 512504.57N 0011834.81E | OSVEV | 512549.36N 0001808.59E |
| LCE12 | 512958.17N 0011906.68E | RAVSA | 512829.01N 0005513.72E |
| LCE13 | 513442.46N 0011704.79E | TODBI | 512636.35N 0000611.78W |

| ROUTE DESIGNATOR | ROUTE | LEVELS | |
|---|---|---|---|
| ODLEG 1G | GODLU - ELMIV - LCE11 - LCE12 - LCE13 - RAVSA - GAPGI - ATPEV - LCE07 - OSVEV - LCS01 - LCS02 - TODBI - ODLEG | LCE13<br>RAVSA<br>LCE07<br>OSVEV<br>LCS02 | FL100<br>6000<br>4000<br>3000<br>2000 |
| ODLEG 1J | JACKO - NONVA - BABKU - LCE21 - LCE22 - LCE23 - RAVSA - GAPGI - ATPEV - LCE07 - OSVEV - LCS01 - LCS02 - TODBI - ODLEG | LCE23<br>RAVSA<br>LCE07<br>OSVEV<br>LCS02 | FL090<br>6000<br>4000<br>3000<br>2000 |

NOTE 1 Route Distances. ODLEG 1G: MAX (via ELMIV-LCE13-RAVSA) 82.7NM, MIN (via ELMIV-RAVSA) 68NM.
ODLEG 1J: MAX (via BABKU-LCE23-RAVSA) 84.8NM, MIN (via BABKU-RAVSA) 68.6NM
NOTE 2 After ODLEG initial track 048° and expect ATC instructions for ILS.
NOTE 3 913FT vertical separation approved against the Crystal Palace mast to meet ATS operational requirements.

**CHANGE (9/24):** SPECIFICATION CHANGE.

AERO INFO DATE 19 JUN 24

# Approach Transitions Coding Tables

**LONDON CITY Runway 27 LAVNO 1G**

| Designator | Sequence Number | Path Term-inator | Waypoint Name | Co-ordinates | Fly-over | Course/ Track °M (°T) | Magnetic Variation | Distance (NM) | Turn Direction | Level Constraint | Speed Constraint | Navigation Performance |
|---|---|---|---|---|---|---|---|---|---|---|---|---|
| LAVNO1G | 001 | IF | GODLU | 510958.44N 0011704.26E | N | - | - | - | - | FL100 | -210 | RNAV1 |
| LAVNO1G | 002 | TF | ELMIV | 512033.08N 0011533.36E | N | 354° (354.9°) | 0.6 | 10.6 | RIGHT | - | - | RNAV1 |
| LAVNO1G | 003 | TF | LCE11 | 512504.57N 0011834.81E | N | 022° (022.7°) | 0.6 | 4.9 | LEFT | - | - | RNAV1 |
| LAVNO1G | 004 | TF | LCE12 | 512958.17N 0011906.68E | N | 003° (003.9°) | 0.6 | 4.9 | LEFT | - | - | RNAV1 |
| LAVNO1G | 005 | TF | LCE13 | 513442.46N 0011704.79E | N | 344° (345.0°) | 0.6 | 4.9 | LEFT | FL100 | - | RNAV1 |
| LAVNO1G | 006 | TF | RAVSA | 512829.01N 0005513.72E | N | 245° (245.6°) | 0.6 | 15.0 | RIGHT | 6000 | - | RNAV1 |
| LAVNO1G | 007 | TF | GAPGI | 512844.89N 0004820.99E | N | 273° (273.6°) | 0.6 | 4.3 | - | 6000 | - | RNAV1 |
| LAVNO1G | 008 | TF | ATPEV | 512918.05N 0003322.74E | N | 273° (273.5°) | 0.6 | 9.4 | - | - | - | RNAV1 |
| LAVNO1G | 009 | TF | LCE07 | 512929.22N 0002807.69E | N | 273° (273.3°) | 0.6 | 3.3 | - | 4000 | - | RNAV1 |
| LAVNO1G | 010 | TF | TOPDU | 512945.72N 0002009.82E | N | 273° (273.2°) | 0.6 | 5.0 | - | - | -210 | RNAV1 |
| LAVNO1G | 011 | TF | LAVNO | 512959.14N 0001329.17E | N | 273° (273.1°) | 0.6 | 4.2 | - | 3000 | -185 | RNAV1 |

**LONDON CITY Runway 27 LAVNO 1J**

| Designator | Sequence Number | Path Term-inator | Waypoint Name | Co-ordinates | Fly-over | Course/ Track °M (°T) | Magnetic Variation | Distance (NM) | Turn Direction | Level Constraint | Speed Constraint | Navigation Performance |
|---|---|---|---|---|---|---|---|---|---|---|---|---|
| LAVNO1J | 001 | IF | JACKO | 514408.65N 0012536.00E | N | - | - | - | - | FL090 | -210 | RNAV1 |
| LAVNO1J | 002 | TF | NONVA | 513846.45N 0012144.31E | N | 204° (204.1°) | 0.6 | 5.9 | - | - | - | RNAV1 |
| LAVNO1J | 003 | TF | BABKU | 513519.59N 0011916.23E | N | 203° (204.0°) | 0.6 | 3.8 | LEFT | - | - | RNAV1 |
| LAVNO1J | 004 | TF | LCE21 | 513006.82N 0012130.07E | N | 164° (165.0°) | 0.6 | 5.4 | RIGHT | - | - | RNAV1 |
| LAVNO1J | 005 | TF | LCE22 | 512443.87N 0012054.73E | N | 183° (183.9°) | 0.6 | 5.4 | RIGHT | - | - | RNAV1 |
| LAVNO1J | 006 | TF | LCE23 | 511945.28N 0011734.94E | N | 202° (202.7°) | 0.6 | 5.4 | RIGHT | FL090 | - | RNAV1 |
| LAVNO1J | 007 | TF | RAVSA | 512829.01N 0005513.72E | N | 302° (302.1°) | 0.6 | 16.5 | LEFT | 6000 | - | RNAV1 |
| LAVNO1J | 008 | TF | GAPGI | 512844.89N 0004820.99E | N | 273° (273.6°) | 0.6 | 4.3 | - | 6000 | - | RNAV1 |
| LAVNO1J | 009 | TF | ATPEV | 512918.05N 0003322.74E | N | 273° (273.5°) | 0.6 | 9.4 | - | - | - | RNAV1 |
| LAVNO1J | 010 | TF | LCE07 | 512929.22N 0002807.69E | N | 273° (273.3°) | 0.6 | 3.3 | - | 4000 | - | RNAV1 |
| LAVNO1J | 011 | TF | TOPDU | 512945.72N 0002009.82E | N | 273° (273.2°) | 0.6 | 5.0 | - | - | -210 | RNAV1 |
| LAVNO1J | 012 | TF | LAVNO | 512959.14N 0001329.17E | N | 273° (273.1°) | 0.6 | 4.2 | - | 3000 | -185 | RNAV1 |

**CHANGE (13/23):** GAPGI LEVEL CONSTRAINT REVISED.
AERO INFO DATE 23 OCT 23

# Approach Transitions Coding Tables

**LONDON CITY Runway 09 ODLEG 1G**

| Designator | Sequence Number | Path Term-inator | Waypoint Name | Co-ordinates | Fly-over | Course/ Track °M (°T) | Magnetic Variation | Distance (NM) | Turn Direction | Level Constraint | Speed Constraint | Navigation Performance |
|---|---|---|---|---|---|---|---|---|---|---|---|---|
| ODLEG1G | 001 | IF | GODLU | 510958.44N 0011704.26E | N | - | - | - | - | FL100 | -210 | RNAV1 |
| ODLEG1G | 002 | TF | ELMIV | 512033.08N 0011533.36E | N | 354° (354.9°) | 0.6 | 10.6 | RIGHT | - | - | RNAV1 |
| ODLEG1G | 003 | TF | LCE11 | 512504.57N 0011834.81E | N | 022° (022.7°) | 0.6 | 4.9 | LEFT | - | - | RNAV1 |
| ODLEG1G | 004 | TF | LCE12 | 512958.17N 0011906.68E | N | 003° (003.9°) | 0.6 | 4.9 | LEFT | - | - | RNAV1 |
| ODLEG1G | 005 | TF | LCE13 | 513442.46N 0011704.79E | N | 344° (345.0°) | 0.6 | 4.9 | LEFT | FL100 | - | RNAV1 |
| ODLEG1G | 006 | TF | RAVSA | 512829.01N 0005513.72E | N | 245° (245.6°) | 0.6 | 15.0 | RIGHT | 6000 | - | RNAV1 |
| ODLEG1G | 007 | TF | GAPGI | 512844.89N 0004820.99E | N | 273° (273.6°) | 0.6 | 4.3 | - | 6000 | - | RNAV1 |
| ODLEG1G | 008 | TF | ATPEV | 512918.05N 0003322.74E | N | 273° (273.5°) | 0.6 | 9.4 | - | - | - | RNAV1 |
| ODLEG1G | 009 | TF | LCE07 | 512929.22N 0002807.69E | N | 273° (273.3°) | 0.6 | 3.3 | LEFT | 4000 | - | RNAV1 |
| ODLEG1G | 010 | TF | OSVEV | 512549.36N 0001808.59E | N | 239° (239.6°) | 0.6 | 7.2 | RIGHT | 3000 | -210 | RNAV1 |
| ODLEG1G | 011 | TF | LCS01 | 512603.37N 0001109.39E | N | 273° (273.1°) | 0.6 | 4.4 | - | 3000 | -185 | RNAV1 |
| ODLEG1G | 012 | TF | LCS02 | 512619.24N 0000259.13E | N | 272° (273.0°) | 0.6 | 5.1 | - | 2000 | - | RNAV1 |
| ODLEG1G | 013 | TF | TODBI | 512636.35N 0000611.78W | N | 272° (272.9°) | 0.6 | 5.8 | RIGHT | 2000 | - | RNAV1 |
| ODLEG1G | 014 | TF | ODLEG | 512925.35N 0000716.56W | N | 346° (346.5°) | 0.6 | 2.9 | RIGHT | - | - | RNAV1 |
| ODLEG1G | 015 | FM | ODLEG | 512925.35N 0000716.56W | N | 048° (048.9°) | 0.6 | 0.0 | - | 2000 | -185 | RNAV1 |

**LONDON CITY Runway 09 ODLEG 1J**

| Designator | Sequence Number | Path Term-inator | Waypoint Name | Co-ordinates | Fly-over | Course/ Track °M (°T) | Magnetic Variation | Distance (NM) | Turn Direction | Level Constraint | Speed Constraint | Navigation Performance |
|---|---|---|---|---|---|---|---|---|---|---|---|---|
| ODLEG1J | 001 | IF | JACKO | 514408.65N 0012536.00E | N | - | - | - | - | FL090 | -210 | RNAV1 |
| ODLEG1J | 002 | TF | NONVA | 513846.45N 0012144.31E | N | 204° (204.1°) | 0.6 | 5.9 | - | - | - | RNAV1 |
| ODLEG1J | 003 | TF | BABKU | 513519.59N 0011916.23E | N | 203° (204.0°) | 0.6 | 3.8 | LEFT | - | - | RNAV1 |
| ODLEG1J | 004 | TF | LCE21 | 513006.82N 0012130.07E | N | 164° (165.0°) | 0.6 | 5.4 | RIGHT | - | - | RNAV1 |
| ODLEG1J | 005 | TF | LCE22 | 512443.87N 0012054.73E | N | 183° (183.9°) | 0.6 | 5.4 | RIGHT | - | - | RNAV1 |
| ODLEG1J | 006 | TF | LCE23 | 511945.28N 0011734.94E | N | 202° (202.7°) | 0.6 | 5.4 | RIGHT | FL090 | - | RNAV1 |
| ODLEG1J | 007 | TF | RAVSA | 512829.01N 0005513.72E | N | 302° (302.1°) | 0.6 | 16.5 | LEFT | 6000 | - | RNAV1 |
| ODLEG1J | 008 | TF | GAPGI | 512844.89N 0004820.99E | N | 273° (273.6°) | 0.6 | 4.3 | - | 6000 | - | RNAV1 |
| ODLEG1J | 009 | TF | ATPEV | 512918.05N 0003322.74E | N | 273° (273.5°) | 0.6 | 9.4 | - | - | - | RNAV1 |
| ODLEG1J | 010 | TF | LCE07 | 512929.22N 0002807.69E | N | 273° (273.3°) | 0.6 | 3.3 | LEFT | 4000 | - | RNAV1 |
| ODLEG1J | 011 | TF | OSVEV | 512549.36N 0001808.59E | N | 239° (239.6°) | 0.6 | 7.2 | RIGHT | 3000 | -210 | RNAV1 |
| ODLEG1J | 012 | TF | LCS01 | 512603.37N 0001109.39E | N | 273° (273.1°) | 0.6 | 4.4 | - | 3000 | -185 | RNAV1 |
| ODLEG1J | 013 | TF | LCS02 | 512619.24N 0000259.13E | N | 272° (273.0°) | 0.6 | 5.1 | - | 2000 | - | RNAV1 |
| ODLEG1J | 014 | TF | TODBI | 512636.35N 0000611.78W | N | 272° (272.9°) | 0.6 | 5.8 | RIGHT | 2000 | - | RNAV1 |
| ODLEG1J | 015 | TF | ODLEG | 512925.35N 0000716.56W | N | 346° (346.5°) | 0.6 | 2.9 | RIGHT | - | - | RNAV1 |
| ODLEG1J | 016 | FM | ODLEG | 512925.35N 0000716.56W | N | 048° (048.9°) | 0.6 | 0.0 | - | 2000 | -185 | RNAV1 |

**CHANGE (13/23):** GAPGI LEVEL CONSTRAINT REVISED.
AERO INFO DATE 23 OCT 23

# RNAV Hold Coding Tables

**LONDON CITY GODLU Hold**

| Designator | Sequence Number | Path Term-inator | Waypoint Name | Co-ordinates | Fly-over | Course/ Track °M (°T) | Magnetic Variation | Time (MIN) | Turn Direction | Level Constraint | Speed Constraint | Navigation Performance |
|---|---|---|---|---|---|---|---|---|---|---|---|---|
| GODLU | - | - | GODLU | 510958.44N 0011704.26E | Y | 309° (310.0°) | 0.6 | 1 MIN | RIGHT | -FL120 +FL080 | -210 | RNAV1/ RNAV5 |

**LONDON CITY JACKO Hold**

| Designator | Sequence Number | Path Term-inator | Waypoint Name | Co-ordinates | Fly-over | Course/ Track °M (°T) | Magnetic Variation | Time (MIN) | Turn Direction | Level Constraint | Speed Constraint | Navigation Performance |
|---|---|---|---|---|---|---|---|---|---|---|---|---|
| JACKO | - | - | JACKO | 514408.65N 0012536.00E | Y | 264° (264.3°) | 0.6 | 1 MIN | LEFT | -FL140 +FL080 | -210 | RNAV5 |

**LONDON CITY OKVAP Hold**

| Designator | Sequence Number | Path Term-inator | Waypoint Name | Co-ordinates | Fly-over | Course/ Track °M (°T) | Magnetic Variation | Time (MIN) | Turn Direction | Level Constraint | Speed Constraint | Navigation Performance |
|---|---|---|---|---|---|---|---|---|---|---|---|---|
| OKVAP | - | - | OKVAP | 505748.96N 0011955.98E | Y | 002° (002.2°) | 0.6 | 1 MIN | LEFT | -FL150 +FL130 | -220 | RNAV5 |

**LONDON CITY ROPMU Hold**

| Designator | Sequence Number | Path Term-inator | Waypoint Name | Co-ordinates | Fly-over | Course/ Track °M (°T) | Magnetic Variation | Time (MIN) | Turn Direction | Level Constraint | Speed Constraint | Navigation Performance |
|---|---|---|---|---|---|---|---|---|---|---|---|---|
| ROPMU | - | - | ROPMU | 520614.46N 0002917.16E | Y | 097° (097.5°) | 0.6 | 1 MIN | RIGHT | -FL210 +FL160 | -220 | RNAV5 |

**CHANGE (13/23):** SPECIFICATION CHANGE ONLY
AERO INFO DATE 19 OCT 23

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# INSTRUMENT APPROACH CHART - ICAO

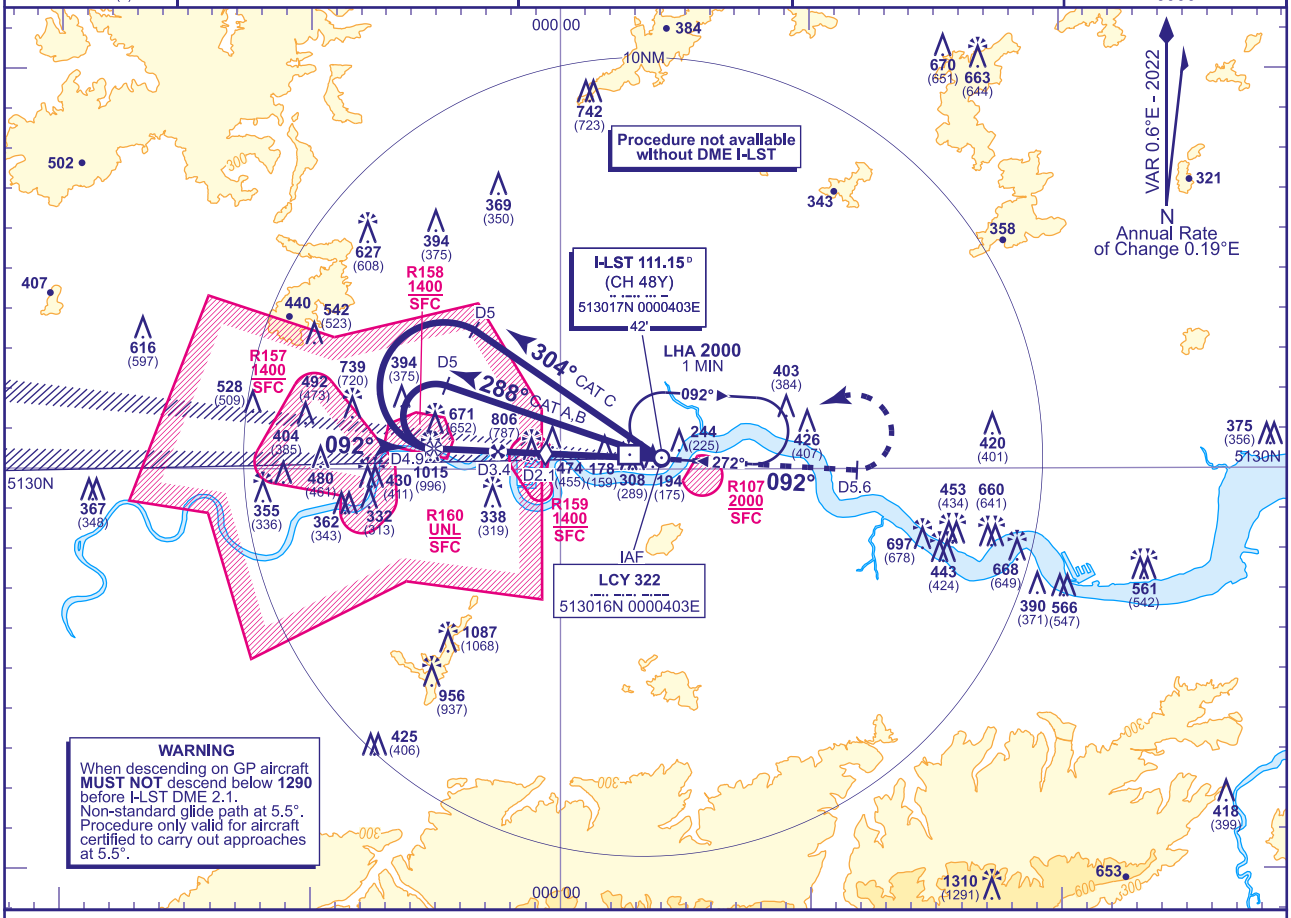
## LONDON CITY
## ILS(5.5°GP)/ DME/NDB(L) RWY 09
(ACFT CAT A,B,C)



MSA 25NM NDB(L) LCY

| | | | | | |
|---|---|---|---|---|---|
| APP | 132.700 | THAMES DIRECTOR | | AD ELEVATION | 20 |
| TWR | 118.080 129.455 | CITY TOWER | | THR ELEVATION | 19 |
| RAD | 133.455, 128.025 | THAMES DIRECTOR | | OBSTACLE ELEVATION | |
| ATIS | 136.355 | CITY INFORMATION | | 1310 AMSL (1291) (ABOVE THR) | |
| | | | | BEARINGS ARE MAGNETIC | |

TRANSITION ALTITUDE **6000**

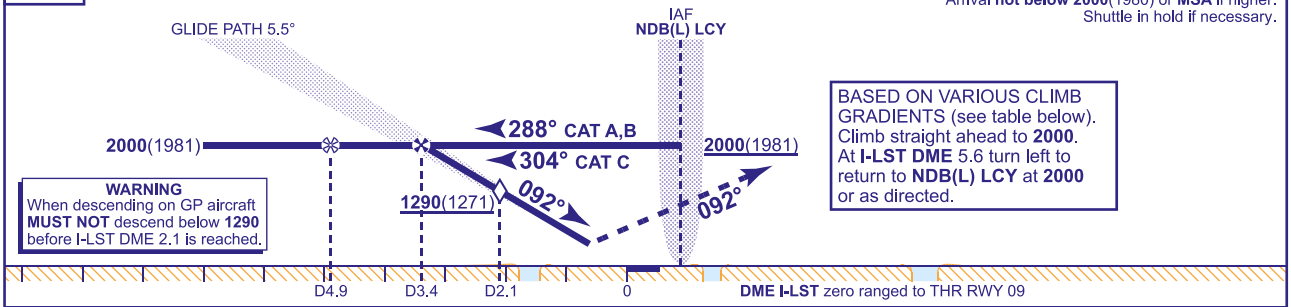



**RECOMMENDED PROFILE** GLIDE PATH 5.5°, 585FT/NM

| DME I-LST | 3.4 | 3.0 | 2.1 (SDF) | 2.0 | 1.0 |
|---|---|---|---|---|---|
| ALT(HGT) | **2000**(1981) | **1810**(1791) | **1290**(1271) | **1230**(1211) | **640**(621) |

RDH 35

Arrival **not below 2000**(1980) or **MSA** if higher.
Shuttle in hold if necessary.




| Aircraft Category | | A | B | C | BAe 146 |
|---|---|---|---|---|---|
| OCA (OCH) | CLIMB GRAD 2.5% | **490**(471) | **520**(501) | **540**(521) | **460**(441) |
| | CLIMB GRAD 3.0% | **380**(361) | **410**(391) | **430**(411) | **350**(331) |
| VM(C)OCA (OCH AAL) | NOT APPLICABLE | | | | |

| Rate of descent | G/S KT | 160 | 140 | 120 | 100 | 80 |
|---|---|---|---|---|---|---|
| | FT/MIN | 1560 | 1365 | 1170 | 975 | 780 |

**RADAR VECTORING/RNAV1 TRANSITION**
Aircraft will normally be radar vectored/positioned to the LOC by Thames Director to be established on the LOC no later than I-LST DME 4.9.

**CHANGE (10/24):** I-LST DME ELEVATION.

AERO INFO DATE 23 JUL 24

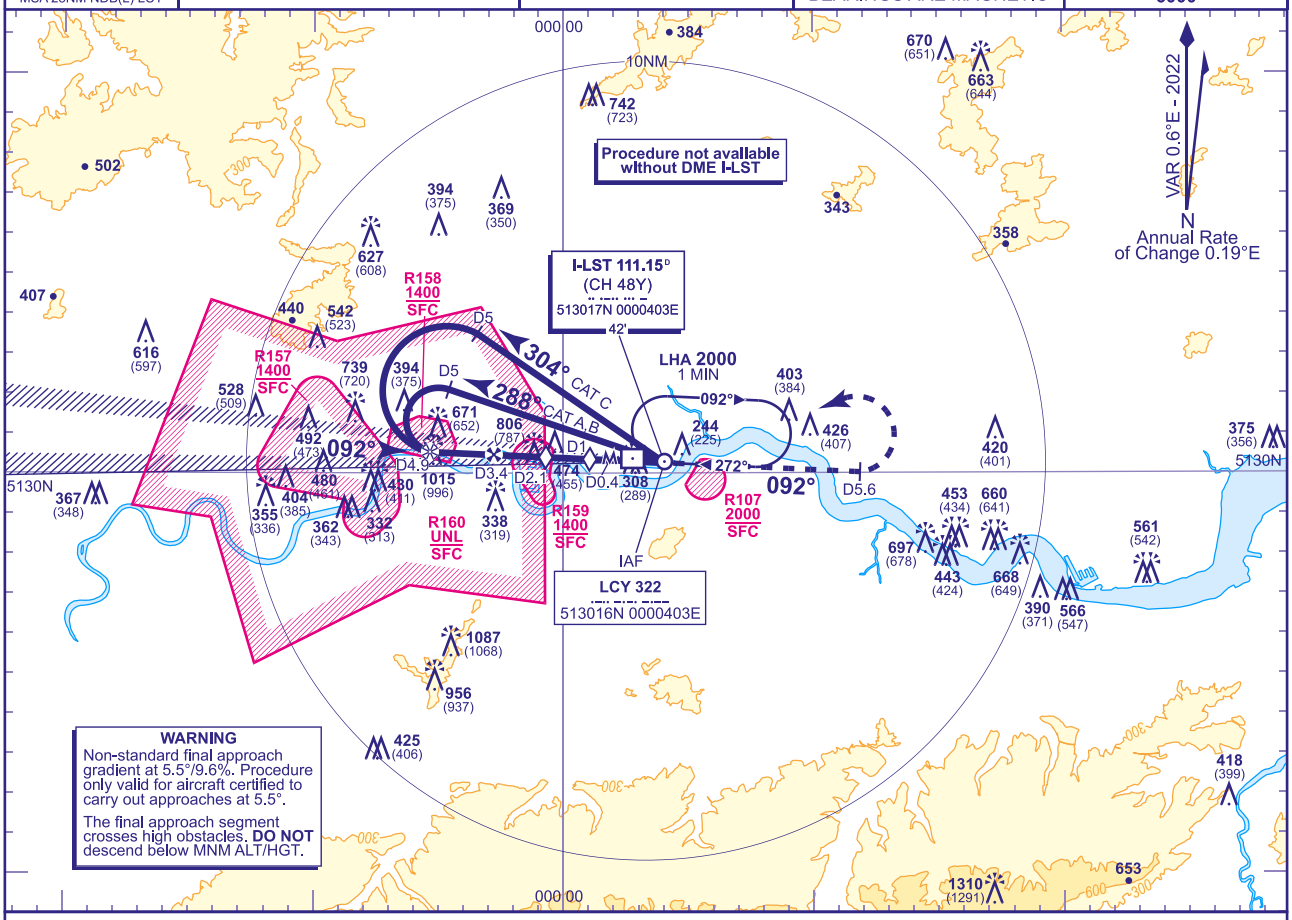
## INSTRUMENT APPROACH CHART - ICAO

# LONDON CITY
# LOC/DME/NDB(L)
# RWY 09
(ACFT CAT A,B,C)

| | | | |
|---|---|---|---|
| APP 132.700 | THAMES DIRECTOR | AD ELEVATION | 20 |
| TWR 118.080 129.455 | CITY TOWER | THR ELEVATION | 19 |
| RAD 133.455, 128.025 | THAMES DIRECTOR | OBSTACLE ELEVATION **1310 AMSL** (1291) (ABOVE THR) | |
| ATIS 136.355 | CITY INFORMATION | BEARINGS ARE MAGNETIC | |

MSA 25NM NDB(L) LCY

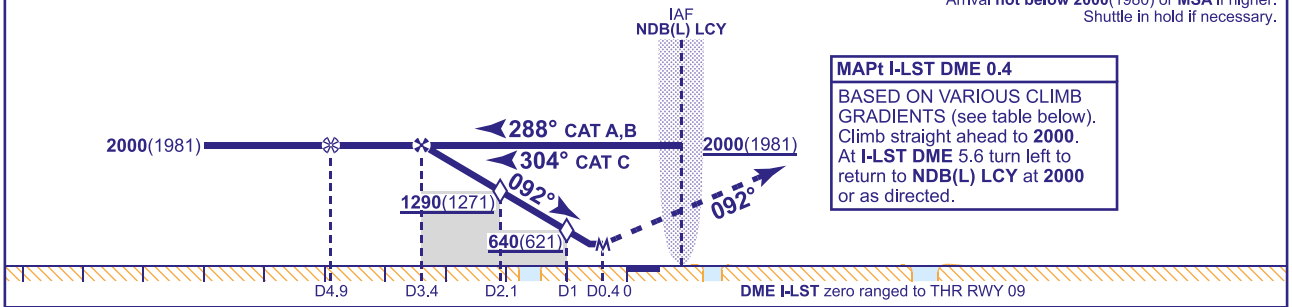
TRANSITION ALTITUDE **6000**




**RECOMMENDED PROFILE** Gradient 9.6%, 585FT/NM

| **DME I-LST** | 3.4 | 3.0 | 2.1 **(SDF)** | 2.0 | 1.0 **(SDF)** |
|---|---|---|---|---|---|
| **ALT**(HGT) | **2000**(1981) | **1810**(1791) | **1290**(1271) | **1230**(1211) | **640**(621) |

Arrival **not below 2000**(1980) or **MSA** if higher.
Shuttle in hold if necessary.




**MAPt I-LST DME 0.4**

BASED ON VARIOUS CLIMB GRADIENTS (see table below).
Climb straight ahead to **2000**.
At **I-LST DME** 5.6 turn left to return to **NDB(L) LCY** at **2000** or as directed.

| **Aircraft Category** | | **A** | **B** | **C** |
|---|---|---|---|---|
| **OCA** (OCH) | **CLIMB GRAD 2.5%** | **560**(541) | **560**(541) | **560**(541) |
| | **CLIMB GRAD 3.0%** | **490**(471) | **490**(471) | **490**(471) |
| **VM(C)OCA** (OCH AAL) | **NOT APPLICABLE** | | | |

| **Rate of descent** | | | | | | |
|---|---|---|---|---|---|---|
| **G/S KT** | 160 | 140 | 120 | 100 | 80 |
| **FT/MIN** | 1560 | 1365 | 1170 | 975 | 780 |

**RADAR VECTORING/RNAV1 TRANSITION**
Aircraft will normally be radar vectored/positioned to the LOC by Thames Director to be established on the LOC no later than I-LST DME 4.9.

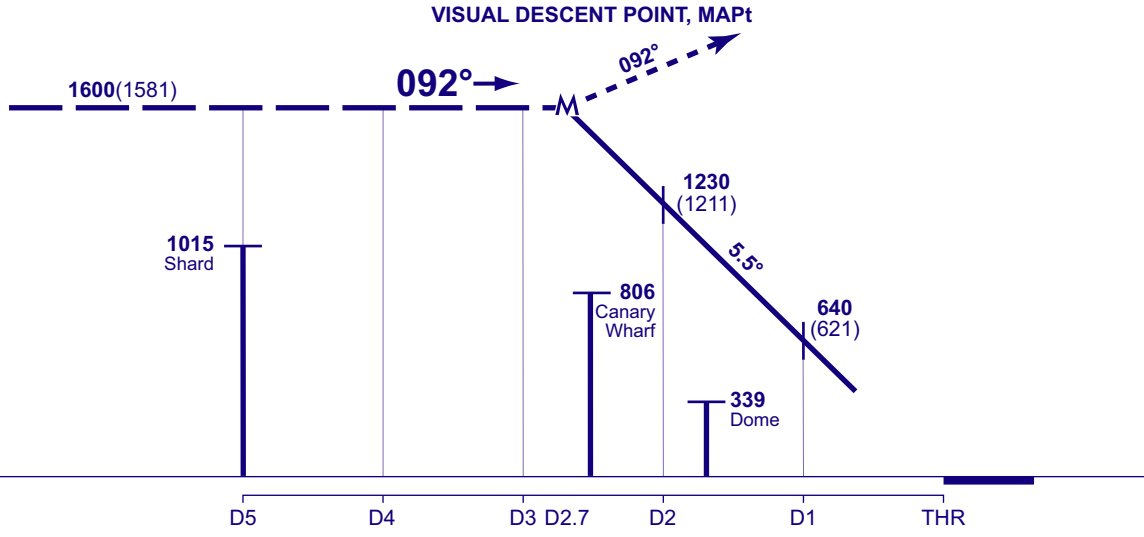
**CHANGE (10/24):** I-LST DME ELEVATION.

AERO INFO DATE 23 JUL 24

AD 2-EGLC-8-2

# VISUAL APPROACH PROFILE — LONDON CITY

| AIRCRAFT CAT | AD ELEV | THR ELEV | VAR | RWY 09 |
|---|---|---|---|---|
| **A,B,C** | **20FT** | **19FT** | **0.6°E** | |




**DME I-LST zero ranged to THR RWY 09**

NOTE: Do not descend below **1600**(1581) without required visual references, PAPI acquisition and PAPI guidance.

BEARINGS ARE MAGNETIC

**CHANGE (7/23):** THR ELEVATION.
AERO INFO DATE 17 APR 23

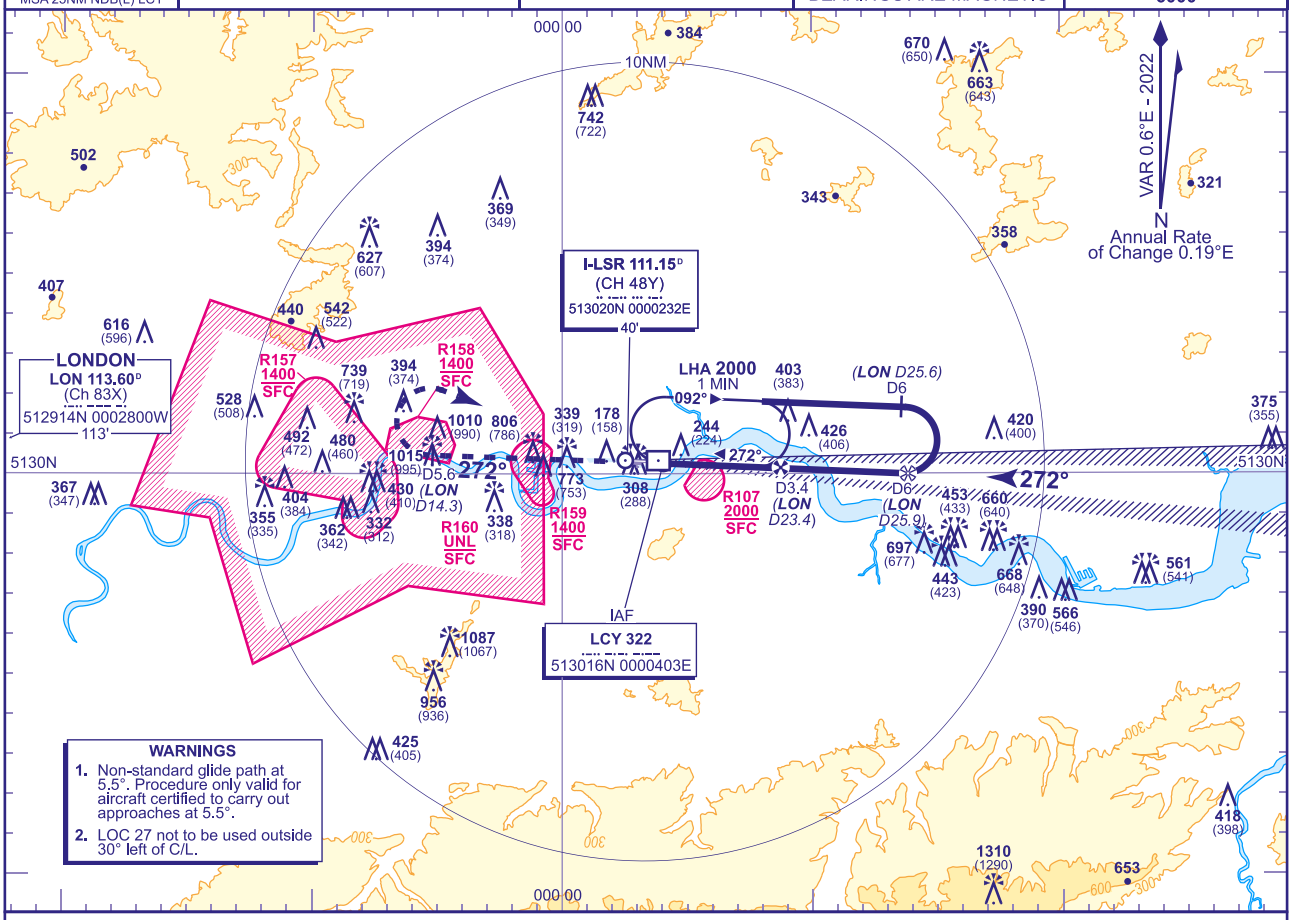
# INSTRUMENT APPROACH CHART - ICAO

## LONDON CITY
## ILS(5.5°GP)/ DME/NDB(L) RWY 27
(ACFT CAT A,B,C)

| | | | | |
|---|---|---|---|---|
| APP | 132.700 | THAMES DIRECTOR | AD ELEVATION | 20 |
| TWR | 118.080, 129.455 | CITY TOWER | THR ELEVATION | 20 |
| RAD | 133.455, 128.025 | THAMES DIRECTOR | OBSTACLE ELEVATION **1310 AMSL** (1290) (ABOVE THR) | |
| ATIS | 136.355 | CITY INFORMATION | BEARINGS ARE MAGNETIC | |

TRANSITION ALTITUDE **6000**

MSA 25NM NDB(L) LCY



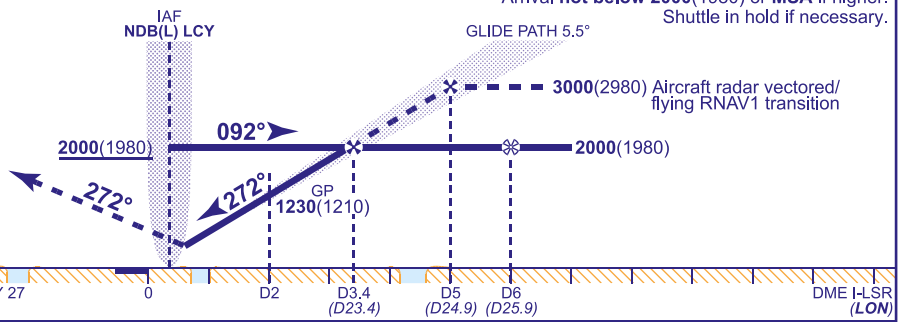

**RECOMMENDED PROFILE** GLIDE PATH 5.5°, 585FT/NM

| | | | | | |
|---|---|---|---|---|---|
| **DME I-LSR(LON)** | 3.4(23.4) | 3.0(23.0) | 2.5(22.5) | 2.0(22.0) | 1.0(21.0) |
| **ALT**(HGT) | **2000**(1980) | **1820**(1800) | **1520**(1500) | **1230**(1210) | **650**(630) |

**RDH 35**

Arrival **not below 2000**(1980) or **MSA** if higher. Shuttle in hold if necessary.

BASED ON VARIOUS CLIMB GRADIENTS (see table below). Climb straight ahead to **2000.** At **I-LSR DME** 5.6 (LON DME 14.3) turn right to return to **NDB(L) LCY** at **2000** or as directed.




| Aircraft Category | | A | B | C | BAe 146 |
|---|---|---|---|---|---|
| OCA (OCH) | CLIMB GRAD 2.5% | **570**(550) | **600**(580) | **630**(610) | **540**(520) |
| | CLIMB GRAD 3.0% | **510**(490) | **540**(520) | **570**(550) | **480**(460) |
| | CLIMB GRAD 4.0% | **490**(470) | **520**(500) | **540**(520) | **460**(440) |
| VM(C)OCA (OCH AAL) | NOT APPLICABLE | | | | |

| Rate of descent | | | | | | |
|---|---|---|---|---|---|---|
| | G/S KT | 160 | 140 | 120 | 100 | 80 |
| | FT/MIN | 1560 | 1365 | 1170 | 975 | 780 |

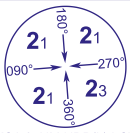
**RADAR VECTORING/RNAV1 TRANSITION**
Aircraft will normally be radar vectored/positioned to the LOC by Thames Director to be established on the LOC no later than I-LSR DME 6.

**CHANGE (10/24):** I-LSR DME ELEVATION.

AERO INFO DATE 23 JUL 24 AD 2-EGLC-8-4

# INSTRUMENT APPROACH CHART - ICAO

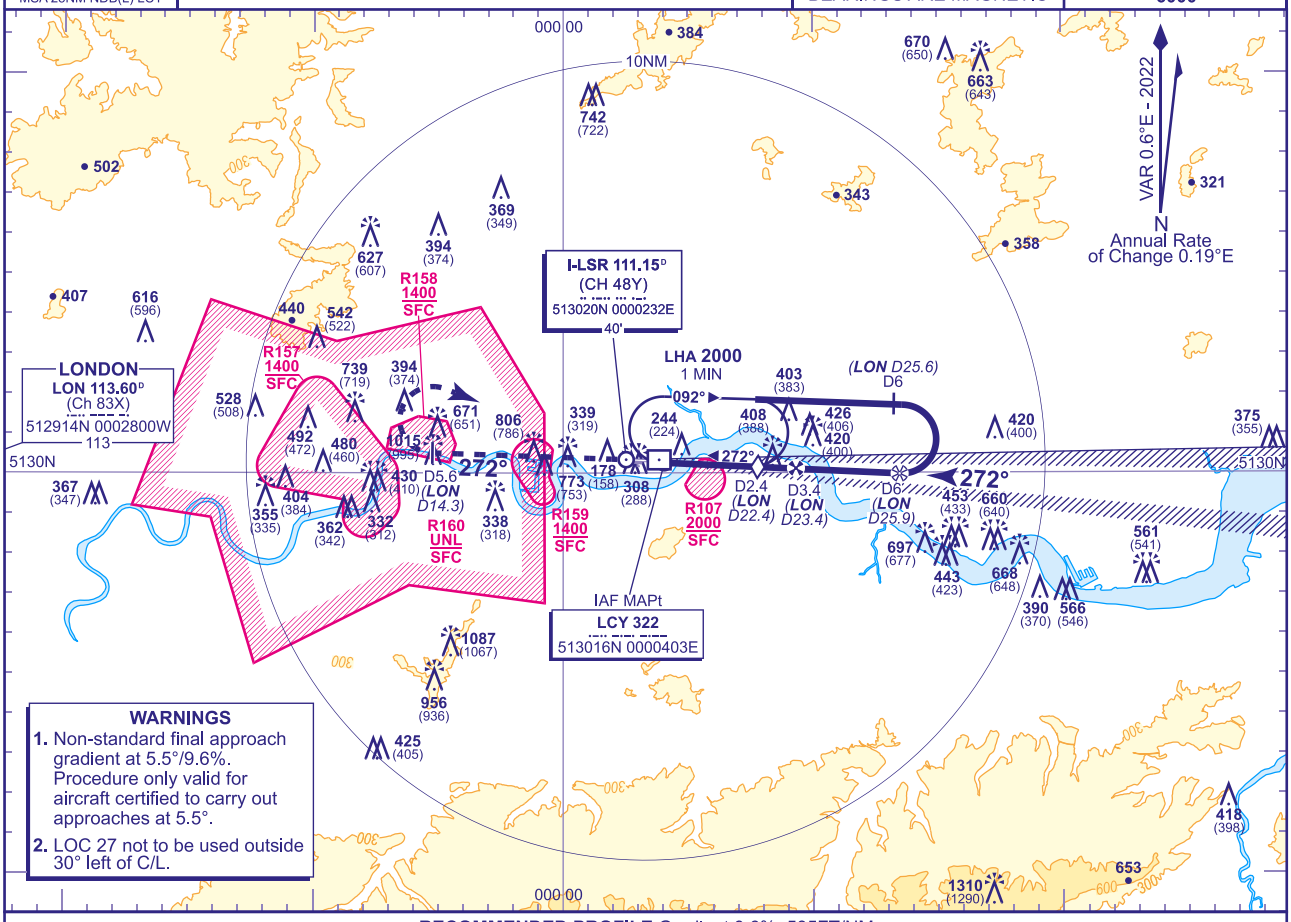
## LONDON CITY
## LOC/DME/NDB(L)
## RWY 27
(ACFT CAT A,B,C)



MSA 25NM NDB(L) LCY

| | | | |
|---|---|---|---|
| APP 132.700 | THAMES DIRECTOR | AD ELEVATION | 20 |
| TWR 118.080, 129.455 | CITY TOWER | THR ELEVATION | 20 |
| RAD 133.455, 128.025 | THAMES DIRECTOR | OBSTACLE ELEVATION | |
| ATIS 136.355 | CITY INFORMATION | 1310 AMSL (1290) (ABOVE THR) | |
| | | BEARINGS ARE MAGNETIC | |

TRANSITION ALTITUDE **6000**




**WARNINGS**

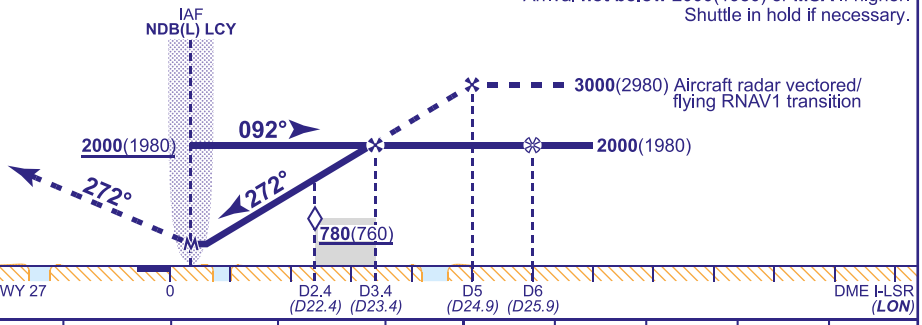
1. Non-standard final approach gradient at 5.5°/9.6%. Procedure only valid for aircraft certified to carry out approaches at 5.5°.
2. LOC 27 not to be used outside 30° left of C/L.

**RECOMMENDED PROFILE** Gradient 9.6%, 585FT/NM

| | | | | | |
|---|---|---|---|---|---|
| **DME I-LSR(LON)** | 3.4(23.4) | 3.0(23.0) | 2.4 **(SDF)** (22.4) | 2.0(22.0) | 1.0(21.0) |
| **ALT**(HGT) | **2000**(1980) | **1820**(1800) | **1460**(1440) | **1230**(1210) | **650**(630) |

Arrival **not below 2000**(1980) or **MSA** if higher.
Shuttle in hold if necessary.

**MAPt NDB(L) LCY**
BASED ON VARIOUS CLIMB GRADIENTS (see table below). Climb straight ahead to **2000**. At **I-LSR DME** 5.6 (LON DME 14.3) turn right to return to **NDB(L) LCY** at **2000** or as directed.




| Aircraft Category | | A | B | C |
|---|---|---|---|---|
| OCA (OCH) | CLIMB GRAD 2.5% | **570**(550) | **600**(580) | **630**(610) |
| | CLIMB GRAD 4.0% | **500**(480) | **520**(500) | **540**(520) |
| VM(C)OCA (OCH AAL) | NOT APPLICABLE | | | |

| Rate of descent | | | | | | |
|---|---|---|---|---|---|---|
| G/S KT | 160 | 140 | 120 | 100 | 80 |
| FT/MIN | 1560 | 1365 | 1170 | 975 | 780 |

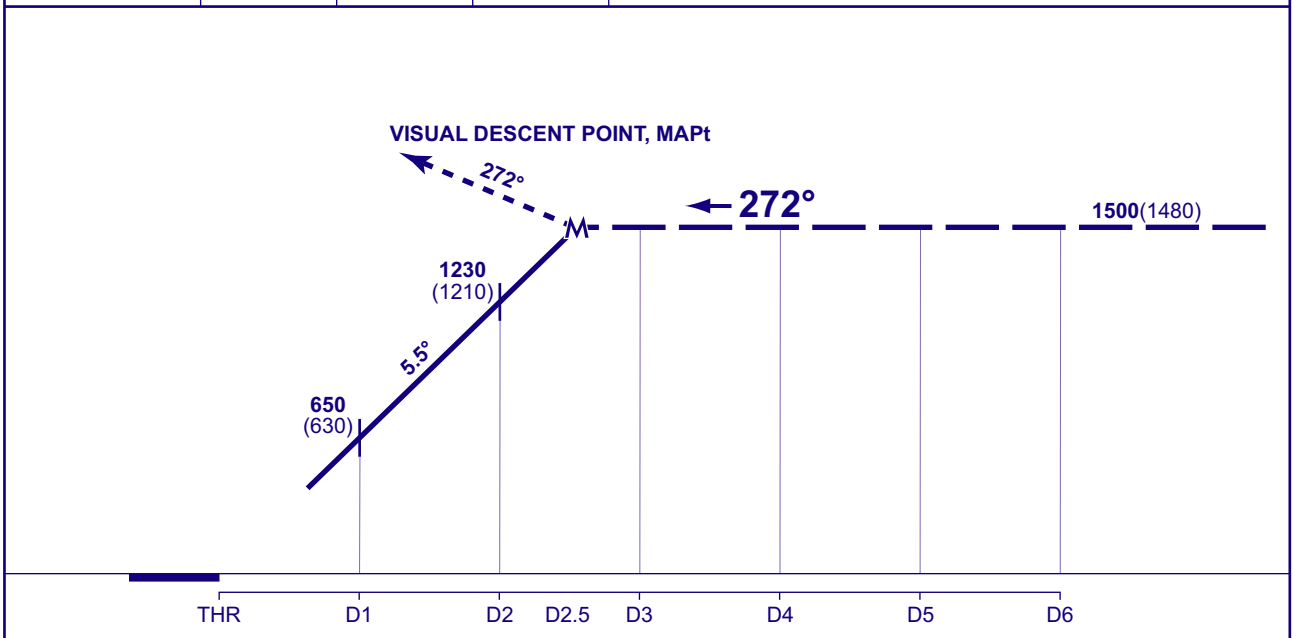
**RADAR VECTORING/RNAV1 TRANSITION**
Aircraft will normally be radar vectored/positioned to the LOC by Thames Director to be established on the LOC no later than I-LSR DME 6.

**CHANGE (10/24):** I-LSR DME ELEVATION.

AERO INFO DATE 23 JUL 24

# VISUAL APPROACH PROFILE — LONDON CITY

| EGLC | AD ELEV | THR ELEV | VAR | RWY 27 |
|---|---|---|---|---|
| **CAT A,B,C** | **20FT** | **20FT** | **0.6°E** | |




**DME I-LSR zero ranged to THR RWY 27**

NOTE: Do not descend below **1500**(1480) without required visual references, PAPI acquisition and PAPI guidance.

BEARINGS ARE MAGNETIC

**CHANGE (7/23):** THR ELEVATION.
AERO INFO DATE 17 APR 23

# EGKK — LONDON GATWICK

## EGKK AD 2.1 AERODROME LOCATION INDICATOR AND NAME

EGKK — LONDON GATWICK

## EGKK AD 2.2 AERODROME GEOGRAPHICAL AND ADMINISTRATIVE DATA

| | | |
|---|---|---|
| 1 | ARP coordinates and site at AD | Lat: 510853N Long: 0001125W<br>Mid point of Runway 08R/26L. |
| 2 | Direction and distance from city | 2.7 NM N of Crawley. 24.7 NM S of London. |
| 3 | Elevation / Reference temperature / Mean Low Temperature | 203 FT / 20 °C / - |
| 4 | Geoid undulation at AD ELEV PSN | 149 FT |
| 5 | Magnetic Variation / Annual Change | 0.53°E (2022) / 0.19°E |
| 6 | AD Administration<br>Address<br>Telephone<br><br>E-mail address | GATWICK AIRPORT LIMITED.<br>London (Gatwick) Airport, West Sussex RH6 0NP<br>0344-892 0322 (Gatwick Airport Ltd)<br>01293-601031 (ATC)<br>drones@gatwickairport.com (Gatwick Airport Limited - for UAS queries only) |
| 7 | Type of Traffic permitted (IFR/VFR) | IFR/VFR |
| 8 | Remarks | Telephone calls to ATC operational areas may be recorded. |

## EGKK AD 2.3 OPERATIONAL HOURS

| | | |
|---|---|---|
| 1 | AD Administration | H24 |
| 2 | Customs and immigration | H24 |
| 3 | Health and sanitation | |
| 4 | AIS Briefing Office | |
| 5 | ATS Reporting Office (ARO) | |
| 6 | MET Briefing Office | |
| 7 | ATS | H24 |
| 8 | Fuelling | H24 |
| 9 | Handling | H24 |
| 10 | Security | H24 |
| 11 | De-icing | H24 |
| 12 | Remarks | Refer to AD 2.20 item 1. |

## EGKK AD 2.4 HANDLING SERVICES AND FACILITIES

| | | |
|---|---|---|
| 1 | Cargo handling facilities | Full. Nearest railway siding: Crawley New Yard, approx 1 NM. |
| 2 | Fuel and oil types | AVTUR JET A-1<br>Various, by arrangement with maintenance or service provider. |
| 3 | Fuelling facilities/capacity | Hydrant refuelling. Very limited bowser capacity. De-fuelling facilities subject to arrangement with fuel company. |
| 4 | De-icing facilities | By arrangement with handling agent. |
| 5 | Hangar space for visiting aircraft | Yes. By arrangement with local companies. |
| 6 | Repair facilities for visiting aircraft | Maintenance and repair by arrangement with local operators. |
| 7 | Remarks | Oxygen and related servicing by arrangement with local companies.<br>Operators are to make prior arrangements with one of the handling agents for ground handling of all flights. |

## EGKK AD 2.5 PASSENGER FACILITIES

| | | |
|---|---|---|
| 1 | Hotels | Hotels linked to the north and south terminals. |
| 2 | Restaurants | Restaurants and bars. |
| 3 | Transportation | Trains, coaches, buses, taxis and hire cars. Nearest railway station, Gatwick Airport (South Terminal). |

| | | |
|---|---|---|
| 4 | Medical facilities | Limited first aid treatment available. |
| 5 | Bank and Post Office | Bureau de Change. |
| 6 | Tourist Office | |
| 7 | Remarks | |

## EGKK AD 2.6 RESCUE AND FIRE FIGHTING SERVICES

| | | |
|---|---|---|
| 1 | AD category for fire fighting services | RFF Category A10 |
| 2 | Rescue equipment | High access vehicle. |
| 3 | Capability for removal of disabled aircraft | Gatwick Airport Limited does not have the capability to recover disabled aircraft therefore, airlines must have a confirmed contract in place with an aircraft recovery/salvage contractor for aircraft recovery. Aircraft recovery arrangements must be submitted to Gatwick Airport Limited via airsidecompliance@gatwickairport.com.<br>The Aerodrome Operations Manager is the initial point of contact during an incident: 07803-120115/aom@gatwickairport.com. |
| 4 | Remarks | |

## EGKK AD 2.7 SEASONAL AVAILABILITY - CLEARING

| | | |
|---|---|---|
| 1 | Type of clearing equipment | Mechanical and Chemical de-icing/anti-icing equipment including: Sweeper/Blowers, Sprayers of de-icing/anti-icing fluid, Tractors equipped with Ploughs and Brushes, Snow Cutters, Granular Spreaders. |
| 2 | Clearance priorities | Duty runway and associated taxiways, aircraft stands and apron areas. Other areas. |
| 3 | Remarks | Annual Snow Plan available from the Aerodrome Operator on request.<br>De-icing/anti-icing of aircraft movement areas carried out as required using potassium acetate fluids (KAC).<br>Under certain circumstances during adverse weather the Airport Disruption Cell may be established.<br>See also AD 1.2.2. |

## EGKK AD 2.8 APRONS, TAXIWAYS AND CHECK LOCATIONS/POSITIONS DATA

| | | |
|---|---|---|
| 1 | Apron surface and strength | PARKING STANDS<br>Surface: Concrete and Concrete Block Paving.<br>PCN: Concrete 89/R/C/W/T and Concrete Block Paving 100/F/C/W/T |
| 2 | Taxiway width, surface and strength | Taxiway ECHO ROMEO: 23 M<br>Surface: Asphalt<br>PCN 50/F/C/W/T<br><br>Taxiway OTHER (ASPHALT): 23 M<br>Surface: Asphalt<br>PCN 100/F/C/W/T<br><br>Taxiway OTHER (CONCRETE): 23 M<br>Surface: Concrete<br>PCN 89/R/C/W/T<br><br>Taxiway TANGO: 23 M<br>Surface: Concrete and asphalt<br>PCN 55/R/C/W/T<br><br>Taxiway VICTOR: 23 M<br>Surface: Concrete<br>PCN 59/R/D/W/T<br><br>Taxiway WHISKEY: 23 M<br>Surface: Concrete<br>PCN 59/R/D/W/T<br><br>Taxiway YANKEE: 23 M<br>Surface: Concrete and asphalt<br>PCN 55/R/C/W/T |
| 3 | Altimeter checkpoint location and elevation | Apron 192 FT |

| | | |
|---|---|---|
| 4 | VOR checkpoints | |
| 5 | INS checkpoints | See Aircraft Ground Movement/Parking/Docking Chart. |
| 6 | Remarks | |

## EGKK AD 2.9 SURFACE MOVEMENT GUIDANCE AND CONTROL SYSTEM AND MARKINGS

| | | |
|---|---|---|
| 1 | Use of aircraft stand ID signs, TWY guide lines and visual docking/parking guidance system of aircraft stands | Pilots must not enter an aircraft stand unless the SEG (Stand Entry Guidance) is activated and the correct aircraft type is displayed, or a Gatwick Airport Limited marshaller has signalled clearance to proceed. If SEG is not activated on approach to the stand, flight crews must hold position on the taxiway and advise GMC of the non-activation of the SEG. Aircraft which have a very dark colour scheme may not be recognised by the SEG system. Aircrew must not attempt to self-park if the SEG is not activated. Note: ATC may request aircraft to 'report parked' – this is not an instruction to self-park.<br><br>Aircrew are to note that all SEG systems are activated by their ground handling agent. The activation of SEG systems indicates a safety check of the stand has been made by the handling agent prior to the aircraft arrival.<br><br>Azimuth and Stopping guidance is provided by 'Safedock' – Advanced Visual Docking Guidance System (A-VDGS) except on the following stands where a Marshaller is required: 33R, 130, 131, 132, 133, 134, 135, 136, 150L/R, 152L/R, 178L, 178R, 180R and 559.<br><br>The SEG unit for Stand 557 is offset 3 M to the left of the centreline.<br><br>All stands are designed for nose-in/push back operations except Stands 41E, 41, 41W, 43E, 43 and 43W.<br><br>A variety of stand types and configurations are used:<br>I. Standard apron/stands accommodate one aircraft and have a painted single yellow centreline.<br>II. Multiple Aircraft Ramp System (MARS) stands consist of a primary centreline painted yellow and two secondary centrelines either side of the primary centreline painted in broken yellow and white. Secondary centrelines are designated with the primary stand number and the addition of 'L' (Left) or 'R' (Right).<br>III. Multi-Choice Apron (MCA) use multiple primary and secondary centrelines, to allow the operation of a variety of different combinations of parked aircraft. Each centreline has its own designated stand number. Primary centrelines are painted yellow and secondary centrelines are painted in broken yellow and white.<br><br>Individual illuminated stand number indicators are provided except on the following stands: 13L, 13R, 31L, 31R, 32L, 32R, 33L, 33R, 34L, 34R, 35L, 35R, 36L, 36R, 41, 41E, 41W, 43, 43E, 43W, 150L, 150R, 152L, 152R, 178L, 178R and 180R. |
| 2 | Runway and taxiway markings and lighting | Runway marking aid(s):<br>08L/26R: Full ICAO runway designation, runway threshold, aiming point, touchdown zone and runway centreline markings. Entry/exit taxiways to/from the runway are marked by a continuous painted yellow line from the centreline of the runway.<br>08R/26L: Full ICAO runway designation, runway threshold, aiming point, touchdown zone and runway centreline markings. Entry/exit taxiways to/from the runway are marked by a continuous painted yellow line from the centreline of the runway.<br><br>Runway light(s):<br>08L/26R: Threshold - HI green lights with wing bars. Edge - HI white lights. Stop end - HI red lights. Runway Threshold Identification Lights (RTILS) - 2 synchronised flashing white lights, one at each end of the threshold bar.<br>08R/26L: Threshold - HI green lights with wing bars. Edge - HI white lights. Centreline - HI colour coded white/red lights. TDZ - HI white lights. Stop end - HI red lights. Colour coded amber/green centreline lights indicate the runway entry/exit taxiways from/to the CAT III stop bars.<br><br>26L: Starter Extension - Blue edge lights.<br><br>Taxiway marking aid(s): |

| | | |
|---|---|---|
| | | Yellow painted centreline.<br>Yellow painted lead-in line to stand with arrow bearing the stand number.<br>Broken yellow painted centreline (Stands 5, 10, 38, 41 and 43).<br><br>Taxiway light(s):<br>Green centreline lights except on Taxiway Yankee where blue edge lights are installed.<br><br>Taxiway Unavailable Bars (TUBS) comprising of a line of red stop lights spaced at approximately 3 M centres across the full width of the mouth of each exit taxiway adjacent to Runway 08R/26L and running parallel to the runway centreline. |
| 3 | Stop bars and runway guard lights (if any) | Illuminated red stop bars are provided where appropriate. Stop bars and runway guard lights at runway holding positions are in operation H24. |
| 4 | Other runway protection measures | |
| 5 | Remarks | The apron is marked for nose-in parking only and operators should ensure that agents can supply push-back facilities.<br><br>ILS Localizer Sensitive Area: Colour coded alternate amber and green centreline lights are installed on all entry/exit taxiways to/from Runway 08R/26L to denote the extent of the localizer sensitive area.<br><br>WDIs (LGTD) - 510856.65N 0001014.64W; 510838.27N 0001222.34W. |

## EGKK AD 2.10 AERODROME OBSTACLES

| In Approach/Take-off areas | | | | | | |
|---|---|---|---|---|---|---|
| **Obstacle ID/ Designation** | **Obstacle Type** | **Obstacle Position** | **Elevation/Height** | | **Obstruction Lighting Type/ Colour** | **Remarks** |
| **1** | **2** | **3** | **4** | | **5** | **6** |
| (EGKK3244) 26R/APPROACH | BUILDING AERIAL | 510920.70N 0000944.60W | 326 FT | 130 FT | No | |
| (EGKK3254) 08L/TAKE-OFF | BUILDING | 510917.97N 0000946.60W | 276 FT | 78 FT | No | Concorde House, South Terminal. |
| (EGKK8088) 08L/TAKE-OFF | TREE | 510916.75N 0000934.04W | 264 FT | 68 FT | No | |
| (EGKK8091) 26L/APPROACH | TREE | 510916.46N 0000932.69W | 259 FT | 64 FT | No | |
| (EGKK3210) 08L/TAKE-OFF | BUILDING CHIMNEY | 510915.69N 0000944.73W | 241 FT | 47 FT | No | |
| (EGKK8077) 08L/TAKE-OFF | TREE | 510915.53N 0000941.22W | 247 FT | 55 FT | No | |
| (EGKK8073) 26L/APPROACH | TREE | 510915.16N 0000940.58W | 248 FT | 55 FT | No | |
| (EGKK3435) 08L/TAKE-OFF | PLANE TAIL | 510914.37N 0000951.76W | 231 FT | 34 FT | No | Pier 1 Stands 2-5, South Terminal. |
| (EGKK8055) 08R/TAKE-OFF | TREE | 510910.91N 0000941.44W | 228 FT | 40 FT | No | |
| (EGKK8164) 08R/TAKE-OFF | TREE | 510909.94N 0000917.13W | 258 FT | 58 FT | No | |
| (EGKK8162) 08R/TAKE-OFF | TREE | 510907.57N 0000926.77W | 252 FT | 56 FT | No | |
| (EGKK7992) 08R/TAKE-OFF | TREE | 510906.93N 0000927.01W | 254 FT | 57 FT | No | |
| (EGKK8022) 08R/TAKE-OFF | TREE | 510906.02N 0000941.69W | 223 FT | 30 FT | No | |
| (EGKK8000) 08R/TAKE-OFF | TREE | 510905.07N 0000926.54W | 257 FT | 58 FT | No | |
| (EGKK1140) 08R/TAKE-OFF | FFM 26 | 510903.80N 0000946.09W | 214 FT | 15 FT | No | |
| (EGKK8001) 08R/TAKE-OFF | TREE | 510903.76N 0000940.58W | 227 FT | 28 FT | No | |
| (EGKK8196) 26L/APPROACH | TREE | 510902.19N 0000929.08W | 264 FT | 65 FT | No | |
| (EGKK7938) 26L/APPROACH | TREE | 510901.73N 0000926.99W | 267 FT | 67 FT | No | |

| In Approach/Take-off areas | | | | | | |
|---|---|---|---|---|---|---|
| **Obstacle ID/ Designation** | **Obstacle Type** | **Obstacle Position** | **Elevation/Height** | | **Obstruction Lighting Type/ Colour** | **Remarks** |
| **1** | **2** | **3** | **4** | | **5** | **6** |
| (EGKK8192) 26L/APPROACH | TREE | 510901.64N 0000925.98W | 271 FT | 70 FT | No | |
| (EGKK7956) 26L/APPROACH | TREE | 510901.21N 0000940.88W | 245 FT | 47 FT | No | |
| (EGKK7605) 26L/APPROACH | TREE | 510900.69N 0000923.21W | 277 FT | 73 FT | No | |
| (EGKK8287) 26R/TAKE-OFF | BUSH | 510850.37N 0001254.53W | 236 FT | 11 FT | No | |
| (EGKK8285) 08L/APPROACH | TREE | 510849.92N 0001256.25W | 236 FT | 38 FT | No | |
| (EGKK3754) 26R/TAKE-OFF | TOP OF BANK | 510849.33N 0001254.32W | 227 FT | | No | |
| (EGKK8281) 08L/APPROACH | TREE | 510848.81N 0001256.23W | 234 FT | 36 FT | No | |
| (EGKK2207) 26R/TAKE-OFF | OBS LIGHT | 510848.80N 0001254.27W | 227 FT | 4 FT | Yes Red | |
| (EGKK8274) 26R/TAKE-OFF | TREE | 510847.47N 0001255.96W | 234 FT | 37 FT | No | |
| (EGKK2026) 26R/TAKE-OFF | FENCE | 510846.37N 0001254.87W | 206 FT | 8 FT | No | |
| (EGKK7781) 26R/TAKE-OFF | TREE | 510845.99N 0001316.27W | 252 FT | 43 FT | No | |
| (EGKK5955) 26R/TAKE-OFF | TREE | 510844.78N 0001319.93W | 246 FT | 39 FT | No | |
| (EGKK7796) 08R/APPROACH | TREE | 510842.85N 0001436.51W | 387 FT | 76 FT | No | |
| (EGKK8254) 26L/TAKE-OFF | TREE | 510842.53N 0001255.75W | 225 FT | 29 FT | No | |
| (EGKK8252) 26L/TAKE-OFF | TREE | 510842.19N 0001254.49W | 215 FT | 19 FT | No | |
| (EGKK5936) 26R/TAKE-OFF | TREE | 510840.27N 0001348.84W | 290 FT | 71 FT | No | |
| (EGKK7814) 08R/APPROACH | TREE | 510838.84N 0001454.32W | 407 FT | 49 FT | No | |
| (EGKK4802) 08R/APPROACH | TREE | 510838.21N 0001513.49W | 434 FT | 95 FT | No | |
| (EGKK8221) 08R/APPROACH | TREE | 510835.92N 0001250.10W | 234 FT | 33 FT | No | |
| (EGKK8215) 08R/APPROACH | TREE | 510835.36N 0001249.13W | 237 FT | 36 FT | No | |
| (EGKK3601) 26L/TAKE-OFF | TREE | 510834.02N 0001430.31W | 364 FT | 98 FT | No | |
| (EGKK7718) 26R/TAKE-OFF | TREE | 510832.68N 0001435.42W | 376 FT | 95 FT | No | |
| (EGKK7728) 26L/TAKE-OFF | TREE | 510832.41N 0001354.33W | 310 FT | 85 FT | No | |
| (EGKK7729) 08R/APPROACH | TREE | 510831.76N 0001355.40W | 313 FT | 88 FT | No | |
| (EGKK7730) 26L/TAKE-OFF | TREE | 510831.33N 0001355.02W | 311 FT | 87 FT | No | |
| (EGKK7441) 26L/TAKE-OFF | TREE | 510831.29N 0001447.40W | 385 FT | 61 FT | No | |
| (EGKK7720) 08R/APPROACH | TREE | 510831.18N 0001434.10W | 373 FT | 97 FT | No | |
| (EGKK7439) 08R/APPROACH | TREE | 510831.03N 0001451.65W | 392 FT | 55 FT | No | |
| (EGKK7721) 26L/TAKE-OFF | TREE | 510830.57N 0001430.87W | 361 FT | 97 FT | No | |
| (EGKK4793) 26L/TAKE-OFF | TREE | 510830.44N 0001531.25W | 440 FT | 77 FT | No | |
| (EGKK7723) 26R/TAKE-OFF | TREE | 510826.39N 0001455.34W | 395 FT | 67 FT | No | |

| In Approach/Take-off areas | | | | | | |
|---|---|---|---|---|---|---|
| **Obstacle ID/ Designation** | **Obstacle Type** | **Obstacle Position** | **Elevation/Height** | | **Obstruction Lighting Type/ Colour** | **Remarks** |
| **1** | **2** | **3** | **4** | | **5** | **6** |
| (EGKK2406) 08R/APPROACH | TREE | 510826.02N 0001328.04W | 300 FT | 89 FT | No | |
| (EGKK2496) 08R/APPROACH | TREE | 510825.78N 0001329.57W | 298 FT | 87 FT | No | |
| (EGKK4726) 26R/TAKE-OFF | TREE | 510825.48N 0001522.72W | 432 FT | 59 FT | No | |
| (EGKK7437) 26L/TAKE-OFF | TREE | 510824.23N 0001530.18W | 441 FT | 62 FT | No | |
| (EGKK4868) 26L/TAKE-OFF | TREE | 510821.46N 0001539.18W | 447 FT | 65 FT | No | |
| (EGKK4631) 26L/TAKE-OFF | TREE | 510819.46N 0001500.94W | 401 FT | 77 FT | No | |

| In circling area and at aerodrome | | | | | | |
|---|---|---|---|---|---|---|
| **Obstacle ID/ Designation** | **Obstacle Type** | **Obstacle Position** | **Elevation/Height** | | **Obstruction Lighting Type/ Colour** | **Remarks** |
| **1** | **2** | **3** | **4** | | **5** | **6** |
| (EGKK5650) | TREE | 511037.51N 0001339.22W | 403 FT | 97 FT | No | |
| (EGKK5116) | TREE | 511035.90N 0002219.72W | 1027 FT | 81 FT | No | |
| (EGKK5098) | TOWER FLAGPOLE | 511034.88N 0002216.72W | 1027 FT | 63 FT | No | |
| (EGKK5377) | TREE | 511001.72N 0001424.27W | 449 FT | 106 FT | No | |
| (EGKK4554) | MAST | 510759.49N 0001410.18W | 419 FT | 110 FT | No | |
| (EGKK6231) | BLDG MAST | 510659.03N 0001055.13W | 389 FT | 154 FT | Yes Red | |
| (EGKK4243) | MAST | 510630.42N 0001246.13W | 408 FT | 127 FT | No | |

## EGKK AD 2.11 METEOROLOGICAL INFORMATION PROVIDED

| | | |
|---|---|---|
| 1 | Associated MET Office | MET OFFICE HEATHROW |
| 2 | Hours of service<br>MET Office outside hour | H24 |
| 3 | Office responsible for TAF preparation<br>Periods of validity | MET OFFICE HEATHROW<br>30 hours |
| 4 | Trend forecast<br>Interval of issuance | |
| 5 | Briefing/consultation provided | Self briefing/telephone. |
| 6 | Flight documentation<br>Language(s) used | Charts abbreviated plain language text.TAFs/METARs.<br>English. |
| 7 | Charts and other information available for briefing or consultation | |
| 8 | Supplementary equipment available for providing information | |
| 9 | ATS units provided with information | LONDON GATWICK |
| 10 | Additional information (limitation of service, etc.) | 26R TDZ IRVR is 470 M downwind of the threshold. |

# EGKK AD 2.12 RUNWAY PHYSICAL CHARACTERISTICS

| Designations RWY Number | True bearing | Dimensions of RWY | Surface of RWY/ SWY/ Strength | THR co-ordinates/ THR Geoid undulation | THR elevation/ Highest elevation of TDZ of precision APP RWY | Slope of RWY/ SWY |
|---|---|---|---|---|---|---|
| 1 | 2 | 3 | 4 | 5 | 6 | 7 |
| 08L | 077.63° | 2561 x 45 M | RWY surface: Asphalt, Grooved<br>PCN 100/F/C/W/T | 510851.04N<br>0001229.17W<br>148.6 FT | THR 194.8 FT | 08L: 0.04% Down<br>26R: 0.04% Up |
| 26R | 257.65° | 2561 x 45 M | RWY surface: Asphalt, Grooved<br>PCN 100/F/C/W/T | 510903.69N<br>0001057.40W<br>148.5 FT | THR 194.8 FT | 08L: 0.04% Down<br>26R: 0.04% Up |
| 08R | 077.63° | 3317 x 45 M | RWY surface: Asphalt, Grooved<br>PCN 100/F/C/W/T<br>SWY surface: Asphalt, Grooved<br>PCN 100/F/C/W/T | 510845.12N<br>0001224.52W<br>148.6 FT | THR 196.2 FT<br>TDZ 196.2 FT | 08R: 0.06% Down<br>26L: 0.06% Up |
| 26L | 257.65° | 3317 x 45 M | RWY surface: Asphalt, Grooved<br>PCN 100/F/C/W/T<br>SWY surface: Asphalt, Grooved<br>PCN 100/F/C/W/T | 510902.42N<br>0001019.00W<br>148.5 FT | THR 195.9 FT<br>TDZ 196.0 FT | 08R: 0.06% Down<br>26L: 0.06% Up |

| SWY Dimensions | Clearway Dimensions | Strip Dimensions | RESA Dimensions, Overshoot / Undershoot | Location/ description of arresting system | OFZ | Remarks |
|---|---|---|---|---|---|---|
| 8 | 9 | 10 | 11 | 12 | 13 | 14 |
| | 479 x 150 M | 2681 x 150 M | 90 x 90 M<br>240 x 90 M | | | RWY 08L<br><br>Runway 08L is a non-instrument runway.<br><br>Landing threshold displaced by 321 M.<br><br>Paved shoulders extend 7.5 M beyond each side of Runway 08L/26R.<br><br>A maximum weight limit of 562,000 KG applies to landings and take-offs on Runways 08R/26L and 08L/26R. |
| | 142 x 150 M | 2681 x 150 M | 90 x 90 M<br>240 x 90 M | | | RWY 26R<br><br>Runway 26R is a non-instrument runway.<br><br>Landing threshold displaced by 415 M.<br><br>Paved shoulders extend 7.5 M beyond each side of Runway 08L/26R.<br><br>A maximum weight limit of 562,000 KG applies to landings and take-offs on Runways 08R/26L and 08L/26R. |
| 74 x 45 M | 152 x 150 M | 3437 x 280 M | 90 x 90 M<br>240 x 90 M | | | RWY 08R<br><br>Runway 08R is an instrument runway.<br><br>Landing threshold displaced 395 M.<br><br>Paved shoulders extend 15 M beyond each side of Runway 08R/26L.<br><br>A maximum weight limit of 562,000 KG applies to landings and take-offs on Runways 08R/26L and 08L/26R. |

| SWY Dimensions | Clearway Dimensions | Strip Dimensions | RESA Dimensions, Overshoot / Undershoot | Location/ description of arresting system | OFZ | Remarks |
|---|---|---|---|---|---|---|
| 8 | 9 | 10 | 11 | 12 | 13 | 14 |
| 62 x 45 M | 144 x 150 M | 3437 x 280 M | 90 x 90 M<br>240 x 90 M | | | RWY 26L<br><br>Runway 26L is an instrument runway.<br><br>Landing threshold displaced by 425 M.<br><br>150 M starter extension.<br><br>Paved shoulders extend 15 M beyond each side of Runway 08R/26L.<br><br>A maximum weight limit of 562,000 KG applies to landings and take-offs on Runways 08R/26L and 08L/26R. |

## EGKK AD 2.13 DECLARED DISTANCES

| Runway designator | TORA | TODA | ASDA | LDA | Remarks |
|---|---|---|---|---|---|
| 1 | 2 | 3 | 4 | 5 | 6 |
| 08R | 3159 M | 3311 M | 3233 M | 2765 M | |
| 26L | 3255 M | 3399 M | 3317 M | 2830 M | |
| 08R | 2937 M | 3088 M | 3011 M | | Take-off from intersection with Hold Hotel 1. |
| 08R | 2772 M | 2924 M | 2846 M | | Take-off from intersection with Hold Golf 1. |
| 26L | 3146 M | 3290 M | 3208 M | | Take-off from intersection with Hold Alpha 1. |
| 26L | 2891 M | 3035 M | 2953 M | | Take-off from intersection with Hold Bravo 1. |
| 26L | 2460 M | 2604 M | 2521 M | | Take-off from intersection with Hold Charlie 1. |
| 08L | 2561 M | 3040 M | 2561 M | 2241 M | |
| 26R | 2515 M | 2657 M | 2515 M | 2146 M | |

## EGKK AD 2.14 APPROACH AND RUNWAY LIGHTING

| RWY | Approach lighting Type/ Length/ Intensity | Threshold lighting Colour/Wing bars | VASIS/ MEHT/ PAPI/ PAPI Dist from THR | TDZ, lighting Length | Runway Centre Line lighting Length/ Spacing/ Colour/ Intensity | Runway edge lighting Length/ Spacing/ Colour/ Intensity | Runway end lighting Colour/ Wing bars | Stopway lighting Length/ Colour | Remarks |
|---|---|---|---|---|---|---|---|---|---|
| 1 | 2 | 3 | 4 | 5 | 6 | 7 | 8 | 9 | 10 |
| 08L | Centreline with one crossbar.<br>420 M<br>Light intensity high | Green<br>Light intensity high<br>With green wingbars.<br>Runway Threshold Identification Lights (RTILS) - 2 synchronised flashing white lights, one at each end of the THR bar. Visible in the approach sector only. | PAPI<br>/3°<br>65 FT<br>405 M | | | HI flush bi-directional 60 M spacing, with LI omni-directional component | Red | | |

| RWY | Approach lighting Type/ Length/ Intensity | Threshold lighting Colour/Wing bars | VASIS/ MEHT/ PAPI/ PAPI Dist from THR | TDZ, lighting Length | Runway Centre Line lighting Length/ Spacing/ Colour/ Intensity | Runway edge lighting Length/ Spacing/ Colour/ Intensity | Runway end lighting Colour/ Wing bars | Stopway lighting Length/ Colour | Remarks |
|---|---|---|---|---|---|---|---|---|---|
| 1 | 2 | 3 | 4 | 5 | 6 | 7 | 8 | 9 | 10 |
| 26R | Centreline with one crossbar.<br>420 M<br>Light intensity high | Green<br>Light intensity high<br>With green wingbars.<br>Runway Threshold Identification Lights (RTILS) - 2 synchronised flashing white lights,<br>one at each end of the THR bar. Visible in the approach sector only. | PAPI<br>/3°<br>68 FT<br>425 M | | | HI flush bi-directional 60 M spacing, with LI omni-directional component | Red | | |
| 08R | Coded centreline with five crossbars.<br>Supplementary lighting inner 300 M.<br>914 M<br>Light intensity high | Green<br>Light intensity high<br>With green wingbars | PAPI<br>Right/3°<br>68 FT<br>428 M | Light intensity high<br>893 M | Colour coded 15 M spacing<br>Light intensity high | HI flush bi-directional 60 M spacing, first 393 M from RWY end showing red to displaced landing THR | Red | 74 M beyond RWY end lights<br>Red | Approach:<br>Rapid Exit Taxiway Indicator Lights (RETILs) installed on the first and second Rapid Exit Taxiways (RETs) for Runway 08R/26L. They provide a 3-2-1 countdown pattern of amber lights to enable pilots to locate the nearest RET and apply braking action for a more efficient roll-out and runway exit speed. |
| 26L | Coded centreline with five crossbars.<br>Supplementary lighting inner 300 M.<br>914 M<br>Light intensity high | Green<br>Light intensity high<br>With green wingbars | PAPI<br>/3°<br>69 FT<br>438 M | Light intensity high<br>893 M | Colour coded 15 M spacing<br>Light intensity high | HI flush bi-directional 60 M spacing, first 267 M from RWY end showing red to displaced landing THR | Red | 62 M beyond RWY end lights<br>Red | Approach:<br>Rapid Exit Taxiway Indicator Lights (RETILs) installed on the first and second Rapid Exit Taxiways (RETs) for Runway 08R/26L. They provide a 3-2-1 countdown pattern of amber lights to enable pilots to locate the nearest RET and apply braking action for a more efficient roll-out and runway exit speed. |

## EGKK AD 2.15 OTHER LIGHTING, SECONDARY POWER SUPPLY

| | | |
|---|---|---|
| 1 | ABN/IBN location, characteristics and hours of operation | |
| 2 | LDI location and lighting<br>Anemometer location and lighting | Anemometer: 510843.36N 0001206.75W (LGTD) - 510856.23N 0001034.04W (LGTD). |
| 3 | TWY edge and centre line lighting | CL: Green centre-line lighting with selective switching on all taxiway routes except Taxiway Yankee.<br><br>EDGE: Taxiway Yankee has blue edge lights. |
| 4 | Secondary power supply/switch-over time | Yes - CAT I/II/III. 1 second. |
| 5 | Remarks | Apron floodlighting. Obstacle lighting. |

## EGKK AD 2.16 HELICOPTER LANDING AREA

| | | |
|---|---|---|
| 1 | Coordinates TLOF or THR of FATO, geoid undulation | |
| 2 | TLOF and/or FATO elevation | |
| 3 | TLOF and FATO area dimensions, surface, strength, marking, lighting | |
| 4 | True BRG of FATO | |
| 5 | Declared distance available | |
| 6 | APP and FATO lighting | |
| 7 | RMK | See AD 2.20, Section 5. |

## EGKK AD 2.17 AIR TRAFFIC SERVICES AIRSPACE

| Designation and lateral limits | Vertical Limits | Airspace Class | ATS unit callsign/ language | Transition Altitude | Hours of applicability | Remarks |
|---|---|---|---|---|---|---|
| 1 | 2 | 3 | 4 | 5 | 6 | 7 |
| LONDON GATWICK CTR 511258N 0001129W - 511200N 0000341E thence clockwise by the arc of a circle radius 10 NM centred on 510853N 0001125W to 510550N 0000342E - 510240N 0001923W thence clockwise by the arc of a circle radius 8 NM centred on 510853N 0001125W to 511118N 0002332W - 511258N 0001129W | Upper limit: 2500 FT ALT Lower limit: SFC | D | GATWICK DIRECTOR English | 6000 FT | | See AD 2.EGKK-4-1, AD 2.EGKK-4-2 and EGKR AD 2.22, Section (3) for details of Redhill Local Flying Area. |
| LONDON GATWICK ATZ A circle, 2.5 NM radius, centred at 510853N 0001125W on longest notified runway (08R/26L) | Upper limit: 2000 FT AGL Lower limit: SFC | D | GATWICK DIRECTOR English | 6000 FT | | See AD 2.EGKK-4-1, AD 2.EGKK-4-2 and EGKR AD 2.22, Section (3) for details of Redhill Local Flying Area. |

## EGKK AD 2.18 AIR TRAFFIC SERVICES COMMUNICATION FACILITIES

| Service Designation | Callsign | Channel/ Frequency(MHz) | SATVOICE number(s) | Logon Address | Hours of Operation | Remarks |
|---|---|---|---|---|---|---|
| 1 | 2 | 3 | 4 | 5 | 6 | 7 |
| APP | GATWICK DIRECTOR | 118.950 When instructed by ATC. DOC 25 NM/ 10,000 FT. | | | H24 | ATZ hours coincident with Approach hours. |
| | | 121.500 Emergency frequency O/R. | | | H24 | |
| | | 126.825 DOC 45 NM/ 24,500 FT. | | | H24 | |
| | | 129.025 When instructed by ATC. DOC 45 NM/ 24,500 FT. | | | H24 | |

| Service Designation | Callsign | Channel/ Frequency(MHz) | SATVOICE number(s) | Logon Address | Hours of Operation | Remarks |
|---|---|---|---|---|---|---|
| 1 | 2 | 3 | 4 | 5 | 6 | 7 |
| TWR | GATWICK DELIVERY | 121.955 Ground Movement Planning. Departing aircraft are to make initial call to 'Gatwick Delivery' on this frequency during hours of operation. At other times call 'Gatwick Ground'. DOC 5 NM/GND. | | | 0630-2100 (0500-2100) or as directed. | |
| | GATWICK GROUND | 121.805 Ground Movement Control. DOC 5 NM/GND. | | | 0530-2300 (0400-2300) | |
| | GATWICK TOWER | 121.500 Emergency frequency O/R. | | | H24 | |
| | | 124.230 DOC 25 NM/ 10,000 FT. | | | H24 | |
| | | 134.230 When instructed by ATC. DOC 40 NM/ 15,000 FT. | | | H24 | |
| ATIS | GATWICK INFORMATION | 136.525 DOC 60 NM/ 20,000 FT. | | | H24 | |
| OTHER | GATWICK FIRE | 121.600 Non-ATS Frequency | | | Available when Fire vehicle attending aircraft on the ground in an emergency. | |

## EGKK AD 2.19 RADIO NAVIGATION AND LANDING AIDS

| Type of Aid CAT of ILS/MLS MAG Var/VOR Declination | Ident | Frequency | Hours of Operation | Position of transmitting antenna coordinates | Elevation of DME transmitting antenna | Remarks |
|---|---|---|---|---|---|---|
| 1 | 2 | 3 | 4 | 5 | 6 | 7 |
| ILS/LOC III 1.34°E (2027) | IGG | 110.900 MHz | HO | 510906.95N 0000946.07W | | (RWY 08R) |
| ILS/GP | IGG | 330.800 MHz | HO | 510842.61N 0001207.56W | | 3° ILS Ref Datum Hgt 51 FT. |
| ILS/LOC III 1.33°E (2027) | IWW | 110.900 MHz | HO | 510841.14N 0001253.32W | | (RWY 26L) |
| ILS/GP | IWW | 330.800 MHz | HO | 510855.49N 0001032.98W | | 3° ILS Ref Datum Hgt 51 FT. |
| VOR/DME 1.24°E (2027) 0.6°E (2022) | OCK | 100X 115.300 MHz | H24 | 511818.17N 0002649.86W | 200 FT | RNAV Substitution Only. VOR DOC: 25 NM/25,000 FT and 35 NM/25,000 FT in the sector 114º to 289º. DME DOC: 70 NM/25,000 FT (90 NM/ 25,000 FT in Sector R059°-089°). |

| Type of Aid CAT of ILS/MLS MAG Var/VOR Declination | Ident | Frequency | Hours of Operation | Position of transmitting antenna coordinates | Elevation of DME transmitting antenna | Remarks |
|---|---|---|---|---|---|---|
| 1 | 2 | 3 | 4 | 5 | 6 | 7 |
| VOR/DME<br>1.22°E (2027)<br>0.8°E (2023) | LON | 83X<br>113.600 MHz | H24 | 512914.09N<br>0002759.54W | 113 FT | VOR DOC: 20 NM/50,000 FT (10 NM/50,000 FT in Sector R094-164, 35 NM/50,000 FT in Sector R064-094 and 40 NM/50,000 FT in Sector R254-289). There may be VOR bearing fluctuations in Sector R334-170.<br><br>DME DOC: 40 NM/50,000 FT (100 NM/50,000 FT in Sector R179-254 and 80 NM/50,000 FT in Sector R254-314).<br><br>DME unlocks may occur in the Sector R179-249 at ranges greater than 50 NM. |
| VOR/DME<br>1.82°E (2027)<br>1.4°E (2025) | DVR | 96Y<br>114.950 MHz | H24 | 510945.44N<br>0012132.71E | 325 FT | VOR DOC: 60 NM/50,000 FT.<br>DME DOC: 80 NM/50,000 FT (200 NM/50,000 FT in Sector R014°-074°). |
| VOR/DME<br>0.98°E (2027)<br>0.8°E (2024) | SAM | 80Y<br>113.350 MHz | H24<br>Hours of operation for aerodrome purposes: HO | 505718.90N<br>0012042.20W | 64 FT | VOR DOC: 20 NM/50,000 FT (35 NM/50,000 FT in Sector R249-084 and 40 NM/50,000 FT in Sector R359-034).<br>DME DOC: 100 NM/50,000 FT (150 NM/50,000 FT in Sector R224-314).<br>On R202 VOR flag alarms and DME unlocks may be experienced at ranges exceeding 30 NM below 8000 FT. |
| VOR/DME<br>1.17°E (2027)<br>0.8°E (2023) | GWC | 94Y<br>114.750 MHz | H24 | 505118.79N<br>0004524.25W | 122 FT | VOR DOC: 20 NM/50,000 FT and 55 NM/50,000 FT in the sector 304º to 134º.<br>DME DOC: 80 NM/50,000 FT.<br>Due to terrain, coverage at low level is reduced in Sector R299°-044°. |
| DME | IGG | 46X<br>110.900 MHz | HO | 510849.96N<br>0001120.43W | 212 FT | (RWY 08R)<br>On AD.<br>DME freq paired with ILS I-GG and I-WW.<br>Zero range is indicated at THR of Runway 08R and 26L. |
| DME | IWW | 46X<br>110.900 MHz | HO | 510849.96N<br>0001120.43W | 212 FT | (RWY 26L)<br>On AD.<br>DME freq paired with ILS I-GG and I-WW.<br>Zero range is indicated at THR of Runway 08R and 26L. |
| VOR/DME<br>1.39°E (2027)<br>1.1°E (2024) | BIG | 98X<br>115.100 MHz | H24 | 511951.15N<br>0000205.32E | 589 FT | VOR DOC: 20 NM/50,000 FT (30 NM/50,000 FT in Sector R259-314 and 45 NM/50,000 FT in Sector R314-344).<br>DME DOC: 60 NM/50,000 FT (125 NM/50,000 FT in Sector R284-044 and 100 NM/50,000 FT in Sector R044-134).<br>Due to terrain, coverage at low level is reduced in Sector R114-219. In addition DME unlocks may occur in Sector R004-039 at ranges up to 25 NM. |
| VOR/DME<br>1.41°E (2027)<br>1.1°E (2025) | LAM | 103X<br>115.600 MHz | H24 | 513845.69N<br>0000906.13E | 241 FT | VOR DOC: 30 NM/50,000 FT (40 NM/50,000 FT in Sectors R064-099, R139-174 and R249-289). DME DOC: 40 NM/50,000 FT (110 NM/50,000 FT in Sector R314-134). |
| VOR/DME<br>1.58°E (2027)<br>1.2°E (2023) | DET | 120X<br>117.300 MHz | H24 | 511814.41N<br>0003550.19E | 645 FT | VOR DOC: 20 NM/50,000 FT (35 NM/50,000 FT in Sector R289-029 and 45 NM/50,000 FT in Sector R249-289).<br>DME DOC: 60 NM/50,000 FT. |

| Type of Aid<br>CAT of ILS/MLS<br>MAG Var/VOR<br>Declination | Ident | Frequency | Hours of Operation | Position of transmitting antenna coordinates | Elevation of DME transmitting antenna | Remarks |
|---|---|---|---|---|---|---|
| 1 | 2 | 3 | 4 | 5 | 6 | 7 |
| VOR/DME<br>1.20°E (2027)<br>1.0°E (2024) | MID | 87X<br>114.000 MHz | H24 | 510314.23N<br>0003730.01W | 233 FT | VOR DOC: 20 NM/50,000 FT (35 NM/ 50,000 FT in Sector R354-164). DME DOC: 60 NM/50,000 FT (100 NM/ 50,000 FT in Sector R239-359). |
| VOR/DME<br>1.44°E (2027)<br>1.4°E (2025) | MAY | 126X<br>117.900 MHz | H24 | 510101.86N<br>0000658.04E | 384 FT | VOR DOC: 20 NM/25,000 FT (30 NM/ 25,000 FT in Sector R259-329 and 35 NM/25,000 FT in the Sector R059-094).<br>DME DOC: 40 NM/25,000 FT (60 NM/ 25,000 FT in Sector R104-164).<br>Due to terrain, coverage at low level is reduced in Sector R314-039. |

# EGKK AD 2.20 LOCAL AERODROME REGULATIONS

## 1 AIRPORT REGULATIONS

a) Use governed by regulations applicable to Gatwick CTR.
b) Departing aircraft are to call Gatwick Delivery for clearance 15 minutes before start up to allow for departure data to be processed. If Delivery is closed, the ATIS will state which frequency to contact for clearance and start.
c) Aircraft requiring to depart from Hold Mike 1 must advise Gatwick Delivery before start up.
d) Surface wind data is available for both ends of the duty runway. Normally, only the Touchdown surface wind will be passed. Stop end surface wind information is available on request.
e) All flights operating at London Gatwick Airport are subject to prior approval of the Chief Executive Officer, Gatwick Airport Ltd (GAL), and require a slot allocated by Airport Coordination Ltd (ACL).
f) Flights for aerobatic, recreational, commemorative, charity and record breaking purposes will not be permitted to use the airport, except with the prior approval of the Chief Executive Officer.
g) Planned Diversion Procedure – Airline and other operators are advised that before selecting Gatwick as an alternate, prior arrangements for ground handling should have been agreed with one of the nominated handling agents.
h) The use of this airport for training purposes is prohibited. The deliberate simulation of engine failure is not permitted whilst on approach to or departure from the airport.
i) This Airport may be used by Executive and Private Aircraft (General Aviation) subject to the following conditions:

i. Requests for ad-hoc slot allocations should be made to ACL during working hours 0830-1700 (0730-1600) Monday to Friday (excluding public holidays) by e-mail: lonacxh@acl-uk.org; or Tel: 0208-564 0605, or at all other times to GAL Flow Planning Tel: 01293-503089/221 or e-mail: flow.planners@gatwickairport.com (or to their nominated handling agent who will obtain prior permission from Airport Coordination Ltd or GAL Flow Planning). Online Coordination System (OCS) account holders can add, change and cancel slots at any time on the online coordination portal: https://www.online-coordination.com/.

   Prior permission for General Aviation operators should be requested not more than 10 days and preferably not less than 24 hours before intended movement. The following details must be notified for each flight:

   1. Aircraft type, registration and operator;
   2. Point of origin and destination;
   3. Date/time of ETA and ETD Gatwick;
   4. Nominated handling agent. (Mandatory for both domestic and international flights).

      Due to increasing demand for runway slots, particularly at peak times of the day, General Aviation operators are advised that their requested slot time may not be available. In this case, the available runway slot times nearest to those requested will be offered by Airport Co-ordination Ltd. It is emphasised that runway slots are required for both arrivals at and departures from Gatwick. No runway slot is valid unless identified by a reference number in the form of a letter and five digits. The filing of a flight plan does not confer permission to use Gatwick Airport. Runway slots are required in addition to ATC slots. ATC clearance to approach/land or taxi/take-off does not imply the existence of a valid runway slot.

ii. General Aviation Terminal opening hours are: 0500-2300 (0400-2200). Hours by appointment only: 2300-0500 (2200-0400).
iii. All international passengers arriving on private and executive aircraft requiring HM Customs clearance, must proceed with their handling agent to the South Terminal.
iv. All commanders of private and executive aircraft arriving or departing on an international flight must obtain HM Customs clearance via their handling agent from the Customs Report Office in Atlantic House.
v. General Aviation Terminal – Meteorological Information.
   There are no comprehensive meteorological facilities at the General Aviation Terminal. Pilots requiring meteorological information must either self-brief or arrange for their Handling Agent to collect the information on their behalf.

j) Fixed-wing and rotary aircraft using London Gatwick Airport do so in accordance with the Gatwick Conditions of Use document. A copy of the document is available on the London Gatwick Airport website: www.gatwickairport.com/company/about-us/regulation.html

k) Nothing in the paragraphs above shall, however, prevent an aircraft that has declared an emergency from landing.

l) Fixed Electrical Ground Power must be used when available. Use of aircraft Auxiliary Power Units (APUs) and Ground Power Units (GPUs) are strictly controlled to minimise environmental impact. APUs must be shut down after arrival and only restarted before departure according to the timescales described in detail in published Gatwick Airport Directives and Notices, a summary of which is detailed below. Regular audits take place to ensure compliance with the regulations. Dispensation to use GPUs must be requested from GAL Airfield Operations Tel: +44(0)1293 503090.

| | **APU may be started before Scheduled Off Blocks Time (SOBT)** | **APU must be shutdown after arrival on stand within** |
|---|---|---|
| **Narrow Body Aircraft** (Code A, B & C) | No more than 15 minutes prior to SOBT.<br>**Or** not more than 30 minutes prior to SOBT when the FEGP has not been upgraded to provide enough power to support the FMS. | 10 minutes |
| **Wide Body Aircraft** (Code D, E & F) | No more than 50 minutes prior to SOBT<br>**Or** not more than 90 mins prior to SOBT when the FEGP has not been upgraded to provide enough power to support the FMS. | 10 minutes |

† Exceptions to these restrictions are:

***Note 1:*** *When an aircraft is scheduled to be towed off to another location the APU may be restarted for safety reasons not in excess of 10 minutes prior to the planned movement.*

***Note 2:*** *When the planned towing movement as specified under 1 is delayed due ATC, then the APU may be left running.*

***Note 3:*** *When the external air temperature is below 5°C or above 25°C as stated on the ATIS, then the APU restriction for Narrow body aircraft is extended to 40 minutes before SOBT.*

***Note 4:*** *When the external air temperature is below 5°C or above 25°C as stated on the ATIS, then the APU restriction for Wide body aircraft is extended to 75 minutes before SOBT.*

***Note 5:*** *At certain times of the year during periods of extreme high temperatures, further exemptions may be requested from GAL Airfield Operations in accordance with Gatwick Airport Directives and Notices.*

## 2 GROUND MOVEMENT

a) General

i. Ground Movement Control (GMC) is in continuous operation and all surface movement of aircraft, vehicles and personnel on the Manoeuvring Area is subject to ATC authority.

ii. Directions issued by ATC should be followed specifically. RTF transmissions must be brief, concise and kept to the minimum number.

iii. Within the Manoeuvring Area, pilots will be cleared to proceed under general direction from GMC and they are reminded of the extreme importance of maintaining a careful lookout at all times. ATC instructions will normally specify the taxi route to be followed. Three Hot Spots (HS) where heightened attention is necessary are included on charts AD EGKK-2.

1. HS1 Foxtrot Romeo RET: When exiting Runway 26L at FR aircraft do not have to call for clearance to cross Runway 26R onto Taxiway Juliet.
2. HS2 Delta RET: Possible routing error - traffic vacating Runway 08R at Delta be aware of potential confusion between Taxiways Romeo and Quebec.
3. HS3 Taxiway Juliet: Potential Routing error - pilots taxiing eastbound on Taxiway Juliet be aware the taxiway deviates to the north at this point.

iv. Departing aircraft on first contact with Gatwick ATC must state aircraft type, stand number and the code letter of the latest ATIS received and maintain a listening watch on the appropriate frequency.

v. **It is the aircraft Commander's responsibility not to accept an ATC clearance into an area not approved for his type of aircraft.**

vi. Pilots of departing aircraft are reminded to contact Gatwick Delivery for clearance 15 minutes before start up to allow for departure data to be processed.

vii. Pre-departure clearance by datalink is available for suitably equipped aircraft. Pilots requesting pre-departure clearance by datalink must when entering the stand number ensure that:

1. Stand designators are entered as appropriate (eg. 141L, 562, 34R);
2. Ensure the stand number is entered with at least 2 figures (eg. 05).

viii. Taxiway Mike is available as an entry point to Runway 26L. Taxiway Mike can not be used as an exit point from Runway 08R.

ix. Flight crew are reminded of the extreme importance of maintaining a careful lookout at all times and are at all times responsible for wing tip clearance. The taxiway lighting system is an aid to pilots when operating on the manoeuvring area during darkness or in poor visibility. Notwithstanding the taxiway lighting system, pilots continue to remain responsible for wing tip clearance.

x. The taxiway system is designed for Cockpit Over Centreline (COCL) techniques however Judgemental Oversteer may be used at crews' discretion.

b) Gatwick Airport is equipped with an advanced surface movement radar utilising Mode-S.

i. Aircraft operators intending to use London Gatwick Airport should ensure that Mode-S transponders are able to operate when the aircraft is on the ground.
ii. Flight crew should select XPNDR or the equivalent according to specific installation, AUTO if available (OFF or STDBY should not be used), and the assigned Mode-A code.

1. From the request for push back or taxi, whichever is earlier;
2. After landing, continuously until the aircraft is fully parked on stand.

iii. After parking the Mode-A code 2000 must be set before selecting OFF or STDBY.
iv. Flight crew of aircraft equipped with Mode-S having an aircraft identification feature should also set the aircraft identification. This setting is the aircraft identification specified in Item 7 of the ICAO ATC Flight Plan. The aircraft identification should be entered from the request for pushback or taxi, whichever is earlier, through the FMS or the Transponder Control Panel.

c) Aprons

i. Before the Aircraft Commander calls for pushback, they must confirm the ground crew are ready to push via the headset operator to ensure the tug driver is in the tug and listening for communications between ATC and the flight deck. **If the Aircraft Commander is not in two-way headset communication with the tug crew, they must inform the Ground Movement Planner (GMP) when reporting ready for start.** The tug driver must listen to the exchange between the aircraft crew and ATC so that the tug crew have a full understanding of the detail of the ATC approval. If the tug driver has not heard the pushback instruction they must not push the aircraft. Request and clearance will be issued between the flight crew and ATC only. On receipt of pushback instruction, the flight crew shall report the instruction verbatim to the ground crew. Any clarification required from the tug driver shall, in the first instance, be directed to the flight crew. If further clarity is required then the tug driver should contact ATC.
ii. The Manoeuvring Area is equipped with the following forms of taxiway guidance:

1. Yellow painted taxiway centre-lines;
2. Yellow painted holding position lines at the approach to runways;
3. Green taxiway centre-line lights and red stop bars controlled from the Tower;
4. An illuminated red stop bar means **STOP.** Aircraft must not proceed until the stop bar is extinguished or ATC permission is received;
5. Runway Guard Lights are installed at all runway/taxiway intersections, comprising alternating flashing amber standard low level dual traffic lights, operating H24;
6. Taxiway Unavailable Bars (TUBS) comprising of a line of red stop lights spaced at approximately 3 M centres across the full width of the mouth of each exit taxiway adjacent to Runway 08R/26L and running parallel to the runway centreline. TUBS are installed at Alpha, Bravo, Bravo Romeo, Charlie, Charlie Romeo, Delta, Echo Romeo, Foxtrot Romeo, Golf, Golf Romeo, Hotel and Juliet, to prevent incursions onto taxiways which are unavailable due to operational issues such as Work in Progress.

iii. Pilots are to use the minimum power necessary when manoeuvring on the taxiway system. This is of particular importance when manoeuvring in apron cul-de-sacs, where jet blast can affect adjacent stands.
iv. Cross Bleed Starts - if informed by an aircraft that a cross bleed start is required, ATC must consider the blast effect and utilise a non-standard push back if required. Aircraft must be aligned with the taxiway centreline before commencing the cross bleed start.
v. Pilots pushing from Stand 12 are reminded not to start engines until the aircraft has been pulled forward abeam Stand 12, due to jet blast on the neighbouring airside road.
vi. After pushback from Stand 38 aircraft will be stopped off the taxiway centreline prior to being disconnected. When approved to taxi pilots should follow the broken yellow centreline back onto Taxiway Lima.
vii. In any circumstances where the flight deck need to exceed ground idle or breakaway power, GAL Airfield Operations will require prior notification and authorisation via ATC.
viii. In the event of a mis-routeing, or the need to execute an unorthodox manoeuvre the flight deck must request revised instructions from ATC. This may require the attendance of a GAL Airfield Operations Leader Vehicle or assistance of an aircraft tug for the manoeuvre to be completed safely.
ix. Some operators may choose to taxi without all aircraft engines running. This type of operation has the potential to increase blast, especially when starting to move or negotiating tight turns. Operators must have assessed the jet blast risks before carrying out this reduced engine taxi procedure.
x. Engines must not be run above ground idle during push-back.
xi. Aircraft are not authorised to power back off stands under their own power.

d) Ground movement of large aircraft - Code D (Wingspan between 36 M < 52 M)

i. The following routes are not available for Code D aircraft:

1. Taxiway Alpha November East of Taxiway Mike;
2. Taxiway Juliet East of Taxiway November;
3. Taxiway Victor East of Taxiway Whiskey;
4. Taxiway Whiskey;
5. Taxiway Zulu between Taxiway November and Taxiway Whiskey.

e) Ground movement of large aircraft - Code E (Wingspan between 52 M < 65 M)

i. The following routes are not available for Code E aircraft:

1. Taxiway Alpha November East of Taxiway Mike;
2. Taxiway Juliet East of Taxiway November;
3. Taxiway Victor East of Taxiway Whiskey;
4. Taxiway Whiskey;
5. Taxiway Zulu between Taxiway November and Taxiway Whiskey;

ii. The following restrictions apply:

1. Taxiway Lima between Taxiways Quebec and Sierra has a substandard but positive physical obstacle clearance (minimum of 42.5 M) due to the proximity of the adjacent road;
2. Taxiway Lima East of Stand 36 is not available for Code E aircraft with a wingspan in excess of 61 M due to the proximity of the adjacent blast screen;
3. Taxiway Yankee from Whiskey 1 Hold to Yankee 3 Hold is not available for Code E aircraft with a wingspan in excess of 61 M due to the proximity of the adjacent road.

f) Ground movement of large aircraft - Code F (Wingspan between 65 M < 80 M)

i. Taxiway routes available to Code F aircraft are shown on Aerodrome Chart AD 2-EGKK-2-5, marked in yellow. There is a substandard but positive physical obstacle clearance (minimum of 47.5 M) on Taxiway Juliet between Taxiways Sierra and Tango.

g) Remote De-icing – Aircraft Engines Running

i. There are two identified locations (de-icer pads) to enable remote de-icing of aircraft with engines running. They are managed and coordinated by the GAL de-icing service provider for airlines which have had Risk Assessments and Method Statements signed off by GAL. There is an agreed process in place for the operation of these pads.
ii. The two locations are uniquely identified as DA 43 and DA Sierra. Both will have resource to coordinate the operations and communicate with pilots and de-ice rig operatives. An electronic signage board will be provided for visual communications.

1. **DA** **43**
Located on Stand 43 and can accommodate Code C aircraft only. The holding point for this pad is Stand 41. Aircraft will taxi to this location as directed by ATC.
2. **DA** **Sierra**
Located on Taxiway Sierra abeam Stands 170/171. Aircraft will be directed by ATC to hold on Taxiway Lima north of Taxiway Sierra prior to entering DA Sierra.

h) Use of Stands 41, 42 and 43

i. Stands 41 and 43 are dual purpose and can be operated either as drive through stands with the facility to hold taxiing aircraft or as nose in aircraft parking stands.

1. When operated as a drive through stand, aircraft should stop at the positions indicated by the painted yellow stop arrows and await instructions from ATC. Access is available via Taxiways Kilo or Lima.
2. When operating in aircraft parking stand mode, barriers will be deployed between Stands 41 and 43 and Taxiway Lima to safeguard the stands. Aircraft may only enter Stands 41E, 41, 41W, 43E, 43 and 43W via Taxiway Kilo and must be parked by a GAL Marshaller. In exceptional circumstances should an aircraft be required to taxi off Stand 41E, 41, 41W, 43E, 43 or 43W under its own power via Taxiway Lima, GAL Airfield Operations will require prior notification and authorisation via ATC.

ii. Stand 42 is only available as a nose in aircraft parking stand. Aircraft can self-park utilising the SEG system. Access is via Taxiway Kilo.

i) Remote Holding Procedures

i. Gatwick has remote holding capacity to maintain flow of aircraft by releasing occupied stands and pushback crews. ATC will endeavour to offer remote hold to applicable flights subject to availability. Applicable flights are those with CTOT or other delays in excess of 10 minutes.
ii. Holding capacity is provided via pushback onto Stands 132 and 133 and either pushback/push and taxi/ push and tow onto drive through Stands 41 and 43 (when available).
iii. The use of the East and West centrelines on Stands 41 and 43 is dependent on aircraft size. Eastern centrelines are painted orange and Western centrelines are painted blue. When entering East and West remote holding from Taxiway Lima, aircraft should enter 41 or 43 centreline and then follow the East or West centreline as requested by ATC. Aircraft stop positions are indicated by painted orange or blue stop arrows as appropriate.
iv. When approaching Stand 41E from the east along Taxiway Kilo, flight crews are to use judgemental oversteer when entering stand to ensure suitable main undercarriage clearance of the adjacent grass area.
v. Additionally, subject to availability and traffic loading, tactical holding may be utilised on taxiways at the discretion of the Ground Controller.
vi. Remote holding is also available on Stands 141R, 142R, 143L, 144L, 171L, 173, 175L, 230L, 231L, 232L and 233L. Aircraft will be marshalled onto these stands. Pilots must not enter the stands until a marshaller is present. Access to Stand 173 is via 173L lead in arrow. Pilots should exit Stands 141R, 142R, 143L, 144L, 171L, 173, 175L, 230L, 231L, 232L and 233L by turning directly towards the taxiway centre-line.
vii. Default positioning to remote hold is push and taxi, unless otherwise directed by ATC (e.g. pushback or push and tow).

j) Airport-Collaborative Decision Making (A-CDM)

i. Definitions of Commonly Used A-CDM Terms:

1. **Target Off-Blocks Time (TOBT)** - The time an aircraft is expected to be ready to leave the stand (agreed by Ground Handling Agent and flight deck) in the case of normal operations, or ready for on stand de-icing to commence (where appropriate), in the case of winter operations. This must be updated to an accuracy of +/- 5 minutes by GHA. Accurate and stable TOBTs enhance operations on the ground as they provide all airport partners with a clear picture of the intentions of aircraft on the ground.
2. **Actual Start Request Time (ASRT)** - The time an aircraft actually calls ready to Tower. Start requests will only be accepted if an aircraft is A-CDM compliant, meaning TOBT has not expired (which happens at TOBT + 5 minutes) and there are no other data issues with the flight plan.
3. **Target Start Approval Time (TSAT)** - The time that ATC expect to give start approval, which is based on TOBT, CTOT, other traffic using the runway, any constraints to runway/airspace capacity, and taxi time. Use of TSAT should reduce queuing times at the runway hold, while maintaining a high runway utilisation.
4. **Target Take-Off Time (TTOT)** - The time that an aircraft is expected to take off. TTOT is a target – the requirement for an aircraft to be airborne within a time window only applies to flights with a CTOT. Most aircraft will take off within +/- 5 minutes of TTOT, but this time is not accurate enough to be relied upon for starting the second engine after single engine taxi.
5. **Calculated Take-Off Time (CTOT)** - Assigned by Eurocontrol's Network Manager Operations Centre (NMOC) when flow restrictions are in place. The standard slot tolerance window requires aircraft to depart within -5 to +10 minutes of its CTOT (as existing requirement).

ii. Flight Deck shall comply with the following A-CDM procedure:

1. Ensure the flight is ready to push at TOBT +/- 5 minutes: ground activities completed, doors closed, push-back tug connected, cockpit ready for start-up.
2. Maintain regular communication with the TCO/GHA who are responsible for updating the TOBT.
3. If a delay to TOBT +5 or a departure earlier than TOBT -5, is identified notify the GHA immediately and ensure TOBT is updated before contacting ATC.

iii. When ready to push back (which should be at TOBT +/- 5 mins):

1. Pilots must report to Gatwick Delivery: "[Call-sign] [stand] [QNH] ready".
2. Pilots will either receive Start Approval, Gatwick Delivery will respond: "[Call-sign] roger", or "[Call-sign] You are non-ACDM compliant, contact your handling agent". If this happens, pilots must not contact ATC again until the handling agent confirms compliance. In most cases this is done by updating TOBT, however the handling agent can check CDM alerts and notify the pilot if the flight plan needs to be updated by their Company.
3. Any push-and-hold procedures to be applied will be initiated at call-up.
4. If ready, but delayed by ATC, DO NOT update the TOBT.
5. If a pilot has not reported ready for departure by TOBT +5, TOBT will be deleted and the TOBT must be updated with the TCO/ GHA to become A-CDM compliant.

iv. When ATC is ready to approve push (normally at TSAT +/- 5 mins):

1. Gatwick Delivery will issue appropriate instruction.
2. Pilots should follow normal procedures for communication with Tower.

v. A-CDM Process During Winter Operations:

1. When de-icing is required, TOBT is defined as when the aircraft is expected to be ready for either pushback or on-stand de-icing.
2. Planned de-icing activity is fed into the Gatwick A-CDM system by GHA, who enters the intention to de-ice the aircraft. The de-icing Company allocate de-icing location (on stand or remote) and estimated start time and duration of de-icing.
3. When ready for de-icing on stand, the ground handler must report ready via Aircraft Ready to De-ice Time (ARDT).
4. The TTOT and TSAT during de-icing will take into account de-icing times and locations.
5. When ready to move the aircraft (either direct to the runway or to a remote de-icing pad), pilots should follow normal procedures for communication with Tower.

vi. On stand de-icing:

1. For on-stand de-icing, at TOBT +/-5 mins the GHA will report via A-CDM system that turn activities have been completed and the aircraft is ready (ARDT) for de-icing.
2. Once de-icing on stand is complete, pilots report to Gatwick Delivery and state: '[Call-sign] [stand] [QNH] ready to move'.
3. All further communication will be in line with standard procedures.

vii. Remote de-icing:

1. In the case of remote de-icing, at TOBT +/-5 mins pilots report to Gatwick Delivery and state: '[Call-sign] [stand] [QNH] ready to move'.
2. ATC will provide start clearance and taxi instructions to the remote de-icing pad.

## 3 CAT II/III OPERATIONS

a) Runways 08R and 26L, subject to serviceability of the required facilities, are suitable for Category II and III operations by operators whose minima have been accepted by the Civil Aviation Authority.
b) During Category II and III operations, Special ATC procedures (ATC Low Visibility Procedures) will be applied. Pilots will be informed when these procedures are in operation by ATIS broadcast or by RTF.
c) Departing Aircraft: ATC will require departing aircraft to use the following Category III holding positions:

- Runway 26L — Alpha 3, Charlie 3 or Mike 3;
- Runway 08R — Juliet 3, Juliet 4, Juliet 7, Hotel 3 or Golf 3.

Occasionally it may be necessary for other departure points to be used due to work in progress or at the discretion of ATC. Under these circumstances, due allowance will be made by ATC for the necessary ILS protection.

d) Arriving Aircraft: All appropriate runway exits will be illuminated, and pilots should select the first convenient exit. Surface Movement Radar (SMR) is normally available to monitor pilot 'runway vacated' reports.

i. When SMR is not available to ATC, runway Localizer Sensitive Area (LSA) vacation will be confirmed by receipt of a pilot report that the tail of the aircraft has passed the last of the alternate amber and green centreline lights. These lights denote the extent of the ILS LSA.

e) When Low Visibility Procedures are in force reduced landing rates can be expected due to the requirement for increased spacing between arriving aircraft. In addition to the prevailing weather conditions, such factors as equipment serviceability may also have an effect on actual landing rates. For information and planning purposes, the approximate landing rates that can be expected are:

- RVR (M) — Expected Landing Rate
- Greater than 1000 — 24
- Between 1000 and 550 — 20
- Between 500 and 350 — 15
- Less than 300 — 12 or less

## 4 WARNINGS

a) In low visibility at night the apron and car park's floodlighting may be seen before approach lights on 26L and 26R approaches.
b) Except for light signals, ground signals are not displayed.
c) Pilots are warned, when landing on Runway 26L/R in strong southerly/south-westerly winds, of the possibility of building induced turbulance and windshear effects.
d) There are trees on high ground to the west, under the approach to Runways 08L and 08R. The tops are up to 287 FT AAL at ranges between 1.25 and 3 NM.
e) A hazard beacon showing a steady red light is situated on the extended centre-line of Runway 08R on tree covered high ground, 1.8 NM from 08R threshold. Trees within 0.6 NM of the beacon rise up to 89 FT above it. Another beacon, showing a steady red light, is situated 0.66 NM NNW of the first. Together, they mark the line of high ground. The beacons are switched on at night and when the high intensity approach lights are in use.
f) HT power line to the N, E and SE of airport; minimum distance 1.6 NM at 146 FT AAL rising to the S to 326 FT AAL at 4 NM. High ground to SE and S rising to 406 FT AAL is 3.5 NM from airport at its nearest point.
g) Arrivals – Due to disruption to the ILS signal during Code F operations, pilots can expect late notification of only RNP approach availability.

## 5 HELICOPTER OPERATIONS

a) All inbound and outbound helicopters must use the runways and may not carry out direct approaches to or take-off from apron areas or taxiways with the exception of emergency services flights e.g. Helicopter Emergency Medical Service (HEMS), police etc. Helicopter handling agents are to obtain slot allocation for all flights. After landing, helicopters will ground taxi or air taxi to an allocated parking area (usually an adjacent stand). A GAL Airfield Operations Leader vehicle will normally be in attendance. While helicopters are operating on the manoeuvring area extreme caution must be exercised regarding rotor-tip clearance and downwash.

## 6 USE OF RUNWAYS

a) Special runway utilisation procedures are detailed at GEN 3.3, Section 3, Para 3.9.4.
b) **Departure Wake Vortex Separations**

The following pairs of holding positions for Runways 26L/08R are considered to be the same point for the purposes of departure wake vortex separation:

| Runway 26L | Runway 08R |
|---|---|
| Holding positions Mike 1/3 and Alpha 2/3 | Holding positions Juliet 1/3 and Hotel 1/3 |
| Holding positions Mike 1/3 and Bravo 1 | Holding positions Juliet 1/3 and Golf 1/3 |
| Holding positions Alpha 2/3 and Bravo 1 | Holding positions Hotel 1/3 and Golf 1/3 |
| Holding positions Bravo 1 and Charlie 1/3 | |
| Holding positions Bravo 1 and Yankee 1/2 | |

c) **Use of Runway 08L/26R**

i. Runway 08L/26R is a non-instrument runway and will only be used when Runway 08R/26L is temporarily non-operational due to maintenance or incident. Runway 08R/26L is closed regularly to allow maintenance to take place. Dates and times are subject to change, latest details are advised by NOTAM and airport notices.
ii. Runway 08L/26R cannot be used simultaneously with Runway 08R/26L because of insufficient separation between the two. For this reason also, extensive safeguarding procedures are required (see d ii) before Runway 08L/26R can be activated. Runway 08L/26R is not available on request by pilots. Lighting for the closed runway and parallel taxiway will not be visible on approach.

d) **Restriction of Operation**

i. During Runway 08L/26R operations, delays may occur to aircraft taxiing on the aerodrome due to the following:

1. Taxiway Juliet, between Juliet 8 and Taxiway Sierra is limited to use by aircraft of wingspan of 36 M or below during take-offs or landings on Runway 08L/26R. Taxiway Juliet, between Taxiway Sierra and Juliet 5 is limited to use by aircraft of wingspan of 50 M or below during take-offs or landings on Runway 08L/26R.
2. Additional restrictions when the Surface Movement Radar (SMR) is not available.
3. Taxiway Alpha November is not available as an entry point to Runway 26R when 26R is the active runway.

ii. When Runway 08L/26R is being brought into planned use the aerodrome will be closed for a period of up to 15 minutes to allow the necessary safeguarding procedures to be implemented. The same will apply when Runway 08R/26L is brought back into use. In an emergency situation, implementation of the change to Runway 08L/26R can be expected to take substantially longer.

e) **Navaids**

When Runway 08L/26R is in use the only navigational aids available are:

i. Surveillance radar.
ii. DME.

f) **Runway and Approach Lights**

i. It is not possible for both Runway 08R/26L and Runway 08L/26R lighting systems to be illuminated at the same time.
ii. The take-off distance (TODA) for Runway 08L starts at the beginning of the runway, indicated by the white painted runway demarcation line marking abeam the 08L TODA sign, this is where the take-off roll should commence. The 08L TODA sign is located to the right of the runway, 307 M **before** the marked runway displaced threshold.
iii. All runways at Gatwick have displaced thresholds. Crews are to ensure they are familiar with departure procedures when operating from displaced threshold runways.
iv. The runway holding positions, in addition to illuminated red stop bars, are marked by mandatory signs and amber flashing runway guard lights.
v. When the taxiway lighting system is in use during Runway 08L/26R operation, limited selective switching of green centreline lights is available in conjunction with illuminated red stop bars at runway holding positions. Pilots must exercise extreme caution to remain on the correct taxiway route when cleared to the runway from a holding position. In certain positions, amber flashing runway guard lights, forward of the holding positions, denote the proximity of the runway itself.

g) **Minimum Runway Occupancy Time**

i. **Departures**

1. On receipt of line-up clearance pilots should ensure that they are able to taxi and line up on the runway as soon as the preceding aircraft has commenced either its take-off roll or landing run.
2. On receipt of take-off clearance, pilots should ensure that they are able to commence take-off without delay.
3. Pilots not able to comply with these requirements should notify ATC as soon as possible once transferred to the Gatwick Tower frequency.

ii. **Arrivals**

1. High Intensity Runway Operation requires all aircraft to exit the runway at the fastest speed commensurate with safety. Extended runway occupancy may result in following aircraft being sent around.
2. Pilots should pre-plan their landing and roll out to target the exit taxiways that provide a safe and expeditious exit from the runway to reduce delays and maximise utilisation at all times.

| **08R** | **D** | **CR** | **BR** |
|---|---|---|---|
| Distance from threshold (M) | 1376 | 1796 | 2251 |
| Design Exit Speed (KT) | 38 | 49 | 50 |
| **Notes:**<br>Landing aircraft are to vacate expeditiously.<br>Arrivals must taxi beyond the CAT III hold point and do not require clearance to enter/cross Runway 08L/26R when vacating Runway 08R.<br>Traffic vacating at **CR** or **D** must contact ATC promptly when instructed.<br>Traffic vacating at **BR** is to join Taxiway Papa and hold short of Taxiway Juliet unless otherwise instructed.<br>Tactical requests to extend the landing roll to reduce ground taxi/exit nearer to the parking stand are not to be made to ATC.<br>Taxiways **ER** and Mike are not available for vacating Runway 08R. | | | |

| 26L | ER | FR | GR |
|---|---|---|---|
| Distance from threshold (M) | 1480 | 1835 | 2126 |
| Design Exit Speed (KT) | 50 | 50 | 49 |

**Notes:**
Landing aircraft are to vacate expeditiously.
Arrivals must taxi beyond the CAT III hold point and do not require clearance to enter/cross Runway 08L/26R when vacating Runway 26L.
Traffic vacating at **ER** is to turn right on to Runway 08L and hold short of Taxiway Tango, without stopping on the runway exit taxiway.
Traffic vacating **FR** and **GR** is to cross Runway 08L/26R onto Taxiway Juliet, without stopping on the runway exit taxiway.
Taxiway Delta is not available for vacating Runway 26L.

3. Rapid Exit Taxiway Indicator Lights (RETILs) and paint markings are provided on Runway 08R/26L to assist pilots in judging distances to Rapid Exit Taxiways enabling braking action to be applied for a more efficient roll-out and runway exit speed. RETILs are provided for exit at D and CR on Runway 08R and ER and FR on Runway 26L.

   The RETILs provide a 3-2-1 countdown pattern of amber lights together with painted markings placed at 300 M, 200 M and 100 M from the intersection of the runway centreline with the Rapid Exit Taxiway centreline. 3 white painted bars and 3 amber lights are provided at 300 M to go, 2 white bars and 2 amber lights at 200 M to go and 1 white bar and 1 amber light at 100 M to go. Painted bars and RETILS are positioned on the left hand side of the runway centreline for Runway 08R and the right hand side of the runway centreline for Runway 26L. The painted bars are angled in the direction of the Rapid Exit Taxiway.

## 7 TRAINING

Not applicable

# EGKK AD 2.21 NOISE ABATEMENT PROCEDURES

Notice under Section 78(1) of the Civil Aviation Act 1982

Whereas:

(1) By virtue of the Civil Aviation (Designation of Aerodromes) Order 1981 (a) Gatwick Airport – London is a designated aerodrome for the purpose of Section 78 of the Civil Aviation Act 1982 (b);
(2) the requirements specified in this notice appear to the Secretary of State to be appropriate for the purpose of limiting, or of mitigating the effect of, noise and vibration connected with the taking off or, as the case may be, landing of aircraft at Gatwick Airport – London.

Now, therefore, the Secretary of State, in exercise of the powers conferred on him by Section 78 (1) and (12) of the Civil Aviation Act 1982, by this notice published in the manner prescribed by the Civil Aviation (Notices) Regulations 1978 (c), hereby provides as follows:

1. This notice may be cited as the Gatwick Airport – London (Noise Abatement Requirements) Notice 2023 and came into operation on 28 December 2023.
2. It shall be the duty of every person who is the operator of any aircraft which is to take off or land at Gatwick Airport – London to secure that, after the aircraft takes off or, as the case may be, before it lands at the aerodrome the following requirements are complied with:

    1. After take-off the aircraft shall be operated in such a way that it is at a height of not less than 1000 FT AAL at 6.5 KM from start of roll as measured along the departure track of that aircraft.
    2. The sites of the noise monitoring terminals relating to Gatwick Airport – London are:

| Description | OS Co-ordinates | Elevation above aerodrome | Latitude | Longitude |
|---|---|---|---|---|
| Site 1: Russ Hill | TQ 2227 3923 | 54 M | *510821N | 0001513W |
| Site 3: Orltons | TQ 2166 3878 | 57 M | *510807N | 0001545W |
| Site 5: Oaklands Park Farm | TQ 2170 3939 | 52 M | *510827N | 0001542W |
| Site 4: Moat House | TQ 3180 4140 | 4 M | 510924N | 0000700W |
| Site 6: Bellwood | TQ 3176 4177 | 3 M | *510936N | 0000702W |

    3. Subject to sub-paragraphs (5) and (6) below, any aircraft shall, after take-off, be operated in such a way that it will not cause more than 94 dBA Lmax by day 0700-2300 (0600-2200) as measured at any noise monitoring terminal at any of the sites referred to in sub-paragraph (2) above.
    4. Subject to sub-paragraphs (5) and (6) below, any aircraft shall, after take-off, be operated in such a way that it will not cause more than 89 dBA Lmax by night 2300-0700 (2200-0600) **and** that it will not cause more than 87 dBA Lmax during the night quota period 2330-0600 (2230-0500) as measured at any noise monitoring terminal at any of the sites referred to in sub-paragraph (2) above.
    5. The limits specified in sub-paragraphs (3) and (4) above shall be adjusted in accordance with the following table in respect of any noise monitoring terminal at any of the sites referred to in the table in sub-paragraph (2) above to take account of the location of that terminal and its ground elevation relative to the aerodrome elevation.

| Description | Adjustment dBA |
|---|---|
| Site 1: Russ Hill | plus 5.0 |
| Site 3: Orltons | plus 1.9 |
| Site 5: Oaklands Park Farm | plus 1.9 |
| Site 4: Moat House | 0.0 |
| Site 6: Bellwood | minus 0.2 |

    6. For the purpose of determining an infringement of the limits specified in sub-paragraphs (3) and (4) above, if the aircraft was required to take-off with a tailwind, an amount of up to 2dB of the noise recorded at the noise monitor should be disregarded. The amount to be disregarded shall be:

        - 0.4 dB for a tailwind of up to 1 KT
        - 0.8 dB for a tailwind exceeding 1 KT but not exceeding 2 KT
        - 1.2 dB for a tailwind exceeding 2 KT but not exceeding 3 KT
        - 1.6 dB for a tailwind exceeding 3 KT but not exceeding 4 KT
        - 2.0 dB for a tailwind exceeding 4 KT.

        For this purpose, tailwind is to be calculated from the wind data measured in the on-airfield anemometers and wind vanes according to the formula:

        (windspeed x cosine (runway heading minus wind direction)) x – 1.

        If the station is unavailable, the nearest equipped noise monitoring terminal or aerodrome METAR shall be used.

    7. Where the aircraft is a jet aircraft, after passing the point referred to in sub-paragraph (1) above, it shall maintain a gradient of climb of not less than 4% to an altitude of not less than 3000 FT. The aircraft shall be operated in such a way that progressively reducing noise levels at points on the ground under the flight path beyond that point are achieved.

8.

a) This sub-paragraph (8) applies to aircraft other than:

i. any propeller driven aircraft whose MTWA does not exceed 5700 KG; or
ii. during the period between 0600-2330 (0500-2230), any propeller driven aircraft whose MTWA does not exceed 17000 KG.

b) Subject to sub-paragraph (8) (d) below, after any aircraft to which sub-paragraph (8) applies takes off from any runway specified in the first column of the following table, the aircraft shall follow the Noise Preferential Routeing Procedure specified in the third column of the table which relates to the ATC clearance previously given to the aircraft and specified in the second column of the table, whether flying in IMC or VMC.
c) The ATC clearance via Mayfield specified in the second column of the table will not be available between 2300-0700 (2200-0600). Aircraft following the Noise Preferential Routing Procedure which relates to that clearance shall not fly over Crawley, Crawley Down or East Grinstead.
d) Where any aircraft to which this sub-paragraph (8) applies has taken off on a VFR flight plan, it shall follow the applicable Noise Preferential Routeing Procedure before turning onto the intended track.

| Take-off Runway | ATC Clearance | Procedure |
|---|---|---|
| 26L/R | Via ACORN<br>(This route to be used only under Radar Control). | Straight ahead until I-WW DME 2.3 then turn right to intercept DET VOR RDL258 by DET DME 31 to DET DME 15. |
| | Via BOGNA | Straight ahead and maintain track 257°. At MID DME 10.5 turn left to intercept OCK VOR RDL175. At OCK DME 28 turn left to intercept MID VOR RDL146 to BOGNA. |
| | Via Midhurst | Straight ahead and maintain track 258° to intercept MID VOR RDL064. |
| | Via SFD<br>(This route to be used only 2300-0600 (2200-0500)) | Straight ahead and maintain track 258° until crossing SFD VOR R319 (I-WW DME 6.8) then turn left to intercept RDL312 to SFD VOR. |
| | Via Mayfield<br>(This route to be used only 0700-2300 (0600-2200)) | Straight ahead until I-WW DME 2.3 then turn left to intercept MAY VOR RDL283 by MAY DME 13 to MAY VOR. |
| | Circuit Flights | Straight ahead until I-WW DME 2.3 NM before turning across wind. |
| 08L/R | Via DET VOR<br>R260 | Straight ahead until I-GG DME 3.5 turn left to intercept DET VOR RDL260 to DET DME 43. |
| | Via ACORN | Straight ahead until I-GG DME 3.5 then turn left to track 052°M to intercept DET VOR RDL259 by DET DME 20 to ACORN. |
| | Via TUNBY | Straight ahead and maintain track 078° to intercept DVR VOR RDL270 to TUNBY. |
| | Via Seaford | Straight ahead until I-GG DME 2.5 then turn right to intercept SFD VOR RDL344 to SFD VOR. |
| | Circuit Flights | Straight ahead until I-GG DME 2.5 before turning across wind. |

9. After taking off the aircraft shall avoid flying over the congested areas of Horley and Crawley.
10. Where the aircraft is approaching the aerodrome to land it shall, commensurate with its ATC clearance, minimise noise disturbance by the use of continuous descent and low power, low drag operating procedures (referred to in Detailed Procedures for descent clearance in section EGKK AD 2.22 of the UK AIP). Where the use of these procedures is not practicable, the aircraft shall maintain as high an altitude as possible. In addition, when descending on initial approach, including the closing heading, and on intermediate and final approach, thrust reductions should be achieved where possible by maintaining a 'clean' aircraft configuration and by landing with reduced flap, provided that in all the circumstances of the flight this is consistent with safe operation of the aircraft.
11. Before landing at the aerodrome the aircraft shall maintain as high an altitude as practicable and shall not fly over the congested areas of Crawley, East Grinstead, Horley and Horsham at an altitude of less than 3000 FT (Gatwick QNH) nor over the congested area of Lingfield at an altitude of less than 2000 FT (Gatwick QNH).
12.

a) Except where sub-paragraph (12) (b) applies, the aircraft shall not join the final approach to either runway at a height of less than 1500 FT AAL.
b) where the aircraft is a propeller driven aircraft whose MTWA does not exceed 5700 KG, it shall not join the final approach to either runway at the aerodrome at a height of less than 1000 FT AAL and shall follow a descent path which will not result in its being at any time lower than the height of the approach path normally indicated by the PAPI.

13.

a) Where the aircraft is using the ILS in IMC or VMC it shall not descend below 2000 FT (Gatwick QNH) before intercepting the glidepath, nor thereafter fly below the glidepath; and
b) an aircraft approaching without assistance from the ILS shall follow a descent path which will not result in its being at any time lower than the height of the approach path normally indicated by the PAPI.

14. Aircraft which land at Gatwick Airport - London between 2330-0600 (2230-0500), whether or not making use of the ILS localizer and irrespective of weight or type of approach, shall not join the centre-line:

a) below 3000 FT or
b) closer than 10 NM from touchdown.

15. Without prejudice to the provisions of sub-paragraphs (1)-(14) above, the aircraft shall at all times be operated in a manner which is calculated to cause the least disturbance practicable in areas surrounding the aerodrome.
16. The requirements set out in sub-paragraphs (1)-(15) above may at any time be departed from to the extent necessary for avoiding immediate danger or for complying with the instructions of an Air Traffic Control unit.

3. In this notice, except where the context otherwise requires:

'dBA' means a decibel unit of sound level measured on the A-weighted scale, which incorporates a frequency dependent weighting approximating the characteristics of human hearing;

Lmax' means the highest instantaneous sound level recorded (with the noise monitoring terminal set at the slow meter setting);

other abbreviations used are defined in GEN 2-2 of the United Kingdom Aeronautical Information Publication (Air Pilot).

**Erin Cowburn**
**Deputy Director**
**Airports Policy Division**
**28 December 2023** **Department for Transport**

a) S.I. 1981/651.
b) 1982 c.16.
c) S.I. 1978/1303.
d) 1972 c.6.

Notes

(These notes are not part of the notice)

1. The Noise Preferential Routeing Procedures specified in the above notice are compatible with normal ATC requirements. The use of the routeings specified above is supplementary to noise abatement take-off techniques as used by piston-engined, turbo-prop, turbo-jet and turbo-fan aircraft.

2. The attention of operators is drawn to the provisions of Section 78 (2) of the Civil Aviation Act 1982, under which if it appears to the Secretary of State that any of the requirements in this notice have not been complied with as respects any aircraft, he may direct the manager of the aerodrome to withhold facilities for using the aerodrome from the operator of the aircraft. However, the Secretary of State accepts that occasional and exceptional breaches of the noise limits, or of the height requirement, would not be expected to lead to sanctions under Section 78 (2). Such breaches would, however, run the risk of financial penalties.

3. Noise from ground running of aircraft engines is controlled in accordance with instructions issued by Gatwick Airport Limited.

4. To minimise disturbance in areas adjacent to the aerodrome, commanders of aircraft are requested to avoid the use of reverse thrust after landing, consistent with the safe operation of the aircraft, between 2330-0600 (2230-0500).

5. Full details concerning the maximum number of occasions and the types of aircraft which are permitted to take off or land at night during specified periods at this aerodrome are promulgated by Supplement.

6. For monitoring purposes, a descent will be deemed to have been continuous provided that no segment of level flight longer than 2.5 nautical miles (NM) occurs below 7000 FT QNH and 'level flight' is interpreted as any segment of flight having a height change of not more than 50 FT over a track distance of 2 NM or more, as recorded in the airport noise and track-keeping system.

7. For monitoring purposes, a departure will be deemed to have complied with the Noise Preferential Routeing (NPR) if, in the portion of flight below the appropriate vectoring altitude (see note 8 below), it is properly recorded by the airports noise and track-keeping (NTK) system as having flown wholly within the Lateral Swathe (LS). The LS is defined from the centre-line of the relevant route coded in the NTK system, based upon a map accredited for this purpose by the Department for Transport, by the closer to the route centre-line depicted on the map of (a) a pair of lines either side, each diverging at an angle of 10° from a point on the runway centre-line 2000 M from start-of-roll: and (b) a pair of parallel lines representing a distance of 1.5 KM either side of the route centre-line. For avoidance of doubt, the depicted route and LS may include curved sections representing turns.

8. Aircraft which have attained an altitude of 4000 FT (Gatwick QNH) may be directed by air traffic controllers onto a different heading and commanders complying with any such direction will not by reason of so complying be deemed to have departed from the Noise Preferential Routeing. This applies:

   a) between 2330-0600 (2230-0500) to all take-offs, and

   b) between 0600-2330 (0500-2230) to:

      i. all departures from Runway 26L/R, other than those cleared via NOVMA, IMVUR, KENET or SAM SIDs.

      ii. take-offs from Runway 08L/R cleared via SFD.

   Between 0600-2330 (0500-2230) aircraft which have taken off from Runway 26L/R cleared via NOVMA, IMVUR, KENET or SAM SIDs or from Runway 08L/R (other than those cleared via SFD) and which have attained an altitude of 3000 FT (Gatwick

QNH) may be directed by air traffic controllers onto a different heading and commanders complying with any such direction will not by reason of so complying be deemed to have departed from the Noise Preferential Routeing.

9. As the Navigation Aids (NAVAIDs) used previously in the noise abatement procedures are withdrawn as part of the NATS NERL NAVAID Rationalisation project and the conventional Standard Instrument Departures have been RNAV Substituted, the following latitude and longitude coordinates replicate the specific location of the old NAVAIDs which are listed below:

| NAVAID | Coordinates |
|---|---|
| **OCK VOR** | 511818.17N 0002649.86W |
| **MAY VOR** | 510101.86N 0000658.04E |
| **MID VOR** | 510314.23N 0003730.01W |
| **DVR VOR** | 510945.44N 0012132.72E |
| **LON VOR** | 512914.09N 0002759.54W |
| **BIG VOR** | 511951.15N 0000205.32E |
| **LAM VOR** | 513845.69N 0000906.13E |
| **DET VOR** | 511814.41N 0003550.19E |
| **GWC VOR** | 505118.79N 0004524.25W |
| **SAM VOR** | 505718.90N 0012042.20W |

# EGKK AD 2.22 FLIGHT PROCEDURES

## 1 PROCEDURES FOR INBOUND AIRCRAFT

a) Inbound other than Airways

i. IFR aircraft inbound to London Gatwick direct from the London FIR will be required to use the procedure via Mayfield holding pattern detailed at paragraph 4(e).
ii. Pilots inbound to London Gatwick under VFR call Gatwick Director at one of the VFR Reference Points (VRPs) listed at paragraph 13, where aircraft will either be given a route to follow or will be identified by radar and directed into the Approach sequence.
iii. Except where required by the Instrument Approach Procedures, inbound aircraft to London Gatwick in both VMC and IMC should, whenever possible avoid flight below 3000 FT over towns and other populated areas within the Control Zone. Whenever possible aircraft under radar control will be directed to avoid flying over Crawley, East Grinstead, Horley and Horsham below 3000 FT. When a radar service is not being provided it will be the responsibility of captains of aircraft on VFR flight plans or on visual approaches to ensure compliance.

b) Inbound on Airways

i. Aircraft inbound to London Gatwick via the Airways System will be routed via the Standard Terminal Arrival Routes (STARs) detailed at AD 2-EGKK-7.

## 2 RADIO COMMUNICATION FAILURE PROCEDURES

a) Inbound Aircraft

i. In the event of complete radio failure in an aircraft the pilot is to adopt the appropriate procedures notified at ENR 1.1, subsection 3, with the exception described below.
ii. When complete communications failure occurs in the aircraft before ETA, or before EAT when this has been received and acknowledged, the aircraft will:

1. fly to the appropriate holding point (TIMBA, WILLO or Mayfield);
2. hold until the last acknowledged ETA plus 10 minutes or EAT when this has been given;
3. then commence descent for landing in accordance with the approach procedure for the runway-in-use (see AD 2-EGKK-7) and effect a landing within 30 minutes (or later if able to approach and land visually).

b) If complete radio communications failure occurs after an aircraft has reported to ATC on reaching the holding point, the aircraft will:

i. hold at the last assigned level at TIMBA, WILLO or Mayfield until:

1. ATA over the holding point plus 10 minutes or 10 minutes after the last acknowledged communication with ATC, whichever is the later; or
2. EAT when this has been received and acknowledged.

ii. then commence descent for landing in accordance with the approach procedure for the runway-in-use (see AD 2-EGKK-7) and effect a landing within 30 minutes (or later if able to approach and land visually).

c) When complete radio communication failure occurs during intermediate or final approach under radar control the procedures to be followed are detailed at AD 2-EGKK-5.
d) When complete radio communication failure occurs in the aircraft following a missed approach the aircraft will:

i. fly the appropriate missed approach procedure to Mayfield VOR/DME;
ii. complete at least one holding pattern at 3000 FT;
iii. then commence descent for landing in accordance with the approach procedure for the runway-in-use (see AD 2-EGKK-7) and effect a landing within 30 minutes (or later if able to approach and land visually).

e) The routes and levels to be used when leaving the Zone or Holding Area in accordance with the procedures given at ENR 1.1, subsection 3 are shown in the table below, the route to be followed is dependent on the position of the aircraft at the time the decision to leave the Zone is made.

| Position at time of decision | Route |
|---|---|
| Mayfield | Track 250°T at last assigned altitude |
| TIMBA | Track 090°T at last assigned level |
| WILLO | Track 230°T at last assigned level/altitude |

## 3 RADIO COMMUNICATION FAILURE PROCEDURES OUTBOUND AIRCRAFT

a) Outbound traffic operating on FRANE 1M/1V/1P/1W/1Z: If a clearance to climb or re-routing instructions have not been given, comply with the route and altitude limitations detailed in the allocated Standard Instrument Departure Procedures listed at AD 2-EGKK-6, at FRANE route via M604 to DAGGA and maintain 6000 FT until DAGGA; at DAGGA, commence climb to flight planned level.
b) All outbound traffic except those operating on FRANE 1M/1V/1P/1W/1Z: Comply with the route and altitude limitations detailed in the allocated Standard Instrument Departure Procedures (listed at AD 2-EGKK-6) or ATC clearance and commence climb to flight planned level after the last position at which an altitude is specified.

## 4 HOLDING

a) Aircraft inbound to London Gatwick Airport using the ATS Route Network will, after the initial routing, follow the appropriate STAR to the holding fixes TIMBA or WILLO. The STARs are illustrated at AD 2-EGKK-7. For aircraft holding below 6000 FT ALT, holding will be at Mayfield MAY VOR. (In light traffic conditions aircraft may be routed direct to MAY VOR above 6000 FT).
b) Pilots unable to comply with ATC clearance must notify ATC as soon as possible.
c) Aircraft may be radar-vectored off-route for the purpose of ATC separation. When separation has been achieved, ATC will give an approximate QDM to resume the STAR via the appropriate VOR radial or fix.
d) In the event of aircraft equipment failure, ATC must be advised and ATC instructions complied with.
e) Mayfield VOR/DME Holding Pattern:

i. This procedure will be used by aircraft inbound to London Gatwick from the FIR, after missed approach, via airways when instructed by London Control or when instructed by Gatwick Director.
ii. Aircraft will hold on an axis of 090° MAG (RDL 270°) turning left at the facility, generally from 3000 FT ALT to 6000 FT ALT. The end of the outbound leg is at 5 DME MAY.
iii. Altitudes at and below 6000 FT ALT will be allocated by Gatwick Director.

## 5 APPROACH PROCEDURES WITH RADAR CONTROL

a) When inbound traffic is being sequenced by Air Traffic Control, that part of the approach between the holding fix and the Final Approach Track (FAT) will be flown under directions from the Radar Controller. Once the aircraft is under Radar Control, changes of heading or flight level/altitude will be made only on instructions from the Radar Controller except in the case of radio communication failure in the aircraft or at the radar unit.

## 6 DETAILED PROCEDURES

a) Headings and flight levels at which to leave the holding facility will be passed by ATC. Radar vectors will be given, and descent clearance will include an estimate of track distance to touchdown. Further distance information will be given between initial descent clearance and intercept heading to the ILS. On receipt of descent clearance the pilot will descend at the rate he judges will be best suited to the achievement of continuous descent, the object being to join the glide path at the appropriate height for the distance without recourse to level flight.
b) During intermediate approach (after leaving the hold until approximately 6 NM before turning onto the ILS intercept heading), aircraft will be instructed to fly in the speed range 210 KT – 220 KT as required. Thereafter and until established on final approach, the highest possible speed within the band is 160 KT – 180 KT. Inbound aircraft must be established at 160 KT, on a stable approach at not less than 7 NM from touchdown. For aircraft that are unable to maintain 160 KT to 4 NM from touchdown, TC Gatwick will ascertain the final approach speed and inform the air controller. TC Gatwick may transfer high speed traffic to air without prior co-ordination provided that the pilot is instructed to report speed on initial contact. However, TC Gatwick must effect prior co-ordination if separation from a following aircraft is dependent on the leading aircraft maintaining a speed higher than 160 KT.
c) The system is designed to maximize arrival capacity at London Gatwick and to minimize noise disturbance in the areas overflown during the approach and aircraft commanders are requested to conform to low-power, low-drag procedures, including delays to the extension of wing flaps and undercarriage until the final stages of the approach.
d) The spacing provided between aircraft will be designed to achieve maximum runway utilization within the parameters of safe separation minima (including vortex effect) and runway occupancy. It is important to the validity of the separation provided, and to the achievement of optimum runway capacity, that runway occupancy time is kept to a minimum consistent with the prevailing conditions.
e) Missed Approach Procedures are contained on the Instrument Approach charts.

## 7 PRESSURE SETTINGS

a) When below the Transition Altitude, pilots are to fly on the aerodrome QNH until established on final approach, at which point QFE or any other desired setting may be used.

## 8 RADAR FAILURE

a) In the event of radar failure, fresh instructions will be issued to each aircraft under radar control and the procedures in paragraph 9 will be brought into use.

## 9 RADIO COMMUNICATIONS FAILURE AT THE RADAR UNIT

a) If radio communication completely fails at the radar unit when aircraft are under Radar Control, pilots will revert to Aerodrome Control for fresh instructions.

## 10 APPROACHES WITHOUT RADAR

a) When traffic is not being sequenced by Air Traffic Control, aircraft will be cleared from the holding areas to carry out the appropriate Initial Approach Procedures as outlined in AD 2-EGKK-7-17 and AD 2-EGKK-7-18.

## 11 PROCEDURES FOR OUTBOUND AIRCRAFT

a) RNAV SIDs are available only to aircraft which are equipped and operated in accordance with the requirements of JAA TGL-10, or equivalent, and approved by their State of Registry for RNAV 1 operations.

i. In addition, RNAV 1 SIDs are only available to those aircraft that are either GNSS equipped or that have **DME/DME and INS/IRU with an automatic runway update.**
ii. Aircraft which are not capable/certified as detailed in (b) and (i) above shall fly the conventional navigation version of the SID as detailed in the appropriate charts in AD 6.
iii. There are no critical navaids associated with the RNAV 1 SIDs assuming the use of GNSS or INS/IRU for initial guidance up to an altitude of 2000 FT. RNAV 1 SIDs are detailed in AD 6 together with appropriate navigation database coding tabulation.
iv. RNAV 1 SIDs are available for use, at ATC discretion, on a 24 hour basis (H24), unless otherwise stated on the chart.
v. RNAV 1 SIDs are clearly identified and distinguishable from conventional SIDs by the use of a specific suffix, which will be a 'Z' for 08R departures and an 'X' character for 26L departures. RNAV 1 SIDs are NOT available for use from Runway 26R/08L; Conventional Navigation SID will be issued by ATC for 26R/08L departures.
vi. Crews will be issued with an RNAV1 SID if their flight plan includes information such that the aircraft is RNAV1 capable. Crews shall request an ATC clearance for conventional SID route if unable to comply with RNAV1. On first RTF call after airborne, crews are to advise London Control/Gatwick Radar of the full SID designator as part of the requirements for initial calls on departure, e.g. "London Control, Fastjet 123 NOVMA 1X passing 2000 FT, climbing to altitude 4000 FT".
vii. Intersection departures **are** permitted for aircraft flying the RNAV SIDs. Aircrew flying aircraft that are not GNSS equipped and that are departing from an intersection shall ensure that the relevant actions have been taken on the flight deck so that the FMS has been updated and is informed that the aircraft will be departing from an intersection. This will ensure that the correct co-ordinates are used by the Inertial Navigation System / Inertial Reference Unit upon selection of TOGA and therefore reduce the risk of a map shift event on departure.
viii. Speed limits apply at specified waypoints for track containment purposes.
ix. Aircraft flying on RNAV 1 SIDs can expect to receive radar vectors from ATC as per the operating procedure for conventional SIDs.

b) Conventional SIDs

i. Conventional SIDs will be used for those aircraft which do not specify a preference for RNAV 1 SID clearance or for when an ATC clearance cannot be issued for the use of the RNAV 1 SIDs.
ii. Flights requiring M605 should plan BOGNA 1M/1V DCT HARDY.

## 12 SPEED LIMITATION

a) Departure Speed Restriction: In order to optimise the departure flow and assist in the separation between successive departing aircraft a speed limit of 250 KT IAS below FL 100 is applicable until removed by ATC. ATC may remove the speed restriction by using the phrase ‘No ATC Speed Restriction’. Pilots are reminded that this phrase does not relieve the pilot of the responsibility to adhere to the ground track of the Noise Preferential Route, which may require a speed/power limitation.
b) If for any reason pilots are unable to comply with the 250 KT IAS speed restriction the pilot should immediately advise ATC and state the minimum speed acceptable. If a pilot anticipates before departure that they will be unable to comply with the speed restriction, they should inform ATC when requesting start-up clearance, stating the minimum speed acceptable. In this case the pilot will be informed before take-off of any higher speed limitation.

## 13 SPECIAL VFR FLIGHTS

a) Special VFR clearances for flights within the Gatwick CTR may be requested and will be given whenever traffic conditions permit. These flights are subject to the general conditions laid down for Special VFR flights and will normally be given only to aircraft which carry RTF including the appropriate frequencies.

***Note:*** *Pilots holding a Private Pilots Licence (Aeroplanes) are reminded of the visibility requirements for Special VFR flights laid down in Schedule 7 of the Air Navigation Order 2009 and the related notification in paragraph 1.2.*

b) The use of Special VFR clearances is intended to be confined to the following types of flight:

i. Light aircraft which cannot comply with full IFR requirements and wish to proceed to or from London Gatwick Airport;
ii. light aircraft which cannot comply with full IFR requirements and wish to transit the Gatwick CTR.

c) Special VFR clearances to operate within the Gatwick CTR for the purpose of proceedings to or from London Gatwick Airport will not be granted to fixed-wing aircraft if the reported visibility at the Airport is less than 3 KM or the reported cloud ceiling is less than 1000 FT.
d) Aircraft may be given a radar service whilst within the zone if, due to the traffic situation, ATC considers it advisable. It will remain the responsibility of the pilot to remain at all times in flight conditions which will enable him to determine his flight path and to keep clear of obstacles, and to ensure that he is able to comply with the relevant low flying restrictions of SERA and the Rules of the Air Regulations 2015, with particular regard to SERA.3105 Minimum Heights, pilots must inform the radar controller if compliance entails a change of heading or height.
e) Special VFR flights may be subject to delay when parts of their route are outside radar cover or when they cannot be fitted readily into the main traffic flow. Pilots should, therefore, always ensure that they have adequate fuel reserves and are able to divert to another aerodrome if necessary.

### 14 VISUAL REFERENCE POINTS (VRP)

a) Details of VRPs are available in the consolidated 'Visual Reference Points List' published on the 'Digital Dataset' page of the NATS AIS website, www.nats.aero/ais.

### 15 FREQUENCY MONITORING CODE (FMC)

a) Pilots operating in the vicinity of, but intending to remain outside the Gatwick controlled airspace within the area defined by straight lines joining successively the following points and maintaining a listening watch only on Gatwick Director frequency, 126.825 MHz, are encouraged to select SSR code 7012.

505832N 0003428W - 510314N 0003730W -
511422N 0003506W - 511957N 0001917E -
511217N 0002018E - 510002N 0001541E -
505900N 0001333E - 505541N 0001007W -
505832N 0003428W.

b) Selection of 7012 does not imply the receipt of an ATC service. Aircraft displaying the code are not expected to contact ATC under normal circumstances, remain responsible for their own navigation, separation, terrain clearance and are expected to remain clear of the Gatwick controlled airspace at all times.
c) Whilst squawking 7012, pilots should be aware that Gatwick Director may make blind transmissions in order to ascertain a particular aircraft's intentions/route.
d) When a pilot ceases to maintain a listening watch, code 7012 shall be deselected.

## EGKK AD 2.23 ADDITIONAL INFORMATION

### 1 MODE S BAROMETRIC PRESSURE SETTING DATA

a) London Terminal Control has the ability to downlink Mode S Barometric Pressure Setting (BPS) data. Therefore, if the downlinked pressure data is at variance with the BPS expected by Air Traffic Control, pilots can expect additional challenge. When Air Traffic Control pass a reminder of the appropriate BPS, it is anticipated that the aircrew will cross check the altimeter settings and confirm set.

## EGKK AD 2.24 CHARTS RELATED TO AN AERODROME

AERODROME CHART - ICAO
AD 2.EGKK-2-1
AIRCRAFT GROUND MOVEMENT/PARKING/DOCKING CHART - ICAO
AD 2.EGKK-2-2
AIRCRAFT GROUND MOVEMENT/PARKING/DOCKING STAND COORDINATES
AD 2.EGKK-2-3
GROUND MOVEMENT CHART HOLDING AREAS - ICAO
AD 2.EGKK-2-4
AERODROME CHART CODE F AIRCRAFT GROUND MOVEMENT - ICAO
AD 2.EGKK-2-5
AIRCRAFT GROUND MOVEMENT - REMOTE DE-ICING AREAS LOCATION CHART - ICAO
AD 2.EGKK-2-6
CONTROL ZONE AND CONTROL AREA CHART
AD 2.EGKK-4-1
REDHILL LOCAL FLYING AREA

AD 2.EGKK-4-2
ATC SURVEILLANCE MINIMUM ALTITUDE CHART - ICAO
AD 2.EGKK-5-1
STANDARD DEPARTURE CHART - INSTRUMENT (SID) RWY 08R/L LAM 5P 5W - ICAO
AD 2.EGKK-6-1
STANDARD DEPARTURE CHART - INSTRUMENT (SID) RWY 26L/R LAM 6M 6V - ICAO
AD 2.EGKK-6-2
RNAV1 (DME/DME or GNSS) STANDARD DEPARTURE CHART - INSTRUMENT (SID) RWY 08R LAM 1Z - ICAO
AD 2.EGKK-6-3
STANDARD DEPARTURE CHART - INSTRUMENT (SID) RWY 08R/L 26L/R FRANE 1M 1V 1P 1W - ICAO
AD 2.EGKK-6-4
RNAV1 (DME/DME or GNSS) STANDARD DEPARTURE CHART - INSTRUMENT (SID) RWY 08R FRANE 1Z - ICAO
AD 2.EGKK-6-5
STANDARD DEPARTURE CHART - INSTRUMENT (SID) RWY 26L/R BOGNA 1M 1V (RNAV SUBSTITUTION ONLY) - ICAO
AD 2.EGKK-6-6
RNAV1 (DME/DME or GNSS) STANDARD DEPARTURE CHART - INSTRUMENT (SID) RWY 26L BOGNA 1X HARDY 1X - ICAO
AD 2.EGKK-6-7
STANDARD DEPARTURE CHART - INSTRUMENT (SID) RWY 08R/L 26L/R KENET 3P 3W NOVMA 1M 1V SAM 3P 3W - ICAO
AD 2.EGKK-6-8
RNAV1 (DME/DME OR GNSS) STANDARD DEPARTURE CHART - INSTRUMENT (SID) RWY 08R 26L IMVUR 1Z NOVMA 1X - ICAO
AD 2.EGKK-6-9
STANDARD DEPARTURE CHART - INSTRUMENT (SID) RWY 08R/L 26L/R SFD 5M 5V 9W 9P - ICAO
AD 2.EGKK-6-10
RNAV1 (DME/DME or GNSS) STANDARD DEPARTURE CHART - INSTRUMENT (SID) RWY 08R 26L SFD 4Z 1X - ICAO
AD 2.EGKK-6-11
STANDARD DEPARTURE CHART - INSTRUMENT (SID) RWY 26L/R WIZAD 4M 4V - ICAO
AD 2.EGKK-6-12
RNAV1 (DME/DME or GNSS) STANDARD DEPARTURE CHART - INSTRUMENT (SID) RWY 26L WIZAD 1X - ICAO
AD 2.EGKK-6-13
STANDARD DEPARTURE CHART - INSTRUMENT (SID) RWY 08R/L 26L/R MIMFO 1M 1V DVR 2P 2W - ICAO
AD 2.EGKK-6-14
RNAV1 (DME/DME or GNSS) STANDARD DEPARTURE CHART - INSTRUMENT (SID) RWY 08R ODVIK 2Z - ICAO
AD 2.EGKK-6-15
STANDARD DEPARTURE CHART - INSTRUMENT (SID) RWY 26L/R TIGER 3M 3V DAGGA 1M 1V - ICAO
AD 2.EGKK-6-16
RNAV1 (DME/DME or GNSS) STANDARD DEPARTURE CHART - INSTRUMENT (SID) RWY 26L TIGER 1X DAGGA 1X - ICAO
AD 2.EGKK-6-17
STANDARD INSTRUMENT DEPARTURE CODING TABLES - RWY 08R LAM 1Z FRANE 1Z
AD 2.EGKK-6-18
STANDARD INSTRUMENT DEPARTURE CODING TABLES - RWY 26L BOGNA 1X HARDY 1X
AD 2.EGKK-6-19
STANDARD INSTRUMENT DEPARTURE CODING TABLES - RWY 08R IMVUR 1Z RWY 26L NOVMA 1X RWY 08R SFD 4Z RWY 26L SFD 1X
AD 2.EGKK-6-20
STANDARD INSTRUMENT DEPARTURE CODING TABLES - RWY 26L WIZAD 1X RWY 08R ODVIK 2Z
AD 2.EGKK-6-21
STANDARD INSTRUMENT DEPARTURE CODING TABLES - RWY 26L TIGER 1X DAGGA 1X
AD 2.EGKK-6-22
RNAV5 (DME/DME or GNSS) STANDARD ARRIVAL CHART- INSTRUMENT (STAR) BARMI 1G TEBRA 2G KONAN 2G - ICAO
AD 2.EGKK-7-1
RNAV5 (DME/DME or GNSS) STANDARD ARRIVAL CHART - INSTRUMENT (STAR) MID 1X - ICAO
AD 2.EGKK-7-2
RNAV5 (DME/DME or GNSS) STANDARD ARRIVAL CHART - INSTRUMENT (STAR) NEVIL 1G KUNAV 1G - ICAO
AD 2.EGKK-7-3
RNAV1 (DME/DME OR GNSS) STANDARD ARRIVAL CHART - INSTRUMENT (STAR) OTMET 1G VASUX 1G - ICAO
AD 2.EGKK-7-4
RNAV1 (DME/DME or GNSS) STANDARD ARRIVAL CHART - INSTRUMENT (STAR) AMDUT 1G ARNUN 1G - ICAO
AD 2.EGKK-7-5
RNAV1 (DME/DME OR GNSS) STANDARD ARRIVAL CHART - INSTRUMENT (STAR) TELTU 1G - ICAO
AD 2.EGKK-7-6
RNAV5 (DME/DME or GNSS) STANDARD ARRIVAL CHART - INSTRUMENT (STAR) DISIT 1G KIDLI 1G - ICAO
AD 2.EGKK-7-7
RNAV5 (DME/DME or GNSS) STANDARD ARRIVAL CHART - INSTRUMENT (STAR) ABSAV 1G GWC 1G - ICAO

AD 2.EGKK-7-8
RNAV1 (DME/DME or GNSS) STANDARD ARRIVAL CHART - INSTRUMENT (STAR) SIRIC 1G - ICAO
AD 2.EGKK-7-9
STANDARD INSTRUMENT ARRIVAL CODING TABLES BARMI 1G TEBRA 2G KONAN 2G
AD 2.EGKK-7-10
STANDARD INSTRUMENT ARRIVAL CODING TABLES MID 1X NEVIL 1G KUNAV 1G
AD 2.EGKK-7-11
STANDARD INSTRUMENT ARRIVAL CODING TABLES OTMET 1G VASUX 1G AMDUT 1G ARNUN 1G
AD 2.EGKK-7-12
STANDARD INSTRUMENT ARRIVAL CODING TABLES TELTU 1G DISIT 1G KIDLI 1G
AD 2.EGKK-7-13
STANDARD INSTRUMENT ARRIVAL CODING TABLES ABSAV 1G GWC 1G SIRIC 1G
AD 2.EGKK-7-14
RNAV HOLD CODING TABLES ADLOG AMDUT ARNUN BILNI DELBO DOMUT GOKTU
AD 2.EGKK-7-15
RNAV HOLD CODING TABLES GWC KATHY TIMBA WILLO
AD 2.EGKK-7-16
INITIAL APPROACH PROCEDURES ILS RWY 08R Without Radar Control
AD 2.EGKK-7-17
INITIAL APPROACH PROCEDURES ILS RWY 26L Without Radar Control
AD 2.EGKK-7-18
INSTRUMENT APPROACH CHART ILS/DME RWY 08R - ICAO
AD 2.EGKK-8-1
INSTRUMENT APPROACH CHART LOC/DME RWY 08R - ICAO
AD 2.EGKK-8-2
INSTRUMENT APPROACH CHART RNP RWY 08R - ICAO
AD 2.EGKK-8-3
INSTRUMENT APPROACH CHART RNP RWY 08L - ICAO
AD 2.EGKK-8-4
INSTRUMENT APPROACH CHART ILS/DME RWY 26L - ICAO
AD 2.EGKK-8-5
INSTRUMENT APPROACH CHART LOC/DME RWY 26L - ICAO
AD 2.EGKK-8-6
INSTRUMENT APPROACH CHART RNP RWY 26L - ICAO
AD 2.EGKK-8-7
INSTRUMENT APPROACH CHART RNP RWY 26R - ICAO
AD 2.EGKK-8-8
INSTRUMENT APPROACH PROCEDURE CODING TABLES - RNP RWY 08L/R and 26L/R
AD 2.EGKK-8-9

## EGKK AD 2.25 VISUAL SEGMENT SURFACE (VSS) PENETRATION

Not applicable

**INTENTIONALLY BLANK**

# AERODROME CHART - ICAO

ARP 510853N 0001125W

AD ELEV 203FT

# LONDON GATWICK
## EGKK

| COM | | |
|---|---|---|
| ATIS | 136.525 | GATWICK INFO |
| TWR | 124.230, 121.500* | GATWICK TOWER *Emergency On Request |
| | 134.230 (As directed by ATC) | |
| | 121.955 | GATWICK DELIVERY |
| | 121.805 (GMC) | GATWICK GROUND |
| | 121.600 | GATWICK FIRE |

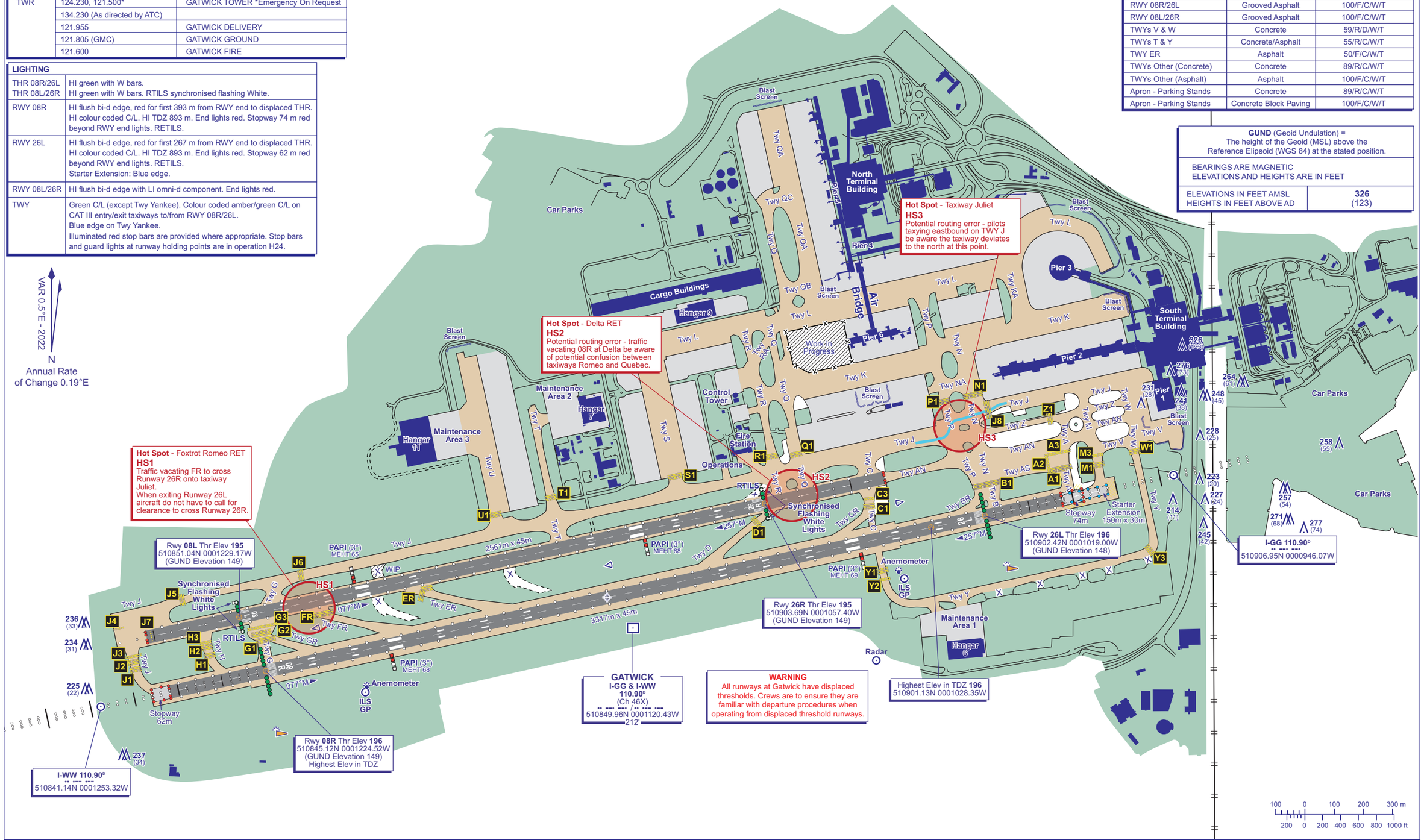
| LIGHTING | |
|---|---|
| THR 08R/26L<br>THR 08L/26R | HI green with W bars.<br>HI green with W bars. RTILS synchronised flashing White. |
| RWY 08R | HI flush bi-d edge, red for first 393 m from RWY end to displaced THR. HI colour coded C/L. HI TDZ 893 m. End lights red. Stopway 74 m red beyond RWY end lights. RETILS. |
| RWY 26L | HI flush bi-d edge, red for first 267 m from RWY end to displaced THR. HI colour coded C/L. HI TDZ 893 m. End lights red. Stopway 62 m red beyond RWY end lights. RETILS.<br>Starter Extension: Blue edge. |
| RWY 08L/26R | HI flush bi-d edge with LI omni-d component. End lights red. |
| TWY | Green C/L (except Twy Yankee). Colour coded amber/green C/L on CAT III entry/exit taxiways to/from RWY 08R/26L.<br>Blue edge on Twy Yankee.<br>Illuminated red stop bars are provided where appropriate. Stop bars and guard lights at runway holding points are in operation H24. |

| RUNWAY/TAXIWAY/APRON PHYSICAL CHARACTERISTICS | | |
|---|---|---|
| APRON / RWY / TWY | SURFACE | BEARING STRENGTH |
| RWY 08R/26L | Grooved Asphalt | 100/F/C/W/T |
| RWY 08L/26R | Grooved Asphalt | 100/F/C/W/T |
| TWYs V & W | Concrete | 59/R/D/W/T |
| TWYs T & Y | Concrete/Asphalt | 55/R/C/W/T |
| TWY ER | Asphalt | 50/F/C/W/T |
| TWYs Other (Concrete) | Concrete | 89/R/C/W/T |
| TWYs Other (Asphalt) | Asphalt | 100/F/C/W/T |
| Apron - Parking Stands | Concrete | 89/R/C/W/T |
| Apron - Parking Stands | Concrete Block Paving | 100/F/C/W/T |

**GUND** (Geoid Undulation) = The height of the Geoid (MSL) above the Reference Elipsoid (WGS 84) at the stated position.

BEARINGS ARE MAGNETIC
ELEVATIONS AND HEIGHTS ARE IN FEET

| | |
|---|---|
| ELEVATIONS IN FEET AMSL<br>HEIGHTS IN FEET ABOVE AD | 326<br>(123) |




**CHANGE (8/25):** TWY ER EDITORIAL. OBSTACLES. EDITORIAL.

AERO INFO DATE 27 MAY 25

AD 2-EGKK-2-1

# AIRCRAFT GROUND MOVEMENT/PARKING/DOCKING CHART - ICAO

**ARP 510853N 0001125W**

**AD ELEV 203FT**

# LONDON GATWICK
## EGKK

| COM | | |
|---|---|---|
| ATIS | 136.525 | GATWICK INFO |
| TWR | 124.230, 121.500* | GATWICK TOWER *Emergency On Request |
| | 134.230 (As directed by ATC) | |
| | 121.955 | GATWICK DELIVERY |
| | 121.805 (GMC) | GATWICK GROUND |
| | 121.600 | GATWICK FIRE |

VAR 0.5°E - 2022
N
Annual Rate of Change 0.19°E

**WARNING**
All runways at Gatwick have displaced thresholds. Crews are to ensure they are familiar with departure procedures when operating from displaced threshold runways.

| RUNWAY/TAXIWAY/APRON PHYSICAL CHARACTERISTICS | | |
|---|---|---|
| **APRON / RWY / TWY** | **SURFACE** | **BEARING STRENGTH** |
| RWY 08R/26L | Grooved Asphalt | 100/F/C/W/T |
| RWY 08L/26R | Grooved Asphalt | 100/F/C/W/T |
| TWYs V & W | Concrete | 59/R/D/W/T |
| TWYs T & Y | Concrete/Asphalt | 55/R/C/W/T |
| TWY ER | Asphalt | 50/F/C/W/T |
| TWYs Other (Concrete) | Concrete | 89/R/C/W/T |
| TWYs Other (Asphalt) | Asphalt | 100/F/C/W/T |
| Apron - Parking Stands | Concrete | 89/R/C/W/T |
| Apron - Parking Stands | Concrete Block Paving | 100/F/C/W/T |

50 0 50 100 150 m
100 0 500 ft

**Hot Spot** - Delta RET
**HS2**
Potential routing error - traffic vacating 08R at Delta be aware of potential confusion between taxiways Romeo and Quebec.

**Hot Spot** - Taxiway Juliet
**HS3**
Potential routing error - pilots taxying eastbound on TWY J be aware the taxiway deviates to the north at this point.

**CHANGE (8/25):** RET TWY ER EDITORIAL.

AERO INFO DATE 15 MAY 25

## AIRCRAFT GROUND MOVEMENT/PARKING/DOCKING STAND COORDINATES

## LONDON GATWICK
## EGKK

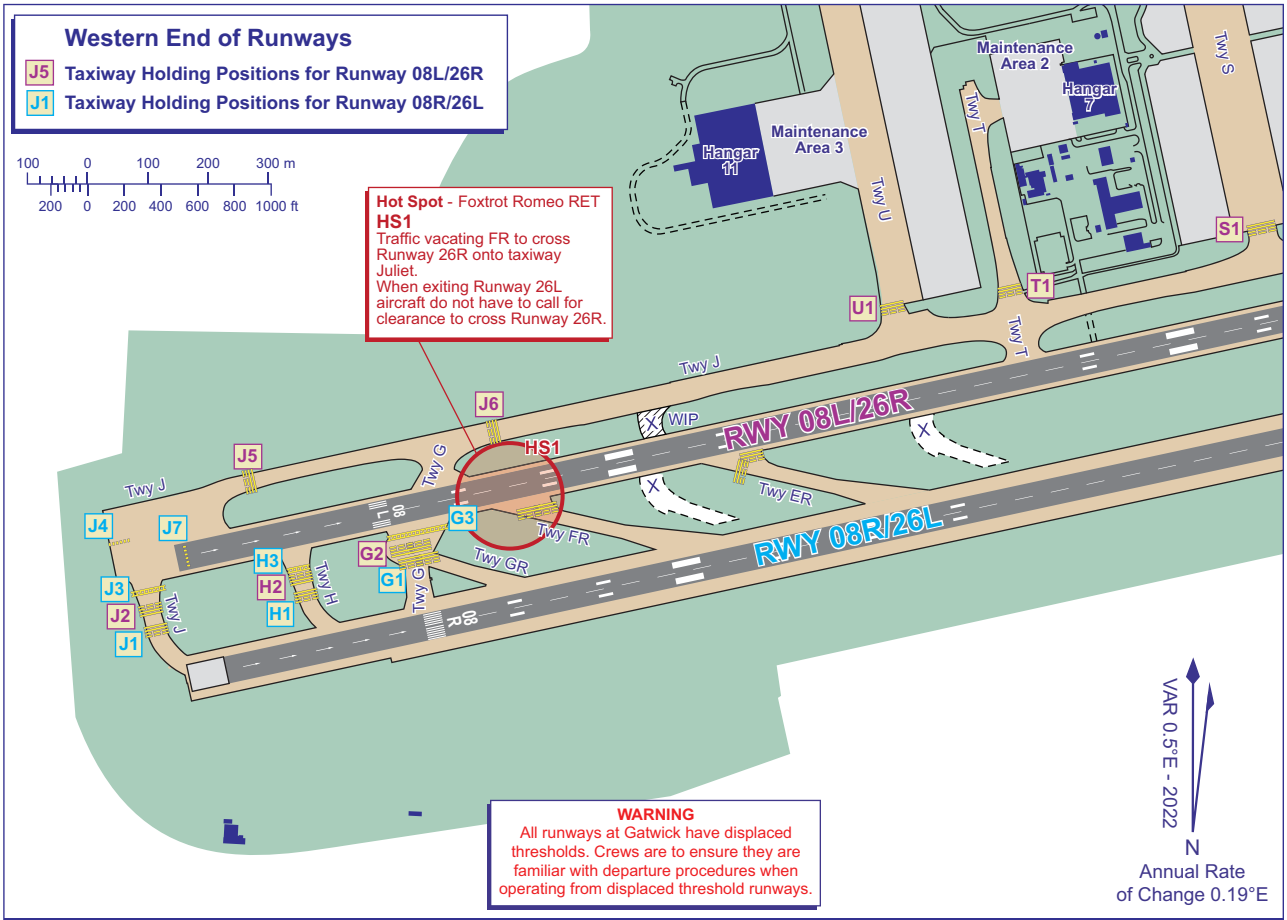
| STAND | COORDINATE | STAND | COORDINATE | STAND | COORDINATE | STAND | COORDINATE |
|---|---|---|---|---|---|---|---|
| 1 | 510917.66N 0000950.95W | 46 | 510937.92N 0001010.99W | 143L | 510912.47N 0001041.35W | 233L | 510913.77N 0001143.21W |
| 2 | 510916.14N 0000950.43W | 47L | 510936.39N 0001015.06W | 143 | 510912.72N 0001040.85W | 233 | 510913.20N 0001142.04W |
| 3 | 510914.62N 0000949.90W | 47 | 510937.45N 0001014.44W | 143R | 510912.68N 0001039.09W | 233R | 510912.50N 0001142.08W |
| 4 | 510913.71N 0000948.36W | 47R | 510937.21N 0001012.92W | 144L | 510911.69N 0001045.77W | 234L | 510916.58N 0001144.19W |
| 5 | 510914.01N 0000946.04W | 48L | 510933.95N 0001018.39W | 144 | 510912.19N 0001044.62W | 234 | 510916.10N 0001142.39W |
| 10 | 510920.00N 0000955.50W | 48 | 510935.55N 0001018.01W | 144R | 510911.97N 0001043.60W | 234R | 510915.40N 0001142.44W |
| 11 | 510919.54N 0000957.65W | 48R | 510935.48N 0001017.53W | 145 | 510911.72N 0001048.04W | 235L | 510919.39N 0001145.17W |
| 12 | 510919.40N 0000959.85W | 49L | 510932.21N 0001021.20W | 150L | 510919.68N 0001104.18W | 235 | 510918.91N 0001143.37W |
| 13L | 510922.30N 0000955.51W | 49 | 510933.03N 0001020.47W | 150 | 510918.86N 0001104.67W | 235R | 510918.21N 0001143.41W |
| 13 | 510921.62N 0000956.62W | 49R | 510932.43N 0001019.24W | 150R | 510919.04N 0001106.31W | 552 | 510928.51N 0001044.02W |
| 13R | 510922.11N 0000957.58W | 50 | 510932.50N 0001023.59W | 151 | 510918.35N 0001108.42W | 553 | 510928.31N 0001045.42W |
| 14 | 510919.10N 0001002.11W | 51L | 510931.24N 0001027.73W | 152L | 510918.40N 0001110.91W | 554 | 510929.49N 0001045.20W |
| 15 | 510921.19N 0001000.15W | 51 | 510932.04N 0001027.28W | 152 | 510917.83N 0001112.19W | 555 | 510931.06N 0001045.30W |
| 16 | 510918.77N 0001004.25W | 51R | 510931.75N 0001025.62W | 152R | 510918.41N 0001113.38W | 557 | 510932.55N 0001045.91W |
| 17 | 510920.71N 0001003.67W | 52L | 510930.45N 0001032.21W | 153 | 510926.29N 0001102.52W | 558 | 510933.46N 0001044.97W |
| 18 | 510918.69N 0001006.58W | 52 | 510931.53N 0001031.00W | 154 | 510925.90N 0001105.11W | 559 | 510933.90N 0001046.78W |
| 19 | 510920.08N 0001008.20W | 52R | 510931.19N 0001030.17W | 158 | 510924.36N 0001117.96W | 560 | 510935.61N 0001046.28W |
| 20 | 510918.40N 0001008.73W | 53 | 510930.83N 0001035.02W | 159 | 510924.02N 0001120.84W | 561 | 510935.95N 0001046.18W |
| 21 | 510919.57N 0001011.70W | 54L | 510929.51N 0001039.14W | 160L | 510916.28N 0001104.71W | 562 | 510937.01N 0001047.32W |
| 22 | 510917.93N 0001010.88W | 54 | 510930.39N 0001038.73W | 160 | 510916.92N 0001105.82W | 563 | 510938.21N 0001046.96W |
| 23 | 510919.15N 0001015.25W | 54R | 510930.01N 0001037.02W | 160R | 510917.49N 0001105.47W | 564 | 510938.36N 0001048.27W |
| 24 | 510917.78N 0001013.19W | 64L | 510944.48N 0001100.79W | 161 | 510913.45N 0001103.07W | 565 | 510940.13N 0001047.86W |
| 25 | 510918.71N 0001017.26W | 64 | 510945.33N 0001102.22W | 170 | 510907.07N 0001120.11W | 566 | 510940.48N 0001047.75W |
| 27 | 510917.44N 0001016.84W | 64R | 510946.03N 0001101.86W | 171L | 510909.61N 0001108.99W | 567 | 510941.53N 0001048.90W |
| 28 | 510917.40N 0001015.31W | 65 | 510942.90N 0001101.47W | 171 | 510908.84N 0001107.29W | 568 | 510942.74N 0001048.54W |
| 31L | 510927.86N 0001003.85W | 66L | 510940.14N 0001100.08W | 171R | 510908.28N 0001107.78W | 569 | 510942.89N 0001049.85W |
| 31 | 510928.53N 0001003.35W | 66 | 510940.49N 0001100.64W | 172L | 510908.69N 0001119.23W | 570 | 510944.66N 0001049.44W |
| 31R | 510927.85N 0001001.74W | 66R | 510941.53N 0001100.35W | 172 | 510909.46N 0001120.93W | 571 | 510945.00N 0001049.33W |
| 32L | 510927.23N 0001006.58W | 67 | 510938.99N 0001058.78W | 172R | 510910.03N 0001120.43W | 572 | 510946.06N 0001050.48W |
| 32 | 510927.89N 0001006.15W | 68 | 510938.61N 0001100.26W | 173 | 510911.23N 0001108.12W | 573 | 510947.26N 0001050.12W |
| 32R | 510926.89N 0001005.67W | 101 | 510923.20N 0001036.85W | 174 | 510911.85N 0001121.76W | 574 | 510947.42N 0001051.42W |
| 33L | 510928.11N 0001008.80W | 102 | 510922.87N 0001033.55W | 175L | 510914.38N 0001110.67W | | |
| 33 | 510928.49N 0001007.89W | 103 | 510922.00N 0001032.69W | 175 | 510913.61N 0001108.96W | | |
| 33R | 510926.87N 0001009.67W | 104 | 510921.75N 0001034.56W | 175R | 510913.05N 0001109.45W | | |
| 34L | 510929.85N 0001009.74W | 105 | 510921.45N 0001036.74W | 176L | 510913.47N 0001120.90W | | |
| 34 | 510929.65N 0001008.57W | 106 | 510921.08N 0001039.42W | 176 | 510914.23N 0001122.59W | | |
| 34R | 510929.17N 0001010.54W | 107 | 510920.78N 0001041.59W | 176R | 510914.79N 0001122.06W | | |
| 35L | 510931.42N 0001008.77W | 112 | 510922.43N 0001042.39W | 177 | 510916.00N 0001109.79W | | |
| 35 | 510930.84N 0001007.99W | 113 | 510922.91N 0001040.20W | 178L | To be surveyed | | |
| 35R | 510931.25N 0001009.98W | 130 | 510915.96N 0001030.73W | 178 | 510917.02N 0001122.95W | | |
| 36L | 510932.25N 0001006.20W | 131 | 510915.54N 0001033.77W | 178R | To be surveyed | | |
| 36 | 510931.50N 0001006.29W | 132 | 510915.09N 0001037.01W | 180 | 510919.06N 0001122.87W | | |
| 36R | 510932.51N 0001007.44W | 133 | 510914.70N 0001039.87W | 180R | To be surveyed | | |
| 37 | 510931.30N 0001004.31W | 134 | 510914.29N 0001042.91W | 230L | 510905.33N 0001140.27W | | |
| 38 | 510930.31N 0001003.21W | 135 | 510913.89N 0001045.80W | 230 | 510904.76N 0001139.09W | | |
| 41 | 510926.89N 0001018.60W | 136 | 510913.82N 0001048.46W | 230R | 510904.06N 0001139.14W | | |
| 41E | 510925.56N 0001016.98W | 140 | 510914.15N 0001030.05W | 231L | 510908.14N 0001141.24W | | |
| 41W | 510925.19N 0001019.69W | 141L | 510913.23N 0001034.24W | 231 | 510907.57N 0001140.08W | | |
| 42 | 510925.90N 0001021.89W | 141 | 510913.73N 0001033.46W | 231R | 510906.87N 0001140.12W | | |
| 43 | 510925.94N 0001025.55W | 141R | 510913.64N 0001032.12W | 232L | 510910.95N 0001142.23W | | |
| 43E | 510924.71N 0001023.17W | 142 | 510913.23N 0001037.25W | 232 | 510910.38N 0001141.05W | | |
| 43W | 510924.34N 0001025.89W | 142R | 510912.97N 0001036.76W | 232R | 510909.69N 0001141.10W | | |
| | | | | | | | |
| | | | | | | | |

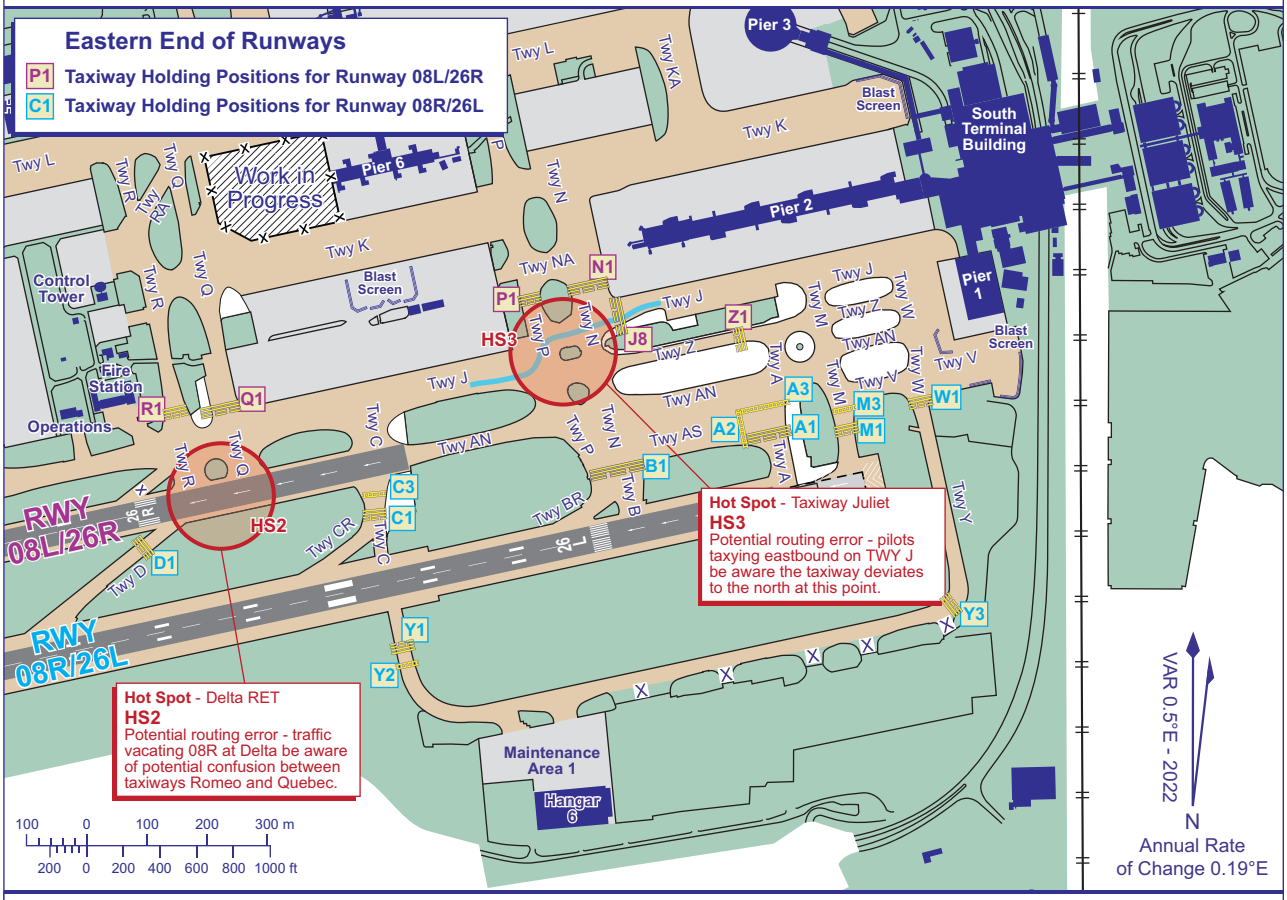
**CHANGE (7/25):** STANDS 178L, 178R & 180R ADDED.

## GROUND MOVEMENT CHART - ICAO

# HOLDING AREAS

## LONDON GATWICK
EGKK




**CHANGE (8/25):** TWY ER EDITORIAL.

AERO INFO DATE 27 MAY 25

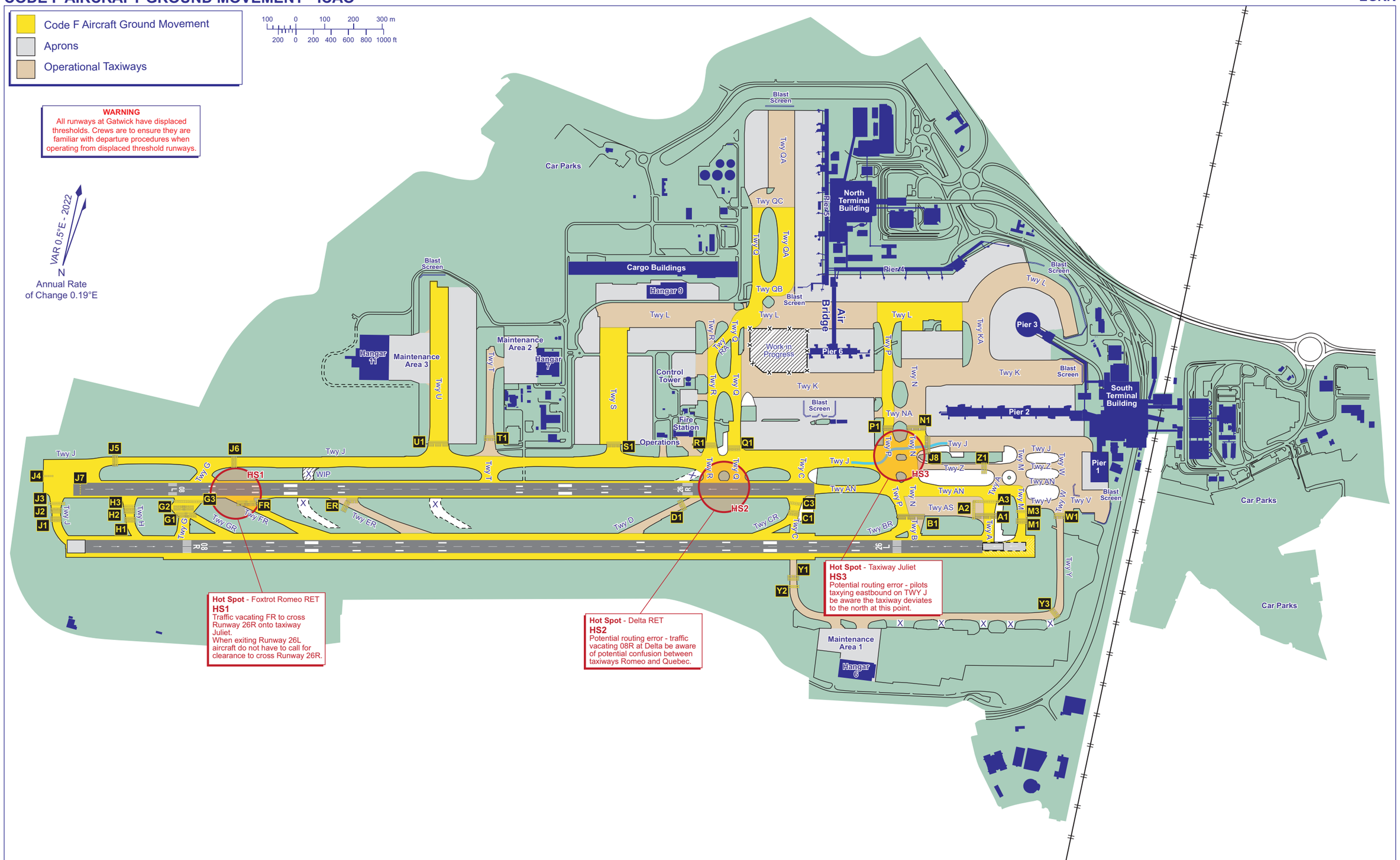
AD 2-EGKK-2-4

# AERODROME CHART
# CODE F AIRCRAFT GROUND MOVEMENT - ICAO

ARP 510853N 0001125W

AD ELEV 203FT

# LONDON GATWICK
EGKK




**CHANGE (8/25):** TWY ER EDITORIAL.

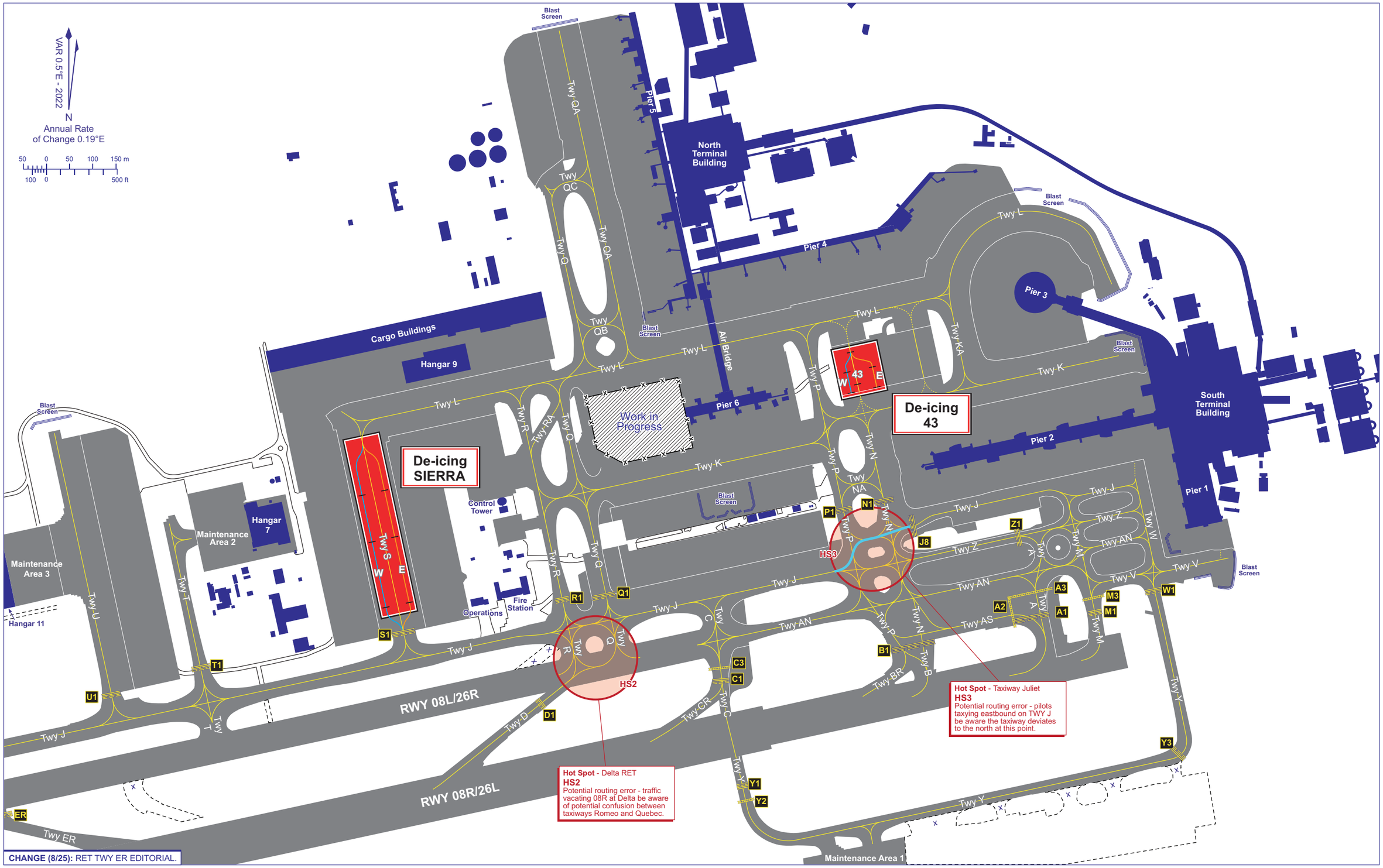
AERO INFO DATE 27 MAY 25

# AIRCRAFT GROUND MOVEMENT - REMOTE DE-ICING AREAS LOCATION CHART - ICAO

**ARP 510853N 0001125W**

**AD ELEV 203FT**

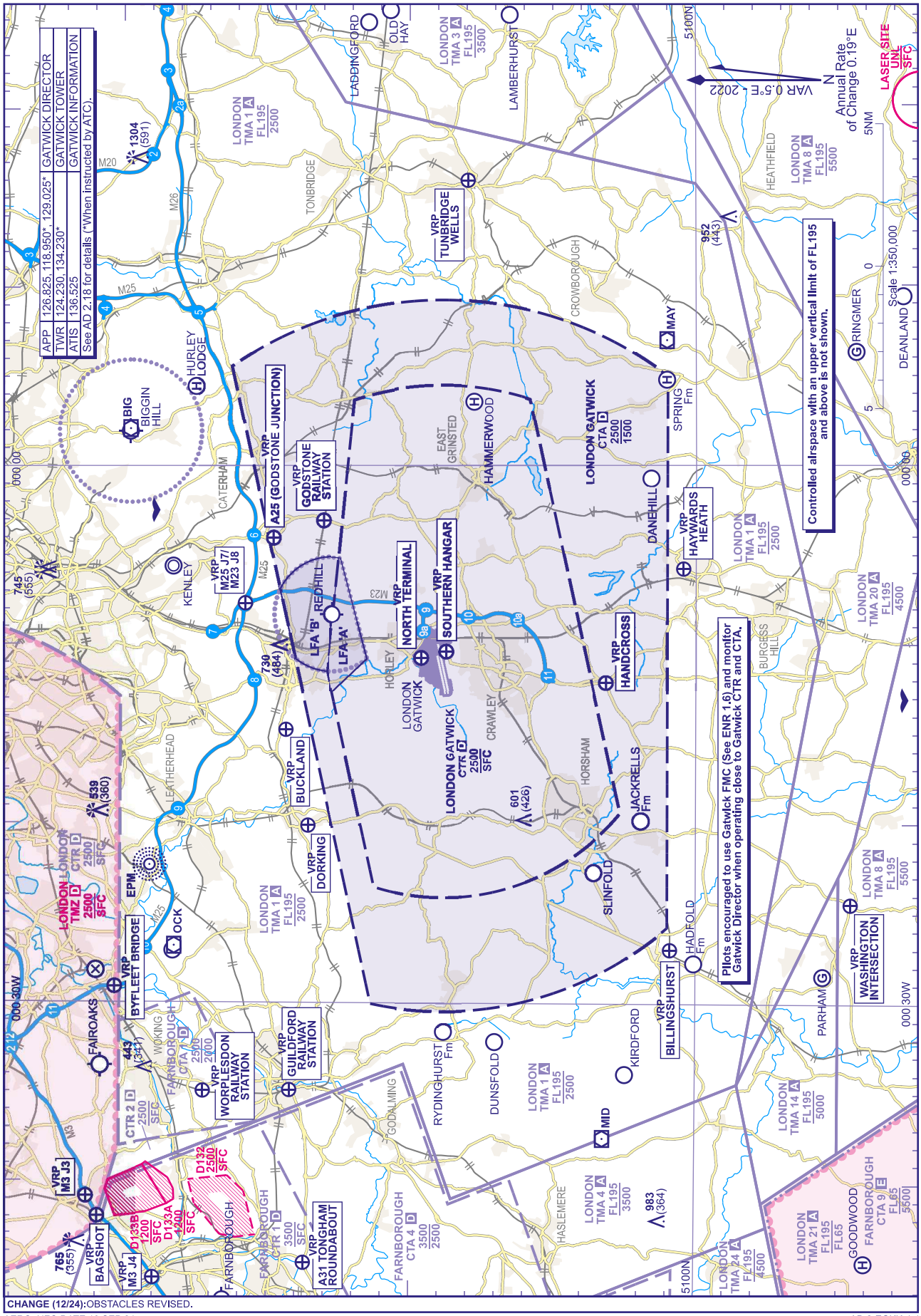
# LONDON GATWICK
**EGKK**




**CHANGE (8/25):** RET TWY ER EDITORIAL.

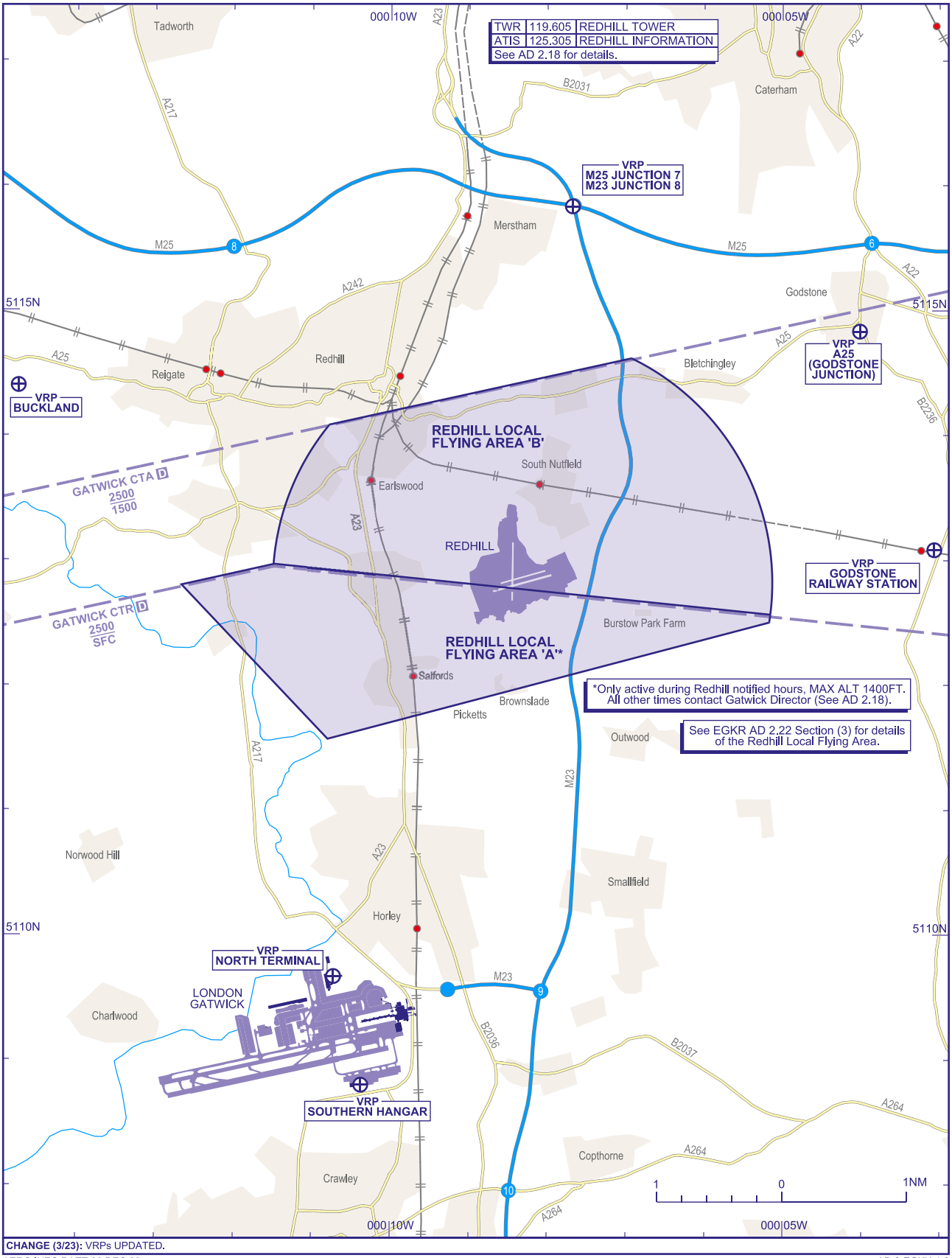
AERO INFO DATE 15 MAY 25

## CONTROL ZONE AND CONTROL AREA CHART — LONDON GATWICK



## REDHILL LOCAL FLYING AREA

## LONDON GATWICK




**CHANGE (3/23):** VRPs UPDATED.

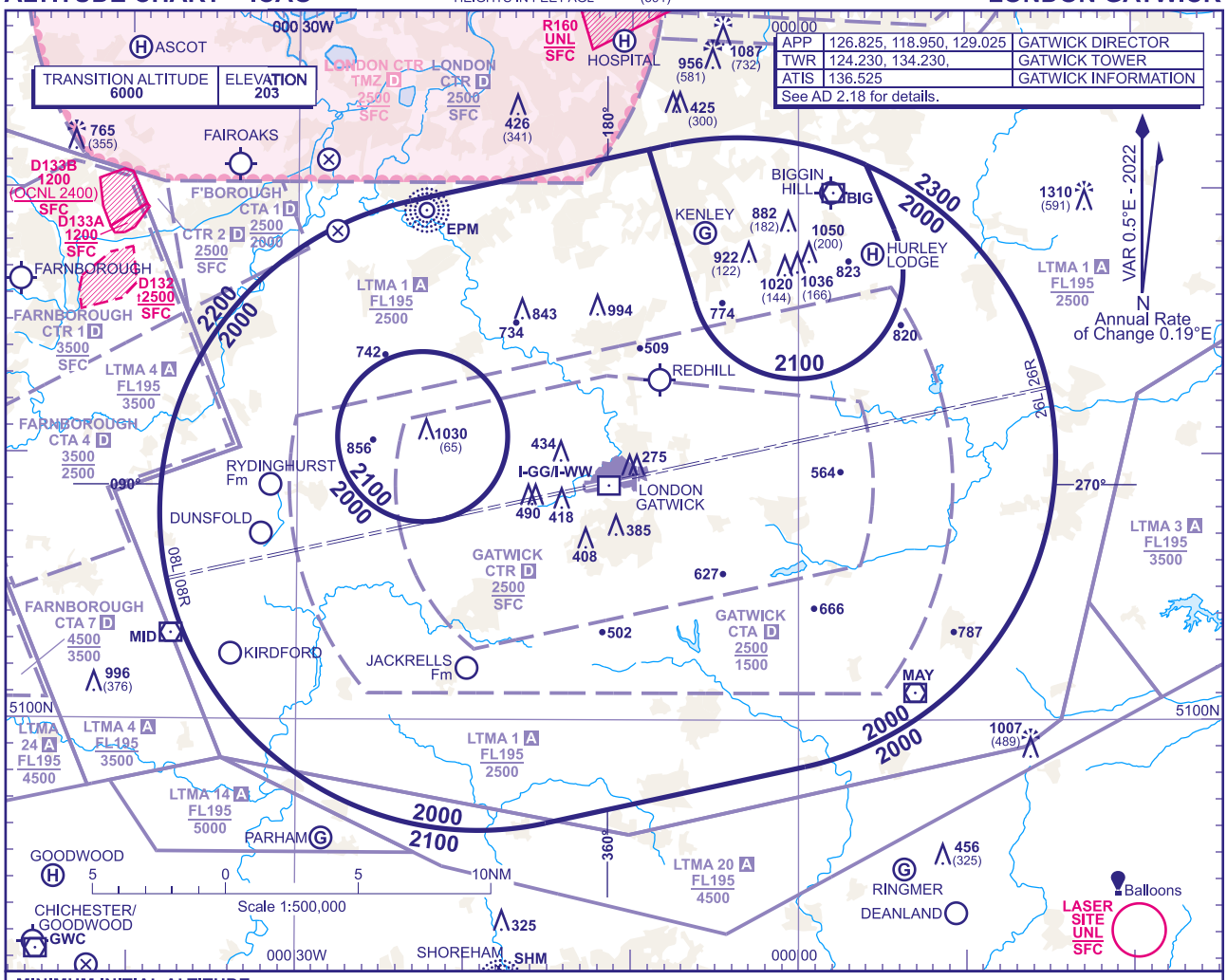
AERO INFO DATE 20 DEC 22

AD 2-EGKK-4-2

# ATC SURVEILLANCE MINIMUM ALTITUDE CHART - ICAO

BEARINGS, TRACKS AND RADIALS ARE MAGNETIC
ELEVATIONS IN FEET AMSL 1310
HEIGHTS IN FEET AGL (591)

## LONDON GATWICK




**MINIMUM INITIAL ALTITUDE**

Within the ATC Surveillance Minimum Altitude area the minimum initial altitude to be allocated by the approach surveillance controller is:

a) **2000** in the sector defined by the lateral limits; 511931N 0002318W - 512129N 0000900W - 511548N 0000613W thence anticlockwise by an arc of a circle radius 4NM centred on 511651N 0000005W to 511829N 0000545E - 512055N 0000403E thence clockwise by an arc of a circle radius 12NM centred on 510957N 0000339W to 505815N 0000023E - 505607N 0001505W thence clockwise by an arc of a circle radius 12NM centred on 510749N 0001910W to 511931N 0002318W.

b) **2100** in the sector defined by the lateral limits; 512129N 0000900W - 512140N 0000742W thence clockwise by an arc of a circle radius 12NM centred on 510957N 0000339W to 512055N 0000403E - 511829N 0000545E thence clockwise by an arc of a circle radius 4NM centred on 511651N 0000005W - 511548N 0000613W - 512129N 0000900W.

c) **2100** in the sector defined by the lateral limits; a circle centred on 511038.93N 0002230.29W with a radius of 3.2NM.

**OUTSIDE THE DESIGNATED ATC SURVEILLANCE MINIMUM ALTITUDE AREA**

The minimum altitude to be allocated by the approach surveillance controller will be either the Minimum Sector Altitude, or **1000** above any fixed obstacles:

a) within 5NM of the aircraft*, and

b) within the sector 15NM ahead of and within 20° either side of the aircraft's track*.

*When the aircraft is within 15NM of the radar antennae, the 5NM in a) and the 15NM in b) may be reduced to 3NM and 10NM respectively.

**LOSS OF COMMUNICATION PROCEDURES**

**Initial Approach**

Continue visually or by means of an appropriate approved final approach aid. If not possible proceed at **3000**, or last assigned level if higher, to **MAY VOR**†.

**Intermediate and Final Approach**

Continue visually or by means of an appropriate final approach aid. If not possible follow the Missed Approach Procedure to **MAY VOR**†.

†In all cases where the aircraft returns to the holding facility the procedure to be adopted is the Radio Failure Procedure detailed at ENR 1.1.3.4 or the special procedure for the Gatwick Control Zone detailed at EGKK AD 2.22.

**GENERAL INFORMATION**

1. Levels shown are based on QNH.
2. Only significant obstacles and dominant spot heights are shown.
3. The minimum levels shown within the ATC Surveillance Minimum Altitude Area are in conformance with the Standard European Rules of the Air - SERA.5015.
4. Minimum Sector Altitudes are based on obstacles and spot heights within 25NM of the Aerodrome Reference Point.
5. Controlled airspace with a base in excess of **5000** or FL55, as appropriate, is not shown.
6. The ATC Surveillance service is provided by Primary and/or Secondary Radar equipment.
7. **This chart may only be used for cross-checking of altitudes assigned while under ATC Surveillance control.**
8. Detailed description of FIR, UIR, CTA and TMA see ENR 2.1.
9. Detailed description of ATS airspace organized at the aerodrome see AD 2.17.

**CHANGE (4/25):** HOSPITAL HELI SITE ADDED.

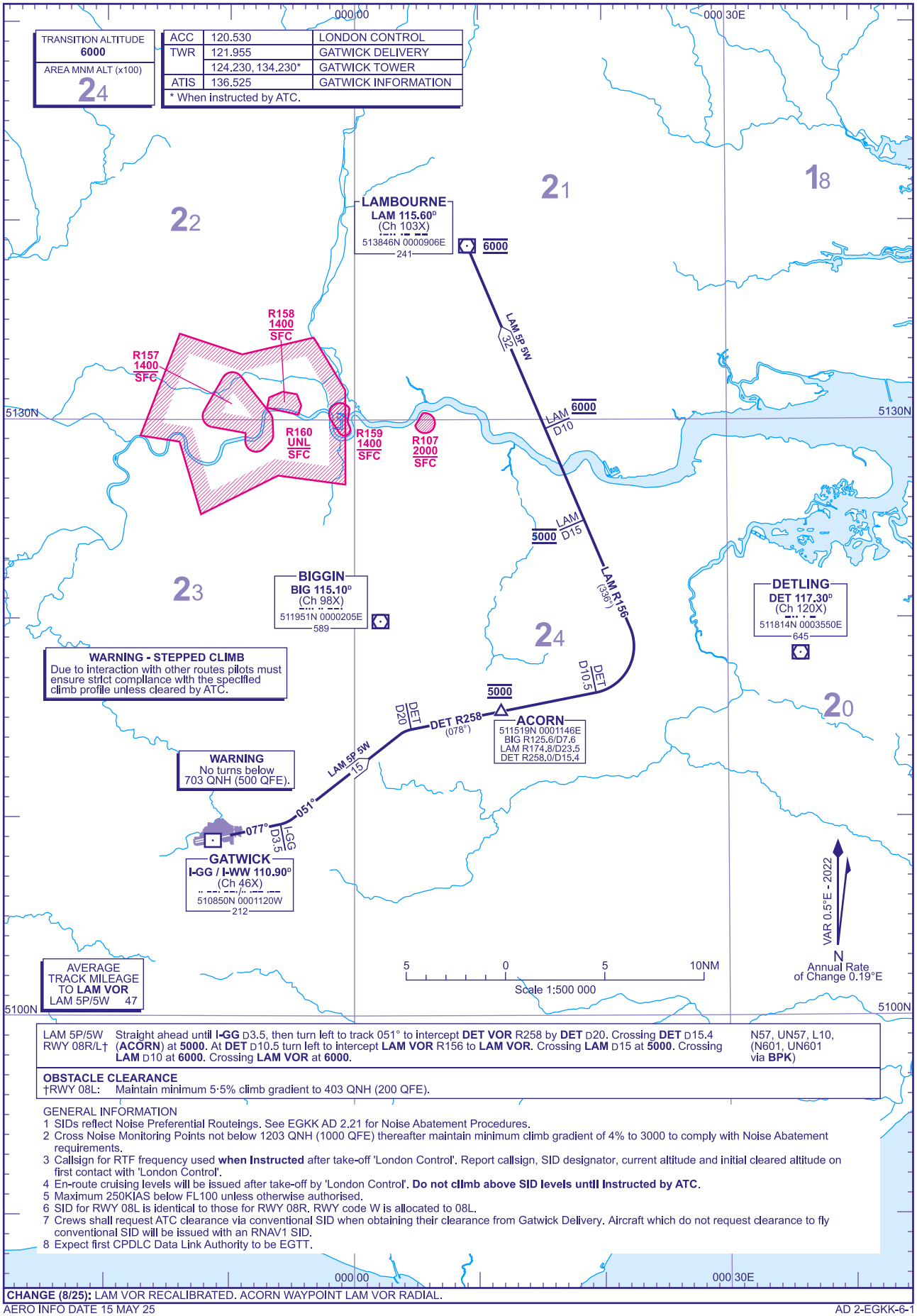
AERO INFO DATE 29 JAN 25

**INTENTIONALLY BLANK**

# STANDARD DEPARTURE CHART - INSTRUMENT (SID) - ICAO

DISTANCES IN NAUTICAL MILES
BEARINGS, TRACKS AND RADIALS ARE MAGNETIC
ALTITUDES AND ELEVATIONS ARE IN FEET

## LONDON GATWICK
RWY 08R/L
**LAM 5P 5W**




| | | |
|---|---|---|
| LAM 5P/5W<br>RWY 08R/L† | Straight ahead until **I-GG** D3.5, then turn left to track 051° to intercept **DET VOR** R258 by **DET** D20. Crossing **DET** D15.4 (**ACORN**) at **5000**. At **DET** D10.5 turn left to intercept **LAM VOR** R156 to **LAM VOR**. Crossing **LAM** D15 at **5000**. Crossing **LAM** D10 at **6000**. Crossing **LAM VOR** at **6000**. | N57, UN57, L10, (N601, UN601 via **BPK**) |

**OBSTACLE CLEARANCE**
†RWY 08L: Maintain minimum 5·5% climb gradient to 403 QNH (200 QFE).

GENERAL INFORMATION
1 SIDs reflect Noise Preferential Routeings. See EGKK AD 2.21 for Noise Abatement Procedures.
2 Cross Noise Monitoring Points not below 1203 QNH (1000 QFE) thereafter maintain minimum climb gradient of 4% to 3000 to comply with Noise Abatement requirements.
3 Callsign for RTF frequency used **when Instructed** after take-off 'London Control'. Report callsign, SID designator, current altitude and initial cleared altitude on first contact with 'London Control'.
4 En-route cruising levels will be issued after take-off by 'London Control'. **Do not climb above SID levels until Instructed by ATC.**
5 Maximum 250KIAS below FL100 unless otherwise authorised.
6 SID for RWY 08L is identical to those for RWY 08R. RWY code W is allocated to 08L.
7 Crews shall request ATC clearance via conventional SID when obtaining their clearance from Gatwick Delivery. Aircraft which do not request clearance to fly conventional SID will be issued with an RNAV1 SID.
8 Expect first CPDLC Data Link Authority to be EGTT.

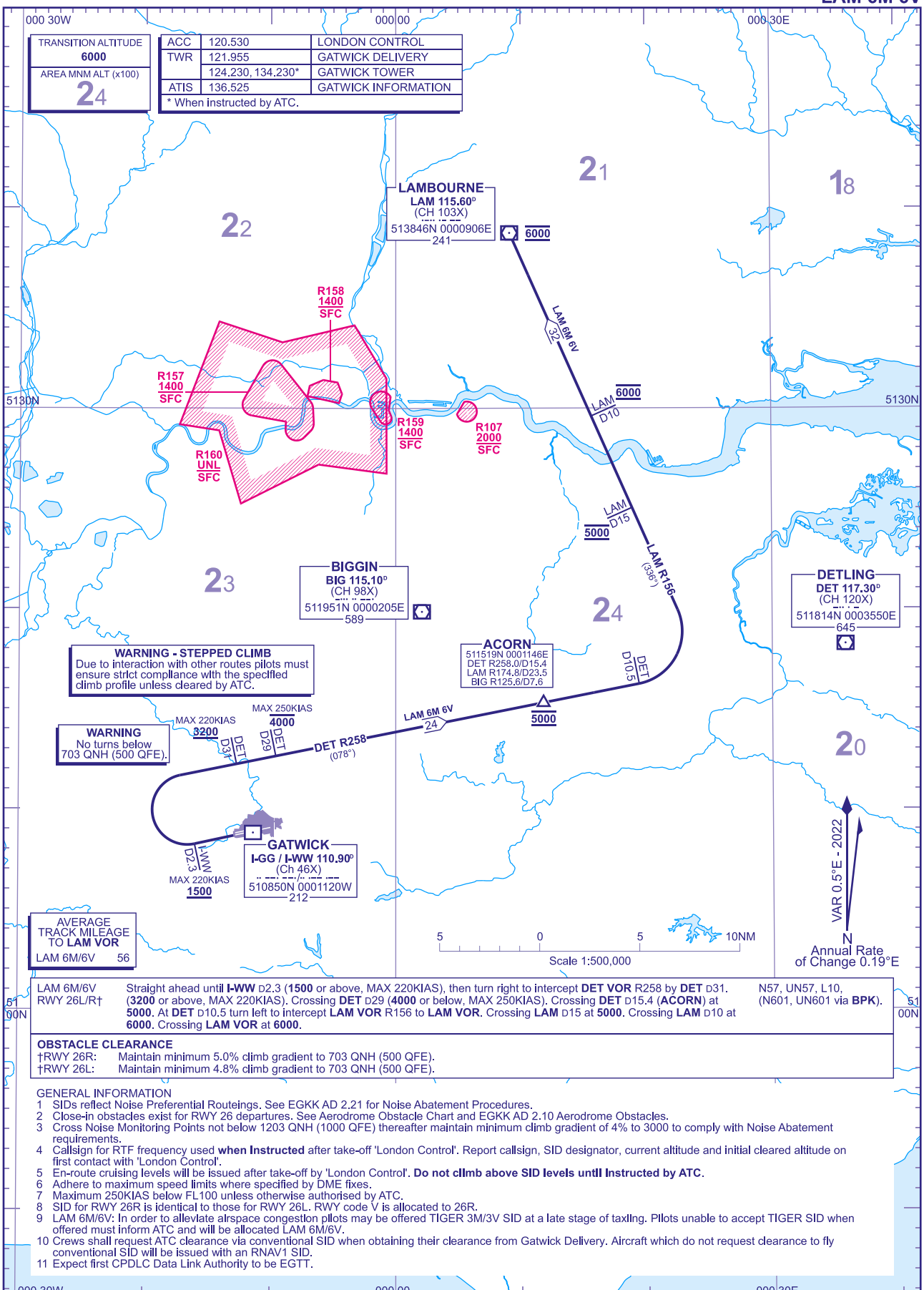
**CHANGE (8/25):** LAM VOR RECALIBRATED. ACORN WAYPOINT LAM VOR RADIAL.

AERO INFO DATE 15 MAY 25
AD 2-EGKK-6-1

# STANDARD DEPARTURE CHART - INSTRUMENT (SID) - ICAO

DISTANCES IN NAUTICAL MILES
BEARINGS, TRACKS AND RADIALS ARE MAGNETIC
ALTITUDES AND ELEVATIONS IN FEET

## LONDON GATWICK
RWY 26L/R
**LAM 6M 6V**




| | | |
|---|---|---|
| LAM 6M/6V<br>RWY 26L/R† | Straight ahead until **I-WW** D2.3 (**1500** or above, MAX 220KIAS), then turn right to intercept **DET VOR** R258 by **DET** D31. (**3200** or above, MAX 220KIAS). Crossing **DET** D29 (**4000** or below, MAX 250KIAS). Crossing **DET** D15.4 (**ACORN**) at **5000**. At **DET** D10.5 turn left to intercept **LAM VOR** R156 to **LAM VOR**. Crossing **LAM** D15 at **5000**. Crossing **LAM** D10 at **6000**. Crossing **LAM VOR** at **6000**. | N57, UN57, L10, (N601, UN601 via **BPK**). |

**OBSTACLE CLEARANCE**
†RWY 26R: Maintain minimum 5.0% climb gradient to 703 QNH (500 QFE).
†RWY 26L: Maintain minimum 4.8% climb gradient to 703 QNH (500 QFE).

GENERAL INFORMATION
1 SIDs reflect Noise Preferential Routeings. See EGKK AD 2.21 for Noise Abatement Procedures.
2 Close-in obstacles exist for RWY 26 departures. See Aerodrome Obstacle Chart and EGKK AD 2.10 Aerodrome Obstacles.
3 Cross Noise Monitoring Points not below 1203 QNH (1000 QFE) thereafter maintain minimum climb gradient of 4% to 3000 to comply with Noise Abatement requirements.
4 Callsign for RTF frequency used **when Instructed** after take-off 'London Control'. Report callsign, SID designator, current altitude and initial cleared altitude on first contact with 'London Control'.
5 En-route cruising levels will be issued after take-off by 'London Control'. **Do not climb above SID levels until instructed by ATC.**
6 Adhere to maximum speed limits where specified by DME fixes.
7 Maximum 250KIAS below FL100 unless otherwise authorised by ATC.
8 SID for RWY 26R is identical to those for RWY 26L. RWY code V is allocated to 26R.
9 LAM 6M/6V: In order to alleviate airspace congestion pilots may be offered TIGER 3M/3V SID at a late stage of taxiing. Pilots unable to accept TIGER SID when offered must inform ATC and will be allocated LAM 6M/6V.
10 Crews shall request ATC clearance via conventional SID when obtaining their clearance from Gatwick Delivery. Aircraft which do not request clearance to fly conventional SID will be issued with an RNAV1 SID.
11 Expect first CPDLC Data Link Authority to be EGTT.

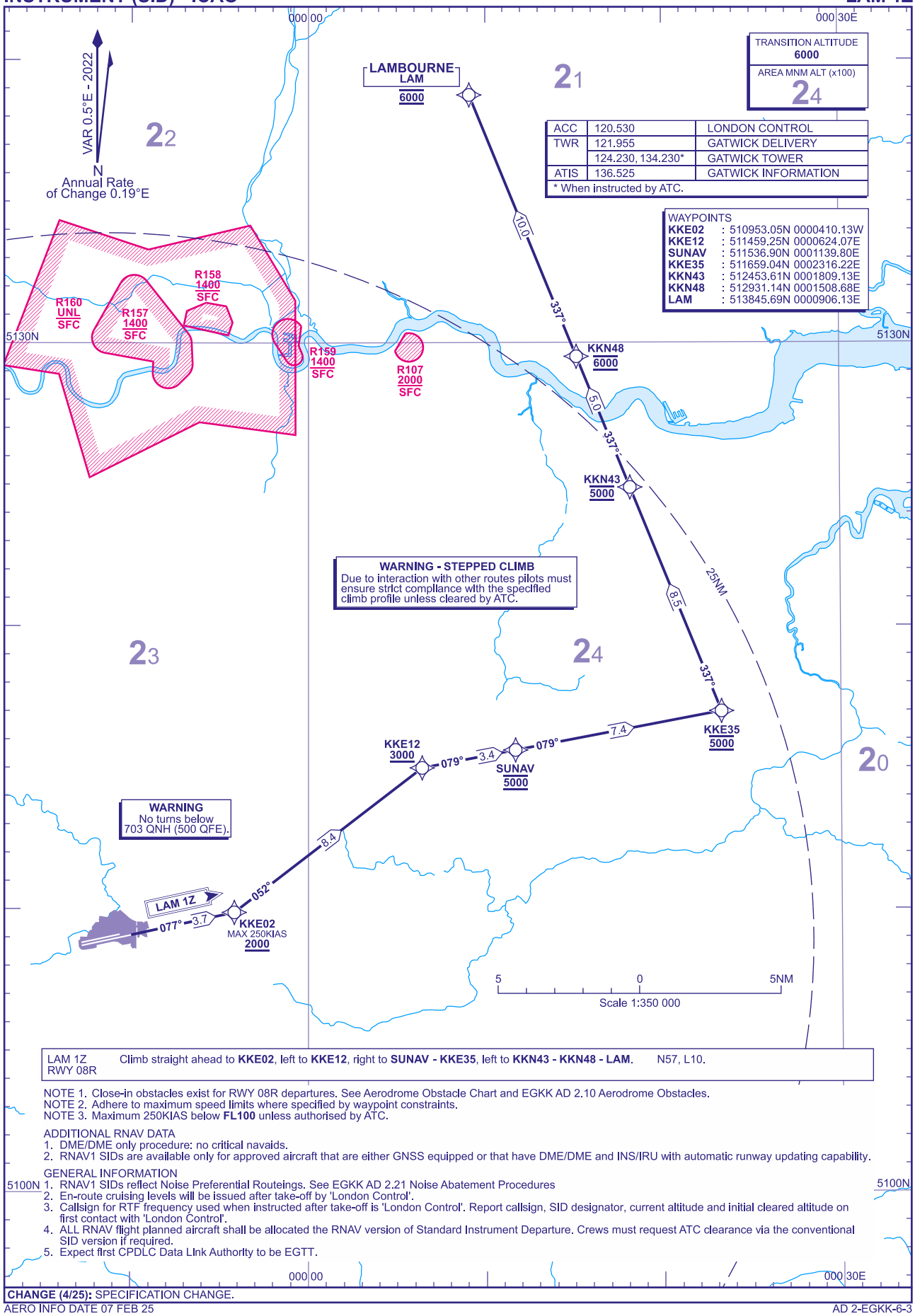
**CHANGE (10/25):** MAG HEADING CORRECTION.

AERO INFO DATE 16 JUL 25 AD 2-EGKK-6-2

# RNAV1 (DME/DME or GNSS) STANDARD DEPARTURE CHART - INSTRUMENT (SID) - ICAO

DISTANCES IN NAUTICAL MILES
TRACKS ARE MAGNETIC
ALTITUDES AND ELEVATIONS ARE IN FEET

## LONDON GATWICK
RWY 08R
**LAM 1Z**




LAM 1Z RWY 08R — Climb straight ahead to **KKE02**, left to **KKE12**, right to **SUNAV - KKE35**, left to **KKN43 - KKN48 - LAM**. N57, L10.

NOTE 1. Close-in obstacles exist for RWY 08R departures. See Aerodrome Obstacle Chart and EGKK AD 2.10 Aerodrome Obstacles.
NOTE 2. Adhere to maximum speed limits where specified by waypoint constraints.
NOTE 3. Maximum 250KIAS below **FL100** unless authorised by ATC.

ADDITIONAL RNAV DATA
1. DME/DME only procedure: no critical navaids.
2. RNAV1 SIDs are available only for approved aircraft that are either GNSS equipped or that have DME/DME and INS/IRU with automatic runway updating capability.

GENERAL INFORMATION
1. RNAV1 SIDs reflect Noise Preferential Routeings. See EGKK AD 2.21 Noise Abatement Procedures
2. En-route cruising levels will be issued after take-off by 'London Control'.
3. Callsign for RTF frequency used when instructed after take-off is 'London Control'. Report callsign, SID designator, current altitude and initial cleared altitude on first contact with 'London Control'.
4. ALL RNAV flight planned aircraft shall be allocated the RNAV version of Standard Instrument Departure. Crews must request ATC clearance via the conventional SID version if required.
5. Expect first CPDLC Data Link Authority to be EGTT.

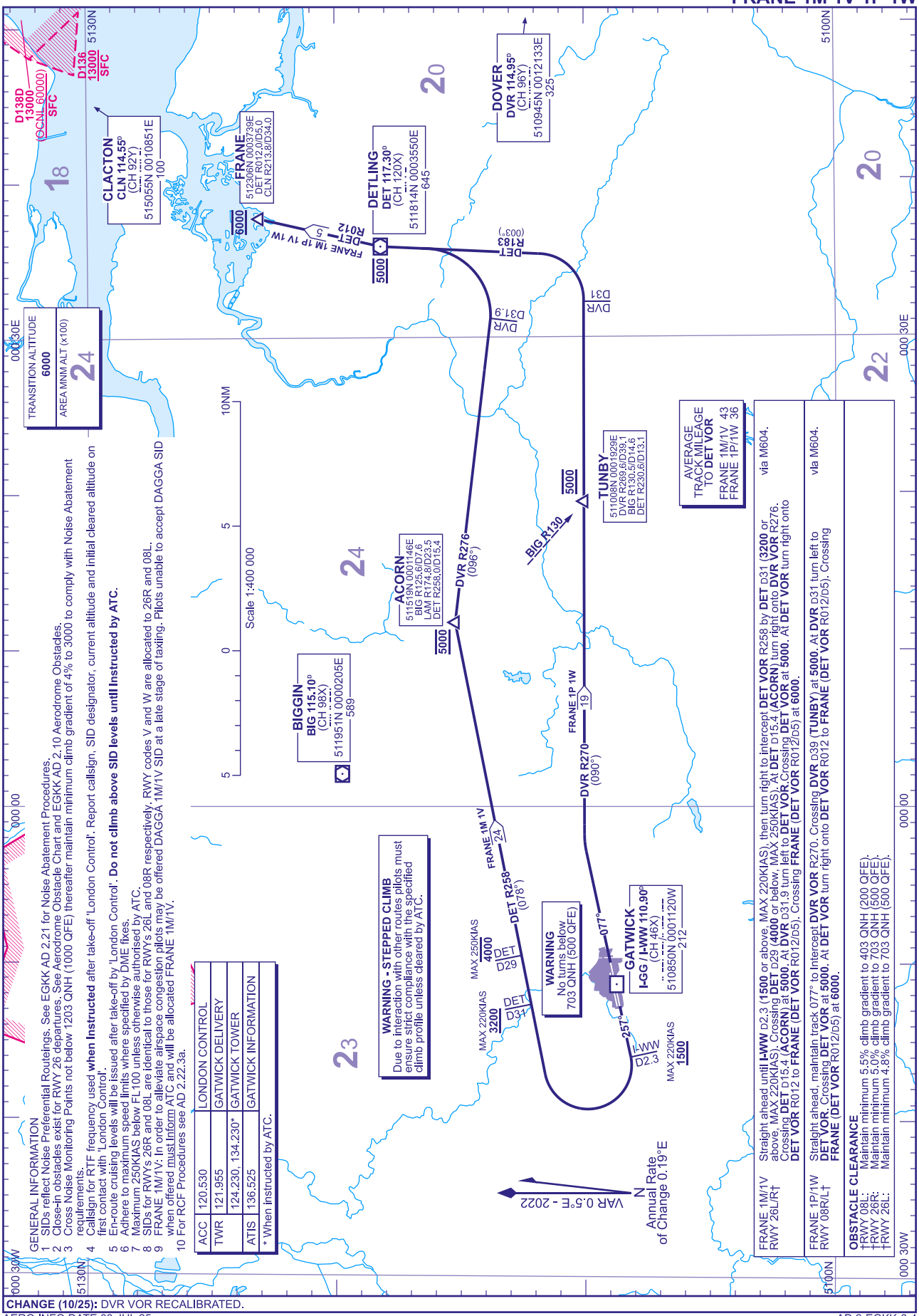
**CHANGE (4/25):** SPECIFICATION CHANGE.

AERO INFO DATE 07 FEB 25

# STANDARD DEPARTURE CHART - INSTRUMENT (SID) - ICAO

DISTANCES IN NAUTICAL MILES
BEARINGS, TRACKS AND RADIALS ARE MAGNETIC
ALTITUDES AND ELEVATIONS IN FEET

## LONDON GATWICK
RWY 08R/L 26L/R
**FRANE 1M 1V 1P 1W**




GENERAL INFORMATION
1 SIDs reflect Noise Preferential Routeings. See EGKK AD 2.21 for Noise Abatement Procedures.
2 Close-in obstacles exist for RWY 26 departures. See Aerodrome Obstacle Chart and EGKK AD 2.10 Aerodrome Obstacles.
3 Cross Noise Monitoring Points not below 1203 QNH (1000 QFE) thereafter maintain minimum climb gradient of 4% to 3000 to comply with Noise Abatement requirements.
4 Callsign for RTF frequency used **when Instructed** after take-off 'London Control'. Report callsign, SID designator, current altitude and initial cleared altitude on first contact with 'London Control'.
5 En-route cruising levels will be issued after take-off by 'London Control'. **Do not climb above SID levels until Instructed by ATC.**
6 Adhere to maximum speed limits where specified by DME fixes.
7 Maximum 250KIAS below FL100 unless otherwise authorised by ATC.
8 SIDs for RWYs 26R and 08L are identical to those for RWYs 26L and 08R respectively. RWY codes V and W are allocated to 26R and 08L.
9 FRANE 1M/1V: In order to alleviate airspace congestion pilots may be offered DAGGA 1M/1V SID at a late stage of taxiing. Pilots unable to accept DAGGA SID when offered must Inform ATC and will be allocated FRANE 1M/1V.
10 For RCF Procedures see AD 2.22.3a.

| | | |
|---|---|---|
| ACC | 120.530 | LONDON CONTROL |
| TWR | 121.955 | GATWICK DELIVERY |
| | 124.230, 134.230* | GATWICK TOWER |
| ATIS | 136.525 | GATWICK INFORMATION |

* When instructed by ATC.

| | |
|---|---|
| FRANE 1M/1V<br>RWY 26L/R† | Straight ahead until **I-WW** D2.3 (**1500** or above, MAX 220KIAS), then turn right to intercept **DET VOR** R258 by **DET** D31 (**3200** or above, MAX 220KIAS). Crossing **DET** D29 (**4000** or below, MAX 250KIAS). At **DET** D15.4 (**ACORN**) turn right onto **DVR VOR** R276. Crossing **DET** D15.4 at **5000**. At **DVR** D31.9 turn left to **DET VOR**. Crossing **DET** D31 at **5000**. At **DET VOR** turn right onto **DET VOR** R012 to **FRANE** (**DET VOR** R012/D5) at **6000**. Crossing **FRANE** (**DET VOR** R012/D5) via M604. |
| FRANE 1P/1W<br>RWY 08R/L† | Straight ahead, maintain track 077° to Intercept **DVR VOR** R270. Crossing **DVR** D39 (**TUNBY**) at **5000**. At **DVR** D31 turn left to **DET VOR**. Crossing **DET VOR** at **5000**. At **DET VOR** turn right onto **DET VOR** R012 to **FRANE** (**DET VOR** R012/D5). Crossing **FRANE** (**DET VOR** R012/D5) at **6000**. via M604. |

**OBSTACLE CLEARANCE**
†RWY 08L: Maintain minimum 5.5% climb gradient to 403 QNH (200 QFE).
†RWY 26R: Maintain minimum 5.0% climb gradient to 703 QNH (500 QFE).
†RWY 26L: Maintain minimum 4.8% climb gradient to 703 QNH (500 QFE).

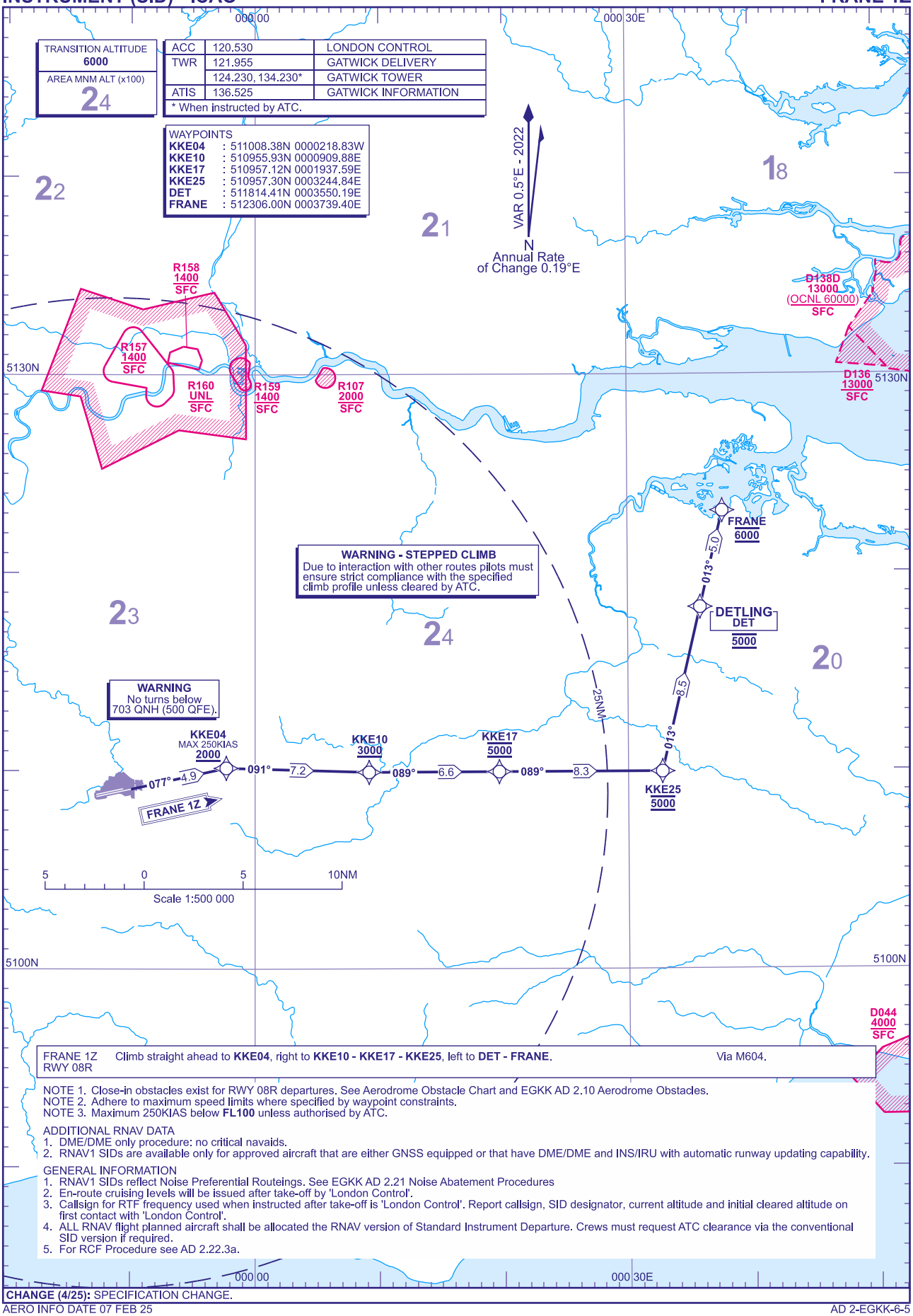
**CHANGE (10/25):** DVR VOR RECALIBRATED.

AERO INFO DATE 03 JUL 25

# RNAV1 (DME/DME or GNSS) STANDARD DEPARTURE CHART - INSTRUMENT (SID) - ICAO

DISTANCES IN NAUTICAL MILES
TRACKS ARE MAGNETIC
ALTITUDES AND ELEVATIONS ARE IN FEET

## LONDON GATWICK
RWY 08R
**FRANE 1Z**




**CHANGE (4/25):** SPECIFICATION CHANGE.

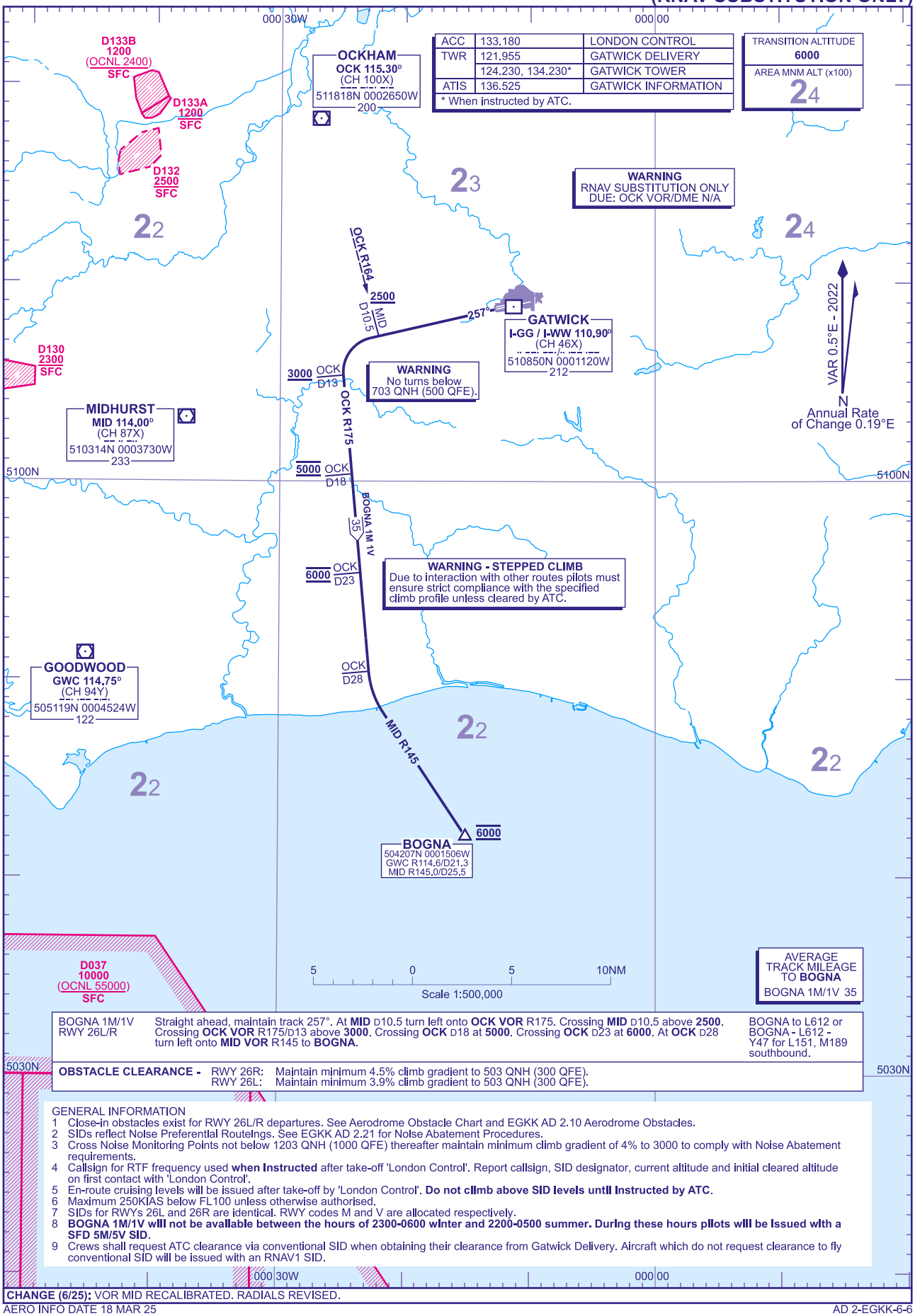
AERO INFO DATE 07 FEB 25

AD 2-EGKK-6-5

# STANDARD DEPARTURE CHART - INSTRUMENT (SID) - ICAO

DISTANCES IN NAUTICAL MILES
BEARINGS, TRACKS AND RADIALS ARE MAGNETIC
ALTITUDES AND ELEVATIONS IN FEET

## LONDON GATWICK
RWY 26L/R **BOGNA 1M 1V**
**(RNAV SUBSTITUTION ONLY)**




| | | |
|---|---|---|
| BOGNA 1M/1V RWY 26L/R | Straight ahead, maintain track 257°. At **MID** D10.5 turn left onto **OCK VOR** R175. Crossing **MID** D10.5 above **2500**. Crossing **OCK VOR** R175/D13 above **3000**. Crossing **OCK** D18 at **5000**. Crossing **OCK** D23 at **6000**. At **OCK** D28 turn left onto **MID VOR** R145 to **BOGNA**. | BOGNA to L612 or BOGNA - L612 - Y47 for L151, M189 southbound. |
| **OBSTACLE CLEARANCE -** | RWY 26R: Maintain minimum 4.5% climb gradient to 503 QNH (300 QFE).<br>RWY 26L: Maintain minimum 3.9% climb gradient to 503 QNH (300 QFE). | |

GENERAL INFORMATION
1 Close-in obstacles exist for RWY 26L/R departures. See Aerodrome Obstacle Chart and EGKK AD 2.10 Aerodrome Obstacles.
2 SIDs reflect Noise Preferential Routeings. See EGKK AD 2.21 for Noise Abatement Procedures.
3 Cross Noise Monitoring Points not below 1203 QNH (1000 QFE) thereafter maintain minimum climb gradient of 4% to 3000 to comply with Noise Abatement requirements.
4 Callsign for RTF frequency used **when Instructed** after take-off 'London Control'. Report callsign, SID designator, current altitude and initial cleared altitude on first contact with 'London Control'.
5 En-route cruising levels will be issued after take-off by 'London Control'. **Do not climb above SID levels until instructed by ATC.**
6 Maximum 250KIAS below FL100 unless otherwise authorised.
7 SIDs for RWYs 26L and 26R are identical. RWY codes M and V are allocated respectively.
8 **BOGNA 1M/1V will not be available between the hours of 2300-0600 winter and 2200-0500 summer. During these hours pilots will be issued with a SFD 5M/5V SID.**
9 Crews shall request ATC clearance via conventional SID when obtaining their clearance from Gatwick Delivery. Aircraft which do not request clearance to fly conventional SID will be issued with an RNAV1 SID.

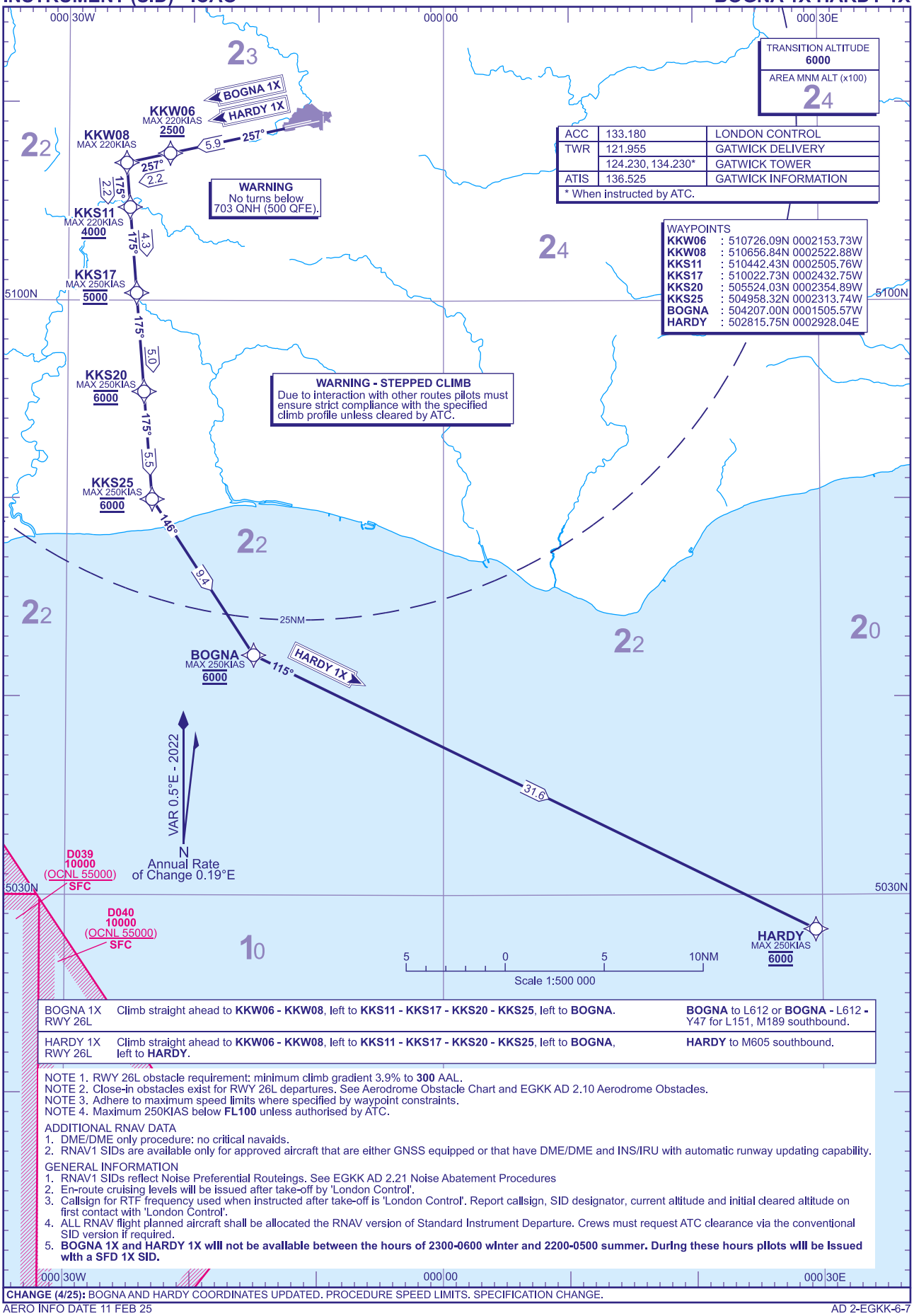
**CHANGE (6/25):** VOR MID RECALIBRATED. RADIALS REVISED.

AERO INFO DATE 18 MAR 25
AD 2-EGKK-6-6

# RNAV1 (DME/DME or GNSS) STANDARD DEPARTURE CHART - INSTRUMENT (SID) - ICAO

DISTANCES IN NAUTICAL MILES
TRACKS ARE MAGNETIC
ALTITUDES AND ELEVATIONS ARE IN FEET

## LONDON GATWICK
RWY 26L
**BOGNA 1X HARDY 1X**




| | | |
|---|---|---|
| BOGNA 1X<br>RWY 26L | Climb straight ahead to **KKW06 - KKW08**, left to **KKS11 - KKS17 - KKS20 - KKS25**, left to **BOGNA**. | **BOGNA** to L612 or **BOGNA -** L612 **-** Y47 for L151, M189 southbound. |
| HARDY 1X<br>RWY 26L | Climb straight ahead to **KKW06 - KKW08**, left to **KKS11 - KKS17 - KKS20 - KKS25**, left to **BOGNA**, left to **HARDY**. | **HARDY** to M605 southbound. |

NOTE 1. RWY 26L obstacle requirement: minimum climb gradient 3.9% to **300** AAL.
NOTE 2. Close-in obstacles exist for RWY 26L departures. See Aerodrome Obstacle Chart and EGKK AD 2.10 Aerodrome Obstacles.
NOTE 3. Adhere to maximum speed limits where specified by waypoint constraints.
NOTE 4. Maximum 250KIAS below **FL100** unless authorised by ATC.

ADDITIONAL RNAV DATA
1. DME/DME only procedure: no critical navaids.
2. RNAV1 SIDs are available only for approved aircraft that are either GNSS equipped or that have DME/DME and INS/IRU with automatic runway updating capability.

GENERAL INFORMATION
1. RNAV1 SIDs reflect Noise Preferential Routeings. See EGKK AD 2.21 Noise Abatement Procedures
2. En-route cruising levels will be issued after take-off by 'London Control'.
3. Callsign for RTF frequency used when instructed after take-off is 'London Control'. Report callsign, SID designator, current altitude and initial cleared altitude on first contact with 'London Control'.
4. ALL RNAV flight planned aircraft shall be allocated the RNAV version of Standard Instrument Departure. Crews must request ATC clearance via the conventional SID version if required.
5. **BOGNA 1X and HARDY 1X will not be available between the hours of 2300-0600 winter and 2200-0500 summer. During these hours pilots will be issued with a SFD 1X SID.**

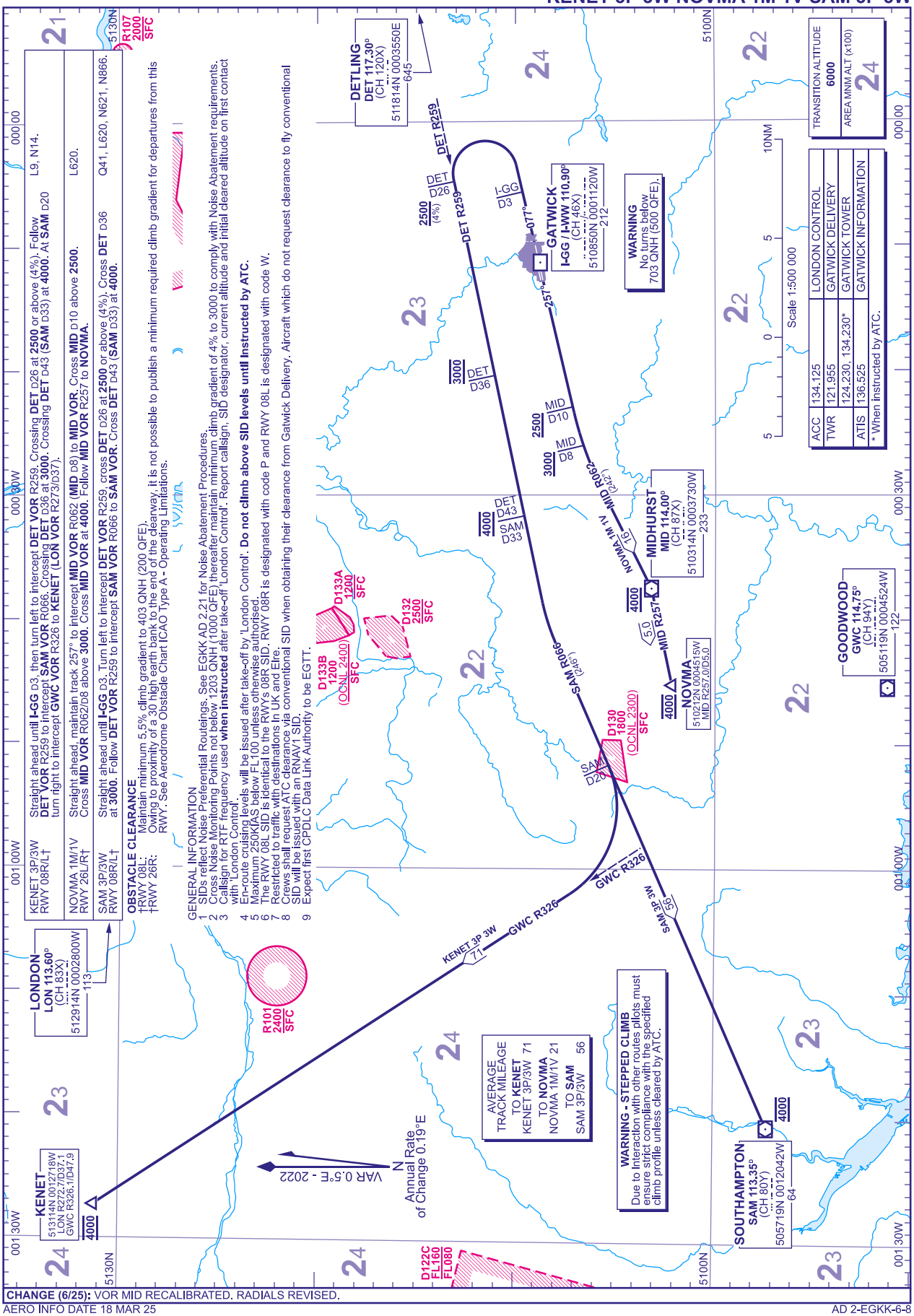
**CHANGE (4/25):** BOGNA AND HARDY COORDINATES UPDATED. PROCEDURE SPEED LIMITS. SPECIFICATION CHANGE.

AERO INFO DATE 11 FEB 25
AD 2-EGKK-6-7

# STANDARD DEPARTURE CHART - INSTRUMENT (SID) - ICAO

DISTANCES IN NAUTICAL MILES
BEARINGS, TRACKS AND RADIALS ARE MAGNETIC
ALTITUDES AND ELEVATIONS IN FEET

## LONDON GATWICK
RWY 08R/L 26L/R
## KENET 3P 3W NOVMA 1M 1V SAM 3P 3W

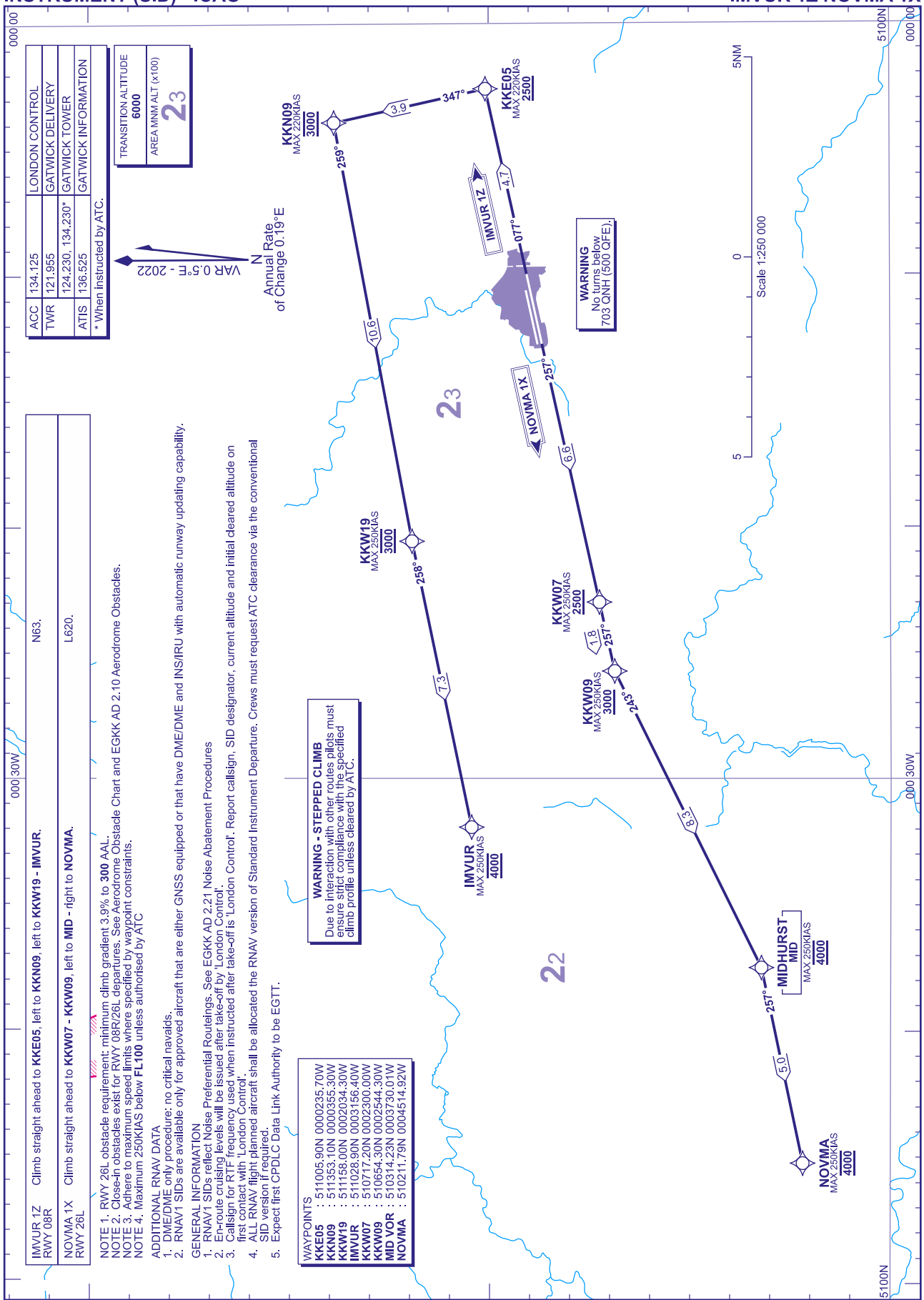



CHANGE (6/25): VOR MID RECALIBRATED. RADIALS REVISED.
AERO INFO DATE 18 MAR 25

# RNAV1 (DME/DME or GNSS) STANDARD DEPARTURE CHART - INSTRUMENT (SID) - ICAO

DISTANCES IN NAUTICAL MILES
TRACKS ARE MAGNETIC
ALTITUDES AND ELEVATIONS ARE IN FEET

# LONDON GATWICK
RWY 08R 26L
IMVUR 1Z NOVMA 1X




| | | |
|---|---|---|
| IMVUR 1Z<br>RWY 08R | Climb straight ahead to **KKE05**, left to **KKN09**, left to **KKW19 - IMVUR**. | N63. |
| NOVMA 1X<br>RWY 26L | Climb straight ahead to **KKW07 - KKW09**, left to **MID** - right to **NOVMA**. | L620. |

NOTE 1. RWY 26L obstacle requirement: minimum climb gradient 3.9% to **300** AAL.
NOTE 2. Close-in obstacles exist for RWY 08R/26L departures. See Aerodrome Obstacle Chart and EGKK AD 2.10 Aerodrome Obstacles.
NOTE 3. Adhere to maximum speed limits where specified by waypoint constraints.
NOTE 4. Maximum 250KIAS below **FL100** unless authorised by ATC

ADDITIONAL RNAV DATA
1. DME/DME only procedure: no critical navaids.
2. RNAV1 SIDs are available only for approved aircraft that are either GNSS equipped or that have DME/DME and INS/IRU with automatic runway updating capability.

GENERAL INFORMATION
1. RNAV1 SIDs reflect Noise Preferential Routeings. See EGKK AD 2.21 Noise Abatement Procedures
2. En-route cruising levels will be issued after take-off by 'London Control'.
3. Callsign for RTF frequency used when instructed after take-off is 'London Control'. Report callsign, SID designator, current altitude and initial cleared altitude on first contact with 'London Control'.
4. ALL RNAV flight planned aircraft shall be allocated the RNAV version of Standard Instrument Departure. Crews must request ATC clearance via the conventional SID version if required.
5. Expect first CPDLC Data Link Authority to be EGTT.

WAYPOINTS

| | |
|---|---|
| **KKE05** | : 511005.90N 0000235.70W |
| **KKN09** | : 511353.10N 0000355.30W |
| **KKW19** | : 511158.00N 0002034.30W |
| **IMVUR** | : 511028.90N 0003156.40W |
| **KKW07** | : 510717.20N 0002300.00W |
| **KKW09** | : 510654.30N 0002544.30W |
| **MID VOR** | : 510314.23N 0003730.01W |
| **NOVMA** | : 510211.79N 0004514.92W |

**CHANGE (4/25):** SPEED LIMITS. NOVMA CO-ORDINATES CORRECTED. SPECIFICATION CHANGE.

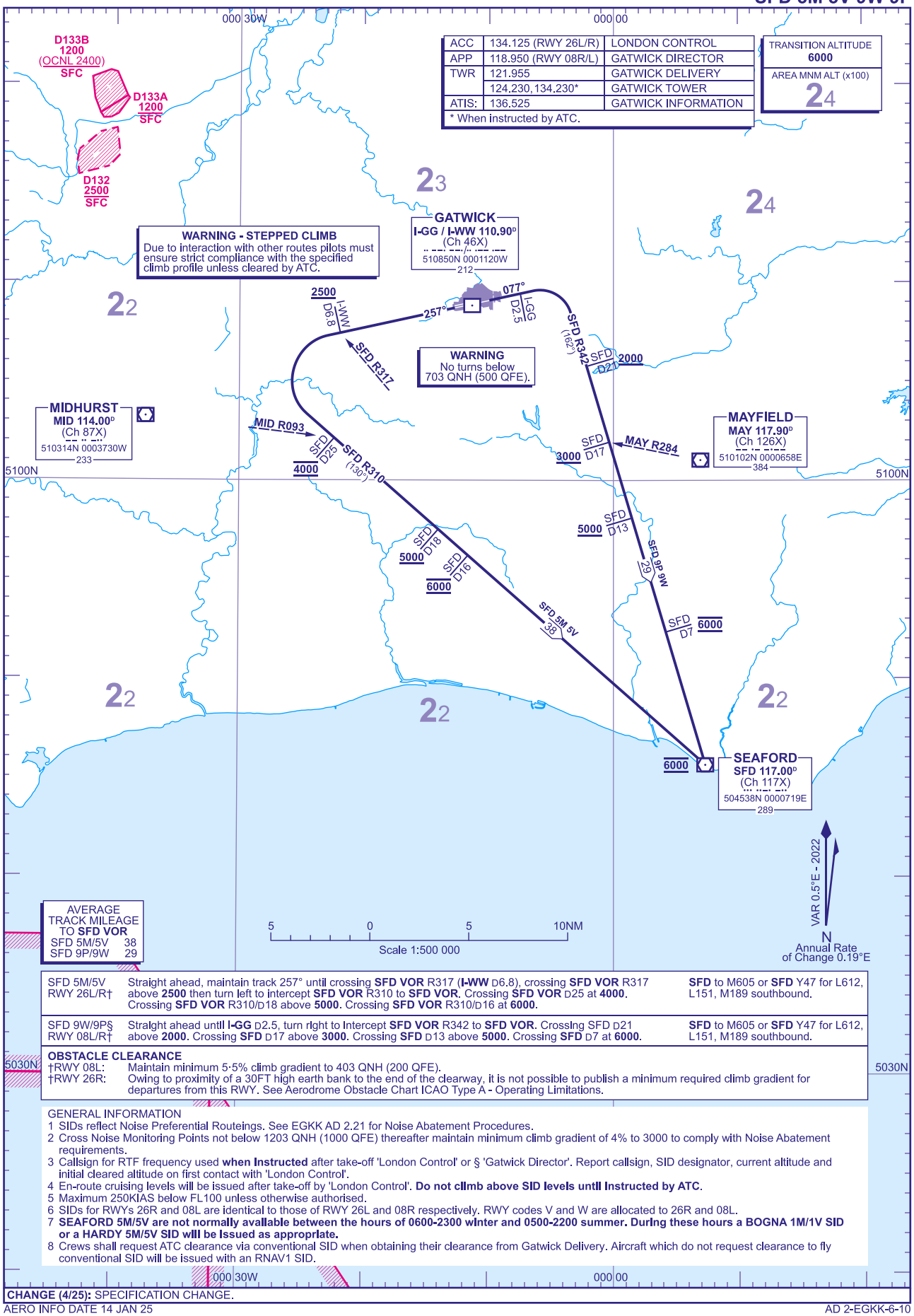
AERO INFO DATE 07 FEB 25

AD 2-EGKK-6-9

# STANDARD DEPARTURE CHART - INSTRUMENT (SID) - ICAO

DISTANCES IN NAUTICAL MILES
BEARINGS, TRACKS AND RADIALS ARE MAGNETIC
ALTITUDES AND ELEVATIONS ARE IN FEET

## LONDON GATWICK
RWY 08R/L 26L/R
**SFD 5M 5V 9W 9P**




| | | |
|---|---|---|
| SFD 5M/5V RWY 26L/R† | Straight ahead, maintain track 257° until crossing **SFD VOR** R317 (**I-WW** D6.8), crossing **SFD VOR** R317 above **2500** then turn left to intercept **SFD VOR** R310 to **SFD VOR**. Crossing **SFD VOR** D25 at **4000**. Crossing **SFD VOR** R310/D18 above **5000**. Crossing **SFD VOR** R310/D16 at **6000**. | **SFD** to M605 or **SFD** Y47 for L612, L151, M189 southbound. |
| SFD 9W/9P§ RWY 08L/R† | Straight ahead until **I-GG** D2.5, turn right to Intercept **SFD VOR** R342 to **SFD VOR**. Crossing SFD D21 above **2000**. Crossing **SFD** D17 above **3000**. Crossing **SFD** D13 above **5000**. Crossing **SFD** D7 at **6000**. | **SFD** to M605 or **SFD** Y47 for L612, L151, M189 southbound. |

**OBSTACLE CLEARANCE**
†RWY 08L: Maintain minimum 5·5% climb gradient to 403 QNH (200 QFE).
†RWY 26R: Owing to proximity of a 30FT high earth bank to the end of the clearway, it is not possible to publish a minimum required climb gradient for departures from this RWY. See Aerodrome Obstacle Chart ICAO Type A - Operating Limitations.

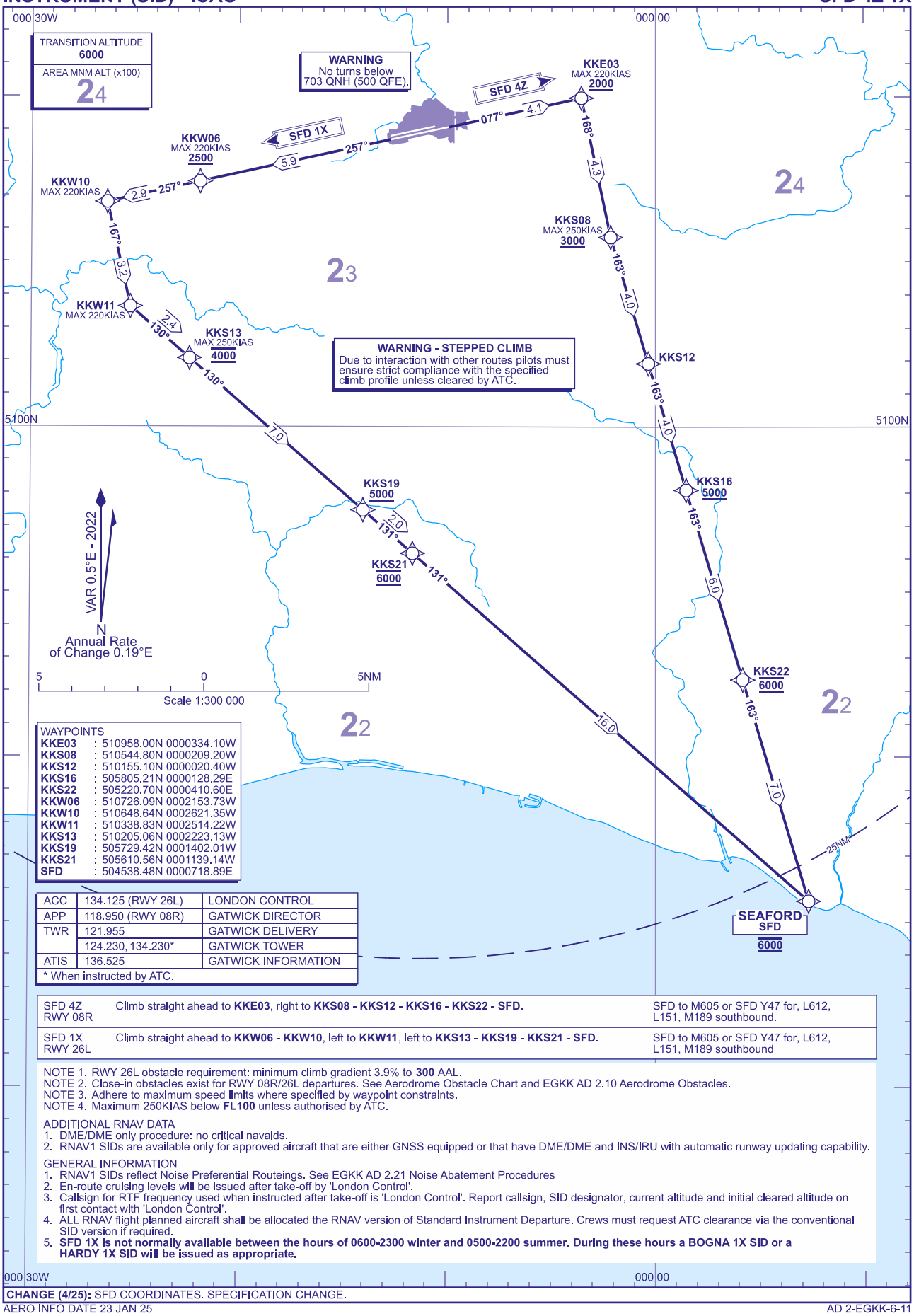
GENERAL INFORMATION
1 SIDs reflect Noise Preferential Routeings. See EGKK AD 2.21 for Noise Abatement Procedures.
2 Cross Noise Monitoring Points not below 1203 QNH (1000 QFE) thereafter maintain minimum climb gradient of 4% to 3000 to comply with Noise Abatement requirements.
3 Callsign for RTF frequency used **when Instructed** after take-off 'London Control' or § 'Gatwick Director'. Report callsign, SID designator, current altitude and initial cleared altitude on first contact with 'London Control'.
4 En-route cruising levels will be issued after take-off by 'London Control'. **Do not climb above SID levels until Instructed by ATC.**
5 Maximum 250KIAS below FL100 unless otherwise authorised.
6 SIDs for RWYs 26R and 08L are identical to those of RWY 26L and 08R respectively. RWY codes V and W are allocated to 26R and 08L.
7 **SEAFORD 5M/5V are not normally available between the hours of 0600-2300 winter and 0500-2200 summer. During these hours a BOGNA 1M/1V SID or a HARDY 5M/5V SID will be issued as appropriate.**
8 Crews shall request ATC clearance via conventional SID when obtaining their clearance from Gatwick Delivery. Aircraft which do not request clearance to fly conventional SID will be issued with an RNAV1 SID.

**CHANGE (4/25):** SPECIFICATION CHANGE.
AERO INFO DATE 14 JAN 25
AD 2-EGKK-6-10

# RNAV1 (DME/DME or GNSS) STANDARD DEPARTURE CHART - INSTRUMENT (SID) - ICAO

DISTANCES IN NAUTICAL MILES
TRACKS ARE MAGNETIC
ALTITUDES AND ELEVATIONS ARE IN FEET

## LONDON GATWICK
RWY 08R 26L
**SFD 4Z 1X**




WAYPOINTS

| | |
|---|---|
| **KKE03** | : 510958.00N 0000334.10W |
| **KKS08** | : 510544.80N 0000209.20W |
| **KKS12** | : 510155.10N 0000020.40W |
| **KKS16** | : 505805.21N 0000128.29E |
| **KKS22** | : 505220.70N 0000410.60E |
| **KKW06** | : 510726.09N 0002153.73W |
| **KKW10** | : 510648.64N 0002621.35W |
| **KKW11** | : 510338.83N 0002514.22W |
| **KKS13** | : 510205.06N 0002223.13W |
| **KKS19** | : 505729.42N 0001402.01W |
| **KKS21** | : 505610.56N 0001139.14W |
| **SFD** | : 504538.48N 0000718.89E |

| | | |
|---|---|---|
| ACC | 134.125 (RWY 26L) | LONDON CONTROL |
| APP | 118.950 (RWY 08R) | GATWICK DIRECTOR |
| TWR | 121.955 | GATWICK DELIVERY |
| | 124.230, 134.230* | GATWICK TOWER |
| ATIS | 136.525 | GATWICK INFORMATION |

* When instructed by ATC.

| | | |
|---|---|---|
| SFD 4Z<br>RWY 08R | Climb straight ahead to **KKE03**, right to **KKS08 - KKS12 - KKS16 - KKS22 - SFD**. | SFD to M605 or SFD Y47 for, L612, L151, M189 southbound. |
| SFD 1X<br>RWY 26L | Climb straight ahead to **KKW06 - KKW10**, left to **KKW11**, left to **KKS13 - KKS19 - KKS21 - SFD**. | SFD to M605 or SFD Y47 for, L612, L151, M189 southbound |

NOTE 1. RWY 26L obstacle requirement: minimum climb gradient 3.9% to **300** AAL.
NOTE 2. Close-in obstacles exist for RWY 08R/26L departures. See Aerodrome Obstacle Chart and EGKK AD 2.10 Aerodrome Obstacles.
NOTE 3. Adhere to maximum speed limits where specified by waypoint constraints.
NOTE 4. Maximum 250KIAS below **FL100** unless authorised by ATC.

ADDITIONAL RNAV DATA
1. DME/DME only procedure: no critical navaids.
2. RNAV1 SIDs are available only for approved aircraft that are either GNSS equipped or that have DME/DME and INS/IRU with automatic runway updating capability.

GENERAL INFORMATION
1. RNAV1 SIDs reflect Noise Preferential Routeings. See EGKK AD 2.21 Noise Abatement Procedures
2. En-route cruising levels will be issued after take-off by 'London Control'.
3. Callsign for RTF frequency used when instructed after take-off is 'London Control'. Report callsign, SID designator, current altitude and initial cleared altitude on first contact with 'London Control'.
4. ALL RNAV flight planned aircraft shall be allocated the RNAV version of Standard Instrument Departure. Crews must request ATC clearance via the conventional SID version if required.
5. **SFD 1X is not normally available between the hours of 0600-2300 winter and 0500-2200 summer. During these hours a BOGNA 1X SID or a HARDY 1X SID will be issued as appropriate.**

**CHANGE (4/25):** SFD COORDINATES. SPECIFICATION CHANGE.

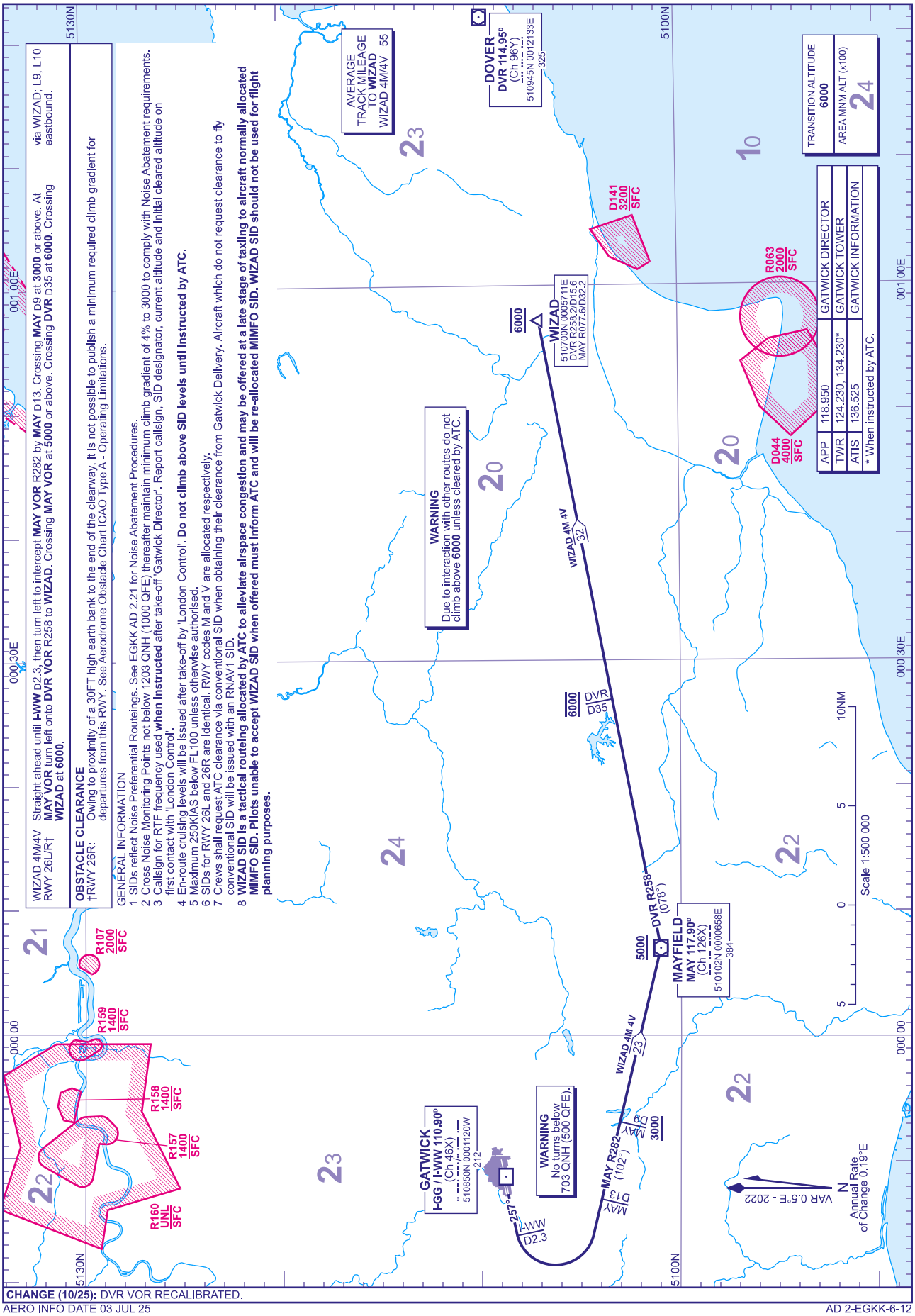
AERO INFO DATE 23 JAN 25

AD 2-EGKK-6-11

# STANDARD DEPARTURE CHART - INSTRUMENT (SID) - ICAO

DISTANCES IN NAUTICAL MILES
BEARINGS, TRACKS AND RADIALS ARE MAGNETIC
ALTITUDES AND ELEVATIONS ARE IN FEET

## LONDON GATWICK
RWY 26L/R
**WIZAD 4M 4V**




**CHANGE (10/25):** DVR VOR RECALIBRATED.

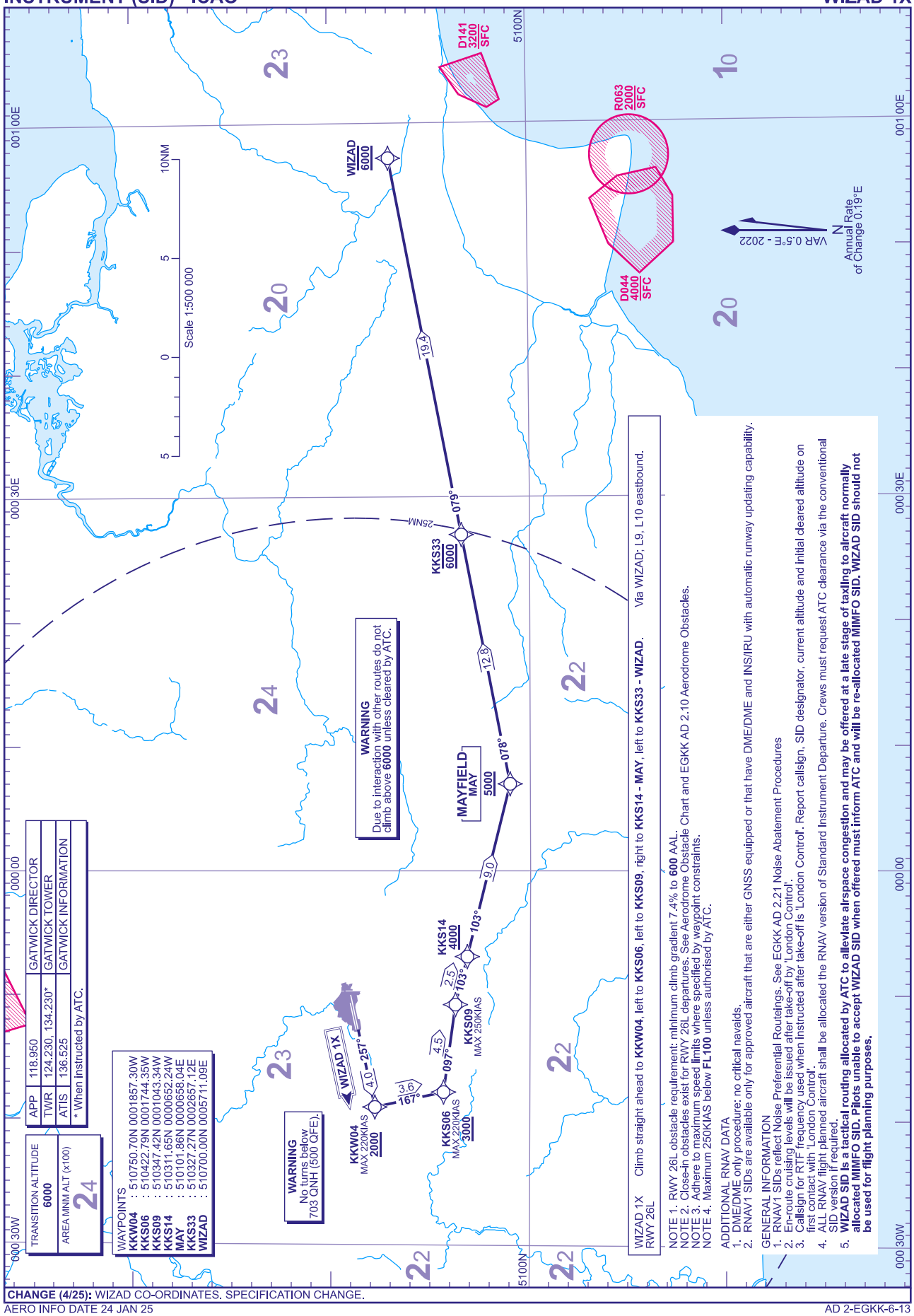
AERO INFO DATE 03 JUL 25

AD 2-EGKK-6-12

# RNAV1 (DME/DME or GNSS) STANDARD DEPARTURE CHART - INSTRUMENT (SID) - ICAO

DISTANCES IN NAUTICAL MILES
TRACKS ARE MAGNETIC
ALTITUDES AND ELEVATIONS ARE IN FEET

## LONDON GATWICK
RWY 26L
**WIZAD 1X**




| TRANSITION ALTITUDE | |
|---|---|
| 6000 | |
| AREA MNM ALT (x100) | |
| 24 | |

| | | |
|---|---|---|
| APP | 118.950 | GATWICK DIRECTOR |
| TWR | 124.230, 134.230* | GATWICK TOWER |
| ATIS | 136.525 | GATWICK INFORMATION |

* When instructed by ATC.

WAYPOINTS

| | |
|---|---|
| KKW04 | : 510750.70N 0001857.30W |
| KKS06 | : 510422.79N 0001744.35W |
| KKS09 | : 510347.42N 0001043.34W |
| KKS14 | : 510311.65N 0000652.24W |
| MAY | : 510101.86N 0000658.04E |
| KKS33 | : 510327.27N 0002657.12E |
| WIZAD | : 510700.00N 0005711.09E |

WIZAD 1X Climb straight ahead to **KKW04**, left to **KKS06**, left to **KKS09**, right to **KKS14 - MAY**, left to **KKS33 - WIZAD**. Via WIZAD; L9, L10 eastbound.
RWY 26L

NOTE 1. RWY 26L obstacle requirement: minimum climb gradient 7.4% to **600** AAL.
NOTE 2. Close-in obstacles exist for RWY 26L departures. See Aerodrome Obstacle Chart and EGKK AD 2.10 Aerodrome Obstacles.
NOTE 3. Adhere to maximum speed limits where specified by waypoint constraints.
NOTE 4. Maximum 250KIAS below **FL100** unless authorised by ATC.

ADDITIONAL RNAV DATA
1. DME/DME only procedure: no critical navaids.
2. RNAV1 SIDs are available only for approved aircraft that are either GNSS equipped or that have DME/DME and INS/IRU with automatic runway updating capability.

GENERAL INFORMATION
1. RNAV1 SIDs reflect Noise Preferential Routeings. See EGKK AD 2.21 Noise Abatement Procedures
2. En-route cruising levels will be issued after take-off by 'London Control'.
3. Callsign for RTF frequency used when instructed after take-off is 'London Control'. Report callsign, SID designator, current altitude and initial cleared altitude on first contact with 'London Control'.
4. ALL RNAV flight planned aircraft shall be allocated the RNAV version of Standard Instrument Departure. Crews must request ATC clearance via the conventional SID version if required.
5. **WIZAD SID is a tactical routing allocated by ATC to alleviate airspace congestion and may be offered at a late stage of taxiing to aircraft normally allocated MIMFO SID. Pilots unable to accept WIZAD SID when offered must inform ATC and will be re-allocated MIMFO SID. WIZAD SID should not be used for flight planning purposes.**

**CHANGE (4/25):** WIZAD CO-ORDINATES. SPECIFICATION CHANGE.

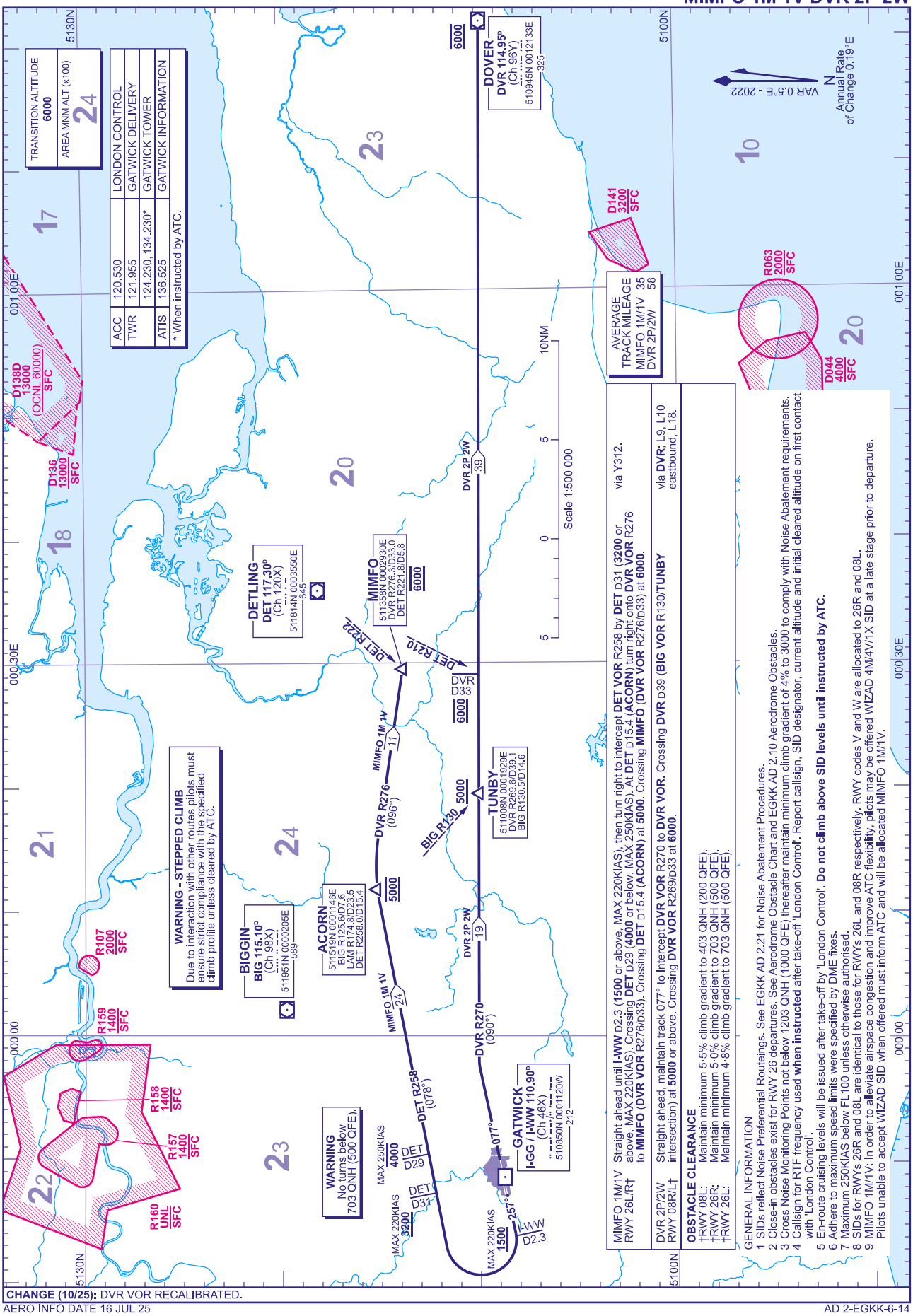
AERO INFO DATE 24 JAN 25

AD 2-EGKK-6-13

# STANDARD DEPARTURE CHART - INSTRUMENT (SID) - ICAO

DISTANCES IN NAUTICAL MILES
BEARINGS, TRACKS AND RADIALS ARE MAGNETIC
ALTITUDES AND ELEVATIONS ARE IN FEET

## LONDON GATWICK
RWY 08R/L 26L/R
**MIMFO 1M 1V DVR 2P 2W**



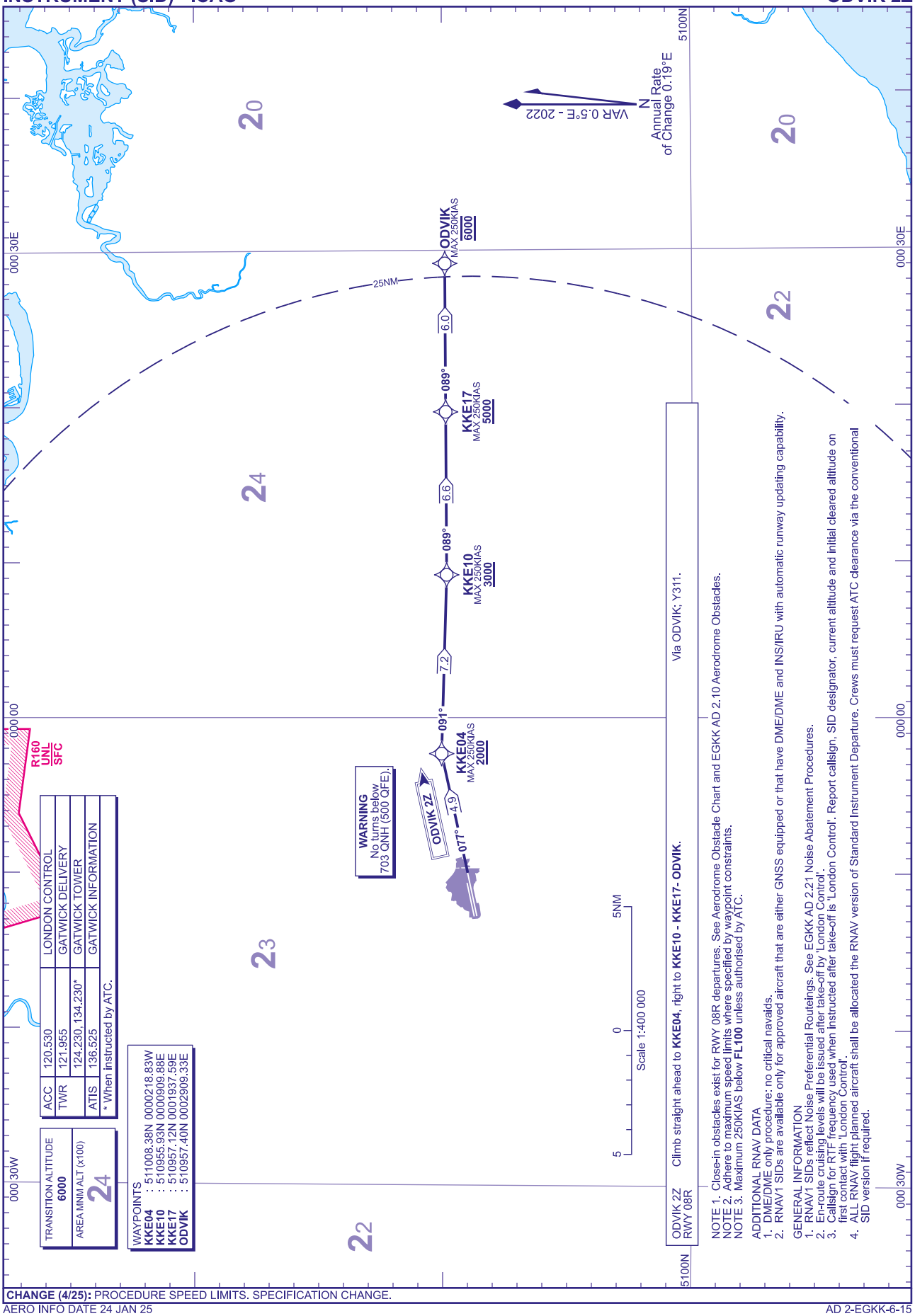

**CHANGE (10/25):** DVR VOR RECALIBRATED.

AERO INFO DATE 16 JUL 25

# RNAV1 (DME/DME or GNSS) STANDARD DEPARTURE CHART - INSTRUMENT (SID) - ICAO

DISTANCES IN NAUTICAL MILES
TRACKS ARE MAGNETIC
ALTITUDES AND ELEVATIONS ARE IN FEET

# LONDON GATWICK
RWY 08R
ODVIK 2Z




**CHANGE (4/25):** PROCEDURE SPEED LIMITS. SPECIFICATION CHANGE.

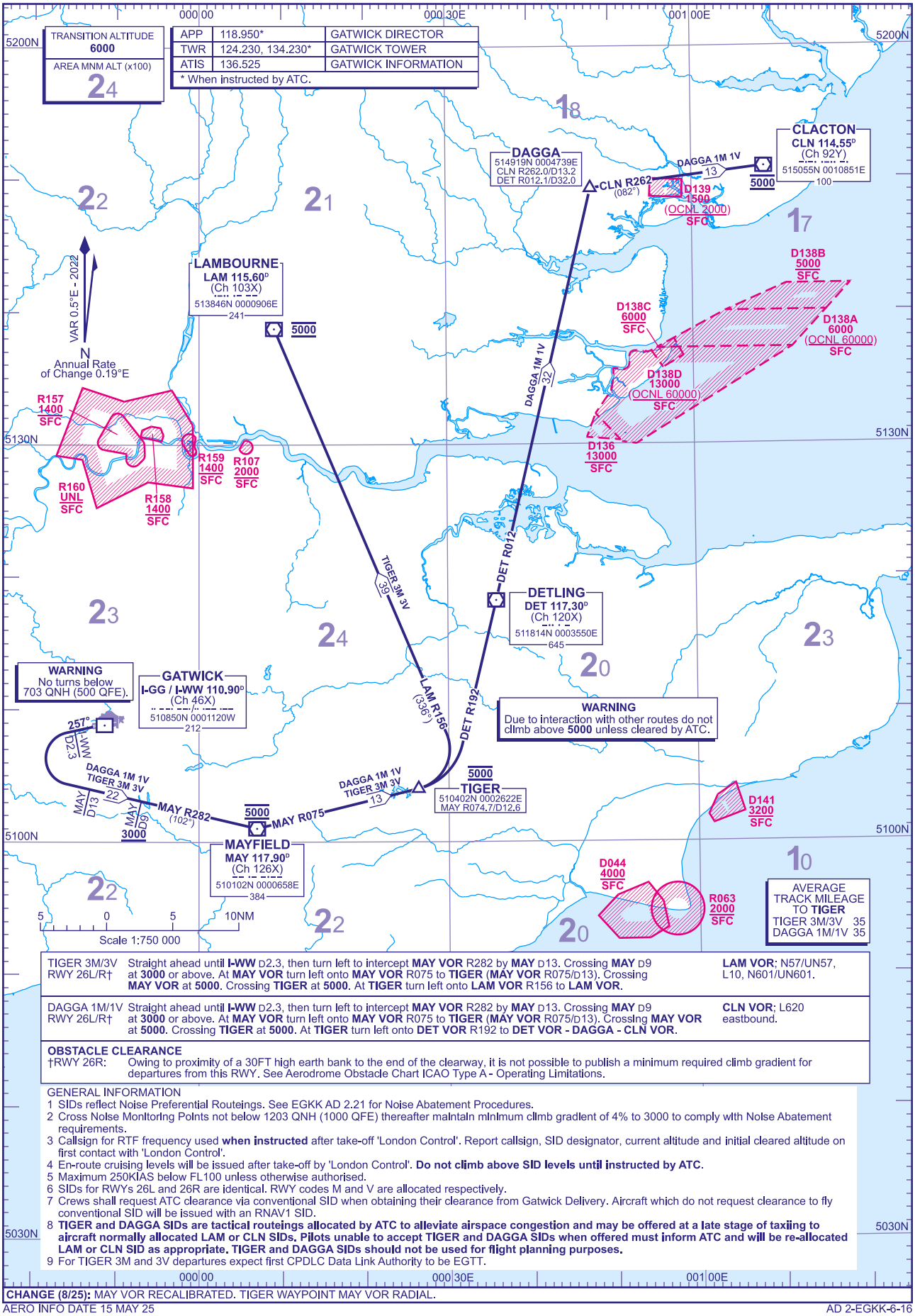
AERO INFO DATE 24 JAN 25

AD 2-EGKK-6-15

# STANDARD DEPARTURE CHART - INSTRUMENT (SID) - ICAO

DISTANCES IN NAUTICAL MILES
BEARINGS, TRACKS AND RADIALS ARE MAGNETIC
ALTITUDES AND ELEVATIONS IN FEET

## LONDON GATWICK
RWY 26L/R
## TIGER 3M 3V DAGGA 1M 1V




| | |
|---|---|
| TIGER 3M/3V<br>RWY 26L/R† | Straight ahead until **I-WW** D2.3, then turn left to intercept **MAY VOR** R282 by **MAY** D13. Crossing **MAY** D9 at **3000** or above. At **MAY VOR** turn left onto **MAY VOR** R075 to **TIGER** (**MAY VOR** R075/D13). Crossing **MAY VOR** at **5000**. Crossing **TIGER** at **5000**. At **TIGER** turn left onto **LAM VOR** R156 to **LAM VOR**. |
| DAGGA 1M/1V<br>RWY 26L/R† | Straight ahead until **I-WW** D2.3, then turn left to intercept **MAY VOR** R282 by **MAY** D13. Crossing **MAY** D9 at **3000** or above. At **MAY VOR** turn left onto **MAY VOR** R075 to **TIGER** (**MAY VOR** R075/D13). Crossing **MAY VOR** at **5000**. Crossing **TIGER** at **5000**. At **TIGER** turn left onto **DET VOR** R192 to **DET VOR - DAGGA - CLN VOR**. |

**LAM VOR**; N57/UN57, L10, N601/UN601.

**CLN VOR**; L620 eastbound.

**OBSTACLE CLEARANCE**
†RWY 26R: Owing to proximity of a 30FT high earth bank to the end of the clearway, it is not possible to publish a minimum required climb gradient for departures from this RWY. See Aerodrome Obstacle Chart ICAO Type A - Operating Limitations.

GENERAL INFORMATION
1 SIDs reflect Noise Preferential Routeings. See EGKK AD 2.21 for Noise Abatement Procedures.
2 Cross Noise Monitoring Points not below 1203 QNH (1000 QFE) thereafter maintain minimum climb gradient of 4% to 3000 to comply with Noise Abatement requirements.
3 Callsign for RTF frequency used **when instructed** after take-off 'London Control'. Report callsign, SID designator, current altitude and initial cleared altitude on first contact with 'London Control'.
4 En-route cruising levels will be issued after take-off by 'London Control'. **Do not climb above SID levels until instructed by ATC.**
5 Maximum 250KIAS below FL100 unless otherwise authorised.
6 SIDs for RWYs 26L and 26R are identical. RWY codes M and V are allocated respectively.
7 Crews shall request ATC clearance via conventional SID when obtaining their clearance from Gatwick Delivery. Aircraft which do not request clearance to fly conventional SID will be issued with an RNAV1 SID.
8 **TIGER and DAGGA SIDs are tactical routeings allocated by ATC to alleviate airspace congestion and may be offered at a late stage of taxiing to aircraft normally allocated LAM or CLN SIDs. Pilots unable to accept TIGER and DAGGA SIDs when offered must inform ATC and will be re-allocated LAM or CLN SID as appropriate. TIGER and DAGGA SIDs should not be used for flight planning purposes.**
9 For TIGER 3M and 3V departures expect first CPDLC Data Link Authority to be EGTT.

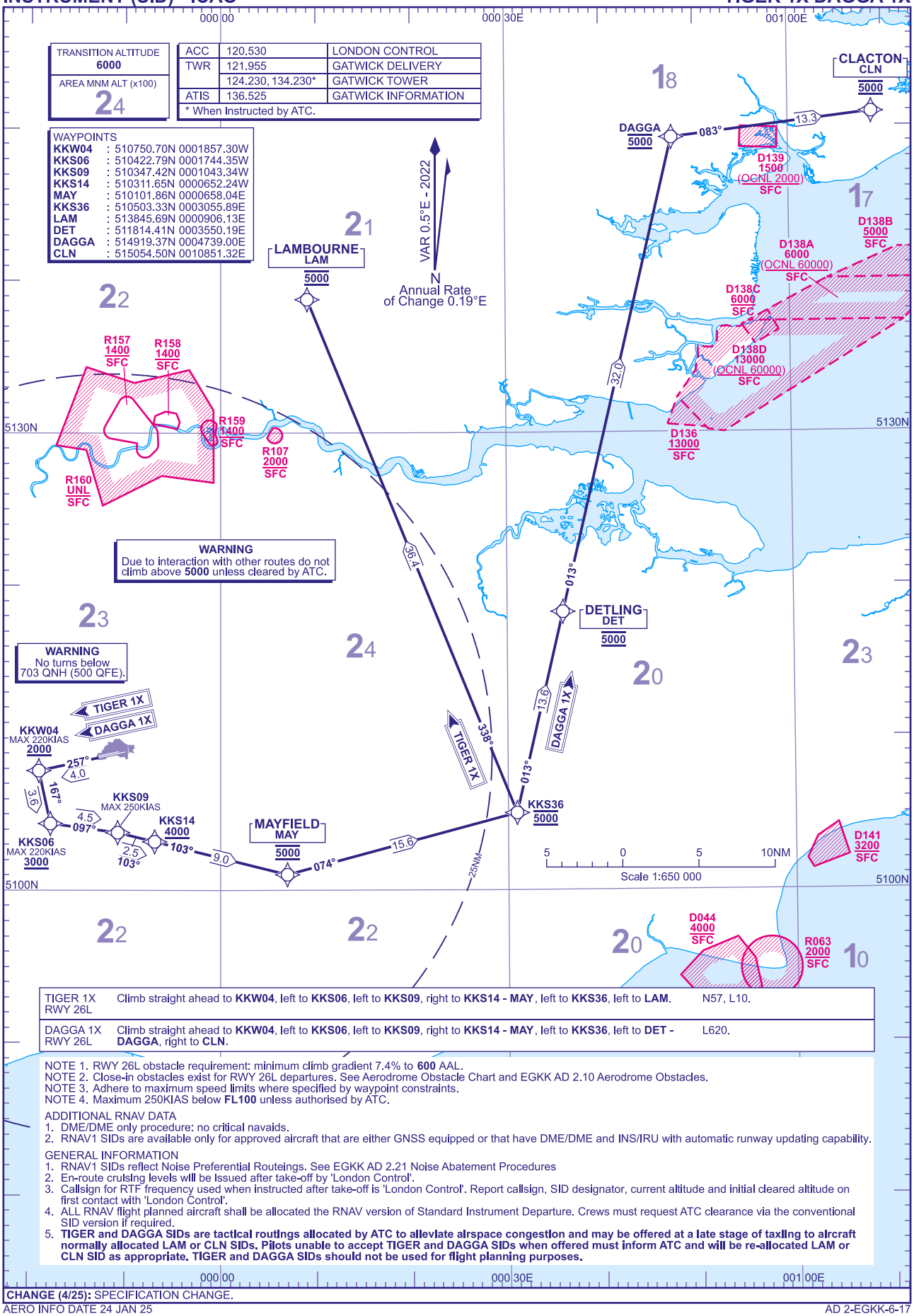
**CHANGE (8/25):** MAY VOR RECALIBRATED. TIGER WAYPOINT MAY VOR RADIAL.

AERO INFO DATE 15 MAY 25 AD 2-EGKK-6-16

# RNAV1 (DME/DME or GNSS) STANDARD DEPARTURE CHART - INSTRUMENT (SID) - ICAO

DISTANCES IN NAUTICAL MILES
TRACKS ARE MAGNETIC
ALTITUDES AND ELEVATIONS ARE IN FEET

## LONDON GATWICK
RWY 26L
## TIGER 1X DAGGA 1X




| | | |
|---|---|---|
| TIGER 1X RWY 26L | Climb straight ahead to **KKW04**, left to **KKS06**, left to **KKS09**, right to **KKS14 - MAY**, left to **KKS36**, left to **LAM**. | N57, L10. |
| DAGGA 1X RWY 26L | Climb straight ahead to **KKW04**, left to **KKS06**, left to **KKS09**, right to **KKS14 - MAY**, left to **KKS36**, left to **DET - DAGGA**, right to **CLN**. | L620. |

NOTE 1. RWY 26L obstacle requirement: minimum climb gradient 7.4% to **600** AAL.
NOTE 2. Close-in obstacles exist for RWY 26L departures. See Aerodrome Obstacle Chart and EGKK AD 2.10 Aerodrome Obstacles.
NOTE 3. Adhere to maximum speed limits where specified by waypoint constraints.
NOTE 4. Maximum 250KIAS below **FL100** unless authorised by ATC.

ADDITIONAL RNAV DATA
1. DME/DME only procedure: no critical navaids.
2. RNAV1 SIDs are available only for approved aircraft that are either GNSS equipped or that have DME/DME and INS/IRU with automatic runway updating capability.

GENERAL INFORMATION
1. RNAV1 SIDs reflect Noise Preferential Routeings. See EGKK AD 2.21 Noise Abatement Procedures
2. En-route cruising levels will be issued after take-off by 'London Control'.
3. Callsign for RTF frequency used when instructed after take-off is 'London Control'. Report callsign, SID designator, current altitude and initial cleared altitude on first contact with 'London Control'.
4. ALL RNAV flight planned aircraft shall be allocated the RNAV version of Standard Instrument Departure. Crews must request ATC clearance via the conventional SID version if required.
5. **TIGER and DAGGA SIDs are tactical routings allocated by ATC to alleviate airspace congestion and may be offered at a late stage of taxiing to aircraft normally allocated LAM or CLN SIDs. Pilots unable to accept TIGER and DAGGA SIDs when offered must inform ATC and will be re-allocated LAM or CLN SID as appropriate. TIGER and DAGGA SIDs should not be used for flight planning purposes.**

**CHANGE (4/25):** SPECIFICATION CHANGE.

AERO INFO DATE 24 JAN 25
AD 2-EGKK-6-17

# Standard Instrument Departure Coding Tables

**LONDON GATWICK Runway 08R LAM 1Z**

| Designator | Sequence Number | Path Term-inator | Waypoint Name | Co-ordinates | Fly-over | Course/ Track °M (°T) | Magnetic Variation | Distance (NM) | Turn Direction | Level Constraint | Speed Constraint | Navigation Performance |
|---|---|---|---|---|---|---|---|---|---|---|---|---|
| LAM1Z | 001 | CF | KKE02 | 510953.05N 0000410.13W | N | 077° (077.7°) | 0.5 | 3.7 | LEFT | +2000 | -250 | RNAV1 |
| LAM1Z | 002 | TF | KKE12 | 511459.25N 0000624.07E | N | 052° (052.4°) | 0.5 | 8.4 | RIGHT | +3000 | -250 | RNAV1 |
| LAM1Z | 003 | TF | SUNAV | 511536.90N 0001139.80E | N | 079° (079.2°) | 0.5 | 3.4 | - | 5000 | -250 | RNAV1 |
| LAM1Z | 004 | TF | KKE35 | 511659.04N 0002316.22E | N | 079° (079.3°) | 0.5 | 7.4 | LEFT | 5000 | -250 | RNAV1 |
| LAM1Z | 005 | TF | KKN43 | 512453.61N 0001809.13E | N | 337° (338.0°) | 0.5 | 8.5 | - | 5000 | -250 | RNAV1 |
| LAM1Z | 006 | TF | KKN48 | 512931.14N 0001508.68E | N | 337° (337.9°) | 0.5 | 5.0 | - | 6000 | -250 | RNAV1 |
| LAM1Z | 007 | TF | LAM | 513845.69N 0000906.13E | N | 337° (337.9°) | 0.5 | 10.0 | - | 6000 | -250 | RNAV1 |

**LONDON GATWICK Runway 08R FRANE 1Z**

| Designator | Sequence Number | Path Term-inator | Waypoint Name | Co-ordinates | Fly-over | Course/ Track °M (°T) | Magnetic Variation | Distance (NM) | Turn Direction | Level Constraint | Speed Constraint | Navigation Performance |
|---|---|---|---|---|---|---|---|---|---|---|---|---|
| FRANE1Z | 001 | CF | KKE04 | 511008.38N 0000218.83W | N | 077° (077.6°) | 0.5 | 4.9 | RIGHT | +2000 | -250 | RNAV1 |
| FRANE1Z | 002 | TF | KKE10 | 510955.93N 0000909.88E | N | 091° (091.6°) | 0.5 | 7.2 | - | +3000 | -250 | RNAV1 |
| FRANE1Z | 003 | TF | KKE17 | 510957.12N 0001937.59E | N | 089° (089.8°) | 0.5 | 6.6 | - | 5000 | -250 | RNAV1 |
| FRANE1Z | 004 | TF | KKE25 | 510957.30N 0003244.84E | N | 089° (089.9°) | 0.5 | 8.3 | LEFT | 5000 | -250 | RNAV1 |
| FRANE1Z | 005 | TF | DET | 511814.41N 0003550.19E | N | 013° (013.2°) | 0.5 | 8.5 | - | 5000 | -250 | RNAV1 |
| FRANE1Z | 006 | TF | FRANE | 512306.00N 0003739.40E | N | 013° (013.2°) | 0.5 | 5.0 | - | 6000 | -250 | RNAV1 |

**CHANGE (4/25):** SPECIFICATION CHANGE.
AERO INFO DATE 14 JAN 25

# Standard Instrument Departure Coding Tables

**LONDON GATWICK Runway 26L BOGNA 1X**

| Designator | Sequence Number | Path Term-inator | Waypoint Name | Co-ordinates | Fly-over | Course/ Track °M (°T) | Magnetic Variation | Distance (NM) | Turn Direction | Level Constraint | Speed Constraint | Navigation Performance |
|---|---|---|---|---|---|---|---|---|---|---|---|---|
| BOGNA1X | 001 | CF | KKW06 | 510726.09N 0002153.73W | N | 257° (257.6°) | 0.5 | 5.9 | - | +2500 | -220 | RNAV1 |
| BOGNA1X | 002 | TF | KKW08 | 510656.84N 0002522.88W | N | 257° (257.5°) | 0.5 | 2.2 | LEFT | - | -220 | RNAV1 |
| BOGNA1X | 003 | TF | KKS11 | 510442.43N 0002505.76W | N | 175° (175.4°) | 0.5 | 2.2 | - | +4000 | -220 | RNAV1 |
| BOGNA1X | 004 | TF | KKS17 | 510022.73N 0002432.75W | N | 175° (175.4°) | 0.5 | 4.3 | - | 5000 | -250 | RNAV1 |
| BOGNA1X | 005 | TF | KKS20 | 505524.03N 0002354.89W | N | 175° (175.4°) | 0.5 | 5.0 | - | 6000 | -250 | RNAV1 |
| BOGNA1X | 006 | TF | KKS25 | 504958.32N 0002313.74W | N | 175° (175.4°) | 0.5 | 5.5 | LEFT | 6000 | -250 | RNAV1 |
| BOGNA1X | 007 | TF | BOGNA | 504207.00N 0001505.57W | N | 146° (146.6°) | 0.5 | 9.4 | - | 6000 | -250 | RNAV1 |

**LONDON GATWICK Runway 26L HARDY 1X**

| Designator | Sequence Number | Path Term-inator | Waypoint Name | Co-ordinates | Fly-over | Course/ Track °M (°T) | Magnetic Variation | Distance (NM) | Turn Direction | Level Constraint | Speed Constraint | Navigation Performance |
|---|---|---|---|---|---|---|---|---|---|---|---|---|
| HARDY1X | 001 | CF | KKW06 | 510726.09N 0002153.73W | N | 257° (257.6°) | 0.5 | 5.9 | - | +2500 | -220 | RNAV1 |
| HARDY1X | 002 | TF | KKW08 | 510656.84N 0002522.88W | N | 257° (257.5°) | 0.5 | 2.2 | LEFT | - | -220 | RNAV1 |
| HARDY1X | 003 | TF | KKS11 | 510442.43N 0002505.76W | N | 175° (175.4°) | 0.5 | 2.2 | - | +4000 | -220 | RNAV1 |
| HARDY1X | 004 | TF | KKS17 | 510022.73N 0002432.75W | N | 175° (175.4°) | 0.5 | 4.3 | - | 5000 | -250 | RNAV1 |
| HARDY1X | 005 | TF | KKS20 | 505524.03N 0002354.89W | N | 175° (175.4°) | 0.5 | 5.0 | - | 6000 | -250 | RNAV1 |
| HARDY1X | 006 | TF | KKS25 | 504958.32N 0002313.74W | N | 175° (175.4°) | 0.5 | 5.5 | LEFT | 6000 | -250 | RNAV1 |
| HARDY1X | 007 | TF | BOGNA | 504207.00N 0001505.57W | N | 146° (146.6°) | 0.5 | 9.4 | LEFT | 6000 | -250 | RNAV1 |
| HARDY1X | 008 | TF | HARDY | 502815.75N 0002928.04E | N | 115° (115.7°) | 0.5 | 31.6 | - | 6000 | -250 | RNAV1 |

**CHANGE (4/25):** BOGNA, HARDY COORDINATES. SPECIFICATION CHANGE.
AERO INFO DATE 27 JAN 25

# Standard Instrument Departure Coding Tables

**LONDON GATWICK Runway 08R IMVUR 1Z**

| Designator | Sequence Number | Path Term-inator | Waypoint Name | Co-ordinates | Fly-over | Course/ Track °M (°T) | Magnetic Variation | Distance (NM) | Turn Direction | Level Constraint | Speed Constraint | Navigation Performance |
|---|---|---|---|---|---|---|---|---|---|---|---|---|
| IMVUR1Z | 001 | CF | KKE05 | 511005.90N 0000235.70W | N | 077° (077.7°) | 0.5 | 4.7 | LEFT | +2500 | -220 | RNAV1 |
| IMVUR1Z | 002 | TF | KKN09 | 511353.10N 0000355.30W | N | 347° (347.6°) | 0.5 | 3.9 | LEFT | 3000 | -220 | RNAV1 |
| IMVUR1Z | 003 | TF | KKW19 | 511158.00N 0002034.30W | N | 259° (259.7°) | 0.5 | 10.6 | - | 3000 | -250 | RNAV1 |
| IMVUR1Z | 004 | TF | IMVUR | 511028.90N 0003156.40W | N | 258° (258.3°) | 0.5 | 7.3 | LEFT | 4000 | -250 | RNAV1 |

**LONDON GATWICK Runway 26L NOVMA 1X**

| Designator | Sequence Number | Path Term-inator | Waypoint Name | Co-ordinates | Fly-over | Course/ Track °M (°T) | Magnetic Variation | Distance (NM) | Turn Direction | Level Constraint | Speed Constraint | Navigation Performance |
|---|---|---|---|---|---|---|---|---|---|---|---|---|
| NOVMA1X | 001 | CF | KKW07 | 510717.20N 0002300.00W | N | 257° (257.7°) | 0.5 | 6.6 | - | +2500 | -250 | RNAV1 |
| NOVMA1X | 002 | TF | KKW09 | 510654.30N 0002544.30W | N | 257° (257.5°) | 0.5 | 1.8 | LEFT | +3000 | -250 | RNAV1 |
| NOVMA1X | 003 | TF | MID | 510314.23N 0003730.01W | N | 243° (243.7°) | 0.5 | 8.3 | RIGHT | 4000 | -250 | RNAV1 |
| NOVMA1X | 004 | TF | NOVMA | 510211.79N 0004514.92W | N | 257° (258.0°) | 0.5 | 5.0 | - | 4000 | -250 | RNAV1 |

**LONDON GATWICK Runway 08R SFD 4Z**

| Designator | Sequence Number | Path Term-inator | Waypoint Name | Co-ordinates | Fly-over | Course/ Track °M (°T) | Magnetic Variation | Distance (NM) | Turn Direction | Level Constraint | Speed Constraint | Navigation Performance |
|---|---|---|---|---|---|---|---|---|---|---|---|---|
| SFD4Z | 001 | CF | KKE03 | 510958.00N 0000334.10W | N | 077° (077.6°) | 0.5 | 4.1 | RIGHT | +2000 | -220 | RNAV1 |
| SFD4Z | 002 | TF | KKS08 | 510544.80N 0000209.20W | N | 168° (168.1°) | 0.5 | 4.3 | LEFT | +3000 | -250 | RNAV1 |
| SFD4Z | 003 | TF | KKS12 | 510155.10N 0000020.40W | N | 163° (163.4°) | 0.5 | 4.0 | - | - | -250 | RNAV1 |
| SFD4Z | 004 | TF | KKS16 | 505805.21N 0000128.29E | N | 163° (163.4°) | 0.5 | 4.0 | - | +5000 | -250 | RNAV1 |
| SFD4Z | 005 | TF | KKS22 | 505220.70N 0000410.60E | N | 163° (163.4°) | 0.5 | 6.0 | - | 6000 | -250 | RNAV1 |
| SFD4Z | 006 | TF | SFD | 504538.48N 0000718.89E | N | 163° (163.5°) | 0.5 | 7.0 | - | 6000 | -250 | RNAV1 |

**LONDON GATWICK Runway 26L SFD 1X**

| Designator | Sequence Number | Path Term-inator | Waypoint Name | Co-ordinates | Fly-over | Course/ Track °M (°T) | Magnetic Variation | Distance (NM) | Turn Direction | Level Constraint | Speed Constraint | Navigation Performance |
|---|---|---|---|---|---|---|---|---|---|---|---|---|
| SFD1X | 001 | CF | KKW06 | 510726.09N 0002153.73W | N | 257° (257.6°) | 0.5 | 5.9 | - | +2500 | -220 | RNAV1 |
| SFD1X | 002 | TF | KKW10 | 510648.64N 0002621.35W | N | 257° (257.5°) | 0.5 | 2.9 | LEFT | - | -220 | RNAV1 |
| SFD1X | 003 | TF | KKW11 | 510338.83N 0002514.22W | N | 167° (167.4°) | 0.5 | 3.2 | LEFT | - | -220 | RNAV1 |
| SFD1X | 004 | TF | KKS13 | 510205.06N 0002223.13W | N | 130° (131.0°) | 0.5 | 2.4 | - | 4000 | -250 | RNAV1 |
| SFD1X | 005 | TF | KKS19 | 505729.42N 0001402.01W | N | 130° (131.0°) | 0.5 | 7.0 | - | +5000 | -250 | RNAV1 |
| SFD1X | 006 | TF | KKS21 | 505610.56N 0001139.14W | N | 131° (131.1°) | 0.5 | 2.0 | - | 6000 | -250 | RNAV1 |
| SFD1X | 007 | TF | SFD | 504538.48N 0000718.89E | N | 131° (131.1°) | 0.5 | 16.0 | - | 6000 | -250 | RNAV1 |

**CHANGE (4/25):** NOVMA, SFD CO-ORDINATES. SPECIFICATION CHANGE.
AERO INFO DATE 27 JAN 25

# Standard Instrument Departure Coding Tables

**LONDON GATWICK Runway 26L WIZAD 1X**

| Designator | Sequence Number | Path Term-inator | Waypoint Name | Co-ordinates | Fly-over | Course/ Track °M (°T) | Magnetic Variation | Distance (NM) | Turn Direction | Level Constraint | Speed Constraint | Navigation Performance |
|---|---|---|---|---|---|---|---|---|---|---|---|---|
| WIZAD1X | 001 | CF | KKW04 | 510750.70N 0001857.30W | N | 257° (257.6°) | 0.5 | 4.0 | LEFT | +2000 | -220 | RNAV1 |
| WIZAD1X | 002 | TF | KKS06 | 510422.79N 0001744.35W | N | 167° (167.5°) | 0.5 | 3.6 | LEFT | +3000 | -220 | RNAV1 |
| WIZAD1X | 003 | TF | KKS09 | 510347.42N 0001043.34W | N | 097° (097.5°) | 0.5 | 4.5 | RIGHT | - | -250 | RNAV1 |
| WIZAD1X | 004 | TF | KKS14 | 510311.65N 0000652.24W | N | 103° (103.8°) | 0.5 | 2.5 | - | +4000 | -250 | RNAV1 |
| WIZAD1X | 005 | TF | MAY | 510101.86N 0000658.04E | N | 103° (103.8°) | 0.5 | 9.0 | LEFT | +5000 | -250 | RNAV1 |
| WIZAD1X | 006 | TF | KKS33 | 510327.27N 0002657.12E | N | 078° (079.0°) | 0.5 | 12.8 | - | 6000 | -250 | RNAV1 |
| WIZAD1X | 007 | TF | WIZAD | 510700.00N 0005711.09E | N | 079° (079.3°) | 0.5 | 19.4 | - | 6000 | -250 | RNAV1 |

**LONDON GATWICK Runway 08R ODVIK 2Z**

| Designator | Sequence Number | Path Term-inator | Waypoint Name | Co-ordinates | Fly-over | Course/ Track °M (°T) | Magnetic Variation | Distance (NM) | Turn Direction | Level Constraint | Speed Constraint | Navigation Performance |
|---|---|---|---|---|---|---|---|---|---|---|---|---|
| ODVIK2Z | 001 | CF | KKE04 | 511008.38N 0000218.83W | N | 077° (077.6°) | 0.5 | 4.9 | RIGHT | +2000 | -250 | RNAV1 |
| ODVIK2Z | 002 | TF | KKE10 | 510955.93N 0000909.88E | N | 091° (091.6°) | 0.5 | 7.2 | - | +3000 | -250 | RNAV1 |
| ODVIK2Z | 003 | TF | KKE17 | 510957.12N 0001937.59E | N | 089° (089.8°) | 0.5 | 6.6 | - | +5000 | -250 | RNAV1 |
| ODVIK2Z | 004 | TF | ODVIK | 510957.40N 0002909.33E | N | 089° (089.9°) | 0.5 | 6.0 | - | 6000 | -250 | RNAV1 |

**CHANGE (4/25):** WIZAD CO-ORDINATES. SPECIFICATION CHANGE.
AERO INFO DATE 27 JAN 25

# Standard Instrument Departure Coding Tables

**LONDON GATWICK Runway 26L TIGER 1X**

| Designator | Sequence Number | Path Term-inator | Waypoint Name | Co-ordinates | Fly-over | Course/ Track °M (°T) | Magnetic Variation | Distance (NM) | Turn Direction | Level Constraint | Speed Constraint | Navigation Performance |
|---|---|---|---|---|---|---|---|---|---|---|---|---|
| TIGER1X | 001 | CF | KKW04 | 510750.70N 0001857.30W | N | 257° (257.6°) | 0.5 | 4.0 | LEFT | +2000 | -220 | RNAV1 |
| TIGER1X | 002 | TF | KKS06 | 510422.79N 0001744.35W | N | 167° (167.5°) | 0.5 | 3.6 | LEFT | +3000 | -220 | RNAV1 |
| TIGER1X | 003 | TF | KKS09 | 510347.42N 0001043.34W | N | 097° (097.5°) | 0.5 | 4.5 | RIGHT | - | -250 | RNAV1 |
| TIGER1X | 004 | TF | KKS14 | 510311.65N 0000652.24W | N | 103° (103.8°) | 0.5 | 2.5 | - | +4000 | -250 | RNAV1 |
| TIGER1X | 005 | TF | MAY | 510101.86N 0000658.04E | N | 103° (103.8°) | 0.5 | 9.0 | LEFT | 5000 | -250 | RNAV1 |
| TIGER1X | 006 | TF | KKS36 | 510503.33N 0003055.89E | N | 074° (074.9°) | 0.5 | 15.6 | LEFT | 5000 | -250 | RNAV1 |
| TIGER1X | 007 | TF | LAM | 513845.69N 0000906.13E | N | 338° (338.1°) | 0.5 | 36.4 | - | 5000 | -250 | RNAV1 |

**LONDON GATWICK Runway 26L DAGGA 1X**

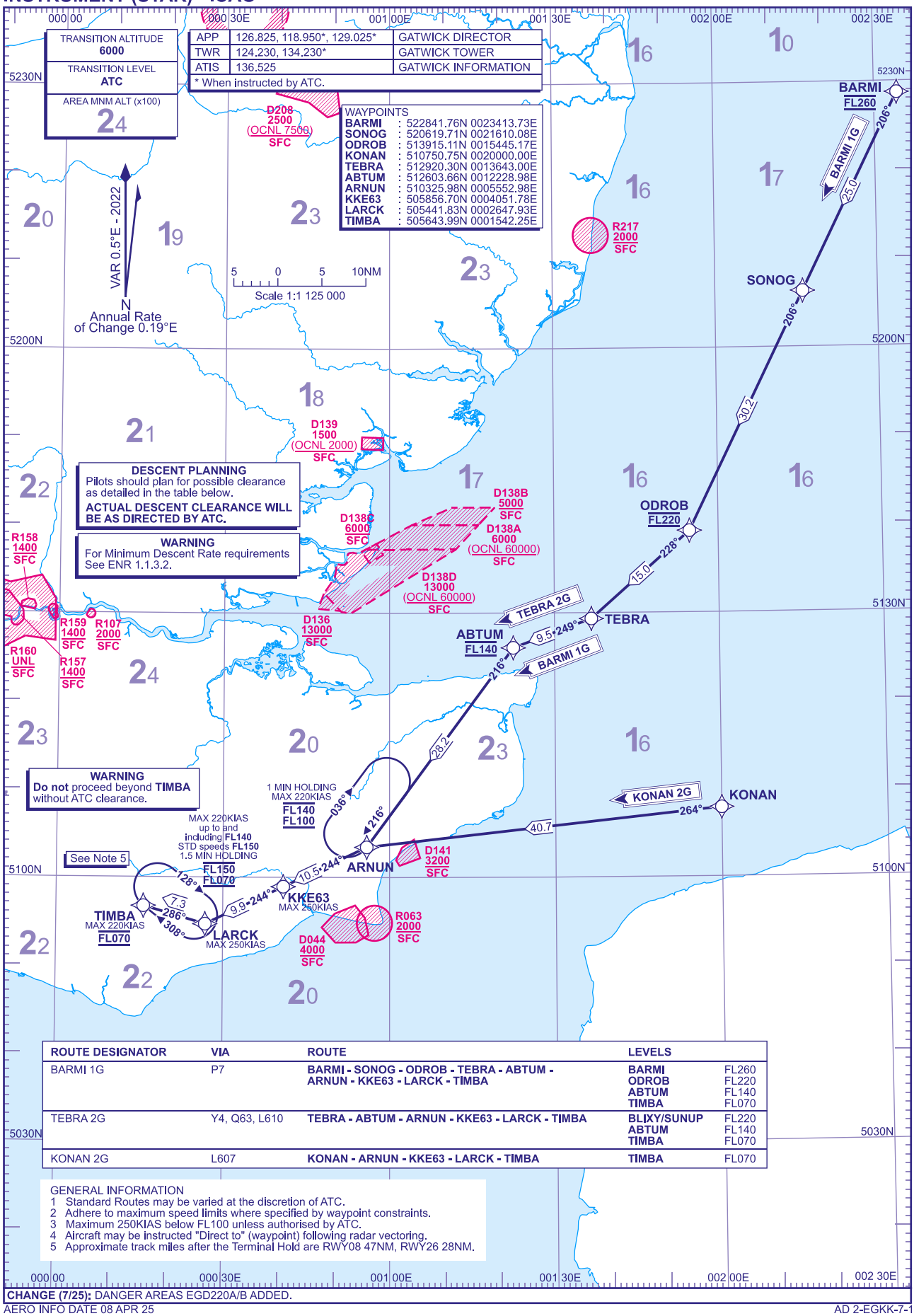
| Designator | Sequence Number | Path Term-inator | Waypoint Name | Co-ordinates | Fly-over | Course/ Track °M (°T) | Magnetic Variation | Distance (NM) | Turn Direction | Level Constraint | Speed Constraint | Navigation Performance |
|---|---|---|---|---|---|---|---|---|---|---|---|---|
| DAGGA1X | 001 | CF | KKW04 | 510750.70N 0001857.30W | N | 257° (257.6°) | 0.5 | 4.0 | LEFT | +2000 | -220 | RNAV1 |
| DAGGA1X | 002 | TF | KKS06 | 510422.79N 0001744.35W | N | 167° (167.5°) | 0.5 | 3.6 | LEFT | +3000 | -220 | RNAV1 |
| DAGGA1X | 003 | TF | KKS09 | 510347.42N 0001043.34W | N | 097° (097.5°) | 0.5 | 4.5 | RIGHT | - | -250 | RNAV1 |
| DAGGA1X | 004 | TF | KKS14 | 510311.65N 0000652.24W | N | 103° (103.8°) | 0.5 | 2.5 | - | +4000 | -250 | RNAV1 |
| DAGGA1X | 005 | TF | MAY | 510101.86N 0000658.04E | N | 103° (103.8°) | 0.5 | 9.0 | LEFT | 5000 | -250 | RNAV1 |
| DAGGA1X | 006 | TF | KKS36 | 510503.33N 0003055.89E | N | 074° (074.9°) | 0.5 | 15.6 | LEFT | 5000 | -250 | RNAV1 |
| DAGGA1X | 007 | TF | DET | 511814.41N 0003550.19E | N | 013° (013.1°) | 0.5 | 13.6 | - | 5000 | -250 | RNAV1 |
| DAGGA1X | 008 | TF | DAGGA | 514919.37N 0004739.00E | N | 013° (013.3°) | 0.5 | 32.0 | RIGHT | 5000 | -250 | RNAV1 |
| DAGGA1X | 009 | TF | CLN | 515054.50N 0010851.32E | N | 082° (083.1°) | 0.5 | 13.3 | - | 5000 | -250 | RNAV1 |

**CHANGE (4/25):** DAGGA CO-ORDINATES. SPECIFICATION CHANGE.
AERO INFO DATE 27 JAN 25

# RNAV5 (DME/DME or GNSS) STANDARD ARRIVAL CHART - INSTRUMENT (STAR) - ICAO

DISTANCES IN NAUTICAL MILES
TRACKS ARE MAGNETIC
ALTITUDES AND ELEVATIONS ARE IN FEET

# LONDON GATWICK
# BARMI 1G TEBRA 2G KONAN 2G




| ROUTE DESIGNATOR | VIA | ROUTE | LEVELS | |
|---|---|---|---|---|
| BARMI 1G | P7 | BARMI - SONOG - ODROB - TEBRA - ABTUM - ARNUN - KKE63 - LARCK - TIMBA | BARMI<br>ODROB<br>ABTUM<br>TIMBA | FL260<br>FL220<br>FL140<br>FL070 |
| TEBRA 2G | Y4, Q63, L610 | TEBRA - ABTUM - ARNUN - KKE63 - LARCK - TIMBA | BLIXY/SUNUP<br>ABTUM<br>TIMBA | FL220<br>FL140<br>FL070 |
| KONAN 2G | L607 | KONAN - ARNUN - KKE63 - LARCK - TIMBA | TIMBA | FL070 |

GENERAL INFORMATION
1 Standard Routes may be varied at the discretion of ATC.
2 Adhere to maximum speed limits where specified by waypoint constraints.
3 Maximum 250KIAS below FL100 unless authorised by ATC.
4 Aircraft may be instructed "Direct to" (waypoint) following radar vectoring.
5 Approximate track miles after the Terminal Hold are RWY08 47NM, RWY26 28NM.

**CHANGE (7/25):** DANGER AREAS EGD220A/B ADDED.

AERO INFO DATE 08 APR 25

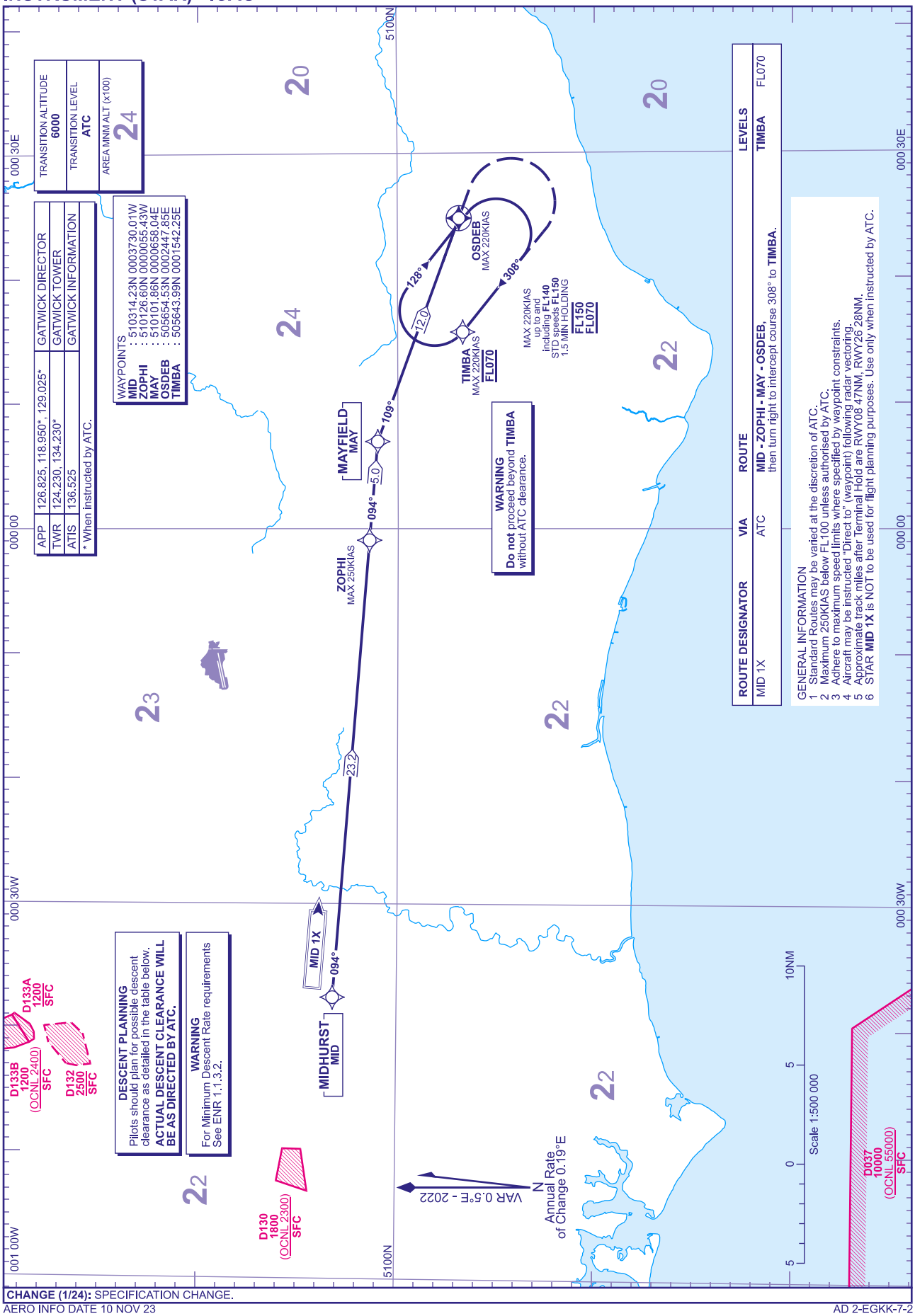
AD 2-EGKK-7-1

I

# RNAV5 (DME/DME or GNSS) STANDARD ARRIVAL CHART - INSTRUMENT (STAR) - ICAO

DISTANCES IN NAUTICAL MILES
TRACKS ARE MAGNETIC
ALTITUDES AND ELEVATIONS ARE IN FEET

# LONDON GATWICK
# MID 1X




CHANGE (1/24): SPECIFICATION CHANGE.

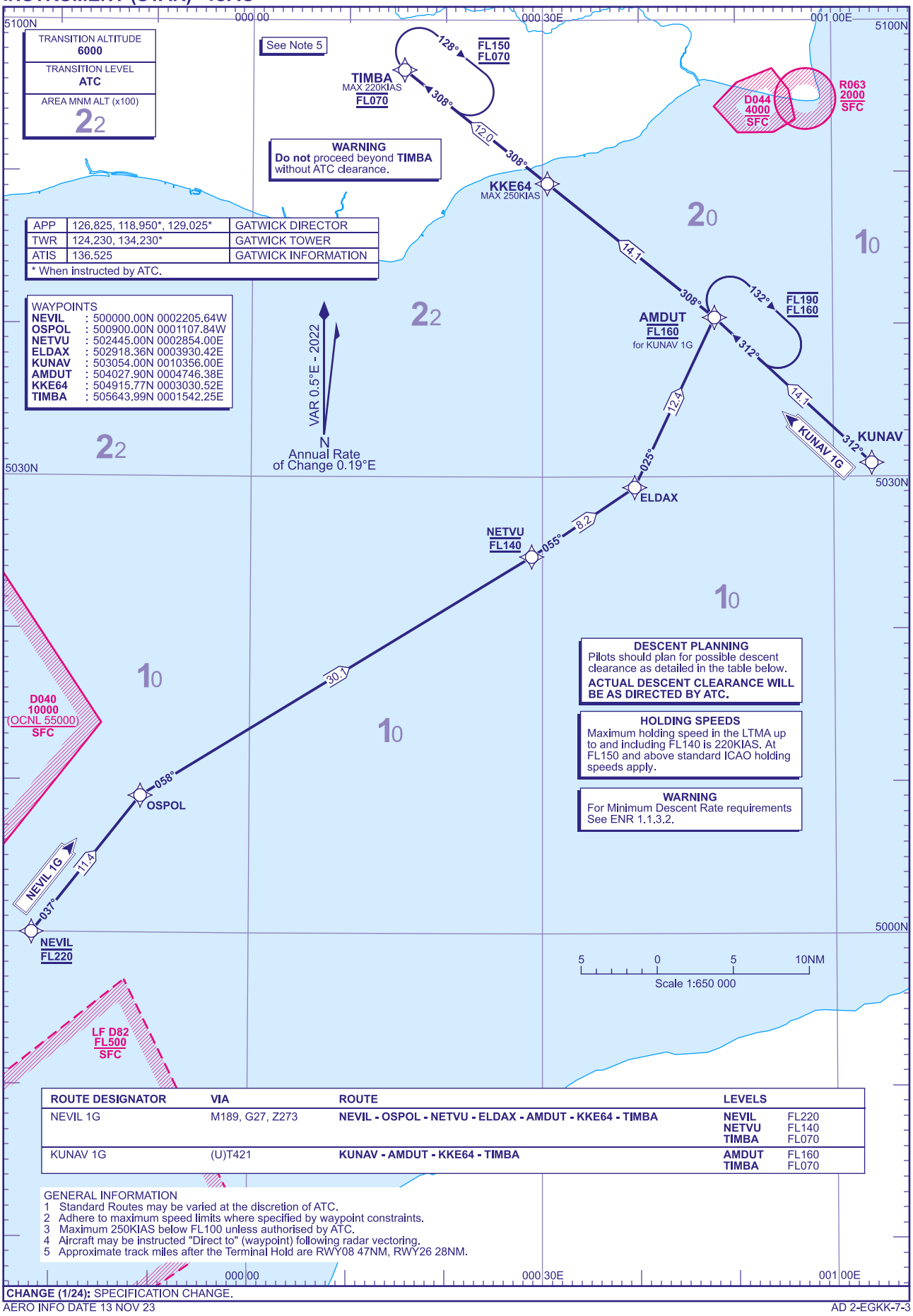
AERO INFO DATE 10 NOV 23

AD 2-EGKK-7-2

# RNAV5 (DME/DME or GNSS) STANDARD ARRIVAL CHART - INSTRUMENT (STAR) - ICAO

DISTANCES IN NAUTICAL MILES
TRACKS ARE MAGNETIC
ALTITUDES AND ELEVATIONS ARE IN FEET

# LONDON GATWICK NEVIL 1G KUNAV 1G




| ROUTE DESIGNATOR | VIA | ROUTE | LEVELS | |
|---|---|---|---|---|
| NEVIL 1G | M189, G27, Z273 | NEVIL - OSPOL - NETVU - ELDAX - AMDUT - KKE64 - TIMBA | NEVIL<br>NETVU<br>TIMBA | FL220<br>FL140<br>FL070 |
| KUNAV 1G | (U)T421 | KUNAV - AMDUT - KKE64 - TIMBA | AMDUT<br>TIMBA | FL160<br>FL070 |

GENERAL INFORMATION
1 Standard Routes may be varied at the discretion of ATC.
2 Adhere to maximum speed limits where specified by waypoint constraints.
3 Maximum 250KIAS below FL100 unless authorised by ATC.
4 Aircraft may be instructed "Direct to" (waypoint) following radar vectoring.
5 Approximate track miles after the Terminal Hold are RWY08 47NM, RWY26 28NM.

**CHANGE (1/24):** SPECIFICATION CHANGE.

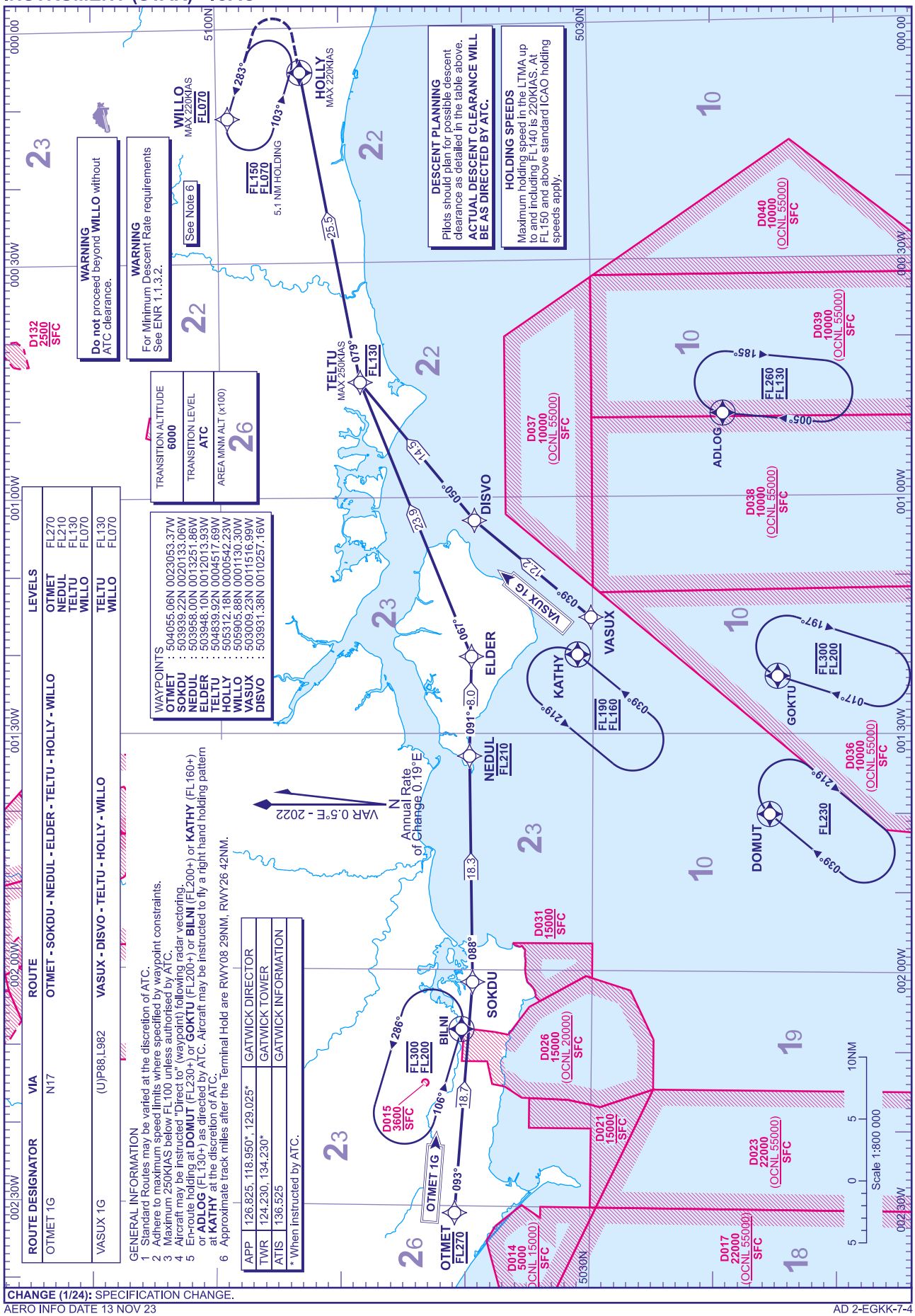
AERO INFO DATE 13 NOV 23

I

# RNAV1 (DME/DME or GNSS) STANDARD ARRIVAL CHART - INSTRUMENT (STAR) - ICAO

DISTANCES IN NAUTICAL MILES
TRACKS ARE MAGNETIC
ALTITUDES AND ELEVATIONS ARE IN FEET

# LONDON GATWICK OTMET 1G VASUX 1G



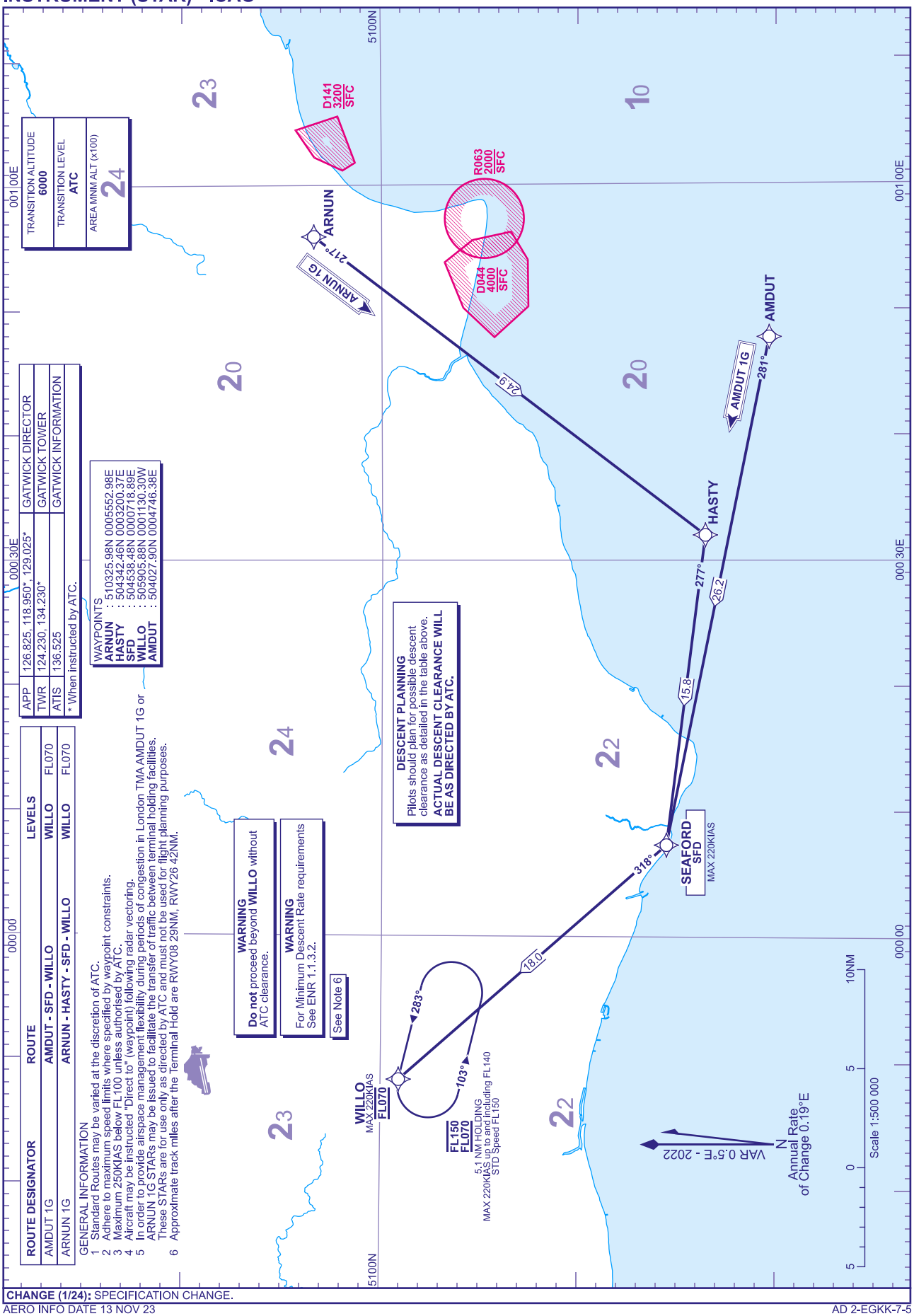

CHANGE (1/24): SPECIFICATION CHANGE.
AERO INFO DATE 13 NOV 23

AD 2-EGKK-7-4

# RNAV1 (DME/DME or GNSS) STANDARD ARRIVAL CHART - INSTRUMENT (STAR) - ICAO

DISTANCES IN NAUTICAL MILES
TRACKS ARE MAGNETIC
ALTITUDES AND ELEVATIONS ARE IN FEET

# LONDON GATWICK AMDUT 1G ARNUN 1G




**CHANGE (1/24):** SPECIFICATION CHANGE.

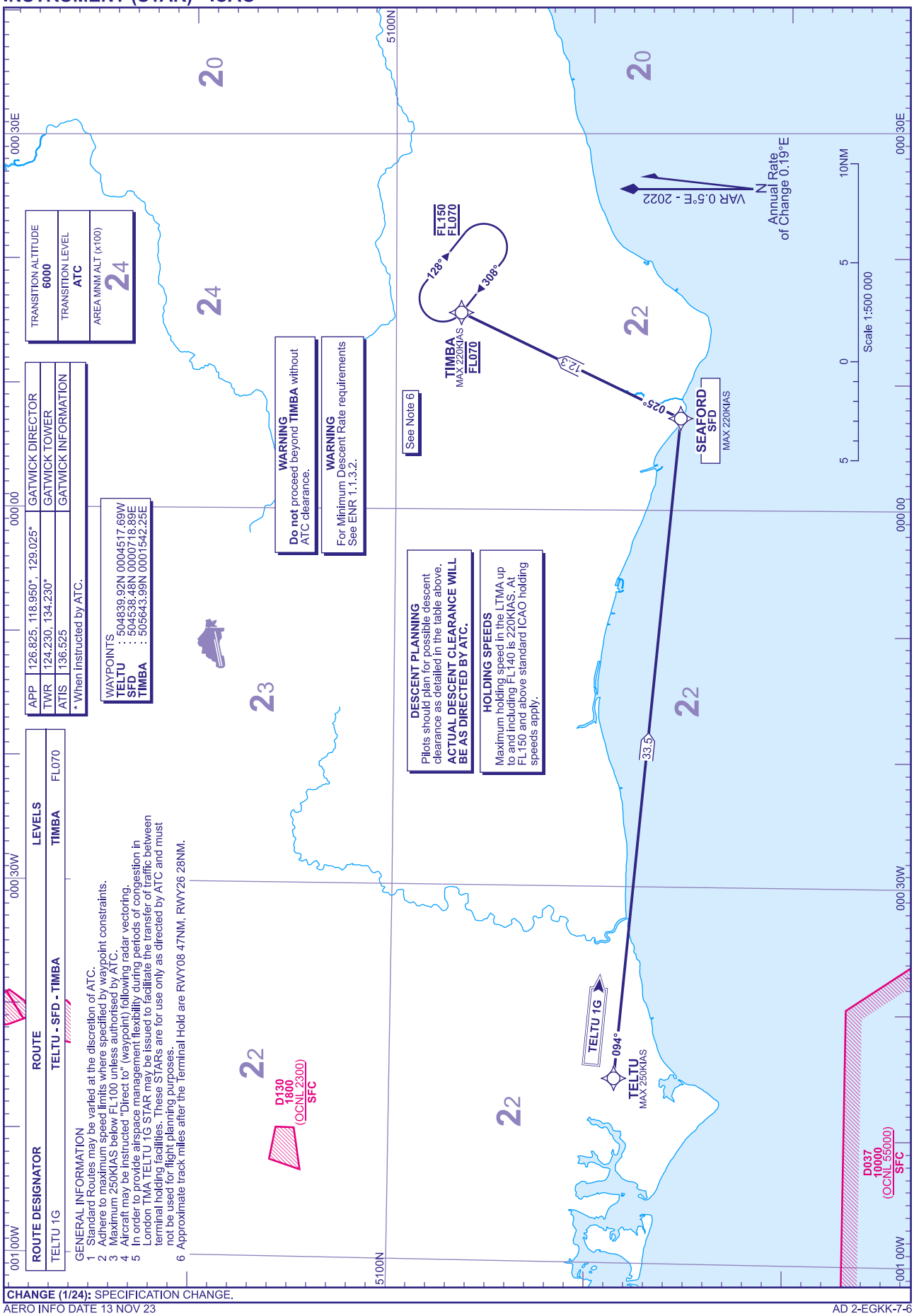
AERO INFO DATE 13 NOV 23

AD 2-EGKK-7-5

# RNAV1 (DME/DME or GNSS) STANDARD ARRIVAL CHART - INSTRUMENT (STAR) - ICAO

DISTANCES IN NAUTICAL MILES
TRACKS ARE MAGNETIC
ALTITUDES AND ELEVATIONS ARE IN FEET

# LONDON GATWICK
# TELTU 1G




| ROUTE DESIGNATOR | ROUTE | LEVELS | |
|---|---|---|---|
| TELTU 1G | TELTU - SFD - TIMBA | TIMBA | FL070 |

GENERAL INFORMATION
1 Standard Routes may be varied at the discretion of ATC.
2 Adhere to maximum speed limits where specified by waypoint constraints.
3 Maximum 250KIAS below FL100 unless authorised by ATC.
4 Aircraft may be instructed "Direct to" (waypoint) following radar vectoring.
5 In order to provide airspace management flexibility during periods of congestion in London TMA TELTU 1G STAR may be issued to facilitate the transfer of traffic between terminal holding facilities. These STARs are for use only as directed by ATC and must not be used for flight planning purposes.
6 Approximate track miles after the Terminal Hold are RWY08 47NM, RWY26 28NM.

**CHANGE (1/24):** SPECIFICATION CHANGE.

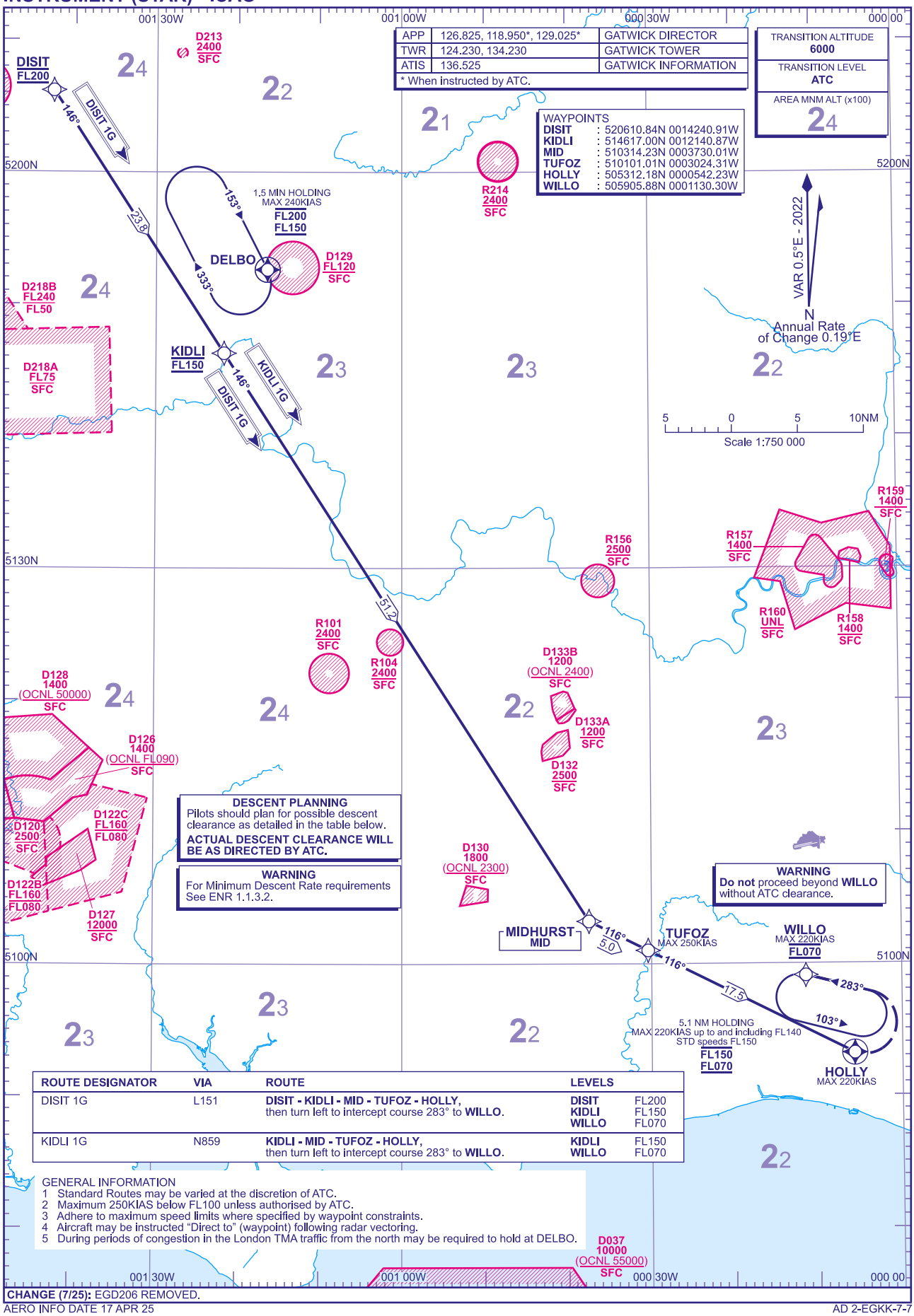
AERO INFO DATE 13 NOV 23

AD 2-EGKK-7-6

# RNAV5 (DME/DME or GNSS) STANDARD ARRIVAL CHART - INSTRUMENT (STAR) - ICAO

DISTANCES IN NAUTICAL MILES
TRACKS ARE MAGNETIC
ALTITUDES AND ELEVATIONS ARE IN FEET

# LONDON GATWICK
# DISIT 1G KIDLI 1G




| ROUTE DESIGNATOR | VIA | ROUTE | LEVELS | |
|---|---|---|---|---|
| DISIT 1G | L151 | **DISIT - KIDLI - MID - TUFOZ - HOLLY,** then turn left to intercept course 283° to **WILLO.** | **DISIT**<br>**KIDLI**<br>**WILLO** | FL200<br>FL150<br>FL070 |
| KIDLI 1G | N859 | **KIDLI - MID - TUFOZ - HOLLY,** then turn left to intercept course 283° to **WILLO.** | **KIDLI**<br>**WILLO** | FL150<br>FL070 |

GENERAL INFORMATION
1 Standard Routes may be varied at the discretion of ATC.
2 Maximum 250KIAS below FL100 unless authorised by ATC.
3 Adhere to maximum speed limits where specified by waypoint constraints.
4 Aircraft may be instructed "Direct to" (waypoint) following radar vectoring.
5 During periods of congestion in the London TMA traffic from the north may be required to hold at DELBO.

**CHANGE (7/25):** EGD206 REMOVED.

AERO INFO DATE 17 APR 25

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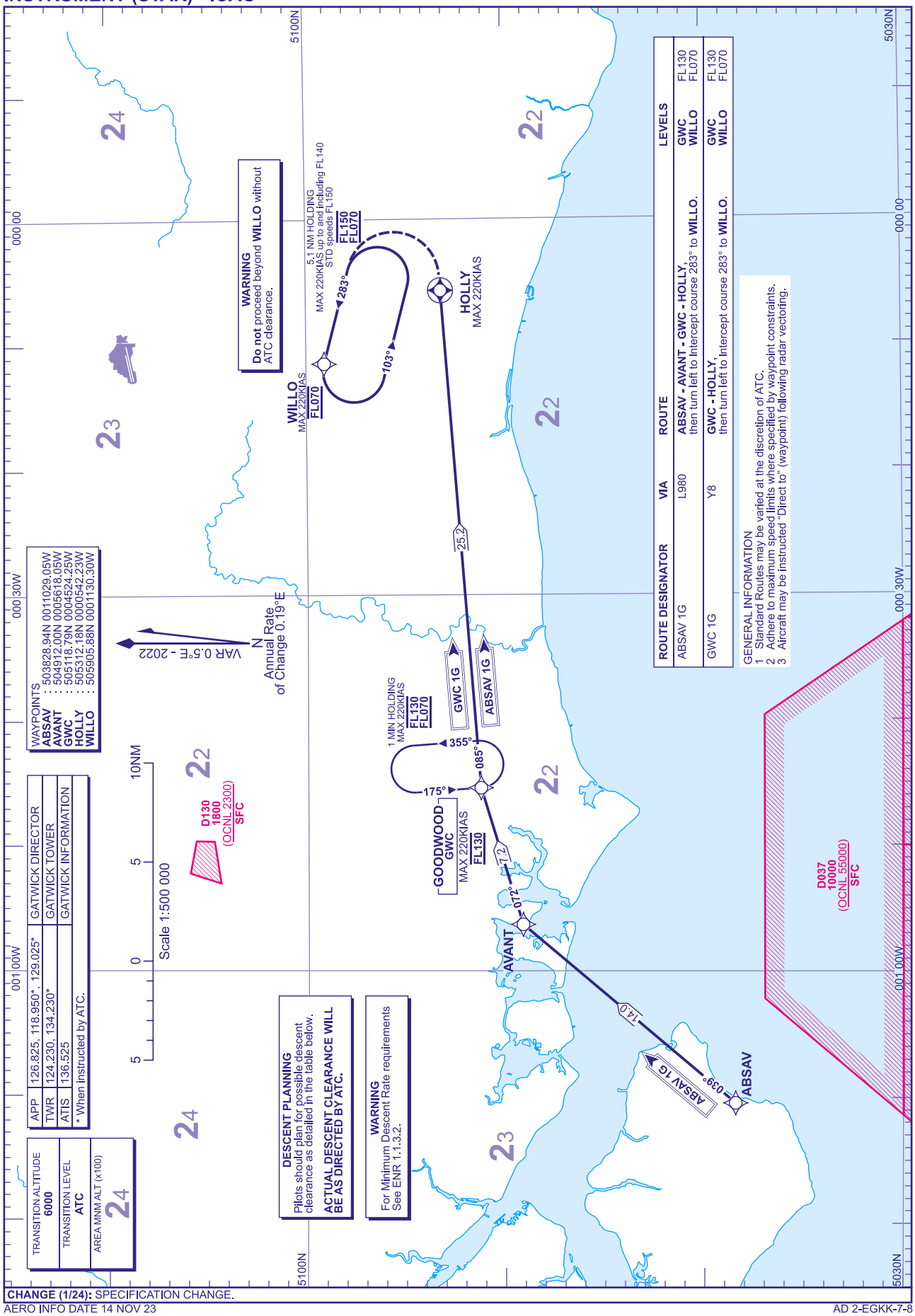
# RNAV5 (DME/DME or GNSS) STANDARD ARRIVAL CHART - INSTRUMENT (STAR) - ICAO

DISTANCES IN NAUTICAL MILES
TRACKS ARE MAGNETIC
ALTITUDES AND ELEVATIONS IN FEET

# LONDON GATWICK
# ABSAV 1G GWC 1G




**CHANGE (1/24):** SPECIFICATION CHANGE.

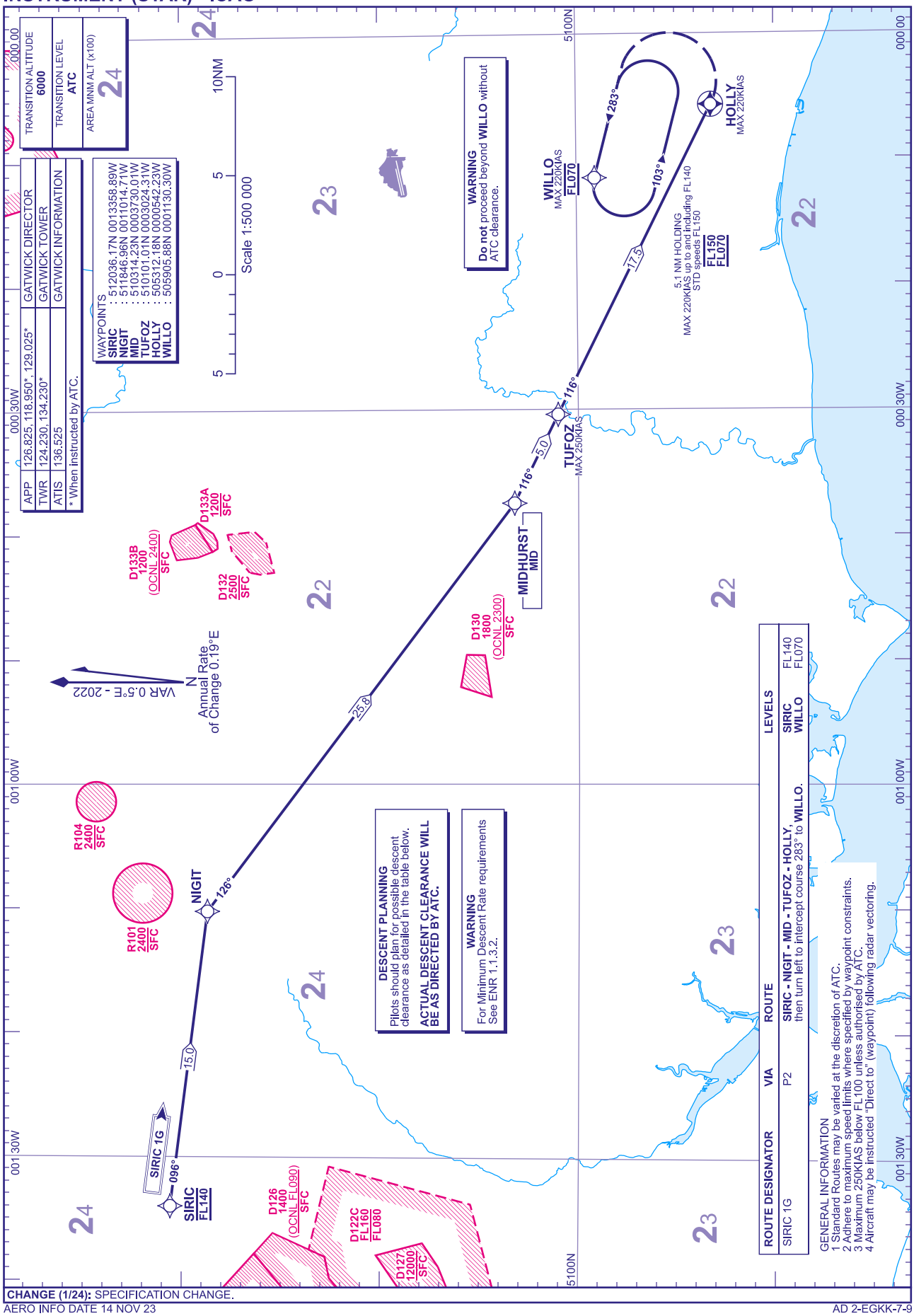
AERO INFO DATE 14 NOV 23

AD 2-EGKK-7-8

# RNAV1 (DME/DME or GNSS) STANDARD ARRIVAL CHART - INSTRUMENT (STAR) - ICAO

DISTANCES IN NAUTICAL MILES
TRACKS ARE MAGNETIC
ALTITUDES AND ELEVATIONS IN FEET

# LONDON GATWICK
# SIRIC 1G




**CHANGE (1/24):** SPECIFICATION CHANGE.

AERO INFO DATE 14 NOV 23

AD 2-EGKK-7-9

# Standard Instrument Arrival Coding Tables

### LONDON GATWICK BARMI 1G

| Designator | Sequence Number | Path Term-inator | Waypoint Name | Co-ordinates | Fly-over | Course/ Track °M (°T) | Magnetic Variation | Distance (NM) | Turn Direction | Level Constraint | Speed Constraint | Navigation Performance |
|---|---|---|---|---|---|---|---|---|---|---|---|---|
| BARMI1G | 001 | IF | BARMI | 522841.76N 0023413.73E | N | - | - | - | - | FL260 | - | RNAV5 |
| BARMI1G | 002 | TF | SONOG | 520619.71N 0021610.08E | N | 206° (206.5°) | 0.5 | 25.0 | - | - | - | RNAV5 |
| BARMI1G | 003 | TF | ODROB | 513915.11N 0015445.17E | N | 206° (206.2°) | 0.5 | 30.2 | RIGHT | FL220 | - | RNAV5 |
| BARMI1G | 004 | TF | TEBRA | 512920.30N 0013643.00E | N | 228° (228.7°) | 0.5 | 15.0 | RIGHT | - | - | RNAV5 |
| BARMI1G | 005 | TF | ABTUM | 512603.66N 0012228.98E | N | 249° (249.9°) | 0.5 | 9.5 | LEFT | FL140 | - | RNAV5 |
| BARMI1G | 006 | TF | ARNUN | 510325.98N 0005552.98E | N | 216° (216.6°) | 0.5 | 28.2 | RIGHT | - | - | RNAV5 |
| BARMI1G | 007 | TF | KKE63 | 505856.70N 0004051.78E | N | 244° (244.7°) | 0.5 | 10.5 | - | - | -250 | RNAV5 |
| BARMI1G | 008 | TF | LARCK | 505441.83N 0002647.93E | N | 244° (244.6°) | 0.5 | 9.9 | RIGHT | - | -250 | RNAV5 |
| BARMI1G | 009 | TF | TIMBA | 505643.99N 0001542.25E | N | 286° (286.2°) | 0.5 | 7.3 | - | FL070 | -220 | RNAV5 |

### LONDON GATWICK TEBRA 2G

| Designator | Sequence Number | Path Term-inator | Waypoint Name | Co-ordinates | Fly-over | Course/ Track °M (°T) | Magnetic Variation | Distance (NM) | Turn Direction | Level Constraint | Speed Constraint | Navigation Performance |
|---|---|---|---|---|---|---|---|---|---|---|---|---|
| TEBRA2G | 001 | IF | TEBRA | 512920.30N 0013643.00E | N | - | - | - | - | - | - | RNAV5 |
| TEBRA2G | 002 | TF | ABTUM | 512603.66N 0012228.98E | N | 249° (249.9°) | 0.5 | 9.5 | LEFT | FL140 | - | RNAV5 |
| TEBRA2G | 003 | TF | ARNUN | 510325.98N 0005552.98E | N | 216° (216.6°) | 0.5 | 28.2 | RIGHT | - | - | RNAV5 |
| TEBRA2G | 004 | TF | KKE63 | 505856.70N 0004051.78E | N | 244° (244.7°) | 0.5 | 10.5 | - | - | -250 | RNAV5 |
| TEBRA2G | 005 | TF | LARCK | 505441.83N 0002647.93E | N | 244° (244.6°) | 0.5 | 9.9 | RIGHT | - | -250 | RNAV5 |
| TEBRA2G | 006 | TF | TIMBA | 505643.99N 0001542.25E | N | 286° (286.2°) | 0.5 | 7.3 | - | FL070 | -220 | RNAV5 |

### LONDON GATWICK KONAN 2G

| Designator | Sequence Number | Path Term-inator | Waypoint Name | Co-ordinates | Fly-over | Course/ Track °M (°T) | Magnetic Variation | Distance (NM) | Turn Direction | Level Constraint | Speed Constraint | Navigation Performance |
|---|---|---|---|---|---|---|---|---|---|---|---|---|
| KONAN2G | 001 | IF | KONAN | 510750.75N 0020000.00E | N | - | - | - | - | - | - | RNAV5 |
| KONAN2G | 002 | TF | ARNUN | 510325.98N 0005552.98E | N | 264° (264.2°) | 0.5 | 40.7 | LEFT | - | - | RNAV5 |
| KONAN2G | 003 | TF | KKE63 | 505856.70N 0004051.78E | N | 244° (244.7°) | 0.5 | 10.5 | - | - | -250 | RNAV5 |
| KONAN2G | 004 | TF | LARCK | 505441.83N 0002647.93E | N | 244° (244.6°) | 0.5 | 9.9 | RIGHT | - | -250 | RNAV5 |
| KONAN2G | 005 | TF | TIMBA | 505643.99N 0001542.25E | N | 286° (286.2°) | 0.5 | 7.3 | - | FL070 | -220 | RNAV5 |

**CHANGE (1/24):** SPECIFICATION CHANGE.
AERO INFO DATE 09 NOV 23

# Standard Instrument Arrival Coding Tables

### LONDON GATWICK MID 1X

| Designator | Sequence Number | Path Term-inator | Waypoint Name | Co-ordinates | Fly-over | Course/ Track °M (°T) | Magnetic Variation | Distance (NM) | Turn Direction | Level Constraint | Speed Constraint | Navigation Performance |
|---|---|---|---|---|---|---|---|---|---|---|---|---|
| MID1X | 001 | IF | MID | 510314.23N 0003730.01W | N | - | - | - | - | - | - | RNAV5 |
| MID1X | 002 | TF | ZOPHI | 510126.60N 0000055.43W | N | 094° (094.2°) | 0.5 | 23.2 | - | - | -250 | RNAV5 |
| MID1X | 003 | TF | MAY | 510101.86N 0000658.04E | N | 094° (094.7°) | 0.5 | 5.0 | RIGHT | - | - | RNAV5 |
| MID1X | 004 | TF | OSDEB | 505654.53N 0002447.85E | Y | 109° (110.0°) | 0.5 | 12.0 | RIGHT | - | -220 | RNAV5 |
| MID1X | 005 | CF | TIMBA | 505643.99N 0001542.25E | N | 308° (308.6°) | 0.5 | - | - | FL070 | -220 | RNAV5 |

### LONDON GATWICK NEVIL 1G

| Designator | Sequence Number | Path Term-inator | Waypoint Name | Co-ordinates | Fly-over | Course/ Track °M (°T) | Magnetic Variation | Distance (NM) | Turn Direction | Level Constraint | Speed Constraint | Navigation Performance |
|---|---|---|---|---|---|---|---|---|---|---|---|---|
| NEVIL1G | 001 | IF | NEVIL | 500000.00N 0002205.64W | N | - | - | - | - | FL220 | - | RNAV5 |
| NEVIL1G | 002 | TF | OSPOL | 500900.00N 0001107.84W | N | 037° (038.0°) | 0.5 | 11.4 | RIGHT | - | - | RNAV5 |
| NEVIL1G | 003 | TF | NETVU | 502445.00N 0002854.00E | N | 058° (058.2°) | 0.5 | 30.1 | - | FL140 | - | RNAV5 |
| NEVIL1G | 004 | TF | ELDAX | 502918.36N 0003930.42E | N | 055° (056.0°) | 0.5 | 8.2 | LEFT | - | - | RNAV5 |
| NEVIL1G | 005 | TF | AMDUT | 504027.90N 0004746.38E | N | 025° (025.2°) | 0.5 | 12.4 | LEFT | - | - | RNAV5 |
| NEVIL1G | 006 | TF | KKE64 | 504915.77N 0003030.52E | N | 308° (308.9°) | 0.5 | 14.1 | - | - | -250 | RNAV5 |
| NEVIL1G | 007 | TF | TIMBA | 505643.99N 0001542.25E | N | 308° (308.7°) | 0.5 | 12.0 | - | FL070 | -220 | RNAV5 |

### LONDON GATWICK KUNAV 1G

| Designator | Sequence Number | Path Term-inator | Waypoint Name | Co-ordinates | Fly-over | Course/ Track °M (°T) | Magnetic Variation | Distance (NM) | Turn Direction | Level Constraint | Speed Constraint | Navigation Performance |
|---|---|---|---|---|---|---|---|---|---|---|---|---|
| KUNAV1G | 001 | IF | KUNAV | 503054.00N 0010356.00E | N | - | - | - | - | - | - | RNAV5 |
| KUNAV1G | 002 | TF | AMDUT | 504027.90N 0004746.38E | N | 312° (313.0°) | 0.5 | 14.1 | LEFT | FL160 | - | RNAV5 |
| KUNAV1G | 003 | TF | KKE64 | 504915.77N 0003030.52E | N | 308° (308.9°) | 0.5 | 14.1 | - | - | -250 | RNAV5 |
| KUNAV1G | 004 | TF | TIMBA | 505643.99N 0001542.25E | N | 308° (308.7°) | 0.5 | 12.0 | - | FL070 | -220 | RNAV5 |

**CHANGE (1/24):** SPECIFICATION CHANGE.
AERO INFO DATE 10 NOV 23

# Standard Instrument Arrival Coding Tables

### LONDON GATWICK OTMET 1G

| Designator | Sequence Number | Path Term-inator | Waypoint Name | Co-ordinates | Fly-over | Course/ Track °M (°T) | Magnetic Variation | Distance (NM) | Turn Direction | Level Constraint | Speed Constraint | Navigation Performance |
|---|---|---|---|---|---|---|---|---|---|---|---|---|
| OTMET1G | 001 | IF | OTMET | 504055.06N 0023053.37W | N | - | - | - | - | FL270 | - | RNAV1 |
| OTMET1G | 002 | TF | SOKDU | 503939.22N 0020133.06W | N | 093° (093.7°) | 0.5 | 18.7 | LEFT | - | - | RNAV1 |
| OTMET1G | 003 | TF | NEDUL | 503958.00N 0013251.86W | N | 088° (088.8°) | 0.5 | 18.3 | RIGHT | FL210 | - | RNAV1 |
| OTMET1G | 004 | TF | ELDER | 503948.10N 0012013.93W | N | 091° (091.1°) | 0.5 | 8.0 | LEFT | - | - | RNAV1 |
| OTMET1G | 005 | TF | TELTU | 504839.92N 0004517.69W | N | 067° (068.0°) | 0.5 | 23.9 | RIGHT | FL130 | -250 | RNAV1 |
| OTMET1G | 006 | TF | HOLLY | 505312.18N 0000542.23W | Y | 079° (079.5°) | 0.5 | 25.5 | LEFT | - | -220 | RNAV1 |
| OTMET1G | 007 | CF | WILLO | 505905.88N 0001130.30W | N | 283° (284.0°) | 0.5 | - | - | FL070 | -220 | RNAV1 |

### LONDON GATWICK VASUX 1G

| Designator | Sequence Number | Path Term-inator | Waypoint Name | Co-ordinates | Fly-over | Course/ Track °M (°T) | Magnetic Variation | Distance (NM) | Turn Direction | Level Constraint | Speed Constraint | Navigation Performance |
|---|---|---|---|---|---|---|---|---|---|---|---|---|
| VASUX1G | 001 | IF | VASUX | 503009.23N 0011516.99W | N | - | - | - | - | - | - | RNAV1 |
| VASUX1G | 002 | TF | DISVO | 503931.38N 0010257.16W | N | 039° (039.9°) | 0.5 | 12.2 | RIGHT | - | - | RNAV1 |
| VASUX1G | 003 | TF | TELTU | 504839.92N 0004517.69W | N | 050° (050.7°) | 0.5 | 14.5 | RIGHT | FL130 | -250 | RNAV1 |
| VASUX1G | 004 | TF | HOLLY | 505312.18N 0000542.23W | Y | 079° (079.5°) | 0.5 | 25.5 | LEFT | - | -220 | RNAV1 |
| VASUX1G | 005 | CF | WILLO | 505905.88N 0001130.30W | N | 283° (284.0°) | 0.5 | - | - | FL070 | -220 | RNAV1 |

### LONDON GATWICK AMDUT 1G

| Designator | Sequence Number | Path Term-inator | Waypoint Name | Co-ordinates | Fly-over | Course/ Track °M (°T) | Magnetic Variation | Distance (NM) | Turn Direction | Level Constraint | Speed Constraint | Navigation Performance |
|---|---|---|---|---|---|---|---|---|---|---|---|---|
| AMDUT1G | 001 | IF | AMDUT | 504027.90N 0004746.38E | N | - | - | - | - | - | - | RNAV1 |
| AMDUT1G | 002 | TF | SFD | 504538.48N 0000718.89E | N | 281° (281.7°) | 0.5 | 26.2 | RIGHT | - | -220 | RNAV1 |
| AMDUT1G | 003 | TF | WILLO | 505905.88N 0001130.30W | N | 318° (318.6°) | 0.5 | 18.0 | - | FL070 | -220 | RNAV1 |

### LONDON GATWICK ARNUN 1G

| Designator | Sequence Number | Path Term-inator | Waypoint Name | Co-ordinates | Fly-over | Course/ Track °M (°T) | Magnetic Variation | Distance (NM) | Turn Direction | Level Constraint | Speed Constraint | Navigation Performance |
|---|---|---|---|---|---|---|---|---|---|---|---|---|
| ARNUN1G | 001 | IF | ARNUN | 510325.98N 0005552.98E | N | - | - | - | - | - | - | RNAV1 |
| ARNUN1G | 002 | TF | HASTY | 504342.46N 0003200.37E | N | 217° (217.6°) | 0.5 | 24.9 | RIGHT | - | - | RNAV1 |
| ARNUN1G | 003 | TF | SFD | 504538.48N 0000718.89E | N | 277° (277.2°) | 0.5 | 15.8 | RIGHT | - | -220 | RNAV1 |
| ARNUN1G | 004 | TF | WILLO | 505905.88N 0001130.30W | N | 318° (318.6°) | 0.5 | 18.0 | - | FL070 | -220 | RNAV1 |

**CHANGE (1/24):** SPECIFICATION CHANGE.
AERO INFO DATE 10 NOV 23

# Standard Instrument Arrival Coding Tables

### LONDON GATWICK TELTU 1G

| Designator | Sequence Number | Path Term-inator | Waypoint Name | Co-ordinates | Fly-over | Course/ Track °M (°T) | Magnetic Variation | Distance (NM) | Turn Direction | Level Constraint | Speed Constraint | Navigation Performance |
|---|---|---|---|---|---|---|---|---|---|---|---|---|
| TELTU1G | 001 | IF | TELTU | 504839.92N 0004517.69W | N | - | - | - | - | - | -250 | RNAV1 |
| TELTU1G | 002 | TF | SFD | 504538.48N 0000718.89E | N | 094° (094.8°) | 0.5 | 33.5 | LEFT | - | -220 | RNAV1 |
| TELTU1G | 003 | TF | TIMBA | 505643.99N 0001542.25E | N | 025° (025.5°) | 0.5 | 12.3 | - | FL070 | -220 | RNAV1 |

### LONDON GATWICK DISIT 1G

| Designator | Sequence Number | Path Term-inator | Waypoint Name | Co-ordinates | Fly-over | Course/ Track °M (°T) | Magnetic Variation | Distance (NM) | Turn Direction | Level Constraint | Speed Constraint | Navigation Performance |
|---|---|---|---|---|---|---|---|---|---|---|---|---|
| DISIT1G | 001 | IF | DISIT | 520610.84N 0014240.91W | N | - | - | - | - | FL200 | - | RNAV5 |
| DISIT1G | 002 | TF | KIDLI | 514617.00N 0012140.87W | N | 146° (146.7°) | 0.5 | 23.8 | - | FL150 | - | RNAV5 |
| DISIT1G | 003 | TF | MID | 510314.23N 0003730.01W | N | 146° (147.0°) | 0.5 | 51.2 | LEFT | - | - | RNAV5 |
| DISIT1G | 004 | TF | TUFOZ | 510101.01N 0003024.31W | N | 116° (116.4°) | 0.5 | 5.0 | - | - | -250 | RNAV5 |
| DISIT1G | 005 | TF | HOLLY | 505312.18N 0000542.23W | Y | 116° (116.4°) | 0.5 | 17.5 | LEFT | - | -220 | RNAV5 |
| DISIT1G | 006 | CF | WILLO | 505905.88N 0001130.30W | N | 283° (284.0°) | 0.5 | - | - | FL070 | -220 | RNAV5 |

### LONDON GATWICK KIDLI 1G

| Designator | Sequence Number | Path Term-inator | Waypoint Name | Co-ordinates | Fly-over | Course/ Track °M (°T) | Magnetic Variation | Distance (NM) | Turn Direction | Level Constraint | Speed Constraint | Navigation Performance |
|---|---|---|---|---|---|---|---|---|---|---|---|---|
| KIDLI1G | 001 | IF | KIDLI | 514617.00N 0012140.87W | N | - | - | - | - | FL150 | - | RNAV5 |
| KIDLI1G | 002 | TF | MID | 510314.23N 0003730.01W | N | 146° (147.0°) | 0.5 | 51.2 | LEFT | - | - | RNAV5 |
| KIDLI1G | 003 | TF | TUFOZ | 510101.01N 0003024.31W | N | 116° (116.4°) | 0.5 | 5.0 | - | - | -250 | RNAV5 |
| KIDLI1G | 004 | TF | HOLLY | 505312.18N 0000542.23W | Y | 116° (116.4°) | 0.5 | 17.5 | LEFT | - | -220 | RNAV5 |
| KIDLI1G | 005 | CF | WILLO | 505905.88N 0001130.30W | N | 283° (284.0°) | 0.5 | - | - | FL070 | -220 | RNAV5 |

**CHANGE (1/24):** SPECIFICATION CHANGE.
AERO INFO DATE 10 NOV 23

# Standard Instrument Arrival Coding Tables

### LONDON GATWICK ABSAV 1G

| Designator | Sequence Number | Path Term-inator | Waypoint Name | Co-ordinates | Fly-over | Course/ Track °M (°T) | Magnetic Variation | Distance (NM) | Turn Direction | Level Constraint | Speed Constraint | Navigation Performance |
|---|---|---|---|---|---|---|---|---|---|---|---|---|
| ABSAV1G | 001 | IF | ABSAV | 503828.94N 0011029.05W | N | - | - | - | - | - | - | RNAV5 |
| ABSAV1G | 002 | TF | AVANT | 504912.00N 0005618.05W | N | 039° (039.9°) | 0.5 | 14.0 | RIGHT | - | - | RNAV5 |
| ABSAV1G | 003 | TF | GWC | 505118.79N 0004524.25W | N | 072° (072.9°) | 0.5 | 7.2 | RIGHT | FL130 | -220 | RNAV5 |
| ABSAV1G | 004 | TF | HOLLY | 505312.18N 0000542.23W | Y | 085° (085.4°) | 0.5 | 25.2 | LEFT | - | - | RNAV5 |
| ABSAV1G | 005 | CF | WILLO | 505905.88N 0001130.30W | N | 283° (284.0°) | 0.5 | - | - | FL070 | -220 | RNAV5 |

### LONDON GATWICK GWC 1G

| Designator | Sequence Number | Path Term-inator | Waypoint Name | Co-ordinates | Fly-over | Course/ Track °M (°T) | Magnetic Variation | Distance (NM) | Turn Direction | Level Constraint | Speed Constraint | Navigation Performance |
|---|---|---|---|---|---|---|---|---|---|---|---|---|
| GWC1G | 001 | IF | GWC | 505118.79N 0004524.25W | N | - | - | - | - | FL130 | -220 | RNAV5 |
| GWC1G | 002 | TF | HOLLY | 505312.18N 0000542.23W | Y | 085° (085.4°) | 0.5 | 25.2 | LEFT | - | - | RNAV5 |
| GWC1G | 003 | CF | WILLO | 505905.88N 0001130.30W | N | 283° (284.0°) | 0.5 | - | - | FL070 | -220 | RNAV5 |

### LONDON GATWICK SIRIC 1G

| Designator | Sequence Number | Path Term-inator | Waypoint Name | Co-ordinates | Fly-over | Course/ Track °M (°T) | Magnetic Variation | Distance (NM) | Turn Direction | Level Constraint | Speed Constraint | Navigation Performance |
|---|---|---|---|---|---|---|---|---|---|---|---|---|
| SIRIC1G | 001 | IF | SIRIC | 512036.17N 0013358.89W | N | - | - | - | - | FL140 | - | RNAV1 |
| SIRIC1G | 002 | TF | NIGIT | 511846.96N 0011014.71W | N | 096° (096.8°) | 0.5 | 15.0 | RIGHT | - | - | RNAV1 |
| SIRIC1G | 003 | TF | MID | 510314.23N 0003730.01W | N | 126° (126.9°) | 0.5 | 25.8 | LEFT | - | - | RNAV1 |
| SIRIC1G | 004 | TF | TUFOZ | 510101.01N 0003024.31W | N | 116° (116.4°) | 0.5 | 5.0 | - | - | -250 | RNAV1 |
| SIRIC1G | 005 | TF | HOLLY | 505312.18N 0000542.23W | Y | 116° (116.4°) | 0.5 | 17.5 | LEFT | - | -220 | RNAV1 |
| SIRIC1G | 006 | CF | WILLO | 505905.88N 0001130.30W | N | 283° (284.0°) | 0.5 | - | - | FL070 | -220 | RNAV1 |

**CHANGE (1/24):** SPECIFICATION CHANGE.
AERO INFO DATE 09 NOV 23

# RNAV Hold Coding Tables

**LONDON GATWICK ADLOG Hold**

| Designator | Sequence Number | Path Termi-nator | Waypoint Name | Co-ordinates | Fly-over | Course/ Track °M (°T) | Magnetic Variation | Time (MIN) | Turn Direction | Level Constraint | Speed Constraint | Navigation Performance |
|---|---|---|---|---|---|---|---|---|---|---|---|---|
| ADLOG | - | - | ADLOG | 501925.00N 0004933.40W | Y | 005° (005.3°) | 0.5 | 1.5MIN | RIGHT | -FL260 +FL130 | -240 | RNAV5 |

**LONDON GATWICK AMDUT Hold**

| Designator | Sequence Number | Path Termi-nator | Waypoint Name | Co-ordinates | Fly-over | Course/ Track °M (°T) | Magnetic Variation | Time (MIN) | Turn Direction | Level Constraint | Speed Constraint | Navigation Performance |
|---|---|---|---|---|---|---|---|---|---|---|---|---|
| AMDUT | - | - | AMDUT | 504027.90N 0004746.38E | Y | 312° (313.0°) | 0.5 | 1MIN up to FL140 1.5MIN FL150+ | RIGHT | -FL190 +FL160 | - | RNAV5 |

**LONDON GATWICK ARNUN Hold**

| Designator | Sequence Number | Path Termi-nator | Waypoint Name | Co-ordinates | Fly-over | Course/ Track °M (°T) | Magnetic Variation | Time (MIN) | Turn Direction | Level Constraint | Speed Constraint | Navigation Performance |
|---|---|---|---|---|---|---|---|---|---|---|---|---|
| ARNUN | - | - | ARNUN | 510325.98N 0005552.98E | Y | 216° (216.6°) | 0.5 | 1MIN | RIGHT | -FL140 +FL100 | -220 | RNAV5 |

**LONDON GATWICK BILNI Hold**

| Designator | Sequence Number | Path Termi-nator | Waypoint Name | Co-ordinates | Fly-over | Course/ Track °M (°T) | Magnetic Variation | Time (MIN) | Turn Direction | Level Constraint | Speed Constraint | Navigation Performance |
|---|---|---|---|---|---|---|---|---|---|---|---|---|
| BILNI | - | - | BILNI | 504031.08N 0020732.56W | Y | 106° (106.5°) | 0.5 | 1.5MIN | LEFT | -FL300 +FL200 | -240 | RNAV5 |

**LONDON GATWICK DELBO Hold**

| Designator | Sequence Number | Path Termi-nator | Waypoint Name | Co-ordinates | Fly-over | Course/ Track °M (°T) | Magnetic Variation | Time (MIN) | Turn Direction | Level Constraint | Speed Constraint | Navigation Performance |
|---|---|---|---|---|---|---|---|---|---|---|---|---|
| DELBO | - | - | DELBO | 515236.92N 0011624.01W | Y | 153° (153.2°) | 0.5 | 1.5MIN | RIGHT | -FL200 +FL150 | -240 | RNAV5 |

**LONDON GATWICK DOMUT Hold**

| Designator | Sequence Number | Path Termi-nator | Waypoint Name | Co-ordinates | Fly-over | Course/ Track °M (°T) | Magnetic Variation | Time (MIN) | Turn Direction | Level Constraint | Speed Constraint | Navigation Performance |
|---|---|---|---|---|---|---|---|---|---|---|---|---|
| DOMUT | - | - | DOMUT | 501542.57N 0014008.65W | Y | 039° (039.6°) | 0.5 | 1.5MIN | RIGHT | +FL230 | -240 | RNAV5 |

**LONDON GATWICK GOKTU Hold**

| Designator | Sequence Number | Path Termi-nator | Waypoint Name | Co-ordinates | Fly-over | Course/ Track °M (°T) | Magnetic Variation | Time (MIN) | Turn Direction | Level Constraint | Speed Constraint | Navigation Performance |
|---|---|---|---|---|---|---|---|---|---|---|---|---|
| GOKTU | - | - | GOKTU | 501504.87N 0012244.57W | Y | 017° (017.5°) | 0.5 | 1.5MIN | RIGHT | -FL300 +FL200 | -240 | RNAV5 |

**CHANGE (1/24):** SPECIFICATION CHANGE.
AERO INFO DATE 10 NOV 23

# RNAV Hold Coding Tables

### LONDON GATWICK GWC Hold

| Designator | Sequence Number | Path Term-inator | Waypoint Name | Co-ordinates | Fly-over | Course/ Track °M (°T) | Magnetic Variation | Time (MIN) | Turn Direction | Level Constraint | Speed Constraint | Navigation Performance |
|---|---|---|---|---|---|---|---|---|---|---|---|---|
| GWC | - | - | GWC | 505118.79N 0004524.25W | Y | 175° (175.7°) | 0.5 | 1MIN | LEFT | -FL130 +FL070 | -220 | RNAV5 |

### LONDON GATWICK KATHY Hold

| Designator | Sequence Number | Path Term-inator | Waypoint Name | Co-ordinates | Fly-over | Course/ Track °M (°T) | Magnetic Variation | Time (MIN) | Turn Direction | Level Constraint | Speed Constraint | Navigation Performance |
|---|---|---|---|---|---|---|---|---|---|---|---|---|
| KATHY | - | - | KATHY | 503113.59N 0012000.23W | Y | 039° (039.6°) | 0.5 | 1.5MIN | LEFT | -FL190 +FL160 | -240 | RNAV5 |

### LONDON GATWICK TIMBA Hold

| Designator | Sequence Number | Path Term-inator | Waypoint Name | Co-ordinates | Fly-over | Course/ Track °M (°T) | Magnetic Variation | Time (MIN) | Turn Direction | Level Constraint | Speed Constraint | Navigation Performance |
|---|---|---|---|---|---|---|---|---|---|---|---|---|
| TIMBA | - | - | TIMBA | 505643.99N 0001542.25E | Y | 308° (308.6°) | 0.5 | 1MIN up to FL140 1.5MIN FL150+ | RIGHT | -FL150 +FL070 | -220* | RNAV5 |

*up to and including FL140 std speed FL150

### LONDON GATWICK WILLO Hold

| Designator | Sequence Number | Path Term-inator | Waypoint Name | Co-ordinates | Fly-over | Course/ Track °M (°T) | Magnetic Variation | Distance (NM) | Turn Direction | Level Constraint | Speed Constraint | Navigation Performance |
|---|---|---|---|---|---|---|---|---|---|---|---|---|
| WILLO | - | - | WILLO | 505905.88N 0001130.30W | Y | 283° (284.0°) | 0.5 | 5.1NM | LEFT | -FL150 +FL070 | -220* | RNAV1/ RNAV5 |

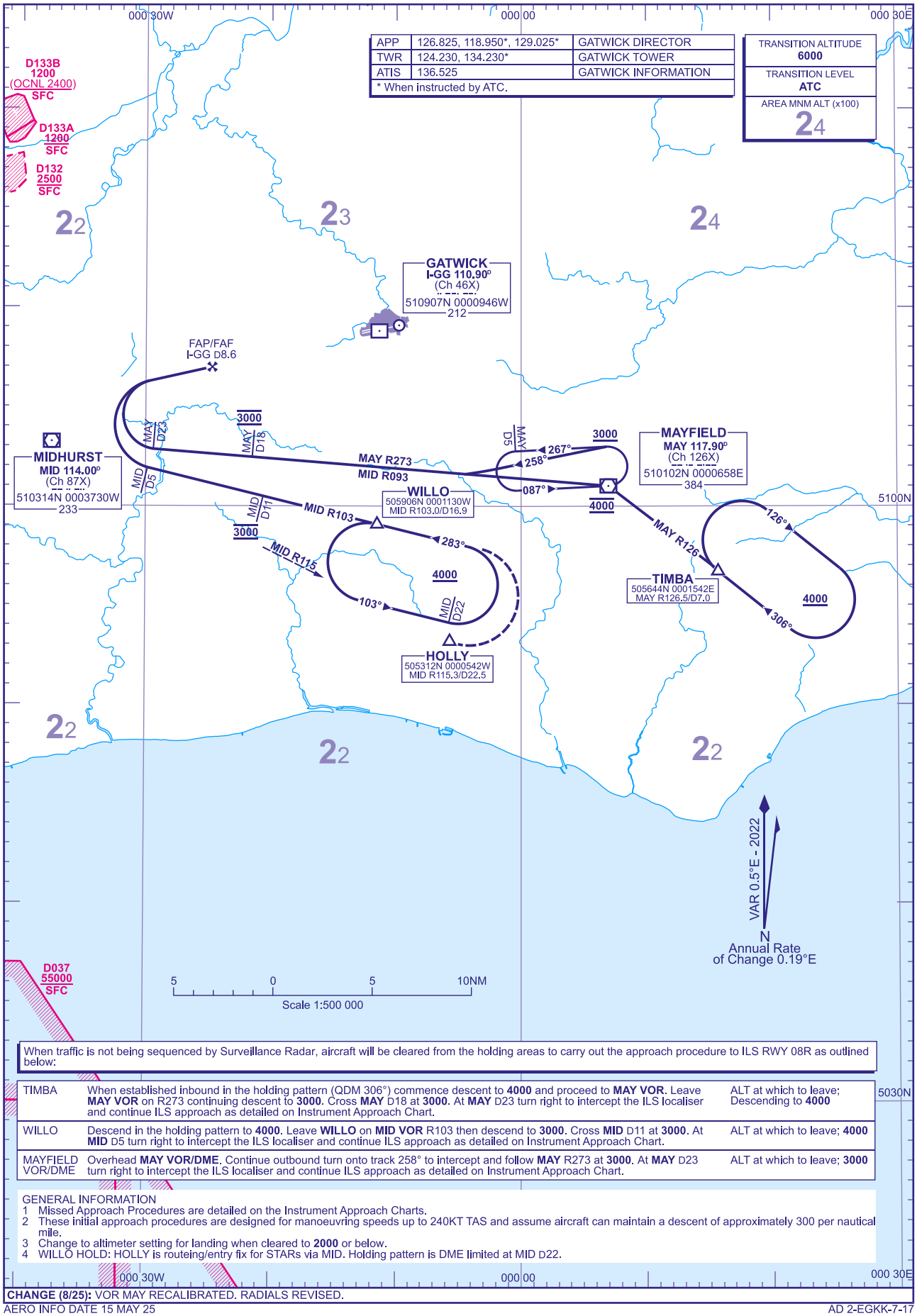
*up to and including FL140 std speed FL150

**CHANGE (1/24):** SPECIFICATION CHANGE.
AERO INFO DATE 07 NOV 23

# INITIAL APPROACH PROCEDURES
# ILS RWY 08R Without Radar Control

DISTANCES IN NAUTICAL MILES
BEARINGS, TRACKS AND RADIALS ARE MAGNETIC
ALTITUDES AND ELEVATIONS IN FEET

## LONDON GATWICK




When traffic is not being sequenced by Surveillance Radar, aircraft will be cleared from the holding areas to carry out the approach procedure to ILS RWY 08R as outlined below:

| | | |
|---|---|---|
| TIMBA | When established inbound in the holding pattern (QDM 306°) commence descent to **4000** and proceed to **MAY VOR**. Leave **MAY VOR** on R273 continuing descent to **3000**. Cross **MAY** D18 at **3000**. At **MAY** D23 turn right to intercept the ILS localiser and continue ILS approach as detailed on Instrument Approach Chart. | ALT at which to leave; Descending to **4000** |
| WILLO | Descend in the holding pattern to **4000**. Leave **WILLO** on **MID VOR** R103 then descend to **3000**. Cross **MID** D11 at **3000**. At **MID** D5 turn right to intercept the ILS localiser and continue ILS approach as detailed on Instrument Approach Chart. | ALT at which to leave; **4000** |
| MAYFIELD VOR/DME | Overhead **MAY VOR/DME**. Continue outbound turn onto track 258° to intercept and follow **MAY** R273 at **3000**. At **MAY** D23 turn right to intercept the ILS localiser and continue ILS approach as detailed on Instrument Approach Chart. | ALT at which to leave; **3000** |

GENERAL INFORMATION
1 Missed Approach Procedures are detailed on the Instrument Approach Charts.
2 These initial approach procedures are designed for manoeuvring speeds up to 240KT TAS and assume aircraft can maintain a descent of approximately 300 per nautical mile.
3 Change to altimeter setting for landing when cleared to **2000** or below.
4 WILLO HOLD: HOLLY is routeing/entry fix for STARs via MID. Holding pattern is DME limited at MID D22.

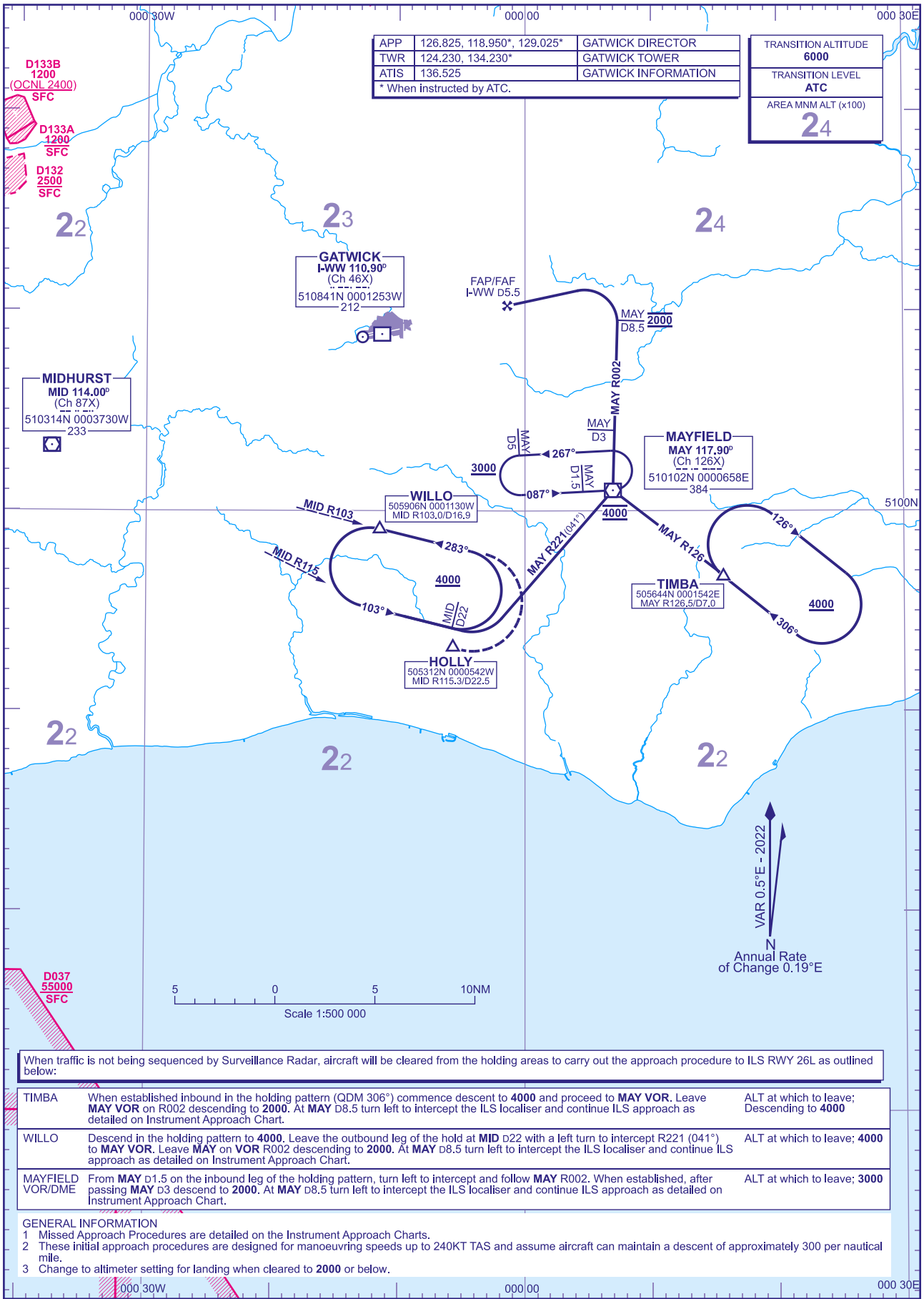
**CHANGE (8/25):** VOR MAY RECALIBRATED. RADIALS REVISED.

AERO INFO DATE 15 MAY 25

# INITIAL APPROACH PROCEDURES
# ILS RWY 26L Without Radar Control

DISTANCES IN NAUTICAL MILES
BEARINGS, TRACKS AND RADIALS ARE MAGNETIC
ALTITUDES AND ELEVATIONS IN FEET

## LONDON GATWICK




When traffic is not being sequenced by Surveillance Radar, aircraft will be cleared from the holding areas to carry out the approach procedure to ILS RWY 26L as outlined below:

| | | |
|---|---|---|
| TIMBA | When established inbound in the holding pattern (QDM 306°) commence descent to **4000** and proceed to **MAY VOR**. Leave **MAY VOR** on R002 descending to **2000**. At **MAY** D8.5 turn left to intercept the ILS localiser and continue ILS approach as detailed on Instrument Approach Chart. | ALT at which to leave; Descending to **4000** |
| WILLO | Descend in the holding pattern to **4000**. Leave the outbound leg of the hold at **MID** D22 with a left turn to intercept R221 (041°) to **MAY VOR**. Leave **MAY** on **VOR** R002 descending to **2000**. At **MAY** D8.5 turn left to intercept the ILS localiser and continue ILS approach as detailed on Instrument Approach Chart. | ALT at which to leave; **4000** |
| MAYFIELD VOR/DME | From **MAY** D1.5 on the inbound leg of the holding pattern, turn left to intercept and follow **MAY** R002. When established, after passing **MAY** D3 descend to **2000**. At **MAY** D8.5 turn left to intercept the ILS localiser and continue ILS approach as detailed on Instrument Approach Chart. | ALT at which to leave; **3000** |

GENERAL INFORMATION
1 Missed Approach Procedures are detailed on the Instrument Approach Charts.
2 These initial approach procedures are designed for manoeuvring speeds up to 240KT TAS and assume aircraft can maintain a descent of approximately 300 per nautical mile.
3 Change to altimeter setting for landing when cleared to **2000** or below.

**CHANGE (8/25):** VOR MAY RECALIBRATED. RADIALS REVISED.

AERO INFO DATE 13 MAY 25

AD 2-EGKK-7-18

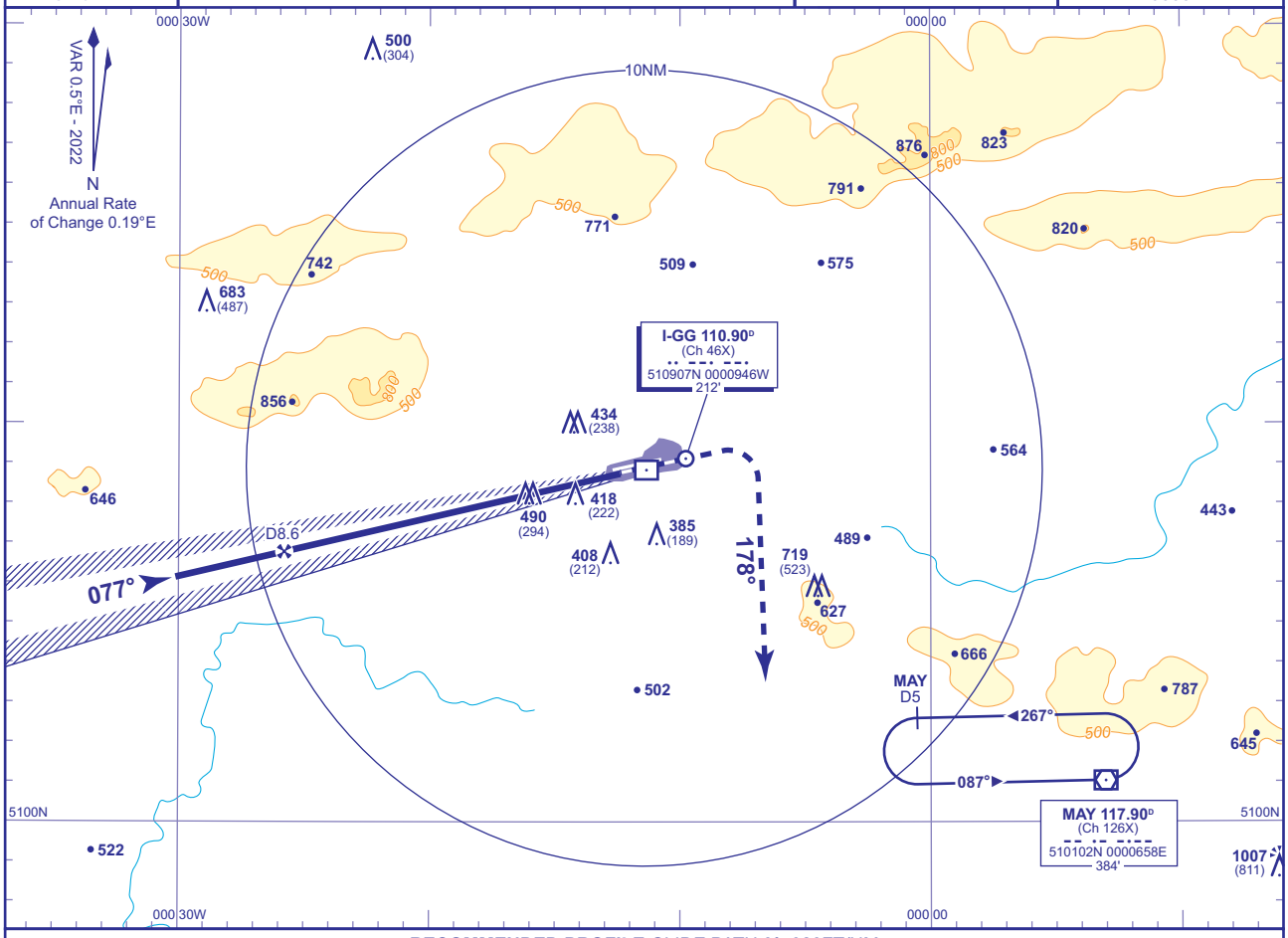
# INSTRUMENT APPROACH CHART - ICAO

# LONDON GATWICK
## ILS/DME
## RWY 08R
(ACFT CAT A,B,C,D)




| | | | | | |
|---|---|---|---|---|---|
| APP | 126.825, 118.950, 129.025 | GATWICK DIRECTOR | AD ELEVATION | 203 |
| TWR | 124.230, 134.230, 121.500* | GATWICK TOWER (*Emergency) | THR ELEVATION | 196 |
| | 121.805 | GATWICK GROUND | OBSTACLE ELEVATION 1007 AMSL (811) (ABOVE THR) | |
| ATIS | 136.525 | GATWICK INFORMATION | BEARINGS ARE MAGNETIC | |

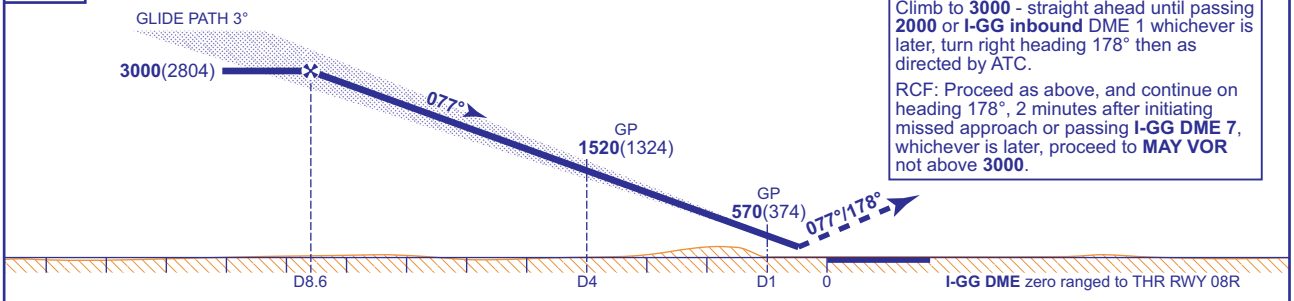
TRANSITION ALTITUDE 6000




**RECOMMENDED PROFILE** GLIDE PATH 3°, 320FT/NM

| DME I-GG | 8 | 7 | 6 | 5 | 4 | 3 | 2 |
|---|---|---|---|---|---|---|---|
| ALT(HGT) | **2800**(2604) | **2480**(2284) | **2160**(1964) | **1840**(1644) | **1520**(1324) | **1200**(1004) | **880**(684) |

**RDH 51**




Climb to **3000** - straight ahead until passing **2000** or **I-GG inbound** DME 1 whichever is later, turn right heading 178° then as directed by ATC.

RCF: Proceed as above, and continue on heading 178°, 2 minutes after initiating missed approach or passing **I-GG DME 7**, whichever is later, proceed to **MAY VOR** not above **3000**.

| Aircraft Category | | A | B | C | D |
|---|---|---|---|---|---|
| OCA (OCH) | CAT I | **338**(142) | **349**(153) | **364**(168) | **384**(188) |
| | CAT II | **245**(49) | **255**(59) | **268**(72) | **284**(88) |
| VM(C)OCA (OCH AAL) | Total Area | **800**(597) | **800**(597) | **1020**(817) | **1120**(917) |

| Rate of descent | G/S KT | 160 | 140 | 120 | 100 | 80 |
|---|---|---|---|---|---|---|
| | FT/MIN | 850 | 740 | 640 | 530 | 420 |

**FOR AIRCRAFT UNABLE TO RECEIVE DME I-GG :**
Equivalent radar ranges will be provided to the aircraft when established on the localiser, approaching the nominal Final Approach Point and 4NM points.

**NOTE 1** For arrival and initial approach procedures see AD 2-EGKK-7-17.

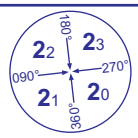
**CHANGE (5/25):** VM(C)OCA(OCH AAL) CAT C. OCA(OCH) CAT I CAT A/B/C/D CAT II CAT A/D.

AERO INFO DATE 24 FEB 25

AD 2-EGKK-8-1

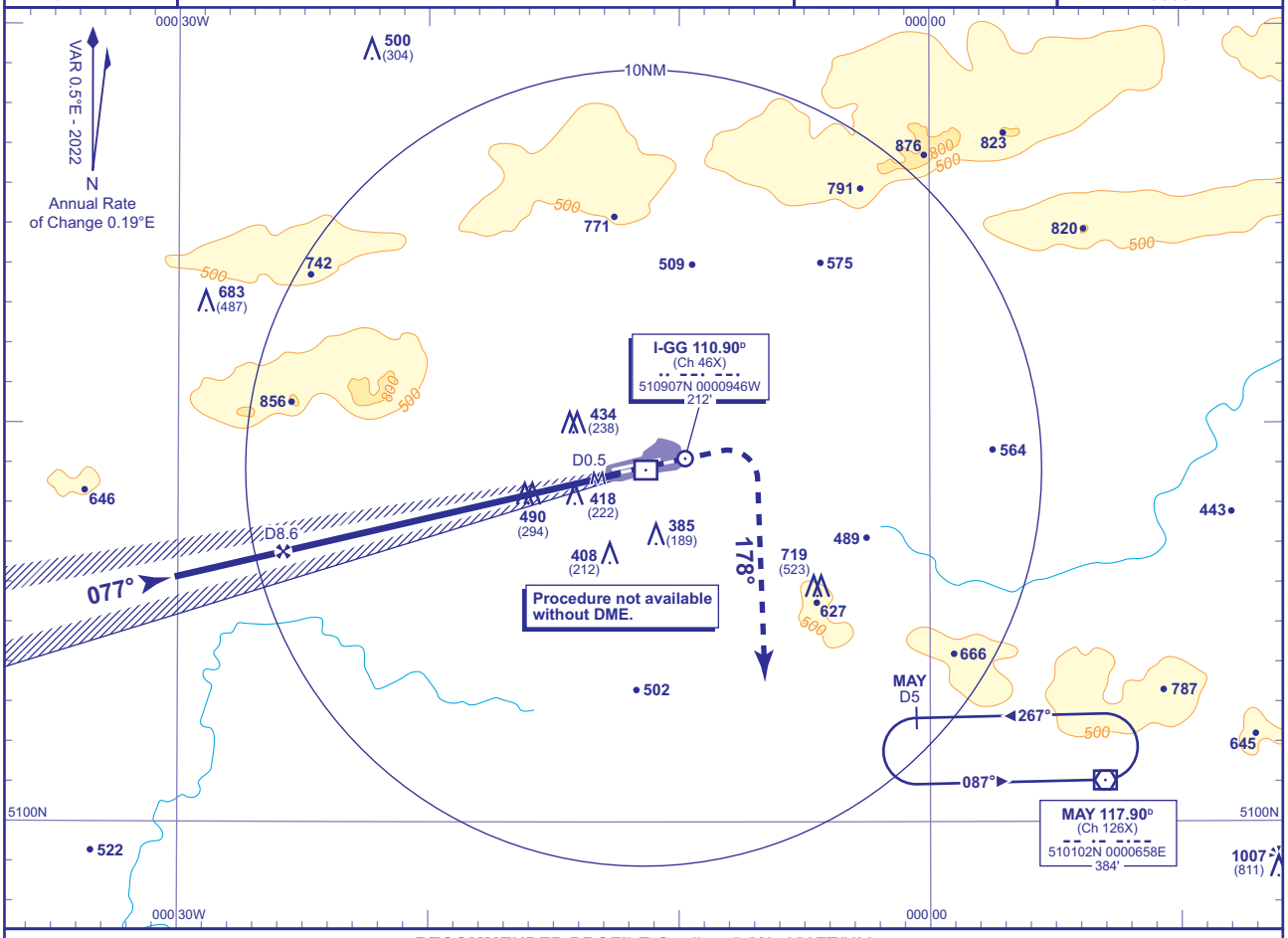
## INSTRUMENT APPROACH CHART - ICAO

# LONDON GATWICK
# LOC/DME
# RWY 08R
(ACFT CAT A,B,C,D)



MSA 25NM ARP

| | | | | | |
|---|---|---|---|---|---|
| APP | 126.825, 118.950, 129.025 | GATWICK DIRECTOR | AD ELEVATION | **203** | TRANSITION ALTITUDE **6000** |
| TWR | 124.230, 134.230, 121.500* | GATWICK TOWER (*Emergency) | THR ELEVATION | **196** | |
| | 121.805 | GATWICK GROUND | OBSTACLE ELEVATION **1007 AMSL** (811) (ABOVE THR) | | |
| ATIS | 136.525 | GATWICK INFORMATION | BEARINGS ARE MAGNETIC | | |



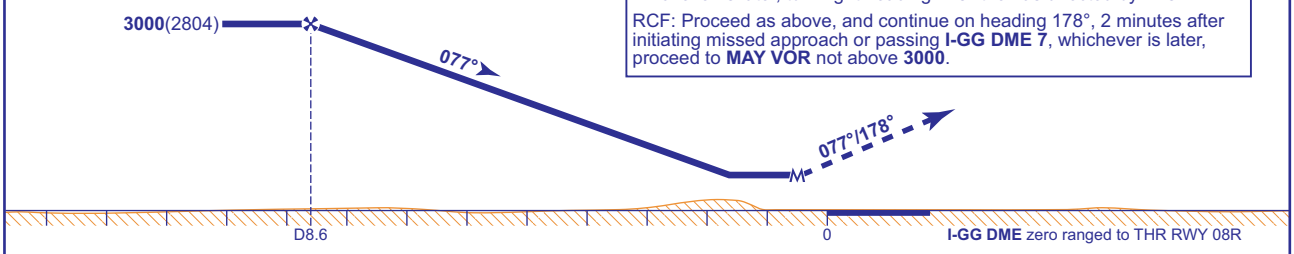

**RECOMMENDED PROFILE** Gradient 5.2%, 320FT/NM

| **DME I-GG** | 8 | 7 | 6 | 5 | 4 | 3 | 2 |
|---|---|---|---|---|---|---|---|
| **ALT**(HGT) | **2800**(2604) | **2480**(2284) | **2160**(1964) | **1840**(1644) | **1520**(1324) | **1200**(1004) | **880**(684) |

**MAPt I-GG DME 0.5**

Climb to **3000** - straight ahead until passing **2000** or **I-GG inbound** DME 1 whichever is later, turn right heading 178° then as directed by ATC.

RCF: Proceed as above, and continue on heading 178°, 2 minutes after initiating missed approach or passing **I-GG DME 7**, whichever is later, proceed to **MAY VOR** not above **3000**.




| **Aircraft Category** | | **A** | **B** | **C** | **D** |
|---|---|---|---|---|---|
| **OCA** (OCH) | **Procedure** | **740**(544) | **740**(544) | **740**(544) | **740**(544) |
| **VM(C)OCA** (OCH AAL) | **Total Area** | **800**(597) | **800**(597) | **1020**(817) | **1120**(917) |

| **Rate of descent** | **G/S KT** | 160 | 140 | 120 | 100 | 80 |
|---|---|---|---|---|---|---|
| | **FT/MIN** | 850 | 740 | 640 | 530 | 420 |

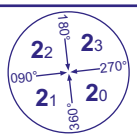
**NOTE 1** For arrival and initial approach procedures see AD 2-EGKK-7-17.

**CHANGE (5/25):** VM(C)OCA(OCH AAL) CAT C.

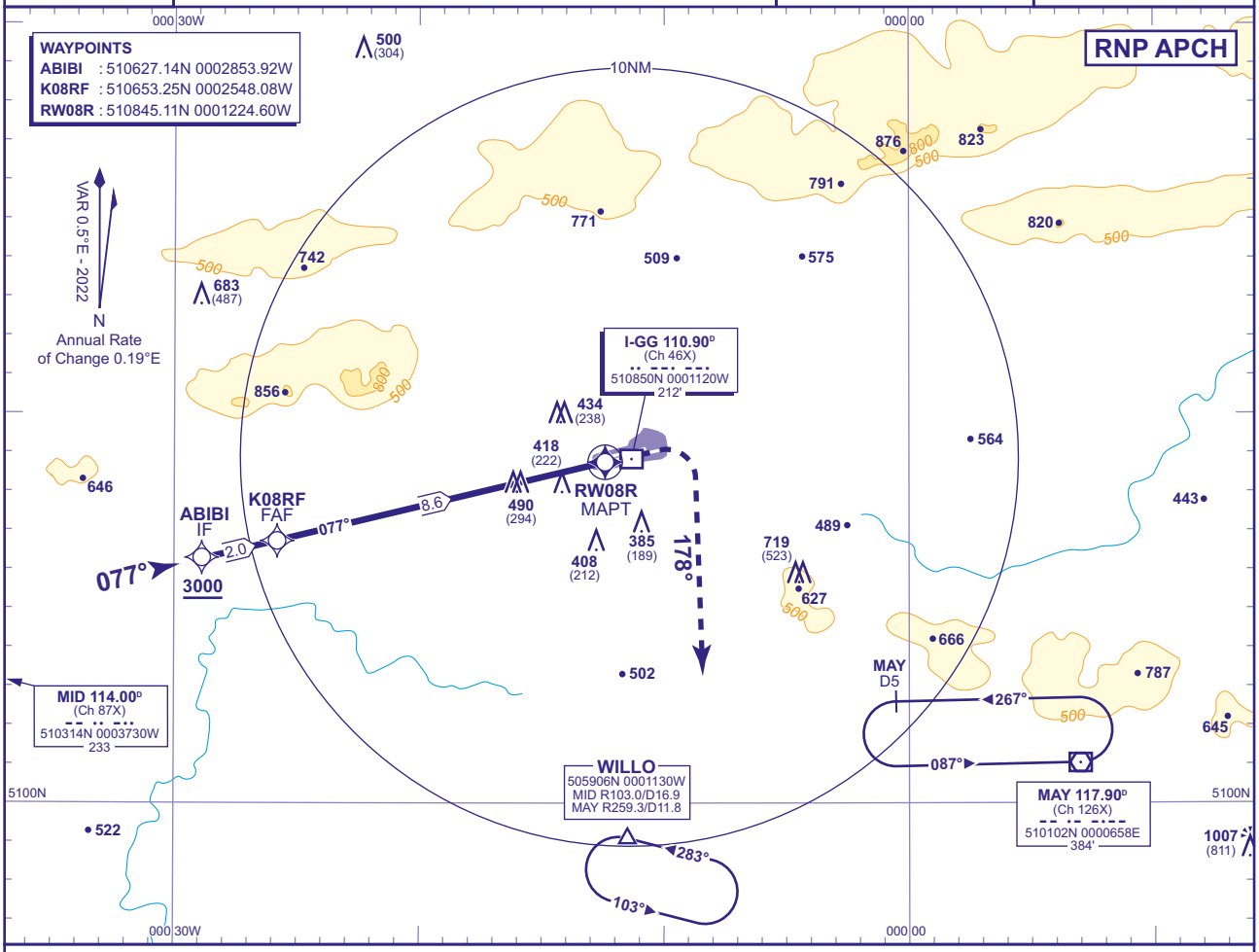
AERO INFO DATE 24 FEB 25 AD 2-EGKK-8-2

# INSTRUMENT APPROACH CHART - ICAO

## LONDON GATWICK
## RNP
## RWY 08R
(ACFT CAT A,B,C,D)



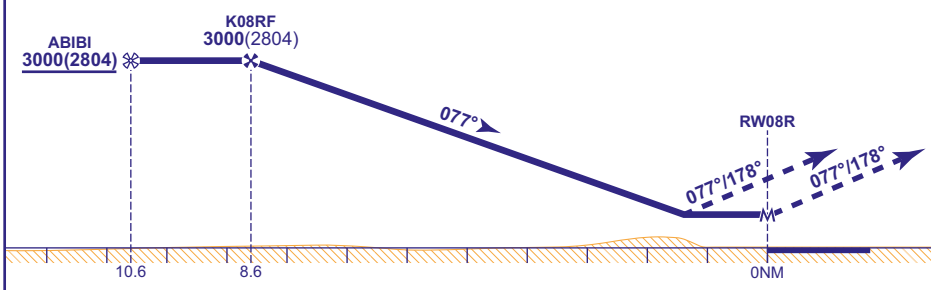

| | | | | | |
|---|---|---|---|---|---|
| APP | 126.825, 118.950, 129.025 | GATWICK DIRECTOR | AD ELEVATION | 203 | MIN TEMP -10°C |
| TWR | 124.230, 134.230, 121.500* | GATWICK TOWER (*Emergency) | THR ELEVATION | 196 | TRANSITION ALTITUDE 6000 |
| | 121.805 | GATWICK GROUND | OBSTACLE ELEVATION 1007 AMSL (811) (ABOVE THR) | | |
| ATIS | 136.525 | GATWICK INFORMATION | BEARINGS ARE MAGNETIC | | |




**RECOMMENDED PROFILE** VNAV - VERTICAL PATH ANGLE 3.0° (LNAV 5.24%), 318FT/NM

| NM to RW08R | 8 | 7 | 6 | 5 | 4 | 3 | 2 |
|---|---|---|---|---|---|---|---|
| ALT(HGT) | **2800**(2604) | **2480**(2284) | **2160**(1964) | **1840**(1644) | **1520**(1324) | **1200**(1004) | **880**(684) |

**TCH 53**




**MAPt (LNAV): RW08R**

Climb to **3000** - straight ahead until passing **2000** or **1NM** inbound **RW08R** whichever is later, turn right heading 178° then as directed by ATC.

RCF: Proceed as above, and continue on heading 178°, 2 minutes after initiating missed approach or passing **I-GG DME 7**, whichever is later, proceed to **MAY VOR** not above **3000**.

| Aircraft Category | | A | B | C | D |
|---|---|---|---|---|---|
| OCA (OCH) | LNAV/VNAV | **700**(504) | **700**(504) | **700**(504) | **700**(504) |
| | LNAV | **740**(544) | **740**(544) | **740**(544) | **740**(544) |
| VM(C)OCA (OCH AAL) | Total Area | **800**(597) | **800**(597) | **1020**(817) | **1120**(917) |

| Rate of descent | G/S KT | 160 | 140 | 120 | 100 | 80 |
|---|---|---|---|---|---|---|
| | FT/MIN | 850 | 740 | 640 | 530 | 420 |

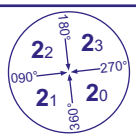
**NOTE**
1 Pilots should 'Request RNP Approach' on first contact with Gatwick Director.
2 Aircraft will be radar vectored to ABIBI.
3 In the event of radio communications failure, follow conventional arrival procedures to establish on final approach course.
4 See AD 2-EGKK-8-9 for data coding tables.
5 An early initiation of the missed approach may require pilot intervention with the RNP system in order to comply with the 1NM inbound turn initiation point.
6 The missed approach reverts to conventional navigation after passing **2000**.

**CHANGE (8/25):** MID/MAY VOR RECALIBRATED. WILLO HOLD REVISED.

AERO INFO DATE 23 MAY 25

# INSTRUMENT APPROACH CHART - ICAO

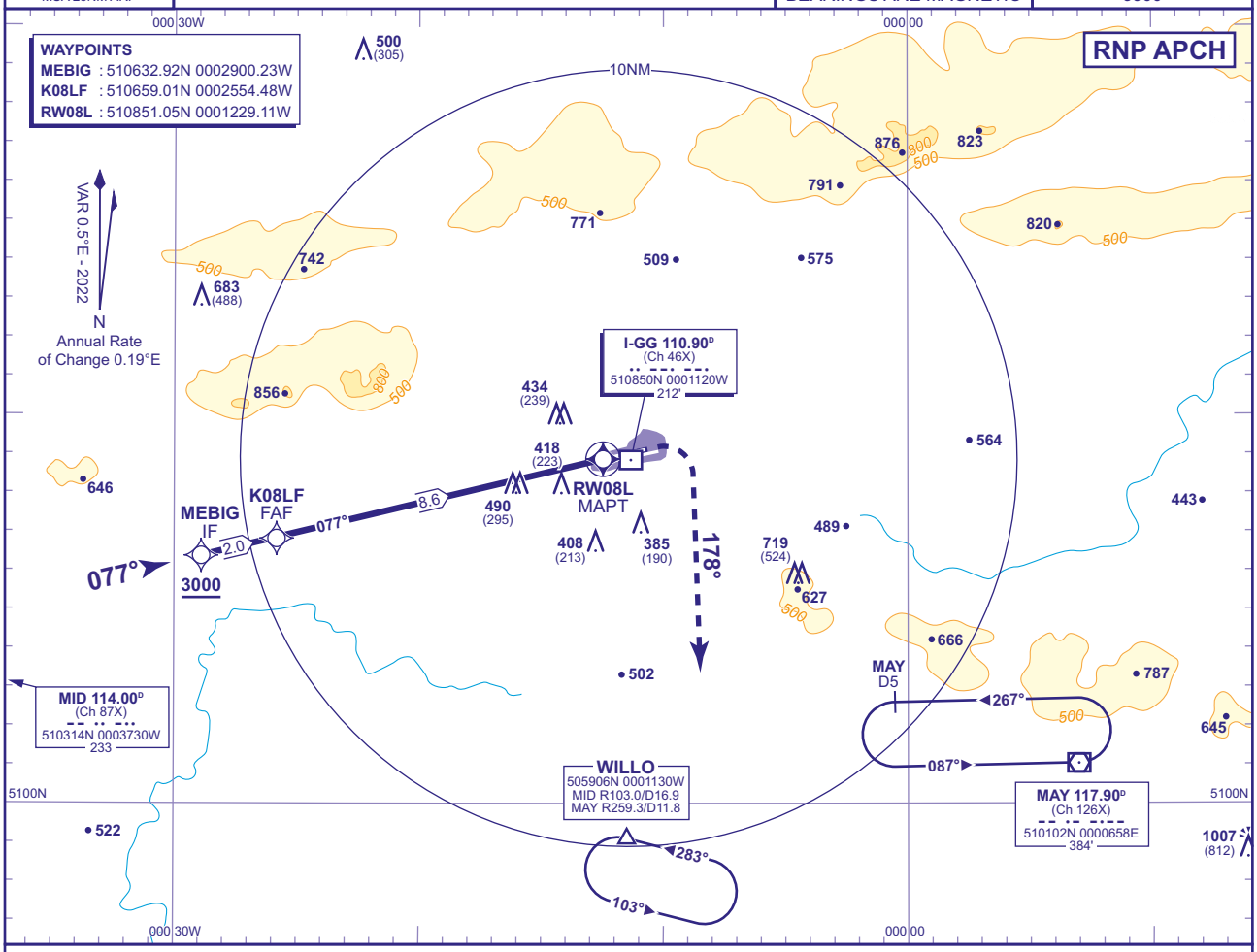
## LONDON GATWICK
## RNP
## RWY 08L
(ACFT CAT A,B,C,D)



MSA 25NM ARP

| | | | |
|---|---|---|---|
| APP | 126.825, 118.950, 129.025 | GATWICK DIRECTOR | AD ELEVATION 203 |
| TWR | 124.230, 134.230, 121.500* | GATWICK TOWER (*Emergency) | THR ELEVATION 195 |
| | 121.805 | GATWICK GROUND | OBSTACLE ELEVATION 1007 AMSL (812) (ABOVE THR) |
| ATIS | 136.525 | GATWICK INFORMATION | BEARINGS ARE MAGNETIC |

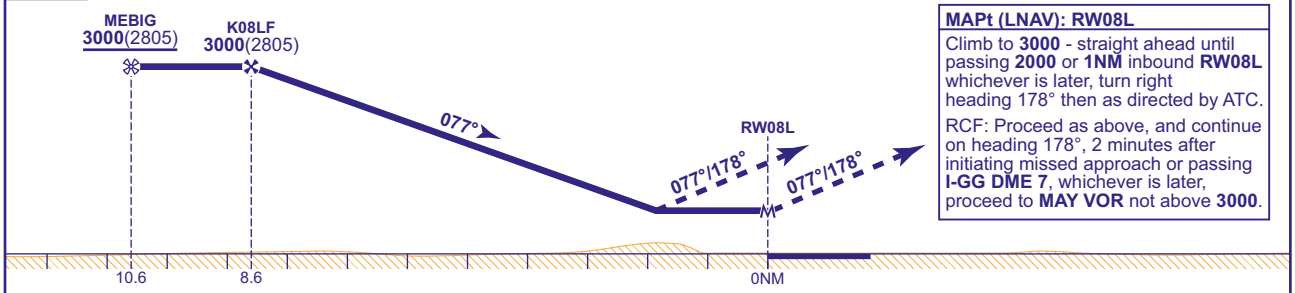
MIN TEMP **-10°C**
TRANSITION ALTITUDE **6000**




**RECOMMENDED PROFILE** VNAV - VERTICAL PATH ANGLE 3.0° (LNAV 5.24%), 318FT/NM

| NM to RW08L | 8 | 7 | 6 | 5 | 4 | 3 | 2 |
|---|---|---|---|---|---|---|---|
| ALT(HGT) | **2790**(2595) | **2470**(2275) | **2160**(1965) | **1840**(1645) | **1520**(1325) | **1200**(1005) | **880**(685) |

**TCH 50**




**MAPt (LNAV): RW08L**
Climb to **3000** - straight ahead until passing **2000** or **1NM** inbound **RW08L** whichever is later, turn right heading 178° then as directed by ATC.
RCF: Proceed as above, and continue on heading 178°, 2 minutes after initiating missed approach or passing **I-GG DME 7**, whichever is later, proceed to **MAY VOR** not above **3000**.

| Aircraft Category | | A | B | C | D |
|---|---|---|---|---|---|
| OCA (OCH) | LNAV/VNAV | **850**(655) | **850**(655) | **850**(655) | **900**(705) |
| | LNAV | **850**(655) | **850**(655) | **850**(655) | **900**(705) |
| VM(C)OCA (OCH AAL) | Total Area | **800**(597) | **800**(597) | **1020**(817) | **1120**(917) |

| Rate of descent | G/S KT | 160 | 140 | 120 | 100 | 80 |
|---|---|---|---|---|---|---|
| | FT/MIN | 850 | 740 | 640 | 530 | 420 |

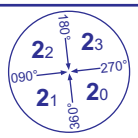
**NOTE 1** Pilots should 'Request RNP Approach' on first contact with Gatwick Director.
**2** Aircraft will be radar vectored to MEBIG.
**3** In the event of radio communications failure, follow conventional arrival procedures to establish on final approach course.
**4** See AD 2-EGKK-8-9 for data coding tables.
**5** An early initiation of the missed approach may require pilot intervention with the RNP system in order to comply with the 1NM inbound turn initiation point.
**6** The missed approach reverts to conventional navigation after passing **2000**.

**CHANGE (8/25):** MID/MAY VOR RECALIBRATED. WILLO HOLD REVISED.

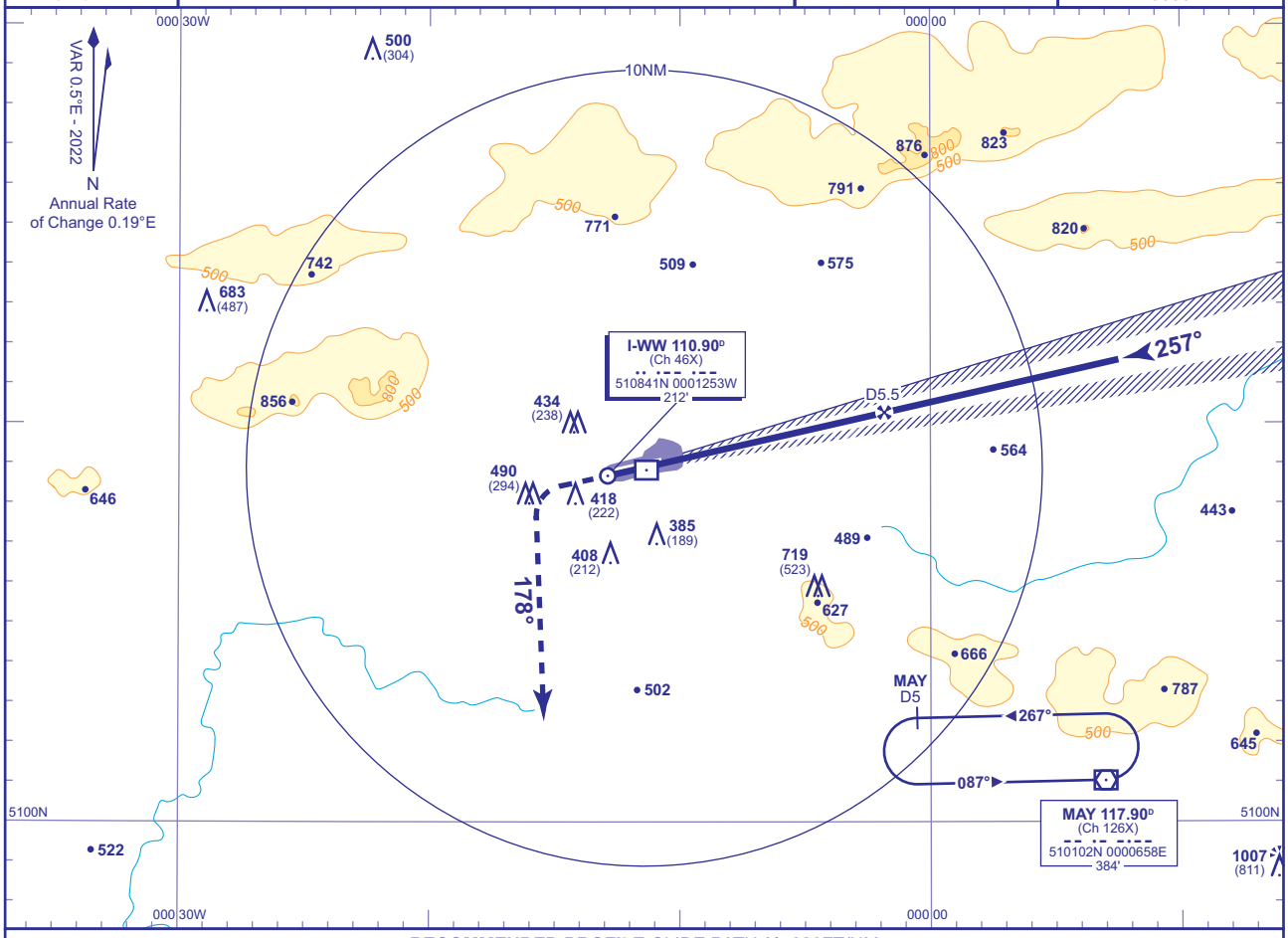
AERO INFO DATE 23 MAY 25 AD 2-EGKK-8-4

# INSTRUMENT APPROACH CHART - ICAO

# LONDON GATWICK
## ILS/DME
## RWY 26L
(ACFT CAT A,B,C,D)




| | | | | | |
|---|---|---|---|---|---|
| APP | 126.825, 118.950, 129.025 | GATWICK DIRECTOR | AD ELEVATION | **203** | TRANSITION ALTITUDE **6000** |
| TWR | 124.230, 134.230, 121.500* | GATWICK TOWER (*Emergency) | THR ELEVATION | **196** | |
| | 121.805 | GATWICK GROUND | OBSTACLE ELEVATION **1007 AMSL** (811) (ABOVE THR) | | |
| ATIS | 136.525 | GATWICK INFORMATION | BEARINGS ARE MAGNETIC | | |



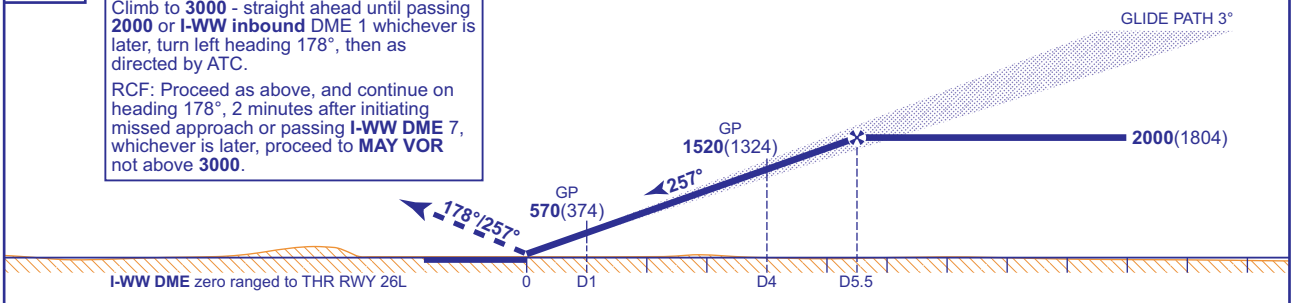

**RECOMMENDED PROFILE** GLIDE PATH 3°, 320FT/NM

| | | | | |
|---|---|---|---|---|
| **DME I-WW** | 5 | 4 | 3 | 2 |
| **ALT**(HGT) | **1840**(1644) | **1520**(1324) | **1200**(1004) | **880**(684) |

**RDH 52**

Climb to **3000** - straight ahead until passing **2000** or **I-WW inbound** DME 1 whichever is later, turn left heading 178°, then as directed by ATC.

RCF: Proceed as above, and continue on heading 178°, 2 minutes after initiating missed approach or passing **I-WW DME** 7, whichever is later, proceed to **MAY VOR** not above **3000**.




| Aircraft Category | | A | B | C | D |
|---|---|---|---|---|---|
| **OCA** (OCH) | **CAT I** | **348**(152) | **358**(162) | **374**(178) | **393**(197) |
| | **CAT II** | **269**(73) | **272**(76) | **279**(83) | **295**(99) |
| **VM(C)OCA** (OCH AAL) | **Total Area** | **800**(597) | **800**(597) | **1020**(817) | **1120**(917) |

| Rate of descent | | | | | | |
|---|---|---|---|---|---|---|
| **G/S KT** | 160 | 140 | 120 | 100 | 80 |
| **FT/MIN** | 850 | 740 | 640 | 530 | 420 |

**FOR AIRCRAFT UNABLE TO RECEIVE DME I-WW :**
Equivalent radar ranges will be provided to the aircraft when established on the localiser, approaching the nominal Final Approach Point and 4NM points.

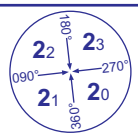
**NOTE 1** For arrival and initial approach procedures see AD 2-EGKK-7-18.

**CHANGE (5/25):** VM(C)OCA(OCH AAL) CAT C. OCA(OCH).

AERO INFO DATE 24 FEB 25

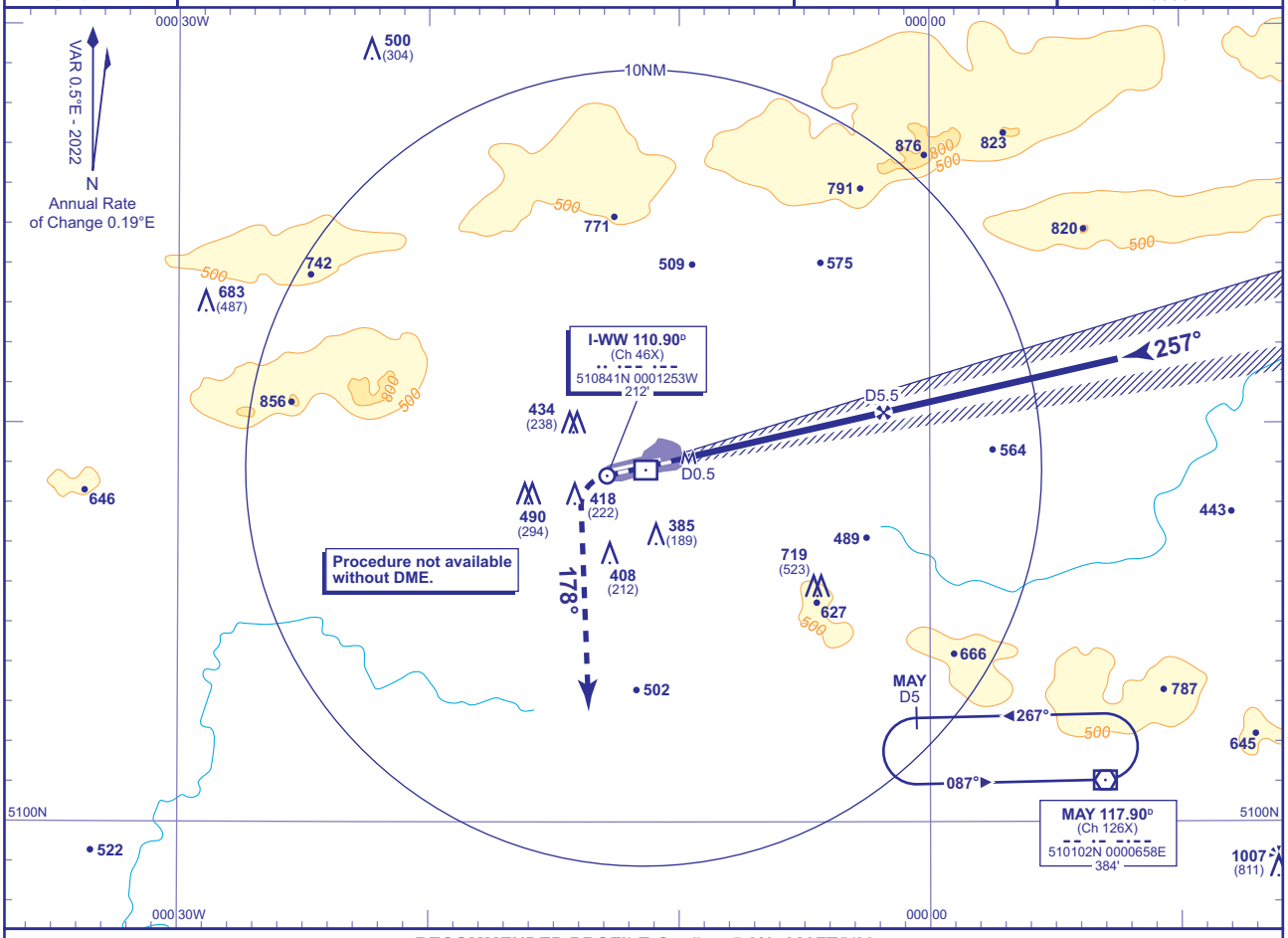
## INSTRUMENT APPROACH CHART - ICAO

# LONDON GATWICK
# LOC/DME
# RWY 26L
(ACFT CAT A,B,C,D)



MSA 25NM ARP

| | | | | | |
|---|---|---|---|---|---|
| APP | 126.825, 118.950, 129.025 | GATWICK DIRECTOR | AD ELEVATION | **203** | TRANSITION ALTITUDE **6000** |
| TWR | 124.230, 134.230, 121.500* | GATWICK TOWER (*Emergency) | THR ELEVATION | **196** | |
| | 121.805 | GATWICK GROUND | OBSTACLE ELEVATION **1007 AMSL** (811) (ABOVE THR) | | |
| ATIS | 136.525 | GATWICK INFORMATION | BEARINGS ARE MAGNETIC | | |



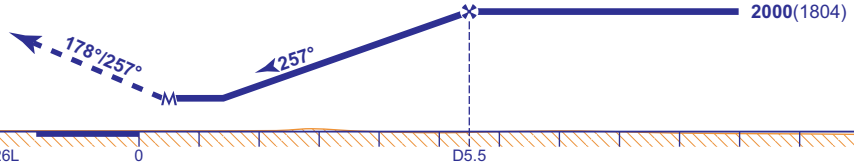

**RECOMMENDED PROFILE** Gradient 5.2%, 320FT/NM

| **DME I-WW** | 5 | 4 | 3 | 2 |
|---|---|---|---|---|
| **ALT**(HGT) | **1840**(1644) | **1520**(1324) | **1200**(1004) | **880**(684) |

**MAPt I-WW DME 0.5**

Climb to **3000** - straight ahead until passing **2000** or **I-WW inbound** DME 1 whichever is later, turn left heading 178°, then as directed by ATC.

RCF: Proceed as above, and continue on heading 178°, 2 minutes after initiating missed approach or passing **I-WW DME** 7, whichever is later, proceed to **MAY VOR** not above **3000**.




| Aircraft Category | | A | B | C | D |
|---|---|---|---|---|---|
| **OCA** (OCH) | **Procedure** | **610**(414) | **610**(414) | **610**(414) | **610**(414) |
| **VM(C)OCA** (OCH AAL) | **Total Area** | **800**(597) | **800**(597) | **1020**(817) | **1120**(917) |

| **Rate of descent** | | | | | | |
|---|---|---|---|---|---|---|
| **G/S KT** | 160 | 140 | 120 | 100 | 80 |
| **FT/MIN** | 850 | 740 | 640 | 530 | 420 |

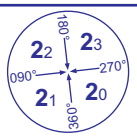
**NOTE 1** For arrival and initial approach procedures see AD 2-EGKK-7-18.

**CHANGE (5/25):** VM(C)OCA(OCH AAL) CAT C. OCA(OCH).

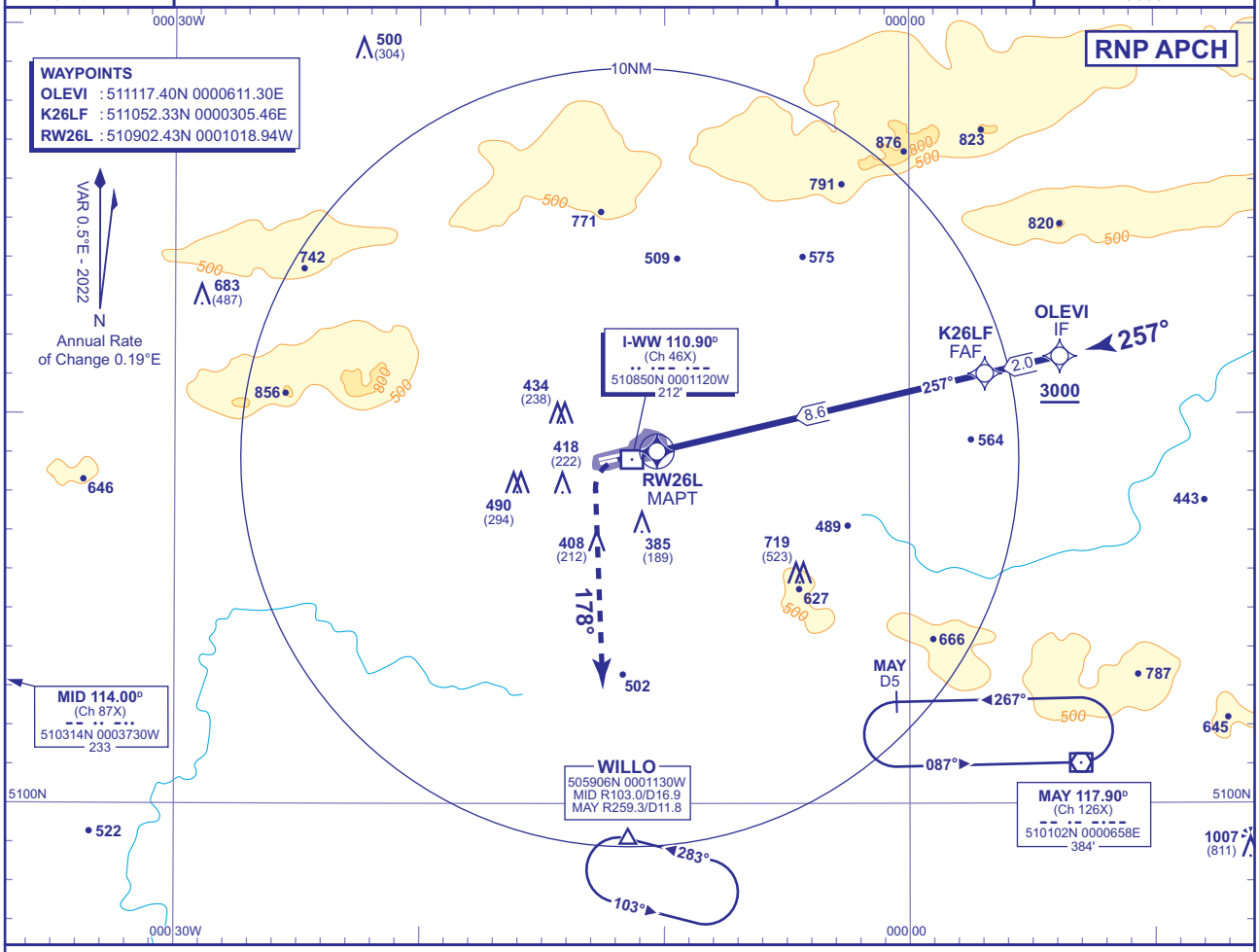
AERO INFO DATE 24 FEB 25 AD 2-EGKK-8-6

# INSTRUMENT APPROACH CHART - ICAO

## LONDON GATWICK
## RNP
## RWY 26L
(ACFT CAT A,B,C,D)




| | | | | | |
|---|---|---|---|---|---|
| APP | 126.825, 118.950, 129.025 | GATWICK DIRECTOR | AD ELEVATION | 203 | MIN TEMP -10°C |
| TWR | 124.230, 134.230, 121.500* | GATWICK TOWER (*Emergency) | THR ELEVATION | 196 | TRANSITION ALTITUDE 6000 |
| | 121.805 | GATWICK GROUND | OBSTACLE ELEVATION 1007 AMSL (811) (ABOVE THR) | | |
| ATIS | 136.525 | GATWICK INFORMATION | BEARINGS ARE MAGNETIC | | |




**RECOMMENDED PROFILE** VNAV - VERTICAL PATH ANGLE 3.0° (LNAV 5.24%), 318FT/NM.

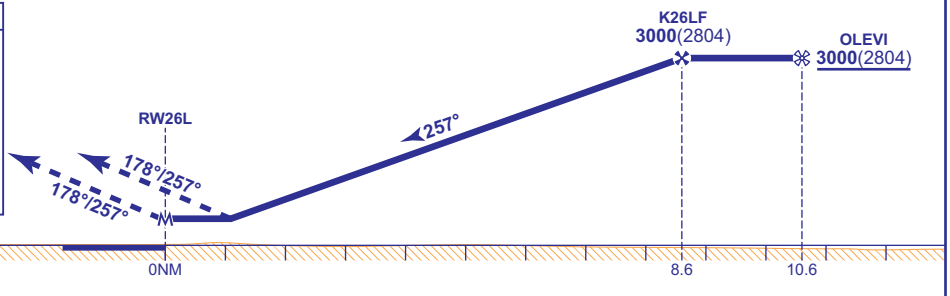
| NM to RW26L | 8 | 7 | 6 | 5 | 4 | 3 | 2 |
|---|---|---|---|---|---|---|---|
| ALT(HGT) | **2790**(2594) | **2480**(2284) | **2160**(1964) | **1840**(1644) | **1520**(1324) | **1200**(1004) | **880**(684) |

**TCH 53**

**MAPt (LNAV): RW26L**

Climb to **3000** - straight ahead until passing **2000** or **1NM** inbound **RW26L** whichever is later, turn left heading 178°, then as directed by ATC.

RCF: Proceed as above, and continue on heading 178°, 2 minutes after initiating missed approach or passing **I-WW DME** 7, whichever is later, proceed to **MAY VOR** not above **3000**.




| Aircraft Category | | A | B | C | D |
|---|---|---|---|---|---|
| OCA (OCH) | LNAV/VNAV | **580**(384) | **580**(384) | **580**(384) | **580**(384) |
| | LNAV | **610**(414) | **610**(414) | **610**(414) | **610**(414) |
| VM(C)OCA (OCH AAL) | Total Area | **800**(597) | **800**(597) | **1020**(817) | **1120**(917) |

| Rate of descent | G/S KT | 160 | 140 | 120 | 100 | 80 |
|---|---|---|---|---|---|---|
| | FT/MIN | 850 | 740 | 640 | 530 | 420 |

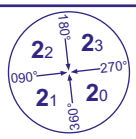
**NOTE 1** Pilots should 'Request RNP Approach' on first contact with Gatwick Director.
**2** Aircraft will be radar vectored to OLEVI.
**3** In the event of radio communications failure, follow conventional arrival procedures to establish on final approach course.
**4** See AD 2-EGKK-8-9 for data coding tables.
**5** An early initiation of the missed approach may require pilot intervention with the RNP system in order to comply with the 1NM inbound turn initiation point.
**6** The missed approach reverts to conventional navigation after passing **2000**.

**CHANGE (8/25):** MID/MAY VOR RECALIBRATED. WILLO HOLD REVISED.

AERO INFO DATE 23 MAY 25

# INSTRUMENT APPROACH CHART - ICAO

# LONDON GATWICK
## RNP
## RWY 26R
(ACFT CAT A,B,C,D)

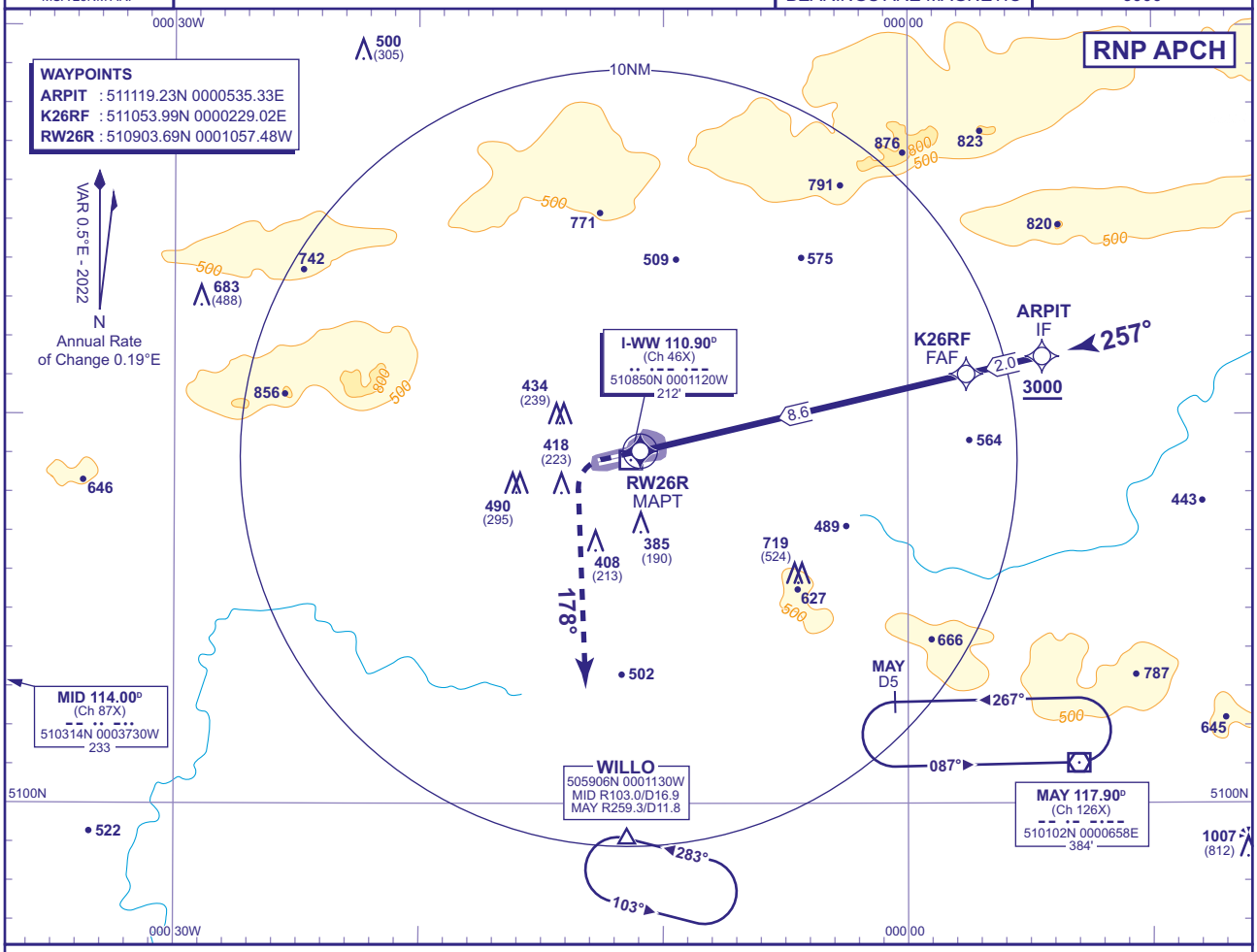


MSA 25NM ARP

| | | | |
|---|---|---|---|
| APP | 126.825, 118.950, 129.025 | GATWICK DIRECTOR | |
| TWR | 124.230, 134.230, 121.500* | GATWICK TOWER (*Emergency) | |
| | 121.805 | GATWICK GROUND | |
| ATIS | 136.525 | GATWICK INFORMATION | |

| | |
|---|---|
| AD ELEVATION | **203** |
| THR ELEVATION | **195** |
| OBSTACLE ELEVATION | **1007 AMSL** (812) (ABOVE THR) |
| BEARINGS ARE MAGNETIC | |

MIN TEMP **-10°C**
TRANSITION ALTITUDE **6000**




**RECOMMENDED PROFILE** VNAV - VERTICAL PATH ANGLE 3.0° (LNAV Gradient 5.24%), 318FT/NM

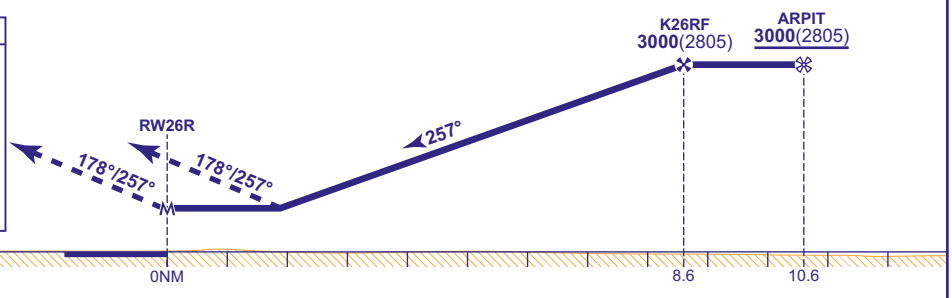
| **NM to RW26R** | 8 | 7 | 6 | 5 | 4 | 3 | 2 |
|---|---|---|---|---|---|---|---|
| **ALT**(HGT) | **2790**(2595) | **2470**(2275) | **2160**(1965) | **1840**(1645) | **1520**(1325) | **1200**(1005) | **880**(685) |

**TCH 50**

**MAPt (LNAV): RW26R**

Climb to **3000** - straight ahead until passing **2000** or **1NM** inbound **RW26R** whichever is later, turn left heading 178°, then as directed by ATC.

RCF: Proceed as above, and continue on heading 178°, 2 minutes after initiating missed approach or passing **I-WW DME** 7, whichever is later, proceed to **MAY VOR** not above **3000**.




| Aircraft Category | | A | B | C | D |
|---|---|---|---|---|---|
| **OCA** (OCH) | **LNAV/VNAV** | **850**(655) | **850**(655) | **850**(655) | **900**(705) |
| | **LNAV** | **850**(655) | **850**(655) | **850**(655) | **900**(705) |
| **VM(C)OCA** (OCH AAL) | **Total Area** | **800**(597) | **800**(597) | **1020**(817) | **1120**(917) |

| **Rate of descent** | **G/S KT** | 160 | 140 | 120 | 100 | 80 |
|---|---|---|---|---|---|---|
| | **FT/MIN** | 850 | 740 | 640 | 530 | 420 |

**NOTE 1** Pilots should 'Request RNP Approach' on first contact with Gatwick Director.
**2** Aircraft will be radar vectored to ARPIT.
**3** In the event of radio communications failure, follow conventional arrival procedures to establish on final approach course.
**4** See AD 2-EGKK-8-9 for data coding tables.
**5** An early initiation of the missed approach may require pilot intervention with the RNP system in order to comply with the 1NM inbound turn initiation point.
**6** The missed approach reverts to conventional navigation after passing **2000**.

**CHANGE (8/25):** MID/MAY VOR RECALIBRATED. WILLO HOLD REVISED.

AERO INFO DATE 23 MAY 25

# Instrument Approach Procedure Coding Tables

**London Gatwick RNP RWY 08R - Instrument Approach Procedure via ABIBI**

| Designator | Sequence Number | Path Term-inator | Waypoint Name | Fly-over | Course/ Track °M (°T) | Turn Direction | Level Constraint | Speed Constraint | Co-ordinates | Remarks and Distance to MAPt |
|---|---|---|---|---|---|---|---|---|---|---|
| R08R | 001 | IF | ABIBI | - | - | - | 3000 | - | 510627.14N 0002853.92W | IF /10.6NM |
| R08R | 002 | TF | K08RF | - | 077° (077.6°) | - | 3000 | - | 510653.25N 0002548.08W | FAF / 8.6NM |
| R08R | 003 | TF | RW08R | Y | 077° (077.6°) | - | - | - | 510845.11N 0001224.60W | MAPt |
| R08R | 004 | CA | - | - | 077° (077.6°) | - | 2000 | - | - | At 2000 revert to conventional navigation |

**London Gatwick RNP RWY 26L - Instrument Approach Procedure via OLEVI**

| Designator | Sequence Number | Path Term-inator | Waypoint Name | Fly-over | Course/ Track °M (°T) | Turn Direction | Level Constraint | Speed Constraint | Co-ordinates | Remarks and Distance to MAPt |
|---|---|---|---|---|---|---|---|---|---|---|
| R26L | 001 | IF | OLEVI | - | - | - | 3000 | - | 511117.40N 0000611.30E | IF /10.6NM |
| R26L | 002 | TF | K26LF | - | 257° (257.6°) | - | 3000 | - | 511052.33N 0000305.46E | FAF / 8.6NM |
| R26L | 003 | TF | RW26L | Y | 257° (257.6°) | - | - | - | 510902.43N 0001018.94W | MAPt |
| R26L | 004 | CA | - | - | 257° (257.6°) | - | 2000 | - | - | At 2000 revert to conventional navigation |

**London Gatwick RNP RWY 08L - Instrument Approach Procedure via MEBIG**

| Designator | Sequence Number | Path Term-inator | Waypoint Name | Fly-over | Course/ Track °M (°T) | Turn Direction | Level Constraint | Speed Constraint | Co-ordinates | Remarks and Distance to MAPt |
|---|---|---|---|---|---|---|---|---|---|---|
| R08L | 001 | IF | MEBIG | - | - | - | 3000 | - | 510632.92N 0002900.23W | IF /10.6NM |
| R08L | 002 | TF | K08LF | - | 077° (077.6°) | - | 3000 | - | 510659.01N 0002554.48W | FAF / 8.6NM |
| R08L | 003 | TF | RW08L | Y | 077° (077.6°) | - | - | - | 510851.05N 0001229.11W | MAPt |
| R08L | 004 | CA | - | - | 077° (077.6°) | - | 2000 | - | - | At 2000 revert to conventional navigation |

**London Gatwick RNP RWY 26R - Instrument Approach Procedure via ARPIT**

| Designator | Sequence Number | Path Term-inator | Waypoint Name | Fly-over | Course/ Track °M (°T) | Turn Direction | Level Constraint | Speed Constraint | Co-ordinates | Remarks and Distance to MAPt |
|---|---|---|---|---|---|---|---|---|---|---|
| R26R | 001 | IF | ARPIT | - | - | - | 3000 | - | 511119.23N 0000535.33E | IF /10.6NM |
| R26R | 002 | TF | K26RF | - | 257° (257.6°) | - | 3000 | - | 511053.99N 0000229.02E | FAF / 8.6NM |
| R26R | 003 | TF | RW26R | Y | 257° (257.6°) | - | - | - | 510903.69N 0001057.48W | MAPt |
| R26R | 004 | CA | - | - | 257° (257.6°) | - | 2000 | - | - | At 2000 revert to conventional navigation |

**CHANGE (7/23):** LEVEL CONSTRAINTS FOR IF WAYPOINTS CORRECTED.

AERO INFO DATE 19 APR 23

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# EGLL — LONDON HEATHROW

## EGLL AD 2.1 AERODROME LOCATION INDICATOR AND NAME

EGLL — LONDON HEATHROW

## EGLL AD 2.2 AERODROME GEOGRAPHICAL AND ADMINISTRATIVE DATA

| | | |
|---|---|---|
| 1 | ARP coordinates and site at AD | Lat: 512839N Long: 0002741W<br>Mid point of Runway 09L/27R |
| 2 | Direction and distance from city | 12 NM W of London. |
| 3 | Elevation / Reference temperature / Mean Low Temperature | 83 FT / 20 °C / - |
| 4 | Geoid undulation at AD ELEV PSN | 151 FT |
| 5 | Magnetic Variation / Annual Change | 0.41°E (2022) / 0.20°E |
| 6 | AD Administration<br>Address<br>Telephone<br><br>Telefax<br>Telex | HEATHROW AIRPORT LIMITED<br>The Compass Centre, Nelson Road, Heathrow Airport, Hounslow, TW2 2GW.<br>08700-000123 (HAL)<br>020-8750 2636 (NATS Ltd)<br>020-8745 4290 (HAL)<br>934892 (HAL) |
| 7 | Type of Traffic permitted (IFR/VFR) | IFR/VFR |
| 8 | Remarks | Telephone calls to NATS Ltd operational areas may be recorded.<br><br>Types of traffic permitted: IFR/VFR/SVFR. |

## EGLL AD 2.3 OPERATIONAL HOURS

| | | |
|---|---|---|
| 1 | AD Administration | H24 |
| 2 | Customs and immigration | H24 |
| 3 | Health and sanitation | |
| 4 | AIS Briefing Office | |
| 5 | ATS Reporting Office (ARO) | H24 |
| 6 | MET Briefing Office | |
| 7 | ATS | H24<br>See also AD 2.18. |
| 8 | Fuelling | H24<br>Refer to AD 2.20 item 1. |
| 9 | Handling | H24<br>Refer to AD 2.20 item 1. |
| 10 | Security | H24<br>Refer to AD 2.20 item 1. |
| 11 | De-icing | H24<br>Refer to AD 2.20 item 1. |
| 12 | Remarks | |

## EGLL AD 2.4 HANDLING SERVICES AND FACILITIES

| | | |
|---|---|---|
| 1 | Cargo handling facilities | Full. |
| 2 | Fuel and oil types | AVTUR JET A-1<br>Oils: Various by arrangement with fuel companies. |
| 3 | Fuelling facilities/capacity | Hydrant refuelling. Very limited bowser capacity. |
| 4 | De-icing facilities | By arrangement with handling agent. |
| 5 | Hangar space for visiting aircraft | By arrangement with BA or Virgin Atlantic. |
| 6 | Repair facilities for visiting aircraft | Maintenance and repair (by arrangement). |
| 7 | Remarks | |

## EGLL AD 2.5 PASSENGER FACILITIES

| | | |
|---|---|---|
| 1 | Hotels | Hotels in vicinity. |
| 2 | Restaurants | Restaurant, buffet and bar. |
| 3 | Transportation | Underground and Express to Central London, Buses, Coaches, taxis and car hire. |
| 4 | Medical facilities | Occupational Health Department. Tel: 020-8745 7211/7047/7048. |
| 5 | Bank and Post Office | Post Office Second Floor, Departures Building, Terminal 3. |
| 6 | Tourist Office | |
| 7 | Remarks | |

## EGLL AD 2.6 RESCUE AND FIRE FIGHTING SERVICES

| | | |
|---|---|---|
| 1 | AD category for fire fighting services | RFF Category A10 |
| 2 | Rescue equipment | |
| 3 | Capability for removal of disabled aircraft | By arrangement with nominated recovery company. |
| 4 | Remarks | |

## EGLL AD 2.7 SEASONAL AVAILABILITY - CLEARING

| | | |
|---|---|---|
| 1 | Type of clearing equipment | Mechanical, Chemical de-icing, Sanding/Gritting. |
| 2 | Clearance priorities | Standard. See AD 1.2.2. |
| 3 | Remarks | Braking action by ASFT and Grip Tester.<br>Runways (09L/27R & 09R/27L) De-iced/Anti-iced with Ethylene glycol.<br>Latest information from: Airfield Duty Manager (AfDM). |

## EGLL AD 2.8 APRONS, TAXIWAYS AND CHECK LOCATIONS/POSITIONS DATA

| | | |
|---|---|---|
| 1 | Apron surface and strength | APRON<br>Surface: Concrete<br>except Stand 357, which has block paving. |
| 2 | Taxiway width, surface and strength | Taxiway A EAST: 25 M<br>Surface: Concrete and asphalt<br>PCR 980/R/A/W/T<br><br>Taxiway A NORTH: 25 M<br>Surface: Concrete and asphalt<br>PCR 820/R/A/W/T<br><br>Taxiway A SOUTH: 25 M<br>Surface: Concrete and asphalt<br>PCR 820/R/A/W/T<br><br>Taxiway A WEST: 23 M<br>Surface: Concrete<br>PCR 1440/R/D/W/T<br><br>Taxiway B EAST: 25 M<br>Surface: Concrete and asphalt<br>PCR 980/R/A/W/T<br><br>Taxiway B NORTH: 25 M<br>Surface: Concrete and asphalt<br>PCR 920/R/A/W/T<br><br>Taxiway B SOUTH: 25 M<br>Surface: Concrete and asphalt<br>PCR 820/R/A/W/T |

| | | |
|---|---|---|
| | | Taxiway B WEST: 23 M<br>Surface: Concrete<br>PCR 1440/R/D/W/T<br><br>Taxiway C: 25 M<br>Surface: Concrete<br>PCR 1400/R/D/W/T<br><br>Taxiway D: 25 M<br>Surface: Concrete<br>PCR 1400/R/D/W/T<br><br>Taxiway E: 23 M<br>Surface: Concrete<br>PCR 880/R/A/W/T<br><br>Taxiway F: 23 M<br>Surface: Concrete<br>PCR 840/R/A/W/T<br><br>Taxiway G: 23 M<br>Surface: Asphalt<br>PCR 840/R/A/W/T<br><br>Taxiway H: 23 M<br>Surface: Concrete<br>PCR 1020/R/A/W/T<br><br>Taxiway K: 25 M<br>Surface: Concrete<br>PCR 1020/R/A/W/T<br><br>Taxiway L: 25 M<br>Surface: Concrete<br>PCR 960/R/A/W/T<br><br>Taxiway LINK 22: 25 M<br>Surface: Concrete and asphalt<br>PCR 787/R/A/W/U<br><br>Taxiway LINK 23: 25 M<br>Surface: Concrete and asphalt<br>PCR 1020/R/A/W/T<br><br>Taxiway LINK 28: 25 M<br>Surface: Concrete<br>PCR 980/R/A/W/T<br><br>Taxiway LINK 42: 23 M<br>Surface: Concrete<br>PCR 787/R/A/W/U<br><br>Taxiway LINK 43: 25 M<br>Surface: Asphalt<br>PCR 787/R/A/W/U<br><br>Taxiway LINK 44: 23 M<br>Surface: Asphalt<br>PCR 787/R/A/W/U<br><br>Taxiway LINK 56: 25 M<br>Surface: Concrete<br>PCR 1480/R/D/W/T<br><br>Taxiway LINK 57: 25 M<br>Surface: Concrete<br>PCR 1480/R/D/W/T<br><br>Taxiway M: 23 M<br>Surface: Concrete and asphalt<br>PCR 1260/R/B/W/T |

| | | |
|---|---|---|
| | | Taxiway R: 23 M<br>Surface: Concrete<br>PCR 736/R/A/W/U<br><br>Taxiway S: 23 M<br>Surface: Concrete and asphalt<br>PCR 787/R/A/W/U<br><br>Taxiway T: 25 M<br>Surface: Concrete<br>PCR 980/R/A/W/T<br><br>Taxiway V: 23 M<br>Surface: Asphalt<br>PCR 1020/R/A/W/T<br><br>Taxiway W: 23 M<br>Surface: Concrete and asphalt<br>PCR 787/R/A/W/U<br><br>Taxiway Y: 18 M<br>Surface: Concrete<br>PCR 706/R/D/W/T<br><br>Taxiway Z: 23 M<br>Surface: Concrete<br>PCR 527/R/A/W/U |
| 3 | Altimeter checkpoint location and elevation | Central Area 77 FT - Southern helicopter pad 75 FT - Cargo Centre Southside 76 FT. |
| 4 | VOR checkpoints | |
| 5 | INS checkpoints | See Aircraft/Parking Docking Charts |
| 6 | Remarks | |

## EGLL AD 2.9 SURFACE MOVEMENT GUIDANCE AND CONTROL SYSTEM AND MARKINGS

| | | |
|---|---|---|
| 1 | Use of aircraft stand ID signs, TWY guide lines and visual docking/parking guidance system of aircraft stands | Nose in parking is in operation throughout the airport.<br>Heathrow Airport operates a variety of stand types and configurations such as Standard apron/stand, Multiple Aircraft Ramp System (MARS) and Multi Choice Apron (MCA).<br>Standard Apron/stands will have a single yellow centre-line. Each stand will have an individual stand number.<br>MARS stands consist of a main centre-line painted yellow and will have two subsidiary centre-lines either side of the main centre-line. These subsidiary centre-lines are painted yellow/white and are given the designation of the stand number with 'L' (Left) and 'R' (Right) added.<br>Multi Choice Aprons use multiple centre-lines to allow the operation of a variety of different combinations of parked aircraft. The airline operative will select the assigned stand Advanced Visual Docking Guidance System (A-VDGS) to allow the aircraft to park, or a marshaller shall assist with the aircraft parking. Each stand will have an individual stand number.<br>Illuminated stand number indicators are provided on most stands.<br>The majority of stands are equipped with A-VDGS. A marshalling service will be provided for the minority of the remaining stands that do not have A-VDGS fitted. Flight crew must not attempt to self-park if the A-VDGS is not activated or calibrated for their aircraft type.<br><br>In the event of there being no activated A-VDGS displayed upon approach to the stand, flight crews must:<br><br>- Hold position on the taxiway centre-line.<br>- Inform Ground Movement Control (GMC) they are awaiting stand entry guidance.<br>- Contact company to arrange activation.<br><br>Note: GMC may request aircraft to 'report parked' – this is not an instruction to self-park.<br><br>In the event of a failure of the A-VDGS during parking, flight crews must:<br><br>- Inform Ground Movement Control (GMC) of a stand entry guidance failure.<br>- Contact company to arrange a marshaller. |

| | | |
|---|---|---|
| 2 | Runway and taxiway markings and lighting | Runway marking aid(s):<br>09L/27R: Full ICAO runway designation, threshold, centre-line, aiming point and touchdown zone. Lead-offs from the runway are marked by a continuous yellow line from the centreline of the runway.<br>09R/27L: Full ICAO runway designation, threshold, centre-line, aiming point and touchdown zone. Lead-offs from the runway are marked by a continuous yellow line from the centreline of the runway.<br><br>Runway light(s):<br>Threshold - HI green lights. Edge - HI white lights. Centreline - HI colour coded white/red lights. Touchdown zone - HI white lights. Stop end - HI red lights. Colour coded amber/green lights indicate the runway turn-offs routes to the CAT III stop bars.<br><br>Taxiway marking aid(s):<br>Yellow centre-line. |
| 3 | Stop bars and runway guard lights (if any) | Illuminated red stop bars are provided where appropriate. |
| 4 | Other runway protection measures | |
| 5 | Remarks | Tug Crews, when towing aircraft under the guidance of a marshaller, must not park on stand unless guided to do so by the use of daylight-fluorescent wands, marshalling bats, marshalling gloves. Illuminated wands shall be used at night or in low visibility. LGTD WDI are located at the following positions: 512749.74N 0002838.40W, 512750.27N 0002631.90W, 512843.08N 0002622.52W & 512835.38N 0002848.27W. |

## EGLL AD 2.10 AERODROME OBSTACLES

| In Approach/Take-off areas | | | | | | |
|---|---|---|---|---|---|---|
| **Obstacle ID/ Designation** | **Obstacle Type** | **Obstacle Position** | **Elevation/Height** | | **Obstruction Lighting Type/ Colour** | **Remarks** |
| **1** | **2** | **3** | **4** | | **5** | **6** |
| (EGLL22221) 27R/APPROACH | TREE | 512846.58N 0002530.73W | 114 FT | 33 FT | No | |
| (EGLL22559) 27L/TAKE-OFF | TREE | 512845.81N 0002950.49W | 120 FT | 44 FT | No | |
| (EGLL21952) 09L/APPROACH 27R/ TAKE-OFF | TREE | 512845.62N 0002933.28W | 122 FT | 46 FT | No | Close in Obstacle |
| (EGLL16680) 09L/APPROACH 27R/ TAKE-OFF | TREE | 512845.34N 0002935.96W | 119 FT | 44 FT | No | Close in Obstacle |
| (EGLL18361) 09L/APPROACH 27R/ TAKE-OFF | TREE | 512845.26N 0002935.98W | 126 FT | 51 FT | No | Close in Obstacle |
| (EGLL16678) 09L/APPROACH 27R/ TAKE-OFF | TREE | 512845.13N 0002936.08W | 113 FT | 38 FT | No | Close in Obstacle |
| (EGLL15398) 09L/APPROACH 27R/ TAKE-OFF | TREE | 512845.11N 0002933.63W | 110 FT | 34 FT | No | Close in Obstacle |
| (EGLL15418) 09L/APPROACH 27R/ TAKE-OFF | TREE | 512844.93N 0002930.10W | 109 FT | 34 FT | No | Close in Obstacle |
| (EGLL9577) 09L/APPROACH 27R/ TAKE-OFF | CCTV | 512844.87N 0002928.96W | 103 FT | 26 FT | No | Close in Obstacle |
| (EGLL3138) 09L/APPROACH 27R/ TAKE-OFF | FENCE | 512844.82N 0002928.78W | 101 FT | 24 FT | No | Close in Obstacle |
| (EGLL18288) 09L/APPROACH 27R/ TAKE-OFF | TREE | 512844.67N 0002947.84W | 132 FT | 56 FT | No | Close in Obstacle |
| (EGLL9587) 09L/APPROACH 27R/ TAKE-OFF | FENCE | 512844.57N 0002929.01W | 102 FT | 25 FT | No | Close in Obstacle |
| (EGLL16605) 27R/TAKE-OFF | TREE | 512844.47N 0002947.97W | 129 FT | 53 FT | No | Close in Obstacle |
| (EGLL17543) 09L/APPROACH 27R/ TAKE-OFF | TREE | 512844.42N 0002936.62W | 112 FT | 36 FT | No | Close in Obstacle |
| (EGLL15483) 09L/APPROACH 27R/ TAKE-OFF | STREETLIGHT | 512844.41N 0002925.31W | 97 FT | 27 FT | No | Close in Obstacle |
| (EGLL9586) 09L/APPROACH 27R/ TAKE-OFF | FENCE | 512844.28N 0002929.27W | 102 FT | 27 FT | No | Close in Obstacle |
| (EGLL15481) 09L/APPROACH 27R/ TAKE-OFF | STREETLIGHT | 512844.28N 0002926.33W | 98 FT | 28 FT | No | Close in Obstacle |

| In Approach/Take-off areas | | | | | | |
|---|---|---|---|---|---|---|
| **Obstacle ID/ Designation** | **Obstacle Type** | **Obstacle Position** | **Elevation/Height** | | **Obstruction Lighting Type/ Colour** | **Remarks** |
| **1** | **2** | **3** | **4** | | **5** | **6** |
| (EGLL15479) 09L/APPROACH 27R/ TAKE-OFF | STREETLIGHT | 512844.15N 0002927.35W | 98 FT | 28 FT | No | Close in Obstacle |
| (EGLL15477) 09L/APPROACH 27R/ TAKE-OFF | STREETLIGHT | 512844.04N 0002928.35W | 98 FT | 26 FT | No | Close in Obstacle |
| (EGLL9585) 09L/APPROACH 27R/ TAKE-OFF | FENCE | 512843.78N 0002929.72W | 103 FT | 31 FT | No | Close in Obstacle |
| (EGLL5179) 09L/APPROACH 27R/ TAKE-OFF | FENCE | 512843.74N 0002929.94W | 104 FT | 30 FT | No | Close in Obstacle |
| (EGLL9584) 09L/APPROACH 27R/ TAKE-OFF | FENCE | 512843.54N 0002929.95W | 103 FT | 24 FT | No | Close in Obstacle |
| (EGLL9583) 09L/APPROACH 27R/ TAKE-OFF | FENCE | 512843.39N 0002930.09W | 102 FT | 23 FT | No | Close in Obstacle |
| (EGLL18249) 27R/TAKE-OFF | TREE | 512843.28N 0002951.32W | 127 FT | 51 FT | No | |
| (EGLL9576) 09L/APPROACH 27R/ TAKE-OFF | CCTV | 512842.87N 0002930.56W | 103 FT | 22 FT | No | Close in Obstacle |
| (EGLL5180) 09L/APPROACH 27R/ TAKE-OFF | CCTV | 512842.84N 0002930.52W | 103 FT | 23 FT | No | Close in Obstacle |
| (EGLL3155) 27R/TAKE-OFF | LAMP POST | 512842.60N 0002937.48W | 98 FT | 21 FT | No | |
| (EGLL18198) 27R/TAKE-OFF | TREE | 512839.88N 0002950.37W | 117 FT | 41 FT | No | |
| (EGLL21824) 27R/TAKE-OFF | TREE | 512839.79N 0002950.74W | 119 FT | 46 FT | No | |
| (EGLL18165) 27R/TAKE-OFF | TREE | 512837.13N 0002953.05W | 124 FT | 49 FT | No | |
| (EGLL22527) 27R/TAKE-OFF | TREE | 512837.04N 0002944.68W | 109 FT | 34 FT | No | |
| (EGLL11221) 27R/APPROACH | TANK NETTING | 512834.56N 0002542.13W | 98 FT | 18 FT | No | |
| (EGLL13700) 27R/APPROACH | LAMP POST | 512834.34N 0002543.40W | 97 FT | 17 FT | No | |
| (EGLL9629) 09L/APPROACH 27R/ TAKE-OFF | LAMP POST | 512832.37N 0002932.07W | 106 FT | 17 FT | No | Close in Obstacle |
| (EGLL9623) 09L/APPROACH 27R/ TAKE-OFF | LAMP POST | 512832.34N 0002934.28W | 111 FT | 25 FT | No | Close in Obstacle |
| (EGLL9625) 09L/APPROACH 27R/ TAKE-OFF | LAMP POST | 512832.32N 0002933.04W | 108 FT | 22 FT | No | Close in Obstacle |
| (EGLL2970) 27R/TAKE-OFF | FENCE | 512832.13N 0002935.34W | 109 FT | 25 FT | No | Close in Obstacle |
| (EGLL9674) 09L/APPROACH 27R/ TAKE-OFF | FENCE | 512832.07N 0002935.17W | 109 FT | 25 FT | No | Close in Obstacle |
| (EGLL3035) 09L/APPROACH 27R/ TAKE-OFF | ROAD SIGN | 512831.89N 0002937.58W | 115 FT | 30 FT | No | Close in Obstacle |
| (EGLL5363) 09L/APPROACH 27R/ TAKE-OFF | SIGN | 512831.78N 0002937.31W | 115 FT | 26 FT | No | Close in Obstacle |
| (EGLL5277) 09L/APPROACH 27R/ TAKE-OFF | TREE | 512830.97N 0002940.02W | 123 FT | 27 FT | No | Close in Obstacle |
| (EGLL13680) 09R/APPROACH 27L/ TAKE-OFF | LAMP POST | 512759.65N 0002921.16W | 105 FT | 26 FT | No | Close in Obstacle |
| (EGLL17090) 27L/APPROACH | BUILDING VENT | 512759.18N 0002515.02W | 134 FT | 59 FT | No | |
| (EGLL21758) 27L/APPROACH | BLDG SAT DISH | 512759.18N 0002516.24W | 135 FT | 60 FT | No | |
| (EGLL18845) 27L/TAKE-OFF | TREE | 512757.08N 0002933.88W | 109 FT | 35 FT | No | |
| (EGLL2424) 27L/TAKE-OFF | FLOODLIGHT | 512756.68N 0002923.92W | 98 FT | 22 FT | No | |
| (EGLL18839) 27L/TAKE-OFF | TREE | 512756.34N 0002932.14W | 102 FT | 31 FT | No | |
| (EGLL22652) 27L/TAKE-OFF | TREE | 512754.87N 0002935.35W | 109 FT | 37 FT | No | |

| In Approach/Take-off areas | | | | | | |
|---|---|---|---|---|---|---|
| **Obstacle ID/ Designation** | **Obstacle Type** | **Obstacle Position** | **Elevation/Height** | | **Obstruction Lighting Type/ Colour** | **Remarks** |
| **1** | **2** | **3** | **4** | | **5** | **6** |
| (EGLL18809) 27L/TAKE-OFF | TREE | 512754.26N 0002932.99W | 103 FT | 32 FT | No | |
| (EGLL18810) 27L/TAKE-OFF | TREE | 512754.21N 0002934.45W | 103 FT | 31 FT | No | |
| (2024041221) 27L/APPROACH 09R/ TAKE-OFF | CRANE | 512750N 0002513W | 182 FT | 105 FT | Yes Steady red | Close in Obstacle. Crane will operate only when 09R/27L is closed. Radius Park, St. Anthony's Way, Feltham. |
| (EGLL18983) 09R/TAKE-OFF | TREE | 512750.41N 0002537.91W | 109 FT | 30 FT | No | |
| (EGLL18755) 27L/TAKE-OFF | TREE | 512750.12N 0002932.86W | 102 FT | 31 FT | No | |
| (EGLL16991) 27L/APPROACH | TREE | 512748.96N 0002544.25W | 110 FT | 32 FT | No | |
| (EGLL21679) 09R/TAKE-OFF | TREE | 512748.77N 0002529.26W | 119 FT | 42 FT | No | |
| (EGLL21681) 27L/APPROACH | TREE | 512748.53N 0002530.45W | 121 FT | 43 FT | No | |
| (EGLL21726) 27L/APPROACH | TREE | 512748.46N 0002548.61W | 103 FT | 25 FT | No | |
| (EGLL17680) 09R/APPROACH 27L/ TAKE-OFF | TREE | 512746.68N 0002918.13W | 105 FT | 29 FT | No | Close in Obstacle |
| (EGLL13259) 09R/APPROACH 27L/ TAKE-OFF | STREETLIGHT | 512746.59N 0002919.81W | 106 FT | 32 FT | No | Close in Obstacle |
| (EGLL17965) 27L/APPROACH 09R/ TAKE-OFF | TREE | 512746.13N 0002543.63W | 124 FT | 45 FT | No | Close in Obstacle |
| (EGLL22636) 09R/APPROACH | TREE | 512743.72N 0002957.62W | 157 FT | 90 FT | No | |

| In circling area and at aerodrome | | | | | | |
|---|---|---|---|---|---|---|
| **Obstacle ID/ Designation** | **Obstacle Type** | **Obstacle Position** | **Elevation/Height** | | **Obstruction Lighting Type/ Colour** | **Remarks** |
| **1** | **2** | **3** | **4** | | **5** | **6** |
| (EGLL6032) | SPIRE | 513427.08N 0002015.52W | 557 FT | 151 FT | No | |
| (EGLL5997) | AERIAL | 513133.05N 0002742.07W | 299 FT | 171 FT | No | |
| (EGLL5884) | AERIAL | 513107.77N 0002443.09W | 282 FT | 168 FT | No | |
| 2021012731 | CRANE | 513101N 0001552W | 571 FT | 469 FT | Yes 2000 candelas static red | |
| 2024101660 | CRANE | 513054N 0002818W | 316 FT | 219 FT | Yes Steady red | Otterfield Road, West Drayton, UB7 8EY. |
| (EGLL13728) | BUILDING | 513044.76N 0001839.95W | 340 FT | 239 FT | No | |
| 2023062049 | CRANE | 513039N 0002422W | 404 FT | 299 FT | Yes Steady red | Avondale Drive, Hayes, UB3 3PW. End estimated December 2025. |
| 20230525104 | CRANE | 513035N 0002339W | 320 FT | 230 FT | Yes Steady red | Beaconsfield Road, Hayes, UB4 0SL. End estimated May 2025. |
| 2024072458 | CRANE | 513028N 0002246W | 417 FT | 309 FT | Yes Steady red | Southall Beaconsfield Road |
| 202204228 | CRANES | 513028.00N 0002325.00W | 328 FT | 223 FT | Yes Red | Southall Area. See AD 2.20 Warnings. |
| 2023032017 | CRANE | 513025N 0002231W | 469 FT | 364 FT | Yes Steady red | Park Avenue, Southall, UB3 1AD. |
| 2023102344 | CRANE | 513023N 0002531W | 396 FT | 288 FT | Yes Steady red | Clayton Road. End estimated August 2024. |

| In circling area and at aerodrome | | | | | | |
|---|---|---|---|---|---|---|
| **Obstacle ID/ Designation** | **Obstacle Type** | **Obstacle Position** | **Elevation/Height** | | **Obstruction Lighting Type/ Colour** | **Remarks** |
| **1** | **2** | **3** | **4** | | **5** | **6** |
| 2023062044 | CRANE | 513021N 0002503W | 399 FT | 294 FT | Yes Steady Red | Austin Road, Hayes UB3 3DN. End estimated December 2025. |
| 2024021538 | CRANE | 513020N 0002238W | 537 FT | 431 FT | Yes Steady red | Merrick Place, Merrick Road, Southall, London, UB2 4AU. |
| 201909164 | CRANE | 513020.29N 0004145.62W | 442 FT | | Yes Steady red | |
| 2024112668 | CRANE | 513019N 0002543W | 464 FT | 358 FT | Yes Steady red | One Vinyl Square, 252-254 Blyth Road, Hayes UB3 1BW. |
| 2022032227 | CRANE | 513019.00N 0002543.00W | 378 FT | 271 FT | Yes Steady Red | One Vinyl Square, Hayes. |
| 2023061617 | CRANE | 513018N 0002640W | 226 FT | 148 FT | Yes Steady red | 14 Prologis Park, Hayes, West Drayton, UB7 9FN. End estimated June 2025. |
| (EGLL6072) | PYLON | 513013.13N 0002955.78W | 258 FT | 169 FT | No | |
| 20240305156 | CRANE | 513008N 0002437W | 343 FT | 236 FT | Yes Steady red | Union Park, North Hyde Gardens. |
| 202105166 - TC7 | CRANE | 513008N 0002458W | 470 FT | 369 FT | Yes 2000 Candelas Static Red | |
| 20240117129 | CRANE | 513008N 0002440W | 410 FT | 302 FT | Yes Steady red | Union Park Crane 1, North Hyde Gardens UB3 4DG. |
| 2024011012 | CRANE | 513008N 0002440W | 318 FT | 213 FT | Yes Steady red | Project Union Phase 1, North Hyde Gardens, Hayes, UB3 4QQ. |
| 202212299 | CRANE | 513007N 0002436W | 237 FT | 138 FT | Yes Steady red | Union Park, 15 North Hyde Gardens, Hayes, UB3 4QQ. |
| 202103082 | CRANE | 513007.00N 0002804.00W | 322 FT | 230 FT | Yes Steady red | |
| 2022022449 | CRANE | 513006.00N 0002459.00W | 456 FT | 342 FT | Yes Steady red | |
| 2024062726 | CRANE | 513005N 0002507W | 421 FT | 317 FT | Yes Steady Red | Nestle Avenue, Hayes, UB3 4SA (Charles Edward Site). |
| 202105163 | CRANE | 513003N 0002455W | 228 FT | 130 FT | Yes Steady red | |
| C10/18/22 | CRANE | 513003.71N 0002449.60W | 324 FT | | Yes Steady red | |
| 2024100278 | CRANE | 513002N 0002428W | 376 FT | 276 FT | Yes Steady red | Ark Data Centres, North Hyde Gardens, Hayes, UB3 4QQ. End estimated April 2025. |
| 2023081646 | CRANE | 513001N 0002402W | 226 FT | 121 FT | Yes Steady red | Industrial Park, 149 Brent Road, Southall, UB2 5FB. |
| (EGLL8178) | CRANE | 512926.91N 0001810.43W | 345 FT | 305 FT | No | |
| (EGLL5638) | CHIMNEY | 512908.51N 0003018.05W | 320 FT | 244 FT | Yes Red | |
| (EGLL6506) | FLAG POLE | 512902.42N 0003615.51W | 354 FT | 187 FT | No | |
| 2023051249 | CRANE | 512848N 0002550W | 112 FT | 26 FT | Yes Steady red | Avis Budget, Northrop Road, Heathrow, TW6 2QA. |

| In circling area and at aerodrome | | | | | | |
|---|---|---|---|---|---|---|
| **Obstacle ID/ Designation** | **Obstacle Type** | **Obstacle Position** | **Elevation/Height** | | **Obstruction Lighting Type/ Colour** | **Remarks** |
| **1** | **2** | **3** | **4** | | **5** | **6** |
| 2024091615 | CRANE | 512832N 0002937W | 128 FT | 39 FT | Yes Steady red | Wayfarer Road, London Borough of Hillingdon, London, TW6 2GD. Note this is a second entry for Wayfarer Road. Crane will not operate when Northern Runway (09L/27R) is in use. |
| 2024041232 | CRANE | 512830N 0002939W | 136 FT | 33 FT | Yes Steady red | Terminal 5 Welcome Roundabout, Heathrow Airport. |
| 2022110381 | CRANE | 512829N 0002203W | 336 FT | 253 FT | Yes Steady red | Lampton Road, Hounslow. |
| 202407053 | CRANE | 512829N 0002938W | 139 FT | 39 FT | Yes Steady red | Heathrow Terminal 5, Wayfarer Road, TW6 2GD.<br><br>Will only operate when Northern Runway (09L/ 27R) is closed. |
| 202110115 | CRANE | 512827N 0002159W | 327 FT | 252 FT | Yes Red | |
| 2019080181 | CRANE | 512817.68N 0002309.12W | 330 FT | | Yes Steady red | |
| 2024021458 | CRANE | 512816N 0002700W | 261 FT | 180 FT | Yes Steady red | Heathrow Airport, Central Terminal Area.<br><br>Deconstruction of modular building adjacent to Terminal 1 & Terminal 2A.<br><br>Crane is height restricted during operational hours. |
| 2024072981 | CRANE | 512815N 0002654W | 237 FT | 158 FT | Yes Steady red | Heathrow Airport Terminal 2, demolition of adjacent building to Terminal 1. |
| 2023062850 | CRANE | 512811N 0002704W | 213 FT | 131 FT | Yes Steady Red | Terminal 2A, Heathrow Airport. |
| 2025030694 | CRANE | 512800N 0002800W | 155 FT | 76 FT | Yes Steady red | Heathrow Airport, Taxiway Alpha South between Taxiway Echo & Foxtrot. Will not operate when RWY 09R/27L is in operation. |
| 2023050340 | CRANE | 512752N 0002300W | 302 FT | 226 FT | Yes Steady red | 379-389 Staines Road, Hounslow, TW4 5AP. |
| (EGLL3659) | RADAR AERIAL | 512737.69N 0002622.62W | 220 FT | 142 FT | No | |
| (EGLL18982) | MAST LIGHTNING CONDUCTOR | 512732.14N 0002514.14W | 227 FT | 150 FT | Yes Red | |
| (EGLL6192) | PYLON | 512730.18N 0003221.32W | 227 FT | 170 FT | No | |
| (EGLL19369) | BUILDING | 512656.87N 0002425.02W | 216 FT | 147 FT | No | |
| (EGLL6429) | PYLON | 512652.26N 0003137.32W | 225 FT | 170 FT | No | |
| (EGLL6896) | CHURCH | 512649.92N 0002431.67W | 235 FT | 166 FT | No | |
| 2022021746 | CRANE | 512630.00N 0002455.00W | 226 FT | 167 FT | Yes Steady red | |
| (EGLL19459) | TREE | 512626.15N 0003447.73W | 374 FT | 98 FT | No | |

| In circling area and at aerodrome | | | | | | |
|---|---|---|---|---|---|---|
| **Obstacle ID/ Designation** | **Obstacle Type** | **Obstacle Position** | **Elevation/Height** | | **Obstruction Lighting Type/ Colour** | **Remarks** |
| **1** | **2** | **3** | **4** | | **5** | **6** |
| (EGLL19466) | TREE | 512624.41N 0003524.21W | 385 FT | 122 FT | No | |
| (EGLL19452) | TREE | 512617.94N 0003446.51W | 370 FT | 109 FT | No | |
| 2023031646 | CRANE | 512610N 0003032W | 438 FT | 392 FT | Yes Steady red | Former Renshaw, Industrial Estate, Staines-upon-Thames, TW18 4UQ. |
| 2020012282 | CRANE | 512609.97N 0003018.92W | 421 FT | | Yes Steady red | |
| 2023030292 | CRANE | 512559N 0003039W | 379 FT | 334 FT | Yes Steady red | Elmsleigh Road, Staines, TW18 4QW. |

## EGLL AD 2.11 METEOROLOGICAL INFORMATION PROVIDED

| | | |
|---|---|---|
| 1 | Associated MET Office | MET OFFICE HEATHROW |
| 2 | Hours of service<br>MET Office outside hour | H24 |
| 3 | Office responsible for TAF preparation<br>Periods of validity | MET OFFICE HEATHROW<br>30 Hours |
| 4 | Trend forecast<br>Interval of issuance | TREND.<br>30 Minutes. |
| 5 | Briefing/consultation provided | Self briefing/telephone. |
| 6 | Flight documentation<br>Language(s) used | Charts abbreviated plain language text. TAFs/METARs.<br>English |
| 7 | Charts and other information available for briefing or consultation | |
| 8 | Supplementary equipment available for providing information | |
| 9 | ATS units provided with information | LONDON HEATHROW |
| 10 | Additional information (limitation of service, etc.) | |

## EGLL AD 2.12 RUNWAY PHYSICAL CHARACTERISTICS

| **Designations RWY Number** | **True bearing** | **Dimensions of RWY** | **Surface of RWY/ SWY/ Strength** | **THR co-ordinates/ THR Geoid undulation** | **THR elevation/ Highest elevation of TDZ of precision APP RWY** | **Slope of RWY/ SWY** |
|---|---|---|---|---|---|---|
| **1** | **2** | **3** | **4** | **5** | **6** | **7** |
| 09L | 089.67° | 3901 x 50 M | RWY surface: Asphalt, Grooved<br>PCR 1020/R/A/W/T | 512839.00N<br>0002905.97W<br>150.9 FT | THR 78.6 FT<br>TDZ 81.3 FT | |
| 27R | 269.71° | 3901 x 50 M | RWY surface: Asphalt, Grooved<br>PCR 1020/R/A/W/T | 512839.63N<br>0002559.82W<br>150.7 FT | THR 78.1 FT<br>TDZ 79.3 FT | |
| 09R | 089.68° | 3658 x 50 M | RWY surface: Asphalt, Grooved<br>PCR 820/R/A/W/T | 512753.25N<br>0002856.33W<br>150.8 FT | THR 75.3 FT<br>TDZ 76.3 FT | |
| 27L | 269.72° | 3658 x 50 M | RWY surface: Asphalt, Grooved<br>PCR 820/R/A/W/T | 512753.82N<br>0002602.76W<br>150.6 FT | THR 76.8 FT<br>TDZ 77.8 FT | |

| SWY Dimensions | Clearway Dimensions | Strip Dimensions | RESA Dimensions, Overshoot / Undershoot | Location/ description of arresting system | OFZ | Remarks |
|---|---|---|---|---|---|---|
| 8 | 9 | 10 | 11 | 12 | 13 | 14 |
| | | 4021 x 280 M | | | | RWY 09L<br><br>Northern runway shoulders between A1 and A11 are 20.5 M and between A11 and A13 are 12.5 M. |
| | 78 x 150 M | 4021 x 280 M | | | | RWY 27R<br><br>Northern runway shoulders between A1 and A11 are 20.5 M and between A11 and A13 are 12.5 M. |
| | | 3778 x 280 M | | | | RWY 09R<br><br>Southern runway shoulders between N1 and N7 are 20.5 M and between N7 and N11 are 12.5 M. |
| | | 3778 x 280 M | | | | RWY 27L<br><br>Southern runway shoulders between N1 and N7 are 20.5 M and between N7 and N11 are 12.5 M. |

## EGLL AD 2.13 DECLARED DISTANCES

| Runway designator | TORA | TODA | ASDA | LDA | Remarks |
|---|---|---|---|---|---|
| 1 | 2 | 3 | 4 | 5 | 6 |
| 09L | 3901 M | 3901 M | 3901 M | 3592 M | LDA: 09L landing threshold is displaced by 309 M. |
| 27R | 3882 M | 3960 M | 3882 M | 3882 M | |
| 09L | 3362 M | 3362 M | 3362 M | | Take-off from intersection with A12 |
| 09L | 2838 M | 2838 M | 2838 M | | Take-off from intersection with A11 |
| 09L | 2661 M | 2661 M | 2661 M | | Take-off from intersection with A10W |
| 09L | 2354 M | 2354 M | 2354 M | | Take-off from intersection with A10E |
| 09L | 1992 M | 1992 M | 1992 M | | Take-off from intersection with A9W |
| 09L | 1789 M | 1789 M | 1789 M | | Take-off from intersection with A9E |
| 27R | 3539 M | 3617 M | 3539 M | | Take-off from intersection with A4 |
| 27R | 3136 M | 3214 M | 3136 M | | Take-off from intersection with A5 |
| 27R | 2862 M | 2940 M | 2862 M | | Take-off from intersection with A6 |
| 27R | 2617 M | 2695 M | 2617 M | | Take-off from intersection with A7 |
| 27R | 2414 M | 2492 M | 2414 M | | Take-off from intersection with A8 |
| 27R | 2142 M | 2220 M | 2142 M | | Take-off from intersection with A9E |
| 27R | 1947 M | 2025 M | 1947 M | | Take-off from intersection with A9W |
| 09R | 3658 M | 3658 M | 3658 M | 3350 M | LDA: 09R landing threshold is displaced by 308 M |
| 27L | 3658 M | 3658 M | 3658 M | 3658 M | |
| 09R | 3528 M | 3528 M | 3528 M | | Take-off from intersection with N10 |
| 09R | 3351 M | 3351 M | 3351 M | | Take-off from intersection with N8 |
| 09R | 2853 M | 2853 M | 2853 M | | Take-off from intersection with S7 |
| 09R | 2852 M | 2852 M | 2852 M | | Take-off from intersection with N7 |
| 09R | 2325 M | 2325 M | 2325 M | | Take-off from intersection with N6 |
| 09R | 2244 M | 2244 M | 2244 M | | Take-off from intersection with S6 |
| 09R | 1704 M | 1704 M | 1704 M | | Take-off from intersection with N5W |
| 27L | 3536 M | 3536 M | 3536 M | | Take-off from intersection with N2E |
| 27L | 3380 M | 3380 M | 3380 M | | Take-off from intersection with N2W |
| 27L | 3224 M | 3224 M | 3224 M | | Take-off from intersection with N3 |
| 27L | 3212 M | 3212 M | 3212 M | | Take-off from intersection with S3 |
| 27L | 2702 M | 2702 M | 2702 M | | Take-off from intersection with N4E |
| 27L | 2606 M | 2606 M | 2606 M | | Take-off from intersection with S4W |
| 27L | 2589 M | 2589 M | 2589 M | | Take-off from intersection with S4E |

| Runway designator | TORA | TODA | ASDA | LDA | Remarks |
|---|---|---|---|---|---|
| 1 | 2 | 3 | 4 | 5 | 6 |
| 27L | 2441 M | 2441 M | 2441 M | | Take-off from intersection with N4W |
| 27L | 2222 M | 2222 M | 2222 M | | Take-off from intersection with S5E |
| 27L | 2091 M | 2091 M | 2091 M | | Take-off from intersection with N5E |
| 27L | 2081 M | 2081 M | 2081 M | | Take-off from intersection with S5W |

## EGLL AD 2.14 APPROACH AND RUNWAY LIGHTING

| RWY | Approach lighting Type/ Length/ Intensity | Threshold lighting Colour/Wing bars | VASIS/ MEHT/ PAPI/ PAPI Dist from THR | TDZ, lighting Length | Runway Centre Line lighting Length/ Spacing/ Colour/ Intensity | Runway edge lighting Length/ Spacing/ Colour/ Intensity | Runway end lighting Colour/ Wing bars | Stopway lighting Length/ Colour | Remarks |
|---|---|---|---|---|---|---|---|---|---|
| 1 | 2 | 3 | 4 | 5 | 6 | 7 | 8 | 9 | 10 |
| 09L | Coded centre-line with five crossbars. Supplementary lighting inner 300 M.<br>860 M<br>Light intensity high | Green<br>Light intensity high<br>With HI wingbars | PAPI<br>/3°<br>66 FT<br>417 M | 900 M | Bi-directional colour coded<br>15 M spacing<br>3901 M length<br>Light intensity high | Bi-directional<br>60 M spacing<br>3901 M length<br>White<br>Light intensity high | Red | | EDGE:<br>On full length departures, the first 300 M of edge lights are red due to displaced threshold. |
| 27R | Coded centre-line with five crossbars. Supplementary lighting inner 300 M.<br>905 M<br>Light intensity high | Green<br>Light intensity high<br>With HI wingbars | PAPI<br>/3°<br>73 FT<br>469 M | 901 M | Bi-directional colour coded<br>15 M spacing<br>3884 M length<br>Light intensity high | Bi-directional<br>60 M spacing<br>3884 M length<br>White<br>Light intensity high | Red | | |
| 09R | Coded centre-line with five crossbars. Supplementary lighting inner 300 M.<br>939 M<br>Light intensity high | Green<br>Light intensity high<br>With HI wingbars | PAPI<br>/3°<br>65 FT<br>420 M | 899 M | Bi-directional colour coded<br>15 M spacing<br>3660 M length<br>Light intensity high | Bi-directional<br>60 M spacing<br>3660 M length<br>White<br>Light intensity high | Red | | EDGE:<br>On full length departures, the first 300 M of edge lights are red due to displaced threshold. |
| 27L | Coded centre-line with five crossbars. Supplementary lighting inner 300 M.<br>922 M<br>Light intensity high | Green<br>Light intensity high<br>With HI wingbars | PAPI<br>/3°<br>65 FT<br>420 M | 901 M | Bi-directional colour coded<br>15 M spacing<br>3660 M length<br>Light intensity high | Bi-directional<br>60 M spacing<br>3660 M length<br>White<br>Light intensity high | Red | | |

## EGLL AD 2.15 OTHER LIGHTING, SECONDARY POWER SUPPLY

| | | |
|---|---|---|
| 1 | ABN/IBN location, characteristics and hours of operation | |
| 2 | LDI location and lighting<br>Anemometer location and lighting | Anemometer: 09L: 512842.70N 0002848.27W (LGTD) - 27R: 512843.28N 0002619.54W (LGTD) - 09R: 512749.15N 0002839.36W (LGTD) - 27L: 512749.69N 0002621.49W (LGTD). |
| 3 | TWY edge and centre line lighting | CL: Green centre-line lights with selective switching on all taxiway routes. |
| 4 | Secondary power supply/switch-over time | Yes - CAT I/II/III. 1 second. |
| 5 | Remarks | Apron floodlighting. Obstacle lighting. |

## EGLL AD 2.16 HELICOPTER LANDING AREA

| | | |
|---|---|---|
| 1 | Coordinates TLOF or THR of FATO, geoid undulation | TLOF: 512744.27N 0002704.97W |
| 2 | TLOF and/or FATO elevation | TLOF: 75.4 FT |
| 3 | TLOF and FATO area dimensions, surface, strength, marking, lighting | TLOF:<br>18 M sided triangular aiming point. |
| 4 | True BRG of FATO | FATO: DIR 27: 269.48° |
| 5 | Declared distance available | |
| 6 | APP and FATO lighting | FATO: DIR 27:<br>Lighting: Aiming point<br>No approach lighting. Helicopter aiming point is lit with 6 heliport low intensity omni-directional inset white lights. |
| 7 | RMK | Refer to AD 2.20 paragraph 5 for Helicopter Operations at Heathrow and AD 2-EGLL-4-1 for the Helicopter Crossing Operations chart.<br>Refer to AD 2.22 paragraph 10 for VFR/Special VFR helicopter flights in the London CTR and paragraph 12 for Helicopter Routes in the London CTR. |

## EGLL AD 2.17 AIR TRAFFIC SERVICES AIRSPACE

| Designation and lateral limits | Vertical Limits | Airspace Class | ATS unit callsign/ language | Transition Altitude | Hours of applicability | Remarks |
|---|---|---|---|---|---|---|
| 1 | 2 | 3 | 4 | 5 | 6 | 7 |
| LONDON CTR<br>513611N 0004133W - 513611N 0001253W thence clockwise by the arc of a circle radius 12 NM centred on 512812N 0002713W to 512013N 0001255W - 512013N 0003800W - 512103N 0004236W thence clockwise by the arc of a circle radius 12 NM centred on 512812N 0002713W to 513611N 0004133W | Upper limit:<br>2500 FT ALT<br>Lower limit:<br>SFC | D | HEATHROW RADAR<br>English | 6000 FT | | See EGLL AD2.22, Flight Procedures, item 8 for details of Local Flying Areas. Hours: See AD 2.18.<br><br>To operate UAS above 400 FT AGL within this area, UAS operators are required to notify NATS via the NATS Non-Standard Flight (NSF) Portal. UAS operators are required to notify NATS at least 14 days before the date of each activity. |
| LONDON CTR TMZ<br>513611N 0004133W following the line of latitude to - 513611N 0001253W thence clockwise by the arc of a circle radius 12 NM centred on 512812N 0002713W to 512013N 0001255W following the line of latitude to - 512013N 0003800W - 512103N 0004236W thence clockwise by the arc of a circle radius 12 NM centred on 512812N 0002713W to 513611N 0004133W | Upper limit:<br>2500 FT ALT<br>Lower limit:<br>SFC | D | HEATHROW RADAR<br>English | 6000 FT | | Procedures applicable to flights within the Transponder Mandatory Zone are detailed in GEN 1.5 paragraph 5.3 and EGLL AD 2.22. |
| LONDON HEATHROW ATZ<br>A circle, 2.5 NM radius, centred at 512839N 0002741W on longest notified runway (09L/27R) | Upper limit:<br>2000 FT AGL<br>Lower limit:<br>SFC | D | HEATHROW RADAR<br>English | 6000 FT | | |

# EGLL AD 2.18 AIR TRAFFIC SERVICES COMMUNICATION FACILITIES

| Service Designation | Callsign | Channel/ Frequency(MHz) | SATVOICE number(s) | Logon Address | Hours of Operation | Remarks |
|---|---|---|---|---|---|---|
| 1 | 2 | 3 | 4 | 5 | 6 | 7 |
| APP | HEATHROW DIRECTOR | 119.730 | | | H24 | ATZ hours coincident with Approach hours. |
| | | 120.400<br>When instructed by ATC. | | | H24 | |
| | | 121.500<br>Emergency frequency O/R. | | | H24 | |
| | | 127.525<br>When instructed by ATC. | | | H24 | |
| | | 134.980<br>When instructed by ATC. | | | H24 | |
| TWR | HEATHROW DELIVERY | 121.980<br>Ground Movement Planning<br>Departing aircraft are to make initial call to 'Heathrow Delivery' on this frequency. | | | H24 | |
| | HEATHROW GROUND | 121.705<br>DOC 5 NM/GND.<br>Ground Movement Control. | | | As directed by ATC | |
| | | 121.855<br>DOC 5 NM/GND.<br>Ground Movement Control. | | | As directed by ATC | |
| | | 121.905<br>DOC 5 NM/GND.<br>Ground Movement Control. | | | As directed by ATC | |
| | HEATHROW TOWER | 118.505<br>DOC 25 NM/4,000 FT. | | | H24 | |
| | | 118.705<br>DOC 25 NM/4,000 FT. | | | H24 | |
| | | 121.500<br>Emergency frequency O/R. | | | H24 | |
| | | 124.480<br>When instructed by ATC. | | | H24 | |
| RADAR | HEATHROW RADAR | 121.500<br>Emergency frequency O/R. | | | H24 | Outside the hours 0700-2030 (0600-1930) 125.625 MHz will be monitored by Thames Director: 0600-0700 (0500-0600) and 2030-2230 (1930-2130) or Heathrow Director: 2230-0600 (2130-0500). |
| | | 125.625<br>VFR and Special VFR flights in the London CTR and the London City CTR/CTA.<br>DOC 60 NM/ 20,000 FT. | | | H24 | |

| Service Designation | Callsign | Channel/ Frequency(MHz) | SATVOICE number(s) | Logon Address | Hours of Operation | Remarks |
|---|---|---|---|---|---|---|
| 1 | 2 | 3 | 4 | 5 | 6 | 7 |
| | | 127.525<br>When instructed by ATC. | | | H24 | |
| ATIS | HEATHROW INFORMATION | 113.750<br>DOC 60 NM/ 20,000 FT.<br>Broadcast on Bovingdon VOR. | | | H24 | |
| | | 117.000<br>DOC 70 NM/ 20,000 FT.<br>Broadcast on Seaford VOR. | | | H24 | |
| | | 128.080<br>DOC 60 NM/ 20,000 FT. | | | H24 | |
| ATIS DEP | HEATHROW INFORMATION | 121.935<br>DOC 5 NM/GND. | | | H24 | |
| OTHER | HEATHROW FIRE | 121.600<br>When instructed by ATC.<br>Non-ATS frequency. | | | Available when Fire vehicle attending aircraft on the ground in an emergency. | |

## EGLL AD 2.19 RADIO NAVIGATION AND LANDING AIDS

| Type of Aid CAT of ILS/MLS MAG Var/VOR Declination | Ident | Frequency | Hours of Operation | Position of transmitting antenna coordinates | Elevation of DME transmitting antenna | Remarks |
|---|---|---|---|---|---|---|
| 1 | 2 | 3 | 4 | 5 | 6 | 7 |
| ILS/LOC<br>III<br>1.24°E (2027) | IAA | 110.300 MHz | HO | 512839.71N<br>0002537.06W | | (RWY 09L)<br>Particular care should be exercised in selecting the appropriate ILS facility as more than one ILS will normally be radiating. |
| ILS/GP | IAA | 335.000 MHz | HO | 512843.50N<br>0002850.43W | | (RWY 09L)<br>3° ILS Ref Datum Hgt 51 FT.<br>Certified for extended range to 15 NM.<br>Not for use below 2200 FT at this range. |
| ILS/LOC<br>III<br>1.24°E (2027) | IBB | 109.500 MHz | HO | 512753.89N<br>0002541.63W | | (RWY 09R)<br>Particular care should be exercised in selecting the appropriate ILS facility as more than one ILS will normally be radiating. |
| ILS/GP | IBB | 332.600 MHz | HO | 512748.97N<br>0002840.54W | | (RWY 09R)<br>3° ILS Ref Datum Hgt 50 FT.<br>Certified for extended range to 15 NM.<br>Not for use below 2200 FT at this range. |
| ILS/LOC<br>III<br>1.22°E (2027) | ILL | 109.500 MHz | HO | 512753.14N<br>0002928.20W | | (RWY 27L)<br>False Capture may be experienced when approaching from the north and south.<br>Particular care should be exercised in selecting the appropriate ILS facility as more than one ILS will normally be radiating. |
| ILS/GP | ILL | 332.600 MHz | HO | 512749.47N<br>0002620.00W | | (RWY 27L)<br>3° ILS Ref Datum Hgt 56 FT.<br>Certified for extended range to 15 NM.<br>Not for use below 2200 FT at this range. |

| Type of Aid<br>CAT of ILS/MLS<br>MAG Var/VOR<br>Declination | Ident | Frequency | Hours of Operation | Position of transmitting antenna coordinates | Elevation of DME transmitting antenna | Remarks |
|---|---|---|---|---|---|---|
| 1 | 2 | 3 | 4 | 5 | 6 | 7 |
| ILS/LOC<br>III<br>1.22°E (2027) | IRR | 110.300 MHz | HO | 512838.88N<br>0002937.39W | | (RWY 27R)<br>Particular care should be exercised in selecting the appropriate ILS facility as more than one ILS will normally be radiating. |
| ILS/GP | IRR | 335.000 MHz | HO | 512843.83N<br>0002617.50W | | (RWY 27R)<br>3° ILS Ref Datum Hgt 58 FT.<br>Certified for extended range to 15 NM. Not for use below 2200 FT at this range. |
| VOR/DME<br>1.24°E (2027)<br>0.6°E (2022) | OCK | 100X<br>115.300 MHz | H24 | 511818.17N<br>0002649.86W | 200 FT | RNAV Substitution Only.<br>VOR DOC: 25 NM/25,000 FT and 35 NM/25,000 FT in the sector 114º to 289º.<br>DME DOC: 70 NM/25,000 FT (90 NM/ 25,000 FT in Sector R059°-089°). |
| VOR/DME<br>1.22°E (2027)<br>0.8°E (2023) | LON | 83X<br>113.600 MHz | H24 | 512914.09N<br>0002759.54W | 113 FT | VOR DOC: 20 NM/50,000 FT (10 NM/ 50,000 FT in Sector R094-164, 35 NM/50,000 FT in Sector R064-094 and 40 NM/50,000 FT in Sector R254-289). There may be VOR bearing fluctuations in Sector R334-170.<br><br>DME DOC: 40 NM/50,000 FT (100 NM/50,000 FT in Sector R179-254 and 80 NM/50,000 FT in Sector R254-314).<br><br>DME unlocks may occur in the Sector R179-249 at ranges greater than 50 NM. |
| NDB<br>1.09°E (2027) | WOD | 352.000 kHz | H24 | 512710.02N<br>0005243.68W | | Range 25 NM. |
| VOR/DME<br>0.98°E (2027)<br>0.8°E (2024) | SAM | 80Y<br>113.350 MHz | H24<br>Hours of operation for aerodrome purposes: HO | 505718.90N<br>0012042.20W | 64 FT | VOR DOC: 20 NM/50,000 FT (35 NM/ 50,000 FT in Sector R249-084 and 40 NM/50,000 FT in Sector R359-034).<br>DME DOC: 100 NM/50,000 FT (150 NM/50,000 FT in Sector R224-314).<br>On R202 VOR flag alarms and DME unlocks may be experienced at ranges exceeding 30 NM below 8000 FT. |
| NDB<br>1.15°E (2027) | BUR | 421.000 kHz | HO | 513108.44N<br>0004037.89W | | DOC: 15 NM except for Sector 340-020 where DOC is 30 NM |
| NDB<br>1.20°E (2027) | CHT | 277.000 kHz | HO | 513723.32N<br>0003106.87W | | Range 25 NM. |
| NDB<br>1.27°E (2027) | EPM | 316.000 kHz | HO | 511910.43N<br>0002219.12W | | Range 25 NM. |
| ILS/DME | IBB | 32X<br>109.500 MHz | HO | 512749.74N<br>0002730.90W | 93 FT | (RWY 09R)<br>On AD.<br>DME freq paired with ILS I-BB and I-LL.<br>Zero range is indicated at THR of Runway 09R and 27L. |
| ILS/DME | ILL | 32X<br>109.500 MHz | HO | 512749.74N<br>0002730.90W | 93 FT | (RWY 27L)<br>On AD.<br>DME freq paired with ILS I-BB and I-LL.<br>Zero range is indicated at THR of Runway 09R and 27L. |
| ILS/DME | IRR | 40X<br>110.300 MHz | HO | 512843.84N<br>0002732.51W | 99 FT | (RWY 27R)<br>On AD.<br>DME freq paired with ILS I-AA and I-RR.<br>Zero range is indicated at THR of Runway 09L and 27R. |

| Type of Aid CAT of ILS/MLS MAG Var/VOR Declination | Ident | Frequency | Hours of Operation | Position of transmitting antenna coordinates | Elevation of DME transmitting antenna | Remarks |
|---|---|---|---|---|---|---|
| 1 | 2 | 3 | 4 | 5 | 6 | 7 |
| ILS/DME | IAA | 40X<br>110.300 MHz | HO | 512843.84N<br>0002732.51W | 99 FT | (RWY 09L)<br>On AD.<br>DME freq paired with ILS I-AA and I-RR.<br>Zero range is indicated at THR of Runway 09L and 27R. |
| VOR/DME<br>1.39°E (2027)<br>1.1°E (2024) | BIG | 98X<br>115.100 MHz | H24 | 511951.15N<br>0000205.32E | 589 FT | VOR DOC: 20 NM/50,000 FT (30 NM/50,000 FT in Sector R259-314 and 45 NM/50,000 FT in Sector R314-344). DME DOC: 60 NM/50,000 FT (125 NM/50,000 FT in Sector R284-044 and 100 NM/50,000 FT in Sector R044-134).<br>Due to terrain, coverage at low level is reduced in Sector R114-219. In addition DME unlocks may occur in Sector R004-039 at ranges up to 25 NM. |
| VOR/DME<br>1.41°E (2027)<br>1.1°E (2025) | LAM | 103X<br>115.600 MHz | H24 | 513845.69N<br>0000906.13E | 241 FT | VOR DOC: 30 NM/50,000 FT (40 NM/50,000 FT in Sectors R064-099, R139-174 and R249-289). DME DOC: 40 NM/50,000 FT (110 NM/50,000 FT in Sector R314-134). |
| VOR/DME<br>1.58°E (2027)<br>1.2°E (2023) | DET | 120X<br>117.300 MHz | H24 | 511814.41N<br>0003550.19E | 645 FT | VOR DOC: 20 NM/50,000 FT (35 NM/50,000 FT in Sector R289-029 and 45 NM/50,000 FT in Sector R249-289). DME DOC: 60 NM/50,000 FT. |
| VOR/DME<br>1.20°E (2027)<br>1.0°E (2024) | MID | 87X<br>114.000 MHz | H24 | 510314.23N<br>0003730.01W | 233 FT | VOR DOC: 20 NM/50,000 FT (35 NM/50,000 FT in Sector R354-164). DME DOC: 60 NM/50,000 FT (100 NM/50,000 FT in Sector R239-359). |
| VOR/DME<br>1.44°E (2027)<br>1.4°E (2025) | MAY | 126X<br>117.900 MHz | H24 | 510101.86N<br>0000658.04E | 384 FT | VOR DOC: 20 NM/25,000 FT (30 NM/25,000 FT in Sector R259-329 and 35 NM/25,000 FT in the Sector R059-094).<br>DME DOC: 40 NM/25,000 FT (60 NM/25,000 FT in Sector R104-164).<br>Due to terrain, coverage at low level is reduced in Sector R314-039. |
| VOR/DME<br>1.18°E (2027)<br>0.7°E (2023) | BNN | 84Y<br>113.750 MHz | H24 | 514334.19N<br>0003259.10W | 558 FT | VOR DOC: 20 NM/50,000 FT (30 NM/50,000 FT in Sector R329°-084° and 40 NM/50,000 FT in Sector R084°-119°). DME DOC: 60 NM/50,000 FT. |

# EGLL AD 2.20 LOCAL AERODROME REGULATIONS

## 1 AIRPORT REGULATIONS

a) Use governed by regulations applicable to the London CTR.
b) The following conditions and procedures apply to single-engined and light twin-engined aircraft not fully equipped with radio apparatus (including ILS receiver) as specified at GEN 1.5 but carrying at least the VHF RTF frequencies to permit communication with London (Heathrow) Airport Approach/Director/Radar, Tower and Ground Movement Control:

   i. The flight must be made on a VFR or Special VFR clearance under the weather conditions and along the routes specified in the EGLL AD 2.22, paragraph 12.
   ii. The first VHF RTF communication with Approach Control must include the words 'Customs required' if the flight is an international one.

c) An operator which has not operated a scheduled service or a series charter service from Heathrow prior to 1 November 1992 shall only be permitted to commence a scheduled service or a series charter service from Heathrow to a destination which was not served from the airport by any operator in the twelve months prior to 1 November 1992 if any jet aircraft to be used meets the requirements ICAO Annex 16, Chapter 3.
d) When applying for permission to commence a service falling within the terms of this Condition, documents attesting that jet aircraft comply with Chapter 3 Noise certification standards must be produced. If these documents are not produced the aircraft will be regarded as a non Chapter 3 aircraft.

e) All flights are at all times subject to PPR within the terms of the Heathrow Rule 1 Traffic Distribution Rules 1991. The filing of a flight plan with NATS or receipt of an ATC clearance does not constitute permission to use London Heathrow.

f) Availability: H24, subject to the approval of the Director of Operations, Heathrow Airport Ltd, and the acceptance of the flight by the coordinator (Airport Co-ordination Ltd). For the purposes of this paragraph, Scheduled Flights shall mean: commercial passenger flights; commercial all-cargo flights; positioning flights to operate a planned commercial service or to undergo essential maintenance; ambulance flights; other non-commercial flights operated in support of commercial operations including but, not limited to, air tests, training flights, technical stops. Subject to paragraph (g), the airport may not be used by aircraft other than those engaged on Scheduled Flights unless:

i. prior written permission and a clearance number for each flight is obtained from the Director of Operations, Heathrow Airport Limited; and
ii. a slot has been obtained in advance of each movement from the airport co-ordinator.

Applications for prior permission must be made in writing not more than 10 days and not less than 24 hours before the proposed flight to the Director of Operations, The Compass Centre, Nelson Road, Heathrow Airport, Tel: 020-8757 4470. Once permission has been granted to an operator for a particular operation, permission will be deemed granted on subsequent occasions provided there is no material difference in the type of operation (in such cases a further application for prior permission must be made as above) and provided that the Director of Operations shall not have revoked the permission, which he shall be able to do in his absolute discretion.

Applications for a slot must be made not less than 24 hours before the proposed flight, and should be addressed to the Manager, Airport Co-ordination LTD, by Tel: 020-8564 0613, Fax: 020-8564 0690, available during office hours; or by email: LONACXH@acl-uk.org.

Both applications must include the following information.

i. Aircraft owner/operator;
ii. Aircraft type and registration;
iii. Origin and/or destination;
iv. ETA and ETD;
v. Number of passengers;
vi. A handling agent (Airline Operator or Handling Agent based at Heathrow) is a requirement for all flights including general aviation and helicopter movements;
vii. Purpose of flight.

Use is also subject to limitations imposed by Night Noise Restrictions (see current supplements).

g) For the purposes of this paragraph (g), 'General or Business Aviation' shall mean any air traffic not falling into any of the following categories:

i. Scheduled Flights (as defined in paragraph (f));
ii. Air-Taxi Services which shall mean: non-scheduled air transport operations for hire or reward in the case of passenger air transport operations where the seating capacity of the aircraft used exceeds 10;
iii. Official Flights which shall mean: any traffic engaged on the King’s flight or on flights operated primarily for the purpose of the transport of Government Ministers or visiting Heads of State or dignitaries from abroad.

Operators of General or Business Aviation aircraft may not operate at any time unless:

i. they obtain prior written permission to do so from the Director of Operations, Heathrow Airport Limited; and
ii. they obtain a slot in advance of each movement also from the airport co-ordinator; and
iii. irrelevant of their time of arrival and departure, they operate the movement (departure and arrival) to the approved slot time.

Those who fail to comply with (g) (i), (ii), or (iii), are liable to be prohibited from operating thereafter, unless the Director of Operations, Heathrow Airport Limited is satisfied that the movement amounted to an emergency or other circumstances beyond the control of the operator or the commander of the aircraft.

Applications for prior permission must be made in writing not more than 10 days and not less than 24 hours before the proposed flight to the Director of Operations, The Compass Centre, Nelson Road, Heathrow Airport, Tel: 020-8757 4470. Once permission has been granted to an operator for a particular operation, permission will be deemed granted on subsequent occasions provided there is no material difference in the type of operation (in such cases a further application for prior permission must be made as above) and provided that the Director of Operations shall not have revoked the permission, which he shall be able to do in his absolute discretion.

Applications for a slot must be made not less than 24 hours before the proposed flight, and should be addressed to the Manager, Airport Co-ordination LTD, by Tel: 020-8564 0613, Fax: 020-8564 0690, available during office hours; or by email: LONACXH@acl-uk.org.

i. Aircraft owner/operator;
ii. Aircraft type and registration;
iii. Origin and/or destination;
iv. ETA and ETD;
v. Number of passengers;
vi. A handling agent (Airline Operator or Handling Agent based at Heathrow) is a requirement for all flights including general aviation and helicopter movements;
vii. Purpose of flight.

Flights for recreational, commemorative, charity and record breaking purposes, light twin engined private aircraft and all light single engined aircraft will not be permitted to use the airport. 'Light aircraft' shall be defined as any aircraft that has a maximum gross take-off weight of 12,500 lb (5,670 KG) or less.

h) Diversion Procedure – Airlines and other operators are advised to avoid filing London Heathrow as an alternate. However, where this is unavoidable, they are required to have made arrangements for ground handling with an airline from the appropriate terminal. It should be noted that during the night, ground handling facilities are very limited without prior arrangement. Nothing in this procedure shall, however, prevent an aircraft that has declared an emergency from landing.
i) The operation of the Antonov An225 is subject to prior approval of the Airside Operations AfDM, Tel: 0208-745 7373.
j) Fixed-wing and rotary aircraft using London Heathrow Airport do so in accordance with the Heathrow Conditions of Use document. A copy of the document is available at www.heathrowairport.com.
k) In order to provide a stable and deliverable schedule during times of disruption Heathrow Airport Ltd, in agreement with the AOC and Airline Operators (AOs), has developed the following mechanisms to assist with both short term and longer-term disruption. These interventions aim to minimise the impact of disruption to passengers and the local community, whilst providing participating airlines with the ability to pre-tactically cancel flights in advance of expected disruption and thus minimise the risk of tactical cancellations. Interventions are managed on behalf of Heathrow Airport by the Aircraft Operations Duty Manager (AODM). The AODM is available H24 via tel +44(0)208-757 3501.

i. Level One intervention – tactical tools and methodologies used to minimise the impact of short term capacity issues. These are applied under BAU conditions;
ii. Level Two intervention – When inclement weather is forecast the AODM, in conjunction with ATC, will assess the risk to the normal operations of the airfield. If disruption is expected the AODM will convene a conference call with the top 23 airlines (in terms of ATMs) where it may be agreed that airlines are required to make a pre-tactical reduction in their schedules. Heathrow may also decide not to accept diversions during a period of disruption, and ad-hoc slots may be suspended. All outcomes will be communicated via NOTAM. Airport Coordination Limited (ACL) is responsible for monitoring the utilisation of slots and applying the “use it or lose it” (80:20) rule as required under the European Union Regulation 95/93 amended by 794/2004. ACL will review each activation of the Demand v Capacity process on a case by case basis. ACL will look favourably on those air carriers that comply with the request by the airport to cancel in advance of predicted disruption following the issuing of a NOTAM and will provide alleviation for 80:20. ACL will review cancellations that occur in the same way it would for any other disruption, which may lead to further alleviations.
iii. Level Three intervention – if inclement weather is forecast for a more prolonged period (generally in excess of 24 hours) or if the airport has experience a loss of critical resource, systems or infrastructure and disruption is expected to last for greater than 24 hours the Head of Operations would instigate Heathrow Airport Demand and Capacity Balancing (HADACAB). A conference call is held with the top 50 airlines (in terms of ATMs) and under the Terms and Conditions of use of Heathrow a schedule reduction is mandated. Such reductions are also considered for 80:20 alleviation. Generally, a Level Three Intervention is preceded by a Level Two intervention.
iv. Level Four intervention – in the event of the loss of a significant asset or processing agent (including staff) resulting in disruption that is expected to last for a prolonged period (such as loss of terminal, loss of runway) then the Head of Operations would instigate Heathrow Airport Demand and Capacity Balancing (HADACAB). A conference call is held with all airlines and under the Terms and Conditions of use of Heathrow a schedule reduction is mandated. Such reductions are also considered for 80:20 alleviation. A Level Four intervention may not necessarily be preceded by a Level Two or Three intervention.

## 2 GROUND MOVEMENT

a) **General**

i. Ground Movement Control (GMC) is in continuous operation and all surface movement of aircraft, vehicles and personnel on the Manoeuvring Area is subject to ATC authority. Some vehicles are permitted to operate on taxiways without being under positive control from ATC. These vehicles are said to be ‘free ranging’ and must give way to aircraft at all times, maintaining a listening watch on the relevant GMC frequency.
ii. Directions issued by ATC should be followed specifically. RTF transmissions must be brief, concise and kept to the minimum number.
iii. Within the Movement Area, pilots will be cleared to and from the aircraft stands under general direction from GMC. Pilots are reminded of the extreme importance of maintaining a careful lookout at all times.
iv. Pilots are to use the minimum power necessary when manoeuvring on the taxiway system. This is of particular importance when manoeuvring in the apron cul-de-sacs, where jet blast can affect adjacent stands.
v. Flight crew are reminded of the extreme importance of maintaining a careful lookout at all times and are at all times responsible for wing tip clearance. The taxiway lighting system is an aid to pilots when they are operating on the manoeuvring area during darkness or in poor visibility. Notwithstanding the taxiway lighting system, pilots continue to remain responsible for wing tip clearance.
vi. In promulgated holding areas, ATC may require aircraft to pass each other. Avoidance of other aircraft is the responsibility of the flight crew involved. If doubt exists as to whether other aircraft can be safely overtaken, aircraft must stop, advise ATC, and request ATC for alternative instructions.
vii. Heathrow Airport is equipped with an advanced surface movement radar utilising Mode-S.

1. Aircraft operators intending to use London Heathrow Airport should ensure that Mode S transponders are able to operate when the aircraft is on the ground.
2. Flight crew should select XPDR, or equivalent, AUTO if available, and the assigned code:

a) From the request to push back or taxi, whichever is earlier;
b) After landing, continuously until the aircraft is parked on stand.

After parking the Mode A code 2000 must be set before selecting OFF or STDBY.

3. Flight crew of aircraft equipped with Mode S having an aircraft identification feature should also set the aircraft identification. This setting is the aircraft identification specified in Item 7 of the ICAO ATC Flight Plan. The aircraft identification should be entered from the request for push back or taxi, whichever is earlier, through the FMS or the Transponder Control Panel.

viii. Pilots are required to inform Heathrow Delivery if the aircraft livery conflicts with the aircraft callsign.
ix. For the safety of ground personnel, flight crews are requested not to flash or illuminate nose gear lights whilst on stand without prior warning to ground crew.

b) **Manoeuvring Area**

i. The manoeuvring area designation system is illustrated on page AD 2-EGLL-2-1. The taxiway designation system uses alphabetical letters to identify main taxiways. Stub taxiways that connect main taxiways are designated as 'Link'. The runway holding areas have named reporting points. Entrance/exits for the runways have alpha/numeric designations'.
ii. The Manoeuvring Area is equipped with the following forms of taxiway guidance:

1. Yellow painted taxiway centre-lines;
2. Yellow painted holding position lines at the approach to runways;
3. Yellow painted special holding position lines related to runway protection in CAT II/III;
4. Green taxiway centre-line lights and red stopbars controlled from the Tower;

(aa) During the hours of darkness or reduced visibility. Aircraft may be requested to ‘follow the greens’, in addition to being given a verbal clearance limit. This means aircraft should follow the green centre-line lights, until either the verbal clearance limit or a red stop bar is reached. Aircraft should not proceed past a verbal clearance limit without ATC approval, even if no red stop bar exists.

(bb) During daylight hours red stop bar lights will be illuminated at each runway entry point. Aircraft must not proceed past until the stop bar is extinguished and ATC permission is received. No green centre-line lights are provided during daylight hours.

5. An illuminated red stopbar means STOP. Aircraft must not proceed until the stopbar is extinguished and ATC permission is received;
6. Runway Guard Lights: Pairs of alternately flashing ground mounted yellow lights at each side of the taxiways, where they connect with a runway, operate H24.

iii. Ground movement of large aircraft:

1. A380 aircraft – taxiway routes available to the A380 are shown on chart AD 2-EGLL-2-3, marked in yellow. In addition, B747-800 aircraft are permitted to use taxiway Sierra west of S6 and Link 41. Reduced ‘taxiway centre-line to object clearance’ of 49 M applies on the following taxiways: Bravo between Foxtrot and Link 11; Echo between Bravo and Link 36; Whiskey between Sierra and Tango; Sierra between SY6 and Tango. Reduced clearance of 47.5 M to an airside road to the east of Taxiway Alpha at MORRA. Pilots are to ensure that aircraft remain on the taxiway centre-line at all times, it is recommended that judgemental steering is used at all times when manoeuvring on the taxiways. Pilots are to use minimum power when manoeuvring in Terminal 4.
2. Pilots of Code E aircraft must exercise caution when using Taxiway Sierra between Reporting Point SY6 and Taxiway Z as wing tip clearances to the south are minimal.
3. All B747/400 aircraft on Taxiway Zulu must be under tow.
4. Aircraft Code E and above - it is recommended that flight crews use judgemental steering at all times when manoeuvring on the taxiways. These aircraft are not permitted to use the following route; Eastbound on Taxiway Sierra at NESSY - turning right onto Link 41 to face west and vice-versa.

←

iv. Code E taxiway-taxiway separation of 80 M is not met as follows: Taxiways Alpha-Bravo between Hotel and AY5.
v. Code E taxiway to stand, or taxiway to object separation of 43.5 M is not met to the east of Taxiway Foxtrot between F1 and Taxiway Golf (42.5 - 43 M), and to the south of Taxiway Sierra between SY6 and Taxiway Z (37 M).
vi. Code F taxiway to stand, or taxiway to object separation of 51 M is not met to the south of Taxiway Bravo (N) between stands 336 and 357 (49 M).
vii. Taxiway Yankee between HANLI and Taxiway Alpha is restricted to aircraft with a maximum size of Code C.
viii. Link 56 restricted to aircraft with a maximum size Code D.

c) **Engine Ground Running**

Accountability for the control of ground noise at Heathrow rests with Heathrow Airport Limited (HAL). Various restrictions regarding aircraft operations are related to the planning conditions (as amended) for Terminals 4 and 5. In addition, the running of Auxiliary Power Units is controlled.

i. **Operations at Terminal 4**

1. **Stands 401-403 and 429-432**, except in an emergency, **between 2330 (2230) and 0600 (0500)**; no use of aircraft engines shall be permitted to, from or onto these stands;
2. **Taxiway route ‘S’ east of ‘V’ apron or through ‘Link 41’ to S1 and reverse.** Aircraft are prohibited from accessing and departing from the terminal site by taxiing on the route above between 2330 (2230) and 0600 (0500) except in an emergency or as a consequence of essential maintenance work on the alternative access routes.

ii. **Operations at Terminal 5**

Between 2330 (2230) and 0600 (0500):

1. Aircraft arriving at Terminal 5 and those scheduled to depart in that period, will use stands closest to the centre of the site in preference to outer stands;
2. Taxiing operations to the north and south of the T5 application site will be restricted to inner taxiways only, except in an emergency or for the maintenance of the runway and taxiway system.

iii. **Hierarchy of power sources**

The following hierarchy of power sources must be followed:

1. FEGP - to be used whenever supplied and serviceable;
2. GPU - only to be used when FEGP is not supplied or the unit is unserviceable;
3. APU - only to be used when neither FEGP nor GPU is supplied or both units are unserviceable.

iv. **Auxiliary Power Units (APU) procedures**

1. APU must be shut down at the earliest opportunity on arrival on stand.
2. APUs are not permitted to be used between 2330-0600 (2230-0500) on:

   Cargo Area stands 601-609 and 614-616;

   Stands 401-403 and 429-432, except in an emergency.

3. No APU is to be left running unless either a qualified person is in attendance or the APU has both an auto-shut down and auto-extinguishing facility.

v. Restrictions on the use of APUs are:

| | **Before Estimated Time of Departure - start** | **Arrival terminating operation - shut down** |
|---|---|---|
| **Narrow Body Aircraft** | No more than 15 minutes † | 10 minutes after arrival on stand † |
| **Wide Body Aircraft**<br><br>(B747, B767, B777, B787, MD11, A300, A310, A330, A340) | No more than 30 minutes † | 10 minutes after arrival on stand † |
| A380 | No more than 60 minutes † | 15 minutes after arrival on stand † |

† Exemptions to these restrictions are:

1. When the aircraft is scheduled to be towed, the APU may be started if no other external power source is available but no earlier than 10 minutes prior to the planned movement.
2. When the planned towing movement as specified under 1 is delayed due ATC, then the APU may be left running.
3. Where no fourth FEGP plug is available on stand, A380 aircraft are permitted to use a GPU to support FEGP usage.
4. If the ambient cabin temperature is too high and the PCA (Pre-conditioned Air) is unable to bring the temperature to a desired value after an extended period of use, or the PCA cannot be used/is not available, such as during a strong wind warning (as promulgated through AOP (Airport Operations Plan) and the Airport Community Apps). APU may be used 30 minutes before ETD for Narrow-bodied Aircraft.
5. If the ambient cabin temperature is too high and the PCA is unable to bring the temperature to a desired value after an extended period of use, or the PCA cannot be used/is not available, such as during a strong wind warning (as promulgated through AOP and the Airport Community Apps). APU may be used 55 minutes before ETD for Wide-bodied Aircraft (Except for A380).
6. If the ambient cabin temperature is too high and the PCA is unable to bring the temperature to a desired value after an extended period of use, or the PCA cannot be used/is not available, such as during a strong wind warning (as promulgated through AOP and the Airport Community Apps). APU may be used 90 minutes before ETD for A380.

vi. If an Airline wishes to make use of the Engine Ground Run pens they should contact British Airways maintenance control on 020-8513 0880. Requests will only be accepted when there is spare capacity.

d) **Runway Crossing Procedure (Runway 09R/27L)**

i. Aircraft and vehicles which are required to cross active runways will be issued instructions by the Ground Movement Controller, which will include a holding point as a clearance limit, at which the aircraft or vehicle will be required to hold short of the active runway.
ii. When reaching the clearance limit specified in the taxiing instructions, the aircraft or vehicle will be instructed to change frequency to that of the Air Controller of the appropriate runway.
iii. After crossing the runway and having reported 'runway vacated' with the Air Controller, the aircraft or vehicle will be instructed to revert to the GMC frequency for further clearance. In the absence of further clearance pilots should turn onto the first available taxiway and come to a stop.

e) **Start-up Procedures**

i. General

1. ATC are responsible for clearance delivery as a separate function from Ground Movement Control (GMC). **Pushback approval must be obtained from GMC.** Pilots who wish to start engines on stand must request permission from GMC. Pushback approval includes permission to start engines during pushback.
2. Pilots are to report their aircraft type, stand number, QNH and the identification letter of the received ATIS information on first contact with 'Heathrow Delivery'.
3. All jet aircraft are to advise ATC if, for any reason, they are unable to accelerate after noise abatement procedures to 250 KT.
4. Any jet aircraft with a minimum clean speed of greater than 250 KT must inform Heathrow Delivery.
5. In Terminal 5 only (T5A, T5B, T5C and T5D Stands 501-596), Ramp Information Display System (RIDS) screens are situated in proximity to the head of stand area. The information provided on each screen will be unique to the flight on stand at any given time and will provide turnaround status information to the flight crew. The screens are for **information only and are not to be mistaken for Visual Docking Guidance System (VDGS).**

ii. **Airport - Collaborative Decision Making (A-CDM)**

1. TOBT/TSAT

(aa) Pilots should take note of the **TSAT** which they receive from their AO/GH or ATC and comply with it;

(bb) **If TOBT or TSAT** can no longer be met, at any time, then TOBT must be updated by AO/GH;

(cc) Pilot should ensure that the flight is ready to depart at **TOBT (window of -5 to +5 minutes).**

2. Start Request - Heathrow Delivery

(aa) Pilot should report ready to Heathrow Delivery at **TOBT (window of -5 to +5 minutes);**

(bb) ATC will then **approve start** or in the case of a delay will **advise the TSAT;**

(i) Pilots to monitor the frequency from this point, as TSAT can improve up to TOBT;

(ii) Start approval will be issued, based on TSAT and the prevailing traffic situation;

(iii) Pilots will be informed of an ATC delay to TSAT in excess of 5 minutes.

(cc) If at **TOBT + 5 minutes** ATC have not received a start up request the aircraft may lose its position in the sequence.

(i) ATC will advise the pilot that a new TOBT is required;

(ii) Once the new TOBT is entered the flight will be re-sequenced according to a new TOBT, with a subsequent delay;

(iii) The aircraft will not be allowed to depart until a valid TOBT is entered and revised TSAT given and complied with.

3. Pushback Request - Heathrow Ground

(aa) Pushback/Start clearance must be requested from Ground no later than 5 minutes after being transferred from Delivery;

(bb) If unable to meet this constraint, the aircraft will not be allowed to pushback. A valid TOBT must then be issued by the AO/GH and ATC will then issue a revised TSAT.

4. Remote Holding Request

(aa) If an eligible AO is aware of a CTOT and wishes to take the delay on a taxiway rather than on the stand, then they should contact the Heathrow Operational Efficiency Cell on +44 (0)208-750 2636 to arrange it;

(bb) In this instance, the TSAT will be adjusted to allow the aircraft to be transferred to GMC earlier for the remote hold.

5. Aircraft De-icing Requirements.

(aa) Annually, Heathrow publishes an Aircraft De-icing Plan (HADIP). All airline operators should ensure that they have read and understood this document. A copy of the plan can be downloaded from www.heathrow.com/airside.

(bb) During periods of high demand for de-icing, Heathrow activates the A-CDM ‘Winter Module’ which includes aircraft de-icing rig allocation capability.

(cc) In order to request de-icing, pilots should follow their company’s standard procedure. In accordance with Heathrow’s de-icing plan, operators will enter the requirement for de-icing into A-CDM, which will ensure that de-icing resources are allocated appropriately. If the aircraft is to be de-iced remotely, operating companies will pass this information to pilots prior to push. Remote de-icing facility locations are shown on chart AD 2-EGLL-2-8.

(dd) When doors are closed and ready to commence de-icing on gate, pilots must call Heathrow Delivery stating “Ready for de-icing”. This call must be made at +/- 5 minutes from TOBT.

(ee) Once de-icing on the gate is complete, pilots should call Heathrow Delivery again, stating 'De-icing complete, ready to push and start'.

(ff) Pilots who have been allocated a remote de-icing area should contact Heathrow Delivery, stating 'Ready to push and start for remote de-icing'.

6. Coordination with Eurocontrol NM.

A permanent and fully automatic data exchange with the Eurocontrol NM (Network Management) is established. This data transfer enables highly accurate early predictions of landing and departure times. Furthermore, this allows for more accurate and efficient calculation of the CTOT due to the use of local target take-off times.

The following system-to-system messages are used:

Messages sent by NMOC to Airport via Publish & Subscribe Service:

- Flight Plan Messages;
- Flight Data Messages.

Messages sent by Airport to the NMOC for arrival flights:

- General Arrival Planning Information Messages (G-API) - up to 48 hours before the flight.

Messages sent by Airport to the NMOC for departure flights:

- Predicted Departure Planning Information Messages (P-DPI) - up to 48 hours before the flight;
- Early Departure Planning Information Messages (E-DPI);
- Target Departure Planning Information Messages (T-DPI);
- ATC Departure Planning Information Messages (A-DPI);
- Cancel Departure Planning Information Messages (C-DPI).

The basic Eurocontrol NM procedures continue to apply.

These DPI and API messages include TOBT, TSAT, TTOT as well as information on the arrival or departure flights and airport resources. The Network Operation will consider these TTOT when updating flight profile in its system and will try to adjust the CTOT accordingly, if possible. With the introduction of P-DPI and G-API messages exchanged with NM Systems, those messages may impact the ATFM Network earlier than the start of A-CDM (EOBT-3h) and up to 48 hours before EOBT, and these data may be used for air traffic flow management (ATFM) purposes.

iii. Clearance Delivery

1. ATC departure clearances may be obtained by Voice RTF or Data link Departure Clearance Service (DCL) (via SITA or ARINC (623)).
2. Voice RTF

(aa) Between 0630 (0530) and 1400 (1300) and between 1500 (1400) and 2200 (2100), pilots may call for ATC clearance up to 15 minutes prior to be being fully ready to push-back.

3. Datalink Departure Clearance Service (DCL) (via SITA or ARINC (623))

(aa) The DCL service is available from EOBT -25 until EOBT +15 minutes.

(bb) DCL Clearances will not be issued if requested later than EOBT +15 minute. Successful clearances must be ACCEPTED within 5 minutes of receipt or a 'Revert to voice' message will be received.

(cc) If any data errors are detected by the system or the controller a 'revert to voice' message will be received.

(dd) If the attempt to obtain a clearance is unsuccessful the aircraft should revert to voice RTF.

(ee) Further details of the DCL service may be obtained from ATC operations on + 44 (0)208-750 2621.

(ff) **Regardless of clearance source, departing aircraft must report their aircraft type, stand number, QNH and the identification letter of the received ATIS information to 'Heathrow Delivery' when fully ready for pushback and start**.

(gg) In strong crosswind conditions (crosswind component above 35 knots), pilots are requested to advise Ground Movement Planning, on start-up, of their aircraft crosswind limitations. This is to enable better tactical planning at the Runway Holding point and a more efficient departure rate. In those conditions, this requirement will be confirmed through ATIS broadcast and NOTAM (if sufficient time allows).

iv. RVR below 400 M

When the RVR is below 400 M pilots are not to request start-up clearance until the reported RVR is equal to or greater than the appropriate value in the following table:

| AIRCRAFT TAKE-OFF MINIMA | MINIMUM RVR FOR START-UP CLEARANCE |
|---|---|
| 350 Metres RVR | 300 Metres RVR |
| 300 Metres RVR | 250 Metres RVR |
| 250 Metres RVR | 200 Metres RVR |
| 200 Metres RVR | 150 Metres RVR |
| 150 Metres RVR | 150 Metres RVR |
| 100 Metres RVR | 100 Metres RVR |
| 75 Metres RVR | 75 Metres RVR |

It is emphasised that these measures will apply only when the reported RVR is below 400 M and the co-operation of all pilots is sought in maintaining the safety level in low minima operations.

v. During busy periods (normally following disruption), aircraft that are fully ready may be transferred to 'Heathrow Planning' prior to GMC. The 'Planning' controller will determine the order that start approvals are issued and will issue expected start times accordingly. Pushback approval must be obtained from GMC.

f) **Push-back procedure**

i. Following push-back from cul-de-sac stands, all aircraft must be pulled forward to a minimum of 100 M from the blast screen (indicated by a painted mark on the taxiway centre-line) before disconnecting the tug. Due to exhaust fume ingestion within the buildings at the ends of each cul-de-sac, engine start-up must be delayed until the aircraft has reached the 100 M point. Pilots should be aware that, in order to maximise capacity within the Kilo (S) Cul-de-sac, push-back clearances provided by ATC may include reference to a numbered 'Tug Release Point' TRP 1, TRP 2 or TRP 3, which should be passed to ground crew along with the clearance. Ground handlers will understand these clearances and perform the push accordingly.
ii. Before flight crew calls for push-back they must ensure that the tug driver is in the tug, ready to push, and able to listen to the communication with ATC.
iii. Flight crews should only illuminate aircraft anti-collision lights following engine start or push back clearance from ATC.

g) **Departures – Minimum Runway Occupancy Time**

i. On receipt of line-up clearance pilots should ensure, commensurate with safety and standard operating procedures, that they are able to taxi into the correct position at the hold and line up on the runway as soon as the preceding aircraft has commenced its take-off roll.
ii. Pilots in receipt of a conditional line up clearance on a preceding departing aircraft (for example; **'ABC123 behind the departing Sky Train A330, line up Runway 27L behind'** ) should remain behind the subject aircraft but may cross the runway holding point (subject to there being no illuminated red stop bar) and enter the runway upon receipt of the clearance. There is no requirement for the subject aircraft to have commenced its take-off roll before entering the runway. **Pilots must be aware that there may be a blast hazard as the aircraft on the runway applies power**.

Pilots in receipt of a conditional line up clearance on a preceding arriving aircraft (for example; **'ABC123, behind the landing Sky Train A330, line up Runway 27L behind'**) may cross the runway holding point (subject to there being no illuminated red stop bar) as soon as the landing aircraft has passed the runway entry point.

Pilots are advised that there is an increased risk of Runway Incursions when holding at N11 and NB11. Pilots may mistakenly believe that when on reaching the front of the queue, they have been given permission to line up in turn. Pilots are to be extra vigilant as to whether they have received a line-up clearance from ATC and seek confirmation where there is doubt.

iii. Pilots who require to back-track the runway (including line up from N2W onto Runway 27L) must notify ATC prior to arrival at the holding point.
iv. Whenever possible, cockpit checks should be completed prior to line up and any checks requiring completion whilst on the runway should be kept to the minimum required. Pilots should ensure that they are able to commence the take-off roll immediately take-off clearance is issued.
v. Pilots not able to comply with these requirements should notify ATC as soon as possible once transferred to Heathrow Tower Departures Frequency.

h) **Intersection Departures**

i. Runway 27R; A4; Runway 27L, N3 and S3, Runway 09R; N8 and N10 are **NOT**, for the purposes of wake turbulence, considered by ATC to be intersection departures.
ii. Pilots in receipt of a conditional line up clearance holding at an intersection (for example; **'ABC123, behind the departing Sky Train from the full length, line up Runway 27L via NB3 behind'**) should remain behind the runway holding point until the subject aircraft has passed the intersection at which they are holding.

i) **Reduced Engine Taxi**

i. Whenever operationally and safely feasible, all aircraft are requested to shut down as many engines as possible while taxiing and holding on the ground, **EXCEPT** in the following circumstances:

aa. By any aircraft that is required to cross an active arrival runway;

bb. By any aircraft exiting T and turning west onto S, Link 44 and Link 42 due to jet blast;

cc. By B777 variants in G and H due to jet blast;

ii. Pilots who intend to execute Reduced Engine Taxi on departure **MUST** report their intention to Heathrow Delivery on first contact by data link or if not possible by RT. This is essential for safety and operational reasons.

In the apron areas minimum engine power shall be used as far as possible, and use of reverse thrust for manoeuvring to and from a stand is not permitted.

iii. Any aircraft with a CTOT should plan Reduced Engine Taxi to be ready for departure at CTOT - 5 minutes. This is essential for ATC sequencing.

## 3 CAT II/III OPERATIONS

a) Runways 09R, 09L, 27R and 27L, subject to serviceability of the required facilities, are suitable for Category II and III operations.
b) During Category II and III operations, special ATC procedures (ATC Low Visibility Procedures) will be applied. Pilots will be informed when these procedures are in operation by Arrival and Departure ATIS or by RTF. ATC Low Visibility Procedures will only be applied when the RVR is less than 600 M.
c) The ILS on the departure runway will be turned off when the IRVR is greater than 250 M. Pilots requiring the ILS for departure when the IRVR is in the range 275 M to 550 M must inform Heathrow Delivery.
d) Arriving Aircraft: Surface Movement Guidance and Control System (A-SMGCS) is normally available and all runway exits will then be illuminated. Pilots should select the first convenient exit.
e) Pilots are to delay the call 'runway vacated' until the aircraft has completely passed the end of the green/yellow colour coded taxiway centre-line lights.
f) When Low Visibility Procedures are in force a much reduced landing rate can be expected due to the requirement for increased spacing between arriving aircraft. In addition to the prevailing weather conditions, such factors as equipment serviceability may also have an effect on actual landing rates. For information and planning purposes, the approximate landing rates that can be expected are:

| IRVR (M) | Expected landing Rate |
|---|---|
| Between 1000 and 600 | 34 |
| Between 600 and 150 | 24 |
| Less than 150 | Less than 20 |

## 4 WARNINGS

a) Pilots are warned, when landing on Runway 27R in strong southerly/south westerly winds, of the possibility of building-induced turbulence and large windshear effects.
b) Similarly, Runway 27L arrivals may be affected by winds with a strong Northerly component. Building-induced turbulence may be experienced at the mid sections of each runway from winds with a strong Southerly, or strong Northerly component.
c) Electricity pylons running on a line NE/SW and 2.6 NM W from ARP at 182 FT AAL/262 FT AMSL.
d) Paramotor activity at Elm Farm, within the London CTR. Activity is restricted to 1000 FT AMSL within a circle of radius of 0.75 NM centred on 512151.00N 0001929.00W.
e) Model aircraft club activity within Heathrow FRZ. Activity is restricted to 475 FT AMSL within a radius of 0.16 NM centred on 512915.5N 0002459.79W.
f) Model aircraft club activity within Heathrow FRZ. Activity is restricted to 292 FT AMSL. The area of operation of the Small Unmanned Aircraft (SUAs) will be contained in a semi-circle of radius 0.157 NM radiating to the north, with the straight-line end points being located at 512923.9N 0002657.3W and 512922.5N 0002645.1W.
g) Cranes operating within an area bounded by co-ordinates:
513026N 0002321W - 513028N 0002327W - 513027N 0002329W - 513029N 0002328W.
Maximum elevation restricted to 328 FT AMSL. Height 223 FT AGL. Cranes will have obstruction lighting.

## 5 HELICOPTER OPERATIONS

a) General

i. Normal Flight Priority (defined in CAP 493 Manual of Air Traffic Services) helicopter arrivals, departures and overflights of Heathrow are only permitted on a VFR clearance provided that the Heathrow reported visibility is 5 KM or greater and the reported cloud ceiling 1500 FT or greater.
ii. Special VFR helicopter overflights, along with arrivals and departures via H9 south of Heathrow, are permitted provided that the Heathrow reported visibility is 2 KM or greater and cloud ceiling 600 FT or greater. SVFR helicopter overflights, arrivals and departures are normally restricted to High Flight Priority (A-E) helicopters.
iii. Helicopter operations at Heathrow commence and terminate at Sipson to the north and Bedfont or Feltham to the south. Helicopters must hold at these points unless instructed otherwise by ATC. See chart AD 2-EGLL-4-1.
iv. Whilst holding at Sipson or Feltham, helicopters are separated for both ATC and wake turbulence purposes from fixed wing aircraft landing on, departing from, or executing missed approaches to all runways.
v. When the meteorological conditions exist for VFR flight (detailed in (i)), helicopters approaching the airfield from the south will be held at Bedfont. These helicopters will be separated for wake turbulence but pilots must remain in visual contact with aircraft on approach to 27L. Pilots are warned that missed approach aircraft will turn left at 1000 FT AAL.
vi. When the meteorological conditions do not exist for VFR flight (detailed in (i)), helicopters may require IFR separation and will be held at Feltham to the south. Integration of this traffic will require an increased gap in the IFR arrival stream and the helicopter may incur a significant delay.

vii. Helicopters are not to cross Heathrow below altitude 800 FT.
viii. There are occasions when the departure runway is required for landing traffic. This will also incur extra delay as the helicopter crossing procedures cannot be carried out with aircraft inbound to both runways simultaneously.

b) Crossing procedures Runways 27L/R

i. Helicopters will normally be instructed to cross the departure runway to the east of the threshold. See chart AD 2-EGLL-4-1.
ii. When a suitable gap in the landing stream exists, ATC will pass traffic information on a fixed-wing landing aircraft and issue a crossing clearance behind. The helicopter will cross in the gap after the subject aircraft as close to the threshold as practicable and as expeditiously as possible. Once clear of the runway, route to the east of the departure runway and resume the route to Sipson/ Bedfont as appropriate to hold, unless otherwise instructed by ATC.
iii. Where the departure runway is crossed first, holding prior to crossing the landing runway will be permitted between the two main runways. For aircraft in a holding pattern, this operation must take place between the departure threshold and a line drawn east-west through the southern edge of the Virgin hangar. Chart AD 2-EGLL-4-1 refers. (The hangar has Virgin on all sides and is to the east of the fire training ground where the green 'aircraft' is sited). No helicopter is to cross this line until a clearance to cross the landing stream is received. Having crossed the landing runway route to Sipson/Bedfont as appropriate to hold, unless otherwise instructed by ATC.
iv. In the event of a loss of communication, see paragraph e.

c) Crossing procedures Runways 09L/R

i. The northbound route for helicopters is: Bedfont-Stanwell-West of Terminal 5-Longford-Sipson. See chart AD 2-EGLL-4-1.
ii. If there is inbound traffic to 09R, helicopters will be instructed by ATC to route Bedfont-Stanwell. The pilot will be instructed to hold at Stanwell and will wait for a suitable gap in the approach. If there is no 09R inbounds, helicopters will be routed Bedfont-Stanwell-hold West of Terminal 5. This operation is to take place between the departure threshold and a line drawn east-west through the mid-point of Terminal 5 main building. Chart AD 2-EGLL-4-1 refers. No helicopter is to cross this line until a clearance to cross the 09L landing stream is received. When a suitable gap in the 09L landing stream exists, ATC will pass traffic information on a fixed-wing aircraft and issue a crossing clearance behind. The helicopter will cross in the gap as close to the runway threshold as possible. Once clear of the landing stream, route Longford-Sipson to hold, unless otherwise instructed by ATC.
iii. The southbound route for helicopters is: Sipson-Longford-West of Terminal 5-Stanwell-Bedfont. See chart AD 2-EGLL-4-1.
iv. Helicopters will be instructed by ATC to route Sipson-Longford to hold. When a suitable gap in the 09L landing stream exists, ATC will pass traffic information on a fixed-wing landing aircraft and issue a crossing clearance behind. The helicopter will cross in the gap as close to the runway threshold as possible (this may be before Longford) and as expeditiously as possible. Once south of the runway the helicopter will route to the west of Terminal 5 and re-join the route; West of Terminal 5-Stanwell-Bedfont (and must remain west of 09R). If there is inbound traffic on the approach of 09R no clearance will be issued beyond Longford. On completion of the route, hold at Bedfont unless instructed otherwise by ATC.
v. Longford and Stanwell are separated for both wake vortex and ATC visual separations only. Whilst helicopters are transiting between Bedfont and Sipson and vice versa, traffic information will be passed to fixed-wing aircraft for the relevant runway.
vi. In the event of a loss of communication, see paragraph e.

d) Landing and Departing Procedures.

i. All helicopters to and from Heathrow are subject to **PPR**.
ii. Inbound and outbound helicopters will routinely use the helicopter aiming point (HAP). Procedures to/from the HAP are visual to/ from Bedfont. If prevailing weather conditions do not permit this, see Paragraph a (ii), Feltham will be used and standard separation will apply.
iii. If inbound from/outbound to the north, the helicopter will be instructed by ATC to cross both runways from/to Bedfont or Feltham, see paragraphs b or c.
iv. When instructed to route to the HAP from Bedfont or Feltham, or vice versa, remain south of 27L/09R at all times.
v. A 4 minute wake vortex separation exists for all helicopter movements to/from the HAP subsequent to any A380 departures to/from 27L/09R.
vi. The helicopter aiming point is located on the taxiway area east of Link 43. It is marked with an 18 M sided triangle with a conventional 'H'. This aiming point is lit and available for use throughout operational hours. The take-off and climb surface has been protected to 8% to the east and west of the aiming point (see Chart AD 2-EGLL-4-1). Pilots are advised of the presence of a radar tower located on grass area 170 M east of the aiming point. Tower height 31 FT AAL/107 FT AMSL.
vii. Caution must be exercised when using this aiming point which is on a live taxiway.
viii. Helicopters alighting at the aiming point will ground or air-taxi to the parking areas as directed by ATC.

e) Loss of Communications Procedures

i. If no onward clearance has been received before reaching, or when holding at, Sipson or Bedfont, **reverse track and leave the CTR** via: H2-H10-Cookham if approaching **Sipson** or H9 if approaching **Bedfont.**
**Do not attempt to cross London Heathrow Airport.**

ii. For helicopters overflying or landing at London Heathrow Airport.

1. Between Sipson and Bedfont:

aa if the landing runway has already been crossed, cross the departure runway downwind of the threshold, exercising extreme caution with regard to possible landing traffic; **and leave the CTR via H2-H10-Cookham or H9** to the south as appropriate.

bb if the departure runway has been crossed, with instructions given to hold at the Virgin hangar or West of Terminal 5 to, **reverse track** and to cross the departure runway downwind of the threshold, exercising extreme caution with regard to the possibility of landing traffic; and **leave the CTR via H2-H10-Cookham or H9** to the south as appropriate.

2. If landing at London Heathrow Airport by day or night, and having crossed the runways, if necessary as detailed above:

   aa **Proceed to hold at Bedfont**;

   bb **Wait for the Helicopter Aiming Point to illuminate;**

   cc **Land with caution and await Leader vehicle escort.**

***Note:*** *the selection of squawk 7600 will alert Air Traffic Control to your RTF failure.*

## 6 USE OF RUNWAYS

a) Preferential Runway System

i. In weather conditions when the tail wind component is no greater than 5 KT on the main Runway 27R and 27L, these runways will normally be used in preference to Runways 09R and 09L, provided the runway(s) surface is dry.
ii. Pilots who ask for permission to use the runway into wind when, in accordance with these procedures, Runway 27R or 27L are in use, should understand that their arrival or departure may be delayed.

b) Runway Vacation Guidelines

i. Arrivals – Minimum Runway Occupancy Time

Pilots are reminded that rapid exit from the landing runway enables ATC to apply minimum spacing on final approach, thereby achieving maximum runway utilisation and minimising the occurrence of missed approaches. All arrivals are to ensure that they are fully vacated before stopping.

ii. **Aircraft lands but cannot contact Heathrow Ground due to RTF congestion:** In this case the pilot should completely vacate the landing runway and taxi into the first taxiway available. The pilot should then hold position until contact with GMC can be established.

iii. A380 should plan to vacate at:

RWY 09L - TWY A6;
RWY 09R - TWY S4E and N4E;
RWY 27L - TWY S6 and N6;
RWY 27R - TWY A10E.

A380 unable to vacate at these exits shall inform approach on first contact.

Vacating beyond the following exits will infringe the localiser critical area. Except for safety reasons, A380 shall not vacate beyond:

RWY 09L - TWY A5;
RWY 09R - TWY S4E and N4E;
RWY 27L - TWY S6 and N7;
RWY 27R - TWY A11.

c) Aircraft Separation

i. Departures - Wake Turbulence Separation

Wake turbulence separations are applied in accordance with the RECAT-EU departure separations. The separations applied are described in EUROCONTROL document 'RECAT-EU European Wake Turbulence Categorisation and Separation Minima on Approach and Departure'. On departure, when in receipt of line up clearance, the pilot must inform ATC if greater wake turbulence separation than the minimum specified will be required behind the preceding aircraft. Failure to do so may result in additional delay.

ii. In certain weather conditions 2.5 NM spacing may be applied on final approach. The conditions when this spacing may be utilised are:

1. Visibility and cloud ceiling equal to or better than 10 KM and 1500 FT with a minimum recommended headwind component of approximately 10 KT.
2. Runway Condition Code is 5 or 6.
3. When aircraft involved in the procedure are being operated normally. It is the pilot's responsibility to inform ATC if they are operating their aircraft other than in the normal manner.
4. Speed on final approach and 2.5 NM spacing from preceding traffic must be stabilised by 8 NM.

## 7 TRAINING

Not applicable

# EGLL AD 2.21 NOISE ABATEMENT PROCEDURES

*Notice under Section 78(1) of the Civil Aviation Act 1982*

Whereas:

(1) By virtue of the Civil Aviation (Designation of Aerodromes) Order 1981 (a) Heathrow Airport – London is a designated aerodrome for the purpose of Section 78 of the Civil Aviation Act 1982 (b);

(2) the requirements specified in this notice appear to the Secretary of State to be appropriate for the purpose of limiting, or of mitigating the effect of, noise and vibration connected with the taking off or, as the case may be, landing of aircraft at Heathrow Airport – London;

Now, therefore, the Secretary of State, in exercise of the powers conferred on him by Section 78 (1) and (12) of the Civil Aviation Act 1982, by this notice published in the manner prescribed by the Civil Aviation (Notices) Regulations 1978 (c), hereby provides as follows:

1 This notice may be cited as the Heathrow Airport – London (Noise Abatement Requirements) Notice 2010 and shall come into operation on 1 July 2010.

2. The Heathrow Airport – London (Noise Abatement Requirements) Notice 2004 (d) is hereby revoked.

3 It shall be the duty of every person who is the operator of any aircraft which is to take off or land at Heathrow Airport – London to secure that, after the aircraft takes off or, as the case may be, before it lands at the aerodrome the following requirements are complied with:

1. After take-off the aircraft shall be operated in such a way that it is at a height of not less than 1000 FT AAL at 6.5 KM from start of roll as measured along the departure track of that aircraft.

2. The sites of the noise monitoring terminals relating to Heathrow Airport – London are:

| Description | OS Co-ordinates | Elevation above aerodrome | Latitude | Longitude |
|---|---|---|---|---|
| Site 6: Thames Water, Wraysbury | TQ 0207 7502 | -6 M | *512754N | 0003155W |
| Site 19 (A): Colnbrook | TQ 0263 7693 | -4 M | *512855N | 0003124W |
| Site 18 (B): Poyle | TQ 0278 7647 | -4 M | *512840N | 0003117W |
| Site 17 (C): Horton | TQ 0219 7570 | -6 M | *512816N | 0003148W |
| Site 15 (D): Coppermill | TQ 0198 7478 | -7 M | *512746N | 0003200W |
| Site 14 (E): Wraysbury Reservoir (South) | TQ 0173 7399 | -7 M | *512721N | 0003214W |
| Site 11 (F): Hounslow West | TQ 1148 7605 | -3 M | *512821N | 0002347W |
| Site 12 (G): Hounslow Cavalry Barracks | TQ 1167 7561 | -3 M | *512806N | 0002337W |
| Site 10 (H): Hounslow Heath | TQ 1163 7495 | -3 M | *512745N | 0002340W |
| Site 13 (I): East Feltham | TQ 1168 7399 | -4 M | *512714N | 0002338W |
| Site 20 (J): Hounslow Cavalry Barracks North | TQ 1173 7577 | -3 M | *512812N | 0002334W |
| Site 21 (K): Hobbledown | TQ 1152 7466 | -1 M | *512736N | 0002346W |

3. Subject to sub-paragraphs (5) and (6) below, any aircraft shall, after take-off, be operated in such a way that it will not cause more than 94 dBA Lmax by day (from 0700 to 2300 hours local time) as measured at any noise monitoring terminal at any of the sites referred to in sub-paragraph (2) above.

4. Subject to sub-paragraphs (5) and (6) below, any aircraft shall, after take-off, be operated in such a way that it will not cause more than 89 dBA Lmax by night (from 2300 to 0700 hours local time) **and** that it will not cause more than 87 dBA Lmax during the night quota period (from 2330 to 0600 hours local time) as measured at any noise monitoring terminal at any of the sites referred to in sub-paragraph (2) above.

5. The limits specified in sub-paragraphs (3) and (4) above shall be adjusted in accordance with the following table in respect of any noise monitoring terminal at any of the sites referred to in the table in sub-paragraph (2) above to take account of the location of that terminal and its ground elevation relative to the aerodrome elevation.

| Description | Adjustment dBA |
|---|---|
| Site 6 | minus 0.3 |
| Site 19 (A) | plus 2.3 |
| Site 18 (B) | plus 4.8 |
| Site 17 (C) | minus 0.3 |
| Site 15 (D) | minus 0.6 |
| Site 14 (E) | minus 1.0 |
| Site 11 (F) | plus 0.9 |
| Site 12 (G) | minus 0.1 |
| Site 10 (H) | plus 1.2 |
| Site 13 (I) | minus 0.3 |

| Description | Adjustment dBA |
|---|---|
| Site 20 (J) | minus 0.2 |
| Site 21 (K) | plus 1.5 |

6. For the purpose of determining an infringement of the limits specified in sub-paragraphs (3) and (4) above, if the aircraft was required to take-off with a tailwind, an amount of up to 2 dB of the noise recorded at the noise monitor should be disregarded. The amount to be disregarded shall be:

- 0.4 dB for a tailwind of up to 1 KT
- 0.8 dB for a tailwind exceeding 1 KT but not exceeding 2 KT
- 1.2 dB for a tailwind exceeding 2 KT but not exceeding 3 KT
- 1.6 dB for a tailwind exceeding 3 KT but not exceeding 4 KT
- 2.0 dB for a tailwind exceeding 4 KT.

For this purpose, tailwind is to be calculated from the wind data measured in the on-airfield anemometers and wind vanes according to the formula:

(windspeed x cosine (runway heading minus wind direction)) x – 1.

7. Where the aircraft is a jet aircraft, after passing the point referred to in sub-paragraph (1) above, it shall maintain a gradient of climb of not less than 4% to an altitude of not less than 4000 FT. The aircraft shall be operated in such a way that progressively reducing noise levels at points on the ground under the flight path beyond that point are achieved.

8. After the aircraft takes off from any runway specified in the first column of the following table, the aircraft shall follow the Noise Preferential Routeing Procedure specified in the third column of the table which relates to the ATC clearance previously given to the aircraft and specified in the second column of the table, whether flying in IMC or VMC:

a) Provided that nothing in this sub-paragraph (8) shall apply:

i. to any propeller driven aircraft whose MTWA does not exceed 5700 KG; or
ii. during the period between 0600 and 2330 hours (local time), any propeller driven aircraft whose MTWA does not exceed 17000 KG or any Dash 7 aircraft.

| Take-off Runway | ATC Clearance | Procedure | Take-off Runway | ATC Clearance | Procedure |
|---|---|---|---|---|---|
| 27R | Via Compton | Straight ahead to intercept LON VOR R255 until LON D7, then turn right onto NDB WOD QDM 268°, then to CPT VOR. | 27L | Via Compton | Straight ahead to intercept LON VOR R255 until LON D7, then turn right onto NDB WOD QDM 268°, then to CPT VOR. |
| | Via MAXIT | Straight ahead to intercept LON VOR R255. At LON D5 turn left onto BUR NDB QDR 161°. At LON D12 turn right onto MID VOR R010 and continue to MAXIT. | | Via MAXIT | Straight ahead to intercept LON VOR R239. At LON D5.5 turn left onto BUR NDB QDR 161°. At LON D12 turn right onto MID VOR R010 and continue to MAXIT. |
| | Via Brookmans Park | Climb straight ahead to be established on BUR NDB QDM 297° by LON D4. At LON D6 turn right onto CHT NDB QDM 053°. At CHT NDB turn right onto BPK VOR R243 to BPK VOR. | | Via Brookmans Park | Climb straight ahead to be established on BUR NDB QDM 297° by LON D3. At LON D6 turn right onto CHT NDB QDM 053°. At CHT NDB turn right onto BPK VOR R243 to BPK VOR. |
| | Via UMLAT | Climb straight ahead to be established on BUR NDB QDM 297° by LON D4. At LON D7 turn right onto BUR NDB QDR 356° (MID VOR R355), Continue to UMLAT. | | Via UMLAT | Climb straight ahead to be established on BUR NDB QDM 297° by LON D3. At LON D7 turn right onto BUR NDB QDR 356° (MID VOR R355), Continue to UMLAT. |
| | Via Detling | Straight ahead to LON D2, then turn left onto NDB EPM QDM 136°, to EPM NDB, then continue on DET VOR R270 to DET VOR. | | Via Detling | Straight ahead to I-LL D1, then turn left onto NDB EPM QDM 136°, to EPM NDB, then continue to DET VOR R270 to DET VOR. |
| | Via GOGSI | Straight ahead to intercept LON VOR R255 until LON D7, then turn right onto WOD NDB QDM 268°. Turn left at LON D13 to intercept SAM VOR R032, then to GOGSI. | | Via GOGSI | Straight ahead to intercept LON VOR R255 until LON D7, then turn right onto WOD NDB QDM 268°. Turn left at LON D13 to intercept SAM VOR R032, then to GOGSI. |
| 09L | Via Compton | Straight ahead to LON D1.5, then turn right onto NDB WOD QDM 281°, continue to CPT VOR. | 09R | Via Compton | Straight ahead to LON D2, then turn right onto NDB WOD QDM 281°, continue to CPT VOR. |

| Take-off Runway | ATC Clearance | Procedure | Take-off Runway | ATC Clearance | Procedure |
|---|---|---|---|---|---|
| | Via MODMI | Straight ahead to LON D1.5, then turn right onto LON VOR R124 until LON D3.5, then turn right onto MID VOR R025, continue to MODMI. | | Via MODMI | Straight ahead to LON D2, then turn right onto LON VOR R124 until LON D3.5, then turn right onto MID VOR R025, continue to MODMI. |
| | Via Brookmans Park | Climb straight ahead to LON D1.5, then turn left onto track 050° to intercept LON VOR R070. Cross LON D10 and turn left onto BPK VOR R195, continue to BAPAG then BPK VOR. | | Via Brookmans Park | Climb straight ahead to LON D2, then turn left onto track 050° to intercept LON VOR R070. Cross LON D10 and turn left onto BPK VOR R195, continue to BAPAG then BPK VOR. |
| | Via ULTIB | Climb straight ahead to LON D1.5, then turn left onto track 050° to intercept LON VOR R070, cross LON D10 and turn left onto BIG VOR R328. Continue to ULTIB. | | Via ULTIB | Climb straight ahead to LON D2, then turn left onto track 050° to intercept LON VOR R070, cross LON D10 and turn left onto BIG VOR R328. Continue to ULTIB. |
| | Via Detling | Straight ahead to LON D1.5, then turn right onto track 121°. At LON D4 turn left to establish on DET VOR R282 by DET D34. Continue to DET VOR. | | Via Detling | Straight ahead to LON D2, then turn right onto track 120°. At LON D4 turn left to establish on DET VOR R282 by DET D34. Continue to DET VOR. |
| | Via GASGU | Straight ahead to LON D1.5, then turn right onto LON VOR R124 until LON D5, then turn right onto OCK VOR R041. At OCK VOR turn right onto OCK VOR R253 to GASGU. | | Via GASGU | Straight ahead to LON D2, then turn right onto LON VOR R124 until LON D5, then turn right onto OCK VOR R041. At OCK VOR turn right onto OCK VOR R253 to GASGU. |

***Note:*** *As the Navigation Aids (NAVAIDs) used previously in the noise abatement procedures are withdrawn as part of the NATS NERL NAVAID Rationalisation project and the conventional Standard Instrument Departures have been RNAV Substituted, the following latitude and longitude coordinates replicate the specific location of the old NAVAIDs which are listed below:*

| NAVAID | |
|---|---|
| LON VOR | 512914.09N 0002759.54W |
| DET VOR | 511814.41N 0003550.19E |
| MID VOR | 510314.23N 0003730.01W |
| BIG VOR | 511951.15N 0000205.32E |
| BPK VOR | 514459.05N 0000624.25W |
| BNN VOR | 514334.19N 0003259.10W |
| EPM NDB | 511910.43N 0002219.12W |
| BUR NDB | 513108.44N 0004037.89W |
| CHT NDB | 513723.32N 0003106.87W |
| WOD NDB | 512710.02N 0005243.68W |

9. Where the aircraft is approaching the aerodrome to land it shall commensurate with its ATC clearance minimise noise disturbance by the use of continuous descent and low power, low drag operating procedures (referred to in Detailed Procedures for descent clearance in AD 2 paragraphs 3 and 4). Where the use of these procedures is not practicable, the aircraft shall maintain as high an altitude as possible. In addition, when descending on initial approach, including the closing heading, and on intermediate and final approach, thrust reductions should be achieved where possible by maintaining a 'clean' aircraft configuration and by landing with reduced flap, provided that in all the circumstances of the flight this is consistent with safe operation of the aircraft.

10. Subject to sub-paragraph (11) below:

a) Between 0600 and 2330 hours (local time) where the aircraft is approaching Runway 27 (L or R) and is using the ILS in IMC or VMC it shall not descend on the glidepath below an altitude of 2500 FT (Heathrow QNH) before being established on the localizer, nor thereafter fly below the glidepath. An aircraft approaching without assistance from the ILS shall follow a descent path which will not result in its being at any time lower than the approach path that would be followed by an aircraft using the ILS glidepath, and shall follow a track to intercept the extended runway centre-line at or above 2500 FT.
b) Between 2330 and 0600 hours (local time) where the aircraft is approaching runway 27 (L or R) and is using the ILS in IMC or VMC it shall not descend on the glidepath below an altitude of 3000 FT (Heathrow QNH) before being established on the localizer at not less than 10 NM from touchdown, nor thereafter fly below the glidepath. An aircraft approaching without assistance from the ILS shall follow a descent path which will not result in its being at any time lower than the approach path that would be followed by an aircraft using the ILS glidepath, and shall follow a track to intercept the extended runway centre-line at or above 3000 FT.
c) Between 0700 and 2300 hours (local time) where the aircraft is approaching Runway 09 (L or R) and is using the ILS in IMC or VMC it shall not descend on the glidepath below an altitude of 2500 FT (Heathrow QNH) before being established on the localizer, nor thereafter fly below the glidepath. An aircraft approaching without assistance from the ILS shall follow a descent path which will not result in its being

at any time lower than the approach path that would be followed by an aircraft using the ILS glidepath, and shall follow a track to intercept the extended runway centre-line at or above 2500 FT.

d) Between 2300 and 0700 hours (local time) where the aircraft is approaching Runway 09 (L or R) and is using the ILS in IMC or VMC it shall not descend on the glidepath below an altitude of 3000 FT (Heathrow QNH) before being established on the localizer at not less than 10 NM from touchdown, nor thereafter fly below the glidepath. An aircraft approaching without assistance from the ILS shall follow a descent path which will not result in its being at any time lower than the approach path that would be followed by an aircraft using the ILS glidepath, and shall follow a track to intercept the extended runway centre-line at or above 3000 FT.

11. Nothing in sub-paragraph (10) above shall apply to any propeller driven aircraft whose MTWA does not exceed 5,700 KG.

12. Without prejudice to the provisions of sub-paragraphs (1) - (11) above, the aircraft shall at all times be operated in a manner which is calculated to cause the least disturbance practicable in areas surrounding the aerodrome.

13. The requirements set out in sub-paragraphs (1) - (12) above may at any time be departed from to the extent necessary for avoiding immediate danger or for complying with the instructions of an Air Traffic Control Unit.

4 In this notice, except where the context otherwise requires:

'local time' means, during any period of summer time, the time fixed by or under the Summer Time Act 1972 (e), and outside that period, Universal Co-ordinated Time;

'dBA' means a decibel unit of sound level measured on the A-weighted scale, which incorporates a frequency dependent weighting approximating the characteristics of human hearing;

'Lmax' means the highest instantaneous sound level recorded (with the noise monitoring terminal set at the slow meter setting);

other abbreviations used are defined in GEN 2-2 of the United Kingdom Aeronautical Information Publication (Air Pilot).

**J Hotchkiss**
**Divisional Manager**
**Aviation Environmental Division**
**7 April 2010** **Department for Transport**

a) S.I. 1981/651.
b) 1982 c.16.
c) S.I. 1978/1303.
d) The Heathrow Airport – London (Noise Abatement Requirements) Notice 2004 signed by G Pendlebury on 24 March 2004.
e) 1972 c.6.

Notes
(These notes are not part of the notice)

1. The Noise Preferential Routeing Procedures specified in the above notice are compatible with normal ATC requirements. The use of the routeings specified above is supplementary to noise abatement take-off techniques as used by piston-engined, turbo-prop, turbo- jet and turbo-fan aircraft.

2. The attention of operators is drawn to the provisions of Section 78 (2) of the Civil Aviation Act 1982, under which if it appears to the Secretary of State that any of the requirements in this notice have not been complied with as respects any aircraft, he may direct the manager of the aerodrome to withhold facilities for using the aerodrome from the operator of the aircraft. However, the Secretary of State accepts that occasional and exceptional breaches of the noise limits, or of the height requirement, would not be expected to lead to sanctions under Section 78 (2). Such breaches would, however, run the risk of financial penalties.

3. Noise from ground running of aircraft engines is controlled in accordance with instructions issued by Heathrow Airport Limited.

4. In the interests of noise abatement, certain restrictions are imposed on the operation of training flights at this aerodrome. Operators concerned are advised to obtain details from Heathrow Airport Limited.

5. To minimise disturbance in areas adjacent to the aerodrome, commanders of aircraft are requested to avoid the use of reverse thrust after landing, consistent with the safe operation of the aircraft, between 2330 and 0600 hours (local time).

6. Full details concerning the maximum number of occasions and the types of aircraft which are permitted to take off or land at night during specified periods at this aerodrome are promulgated by Supplement.

7. For monitoring purposes, a descent will be deemed to have been continuous provided that no segment of level flight longer than 2.5 NM occurs below 6800 FT QNH and 'level flight' is interpreted as any segment of flight having a height change of not more than 50 FT over a track distance of 2 NM or more, as recorded in the airport Noise and track-keeping system.

8. For monitoring purposes, a departure will be deemed to have complied with the Noise Preferential Routeing (NPR) if, in the portion of flight below the appropriate vectoring altitude (see note 9 below), it is properly recorded by the airport's noise and track-keeping (NTK) system as having flown wholly within the Lateral Swathe (LS). The LS is defined from the centre-line of the relevant route coded in the NTK system, based upon a map accredited for this purpose by the Department for Transport, by the closer to the route centre-line depicted on the map of (a) a pair

of lines either side, each diverging at an angle of 10° from a point on the runway centre-line 2000 M from start-of-roll; and (b) a pair of parallel lines representing a distance of 1.5 KM either side of the route centre-line. For avoidance of doubt, the depicted route and LS may include curved sections representing turns.

9. Aircraft which have attained an altitude of 4000 FT (Heathrow QNH) may be directed by air traffic controllers onto a different heading and commanders complying with any such direction will not by reason of so complying be deemed to have departed from the Noise Preferential Routeing.

# EGLL AD 2.22 FLIGHT PROCEDURES

## 1 ARRIVAL ROUTES

a) Standard Arrival Routes (STARs) for aircraft inbound via the ATS Route System are detailed at AD 2-EGLL-7-1 to 7-14.
b) Aircraft inbound other than via the ATS Route System:

   i. Aircraft inbound to London Heathrow Airport direct from the London FIR will be required to use the procedures for flights via the ATS Routes System.
   ii. Aircraft departing from aerodromes outside the geographical boundary of the London TMA will normally be required to route via one of the Terminal Holding Points detailed in paragraph 2 (b).
   iii. Pilots of aircraft departing from an aerodrome less than 10 minutes flying time from the London CTR boundary are to contact the LTCC Group Supervisor Airports on 02380-401106 before departure.

c) Aircraft positioning from other London Airports:

   i. Aircraft positioning from London Gatwick Airport will be cleared via BIG VOR as detailed in AD 2-EGKK-6-2.
   ii. Aircraft positioning from London Luton Airport will be cleared via BNN VOR as detailed in AD 2-EGGW-1-14 paragraph 5.

## 2 HOLDING

a) Terminal Holding Fixes are established at Lambourne (LAM), Biggin (BIG), Bovingdon (BNN) & Ockham (OCK) DMEs as detailed on the appropriate STAR charts. Aircrew are not required to state time and level when entering/reaching the holding fix.
b) Holding patterns for use following a missed approach are established as follows:

| Holding Point | Holding Procedures |
|---|---|
| CHT NDB | Holding axis 293° M inbound, turning left, Maximum holding speed 220 KT, Holding level 3000 FT ALT |
| EPM NDB | Holding axis 274° M inbound, turning left, Maximum holding speed 220 KT, Holding level 3000 FT ALT |

c) From the holding patterns, aircraft will normally be directed by the Radar Controller, as detailed in paragraph 3 below, to a position from which a straight-in final approach can be made. When traffic conditions permit, suitably equipped and approved aircraft will be permitted to carry out P-RNAV approach procedures as detailed in paragraph 4 below. Exceptionally, when circumstances necessitate, pilots may be instructed to carry out the Approach procedures without Radar Control as detailed in paragraph 5 below. Pilots are reminded of the Continuous Descent Approach noise abatement requirements detailed in AD 2.21.

## 3 APPROACH PROCEDURES WITH RADAR CONTROL

a) When arriving traffic is being sequenced under radar direction, that part of the approach between the holding fix and the Final Approach track will be flown under direction from the Radar Controller. Once the aircraft is under the jurisdiction of 'Heathrow Director' changes of heading or Flight Level/altitude will be made only on instructions from the Radar Controller except in the case of Radio Communications Failure in the aircraft or at the ATS Unit.
b) The procedures are designed to maximise runway capacity and to minimise noise disturbance in the areas overflown during the approach. Aircraft commanders are requested to conform to low power, low drag operating techniques to the maximum extent practicable.
c) Detailed Procedures

   i. Headings and flight levels at which to leave the holding facility will be passed by ATC. Radar vectors will be given and descent clearance will include an estimate of the track distance to touchdown. Further distance information will be given between initial descent and the intercept heading onto the ILS.
   ii. **Descent profile:** On receipt of descent clearance the pilot should descend at the rate he judges will be best suited to the achievement of continuous descent, the objective being to join the glide path at the appropriate height for the distance without recourse to level flight.

   ***Note:*** *Pilots of suitably equipped aircraft may monitor their route against the approach procedures without radar control in order to better judge their descent profile against distance to touchdown. However, if doing so pilots are reminded of the need to comply with the instructions of the radar controller at all times.*

   iii. **Speed Control:** Adherence to speeds assigned by ATC is mandatory. Pilots should typically expect the following speed restrictions to be enforced: 220 KT from the holding facility during the initial approach phase; 180 KT on base leg/closing heading to final approach; between 180 KT and 160 KT when established on final approach and thereafter 160 KT to 4 DME. These speeds are applied for ATC separation purposes. In the event of a new (non speed related) ATC instruction being issued (eg an instruction to descend on ILS) pilots shall continue to maintain the previously allocated speed. All speed restrictions are to be flown as accurately

as possible. Aircraft unable to conform to these speeds must inform ATC and state what speeds can be used. In the interests of accurate spacing, pilots are requested to comply with speed adjustments as promptly as is feasible within their own operational constraints. Pilots should advise ATC if circumstances necessitate a change of speed for aircraft performance reasons.

iv. **Final Approach:** Wake turbulence separation on final approach is based on the RECAT EU PWS wake scheme in place of UK published minima. No special procedures apply, and the importance of speed control adherence as described in paragraph (iii) above remains.
v. **Transfer to Tower:** Pilots are to report their callsign, distance from touchdown, type of approach and runway to which they are making their approach, on transfer to Heathrow Tower, (for example, ABC123, 7 miles, ILS, Runway 27L).
vi. **Runway Occupancy:** The spacing provided between aircraft will be designed to achieve maximum runway utilisation within the parameters of safe separation minima (including wake turbulence separation) and runway occupancy. It is important to the validity of the separation provided, and to the achievement of optimum runway capacity, that runway occupancy time is kept to a minimum consistent with the prevailing conditions.
vii. **Missed Approach:** Missed Approach procedures are detailed on the appropriate Instrument Approach Charts. Special procedures are also detailed for use in the event of a Radio Communications Failure following Missed Approach

d) Radar Failure: In the event of radar failure, new instructions will be issued to each aircraft under radar control and the procedures detailed in paragraph 5 will be brought into use.
e) Radio Communications Failure at the ATC Unit: If radio communications fails at the ATC Unit when under radar control, pilots are to contact 'Heathrow Tower' on 118.705 MHz for new instructions.

## 4 APPROACH PROCEDURES WITHOUT RADAR CONTROL

a) Exceptionally, when traffic is not being sequenced by radar direction, aircraft will be cleared from the holding facility to carry out the appropriate Initial Approach Procedure without Radar Control as detailed on the Charts at AD 2-EGLL-7-15 and AD 2-EGLL-7-21.
b) The procedures are profiled to be compatible with a Continuous Descent Approach vertical profile and assume aircraft can maintain a descent gradient of approximately 320 FT per NM (3° descent angle).
c) The procedures are, as far as is practicable using conventional navigation means, laterally and vertically profiled and incorporate speed control to approximate the nominal flight profiles used by aircraft when under radar direction. They may therefore assist pilots of suitably equipped aircraft to monitor their position and assist in the achievement of the Continuous Descent Approach noise abatement requirement when under radar direction.

## 5 LOSS OF COMMUNICATIONS PROCEDURES (ARRIVING AIRCRAFT)

a) In the event of a complete radio communications failure in an aircraft the pilot is to adopt the appropriate procedures detailed at ENR 1.1.3 except as detailed below.
b) When complete radio communications failure occurs in the aircraft before ETA, or before EAT when this has been received and acknowledged the aircraft will:

i. fly to the appropriate terminal holding point as detailed in the STAR;
ii. hold until the last acknowledged ETA plus 10 minutes, or EAT when this has been given;
iii. then commence descent for landing in accordance with the appropriate initial approach procedures without radar control as detailed at AD 2-EGLL-7 and appropriate instrument approach procedure detailed in AD 2-EGLL-8 and;
iv. land within 30 minutes (or later if able to approach and land visually).

c) If complete radio communications failure in the aircraft occurs after the aircraft has reported to ATC on reaching the holding point the aircraft will:

i. maintain the last assigned holding level at the terminal holding point until:

1. ATA over the holding point plus 10 minutes or 10 minutes after the last acknowledged communications with ATC, whichever is the later; or
2. EAT when this has been received and acknowledged.

ii. then commence descent for landing in accordance with the appropriate initial approach procedures without radar control as detailed at AD 2-EGLL-7 and appropriate instrument approach procedure detailed in AD 2-EGLL-8 and;
iii. land within 30 minutes (or later if able to approach and land visually).

d) If complete radio communications failure in the aircraft occurs during initial approach under radar direction, the procedures to be followed are detailed on the Chart at AD 2-EGLL-5-1.
e) If complete radio communications failure in the aircraft occurs following a missed approach the aircraft will:

i. fly to the appropriate missed approach holding point at 3000 FT ALT;
ii. complete at least one holding pattern;
iii. then commence an approach for landing in accordance with the appropriate initial approach procedures without radar control as detailed at AD 2-EGLL-7.

## 6 LOSS OF COMMUNICATIONS PROCEDURES (DEPARTING AIRCRAFT)

a) Outbound traffic operating on UMLAT 1F 1G: If a clearance to climb or re-routing instructions have not been given, comply with the route and altitude limitations detailed in the allocated Standard Instrument Departure Procedure detailed at AD 2-EGLL-6-4, then route via T418 to WOBUN; at WOBUN, commence climb to flight planned level.
b) Outbound traffic operating on MAXIT 1F 1G: If a clearance to climb or re-routing instructions have not been given, comply with the route and altitude limitations detailed in the allocated Standard Instrument Departure Procedure detailed at AD 2-EGLL-6-2.

c) Outbound traffic operating on MODMI 1J 1K: If a clearance to climb or re-routing instructions have not been given, comply with the route and altitude limitations detailed in the allocated Standard Instrument Departure Procedure detailed at AD 2-EGLL-6-2.
d) All outbound traffic except those operating in accordance with items a, b and c above: Comply with the route and altitude limitations detailed in the allocated Standard Instrument Departure Procedures listed on the relevant chart contained in AD 2-EGLL or ATC clearance issued. After this adopt the appropriate procedures as notified in ENR 1.1, Section 3.4.

## 7 DEPARTURE PROCEDURES

a) Standard Instrument Departure (SID) procedures for aircraft departing from London Heathrow Airport are detailed at AD 2-EGLL-6-1 to 6-7 and incorporate the Noise Preferential Routes (NPRs) detailed in AD 2.21.
b) Departure Speed Restriction: In order to optimise the departure flow and assist in the separation between successive departing aircraft a speed limit of 250 KT IAS below FL 100 is applicable until removed by ATC. ATC may remove the speed restriction by using the phrase 'No ATC Speed Restriction'. **Pilots are reminded that this phrase does not relieve the pilot of the responsibility to adhere to the ground track of the Noise Preferential Route, which may require a speed/power limitation.**
c) If for any reason pilots are unable to comply with the 250 KT IAS speed restriction the pilot should immediately advise ATC and state the minimum speed acceptable. If a pilot anticipates before departure that they will be unable to comply with the speed restriction, they should inform ATC when requesting start-up clearance, stating the minimum speed acceptable. In this case the pilot will be informed before take-off of any higher speed limitation.
d) Flight crew of aircraft unable to meet SID climb restrictions must inform Heathrow Delivery via voice prior to pushback. Restrictions/delays may apply.
e) Expect first CPDLC Data Link Authority to be EGTT.

## 8 VFR AND SPECIAL VFR CLEARANCE IN THE LONDON CTR

a) VFR and Special VFR clearances for flights within the London CTR may be requested and will be given whenever traffic conditions permit. These flights are subject to the general conditions laid down for VFR and Special VFR flights detailed at ENR 1.2 and will normally be given only to aircraft which carry RTF including the appropriate frequencies listed in EGLL AD 2.18.
b) The use of VFR and Special VFR clearances is intended for the following types of flight:

i. Light aircraft that wish to proceed to or from an aerodrome/landing site within the CTR or to transit the CTR;
ii. Aircraft using the local flying areas and the access lanes notified for Brooklands, Denham, Fairoaks and White Waltham and complying with the published procedures will be considered as complying with a VFR clearance;
iii. Aircraft carrying out non-standard flights, such as photographic survey flights, which may require penetration of the London CTR in VMC.

c) Weather minima for aircraft arriving, departing or helicopter crossing at Heathrow is as follows;

| Type of Operation | Visibility Restriction | Cloud Restriction |
|---|---|---|
| VFR arrival/departure/heli crossing | 5 KM or more | Cloud Ceiling 1500 FT or greater |
| SVFR arrival/departure/heli crossing | 2 KM or more | Cloud Ceiling 600 FT or greater |

***Note:*** *SVFR helicopter crossings should normally be restricted to High Flight Priority (A-E) helicopters.*

d) Access to the Inner Area of the London CTR (see paragraph 11 and AD-2-EGLL-3-2) requires PPR by telephone on the day at least 60 minutes in advance. Prior notification of Inner Area flights, other VFR or Special VFR flights and general enquiries about flights in the London CTR may be made via the London Terminal Control Senior Watch Assistant, Tel: 02380-401110.
e) Pilots who wish to depart Heathrow on a VFR or Special VFR clearance should pass brief details of their flight to Heathrow ATC, by telephone 020-8750 2578, and not to ATC by RTF.
f) Non-scheduled arrival flights by single-engined and light twin-engined fixed wing aircraft which are unable to accept an IFR clearance will be cleared to London Heathrow on a VFR or Special VFR clearance, at an altitude below 2500 FT (London Heathrow QNH) subject to the weather minima in (c). If the weather observations at London Heathrow are below either of these minima, clearance to enter the London CTR will not be granted.
g) It will remain the responsibility of the pilot to remain at all times in flight conditions which will enable him to determine his flight path and to keep clear of obstacles, and to ensure that he is able to comply with SERA.3105 Minimum Heights unless otherwise permitted by the CAA. Pilots must inform the Radar Controller if compliance with the above entails a change of heading or height.
h) VFR and Special VFR flights may be subject to delay when parts of the route are outside radar cover or when they cannot be fitted readily into gaps in the IFR traffic flow. Pilots should therefore always ensure that they have adequate fuel reserves and are able to divert to another aerodrome if necessary.

## 9 LOCAL FLYING ARRANGEMENTS AND SPECIAL ACCESS LANES FOR BROOKLANDS, DENHAM, FAIROAKS, LONDON HELIPORT, RAF NORTHOLT AND WHITE WALTHAM AERODROMES.

a) Flights within the Local Flying Areas (LFA) of aerodromes within, or adjacent to, the London CTR, may be made subject to certain conditions. Details of those for Denham, Fairoaks, London Heliport and White Waltham appear in the relevant AD sections, RAF Northolt can be found in the Military AIP. An additional local flying area is established for the unlicensed aerodrome at Brooklands and is detailed below.
b) Brooklands

i. Within a local flying area of 1 NM radius, centred on position 512103N 0002812W, but excluding that part to the east of the B374 road and a line bearing 180°T from the A245/B374 road junction and excluding the area south of the southern boundary of the London CTR, VFR flights may take place, subject to prior permission obtained from Brooklands Museum Trust Ltd.

1. Aircraft to remain below cloud with the surface in sight;
2. Maximum Altitude: 1500 FT QNH;
3. Prior permission **must** be obtained from Brooklands Museum Trust Ltd.

***Note 1:*** *Pilots of aircraft flying in the local flying area are responsible for providing their own separation from other aircraft operating in the relevant airspace.*

***Note 2:*** *In addition to paragraph (b), VFR flights must also comply with the VMC minima for Class D airspace detailed at ENR 1.2.*

***Note 3:*** *Aircraft unable to operate VFR may operate Special VFR, subject to approval from Heathrow Radar, within the LFA subject to the conditions in paragraph (b) and the requirements for Special VFR flights detailed at ENR 1.2.*

***Note 4:*** *The carriage of a Mode S Transponder within the LFA is encouraged, however there is currently no requirement for aircraft operating in the Brooklands LFA to comply with the requirements of the London CTR Mode S Transponder Mandatory Zone (TMZ). Pilots of suitably equipped aircraft shall utilise the transponder to the maximum serviceable extent with altitude information selected when fitted.*

## 10 VFR AND SPECIAL VFR HELICOPTER FLIGHTS IN THE LONDON CTR AND LONDON CITY CTR

a) General Arrangements

i. VFR and Special VFR helicopter flying in the London CTR is mostly constrained to flights at or below specified altitudes along defined routes, although off route clearances can normally be accommodated subject to ATC workload and other operational reasons which the pilot may not be aware of. These routes have been selected to avoid built up areas as much as possible. Details of the major landmarks on these routes, the altitudes and reporting points are listed at paragraph 12 and are illustrated at AD 2-EGLL-3-2. The precise routes are overprinted on the 1:50 000 chart entitled – Helicopter Routes in the London CTR & London City CTR. This chart may be obtained from NATS Ltd Chart Stockists - see www.nats.aero/ais for details.
ii. All VFR and Special VFR helicopter flying in the London CTR is subject to ATC clearance, except for the Local Flying Areas of Brooklands, Denham, Fairoaks and White Waltham where VFR flights may operate subject to agreed conditions which appear in the relevant AD sections.
iii. The following routes are not available to single-engined helicopters at night: H7, H9 (Hayes to Gutteridge) and H10 (Gutteridge to Kew Bridge).
iv. Pilots are reminded of the Restricted Areas within the London and London City CTRs as detailed in ENR 5.1.

1. EGR107
2. EGR156, EGR157, EGR158, EGR159
3. EGR160 – The Specified Area.

b) Procedures for flight along Helicopter Routes

i. Special VFR flights along Helicopter Routes in the London CTR and London City CTR are not to be operated unless helicopters can remain in a flight visibility of at least 1 KM. VFR flights shall operate in accordance with SERA 5001 or notified ORS4. Weather minima for crossing, taking-off from, or landing at London Heathrow are detailed at AD 2.20 paragraph 5.
ii. VFR and Special VFR helicopters must remain clear of cloud with the surface in sight.
iii. Altimeter setting will be London Heathrow QNH.
iv. Maximum route altitudes are shown in column 4 and 7 at paragraph 12. ATC will refer to these altitudes as ‘Standard Operating Altitudes’ when issuing clearances. Pilots may fly at altitudes below the maximum route altitude except for between Hanger Lane and Chiswick Bridge on H10 where the maximum published altitude must be flown accurately when operating SVFR. ATC may restrict aircraft to altitudes below the published route maximum as necessary to provide separation from other aircraft. Pilots may request alternative operating altitudes which may be approved subject to ATC considering other operational conditions.
v. Pilots should fly the precise routes as depicted on the 1: 50 000 Map entitled Helicopter Routes in the London CTR & London City CTR. 'Corner cutting' is to be avoided. In order to obtain sufficient lateral separation from opposite direction traffic, pilots may temporarily deviate as required.
vi. When flying along the River Thames within the Specified Area (EGR160), pilots should normally fly over that part of the river bed lying between high water marks, but not so near the banks as to become a nuisance on account of noise. When deviating from the river, in accordance with paragraph (v) above, single-engined helicopters must at all times be able to return to the river in the event of engine failure, in order to alight clear of the Specified Area.
vii. For the purposes of SERA.3105 Minimum Heights and SERA.5005(f) an aircraft operated on the notified helicopter routes is permitted to fly below 1000 FT above the highest obstacle within a radius of 600 M but no closer than 500 FT to any person, vessel, vehicle or structure.

c) Noise

i. On all notified helicopter routes, in order to minimize noise nuisance, pilots should maintain the maximum altitude compatible with their ATC clearance and with the prevailing cloud conditions.
ii. Pilots are requested wherever possible to avoid overflying hospitals, palaces, schools and prisons.

d) Air Traffic Control Clearance

i. Pilots must obtain a VFR or Special VFR clearance from Heathrow Radar (125.625 MHz). Heathrow Radar provides a service to transit aircraft operating in the London CTR and London City CTR/CTA. Pilots are requested to contact Heathrow Radar a minimum of three minutes before reaching the Zone Boundary, giving details of call sign, aircraft type, route, ETA at the CTR boundary, entry point and destination.
ii. ATC Clearances do not absolve the pilot of their responsibility to comply with the Rules of the Air and they should notify ATC if unable to accept a clearance.

e) Holding

i. VFR and Special VFR helicopters, particularly those using London Heathrow or the routes close to it, may be required to hold at any of the locations on the route, shown in column 1 at paragraph 12 and on the illustration at AD 2-EGLL-3-2 except on that portion of H4 that lies between Vauxhall and Westminster Bridges.

f) Communications

i. Helicopters using London Heliport via the Local Flying Area or any other routes that traverse the London Heliport ATZ, must be able to communicate with the Heliport (Battersea Tower 134.280 MHz).
ii. Helicopters flying along the routes in the London CTR and London City CTR must be able to communicate with Heathrow Radar. In the case of H9 and H10, aircraft must also be able to communicate with Northolt Approach Control (126.450 MHz), this also includes those aircraft operating off the helicopter routes within or in the vicinity of the Northolt RMA.
iii. Helicopters using London Heathrow must also be able to communicate with Heathrow Tower.

g) Loss of Communications Procedures

i. In the event of a communications failure in a helicopter operating in accordance with these procedures, the pilot is to adopt the procedure detailed at ENR 1.1 except as described below.
ii. If a VFR or Special VFR clearance has been received to transit the CTR along a Helicopter Route continue the flight in accordance with the clearance.
iii. Where an intermediate clearance limit has been given (or clearance issued for only a part of the requested transit), proceed to the specified clearance limit and hold for 3 minutes. Then proceed via the requested Helicopter Route at the published maximum altitude for the Route.
iv. If no onward clearance has been received before reaching, or when holding at, Sipson or Bedfont, **reverse track and leave the CTR** via H2-H10-Cookham if approaching **Sipson**, or **H9 if approaching Bedfont. Do not attempt to cross London Heathrow Airport.**
v. For helicopters overflying or landing at London Heathrow Airport, see EGLL AD 2.20 paragraph 5.

h) Separation between Special VFR helicopters

i. Separation may be agreed between Special VFR helicopters on the Helicopter Routes, on the basis that pilots of helicopters will be asked by ATC to maintain visual separation from other helicopter traffic, provided that:

1. the visibility at London Heathrow is 5 KM or more and the helicopters can operate clear of cloud and in sight of the surface and remain in a flight visibility of at least 5 KM;
2. there is agreement between the helicopter pilots concerned;
3. the current route structure, the altitudes applicable and communication procedures are adhered to;
4. appropriate traffic information is passed to the helicopter pilots. (Normally for this purpose it will only be necessary for ATC to pass general traffic information eg..... 'Two helicopters westbound along H10 at 1000 FT in the vicinity of Perivale - acknowledge.').

ii. If a pilot refuses or considers that the conditions are such that he is unable to maintain visual separation, he will be provided with the Special VFR separation requirements currently in force.

## 11 INNER AREA OF THE LONDON CTR

a) The Inner Area of the London CTR is that part of the London CTR from surface to altitude 2500 FT contained within the area enclosed by: BUR NDB – Iver RP – Helicopter Route H10 – Barnes RP – Helicopter Route H3 – Thorpe RP – Ascot Heliport – BUR NDB.
b) With the exception of those aircraft categories listed below, all VFR and Special VFR aircraft requesting to enter the Inner Area of the London CTR are subject to Prior Permission Required (PPR) from London Terminal Control, via the Senior Watch Assistant on 02380-401110:

i. Flight Priority Category A, B, C, D, E traffic who shall follow their own notification procedures where appropriate;
ii. Aircraft subject to an Airspace Coordination Notice (ACN) who shall follow the notification process detailed within the ACN;
iii. Aircraft subject to a Non-Standard Flight (NSF) who shall follow the notification process detailed within the NSF;
iv. Helicopters that remain on the published helicopter routes without landing or departing inside the Inner Area;

All other VFR and Special VFR aircraft are required to obtain PPR (by telephone) to enter the Inner Area of the London CTR on the same day at least 60 minutes before entry clearance is required. Approved aircraft will be given a PPR approval code to quote over the radio when requesting entry clearance from controllers.

c) Due to the intense Heathrow IFR operations and very high ATC workload within the Inner Area of the London CTR during the hours 0430-2300 local time, it is unlikely that aircraft will receive approval to operate inside the Inner Area within these times, unless there is a specific task that can only be completed within that airspace, e.g. helicopters accessing private landing sites.

d) The following procedures have been established to ensure safe integration with IFR traffic, avoid excessive airborne holding, and reduce delays to both Heathrow movements and helicopter operators wishing to use landing sites within the Inner Area of London CTR.

i. Inbound

1. Contact the London Terminal Control Senior Watch Assistant (02380-401110) on the day of operation at least 60 minutes prior to the estimated time of arrival;
2. Provide the name, latitude and longitude of the landing site, the requested routing, the estimated time of arrival and a contact telephone number;
3. Heathrow Tower Supervisor and Heathrow Radar will be consulted to determine the route that the pilot can expect (subject to the Heathrow runway configuration, meteorological conditions and the likelihood of being able to utilise reduced separation in the vicinity of the aerodrome);
4. If the safe integration of the inbound flight will cause delay to Heathrow traffic it will be subject to the equivalent Heathrow delay. The pilot will be contacted by telephone and advised the route that can be expected and, if appropriate, an amended ETA incorporating the Heathrow inbound delay;
5. The pilot must arrange the flight to arrive at the site within 10 minutes of the approved ETA. Failure to adhere to this time window may result in further delay or, in extreme circumstances, refusal of clearance. Upon establishing two-way communications the helicopter will be cleared to the landing site as soon as practicable commensurate with the safe integration with IFR traffic.

ii. Outbound

1. Prior to departing the site contact LTC SWA at least 60 minutes in advance of the estimated time of departure from the site to provide the name, latitude and longitude of the site, requested routing, planned ETD and a contact telephone number;
2. If the outbound flight will cause delay to Heathrow traffic it will be subject to the equivalent Heathrow delay. The pilot will be contacted by telephone and advised the route that can be expected and, if appropriate, an amended ETD incorporating the Heathrow outbound delay;
3. Within 10 minutes of the approved ETD, the pilot must contact ATC on the ground. If two way contact with ATC cannot be established on the ground either directly or via relay from other aircraft, the pilot must remain on the ground and contact London Terminal Control Group Supervisor Airports (02380-401106) to agree an exact departure time and initial altitude with the controllers concerned in order that safe integration with IFR traffic can be ensured.

***Note:*** *If the intention is to be on the ground for less than 60 minutes, both the inbound and outbound arrangements may be agreed during the initial contact with LTC SWA.*

## 12 HELICOPTER ROUTES IN THE LONDON CTR AND LONDON CITY CTR

a) Abbreviations:

H — Holding Point ▲ — Compulsory Reporting Point ∆ — On Request Reporting Point

Map references are to the 1: 50 000 Ordnance Survey Map of Great Britain

b) The precise routes which must be adhered to are portrayed on the 1: 50 000 Map entitled Helicopter Routes in the London CTR & London City CTR. An indication of the routes network is shown on the illustration at AD 2-EGLL-3-2.
c) Pilots are required to be at or below the lower altitudes on arrival at the reporting point at which the lower altitude applies.
d) On all notified helicopter routes within the London CTR and London City CTR and for the purposes of SERA.3105 Minimum Heights and SERA.5005(f) Visual Flight Rules an aircraft operated on the notified helicopter routes is permitted to fly below 1000 FT above the highest obstacle within a radius of 600 M but no closer than 500 FT to any person, vessel, vehicle or structure.
e) In support of (d) suggested minimum altitudes detailed in column 5 at paragraph 12 are given for aircraft operating on the centreline of the routes, however pilots remain responsible for obstacle clearance and are encouraged to operate as high an altitude allowable on the routes, subject to any overriding ATC Clearance. Those minimum altitudes detailed in column 5 at paragraph 12 are based on the VFR Obstacles List produced by AIS and should be used for guidance only as they do not take into account the surrounding ground elevation nor new/temporary obstacles not captured within the Obstacle List. Pilots operating on H4 should be cognisant that when operating outside of the high water marks greater minimum altitudes than those listed in column 5 at paragraph 12 may be required to ensure compliance with the 500 FT rule.

| Significant Points | National Grid & Lat/Long | Description of Reference | Maximum Altitude VFR | Suggested Minimum Altitude | Holding Point | Maximum Altitude SVFR | Remarks |
|---|---|---|---|---|---|---|---|
| 1 | 2 | 3 | 4 | 5 | 6 | 7 | 8 |
| **H2** | | | | | | | |
| ∆ Iver | TQ 035 826<br>513157N 0003031W | Delaford Park | 1000 FT | 700 FT | H | 1000 FT | |
| ∆ West Drayton | TQ 052 784<br>512939N 0002909W | M4 Motorway Crossing of River Colne (1.25 NM west of Airport Spur) | | | | | |
| ▲ Airport Spur | TQ 075 786<br>512944N 0002715W | Junction of M4 Motorway and Motorway Spur to London Heathrow | | | H | | Note 1 |

***Note 1:*** *Unless otherwise cleared by ATC, pilots are not to fly south of the M4 between West Drayton and Airport Spur.*

| Significant Points | National Grid & Lat/Long | Description of Reference | Maximum Altitude VFR | Suggested Minimum Altitude | Holding Point | Maximum Altitude SVFR | Remarks |
|---|---|---|---|---|---|---|---|
| 1 | 2 | 3 | 4 | 5 | 6 | 7 | 8 |
| **H3** | | | | | | | |
| ▲ Bagshot | SU 908 619<br>512057N 0004157W | Intersection of London Control Zone/M3 Motorway | 2000 FT | 850 FT | H | 1500 FT | Note 1 |
| ∆ M3 Junction 3 | SU 919 626<br>512121.06N 0004050.40W | M3 Motorway Junction 3 (VRP) | | 750 FT | | 1000 FT | |
| ∆ Barrowhills | SU 990 662<br>512312.42N 0003440.56W | Kitsmead Lane Bridge over M3 | 1500 FT | 700 FT | | | |
| ∆ Thorpe | TQ 018 679<br>512402N 0003216W | M3 Motorway south of Thorpe Green (M25 intersection) | | 600 FT | H | | |
| ∆ Chertsey | TQ 059 668<br>512327.17N 0002845.36W | Chertsey Road roundabout | 1200 FT | 550 FT | | | |
| ▲ Sunbury Lock | TQ 112 683<br>512409N 0002416W | Midway between Sunbury Lock and the middle of Knight reservoir | | | H | | Note 1 |
| ∆ Richmond | TQ 184 725<br>512622.45N 0001749.84W | Golf Course at western edge of Richmond Park | 1500 FT | 650 FT | | | |
| ∆ Roehampton | TQ 215 746<br>512728.04N 0001506.76W | Golf course east of Roehampton Gate, H7/ H3 join | | 600 FT | | | Note 1 |
| ▲ Barnes | TQ 234 765<br>512827N 0001325W | River Thames at Barn Elms Park and Craven Cottage Football Ground | | 1000 FT | | | Note 2 |
| ▲ London Heliport | TQ 266 762<br>512812N 0001046W | London Heliport | | | H | | Note 1<br>Note 2 |

***Note 1:*** *When Heathrow Runways 09L/09R are in use, the Route H3 between Sunbury Lock and Roehampton is not available to Special VFR helicopters. These closures do not apply to Flight Priority Category A, B & C helicopters (defined in CAP 493 Manual of Air Traffic Services). Delays may be experienced for VFR helicopters due to slow climbing departures from Heathrow. Helicopter pilots are recommended to obtain Heathrow runway information on the ATIS frequency 128.080 MHz before contacting Heathrow Radar on 125.625 MHz, or London Heliport on 134.280 MHz.*

***Note 2:*** *Caution - large number of tall structures above 500 FT lie within 600 M of the high water marks of the River Thames. Pilots are reminded that aircraft operated on the notified helicopter routes are not permitted to fly closer than 500 FT to any person, vessel, vehicle or structure.*

| Significant Points | National Grid & Lat/Long | Description of Reference | Maximum Altitude VFR | Suggested Minimum Altitude | Holding Point | Maximum Altitude SVFR | Remarks |
|---|---|---|---|---|---|---|---|
| 1 | 2 | 3 | 4 | 5 | 6 | 7 | 8 |
| **H4** | | | | | | | |
| ▲ Isle-of-Dogs | TQ 381 781<br>512902N 0000042W | Specified Area Boundary crossing River Thames - north abeam Cutty Sark | 2000 FT | 1000 FT | | 1500 FT | Note 2<br>Note 5 |
| ∆ London Bridge | TQ 330 805<br>513027N 0000504W | London Bridge (road bridge) | | | | | Note 3<br>Note 4 |
| ▲ Vauxhall Bridge | TQ 302 782<br>512915N 0000736W | CTR Boundary crossing River Thames | | | | | |
| ▲ Chelsea Bridge | TQ 286 778<br>512902N 0000900W | Chelsea Road Bridge | 1500 FT | | | | |
| ▲ London Heliport | TQ 266 762<br>512812N 0001046W | London Heliport | | | H | | Note 1<br>Note 5 |

***Note 1:*** *There are no Holding Points on H4 east of London Heliport. The nearest Holding Point is at Greenwich Marshes, outside the 'Specified Area' (EGR160).*

***Note 2:*** *Cable car crosses River Thames at 513009N 0000042E approximately 1 NM east/downstream of Isle of Dogs. Supporting towers (289 FT and 285 FT AMSL) equipped with aviation warning lights; cable between towers unlit.*

***Note 3:*** *Ferris Wheel: The London Eye Ferris Wheel (464 FT AMSL) lies within the boundary of H4 at Jubilee Gardens (513012N 0000711W) between London Bridge and Vauxhall Bridge.*

***Note 4:*** *No helicopters to hold on that portion of H4 that lies between Vauxhall and Westminster Bridges. This does not apply to traffic operating under Flight Priority Category A or B.*

***Note 5:*** *Caution - large number of tall structures above 500 FT lie within 600 M of the high water marks of the River Thames. Pilots are reminded that aircraft operated on the notified helicopter routes are not permitted to fly closer than 500 FT to any person, vessel, vehicle or structure.*

| Significant Points | National Grid & Lat/Long | Description of Reference | Maximum Altitude VFR | Suggested Minimum Altitude | Holding Point | Maximum Altitude SVFR | Remarks |
|---|---|---|---|---|---|---|---|
| 1 | 2 | 3 | 4 | 5 | 6 | 7 | 8 |
| **H5** | | | | | | | |
| ▲ Northwood | TQ 071 906<br>513612N 0002719W | Zone Boundary midway between Harefield and Northwood | 2000 FT | 800 FT | H | 1500 FT | Note 1 |
| ∆ Uxbridge Common | TQ 062 855<br>513332N 0002813W | Roundabout on A40 road north of Uxbridge Common | | | H | | |

***Note 1:*** *Pilots may be required to communicate with Northolt Approach (126.450 MHz).*

| Significant Points | National Grid & Lat/Long | Description of Reference | Maximum Altitude VFR | Suggested Minimum Altitude | Holding Point | Maximum Altitude SVFR | Remarks |
|---|---|---|---|---|---|---|---|
| 1 | 2 | 3 | 4 | 5 | 6 | 7 | 8 |
| **H7** | | | | | | | |
| ▲ Banstead | TQ 243 614<br>512014N 0001301W | Golf course northwest of town | 2000 FT | 800 FT | H | 1500 FT | |
| ∆ Morden | TQ 229 672<br>512327N 0001407W | Cemetery northeast of Gas Works | | 650 FT | | | |
| ∆ Caesar's Camp | TQ 220 711<br>512532N 0001446W | Golf course southwest corner of Wimbledon Common | | | H | 1000 FT | |

| Significant Points | National Grid & Lat/Long | Description of Reference | Maximum Altitude VFR | Suggested Minimum Altitude | Holding Point | Maximum Altitude SVFR | Remarks |
|---|---|---|---|---|---|---|---|
| 1 | 2 | 3 | 4 | 5 | 6 | 7 | 8 |
| **H7** | | | | | | | |
| ∆ Roehampton | TQ 215 746<br>512728.04N 0001506.76W | Golf course east of Roehampton Gate, H7/ H3 join | 1500 FT | 600 FT | | | |
| ▲ Barnes | TQ 234 765<br>512827N 0001325W | River Thames at Barn Elms Park and Craven Cottage Football Ground | | 1000 FT | | | Note 1 |
| ▲ London Heliport | TQ 266 762<br>512812N 0001046W | London Heliport | | | H | | Note 1 |

***Note 1:*** *Caution - large number of tall structures above 500 FT lie within 600 M of the high water marks of the River Thames. Pilots are reminded that aircraft operated on the notified helicopter routes are not permitted to fly closer than 500 FT to any person, vessel, vehicle or structure.*

| Significant Points | National Grid & Lat/Long | Description of Reference | Maximum Altitude VFR | Suggested Minimum Altitude | Holding Point | Maximum Altitude SVFR | Remarks |
|---|---|---|---|---|---|---|---|
| 1 | 2 | 3 | 4 | 5 | 6 | 7 | 8 |
| **H9** | | | | | | | |
| ▲ Oxshott West | TQ 101 609<br>512014N 0002512W | Intersection of London Control Zone/A3 Trunk Road - north abeam large supermarket | 2000 FT | 700 FT | H | 1500 FT | Note 4 |
| ∆ Esher Common | TQ 136 621<br>512051N 0002210W | A3 Trunk Road West of A3/A244 intersection | 1500 FT | | | | |
| OR | | | | | | | |
| ▲ Oxshott East | TQ 160 611<br>512014N 0002006W | Prince's Coverts | 2000 FT | 700 FT | H | 1500 FT | Note 4 |
| ∆ Arbrook | TQ 149 624<br>512058N 0002100W | Intersection of A3 Trunk Road / Railway Line | | | | | |
| ∆ Esher Common | TQ 136 621<br>512051N 0002210W | A3 Trunk Road West of A3/A244 intersection | 1500 FT | | | | |
| THEN | | | | | | | |
| ∆ Hersham | TQ 121 654<br>512236.71N 0002323.38W | Railway Station | 1200 FT | 600 FT | | 1000 FT | |
| ▲ Sunbury Lock | TQ 112 683<br>512409N 0002416W | Midway between Sunbury Lock and the middle of Knight reservoir | 800 FT | | H | 800 FT | |
| ∆ Feltham | TQ 095 726<br>512630N 0002533W | Open space south of Railway Line | | | H | | |
| ∆ Bedfont | TQ 088 745<br>512732N 0002610W | East of Terminal Four, South of the A30 | 1000 FT | | H | 1000 FT | Note 3<br>Note 4 |
| HEATHROW CROSSING | | | | | | | Note 5 |
| ∆ Sipson | TQ 076 772<br>512900N 0002706W | Hotel Complex northeast of the junction Motorway Spur and Main Road A4 at north perimeter of London Heathrow | | | H | | |

| Significant Points | National Grid & Lat/Long | Description of Reference | Maximum Altitude VFR | Suggested Minimum Altitude | Holding Point | Maximum Altitude SVFR | Remarks |
|---|---|---|---|---|---|---|---|
| 1 | 2 | 3 | 4 | 5 | 6 | 7 | 8 |
| **H9** | | | | | | | |
| ▲ Airport Spur | TQ 075 786<br>512944N 0002715W | Junction of M4 Motorway and Motorway Spur to London Heathrow | | 650 FT | H | | Note 1 |
| ∆ Hayes | TQ 082 804<br>513042N 0002636W | Stockley Park Business Centre | 2000 FT | 700 FT | H | 1500 FT | |
| ∆ Gutteridge | TQ 097 845<br>513254N 0002507W | A40, south of Northolt Aerodrome Runway Intersection | | 800 FT | H | | Note 2 |
| ▲ Northwood | TQ 071 906<br>513612N 0002719W | Zone Boundary midway between Harefield and Northwood | | | H | | |

***Note 1:*** *Between Northwood and Airport Spur, pilots may be required to communicate with Northolt Approach (126.450 MHz).*

***Note 2:*** *The holding manoeuvre is to be carried out to the south of the Northolt Aerodrome Boundary.*

***Note 3:*** *Helicopters will be held at Bedfont during daylight hours when the reported weather conditions are equal to or better than 5 KM visibility and 1500 FT reported cloud ceiling and will be held at Feltham at all other times.*

***Note 4:*** *Due to environmental restrictions, H9 south of London Heathrow Airport is not normally available to SVFR helicopter traffic between 2100-0800 (2000-0700) when London Heathrow Runways 09L/09R are in use.*

***Note 5:*** *Refer to EGLL AD 2.20 LOCAL AERODROME REGULATIONS - 5 Helicopter Operations.*

**Warning:** Runway 27L missed approach procedure requires a left turn at 1000 FT AAL. Pilots holding at Bedfont must remain in visual contact with aircraft on final approach to Runway 27L.

| Significant Points | National Grid & Lat/Long | Description of Reference | Maximum Altitude VFR | Suggested Minimum Altitude | Holding Point | Maximum Altitude SVFR | Remarks |
|---|---|---|---|---|---|---|---|
| 1 | 2 | 3 | 4 | 5 | 6 | 7 | 8 |
| **H10** | | | | | | | |
| | | CTR Boundary | 2000 FT | 600 FT | | 1500 FT | |
| ▲ Cookham | SU 898 857<br>513345N 0004222W | Bridge over River Thames north of Cookham | | 800 FT | H | | |
| ∆ Pumpkin Hill | SU 943 845<br>513310.04N 0003831.21W | Golf Course west of Farnham Common | | | | | |
| ∆ Stoke Poges | SU 990 835<br>513233.01N 0003423.36W | War memorial in Stoke Poges Village | 1500 FT | 700 FT | | | |
| ∆ Iver | TQ 035 826<br>513157N 0003031W | Delaford Park | | | H | | Note 2 |
| ∆ Uxbridge Common | TQ 062 855<br>513332N 0002813W | Roundabout on A40 road north of Uxbridge Common | | | H | | |
| ∆ Gutteridge | TQ 097 845<br>513254N 0002507W | A40, south of Northolt Aerodrome Runway Intersection | | | H | 1200 FT | Note 3<br>Note 4 |
| ∆ Target | TQ 125 839<br>513234.71N 0002240.08W | Target Roundabout A40 | | 650 FT | | | |
| ∆ Hanger Lane | TQ 184 826<br>513149.24N 0001737.66W | Hanger Lane Junction Station | | | | | Note 1<br>Note 5 |

| Significant Points | National Grid & Lat/Long | Description of Reference | Maximum Altitude VFR | Suggested Minimum Altitude | Holding Point | Maximum Altitude SVFR | Remarks |
|---|---|---|---|---|---|---|---|
| 1 | 2 | 3 | 4 | 5 | 6 | 7 | 8 |
| **H10** | | | | | | | |
| | | | | 1200 FT | | | |
| ∆ Brentford | TQ 186 791<br>512951N 0001731W | Gunnersbury Park north of Chiswick Fly-over | 1200 FT | 800 FT | H | 800 FT | Note 1 |
| ∆ Kew Bridge | TQ 190 778<br>512914N 0001716W | Bridge across River Thames at northeast corner of Gardens and Common | 1000 FT | | H | | Note 1<br>Note 4 |
| ∆ Chiswick Bridge | TQ 202 763<br>512822.96N 0001611.64W | Chiswick Bridge | | 700 FT | | | |
| ∆ Hammersmith Bridge | TQ 229 781<br>512918.39N 0001349.01W | Hammersmith Bridge | 1500 FT | 550 FT | | 1000 FT | |
| ▲Barnes | TQ 234 765<br>512827N 0001325W | River Thames at Barn Elms Park and Craven Cottage Football Ground | | 1000 FT | | | Note 6 |
| ▲ London Heliport | TQ 266 762<br>512812N 0001046W | London Heliport | | | H | | Note 6 |

***Note 1:*** *Between Hanger Lane and Chiswick Bridge, pilots must fly at the published maximum altitude when operating SVFR.*

***Note 2:*** *Between Iver and Hanger Lane, pilots may be required to communicate with Northolt Approach (126.450 MHz).*

***Note 3:*** *The holding manoeuvre is to be carried out to the south of the Northolt Aerodrome Boundary.*

***Note 4:*** *When Heathrow Runways 09L/09R are in use, Route H10 between Gutteridge and Kew Bridge is subject to delays due to slow climbing departures from Heathrow.*
*Helicopter pilots are recommended to obtain Heathrow runway information on the ATIS frequency 128.080 MHz before contacting Heathrow Radar on 125.625 MHz, or London Heliport on 134.280 MHz.*

***Note 5:*** *Between Target and Brentford the route alignment turns from the A40 to the A406 at the Hanger Lane intersection (Hanger Lane). Pilots should ensure correct visual identification of the turn point due to the interaction with Heathrow Runway 27R final approach track.*

***Note 6:*** *Caution - large number of tall structures above 500 FT lie within 600 M of the high water marks of the River Thames. Pilots are reminded that aircraft operated on the notified helicopter routes are not permitted to fly closer than 500 FT to any person, vessel, vehicle or structure.*

## 13 VISUAL REFERENCE POINTS (VRP)

a) Details of VRPs are available in the consolidated 'Visual Reference Points List' published on the 'Digital Dataset' page of the NATS AIS website, www.nats.aero/ais.

***Note:*** *Refer also to VRPs in use at London City.*

## 14 LONDON CTR TRANSPONDER MANDATORY ZONE (TMZ)

a) The London CTR is notified as a Mode S Elementary Transponder Mandatory Zone (TMZ) as detailed at GEN 1.5, paragraph 5.3.
b) The London CTR TMZ has the same vertical and lateral dimensions as the London CTR, see EGLL AD 2.17.
c) TMZ exceptions are detailed in GEN 1.5 paragraph 5.3.4, AD-2 EGLD, AD-2 EGTF, AD-2 EGLM and for Brooklands see EGLL AD 2.22 paragraph 9.

## 15 FREQUENCY MONITORING CODE (FMC)

a) Pilots operating in the vicinity of, but intending to remain outside the London CTR within the area defined by straight lines joining successively the following points and maintaining a listening watch only on Thames Director frequency, 132.700 MHz, are encouraged to select SSR code 0012.

513630N 0001545E - 514111N 0001345W -
514027N 0003627W - 514015N 0005348W -
513444N 0005508W - 512335N 0005516W -
511422N 0003506W - 511957N 0001917E -
513630N 0001545E.

b) Selection of 0012 does not imply the receipt of an ATC service. Pilots of aircraft displaying the code are not expected to contact ATC under normal circumstances, remain responsible for their own navigation, separation, terrain clearance and are expected to remain clear of the London CTR at all times.
c) Whilst squawking 0012, pilots should be aware that Thames Director may make blind transmissions in order to ascertain a particular aircraft's intentions/route.
d) When a pilot ceases to maintain a listening watch, code 0012 shall be deselected.

## EGLL AD 2.23 ADDITIONAL INFORMATION

### 1 MODE S BAROMETRIC PRESSURE SETTING DATA

a) London Terminal Control has the ability to downlink Mode S Barometric Pressure Setting (BPS) data. Therefore, if the downlinked pressure data is at variance with the BPS expected by Air Traffic Control, pilots can expect additional challenge. When Air Traffic Control pass a reminder of the appropriate BPS, it is anticipated that the aircrew will cross check the altimeter settings and confirm set.

### 2 TIME BASED SEPARATION (TBS) FOR FINAL APPROACH

a) Time based separation minima are in permanent use for wake turbulence separation in place of UK fixed distance minima. These are based on the RECAT EU PWS minima.
b) In stronger headwinds, a moderate reduction in separation distances between lead and follower aircraft may be observed in comparison to RECAT EU PWS distanced based wake turbulence minima.
c) Requests for RNAV (GNSS) approaches may be refused by Heathrow Director to ensure runway efficiency is maintained.

### 3 AERODROME SAFETY REPORTING

a) Aircraft operators are required to share with Heathrow any occurrence reports for reportable incidents which occur on the ground at Heathrow, or during the initial (take-off) or final (approach and landing) phases of flight to or from Heathrow.
b) Copies of Air Safety Reports or Mandatory Occurrence Reports filed by aircraft operators must be sent to the Aerodrome Safety and Assurance team at airside_safety@heathrow.com. Heathrow also encourages voluntary safety reports and observations as these may help to improve safety. Any such reports or observations should also be sent to the aforementioned address.

## EGLL AD 2.24 CHARTS RELATED TO AN AERODROME

AERODROME CHART - ICAO
AD 2.EGLL-2-1
AIRCRAFT GROUND MOVEMENT/ALL TAXIWAYS CHART - ICAO
AD 2.EGLL-2-2
AERODROME CHART A380 GROUND MOVEMENT - ICAO
AD 2.EGLL-2-3
AIRCRAFT GROUND MOVEMENT/PARKING/DOCKING - TERMINAL 5 CHART - ICAO
AD 2.EGLL-2-4
AIRCRAFT GROUND MOVEMENT/PARKING/DOCKING - TERMINAL 4 CHART - ICAO
AD 2.EGLL-2-5
AIRCRAFT GROUND MOVEMENT/PARKING/DOCKING - TERMINAL 3 CHART - ICAO
AD 2.EGLL-2-6
AIRCRAFT GROUND MOVEMENT/PARKING/DOCKING - TERMINAL 1 and 2 CHART - ICAO
AD 2.EGLL-2-7
AIRCRAFT GROUND MOVEMENT/REMOTE DE-ICING AREAS LOCATION CHART - ICAO
AD 2.EGLL-2-8
GROUND MOVEMENT CHART - HOLDING AREAS for RUNWAY 27R - ICAO
AD 2.EGLL-2-9
GROUND MOVEMENT CHART - HOLDING AREAS for RUNWAY 27L - ICAO
AD 2.EGLL-2-10
GROUND MOVEMENT CHART - HOLDING AREAS for RUNWAY 09L - ICAO
AD 2.EGLL-2-11
GROUND MOVEMENT CHART - HOLDING AREAS for RUNWAY 09R - ICAO
AD 2.EGLL-2-12
LONDON CTR LOCAL FLYING AND ENTRY/EXIT PROCEDURES
AD 2.EGLL-3-1
HELICOPTER ROUTES in the LONDON CTR and LONDON/CITY CTR
AD 2.EGLL-3-2
HELICOPTER CROSSING OPERATIONS

AD 2.EGLL-4-1
ATC SURVEILLANCE MINIMUM ALTITUDE CHART - ICAO
AD 2.EGLL-5-1
ATC SURVEILLANCE MINIMUM ALTITUDE CHART TEXT
AD 2.EGLL-5-2
STANDARD DEPARTURE CHART - INSTRUMENT (SID) RWY 09R/L RWY 27R/L CPT 5J 4K 3F 3G (RNAV SUBSTITUTION ONLY) - ICAO
AD 2.EGLL-6-1
STANDARD DEPARTURE CHART - INSTRUMENT (SID) RWY 09R/L RWY 27R/L MODMI 1J 1K MAXIT 1F 1G (RNAV SUBSTITUTION ONLY) - ICAO
AD 2.EGLL-6-2
STANDARD DEPARTURE CHART - INSTRUMENT (SID) RWY 09R/L RWY 27R/L BPK 6J 5K 7F 7G (RNAV SUBSTITUTION ONLY) - ICAO
AD 2.EGLL-6-3
STANDARD DEPARTURE CHART - INSTRUMENT (SID) RWY 09R/L RWY 27R/L ULTIB 1J 1K UMLAT 1F 1G (RNAV SUBSTITUTION ONLY) - ICAO
AD 2.EGLL-6-4
STANDARD DEPARTURE CHART - INSTRUMENT (SID) RWY 09R/L RWY 27R/L DET 1J 1K 2F 2G (RNAV SUBSTITUTION ONLY) - ICAO
AD 2.EGLL-6-5
STANDARD DEPARTURE CHART - INSTRUMENT (SID) RWY 09R/L RWY 27R/L GASGU 2J 2K GOGSI 2F 2G (RNAV SUBSTITUTION ONLY) - ICAO
AD 2.EGLL-6-6
RNAV1 (DME/DME or GNSS) STANDARD ARRIVAL CHART - INSTRUMENT (STAR) OTMET 1H ROXOG 1H - ICAO
AD 2.EGLL-7-1
RNAV5 (DME/DME or GNSS) STANDARD ARRIVAL CHART - INSTRUMENT (STAR) ALESO 1H LAM 1X TANET 1Z - ICAO
AD 2.EGLL-7-2
RNAV5 (DME/DME or GNSS) STANDARD ARRIVAL CHART - INSTRUMENT (STAR) OCK 1Z - ICAO
AD 2.EGLL-7-3
RNAV5 (DME/DME or GNSS) STANDARD ARRIVAL CHART - INSTRUMENT (STAR) NUGRA 2H LAM 1Z - ICAO
AD 2.EGLL-7-4
RNAV5 (DME/DME or GNSS) STANDARD ARRIVAL CHART - INSTRUMENT (STAR) HON 2H - ICAO
AD 2.EGLL-7-5
RNAV5 (DME/DME or GNSS) STANDARD ARRIVAL CHART - INSTRUMENT (STAR) BARMI 1H LOGAN 2H - ICAO
AD 2.EGLL-7-6
RNAV5 (DME/DME or GNSS) STANDARD ARRIVAL CHART - INSTRUMENT (STAR) TOBID 1X - ICAO
AD 2.EGLL-7-7
RNAV5 (DME/DME or GNSS) STANDARD ARRIVAL CHART - INSTRUMENT (STAR) HAZEL 1H - ICAO
AD 2.EGLL-7-8
RNAV5 (DME/DME or GNSS) STANDARD ARRIVAL CHART - INSTRUMENT (STAR) BIG 1Z LAM 1Y - ICAO
AD 2.EGLL-7-9
RNAV1 (DME/DME or GNSS) STANDARD ARRIVAL CHART - INSTRUMENT (STAR) FITBO 2H - ICAO
AD 2.EGLL-7-10
RNAV1 (DME/DME or GNSS) STANDARD ARRIVAL CHART - INSTRUMENT (STAR) SIRIC 1H - ICAO
AD 2.EGLL-7-11
RNAV1 (DME/DME or GNSS) STANDARD ARRIVAL CHART - INSTRUMENT (STAR) SIRIC 1Z - ICAO
AD 2.EGLL-7-12
STANDARD INSTRUMENT ARRIVAL CODING TABLES OTMET 1H ROXOG 1H ALESO 1H LAM 1X
AD 2.EGLL-7-13
STANDARD INSTRUMENT ARRIVAL CODING TABLES TANET 1Z OCK 1Z NUGRA 2H LAM 1Z
AD 2.EGLL-7-14
STANDARD INSTRUMENT ARRIVAL CODING TABLES HON 2H BARMI 1H LOGAN 2H TOBID 1X
AD 2.EGLL-7-15
STANDARD INSTRUMENT ARRIVAL CODING TABLES HAZEL 1H BIG 1Z LAM 1Y FITBO 2H
AD 2.EGLL-7-16
STANDARD INSTRUMENT ARRIVAL CODING TABLES SIRIC 1H SIRIC 1Z
AD 2.EGLL-7-17
RNAV HOLD CODING TABLES BIG BNN BRASO FITBO HON LAM LOGAN
AD 2.EGLL-7-18
RNAV HOLD CODING TABLES OCK ORZEB SABER TIGER WEZKO
AD 2.EGLL-7-19
INITIAL APPROACH PROCEDURES ILS RWY 09L/R via BIG and OCK (RNAV SUBSTITUTION ONLY)
AD 2.EGLL-7-20
INITIAL APPROACH PROCEDURES ILS RWY 09L/R Without Radar Control via BNN and LAM
AD 2.EGLL-7-21
INITIAL APPROACH PROCEDURES ILS RWY 27L/R Without Radar Control via BIG

AD 2.EGLL-7-22
INITIAL APPROACH PROCEDURES ILS RWY 27L/R via OCK (RNAV SUBSTITUTION ONLY)
AD 2.EGLL-7-23
INITIAL APPROACH PROCEDURES ILS RWY 27L/R Without Radar Control via BNN and LAM
AD 2.EGLL-7-24
INITIAL APPROACH PROCEDURES ILS RWY 09L/R via CHT and EPM (RNAV SUBSTITUTION ONLY)
AD 2.EGLL-7-25
INITIAL APPROACH PROCEDURES ILS RWY 27L/R via CHT and EPM (RNAV SUBSTITUTION ONLY)
AD 2.EGLL-7-26
INSTRUMENT APPROACH CHART ILS/DME I-AA RWY 09L - ICAO
AD 2.EGLL-8-1
INSTRUMENT APPROACH CHART LOC/DME I-AA RWY 09L - ICAO
AD 2.EGLL-8-2
INSTRUMENT APPROACH CHART RNP RWY 09L - ICAO
AD 2.EGLL-8-3
INSTRUMENT APPROACH CHART ILS/DME I-BB RWY 09R - ICAO
AD 2.EGLL-8-4
INSTRUMENT APPROACH CHART LOC/DME I-BB RWY 09R - ICAO
AD 2.EGLL-8-5
INSTRUMENT APPROACH CHART RNP RWY 09R - ICAO
AD 2.EGLL-8-6
INSTRUMENT APPROACH CHART ILS/DME I-LL RWY 27L - ICAO
AD 2.EGLL-8-7
INSTRUMENT APPROACH CHART LOC/DME I-LL RWY 27L - ICAO
AD 2.EGLL-8-8
INSTRUMENT APPROACH CHART RNP RWY 27L - ICAO
AD 2.EGLL-8-9
INSTRUMENT APPROACH CHART ILS/DME I-RR RWY 27R - ICAO
AD 2.EGLL-8-10
INSTRUMENT APPROACH CHART LOC/DME I-RR RWY 27R - ICAO
AD 2.EGLL-8-11
INSTRUMENT APPROACH CHART RNP RWY 27R - ICAO
AD 2.EGLL-8-12
INSTRUMENT APPROACH PROCEDURE CODING TABLES - RNP RWY 09L/R and 27L/R
AD 2.EGLL-8-13

## EGLL AD 2.25 VISUAL SEGMENT SURFACE (VSS) PENETRATION

Not applicable

**INTENTIONALLY BLANK**

# AERODROME CHART - ICAO

ARP 512839N 0002741W

AD ELEV 83FT

# LONDON HEATHROW
EGLL

**GUND** (Geoid Undulation) = The height of the Geoid (MSL) above the Reference Elipsoid (WGS 84) at the stated position.

BEARINGS ARE MAGNETIC
ELEVATIONS AND HEIGHTS ARE IN FEET

| | |
|---|---|
| ELEVATIONS IN FEET AMSL | 220 |
| HEIGHTS IN FEET ABOVE AD | (137) |

I-RR 110.30°
512838.88N 0002937.39W

Rwy 09L Thr Elev 79
512839.00N 0002905.97W
(GUND Elevation 151)

Highest Elev in TDZ 81
512839.17N 0002820.66W
(GUND Elevation 151)

HEATHROW
I-AA & I-RR
110.30°
(Ch 40X)
512843.84N 0002732.51W
99'

Highest Elev in TDZ 79
512839.49N 0002646.77W
(GUND Elevation 151)

Rwy 27R Thr Elev 78
512839.63N 0002559.82W
(GUND Elevation 151)

I-AA 110.30°
512839.71N 0002537.06W

**Hot Spot**
**HS5**
Mis-route hotspot.
After vacating runway, pilots to be aware of potential to mis-route.

RVP North

3901m x 50m

089°M / 269°M

ILS GP
Anemometer
PAPI (3°) MEHT 66
PAPI (3°) MEHT 73

09L / 27R

Taxiway A / Taxiway B / Taxiway C / Taxiway D / Taxiway E / Taxiway F / Taxiway G / Taxiway H / Taxiway K / Taxiway L / Taxiway M / Taxiway R / Taxiway S / Taxiway T / Taxiway V / Taxiway W / Taxiway Y / Taxiway Z

Twy A / Twy B / Twy C / Twy D / Twy E / Twy F / Twy K / Twy L / Twy M / Twy Y

Link 11 / Link 12 / Link 13 / Link 22 / Link 23 / Link 24 / Link 25 / Link 26 / Link 27 / Link 28 / Link 29 / Link 30 / Link 31 / Link 32 / Link 33 / Link 34 / Link 35 / Link 36 / Link 41 / Link 42 / Link 43 / Link 44 / Link 51 / Link 52 / Link 53 / Link 54 / Link 55 / Link 56 / Link 57 / Link 58 / Link 60

AB13 / A13 / AB12 / A12 / AB11 / A11 / A10W / A10E / A9W / A9E / A8 / A7 / A6 / AY5 / A5 / A4 / A3 / A2 / A1 / AY4 / AY3 / AY2 / AY1

SNAPA / RABIT / COBRA / DINGO / HANLI / DASSO / VIKAS / OSTER / HORKA / PLUTO / TITAN / SATUN / MORRA / NEVIS / LOKKI / LOMAN / NESSY / TULLA / AVROE

AY10 / BY1 / BQ2 / BY2 / BQ1 / AW2 / AE2

C2 / D2 / E2 / F2 / C1 / D1 / E1 / F1 / K2 / L2 / K1 / L1 / B1

N11 / NB11 / N10 / NB10 / N8 / NB8 / N7 / N6 / N5W / N5E / N4W / N4E / N3 / NB3 / N2W / NB2W / N2E / NB2E / N1 / NB1

S7 / S6 / S5W / S5E / S4W / S4E / S3 / SB3 / S1

SY6 / SY5 / SQ5 / SY4 / SQ4

HS1 / HS2 / HS3 / HS4

Terminal 1 / Terminal 2A / Terminal 2B / Terminal 3 / Terminal 4 / Terminal 5A / Terminal 5B / Terminal 5C

Pier 4A / Pier 5 / Pier 6 / Pier 7

Car Park / Control Tower / Fire Station / Northern Fuel Farm / Southern Fuel Farm / Cargo Apron / Cargo Apron / Royal Suite / RVP East / RVP South / RVP West

Snow Base / East Fire Station / No 1. Maintenance Area 1 / Bealine Base

Radar

**Hot Spot**
**HS4**
Pilots are to ensure they have clearance to enter the runway before crossing the holding point.

**Hot Spots**
**HS1/HS2**
Pilots are to maintain a good lookout at all times and are responsible for wing tip clearance.

**Hot Spot**
**HS3**
Pilots of Code F aircraft must take care - Link 28 East of Taxiway Alpha is NOT Code F compliant.

I-BB 109.50°
512753.89N 0002541.63W

I-LL 109.50°
512753.14N 0002928.20W

Rwy 09R Thr Elev 75
512753.25N 0002856.33W
(GUND Elevation 151)

Rwy 27L Thr Elev 77
512753.82N 0002602.76W
(GUND Elevation 151)

Highest Elev in TDZ 76
512753.40N 0002811.03W
(GUND Elevation 151)

Highest Elev in TDZ 78
512753.67N 0002649.61W
(GUND Elevation 151)

HEATHROW
I-BB & I-LL
109.50°
(Ch 32X)
512749.74N 0002730.90W
93'

3658m x 50m

PAPI (3°) MEHT 65

Disused

xxxxx

132 (49) / 127 (44) / 119 (36) / 109 (26) / 98 (15) / 126 (43) / 109 (26) / 123 (40) / 105 (22) / 109 (26) / 98 (15) / 102 (19) / 106 (23) / 112 (29) / 114 (31) / 135 (52) / 110 (27) / 109 (26) / 121 (38) / 124 (41) / 220 (137)

100 0 100 200 300 400 500 m
500 0 500 1000 1500 ft

VAR 0.4°E - 2022
N
Annual Rate of Change 0.20°E

| RUNWAY/TAXIWAY/APRON PHYSICAL CHARACTERISTICS | | | |
|---|---|---|---|
| RWY / TWY / APRON | SURFACE | PCN | PCR |
| RWY 09L/27R | Grooved Asphalt | - | 1020 R/A/W/T |
| RWY 09R/27L | Grooved Asphalt | - | 820 R/A/W/T |
| TWY A North/South | Concrete/Asphalt | - | 820 R/A/W/T |
| TWY A East | Concrete/Asphalt | - | 980 R/A/W/T |
| TWY A West | Concrete | - | 1440 R/D/W/T |
| TWY B North | Concrete/Asphalt | - | 920 R/A/W/T |
| TWY B South | Concrete/Asphalt | - | 820 R/A/W/T |
| TWY B East | Concrete/Asphalt | - | 980 R/A/W/T |
| TWY B West | Concrete | - | 1440 R/D/W/T |
| TWY C & D | Concrete | - | 1400 R/D/W/T |
| TWY E | Concrete | - | 880 R/A/W/T |
| TWY F | Concrete | - | 840 R/A/W/T |
| TWY G | Asphalt | - | 840 R/A/W/T |
| TWY H & K | Concrete | - | 1020 R/A/W/T |
| TWY L | Concrete | - | 960/R/A/W/T |
| TWY M | Concrete/Asphalt | - | 1260 R/B/W/T |

| | | | |
|---|---|---|---|
| TWY R | Concrete | - | 736 R/A/W/U |
| TWY S & W | Concrete/Asphalt | - | 787 R/A/W/U |
| TWY T | Concrete | - | 980 R/A/W/T |
| TWY V | Asphalt | - | 1020/R/A/W/T |
| TWY Y | Concrete | - | 706 R/D/W/T |
| TWY Z | Concrete | - | 527 R/A/W/U |
| Link 22 | Concrete/Asphalt | - | 787 R/A/W/U |
| Link 23 | Concrete/Asphalt | - | 1020 R/A/W/T |
| Link 28 | Concrete | - | 980 R/A/W/T |
| Link 42 | Concrete | - | 787 R/A/W/U |
| Link 43 & 44 | Asphast | - | 787 R/A/W/U |
| Link 56 & 57 | Concrete | - | 1480 R/D/W/T |
| Aprons | *See AD 2-EGLL-2-4 to 2-7* | | |

| RWY ENTRANCE/EXIT | SURFACE | PCN | PCR |
|---|---|---|---|
| A1, A6, A8, A11. | - | - | 820 R/A/W/T |
| A2, A3, A4, A5, A7, A9E, A9W, A10E, A10W, A12, A13. | - | - | 1020 R/A/W/T |
| N1, N2E, N3, N4E, N4W, N5E, N5W, N6, N7, N10, N11, S1, S3, S4E, S4W, S5E, S5W, S6, S7, S11. | - | - | 820 R/A/W/T |

| COM | | |
|---|---|---|
| ATIS | 128.080, 113.750, 117.000 (Arrival)<br>121.935 (Departure) | HEATHROW INFO |
| TWR | 118.705, 118.505, 124.480 | HEATHROW TOWER |
| | 121.980 (GM Planning) | HEATHROW DELIVERY |
| | 121.905, 121.705, 121.855 (GMC) | HEATHROW GROUND |
| | 121.600 | HEATHROW FIRE |

| LIGHTING | |
|---|---|
| THR 09L 09R<br>THR 27L 27R | HI Green with HI W bars.<br>HI Green with HI W bars. |
| RWY 09L | HI bi-d colour coded C/L. TDZ 900 m. HI bi-d white edge (first 300 m red). End lights red. |
| RWY 27R | HI bi-d colour coded C/L. TDZ 901 m. HI bi-d white edge. End lights red. |
| RWY 09R | HI bi-d colour coded C/L. TDZ 899 m. HI bi-d white edge (first 300 m red). End lights red. |
| RWY 27L | HI bi-d colour coded C/L. TDZ 901 m. HI bi-d white edge. End lights red. |
| TWY | Green C/L and Red stop bars with selective switching on all taxiway routes. |

**CHANGE (6/25):** TWR FREQ.

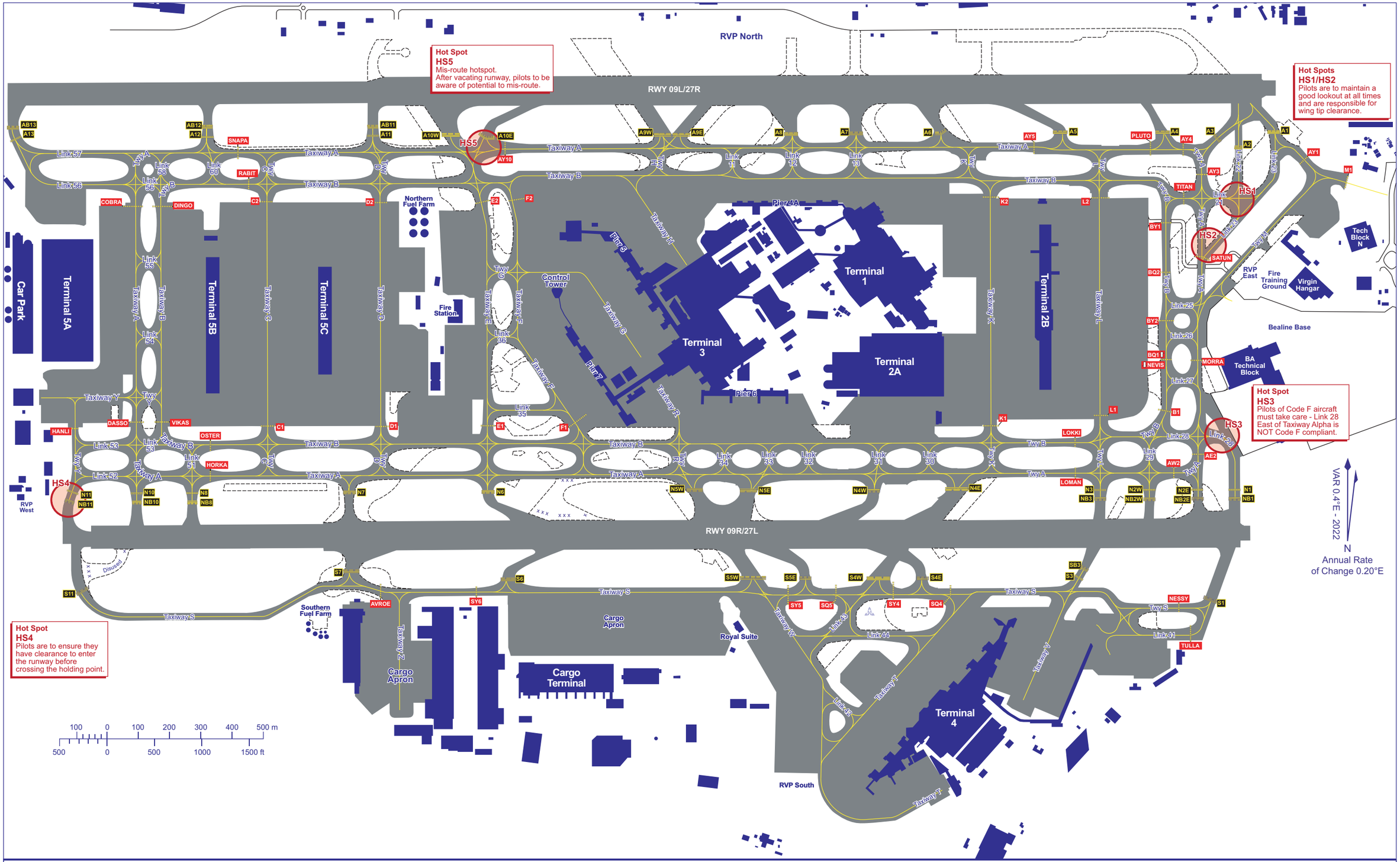
AERO INFO DATE 27 MAR 25

# AIRCRAFT GROUND MOVEMENT/ALL TAXIWAYS CHART - ICAO

**ARP 512839N 0002741W**

**AD ELEV 83FT**

# LONDON HEATHROW
EGLL




**CHANGE (6/24):** DISUSED EDITORIAL.

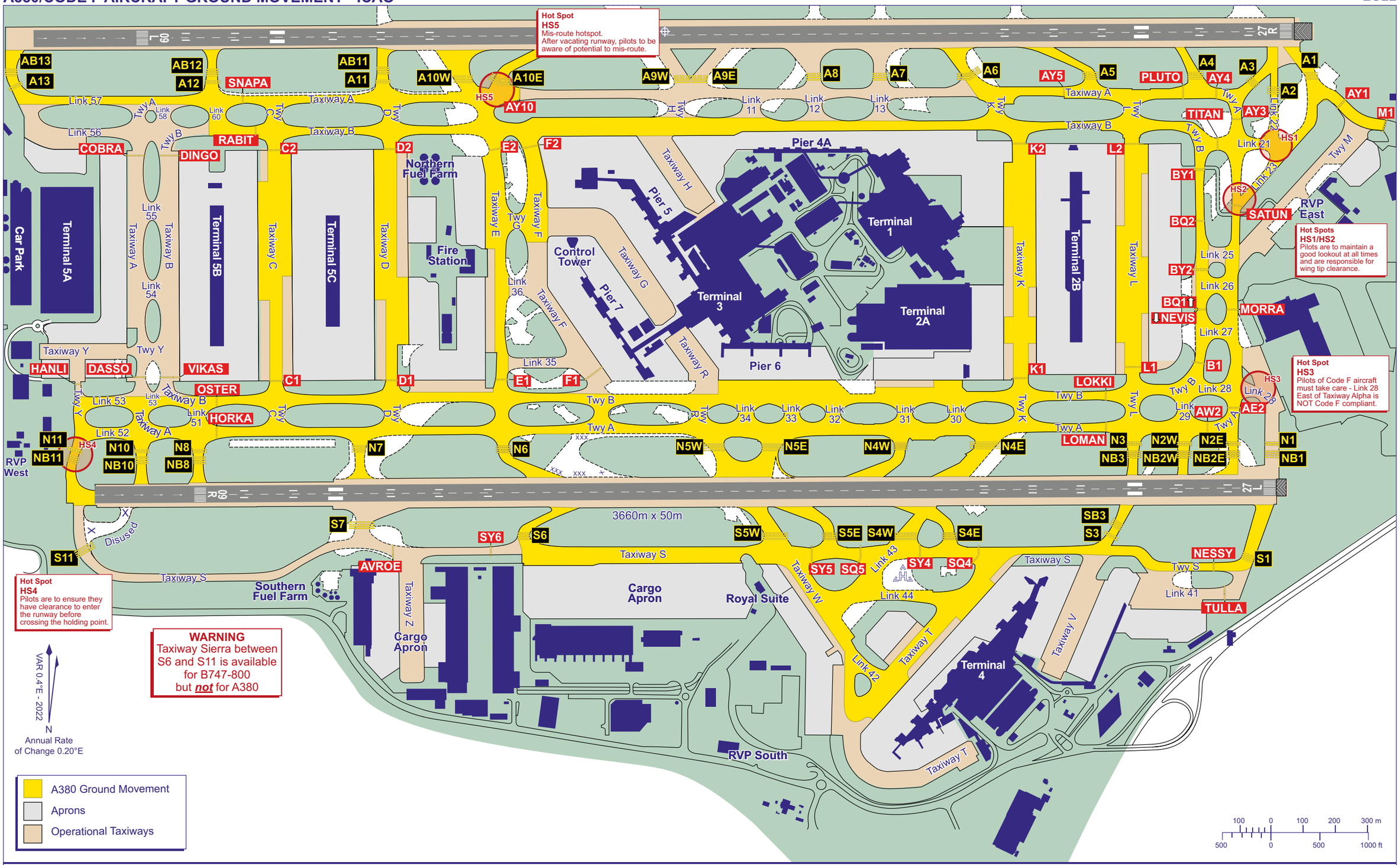
AERO INFO DATE 05 APR 24

# AERODROME CHART
# A380/CODE F AIRCRAFT GROUND MOVEMENT - ICAO

ARP 512839N 0002741W

AD ELEV 83FT

# LONDON HEATHROW
EGLL




**CHANGE (9/25):** EDITORIAL.

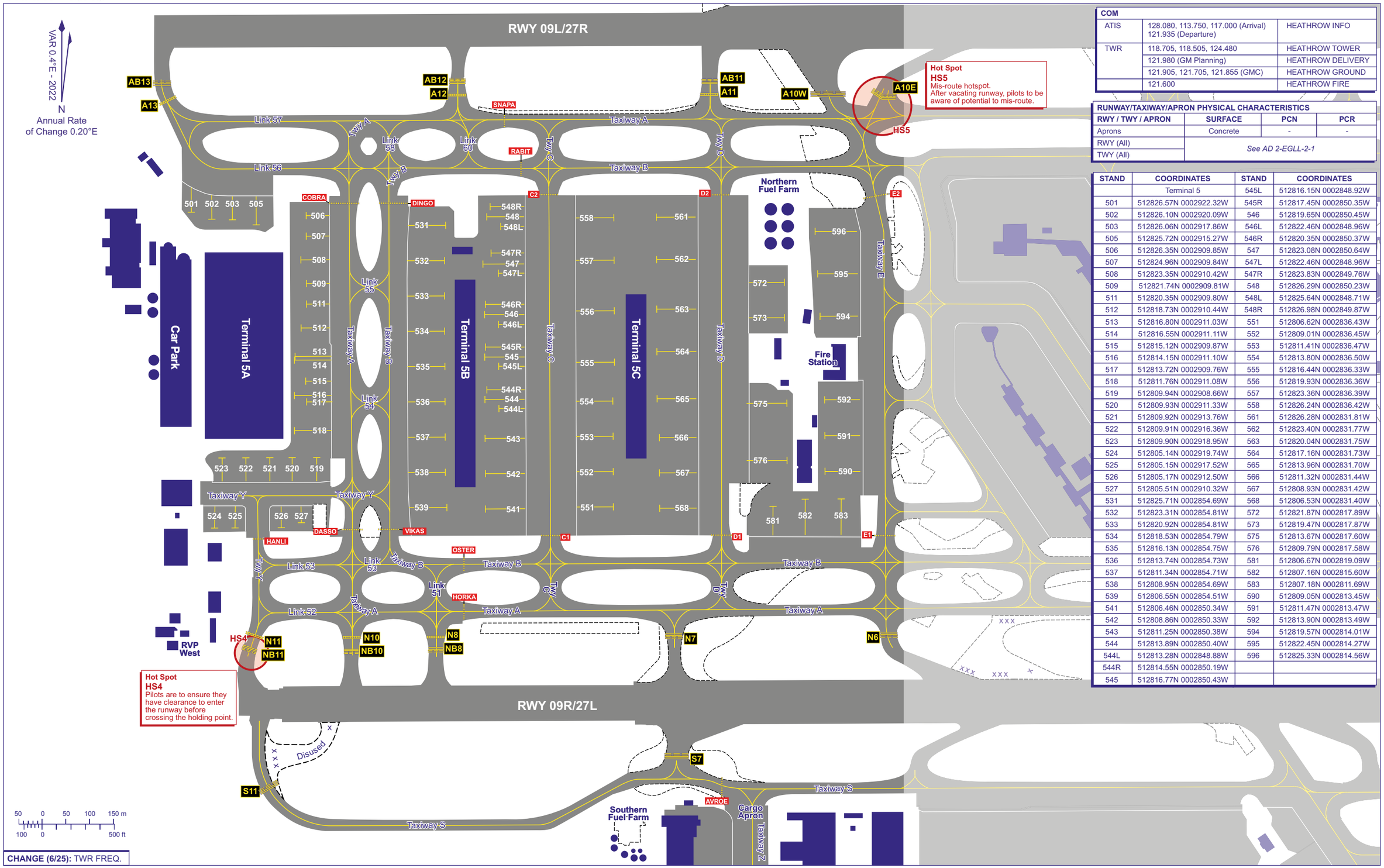
AERO INFO DATE 05 JUN 25

# AIRCRAFT GROUND MOVEMENT/PARKING/DOCKING - TERMINAL 5 CHART - ICAO

ARP 512839N 0002741W

AD ELEV 83FT

# LONDON HEATHROW
EGLL




| COM | | |
|---|---|---|
| ATIS | 128.080, 113.750, 117.000 (Arrival) 121.935 (Departure) | HEATHROW INFO |
| TWR | 118.705, 118.505, 124.480 | HEATHROW TOWER |
| | 121.980 (GM Planning) | HEATHROW DELIVERY |
| | 121.905, 121.705, 121.855 (GMC) | HEATHROW GROUND |
| | 121.600 | HEATHROW FIRE |

| RUNWAY/TAXIWAY/APRON PHYSICAL CHARACTERISTICS | | | |
|---|---|---|---|
| RWY / TWY / APRON | SURFACE | PCN | PCR |
| Aprons | Concrete | - | - |
| RWY (All) | *See AD 2-EGLL-2-1* | | |
| TWY (All) | | | |

| STAND | COORDINATES | STAND | COORDINATES |
|---|---|---|---|
| | Terminal 5 | 545L | 512816.15N 0002848.92W |
| 501 | 512826.57N 0002922.32W | 545R | 512817.45N 0002850.35W |
| 502 | 512826.10N 0002920.09W | 546 | 512819.65N 0002850.45W |
| 503 | 512826.06N 0002917.86W | 546L | 512822.46N 0002848.96W |
| 505 | 512825.72N 0002915.27W | 546R | 512820.35N 0002850.37W |
| 506 | 512826.35N 0002909.85W | 547 | 512823.08N 0002850.64W |
| 507 | 512824.96N 0002909.84W | 547L | 512822.46N 0002848.96W |
| 508 | 512823.35N 0002910.42W | 547R | 512823.83N 0002849.76W |
| 509 | 512821.74N 0002909.81W | 548 | 512826.29N 0002850.23W |
| 511 | 512820.35N 0002909.80W | 548L | 512825.64N 0002848.71W |
| 512 | 512818.73N 0002910.44W | 548R | 512826.98N 0002849.87W |
| 513 | 512816.80N 0002911.03W | 551 | 512806.62N 0002836.43W |
| 514 | 512816.55N 0002911.11W | 552 | 512809.01N 0002836.45W |
| 515 | 512815.12N 0002909.87W | 553 | 512811.41N 0002836.47W |
| 516 | 512814.15N 0002911.10W | 554 | 512813.80N 0002836.50W |
| 517 | 512813.72N 0002909.76W | 555 | 512816.44N 0002836.33W |
| 518 | 512811.76N 0002911.08W | 556 | 512819.93N 0002836.36W |
| 519 | 512809.94N 0002908.66W | 557 | 512823.36N 0002836.39W |
| 520 | 512809.93N 0002911.33W | 558 | 512826.24N 0002836.42W |
| 521 | 512809.92N 0002913.76W | 561 | 512826.28N 0002831.81W |
| 522 | 512809.91N 0002916.36W | 562 | 512823.40N 0002831.77W |
| 523 | 512809.90N 0002918.95W | 563 | 512820.04N 0002831.75W |
| 524 | 512805.14N 0002919.74W | 564 | 512817.16N 0002831.73W |
| 525 | 512805.15N 0002917.52W | 565 | 512813.96N 0002831.70W |
| 526 | 512805.17N 0002912.50W | 566 | 512811.32N 0002831.44W |
| 527 | 512805.51N 0002910.32W | 567 | 512808.93N 0002831.42W |
| 531 | 512825.71N 0002854.69W | 568 | 512806.53N 0002831.40W |
| 532 | 512823.31N 0002854.81W | 572 | 512821.87N 0002817.89W |
| 533 | 512820.92N 0002854.81W | 573 | 512819.47N 0002817.87W |
| 534 | 512818.53N 0002854.79W | 575 | 512813.67N 0002817.60W |
| 535 | 512816.13N 0002854.75W | 576 | 512809.79N 0002817.58W |
| 536 | 512813.74N 0002854.73W | 581 | 512806.67N 0002819.09W |
| 537 | 512811.34N 0002854.71W | 582 | 512807.16N 0002815.60W |
| 538 | 512808.95N 0002854.69W | 583 | 512807.18N 0002811.69W |
| 539 | 512806.55N 0002854.51W | 590 | 512809.05N 0002813.45W |
| 541 | 512806.46N 0002850.34W | 591 | 512811.47N 0002813.47W |
| 542 | 512808.86N 0002850.33W | 592 | 512813.90N 0002813.49W |
| 543 | 512811.25N 0002850.38W | 594 | 512819.57N 0002814.01W |
| 544 | 512813.89N 0002850.40W | 595 | 512822.45N 0002814.27W |
| 544L | 512813.28N 0002848.88W | 596 | 512825.33N 0002814.56W |
| 544R | 512814.55N 0002850.19W | | |
| 545 | 512816.77N 0002850.43W | | |

**CHANGE (6/25):** TWR FREQ.

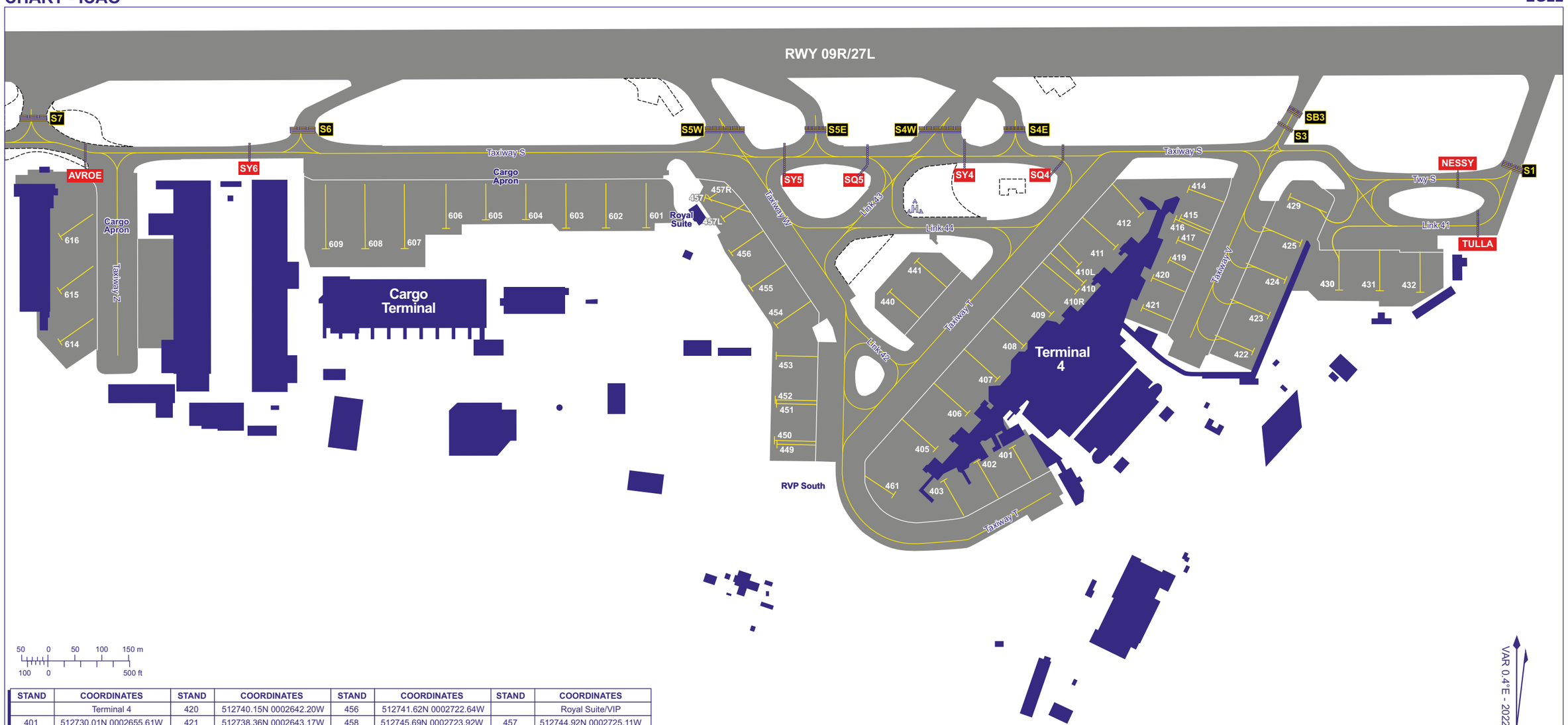
AERO INFO DATE 27 MAR 25

# AIRCRAFT GROUND MOVEMENT/PARKING/DOCKING - TERMINAL 4 CHART - ICAO

ARP 512839N 0002741W

AD ELEV 83FT

# LONDON HEATHROW
EGLL




50 0 50 100 150 m
100 0 500 ft

| STAND | COORDINATES | STAND | COORDINATES | STAND | COORDINATES | STAND | COORDINATES |
|---|---|---|---|---|---|---|---|
| | Terminal 4 | 420 | 512740.15N 0002642.20W | 456 | 512741.62N 0002722.64W | | Royal Suite/VIP |
| 401 | 512730.01N 0002655.61W | 421 | 512738.36N 0002643.17W | 458 | 512745.69N 0002723.92W | 457 | 512744.92N 0002725.11W |
| 402 | 512729.16N 0002658.98W | 422 | 512735.74N 0002632.54W | 461 | 512727.15N 0002706.98W | 457L | 512743.67N 0002723.40W |
| 403 | 512728.01N 0002702.19W | 423 | 512737.90N 0002631.03W | | | 457R | 512744.90N 0002724.67W |
| 405 | 512729.89N 0002702.97W | 424 | 512740.03N 0002629.44W | | Cargo Apron | | |
| 406 | 512732.03N 0002659.91W | 425 | 512742.24N 0002627.97W | 601 | 512743.12N 0002730.74W | Hel aim pt | 512744.27N 0002704.97W |
| 407 | 512734.09N 0002657.04W | 429 | 512745.02N 0002629.06W | 602 | 512743.11N 0002734.60W | | |
| 408 | 512736.07N 0002654.52W | 430 | 512739.43N 0002624.30W | 603 | 512743.09N 0002738.43W | | |
| 409 | 512737.98N 0002651.87W | 431 | 512739.39N 0002620.41W | 604 | 512743.60N 0002742.27W | | |
| 410 | 512739.85N 0002648.78W | 432 | 512739.31N 0002616.52W | 605 | 512743.58N 0002746.11W | | |
| 410L | 512740.95N 0002649.21W | 440 | 512739.37N 0002707.48W | 606 | 512743.06N 0002749.93W | | |
| 410R | 512739.34N 0002649.41W | 441 | 512741.19N 0002704.87W | 607 | 512741.85N 0002753.90W | | |
| 411 | 512742.00N 0002645.70W | 449 | 512730.17N 0002718.18W | 608 | 512741.84N 0002757.68W | | |
| 412 | 512743.94N 0002643.33W | 450 | 512730.39N 0002718.42W | 609 | 512741.83N 0002801.46W | | |
| 414 | 512745.47N 0002638.75W | 451 | 512732.60N 0002718.22W | 614 | 512736.24N 0002826.93W | | |
| 415 | 512743.75N 0002639.52W | 452 | 512732.82N 0002718.35W | 615 | 512739.30N 0002827.00W | | |
| 416 | 512743.67N 0002640.01W | 453 | 512735.47N 0002718.26W | 616 | 512742.54N 0002826.93W | | |
| 417 | 512742.42N 0002639.79W | 454 | 512737.30N 0002718.30W | | | | |
| 419 | 512741.23N 0002640.56W | 455 | 512739.50N 0002720.71W | | | | |

VAR 0.4°E - 2022
N
Annual Rate of Change 0.20°E

| COM | | |
|---|---|---|
| ATIS | 128.080, 113.750, 117.000 (Arrival)<br>121.935 (Departure) | HEATHROW INFO |
| TWR | 118.705, 118.505, 124.480 | HEATHROW TOWER |
| | 121.980 (GM Planning) | HEATHROW DELIVERY |
| | 121.905, 121.705, 121.855 (GMC) | HEATHROW GROUND |
| | 121.600 | HEATHROW FIRE |

| RUNWAY/TAXIWAY/APRON PHYSICAL CHARACTERISTICS | | | |
|---|---|---|---|
| RWY / TWY / APRON | SURFACE | PCN | PCR |
| Aprons | Concrete | - | - |
| RWY (All) | *See AD 2-EGLL-2-1* | | |
| TWY (All) | | | |

**CHANGE (6/25):** TWR FREQ. STANDS 611-613 REMOVED.

AERO INFO DATE 27 MAR 25

# AIRCRAFT GROUND MOVEMENT/PARKING/DOCKING - TERMINAL 3 CHART - ICAO

**ARP 512839N 0002741W**

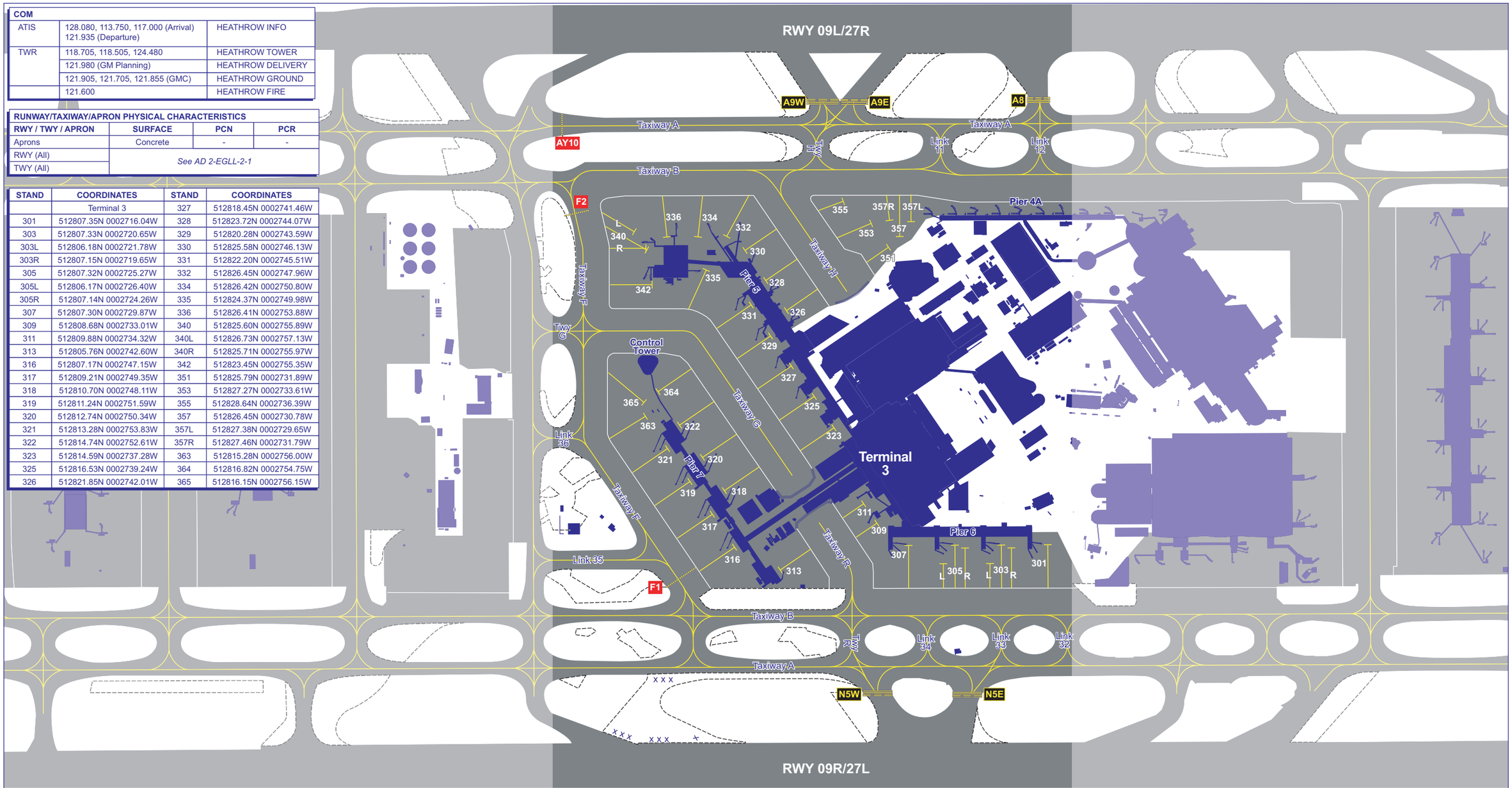
**AD ELEV 83FT**

# LONDON HEATHROW
**EGLL**

| COM | | |
|---|---|---|
| ATIS | 128.080, 113.750, 117.000 (Arrival)<br>121.935 (Departure) | HEATHROW INFO |
| TWR | 118.705, 118.505, 124.480 | HEATHROW TOWER |
| | 121.980 (GM Planning) | HEATHROW DELIVERY |
| | 121.905, 121.705, 121.855 (GMC) | HEATHROW GROUND |
| | 121.600 | HEATHROW FIRE |

| RUNWAY/TAXIWAY/APRON PHYSICAL CHARACTERISTICS | | | |
|---|---|---|---|
| **RWY / TWY / APRON** | **SURFACE** | **PCN** | **PCR** |
| Aprons | Concrete | - | - |
| RWY (All) | *See AD 2-EGLL-2-1* | | |
| TWY (All) | | | |

| STAND | COORDINATES | STAND | COORDINATES |
|---|---|---|---|
| | Terminal 3 | 327 | 512818.45N 0002741.46W |
| 301 | 512807.35N 0002716.04W | 328 | 512823.72N 0002744.07W |
| 303 | 512807.33N 0002720.65W | 329 | 512820.28N 0002743.59W |
| 303L | 512806.18N 0002721.78W | 330 | 512825.58N 0002746.13W |
| 303R | 512807.15N 0002719.65W | 331 | 512822.20N 0002745.51W |
| 305 | 512807.32N 0002725.27W | 332 | 512826.45N 0002747.96W |
| 305L | 512806.17N 0002726.40W | 334 | 512826.42N 0002750.80W |
| 305R | 512807.14N 0002724.26W | 335 | 512824.37N 0002749.98W |
| 307 | 512807.30N 0002729.87W | 336 | 512826.41N 0002753.88W |
| 309 | 512808.68N 0002733.01W | 340 | 512825.60N 0002755.89W |
| 311 | 512809.88N 0002734.32W | 340L | 512826.73N 0002757.13W |
| 313 | 512805.76N 0002742.60W | 340R | 512825.71N 0002755.97W |
| 316 | 512807.17N 0002747.15W | 342 | 512823.45N 0002755.35W |
| 317 | 512809.21N 0002749.35W | 351 | 512825.79N 0002731.89W |
| 318 | 512810.70N 0002748.11W | 353 | 512827.27N 0002733.61W |
| 319 | 512811.24N 0002751.59W | 355 | 512828.64N 0002736.39W |
| 320 | 512812.74N 0002750.34W | 357 | 512826.45N 0002730.78W |
| 321 | 512813.28N 0002753.83W | 357L | 512827.38N 0002729.65W |
| 322 | 512814.74N 0002752.61W | 357R | 512827.46N 0002731.79W |
| 323 | 512814.59N 0002737.28W | 363 | 512815.28N 0002756.00W |
| 325 | 512816.53N 0002739.24W | 364 | 512816.82N 0002754.75W |
| 326 | 512821.85N 0002742.01W | 365 | 512816.15N 0002756.15W |




**CHANGE (6/25):** TWR FREQ.

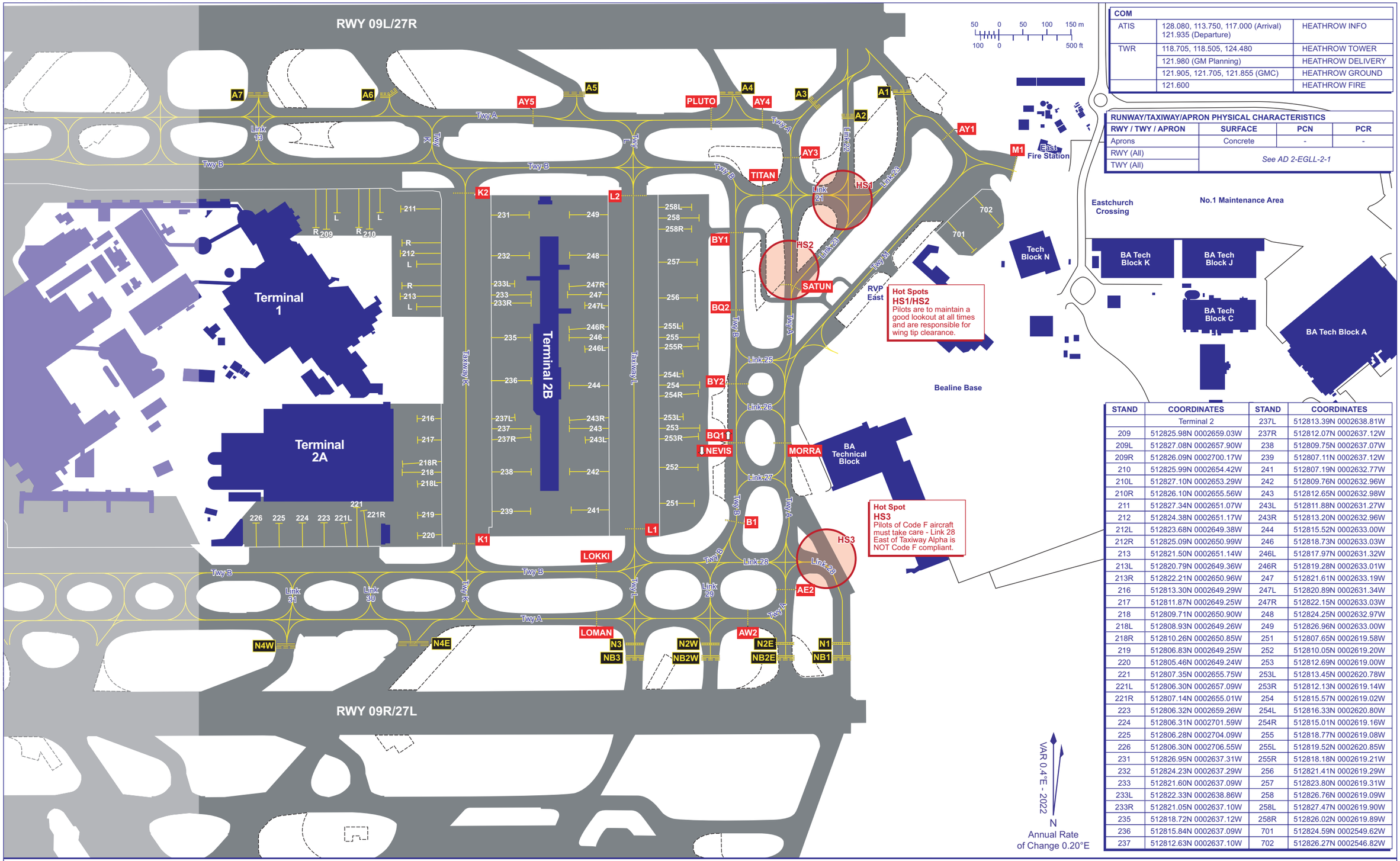
AERO INFO DATE 27 MAR 25

# AIRCRAFT GROUND MOVEMENT/PARKING/DOCKING - TERMINAL 1 & 2
## CHART - ICAO

ARP 512839N 0002741W

AD ELEV 83FT

# LONDON HEATHROW
EGLL




| COM | | |
|---|---|---|
| ATIS | 128.080, 113.750, 117.000 (Arrival) 121.935 (Departure) | HEATHROW INFO |
| TWR | 118.705, 118.505, 124.480 | HEATHROW TOWER |
| | 121.980 (GM Planning) | HEATHROW DELIVERY |
| | 121.905, 121.705, 121.855 (GMC) | HEATHROW GROUND |
| | 121.600 | HEATHROW FIRE |

| RUNWAY/TAXIWAY/APRON PHYSICAL CHARACTERISTICS | | | |
|---|---|---|---|
| RWY / TWY / APRON | SURFACE | PCN | PCR |
| Aprons | Concrete | - | - |
| RWY (All) | *See AD 2-EGLL-2-1* | | |
| TWY (All) | | | |

| STAND | COORDINATES | STAND | COORDINATES |
|---|---|---|---|
| | Terminal 2 | 237L | 512813.39N 0002638.81W |
| 209 | 512825.98N 0002659.03W | 237R | 512812.07N 0002637.12W |
| 209L | 512827.08N 0002657.90W | 238 | 512809.75N 0002637.07W |
| 209R | 512826.09N 0002700.17W | 239 | 512807.11N 0002637.12W |
| 210 | 512825.99N 0002654.42W | 241 | 512807.19N 0002632.77W |
| 210L | 512827.10N 0002653.29W | 242 | 512809.76N 0002632.96W |
| 210R | 512826.10N 0002655.56W | 243 | 512812.65N 0002632.98W |
| 211 | 512827.34N 0002651.07W | 243L | 512811.88N 0002631.27W |
| 212 | 512824.38N 0002651.17W | 243R | 512813.20N 0002632.96W |
| 212L | 512823.68N 0002649.38W | 244 | 512815.52N 0002633.00W |
| 212R | 512825.09N 0002650.99W | 246 | 512818.73N 0002633.03W |
| 213 | 512821.50N 0002651.14W | 246L | 512817.97N 0002631.32W |
| 213L | 512820.79N 0002649.36W | 246R | 512819.28N 0002633.01W |
| 213R | 512822.21N 0002650.96W | 247 | 512821.61N 0002633.19W |
| 216 | 512813.30N 0002649.29W | 247L | 512820.89N 0002631.34W |
| 217 | 512811.87N 0002649.25W | 247R | 512822.15N 0002633.03W |
| 218 | 512809.71N 0002650.90W | 248 | 512824.25N 0002632.97W |
| 218L | 512808.93N 0002649.26W | 249 | 512826.96N 0002633.00W |
| 218R | 512810.26N 0002650.85W | 251 | 512807.65N 0002619.58W |
| 219 | 512806.83N 0002649.25W | 252 | 512810.05N 0002619.20W |
| 220 | 512805.46N 0002649.24W | 253 | 512812.69N 0002619.00W |
| 221 | 512807.35N 0002655.75W | 253L | 512813.45N 0002620.78W |
| 221L | 512806.30N 0002657.09W | 253R | 512812.13N 0002619.14W |
| 221R | 512807.14N 0002655.01W | 254 | 512815.57N 0002619.02W |
| 223 | 512806.32N 0002659.26W | 254L | 512816.33N 0002620.80W |
| 224 | 512806.31N 0002701.59W | 254R | 512815.01N 0002619.16W |
| 225 | 512806.28N 0002704.09W | 255 | 512818.77N 0002619.08W |
| 226 | 512806.30N 0002706.55W | 255L | 512819.52N 0002620.85W |
| 231 | 512826.95N 0002637.31W | 255R | 512818.18N 0002619.21W |
| 232 | 512824.23N 0002637.29W | 256 | 512821.41N 0002619.29W |
| 233 | 512821.60N 0002637.09W | 257 | 512823.80N 0002619.31W |
| 233L | 512822.33N 0002638.86W | 258 | 512826.76N 0002619.09W |
| 233R | 512821.05N 0002637.10W | 258L | 512827.47N 0002619.90W |
| 235 | 512818.72N 0002637.12W | 258R | 512826.02N 0002619.89W |
| 236 | 512815.84N 0002637.09W | 701 | 512824.59N 0002549.62W |
| 237 | 512812.63N 0002637.10W | 702 | 512826.27N 0002546.82W |

**CHANGE (6/25):** TWR FREQ.

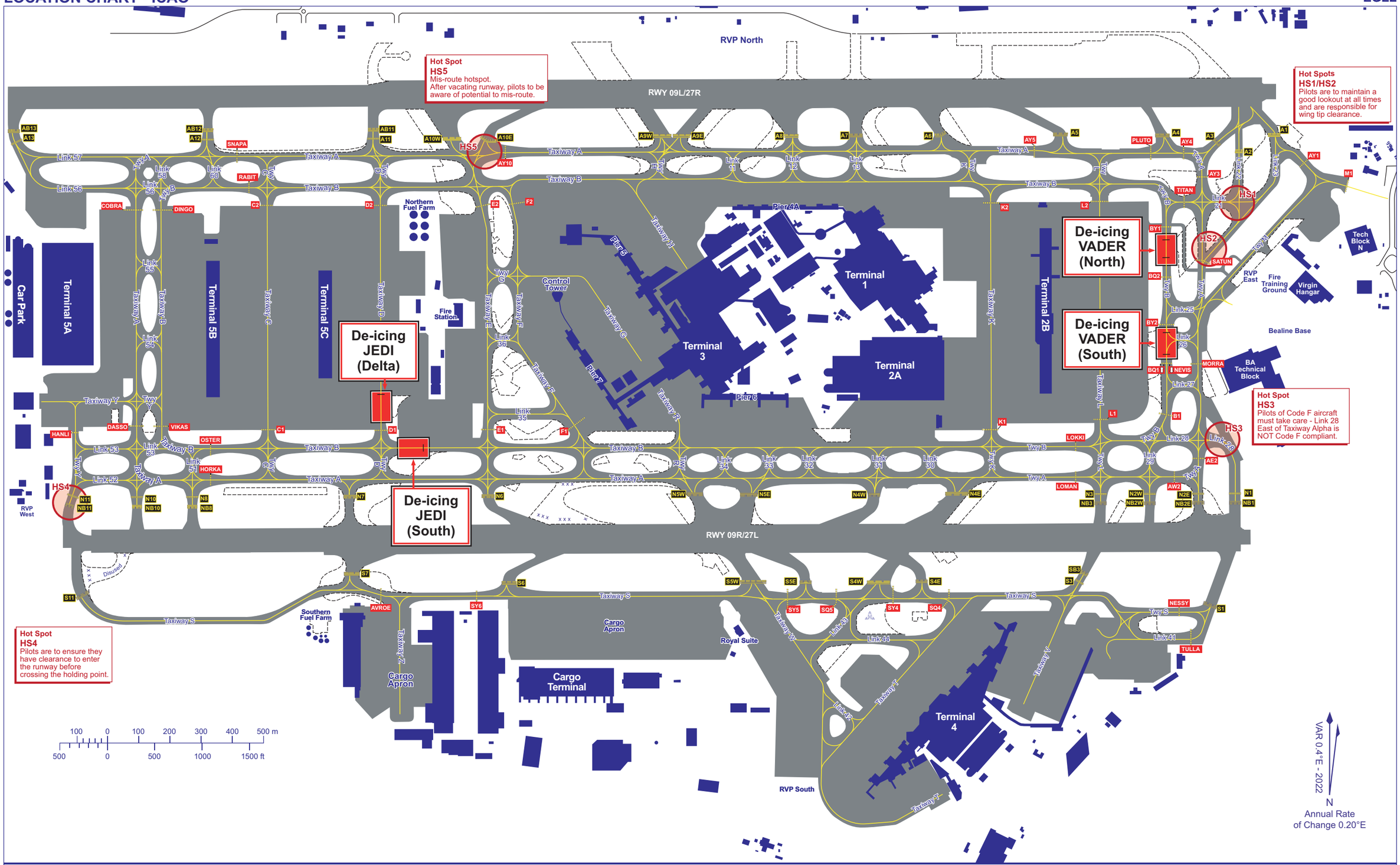
AERO INFO DATE 27 MAR 25

# AIRCRAFT GROUND MOVEMENT - REMOTE DE-ICING AREAS LOCATION CHART - ICAO

ARP 512839N 0002741W

AD ELEV 83FT

# LONDON HEATHROW
EGLL



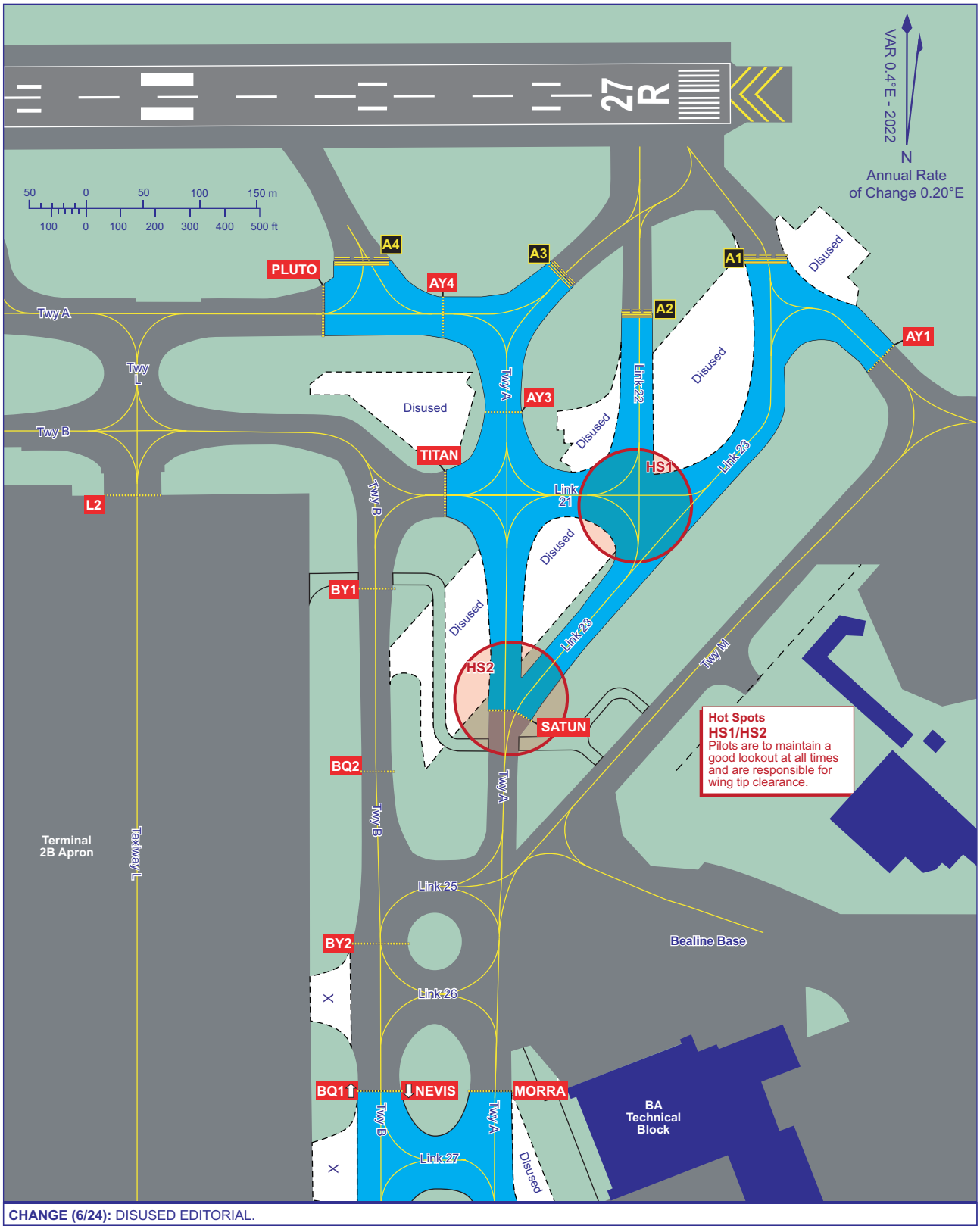

**CHANGE (6/24):** DISUSED EDITORIAL.

AERO INFO DATE 09 APR 24

## GROUND MOVEMENT CHART - ICAO

# HOLDING AREAS FOR RUNWAY 27R

## LONDON HEATHROW
EGLL



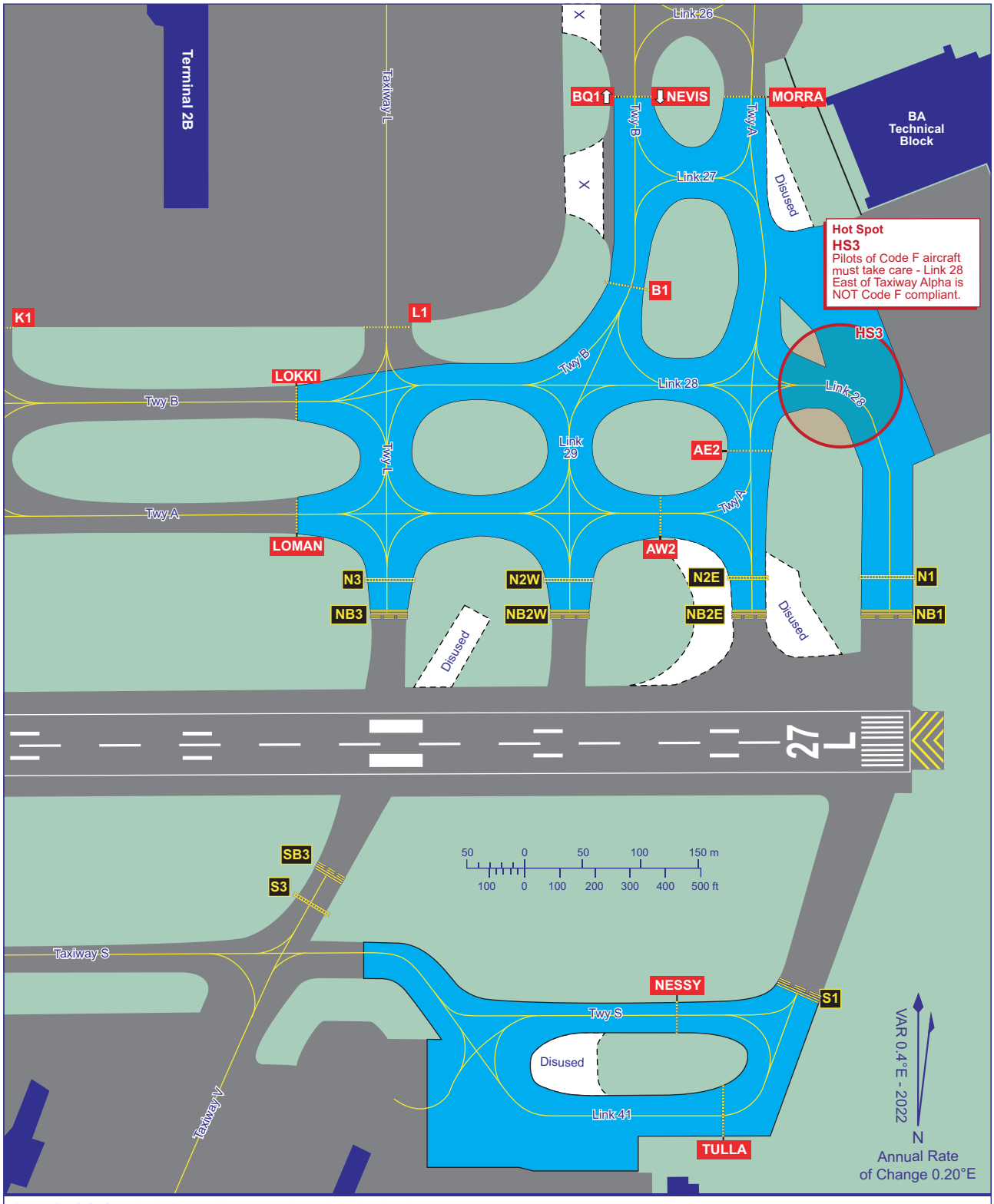

**CHANGE (6/24):** DISUSED EDITORIAL.

AERO INFO DATE 05 APR 24

GROUND MOVEMENT CHART - ICAO

# HOLDING AREAS FOR RUNWAY 27L

LONDON HEATHROW
EGLL




**CHANGE (6/24):** DISUSED EDITORIAL. MAG INFO. HOLDS MOVED.

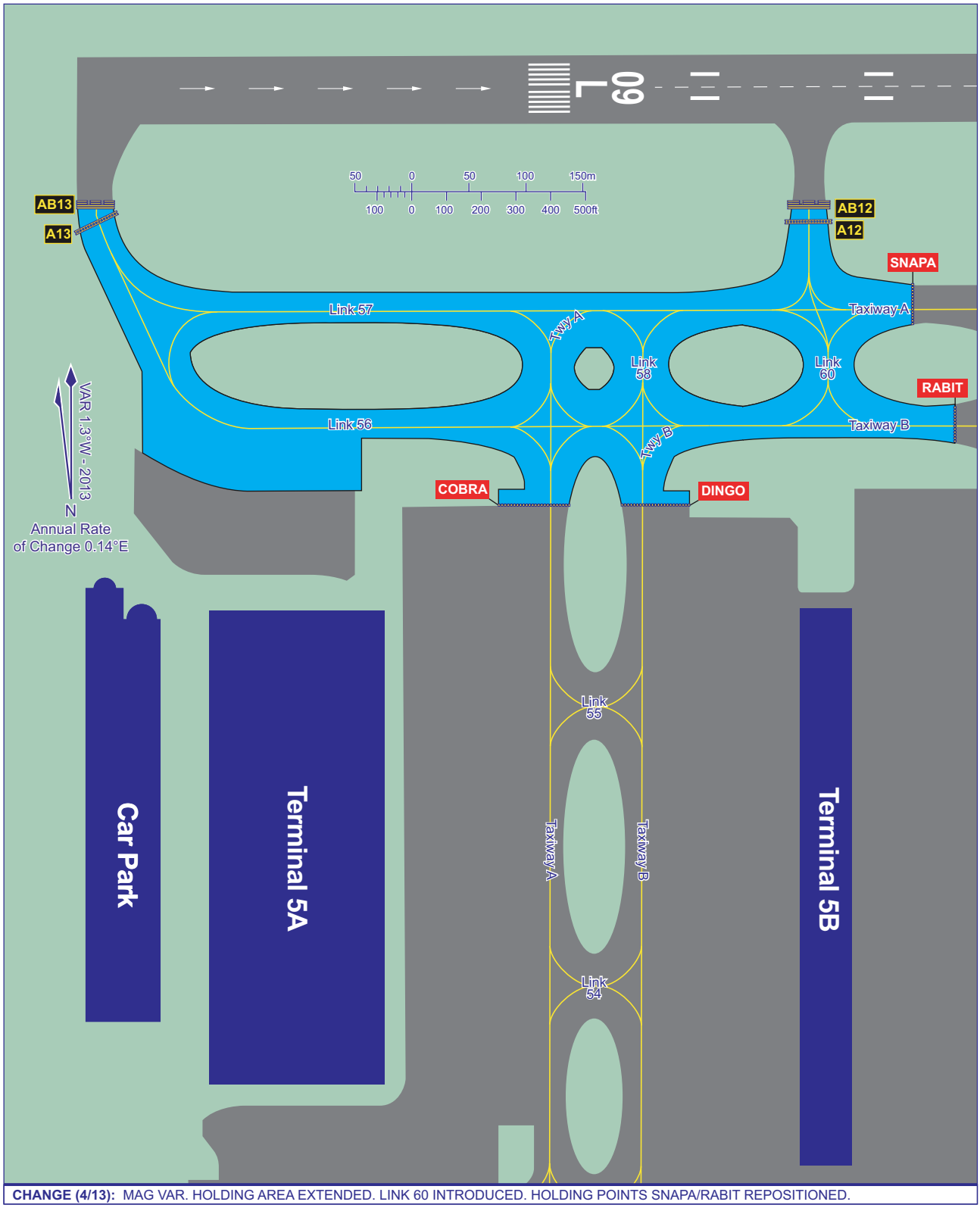
AERO INFO DATE 10 APR 24

AD 2-EGLL-2-10

GROUND MOVEMENT CHART - ICAO

# HOLDING AREAS FOR RUNWAY 09L

LONDON HEATHROW
EGLL



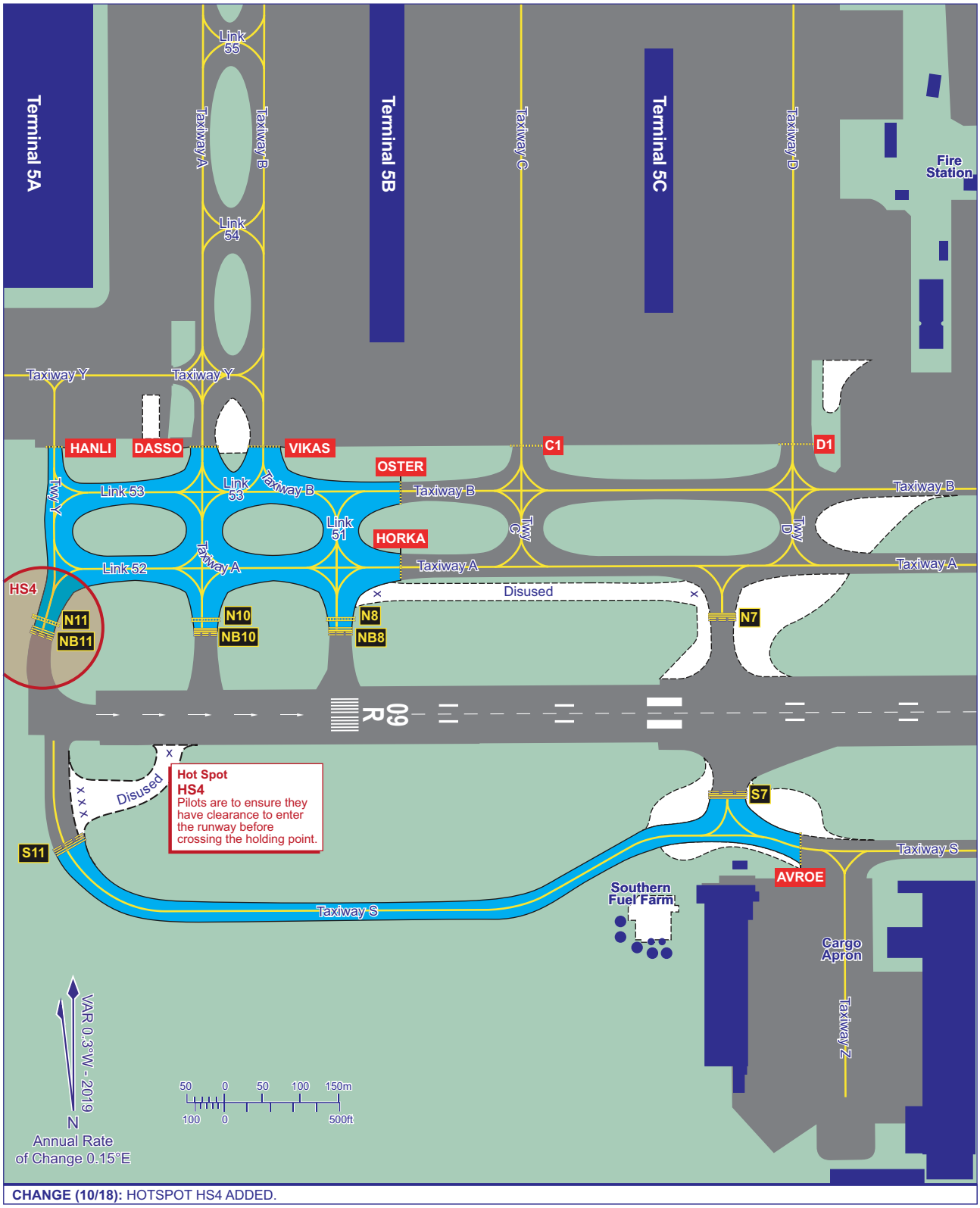

**CHANGE (4/13):** MAG VAR. HOLDING AREA EXTENDED. LINK 60 INTRODUCED. HOLDING POINTS SNAPA/RABIT REPOSITIONED.

AERO INFO DATE 23 JAN 13

GROUND MOVEMENT CHART - ICAO

# HOLDING AREAS FOR RUNWAY 09R

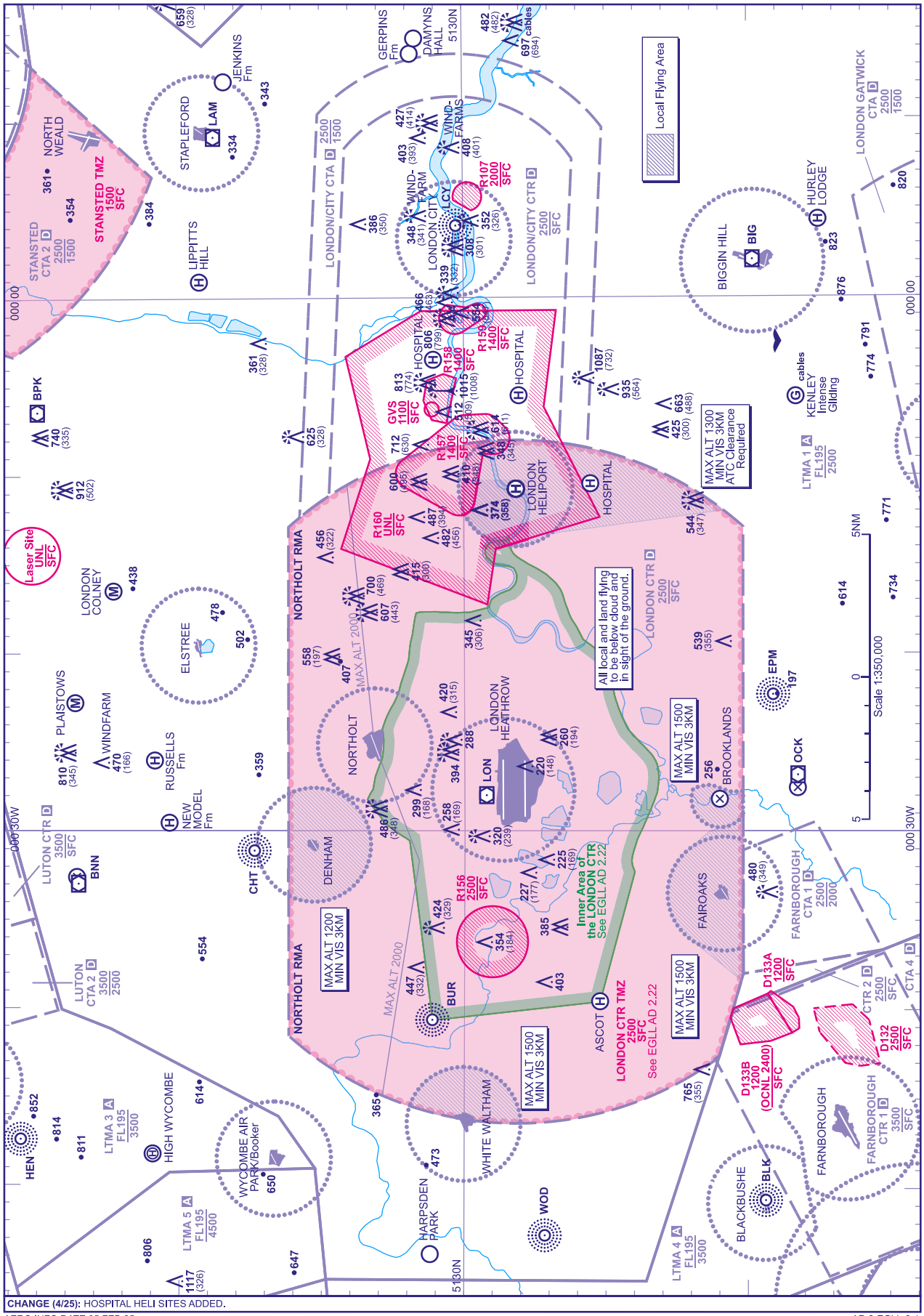
LONDON HEATHROW
EGLL




**CHANGE (10/18):** HOTSPOT HS4 ADDED.

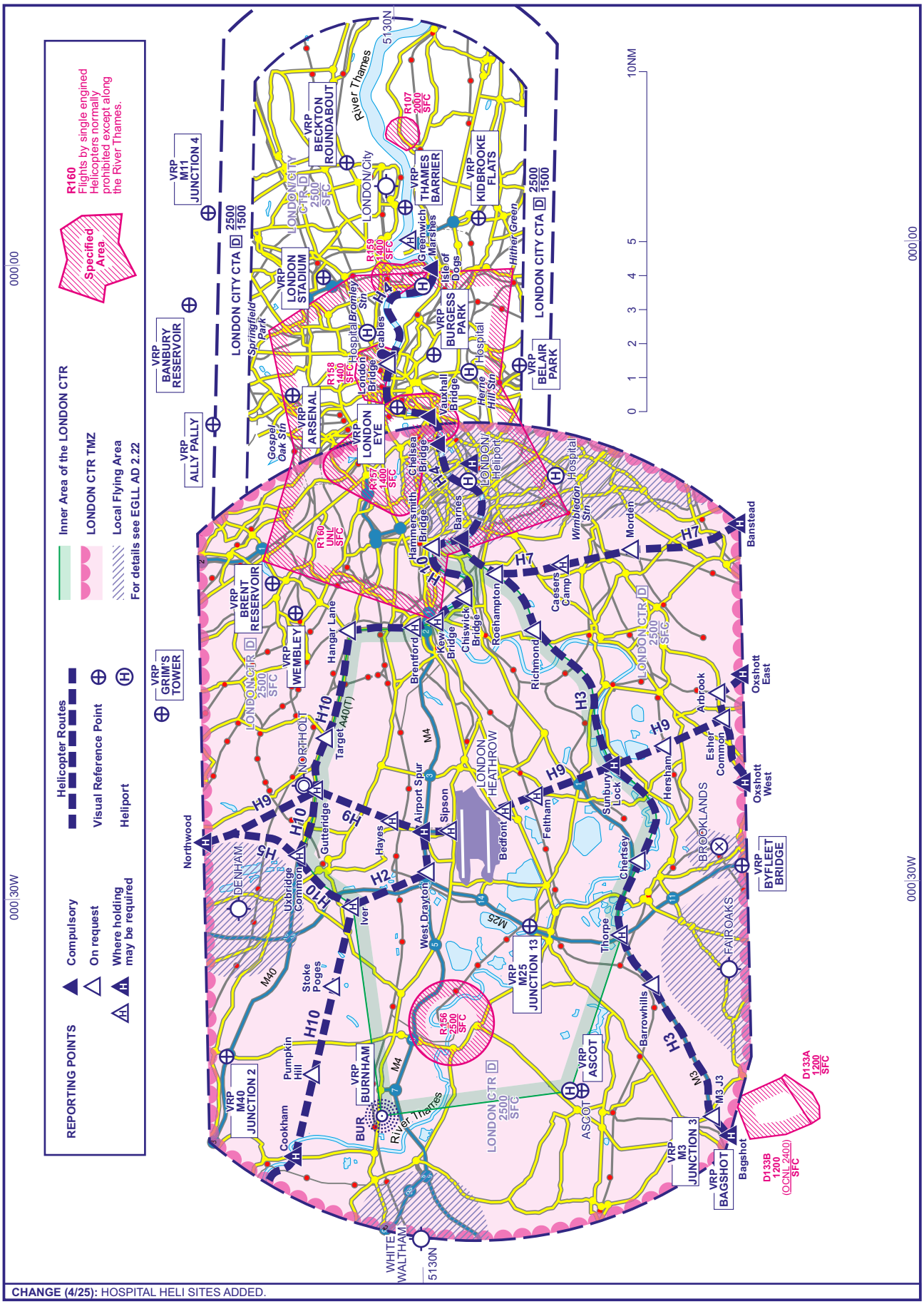
AERO INFO DATE 27 JUN 18

## LONDON CTR LOCAL FLYING AND ENTRY/EXIT PROCEDURES — LONDON HEATHROW



## HELICOPTER ROUTES IN THE LONDON CTR AND LONDON/CITY CTR

## LONDON HEATHROW

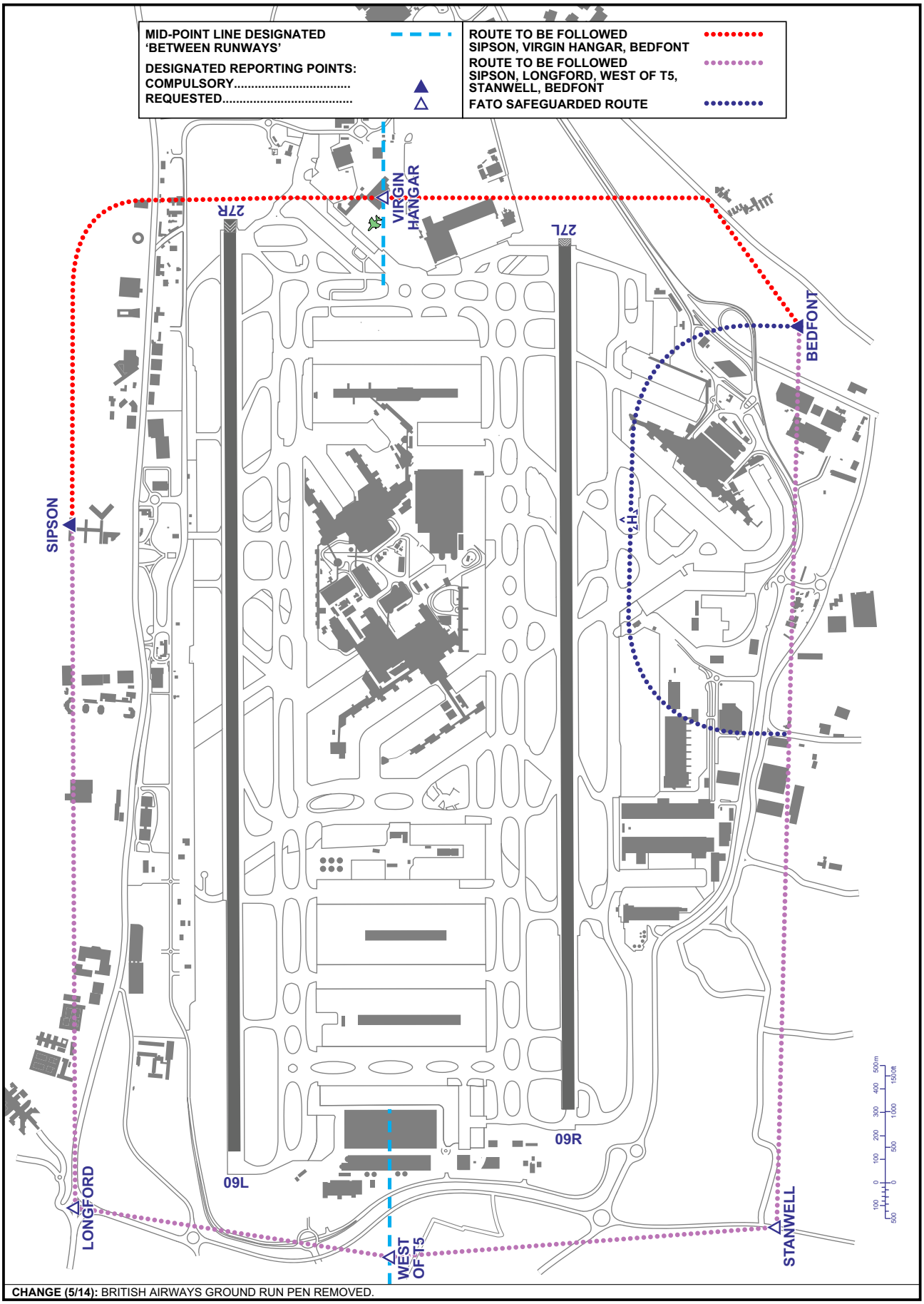



**CHANGE (4/25):** HOSPITAL HELI SITES ADDED.

AERO INFO DATE 28 JAN 25

AD 2-EGLL-3-2

# LONDON HEATHROW - HELICOPTER CROSSING OPERATIONS




**CHANGE (5/14):** BRITISH AIRWAYS GROUND RUN PEN REMOVED.

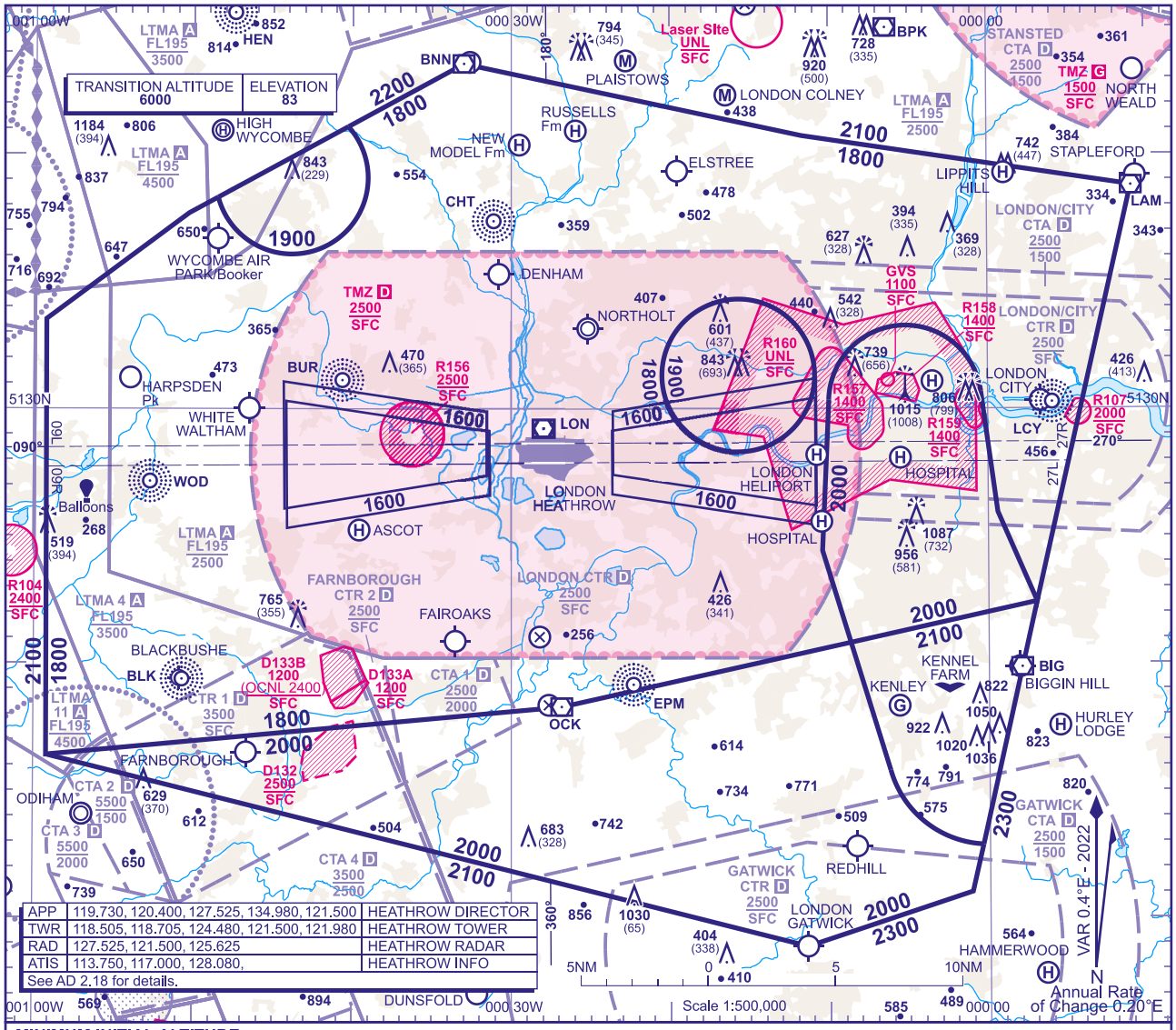
AERO INFO DATE 10 FEB 14

**INTENTIONALLY BLANK**

# ATC SURVEILLANCE MINIMUM ALTITUDE CHART - ICAO

BEARINGS, TRACKS AND RADIALS ARE MAGNETIC
ELEVATIONS IN FEET AMSL 1184
HEIGHTS IN FEET AGL (393)

## LONDON HEATHROW




| | | |
|---|---|---|
| APP | 119.730, 120.400, 127.525, 134.980, 121.500 | HEATHROW DIRECTOR |
| TWR | 118.505, 118.705, 124.480, 121.500, 121.980 | HEATHROW TOWER |
| RAD | 127.525, 121.500, 125.625 | HEATHROW RADAR |
| ATIS | 113.750, 117.000, 128.080, | HEATHROW INFO |
| See AD 2.18 for details. | | |

### MINIMUM INITIAL ALTITUDE

Within the ATC Surveillance Minimum Altitude area the minimum initial altitude to be allocated by the approach surveillance controller is:

a) **1800** in the sector defined by the lateral limits; 513331N 0005917W - 513742N 0005019W - 513819N 0004830W thence anticlockwise by an arc of a circle radius 3NM centred on 513905N 0004351W to 514106N 0004017W - 514334N 0003259W - 514044N 0001141W - 513846N 0000906E - 512225N 0000302E - 512556N 0000036E - 513040N 0000026W then anticlockwise by an arc of a circle radius 3NM centred on 513016N 0000512W to 513022N 0001000W - 512426N 0001026W - 512049N 0000840W - 511818N 0002650W - 511624N 0005911W - 513331N 0005917W.

b) **1900** in the sector defined by the lateral limits; a circle radius 3NM centred on 513119N 0001542W .

c) **1900** in the sector defined by the lateral limits; 513819N 0004830W - 514106N 0004017W thence clockwise by an arc of a circle radius 3NM centred on 513905N 0004351W to 513819N 0004830W.

d) **2000** in the sector defined by the lateral limits; 511624N 0005911W - 511818N 0002650W - 512049N 0000840W - 511548N 0000613W - thence anticlockwise by an arc of a circle radius 4NM centred on 511651N 0000005W to 511252N 0000025W - 511101N 0000106W - 510853N 0001125W - 511624N 0005911W.

e) **2000** in the sector defined by the lateral limits; 513022N 0001000W thence clockwise by an arc of a circle radius 3NM centred on 513016N 0000512W to 513040N 0000026W - 512556N 0000036E - 512225N 0000302E - 512049N 0000840W - 512426N 0001026W - 513022N 0001000W.

f) **2100** in the sector defined by the lateral limits; 512049N 0000840W - 512225N 0000302E - 511252N 0000025W thence clockwise by an arc of a circle radius 4NM centred on 511651N 0000005W to 511548N 0000613W - 512049N 0000840W.

### OUTSIDE THE DESIGNATED ATC SURVEILLANCE MINIMUM ALTITUDE AREA

The minimum altitude to be allocated by the approach surveillance controller will be either the Minimum Sector Altitude, or **1000** above any fixed obstacles:

a) within 5NM of the aircraft*, and

b) within the sector 15NM ahead of and within 20° either side of the aircraft's track*.

*When the aircraft is within 15NM of the radar antennae, the 5NM in a) and the 15NM in b) may be reduced to 3NM and 10NM respectively.

### LOSS OF COMMUNICATION PROCEDURES

**Initial Approach**

Continue visually or by means of an appropriate approved final approach aid. If not possible proceed to **EPM NDB**† (RWY 09R, 27L) or **CHT NDB** (RWY 09L, 27R) or last assigned level if higher.

**Intermediate and Final Approach**

Continue visually or by means of an appropriate final approach aid. If not possible follow the Missed Approach Procedure to **EPM NDB**† (RWY 09R, 27L) or **CHT NDB** (RWY 09L, 27R).

†In all cases where the aircraft returns to the holding facility the procedure to be adopted is the Radio Failure Procedure detailed at ENR 1.1.3.4 or the Modified Procedure for the Missed Approach Radio Failure detailed at AD 2-EGLL-1-18.

For **GENERAL INFORMATION** see EGLL 5-2.

**CHANGE (6/25):** TWR FREQ UPDATED. THAME PARK REMOVED.

AERO INFO DATE 19 MAR 25

## ATC SURVEILLANCE MINIMUM ALTITUDE CHART - ICAO

## LONDON HEATHROW

**GENERAL INFORMATION**

1. Levels shown are based on QNH.
2. Only significant obstacles and dominant spot heights are shown.
3. The minimum levels shown within the ATC Surveillance Minimum Altitude Area are in conformance with the Standard European Rules of the Air - SERA.5015.
4. Minimum Sector Altitudes are based on obstacles and spot heights within 25NM of the Aerodrome Reference Point.
5. Controlled airspace with a base in excess of **5000** or FL55, as appropriate, is not shown.
6. 913FT vertical separation approved against the Crystal Palace mast to meet ATS operational requirements.
7. **This chart may only be used for cross-checking of altitudes assigned when in receipt of an ATC Surveillance service.**
8. **When vectoring an aircraft within the Final Approach Vectoring Area descent clearance below the SMAA to the FAVA altitude may only be issued if the aircraft is either established on the final approach track or on an intercept of 40° or less, and in the case of instrument approaches other than SRA is cleared to intercept the final approach track.**

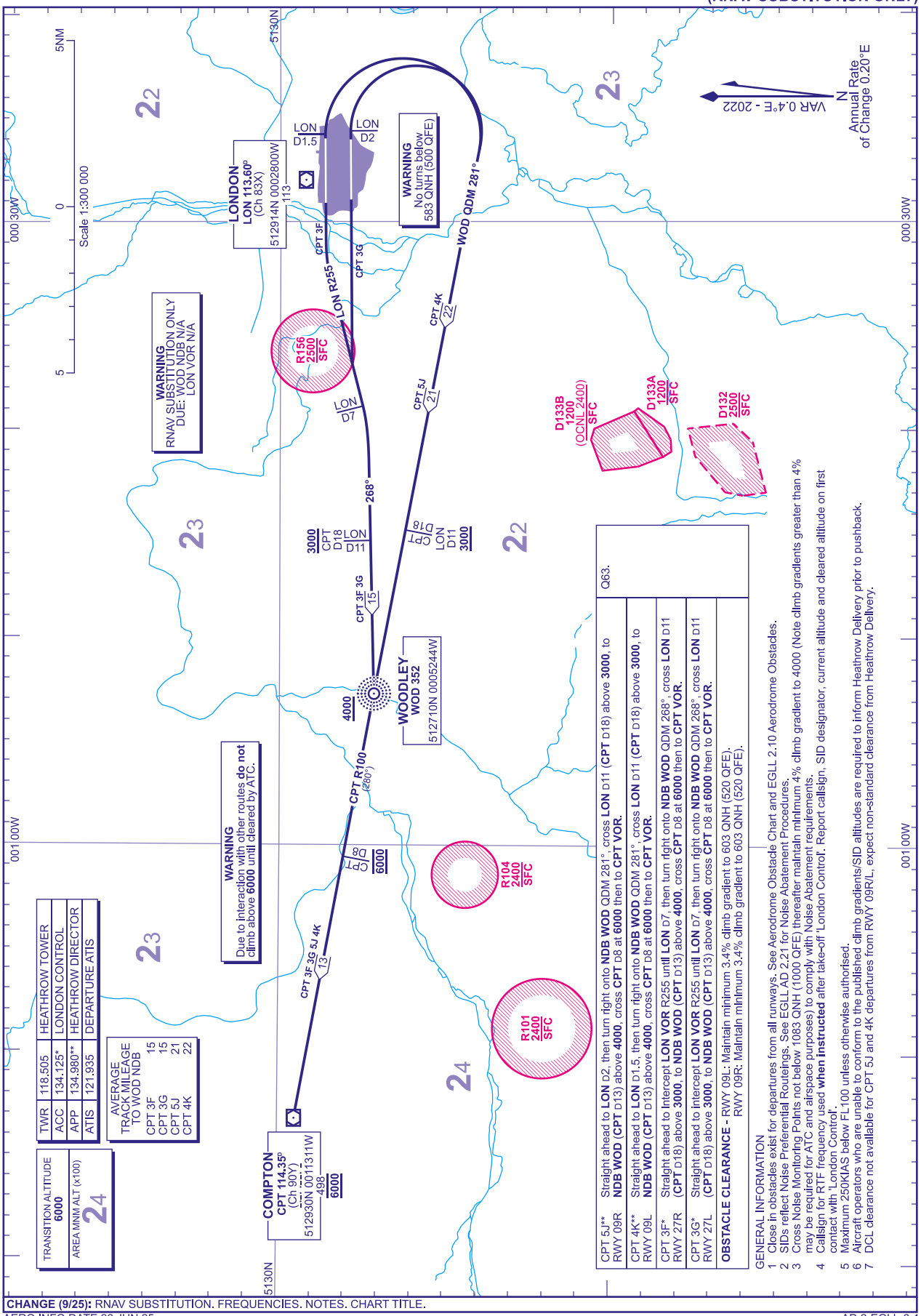
**CHANGE (14/20):** NOTE 3 UPDATED.

AERO INFO DATE 29 OCT 2020

# STANDARD DEPARTURE CHART - INSTRUMENT (SID) - ICAO

DISTANCES IN NAUTICAL MILES
BEARINGS, TRACKS AND RADIALS ARE MAGNETIC
ALTITUDES AND ELEVATIONS IN FEET

## LONDON HEATHROW
RWY 09R/L RWY 27R/L
**CPT 5J 4K 3F 3G**
**(RNAV SUBSTITUTION ONLY)**




**CHANGE (9/25):** RNAV SUBSTITUTION. FREQUENCIES. NOTES. CHART TITLE.

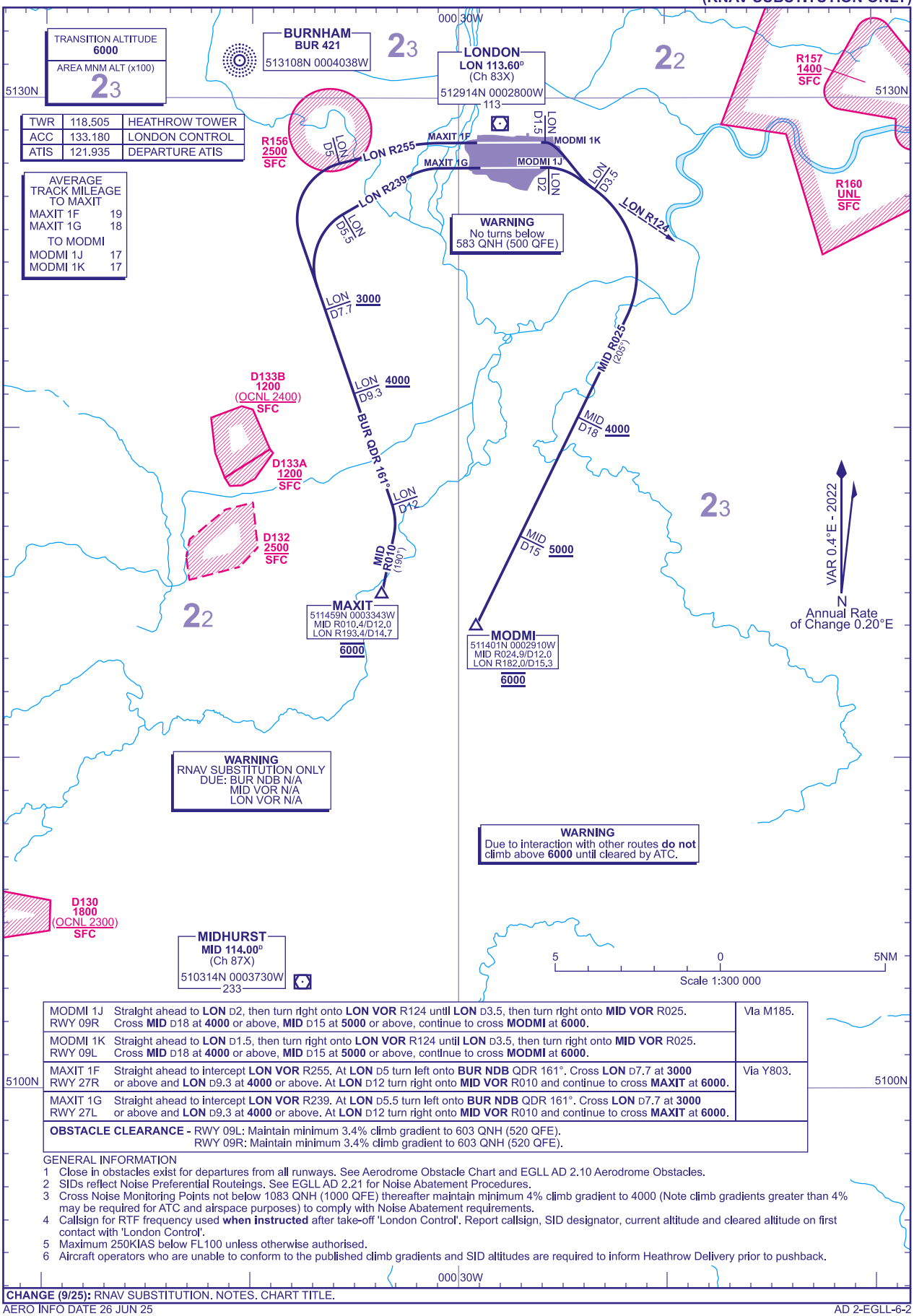
AERO INFO DATE 26 JUN 25

AD 2-EGLL-6-1

# STANDARD DEPARTURE CHART - INSTRUMENT (SID) - ICAO

DISTANCES IN NAUTICAL MILES
BEARINGS, TRACKS AND RADIALS ARE MAGNETIC
ALTITUDES AND ELEVATIONS IN FEET

## LONDON HEATHROW
RWY 09R/L RWY 27R/L
**MODMI 1J 1K MAXIT 1F 1G**
**(RNAV SUBSTITUTION ONLY)**




| | | |
|---|---|---|
| MODMI 1J RWY 09R | Straight ahead to **LON** VOR D2, then turn right onto **LON VOR** R124 until **LON** D3.5, then turn right onto **MID VOR** R025. Cross **MID** D18 at **4000** or above, **MID** D15 at **5000** or above, continue to cross **MODMI** at **6000**. | Via M185. |
| MODMI 1K RWY 09L | Straight ahead to **LON** D1.5, then turn right onto **LON VOR** R124 until **LON** D3.5, then turn right onto **MID VOR** R025. Cross **MID** D18 at **4000** or above, **MID** D15 at **5000** or above, continue to cross **MODMI** at **6000**. | |
| MAXIT 1F RWY 27R | Straight ahead to intercept **LON VOR** R255. At **LON** D5 turn left onto **BUR NDB** QDR 161°. Cross **LON** D7.7 at **3000** or above and **LON** D9.3 at **4000** or above. At **LON** D12 turn right onto **MID VOR** R010 and continue to cross **MAXIT** at **6000**. | Via Y803. |
| MAXIT 1G RWY 27L | Straight ahead to intercept **LON VOR** R239. At **LON** D5.5 turn left onto **BUR NDB** QDR 161°. Cross **LON** D7.7 at **3000** or above and **LON** D9.3 at **4000** or above. At **LON** D12 turn right onto **MID VOR** R010 and continue to cross **MAXIT** at **6000**. | |
| **OBSTACLE CLEARANCE** - RWY 09L: Maintain minimum 3.4% climb gradient to 603 QNH (520 QFE). RWY 09R: Maintain minimum 3.4% climb gradient to 603 QNH (520 QFE). | | |

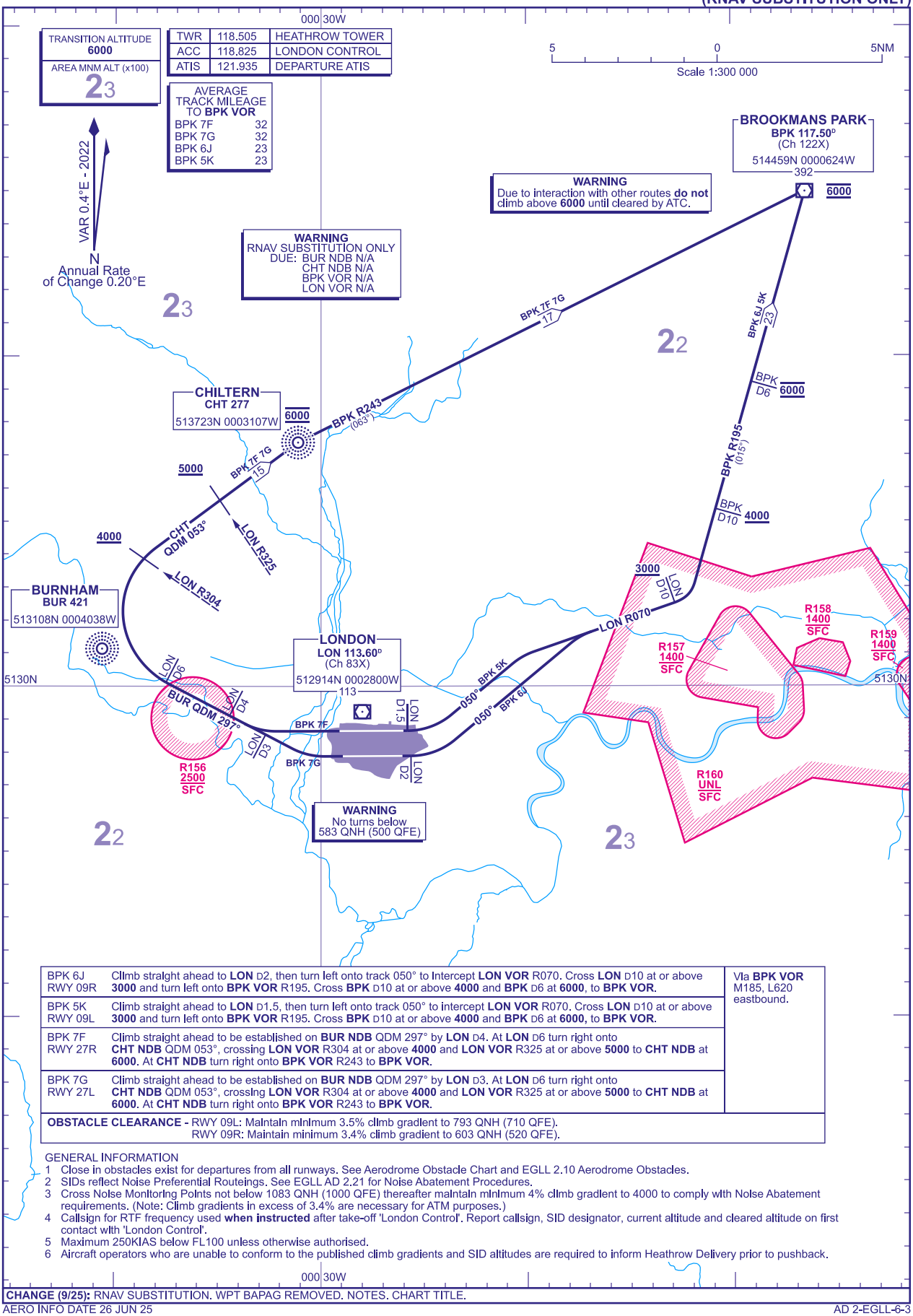
GENERAL INFORMATION
1 Close in obstacles exist for departures from all runways. See Aerodrome Obstacle Chart and EGLL AD 2.10 Aerodrome Obstacles.
2 SIDs reflect Noise Preferential Routeings. See EGLL AD 2.21 for Noise Abatement Procedures.
3 Cross Noise Monitoring Points not below 1083 QNH (1000 QFE) thereafter maintain minimum 4% climb gradient to 4000 (Note climb gradients greater than 4% may be required for ATC and airspace purposes) to comply with Noise Abatement requirements.
4 Callsign for RTF frequency used **when instructed** after take-off 'London Control'. Report callsign, SID designator, current altitude and cleared altitude on first contact with 'London Control'.
5 Maximum 250KIAS below FL100 unless otherwise authorised.
6 Aircraft operators who are unable to conform to the published climb gradients and SID altitudes are required to inform Heathrow Delivery prior to pushback.

**CHANGE (9/25):** RNAV SUBSTITUTION. NOTES. CHART TITLE.
AERO INFO DATE 26 JUN 25
AD 2-EGLL-6-2

# STANDARD DEPARTURE CHART - INSTRUMENT (SID) - ICAO

DISTANCES IN NAUTICAL MILES
BEARINGS, TRACKS AND RADIALS ARE MAGNETIC
ALTITUDES AND ELEVATIONS IN FEET

## LONDON HEATHROW
RWY 09R/L RWY 27R/L
**BPK 6J 5K 7F 7G**
**(RNAV SUBSTITUTION ONLY)**




| | | |
|---|---|---|
| BPK 6J<br>RWY 09R | Climb straight ahead to **LON** D2, then turn left onto track 050° to Intercept **LON VOR** R070. Cross **LON** D10 at or above **3000** and turn left onto **BPK VOR** R195. Cross **BPK** D10 at or above **4000** and **BPK** D6 at **6000**, to **BPK VOR**. | Via **BPK VOR** M185, L620 eastbound. |
| BPK 5K<br>RWY 09L | Climb straight ahead to **LON** D1.5, then turn left onto track 050° to intercept **LON VOR** R070. Cross **LON** D10 at or above **3000** and turn left onto **BPK VOR** R195. Cross **BPK** D10 at or above **4000** and **BPK** D6 at **6000**, to **BPK VOR**. | |
| BPK 7F<br>RWY 27R | Climb straight ahead to be established on **BUR NDB** QDM 297° by **LON** D4. At **LON** D6 turn right onto **CHT NDB** QDM 053°, crossing **LON VOR** R304 at or above **4000** and **LON VOR** R325 at or above **5000** to **CHT NDB** at **6000**. At **CHT NDB** turn right onto **BPK VOR** R243 to **BPK VOR**. | |
| BPK 7G<br>RWY 27L | Climb straight ahead to be established on **BUR NDB** QDM 297° by **LON** D3. At **LON** D6 turn right onto **CHT NDB** QDM 053°, crossing **LON VOR** R304 at or above **4000** and **LON VOR** R325 at or above **5000** to **CHT NDB** at **6000**. At **CHT NDB** turn right onto **BPK VOR** R243 to **BPK VOR**. | |
| **OBSTACLE CLEARANCE -** RWY 09L: Maintain minimum 3.5% climb gradient to 793 QNH (710 QFE).<br>RWY 09R: Maintain minimum 3.4% climb gradient to 603 QNH (520 QFE). | | |

GENERAL INFORMATION
1 Close in obstacles exist for departures from all runways. See Aerodrome Obstacle Chart and EGLL 2.10 Aerodrome Obstacles.
2 SIDs reflect Noise Preferential Routeings. See EGLL AD 2.21 for Noise Abatement Procedures.
3 Cross Noise Monitoring Points not below 1083 QNH (1000 QFE) thereafter maintain minimum 4% climb gradient to 4000 to comply with Noise Abatement requirements. (Note: Climb gradients in excess of 3.4% are necessary for ATM purposes.)
4 Callsign for RTF frequency used **when instructed** after take-off 'London Control'. Report callsign, SID designator, current altitude and cleared altitude on first contact with 'London Control'.
5 Maximum 250KIAS below FL100 unless otherwise authorised.
6 Aircraft operators who are unable to conform to the published climb gradients and SID altitudes are required to inform Heathrow Delivery prior to pushback.

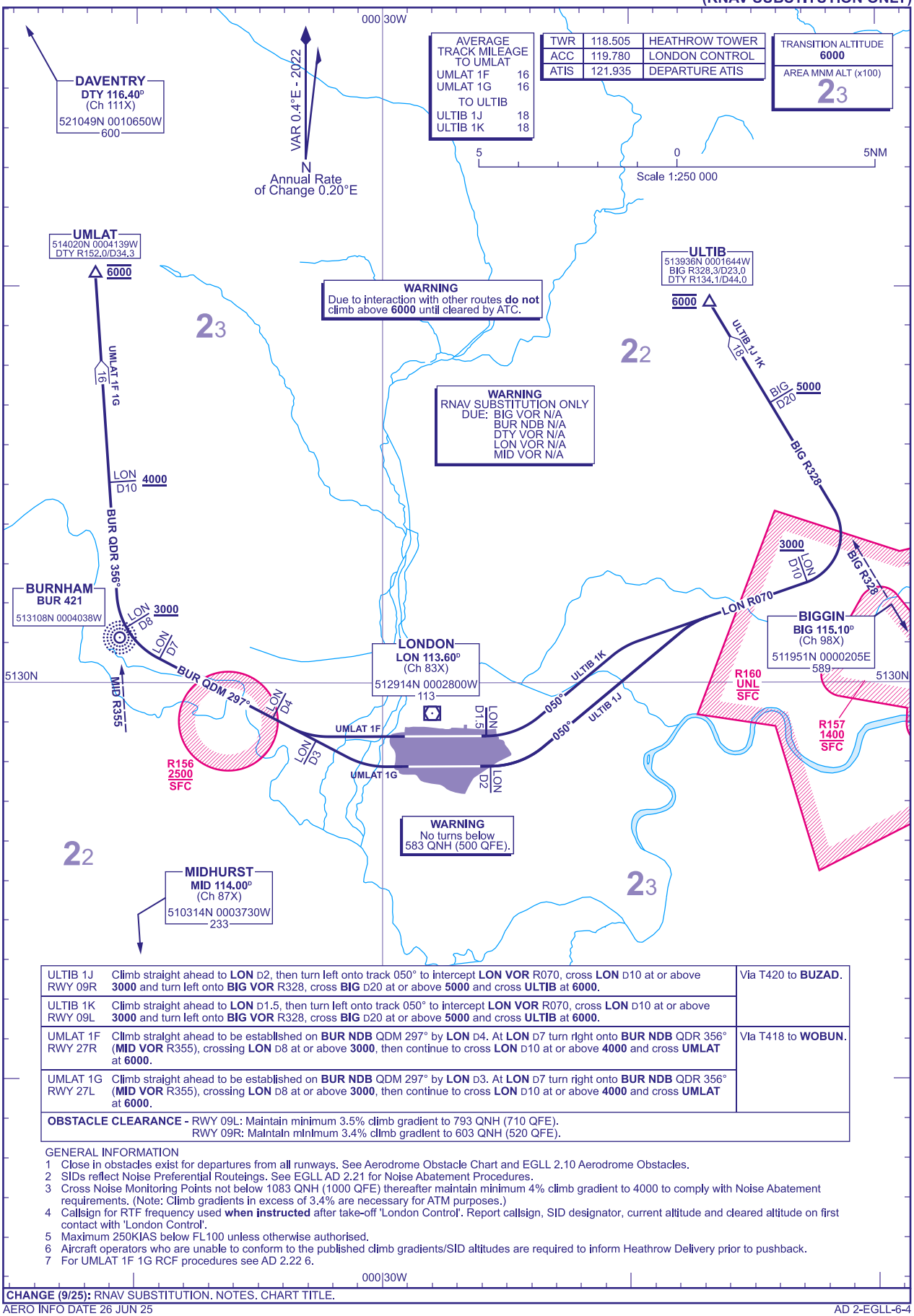
**CHANGE (9/25):** RNAV SUBSTITUTION. WPT BAPAG REMOVED. NOTES. CHART TITLE.

AERO INFO DATE 26 JUN 25
AD 2-EGLL-6-3

# STANDARD DEPARTURE CHART - INSTRUMENT (SID) - ICAO

DISTANCES IN NAUTICAL MILES
BEARINGS, TRACKS AND RADIALS ARE MAGNETIC
ALTITUDES AND ELEVATIONS IN FEET

## LONDON HEATHROW
RWY 09R/L RWY 27R/L
**ULTIB 1J 1K UMLAT 1F 1G**
**(RNAV SUBSTITUTION ONLY)**




| | | |
|---|---|---|
| ULTIB 1J<br>RWY 09R | Climb straight ahead to **LON** D2, then turn left onto track 050° to intercept **LON VOR** R070, cross **LON** D10 at or above **3000** and turn left onto **BIG VOR** R328, cross **BIG** D20 at or above **5000** and cross **ULTIB** at **6000**. | Via T420 to **BUZAD**. |
| ULTIB 1K<br>RWY 09L | Climb straight ahead to **LON** D1.5, then turn left onto track 050° to intercept **LON VOR** R070, cross **LON** D10 at or above **3000** and turn left onto **BIG VOR** R328, cross **BIG** D20 at or above **5000** and cross **ULTIB** at **6000**. | |
| UMLAT 1F<br>RWY 27R | Climb straight ahead to be established on **BUR NDB** QDM 297° by **LON** D4. At **LON** D7 turn right onto **BUR NDB** QDR 356° (**MID VOR** R355), crossing **LON** D8 at or above **3000**, then continue to cross **LON** D10 at or above **4000** and cross **UMLAT** at **6000**. | Via T418 to **WOBUN**. |
| UMLAT 1G<br>RWY 27L | Climb straight ahead to be established on **BUR NDB** QDM 297° by **LON** D3. At **LON** D7 turn right onto **BUR NDB** QDR 356° (**MID VOR** R355), crossing **LON** D8 at or above **3000**, then continue to cross **LON** D10 at or above **4000** and cross **UMLAT** at **6000**. | |
| **OBSTACLE CLEARANCE** - RWY 09L: Maintain minimum 3.5% climb gradient to 793 QNH (710 QFE).<br>RWY 09R: Maintain minimum 3.4% climb gradient to 603 QNH (520 QFE). | | |

GENERAL INFORMATION
1 Close in obstacles exist for departures from all runways. See Aerodrome Obstacle Chart and EGLL 2.10 Aerodrome Obstacles.
2 SIDs reflect Noise Preferential Routeings. See EGLL AD 2.21 for Noise Abatement Procedures.
3 Cross Noise Monitoring Points not below 1083 QNH (1000 QFE) thereafter maintain minimum 4% climb gradient to 4000 to comply with Noise Abatement requirements. (Note: Climb gradients in excess of 3.4% are necessary for ATM purposes.)
4 Callsign for RTF frequency used **when instructed** after take-off 'London Control'. Report callsign, SID designator, current altitude and cleared altitude on first contact with 'London Control'.
5 Maximum 250KIAS below FL100 unless otherwise authorised.
6 Aircraft operators who are unable to conform to the published climb gradients/SID altitudes are required to inform Heathrow Delivery prior to pushback.
7 For UMLAT 1F 1G RCF procedures see AD 2.22 6.

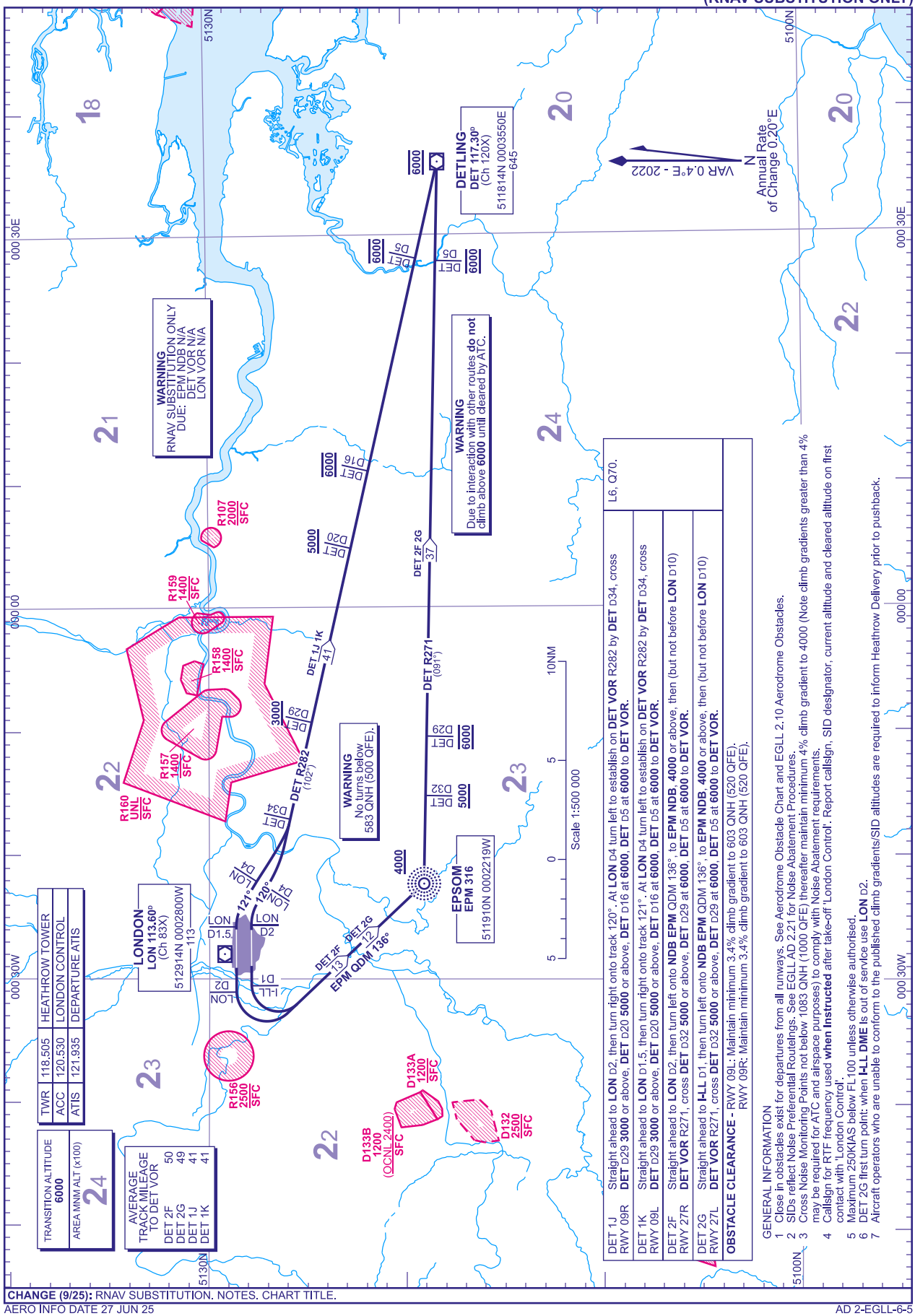
**CHANGE (9/25):** RNAV SUBSTITUTION. NOTES. CHART TITLE.

AERO INFO DATE 26 JUN 25
AD 2-EGLL-6-4

# STANDARD DEPARTURE CHART - INSTRUMENT (SID) - ICAO

DISTANCES IN NAUTICAL MILES
BEARINGS, TRACKS AND RADIALS ARE MAGNETIC
ALTITUDES AND ELEVATIONS IN FEET

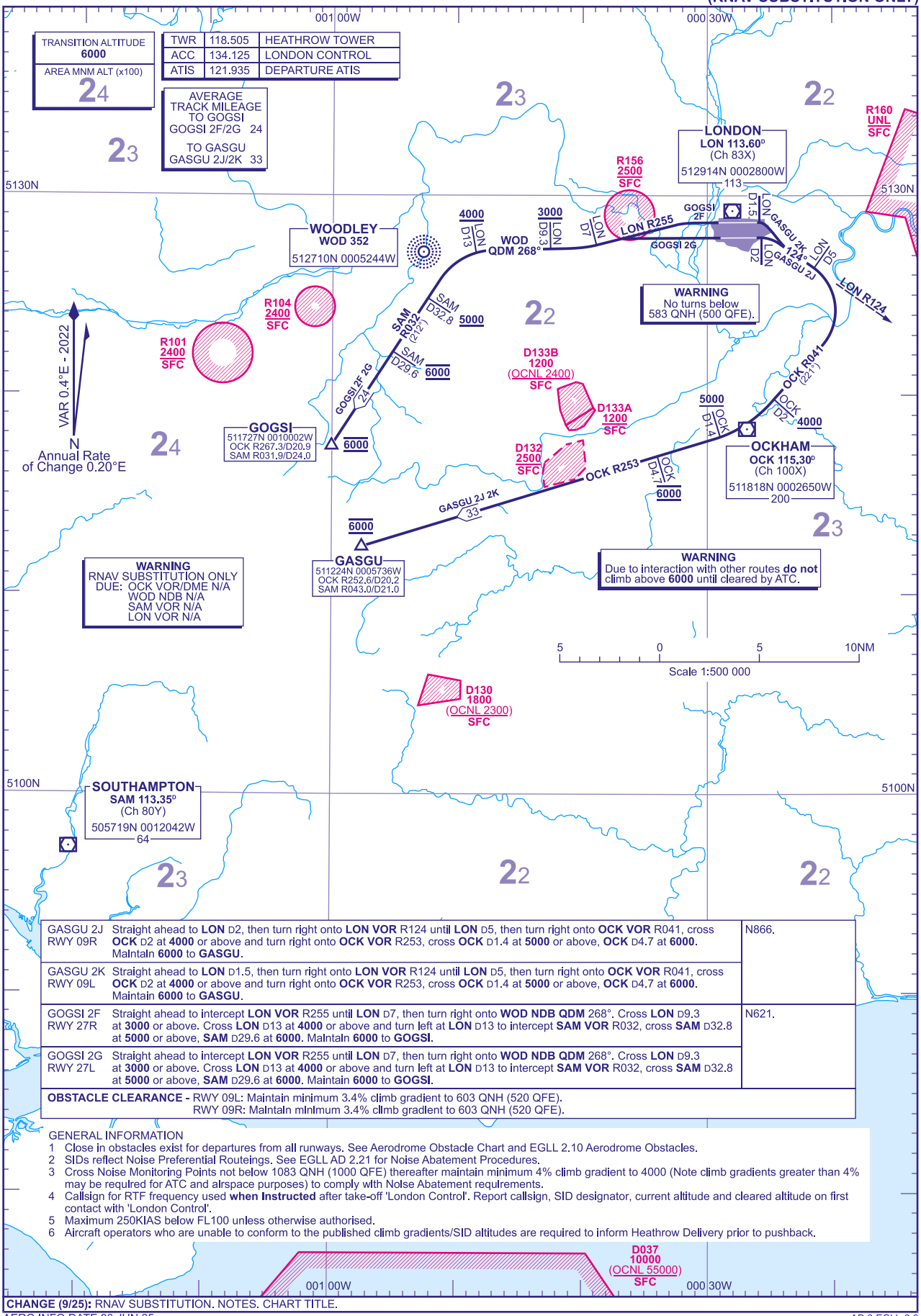
**LONDON HEATHROW**
RWY 09R/L RWY 27R/L
**DET 1J 1K 2F 2G**
**(RNAV SUBSTITUTION ONLY)**



# STANDARD DEPARTURE CHART - INSTRUMENT (SID) - ICAO

DISTANCES IN NAUTICAL MILES
BEARINGS, TRACKS AND RADIALS ARE MAGNETIC
ALTITUDES AND ELEVATIONS IN FEET

## LONDON HEATHROW
RWY 09R/L RWY 27R/L
**GASGU 2J 2K GOGSI 2F 2G**
**(RNAV SUBSTITUTION ONLY)**




| | | |
|---|---|---|
| GASGU 2J RWY 09R | Straight ahead to **LON** D2, then turn right onto **LON VOR** R124 until **LON** D5, then turn right onto **OCK VOR** R041, cross **OCK** D2 at **4000** or above and turn right onto **OCK VOR** R253, cross **OCK** D1.4 at **5000** or above, **OCK** D4.7 at **6000**. Maintain **6000** to **GASGU**. | N866. |
| GASGU 2K RWY 09L | Straight ahead to **LON** D1.5, then turn right onto **LON VOR** R124 until **LON** D5, then turn right onto **OCK VOR** R041, cross **OCK** D2 at **4000** or above and turn right onto **OCK VOR** R253, cross **OCK** D1.4 at **5000** or above, **OCK** D4.7 at **6000**. Maintain **6000** to **GASGU**. | |
| GOGSI 2F RWY 27R | Straight ahead to intercept **LON VOR** R255 until **LON** D7, then turn right onto **WOD NDB QDM** 268°. Cross **LON** D9.3 at **3000** or above. Cross **LON** D13 at **4000** or above and turn left at **LON** D13 to intercept **SAM VOR** R032, cross **SAM** D32.8 at **5000** or above, **SAM** D29.6 at **6000**. Maintain **6000** to **GOGSI**. | N621. |
| GOGSI 2G RWY 27L | Straight ahead to intercept **LON VOR** R255 until **LON** D7, then turn right onto **WOD NDB QDM** 268°. Cross **LON** D9.3 at **3000** or above. Cross **LON** D13 at **4000** or above and turn left at **LON** D13 to intercept **SAM VOR** R032, cross **SAM** D32.8 at **5000** or above, **SAM** D29.6 at **6000**. Maintain **6000** to **GOGSI**. | |
| **OBSTACLE CLEARANCE -** RWY 09L: Maintain minimum 3.4% climb gradient to 603 QNH (520 QFE).<br>RWY 09R: Maintain minimum 3.4% climb gradient to 603 QNH (520 QFE). | | |

GENERAL INFORMATION
1 Close in obstacles exist for departures from all runways. See Aerodrome Obstacle Chart and EGLL 2.10 Aerodrome Obstacles.
2 SIDs reflect Noise Preferential Routeings. See EGLL AD 2.21 for Noise Abatement Procedures.
3 Cross Noise Monitoring Points not below 1083 QNH (1000 QFE) thereafter maintain minimum 4% climb gradient to 4000 (Note climb gradients greater than 4% may be required for ATC and airspace purposes) to comply with Noise Abatement requirements.
4 Callsign for RTF frequency used **when Instructed** after take-off 'London Control'. Report callsign, SID designator, current altitude and cleared altitude on first contact with 'London Control'.
5 Maximum 250KIAS below FL100 unless otherwise authorised.
6 Aircraft operators who are unable to conform to the published climb gradients/SID altitudes are required to inform Heathrow Delivery prior to pushback.

**CHANGE (9/25):** RNAV SUBSTITUTION. NOTES. CHART TITLE.

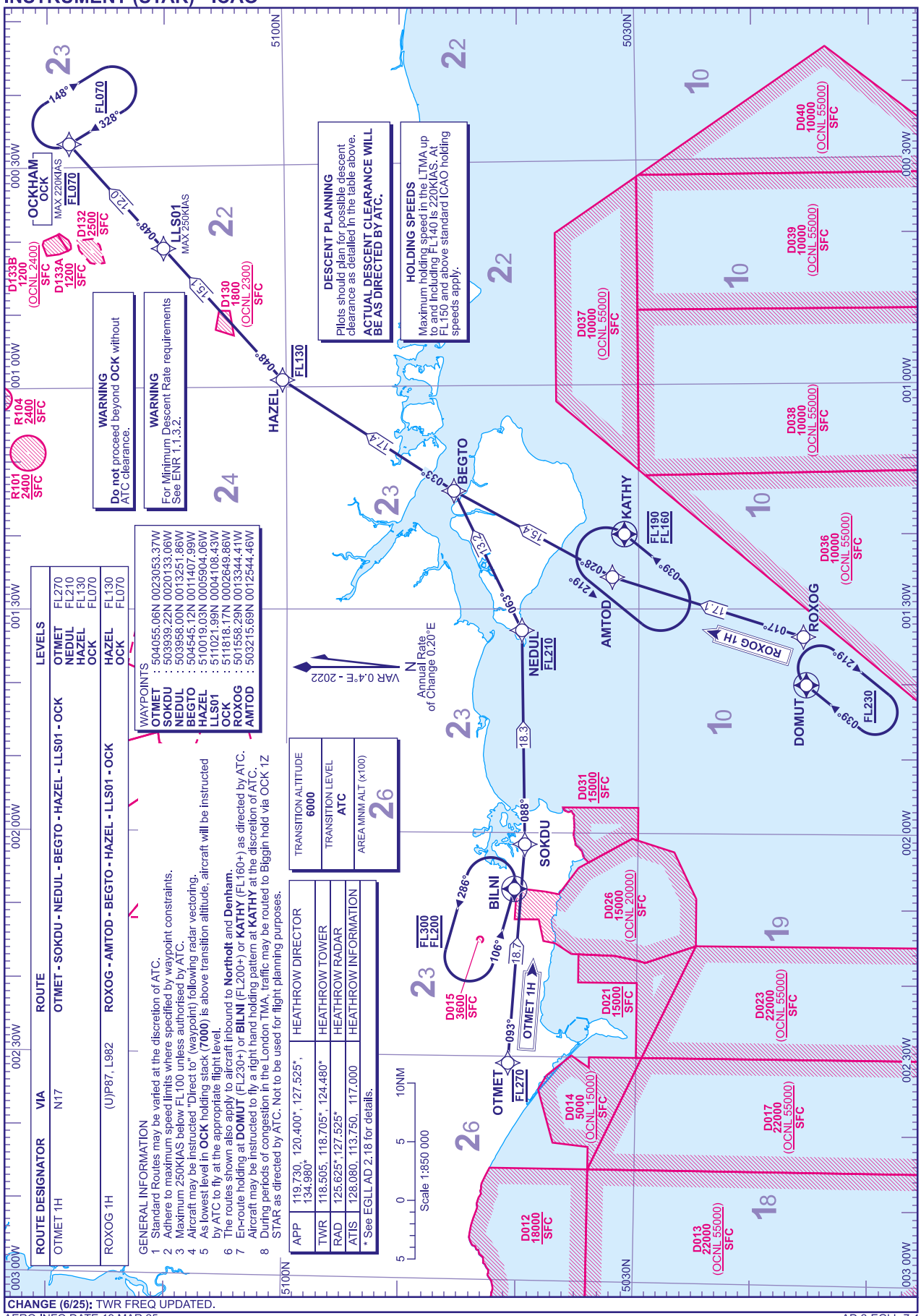
AERO INFO DATE 30 JUN 25

AD 2-EGLL-6-6

# RNAV1 (DME/DME or GNSS) STANDARD ARRIVAL CHART - INSTRUMENT (STAR) - ICAO

DISTANCES IN NAUTICAL MILES
TRACKS ARE MAGNETIC
ALTITUDES AND ELEVATIONS ARE IN FEET

# LONDON HEATHROW
# OTMET 1H ROXOG 1H




| ROUTE DESIGNATOR | VIA | ROUTE | LEVELS |
|---|---|---|---|
| OTMET 1H | N17 | OTMET - SOKDU - NEDUL - BEGTO - HAZEL - LLS01 - OCK | OTMET FL270<br>NEDUL FL210<br>HAZEL FL130<br>OCK FL070 |
| ROXOG 1H | (U)P87, L982 | ROXOG - AMTOD - BEGTO - HAZEL - LLS01 - OCK | HAZEL FL130<br>OCK FL070 |

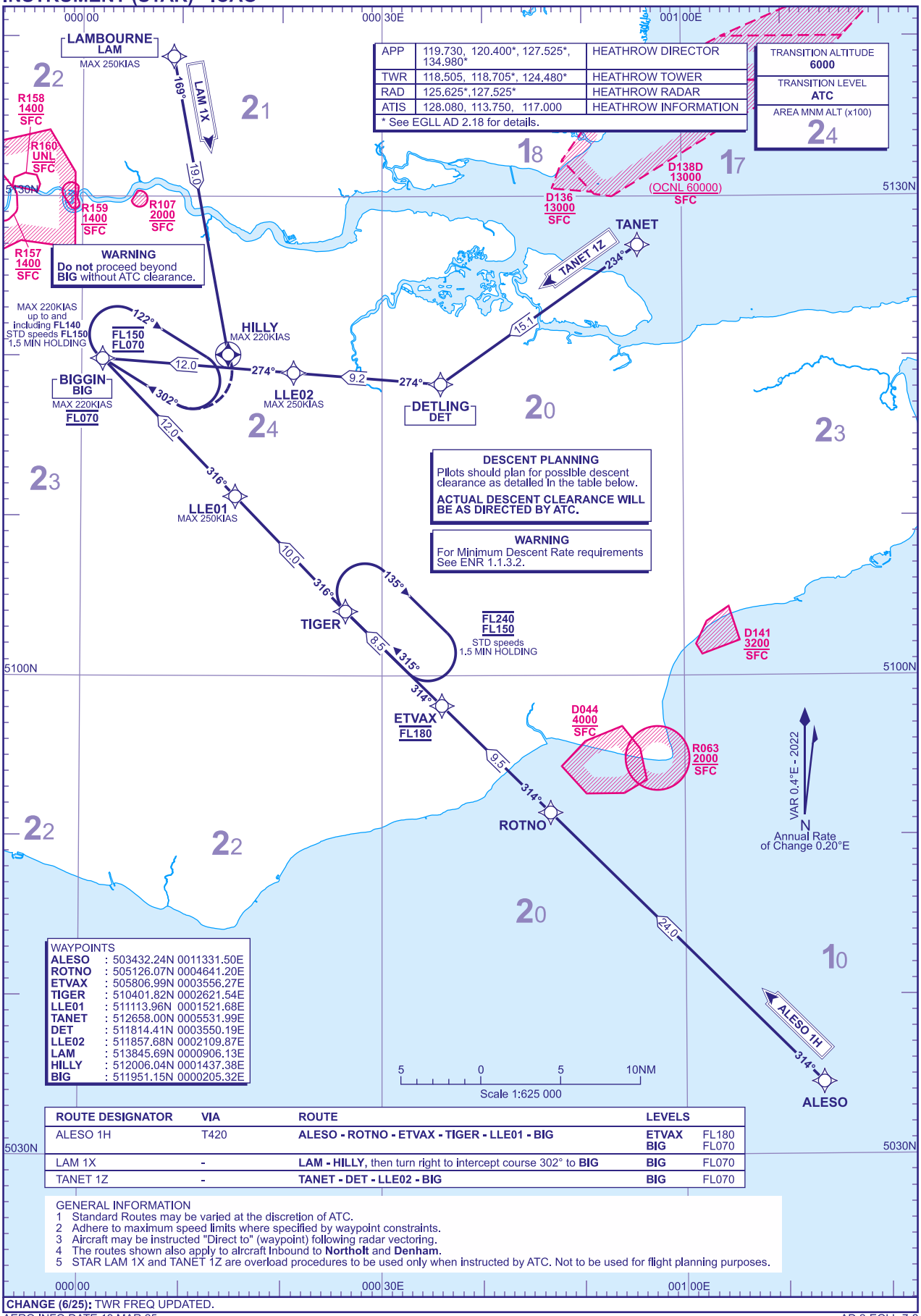
GENERAL INFORMATION
1 Standard Routes may be varied at the discretion of ATC.
2 Adhere to maximum speed limits where specified by waypoint constraints.
3 Maximum 250KIAS below FL100 unless authorised by ATC.
4 Aircraft may be instructed "Direct to" (waypoint) following radar vectoring.
5 As lowest level in **OCK** holding stack (**7000**) is above transition altitude, aircraft will be instructed by ATC to fly at the appropriate flight level.
6 The routes shown also apply to aircraft inbound to **Northolt** and **Denham**.
7 En-route holding at **DOMUT** (FL230+) or **BILNI** (FL200+) or **KATHY** (FL160+) as directed by ATC. Aircraft may be instructed to fly a right hand holding pattern at **KATHY** at the discretion of ATC.
8 During periods of congestion in the London TMA, traffic may be routed to Biggin hold via OCK 1Z STAR as directed by ATC. Not to be used for flight planning purposes.

**CHANGE (6/25):** TWR FREQ UPDATED.

# RNAV5 (DME/DME or GNSS) STANDARD ARRIVAL CHART - INSTRUMENT (STAR) - ICAO

DISTANCES IN NAUTICAL MILES
TRACKS ARE MAGNETIC
ALTITUDES AND ELEVATIONS ARE IN FEET

# LONDON HEATHROW
# ALESO 1H LAM 1X TANET 1Z




WAYPOINTS

| | |
|---|---|
| ALESO | 503432.24N 0011331.50E |
| ROTNO | 505126.07N 0004641.20E |
| ETVAX | 505806.99N 0003556.27E |
| TIGER | 510401.82N 0002621.54E |
| LLE01 | 511113.96N 0001521.68E |
| TANET | 512658.00N 0005531.99E |
| DET | 511814.41N 0003550.19E |
| LLE02 | 511857.68N 0002109.87E |
| LAM | 513845.69N 0000906.13E |
| HILLY | 512006.04N 0001437.38E |
| BIG | 511951.15N 0000205.32E |

| ROUTE DESIGNATOR | VIA | ROUTE | LEVELS | |
|---|---|---|---|---|
| ALESO 1H | T420 | **ALESO - ROTNO - ETVAX - TIGER - LLE01 - BIG** | **ETVAX**<br>**BIG** | FL180<br>FL070 |
| LAM 1X | - | **LAM - HILLY**, then turn right to intercept course 302° to **BIG** | **BIG** | FL070 |
| TANET 1Z | - | **TANET - DET - LLE02 - BIG** | **BIG** | FL070 |

GENERAL INFORMATION
1 Standard Routes may be varied at the discretion of ATC.
2 Adhere to maximum speed limits where specified by waypoint constraints.
3 Aircraft may be instructed "Direct to" (waypoint) following radar vectoring.
4 The routes shown also apply to aircraft Inbound to **Northolt** and **Denham**.
5 STAR LAM 1X and TANET 1Z are overload procedures to be used only when instructed by ATC. Not to be used for flight planning purposes.

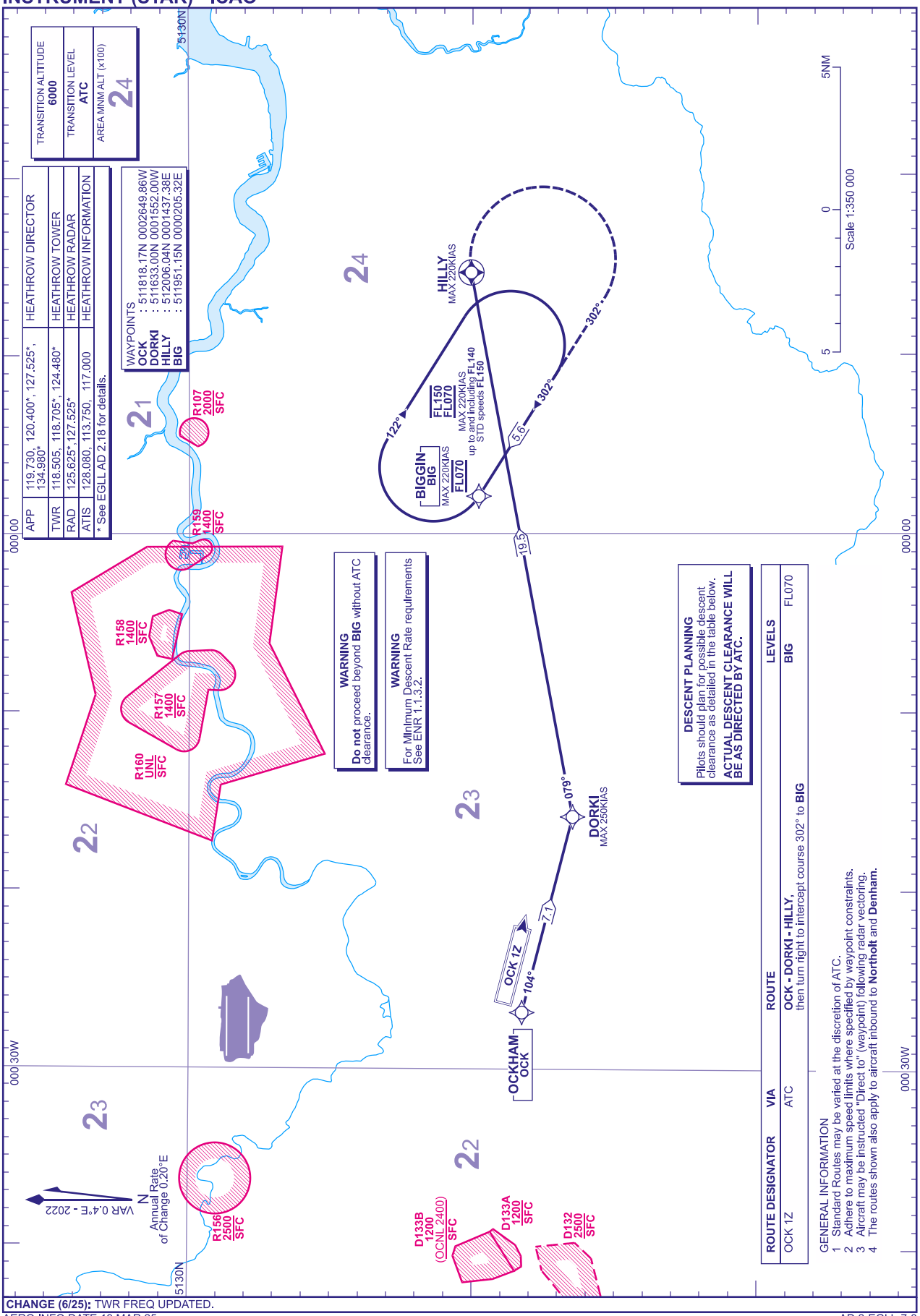
**CHANGE (6/25):** TWR FREQ UPDATED.

AERO INFO DATE 19 MAR 25

# RNAV5 (DME/DME or GNSS) STANDARD ARRIVAL CHART - INSTRUMENT (STAR) - ICAO

DISTANCES IN NAUTICAL MILES
TRACKS ARE MAGNETIC
ALTITUDES AND ELEVATIONS ARE IN FEET

# LONDON HEATHROW
# OCK 1Z




**CHANGE (6/25):** TWR FREQ UPDATED.

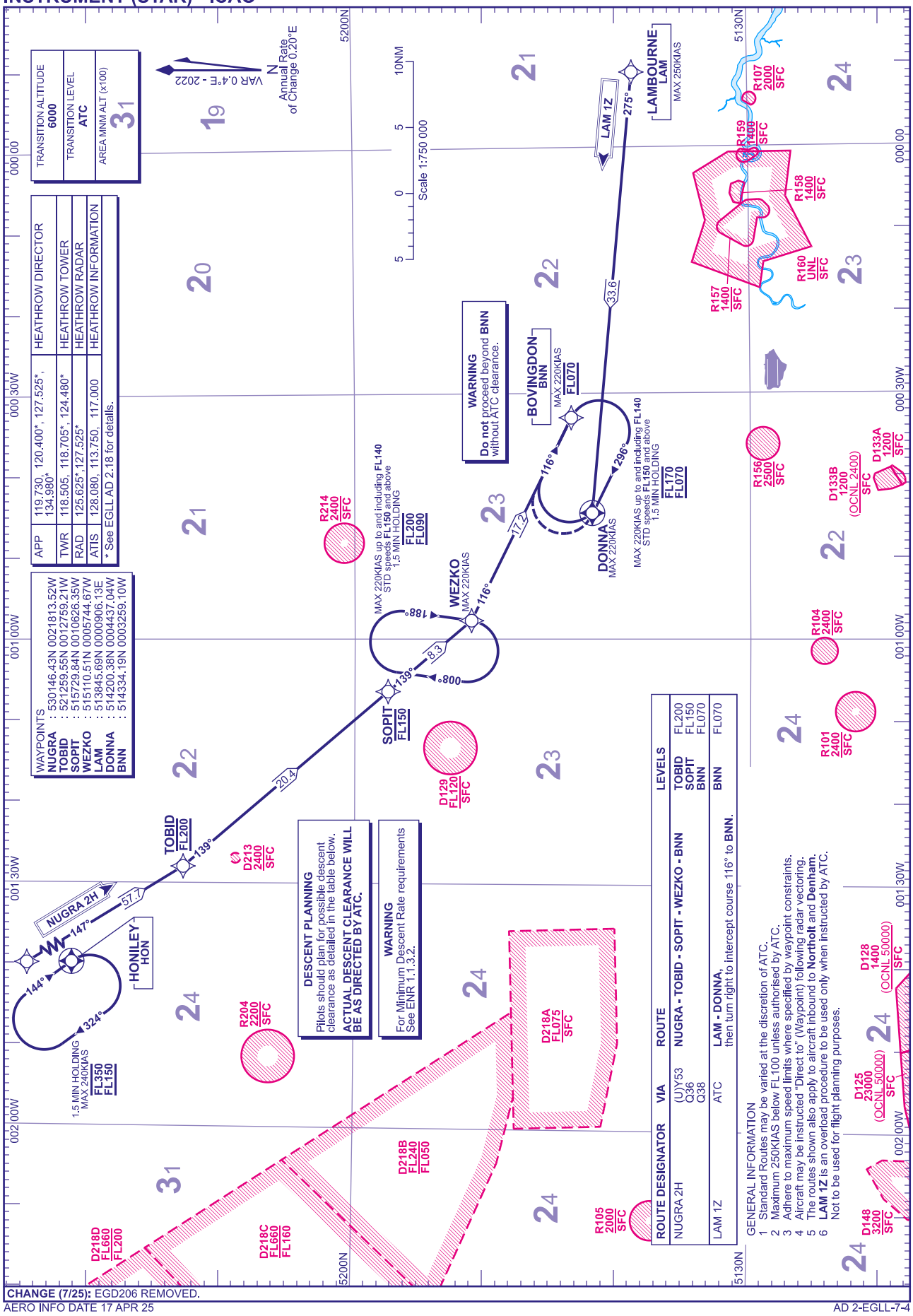
AERO INFO DATE 19 MAR 25

AD 2-EGLL-7-3

# RNAV5 (DME/DME or GNSS) STANDARD ARRIVAL CHART - INSTRUMENT (STAR) - ICAO

DISTANCES IN NAUTICAL MILES
TRACKS ARE MAGNETIC
ALTITUDES AND ELEVATIONS ARE IN FEET

# LONDON HEATHROW NUGRA 2H LAM 1Z

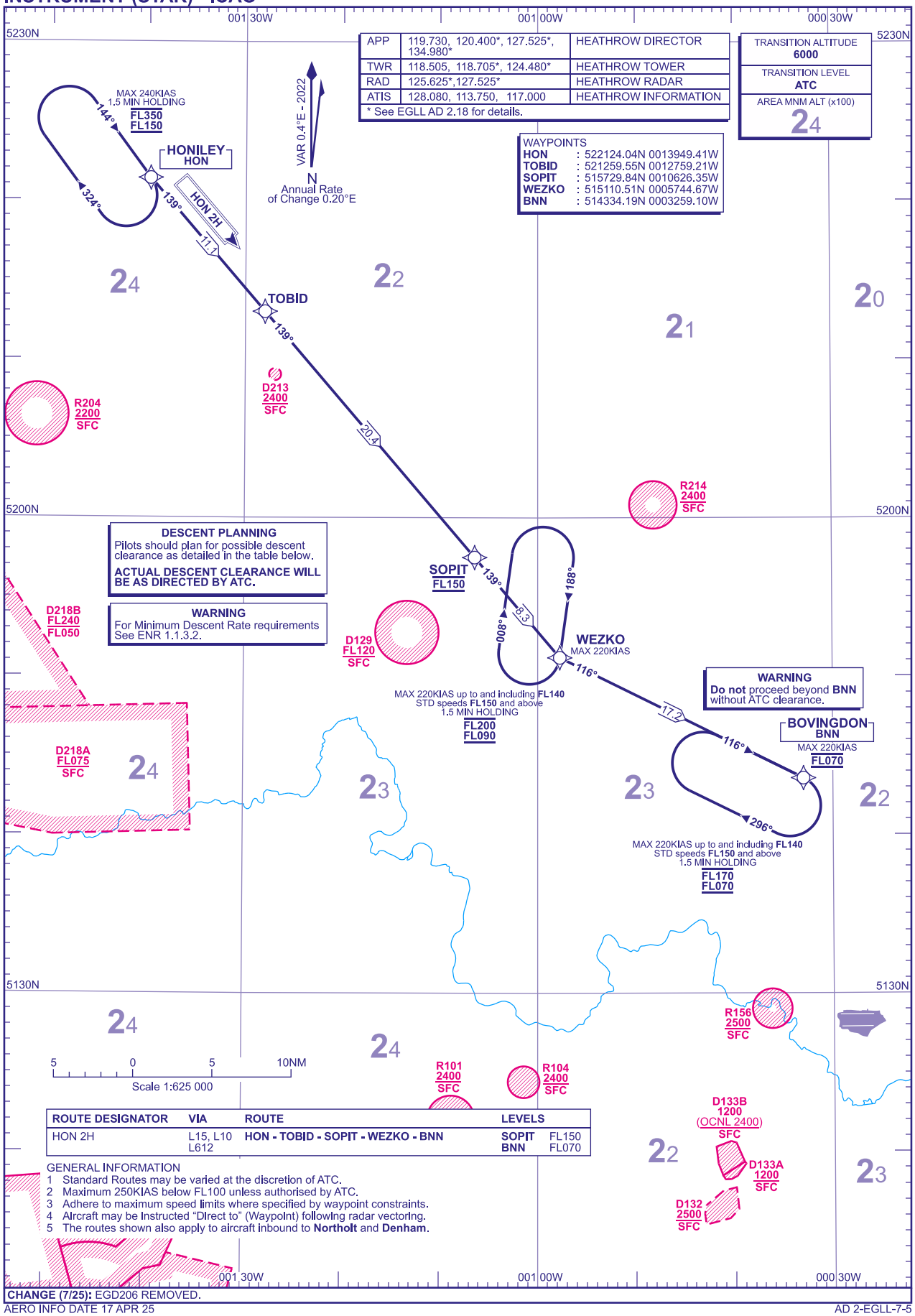



CHANGE (7/25): EGD206 REMOVED.
AERO INFO DATE 17 APR 25

# RNAV5 (DME/DME or GNSS) STANDARD ARRIVAL CHART - INSTRUMENT (STAR) - ICAO

DISTANCES IN NAUTICAL MILES
TRACKS ARE MAGNETIC
ALTITUDES AND ELEVATIONS ARE IN FEET

# LONDON HEATHROW
# HON 2H




| ROUTE DESIGNATOR | VIA | ROUTE | LEVELS |
|---|---|---|---|
| HON 2H | L15, L10 L612 | HON - TOBID - SOPIT - WEZKO - BNN | SOPIT FL150 BNN FL070 |

GENERAL INFORMATION
1 Standard Routes may be varied at the discretion of ATC.
2 Maximum 250KIAS below FL100 unless authorised by ATC.
3 Adhere to maximum speed limits where specified by waypoint constraints.
4 Aircraft may be instructed "Direct to" (Waypoint) following radar vectoring.
5 The routes shown also apply to aircraft inbound to **Northolt** and **Denham**.

**CHANGE (7/25):** EGD206 REMOVED.

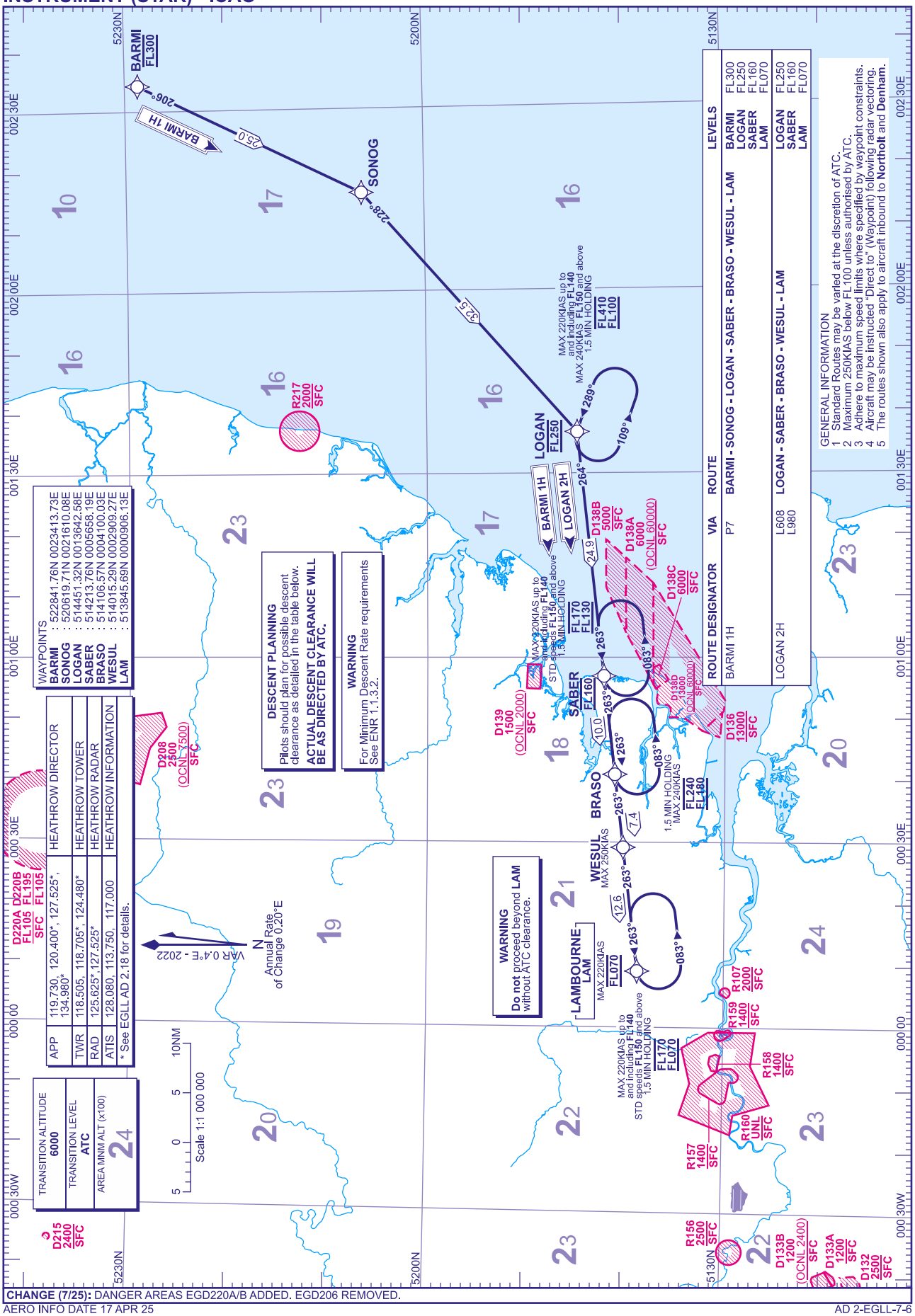
AERO INFO DATE 17 APR 25

AD 2-EGLL-7-5

# RNAV5 (DME/DME or GNSS) STANDARD ARRIVAL CHART - INSTRUMENT (STAR) - ICAO

DISTANCES IN NAUTICAL MILES
TRACKS ARE MAGNETIC
ALTITUDES AND ELEVATIONS ARE IN FEET

# LONDON HEATHROW BARMI 1H LOGAN 2H




**CHANGE (7/25):** DANGER AREAS EGD220A/B ADDED. EGD206 REMOVED.

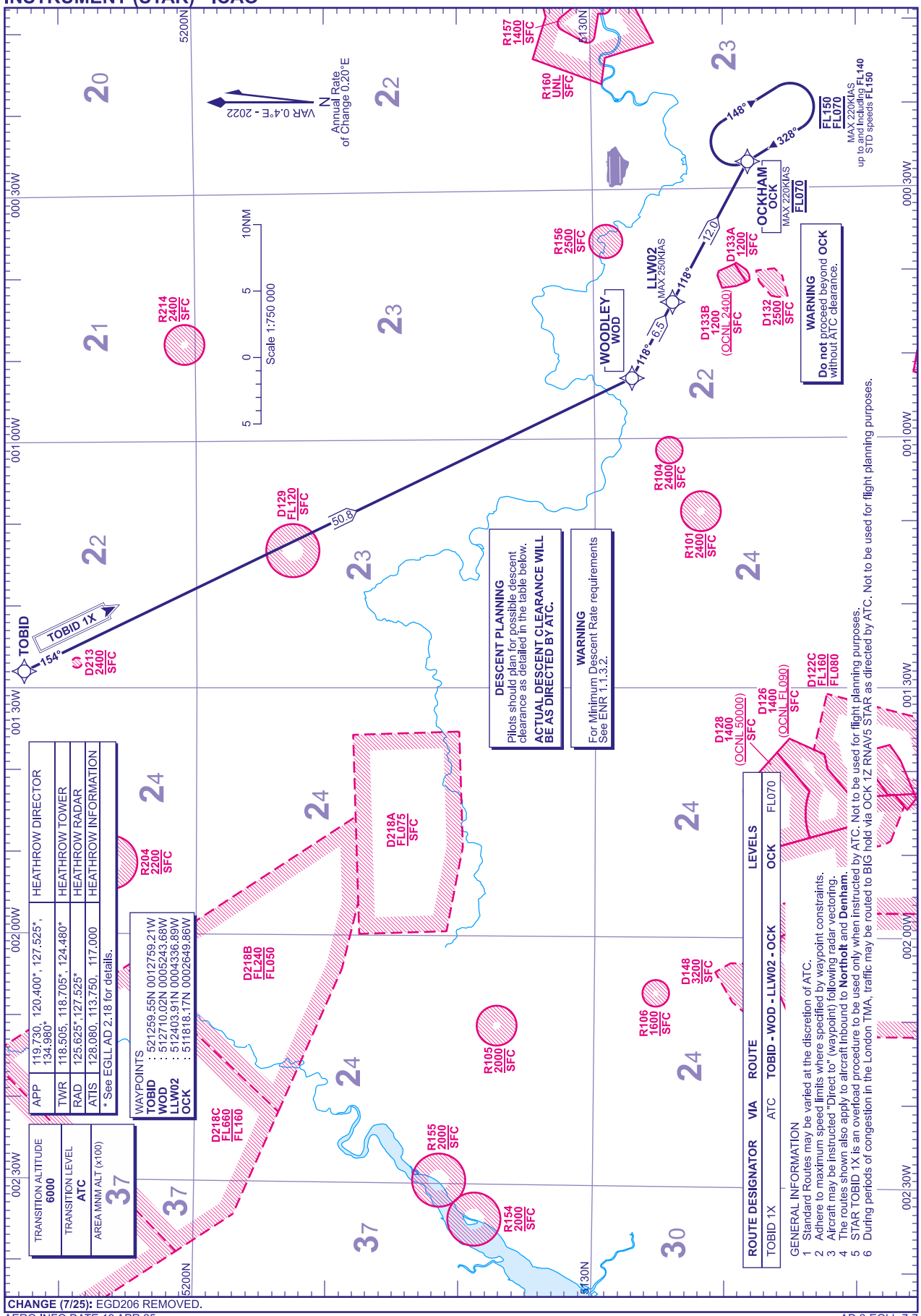
AERO INFO DATE 17 APR 25

AD 2-EGLL-7-6

# RNAV5 (DME/DME or GNSS) STANDARD ARRIVAL CHART - INSTRUMENT (STAR) - ICAO

DISTANCES IN NAUTICAL MILES
TRACKS ARE MAGNETIC
ALTITUDES AND ELEVATIONS ARE IN FEET

# LONDON HEATHROW TOBID 1X




**CHANGE (7/25):** EGD206 REMOVED.

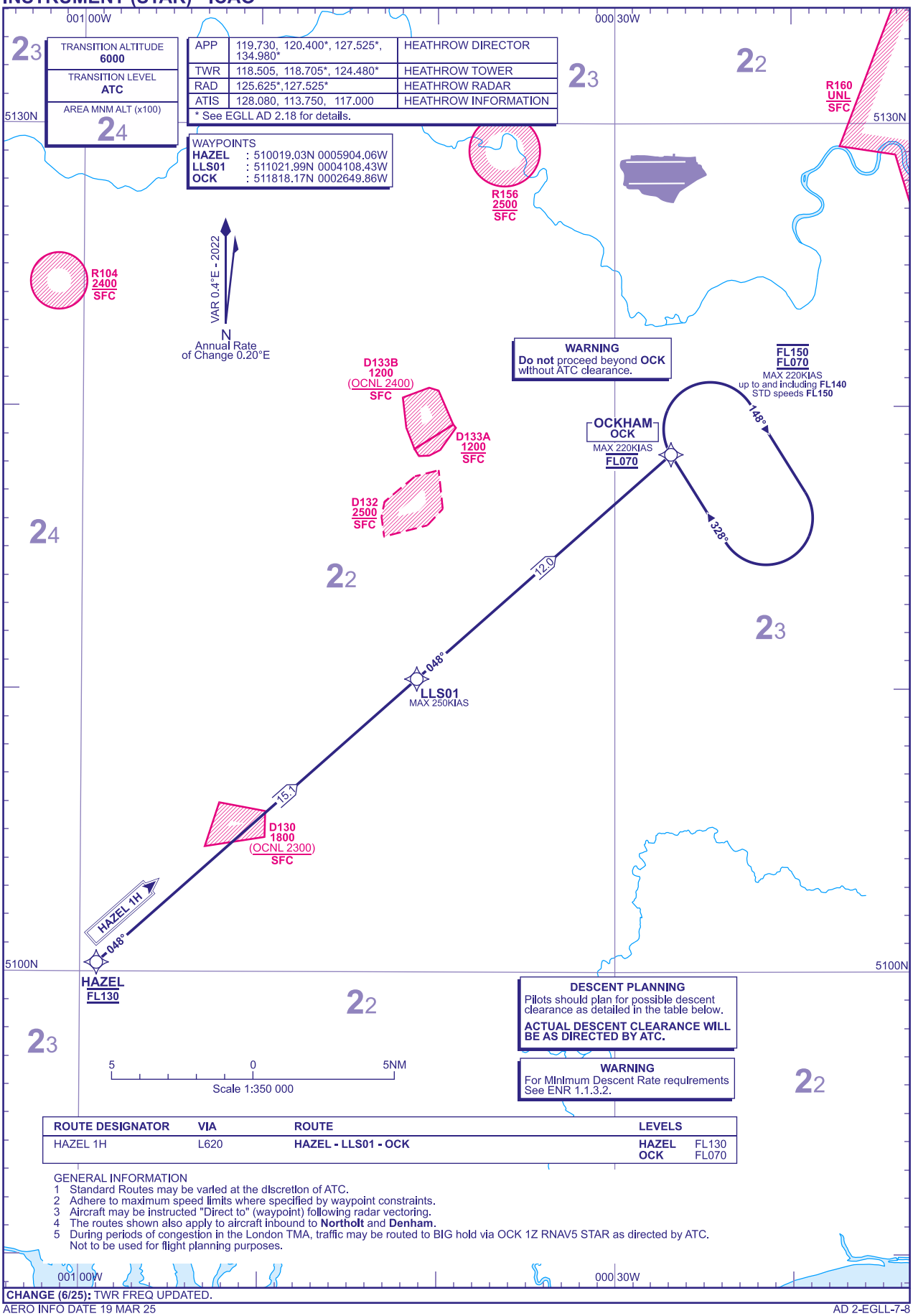
AERO INFO DATE 19 APR 25

AD 2-EGLL-7-7

# RNAV5 (DME/DME or GNSS) STANDARD ARRIVAL CHART - INSTRUMENT (STAR) - ICAO

DISTANCES IN NAUTICAL MILES
TRACKS ARE MAGNETIC
ALTITUDES AND ELEVATIONS ARE IN FEET

# LONDON HEATHROW HAZEL 1H




| ROUTE DESIGNATOR | VIA | ROUTE | LEVELS | |
|---|---|---|---|---|
| HAZEL 1H | L620 | HAZEL - LLS01 - OCK | HAZEL<br>OCK | FL130<br>FL070 |

GENERAL INFORMATION
1 Standard Routes may be varied at the discretion of ATC.
2 Adhere to maximum speed limits where specified by waypoint constraints.
3 Aircraft may be instructed "Direct to" (waypoint) following radar vectoring.
4 The routes shown also apply to aircraft inbound to **Northolt** and **Denham**.
5 During periods of congestion in the London TMA, traffic may be routed to BIG hold via OCK 1Z RNAV5 STAR as directed by ATC. Not to be used for flight planning purposes.

**CHANGE (6/25):** TWR FREQ UPDATED.

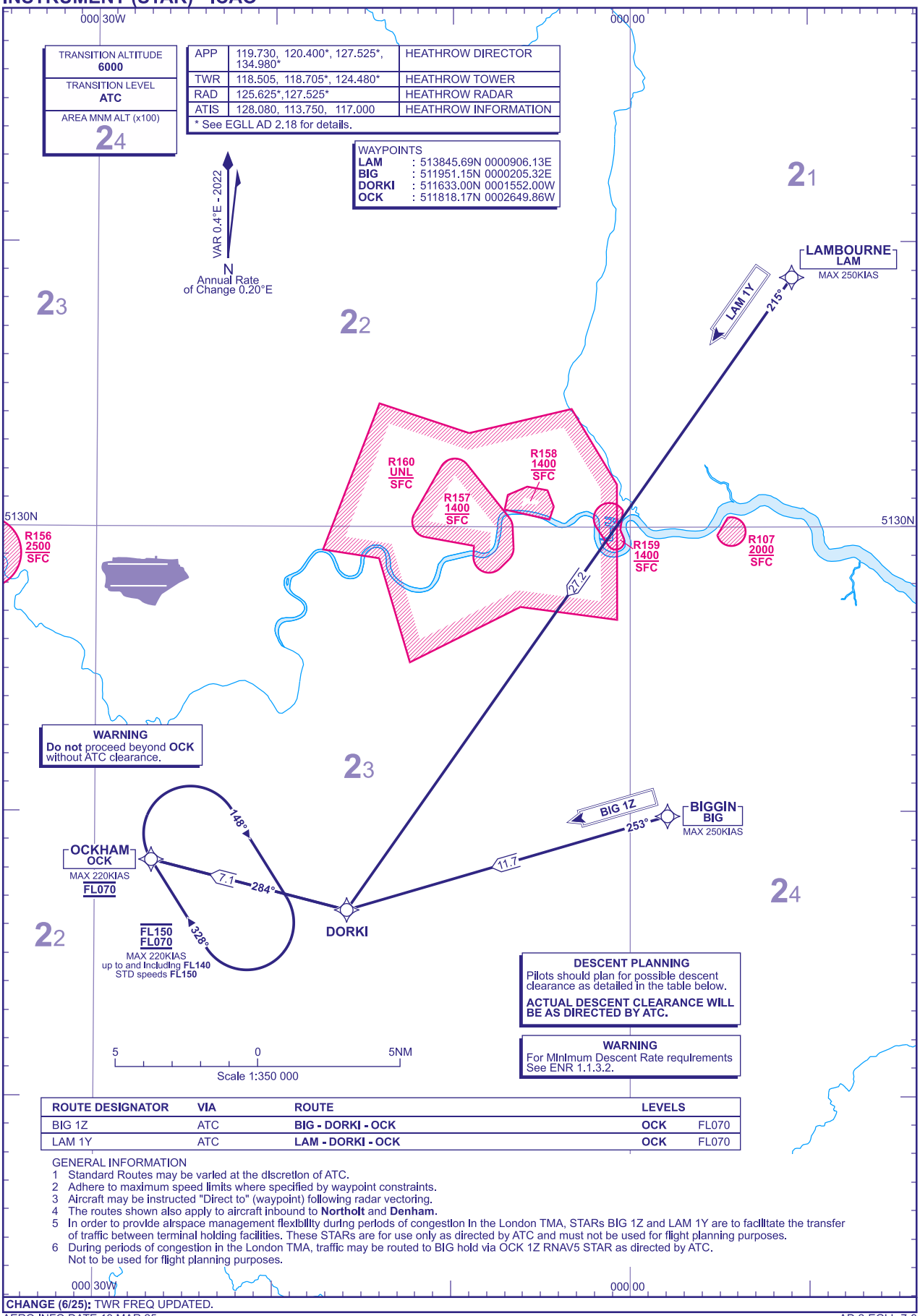
AERO INFO DATE 19 MAR 25

AD 2-EGLL-7-8

# RNAV5 (DME/DME or GNSS) STANDARD ARRIVAL CHART - INSTRUMENT (STAR) - ICAO

DISTANCES IN NAUTICAL MILES
TRACKS ARE MAGNETIC
ALTITUDES AND ELEVATIONS ARE IN FEET

# LONDON HEATHROW
# BIG 1Z LAM 1Y




| ROUTE DESIGNATOR | VIA | ROUTE | LEVELS | |
|---|---|---|---|---|
| BIG 1Z | ATC | BIG - DORKI - OCK | OCK | FL070 |
| LAM 1Y | ATC | LAM - DORKI - OCK | OCK | FL070 |

GENERAL INFORMATION
1 Standard Routes may be varied at the discretion of ATC.
2 Adhere to maximum speed limits where specified by waypoint constraints.
3 Aircraft may be instructed "Direct to" (waypoint) following radar vectoring.
4 The routes shown also apply to aircraft inbound to **Northolt** and **Denham**.
5 In order to provide airspace management flexibility during periods of congestion in the London TMA, STARs BIG 1Z and LAM 1Y are to facilitate the transfer of traffic between terminal holding facilities. These STARs are for use only as directed by ATC and must not be used for flight planning purposes.
6 During periods of congestion in the London TMA, traffic may be routed to BIG hold via OCK 1Z RNAV5 STAR as directed by ATC. Not to be used for flight planning purposes.

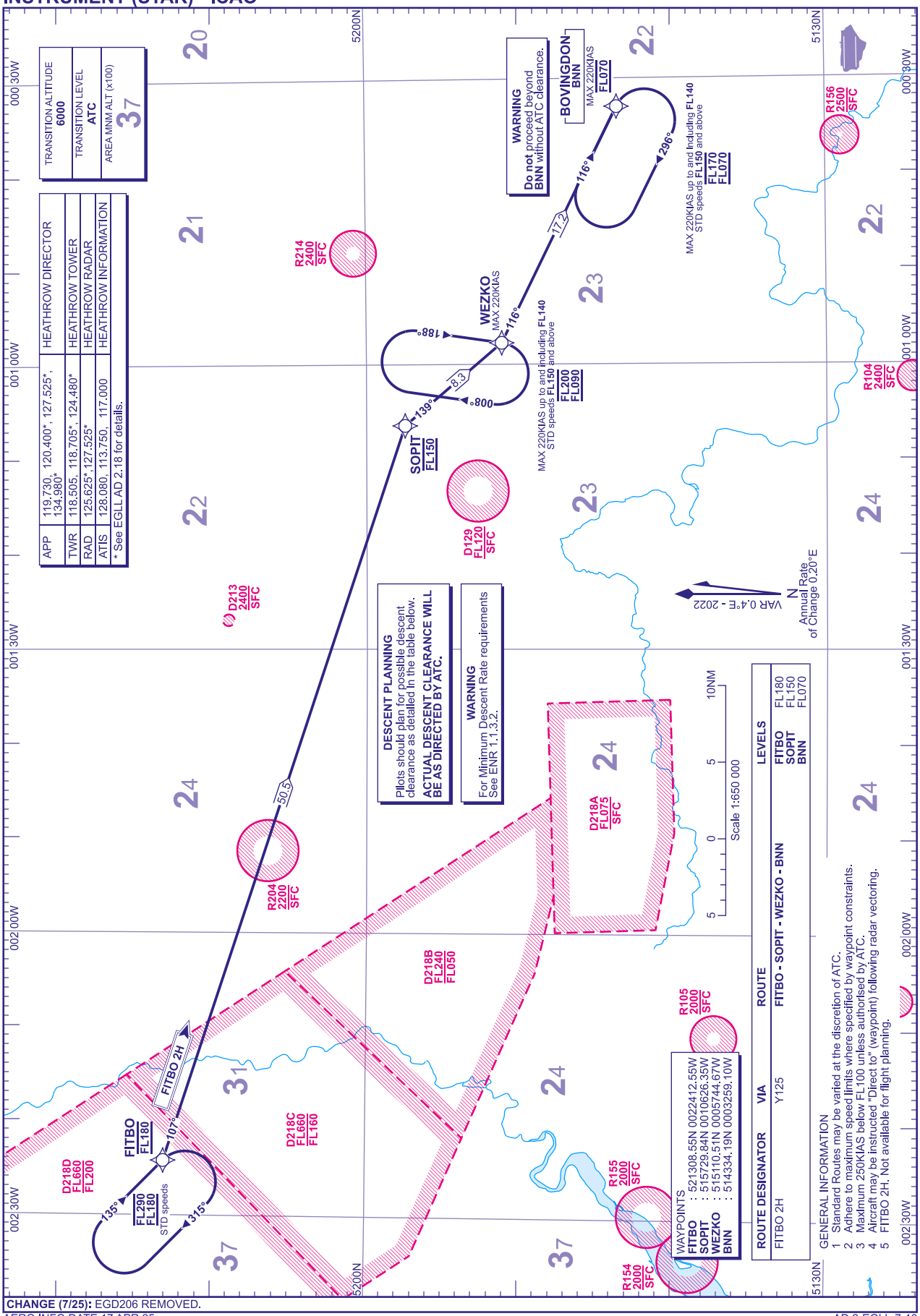
**CHANGE (6/25):** TWR FREQ UPDATED.

AERO INFO DATE 19 MAR 25
AD 2-EGLL-7-9

# RNAV1 (DME/DME or GNSS) STANDARD ARRIVAL CHART - INSTRUMENT (STAR) - ICAO

DISTANCES IN NAUTICAL MILES
TRACKS ARE MAGNETIC
ALTITUDES AND ELEVATIONS ARE IN FEET

# LONDON HEATHROW
# FITBO 2H




**CHANGE (7/25):** EGD206 REMOVED.

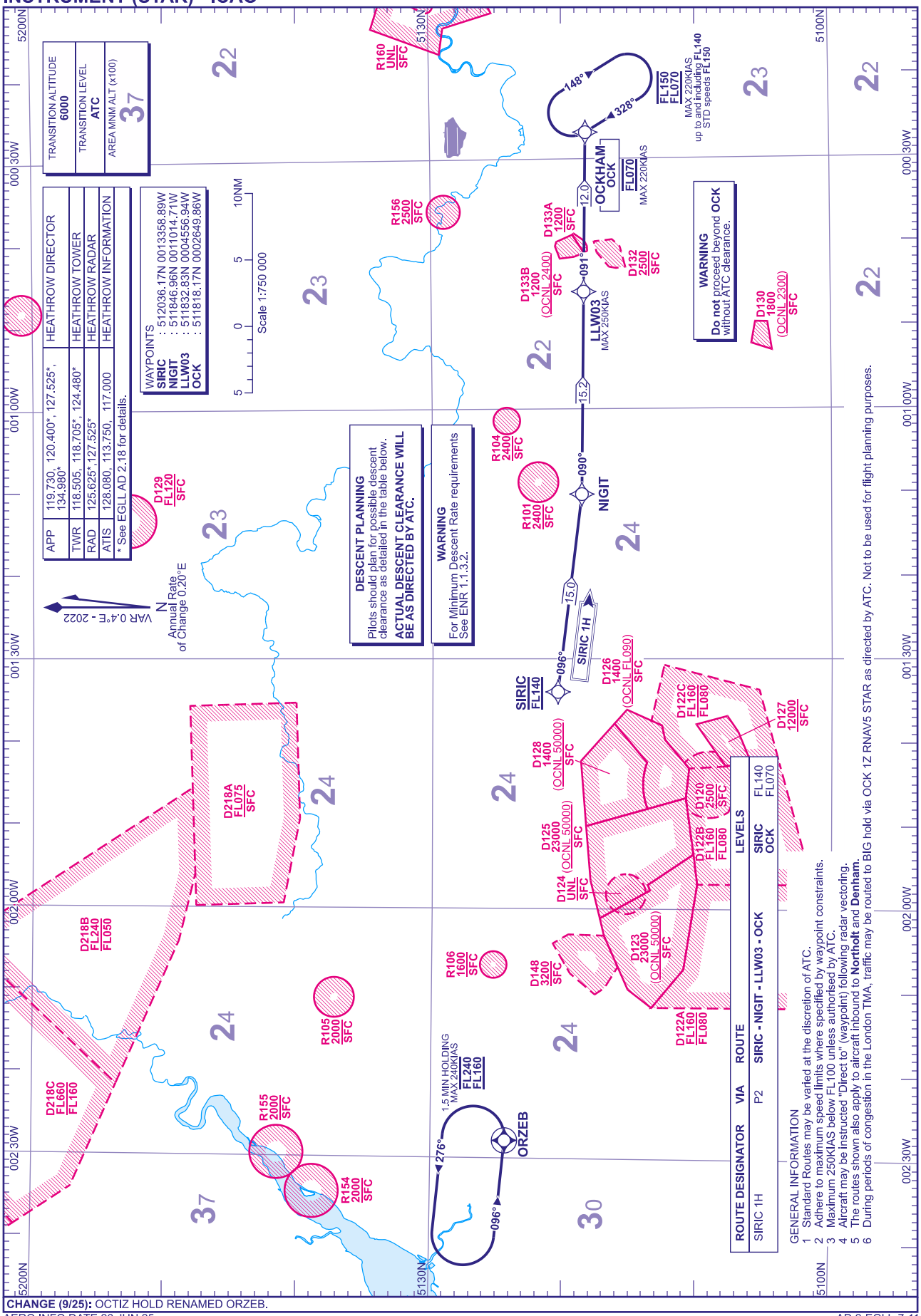
AERO INFO DATE 17 APR 25

AD 2-EGLL-7-10

# RNAV1 (DME/DME or GNSS) STANDARD ARRIVAL CHART - INSTRUMENT (STAR) - ICAO

DISTANCES IN NAUTICAL MILES
TRACKS ARE MAGNETIC
ALTITUDES AND ELEVATIONS ARE IN FEET

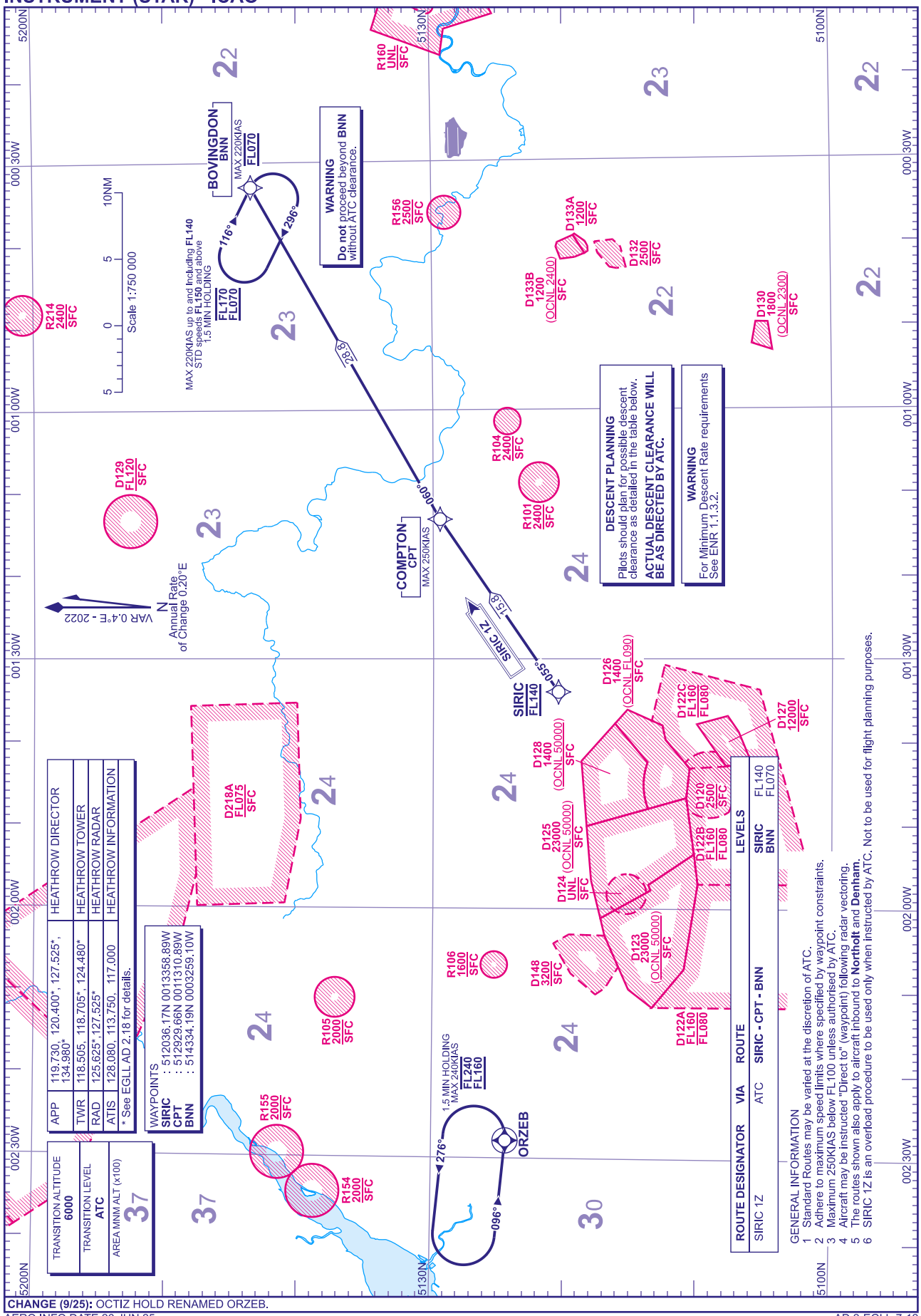
# LONDON HEATHROW SIRIC 1H



# RNAV1 (DME/DME or GNSS) STANDARD ARRIVAL CHART - INSTRUMENT (STAR) - ICAO

DISTANCES IN NAUTICAL MILES
TRACKS ARE MAGNETIC
ALTITUDES AND ELEVATIONS ARE IN FEET

# LONDON HEATHROW
# SIRIC 1Z




**CHANGE (9/25):** OCTIZ HOLD RENAMED ORZEB.

AERO INFO DATE 26 JUN 25

AD 2-EGLL-7-12

# Standard Instrument Arrival Coding Tables

### LONDON HEATHROW OTMET 1H

| Designator | Sequence Number | Path Term-inator | Waypoint Name | Co-ordinates | Fly-over | Course/ Track °M (°T) | Magnetic Variation | Distance (NM) | Turn Direction | Level Constraint | Speed Constraint | Navigation Performance |
|---|---|---|---|---|---|---|---|---|---|---|---|---|
| OTMET1H | 001 | IF | OTMET | 504055.06N 0023053.37W | N | - | - | - | - | FL270 | - | RNAV1 |
| OTMET1H | 002 | TF | SOKDU | 503939.22N 0020133.06W | N | 093° (093.7°) | 0.4 | 18.7 | LEFT | - | - | RNAV1 |
| OTMET1H | 003 | TF | NEDUL | 503958.00N 0013251.86W | N | 088° (088.8°) | 0.4 | 18.3 | LEFT | FL210 | - | RNAV1 |
| OTMET1H | 004 | TF | BEGTO | 504545.12N 0011407.99W | N | 063° (063.9°) | 0.4 | 13.2 | LEFT | - | - | RNAV1 |
| OTMET1H | 005 | TF | HAZEL | 510019.03N 0005904.06W | N | 033° (033.1°) | 0.4 | 17.4 | RIGHT | FL130 | - | RNAV1 |
| OTMET1H | 006 | TF | LLS01 | 511021.99N 0004108.43W | N | 048° (048.2°) | 0.4 | 15.1 | - | - | -250 | RNAV1 |
| OTMET1H | 007 | TF | OCK | 511818.17N 0002649.86W | N | 048° (048.4°) | 0.4 | 12.0 | - | FL070 | -220 | RNAV1 |

### LONDON HEATHROW ROXOG 1H

| Designator | Sequence Number | Path Term-inator | Waypoint Name | Co-ordinates | Fly-over | Course/ Track °M (°T) | Magnetic Variation | Distance (NM) | Turn Direction | Level Constraint | Speed Constraint | Navigation Performance |
|---|---|---|---|---|---|---|---|---|---|---|---|---|
| ROXOG1H | 001 | IF | ROXOG | 501558.29N 0013344.41W | N | - | - | - | - | - | - | RNAV1 |
| ROXOG1H | 002 | TF | AMTOD | 503215.69N 0012544.46W | N | 017° (017.4°) | 0.4 | 17.1 | RIGHT | - | - | RNAV1 |
| ROXOG1H | 003 | TF | BEGTO | 504545.12N 0011407.99W | N | 028° (028.6°) | 0.4 | 15.4 | RIGHT | - | - | RNAV1 |
| ROXOG1H | 004 | TF | HAZEL | 510019.03N 0005904.06W | N | 033° (033.1°) | 0.4 | 17.4 | RIGHT | FL130 | - | RNAV1 |
| ROXOG1H | 005 | TF | LLS01 | 511021.99N 0004108.43W | N | 048° (048.2°) | 0.4 | 15.1 | - | - | -250 | RNAV1 |
| ROXOG1H | 006 | TF | OCK | 511818.17N 0002649.86W | N | 048° (048.4°) | 0.4 | 12.0 | - | FL070 | -220 | RNAV1 |

### LONDON HEATHROW ALESO 1H

| Designator | Sequence Number | Path Term-inator | Waypoint Name | Co-ordinates | Fly-over | Course/ Track °M (°T) | Magnetic Variation | Distance (NM) | Turn Direction | Level Constraint | Speed Constraint | Navigation Performance |
|---|---|---|---|---|---|---|---|---|---|---|---|---|
| ALESO1H | 001 | IF | ALESO | 503432.24N 0011331.50E | N | - | - | - | - | - | - | RNAV5 |
| ALESO1H | 002 | TF | ROTNO | 505126.07N 0004641.20E | N | 314° (314.9°) | 0.4 | 24.0 | - | - | - | RNAV5 |
| ALESO1H | 003 | TF | ETVAX | 505806.99N 0003556.27E | N | 314° (314.6°) | 0.4 | 9.5 | - | FL180 | - | RNAV5 |
| ALESO1H | 004 | TF | TIGER | 510401.82N 0002621.54E | N | 314° (314.4°) | 0.4 | 8.5 | - | - | - | RNAV5 |
| ALESO1H | 005 | TF | LLE01 | 511113.96N 0001521.68E | N | 316° (316.2°) | 0.4 | 10.0 | - | - | -250 | RNAV5 |
| ALESO1H | 006 | TF | BIG | 511951.15N 0000205.32E | N | 316° (316.1°) | 0.4 | 12.0 | - | FL070 | -220 | RNAV5 |

### LONDON HEATHROW LAM 1X

| Designator | Sequence Number | Path Term-inator | Waypoint Name | Co-ordinates | Fly-over | Course/ Track °M (°T) | Magnetic Variation | Distance (NM) | Turn Direction | Level Constraint | Speed Constraint | Navigation Performance |
|---|---|---|---|---|---|---|---|---|---|---|---|---|
| LAM1X | 001 | IF | LAM | 513845.69N 0000906.13E | N | - | - | - | - | - | -250 | RNAV5 |
| LAM1X | 002 | TF | HILLY | 512006.04N 0001437.38E | Y | 169° (169.5°) | 0.4 | 19.0 | RIGHT | - | -220 | RNAV5 |
| LAM1X | 003 | CF | BIG | 511951.15N 0000205.32E | N | 302° (302.3°) | 0.4 | - | - | FL070 | -220 | RNAV5 |

**CHANGE (1/25):** ALESO 1H MAG TRACK CORRECTION ALESO-ROTNO LEG.
AERO INFO DATE 05 NOV 24

# Standard Instrument Arrival Coding Tables

### LONDON HEATHROW TANET 1Z

| Designator | Sequence Number | Path Term-inator | Waypoint Name | Co-ordinates | Fly-over | Course/ Track °M (°T) | Magnetic Variation | Distance (NM) | Turn Direction | Level Constraint | Speed Constraint | Navigation Performance |
|---|---|---|---|---|---|---|---|---|---|---|---|---|
| TANET1Z | 001 | IF | TANET | 512658.00N 0005531.99E | N | - | - | - | - | - | - | RNAV5 |
| TANET1Z | 002 | TF | DET | 511814.41N 0003550.19E | N | 234° (234.8°) | 0.4 | 15.1 | RIGHT | - | - | RNAV5 |
| TANET1Z | 003 | TF | LLE02 | 511857.68N 0002109.87E | N | 274° (274.6°) | 0.4 | 9.2 | - | - | -250 | RNAV5 |
| TANET1Z | 004 | TF | BIG | 511951.15N 0000205.32E | N | 274° (274.4°) | 0.4 | 12.0 | - | FL070 | -220 | RNAV5 |

### LONDON HEATHROW OCK 1Z

| Designator | Sequence Number | Path Term-inator | Waypoint Name | Co-ordinates | Fly-over | Course/ Track °M (°T) | Magnetic Variation | Distance (NM) | Turn Direction | Level Constraint | Speed Constraint | Navigation Performance |
|---|---|---|---|---|---|---|---|---|---|---|---|---|
| OCK1Z | 001 | IF | OCK | 511818.17N 0002649.86W | N | - | - | - | - | - | - | RNAV5 |
| OCK1Z | 002 | TF | DORKI | 511633.00N 0001552.00W | N | 104° (104.2°) | 0.4 | 7.1 | LEFT | - | -250 | RNAV5 |
| OCK1Z | 003 | TF | HILLY | 512006.04N 0001437.38E | Y | 079° (079.3°) | 0.4 | 19.5 | RIGHT | - | -220 | RNAV5 |
| OCK1Z | 004 | CF | BIG | 511951.15N 0000205.32E | N | 302° (302.3°) | 0.4 | - | - | FL070 | -220 | RNAV5 |

### LONDON HEATHROW NUGRA 2H

| Designator | Sequence Number | Path Term-inator | Waypoint Name | Co-ordinates | Fly-over | Course/ Track °M (°T) | Magnetic Variation | Distance (NM) | Turn Direction | Level Constraint | Speed Constraint | Navigation Performance |
|---|---|---|---|---|---|---|---|---|---|---|---|---|
| NUGRA2H | 001 | IF | NUGRA | 530146.43N 0021813.52W | N | - | - | - | - | - | - | RNAV5 |
| NUGRA2H | 002 | TF | TOBID | 521259.55N 0012759.21W | N | 147° (147.6°) | 0.4 | 57.7 | LEFT | FL200 | - | RNAV5 |
| NUGRA2H | 003 | TF | SOPIT | 515729.84N 0010626.35W | N | 139° (139.3°) | 0.4 | 20.4 | - | FL150 | - | RNAV5 |
| NUGRA2H | 004 | TF | WEZKO | 515110.51N 0005744.67W | N | 139° (139.6°) | 0.4 | 8.3 | LEFT | - | -220 | RNAV5 |
| NUGRA2H | 005 | TF | BNN | 514334.19N 0003259.10W | N | 116° (116.2°) | 0.4 | 17.2 | - | FL070 | -220 | RNAV5 |

### LONDON HEATHROW LAM 1Z

| Designator | Sequence Number | Path Term-inator | Waypoint Name | Co-ordinates | Fly-over | Course/ Track °M (°T) | Magnetic Variation | Distance (NM) | Turn Direction | Level Constraint | Speed Constraint | Navigation Performance |
|---|---|---|---|---|---|---|---|---|---|---|---|---|
| LAM1Z | 001 | IF | LAM | 513845.69N 0000906.13E | N | - | - | - | - | - | -250 | RNAV5 |
| LAM1Z | 002 | TF | DONNA | 514200.38N 0004437.04W | Y | 275° (275.9°) | 0.4 | 33.6 | RIGHT | - | -220 | RNAV5 |
| LAM1Z | 003 | CF | BNN | 514334.19N 0003259.10W | N | 116° (116.5°) | 0.4 | - | - | FL070 | -220 | RNAV5 |

**CHANGE (6/25):** WCO NDB REPLACED WITH WEZKO. NUGRA STAR DESIGNATOR REVISED.
AERO INFO DATE 01 APR 25

# Standard Instrument Arrival Coding Tables

### LONDON HEATHROW HON 2H

| Designator | Sequence Number | Path Term-inator | Waypoint Name | Co-ordinates | Fly-over | Course/ Track °M (°T) | Magnetic Variation | Distance (NM) | Turn Direction | Level Constraint | Speed Constraint | Navigation Performance |
|---|---|---|---|---|---|---|---|---|---|---|---|---|
| HON2H | 001 | IF | HON | 522124.04N 0013949.41W | N | - | - | - | - | - | - | RNAV5 |
| HON2H | 002 | TF | TOBID | 521259.55N 0012759.21W | N | 139° (139.1°) | 0.4 | 11.1 | - | - | - | RNAV5 |
| HON2H | 003 | TF | SOPIT | 515729.84N 0010626.35W | N | 139° (139.3°) | 0.4 | 20.4 | - | FL150 | - | RNAV5 |
| HON2H | 004 | TF | WEZKO | 515110.51N 0005744.67W | N | 139° (139.6°) | 0.4 | 8.3 | LEFT | - | -220 | RNAV5 |
| HON2H | 005 | TF | BNN | 514334.19N 0003259.10W | N | 116° (116.2°) | 0.4 | 17.2 | - | FL070 | -220 | RNAV5 |

### LONDON HEATHROW BARMI 1H

| Designator | Sequence Number | Path Term-inator | Waypoint Name | Co-ordinates | Fly-over | Course/ Track °M (°T) | Magnetic Variation | Distance (NM) | Turn Direction | Level Constraint | Speed Constraint | Navigation Performance |
|---|---|---|---|---|---|---|---|---|---|---|---|---|
| BARMI1H | 001 | IF | BARMI | 522841.76N 0023413.73E | N | - | - | - | - | FL300 | - | RNAV5 |
| BARMI1H | 002 | TF | SONOG | 520619.71N 0021610.08E | N | 206° (206.5°) | 0.4 | 25.0 | RIGHT | - | - | RNAV5 |
| BARMI1H | 003 | TF | LOGAN | 514451.32N 0013642.58E | N | 228° (228.9°) | 0.4 | 32.5 | RIGHT | FL250 | - | RNAV5 |
| BARMI1H | 004 | TF | SABER | 514213.76N 0005658.19E | N | 264° (264.2°) | 0.4 | 24.9 | - | FL160 | - | RNAV5 |
| BARMI1H | 005 | TF | BRASO | 514106.57N 0004100.03E | N | 263° (263.7°) | 0.4 | 10.0 | - | - | - | RNAV5 |
| BARMI1H | 006 | TF | WESUL | 514015.29N 0002909.27E | N | 263° (263.5°) | 0.4 | 7.4 | - | - | -250 | RNAV5 |
| BARMI1H | 007 | TF | LAM | 513845.69N 0000906.13E | N | 263° (263.3°) | 0.4 | 12.6 | - | FL070 | -220 | RNAV5 |

### LONDON HEATHROW LOGAN 2H

| Designator | Sequence Number | Path Term-inator | Waypoint Name | Co-ordinates | Fly-over | Course/ Track °M (°T) | Magnetic Variation | Distance (NM) | Turn Direction | Level Constraint | Speed Constraint | Navigation Performance |
|---|---|---|---|---|---|---|---|---|---|---|---|---|
| LOGAN2H | 001 | IF | LOGAN | 514451.32N 0013642.58E | N | - | - | - | - | FL250 | - | RNAV5 |
| LOGAN2H | 002 | TF | SABER | 514213.76N 0005658.19E | N | 264° (264.2°) | 0.4 | 24.9 | - | FL160 | - | RNAV5 |
| LOGAN2H | 003 | TF | BRASO | 514106.57N 0004100.03E | N | 263° (263.7°) | 0.4 | 10.0 | - | - | - | RNAV5 |
| LOGAN2H | 004 | TF | WESUL | 514015.29N 0002909.27E | N | 263° (263.5°) | 0.4 | 7.4 | - | - | -250 | RNAV5 |
| LOGAN2H | 005 | TF | LAM | 513845.69N 0000906.13E | N | 263° (263.3°) | 0.4 | 12.6 | - | FL070 | -220 | RNAV5 |

### LONDON HEATHROW TOBID 1X

| Designator | Sequence Number | Path Term-inator | Waypoint Name | Co-ordinates | Fly-over | Course/ Track °M (°T) | Magnetic Variation | Distance (NM) | Turn Direction | Level Constraint | Speed Constraint | Navigation Performance |
|---|---|---|---|---|---|---|---|---|---|---|---|---|
| TOBID1X | 001 | IF | TOBID | 521259.55N 0012759.21W | N | - | - | - | - | - | - | RNAV5 |
| TOBID1X | 002 | TF | WOD | 512710.02N 0005243.68W | N | 154° (154.3°) | 0.4 | 50.8 | LEFT | - | - | RNAV5 |
| TOBID1X | 003 | TF | LLW02 | 512403.91N 0004336.89W | N | 118° (118.5°) | 0.4 | 6.5 | - | - | -250 | RNAV5 |
| TOBID1X | 004 | TF | OCK | 511818.17N 0002649.86W | N | 118° (118.6°) | 0.4 | 12.0 | - | FL070 | -220 | RNAV5 |

**CHANGE (6/25):** WCO NDB REPLACED WITH WEZKO. HON STAR DESIGNATOR REVISED.
AERO INFO DATE 01 APR 25

# Standard Instrument Arrival Coding Tables

### LONDON HEATHROW HAZEL 1H

| Designator | Sequence Number | Path Term-inator | Waypoint Name | Co-ordinates | Fly-over | Course/ Track °M (°T) | Magnetic Variation | Distance (NM) | Turn Direction | Level Constraint | Speed Constraint | Navigation Performance |
|---|---|---|---|---|---|---|---|---|---|---|---|---|
| HAZEL1H | 001 | IF | HAZEL | 510019.03N 0005904.06W | N | - | - | - | - | FL130 | - | RNAV5 |
| HAZEL1H | 002 | TF | LLS01 | 511021.99N 0004108.43W | N | 048° (048.2°) | 0.4 | 15.1 | - | - | -250 | RNAV5 |
| HAZEL1H | 003 | TF | OCK | 511818.17N 0002649.86W | N | 048° (048.4°) | 0.4 | 12.0 | - | FL070 | -220 | RNAV5 |

### LONDON HEATHROW BIG 1Z

| Designator | Sequence Number | Path Term-inator | Waypoint Name | Co-ordinates | Fly-over | Course/ Track °M (°T) | Magnetic Variation | Distance (NM) | Turn Direction | Level Constraint | Speed Constraint | Navigation Performance |
|---|---|---|---|---|---|---|---|---|---|---|---|---|
| BIG1Z | 001 | IF | BIG | 511951.15N 0000205.32E | N | - | - | - | - | - | -250 | RNAV5 |
| BIG1Z | 002 | TF | DORKI | 511633.00N 0001552.00W | N | 253° (253.8°) | 0.4 | 11.7 | RIGHT | - | - | RNAV5 |
| BIG1Z | 003 | TF | OCK | 511818.17N 0002649.86W | N | 284° (284.4°) | 0.4 | 7.1 | - | FL070 | -220 | RNAV5 |

### LONDON HEATHROW LAM 1Y

| Designator | Sequence Number | Path Term-inator | Waypoint Name | Co-ordinates | Fly-over | Course/ Track °M (°T) | Magnetic Variation | Distance (NM) | Turn Direction | Level Constraint | Speed Constraint | Navigation Performance |
|---|---|---|---|---|---|---|---|---|---|---|---|---|
| LAM1Y | 001 | IF | LAM | 513845.69N 0000906.13E | N | - | - | - | - | - | -250 | RNAV5 |
| LAM1Y | 002 | TF | DORKI | 511633.00N 0001552.00W | N | 215° (215.2°) | 0.4 | 27.2 | RIGHT | - | - | RNAV5 |
| LAM1Y | 003 | TF | OCK | 511818.17N 0002649.86W | N | 284° (284.4°) | 0.4 | 7.1 | - | FL070 | -220 | RNAV5 |

### LONDON HEATHROW FITBO 2H

| Designator | Sequence Number | Path Term-inator | Waypoint Name | Co-ordinates | Fly-over | Course/ Track °M (°T) | Magnetic Variation | Distance (NM) | Turn Direction | Level Constraint | Speed Constraint | Navigation Performance |
|---|---|---|---|---|---|---|---|---|---|---|---|---|
| FITBO2H | 001 | IF | FITBO | 521308.55N 0022412.55W | N | - | - | - | - | FL180 | - | RNAV1 |
| FITBO2H | 002 | TF | SOPIT | 515729.84N 0010626.35W | N | 107° (107.6°) | 0.4 | 50.5 | RIGHT | FL150 | - | RNAV1 |
| FITBO2H | 003 | TF | WEZKO | 515110.51N 0005744.67W | N | 139° (139.6°) | 0.4 | 8.3 | LEFT | - | -220 | RNAV1 |
| FITBO2H | 004 | TF | BNN | 514334.19N 0003259.10W | N | 116° (116.2°) | 0.4 | 17.2 | - | FL070 | -220 | RNAV1 |

**CHANGE (6/25):** WCO NDB REPLACED WITH WEZKO. FITBO STAR DESIGNATOR REVISED.
AERO INFO DATE 01 APR 25

# Standard Instrument Arrival Coding Tables

**LONDON HEATHROW SIRIC 1H**

| Designator | Sequence Number | Path Term-inator | Waypoint Name | Co-ordinates | Fly-over | Course/ Track °M (°T) | Magnetic Variation | Distance (NM) | Turn Direction | Level Constraint | Speed Constraint | Navigation Performance |
|---|---|---|---|---|---|---|---|---|---|---|---|---|
| SIRIC1H | 001 | IF | SIRIC | 512036.17N 0013358.89W | N | - | - | - | - | FL140 | - | RNAV1 |
| SIRIC1H | 002 | TF | NIGIT | 511846.96N 0011014.71W | N | 096° (096.8°) | 0.4 | 15.0 | LEFT | - | - | RNAV1 |
| SIRIC1H | 003 | TF | LLW03 | 511832.83N 0004556.94W | N | 090° (090.7°) | 0.4 | 15.2 | - | - | -250 | RNAV1 |
| SIRIC1H | 004 | TF | OCK | 511818.17N 0002649.86W | N | 091° (091.0°) | 0.4 | 12.0 | - | FL070 | -220 | RNAV1 |

**LONDON HEATHROW SIRIC 1Z**

| Designator | Sequence Number | Path Term-inator | Waypoint Name | Co-ordinates | Fly-over | Course/ Track °M (°T) | Magnetic Variation | Distance (NM) | Turn Direction | Level Constraint | Speed Constraint | Navigation Performance |
|---|---|---|---|---|---|---|---|---|---|---|---|---|
| SIRIC1Z | 001 | IF | SIRIC | 512036.17N 0013358.89W | N | - | - | - | - | FL140 | - | RNAV1 |
| SIRIC1Z | 002 | TF | CPT | 512929.66N 0011310.89W | N | 055° (055.5°) | 0.4 | 15.8 | - | - | -250 | RNAV1 |
| SIRIC1Z | 003 | TF | BNN | 514334.19N 0003259.10W | N | 060° (060.4°) | 0.4 | 28.8 | - | FL070 | -220 | RNAV1 |

**CHANGE (12/24):** SPECIFICATION CHANGE.
AERO INFO DATE 18 SEP 24

# RNAV Hold Coding Tables

**LONDON HEATHROW BIG Hold**

| Designator | Sequence Number | Path Term-inator | Waypoint Name | Co-ordinates | Fly-over | Course/ Track °M (°T) | Magnetic Variation | Time (MIN) | Turn Direction | Level Constraint | Speed Constraint | Navigation Performance |
|---|---|---|---|---|---|---|---|---|---|---|---|---|
| BIG | - | - | BIG | 511951.15N 0000205.32E | Y | 302° (302.3°) | 0.4 | 1 MIN up to FL140. 1.5MIN FL150. | RIGHT | -FL150 +FL070 | -220* | RNAV5 |

*up to and including FL140
STD speeds FL150

**LONDON HEATHROW BNN Hold**

| Designator | Sequence Number | Path Term-inator | Waypoint Name | Co-ordinates | Fly-over | Course/ Track °M (°T) | Magnetic Variation | Time (MIN) | Turn Direction | Level Constraint | Speed Constraint | Navigation Performance |
|---|---|---|---|---|---|---|---|---|---|---|---|---|
| BNN | - | - | BNN | 514334.19N 0003259.10W | Y | 116° (116.5°) | 0.4 | 1 MIN up to FL140. 1.5MIN FL150+. | RIGHT | -FL170 +FL070 | -220* | RNAV1/ RNAV5 |

*up to and including FL140
STD speeds FL150 and above

**LONDON HEATHROW BRASO Hold**

| Designator | Sequence Number | Path Term-inator | Waypoint Name | Co-ordinates | Fly-over | Course/ Track °M (°T) | Magnetic Variation | Time (MIN) | Turn Direction | Level Constraint | Speed Constraint | Navigation Performance |
|---|---|---|---|---|---|---|---|---|---|---|---|---|
| BRASO | - | - | BRASO | 514106.57N 0004100.03E | Y | 263° (263.0°) | 0.4 | 1.5 MIN | LEFT | -FL240 +FL180 | -240 | RNAV5 |

**LONDON HEATHROW FITBO Hold**

| Designator | Sequence Number | Path Term-inator | Waypoint Name | Co-ordinates | Fly-over | Course/ Track °M (°T) | Magnetic Variation | Time (MIN) | Turn Direction | Level Constraint | Speed Constraint | Navigation Performance |
|---|---|---|---|---|---|---|---|---|---|---|---|---|
| FITBO | - | - | FITBO | 521308.55N 0022412.55W | Y | 135° (135.5°) | 0.4 | 1.5 MIN | RIGHT | -FL290 +FL180 | - | RNAV1 |

**LONDON HEATHROW HON Hold**

| Designator | Sequence Number | Path Term-inator | Waypoint Name | Co-ordinates | Fly-over | Course/ Track °M (°T) | Magnetic Variation | Time (MIN) | Turn Direction | Level Constraint | Speed Constraint | Navigation Performance |
|---|---|---|---|---|---|---|---|---|---|---|---|---|
| HON | - | - | HON | 522124.04N 0013949.41W | Y | 144° (144.8°) | 0.4 | 1.5 MIN | RIGHT | -FL350 +FL150 | -240 | RNAV5 |

**LONDON HEATHROW LAM Hold**

| Designator | Sequence Number | Path Term-inator | Waypoint Name | Co-ordinates | Fly-over | Course/ Track °M (°T) | Magnetic Variation | Time (MIN) | Turn Direction | Level Constraint | Speed Constraint | Navigation Performance |
|---|---|---|---|---|---|---|---|---|---|---|---|---|
| LAM | - | - | LAM | 513845.69N 0000906.13E | Y | 263° (263.0°) | 0.4 | 1 MIN up to FL140. 1.5MIN FL150+. | LEFT | -FL170 +FL070 | -220* | RNAV5 |

*up to and including FL140
STD speeds FL150 and above

**LONDON HEATHROW LOGAN Hold**

| Designator | Sequence Number | Path Term-inator | Waypoint Name | Co-ordinates | Fly-over | Course/ Track °M (°T) | Magnetic Variation | Time (MIN) | Turn Direction | Level Constraint | Speed Constraint | Navigation Performance |
|---|---|---|---|---|---|---|---|---|---|---|---|---|
| LOGAN | - | - | LOGAN | 514451.32N 0013642.58E | Y | 289° (289.5°) | 0.4 | 1 MIN up to FL140. 1.5MIN FL150+. | LEFT | -FL410 +FL100 | -220* | RNAV5 |

*up to and including FL140
MAX 240KIAS FL150 and above

**CHANGE (12/24):** SPECIFICATION CHANGE.
AERO INFO DATE 23 SEP 24

# RNAV Hold Coding Tables

### LONDON HEATHROW OCK Hold

| Designator | Sequence Number | Path Term-inator | Waypoint Name | Co-ordinates | Fly-over | Course/ Track °M (°T) | Magnetic Variation | Time (MIN) | Turn Direction | Level Constraint | Speed Constraint | Navigation Performance |
|---|---|---|---|---|---|---|---|---|---|---|---|---|
| OCK | - | - | OCK | 511818.17N 0002649.86W | Y | 328° (328.5°) | 0.4 | 1MIN up to FL140. 1.5MIN FL150. | RIGHT | -FL150 +FL070 | -220* | RNAV1/ RNAV5 |

*up to and including FL140
STD speeds FL150

### LONDON HEATHROW ORZEB Hold

| Designator | Sequence Number | Path Term-inator | Waypoint Name | Co-ordinates | Fly-over | Course/ Track °M (°T) | Magnetic Variation | Time (MIN) | Turn Direction | Level Constraint | Speed Constraint | Navigation Performance |
|---|---|---|---|---|---|---|---|---|---|---|---|---|
| ORZEB | - | - | ORZEB | 512425.86N 0022753.73W | Y | 096° (096.1°) | 0.4 | 1.5MIN | LEFT | -FL240 +FL160 | -240 | RNAV1 |

### LONDON HEATHROW SABER Hold

| Designator | Sequence Number | Path Term-inator | Waypoint Name | Co-ordinates | Fly-over | Course/ Track °M (°T) | Magnetic Variation | Time (MIN) | Turn Direction | Level Constraint | Speed Constraint | Navigation Performance |
|---|---|---|---|---|---|---|---|---|---|---|---|---|
| SABER | - | - | SABER | 514213.76N 0005658.19E | Y | 263° (263.0°) | 0.4 | 1MIN up to FL140. 1.5MIN FL150+. | LEFT | -FL170 +FL130 | -220* | RNAV5 |

*up to and including FL140
STD speeds FL150 and above

### LONDON HEATHROW TIGER Hold

| Designator | Sequence Number | Path Term-inator | Waypoint Name | Co-ordinates | Fly-over | Course/ Track °M (°T) | Magnetic Variation | Time (MIN) | Turn Direction | Level Constraint | Speed Constraint | Navigation Performance |
|---|---|---|---|---|---|---|---|---|---|---|---|---|
| TIGER | - | - | TIGER | 510401.82N 0002621.54E | Y | 315° (315.9°) | 0.4 | 1.5MIN | RIGHT | -FL240 +FL150 | - | RNAV5 |

### LONDON HEATHROW WEZKO Hold

| Designator | Sequence Number | Path Term-inator | Waypoint Name | Co-ordinates | Fly-over | Course/ Track °M (°T) | Magnetic Variation | Time (MIN) | Turn Direction | Level Constraint | Speed Constraint | Navigation Performance |
|---|---|---|---|---|---|---|---|---|---|---|---|---|
| WEZKO | - | - | WEZKO | 515110.51N 0005744.67W | Y | 188° (188.4°) | 0.4 | 1MIN up to FL140. 1.5MIN FL150+. | RIGHT | -FL200 +FL090 | -220* | RNAV1/ RNAV5 |

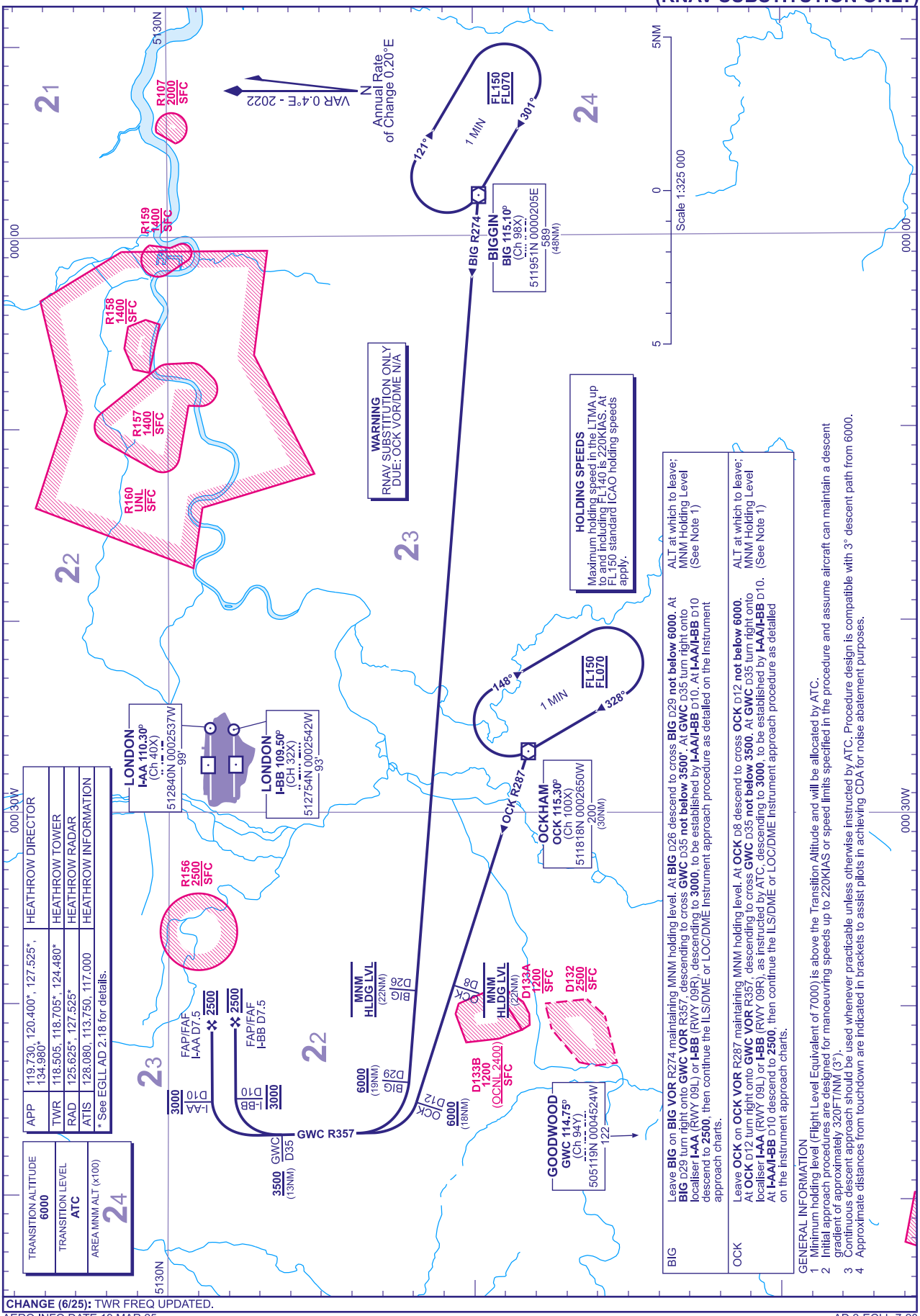
*up to and including FL140
STD speeds FL150 and above

**CHANGE (9/25):** OCTIZ HOLD REPLACED BY ORZEB HOLD..
AERO INFO DATE 26 JUN 25

# INITIAL APPROACH PROCEDURES
# ILS RWY 09L/R

DISTANCES IN NAUTICAL MILES
BEARINGS, TRACKS AND RADIALS ARE MAGNETIC
ALTITUDES AND ELEVATIONS IN FEET

# LONDON HEATHROW
# via BIG and OCK
# (RNAV SUBSTITUTION ONLY)




**CHANGE (6/25):** TWR FREQ UPDATED.

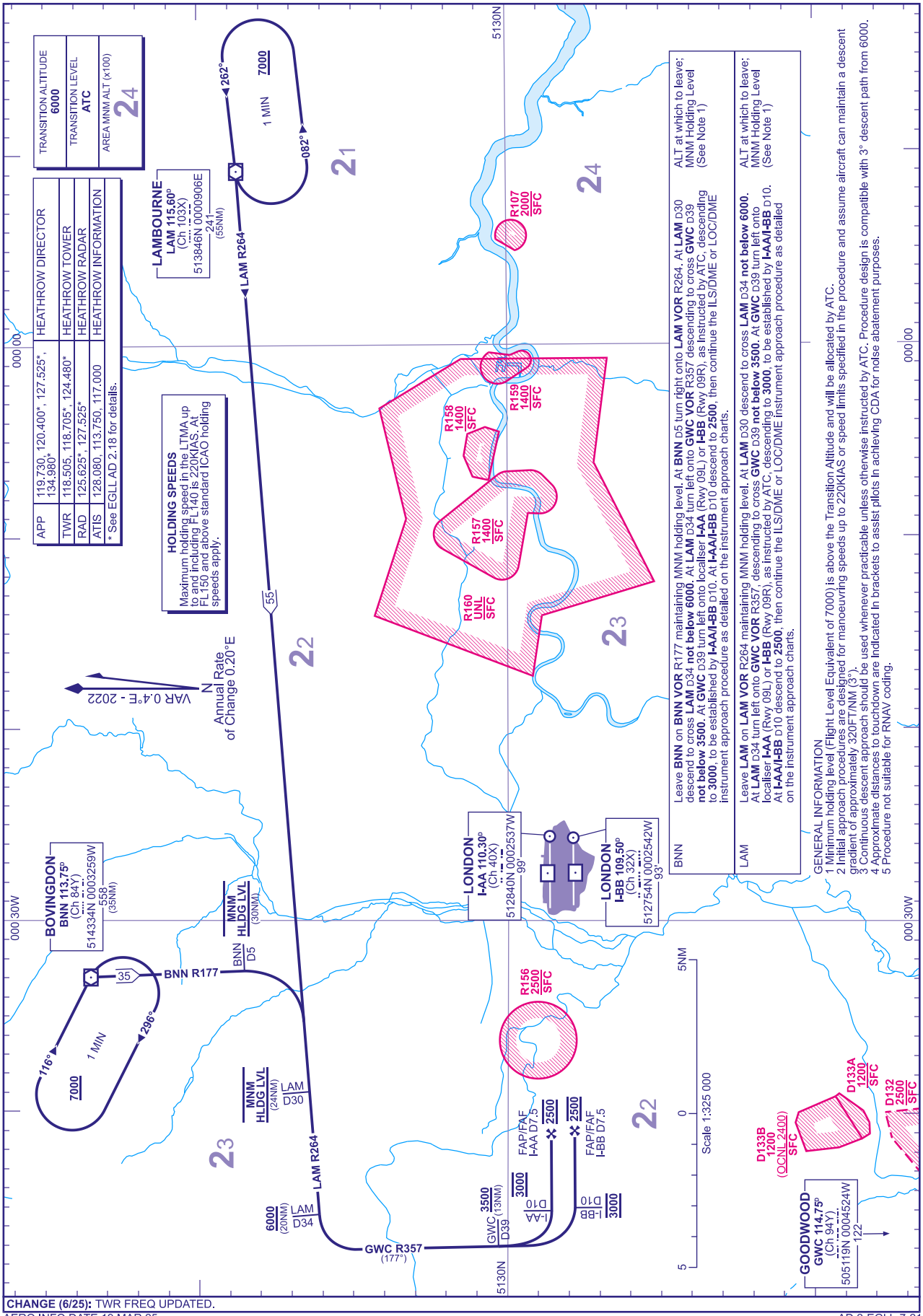
AERO INFO DATE 19 MAR 25

AD 2-EGLL-7-20

# INITIAL APPROACH PROCEDURES
## ILS RWY 09L/R Without Radar Control

DISTANCES IN NAUTICAL MILES
BEARINGS, TRACKS AND RADIALS ARE MAGNETIC
ALTITUDES AND ELEVATIONS IN FEET

# LONDON HEATHROW
## via BNN and LAM




**CHANGE (6/25):** TWR FREQ UPDATED.

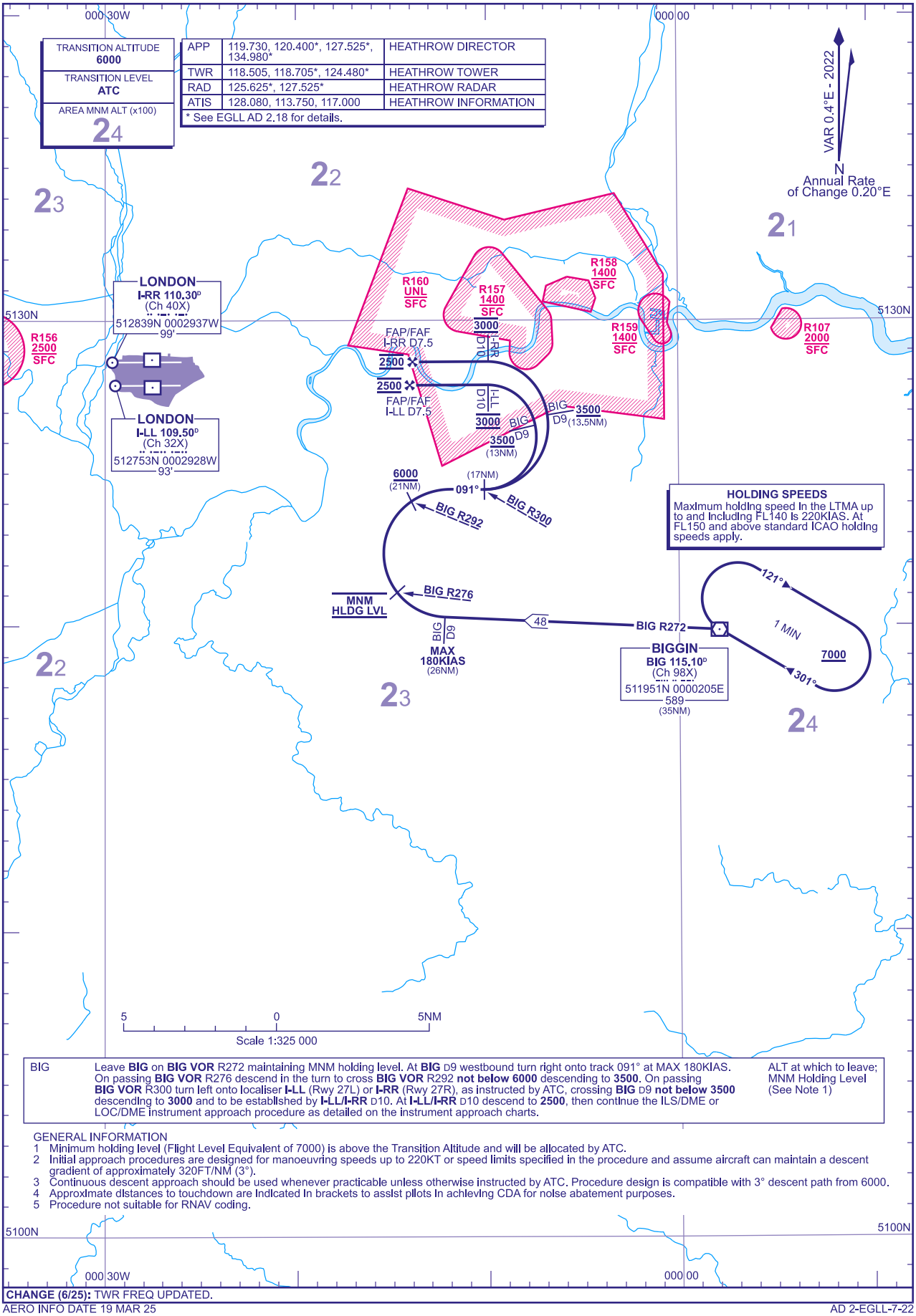
AERO INFO DATE 19 MAR 25

AD 2-EGLL-7-21

# INITIAL APPROACH PROCEDURES
# ILS RWY 27L/R Without Radar Control

DISTANCES IN NAUTICAL MILES
BEARINGS, TRACKS AND RADIALS ARE MAGNETIC
ALTITUDES AND ELEVATIONS IN FEET

# LONDON HEATHROW
# via BIG




| | | |
|---|---|---|
| BIG | Leave **BIG** on **BIG VOR** R272 maintaining MNM holding level. At **BIG** D9 westbound turn right onto track 091° at MAX 180KIAS. On passing **BIG VOR** R276 descend in the turn to cross **BIG VOR** R292 **not below 6000** descending to **3500**. On passing **BIG VOR** R300 turn left onto localiser **I-LL** (Rwy 27L) or **I-RR** (Rwy 27R), as instructed by ATC, crossing **BIG** D9 **not below 3500** descending to **3000** and to be established by **I-LL/I-RR** D10. At **I-LL/I-RR** D10 descend to **2500**, then continue the ILS/DME or LOC/DME instrument approach procedure as detailed on the instrument approach charts. | ALT at which to leave; MNM Holding Level (See Note 1) |

GENERAL INFORMATION
1 Minimum holding level (Flight Level Equivalent of 7000) is above the Transition Altitude and will be allocated by ATC.
2 Initial approach procedures are designed for manoeuvring speeds up to 220KT or speed limits specified in the procedure and assume aircraft can maintain a descent gradient of approximately 320FT/NM (3°).
3 Continuous descent approach should be used whenever practicable unless otherwise instructed by ATC. Procedure design is compatible with 3° descent path from 6000.
4 Approximate distances to touchdown are indicated in brackets to assist pilots in achieving CDA for noise abatement purposes.
5 Procedure not suitable for RNAV coding.

**CHANGE (6/25):** TWR FREQ UPDATED.

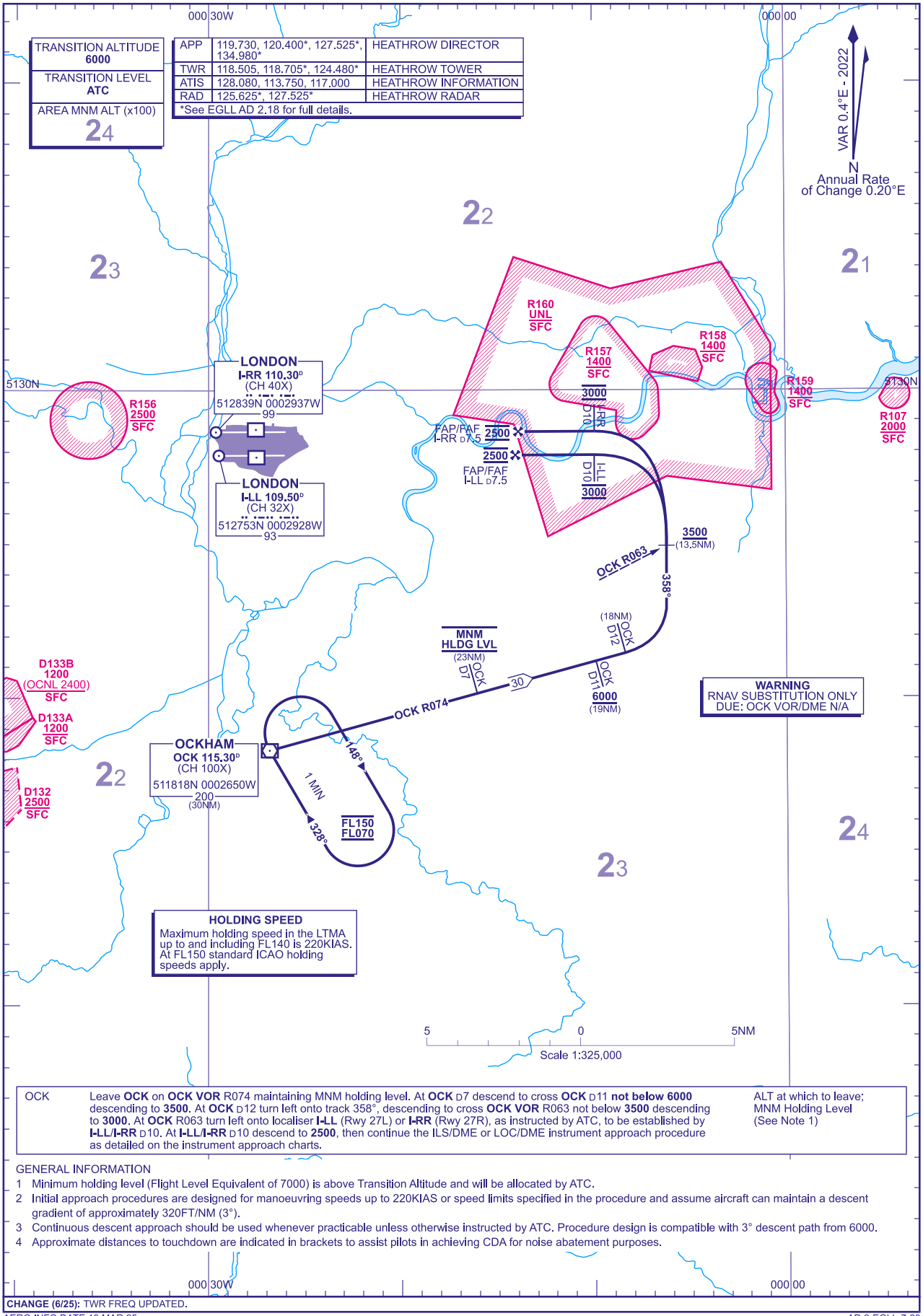
AERO INFO DATE 19 MAR 25

AD 2-EGLL-7-22

# INITIAL APPROACH PROCEDURES
# ILS RWY 27L/R

DISTANCES IN NAUTICAL MILES
BEARINGS, TRACKS AND RADIALS ARE MAGNETIC
ALTITUDES AND ELEVATIONS IN FEET

# LONDON HEATHROW via OCK (RNAV SUBSTITUTION ONLY)




| | | |
|---|---|---|
| OCK | Leave **OCK** on **OCK VOR** R074 maintaining MNM holding level. At **OCK** D7 descend to cross **OCK** D11 **not below 6000** descending to **3500**. At **OCK** D12 turn left onto track 358°, descending to cross **OCK VOR** R063 not below **3500** descending to **3000**. At **OCK** R063 turn left onto localiser **I-LL** (Rwy 27L) or **I-RR** (Rwy 27R), as instructed by ATC, to be established by **I-LL**/**I-RR** D10. At **I-LL**/**I-RR** D10 descend to **2500**, then continue the ILS/DME or LOC/DME instrument approach procedure as detailed on the instrument approach charts. | ALT at which to leave; MNM Holding Level (See Note 1) |

GENERAL INFORMATION

1 Minimum holding level (Flight Level Equivalent of 7000) is above Transition Altitude and will be allocated by ATC.
2 Initial approach procedures are designed for manoeuvring speeds up to 220KIAS or speed limits specified in the procedure and assume aircraft can maintain a descent gradient of approximately 320FT/NM (3°).
3 Continuous descent approach should be used whenever practicable unless otherwise instructed by ATC. Procedure design is compatible with 3° descent path from 6000.
4 Approximate distances to touchdown are indicated in brackets to assist pilots in achieving CDA for noise abatement purposes.

**CHANGE (6/25):** TWR FREQ UPDATED.

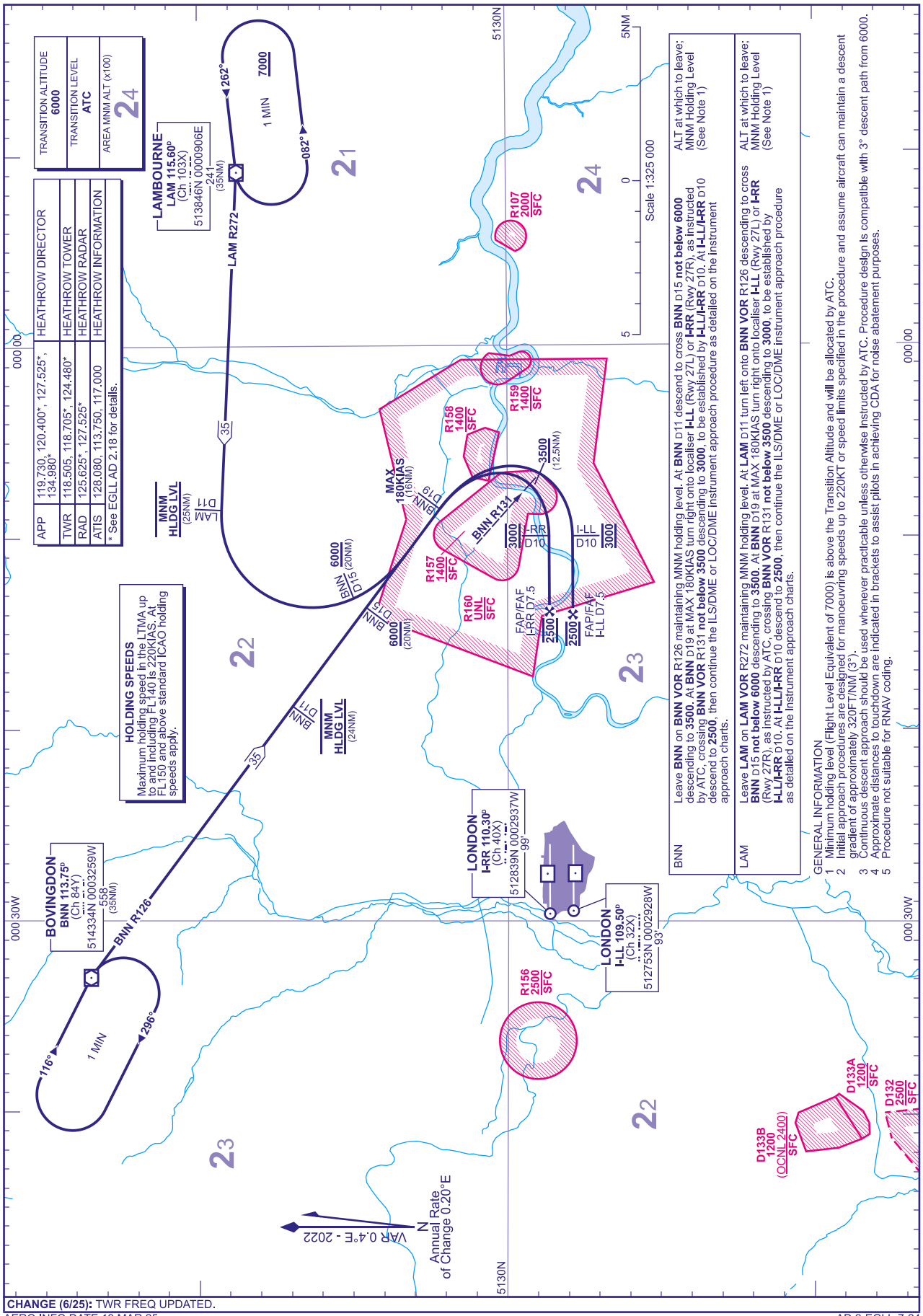
AERO INFO DATE 19 MAR 25

AD 2-EGLL-7-23

# INITIAL APPROACH PROCEDURES
# ILS RWY 27L/R Without Radar Control

DISTANCES IN NAUTICAL MILES
BEARINGS, TRACKS AND RADIALS ARE MAGNETIC
ALTITUDES AND ELEVATIONS IN FEET

# LONDON HEATHROW
# via BNN and LAM




**CHANGE (6/25):** TWR FREQ UPDATED.

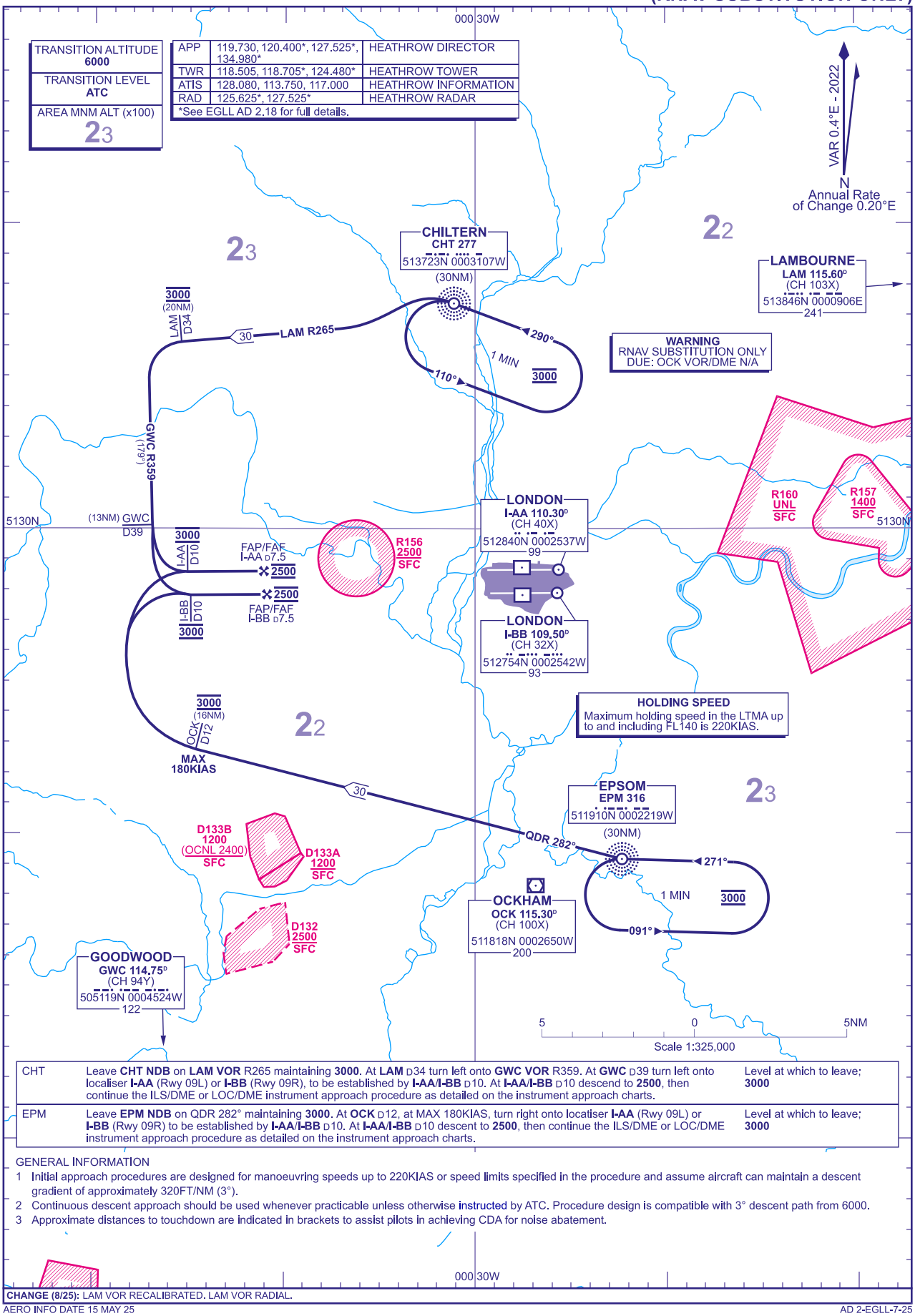
AERO INFO DATE 19 MAR 25

AD 2-EGLL-7-24

# INITIAL APPROACH PROCEDURES
# ILS RWY 09L/R

DISTANCES IN NAUTICAL MILES
BEARINGS, TRACKS AND RADIALS ARE MAGNETIC
ALTITUDES AND ELEVATIONS IN FEET

# LONDON HEATHROW
# via CHT and EPM
# (RNAV SUBSTITUTION ONLY)




| | | |
|---|---|---|
| CHT | Leave **CHT NDB** on **LAM VOR** R265 maintaining **3000**. At **LAM** D34 turn left onto **GWC VOR** R359. At **GWC** D39 turn left onto localiser **I-AA** (Rwy 09L) or **I-BB** (Rwy 09R), to be established by **I-AA/I-BB** D10. At **I-AA/I-BB** D10 descend to **2500**, then continue the ILS/DME or LOC/DME instrument approach procedure as detailed on the instrument approach charts. | Level at which to leave; **3000** |
| EPM | Leave **EPM NDB** on QDR 282° maintaining **3000**. At **OCK** D12, at MAX 180KIAS, turn right onto localiser **I-AA** (Rwy 09L) or **I-BB** (Rwy 09R) to be established by **I-AA/I-BB** D10. At **I-AA/I-BB** D10 descent to **2500**, then continue the ILS/DME or LOC/DME instrument approach procedure as detailed on the instrument approach charts. | Level at which to leave; **3000** |

GENERAL INFORMATION

1 Initial approach procedures are designed for manoeuvring speeds up to 220KIAS or speed limits specified in the procedure and assume aircraft can maintain a descent gradient of approximately 320FT/NM (3°).
2 Continuous descent approach should be used whenever practicable unless otherwise instructed by ATC. Procedure design is compatible with 3° descent path from 6000.
3 Approximate distances to touchdown are indicated in brackets to assist pilots in achieving CDA for noise abatement.

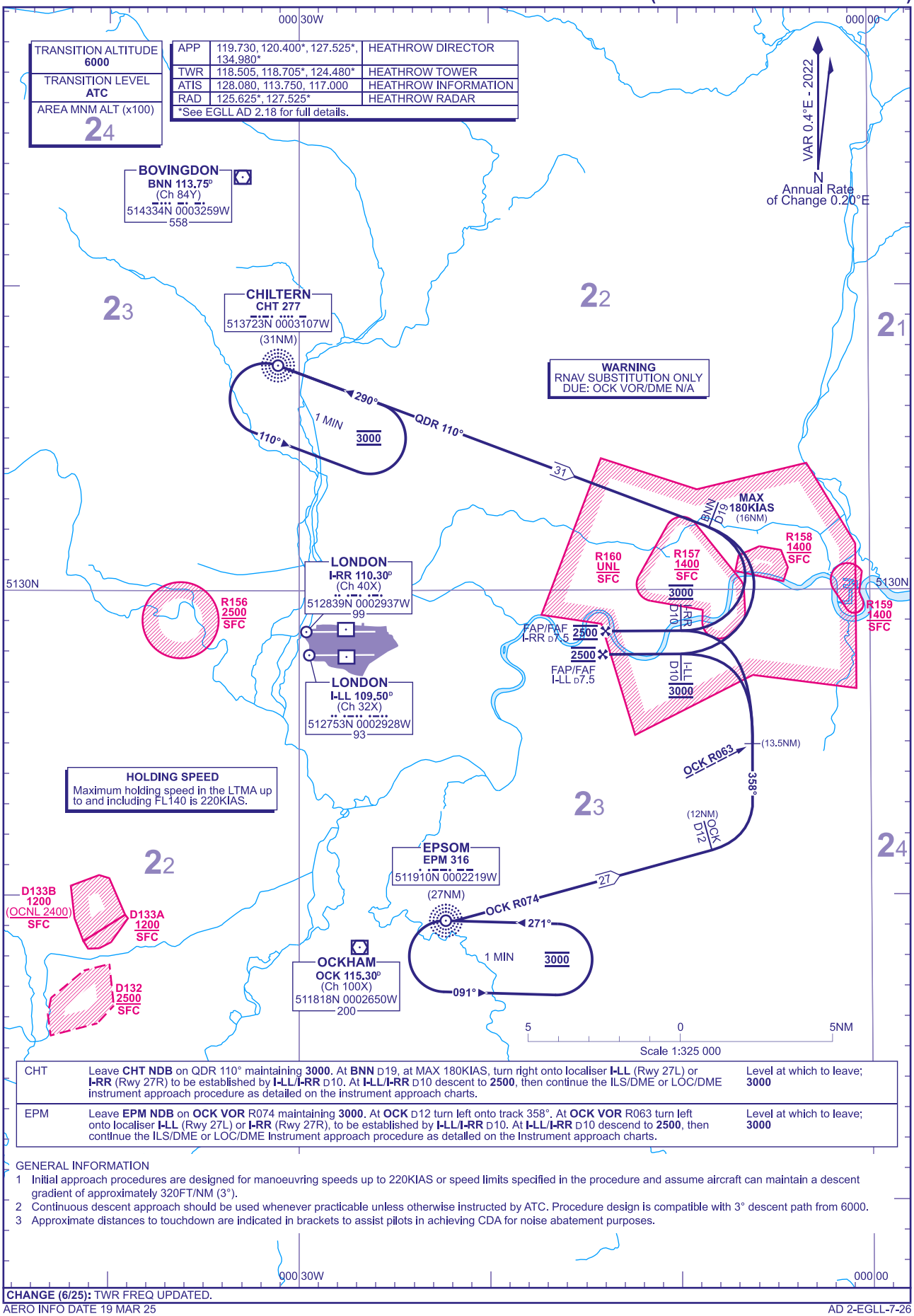
**CHANGE (8/25):** LAM VOR RECALIBRATED. LAM VOR RADIAL.

AERO INFO DATE 15 MAY 25

# INITIAL APPROACH PROCEDURES
# ILS RWY 27L/R

DISTANCES IN NAUTICAL MILES
BEARINGS, TRACKS AND RADIALS ARE MAGNETIC
ALTITUDES AND ELEVATIONS IN FEET

# LONDON HEATHROW
# via CHT and EPM
# (RNAV SUBSTITUTION ONLY)




| | | |
|---|---|---|
| CHT | Leave **CHT NDB** on QDR 110° maintaining **3000**. At **BNN** D19, at MAX 180KIAS, turn right onto localiser **I-LL** (Rwy 27L) or **I-RR** (Rwy 27R) to be established by **I-LL**/**I-RR** D10. At **I-LL**/**I-RR** D10 descent to **2500**, then continue the ILS/DME or LOC/DME instrument approach procedure as detailed on the instrument approach charts. | Level at which to leave; **3000** |
| EPM | Leave **EPM NDB** on **OCK VOR** R074 maintaining **3000**. At **OCK** D12 turn left onto track 358°. At **OCK VOR** R063 turn left onto localiser **I-LL** (Rwy 27L) or **I-RR** (Rwy 27R), to be established by **I-LL**/**I-RR** D10. At **I-LL**/**I-RR** D10 descend to **2500**, then continue the ILS/DME or LOC/DME Instrument approach procedure as detailed on the Instrument approach charts. | Level at which to leave; **3000** |

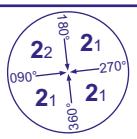
GENERAL INFORMATION
1 Initial approach procedures are designed for manoeuvring speeds up to 220KIAS or speed limits specified in the procedure and assume aircraft can maintain a descent gradient of approximately 320FT/NM (3°).
2 Continuous descent approach should be used whenever practicable unless otherwise instructed by ATC. Procedure design is compatible with 3° descent path from 6000.
3 Approximate distances to touchdown are indicated in brackets to assist pilots in achieving CDA for noise abatement purposes.

**CHANGE (6/25):** TWR FREQ UPDATED.

AERO INFO DATE 19 MAR 25

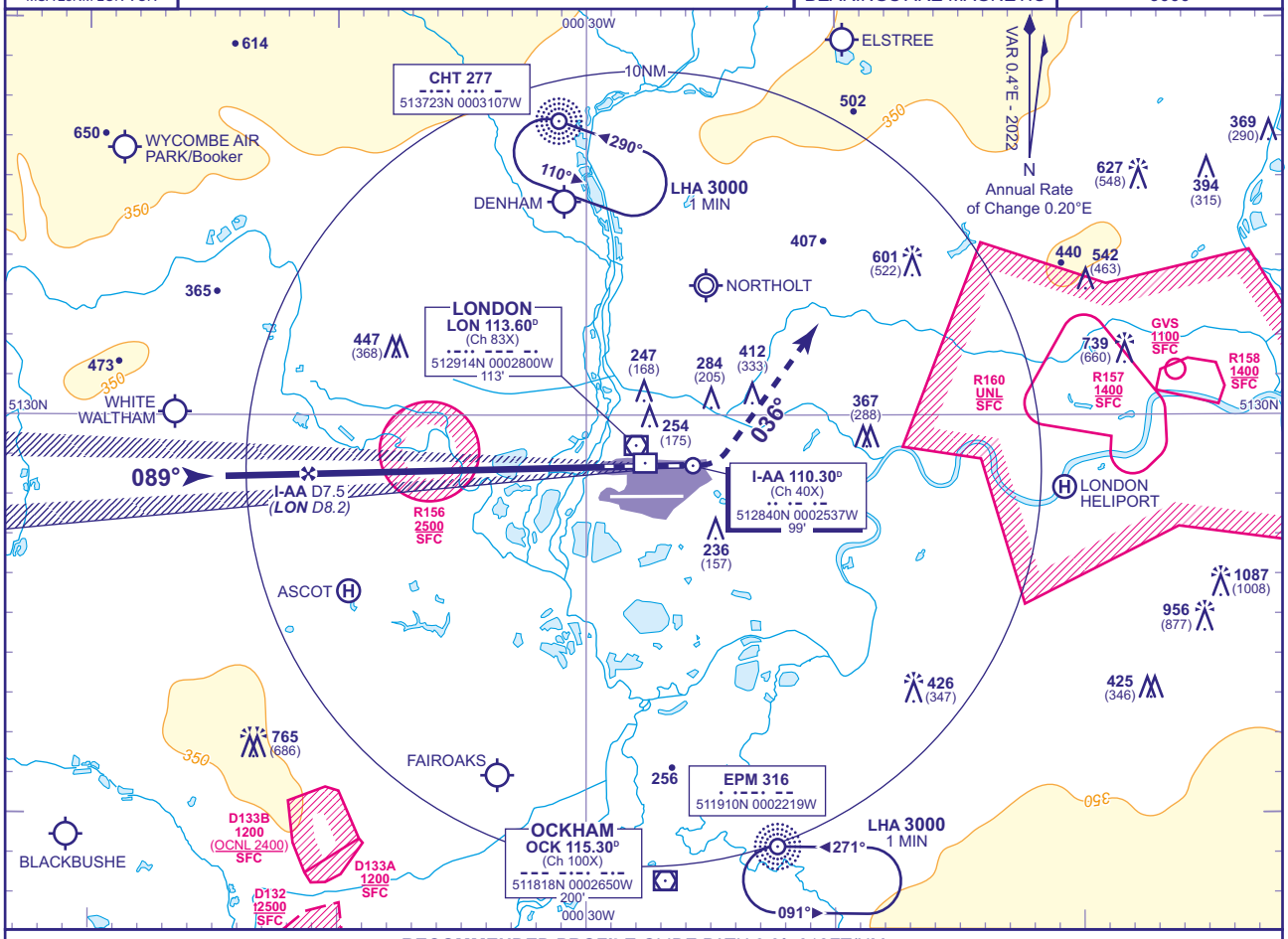
# INSTRUMENT APPROACH CHART - ICAO

## LONDON HEATHROW
## ILS/DME I-AA
## RWY 09L
(ACFT CAT A,B,C,D)




| | | | |
|---|---|---|---|
| APP 119.730, 120.400, 127.525, 134.980 | HEATHROW DIRECTOR | AD ELEVATION | 83 |
| TWR 118.505, 118.705, 124.480 | HEATHROW TOWER | THR ELEVATION | 79 |
| RAD 125.625, 127.525 | HEATHROW RADAR | OBSTACLE ELEVATION 1087 AMSL (1008) (ABOVE THR) | |
| ATIS 128.080, 113.750, 117.000 | HEATHROW INFORMATION | BEARINGS ARE MAGNETIC | |

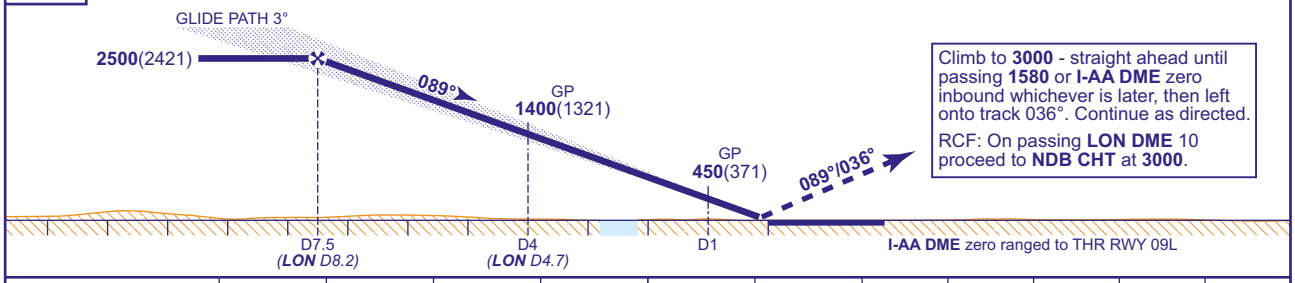
TRANSITION ALTITUDE **6000**




**RECOMMENDED PROFILE** GLIDE PATH 3.0°, 318FT/NM

| DME I-AA | 7 | 6 | 5 | 4 | 3 | 2 |
|---|---|---|---|---|---|---|
| ALT(HGT) | **2360**(2281) | **2040**(1961) | **1720**(1641) | **1400**(1321) | **1080**(1001) | **770**(691) |

**RDH 51**




Climb to **3000** - straight ahead until passing **1580** or **I-AA DME** zero inbound whichever is later, then left onto track 036°. Continue as directed.

RCF: On passing **LON DME** 10 proceed to **NDB CHT** at **3000**.

| Aircraft Category | | A | B | C | D |
|---|---|---|---|---|---|
| OCA (OCH) | CAT I | **222**(143) | **234**(155) | **248**(169) | **267**(188) |
| | CAT II | **134**(55) | **145**(66) | **158**(79) | **174**(95) |
| VM(C)OCA (OCH AAL) | Total Area | **770**(687) | **770**(687) | **940**(857) | **940**(857) |

| Rate of descent | G/S KT | 160 | 140 | 120 | 100 | 80 |
|---|---|---|---|---|---|---|
| | FT/MIN | 850 | 740 | 640 | 530 | 420 |

**AIRCRAFT UNABLE TO RECEIVE DME I-AA**
Advise ATC. Equivalent radar ranges will be provided when established on the localiser approaching the nominal FAP and 4NM points.

**NOTES** 1 Aircraft will normally be radar vectored from the STAR Holding/Initial Approach Fixes.
2 Ranging information is provided by ILS-dedicated DME facilities. DME values derived to the nearest 0.1NM from VOR DME LON are also provided for the FAP and 4NM check altitude/height.

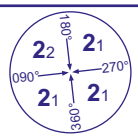
**CHANGE (6/25):** TWR FREQ UPDATED.

AERO INFO DATE 21 MAR 25

AD 2-EGLL-8-1

# INSTRUMENT APPROACH CHART - ICAO

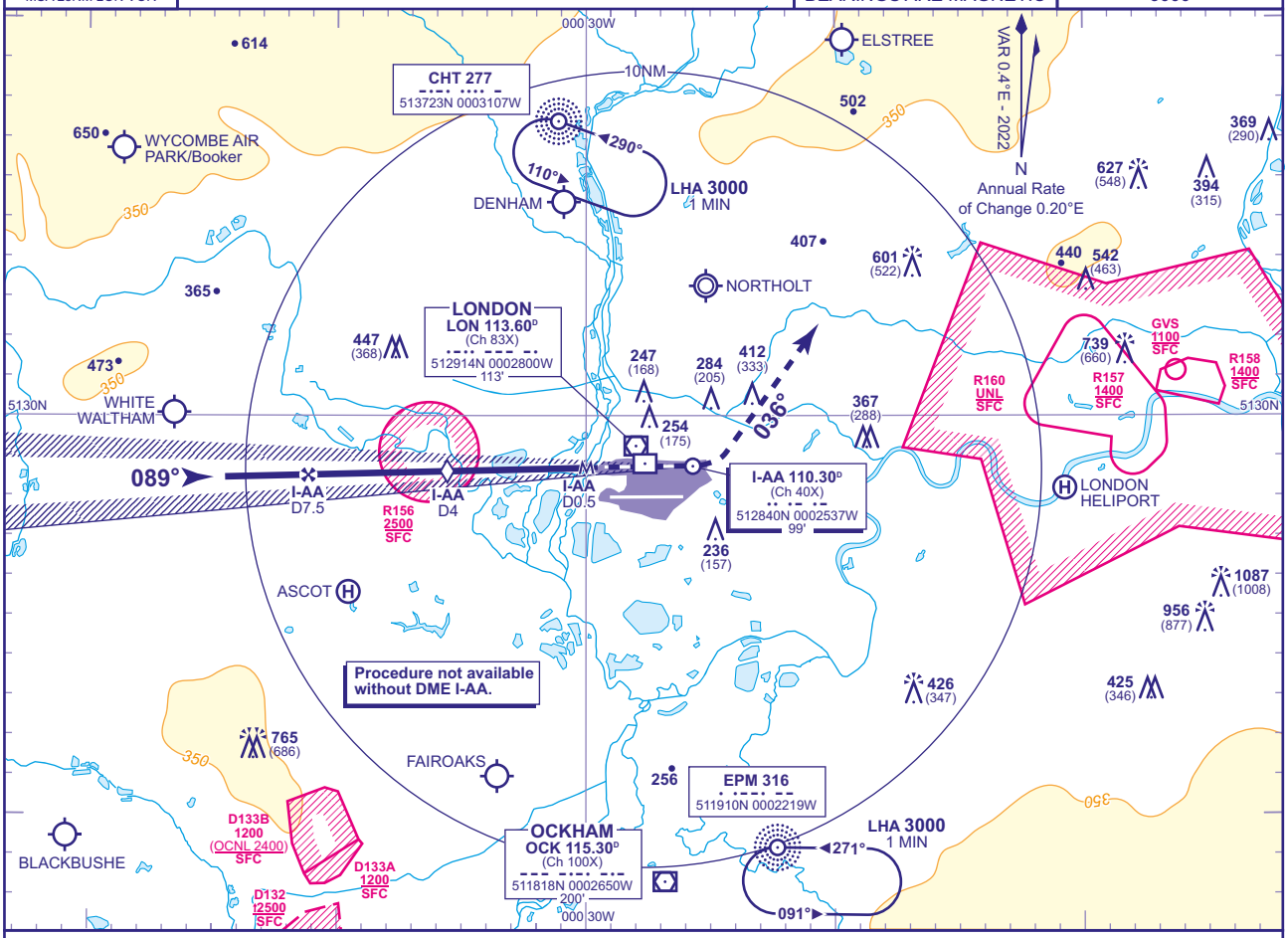
## LONDON HEATHROW
## LOC/DME I-AA
## RWY 09L
(ACFT CAT A,B,C,D)




MSA 25NM LON VOR

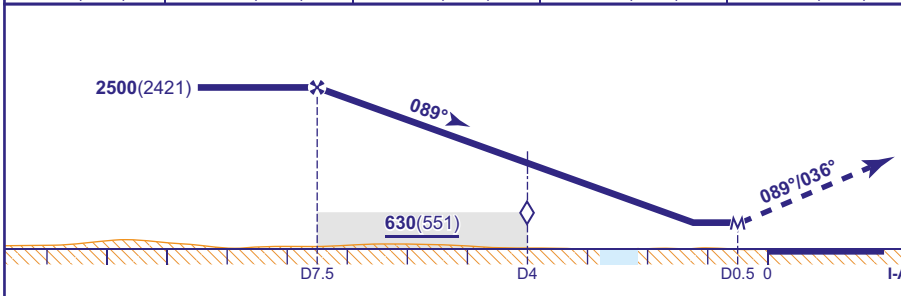
| | | | |
|---|---|---|---|
| APP 119.730, 120.400, 127.525, 134.980 | HEATHROW DIRECTOR | AD ELEVATION | 83 |
| TWR 118.505, 118.705, 124.480 | HEATHROW TOWER | THR ELEVATION | 79 |
| RAD 125.625, 127.525 | HEATHROW RADAR | OBSTACLE ELEVATION **1087 AMSL** (1008) (ABOVE THR) | |
| ATIS 128.080, 113.750, 117.000 | HEATHROW INFORMATION | BEARINGS ARE MAGNETIC | |

TRANSITION ALTITUDE **6000**




**RECOMMENDED PROFILE** Gradient 5.24%, 318FT/NM

| **DME I-AA** | 7 | 6 | 5 | 4 **(SDF)** | 3 | 2 |
|---|---|---|---|---|---|---|
| **ALT**(HGT) | **2360**(2281) | **2040**(1961) | **1720**(1641) | **1400**(1321) | **1080**(1001) | **770**(691) |




**I-AA DME** zero ranged to THR RWY 09L

**MAPt I-AA DME 0.5**

Climb straight ahead: on passing **1580** or **I-AA DME** zero inbound whichever is the later, turn left onto track 036° climbing to **3000** then continue as directed.

RADIO FAILURE: On passing **LON DME** 10 proceed to **NDB CHT** at **3000**.

| **Aircraft Category** | | **A** | **B** | **C** | **D** |
|---|---|---|---|---|---|
| **OCA** (OCH) | **Procedure** | **480**(401) | **480**(401) | **480**(401) | **480**(401) |
| **VM(C)OCA** (OCH AAL) | **Total Area** | **770**(687) | **770**(687) | **940**(857) | **940**(857) |

| **Rate of descent** | **G/S KT** | 160 | 140 | 120 | 100 | 80 |
|---|---|---|---|---|---|---|
| | **FT/MIN** | 850 | 740 | 640 | 530 | 420 |

**NOTES** 1 Aircraft will normally be radar vectored from the STAR Holding/Initial Approach Fixes.
2 All pilots must follow and adhere to recommended profiles.

**CHANGE (6/25):** TWR FREQ UPDATED.

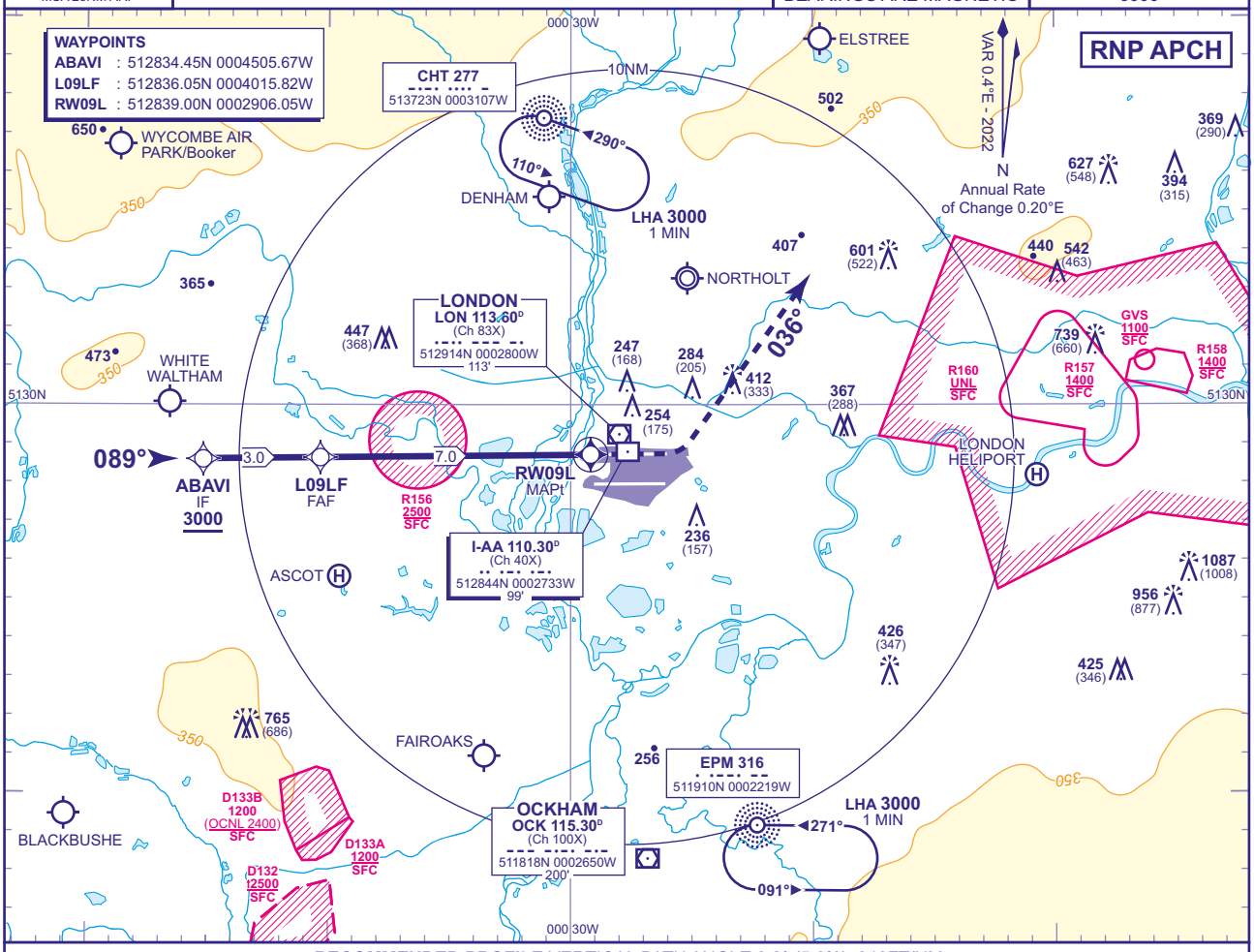
AERO INFO DATE 21 MAR 25

AD 2-EGLL-8-2

# INSTRUMENT APPROACH CHART - ICAO

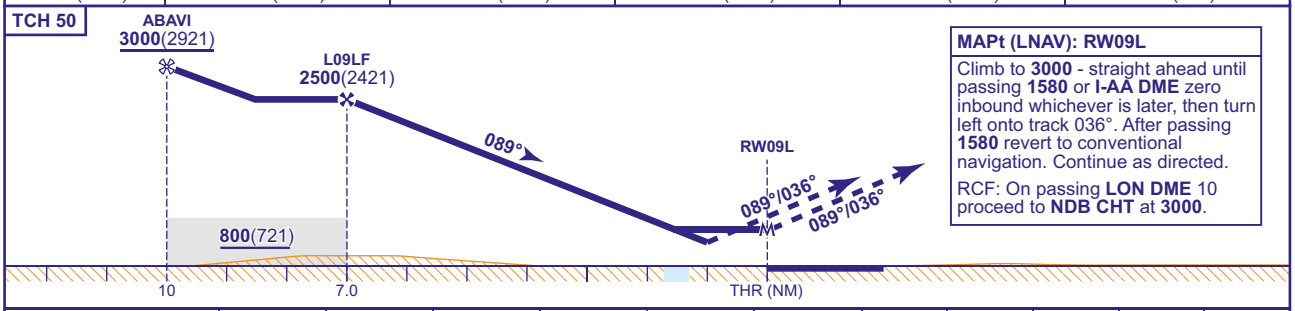
## LONDON HEATHROW
## RNP
## RWY 09L
(ACFT CAT A,B,C,D)

| | | | | |
|---|---|---|---|---|
| 2 3 MSA 25NM ARP | APP 119.730, 120.400, 127.525, 134.980 | HEATHROW DIRECTOR | AD ELEVATION 83 | MIN TEMP -10°C |
| | TWR 118.505, 118.705, 124.480 | HEATHROW TOWER | THR ELEVATION 79 | TRANSITION ALTITUDE 6000 |
| | RAD 125.625, 127.525 | HEATHROW RADAR | OBSTACLE ELEVATION 1087 AMSL (1008) (ABOVE THR) | |
| | ATIS 128.080, 113.750, 117.000 | HEATHROW INFORMATION | BEARINGS ARE MAGNETIC | |




**RECOMMENDED PROFILE** VERTICAL PATH ANGLE 3.2° (5.6%), 340FT/NM

| NM to RW09L | 6 | 5 | 4 | 3 | 2 |
|---|---|---|---|---|---|
| ALT(HGT) | **2170**(2091) | **1830**(1751) | **1490**(1411) | **1150**(1071) | **810**(731) |




**MAPt (LNAV): RW09L**

Climb to **3000** - straight ahead until passing **1580** or **I-AA DME** zero inbound whichever is later, then turn left onto track 036°. After passing **1580** revert to conventional navigation. Continue as directed.

RCF: On passing **LON DME** 10 proceed to **NDB CHT** at **3000**.

| Aircraft Category | | A | B | C | D |
|---|---|---|---|---|---|
| OCA (OCH) | LNAV/VNAV | **450**(371) | **460**(381) | **470**(391) | **540**(461) |
| | LNAV | **620**(541) | **620**(541) | **620**(541) | **620**(541) |
| VM(C)OCA (OCH AAL) | Total Area | **770**(687) | **770**(687) | **940**(857) | **940**(857) |

| Rate of descent | G/S KT | 160 | 140 | 120 | 100 | 80 |
|---|---|---|---|---|---|---|
| | FT/MIN | 910 | 790 | 680 | 570 | 450 |

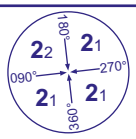
**NOTES**
1 Pilots should 'Request RNP Approach' on first contact with Heathrow Director.
2 Aircraft will normally be radar vectored from the STAR Holding/Initial Approach Fixes.
3 Missed Approach Procedure and RCF use conventional navigation aids and are not available without DME I-AA, DME LON and NDB CHT.
4 PAPI angle is 3.0°.

**CHANGE (6/25):** TWR FREQ UPDATED.

AERO INFO DATE 21 MAR 25

# INSTRUMENT APPROACH CHART - ICAO

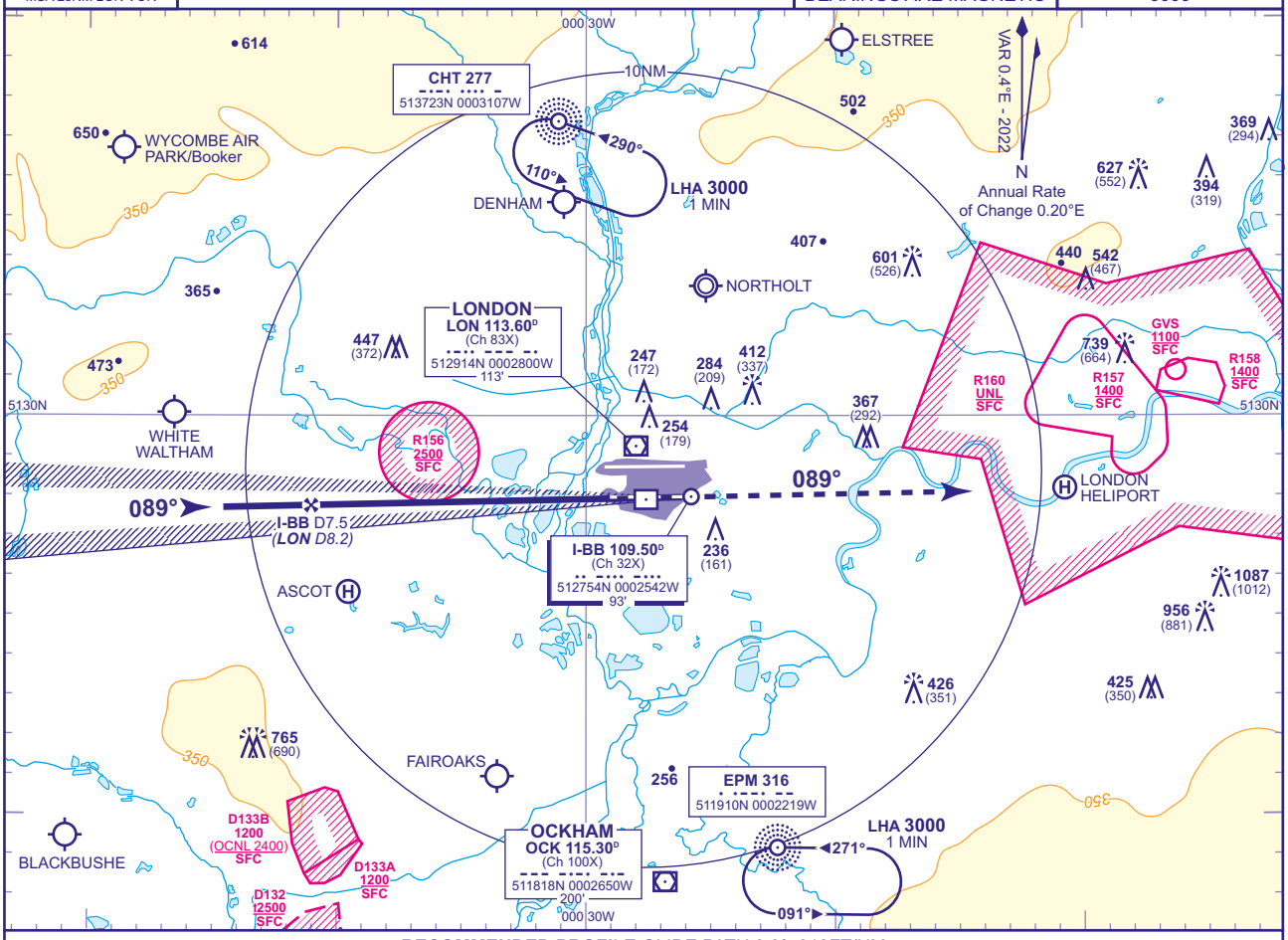
## LONDON HEATHROW
## ILS/DME I-BB
## RWY 09R
(ACFT CAT A,B,C,D)




MSA 25NM LON VOR

| | | | |
|---|---|---|---|
| APP 119.730, 120.400, 127.525, 134.980 | HEATHROW DIRECTOR | AD ELEVATION | 83 |
| TWR 118.505, 118.705, 124.480 | HEATHROW TOWER | THR ELEVATION | 75 |
| RAD 125.625, 127.525 | HEATHROW RADAR | OBSTACLE ELEVATION **1087 AMSL** (1012) (ABOVE THR) | |
| ATIS 128.080, 113.750, 117.000 | HEATHROW INFORMATION | BEARINGS ARE MAGNETIC | |

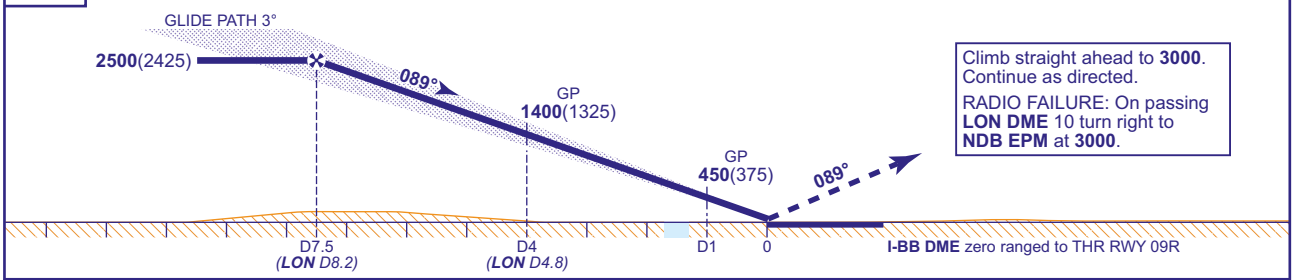
TRANSITION ALTITUDE **6000**




**RECOMMENDED PROFILE** GLIDE PATH 3.0°, 318FT/NM

| **DME I-BB** | 7 | 6 | 5 | 4 | 3 | 2 | 1 |
|---|---|---|---|---|---|---|---|
| **ALT**(HGT) | **2360**(2285) | **2040**(1965) | **1720**(1645) | **1400**(1325) | **1080**(1005) | **760**(685) | **450**(375) |

**RDH 50**




Climb straight ahead to **3000**. Continue as directed.

RADIO FAILURE: On passing **LON DME** 10 turn right to **NDB EPM** at **3000**.

| **Aircraft Category** | | **A** | **B** | **C** | **D** |
|---|---|---|---|---|---|
| **OCA** (OCH) | **CAT I** | **215**(140) | **226**(151) | **240**(165) | **258**(183) |
| | **CAT II** | **124**(49) | **134**(59) | **148**(73) | **165**(90) |
| **VM(C)OCA** (OCH AAL) | **Total Area** | **770**(687) | **770**(687) | **940**(857) | **940**(857) |

| **Rate of descent** | **G/S KT** | 160 | 140 | 120 | 100 | 80 |
|---|---|---|---|---|---|---|
| | **FT/MIN** | 850 | 740 | 640 | 530 | 420 |

**AIRCRAFT UNABLE TO RECEIVE DME I-BB**
Advise ATC. Equivalent radar ranges will be provided when established on the localiser approaching the nominal FAP and 4NM points.

**NOTES** 1 Aircraft will normally be radar vectored from the STAR Holding/Initial Approach Fixes.
2 Ranging information is provided by ILS-dedicated DME facilities. DME values derived to the nearest 0.1NM from VOR DME LON are also provided for the FAP and 4NM check altitude/heights.

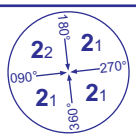
**CHANGE (6/25):** TWR FREQ UPDATED.

AERO INFO DATE 21 MAR 25

AD 2-EGLL-8-4

# INSTRUMENT APPROACH CHART - ICAO

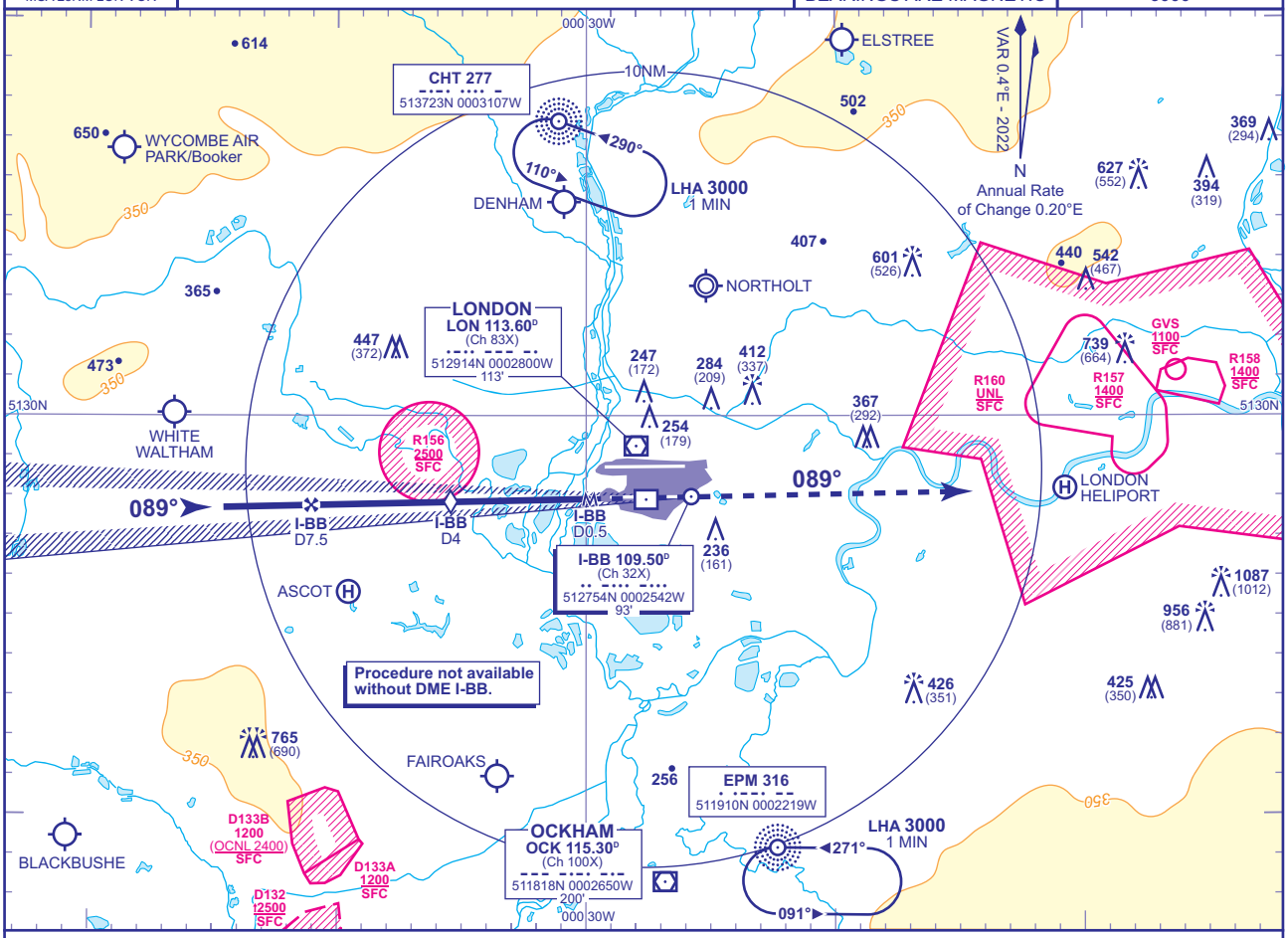
## LONDON HEATHROW
## LOC/DME I-BB
## RWY 09R
(ACFT CAT A,B,C,D)



MSA 25NM LON VOR

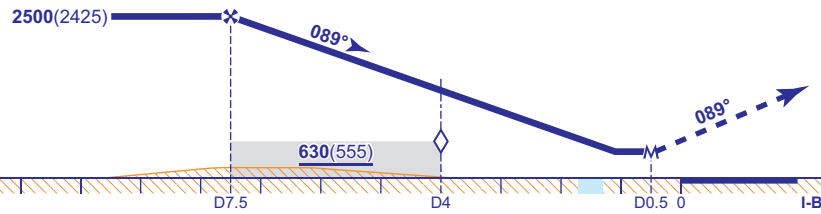
| | | | |
|---|---|---|---|
| APP 119.730, 120.400, 127.525, 134.980 | HEATHROW DIRECTOR | AD ELEVATION | 83 |
| TWR 118.505, 118.705, 124.480 | HEATHROW TOWER | THR ELEVATION | 75 |
| RAD 125.625, 127.525 | HEATHROW RADAR | OBSTACLE ELEVATION 1087 AMSL (1012) (ABOVE THR) | |
| ATIS 128.080, 113.750, 117.000 | HEATHROW INFORMATION | BEARINGS ARE MAGNETIC | |

TRANSITION ALTITUDE 6000




**RECOMMENDED PROFILE** Gradient 5.2%, 318FT/NM

| DME I-BB | 7 | 6 | 5 | 4 (SDF) | 3 | 2 |
|---|---|---|---|---|---|---|
| ALT(HGT) | **2360**(2285) | **2040**(1965) | **1720**(1645) | **1400**(1325) | **1080**(1005) | **760**(685) |




**MAPt I-BB DME 0.5**

Climb straight ahead to **3000**. Continue as directed.

RADIO FAILURE: On passing **LON DME** 10 turn right to **NDB EPM** at **3000**.

| Aircraft Category | | A | B | C | D |
|---|---|---|---|---|---|
| OCA (OCH) | Procedure | **480**(405) | **480**(405) | **480**(405) | **480**(405) |
| VM(C)OCA (OCH AAL) | Total Area | **770**(687) | **770**(687) | **940**(857) | **940**(857) |

| Rate of descent | G/S KT | 160 | 140 | 120 | 100 | 80 |
|---|---|---|---|---|---|---|
| | FT/MIN | 850 | 740 | 640 | 530 | 420 |

**NOTE** Aircraft will normally be radar vectored from the STAR Holding/Initial Approach Fixes.

**CHANGE (6/25):** TWR FREQ UPDATED.

AERO INFO DATE 21 MAR 25

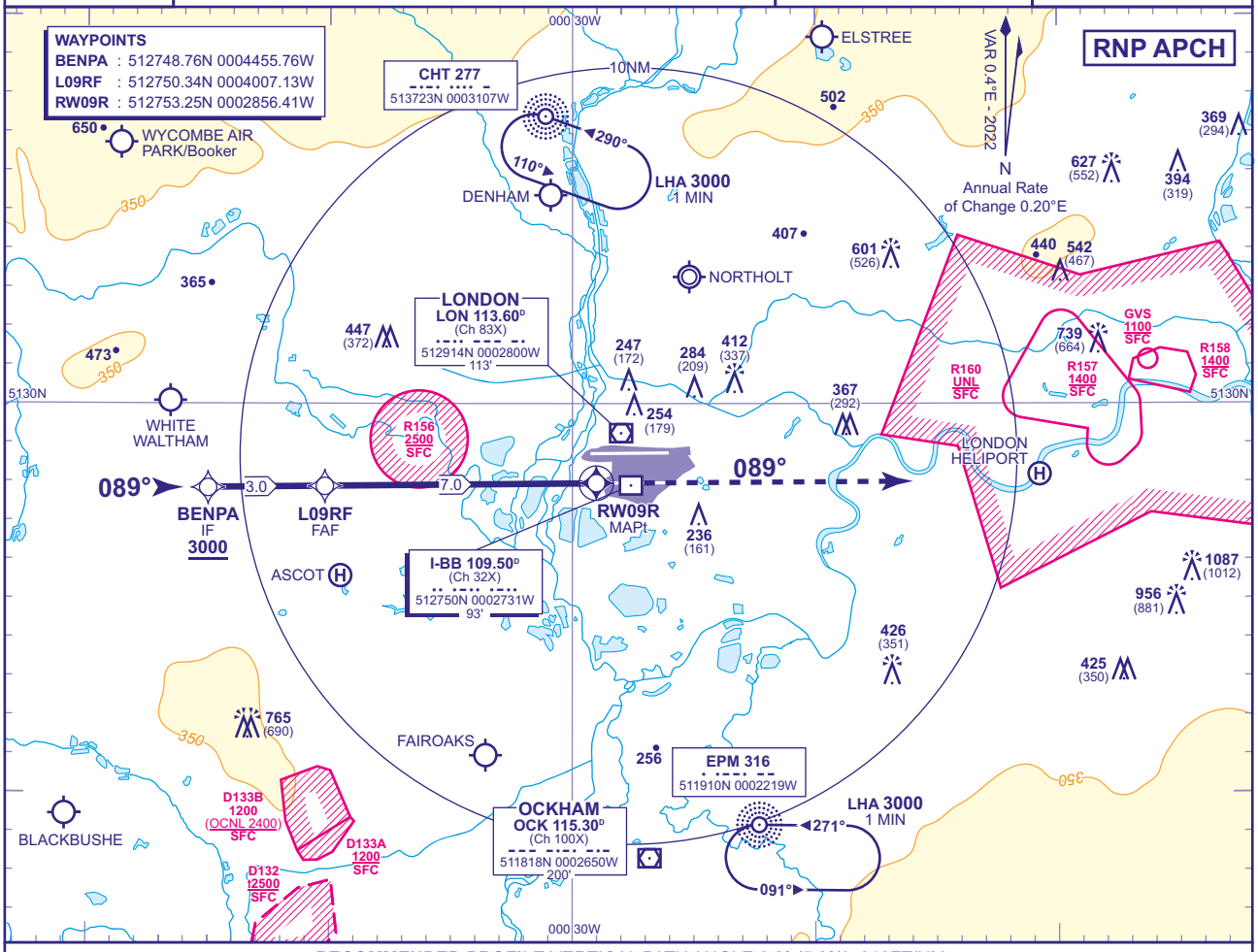
AD 2-EGLL-8-5

# INSTRUMENT APPROACH CHART - ICAO

## LONDON HEATHROW
## RNP
## RWY 09R
(ACFT CAT A,B,C,D)

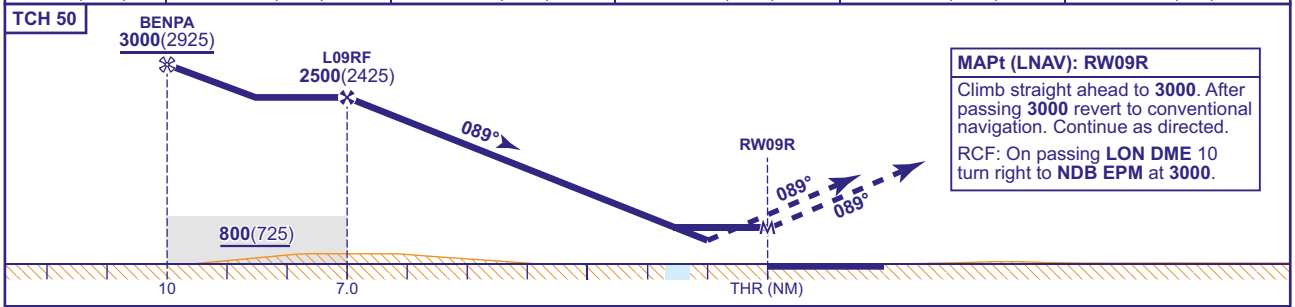
| | | | | |
|---|---|---|---|---|
| 2₃ MSA 25NM ARP | APP 119.730, 120.400, 127.525, 134.980 | HEATHROW DIRECTOR | AD ELEVATION | 83 |
| | TWR 118.505, 118.705, 124.480 | HEATHROW TOWER | THR ELEVATION | 75 |
| | RAD 125.625, 127.525 | HEATHROW RADAR | OBSTACLE ELEVATION 1087 AMSL (1012) (ABOVE THR) | |
| | ATIS 128.080, 113.750, 117.000 | HEATHROW INFORMATION | | |
| | | | BEARINGS ARE MAGNETIC | |

MIN TEMP -10°C
TRANSITION ALTITUDE 6000




**RECOMMENDED PROFILE** VERTICAL PATH ANGLE 3.2° (5.6%), 340FT/NM

| NM to RW09R | 6 | 5 | 4 | 3 | 2 |
|---|---|---|---|---|---|
| ALT(HGT) | **2160**(2085) | **1820**(1745) | **1480**(1405) | **1140**(1065) | **800**(725) |




**MAPt (LNAV): RW09R**
Climb straight ahead to **3000**. After passing **3000** revert to conventional navigation. Continue as directed.
RCF: On passing **LON DME** 10 turn right to **NDB EPM** at **3000**.

| Aircraft Category | | A | B | C | D |
|---|---|---|---|---|---|
| OCA (OCH) | LNAV/VNAV | **400**(325) | **410**(335) | **430**(355) | **540**(465) |
| | LNAV | **620**(545) | **620**(545) | **620**(545) | **620**(545) |
| VM(C)OCA (OCH AAL) | Total Area | **770**(687) | **770**(687) | **940**(857) | **940**(857) |

| Rate of descent | G/S KT | 160 | 140 | 120 | 100 | 80 |
|---|---|---|---|---|---|---|
| | FT/MIN | 910 | 790 | 680 | 570 | 450 |

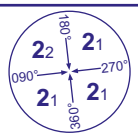
**NOTES**
1 Pilots should 'Request RNP Approach' on first contact with Heathrow Director.
2 Aircraft will normally be radar vectored from the STAR Holding/Initial Approach Fixes.
3 Missed Approach Procedure and RCF use conventional navigation aids and are not available without DME LON and NDB EPM.
4 PAPI angle is 3.0°.

**CHANGE (6/25):** TWR FREQ UPDATED.

AERO INFO DATE 21 MAR 25
AD 2-EGLL-8-6

# INSTRUMENT APPROACH CHART - ICAO

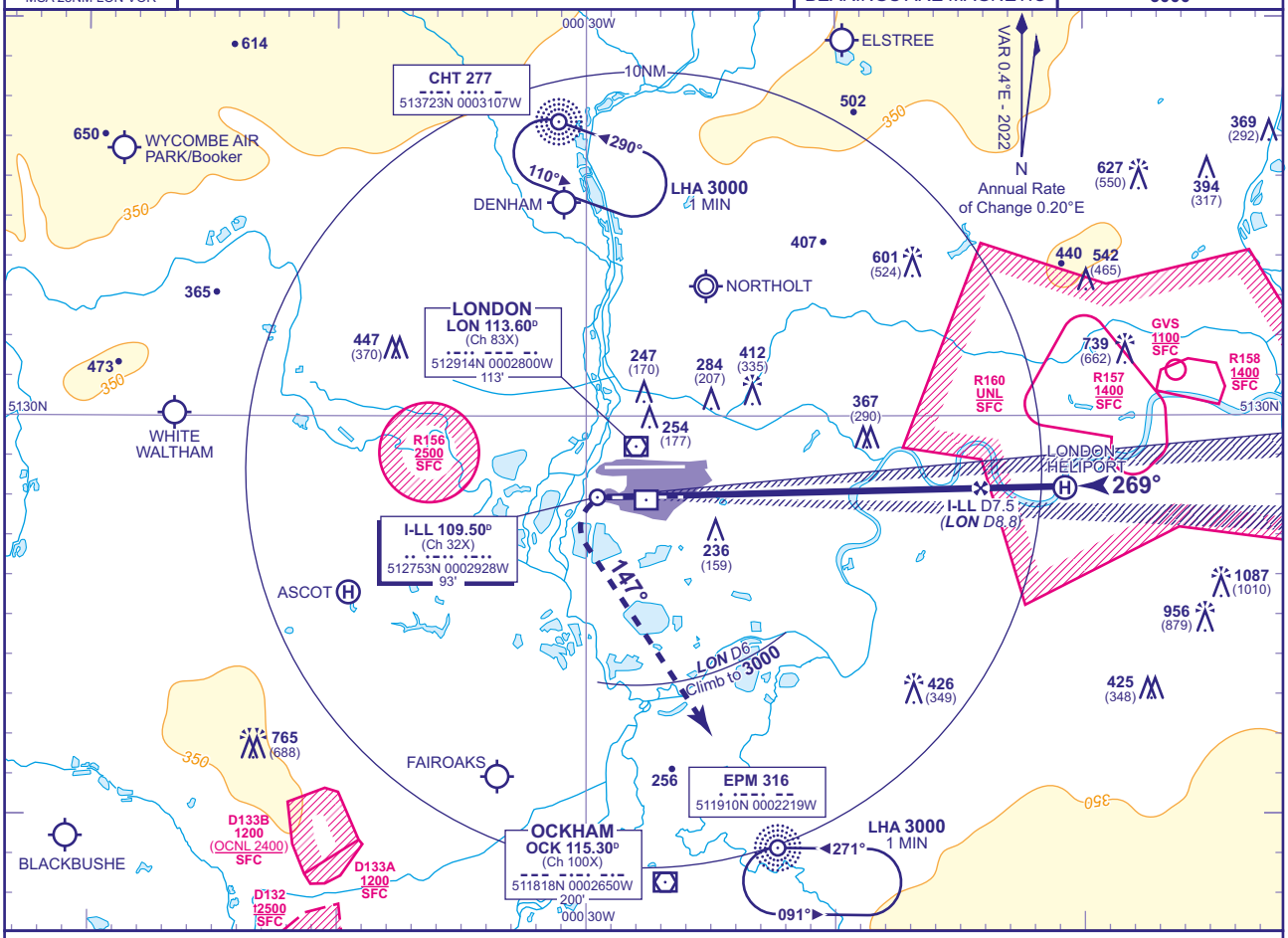
## LONDON HEATHROW
## ILS/DME I-LL
## RWY 27L
(ACFT CAT A,B,C,D)



MSA 25NM LON VOR

| | | | |
|---|---|---|---|
| APP 119.730, 120.400, 127.525, 134.980 | HEATHROW DIRECTOR | AD ELEVATION | 83 |
| TWR 118.505, 118.705, 124.480 | HEATHROW TOWER | THR ELEVATION | 77 |
| RAD 125.625, 127.525 | HEATHROW RADAR | OBSTACLE ELEVATION 1087 AMSL (1010) (ABOVE THR) | |
| ATIS 128.080, 113.750, 117.000 | HEATHROW INFORMATION | BEARINGS ARE MAGNETIC | |

TRANSITION ALTITUDE **6000**



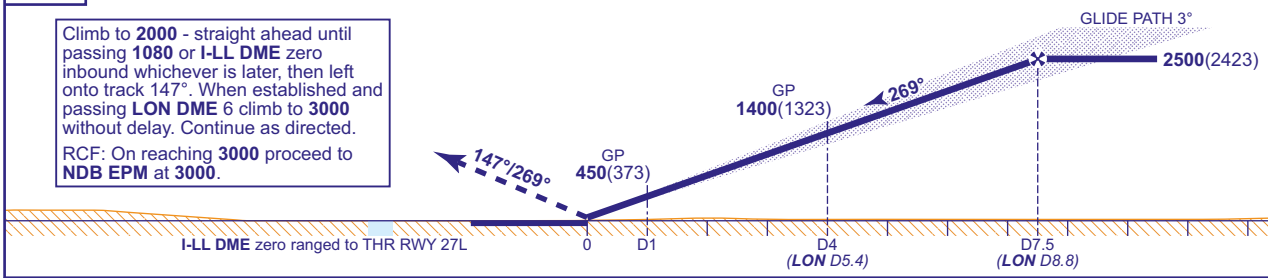

**RECOMMENDED PROFILE** GLIDE PATH 3°, 318FT/NM

| DME I-LL | 7 | 6 | 5 | 4 | 3 | 2 | 1 |
|---|---|---|---|---|---|---|---|
| ALT(HGT) | **2360**(2283) | **2040**(1963) | **1730**(1653) | **1410**(1333) | **1090**(1013) | **770**(693) | **450**(373) |

**RDH 56**

Climb to **2000** - straight ahead until passing **1080** or **I-LL DME** zero inbound whichever is later, then left onto track 147°. When established and passing **LON DME** 6 climb to **3000** without delay. Continue as directed.

RCF: On reaching **3000** proceed to **NDB EPM** at **3000**.




| Aircraft Category | | A | B | C | D | Rate of descent | G/S KT | 160 | 140 | 120 | 100 | 80 |
|---|---|---|---|---|---|---|---|---|---|---|---|---|
| OCA (OCH) | CAT I | **229**(152) | **238**(161) | **252**(175) | **270**(193) | | FT/MIN | 850 | 740 | 640 | 530 | 420 |
| | CAT II | **137**(60) | **146**(69) | **159**(82) | **174**(97) | | | | | | | |
| VM(C)OCA (OCH AAL) | Total Area | **770**(687) | **770**(687) | **940**(857) | **940**(857) | | | | | | | |

**AIRCRAFT UNABLE TO RECEIVE DME I-LL**
Advise ATC. Equivalent radar ranges will be provided when established on the localiser approaching the nominal FAP and 4NM points.

**NOTES** 1 Aircraft will normally be radar vectored from the STAR Holding/Initial Approach Fixes.
2 Ranging information is provided by ILS-dedicated DME facilities. DME values derived to the nearest 0.1NM from VOR DME LON are also provided for the FAP and 4NM check altitude/heights.

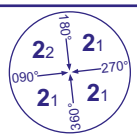
**CHANGE (6/25):** TWR FREQ UPDATED.

AERO INFO DATE 21 MAR 25

AD 2-EGLL-8-7

# INSTRUMENT APPROACH CHART - ICAO

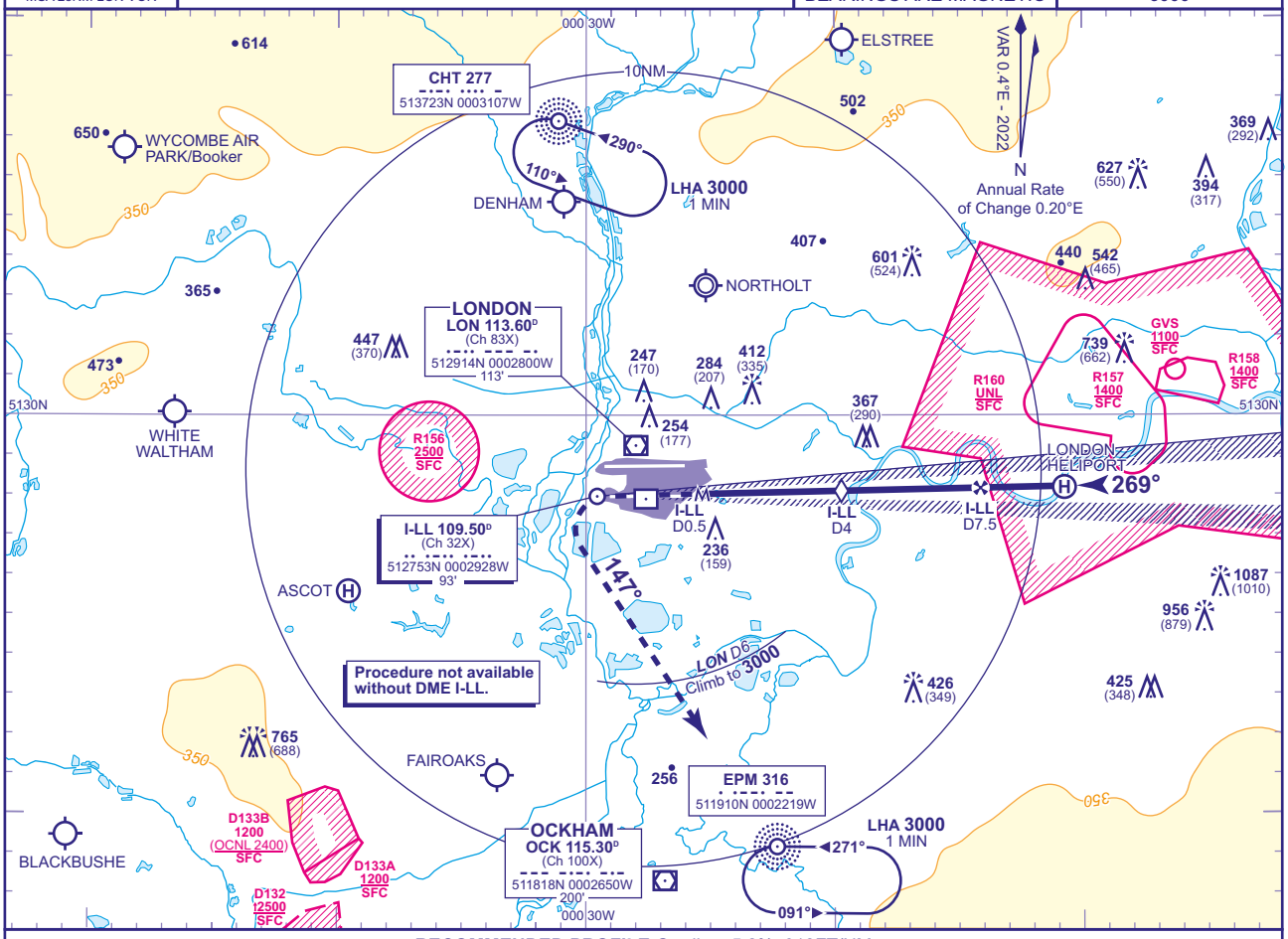
## LONDON HEATHROW
## LOC/DME I-LL
## RWY 27L
(ACFT CAT A,B,C,D)



MSA 25NM LON VOR

| | | | |
|---|---|---|---|
| APP 119.730, 120.400, 127.525, 134.980 | HEATHROW DIRECTOR | AD ELEVATION | 83 |
| TWR 118.505, 118.705, 124.480 | HEATHROW TOWER | THR ELEVATION | 77 |
| RAD 125.625, 127.525 | HEATHROW RADAR | OBSTACLE ELEVATION **1087 AMSL** (1010) (ABOVE THR) | |
| ATIS 128.080, 113.750, 117.000 | HEATHROW INFORMATION | BEARINGS ARE MAGNETIC | |

TRANSITION ALTITUDE **6000**



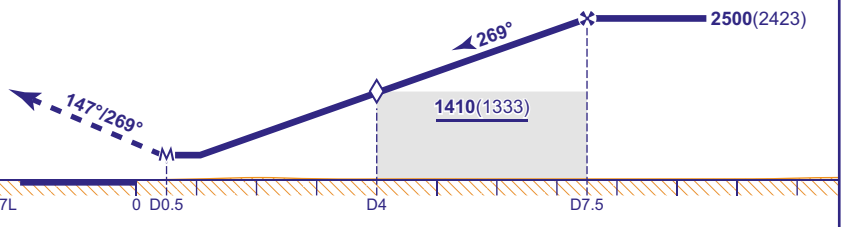

**RECOMMENDED PROFILE** Gradient 5.2%, 318FT/NM

| **DME I-LL** | 7 | 6 | 5 | 4 **(SDF)** | 3 | 2 |
|---|---|---|---|---|---|---|
| **ALT**(HGT) | **2360**(2283) | **2040**(1963) | **1730**(1653) | **1410**(1333) | **1090**(1013) | **770**(693) |

**MAPt I-LL DME 0.5**

Climb to **2000** - straight ahead until passing **1080** or **I-LL DME** zero inbound whichever is later, then left onto track 147°. When established and passing **LON DME** 6 climb to **3000** without delay. Continue as directed.

RADIO FAILURE: On reaching **3000** proceed to **NDB EPM** at **3000**.




| **Aircraft Category** | | **A** | **B** | **C** | **D** |
|---|---|---|---|---|---|
| **OCA** (OCH) | **Procedure** | **640**(563) | **640**(563) | **640**(563) | **640**(563) |
| **VM(C)OCA** (OCH AAL) | **Total Area** | **770**(687) | **770**(687) | **940**(857) | **940**(857) |

| **Rate of descent** | **G/S KT** | 160 | 140 | 120 | 100 | 80 |
|---|---|---|---|---|---|---|
| | **FT/MIN** | 850 | 740 | 640 | 530 | 420 |

**NOTE** Aircraft will normally be radar vectored from the STAR Holding/Initial Approach Fixes.

**CHANGE (6/25):** TWR FREQ UPDATED.

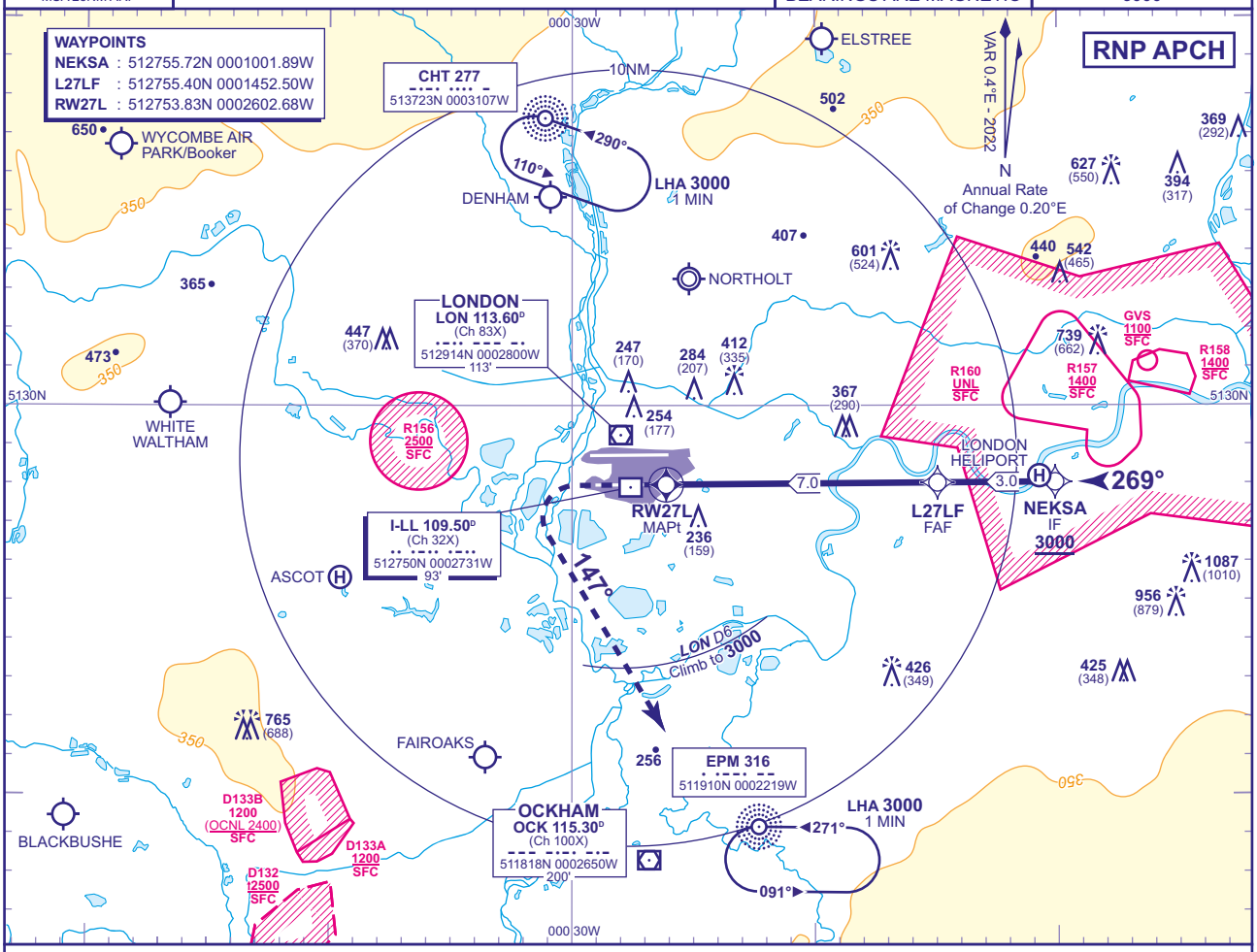
AERO INFO DATE 21 MAR 25 AD 2-EGLL-8-8

# INSTRUMENT APPROACH CHART - ICAO

## LONDON HEATHROW
## RNP
## RWY 27L
(ACFT CAT A,B,C,D)

| | | | | |
|---|---|---|---|---|
| 2 3 MSA 25NM ARP | APP 119.730, 120.400, 127.525, 134.980 | HEATHROW DIRECTOR | AD ELEVATION | 83 |
| | TWR 118.505, 118.705, 124.480 | HEATHROW TOWER | THR ELEVATION | 77 |
| | RAD 125.625, 127.525 | HEATHROW RADAR | OBSTACLE ELEVATION 1087 AMSL (1010) (ABOVE THR) | |
| | ATIS 128.080, 113.750, 117.000 | HEATHROW INFORMATION | BEARINGS ARE MAGNETIC | |

MIN TEMP -10°C
TRANSITION ALTITUDE 6000




**RECOMMENDED PROFILE** VERTICAL PATH ANGLE 3.2° (5.6%), 340FT/NM

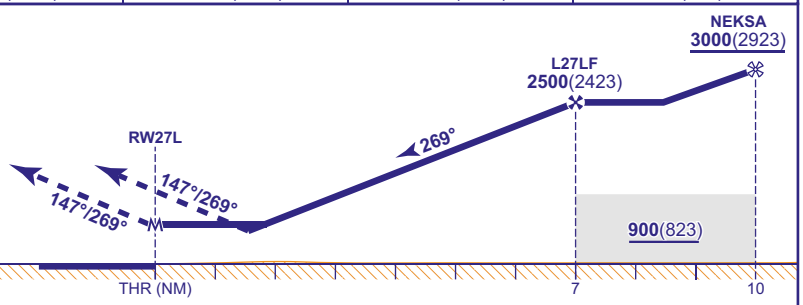
| NM to RW27L | 6 | 5 | 4 | 3 | 2 |
|---|---|---|---|---|---|
| ALT(HGT) | **2170**(2093) | **1830**(1753) | **1490**(1413) | **1150**(1073) | **810**(733) |

TCH 50

**MAPt (LNAV): RW27L**

Climb to **2000** - straight ahead until passing **1080** or **I-LL DME** zero inbound whichever is later, then turn left onto track 147°. After passing **1080** revert to conventional navigation. When established and passing **LON DME** 6 climb to **3000** without delay. Continue as directed.

RCF: On reaching **3000** proceed to **NDB EPM** at **3000**.




| Aircraft Category | | A | B | C | D |
|---|---|---|---|---|---|
| OCA (OCH) | LNAV/VNAV | **380**(303) | **390**(313) | **400**(323) | **440**(363) |
| | LNAV | **640**(563) | **640**(563) | **640**(563) | **640**(563) |
| VM(C)OCA (OCH AAL) | Total Area | **770**(687) | **770**(687) | **940**(857) | **940**(857) |

| Rate of descent | G/S KT | 160 | 140 | 120 | 100 | 80 |
|---|---|---|---|---|---|---|
| | FT/MIN | 910 | 790 | 680 | 570 | 450 |

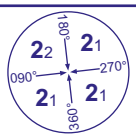
**NOTES**
1 Pilots should 'Request RNP Approach' on first contact with Heathrow Director.
2 Aircraft will normally be radar vectored from the STAR Holding/Initial Approach Fixes.
3 Pilots should not expect descent clearance below **4000** until 13NM from touchdown.
4 Missed Approach Procedure and RCF use conventional navigation aids and are not available without DME I-LL, DME LON and NDB EPM.
5 PAPI angle is 3.0°.

**CHANGE (6/25):** TWR FREQ UPDATED.

AERO INFO DATE 21 MAR 25

# INSTRUMENT APPROACH CHART - ICAO

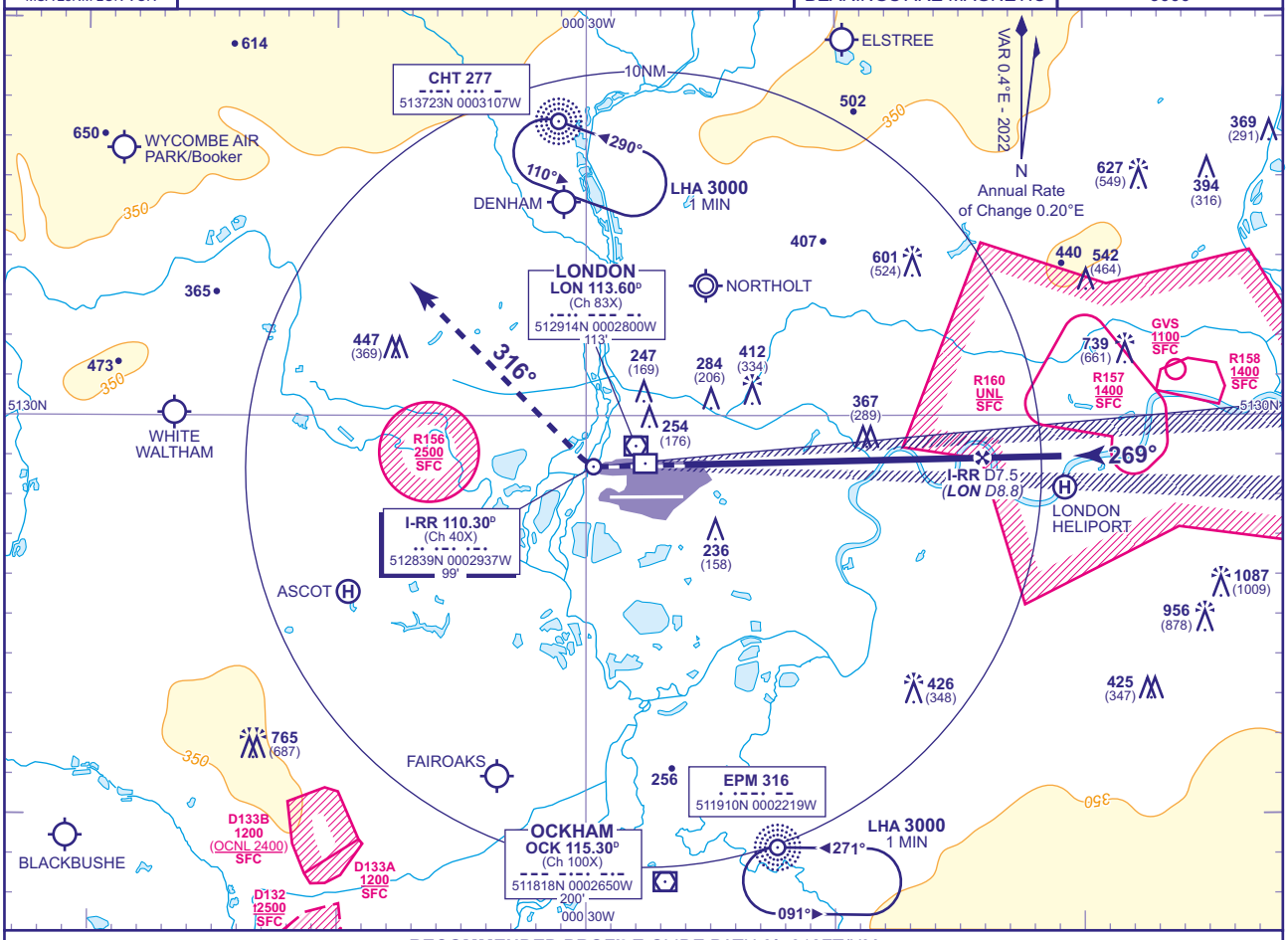
## LONDON HEATHROW
## ILS/DME I-RR
## RWY 27R
(ACFT CAT A,B,C,D)




MSA 25NM LON VOR

| | | | |
|---|---|---|---|
| APP 119.730, 120.400, 127.525, 134.980 | HEATHROW DIRECTOR | AD ELEVATION | 83 |
| TWR 118.505, 118.705, 124.480 | HEATHROW TOWER | THR ELEVATION | 78 |
| RAD 125.625, 127.525 | HEATHROW RADAR | OBSTACLE ELEVATION | |
| ATIS 128.080, 113.750, 117.000 | HEATHROW INFORMATION | **1087 AMSL** (1009) (ABOVE THR) | |
| | | BEARINGS ARE MAGNETIC | |

TRANSITION ALTITUDE **6000**



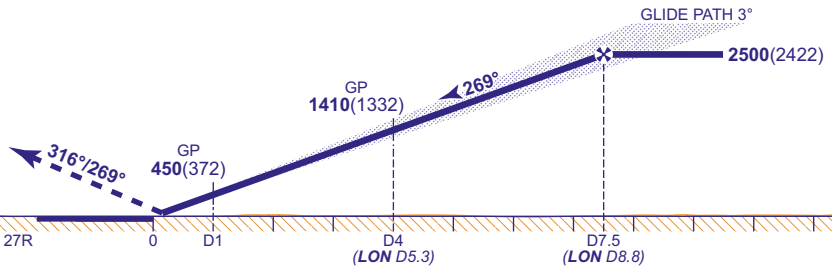

**RECOMMENDED PROFILE** GLIDE PATH 3°, 318FT/NM

| DME I-RR | 7 | 6 | 5 | 4 | 3 | 2 | 1 |
|---|---|---|---|---|---|---|---|
| ALT(HGT) | **2370**(2292) | **2050**(1972) | **1730**(1652) | **1410**(1332) | **1090**(1012) | **770**(692) | **450**(372) |

**RDH 58**

Climb to **3000** - straight ahead until passing **1580** or **I-RR DME** zero inbound whichever is later, turn right onto track 316°. Continue as directed.

RADIO FAILURE: On passing **LON DME** 10 turn right to **NDB CHT** at **3000**.




| Aircraft Category | | A | B | C | D |
|---|---|---|---|---|---|
| OCA (OCH) | CAT I | **224**(146) | **234**(156) | **247**(169) | **263**(185) |
| | CAT II | **131**(53) | **141**(63) | **154**(76) | **171**(93) |
| VM(C)OCA (OCH AAL) | Total Area | **770**(687) | **770**(687) | **940**(857) | **940**(857) |

| Rate of descent | G/S KT | 160 | 140 | 120 | 100 | 80 |
|---|---|---|---|---|---|---|
| | FT/MIN | 850 | 740 | 640 | 530 | 420 |

**AIRCRAFT UNABLE TO RECEIVE DME I-RR**
Advise ATC. Equivalent radar ranges will be provided when established on the localiser approaching the nominal FAP and 4NM points.

**NOTES** 1 Aircraft will normally be radar vectored from the STAR Holding/Initial Approach Fixes.
2 Ranging information is provided by ILS-dedicated DME facilities. DME values derived to the nearest 0.1NM from VOR DME LON are also provided for the FAP and 4NM check altitudes/heights.

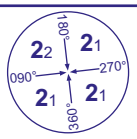
**CHANGE (6/25):** TWR FREQ UPDATED.

AERO INFO DATE 21 MAR 25

AD 2-EGLL-8-10

# INSTRUMENT APPROACH CHART - ICAO

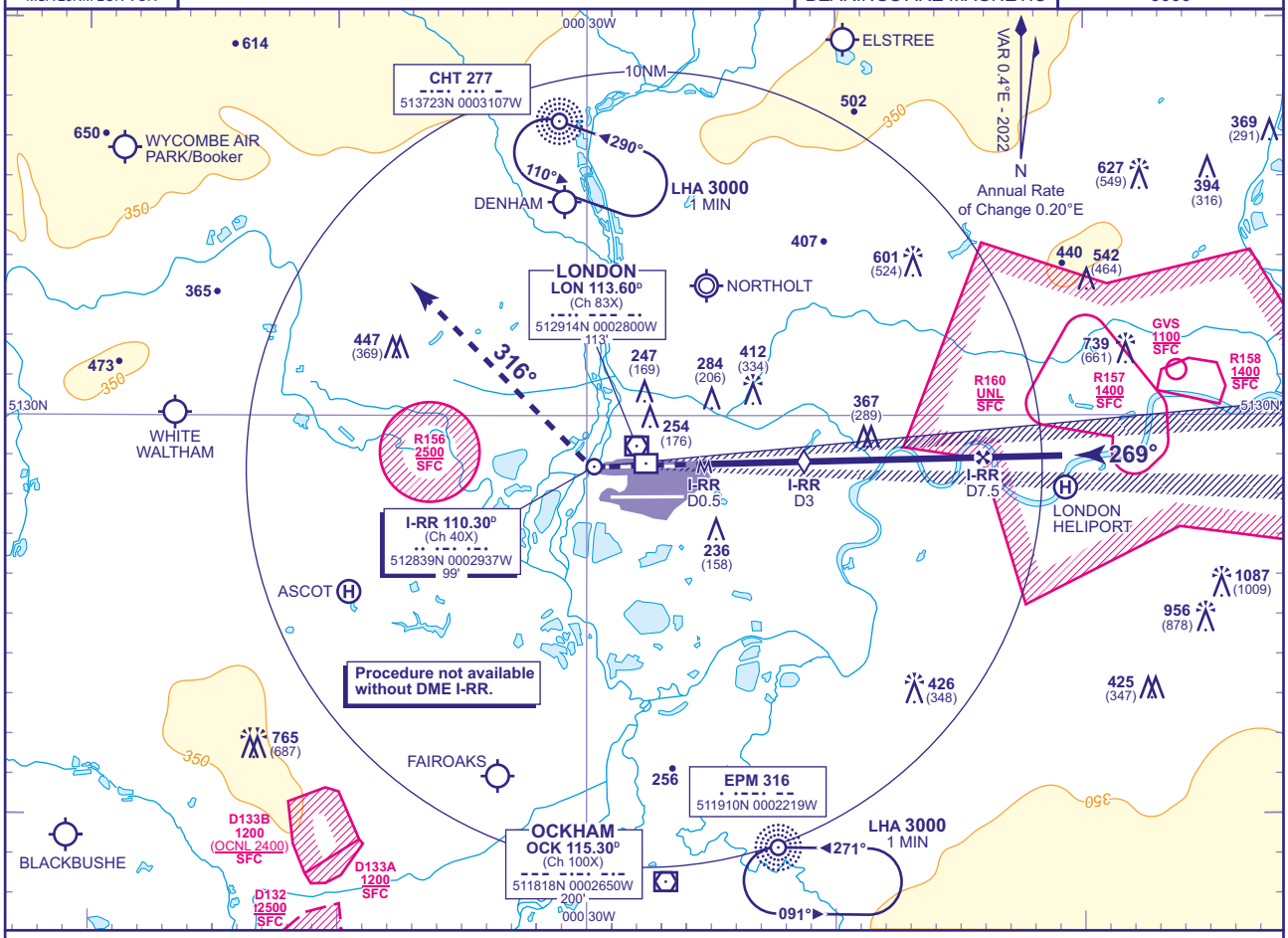
## LONDON HEATHROW
## LOC/DME I-RR
## RWY 27R
(ACFT CAT A,B,C,D)



MSA 25NM LON VOR

| | | | |
|---|---|---|---|
| APP 119.730, 120.400, 127.525, 134.980 | HEATHROW DIRECTOR | AD ELEVATION | 83 |
| TWR 118.505, 118.705, 124.480 | HEATHROW TOWER | THR ELEVATION | 78 |
| RAD 125.625, 127.525 | HEATHROW RADAR | OBSTACLE ELEVATION 1087 AMSL (1009) (ABOVE THR) | |
| ATIS 128.080, 113.750, 117.000 | HEATHROW INFORMATION | BEARINGS ARE MAGNETIC | |

TRANSITION ALTITUDE **6000**



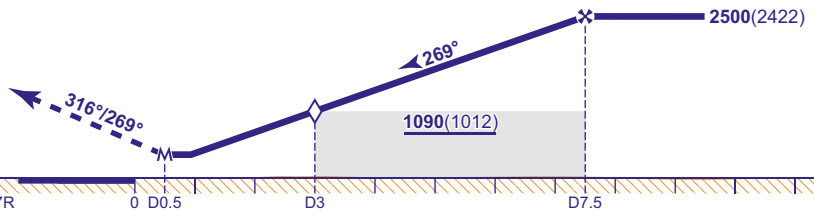

**RECOMMENDED PROFILE** Gradient 5.2%, 318FT/NM

| DME I-RR | 7 | 6 | 5 | 4 | 3 (SDF) | 2 | 1 |
|---|---|---|---|---|---|---|---|
| ALT(HGT) | **2370**(2292) | **2050**(1972) | **1730**(1652) | **1410**(1332) | **1090**(1012) | **770**(692) | **450**(372) |

**MAPt I-RR DME 0.5**

Climb to **3000** - straight ahead until passing **1580** or **I-RR DME** zero inbound whichever is later, turn right onto track 316°. Continue as directed.

RADIO FAILURE: On passing **LON DME** 10 turn right to **NDB CHT** at **3000**.




| Aircraft Category | | A | B | C | D |
|---|---|---|---|---|---|
| OCA (OCH) | Procedure | **640**(562) | **640**(562) | **640**(562) | **640**(562) |
| VM(C)OCA (OCH AAL) | Total Area | **770**(687) | **770**(687) | **940**(857) | **940**(857) |

| Rate of descent | G/S KT | 160 | 140 | 120 | 100 | 80 |
|---|---|---|---|---|---|---|
| | FT/MIN | 850 | 740 | 640 | 530 | 420 |

**NOTES** 1 Aircraft will normally be radar vectored from the STAR Holding/Initial Approach Fixes.
2 All pilots must follow and adhere to recommended profiles.

**CHANGE (6/25):** TWR FREQ UPDATED.

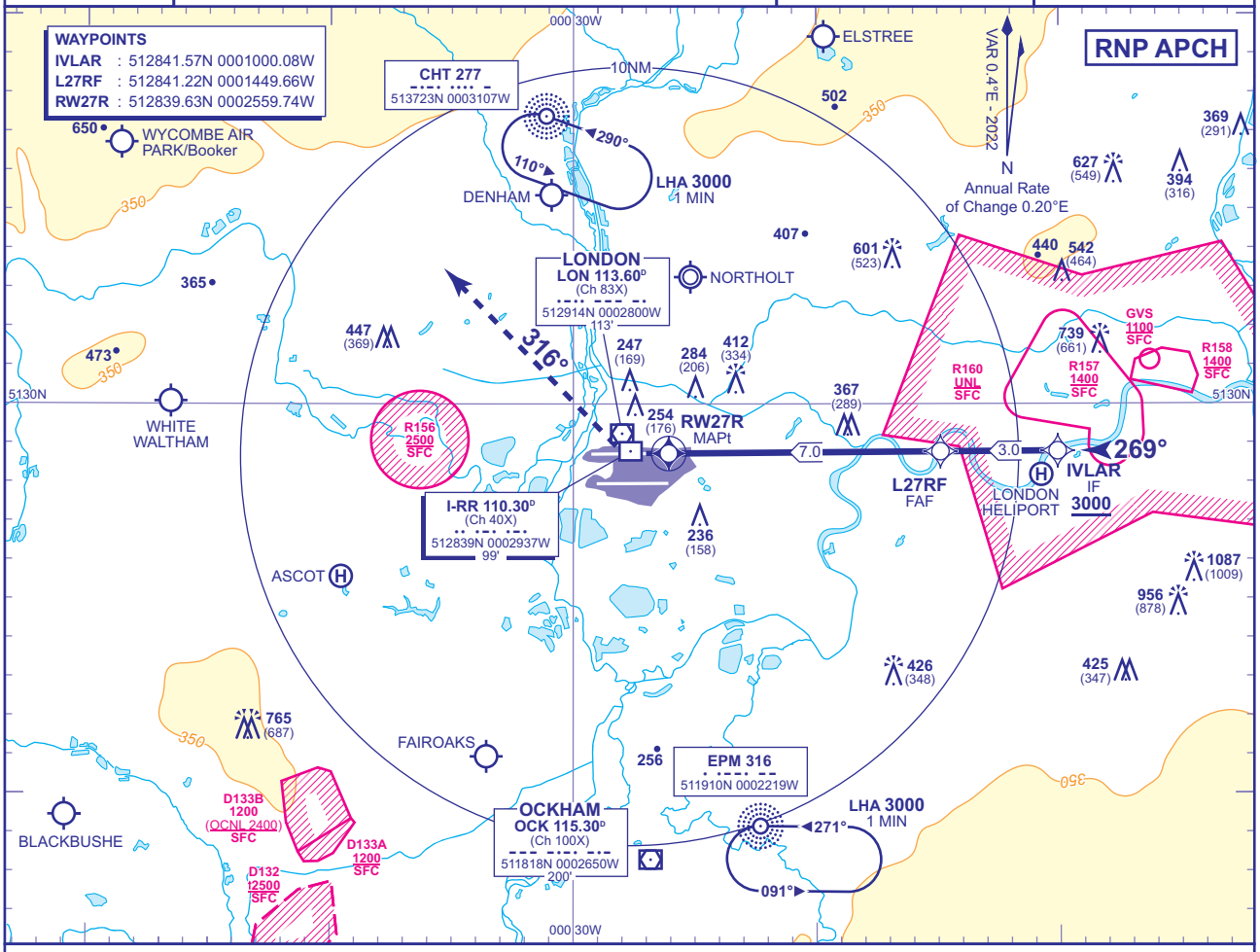
AERO INFO DATE 21 MAR 25

AD 2-EGLL-8-11

# INSTRUMENT APPROACH CHART - ICAO

## LONDON HEATHROW
## RNP
## RWY 27R
(ACFT CAT A,B,C,D)

| | | | | |
|---|---|---|---|---|
| 2₃ MSA 25NM ARP | APP 119.730, 120.400, 127.525, 134.980 | HEATHROW DIRECTOR | AD ELEVATION **83** | MIN TEMP **-10°C** |
| | TWR 118.505, 118.705, 124.480 | HEATHROW TOWER | THR ELEVATION **78** | TRANSITION ALTITUDE **6000** |
| | RAD 125.625, 127.525 | HEATHROW RADAR | OBSTACLE ELEVATION **1087 AMSL** (1009) (ABOVE THR) | |
| | ATIS 128.080, 113.750, 117.000 | HEATHROW INFORMATION | BEARINGS ARE MAGNETIC | |




**RECOMMENDED PROFILE** VERTICAL PATH ANGLE 3.2° (5.6%), 340FT/NM

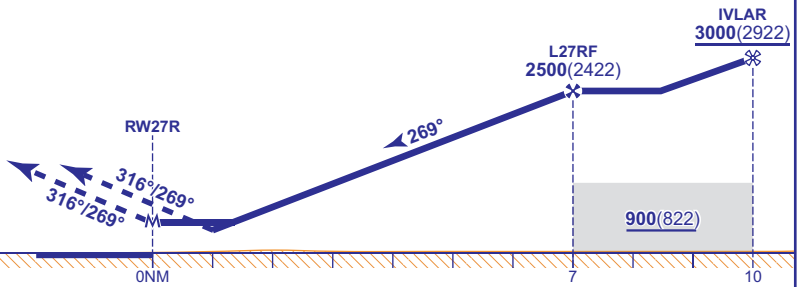
| NM to RW27R | 6 | 5 | 4 | 3 | 2 |
|---|---|---|---|---|---|
| ALT(HGT) | **2170**(2092) | **1830**(1752) | **1490**(1412) | **1150**(1072) | **810**(732) |

**TCH 50**

**MAPt (LNAV): RW27R**

Climb to **3000** - straight ahead until passing **1580** or **I-RR DME** zero inbound whichever is later, then turn right onto track 316°. After passing **1580** revert to conventional navigation. Continue as directed.

RCF: On passing **LON DME** 10 turn right to **NDB CHT** at **3000**.




| Aircraft Category | | A | B | C | D |
|---|---|---|---|---|---|
| OCA (OCH) | LNAV/VNAV | **380**(302) | **390**(312) | **400**(322) | **440**(362) |
| | LNAV | **640**(562) | **640**(562) | **640**(562) | **640**(562) |
| VM(C)OCA (OCH AAL) | Total Area | **770**(687) | **770**(687) | **940**(857) | **940**(857) |

| Rate of descent | G/S KT | 160 | 140 | 120 | 100 | 80 |
|---|---|---|---|---|---|---|
| | FT/MIN | 910 | 790 | 680 | 570 | 450 |

**NOTES**
1. Pilots should 'Request RNP Approach' on first contact with Heathrow Director.
2. Aircraft will normally be radar vectored from the STAR Holding/Initial Approach Fixes.
3. Pilots should not expect descent clearance below **4000** until 13NM from touchdown.
4. Missed Approach Procedure and RCF use conventional navigation aids and are not available without DME I-RR, DME LON and NDB CHT.
5. PAPI angle is 3.0°.

**CHANGE (6/25):** TWR FREQ UPDATED.

AERO INFO DATE 21 MAR 25

AD 2-EGLL-8-12

# Instrument Approach Procedure Coding Tables

**London Heathrow RNP RWY 09L - Instrument Approach Procedure via ABAVI**

| Designator | Sequence Number | Path Term-inator | Waypoint Name | Fly-over | Course/ Track °M (°T) | Turn Direction | Level Constraint | Speed Constraint | Co-ordinates | Remarks and Distance to MAPt |
|---|---|---|---|---|---|---|---|---|---|---|
| R09L | 001 | IF | ABAVI | - | - | - | 3000 | - | 512834.45N 0004505.67W | IF / 10NM |
| R09L | 002 | TF | L09LF | - | 089° (089.46°) | - | 2500 | - | 512836.05N 0004015.82W | FAF / 7.0NM |
| R09L | 003 | TF | RW09L | Y | 089° (089.52°) | - | - | - | 512839.00N 0002906.05W | MAPt |
| R09L | 004 | CA | - | - | 089° (089.67°) | - | 1580 | - | - | At 1580 revert to conventional navigation |

**London Heathrow RNP RWY 09R - Instrument Approach Procedure via BENPA**

| Designator | Sequence Number | Path Term-inator | Waypoint Name | Fly-over | Course/ Track °M (°T) | Turn Direction | Level Constraint | Speed Constraint | Co-ordinates | Remarks and Distance to MAPt |
|---|---|---|---|---|---|---|---|---|---|---|
| R09R | 001 | IF | BENPA | - | - | - | 3000 | - | 512748.76N 0004455.76W | IF / 10NM |
| R09R | 002 | TF | L09RF | - | 089° (089.47°) | - | 2500 | - | 512750.34N 0004007.13W | FAF / 7.0NM |
| R09R | 003 | TF | RW09R | Y | 089° (089.53°) | - | - | - | 512753.25N 0002856.41W | MAPt |
| R09R | 004 | CA | - | - | 089° (089.67°) | - | 3000 | - | - | At 3000 revert to conventional navigation |

**London Heathrow RNP RWY 27L - Instrument Approach Procedure via NEKSA**

| Designator | Sequence Number | Path Term-inator | Waypoint Name | Fly-over | Course/ Track °M (°T) | Turn Direction | Level Constraint | Speed Constraint | Co-ordinates | Remarks and Distance to MAPt |
|---|---|---|---|---|---|---|---|---|---|---|
| R27L | 001 | IF | NEKSA | - | - | - | 3000 | - | 512755.72N 0001001.89W | IF / 10NM |
| R27L | 002 | TF | L27LF | - | 269° (269.93°) | - | 2500 | - | 512755.40N 0001452.50W | FAF / 7.0NM |
| R27L | 003 | TF | RW27L | Y | 269° (269.86°) | - | - | - | 512753.83N 0002602.68W | MAPt |
| R27L | 004 | CA | - | - | 269° (269.71°) | - | 1080 | - | - | At 1080 revert to conventional navigation |

**London Heathrow RNP RWY 27R - Instrument Approach Procedure via IVLAR**

| Designator | Sequence Number | Path Term-inator | Waypoint Name | Fly-over | Course/ Track °M (°T) | Turn Direction | Level Constraint | Speed Constraint | Co-ordinates | Remarks and Distance to MAPt |
|---|---|---|---|---|---|---|---|---|---|---|
| R27R | 001 | IF | IVLAR | - | - | - | 3000 | - | 512841.57N 0001000.08W | IF / 10NM |
| R27R | 002 | TF | L27RF | - | 269° (269.92°) | - | 2500 | - | 512841.22N 0001449.66W | FAF / 7.0NM |
| R27R | 003 | TF | RW27R | Y | 269° (269.86°) | - | - | - | 512839.63N 0002559.74W | MAPt |
| R27R | 004 | CA | - | - | 269° (269.71°) | - | 1580 | - | - | At 1580 revert to conventional navigation |

**CHANGE (12/21):** INTRODUCTION OF A 3.2° RNP IAP.
AERO INFO DATE 07 SEP 21

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# EGGW — LONDON LUTON

## EGGW AD 2.1 AERODROME LOCATION INDICATOR AND NAME

EGGW — LONDON LUTON

## EGGW AD 2.2 AERODROME GEOGRAPHICAL AND ADMINISTRATIVE DATA

| | | |
|---|---|---|
| 1 | ARP coordinates and site at AD | Lat: 515229N Long: 0002206W<br>Mid point of Runway 07/25. |
| 2 | Direction and distance from city | 1.5 NM E of Luton. 30.5 NM N of London. |
| 3 | Elevation / Reference temperature / Mean Low Temperature | 527 FT / 19 °C / - |
| 4 | Geoid undulation at AD ELEV PSN | 152 FT |
| 5 | Magnetic Variation / Annual Change | 0.41°E (2022) / 0.20°E |
| 6 | AD Administration<br>Address<br>Telephone | LONDON LUTON AIRPORT OPERATIONS LTD<br>Percival House, Percival Way, Luton, Bedfordshire LU2 9NU.<br>01582-395229 (NATS Ltd)<br>01582-395029 (NATS Ltd - ATC Watch Manager)<br>01582-395451 (Airport Manager)<br>01582-395525 (Operations)<br>01582-405100 (Switchboard) |
| 7 | Type of Traffic permitted (IFR/VFR) | IFR/VFR |
| 8 | Remarks | Telephone calls to ATC are recorded. |

## EGGW AD 2.3 OPERATIONAL HOURS

| | | |
|---|---|---|
| 1 | AD Administration | H24 |
| 2 | Customs and immigration | H24 |
| 3 | Health and sanitation | |
| 4 | AIS Briefing Office | Unattended Briefing System. |
| 5 | ATS Reporting Office (ARO) | |
| 6 | MET Briefing Office | Unattended Briefing System. |
| 7 | ATS | H24<br>See also AD 2.18. |
| 8 | Fuelling | H24 |
| 9 | Handling | H24 |
| 10 | Security | H24 |
| 11 | De-icing | H24 |
| 12 | Remarks | Refer to AD 2.20 item 1. |

## EGGW AD 2.4 HANDLING SERVICES AND FACILITIES

| | | |
|---|---|---|
| 1 | Cargo handling facilities | Yes. Nearest railway siding: Luton 2.5 NM |
| 2 | Fuel and oil types | AVTUR JET A-1<br>100, W80, W100. |
| 3 | Fuelling facilities/capacity | Bowser |
| 4 | De-icing facilities | By arrangement with handling companies |
| 5 | Hangar space for visiting aircraft | By arrangement with based companies. |
| 6 | Repair facilities for visiting aircraft | Yes. By arrangement with local companies. |

| | | |
|---|---|---|
| 7 | Remarks | Oxygen and related servicing: By arrangement with Luton based airlines.<br><br>Fuel: Subject to surcharge. Out of hours contact: 01582-722244 (Shell UK Ltd).<br><br>A nominated handling agent is Mandatory for all visiting aircraft.<br><br>Any aircraft operator or aircrew requiring an aircraft and/or passenger handling service can obtain details from the following companies:<br><br>Harrods Business Aviation 01582-589317; Frequency 131.450 MHz.<br><br>Signature Flight Support:<br>Terminal 1 01582-724182; Frequency 130.175 MHz;<br>Terminal 2 01582-692330; Frequency 130.650 MHz.<br><br>Swissport 01582-700900; Frequency 130.600 MHz.<br><br>Menzies 07985-891605; Frequency 131.400 MHz.<br><br>GH London 01582-395291; Frequency 131.935 MHz. |

## EGGW AD 2.5 PASSENGER FACILITIES

| | | |
|---|---|---|
| 1 | Hotels | Hotel at the Airport and other hotels in Luton. |
| 2 | Restaurants | Yes. |
| 3 | Transportation | Nearest railway station: Automated Guided People Mover (DART) to/from Luton Airport Parkway. Buses and Taxis. |
| 4 | Medical facilities | Limited first aid treatment and emergency services response. |
| 5 | Bank and Post Office | Bureau de Change. |
| 6 | Tourist Office | |
| 7 | Remarks | |

## EGGW AD 2.6 RESCUE AND FIRE FIGHTING SERVICES

| | | |
|---|---|---|
| 1 | AD category for fire fighting services | RFF Category A7<br>RFF Category 8 and 9 by prior arrangement.<br>RFF Category 9 provided with RFF Category 8 under remission. |
| 2 | Rescue equipment | In accordance with UK (EU) Regulation 139/2014, as per Aerodrome Manual. |
| 3 | Capability for removal of disabled aircraft | Limited recovery available. Contact 01582-395451. |
| 4 | Remarks | National airlines and/or larger independent airlines should plan to fly in appropriate salvage equipment and should be part of the airline pooling arrangement or have recovery procedures in place. |

## EGGW AD 2.7 SEASONAL AVAILABILITY - CLEARING

| | | |
|---|---|---|
| 1 | Type of clearing equipment | Mechanical, Chemical de-icing, Sanding/Gritting. |
| 2 | Clearance priorities | Standard. See AD 1.2.2 |
| 3 | Remarks | |

## EGGW AD 2.8 APRONS, TAXIWAYS AND CHECK LOCATIONS/POSITIONS DATA

| | | |
|---|---|---|
| 1 | Apron surface and strength | CARGO APRON<br>Surface: Concrete and asphalt<br><br>DELTA APRON<br>Surface: Concrete<br><br>EAST APRON<br>Surface: Concrete<br><br>MAIN APRON<br>Surface: Concrete and asphalt or asphalt and block paving<br><br>NORTH APRON<br>Surface: Concrete<br><br>SOUTH APRON<br>Surface: Concrete |
| 2 | Taxiway width, surface and strength | Taxiway A: 23 M<br>Surface: Asphalt<br><br>Taxiway B: 23 M<br>Surface: Asphalt<br><br>Taxiway C: 23 M<br>Surface: Asphalt<br><br>Taxiway D: 23 M<br>Surface: Asphalt<br><br>Taxiway E: 19 M<br>Surface: Concrete<br><br>Taxiway F: 23 M<br>Surface: Asphalt<br><br>Taxiway H: 23 M<br>Surface: Asphalt<br><br>Taxiway K: 23 M<br>Surface: Asphalt |
| 3 | Altimeter checkpoint location and elevation | South Apron 516 FT Cargo Apron 501 FT East Apron 499 FT |
| 4 | VOR checkpoints | |
| 5 | INS checkpoints | See Aircraft Parking/Docking Chart. |
| 6 | Remarks | Taxiway Echo exceeds 1.5% slope (1.7%) |

## EGGW AD 2.9 SURFACE MOVEMENT GUIDANCE AND CONTROL SYSTEM AND MARKINGS

| | | |
|---|---|---|
| 1 | Use of aircraft stand ID signs, TWY guide lines and visual docking/parking guidance system of aircraft stands | All stands are marked for nose in parking, with the exception of Stands 54, 56, 58, 62, 71, 80 and 81.<br><br>London Luton Airport operates a combination of stand configurations such as Standard Apron/Stand, and Multiple Aircraft Ramp System (MARS).<br><br>All Stands will have a single yellow centre-line. Each stand has an individual stand number. MARS stands consist of a main centre-line and have two subsidiary centre-lines either side of the main centre-line. These subsidiary centre-lines are given the designation of the stand number with L (Left) and R (Right) added.<br><br>Aircraft parking on all stands is by marshallers' instructions, pilots must hold on the taxiway centreline until signalled to make a turn to enter their designated stand by a marshaller. The presence of a marshaller should indicate a safety check of the stand has been made by the handling agent prior to aircraft arrival.<br><br>Stands 8 and 9 have a slope in excess of 1%. |

| | | |
|---|---|---|
| 2 | Runway and taxiway markings and lighting | Runway marking aid(s):<br>07/25: Runway designation, runway threshold, runway centre-line and touchdown zone markings. Lead-offs from the runway are marked by a continuous yellow line from the centre-line of the runway.<br><br>Runway light(s):<br>Threshold - HI green lights. Edge - HI white lights. Centreline - HI colour coded white/red lights. Touchdown zone - HI white lights. Stop end - HI red lights.<br><br>Colour coded amber/green lights indicate the runway turn-off routes to the CAT III stop bars.<br><br>Taxiway marking aid(s):<br>Enhanced centre-line and Runway Ahead Markings at A1, B1, C1 & H1.<br><br>Taxiway light(s):<br>Amber guard lights at runway/taxiway intersections. |
| 3 | Stop bars and runway guard lights (if any) | Stop bars at Runways 07/25 Holding Points, taxiway intersection and intermediate holding points. |
| 4 | Other runway protection measures | |
| 5 | Remarks | WDI (LGTD) RWY 07 THR: 515225.58N 0002246.40W.<br>WDI (LGTD) RWY 25 THR: 515238.29N 0002131.17W.<br>WDI adjacent to Airport Fire Station (515232.48N 0002231.51W) is not reliable for aeronautical purposes. |

## EGGW AD 2.10 AERODROME OBSTACLES

| In Approach/Take-off areas | | | | | | |
|---|---|---|---|---|---|---|
| **Obstacle ID/ Designation** | **Obstacle Type** | **Obstacle Position** | **Elevation/Height** | | **Obstruction Lighting Type/ Colour** | **Remarks** |
| **1** | **2** | **3** | **4** | | **5** | **6** |
| (EGGW7226) 25/APPROACH | TREE | 515244.07N 0002108.48W | 525 FT | 68 FT | No | Trees in 25/Approach relate to highest wooded area. |
| (EGGW7213) 25/APPROACH | TREE | 515234.15N 0002101.17W | 557 FT | 76 FT | No | Trees in 25/Approach relate to highest wooded area. |

| In circling area and at aerodrome | | | | | | |
|---|---|---|---|---|---|---|
| **Obstacle ID/ Designation** | **Obstacle Type** | **Obstacle Position** | **Elevation/Height** | | **Obstruction Lighting Type/ Colour** | **Remarks** |
| **1** | **2** | **3** | **4** | | **5** | **6** |
| | CRANE | 515253.25N 0002445.75W | 657 FT | 301 FT | Yes<br>Red | 3 Tower cranes working in area. End estimated October 2026. |
| (EGGW7007) | MAST | 515242.53N 0002617.85W | 721 FT | 165 FT | Yes<br>Red | |
| (EGGW6067) | ATC AERIAL | 515240.19N 0002232.71W | 673 FT | 159 FT | No | |
| (EGGW7008) | MAST | 515239.87N 0002551.56W | 698 FT | 168 FT | Yes<br>Red | |

## EGGW AD 2.11 METEOROLOGICAL INFORMATION PROVIDED

| | | |
|---|---|---|
| 1 | Associated MET Office | MET OFFICE EXETER |
| 2 | Hours of service<br>MET Office outside hour | H24 |
| 3 | Office responsible for TAF preparation<br>Periods of validity | MET OFFICE EXETER<br>24 Hours. |
| 4 | Trend forecast<br>Interval of issuance | |
| 5 | Briefing/consultation provided | Self briefing/telephone. |

| | | |
|---|---|---|
| 6 | Flight documentation<br>Language(s) used | Charts abbreviated plain language text. TAFs/METARs.<br>English. |
| 7 | Charts and other information available for briefing or consultation | F214, F215, GAMET South East available at https://www.metoffice.gov.uk/. |
| 8 | Supplementary equipment available for providing information | Self briefing terminal. |
| 9 | ATS units provided with information | LONDON LUTON |
| 10 | Additional information (limitation of service, etc.) | A recording of ATIS is available H24 on Tel: 01582-395225. |

## EGGW AD 2.12 RUNWAY PHYSICAL CHARACTERISTICS

| Designations RWY Number | True bearing | Dimensions of RWY | Surface of RWY/ SWY/ Strength | THR co-ordinates/ THR Geoid undulation | THR elevation/ Highest elevation of TDZ of precision APP RWY | Slope of RWY/ SWY |
|---|---|---|---|---|---|---|
| 1 | 2 | 3 | 4 | 5 | 6 | 7 |
| 07 | 074.38° | 2162 x 45 M | RWY surface: Asphalt, Grooved<br>PCN 75/R/D/X/T | 515219.25N<br>0002300.91W<br>152.5 FT | THR 515.2 FT<br>TDZ 526.7 FT | |
| 25 | 254.40° | 2162 x 45 M | RWY surface: Asphalt, Grooved<br>PCN 75/R/D/X/T<br>SWY surface: Asphalt, Non grooved<br>PCN 75/R/D/X/T | 515237.36N<br>0002116.15W<br>152.4 FT | THR 508.5 FT<br>TDZ 525.7 FT | |

| SWY Dimensions | Clearway Dimensions | Strip Dimensions | RESA Dimensions, Overshoot / Undershoot | Location/ description of arresting system | OFZ | Remarks |
|---|---|---|---|---|---|---|
| 8 | 9 | 10 | 11 | 12 | 13 | 14 |
| | 1081 x 150 M | 2339 x 300 M | | | | RWY 07 |
| 57 x 45 M | 1081 x 150 M | 2339 x 300 M | | | | RWY 25<br><br>Threshold displaced by 82 M. |

## EGGW AD 2.13 DECLARED DISTANCES

| Runway designator | TORA | TODA | ASDA | LDA | Remarks |
|---|---|---|---|---|---|
| 1 | 2 | 3 | 4 | 5 | 6 |
| 07 | 2162 M | 3243 M | 2162 M | 2162 M | |
| 25 | 2162 M | 3243 M | 2219 M | 2080 M | |
| 07 | 1982 M | 2973 M | 1982 M | | Take-off from intersection with Taxiway B. Start of TORA 519 FT. |
| 07 | 1688 M | 2532 M | 1688 M | | Take-off from intersection with Taxiway H. Start of TORA 525 FT. |
| 07 | 1132 M | 1698 M | 1132 M | | Take-off from intersection with Taxiway C. Start of TORA 525 FT. |
| 25 | 1771 M | 2657 M | 1828 M | | Take-off from intersection with Taxiway A. Start of TORA 516 FT. |
| 25 | 1053 M | 1580 M | 1110 M | | Take-off from intersection with Taxiway C. Start of TORA 525 FT. |

## EGGW AD 2.14 APPROACH AND RUNWAY LIGHTING

| RWY | Approach lighting Type/ Length/ Intensity | Threshold lighting Colour/Wing bars | VASIS/ MEHT/ PAPI/ PAPI Dist from THR | TDZ, lighting Length | Runway Centre Line lighting Length/ Spacing/ Colour/ Intensity | Runway edge lighting Length/ Spacing/ Colour/ Intensity | Runway end lighting Colour/ Wing bars | Stopway lighting Length/ Colour | Remarks |
|---|---|---|---|---|---|---|---|---|---|
| 1 | 2 | 3 | 4 | 5 | 6 | 7 | 8 | 9 | 10 |
| 07 | Coded centre-line with three crossbars. Supplementary lighting inner 240 M. 427 M Light intensity high | Green Flush uni-directional with elev green wingbars | PAPI Left/3° 60 FT 317 M | 900 M | Colour coded 15 M spacing Light intensity high | Elev HI bi-directional with LI omni component | Red | | EDGE: Blue turning circle lights. |
| 25 | Coded centre-line with five crossbars. Supplementary lighting inner 240 M. 844 M Light intensity high | Green Flush uni-directional with elev green wingbars | PAPI Left/3° 61 FT 320 M | 900 M | Colour coded 15 M spacing Light intensity high | Elev HI bi-directional with LI omni component | Red | Red | THR: Wingbars displaced by 82 M. EDGE: Blue turning circle lights. |

## EGGW AD 2.15 OTHER LIGHTING, SECONDARY POWER SUPPLY

| | | |
|---|---|---|
| 1 | ABN/IBN location, characteristics and hours of operation | |
| 2 | LDI location and lighting<br>Anemometer location and lighting | Anemometer: 515218.73N 0002242.87W (LGTD) - 515230.84N 0002130.70W (LGTD). |
| 3 | TWY edge and centre line lighting | CL: Green centre-line lights at 15 M spacing, lights alternate green/yellow inside ILS LOC sensitive area. Green/Yellow lead on/off centre-line lights at A1, B1, C1 and H1.<br><br>EDGE: Blue edge lights on curves and around run-up area. |
| 4 | Secondary power supply/switch-over time | Yes. |
| 5 | Remarks | Apron floodlighting. Obstacle lighting. |

## EGGW AD 2.16 HELICOPTER LANDING AREA

**INTENTIONALLY BLANK**

## EGGW AD 2.17 AIR TRAFFIC SERVICES AIRSPACE

| Designation and lateral limits | Vertical Limits | Airspace Class | ATS unit callsign/ language | Transition Altitude | Hours of applicability | Remarks |
|---|---|---|---|---|---|---|
| 1 | 2 | 3 | 4 | 5 | 6 | 7 |
| LONDON LUTON CTR 515244N 0003828W - 515511N 0002426W - 515743N 0002145W - 515857N 0001434W thence clockwise by the arc of a circle radius 8 NM centred on 515229N 0002206W to 515042N 0000931W - 514830N 0001506W - 514503N 0003457W - 515244N 0003828W | Upper limit: 3500 FT ALT Lower limit: SFC | D | LUTON RADAR English | 6000 FT | | To operate UAS above 400 FT AGL within this area, UAS operators are required to notify NATS via the NATS Non-Standard Flight (NSF) Portal. UAS operators are required to notify NATS at least 14 days before the date of each activity. |

| Designation and lateral limits | Vertical Limits | Airspace Class | ATS unit callsign/ language | Transition Altitude | Hours of applicability | Remarks |
|---|---|---|---|---|---|---|
| 1 | 2 | 3 | 4 | 5 | 6 | 7 |
| LONDON LUTON ATZ<br>A circle, 2.5 NM radius, centred at 515229N 0002206W on longest notified runway (07/25) | Upper limit: 2000 FT AGL<br>Lower limit: SFC | D | LUTON RADAR<br>English | 6000 FT | | |

## EGGW AD 2.18 AIR TRAFFIC SERVICES COMMUNICATION FACILITIES

| Service Designation | Callsign | Channel/ Frequency(MHz) | SATVOICE number(s) | Logon Address | Hours of Operation | Remarks |
|---|---|---|---|---|---|---|
| 1 | 2 | 3 | 4 | 5 | 6 | 7 |
| APP | LUTON RADAR | 129.550 | | | H24 | ATZ hours coincident with Approach hours. |
| | | 132.050<br>When directed by ATC. | | | H24 | |
| TWR | LUTON DELIVERY | 121.885 | | | When directed by ATC (by ATIS) | Operators of aircraft that are not equipped for 8.33 kHz should contact ATC by phone (01582-395029) prior to operating at this aerodrome. |
| | LUTON GROUND | 121.755<br>DOC 5 NM/GND | | | 0600-2300 (0500-2200). | |
| | LUTON TOWER | 121.500<br>Emergency frequency O/R. | | | H24 | |
| | | 126.730<br>SPARE - When directed by ATC. | | | H24 | |
| | | 132.555<br>DOC 25 NM/4,000 FT. | | | H24 | |
| RADAR | LUTON DIRECTOR | 128.750<br>When directed by ATC. | | | H24 | |
| ATIS | ARRIVAL AND DEPARTURE INFORMATION | 120.580<br>DOC 60 NM/ 20,000 FT. | | | H24 | ATIS also available on Tel: 01582-395225 |
| OTHER | LUTON FIRE | 121.600<br>Non-ATS frequency. | | | Available when Fire vehicle attending aircraft on the ground in an emergency. | |

## EGGW AD 2.19 RADIO NAVIGATION AND LANDING AIDS

| Type of Aid CAT of ILS/MLS MAG Var/VOR Declination | Ident | Frequency | Hours of Operation | Position of transmitting antenna coordinates | Elevation of DME transmitting antenna | Remarks |
|---|---|---|---|---|---|---|
| 1 | 2 | 3 | 4 | 5 | 6 | 7 |
| ILS/LOC<br>III<br>1.23°E (2027) | ILTN | 109.150 MHz | HO | 515239.35N 0002104.62W | | (RWY 07) |
| ILS/GP | ILTN | 331.250 MHz | HO | 515218.44N 0002245.00W | | 3° ILS Ref Datum Hgt 58 FT. |
| ILS/LOC<br>III<br>1.22°E (2027) | ILJ | 109.150 MHz | HO | 515217.42N 0002311.45W | | (RWY 25) |
| ILS/GP | ILJ | 331.250 MHz | HO | 515231.03N 0002129.60W | | 3° ILS Ref Datum Hgt 55 FT. |
| NDB<br>1.10°E (2027) | HEN | 433.500 kHz | H24 | 514535.07N 0004725.05W | | Range 30 NM. |

| Type of Aid CAT of ILS/MLS MAG Var/VOR Declination | Ident | Frequency | Hours of Operation | Position of transmitting antenna coordinates | Elevation of DME transmitting antenna | Remarks |
|---|---|---|---|---|---|---|
| 1 | 2 | 3 | 4 | 5 | 6 | 7 |
| NDB (L)<br>1.27°E (2027) | LUT | 345.000 kHz | H24 | 515340.69N<br>0001509.02W | | Range 20 NM. |
| ILS/DME | ILTN | 28Y<br>109.150 MHz | HO | 515218.23N<br>0002244.57W | 535 FT | (RWY 07)<br>On AD.<br>DME freq paired with ILS I-LTN.<br>Zero range is indicated at THR of Runway 07. |
| ILS/DME | ILJ | 28Y<br>109.150 MHz | HO | 515230.89N<br>0002129.81W | 532 FT | (RWY 25)<br>On AD.<br>DME freq paired with ILS I-LJ.<br>Zero range is indicated at THR of Runway 25. |
| VOR/DME<br>1.41°E (2027)<br>1.1°E (2025) | LAM | 103X<br>115.600 MHz | H24 | 513845.69N<br>0000906.13E | 241 FT | VOR DOC: 30 NM/50,000 FT (40 NM/50,000 FT in Sectors R064-099, R139-174 and R249-289). DME DOC: 40 NM/50,000 FT (110 NM/50,000 FT in Sector R314-134). |
| VOR/DME<br>1.58°E (2027)<br>1.2°E (2023) | DET | 120X<br>117.300 MHz | H24 | 511814.41N<br>0003550.19E | 645 FT | VOR DOC: 20 NM/50,000 FT (35 NM/50,000 FT in Sector R289-029 and 45 NM/50,000 FT in Sector R249-289). DME DOC: 60 NM/50,000 FT. |
| VOR/DME<br>1.18°E (2027)<br>0.7°E (2023) | BNN | 84Y<br>113.750 MHz | H24 | 514334.19N<br>0003259.10W | 558 FT | VOR DOC: 20 NM/50,000 FT (30 NM/50,000 FT in Sector R329°-084° and 40 NM/50,000 FT in Sector R084°-119°). DME DOC: 60 NM/50,000 FT. |
| VOR/DME<br>1.36°E (2027)<br>1.1°E (2022) | BKY | 109Y<br>116.250 MHz | H24 | 515923.17N<br>0000342.87E | 486 FT | VOR DOC: 20 NM/25,000 FT (30 NM/25,000 FT in Sector R069-099). DME DOC: 120 NM/50,000 FT. |
| VOR/DME<br>1.32°E (2027)<br>1.2°E (2025) | BPK | 122X<br>117.500 MHz | H24 | 514459.05N<br>0000624.25W | 392 FT | VOR DOC: 20 NM/50,000 FT (40 NM/50,000 FT in Sector R254-074 and 65 NM/50,000 FT in Sector R314-349). DME DOC: 40 NM/50,000 FT (80 NM/50,000 FT in Sector R284-359). |

## EGGW AD 2.20 LOCAL AERODROME REGULATIONS

### 1 AIRPORT REGULATIONS

a) Use governed by regulations applicable to Luton CTR.
b) All flights operating at London Luton Airport require a slot allocation by Airport Coordination Ltd (ACL). Requests for ad-hoc slot allocations should be made to ACL during working hours 0830-1700 (0730-1600) Monday to Friday by SITA: LONACXH; e-mail: lonacxh@acl-uk.org; Tel: 0208-564 0614; or Fax: 0208-564 0691 or at all other times to London Luton Airport Operations Control Centre: 01582-395525. OCS account holders can add, change and cancel slots at any time on the online coordination portal: https://www.online-coordination.com/default.aspx?AspxAutoDetectCookieSupport=1.
c) Aircraft operators are required to have made prior arrangements for ground handling with an Airline or Ground Handling Agent based at London Luton Airport. This includes diversion events, however nothing in this procedure shall prevent an aircraft that has declared an emergency from landing.
d) Aircraft operating at London Luton Airport without the required acceptance from Airport Co-ordination Ltd and/or without prior arrangement for ground handling services will incur a financial penalty payable to the Airport Authority prior to the aircraft leaving London Luton.
e) Aircraft using London Luton Airport do so in accordance with London Luton Airport's Conditions of Use document available on request from London Luton Airport Operations Ltd. http://www.london-luton.co.uk/en/content/8/1259/operations.html.
f) The airport is available only to pilots holding a current licence. The minimum required is a Private Pilot Licence.
g) Aircraft unable to communicate with ATC by radio will not be accepted.
h) London Luton Airport is not equipped to handle radioactive materials and therefore aircraft carrying such material will not be accepted. In the event that an aircraft carrying radioactive materials has no alternative but to divert to Luton, the pilot must inform Luton ATC on first contact.
i) VFR aircraft operating into or out of Luton Airport should file a flight plan in advance. In exceptional circumstances 'booking out' may be made with ATC by telephone on 01582-395029; 'booking out' of flights by RTF will not be accepted.
j) Cross-bleed engine starts are not permitted on any stand. All such engine starts must be undertaken on the adjacent taxiway or apron taxiway centre-line and approval must be obtained from ATC in advance. Cross-bleed engine starts on the East Apron must only be undertaken with the approval of ATC, at the entrance to the apron.
k) Fixed-wing aircraft except when in the service of a police authority and authorised by ATC, must not operate over any apron below a height of 1000 FT.

l) It is a mandatory requirement that all aircrew and ground staff wear high visibility clothing (minimum standard being a high visibility waistcoat) at all times in external airside areas of the airport. It is the responsibility of the aircraft captain to ensure that their passengers are escorted by aircrew or ground staff at all times when on foot in external airside areas of the airport.

m) Aircraft operators are informed that the use of DECT 6.0 version cordless phones operating on the 1.9 GHz frequency is prohibited at London Luton Airport.

## 2 GROUND MOVEMENT

a) Ground Movement Control (GMC) is in continuous operation and surface movement of aircraft, vehicles and personnel on the Manoeuvring Area is subject to ATC authority. All operators should state their location in the initial contact with GMC.

b) Pre-departure clearance by Data Clearance Link using ARINC (623) is available at London Luton Airport for suitably equipped aircraft. DCL is available from EOBT minus 30 to EOBT minus 1. Flight crew should ensure that stand information is entered in the request correctly. Earliest response will be EOBT minus 18 minutes. Successful clearances must be ACCEPTED within 5 minutes of receipt or a 'Revert to voice' message will be received. If an attempt to obtain DCL is unsuccessful the aircraft must instead request via RTF. Further details of the DCL service may be obtained from ATC on 01582-395029.

c) Flight crew should request start-up and/or pushback only when imminently ready to do so. This should include doors and hatches closed, steps removed, tug attached and communications established with ground crew with confirmation that they are ready. To prevent back of stand vehicle traffic congestion, anti-collision beacons should only be switched on once start clearance has been obtained.

d) Engine start-up and pushback from stands must not take place until positive clearance to do so has been received from ATC.

e) Within the Manoeuvring area, pilots will be cleared to proceed under general direction from GMC and are reminded of the extreme importance of maintaining a careful lookout at all times. ATC instructions will normally specify the taxi route to be followed. To avoid conflict between inbound and outbound traffic Luton Tower issue instructions to aircraft to hold at intermediate taxiway holding points. Pilots should pay particular attention to the clearance limit issued and ensure they are familiar with, and have a current copy of, the taxiway map to avoid any breach of taxi clearance limits. All breaches will be reported by ATC and an investigation into the cause will be required.

f) It is the aircraft Commander's responsibility not to accept an ATC clearance into an area not approved for the type of aircraft.

g) Aircraft pushing-back from stands 43L, 44L, 44R, 45R, 46, 47, 48 and 49 must not infringe Taxiway Delta without specific clearance from ATC.

h) All stands are Nose-in/Pushback: ATC will specify the direction of pushback as required by the tactical traffic situation. Flight crew must ensure that ground crew are aware of the required pushback direction. If flight crew are unable to communicate via headset or visually with ground crew they must advise GMC before start-up. Pushback directions will be specified as one of the following:

i. Main Apron stands: face north towards Echo 1 or face south towards Bravo 7.
ii. North Apron stands: unless an alternative pushback is given with the clearance, pushback directions will be specified as one of the following - push to tug point Elder to face east towards Echo 3 or push to tug point Willow to face west towards Echo 2.
iii. East Apron stands: standard push and start within the East Apron facing east toward Delta.
iv. South Apron stands: face east towards Alpha 5 or face west towards Alpha 6.
v. Delta Apron stands: face south towards Delta 1 or face north towards Delta 2.
vi. Stands 16, 17, 18, 19: face north towards Echo 1 or face south towards Bravo 7.
vii. Stand 60: face east towards Echo 1 or face west towards Main Apron.
viii. Stand 61: face west towards Echo 2 or east towards Echo 3.
ix. Stand 62: pushback within the stand area to face west towards Juliet 1.

i) **Alternative Pushback Procedure**.

i. Stands 72, 74, 75, 76, 77, 78, 79 – dependent on prevailing traffic, ATC may instruct to pushback to holding point Delta 4 to face south on Taxiway Delta.
ii. Stand 73 Code D and E are required to pushback to holding point Delta 4 to face south on Taxiway Delta and pulled forward to D3.
iii. Stands 30 and 31: Aircraft up to Code C are required to pushback into Taxiway Echo to face east at Holding Point Echo 3.
iv. Stands 30 and 31: Code D up to max size Airbus A300 are required to pushback into Taxiway Echo and pull forward onto Delta facing south.
v. Stand 31 Code E are required to push to East Apron then pull forward on to Delta facing south.
vi. Stand 31 B767 are required to push to East Apron for taxi.
vii. Stand 71 Aircraft up to Code C, ATC may instruct to pushback to Delta 4 facing south.

j) **Taxiing Restrictions - Taxiways Bravo and Echo**.

i. Wide-bodied aircraft must not route via Echo 1 in any direction. Maximum size aircraft under power between Echo 1 and Echo 3 is Code C.
ii. Wide-bodied aircraft are not permitted to taxi in either direction via Bravo 8 without the guidance of a Follow-Me vehicle.

k) **Additional Visual Holding Points.**

Bravo 8 (northbound - Taxiway Bravo), Juliet 1 (Exit from Stand 62), Charlie 2 (northbound - Taxiway Charlie) and Alpha 6 (eastbound - Taxiway Alpha) are additional visual holding points.

l) **Holding Points Restrictions**.

i. Limited Remote Holding capacity is available on request to GMC, for aircraft up to B737/A321 size that are subject to ATFM departure delays.
ii. Pilots of departing aircraft approaching holding point Hotel 1 should exercise caution due to the unusual alignment of the taxiway and runway entry point, particularly when holding in a queue of aircraft. The area immediately to the west of Hotel 1 is not a

designated holding area. Aircraft must not cross the Hotel 1 holding point or enter this area unless positive clearance to do so has been received from ATC, and the stopbar at Hotel 1 has been extinguished.

iii. Hold A4E is not available for aircraft larger than the Boeing 737-800/BBJ/A321. Access is only permitted eastbound routeing via hold A4.

m) **Remote De-icing - Aircraft Engines Running**.

i. There are two locations identified as de-icing pads to enable the remote de-icing of aircraft with engines running. They are managed and coordinated by the London Luton Airport Operations Ltd (LLAOL) de-icing service providers and there is an agreed process in place for the operation of these pads.

ii. The two locations are located on Taxiway Foxtrot and the South Apron and are available for use by both commercial and General/ Business Aviation up to Code C. Both will have resource to coordinate the operations, communication with pilots and de-icing rigs operatives and an electronic signage board for visual communications.

1. **Taxiway Foxtrot** (4 positions) - All aircraft are positioned to face south. Taxiway Foxtrot can accommodate 4 aircraft simultaneously (F1, F2, F3 & F4) with aircraft entering via F5 & K1 (from Delta) and exit via F1 onto taxiway Alpha or K1 on to Delta.
2. **South Apron** (3 positions) - All aircraft are positioned to face east. The South Apron can accommodate a maximum of 3 aircraft simultaneously, these aircraft will be able to taxi in/out independently of one another under the guidance of a follow me and marshaller.

## 3 CAT II/III OPERATIONS

a) Runways 07 and 25, subject to serviceability of the required facilities, are suitable for Category II/III operations by operators whose minima have been accepted by the Civil Aviation Authority.
b) During Category II/III operations, special ATC procedures (ATC Low Visibility Procedures) will be applied. Pilots will be informed by ATIS broadcast or by RTF when these procedures are in operation.
c) Departing Aircraft:

- Runway 25 - ATC will require departing aircraft to use the Alpha 1 holding point.
- Runway 07 - ATC will require departing aircraft to use the Bravo 1 holding point.

Occasionally it may be necessary for other departure points to be used due to work in progress or at the discretion of ATC.

d) Arriving Aircraft:

The appropriate runway exit will be illuminated. Pilots should report 'Runway Vacated' when the aircraft has passed the last of the alternate yellow and green centre-line lights, which denote the extent of the ILS localizer sensitive area.

## 4 WARNINGS

a) Bird dispersal takes place regularly including the use of pyrotechnics.
b) Grass cutting will take place as required during the summer months.
c) Radio-controlled model aircraft flying takes place during daylight hours, at Coles Lane, Harpenden, adjacent to the M1 between Junctions 9 (VRP) and Junction 10. Pilots should be aware that model aircraft up to 7 KG may be operating in these areas below altitude 1000 FT.
d) Unmanned Aerial Vehicle (UAV) activity takes place during daylight hours, operating on the south western border of Harpenden, adjacent to the M1 between Junction 9 (VRP) and Junction 8 (VRP). Pilots should be aware that UAVs up to 20 KG may be operating in these areas below altitude 1000 FT.
e) In order to minimise possible damage to adjacent aircraft, equipment and structures, pilots of departing propeller-driven aircraft exceeding MTOM 5700 KG and all jet aircraft must use minimum breakaway power if self-manoeuvering off any stand.
f) Possible light distraction on approach to Runway 07. Lights positioned at 515215.44N 0002406.90W.
g) Radio-controlled model aircraft flying and Unmanned Aerial Vehicle (UAV) activity takes place during daylight hours at Harris Lane, Offley, 0.5 NM southeast of Offley VRP. Pilots should be aware that model aircraft and UAVs up to 7 KG may be operating in these areas below altitude 1000 FT.
h) Unmanned Aerial Vehicle (UAV) operations take place within the aerodrome boundary, details of operating times and exact location will be passed by ATC.

## 5 HELICOPTER OPERATIONS

a) A helicopter landing area is not designated. Helicopters must route inbound and outbound as directed by ATC and should avoid overflying all built-up areas to the south of the Airport.
b) Arriving helicopters must transition over the runway before air or ground taxiing to parking; Departing helicopters must air or ground taxi to a runway holding point and must subsequently, transition over the runway before departing, as instructed by ATC.
c) Helicopter Aiming Point Procedure - Helicopters arriving from or departing to, locations south of the Airport may be cleared to land at or take-off from, either Hotel 1 or Charlie 1. Such helicopters must transition perpendicular over the runway but must not land or take-off using the runway QDM. All other helicopters are required to land or take-off using the runway, for which ATC may issue modified circuit joining and leaving instructions.
d) Helicopters arriving and departing during Low Visibility Procedures must use the runway in use. After arrival, helicopters will taxi to the parking area as directed by ATC. Helicopters parking on the main apron may be provided with guidance by a marshaller.
e) Helicopters inbound from the south may be cleared by ATC to hold at the aerodrome boundary to await onward clearance to cross the runway after departing or landing fixed-wing aircraft. In such circumstances, to avoid interference to ground-based navigation equipment, such helicopters must remain at or south of the aerodrome boundary until able to cross the runway without further holding, and must not hover below 100 FT AAL over the grass area between the southern aerodrome boundary and the runway.

f) Helicopters, except when air taxiing or in the service of a police or health authority and authorised by ATC, must not operate over any apron below a height of 500 FT or fly closer than 500 FT to any associated buildings, vehicle or aircraft.

## 6 USE OF RUNWAYS

a) Minimum Runway Occupancy Time - Departing Aircraft.

i. On receipt of back-track/line-up clearance, pilots should ensure, commensurate with safety and standard operating procedure, that they are able to taxi into the correct position if not already at the hold, and back-track/line-up on the runway as soon as the preceding aircraft has commenced either its take-off roll or completed its landing run and has passed the holding point. The crew of departing aircraft must inform ATC if they are not ready for departure when instructed by ATC to enter the runway for take-off.
ii. Whenever possible, cockpit checks should be completed prior to line-up and any checks requiring completion when lined-up on the runway should be kept to the minimum required. Pilots should ensure that they are able to commence the take-off roll immediately take-off clearance is issued.
iii. Pilots not able to comply with these requirements should notify ATC as soon as possible once transferred to the Luton Tower frequency.
iv. Pilots are not to cross any illuminated Holding Point Red Stop bars unless specifically instructed to do so by ATC.
v. RWY 07 - Pilots requiring the full runway length should advise ATC when requesting departure clearance.

b) Minimum Runway Occupancy Time - Arriving Aircraft.

i. Pilots are reminded that rapid exit from the runway enables ATC to apply minimum spacing on final approach that will achieve maximum runway utilisation and will minimise the occurrence of 'go-arounds'.
ii. Aircraft vacating the runway via Taxiway Alpha must hold at Holding Point Alpha 4 until further instructed by Luton Ground.
iii. Aircraft vacating the runway via Taxiway Bravo must hold at Holding Point Bravo 5 until further instructed by Luton Ground.
iv. Aircraft vacating the runway via Taxiway Hotel must hold at Holding Point Bravo 6 until further instructed by Luton Ground.
v. Turn-offs from the runway onto Taxiway Charlie are prohibited except when authorised by ATC.

## 7 TRAINING

a) Conditions of Use.

i. Daily: Available for training 0800-2000 (0700-1900).
ii. Use of the aerodrome for training purposes is subject to prior permission from London Luton Airport Operations Ltd and acceptance by Air Traffic Control having regard to tactical traffic situation.
iii. All visiting and Luton based operators and aircrew requesting to undertake training flights at Luton whether landing or not, must contact Airport Operations by telephone: 01582-395525. The filing of a flight plan for a training flight does not in itself imply permission or ATC acceptance.
iv. Training aircraft using Runway 25 must climb straight ahead to 500 FT AAL, must track 215º M until reaching height 1500 FT; aircraft using Runway 07 must not turn crosswind until reaching height 1500 FT AAL, unless otherwise instructed by ATC.
v. The simulation of engine failures is not permitted.

b) Circuits.

i. Circuits by propeller-driven aircraft whose Maximum Take Off Mass exceeds 5700 KG and by all jet aircraft on training flights will be carried out at the minimum circuit height of 2500 FT QFE, unless otherwise instructed by ATC. Runway 07 – right hand circuits Runway 25 – left hand circuits.
ii. Circuits by propeller-driven aircraft whose MTOM does not exceed 5700 KG shall be carried out at the minimum circuit height of 1000 FT QFE.

# EGGW AD 2.21 NOISE ABATEMENT PROCEDURES

All aircraft inbound or outbound from this aerodrome are required to conform to the following procedures, for more details please refer to Aircraft Noise Control at LLA available on: http://www.london-luton.co.uk/corporate/community/noise/minimising-noise. Notwithstanding that these may at any time be deviated from to the extent necessary for avoiding immediate danger.

## 1 GENERAL

a) Every operator of aircraft whilst within or directly above the aerodrome shall ensure that aircraft are operated in a manner calculated to cause the least disturbance practicable in areas surrounding the aerodrome.
b) Unless on radar vectors, aircraft shall avoid any populated areas.
c) Any aircraft shall, after take-off, be operated in such a way that it will not cause more than 79 dBA by day (0700-2300 (0600-2200)) or 78 dBA by night (2300-0700 (2200-0600)) at any noise monitoring terminal at any of the sites referred to in the table below:

| Description | Postcode | OS Co-ordinates | Latitude (DMS) | Longitude (DMS) |
|---|---|---|---|---|
| NMT1: Frogmore, Stagenhoe Bottom Farm | SG4 8NG | TL 1759 2260 | 51°53’22N | 0°17’33W |
| NMT2: Grove Farm, Slip End | LU1 4DB | TL 0766 1774 | 51°50’52N | 0°26’18W |

| | | | | |
|---|---|---|---|---|
| NMT3: Pepsal End Farm, Pepperstock | LU1 4LH | TL 0861 1727 | 51°50'36N | 0°25'29W |

## 2 TAKE-OFF AND MISSED APPROACH

a) Every jet aircraft using the aerodrome shall, after take-off or 'go-around' attain as soon as safety permits, a rate of climb of at least 500 FT per minute at power settings which will ensure progressively decreasing noise levels at points on the ground under the flight path.

## 3 CONTINUOUS DESCENT APPROACHES

a) All jet aircraft and all propeller-driven aircraft whose MTOM exceeds 5700 KG, are expected to apply Continuous Descent Approach (CDA) procedures to all approaches to Runway 07 and Runway 25. Subject to ATC clearance, inbound aircraft are to minimise noise disturbance by the use of continuous descent and low power, low drag operating procedures.
b) Where the use of these procedures is not practicable, the aircraft shall maintain as high an altitude as possible. Radar vectors will be given, and descent clearance will include an estimate of track distance to touchdown.
c) In addition, when descending on initial approach, including the closing heading, and on intermediate and final approach, thrust reductions should be achieved where possible by maintaining a clean aircraft configuration and by landing with reduced flap, provided that in all the circumstances of the flight this is consistent with safe operation of the aircraft.
d) CDA will commence from 5000 FT QNH and will be deemed to have been continuous provided that no segment of level flight longer than 2.5 NM.

## 4 VISUAL CIRCUITS/APPROACHES

a) Aircraft approaching without assistance from ILS or radar shall follow a descent path no lower than the normal approach path indicated by the PAPIs.
b) With the exception of training aircraft as described in Local Traffic Regulations, paragraph 7 'Training' above, propeller-driven aircraft whose MTOM exceeds 5700 KG and all jet aircraft carrying out visual circuits/approaches to Runways 07 and 25 shall establish on final approach no closer than 7 NM from touchdown. Additionally, such aircraft shall not, unless otherwise instructed by ATC, descend below 2500 FT (Luton QNH) before commencing final approach.
c) Aircraft must not join the final approach track to any runway at an altitude of less than 2500 FT (Luton QNH), orbits on final approach will not be authorised by ATC, except when the safety of an aircraft would be compromised.

## 5 NOISE PREFERENTIAL ROUTINGS

a) The Noise Preferential Routings and Procedures specified in the table below are compatible with ATC requirements and shall apply in both VMC and IMC. The tracks are to be flown by all departing jet aircraft and by all other aircraft with a maximum certified weight exceeding 5700 KG unless otherwise instructed by ATC or unless deviations are required in the interests of safety. The radius of turn of aircraft following the routes and procedures specified in the following table shall be adjusted to conform with the tracks shown on the diagram on page AD 2-EGGW-3-1.
b) The obligations of Noise Preferential Routings for conventional SIDs cease when a height of 3000 FT QNH (between 0700-2300 (0600-2200)) and 4000 FT QNH (during night time, 2300-0700 (2200-0600)) has been reached. The obligations of Noise Preferential Routings for the RNAV1 SIDs cease when a height of 4000 FT QNH has been reached.
c) A departure will be deemed to have complied with the Noise Preferential Routing if, in the portion of flight below the appropriate vectoring altitude (see 5 (b) above), it is properly recorded by the airport's noise and track monitoring system as having flown wholly within the Lateral Swathe (LS). Where the aircraft is clearly flying outside the LS, the aircraft is identified as causing a "possible" track violation and is subject to a nominal fine, as defined in LLA's Charges and Conditions of Use.

| Take-off Run-way | ATC Clearance | Procedure | Take-off Run-way | ATC Clearance | Procedure |
|---|---|---|---|---|---|
| 25 | OLNEY KILO/Juliet | Climb straight ahead to 500 FT (AAL) turn left to intercept BNN VOR R031. At BNN D7 turn right onto HEN QDM 255°. At BNN VOR R003 turn right onto BNN VOR R344. Crossing BNN R344/ D6 at 4000. | 07 | OLNEY Sierra | Climb straight ahead. At I-LTN D3.4 turn left to intercept BPK VOR R313. |
| | Rodni Papa | Climb straight ahead to 500 FT (AAL) turn left to intercept BNN VOR R031. At BNN D7 turn right onto HEN QDM 255° ensuring that BNN DME does not decrease below 4 NM. | | Rodni Uniform/ Victor | Climb straight ahead. At I-LTN D3.8 turn right onto HEN QDM 256°. Ensure that BNN DME does not decrease below 4 NM. (See Note 3) |
| | Non – RNAV MATCH/Detling MIKE | Climb straight ahead to 500 FT AAL turn left to intercept BNN VOR R031. At BNN D7 turn left onto BPK VOR R283. | | MATCH/ Detling TANGO | Climb straight ahead to LUT NDB (I-LTN D4.7), then turn right to intercept BPK VOR R335. |
| | RNAV MATCH/ Detling | Climb straight ahead to 1030 FT QNH, then turn left direct GWS01, then to GWS06, left to GWS12, right to GWE16, GWE19, BPK VOR. (See Note 2) | | | |

***Note 1:*** *The Noise Preferential Routeings specified above are compatible with normal ATC requirements, however in individual cases ATC may vary them when necessary. The use of the routeings is supplementary to noise abatement take-off techniques as used by piston-engined, turboprop and turbo-jet aircraft.*

***Note 2:*** *Unless otherwise instructed by ATC, aircraft departing from Runway 25 for RNAV MATCH/DETLING will be routinely kept within the NPR corridor until crossing the railway line (GWE) between St. Albans and Harpenden.*

***Note 3:*** *Unless otherwise instructed by ATC, aircraft departing from Runway 07 for RODNI, UNIFORM/VICTOR must remain at 4000 FT (Luton QNH) until west of Radial 037 from Bovingdon VOR.*

***Note 4:*** *The crossing points and altitudes are detailed at AD 2-EGGW-6-1 to 6-6 charts of the Standard Instrument Departure procedures for aircraft departing the airport via the Airways System. The Standard Departure Route procedures for aircraft departing outside the Airways System are detailed at AD 2-EGGW-6-7 to 6-9.*

## 6 GROUND RUNNING AND TESTING OF AIRCRAFT ENGINES

a) The ground running and testing of the engines of any aircraft other than at ground idle power setting shall be carried out only in the designated areas.
b) The aircraft shall be positioned in such a manner that the jet blast will not impinge on any runway, taxiway, aircraft, equipment installation, or other property of the airport or third party.
c) ATC shall be notified by radio at the commencement and cessation of each run and the following information should be provided:

   i. The aircraft's registration number or letters;
   ii. The aircraft's position on the airport;
   iii. The percentage power setting anticipated; and
   iv. The expected duration of the engine run.

d) A single engine run at ground idle power settings may be undertaken provided that:

   i. the aircraft is positioned so as to cause no damage or inconvenience to persons or property;
   ii. the engine run does not exceed 10 minutes;
   iii. a person is at all times in attendance outside the aircraft to ensure the safety of persons and property during the engine run;
   iv. Continuous radio contact is maintained with air traffic control, from whom permission to start the engine(s) must be obtained and to whom notification must be given when the engine run is completed.

e) Engine ground running and testing will normally be permitted within the following periods:

   i. Weekdays: between 0600-2300 (0500-2200)
   ii. Saturdays, Sundays and Public Holidays: between 0700-2300 (0600-2200);
   iii. In exceptional circumstances, operators can apply to Airport Operations for permission to operate outside this period.

## 7 NIGHT NOISE RESTRICTIONS

a) Chapter 2 aircraft are not permitted to operate during the periods of 2300-0700 (2200-0600);
b) The aircraft with a QC value of greater than 1 must not operate during the night period.
c) All departure flights recording a level above 78 dB, 6.5 KM from 'start of roll' during the night period will be subject to a nominal fine, as defined in LLA's Charges and Conditions of Use.
d) Aircraft scheduled (SIBT) to arrive during the early morning shoulder period 0615-0705 (0515-0605), will not be accepted earlier than 0600 (0500).
e) Aircraft scheduled (SIBT) to arrive during the day period 0710-2300 (0610-2200) will not be accepted earlier than 0700 (0600).

## 8 NOISE ABATEMENT PROCEDURES FOR HELICOPTERS

a) Fixed-wing aircraft and helicopters operating under VFR or SVFR to the south of Luton Airport should endeavour to avoid overflying built-up areas and isolated properties south of the boundary.

# EGGW AD 2.22 FLIGHT PROCEDURES

## 1 THE ARRIVAL CODE OF PRACTICE (ACOP) AND DEPARTURE CODE OF PRACTICE (DCOP)

The voluntary Code of Practice has been compiled by Flight Operations and Air Traffic Control to give advice on the operational techniques aimed at improving the environmental impacts of aircraft operations through operational best practice. The Arrival Code of Practice (ACOP) and Departure Code of Practice (DCOP) can be found on the LLA website - https://www.london-luton.co.uk/corporate/lla-publications/operations. Nothing in this Code shall take precedence over the requirement for safe operation and control of aircraft at all times. For the avoidance of doubts, all recommendations are to be read as being subject to the requirements of safety and manufacturer/aircraft flight manual limits.

## 2 PROCEDURES FOR INBOUND AIRCRAFT UNDER IFR

a) Inbound via the ATS Route Network

i. The Standard Arrival Routes (STAR) for aircraft inbound to London Luton are shown at AD 2-EGGW-7-STAR Charts.
ii. The Terminal Holding facility at ABBOT is shared with arrivals to both London Stansted and Cambridge airports and therefore some STAR designators are shared. The Terminal Holding facility at ZAGZO is for London Luton arrivals only.

b) Inbound other than on Airways

i. Aircraft wishing to enter the Luton CTR/CTA direct from the London FIR should obtain ATC clearance at least 10 minutes before reaching the CTR or CTA boundary, when they will be advised of the route to be followed consistent with the current traffic situation.
ii. Aircraft arriving from the north and northeast should expect to route via a Reporting Point BIGLI (520748N 0001430W, BKY VOR/DME fix R309/D14; BNN VOR/DME fix R027/D27) established beneath the London TMA (base 5500 FT QNH).
iii. For aircraft receiving a service from London Military Radar, co-ordination procedures have been agreed between Luton ATC and London Military involving the use of BIGLI. There is no holding procedure associated with BIGLI.
iv. Aircraft must not enter Controlled Airspace unless specific clearance to do so has been given.

c) Approach Procedures – with Radar Control

i. When inbound traffic is being sequenced by Radar, the Approach procedure will be flown from under directions from the appropriate Radar Controller, and will consist of that part of the approach between the holding pattern and the Final Approach Track.
ii. Once the aircraft is under Approach Radar Control, changes of Flight Level/Altitude and heading will be made only under instructions from the Radar Controller, except in cases of radio communications failure in the aircraft or at the Radar Unit.
iii. Headings and Flight Levels/Altitudes will be passed by ATC. When holding is not necessary, radar vectors will be given prior to the aircraft reaching the holding pattern and descent clearance will include an estimate of track distance to touchdown.
iv. Further distance information will be given between initial descent clearance and intercept heading to the ILS. On receipt of descent clearance, the pilot will descend at the rate he judges will be best suited to the achievement where possible, of continuous descent, the objective being to join the glidepath at the appropriate height for the distance, without recourse to level flight.
v. Between the hours of 2300-0700 (2200-0600), all jet aircraft and all propeller driven aircraft whose MTOM exceeds 5700 KG, irrespective of the type of approach, are to be vectored onto a closing heading which will position the aircraft for Runway 25 on final approach no closer than 8 NM from touchdown and for Runway 07 no closer than 10 miles from touchdown. Descent below 3000 FT QNH is not to be given until 10 NM from touchdown.
vi. Pilots should typically expect the following speed restrictions to be enforced:
220 KT from the holding facility during the intermediate approach phase;
180 KT on base leg/closing heading to the ILS;
180-160 KT when first established on the ILS;
165 KT +/-5 to 5 DME.
vii. These speeds are applied for ATC separation purposes and are mandatory. In the event of a new (non-speed related) ATC clearance being issued (eg an instruction to descend on ILS), pilots are not absolved from a requirement to maintain a previously allocated speed. All speed restrictions are to be flown as accurately as possible. Aircraft unable to conform to these speeds should inform ATC and state what speeds will be used. In the interests of accurate spacing, pilots are requested to comply with speed adjustments as promptly as feasible within their own operational constraints, advising ATC if circumstances necessitate a change of speed for aircraft performance reasons.
viii. The spacing provided between aircraft will be designed to achieve the maximum runway utilisation within the parameters of safe separation minima (including wake turbulence) and runway occupancy. It is important to the validity of the separation provided that runway occupancy time is kept to a minimum consistent with the prevailing conditions.
ix. Pilots of IFR flights inbound to Luton airport will be vertically or laterally separated from all gliding activity north of and below final approach track to Runway 07.
x. In the event of radio communications failure at the Radar Unit, pilots should contact Luton Tower for further instructions.

## 3 PROCEDURES FOR OUTBOUND AIRCRAFT

a) All jet aircraft and all propeller driven aircraft whose MTOM exceeds 5700 KG departing London Luton Airport, whether routing inside or outside Controlled Airspace, are required to follow Noise Preferential Routes.
b) The Standard Instrument Departure Procedures for aircraft departing from London Luton Airport via the Airways System are detailed at AD 2-EGGW-6-1 to 6-6.
c) The Standard Departure Route procedures for aircraft departing IFR outside the Airways System are detailed at AD 2-EGGW-6-7 to 6-9.
d) ATC clearance is available from Luton Ground RTF 121.755 MHz, up to 20 minutes prior to aircraft flight planned departure time.
e) Departure Speed Restriction: In order to optimise the departure flow and assist in the separation between successive departing aircraft a speed limit of 250 KT IAS below FL 100 is applicable until removed by ATC. ATC may remove the speed restriction by using the phrase 'No ATC Speed Restriction'. Pilots are reminded that this phrase does not relieve the pilot of the responsibility to adhere to the ground track of the Noise Preferential Route, which may require a speed/power limitation. See AD 2-EGGW-6-2 and 6-3.
f) If for any reason pilots are unable to comply with the 250 KT IAS speed restriction the pilot should immediately advise ATC and state the minimum speed acceptable. If a pilot anticipates before departure that they will be unable to comply with the speed restriction, they should inform ATC when requesting start-up clearance, stating the minimum speed acceptable. In this case the pilot will be informed before take-off of any higher speed limitation
g) Positioning flights to London Heathrow Airport or Northolt will be cleared to BNN VOR via Non-Airways Departure Routes November or Uniform as appropriate, and will be allocated a level within controlled airspace prior to departure.
h) It is imperative that pilots of departing aircraft inform ATC on start-up if they anticipate an initial climb and/or acceleration performance that is likely to be significantly less than 'normal' for their aircraft type.

## 4 RADIO COMMUNICATIONS FAILURE PROCEDURES

In the event of complete radio communication failure in an aircraft, the pilot is to adopt the appropriate procedures notified in ENR 1.1 Section 3 Paragraph 3.4, with the exceptions described below.

a) Inbound Aircraft via ZAGZO †

i. When complete communication failure occurs in the aircraft before ETA, or before EAT, when this has been received and acknowledged the aircraft will:

1. fly to the ZAGZO † holding point (as detailed at AD 2-EGGW-7-STAR Charts);
2. hold at the last assigned level until the last acknowledged ETA plus 10 minutes, or EAT when this has been given;
3. then commence descent for landing in accordance with the RNAV1 Approach Transitions from ZAGZO.

ii. If complete radio communication failure occurs after an aircraft has reported to ATC on reaching the holding point the aircraft will:

1. hold the last assigned level at ZAGZO † until:

ATA over the holding point plus 10 minutes or 10 minutes after the last acknowledged communication with ATC whichever is the later; or

EAT when this has been received and acknowledged;

2. then commence descent for landing in accordance with the RNAV1 Approach Transitions from ZAGZO.

iii. When radio communication failure occurs during intermediate approach (initial) under radar control.

In the event of radio failure after instructions to leave the ZAGZO † hold with the intention of a direct radar assisted approach, but before being given approach clearance, the following procedure should be adopted:

1. continue descent to the assigned altitude or maintain last assigned altitude;
2. proceed to the LUT NDB (I-LTN D4.7/I-LJ D3.9, BKY VOR R244/D13);
3. hold at the LUT NDB (I-LTN D4.7/I-LJ D3.9, BKY VOR R244/D13) for 5 minutes (as shown in the AIP charts);
4. descend in the holding pattern to 2000 FT QNH and commence an ILS/NDB approach;
5. in the event of a missed approach, follow the Missed Approach procedure to LUT NDB (I-LTN D4.7/I-LJ D3.9, BKY VOR R244/D13) and adopt the basic radio failure procedure detailed at ENR 1.1 Section 3 Paragraph 3.4.

iv. The route and level to be used when leaving CAS in accordance with the procedures given at ENR 1.1 Section 3 Paragraph 3.4 are shown in the table below:

| Position at time of decision | Route |
|---|---|
| ZAGZO<br>LUT NDB (I-LTN D4.7/I-LJ D3.9, BKY VOR R244/D13) | Turn right onto track 360° M at last assigned level.<br>Turn onto track 334° M at not above 3000 FT ALT. |

b) Inbound Aircraft via ABBOT ‡‡

i. When complete communication failure occurs in the aircraft before ETA, or before EAT, when this has been received and acknowledged the aircraft will:

1. fly to the ABBOT ‡‡ holding point (as detailed at AD 2-EGGW-7-6 and AD 2-EGGW-7-7 STAR Charts);
2. hold at the last assigned level until the last acknowledged ETA plus 10 minutes, or EAT when this has been given;
3. then commence descent for landing in accordance with the Initial Approach Procedures from ABBOT. For Runway 07 arrivals from ABBOT, descend in the LUT NDB (I-LTN D4.7/I-LJ D3.9, BKY VOR R244/D13) holding pattern from 4000 FT ALT to 2000 FT ALT and then carry out the appropriate instrument approach procedure for the runway in use and effect a landing within 30 minutes (or later if able to continue visually).

ii. If complete radio communication failure occurs after an aircraft has reported to ATC on reaching the holding point the aircraft will:

1. hold the last assigned level at ABBOT ‡‡ until:

ATA over the holding point plus 10 minutes or 10 minutes after the last acknowledged communication with ATC whichever is the later; or

EAT when this has been received and acknowledged;

2. then commence descent for landing in accordance with the Initial Approach Procedures from ABBOT. For Runway 07 arrivals from ABBOT, descend in the LUT NDB (I-LTN D4.7/I-LJ D3.9, BKY VOR R244/D13) holding pattern from 4000 FT ALT to 2000 FT ALT and then carry out the appropriate instrument approach procedure for the runway in use and effect a landing within 30 minutes (or later if able to continue visually).

iii. When radio communication failure occurs during intermediate approach (initial) under radar control. In the event of radio failure after instructions to leave the ABBOT ‡‡ hold with the intention of a direct radar assisted approach, but before being given approach clearance, the following procedure should be adopted:

1. Continue descent to the assigned altitude or maintain last assigned altitude;
2. proceed to the LUT NDB (I-LTN D4.7/I-LJ D3.9, BKY VOR R244/D13);
3. hold at the LUT NDB (I-LTN D4.7/I-LJ D3.9, BKY VOR R244/D13) for 5 minutes (as shown in the AIP charts);

4. descend in the holding pattern to 2000 FT QNH and commence an ILS/NDB approach;
5. in the event of a missed approach, follow the Missed Approach procedure to LUT NDB (I-LTN D4.7/I-LJ D3.9, BKY VOR R244/D13) and adopt the basic radio failure procedure detailed at ENR 1.1 Section 3 Paragraph 3.4.

iv. The route and level to be used when leaving CAS in accordance with the procedures given at ENR 1.1 Section 3 Paragraph 3.4 are shown in the table below:

| Position at time of decision | Route |
|---|---|
| ABBOT<br>LUT NDB (I-LTN D4.7/I-LJ D3.9, BKY VOR R244/D13) | Turn right onto track 360° M at last assigned level.<br>Turn onto track 334° M at not above 3000 FT ALT. |

c) Outbound Aircraft

i. Comply with the route and altitude limitations detailed in the allocated Luton Instrument Departure Procedure detailed at AD 2-EGGW-6 or ATC clearance and commence climb to flight planned level after the last position at which an altitude is specified.
ii. When a radar heading has been issued, climb on the assigned heading to the first altitude of Flight Level detailed in the clearance, maintain the heading and level for three minutes, then adopt the basic procedure detailed at ENR1.1 Section 3 Paragraph 3.4.

## 5 SPECIAL VFR FLIGHT

a) Special VFR clearance for flights within the London Luton CTR may be requested and will be given whenever the traffic conditions permit. These flights are subject to the general conditions laid down at ENR 1.2.

***Note:*** *Note: Pilots holding a Private Pilot Licence (Aeroplanes) are reminded of the flight visibility requirements for Special VFR flight laid down in Schedule 7 of the Air Navigation Order 2009 and the related notification at ENR 1-4.*

b) Aircraft may be given radar vectoring whilst within the CTR if, due to the traffic situation, ATC considers it necessary. Pilots are reminded that they must at all times when operating on a Special VFR Clearance, remain clear of cloud and in sight of the surface, and in flight conditions which will enable them to determine their flight path and remain clear of obstacles. Pilots must inform the radar controller if compliance with these requirements entails a change of heading or level.
c) Pilots are reminded that a Special VFR clearance applies only to flight within the CTR and does not extend to flight within the surrounding airspace of the London TMA or London Stansted Airspace.
d) In order to reduce conflict with IFR flights, Special VFR flights will normally be cleared not above 1500 FT (Luton QNH).

## 6 VFR FLIGHTS

a) VFR flights in the London CTR/CTA will be given routeing instructions and/or altitude restrictions in order to integrate VFR flights with other traffic.
b) Pilots should anticipate clearance and routeing instructions via Entry/Exit Lanes and VRPs detailed below. Additionally, pilots of fixed-wing VFR and Special VFR aircraft inbound from the north may be instructed by ATC to route via or hold at Offley VRP in order to integrate with landing traffic.
c) Traffic information will not normally be given to aircraft operating outside the London Luton CTR/CTA, and not in receipt of a LARS from Luton Radar, due to the large amount of traffic operating in adjacent areas.
d) Entry/Exit Lanes

i. North/South Lanes

1. A lane 1.5 NM wide known as the North Lane, with centre-line being a line joining the Church at Pirton (Pirton VRP) the bridge over the A505 at Offley (Offley VRP) and the mid-point of Luton Runway 07/25;
2. A lane 1.5 NM wide known as the South Lane, with centre-line being a line joining M1 Junction 8 VRP, the railway bridge at East Hyde (Hyde VRP) and the mid-point of Luton Runway 07/25;

ii. use of the lanes is subject to Special VFR clearance being obtained from Luton ATC;
iii. pilots are responsible for providing their own separation from other aircraft within the entry/exit lanes, however, traffic information will be given when requested or as deemed necessary by Luton ATC;

e) VFR Helicopters

i. VFR helicopters inbound to, departing from or overflying London Luton Airport will normally be required to route via tracks joining the following VRPs, in order to minimise noise impact on the ground and to ensure integration with arriving and departing flights.

- From/To the North:

  Pirton VRP- Offley VRP.

- From/To the South and Southeast:

  A1(M), Junction 4 VRP - Kimpton Hall VRP - Hyde VRP.

- From/To the South and Southwest

  M1, Junction 8 VRP - M1, Junction 9 VRP - Hyde VRP.

- From/To London Stansted:

  Puckeridge A10/A120 INT VRP - Kimpton Hall VRP - Hyde VRP.

  † VFR helicopters departing London Luton should identify their preferred routing when booking out. See AD 2-EGGW-4-1 for Luton CTR/CTA chart.

ii. Helicopters will typically be issued with VFR clearances not above 1500 FT AMSL, however pilots are requested to maintain the highest possible level in accordance with the clearance to minimise noise impact on the ground.

## 7 VISUAL REFERENCE POINTS (VRP)

a) Details of VRPs are available in the consolidated 'Visual Reference Points List' published on the 'Digital Dataset' page of the NATS AIS website, www.nats.aero/ais.

## 8 GLIDING, HANG-GLIDING, PARAGLIDING AND MICROLIGHT ACTIVITY - LUTON CTR/CTA

Pilots are advised that by arrangement with Luton ATC:

a) Intense gliding, hang-gliding and paragliding activity takes place with winch cables up to 2500 FT QNH during daylight hours at Dunstable Downs (515200N 0003254W) within the following areas (as depicted in AD 2-EGGW-4-1):

Area 1 bounded by: 515227N 0004006W - 515511N 0002426W - 515240N 0002704W - 515133N 0003327W - 515135N 0003730W - 515114N 0003938W - 515227N 0004006W up to 3500 FT QNH.

Area 2 bounded by: 515134N 0003516W - 515133N 0003327W - 515151N 0003144W - 515132N 0003135W - 515056N 0003459W - 515134N 0003516W up to 1500 FT QNH.

Area 3 bounded by: 515131N 0003754W - 515135N 0003730W - 515134N 0003516W - 515056N 0003459W - 515031N 0003726W - 515131N 0003754W up to 2000 FT QNH.

Area 4 bounded by: 515258N 0003709W - 515522N 0003427W - 515350N 0003212W - 515258N 0003709W up to 4500 FT QNH.

Area 5 bounded by: 515150N 0004336W - 515227N 0004006W - 515114N 0003938W - 515135N 0003730W - 515133N 0003327W - 515240N 0002704W - 514942N 0003313W - 514810N 0004155W - 515150N 0004336W up to 3500 FT QNH.

Area 6a bounded by: 515131N 0003754W - 515310N 0003116W - 514942N 0003313W - 514634N 0003538W - 515131N 0003754W up to 1500 FT QNH.

Area 6b bounded by: 515244N 0003828W - 515350N 0003212W - 515310N 0003116W - 515131N 0003754W - 515244N 0003828W up to 2500FT QNH.

With the exception of the Class G airspace below CTA-3 (from surface to 2500 FT), use of these areas is strictly controlled by a Letter of Agreement with the London Gliding Club, the Dunstable Hang-gliding and Paragliding Club and other parties. Visiting pilots wishing to use these areas must be fully briefed by either the London Gliding Club or the Dunstable Hang-gliding and Paragliding Club as to the conditions imposed upon gliding operations and hang-glider and paragliding operations.

Some areas are not in force when Luton Runway 07 is in use, however for the purposes of this paragraph, all of the above areas can be assumed to be active.

b) Microlight and fixed wing activity takes place during daylight hours at Graveley (515628N 0001212W) within the following area (as depicted in AD 2-EGGW-4-1) and this is also governed by a Letter of Agreement.

Area 7 bounded by: 515841N 0001606W - 515857N 0001434W - thence clockwise by the arc of a circle radius 8 NM centred on 515228N 0002206W - 515556N 0001025W - 515541N 0001129W - 515541N 0001311W - 515646N 0001243W - 515841N 0001606W up to 1000 FT QNH.

c) Pilots of IFR flights inbound to Luton airport will be vertically or laterally separated from all gliding or microlight activity within these areas through the application of normal ATC procedures.

d) Pilots of aircraft operating under VFR, or on a Special VFR clearance are advised to avoid these areas if at all possible. In addition, pilots operating on a Special VFR clearance are advised that due to the nature of these activities they cannot be given separation from gliders, aircraft towing gliders, hang-gliders, paragliders or microlights within these designated areas. Traffic information will NOT be passed by ATC.

## 9 FREQUENCY MONITORING CODE (FMC)

a) Pilots operating in the vicinity of, but intending to remain outside Luton controlled airspace within the area defined by straight lines joining successively the following points and maintaining a listening watch only on Luton Radar frequency, 129.550 MHz, are encouraged to select SSR code 0013.

514459N 0000624W - 520311N 0000141W -
521109N 0000102W - 521104N 0002159W -

521126N 0002220W - 520316N 0003441W -
515749N 0004048W - 515356N 0005006W -
514015N 0005348W - 514027N 0003627W -
514111N 0001345W - 514459N 0000624W.

b) Selection of 0013 does not imply the receipt of an ATC service. Pilots of aircraft displaying the code are not expected to contact ATC under normal circumstances, remain responsible for their own navigation, separation, terrain clearance and are expected to remain clear of the Luton controlled airspace at all times.

c) Whilst squawking 0013, pilots should be aware that Luton Radar may make blind transmissions in order to ascertain a particular aircraft's intentions/route.

d) When a pilot ceases to maintain a listening watch, code 0013 shall be deselected.

## EGGW AD 2.23 ADDITIONAL INFORMATION

a) Mode S Barometric Pressure Setting Data

London Terminal Control has the ability to downlink Mode S Barometric Pressure Setting (BPS) data. Therefore, if the downlinked pressure data is at variance with the BPS expected by Air Traffic Control, pilots can expect additional challenge. When Air Traffic Control pass a reminder of the appropriate BPS, it is anticipated that the aircrew will cross check the altimeter settings and confirm set.

## EGGW AD 2.24 CHARTS RELATED TO AN AERODROME

AERODROME CHART - ICAO
AD 2.EGGW-2-1
AIRCRAFT PARKING/DOCKING CHART - ICAO
AD 2.EGGW-2-2
AIRCRAFT GROUND MOVEMENT - REMOTE DE-ICING LOCATION CHART - ICAO
AD 2.EGGW-2-3
NOISE PREFERENTIAL ROUTEINGS
AD 2.EGGW-3-1
CONTROL ZONE and CONTROL AREA CHART
AD 2.EGGW-4-1
ATC SURVEILLANCE MINIMUM ALTITUDE CHART - ICAO
AD 2.EGGW-5-1
STANDARD DEPARTURE CHART - INSTRUMENT (SID) RWY 07 25 MATCH 3B 2C DET 8B 7C - ICAO
AD 2.EGGW-6-1
RNAV1 (DME/DME or GNSS) STANDARD DEPARTURE CHART - INSTRUMENT (SID) RWY 25 MATCH 3Y - ICAO
AD 2.EGGW-6-2
RNAV1 (DME/DME or GNSS) STANDARD DEPARTURE CHART - INSTRUMENT (SID) RWY 25 DET 3Y - ICAO
AD 2.EGGW-6-3
STANDARD DEPARTURE CHART - INSTRUMENT (SID) RWY 07 25 RODNI 1B 1C - ICAO
AD 2.EGGW-6-4
STANDARD DEPARTURE CHART - INSTRUMENT (SID) RWY 25 OLNEY 2B - ICAO
AD 2.EGGW-6-5
STANDARD DEPARTURE CHART - INSTRUMENT (SID) RWY 07 OLNEY 2C - ICAO
AD 2.EGGW-6-6
STANDARD DEPARTURE CHART - INSTRUMENT (SID) NON-AIRWAY DEPARTURES RWY 07 - ICAO
AD 2.EGGW-6-7
STANDARD DEPARTURE CHART - INSTRUMENT (SID) NON-AIRWAY DEPARTURES RWY 25 - ICAO
AD 2.EGGW-6-8
STANDARD DEPARTURE CHART - INSTRUMENT (SID) NON-AIRWAY DEPARTURES to Stansted - ICAO
AD 2.EGGW-6-9
STANDARD INSTRUMENT DEPARTURE CODING TABLES - RWY 25 MATCH 3Y
AD 2.EGGW-6-10
STANDARD INSTRUMENT DEPARTURE CODING TABLES - RWY 25 DET 3Y
AD 2.EGGW-6-11
RNAV1 (DME/DME or GNSS) STANDARD ARRIVAL CHART - INSTRUMENT (STAR) UNDUG 1N SIRIC 1N - ICAO
AD 2.EGGW-7-1
RNAV1 (DME/DME or GNSS) STANDARD ARRIVAL CHART - INSTRUMENT (STAR) TELTU 1N - ICAO

AD 2.EGGW-7-2
RNAV1 (DME/DME or GNSS) STANDARD ARRIVAL CHART - INSTRUMENT (STAR) MEGEL 1N RINIS 1N XAMAN 1N TOSVA 1N - ICAO
AD 2.EGGW-7-3
RNAV1 (DME/DME or GNSS) STANDARD ARRIVAL CHART - INSTRUMENT (STAR) FINMA 1N SILVA 1N - ICAO
AD 2.EGGW-7-4
RNAV1 (DME/DME or GNSS) STANDARD ARRIVAL CHART - INSTRUMENT (STAR) LISTO 1N - ICAO
AD 2.EGGW-7-5
RNAV5 (DME/DME or GNSS) STANDARD ARRIVAL CHART - INSTRUMENT (STAR) LOGAN 2A DET 2A - ICAO
AD 2.EGGW-7-6
STANDARD INSTRUMENT ARRIVAL CODING TABLES UNDUG 1N SIRIC 1N
AD 2.EGGW-7-7
STANDARD INSTRUMENT ARRIVAL CODING TABLES TELTU 1N MEGEL 1N
AD 2.EGGW-7-8
STANDARD INSTRUMENT ARRIVAL CODING TABLES RINIS 1N XAMAN 1N
AD 2.EGGW-7-9
STANDARD INSTRUMENT ARRIVAL CODING TABLES TOSVA 1N SILVA 1N FINMA 1N
AD 2.EGGW-7-10
STANDARD INSTRUMENT ARRIVAL CODING TABLES LISTO 1N LOGAN 2A DET 2A
AD 2.EGGW-7-11
RNAV HOLD CODING TABLES ADLOG HON MUCTE UNDUG VATON WOBUN ZAGZO
AD 2.EGGW-7-12
RNAV HOLD CODING TABLES ABBOT LOGAN
AD 2.EGGW-7-13
RNAV1 (DME/DME or GNSS) APPROACH TRANSITIONS CHART - INSTRUMENT RWY 07 ZAGZO 1Q - ICAO
AD 2.EGGW-7-14
RNAV1 (DME/DME or GNSS) APPROACH TRANSITIONS CHART - INSTRUMENT RWY 25 ZAGZO 1T - ICAO
AD 2.EGGW-7-15
APPROACH TRANSITIONS CODING TABLES RWY 07 ZAGZO 1Q RWY 25 ZAGZO 1T
AD 2.EGGW-7-16
INITIAL APPROACH PROCEDURE ILS RWY 07 Without Radar Control - via ABBOT
AD 2.EGGW-7-17
INITIAL APPROACH PROCEDURE ILS RWY 25 Without Radar Control - via ABBOT
AD 2.EGGW-7-18
INSTRUMENT APPROACH CHART ILS/DME/NDB(L) RWY 07 - ICAO
AD 2.EGGW-8-1
INSTRUMENT APPROACH CHART LOC/DME/NDB(L) RWY 07 - ICAO
AD 2.EGGW-8-2
INSTRUMENT APPROACH CHART SRA RTR 2NM RWY 07 - ICAO
AD 2.EGGW-8-3
INSTRUMENT APPROACH CHART ILS/DME/NDB(L) RWY 25 - ICAO
AD 2.EGGW-8-4
INSTRUMENT APPROACH CHART LOC/DME/NDB(L) RWY 25 - ICAO
AD 2.EGGW-8-5
INSTRUMENT APPROACH CHART SRA RTR 2NM RWY 25 - ICAO
AD 2.EGGW-8-6
INSTRUMENT APPROACH CHART NDB(L) RWY 25 - ICAO
AD 2.EGGW-8-7

## EGGW AD 2.25 VISUAL SEGMENT SURFACE (VSS) PENETRATION

Not applicable

**INTENTIONALLY BLANK**

# AERODROME CHART - ICAO

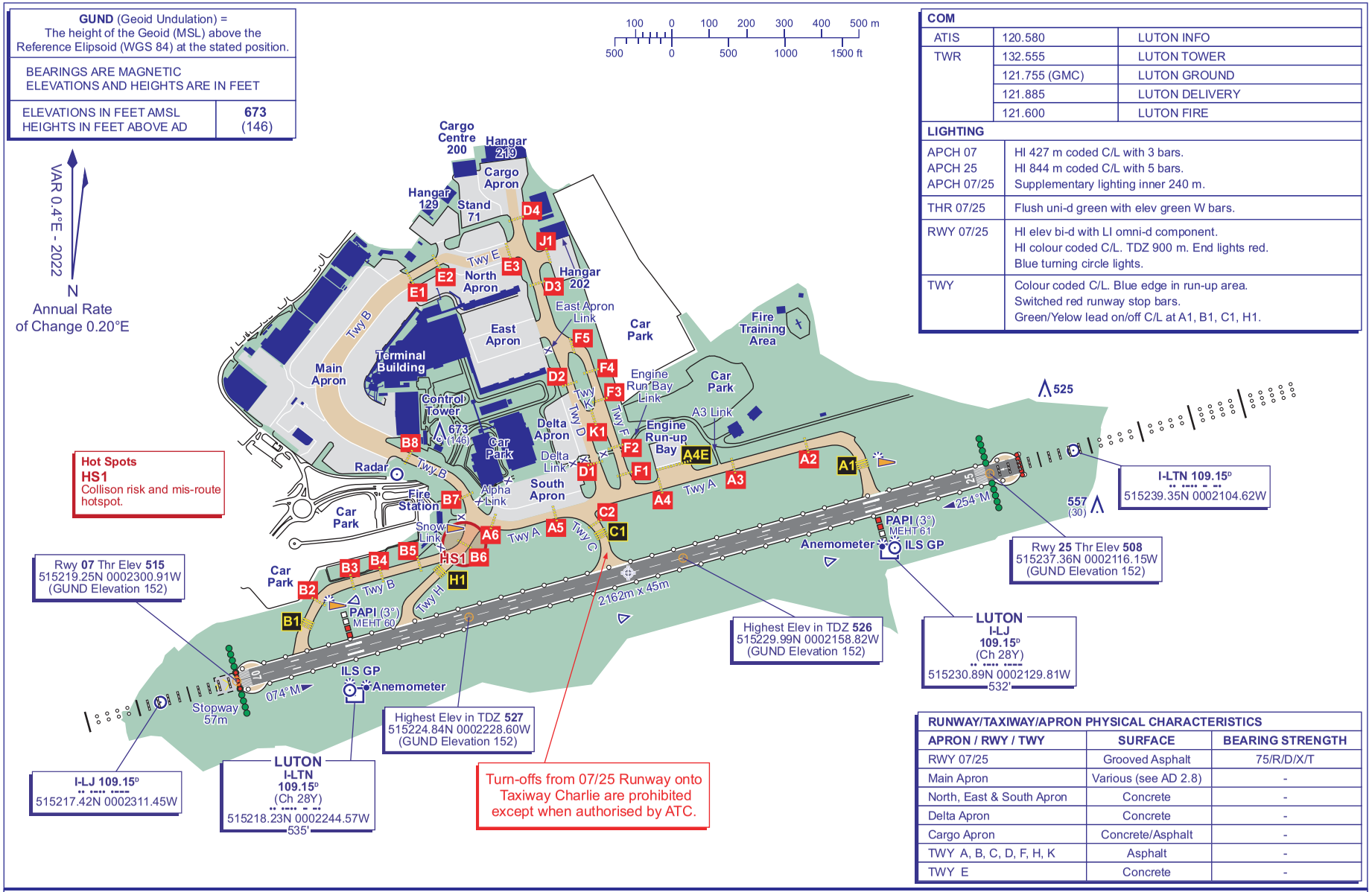
ARP 515229N 0002206W

AD ELEV 527FT

# LONDON LUTON
## EGGW

AERO INFO DATE 23 MAY 24

| | |
|---|---|
| **GUND** (Geoid Undulation) = The height of the Geoid (MSL) above the Reference Elipsoid (WGS 84) at the stated position. | |
| BEARINGS ARE MAGNETIC<br>ELEVATIONS AND HEIGHTS ARE IN FEET | |
| ELEVATIONS IN FEET AMSL<br>HEIGHTS IN FEET ABOVE AD | **673**<br>(146) |




| COM | | |
|---|---|---|
| ATIS | 120.580 | LUTON INFO |
| TWR | 132.555 | LUTON TOWER |
| | 121.755 (GMC) | LUTON GROUND |
| | 121.885 | LUTON DELIVERY |
| | 121.600 | LUTON FIRE |

| LIGHTING | |
|---|---|
| APCH 07<br>APCH 25<br>APCH 07/25 | HI 427 m coded C/L with 3 bars.<br>HI 844 m coded C/L with 5 bars.<br>Supplementary lighting inner 240 m. |
| THR 07/25 | Flush uni-d green with elev green W bars. |
| RWY 07/25 | HI elev bi-d with LI omni-d component.<br>HI colour coded C/L. TDZ 900 m. End lights red.<br>Blue turning circle lights. |
| TWY | Colour coded C/L. Blue edge in run-up area.<br>Switched red runway stop bars.<br>Green/Yelow lead on/off C/L at A1, B1, C1, H1. |

| RUNWAY/TAXIWAY/APRON PHYSICAL CHARACTERISTICS | | |
|---|---|---|
| **APRON / RWY / TWY** | **SURFACE** | **BEARING STRENGTH** |
| RWY 07/25 | Grooved Asphalt | 75/R/D/X/T |
| Main Apron | Various (see AD 2.8) | - |
| North, East & South Apron | Concrete | - |
| Delta Apron | Concrete | - |
| Cargo Apron | Concrete/Asphalt | - |
| TWY A, B, C, D, F, H, K | Asphalt | - |
| TWY E | Concrete | - |

**CHANGE (8/24):** AIMING POINT MARKERS. ANEMOMETERS & GP ANTENNAS LIT. AD BOUNDARY. OBSTACLE LIT. EDITORIAL.

# AIRCRAFT PARKING/DOCKING CHART - ICAO

ARP 515229N 0002206W

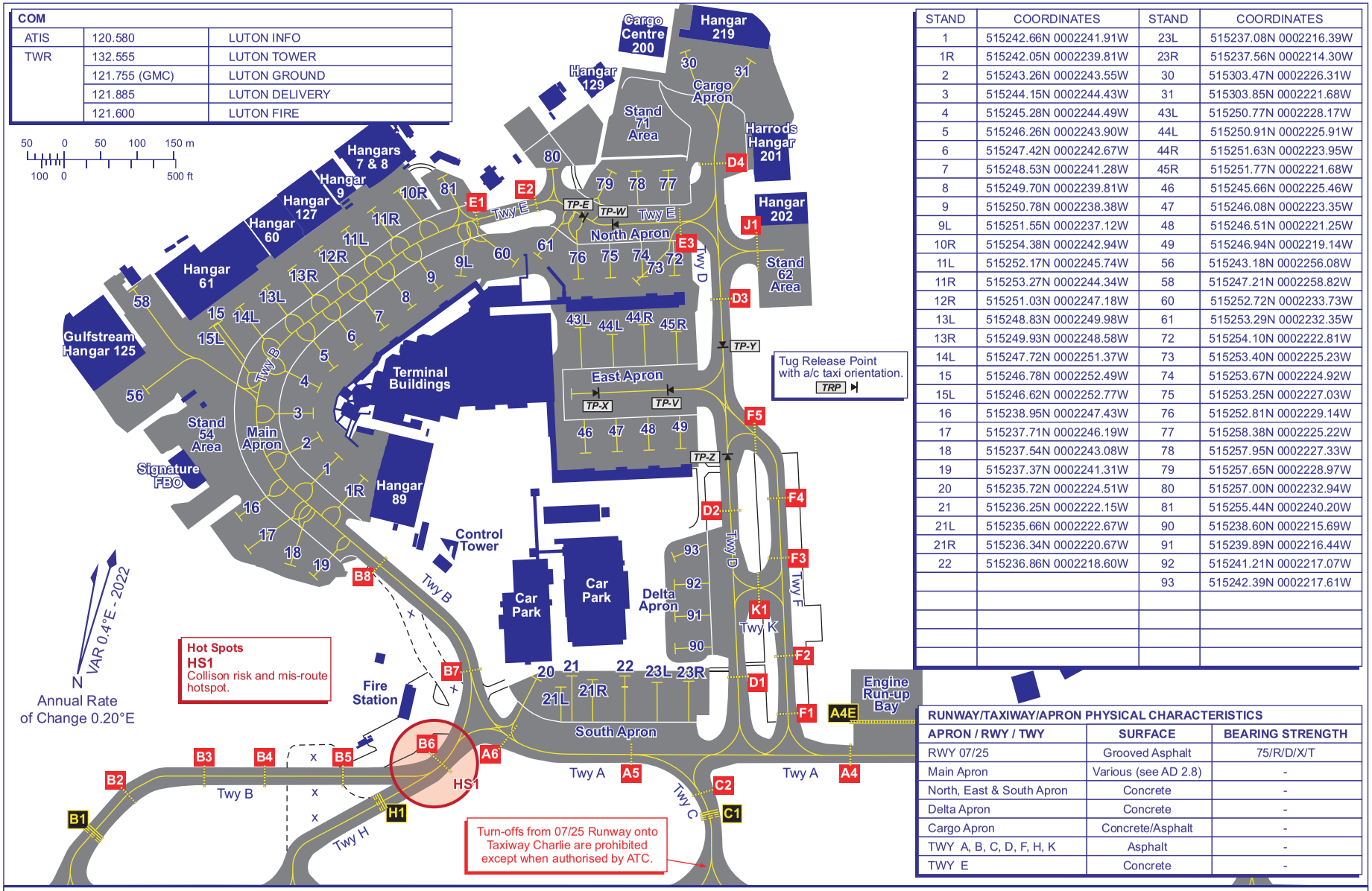
AD ELEV 527FT

## LONDON LUTON
EGGW



AERO INFO DATE 08 JUL 25

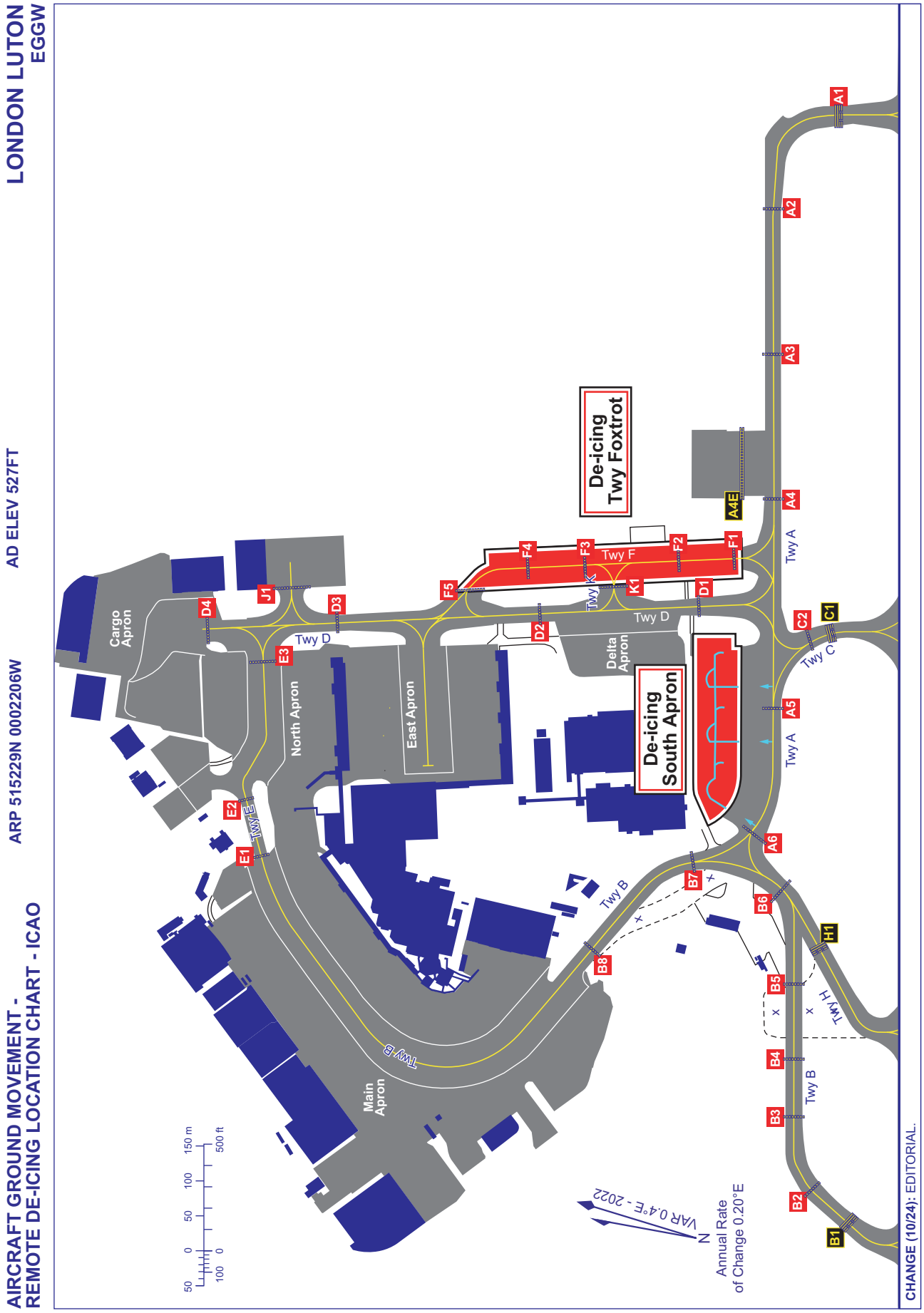
| COM | | |
|---|---|---|
| ATIS | 120.580 | LUTON INFO |
| TWR | 132.555 | LUTON TOWER |
| | 121.755 (GMC) | LUTON GROUND |
| | 121.885 | LUTON DELIVERY |
| | 121.600 | LUTON FIRE |




| STAND | COORDINATES | STAND | COORDINATES |
|---|---|---|---|
| 1 | 515242.66N 0002241.91W | 23L | 515237.08N 0002216.39W |
| 1R | 515242.05N 0002239.81W | 23R | 515237.56N 0002214.30W |
| 2 | 515243.26N 0002243.55W | 30 | 515303.47N 0002226.31W |
| 3 | 515244.15N 0002244.43W | 31 | 515303.85N 0002221.68W |
| 4 | 515245.28N 0002244.49W | 43L | 515250.77N 0002228.17W |
| 5 | 515246.26N 0002243.90W | 44L | 515250.91N 0002225.91W |
| 6 | 515247.42N 0002242.67W | 44R | 515251.63N 0002223.95W |
| 7 | 515248.53N 0002241.28W | 45R | 515251.77N 0002221.68W |
| 8 | 515249.70N 0002239.81W | 46 | 515245.66N 0002225.46W |
| 9 | 515250.78N 0002238.38W | 47 | 515246.08N 0002223.35W |
| 9L | 515251.55N 0002237.12W | 48 | 515246.51N 0002221.25W |
| 10R | 515254.38N 0002242.94W | 49 | 515246.94N 0002219.14W |
| 11L | 515252.17N 0002245.74W | 56 | 515243.18N 0002256.08W |
| 11R | 515253.27N 0002244.34W | 58 | 515247.21N 0002258.82W |
| 12R | 515251.03N 0002247.18W | 60 | 515252.72N 0002233.73W |
| 13L | 515248.83N 0002249.98W | 61 | 515253.29N 0002232.35W |
| 13R | 515249.93N 0002248.58W | 72 | 515254.10N 0002222.81W |
| 14L | 515247.72N 0002251.37W | 73 | 515253.40N 0002225.23W |
| 15 | 515246.78N 0002252.49W | 74 | 515253.67N 0002224.92W |
| 15L | 515246.62N 0002252.77W | 75 | 515253.25N 0002227.03W |
| 16 | 515238.95N 0002247.43W | 76 | 515252.81N 0002229.14W |
| 17 | 515237.71N 0002246.19W | 77 | 515258.38N 0002225.22W |
| 18 | 515237.54N 0002243.08W | 78 | 515257.95N 0002227.33W |
| 19 | 515237.37N 0002241.31W | 79 | 515257.65N 0002228.97W |
| 20 | 515235.72N 0002224.51W | 80 | 515257.00N 0002232.94W |
| 21 | 515236.25N 0002222.15W | 81 | 515255.44N 0002240.20W |
| 21L | 515235.66N 0002222.67W | 90 | 515238.60N 0002215.69W |
| 21R | 515236.34N 0002220.67W | 91 | 515239.89N 0002216.44W |
| 22 | 515236.86N 0002218.60W | 92 | 515241.21N 0002217.07W |
| | | 93 | 515242.39N 0002217.61W |

| RUNWAY/TAXIWAY/APRON PHYSICAL CHARACTERISTICS | | |
|---|---|---|
| APRON / RWY / TWY | SURFACE | BEARING STRENGTH |
| RWY 07/25 | Grooved Asphalt | 75/R/D/X/T |
| Main Apron | Various (see AD 2.8) | - |
| North, East & South Apron | Concrete | - |
| Delta Apron | Concrete | - |
| Cargo Apron | Concrete/Asphalt | - |
| TWY A, B, C, D, F, H, K | Asphalt | - |
| TWY E | Concrete | - |

**CHANGE (10/25):** REMOVAL OF STANDS 10, 11, 12, 13, 14, 43, 44 & 45. NOTE: ASSOCIATED L & R STANDS TO BE REVISED AT LATER DATE.


LONDON LUTON
EGGW
AD ELEV 527FT
ARP 515229N 0002206W
AIRCRAFT GROUND MOVEMENT -
REMOTE DE-ICING LOCATION CHART - ICAO
De-icing
Twy Foxtrot
De-icing
South Apron
Twy F
Twy K
Twy D
Twy A
Twy B
Twy C
Twy E
Twy H
Cargo Apron
North Apron
East Apron
Delta Apron
Main Apron
A1
A2
A3
A4
A4E
A5
A6
B1
B2
B3
B4
B5
B6
B7
B8
C1
C2
D1
D2
D3
D4
E1
E2
E3
F1
F2
F3
F4
F5
H1
J1
K1
150 m
100
50
0
500 ft
100
0
50
VAR 0.4°E - 2022
Annual Rate
of Change 0.20°E
CHANGE (10/24): EDITORIAL.

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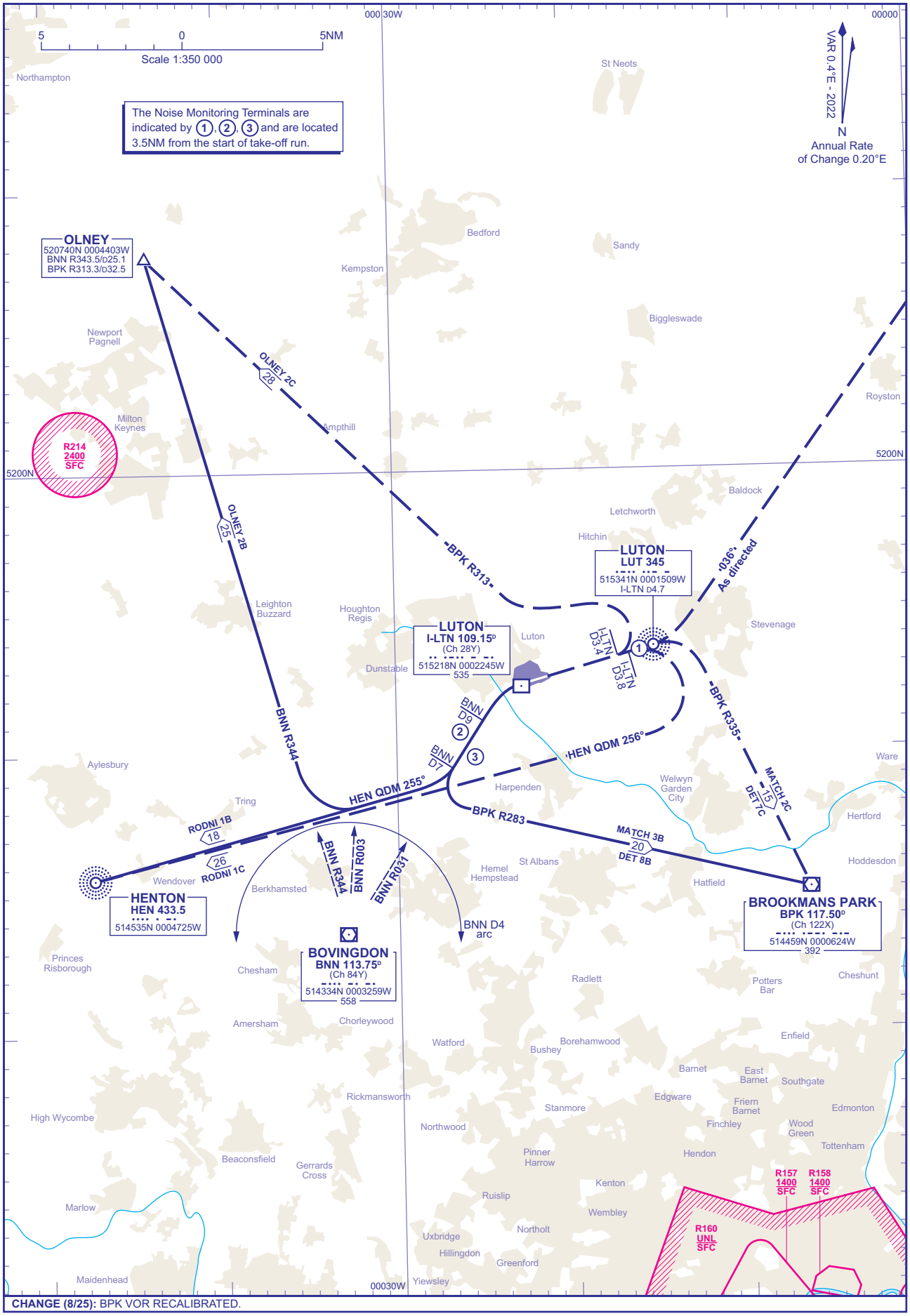
## NOISE PREFERENTIAL ROUTEINGS

## LONDON LUTON




**CHANGE (8/25):** BPK VOR RECALIBRATED.

AERO INFO DATE 21 MAY 25

AD 2-EGGW-3-1

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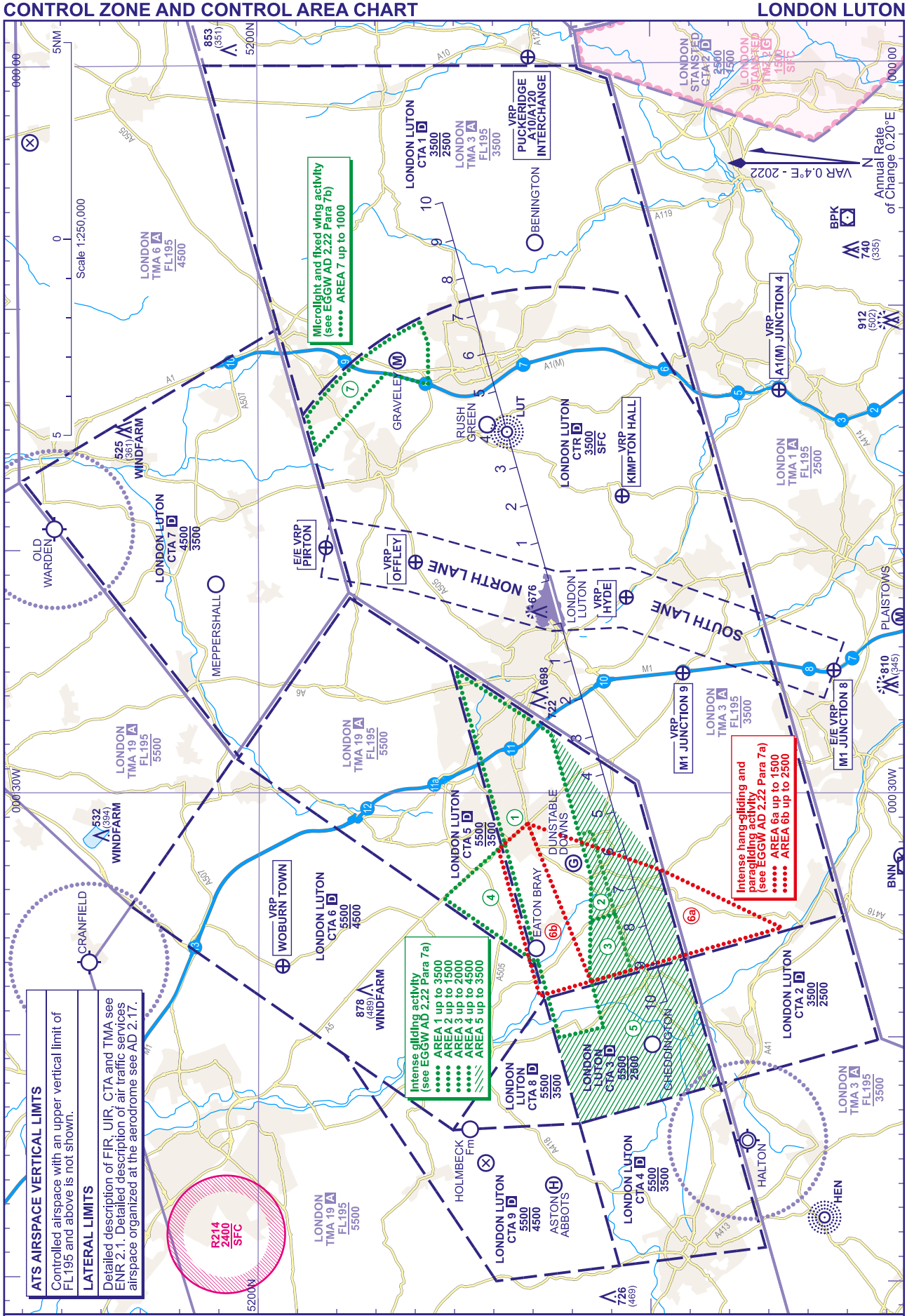
## CONTROL ZONE AND CONTROL AREA CHART — LONDON LUTON




CHANGE (7/25): EGD206 REMOVED.

AERO INFO DATE 17 APR 25

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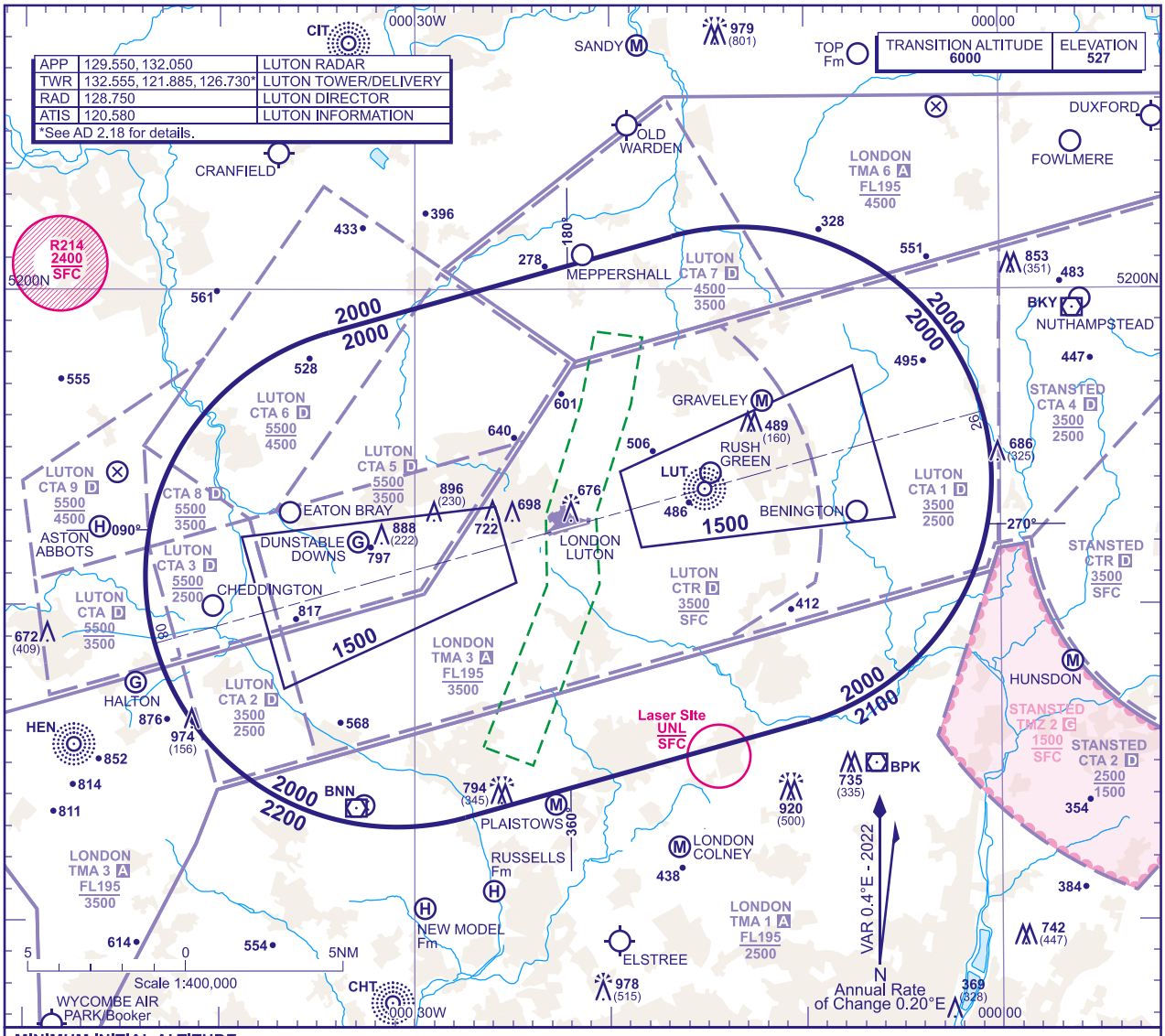
# ATC SURVEILLANCE MINIMUM ALTITUDE CHART - ICAO

BEARINGS, TRACKS AND RADIALS ARE MAGNETIC
ELEVATIONS IN FEET AMSL 982
HEIGHTS IN FEET AGL (328)

## LONDON LUTON




### MINIMUM INITIAL ALTITUDE

Within the ATC Surveillance Minimum Altitude area the minimum initial altitude to be allocated by the approach surveillance controller is **2000** in the sector defined by the lateral limits; 515838N 0003424W - 520140N 0001649W thence clockwise by an arc of a circle radius 8NM centred on 515359N 0001322W to 514617N 0000956W - 514316N 0002725W thence clockwise by an arc of a circle radius 8NM centred on 515057N 0003054W to 515838N 0003424W.

### OUTSIDE THE DESIGNATED ATC SURVEILLANCE MINIMUM ALTITUDE AREA

The minimum altitude to be allocated by the approach surveillance controller will be either the Minimum Sector Altitude, or **1000** above any fixed obstacles:

a) within 5NM of the aircraft*, and
b) within the sector 15NM ahead of and within 20° either side of the aircraft's track*.

*When the aircraft is within 15NM of the radar antennae, the 5NM in a) and the 15NM in b) may be reduced to 3NM and 10NM respectively.

### LOSS OF COMMUNICATION PROCEDURES

**Initial Approach**

Continue visually or by means of an appropriate approved final approach aid. If not possible proceed at last assigned level, to **NDB(L) LUT** and adopt the procedure detailed at EGGW AD 2.22.

**Intermediate and Final Approach**

Continue visually or by means of an appropriate final approach aid. If not possible follow the Missed Approach Procedure to **NDB(L) LUT** at **3000** and continue in accordance with the Radio Failure Procedure detailed at ENR 1.1.3.4.

### GENERAL INFORMATION

1. Levels shown are based on QNH.
2. Only significant obstacles and dominant spot heights are shown.
3. The minimum levels shown within the ATC Surveillance Minimum Altitude Area are in conformance with the Standard European Rules of the Air - SERA.5015.
4. Minimum Sector Altitudes are based on obstacles and spot heights within 25NM of the Aerodrome Reference Point.
5. Controlled airspace with a base in excess of **5000** or FL55, as appropriate, is not shown.
6. **This chart should only be used for the cross-checking of assigned altitudes whilst in receipt of an ATC Surveillance service.**
7. **When vectoring an aircraft within the Final Approach Vectoring Area descent clearance below the SMAA to the FAVA altitude may only be issued if the aircraft is either established on the final approach track or on an intercept of 40° or less, and in the case of instrument approaches other than SRA is cleared to intercept the final approach track.**
8. Detailed description of FIR, UIR, CTA and TMA see ENR 2.1.
9. Detailed description of ATS airspace organized at the aerodrome see AD 2.17.

**CHANGE (9/25):** TOWER FREQUENCY.

AERO INFO DATE 18 JUN 25

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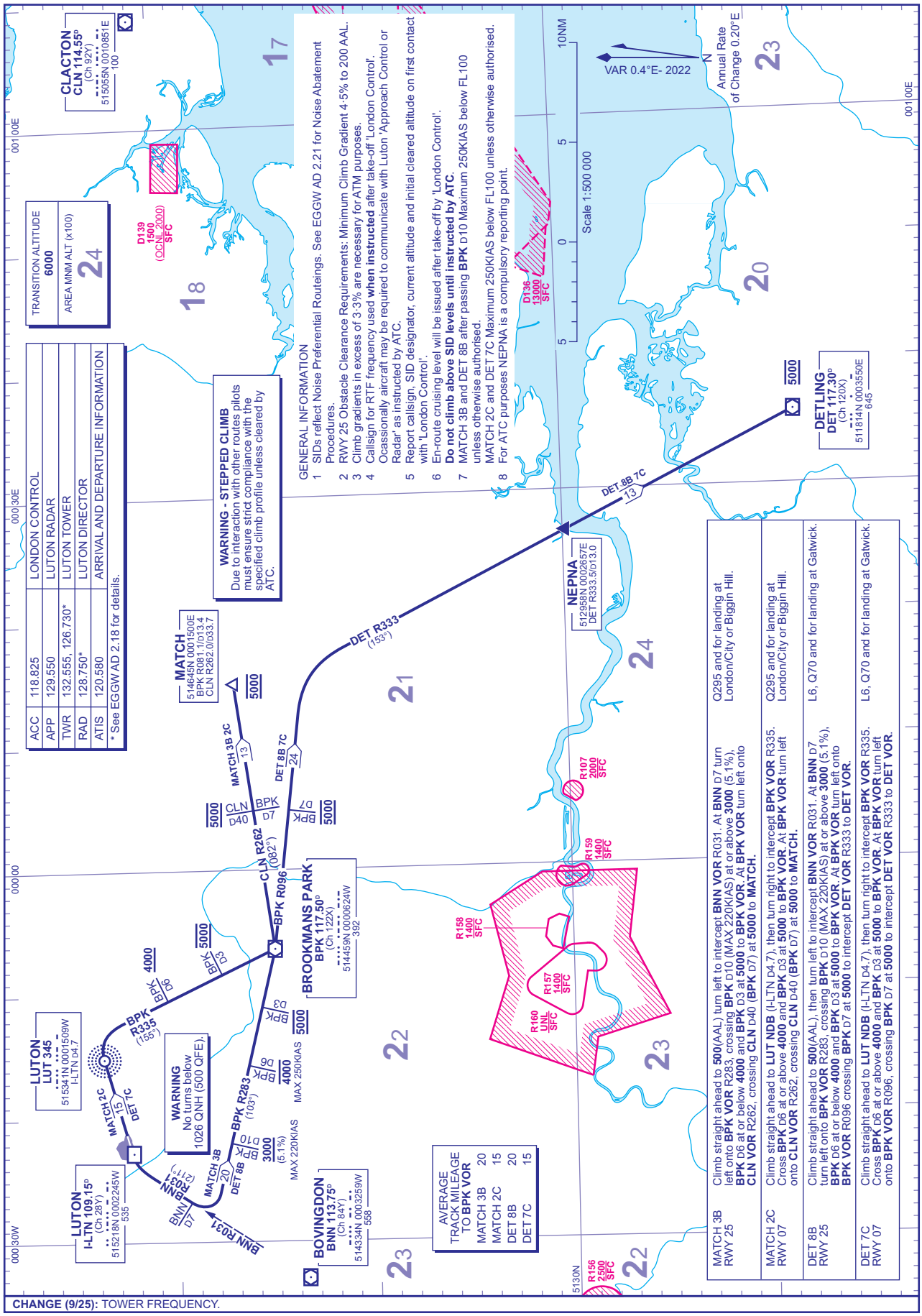
# STANDARD DEPARTURE CHART - INSTRUMENT (SID) - ICAO

DISTANCES IN NAUTICAL MILES
BEARINGS, TRACKS AND RADIALS ARE MAGNETIC
ALTITUDES AND ELEVATIONS ARE IN FEET

## LONDON LUTON
RWY 07/25
**MATCH 3B 2C DET 8B 7C**



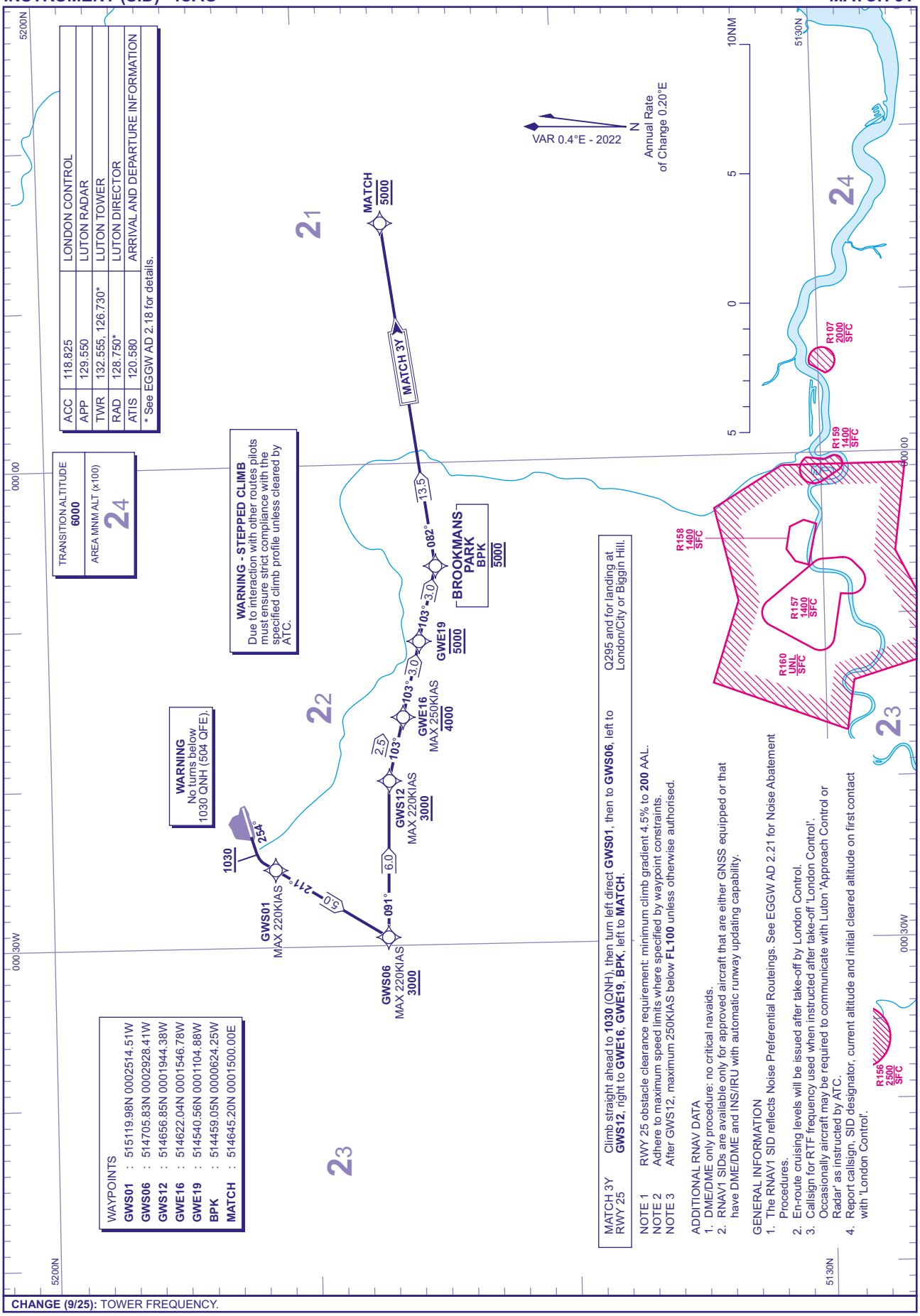

**CHANGE (9/25):** TOWER FREQUENCY.

AERO INFO DATE 10 JUN 25

# RNAV1 (DME/DME or GNSS) STANDARD DEPARTURE CHART - INSTRUMENT (SID) - ICAO

DISTANCES IN NAUTICAL MILES
TRACKS ARE MAGNETIC
ALTITUDES AND ELEVATIONS ARE IN FEET

# LONDON LUTON
RWY 25
**MATCH 3Y**




**CHANGE (9/25):** TOWER FREQUENCY.

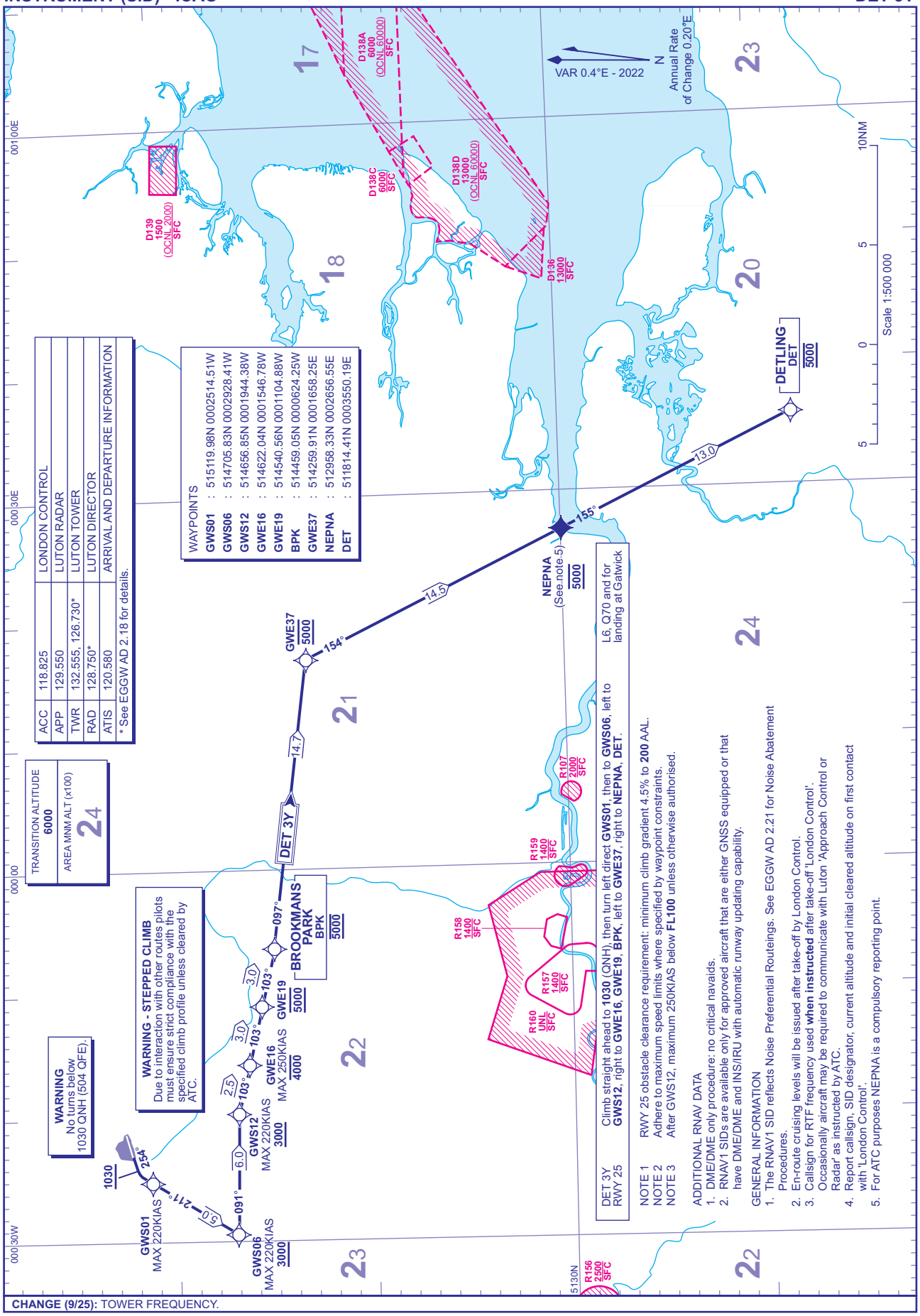
AERO INFO DATE 10 JUN 25

AD 2-EGGW-6-2

# RNAV1 (DME/DME or GNSS) STANDARD DEPARTURE CHART - INSTRUMENT (SID) - ICAO

DISTANCES IN NAUTICAL MILES
TRACKS ARE MAGNETIC
ALTITUDES AND ELEVATIONS ARE IN FEET

# LONDON LUTON
RWY 25
DET 3Y




**CHANGE (9/25):** TOWER FREQUENCY.

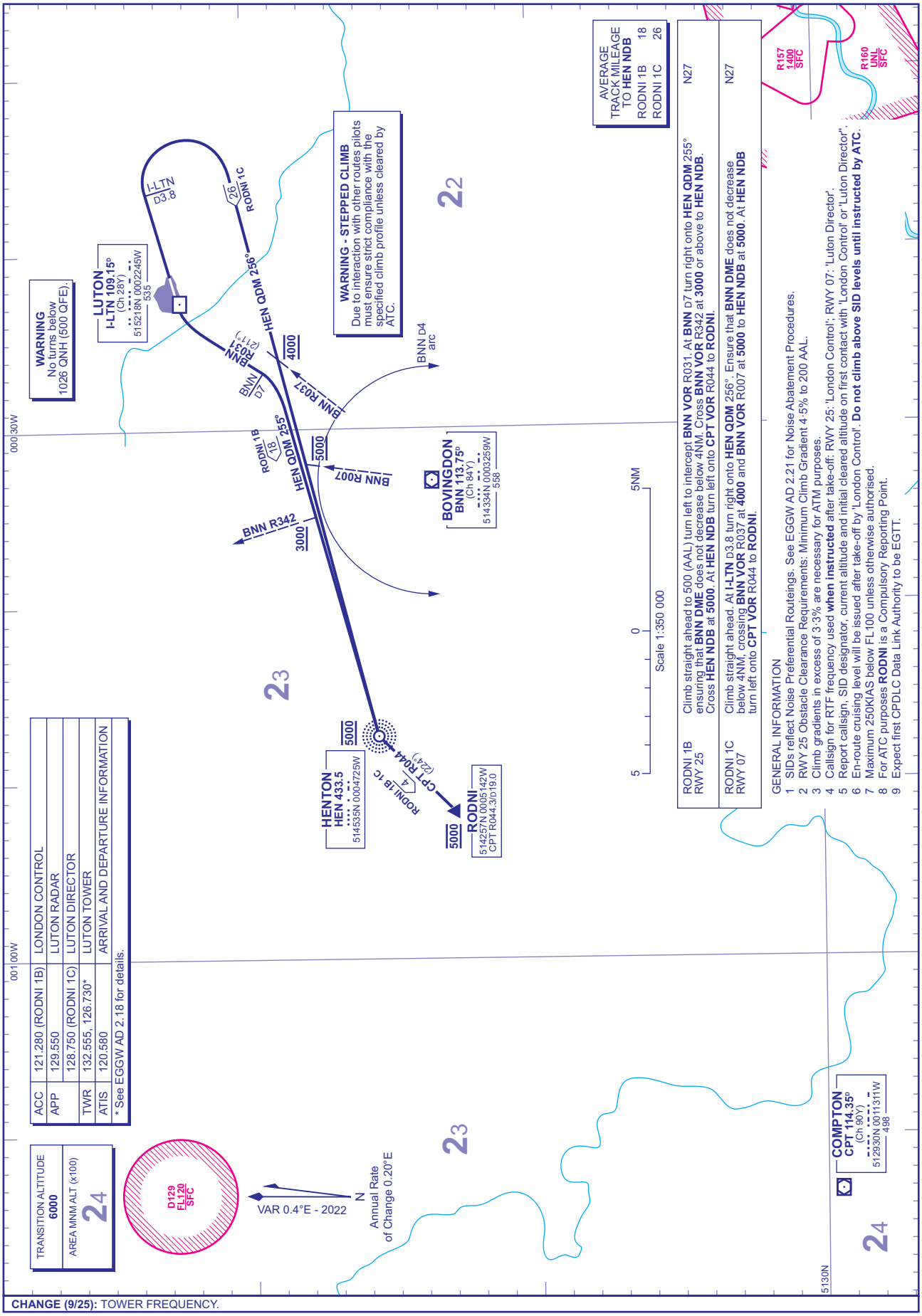
AERO INFO DATE 10 JUN 25

I

## STANDARD DEPARTURE CHART - INSTRUMENT (SID) - ICAO

DISTANCES IN NAUTICAL MILES
BEARINGS, TRACKS AND RADIALS ARE MAGNETIC
ALTITUDES AND ELEVATIONS ARE IN FEET

## LONDON LUTON
RWY 07 25
**RODNI 1B 1C**




**CHANGE (9/25):** TOWER FREQUENCY.

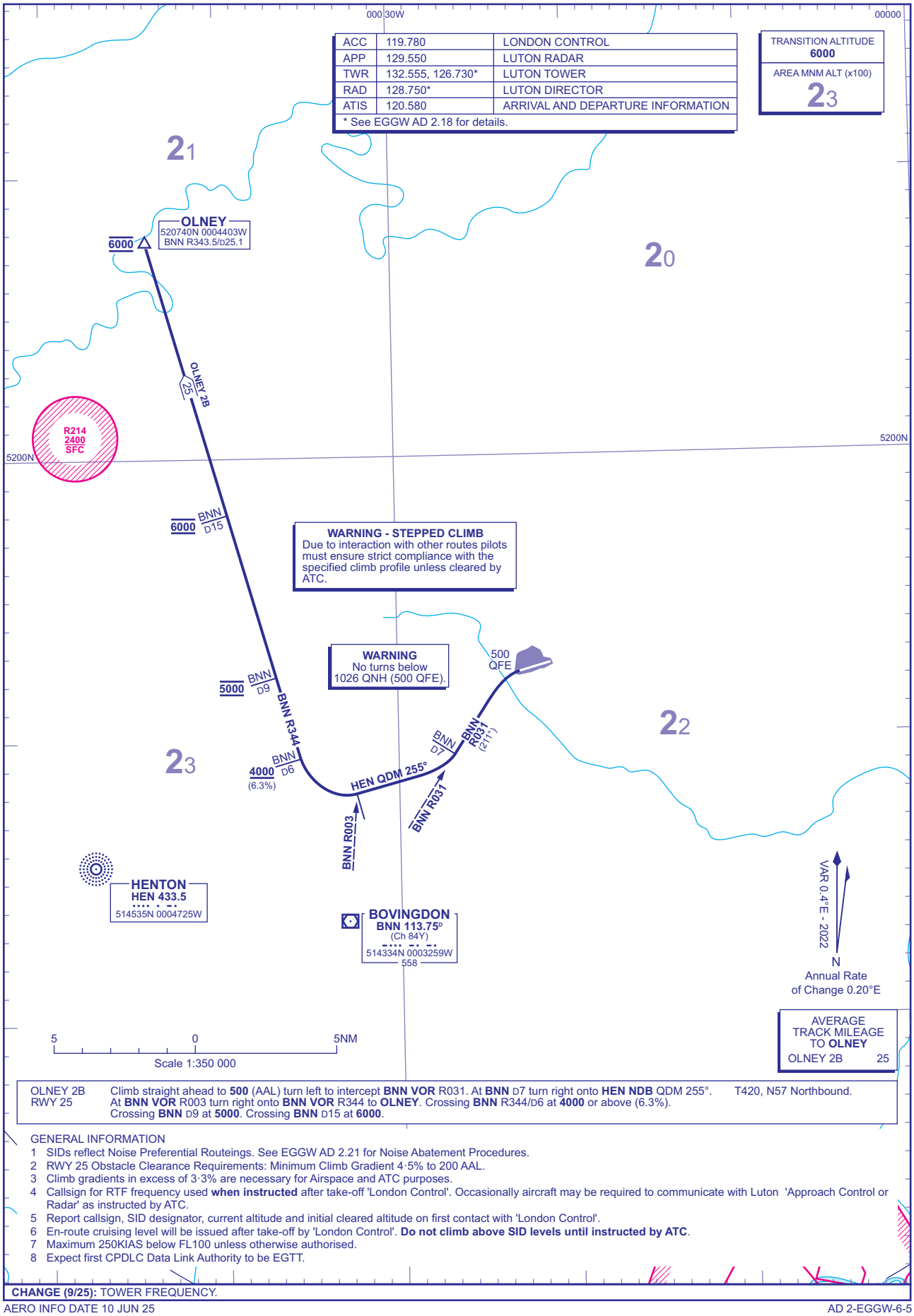
AERO INFO DATE 10 JUN 25

AD 2-EGGW-6-4

# STANDARD DEPARTURE CHART - INSTRUMENT (SID) - ICAO

DISTANCES IN NAUTICAL MILES
BEARINGS, TRACKS AND RADIALS ARE MAGNETIC
ALTITUDES AND ELEVATIONS ARE IN FEET

## LONDON LUTON
RWY 25
**OLNEY 2B**




| | |
|---|---|
| OLNEY 2B<br>RWY 25 | Climb straight ahead to **500** (AAL) turn left to intercept **BNN VOR** R031. At **BNN** D7 turn right onto **HEN NDB** QDM 255°. At **BNN VOR** R003 turn right onto **BNN VOR** R344 to **OLNEY**. Crossing **BNN** R344/D6 at **4000** or above (6.3%). Crossing **BNN** D9 at **5000**. Crossing **BNN** D15 at **6000**. |
| T420, N57 Northbound. | |

GENERAL INFORMATION

1 SIDs reflect Noise Preferential Routeings. See EGGW AD 2.21 for Noise Abatement Procedures.
2 RWY 25 Obstacle Clearance Requirements: Minimum Climb Gradient 4·5% to 200 AAL.
3 Climb gradients in excess of 3·3% are necessary for Airspace and ATC purposes.
4 Callsign for RTF frequency used **when instructed** after take-off 'London Control'. Occasionally aircraft may be required to communicate with Luton 'Approach Control or Radar' as instructed by ATC.
5 Report callsign, SID designator, current altitude and initial cleared altitude on first contact with 'London Control'.
6 En-route cruising level will be issued after take-off by 'London Control'. **Do not climb above SID levels until instructed by ATC**.
7 Maximum 250KIAS below FL100 unless otherwise authorised.
8 Expect first CPDLC Data Link Authority to be EGTT.

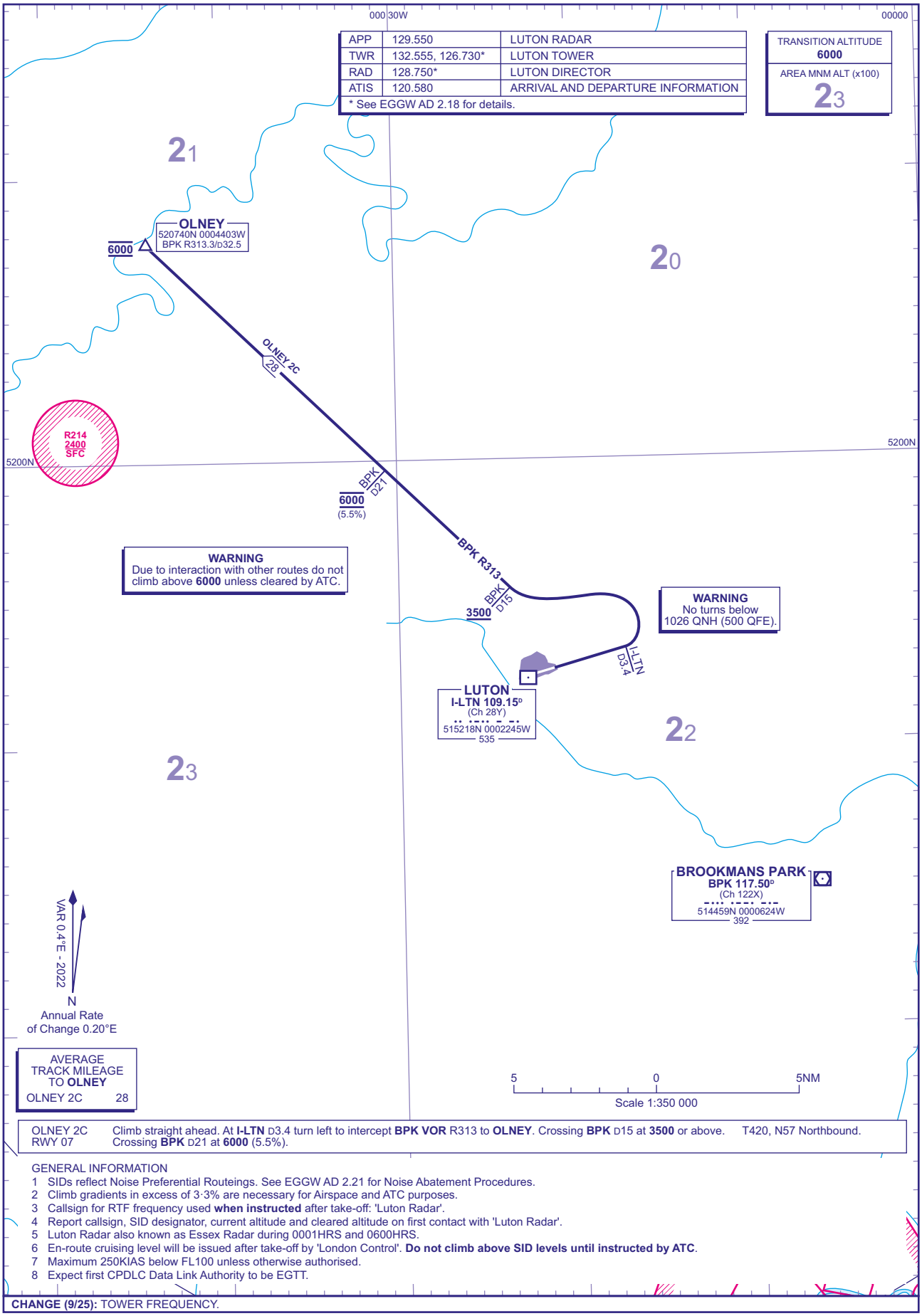
**CHANGE (9/25):** TOWER FREQUENCY.

AERO INFO DATE 10 JUN 25

## STANDARD DEPARTURE CHART - INSTRUMENT (SID) - ICAO

DISTANCES IN NAUTICAL MILES
BEARINGS, TRACKS AND RADIALS ARE MAGNETIC
ALTITUDES AND ELEVATIONS ARE IN FEET

## LONDON LUTON
RWY 07
**OLNEY 2C**




OLNEY 2C / RWY 07: Climb straight ahead. At **I-LTN** D3.4 turn left to intercept **BPK VOR** R313 to **OLNEY**. Crossing **BPK** D15 at **3500** or above. T420, N57 Northbound. Crossing **BPK** D21 at **6000** (5.5%).

GENERAL INFORMATION

1 SIDs reflect Noise Preferential Routeings. See EGGW AD 2.21 for Noise Abatement Procedures.
2 Climb gradients in excess of 3·3% are necessary for Airspace and ATC purposes.
3 Callsign for RTF frequency used **when instructed** after take-off: 'Luton Radar'.
4 Report callsign, SID designator, current altitude and cleared altitude on first contact with 'Luton Radar'.
5 Luton Radar also known as Essex Radar during 0001HRS and 0600HRS.
6 En-route cruising level will be issued after take-off by 'London Control'. **Do not climb above SID levels until instructed by ATC**.
7 Maximum 250KIAS below FL100 unless otherwise authorised.
8 Expect first CPDLC Data Link Authority to be EGTT.

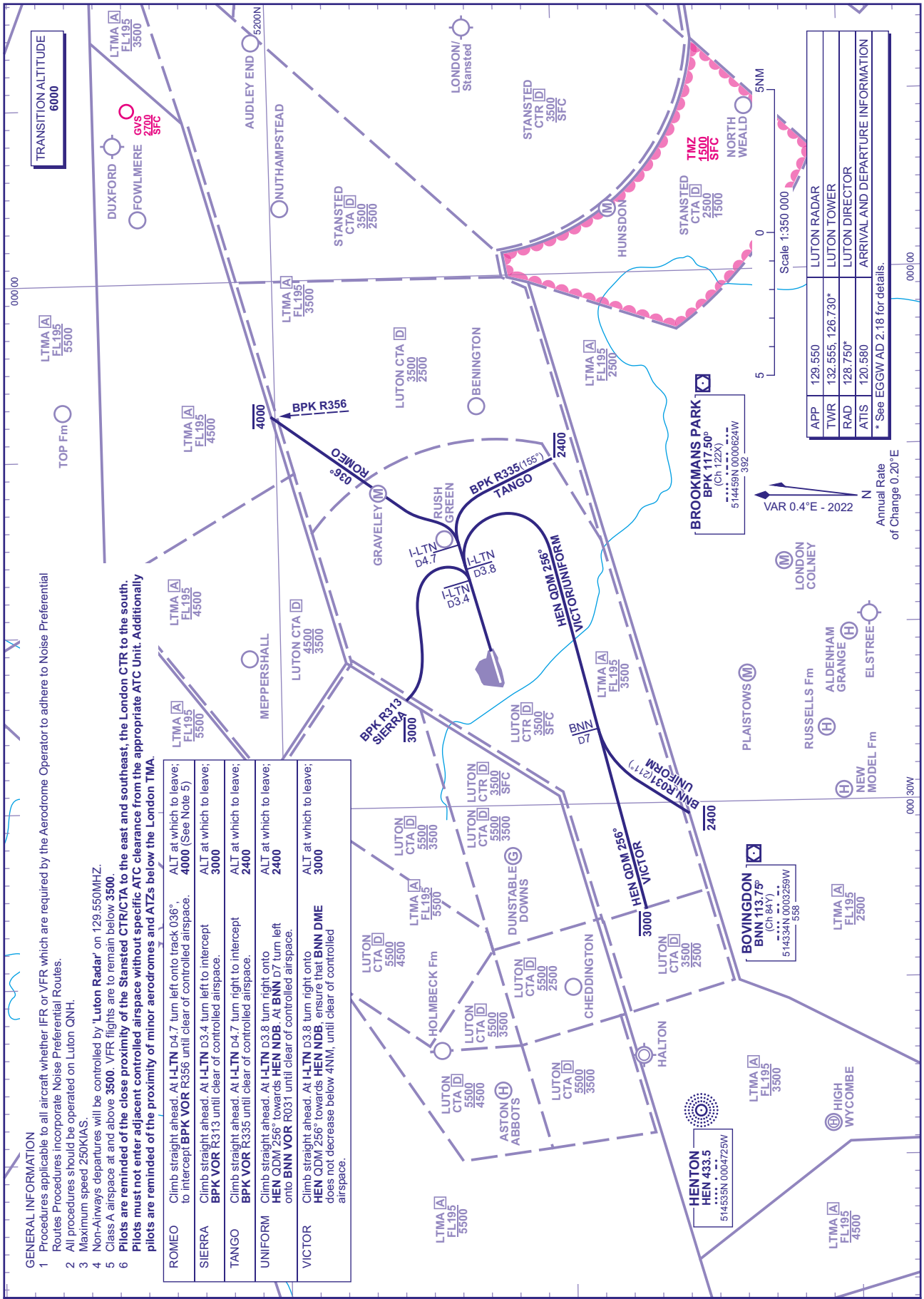
**CHANGE (9/25):** TOWER FREQUENCY.

AERO INFO DATE 10 JUN 25

# STANDARD DEPARTURE CHART - INSTRUMENT (SID) - ICAO

DISTANCES IN NAUTICAL MILES
BEARINGS, TRACKS AND RADIALS ARE MAGNETIC
ALTITUDES AND ELEVATIONS ARE IN FEET

# LONDON LUTON
# NON-AIRWAY DEPARTURES
RWY 07




GENERAL INFORMATION

1 Procedures applicable to all aircraft whether IFR or VFR which are required by the Aerodrome Operator to adhere to Noise Preferential Routes Procedures incorporate Noise Preferential Routes.
2 All procedures should be operated on Luton QNH.
3 Maximum speed 250KIAS.
4 Non-Airways departures will be controlled by '**Luton Radar**' on 129.550MHZ.
5 Class A airspace at and above **3500**. VFR flights are to remain below **3500**.
6 **Pilots are reminded of the close proximity of the Stansted CTR/CTA to the east and southeast, the London CTR to the south. Pilots must not enter adjacent controlled airspace without specific ATC clearance from the appropriate ATC Unit. Additionally pilots are reminded of the proximity of minor aerodromes and ATZs below the London TMA.**

| | |
|---|---|
| ROMEO | Climb straight ahead. At **I-LTN** D4.7 turn left onto track 036°, to intercept **BPK VOR** R356 until clear of controlled airspace. ALT at which to leave; **4000** (See Note 5) |
| SIERRA | Climb straight ahead. At **I-LTN** D3.4 turn left to intercept **BPK VOR** R313 until clear of controlled airspace. ALT at which to leave; **3000** |
| TANGO | Climb straight ahead. At **I-LTN** D4.7 turn right to intercept **BPK VOR** R335 until clear of controlled airspace. ALT at which to leave; **2400** |
| UNIFORM | Climb straight ahead. At **I-LTN** D3.8 turn right onto **HEN** QDM 256° towards **HEN NDB**. At **BNN** D7 turn left onto **BNN VOR** R031 until clear of controlled airspace. ALT at which to leave; **2400** |
| VICTOR | Climb straight ahead. At **I-LTN** D3.8 turn right onto **HEN** QDM 256° towards **HEN NDB**, ensure that **BNN DME** does not decrease below 4NM, until clear of controlled airspace. ALT at which to leave; **3000** |

**CHANGE (9/25):** TOWER FREQUENCY.

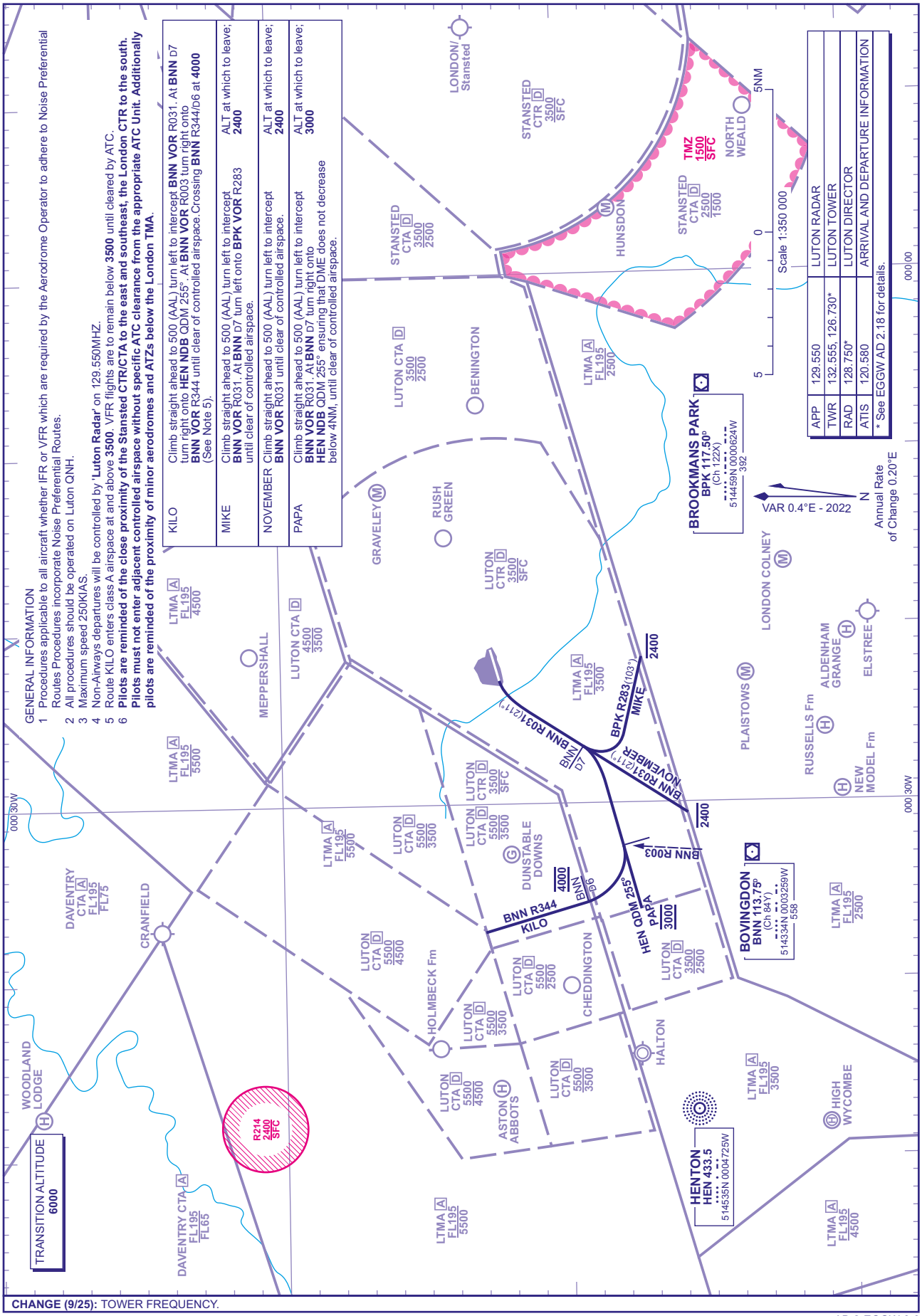
AERO INFO DATE 10 JUN 25

I

## STANDARD DEPARTURE CHART - INSTRUMENT (SID) - ICAO

DISTANCES IN NAUTICAL MILES
BEARINGS, TRACKS AND RADIALS ARE MAGNETIC
ALTITUDES AND ELEVATIONS ARE IN FEET

## LONDON LUTON
## NON-AIRWAY DEPARTURES
RWY 25




**CHANGE (9/25):** TOWER FREQUENCY.

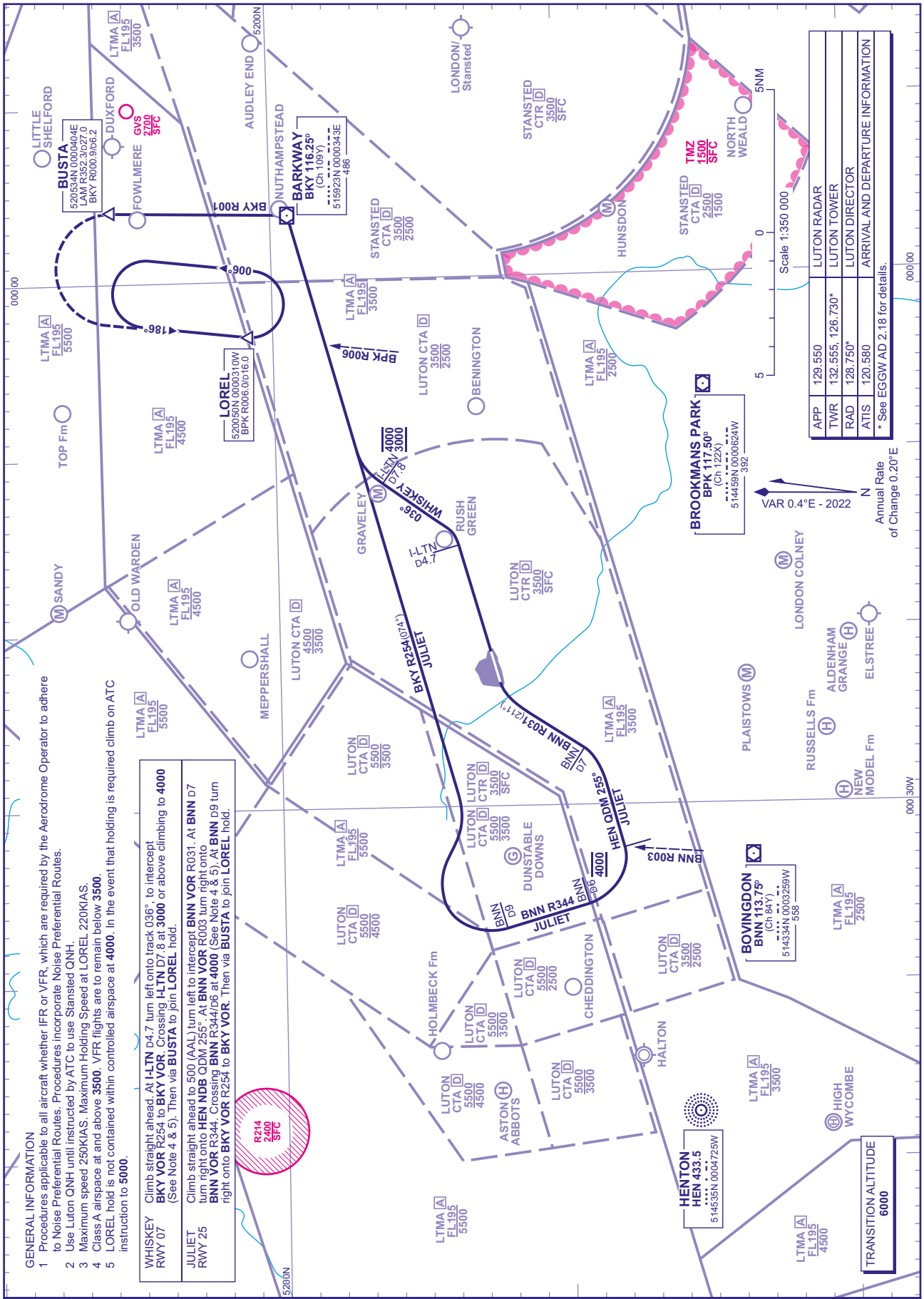
AERO INFO DATE 10 JUN 25

AD 2-EGGW-6-8

# STANDARD DEPARTURE CHART - INSTRUMENT (SID) - ICAO

DISTANCES IN NAUTICAL MILES
BEARINGS, TRACKS AND RADIALS ARE MAGNETIC
ALTITUDES AND ELEVATIONS ARE IN FEET

# LONDON LUTON
# NON-AIRWAY DEPARTURES
to Stansted




GENERAL INFORMATION

1 Procedures applicable to all aircraft whether IFR or VFR, which are required by the Aerodrome Operator to adhere to Noise Preferential Routes. Procedures incorporate Noise Preferential Routes.
2 Use Luton QNH until instructed by ATC to use Stansted QNH.
3 Maximum speed 250KIAS. Maximum Holding Speed at LOREL 220KIAS.
4 Class A airspace at and above **3500**. VFR flights are to remain below **3500**.
5 LOREL hold is not contained within controlled airspace at **4000**. In the event that holding is required climb on ATC instruction to **5000**.

| | |
|---|---|
| WHISKEY RWY 07 | Climb straight ahead. At **I-LTN** D4.7 turn left onto track 036°, to intercept **BKY VOR** R254 to **BKY VOR**. Crossing **I-LTN** D7.8 at **3000** or above climbing to **4000** (See Note 4 & 5). Then via **BUSTA** to join **LOREL** hold. |
| JULIET RWY 25 | Climb straight ahead to 500 (AAL) turn left to intercept **BNN VOR** R031. At **BNN** D7 turn right onto **HEN NDB** QDM 255°. At **BNN VOR** R003 turn right onto **BNN VOR** R344. Crossing **BNN** R344/D6 at **4000** (See Note 4 & 5). At **BNN** D9 turn right onto **BKY VOR** R254 to **BKY VOR**. Then via **BUSTA** to join **LOREL** hold. |

**CHANGE (9/25):** TOWER FREQUENCY.

# Standard Instrument Departure Coding Tables

**London Luton Runway 25 MATCH 3Y**

| Designator | Sequence Number | Path Term-inator | Waypoint Name | Waypoint Co-ordinates | Fly-over | Course/ Track °M (°T) | Magnetic Variation | Distance (NM) | Turn Direction | Level Constraint | Speed Constraint (KT) | Navigation Performance |
|---|---|---|---|---|---|---|---|---|---|---|---|---|
| MATCH 3Y | 001 | CA | - | - | - | 254° (254.4°) | 0.4 | - | LEFT | +1030 | - | RNAV1 |
| MATCH 3Y | 002 | DF | GWS01 | 515119.98N 0002514.51W | N | - | - | - | - | - | -220 | RNAV1 |
| MATCH 3Y | 003 | TF | GWS06 | 514705.83N 0002928.41W | N | 211° (211.8°) | 0.4 | 5.0 | LEFT | +3000 | -220 | RNAV1 |
| MATCH 3Y | 004 | TF | GWS12 | 514656.85N 0001944.38W | N | 091° (091.4°) | 0.4 | 6.0 | RIGHT | +3000 | -220 | RNAV1 |
| MATCH 3Y | 005 | TF | GWE16 | 514622.04N 0001546.78W | N | 103° (103.3°) | 0.4 | 2.5 | - | -4000 | -250 | RNAV1 |
| MATCH 3Y | 006 | TF | GWE19 | 514540.56N 0001104.88W | N | 103° (103.3°) | 0.4 | 3.0 | - | 5000 | - | RNAV1 |
| MATCH 3Y | 007 | TF | BPK | 514459.05N 0000624.25W | N | 103° (103.4°) | 0.4 | 3.0 | LEFT | 5000 | - | RNAV1 |
| MATCH 3Y | 008 | TF | MATCH | 514645.20N 0001500.00E | N | 082° (082.3°) | 0.4 | 13.5 | - | 5000 | - | RNAV1 |

**CHANGE (11/20):** MAG VAR. MAG TRACKS.
AERO INFO DATE 15 JUL 20

# Standard Instrument Departure Coding Tables

**London Luton Runway 25 DET 3Y**

| Designator | Sequence Number | Path Term-inator | Waypoint Name | Waypoint Co-ordinates | Fly-over | Course/ Track °M (°T) | Magnetic Variation | Distance (NM) | Turn Direction | Level Constraint | Speed Constraint (KT) | Navigation Performance |
|---|---|---|---|---|---|---|---|---|---|---|---|---|
| DET 3Y | 001 | CA | - | - | - | 254° (254.4°) | 0.4 | - | LEFT | +1030 | - | RNAV1 |
| DET 3Y | 002 | DF | GWS01 | 515119.98N 0002514.51W | N | - | - | - | - | - | -220 | RNAV1 |
| DET 3Y | 003 | TF | GWS06 | 514705.83N 0002928.41W | N | 211° (211.8°) | 0.4 | 5.0 | LEFT | +3000 | -220 | RNAV1 |
| DET 3Y | 004 | TF | GWS12 | 514656.85N 0001944.38W | N | 091° (091.4°) | 0.4 | 6.0 | RIGHT | +3000 | -220 | RNAV1 |
| DET 3Y | 005 | TF | GWE16 | 514622.04N 0001546.78W | N | 103° (103.3°) | 0.4 | 2.5 | - | -4000 | -250 | RNAV1 |
| DET 3Y | 006 | TF | GWE19 | 514540.56N 0001104.88W | N | 103° (103.3°) | 0.4 | 3.0 | - | 5000 | - | RNAV1 |
| DET 3Y | 007 | TF | BPK | 514459.05N 0000624.25W | N | 103° (103.4°) | 0.4 | 3.0 | LEFT | 5000 | - | RNAV1 |
| DET 3Y | 008 | TF | GWE37 | 514259.91N 0001658.25E | N | 097° (097.6°) | 0.4 | 14.7 | RIGHT | 5000 | - | RNAV1 |
| DET 3Y | 009 | TF | NEPNA | 512958.33N 0002656.55E | N | 154° (154.5°) | 0.4 | 14.5 | - | 5000 | - | RNAV1 |
| DET 3Y | 010 | TF | DET | 511814.41N 0003550.19E | N | 155° (155.2°) | 0.4 | 13.0 | - | 5000 | - | RNAV1 |

**CHANGE (11/20):** MAG VAR. MAG TRACKS.
AERO INFO DATE 21 JUL 20

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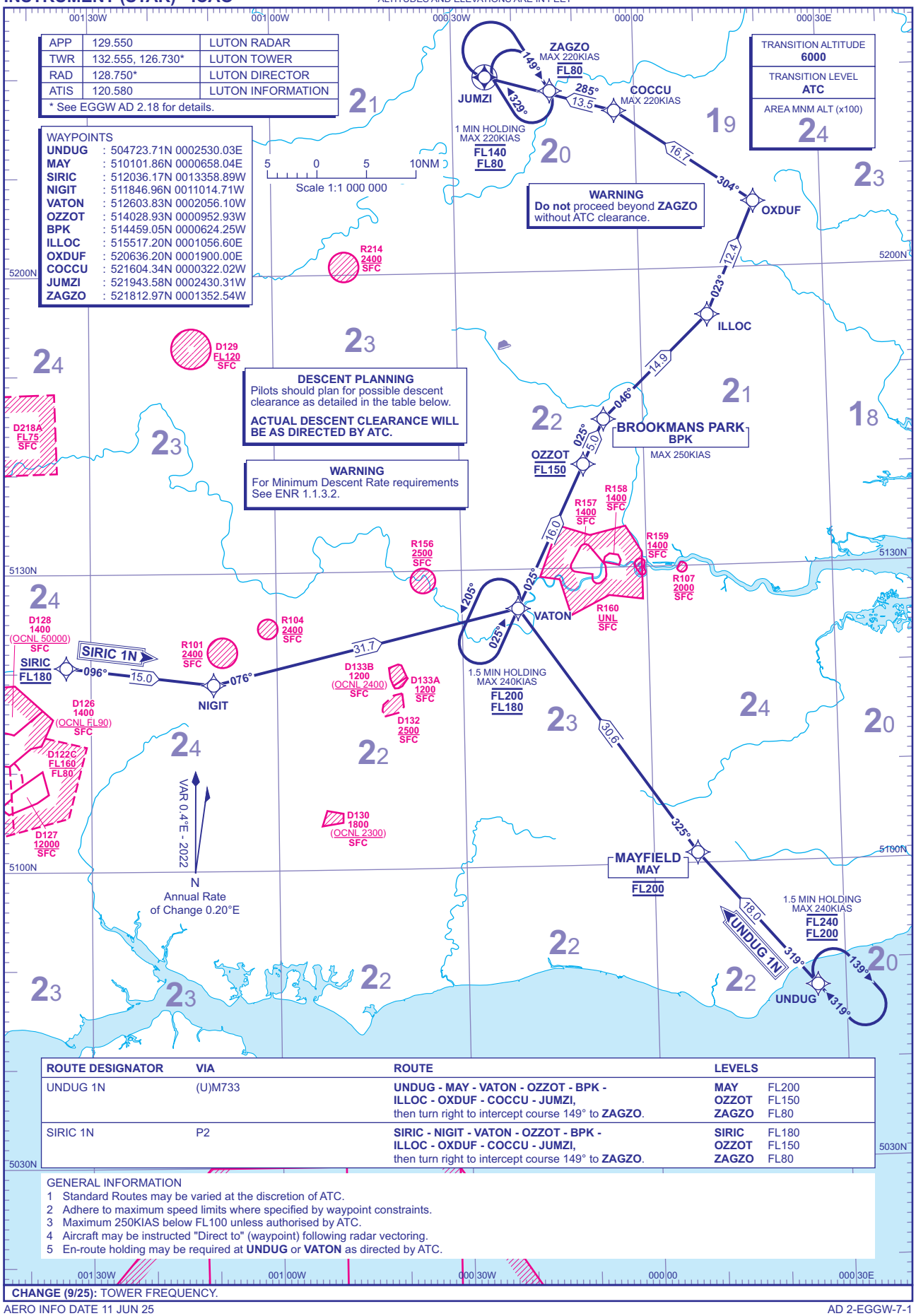
# RNAV1 (DME/DME or GNSS) STANDARD ARRIVAL CHART - INSTRUMENT (STAR) - ICAO

DISTANCES IN NAUTICAL MILES
TRACKS ARE MAGNETIC
ALTITUDES AND ELEVATIONS ARE IN FEET

# LONDON LUTON
# UNDUG 1N SIRIC 1N




| ROUTE DESIGNATOR | VIA | ROUTE | LEVELS | |
|---|---|---|---|---|
| UNDUG 1N | (U)M733 | **UNDUG - MAY - VATON - OZZOT - BPK - ILLOC - OXDUF - COCCU - JUMZI,** then turn right to intercept course 149° to **ZAGZO**. | **MAY**<br>**OZZOT**<br>**ZAGZO** | FL200<br>FL150<br>FL80 |
| SIRIC 1N | P2 | **SIRIC - NIGIT - VATON - OZZOT - BPK - ILLOC - OXDUF - COCCU - JUMZI,** then turn right to intercept course 149° to **ZAGZO**. | **SIRIC**<br>**OZZOT**<br>**ZAGZO** | FL180<br>FL150<br>FL80 |

GENERAL INFORMATION
1 Standard Routes may be varied at the discretion of ATC.
2 Adhere to maximum speed limits where specified by waypoint constraints.
3 Maximum 250KIAS below FL100 unless authorised by ATC.
4 Aircraft may be instructed "Direct to" (waypoint) following radar vectoring.
5 En-route holding may be required at **UNDUG** or **VATON** as directed by ATC.

**CHANGE (9/25):** TOWER FREQUENCY.

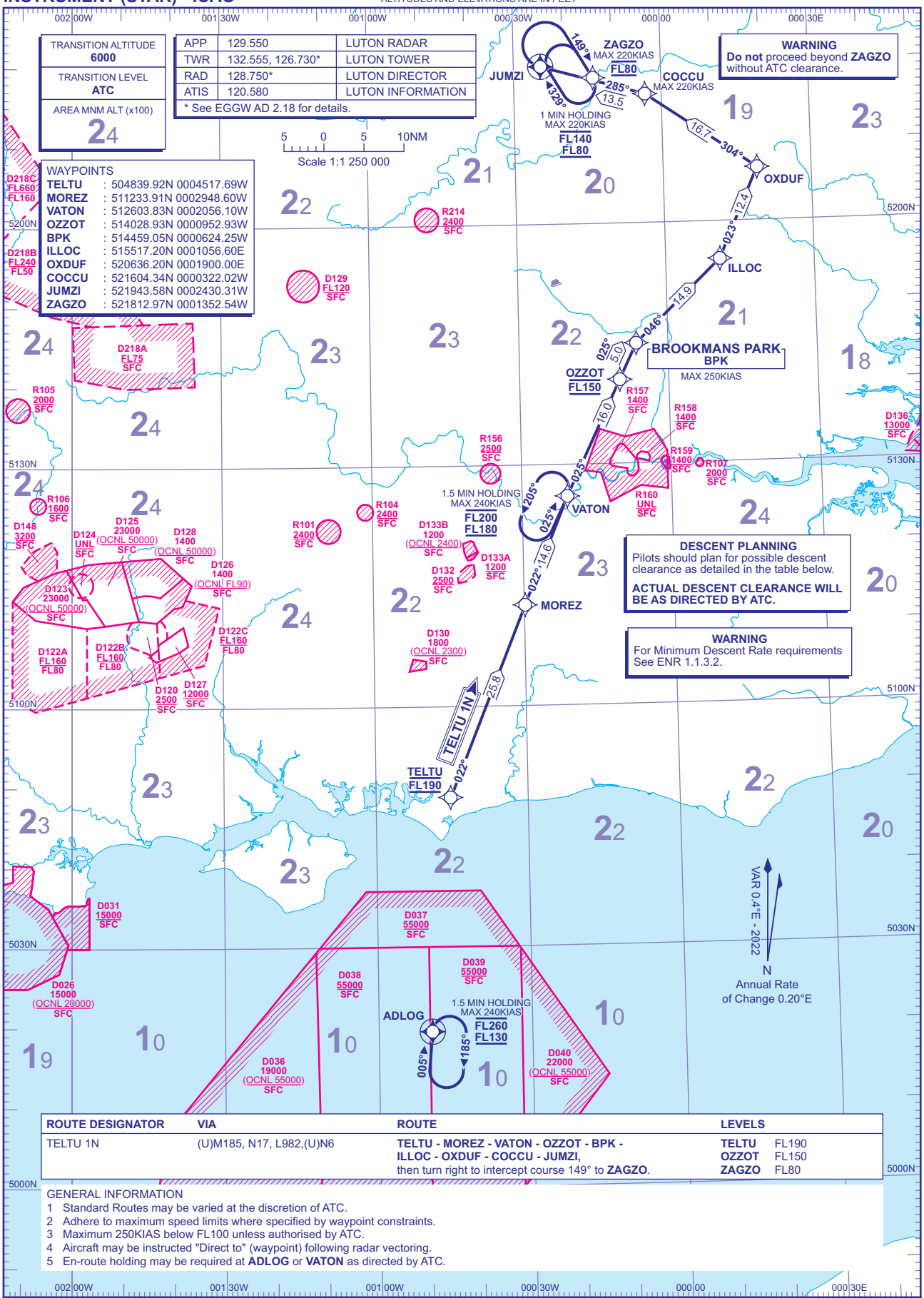
AERO INFO DATE 11 JUN 25

AD 2-EGGW-7-1

# RNAV1 (DME/DME or GNSS) STANDARD ARRIVAL CHART - INSTRUMENT (STAR) - ICAO

# LONDON LUTON TELTU 1N

DISTANCES IN NAUTICAL MILES
TRACKS ARE MAGNETIC
ALTITUDES AND ELEVATIONS ARE IN FEET




| ROUTE DESIGNATOR | VIA | ROUTE | LEVELS |
|---|---|---|---|
| TELTU 1N | (U)M185, N17, L982,(U)N6 | **TELTU - MOREZ - VATON - OZZOT - BPK - ILLOC - OXDUF - COCCU - JUMZI,** then turn right to intercept course 149° to **ZAGZO**. | **TELTU** FL190<br>**OZZOT** FL150<br>**ZAGZO** FL80 |

GENERAL INFORMATION
1 Standard Routes may be varied at the discretion of ATC.
2 Adhere to maximum speed limits where specified by waypoint constraints.
3 Maximum 250KIAS below FL100 unless authorised by ATC.
4 Aircraft may be instructed "Direct to" (waypoint) following radar vectoring.
5 En-route holding may be required at **ADLOG** or **VATON** as directed by ATC.

**CHANGE (9/25):** TOWER FREQUENCY.

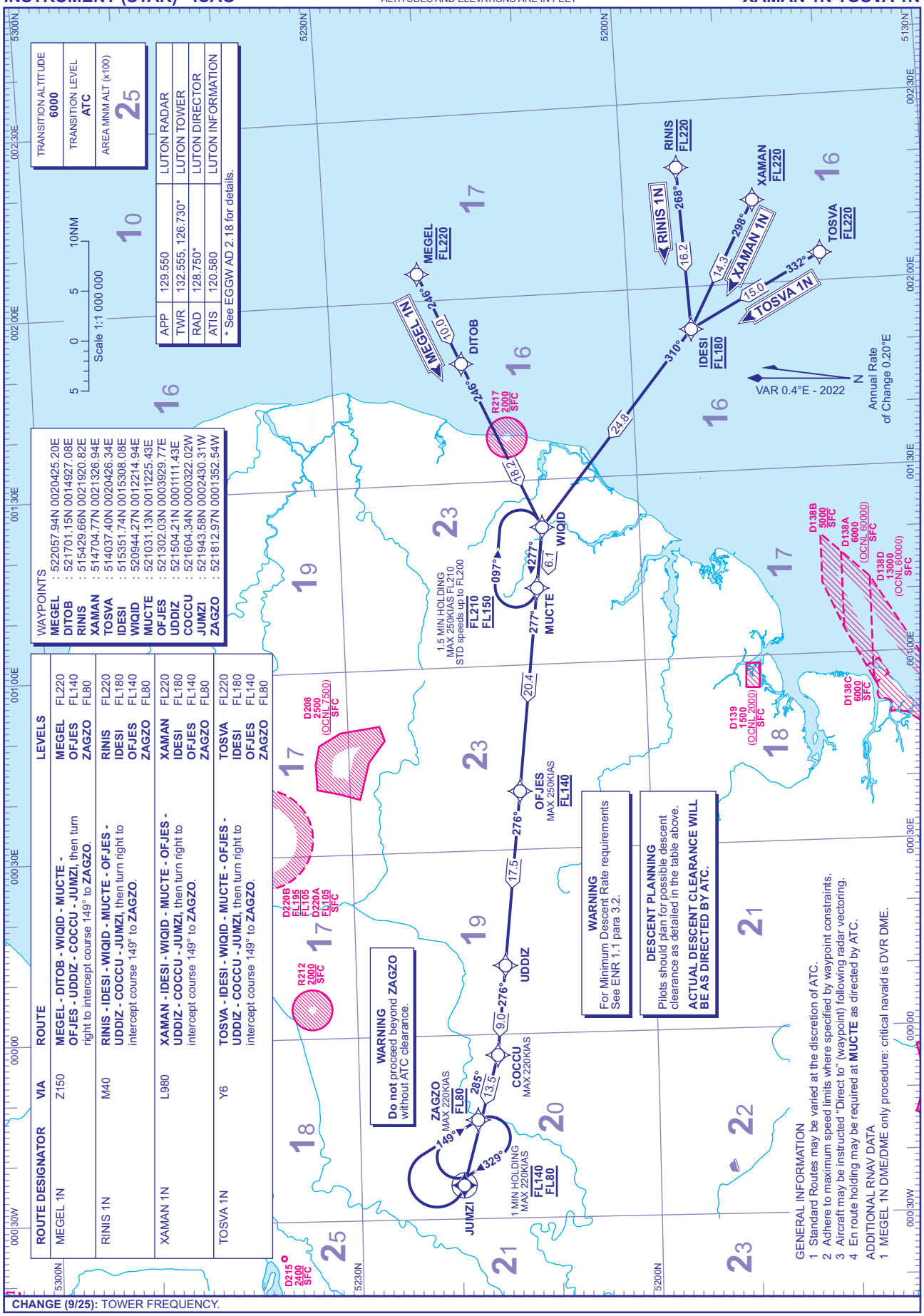
AERO INFO DATE 11 JUN 25

AD 2-EGGW-7-2

# RNAV1 (DME/DME or GNSS) STANDARD ARRIVAL CHART - INSTRUMENT (STAR) - ICAO

DISTANCES IN NAUTICAL MILES
TRACKS ARE MAGNETIC
ALTITUDES AND ELEVATIONS ARE IN FEET

# LONDON LUTON
# MEGEL 1N RINIS 1N
# XAMAN 1N TOSVA 1N




**CHANGE (9/25):** TOWER FREQUENCY.

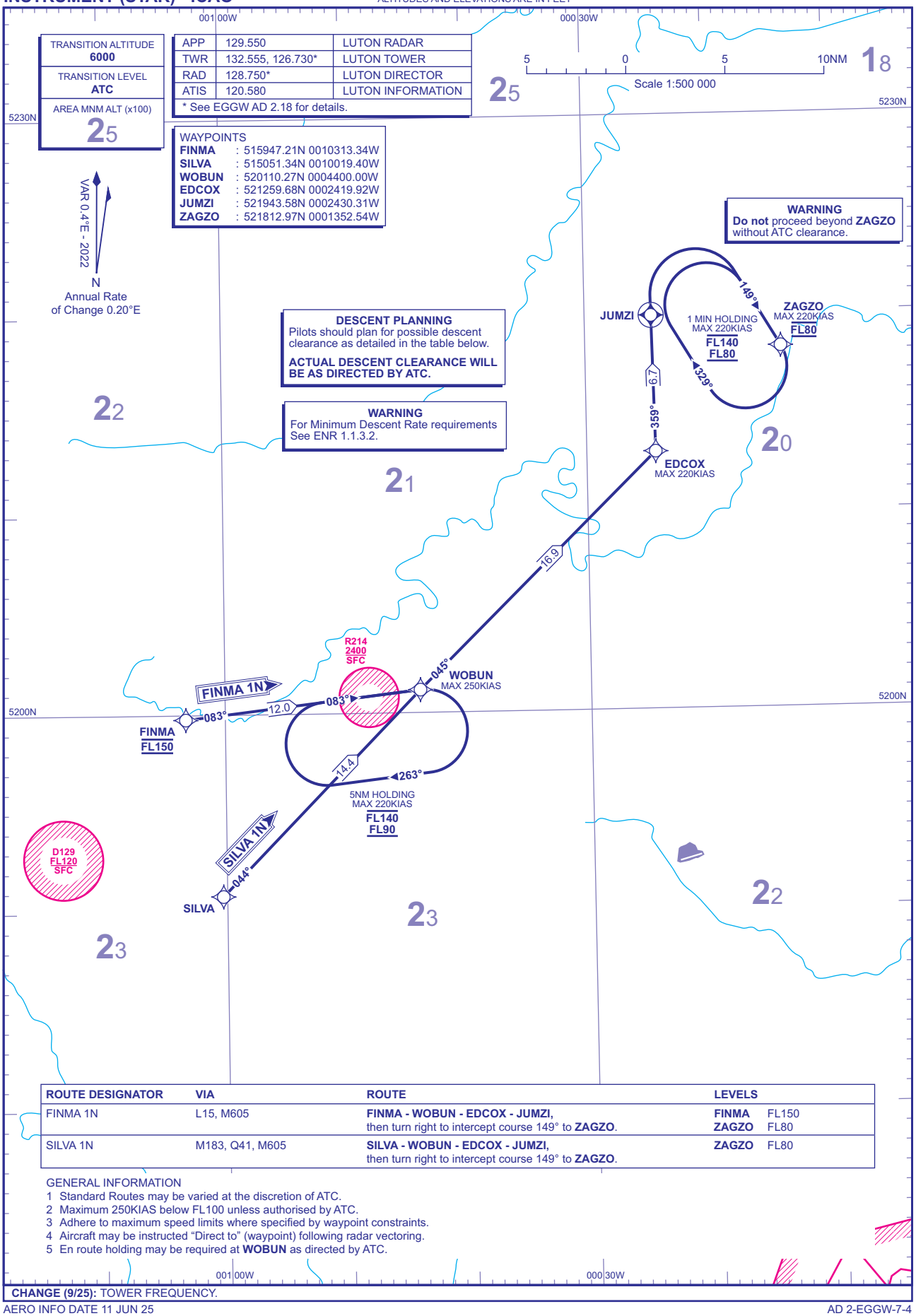
AERO INFO DATE 11 JUN 25

AD 2-EGGW-7-3

# RNAV1 (DME/DME or GNSS) STANDARD ARRIVAL CHART - INSTRUMENT (STAR) - ICAO

DISTANCES IN NAUTICAL MILES
TRACKS ARE MAGNETIC
ALTITUDES AND ELEVATIONS ARE IN FEET

# LONDON LUTON FINMA 1N SILVA 1N




| ROUTE DESIGNATOR | VIA | ROUTE | LEVELS |
|---|---|---|---|
| FINMA 1N | L15, M605 | **FINMA - WOBUN - EDCOX - JUMZI,** then turn right to intercept course 149° to **ZAGZO**. | **FINMA** FL150<br>**ZAGZO** FL80 |
| SILVA 1N | M183, Q41, M605 | **SILVA - WOBUN - EDCOX - JUMZI,** then turn right to intercept course 149° to **ZAGZO**. | **ZAGZO** FL80 |

GENERAL INFORMATION
1 Standard Routes may be varied at the discretion of ATC.
2 Maximum 250KIAS below FL100 unless authorised by ATC.
3 Adhere to maximum speed limits where specified by waypoint constraints.
4 Aircraft may be instructed "Direct to" (waypoint) following radar vectoring.
5 En route holding may be required at **WOBUN** as directed by ATC.

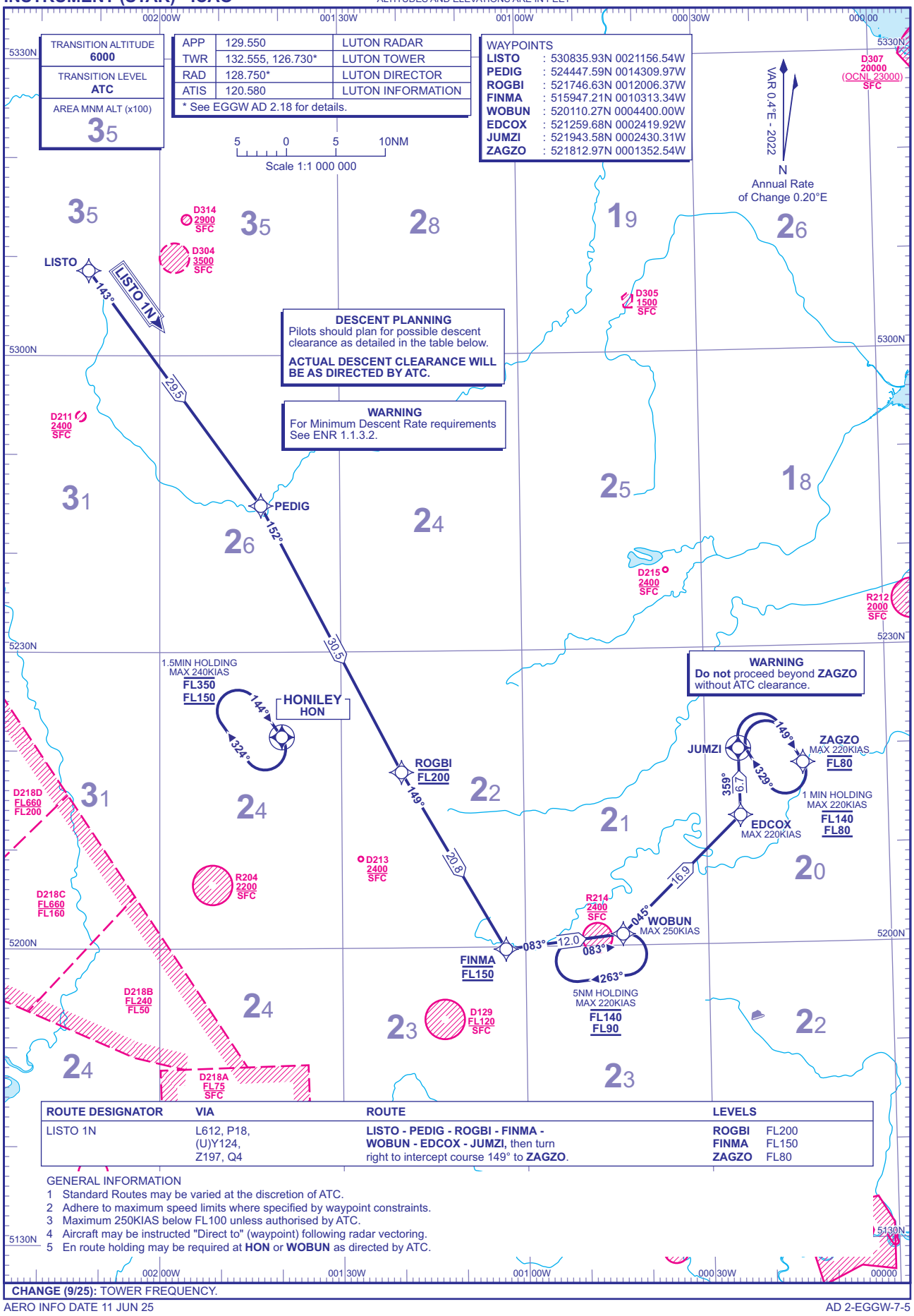
**CHANGE (9/25):** TOWER FREQUENCY.

AERO INFO DATE 11 JUN 25
AD 2-EGGW-7-4

# RNAV1 (DME/DME or GNSS) STANDARD ARRIVAL CHART - INSTRUMENT (STAR) - ICAO

DISTANCES IN NAUTICAL MILES
TRACKS ARE MAGNETIC
ALTITUDES AND ELEVATIONS ARE IN FEET

# LONDON LUTON LISTO 1N




| ROUTE DESIGNATOR | VIA | ROUTE | LEVELS |
|---|---|---|---|
| LISTO 1N | L612, P18, (U)Y124, Z197, Q4 | **LISTO - PEDIG - ROGBI - FINMA - WOBUN - EDCOX - JUMZI,** then turn right to intercept course 149° to **ZAGZO**. | **ROGBI** FL200<br>**FINMA** FL150<br>**ZAGZO** FL80 |

GENERAL INFORMATION
1 Standard Routes may be varied at the discretion of ATC.
2 Adhere to maximum speed limits where specified by waypoint constraints.
3 Maximum 250KIAS below FL100 unless authorised by ATC.
4 Aircraft may be instructed "Direct to" (waypoint) following radar vectoring.
5 En route holding may be required at **HON** or **WOBUN** as directed by ATC.

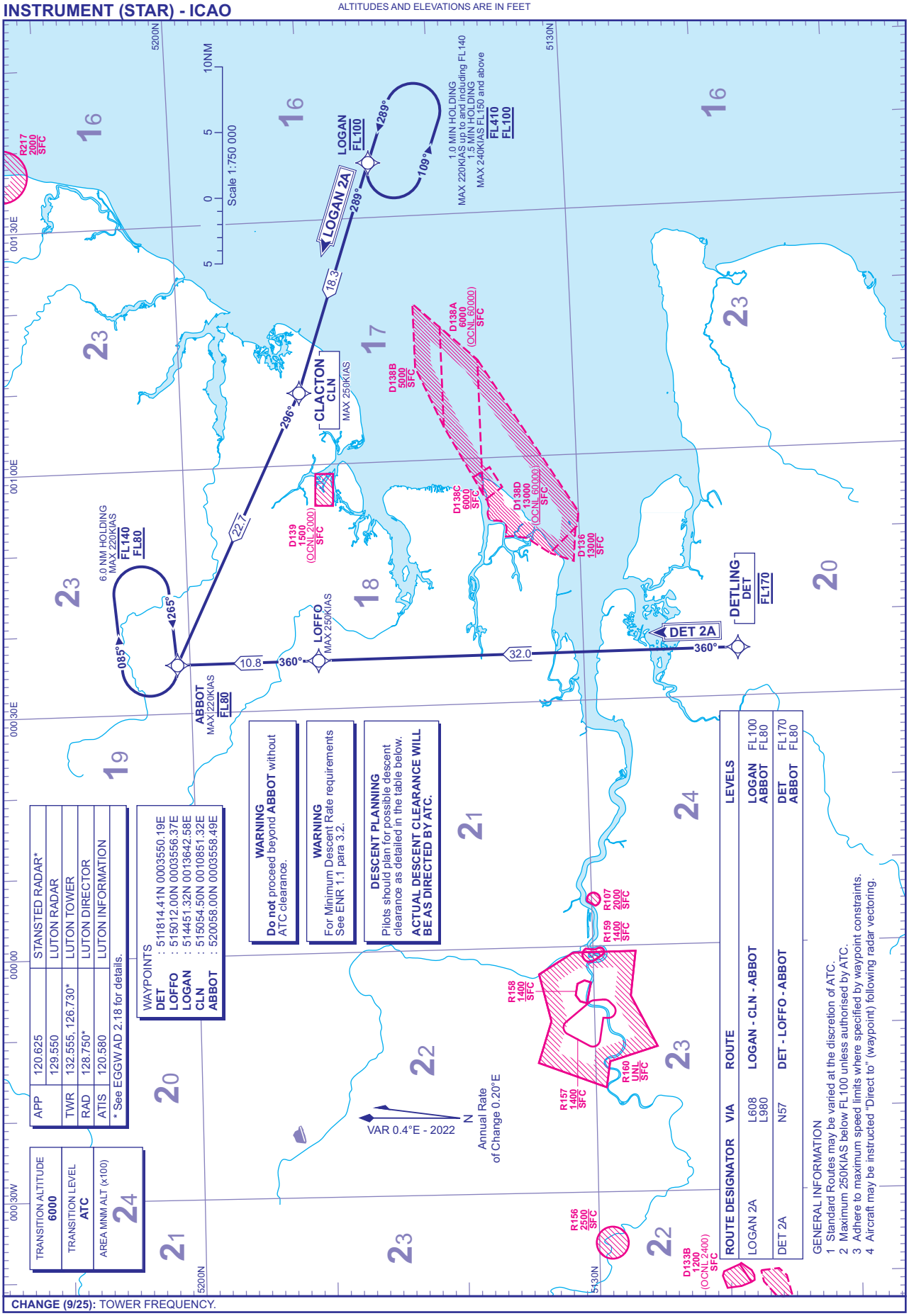
**CHANGE (9/25):** TOWER FREQUENCY.

AERO INFO DATE 11 JUN 25

# RNAV5 (DME/DME or GNSS) STANDARD ARRIVAL CHART - INSTRUMENT (STAR) - ICAO

DISTANCES IN NAUTICAL MILES
TRACKS ARE MAGNETIC
ALTITUDES AND ELEVATIONS ARE IN FEET

# LONDON LUTON LOGAN 2A DET 2A




**CHANGE (9/25):** TOWER FREQUENCY.

AERO INFO DATE 11 JUN 25

AD 2-EGGW-7-6

# Standard Instrument Arrival Coding Tables

**London Luton UNDUG 1N**

| Designator | Sequence Number | Path Term-inator | Waypoint Name | Waypoint Co-ordinates | Fly-over | Course/ Track °M (°T) | Magnetic Variation | Distance (NM) | Turn Direction | Level Constraint | Speed Constraint | Navigation Performance |
|---|---|---|---|---|---|---|---|---|---|---|---|---|
| UNDUG 1N | 001 | IF | UNDUG | 504723.71N 0002530.03E | N | - | - | - | - | - | - | RNAV1 |
| UNDUG 1N | 002 | TF | MAY | 510101.86N 0000658.04E | N | 319° (319.4°) | 0.4 | 18.0 | RIGHT | F200 | - | RNAV1 |
| UNDUG 1N | 003 | TF | VATON | 512603.83N 0002056.10W | N | 325° (325.2°) | 0.4 | 30.6 | RIGHT | - | - | RNAV1 |
| UNDUG 1N | 004 | TF | OZZOT | 514028.93N 0000952.93W | N | 025° (025.5°) | 0.4 | 16.0 | - | F150 | - | RNAV1 |
| UNDUG 1N | 005 | TF | BPK | 514459.05N 0000624.25W | N | 025° (025.6°) | 0.4 | 5.0 | RIGHT | - | -250 | RNAV1 |
| UNDUG 1N | 006 | TF | ILLOC | 515517.20N 0001056.60E | N | 046° (046.1°) | 0.4 | 14.9 | LEFT | - | - | RNAV1 |
| UNDUG 1N | 007 | TF | OXDUF | 520636.20N 0001900.00E | N | 023° (023.7°) | 0.4 | 12.4 | LEFT | - | - | RNAV1 |
| UNDUG 1N | 008 | TF | COCCU | 521604.34N 0000322.02W | N | 304° (304.7°) | 0.4 | 16.7 | LEFT | - | -220 | RNAV1 |
| UNDUG 1N | 009 | TF | JUMZI | 521943.58N 0002430.31W | Y | 285° (285.9°) | 0.4 | 13.5 | RIGHT | - | - | RNAV1 |
| UNDUG 1N | 010 | CF | ZAGZO | 521812.97N 0001352.54W | N | 149° (149.3°) | 0.4 | - | - | F080 | -220 | RNAV1 |

**London Luton SIRIC 1N**

| Designator | Sequence Number | Path Term-inator | Waypoint Name | Waypoint Co-ordinates | Fly-over | Course/ Track °M (°T) | Magnetic Variation | Distance (NM) | Turn Direction | Level Constraint | Speed Constraint | Navigation Performance |
|---|---|---|---|---|---|---|---|---|---|---|---|---|
| SIRIC 1N | 001 | IF | SIRIC | 512036.17N 0013358.89W | N | - | - | - | - | F180 | - | RNAV1 |
| SIRIC 1N | 002 | TF | NIGIT | 511846.96N 0011014.71W | N | 096° (096.8°) | 0.4 | 15.0 | LEFT | - | - | RNAV1 |
| SIRIC 1N | 003 | TF | VATON | 512603.83N 0002056.10W | N | 076° (076.4°) | 0.4 | 31.7 | LEFT | - | - | RNAV1 |
| SIRIC 1N | 004 | TF | OZZOT | 514028.93N 0000952.93W | N | 025° (025.5°) | 0.4 | 16.0 | - | F150 | - | RNAV1 |
| SIRIC 1N | 005 | TF | BPK | 514459.05N 0000624.25W | N | 025° (025.6°) | 0.4 | 5.0 | RIGHT | - | -250 | RNAV1 |
| SIRIC 1N | 006 | TF | ILLOC | 515517.20N 0001056.60E | N | 046° (046.1°) | 0.4 | 14.9 | LEFT | - | - | RNAV1 |
| SIRIC 1N | 007 | TF | OXDUF | 520636.20N 0001900.00E | N | 023° (023.7°) | 0.4 | 12.4 | LEFT | - | - | RNAV1 |
| SIRIC 1N | 008 | TF | COCCU | 521604.34N 0000322.02W | N | 304° (304.7°) | 0.4 | 16.7 | LEFT | - | -220 | RNAV1 |
| SIRIC 1N | 009 | TF | JUMZI | 521943.58N 0002430.31W | Y | 285° (285.9°) | 0.4 | 13.5 | RIGHT | - | - | RNAV1 |
| SIRIC 1N | 010 | CF | ZAGZO | 521812.97N 0001352.54W | N | 149° (149.3°) | 0.4 | - | - | F080 | -220 | RNAV1 |

**CHANGE (3/23):** BEDEK 1N REPLACED WITH SIRIC 1N.
AERO INFO DATE 05 JAN 22

# Standard Instrument Arrival Coding Tables

**London Luton TELTU 1N**

| Designator | Sequence Number | Path Term-inator | Waypoint Name | Waypoint Co-ordinates | Fly-over | Course/ Track °M (°T) | Magnetic Variation | Distance (NM) | Turn Direction | Level Constraint | Speed Constraint | Navigation Performance |
|---|---|---|---|---|---|---|---|---|---|---|---|---|
| TELTU 1N | 001 | IF | TELTU | 504839.92N 0004517.69W | N | - | - | - | - | F190 | - | RNAV1 |
| TELTU 1N | 002 | TF | MOREZ | 511233.91N 0002948.60W | N | 022° (022.1°) | 0.4 | 25.8 | - | - | - | RNAV1 |
| TELTU 1N | 003 | TF | VATON | 512603.83N 0002056.10W | N | 022° (022.3°) | 0.4 | 14.6 | - | - | - | RNAV1 |
| TELTU 1N | 004 | TF | OZZOT | 514028.93N 0000952.93W | N | 025° (025.5°) | 0.4 | 16.0 | - | F150 | - | RNAV1 |
| TELTU 1N | 005 | TF | BPK | 514459.05N 0000624.25W | N | 025° (025.6°) | 0.4 | 5.0 | RIGHT | - | -250 | RNAV1 |
| TELTU 1N | 006 | TF | ILLOC | 515517.20N 0001056.60E | N | 046° (046.1°) | 0.4 | 14.9 | LEFT | - | - | RNAV1 |
| TELTU 1N | 007 | TF | OXDUF | 520636.20N 0001900.00E | N | 023° (023.7°) | 0.4 | 12.4 | LEFT | - | - | RNAV1 |
| TELTU 1N | 008 | TF | COCCU | 521604.34N 0000322.02W | N | 304° (304.7°) | 0.4 | 16.7 | LEFT | - | -220 | RNAV1 |
| TELTU 1N | 009 | TF | JUMZI | 521943.58N 0002430.31W | Y | 285° (285.9°) | 0.4 | 13.5 | RIGHT | - | - | RNAV1 |
| TELTU 1N | 010 | CF | ZAGZO | 521812.97N 0001352.54W | N | 149° (149.3°) | 0.4 | - | - | F080 | -220 | RNAV1 |

**London Luton MEGEL 1N**

| Designator | Sequence Number | Path Term-inator | Waypoint Name | Waypoint Co-ordinates | Fly-over | Course/ Track °M (°T) | Magnetic Variation | Distance (NM) | Turn Direction | Level Constraint | Speed Constraint | Navigation Performance |
|---|---|---|---|---|---|---|---|---|---|---|---|---|
| MEGEL 1N | 001 | IF | MEGEL | 522057.94N 0020425.20E | N | - | - | - | - | F220 | - | RNAV1 |
| MEGEL 1N | 002 | TF | DITOB | 521701.15N 0014927.08E | N | 246° (246.8°) | 0.4 | 10.0 | - | - | - | RNAV1 |
| MEGEL 1N | 003 | TF | WIQID | 520944.27N 0012214.94E | N | 246° (246.6°) | 0.4 | 18.2 | RIGHT | - | - | RNAV1 |
| MEGEL 1N | 004 | TF | MUCTE | 521031.13N 0011225.43E | N | 277° (277.4°) | 0.4 | 6.1 | - | - | - | RNAV1 |
| MEGEL 1N | 005 | TF | OFJES | 521302.03N 0003929.77E | N | 277° (277.3°) | 0.4 | 20.4 | - | F140 | -250 | RNAV1 |
| MEGEL 1N | 006 | TF | UDDIZ | 521504.21N 0001111.43E | N | 276° (276.9°) | 0.4 | 17.5 | - | - | - | RNAV1 |
| MEGEL 1N | 007 | TF | COCCU | 521604.34N 0000322.02W | N | 276° (276.5°) | 0.4 | 9.0 | RIGHT | - | -220 | RNAV1 |
| MEGEL 1N | 008 | TF | JUMZI | 521943.58N 0002430.31W | Y | 285° (285.9°) | 0.4 | 13.5 | RIGHT | - | - | RNAV1 |
| MEGEL 1N | 009 | CF | ZAGZO | 521812.97N 0001352.54W | N | 149° (149.3°) | 0.4 | - | - | F080 | -220 | RNAV1 |

**CHANGE (2/25):** BARMI 1N TRUNCATED TO MEGEL AND REDESIGNATED MEGEL 1N.
AERO INFO DATE 26 NOV 24

# Standard Instrument Arrival Coding Tables

**London Luton RINIS 1N**

| Designator | Sequence Number | Path Term-inator | Waypoint Name | Waypoint Co-ordinates | Fly-over | Course/ Track °M (°T) | Magnetic Variation | Distance (NM) | Turn Direction | Level Constraint | Speed Constraint | Navigation Performance |
|---|---|---|---|---|---|---|---|---|---|---|---|---|
| RINIS 1N | 001 | IF | RINIS | 515429.66N 0021920.82E | N | - | - | - | - | F220 | - | RNAV1 |
| RINIS 1N | 002 | TF | IDESI | 515351.74N 0015308.08E | N | 268° (267.9°) | 0.4 | 16.2 | RIGHT | F180 | - | RNAV1 |
| RINIS 1N | 003 | TF | WIQID | 520944.27N 0012214.94E | N | 310° (310.0°) | 0.4 | 24.8 | LEFT | - | - | RNAV1 |
| RINIS 1N | 004 | TF | MUCTE | 521031.13N 0011225.43E | N | 277° (277.4°) | 0.4 | 6.1 | - | - | - | RNAV1 |
| RINIS 1N | 005 | TF | OFJES | 521302.03N 0003929.77E | N | 277° (277.3°) | 0.4 | 20.4 | - | F140 | -250 | RNAV1 |
| RINIS 1N | 006 | TF | UDDIZ | 521504.21N 0001111.43E | N | 276° (276.9°) | 0.4 | 17.5 | - | - | - | RNAV1 |
| RINIS 1N | 007 | TF | COCCU | 521604.34N 0000322.02W | N | 276° (276.5°) | 0.4 | 9.0 | RIGHT | - | -220 | RNAV1 |
| RINIS 1N | 008 | TF | JUMZI | 521943.58N 0002430.31W | Y | 285° (285.9°) | 0.4 | 13.5 | RIGHT | - | - | RNAV1 |
| RINIS 1N | 009 | CF | ZAGZO | 521812.97N 0001352.54W | N | 149° (149.3°) | 0.4 | - | - | F080 | -220 | RNAV1 |

**London Luton XAMAN 1N**

| Designator | Sequence Number | Path Term-inator | Waypoint Name | Waypoint Co-ordinates | Fly-over | Course/ Track °M (°T) | Magnetic Variation | Distance (NM) | Turn Direction | Level Constraint | Speed Constraint | Navigation Performance |
|---|---|---|---|---|---|---|---|---|---|---|---|---|
| XAMAN 1N | 001 | IF | XAMAN | 514704.77N 0021326.94E | N | - | - | - | - | F220 | - | RNAV1 |
| XAMAN 1N | 002 | TF | IDESI | 515351.74N 0015308.08E | N | 298° (298.5°) | 0.4 | 14.3 | RIGHT | F180 | - | RNAV1 |
| XAMAN 1N | 003 | TF | WIQID | 520944.27N 0012214.94E | N | 310° (310.0°) | 0.4 | 24.8 | LEFT | - | - | RNAV1 |
| XAMAN 1N | 004 | TF | MUCTE | 521031.13N 0011225.43E | N | 277° (277.4°) | 0.4 | 6.1 | - | - | - | RNAV1 |
| XAMAN 1N | 005 | TF | OFJES | 521302.03N 0003929.77E | N | 277° (277.3°) | 0.4 | 20.4 | - | F140 | -250 | RNAV1 |
| XAMAN 1N | 006 | TF | UDDIZ | 521504.21N 0001111.43E | N | 276° (276.9°) | 0.4 | 17.5 | - | - | - | RNAV1 |
| XAMAN 1N | 007 | TF | COCCU | 521604.34N 0000322.02W | N | 276° (276.5°) | 0.4 | 9.0 | RIGHT | - | -220 | RNAV1 |
| XAMAN 1N | 008 | TF | JUMZI | 521943.58N 0002430.31W | Y | 285° (285.9°) | 0.4 | 13.5 | RIGHT | - | - | RNAV1 |
| XAMAN 1N | 009 | CF | ZAGZO | 521812.97N 0001352.54W | N | 149° (149.3°) | 0.4 | - | - | F080 | -220 | RNAV1 |

**CHANGE (2/22):** NEW PAGE.
AERO INFO DATE 02 DEC 21

# Standard Instrument Arrival Coding Tables

**London Luton TOSVA 1N**

| Designator | Sequence Number | Path Term-inator | Waypoint Name | Waypoint Co-ordinates | Fly-over | Course/ Track °M (°T) | Magnetic Variation | Distance (NM) | Turn Direction | Level Constraint | Speed Constraint | Navigation Performance |
|---|---|---|---|---|---|---|---|---|---|---|---|---|
| TOSVA 1N | 001 | IF | TOSVA | 514037.40N 0020426.34E | N | - | - | - | - | F220 | - | RNAV1 |
| TOSVA 1N | 002 | TF | IDESI | 515351.74N 0015308.08E | N | 332° (332.2°) | 0.4 | 15.0 | LEFT | F180 | - | RNAV1 |
| TOSVA 1N | 003 | TF | WIQID | 520944.27N 0012214.94E | N | 310° (310.0°) | 0.4 | 24.8 | LEFT | - | - | RNAV1 |
| TOSVA 1N | 004 | TF | MUCTE | 521031.13N 0011225.43E | N | 277° (277.4°) | 0.4 | 6.1 | - | - | - | RNAV1 |
| TOSVA 1N | 005 | TF | OFJES | 521302.03N 0003929.77E | N | 277° (277.3°) | 0.4 | 20.4 | - | F140 | -250 | RNAV1 |
| TOSVA 1N | 006 | TF | UDDIZ | 521504.21N 0001111.43E | N | 276° (276.9°) | 0.4 | 17.5 | - | - | - | RNAV1 |
| TOSVA 1N | 007 | TF | COCCU | 521604.34N 0000322.02W | N | 276° (276.5°) | 0.4 | 9.0 | RIGHT | - | -220 | RNAV1 |
| TOSVA 1N | 008 | TF | JUMZI | 521943.58N 0002430.31W | Y | 285° (285.9°) | 0.4 | 13.5 | RIGHT | - | - | RNAV1 |
| TOSVA 1N | 009 | CF | ZAGZO | 521812.97N 0001352.54W | N | 149° (149.3°) | 0.4 | - | - | F080 | -220 | RNAV1 |

**London Luton SILVA 1N**

| Designator | Sequence Number | Path Term-inator | Waypoint Name | Waypoint Co-ordinates | Fly-over | Course/ Track °M (°T) | Magnetic Variation | Distance (NM) | Turn Direction | Level Constraint | Speed Constraint | Navigation Performance |
|---|---|---|---|---|---|---|---|---|---|---|---|---|
| SILVA 1N | 001 | IF | SILVA | 515051.34N 0010019.40W | N | - | - | - | - | - | - | RNAV1 |
| SILVA 1N | 002 | TF | WOBUN | 520110.27N 0004400.00W | N | 044° (044.3°) | 0.4 | 14.4 | - | - | -250 | RNAV1 |
| SILVA 1N | 003 | TF | EDCOX | 521259.68N 0002419.92W | N | 045° (045.6°) | 0.4 | 16.9 | LEFT | - | -220 | RNAV1 |
| SILVA 1N | 004 | TF | JUMZI | 521943.58N 0002430.31W | Y | 359° (359.1°) | 0.4 | 6.7 | RIGHT | - | - | RNAV1 |
| SILVA 1N | 005 | CF | ZAGZO | 521812.97N 0001352.54W | N | 149° (149.3°) | 0.4 | - | - | F080 | -220 | RNAV1 |

**London Luton FINMA 1N**

| Designator | Sequence Number | Path Term-inator | Waypoint Name | Waypoint Co-ordinates | Fly-over | Course/ Track °M (°T) | Magnetic Variation | Distance (NM) | Turn Direction | Level Constraint | Speed Constraint | Navigation Performance |
|---|---|---|---|---|---|---|---|---|---|---|---|---|
| FINMA 1N | 001 | IF | FINMA | 515947.21N 0010313.34W | N | - | - | - | - | F150 | - | RNAV1 |
| FINMA 1N | 002 | TF | WOBUN | 520110.27N 0004400.00W | N | 083° (083.2°) | 0.4 | 12.0 | LEFT | - | -250 | RNAV1 |
| FINMA 1N | 003 | TF | EDCOX | 521259.68N 0002419.92W | N | 045° (045.6°) | 0.4 | 16.9 | LEFT | - | -220 | RNAV1 |
| FINMA 1N | 004 | TF | JUMZI | 521943.58N 0002430.31W | Y | 359° (359.1°) | 0.4 | 6.7 | RIGHT | - | - | RNAV1 |
| FINMA 1N | 005 | CF | ZAGZO | 521812.97N 0001352.54W | N | 149° (149.3°) | 0.4 | - | - | F080 | -220 | RNAV1 |

**CHANGE (2/22):** NEW PAGE.
AERO INFO DATE 16 DEC 21

# Standard Instrument Arrival Coding Tables

**London Luton LISTO 1N**

| Designator | Sequence Number | Path Term-inator | Waypoint Name | Waypoint Co-ordinates | Fly-over | Course/ Track °M (°T) | Magnetic Variation | Distance (NM) | Turn Direction | Level Constraint | Speed Constraint | Navigation Performance |
|---|---|---|---|---|---|---|---|---|---|---|---|---|
| LISTO 1N | 001 | IF | LISTO | 530835.93N 0021156.54W | N | - | - | - | - | - | - | RNAV1 |
| LISTO 1N | 002 | TF | PEDIG | 524447.59N 0014309.97W | N | 143° (143.7°) | 0.4 | 29.5 | RIGHT | - | - | RNAV1 |
| LISTO 1N | 003 | TF | ROGBI | 521746.63N 0012006.37W | N | 152° (152.3°) | 0.4 | 30.5 | - | F200 | - | RNAV1 |
| LISTO 1N | 004 | TF | FINMA | 515947.21N 0010313.34W | N | 149° (149.9°) | 0.4 | 20.8 | LEFT | F150 | - | RNAV1 |
| LISTO 1N | 005 | TF | WOBUN | 520110.27N 0004400.00W | N | 083° (083.2°) | 0.4 | 12.0 | LEFT | - | -250 | RNAV1 |
| LISTO 1N | 006 | TF | EDCOX | 521259.68N 0002419.92W | N | 045° (045.6°) | 0.4 | 16.9 | LEFT | - | -220 | RNAV1 |
| LISTO 1N | 007 | TF | JUMZI | 521943.58N 0002430.31W | Y | 359° (359.1°) | 0.4 | 6.7 | RIGHT | - | - | RNAV1 |
| LISTO 1N | 008 | CF | ZAGZO | 521812.97N 0001352.54W | N | 149° (149.3°) | 0.4 | - | - | F080 | -220 | RNAV1 |

**London Luton LOGAN 2A**

| Designator | Sequence Number | Path Term-inator | Waypoint Name | Waypoint Co-ordinates | Fly-over | Course/ Track °M (°T) | Magnetic Variation | Distance (NM) | Turn Direction | Level Constraint | Speed Constraint | Navigation Performance |
|---|---|---|---|---|---|---|---|---|---|---|---|---|
| LOGAN 2A | 001 | IF | LOGAN | 514451.32N 0013642.58E | N | - | - | - | - | F100 | - | RNAV5 |
| LOGAN 2A | 002 | TF | CLN | 515054.50N 0010851.32E | N | 289° (289.5°) | 0.4 | 18.3 | RIGHT | - | -250 | RNAV5 |
| LOGAN 2A | 003 | TF | ABBOT | 520058.00N 0003558.49E | N | 296° (296.5°) | 0.4 | 22.7 | - | F080 | -220 | RNAV5 |

**London Luton DET 2A**

| Designator | Sequence Number | Path Term-inator | Waypoint Name | Waypoint Co-ordinates | Fly-over | Course/ Track °M (°T) | Magnetic Variation | Distance (NM) | Turn Direction | Level Constraint | Speed Constraint | Navigation Performance |
|---|---|---|---|---|---|---|---|---|---|---|---|---|
| DET 2A | 001 | IF | DET | 511814.41N 0003550.19E | N | - | - | - | - | F170 | - | RNAV5 |
| DET 2A | 002 | TF | LOFFO | 515012.00N 0003556.37E | N | 360° (000.1°) | 0.4 | 32.0 | - | - | -250 | RNAV5 |
| DET 2A | 003 | TF | ABBOT | 520058.00N 0003558.49E | N | 360° (000.1°) | 0.4 | 10.8 | - | F080 | -220 | RNAV5 |

**CHANGE (2/22):** NEW PAGE.
AERO INFO DATE 08 DEC 21

# RNAV Hold Coding Tables

**London Luton ADLOG Hold**

| Designator | Sequence Number | Path Term-inator | Waypoint Name | Waypoint Co-ordinates | Fly-over | Course/ Track °M (°T) | Magnetic Variation | Time (MIN) | Turn Direction | Level Constraint | Speed Constraint | Navigation Performance |
|---|---|---|---|---|---|---|---|---|---|---|---|---|
| ADLOG | - | - | ADLOG | 501925.00N 0004933.40W | Y | 005° (005.3°) | 0.4 | 1.5MIN | RIGHT | -F260 +F130 | -240 | RNAV1 |

**London Luton HON Hold**

| Designator | Sequence Number | Path Term-inator | Waypoint Name | Waypoint Co-ordinates | Fly-over | Course/ Track °M (°T) | Magnetic Variation | Distance (MIN) | Turn Direction | Level Constraint | Speed Constraint | Navigation Performance |
|---|---|---|---|---|---|---|---|---|---|---|---|---|
| HON | - | - | HON | 522124.04N 0013949.41W | Y | 144° (144.8°) | 0.4 | 1.5MIN | RIGHT | -F350 +F150 | -240 | RNAV1 |

**London Luton MUCTE Hold**

| Designator | Sequence Number | Path Term-inator | Waypoint Name | Waypoint Co-ordinates | Fly-over | Course/ Track °M (°T) | Magnetic Variation | Distance (MIN) | Turn Direction | Level Constraint | Speed Constraint | Navigation Performance |
|---|---|---|---|---|---|---|---|---|---|---|---|---|
| MUCTE | - | - | MUCTE | 521031.13N 0011225.43E | Y | 277° (277.3°) | 0.4 | 1.5MIN | RIGHT | -F210 +F150 | -250* | RNAV1 |

* std speeds up to FL200
MAX 250KIAS FL210

**London Luton UNDUG Hold**

| Designator | Sequence Number | Path Term-inator | Waypoint Name | Waypoint Co-ordinates | Fly-over | Course/ Track °M (°T) | Magnetic Variation | Time (MIN) | Turn Direction | Level Constraint | Speed Constraint | Navigation Performance |
|---|---|---|---|---|---|---|---|---|---|---|---|---|
| UNDUG | - | - | UNDUG | 504723.71N 0002530.03E | Y | 319° (319.2°) | 0.4 | 1.5MIN | RIGHT | -F240 +F200 | -240 | RNAV1 |

**London Luton VATON Hold**

| Designator | Sequence Number | Path Term-inator | Waypoint Name | Waypoint Co-ordinates | Fly-over | Course/ Track °M (°T) | Magnetic Variation | Time (MIN) | Turn Direction | Level Constraint | Speed Constraint | Navigation Performance |
|---|---|---|---|---|---|---|---|---|---|---|---|---|
| VATON | - | - | VATON | 512603.83N 0002056.10W | Y | 025° (025.5°) | 0.4 | 1.5MIN | LEFT | -F200 +F180 | -240 | RNAV1 |

**London Luton WOBUN Hold**

| Designator | Sequence Number | Path Term-inator | Waypoint Name | Waypoint Co-ordinates | Fly-over | Course/ Track °M (°T) | Magnetic Variation | Time (MIN) | Turn Direction | Level Constraint | Speed Constraint | Navigation Performance |
|---|---|---|---|---|---|---|---|---|---|---|---|---|
| WOBUN | - | - | WOBUN | 520110.27N 0004400.00W | Y | 083° (083.5°) | 0.4 | 5.0NM | RIGHT | -F140 +F090 | -220 | RNAV1 |

**London Luton ZAGZO Hold**

| Designator | Sequence Number | Path Term-inator | Waypoint Name | Waypoint Co-ordinates | Fly-over | Course/ Track °M (°T) | Magnetic Variation | Distance (NM) | Turn Direction | Level Constraint | Speed Constraint | Navigation Performance |
|---|---|---|---|---|---|---|---|---|---|---|---|---|
| ZAGZO | - | - | ZAGZO | 521812.97N 0001352.54W | Y | 149° (149.3°) | 0.4 | 1MIN | RIGHT | -F140 +F080 | -220 | RNAV1 |

**CHANGE (2/22):** NEW PAGE.
AERO INFO DATE 14 DEC 21

# RNAV Hold Coding Tables

**London Luton ABBOT Hold**

| Designator | Sequence Number | Path Term-inator | Waypoint Name | Waypoint Co-ordinates | Fly-over | Course/ Track °M (°T) | Magnetic Variation | Distance (NM) | Turn Direction | Level Constraint | Speed Constraint | Navigation Performance |
|---|---|---|---|---|---|---|---|---|---|---|---|---|
| ABBOT | - | - | ABBOT | 520058.00N 0003558.49E | Y | 265° (265.3°) | 0.4 | 6.0NM | RIGHT | -F140 +F080 | -220 | RNAV5 |

**London Luton LOGAN Hold**

| Designator | Sequence Number | Path Term-inator | Waypoint Name | Waypoint Co-ordinates | Fly-over | Course/ Track °M (°T) | Magnetic Variation | Time (MIN) | Turn Direction | Level Constraint | Speed Constraint | Navigation Performance |
|---|---|---|---|---|---|---|---|---|---|---|---|---|
| LOGAN | - | - | LOGAN | 514451.32N 0013642.58E | Y | 289° (289.5°) | 0.4 | 1MIN up to FL140 1.5MIN FL150+ | LEFT | -F410 +F100 | -220* -240** | RNAV5 |

* up to and including FL140
** FL150 and above

**CHANGE (2/22):** NEW TABLE.
AERO INFO DATE 02 DEC 21

# RNAV1 (DME/DME or GNSS) APPROACH TRANSITIONS CHART - INSTRUMENT - ICAO

DISTANCES IN NAUTICAL MILES
TRACKS ARE MAGNETIC
ALTITUDES AND ELEVATIONS ARE IN FEET

## LONDON LUTON
RWY 07
**ZAGZO 1Q**

| | |
|---|---|
| TRANSITION ALTITUDE | **6000** |
| TRANSITION LEVEL | **ATC** |
| AREA MNM ALT (x100) | **23** |

| | | |
|---|---|---|
| APP | 129.550 | LUTON RADAR |
| TWR | 132.555, 126.730* | LUTON TOWER |
| RAD | 128.750* | LUTON DIRECTOR |
| ATIS | 120.580 | LUTON INFORMATION |

* See EGGW AD 2.18 for details.

WAYPOINTS

| | |
|---|---|
| **ZAGZO** | : 521812.97N 0001352.54W |
| **EFFUT** | : 521142.36N 0001200.36W |
| **GWN45** | : 520607.61N 0001015.06W |
| **GWN39** | : 520225.12N 0001700.84W |
| **GWN35** | : 515950.08N 0002142.52W |
| **GWN32** | : 515852.03N 0002656.67W |
| **GWW24** | : 515404.06N 0003649.52W |
| **GWW18** | : 515230.10N 0004544.14W |
| **GWW14** | : 514839.58N 0004358.20W |
| **ODWAD** | : 514928.66N 0003919.43W |

VAR 0.4°E - 2022
N
Annual Rate of Change 0.20°E

5 0 5 10NM
Scale 1:400 000

000 30W 000 00

**ZAGZO**
MAX 220KIAS
**FL80**

170° 6.6 **ZAGZO 1Q**

**EFFUT**
**FL80**

169° 5.7

**GWN45**
**6000**

228° 5.6

**GWN39**
**5000**

228° 3.9

**GWN35**

253° 3.4

**GWN32**

232° 7.8

**GWW24**

254° 5.7

**GWW18**
MAX 185KIAS
**5000**

164° 4.0

074° 3.0

**ODWAD**
**3000**

**GWW14**
**4000**

R214
2400
SFC

5200N

21 20 19 23 22 21

**DESCENT PLANNING**
Pilots should plan for possible descent clearance as detailed in the table below.
**ACTUAL DESCENT CLEARANCE WILL BE AS DIRECTED BY ATC.**

**WARNING**
For Minimum Descent Rate requirements See ENR 1.1.3.2.

| ROUTE DESIGNATOR | ROUTE | LEVELS |
|---|---|---|
| ZAGZO 1Q | **ZAGZO - EFFUT - GWN45 - GWN39 - GWN35 - GWN32 - GWW24 - GWW18 - GWW14 - ODWAD** | **ZAGZO** FL80<br>**EFFUT** FL80<br>**GWN45** 6000<br>**GWN39** 5000<br>**GWW18** 5000<br>**GWW14** +4000<br>**ODWAD** +3000 |

**CHANGE (9/25):** TOWER FREQUENCY.

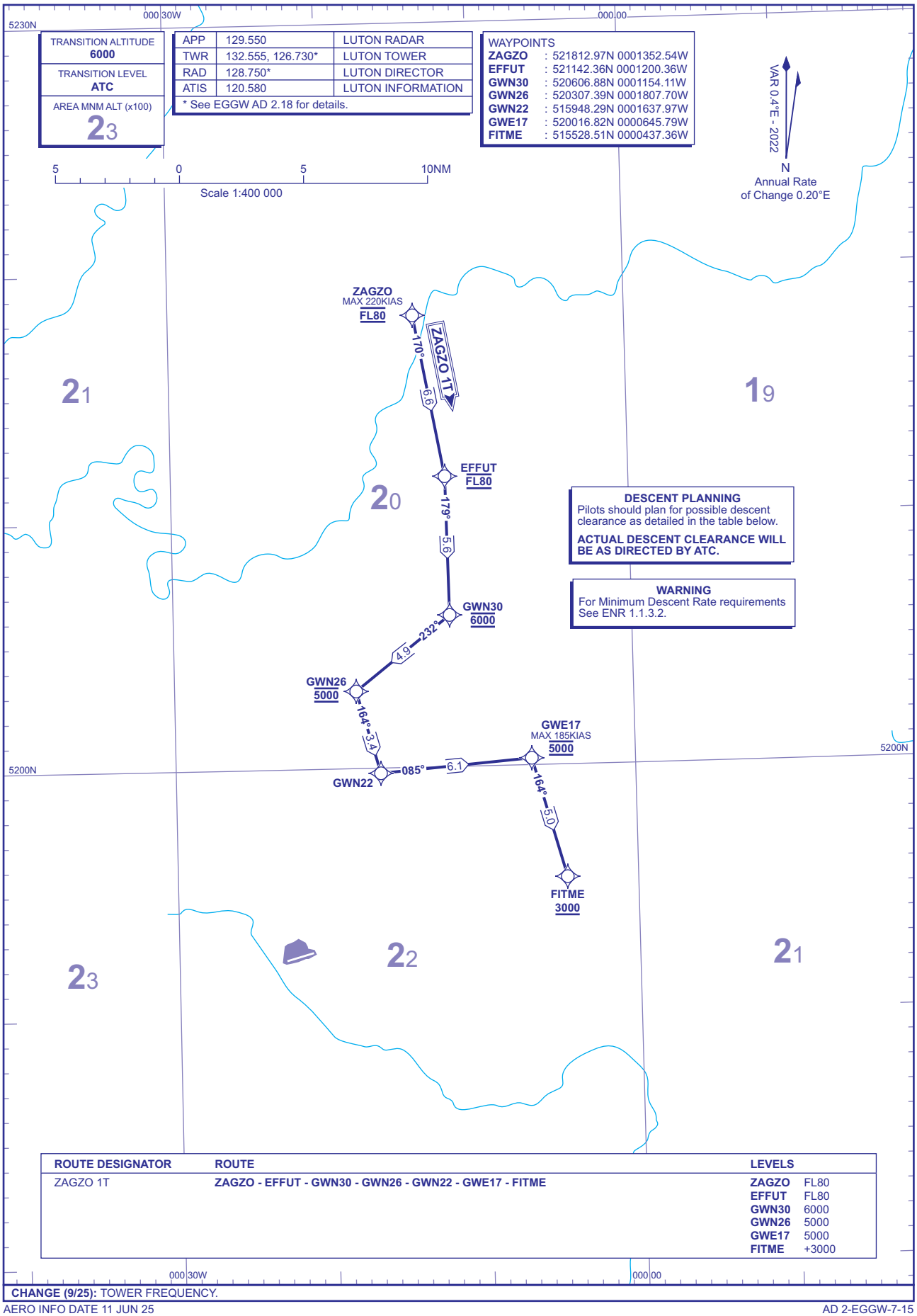
AERO INFO DATE 11 JUN 25

AD 2-EGGW-7-14

# RNAV1 (DME/DME or GNSS) APPROACH TRANSITIONS CHART - INSTRUMENT - ICAO

DISTANCES IN NAUTICAL MILES
TRACKS ARE MAGNETIC
ALTITUDES AND ELEVATIONS ARE IN FEET

## LONDON LUTON
RWY 25
**ZAGZO 1T**




| ROUTE DESIGNATOR | ROUTE | LEVELS |
|---|---|---|
| ZAGZO 1T | ZAGZO - EFFUT - GWN30 - GWN26 - GWN22 - GWE17 - FITME | ZAGZO FL80<br>EFFUT FL80<br>GWN30 6000<br>GWN26 5000<br>GWE17 5000<br>FITME +3000 |

**CHANGE (9/25):** TOWER FREQUENCY.

AERO INFO DATE 11 JUN 25

AD 2-EGGW-7-15

# Approach Transitions Coding Tables

**London Luton Runway 07 ZAGZO 1Q**

| Designator | Sequence Number | Path Term-inator | Waypoint Name | Waypoint Co-ordinates | Fly-over | Course/ Track °M (°T) | Magnetic Variation | Distance (NM) | Turn Direction | Level Constraint | Speed Constraint | Navigation Performance |
|---|---|---|---|---|---|---|---|---|---|---|---|---|
| ZAGZO 1Q | 001 | IF | ZAGZO | 521812.97N 0001352.54W | N | - | - | - | - | F080 | -220 | RNAV1 |
| ZAGZO 1Q | 002 | TF | EFFUT | 521142.36N 0001200.36W | N | 170° (170.0°) | 0.4 | 6.6 | - | F080 | - | RNAV1 |
| ZAGZO 1Q | 003 | TF | GWN45 | 520607.61N 0001015.06W | N | 169° (169.0°) | 0.4 | 5.7 | RIGHT | 6000 | - | RNAV1 |
| ZAGZO 1Q | 004 | TF | GWN39 | 520225.12N 0001700.84W | N | 228° (228.4°) | 0.4 | 5.6 | - | 5000 | - | RNAV1 |
| ZAGZO 1Q | 005 | TF | GWN35 | 515950.08N 0002142.52W | N | 228° (228.3°) | 0.4 | 3.9 | RIGHT | - | - | RNAV1 |
| ZAGZO 1Q | 006 | TF | GWN32 | 515852.03N 0002656.67W | N | 253° (253.4°) | 0.4 | 3.4 | LEFT | - | - | RNAV1 |
| ZAGZO 1Q | 007 | TF | GWW24 | 515404.06N 0003649.52W | N | 232° (231.9°) | 0.4 | 7.8 | RIGHT | - | - | RNAV1 |
| ZAGZO 1Q | 008 | TF | GWW18 | 515230.10N 0004544.14W | N | 254° (254.2°) | 0.4 | 5.7 | LEFT | 5000 | -185 | RNAV1 |
| ZAGZO 1Q | 009 | TF | GWW14 | 514839.58N 0004358.20W | N | 164° (164.1°) | 0.4 | 4.0 | LEFT | +4000 | - | RNAV1 |
| ZAGZO 1Q | 010 | TF | ODWAD | 514928.66N 0003919.43W | N | 074° (074.1°) | 0.4 | 3.0 | - | +3000 | - | RNAV1 |

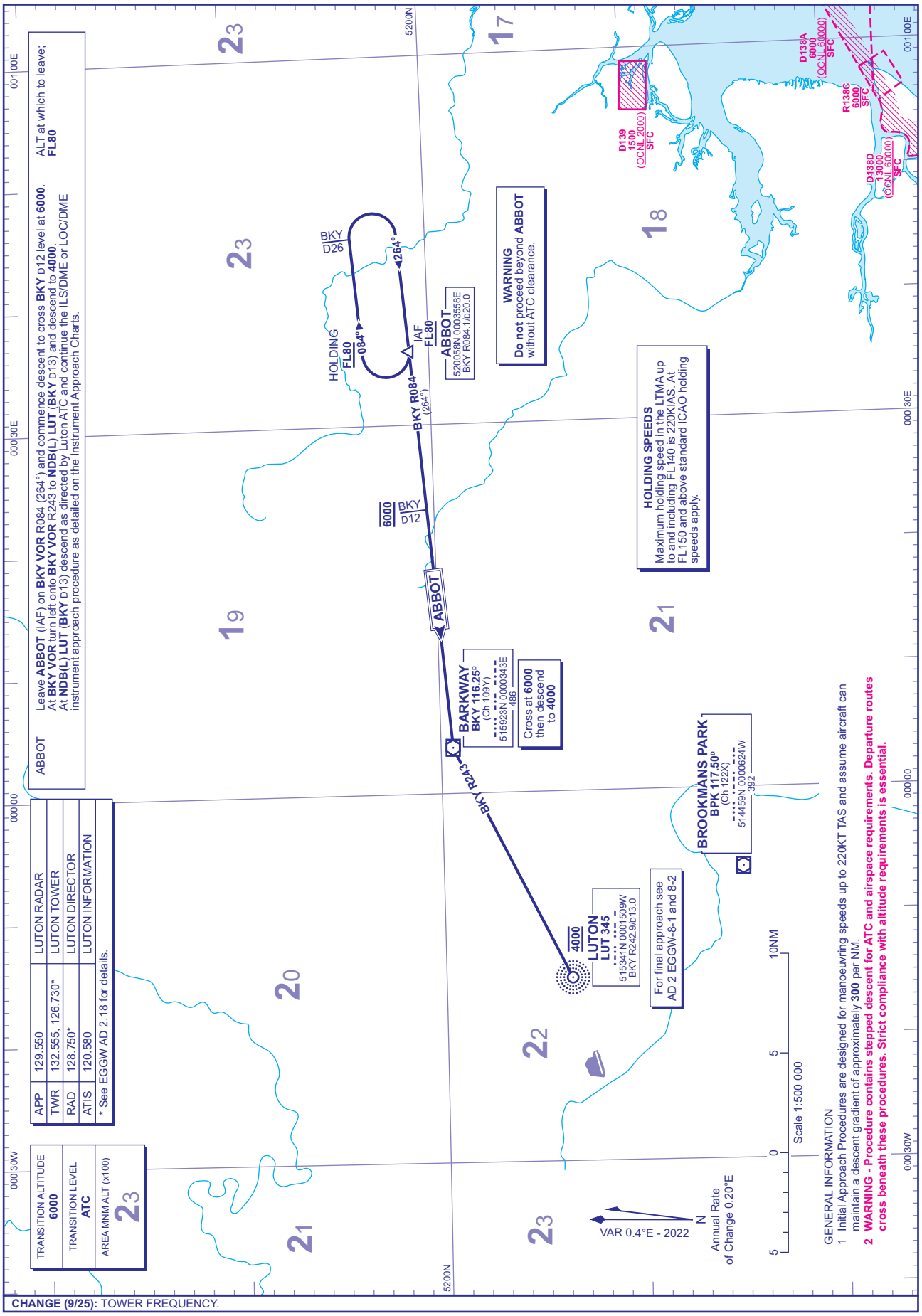
**London Luton Runway 25 ZAGZO 1T**

| Designator | Sequence Number | Path Term-inator | Waypoint Name | Waypoint Co-ordinates | Fly-over | Course/ Track °M (°T) | Magnetic Variation | Distance (NM) | Turn Direction | Level Constraint | Speed Constraint | Navigation Performance |
|---|---|---|---|---|---|---|---|---|---|---|---|---|
| ZAGZO 1T | 001 | IF | ZAGZO | 521812.97N 0001352.54W | N | - | - | - | - | F080 | -220 | RNAV1 |
| ZAGZO 1T | 002 | TF | EFFUT | 521142.36N 0001200.36W | N | 170° (170.0°) | 0.4 | 6.6 | RIGHT | F080 | - | RNAV1 |
| ZAGZO 1T | 003 | TF | GWN30 | 520606.88N 001154.11W | N | 179° (179.3°) | 0.4 | 5.6 | RIGHT | 6000 | - | RNAV1 |
| ZAGZO 1T | 004 | TF | GWN26 | 520307.39N 0001807.70W | N | 232° (232.1°) | 0.4 | 4.9 | LEFT | 5000 | - | RNAV1 |
| ZAGZO 1T | 005 | TF | GWN22 | 515948.29N 0001637.97W | N | 164° (164.5°) | 0.4 | 3.4 | LEFT | - | - | RNAV1 |
| ZAGZO 1T | 006 | TF | GWE17 | 520016.82N 0000645.79W | N | 085° (085.5°) | 0.4 | 6.1 | RIGHT | 5000 | -185 | RNAV1 |
| ZAGZO 1T | 007 | TF | FITME | 515528.51N 0000437.36W | N | 164° (164.6°) | 0.4 | 5.0 | RIGHT | +3000 | - | RNAV1 |

# INITIAL APPROACH PROCEDURE
# ILS RWY 07 Without Radar Control

DISTANCES IN NAUTICAL MILES
BEARINGS, TRACKS AND RADIALS ARE MAGNETIC
ALTITUDES AND ELEVATIONS ARE IN FEET

# LONDON LUTON
# via ABBOT




**CHANGE (9/25):** TOWER FREQUENCY.

AERO INFO DATE 11 JUN 25

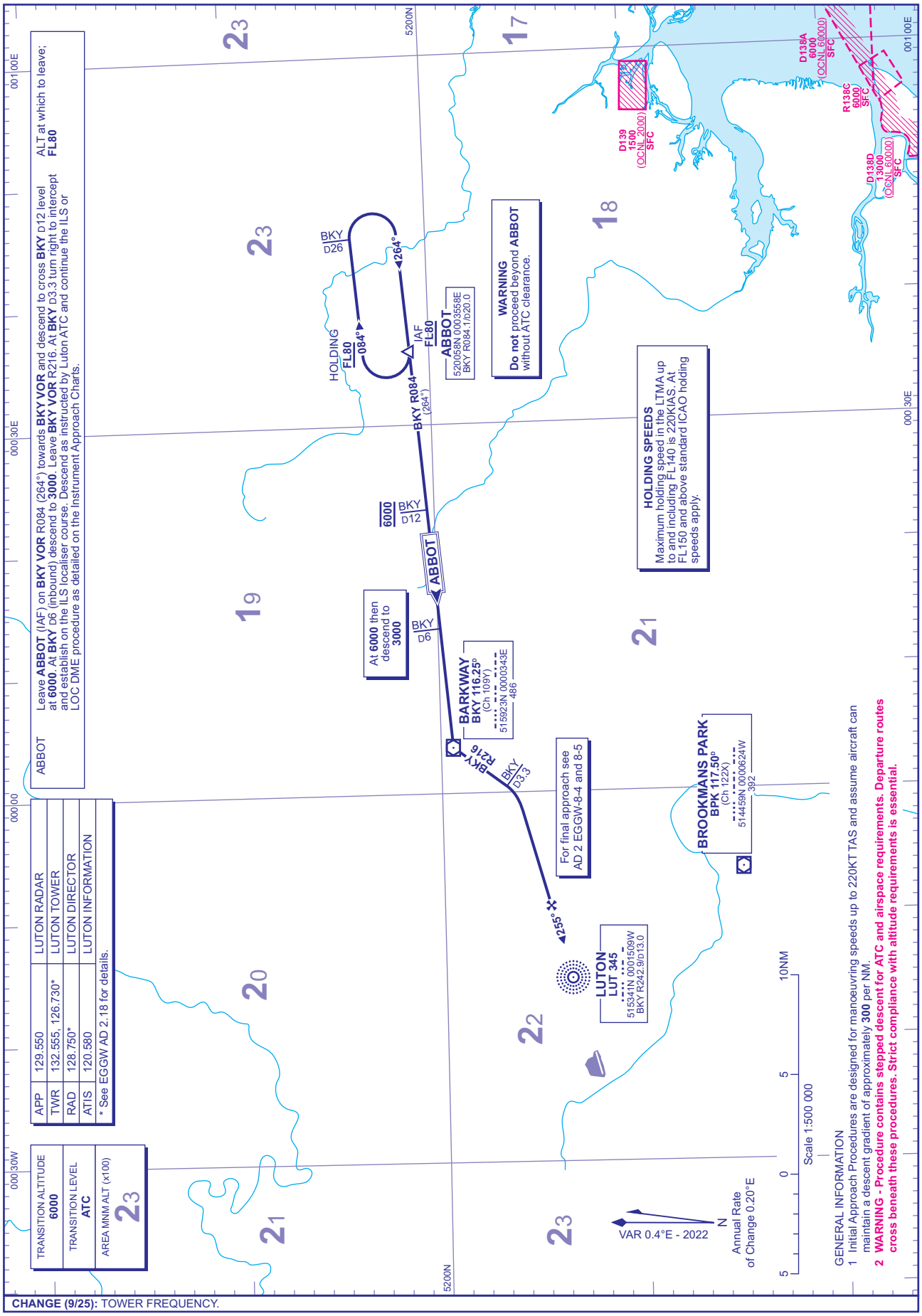
AD 2-EGGW-7-17

I

# INITIAL APPROACH PROCEDURE
## ILS RWY 25 Without Radar Control

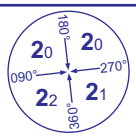
DISTANCES IN NAUTICAL MILES
BEARINGS, TRACKS AND RADIALS ARE MAGNETIC
ALTITUDES AND ELEVATIONS ARE IN FEET

# LONDON LUTON
## via ABBOT



# INSTRUMENT APPROACH CHART - ICAO

## LONDON LUTON
## ILS/DME/NDB(L)
## RWY 07
(ACFT CAT A,B,C,D)



MSA 25NM NDB(L) LUT

| | | | | | |
|---|---|---|---|---|---|
| APP | 129.550 | LUTON RADAR | AD ELEVATION | 527 | |
| TWR | 132.555, 126.730 | LUTON TOWER | THR ELEVATION | 515 | |
| | 121.755 | LUTON GROUND | OBSTACLE ELEVATION | | |
| RAD | 128.750 | LUTON DIRECTOR | 912 AMSL (397) (ABOVE THR) | | |
| ATIS | 120.580 | ARRIVAL INFORMATION | BEARINGS ARE MAGNETIC | | |

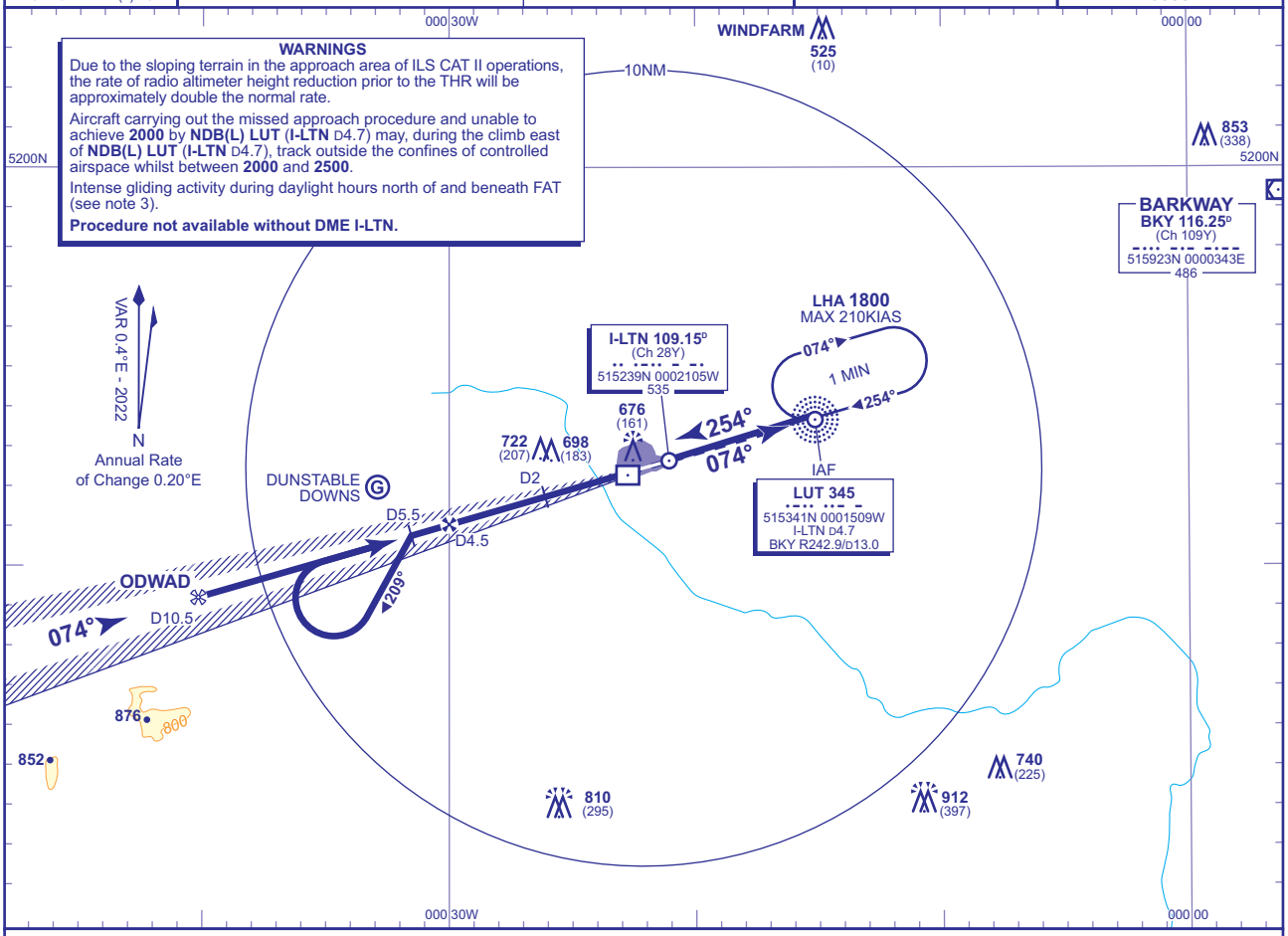
TRANSITION ALTITUDE **6000**

**WARNINGS**
Due to the sloping terrain in the approach area of ILS CAT II operations, the rate of radio altimeter height reduction prior to the THR will be approximately double the normal rate.

Aircraft carrying out the missed approach procedure and unable to achieve **2000** by **NDB(L) LUT** (**I-LTN** D4.7) may, during the climb east of **NDB(L) LUT** (**I-LTN** D4.7), track outside the confines of controlled airspace whilst between **2000** and **2500**.

Intense gliding activity during daylight hours north of and beneath FAT (see note 3).

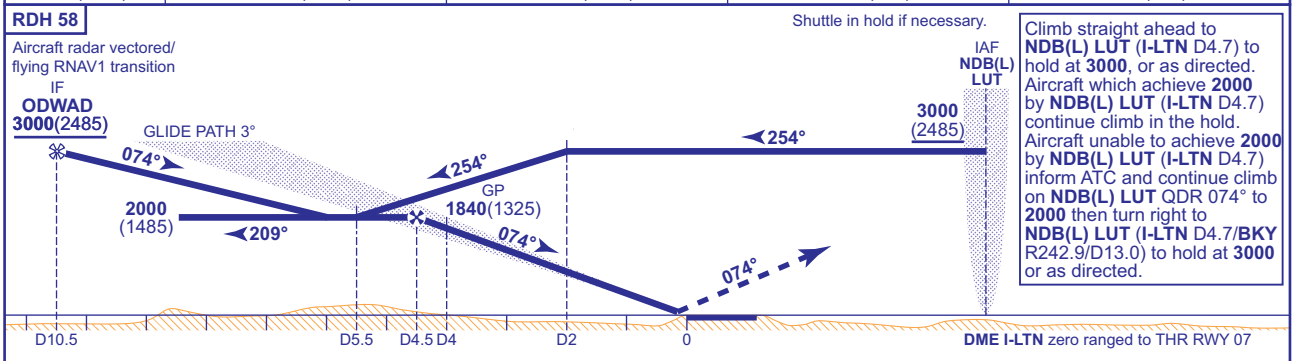
**Procedure not available without DME I-LTN.**




**RECOMMENDED PROFILE** GLIDE PATH 3°, 320FT/NM

| DME I-LTN | 4 | 3 | 2 | 1 |
|---|---|---|---|---|
| ALT(HGT) | **1840**(1325) | **1520**(1005) | **1210**(685) | **890**(375) |

**RDH 58**



Shuttle in hold if necessary.

Climb straight ahead to **NDB(L) LUT** (**I-LTN** D4.7) to hold at **3000**, or as directed. Aircraft which achieve **2000** by **NDB(L) LUT** (**I-LTN** D4.7) continue climb in the hold. Aircraft unable to achieve **2000** by **NDB(L) LUT** (**I-LTN** D4.7) inform ATC and continue climb on **NDB(L) LUT** QDR 074° to **2000** then turn right to **NDB(L) LUT** (**I-LTN** D4.7/**BKY** R242.9/D13.0) to hold at **3000** or as directed.

**DME I-LTN** zero ranged to THR RWY 07

| Aircraft Category | | A | B | C | D |
|---|---|---|---|---|---|
| OCA (OCH) | CAT I | **667**(152) | **679**(164) | **693**(178) | **707**(192) |
| | CAT II | **569**(54) | **579**(64) | **593**(78) | **611**(96) |
| VM(C)OCA (OCH AAL) | Total Area | **1100**(573) | **1100**(573) | **1300**(773) | **1300**(773) |

| Rate of descent | G/S KT | 160 | 140 | 120 | 100 | 80 |
|---|---|---|---|---|---|---|
| | FT/MIN | 850 | 740 | 630 | 530 | 420 |

**NOTE 1** Aircraft can normally expect to be radar vectored onto final approach.
**2** Aircraft will normally be required to hold not lower than **3000**.
**3** Gliding takes place in ceded airspace north of and beneath LOC. Pilots are warned not to descend below the GP/recommended descent profile. Page EGGW AD 2.22 Paragraph 6 refers.

**CHANGE (9/25):** TOWER FREQUENCY.

AERO INFO DATE 11 JUN 25

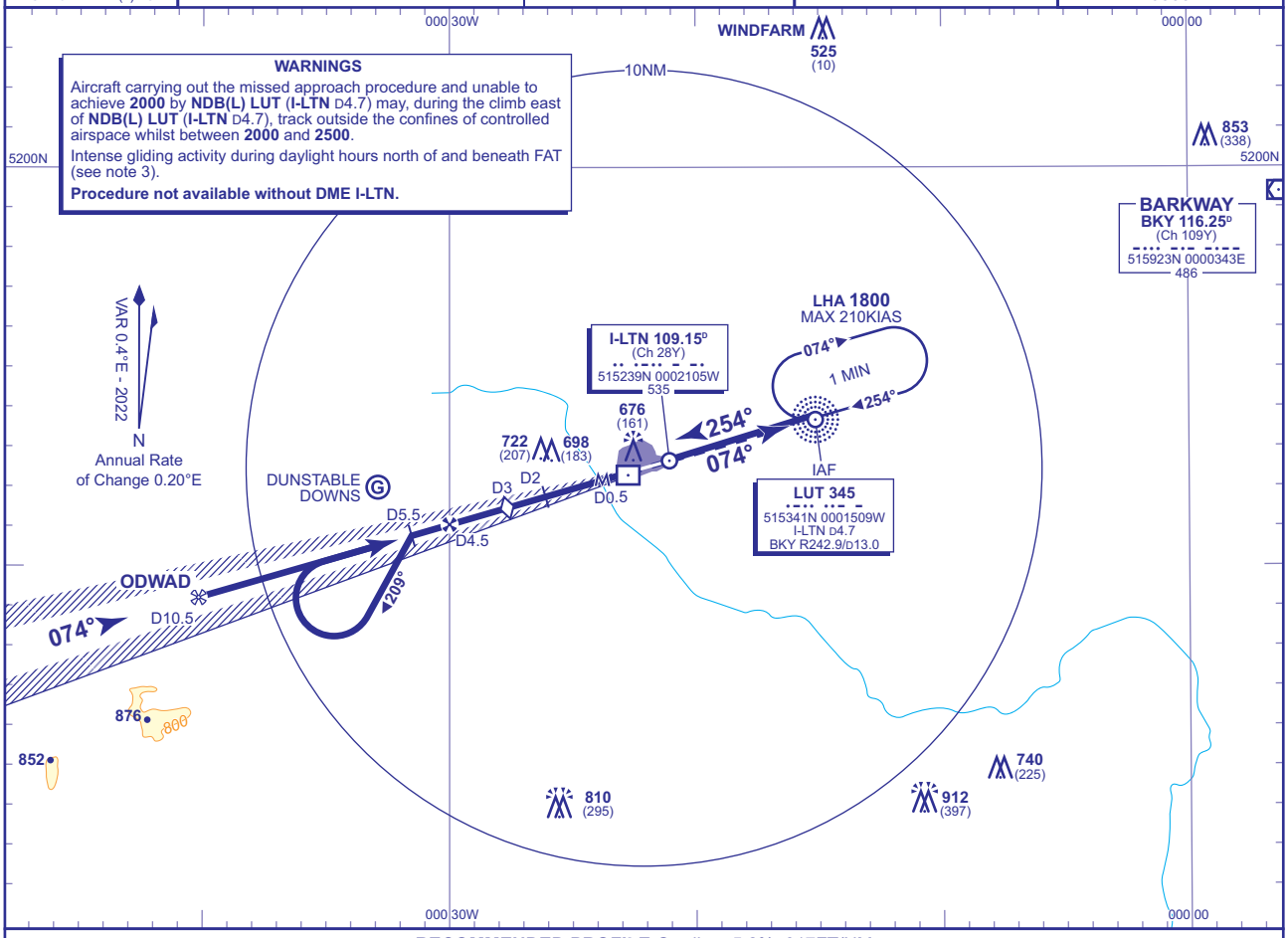
AD 2-EGGW-8-1

# INSTRUMENT APPROACH CHART - ICAO

## LONDON LUTON
## LOC/DME/NDB(L)
## RWY 07
(ACFT CAT A,B,C,D)

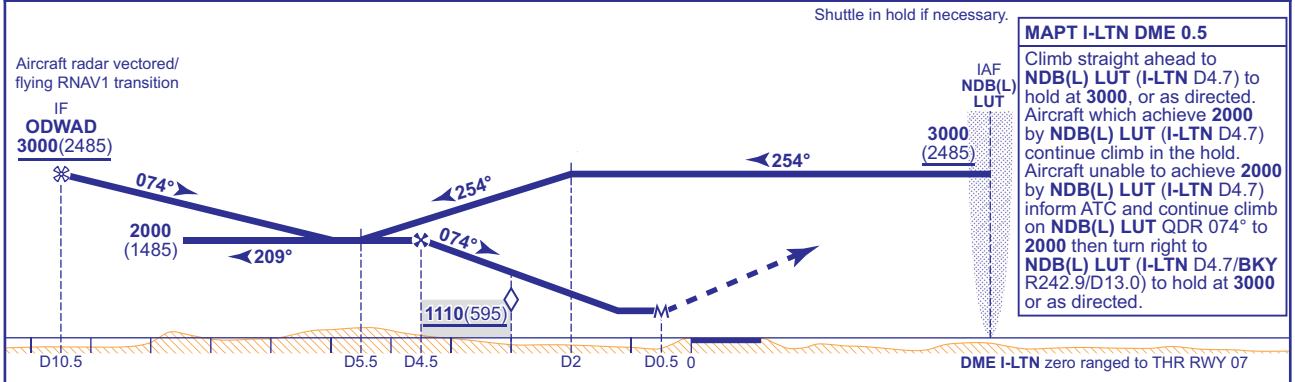
MSA 25NM NDB(L) LUT

| | | | | | |
|---|---|---|---|---|---|
| APP | 129.550 | LUTON RADAR | AD ELEVATION | 527 | TRANSITION ALTITUDE 6000 |
| TWR | 132.555, 126.730 | LUTON TOWER | THR ELEVATION | 515 | |
| | 121.755 | LUTON GROUND | OBSTACLE ELEVATION 912 AMSL (397) (ABOVE THR) | | |
| RAD | 128.750 | LUTON DIRECTOR | | | |
| ATIS | 120.580 | ARRIVAL INFORMATION | BEARINGS ARE MAGNETIC | | |




**RECOMMENDED PROFILE** Gradient 5.2%, 317FT/NM

| **DME I-LTN** | 4 | 3 (SDF) | 2 | 1 |
|---|---|---|---|---|
| **ALT**(HGT) | **1840**(1325) | **1520**(1005) | **1210**(685) | **890**(375) |




**MAPT I-LTN DME 0.5**

Climb straight ahead to **NDB(L) LUT** (**I-LTN** D4.7) to hold at **3000**, or as directed. Aircraft which achieve **2000** by **NDB(L) LUT** (**I-LTN** D4.7) continue climb in the hold. Aircraft unable to achieve **2000** by **NDB(L) LUT** (**I-LTN** D4.7) inform ATC and continue climb on **NDB(L) LUT** QDR 074° to **2000** then turn right to **NDB(L) LUT** (**I-LTN** D4.7/**BKY** R242.9/D13.0) to hold at **3000** or as directed.

| **Aircraft Category** | | **A** | **B** | **C** | **D** |
|---|---|---|---|---|---|
| **OCA** (OCH) | **Procedure** | **920**(405) | **920**(405) | **920**(405) | **920**(405) |
| **VM(C)OCA** (OCH AAL) | **Total Area** | **1100**(573) | **1100**(573) | **1300**(773) | **1300**(773) |

| **Rate of descent** | **G/S KT** | 160 | 140 | 120 | 100 | 80 |
|---|---|---|---|---|---|---|
| | **FT/MIN** | 850 | 740 | 630 | 530 | 420 |

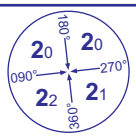
**NOTE 1** Aircraft can normally expect to be radar vectored onto final approach.
**2** Aircraft will normally be required to hold not lower than **3000**.
**3** Gliding takes place in ceded airspace north of and beneath LOC. Pilots are warned not to descend below the GP/recommended descent profile. Page EGGW AD 2.22 Paragraph 6 refers.

**CHANGE (9/25):** TOWER FREQUENCY.

AERO INFO DATE 11 JUN 25 AD 2-EGGW-8-2

# INSTRUMENT APPROACH CHART - ICAO

## LONDON LUTON
## SRA RTR 2NM
## RWY 07
(ACFT CAT A,B,C,D)



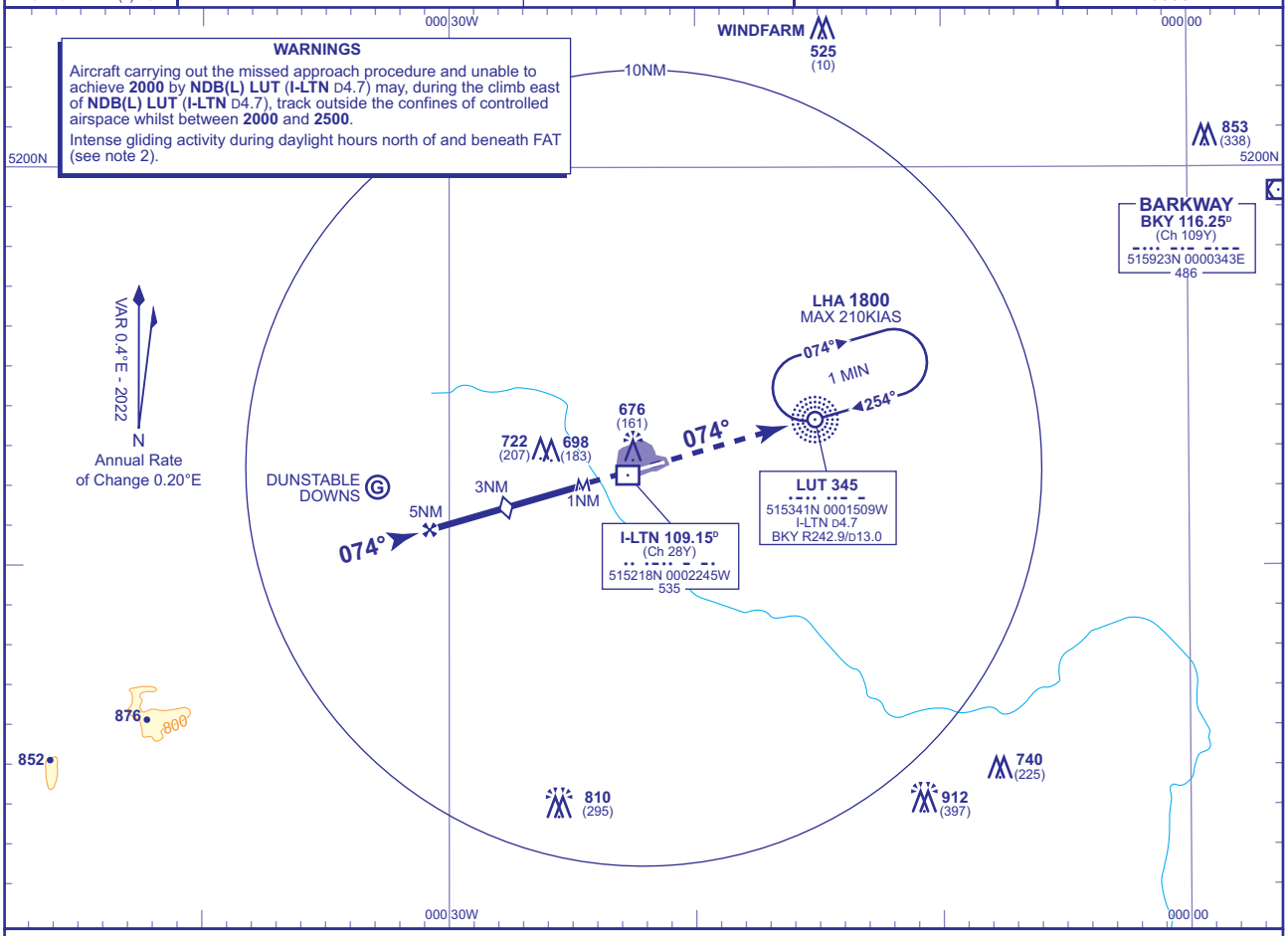

MSA 25NM NDB(L) LUT

| | | | | | |
|---|---|---|---|---|---|
| APP | 129.550 | LUTON RADAR | AD ELEVATION | 527 | TRANSITION ALTITUDE 6000 |
| TWR | 132.555, 126.730 | LUTON TOWER | THR ELEVATION | 515 | |
| | 121.755 | LUTON GROUND | OBSTACLE ELEVATION 912 AMSL (397) (ABOVE THR) | | |
| RAD | 128.750 | LUTON DIRECTOR | | | |
| ATIS | 120.580 | ARRIVAL INFORMATION | BEARINGS ARE MAGNETIC | | |

**WARNINGS**

Aircraft carrying out the missed approach procedure and unable to achieve **2000** by **NDB(L) LUT** (**I-LTN** D4.7) may, during the climb east of **NDB(L) LUT** (**I-LTN** D4.7), track outside the confines of controlled airspace whilst between **2000** and **2500**.

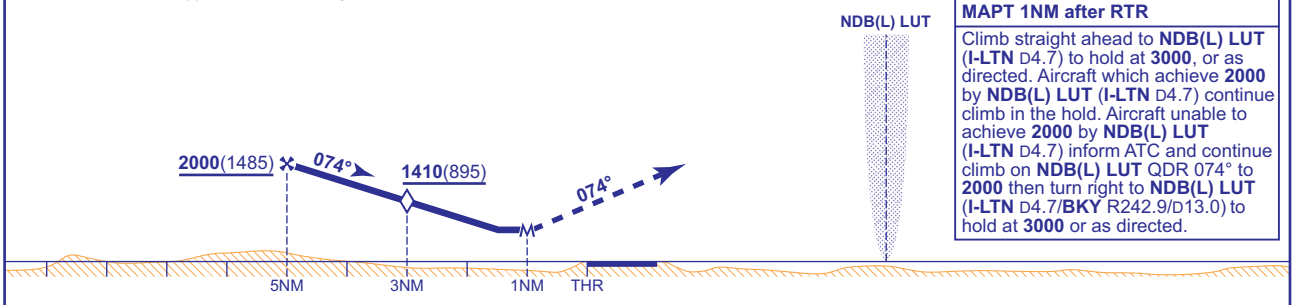
Intense gliding activity during daylight hours north of and beneath FAT (see note 2).




**RADAR ADVISORY HEIGHTS** Gradient 4.9%, 297FT/NM

| NM | 5.0 | 4.0 | 3.0 **(SDF)** | 2.0 |
|---|---|---|---|---|
| **ALT**(HGT) | **2000**(1485) | **1700**(1185) | **1410**(895) | **1110**(595) |

Initial and intermediate approach as directed by radar.




**MAPT 1NM after RTR**

Climb straight ahead to **NDB(L) LUT** (**I-LTN** D4.7) to hold at **3000**, or as directed. Aircraft which achieve **2000** by **NDB(L) LUT** (**I-LTN** D4.7) continue climb in the hold. Aircraft unable to achieve **2000** by **NDB(L) LUT** (**I-LTN** D4.7) inform ATC and continue climb on **NDB(L) LUT** QDR 074° to **2000** then turn right to **NDB(L) LUT** (**I-LTN** D4.7/**BKY** R242.9/D13.0) to hold at **3000** or as directed.

| Aircraft Category | | A | B | C | D |
|---|---|---|---|---|---|
| OCA (OCH) | Procedure | **990**(475) | **990**(475) | **990**(475) | **990**(475) |
| VM(C)OCA (OCH AAL) | Total Area | **1100**(573) | **1100**(573) | **1300**(773) | **1300**(773) |

| Rate of descent | G/S KT | 160 | 140 | 120 | 100 | 80 |
|---|---|---|---|---|---|---|
| | FT/MIN | 790 | 690 | 590 | 500 | 400 |
| RTR to MAPT | MIN:SEC | 0:23 | 0:26 | 0:30 | 0:36 | 0:45 |

**NOTE 1** Aircraft will normally be required to hold not lower than **3000**.

**2** Gliding takes place in ceded airspace north of and beneath LOC. Pilots are warned not to descend below the GP/recommended descent profile. Page EGGW AD 2.22 Paragraph 6 refers.

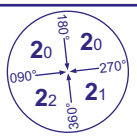
**CHANGE (9/25):** TOWER FREQUENCY.

AERO INFO DATE 11 JUN 25

AD 2-EGGW-8-3

## INSTRUMENT APPROACH CHART - ICAO

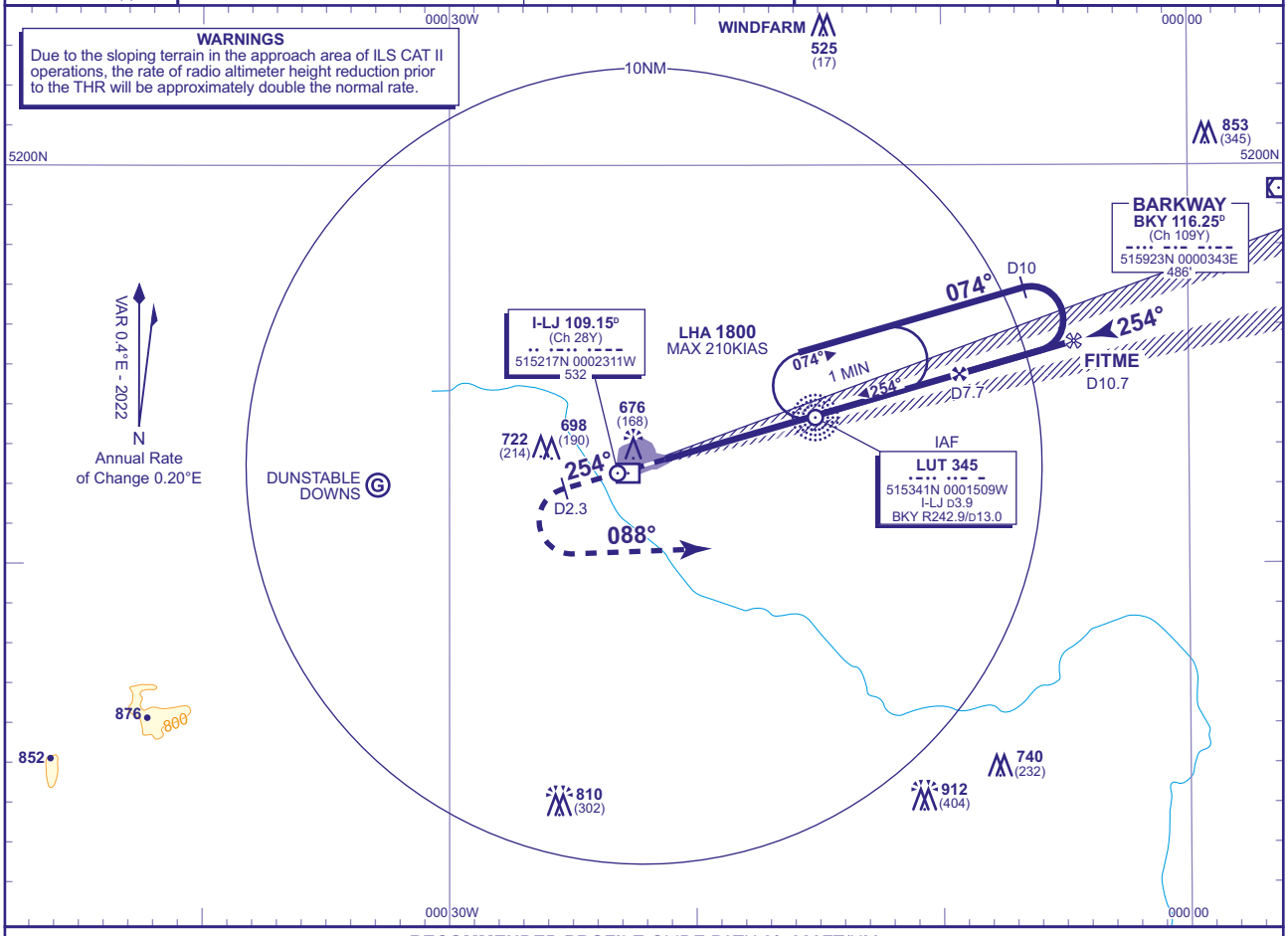
# LONDON LUTON
# ILS/DME/NDB(L)
# RWY 25
(ACFT CAT A,B,C,D)



MSA 25NM NDB(L) LUT

| | | | | | |
|---|---|---|---|---|---|
| APP | 129.550 | LUTON RADAR | AD ELEVATION | **527** | TRANSITION ALTITUDE **6000** |
| TWR | 132.555, 126.730 | LUTON TOWER | THR ELEVATION | **508** | |
| | 121.755 | LUTON GROUND | OBSTACLE ELEVATION **912 AMSL** (404) (ABOVE THR) | | |
| RAD | 128.750 | LUTON DIRECTOR | | | |
| ATIS | 120.580 | ARRIVAL INFORMATION | BEARINGS ARE MAGNETIC | | |

**WARNINGS**
Due to the sloping terrain in the approach area of ILS CAT II operations, the rate of radio altimeter height reduction prior to the THR will be approximately double the normal rate.



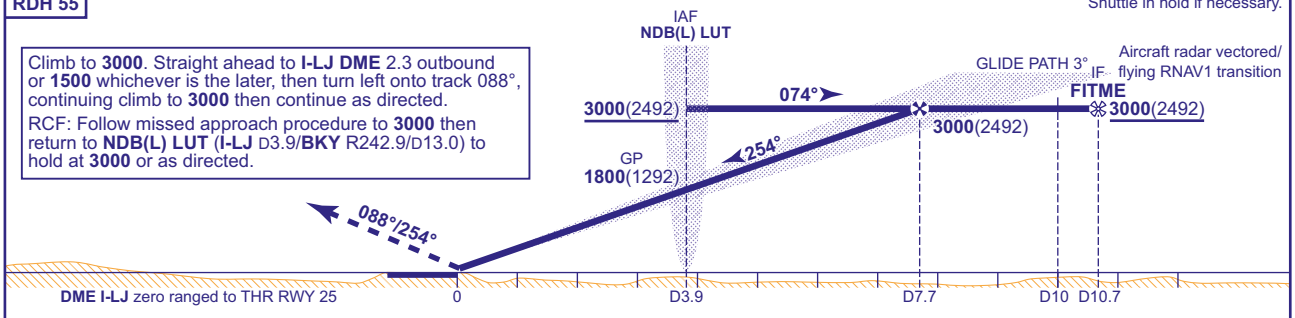

**RECOMMENDED PROFILE** GLIDE PATH 3°, 320FT/NM

| **DME I-LJ** | 7 | 6 | 5 | 4 | 3 | 2 | 1 |
|---|---|---|---|---|---|---|---|
| **ALT**(HGT) | **2780**(2272) | **2460**(1952) | **2150**(1642) | **1830**(1322) | **1510**(1002) | **1200**(692) | **890**(382) |

**RDH 55**

Shuttle in hold if necessary.

Climb to **3000**. Straight ahead to **I-LJ DME** 2.3 outbound or **1500** whichever is the later, then turn left onto track 088°, continuing climb to **3000** then continue as directed.
RCF: Follow missed approach procedure to **3000** then return to **NDB(L) LUT** (**I-LJ** D3.9/**BKY** R242.9/D13.0) to hold at **3000** or as directed.




| **Aircraft Category** | | **A** | **B** | **C** | **D** |
|---|---|---|---|---|---|
| **OCA** (OCH) | **CAT I** | **654**(146) | **664**(156) | **677**(169) | **691**(183) |
| | **CAT II** | **565**(57) | **572**(64) | **587**(79) | **602**(94) |
| **VM(C)OCA** (OCH AAL) | **Total Area** | **1100**(573) | **1100**(573) | **1300**(773) | **1300**(773) |

| **Rate of descent** | | | | | | |
|---|---|---|---|---|---|---|
| **G/S KT** | 160 | 140 | 120 | 100 | 80 |
| **FT/MIN** | 840 | 740 | 630 | 530 | 420 |

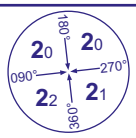
**NOTE 1** Aircraft can normally expect to be radar vectored onto final approach.
**2** Aircraft unable to receive DME inform ATC.
**3** Aircraft will normally be required to hold not lower than **3000**.

**CHANGE (9/25):** TOWER FREQUENCY.

AERO INFO DATE 11 JUN 25 AD 2-EGGW-8-4

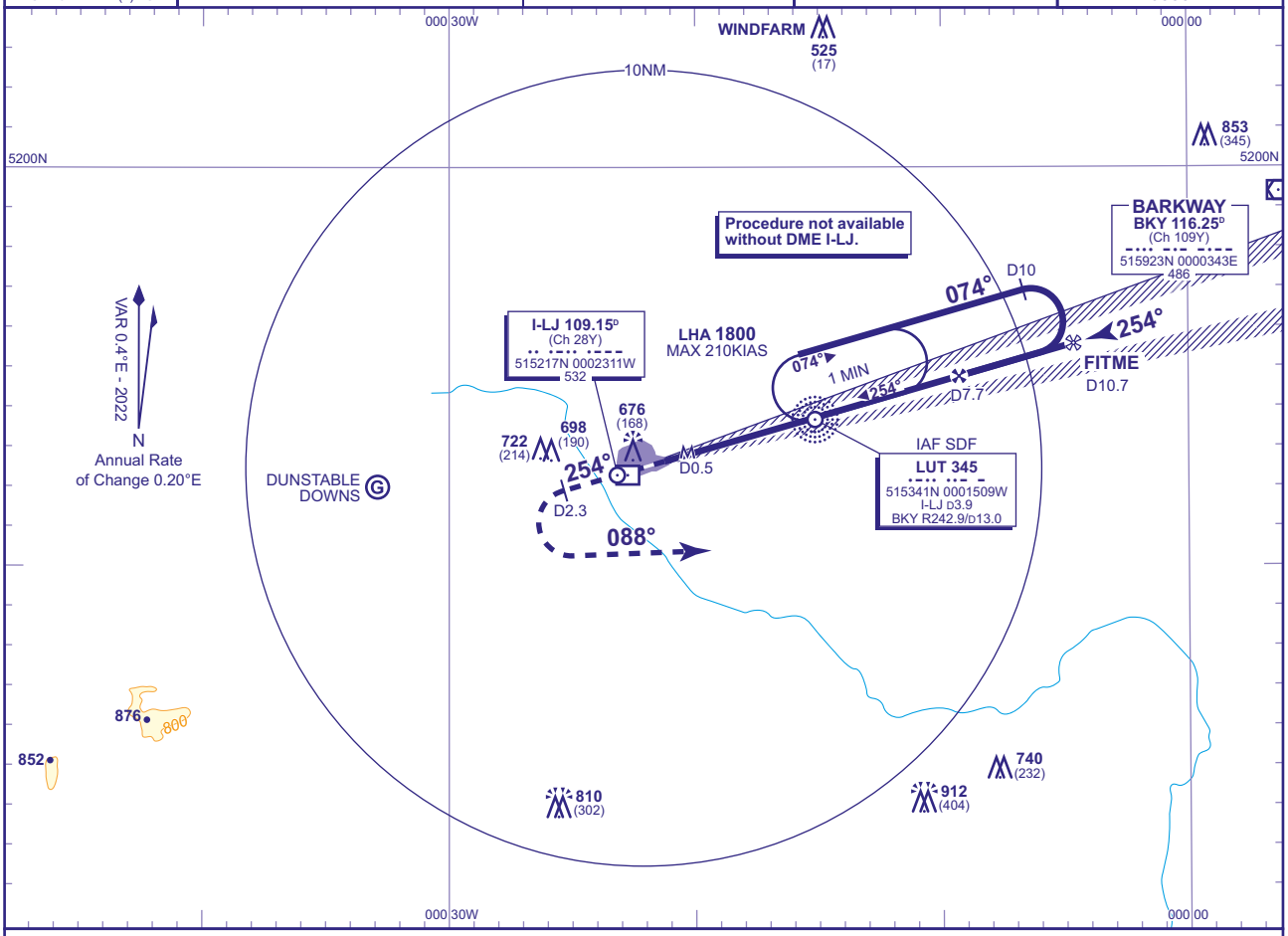
# INSTRUMENT APPROACH CHART - ICAO

## LONDON LUTON
## LOC/DME/NDB(L)
## RWY 25
(ACFT CAT A,B,C,D)



MSA 25NM NDB(L) LUT

| | | | | | |
|---|---|---|---|---|---|
| APP | 129.550 | LUTON RADAR | AD ELEVATION | 527 | TRANSITION ALTITUDE 6000 |
| TWR | 132.555, 126.730 | LUTON TOWER | THR ELEVATION | 508 | |
| | 121.755 | LUTON GROUND | OBSTACLE ELEVATION 912 AMSL (404) (ABOVE THR) | | |
| RAD | 128.750 | LUTON DIRECTOR | | | |
| ATIS | 120.580 | ARRIVAL INFORMATION | BEARINGS ARE MAGNETIC | | |




**RECOMMENDED PROFILE** Gradient 5.2%, 316FT/NM

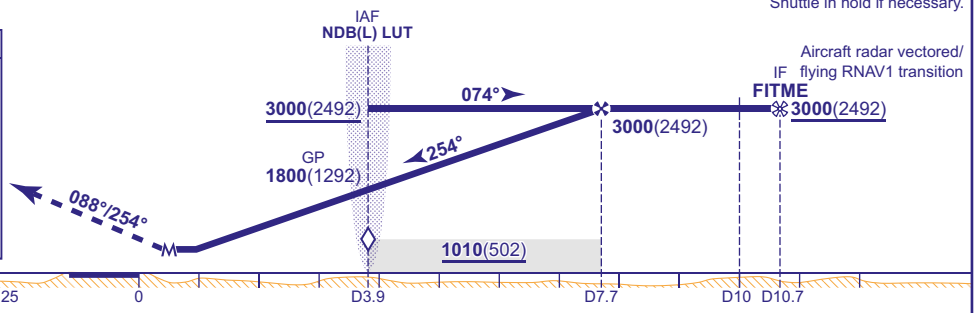
| DME I-LJ | 7 | 6 | 5 | 4 | 3.9 (SDF) | 3 | 2 | 1 |
|---|---|---|---|---|---|---|---|---|
| **ALT**(HGT) | **2780**(2272) | **2460**(1952) | **2150**(1642) | **1830**(1322) | **1800**(1292) | **1510**(1002) | **1200**(692) | **880**(372) |

Shuttle in hold if necessary.

**MAPT I-LJ DME 0.5**

Climb to **3000**. Straight ahead to **I-LJ DME** 2.3 outbound or **1500** whichever is the later, then turn left onto track 088°, continuing climb to **3000** then continue as directed.

RCF: Follow missed approach procedure to **3000** then return to **NDB(L) LUT** (**I-LJ** D3.9/ **BKY** R242.9/D13.0) to hold at **3000** or as directed.




| Aircraft Category | | A | B | C | D |
|---|---|---|---|---|---|
| OCA (OCH) | Procedure | **840**(332) | **840**(332) | **840**(332) | **840**(332) |
| VM(C)OCA (OCH AAL) | Total Area | **1100**(573) | **1100**(573) | **1300**(773) | **1300**(773) |

| Rate of descent | G/S KT | 160 | 140 | 120 | 100 | 80 |
|---|---|---|---|---|---|---|
| | FT/MIN | 840 | 740 | 630 | 530 | 420 |

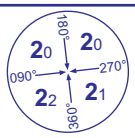
**NOTE 1** Aircraft can normally expect to be radar vectored onto final approach.
**2** Aircraft will normally be required to hold not lower than **3000**.

**CHANGE (9/25):** TOWER FREQUENCY.

AERO INFO DATE 11 JUN 25

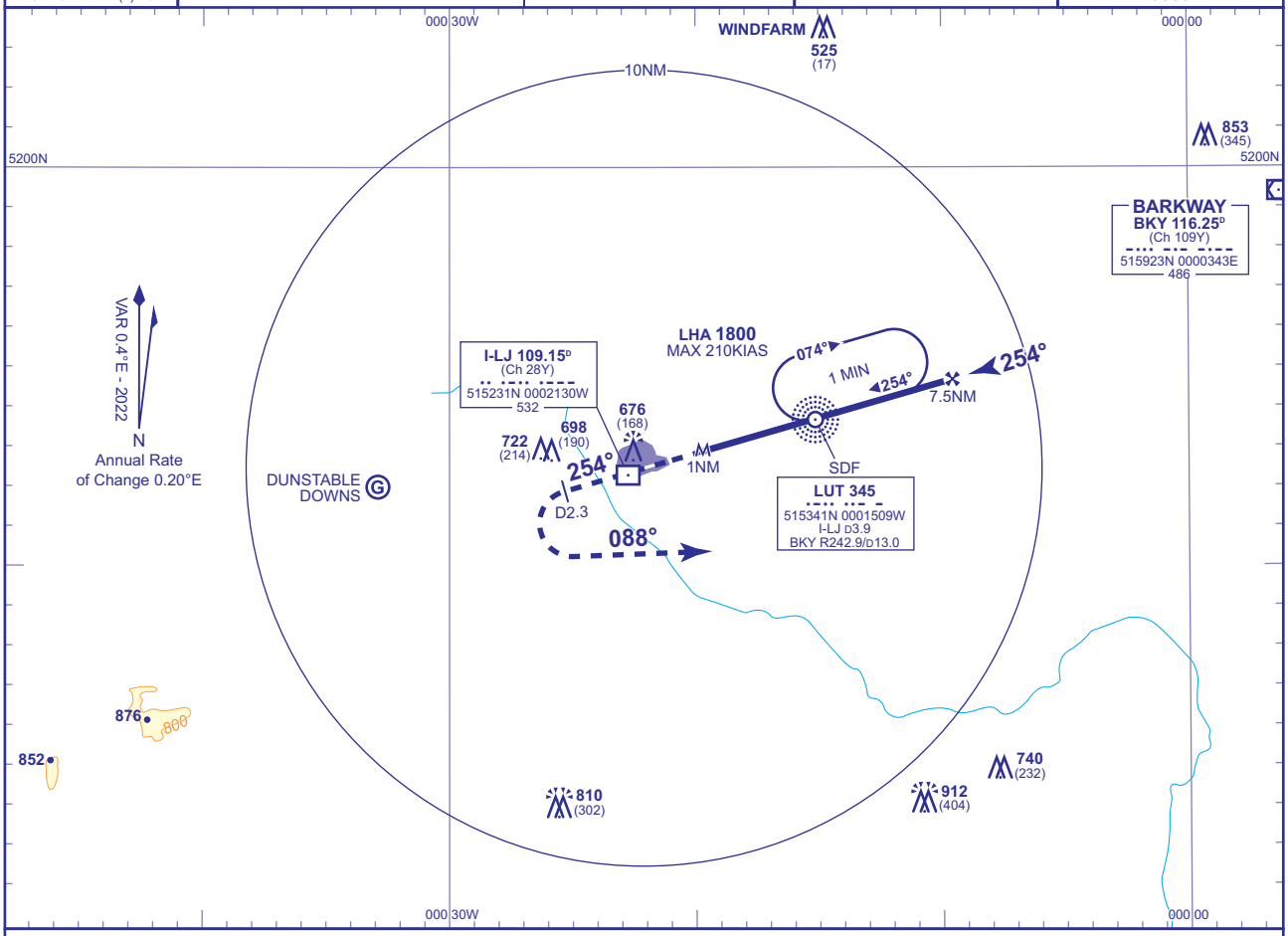
## INSTRUMENT APPROACH CHART - ICAO

# LONDON LUTON
# SRA RTR 2NM
# RWY 25
(ACFT CAT A,B,C,D)



MSA 25NM NDB(L) LUT

| | | | | | |
|---|---|---|---|---|---|
| APP | 129.550 | LUTON RADAR | AD ELEVATION | **527** | TRANSITION ALTITUDE **6000** |
| TWR | 132.555, 126.730 | LUTON TOWER | THR ELEVATION | **508** | |
| | 121.755 | LUTON GROUND | OBSTACLE ELEVATION **912 AMSL** (404) (ABOVE THR) | | |
| RAD | 128.750 | LUTON DIRECTOR | | | |
| ATIS | 120.580 | ARRIVAL INFORMATION | BEARINGS ARE MAGNETIC | | |




**RECOMMENDED PROFILE** Gradient 5.35%, 325FT/NM

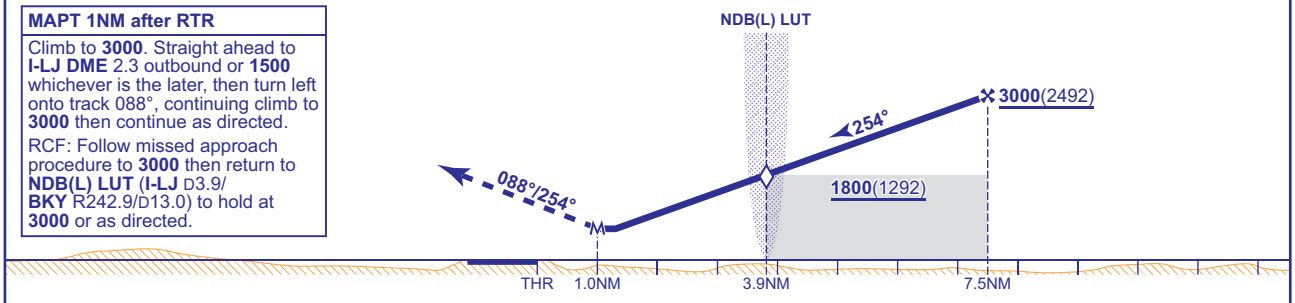
| **DME I-LJ** | 7.0 | 6.0 | 5.0 | 4.0 | 3.0 | 2.0 |
|---|---|---|---|---|---|---|
| **ALT**(HGT) | **2780**(2272) | **2460**(1952) | **2130**(1622) | **1810**(1302) | **1480**(972) | **1160**(652) |

Initial and intermediate approach as directed by radar.

**MAPT 1NM after RTR**

Climb to **3000**. Straight ahead to **I-LJ DME** 2.3 outbound or **1500** whichever is the later, then turn left onto track 088°, continuing climb to **3000** then continue as directed.

RCF: Follow missed approach procedure to **3000** then return to **NDB(L) LUT** (**I-LJ** D3.9/ **BKY** R242.9/D13.0) to hold at **3000** or as directed.




| **Aircraft Category** | | **A** | **B** | **C** | **D** | **Rate of descent** | **G/S KT** | 160 | 140 | 120 | 100 | 80 |
|---|---|---|---|---|---|---|---|---|---|---|---|---|
| **OCA** (OCH) | **Procedure** | **940**(432) | **940**(432) | **940**(432) | **940**(432) | | **FT/MIN** | 870 | 760 | 650 | 540 | 430 |
| **VM(C)OCA** (OCH AAL) | **Total Area** | **1100**(573) | **1100**(573) | **1300**(773) | **1300**(773) | **RTR to MAPT** | **MIN:SEC** | 0:22 | 0:26 | 0:30 | 0:36 | 0:45 |

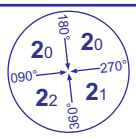
**NOTE** Aircraft unable to receive DME I-LJ, notify ATC.

**CHANGE (9/25):** TOWER FREQUENCY.

AERO INFO DATE 11 JUN 25 AD 2-EGGW-8-6

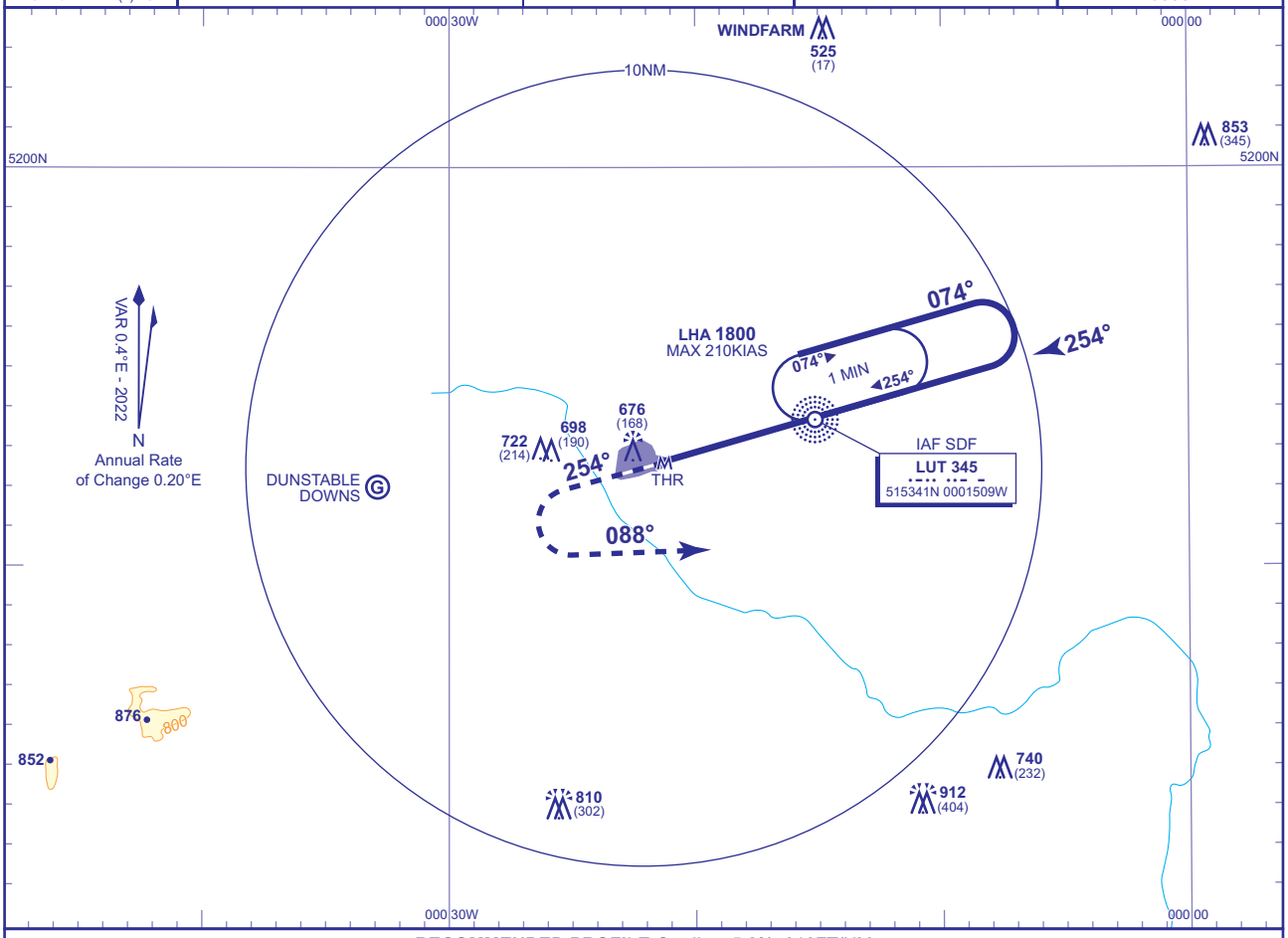
# INSTRUMENT APPROACH CHART - ICAO

## LONDON LUTON
## NDB(L)
## RWY 25
(ACFT CAT A,B,C,D)

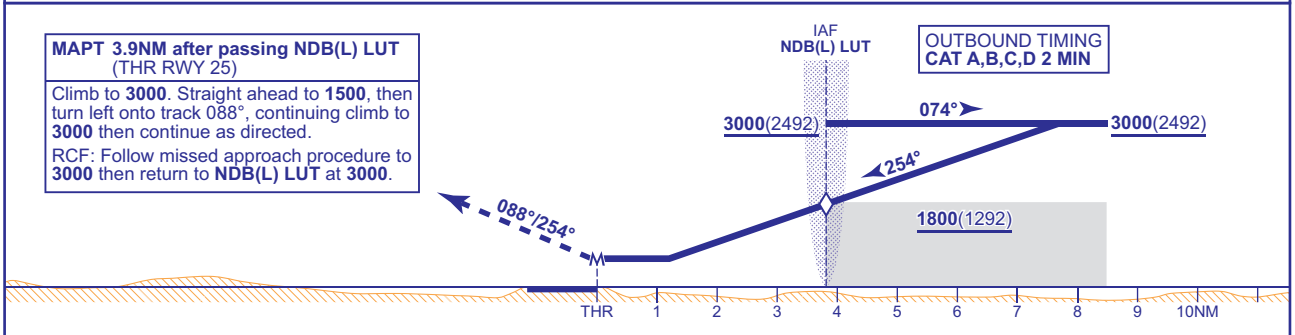


MSA 25NM NDB(L) LUT

| | | | | | |
|---|---|---|---|---|---|
| APP | 129.550 | LUTON RADAR | AD ELEVATION | 527 | TRANSITION ALTITUDE 6000 |
| TWR | 132.555, 126.730 | LUTON TOWER | THR ELEVATION | 508 | |
| | 121.755 | LUTON GROUND | OBSTACLE ELEVATION 912 AMSL (404) (ABOVE THR) | | |
| RAD | 128.750 | LUTON DIRECTOR | | | |
| ATIS | 120.580 | ARRIVAL INFORMATION | BEARINGS ARE MAGNETIC | | |




**RECOMMENDED PROFILE** Gradient 5.2%, 316FT/NM




**MAPT 3.9NM after passing NDB(L) LUT** (THR RWY 25)

Climb to **3000**. Straight ahead to **1500**, then turn left onto track 088°, continuing climb to **3000** then continue as directed.

RCF: Follow missed approach procedure to **3000** then return to **NDB(L) LUT** at **3000**.

| Aircraft Category | | A | B | C | D | Rate of descent | G/S KT | 160 | 140 | 120 | 100 | 80 |
|---|---|---|---|---|---|---|---|---|---|---|---|---|
| OCA (OCH) | Procedure | 930(422) | 930(422) | 930(422) | 930(422) | | FT/MIN | 840 | 740 | 630 | 530 | 420 |
| VM(C)OCA (OCH AAL) | Total Area | 1100(573) | 1100(573) | 1300(773) | 1300(773) | NDB(L) to MAPT | MIN:SEC | 1:28 | 1:40 | 1:57 | 2:20 | 2:56 |

**NOTE** Aircraft will normally be required to hold not lower than **3000**.

**CHANGE (9/25):** TOWER FREQUENCY.

AERO INFO DATE 11 JUN 25

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# EGSS — LONDON STANSTED

## EGSS AD 2.1 AERODROME LOCATION INDICATOR AND NAME

EGSS — LONDON STANSTED

## EGSS AD 2.2 AERODROME GEOGRAPHICAL AND ADMINISTRATIVE DATA

| | | |
|---|---|---|
| 1 | ARP coordinates and site at AD | Lat: 515306N Long: 0001406E<br>Mid point of Runway 04/22. |
| 2 | Direction and distance from city | 2.5 NM ENE of Bishops Stortford. |
| 3 | Elevation / Reference temperature / Mean Low Temperature | 348 FT / 19 °C / - |
| 4 | Geoid undulation at AD ELEV PSN | 150 FT |
| 5 | Magnetic Variation / Annual Change | 0.61°E (2022) / 0.20°E |
| 6 | AD Administration<br>Address<br>Telephone | STANSTED AIRPORT LTD.<br>Enterprise House, Stansted Airport, Stansted, Essex CM24 1QW.<br>0808-169-7031 (STAL)<br>01279-669328 (NATS Ltd)<br>01279-669325 (ATIS) |
| 7 | Type of Traffic permitted (IFR/VFR) | IFR/VFR |
| 8 | Remarks | Telephone calls to NATS Ltd operational areas may be recorded. |

## EGSS AD 2.3 OPERATIONAL HOURS

| | | |
|---|---|---|
| 1 | AD Administration | H24 |
| 2 | Customs and immigration | H24<br>Prior notice by 2100 (2000) required for movements between 2300-0700 (2200-0600). |
| 3 | Health and sanitation | Health Control Officers in attendance for High Risk Flights. H24 Answerphone. Animal Border Inspection Post available. |
| 4 | AIS Briefing Office | |
| 5 | ATS Reporting Office (ARO) | |
| 6 | MET Briefing Office | |
| 7 | ATS | H24<br>See also AD 2.18. |
| 8 | Fuelling | H24 for aircraft stands on the southside of the airport. 0600-2100 (0500-2100) for aircraft stands on the northside of the airport. Out of hours prior booking with fuelling provider listed at EGSS AD 2.4, Section 7. |
| 9 | Handling | H24 |
| 10 | Security | H24 |
| 11 | De-icing | H24 |
| 12 | Remarks | Refer to AD 2.20 item 1. |

## EGSS AD 2.4 HANDLING SERVICES AND FACILITIES

| | | |
|---|---|---|
| 1 | Cargo handling facilities | Full. Nearest railway siding: Stansted 2.2 NM. |
| 2 | Fuel and oil types | AVTUR JET A-1.<br>Various by arrangement with fuel companies. |
| 3 | Fuelling facilities/capacity | Southside, full hydrant facility except Stands D70, D71, D72, D73, D74.<br>Northside, bowser refuelling. |
| 4 | De-icing facilities | Available H24 by arrangement with local companies. |
| 5 | Hangar space for visiting aircraft | By arrangement with local companies. |
| 6 | Repair facilities for visiting aircraft | Maintenance and repair by arrangement. |

| | | |
|---|---|---|
| 7 | Remarks | Oxygen and related servicing, by arrangement with local companies.<br><br>The following companies provide a handling service for all executive and private aircraft:<br><br>Harrods Business Aviation Ltd, Tel: 01279-665312. Fax: 01279-681367. e-mail: stnops@harrodsaviation.com<br><br>Universal Aviation (UK) Ltd, Tel: 01279-680349. Fax: 01279-680372. e-mail: uk@universalaviation.aero<br><br>Inflite Ltd, Tel: 01279-831000. Fax: 01279-837900. e-mail: operations@inflite.co.uk<br><br>Diamond Hangar Ltd, Tel: 01279-680161. e-mail: operations@diamondhangar.com<br><br>AVTUR JET A-1, oxygen and related servicing available by arrangement with Handling Agent.<br><br>Prior Permission Required (PPR) not less than 4 hours before intended movement. General Aviation operators must notify the following details of each flight in advance through their nominated handling agent who will obtain prior permission (Handling Agent requirement is mandatory).<br><br>1 – Aircraft type, registration and operator;<br>2 – Point of origin;<br>3 – Date/time of ETA and ETD Stansted;<br>4 – Nominated Handling Agent. |

## EGSS AD 2.5 PASSENGER FACILITIES

| | | |
|---|---|---|
| 1 | Hotels | Hotels in the vicinity. |
| 2 | Restaurants | Buffet and bar. |
| 3 | Transportation | Trains, buses, taxis and hire cars. Nearest railway station: Stansted Airport (connected to passenger terminal). |
| 4 | Medical facilities | Limited first aid treatment available. |
| 5 | Bank and Post Office | Bureau de Change in Terminal. No post Office. |
| 6 | Tourist Office | |
| 7 | Remarks | |

## EGSS AD 2.6 RESCUE AND FIRE FIGHTING SERVICES

| | | |
|---|---|---|
| 1 | AD category for fire fighting services | RFF Category A7<br>RFF Category 8, 9 and 10 on request. |
| 2 | Rescue equipment | In accordance with EASA Regulations. |
| 3 | Capability for removal of disabled aircraft | The registered owner or aircraft operator retains complete responsibility for the removal of a disabled aircraft. Airlines and aircraft operators are to have aircraft recovery plans and/or a confirmed contract in place. Aircraft recovery arrangements must be submitted to Airside Operations, Stansted Airport Ltd. |
| 4 | Remarks | |

## EGSS AD 2.7 SEASONAL AVAILABILITY - CLEARING

| | | |
|---|---|---|
| 1 | Type of clearing equipment | Mechanical, Chemical de-icing, Sanding.Gritting. |
| 2 | Clearance priorities | Standard. See AD 1.2.2. |
| 3 | Remarks | Latest Information from SNOWTAM/STAL AODM Tel: 01279-662378. |

## EGSS AD 2.8 APRONS, TAXIWAYS AND CHECK LOCATIONS/POSITIONS DATA

| | | |
|---|---|---|
| 1 | Apron surface and strength | MAIN TERMINAL STANDS<br>Surface: Concrete<br><br>NORTHSIDE STANDS AND GA<br>Surface: Asphalt |
| 2 | Taxiway width, surface and strength | Taxiway FOXTROT: 23 M<br>Surface: Asphalt<br>PCN 80/R/D/W/T<br><br>Taxiway FOXTROT ALPHA: 18 M<br>Surface: Concrete<br>PCN 78/R/C/W/T<br><br>Taxiway GOLF: 27 M<br>Surface: Concrete and asphalt<br>PCN 67/R/D/W/T<br><br>Taxiway HOTEL: 23 M<br>Surface: Concrete<br>PCN 78/R/C/W/T<br><br>Taxiway JULIET: 23 M<br>Surface: Concrete<br>PCN 78/R/C/W/T |
| 3 | Altimeter checkpoint location and elevation | 500 Apron 329 FT |
| 4 | VOR checkpoints | |
| 5 | INS checkpoints | See Aircraft Parking/Docking Chart. |
| 6 | Remarks | Taxiway Foxtrot between intermediate holding point F1 and Taxiway Foxtrot Alpha is 25 m. |

## EGSS AD 2.9 SURFACE MOVEMENT GUIDANCE AND CONTROL SYSTEM AND MARKINGS

| | | |
|---|---|---|
| 1 | Use of aircraft stand ID signs, TWY guide lines and visual docking/parking guidance system of aircraft stands | Azimuth and stopping guidance is provided as follows: AGNIS/Double stop arrows. Stands C40, D64R, D72L, D72R, D73L, D73R, Z204R, Z204L, Z205R, Z205L, Z213L, Z213R, Z214L, Z214R, 520.<br><br>Safedock: A1, A1L, A1R, A2, A3, A4, A5, A6, A7, A8, A9L, A9C, A9R, A10, A11, A11L, A11R, A12L, A12C, A12R, A13L, A13C, A13R, A14L, A14R, A15, B20, B21, B22, B23L, B23R, B24L, B24R, B30, B31, B32L, B32R, B33L, B34L, B34R, C41, C42L, C43L, C43R, C44L, C44R, C50L, C50R, C51L, C51R, C52L, C52R, C53L, C53R, D61L, D61R, D62L, D62R, D63L, D63R, D64L, E81L, E81R, E82L, E82R, E83L, E83R, E84L, E84R, E90L, E90R, E91L, E91R, E92L, E92R, E93L, E93R, J25L, J25R, J45R, J65L, J65R, J85L, J85R, Z204, Z205, Z213, Z214.<br><br>Marshaller instructions: B23C, B24C, B32C, B33C, B33R, B34C, C40, C42C, C42R, C43C, C44C, C50C, C51C, C52C, D61C, D62C, D63C, D70L, D70R, D71L, D71R, D74, E81, E82, E90, E91, E92, E93, J45L, Z204F.<br><br>Painted Stop Arrows and centre-line Stands: H03L, H03C, H03R, 501, 503, 504, 505L, 505R, 506, 507, 509.<br><br>Stand Number indicator board provided on all stands except E81, E82, E90, E91, E92, E93, 501, 502, 507 and 509.<br><br>East and West centre-lines in Alpha, Bravo, Charlie, Echo and Zulu Cul-de-Sacs available for H24 and limited to aircraft with a maximum wingspan of 36 M.<br><br>Taxi-lanes Link Delta restricted to aircraft with a maximum wingspan of 51.9 M. |
| 2 | Runway and taxiway markings and lighting | Runway marking aid(s):<br>04/22: Runway designation, runway threshold, (04/22) runway centre-line and touchdown zone markings and runway edge markings. |

| | | |
|---|---|---|
| | | Taxiway light(s):<br>Green centre-line lighting with selective route switching is provided on Taxiways Golf, Juliet and Hotel. Blue edge lighting is available on Taxiway Foxtrot, Taxilane Foxtrot Alpha and the Western Apron. Illuminated lead-on/off routes are provided at: Golf, Uniform, Victor, Whiskey, Hotel, Kilo, Lima, Lima Romeo, November Romeo, Papa Romeo, Papa, Quebec Romeo, Quebec, Romeo and Sierra holding points. Green Lead-on/off lighting is suppressed when red hold bars are illuminated. Guard lights at all runway entry points. |
| 3 | Stop bars and runway guard lights (if any) | At all CAT I and CAT II/III runway holding points. Hotel and Juliet have stop bars along their length and within all cul-de-sacs. No stop bars on Taxiways Foxtrot and Golf. Stop bars at runway holding points are in operation H24. |
| 4 | Other runway protection measures | |
| 5 | Remarks | The main aprons are marked for nose-in parking only. All operators should ensure that their handling agents can supply tractor push-back facilities.<br><br>Taxiway Juliet: An Airside Operations marshaller is required for aircraft under their own power with a maximum wingspan greater than 51.9 M when routing behind stands J25L/R, J45L/R, J65L/R and J85L/R.<br><br>Western Apron: Is restricted to aircraft with a maximum wingspan of 36 M.<br><br>Delta Cul-de-Sac wingspan restriction of 38.10 M.<br><br>Painted taxiway intermediate holding points to be used at ATC's discretion are located on Taxiways Foxtrot and Golf and are designated: F1, FA1, F2, F3, F4 and G4. For marshaller contact, Tel: 01279-662478.<br><br>Pilots should not enter an aircraft stand unless Stand Entry Guidance is illuminated or a marshaller has signalled clearance to proceed. In the event of there being no activated SEG displayed upon approach to the stand, flight crews should inform Ground Movement Control (GMC) and contact their handling agent. Aircrew must not attempt to self-park if the SEG is not illuminated or calibrated for their aircraft type.<br><br>Safedock Advanced Visual Docking Guidance System<br><br>The safedock advanced visual docking guidance system (A-VDGS), provides both pilots with guidance for manoeuvring the aircraft into the gate to the correct centre-line and stop position under all operational conditions.<br><br>Alpha Middle line has blue paint markings to assist decision making when entering the Alpha Cul-de-Sac.<br><br>Note: In case of malfunction in the docking guidance system stop taxiing and contact Stansted Ground/Tower and request assistance.<br><br>3x WDI: 515318.58N 0001405.52E - 515336.99N 0001503.18E (LGTD) - 515235.91N 0001333.68E (LGTD). |

## EGSS AD 2.10 AERODROME OBSTACLES

| In Approach/Take-off areas | | | | | | |
|---|---|---|---|---|---|---|
| **Obstacle ID/ Designation** | **Obstacle Type** | **Obstacle Position** | **Elevation/Height** | | **Obstruction Lighting Type/ Colour** | **Remarks** |
| **1** | **2** | **3** | **4** | | **5** | **6** |
| (EGSS7311) 22/APPROACH 04/ TAKE-OFF | TREE | 515422.41N 0001600.15E | 456 FT | 90 FT | No | Trees in 22/Approach 04/ Take-off relate to highest wooded area. |
| (EGSS5912) 22/APPROACH 04/ TAKE-OFF | TREE | 515421.25N 0001600.00E | 458 FT | 92 FT | No | Trees in 22/Approach 04/ Take-off relate to highest wooded area. |
| (EGSS6045) 22/APPROACH 04/ TAKE-OFF | TREE | 515420.63N 0001622.98E | 452 FT | 82 FT | No | Trees in 22/Approach 04/ Take-off relate to highest wooded area. |
| (EGSS7318) 22/APPROACH 04/ TAKE-OFF | TREE | 515420.42N 0001559.51E | 451 FT | 86 FT | No | Trees in 22/Approach 04/ Take-off relate to highest wooded area. |
| (EGSS3187) 22/APPROACH 04/ TAKE-OFF | LLZ RH 04 | 515351.32N 0001514.96E | 362 FT | 15 FT | Yes<br>Red | |

| In Approach/Take-off areas | | | | | | |
|---|---|---|---|---|---|---|
| **Obstacle ID/ Designation** | **Obstacle Type** | **Obstacle Position** | **Elevation/Height** | | **Obstruction Lighting Type/ Colour** | **Remarks** |
| **1** | **2** | **3** | **4** | | **5** | **6** |
| (EGSS3201) 04/APPROACH 22/ TAKE-OFF | FFM | 515221.06N 0001257.88E | 335 FT | 21 FT | No | |

| In circling area and at aerodrome | | | | | | |
|---|---|---|---|---|---|---|
| **Obstacle ID/ Designation** | **Obstacle Type** | **Obstacle Position** | **Elevation/Height** | | **Obstruction Lighting Type/ Colour** | **Remarks** |
| **1** | **2** | **3** | **4** | | **5** | **6** |
| (EGSS1620) | ATC OBS LIGHT | 515307.09N 0001516.19E | 525 FT | 214 FT | Yes Red | |
| (EGSS2007) | MAST | 515246.93N 0001657.17E | 502 FT | 171 FT | Yes Red | |

## EGSS AD 2.11 METEOROLOGICAL INFORMATION PROVIDED

| | | |
|---|---|---|
| 1 | Associated MET Office | MET OFFICE EXETER |
| 2 | Hours of service<br>MET Office outside hour | H24 |
| 3 | Office responsible for TAF preparation<br>Periods of validity | MET OFFICE EXETER<br>30 hours |
| 4 | Trend forecast<br>Interval of issuance | |
| 5 | Briefing/consultation provided | Self briefing/telephone. |
| 6 | Flight documentation<br>Language(s) used | Charts abbreviated plain language text. TAFs/METARs.<br>English. |
| 7 | Charts and other information available for briefing or consultation | |
| 8 | Supplementary equipment available for providing information | |
| 9 | ATS units provided with information | LONDON STANSTED |
| 10 | Additional information (limitation of service, etc.) | Surface wind data (2 minute average) is available for both ends of the runway. Normally, only touchdown surface wind will be passed. Stopend surface wind and instantaneous surface wind available on request for both ends. AUTO METARs are provided over the 24 hour period and verified by a certificated Met Observer. |

## EGSS AD 2.12 RUNWAY PHYSICAL CHARACTERISTICS

| **Designations RWY Number** | **True bearing** | **Dimensions of RWY** | **Surface of RWY/ SWY/ Strength** | **THR co-ordinates/ THR Geoid undulation** | **THR elevation/ Highest elevation of TDZ of precision APP RWY** | **Slope of RWY/ SWY** |
|---|---|---|---|---|---|---|
| **1** | **2** | **3** | **4** | **5** | **6** | **7** |
| 04 | 042.87° | 3049 x 46 M | RWY surface: Asphalt, Grooved<br>PCN 117/F/D/W/T | 515237.35N 0001322.30E 149.8 FT | THR 332.3 FT<br>TDZ 337.5 FT | |
| 22 | 222.89° | 3049 x 46 M | RWY surface: Asphalt, Grooved<br>PCN 117/F/D/W/T | 515342.57N 0001500.16E 149.8 FT | THR 347.7 FT<br>TDZ 347.7 FT | |
| 04C | 042.87° | | | 515257.52N 0001352.56E 149.8 FT | THR 337.3 FT | |
| 22C | 222.88° | | | 515322.40N 0001429.88E 149.8 FT | THR 334.4 FT | |

| SWY Dimensions | Clearway Dimensions | Strip Dimensions | RESA Dimensions, Overshoot / Undershoot | Location/ description of arresting system | OFZ | Remarks |
|---|---|---|---|---|---|---|
| 8 | 9 | 10 | 11 | 12 | 13 | 14 |
| | 289 x 150 M | 3169 x 280 M | 240 x 92 M<br>- | | | RWY 04<br><br>Landing threshold is displaced by 298 M.<br><br>Paved shoulders extend for 7.6 M either side of the declared runway width, which is denoted by white side stripes.<br>A stabilised grass outer shoulder is prepared to a width of 7.5m along the full length of the runway beyond the hard shoulders. |
| | 267 x 150 M | 3169 x 280 M | 240 x 92 M<br>- | | | RWY 22<br><br>Paved shoulders extend for 7.6 M either side of the declared runway width, which is denoted by white side stripes.<br>A stabilised grass outer shoulder is prepared to a width of 7.5 M along the full length of the runway beyond the hard shoulders. |
| | | | | | | RWY 04C<br><br>Maintenance Threshold Co-ordinates: To be used during Reduced Distance Operations only. See AD 2.20 Section 6 (i). |
| | | | | | | RWY 22C<br><br>Maintenance Threshold Co-ordinates: To be used during Reduced Distance Operations only. See AD 2.20 Section 6 (i). |

## EGSS AD 2.13 DECLARED DISTANCES

| Runway designator | TORA | TODA | ASDA | LDA | Remarks |
|---|---|---|---|---|---|
| 1 | 2 | 3 | 4 | 5 | 6 |
| 04 | 3049 M | 3338 M | 3049 M | 2749 M | |
| 04 | 2198 M | 2198 M | 2198 M | 1900 M | To be utilised during Reduced Distance Operations only.<br>See AD 2.20 Section 6 (i).<br><br>Revised Aerodrome Charts will be published within a SUP as required. |
| 22 | 3049 M | 3316 M | 3049 M | 3049 M | |
| 22 | 1900 M | 1900 M | 1900 M | 1900 M | To be utilised during Reduced Distance Operations only.<br>See AD 2.20 Section 6 (i).<br><br>Revised Aerodrome Charts will be published within a SUP as required. |
| 04 | 2823 M | 3112 M | 2823 M | | Take-off from intersection of Hold K1. |
| 04 | 2392 M | 2681 M | 2392 M | | Take-off from intersection of Hold L1. |
| 04 | 1834 M | 2123 M | 1834 M | | Take-off from intersection of Hold V1. |
| 22 | 2685 M | 2952 M | 2685 M | | Take-off from intersection of Hold Q1. |
| 22 | 2334 M | 2601 M | 2334 M | | Take-off from intersection of Hold P3. |
| 22 | 1830 M | 2097 M | 1830 M | | Take-off from intersection of Hold U. |
| 04C | 1900 M | 2189 M | 1900 M | 1900 M | To be utilised during Reduced Distance Operations only.<br>See AD 2.20 Section 6 (i).<br><br>Revised Aerodrome Charts will be published within a SUP as required. |

| Runway designator | TORA | TODA | ASDA | LDA | Remarks |
|---|---|---|---|---|---|
| 1 | 2 | 3 | 4 | 5 | 6 |
| 22C | 2198 M | 2465 M | 2198 M | 2198 M | To be utilised during Reduced Distance Operations only.<br>See AD 2.20 Section 6 (i).<br><br>Revised Aerodrome Charts will be published within a SUP as required. |

## EGSS AD 2.14 APPROACH AND RUNWAY LIGHTING

| RWY | Approach lighting Type/ Length/ Intensity | Threshold lighting Colour/Wing bars | VASIS/ MEHT/ PAPI/ PAPI Dist from THR | TDZ, lighting Length | Runway Centre Line lighting Length/ Spacing/ Colour/ Intensity | Runway edge lighting Length/ Spacing/ Colour/ Intensity | Runway end lighting Colour/ Wing bars | Stopway lighting Length/ Colour | Remarks |
|---|---|---|---|---|---|---|---|---|---|
| 1 | 2 | 3 | 4 | 5 | 6 | 7 | 8 | 9 | 10 |
| 04 | Coded centre-line with five crossbars.<br>Supplementary lighting inner 300 M.<br>780 M<br>Light intensity high | Green<br>Light intensity high<br>With green wingbars | PAPI<br>/3°<br>66 FT<br>390.5 M | 900 M | Bi-directional<br>15 M spacing<br>Light intensity high | Flush 60 M spacing<br>Light intensity high | Red | | TDZ:<br>TDZ lighting not available when Reduced Distance Operations in force. See AD 2.20 Section 6 (i).<br>CL:<br>Centre Line lighting not available when Reduced Distance Operations in force. See AD 2.20 Section 6 (i).<br>EDGE:<br>First 300 M from runway end showing red to displaced landing threshold. |
| 22 | Coded centre-line with five crossbars.<br>Supplementary lighting inner 300 M.<br>900 M<br>Light intensity high | Green<br>Light intensity high<br>With green wingbars | PAPI<br>/3°<br>67 FT<br>465 M | 900 M | Bi-directional<br>15 M spacing<br>Light intensity high | Flush 60 M spacing<br>Light intensity high | Red | | TDZ:<br>TDZ lighting not available when Reduced Distance Operations in force. See AD 2.20 Section 6 (i).<br>CL:<br>Centre Line lighting not available when Reduced Distance Operations in force. See AD 2.20 Section 6 (i). |
| 04C | Truncated Simple Approach with one crossbar.<br>210 M<br>Light intensity low | Green<br>with wing bars (2 units either side of runway) | PAPI<br>/3.5°<br>40 FT<br>212 M | | | Flush 60 M spacing<br>Light intensity high | Red | | TDZ:<br>TDZ lighting not available when Reduced Distance Operations in force. See AD 2.20 Section 6 (i).<br>CL:<br>Centre Line lighting not available when Reduced Distance Operations in force. See AD 2.20 Section 6 (i). |
| 22C | Truncated Simple Approach with one crossbar.<br>210 M<br>Light intensity low | Green<br>with wing bars (2 units either side of runway) | PAPI<br>/3.5°<br>40 FT<br>302.5 M | | | Flush 60 M spacing<br>Light intensity high | Red | | TDZ:<br>TDZ lighting not available when Reduced Distance Operations in force. See AD 2.20 Section 6 (i).<br>CL:<br>Centre Line lighting not available when Reduced Distance Operations in force. See AD 2.20 Section 6 (i). |

## EGSS AD 2.15 OTHER LIGHTING, SECONDARY POWER SUPPLY

| | | |
|---|---|---|
| 1 | ABN/IBN location, characteristics and hours of operation | |
| 2 | LDI location and lighting<br>Anemometer location and lighting | LDI: Adjacent to glidepath array, lit. |
| 3 | TWY edge and centre line lighting | CL: Green centre-line lighting provided, not on Echo Cul-de-Sac Middle Line or Foxtrot.<br><br>EDGE: Blue edge lights on Foxtrot, Foxtrot Alpha and Western apron. |
| 4 | Secondary power supply/switch-over time | Yes. 1 second for CAT II/III/15 seconds for CAT I. |
| 5 | Remarks | Obstacle lighting. Illuminated wind direction indicators at holding point Hotel 3 and holding point Romeo 3. |

## EGSS AD 2.16 HELICOPTER LANDING AREA

| | | |
|---|---|---|
| 1 | Coordinates TLOF or THR of FATO, geoid undulation | |
| 2 | TLOF and/or FATO elevation | |
| 3 | TLOF and FATO area dimensions, surface, strength, marking, lighting | |
| 4 | True BRG of FATO | |
| 5 | Declared distance available | |
| 6 | APP and FATO lighting | |
| 7 | RMK | See AD 2.20, Section 5. |

## EGSS AD 2.17 AIR TRAFFIC SERVICES AIRSPACE

| Designation and lateral limits | Vertical Limits | Airspace Class | ATS unit callsign/ language | Transition Altitude | Hours of applicability | Remarks |
|---|---|---|---|---|---|---|
| 1 | 2 | 3 | 4 | 5 | 6 | 7 |
| LONDON STANSTED CTR<br>515416N 0002653E -<br>514508N 0001309E thence clockwise by the arc of a circle radius 8 NM centred on 515306N 0001406E to 515155N 0000120E -<br>520104N 0001503E thence clockwise by the arc of a circle radius 8 NM centred on 515306N 0001406E to 515416N 0002653E | Upper limit:<br>3500 FT ALT<br>Lower limit:<br>SFC | D | STANSTED RADAR<br>English | 6000 FT | | A pilot wishing to fly within the CTR/CTA must unless otherwise notified, comply with the following procedures:<br><br>1 Call the appropriate ATC Unit on the frequency giving details of the aircraft's position, level and proposed track.<br>2 Obtain clearance from the appropriate ATC Unit for the flight.<br>3 Listen out on the appropriate frequency.<br>4 Obey all instructions from the appropriate ATC Unit.<br><br>See EGSL AD 2.22, paragraph b for details of Andrewsfield Local Flying Area.<br><br>To operate UAS above 400 FT AGL within this area, UAS operators are required to notify NATS via the NATS Non-Standard Flight (NSF) Portal. UAS operators are required to notify NATS at least 14 days before the date of each activity. |

| Designation and lateral limits | Vertical Limits | Airspace Class | ATS unit callsign/ language | Transition Altitude | Hours of applicability | Remarks |
|---|---|---|---|---|---|---|
| 1 | 2 | 3 | 4 | 5 | 6 | 7 |
| LONDON STANSTED TMZ 1<br>515416N 0002653E thence anti-clockwise by the arc of a circle radius 8 NM centred on 515306N 0001406E to 520104N 0001503E - 520517N 0002124E thence clockwise by the arc of a circle radius 13 NM centred on 515306N 0001406E to 515828N 0003314E - 515416N 0002653E | Upper limit: 1500 FT ALT<br>Lower limit: SFC | G | STANSTED RADAR<br>English | 6000 FT | | See EGSL AD 2.22, paragraph b for details of Andrewsfield Local Flying Area.<br><br>Procedures applicable to flights within the Transponder Mandatory Zone are detailed in AD 2.22. |
| LONDON STANSTED TMZ 2<br>514508N 0001309E - 514055N 0000652E thence clockwise by the arc of a circle radius 13 NM centred on 515306N 0001406E to 514550N 0000316W - 515146N 0000006W - 515155N 0000120E thence anti-clockwise by the arc of a circle radius 8 NM centred on 515306N 0001406E to 514508N 0001309E | Upper limit: 1500 FT ALT<br>Lower limit: SFC | G | STANSTED RADAR<br>English | 6000 FT | | See EGSL AD 2.22, paragraph b for details of Andrewsfield Local Flying Area.<br><br>Procedures applicable to flights within the Transponder Mandatory Zone are detailed in AD 2.22. |
| LONDON STANSTED ATZ<br>A circle, 2.5 NM radius, centred at 515306N 0001406E on longest notified runway (04/22) | Upper limit: 2000 FT AGL<br>Lower limit: SFC | D | STANSTED RADAR<br>English | 6000 FT | | See EGSL AD 2.22, paragraph b for details of Andrewsfield Local Flying Area. |

## EGSS AD 2.18 AIR TRAFFIC SERVICES COMMUNICATION FACILITIES

| Service Designation | Callsign | Channel/ Frequency(MHz) | SATVOICE number(s) | Logon Address | Hours of Operation | Remarks |
|---|---|---|---|---|---|---|
| 1 | 2 | 3 | 4 | 5 | 6 | 7 |
| APP | STANSTED RADAR | 120.625 | | | H24 | ATZ hours coincident with Approach hours. |
| | | 132.050<br>As directed by ATC. | | | H24 | |
| TWR | STANSTED DELIVERY | 121.955<br>Departing aircraft are to make initial call on 121.955 to 'Stansted Delivery' or 121.730 to 'Stansted Ground' as appropriate. | | | As directed by ATC.<br><br>Operating hours of Delivery vary according to traffic demand. Exact hours will be broadcast on ATIS. Pilots to ensure they review ATIS before initial contact with ATC. When Delivery is closed pilots should request clearance from Stansted Ground. | |
| | STANSTED GROUND | 121.730<br>DOC 5 NM/GND. | | | 0600-2200 (0500-2100). | |
| | STANSTED TOWER | 121.500<br>Emergency frequency O/R. | | | H24 | |
| | | 123.805<br>DOC 25 NM/ 10,000 FT. | | | H24 | |
| | | 125.550 | | | As directed by ATC. | |
| RADAR | STANSTED DIRECTOR | 136.200 | | | As directed by ATC | |

| Service Designation | Callsign | Channel/ Frequency(MHz) | SATVOICE number(s) | Logon Address | Hours of Operation | Remarks |
|---|---|---|---|---|---|---|
| 1 | 2 | 3 | 4 | 5 | 6 | 7 |
| ATIS | STANSTED INFORMATION | 114.550<br>DOC 100 NM/ 50,000 FT.<br>Broadcast on Clacton VOR. | | | H24 | |
| | | 127.180<br>DOC 60 NM/ 20,000 FT. | | | H24 | |
| OTHER | RYANAIR PAD CONTROL | 121.555<br>Remote de-icing frequency | | | As directed by ATC | Operating hours of Pad Control vary according to operational usage of remote de-icing pads. Exact hours will be promulgated via Stansted Airport Airside Operations Ltd. |
| OTHER | STANSTED FIRE | 121.600<br>Non-ATS frequency. | | | Available when Fire vehicle attending aircraft on the ground in an emergency. | |

## EGSS AD 2.19 RADIO NAVIGATION AND LANDING AIDS

| Type of Aid CAT of ILS/MLS MAG Var/VOR Declination | Ident | Frequency | Hours of Operation | Position of transmitting antenna coordinates | Elevation of DME transmitting antenna | Remarks |
|---|---|---|---|---|---|---|
| 1 | 2 | 3 | 4 | 5 | 6 | 7 |
| ILS/LOC<br>III<br>1.43°E (2027) | ISED | 110.500 MHz | HO | 515351.87N<br>0001514.12E | | (RWY 04) |
| ILS/GP | ISED | 329.600 MHz | HO | 515247.54N<br>0001328.75E | | 3° ILS Ref Datum Hgt 53 FT. |
| ILS/LOC<br>III<br>1.42°E (2027) | ISX | 110.500 MHz | HO | 515221.19N<br>0001258.09E | | (RWY 22) |
| ILS/GP | ISX | 329.600 MHz | HO | 515338.24N<br>0001443.95E | | 3° ILS Ref Datum Hgt 49 FT.<br>Certified for extended range to 15 NM. Not for use below 2200 FT at this range.<br>Glidepath flags may occur when 8 left of centre-line at or below 2300 FT from 15 NM. |
| VOR/DME<br>1.72°E (2027)<br>1.3°E (2022) | CLN | 92Y<br>114.550 MHz | H24 | 515054.50N<br>0010851.32E | 100 FT | VOR/DME DOC:<br>100 NM/50,000 FT (150 NM/50,000 FT in Sector R314-044). |
| ILS/DME | ISX | 42X<br>110.500 MHz | HO | 515312.87N<br>0001406.08E | 352 FT | (RWY 22)<br>On AD.<br>DME freq paired with ILS I-SED and I-SX.<br>Zero range indicated at THR of Runway 04 and 22. |
| ILS/DME | ISED | 42X<br>110.500 MHz | HO | 515312.87N<br>0001406.08E | 352 FT | (RWY 04)<br>On AD.<br>DME freq paired with ILS I-SED and I-SX.<br>Zero range indicated at THR of Runway 04 and 22. |
| VOR/DME<br>1.41°E (2027)<br>1.1°E (2025) | LAM | 103X<br>115.600 MHz | H24 | 513845.69N<br>0000906.13E | 241 FT | VOR DOC: 30 NM/50,000 FT (40 NM/ 50,000 FT in Sectors R064-099, R139-174 and R249-289). DME DOC: 40 NM/50,000 FT (110 NM/50,000 FT in Sector R314-134). |
| VOR/DME<br>1.58°E (2027)<br>1.2°E (2023) | DET | 120X<br>117.300 MHz | H24 | 511814.41N<br>0003550.19E | 645 FT | VOR DOC: 20 NM/50,000 FT (35 NM/ 50,000 FT in Sector R289-029 and 45 NM/50,000 FT in Sector R249-289). DME DOC: 60 NM/50,000 FT. |

| Type of Aid CAT of ILS/MLS MAG Var/VOR Declination | Ident | Frequency | Hours of Operation | Position of transmitting antenna coordinates | Elevation of DME transmitting antenna | Remarks |
|---|---|---|---|---|---|---|
| 1 | 2 | 3 | 4 | 5 | 6 | 7 |
| VOR/DME<br>1.36°E (2027)<br>1.1°E (2022) | BKY | 109Y<br>116.250 MHz | H24 | 515923.17N<br>0000342.87E | 486 FT | VOR DOC: 20 NM/25,000 FT (30 NM/ 25,000 FT in Sector R069-099).<br>DME DOC: 120 NM/50,000 FT. |
| VOR/DME<br>1.32°E (2027)<br>1.2°E (2025) | BPK | 122X<br>117.500 MHz | H24 | 514459.05N<br>0000624.25W | 392 FT | VOR DOC: 20 NM/50,000 FT (40 NM/ 50,000 FT in Sector R254-074 and 65 NM/50,000 FT in Sector R314-349).<br>DME DOC: 40 NM/50,000 FT (80 NM/ 50,000 FT in Sector R284-359). |

# EGSS AD 2.20 LOCAL AERODROME REGULATIONS

## 1 AERODROME REGULATIONS

a) Pilots of non-commercial (General Aviation) flights arriving from abroad are required to report to Customs at the Designated Customs Clearance Office in the Business Aviation Terminal.
b) Use governed by regulations applicable to Stansted CTR.
c) All aircraft must be able to communicate by radio.
d) Pilots must be specially attentive to RTF callsigns used by ATC on the Ground Frequency. Although the RTF channel is shared by aircraft and vehicular traffic, pilots may not hear the transmissions of vehicle drivers, only the responses from ATC.
e) H24, subject to the prior approval of the Chief Executive Officer (CEO), Stansted Airport Ltd.
f) All flights operating at Stansted require a slot allocation by the airport co-ordinator, (ACL). Operators are advised to review current Stansted Directors Notices on ad-hoc slot allocations and Night restrictions which reflect the airports co-ordinated status.
g) Requests for ad-hoc slot allocations should be made to ACL during working hours Mon-Fri 0900-1700 (0800-1600) by telephone: 020-8564 0600 or outside of these times to Stansted Airside Operations, by telephone: 01279-662478. Operators are advised that the availability of ad-hoc slots during peak periods is likely to be extremely limited.
h) Fixed Based Operators are normally available 0600-2200 (0500-2100), and may be available outside of these times with prior arrangement with those handling agents listed at EGSS AD 2.4, Section 7. Customs and Immigration are routinely available 0730-2130 (0630-2030). Control Authority coverage outside of these times may be arranged through the nominated handling agent. Additional charges may apply.
i) Planned Diversion Procedure - airline and other operators are advised that before selecting Stansted as an alternate, prior arrangements for ground handling, maintenance and aircraft recovery should be in place. Nothing in this procedure shall, however, prevent an aircraft that has a declared emergency from landing.
j) Fixed Electrical Ground Power (FEGP) must be used whenever available and serviceable. Use of aircraft Auxiliary Power Units (APUs), and diesel Ground Power Units is subject to strict controls as set out in published airport regulations. Between the hours 0600-2330 (0500-2230), APUs should be shut down as soon as practicable following arrival and not restarted until 10 minutes prior to departure, except when the outside air temperature (as promulgated by ATC) is below +5°C or above +20°C. Between 2331-0559 (2231-0459), except when immediately prior to departure, APUs may not be run without notification to Stansted Airside Operations Tel: +44(0)1279-662478.
k) Aircraft engine testing is permitted subject to the restrictions detailed in the Aerodrome Manual, contact Stansted Airside Operations, Tel: +44(0)1279-662478 for further advice.

## 2 GROUND MOVEMENT

a) General

i. All requests for clearance, start-up and taxi should be made directly with ATC. Directions issued by ATC should be followed precisely. RTF transmissions must be brief, concise and kept to a minimum.
ii. Within the manoeuvring area pilots will be cleared to and from the stands under general direction from GMC and are reminded of the importance of maintaining a good lookout at all times.
iii. Departing aircraft, on first contact with Stansted ATC, must state aircraft type, stand number, ATIS code letter, QNH received, and then maintain a listening watch at all times.
iv. Clearance is available for departing aircraft approximately 22 minutes before departure on the Delivery frequency (when open-status broadcast on ATIS), otherwise Ground, and must be obtained at least 10 minutes before start up to allow data to be processed - failure to do may incur delays.
v. Pre-departure clearance by datalink is available at Stansted for suitably equipped aircraft. Pilots are to ensure stand information entered is in line with aircraft parking/docking map and to include apron location e.g A1L, B30, E84R. For further information contact ATC Operations, Tel: +44 (0)1279-669389.
vi. Stansted Airport is equipped with an advanced surface movement radar utilising Mode-S.

1. Aircraft operators intending to use London Stansted Airport should ensure that Mode-S transponders are able to operate when the aircraft is on the ground.
2. Flight crew should select XPNDR or the equivalent according to specific installation, AUTO if available, not OFF or STDBY, and the assigned Mode-A code:

(aa) From the request for push back or taxi, whichever is earlier.
(bb) After landing, continuously until the aircraft is fully parked on stand.

3. After parking the Mode-A code 2000 must be set before selecting OFF or STDBY.
4. Flight crew of aircraft equipped with Mode-S having an aircraft identification feature should also set the aircraft identification. This setting is the aircraft identification specified in Item 7 of the ICAO ATC Flight Plan. The aircraft identification should be entered from the request for pushback or taxi, whichever is earlier, through the FMS or the Transponder Control Panel.

b) Aprons

i. Pilots should only request push back (with tug attached) when they are actually ready to do so.
ii. Within the Alpha, Bravo, Charlie, Echo and Zulu cul-de-sacs aircraft should take care to use the taxilane as directed by the GMC controller (ie: East, West or middle). Pilots are responsible for ensuring they do not accept a clearance to use a taxilane centre-line which is not approved for their aircraft type.
iii. Caution, Western Apron is uncontrolled.

c) De-icing Pad Operations

i. Remote de-icing operations will occur when snow is falling and accumulating and shall be promulgated by Stansted Airport Ltd Airside Operations.
ii. Remote de-icing is only available to operators who have a pre-agreement with Stansted Airport Ltd.
iii. Remote de-icing – Operation

1. Flight crew shall notify ATC that remote de-icing will be required prior to aircraft pushback via datalink where available.
2. Flight crew shall simultaneously contact their respective handling agent to request remote de-icing.
3. Flight crew shall request push and start as per normal. ATC shall direct the aircraft to the de-icing pad.
4. Upon entering the pad, flight crew shall park the aircraft in line with the respective Painted Stop Arrow and Omni-directional Red Lights.
5. Once parked the flight crew shall contact the pad controller via the appropriate frequency, and confirm that the parking brake is set, engines are at idle power and the de-icing required.
6. The pad controller shall confirm the de-icing requirements, and shall authorise the de-icing vehicles to approach the aircraft and begin de-icing operations. The pad controller shall park their vehicle in front of the aircraft, in line-of-sight of the flight crew to manage de-icing operations.
7. On completion of de-icing operations, the pad controller shall confirm that all de-icing operations have been completed, that vehicles have vacated the manoeuvring area, advise the anti-icing code, the litreage used and areas treated. Once this has been acknowledged by the flight crew the pad controller shall vacate the manoeuvring area. Flight crew shall contact ATC for further taxi.

iv. Remote de-icing – Emergency Procedures

1. Should an aircraft emergency develop during de-icing pad operations, flight crews are to select all nose landing lighting and contact ATC. Upon seeing the illuminated lights, all de-icing vehicles shall vacate manoeuvring area.

d) **It is the Commander's responsibility not to accept an ATC clearance into an area not approved for the type of aircraft.**
e) Pilots are reminded that RTF contact must be maintained with ATC whilst engaged in compass swings on the Compass Base or engine runs in the Ground Run Pen.
f) Runway 04 during CAT II/III operations, aircraft on Golf taxiway with wingspan greater than 36 M may be required to cross the runway at Victor for departure.
g) Aircraft are not to stop on any runway exit awaiting instructions from Ground Movement Control. If a landing aircraft cannot contact GMC due to RTF congestion the pilot should fully vacate the runway and taxi into the first available taxiway block. The pilot should then hold position until contact with GMC can be established.
h) Taxiway Hotel, Link D, has a maximum wingspan of 51.9 M.
i) Taxiway Hotel between abeam Link Delta and Link Echo, including Link Echo has a maximum wingspan of 36 M.
j) Airport-Collaborative Decision Making (A-CDM) - Definitions of Commonly Used A-CDM Terms:

1. Calculated Take-Off Time (CTOT);
2. Target Off-Blocks Time (TOBT);
3. Target Start Approval Time (TSAT);
4. Target Take-Off Time (TTOT);
5. Estimated Off-Block Time (Flight Plan EOBT);
6. Minimum Departure Interval (MDI);
7. Advanced Visual Docking Guidance System, Ramp Information Display Screen (AVDGS RIDS).

**TOBT/TSAT**

1. Pilots must be aware of the TOBT and TSAT and comply with it. It is visible on AVDGS RIDS where provided, in the Airport Community App and from the Ground Handling Agent.
2. If TOBT or TSAT can no longer be complied with then TOBT must be updated by the Aircraft Operator via the dispatcher/Ground Handling Agent Ops.
3. Pilots must report that the flight is READY to depart at TOBT (tolerance window of -5 to +5 minutes). Failure to do so may see TOBT & TSAT deleted.
4. Reporting READY when not ready will see the READY status rescinded and TOBT & TSAT may get automatically deleted.
5. Pilots planning to be READY more than 5 minutes before TOBT must update the TOBT to an earlier time first (up to 10 minutes before EOBT or SCHEDULED time).

6. If at TOBT + 6 minutes ATC have not received a valid READY or start up request the aircraft may lose its position in the departure sequence and a new TOBT may be required.
7. ATC cannot update TOBT or TSAT values.
8. A TSAT can never be improved to earlier than the TOBT.

**EOBT Compliance**

1. It is essential that the Flight Plan EOBT and TOBT are kept aligned. A-CDM alarm CDM08 is triggered to the handling agent if they are more than 10 minutes difference. Failure to align may see unachievable CTOTs for which a further delay may occur if the values need to be updated late. An out-of-date EOBT may also receive a Flight Plan suspension from Eurocontrol if there is a taxi delay.
2. ATC cannot easily update (delay) a Flight plan EOBT - it is the airline's responsibility.
3. A request can be made to the airport for an airline operator's TOBTs to automatically trigger EOBT updates with Eurocontrol.

**Start Request – Stansted ATC (Delivery, Ground or Tower as appropriate)**

1. If already within the TSAT window when calling READY, ATC will then approve start. In the case of a TSAT delay beyond TOBT, ATC will advise of the TSAT. A TSAT can commonly be later than TOBT due to a CTOT but can also be delayed due to runway capacity or MDI restrictions.
2. Pilots are to monitor the ATC frequency from this point and must continue to be READY as the TSAT can potentially improve to as early as the TOBT.
3. Start approval will be issued based on TSAT compliance and the prevailing traffic situation.
4. Pilots will be informed of an ATC delay to TSAT of more than 5 minutes. In such cases, the TOBT must not be updated further once READY has been acknowledged by ATC.
5. If a new TOBT is entered the flight will be re-sequenced (new TSAT issued automatically).
6. The aircraft will not be allowed to start until a valid TOBT has been entered and revised TSAT assigned, with the window of -5 to +5 minutes applicable to both.

**Remote Holding Request**

1. Stansted Airport has remote holding areas available. If an eligible Aircraft Operator is aware of a significant CTOT delay (20 mins+) and wishes to take the delay off stand rather than on the stand, then they should contact ATC for approval and advise their Ground Handling Agent so that the pushback tug remains available.
2. In this instance, once approved by ATC and recorded as a Remote Hold request which will be indicated on the AVDGS RIDS screen if it’s active, the pushback will be allowed at TOBT and the TSAT will be adjusted to account for expected departure from the remote hold location.
3. Airlines and ATC must remain open to an airport or Handling Agent request to seek pushback at TOBT for a delayed flight should there be operational demand for the stand or turnaround resources, though it remains at the discretion of ATC.

**Aircraft De-icing Requirements**

1. Stansted airport publishes an aircraft de-icing protocol as detailed within the Aerodrome manual. All Aircraft operators should ensure that they have read and understood this document. A copy can be downloaded from www.stanstedairport.com/airfield-operations/aerodrome-manual/.
2. To request de-icing, pilots should follow their company’s standard procedure which must include liaison with their ground handler who will additionally enter the requirement for de-cing into A-CDM. It is important to note that pre-boarding de-icing is not relevant to A-CDM and so does not need to be captured. Post-boarding aircraft de-icing time is not included in the TOBT calculation. i.e. this de-icing takes place after TOBT.
3. If the aircraft is to be de-iced remotely, details for this are held within the London Stansted Airport Winter Operations Plan. A copy can be obtained from your Ground Handling Agent.
4. Where de-icing is indicated, A-CDM expects that at TOBT when doors are closed, staff are ready to commence de-icing on stand. Pilots must update their Handling Agent if there is a delay to this as the issued TSAT is relative to the expected start and end of de-icing time. A call must also be made to the Ground Handler to update if the de-icing is taking longer or less time than expected as the start-up at TSAT +/- 5 minutes compliance is still required.
5. Once de-icing on the stand is complete, and assuming TSAT compliance, pilots should call Stansted ATC stating, 'de-icing complete, ready to push and start'.
6. Pilots who have been allocated a remote de-icing area should contact Stansted ATC at TOBT, stating 'ready to push and start for remote de-icing'. The TSAT becomes the expected time to exit the remote de-icing location.
7. There is a process for Handling Agents to follow to re-set the TOBT if de-icing has been completed and TSAT was not complied with i.e. TOBT and TSAT were subsequently deleted at TSAT+6. This should be avoided by updating the anticipated de-icing start and end times through the Handling Agent.

## 3 CAT II/III OPERATIONS

a) Runways 04 and 22, subject to serviceability of the required facilities, are suitable for Category II/III operations by operators whose minima have been accepted by the Civil Aviation Authority.
b) During Category II/III operations, special ATC procedures (ATC Low Visibility Procedures) will be applied. Pilots will be informed when these procedures are in operation by ATIS broadcast or by RTF.
c) Departing aircraft: ATC will require departing aircraft to use the following Category II/III holding points:
Runway 04 – Golf 3, Whisky 3, Hotel 3, Kilo 3 or Lima 3;
Runway 22 – Quebec 3, Romeo 3 or Sierra 3.
Occasionally, it may be necessary for other departure points to be used at the discretion of ATC.

d) Arriving aircraft: All appropriate runway exits are illuminated, and pilots should select the first convenient exit. Runway vacation will be assessed as being when the aircraft has passed the last of the alternate yellow and green centre-line lights. These lights denote the extent of the ILS Localizer sensitive area. Surface Movement Radar (SMR) is available to monitor pilot 'runway vacated' reports.
e) When Low Visibility Procedures are in force a much reduced landing rate can be expected due to the requirement for increased spacing between arriving aircraft. In addition to the prevailing weather conditions, such factors as equipment serviceability may also have an impact on actual landing rates. For information and planning purposes, the approximate landing rates that can be expected are:

| IRVR (M) | Expected Landing Rate |
|---|---|
| Greater than 1000 | 24 |
| Between 1000 and 600 | 20 |
| Between 550 and 350 | 15 |
| Less than 300 | 12 or less |

f) Runways 04 and 22 are suitable for Lower than Standard Category I operations subject to the ILS radiating at CAT III and LVPs being declared in force by ATC, by Operators whose minima have been accepted by the Civil Aviation Authority. Crews wishing to conduct this approach should inform Stansted Radar on first contact.
g) Runway 04 during CAT II/III operations, aircraft on Golf taxiway with wingspan greater than 36 M may be required to cross the runway at Victor for departure.

## 4 WARNINGS

a) Extensive instrument flying takes place in vicinity of airport.
b) Trees in 22 Approach/04 Take-off relate to highest in large wooded area.
c) Due to runway undulation and line of site issues on Runway 04, aircraft may lose two way communication with ATC. Should this occur when on the runway, pilots should consider aligning with Kilo 1 on the runway.

## 5 HELICOPTER OPERATIONS

a) All inbound and outbound helicopters must use the runways. Helicopter handling agents are to obtain slot allocation for all flights. Helicopters may not carry out direct approaches to or take-off from apron areas or taxiways. After landing, helicopters will ground taxi or air taxi to an allocated parking area. While helicopters are operating on the manoeuvring area extreme caution must be exercised regarding wingtip clearance and turbulence.
b) Departures from the runway unless otherwise directed by ATC are required to follow the routes below in accordance with chart in AD 2.EGSS-4-3 Helicopter VFR arrival/departure routes:

i. North - Audley End Railway Station VRP via M11 Motorway;
ii. East & South - Canfield A120/B1256 INTERCHANGE VRP;
iii. West - Puckeridge A10/A120 INTERCHANGE VRP via Hazelend Wood VRP and the north side of A120 trunk road, avoiding Bishop's Stortford;
iv. BKY - Nuthampsted AD VRP via Hazelend Wood VRP.

c) Approach to the runway from the west via Hazelend Wood VRP, or the north from Audley End Railway Station VRP shall remain north of Bury Lodge Hotel and remain clear of Burton End.
d) Helicopters landing from or departing to the west are to avoid overflight of Birchanger, Stansted Mountfitchet and Bishop's Stortford.
e) Pilots of inbound helicopters should contact the Terminal Control Group Supervisor (North) on 023-8048 1103 before departure to obtain an indication of likely delays and if necessary to obtain an EAT. Pilots of all inbound helicopters should note they may be required to hold outside CAS until they can be integrated into the traffic sequence and that in the event of a high controller workload such holding may have to be carried out without radar service.

## 6 USE OF RUNWAYS

a) Special runway utilisation procedures are detailed at GEN 3.3.3.
b) When Runway 04 is in use a right hand circuit is in force.
c) Wake Turbulence – Departures

i. The following sets of holding points are considered to be the same point for the purposes of departure wake turbulence separation:

Runway 04 - H1/H3 and G1/G3

Runway 22 - S1/S3 and R1/R3

ii. On departure, when in receipt of a line up clearance, the pilot must inform ATC before entering the runway, if greater wake turbulence separation will be required behind preceding aircraft than that laid down in UK AIC P 001/2015. Failure to do so may result in additional delay.

d) Wake Turbulence – Arrivals

For the purposes of spacing in the approach phase the following aircraft types are classified as Upper Medium for Wake Turbulence separation: B707, B757, DC-8 and IL62. All other 'Medium' aircraft types are classified as Lower Medium. Wake turbulence separations are in accordance with the 5 Group Scheme and are detailed in UK AIC P 001/2015.

e) Minimum Runway Occupancy – Departures

i. On receipt of line up clearance, pilots should ensure commensurate with safety and standard operating procedures, that they are able to taxi into the correct position at the hold and line up on the runway as soon as the preceding aircraft has commenced either its take off roll or landing run.
ii. Whenever possible cockpit checks should be completed prior to line up and any checks requiring completion whilst on the runway should be kept to the minimum required. Pilots should ensure that they are able to commence the take off roll as soon as clearance is issued
iii. Pilots not able to comply with these requirements should notify ATC as soon as possible once transferred to the Stansted Tower frequency.
iv. Pilots of aircraft with wingspan greater than 36 M should not proceed beyond the Cat III holding points G3 and W3 unless instructed to do so by ATC. This may result in fluctuations in the glidepath signal and, subject to weather conditions, inbound traffic established on the ILS may be asked to make a visual approach or localiser only approach whilst the restricted area is infringed.
v. Pilots should never cross Holding Point Red Stop bars.

f) Minimum Runway Occupancy – Arrivals

| Runway 04 | Taxiway PR | Taxiway QR | Taxiway Q |
|---|---|---|---|
| Distance from threshold (M) | 1566 | 1844 | 2240 |
| Design exit speed (KT) | 52 | 52 | N/A |

| Runway 22 | Taxiway NR | Taxiway LR | Taxiway L |
|---|---|---|---|
| Distance from threshold (M) | 1276 | 1891 | 2336 |
| Design exit speed (KT) | 52 | 52 | N/A |

i. Pilots are reminded that rapid exit from the runway will enable ATC to apply minimum spacing on final approach and will minimise the risk of ‘go-arounds’.
ii. Commensurate with safety, pilots should expedite their landing roll to vacate via the first available RET at the design exit speed.
iii. Where possible, pilots should exit at PR during Runway 04 operations. Tactical extension to the landing roll of any distance is prohibited unless authorised by ATC.
iv. Aircraft expecting to park on the north side of the airfield may be required to vacate via a RET to the south side during high intensity operations. ATC will advise the pilot accordingly on final approach.
v. Alternative vacating preferences may only be given at the discretion of ATC.

g) Runway Vacation Guidelines

i. Due to high intensity Runway Operations at Stansted it is necessary to ensure pilots adhere to the following guidelines:

**Aircraft are not to stop on any runway exit awaiting instructions from Ground Movement Control.** If a landing aircraft cannot contact GMC due to RTF congestion the pilot should fully vacate the runway and runway exit, and then hold position until contact with GMC can be established. Pilots should not anticipate a particular taxiway on vacating as there are no standard routeings at Stansted. On Runway 22, pilots should not assume Taxiway Juliet will be available.

ii. Taxiway November is not available as an entry/exit point from the runway for landing or departing fixed wing aircraft.

h) Runway Crossing Procedure

i. Aircraft and vehicles which are required to cross active runways will be issued instructions by the Ground Movement Controller, which will include a holding point as a clearance limit, at which the aircraft or vehicle will be required to hold short of the active runway.
ii. When reaching the clearance limit specified in the taxiing instructions, the aircraft or vehicle will be instructed to change frequency to that of the Air Controller of the appropriate runway.
iii. After crossing the runway and having reported ‘Runway Vacated’ with the Air Controller, the aircraft or vehicle will be instructed to contact the GMC frequency for further clearance. In the absence of further clearance it is essential that the aircraft or vehicle HOLD position when clear of the runway.

i) Reduced Distance Operations

i. To allow runway maintenance to take place, Runway 04/22 may be operated in a reduced distance configuration. There are two configurations both of which affect the runway declared distances, ground lighting, navigational aids and instrument flight procedures available. There will also be block closures on the taxiway system to safeguard the closed section of runway and facilitate contractor access. At the beginning and prior to the end of each night’s working period the runway will be closed for approximately 15 minutes to enable the lighting changes to be undertaken. Time periods when these procedures are in use will be notified by SUP & NOTAM.

ii. During these periods, reduced Aeronautical Ground Lighting services are provided as outlined in the table in AD 2.14. The lighting configuration will comply with the criteria laid down for non-precision approaches and take-offs where Instrumented Runway Visual Range (IRVR) is in excess of 400 M. DME will radiate throughout the working period. DME will continue to provide distance guidance for all departures and RNP Z and Y Instrument Approach Procedures (IAP) missed approaches. The RNP Z IAPs will provide distance information to the normal thresholds, while the RNP Y IAPs will provide distance information to the maintenance thresholds. DME is only used for the RNP Z and Y IAP missed approaches.

Revised Aerodrome Charts will be published within a SUP as required.

iii. Threshold Naming and IAPs available

The maintenance runway thresholds are designated with a 'C' suffix to distinguish them from the normal thresholds:

1. THR 04 (RW04) is the normal threshold for Runway 04 and RNP Z RWY 04 IAP.
2. THR 04C (RW04C) is the maintenance threshold for Runway 04C and RNP Y RWY 04C IAP.
3. THR 22 (RW22) is the normal threshold for Runway 22 and RNP Z RWY 22 IAP.
4. THR 22C (RW22C) is the maintenance threshold for Runway 22C and RNP Y RWY 22C IAP.

Note: RW04, RW22, RW04C, RW22C are MAPt WPTs in RNP Z and Y IAPs respectively.

iv. Use of Runways 04C & 22C

1. Runways 04C & 22C have maintenance thresholds with reduced distances available and will only be used by reason of planned pre-notified runway maintenance.
2. Instrument Approach Procedures RNP Y RWY 04C and RNP Y RWY 22C to the maintenance thresholds RW04C and RW22C will be conducted at 3.5°.
3. ILS CAT I/II/III operations not available during maintenance threshold/Reduced Distance Operations.

v. When Runway 04C in use:

1. A maintenance threshold (RW04C) will be introduced for Runway 04C. Throughout any working period, the section of runway between the THR 22 and the edge of the works area (abeam LR) will remain operational for aircraft.
2. The following Holding Points and Rapid Exit Taxiways will be closed during the working period:
Golf 1, Hotel 1 and 3, Kilo 1 and 3, Lima 1 and 3 and Lima Romeo.
3. Holding point November 1 and 3 will remain available for use. However, in the absence of a painted or lit lead on/off curve, temporary blue edge lights will be positioned to highlight the pavement edge and all aircraft movements via this holding point will be escorted onto and off the runway under the guidance of a Leader vehicle. Taxiway Hotel from Hotel 1 and 3 to, but not including Taxiway Lima, will be closed during the working period to safeguard the works area and provide access for contractors to it.

vi. When Runway 22C in use:

1. A maintenance threshold (RW22C) will be introduced for Runway 22C. Throughout the working period, the section of runway between the THR 04 and the edge of the works area (abeam PR) will remain operational for aircraft.
2. The following Holding Points and Rapid Exit Taxiways will be closed during the working period:
Papa 3, Quebec Romeo, Quebec 1 and 3, Romeo 1 and 3 and Sierra 1 and 3.

vii. During any period when Reduced Distance Operations are in force:

1. ILS will not be available.
2. DME will radiate throughout the working period. It will continue to provide guidance for all departures and RNP Z and Y IAP missed approaches.
3. RNP Y IAPs PAPIs are set to 3.5° and will only serve the maintenance thresholds RW04C/RW22C.
4. RNP Z IAPs PAPIs are set to 3° and will only serve the normal thresholds RW04/RW22.
5. Aircraft must be able to turn within the 46 M width of the runway as it may be necessary to back-track. If required to back-track for departures, pilots should commence the turn at the latest abeam the red stop end wing bars. These are coincident with the start of the declared Runway take off distance. This procedure will ensure persons and equipment within the works area are not exposed to excessive jet blast.
6. Pilots should note that there will be vehicles with rotating/flashing amber obstruction lights inside the works site.
7. All runway lighting outside the area available for landing/take-off will be extinguished.

viii. Charts and coding table data relating to RNP Z and RNP Y IAPs are contained within AD 2.24:

8-3 RNP Z RWY 04 Chart
8-7 RNP Z RWY 22 Chart
8-4 RNP Y RWY 04C Chart
8-8 RNP Y RWY 22C Chart
8-9 RNP Z RWY 04 and RNP Y RWY 04C Coding Tables
8-10 RNP Z RWY 22 and RNP Y RWY 22C Coding Tables

ix. Notification of Runway in Use
The configuration of reduced distance in use at any time will be notified by NOTAM.

## 7 TRAINING

a) The use of this aerodrome for training is prohibited. The deliberate simulation of engine failure is not permitted whilst on approach to or departure from the aerodrome. It is not permitted to fly an approach to the aerodrome with the intention to execute a missed approach from training purposes.

# EGSS AD 2.21 NOISE ABATEMENT PROCEDURES

Notice under Section 78(1) of the Civil Aviation Act 1982

Whereas:

(1) The Civil Aviation (Designation of Aerodromes) Order 1981 (a) provides that Stansted Airport – London is a designated aerodrome for the purpose of Section 78 of the Civil Aviation Act 1982 (b);

(2) The requirements specified in this notice appear to the Secretary of State to be appropriate for the purpose of limiting, or of mitigating the effect of, noise and vibration connected with the taking off or, as the case may be, landing of aircraft at Stansted Airport – London

Now, therefore, the Secretary of State, in exercise of the powers conferred by Section 78 (1) and (12) of the Civil Aviation Act 1982, by this notice published in the manner prescribed by the Civil Aviation (Notices) Regulations 1978 (c), provides as follows:

1. This notice may be cited as the Stansted Airport – London (Noise Abatement Requirements) Notice 2022 and shall come into force on 01 April 2022.
2. The Stansted Airport – London (Noise Abatement Requirements) Notice 2007 (d) is revoked.

3. It shall be the duty of every person who is the operator of any aircraft which is to take off or land at Stansted Airport – London to secure that, after the aircraft takes off or, as the case may be, before it lands at the aerodrome the following requirements are complied with:

    1. After take-off the aircraft shall be operated in such a way that it is at a height of not less than 1000 FT AAL at 6.5 KM from start of roll as measured along the departure track of that aircraft.

    2. Subject to sub-paragraphs (4) and (5), any aircraft shall, after take-off, be operated in such a way that it will not cause more than 89 dBA Lmax by day 0700-2300 (0600-2200) as measured at any noise monitoring terminal at any of the sites in the table below. Any exceedance of the daytime noise limit will incur a charge as detailed in the Airport Fees and Charges document.

| Site | OS Co-ordinates | Elevation above aerodrome | Latitude | Longitude |
|---|---|---|---|---|
| Site 11: Chickney Hall Villas, Broxted | TL 5743 2767 | -15 M | *515531N | 0001718E |
| Site 10: Goodacres, Broxted | TL 5760 2696 | 9 M | *515508N | 0001725E |
| Site 8: Anglian Water, Broxted | TL 5775 2651 | -16 M | *515453N | 0001732E |
| Site 9: Moor End Farm, Broxted | TL 5822 2600 | -16 M | *515436N | 0001756E |
| Site 3: Howe Green School, Great Hallingbury | TL 5106 1874 | -21 M | *515048N | 0001130E |
| Site 4: Thames Water, Bishop's Stortford | TL 5012 1963 | -36 M | *515118N | 0001042E |
| Site 5: Woolcott Restaurant, Great Hallingbury | TL 5033 1892 | -26 M | *515055N | 0001052E |
| Site 6: Morley, Woodside Green | TL 5153 1860 | -26 M | *515043N | 0001154E |

    3. Subject to sub-paragraphs (4) and (5), any aircraft shall, after take-off, be operated in such a way that it will not cause more than 84 dBA Lmax by night between 2300-0700 (2200-0600) as measured at any noise monitoring terminal at any of the sites in sub-paragraph (2). Any exceedance of the nighttime noise limit will incur a charge as detailed in the Airport Fees and Charges document.

    4. The limits specified in sub-paragraphs (2) and (3) shall be adjusted in accordance with the following table in respect of any noise monitoring terminal at any of the sites referred to in the table in sub-paragraph (2) to take account of the location of that terminal and its ground elevation relative to the aerodrome elevation.

| Site | Adjustment dBA |
|---|---|
| Site 11: Chickney Hall Villas, Broxted | minus 1.3 |
| Site 10: Goodacres, Broxted | plus 0.2 |
| Site 8: Anglian Water, Broxted | minus 0.6 |
| Site 9: Moor End Farm, Broxted | minus 0.8 |
| Site 3: Howe Green School, Great Hallingbury | minus 1.0 |
| Site 4: Thames Water, Bishop's Stortford | minus 1.4 |
| Site 5: Woolcott Restaurant, Great Hallingbury | minus 1.4 |
| Site 6: Morley, Woodside Green | minus 1.1 |

    5. For the purpose of determining an infringement of the limits specified in sub-paragraphs (2) and (3), if the aircraft was required to take-off with a tailwind, an amount of up to 2dB of the noise recorded at the noise monitor should be disregarded. The amount to be disregarded shall be:

        - 0.4 dB for a tailwind of up to 1 KT
        - 0.8 dB for a tailwind exceeding 1 KT but not exceeding 2 KT

- 1.2 dB for a tailwind exceeding 2 KT but not exceeding 3 KT
- 1.6 dB for a tailwind exceeding 3 KT but not exceeding 4 KT
- 2.0 dB for a tailwind exceeding 4 KT.

For this purpose, tailwind is to be calculated from the wind data measured in the on-airfield anemometers and wind vanes according to the formula:

(windspeed x cosine (runway heading minus wind direction)) x – 1.

6. Where the aircraft is a jet aircraft, after passing the point referred to in sub-paragraph (1), it shall:

   a) Between 0600-2330 (0500-2230) maintain a gradient of climb of not less than 4% to an altitude of not less than 4000 FT, unless it has been cleared via Barkway, in which case it shall maintain a gradient of climb of not less than 4% to an altitude of not less than 3000 FT.
   b) Between 2330-0600 (2230-0500) maintain a gradient of climb of not less than 4% to an altitude of not less than 4000 FT.

   The aircraft shall be operated in such a way that progressively reducing noise levels at points on the ground under the flight path beyond that point are achieved.

7. This paragraph applies to aircraft other than any propeller driven aircraft whose MTWA does not exceed 5700 KG:

   a) With the exception of those aircraft mentioned in sub-paragraph (b), any aircraft which takes off from any runway specified in the first column of the following table, the aircraft shall follow the Noise Preferential Routeing Procedure specified in the third column of the table which relates to the ATC clearance previously given to the aircraft and specified in the second column of the table, whether flying in IMC or VMC. Aircraft persistently flying outside of the Noise Preferential Route maybe subject to a charge as detailed in the Airport Fees and Charges document.
   b) Where any aircraft has taken off on a VFR flight plan, it shall follow the applicable Noise Preferential Routeing Procedure before turning onto the intended track.

| Take-off Runway | ATC Clearance | Procedure |
|---|---|---|
| 04 | Via Barkway | Straight ahead to I SED DME 2 (BKY VOR RDL 116) then turn left onto BKY VOR RDL 099 by BKY DME 7 to BKY VOR. |
| | Via Clacton | Straight ahead to I SED DME 1 (BKY VOR RDL 122) then turn right onto BKY VOR RDL 114 to intercept CLN VOR RDL 265 to CLN VOR. |
| | Via Lambourne | Straight ahead to I SED DME 0.8 (BKY VOR RDL 123) then turn right onto LAM VOR RDL 024 to LAM DME 9. |
| | Aircraft taking off from Runway 04 and positioning for Heathrow (LAM 3S SID). | Straight ahead to I SED DME 0.8 (BKY VOR RDL 123) then turn right onto LAM VOR RDL 024 to LAM VOR. Cross LAM DME 9 at 3000 FT or above; LAM VOR at 5000 FT. |

| Take-off Runway | ATC Clearance | Procedure |
|---|---|---|
| 22 | Via Barkway | Straight ahead to I SX DME 3.1 (BKY VOR RDL 156) then turn right onto BKY VOR RDL 169 by BKY DME 8. |
| | Via Clacton | Straight ahead to I SX DME 1.2 (BKY VOR RDL 144) then turn left to intercept CLN VOR RDL 265 by CLN DME 33 (XIGAR) to CLN VOR. ***Note:*** *(Aircraft operating at speeds below 195 KT should turn no further east than 140° MAG to intercept CLN VOR R265).* |
| | Via Detling | Straight ahead to I SX DME 1.2 (BKY VOR RDL 144) then turn left onto DET VOR RDL 333 (BKY VOR RDL 153) to DET VOR. |
| | Aircraft taking off from 22 and positioning for Heathrow (LAM 4R SID) | Straight ahead to I SX DME 1.2 (BKY VOR RDL 144) then turn left onto BKY VOR RDL 153 to ROWAN (BKY DME 16). At ROWAN turn right onto LAM VOR RDL 033 to LAM VOR. Cross ROWAN at 3000 FT or above; LAM VOR. |

8. RNP1 SIDs are available only to aircraft which are GNSS equipped and approved in accordance with the requirements of JAA TGL-10 or equivalent and where the operator has been approved by their State of Registry for RNP1 operations. If the above criteria is met, an aircraft commander may request to depart on the CLN2E SID when on Runway 22, instead of the CLN9R, and may request the DET2D SID when on Runway 04, instead of the DET2S.

9. Where the aircraft is departing the aerodrome it shall, commensurate with its ATC clearance, minimise noise disturbance by the use of continuous climb where practicable.

10. Aircraft shall maintain as high an altitude as practicable, shall avoid flying over Bishop's Stortford and shall avoid flying over Sawbridgeworth and Stansted Mountfitchet at an altitude of less than 2500 FT and shall avoid flying over St Elizabeth's Home (*514949N 0000523E) at an altitude of less than 4000 FT (Stansted QNH).

11. Where the aircraft is approaching the aerodrome to land on Runway 22 it shall, commensurate with its ATC clearance, minimise noise disturbance by the use of continuous descent and low power, low drag operating procedures (referred to in Detailed Procedures for descent clearance in AD 2.22). Where the use of these procedures is not practicable, the aircraft shall maintain as high an altitude as possible. In addition, when descending on initial approach, including the closing heading, and on intermediate and final approach, thrust reductions should be achieved where possible by

maintaining a 'clean' aircraft configuration and by landing with reduced flap, provided that in all the circumstances of the flight this is consistent with safe operation of the aircraft.

12. All aircraft approaching Runway 22 or Runway 04 shall:

    a) If using the ILS in IMC or VMC not descend below 2000 FT (Stansted QNH) before intercepting the glidepath nor thereafter fly below the glidepath;
    b) If flying without assistance from the ILS shall not join the final approach to either runway at a height of less than 1500 FT AAL (unless they are propeller-driven aircraft whose MTWA does not exceed 5700 KG when the minimum height shall be 1000 FT AAL) and thereafter shall follow a descent path which will not result in its being at any time lower than the height of the approach path normally indicated by the PAPI.

13. All aircraft which are to land at Stansted Airport – London between 2330-0600 (2230-0500) shall not descend below 3000 FT (Stansted QNH) until:

    a) In the case of aircraft other than a relevant propeller driven aircraft, it is established on final approach and is less than 10 NM from touchdown.
    b) If a relevant propeller driven aircraft, it is established on final approach and thereafter must fly below the approach path indicated by the PAPI.

14. Where the aircraft is flying on visual circuits of the aerodrome for missed approach purposes, it shall:

    a) Not descend below 2000 FT (Stansted QNH) on the downwind leg;
    b) Avoid flying over Great Dunmow or Takeley;
    c) As far as possible commence its final approach to the aerodrome after visual circuit at a distance of 3 NM from the landing threshold and at a height of 1000 FT AAL so as to avoid flying over Thaxted if making its final approach to Runway 22, and to avoid flying over Sawbridgeworth if making its final approach to Runway 04.

15. Without prejudice to the provisions of sub-paragraphs (1)-(14), the aircraft shall at all times be operated in a manner which is calculated to cause the least disturbance practicable in areas surrounding the aerodrome.

16. The requirements set out in sub-paragraphs (1)-(15) may at any time be departed from to the extent necessary for avoiding immediate danger or for complying with the instructions of an Air Traffic Control unit.

4. In this notice, except where the context otherwise requires:

'local time' means, during any period of summer time, the time fixed by or under the Summer Time Act 1972 (e), and outside that period, Universal Co-ordinated Time;

'dBA' means a decibel unit of sound level measured on the A-weighted scale, which incorporates a frequency dependent weighting approximating the characteristics of human hearing;

Lmax' means the highest instantaneous sound level recorded (with the noise monitoring terminal set at the slow meter setting);

'relevant propeller driven aircraft' means a propeller driven aircraft whose MTWA does not exceed 25000 KG and which has ATC clearance to make a visual approach for the purpose of landing at Stansted Airport – London;

other abbreviations used are defined in GEN 2.2 of the United Kingdom Aeronautical Information Publication (Air Pilot).

**Ian Elston**
**Deputy Director**
**Airspace, Noise & Resilience Division**
**Department for Transport**

**01 February 2022**

a) S.I. 1981/651.
b) 1982 c.16.
c) S.I. 1978/1303.
d) The Stansted Airport - London (Noise Abatement Requirements) Notice 2007 signed by M Capstick on 16 October 2007.
e) 1972 c.6 as amended by S.I 2002/262.

**Notes**

(These notes are not part of the notice)

1. The Noise Preferential Routeing Procedures specified in the notice are compatible with normal ATC requirements. The use of the routeings specified is supplementary to noise abatement take-off techniques as used by piston-engined, turbo-prop, turbo-jet and turbofan aircraft.

2. The attention of operators is drawn to the provisions of Section 78 (2) of the Civil Aviation Act 1982, under which if it appears to the Secretary of State that any of the requirements in this notice have not been complied with as respects any aircraft, he may direct the manager of the aerodrome to withhold facilities for using the aerodrome from the operator of the aircraft. However, the Secretary of State accepts that occasional and exceptional breaches of the noise limits, or of the height requirement, would not be expected to lead to sanctions under Section 78 (2) of that Act. Such breaches would, however, run the risk of financial penalties under Section 78 (A).

3. Noise from ground running of aircraft engines is controlled in accordance with instructions issued by Stansted Airport Limited.

4. To minimise disturbance in areas adjacent to the aerodrome, commanders of aircraft are requested to avoid the use of reverse thrust after landing, consistent with the safe operation of the aircraft, between 2330-0600 (2230-0500).

5. Full details concerning the maximum number of occasions and the types of aircraft which are permitted to take off or land at night during specified periods at this aerodrome are promulgated by Supplement to the United Kingdom Aeronautical Information Publication.

6. For monitoring purposes, a descent will be deemed to have been continuous provided that no segment of level flight longer than 2.5 NM occurs below 6000 FT QNH and 'level flight' is interpreted as any segment of flight having a height change of not more than 50 FT over a track distance of 2 NM or more, as recorded in the airport Noise and track-keeping system.

7. For monitoring purposes, a departure will be deemed to have complied with the Noise Preferential Routeing (NPR) if, in the portion of flight below the appropriate vectoring altitude (see notes 8 and 9 below), it is properly recorded by the airport's noise and track-keeping (NTK) system as having flown wholly within the Lateral Swathe (LS). The LS is defined from the centre-line of the relevant route coded in the NTK system, based upon a map accredited for this purpose by the Department for Transport, by the closer to the route centre-line depicted on the map of (a) a pair of lines either side, each diverging at an angle of 10° from a point on the runway centre-line 2000 M from start-of-roll; and (b) a pair of parallel lines representing a distance of 1.5 KM either side of the route centre-line. For avoidance of doubt, the depicted route and LS may include curved sections representing turns.

8. Aircraft which have attained an altitude of 4000 FT (Stansted QNH) may be directed by air traffic controllers onto a different heading and commanders complying with any such direction will not by reason of so complying be deemed to have departed from the Noise Preferential Routeing. This applies:

a) Between 2330-0600 (2230-0500) to all take-offs, and;
b) Between 0600-2330 (0500-2230) to all take-offs other than those cleared via Barkway.

9. Between 0600-2330 (0500-2230) aircraft which have taken off cleared via Barkway and which have attained an altitude of 3000 FT (Stansted QNH) may be directed by air traffic controllers onto a different heading and commanders complying with any such direction will not by reason of so complying be deemed to have departed from the Noise Preferential Routeing.

# EGSS AD 2.22 FLIGHT PROCEDURES

## 1 PROCEDURES FOR INBOUND AIRCRAFT UNDER IFR

a) Inbound via the ATS Route Network

i. The Standard Arrival Routes (STAR) for aircraft inbound to London Stansted are shown at AD 2-EGSS-7-STAR Charts.
ii. The Terminal Holding facilities at LOREL and at ABBOT are shared with arrivals to both London Stansted and Cambridge airports. Additionally, the ABBOT holding facility will continue to be used for RNAV-5 arrivals into London Luton.
iii. Aircraft may be vectored off the routes for separation purposes. When separation has been achieved ATC will give an approximate track to resume the STAR via the appropriate VOR radial or fix.

b) Inbound other than via the ATS Route Network

i. Aircraft wishing to enter the London Stansted CTR/CTA direct from the London Flight Information Region are required to obtain ATC clearance at least 10 minutes before reaching the CTR or CTA boundary, when they will be advised of the route to be followed consistent with the current traffic situation.
ii. Except where required by the Instrument Approach Procedures, inbound aircraft to London Stansted, whether in VMC or IMC, should comply with the Noise Abatement procedures for arriving aircraft as detailed in Section AD 2.21.

c) Approach Procedures - with Radar Control

i. When inbound traffic is being sequenced by Radar, the Approach procedure will be flown under directions from the appropriate Radar Controller, and will consist of that part of the approach between the holding pattern and the Final Approach Track.
ii. Once the aircraft is under Approach Radar Control changes of heading or Flight Level/Altitude will be made only on instructions from the Radar Controller, except in the case of radio communications failure in the aircraft or at the Radar Unit
iii. Headings and Flight Levels/Altitudes to leave the holding facility will be passed by ATC. When holding is not necessary, radar vectors may be given prior to the aircraft reaching the holding pattern and descent clearance will include an estimate of track distance to touchdown.
iv. Procedures specific to Runway 22 arrivals via LOREL and ABBOT STARs.
Further distance information will be given between initial descent clearance and intercept heading to the ILS. On receipt of descent clearance the pilot will descend at the rate he judges will be best suited to the achievement of continuous descent, the object being to join the glidepath at the appropriate height for the distance without recourse to level flight.
v. Pilots should typically expect the following speed restrictions to be enforced: 220 KT from the holding facility during the intermediate approach phase; thereafter, and until established on final approach, the highest possible speed within the band 160-180 KT; when established on the ILS and thereafter until 4DME, 165 KT with a tolerance of +/- 5 KT.

These speeds are applied for ATC separation and runway capacity purposes and are mandatory. In the event of a new (non-speed related) ATC clearance being issued (eg an instruction to descend on ILS), pilots are not absolved from a requirement to maintain

a previously allocated speed. All speed restrictions are to be flown as accurately as possible. Aircraft unable to conform to these speeds should inform ATC and state what speeds will be used. In the interests of accurate spacing, pilots are requested to comply with speed adjustments as promptly as feasible within their own operational constraints, advising ATC if circumstances necessitate a change of speed for aircraft performance reasons.

vi. The spacing provided between aircraft will be designed to achieve the maximum runway utilisation within the parameters of safe separation minima (including vortex effect) and runway occupancy. It is important to the validity of the separation provided that runway occupancy time is kept to a minimum consistent with the prevailing conditions.

vii. In the event of radar failure, new instructions will be issued to each aircraft under radar control and the procedures as defined for Approach without radar control, will be put into effect.

viii. In the event of radio communications failure at the Radar Unit, pilots should contact Aerodrome Control for further instructions.

d) Approach Procedures without Radar Control

When inbound traffic is not being sequenced by Radar, aircraft will be cleared from the Holding Fix to carry out the appropriate Instrument Approach procedure detailed at AD 2-EGSS-7-Initial Approach Procedures Charts.

e) RNP Z IAPs and RNP Y IAPs during Reduced Distance Operations:
See AD 2.20 Section 6 (i) for further information.

## 2 PROCEDURES FOR OUTBOUND AIRCRAFT

a) Standard Instrument Departure Procedures are detailed at AD 2-EGSS-6-1 to AD 2-EGSS-6-9.
b) Departure Speed Restriction: In order to optimise the departure flow and assist in the separation between successive departing aircraft a speed limit of 250 KT IAS below FL 100 is applicable until removed by ATC. ATC may remove the speed restriction by using the phrase 'No ATC Speed Restriction'. Pilots are reminded that this phrase does not relieve the pilot of the responsibility to adhere to the ground track of the Noise Preferential Route, which may require a speed/power limitation.
c) If for any reason pilots are unable to comply with the 250 KT IAS speed restriction the pilot should immediately advise ATC and state the minimum speed acceptable. If a pilot anticipates before departure that they will be unable to comply with the speed restriction, they should inform ATC when requesting start-up clearance, stating the minimum speed acceptable. In this case the pilot will be informed before take-off of any higher speed limitation.
d) Flights via the ATS Route Network to Luton are to file a BKY SID as far as BKY and route BKY-BUSTA-EGGW.
e) The RNP1 SIDs, CLN1E and DET1D, can only be requested by an operator that has been approved by their State of Registry for RNP1 operations available only to aircraft which are GNSS equipped and approved in accordance with the requirements of JAA TGL-10 or equivalent.

## 3 RADIO COMMUNICATIONS FAILURE PROCEDURES

In the event of complete radio communication failure in an aircraft, the pilot is to adopt the appropriate procedures notified in ENR 1.1.3, with the exceptions described below:

a) Aircraft inbound to London Stansted or Cambridge via LOREL † or ABBOT ‡

i. When complete communication failure occurs in the aircraft before ETA, or before EAT, when this has been received and acknowledged the aircraft will:

1. continue to the appropriate holding point LOREL † or ABBOT ‡ as detailed at AD 2-EGSS-7-1 to 7-15;
2. hold until the last acknowledged ETA plus 10 minutes, or EAT when this has been given;
3. then commence descent for landing in accordance with the approach procedure for the runway in use and effect a landing within 30 minutes (or later if able to continue visually).

ii. If complete radio failure occurs after an aircraft has reported to ATC on reaching the holding point the aircraft will:

1. Maintain the last assigned level at LOREL † or ABBOT ‡ until:

aa ATA over the holding point plus 10 minutes or 10 minutes after the last acknowledged communication with ATC whichever is the later; or

bb EAT when this has been received and acknowledged.

2. then commence descent for landing in accordance with the approach procedure for the runway in use and effect a landing within 30 minutes (or later if able to continue visually).

iii. Radio failure during a Radar Directed Initial Approach to London Stansted

If complete radio failure occurs after clearance to descend to an altitude has been given during a radar directed initial approach, the following procedure should be adopted:

1. continue visually or by means of an appropriate final approach aid;
2. if not possible, maintain 3000 FT ALT or last assigned altitude if higher and proceed to BKY VOR, then;
3. hold at BKY VOR for 5 minutes (Holding axis 270° MAG inbound track (BKY RDL 090°), turning left at the facility, Max IAS 220 KT), then;
4. descend in the holding pattern if necessary to 3000 FT ALT, then;

5. leave BKY VOR on RDL 197 (Runway 04) or RDL 070 (Runway 22) to join the Initial Approach Procedure detailed at AD 2-EGSS-7-Initial Approach Procedures Charts;
6. in the event of a missed approach, follow the Missed Approach Procedure to BKY VOR and adopt the basic radio failure procedure detailed at ENR 1.1.3

iv. The route and level to be used when leaving Controlled Airspace in accordance with the procedures given at ENR 1.1.3 is as follows:

| Position at time of decision | Route |
|---|---|
| ABBOT | Turn right onto track 360°M at last assigned level. |
| LOREL | Turn left onto BPK VOR RDL 030° at last assigned level. |
| BKY VOR | BKY VOR RDL 360° at 3000 FT ALT. |

b) Outbound Aircraft

i. All outbound traffic except those operating on NUGBO 1R/1S: Comply with the route and altitude limitations detailed in the allocated Standard Instrument Departure Procedures listed at AD 2-EGSS-6 or ATC clearance and commence climb to flight planned level after the last position at which an altitude is specified.
ii. Outbound traffic operating on NUGBO 1R/1S: If a clearance to climb or re-routing instructions have not been given, comply with the route and altitude limitations detailed in the allocated Standard Instrument Departure Procedures listed at AD 2-EGSS-6-1/6-2, then route via M183 to SILVA; at SILVA, commence climb to flight planned level.

## 4 SPECIAL VFR FLIGHT

a) Clearance may be requested for Special VFR flight within the London Stansted CTR and will be given whenever the traffic situation permits. Special VFR flights are subject to the general conditions laid down at ENR 1.4

***Note:*** *Pilots holding a Private Pilot's Licence (Aeroplanes) are reminded of the flight visibility requirements for Special VFR flight laid down in Schedule 7 of the Air Navigation Order 2009 and the related notification at ENR 1-4, para 2.4.*

b) Aircraft may be subject to radar vectoring whilst within the CTR if, due to the traffic situation, ATC considers it necessary. Pilots are reminded that they must at all times when operating on a Special VFR Clearance, remain clear of cloud and in sight of the surface and in flight conditions which will enable them to determine their flight path and remain clear of obstacles. Pilots **must** inform the radar controller if compliance with these requirements entails a change of heading or level.
c) Pilots are reminded that a Special VFR clearance applies only to flight within the CTR and does not extend to flight within the surrounding airspace of the London TMA or London Luton airspace.
d) In order to reduce conflict with IFR flights, Special VFR arriving and departing flights will normally be cleared not above 1500 FT ALT via the following routes.

i. Audley End Railway Station VRP via M11 Motorway;
ii. Canfield A120/B1256 INTERCHANGE VRP;
iii. Puckeridge A10/A120 INTERCHANGE VRP via north side of A120 trunk road, **avoiding Bishop's Stortford;**
iv. Nuthampsted AD VRP.

## 5 VFR FLIGHTS

a) VFR flights inbound to London Stansted or transitting the Stansted CTR/CTA should contact Stansted Radar at least five minutes prior to the CTR/CTA boundary and must not enter the CTR/CTA unless clearance has been given.
b) VFR flights will be given routeing instructions and/or altitude restrictions in order to integrate VFR flights with other traffic. Clearance may be subject to delay or re-routeing. Pilots should anticipate clearance with reference to the Stansted VRPs.
c) In order to reduce conflict with IFR flights, VFR arriving and departing flights will normally be cleared not above 2000 FT ALT via the routes detailed in paragraph 4 d.
d) Pilots are reminded of the Stansted Transponder Mandatory Zones and of the close proximity of busy minor aerodromes.

## 6 VISUAL REFERENCE POINTS (VRP)

a) VRPs have been established to facilitate the routes detailed in paragraphs 4d and 5b and to enable pilots of transit flights to plan alternative routes around the CTR/CTA when traffic conditions require.
b) Details of VRPs are available in the consolidated 'Visual Reference Points List' published on the 'Digital Dataset' page of the NATS AIS website, www.nats.aero/ais.

## 7 HELICOPTERS

a) Helicopters inbound to or overflying London Stansted Airport may be required to hold at the following additional VRPs within the aerodrome boundary for integration with arriving and departing flights:

- **From the north:**

  North end of Hangar 12 VRP †.
- **From the south:**

  Diamond Hangar (Hangar 8) VRP.

- **From/to the west:**

  Helicopters arriving/departing via the Puckeridge A10/A120 INTERCHANGE VRP are to route to Hazelend Wood VRP avoiding overflying the built-up areas, of Birchanger, Stansted Mountfitchet and Bishop's Stortford.

  † See AD 2.20, Section 5 and AD 2-EGSS-4-1.

b) Helicopters positioning from the VRPs to the runway shall maintain at least 500 FT AGL until aligned with the let down point.

## 8 TRANSPONDER MANDATORY ZONE ACCESS

a) Suitably equipped aircraft may access a Stansted TMZ without ATC approval although such traffic is strongly recommended to afford itself of either a UK Flight Information Service or make use of an appropriate Monitoring Code (see ENR 1.6, para 2.2.5) if available.
b) The pilot of an aircraft that wishes to operate in a Stansted TMZ without serviceable transponder equipment as defined in GEN 1.5 para 5.3 may be granted access to the TMZ subject to specific ATC approval. This approval may be obtained from Farnborough Radar on frequency 132.800 during their hours of operation 0800-2000 (0700-1900) or from Stansted Radar on frequency 120.625, at other times.

## 9 FIXED WING, GLIDING, HANG-GLIDING, PARAGLIDING AND MICROLIGHT ACTIVITY - STANSTED CTR/CTA

a) Microlight and fixed wing activity takes place during daylight hours at Audley End. The Audley End Operating Area is delineated by reference to the eastern and southern boundaries of an easily identified forest area defined as the airspace from the surface to 1500 FT AMSL including that portion of the Stansted CTR contained within the following positions:
520009N 0001341E (CTR boundary) then clockwise to 515937N 0001351E - 515926N 0001347E - 515920N 0001329E - 515919N 0001225E (CTR boundary).
b) Intense gliding activity within the Andrewsfield ATZ, a circle, 2 NM radius centred at 515342N 0002657E. Refer to AD 2 EGSL for more details.
c) Microlight activity takes place during daylight hours at Hunsdon Aerodrome and part of the Stansted CTR up to altitude 1000 FT within the area defined by straight lines joining successively the following points:
514927N 0000226E - 515001N 0000415E - 514929N 0000537E - 514705N 0000357E - 514706N 0000157E - 514654N 0000123E - 514824N 0000051W - 514905N 0000030W - 514917N 0000127W - 515041N 0000039W - 514927N 0000226E.

## 10 FREQUENCY MONITORING CODE (FMC)

a) Due to the high number of controlled airspace infringements, pilots operating in the vicinity of, but intending to remain outside Stansted controlled airspace within the area defined by straight lines joining successively the following points and maintaining a listening watch only on Stansted Radar frequency, 120.625 MHz, are expected to select SSR code 7013.

  514111N 0001345W - 514459N 0000624W -
  520311N 0000141W - 521109N 0000102W -
  521104N 0003242E - 520226N 0004040E -
  515246N 0004658E - 513630N 0001545E -
  514111N 0001345W.

b) Selection of 7013 does not imply the receipt of an ATC service. Aircraft displaying the code are not expected to contact ATC under normal circumstances, remain responsible for their own navigation, separation, terrain clearance and are expected to remain clear of the Stansted controlled airspace at all times.
c) Whilst squawking 7013, pilots should be aware that Stansted Radar may make blind transmissions in order to ascertain a particular aircraft's intentions/route.
d) Pilots operating at adjacent aerodromes such as Cambridge, Duxford, Andrewsfield and Stapleford are to select the most appropriate frequency to their location and Rules of the Air.
e) When a pilot ceases to maintain a listening watch, code 7013 shall be deselected.

# EGSS AD 2.23 ADDITIONAL INFORMATION

a) Mode S Barometric Pressure Setting Data

London Terminal Control has the ability to downlink Mode S Barometric Pressure Setting (BPS) data. Therefore, if the downlinked pressure data is at variance with the BPS expected by Air Traffic Control, pilots can expect additional challenge. When Air Traffic Control pass a reminder of the appropriate BPS, it is anticipated that the aircrew will cross check the altimeter settings and confirm set.

# EGSS AD 2.24 CHARTS RELATED TO AN AERODROME

AERODROME CHART - ICAO
AD 2.EGSS-2-1
AIRCRAFT PARKING/DOCKING CHART - ICAO
AD 2.EGSS-2-2

A380 GROUND MOVEMENT CHART - ICAO
AD 2.EGSS-2-3
AIRCRAFT DE-ICING PADS - ICAO
AD 2.EGSS-2-4
NOISE PREFERENTIAL ROUTEINGS
AD 2.EGSS-3-1
CONTROL ZONE and CONTROL AREA CHART - ENTRY/EXIT LANES and VRPS - TRANSPONDER MANDATORY ZONES
AD 2.EGSS-4-1
HELICOPTER VFR ARRIVAL/DEPARTURE ROUTES
AD 2.EGSS-4-3
ATC SURVEILLANCE MINIMUM ALTITUDE CHART - ICAO
AD 2.EGSS-5-1
STANDARD DEPARTURE CHART - INSTRUMENT (SID) UTAVA/NUGBO/BKY RWY 22 - ICAO
AD 2.EGSS-6-1
STANDARD DEPARTURE CHART - INSTRUMENT (SID) UTAVA/NUGBO/BKY RWY 04 - ICAO
AD 2.EGSS-6-2
STANDARD DEPARTURE CHART - INSTRUMENT (SID) CLACTON - ICAO
AD 2.EGSS-6-3
STANDARD DEPARTURE CHART - INSTRUMENT (SID) DETLING - ICAO
AD 2.EGSS-6-4
STANDARD DEPARTURE CHART - INSTRUMENT (SID) LAMBOURNE 4R 3S - ICAO
AD 2.EGSS-6-5
RNP1 STANDARD DEPARTURE CHART - INSTRUMENT (SID) RWY 22 CLN 2E - ICAO
AD 2.EGSS-6-6
RNP1 STANDARD DEPARTURE CHART - INSTRUMENT (SID) RWY 04 DET 2D - ICAO
AD 2.EGSS-6-7
STANDARD INSTRUMENT DEPARTURE CODING TABLES - RWY 22 CLN 2E
AD 2.EGSS-6-8
STANDARD INSTRUMENT DEPARTURE CODING TABLES - RWY 04 DET 2D
AD 2.EGSS-6-9
RNAV1 (DME/DME or GNSS) STANDARD ARRIVAL CHART - INSTRUMENT (STAR) TELTU 1L - ICAO
AD 2.EGSS-7-1
RNAV5 (DME/DME or GNSS) STANDARD ARRIVAL CHART - INSTRUMENT (STAR) LISTO 1L - ICAO
AD 2.EGSS-7-2
RNAV5 (DME/DME or GNSS) STANDARD ARRIVAL CHART - INSTRUMENT (STAR) BKY 1X BPK 1X - ICAO
AD 2.EGSS-7-3
RNAV5 (DME/DME or GNSS) STANDARD ARRIVAL CHART - INSTRUMENT (STAR) BANVA 1L ABBOT 1Z - ICAO
AD 2.EGSS-7-4
RNAV5 (DME/DME or GNSS) STANDARD ARRIVAL CHART - INSTRUMENT (STAR) FINMA 1L SILVA 1L - ICAO
AD 2.EGSS-7-5
RNAV5 (DME/DME or GNSS) STANDARD ARRIVAL CHART - INSTRUMENT (STAR) AVANT 1L - ICAO
AD 2.EGSS-7-6
RNAV1 (DME/DME or GNSS) STANDARD ARRIVAL CHART - INSTRUMENT (STAR) SIRIC 1L - ICAO
AD 2.EGSS-7-7
RNAV5 (DME/DME or GNSS) STANDARD ARRIVAL CHART - INSTRUMENT (STAR) LOGAN 2A DET 2A - ICAO
AD 2.EGSS-7-8
RNAV5 (DME/DME or GNSS) STANDARD ARRIVAL CHART - INSTRUMENT (STAR) MEGEL 1A RINIS 1A TOSVA 1A XAMAN 1A - ICAO
AD 2.EGSS-7-9
STANDARD INSTRUMENT ARRIVAL CODING TABLES TELTU 1L LISTO 1L BKY 1X BPK 1X
AD 2.EGSS-7-10
STANDARD INSTRUMENT ARRIVAL CODING TABLES BANVA 1L ABBOT 1Z FINMA 1L
AD 2.EGSS-7-11
STANDARD INSTRUMENT ARRIVAL CODING TABLES SILVA 1L AVANT 1L SIRIC 1L
AD 2.EGSS-7-12
STANDARD INSTRUMENT ARRIVAL CODING TABLES LOGAN 2A DET 2A MEGEL 1A RINIS 1A
AD 2.EGSS-7-13
STANDARD INSTRUMENT ARRIVAL CODING TABLES TOSVA 1A XAMAN 1A
AD 2.EGSS-7-14
RNAV HOLD CODING TABLES ABBOT ADLOG BOMBO HON LAPRA LOGAN LOREL
AD 2.EGSS-7-15
RNAV HOLD CODING TABLES UNDUG VATON
AD 2.EGSS-7-16

INITIAL APPROACH PROCEDURES ILS RWY 04 Without Radar Control
AD 2.EGSS-7-17
INITIAL APPROACH PROCEDURES ILS RWY 22 Without Radar Control
AD 2.EGSS-7-18
INSTRUMENT APPROACH CHART ILS/DME RWY 04 - ICAO
AD 2.EGSS-8-1
INSTRUMENT APPROACH CHART LOC/DME RWY 04 - ICAO
AD 2.EGSS-8-2
INSTRUMENT APPROACH CHART RNP Z RWY 04 - ICAO
AD 2.EGSS-8-3
INSTRUMENT APPROACH CHART RNP Y RWY 04C - ICAO
AD 2.EGSS-8-4
INSTRUMENT APPROACH CHART ILS/DME RWY 22 - ICAO
AD 2.EGSS-8-5
INSTRUMENT APPROACH CHART LOC/DME RWY 22 - ICAO
AD 2.EGSS-8-6
INSTRUMENT APPROACH CHART RNP Z RWY 22 - ICAO
AD 2.EGSS-8-7
INSTRUMENT APPROACH CHART RNP Y RWY 22C - ICAO
AD 2.EGSS-8-8
INSTRUMENT APPROACH PROCEDURE CODING TABLES - RNP Z RWY 04, RNP Y RWY 04C
AD 2.EGSS-8-9
INSTRUMENT APPROACH PROCEDURE CODING TABLES - RNP Z RWY 22, RNP Y RWY 22C
AD 2.EGSS-8-10

## EGSS AD 2.25 VISUAL SEGMENT SURFACE (VSS) PENETRATION

Not applicable

**INTENTIONALLY BLANK**

# AERODROME CHART - ICAO

ARP 515306N 0001406E

AD ELEV 348FT

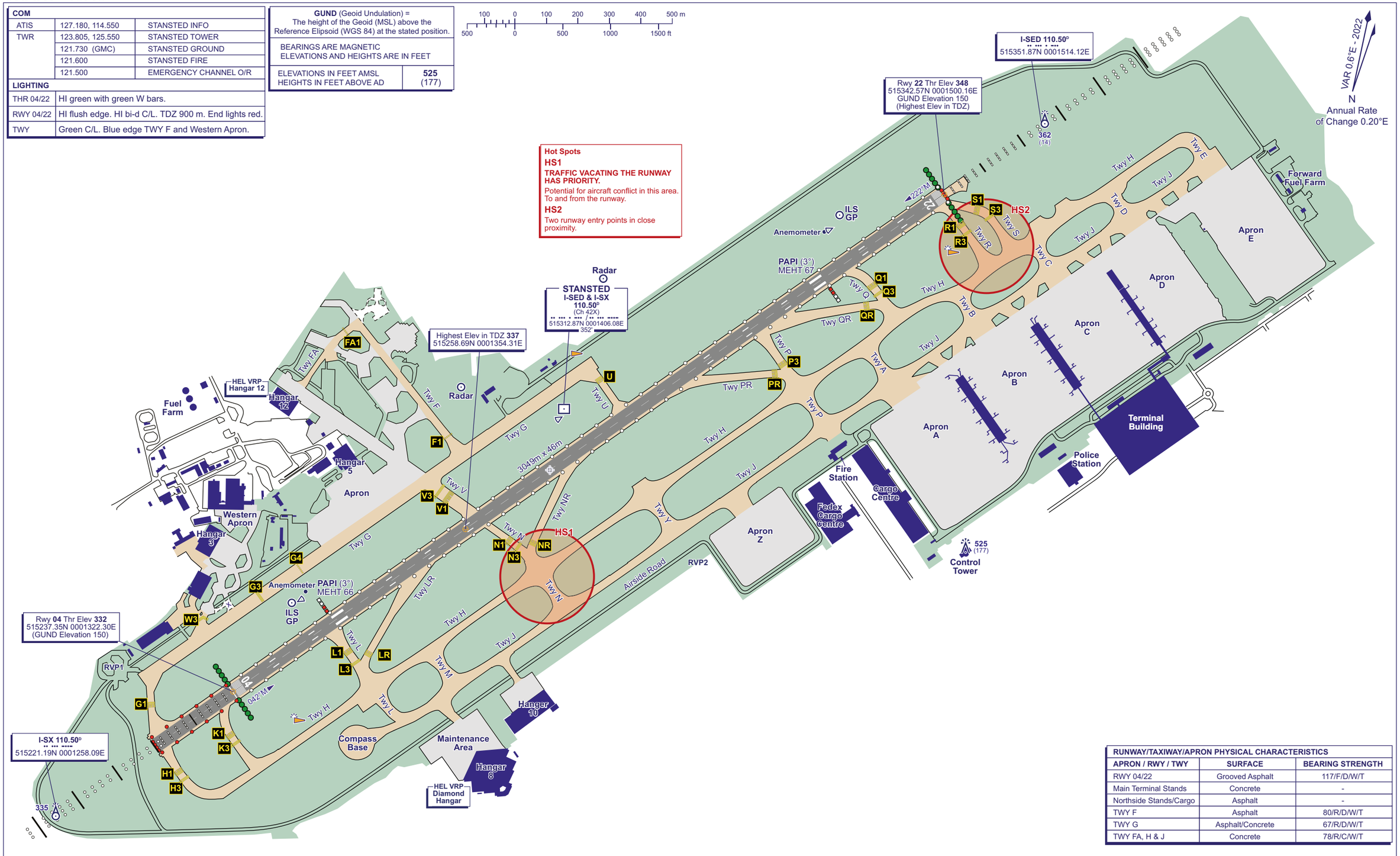
# LONDON STANSTED
EGSS

| COM | | |
|---|---|---|
| ATIS | 127.180, 114.550 | STANSTED INFO |
| TWR | 123.805, 125.550 | STANSTED TOWER |
| | 121.730 (GMC) | STANSTED GROUND |
| | 121.600 | STANSTED FIRE |
| | 121.500 | EMERGENCY CHANNEL O/R |
| **LIGHTING** | | |
| THR 04/22 | HI green with green W bars. | |
| RWY 04/22 | HI flush edge. HI bi-d C/L. TDZ 900 m. End lights red. | |
| TWY | Green C/L. Blue edge TWY F and Western Apron. | |

**GUND** (Geoid Undulation) = The height of the Geoid (MSL) above the Reference Elipsoid (WGS 84) at the stated position.

BEARINGS ARE MAGNETIC
ELEVATIONS AND HEIGHTS ARE IN FEET

| | |
|---|---|
| ELEVATIONS IN FEET AMSL<br>HEIGHTS IN FEET ABOVE AD | **525**<br>(177) |




| RUNWAY/TAXIWAY/APRON PHYSICAL CHARACTERISTICS | | |
|---|---|---|
| APRON / RWY / TWY | SURFACE | BEARING STRENGTH |
| RWY 04/22 | Grooved Asphalt | 117/F/D/W/T |
| Main Terminal Stands | Concrete | - |
| Northside Stands/Cargo | Asphalt | - |
| TWY F | Asphalt | 80/R/D/W/T |
| TWY G | Asphalt/Concrete | 67/R/D/W/T |
| TWY FA, H & J | Concrete | 78/R/C/W/T |

**CHANGE (10/24):** APPROACH LIGHT EDITORIAL. IRVR THR 04 MOVED.

AERO INFO DATE 16 JUL 24

AD 2-EGSS-2-1

# AIRCRAFT PARKING/DOCKING CHART - ICAO

**ARP 515306N 0001406E**

**AD ELEV 348FT**

# LONDON STANSTED
**EGSS**

| STAND | COORDINATE | STAND | COORDINATE | STAND | COORDINATE | STAND | COORDINATE |
|---|---|---|---|---|---|---|---|
| | **Apron A** | A11 | 515318.08N 0001517.35E | B22 | 515322.37N 0001515.92E | B33 | 515329.12N 0001521.14E |
| A1L | 515310.28N 0001510.99E | A11R | 515317.03N 0001518.13E | B22R | 515322.73N 0001516.07E | B33L | 515328.94N 0001519.61E |
| A1 | 515310.43N 0001509.47E | A12L | 515319.30N 0001512.71E | B23L | 515323.91N 0001514.70E | B34R | 515330.07N 0001518.47E |
| A1R | 515311.00N 0001509.25E | A12 | 515319.69N 0001514.38E | B23 | 515323.82N 0001513.04E | B34 | 515330.79N 0001518.23E |
| A2 | 515312.03N 0001507.22E | A12R | 515318.73N 0001514.79E | B23R | 515324.56N 0001512.74E | B34L | 515330.87N 0001516.74E |
| A3 | 515313.83N 0001504.84E | A13L | 515321.12N 0001509.54E | B24L | 515325.61N 0001511.35E | | **Apron C** |
| A4 | 515313.91N 0001504.20E | A13 | 515321.55N 0001511.22E | B24 | 515325.42N 0001510.14E | C40 | 515326.84N 0001531.10E |
| A5 | 515314.78N 0001502.73E | A13R | 515320.63N 0001511.74E | B24R | 515326.36N 0001510.16E | C41 | 515327.91N 0001529.60E |
| A6 | 515315.44N 0001501.32E | A14 | 515322.42N 0001508.49E | J25L | 515325.65N 0001508.91E | C42L | 515328.95N 0001527.98E |
| A7 | 515315.63N 0001501.21E | A15L | 515324.18N 0001505.11E | J25R | 515325.09N 0001507.83E | C42 | 515328.90N 0001526.24E |
| A8 | 515316.02N 0001501.03E | A15 | 515323.49N 0001507.06E | B30 | 515324.60N 0001527.56E | C42R | 515329.51N 0001526.05E |
| A9L | 515317.39N 0001459.46E | A15R | 515323.24N 0001506.74E | B31 | 515325.46N 0001525.85E | C43L | 515330.59N 0001524.77E |
| A9 | 515317.40N 0001457.91E | | **Apron B** | B32R | 515326.50N 0001524.46E | C43 | 515330.45N 0001523.15E |
| A9R | 515318.07N 0001457.35E | B20 | 515320.14N 0001521.15E | B32 | 515327.48N 0001524.10E | C43R | 515331.31N 0001522.91E |
| A10 | 515316.07N 0001519.70E | B21 | 515321.01N 0001519.43E | B32L | 515327.29N 0001522.72E | C44L | 515332.34N 0001521.50E |
| A11L | 515317.93N 0001516.54E | B22L | 515321.81N 0001517.63E | B33R | 515328.36N 0001521.34E | C44 | 515332.16N 0001520.29E |

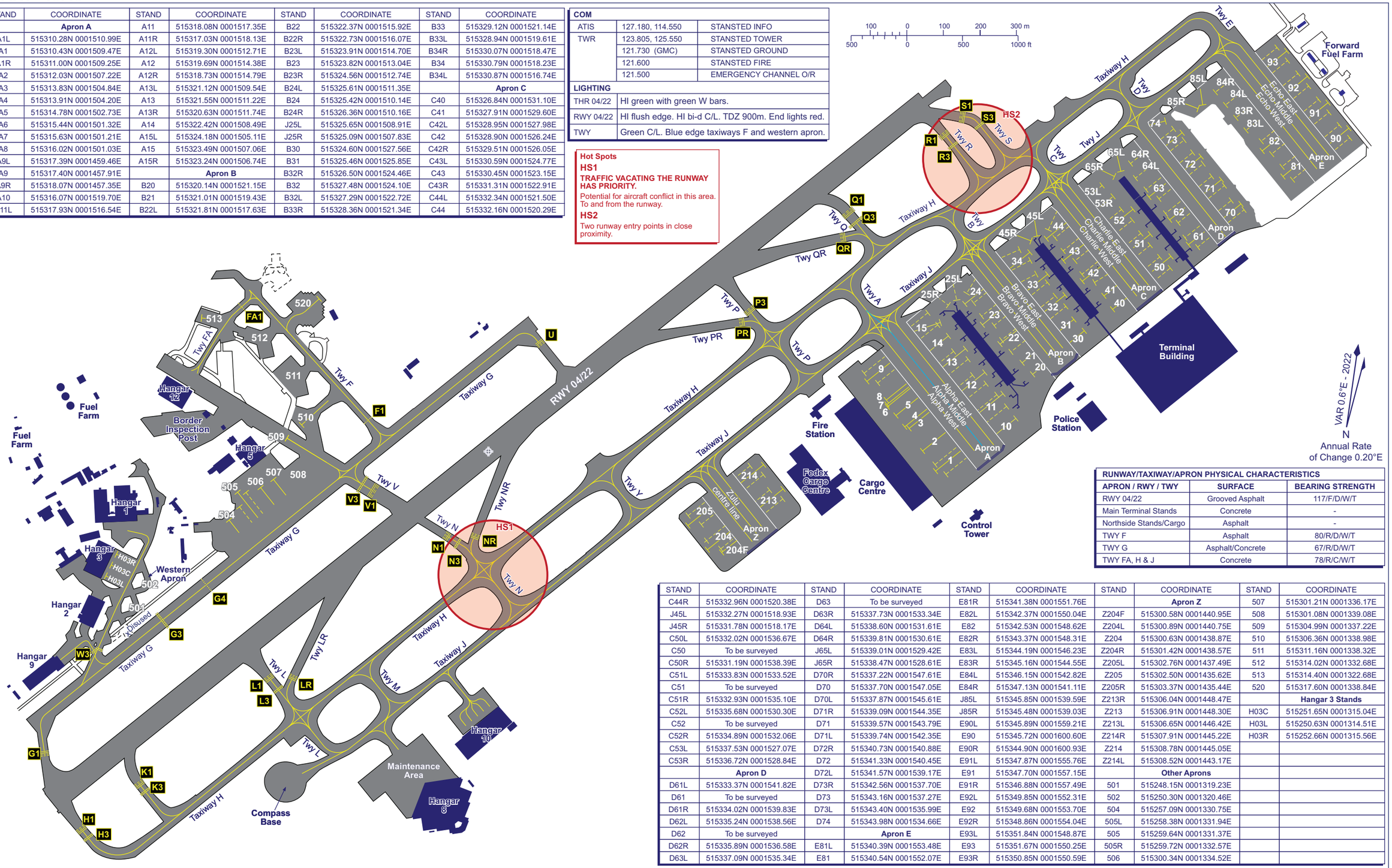
| COM | | |
|---|---|---|
| ATIS | 127.180, 114.550 | STANSTED INFO |
| TWR | 123.805, 125.550 | STANSTED TOWER |
| | 121.730 (GMC) | STANSTED GROUND |
| | 121.600 | STANSTED FIRE |
| | 121.500 | EMERGENCY CHANNEL O/R |

| LIGHTING | |
|---|---|
| THR 04/22 | HI green with green W bars. |
| RWY 04/22 | HI flush edge. HI bi-d C/L. TDZ 900m. End lights red. |
| TWY | Green C/L. Blue edge taxiways F and western apron. |

**Hot Spots**

**HS1**
**TRAFFIC VACATING THE RUNWAY HAS PRIORITY.**
Potential for aircraft conflict in this area. To and from the runway.

**HS2**
Two runway entry points in close proximity.




| RUNWAY/TAXIWAY/APRON PHYSICAL CHARACTERISTICS | | |
|---|---|---|
| **APRON / RWY / TWY** | **SURFACE** | **BEARING STRENGTH** |
| RWY 04/22 | Grooved Asphalt | 117/F/D/W/T |
| Main Terminal Stands | Concrete | - |
| Northside Stands/Cargo | Asphalt | - |
| TWY F | Asphalt | 80/R/D/W/T |
| TWY G | Asphalt/Concrete | 67/R/D/W/T |
| TWY FA, H & J | Concrete | 78/R/C/W/T |

| STAND | COORDINATE | STAND | COORDINATE | STAND | COORDINATE | STAND | COORDINATE | STAND | COORDINATE |
|---|---|---|---|---|---|---|---|---|---|
| C44R | 515332.96N 0001520.38E | D63 | To be surveyed | E81R | 515341.38N 0001551.76E | | **Apron Z** | 507 | 515301.21N 0001336.17E |
| J45L | 515332.27N 0001518.93E | D63R | 515337.73N 0001533.34E | E82L | 515342.37N 0001550.04E | Z204F | 515300.58N 0001440.95E | 508 | 515301.08N 0001339.08E |
| J45R | 515331.78N 0001518.17E | D64L | 515338.60N 0001531.61E | E82 | 515342.53N 0001548.62E | Z204L | 515300.89N 0001440.75E | 509 | 515304.99N 0001337.22E |
| C50L | 515332.02N 0001536.67E | D64R | 515339.81N 0001530.61E | E82R | 515343.37N 0001548.31E | Z204 | 515300.63N 0001438.87E | 510 | 515306.36N 0001338.98E |
| C50 | To be surveyed | J65L | 515339.01N 0001529.42E | E83L | 515344.19N 0001546.23E | Z204R | 515301.42N 0001438.57E | 511 | 515311.16N 0001338.32E |
| C50R | 515331.19N 0001538.39E | J65R | 515338.47N 0001528.61E | E83R | 515345.16N 0001544.55E | Z205L | 515302.76N 0001437.49E | 512 | 515314.02N 0001332.68E |
| C51L | 515333.83N 0001533.52E | D70R | 515337.22N 0001547.61E | E84L | 515346.15N 0001542.82E | Z205 | 515302.50N 0001435.62E | 513 | 515314.40N 0001322.68E |
| C51 | To be surveyed | D70 | 515337.70N 0001547.05E | E84R | 515347.13N 0001541.11E | Z205R | 515303.37N 0001435.44E | 520 | 515317.60N 0001338.84E |
| C51R | 515332.93N 0001535.10E | D70L | 515337.87N 0001545.61E | J85L | 515345.85N 0001539.59E | Z213R | 515306.04N 0001448.47E | | **Hangar 3 Stands** |
| C52L | 515335.68N 0001530.30E | D71R | 515339.09N 0001544.35E | J85R | 515345.48N 0001539.03E | Z213 | 515306.91N 0001448.30E | H03C | 515251.65N 0001315.04E |
| C52 | To be surveyed | D71 | 515339.57N 0001543.79E | E90L | 515345.89N 0001559.21E | Z213L | 515306.65N 0001446.42E | H03L | 515250.63N 0001314.51E |
| C52R | 515334.89N 0001532.06E | D71L | 515339.74N 0001542.35E | E90 | 515345.72N 0001600.60E | Z214R | 515307.91N 0001445.22E | H03R | 515252.66N 0001315.56E |
| C53L | 515337.53N 0001527.07E | D72R | 515340.73N 0001540.88E | E90R | 515344.90N 0001600.93E | Z214 | 515308.78N 0001445.05E | | |
| C53R | 515336.72N 0001528.84E | D72 | 515341.33N 0001540.45E | E91L | 515347.87N 0001555.76E | Z214L | 515308.52N 0001443.17E | | |
| | **Apron D** | D72L | 515341.57N 0001539.17E | E91 | 515347.70N 0001557.15E | | **Other Aprons** | | |
| D61L | 515333.37N 0001541.82E | D73R | 515342.56N 0001537.70E | E91R | 515346.88N 0001557.49E | 501 | 515248.15N 0001319.23E | | |
| D61 | To be surveyed | D73 | 515343.16N 0001537.27E | E92L | 515349.85N 0001552.31E | 502 | 515250.30N 0001320.46E | | |
| D61R | 515334.02N 0001539.83E | D73L | 515343.40N 0001535.99E | E92 | 515349.68N 0001553.70E | 504 | 515257.09N 0001330.75E | | |
| D62L | 515335.24N 0001538.56E | D74 | 515343.98N 0001534.66E | E92R | 515348.86N 0001554.04E | 505L | 515258.38N 0001331.94E | | |
| D62 | To be surveyed | | **Apron E** | E93L | 515351.84N 0001548.87E | 505 | 515259.64N 0001331.37E | | |
| D62R | 515335.89N 0001536.58E | E81L | 515340.39N 0001553.48E | E93 | 515351.67N 0001550.25E | 505R | 515259.72N 0001332.57E | | |
| D63L | 515337.09N 0001535.34E | E81 | 515340.54N 0001552.07E | E93R | 515350.85N 0001550.59E | 506 | 515300.34N 0001334.52E | | |

**CHANGE (8/24):** STANDS A13 & B33 COORDS. EDITORIAL.

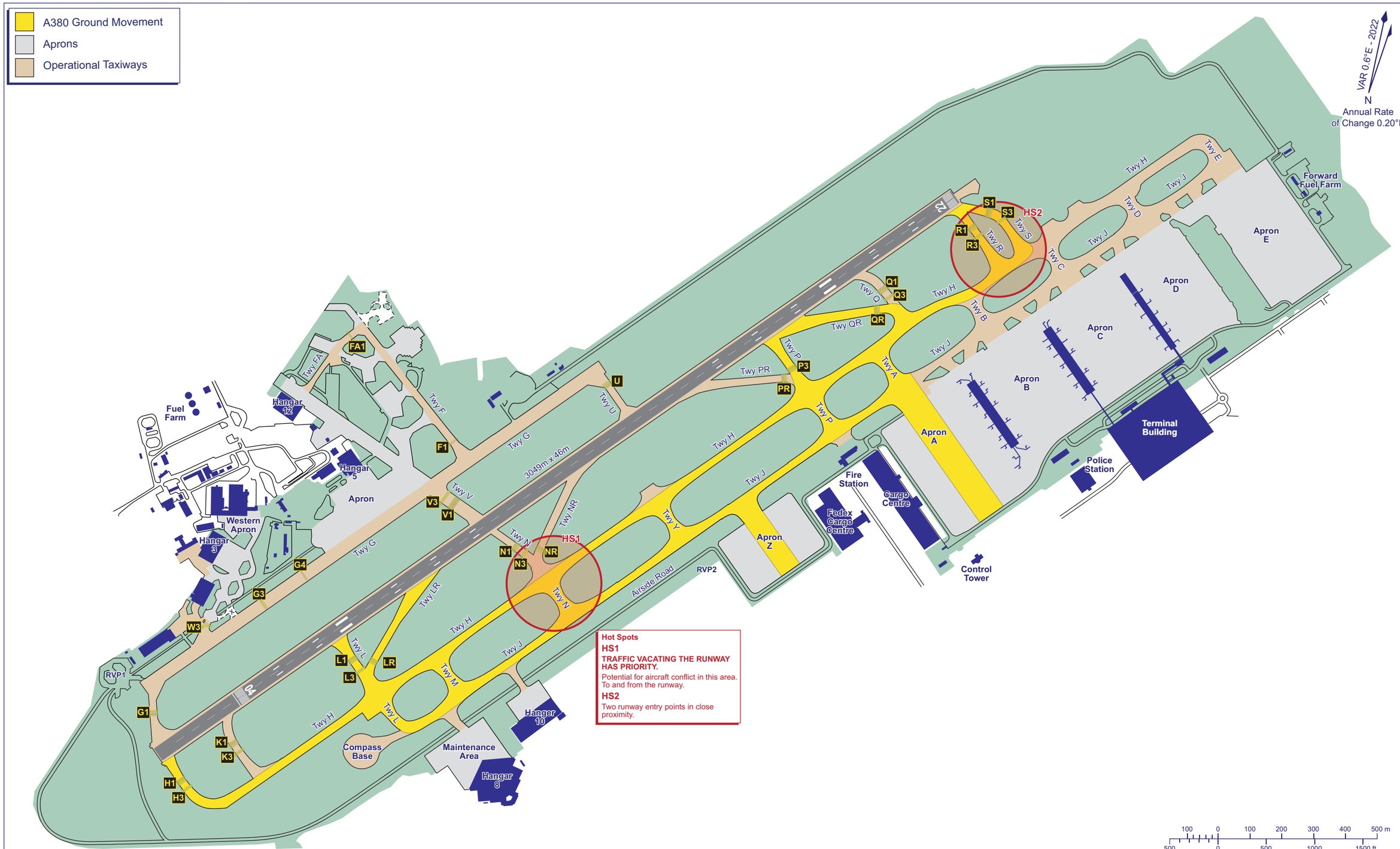
AERO INFO DATE 28 MAY 24

# AERODROME CHART
# A380 GROUND MOVEMENT - ICAO

ARP 515306N 0001406E

AD ELEV 348FT

# LONDON STANSTED
EGSS




**CHANGE (8/24):** AIMING POINT MARKINGS.

AERO INFO DATE 03 JUN 24

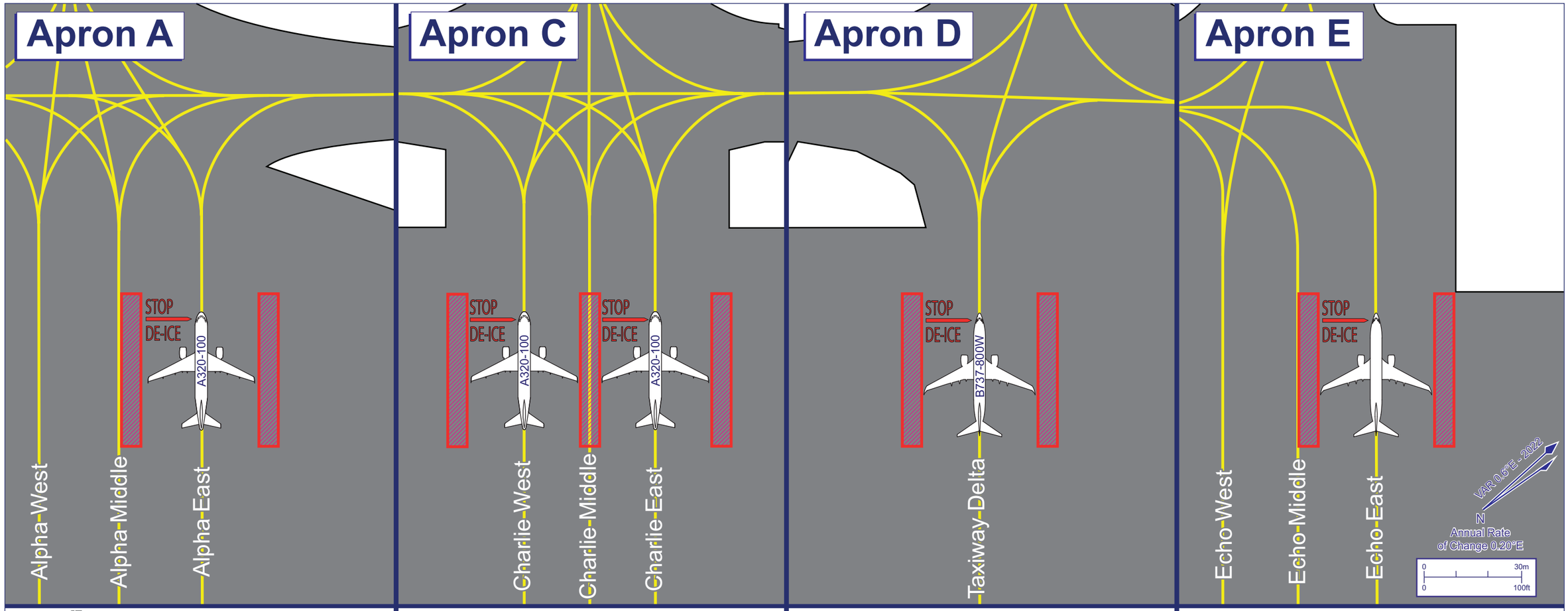
AD 2-EGSS-2-3

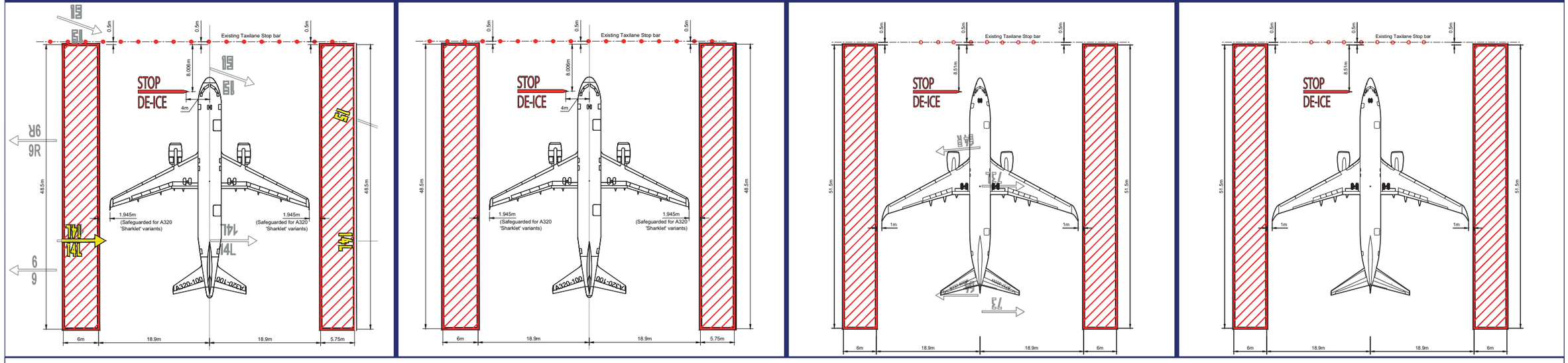
## AIRCRAFT DE-ICING PADS CHART - ICAO

ARP 515306N 0001406E

AD ELEV 348FT

## LONDON STANSTED
EGSS



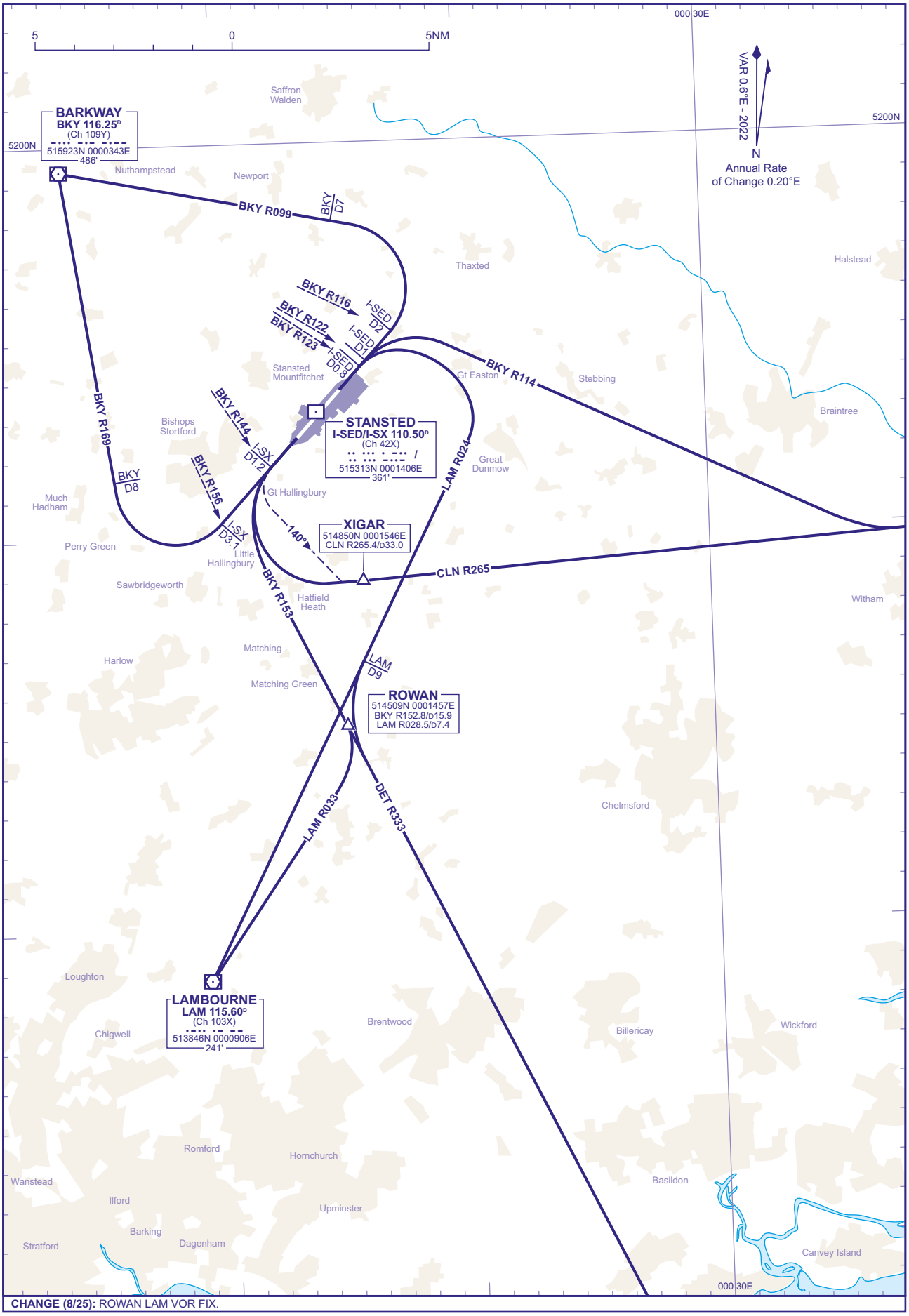




**CHANGE (14/20):** MAG VAR.

AERO INFO DATE 15 OCT 20

AD 2-EGSS-2-4

## NOISE PREFERENTIAL ROUTEINGS — LONDON STANSTED




**CHANGE (8/25):** ROWAN LAM VOR FIX.

AERO INFO DATE 13 MAY 25

AD 2-EGSS-3-1

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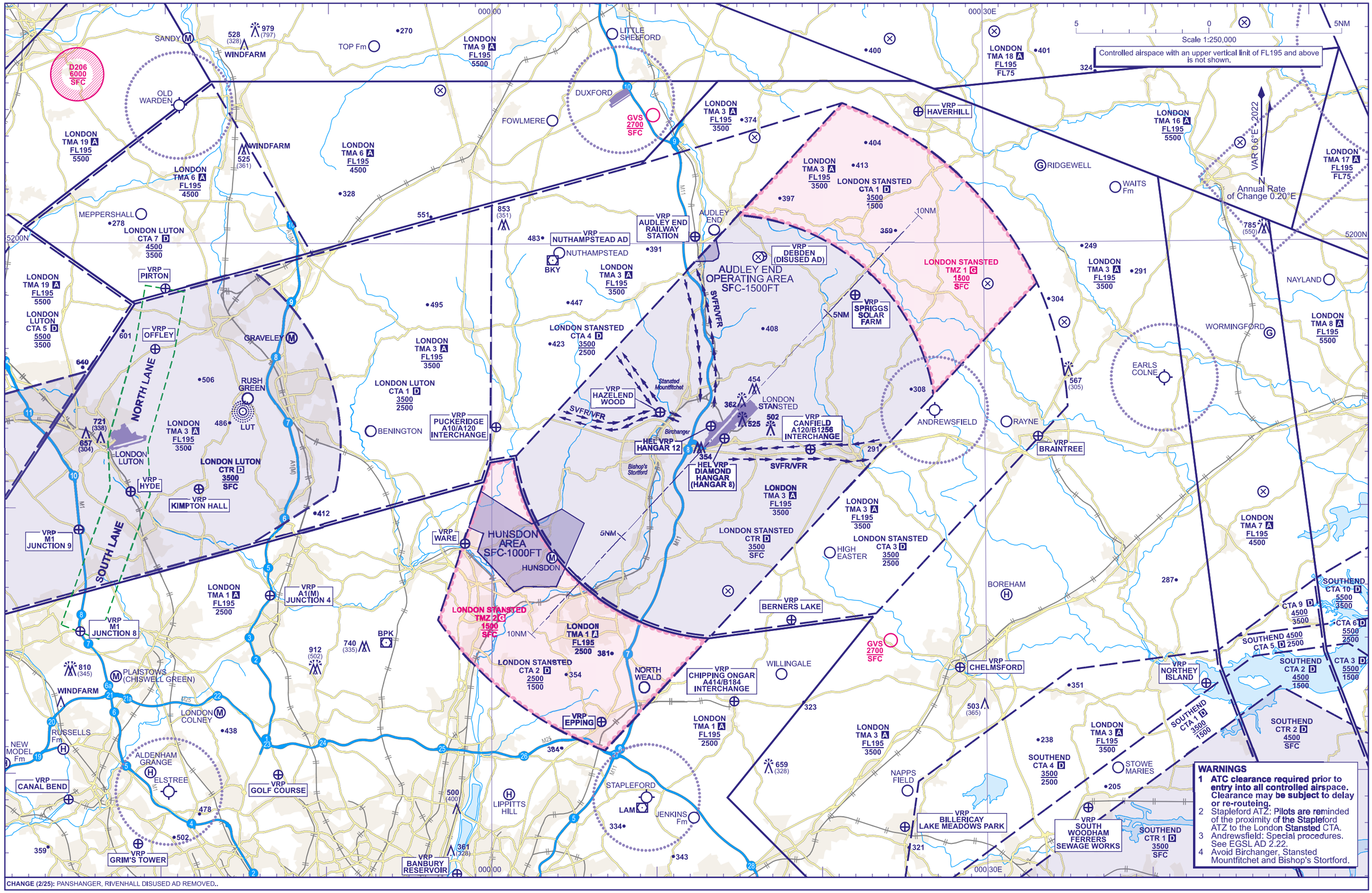
## CONTROL ZONE AND CONTROL AREA CHART - ENTRY/EXIT LANES AND VRPs - TRANSPONDER MANDATORY ZONES

## LONDON STANSTED




**CHANGE (2/25):** PANSHANGER, RIVENHALL DISUSED AD REMOVED..

AERO INFO DATE 02 DEC 24

AD 2-EGSS-4-1

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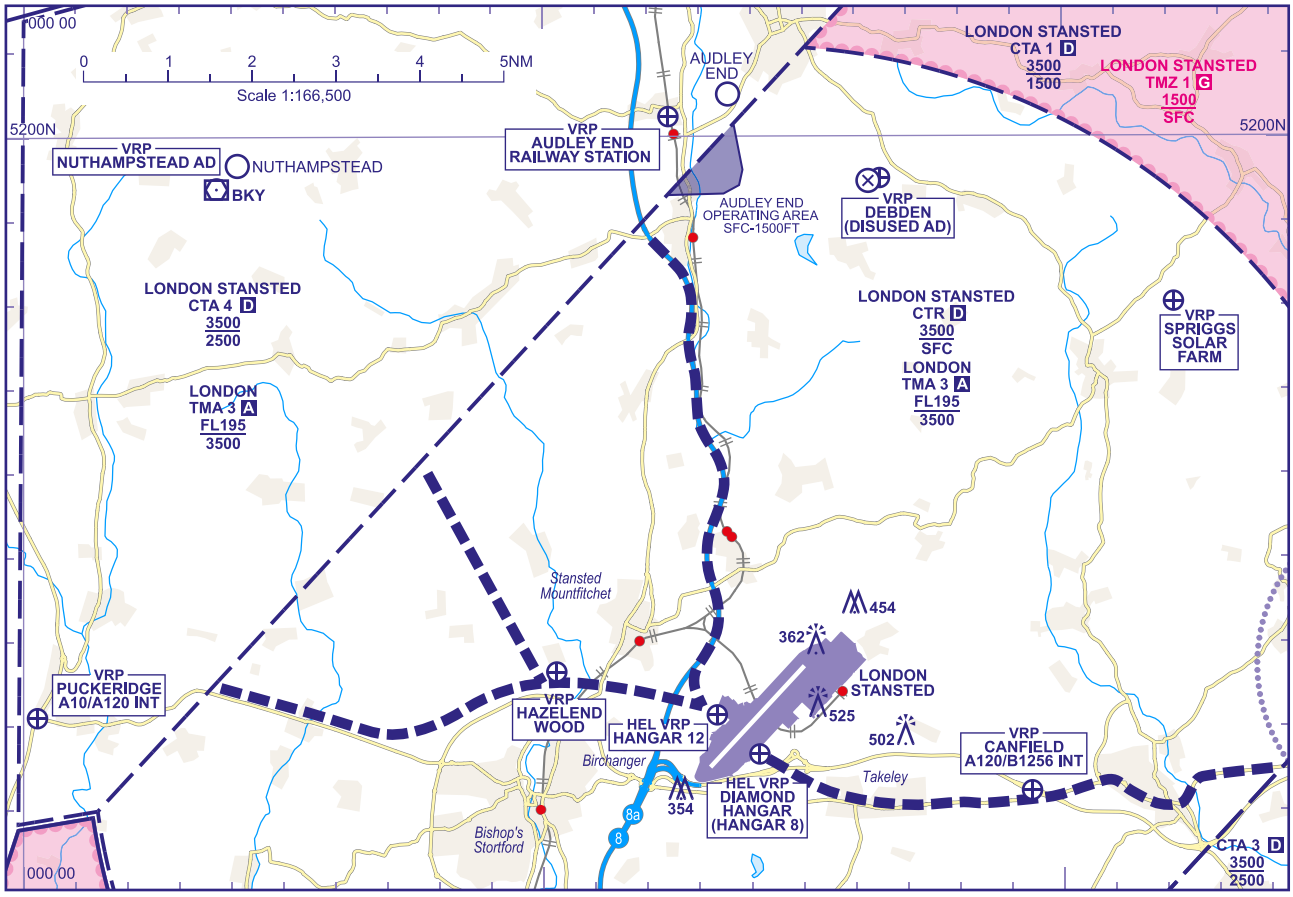
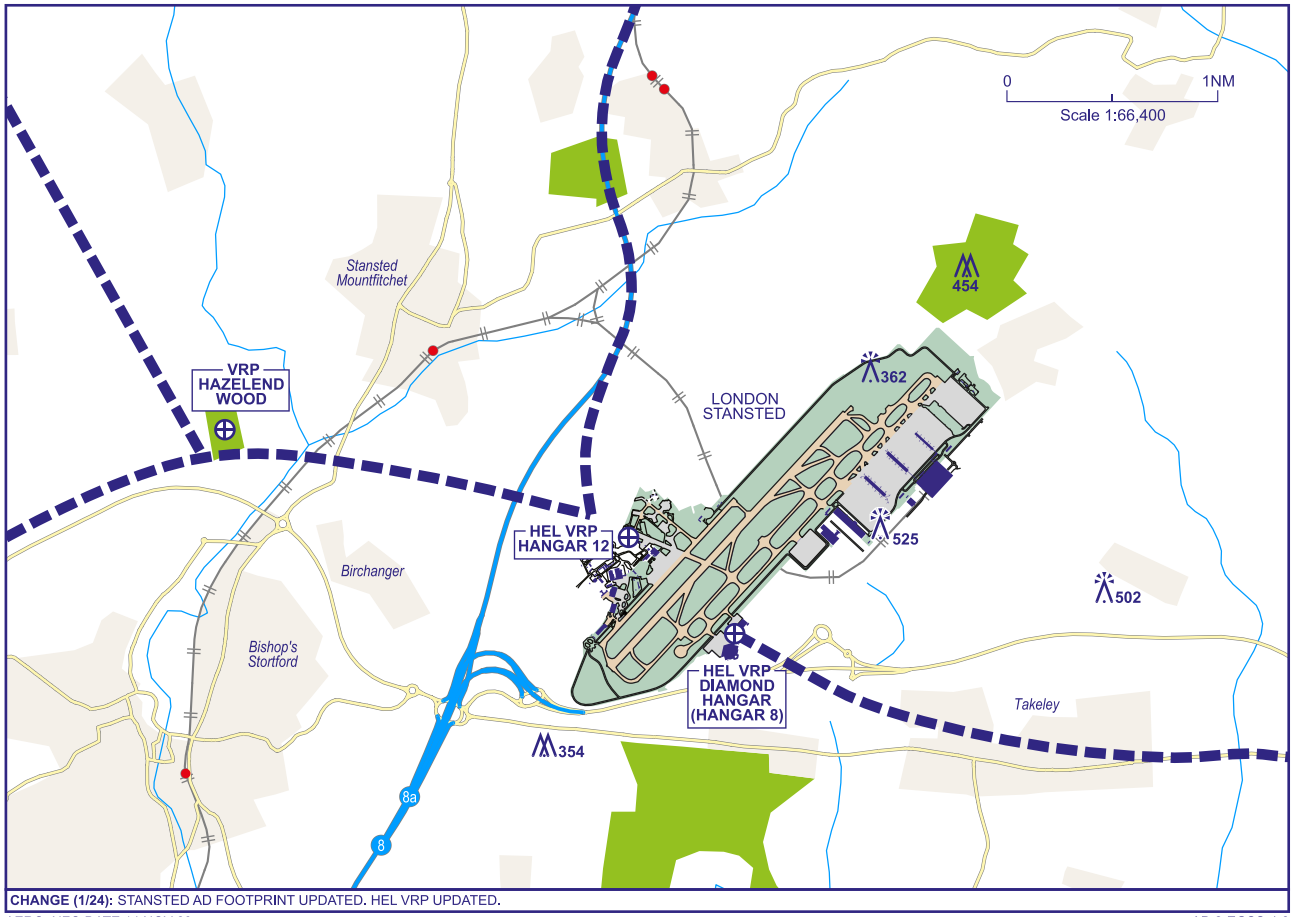
## HELICOPTER VFR ARRIVAL/DEPARTURE ROUTES

## LONDON STANSTED




## DETAILED MAP OF FINAL/INITIAL STAGES




**CHANGE (1/24):** STANSTED AD FOOTPRINT UPDATED. HEL VRP UPDATED.

AERO INFO DATE 14 NOV 23

AD 2-EGSS-4-3

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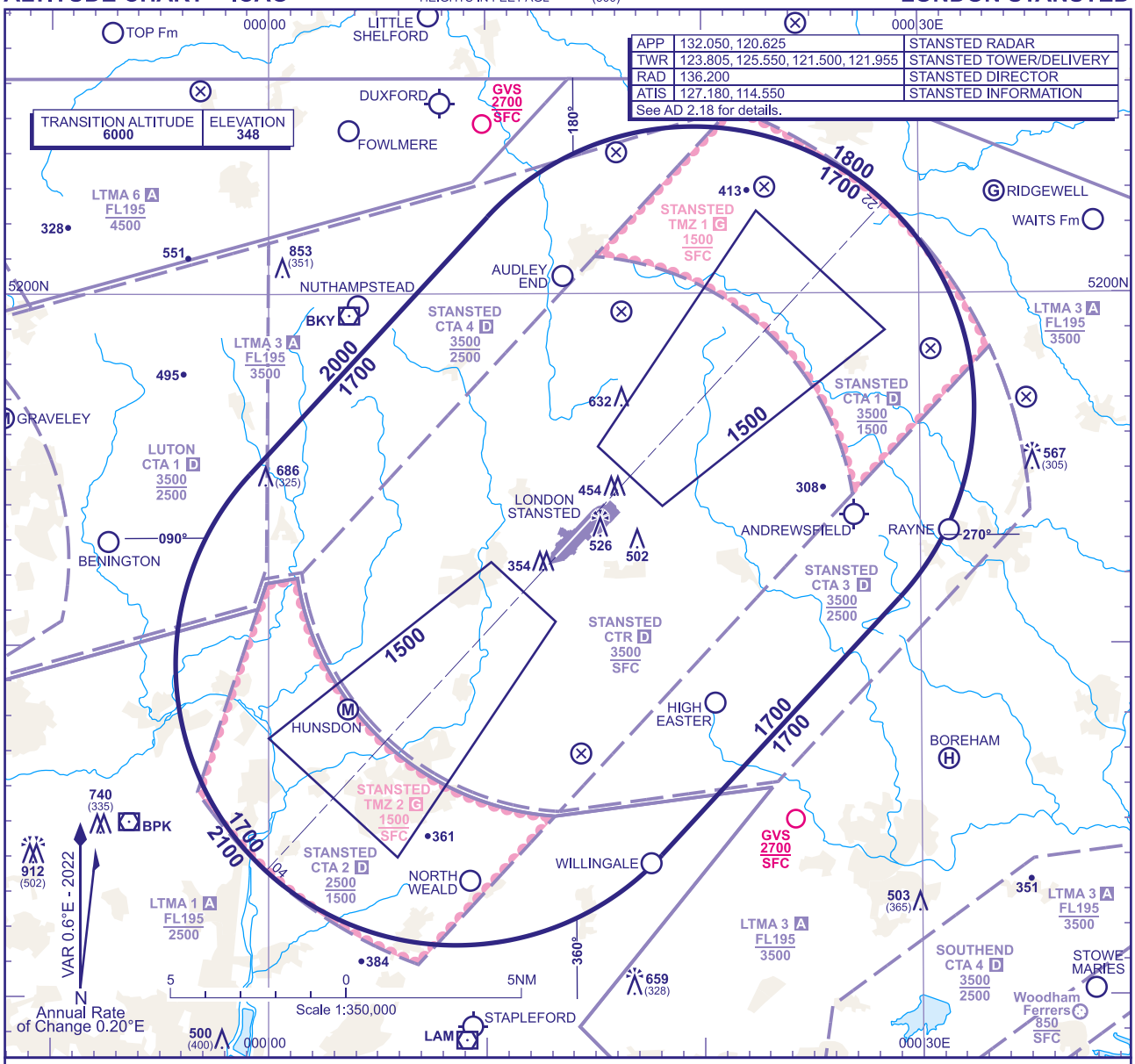
# ATC SURVEILLANCE MINIMUM ALTITUDE CHART - ICAO

BEARINGS, TRACKS AND RADIALS ARE MAGNETIC
ELEVATIONS IN FEET AMSL 920
HEIGHTS IN FEET AGL (500)

## LONDON STANSTED




**MINIMUM INITIAL ALTITUDE**
Within the ATC Surveillance Minimum Altitude area the minimum initial altitude to be allocated by the approach surveillance controller is **1700** in the sector defined by the lateral limits; 515452N 0000052W - 520212N 0001006E thence clockwise by an arc of a circle radius 8NM centred on 515646N 0001935E to 515119N 0002902E - 514401N 0001803E thence clockwise by an arc of a circle radius 8NM centred on 514927N 0000837E to 515452N 0000052W.

**OUTSIDE THE DESIGNATED ATC SURVEILLANCE MINIMUM ALTITUDE AREA**
The minimum altitude to be allocated by the approach surveillance controller will be either the Minimum Sector Altitude, or **1000** above any fixed obstacles:
a) within 5NM of the aircraft*, and
b) within the sector 15NM ahead of and within 20° either side of the aircraft's track*.
*When the aircraft is within 15NM of the radar antennae, the 5NM in a) and the 15NM in b) may be reduced to 3NM and 10NM respectively.

**LOSS OF COMMUNICATION PROCEDURES**
**Initial Approach**
Continue visually or by means of an appropriate approved final approach aid. If not possible proceed at **3000**, or last assigned level if higher, to **BKY VOR** and adopt the procedure detailed at EGSS AD 2.22.
**Intermediate and Final Approach**
Continue visually or by means of an appropriate final approach aid. If not possible follow the Missed Approach Procedure and then proceed to **BKY VOR** at **3000** and continue in accordance with the Radio Failure Procedure detailed at ENR 1.1.3.4.

**GENERAL INFORMATION**
1. Levels shown are based on QNH.
2. Only significant obstacles and dominant spot heights are shown.
3. The minimum levels shown within the ATC Surveillance Minimum Altitude Area are in conformance with the Standard European Rules of the Air - SERA.5015.
4. Minimum Sector Altitudes are based on obstacles and spot heights within 25NM of the Aerodrome Reference Point.
5. Controlled airspace with a base in excess of **5000** or FL55, as appropriate, is not shown.
6. **This chart should only be used for the cross-checking of assigned altitudes whilst in receipt of an ATC Surveillance service.**
7. **When vectoring an aircraft within the Final Approach Vectoring Area descent clearance below the SMAA to the FAVA altitude may only be issued if the aircraft is either established on the final approach track or on an intercept of 40° or less, and in the case of instrument approaches other than SRA is cleared to intercept the final approach track.**
8. Detailed description of FIR, UIR, CTA and TMA see ENR 2.1.
9. Detailed description of ATS airspace organized at the aerodrome see AD 2.17.

**CHANGE (2/25):** PANSHANGER, RIVENHALL DISUSED AD REMOVED.

AERO INFO DATE 02 DEC 24
AD 2-EGSS-5-1

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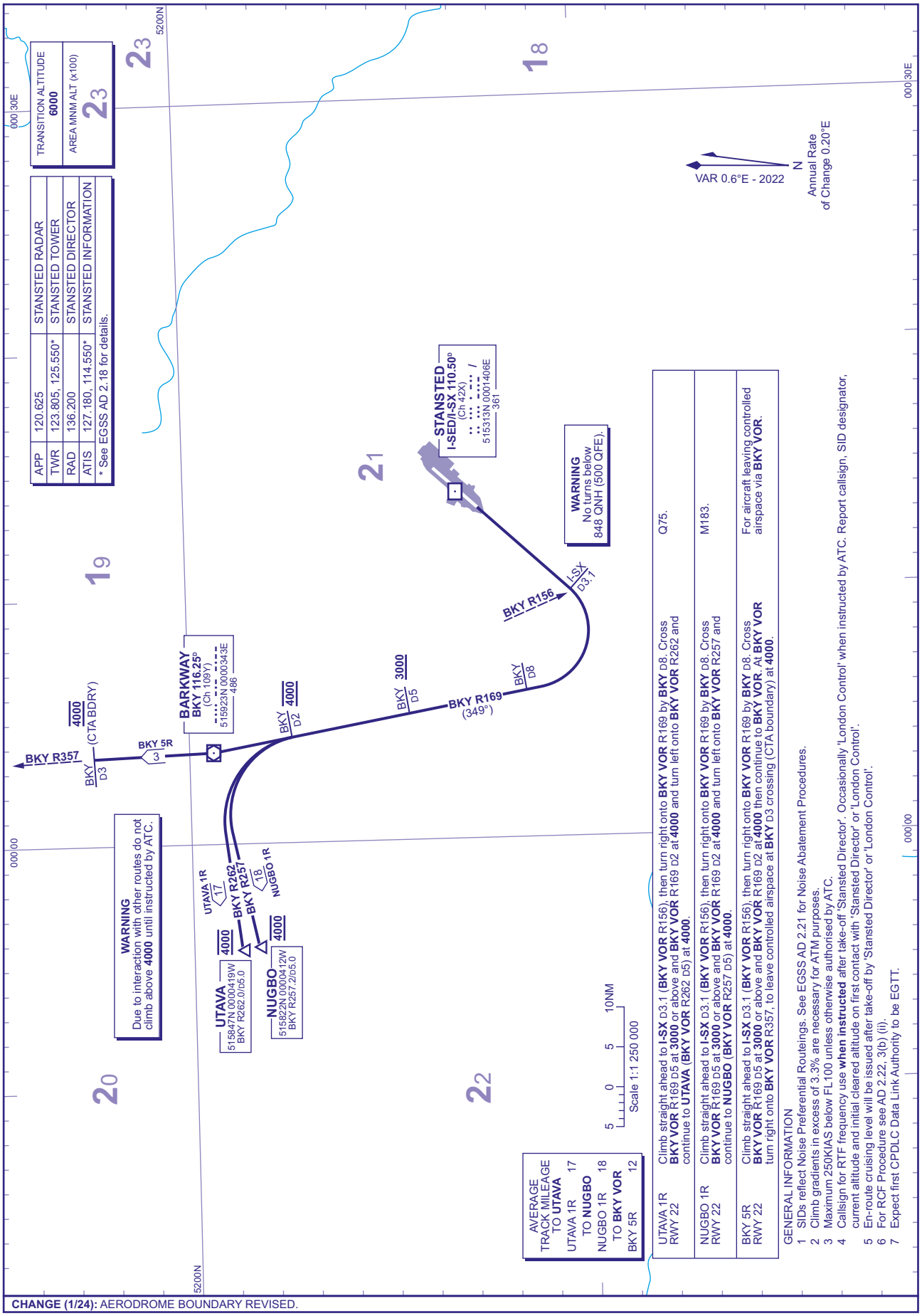
# STANDARD DEPARTURE CHART - INSTRUMENT (SID) - ICAO

DISTANCES IN NAUTICAL MILES
BEARINGS, TRACKS AND RADIALS ARE MAGNETIC
ALTITUDES AND ELEVATIONS ARE IN FEET

# LONDON STANSTED
# UTAVA/NUGBO/BKY - RWY 22




**CHANGE (1/24):** AERODROME BOUNDARY REVISED.

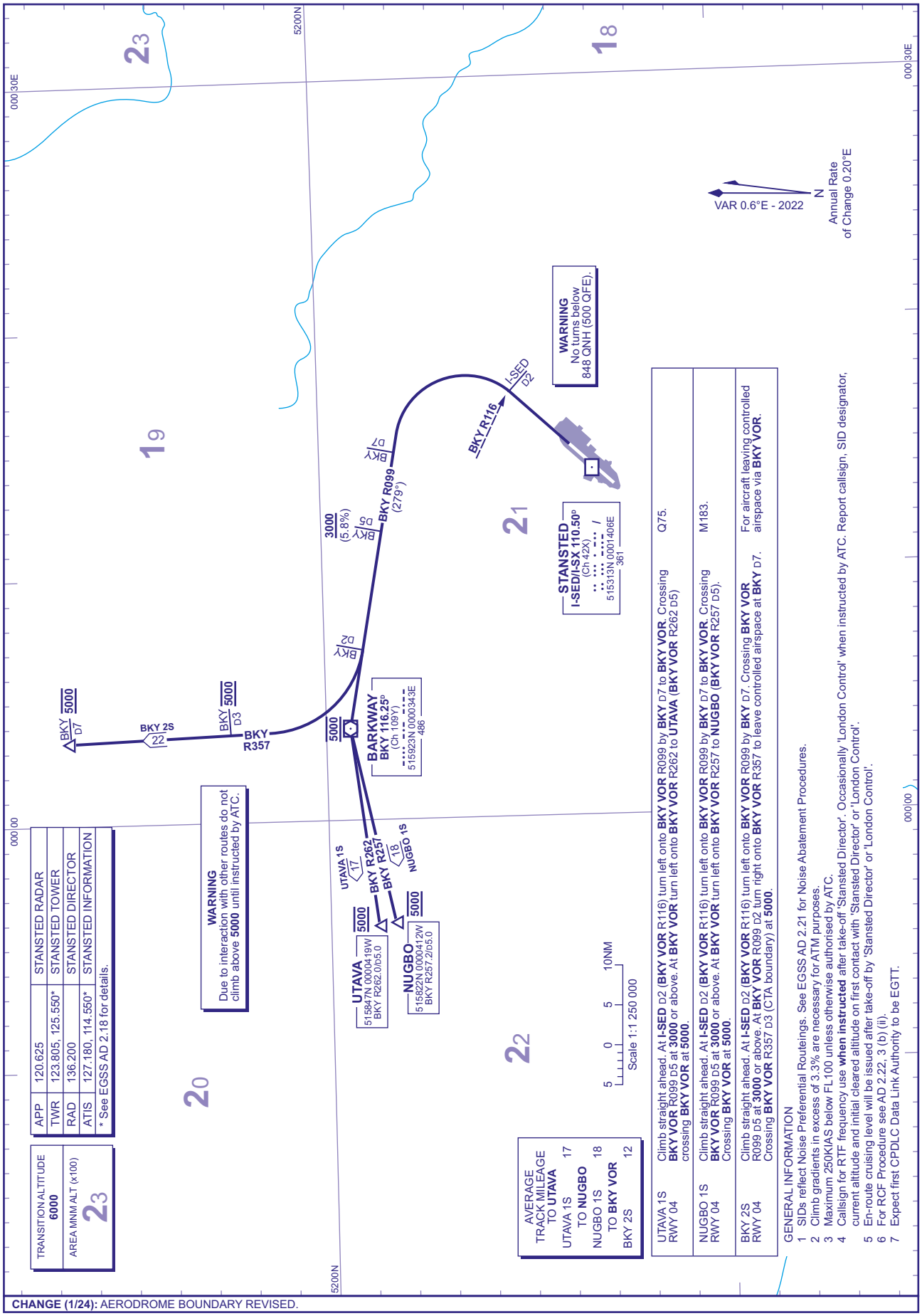
AERO INFO DATE 02 NOV 23

AD 2-EGSS-6-1

# STANDARD DEPARTURE CHART - INSTRUMENT (SID) - ICAO

DISTANCES IN NAUTICAL MILES
BEARINGS, TRACKS AND RADIALS ARE MAGNETIC
ALTITUDES AND ELEVATIONS ARE IN FEET

# LONDON STANSTED
# UTAVA/NUGBO/BKY - RWY 04




| TRANSITION ALTITUDE 6000 | |
|---|---|
| AREA MNM ALT (x100) | 23 |

| | | |
|---|---|---|
| APP | 120.625 | STANSTED RADAR |
| TWR | 123.805, 125.550* | STANSTED TOWER |
| RAD | 136.200 | STANSTED DIRECTOR |
| ATIS | 127.180, 114.550* | STANSTED INFORMATION |

* See EGSS AD 2.18 for details.

| AVERAGE TRACK MILEAGE TO **UTAVA** | |
|---|---|
| UTAVA 1S | 17 |
| TO **NUGBO** | |
| NUGBO 1S | 18 |
| TO **BKY VOR** | |
| BKY 2S | 12 |

| | |
|---|---|
| UTAVA 1S<br>RWY 04 | Climb straight ahead. At **I-SED** D2 (**BKY VOR** R116) turn left onto **BKY VOR** R099 by **BKY** D7 to **BKY VOR**. Crossing **BKY VOR** R099 D5 at **3000** or above. At **BKY VOR** turn left onto **BKY VOR** R262 to **UTAVA** (**BKY VOR** R262 D5) crossing **BKY VOR** at **5000**. Q75. |
| NUGBO 1S<br>RWY 04 | Climb straight ahead. At **I-SED** D2 (**BKY VOR** R116) turn left onto **BKY VOR** R099 by **BKY** D7 to **BKY VOR**. Crossing **BKY VOR** R099 D5 at **3000** or above. At **BKY VOR** turn left onto **BKY VOR** R257 to **NUGBO** (**BKY VOR** R257 D5). Crossing **BKY VOR** at **5000**. M183. |
| BKY 2S<br>RWY 04 | Climb straight ahead. At **I-SED** D2 (**BKY VOR** R116) turn left onto **BKY VOR** R099 by **BKY** D7. Crossing **BKY VOR** R099 D5 at **3000** or above. At **BKY VOR** R099 D2 turn right onto **BKY VOR** R357 to leave controlled airspace at **BKY** D7. Crossing **BKY VOR** R357 D3 (CTA boundary) at **5000**. For aircraft leaving controlled airspace via **BKY VOR**. |

GENERAL INFORMATION
1 SIDs reflect Noise Preferential Routeings. See EGSS AD 2.21 for Noise Abatement Procedures.
2 Climb gradients in excess of 3.3% are necessary for ATM purposes.
3 Maximum 250KIAS below FL100 unless otherwise authorised by ATC.
4 Callsign for RTF frequency use **when instructed** after take-off 'Stansted Director'. Occasionally 'London Control' when instructed by ATC. Report callsign, SID designator, current altitude and initial cleared altitude on first contact with 'Stansted Director' or 'London Control'.
5 En-route cruising level will be issued after take-off by 'Stansted Director' or 'London Control'.
6 For RCF Procedure see AD 2.22, 3 (b) (ii).
7 Expect first CPDLC Data Link Authority to be EGTT.

**CHANGE (1/24):** AERODROME BOUNDARY REVISED.

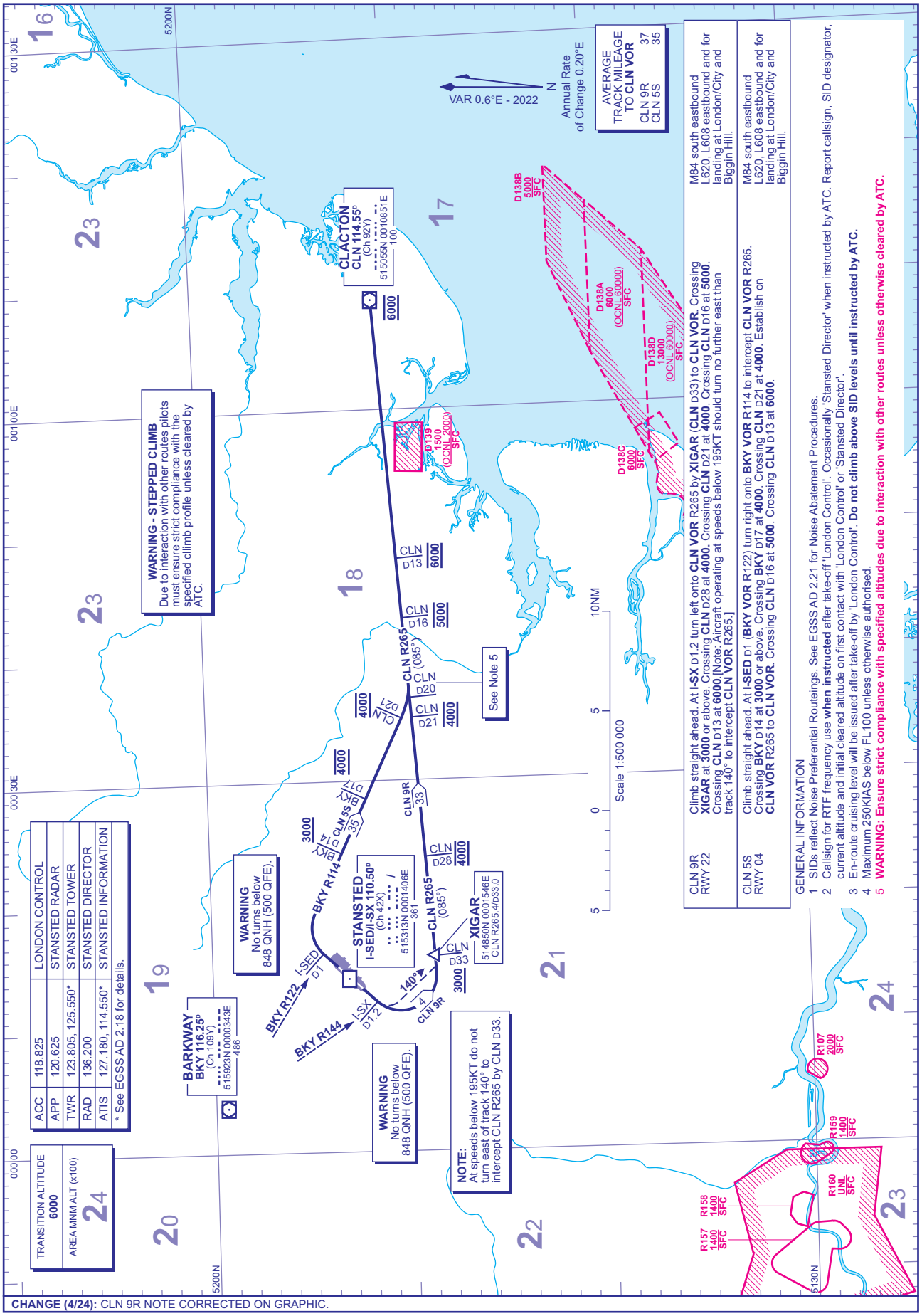
AERO INFO DATE 02 NOV 23

AD 2-EGSS-6-2

# STANDARD DEPARTURE CHART - INSTRUMENT (SID) - ICAO

DISTANCES IN NAUTICAL MILES
BEARINGS, TRACKS AND RADIALS ARE MAGNETIC
ALTITUDES AND ELEVATIONS ARE IN FEET

# LONDON STANSTED
# CLACTON




**CHANGE (4/24):** CLN 9R NOTE CORRECTED ON GRAPHIC.

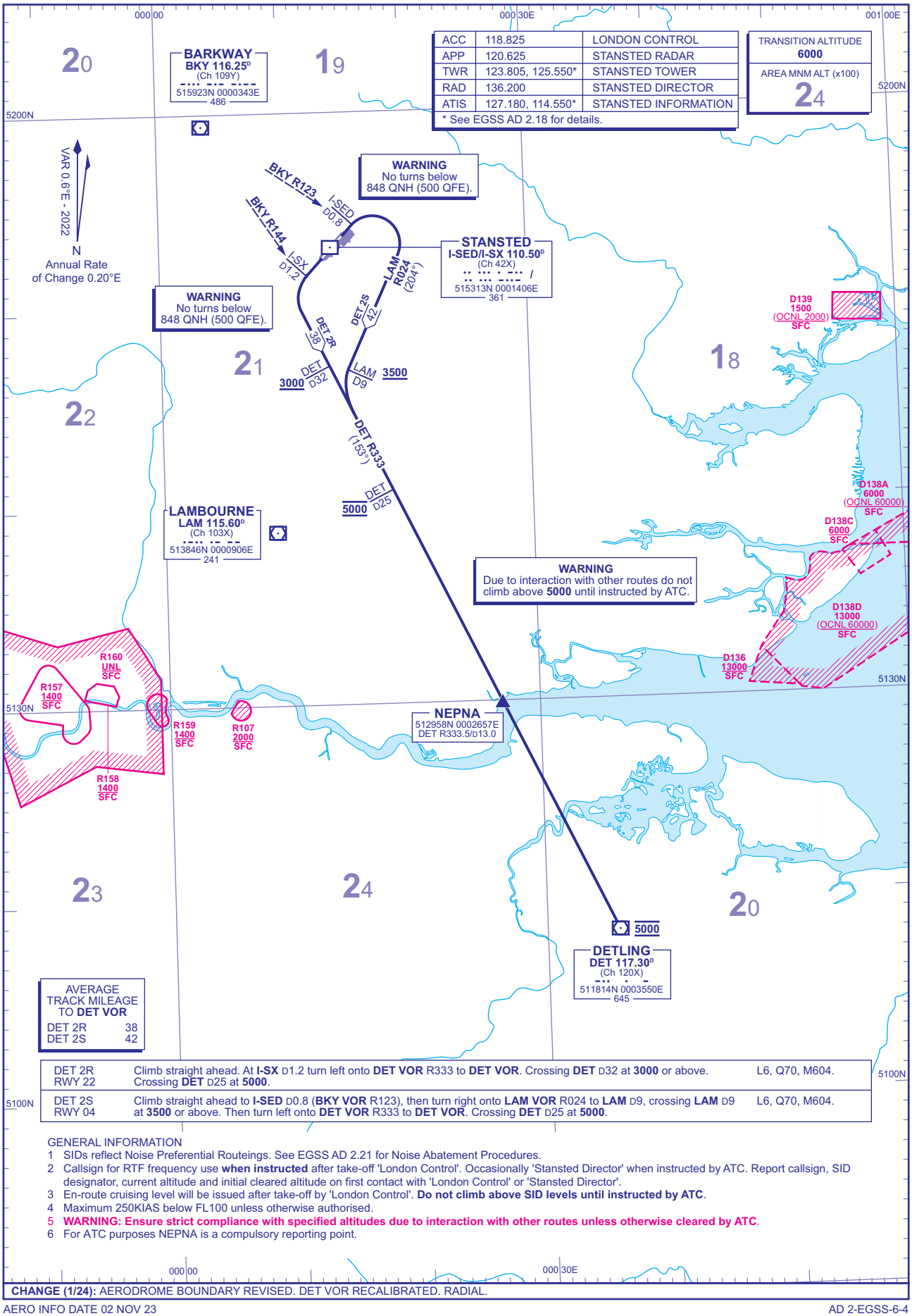
AERO INFO DATE 29 JAN 24

AD 2-EGSS-6-3

# STANDARD DEPARTURE CHART - INSTRUMENT (SID) - ICAO

DISTANCES IN NAUTICAL MILES
BEARINGS, TRACKS AND RADIALS ARE MAGNETIC
ALTITUDES AND ELEVATIONS ARE IN FEET

# LONDON STANSTED DETLING




| AVERAGE TRACK MILEAGE TO **DET VOR** | |
|---|---|
| DET 2R | 38 |
| DET 2S | 42 |

| | | |
|---|---|---|
| DET 2R<br>RWY 22 | Climb straight ahead. At **I-SX** D1.2 turn left onto **DET VOR** R333 to **DET VOR**. Crossing **DET** D32 at **3000** or above.<br>Crossing **DET** D25 at **5000**. | L6, Q70, M604. |
| DET 2S<br>RWY 04 | Climb straight ahead to **I-SED** D0.8 (**BKY VOR** R123), then turn right onto **LAM VOR** R024 to **LAM** D9, crossing **LAM** D9 at **3500** or above. Then turn left onto **DET VOR** R333 to **DET VOR**. Crossing **DET** D25 at **5000**. | L6, Q70, M604. |

GENERAL INFORMATION

1 SIDs reflect Noise Preferential Routeings. See EGSS AD 2.21 for Noise Abatement Procedures.
2 Callsign for RTF frequency use **when instructed** after take-off 'London Control'. Occasionally 'Stansted Director' when instructed by ATC. Report callsign, SID designator, current altitude and initial cleared altitude on first contact with 'London Control' or 'Stansted Director'.
3 En-route cruising level will be issued after take-off by 'London Control'. **Do not climb above SID levels until instructed by ATC**.
4 Maximum 250KIAS below FL100 unless otherwise authorised.
5 **WARNING: Ensure strict compliance with specified altitudes due to interaction with other routes unless otherwise cleared by ATC.**
6 For ATC purposes NEPNA is a compulsory reporting point.

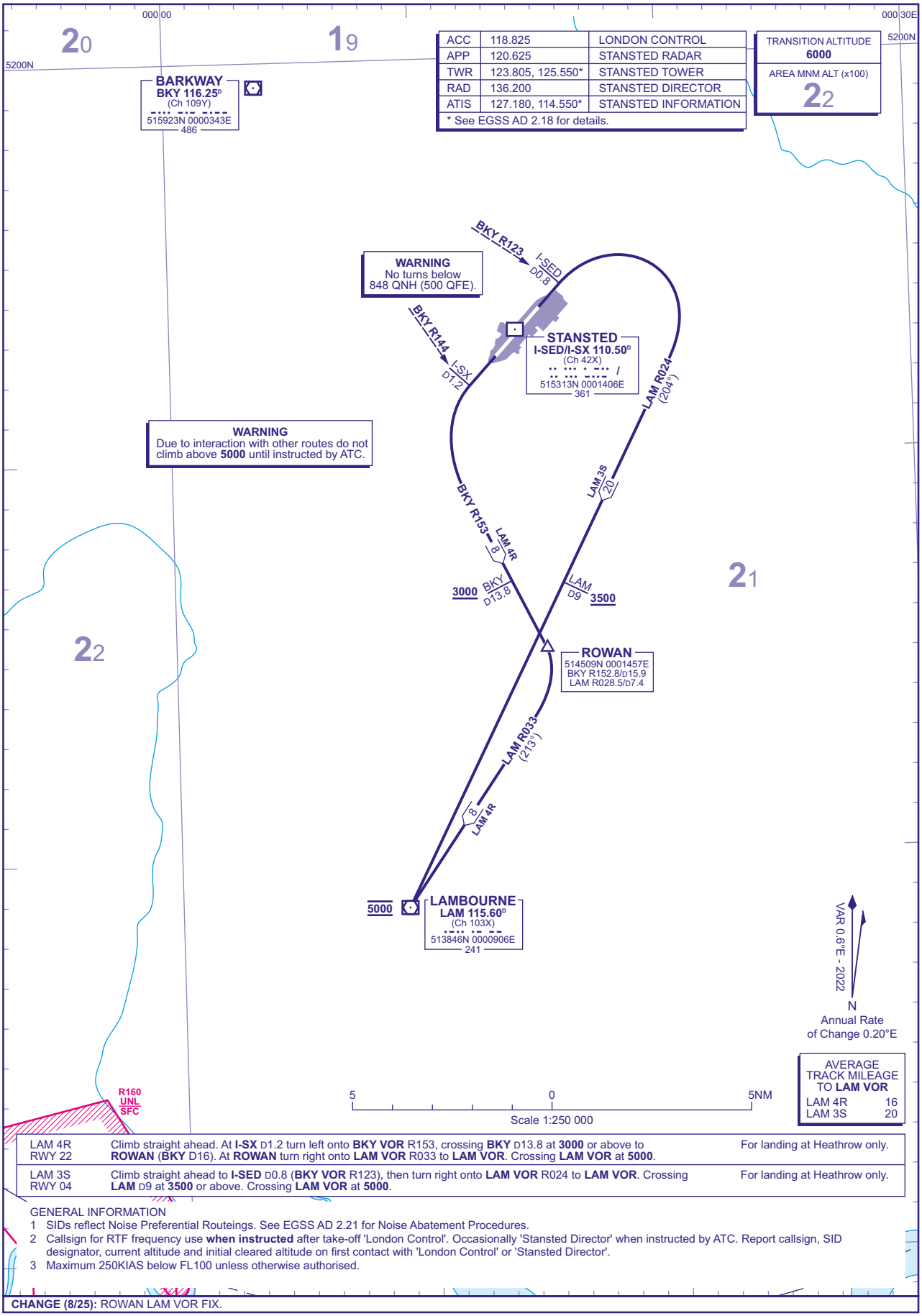
**CHANGE (1/24):** AERODROME BOUNDARY REVISED. DET VOR RECALIBRATED. RADIAL.

AERO INFO DATE 02 NOV 23

# STANDARD DEPARTURE CHART - INSTRUMENT (SID) - ICAO

DISTANCES IN NAUTICAL MILES
BEARINGS, TRACKS AND RADIALS ARE MAGNETIC
ALTITUDES AND ELEVATIONS ARE IN FEET

# LONDON STANSTED LAMBOURNE 4R 3S




| | | |
|---|---|---|
| LAM 4R<br>RWY 22 | Climb straight ahead. At **I-SX** D1.2 turn left onto **BKY VOR** R153, crossing **BKY** D13.8 at **3000** or above to **ROWAN** (**BKY** D16). At **ROWAN** turn right onto **LAM VOR** R033 to **LAM VOR**. Crossing **LAM VOR** at **5000**. | For landing at Heathrow only. |
| LAM 3S<br>RWY 04 | Climb straight ahead to **I-SED** D0.8 (**BKY VOR** R123), then turn right onto **LAM VOR** R024 to **LAM VOR**. Crossing **LAM** D9 at **3500** or above. Crossing **LAM VOR** at **5000**. | For landing at Heathrow only. |

GENERAL INFORMATION
1 SIDs reflect Noise Preferential Routeings. See EGSS AD 2.21 for Noise Abatement Procedures.
2 Callsign for RTF frequency use **when instructed** after take-off 'London Control'. Occasionally 'Stansted Director' when instructed by ATC. Report callsign, SID designator, current altitude and initial cleared altitude on first contact with 'London Control' or 'Stansted Director'.
3 Maximum 250KIAS below FL100 unless otherwise authorised.

**CHANGE (8/25):** ROWAN LAM VOR FIX.

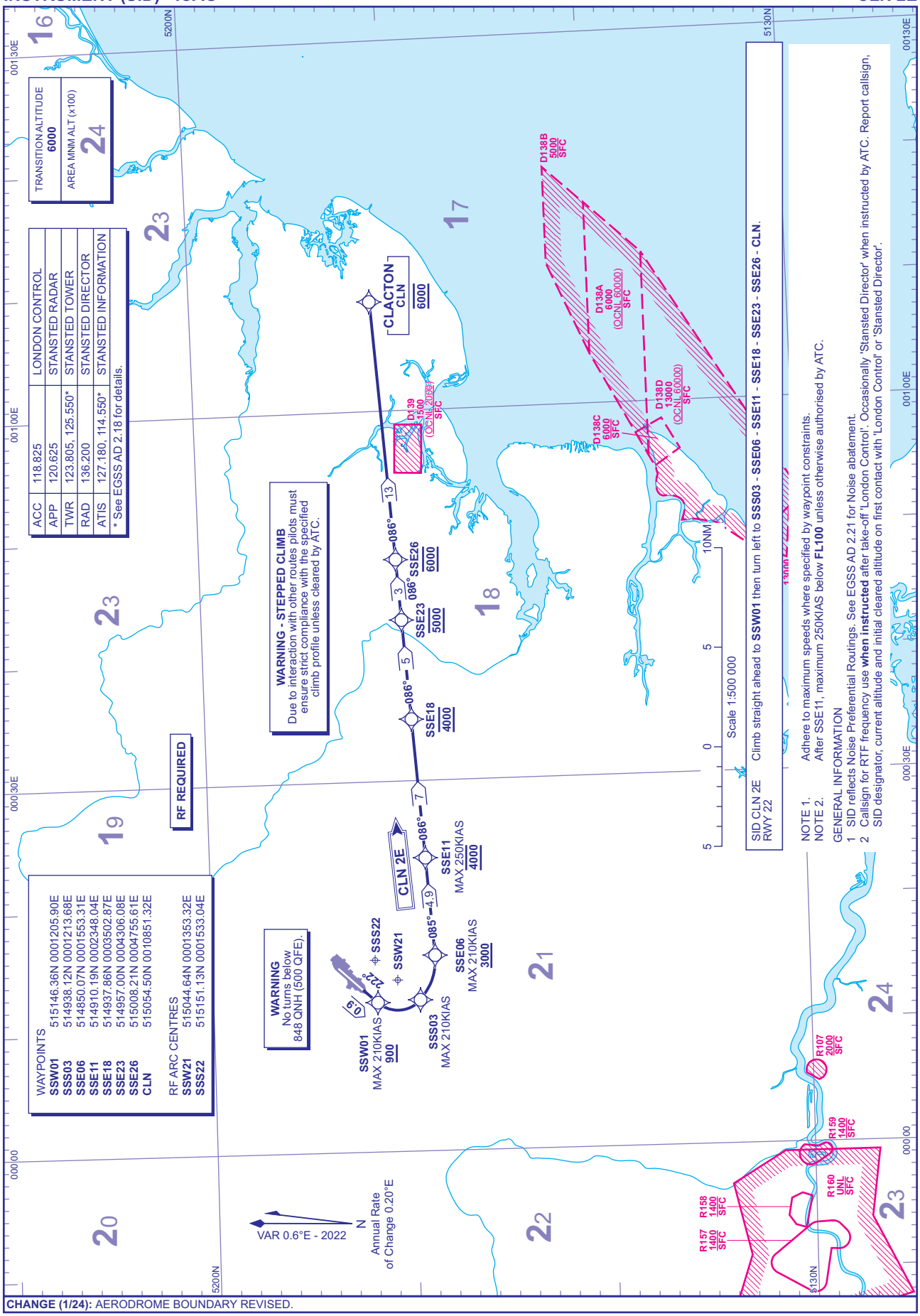
AERO INFO DATE 13 MAY 25

I

# RNP1
# STANDARD DEPARTURE CHART - INSTRUMENT (SID) - ICAO

DISTANCES IN NAUTICAL MILES
TRACKS AND RADIALS ARE MAGNETIC
ALTITUDES AND ELEVATIONS ARE IN FEET

# LONDON STANSTED
RWY 22
**CLN 2E**




**CHANGE (1/24):** AERODROME BOUNDARY REVISED.

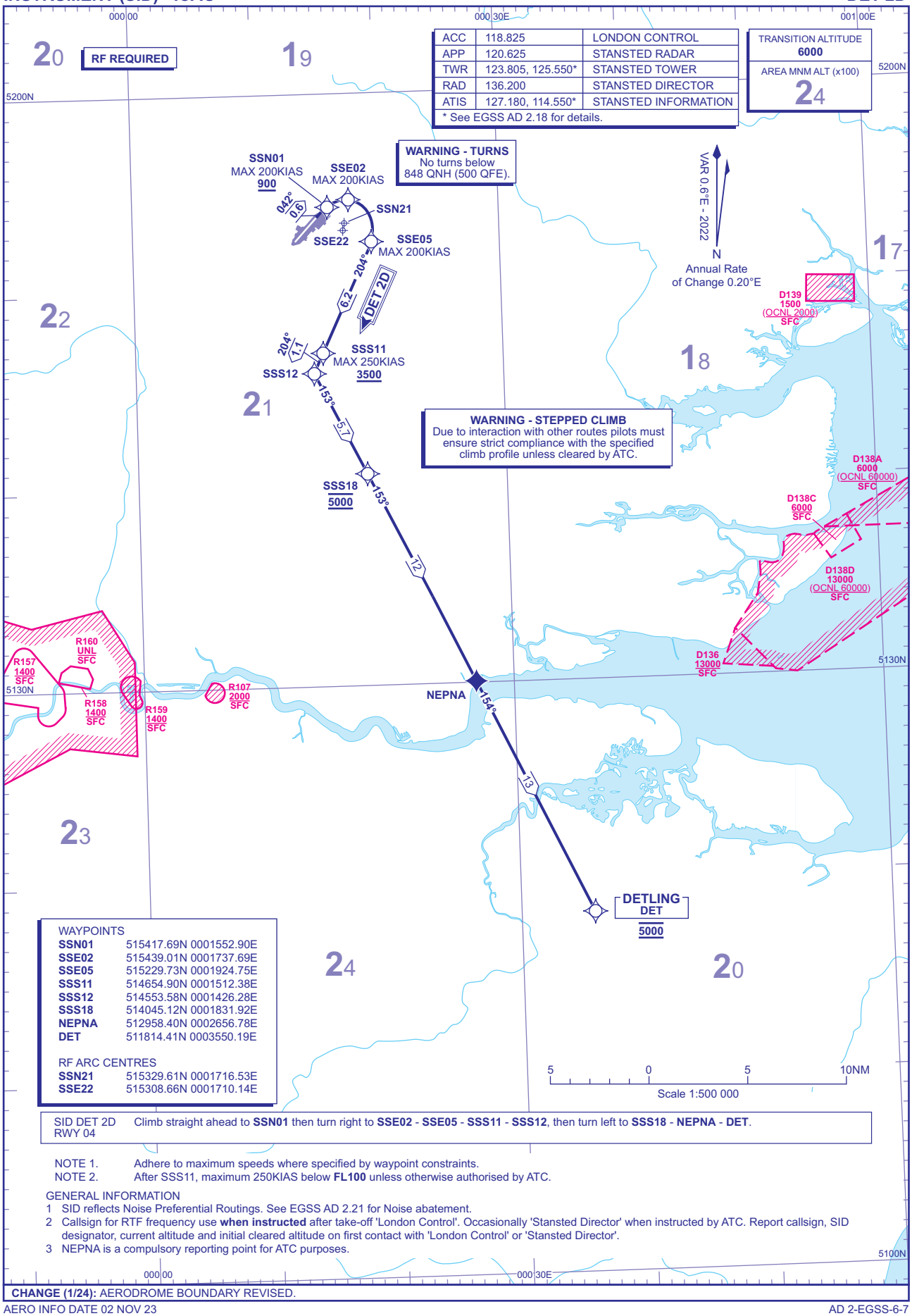
AERO INFO DATE 02 NOV 23

AD 2-EGSS-6-6

# RNP1 STANDARD DEPARTURE CHART - INSTRUMENT (SID) - ICAO

DISTANCES IN NAUTICAL MILES
TRACKS AND RADIALS ARE MAGNETIC
ALTITUDES AND ELEVATIONS ARE IN FEET

## LONDON STANSTED
RWY 04
**DET 2D**




WAYPOINTS

| | |
|---|---|
| **SSN01** | 515417.69N 0001552.90E |
| **SSE02** | 515439.01N 0001737.69E |
| **SSE05** | 515229.73N 0001924.75E |
| **SSS11** | 514654.90N 0001512.38E |
| **SSS12** | 514553.58N 0001426.28E |
| **SSS18** | 514045.12N 0001831.92E |
| **NEPNA** | 512958.40N 0002656.78E |
| **DET** | 511814.41N 0003550.19E |

RF ARC CENTRES

| | |
|---|---|
| **SSN21** | 515329.61N 0001716.53E |
| **SSE22** | 515308.66N 0001710.14E |

SID DET 2D RWY 04 — Climb straight ahead to **SSN01** then turn right to **SSE02** - **SSE05** - **SSS11** - **SSS12**, then turn left to **SSS18** - **NEPNA** - **DET**.

NOTE 1. Adhere to maximum speeds where specified by waypoint constraints.
NOTE 2. After SSS11, maximum 250KIAS below **FL100** unless otherwise authorised by ATC.

GENERAL INFORMATION
1 SID reflects Noise Preferential Routings. See EGSS AD 2.21 for Noise abatement.
2 Callsign for RTF frequency use **when instructed** after take-off 'London Control'. Occasionally 'Stansted Director' when instructed by ATC. Report callsign, SID designator, current altitude and initial cleared altitude on first contact with 'London Control' or 'Stansted Director'.
3 NEPNA is a compulsory reporting point for ATC purposes.

**CHANGE (1/24):** AERODROME BOUNDARY REVISED.

AERO INFO DATE 02 NOV 23

AD 2-EGSS-6-7

# Standard Instrument Departure Coding Tables

**London Stansted Runway 22 CLN 2E**

| Designator | Sequence Number | Path Termi-nator | Waypoint Name | Waypoint Co-ordinates | Arc Centre Name | Arc Centre Co-ordinates | Fly-over | Course/ Track °M (°T) | Magnetic Variation | Distance (NM) | Turn Direction | Level Constraint | Speed Constraint (KT) | Navigation Performance |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| CLN 2E | 001 | CF | SSW01 | 515146.36N 0001205.90E | - | - | N | 222° (222.9°) | 0.6 | 0.9 | - | +900 | -210 | RNP1 |
| CLN 2E | 002 | RF | SSS03 | 514938.12N 0001213.68E | SSW21 | 515044.64N 0001353.32E | N | - | 0.6 | - | LEFT | - | -210 | RNP1 |
| CLN 2E | 003 | RF | SSE06 | 514850.07N 0001553.31E | SSS22 | 515151.13N 0001533.04E | N | - | 0.6 | - | LEFT | +3000 | -210 | RNP1 |
| CLN 2E | 004 | TF | SSE11 | 514910.19N 0002348.04E | - | - | N | 085° (086.0°) | 0.6 | 4.9 | - | 4000 | -250 | RNP1 |
| CLN 2E | 005 | TF | SSE18 | 514937.86N 0003502.87E | - | - | N | 086° (086.3°) | 0.6 | 7.0 | - | 4000 | - | RNP1 |
| CLN 2E | 006 | TF | SSE23 | 514957.00N 0004306.08E | - | - | N | 086° (086.3°) | 0.6 | 5.0 | - | 5000 | - | RNP1 |
| CLN 2E | 007 | TF | SSE26 | 515008.21N 0004755.61E | - | - | N | 086° (086.4°) | 0.6 | 3.0 | - | 6000 | - | RNP1 |
| CLN 2E | 008 | TF | CLN | 515054.50N 0010851.32E | - | - | N | 086° (086.5°) | 0.6 | 13.0 | - | 6000 | - | RNP1 |

**CHANGE (2/22):** DESIGNATOR. SSE06 & SSE11 LEVEL CONSTRAINTS.
AERO INFO DATE 03 DEC 21

# Standard Instrument Departure Coding Tables

**London Stansted Runway 04 DET 2D**

| Designator | Sequence Number | Path Term-inator | Waypoint Name | Waypoint Co-ordinates | Arc Centre Name | Arc Centre Co-ordinates | Fly-over | Course/ Track °M (°T) | Magnetic Variation | Distance (NM) | Turn Direction | Level Constraint | Speed Constraint (KT) | Navigation Performance |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| DET 2D | 001 | CF | SSN01 | 515417.69N 0001552.90E | - | - | N | 042° (042.9°) | 0.6 | 0.6 | - | +900 | -200 | RNP1 |
| DET 2D | 002 | RF | SSE02 | 515439.01N 0001737.69E | SSN21 | 515329.61N 0001716.53E | N | - | 0.6 | - | RIGHT | - | -200 | RNP1 |
| DET 2D | 003 | RF | SSE05 | 515229.73N 0001924.75E | SSE22 | 515308.66N 0001710.14E | N | - | 0.6 | - | RIGHT | - | -200 | RNP1 |
| DET 2D | 004 | TF | SSS11 | 514654.90N 0001512.38E | - | - | N | 204° (205.1°) | 0.6 | 6.2 | - | +3500 | -250 | RNP1 |
| DET 2D | 005 | TF | SSS12 | 514553.58N 0001426.28E | - | - | N | 204° (205.0°) | 0.6 | 1.1 | LEFT | - | - | RNP1 |
| DET 2D | 006 | TF | SSS18 | 514045.12N 0001831.92E | - | - | N | 153° (153.7°) | 0.6 | 5.7 | - | 5000 | - | RNP1 |
| DET 2D | 007 | TF | NEPNA | 512958.40N 0002656.78E | - | - | N | 153° (153.7°) | 0.6 | 12.0 | - | - | - | RNP1 |
| DET 2D | 008 | TF | DET | 511814.41N 0003550.19E | - | - | N | 154° (154.5°) | 0.6 | 13.0 | - | 5000 | - | RNP1 |

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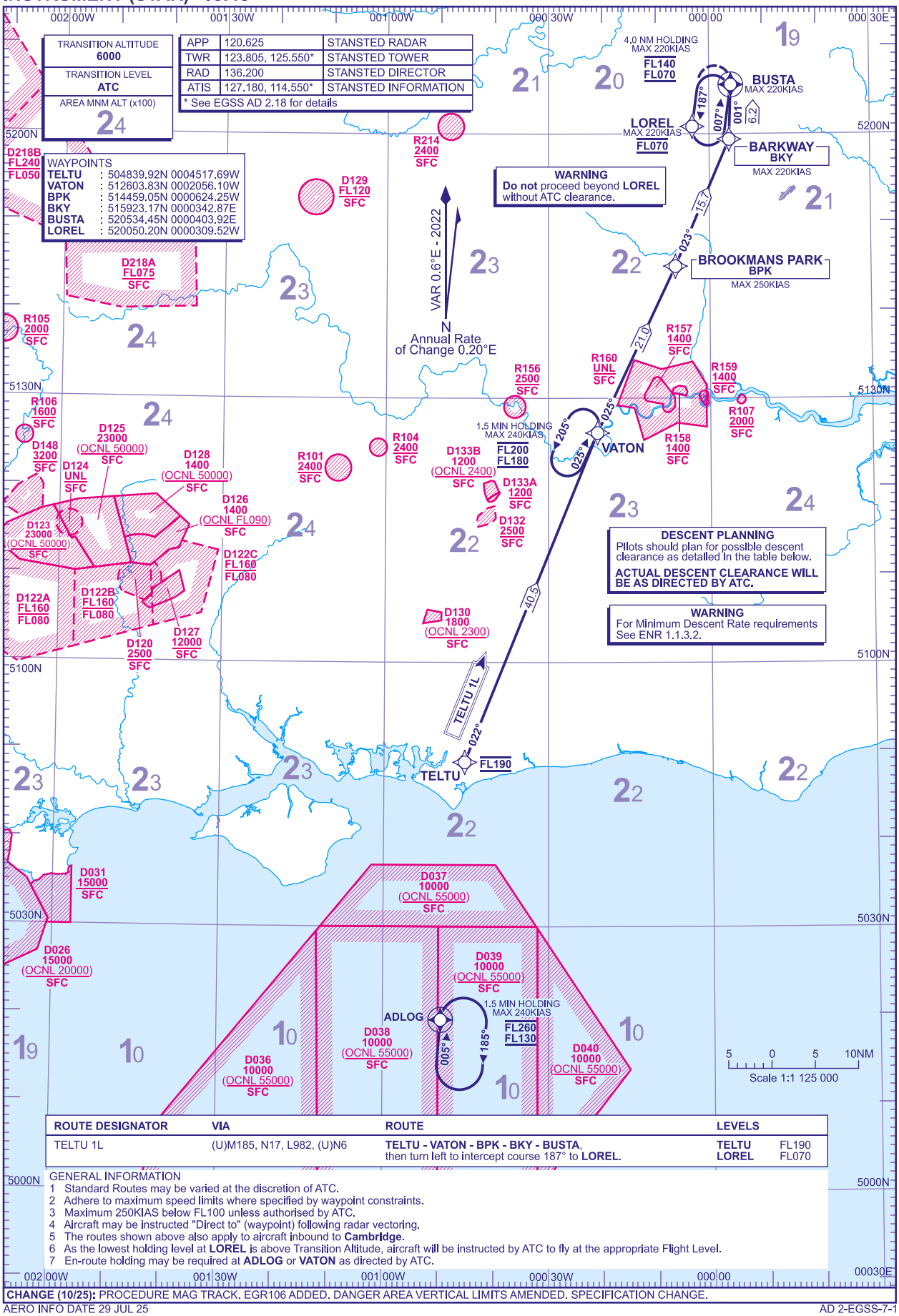
# RNAV1 (DME/DME or GNSS) STANDARD ARRIVAL CHART - INSTRUMENT (STAR) - ICAO

DISTANCES IN NAUTICAL MILES
TRACKS ARE MAGNETIC
ALTITUDES AND ELEVATIONS ARE IN FEET

# LONDON STANSTED TELTU 1L




| ROUTE DESIGNATOR | VIA | ROUTE | LEVELS | |
|---|---|---|---|---|
| TELTU 1L | (U)M185, N17, L982, (U)N6 | TELTU - VATON - BPK - BKY - BUSTA, then turn left to intercept course 187° to LOREL. | TELTU<br>LOREL | FL190<br>FL070 |

GENERAL INFORMATION
1 Standard Routes may be varied at the discretion of ATC.
2 Adhere to maximum speed limits where specified by waypoint constraints.
3 Maximum 250KIAS below FL100 unless authorised by ATC.
4 Aircraft may be instructed "Direct to" (waypoint) following radar vectoring.
5 The routes shown above also apply to aircraft inbound to **Cambridge**.
6 As the lowest holding level at **LOREL** is above Transition Altitude, aircraft will be instructed by ATC to fly at the appropriate Flight Level.
7 En-route holding may be required at **ADLOG** or **VATON** as directed by ATC.

**CHANGE (10/25):** PROCEDURE MAG TRACK. EGR106 ADDED. DANGER AREA VERTICAL LIMITS AMENDED. SPECIFICATION CHANGE.

AERO INFO DATE 29 JUL 25

AD 2-EGSS-7-1

RNAV 05 (DME/DME or GNSS)
STANDARD ARRIVAL CHART - INSTRUMENT (STAR) - ICAO

DISTANCES IN NAUTICAL MILES
TRACKS ARE MAGNETIC
ALTITUDES AND ELEVATIONS ARE IN FEET

LONDON STANSTED
LISTO 1L

ROUTE DESIGNATOR | VIA | ROUTE | LEVELS
LISTO 1L | L612, P18 Q4, (U)Y124, Z197 | LISTO - PEDIG - ROGBI - FINMA - BOMBO - BKY - BUSTA - then turn left to intercept course 187° to LOREL. | ROGBI FL200, FINMA FL150, LOREL FL070

TRANSITION ALTITUDE 6000
TRANSITION LEVEL ATC
AREA MNM ALT (x100) 35

| | |
|---|---|
| APP | 120.625 |
| TWR | 123.805, 125.550* |
| RAD | 136.200 |
| ATIS | 127.180, 114.550* |

STANSTED RADAR
STANSTED TOWER
STANSTED DIRECTOR
STANSTED INFORMATION
* See EGSS AD 2.18 for details

WAYPOINTS
LISTO : 530835.93N 0021156.54W
PEDIG : 524447.59N 0014309.97W
ROGBI : 521746.63N 0012006.37W
FINMA : 515947.21N 0010313.34W
BOMBO : 515944.29N 0002346.85W
BKY : 515923.17N 0000342.87E
BUSTA : 520534.45N 0000403.92E
LOREL : 520050.20N 0000309.52W

DESCENT PLANNING
Pilots should plan for possible descent clearance as detailed in the table above.
ACTUAL DESCENT CLEARANCE WILL BE AS DIRECTED BY ATC.

WARNING
For Minimum Descent Rate requirements See ENR 1.1.3.2.

WARNING
Do not proceed beyond LOREL without ATC clearance.

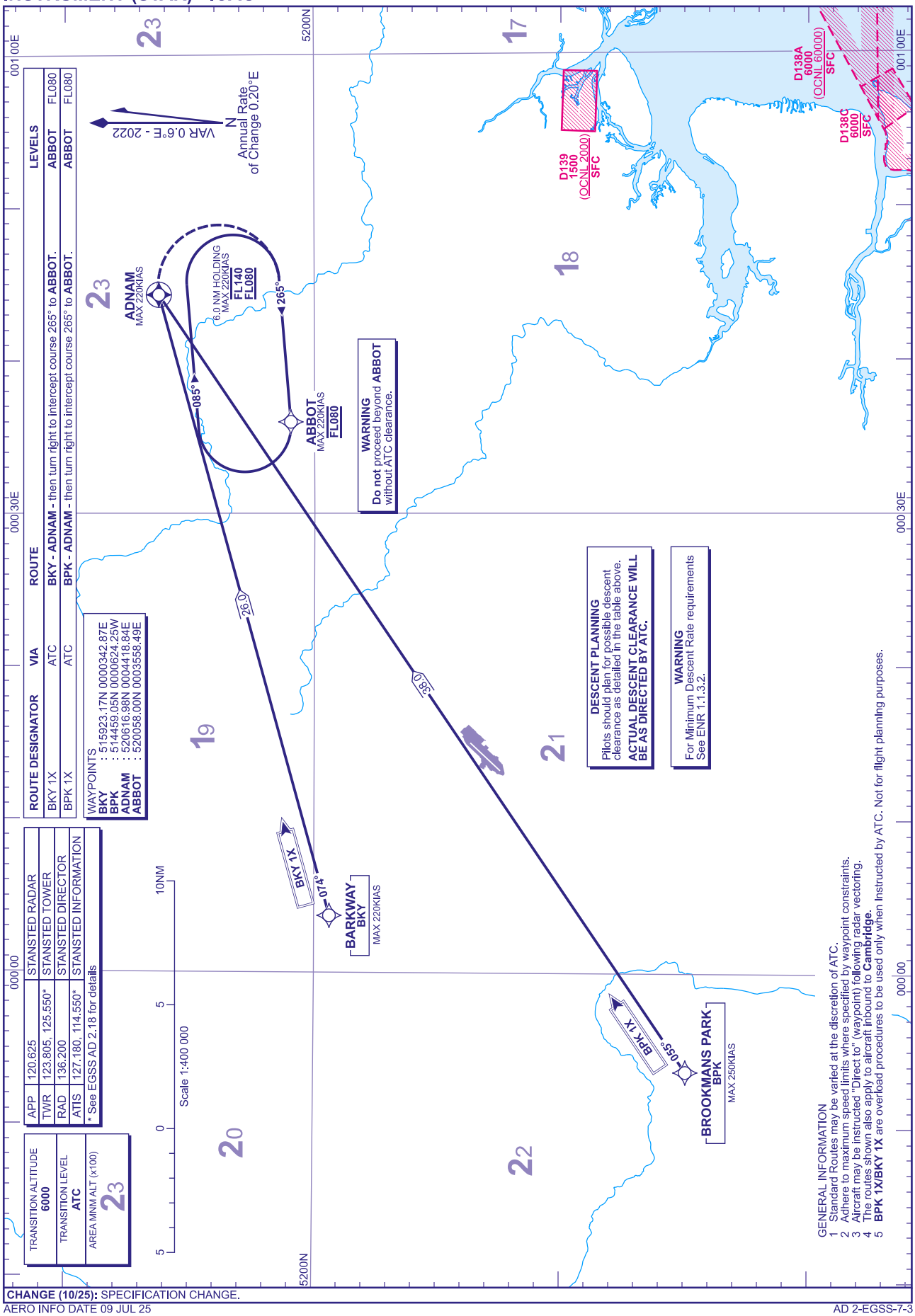
GENERAL INFORMATION
1 Standard Routes may be varied at the discretion of ATC.
2 Adhere to maximum speed limits where specified by waypoint constraints.
3 Maximum 250KIAS below FL100 unless authorised by ATC.
4 Aircraft may be instructed "Direct to" (waypoint) following radar vectoring.
5 The routes shown also apply to aircraft inbound to Cambridge.
6 En route holding may be required at HON and BOMBO as directed by ATC.

CHANGE 10/23 EGSS 2-7-2 CHARTS CORRECTED SPECIFICATION CHANGE.
AERONAUTICAL DATA 22 JUL 25
AD 2.EGSS-7-2

# RNAV5 (DME/DME or GNSS) STANDARD ARRIVAL CHART - INSTRUMENT (STAR) - ICAO

DISTANCES IN NAUTICAL MILES
TRACKS ARE MAGNETIC
ALTITUDES AND ELEVATIONS ARE IN FEET

# LONDON STANSTED
# BKY 1X BPK 1X




**CHANGE (10/25):** SPECIFICATION CHANGE.

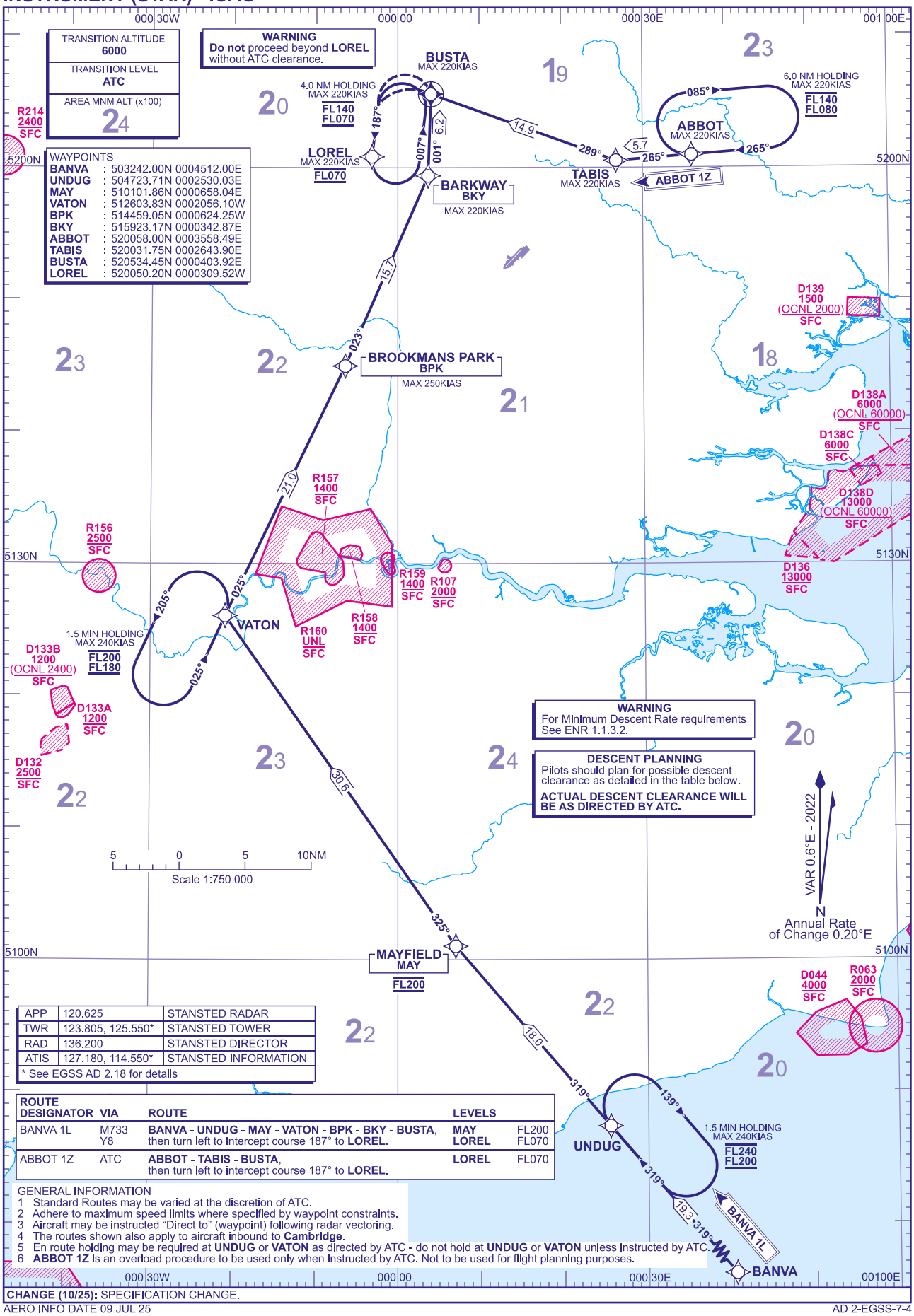
AERO INFO DATE 09 JUL 25

AD 2-EGSS-7-3

# RNAV5 (DME/DME or GNSS) STANDARD ARRIVAL CHART - INSTRUMENT (STAR) - ICAO

DISTANCES IN NAUTICAL MILES
TRACKS ARE MAGNETIC
ALTITUDES AND ELEVATIONS ARE IN FEET

# LONDON STANSTED BANVA 1L ABBOT 1Z




| | | |
|---|---|---|
| APP | 120.625 | STANSTED RADAR |
| TWR | 123.805, 125.550* | STANSTED TOWER |
| RAD | 136.200 | STANSTED DIRECTOR |
| ATIS | 127.180, 114.550* | STANSTED INFORMATION |

* See EGSS AD 2.18 for details

| ROUTE DESIGNATOR | VIA | ROUTE | LEVELS | |
|---|---|---|---|---|
| BANVA 1L | M733 Y8 | **BANVA - UNDUG - MAY - VATON - BPK - BKY - BUSTA**, then turn left to Intercept course 187° to **LOREL**. | **MAY** **LOREL** | FL200 FL070 |
| ABBOT 1Z | ATC | **ABBOT - TABIS - BUSTA**, then turn left to intercept course 187° to **LOREL**. | **LOREL** | FL070 |

GENERAL INFORMATION
1 Standard Routes may be varied at the discretion of ATC.
2 Adhere to maximum speed limits where specified by waypoint constraints.
3 Aircraft may be instructed "Direct to" (waypoint) following radar vectoring.
4 The routes shown also apply to aircraft inbound to **Cambridge**.
5 En route holding may be required at **UNDUG** or **VATON** as directed by ATC - do not hold at **UNDUG** or **VATON** unless instructed by ATC.
6 **ABBOT 1Z** is an overload procedure to be used only when instructed by ATC. Not to be used for flight planning purposes.

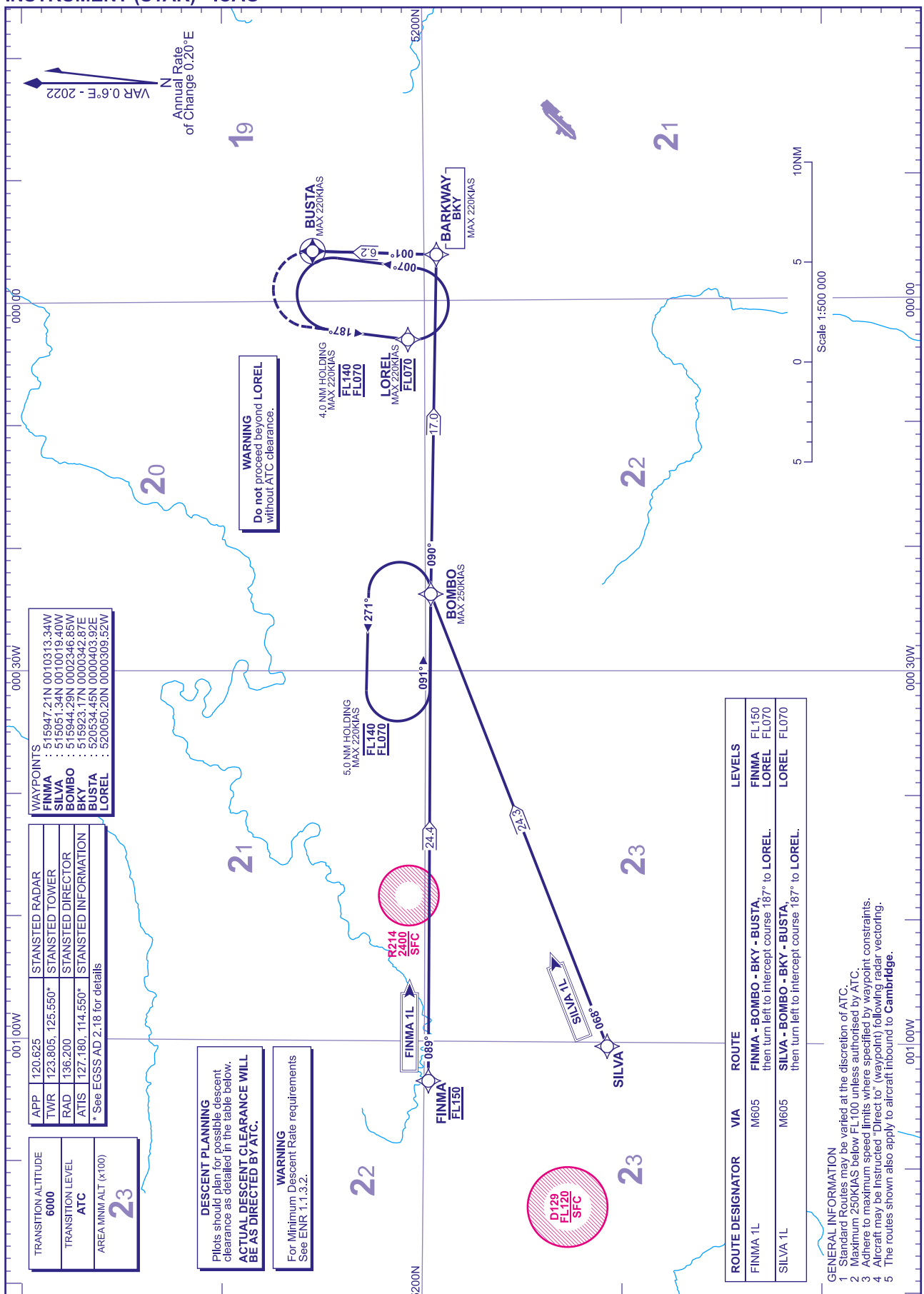
**CHANGE (10/25):** SPECIFICATION CHANGE.

AERO INFO DATE 09 JUL 25

# RNAV5 (DME/DME or GNSS) STANDARD ARRIVAL CHART - INSTRUMENT (STAR) - ICAO

DISTANCES IN NAUTICAL MILES
TRACKS ARE MAGNETIC
ALTITUDES AND ELEVATIONS ARE IN FEET

# LONDON STANSTED
# FINMA 1L SILVA 1L




**CHANGE (10/25):** SPECIFICATION CHANGE.

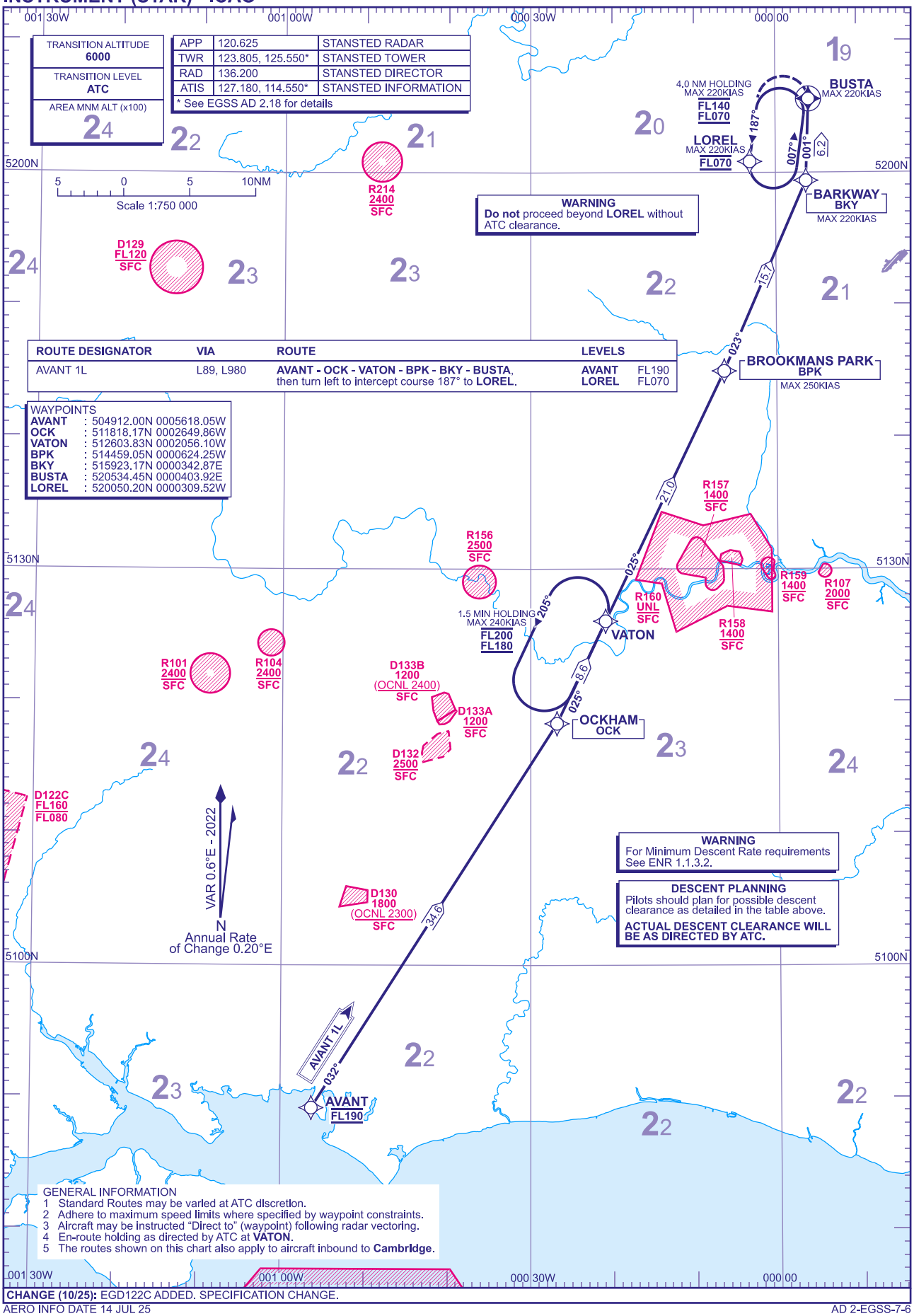
AERO INFO DATE 04 JUL 25

AD 2-EGSS-7-5

# RNAV5 (DME/DME or GNSS) STANDARD ARRIVAL CHART - INSTRUMENT (STAR) - ICAO

DISTANCES IN NAUTICAL MILES
TRACKS ARE MAGNETIC
ALTITUDES AND ELEVATIONS ARE IN FEET

# LONDON STANSTED AVANT 1L




**CHANGE (10/25):** EGD122C ADDED. SPECIFICATION CHANGE.

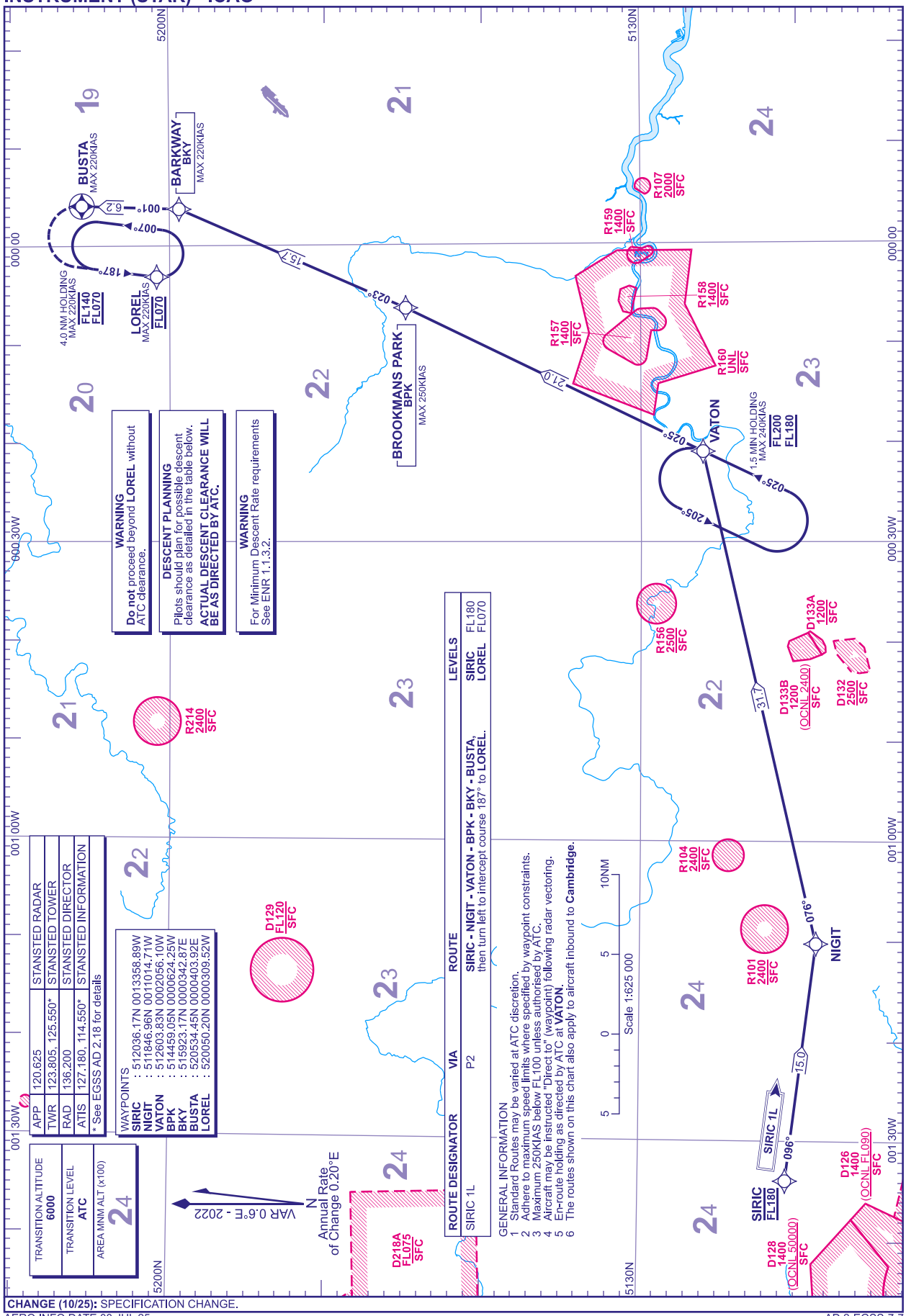
AERO INFO DATE 14 JUL 25

AD 2-EGSS-7-6

# RNAV1 (DME/DME or GNSS) STANDARD ARRIVAL CHART - INSTRUMENT (STAR) - ICAO

DISTANCES IN NAUTICAL MILES
TRACKS ARE MAGNETIC
ALTITUDES AND ELEVATIONS IN FEET

# LONDON STANSTED SIRIC 1L




CHANGE (10/25): SPECIFICATION CHANGE.

AERO INFO DATE 08 JUL 25

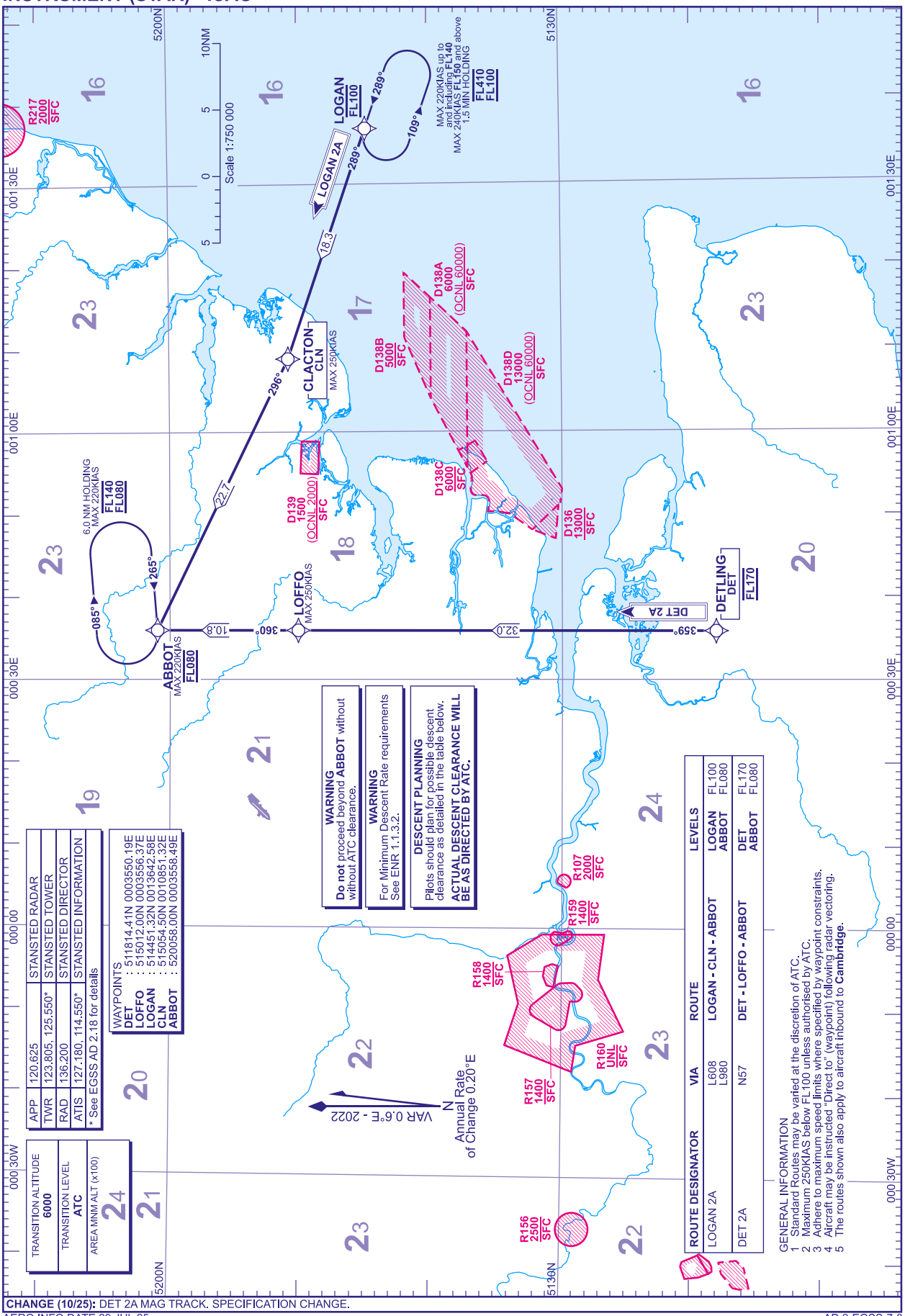
AD 2-EGSS-7-7

I

# RNAV5 (DME/DME or GNSS) STANDARD ARRIVAL CHART - INSTRUMENT (STAR) - ICAO

DISTANCES IN NAUTICAL MILES
TRACKS ARE MAGNETIC
ALTITUDES AND ELEVATIONS ARE IN FEET

# LONDON STANSTED
# LOGAN 2A DET 2A




**CHANGE (10/25):** DET 2A MAG TRACK. SPECIFICATION CHANGE.

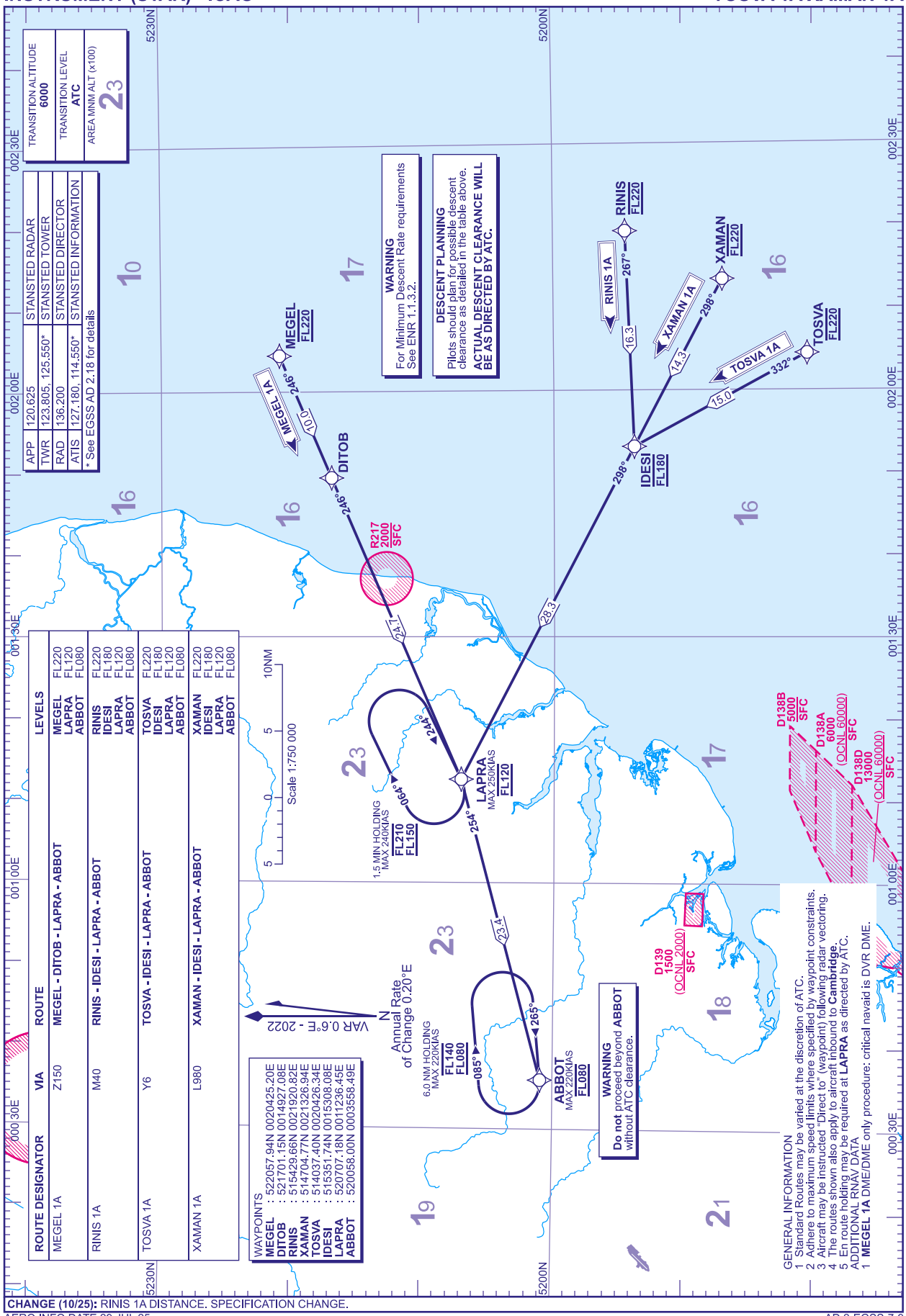
AERO INFO DATE 29 JUL 25

AD 2-EGSS-7-8

# RNAV5 (DME/DME or GNSS) STANDARD ARRIVAL CHART - INSTRUMENT (STAR) - ICAO

DISTANCES IN NAUTICAL MILES
TRACKS ARE MAGNETIC
ALTITUDES AND ELEVATIONS IN FEET

# LONDON STANSTED
# MEGEL 1A RINIS 1A
# TOSVA 1A XAMAN 1A



# Standard Instrument Arrival Coding Tables

### LONDON STANSTED TELTU 1L

| Designator | Sequence Number | Path Term-inator | Waypoint Name | Co-ordinates | Fly-over | Course/ Track °M (°T) | Magnetic Variation | Distance (NM) | Turn Direction | Level Constraint | Speed Constraint | Navigation Performance |
|---|---|---|---|---|---|---|---|---|---|---|---|---|
| TELTU1L | 001 | IF | TELTU | 504839.92N 0004517.69W | N | - | - | - | - | FL190 | - | RNAV1 |
| TELTU1L | 002 | TF | VATON | 512603.83N 0002056.10W | N | 022° (022.1°) | 0.6 | 40.5 | RIGHT | - | - | RNAV1 |
| TELTU1L | 003 | TF | BPK | 514459.05N 0000624.25W | N | 025° (025.5°) | 0.6 | 21.0 | LEFT | - | -250 | RNAV1 |
| TELTU1L | 004 | TF | BKY | 515923.17N 0000342.87E | N | 023° (023.4°) | 0.6 | 15.7 | LEFT | - | -220 | RNAV1 |
| TELTU1L | 005 | TF | BUSTA | 520534.45N 0000403.92E | Y | 001° (002.0°) | 0.6 | 6.2 | LEFT | - | -220 | RNAV1 |
| TELTU1L | 006 | CF | LOREL | 520050.20N 0000309.52W | N | 187° (187.2°) | 0.6 | - | - | FL070 | -220 | RNAV1 |

### LONDON STANSTED LISTO 1L

| Designator | Sequence Number | Path Term-inator | Waypoint Name | Co-ordinates | Fly-over | Course/ Track °M (°T) | Magnetic Variation | Distance (NM) | Turn Direction | Level Constraint | Speed Constraint | Navigation Performance |
|---|---|---|---|---|---|---|---|---|---|---|---|---|
| LISTO1L | 001 | IF | LISTO | 530835.93N 0021156.54W | N | - | - | - | - | - | - | RNAV5 |
| LISTO1L | 002 | TF | PEDIG | 524447.59N 0014309.97W | N | 143° (143.7°) | 0.6 | 29.5 | RIGHT | - | - | RNAV5 |
| LISTO1L | 003 | TF | ROGBI | 521746.63N 0012006.37W | N | 152° (152.3°) | 0.6 | 30.5 | LEFT | FL200 | - | RNAV5 |
| LISTO1L | 004 | TF | FINMA | 515947.21N 0010313.34W | N | 149° (149.9°) | 0.6 | 20.8 | LEFT | FL150 | - | RNAV5 |
| LISTO1L | 005 | TF | BOMBO | 515944.29N 0002346.85W | N | 089° (089.9°) | 0.6 | 24.4 | - | - | -250 | RNAV5 |
| LISTO1L | 006 | TF | BKY | 515923.17N 0000342.87E | N | 090° (091.0°) | 0.6 | 17.0 | LEFT | - | -220 | RNAV5 |
| LISTO1L | 007 | TF | BUSTA | 520534.45N 0000403.92E | Y | 001° (002.0°) | 0.6 | 6.2 | LEFT | - | -220 | RNAV5 |
| LISTO1L | 008 | CF | LOREL | 520050.20N 0000309.52W | N | 187° (187.2°) | 0.6 | - | - | FL070 | -220 | RNAV5 |

### LONDON STANSTED BKY 1X

| Designator | Sequence Number | Path Term-inator | Waypoint Name | Co-ordinates | Fly-over | Course/ Track °M (°T) | Magnetic Variation | Distance (NM) | Turn Direction | Level Constraint | Speed Constraint | Navigation Performance |
|---|---|---|---|---|---|---|---|---|---|---|---|---|
| BKY1X | 001 | IF | BKY | 515923.17N 0000342.87E | N | - | - | - | - | - | -220 | RNAV5 |
| BKY1X | 002 | TF | ADNAM | 520616.98N 0004418.84E | Y | 074° (074.3°) | 0.6 | 26.0 | RIGHT | - | -220 | RNAV5 |
| BKY1X | 003 | CF | ABBOT | 520058.00N 0003558.49E | N | 265° (265.3°) | 0.6 | - | - | FL080 | -220 | RNAV5 |

### LONDON STANSTED BPK 1X

| Designator | Sequence Number | Path Term-inator | Waypoint Name | Co-ordinates | Fly-over | Course/ Track °M (°T) | Magnetic Variation | Distance (NM) | Turn Direction | Level Constraint | Speed Constraint | Navigation Performance |
|---|---|---|---|---|---|---|---|---|---|---|---|---|
| BPK1X | 001 | IF | BPK | 514459.05N 0000624.25W | N | - | - | - | - | - | -250 | RNAV5 |
| BPK1X | 002 | TF | ADNAM | 520616.98N 0004418.84E | Y | 055° (055.5°) | 0.6 | 38.0 | RIGHT | - | -220 | RNAV5 |
| BPK1X | 003 | CF | ABBOT | 520058.00N 0003558.49E | N | 265° (265.3°) | 0.6 | - | - | FL080 | -220 | RNAV5 |

**CHANGE (10/25):** TELTU 1L MAG TRACK. SPECIFICATION CHANGE.
AERO INFO DATE 29 JUL 25

# Standard Instrument Arrival Coding Tables

### LONDON STANSTED BANVA 1L

| Designator | Sequence Number | Path Term-inator | Waypoint Name | Co-ordinates | Fly-over | Course/ Track °M (°T) | Magnetic Variation | Distance (NM) | Turn Direction | Level Constraint | Speed Constraint | Navigation Performance |
|---|---|---|---|---|---|---|---|---|---|---|---|---|
| BANVA1L | 001 | IF | BANVA | 503242.00N 0004512.00E | N | - | - | - | - | - | - | RNAV5 |
| BANVA1L | 002 | TF | UNDUG | 504723.71N 0002530.03E | N | 319° (319.7°) | 0.6 | 19.3 | - | - | - | RNAV5 |
| BANVA1L | 003 | TF | MAY | 510101.86N 0000658.04E | N | 319° (319.4°) | 0.6 | 18.0 | RIGHT | FL200 | - | RNAV5 |
| BANVA1L | 004 | TF | VATON | 512603.83N 0002056.10W | N | 325° (325.2°) | 0.6 | 30.6 | RIGHT | - | - | RNAV5 |
| BANVA1L | 005 | TF | BPK | 514459.05N 0000624.25W | N | 025° (025.5°) | 0.6 | 21.0 | LEFT | - | -250 | RNAV5 |
| BANVA1L | 006 | TF | BKY | 515923.17N 0000342.87E | N | 023° (023.4°) | 0.6 | 15.7 | LEFT | - | -220 | RNAV5 |
| BANVA1L | 007 | TF | BUSTA | 520534.45N 0000403.92E | Y | 001° (002.0°) | 0.6 | 6.2 | LEFT | - | -220 | RNAV5 |
| BANVA1L | 008 | CF | LOREL | 520050.20N 0000309.52W | N | 187° (187.2°) | 0.6 | - | - | FL070 | -220 | RNAV5 |

### LONDON STANSTED ABBOT 1Z

| Designator | Sequence Number | Path Term-inator | Waypoint Name | Co-ordinates | Fly-over | Course/ Track °M (°T) | Magnetic Variation | Distance (NM) | Turn Direction | Level Constraint | Speed Constraint | Navigation Performance |
|---|---|---|---|---|---|---|---|---|---|---|---|---|
| ABBOT1Z | 001 | IF | ABBOT | 520058.00N 0003558.49E | N | - | - | - | - | - | -220 | RNAV5 |
| ABBOT1Z | 002 | TF | TABIS | 520031.75N 0002643.90E | N | 265° (265.7°) | 0.6 | 5.7 | RIGHT | - | -220 | RNAV5 |
| ABBOT1Z | 003 | TF | BUSTA | 520534.45N 0000403.92E | Y | 289° (290.0°) | 0.6 | 14.9 | LEFT | - | -220 | RNAV5 |
| ABBOT1Z | 004 | CF | LOREL | 520050.20N 0000309.52W | N | 187° (187.2°) | 0.6 | - | - | FL070 | -220 | RNAV5 |

### LONDON STANSTED FINMA 1L

| Designator | Sequence Number | Path Term-inator | Waypoint Name | Co-ordinates | Fly-over | Course/ Track °M (°T) | Magnetic Variation | Distance (NM) | Turn Direction | Level Constraint | Speed Constraint | Navigation Performance |
|---|---|---|---|---|---|---|---|---|---|---|---|---|
| FINMA1L | 001 | IF | FINMA | 515947.21N 0010313.34W | N | - | - | - | - | FL150 | - | RNAV5 |
| FINMA1L | 002 | TF | BOMBO | 515944.29N 0002346.85W | N | 089° (089.9°) | 0.6 | 24.4 | - | - | -250 | RNAV5 |
| FINMA1L | 003 | TF | BKY | 515923.17N 0000342.87E | N | 090° (091.0°) | 0.6 | 17.0 | LEFT | - | -220 | RNAV5 |
| FINMA1L | 004 | TF | BUSTA | 520534.45N 0000403.92E | Y | 001° (002.0°) | 0.6 | 6.2 | LEFT | - | -220 | RNAV5 |
| FINMA1L | 005 | CF | LOREL | 520050.20N 0000309.52W | N | 187° (187.2°) | 0.6 | - | - | FL070 | -220 | RNAV5 |

**CHANGE (10/25):** SPECIFICATION CHANGE.
AERO INFO DATE 03 JUL 25

# Standard Instrument Arrival Coding Tables

**LONDON STANSTED SILVA 1L**

| Designator | Sequence Number | Path Term-inator | Waypoint Name | Co-ordinates | Fly-over | Course/ Track °M (°T) | Magnetic Variation | Distance (NM) | Turn Direction | Level Constraint | Speed Constraint | Navigation Performance |
|---|---|---|---|---|---|---|---|---|---|---|---|---|
| SILVA1L | 001 | IF | SILVA | 515051.34N 0010019.40W | N | - | - | - | - | - | - | RNAV5 |
| SILVA1L | 002 | TF | BOMBO | 515944.29N 0002346.85W | N | 068° (068.3°) | 0.6 | 24.3 | RIGHT | - | -250 | RNAV5 |
| SILVA1L | 003 | TF | BKY | 515923.17N 0000342.87E | N | 090° (091.0°) | 0.6 | 17.0 | LEFT | - | -220 | RNAV5 |
| SILVA1L | 004 | TF | BUSTA | 520534.45N 0000403.92E | Y | 001° (002.0°) | 0.6 | 6.2 | LEFT | - | -220 | RNAV5 |
| SILVA1L | 005 | CF | LOREL | 520050.20N 0000309.52W | N | 187° (187.2°) | 0.6 | - | - | FL070 | -220 | RNAV5 |

**LONDON STANSTED AVANT 1L**

| Designator | Sequence Number | Path Term-inator | Waypoint Name | Co-ordinates | Fly-over | Course/ Track °M (°T) | Magnetic Variation | Distance (NM) | Turn Direction | Level Constraint | Speed Constraint | Navigation Performance |
|---|---|---|---|---|---|---|---|---|---|---|---|---|
| AVANT1L | 001 | IF | AVANT | 504912.00N 0005618.05W | N | - | - | - | - | FL190 | - | RNAV5 |
| AVANT1L | 002 | TF | OCK | 511818.17N 0002649.86W | N | 032° (032.4°) | 0.6 | 34.6 | LEFT | - | - | RNAV5 |
| AVANT1L | 003 | TF | VATON | 512603.83N 0002056.10W | N | 025° (025.4°) | 0.6 | 8.6 | - | - | - | RNAV5 |
| AVANT1L | 004 | TF | BPK | 514459.05N 0000624.25W | N | 025° (025.5°) | 0.6 | 21.0 | LEFT | - | -250 | RNAV5 |
| AVANT1L | 005 | TF | BKY | 515923.17N 0000342.87E | N | 023° (023.4°) | 0.6 | 15.7 | LEFT | - | -220 | RNAV5 |
| AVANT1L | 006 | TF | BUSTA | 520534.45N 0000403.92E | Y | 001° (002.0°) | 0.6 | 6.2 | LEFT | - | -220 | RNAV5 |
| AVANT1L | 007 | CF | LOREL | 520050.20N 0000309.52W | N | 187° (187.2°) | 0.6 | - | - | FL070 | -220 | RNAV5 |

**LONDON STANSTED SIRIC 1L**

| Designator | Sequence Number | Path Term-inator | Waypoint Name | Co-ordinates | Fly-over | Course/ Track °M (°T) | Magnetic Variation | Distance (NM) | Turn Direction | Level Constraint | Speed Constraint | Navigation Performance |
|---|---|---|---|---|---|---|---|---|---|---|---|---|
| SIRIC1L | 001 | IF | SIRIC | 512036.17N 0013358.89W | N | - | - | - | - | FL180 | - | RNAV1 |
| SIRIC1L | 002 | TF | NIGIT | 511846.96N 0011014.71W | N | 096° (096.8°) | 0.6 | 15.0 | LEFT | - | - | RNAV1 |
| SIRIC1L | 003 | TF | VATON | 512603.83N 0002056.10W | N | 076° (076.4°) | 0.6 | 31.7 | LEFT | - | - | RNAV1 |
| SIRIC1L | 004 | TF | BPK | 514459.05N 0000624.25W | N | 025° (025.5°) | 0.6 | 21.0 | - | - | -250 | RNAV1 |
| SIRIC1L | 005 | TF | BKY | 515923.17N 0000342.87E | N | 023° (023.4°) | 0.6 | 15.7 | LEFT | - | -220 | RNAV1 |
| SIRIC1L | 006 | TF | BUSTA | 520534.45N 0000403.92E | Y | 001° (002.0°) | 0.6 | 6.2 | LEFT | - | -220 | RNAV1 |
| SIRIC1L | 007 | CF | LOREL | 520050.20N 0000309.52W | N | 187° (187.2°) | 0.6 | - | - | FL070 | -220 | RNAV1 |

**CHANGE (10/25):** SPECIFICATION CHANGE.
AERO INFO DATE 03 JUL 25

# Standard Instrument Arrival Coding Tables

### LONDON STANSTED LOGAN 2A

| Designator | Sequence Number | Path Term-inator | Waypoint Name | Co-ordinates | Fly-over | Course/ Track °M (°T) | Magnetic Variation | Distance (NM) | Turn Direction | Level Constraint | Speed Constraint | Navigation Performance |
|---|---|---|---|---|---|---|---|---|---|---|---|---|
| LOGAN2A | 001 | IF | LOGAN | 514451.32N 0013642.58E | N | - | - | - | - | FL100 | - | RNAV5 |
| LOGAN2A | 002 | TF | CLN | 515054.50N 0010851.32E | N | 289° (289.5°) | 0.6 | 18.3 | RIGHT | - | -250 | RNAV5 |
| LOGAN2A | 003 | TF | ABBOT | 520058.00N 0003558.49E | N | 296° (296.5°) | 0.6 | 22.7 | - | FL080 | -220 | RNAV5 |

### LONDON STANSTED DET 2A

| Designator | Sequence Number | Path Term-inator | Waypoint Name | Co-ordinates | Fly-over | Course/ Track °M (°T) | Magnetic Variation | Distance (NM) | Turn Direction | Level Constraint | Speed Constraint | Navigation Performance |
|---|---|---|---|---|---|---|---|---|---|---|---|---|
| DET2A | 001 | IF | DET | 511814.41N 0003550.19E | N | - | - | - | - | FL170 | - | RNAV5 |
| DET2A | 002 | TF | LOFFO | 515012.00N 0003556.37E | N | 359° (000.1°) | 0.6 | 32.0 | - | - | -250 | RNAV5 |
| DET2A | 003 | TF | ABBOT | 520058.00N 0003558.49E | N | 360° (000.1°) | 0.6 | 10.8 | - | FL080 | -220 | RNAV5 |

### LONDON STANSTED MEGEL 1A

| Designator | Sequence Number | Path Term-inator | Waypoint Name | Co-ordinates | Fly-over | Course/ Track °M (°T) | Magnetic Variation | Distance (NM) | Turn Direction | Level Constraint | Speed Constraint | Navigation Performance |
|---|---|---|---|---|---|---|---|---|---|---|---|---|
| MEGEL1A | 001 | IF | MEGEL | 522057.94N 0020425.20E | N | - | - | - | - | FL220 | - | RNAV5 |
| MEGEL1A | 002 | TF | DITOB | 521701.15N 0014927.08E | N | 246° (246.8°) | 0.6 | 10.0 | - | - | - | RNAV5 |
| MEGEL1A | 003 | TF | LAPRA | 520707.18N 0011236.45E | N | 246° (246.6°) | 0.6 | 24.7 | RIGHT | FL120 | -250 | RNAV5 |
| MEGEL1A | 004 | TF | ABBOT | 520058.00N 0003558.49E | N | 254° (255.0°) | 0.6 | 23.4 | - | FL080 | -220 | RNAV5 |

### LONDON STANSTED RINIS 1A

| Designator | Sequence Number | Path Term-inator | Waypoint Name | Co-ordinates | Fly-over | Course/ Track °M (°T) | Magnetic Variation | Distance (NM) | Turn Direction | Level Constraint | Speed Constraint | Navigation Performance |
|---|---|---|---|---|---|---|---|---|---|---|---|---|
| RINIS1A | 001 | IF | RINIS | 515429.66N 0021920.82E | N | - | - | - | - | FL220 | - | RNAV5 |
| RINIS1A | 002 | TF | IDESI | 515351.74N 0015308.08E | N | 267° (267.9°) | 0.6 | 16.3 | RIGHT | FL180 | - | RNAV5 |
| RINIS1A | 003 | TF | LAPRA | 520707.18N 0011236.45E | N | 298° (298.2°) | 0.6 | 28.3 | LEFT | FL120 | -250 | RNAV5 |
| RINIS1A | 004 | TF | ABBOT | 520058.00N 0003558.49E | N | 254° (255.0°) | 0.6 | 23.4 | - | FL080 | -220 | RNAV5 |

**CHANGE (10/25):** DET 2A MAG TRACK. RINIS 1A DISTANCE. SPECIFICATION CHANGE.
AERO INFO DATE 29 JUL 25

# Standard Instrument Arrival Coding Tables

**LONDON STANSTED TOSVA 1A**

| Designator | Sequence Number | Path Term-inator | Waypoint Name | Co-ordinates | Fly-over | Course/ Track °M (°T) | Magnetic Variation | Distance (NM) | Turn Direction | Level Constraint | Speed Constraint | Navigation Performance |
|---|---|---|---|---|---|---|---|---|---|---|---|---|
| TOSVA1A | 001 | IF | TOSVA | 514037.40N 0020426.34E | N | - | - | - | - | FL220 | - | RNAV5 |
| TOSVA1A | 002 | TF | IDESI | 515351.74N 0015308.08E | N | 332° (332.2°) | 0.6 | 15.0 | LEFT | FL180 | - | RNAV5 |
| TOSVA1A | 003 | TF | LAPRA | 520707.18N 0011236.45E | N | 298° (298.2°) | 0.6 | 28.3 | LEFT | FL120 | -250 | RNAV5 |
| TOSVA1A | 004 | TF | ABBOT | 520058.00N 0003558.49E | N | 254° (255.0°) | 0.6 | 23.4 | - | FL080 | -220 | RNAV5 |

**LONDON STANSTED XAMAN 1A**

| Designator | Sequence Number | Path Term-inator | Waypoint Name | Co-ordinates | Fly-over | Course/ Track °M (°T) | Magnetic Variation | Distance (NM) | Turn Direction | Level Constraint | Speed Constraint | Navigation Performance |
|---|---|---|---|---|---|---|---|---|---|---|---|---|
| XAMAN1A | 001 | IF | XAMAN | 514704.77N 0021326.94E | N | - | - | - | - | FL220 | - | RNAV5 |
| XAMAN1A | 002 | TF | IDESI | 515351.74N 0015308.08E | N | 298° (298.5°) | 0.6 | 14.3 | - | FL180 | - | RNAV5 |
| XAMAN1A | 003 | TF | LAPRA | 520707.18N 0011236.45E | N | 298° (298.2°) | 0.6 | 28.3 | LEFT | FL120 | -250 | RNAV5 |
| XAMAN1A | 004 | TF | ABBOT | 520058.00N 0003558.49E | N | 254° (255.0°) | 0.6 | 23.4 | - | FL080 | -220 | RNAV5 |

**CHANGE (10/25):** SPECIFICATION CHANGE.
AERO INFO DATE 03 JUL 25

# RNAV Hold Coding Tables

### LONDON STANSTED ABBOT Hold

| Designator | Sequence Number | Path Term-inator | Waypoint Name | Co-ordinates | Fly-over | Course/ Track °M (°T) | Magnetic Variation | Distance (NM) | Turn Direction | Level Constraint | Speed Constraint | Navigation Performance |
|---|---|---|---|---|---|---|---|---|---|---|---|---|
| ABBOT | - | - | ABBOT | 520058.00N 0003558.49E | Y | 265° (265.3°) | 0.6 | 6.0NM | RIGHT | -FL140 +FL080 | -220 | RNAV5 |

### LONDON STANSTED ADLOG Hold

| Designator | Sequence Number | Path Term-inator | Waypoint Name | Co-ordinates | Fly-over | Course/ Track °M (°T) | Magnetic Variation | Time (MIN) | Turn Direction | Level Constraint | Speed Constraint | Navigation Performance |
|---|---|---|---|---|---|---|---|---|---|---|---|---|
| ADLOG | - | - | ADLOG | 501925.00N 0004933.40W | Y | 005° (005.3°) | 0.6 | 1.5 MIN | RIGHT | -FL260 +FL130 | -240 | RNAV5 |

### LONDON STANSTED BOMBO Hold

| Designator | Sequence Number | Path Term-inator | Waypoint Name | Co-ordinates | Fly-over | Course/ Track °M (°T) | Magnetic Variation | Distance (NM) | Turn Direction | Level Constraint | Speed Constraint | Navigation Performance |
|---|---|---|---|---|---|---|---|---|---|---|---|---|
| BOMBO | - | - | BOMBO | 515944.29N 0002346.85W | Y | 091° (091.4°) | 0.6 | 5.0NM | LEFT | -FL140 +FL070 | -220 | RNAV5 |

### LONDON STANSTED HON Hold

| Designator | Sequence Number | Path Term-inator | Waypoint Name | Co-ordinates | Fly-over | Course/ Track °M (°T) | Magnetic Variation | Time (MIN) | Turn Direction | Level Constraint | Speed Constraint | Navigation Performance |
|---|---|---|---|---|---|---|---|---|---|---|---|---|
| HON | - | - | HON | 522124.04N 0013949.41W | Y | 144° (144.8°) | 0.6 | 1.5 MIN | RIGHT | -FL350 +FL150 | -240 | RNAV5 |

### LONDON STANSTED LAPRA Hold

| Designator | Sequence Number | Path Term-inator | Waypoint Name | Co-ordinates | Fly-over | Course/ Track °M (°T) | Magnetic Variation | Time (MIN) | Turn Direction | Level Constraint | Speed Constraint | Navigation Performance |
|---|---|---|---|---|---|---|---|---|---|---|---|---|
| LAPRA | - | - | LAPRA | 520707.18N 0011236.45E | Y | 244° (245.1°) | 0.6 | 1.5 MIN | RIGHT | -FL210 +FL150 | -240 | RNAV5 |

### LONDON STANSTED LOGAN Hold

| Designator | Sequence Number | Path Term-inator | Waypoint Name | Co-ordinates | Fly-over | Course/ Track °M (°T) | Magnetic Variation | Time (MIN) | Turn Direction | Level Constraint | Speed Constraint | Navigation Performance |
|---|---|---|---|---|---|---|---|---|---|---|---|---|
| LOGAN | - | - | LOGAN | 514451.32N 0013642.58E | Y | 289° (289.5°) | 0.6 | 1MIN up to FL140<br>1.5 MIN FL150+ | LEFT | -FL410 +FL100 | -220*<br>-240** | RNAV5 |

* up to and including FL140
** FL150 and above

### LONDON STANSTED LOREL Hold

| Designator | Sequence Number | Path Term-inator | Waypoint Name | Co-ordinates | Fly-over | Course/ Track °M (°T) | Magnetic Variation | Distance (NM) | Turn Direction | Level Constraint | Speed Constraint | Navigation Performance |
|---|---|---|---|---|---|---|---|---|---|---|---|---|
| LOREL | - | - | LOREL | 520050.20N 0000309.52W | Y | 187° (187.2°) | 0.6 | 4.0NM | LEFT | -FL140 +FL070 | -220 | RNAV1/ RNAV5 |

**CHANGE (10/25):** SPECIFICATION CHANGE.
AERO INFO DATE 03 JUL 25

# RNAV Hold Coding Tables

**LONDON STANSTED UNDUG Hold**

| Designator | Sequence Number | Path Term-inator | Waypoint Name | Co-ordinates | Fly-over | Course/ Track °M (°T) | Magnetic Variation | Time (MIN) | Turn Direction | Level Constraint | Speed Constraint | Navigation Performance |
|---|---|---|---|---|---|---|---|---|---|---|---|---|
| UNDUG | - | - | UNDUG | 504723.71N 0002530.03E | Y | 319° (319.2°) | 0.6 | 1.5 MIN | RIGHT | -FL240 +FL200 | -240 | RNAV5 |

**LONDON STANSTED VATON Hold**

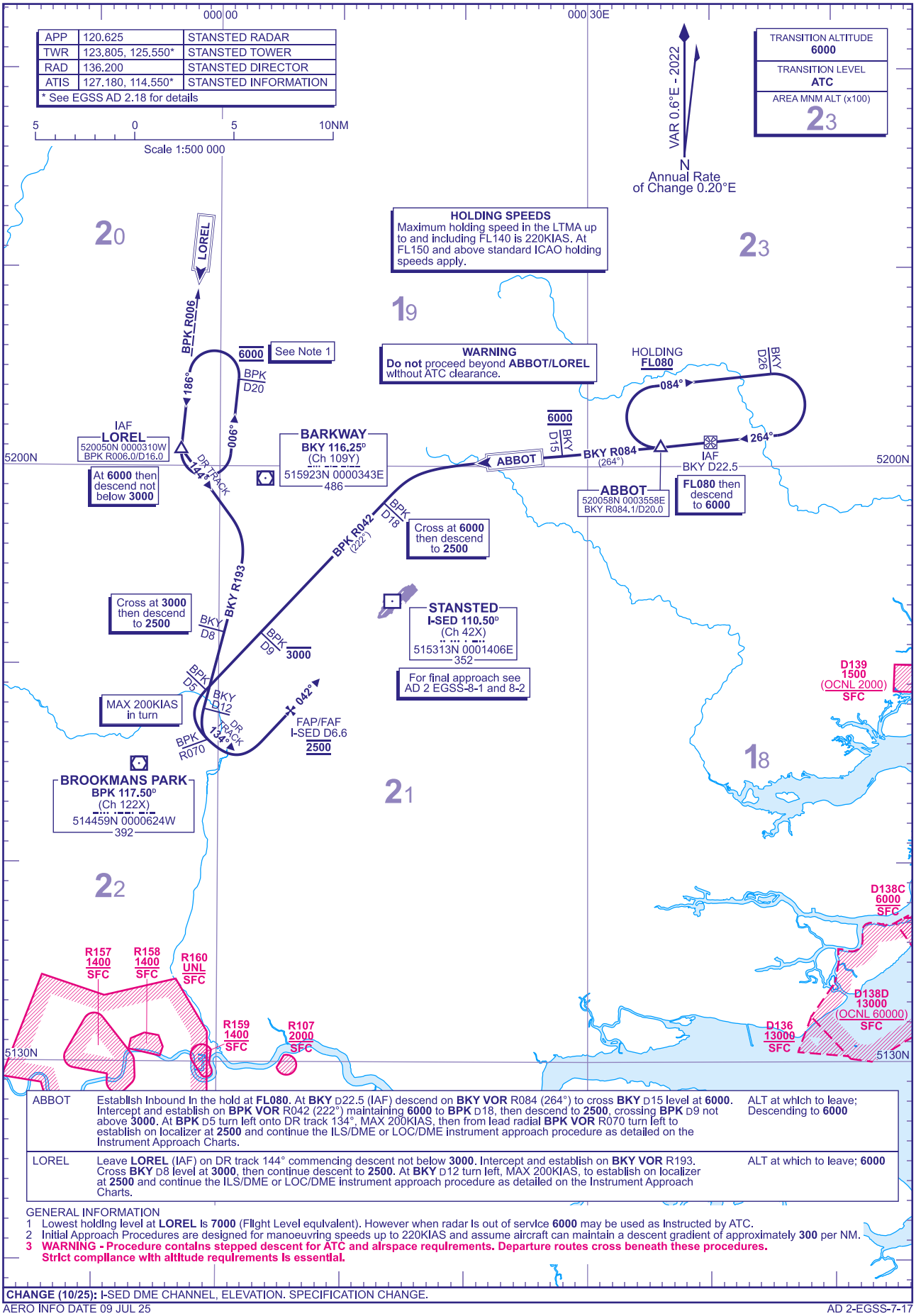
| Designator | Sequence Number | Path Term-inator | Waypoint Name | Co-ordinates | Fly-over | Course/ Track °M (°T) | Magnetic Variation | Time (MIN) | Turn Direction | Level Constraint | Speed Constraint | Navigation Performance |
|---|---|---|---|---|---|---|---|---|---|---|---|---|
| VATON | - | - | VATON | 512603.83N 0002056.10W | Y | 025° (025.5°) | 0.6 | 1.5 MIN | LEFT | -FL200 +FL180 | -240 | RNAV5 |

**CHANGE (10/25):** SPECIFICATION CHANGE.
AERO INFO DATE 03 JUL 25

# INITIAL APPROACH PROCEDURES
# ILS RWY 04 Without Radar Control

DISTANCES IN NAUTICAL MILES
BEARINGS, TRACKS AND RADIALS ARE MAGNETIC
ALTITUDES AND ELEVATIONS IN FEET

# LONDON STANSTED




| | | |
|---|---|---|
| ABBOT | Establish inbound in the hold at **FL080**. At **BKY** D22.5 (IAF) descend on **BKY VOR** R084 (264°) to cross **BKY** D15 level at **6000**. Intercept and establish on **BPK VOR** R042 (222°) maintaining **6000** to **BPK** D18, then descend to **2500**, crossing **BPK** D9 not above **3000**. At **BPK** D5 turn left onto DR track 134°, MAX 200KIAS, then from lead radial **BPK VOR** R070 turn left to establish on localizer at **2500** and continue the ILS/DME or LOC/DME instrument approach procedure as detailed on the Instrument Approach Charts. | ALT at which to leave; Descending to **6000** |
| LOREL | Leave **LOREL** (IAF) on DR track 144° commencing descent not below **3000**. Intercept and establish on **BKY VOR** R193. Cross **BKY** D8 level at **3000**, then continue descent to **2500**. At **BKY** D12 turn left, MAX 200KIAS, to establish on localizer at **2500** and continue the ILS/DME or LOC/DME instrument approach procedure as detailed on the Instrument Approach Charts. | ALT at which to leave; **6000** |

GENERAL INFORMATION
1 Lowest holding level at **LOREL** is **7000** (Flight Level equivalent). However when radar is out of service **6000** may be used as instructed by ATC.
2 Initial Approach Procedures are designed for manoeuvring speeds up to 220KIAS and assume aircraft can maintain a descent gradient of approximately **300** per NM.
3 **WARNING - Procedure contains stepped descent for ATC and airspace requirements. Departure routes cross beneath these procedures. Strict compliance with altitude requirements is essential.**

**CHANGE (10/25):** I-SED DME CHANNEL, ELEVATION. SPECIFICATION CHANGE.

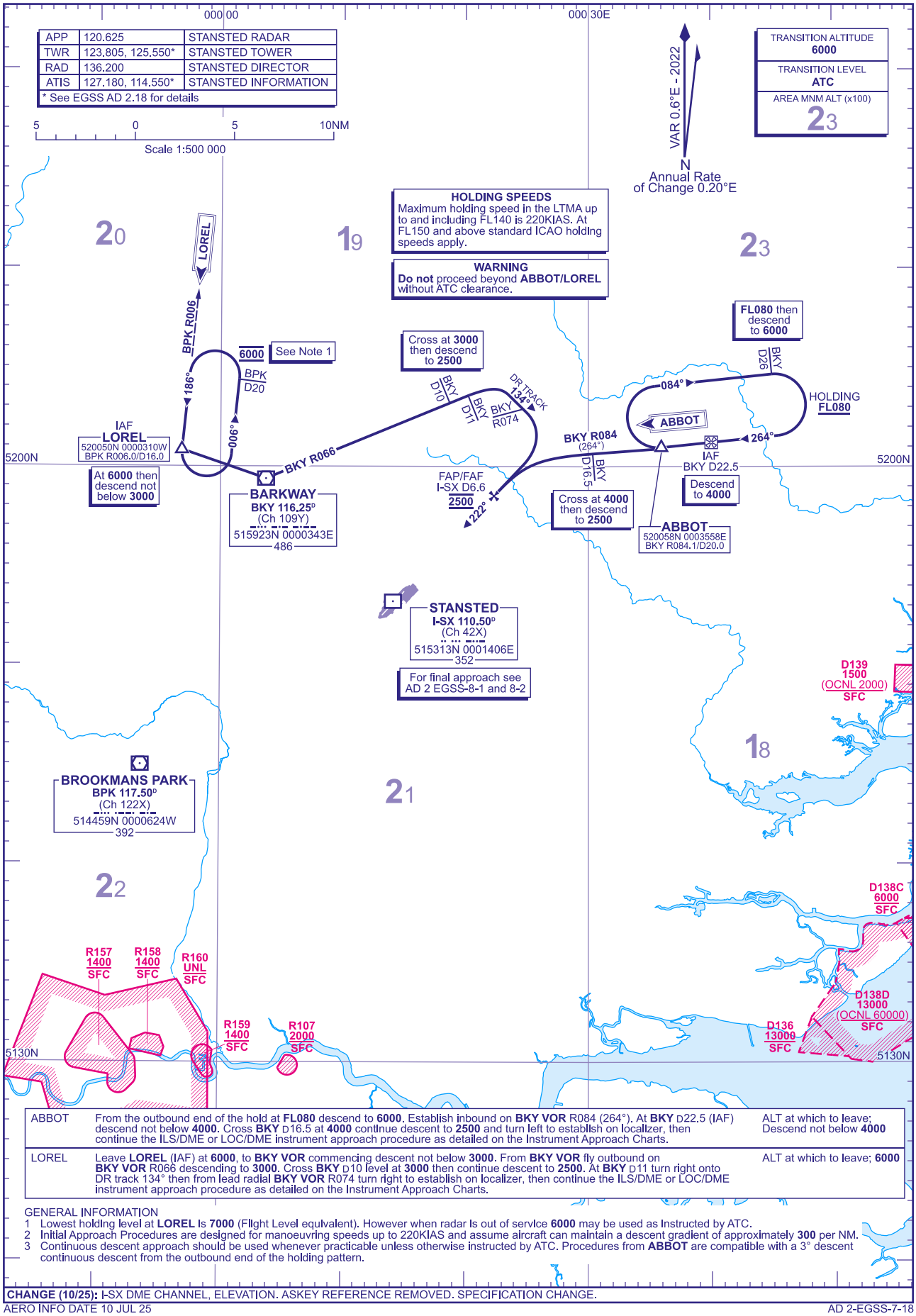
AERO INFO DATE 09 JUL 25

AD 2-EGSS-7-17

# INITIAL APPROACH PROCEDURES
# ILS RWY 22 Without Radar Control

DISTANCES IN NAUTICAL MILES
BEARINGS, TRACKS AND RADIALS ARE MAGNETIC
ALTITUDES AND ELEVATIONS IN FEET

# LONDON STANSTED




| | | |
|---|---|---|
| ABBOT | From the outbound end of the hold at **FL080** descend to **6000**. Establish inbound on **BKY VOR** R084 (264°). At **BKY** D22.5 (IAF) descend not below **4000**. Cross **BKY** D16.5 at **4000** continue descent to **2500** and turn left to establish on localizer, then continue the ILS/DME or LOC/DME instrument approach procedure as detailed on the Instrument Approach Charts. | ALT at which to leave; Descend not below **4000** |
| LOREL | Leave **LOREL** (IAF) at **6000**, to **BKY VOR** commencing descent not below **3000**. From **BKY VOR** fly outbound on **BKY VOR** R066 descending to **3000**. Cross **BKY** D10 level at **3000** then continue descent to **2500**. At **BKY** D11 turn right onto DR track 134° then from lead radial **BKY VOR** R074 turn right to establish on localizer, then continue the ILS/DME or LOC/DME instrument approach procedure as detailed on the Instrument Approach Charts. | ALT at which to leave; **6000** |

GENERAL INFORMATION
1 Lowest holding level at **LOREL** is **7000** (Flight Level equivalent). However when radar is out of service **6000** may be used as instructed by ATC.
2 Initial Approach Procedures are designed for manoeuvring speeds up to 220KIAS and assume aircraft can maintain a descent gradient of approximately **300** per NM.
3 Continuous descent approach should be used whenever practicable unless otherwise instructed by ATC. Procedures from **ABBOT** are compatible with a 3° descent continuous descent from the outbound end of the holding pattern.

**CHANGE (10/25):** I-SX DME CHANNEL, ELEVATION. ASKEY REFERENCE REMOVED. SPECIFICATION CHANGE.

AERO INFO DATE 10 JUL 25

# INSTRUMENT APPROACH CHART - ICAO

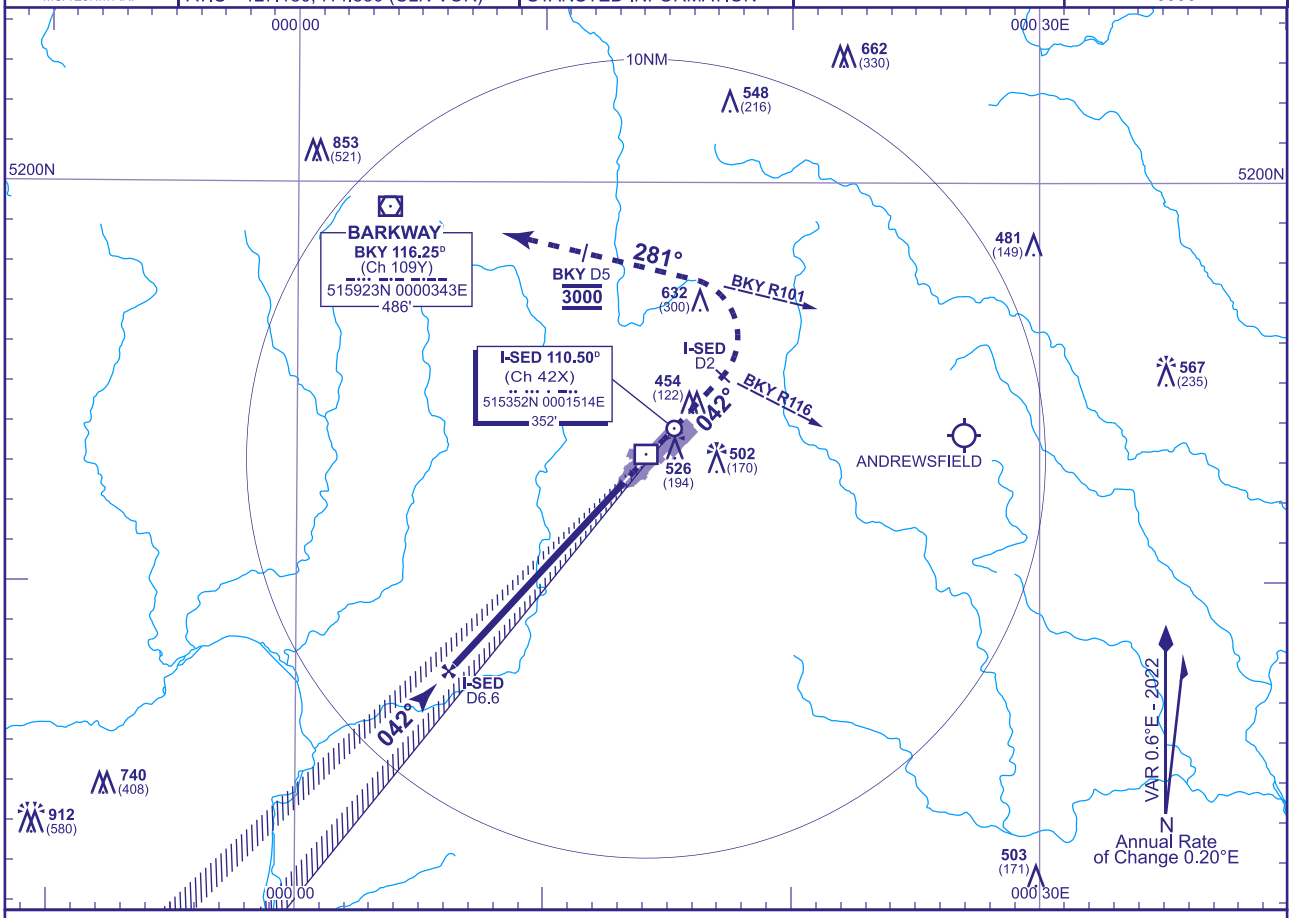
## LONDON STANSTED
## ILS/DME
## RWY 04
(ACFT CAT A,B,C,D)



MSA 25NM ARP

| | | | |
|---|---|---|---|
| APP | 120.625 | STANSTED RADAR | |
| TWR | 123.805, 125.550 | STANSTED TOWER | |
| | 121.730 | STANSTED GROUND | |
| | 121.955 | STANSTED DELIVERY | |
| RAD | 136.200 | STANSTED DIRECTOR | |
| ATIS | 127.180, 114.550 (CLN VOR) | STANSTED INFORMATION | |

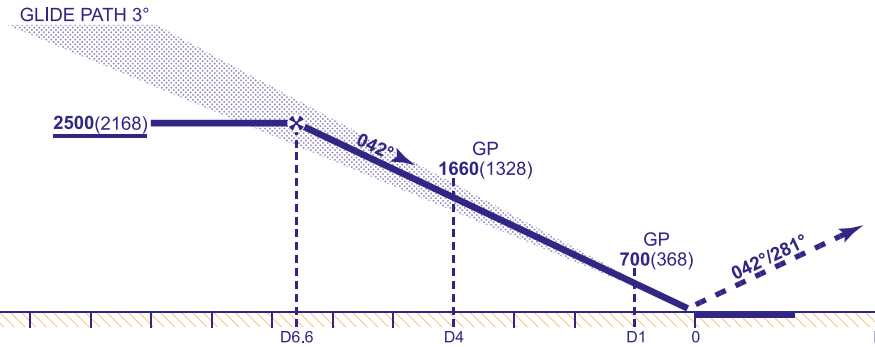
| | |
|---|---|
| AD ELEVATION | 348 |
| THR ELEVATION | 332 |
| OBSTACLE ELEVATION | 912 AMSL (580) (ABOVE THR) |
| BEARINGS ARE MAGNETIC | |
| TRANSITION ALTITUDE | 6000 |




**RECOMMENDED PROFILE** GLIDE PATH 3°, 320FT/NM

| DME I-SED | 6 | 5 | 4 | 3 | 2 | 1 |
|---|---|---|---|---|---|---|
| ALT(HGT) | **2300**(1968) | **1980**(1648) | **1660**(1328) | **1340**(1008) | **1020**(688) | **700**(368) |

**RDH 53**




Climb straight ahead **not above 3000**. At I-SED DME 2 (VOR BKY R116) turn left to establish on VOR BKY R101 (QDM 281°). Cross BKY DME 5 at **3000*** then continue to **BKY VOR** at **3000** or as directed.
* Missed approach climb gradient of 4.9% may be required to ensure CAS containment.

| Aircraft Category | | A | B | C | D | Rate of descent | G/S KT | 160 | 140 | 120 | 100 | 80 |
|---|---|---|---|---|---|---|---|---|---|---|---|---|
| OCA (OCH) | CAT I | **482**(150) | **495**(163) | **509**(177) | **525**(193) | | FT/MIN | 850 | 740 | 640 | 530 | 420 |
| | CAT II | **388**(56) | **400**(68) | **413**(81) | **430**(98) | | | | | | | |
| VM(C)OCA (OCH AAL) | Total Area | **900**(552) | **900**(552) | **1030**(682) | **1040**(692) | | | | | | | |

**AIRCRAFT UNABLE TO RECEIVE DME I-SED**
Advise ATC. Radar range will be provided at 4NM inbound.

**AIRCRAFT UNABLE TO RECEIVE VOR DME BKY**
Advise ATC. Radar direction will be passed for missed approach procedure.

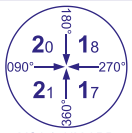
**NOTE** **1** For initial approaches see AD 2-EGSS-7-16.
**2** MAX 185KIAS for MAP until established on BKY R101.

**CHANGE (2/25):** PANSHANGER DISUSED AD REMOVED.

AERO INFO DATE 25 NOV 24

# INSTRUMENT APPROACH CHART - ICAO

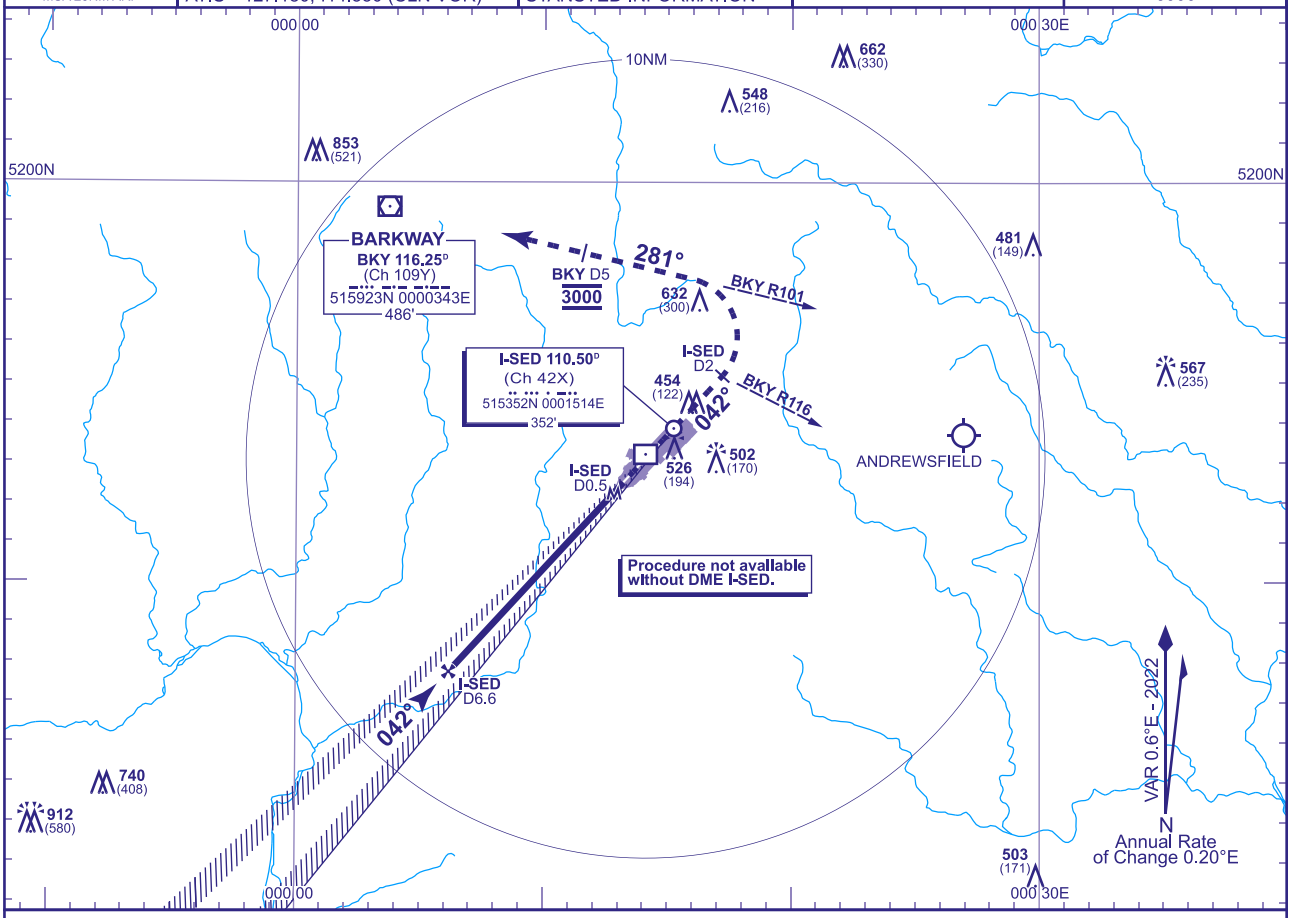
## LONDON STANSTED
## LOC/DME RWY 04
(ACFT CAT A,B,C,D)



MSA 25NM ARP

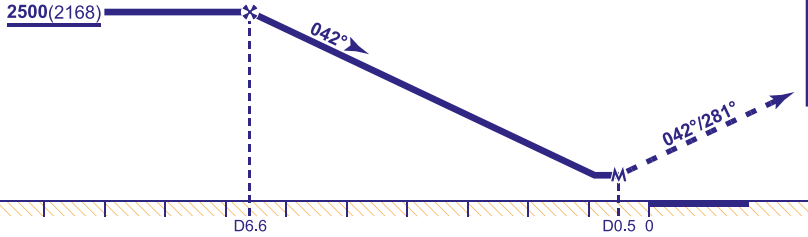
| | | |
|---|---|---|
| APP 120.625 | STANSTED RADAR | |
| TWR 123.805, 125.550 | STANSTED TOWER | |
| 121.730 | STANSTED GROUND | |
| 121.955 | STANSTED DELIVERY | |
| RAD 136.200 | STANSTED DIRECTOR | |
| ATIS 127.180, 114.550 (CLN VOR) | STANSTED INFORMATION | |

| | |
|---|---|
| AD ELEVATION | **348** |
| THR ELEVATION | **332** |
| OBSTACLE ELEVATION | **912 AMSL** (580) (ABOVE THR) |
| BEARINGS ARE MAGNETIC | |
| TRANSITION ALTITUDE | **6000** |




**RECOMMENDED PROFILE** Gradient 5.2%, 320FT/NM

| **DME I-SED** | 6 | 5 | 4 | 3 | 2 | 1 |
|---|---|---|---|---|---|---|
| **ALT**(HGT) | **2300**(1968) | **1980**(1648) | **1660**(1328) | **1340**(1008) | **1020**(688) | **700**(368) |




**MAPt I-SED DME 0.5**

Climb straight ahead **not above 3000**. At **I-SED DME** 2 (**VOR BKY** R116) turn left to establish on **VOR BKY** R101 (QDM 281°). Cross **BKY DME** 5 at **3000*** then continue to **BKY VOR** at **3000** or as directed.
* Missed approach climb gradient of 4.9% may be required to ensure CAS containment.

| **Aircraft Category** | | **A** | **B** | **C** | **D** |
|---|---|---|---|---|---|
| **OCA** (OCH) | **Procedure** | **670**(338) | **670**(338) | **670**(338) | **670**(338) |
| **VM(C)OCA** (OCH AAL) | **Total Area** | **900**(552) | **900**(552) | **1030**(682) | **1040**(692) |

| **Rate of descent** | | | | | | |
|---|---|---|---|---|---|---|
| **G/S KT** | 160 | 140 | 120 | 100 | 80 |
| **FT/MIN** | 850 | 740 | 640 | 530 | 420 |

**AIRCRAFT UNABLE TO RECEIVE VOR DME BKY**
Advise ATC. Radar direction will be passed for missed approach procedure.

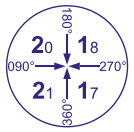
**NOTE** **1** For initial approaches see AD 2-EGSS-7-16.
**2** MAX 185KIAS for MAP until established on BKY R101.

**CHANGE (2/25):** PANSHANGER DISUSED AD REMOVED.

AERO INFO DATE 25 NOV 24 AD 2-EGSS-8-2

# INSTRUMENT APPROACH CHART - ICAO

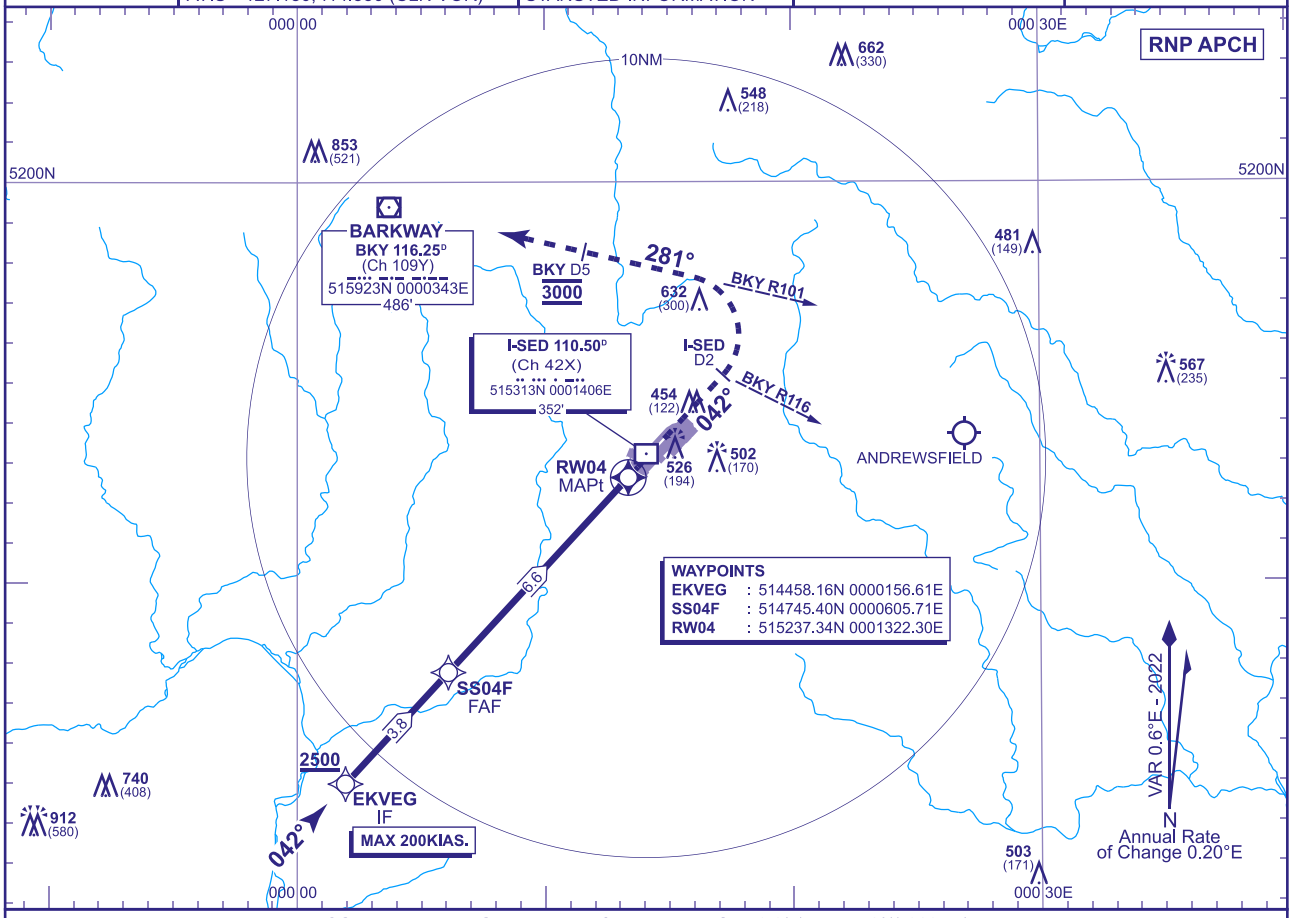
# LONDON STANSTED
## RNP Z
## RWY 04
(ACFT CAT A,B,C,D)



MSA 25NM ARP

| | | |
|---|---|---|
| APP | 120.625 | STANSTED RADAR |
| TWR | 123.805, 125.550 | STANSTED TOWER |
| | 121.730 | STANSTED GROUND |
| | 121.955 | STANSTED DELIVERY |
| RAD | 136.200 | STANSTED DIRECTOR |
| ATIS | 127.180, 114.550 (CLN VOR) | STANSTED INFORMATION |

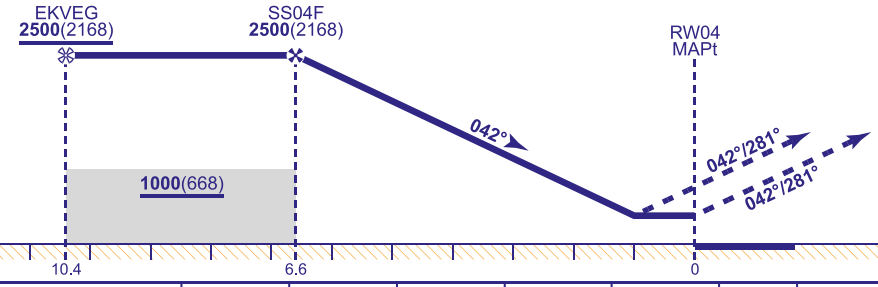
| | |
|---|---|
| AD ELEVATION | 348 |
| THR ELEVATION | 332 |
| OBSTACLE ELEVATION | 912 AMSL (580) (ABOVE THR) |
| BEARINGS ARE MAGNETIC | |
| MIN TEMP | -10°C |
| TRANSITION ALTITUDE | 6000 |




**RECOMMENDED PROFILE:** VERTICAL PATH ANGLE 3.0° (LNAV 5.2%) 320FT/NM

| NM to RW04 | 6 | 5 | 4 | 3 | 2 | 1 |
|---|---|---|---|---|---|---|
| ALT(HGT) | **2300**(1968) | **1980**(1648) | **1660**(1328) | **1340**(1008) | **1020**(688) | **700**(368) |

TCH 53




**MAPt (LNAV): RW04**

**For missed approach resume conventional navigation at 800.**

Climb straight ahead **not above 3000**. At **I-SED DME** 2 (**VOR BKY** R116) turn left to establish on **VOR BKY** R101 (QDM 281°). Cross **BKY DME** 5 at **3000*** then continue to **BKY VOR** at **3000** or as directed.

* Missed approach climb gradient of 5.7% may be required to ensure CAS containment.

| Aircraft Category | | A | B | C | D |
|---|---|---|---|---|---|
| OCA (OCH) | LNAV/VNAV | **650**(318) | **650**(318) | **650**(318) | **650**(318) |
| | LNAV | **670**(338) | **670**(338) | **670**(338) | **670**(338) |
| VM(C)OCA (OCH AAL) | Total Area | **900**(552) | **900**(552) | **1030**(682) | **1040**(692) |

| Rate of descent | G/S KT | 160 | 140 | 120 | 100 | 80 |
|---|---|---|---|---|---|---|
| | FT/MIN | 850 | 740 | 640 | 530 | 420 |

**AIRCRAFT UNABLE TO RECEIVE VOR DME BKY**
Advise ATC. Radar direction will be passed for missed approach procedure.

**NOTE 1** MAX 185KIAS for MAP until established on BKY R101.

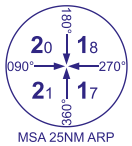
**CHANGE (2/25):** PANSHANGER DISUSED AD REMOVED.

AERO INFO DATE 25 NOV 24

I

# INSTRUMENT APPROACH CHART - ICAO

## LONDON STANSTED
**RNP Y**
**RWY 04C**
(ACFT CAT A,B,C,D)

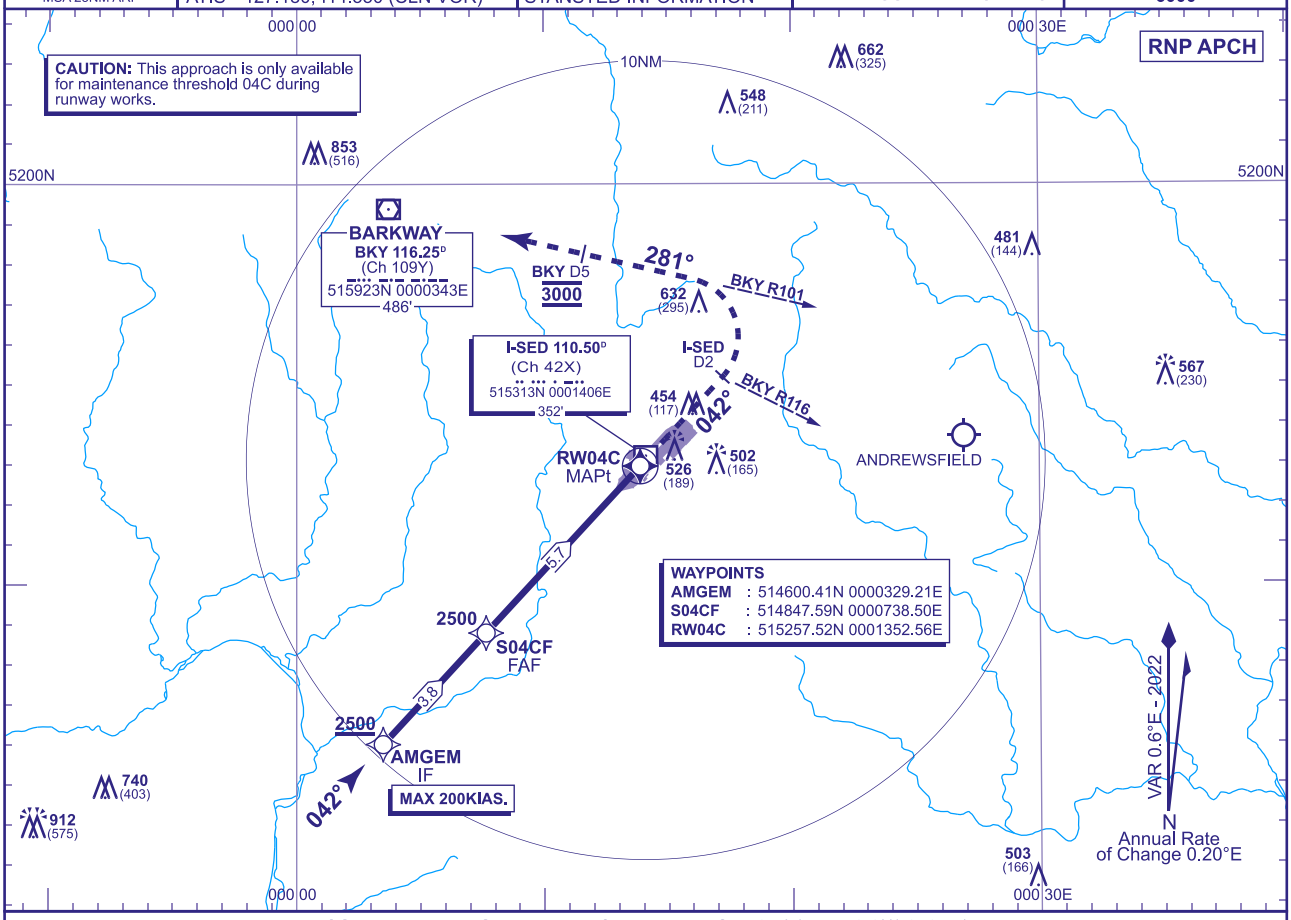



MSA 25NM ARP

| | | |
|---|---|---|
| APP 120.625 | STANSTED RADAR | |
| TWR 123.805, 125.550 | STANSTED TOWER | |
| 121.730 | STANSTED GROUND | |
| 121.955 | STANSTED DELIVERY | |
| RAD 136.200 | STANSTED DIRECTOR | |
| ATIS 127.180, 114.550 (CLN VOR) | STANSTED INFORMATION | |

| | |
|---|---|
| AD ELEVATION | **348** |
| THR ELEVATION | **337** |
| OBSTACLE ELEVATION | **912 AMSL** (575) (ABOVE THR) |
| BEARINGS ARE MAGNETIC | |

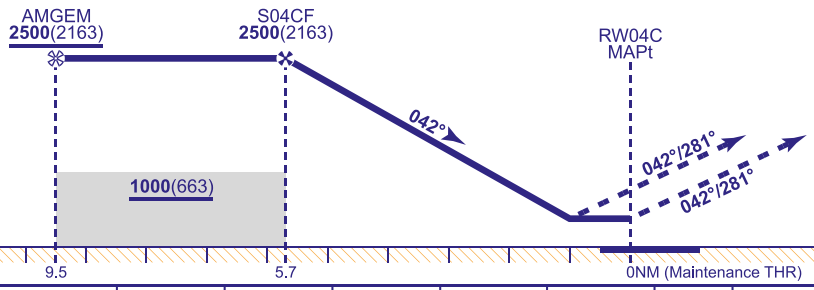
MIN TEMP **-10°C**
TRANSITION ALTITUDE **6000**




**RECOMMENDED PROFILE:** VERTICAL PATH ANGLE 3.5° (LNAV 6.1%) 370FT/NM

| NM to RW04C | 5 | 4 | 3 | 2 | 1 |
|---|---|---|---|---|---|
| ALT(HGT) | **2250**(1913) | **1870**(1533) | **1500**(1163) | **1130**(793) | **760**(423) |

**TCH 50**




**MAPt (LNAV): RW04C**

**For missed approach resume conventional navigation at 800.**

Climb straight ahead **not above 3000**. At **I-SED DME** 2 (**VOR BKY** R116) turn left to establish on **VOR BKY** R101 (QDM 281°). Cross **BKY DME** 5 at **3000*** then continue to **BKY VOR** at **3000** or as directed.

* Missed approach climb gradient of 5.7% may be required to ensure CAS containment.

| Aircraft Category | | A | B | C | D |
|---|---|---|---|---|---|
| OCA (OCH) | LNAV/VNAV | **660**(323) | **660**(323) | **660**(323) | **660**(323) |
| | LNAV | **710**(373) | **710**(373) | **710**(373) | **710**(373) |
| VM(C)OCA (OCH AAL) | Total Area | **900**(552) | **900**(552) | **1030**(682) | **1040**(692) |

| Rate of descent | G/S KT | 160 | 140 | 120 | 100 | 80 |
|---|---|---|---|---|---|---|
| | FT/MIN | 990 | 870 | 740 | 620 | 500 |

**AIRCRAFT UNABLE TO RECEIVE VOR DME BKY**
Advise ATC. Radar direction will be passed for missed approach procedure.

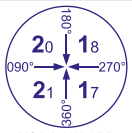
**NOTE**
**1** MAX 185KIAS for MAP until established on BKY R101.
**2** DME I-SED only to be used for missed approach.
**3** Temperature at which VPA exceeds 3.5° is 14°C.

**CHANGE (2/25):** PANSHANGER DISUSED AD REMOVED.

AERO INFO DATE 25 NOV 24 AD 2-EGSS-8-4

# INSTRUMENT APPROACH CHART - ICAO

## LONDON STANSTED
## ILS/DME
## RWY 22
(ACFT CAT A,B,C,D)

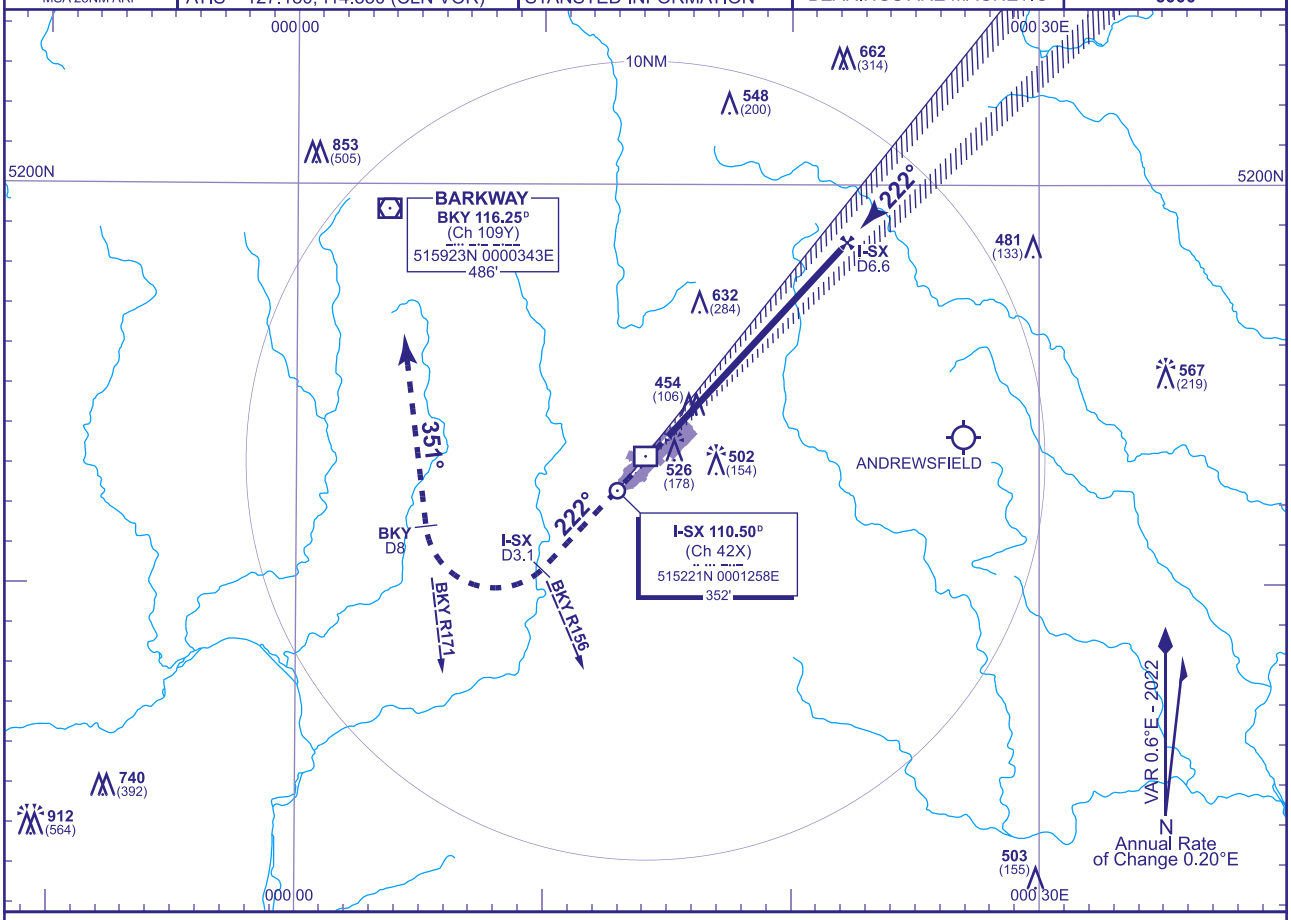



MSA 25NM ARP

| | | |
|---|---|---|
| APP | 120.625 | STANSTED RADAR |
| TWR | 123.805, 125.550 | STANSTED TOWER |
| | 121.730 | STANSTED GROUND |
| | 121.955 | STANSTED DELIVERY |
| RAD | 136.200 | STANSTED DIRECTOR |
| ATIS | 127.180, 114.550 (CLN VOR) | STANSTED INFORMATION |

| | |
|---|---|
| AD ELEVATION | 348 |
| THR ELEVATION | 348 |
| OBSTACLE ELEVATION | 912 AMSL (564) (ABOVE THR) |
| BEARINGS ARE MAGNETIC | |

TRANSITION ALTITUDE **6000**

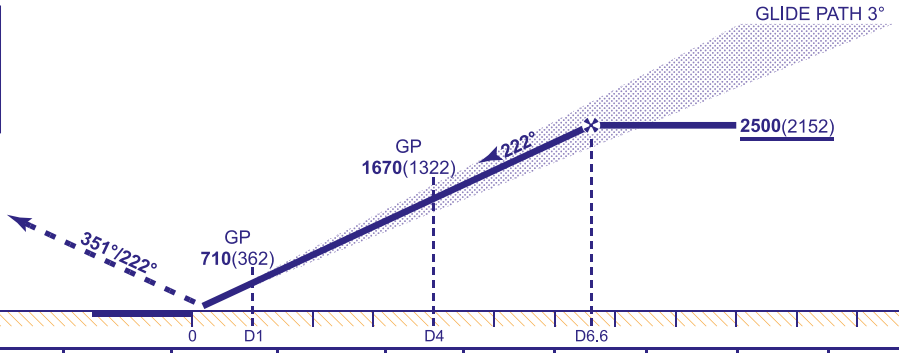



**RECOMMENDED PROFILE** GLIDE PATH 3°, 320FT/NM

| **DME I-SX** | 6 | 5 | 4 | 3 | 2 | 1 |
|---|---|---|---|---|---|---|
| **ALT**(HGT) | **2310**(1962) | **1990**(1642) | **1670**(1322) | **1350**(1002) | **1030**(682) | **710**(362) |

**RDH 49**

Climb straight ahead **not above 3000**. At **I-SX DME** 3.1 (**VOR BKY** R156) turn right to establish on **VOR BKY** R171 (QDM 351°) by **BKY DME** 8 continuing climb as necessary to **BKY VOR** at **3000** or as directed.




| Aircraft Category | | A | B | C | D |
|---|---|---|---|---|---|
| OCA (OCH) | CAT I | **498**(150) | **508**(160) | **520**(172) | **533**(185) |
| | CAT II | **409**(61) | **420**(72) | **433**(85) | **447**(99) |
| VM(C)OCA (OCH AAL) | Total Area | **900**(552) | **900**(552) | **1030**(682) | **1040**(692) |

| Rate of descent | | | | | | |
|---|---|---|---|---|---|---|
| G/S KT | 160 | 140 | 120 | 100 | 80 |
| FT/MIN | 850 | 740 | 640 | 530 | 420 |

**AIRCRAFT UNABLE TO RECEIVE DME I-SX**
Advise ATC. A radar range will be provided at 4NM inbound.

**AIRCRAFT UNABLE TO RECEIVE VOR DME BKY**
Advise ATC. Radar direction will be passed for missed approach procedure.

**NOTE** **1** For initial approaches see AD 2-EGSS-7-17.
**2** MAX 185KIAS for MAP until established on BKY R171.

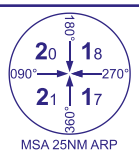
**CHANGE (2/25):** PANSHANGER DISUSED AD REMOVED.

AERO INFO DATE 25 NOV 24

I

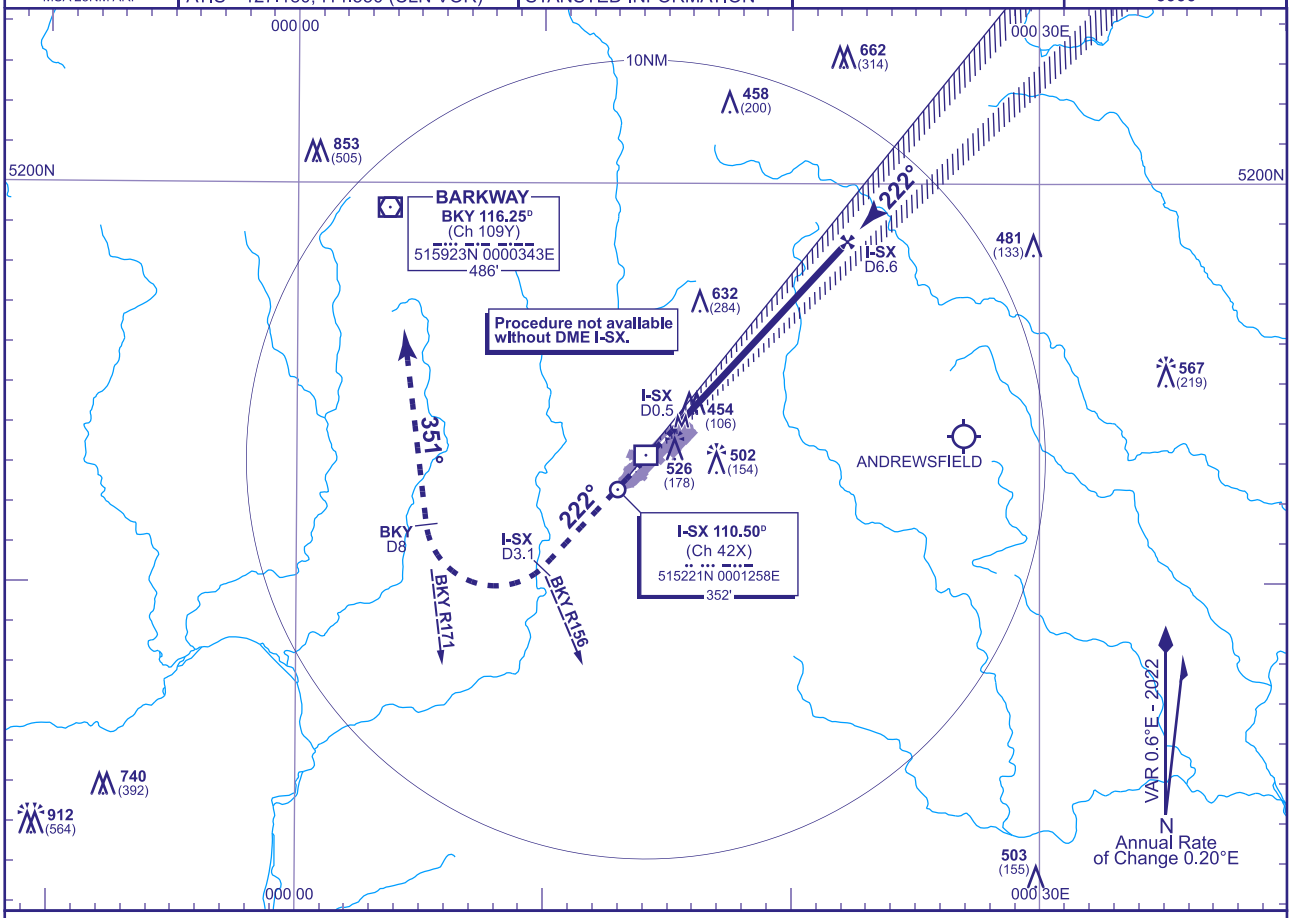
# INSTRUMENT APPROACH CHART - ICAO

# LONDON STANSTED
## LOC/DME RWY 22
(ACFT CAT A,B,C,D)



MSA 25NM ARP

| | | | | | |
|---|---|---|---|---|---|
| APP | 120.625 | STANSTED RADAR | AD ELEVATION | 348 | TRANSITION ALTITUDE 6000 |
| TWR | 123.805, 125.550 | STANSTED TOWER | THR ELEVATION | 348 | |
| | 121.730 | STANSTED GROUND | OBSTACLE ELEVATION 912 AMSL (564) (ABOVE THR) | | |
| | 121.955 | STANSTED DELIVERY | | | |
| RAD | 136.200 | STANSTED DIRECTOR | | | |
| ATIS | 127.180, 114.550 (CLN VOR) | STANSTED INFORMATION | BEARINGS ARE MAGNETIC | | |

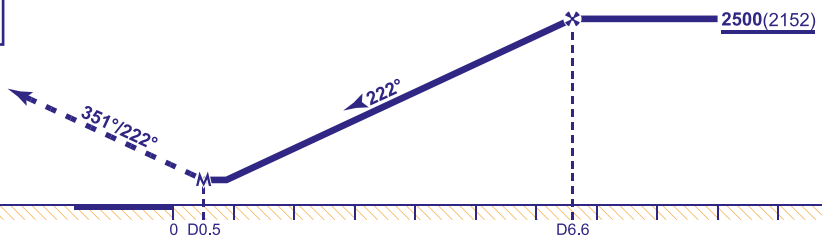



**RECOMMENDED PROFILE** Gradient 5.24%, 319FT/NM

| **DME I-SX** | 6 | 5 | 4 | 3 | 2 |
|---|---|---|---|---|---|
| **ALT**(HGT) | **2310**(1962) | **1990**(1642) | **1670**(1322) | **1350**(1002) | **1030**(682) |

**MAPt I-SX DME 0.5 inbound**

Climb straight ahead **not above 3000**. At **I-SX DME** 3.1 (**VOR BKY** R156) turn right to establish on **VOR BKY** R171 (QDM 351°) by **BKY DME** 8 continuing climb as necessary to **BKY VOR** at **3000** or as directed.




| **Aircraft Category** | | **A** | **B** | **C** | **D** |
|---|---|---|---|---|---|
| **OCA** (OCH) | **Procedure** | **740**(392) | **740**(392) | **740**(392) | **740**(392) |
| **VM(C)OCA** (OCH AAL) | **Total Area** | **900**(552) | **900**(552) | **1030**(682) | **1040**(692) |

| **Rate of descent** | | | | | | |
|---|---|---|---|---|---|---|
| **G/S KT** | 160 | 140 | 120 | 100 | 80 |
| **FT/MIN** | 850 | 740 | 640 | 530 | 420 |

**AIRCRAFT UNABLE TO RECEIVE VOR DME BKY**
Advise ATC. Radar direction will be passed for missed approach procedure.

**NOTE** **1** For initial approaches see AD 2-EGSS-7-17.
**2** MAX 185KIAS for MAP until established on BKY R171.

**CHANGE (2/25):** PANSHANGER DISUSED AD REMOVED.

AERO INFO DATE 25 NOV 24

# INSTRUMENT APPROACH CHART - ICAO

## LONDON STANSTED
**RNP Z**
**RWY 22**
(ACFT CAT A,B,C,D)

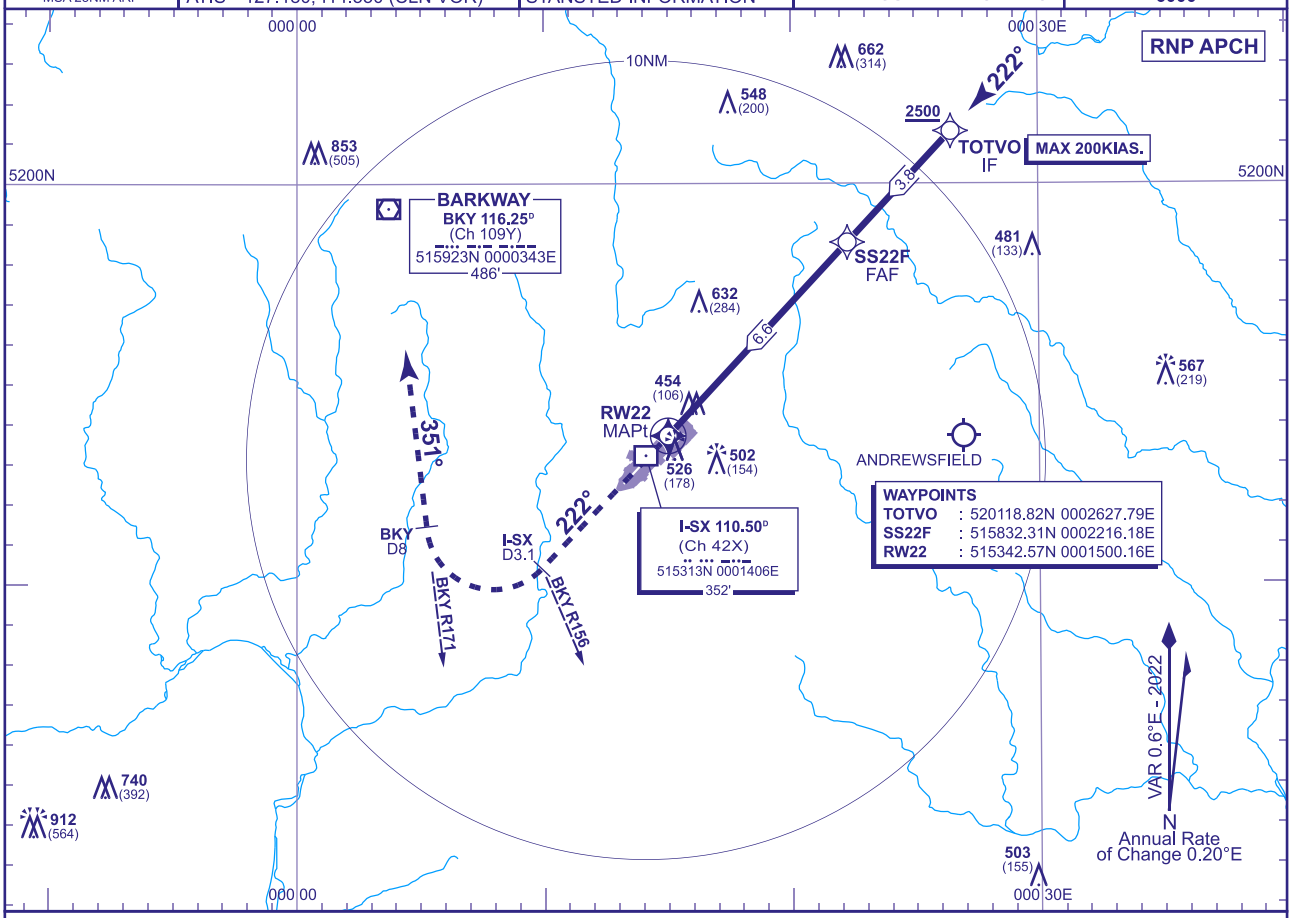


MSA 25NM ARP

| | | |
|---|---|---|
| APP | 120.625 | STANSTED RADAR |
| TWR | 123.805, 125.550 | STANSTED TOWER |
| | 121.730 | STANSTED GROUND |
| | 121.955 | STANSTED DELIVERY |
| RAD | 136.200 | STANSTED DIRECTOR |
| ATIS | 127.180, 114.550 (CLN VOR) | STANSTED INFORMATION |

| | |
|---|---|
| AD ELEVATION | 348 |
| THR ELEVATION | 348 |
| OBSTACLE ELEVATION | 912 AMSL (564) (ABOVE THR) |
| BEARINGS ARE MAGNETIC | |

MIN TEMP **-10°C**
TRANSITION ALTITUDE **6000**




**RECOMMENDED PROFILE:** VERTICAL PATH ANGLE 3.0° (LNAV 5.2%) 320FT/NM

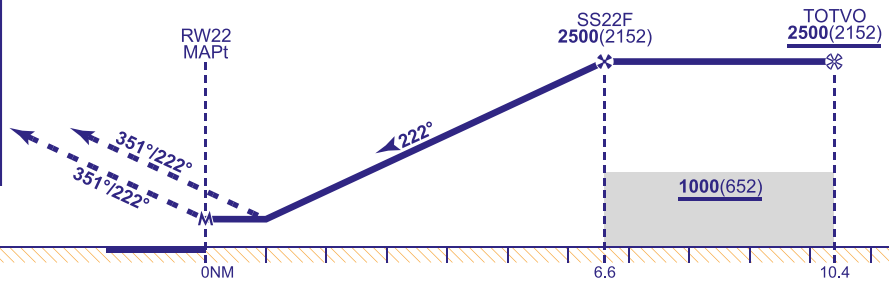
| NM to RW22 | 6 | 5 | 4 | 3 | 2 | 1 |
|---|---|---|---|---|---|---|
| ALT(HGT) | **2310**(1962) | **1990**(1642) | **1670**(1322) | **1350**(1002) | **1030**(682) | **710**(362) |

**TCH 49**

**MAPt (LNAV): RW22**

**For missed approach resume conventional navigation at 800.**

Climb straight ahead **not above 3000**. At **I-SX DME** 3.1 (**VOR BKY** R156) turn right to establish on **VOR BKY** R171 (QDM 351°) by **BKY DME** 8 continuing climb as necessary to **BKY VOR** at **3000** or as directed.




| Aircraft Category | | A | B | C | D |
|---|---|---|---|---|---|
| OCA (OCH) | LNAV/VNAV | **710**(362) | **710**(362) | **710**(362) | **710**(362) |
| | LNAV | **770**(422) | **770**(422) | **770**(422) | **770**(422) |
| VM(C)OCA (OCH AAL) | Total Area | **900**(552) | **900**(552) | **1030**(682) | **1040**(692) |

| Rate of descent | G/S KT | 160 | 140 | 120 | 100 | 80 |
|---|---|---|---|---|---|---|
| | FT/MIN | 850 | 740 | 640 | 530 | 420 |

**AIRCRAFT UNABLE TO RECEIVE VOR DME BKY**
Advise ATC. Radar direction will be passed for missed approach procedure.

**NOTE 1** MAX 185KIAS for MAP until established on BKY R171.

**CHANGE (2/25):** PANSHANGER DISUSED AD REMOVED.

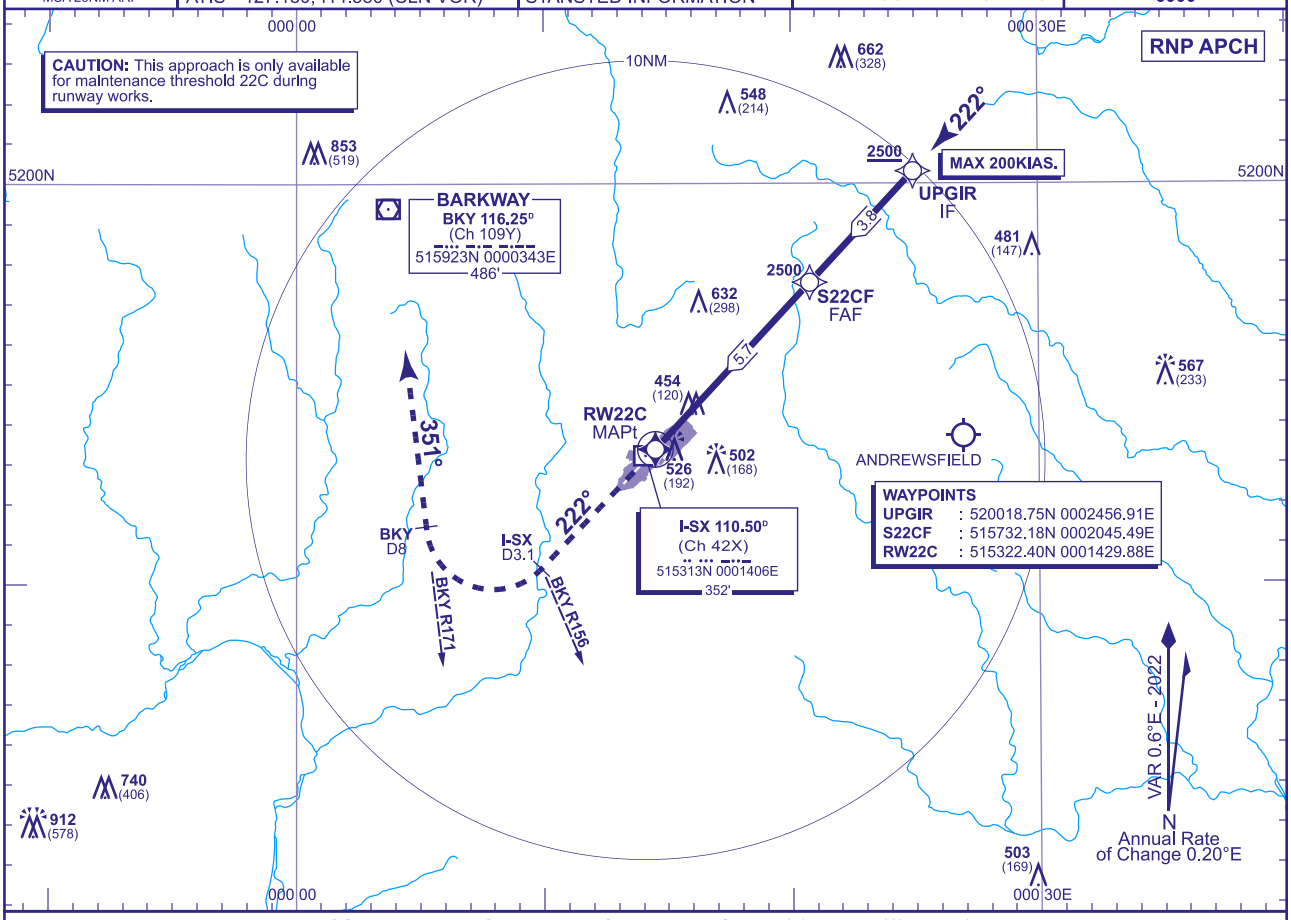
AERO INFO DATE 25 NOV 24

# INSTRUMENT APPROACH CHART - ICAO

## LONDON STANSTED
## RNP Y
## RWY 22C
(ACFT CAT A,B,C,D)

| | | | | | |
|---|---|---|---|---|---|
| APP | 120.625 | STANSTED RADAR | AD ELEVATION | 348 | MIN TEMP -10°C |
| TWR | 123.805, 125.550 | STANSTED TOWER | THR ELEVATION | 334 | TRANSITION ALTITUDE 6000 |
| | 121.730 | STANSTED GROUND | OBSTACLE ELEVATION 912 AMSL (578) (ABOVE THR) | | |
| | 121.955 | STANSTED DELIVERY | | | |
| RAD | 136.200 | STANSTED DIRECTOR | | | |
| ATIS | 127.180, 114.550 (CLN VOR) | STANSTED INFORMATION | BEARINGS ARE MAGNETIC | | |

MSA 25NM ARP




**RECOMMENDED PROFILE:** VERTICAL PATH ANGLE 3.5° (LNAV 6.1%) 370FT/NM

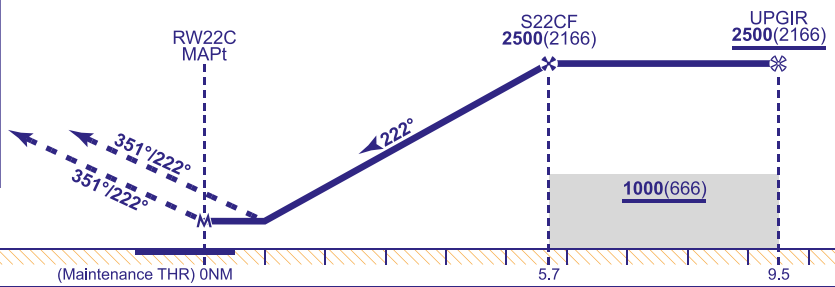
| NM to RW22C | 5 | 4 | 3 | 2 | 1 |
|---|---|---|---|---|---|
| ALT(HGT) | **2240**(1906) | **1870**(1536) | **1500**(1166) | **1130**(796) | **760**(426) |

**TCH 50**

**MAPt (LNAV): RW22C**

**For missed approach resume conventional navigation at 800.**

Climb straight ahead **not above 3000**. At **I-SX DME** 3.1 (**VOR BKY** R156) turn right to establish on **VOR BKY** R171 (QDM 351°) by **BKY DME** 8 continuing climb as necessary to **BKY VOR** at **3000** or as directed.




| Aircraft Category | | A | B | C | D | Rate of descent | G/S KT | 160 | 140 | 120 | 100 | 80 |
|---|---|---|---|---|---|---|---|---|---|---|---|---|
| OCA (OCH) | LNAV/VNAV | **710**(376) | **710**(376) | **710**(376) | **710**(376) | | FT/MIN | 990 | 870 | 740 | 620 | 500 |
| | LNAV | **770**(436) | **770**(436) | **770**(436) | **770**(436) | | | | | | | |
| VM(C)OCA (OCH AAL) | Total Area | **900**(552) | **900**(552) | **1030**(682) | **1040**(692) | | | | | | | |

**AIRCRAFT UNABLE TO RECEIVE VOR DME BKY**
Advise ATC. Radar direction will be passed for missed approach procedure.

**NOTE**
1 MAX 185KIAS for MAP until established on BKY R171.
2 DME I-SX only to be used for missed approach.
3 Temperature at which VPA exceeds 3.5° is 14°C.

**CHANGE (2/25):** PANSHANGER DISUSED AD REMOVED.

AERO INFO DATE 25 NOV 24

# Instrument Approach Procedure Coding Tables

**LONDON STANSTED RNP Z RWY04 - Instrument Approach Procedure via EKVEG**

| Designator | Sequence Number | Path Term-inator | Waypoint Name | Fly-over | Course/ Track °M (°T) | Turn Direction | Level Constraint | Speed Constraint | Co-ordinates | Remarks and Distance to MAPt |
|---|---|---|---|---|---|---|---|---|---|---|
| R04 | 001 | IF | EKVEG | N | - | - | 2500 | -200 | 514458.16N 0000156.61E | IF / 10.4NM |
| R04 | 002 | TF | SS04F | N | 042° (042.7°) | - | 2500 | - | 514745.40N 0000605.71E | FAF / 6.6NM |
| R04 | 003 | TF | RW04 | Y | 042° (042.8°) | - | - | - | 515237.34N 0001322.30E | MAPt |
| R04 | 004 | CA | - | - | 042° (042.8°) | - | 800 | - | - | At 800 revert to conventional navigation |

**LONDON STANSTED RNP Y RWY04C - Instrument Approach Procedure via AMGEM**

| Designator | Sequence Number | Path Term-inator | Waypoint Name | Fly-over | Course/ Track °M (°T) | Turn Direction | Level Constraint | Speed Constraint | Co-ordinates | Remarks and Distance to MAPt |
|---|---|---|---|---|---|---|---|---|---|---|
| R04C | 001 | IF | AMGEM | N | - | - | 2500 | -200 | 514600.41N 0000329.21E | IF / 9.5NM |
| R04C | 002 | TF | S04CF | N | 042° (042.7°) | - | 2500 | - | 514847.59N 0000738.50E | FAF / 5.7NM |
| R04C | 003 | TF | RW04C | Y | 042° (042.8°) | - | - | - | 515257.52N 0001352.56E | MAPt |
| R04C | 004 | CA | - | - | 042° (042.8°) | - | 800 | -185 | - | At 800 revert to conventional navigation |

**CHANGE (2/24):** SPECIFICATION CHANGE.
AERO INFO DATE 30 NOV 23

# Instrument Approach Procedure Coding Tables

**LONDON STANSTED RNP Z RWY22 - Instrument Approach Procedure via TOTVO**

| Designator | Sequence Number | Path Term-inator | Waypoint Name | Fly-over | Course/ Track °M (°T) | Turn Direction | Level Constraint | Speed Constraint | Co-ordinates | Remarks and Distance to MAPt |
|---|---|---|---|---|---|---|---|---|---|---|
| R22 | 001 | IF | TOTVO | N | - | - | 2500 | -200 | 520118.82N 0002627.79E | IF / 10.4NM |
| R22 | 002 | TF | SS22F | N | 222° (223.0°) | - | 2500 | - | 515832.31N 0002216.18E | FAF / 6.6NM |
| R22 | 003 | TF | RW22 | Y | 222° (223.0°) | - | - | - | 515342.57N 0001500.16E | MAPt |
| R22 | 004 | CA | - | - | 222° (223.0°) | - | 800 | - | - | At 800 revert to conventional navigation |

**LONDON STANSTED RNP Y RWY22C - Instrument Approach Procedure via UPGIR**

| Designator | Sequence Number | Path Term-inator | Waypoint Name | Fly-over | Course/ Track °M (°T) | Turn Direction | Level Constraint | Speed Constraint | Co-ordinates | Remarks and Distance to MAPt |
|---|---|---|---|---|---|---|---|---|---|---|
| R22C | 001 | IF | UPGIR | N | - | - | 2500 | -200 | 520018.75N 0002456.91E | IF / 9.5NM |
| R22C | 002 | TF | S22CF | N | 222° (223.0°) | - | 2500 | - | 515732.18N 0002045.49E | FAF / 5.7NM |
| R22C | 003 | TF | RW22C | Y | 222° (223.0°) | - | - | - | 515322.40N 0001429.88E | MAPt |
| R22C | 004 | CA | - | - | 222° (223.0°) | - | 800 | -185 | - | At 800 revert to conventional navigation |

**CHANGE (2/24):** SPECIFICATION CHANGE.
AERO INFO DATE 30 NOV 23

# EGAE — LONDONDERRY/EGLINTON

## EGAE AD 2.1 AERODROME LOCATION INDICATOR AND NAME

EGAE — LONDONDERRY/EGLINTON

## EGAE AD 2.2 AERODROME GEOGRAPHICAL AND ADMINISTRATIVE DATA

| | | |
|---|---|---|
| 1 | ARP coordinates and site at AD | Lat: 550234N Long: 0070943W<br>Mid-point of Runway 08/26. |
| 2 | Direction and distance from city | 7 NM ENE of Londonderry. |
| 3 | Elevation / Reference temperature / Mean Low Temperature | 23 FT / 16 °C / - |
| 4 | Geoid undulation at AD ELEV PSN | 188 FT |
| 5 | Magnetic Variation / Annual Change | 2.60°W (2022) / 0.22°E |
| 6 | AD Administration<br>Address<br>Telephone<br><br><br><br><br><br>E-mail address | CITY OF DERRY AIRPORT OPERATIONS LTD.<br>City of Derry Airport, Airport Road, Co Londonderry, BT47 3GY.<br>028-7181 0784 Ext 201 (Airport Switchboard)<br>028-7181 3300 (Administration)<br>028-7181 3322 (Security)<br>028-7181 3336 (Ground Handling)<br>028-7181 3314 (ATC)<br>028-7181 3338 (Fuel)<br>corporate.aviation@cityofderryairport.com<br>ground.handling@cityofderryairport.com |
| 7 | Type of Traffic permitted (IFR/VFR) | IFR/VFR |
| 8 | Remarks | |

## EGAE AD 2.3 OPERATIONAL HOURS

| | | |
|---|---|---|
| 1 | AD Administration | Mon 0635-0815 (0535-0715), 0900-1900 (0800-1800), 2000-2200 (1900-2100);<br>Tue-Thu 0620-0730 (0520-0630), 0830-1900 (0730-1800), 2000-2200 (1900-2100);<br>Fri 0620-0730 (0520-0630), 0830-1915 (0730-1815), 2000-2200 (1900-2100);<br>Sat 0620-0730 (0520-0630), 0900-1600 (0800-1500), 1700-1800 (1600-1700);<br>Sun 0850-0930 (0750-0830), 1200-1845 (1100-1745), 1930-2200 (1830-2100);<br>See Remarks. |
| 2 | Customs and immigration | Customs: By arrangement. 0700-2200 (0600-2100). Immigration: By arrangement. 0700-2200 (0600-2100). |
| 3 | Health and sanitation | Port Health on call. |
| 4 | AIS Briefing Office | As AD hours. Self Briefing. |
| 5 | ATS Reporting Office (ARO) | |
| 6 | MET Briefing Office | Via ATC. |
| 7 | ATS | As AD hours. See also AD 2.18. |
| 8 | Fuelling | Mon 0530-1815 (0430-1715);<br>Tue-Fri 0530-1800 (0430-1700);<br>Sat 0530-1545 (0430-1445);<br>Sun 0800-2045 (0700-1945);<br>and by arrangement.<br><br>Times may change at short notice and will be based around scheduled and pre-booked refuels.<br>(Tel 028-71813338 / 028-71813336). |
| 9 | Handling | As AD hours. |
| 10 | Security | H24 DOT. List B Airport. |
| 11 | De-icing | As AD hours. |
| 12 | Remarks | This aerodrome is PPR.<br>To obtain permission telephone Ground Handling on 028-7181 3336.<br>AD hours are also the times at which the airspace and ATC services will become available. Operators should take this into consideration when planning arrival times. |

## EGAE AD 2.4 HANDLING SERVICES AND FACILITIES

| | | |
|---|---|---|
| 1 | Cargo handling facilities | Up to 10 tonnes. |
| 2 | Fuel and oil types | AVTUR JET A-1, AVGAS 100LL<br>W80, W100. |
| 3 | Fuelling facilities/capacity | 76,000 LT AVTUR JET A-1 stored in bulk tanks/36,000 LT in mobile bowsers.<br>20,000 LT AVGAS 100LL stored in a bulk tank/2,000 LT in a mobile bowser. |
| 4 | De-icing facilities | Mobile aircraft de-icing rig. Available from City of Derry Ground Handling. |
| 5 | Hangar space for visiting aircraft | Available. |
| 6 | Repair facilities for visiting aircraft | Light aircraft by arrangement. Troughton Engineering: 07752-142696. |
| 7 | Remarks | City Of Derry Airport Corporate Aviation handle all GA and Corporate flights. Tel: 028-7181 0784, Ext 456; SITA: LDYAPXH; Freq: 131.505 MHz; Callsign: EGLINTON HANDLING.<br><br>AVTUR JET A-1 arranged through Ground Handling, Tel: 028-7181 0784, Ext 456. |

## EGAE AD 2.5 PASSENGER FACILITIES

| | | |
|---|---|---|
| 1 | Hotels | Hotels in vicinity |
| 2 | Restaurants | In Terminal buildings. |
| 3 | Transportation | Taxis, car hire and buses. |
| 4 | Medical facilities | First aid facilities. |
| 5 | Bank and Post Office | |
| 6 | Tourist Office | Yes. |
| 7 | Remarks | |

## EGAE AD 2.6 RESCUE AND FIRE FIGHTING SERVICES

| | | |
|---|---|---|
| 1 | AD category for fire fighting services | RFF Category A6<br>RFF Category 6 is limited to operators using Category 6 aircraft with seating capacity up to 50 passengers. Category 6 aircraft with greater than 50 passenger seat capacity, or increase to Category 7, on request. Reductions to the promulgated category occur where there is no impact on scheduled or other agreed traffic. |
| 2 | Rescue equipment | N/A See AD 2.20 For Details. |
| 3 | Capability for removal of disabled aircraft | N/A See AD 2.20 For Details. |
| 4 | Remarks | As AD hours.<br>To ensure that the rescue and fire fighting services are maintained for 15 minutes after departures, aircraft are required to be airborne 15 minutes prior to the published AD closing time unless otherwise arranged. |

## EGAE AD 2.7 SEASONAL AVAILABILITY - CLEARING

| | | |
|---|---|---|
| 1 | Type of clearing equipment | 3 snow ploughs. 5 snow brushes. 2 surface de-icing rigs. 1 snow blower.<br>Runway De-icer Fluid used ISOMEX type III and GLYCOMEX.<br>Runway De-icer Solid used Cryotech NACC. |
| 2 | Clearance priorities | Runway 08/26. Apron. Taxiway B. |
| 3 | Remarks | Latest information from ATC Tel: 028-7181 3314. |

## EGAE AD 2.8 APRONS, TAXIWAYS AND CHECK LOCATIONS/POSITIONS DATA

| | | |
|---|---|---|
| 1 | Apron surface and strength | MAIN APRON<br>Surface: Concrete<br>PCN 58/R/D/W/T<br><br>WEST APRON<br>Surface: Concrete |

| | | |
|---|---|---|
| 2 | Taxiway width, surface and strength | Taxiway B: 23 M<br>Surface: Asphalt<br>PCN 58/F/D/W/T<br><br>Taxiway D: 15 M<br>Surface: Asphalt<br>PCN 11/F/D/W/U<br><br>Taxiway E: 15 M<br>Surface: Asphalt<br>PCN 11/F/D/W/U |
| 3 | Altimeter checkpoint location and elevation | Main Apron 11 FT |
| 4 | VOR checkpoints | |
| 5 | INS checkpoints | |
| 6 | Remarks | Taxiway D is restricted to aircraft MTOW 20,000 KG or less.<br>Taxiway E is restricted to aircraft MTOW 15,000 KG or less. |

## EGAE AD 2.9 SURFACE MOVEMENT GUIDANCE AND CONTROL SYSTEM AND MARKINGS

| | | |
|---|---|---|
| 1 | Use of aircraft stand ID signs, TWY guide lines and visual docking/parking guidance system of aircraft stands | Surface marking of taxi route across apron.<br><br>Stands 1-4: Nose-in parking with pushback.<br><br>Stand 4A: Westerly facing with self-manoeuvering off stand using minimal power.<br><br>Marshalling is provided for all docking/parking guidance system of aircraft stands.<br><br>A marshaller is present at the head of the stand or stopping position.<br><br>This procedure allows a foreign object check to take place and ensures that aircraft are correctly parked and the taxiways not obstructed. |
| 2 | Runway and taxiway markings and lighting | Runway marking aid(s):<br>08/26: Displaced threshold markings on Runway 08. Runway designators and centre-line markings, edge lines. TDZ markings and aiming point markings on Runway 08/26. Yellow lead-off/on lines to all runways.<br>Runway guard lights positioned at Holding Points B, D, E and G and at the disused Runway 02/20 intersection with Runway 08/26. |
| 3 | Stop bars and runway guard lights (if any) | At B, D and E holding points. |
| 4 | Other runway protection measures | |
| 5 | Remarks | Wind direction indicators (LGTD) - 550236.78N 0070904.09W and 550225.02N 0071011.67W. |

## EGAE AD 2.10 AERODROME OBSTACLES

| In Approach/Take-off areas | | | | | | |
|---|---|---|---|---|---|---|
| **Obstacle ID/ Designation** | **Obstacle Type** | **Obstacle Position** | **Elevation/Height** | | **Obstruction Lighting Type/ Colour** | **Remarks** |
| **1** | **2** | **3** | **4** | | **5** | **6** |
| (EGAE5609) 08/APPROACH 26/ TAKE-OFF | CHIMNEY | 550226.65N 0071059.25W | 55 FT | 28 FT | No | |
| (EGAE5509) 08/APPROACH 26/ TAKE-OFF | HOUSE | 550220.75N 0071117.81W | 60 FT | 30 FT | No | |
| (EGAE5559) 08/APPROACH 26/ TAKE-OFF | CHIMNEY | 550213.85N 0071055.92W | 55 FT | 27 FT | No | |

| In circling area and at aerodrome | | | | | | |
|---|---|---|---|---|---|---|
| **Obstacle ID/ Designation** | **Obstacle Type** | **Obstacle Position** | **Elevation/Height** | | **Obstruction Lighting Type/ Colour** | **Remarks** |
| **1** | **2** | **3** | **4** | | **5** | **6** |
| (EGAE10221) | HV PYLON | 550251.87N 0071516.11W | 317 FT | 302 FT | No | |

| In circling area and at aerodrome | | | | | | |
|---|---|---|---|---|---|---|
| **Obstacle ID/ Designation** | **Obstacle Type** | **Obstacle Position** | **Elevation/Height** | | **Obstruction Lighting Type/ Colour** | **Remarks** |
| **1** | **2** | **3** | **4** | | **5** | **6** |
| (EGAE10222) | HV PYLON | 550238.28N 0071503.86W | 317 FT | 301 FT | No | |
| (EGAE5670) | WATER TANK | 550237.34N 0070854.56W | 18 FT | 9 FT | No | |
| (EGAE4941) | OBS LIGHT | 550223.45N 0071007.85W | 49 FT | 25 FT | Yes Red | |
| (EGAE10586) | MAST | 550106.55N 0070831.68W | 644 FT | 50 FT | No | |

## EGAE AD 2.11 METEOROLOGICAL INFORMATION PROVIDED

| | | |
|---|---|---|
| 1 | Associated MET Office | MET OFFICE EXETER |
| 2 | Hours of service<br>MET Office outside hour | H24 |
| 3 | Office responsible for TAF preparation<br>Periods of validity | MET OFFICE EXETER<br>9 hours |
| 4 | Trend forecast<br>Interval of issuance | |
| 5 | Briefing/consultation provided | Self briefing. |
| 6 | Flight documentation<br>Language(s) used | Charts, abbreviated plain language text. TAFs and METARs.<br>English. |
| 7 | Charts and other information available for briefing or consultation | ASXX. 215 Low Level SIG WX. 214 Spot Winds. Warnings |
| 8 | Supplementary equipment available for providing information | INTERNET. AFTN. |
| 9 | ATS units provided with information | CODA OPERATIONS LTD (ANSP) |
| 10 | Additional information (limitation of service, etc.) | Surface wind data (2 minute average) is available for both ends of the runway. Normally, only touchdown surface wind will be passed. Stop end surface wind and instantaneous surface wind available on request for both ends. |

## EGAE AD 2.12 RUNWAY PHYSICAL CHARACTERISTICS

| **Designations RWY Number** | **True bearing** | **Dimensions of RWY** | **Surface of RWY/ SWY/ Strength** | **THR co-ordinates/ THR Geoid undulation** | **THR elevation/ Highest elevation of TDZ of precision APP RWY** | **Slope of RWY/ SWY** |
|---|---|---|---|---|---|---|
| **1** | **2** | **3** | **4** | **5** | **6** | **7** |
| 08 | 073.12° | 1969 x 45 M | RWY surface: Asphalt, Grooved<br>PCN 58/F/B/W/T | 550225.20N<br>0071031.54W<br>187.8 FT | THR 21.0 FT<br>TDZ 21.0 FT | |
| 26 | 253.14° | 1969 x 45 M | RWY surface: Asphalt, Grooved<br>PCN 58/F/B/W/T | 550242.87N<br>0070850.06W<br>187.8 FT | THR 10.5 FT<br>TDZ 10.7 FT | |

| **SWY Dimensions** | **Clearway Dimensions** | **Strip Dimensions** | **RESA Dimensions, Overshoot / Undershoot** | **Location/ description of arresting system** | **OFZ** | **Remarks** |
|---|---|---|---|---|---|---|
| **8** | **9** | **10** | **11** | **12** | **13** | **14** |
| | 966 x 150 M | 2089 x 300 M | 125 x 90 M<br>- | | | RWY 08<br><br>Threshold displaced by 85 M.<br><br>OFZ: Yes. |
| | 298 x 150 M | 2089 x 300 M | 238 x 210 M<br>89 x 90 M | | | RWY 26<br><br>OFZ: Yes. |

## EGAE AD 2.13 DECLARED DISTANCES

| Runway designator | TORA | TODA | ASDA | LDA | Remarks |
|---|---|---|---|---|---|
| 1 | 2 | 3 | 4 | 5 | 6 |
| 08 | 1932 M | 2898 M | 1932 M | 1847 M | |
| 26 | 1969 M | 2267 M | 1969 M | 1969 M | |
| 08 | 1510 M | 2265 M | 1510 M | | Take-off from intersection with Taxiway Echo. |
| 08 | 1260 M | 1890 M | 1260 M | | Take-off from intersection with Taxiway Delta. |
| 08 | 804 M | 1206 M | 804 M | | Take-off from intersection with Taxiway Bravo. |
| 26 | 1151 M | 1449 M | 1151 M | | Take-off from intersection with Taxiway Bravo. |

## EGAE AD 2.14 APPROACH AND RUNWAY LIGHTING

| RWY | Approach lighting Type/ Length/ Intensity | Threshold lighting Colour/Wing bars | VASIS/ MEHT/ PAPI/ PAPI Dist from THR | TDZ, lighting Length | Runway Centre Line lighting Length/ Spacing/ Colour/ Intensity | Runway edge lighting Length/ Spacing/ Colour/ Intensity | Runway end lighting Colour/ Wing bars | Stopway lighting Length/ Colour | Remarks |
|---|---|---|---|---|---|---|---|---|---|
| 1 | 2 | 3 | 4 | 5 | 6 | 7 | 8 | 9 | 10 |
| 08 | Centre-line with two crossbars. 420 M Light intensity high | Green Inset uni-directional With green wingbars | PAPI Left/3° 50 FT 407 M | | Colour coded 30 M White/ Red Light intensity high | Elevated HI bi-directional with LI omni-directional component Light intensity high | Red Light intensity high | | |
| 26 | Centre-line with two crossbars. 420 M Light intensity high | Green Inset uni-directional With elevated green wingbars | PAPI Left/3° 50 FT 359 M | | Colour coded 30 M White/ Red Light intensity high | Elevated HI bi-directional with LI omni-directional component Light intensity high | Red Light intensity high | | |

## EGAE AD 2.15 OTHER LIGHTING, SECONDARY POWER SUPPLY

| | | |
|---|---|---|
| 1 | ABN/IBN location, characteristics and hours of operation | ABN: 550223.39N 0070921.16W<br>White Strobe on Control Tower.<br>During operational hours at night. |
| 2 | LDI location and lighting<br>Anemometer location and lighting | Anemometer: 550229.80N 0070921.61W (LGTD) - 550231.90N 0071014.69W (LGTD) - 550243.17N 0070908.98W. |
| 3 | TWY edge and centre line lighting | CL: Green centre-line on Taxiways D and E.<br><br>EDGE: Blue edge lights on Taxiway B. |
| 4 | Secondary power supply/switch-over time | Standby generator / 14 seconds. |
| 5 | Remarks | Apron Floodlighting/Blue edge lights. Obstacle lighting. |

## EGAE AD 2.16 HELICOPTER LANDING AREA

**INTENTIONALLY BLANK**

## EGAE AD 2.17 AIR TRAFFIC SERVICES AIRSPACE

| Designation and lateral limits | Vertical Limits | Airspace Class | ATS unit callsign/ language | Transition Altitude | Hours of applicability | Remarks |
|---|---|---|---|---|---|---|
| 1 | 2 | 3 | 4 | 5 | 6 | 7 |
| LONDONDERRY/EGLINTON ATZ<br>A circle, 2.5 NM radius, centred at 550234N 0070943W on longest notified runway (08/26) | Upper limit: 2000 FT AGL<br>Lower limit: SFC | G | EGLINTON APPROACH<br>English | 3000 FT | | As AD hours and by arrangement. |

## EGAE AD 2.18 AIR TRAFFIC SERVICES COMMUNICATION FACILITIES

| Service Designation | Callsign | Channel/ Frequency(MHz) | SATVOICE number(s) | Logon Address | Hours of Operation | Remarks |
|---|---|---|---|---|---|---|
| 1 | 2 | 3 | 4 | 5 | 6 | 7 |
| APP | EGLINTON APPROACH | 123.625<br>DOC 25 NM/10000 FT | | | As AD hours and by arrangement. | VDF<br>550243.50N 0070916.09W |
| TWR | EGLINTON TOWER | 134.155<br>DOC 25 NM/4000 FT. | | | As AD hours and by arrangement. | |
| ATIS | EGLINTON INFORMATION | 119.380<br>DOC 60 NM/ 20,000 FT. | | | As AD hours and by arrangement. | ATIS available by telephone: 028-7125 3131. |
| OTHER | EGLINTON EMERGENCY | 121.500<br>Emergency Frequency | | | O/R | |
| OTHER | EGLINTON FIRE | 121.600<br>Non-ATS frequency. | | | Available when Fire vehicle attending aircraft on the ground in an emergency. | |

## EGAE AD 2.19 RADIO NAVIGATION AND LANDING AIDS

| Type of Aid CAT of ILS/MLS MAG Var/VOR Declination | Ident | Frequency | Hours of Operation | Position of transmitting antenna coordinates | Elevation of DME transmitting antenna | Remarks |
|---|---|---|---|---|---|---|
| 1 | 2 | 3 | 4 | 5 | 6 | 7 |
| ILS/LOC<br>I<br>1.61°W (2027) | IEGN | 108.300 MHz | H24 | 550243.29N 0070909.60W | | (RWY 08)<br>Offset ILS. 2.68° south of centre-line.<br>ILS usable during ATC hours only. |
| ILS/GP | IEGN | 334.100 MHz | H24 | 550231.90N 0071014.74W | | 3° ILS Ref Datum Hgt 60 FT.<br>ILS/GP usable during ATC hours only. |
| ILS/LOC<br>I<br>1.62°W (2027) | IEGT | 108.300 MHz | H24 | 550221.57N 0071052.31W | | (RWY 26)<br>LOC flags may occur when outside 28 left of the centre-line.<br>ILS usable during ATC hours only. |
| ILS/GP | IEGT | 334.100 MHz | H24 | 550243.17N 0070908.94W | | 3° ILS Ref Datum Hgt 50 FT.<br>ILS/GP usable during ATC hours only. |
| DME | IEGN | 20X<br>108.300 MHz | H24 | 550239.16N 0070943.52W | 34 FT | (RWY 08)<br>On AD.<br>Freq paired with LOC I-EGN and I-EGT.<br>Zero range is indicated at THR of Runway 08 and 26.<br>Due to terrain effects the DME is unusable below 3500 FT between 140 and 185 MAG. |

| Type of Aid<br>CAT of ILS/MLS<br>MAG Var/VOR<br>Declination | Ident | Frequency | Hours of Operation | Position of transmitting antenna coordinates | Elevation of DME transmitting antenna | Remarks |
|---|---|---|---|---|---|---|
| 1 | 2 | 3 | 4 | 5 | 6 | 7 |
| DME | IEGT | 20X<br>108.300 MHz | H24 | 550239.16N<br>0070943.52W | 34 FT | (RWY 26)<br>On AD.<br>Freq paired with LOC I-EGN and I-EGT.<br>Zero range is indicated at THR of Runway 26 and 08.<br>Due to terrain effects the DME is unusable below 3500 FT between 140 and 185 MAG. |
| NDB (L)<br>1.61°W (2027) | EGT | 328.500 kHz | H24 | 550243.96N<br>0070921.71W | | On AD. Range 25 NM. |

# EGAE AD 2.20 LOCAL AERODROME REGULATIONS

## 1 AIRPORT REGULATIONS

a) All aircraft using this aerodrome or its facilities are required to have third party liability insurance cover in the sum of £1,000,000. Proof of this insurance should be available for inspection.
b) This aerodrome may only be used whilst ATC and RFFS facilities are being provided.
c) Aircraft unable to communicate by radio are subject to ATC approval.
d) The use of this aerodrome is subject to the published terms and conditions of use and Airport Byelaws, a copy of which is available on request.
e) Aircraft departing and arriving from and to destinations outside of Northern Ireland are required to use the main terminal building for Customs, Immigration and Special Branch clearances, as appropriate.
f) Flight crews are reminded that the apron is a 24 hour mandatory high visibility clothing area. All flight crews are to wear high visibility clothing for all apron activities (including aircraft walk-arounds).
g) Nose-in parking is the preferred method of parking all aircraft of more than 5700 KG MTOW. Requests for into wind parking should be made to ATC.
h) It is a requirement that all airlines using Londonderry Aerodrome must have local orders compatible with Londonderry Aerodrome - Emergency Orders. Airlines, General Aviation operators and Flying clubs should also note that it is their responsibility to recover disabled aircraft and aircraft wreckage and must have appropriate arrangements in place before commencing flying operations into the aerodrome. Londonderry Aerodrome will act as the co-ordinating body throughout the recovery operation and has only very limited equipment supplied by a 3rd Party which might be used to salvage disabled aircraft.
i) Departing and arriving aircraft, on first contact with Eglinton ATC must state, ATIS code letter, QNH received and maintain a listening watch.

## 2 GROUND MOVEMENT

Not applicable

## 3 CAT II/III OPERATIONS

Not applicable

## 4 WARNINGS

a) No ground signals except light signals.
b) Aerodrome habitat work takes place on the grass areas periodically throughout the year.
c) Pilots are warned of the presence of large congregations of sea-birds in the approach area to Runway 26 (take-off area for Runway 08). There is a constant bird hazard on the surrounding terrain and tidal mud flats adjacent to the aerodrome, which can increase at short notice as concentrations of migratory birds move through the area. During the months of October to April pilots are advised of the presence of large species Whooper Swans in the vicinity of the aerodrome mainly flying at an altitude of approx 25-100 FT AGL. On aerodrome bird dispersal including use of pyrotechnics is in operation throughout the aerodrome operational hours.
d) Pilots are reminded of the close proximity of Ballykelly disused aerodrome 5 NM to the east-north-east of this aerodrome. Pilots of aircraft en-route and in the circuit should positively identify Londonderry/Eglinton before committing the aircraft to landing.
e) Single-engined aircraft should avoid overflying a chemical plant 2 to 3 NM west of the aerodrome below 1500 FT.
f) A single-track railway line passes through the overrun RESA for Runway 08, and approach RESA for Runway 26. An ATC operated railway signal system is used to stop trains under normal conditions as follows:

i. Landing Aircraft

1. Public transport aircraft landing on Runway 26 or Runway 08 priority is given to the aircraft and trains are stopped.
2. General aviation aircraft landing on Runway 26 or Runway 08 priority is given to the train. Aircraft will be delayed for up to 5 minutes.

ii. Departing Aircraft

1. For all departures from Runway 08 or Runway 26 priority is given to the passing train ATC will sequence movements accordingly, delays of up to 5 minutes may be experienced.

g) High ground 120°T to 240°T south of aerodrome rising to 1300 FT AMSL 142°T, 4.4 NM from ARP.

## 5 HELICOPTER OPERATIONS

Not applicable

## 6 Use of Runways

a) In calm wind conditions Runway 08 is the preferred departure runway and Runway 26 is the preferred arrival runway.
b) Landing on Runways 08 and 26

i. Runway 08 – Aircraft that are unable to turn off at Taxiway Bravo will be required to turn on the runway and back track to Taxiway Bravo. To avoid surface damage B737, A320 or larger aircraft must slow to taxi speed before moving fully to the left or right of the centre-line and then using the maximum available width of the runway to make a slow 180° turn to the opposite side of the runway before returning to the centre-line avoiding wheel locks or excess engine power consistent with good aviation practice.
ii. Runway 26 – To avoid surface damage B737, A320 or larger aircraft will be required to continue to the end of the runway and turn on Runway 08 threshold turnpad unless instructed otherwise by ATC. Turning pad designed for right hand turns.

c) Except where an AOC holder has less restrictive state authorised take-off minima, departures in RVR conditions of less than 400 M are not permitted.
d) In winter conditions, runway ant-icing and snow clearance operations will take priority over all other operations at the discretion of the airport authority. ATC will inform pilots of expected delays.

## 7 TRAINING

a) Use of the aerodrome for training purposes is subject to the following:

i. Training is not permitted between 0000-0700 (2300-0600);
ii. a booking system operates for instrument training. Training periods can be booked by application to ATC. Filing of a flight plan does not constitute a booking and failure to make a booking may result in the aircraft being refused use of the facilities. Pilots are to inform ATC of booking cancellations;
iii. circuit training is only available by prior arrangement with ATC;
iv. circuit direction for all training aircraft will be varied by ATC for air traffic and noise nuisance avoidance purposes.

# EGAE AD 2.21 NOISE ABATEMENT PROCEDURES

The following procedures may be departed from only to the extent necessary for avoiding immediate danger and for complying with ATC instructions.

## 1 NOISE ABATEMENT PROCEDURES - ALL AIRCRAFT

a) Operators of all aircraft using the airport are to ensure that their operations are conducted in a manner calculated to cause the least disturbance practicable in areas surrounding the airport.
b) Where the surface wind is calm, jet movements, when possible, should use Runway 26 for arrivals and Runway 08 for departures, particularly at night.
c) At night the circuit heights will be increased to 1500 FT AAL.
d) The use of Runway 08/26 for circuit training at night is prohibited between 0000-0700 (2300-0600).
e) Aircraft shall not execute inflight turns within the Airport Boundary unless otherwise instructed by ATC.

## 2 NOISE ABATEMENT PROCEDURES - AIRCRAFT OF 5700 KG MTOW OR LESS

a) All pilots should arrange their flight so as to minimise noise disturbance. Pilots should not carry out manoeuvres which attract attention to their aircraft;
b) landing aircraft shall follow a descent path that will not result in it being below the visual approach path as indicated by the PAPI.

## 3 NOISE ABATEMENT PROCEDURES - AIRCRAFT OF MORE THAN 5700 KG MTOW

a) **Arrivals:**

i. Jet aircraft must not join the FAT to any runway at a height less of than 1500 FT (QFE), except that jet aircraft carrying out visual circuit training may descend from circuit height on base leg and join the FAT not less than 1000 FT (QFE)
ii. Propeller driven aircraft of more than 5700 KG MTOW must not join the FAT to any runway at a height of less than 1000 (QFE).
iii. Unless otherwise instructed by ATC, aircraft using the ILS in IMC or VMC shall not descend below the heights specified above before intercepting the glidepath nor thereafter fly below it. Aircraft approaching without assistance from ILS shall follow a descent

path which will not result in its being at any time lower than the approach path which would be followed by an aircraft using the ILS glidepath.

b) **Departures:**

i. Runway 26. Departing aircraft maintain the runway centre-line until passing altitude 3100 FT;
ii. Runway 08. Departing aircraft maintain the runway centre-line until passing altitude 3100 FT.

## EGAE AD 2.22 FLIGHT PROCEDURES

### 1 INSTRUMENT APPROACH PROCEDURES

a) Instrument Approach Procedures (IAP) for this aerodrome within the Scottish FIR are established outside controlled airspace. See ENR 1.5, paragraph 6.
b) Instrument Approach Procedures (IAP) for this aerodrome within the Shannon FIR are established within controlled airspace (Eglinton CTA areas) - see ENR 2.2 paragraph 1.9.2 and AD 2.17. Aircraft are permitted to enter the Eglinton CTA areas whilst using these procedures and under the control of Eglinton ATC.
c) There are three Holds established for use with the Londonderry/Eglinton Direct Arrivals as shown below:

i. COLRE - 550659N 0064402W;
ii. DUNGV - 545344N 0064724W;
iii. LUNEX - 545036N 0071531W.

### 2 PROCEDURES FOR OUTBOUND AIRCRAFT

a) Following completion of the noise abatement procedure Runway 26 departing aircraft are permitted to enter the Eglinton CTA West under the control of Eglinton ATC.

### 3 NORTH ATLANTIC DEPARTURES

a) Due to the proximity of the Shanwick Oceanic boundary to Londonderry/Eglinton, pilots must consider timescales for submitting an ’RCL’. Refer to ENR 2.2, paragraph 3.8.2 for details.

### 4 CIRCUIT DIRECTIONS AND HEIGHTS

a) Runway 08; 1000 FT for LH and 1200 FT for RH. Runway 26; 1200 FT for LH and 1000 FT for RH.

### 5 VISUAL REFERENCE POINTS (VRP)

a) Details of VRPs are available in the consolidated 'Visual Reference Points List' published on the 'Digital Dataset' page of the NATS AIS website, www.nats.aero/ais.

***Note:*** *Flights using Londonderry Eglinton Airport under VFR must be prepared to route via VRPs and to route clear of instrument approaches if so instructed by ATC. ATC may request that inbound and outbound aircraft follow the following visual routes:*

a) Dungiven - Claudy Crossroads - Londonderry/Eglinton.
b) Moville Quay - Carrowkeel - Londonderry/Eglinton.

## EGAE AD 2.23 ADDITIONAL INFORMATION

Not applicable

## EGAE AD 2.24 CHARTS RELATED TO AN AERODROME

AERODROME CHART - ICAO
AD 2.EGAE-2-1
AIRCRAFT PARKING/DOCKING CHART - ICAO
AD 2.EGAE-2-2
CONTROL AREA CHART - VRPS
AD 2.EGAE-4-1
INSTRUMENT APPROACH CHART ILS/DME Z (OFFSET LOC) RWY 08 - ICAO
AD 2.EGAE-8-1
INSTRUMENT APPROACH CHART ILS/DME Y (OFFSET LOC) RWY 08 (CAT A,B) - ICAO

AD 2.EGAE-8-2
INSTRUMENT APPROACH CHART LOC/DME Z (OFFSET LOC) RWY 08 - ICAO
AD 2.EGAE-8-3
INSTRUMENT APPROACH CHART LOC/DME Y (OFFSET LOC) RWY 08 (CAT A,B) - ICAO
AD 2.EGAE-8-4
INSTRUMENT APPROACH CHART NDB(L)/DME RWY 08 - ICAO
AD 2.EGAE-8-5
INSTRUMENT APPROACH CHART DIRECT ARRIVALS RWY 08 - ICAO
AD 2.EGAE-8-6
INSTRUMENT APPROACH CHART ILS/DME/NDB(L) RWY 26 - ICAO
AD 2.EGAE-8-7
INSTRUMENT APPROACH CHART LOC/DME/NDB(L) RWY 26 - ICAO
AD 2.EGAE-8-8
INSTRUMENT APPROACH CHART NDB(L)/DME RWY 26 - ICAO
AD 2.EGAE-8-9
INSTRUMENT APPROACH CHART DIRECT ARRIVALS ILS/DME/NDB(L) RWY 26 - ICAO
AD 2.EGAE-8-10
INSTRUMENT APPROACH CHART DIRECT ARRIVALS NDB(L)/DME RWY 26 - ICAO
AD 2.EGAE-8-11

## EGAE AD 2.25 VISUAL SEGMENT SURFACE (VSS) PENETRATION

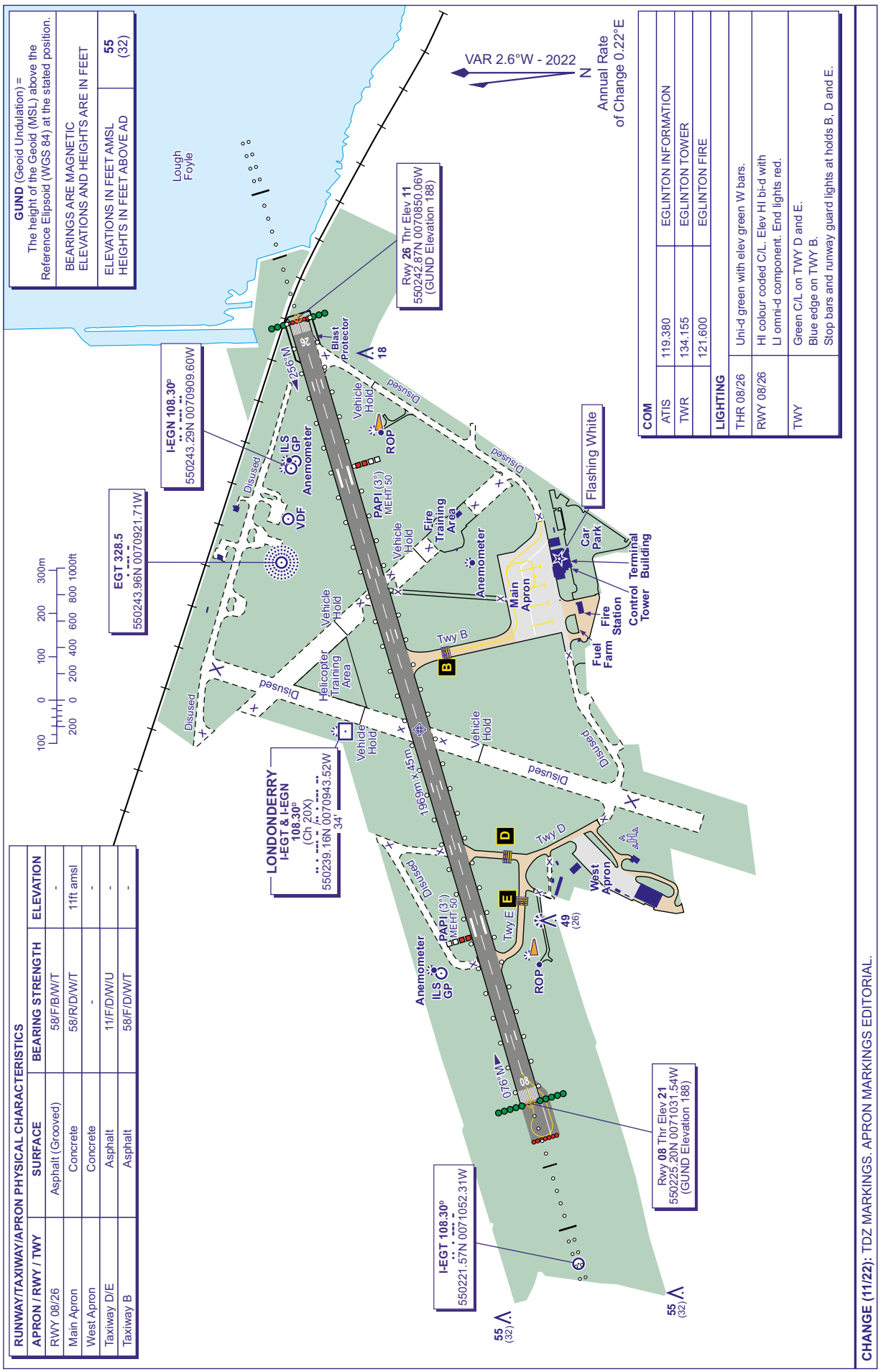
Not applicable

# AERODROME CHART - ICAO

## LONDONDERRY/EGLINTON EGAE

ARP 550234N 0070943W

AD ELEV 23FT




| RUNWAY/TAXIWAY/APRON PHYSICAL CHARACTERISTICS | | | |
|---|---|---|---|
| APRON / RWY / TWY | SURFACE | BEARING STRENGTH | ELEVATION |
| RWY 08/26 | Asphalt (Grooved) | 58/F/B/W/T | - |
| Main Apron | Concrete | 58/R/D/W/T | 11ft amsl |
| West Apron | Concrete | - | - |
| Taxiway D/E | Asphalt | 11/F/D/W/U | - |
| Taxiway B | Asphalt | 58/F/D/W/T | - |

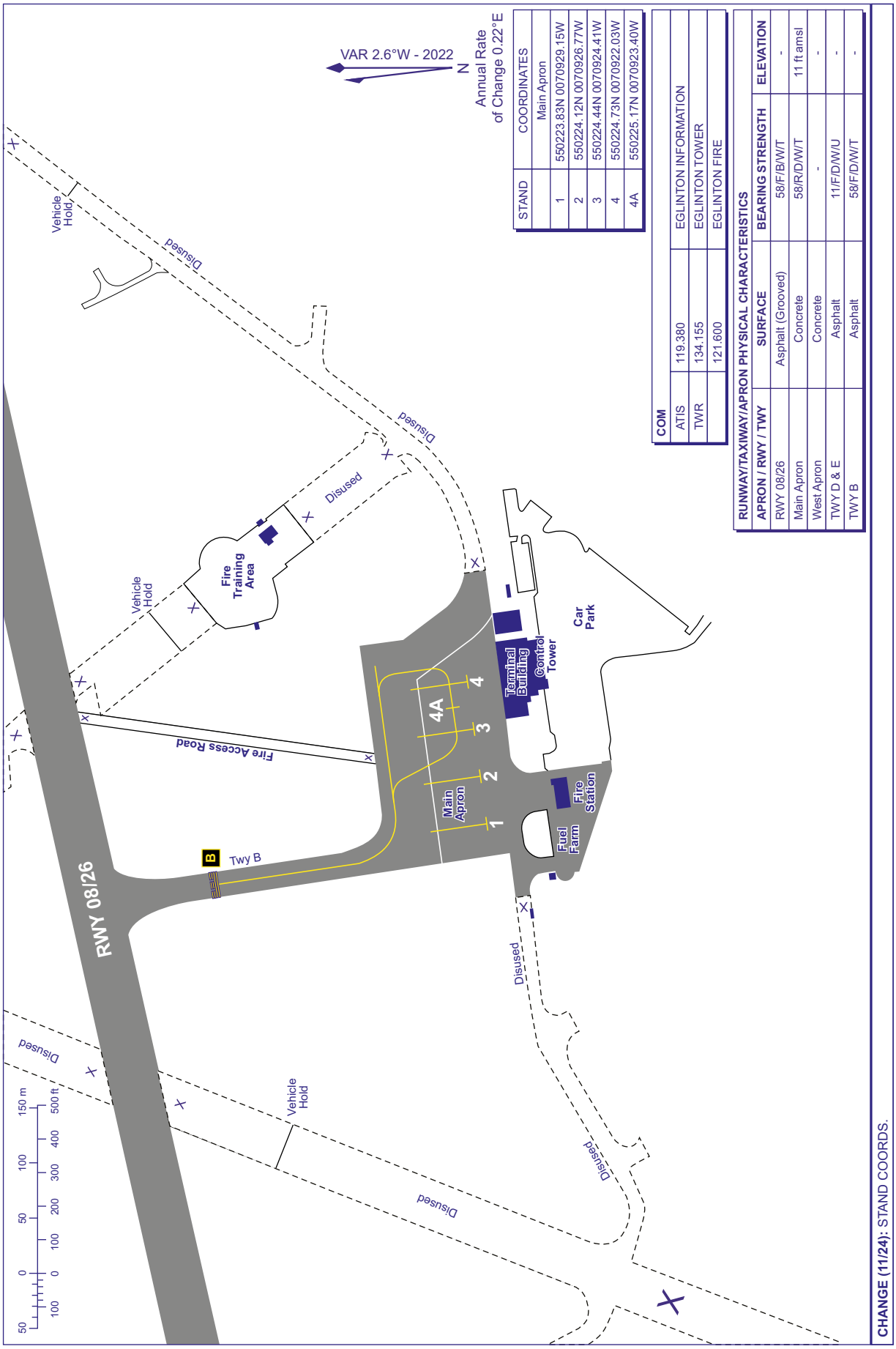
AERO INFO DATE 12 AUG 22

# LONDONDERRY/EGLINTON EGAE

**AD ELEV 23FT**

**ARP 550234N 0070943W**

## AIRCRAFT PARKING/DOCKING CHART - ICAO




| STAND | COORDINATES |
|---|---|
| | Main Apron |
| 1 | 550223.83N 0070929.15W |
| 2 | 550224.12N 0070926.77W |
| 3 | 550224.44N 0070924.41W |
| 4 | 550224.73N 0070922.03W |
| 4A | 550225.17N 0070923.40W |

| COM | | |
|---|---|---|
| ATIS | 119.380 | EGLINTON INFORMATION |
| TWR | 134.155 | EGLINTON TOWER |
| | 121.600 | EGLINTON FIRE |

**RUNWAY/TAXIWAY/APRON PHYSICAL CHARACTERISTICS**

| APRON / RWY / TWY | SURFACE | BEARING STRENGTH | ELEVATION |
|---|---|---|---|
| RWY 08/26 | Asphalt (Grooved) | 58/F/B/W/T | - |
| Main Apron | Concrete | 58/R/D/W/T | 11 ft amsl |
| West Apron | Concrete | - | - |
| TWY D & E | Asphalt | 11/F/D/W/U | - |
| TWY B | Asphalt | 58/F/D/W/T | - |

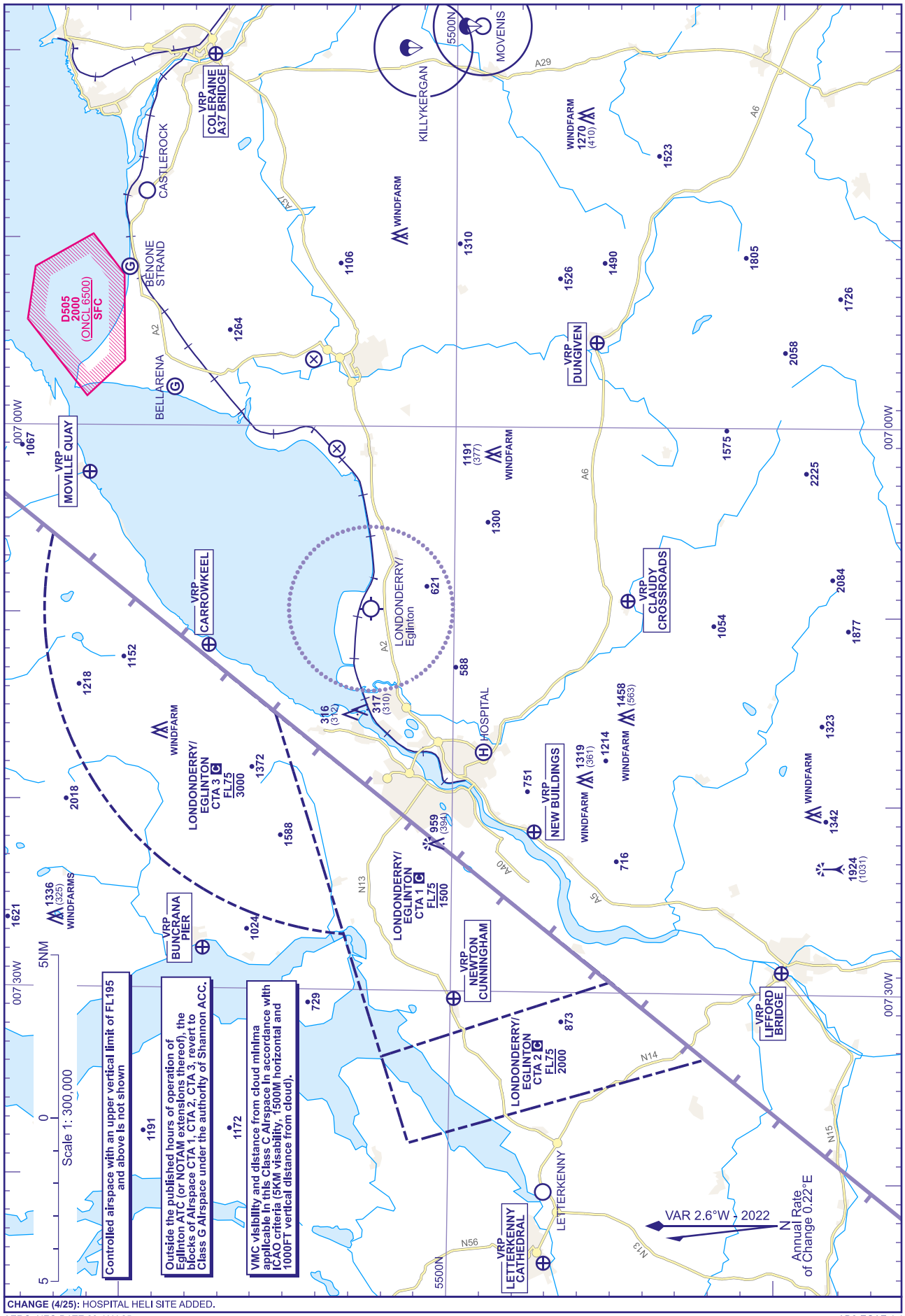
**CHANGE (11/24):** STAND COORDS.

AERO INFO DATE 19 AUG 24

AD 2-EGAE-2-2

## CONTROL AREA CHART - VRPs

## LONDONDERRY/EGLINTON




**CHANGE (4/25):** HOSPITAL HELI SITE ADDED.

AERO INFO DATE 23 JAN 25

AD2-EGAE 4-1

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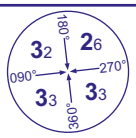
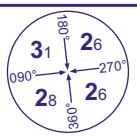
# INSTRUMENT APPROACH CHART - ICAO

# LONDONDERRY/EGLINTON
## ILS/DME Z (Offset LOC) RWY 08
(ACFT CAT A,B,C,D)



MSA 25NM NDB(L) EGT

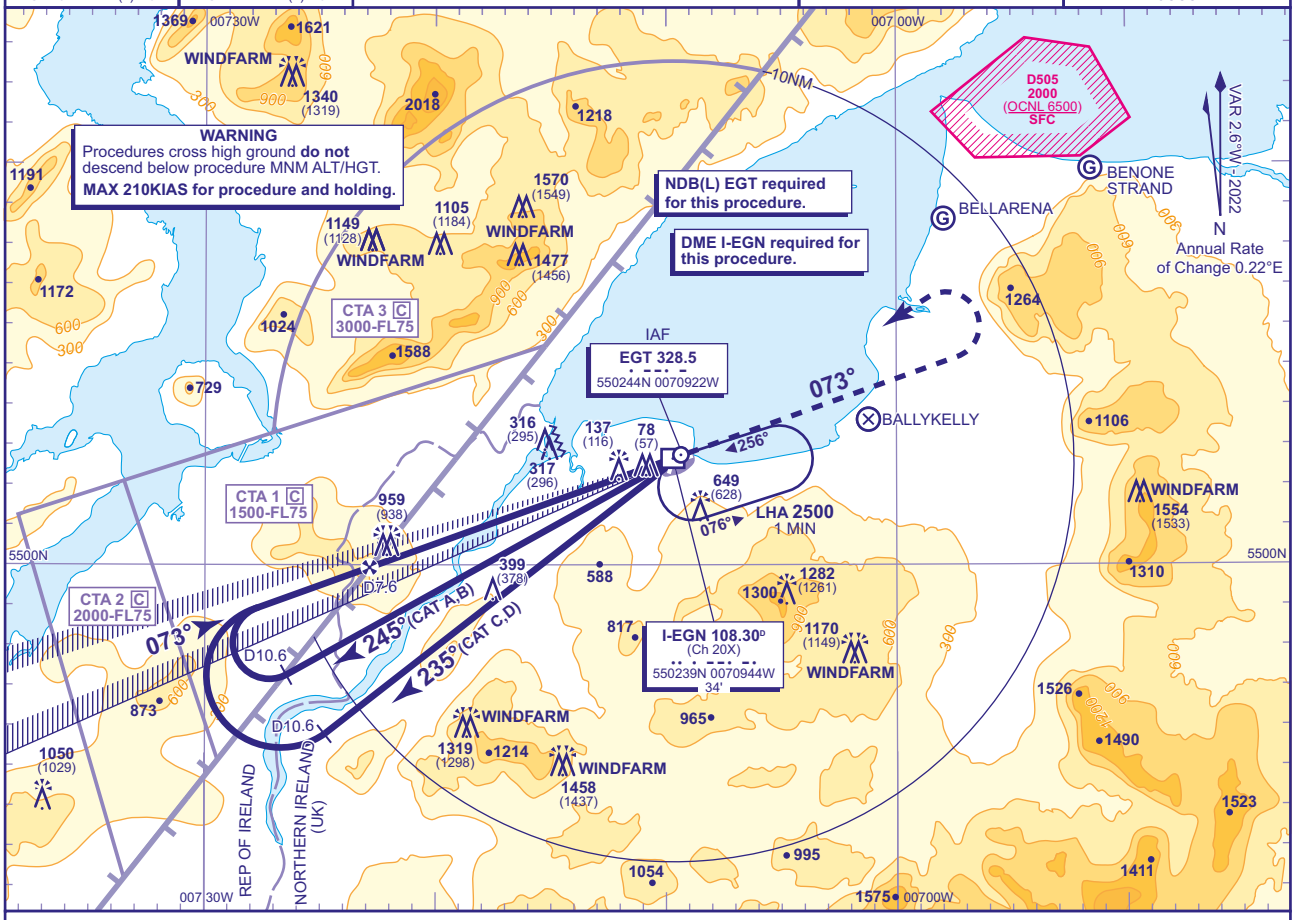


MSA 7NM NDB(L) EGT

| | | |
|---|---|---|
| APP | 123.625 | EGLINTON APPROACH |
| TWR | 134.155 | EGLINTON TOWER |
| ATIS | 119.380 | EGLINTON INFORMATION |

| | |
|---|---|
| AD ELEVATION | 23 |
| THR ELEVATION | 21 |
| OBSTACLE ELEVATION | 1570 AMSL (1549) (ABOVE THR) |
| BEARINGS ARE MAGNETIC | |

TRANSITION ALTITUDE **3000**

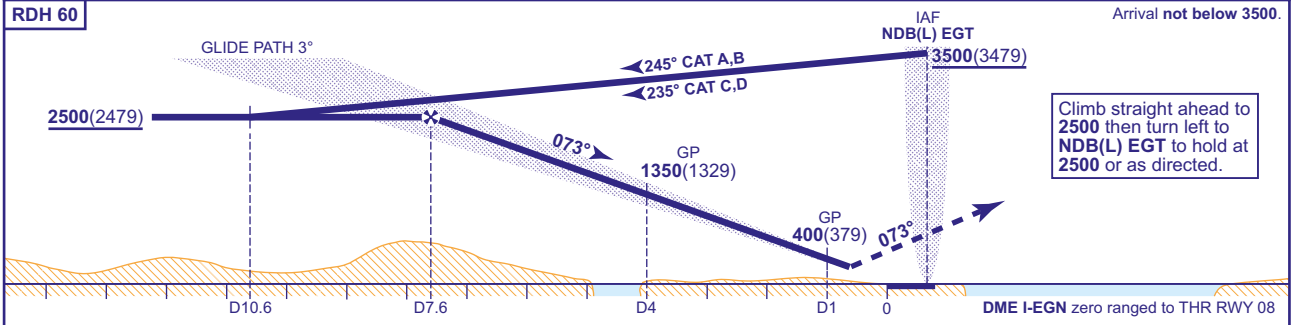



**RECOMMENDED PROFILE** GLIDE PATH 3.0°, 318FT/NM

| DME I-EGN | 7 | 6 | 5 | 4 | 3 | 2 | 1 |
|---|---|---|---|---|---|---|---|
| ALT(HGT) | **2310**(2289) | **1990**(1969) | **1670**(1649) | **1350**(1329) | **1040**(1019) | **720**(699) | **400**(379) |

**RDH 60**

Arrival **not below 3500**.




| Aircraft Category | | A | B | C | D |
|---|---|---|---|---|---|
| OCA (OCH) | CAT I | **293**(272) | **293**(272) | **293**(272) | **293**(272) |
| VM(C)OCA (OCH AAL) | Total Area | **950**(927) | **950**(927) | **1740**(1717) | **1740**(1717) |
| | North of RWY 08/26 | **430**(407) | **580**(557) | **720**(697) | **1090**(1067) |

| Rate of descent | G/S KT | 160 | 140 | 120 | 100 | 80 |
|---|---|---|---|---|---|---|
| | FT/MIN | 850 | 740 | 640 | 530 | 420 |

**NOTES**
1. Lowest altitude to commence procedure from hold is **2500**.
2. LOC offset 2.7° from RWY 08 C/L.
3. DME not usable below **3500** between 140° and 185° due to terrain effects.
4. Aircraft are permitted to enter the Eglinton CTA areas whilst using these procedures and under the control of Eglinton ATC.

**CHANGE (2/24):** MSA 7NM SW SECTOR. LHA EGT HOLD. OCA(OCH). VM(C)OCA(OCH AAL).

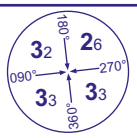
AERO INFO DATE 30 NOV 23

AD 2-EGAE-8-1

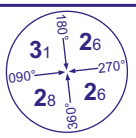
I

# INSTRUMENT APPROACH CHART - ICAO

## LONDONDERRY/EGLINTON
## ILS/DME Y
## (Offset LOC)
## RWY 08
(ACFT CAT A,B)



MSA 25NM NDB(L) EGT

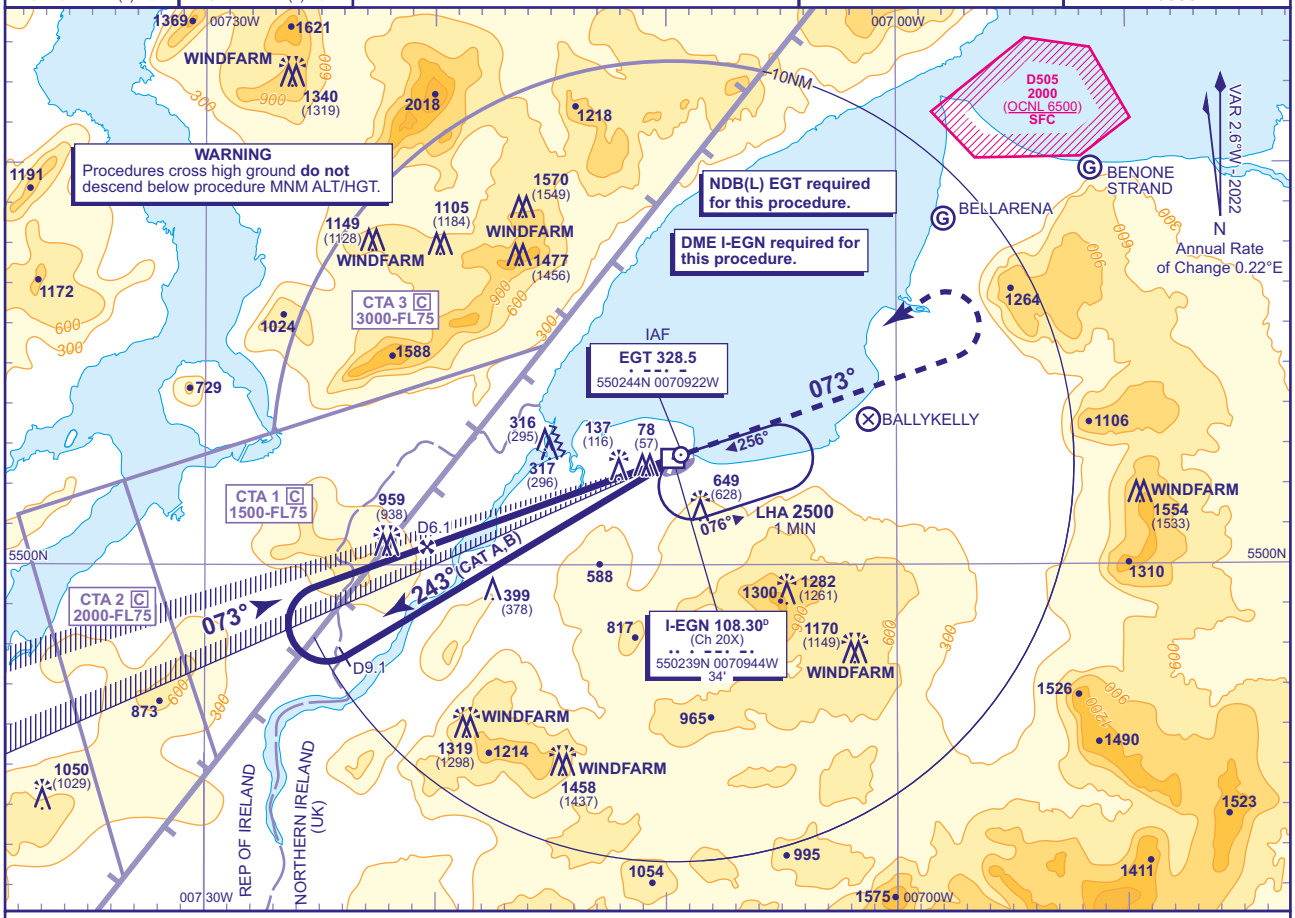


MSA 7NM NDB(L) EGT

| | | | |
|---|---|---|---|
| APP | 123.625 | EGLINTON APPROACH | |
| TWR | 134.155 | EGLINTON TOWER | |
| ATIS | 119.380 | EGLINTON INFORMATION | |

| | |
|---|---|
| AD ELEVATION | 23 |
| THR ELEVATION | 21 |
| OBSTACLE ELEVATION **1570 AMSL** (1549) (ABOVE THR) | |
| BEARINGS ARE MAGNETIC | |

TRANSITION ALTITUDE **3000**

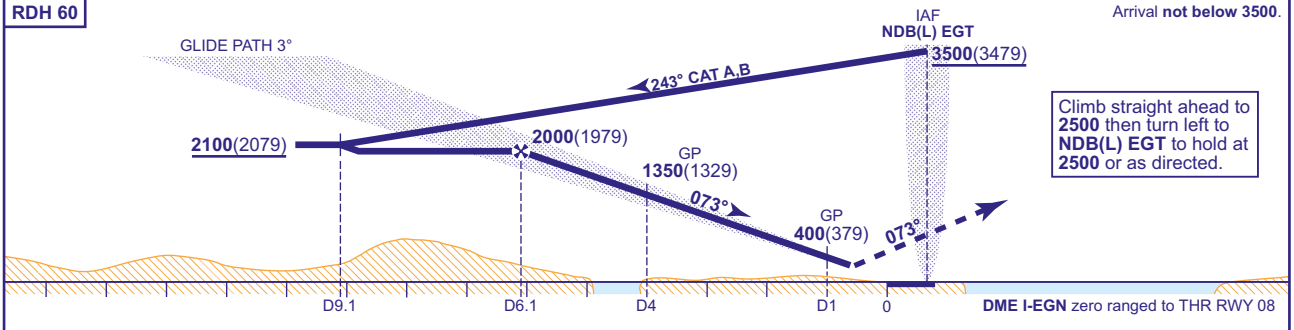



**RECOMMENDED PROFILE** GLIDE PATH 3.0°, 318FT/NM

| DME I-EGN | 6 | 5 | 4 | 3 | 2 | 1 |
|---|---|---|---|---|---|---|
| ALT(HGT) | **1990**(1969) | **1670**(1649) | **1350**(1329) | **1040**(1019) | **720**(699) | **400**(379) |

**RDH 60**

Arrival **not below 3500**.




| Aircraft Category | | A | B |
|---|---|---|---|
| OCA (OCH) | CAT I | **293**(272) | **293**(272) |
| VM(C)OCA (OCH AAL) | Total Area | **950**(927) | **950**(927) |
| | North of RWY 08/26 | **430**(407) | **580**(557) |

| Rate of descent | G/S KT | 160 | 140 | 120 | 100 | 80 |
|---|---|---|---|---|---|---|
| | FT/MIN | 850 | 740 | 640 | 530 | 420 |

**NOTES**
1. Lowest altitude to commence procedure from hold is **2500**.
2. LOC offset 2.7° from RWY 08 C/L.
3. DME not usable below **3500** between 140° and 185° due to terrain effects.
4. Aircraft are permitted to enter the Eglinton CTA areas whilst using these procedures and under the control of Eglinton ATC.

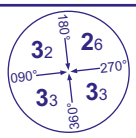
**CHANGE (2/24):** MSA 7NM SW SECTOR. LHA EGT HOLD. OCA(OCH). HEIGHT/ALTITUDE IF D9.1.

AERO INFO DATE 08 DEC 23

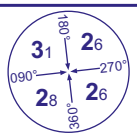
AD 2-EGAE-8-2

# INSTRUMENT APPROACH CHART - ICAO

# LONDONDERRY/EGLINTON
## LOC/DME Z (Offset LOC)
## RWY 08
(ACFT CAT A,B,C,D)



MSA 25NM NDB(L) EGT

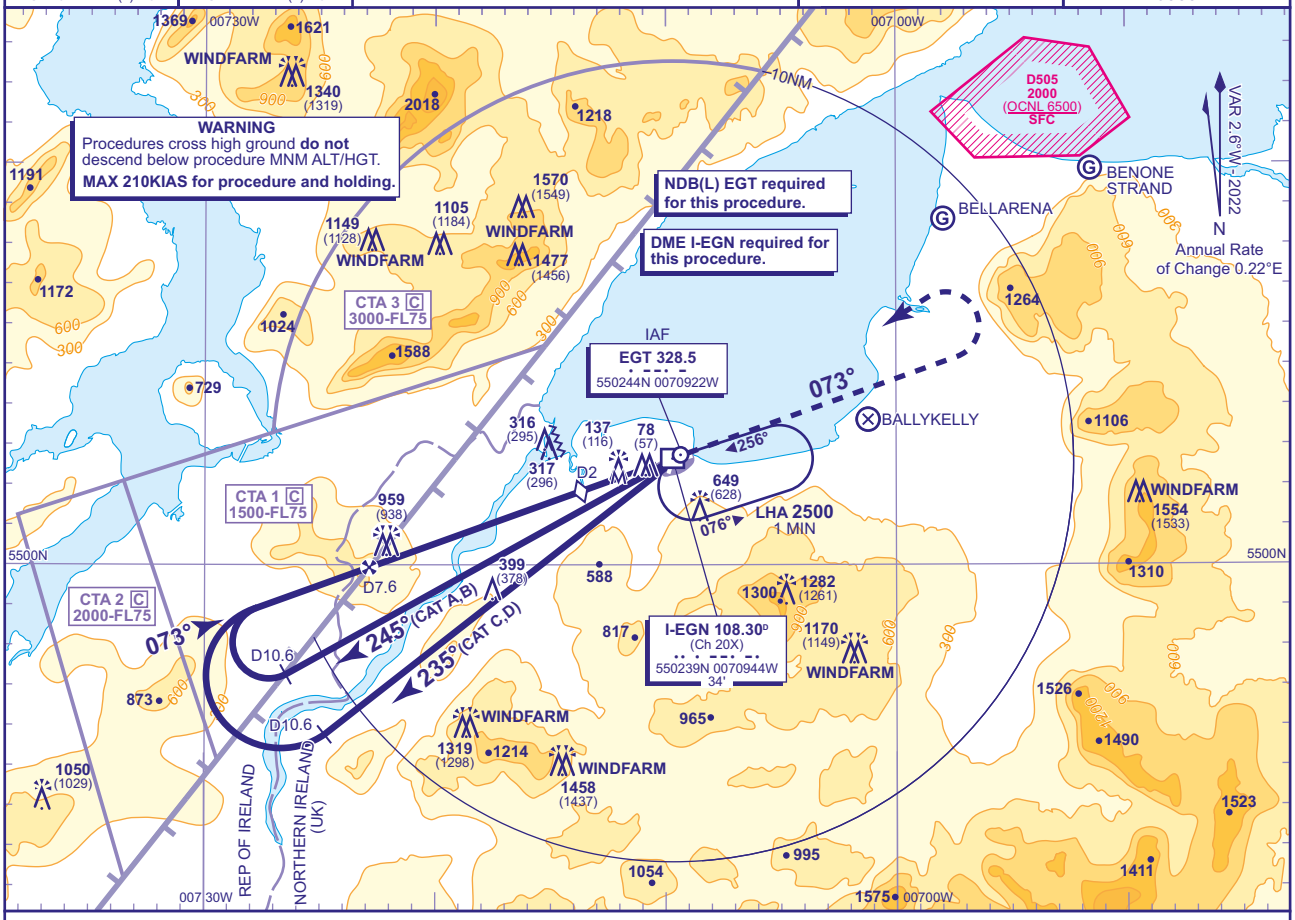


MSA 7NM NDB(L) EGT

| | | | |
|---|---|---|---|
| APP | 123.625 | EGLINTON APPROACH | |
| TWR | 134.155 | EGLINTON TOWER | |
| ATIS | 119.380 | EGLINTON INFORMATION | |

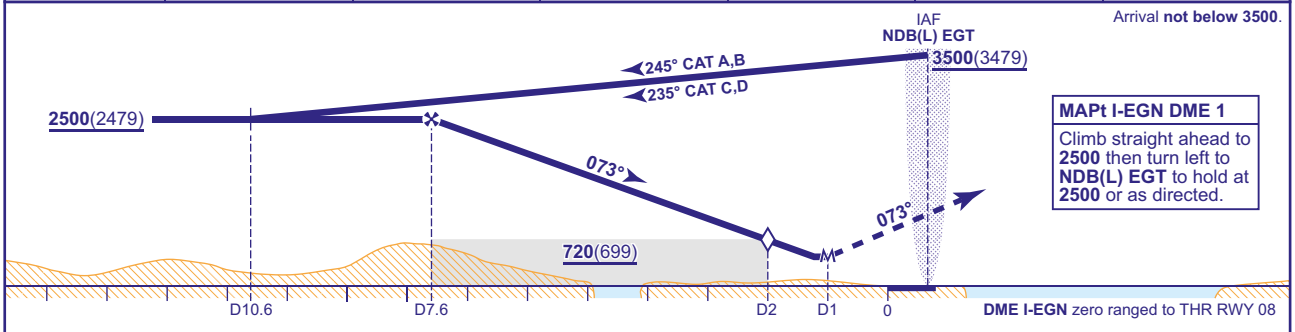
| | |
|---|---|
| AD ELEVATION | 23 |
| THR ELEVATION | 21 |
| OBSTACLE ELEVATION | 1570 AMSL (1549) (ABOVE THR) |
| BEARINGS ARE MAGNETIC | |

TRANSITION ALTITUDE **3000**




**RECOMMENDED PROFILE** Gradient 5.24%, 318FT/NM

| DME I-EGN | 7 | 6 | 5 | 4 | 3 | 2 (SDF) |
|---|---|---|---|---|---|---|
| ALT(HGT) | **2310**(2289) | **1990**(1969) | **1670**(1649) | **1350**(1329) | **1040**(1019) | **720**(699) |




Arrival **not below 3500**.

**MAPt I-EGN DME 1**

Climb straight ahead to **2500** then turn left to **NDB(L) EGT** to hold at **2500** or as directed.

| Aircraft Category | | A | B | C | D |
|---|---|---|---|---|---|
| OCA (OCH) | Procedure | **530**(509) | **530**(509) | **530**(509) | **530**(509) |
| VM(C)OCA (OCH AAL) | Total Area | **950**(927) | **950**(927) | **1740**(1717) | **1740**(1717) |
| | North of RWY 08/26 | **430**(407) | **580**(557) | **720**(697) | **1090**(1067) |

| Rate of descent | G/S KT | 160 | 140 | 120 | 100 | 80 |
|---|---|---|---|---|---|---|
| | FT/MIN | 850 | 740 | 640 | 530 | 420 |

**NOTES**
1. Lowest altitude to commence procedure from hold is **2500**.
2. FAT offset 2.7° from RWY 08 C/L.
3. DME not usable below **3500** between 140° and 185° due to terrain effects.
4. Aircraft are permitted to enter the Eglinton CTA areas whilst using these procedures and under the control of Eglinton ATC.

**CHANGE (2/24):** MSA 7NM SW SECTOR. LHA EGT HOLD. OCA(OCH). VM(C)OCA(OCH AAL).

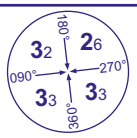
AERO INFO DATE 30 NOV 23

AD 2-EGAE-8-3

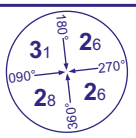
I

# INSTRUMENT APPROACH CHART - ICAO

# LONDONDERRY/EGLINTON
## LOC/DME Y (Offset LOC) RWY 08
(ACFT CAT A,B)



MSA 25NM NDB(L) EGT

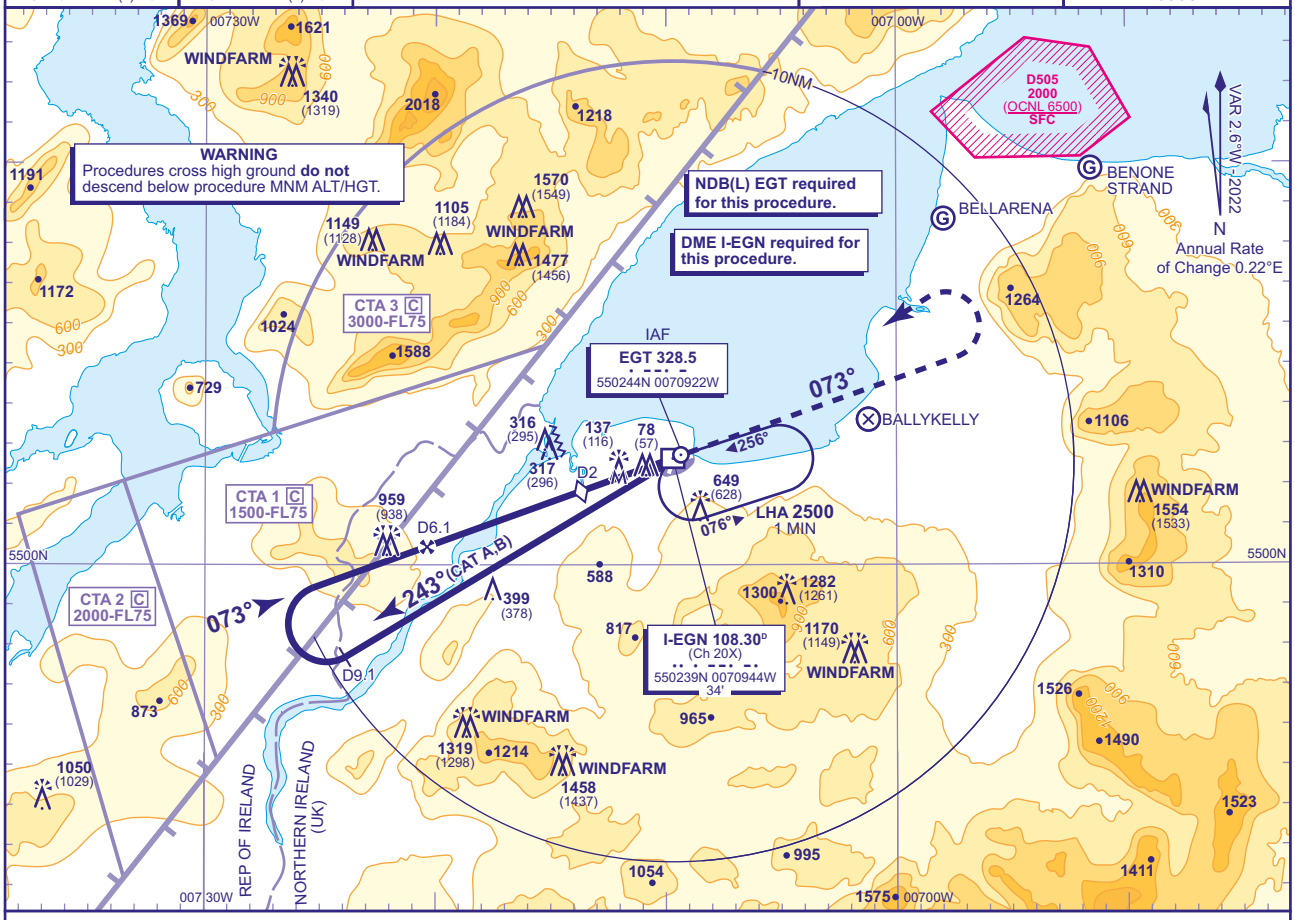


MSA 7NM NDB(L) EGT

| | | | |
|---|---|---|---|
| APP | 123.625 | EGLINTON APPROACH | |
| TWR | 134.155 | EGLINTON TOWER | |
| ATIS | 119.380 | EGLINTON INFORMATION | |

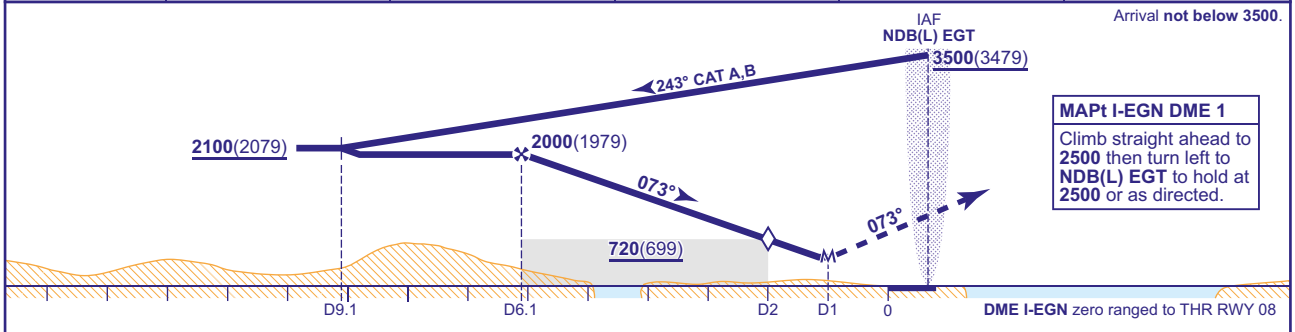
| | |
|---|---|
| AD ELEVATION | 23 |
| THR ELEVATION | 21 |
| OBSTACLE ELEVATION | **1570 AMSL** (1549) (ABOVE THR) |
| BEARINGS ARE MAGNETIC | |

TRANSITION ALTITUDE **3000**




**RECOMMENDED PROFILE** Gradient 5.24%, 318FT/NM

| **DME I-EGN** | 6 | 5 | 4 | 3 | 2 **(SDF)** |
|---|---|---|---|---|---|
| **ALT**(HGT) | **1990**(1969) | **1670**(1649) | **1350**(1329) | **1040**(1019) | **720**(699) |




Arrival **not below 3500**.

**MAPt I-EGN DME 1**
Climb straight ahead to **2500** then turn left to **NDB(L) EGT** to hold at **2500** or as directed.

| **Aircraft Category** | | **A** | **B** |
|---|---|---|---|
| **OCA** (OCH) | **Procedure** | **450**(429) | **450**(429) |
| **VM(C)OCA** (OCH AAL) | **Total Area** | **950**(927) | **950**(927) |
| | **North of RWY 08/26** | **430**(407) | **580**(557) |

| **Rate of descent** | **G/S KT** | 160 | 140 | 120 | 100 | 80 |
|---|---|---|---|---|---|---|
| | **FT/MIN** | 850 | 740 | 640 | 530 | 420 |

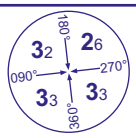
**NOTES**
1 Lowest altitude to commence procedure from hold is **2500**.
2 FAT offset 2.7° from RWY 08 C/L.
3 DME not usable below **3500** between 140° and 185° due to terrain effects.
4 Aircraft are permitted to enter the Eglinton CTA areas whilst using these procedures and under the control of Eglinton ATC.

**CHANGE (2/24):** MSA 7NM SW SECTOR. LHA EGT HOLD. OCA(OCH). HEIGHT/ALTITUDE IF D9.1.

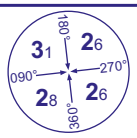
AERO INFO DATE 08 DEC 23 AD 2-EGAE-8-4

# INSTRUMENT APPROACH CHART - ICAO

# LONDONDERRY/EGLINTON
## NDB(L)/DME
## RWY 08
(ACFT CAT A,B,C,D)



MSA 25NM NDB(L) EGT

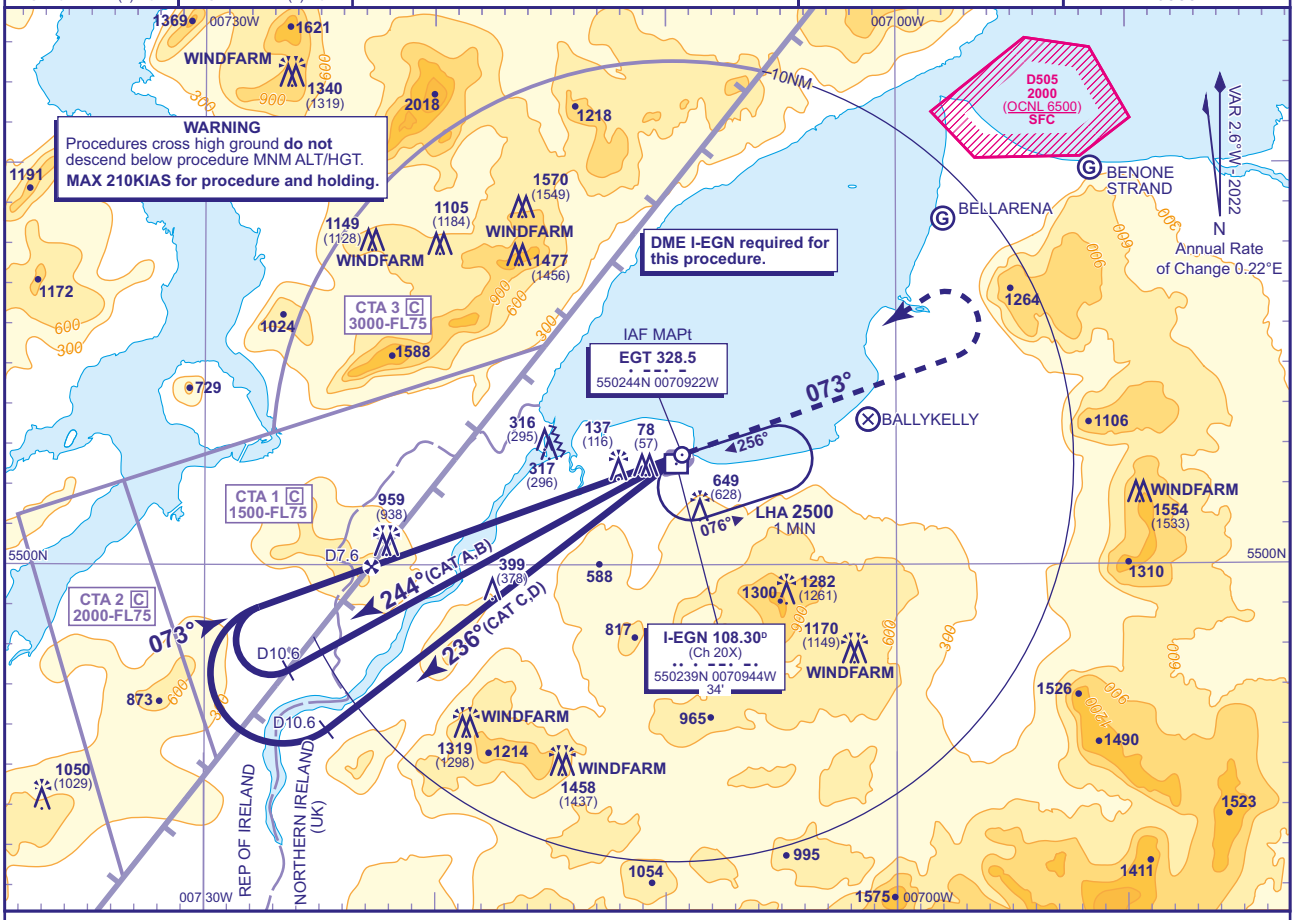


MSA 7NM NDB(L) EGT

| | | | |
|---|---|---|---|
| APP | 123.625 | EGLINTON APPROACH | |
| TWR | 134.155 | EGLINTON TOWER | |
| ATIS | 119.380 | EGLINTON INFORMATION | |

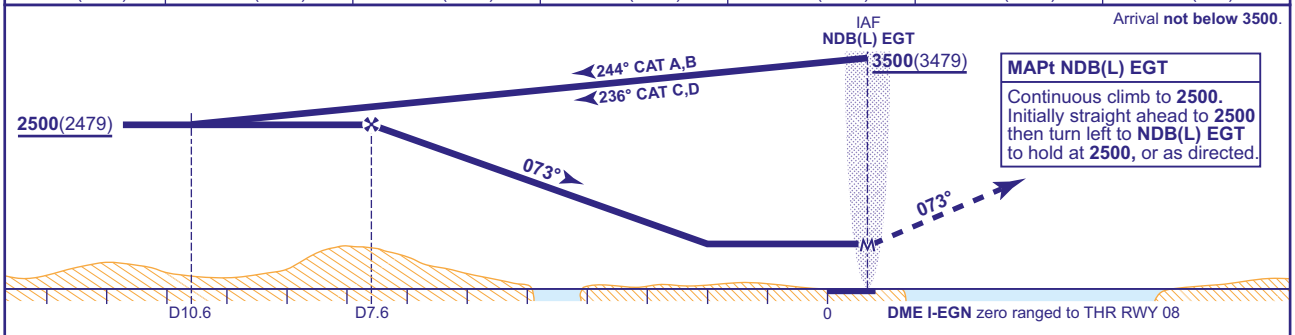
| | |
|---|---|
| AD ELEVATION | 23 |
| THR ELEVATION | 21 |
| OBSTACLE ELEVATION | 1570 AMSL (1549) (ABOVE THR) |
| BEARINGS ARE MAGNETIC | |

TRANSITION ALTITUDE **3000**




**RECOMMENDED PROFILE** Gradient 5.24%, 315FT/NM

| DME I-EGN | 7 | 6 | 5 | 4 | 3 | 2 |
|---|---|---|---|---|---|---|
| ALT(HGT) | **2310**(2289) | **1990**(1969) | **1670**(1649) | **1350**(1329) | **1040**(1019) | **720**(699) |




Arrival **not below 3500**.

**MAPt NDB(L) EGT**

Continuous climb to **2500**. Initially straight ahead to **2500** then turn left to **NDB(L) EGT** to hold at **2500**, or as directed.

| Aircraft Category | | A | B | C | D |
|---|---|---|---|---|---|
| OCA (OCH) | Procedure | **1210**(1189) | **1210**(1189) | **1210**(1189) | **1210**(1189) |
| VM(C)OCA (OCH AAL) | Total Area | **950**(927) | **950**(927) | **1740**(1717) | **1740**(1717) |
| | North of RWY 08/26 | **430**(407) | **580**(557) | **720**(697) | **1090**(1067) |

| Rate of descent | G/S KT | 160 | 140 | 120 | 100 | 80 |
|---|---|---|---|---|---|---|
| | FT/MIN | 850 | 750 | 640 | 530 | 420 |

**NOTES**
1. Lowest altitude to commence procedure from hold is **2500**.
2. FAT offset 2.7° from RWY CL.
3. DME not usable below **3500** between 140° and 185° due to terrain effects.
4. Aircraft are permitted to enter the Eglinton CTA areas whilst using these procedures and under the control of Eglinton ATC.

**CHANGE (2/24):** MSA 7NM SW SECTOR. LHA EGT HOLD. OCA(OCH). VM(C)OCA(OCH AAL).

AERO INFO DATE 30 NOV 23

AD 2-EGAE-8-5

## INSTRUMENT APPROACH CHART - ICAO

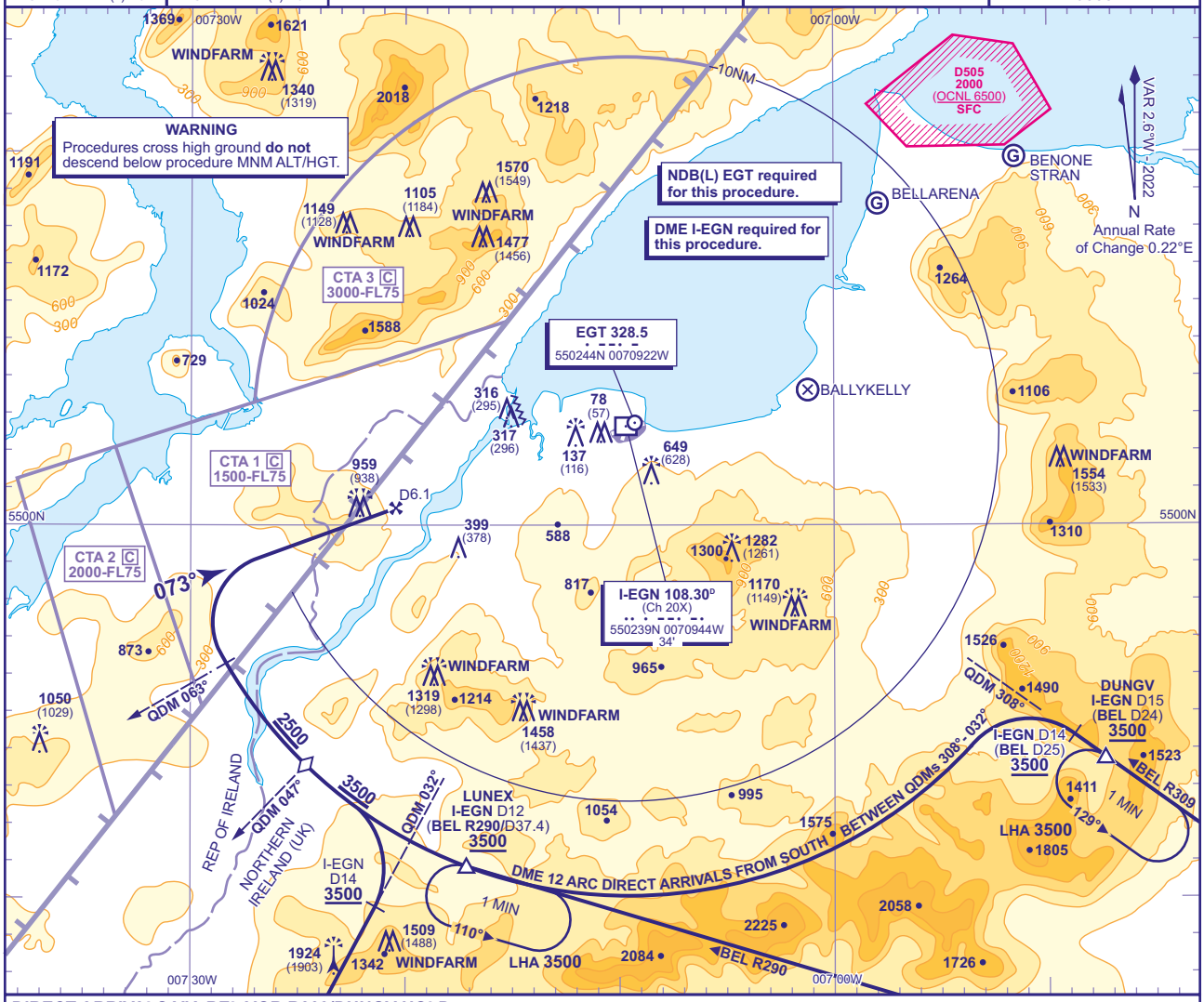
## LONDONDERRY/EGLINTON
**Direct Arrivals**
**RWY 08**
(ACFT CAT A,B,C,D)

MSA 25NM NDB(L) EGT

MSA 7NM NDB(L) EGT

| | | | | | |
|---|---|---|---|---|---|
| APP | 123.625 | EGLINTON APPROACH | AD ELEVATION | 23 |
| TWR | 134.155 | EGLINTON TOWER | THR ELEVATION | 21 |
| ATIS | 119.380 | EGLINTON INFORMATION | OBSTACLE ELEVATION **1570 AMSL** (1549) (ABOVE THR) | |
| | | | BEARINGS ARE MAGNETIC | |

TRANSITION ALTITUDE **3000**




**DIRECT ARRIVALS VIA BEL VOR R309/DUNGV HOLD**
Arrival not below 3500. Intercept and establish on BEL VOR R309. At I-EGN DME 14 (nominal BEL DME 25) turn left to intercept and follow I-EGN DME 12 arc. At QDM 047° descend to 2500. At lead QDM 063° commence right turn to establish on LOC/FAT. When established continue as for main procedure.

**DIRECT ARRIVALS VIA BEL VOR R290/LUNEX HOLD**
Arrival not below 3500. Intercept and establish on BEL VOR R290. At BEL R290/D37.4 intercept and follow I-EGN DME 12 arc clockwise. When established and West of QDM 047° descend to not below 2500. At lead QDM 063° turn right to establish on LOC/FAT, then continue as for main procedure.

**NOTE 1** Aircraft are permitted to enter the Eglinton CTA areas whilst using these procedures and under the control of Eglinton ATC.

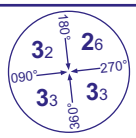
**CHANGE (2/24):** MSA 7NM SW SECTOR.

AERO INFO DATE 30 NOV 23

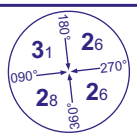
AD 2-EGAE-8-6

# INSTRUMENT APPROACH CHART - ICAO

# LONDONDERRY/EGLINTON
## ILS/DME/NDB(L) RWY 26
(ACFT CAT A,B,C,D)



MSA 25NM NDB(L) EGT

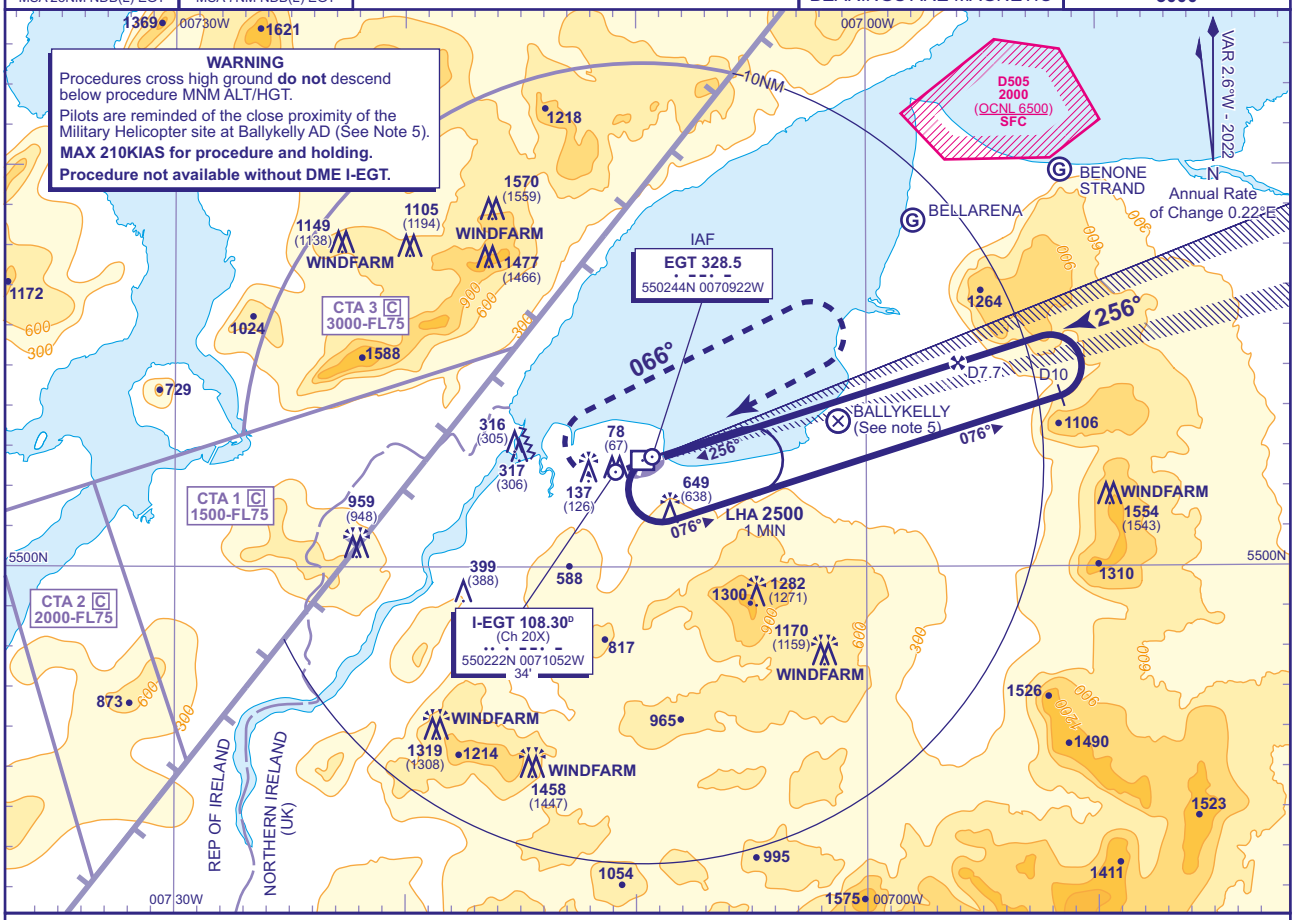


MSA 7NM NDB(L) EGT

| | | | |
|---|---|---|---|
| APP | 123.625 | EGLINTON APPROACH | |
| TWR | 134.155 | EGLINTON TOWER | |
| ATIS | 119.380 | EGLINTON INFORMATION | |

| | |
|---|---|
| AD ELEVATION | 23 |
| THR ELEVATION | 11 |
| OBSTACLE ELEVATION<br>**1570 AMSL**<br>(1559) (ABOVE THR) | |
| BEARINGS ARE MAGNETIC | |

TRANSITION ALTITUDE
**3000**

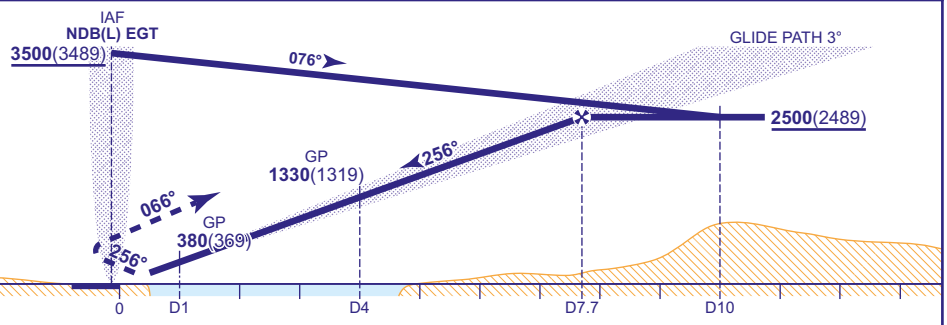



**RECOMMENDED PROFILE** GLIDE PATH 3°, 318FT/NM

| DME I-EGT | 7 | 6 | 5 | 4 | 3 | 2 | 1 |
|---|---|---|---|---|---|---|---|
| ALT(HGT) | **2290**(2279) | **1970**(1959) | **1650**(1639) | **1330**(1319) | **1020**(1009) | **700**(689) | **380**(369) |

**RDH 50** Arrival **not below 3500**.

Climb straight ahead to **630**, then turn right to track 066° continuing climb to **2500**. On reaching **2500** turn right to **NDB(L) EGT** to hold at **2500** or as directed. MAX 140KIAS (180KIAS CAT C,D) until established on track 066°.




| Aircraft Category | | | A | B | C | D |
|---|---|---|---|---|---|---|
| OCA (OCH) | CAT I | Climb 2.5% | **166**(155) | **173**(162) | **502**(491) | **512**(501) |
| | | Climb 4.0% | **166**(155) | **173**(162) | **183**(172) | **191**(180) |
| VM(C)OCA (OCH AAL) | Total Area | | **950**(927) | **950**(927) | **1740**(1717) | **1740**(1717) |
| | North of RWY 08/26 | | **430**(407) | **580**(557) | **720**(697) | **1090**(1067) |

| Rate of descent | G/S KT | 160 | 140 | 120 | 100 | 80 |
|---|---|---|---|---|---|---|
| | FT/MIN | 850 | 740 | 640 | 530 | 420 |

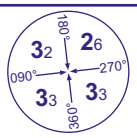
**NOTE 1** Lowest altitude to commence procedure from hold is **2500**.
**2** DME not usable below **3500** between 140° and 185° due to terrain effects.
**3** Seasonal bird migration may be a hazard to aircraft.
**4** Approach lights to RWY 26 are over water and reflections are possible.
**5** Pilots are reminded of the close proximity of disused airfield Ballykelly, 5NM east of Londonderry. Ballykelly AD has similar RWY directions and pattern to Londonderry. Pilots of aircraft en-route and in the circuit at Londonderry should positively identify Londonderry/Eglinton before committing their aircraft to land.

**CHANGE (2/24):** MSA 7NM SW SECTOR. LHA EGT HOLD. OCA(OCH). VM(C)OCA(OCH AAL). MAP.

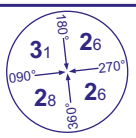
AERO INFO DATE 27 NOV 23

# INSTRUMENT APPROACH CHART - ICAO

# LONDONDERRY/EGLINTON
## LOC/DME/NDB(L) RWY 26
(ACFT CAT A,B,C,D)



MSA 25NM NDB(L) EGT

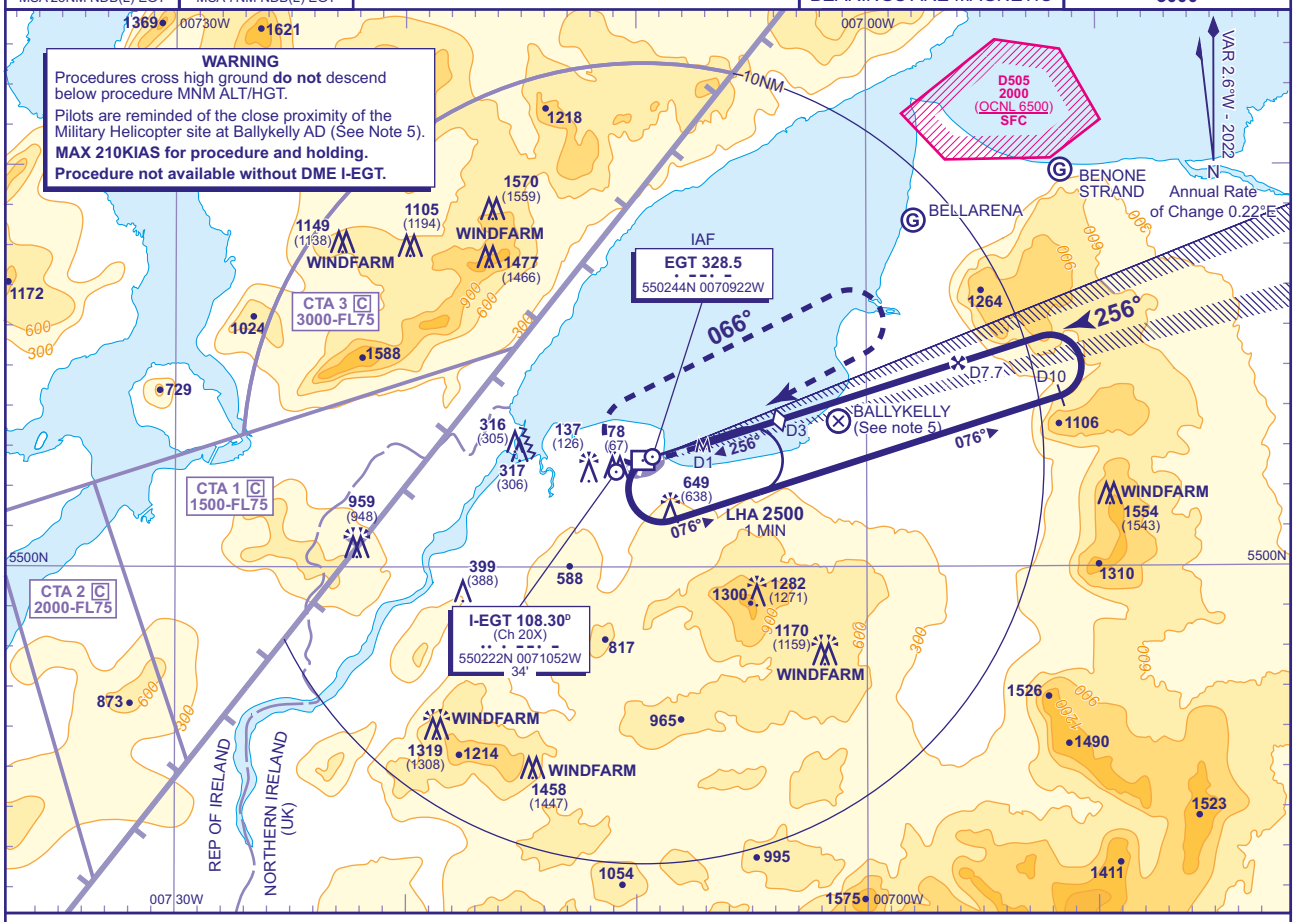


MSA 7NM NDB(L) EGT

| | | | |
|---|---|---|---|
| APP | 123.625 | EGLINTON APPROACH | |
| TWR | 134.155 | EGLINTON TOWER | |
| ATIS | 119.380 | EGLINTON INFORMATION | |

| | |
|---|---|
| AD ELEVATION | 23 |
| THR ELEVATION | 11 |
| OBSTACLE ELEVATION | **1570 AMSL** (1559) (ABOVE THR) |
| BEARINGS ARE MAGNETIC | |

TRANSITION ALTITUDE **3000**



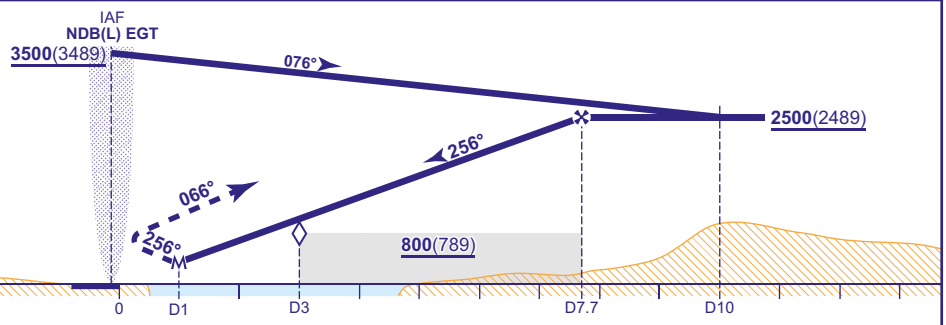

**RECOMMENDED PROFILE** Gradient 5.2%, 318FT/NM

| **DME I-EGT** | 7 | 6 | 5 | 4 | 3 **(SDF)** | 2 | 1 |
|---|---|---|---|---|---|---|---|
| **ALT**(HGT) | **2290**(2279) | **1970**(1959) | **1650**(1639) | **1330**(1319) | **1020**(1009) | **700**(689) | **380**(369) |

Arrival **not below 3500**.

**MAPt I-EGT DME 1**

Climb straight ahead to **630**, then turn right to track 066° continuing climb to **2500**. On reaching **2500** turn right to **NDB(L) EGT** to hold at **2500** or as directed. MAX 140KIAS (180KIAS CAT C,D) until established on track 066°.




| **Aircraft Category** | | **A** | **B** | **C** | **D** |
|---|---|---|---|---|---|
| **OCA** (OCH) | **Procedure** | **380**(369) | **380**(369) | **480**(469) | **480**(469) |
| **VM(C)OCA** (OCH AAL) | **Total Area** | **950**(927) | **950**(927) | **1740**(1717) | **1740**(1717) |
| | **North of RWY 08/26** | **430**(407) | **580**(557) | **720**(697) | **1090**(1067) |

| **Rate of descent** | **G/S KT** | 160 | 140 | 120 | 100 | 80 |
|---|---|---|---|---|---|---|
| | **FT/MIN** | 850 | 740 | 640 | 530 | 420 |

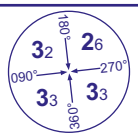
**NOTE 1** Lowest altitude to commence procedure from hold is **2500**.
**2** DME not usable below **3500** between 140° and 185° due to terrain effects.
**3** Seasonal bird migration may be a hazard to aircraft.
**4** Approach lights to RWY 26 are over water and reflections are possible.
**5** Pilots are reminded of the close proximity of disused airfield Ballykelly, 5NM east of Londonderry. Ballykelly AD has similar RWY directions and pattern to Londonderry. Pilots of aircraft en-route and in the circuit at Londonderry should positively identify Londonderry/Eglinton before committing their aircraft to land.

**CHANGE (2/24):** MSA 7NM SW SECTOR. LHA EGT HOLD. OCA(OCH). VM(C)OCA(OCH AAL). MAP.

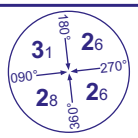
AERO INFO DATE 27 NOV 23 AD 2-EGAE-8-8

# INSTRUMENT APPROACH CHART - ICAO

## LONDONDERRY/EGLINTON
## NDB(L)/DME
## RWY 26
(ACFT CAT A,B,C,D)



MSA 25NM NDB(L) EGT

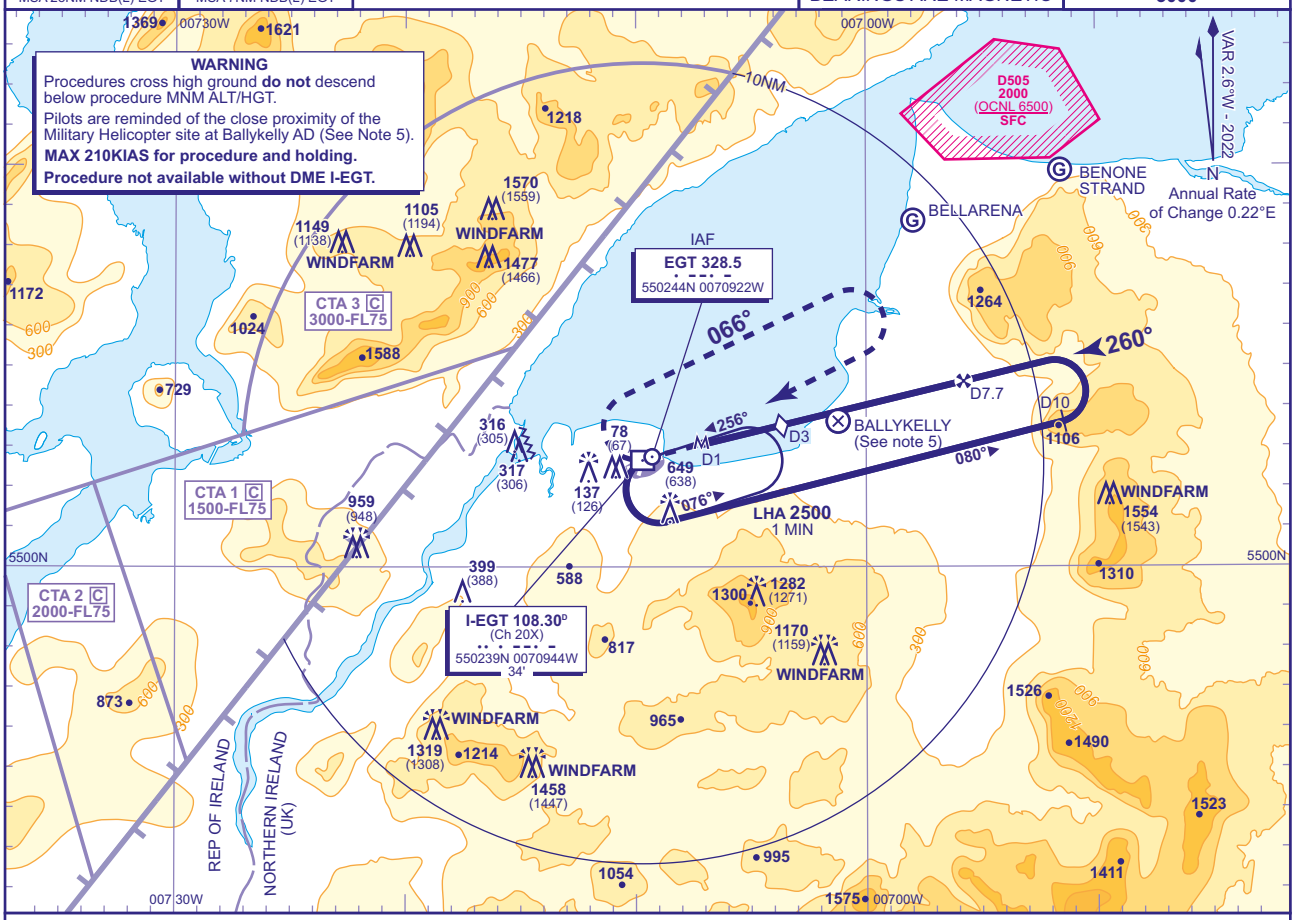


MSA 7NM NDB(L) EGT

| | | | |
|---|---|---|---|
| APP | 123.625 | EGLINTON APPROACH | |
| TWR | 134.155 | EGLINTON TOWER | |
| ATIS | 119.380 | EGLINTON INFORMATION | |

| | |
|---|---|
| AD ELEVATION | 23 |
| THR ELEVATION | 11 |
| OBSTACLE ELEVATION<br>**1570 AMSL**<br>(1559) (ABOVE THR) | |
| BEARINGS ARE MAGNETIC | |

TRANSITION ALTITUDE
**3000**



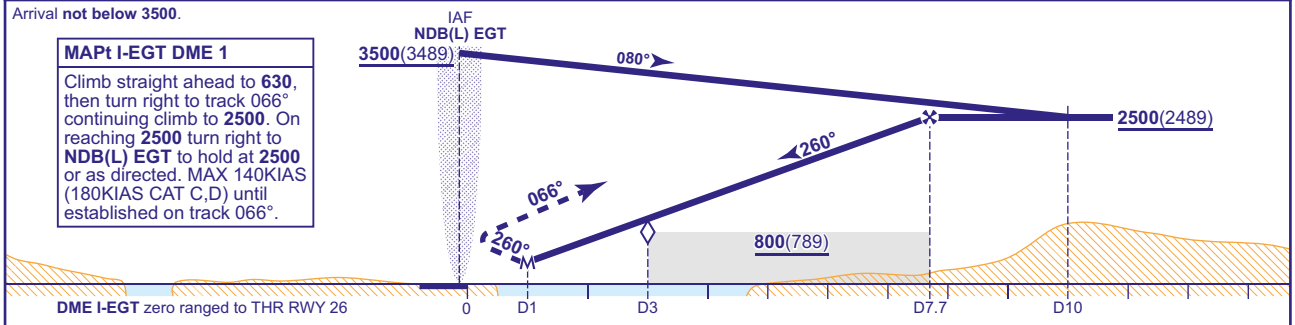

**RECOMMENDED PROFILE** Gradient 5.2%, 317FT/NM

| DME I-EGT | 7 | 6 | 5 | 4 | 3 (SDF) | 2 |
|---|---|---|---|---|---|---|
| ALT(HGT) | **2280**(2269) | **1960**(1949) | **1640**(1629) | **1330**(1319) | **1010**(999) | **690**(679) |

Arrival **not below 3500**.

**MAPt I-EGT DME 1**

Climb straight ahead to **630**, then turn right to track 066° continuing climb to **2500**. On reaching **2500** turn right to **NDB(L) EGT** to hold at **2500** or as directed. MAX 140KIAS (180KIAS CAT C,D) until established on track 066°.




| Aircraft Category | | A | B | C | D |
|---|---|---|---|---|---|
| OCA (OCH) | Climb 2.5% | **520**(509) | **520**(509) | **570**(559) | **570**(559) |
| | Climb 4.0% | **460**(449) | **460**(449) | **480**(469) | **480**(469) |
| VM(C)OCA (OCH AAL) | Total Area | **950**(927) | **950**(927) | **1740**(1717) | **1740**(1717) |
| | North of RWY 08/26 | **430**(407) | **580**(557) | **720**(697) | **1090**(1067) |

| Rate of descent | G/S KT | 160 | 140 | 120 | 100 | 80 |
|---|---|---|---|---|---|---|
| | FT/MIN | 850 | 740 | 630 | 530 | 420 |

**NOTE 1** Lowest altitude to commence procedure from hold is **2500**.
**2** DME not usable below **3500** between 140° and 185° due to terrain effects.
**3** Seasonal bird migration may be a hazard to aircraft.
**4** Approach lights to RWY 26 are over water and reflections are possible.
**5** Pilots are reminded of the close proximity of disused airfield Ballykelly, 5NM east of Londonderry. Ballykelly AD has similar RWY directions and pattern to Londonderry. Pilots of aircraft en-route and in the circuit at Londonderry should positively identify Londonderry/Eglinton before committing their aircraft to land.
**6** FAT offset 3.8° from RWY C/L.

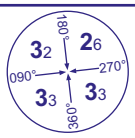
**CHANGE (2/24):** MSA 7NM SW SECTOR. LHA EGT HOLD. OCA(OCH). VM(C)OCA(OCH AAL). MAP.

AERO INFO DATE 27 NOV 23

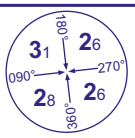
I

# INSTRUMENT APPROACH CHART - ICAO

## LONDONDERRY/EGLINTON
**Direct Arrivals**
**ILS/DME/NDB(L)**
**RWY 26**
(ACFT CAT A,B,C,D)



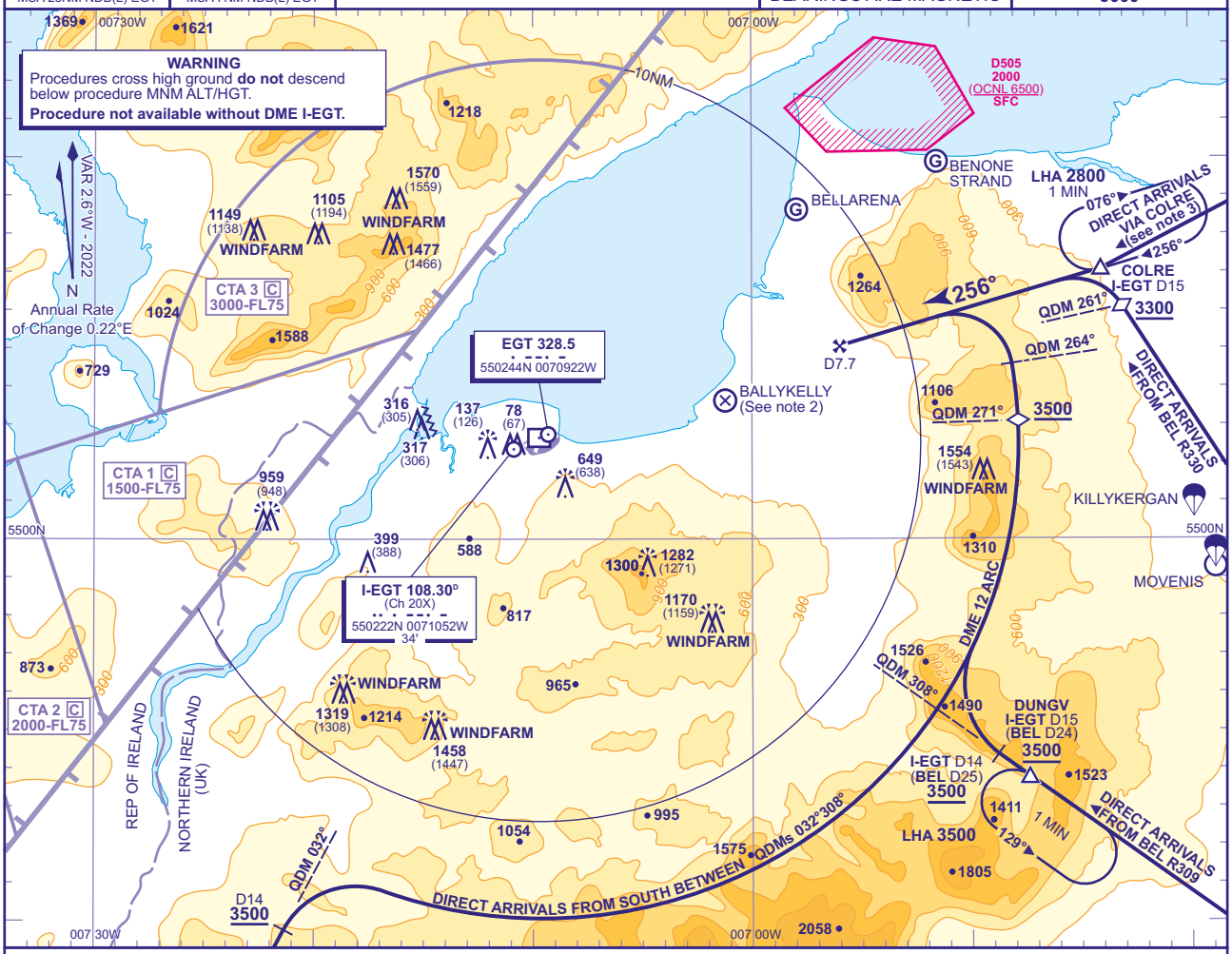
MSA 25NM NDB(L) EGT



MSA 7NM NDB(L) EGT

| | | | | | |
|---|---|---|---|---|---|
| APP | 123.625 | EGLINTON APPROACH | AD ELEVATION | 23 |
| TWR | 134.155 | EGLINTON TOWER | THR ELEVATION | 11 |
| ATIS | 119.380 | EGLINTON INFORMATION | OBSTACLE ELEVATION **1570 AMSL** (1559) (ABOVE THR) | |
| | | | BEARINGS ARE MAGNETIC | |

TRANSITION ALTITUDE **3000**




**DIRECT ARRIVALS VIA COLRE HOLD**
Arrival **not below MSA**. Intercept and establish on LOC. When established, descend to **2500**(2489) by the FAF/FAP, then continue as for the main procedure.

**DIRECT ARRIVALS VIA BEL VOR R330**
Arrival **not below MSA**. Intercept and establish on BEL VOR R330. From lead QDM NDB(L) EGT 261° (nominal BEL DME 31.3) turn left to establish on LOC. When established, descend to **2500**(2489) by the FAF/FAP, then continue as for main procedure.

**DIRECT ARRIVALS VIA COLRE (see note 3)**
Arrival **not below MSA** to intercept and follow direct track to COLRE to establish on LOC (nominal intercept at I-EGT DME 15/MAC DME 41.7). When established, descend to **2500**(2489) by the FAF/FAP, then continue as for main procedure.

**DIRECT ARRIVALS FROM SOUTH VIA I-EGT DME 12 ARC**
Arrival between NDB(L) EGT QDM 032° to 308° anticlockwise **not below 3500**. After passing I-EGT DME 14 turn right to establish on I-EGT DME 12 arc anticlockwise. At QDM 271° descend to **2500**. At lead QDM 264° commence left turn to establish on LOC. When established continue as for main procedure.

**DIRECT ARRIVALS VIA BEL VOR R309/DUNGV HOLD**
Arrival **not below 3500**. Intercept and establish on BEL VOR R309. At I-EGT DME 14 (nominal BEL DME 25) turn right to intercept and follow I-EGT DME 12 arc. At QDM 271° descend to **2500**. At lead QDM 264° commence left turn to establish on LOC. When established continue as for main procedure.

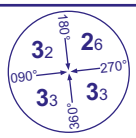
**NOTES**
1. DME not usable below **3500** between 140° and 185° due to terrain effects.
2. Pilots are reminded of the close proximity of disused airfield Ballykelly, 5NM east of Londonderry. Ballykelly AD has similar RWY directions and pattern to Londonderry. Pilots of aircraft en-route and in the circuit at Londonderry should positively identify Londonderry/Eglinton before committing their aircraft to land.
3. Direct Arrivals via COLRE subject to approval from Eglinton ATC.

**CHANGE (2/24):** MSA 7NM SW SECTOR. LHA COLRE HOLD.

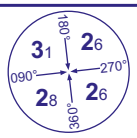
AERO INFO DATE 27 NOV 23 AD 2-EGAE-8-10

# INSTRUMENT APPROACH CHART - ICAO

# LONDONDERRY/EGLINTON
## Direct Arrivals NDB(L)/DME RWY 26
(ACFT CAT A,B,C,D)



MSA 25NM NDB(L) EGT

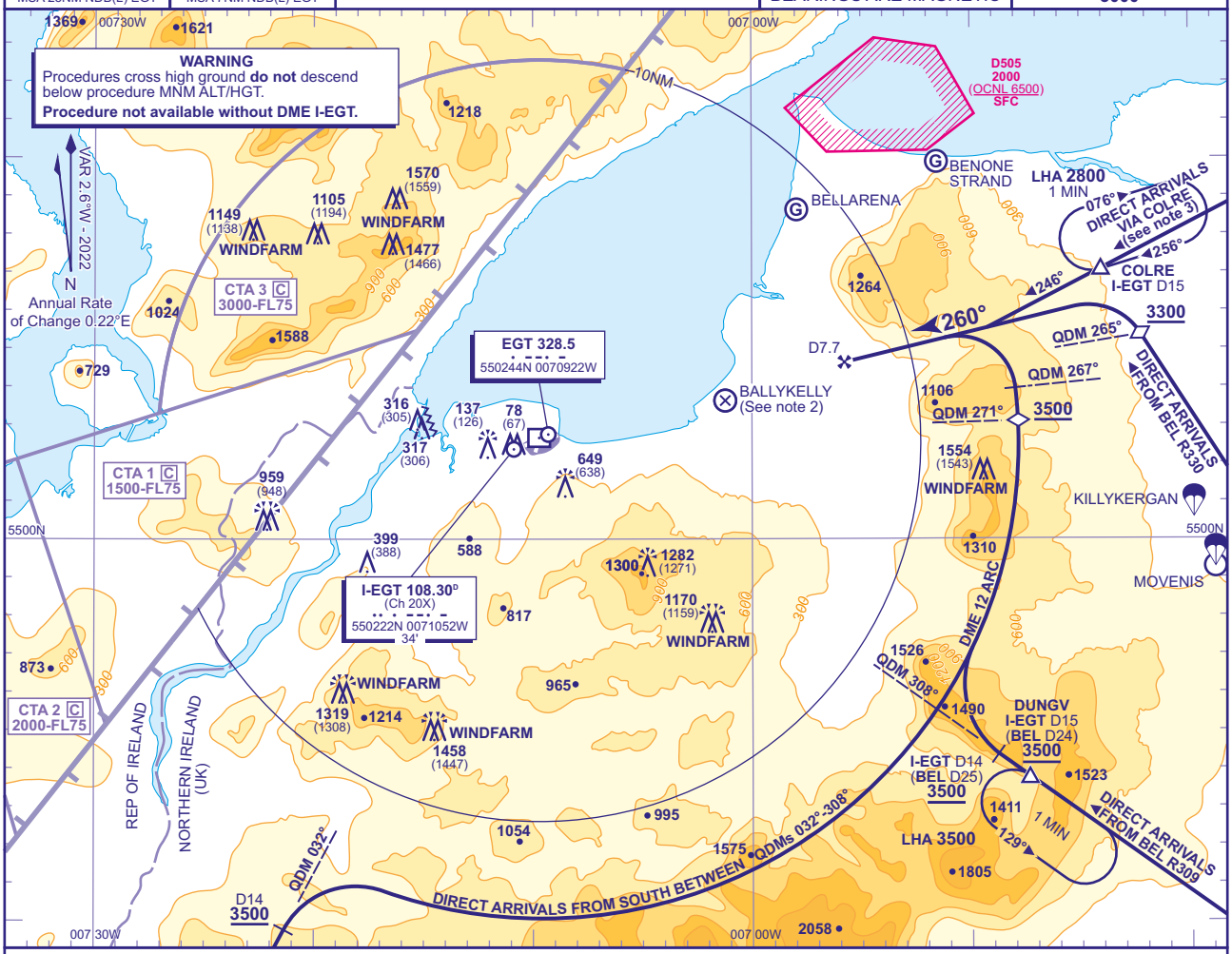


MSA 7NM NDB(L) EGT

| | | | |
|---|---|---|---|
| APP | 123.625 | EGLINTON APPROACH | |
| TWR | 134.155 | EGLINTON TOWER | |
| ATIS | 119.380 | EGLINTON INFORMATION | |

| | |
|---|---|
| AD ELEVATION | 23 |
| THR ELEVATION | 11 |
| OBSTACLE ELEVATION | 1570 AMSL (1559) (ABOVE THR) |
| BEARINGS ARE MAGNETIC | |

TRANSITION ALTITUDE **3000**




**DIRECT ARRIVALS VIA COLRE HOLD**
Arrival **not below MSA**. From COLRE continue on track 246° to establish on FAT (nominal intercept at I-EGT DME 11.4/MAC DME 45.3). When established, descend to **2500**(2489) by the FAF, then continue as for main procedure.

**DIRECT ARRIVALS VIA BEL VOR R330**
Arrival **not below MSA**. Intercept and establish on BEL VOR R330. From lead QDM NDB(L) EGT 265° (nominal BEL DME 30.4) turn left to establish on FAT. When established, descend to **2500**(2489) by the FAF, then continue as for main procedure.

**DIRECT ARRIVALS VIA COLRE (see note 3)**
Arrival **not below MSA** to intercept and follow direct track to COLRE. Continue on track 246° to establish on FAT (nominal intercept at I-EGT DME 11.4/MAC DME 45.3). When established, descend to **2500**(2489) by the FAF, then continue as for main procedure.

**DIRECT ARRIVALS FROM SOUTH VIA I-EGT DME 12 ARC**
Arrival between NDB(L) EGT QDM 032° to 308° anticlockwise **not below 3500**. After passing I-EGT DME 14 turn right to establish on I-EGT DME 12 arc anticlockwise. At QDM 271° descend to **2500**. At lead QDM 267° commence left turn to establish on FAT. When established continue as for main procedure.

**DIRECT ARRIVALS VIA BEL VOR R309/DUNGV HOLD**
Arrival **not below 3500**. Intercept and establish on BEL VOR R309. At I-EGT DME 14 (nominal BEL DME 25) turn right to intercept and follow I-EGT DME 12 arc. At QDM 271° descend to **2500**. At lead QDM 267° commence left turn to establish on FAT. When established continue as for main procedure.

**NOTES**
1. DME not usable below **3500** between 140° and 185° due to terrain effects.
2. Pilots are reminded of the close proximity of disused airfield Ballykelly, 5NM east of Londonderry. Ballykelly AD has similar RWY directions and pattern to Londonderry. Pilots of aircraft en-route and in the circuit at Londonderry should positively identify Londonderry/Eglinton before committing their aircraft to land.
3. Direct Arrivals via COLRE subject to approval from Eglinton ATC.

**CHANGE (2/24):** MSA 7NM SW SECTOR. LHA COLRE HOLD.

AERO INFO DATE 27 NOV 23

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# EGMD — LYDD

## EGMD AD 2.1 AERODROME LOCATION INDICATOR AND NAME

EGMD — LYDD

## EGMD AD 2.2 AERODROME GEOGRAPHICAL AND ADMINISTRATIVE DATA

| | | |
|---|---|---|
| 1 | ARP coordinates and site at AD | Lat: 505722N Long: 0005620E<br>Mid-point of Runway 03/21 |
| 2 | Direction and distance from city | 1.2 NM NE of Lydd; 12 NM south of Ashford. |
| 3 | Elevation / Reference temperature / Mean Low Temperature | 13 FT / 18 °C / - |
| 4 | Geoid undulation at AD ELEV PSN | 146 FT |
| 5 | Magnetic Variation / Annual Change | 0.92°E (2022) / 0.19°E |
| 6 | AD Administration<br>Address<br>Telephone<br><br><br><br>Telefax<br>AFS<br>E-mail address<br>Web address | LONDON ASHFORD AIRPORT LTD.<br>Lydd Airport, Lydd, Romney Marsh, Kent, TN29 9QL.<br>01797-322400 (Airport Switchboard)<br>01797-320881 (ATC)<br>01797-322422 (MET)<br>528-2528 (ATOTN)<br>01797-322419 (Administration)<br>EGMDZTZX<br>info@lydd-airport.co.uk<br>www.lydd-airport.co.uk |
| 7 | Type of Traffic permitted (IFR/VFR) | IFR/VFR |
| 8 | Remarks | |

## EGMD AD 2.3 OPERATIONAL HOURS

| | | |
|---|---|---|
| 1 | AD Administration | 0830-1900 (0730-1800); extensions by arrangement. |
| 2 | Customs and immigration | As AD hours. |
| 3 | Health and sanitation | As AD hours. |
| 4 | AIS Briefing Office | As AD hours. |
| 5 | ATS Reporting Office (ARO) | As AD hours. |
| 6 | MET Briefing Office | As AD hours. |
| 7 | ATS | As AD hours. See also AD 2.18 |
| 8 | Fuelling | Available up to 15 minutes before closing. |
| 9 | Handling | Available by arrangement through FAL Aviation. |
| 10 | Security | H24 |
| 11 | De-icing | By arrangement through FAL Aviation. |
| 12 | Remarks | All movements strictly PPR by telephone to ATC. Caution SAR helicopter and UAS operations may take place when AD is closed.<br><br>Electronic General Aviation Report may be processed via the Pilot Information section of the Lydd Airport website. |

## EGMD AD 2.4 HANDLING SERVICES AND FACILITIES

| | | |
|---|---|---|
| 1 | Cargo handling facilities | By arrangement with FAL Aviation 01797-322400. Nearest railway siding: Appledore, 6 NM. |
| 2 | Fuel and oil types | AVTUR JET A-1 F35 (does not contain AL48), AVTUR JET A-1 F34 (FSII), AVGAS 100LL<br>Castrol AD 80, AD100, S80, S100, Mulitgrade. |
| 3 | Fuelling facilities/capacity | AVTUR JET A-1 F34/F35 54,000 LT, mobile capacity 36,000 LT. AVGAS 100LL 54,000 LT, mobile capacity 13,000 LT. No aircraft defuelling services available. |
| 4 | De-icing facilities | By arrangement with handling agent. |
| 5 | Hangar space for visiting aircraft | By arrangement. |
| 6 | Repair facilities for visiting aircraft | Yes. Eagle Aero Engineering, Tel: 01797-322490. |

| | | |
|---|---|---|
| 7 | Remarks | Fuel Type: FSII additive available separately on request.<br><br>Handling is mandatory for aircraft larger than 4000 KG MTOW. Training or military aircraft may be exempted from this requirement.<br><br>Handling provided by:<br>FAL Aviation Ltd.<br>Tel: 01797-322400, Fax: 01797-322419<br>Email: FAL@lydd-airport.co.uk<br>Website: www.lydd-airport.co.uk<br>Ops Frequency: 131.705 MHz, callsign FAL Operations. |

## EGMD AD 2.5 PASSENGER FACILITIES

| | | |
|---|---|---|
| 1 | Hotels | Hotels in the vicinity. By arrangement through FAL Aviation. |
| 2 | Restaurants | Restaurant and bar in terminal. VIP/Executive catering by arrangement through FAL Aviation. |
| 3 | Transportation | Trains, buses, taxis, limousines and car hire. Nearest railway stations: Ashford International and Appledore. |
| 4 | Medical facilities | First aid, oxygen therapy, defibrillator, entonox analgesic gas. |
| 5 | Bank and Post Office | Post box in terminal. |
| 6 | Tourist Office | Local information available in terminal. |
| 7 | Remarks | Executive lounge in FAL terminal building. |

## EGMD AD 2.6 RESCUE AND FIRE FIGHTING SERVICES

| | | |
|---|---|---|
| 1 | AD category for fire fighting services | RFF Category A2<br>RFF Category 3, 4 or 5 available by arrangement. The aircraft operator shall accept responsibility for ensuring that the Fire Category is appropriate to their particular operation. Occasionally Category 2 may be provided for Category 3 under remission. |
| 2 | Rescue equipment | Standard equipment for Category 1 to Category 5. |
| 3 | Capability for removal of disabled aircraft | By arrangement with local removal company. |
| 4 | Remarks | |

## EGMD AD 2.7 SEASONAL AVAILABILITY - CLEARING

| | | |
|---|---|---|
| 1 | Type of clearing equipment | Mechanical. |
| 2 | Clearance priorities | Standard. See AD 1.2.2. |
| 3 | Remarks | Latest information from: ATC Tel: 01797-320881. |

## EGMD AD 2.8 APRONS, TAXIWAYS AND CHECK LOCATIONS/POSITIONS DATA

| | | |
|---|---|---|
| 1 | Apron surface and strength | B<br>Surface: Asphalt<br>PCN 46/F/C/X/T<br><br>C<br>Surface: Asphalt |
| 2 | Taxiway width, surface and strength | Taxiway A AND D: 10.5 M<br>Surface: Asphalt<br><br>Taxiway B AND C: 18 M<br>Surface: Asphalt<br>PCN 46/F/C/X/T |
| 3 | Altimeter checkpoint location and elevation | Apron 10 FT |
| 4 | VOR checkpoints | |
| 5 | INS checkpoints | See Aircraft Parking/Docking Charts |
| 6 | Remarks | |

## EGMD AD 2.9 SURFACE MOVEMENT GUIDANCE AND CONTROL SYSTEM AND MARKINGS

| | | |
|---|---|---|
| 1 | Use of aircraft stand ID signs, TWY guide lines and visual docking/parking guidance system of aircraft stands | Apron Bravo has 6 self-manoeuvring stands for aircraft up to B737-800 dimensions. Apron Charlie is available to GA aircraft, with apron taxilanes marking out 3 rows. Apron Delta is available to light aircraft as directed by ATC.<br><br>Marshalling assistance available if required. |
| 2 | Runway and taxiway markings and lighting | Runway marking aid(s):<br>03/21: Runway designation, displaced threshold 21, centre-line, TDZ, fixed distance markings, edge stripes.<br><br>Taxiway marking aid(s):<br>Yellow centre-line, hatched edge line on Taxiways Bravo and Charlie, holding point markings and boards.<br><br>Taxiway light(s):<br>Illuminated holding point signs on Taxiways Bravo and Charlie. |
| 3 | Stop bars and runway guard lights (if any) | Guard lights at holds Bravo and Charlie. |
| 4 | Other runway protection measures | |
| 5 | Remarks | WDIs adjacent to touchdown zone for Runways 03 and 21: 505710.54N 0005601.51E (LGTD) - 505735.93N 0005627.55E (LGTD). |

## EGMD AD 2.10 AERODROME OBSTACLES

| In Approach/Take-off areas | | | | | | |
|---|---|---|---|---|---|---|
| **Obstacle ID/ Designation** | **Obstacle Type** | **Obstacle Position** | **Elevation/Height** | | **Obstruction Lighting Type/ Colour** | **Remarks** |
| **1** | **2** | **3** | **4** | | **5** | **6** |
| (EGMD3098) 03/APPROACH 21/ TAKE-OFF | SIGN | 505656.57N 0005554.45E | 18 FT | 9 FT | No | |
| (EGMD3156) 03/APPROACH 21/ TAKE-OFF | FENCE | 505655.35N 0005557.51E | 16 FT | 8 FT | No | |

| In circling area and at aerodrome | | | | | | |
|---|---|---|---|---|---|---|
| **Obstacle ID/ Designation** | **Obstacle Type** | **Obstacle Position** | **Elevation/Height** | | **Obstruction Lighting Type/ Colour** | **Remarks** |
| **1** | **2** | **3** | **4** | | **5** | **6** |
| (EGMD3121) | PYLON | 505804.98N 0005335.56E | 167 FT | 161 FT | No | |
| (EGMD3006) | WATER_TOWER | 505637.48N 0005633.36E | 125 FT | 112 FT | No | |
| (EGMD3131) | PYLON | 505636.77N 0005348.65E | 198 FT | 191 FT | No | |
| (EGMD3133) | PYLON | 505633.96N 0005333.72E | 207 FT | 192 FT | No | |
| (EGMD3035) | PYLON | 505623.80N 0005403.05E | 200 FT | 184 FT | No | |
| (EGMD3050) | PYLON | 505512.59N 0005557.24E | 206 FT | 195 FT | No | |
| (EGMD3024) | POWER STATION | 505448.65N 0005732.88E | 267 FT | 249 FT | No | |

## EGMD AD 2.11 METEOROLOGICAL INFORMATION PROVIDED

| | | |
|---|---|---|
| 1 | Associated MET Office | MET OFFICE HEATHROW |
| 2 | Hours of service<br>MET Office outside hour | H24 |
| 3 | Office responsible for TAF preparation<br>Periods of validity | MET OFFICE HEATHROW<br>9 hours. |

| | | |
|---|---|---|
| 4 | Trend forecast<br>Interval of issuance | |
| 5 | Briefing/consultation provided | Self briefing/telephone. |
| 6 | Flight documentation<br>Language(s) used | Charts abbreviated plain language text. TAFs/METARs.<br>English. |
| 7 | Charts and other information available for briefing or consultation | 214 Spot winds, 215 low level wx. |
| 8 | Supplementary equipment available for providing information | Internet access in Flight Briefing. ATIS 129.230 MHz or 01797-322422. |
| 9 | ATS units provided with information | LYDD |
| 10 | Additional information (limitation of service, etc.) | RVR by human observer method, only one runway direction available at a time.<br>AUTOMETAR produced outside aerodrome opening hours. |

## EGMD AD 2.12 RUNWAY PHYSICAL CHARACTERISTICS

| Designations RWY Number | True bearing | Dimensions of RWY | Surface of RWY/ SWY/ Strength | THR co-ordinates/ THR Geoid undulation | THR elevation/ Highest elevation of TDZ of precision APP RWY | Slope of RWY/ SWY |
|---|---|---|---|---|---|---|
| 1 | 2 | 3 | 4 | 5 | 6 | 7 |
| 03 | 032.71° | 1505 x 32 M | RWY surface: Asphalt, Grooved<br>PCN 46/F/C/X/T | 505701.75N<br>0005600.11E<br>146.0 FT | THR 9.9 FT<br>TDZ 12.4 FT | |
| 21 | 212.72° | 1505 x 32 M | RWY surface: Asphalt, Grooved<br>PCN 46/F/C/X/T | 505741.75N<br>0005640.79E<br>146.0 FT | THR 12.4 FT<br>TDZ 13.2 FT | |

| SWY Dimensions | Clearway Dimensions | Strip Dimensions | RESA Dimensions, Overshoot / Undershoot | Location/ description of arresting system | OFZ | Remarks |
|---|---|---|---|---|---|---|
| 8 | 9 | 10 | 11 | 12 | 13 | 14 |
| | 329 x 180 M | 1591 x 280 M | 90 x 64 M<br>- | | | RWY 03 |
| | 176 x 180 M | 1591 x 280 M | 240 x 64 M<br>- | | | RWY 21<br><br>Threshold displaced by 35 M to allow for full RESA.<br><br>OFZ: Yes. |

## EGMD AD 2.13 DECLARED DISTANCES

| Runway designator | TORA | TODA | ASDA | LDA | Remarks |
|---|---|---|---|---|---|
| 1 | 2 | 3 | 4 | 5 | 6 |
| 03 | 1470 M | 1799 M | 1470 M | 1470 M | |
| 21 | 1505 M | 1681 M | 1505 M | 1470 M | |

## EGMD AD 2.14 APPROACH AND RUNWAY LIGHTING

| RWY | Approach lighting Type/ Length/ Intensity | Threshold lighting Colour/Wing bars | VASIS/ MEHT/ PAPI/ PAPI Dist from THR | TDZ, lighting Length | Runway Centre Line lighting Length/ Spacing/ Colour/ Intensity | Runway edge lighting Length/ Spacing/ Colour/ Intensity | Runway end lighting Colour/ Wing bars | Stopway lighting Length/ Colour | Remarks |
|---|---|---|---|---|---|---|---|---|---|
| 1 | 2 | 3 | 4 | 5 | 6 | 7 | 8 | 9 | 10 |
| 03 | Centre-line with one crossbar at 305 M.<br>427 M<br>Light intensity high | Green<br>Light intensity high<br>Elevated uni-directional | PAPI<br>Left/3°<br>48 FT<br>273 M | | | Elev HI white bi-directional with LI omni-directional component | Red<br>Light intensity high | | |
| 21 | Coded centre-line with two crossbars at 150 M and 300 M.<br>430 M<br>Light intensity high | Green<br>Light intensity high<br>Uni-directional with elev HI wingbars | PAPI<br>Left/3.5°<br>60 FT<br>322 M | | | Elev HI white bi-directional with LI omni-directional component<br><br>Yellow caution zone | Red<br>Light intensity high | | |

## EGMD AD 2.15 OTHER LIGHTING, SECONDARY POWER SUPPLY

| | | |
|---|---|---|
| 1 | ABN/IBN location, characteristics and hours of operation | ABN: 505715.76N 0005602.99E<br>Flashing White - On terminal roof. |
| 2 | LDI location and lighting<br>Anemometer location and lighting | Anemometer: 505735.99N 0005628.25E (LGTD) - 505710.04N 0005601.81E (LGTD) - 505710.54N 0005601.51E. |
| 3 | TWY edge and centre line lighting | EDGE: Blue reflective edge studs on Taxiway Alpha. Blue edge lights on Taxiways Bravo and Charlie. |
| 4 | Secondary power supply/switch-over time | Yes / 15 seconds. Battery back-up. In Low Visibility Procedures switch-over time is 1 second. |
| 5 | Remarks | Apron floodlighting. Blue edge lights on Apron Bravo. Obstacle lighting.<br><br>Caution: Taxiway/apron blue edge lights are situated in grass up to 2 M from the edge of hardstanding. |

## EGMD AD 2.16 HELICOPTER LANDING AREA

| | | |
|---|---|---|
| 1 | Coordinates TLOF or THR of FATO, geoid undulation | |
| 2 | TLOF and/or FATO elevation | |
| 3 | TLOF and FATO area dimensions, surface, strength, marking, lighting | |
| 4 | True BRG of FATO | |
| 5 | Declared distance available | |
| 6 | APP and FATO lighting | |
| 7 | RMK | Small helicopters, ie: R22/44, Hu30, AS55, BH06 will be air taxied to park on Apron Bravo. Larger helicopters, ie: SK76, Puma, CH47 will make an approach to the runway in use and ground taxi (if possible) to Apron Bravo. |

## EGMD AD 2.17 AIR TRAFFIC SERVICES AIRSPACE

| Designation and lateral limits | Vertical Limits | Airspace Class | ATS unit callsign/ language | Transition Altitude | Hours of applicability | Remarks |
|---|---|---|---|---|---|---|
| 1 | 2 | 3 | 4 | 5 | 6 | 7 |
| LYDD ATZ<br>A circle, 2 NM radius, centred at 505722N 0005620E on longest notified runway (03/ 21) | Upper limit: 2000 FT AGL<br>Lower limit: SFC | G | LYDD APPROACH<br>English | 6000 FT | | |

## EGMD AD 2.18 AIR TRAFFIC SERVICES COMMUNICATION FACILITIES

| Service Designation | Callsign | Channel/ Frequency(MHz) | SATVOICE number(s) | Logon Address | Hours of Operation | Remarks |
|---|---|---|---|---|---|---|
| 1 | 2 | 3 | 4 | 5 | 6 | 7 |
| APP | LYDD APPROACH | 120.705<br>DOC 25 NM/ 10,000 FT. | | | 0830-1900 (0730-1800); extensions by arrangement. | ATZ hours coincident with APP/ TWR hours, but not by arrangement.<br><br>VDF<br>505731.18N 0005620.77E |
| | | 121.500<br>Emergency frequency O/R. | | | 0830-1900 (0730-1800); extensions by arrangement. | |
| TWR | LYDD TOWER | 119.380<br>DOC 25 NM/4,000 FT. | | | When directed by ATC. | |
| | | 121.500<br>Emergency frequency O/R. | | | When directed by ATC. | |
| ATIS | LYDD INFORMATION | 129.230<br>DOC 45 NM/ 20,000 FT. | | | 0830-1900 (0730-1800); extensions by arrangement. | |
| OTHER | LYDD FIRE | 121.600<br>Non-ATS Frequency. | | | Available when Fire vehicle attending aircraft on the ground in an emergency. | |

## EGMD AD 2.19 RADIO NAVIGATION AND LANDING AIDS

| Type of Aid CAT of ILS/MLS MAG Var/VOR Declination | Ident | Frequency | Hours of Operation | Position of transmitting antenna coordinates | Elevation of DME transmitting antenna | Remarks |
|---|---|---|---|---|---|---|
| 1 | 2 | 3 | 4 | 5 | 6 | 7 |
| ILS/LOC<br>I<br>1.70°E (2027) | ILDY | 108.150 MHz | 0830-1900 (0730-1800); extensions by arrangement. | 505714.15N 0005622.37E | | (RWY 21)<br>5 degree offset - See procedure chart. Training approaches using autocoupled LOC/GP not to be continued below 200 FT. |
| ILS/GP | ILDY | 334.550 MHz | 0830-1900 (0730-1800); extensions by arrangement. | 505736.04N 0005628.28E | | 3.5° ILS Ref Datum Hgt 47 FT. |
| NDB (L)<br>1.70°E (2027) | LZD | 397.000 kHz | H24 | 505731.71N 0005621.44E | | On AD. Range 20 NM. |

| Type of Aid CAT of ILS/MLS MAG Var/VOR Declination | Ident | Frequency | Hours of Operation | Position of transmitting antenna coordinates | Elevation of DME transmitting antenna | Remarks |
|---|---|---|---|---|---|---|
| 1 | 2 | 3 | 4 | 5 | 6 | 7 |
| ILS/DME | ILDY | 18Y<br>108.150 MHz | 0830-1900 (0730-1800); extensions by arrangement. | 505735.98N<br>0005628.04E | 31 FT | (RWY 21)<br>On AD.<br>Frequency paired with ILS I-LDY.<br>Zero range to THR of Runway 21.<br>DOC 25 NM/10,000 FT. |

# EGMD AD 2.20 LOCAL AERODROME REGULATIONS

## 1 AIRPORT REGULATIONS

a) This aerodrome is not available to aircraft unable to communicate by radio with ATC.
b) Practice EFATO in single-engined piston aeroplanes will not be permitted on Runway 03 at any time, or on Runway 21 when a train is passing through the overshoot.
c) High visibility clothing must be worn on the apron and manoeuvring area at all times except for passengers under escort.

## 2 GROUND MOVEMENT

a) The responsibility for wingtip clearance during taxiing and parking remains with the flight crew.
b) Apron Bravo is available to aircraft up to B737, A319, helicopters and for long stay parking.
c) Apron Charlie is available for light aircraft parking.
d) Marshalling assistance may be available if required.
e) Taxiways Alpha and Delta are only available to aircraft with MTOW not exceeding 5700 KG. Taxiway Alpha is restricted to aircraft with a wingspan not exceeding 15 M.

## 3 CAT II/III OPERATIONS

Not applicable.

## 4 WARNINGS

a) Caution, Lydd Ranges EGD044 and Hythe Ranges EGD141. DAAIS available on 120.705 MHz and ATIS on 129.230 MHz.
b) Aircraft departing from or intending to land at Lydd shall remain at least 1.5 NM from Dungeness Power Station 505449N 0005717E (ENR 5.1 refers).
c) Instrument transitional surface infringed by terminal building. Maximum penetration 1.54 M
d) ATC procedures will be applied to ensure deconfliction of aircraft movements and the very infrequent trains that utilise the NW-SE orientated railway track 187 M SW of Runway 03 threshold.

## 5 HELICOPTER OPERATIONS

a) All helicopters shall use Runway 03/21 for landing or take-off, with minimum possible runway occupancy time.
b) Light helicopters e.g R44, B06, EC145, will air taxi to/from Apron B as directed by ATC.
c) Larger helicopters shall (if equipped with wheeled undercarriage) ground taxi to/from Apron B in order to minimise downwash to other taxiing or parked aircraft.
d) Helicopters should avoid overflying built up areas when joining or departing the airport.
e) Helicopter training circuits will normally be LH on Runway 21 and RH on Runway 03, but may be varied by ATC. Circuit height 1000 FT QNH.
f) Fuel is delivered to stand by mobile bowser. Rotors-running refuel available on request to SAR, Police, Air Ambulance, Military helicopters when operating on high priority flights.

## 6 USE OF RUNWAYS

a) Aircraft will carry out power checks at Hold B or C as directed by ATC.
b) Light aircraft circuits are normally LH on Runway 21; RH on Runway 03, but may be varied by ATC. Aircraft above 5700 KG MTOW RH on Runway 21; LH on Runway 03. Circuit height 1000 FT QNH.
c) Except where a public transport operator has a lower State authorised minima, the Aerodrome Authority cannot approve departures in RVR conditions of less than 400 M.

## 7 TRAINING

a) The number of aircraft in the visual circuit will be determined by ATC subject to prevailing weather conditions and other commercial or corporate traffic. A ‘waiting list’ system will be introduced during busy periods during which pilots will be advised of their number in the queue and the approximate delay before they commence circuit training.
b) The following training is PPR through ATC by telephone 01797-320881 or 322417.

i. ILS, RNAV and NDB practise instrument approaches;
ii. Circuit training by non-based aircraft;
iii. Qualifying Cross Country inbound flights.

## EGMD AD 2.21 NOISE ABATEMENT PROCEDURES

a) Operators of aircraft using the aerodrome shall ensure at all times that aircraft are operated in a manner calculated to cause the least disturbance practicable to surrounding areas. The following Noise Procedures and Routings will apply to all aircraft, unless otherwise instructed by ATS, whether landing, taking-off or 'going around' in both VMC and IMC. These requirements may be departed from to the extent necessary for avoiding immediate danger. These noise routeing procedures are supplementary to the noise abatement take-off techniques as used by piston engined, turbo-prop and turbo jet aircraft and laid down in their Operations Manual.

i. Take-Off Runway 03

Climb straight ahead to at least 500 FT; or until passing upwind end of runway, whichever is later, before turning right or left as instructed by ATC.

ii. Take-Off Runway 21

Climb straight ahead to at least 500 FT or until passing upwind end of the runway, whichever is later, before turning left or right as instructed by ATC. Aircraft turning left are to maintain a track which will ensure they remain at least 1.5 NM clear of the Dungeness Power Station. Caution, remain clear of EGD044 if active.

iii. Landing Runways 03 and 21

An aircraft approaching to land shall not descend below the PAPI indicated approach slope of 3 ° (Runway 03) or 3.5 ° (Runway 21).

## EGMD AD 2.22 FLIGHT PROCEDURES

### 1 PROCEDURES FOR ARRIVING AIRCRAFT

a) VFR Arrivals

i. Inbound VFR aircraft should make their initial call for joining instructions before reaching Rye (9 NM West of Lydd), Tenterden (15 NM NW), Ashford (12 NM N), Folkestone (12 NM NE) or 10 NM to Lydd if approaching over the sea.
ii. Pilots are responsible for their own separation from EGD141, EGD044, EGR063 and the runway final approach/departure areas, although ATC may provide assistance.
iii. Basic Service will be provided by default
iv. Lydd VFR transponder conspicuity code 7066 should be selected if possible. It should be noted that Lydd is not radar equipped and is unable to provide any form of surveillance. The transponder code is to assist neighbouring ATS Units.
v. Joining aircraft will be requested to report at 4 NM to the Lydd overhead (NB not to the LYD VOR)
vi. Light aircraft joining via Rye, Tenterden, Ashford or those routeing inland from Folkestone will, unless otherwise instructed, join overhead at 1500 FT QNH, descend crosswind, and turn downwind at 1000 FT. DO NOT DESCEND DEADSIDE.
vii. Aircraft inbound from E, SE or S, having made the 4 mile report, can anticipate instructions to join the circuit downwind or base leg, subject to traffic.

b) IFR Arrivals - from Airways/Controlled Airspace

i. The appropriate LACC sector will normally coordinate an acceptance level at Lydd in advance of release and transfer of communication. The initial approach fix and instrument procedure will be confirmed by Lydd Approach once the aircraft has been released by London, this usually coinciding with leaving CAS by descent.
ii. The ILS is the preferred instrument approach when runway 21 is in use, or if 03 is in use for landing and take-off but EGD044 is active. ILS approaches may be flown via ROMTI, a 14 DME arc direct arrival or via LZD (then outbound track 001°) depending on direction of arrival, order of traffic and the distance of the aircraft to Lydd when released. Late release to Lydd Approach reduces the number of options available to the controller.
iii. When runway 03 is in use, and EGD044 is not active, the preferred instrument approach is RNAV (GNSS) Runway 03.
iv. Visual approaches or IFR cancellation and subsequent VFR approach may be accepted, subject to traffic and weather.
v. Procedural Service will be provided by default unless IFR is cancelled.
vi. Lydd IFR transponder conspicuity code 7067 will be allocated when outside CAS. No form of surveillance service is available.

c) IFR Arrivals – Outside Controlled Airspace

i. Arrivals from outside controlled airspace are to establish communication by 20 NM to Lydd whenever possible, the type of approach requested, with an estimate for the initial approach fix.
ii. Sub paragraphs (b) (ii) to (b) (vi) above are also applicable to this section.
iii. Due to the unpredictable nature of traffic levels in Class G airspace and because radar is not available, controllers may have to direct aircraft to the hold, give deconfliction instructions that the pilot might not have at first expected, or utilize VMC climb/descent techniques when appropriate.

iv. Practise instrument approaches are PPR by telephone to ATC 01797-320881 or 322417

## 2 PROCEDURES FOR DEPARTING AIRCRAFT

a) VFR Departures

i. Aircraft that have not filed a flight plan may 'Book out' on the radio. Pilots should listen to ATIS 129.230 MHz before calling the appropriate ATC frequency.
ii. When making the initial call, pilots should end their message with "Outbound" if landing away, "Local" if departing and landing back at Lydd or "Circuits" if for circuit training. Once ATC has responded, the flight details are to be passed. Aircraft departing 'local' are to state persons on board and initial direction of departure.
iii. VFR departures will be provided with Basic Service by default.
iv. Lydd VFR Transponder conspicuity code 7066 should be operated if possible.
v. Aircraft will be transferred to an onward ATS frequency at reporting points Rye, Tenterden , Ashford, Folkestone or 10 miles E or SE as appropriate to the direction of flight.

b) IFR Departures via Airways/Controlled Airspace

i. Pilots shall request start up after listening to ATIS, and with regard to any CTOT issued by DNM. The take-off time tolerance applied by controllers is CTOT –5/+10 minutes.
ii. A Procedural Service will be provided by default.
iii. As Lydd is situated in Class G airspace, it does not have Standard Instrument Departure Procedures. However, pilots may anticipate the following initial routes to join controlled airspace:

| Departure to | Via | Route |
|---|---|---|
| N | N57 | DET |
| NE/E | L10/Q63/Y803 | DVR |
| SW/W | Y803 | SFD |
| SW/S | M189 | HASTY or WAFFU |

iv. London ACC may occasionally offer Lydd ATC other waypoints according to the traffic situation.
v. In order to avoid amending a clearance to account for a changing traffic situation, pilots can expect an airways clearance to be passed during taxi or when at the holding point. The clearance will comprise the initial clearance limit (route), level, squawk, and airways contact frequency.

c) IFR Departures Outside Controlled Airspace

i. Flights not operating on a flight plan may be 'booked out' as for VFR departures.
ii. Unless otherwise requested, a Basic Service will be provided to aircraft landing away and a Procedural Service to training aircraft departing straight into an approach procedure.
iii. Lydd IFR transponder code 7067 will only be applied to local training flights going straight into an instrument approach procedure.
iv. Lydd transponder conspicuity code 7066 will be operated by aircraft landing away, or local training flights conducting general handling on a basic service. This includes VMC training flights at night.
v. ATC will endeavour to approve the requested route/level unless the traffic situation requires otherwise for separation purposes, when a Procedural Service has been requested by the pilot.

# EGMD AD 2.23 ADDITIONAL INFORMATION

Not applicable

# EGMD AD 2.24 CHARTS RELATED TO AN AERODROME

AERODROME CHART - ICAO
AD 2.EGMD-2-1
AIRCRAFT PARKING/DOCKING CHART - ICAO
AD 2.EGMD-2-2
INSTRUMENT APPROACH CHART RNP RWY 03 (CAT A,B,C) - ICAO
AD 2.EGMD-8-1
INSTRUMENT APPROACH CHART OFFSET ILS/DME RWY 21 (CAT A,B,C) - ICAO
AD 2.EGMD-8-2
INSTRUMENT APPROACH CHART RNP Y RWY 21 (CAT A,B) - ICAO
AD 2.EGMD-8-3
INSTRUMENT APPROACH CHART RNP Z RWY 21 (CAT C) - ICAO
AD 2.EGMD-8-4

INSTRUMENT APPROACH CHART NDB(L) DME RWY 21 (CAT A,B) - ICAO
AD 2.EGMD-8-5
INSTRUMENT APPROACH PROCEDURE CODING TABLES - RNP RWY 03
AD 2.EGMD-8-6
INSTRUMENT APPROACH PROCEDURE CODING TABLES - RNP Y RWY 21
AD 2.EGMD-8-7
INSTRUMENT APPROACH PROCEDURE CODING TABLES - RNP Z RWY 21
AD 2.EGMD-8-8

## EGMD AD 2.25 VISUAL SEGMENT SURFACE (VSS) PENETRATION

Not applicable

# AERODROME CHART - ICAO

ARP 505722N 0005620E

AD ELEV 13FT

# LYDD
EGMD

| RUNWAY/APRON/TAXIWAY PHYSICAL CHARACTERISTICS | | | |
|---|---|---|---|
| RWY / APRON / TWY | SURFACE | BEARING STRENGTH | ELEVATION |
| RWY 03/21 | Grooved Asphalt | 46/F/C/X/T | - |
| Apron B | Asphalt | 46/F/C/X/T | 10 ft amsl |
| Apron C | Asphalt | - | - |
| TWY A & D | Asphalt | - | - |
| TWY B & C | Asphalt | 46/F/C/X/T | - |

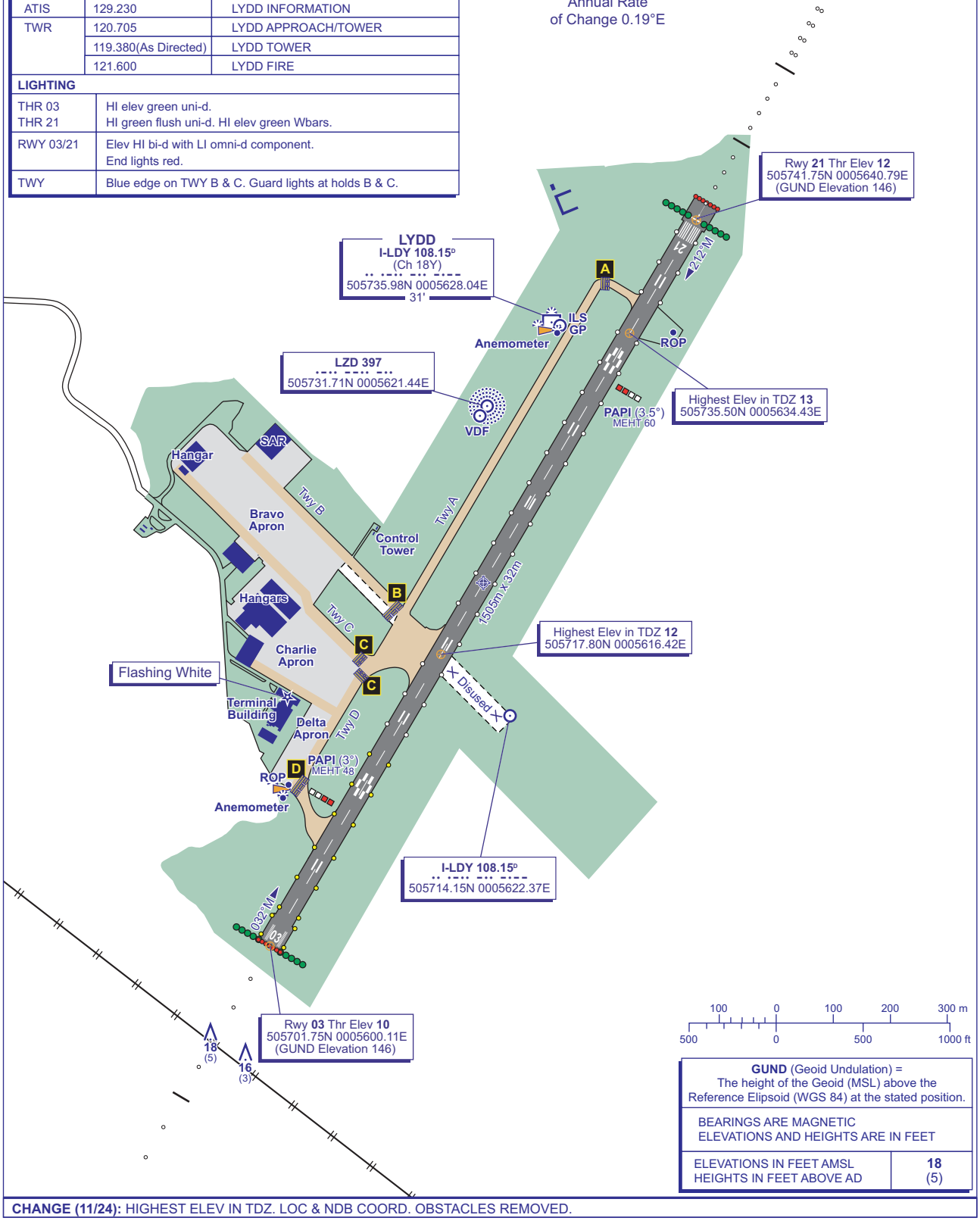
| COM | | |
|---|---|---|
| ATIS | 129.230 | LYDD INFORMATION |
| TWR | 120.705 | LYDD APPROACH/TOWER |
| | 119.380(As Directed) | LYDD TOWER |
| | 121.600 | LYDD FIRE |

| LIGHTING | |
|---|---|
| THR 03<br>THR 21 | HI elev green uni-d.<br>HI green flush uni-d. HI elev green Wbars. |
| RWY 03/21 | Elev HI bi-d with LI omni-d component.<br>End lights red. |
| TWY | Blue edge on TWY B & C. Guard lights at holds B & C. |

VAR 0.9°E - 2022

N

Annual Rate of Change 0.19°E




**GUND** (Geoid Undulation) = The height of the Geoid (MSL) above the Reference Elipsoid (WGS 84) at the stated position.

BEARINGS ARE MAGNETIC
ELEVATIONS AND HEIGHTS ARE IN FEET

| ELEVATIONS IN FEET AMSL<br>HEIGHTS IN FEET ABOVE AD | 18<br>(5) |
|---|---|

**CHANGE (11/24):** HIGHEST ELEV IN TDZ. LOC & NDB COORD. OBSTACLES REMOVED.

AERO INFO DATE 19 AUG 24

AD 2-EGMD-2-1

# AIRCRAFT PARKING/DOCKING CHART - ICAO

ARP 505722N 0005620E

AD ELEV 13FT

**LYDD**
**EGMD**

| GUND (Geoid Undulation) = The height of the Geoid (MSL) above the Reference Elipsoid (WGS 84) at the stated position. | |
|---|---|
| BEARINGS ARE MAGNETIC<br>ELEVATIONS AND HEIGHTS ARE IN FEET | |
| ELEVATIONS IN FEET AMSL<br>HEIGHTS IN FEET ABOVE AD | 46<br>(33) |

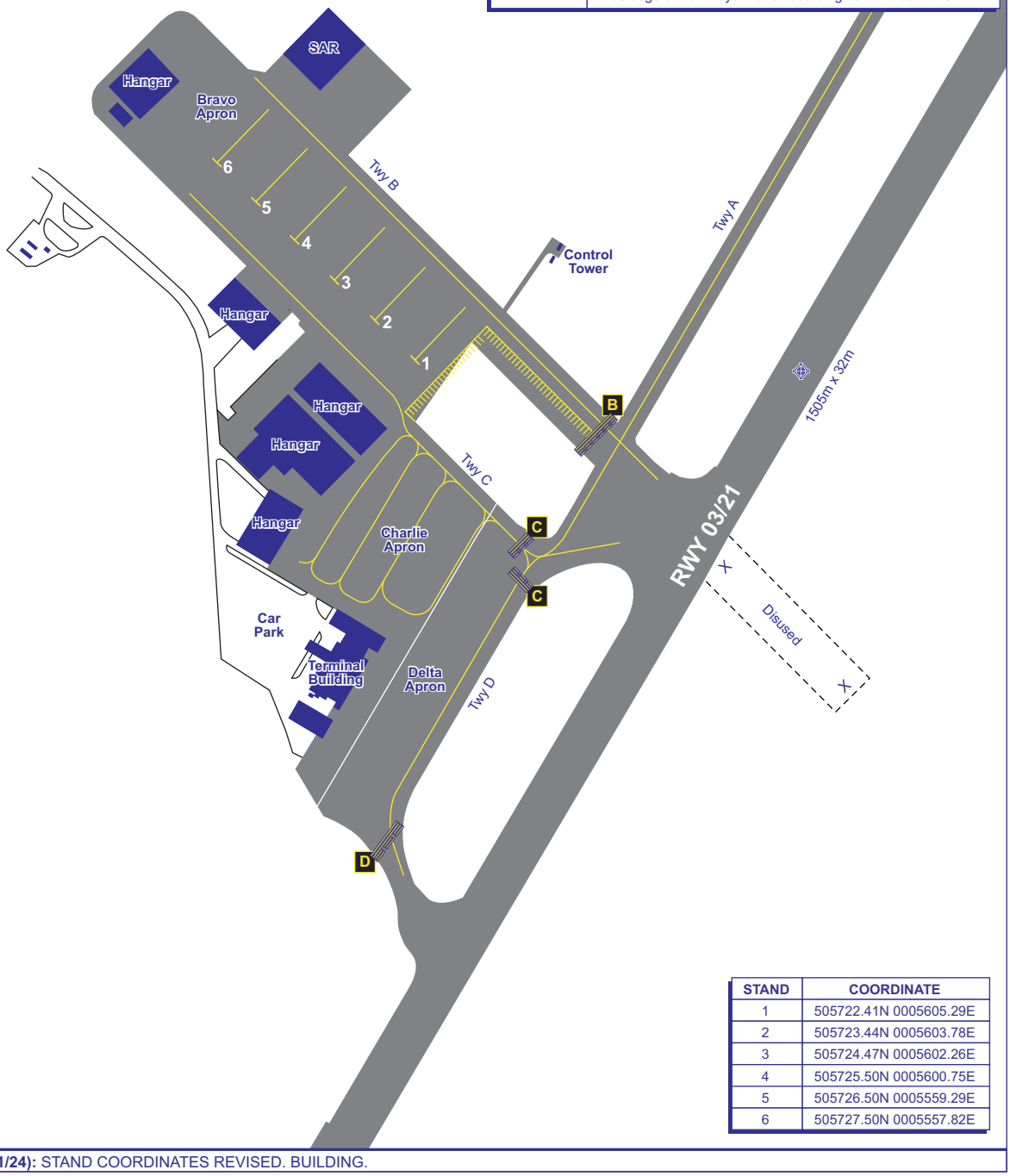
50 0 50 100 150m
100 0 100 200 300 400 500ft

VAR 0.9°E - 2022
N
Annual Rate of Change 0.19°E

| RUNWAY/TAXIWAY/APRON PHYSICAL CHARACTERISTICS | | | |
|---|---|---|---|
| APRON / RWY / TWY | SURFACE | BEARING STRENGTH | ELEVATION |
| RWY 03/21 | Grooved Asphalt | 46/F/C/X/T | - |
| Apron B | Asphalt | 46/F/C/X/T | 10ft amsl |
| Apron C | Asphalt | - | - |
| Taxiways A & D | Asphalt | - | - |
| Taxiways B & C | Asphalt | 46/F/C/X/T | - |

| COM | | |
|---|---|---|
| ATIS | 129.230 | LYDD INFORMATION |
| TWR | 120.705 | LYDD APPROACH/TOWER |
| | 119.380(As Directed) | LYDD TOWER |
| | 121.600 | LYDD FIRE |

| LIGHTING | |
|---|---|
| THR 03<br>THR 21 | HI elev green uni-d.<br>HI green flush uni-d. HI elev green Wbars. |
| RWY 03/21 | Elev HI bi-d with LI omni-d component.<br>End lights red. |
| TWY | Blue edge on Taxiways B & C. Guard lights at holds B & C. |




| STAND | COORDINATE |
|---|---|
| 1 | 505722.41N 0005605.29E |
| 2 | 505723.44N 0005603.78E |
| 3 | 505724.47N 0005602.26E |
| 4 | 505725.50N 0005600.75E |
| 5 | 505726.50N 0005559.29E |
| 6 | 505727.50N 0005557.82E |

**CHANGE (11/24):** STAND COORDINATES REVISED. BUILDING.

AERO INFO DATE 19 AUG 24

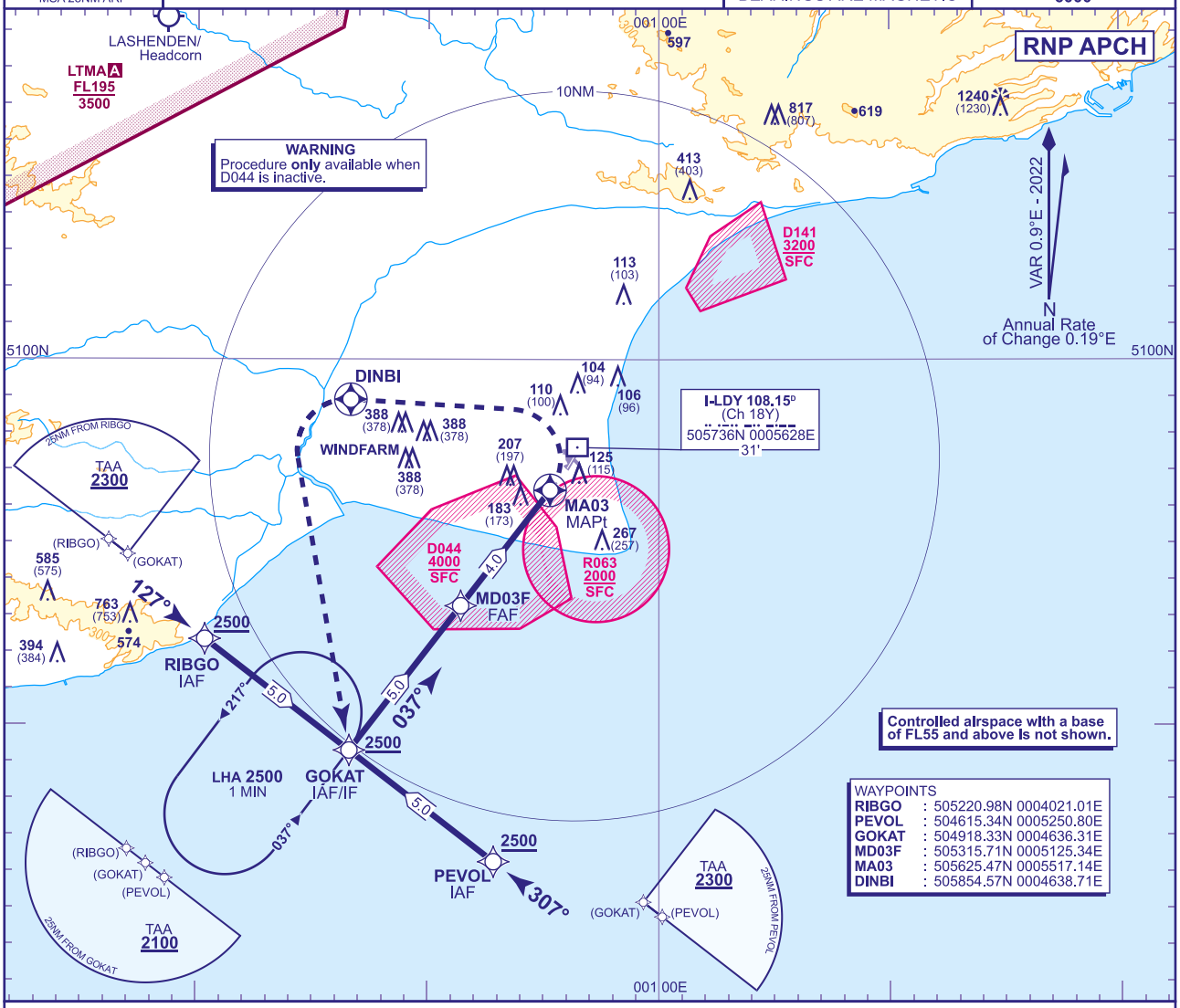
AD 2-EGMD-2-2

# INSTRUMENT APPROACH CHART - ICAO

**LYDD**
**RNP**
**RWY 03**
(ACFT CAT A,B,C)

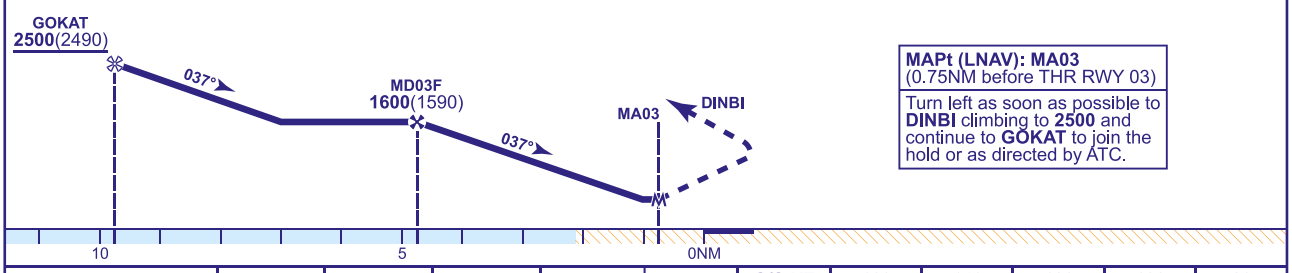
| | | | |
|---|---|---|---|
| APP 120.705 | LYDD APPROACH | AD ELEVATION | 13 |
| TWR 119.380 | LYDD TOWER | THR ELEVATION | 10 |
| ATIS 129.230 | LYDD INFORMATION | OBSTACLE ELEVATION **1240 AMSL** (1230) (ABOVE THR) | |
| | | BEARINGS ARE MAGNETIC | TRANSITION ALTITUDE **6000** |

MSA 25NM ARP




**RECOMMENDED PROFILE** Gradient 5.34%, 324FT/NM

| NM to MA03 | 4 | 3 | 2 | 1 |
|---|---|---|---|---|
| ALT(HGT) | **1600**(1590) | **1280**(1270) | **950**(940) | **630**(620) |




**MAPt (LNAV): MA03**
(0.75NM before THR RWY 03)
Turn left as soon as possible to **DINBI** climbing to **2500** and continue to **GOKAT** to join the hold or as directed by ATC.

| Aircraft Category | | A | B | C |
|---|---|---|---|---|
| OCA (OCH) | LNAV | **430**(420) | **430**(420) | **430**(420) |
| VM(C)OCA (OCH AAL) | Total Area | **510**(497) | NA | NA |
| | West of RWY 03/21 | NA | **510**(497) | **790**(777) |

| Rate of descent | G/S KT | 160 | 140 | 120 | 100 | 80 |
|---|---|---|---|---|---|---|
| | FT/MIN | 860 | 760 | 650 | 540 | 430 |

**NOTE**
**1** FAT offset 5° from RWY 03 C/L.
**2** DME I-LDY will indicate 0.5NM at THR RWY 03.
**3** Initial Approach MAX speed 210KIAS.
**4** Danger Area activity information available on Lydd ATIS 129.230.

**CHANGE (7/25):** NOTE 4 AMENDED. SPECIFICATION CHANGE.

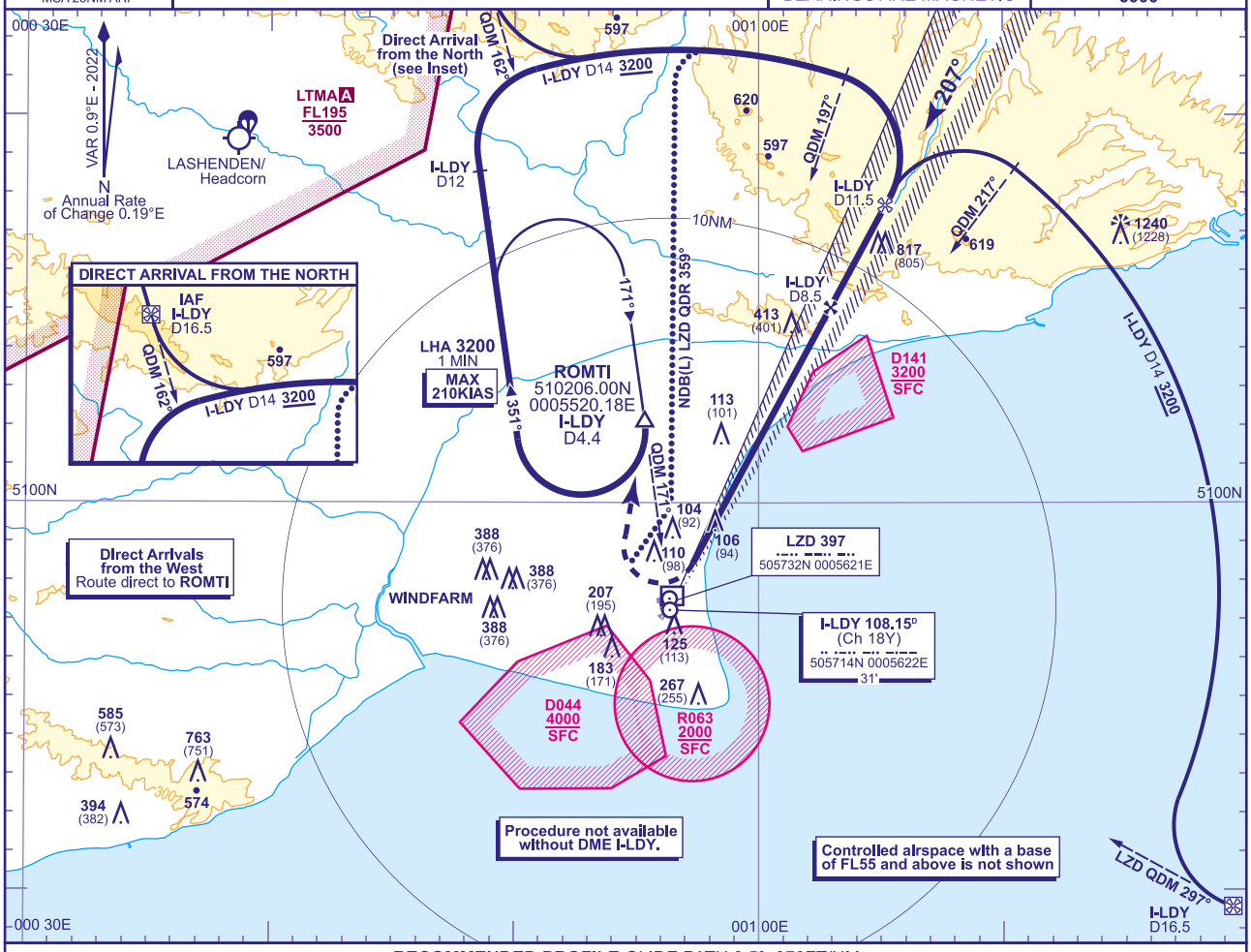
AERO INFO DATE 11 APR 25

## INSTRUMENT APPROACH CHART - ICAO

# LYDD OFFSET ILS/DME RWY 21
(ACFT CAT A,B,C)

| | | | |
|---|---|---|---|
| APP 120.705 | LYDD APPROACH | AD ELEVATION | 13 |
| TWR 119.380 | LYDD TOWER | THR ELEVATION | 12 |
| ATIS 129.230 | LYDD INFORMATION | OBSTACLE ELEVATION 1240 AMSL (1228) (ABOVE THR) | |
| | | BEARINGS ARE MAGNETIC | TRANSITION ALTITUDE 6000 |

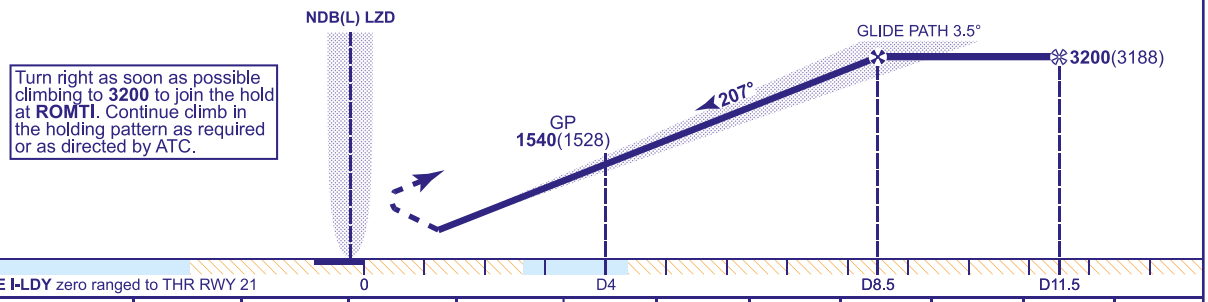
MSA 25NM ARP




**RECOMMENDED PROFILE** GLIDE PATH 3.5°, 370FT/NM

| NM | 8 | 7 | 6 | 5 | 4 | 3 | 2 | 1 |
|---|---|---|---|---|---|---|---|---|
| ALT(HGT) | **3020**(3008) | **2650**(2638) | **2280**(2268) | **1910**(1898) | **1540**(1528) | **1170**(1158) | **800**(788) | **440**(428) |

RDH 47




| Aircraft Category | | A | B | C |
|---|---|---|---|---|
| OCA (OCH) | CAT I | **430**(418) | **490**(478) | **570**(558) |
| VM(C)OCA (OCH AAL) | Total Area | **510**(497) | N/A | N/A |
| | West of RWY 03/21 | N/A | **510**(497) | **790**(777) |

| Rate of descent | G/S KT | 160 | 140 | 120 | 100 | 80 |
|---|---|---|---|---|---|---|
| | FT/MIN | 980 | 860 | 740 | 610 | 490 |

**ALTERNATIVE PROCEDURE (Subject to ATC approval)** From the MAP continue turn onto track 032°. Climbing to **3200** to intercept NDB(L) LZD QDR 359°. Fly outbound to intercept the DME 14 arc, turn right then continue as for basic procedure.

**NOTE** **1** Localizer offset 5° and intercepts extended RWY C/L 900m before THR RWY 21.
**2** A/C to remain clear of EGD141 on approach and EGD044 on MAP.
**3** MAX KIAS for MAP: CAT A 110KIAS, CAT B 150KIAS, CAT C 160KIAS.

**CHANGE (7/25):** SPECIFICATION CHANGE.

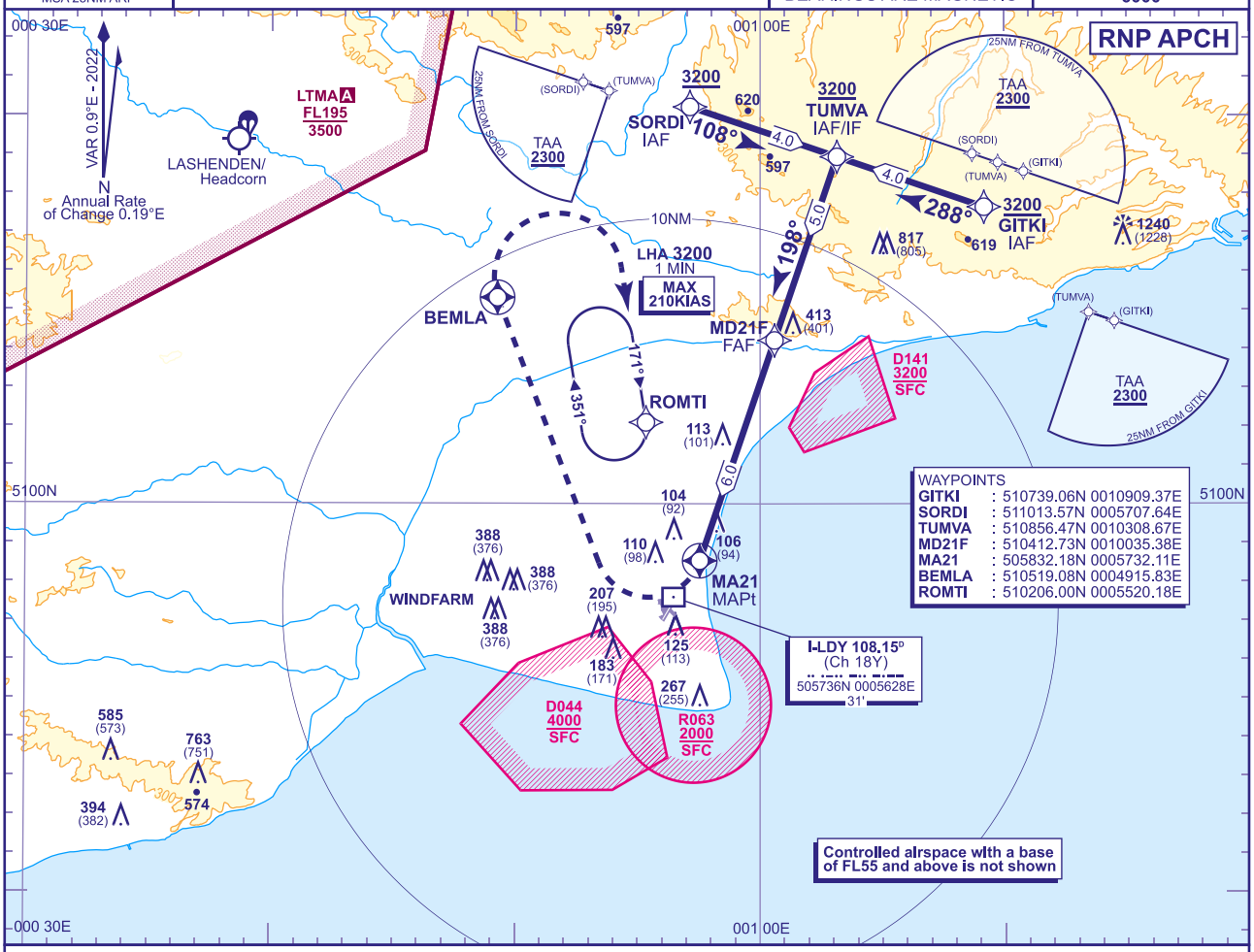
AERO INFO DATE 06 MAY 25 AD 2-EGMD-8-2

# INSTRUMENT APPROACH CHART - ICAO

**LYDD**
**RNP Y**
**RWY 21**
(ACFT CAT A,B)

| | | | |
|---|---|---|---|
| APP 120.705 | LYDD APPROACH | AD ELEVATION | 13 |
| TWR 119.380 | LYDD TOWER | THR ELEVATION | 12 |
| ATIS 129.230 | LYDD INFORMATION | OBSTACLE ELEVATION 1240 AMSL (1228) (ABOVE THR) | |
| | | BEARINGS ARE MAGNETIC | TRANSITION ALTITUDE 6000 |

MSA 25NM ARP




WAYPOINTS

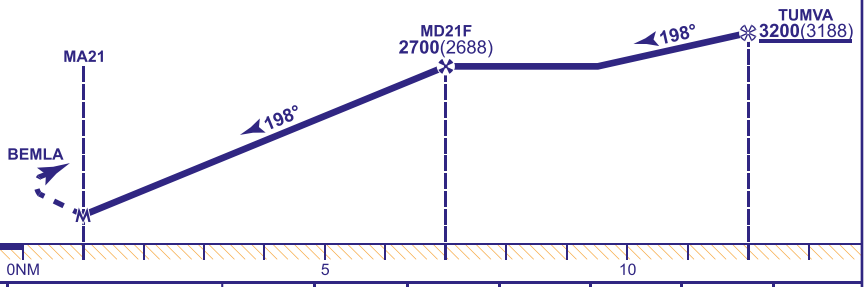
| | |
|---|---|
| GITKI | : 510739.06N 0010909.37E |
| SORDI | : 511013.57N 0005707.64E |
| TUMVA | : 510856.47N 0010308.67E |
| MD21F | : 510412.73N 0010035.38E |
| MA21 | : 505832.18N 0005732.11E |
| BEMLA | : 510519.08N 0004915.83E |
| ROMTI | : 510206.00N 0005520.18E |

**RECOMMENDED PROFILE** Gradient 6.21%, 377FT/NM

| NM to MA21 | 6 | 5 | 4 | 3 | 2 | 1 |
|---|---|---|---|---|---|---|
| ALT(HGT) | **2700**(2688) | **2320**(2308) | **1950**(1938) | **1570**(1558) | **1190**(1178) | **810**(798) |

**MAPt (LNAV): MA21**
(1NM before THR RWY 21)

Turn right as soon as possible to **BEMLA** climbing to **3200** to join the hold at **ROMTI** or as directed by ATC. Remain clear of D044.




| Aircraft Category | | A | B |
|---|---|---|---|
| OCA (OCH) | LNAV | **440**(428) | **490**(478) |
| VM(C)OCA (OCH AAL) | Total Area | **510**(497) | N/A |
| | West of RWY 03/21 | N/A | **510**(497) |

| Rate of descent | G/S KT | 160 | 140 | 120 | 100 | 80 |
|---|---|---|---|---|---|---|
| | FT/MIN | 1010 | 880 | 750 | 630 | 500 |

**NOTE** **1** FAT offset 14° from RWY 21 C/L.
**2** DME I-LDY will read zero at THR RWY 21.
**3** MAX speed for procedure 160KIAS.
**4** A/C to remain clear of EGD141 on approach and EGD044 on MAP.

**CHANGE (7/25):** SPECIFICATION CHANGE.

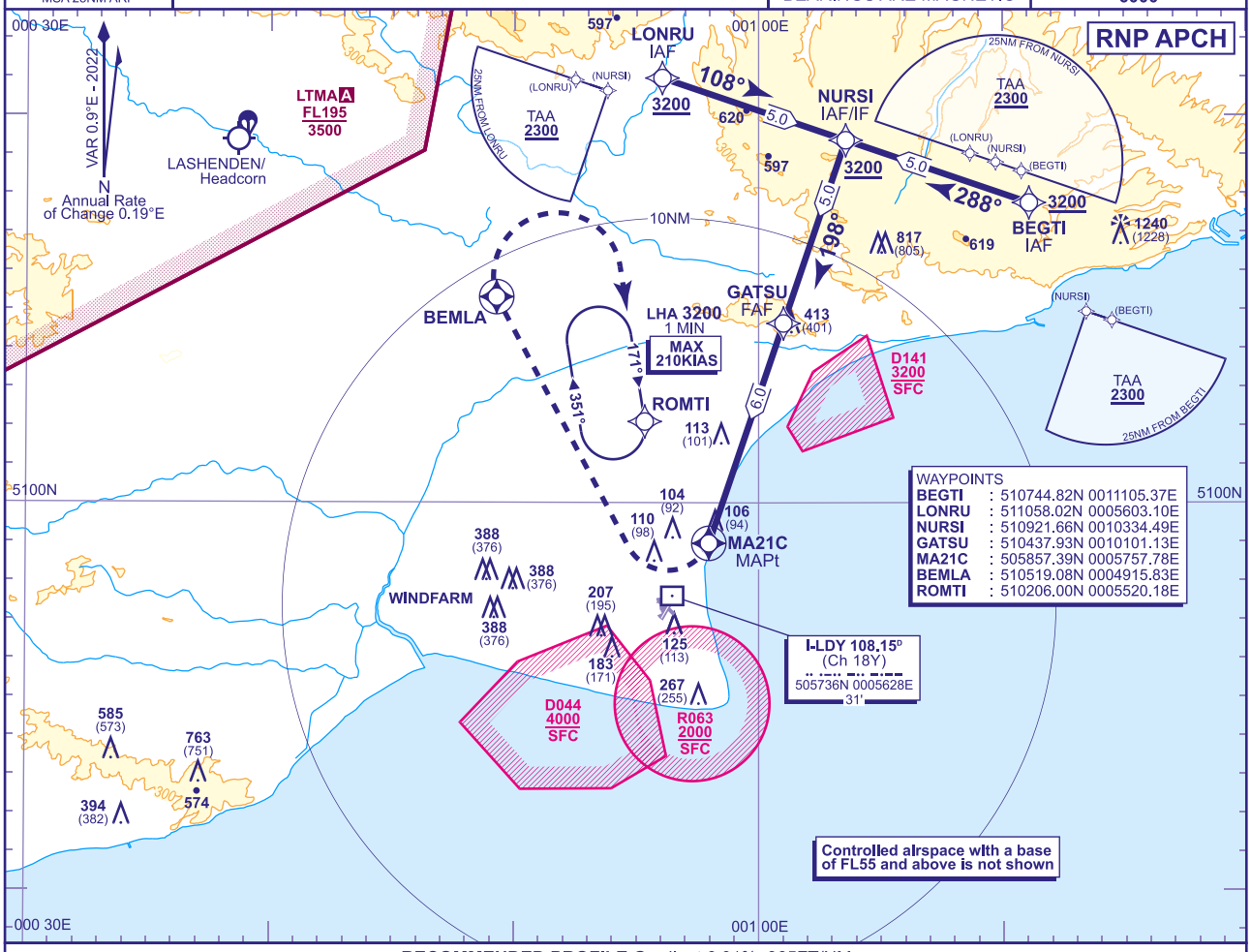
AERO INFO DATE 06 MAY 25

## INSTRUMENT APPROACH CHART - ICAO

**LYDD**
**RNP Z**
**RWY 21**
(ACFT CAT C)

MSA 25NM ARP

| | | | |
|---|---|---|---|
| APP 120.705 | LYDD APPROACH | AD ELEVATION | 13 |
| TWR 119.380 | LYDD TOWER | THR ELEVATION | 12 |
| ATIS 129.230 | LYDD INFORMATION | OBSTACLE ELEVATION 1240 AMSL (1228) (ABOVE THR) | |
| | | BEARINGS ARE MAGNETIC | TRANSITION ALTITUDE 6000 |

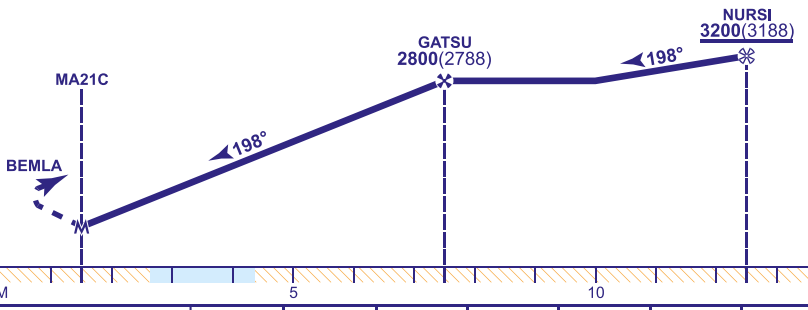



**RECOMMENDED PROFILE** Gradient 6.01%, 365FT/NM

| NM to MA21C | 6 | 5 | 4 | 3 | 2 | 1 |
|---|---|---|---|---|---|---|
| ALT(HGT) | **2800**(2788) | **2430**(2418) | **2070**(2058) | **1700**(1688) | **1340**(1328) | **970**(958) |

**MAPt (LNAV): MA21C**
(1.5NM before THR RWY 21)

Turn right as soon as possible to **BEMLA** climbing to **3200** to join the hold at **ROMTI** or as directed by ATC. Remain clear of D044.




| Aircraft Category | | C |
|---|---|---|
| OCA (OCH) | LNAV | **610**(598) |
| VM(C)OCA (OCH AAL) | Total Area | N/A |
| | West of RWY 03/21 | **790**(777) |

| Rate of descent | G/S KT | 160 | 140 | 120 | 100 | 80 |
|---|---|---|---|---|---|---|
| | FT/MIN | 970 | 850 | 730 | 610 | 490 |

**NOTE** **1** FAT offset 14° from RWY 21 C/L.
**2** DME I-LDY will read zero at THR RWY 21.
**3** MAX speed for procedure 180KIAS.
**4** MAX speed on MAP 150KIAS until MAP initial turn completed.
**5** A/C to remain clear of EGD141 on approach and EGD044 on MAP.

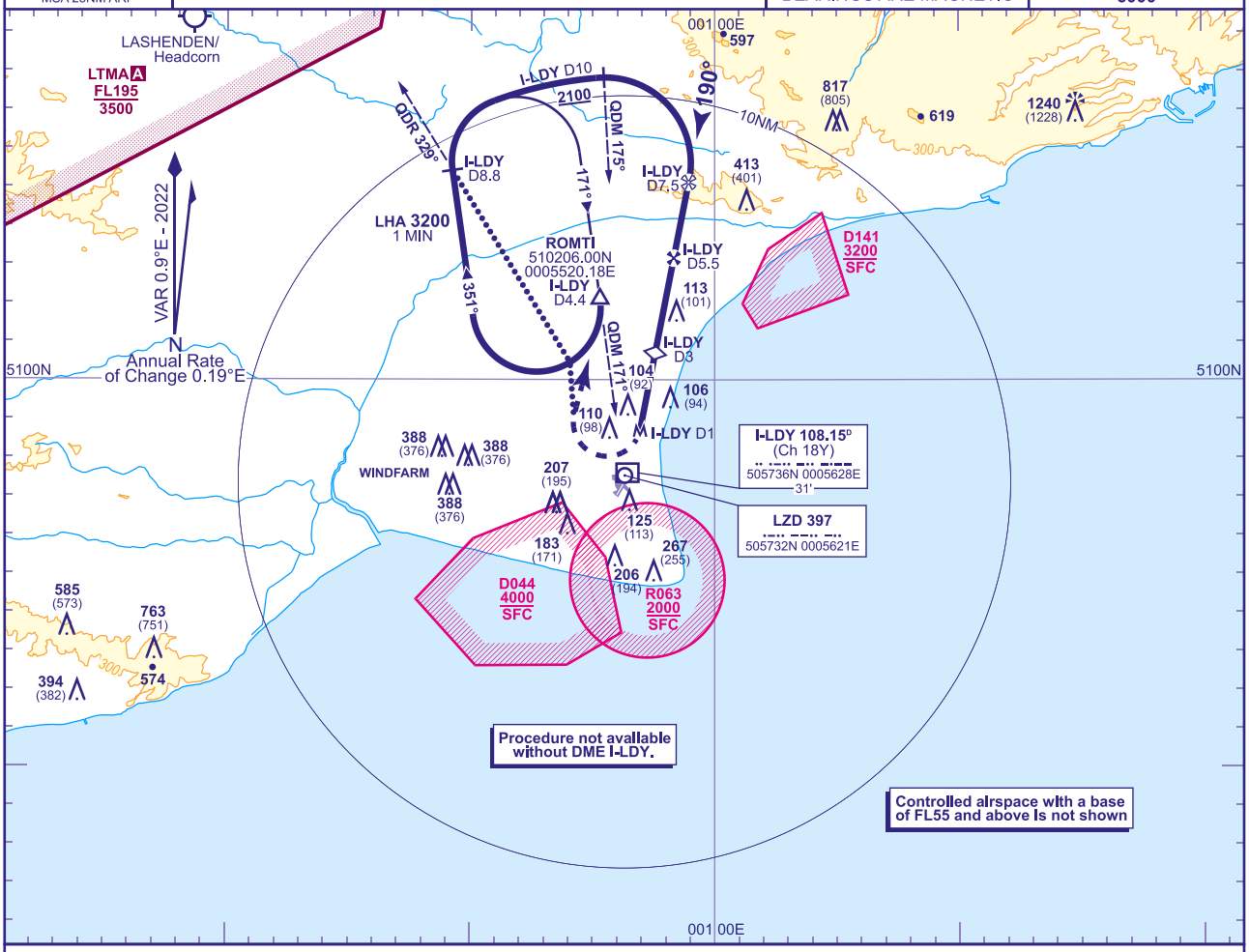
**CHANGE (7/25):** SPECIFICATION CHANGE.

# INSTRUMENT APPROACH CHART - ICAO

**LYDD**
**NDB(L) DME**
**RWY 21**
(ACFT CAT A,B)

MSA 25NM ARP

| | | | |
|---|---|---|---|
| APP 120.705 | LYDD APPROACH | AD ELEVATION | 13 |
| TWR 119.380 | LYDD TOWER | THR ELEVATION | 12 |
| ATIS 129.230 | LYDD INFORMATION | OBSTACLE ELEVATION 1240 AMSL (1228) (ABOVE THR) | |
| | | BEARINGS ARE MAGNETIC | TRANSITION ALTITUDE 6000 |

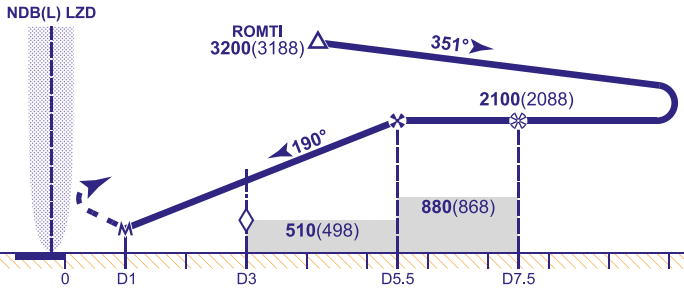



**RECOMMENDED PROFILE** Gradient 6.10%, 371FT/NM

| NM | 5 | 4 | 3 (SDF) | 2 | 1 |
|---|---|---|---|---|---|
| ALT(HGT) | **1910**(1898) | **1540**(1528) | **1170**(1158) | **800**(788) | **430**(418) |

**MAPt I-LDY DME 1**

Turn right as soon as possible climbing to **3200** to join the hold at **ROMTI**. Continue climb in the holding pattern as required or as directed by ATC.




| Aircraft Category | | A | B |
|---|---|---|---|
| OCA (OCH) | Procedure | **420**(408) | **520**(508) |
| VM(C)OCA (OCH AAL) | Total Area | **510**(497) | N/A |
| | West of RWY 03/21 | N/A | **510**(497) |

| Rate of descent | G/S KT | 160 | 140 | 120 | 100 | 80 |
|---|---|---|---|---|---|---|
| | FT/MIN | 990 | 860 | 740 | 620 | 490 |

**ALTERNATIVE PROCEDURE (Subject to ATC approval)** At the MAPt turn right onto track 359°, climbing to **2100**(2088), to intercept NDB(L) LZD QDR 329°outbound. At I-LDY DME 8.8 turn right to intercept the DME 10 arc clockwise at **2100**(2088), then continue as for basic procedure.

**NOTE** **1** When joining the hold at **3200** pilots are to remain clear of EGD044 to the south of the hold when active up to **4000**.
**2** A/C to remain clear of EGD141 on approach and EGD044 on MAP.
**3** FAT is offset 22° from RWY 21 C/L.

**CHANGE (7/25):** SPECIFICATION CHANGE.

AERO INFO DATE 30 APR 25
AD 2-EGMD-8-5

# Instrument Approach Procedure Coding Tables

**LYDD RNP RWY 03 - Instrument Approach Procedure via RIBGO**

| Designator | Sequence Number | Path Termination | Waypoint Name | Fly-over | Course/ Track °M (°T) | Turn Direction | Level Constraint | Speed Constraint | Co-ordinates | Remarks and Distance to MAPt |
|---|---|---|---|---|---|---|---|---|---|---|
| R03L | 001 | IF | RIBGO | N | - | - | 2500 | -210 | 505220.98N 0004021.01E | IAF |
| R03L | 002 | TF | GOKAT | N | 127° (127.5°) | LEFT | 2500 | -210 | 504918.33N 0004636.31E | IF / 9NM |
| R03L | 003 | TF | MD03F | N | 037° (037.6°) | - | 1600 | - | 505315.71N 0005125.34E | FAF / 4NM |
| R03L | 004 | TF | MA03 | Y | 037° (037.7°) | - | - | - | 505625.47N 0005517.14E | MAPt |
| R03L | 005 | DF | DINBI | Y | - | LEFT | - | - | 505854.57N 0004638.71E | - |
| R03L | 006 | DF | GOKAT | N | - | LEFT | 2500 | -210 | 504918.33N 0004636.31E | HOLD |

**LYDD RNP RWY 03 - Instrument Approach Procedure via PEVOL**

| Designator | Sequence Number | Path Termination | Waypoint Name | Fly-over | Course/ Track °M (°T) | Turn Direction | Level Constraint | Speed Constraint | Co-ordinates | Remarks and Distance to MAPt |
|---|---|---|---|---|---|---|---|---|---|---|
| R03R | 001 | IF | PEVOL | N | - | - | 2500 | -210 | 504615.34N 0005250.80E | IAF |
| R03R | 002 | TF | GOKAT | N | 307° (307.7°) | RIGHT | 2500 | -210 | 504918.33N 0004636.31E | IF / 9NM |
| R03R | 003 | TF | MD03F | N | 037° (037.6°) | - | 1600 | - | 505315.71N 0005125.34E | FAF / 4NM |
| R03R | 004 | TF | MA03 | Y | 037° (037.7°) | - | - | - | 505625.47N 0005517.14E | MAPt |
| R03R | 005 | DF | DINBI | Y | - | LEFT | - | - | 505854.57N 0004638.71E | - |
| R03R | 006 | DF | GOKAT | N | - | LEFT | 2500 | -210 | 504918.33N 0004636.31E | HOLD |

**LYDD RNP RWY 03 - Instrument Approach Procedure via GOKAT**

| Designator | Sequence Number | Path Termination | Waypoint Name | Fly-over | Course/ Track °M (°T) | Turn Direction | Level Constraint | Speed Constraint | Co-ordinates | Remarks and Distance to MAPt |
|---|---|---|---|---|---|---|---|---|---|---|
| R03C | 001 | IF | GOKAT | N | - | - | 2500 | -210 | 504918.33N 0004636.31E | IAF / IF / 9NM |
| R03C | 002 | TF | MD03F | N | 037° (037.6°) | - | 1600 | - | 505315.71N 0005125.34E | FAF / 4NM |
| R03C | 003 | TF | MA03 | Y | 037° (037.7°) | - | - | - | 505625.47N 0005517.14E | MAPt |
| R03C | 004 | DF | DINBI | Y | - | LEFT | - | - | 505854.57N 0004638.71E | - |
| R03C | 005 | DF | GOKAT | N | - | LEFT | 2500 | -210 | 504918.33N 0004636.31E | HOLD |

**CHANGE (7/25):** SPECIFICATION CHANGE, PAGE RENUMBERED.
AERO INFO DATE 30 APR 25

# Instrument Approach Procedure Coding Tables

**LYDD RNP Y RWY 21 - Instrument Approach Procedure via GITKI**

| Designator | Sequence Number | Path Term-inator | Waypoint Name | Fly-over | Course/ Track °M (°T) | Turn Direction | Level Constraint | Speed Constraint | Co-ordinates | Remarks and Distance to MAPt |
|---|---|---|---|---|---|---|---|---|---|---|
| R21L | 001 | IF | GITKI | N | - | - | 3200 | -160 | 510739.06N 0010909.37E | IAF |
| R21L | 002 | TF | TUMVA | N | 288° (288.9°) | LEFT | 3200 | -160 | 510856.47N 0010308.67E | IF / 11NM |
| R21L | 003 | TF | MD21F | N | 198° (198.8°) | - | 2700 | - | 510412.73N 0010035.38E | FAF / 6NM |
| R21L | 004 | TF | MA21 | Y | 198° (198.8°) | - | - | - | 505832.18N 0005732.11E | MAPt |
| R21L | 005 | DF | BEMLA | Y | - | RIGHT | - | - | 510519.08N 0004915.83E | - |
| R21L | 006 | DF | ROMTI | N | - | RIGHT | 3200 | -210 | 510206.00N 0005520.18E | HOLD |

**LYDD RNP Y RWY 21 - Instrument Approach Procedure via SORDI**

| Designator | Sequence Number | Path Term-inator | Waypoint Name | Fly-over | Course/ Track °M (°T) | Turn Direction | Level Constraint | Speed Constraint | Co-ordinates | Remarks and Distance to MAPt |
|---|---|---|---|---|---|---|---|---|---|---|
| R21R | 001 | IF | SORDI | N | - | - | 3200 | -160 | 511013.57N 0005707.64E | IAF |
| R21R | 002 | TF | TUMVA | N | 108° (108.7°) | RIGHT | 3200 | -160 | 510856.47N 0010308.67E | IF / 11NM |
| R21R | 003 | TF | MD21F | N | 198° (198.8°) | - | 2700 | - | 510412.73N 0010035.38E | FAF / 6NM |
| R21R | 004 | TF | MA21 | Y | 198° (198.8°) | - | - | - | 505832.18N 0005732.11E | MAPt |
| R21R | 005 | DF | BEMLA | Y | - | RIGHT | - | - | 510519.08N 0004915.83E | - |
| R21R | 006 | DF | ROMTI | N | - | RIGHT | 3200 | -210 | 510206.00N 0005520.18E | HOLD |

**LYDD RNP Y RWY 21 - Instrument Approach Procedure via TUMVA**

| Designator | Sequence Number | Path Term-inator | Waypoint Name | Fly-over | Course/ Track °M (°T) | Turn Direction | Level Constraint | Speed Constraint | Co-ordinates | Remarks and Distance to MAPt |
|---|---|---|---|---|---|---|---|---|---|---|
| R21C | 001 | IF | TUMVA | N | - | - | 3200 | -160 | 510856.47N 0010308.67E | IAF / IF / 11NM |
| R21C | 002 | TF | MD21F | N | 198° (198.8°) | - | 2700 | - | 510412.73N 0010035.38E | FAF / 6NM |
| R21C | 003 | TF | MA21 | Y | 198° (198.8°) | - | - | - | 505832.18N 0005732.11E | MAPt |
| R21C | 004 | DF | BEMLA | Y | - | RIGHT | - | - | 510519.08N 0004915.83E | - |
| R21C | 005 | DF | ROMTI | N | - | RIGHT | 3200 | -210 | 510206.00N 0005520.18E | HOLD |

**CHANGE (7/25):** SPECIFICATION CHANGE. PAGE RENUMBERED.
AERO INFO DATE 09 APR 25

# Instrument Approach Procedure Coding Tables

**LYDD RNP Z RWY 21 - Instrument Approach Procedure via BEGTI**

| Designator | Sequence Number | Path Term-inator | Waypoint Name | Fly-over | Course/ Track °M (°T) | Turn Direction | Level Constraint | Speed Constraint | Co-ordinates | Remarks and Distance to MAPt |
|---|---|---|---|---|---|---|---|---|---|---|
| R21L | 001 | IF | BEGTI | N | - | - | 3200 | -180 | 510744.82N 0011105.37E | IAF |
| R21L | 002 | TF | NURSI | N | 288° (288.9°) | LEFT | 3200 | -180 | 510921.66N 0010334.49E | IF / 11NM |
| R21L | 003 | TF | GATSU | N | 198° (198.8°) | - | 2800 | - | 510437.93N 0010101.13E | FAF / 6NM |
| R21L | 004 | TF | MA21C | Y | 198° (198.8°) | - | - | -150 | 505857.39N 0005757.78E | MAPt |
| R21L | 005 | DF | BEMLA | Y | - | RIGHT | - | -150 | 510519.08N 0004915.83E | - |
| R21L | 006 | DF | ROMTI | N | - | RIGHT | 3200 | -210 | 510206.00N 0005520.18E | HOLD |

**LYDD RNP Z RWY 21 - Instrument Approach Procedure via LONRU**

| Designator | Sequence Number | Path Term-inator | Waypoint Name | Fly-over | Course/ Track °M (°T) | Turn Direction | Level Constraint | Speed Constraint | Co-ordinates | Remarks and Distance to MAPt |
|---|---|---|---|---|---|---|---|---|---|---|
| R21R | 001 | IF | LONRU | N | - | - | 3200 | -180 | 511058.02N 0005603.10E | IAF |
| R21R | 002 | TF | NURSI | N | 108° (108.7°) | RIGHT | 3200 | -180 | 510921.66N 0010334.49E | IF / 11NM |
| R21R | 003 | TF | GATSU | N | 198° (198.8°) | - | 2800 | - | 510437.93N 0010101.13E | FAF / 6NM |
| R21R | 004 | TF | MA21C | Y | 198° (198.8°) | - | - | -150 | 505857.39N 0005757.78E | MAPt |
| R21R | 005 | DF | BEMLA | Y | - | RIGHT | - | -150 | 510519.08N 0004915.83E | - |
| R21R | 006 | DF | ROMTI | N | - | RIGHT | 3200 | -210 | 510206.00N 0005520.18E | HOLD |

**LYDD RNP Z RWY 21 - Instrument Approach Procedure via NURSI**

| Designator | Sequence Number | Path Term-inator | Waypoint Name | Fly-over | Course/ Track °M (°T) | Turn Direction | Level Constraint | Speed Constraint | Co-ordinates | Remarks and Distance to MAPt |
|---|---|---|---|---|---|---|---|---|---|---|
| R21C | 001 | IF | NURSI | N | - | - | 3200 | -180 | 510921.66N 0010334.49E | IAF / IF / 11NM |
| R21C | 002 | TF | GATSU | N | 198° (198.8°) | - | 2800 | - | 510437.93N 0010101.13E | FAF / 6NM |
| R21C | 003 | TF | MA21C | Y | 198° (198.8°) | - | - | -150 | 505857.39N 0005757.78E | MAPt |
| R21C | 004 | DF | BEMLA | Y | - | RIGHT | - | -150 | 510519.08N 0004915.83E | - |
| R21C | 005 | DF | ROMTI | N | - | RIGHT | 3200 | -210 | 510206.00N 0005520.18E | HOLD |

**CHANGE (7/25):** SPECIFICATION CHANGE. PAGE RENUMBERED.
AERO INFO DATE 09 APR 25

# EGCC — MANCHESTER

## EGCC AD 2.1 AERODROME LOCATION INDICATOR AND NAME

EGCC — MANCHESTER

## EGCC AD 2.2 AERODROME GEOGRAPHICAL AND ADMINISTRATIVE DATA

| | | |
|---|---|---|
| 1 | ARP coordinates and site at AD | Lat: 532113N Long: 0021630W<br>Mid point of Runway 05L/23R. |
| 2 | Direction and distance from city | 7.5 NM SW of Manchester. |
| 3 | Elevation / Reference temperature / Mean Low Temperature | 257 FT / 18 °C / - |
| 4 | Geoid undulation at AD ELEV PSN | 167 FT |
| 5 | Magnetic Variation / Annual Change | 0.43°W (2022) / 0.21°E |
| 6 | AD Administration<br>Address<br>Telephone<br><br><br><br>Telefax | MANCHESTER AIRPORT PLC<br>Manchester Airport, Manchester M90 1QX<br>0161-209 2835 (ATC)<br>0161-489 3331 (Airfield Operations Duty Manager)<br>0808-169 7030 (Manchester Airport PLC - General Enquiries)<br>0161-493 1850 (Airport Co-ordination Ltd - PPR Mon-Fri; 0900-1700)<br>0161-489 8373 (Airfield Operations Duty Manager) |
| 7 | Type of Traffic permitted (IFR/VFR) | IFR/VFR |
| 8 | Remarks | All telephone calls to ATC will be recorded. |

## EGCC AD 2.3 OPERATIONAL HOURS

| | | |
|---|---|---|
| 1 | AD Administration | H24 |
| 2 | Customs and immigration | H24 |
| 3 | Health and sanitation | H24<br>(Port Health) |
| 4 | AIS Briefing Office | |
| 5 | ATS Reporting Office (ARO) | |
| 6 | MET Briefing Office | |
| 7 | ATS | H24<br>See also AD 2.18. |
| 8 | Fuelling | H24 |
| 9 | Handling | H24 |
| 10 | Security | H24 |
| 11 | De-icing | H24 |
| 12 | Remarks | Refer to AD 2.20 item 1. |

## EGCC AD 2.4 HANDLING SERVICES AND FACILITIES

| | | |
|---|---|---|
| 1 | Cargo handling facilities | HILOs 15 and 18.6 M and 9 M conveyor belts. 9 ton fork lift. Nearest railway siding: Heald Green 1.3 NM. |
| 2 | Fuel and oil types | AVTUR JET A-1 (anti-icing additive not included).<br>W80, W100 and W120, 98, 390, 500. |
| 3 | Fuelling facilities/capacity | Hydrants at all pier stands for AVTUR JET A-1. No over-wing fuelling. |
| 4 | De-icing facilities | Contact: Swissport, Menzies, Aero Mag 2000 MAN Ltd. |
| 5 | Hangar space for visiting aircraft | Limited. Signature Flight Support. |
| 6 | Repair facilities for visiting aircraft | By arrangement with Signature Flight Support. |

| | | |
|---|---|---|
| 7 | Remarks | Oxygen and related servicing, by arrangement with handling agent.<br><br>A nominated handling agent is mandatory for all visiting aircraft.<br><br>Signature Flight Support – Tel: 0161-436 6666. Fax: 0161-436 3450.<br>E-mail: man@signatureflight.co.uk.<br>VHF Company Frequency 131.615 MHz (Northside facility).<br><br>Other handling agents based at Manchester are:<br>Menzies – Swissport – dnata – Star Handling Ltd - DHL - Jet 2 - Weston Aviation - T25. |

## EGCC AD 2.5 PASSENGER FACILITIES

| | | |
|---|---|---|
| 1 | Hotels | 6 |
| 2 | Restaurants | Restaurants in all Terminals. |
| 3 | Transportation | Buses, trains, taxis and car hire. Nearest railway station: Airport. |
| 4 | Medical facilities | Medical Response H24 - First aid only. |
| 5 | Bank and Post Office | Post office Terminal 1. Bureau de Change. |
| 6 | Tourist Office | |
| 7 | Remarks | |

## EGCC AD 2.6 RESCUE AND FIRE FIGHTING SERVICES

| | | |
|---|---|---|
| 1 | AD category for fire fighting services | RFF Category A10 |
| 2 | Rescue equipment | |
| 3 | Capability for removal of disabled aircraft | 170,000 KG. Contact 0161-489 3331 (Airfield Operations Duty Manager). |
| 4 | Remarks | |

## EGCC AD 2.7 SEASONAL AVAILABILITY - CLEARING

| | | |
|---|---|---|
| 1 | Type of clearing equipment | Mechanical, Chemical anti-icing. |
| 2 | Clearance priorities | During snowfall, aerodrome may be SNOCLO and Runway 05R/23L may not be cleared and available. |
| 3 | Remarks | Latest information from Snow State/Clearance Programme Tel: 0161-489 3331 (Airfield Operations Duty Manager). |

## EGCC AD 2.8 APRONS, TAXIWAYS AND CHECK LOCATIONS/POSITIONS DATA

| | | |
|---|---|---|
| 1 | Apron surface and strength | APRON 1<br>Surface: Concrete<br>PCN 56/R/C/W/T<br><br>APRON 2<br>Surface: Concrete<br>PCN 97/R/B/W/T |
| 2 | Taxiway width, surface and strength | Taxiway ALPHA: 23 M<br>Surface: Concrete and asphalt<br>PCN 66/F/C/W/T PCN between Alpha-Echo and Bravo: 46 F/C/W/T<br><br>Taxiway OTHER TAXIWAYS: 23 M<br>Surface: Concrete and asphalt<br>PCN 95/R/C/W/T<br><br>Taxiway SIERRA: 23 M<br>Surface: Concrete and asphalt<br>PCN 79/R/C/W/T<br><br>Taxiway TANGO: 23 M<br>Surface: Concrete and asphalt<br>PCN 79/R/C/W/T |

| | | |
|---|---|---|
| | | Taxiway UNIFORM: 23 M<br>Surface: Concrete and asphalt<br>PCN 79/R/C/W/T<br><br>Taxiway VICTOR: 23 M<br>Surface: Concrete and asphalt<br>PCN 79/R/C/W/T<br><br>Taxiway VICTOR ALPHA: 23 M<br>Surface: Concrete and asphalt<br>PCN 79/R/C/W/T<br><br>Taxiway VICTOR BRAVO: 23 M<br>Surface: Concrete and asphalt<br>PCN 79/R/C/W/T<br><br>Taxiway VICTOR CHARLIE: 23 M<br>Surface: Concrete and asphalt<br>PCN 79/R/C/W/T<br><br>Taxiway VICTOR DELTA: 23 M<br>Surface: Concrete and asphalt<br>PCN 79/R/C/W/T<br><br>Taxiway WHISKEY: 23 M<br>Surface: Concrete and asphalt<br>PCN 79/R/C/W/T<br><br>Taxiway YANKEE: 23 M<br>Surface: Concrete and asphalt<br>PCN 79/R/C/W/T |
| 3 | Altimeter checkpoint location and elevation | Pier A: 240 - 243 FT AMSL. Pier B: 233 - 236 FT AMSL. Pier C: 228 - 232 FT AMSL.<br>Western Apron 221 - 231 FT AMSL. Apron 238 FT AMSL. |
| 4 | VOR checkpoints | |
| 5 | INS checkpoints | See Aircraft Ground Movement/Parking/Docking Chart. |
| 6 | Remarks | Taxiways Quebec and November-Charlie may be used for aircraft parking. In darkness or if Low Visibility Procedures are in force a ‘Follow-Me’ vehicle will be provided. |

# EGCC AD 2.9 SURFACE MOVEMENT GUIDANCE AND CONTROL SYSTEM AND MARKINGS

| | | |
|---|---|---|
| 1 | Use of aircraft stand ID signs, TWY guide lines and visual docking/parking guidance system of aircraft stands | Terminal 1 comprises Stands 1-12, 15, 21-29, 31 and 32. Stand 12 has additional centre-lines designated 12L and 12R. Aircraft docking on all Terminal 1 stands (except Stands 12L and 21) is by Safedock. Aircraft docking on Stands 12L and 21 is by Marshaller's instructions.<br><br>Terminal 2 has a frontage serving Stands 301-310. Stands 301, 303, 307 and 309 have a single centre-line. Stands 302, 304, 306, 308 and 310 have two centre-lines. The main widebody centre-line is designated by the stand number only. The subsidiary is designated Left. For example: Stand 306 and 306L.<br>Terminal 2 Pier 1 serves Stands 101, 103, 105, 107, 109, 111, 113, 113L and 113R on the western side, and Stands 104, 106, 106R, 108, 110, 110L, 112, 112R, 114, 116 and 116L on the eastern side.<br>Stands 113, 113L, 113R, 114, 116 and 116L are remote, without an airbridge. Aircraft docking on all Pier 1 stands is by Safedock.<br>Terminal 2, Pier 2 serves Stands 203L, 203, 205, 207, 207R, 209L, 209, 211, 213 and 213R on the western side and Stands 204, 206, 206L, 208, 210L, 212, 214, 214L and 215 on the eastern side. Aircraft docking on all Pier 2 stands is by Safedock.<br><br>Terminal 3 comprises pier served Stands 16-18, 41-44 and 47-55, and remote Stands 57 and 58. Stands 44 and 55 have additional centre-lines designated 44L, 44R, 55L and 55R. Aircrews are to note that Stands 44L, 44R, 55L and 55R are demarked by alternate yellow/white dashed painted centre-lines. Aircraft docking on all Terminal 3 stands is by Safedock (except Stands 44, 44L, 44R, 57 and 58). Aircraft docking on Stands 44, 44L, 44R, 57 and 58 is by Marshaller's instructions.<br><br>Remote Stands 61-64, 66-68, 74, 80 and 231 have additional centre-lines designated Left and Right. Stands 65, 69-73, 81, 233, 901-919 and 925-929 have single centre-lines. Aircraft docking on Stands 901-919 and 925-929 is by Safedock. Aircraft docking on all other remote stands is by Marshaller's instructions.<br><br>Aircrew are to note that all Stand Entry Guidance Systems are activated by their ground handling agent. Pilots must not enter an aircraft stand unless the Stand Entry Guidance has been activated and the correct aircraft type is displayed, or a Manchester Airport Marshaller has signalled clearance to proceed. In the event of there being no activated SEG upon approach to a stand, flight crews must hold position on the taxiway and advise GMC. Flight crews must not attempt to self-park. |
| 2 | Runway and taxiway markings and lighting | Runway marking aid(s):<br>05L/23R: Runway designation. Runway threshold, runway centre-line, edge, TDZ and fixed distances. Runway width is designated by side stripe markings.<br>05R/23L: Runway designation. Runway threshold, runway centre-line, edge, TDZ and fixed distances. Runway width is designated by side stripe markings. Turning circle has unlit painted yellow centre-line and inset blue edge lighting beyond runway edges.<br><br>Taxiway light(s):<br>Green centre-line with blue edge lights on sharp curves, red stop bars at holding positions. Runway Exits have alternate green/yellow centre-line lights to the edge of the localiser sensitive area. Runway holding position. Runway Guard lights. Taxiways Quebec and November-Charlie have painted yellow centre-lines only – during Sunset to Sunrise these taxiways only to be used with a Follow-Me vehicle.<br><br>Taxiways Zulu, November-Alpha and November-Bravo have three centrelines comprising a central centreline painted yellow for use by aircraft up to and including ICAO Code E (Taxiways Zulu and November-Alpha) or ICAO Code F (Taxiway November-Bravo), and dual colour-coded centrelines designated 'Blue' and 'Orange' for use by aircraft up to and including ICAO Code C. Pilots are to follow the relevant centreline as instructed by ATC. |
| 3 | Stop bars and runway guard lights (if any) | Stopbars at runway entrance points are in operation H24. |
| 4 | Other runway protection measures | |

| | | |
|---|---|---|
| 5 | Remarks | Some obstacle marking. WDI (LGTD) - 532057.17N 0021651.06W, 532001.19N 0021845.55W, 532122.88N 0021554.81W.<br><br>Pilot attention is drawn to the use of additional paint markings at specified runway entrance and exit points. These markings are provided as an additional measure to raise situational awareness and to reduce the runway incursion risk.<br><br>All Ground Movement is under ATC Control. |

## EGCC AD 2.10 AERODROME OBSTACLES

| In Approach/Take-off areas | | | | | | |
|---|---|---|---|---|---|---|
| **Obstacle ID/ Designation** | **Obstacle Type** | **Obstacle Position** | **Elevation/Height** | | **Obstruction Lighting Type/ Colour** | **Remarks** |
| **1** | **2** | **3** | **4** | | **5** | **6** |
| (EGCC11921) 23R/APPROACH 05L/ TAKE-OFF | TREE | 532157.43N 0021517.15W | 297 FT | 47 FT | No | |
| (EGCC11890) 23R/APPROACH 05L/ TAKE-OFF | TREE | 532152.32N 0021505.65W | 274 FT | 28 FT | No | |
| (EGCC3653) 23R/APPROACH 05L/ TAKE-OFF | RAILWAY GANTRY | 532151.97N 0021516.86W | 257 FT | 12 FT | No | |
| (EGCC1320) 23R/APPROACH 05L/ TAKE-OFF | HOUSE CHIMNEY | 532149.90N 0021529.73W | 285 FT | 35 FT | Yes Red | |
| (EGCC9388) 23R/APPROACH 05L/ TAKE-OFF | FENCE | 532147.73N 0021528.60W | 260 FT | 12 FT | No | |
| (EGCC11967) 23L/APPROACH 05R/ TAKE-OFF | TREE | 532131.18N 0021509.13W | 340 FT | 82 FT | No | |
| (EGCC9493) 23L/APPROACH 05R/ TAKE-OFF | ANTENNA MLAT | 532114.63N 0021542.58W | 303 FT | 46 FT | Yes Red | |
| (EGCC9497) 23L/APPROACH 05R/ TAKE-OFF | TREE | 532113.56N 0021529.29W | 321 FT | 49 FT | No | |
| (EGCC10568) 23L/APPROACH 05R/ TAKE-OFF | ANTENNA MLAT | 532104.06N 0021610.77W | 256 FT | 13 FT | Yes Red | |
| (EGCC11471) 23L/APPROACH 05R/ TAKE-OFF | TREE | 532101.73N 0021600.42W | 293 FT | 39 FT | No | |
| (EGCC8823) 23L/APPROACH 05R/ TAKE-OFF | TREE | 532053.07N 0021625.11W | 248 FT | 36 FT | No | |
| (EGCC12106) 05L/APPROACH 23R/ TAKE-OFF | TREE | 532035.39N 0021759.41W | 234 FT | 42 FT | No | |
| (EGCC8829) 05R/APPROACH 23L/ TAKE-OFF | ANTENNA MLAT | 531947.58N 0021849.14W | 203 FT | 19 FT | Yes Red | |
| (EGCC11411) 05R/APPROACH 23L/ TAKE-OFF | TREE | 531939.34N 0021853.43W | 229 FT | 31 FT | No | |

| In circling area and at aerodrome | | | | | | |
|---|---|---|---|---|---|---|
| **Obstacle ID/ Designation** | **Obstacle Type** | **Obstacle Position** | **Elevation/Height** | | **Obstruction Lighting Type/ Colour** | **Remarks** |
| **1** | **2** | **3** | **4** | | **5** | **6** |
| (EGCC10274) | BUILDING | 532831.76N 0021502.42W | 669 FT | 553 FT | Yes Red | |
| (EGCC10269) | BUILDING | 532818.24N 0021506.01W | 755 FT | 649 FT | Yes Red | |
| (EGCC5626) | ATC AERIAL | 532127.73N 0021646.42W | 436 FT | 209 FT | Yes Red | |
| (EGCC2377) | PYLON | 532013.41N 0022002.98W | 284 FT | 154 FT | No | |
| (EGCC2135) | PYLON | 531937.68N 0021754.52W | 355 FT | 161 FT | No | |
| (EGCC2607) | PYLON | 531905.20N 0021705.85W | 396 FT | 173 FT | No | |
| (EGCC2396) | CHIMNEY | 531901.96N 0021939.67W | 326 FT | 158 FT | No | |

## EGCC AD 2.11 METEOROLOGICAL INFORMATION PROVIDED

| | | |
|---|---|---|
| 1 | Associated MET Office | MET OFFICE EXETER |
| 2 | Hours of service<br>MET Office outside hour | H24 |
| 3 | Office responsible for TAF preparation<br>Periods of validity | MET OFFICE EXETER<br>30 Hours |
| 4 | Trend forecast<br>Interval of issuance | TREND<br>30 minutes. |
| 5 | Briefing/consultation provided | Self-briefing via handling agent. |
| 6 | Flight documentation<br>Language(s) used | Charts abbreviated plain language text. TAFs/METARs.<br>English. |
| 7 | Charts and other information available for briefing or consultation | Available on the Met Office website, www.metoffice.gov.uk/aviation. |
| 8 | Supplementary equipment available for providing information | Manchester ATIS available by telephone: 0161-209 2860. |
| 9 | ATS units provided with information | MANCHESTER |
| 10 | Additional information (limitation of service, etc.) | Current weather on ATIS. |

## EGCC AD 2.12 RUNWAY PHYSICAL CHARACTERISTICS

| Designations RWY Number | True bearing | Dimensions of RWY | Surface of RWY/ SWY/ Strength | THR co-ordinates/ THR Geoid undulation | THR elevation/ Highest elevation of TDZ of precision APP RWY | Slope of RWY/ SWY |
|---|---|---|---|---|---|---|
| **1** | **2** | **3** | **4** | **5** | **6** | **7** |
| 05L | 051.06° | 3048 x 45 M | RWY surface: Concrete and asphalt, Non grooved<br>PCN 94/F/C/W/T | 532051.20N<br>0021715.95W<br>167.3 FT | THR 211.8 FT<br>TDZ 225.5 FT | 05L - 0.49% Up<br>23R - 0.49% Down |
| 23R | 231.09° | 3048 x 45 M | RWY surface: Concrete and asphalt, Non grooved<br>PCN 94/F/C/W/T | 532140.75N<br>0021533.41W<br>167.2 FT | THR 249.1 FT<br>TDZ 257.1 FT | 05L - 0.49% Up<br>23R - 0.49% Down |
| 05R | 051.04° | 3050 x 45 M | RWY surface: Concrete and asphalt, Grooved<br>PCN 79/F/C/W/T | 531955.11N<br>0021838.38W<br>167.3 FT | THR 186.3 FT<br>TDZ 186.8 FT | 05R - 0.46% Up<br>23L - 0.48% Down |
| 23L | 231.07° | 3050 x 45 M | RWY surface: Concrete and asphalt, Grooved<br>PCN 79/F/C/W/T | 532053.35N<br>0021637.95W<br>167.3 FT | THR 227.0 FT<br>TDZ 227.0 FT | 05R - 0.46% Up<br>23L - 0.48% Down |

| SWY Dimensions | Clearway Dimensions | Strip Dimensions | RESA Dimensions, Overshoot / Undershoot | Location/ description of arresting system | OFZ | Remarks |
|---|---|---|---|---|---|---|
| **8** | **9** | **10** | **11** | **12** | **13** | **14** |
| | 215 x 150 M | 3168 x 280 M | 240 x 90 M<br>- | | | RWY 05L<br><br>Landing threshold displaced by 427 M.<br><br>05L/23R Runway shoulders are widened to 23 M each side giving a total paved width of 91 M.<br><br>05L/23R has a turning circle at the northeastern end, abeam Link Juliet, for use by aircraft up to A380.<br><br>All turning circles have unlit painted centre-line and blue edge lighting beyond runway edges. Aircraft should follow the painted centre-line in a clockwise direction, unless directed otherwise by ATC.<br><br>Strip Dimensions:<br>280 M wide over full length extending to 60 M beyond each end of pavement.<br><br>OFZ: Yes. |

| SWY Dimensions | Clearway Dimensions | Strip Dimensions | RESA Dimensions, Overshoot / Undershoot | Location/ description of arresting system | OFZ | Remarks |
|---|---|---|---|---|---|---|
| 8 | 9 | 10 | 11 | 12 | 13 | 14 |
| | 300 x 150 M | 3168 x 280 M | 240 x 90 M<br>- | | | RWY 23R<br><br>Landing threshold displaced by 183 M.<br><br>05L/23R Runway shoulders are widened to 23 M each side giving a total paved width of 91 M.<br><br>05L/23R has a turning circle at the northeastern end, abeam Link Juliet, for use by aircraft up to A380.<br><br>The last quarter of Runway 23R has a downslope of 0.88%.<br><br>All turning circles have unlit painted centre-line and blue edge lighting beyond runway edges. Aircraft should follow the painted centre-line in a clockwise direction, unless directed otherwise by ATC.<br><br>Strip Dimensions:<br>280 M wide over full length extending to 60 M beyond each end of pavement.<br><br>OFZ: Yes. |
| | 300 x 150 M | 3320 x 280 M | 351 x 90 M<br>- | | | RWY 05R<br><br>05R/23L has one turning circle at 1820 M from 23L threshold for use by aircraft up to B767. All turning circles have unlit painted centre-line and blue edge lighting beyond runway edges. Aircraft should follow the painted centre-line in a clockwise direction, unless directed otherwise by ATC.<br><br>Strip Dimensions:<br>280 M wide over full length from 60 M beyond end of pavement, except between links Victor Alpha and Tango where strip narrows to 56 M on the southern side of Runway 23L starter extension only.<br><br>OFZ: Yes. |
| | 300 x 150 M | 3320 x 280 M | 242 x 90 M<br>- | | | RWY 23L<br><br>Landing threshold displaced by 186 M.<br><br>Starter extension of 150 x 30 M. Hard shoulder width at starter extension is 15 M. Hard inner shoulders along full length of Runway 05R/23L have a width of 7.5 M and a PCN of 42/R/C/W/T. A stabilised grass outer shoulder is prepared to a width of 7.5 M along the full length of the runway.<br><br>05R/23L has one turning circle: At 1820 M from 23L threshold for use by aircraft up to B767. All turning circles have unlit painted centre-line and blue edge lighting beyond runway edges. Aircraft should follow the painted centre-line in a clockwise direction, unless directed otherwise by ATC.<br><br>Strip Dimensions:<br>280 M wide over full length from 60 M beyond end of pavement, except between links Victor Alpha and Tango where strip narrows to 56 M on the southern side of Runway 23L starter extension only. |

→

## EGCC AD 2.13 DECLARED DISTANCES

| Runway designator | TORA | TODA | ASDA | LDA | Remarks |
|---|---|---|---|---|---|
| 1 | 2 | 3 | 4 | 5 | 6 |
| 05R | 3047 M | 3347 M | 3047 M | 2864 M | |
| 23L | 3200 M | 3500 M | 3200 M | 2864 M | Using 150 M starter extension TORA of 3200 M and TODA of 3500 M available. Use Taxiway T for access. |
| 23L | 2202 M | 2502 M | 2202 M | | Take-off from intersection at Taxiway Victor Delta. |
| 23L | 3121 M | 3421 M | 3121 M | | Take-off from intersection at Taxiway Victor Alpha. |
| 23L | 2954 M | 3254 M | 2954 M | | Take-off from intersection at Taxiway Victor Bravo. |
| 23L | 2848 M | 3148 M | 2848 M | | Take-off from intersection at Taxiway Uniform. |
| 23L | 2504 M | 2804 M | 2504 M | | Take-off from intersection at Taxiway Victor Charlie. |
| 05L | 3014 M | 3229 M | 3014 M | 2587 M | |
| 23R | 2897 M | 3197 M | 2897 M | 2714 M | |
| 05L | 2771 M | 2987 M | 2771 M | | Take-off from intersection at Taxiway Alpha Golf. |
| 05L | 2433 M | 2648 M | 2433 M | | Take-off from intersection at Taxiway Alpha Foxtrot. |
| 05L | 2037 M | 2252 M | 2037 M | | Take-off from intersection at Taxiway Bravo. |
| 23R | 2567 M | 2867 M | 2567 M | | Take-off from intersection at Taxiway Mike. |
| 23R | 2120 M | 2420 M | 2120 M | | Take-off from intersection at Taxiway Hotel. |

## EGCC AD 2.14 APPROACH AND RUNWAY LIGHTING

| RWY | Approach lighting Type/ Length/ Intensity | Threshold lighting Colour/Wing bars | VASIS/ MEHT/ PAPI/ PAPI Dist from THR | TDZ, lighting Length | Runway Centre Line lighting Length/ Spacing/ Colour/ Intensity | Runway edge lighting Length/ Spacing/ Colour/ Intensity | Runway end lighting Colour/ Wing bars | Stopway lighting Length/ Colour | Remarks |
|---|---|---|---|---|---|---|---|---|---|
| 1 | 2 | 3 | 4 | 5 | 6 | 7 | 8 | 9 | 10 |
| 05L | Coded centre-line with five crossbars.<br>Supplementary lighting inner 300 M.<br>914 M<br>Light intensity high | Green<br>Light intensity high<br>With flush HI Green wingbars | PAPI<br>Right/3°<br>62 FT<br>325 M from displaced threshold | 900 M | Colour coded<br>15 M spacing<br>Light intensity high | Bi-directional<br>Flush fitted<br>60 M spacing<br>Light intensity high | Red | | |
| 23R | Coded centre-line with five crossbars.<br>Supplementary lighting inner 300 M.<br>914 M<br>Light intensity high | Green<br>Light intensity high<br>With flush HI Green wingbars | PAPI<br>Left/3°<br>60 FT<br>357 M from displaced threshold | 900 M | Colour coded<br>15 M spacing<br>Light intensity high | Bi-directional<br>Flush fitted<br>60 M spacing<br>Light intensity high | Red | | |
| 05R | Coded centre-line with five crossbars.<br>900 M<br>Light intensity high | Green<br>With flush HI green wingbars | PAPI<br>Left/3°<br>66 FT<br>437 M | | Colour coded<br>30 M spacing<br>Light intensity high | Bi-directional<br>Flush fitted<br>Full length<br>61 M spacing<br>White<br>Light intensity high | Red wingbars only | | |

| RWY | Approach lighting Type/ Length/ Intensity | Threshold lighting Colour/Wing bars | VASIS/ MEHT/ PAPI/ PAPI Dist from THR | TDZ, lighting Length | Runway Centre Line lighting Length/ Spacing/ Colour/ Intensity | Runway edge lighting Length/ Spacing/ Colour/ Intensity | Runway end lighting Colour/ Wing bars | Stopway lighting Length/ Colour | Remarks |
|---|---|---|---|---|---|---|---|---|---|
| 1 | 2 | 3 | 4 | 5 | 6 | 7 | 8 | 9 | 10 |
| 23L | Coded centre-line with five crossbars.<br>900 M<br>Light intensity high | Green<br>Light intensity high<br>With flush HI green wingbars | PAPI<br>Left/3°<br>75 FT<br>561 M from displaced threshold | | Colour coded<br>30 M spacing<br>Light intensity high | Bi-directional<br>Flush fitted<br>Full length 61 M spacing<br>White<br>Light intensity high | Red | | |

## EGCC AD 2.15 OTHER LIGHTING, SECONDARY POWER SUPPLY

| | | |
|---|---|---|
| 1 | ABN/IBN location, characteristics and hours of operation | |
| 2 | LDI location and lighting<br>Anemometer location and lighting | Anemometer: 23R - 532130.48N 0021544.16W (LGTD), 23L - 532043.10N 0021648.99W (LGTD), 05L - 532054.33N 0021659.67W (LGTD), 05R - 531959.29N 0021819.60W. |
| 3 | TWY edge and centre line lighting | CL: Yes, except Taxiways Quebec and November-Charlie.<br><br>EDGE: Yes, except Taxiways Quebec and November-Charlie. Blue edge lighting provided on selected taxiways. |
| 4 | Secondary power supply/switch-over time | Yes/1 second. |
| 5 | Remarks | Obstacle lighting. Apron Floodlighting. |

## EGCC AD 2.16 HELICOPTER LANDING AREA

| | | |
|---|---|---|
| 1 | Coordinates TLOF or THR of FATO, geoid undulation | |
| 2 | TLOF and/or FATO elevation | |
| 3 | TLOF and FATO area dimensions, surface, strength, marking, lighting | |
| 4 | True BRG of FATO | |
| 5 | Declared distance available | |
| 6 | APP and FATO lighting | |
| 7 | RMK | See AD 2.20, paragraph 5. |

## EGCC AD 2.17 AIR TRAFFIC SERVICES AIRSPACE

| Designation and lateral limits | Vertical Limits | Airspace Class | ATS unit callsign/ language | Transition Altitude | Hours of applicability | Remarks |
|---|---|---|---|---|---|---|
| 1 | 2 | 3 | 4 | 5 | 6 | 7 |
| MANCHESTER CTR<br>533430N 0020400W - 532730N 0015400W - 531616N 0020131W - 531055N 0022207W - 531050N 0022814W - 531255N 0023000W - 532141N 0023000W - 532638N 0022258W - 533430N 0020400W | Upper limit: 3500 FT ALT<br>Lower limit: SFC | D | MANCHESTER RADAR<br>English | 5000 FT | | To operate UAS above 400 FT AGL within this area, UAS operators are required to notify NATS via the NATS Non-Standard Flight (NSF) Portal. UAS operators are required to notify NATS at least 14 days before the date of each activity. |
| MANCHESTER ATZ<br>A circle, 2.5 NM radius, centred at 532113N 0021630W on longest notified runway (05L/23R) | Upper limit: 2000 FT AGL<br>Lower limit: SFC | D | MANCHESTER RADAR<br>English | 5000 FT | | |

# EGCC AD 2.18 AIR TRAFFIC SERVICES COMMUNICATION FACILITIES

| Service Designation | Callsign | Channel/ Frequency(MHz) | SATVOICE number(s) | Logon Address | Hours of Operation | Remarks |
|---|---|---|---|---|---|---|
| 1 | 2 | 3 | 4 | 5 | 6 | 7 |
| APP | MANCHESTER DIRECTOR | 121.355 DOC 25 NM/ 10,000 FT. | | | As Directed by ATC | ATZ hours coincident with Approach hours. |
| | MANCHESTER RADAR | 118.580 DOC 40 NM/ 15,000 FT. | | | H24 | |
| | | 135.005 DOC 40 NM/ 15,000 FT. | | | As Directed by ATC | |
| TWR | MANCHESTER DELIVERY | 121.705 Departing aircraft are to make initial call on 121.705 MHz to 'Manchester Delivery' or 'Manchester Ground' as appropriate. | | | 0630-2200 (0530-2100). | |
| | MANCHESTER GROUND | 121.855 DOC 5 NM/GND. | | | 0630-2200 (0530-2100). | |
| | MANCHESTER TOWER | 118.630 DOC 25 NM/ 10,000 FT. | | | H24 | |
| | | 119.405 DOC 25 NM/ 10,000 FT. | | | H24 | |
| TWR | MANCHESTER GROUND | 121.705 Departing aircraft are to make initial call on 121.705 MHz to 'Manchester Delivery' or 'Manchester Ground' as appropriate. | | | 2200-0630 (2100-0530). | |
| ATIS ARR | MANCHESTER INFORMATION | 113.550 DOC 60 NM/ 20,000 FT. Broadcast on Manchester VOR. | | | H24 | |
| | | 128.180 DOC 60 NM/ 20,000 FT. | | | H24 | |
| ATIS DEP | MANCHESTER DEPARTURE INFORMATION | 121.980 DOC 5 NM/GND. | | | H24 | Also available by telephone: 0161-209 2860.<br><br>ATIS broadcast does not include NOTAM information and should not be solely relied upon for flight planning purposes. |
| OTHER | MANCHESTER FIRE | 121.600 Non-ATS frequency. | | | Available when Fire vehicle on the ground attending aircraft in an emergency. | |

# EGCC AD 2.19 RADIO NAVIGATION AND LANDING AIDS

| Type of Aid CAT of ILS/MLS MAG Var/VOR Declination | Ident | Frequency | Hours of Operation | Position of transmitting antenna coordinates | Elevation of DME transmitting antenna | Remarks |
|---|---|---|---|---|---|---|
| 1 | 2 | 3 | 4 | 5 | 6 | 7 |
| ILS/LOC<br>III<br>0.46°E (2027) | IMM | 109.500 MHz | HO | 532149.89N<br>0021514.48W | | (RWY 05L) |
| ILS/GP | IMM | 332.600 MHz | HO | 532053.81N<br>0021700.07W | | 3° ILS Ref Datum Hgt 57 FT. |
| ILS/LOC<br>I<br>0.46°E (2027) | IMC | 111.550 MHz | HO | 532105.47N<br>0021612.88W | | (RWY 05R) |
| ILS/GP | IMC | 332.750 MHz | HO | 531958.46N<br>0021820.71W | | 3° ILS Ref Datum Hgt 50 FT. |
| ILS/LOC<br>III<br>0.45°E (2027) | INN | 109.500 MHz | HO | 532026.53N<br>0021806.96W | | (RWY 23R)<br>False Localiser Capture may be experienced when approaching RWY 23R from the North and South. |
| ILS/GP | INN | 332.600 MHz | HO | 532131.24N<br>0021542.66W | | 3° ILS Ref Datum Hgt 55 FT. |
| DME | IMC | 52Y<br>111.550 MHz | HO | 531958.58N<br>0021820.74W | 200 FT | |
| DME | IMM | 32X<br>109.500 MHz | HO | 532111.40N<br>0021623.01W | 264 FT | (RWY 05L)<br>Range 15 NM.<br>Zero range indicated at THR of runway in use.<br>DME freq paired with ILS I-MM and I-NN. |
| DME | INN | 32X<br>109.500 MHz | HO | 532111.40N<br>0021623.01W | 264 FT | (RWY 23R)<br>Range 15 NM.<br>Zero range indicated at THR of runway in use.<br>DME freq paired with ILS I-MM and I-NN. |
| VOR/DME<br>0.46°E (2027)<br>0.1°E (2022) | MCT | 82Y<br>113.550 MHz | H24<br>Hours of operation for aerodrome purposes: HO | 532125.29N<br>0021544.24W | 280 FT | VOR DOC: 20 NM/50,000 FT (25 NM/ 50,000 FT in Sector R250-355). DME DOC: 90 NM/50,000 FT. |
| VOR/DME<br>0.69°E (2027)<br>0.4°E (2025) | TNT | 104X<br>115.700 MHz | H24 | 530314.23N<br>0014011.90W | 994 FT | RNAV substitution only.<br>VOR DOC: 20 NM/50,000 FT (40 NM/ 50,000 FT in Sector R100-205). DME DOC: 80 NM/50,000 FT (100 NM/ 50,000 FT in Sector R300-000). |

# EGCC AD 2.20 LOCAL AERODROME REGULATIONS

## 1 AIRPORT REGULATIONS

a) Use governed by regulations applicable to Manchester CTR.
b) All aircraft inbound to Manchester are to report aircraft type, latest ATIS received and cleared level on first contact with Manchester Approach.
c) All flights are at all times subject to PPR. The filing of a flight plan with NATS Ltd does not constitute permission to use Manchester Aerodrome.
d) Available H24, subject to the procedure and requirements listed at paragraph (f).
e) Subject to paragraph g Operators of General and Business Aviation aircraft may only operate it they obtain permission to do so from the aerodrome operator in advance of each movement.
f) Applications for prior permission and runway slots should be addressed as follows:

i. All requests for slots during office hours (0900-1700 (0800-1600)) are to be directed to Airport Co-ordination Ltd (ACL) Tel: 0161-493 1850/1851/1852, E-mail: manchester@acl-uk.org, SITA: LONACXH;
ii. Slots outside office hours can be requested from Manchester Airport Plc, Airfield Operations, Tel: 0161-489 3657.

These applications must include the following information:

1. Aircraft Owner/Operator;
2. aircraft type and registration;
3. flight number (if applicable);
4. Requested time of arrival and departure at Manchester;
5. Nominated handling agent at Manchester.

g) Diversion Procedure — All operators are advised that before filing Manchester as an alternate, they are required to have made arrangements for ground handling; this arrangement is subject to the agreement of the Airport Management. Nothing in this procedure shall, however, prevent an aircraft that has declared an emergency from landing.
h) Fixed Electrical Ground Power must be used wherever available and serviceable. Use of GPU and APU should be limited to minimise environmental impact.
i) Due to aerodrome capacity and associated works in progress, operators of aircraft with wingspan greater than 36 M (ICAO Code D, E and F) scheduled to arrive between 0300 (0200) and 0800 (0700) are advised to plan for arrival in accordance with scheduled in blocks time (SIBT). Aircraft estimated to arrive before SIBT may be subject to extended air and ground holding delays.

## 2 GROUND MOVEMENT

a) All surface movement of aircraft, vehicles and persons on the Manoeuvring area is subject to ATC authority.
b) Start-Up Procedures.

i. ATC are responsible for clearance delivery.
ii. Pilots are requested to call Manchester Delivery for ATC clearance (stating aircraft type, stand number and code letter of latest ATIS received) at least 10 minutes, but not more than 15 minutes before start-up to allow for departure data to be processed.
iii. Start up and push-back clearance is given by Ground Movement Control. **Start-up approval does not imply approval to push-back**.
iv. Pilots are required to inform Clearance Delivery when ready to start. Aircrew shall include their cleared departure SID in this call.
v. When requesting start-up or push-back pilots should give the full call sign, type and stand number. Aircraft must be ready in all respects to start and if necessary push-back before calling on the appropriate frequency. **Pilots should only request push-back when they are actually ready to do so**.
vi. When requesting push-back clearance, pilots are to inform ATC if headset communication with ground crew is not established. Push back clearance must not be requested until the ground crew has confirmed to the flight deck that the aircraft is closed up and the tug is manned and fully ready to move.
vii. If within 30 minutes of a previously issued CTOT the flight is unable to comply with that CTOT, the pilot should advise Manchester Delivery as soon as possible.
viii. Pilots are advised that delays in excess of 10 minutes can be expected at the Holding Point during busy morning and evening periods. Sufficient time should be allowed for start, push-back and taxi to take account of such a delay especially if to comply with an CTOT.

c) **Manchester Delivery.**

i. Manchester Delivery will be responsible for passing ATC clearance to aircraft prior to start-up. **Push-back approval will only be given on the GMC frequency;**
ii. Pre-departure clearance by datalink is available at Manchester for suitably equipped aircraft. For further information contact ATC Operations, Tel: +44-(0)161-209 2825.

d) **Ground Movement Control (GMC)** will be responsible for:

i. the surface movement of all aircraft on the manoeuvring area excluding the runway(s) in use;
ii. issuing start-up and push-back/taxi clearance within the apron areas;
iii. the control of arriving aircraft after they leave the runway(s) in use, except in the case of landing on Runway 05R when aircraft will be transferred to Manchester Tower on 118.630 MHz for crossing Runway 05L;
iv. Communicating allocated parking stand number.

e) **Push-back Procedures**.

i. All aircraft making requests for taxiing or towing clearance on the GMC frequency should state their location in the initial call.
ii. Aircraft requesting push-back must be in direct communication with the tug crew, via a headset person. Aircraft must inform ATC if they have no direct communication with a headset person.
iii. Aircraft will not be permitted to reverse off pier-served stands under their own power. Aircraft may be permitted to reverse off remote stands at the discretion of the aerodrome authority. Permission must be obtained from the Airfield Duty Manager (Ext. 3331) via ATC prior to manoeuvre.
iv. Aircraft that require to depart from T1 on Runway 23L for performance reasons must inform Manchester Delivery prior to requesting push-back.

f) **Push and Park Procedures**.

i. A policy is in force at Manchester where flights subject to en-route ATC delays may request, or may be required, to push off stand and re-position at a remote location awaiting CTOT.
ii. Airlines must co-ordinate push and park requests via Handling Agent, who must liaise with Airfield Control (telephone (0)161 489 3695).
iii. Requests to push and park are to be made on the Clearance Delivery frequency.

iv. ATC clearance for push and park manoeuvre will be given on the GMC frequency to the tug crew and not to the flight deck crew. Flight deck crew should monitor GMC frequency and note the instructions given.
v. Remote locations for push and park are limited and subject to the conditions stated in the Manchester Airport Aerodrome Manual.
vi. When in position at the remote location flight crew must monitor Clearance Delivery frequency.
vii. Aircraft may taxi away from a remote parking location with caution and using minimum power.

g) **Push and Hold Procedures**.

i. A policy is in force at Manchester where flights subject to en-route ATC delays may request, or may be required, to push off stand and re-position at a remote location awaiting CTOT.
ii. Airlines must co-ordinate push and hold requests via Handling Agent, who must liaise with Airfield Control (telephone (0)161-489 3695).
iii. Requests to push and hold are to be made on the Clearance Delivery frequency.
iv. ATC clearance for push and hold manoeuvre will be given on the GMC frequency to the flight deck crew. Flight deck crew should monitor GMC frequency and note the instructions given.
v. Remote locations for push and hold are limited and subject to the conditions stated in the Manchester Airport Aerodrome Manual.
vi. When in position at the remote location flight crew must monitor Clearance Delivery frequency.
vii. Aircraft may taxi away from a remote parking location with caution and using minimum power.

h) **Ground Movement Restrictions**.

i. Vehicular traffic operating on apron roadways to the rear of aircraft stands, parallel to taxi-lanes. Distance from taxi-lane centre-line to roadway varies between 34 M and 38.5 M for Code E taxi-lanes, the closest being alongside Taxiways J, L and R. There are also several roadway crossings of taxi-lanes (vehicular traffic on these roadways is not under ATC control but is required to give way to aircraft. Pilots should be aware of the proximity of road traffic whilst manoeuvring around the apron taxi-lanes).
ii. Taxiways Quebec and November-Charlie will be used during peak movement rates. In darkness or if Low Visibility Procedures are in force a ‘Follow-Me’ will be provided.
iii. Taxiway Golf, east of Stand 55 is restricted to aircraft with a maximum wingspan of 36 M.
iv. AN-124 aircraft will be provided with wing-tip escort vehicles on taxiways northside of Runway 05L/23R.
v. Pilots of long-wheelbase aircraft such as B777-300 and A340-600 should exercise caution when negotiating taxiway curves and intersections as main-gear to pavement edge clearance may be limited.
vi. A380 aircraft – Taxiway routes available to A380 are shown on aerodrome chart AD 2-EGCC-2-3, marked in yellow. Reduced taxiway centre-line to object clearance of 49 M applies along Taxiways Alpha and Juliet (between J1 and J4).
vii. Taxiways November-Alpha Blue, November-Alpha Orange, November-Bravo Blue, November-Bravo Orange, Zulu-Blue and Zulu-Orange are restricted to aircraft with maximum wingspan of 36 M or less.

i) **Ground Manoeuvring Restrictions**.

i. ATC instructions will normally specify the taxi route to be followed. This does not necessarily guarantee clearance from other aircraft, vehicles and obstructions on the manoeuvring area.
ii. Pilots are reminded of the need to exercise caution on wingtip clearances from other aircraft when manoeuvring in close proximity on the ground. Particular care should be taken in the runway holding areas and at runway crossing points.
iii. B777, A340-600 and A380 aircraft are prohibited from using Taxiway Lima.
iv. Pilots are reminded not to cross red stop bars unless authorised to do so by ATC.
v. It is the Commander's responsibility not to accept an ATC clearance into an area not approved for the type of aircraft.

j) **Aircraft Blast Warnings**.

i. Jet aircraft are to engage minimum power when using Taxiways Alpha, Bravo and Papa (vicinity of holding position P1) due to the proximity of light aircraft operations in this area.
ii. Aircraft using Taxiways Lima, November-Alpha and November-Bravo are to use minimum power.
iii. Minimum power to be used by outbound aircraft using Taxiway November-Delta between holding position ND2 and abeam Stand 32 (Pier C).

k) **General Apron Safety**.

i. The wearing of high visibility clothing by all employed on the apron areas, including flight crew and flight attendants is mandatory.

l) **Operational Towing**.

i. It may not be recommended by aircraft manufacturers to conduct ‘operational towing’. Operational towing is described as manoeuvring an aircraft under tow (with or without tow bar) that contains passengers, cargo or fuel. Airline operators shall satisfy themselves that operational towing can be conducted on their aircraft and ensure any restrictions to undertake towing manoeuvres are communicated to the relevant ground handling agent and Manchester Airport. It remains the airline operator’s responsibility to assess the risks posed to its aircraft associated with any push-back or towing procedures.

m) **De-icing**.

i. Manchester has three remote de-icing pads:

1. Taxiway November-Charlie between Taxiways November-Delta and Echo, controlled by Maverick, which can accommodate up to a maximum 1 x B757 aircraft.

2. Taxiway Bravo between Intermediate Holding Positions B4 and B5, controlled by Iceman, which can accommodate up to a maximum 1 x B757 aircraft.
3. Taxiway Juliet between Intermediate Holding Position J2 and Runway Holding Position J1, controlled by Goose, which can accommodate 1 x Code E aircraft.

ii. Aircraft intending to use the remote de-icing pad will inform delivery on frequency 121.705 MHz when they request start-up.
iii. De-icing of aircraft is performed with engines running.
iv. Propeller aircraft are de-iced on the apron ramp. De-icing is performed with engines switched off.
v. The ATC frequency 121.855 MHz has to be monitored during de-icing on Taxiway November-Charlie and Taxiway Bravo.
vi. Due to its proximity to the runway, the ATC frequency 118.630 MHz has to be monitored during de-icing on Taxiway Juliet.

n) **Surface Movement Radar.**

i. Manchester Airport is equipped with an advanced surface movement radar utilising Mode-S.
ii. Aircraft operators intending to use Manchester Airport should ensure that Mode-S transponders are able to operate when the aircraft is on the ground.
iii. Flight crew should select XPNDR or the equivalent according to specific installation, AUTO if available, not OFF or STDBY, and the assigned Mode-A code:

1. From the request for push back or taxi, whichever is earlier.
2. After landing, continuously until the aircraft is fully parked on stand.

iv. After parking the Mode-A code 2000 must be set before selecting OFF or STD BY.
v. Flight crew of aircraft equipped with Mode-S having an aircraft identification feature should also set the aircraft identification. This setting is the aircraft identification specified in Item 7 of the ICAO ATC Flight Plan. The aircraft identification should be entered from the request for pushback or taxi, whichever is earlier, through the FMS or the Transponder Control Panel.

## 3 CAT II/III OPERATIONS

a) Runways 05L and 23R, subject to serviceability of the required facilities are suitable for Category II and III operations. However due to terrain profile, 05L Category II approaches may only be made by aircraft in ICAO Category A and B (VAT no greater than 120 KT) and when the ILS status is Category III.
b) During Category ll and lll operations, special ATC procedures (ATC Low Visibility Procedures) will be applied. Pilots will be informed when these procedures are in operation by Arrival and Departure ATIS or by RTF.
c) Departing Aircraft: ATC will require departing aircraft to use the following runway holding points:

Runway 05L - Alpha 1, Alpha-Golf 1, Alpha Foxtrot 1.
Runway 23R - Juliet 1, Mike 1.

d) Arriving Aircraft: All appropriate runway exits will be illuminated, and pilots should select the first convenient exit. Pilots are to delay the call 'runway vacated' until the aircraft has completely passed the end of the green/yellow colour coded taxiway centre-line lights. These lights denote the extent of the ILS Localizer sensitive area. Surface Movement Radar (SMR) is available to monitor pilot ‘runway vacated’ reports.
e) Taxiways lit stopbar block-to-block aircraft separation in operation at or below IRVR 200 M.
f) When Low Visibility Procedures are in force a much reduced landing rate can be expected due to the requirement for increased spacing between arriving aircraft. In addition to the prevailing weather conditions such factors as equipment serviceability may also have an effect on actual landing rates. For information and planning purposes, the approximate landing rates that can be expected are:

| IRVR (m) | Approximate Landing Rate |
|---|---|
| Between 1000 and 600 | 20 |
| Between 600 and 400 | 12 |
| Less than 400 | 10 |

## 4 WARNINGS

a) Flocks of up to 100 racing pigeons may be encountered flying across the airfield below 100 FT during the racing season, April - September.
b) Pilots of aircraft equipped with radio altimeters are warned that such altimeters may show large height fluctuations when approaching to land on Runway 05L due to the aircraft flying over the Bollin Valley at the south western end of the runway.
c) 4 high visibility bright lights from golf driving range. 1500 M left of threshold of Runway 23R. (SS-2130 (SS-2030)).
d) Pilots are warned, when landing on Runway 23R in strong north westerly winds, of the possibility of turbulence and large windshear effects.
e) For wildlife hazard management purposes, a bird scaring laser is deployed and utilised by the Airside Operations team.

## 5 HELICOPTER OPERATIONS

a) All rotary-wing aircraft will be treated as fixed wing operations and will be instructed to land and take-off on a runway. Aircraft unable to ground-taxi will be escorted by an Airfield Operations vehicle whilst in the hover.

## 6 USE OF RUNWAYS

a) General operating principles for two runway segregated operations. The two runways at Manchester are 390 M apart and staggered by 1850 M in order to comply with ICAO rules for Simultaneous Operations on parallel or near-parallel Instrument Runways (SOIR). Therefore in normal operations arrivals can operate independently on one runway whilst departures use the other.

i. Dual runway segregated operations are normally in force during the following periods in Summer: Mon-Fri (0615-2000), Sat (0615-1600) Sun (0615-0930) and (1300-2000). At all other times, single runway, mixed-mode operations are in force using Runway 05L/23R.
ii. Pilots requiring use of Runway 05R/23L for aircraft performance reasons outside dual runway segregated hours should advise ATC at the earliest opportunity. Efforts will be made to make Runway 05R/23L available, however, some delay may be experienced. Returning this runway to service may take in excess of 30 minutes and it should not be assumed to be available as a diversion alternate to Runway 05L/23R.
iii. Due to local planning constraints, Runway 05R/23L is not normally available between the hours of 2200-0600 (2100-0500) daily.

***Note:*** *Pilots are required to read back all ATC 'hold short' instructions.*

b) Pilots should note that Runway 05L/23R has a convex 'hump-backed' profile, the highest point of which is abeam Link Hotel-Zulu. This characteristic has these significant operational implications:

i. When lined up for take-off the full length of the runway surface may not be visible from the flight deck.
ii. When landing on Runway 23R, the apex of the runway lies 700 M into the TDZ. Should the aircraft still be flared beyond this point the runway surface will be falling away at a significant rate, with the risk of a late touchdown.

c) Special runway utilisation procedures are detailed at GEN 3.3.
d) Minimum Runway Occupancy Time.

i. Departures:

1. Whenever possible, cockpit checks should be completed prior to line up and any checks requiring completion whilst on the runway should be kept to the minimum required. Pilots should ensure that they are able to commence the take-off roll immediately after take-off clearance is issued.
2. Wake Vortex Departures: The following Links are considered by ATC to be the same departure points for the purposes of Vortex Wake separation:

| | | | |
|---|---|---|---|
| Runway 23R – | Links Juliet and Mike; | Runway 05L – | Links Alpha and Alpha Golf; |
| Runway 23L – | Links Tango, Victor Alpha and Victor Bravo, or<br>Links Victor Alpha, Victor Bravo and Uniform, or<br>Links Victor Bravo and Uniform. | Runway 05R – | Links Whiskey and Yankee. |

When in receipt of a line-up clearance, the pilot must inform ATC **before** entering the runway if greater wake vortex separation will be required behind the preceding aircraft. Failure to do so may result in additional delay.

ii. Arrivals:

1. Wake Vortex Separation - Arrival: For the purposes of spacing in the approach phase certain aircraft types are classified as Upper Medium and following aircraft will be provided with additional separation. All other 'Medium' aircraft types are classified as Lower Medium. Wake Vortex separations are in accordance with the 5 group scheme.
2. Pilots are reminded that rapid exits from the landing runway enable ATC to apply minimum spacing on final approach that will achieve maximum runway utilisation and will minimise the occurrence of 'go-arounds'. Pilots should pre-plan their landing and roll-out to target the first suitable exit point that provides for a safe and expeditious exit from the runway.

| 23R | BD | AE | AG |
|---|---|---|---|
| Distance from Threshold (M) | 1376 | 1908 | 2574 |
| Design Exit Speed (KTS) | 52 | 52 | N/A |
| ***Note:*** *Landing aircraft are to vacate expeditiously. Arriving aircraft are to ensure fully vacated before stopping. Links P & F are not available as runway exits. Link AG is not a rapid exit taxiway.* | | | |

| 05L | F | H | M |
|---|---|---|---|
| Distance from Threshold (M) | 1447 | 1778 | 2249 |
| Design Exit Speed (KTS) | N/A | N/A | N/A |
| ***Note:*** *Landing aircraft are to vacate expeditiously. Arriving aircraft are to ensure fully vacated before stopping. Link F is available as a runway exit in daylight hours only. Link P is not available as a runway exit. Links F, H and M are not rapid exit taxiways.* | | | |

| 05R | VD | VC | U |
|---|---|---|---|
| Distance from Threshold (M) | 1954 | 2254 | 2738 |

| 05R | VD | VC | U |
|---|---|---|---|
| Design Exit Speed (KTS) | 52 | 52 | N/A |
| ***Note:*** *Landing aircraft are to vacate expeditiously. When applicable, a suitable roll-out speed is to be maintained to RET VD to minimise runway occupancy time. Arriving aircraft are to ensure fully vacated before stopping. Link U is not a rapid exit taxiway.* | | | |

3. Runway 05R arrivals. All aircraft must vacate the runway no later than Victor Bravo and proceed direct to Taxiway Victor. Aircraft remaining on the runway to vacate at Victor Alpha or Tango will infringe the ILS LOC critical area. Similarly, Taxiway Sierra is not to be used.
4. During dual-runway operations, in the event of a blockage/unserviceability on the arrival runway, ATC may offer pilots a visual switch of approach from Runway 23R to 23L, or from Runway 05R to 05L. This will only happen when the landing aircraft is more than 4 NM from touchdown and when visibility is greater than 5 KM.

e) Runway 23R/05L only. The hard shoulders outboard of the runway side stripes have only 25% of the runway bearing strengths and should not be used by aircraft turning on the runway or when backtracking. The grass verges are unstrengthened and when wet unlikely to sustain loads.

## 7 TRAINING

a) Simulated engine failure training is not to be carried out by aircraft departing from Runway 05L/05R.

# EGCC AD 2.21 NOISE ABATEMENT PROCEDURES

## 1 GENERAL

All aircraft inbound or outbound from this airport are required to conform to the following procedures, not withstanding that these may at any time be departed from to the extent necessary for avoiding immediate danger.

a) Every operator of aircraft using the airport shall ensure at all times that aircraft are operated in a manner calculated to cause the least disturbance practicable in areas surrounding the airport.
b) After take-off every jet aircraft shall, in addition to complying with the Noise Preferential Routeings specified for each runway, be operated in such a way that it is at a height of not less than 1000 FT AAL, at the point nearest to the relevant noise monitoring terminal (AD 2-EGCC-3-2). Details of noise monitoring locations and performance are obtainable from the Flight Evaluation Unit. Email: flightevaluationunit@magairports.com.
c) Unless otherwise authorised by ATC, aircraft using the ILS in IMC and VMC shall not descend below 2000 FT before intercepting the glidepath, nor thereafter fly below it. An aircraft approaching without assistance from ILS or radar shall follow a descent path which will not result in its being at any time lower than the approach path which would be followed by an aircraft using the ILS glidepath.
d) Every jet aircraft using the airport shall, after take-off or 'go-around', maintain after passing the relevant monitoring point, a rate of climb of at least 500 FT per minute at power settings which will ensure progressively decreasing noise levels at points on the ground under the flight path beyond the monitoring point.
e) For visual approaches, or following a visual circuit, to Runway 23R/23L the following additional limitations apply:

   i. Jet aircraft shall not join the final approach at a height of less than 1500 FT AAL.
   ii. Propeller driven aircraft whose MTWA exceeds 5700 KG shall not join the final approach at a distance of less than 3 NM from the landing threshold and at a height of less than 1000 FT AAL.

f) To minimise disturbance in areas adjacent to the airport, Captains are requested to avoid the use of reverse thrust after landing, consistent with safe operation of the aircraft, especially between 2300-0700 (2200-0600).

## 2 NOISE PREFERENTIAL ROUTES

a) The Noise Preferential Routes specified in the following table are compatible with ATC requirements and the tracks are to be flown by all departing aircraft until the level defined in the table below is reached, except:

   i. Aircraft whose MTWA does not exceed 5700 KG;
   ii. Those aircraft instructed by ATC to make early turns in order to expedite traffic flow, such instructions may be issued during the period 0700-2300 (0600-2200), to propeller aircraft whose MTWA does not exceed 23,000 KG and the following jet aircraft types: All aircraft up to 35,000 KG MTOW plus BAe 146 (Avro RJ Series), CRJ1, CRJ2, CRJ7, CRJ9, EMB-135/145, BD700 Global Express and Gulfstream 5;
   iii. Unless otherwise instructed by ATC or deviations are required in the interests of safety.

The use of these routes is supplementary to noise abatement take-off techniques. After take-off, pilots should ensure that they are at a minimum height of 500 FT AAL before commencing any turn.

| Take-off Runway | ATC Clearance | Procedure | NPR Termination | Take-off Runway | ATC Clearance | Procedure | NPR Termination |
|---|---|---|---|---|---|---|---|
| 05L | Via LISTO | At MCT DME 1.2, turn right onto track 148° MAG. At MCT DME 2.7 turn right onto POL VOR R185. | 5000 FT | 05R | Via LISTO | At MCT DME 1.2, turn right onto POL VOR R185 to LISTO. | 5000 FT |
| | Via ASMIM | At MCT DME 2, turn left onto track 298° MAG towards XOBRO to intercept WAL VOR R079. | 4000 FT | | Via ASMIM | At MCT DME 2, turn left onto track 298° MAG towards XOBRO to intercept WAL VOR R079. | 4000 FT |
| | Via Pole Hill VOR | Straight ahead at not below 757 FT ALT (500 FT AAL), but not before DER, adjust track onto MCT VOR R051. At MCT DME 7 turn left onto POL VOR R179. | 4000 FT | | Via Pole Hill VOR | Straight ahead on MCT VOR R051. At MCT DME 7 turn left onto POL VOR R179. | 4000 FT |
| | Via DESIG | Straight ahead at not below 757 FT ALT (500 FT AAL), but not before DER, adjust track onto MCT VOR R051. At MCT DME 14 turn right onto WAL VOR R079. | 4000 FT | | Via DESIG | Straight ahead on MCT VOR R051. At MCT DME 14 turn right onto WAL VOR R079. | 4000 FT |
| 23R | Via LISTO † | At MCT DME 2 turn left onto track 161° MAG to establish on HON VOR R337. | 5000 FT | 23L | Via LISTO † | At MCT DME 3.2 turn left onto track 154° MAG to establish on HON VOR R337. | 5000 FT |
| | Via EKLAD or KUXEM | At MCT DME 3 turn right onto track 273° MAG to intercept MCT VOR R253. | 3000 FT | | Via EKLAD or KUXEM | At MCT DME 3.2 turn right onto track 284° MAG to intercept MCT VOR R253. | 3000 FT |
| | Via Pole Hill VOR | At MCT DME 3 turn right onto track 343° MAG towards XUMAT. At MCT DME 8 turn right onto POL VOR R218. | 4000 FT | | Via Pole Hill VOR | At MCT DME 3.2 turn right onto track 343° MAG towards XUMAT. At MCT DME 8 turn right onto POL VOR R218. | 4000 FT |
| | Via SONEX | At MCT DME 3 turn right onto track 343° MAG towards XUMAT. At MCT DME 8 turn right onto WAL VOR R079. | 4000 FT | | Via SONEX | At MCT DME 3.2 turn right onto track 343° MAG towards XUMAT. At MCT DME 8 turn right onto WAL VOR R079. | 4000 FT |
| | Via SANBA | At MCT DME 3 turn right onto track 273° MAG. At MCT DME 5 turn left to TABLY to intercept HON VOR R332. | 5000 FT | | Via SANBA | At MCT DME 3.2 turn right onto track 283° MAG. At MCT DME 5 turn left to TABLY to intercept HON VOR R332. | 5000 FT |

† LISTO SIDs only available to:

(aa) Non-Jet aircraft; and

(bb) The following jet aircraft.

All aircraft up to 35,000 KG MTOW, plus Bae 146 (Avro RJ series), Embraer E135, E145, Bombardier CRJ1, CRJ2, CRJ7, CRJ9, BD700 Global Express and Gulfstream 5.

iv. Unless otherwise required by ATC, Runway 23R/23L shall be used for all movements when there is a head wind component and when a tail wind component is not greater than 5 KT on either runway or at 2000 FT.

v. Link Alpha should be used for all jet aircraft and all large propeller-driven aircraft departing from Runway 05L. However, between the hours 0600-2330 (0500-2230) any aircraft may depart from Links AG, AF and B subject to operational requirements by ATC/pilots. Between the hours 2330-0600 (2230-0500), all jet aircraft and large propeller-driven aircraft shall depart from the most westerly link available.

vi. Every aircraft using the airport shall, after take-off, be operated in the quietest possible manner. Aircraft exceeding the following noise levels will be subject to a penalty as detailed in the airport conditions of use.

| Period (local time) | Max level dB(A) |
|---|---|
| 0600 to 0700 | 82 |
| 0700 to 2300 | 90 |
| 2300 to 2330 | 82 |
| 2330 to 0600 | 81 |

vii. These levels shall be recorded at any of the noise monitoring sites as listed in the table below:

| Runway | Site | Latitude | Longitude |
|---|---|---|---|
| 23R | Site 2: Broad Oak Farm | 531916.74N | 0022031.94W |
| 23R | Site 3: Mobberley School | 531907.73N | 0021853.62W |
| 23L | Site 21: Parkgate Industrial Estate | 531851.89N | 0022115.14W |
| 23L | Site 22: Pavement Lane | 531839.28N | 0022017.16W |
| 05L | Site 6: Together Trust | 532301.36N | 0021248.60W |
| 05L | Site 7: Cheadle Catholic School | 532234.36N | 0021236.72W |
| 05R | Site 14: Daisy Bank | 532218.54N | 0021420.05W |

## 3 AIRCRAFT NOISE QUOTA SYSTEM

Manchester Airport operates and manages a Night Noise Quota System, which is based on the CAA Supplement to the UK AIP, pertaining to the Airport Noise Restrictions Notice for London Heathrow, London Gatwick and London Stansted. The quota count value for the take-off and landing by individual aircraft types is shown in the Annexe to the above-mentioned Supplement.

## 4 NIGHT FLIGHTS

a) In the interests of noise abatement, certain restrictions are imposed on night jet flights at this airport; operators concerned are advised to obtain details from the Airfield Operations Duty Manager. The full night noise policy can be found on our website: www.manchesterairport.co.uk/community/environmental-management.

b) Night Jet Restrictions/Allocations

i. Runway 23L/05R will not normally be used between 2200-0600 (2100-0500) except when Runway 23R/05L is closed for maintenance.
ii. Manchester Airport operates a night Jet Policy restricting operations of certain types of aircraft during the periods of 2300-0700 (2200-0600).
iii. The penalty scheme will be administered by a panel set up under the auspices of the Scheduling Committee which includes members of the Airlines Operators Committee and the Airport Authority.
iv. Records of night infringements for this purpose will be available to the co-ordinators at the IATA scheduling conferences for summer seasons.
v. Between the hours of 2300-0700 (2200-0600), visual approaches will not be permitted. Aircraft shall be positioned, by radar, to join the final approach at a distance of not less than 7 NM from touchdown. This restriction does not apply to non-jet aircraft whose MTWA is 5700 KG or below.

c) Operational Restrictions

i. Between 2300-0659 (2200-0559) QC16 and QC8 aircraft will not be allowed to arrive or depart, except in case of emergency or where exempt.
ii. Between 2330-0559 (2230-0459) QC4 aircraft will not be allowed to arrive or depart, except in case of emergency or where exempt.

d) Manchester Airport has strict limits on the numbers of aircraft movements each operational season between the hours of 2330-0600 (2230-0500). To maintain compliance within these limits any arriving aircraft with a scheduled time of 0615 (0515) or later will not be allowed to land until after 0600 (0500), and as such will be subject to airborne holding until a landing time can be achieved of after 0600 (0500).

Departing aircraft with a scheduled time of 0555 (0455) will not be permitted to take-off before 0600 (0500).

## 5 CONTINUOUS DESCENT APPROACHES

Jet and turbo-prop aircraft approaching Manchester Airport are expected to minimise noise disturbance by the use of low power, low drag continuous descent approach procedures. For monitoring purposes, a descent will be deemed to have been continuous provided that no segment of level flight longer than 2.5 NM occurs below 5000 FT QNH and 'level flight' is interpreted as any segment of flight having a height change of not more than 50 FT over a track distance of 2 NM or more, as recorded in the airport noise and track-keeping system.

## 6 ENGINE TESTING

ATC will approve idle ground engine runs. A safety man must be positioned behind the aircraft to warn road traffic. Engine testing above ground idle is subject to the permission of the Airfield Operations Duty Manager and maybe subject to operational restrictions. For further information, please contact the Airport Authority. All engine tests above idle must commence in the Engine Test Bay. Times of operation are 0600-2200 (0500-2100) Monday to Friday and 0730–2200 (0630–2100) Saturday and Sunday. Engine testing on the open airfield will only be allowed for Chapter 3 aircraft between Mon-Fri 0900-1700 (0800-1600); Sat-Sun 0730-2200 (0630-2100). Chapter 4 and 14 aircraft 0600-2200 (0500-2100). Propeller driven aircraft are to be classified as Chapter 3.

## 7 TRAINING FLIGHTS

Training flights by all aircraft shall be subject to the approval of the Airfield Operations Duty Manager.

# EGCC AD 2.22 FLIGHT PROCEDURES

## 1 RADIO COMMUNICATIONS FAILURE PROCEDURE

a) In the event of complete communication failure in an aircraft, the pilot will adopt the appropriate procedures notified at ENR 1.1, Section 3.4.

***Note:*** *No visual signals available at Manchester.*

## 2 PROCEDURES FOR INBOUND AIRCRAFT

a) **Standard Terminal Arrival Routes (STARs)**

i. Standard Arrival routes for aircraft inbound from the airways system will be routed via the Standard Terminal Arrival Routes (STARs) detailed at AD 2-EGCC-7 charts and summarized below.
ii. Where STARs are designated as RNAV1 Only, Non-RNAV 1 aircraft should file the via the existing route structure as featured in the SRD. Non-RNAV1 aircraft should not proceed beyond DAYNE / ROSUN or MIRSI (as appropriate) without ATC clearance.

b) **Clearance to enter the CTR**

i. Aircraft flying the Airways System will be cleared into the CTR without having to request a specific entry clearance.
ii. Aircraft wishing to enter the CTR or TMA under IFR direct from the London FIR must observe the normal procedure for joining Airways at one of the following Reporting Points:

Pole Hill VOR, Wallasey VOR and Whitegate NDB.

iii. Aircraft unable to comply with these procedures because they are not equipped for flight on Airways may, traffic and weather conditions permitting, be cleared to proceed to Manchester or Barton, in accordance with the procedures described at paragraph 5.

c) **Type of Approach**

i. All inbound IFR aircraft will be radar vectored to an ILS approach unless otherwise informed by ATIS/Approach Radar.
ii. Inbound IFR aircraft on STARS must not proceed beyond the end point of the STAR without specific ATC clearance. Inbound holding can be expected during busy periods.

d) **Holding**

i. From the Holding Point aircraft will be directed by Radar Traffic Director to Final Approach.

e) **Approach Procedures under Radar Control to Manchester Airport**

i. When inbound traffic is being sequenced by Radar, that part of the approach between the holding fix and the Final Approach Track (FAT) will be flown under directions from the Radar Controller. Once the aircraft is under Approach Radar Control, changes of heading or level/altitude will be made only on instructions from the Radar Controller except in the case of radio communication failure in the aircraft or at the Radar Unit. When cleared to descend, aircraft should descend at a rate of at least 500 FT per minute.

f) **Detailed Procedures**

i. Pilots should typically expect the following speed restrictions to be enforced: 220 KT from the holding facility during the intermediate approach phase; thereafter, and until established on final approach, the highest possible speed within the band 160-180 KT; when established on the ILS and thereafter until 4DME, 165 KT with a tolerance of +/- 5 KT. These speeds are applied for ATC separation and runway capacity purposes and are mandatory. In the event of a new (non-speed related) ATC clearance being issued (e.g. an instruction to descend on ILS), pilots are not absolved from a requirement to maintain a previously allocated speed. All speed restrictions are to be flown as accurately as possible. Aircraft unable to conform to these speeds should inform ATC and state what speeds will be used. In the interests of accurate spacing, pilots are requested to comply with speed adjustments as promptly as feasible within their own operational constraints, advising ATC if circumstances necessitate a change of speed for aircraft performance reasons. The spacing provided between aircraft will be designed to achieve the maximum runway utilisation within the

parameters of safe separation minima (including vortex effect) and runway occupancy. It is important to the validity of the separation provided that runway occupancy time is kept to a minimum consistent with the prevailing conditions.

ii. When cleared to descend aircraft should descend at a rate of at least 500 FT per minute (whilst above the transition altitude). ATC will advise pilots of an estimate of the track distance to run to touchdown when clearance to descend below the Transition Altitude is given. Further information on the distance from touchdown will be given between this descent clearance and the instruction to turn onto the intercept heading to the ILS Localizer. **Pilots are reminded that due to the high ground east of the Airport, descent below 3000 FT QNH will be in accordance with AD 2-EGCC-5-1**.

g) **Radar Vectoring Procedure for Runway 23R/23L - Manchester Airport ONLY**

i. Speed Limit Point. When Runway 23R/23L is in operation, all traffic inbound to Manchester from the south and southeast at FL 140 or below should be flown at 210 KT (IAS) or less when north of an arc drawn 17 DME from the Trent VOR in sector 300° MAG to 350° MAG unless otherwise authorised by ATC.

ii. IFR traffic entering the Manchester TMA from Controlled Airspace will be cleared initially to not less than 3500 FT QNH, except that descending IFR traffic entering the airspace between the TMA boundary and the boundary of the Radar Vectoring Area (RVA) intercepted between the extended centre-line of Runway 23R/23L and a line drawn 170° MAG from Manchester VOR, will be cleared initially to not less than 4000 FT QNH.

iii. ATC will not clear aircraft for descent below 3500 FT QNH, or 4000 FT QNH as appropriate, until within the RVA.

iv. In certain weather conditions, and perhaps for reasons of safety, pilots may not be able to comply with the speed limits quoted. In such circumstances, they should advise ATC immediately, stating the minimum speed acceptable.

h) **Approach Procedures Without Radar Control**

i. Not available at Manchester.

## 3 PROCEDURES FOR OUTBOUND AIRCRAFT

a) Speed Limit

i. A speed limit of 250 KT applies to all departures whilst flying below FL 100 unless previously removed by ATC.

ii. In certain weather conditions and perhaps for other reasons of safety, pilots may not be able to comply with the speed limit. When such circumstances are anticipated, the pilot should inform ATC when requesting start-up clearance, stating the minimum speed acceptable. In this event, pilots will be informed before take-off of any higher speed limitation. Similarly, should such circumstances arise during flight, the pilot should immediately advise ATC, stating the minimum speed acceptable.

b) Allocation of Cruising Levels

i. When a re-clearance of Altitude/Flight Level is issued after take-off by ATC, it is the responsibility of the pilot to comply with at least the minimum altitudes shown in the SID procedure during the climb to the new assigned Altitude/Flight Level.

ii. Exceptionally, when ATC issue a re-clearance below the final SID altitude pilots must not climb above this revised altitude until further clearance is received. Aircraft on certain SIDs will be required to ‘confidence check’ the departure routing.

c) Communications

i. To reduce flight-deck workload immediately after take-off from Manchester Airport, the appropriate 'Scottish Control' frequency to be used is detailed on the SID Chart. This will enable pilots to pre-select the frequency on an alternative communications channel. **It is essential that the frequency change is not made until instructed to do so by 'Manchester Tower' and the instruction has been acknowledged by the pilot. Due to interaction with go-arounds all departures can expect to stay on Tower frequency until passing 2500 FT.** When the aircraft is not operating on a SID clearance the appropriate 'Scottish Control' frequency to be used, when instructed, will be included in the ATC clearance message.

d) Radio Failure Procedure

i. In the event of complete radio communication failure in an outbound aircraft, the pilot will adopt the appropriate procedure notified at ENR 1.1, Section 3.4.

ii. For the purpose of radio failure, climb to flight-planned level should be commenced after the last position shown in column 4 of the SIDs where an altitude is specified.

## 4 PROCEDURES FOR FLIGHTS BETWEEN MANCHESTER AND LIVERPOOL

a) IFR flights between Manchester and Liverpool Airports will normally be cleared via the appropriate EKLAD or ASMIM (dependent on runway in use) Standard Instrument Departure.

## 5 VFR AND SPECIAL VFR FLIGHTS

a) Special VFR clearance for flights within the Control Zone may be requested and may be given in accordance with rules applicable to Class D airspace.

b) The use of Special VFR clearances is intended to be confined to light aircraft below 5700 KG MTWA which cannot comply with full IFR requirements.

c) VFR clearance in the Control Zone will be given for flights operating in VMC. Routeing instructions and/or altitude restrictions may be specified in order to integrate VFR flights with other traffic. Pilots are reminded of the requirement to remain in VMC at all times and to comply with the relevant parts of SERA and the Rules of the Air Regulations 2015, and must advise ATC if at any time they are unable to comply with the clearance instructions issued.

d) Aircraft operating VFR or Special VFR in the Manchester CTR inbound to Barton (EGCB) must not assume that co-ordination has taken place to allow aircraft to enter the Barton ATZ. Manchester Radar will, whenever possible, permit an aircraft to leave the frequency temporarily to establish two-way communication with Barton. If this is not possible, aircraft must leave the CTR clear of the Barton ATZ and route to Barton from outside controlled airspace.
e) Pilots requiring a VFR or Special VFR clearance to transit the Manchester CTR must remain clear of controlled airspace until a clearance has been obtained by RTF from Manchester Radar.

## 6 VFR AND SPECIAL VFR ROUTES TO/FROM MANCHESTER AIRPORT

a) In order to integrate VFR and Special VFR flights to/from Manchester Airport with the normal flow of IFR traffic, a number of Standard Routes are established along which ATC VFR and Special VFR clearances will be issued subject to the conditions specified above. These routes are defined by prominent ground features (eg Motorways) and are detailed below.
b) In order to reduce RTF congestion of Clearance Delivery frequencies, the standard outbound Visual Routes are allocated Route Designators. Pilots are to ensure that they are familiar with the route alignment and altitude restrictions prior to departure.

**Standard Outbound Visual Routes**

| Exit Point | Runway | Route Designator | Route | Maximum Altitude (QNH) | Remarks |
|---|---|---|---|---|---|
| Thelwall Viaduct VRP | 05L/05R | Thelwall 2 Visual | Cross M56 Motorway. Route north of M56 and leave the CTR via Thelwall Viaduct VRP. | 1300 FT | a) Avoid overflying Lymm.<br>b) Inbound traffic operates south of M56 for RWY 05L and 05R. |
| Macclesfield South VRP | 23R/23L | Macclesfield 1 Visual | Left turn towards Alderley Edge Hill VRP. Route west then south of Alderley Edge Hill and join the Macclesfield Entry/Exit Lane at Prestbury Station. Keep the railway line on the left and leave the CTR via Macclesfield South VRP | 2500 FT (Notes 1, 2 and 6) | a) Maximum altitudes 1500 FT between Manchester and the northern edge of Macclesfield, 2500 FT south of the northern edge of Macclesfield to the CTR Boundary.<br>b) **Warning:** High ground to the east of the Entry/Exit Lane.<br>c) Aircraft may be routed direct from Manchester to Prestbury Station, or via disused Woodford aerodrome.<br>d) Aircraft must not leave the confines of the Entry/Exit Lane without prior co-ordination with ATC.<br>e) **Caution:** Alderley Edge 650 FT AMSL. |

**Standard Inbound Visual Routes**

| Entry Point | Runway | Route Designator | Route | Maximum Altitude (QNH) | Remarks |
|---|---|---|---|---|---|
| Stretton (Disused AD) VRP | 05L/05R | Stretton 1 Visual | From Stretton (Disused AD) VRP, route via M56 Motorway, keeping the Motorway on the left. Join left base Runway 05L. | 1300 FT | a) Outbound traffic operates north of M56.<br>b) Aircraft may be held at Stretton (Disused AD) VRP or Rostherne VRP. |

| Entry Point | Runway | Route Designator | Route | Maximum Altitude (QNH) | Remarks |
|---|---|---|---|---|---|
| Macclesfield South VRP | 23R/23L | Macclesfield 1 Visual | From CTR Boundary east of Macclesfield VRP, route via the Macclesfield Entry/Exit Lane (keeping railway line on left) to disused Woodford Aerodrome. Join left base for Runway 23R/ 23L. | 2500 FT (Notes 1, and 5) | a) Maximum altitudes 2500 FT between CTR Boundary and the northern edge of Macclesfield, 1500 FT north of Macclesfield.<br>b) Aircraft may be held at Hilltop VRP, which is defined as the open area 1 NM North West of the disused Woodford aerodrome factory. Pilots must hold by visual reference to ensure that the holding pattern does not deviate to the north, which would come into conflict with Runway 23R final instrument approach, particularly in a southerly wind.<br>c) When Runway 23L is in use as the landing runway, Hilltop VRP will not be used. VFR inbound aircraft can expect to hold overhead disused Woodford aerodrome.<br>d) Pilots should contact Manchester Radar initially on 118.580 MHz.<br>e) **Warning:** High ground to the east of the Entry/Exit Lane.<br>f) Aircraft must not leave the confines of the Entry/Exit Lane without prior co-ordination with ATC.<br>g) Aircraft experiencing a radio failure **inbound** to Manchester whilst in the Macclesfield Entry/Exit Lane, or holding at Hilltop, are to carry out the Radio Communication Failure procedure detailed at ENR 1-2-2, paragraph 2.9<br>***Note:*** *No visual signals available at Manchester.* |

## 7 EGR323 NORTH WEST TRANSIT CORRIDOR

a) The EGR323 North West Transit Corridor lies immediately to the west of the Manchester CTR and beneath Manchester CTA airspace. EGR323 procedures are described at ENR 5.1 PROHIBITED, RESTRICTED AND DANGER AREAS.

## 8 FREQUENCY MONITORING CODE (FMC)

a) Pilots operating outside the Manchester CTR/CTA within the airspace bounded by the following coordinates:

533723N 0023744W - 534459N 0020433W -
533650N 0015216W - 532510N 0014456W -
530412N 0015647W - 530253N 0023751W -
533723N 0023744W

are encouraged to select SSR code 7366 (7367 for student solo pilots) and maintain a listening watch on Manchester Radar, frequency 118.580 MHz.

b) Whilst squawking 7366/7367, pilots should be aware that Manchester Radar may make blind transmissions in order to ascertain a particular aircraft's intentions/route.
c) Selection of SSR code 7366/7367 does not imply the provision of an ATC service. Pilots of aircraft displaying the code are not expected to contact ATC under normal circumstances; they are to remain responsible for their own navigation, separation, terrain clearance and are expected to remain clear of the Manchester CTR/CTA at all times.
d) When a pilot ceases to maintain a listening watch, SSR code 7366/7367 shall be deselected.

## 9 VISUAL REFERENCE POINTS (VRP)

a) Remain to the east of Burtonwood Services/M56 Junction 11 VRPs to remain clear of Liverpool CTR.
b) Remain to the west of Stretton (Disused AD)/Thelwall Viaduct VRPs to remain clear of Manchester CTR.
c) Remain to the west of Winsford Flash VRP to avoid over flying Winsford.
d) Details of VRPs are available in the consolidated 'Visual Reference Points List' published on the 'Digital Dataset' page of the NATS AIS website, www.nats.aero/ais.

## EGCC AD 2.23 ADDITIONAL INFORMATION

Not applicable

## EGCC AD 2.24 CHARTS RELATED TO AN AERODROME

AERODROME CHART - ICAO
AD 2.EGCC-2-1
AIRCRAFT PARKING/DOCKING CHART - ICAO
AD 2.EGCC-2-2
AERODROME CHART A380 GROUND MOVEMENT - ICAO
AD 2.EGCC-2-3
AIRCRAFT GROUND MOVEMENT - REMOTE DE-ICING AREAS LOCATION CHART - ICAO
AD 2.EGCC-2-4
CONTROL ZONE and CONTROL AREA CHART
AD 2.EGCC-3-1
NOISE PREFERENTIAL ROUTEINGS
AD 2.EGCC-3-2
CONTROL ZONE and CONTROL AREA CHART - ENTRY/EXIT LANES and VRPS
AD 2.EGCC-4-1
ATC SURVEILLANCE MINIMUM ALTITUDE CHART - ICAO
AD 2.EGCC-5-1
STANDARD DEPARTURE CHART - INSTRUMENT (SID) ASMIM 1S 1Z/KUXEM 1R 1Y/EKLAD 1R 1Y - ICAO
AD 2.EGCC-6-1
STANDARD DEPARTURE CHART - INSTRUMENT (SID) LISTO 2S 2Z - ICAO
AD 2.EGCC-6-2
STANDARD DEPARTURE CHART - INSTRUMENT (SID) (RESTRICTED USE) LISTO 2R 2Y - ICAO
AD 2.EGCC-6-3
STANDARD DEPARTURE CHART - INSTRUMENT (SID) POL 5R 4S 1Y 1Z - ICAO
AD 2.EGCC-6-4
STANDARD DEPARTURE CHART - INSTRUMENT (SID) SONEX 1R 1Y/DESIG 1S 1Z - ICAO
AD 2.EGCC-6-5
STANDARD DEPARTURE CHART - INSTRUMENT (SID) (JET AIRCRAFT ONLY) SANBA 1R 1Y - ICAO
AD 2.EGCC-6-6
RNAV1 (DME/DME or GNSS) STANDARD ARRIVAL CHART - INSTRUMENT (STAR) LAKEY 1M SETEL 1M TILNI 1M - ICAO
AD 2.EGCC-7-1
RNAV1 (DME/DME or GNSS) STANDARD ARRIVAL CHART - INSTRUMENT (STAR) LIBSO 1M OTBED 1M - ICAO
AD 2.EGCC-7-2
RNAV1 (DME/DME or GNSS) STANDARD ARRIVAL CHART - INSTRUMENT (STAR) MAKUX 1M MALUD 1M AXCIS 1M PENIL 1M - ICAO
AD 2.EGCC-7-3
RNAV1 (DME/DME or GNSS) STANDARD ARRIVAL CHART - INSTRUMENT (STAR) ELVOS 1M LESTA 1M - ICAO
AD 2.EGCC-7-4
STANDARD INSTRUMENT ARRIVAL CODING TABLES LAKEY 1M SETEL 1M TILNI 1M LIBSO 1M
AD 2.EGCC-7-5
STANDARD INSTRUMENT ARRIVAL CODING TABLES OTBED 1M MAKUX 1M MALUD 1M AXCIS 1M
AD 2.EGCC-7-6
STANDARD INSTRUMENT ARRIVAL CODING TABLES PENIL 1M ELVOS 1M LESTA 1M
AD 2.EGCC-7-7
RNAV HOLD CODING TABLES DAYNE MIRSI ROSUN
AD 2.EGCC-7-8
INSTRUMENT APPROACH CHART ILS/DME (I-MC) RWY 05R - ICAO
AD 2.EGCC-8-1
INSTRUMENT APPROACH CHART ILS/DME (MCT) RWY 05R - ICAO
AD 2.EGCC-8-2
INSTRUMENT APPROACH CHART LOC/DME (I-MC) RWY 05R - ICAO
AD 2.EGCC-8-3
INSTRUMENT APPROACH CHART VOR/DME RWY 05R - ICAO
AD 2.EGCC-8-4
INSTRUMENT APPROACH CHART ILS/DME (I-MM) RWY 05L - ICAO

AD 2.EGCC-8-5
INSTRUMENT APPROACH CHART ILS/DME (MCT) RWY 05L - ICAO
AD 2.EGCC-8-6
INSTRUMENT APPROACH CHART LOC/DME RWY 05L - ICAO
AD 2.EGCC-8-7
INSTRUMENT APPROACH CHART VOR/DME RWY 05L - ICAO
AD 2.EGCC-8-8
INSTRUMENT APPROACH CHART ILS/DME (I-NN) RWY 23R - ICAO
AD 2.EGCC-8-9
INSTRUMENT APPROACH CHART ILS/DME (MCT) RWY 23R - ICAO
AD 2.EGCC-8-10
INSTRUMENT APPROACH CHART LOC/DME RWY 23R - ICAO
AD 2.EGCC-8-11
INSTRUMENT APPROACH CHART VOR/DME RWY 23R - ICAO
AD 2.EGCC-8-12
INSTRUMENT APPROACH CHART VOR/DME RWY 23L - ICAO
AD 2.EGCC-8-13
INSTRUMENT APPROACH CHART RNP RWY 23L - ICAO
AD 2.EGCC-8-14
INSTRUMENT APPROACH PROCEDURE CODING TABLES - RNP RWY 23L
AD 2.EGCC-8-15

## EGCC AD 2.25 VISUAL SEGMENT SURFACE (VSS) PENETRATION

Not applicable

# AERODROME CHART - ICAO

532113N 0021630W

ELEV 257FT

# MANCHESTER
EGCC

| LIGHTING | |
|---|---|
| THR 05L/23R<br>THR 05R/23L | HI green with HI green W bars.<br>HI green with HI green W bars. |
| RWY 05L/23R<br>RWY 05R/23L | HI bi-d edge. HI colour coded C/L. End lights red. TDZ 900 m.<br>HI elev bi-d with LI omni-d component. HI colour coded C/L. End lights red. |
| TWY | Green C/L, blue edge on sharp curves. Red stop bars at holding points.<br>Green/yellow lead-off C/L to CAT III stop bars. |

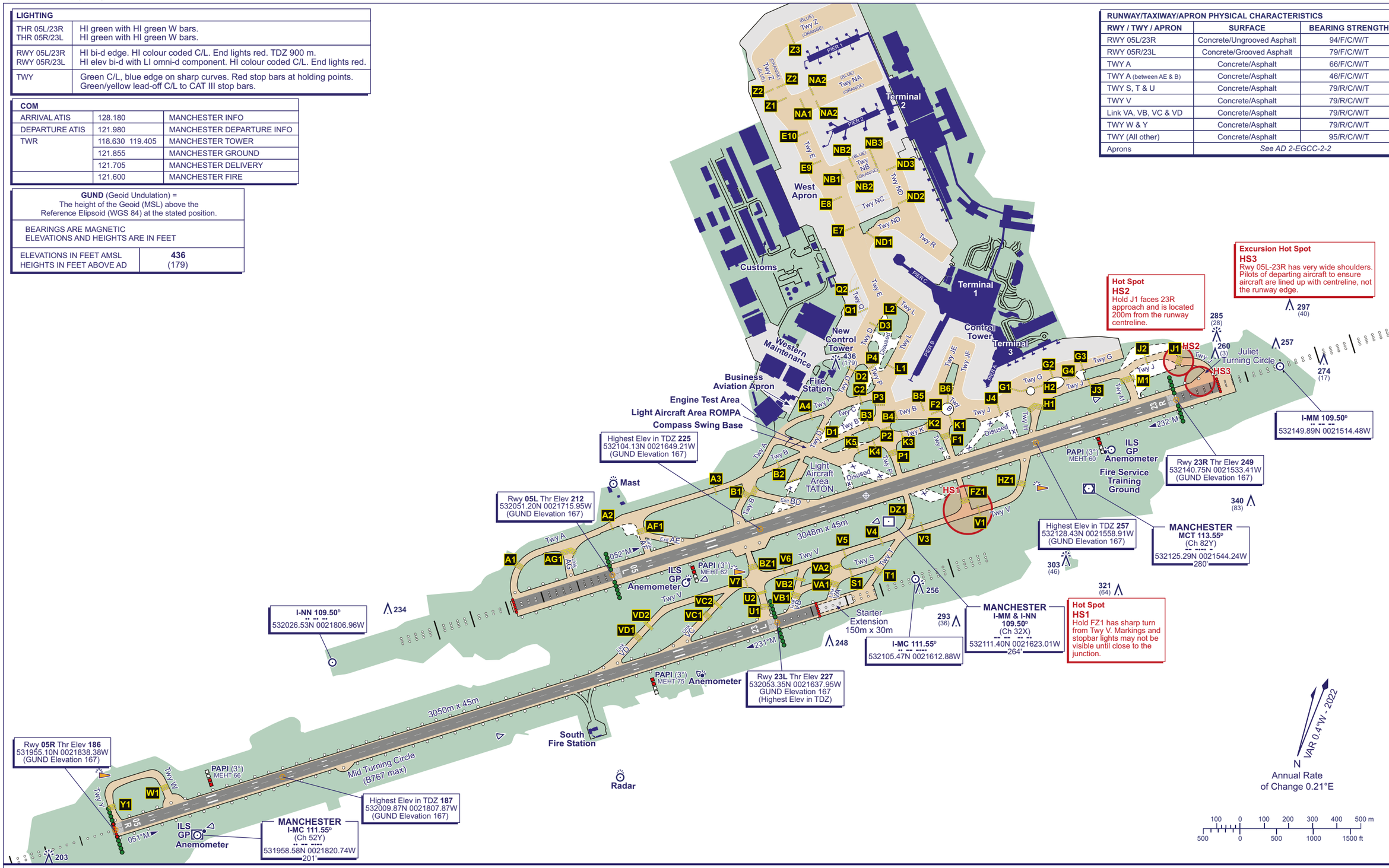
| COM | | |
|---|---|---|
| ARRIVAL ATIS | 128.180 | MANCHESTER INFO |
| DEPARTURE ATIS | 121.980 | MANCHESTER DEPARTURE INFO |
| TWR | 118.630 119.405 | MANCHESTER TOWER |
| | 121.855 | MANCHESTER GROUND |
| | 121.705 | MANCHESTER DELIVERY |
| | 121.600 | MANCHESTER FIRE |

**GUND** (Geoid Undulation) =
The height of the Geoid (MSL) above the Reference Elipsoid (WGS 84) at the stated position.

BEARINGS ARE MAGNETIC
ELEVATIONS AND HEIGHTS ARE IN FEET

| | |
|---|---|
| ELEVATIONS IN FEET AMSL | **436** |
| HEIGHTS IN FEET ABOVE AD | (179) |

| RUNWAY/TAXIWAY/APRON PHYSICAL CHARACTERISTICS | | |
|---|---|---|
| **RWY / TWY / APRON** | **SURFACE** | **BEARING STRENGTH** |
| RWY 05L/23R | Concrete/Ungrooved Asphalt | 94/F/C/W/T |
| RWY 05R/23L | Concrete/Grooved Asphalt | 79/F/C/W/T |
| TWY A | Concrete/Asphalt | 66/F/C/W/T |
| TWY A (between AE & B) | Concrete/Asphalt | 46/F/C/W/T |
| TWY S, T & U | Concrete/Asphalt | 79/R/C/W/T |
| TWY V | Concrete/Asphalt | 79/R/C/W/T |
| Link VA, VB, VC & VD | Concrete/Asphalt | 79/R/C/W/T |
| TWY W & Y | Concrete/Asphalt | 79/R/C/W/T |
| TWY (All other) | Concrete/Asphalt | 95/R/C/W/T |
| Aprons | *See AD 2-EGCC-2-2* | |




**CHANGE (10/25):** HOLD AF1 & LINKS AF & AE EDITORIAL. OBSTACLES.

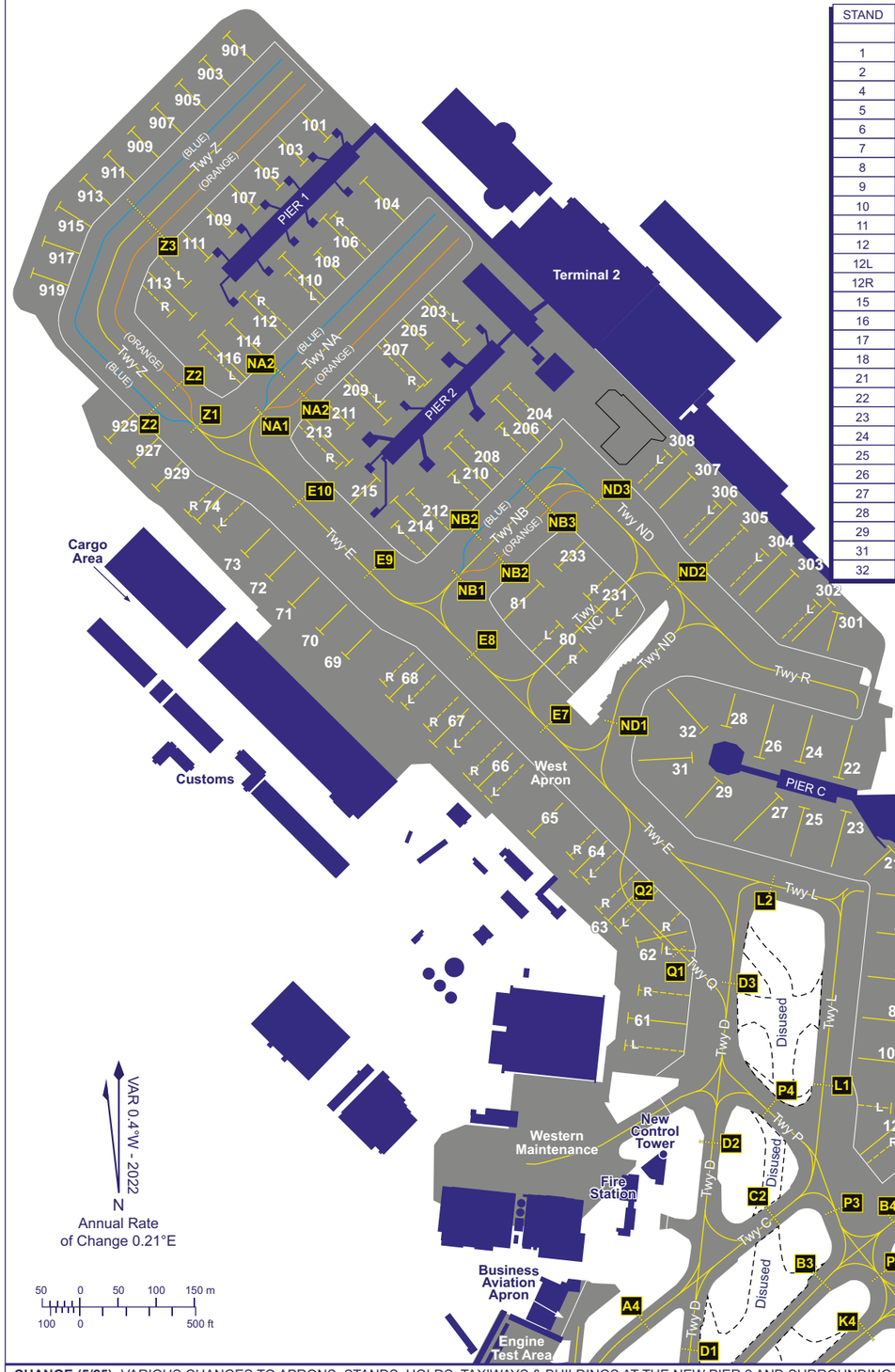
AERO INFO DATE 16 JUL 25

# AIRCRAFT PARKING/DOCKING CHART - ICAO

532113N 0021630W

ELEV 257FT

# MANCHESTER
EGCC




| STAND | COORDINATE | STAND | COORDINATE | STAND | COORDINATE | STAND | COORDINATE | STAND | COORDINATE | STAND | COORDINATE |
|---|---|---|---|---|---|---|---|---|---|---|---|
| | **Terminal 1** | | **Terminal 3** | 63L | 532137.28N 0021649.93W | 925 | 532157.88N 0021726.05W | 209L | To be surveyed | | **Terminal 2 Remote** |
| 1 | 532138.99N 0021626.69W | 41 | 532137.98N 0021615.96W | 63R | 532138.15N 0021651.35W | 927 | 532156.87N 0021724.36W | 210 | To be surveyed | 231 | 532150.82N 0021651.40W |
| 2 | 532138.77N 0021629.90W | 42 | 532136.08N 0021615.36W | 64 | 532139.65N 0021653.13W | 929 | 532155.87N 0021722.67W | 210L | To be surveyed | 231L | 532150.34N 0021650.49W |
| 4 | 532137.08N 0021629.40W | 43 | 532134.20N 0021615.58W | 64L | 532139.36N 0021652.20W | | | 211 | To be surveyed | 231R | 532151.33N 0021652.19W |
| 5 | 532136.78N 0021627.03W | 44 | 532133.06N 0021614.93W | 64R | 532140.39N 0021653.34W | | **Terminal 2** | 212 | To be surveyed | 233 | To be surveyed |
| 6 | 532135.22N 0021629.55W | 44L | 532133.13N 0021615.66W | 65 | 532141.31N 0021656.08W | 101 | 532210.66N 0021710.66W | 213 | To be surveyed | 113L | 532204.46N 0021720.47W |
| 7 | 532135.40N 0021627.33W | 44R | 532132.23N 0021615.36W | 66 | 532143.26N 0021659.87W | 103 | 532209.65N 0021712.33W | 213R | To be surveyed | 113 | 532203.09N 0021720.09W |
| 8 | 532133.47N 0021629.97W | 47 | 532132.64N 0021613.78W | 66L | 532142.79N 0021659.08W | 104 | 532208.87N 0021708.10W | 214 | To be surveyed | 113R | 532203.22N 0021721.66W |
| 9 | 532133.78N 0021627.52W | 48 | 532133.43N 0021612.85W | 66R | 532143.72N 0021700.65W | 105 | 532208.64N 0021714.01W | 214L | To be surveyed | 114 | 532202.85N 0021717.46W |
| 10 | 532131.72N 0021630.09W | 49 | 532135.44N 0021612.59W | 67 | 532145.12N 0021703.02W | 106 | 532207.32N 0021710.97W | 215 | To be surveyed | 116L | 532201.84N 0021719.31W |
| 11 | 532132.27N 0021627.87W | 50 | 532136.78N 0021610.08W | 67L | 532144.86N 0021701.88W | 106R | 532207.39N 0021710.20W | 301 | 532150.71N 0021634.59W | 116 | 532202.36N 0021719.45W |
| 12 | 532129.59N 0021629.08W | 51 | 532137.76N 0021608.63W | 67R | 532145.81N 0021703.44W | 107 | 532207.63N 0021715.68W | 302 | 532151.17N 0021635.06W | 901 | 532214.99N 0021717.84W |
| 12L | 532129.79N 0021630.64W | 52 | 532138.74N 0021607.10W | 68 | 532146.99N 0021706.17W | 108 | 532205.87N 0021711.31W | 302L | 532151.11N 0021636.03W | 903 | 532213.98N 0021719.52W |
| 12R | 532128.94N 0021629.23W | 53 | 532139.73N 0021605.50W | 68L | 532146.73N 0021705.04W | 109 | 532206.61N 0021717.36W | 303 | 532152.37N 0021637.63W | 905 | 532212.97N 0021721.19W |
| 15 | 532130.43N 0021627.61W | 54 | 532140.79N 0021603.76W | 68R | 532147.67N 0021706.60W | 110 | 532205.70N 0021713.85W | 304 | 532153.27N 0021638.50W | 907 | 532211.96N 0021722.87W |
| 16 | 532139.50N 0021623.00W | 55 | 532142.19N 0021601.15W | 69 | 532148.80N 0021709.21W | 110L | 532204.98N 0021713.36W | 304L | 532153.25N 0021639.75W | 909 | 532210.95N 0021724.54W |
| 17 | 532139.53N 0021620.77W | 55L | 532141.60N 0021601.18W | 70 | 532149.83N 0021711.06W | 111 | 532205.60N 0021719.03W | 305 | To be surveyed | 911 | 532209.93N 0021726.22W |
| 18 | 532139.19N 0021617.87W | 55R | 532142.36N 0021559.30W | 71 | 532150.94N 0021713.00W | 112 | 532204.02N 0021716.64W | 306 | 532155.36N 0021642.03W | 913 | 532208.92N 0021727.89W |
| 21 | 532140.73N 0021630.74W | 57 | 532142.99N 0021555.38W | 72 | 532152.10N 0021714.64W | 112R | 532204.06N 0021715.81W | 306L | 532155.27N 0021643.04W | 915 | 532207.73N 0021729.65W |
| 22 | 532143.79N 0021634.48W | 58 | 532143.88N 0021553.53W | 73 | 532153.10N 0021716.34W | 203 | To be surveyed | 307 | 532156.42N 0021644.86W | 917 | 532206.25N 0021730.65W |
| 23 | 532142.33N 0021633.89W | | | 74 | 532154.57N 0021719.71W | 203L | To be surveyed | 308 | 532157.47N 0021645.56W | 919 | 532204.91N 0021731.45W |
| 24 | 532144.39N 0021637.18W | | **West Apron** | 74L | 532154.02N 0021718.57W | 204 | To be surveyed | 308L | 532157.40N 0021646.61W | | |
| 25 | 532142.49N 0021636.90W | 61 | 532133.60N 0021649.21W | 74R | 532154.98N 0021720.19W | 205 | To be surveyed | | | | |
| 26 | 532144.56N 0021640.07W | 61L | 532132.45N 0021649.43W | 80 | To be surveyed | 206 | To be surveyed | | | | |
| 27 | 532142.96N 0021638.59W | 61R | 532134.77N 0021648.47W | 80L | 532150.16N 0021654.14W | 206L | To be surveyed | | | | |
| 28 | 532145.81N 0021642.44W | 62 | 532136.72N 0021648.56W | 80R | 532149.16N 0021652.46W | 207 | To be surveyed | | | | |
| 29 | 532143.66N 0021642.89W | 62L | 532136.51N 0021646.80W | 81 | To be surveyed | 207R | To be surveyed | | | | |
| 31 | 532144.59N 0021644.56W | 62R | 532137.04N 0021647.28W | | | 208 | To be surveyed | | | | |
| 32 | 532145.59N 0021643.76W | 63 | 532137.71N 0021650.63W | | | 209 | To be surveyed | | | | |

**Hot Spot**
**HS2**
Hold J1 faces 23R approach and is located 200m from the runway centreline.

**Excursion Hot Spot**
**HS3**
Rwy 05L-23R has very wide shoulders. Pilots of departing aircraft to ensure aircraft are lined up with centreline, not the runway edge.

| COM | | |
|---|---|---|
| ARRIVAL ATIS | 128.180 | MANCHESTER INFO |
| DEPARTURE ATIS | 121.980 | MANCHESTER DEPARTURE INFO |
| TWR | 118.630 119.405 | MANCHESTER TOWER |
| | 121.855 | MANCHESTER GROUND |
| | 121.705 | MANCHESTER DELIVERY |
| | 121.600 | MANCHESTER FIRE |

| RUNWAY/TAXIWAY/APRON PHYSICAL CHARACTERISTICS | | | |
|---|---|---|---|
| **APRON / RWY / TWY** | **SURFACE** | **BEARING STRENGTH** | **ELEVATION** |
| Apron | Concrete | 56/R/C/W/T | - |
| Apron | Concrete | 97/R/B/W/T | - |
| RWY (All) | *See AD 2-EGCC-2-1* | | |
| TWY (All) | | | |

**CHANGE (5/25):** VARIOUS CHANGES TO APRONS, STANDS, HOLDS, TAXIWAYS & BUILDINGS AT THE NEW PIER 2 AND SURROUNDING AREA. EDITORIAL.

AERO INFO DATE 06 MAR 25

# AERODROME CHART
# A380 GROUND MOVEMENT - ICAO

532113N 0021630W

ELEV 257FT

## MANCHESTER
EGCC

A380 Ground Movement
Aprons
Operational Taxiways

100 0 100 200 300 400 500 m
500 0 500 1000 1500 ft

N
VAR 0.4°W - 2022
Annual Rate of Change 0.21°E

Terminal 1
Terminal 3
Control Tower
New Control Tower
Western Maintenance
Fire Station
Business Aviation Apron
Engine Test Area
Light Aircraft Area ROMPA
Compass Swing Base
Light Aircraft Area TATON
Fire Service Training Ground
South Fire Station
Mid Turning Circle (B767 max)
Juliet Turning Circle (A380 max)

**Excursion Hot Spot**
**HS3**
Rwy 05L-23R has very wide shoulders. Pilots of departing aircraft to ensure aircraft are lined up with centreline, not the runway edge.

**Hot Spot**
**HS2**
Hold J1 faces 23R approach and is located 200m from the runway centreline.

**Hot Spot**
**HS1**
Hold FZ1 has sharp turn from Twy V. Markings and stopbar lights may not be visible until close to the junction.

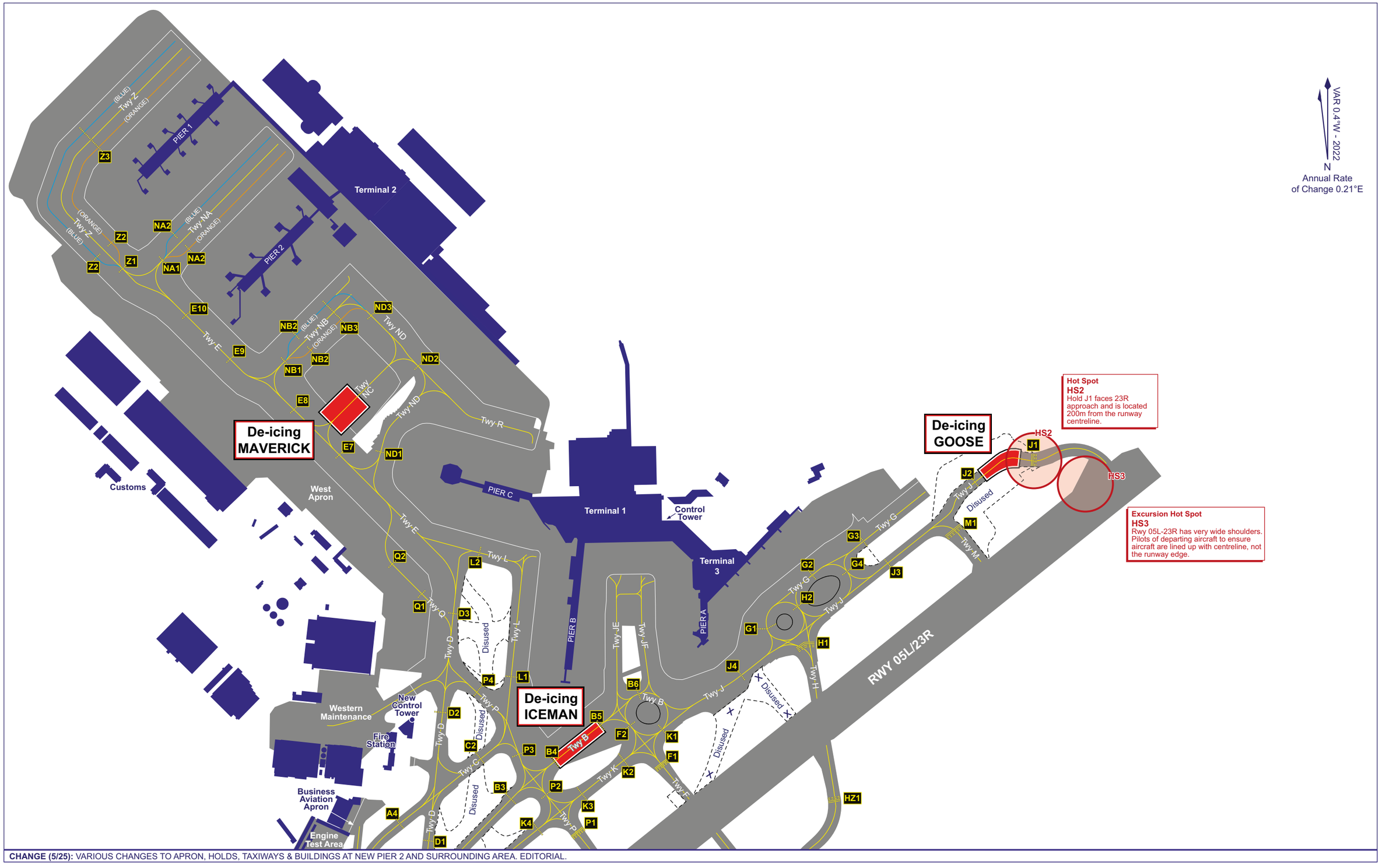
**CHANGE (10/25):** HOLD AF1 & LINKS AF & AE EDITORIAL.

# AIRCRAFT GROUND MOVEMENT - REMOTE DE-ICING AREAS LOCATION CHART - ICAO

532113N 0021630W

ELEV 257FT

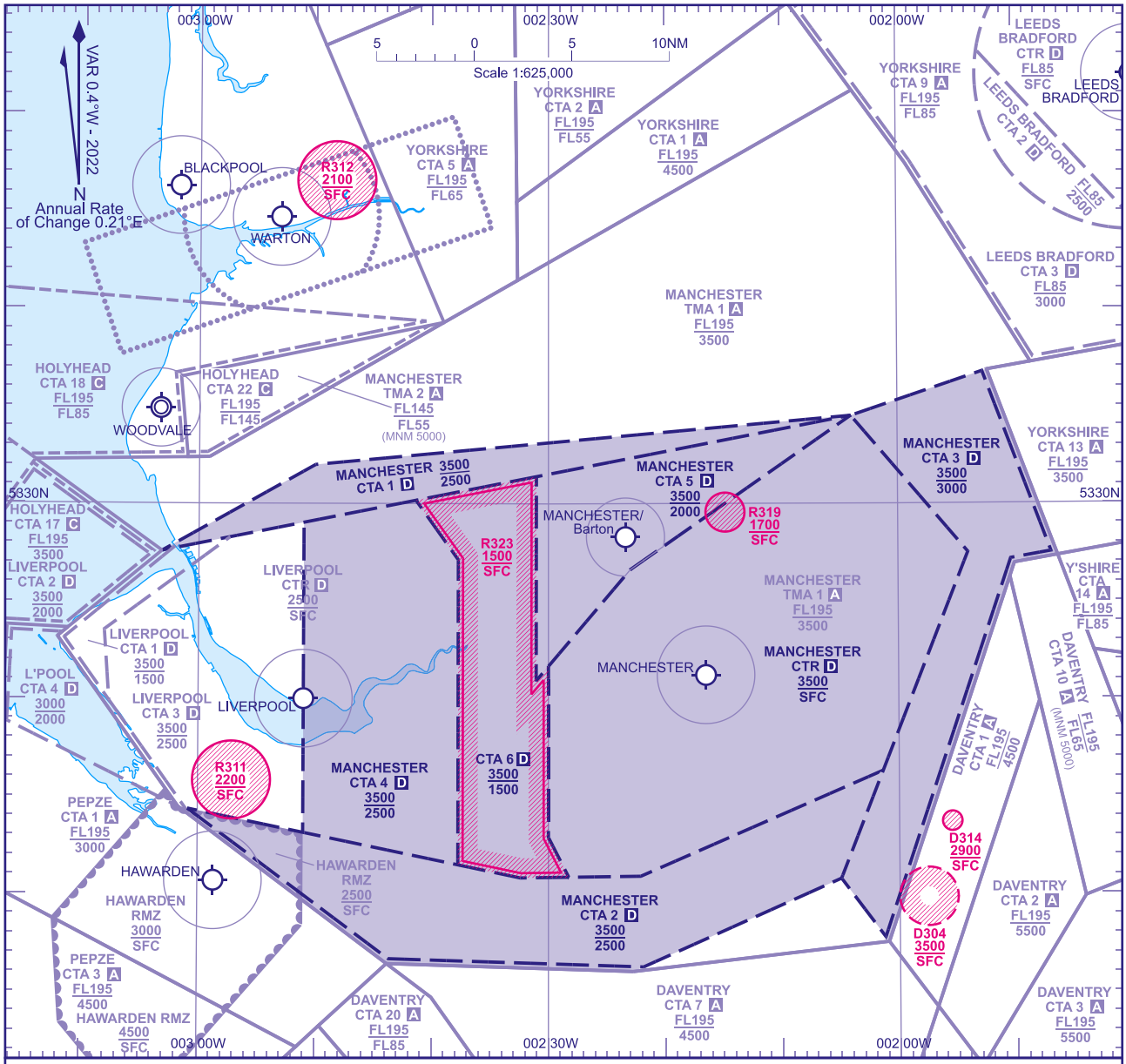
# MANCHESTER
EGCC




**CHANGE (5/25):** VARIOUS CHANGES TO APRON, HOLDS, TAXIWAYS & BUILDINGS AT NEW PIER 2 AND SURROUNDING AREA. EDITORIAL.

AERO INFO DATE 03 MAR 25

## CONTROL ZONE AND CONTROL AREA — MANCHESTER




**ATS AIRSPACE VERTICAL LIMITS**
Controlled airspace with an upper vertical limit of FL195 and above is not shown.

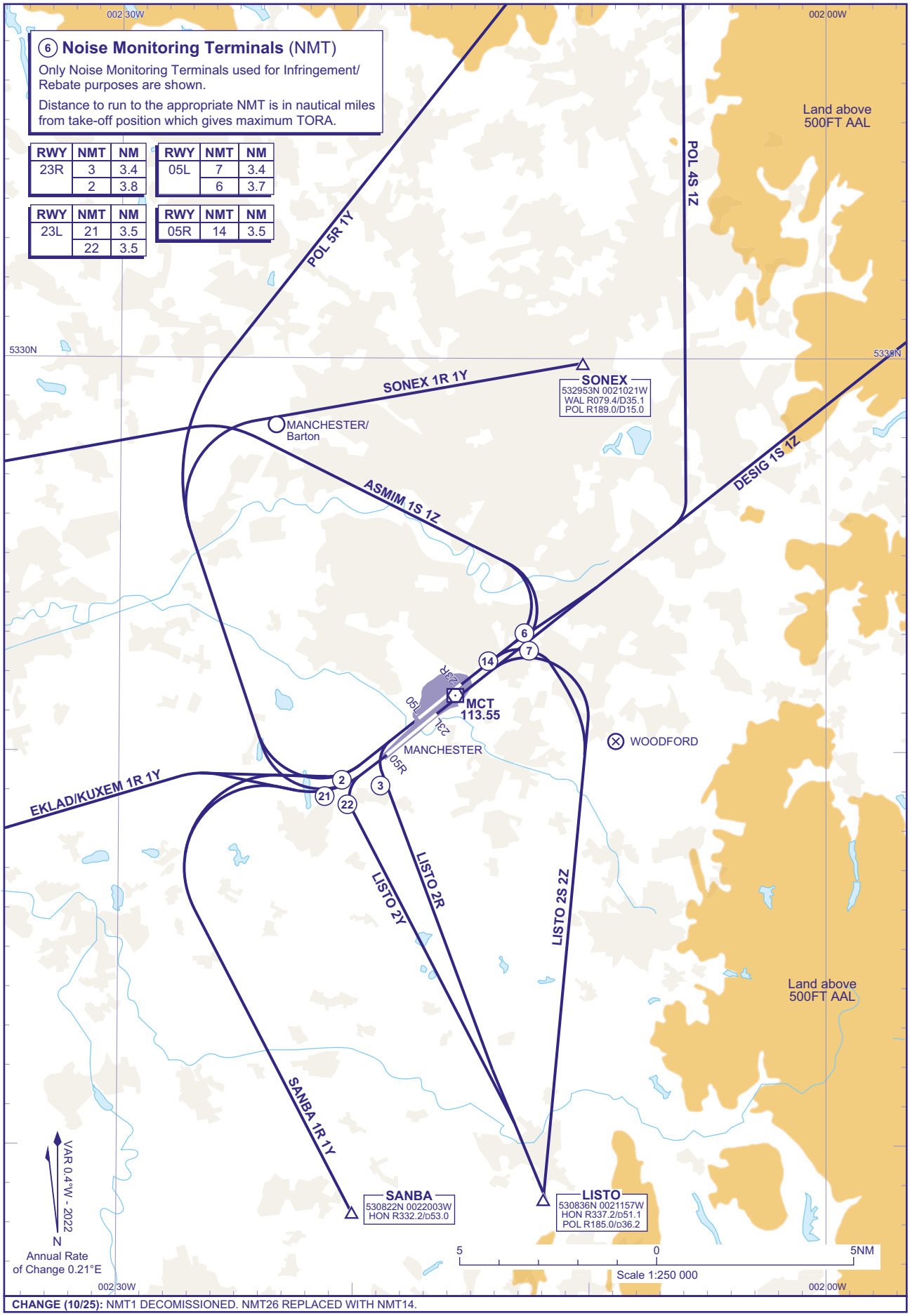
**LATERAL LIMITS**
Detailed description of FIR, UIR, CTA and TMA see ENR 2.1. Detailed description of air traffic services airspace organized at the aerodrome see AD 2.17.

**CHANGE (2/25):** R323 ADDED. MANCHESTER CTR UPDATED & CTA 6 ADDED.

AERO INFO DATE 09 DEC 24

AD 2-EGCC-3-1

## NOISE PREFERENTIAL ROUTEINGS — MANCHESTER

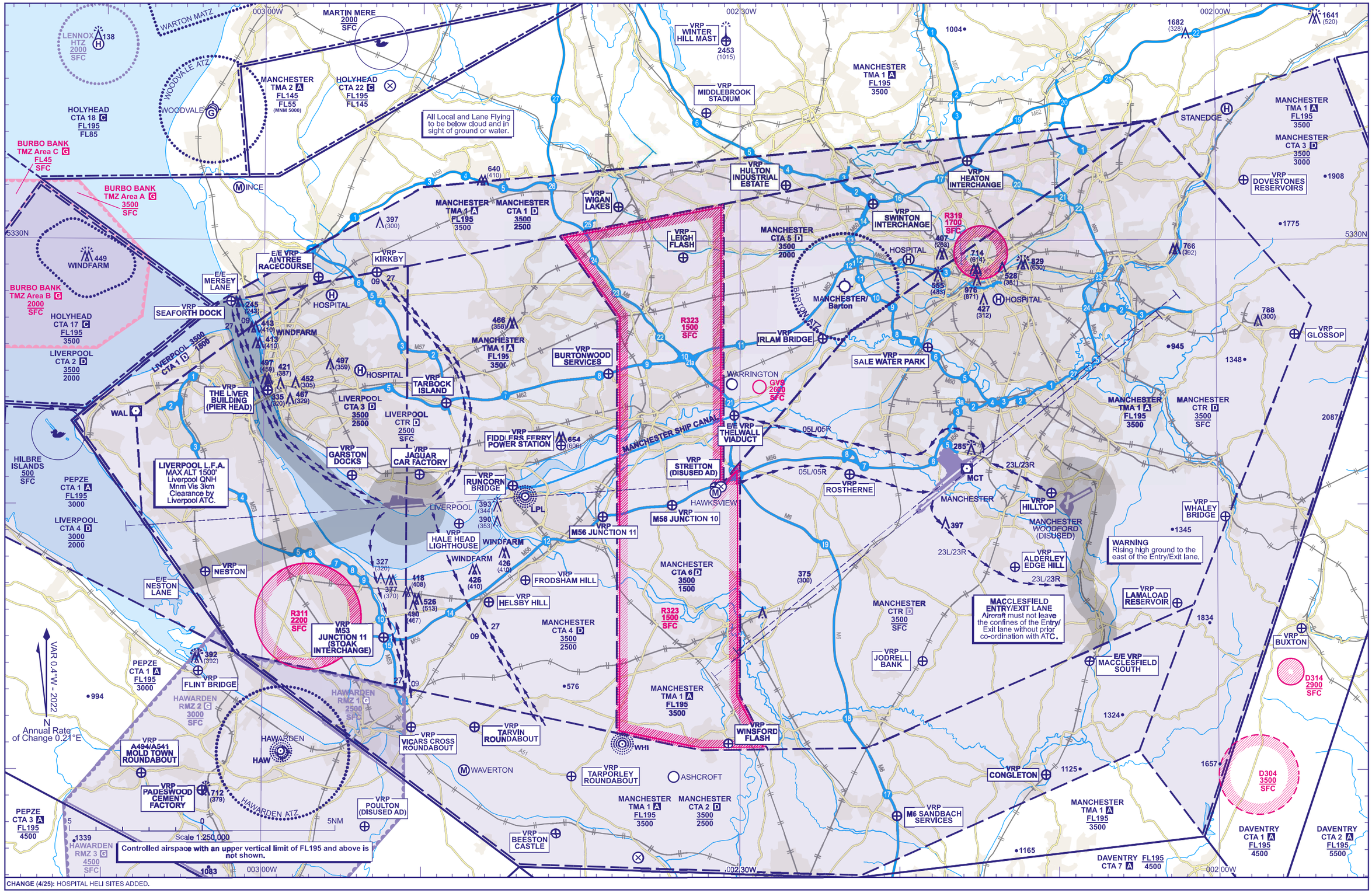



**CHANGE (10/25):** NMT1 DECOMISSIONED. NMT26 REPLACED WITH NMT14.

AERO INFO DATE 02 JUL 25

## CONTROL ZONE AND CONTROL AREA CHART - ENTRY/EXIT LANES AND VRPs

## MANCHESTER




**CHANGE (4/25):** HOSPITAL HELI SITES ADDED.

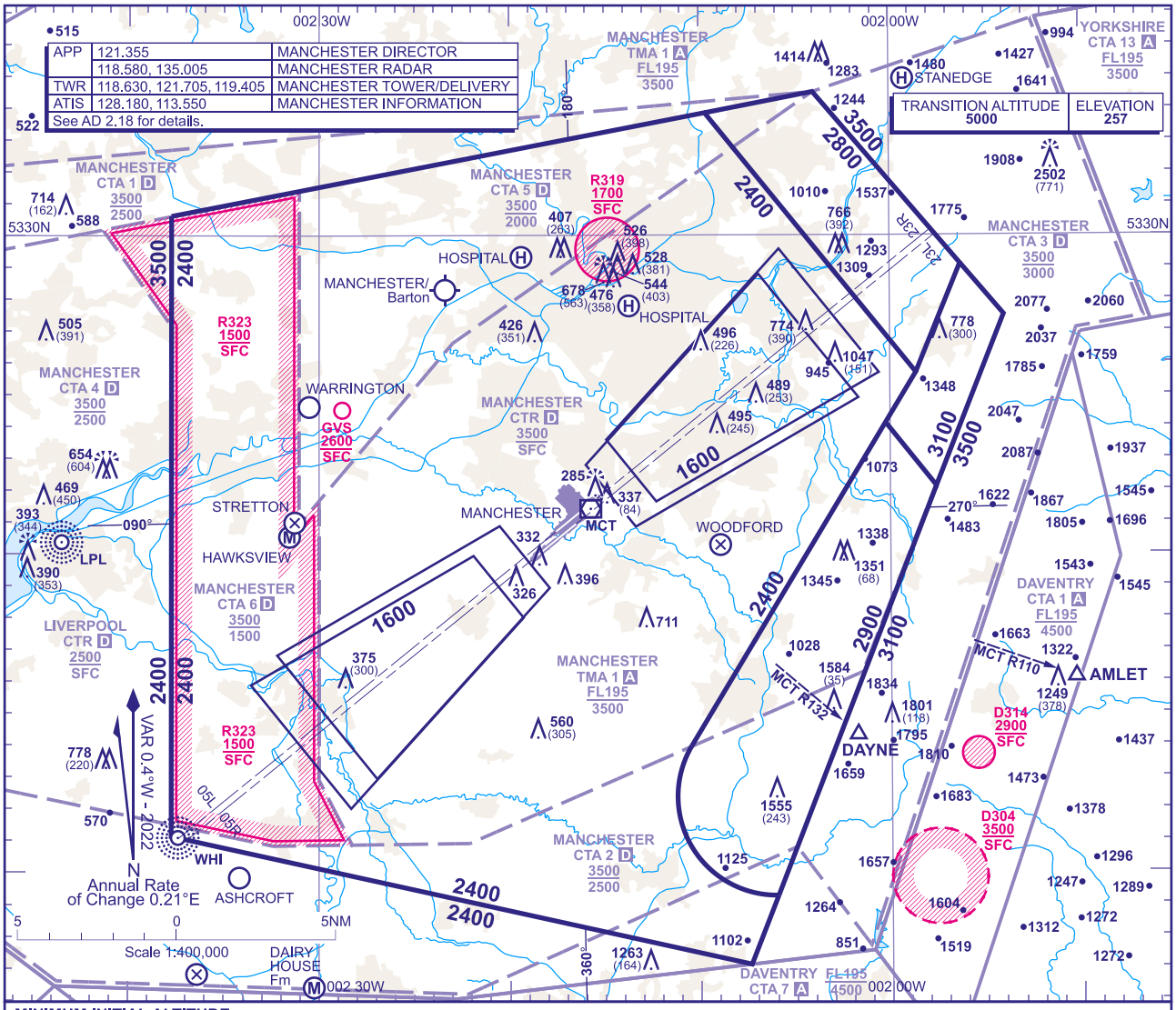
AERO INFO DATE 29 JAN 25

INTENTIONALLY BLANK

# ATC SURVEILLANCE MINIMUM ALTITUDE CHART - ICAO

BEARINGS, TRACKS AND RADIALS ARE MAGNETIC
ELEVATIONS IN FEET AMSL 2502
HEIGHTS IN FEET AGL (771)

## MANCHESTER




**MINIMUM INITIAL ALTITUDE**

Within the ATC Surveillance Minimum Altitude area the minimum initial altitude to be allocated by the approach surveillance controller is:

a) **2400** in the sector defined by the lateral limits; 533037N 0023746W - 533351N 0020941W - 532541N 0015838W - 531358N 0021029W - thence anti-clockwise by an arc of a circle radius 3.1NM centred on 531222N 0020603W to 530916N 0020558W - 530706N 0020723W - 531108N 0023744W - 533037N 0023746W.

b) **2800** in the sector defined by the lateral limits; 533351N 0020941W - 533430N 0020400W - 532906N 0015617W - 532541N 0015838W - 533351N 0020941W.

c) **2900** in the sector defined by the lateral limits; 532406N 0020014W - 532207N 0015735W - 530916N 0020558W thence clockwise by an arc of a circle radius 3.1NM centred on 531222N 0020603W to 531358N 0021029W - 532406N 0020014W.

d) **3100** in the sector defined by the lateral limits; 532406N 0020014W - 532541N 0015838W - 532906N 0015617W - 532730N 0015400W - 532207N 0015735W - 532406N 0020014W.

**OUTSIDE THE DESIGNATED ATC SURVEILLANCE MINIMUM ALTITUDE AREA**

The minimum altitude to be allocated by the approach surveillance controller will be either the Minimum Sector Altitude, or **1000** above any fixed obstacles:

a) within 5NM of the aircraft*, and

b) within the sector 15NM ahead of and within 20° either side of the aircraft's track*.

*When the aircraft is within 15NM of the radar antennae, the 5NM in a) and the 15NM in b) may be reduced to 3NM and 10NM respectively.

**LOSS OF COMMUNICATION PROCEDURES**

**Initial Approach**

Continue visually or by means of an appropriate approved final approach aid. If not possible proceed at **FL60**, or last assigned level if higher, to **DAYNE** hold via **AMLET** or **ROSUN** hold via **BURNI**, as appropriate to the final approach chart†.

**Intermediate and Final Approach**

Continue visually or by means of an appropriate final approach aid. If not possible follow the Missed Approach Procedure to **DAYNE** hold via **AMLET** or **ROSUN** hold via **BURNI**, as appropriate to the final approach chart†.

† In all cases where the aircraft returns to the holding facility the procedure to be adopted is the Radio Failure Procedure detailed at ENR 1.1.3.4.

**GENERAL INFORMATION**

1. Levels shown are based on QNH.
2. Only significant obstacles and dominant spot heights are shown.
3. The minimum levels shown within the ATC Surveillance Minimum Altitude Area are in conformance with the Standard European Rules of the Air - SERA.5015.
4. Minimum Sector Altitudes are based on obstacles and spot heights within 25NM of the Aerodrome Reference Point.
5. Controlled airspace with a base in excess of **5000** or FL55, as appropriate, is not shown.
6. **This chart may only be used for cross-checking of altitudes assigned when in receipt of an ATC Surveillance service.**
7. **When vectoring an aircraft within the Final Approach Vectoring Area descent clearance below the SMAA to the FAVA altitude may only be issued if the aircraft is either established on the final approach track or on an intercept of 40° or less, and in the case of Instrument approaches other than SRA is cleared to intercept the final approach track.**
8. Detailed description of FIR, UIR, CTA and TMA see ENR 2.1.
9. Detailed description of ATS airspace organized at the aerodrome see AD 2.17.

**CHANGE (4/25):** HOSPITAL HELI SITES ADDED.

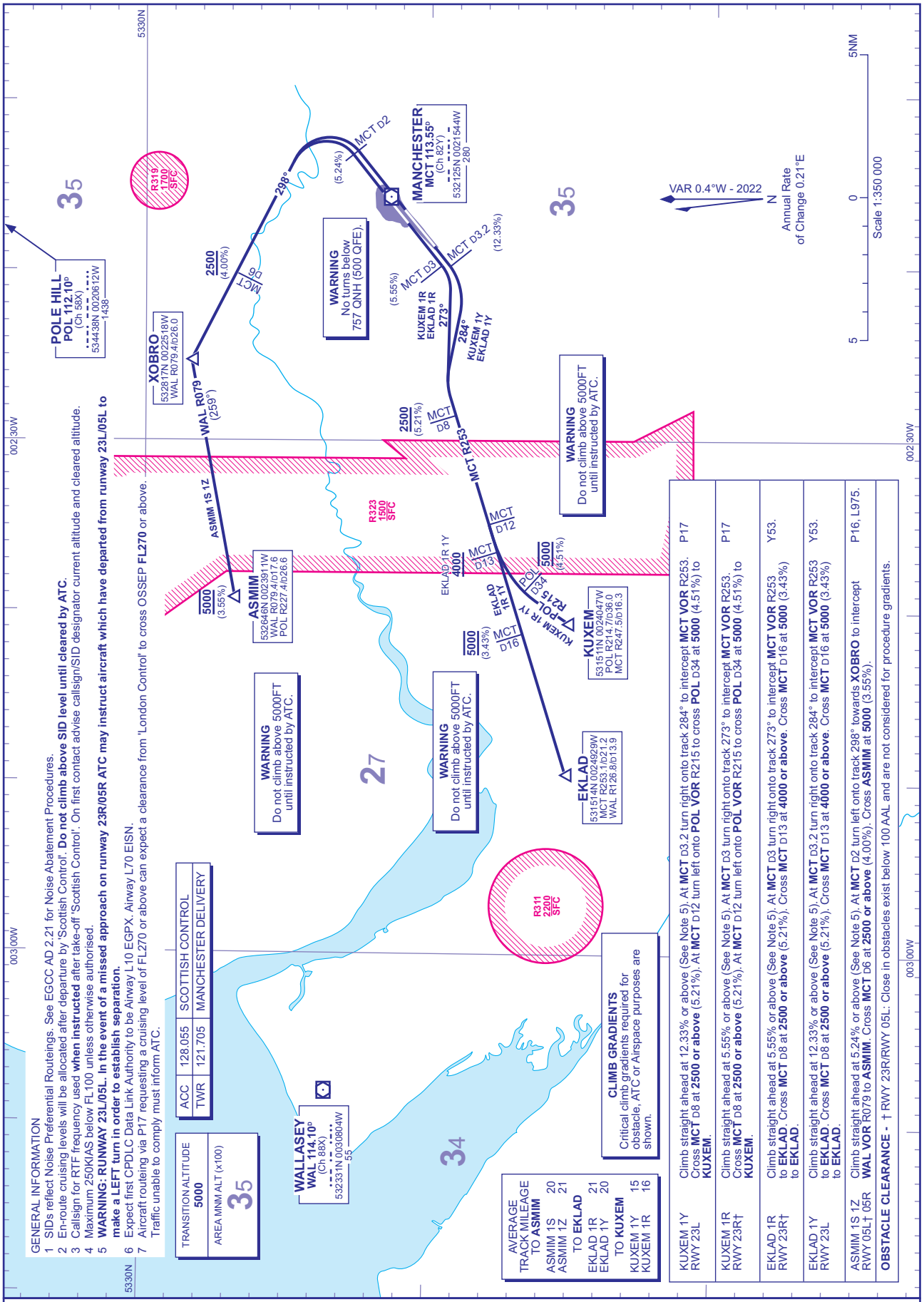
AERO INFO DATE 29 JAN 25

**INTENTIONALLY BLANK**

# STANDARD DEPARTURE CHART - INSTRUMENT (SID) - ICAO

DISTANCES IN NAUTICAL MILES
BEARINGS, TRACKS AND RADIALS ARE MAGNETIC
ALTITUDES AND ELEVATIONS ARE IN FEET

# MANCHESTER
## ASMIM 1S 1Z/KUXEM 1R 1Y/EKLAD 1R 1Y



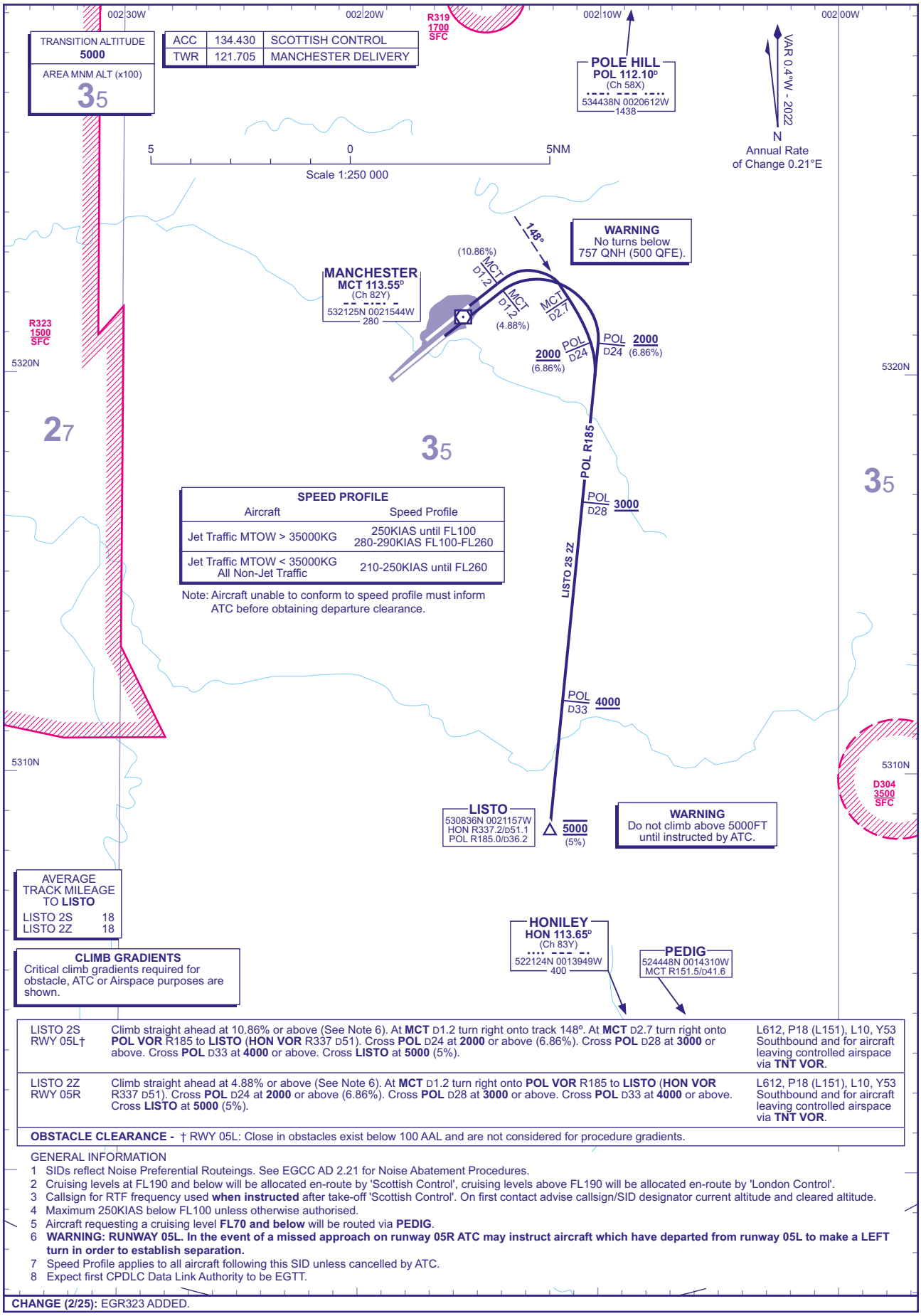

**CHANGE (2/25):** EGR323 ADDED.

AERO INFO DATE 26 NOV 24

# STANDARD DEPARTURE CHART - INSTRUMENT (SID) - ICAO

DISTANCES IN NAUTICAL MILES
BEARINGS, TRACKS AND RADIALS ARE MAGNETIC
ALTITUDES AND ELEVATIONS ARE IN FEET

# MANCHESTER LISTO 2S 2Z




| | | |
|---|---|---|
| LISTO 2S RWY 05L† | Climb straight ahead at 10.86% or above (See Note 6). At **MCT** D1.2 turn right onto track 148°. At **MCT** D2.7 turn right onto **POL VOR** R185 to **LISTO** (**HON VOR** R337 D51). Cross **POL** D24 at **2000** or above (6.86%). Cross **POL** D28 at **3000** or above. Cross **POL** D33 at **4000** or above. Cross **LISTO** at **5000** (5%). | L612, P18 (L151), L10, Y53 Southbound and for aircraft leaving controlled airspace via **TNT VOR**. |
| LISTO 2Z RWY 05R | Climb straight ahead at 4.88% or above (See Note 6). At **MCT** D1.2 turn right onto **POL VOR** R185 to **LISTO** (**HON VOR** R337 D51). Cross **POL** D24 at **2000** or above (6.86%). Cross **POL** D28 at **3000** or above. Cross **POL** D33 at **4000** or above. Cross **LISTO** at **5000** (5%). | L612, P18 (L151), L10, Y53 Southbound and for aircraft leaving controlled airspace via **TNT VOR**. |

**OBSTACLE CLEARANCE -** † RWY 05L: Close in obstacles exist below 100 AAL and are not considered for procedure gradients.

GENERAL INFORMATION

1 SIDs reflect Noise Preferential Routeings. See EGCC AD 2.21 for Noise Abatement Procedures.
2 Cruising levels at FL190 and below will be allocated en-route by 'Scottish Control', cruising levels above FL190 will be allocated en-route by 'London Control'.
3 Callsign for RTF frequency used **when instructed** after take-off 'Scottish Control'. On first contact advise callsign/SID designator current altitude and cleared altitude.
4 Maximum 250KIAS below FL100 unless otherwise authorised.
5 Aircraft requesting a cruising level **FL70 and below** will be routed via **PEDIG**.
6 **WARNING: RUNWAY 05L. In the event of a missed approach on runway 05R ATC may instruct aircraft which have departed from runway 05L to make a LEFT turn in order to establish separation.**
7 Speed Profile applies to all aircraft following this SID unless cancelled by ATC.
8 Expect first CPDLC Data Link Authority to be EGTT.

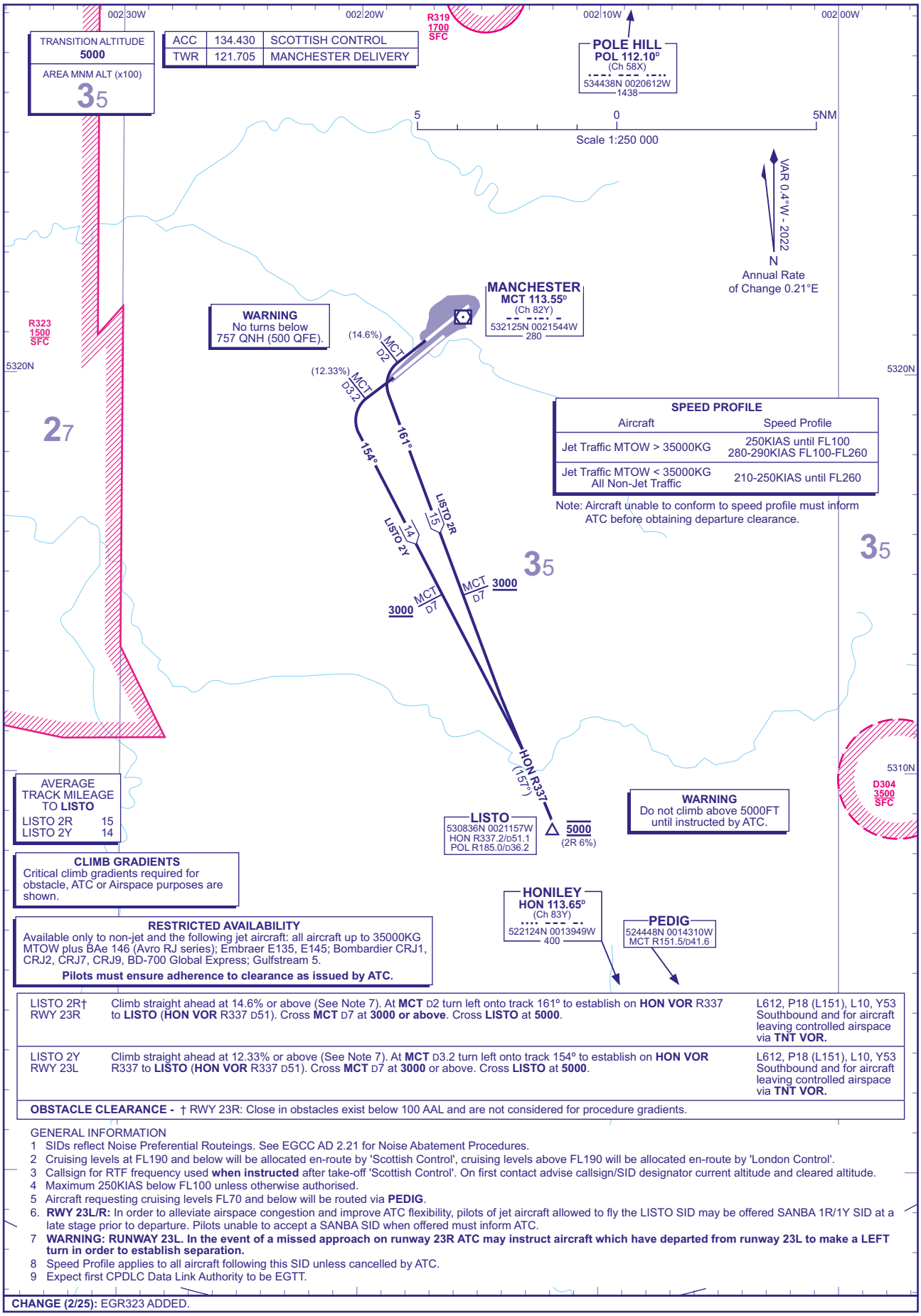
**CHANGE (2/25):** EGR323 ADDED.

AERO INFO DATE 26 NOV 24
AD 2-EGCC-6-2

# STANDARD DEPARTURE CHART - INSTRUMENT (SID) - ICAO

DISTANCES IN NAUTICAL MILES
BEARINGS, TRACKS AND RADIALS ARE MAGNETIC
ALTITUDES AND ELEVATIONS ARE IN FEET

# MANCHESTER
## (RESTRICTED USE) LISTO 2R 2Y




| | | |
|---|---|---|
| LISTO 2R† RWY 23R | Climb straight ahead at 14.6% or above (See Note 7). At **MCT** D2 turn left onto track 161° to establish on **HON VOR** R337 to **LISTO** (**HON VOR** R337 D51). Cross **MCT** D7 at **3000 or above**. Cross **LISTO** at **5000**. | L612, P18 (L151), L10, Y53 Southbound and for aircraft leaving controlled airspace via **TNT VOR.** |
| LISTO 2Y RWY 23L | Climb straight ahead at 12.33% or above (See Note 7). At **MCT** D3.2 turn left onto track 154° to establish on **HON VOR** R337 to **LISTO** (**HON VOR** R337 D51). Cross **MCT** D7 at **3000** or above. Cross **LISTO** at **5000**. | L612, P18 (L151), L10, Y53 Southbound and for aircraft leaving controlled airspace via **TNT VOR.** |

**OBSTACLE CLEARANCE -** † RWY 23R: Close in obstacles exist below 100 AAL and are not considered for procedure gradients.

GENERAL INFORMATION

1 SIDs reflect Noise Preferential Routeings. See EGCC AD 2.21 for Noise Abatement Procedures.
2 Cruising levels at FL190 and below will be allocated en-route by 'Scottish Control', cruising levels above FL190 will be allocated en-route by 'London Control'.
3 Callsign for RTF frequency used **when instructed** after take-off 'Scottish Control'. On first contact advise callsign/SID designator current altitude and cleared altitude.
4 Maximum 250KIAS below FL100 unless otherwise authorised.
5 Aircraft requesting cruising levels FL70 and below will be routed via **PEDIG**.
6. **RWY 23L/R:** In order to alleviate airspace congestion and improve ATC flexibility, pilots of jet aircraft allowed to fly the LISTO SID may be offered SANBA 1R/1Y SID at a late stage prior to departure. Pilots unable to accept a SANBA SID when offered must inform ATC.
7 **WARNING: RUNWAY 23L. In the event of a missed approach on runway 23R ATC may instruct aircraft which have departed from runway 23L to make a LEFT turn in order to establish separation.**
8 Speed Profile applies to all aircraft following this SID unless cancelled by ATC.
9 Expect first CPDLC Data Link Authority to be EGTT.

**CHANGE (2/25):** EGR323 ADDED.

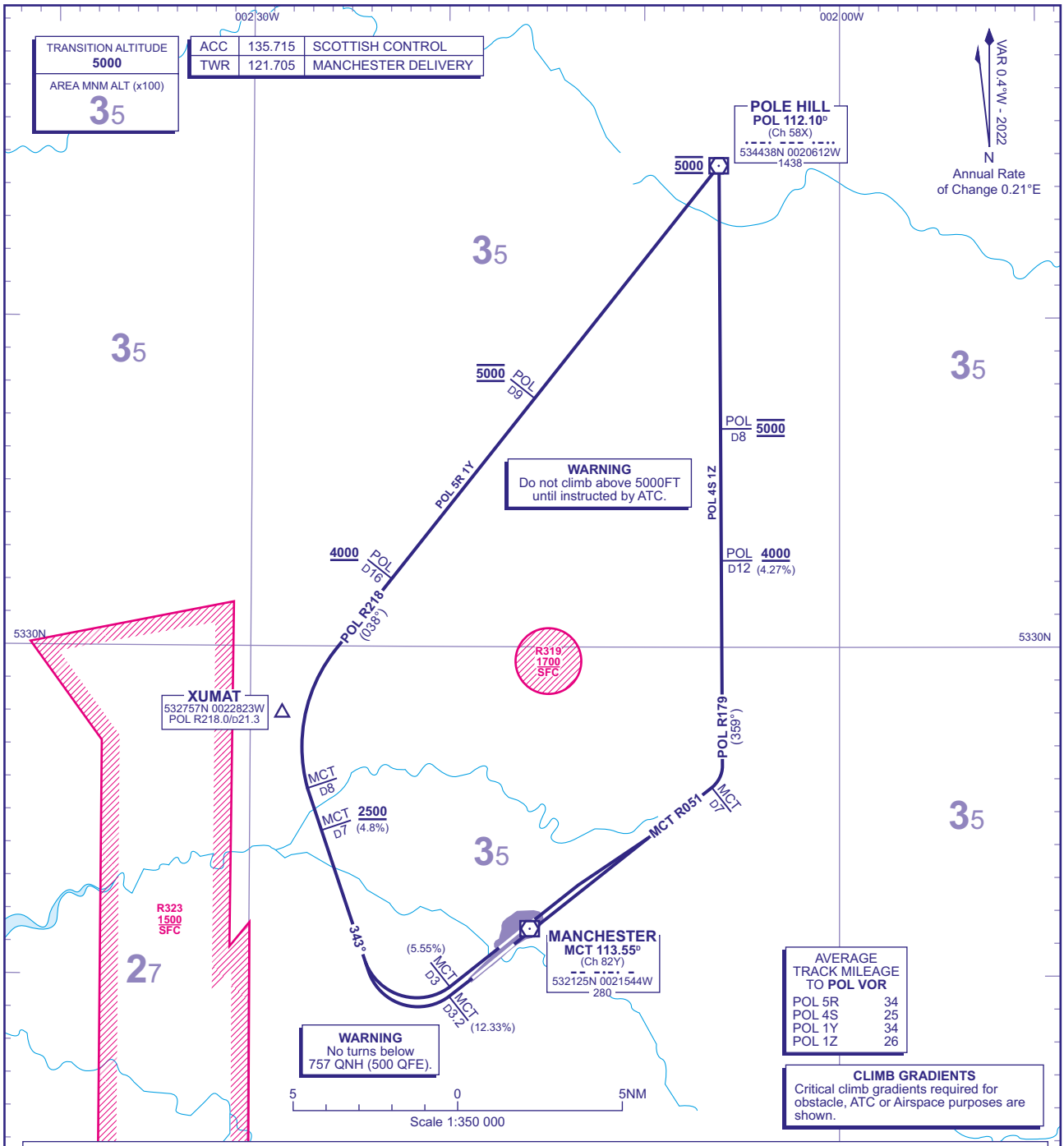
AERO INFO DATE 27 NOV 24

AD 2-EGCC-6-3

# STANDARD DEPARTURE CHART - INSTRUMENT (SID) - ICAO

DISTANCES IN NAUTICAL MILES
BEARINGS, TRACKS AND RADIALS ARE MAGNETIC
ALTITUDES AND ELEVATIONS ARE IN FEET

# MANCHESTER
# POL 5R 4S 1Y 1Z




| | | |
|---|---|---|
| POL 5R<br>RWY 23R† | Climb straight ahead at 5.55% or above (See Note 5). At **MCT** D3 turn right onto track 343° towards **XUMAT**. Cross **MCT** D7 at **2500 or above** (4.8%). At **MCT** D8 turn right to intercept **POL VOR** R218 (038°) to **POL VOR**. Cross **POL** D16 at **4000 or above**. Cross **POL** D9 at **5000**. Cross **POL VOR** at **5000**. | N57, N601, P18, P17/UP17 Northbound and for aircraft leaving controlled airspace. |
| POL 1Y<br>RWY 23L | Climb straight ahead at 12.33% or above (See Note 5). At **MCT** D3.2 turn right onto track 343° towards **XUMAT**. Cross **MCT** D7 at **2500 or above** (4.8%). At **MCT** D8 turn right to intercept **POL VOR** R218 (038°) to **POL VOR**. Cross **POL** D16 at **4000 or above**. Cross **POL** D9 at **5000**. Cross **POL VOR** at **5000**. | N57, N601, P18, P17/UP17 Northbound and for aircraft leaving controlled airspace. |
| POL 4S<br>RWY 05L† | Climb straight ahead. At not below **757** ALT (**500** AAL), but not before DER, adjust track onto **MCT VOR** R051 (See Note 5). At **MCT** D7 turn left to intercept **POL VOR** R179 (359°) to **POL VOR**. Cross **POL** D12 at **4000 or above** (4.27%). Cross **POL** D8 at **5000**. Cross **POL VOR** at **5000**. | N57, N601, P18, P17/UP17 Northbound and for aircraft leaving controlled airspace. |
| POL 1Z<br>RWY 05R | Climb straight ahead on **MCT VOR** R051 (See Note 5). At **MCT** D7 turn left to intercept **POL VOR** R179 (359°) to **POL VOR**. Cross **POL** D12 at **4000 or above**. Cross **POL** D8 at **5000**. Cross **POL VOR** at **5000**. | N57, N601, P18, P17/UP17 Northbound and for aircraft leaving controlled airspace. |
| **OBSTACLE CLEARANCE -** † RWY 23R/RWY 05L: Close in obstacles exist below 100 AAL and are not considered for procedure gradients. | | |

GENERAL INFORMATION

1 SIDs reflect Noise Preferential Routeings. See EGCC AD 2.21 for Noise Abatement Procedures.
2 En-route cruising levels will be allocated after departure by 'Scottish Control'. **Do not climb above SID level until cleared by ATC.**.
3 Callsign for RTF frequency used **when instructed** after take-off 'Scottish Control'. On first contact advise callsign/SID designator current altitude and cleared altitude.
4 Maximum 250KIAS below FL100 unless otherwise authorised.
5 **WARNING: RUNWAY 23L/05L. In the event of a missed approach on runway 23R/05R ATC may instruct aircraft which have departed from runway 23L/05L to make a LEFT turn in order to establish separation.**
6 Expect first CPDLC Data Link Authority to be EGPX.

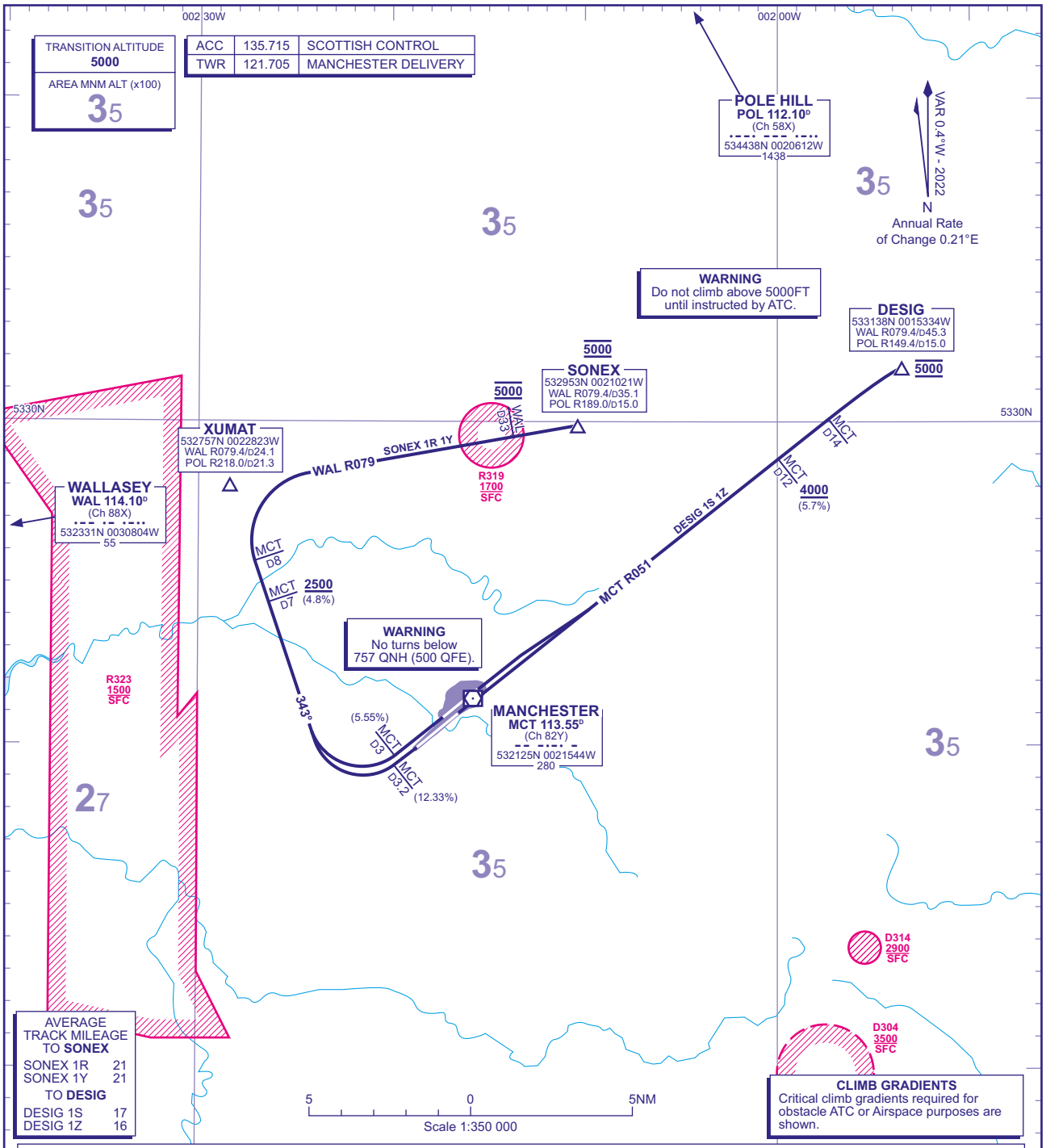
**CHANGE (2/25):** EGR323 ADDED.

AERO INFO DATE 27 NOV 24

# STANDARD DEPARTURE CHART - INSTRUMENT (SID) - ICAO

DISTANCES IN NAUTICAL MILES
BEARINGS, TRACKS AND RADIALS ARE MAGNETIC
ALTITUDES AND ELEVATIONS ARE IN FEET

# MANCHESTER
# SONEX 1R 1Y/DESIG 1S 1Z




| | | |
|---|---|---|
| SONEX 1R<br>RWY 23R† | Climb straight ahead at 5.55% or above (See Note 5). At **MCT** D3 turn right onto track 343° towards **XUMAT**. Cross **MCT** D7 at **2500 or above** (4.8%). At **MCT** D8 turn right onto **WAL VOR** R079 to **SONEX**. Cross **WAL** D33 at **5000**. Cross **SONEX** at **5000**. | L975. |
| SONEX 1Y<br>RWY 23L | Climb straight ahead at 12.33% or above (See Note 5). At **MCT** D3.2 turn right onto track 343° towards **XUMAT**. Cross **MCT** D7 at **2500 or above** (4.8%). At **MCT** D8 turn right onto **WAL VOR** R079 to **SONEX**. Cross **WAL** D33 at **5000**. Cross **SONEX** at **5000**. | L975. |
| DESIG 1S<br>RWY 05L† | Climb straight ahead. At **not below 757** ALT (**500** AAL), but not before DER, adjust track onto **MCT VOR** R051 (See Note 5). Cross **MCT** D12 at **4000 or above** (5.7%). At **MCT** D14 turn right to intercept **WAL VOR** R079 to **DESIG**. Cross **DESIG** at **5000**. | L603. |
| DESIG 1Z<br>RWY 05R | Climb straight ahead on **MCT VOR** R051 (See Note 5). Cross **MCT** D12 at **4000 or above** (5.7%). At **MCT** D14 turn right to intercept **WAL VOR** R079 to **DESIG**. Cross **DESIG** at **5000**. | L603. |
| **OBSTACLE CLEARANCE -** † RWY 23R/RWY 05L: Close in obstacles exist below 100 AAL and are not considered for procedure gradients. | | |

GENERAL INFORMATION

1 SIDs reflect Noise Preferential Routeings. See EGCC AD 2.21 for Noise Abatement Procedures.
2 En-route cruising levels will be allocated after departure by 'Scottish Control'. **Do not climb above SID level until cleared by ATC**.
3 Callsign for RTF frequency used **when instructed** after take-off 'Scottish Control'. On first contact advise callsign/SID designator current altitude and cleared altitude.
4 Maximum 250KIAS below FL100 unless otherwise authorised.
5 **WARNING: RUNWAY 23L/05L. In the event of a missed approach on runway 23R/05R ATC may instruct aircraft which have departed from runway 23L/05L to make a LEFT turn in order to establish separation.**
6 Expect first CPDLC Data Link Authority to be EGTT.

**CHANGE (2/25):** EGR323 ADDED.

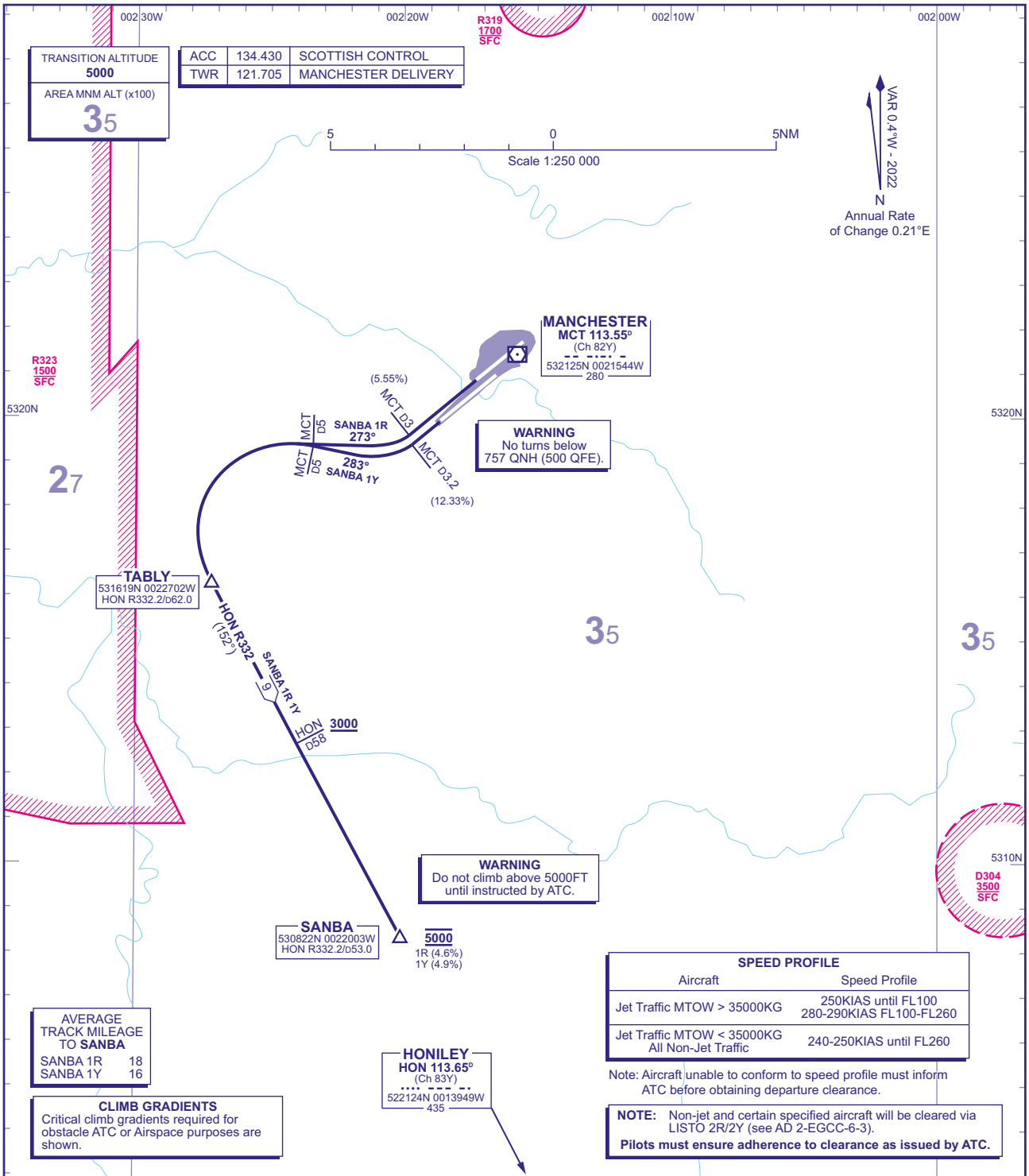
AERO INFO DATE 27 NOV 24

AD 2-EGCC-6-5

# STANDARD DEPARTURE CHART - INSTRUMENT (SID) - ICAO

DISTANCES IN NAUTICAL MILES
BEARINGS, TRACKS AND RADIALS ARE MAGNETIC
ALTITUDES AND ELEVATIONS ARE IN FEET

## MANCHESTER
(JET AIRCRAFT ONLY) **SANBA 1R 1Y**




| | | |
|---|---|---|
| SANBA 1R RWY 23R† | Climb straight ahead at 5.55% or above (See Note 5). At **MCT** D3 turn right onto track 273°. At **MCT** D5 turn left to **TABLY** to intercept **HON VOR** R332 to **SANBA**. Cross **HON** D58 (**MCT** D10) at **3000** or above. Cross **SANBA** (**HON** D53) at **5000** (4.6%). | N859 |
| SANBA 1Y RWY 23L | Climb straight ahead at 12.33% or above (See Note 5). At **MCT** D3.2 turn right onto track 283°. At **MCT** D5 turn left to **TABLY** to intercept **HON VOR** R332 to **SANBA**. Cross **HON** D58 (**MCT** D10) at **3000** or above. Cross **SANBA** (**HON** D53) at **5000** (4.9%). | N859 |
| **OBSTACLE CLEARANCE -** † RWY 23R: Close in obstacles exist below 100' AAL and are not considered for procedure gradients. | | |

GENERAL INFORMATION
1 SIDs reflect Noise Preferential Routeings. See EGCC AD 2.21 for Noise Abatement Procedures.
2 Cruising levels at FL190 and below will be allocated en-route by 'Scottish Control', cruising levels above FL190 will be allocated en-route by 'London Control'.
3 Callsign for RTF frequency used **when instructed** after take-off 'Scottish Control'. On first contact advise callsign/SID designator current altitude and cleared altitude.
4 Maximum 250KIAS below FL100 unless otherwise authorised.
5 **WARNING: RUNWAY 23L. In the event of a missed approach on runway 23R ATC may instruct aircraft which have departed from runway 23L to make a LEFT turn in order to establish separation.**
6 Speed Profile applies to all aircraft following this SID unless cancelled by ATC.
7 Expect first CPDLC Data Link Authority to be EGTT.

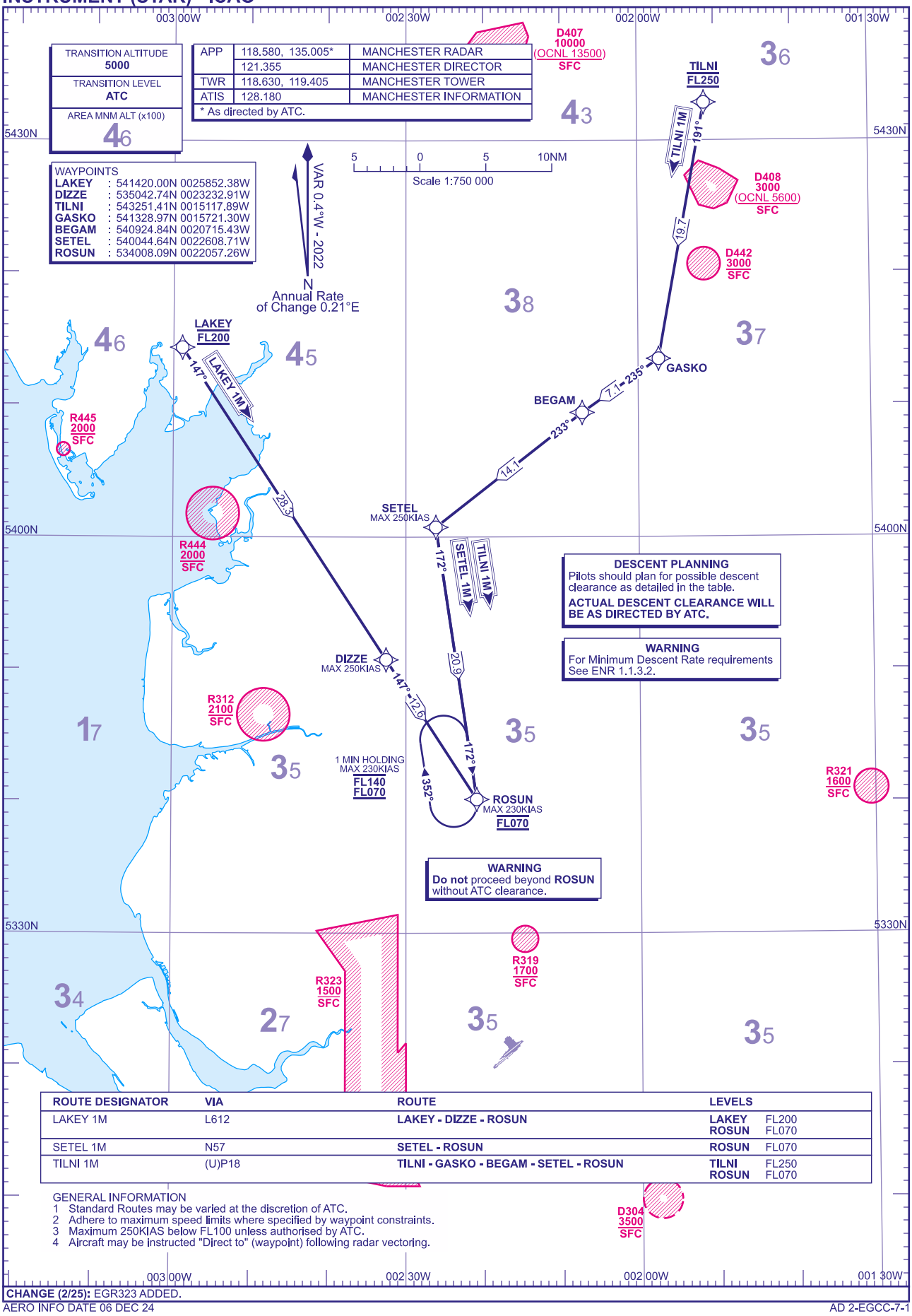
**CHANGE (6/25):** CHART TITLE.

AERO INFO DATE 19 MAR 25
AD 2-EGCC-6-6

# RNAV1 (DME/DME or GNSS) STANDARD ARRIVAL CHART - INSTRUMENT (STAR) - ICAO

DISTANCES IN NAUTICAL MILES
TRACKS ARE MAGNETIC
ALTITUDES AND ELEVATIONS ARE IN FEET

# MANCHESTER LAKEY 1M SETEL 1M TILNI 1M




| ROUTE DESIGNATOR | VIA | ROUTE | LEVELS |
|---|---|---|---|
| LAKEY 1M | L612 | LAKEY - DIZZE - ROSUN | LAKEY FL200<br>ROSUN FL070 |
| SETEL 1M | N57 | SETEL - ROSUN | ROSUN FL070 |
| TILNI 1M | (U)P18 | TILNI - GASKO - BEGAM - SETEL - ROSUN | TILNI FL250<br>ROSUN FL070 |

GENERAL INFORMATION
1 Standard Routes may be varied at the discretion of ATC.
2 Adhere to maximum speed limits where specified by waypoint constraints.
3 Maximum 250KIAS below FL100 unless authorised by ATC.
4 Aircraft may be instructed "Direct to" (waypoint) following radar vectoring.

**CHANGE (2/25):** EGR323 ADDED.

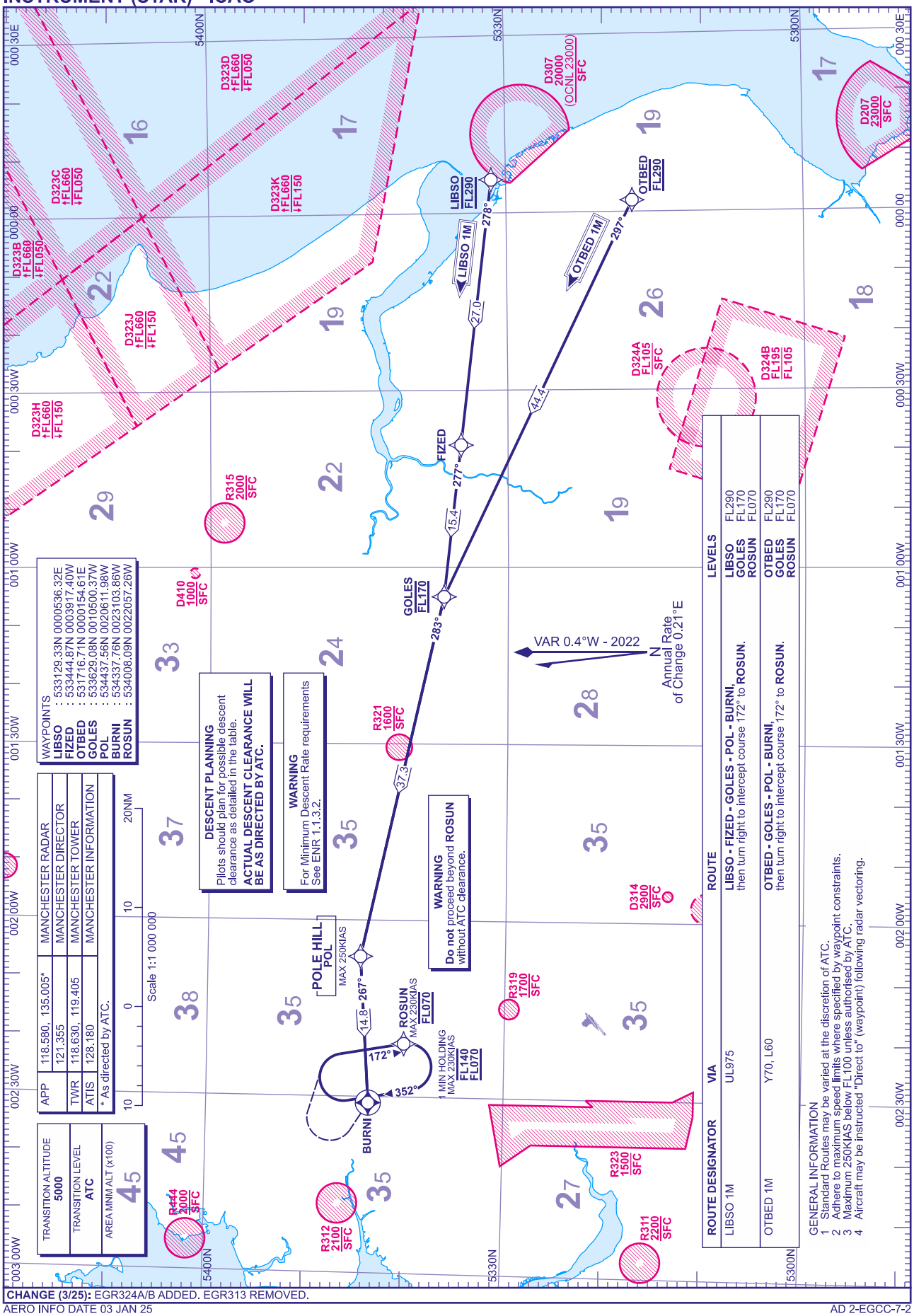
AERO INFO DATE 06 DEC 24

AD 2-EGCC-7-1

# RNAV1 (DME/DME or GNSS) STANDARD ARRIVAL CHART - INSTRUMENT (STAR) - ICAO

DISTANCES IN NAUTICAL MILES
TRACKS ARE MAGNETIC
ALTITUDES AND ELEVATIONS ARE IN FEET

# MANCHESTER
# LIBSO 1M OTBED 1M




**CHANGE (3/25):** EGR324A/B ADDED. EGR313 REMOVED.

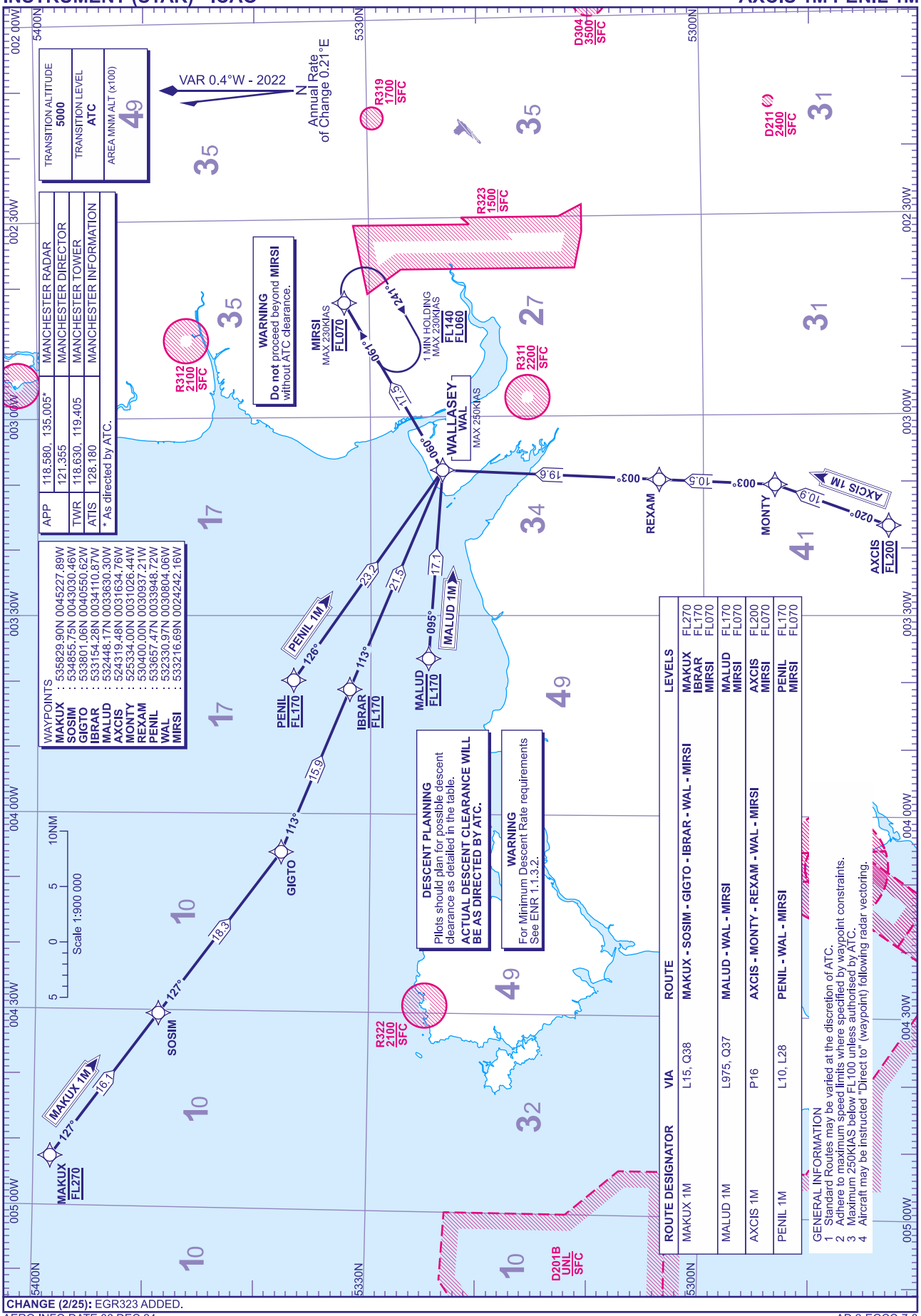
AERO INFO DATE 03 JAN 25

AD 2-EGCC-7-2

# RNAV1 (DME/DME or GNSS) STANDARD ARRIVAL CHART - INSTRUMENT (STAR) - ICAO

DISTANCES IN NAUTICAL MILES
TRACKS ARE MAGNETIC
ALTITUDES AND ELEVATIONS ARE IN FEET

# MANCHESTER MAKUX 1M MALUD 1M AXCIS 1M PENIL 1M




| ROUTE DESIGNATOR | VIA | ROUTE | LEVELS |
|---|---|---|---|
| MAKUX 1M | L15, Q38 | MAKUX - SOSIM - GIGTO - IBRAR - WAL - MIRSI | MAKUX FL270<br>IBRAR FL170<br>MIRSI FL070 |
| MALUD 1M | L975, Q37 | MALUD - WAL - MIRSI | MALUD FL170<br>MIRSI FL070 |
| AXCIS 1M | P16 | AXCIS - MONTY - REXAM - WAL - MIRSI | AXCIS FL200<br>MIRSI FL070 |
| PENIL 1M | L10, L28 | PENIL - WAL - MIRSI | PENIL FL170<br>MIRSI FL070 |

GENERAL INFORMATION
1 Standard Routes may be varied at the discretion of ATC.
2 Adhere to maximum speed limits where specified by waypoint constraints.
3 Maximum 250KIAS below FL100 unless authorised by ATC.
4 Aircraft may be instructed "Direct to" (waypoint) following radar vectoring.

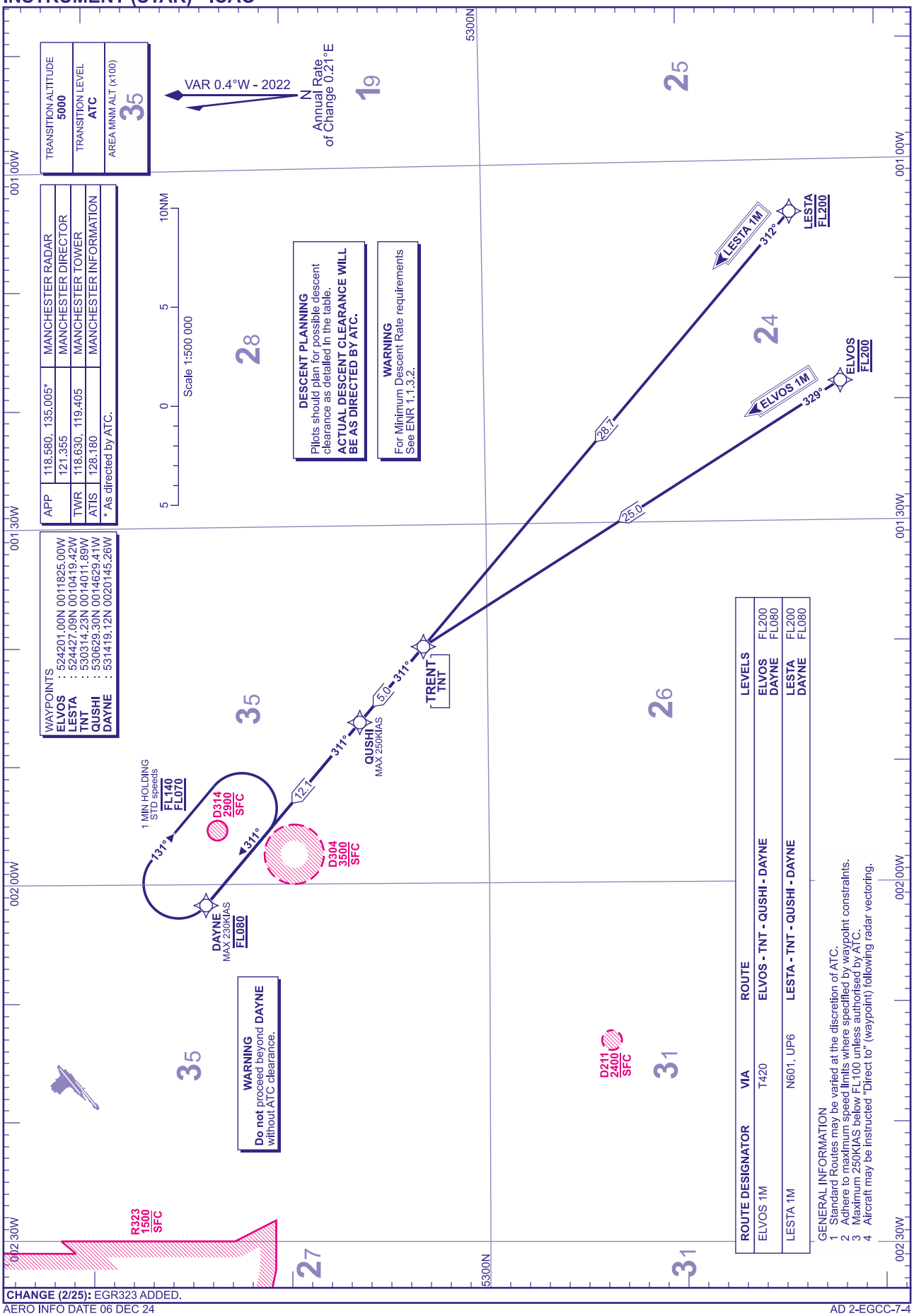
**CHANGE (2/25):** EGR323 ADDED.
AERO INFO DATE 06 DEC 24

AD 2-EGCC-7-3

# RNAV1 (DME/DME or GNSS) STANDARD ARRIVAL CHART - INSTRUMENT (STAR) - ICAO

DISTANCES IN NAUTICAL MILES
TRACKS ARE MAGNETIC
ALTITUDES AND ELEVATIONS ARE IN FEET

# MANCHESTER
# ELVOS 1M LESTA 1M




**CHANGE (2/25):** EGR323 ADDED.
AERO INFO DATE 06 DEC 24

# Standard Instrument Arrival Coding Tables

### MANCHESTER LAKEY 1M

| Designator | Sequence Number | Path Term-inator | Waypoint Name | Co-ordinates | Fly-over | Course/ Track °M (°T) | Magnetic Variation | Distance (NM) | Turn Direction | Level Constraint | Speed Constraint | Navigation Performance |
|---|---|---|---|---|---|---|---|---|---|---|---|---|
| LAKEY1M | 001 | IF | LAKEY | 541420.00N 0025852.38W | N | - | - | - | - | FL200 | - | RNAV1 |
| LAKEY1M | 002 | TF | DIZZE | 535042.74N 0023232.91W | N | 147° (146.6°) | -0.4 | 28.3 | - | - | -250 | RNAV1 |
| LAKEY1M | 003 | TF | ROSUN | 534008.09N 0022057.26W | N | 147° (146.9°) | -0.4 | 12.6 | - | FL070 | -230 | RNAV1 |

### MANCHESTER SETEL 1M

| Designator | Sequence Number | Path Term-inator | Waypoint Name | Co-ordinates | Fly-over | Course/ Track °M (°T) | Magnetic Variation | Distance (NM) | Turn Direction | Level Constraint | Speed Constraint | Navigation Performance |
|---|---|---|---|---|---|---|---|---|---|---|---|---|
| SETEL1M | 001 | IF | SETEL | 540044.64N 0022608.71W | N | - | - | - | - | - | -250 | RNAV1 |
| SETEL1M | 002 | TF | ROSUN | 534008.09N 0022057.26W | N | 172° (171.5°) | -0.4 | 20.9 | - | FL070 | -230 | RNAV1 |

### MANCHESTER TILNI 1M

| Designator | Sequence Number | Path Term-inator | Waypoint Name | Co-ordinates | Fly-over | Course/ Track °M (°T) | Magnetic Variation | Distance (NM) | Turn Direction | Level Constraint | Speed Constraint | Navigation Performance |
|---|---|---|---|---|---|---|---|---|---|---|---|---|
| TILNI1M | 001 | IF | TILNI | 543251.41N 0015117.89W | N | - | - | - | - | FL250 | - | RNAV1 |
| TILNI1M | 002 | TF | GASKO | 541328.97N 0015721.30W | N | 191° (190.4°) | -0.4 | 19.7 | RIGHT | - | - | RNAV1 |
| TILNI1M | 003 | TF | BEGAM | 540924.84N 0020715.43W | N | 235° (235.1°) | -0.4 | 7.1 | - | - | - | RNAV1 |
| TILNI1M | 004 | TF | SETEL | 540044.64N 0022608.71W | N | 233° (232.2°) | -0.4 | 14.1 | LEFT | - | -250 | RNAV1 |
| TILNI1M | 005 | TF | ROSUN | 534008.09N 0022057.26W | N | 172° (171.5°) | -0.4 | 20.9 | - | FL070 | -230 | RNAV1 |

### MANCHESTER LIBSO 1M

| Designator | Sequence Number | Path Term-inator | Waypoint Name | Co-ordinates | Fly-over | Course/ Track °M (°T) | Magnetic Variation | Distance (NM) | Turn Direction | Level Constraint | Speed Constraint | Navigation Performance |
|---|---|---|---|---|---|---|---|---|---|---|---|---|
| LIBSO1M | 001 | IF | LIBSO | 533129.33N 0000536.32E | N | - | - | - | - | FL290 | - | RNAV1 |
| LIBSO1M | 002 | TF | FIZED | 533444.87N 0003917.40W | N | 278° (277.3°) | -0.4 | 27.0 | - | - | - | RNAV1 |
| LIBSO1M | 003 | TF | GOLES | 533629.08N 0010500.37W | N | 277° (276.7°) | -0.4 | 15.4 | RIGHT | FL170 | - | RNAV1 |
| LIBSO1M | 004 | TF | POL | 534437.56N 0020611.98W | N | 283° (283.0°) | -0.4 | 37.3 | LEFT | - | -250 | RNAV1 |
| LIBSO1M | 005 | TF | BURNI | 534337.76N 0023103.86W | Y | 267° (266.3°) | -0.4 | 14.8 | RIGHT | - | - | RNAV1 |
| LIBSO1M | 006 | CF | ROSUN | 534008.09N 0022057.26W | N | 172° (171.1°) | -0.4 | - | - | FL070 | -230 | RNAV1 |

**CHANGE (3/23):** SPECIFICATION CHANGE.
AERO INFO DATE 14 DEC 22

# Standard Instrument Arrival Coding Tables

### MANCHESTER OTBED 1M

| Designator | Sequence Number | Path Term-inator | Waypoint Name | Co-ordinates | Fly-over | Course/ Track °M (°T) | Magnetic Variation | Distance (NM) | Turn Direction | Level Constraint | Speed Constraint | Navigation Performance |
|---|---|---|---|---|---|---|---|---|---|---|---|---|
| OTBED1M | 001 | IF | OTBED | 531716.71N 0000154.61E | N | - | - | - | - | FL290 | - | RNAV1 |
| OTBED1M | 002 | TF | GOLES | 533629.08N 0010500.37W | N | 297° (296.1°) | -0.4 | 44.4 | LEFT | FL170 | - | RNAV1 |
| OTBED1M | 003 | TF | POL | 534437.56N 0020611.98W | N | 283° (283.0°) | -0.4 | 37.3 | LEFT | - | -250 | RNAV1 |
| OTBED1M | 004 | TF | BURNI | 534337.76N 0023103.86W | Y | 267° (266.3°) | -0.4 | 14.8 | RIGHT | - | - | RNAV1 |
| OTBED1M | 005 | CF | ROSUN | 534008.09N 0022057.26W | N | 172° (171.1°) | -0.4 | - | - | FL070 | -230 | RNAV1 |

### MANCHESTER MAKUX 1M

| Designator | Sequence Number | Path Term-inator | Waypoint Name | Co-ordinates | Fly-over | Course/ Track °M (°T) | Magnetic Variation | Distance (NM) | Turn Direction | Level Constraint | Speed Constraint | Navigation Performance |
|---|---|---|---|---|---|---|---|---|---|---|---|---|
| MAKUX1M | 001 | IF | MAKUX | 535829.90N 0045227.89W | N | - | - | - | - | FL270 | - | RNAV1 |
| MAKUX1M | 002 | TF | SOSIM | 534855.75N 0043030.46W | N | 127° (126.3°) | -0.4 | 16.1 | - | - | - | RNAV1 |
| MAKUX1M | 003 | TF | GIGTO | 533801.06N 0040550.62W | N | 127° (126.6°) | -0.4 | 18.3 | LEFT | - | - | RNAV1 |
| MAKUX1M | 004 | TF | IBRAR | 533154.28N 0034110.87W | N | 113° (112.5°) | -0.4 | 15.9 | - | FL170 | - | RNAV1 |
| MAKUX1M | 005 | TF | WAL | 532330.97N 0030804.06W | N | 113° (112.8°) | -0.4 | 21.5 | LEFT | - | -250 | RNAV1 |
| MAKUX1M | 006 | TF | MIRSI | 533216.69N 0024242.16W | N | 060° (059.8°) | -0.4 | 17.5 | - | FL070 | -230 | RNAV1 |

### MANCHESTER MALUD 1M

| Designator | Sequence Number | Path Term-inator | Waypoint Name | Co-ordinates | Fly-over | Course/ Track °M (°T) | Magnetic Variation | Distance (NM) | Turn Direction | Level Constraint | Speed Constraint | Navigation Performance |
|---|---|---|---|---|---|---|---|---|---|---|---|---|
| MALUD1M | 001 | IF | MALUD | 532448.17N 0033630.30W | N | - | - | - | - | FL170 | - | RNAV1 |
| MALUD1M | 002 | TF | WAL | 532330.97N 0030804.06W | N | 095° (094.1°) | -0.4 | 17.1 | LEFT | - | -250 | RNAV1 |
| MALUD1M | 003 | TF | MIRSI | 533216.69N 0024242.16W | N | 060° (059.8°) | -0.4 | 17.5 | - | FL070 | -230 | RNAV1 |

### MANCHESTER AXCIS 1M

| Designator | Sequence Number | Path Term-inator | Waypoint Name | Co-ordinates | Fly-over | Course/ Track °M (°T) | Magnetic Variation | Distance (NM) | Turn Direction | Level Constraint | Speed Constraint | Navigation Performance |
|---|---|---|---|---|---|---|---|---|---|---|---|---|
| AXCIS1M | 001 | IF | AXCIS | 524319.48N 0031634.76W | N | - | - | - | - | FL200 | - | RNAV1 |
| AXCIS1M | 002 | TF | MONTY | 525334.00N 0031026.44W | N | 020° (019.9°) | -0.4 | 10.9 | LEFT | - | - | RNAV1 |
| AXCIS1M | 003 | TF | REXAM | 530400.00N 0030937.21W | N | 003° (002.7°) | -0.4 | 10.5 | - | - | - | RNAV1 |
| AXCIS1M | 004 | TF | WAL | 532330.97N 0030804.06W | N | 003° (002.7°) | -0.4 | 19.6 | RIGHT | - | -250 | RNAV1 |
| AXCIS1M | 005 | TF | MIRSI | 533216.69N 0024242.16W | N | 060° (059.8°) | -0.4 | 17.5 | - | FL070 | -230 | RNAV1 |

**CHANGE (3/23):** AXCIS 1M ADDED. OKTEM 1M REMOVED.
AERO INFO DATE 15 DEC 22

# Standard Instrument Arrival Coding Tables

**MANCHESTER PENIL 1M**

| Designator | Sequence Number | Path Term-inator | Waypoint Name | Co-ordinates | Fly-over | Course/ Track °M (°T) | Magnetic Variation | Distance (NM) | Turn Direction | Level Constraint | Speed Constraint | Navigation Performance |
|---|---|---|---|---|---|---|---|---|---|---|---|---|
| PENIL1M | 001 | IF | PENIL | 533657.47N 0033948.72W | N | - | - | - | - | FL170 | - | RNAV1 |
| PENIL1M | 002 | TF | WAL | 532330.97N 0030804.06W | N | 126° (125.2°) | -0.4 | 23.2 | LEFT | - | -250 | RNAV1 |
| PENIL1M | 003 | TF | MIRSI | 533216.69N 0024242.16W | N | 060° (059.8°) | -0.4 | 17.5 | - | FL070 | -230 | RNAV1 |

**MANCHESTER ELVOS 1M**

| Designator | Sequence Number | Path Term-inator | Waypoint Name | Co-ordinates | Fly-over | Course/ Track °M (°T) | Magnetic Variation | Distance (NM) | Turn Direction | Level Constraint | Speed Constraint | Navigation Performance |
|---|---|---|---|---|---|---|---|---|---|---|---|---|
| ELVOS1M | 001 | IF | ELVOS | 524201.00N 0011825.00W | N | - | - | - | - | FL200 | - | RNAV1 |
| ELVOS1M | 002 | TF | TNT | 530314.23N 0014011.89W | N | 329° (328.3°) | -0.4 | 25.0 | LEFT | - | - | RNAV1 |
| ELVOS1M | 003 | TF | QUSHI | 530629.30N 0014629.41W | N | 311° (310.7°) | -0.4 | 5.0 | - | - | -250 | RNAV1 |
| ELVOS1M | 004 | TF | DAYNE | 531419.12N 0020145.26W | N | 311° (310.6°) | -0.4 | 12.1 | - | FL080 | -230 | RNAV1 |

**MANCHESTER LESTA 1M**

| Designator | Sequence Number | Path Term-inator | Waypoint Name | Co-ordinates | Fly-over | Course/ Track °M (°T) | Magnetic Variation | Distance (NM) | Turn Direction | Level Constraint | Speed Constraint | Navigation Performance |
|---|---|---|---|---|---|---|---|---|---|---|---|---|
| LESTA1M | 001 | IF | LESTA | 524427.09N 0010419.42W | N | - | - | - | - | FL200 | - | RNAV1 |
| LESTA1M | 002 | TF | TNT | 530314.23N 0014011.89W | N | 312° (311.1°) | -0.4 | 28.7 | - | - | - | RNAV1 |
| LESTA1M | 003 | TF | QUSHI | 530629.30N 0014629.41W | N | 311° (310.7°) | -0.4 | 5.0 | - | - | -250 | RNAV1 |
| LESTA1M | 004 | TF | DAYNE | 531419.12N 0020145.26W | N | 311° (310.6°) | -0.4 | 12.1 | - | FL080 | -230 | RNAV1 |

**CHANGE (3/23):** SPECIFICATION CHANGE.
AERO INFO DATE 15 DEC 22

# RNAV Hold Coding Tables

**MANCHESTER DAYNE Hold**

| Designator | Sequence Number | Path Term-inator | Waypoint Name | Co-ordinates | Fly-over | Course/ Track °M (°T) | Magnetic Variation | Time (MIN) | Turn Direction | Level Constraint | Speed Constraint | Navigation Performance |
|---|---|---|---|---|---|---|---|---|---|---|---|---|
| DAYNE | - | - | DAYNE | 531419.12N 0020145.26W | Y | 311° (310.7°) | -0.4 | 1 MIN | RIGHT | -FL140 +FL070 | -230 | RNAV1 |

**MANCHESTER MIRSI Hold**

| Designator | Sequence Number | Path Term-inator | Waypoint Name | Co-ordinates | Fly-over | Course/ Track °M (°T) | Magnetic Variation | Time (MIN) | Turn Direction | Level Constraint | Speed Constraint | Navigation Performance |
|---|---|---|---|---|---|---|---|---|---|---|---|---|
| MIRSI | - | - | MIRSI | 533216.69N 0024242.16W | Y | 061° (060.6°) | -0.4 | 1 MIN | RIGHT | -FL140 +FL060 | -230 | RNAV1 |

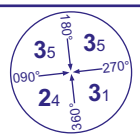
**MANCHESTER ROSUN Hold**

| Designator | Sequence Number | Path Term-inator | Waypoint Name | Co-ordinates | Fly-over | Course/ Track °M (°T) | Magnetic Variation | Time (MIN) | Turn Direction | Level Constraint | Speed Constraint | Navigation Performance |
|---|---|---|---|---|---|---|---|---|---|---|---|---|
| ROSUN | - | - | ROSUN | 534008.09N 0022057.26W | Y | 172° (171.1°) | -0.4 | 1 MIN | RIGHT | -FL140 +FL070 | -230 | RNAV1 |

**CHANGE (3/23):** SPECIFICATION CHANGE.
AERO INFO DATE 15 DEC 22

# INSTRUMENT APPROACH CHART - ICAO

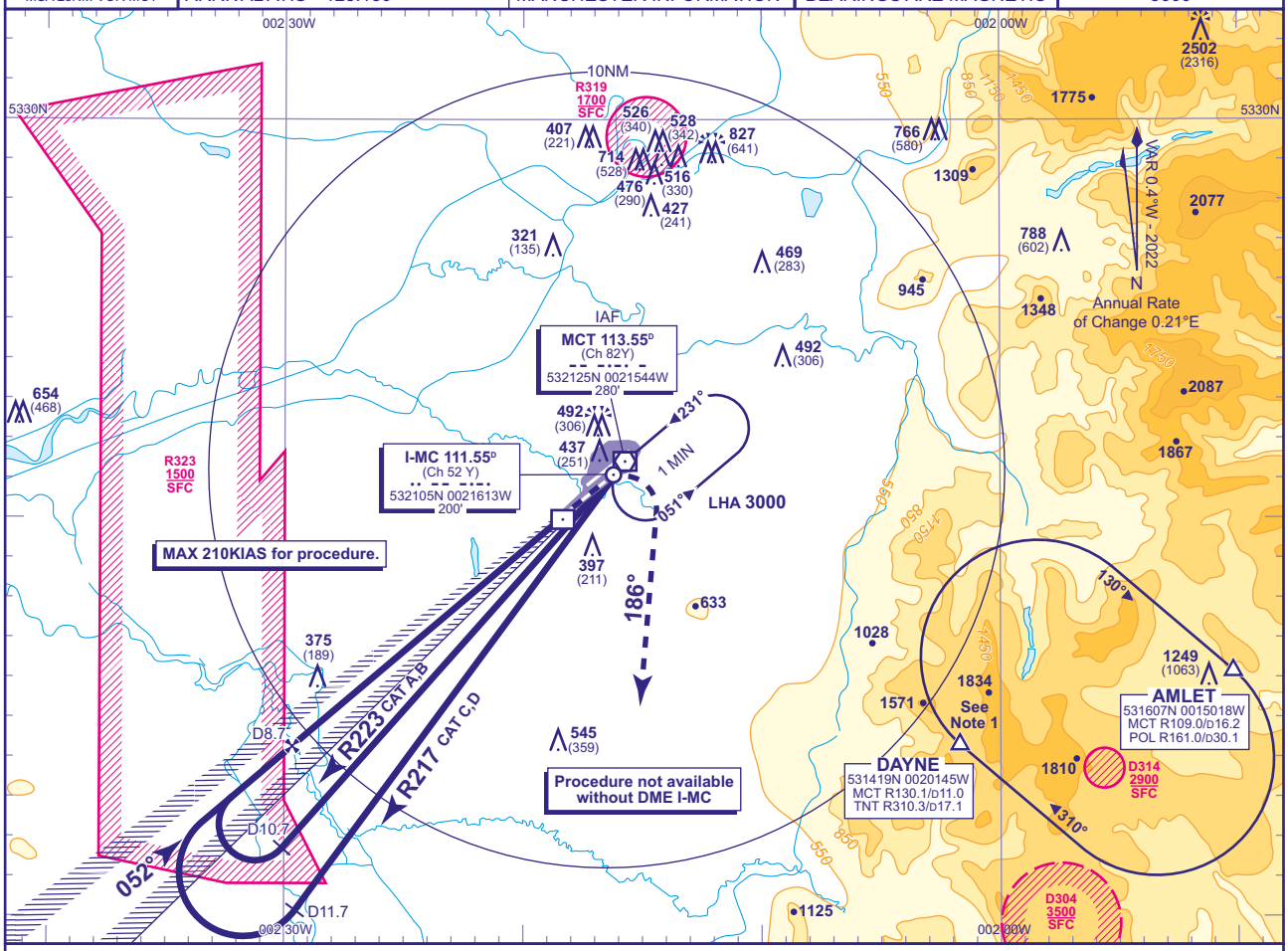
# MANCHESTER ILS/DME (I-MC) RWY 05R
(ACFT CAT A,B,C,D)



MSA 25NM VOR MCT

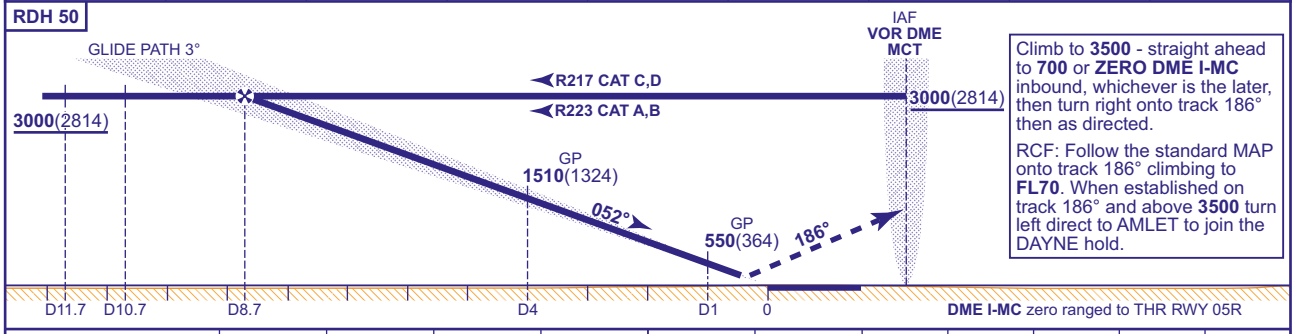
| | | | | | |
|---|---|---|---|---|---|
| APP | 118.580, 135.005 | MANCHESTER RADAR | AD ELEVATION | 257 |
| | 121.355 | MANCHESTER DIRECTOR | THR ELEVATION | 186 |
| TWR | 118.630, 119.405 | MANCHESTER TOWER | OBSTACLE ELEVATION | |
| | 121.855, 121.705 | MANCHESTER GROUND | 2502 AMSL (2316) (ABOVE THR) | |
| ARRIVAL ATIS | 128.180 | MANCHESTER INFORMATION | BEARINGS ARE MAGNETIC | |

TRANSITION ALTITUDE **5000**




**RECOMMENDED PROFILE** GLIDEPATH 3°, 320FT/NM

| DME I-MC | 8 | 7 | 6 | 5 | 4 | 3 | 2 | 1 |
|---|---|---|---|---|---|---|---|---|
| ALT(HGT) | **2780**(2594) | **2460**(2274) | **2140**(1954) | **1820**(1634) | **1510**(1324) | **1190**(1004) | **870**(684) | **550**(364) |




Climb to **3500** - straight ahead to **700** or **ZERO DME I-MC** inbound, whichever is the later, then turn right onto track 186° then as directed.

RCF: Follow the standard MAP onto track 186° climbing to **FL70**. When established on track 186° and above **3500** turn left direct to AMLET to join the DAYNE hold.

| Aircraft Category | | A | B | C | D |
|---|---|---|---|---|---|
| OCA (OCH) | CAT I | **328**(142) | **338**(152) | **350**(164) | **364**(178) |
| VM(C)OCA (OCH AAL) | Total Area | **790**(533) | **820**(563) | **1110**(853) | **1110**(853) |

| Rate of descent | G/S KT | 160 | 140 | 120 | 100 | 80 |
|---|---|---|---|---|---|---|
| | FT/MIN | 850 | 750 | 640 | 530 | 420 |

**NOTE 1** DAYNE HOLD:- Limiting outbound distance MCT DME 16/TNT DME 14. Minimum holding level is FL70.
**2** Procedure restricted to maximum 210KIAS.

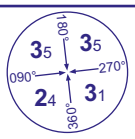
**CHANGE (8/25):** TNT VOR RECALIBRATED. DAYNE HOLD REVISED. AMLET/DAYNE WAYPOINT VOR RADIALS REVISED.

AERO INFO DATE 16 MAY 25

AD 2-EGCC-8-1

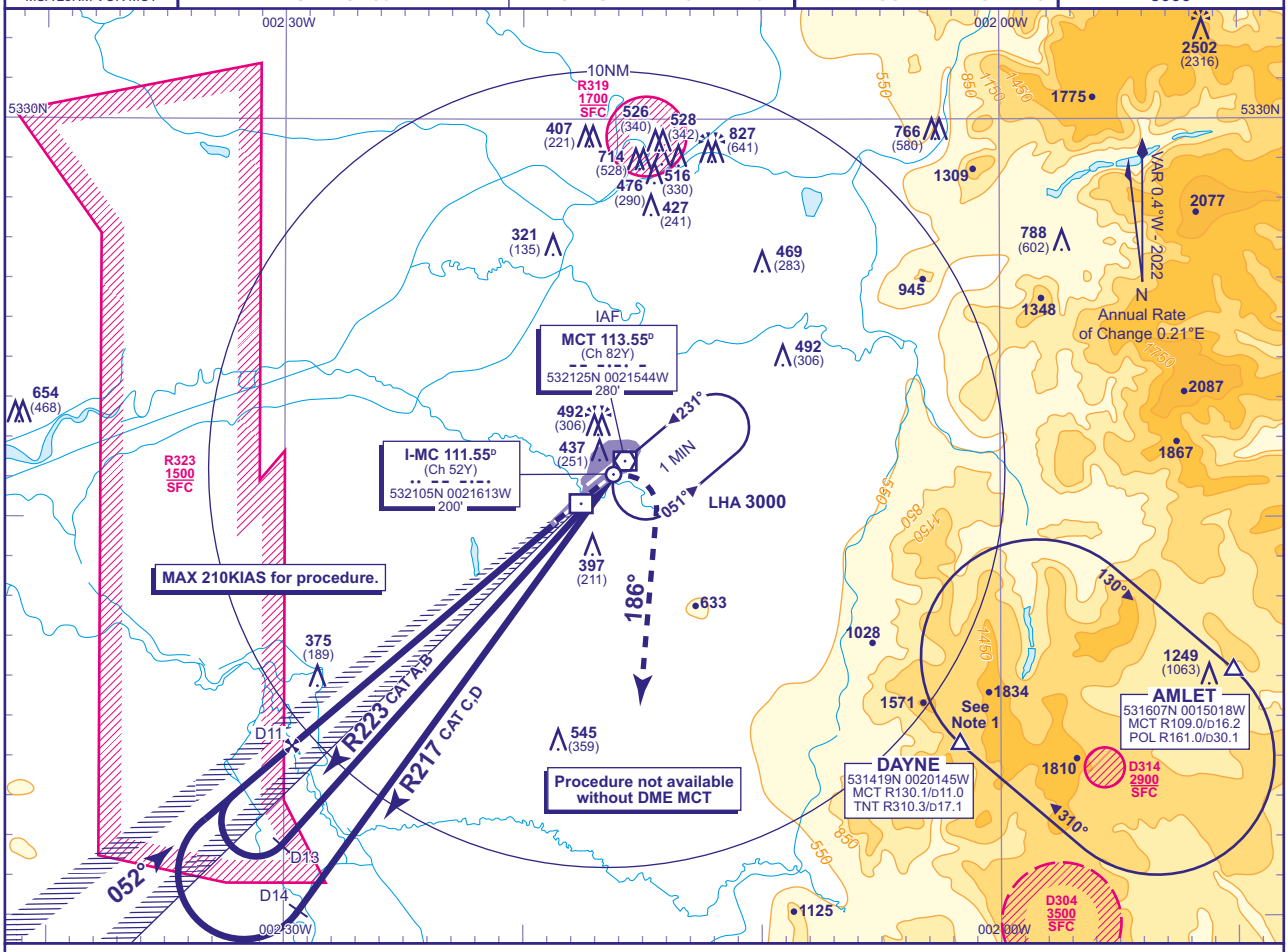
# INSTRUMENT APPROACH CHART - ICAO

## MANCHESTER ILS/DME (MCT) RWY 05R
(ACFT CAT A,B,C,D)



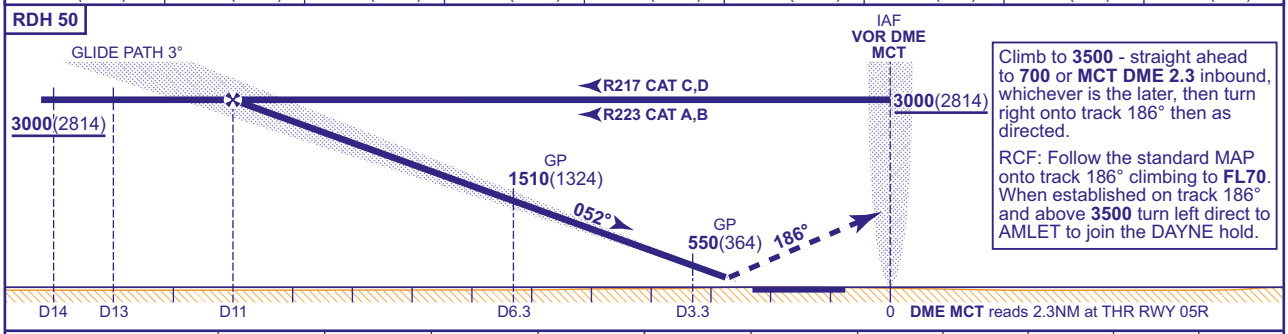
MSA 25NM VOR MCT

| | | | | | |
|---|---|---|---|---|---|
| APP | 118.580, 135.005 | MANCHESTER RADAR | AD ELEVATION | 257 | TRANSITION ALTITUDE 5000 |
| | 121.355 | MANCHESTER DIRECTOR | THR ELEVATION | 186 | |
| TWR | 118.630, 119.405 | MANCHESTER TOWER | OBSTACLE ELEVATION 2502 AMSL (2316) (ABOVE THR) | | |
| | 121.855, 121.705 | MANCHESTER GROUND | | | |
| ARRIVAL ATIS | 128.180 | MANCHESTER INFORMATION | BEARINGS ARE MAGNETIC | | |




**RECOMMENDED PROFILE** GLIDEPATH 3°, 320FT/NM

| DME MCT | 10 | 9 | 8 | 7 | 6 | 5 | 4 | 3 |
|---|---|---|---|---|---|---|---|---|
| ALT(HGT) | **2680**(2494) | **2360**(2174) | **2050**(1864) | **1730**(1544) | **1410**(1224) | **1090**(904) | **780**(594) | **460**(274) |




Climb to **3500** - straight ahead to **700** or **MCT DME 2.3** inbound, whichever is the later, then turn right onto track 186° then as directed.

RCF: Follow the standard MAP onto track 186° climbing to **FL70**. When established on track 186° and above **3500** turn left direct to AMLET to join the DAYNE hold.

| Aircraft Category | | A | B | C | D |
|---|---|---|---|---|---|
| OCA (OCH) | CAT I | **328**(142) | **338**(152) | **350**(164) | **364**(178) |
| VM(C)OCA (OCH AAL) | Total Area | **790**(533) | **820**(563) | **1110**(853) | **1110**(853) |

| Rate of descent | G/S KT | 160 | 140 | 120 | 100 | 80 |
|---|---|---|---|---|---|---|
| | FT/MIN | 850 | 750 | 640 | 530 | 420 |

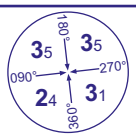
**NOTE 1** DAYNE HOLD:- Limiting outbound distance MCT DME 16/TNT DME 14. Minimum holding level is FL70.
**2** Procedure restricted to maximum 210KIAS.

**CHANGE (8/25):** TNT VOR RECALIBRATED. DAYNE HOLD REVISED. AMLET/DAYNE WAYPOINT VOR RADIALS REVISED.

AERO INFO DATE 16 MAY 25 AD 2-EGCC-8-2

# INSTRUMENT APPROACH CHART - ICAO

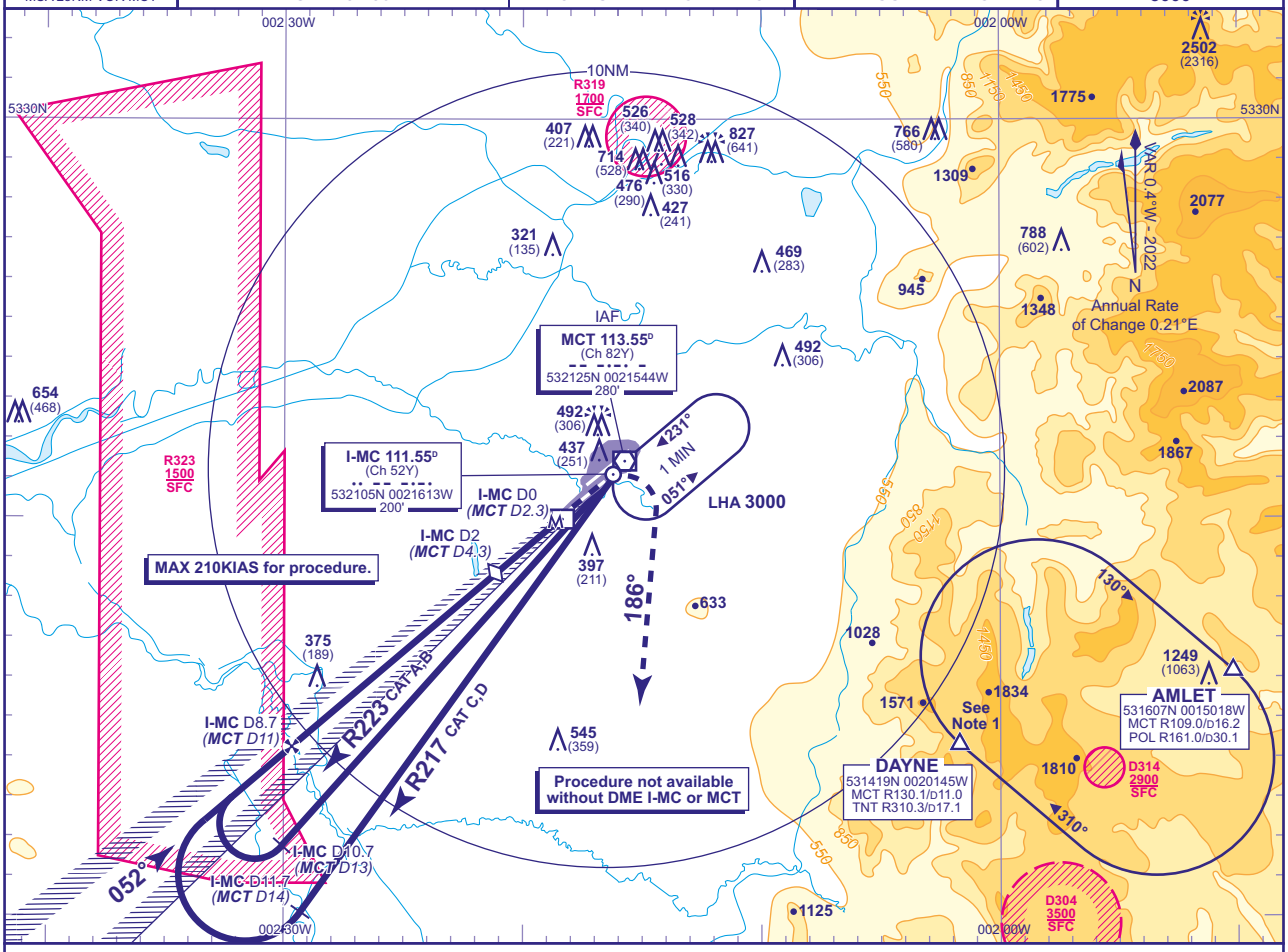
## MANCHESTER LOC/DME (I-MC) RWY 05R
(ACFT CAT A,B,C,D)



MSA 25NM VOR MCT

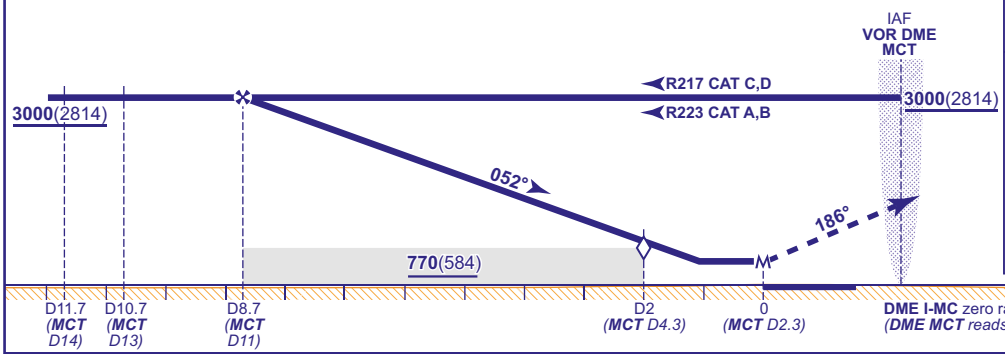
| | | | | | |
|---|---|---|---|---|---|
| APP | 118.580, 135.005 | MANCHESTER RADAR | | AD ELEVATION | 257 |
| | 121.355 | MANCHESTER DIRECTOR | | THR ELEVATION | 186 |
| TWR | 118.630, 119.405 | MANCHESTER TOWER | | OBSTACLE ELEVATION | |
| | 121.855, 121.705 | MANCHESTER GROUND | | 2502 AMSL (2316) (ABOVE THR) | |
| ARRIVAL ATIS | 128.180 | MANCHESTER INFORMATION | | BEARINGS ARE MAGNETIC | |

TRANSITION ALTITUDE **5000**




**RECOMMENDED PROFILE** Gradient 5.2%, 320FT/NM

| DME I-MC(MCT) | 8(10.3) | 7(9.3) | 6(8.3) | 5(7.3) | 4(6.3) | 3(5.3) | 2(4.3)(SDF) | 1(3.3) |
|---|---|---|---|---|---|---|---|---|
| ALT(HGT) | **2780**(2594) | **2460**(2274) | **2140**(1954) | **1820**(1634) | **1510**(1324) | **1190**(1004) | **870**(684) | **550**(364) |




**MAPt** **I-MC DME ZERO/ MCT DME 2.3** (THR RWY 05R)

Climb to **3500** - straight ahead to **700** or **ZERO DME I-MC** inbound, whichever is the later, then turn right onto track 186° then as directed.

RCF: Follow the standard MAP onto track 186° climbing to **FL70**. When established on track 186° and above **3500** turn left direct to AMLET to join the DAYNE hold.

**DME I-MC** zero ranged to THR RWY 05R (***DME MCT*** *reads 2.3NM at THR RWY 05R)*

| Aircraft Category | | A | B | C | D |
|---|---|---|---|---|---|
| OCA (OCH) | Procedure | **530**(344) | **530**(344) | **530**(344) | **530**(344) |
| VM(C)OCA (OCH AAL) | Total Area | **790**(533) | **820**(563) | **1110**(853) | **1110**(853) |

| Rate of descent | G/S KT | 160 | 140 | 120 | 100 | 80 |
|---|---|---|---|---|---|---|
| | FT/MIN | 850 | 750 | 640 | 530 | 420 |

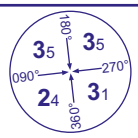
**NOTE 1** DAYNE HOLD:- Limiting outbound distance MCT DME 16/TNT DME 14. Minimum holding level is FL70.
**2** Procedure restricted to maximum 210KIAS.

**CHANGE (8/25):** TNT VOR RECALIBRATED. DAYNE HOLD REVISED. AMLET/DAYNE WAYPOINT VOR RADIALS REVISED.

AERO INFO DATE 16 MAY 25

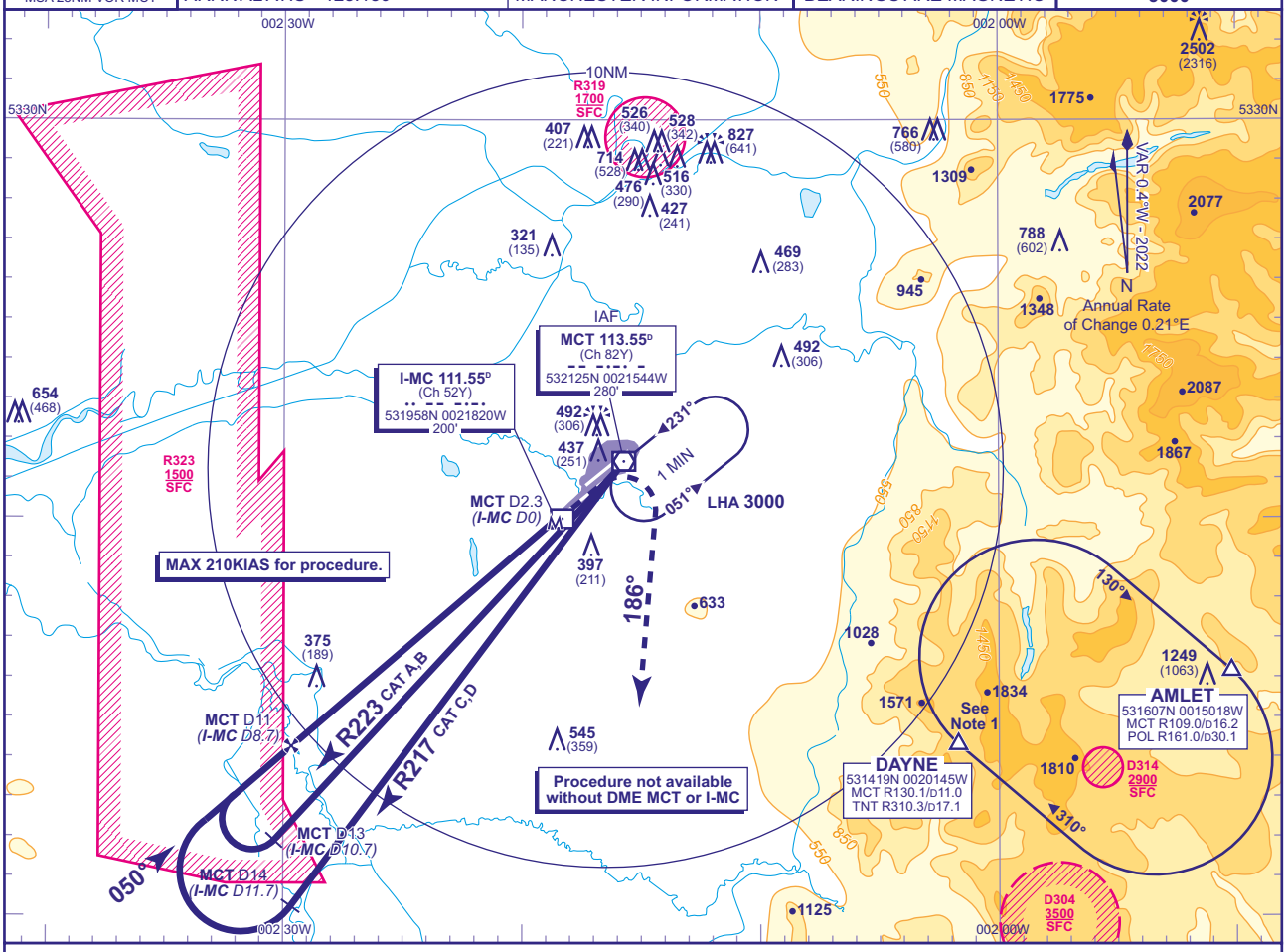
# INSTRUMENT APPROACH CHART - ICAO

## MANCHESTER VOR/DME RWY 05R
(ACFT CAT A,B,C,D)



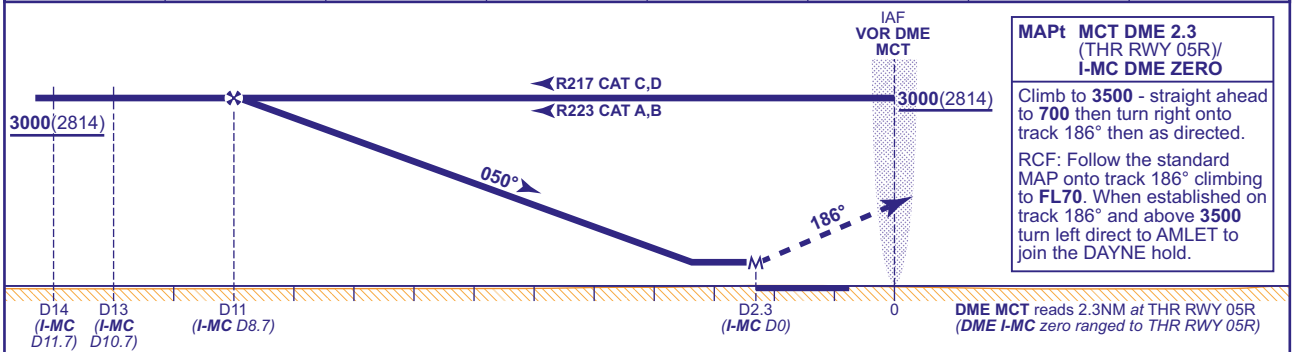
MSA 25NM VOR MCT

| | | | | | |
|---|---|---|---|---|---|
| APP | 118.580, 135.005 | MANCHESTER RADAR | AD ELEVATION | 257 | TRANSITION ALTITUDE 5000 |
| | 121.355 | MANCHESTER DIRECTOR | THR ELEVATION | 186 | |
| TWR | 118.630, 119.405 | MANCHESTER TOWER | OBSTACLE ELEVATION 2502 AMSL (2316) (ABOVE THR) | | |
| | 121.855, 121.705 | MANCHESTER GROUND | | | |
| ARRIVAL ATIS | 128.180 | MANCHESTER INFORMATION | BEARINGS ARE MAGNETIC | | |




**RECOMMENDED PROFILE** Gradient 5.2%, 320FT/NM

| DME MCT(I-MC) | 10(7.7) | 9(6.7) | 8(5.7) | 7(4.7) | 6(3.7) | 5(2.7) | 4(1.7) |
|---|---|---|---|---|---|---|---|
| **ALT**(HGT) | **2680**(2494) | **2360**(2174) | **2050**(1864) | **1730**(1544) | **1410**(1224) | **1090**(904) | **780**(594) |



**DME MCT** reads 2.3NM *at* THR RWY 05R
(***DME I-MC*** *zero ranged to THR RWY 05R)*

**MAPt MCT DME 2.3**
(THR RWY 05R)/
**I-MC DME ZERO**

Climb to **3500** - straight ahead to **700** then turn right onto track 186° then as directed.

RCF: Follow the standard MAP onto track 186° climbing to **FL70**. When established on track 186° and above **3500** turn left direct to AMLET to join the DAYNE hold.

| Aircraft Category | | A | B | C | D |
|---|---|---|---|---|---|
| **OCA** (OCH) | **Procedure** | **770**(584) | **770**(584) | **770**(584) | **770**(584) |
| **VM(C)OCA** (OCH AAL) | **Total Area** | **790**(533) | **820**(563) | **1110**(853) | **1110**(853) |

| Rate of descent | G/S KT | 160 | 140 | 120 | 100 | 80 |
|---|---|---|---|---|---|---|
| | FT/MIN | 850 | 750 | 640 | 530 | 420 |

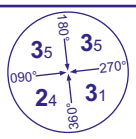
**NOTE 1** DAYNE HOLD:- Limiting outbound distance MCT DME 16/TNT DME 14. Minimum holding level is FL70.
**2** DME I-MC may be used if MCT DME is not available.
**3** Procedure restricted to maximum 210KIAS.
**4** FAT offset 0.9° from RWY C/L.

**CHANGE (8/25):** TNT VOR RECALIBRATED. DAYNE HOLD REVISED. AMLET/DAYNE WAYPOINT VOR RADIALS REVISED.

AERO INFO DATE 16 MAY 25 AD 2-EGCC-8-4

# INSTRUMENT APPROACH CHART - ICAO

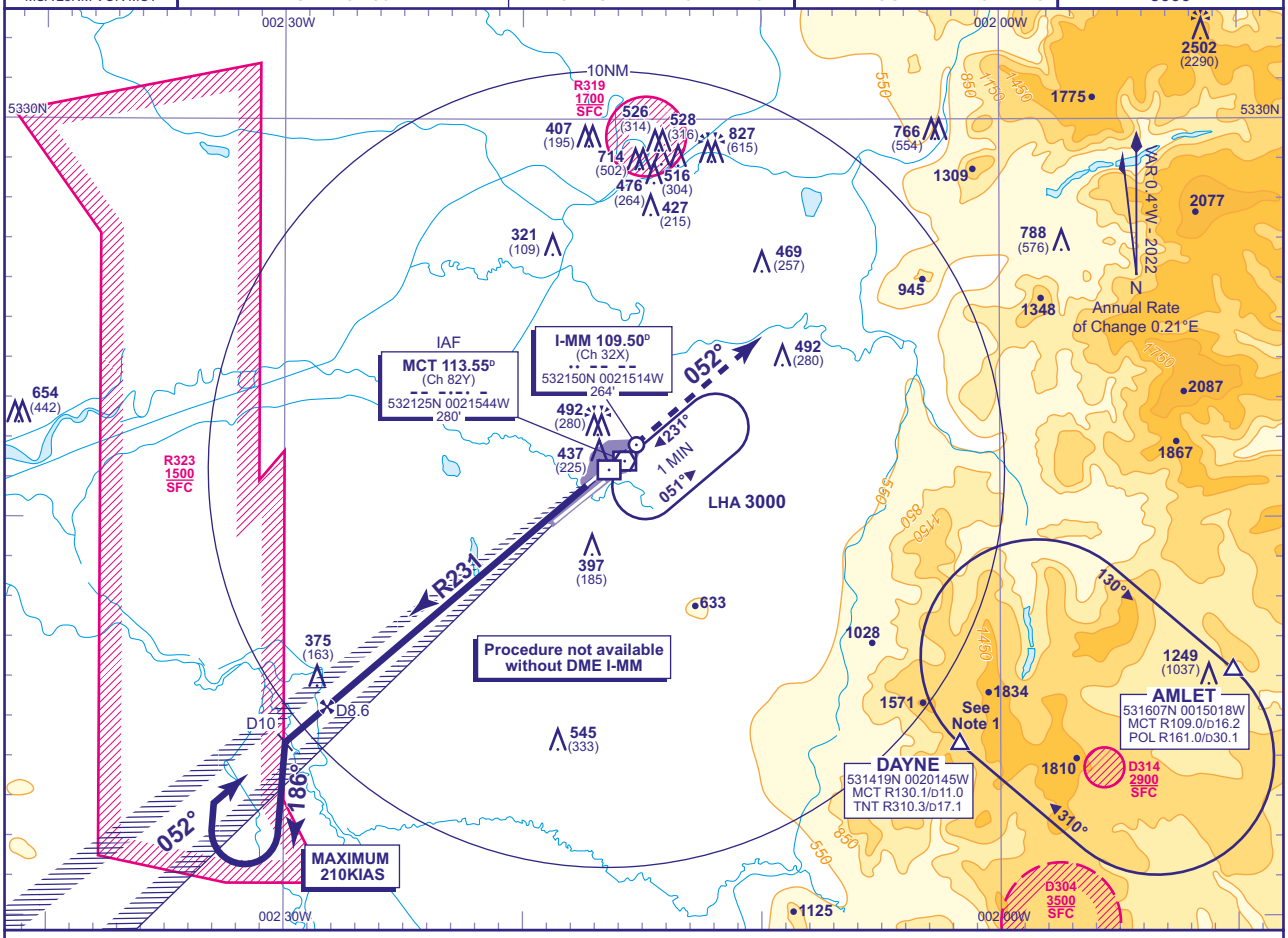
## MANCHESTER ILS/DME (I-MM) RWY 05L
(ACFT CAT A,B,C,D)




MSA 25NM VOR MCT

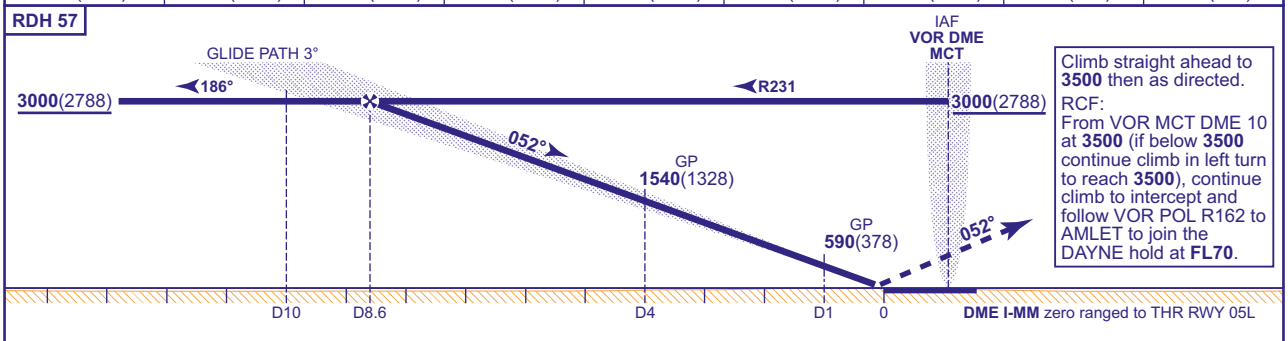
| | | | | | |
|---|---|---|---|---|---|
| APP | 118.580, 135.005 | MANCHESTER RADAR | AD ELEVATION | 257 | |
| | 121.355 | MANCHESTER DIRECTOR | THR ELEVATION | 212 | |
| TWR | 118.630, 119.405 | MANCHESTER TOWER | OBSTACLE ELEVATION | 2502 AMSL (2290) (ABOVE THR) | |
| | 121.855, 121.705 | MANCHESTER GROUND | | | |
| ARRIVAL ATIS | 128.180 | MANCHESTER INFORMATION | BEARINGS ARE MAGNETIC | | |

TRANSITION ALTITUDE **5000**




**RECOMMENDED PROFILE** GLIDE PATH 3°, 318FT/NM

| DME I-MM | 8 | 7 | 6 | 5 | 4 | 3 | 2 | 1 |
|---|---|---|---|---|---|---|---|---|
| ALT(HGT) | **2810**(2598) | **2490**(2278) | **2170**(1958) | **1860**(1648) | **1540**(1328) | **1220**(1008) | **900**(688) | **590**(378) |




Climb straight ahead to **3500** then as directed.
RCF:
From VOR MCT DME 10 at **3500** (if below **3500** continue climb in left turn to reach **3500**), continue climb to intercept and follow VOR POL R162 to AMLET to join the DAYNE hold at **FL70**.

| Aircraft Category | | A | B | C | D |
|---|---|---|---|---|---|
| OCA (OCH) | CAT I | **369**(157) | **380**(168) | **392**(180) | **405**(193) |
| | CAT II | **277**(65) | **289**(77) | | |
| VM(C)OCA (OCH AAL) | Total Area | **790**(533) | **820**(563) | **1110**(853) | **1110**(853) |

| Rate of descent | G/S KT | 160 | 140 | 120 | 100 | 80 |
|---|---|---|---|---|---|---|
| | FT/MIN | 850 | 740 | 640 | 530 | 420 |

**NOTE 1** DAYNE HOLD:- Limiting outbound distance MCT DME 16/TNT DME 14. Minimum holding level is FL70.
**2** Procedure turns restricted to maximum 210KIAS.

**CHANGE (8/25):** TNT VOR RECALIBRATED. DAYNE HOLD REVISED. AMLET/DAYNE WAYPOINT VOR RADIALS REVISED.

AERO INFO DATE 16 MAY 25

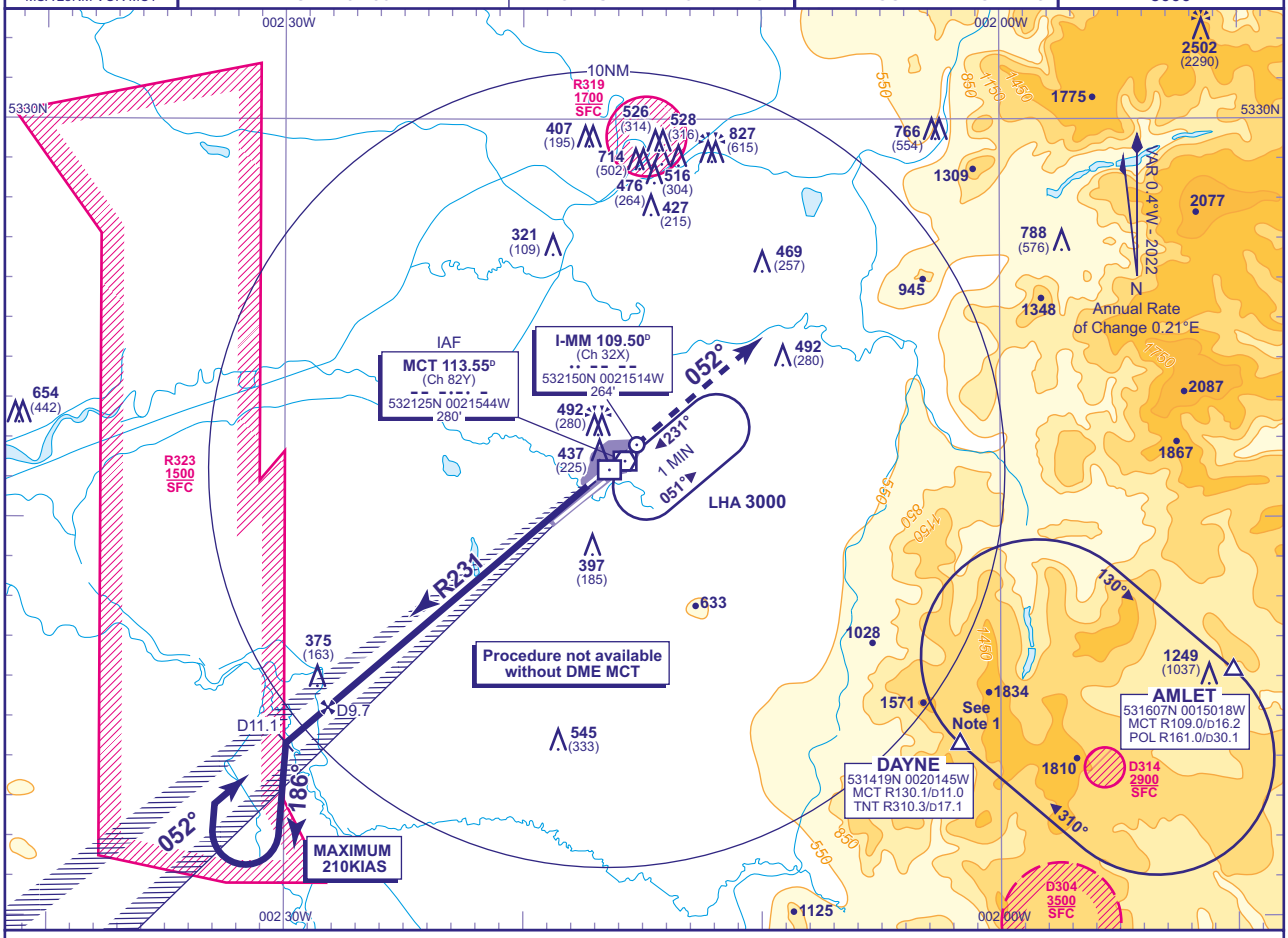
AD 2-EGCC-8-5

# INSTRUMENT APPROACH CHART - ICAO

## MANCHESTER ILS/DME (MCT) RWY 05L
(ACFT CAT A,B,C,D)

MSA 25NM VOR MCT

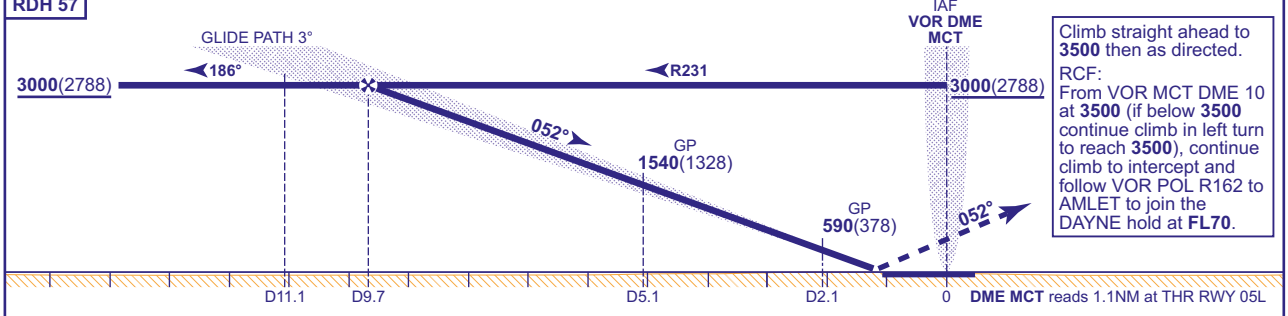
| | | | | | |
|---|---|---|---|---|---|
| APP | 118.580, 135.005 | MANCHESTER RADAR | AD ELEVATION | 257 | TRANSITION ALTITUDE 5000 |
| | 121.355 | MANCHESTER DIRECTOR | THR ELEVATION | 212 | |
| TWR | 118.630, 119.405 | MANCHESTER TOWER | OBSTACLE ELEVATION 2502 AMSL (2290) (ABOVE THR) | | |
| | 121.855, 121.705 | MANCHESTER GROUND | | | |
| ARRIVAL ATIS | 128.180 | MANCHESTER INFORMATION | BEARINGS ARE MAGNETIC | | |




**RECOMMENDED PROFILE** GLIDE PATH 3°, 318FT/NM

| DME MCT | 9.1 | 8.1 | 7.1 | 6.1 | 5.1 | 4.1 | 3.1 | 2.1 |
|---|---|---|---|---|---|---|---|---|
| ALT(HGT) | **2810**(2598) | **2490**(2278) | **2170**(1958) | **1860**(1648) | **1540**(1328) | **1220**(1008) | **900**(688) | **590**(378) |

**RDH 57**




Climb straight ahead to **3500** then as directed.
RCF:
From VOR MCT DME 10 at **3500** (if below **3500** continue climb in left turn to reach **3500**), continue climb to intercept and follow VOR POL R162 to AMLET to join the DAYNE hold at **FL70**.

| Aircraft Category | | A | B | C | D | Rate of descent | G/S KT | 160 | 140 | 120 | 100 | 80 |
|---|---|---|---|---|---|---|---|---|---|---|---|---|
| OCA (OCH) | CAT I | **369**(157) | **380**(168) | **392**(180) | **405**(193) | | FT/MIN | 850 | 740 | 640 | 530 | 420 |
| | CAT II | **277**(65) | **289**(77) | | | | | | | | | |
| VM(C)OCA (OCH AAL) | Total Area | **790**(533) | **820**(563) | **1110**(853) | **1110**(853) | | | | | | | |

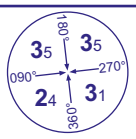
**NOTE 1** DAYNE HOLD:- Limiting outbound distance MCT DME 16/TNT DME 14. Minimum holding level is FL70.
**2** Procedure turns restricted to maximum 210KIAS.

**CHANGE (8/25):** TNT VOR RECALIBRATED. DAYNE HOLD REVISED. AMLET/DAYNE WAYPOINT VOR RADIALS REVISED.

AERO INFO DATE 16 MAY 25 AD 2-EGCC-8-6

# INSTRUMENT APPROACH CHART - ICAO

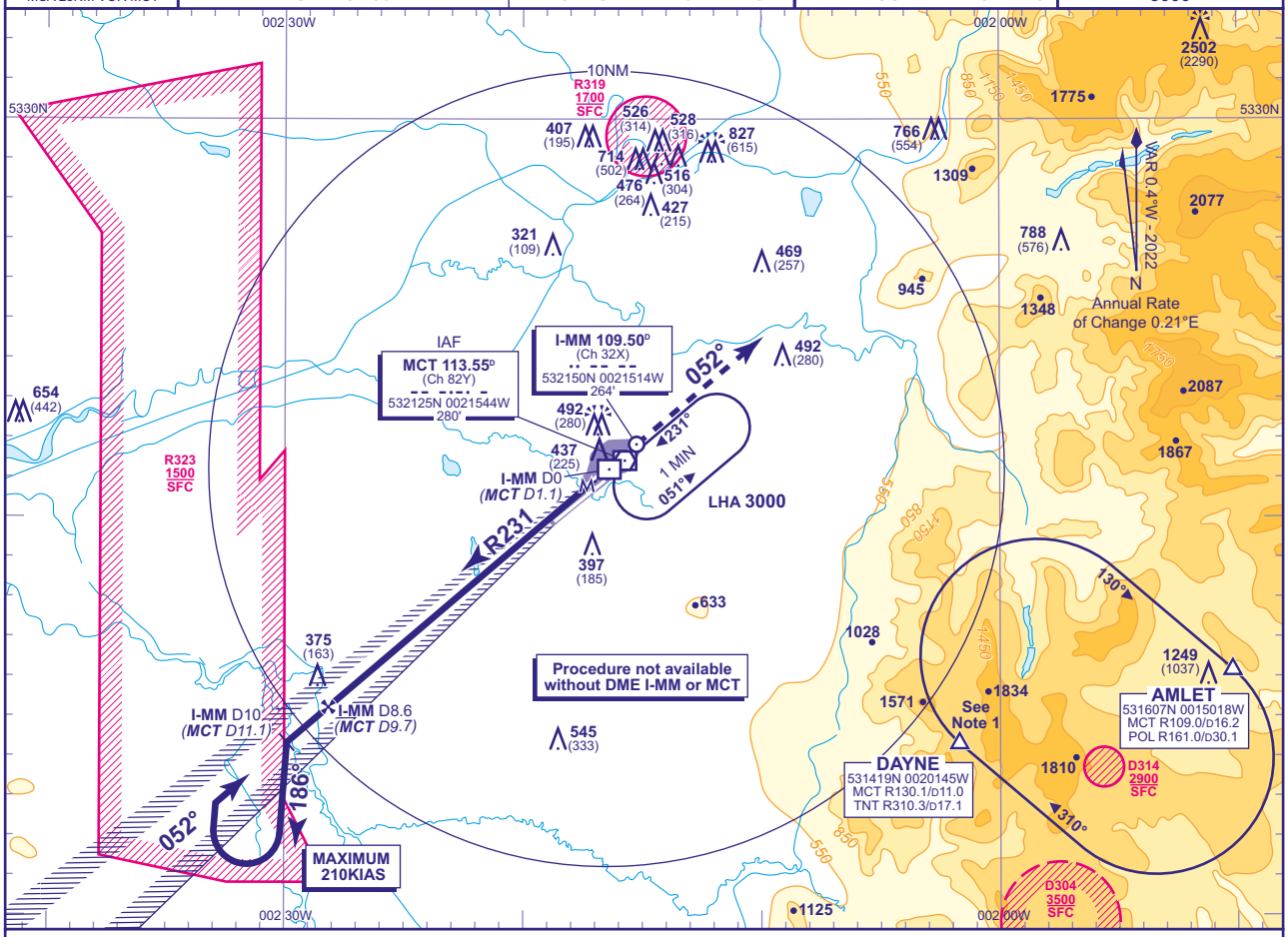
## MANCHESTER LOC/DME RWY 05L
(ACFT CAT A,B,C,D)



MSA 25NM VOR MCT

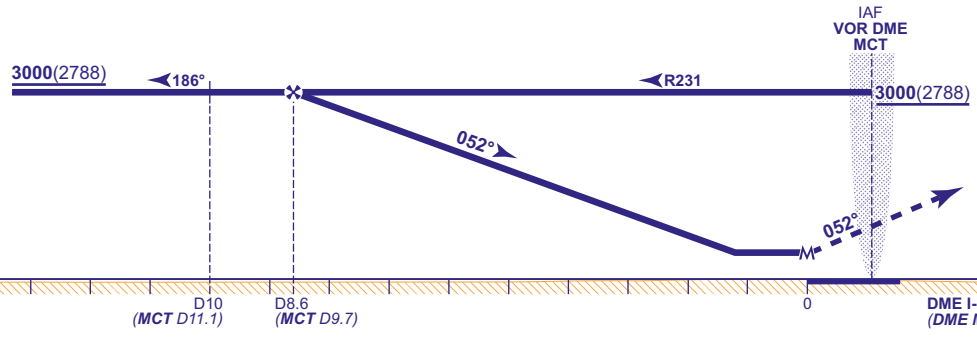
| | | | | | |
|---|---|---|---|---|---|
| APP | 118.580, 135.005 | MANCHESTER RADAR | AD ELEVATION | 257 | |
| | 121.355 | MANCHESTER DIRECTOR | THR ELEVATION | 212 | |
| TWR | 118.630, 119.405 | MANCHESTER TOWER | OBSTACLE ELEVATION | | |
| | 121.855, 121.705 | MANCHESTER GROUND | 2502 AMSL (2290) (ABOVE THR) | | |
| ARRIVAL ATIS | 128.180 | MANCHESTER INFORMATION | BEARINGS ARE MAGNETIC | | |

TRANSITION ALTITUDE **5000**




**RECOMMENDED PROFILE** Gradient 5.2%, 318FT/NM

| DME I-MM(MCT) | 8(9.1) | 7(8.1) | 6(7.1) | 5(6.1) | 4(5.1) | 3(4.1) | 2(3.1) | 1(2.1) |
|---|---|---|---|---|---|---|---|---|
| ALT(HGT) | **2810**(2598) | **2490**(2278) | **2170**(1958) | **1860**(1648) | **1540**(1328) | **1220**(1008) | **900**(688) | **590**(378) |




**MAPt I-MM DME ZERO/ MCT DME 1.1**
(THR RWY 05L)

Climb straight ahead to **3500** then as directed.
RCF:
From VOR MCT DME 10 at **3500** ( if below **3500** continue climb in left turn to reach **3500**), continue climb to intercept and follow VOR POL R162 to AMLET to join the DAYNE hold at **FL70.**

| Aircraft Category | | A | B | C | D |
|---|---|---|---|---|---|
| OCA (OCH) | Procedure | **670**(458) | **670**(458) | **670**(458) | **670**(458) |
| VM(C)OCA (OCH AAL) | Total Area | **790**(533) | **820**(563) | **1110**(853) | **1110**(853) |

| Rate of descent | G/S KT | 160 | 140 | 120 | 100 | 80 |
|---|---|---|---|---|---|---|
| | FT/MIN | 850 | 740 | 640 | 530 | 420 |

**NOTE 1** DAYNE HOLD:- Limiting outbound distance MCT DME 16/TNT DME 14. Minimum holding level is FL70.
**2** DME MCT may be used if DME I-MM is not available.
**3** Procedure turns restricted to maximum 210KIAS.

**CHANGE (8/25):** TNT VOR RECALIBRATED. DAYNE HOLD REVISED. AMLET/DAYNE WAYPOINT VOR RADIALS REVISED.

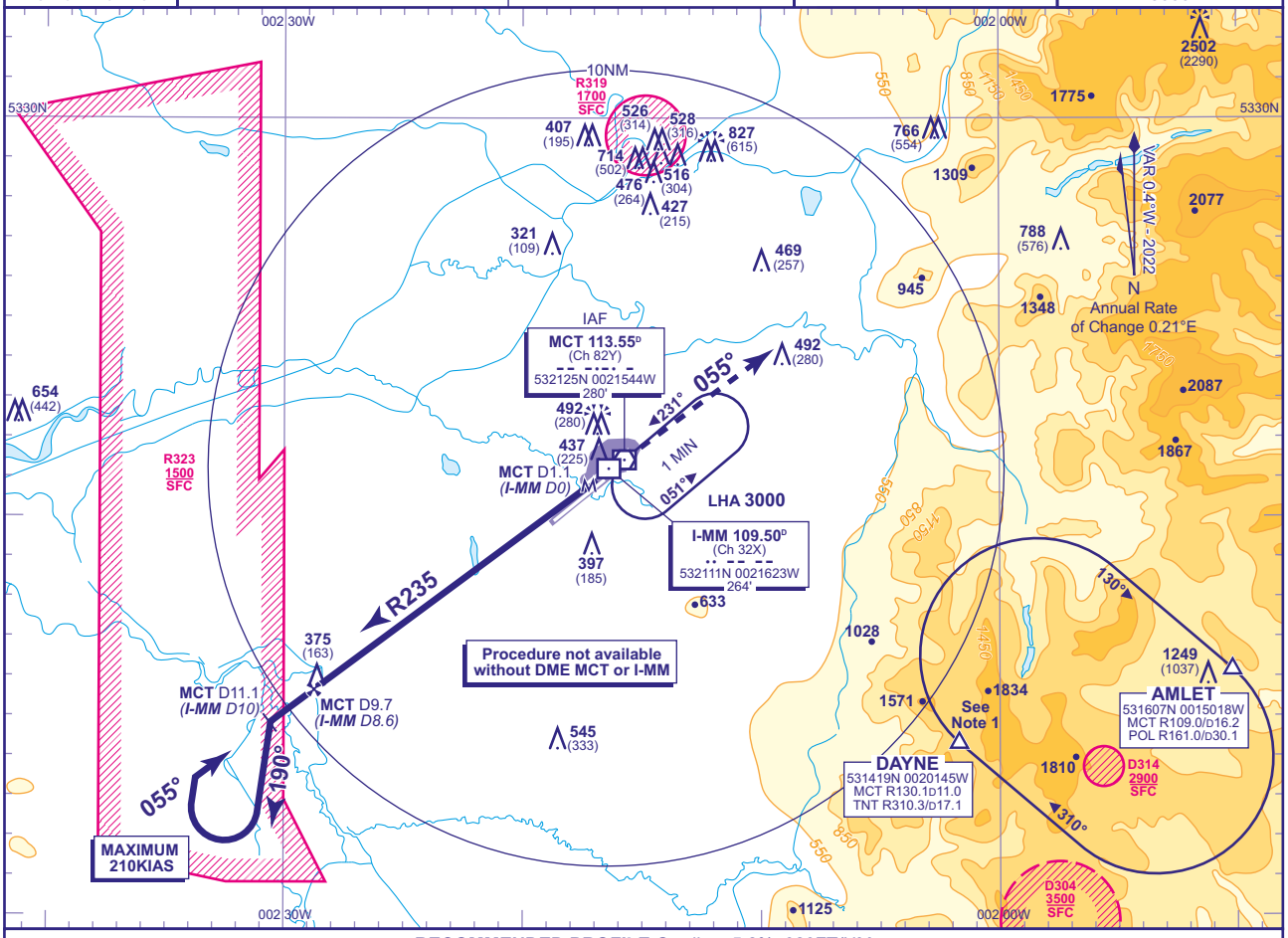
AERO INFO DATE 16 MAY 25

## INSTRUMENT APPROACH CHART - ICAO

# MANCHESTER VOR/DME RWY 05L
(ACFT CAT A,B,C,D)

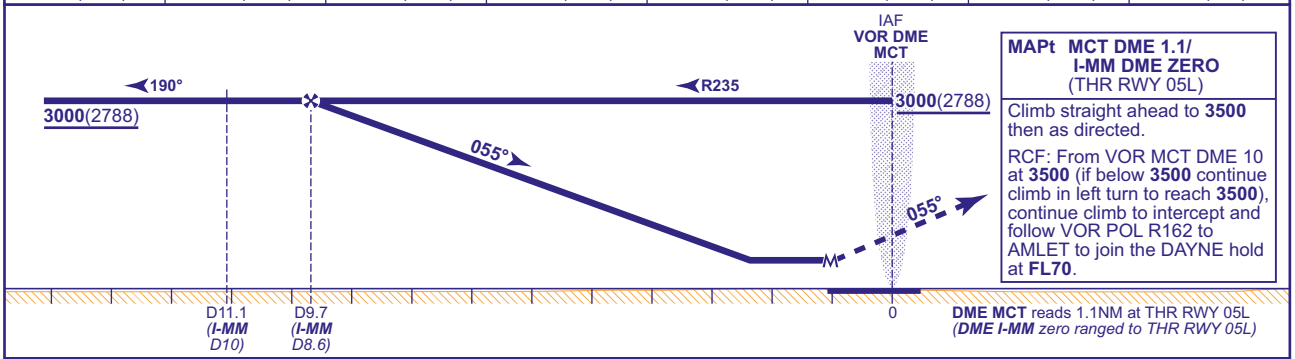
MSA 25NM VOR MCT

| | | | | | |
|---|---|---|---|---|---|
| APP | 118.580, 135.005 | MANCHESTER RADAR | AD ELEVATION | 257 | TRANSITION ALTITUDE 5000 |
| | 121.355 | MANCHESTER DIRECTOR | THR ELEVATION | 212 | |
| TWR | 118.630, 119.405 | MANCHESTER TOWER | OBSTACLE ELEVATION 2502 AMSL (2290) (ABOVE THR) | | |
| | 121.855, 121.705 | MANCHESTER GROUND | | | |
| ARRIVAL ATIS | 128.180 | MANCHESTER INFORMATION | BEARINGS ARE MAGNETIC | | |




**RECOMMENDED PROFILE** Gradient 5.2%, 320FT/NM

| | | | | | | | |
|---|---|---|---|---|---|---|---|
| **DME MCT(I-MM)** | 9.1(8) | 8.1(7) | 7.1(6) | 6.1(5) | 5.1(4) | 4.1(3) | 3.1(2) |
| **ALT**(HGT) | **2810**(2598) | **2490**(2278) | **2170**(1958) | **1860**(1648) | **1540**(1328) | **1220**(1008) | **900**(688) |




**MAPt MCT DME 1.1/ I-MM DME ZERO**
(THR RWY 05L)

Climb straight ahead to **3500** then as directed.

RCF: From VOR MCT DME 10 at **3500** (if below **3500** continue climb in left turn to reach **3500**), continue climb to intercept and follow VOR POL R162 to AMLET to join the DAYNE hold at **FL70**.

| Aircraft Category | | A | B | C | D |
|---|---|---|---|---|---|
| **OCA** (OCH) | **Procedure** | **690**(478) | **690**(478) | **690**(478) | **690**(478) |
| **VM(C)OCA** (OCH AAL) | **Total Area** | **790**(533) | **820**(563) | **1110**(853) | **1110**(853) |

| Rate of descent | G/S KT | 160 | 140 | 120 | 100 | 80 |
|---|---|---|---|---|---|---|
| | FT/MIN | 850 | 740 | 640 | 530 | 420 |

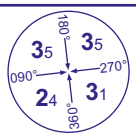
**NOTE 1** DAYNE HOLD:- Limiting outbound distance MCT DME 16/TNT DME 14. Minimum holding level is FL70.
**2** DME I-MM may be used if DME MCT is not available.
**3** FAT offset 4° from RWY C/L and crosses RWY C/L 0.82NM (nominal) before THR RWY 05L.
**4** Procedure turns restricted to maximum to 210KIAS.

**CHANGE (8/25):** TNT VOR RECALIBRATED. DAYNE HOLD REVISED. AMLET/DAYNE WAYPOINT VOR RADIALS REVISED.

AERO INFO DATE 16 MAY 25 AD 2-EGCC-8-8

# INSTRUMENT APPROACH CHART - ICAO

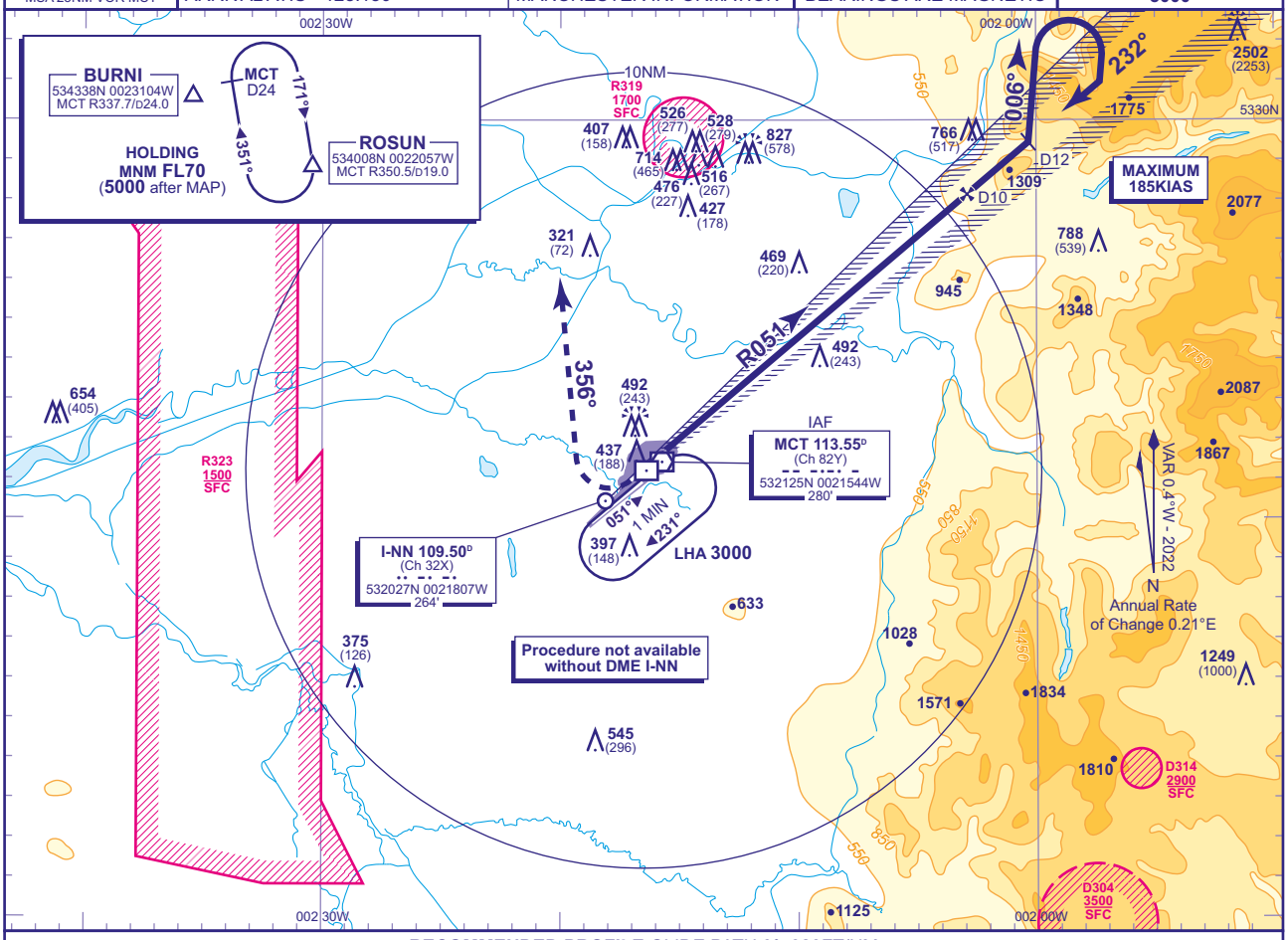
## MANCHESTER ILS/DME (I-NN) RWY 23R
(ACFT CAT A,B,C,D)




MSA 25NM VOR MCT

| | | | | | |
|---|---|---|---|---|---|
| APP | 118.580, 135.005 | MANCHESTER RADAR | AD ELEVATION | 257 |
| | 121.355 | MANCHESTER DIRECTOR | THR ELEVATION | 249 |
| TWR | 118.630, 119.405 | MANCHESTER TOWER | OBSTACLE ELEVATION | |
| | 121.855, 121.705 | MANCHESTER GROUND | 2502 AMSL (2253) (ABOVE THR) | |
| ARRIVAL ATIS | 128.180 | MANCHESTER INFORMATION | BEARINGS ARE MAGNETIC | |

TRANSITION ALTITUDE **5000**



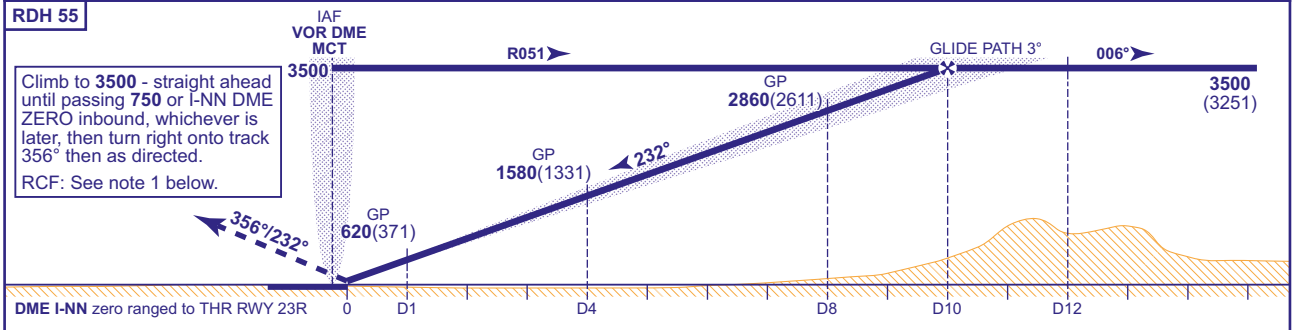

**RECOMMENDED PROFILE** GLIDE PATH 3°, 320FT/NM

| DME I-NN | 9 | 8 | 7 | 6 | 5 | 4 | 3 | 2 | 1 |
|---|---|---|---|---|---|---|---|---|---|
| ALT(HGT) | **3180**(2931) | **2860**(2611) | **2540**(2291) | **2220**(1971) | **1900**(1651) | **1580**(1331) | **1260**(1011) | **940**(691) | **620**(371) |

**RDH 55**

Climb to **3500** - straight ahead until passing **750** or I-NN DME ZERO inbound, whichever is later, then turn right onto track 356° then as directed.

RCF: See note 1 below.




| Aircraft Category | | A | B | C | D |
|---|---|---|---|---|---|
| OCA (OCH) | CAT I | **396**(147) | **409**(160) | **421**(172) | **435**(186) |
| | CAT II | **306**(57) | **317**(68) | **331**(82) | **351**(102) |
| VM(C)OCA (OCH AAL) | Total Area | **790**(533) | **820**(563) | **1110**(853) | **1110**(853) |

| Rate of descent | G/S KT | 160 | 140 | 120 | 100 | 80 |
|---|---|---|---|---|---|---|
| | FT/MIN | 850 | 750 | 640 | 530 | 430 |

**NOTE 1** In the event of RCF follow the standard MAP on to track 356°. At MCT DME 10 turn direct to BURNI (MCT R338/MCT DME 24) climbing to **5000** to enter the ROSUN hold. Aircraft unable to make **3500** before MCT DME 10, commence climbing turn left to **3500** at MCT DME 10. At **3500** or above continue left turn and proceed direct to BURNI.

**2** To ensure separation from departing traffic on RWY 23L, aircraft carrying out MAP should expedite the climb through **750**(501) before commencing the right turn onto track 356°.

**3** Procedure turns restricted to maximum 185KIAS.

**4** False localiser capture may be experienced when approaching RWY 23R from the North and South.

**CHANGE (2/25):** RESTRICTED AREA R323 ADDED.

AERO INFO DATE 09 DEC 24

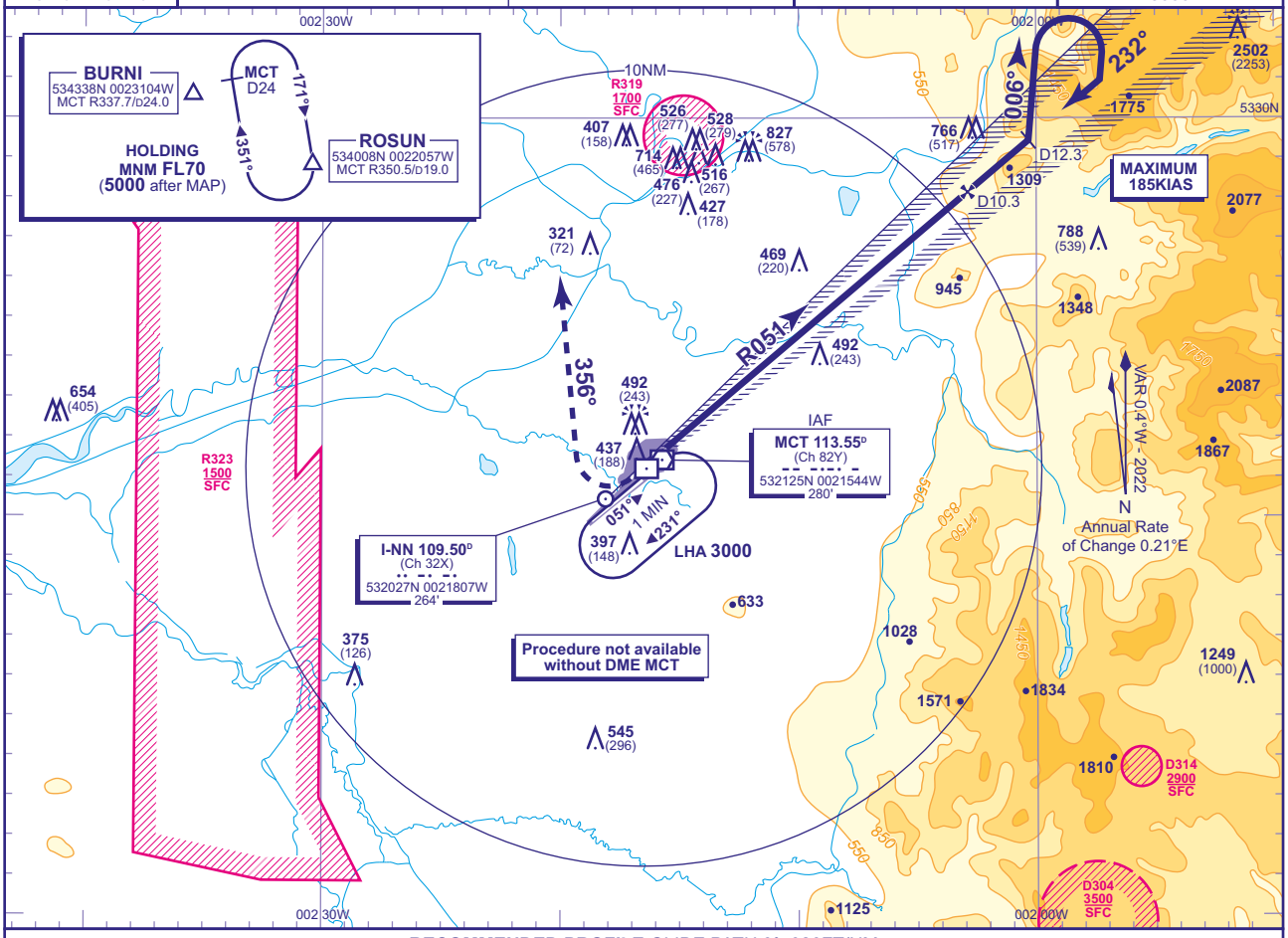
AD 2-EGCC-8-9

# INSTRUMENT APPROACH CHART - ICAO

## MANCHESTER ILS/DME (MCT) RWY 23R
(ACFT CAT A,B,C,D)

| | | | | | |
|---|---|---|---|---|---|
| MSA 25NM VOR MCT | APP | 118.580, 135.005 | MANCHESTER RADAR | AD ELEVATION | 257 |
| | | 121.355 | MANCHESTER DIRECTOR | THR ELEVATION | 249 |
| | TWR | 118.630, 119.405 | MANCHESTER TOWER | OBSTACLE ELEVATION | |
| | | 121.855, 121.705 | MANCHESTER GROUND | 2502 AMSL (2253) (ABOVE THR) | |
| | ARRIVAL ATIS | 128.180 | MANCHESTER INFORMATION | BEARINGS ARE MAGNETIC | |

TRANSITION ALTITUDE **5000**

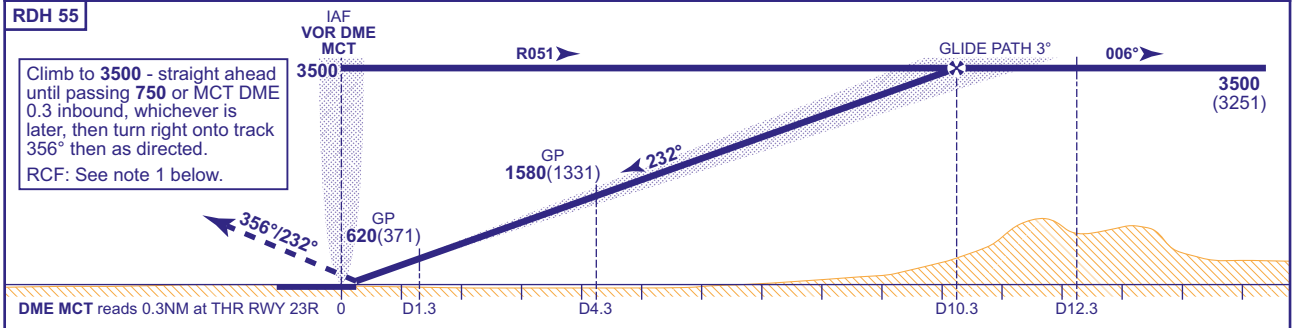



**RECOMMENDED PROFILE** GLIDE PATH 3°, 320FT/NM

| **DME MCT** | 9.3 | 8.3 | 7.3 | 6.3 | 5.3 | 4.3 | 3.3 | 2.3 | 1.3 |
|---|---|---|---|---|---|---|---|---|---|
| **ALT**(HGT) | **3180**(2931) | **2860**(2611) | **2540**(2291) | **2220**(1971) | **1900**(1651) | **1580**(1331) | **1260**(1011) | **940**(691) | **620**(371) |

**RDH 55**

Climb to **3500** - straight ahead until passing **750** or MCT DME 0.3 inbound, whichever is later, then turn right onto track 356° then as directed.
RCF: See note 1 below.




| **Aircraft Category** | | **A** | **B** | **C** | **D** |
|---|---|---|---|---|---|
| **OCA** (OCH) | **CAT I** | **396**(147) | **409**(160) | **421**(172) | **435**(186) |
| | **CAT II** | **306**(57) | **317**(68) | **331**(82) | **351**(102) |
| **VM(C)OCA** (OCH AAL) | **Total Area** | **790**(533) | **820**(563) | **1110**(853) | **1110**(853) |

| **Rate of descent** | **G/S KT** | 160 | 140 | 120 | 100 | 80 |
|---|---|---|---|---|---|---|
| | **FT/MIN** | 850 | 750 | 640 | 530 | 430 |

**NOTE 1** In the event of RCF follow the standard MAP on to track 356°. At MCT DME 10 turn direct to BURNI (MCT R338/MCT DME 24) climbing to **5000** to enter the ROSUN hold. Aircraft unable to make **3500** before MCT DME 10, commence climbing turn left to **3500** at MCT DME 10. At **3500** or above continue left turn and proceed direct to BURNI.
**2** To ensure separation from departing traffic on RWY 23L, aircraft carrying out MAP should expedite the climb through **750**(501) before commencing the right turn onto track 356°.
**3** Procedure turns restricted to maximum 185KIAS.
**4** False localiser capture may be experienced when approaching RWY 23R from the North and South.

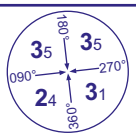
**CHANGE (2/25):** RESTRICTED AREA R323 ADDED.

AERO INFO DATE 09 DEC 24 AD 2-EGCC-8-10

# INSTRUMENT APPROACH CHART - ICAO

## MANCHESTER LOC/DME RWY 23R

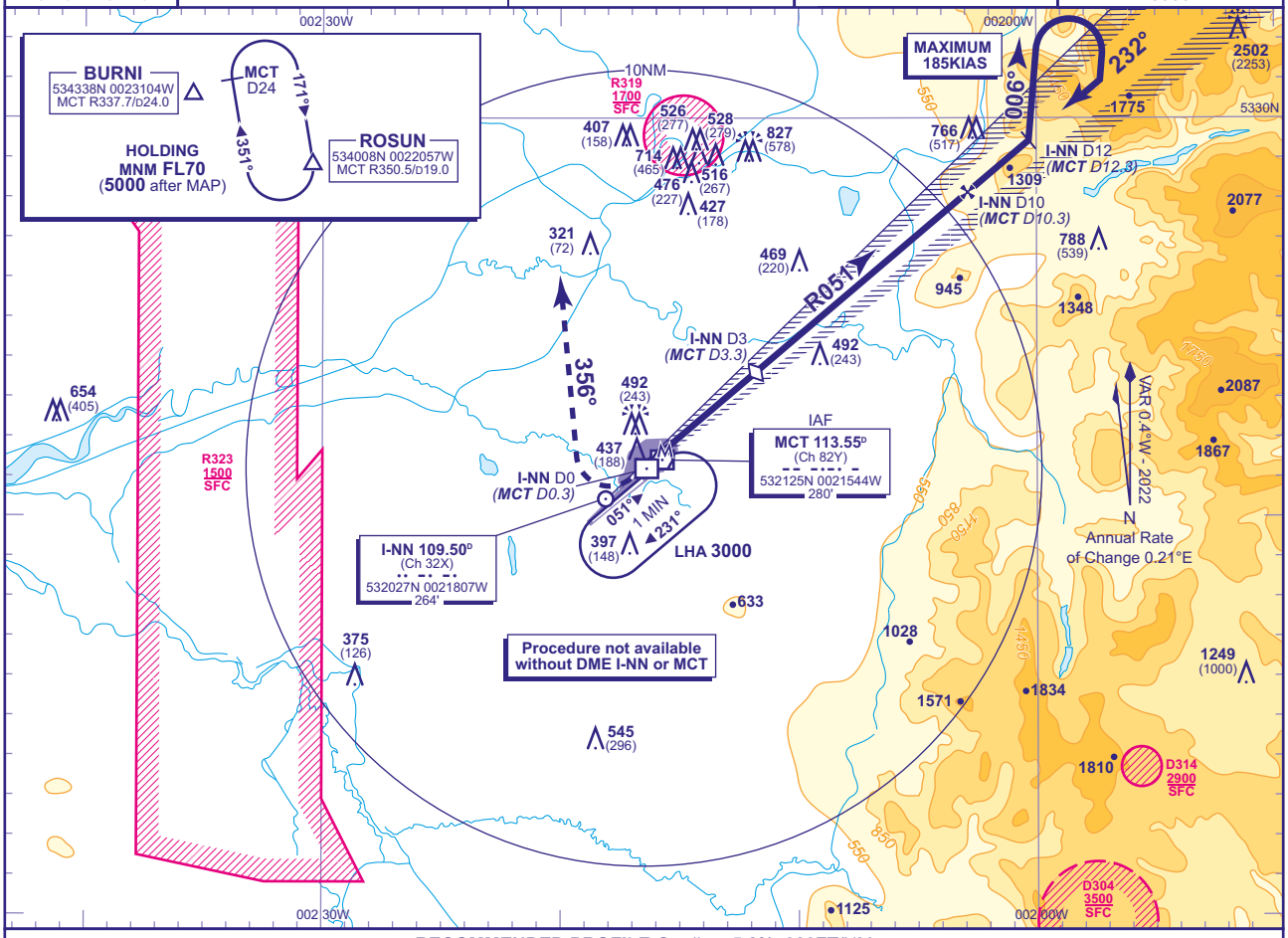
(ACFT CAT A,B,C,D)




MSA 25NM VOR MCT

| | | | | | |
|---|---|---|---|---|---|
| APP | 118.580, 135.005 | MANCHESTER RADAR | | AD ELEVATION | 257 |
| | 121.355 | MANCHESTER DIRECTOR | | THR ELEVATION | 249 |
| TWR | 118.630, 119.405 | MANCHESTER TOWER | | OBSTACLE ELEVATION | |
| | 121.855, 121.705 | MANCHESTER GROUND | | 2502 AMSL (2253) (ABOVE THR) | |
| ARRIVAL ATIS | 128.180 | MANCHESTER INFORMATION | | BEARINGS ARE MAGNETIC | |

TRANSITION ALTITUDE **5000**



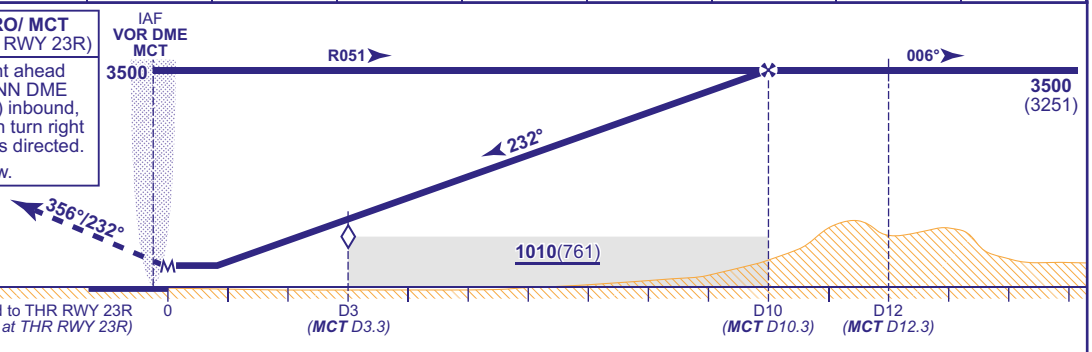

**RECOMMENDED PROFILE** Gradient 5.2%, 320FT/NM

| DME I-NN(MCT) | 9(9.3) | 8(8.3) | 7(7.3) | 6(6.3) | 5(5.3) | 4(4.3) | 3(3.3) **(SDF)** | 2(2.3) | 1(1.3) |
|---|---|---|---|---|---|---|---|---|---|
| **ALT**(HGT) | **3180**(2931) | **2860**(2611) | **2540**(2291) | **2220**(1971) | **1900**(1651) | **1580**(1331) | **1260**(1011) | **940**(691) | **620**(371) |

**MAPt I-NN DME ZERO/ MCT DME 0.3** (THR RWY 23R)

Climb to **3500** - straight ahead until passing **750** or I-NN DME ZERO (MCT DME 0.3) inbound, whichever is later, then turn right onto track 356° then as directed.

RCF: See note 1 below.




| Aircraft Category | | A | B | C | D |
|---|---|---|---|---|---|
| **OCA** (OCH) | **Procedure** | **640**(391) | **640**(391) | **640**(391) | **640**(391) |
| **VM(C)OCA** (OCH AAL) | **Total Area** | **790**(533) | **820**(563) | **1110**(853) | **1110**(853) |

| Rate of descent | G/S KT | 160 | 140 | 120 | 100 | 80 |
|---|---|---|---|---|---|---|
| | FT/MIN | 850 | 750 | 640 | 530 | 430 |

**NOTE 1** In the event of RCF follow the standard MAP on to track 356°. At MCT DME 10 turn direct to BURNI (MCT R338/MCT DME 24) climbing to **5000** to enter the ROSUN hold. Aircraft unable to make **3500** before MCT DME 10, commence climbing turn left to **3500** at MCT DME 10. At **3500** or above continue left turn and proceed direct to BURNI.

**2** DME MCT may be used if DME I-NN is not available.

**3** Procedure turns restricted to maximum 185KIAS.

**4** False localiser capture may be experienced when approaching RWY 23R from the North and South.

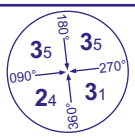
**CHANGE (2/25):** RESTRICTED AREA R323 ADDED.

AERO INFO DATE 09 DEC 24

AD 2-EGCC-8-11

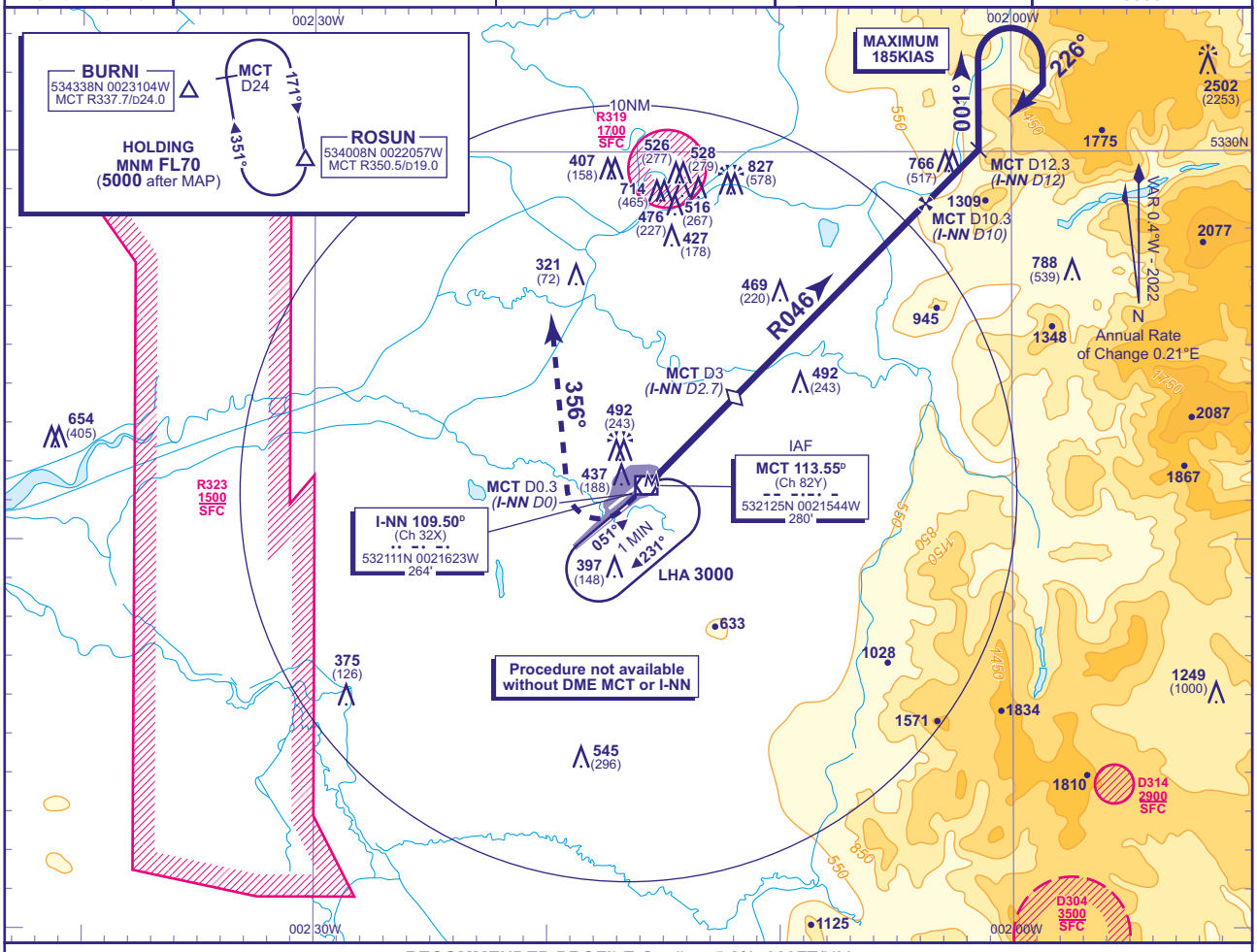
# INSTRUMENT APPROACH CHART - ICAO

## MANCHESTER VOR/DME RWY 23R
(ACFT CAT A,B,C,D)



MSA 25NM VOR MCT

| | | | | | |
|---|---|---|---|---|---|
| APP | 118.580, 135.005 | MANCHESTER RADAR | AD ELEVATION | 257 | TRANSITION ALTITUDE 5000 |
| | 121.355 | MANCHESTER DIRECTOR | THR ELEVATION | 249 | |
| TWR | 118.630, 119.405 | MANCHESTER TOWER | OBSTACLE ELEVATION 2502 AMSL (2253) (ABOVE THR) | | |
| | 121.855, 121.705 | MANCHESTER GROUND | | | |
| ARRIVAL ATIS | 128.180 | MANCHESTER INFORMATION | BEARINGS ARE MAGNETIC | | |



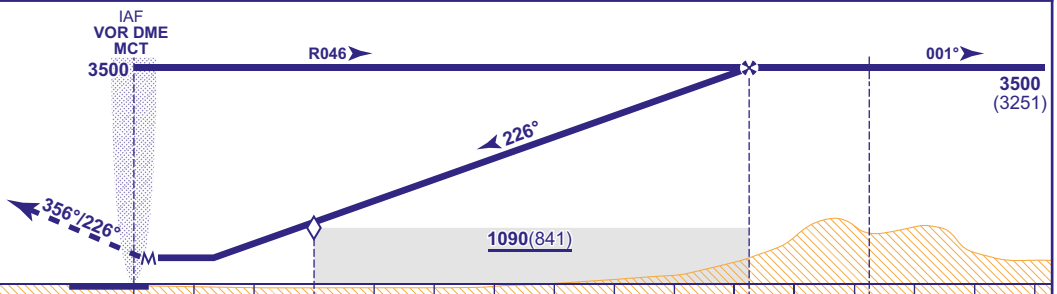

**RECOMMENDED PROFILE** Gradient 5.2%, 320FT/NM

| | | | | | | | | |
|---|---|---|---|---|---|---|---|---|
| **DME MCT(I-NN)** | 9(8.7) | 8(7.7) | 7(6.7) | 6(5.7) | 5(4.7) | 4(3.7) | 3(2.7) **(SDF)** | 2(1.7) |
| **ALT**(HGT) | **3080**(2831) | **2760**(2511) | **2440**(2191) | **2120**(1871) | **1800**(1551) | **1480**(1231) | **1160**(911) | **840**(591) |

**MAPt MCT DME 0.3/ I-NN DME ZERO** (THR RWY 23R)

Climb to **3500** - straight ahead until passing **750** or MCT DME 0.3 (I-NN DME ZERO) inbound, whichever is later, then turn right onto track 356° then as directed.

RCF: See note 1 below.




**DME MCT** reads 0.3NM at THR RWY 23R
(***DME I-NN*** *zero ranged to THR RWY 23R)*

| Aircraft Category | | A | B | C | D | Rate of descent | G/S KT | 160 | 140 | 120 | 100 | 80 |
|---|---|---|---|---|---|---|---|---|---|---|---|---|
| **OCA** (OCH) | **Procedure** | **690**(441) | **690**(441) | **690**(441) | **690**(441) | | **FT/MIN** | 850 | 750 | 640 | 530 | 430 |
| **VM(C)OCA** (OCH AAL) | **Total Area** | **790**(533) | **820**(563) | **1110**(853) | **1110**(853) | | | | | | | |

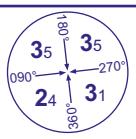
**NOTE 1** In the event of RCF follow the standard MAP on to track 356°. At MCT DME 10 turn direct to BURNI (MCT R338/MCT DME 24) climbing to **5000** to enter the ROSUN hold. Aircraft unable to make **3500** before MCT DME 10, commence climbing turn left to **3500** at MCT DME 10. At **3500** or above continue left turn and proceed direct to BURNI.
**2** DME I-NN may be used if DME MCT is not available.
**3** FAT offset 5° from RWY C/L and crosses RWY C/L 1.3NM before THR RWY 23R.
**4** Procedure turns restricted to maximum 185KIAS.

**CHANGE (2/25):** RESTRICTED AREA R323 ADDED.

AERO INFO DATE 09 DEC 24 AD 2-EGCC-8-12

# INSTRUMENT APPROACH CHART - ICAO

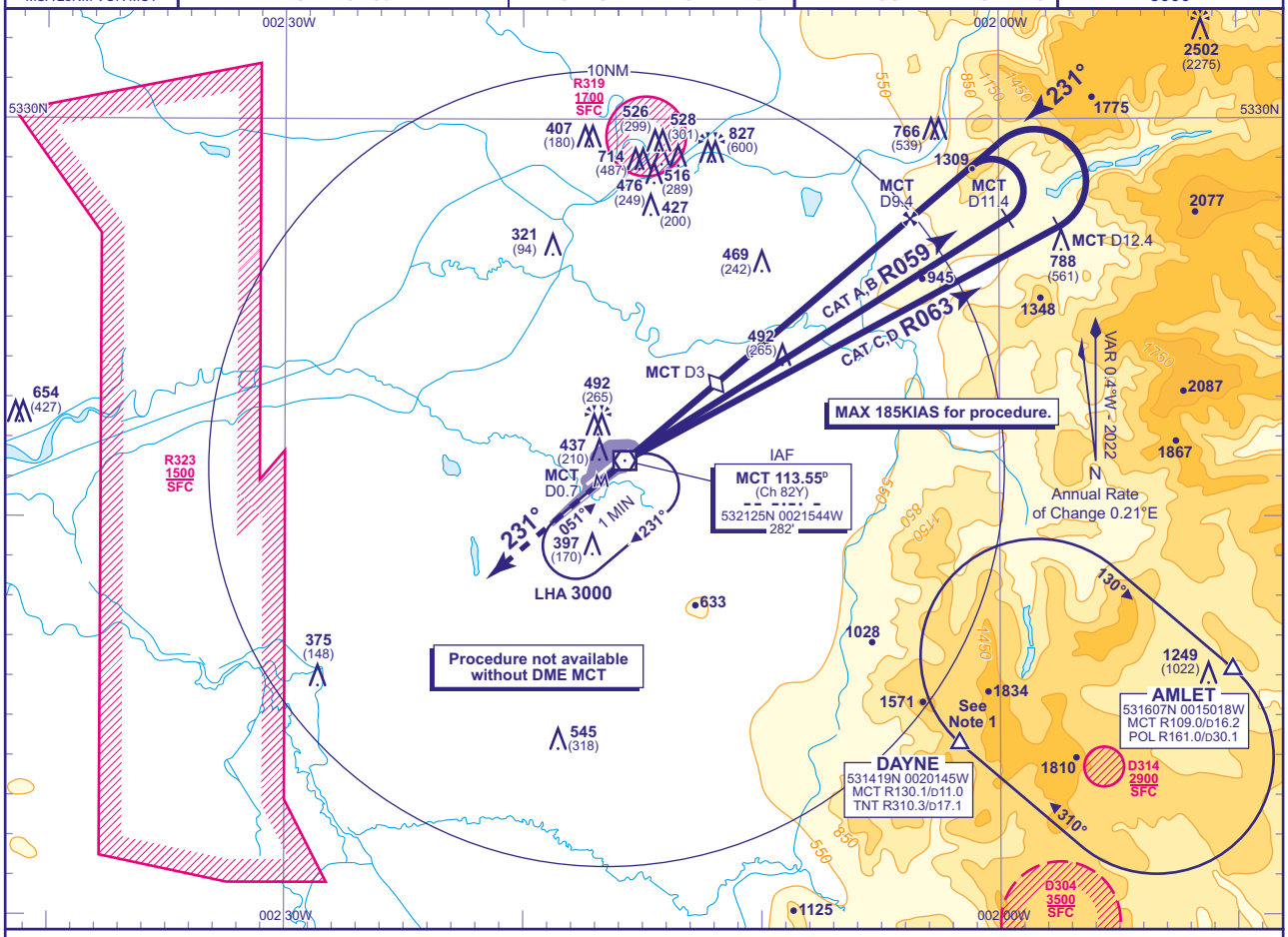
## MANCHESTER VOR/DME RWY 23L
(ACFT CAT A,B,C,D)



MSA 25NM VOR MCT

| | | | | | |
|---|---|---|---|---|---|
| APP | 118.580, 135.005 | MANCHESTER RADAR | | AD ELEVATION | 257 |
| | 121.355 | MANCHESTER DIRECTOR | | THR ELEVATION | 227 |
| TWR | 118.630, 119.405 | MANCHESTER TOWER | | OBSTACLE ELEVATION | |
| | 121.855, 121.705 | MANCHESTER GROUND | | 2502 AMSL (2275) (ABOVE THR) | |
| ARRIVAL ATIS | 128.180 | MANCHESTER INFORMATION | | BEARINGS ARE MAGNETIC | |

TRANSITION ALTITUDE **5000**



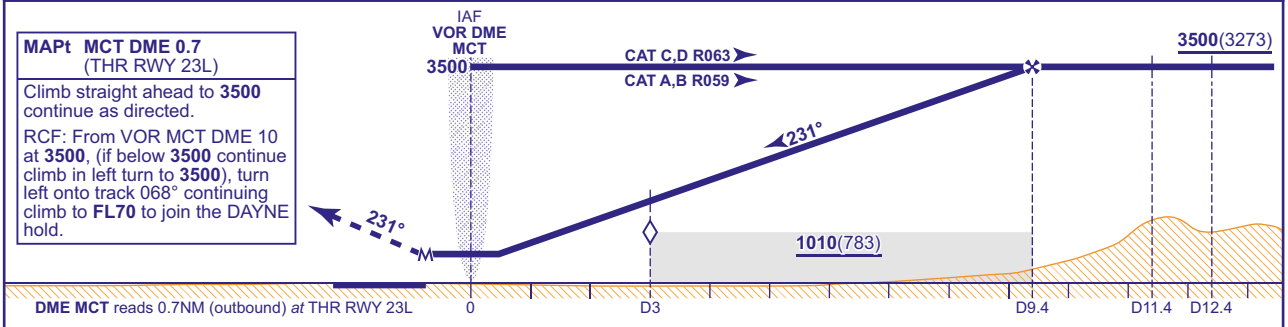

**RECOMMENDED PROFILE** Gradient 5.2%, 320FT/NM

| DME MCT | 9 | 8 | 7 | 6 | 5 | 4 | 3(SDF) | 2 | 1 |
|---|---|---|---|---|---|---|---|---|---|
| ALT(HGT) | **3370**(3143) | **3050**(2823) | **2730**(2503) | **2420**(2193) | **2100**(1873) | **1780**(1553) | **1460**(1233) | **1140**(913) | **820**(593) |

**MAPt MCT DME 0.7**
(THR RWY 23L)

Climb straight ahead to **3500** continue as directed.

RCF: From VOR MCT DME 10 at **3500**, (if below **3500** continue climb in left turn to **3500**), turn left onto track 068° continuing climb to **FL70** to join the DAYNE hold.




| Aircraft Category | | A | B | C | D |
|---|---|---|---|---|---|
| OCA (OCH) | Procedure | **690**(463) | **690**(463) | **690**(463) | **690**(463) |
| VM(C)OCA (OCH AAL) | Total Area | **790**(533) | **820**(563) | **1110**(853) | **1110**(853) |

| Rate of descent | G/S KT | 160 | 140 | 120 | 100 | 80 |
|---|---|---|---|---|---|---|
| | FT/MIN | 850 | 750 | 640 | 530 | 430 |

**NOTE 1** DAYNE HOLD:- Limiting outbound distance MCT DME 16/TNT DME 14. Minimum holding level is FL70.
**2** Procedure restricted to maximum 185KIAS.

**CHANGE (8/25):** TNT VOR RECALIBRATED. DAYNE HOLD REVISED. AMLET/DAYNE WAYPOINT VOR RADIALS REVISED.

AERO INFO DATE 16 MAY 25

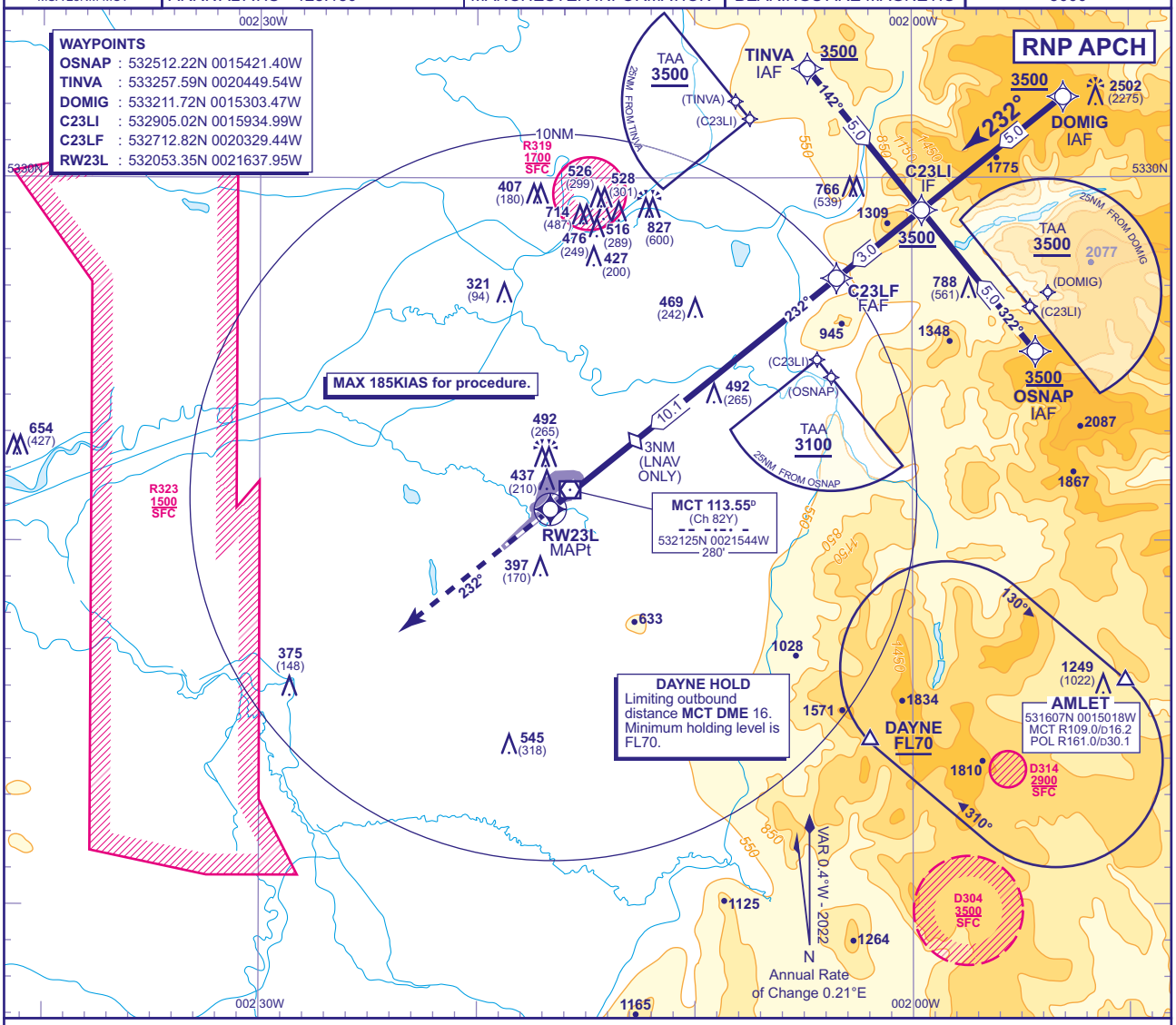
AD 2-EGCC-8-13

## INSTRUMENT APPROACH CHART - ICAO

# MANCHESTER
# RNP
# RWY 23L
(ACFT CAT A,B,C,D)

| | | | | | |
|---|---|---|---|---|---|
| 3⁵ MSA 25NM MCT | APP | 118.580, 135.005 | MANCHESTER RADAR | AD ELEVATION | 257 |
| | | 121.355 | MANCHESTER DIRECTOR | THR ELEVATION | 227 |
| | TWR | 118.630, 119.405 | MANCHESTER TOWER | OBSTACLE ELEVATION 2502 AMSL (2275) (ABOVE THR) | |
| | | 121.855, 121.705 | MANCHESTER GROUND | | |
| | ARRIVAL ATIS | 128.180 | MANCHESTER INFORMATION | BEARINGS ARE MAGNETIC | |

MIN TEMP -15°C
TRANSITION ALTITUDE 5000



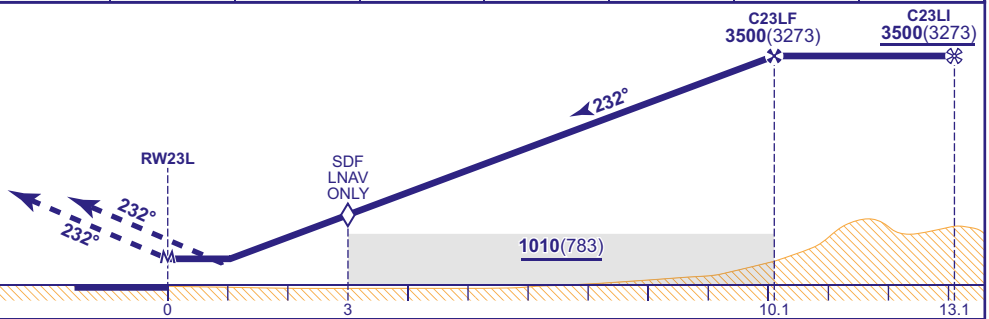

**RECOMMENDED PROFILE VNAV** VERTICAL PATH ANGLE 3.0°, 318FT/NM. **LNAV** Gradient 5.2%, 320FT/NM

| NM to RW23L | 10 | 9 | 8 | 7 | 6 | 5 | 4 | 3(LNAV SDF) | 2 |
|---|---|---|---|---|---|---|---|---|---|
| ALT(HGT) | **3460**(3233) | **3140**(2913) | **2820**(2593) | **2510**(2283) | **2190**(1963) | **1870**(1643) | **1550**(1323) | **1230**(1003) | **910**(683) |

**TCH 50**

**MAPt (LNAV):RW23L**
Climb straight ahead to **3500** continue as directed.

RCF: From VOR MCT DME 10 at **3500**, (if below **3500** continue climb in left turn to **3500**) turn left onto track 068° continuing climb to **FL70** to join the DAYNE hold.




| Aircraft Category | | A | B | C | D | Rate of descent | G/S KT | 160 | 140 | 120 | 100 | 80 |
|---|---|---|---|---|---|---|---|---|---|---|---|---|
| OCA (OCH) | LNAV/VNAV | **680**(453) | **680**(453) | **680**(453) | **680**(453) | | FT/MIN | 850 | 740 | 640 | 530 | 420 |
| | LNAV | **680**(453) | **680**(453) | **680**(453) | **680**(453) | | | | | | | |
| VM(C)OCA (OCH AAL) | Total Area | **790**(533) | **820**(563) | **1110**(853) | **1110**(853) | | | | | | | |

**NOTE 1** Pilots should 'Request RNP Approach' on first contact with Manchester Radar.

**CHANGE (8/25):** TNT VOR RECALIBRATED. DAYNE HOLD REVISED. AMLET WAYPOINT VOR RADIALS REVISED.

AERO INFO DATE 16 MAY 25 AD 2-EGCC-8-14

# Instrument Approach Procedure Coding Tables

**Manchester RNP RWY 23L - Instrument Approach Procedure via TINVA**

| Designator | Sequence Number | Path Term-inator | Waypoint Name | Fly-over | Course/ Track °M (°T) | Turn Direction | Level Constraint | Speed Constraint | Co-ordinates | Remarks and Distance to MAPt |
|---|---|---|---|---|---|---|---|---|---|---|
| R23LR | 001 | IF | TINVA | - | - | - | 3500 | 185 | 533257.59N 0020449.54W | IAF |
| R23LR | 002 | TF | C23LI | - | 142° (141.23°) | RIGHT | 3500 | 185 | 532905.02N 0015934.99W | IF / 13.1NM |
| R23LR | 003 | TF | C23LF | - | 232° (231.39°) | - | 3500 | 185 | 532712.82N 0020329.44W | FAF / 10.1NM |
| R23LR | 004 | TF | RW23L | Y | 232° (231.25°) | - | - | - | 532053.35N 0021637.95W | MAPt |
| R23LR | 005 | CA | - | - | 232° (231.07°) | - | 3500 | - | - | - |

**Manchester RNP RWY 23L - Instrument Approach Procedure via DOMIG**

| Designator | Sequence Number | Path Term-inator | Waypoint Name | Fly-over | Course/ Track °M (°T) | Turn Direction | Level Constraint | Speed Constraint | Co-ordinates | Remarks and Distance to MAPt |
|---|---|---|---|---|---|---|---|---|---|---|
| R23LC | 001 | IF | DOMIG | - | - | - | 3500 | 185 | 533211.72N 0015303.47W | IAF |
| R23LC | 002 | TF | C23LI | - | 232° (231.39°) | - | 3500 | 185 | 532905.02N 0015934.99W | IF / 13.1NM |
| R23LC | 003 | TF | C23LF | - | 232° (231.39°) | - | 3500 | 185 | 532712.82N 0020329.44W | FAF / 10.1NM |
| R23LC | 004 | TF | RW23L | Y | 232° (231.25°) | - | - | - | 532053.35N 0021637.95W | MAPt |
| R23LC | 005 | CA | - | - | 232° (231.07°) | - | 3500 | - | - | - |

**Manchester RNP RWY 23L - Instrument Approach Procedure via OSNAP**

| Designator | Sequence Number | Path Term-inator | Waypoint Name | Fly-over | Course/ Track °M (°T) | Turn Direction | Level Constraint | Speed Constraint | Co-ordinates | Remarks and Distance to MAPt |
|---|---|---|---|---|---|---|---|---|---|---|
| R23LL | 001 | IF | OSNAP | - | - | - | 3500 | 185 | 532512.22N 0015421.40W | IAF |
| R23LL | 002 | TF | C23LI | - | 322° (321.26°) | LEFT | 3500 | 185 | 532905.02N 0015934.99W | IF / 13.1NM |
| R23LL | 003 | TF | C23LF | - | 232° (231.39°) | - | 3500 | 185 | 532712.82N 0020329.44W | FAF / 10.1NM |
| R23LL | 004 | TF | RW23L | Y | 232° (231.25°) | - | - | - | 532053.35N 0021637.95W | MAPt |
| R23LL | 005 | CA | - | - | 232° (231.07°) | - | 3500 | - | - | - |

**CHANGE (12/20):** RNP REFERENCES ADDED. LEVEL CONSTRAINTS. TABLE TITLES.
AERO INFO DATE 18 MAY 20

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# EGCB — MANCHESTER BARTON

## EGCB AD 2.1 AERODROME LOCATION INDICATOR AND NAME

EGCB — MANCHESTER BARTON

## EGCB AD 2.2 AERODROME GEOGRAPHICAL AND ADMINISTRATIVE DATA

| | | |
|---|---|---|
| 1 | ARP coordinates and site at AD | Lat: 532818N Long: 0022323W<br>Mid-point of Runway 08R/26L |
| 2 | Direction and distance from city | 5 NM W of Manchester. |
| 3 | Elevation / Reference temperature / Mean Low Temperature | 73 FT / 18 °C / - |
| 4 | Geoid undulation at AD ELEV PSN | 168 FT |
| 5 | Magnetic Variation / Annual Change | 0.49°W (2022) / 0.21°E |
| 6 | AD Administration<br>Address<br><br>Telephone<br>E-mail address<br>Web address | MANCHESTER BARTON AERODROME<br>Barton Aerodrome , Liverpool Road, Eccles, Manchester, M30 7SA.<br>Manchester Heliport, Liverpool Road, Eccles, Manchester, M30 7RU.<br>0161-789 1362 (Administration and Operations)<br>ops@bartonaerodrome.co.uk<br>http://www.bartonaerodrome.co.uk |
| 7 | Type of Traffic permitted (IFR/VFR) | VFR |
| 8 | Remarks | VFR (See AD 2.22). |

## EGCB AD 2.3 OPERATIONAL HOURS

| | | |
|---|---|---|
| 1 | AD Administration | Mon-Thu 0900-1800 (0800-1700) or SS, whichever is earlier;<br>Fri-Sun 0900-1900 (0800-1800) or SS, whichever is earlier; and by arrangement. |
| 2 | Customs and immigration | By arrangement. Customs: 4 hours notice required inbound/24 hours outbound. Immigration: 24 hours inbound/outbound. CTU (Special Branch): 24 hours inbound/outbound. |
| 3 | Health and sanitation | |
| 4 | AIS Briefing Office | As AD hours. |
| 5 | ATS Reporting Office (ARO) | |
| 6 | MET Briefing Office | As AD hours.<br>Website: https://www.egcbatis.co.uk |
| 7 | ATS | As AD hours. |
| 8 | Fuelling | Mon-Thu 0845-1745 (0745-1645) or SS-15, whichever is earlier;<br>Fri-Sun 0845-1845 (0745-1745) or SS-15, whichever is earlier;<br>and by arrangement. |
| 9 | Handling | By arrangement for helicopters using Manchester Heliport facility. |
| 10 | Security | |
| 11 | De-icing | |
| 12 | Remarks | This aerodrome is PPR. |

## EGCB AD 2.4 HANDLING SERVICES AND FACILITIES

| | | |
|---|---|---|
| 1 | Cargo handling facilities | |
| 2 | Fuel and oil types | AVTUR JET A-1 F-34, AVGAS 100LL<br>Oil: 15/50, 80, Multigrade (W)80, 100, (W)100 |
| 3 | Fuelling facilities/capacity | Aerodrome Fixed Bowser AVGAS 100LL 28,500 LT.<br>Heliport Fixed Bowser AVTUR JET-A1 18,000 LT.<br>Mobile Bowser AVTUR JET-A1 20,000 LT (Pressurised AVTUR JET-A1 by arrangement). |
| 4 | De-icing facilities | |
| 5 | Hangar space for visiting aircraft | Limited by prior arrangement. |
| 6 | Repair facilities for visiting aircraft | Westair Aircraft Maintenance, Tel: 0161-787 8811. |
| 7 | Remarks | |

## EGCB AD 2.5 PASSENGER FACILITIES

| | | |
|---|---|---|
| 1 | Hotels | In vicinity. |
| 2 | Restaurants | Cafe/Bar. |
| 3 | Transportation | Taxis, Buses. Nearest Railway Station: Eccles: 2.8 miles. |
| 4 | Medical facilities | Limited First Aid. |
| 5 | Bank and Post Office | Bank within 2.0 miles. Post Office within 1.5 miles. |
| 6 | Tourist Office | |
| 7 | Remarks | Transport arrangements can be made via aerodrome operations. |

## EGCB AD 2.6 RESCUE AND FIRE FIGHTING SERVICES

| | | |
|---|---|---|
| 1 | AD category for fire fighting services | RFF Category A1<br>RFF Category A2 accepted under remission by prior arrangement. |
| 2 | Rescue equipment | |
| 3 | Capability for removal of disabled aircraft | Limited |
| 4 | Remarks | |

## EGCB AD 2.7 SEASONAL AVAILABILITY - CLEARING

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## EGCB AD 2.8 APRONS, TAXIWAYS AND CHECK LOCATIONS/POSITIONS DATA

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## EGCB AD 2.9 SURFACE MOVEMENT GUIDANCE AND CONTROL SYSTEM AND MARKINGS

| | | |
|---|---|---|
| 1 | Use of aircraft stand ID signs, TWY guide lines and visual docking/parking guidance system of aircraft stands | |
| 2 | Runway and taxiway markings and lighting | |
| 3 | Stop bars and runway guard lights (if any) | |
| 4 | Other runway protection measures | |
| 5 | Remarks | Wind direction indicators - 532812.94N 0022330.90W (LGTD); 532815.83N 0022259.73W. |

## EGCB AD 2.10 AERODROME OBSTACLES

| In Approach/Take-off areas | | | | | | |
|---|---|---|---|---|---|---|
| **Obstacle ID/ Designation** | **Obstacle Type** | **Obstacle Position** | **Elevation/Height** | | **Obstruction Lighting Type/ Colour** | **Remarks** |
| **1** | **2** | **3** | **4** | | **5** | **6** |
| (EGCB1258) 20/APPROACH 02/ TAKE-OFF | TREE | 532835.62N 0022313.08W | 115 FT | 42 FT | No | |
| (EGCB1544) 26L/APPROACH 08R/ TAKE-OFF | TREE | 532822.28N 0022245.87W | 141 FT | 73 FT | No | |
| (EGCB1467) 26R/APPROACH 08L/ TAKE-OFF | TREE | 532822.05N 0022254.48W | 116 FT | 48 FT | No | |
| (EGCB1346) 26R/APPROACH 08L/ TAKE-OFF | HEDGE | 532820.74N 0022305.30W | 76 FT | 9 FT | No | |
| (EGCB1360) 26L/APPROACH 08R/ TAKE-OFF | HEDGE | 532819.73N 0022304.18W | 78 FT | 8 FT | No | |

| In Approach/Take-off areas | | | | | | |
|---|---|---|---|---|---|---|
| **Obstacle ID/ Designation** | **Obstacle Type** | **Obstacle Position** | **Elevation/Height** | | **Obstruction Lighting Type/ Colour** | **Remarks** |
| **1** | **2** | **3** | **4** | | **5** | **6** |
| (EGCB1413) 26L/APPROACH 08R/ TAKE-OFF | TREE | 532818.96N 0022259.75W | 89 FT | 25 FT | No | |
| (EGCB1482) 26L/APPROACH 08R/ TAKE-OFF | TREE | 532818.65N 0022252.42W | 109 FT | 42 FT | No | |
| (EGCB1425) 26L/APPROACH 08R/ TAKE-OFF | TREE | 532818.56N 0022258.52W | 93 FT | 29 FT | No | |
| (EGCB1385) 26L/APPROACH 08R/ TAKE-OFF | HEDGE | 532818.14N 0022302.04W | 78 FT | 9 FT | No | |
| (EGCB1538) 08L/APPROACH 26R/ TAKE-OFF | TREE | 532817.10N 0022356.34W | 127 FT | 59 FT | No | |
| (EGCB1044) 08L/APPROACH 26R/ TAKE-OFF | TREE | 532816.93N 0022358.32W | 123 FT | 55 FT | No | |
| (EGCB1179) 20/TAKE-OFF | TREE | 532802.84N 0022329.21W | 110 FT | 51 FT | No | |
| (EGCB1177) 20/TAKE-OFF | TREE | 532801.27N 0022329.72W | 120 FT | 50 FT | No | |

| In circling area and at aerodrome | | | | | | |
|---|---|---|---|---|---|---|
| **Obstacle ID/ Designation** | **Obstacle Type** | **Obstacle Position** | **Elevation/Height** | | **Obstruction Lighting Type/ Colour** | **Remarks** |
| **1** | **2** | **3** | **4** | | **5** | **6** |
| (EGCB1163) | PYLON | 532920.03N 0022332.46W | 241 FT | 171 FT | No | |
| (EGCB1102) | PYLON | 532912.60N 0022348.55W | 208 FT | 137 FT | No | |
| (EGCB1032) | PYLON | 532905.71N 0022403.64W | 205 FT | 135 FT | No | |
| (EGCB1017) | PYLON | 532858.35N 0022419.33W | 214 FT | 144 FT | No | |
| (EGCB1014) | PYLON | 532851.95N 0022433.01W | 221 FT | 151 FT | No | |
| (EGCB1011) | PYLON | 532842.37N 0022438.84W | 256 FT | 177 FT | No | |
| (EGCB1530) | BUILDING | 532837.08N 0022120.28W | 192 FT | 107 FT | No | |
| (EGCB1476) | TREE | 532831.63N 0022252.89W | 173 FT | 103 FT | No | |
| (EGCB1020) | TREE | 532830.78N 0022412.03W | 176 FT | 97 FT | No | |
| (EGCB1008) | PYLON | 532829.83N 0022446.13W | 254 FT | 173 FT | No | |
| (EGCB1007) | PYLON | 532820.14N 0022451.65W | 234 FT | 153 FT | No | |
| (EGCB1006) | PYLON | 532810.59N 0022457.00W | 248 FT | 165 FT | No | |
| (EGCB1009) | PYLON | 532800.84N 0022445.66W | 254 FT | 173 FT | No | |
| (EGCB1529) | BUILDING | 532758.81N 0022139.94W | 223 FT | 147 FT | Yes Solid Red | |
| (EGCB1531) | BUILDING | 532757.45N 0022053.05W | 251 FT | 176 FT | No | |
| (EGCB1013) | PYLON | 532750.85N 0022433.59W | 250 FT | 173 FT | No | |
| (EGCB1528) | PYLON | 532747.19N 0022143.37W | 174 FT | 110 FT | No | |
| (EGCB1016) | PYLON | 532740.83N 0022421.47W | 241 FT | 168 FT | No | |
| (EGCB1021) | PYLON | 532730.74N 0022409.36W | 239 FT | 172 FT | No | |
| (EGCB1027) | PYLON | 532721.32N 0022405.41W | 259 FT | 198 FT | No | |

| In circling area and at aerodrome | | | | | | |
|---|---|---|---|---|---|---|
| **Obstacle ID/ Designation** | **Obstacle Type** | **Obstacle Position** | **Elevation/Height** | | **Obstruction Lighting Type/ Colour** | **Remarks** |
| **1** | **2** | **3** | **4** | | **5** | **6** |
| (EGCB1034) | PYLON | 532712.92N 0022401.97W | 253 FT | 193 FT | No | |

## EGCB AD 2.11 METEOROLOGICAL INFORMATION PROVIDED

| | | |
|---|---|---|
| 1 | Associated MET Office | MET OFFICE EXETER |
| 2 | Hours of service<br>MET Office outside hour | As per operational hours. |
| 3 | Office responsible for TAF preparation<br>Periods of validity | |
| 4 | Trend forecast<br>Interval of issuance | |
| 5 | Briefing/consultation provided | Self briefing and website: https://www.egcbatis.co.uk. |
| 6 | Flight documentation<br>Language(s) used | Charts abbreviated plain language text.<br>English. |
| 7 | Charts and other information available for briefing or consultation | Forms 214, 215 and met warnings. |
| 8 | Supplementary equipment available for providing information | |
| 9 | ATS units provided with information | MANCHESTER BARTON |
| 10 | Additional information (limitation of service, etc.) | Unofficial meteorological observations provided by FIS during ATS hours. |

## EGCB AD 2.12 RUNWAY PHYSICAL CHARACTERISTICS

| **Designations RWY Number** | **True bearing** | **Dimensions of RWY** | **Surface of RWY/ SWY/ Strength** | **THR co-ordinates/ THR Geoid undulation** | **THR elevation/ Highest elevation of TDZ of precision APP RWY** | **Slope of RWY/ SWY** |
|---|---|---|---|---|---|---|
| **1** | **2** | **3** | **4** | **5** | **6** | **7** |
| 02 | 014.61° | 518 x 32 M | RWY surface: Grass | 532812.07N<br>0022322.47W<br>168.1 FT | THR 68.0 FT | RWY 02 1:489<br>RWY 20 -1:489 |
| 20 | 194.61° | 518 x 32 M | RWY surface: Grass | 532826.13N<br>0022316.32W<br>168.1 FT | THR 71.5 FT | RWY 02 1:489<br>RWY 20 -1:489 |
| 08L | 082.81° | 641 x 30 M | RWY surface: Grass | 532817.13N<br>0022343.35W<br>168.1 FT | THR 68.8 FT | RWY 08L -1:4381<br>RWY 26R 1:4381 |
| 26R | 262.82° | 641 x 30 M | RWY surface: Grass | 532819.73N<br>0022308.86W<br>168.1 FT | THR 69.4 FT | RWY 08L -1:4381<br>RWY 26R 1:4381 |
| 08R | 082.83° | 626 x 32 M | RWY surface: Grass | 532816.40N<br>0022339.81W<br>168.1 FT | THR 68.2 FT | RWY 08R 1:978<br>RWY 26L -1:978 |
| 26L | 262.84° | 626 x 32 M | RWY surface: Grass | 532818.92N<br>0022306.16W<br>168.1 FT | THR 70.3 FT | RWY 08R 1:978<br>RWY 26L -1:978 |
| 13 | 134.18° | 398 x 32 M | RWY surface: Grass | 532825.19N<br>0022320.42W<br>168.1 FT | THR 72.6 FT | RWY 13 -1:311<br>RWY 31 1:311 |
| 31 | 314.19° | 398 x 32 M | RWY surface: Grass | 532816.22N<br>0022304.95W<br>168.1 FT | THR 68.4 FT | RWY 13 -1:311<br>RWY 31 1:311 |

| SWY Dimensions | Clearway Dimensions | Strip Dimensions | RESA Dimensions, Overshoot / Undershoot | Location/ description of arresting system | OFZ | Remarks |
|---|---|---|---|---|---|---|
| 8 | 9 | 10 | 11 | 12 | 13 | 14 |
| | | 578 x 60 M | | | | RWY 02<br><br>Threshold displaced by 69 M. |
| | | 578 x 60 M | | | | RWY 20 |
| | | 701 x 60 M | | | | RWY 08L |
| | | 701 x 60 M | | | | RWY 26R |
| | | 686 x 60 M | | | | RWY 08R |
| | | 686 x 60 M | | | | RWY 26L |
| | | 458 x 60 M | | | | RWY 13 |
| | | 458 x 60 M | | | | RWY 31 |

## EGCB AD 2.13 DECLARED DISTANCES

| Runway designator | TORA | TODA | ASDA | LDA | Remarks |
|---|---|---|---|---|---|
| 1 | 2 | 3 | 4 | 5 | 6 |
| 08L | 641 M | 641 M | 641 M | 641 M | |
| 26R | 641 M | 641 M | 641 M | 641 M | |
| 08R | 626 M | 626 M | 626 M | 626 M | |
| 26L | 626 M | 626 M | 626 M | 626 M | |
| 02 | 518 M | 518 M | 518 M | 449 M | |
| 20 | 518 M | 518 M | 518 M | 518 M | |
| 13 | 398 M | 398 M | 398 M | 398 M | |
| 31 | 398 M | 398 M | 398 M | 398 M | |

## EGCB AD 2.14 APPROACH AND RUNWAY LIGHTING

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## EGCB AD 2.15 OTHER LIGHTING, SECONDARY POWER SUPPLY

| | | |
|---|---|---|
| 1 | ABN/IBN location, characteristics and hours of operation | |
| 2 | LDI location and lighting<br>Anemometer location and lighting | Anemometer: 532814.95N 0022313.66W, 532814.92N 0022313.76W |
| 3 | TWY edge and centre line lighting | |
| 4 | Secondary power supply/switch-over time | |
| 5 | Remarks | Portable LED runway lights on 08R/26L outside of AD hours. |

## EGCB AD 2.16 HELICOPTER LANDING AREA

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## EGCB AD 2.17 AIR TRAFFIC SERVICES AIRSPACE

| Designation and lateral limits | Vertical Limits | Airspace Class | ATS unit callsign/ language | Transition Altitude | Hours of applicability | Remarks |
|---|---|---|---|---|---|---|
| 1 | 2 | 3 | 4 | 5 | 6 | 7 |
| MANCHESTER/BARTON ATZ<br>532618N 0022327W thence clockwise by the arc of a circle radius 2 NM centred on 532818N 0022323W to 532749N 0022008W - 532638N 0022258W - 532618N 0022327W | Upper limit: 2000 FT AGL<br>Lower limit: SFC | G | BARTON INFORMATION<br>English | 5000 FT | | Note: Airspace Classification within Manchester CTA class D. |

## EGCB AD 2.18 AIR TRAFFIC SERVICES COMMUNICATION FACILITIES

| Service Designation | Callsign | Channel/ Frequency(MHz) | SATVOICE number(s) | Logon Address | Hours of Operation | Remarks |
|---|---|---|---|---|---|---|
| 1 | 2 | 3 | 4 | 5 | 6 | 7 |
| AFIS | BARTON INFORMATION | 120.255<br>DOC 10 NM/3000 FT. | | | Mon-Thu 0900-1800 (0800-1700) or SS, whichever is earlier;<br>Fri-Sun 0900-1900 (0800-1800) or SS, whichever is earlier; and by arrangement. | ATZ hours coincident with AFIS hours. |

## EGCB AD 2.19 RADIO NAVIGATION AND LANDING AIDS

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## EGCB AD 2.20 LOCAL AERODROME REGULATIONS

### 1 AIRPORT REGULATIONS

a) Fixed wing twin engine aircraft and fixed wing aircraft over 1500 KG MTOW must obtain briefing via telephone with ATS prior to flight.
b) During adverse weather conditions, the AD and associated services may be withdrawn, the aerodrome becoming unavailable during these times.
c) High visibility jackets recommended whilst airside.
d) A full copy of the Aerodrome Rules and Procedures (Pilot Handbook) is available on the aerodrome website.

### 2 GROUND MOVEMENT

Not applicable

### 3 CAT II/III OPERATIONS

Not applicable

### 4 WARNINGS

a) Pilots should exercise caution as runway and taxiway surfaces undulate in places and may not be suitable for all aircraft types/weights. Surface may become soft during prolonged periods of wet weather. Further information may be sought by contacting the ATS.
b) There are 35 FT high lamp standards on the A57 road to the Southeast and Southwest of the aerodrome.
c) Red/White Marker boards or non-standard markings (cones) may be used to indicate areas of soft ground. Pilots must exercise extreme caution as not all soft areas may be indicated.
d) Bird Hazard: Herons regularly flying across the aerodrome at heights between 100 and 500 feet. Additionally, Bird activity (Gulls and Pigeons) increases during periods of wet weather and grass seeding. All Bird Strikes must be reported.
e) Windshear and Turbulence can be expected on approaches to all runways. In particular, conditions may be more prominent during the following conditions:

i. Runway 26L/26R Approach and 08L/08R Climbout - Additional turbulence/windshear during strong winds (any direction) and/or high temperatures.
ii. Runway 20 Approach - Additional turbulence/windshear particularly during southeast to south winds.
iii. Runway 31 Approach - Additional turbulence /windshear during strong winds (any direction) and when crossing dual carriageway (A57) prior to the threshold.
iv. Runway 02 Approach - Additional turbulence/windshear particularly when crossing dual carriageway (A57) prior to the threshold.

f) Taxilane adjacent to AVGAS fuel installation has a reduced clearance of 10 M (from taxilane centre-line to fuel pumps).
g) Aerodrome is used unlicensed by helicopters H24.
h) Category A Police and Air Ambulance helicopter flights take place H24 from the Aerodrome.
i) Paramotors operate non-radio from a site approximately 2.5 NM West of the airfield during daylight hours.
j) Runway 08R/26L transitional surface is impinged by Control Tower building by 0.72 M.

## 5 HELICOPTER OPERATIONS

a) Helicopter circuit height 500 FT.
b) Helicopter circuit training is flown in accordance with the chart on page EGCB 4-1.
c) Helicopters must not fly above 500 FT as shown on page EGCB-4-1 unless practicing emergency procedures and only once ATS has been informed.
d) Helicopters are to arrive via the specific entry/exit point as displayed on page EGCB 4-1, reporting prior to reaching and at the appropriate point. Pilots must inform ATS if performing a non-standard join prior to entering the ATZ.
e) Helicopters must ensure that they give adequate safety clearance (minimum 50 M) with consideration for downwash when operating in the hover close to runways, taxilanes and parked aircraft.
f) Helicopter Fuelling

i. JET A1 – Aerodrome facility – A mobile tanker is available for gravity-fed and pressurised fuelling:

1. A landing pad is available next to the main apron.
2. Fuelling may take place on the East Apron.

ii. AVGAS – Helicopters should position on pads 1-3 as directed by ATS ensuring safe separation from adjacent helicopters. Caution is advised when manoeuvring in this area close to parked aircraft.

g) Manchester Heliport

i. A dedicated heliport facility known as Manchester Heliport is located on the SW corner of the Aerodrome.
ii. The heliport is not available for flights that require the use of a licensed aerodrome.
iii. The heliport apron is floodlit at night.
iv. Use of the heliport is subject to PPR. Terms and conditions available on request.
v. JET A1 Heliport facility – A landing apron with two marked pads and a remote third pad are adjacent to the fuel facility. The hose length allows for the fuelling of helicopters parked on all three pads.

1. The marked pads act as a visual guide to ensure adequate hose reach only.
2. The marked pads do not guarantee any clearance from helicopters parked adjacent. The pilot remains responsible for ensuring safe operation from adjacent helicopters.

## 6 USE OF RUNWAYS

a) Computer ATIS.

i. A Computer ATIS Display is provided. This provides the following information via https://www.egcbatis.co.uk:

Runway in use — QFE / QNH — Unofficial Weather — Runway State — Briefing Notes.

ii. Prior to departure, pilots should obtain the current airfield information from the Computer ATIS Display.
iii. On initial RTF call, pilots should advise the information received and the appropriate pressure (QFE/QNH).

b) Runway availability subject to suitable surface conditions as determined by Duty FISO. Information available from the ATS.

## 7 TRAINING

Not applicable

# EGCB AD 2.21 NOISE ABATEMENT PROCEDURES

a) Pilots are to avoid overflying the cemetery to the Northeast of the aerodrome.
b) Helicopters should avoid overflying the built up areas South and East of the airfield, indicated at AD 2.24.
c) Climbing turns after take off should not normally be commenced below a height of 500 FT AGL except as indicated at c(i). Should pilots wish to make an early turn below 500 FT AGL on take-off, this may be permitted for safety reasons only. In this case, the ATS must be informed prior to commencement of the take-off roll.

i. To minimise local noise disturbance when departing from Runway 20 and when safe to do so, upon reaching the Manchester Ship Canal aircraft should commence a right turn onto crosswind to avoid overflying the residential areas of Flixton and Irlam.

# EGCB AD 2.22 FLIGHT PROCEDURES

## 1 COMMUNICATIONS AND SSR

a) Aircraft in communication with Barton ATS may be allocated a conspicuity squawk of 7365. Aircraft **must not** select this squawk unless instructed to do so by ATS.
b) Allocation of this conspicuity squawk does not constitute any radar service.
c) Non radio aircraft not accepted.
d) Aircraft operating VFR or Special VFR in the Manchester CTR inbound to Barton must not assume that co-ordination has taken place to allow aircraft to enter the Barton ATZ. Manchester Radar will, whenever possible, permit an aircraft to leave the frequency temporarily to establish two-way communication with Barton. If this is not possible, aircraft must leave the CTR clear of the Barton ATZ and route to Barton from outside controlled airspace.
e) Pilots requiring a VFR or Special VFR clearance to transit the Manchester CTR must remain clear of controlled airspace until a clearance has been obtained by RTF from Manchester Radar.

## 2 FIXED WINGED

a) Fixed winged circuit height is 1000 FT (Barton QFE).
b) Fixed winged standard join is overhead at 1700 FT Barton QFE. Pilots must inform ATS if performing a non-standard join prior to entering the ATZ.
c) Variations on circuit direction are permitted for training, weather or operational requirements providing the ATS is informed of the pilots intentions.
d) Circuit directions: Runways 13, 20, 26L, 26R - RH; Runways 02, 08L, 08R and 31 - LH.
e) Orbits within the circuit are not permitted unless required for safety reasons.
f) Visitors can expect to be parked on the West Apron but only with ATS instruction. Refer to AD 2-EGCB-2-1.
g) Go-Arounds

i. Approaches to runways must not be continued below 300 FT AAL if:

1. The approach ahead or runway is occupied or obstructed by aircraft, vehicles or personnel.

h) Go-Around Procedure (at or above 300 FT AAL)

i. To initiate the go-around, manoeuvre the aircraft to the dead side of the runway, climb parallel to the runway in use, and climb to circuit height (1000 FT AAL) before turning crosswind.
ii. Do not climb initially above 600 FT AAL until you have passed the upwind end of the runway in use. This ensures separation between you and the aircraft joining overhead, flying crosswind at circuit height.
iii. Exercise caution when low flying in the go-around over aircraft on the ground, including helicopters, personnel, vehicles and control line model flying.
iv. Ensure aircraft ahead are kept in sight.
v. Caution, helicopter operations up to a maximum of 500 FT AAL are permitted on both the live and dead side.

i) Pilots must not carry out 'run and break' manoeuvres within the circuit.
j) As part of our noise abatement and bird avoidance procedures, long low, or fast intentional go-arounds/fly-bys along the runway must not be carried out. Pilots having to go-around because of runway occupation must not fly low over landing aircraft.
k) IFR Procedures

i. The aerodrome does not have any instrument or approach/navigational aids. All arrivals and departures must operate under VFR / VMC only.
ii. Pilots flying IFR should plan routings that avoid controlled airspace and for arrivals must plan a suitable alternative in the event that flight conditions preclude flight in VMC on arrival.

## 3 HELICOPTER PROCEDURES

a) **Helicopter Arrival Procedures** - Refer to page EGCB-4-1

i. Astley or Worsley: Pilots should enter the published helicopter circuit (not above 500 FT AGL) or as requested by ATS.
ii. Irlam Bridge: Pilots should route along the Manchester Ship Canal (not above 500 FT AGL within 1 NM of the aerodrome) and follow the published procedure on page EGCB-4-1 or as requested by ATS.

***Note:*** *Subject to circuit traffic and to aid traffic separation ATS may request an alternative routing.*

iii. M60/Junc 9: Pilots should route from M60/Junc 9 (not above 500 FT AGL once within 1 mile of the aerodrome), and then proceed to Runway 02, 31 or 26 threshold as requested by ATS.

b) **Helicopter Departure Procedures** (Refer to page EGCB-4-1)

i. Helicopters must request rotor start from ATS.
ii. Helicopters must not lift until positive instruction has been obtained.
iii. Helicopters should conform to the published helicopter circuit on departure.
iv. Subject to traffic, helicopters may be requested to depart direct or via a specified runway.
v. Helicopters must not overfly the Southwest corner of the airfield below 200 FT due to Control Line Model Flying which takes place.
vi. South East Departures via M60/Junc 9: Pilots should request clearance to enter the Manchester CTR from ATS prior to departure. Pilots should remain on 120.255 MHz until 1 mile South East of the aerodrome (not above 500 FT AGL).

c) **Helicopter Hover Training**

i. Two Helicopter Training Areas (HTA North and HTA West) are established for the purposes of helicopter hover training. Refer to EGCB-2-1.
ii. Helicopters must not leave the confines of any HTA without approval from ATS.

d) **Helicopter Aiming Points**

i. Two helicopter aiming points are established named ‘Heli West’ and Heli East’. These points are marked by a white triangle and are intended for use by helicopters conducting hover training and/or transition manoeuvres to aid separation between multiple helicopters conducting similar exercises.
ii. A hover square is established for specific hover training. This point is not to be used as an aiming point.
iii. Helicopters shall announce their intention to ATS to operate at one of the helicopter aiming points and must only leave the aiming point when in receipt of a positive taxi instruction.
iv. Helicopters engaged in auto-rotations should conduct the manoeuvre into a vacant aiming point, advising ATS on each occasion prior to climbing and prior to commencement.
v. Approaches to Runway 31 threshold are not permitted whilst the threshold of Runway 31 is used for aircraft parking.

e) **Arrivals and Departures**

i. All arrivals and departures should be made using procedures outlined in paragraphs a and b above.
ii. Helicopters positioning to/from the Heliport Apron should route via D1 Hold, following the Air-Taxiway to the Heliport. The Air-Taxiway is marked by green/yellow linlaners and is not suitable for ground taxi.

## 4 VISUAL REFERENCE POINTS (VRP)

a) Details of VRPs are available in the consolidated 'Visual Reference Points List' published on the 'Digital Dataset' page of the NATS AIS website, www.nats.aero/ais.

## EGCB AD 2.23 ADDITIONAL INFORMATION

Not applicable

## EGCB AD 2.24 CHARTS RELATED TO AN AERODROME

AERODROME CHART - ICAO
AD 2.EGCB-2-1
MANCHESTER BARTON ATZ, HELICOPTER ENTRY/EXIT POINTS and CIRCUITS
AD 2.EGCB-4-1

## EGCB AD 2.25 VISUAL SEGMENT SURFACE (VSS) PENETRATION

Not applicable

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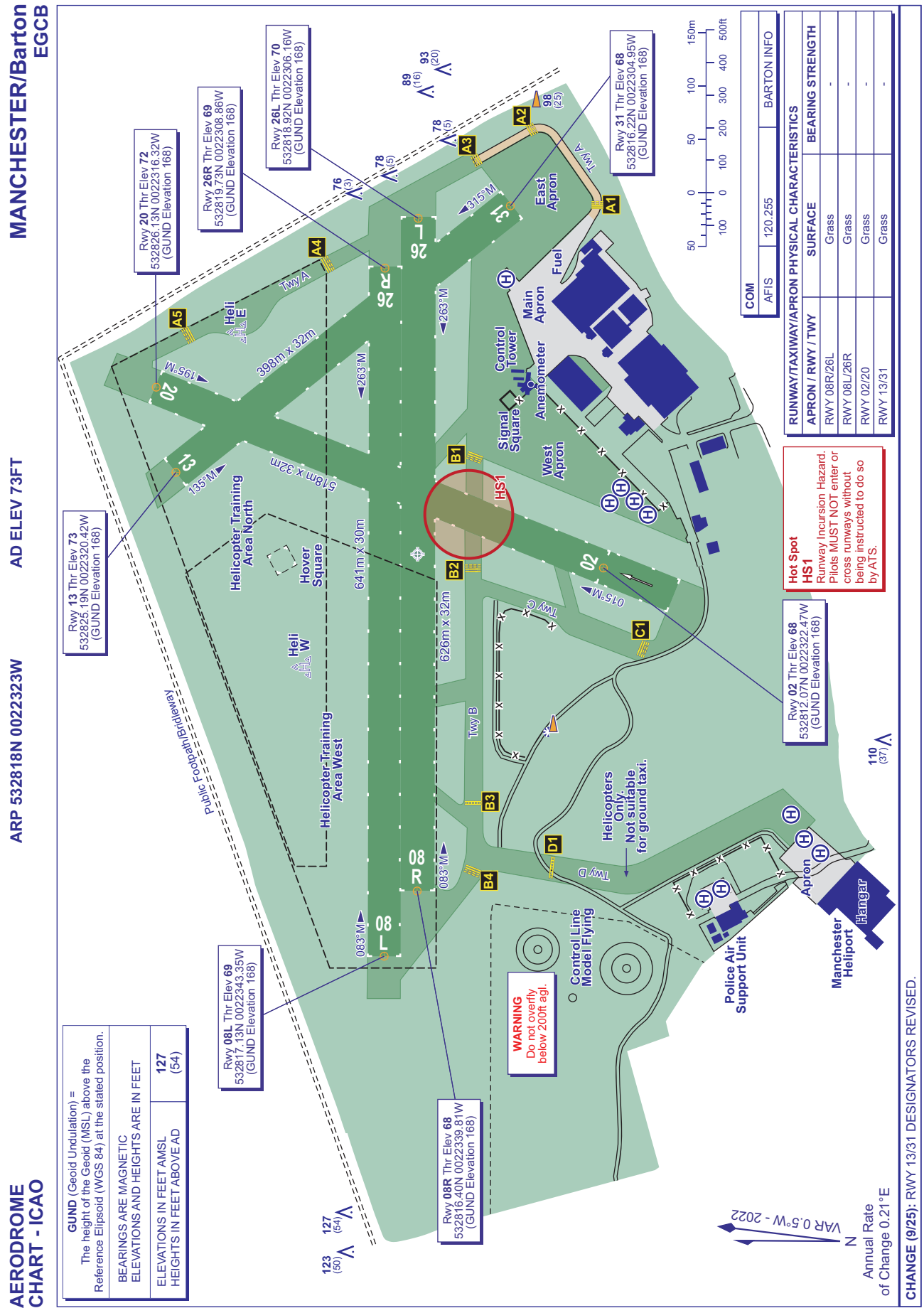
MANCHESTER/Barton
EGCB
AERODROME
CHART - ICAO
ARP 532818N 0022323W
AD ELEV 73FT
GUND (Geoid Undulation) = The height of the Geoid (MSL) above the Reference Ellipsoid (WGS 84) at the stated position.
BEARINGS ARE MAGNETIC
ELEVATIONS AND HEIGHTS ARE IN FEET
ELEVATIONS IN FEET AMSL
HEIGHTS IN FEET ABOVE AD
127 (54)
Rwy 20 Thr Elev 72 532826.13N 0022316.32W (GUND Elevation 168)
Rwy 26L Thr Elev 70 532818.92N 0022306.16W (GUND Elevation 168)
Rwy 26R Thr Elev 69 532819.73N 0022308.86W (GUND Elevation 168)
Rwy 31 Thr Elev 68 532816.22N 0022304.95W (GUND Elevation 168)
Rwy 13 Thr Elev 73 532825.19N 0022320.42W (GUND Elevation 168)
Rwy 08L Thr Elev 69 532817.13N 0022343.35W (GUND Elevation 168)
Rwy 08R Thr Elev 68 532816.40N 0022339.81W (GUND Elevation 168)
Rwy 02 Thr Elev 68 532812.07N 0022322.47W (GUND Elevation 168)
398m x 32m
518m x 32m
641m x 30m
626m x 32m
Helicopter Training Area North
Hover Square
Helicopter-Training Area West
Heli E
Heli W
Public Footpath(Bridleway)
Control Tower
Main Apron
Fuel
Anemometer
Signal Square
West Apron
East Apron
Twy A
Twy B
Twy C
Twy D
Helicopters Only. Not suitable for ground taxi.
Control Line Model Flying
WARNING Do not overfly below 200ft agl.
Police Air Support Unit
Manchester Heliport
Hangar
Apron
Hot Spot HS1
Runway Incursion Hazard. Pilots MUST NOT enter or cross runways without being instructed to do so by ATS.
COM
AFIS 120.255 BARTON INFO
RUNWAY/TAXIWAY/APRON PHYSICAL CHARACTERISTICS
APRON / RWY / TWY | SURFACE | BEARING STRENGTH
RWY 08R/26L | Grass | -
RWY 08L/26R | Grass | -
RWY 02/20 | Grass | -
RWY 13/31 | Grass | -
VAR 0.5°W - 2022
Annual Rate of Change 0.21°E
CHANGE (9/25): RWY 13/31 DESIGNATORS REVISED.
AERO INFO DATE 13 JUN 25
AD 2-EGCB-2-1

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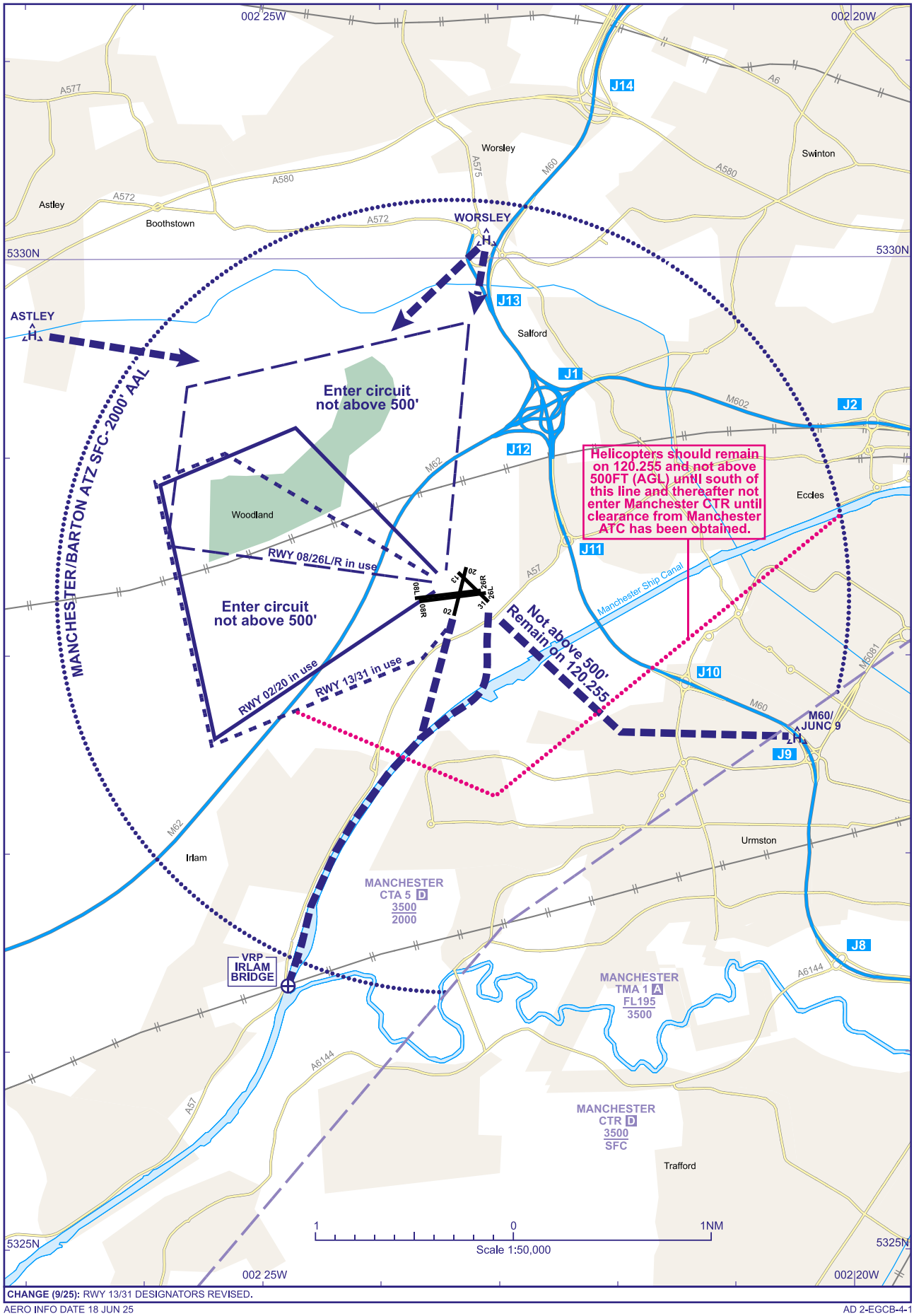
## MANCHESTER BARTON ATZ, HELICOPTER ENTRY/EXIT POINTS AND CIRCUITS

## MANCHESTER BARTON




**CHANGE (9/25):** RWY 13/31 DESIGNATORS REVISED.

AERO INFO DATE 18 JUN 25

AD 2-EGCB-4-1

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# EGNF — NETHERTHORPE

## EGNF AD 2.1 AERODROME LOCATION INDICATOR AND NAME

EGNF — NETHERTHORPE

## EGNF AD 2.2 AERODROME GEOGRAPHICAL AND ADMINISTRATIVE DATA

| | | |
|---|---|---|
| 1 | ARP coordinates and site at AD | Lat: 531901N Long: 0011146W<br>Mid Point of Runway 06/24 |
| 2 | Direction and distance from city | 2 NM W by N of Worksop. |
| 3 | Elevation / Reference temperature / Mean Low Temperature | 248 FT / 18 °C / - |
| 4 | Geoid undulation at AD ELEV PSN | - |
| 5 | Magnetic Variation / Annual Change | 0.03°W (2022) / 0.20°E |
| 6 | AD Administration<br>Address<br>Telephone<br>E-mail address<br>Web address | SHEFFIELD AERO CLUB.<br>Netherthorpe Aerodrome, Thorpe Salvin, Worksop, Nottinghamshire, S80 3JQ<br>01909-475233<br>info@sheffieldaeroclub.net<br>https://www.sheffieldaeroclub.net |
| 7 | Type of Traffic permitted (IFR/VFR) | VFR |
| 8 | Remarks | |

## EGNF AD 2.3 OPERATIONAL HOURS

| | | |
|---|---|---|
| 1 | AD Administration | Tue-Sun 0900-1700 (0800-1600) or SS whichever is the earlier; Mon by arrangement only. |
| 2 | Customs and immigration | General Aviation Report (GAR) form submission to National Co-ordination Unit (NCU) is required in advance to notify HMRC Border Force and Police. https://www.submit-general-aviation-report.service.gov.uk. |
| 3 | Health and sanitation | |
| 4 | AIS Briefing Office | Self-briefing in Control Office. |
| 5 | ATS Reporting Office (ARO) | |
| 6 | MET Briefing Office | |
| 7 | ATS | As AD Hours. See also AD 2.18 |
| 8 | Fuelling | Self-service as AD hours. See also AD 2.18. |
| 9 | Handling | |
| 10 | Security | |
| 11 | De-icing | |
| 12 | Remarks | This aerodrome is strictly PPR by telephone. |

## EGNF AD 2.4 HANDLING SERVICES AND FACILITIES

| | | |
|---|---|---|
| 1 | Cargo handling facilities | |
| 2 | Fuel and oil types | AVGAS 100LL. |
| 3 | Fuelling facilities/capacity | Self-service, payment by credit card machine. |
| 4 | De-icing facilities | |
| 5 | Hangar space for visiting aircraft | |
| 6 | Repair facilities for visiting aircraft | On airfield licenced engineering facility, Dukeries Aviation Ltd; Tel: 01909-600231. |
| 7 | Remarks | |

## EGNF AD 2.5 PASSENGER FACILITIES

| | | |
|---|---|---|
| 1 | Hotels | Travelodge 4 miles from airfield. |
| 2 | Restaurants | Café on airfield. |
| 3 | Transportation | Taxi services available. |
| 4 | Medical facilities | Basic first aid trained Initial Emergency Response personnel on site. |
| 5 | Bank and Post Office | |
| 6 | Tourist Office | |
| 7 | Remarks | |

## EGNF AD 2.6 RESCUE AND FIRE FIGHTING SERVICES

| | | |
|---|---|---|
| 1 | AD category for fire fighting services | RFF Category Special. |
| 2 | Rescue equipment | |
| 3 | Capability for removal of disabled aircraft | |
| 4 | Remarks | |

## EGNF AD 2.7 SEASONAL AVAILABILITY - CLEARING

**INTENTIONALLY BLANK**

## EGNF AD 2.8 APRONS, TAXIWAYS AND CHECK LOCATIONS/POSITIONS DATA

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## EGNF AD 2.9 SURFACE MOVEMENT GUIDANCE AND CONTROL SYSTEM AND MARKINGS

| | | |
|---|---|---|
| 1 | Use of aircraft stand ID signs, TWY guide lines and visual docking/parking guidance system of aircraft stands | |
| 2 | Runway and taxiway markings and lighting | |
| 3 | Stop bars and runway guard lights (if any) | |
| 4 | Other runway protection measures | |
| 5 | Remarks | WDIs: 531901.56N 0011136.15W - 531858.17N 0011140.54W. |

## EGNF AD 2.10 AERODROME OBSTACLES

| In Approach/Take-off areas | | | | | | |
|---|---|---|---|---|---|---|
| **Obstacle ID/ Designation** | **Obstacle Type** | **Obstacle Position** | **Elevation/Height** | | **Obstruction Lighting Type/ Colour** | **Remarks** |
| **1** | **2** | **3** | **4** | | **5** | **6** |
| (EGNF1593) 18/APPROACH 36/ TAKE-OFF | TREE | 531924.28N 0011151.72W | 346 FT | | No | |
| (EGNF1637) 24/APPROACH 06/ TAKE-OFF | TREE | 531909.28N 0011130.80W | 277 FT | | No | |
| (EGNF1546) 06/APPROACH 24/ TAKE-OFF | TREE | 531857.16N 0011158.82W | 279 FT | | No | |
| (EGNF1320) 06/APPROACH 24/ TAKE-OFF | ROAD 4 8M | 531854.49N 0011204.00W | 276 FT | | No | |
| (EGNF1325) 06/APPROACH 24/ TAKE-OFF | ROAD 4 8M | 531854.02N 0011159.41W | 270 FT | | No | |
| (EGNF1330) 36/APPROACH 18/ TAKE-OFF | ROAD 4 8M | 531853.62N 0011144.70W | 255 FT | | No | |

| In circling area and at aerodrome | | | | | |
|---|---|---|---|---|---|
| **Obstacle ID/ Designation** | **Obstacle Type** | **Obstacle Position** | **Elevation/Height** | **Obstruction Lighting Type/ Colour** | **Remarks** |
| **1** | **2** | **3** | **4** | **5** | **6** |
| INTENTIONALLY BLANK | | | | | |

## EGNF AD 2.11 METEOROLOGICAL INFORMATION PROVIDED

| | | |
|---|---|---|
| 1 | Associated MET Office | |
| 2 | Hours of service<br>MET Office outside hour | |
| 3 | Office responsible for TAF preparation<br>Periods of validity | |
| 4 | Trend forecast<br>Interval of issuance | |
| 5 | Briefing/consultation provided | Self-briefing in Control Office. |
| 6 | Flight documentation<br>Language(s) used | |
| 7 | Charts and other information available for briefing or consultation | |
| 8 | Supplementary equipment available for providing information | |
| 9 | ATS units provided with information | |
| 10 | Additional information (limitation of service, etc.) | |

## EGNF AD 2.12 RUNWAY PHYSICAL CHARACTERISTICS

| **Designations RWY Number** | **True bearing** | **Dimensions of RWY** | **Surface of RWY/ SWY/ Strength** | **THR co-ordinates/ THR Geoid undulation** | **THR elevation/ Highest elevation of TDZ of precision APP RWY** | **Slope of RWY/ SWY** |
|---|---|---|---|---|---|---|
| **1** | **2** | **3** | **4** | **5** | **6** | **7** |
| 06 | 055.40° | 573 x 36 M | RWY surface: Grass | 531857.45N<br>0011154.83W | THR 248.1 FT | |
| 24 | 235.41° | 573 x 36 M | RWY surface: Grass | 531903.60N<br>0011139.94W | THR 223.6 FT | |
| 18 | 174.80° | 388 x 18 M | RWY surface: Grass | 531906.08N<br>0011144.75W | THR 224.5 FT | |
| 36 | 354.80° | 388 x 18 M | RWY surface: Grass | 531856.73N<br>0011143.33W | THR 233.7 FT | |

| **SWY Dimensions** | **Clearway Dimensions** | **Strip Dimensions** | **RESA Dimensions, Overshoot / Undershoot** | **Location/ description of arresting system** | **OFZ** | **Remarks** |
|---|---|---|---|---|---|---|
| **8** | **9** | **10** | **11** | **12** | **13** | **14** |
| | | | | | | RWY 06<br><br>Threshold displaced by 132 M. |
| | | | | | | RWY 24<br><br>Threshold displaced by 106 M. |
| | | | | | | RWY 18<br><br>Threshold displaced by 28 M. |
| | | | | | | RWY 36<br><br>Threshold displaced by 70 M. |

## EGNF AD 2.13 DECLARED DISTANCES

| Runway designator | TORA | TODA | ASDA | LDA | Remarks |
|---|---|---|---|---|---|
| 1 | 2 | 3 | 4 | 5 | 6 |
| 06 | 467 M | 467 M | 533 M | 401 M | |
| 24 | 441 M | 441 M | 536 M | 430 M | |
| 18 | 318 M | 318 M | 380 M | 353 M | |
| 36 | 361 M | 361 M | 378 M | 308 M | |

## EGNF AD 2.14 APPROACH AND RUNWAY LIGHTING

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## EGNF AD 2.15 OTHER LIGHTING, SECONDARY POWER SUPPLY

| | | |
|---|---|---|
| 1 | ABN/IBN location, characteristics and hours of operation | |
| 2 | LDI location and lighting<br>Anemometer location and lighting | Anemometer: 531901.18N 0011136.46W - 531901.85N 0011137.72W. |
| 3 | TWY edge and centre line lighting | |
| 4 | Secondary power supply/switch-over time | |
| 5 | Remarks | |

## EGNF AD 2.16 HELICOPTER LANDING AREA

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## EGNF AD 2.17 AIR TRAFFIC SERVICES AIRSPACE

| Designation and lateral limits | Vertical Limits | Airspace Class | ATS unit callsign/ language | Transition Altitude | Hours of applicability | Remarks |
|---|---|---|---|---|---|---|
| 1 | 2 | 3 | 4 | 5 | 6 | 7 |
| NETHERTHORPE ATZ<br>A circle, 2 NM radius, centred at 531901N 0011146W on longest notified runway (06/ 24) | Upper limit: 2000 FT AGL<br>Lower limit: SFC | G | NETHERTHORPE RADIO<br>English | 5000 FT | | |

## EGNF AD 2.18 AIR TRAFFIC SERVICES COMMUNICATION FACILITIES

| Service Designation | Callsign | Channel/ Frequency(MHz) | SATVOICE number(s) | Logon Address | Hours of Operation | Remarks |
|---|---|---|---|---|---|---|
| 1 | 2 | 3 | 4 | 5 | 6 | 7 |
| OTHER | NETHERTHORPE RADIO | 123.280<br>A/G frequency. | | | Tue-Sun 0900-1700 (0800-1600) or SS whichever is the earlier; Mon by arrangement only. | ATZ hours coincident with A/G hours. |

## EGNF AD 2.19 RADIO NAVIGATION AND LANDING AIDS

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# EGNF AD 2.20 LOCAL AERODROME REGULATIONS

## 1 AIRPORT REGULATIONS

a) Aerodrome is not available for public transport passenger flights required to use a licensed aerodrome.
b) PPR is strictly by telephone and may be refused to certain aircraft types. Inexperienced pilots are to phone for advice before arriving at Netherthorpe and are to contact a member of staff for a short briefing before departure.

## 2 GROUND MOVEMENT

a) Aircraft should not be left on the refuelling stand.

## 3 CAT II/III OPERATIONS

Not applicable

## 4 WARNINGS

a) Aircraft based at Netherthorpe operate outside published operating hours.
b) At the weekend, when Runway 06/24 is in use, aircraft may be parked at the southern end of Runway 18/36.
c) In calm wind conditions arrivals may be on Runway 24 and departures from Runway 06.
d) Runways 06, 24 and 36 have displaced thresholds due to the proximity of public roads. Any pilot whose approach would result in being below 20 FT crossing the road must initiate an immediate missed approach.
e) Overrun on Runways 18 and 36. Only 29 M of overrun strip are available on Runways 18 and 36 beyond the end of ASDA and LDA.
f) Runways 18 and 36 Obstruction free Approach Surface Slopes are based on threshold and not strip end.
g) Runways 06 and 24 Obstruction free Approach Surface Slopes are based on threshold and not strip end.
h) Telegraph poles 27 FT AGL on the northern boundary.
i) Farm and trees 39 FT AGL on the northeast boundary.
j) Hangar 20 FT AGL on the eastern boundary.
k) Farm 30 FT AGL on the southern boundary.
l) Road traffic immediately adjacent to the eastern and southern boundaries.
m) Trees 45 FT AGL on the northwest boundary.
n) Overhead power line up to 35 FT AAL runs northeast/southwest 0.24 NM and north-north-west.
o) Three wind turbines on the northwest boundary up to 734 FT AMSL (322 FT AGL).

## 5 HELICOPTER OPERATIONS

Not applicable

## 6 USE OF RUNWAYS

Not applicable

## 7 TRAINING

a) 3 Counties Flying School (01909-600231) operates a Designated Training Organisation for ab-initio training.

# EGNF AD 2.21 NOISE ABATEMENT PROCEDURES

a) Avoid over-flying local villages.

# EGNF AD 2.22 FLIGHT PROCEDURES

a) PPR is required by phone 01909-475233.
b) Join circuits from the overhead at 1800 FT QFE where possible.
c) Circuit height is 800 FT QFE for fixed wing powered aircraft.
d) Circuit directions: Runways 06 and 36 - RH; Runways 18 and 24 - LH.

# EGNF AD 2.23 ADDITIONAL INFORMATION

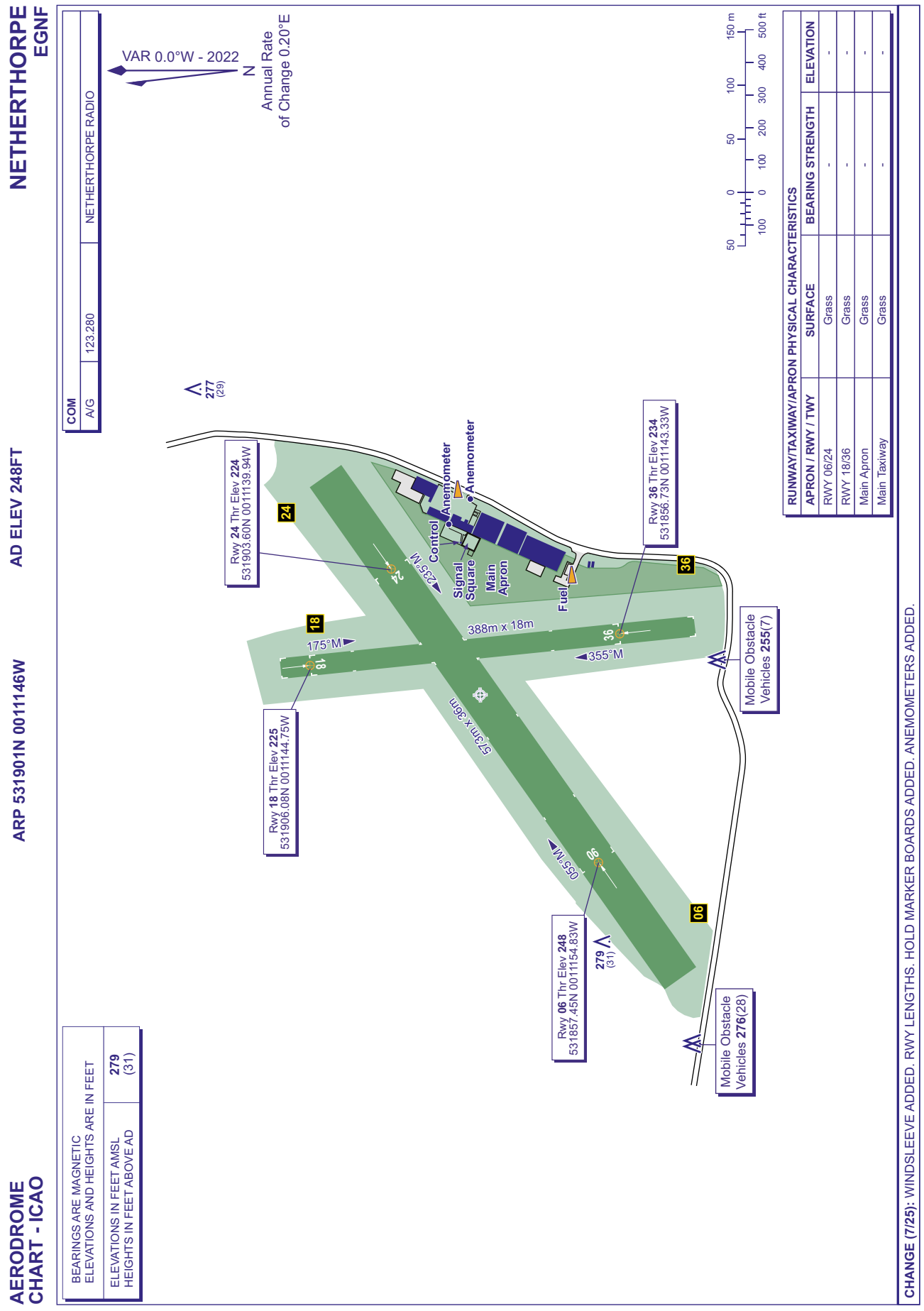
a) Flights arranged through cost sharing platforms are not permitted at Netherthorpe.

## EGNF AD 2.24 CHARTS RELATED TO AN AERODROME

AERODROME CHART - ICAO
AD 2.EGNF-2-1

## EGNF AD 2.25 VISUAL SEGMENT SURFACE (VSS) PENETRATION

Not applicable


NETHERTHORPE
EGNF
AERODROME
CHART - ICAO
ARP 531901N 0011146W
AD ELEV 248FT
COM
A/G
123.280
NETHERTHORPE RADIO
VAR 0.0°W - 2022
Annual Rate
of Change 0.20°E
BEARINGS ARE MAGNETIC
ELEVATIONS AND HEIGHTS ARE IN FEET
ELEVATIONS IN FEET AMSL
HEIGHTS IN FEET ABOVE AD
279
(31)
RUNWAY/TAXIWAY/APRON PHYSICAL CHARACTERISTICS
APRON / RWY / TWY
SURFACE
BEARING STRENGTH
ELEVATION
RWY 06/24
Grass
-
-
RWY 18/36
Grass
-
-
Main Apron
Grass
-
-
Main Taxiway
Grass
-
-
Rwy 24 Thr Elev 224
531903.60N 0011139.94W
Rwy 18 Thr Elev 225
531906.08N 0011144.75W
Rwy 06 Thr Elev 248
531857.45N 0011154.83W
Rwy 36 Thr Elev 234
531856.73N 0011143.33W
277
(29)
279
(31)
Anemometer
Anemometer
Control
Signal Square
Main Apron
Fuel
388m x 18m
512m x 36m
175°M
235°M
355°M
065°M
Mobile Obstacle Vehicles 255(7)
Mobile Obstacle Vehicles 276(28)
CHANGE (7/25): WINDSLEEVE ADDED. RWY LENGTHS. HOLD MARKER BOARDS ADDED. ANEMOMETERS ADDED.

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# EGNT — NEWCASTLE

## EGNT AD 2.1 AERODROME LOCATION INDICATOR AND NAME

EGNT — NEWCASTLE

## EGNT AD 2.2 AERODROME GEOGRAPHICAL AND ADMINISTRATIVE DATA

| | | |
|---|---|---|
| 1 | ARP coordinates and site at AD | Lat: 550217N Long: 0014123W<br>Midpoint of Runway 07/25. |
| 2 | Direction and distance from city | 5 NM NW of Newcastle-upon-Tyne. |
| 3 | Elevation / Reference temperature / Mean Low Temperature | 266 FT / 18 °C / - |
| 4 | Geoid undulation at AD ELEV PSN | 162 FT |
| 5 | Magnetic Variation / Annual Change | 0.42°W (2022) / 0.21°E |
| 6 | AD Administration<br>Address<br>Telephone<br><br><br>E-mail address | NEWCASTLE INTERNATIONAL AIRPORT LIMITED.<br>Newcastle Airport, Woolsington, Newcastle-Upon-Tyne NE13 8BZ.<br>0191-214 3255 (Airport Authority)<br>0871-882 1121 (Airport Authority)<br>0191-214 8130 (ATC)<br>enquiries@newcastleinternational.co.uk (Airport Authority)<br>ATSManagementteam@newcastleinternational.co.uk (ATC) |
| 7 | Type of Traffic permitted (IFR/VFR) | IFR/VFR |
| 8 | Remarks | |

## EGNT AD 2.3 OPERATIONAL HOURS

| | | |
|---|---|---|
| 1 | AD Administration | H24 |
| 2 | Customs and immigration | H24<br>Christmas day by arrangement. |
| 3 | Health and sanitation | |
| 4 | AIS Briefing Office | |
| 5 | ATS Reporting Office (ARO) | |
| 6 | MET Briefing Office | |
| 7 | ATS | H24<br>See also AD 2.18. |
| 8 | Fuelling | Samson: 0800-1900 (0700-1800) and by arrangement. Swissport Fuelling: H24. |
| 9 | Handling | Swissport: H24<br>Samson: 0800-1900 (0700-1800) and by arrangement. |
| 10 | Security | H24 |
| 11 | De-icing | H24 |
| 12 | Remarks | This aerodrome is PPR. |

## EGNT AD 2.4 HANDLING SERVICES AND FACILITIES

| | | |
|---|---|---|
| 1 | Cargo handling facilities | Normal. Nearest railway siding: Newcastle 5.2 NM. |
| 2 | Fuel and oil types | AVTUR JET A-1, AVGAS 100LL<br>80, 2050 plus various turbine oils, W80,W100 |
| 3 | Fuelling facilities/capacity | Max 33 Litres/Second. |
| 4 | De-icing facilities | Available by arrangement with handling agent. |
| 5 | Hangar space for visiting aircraft | Limited. |
| 6 | Repair facilities for visiting aircraft | Maintenance and repair (by arrangement). |

| | | |
|---|---|---|
| 7 | Remarks | AVGAS 100LL, AVTUR JET A-1 (without FS11 additive) and oil grades are available from Samson Jet Centre, Tel: 0191-286 4156 or 0191-214 4111.<br><br>All aircraft handled by Samson must be fuelled by Samson. Out of hours surcharge.<br><br>All operators must make prior arrangements with a handling agent for ground handling of all flights.<br><br>AVTUR JET A-1 available from Swissport Fuelling Ltd, Tel: 0191-214 4562; Fax: 0191-214 4561. Samson Jet Centre for GA apron only.<br><br>Handling on the main apron is provided by:<br>Swissport, Tel: 0191-271 2225.<br><br>The General Aviation Centre on the South side is operated by Samson Jet Centre.<br>Samson Jet Centre: frequency 131.405 MHz, callsign 'Samson Operations'; Tel: 0191-286 4156; 0191-214 5916 (out of hours); e-mail: ops@samsonaviation.com<br><br>Visiting aircraft must comprehensively brief before departure. |

## EGNT AD 2.5 PASSENGER FACILITIES

| | | |
|---|---|---|
| 1 | Hotels | Available. |
| 2 | Restaurants | Restaurants available. |
| 3 | Transportation | Buses and Taxis, Hire Cars. Train link to Newcastle Central station.<br>Nearest railway station: Terminal |
| 4 | Medical facilities | First aid only. Defibrillators available. |
| 5 | Bank and Post Office | ATMs and Bureau de Change within the terminal building. |
| 6 | Tourist Office | |
| 7 | Remarks | |

## EGNT AD 2.6 RESCUE AND FIRE FIGHTING SERVICES

| | | |
|---|---|---|
| 1 | AD category for fire fighting services | RFF Category A7<br>RFF Category 8 and 9 available for scheduled movements and on request. |
| 2 | Rescue equipment | Details available on request. |
| 3 | Capability for removal of disabled aircraft | By arrangement with nominated recovery company. Light aircraft removal possible if required. |
| 4 | Remarks | |

## EGNT AD 2.7 SEASONAL AVAILABILITY - CLEARING

| | | |
|---|---|---|
| 1 | Type of clearing equipment | Mechanical, Chemical de-icing. |
| 2 | Clearance priorities | Standard. See AD 1.2.2. |
| 3 | Remarks | Latest Snow State information Tel: 0191-214 8130 (ATC).<br>Snow Clearance Programme Tel: 0191-214 3344 (RFFS). |

## EGNT AD 2.8 APRONS, TAXIWAYS AND CHECK LOCATIONS/POSITIONS DATA

| | | |
|---|---|---|
| 1 | Apron surface and strength | GA APRON<br>Surface: Asphalt<br>PCN 15/F/C/Y/T<br><br>GOLF APRON<br>Surface: Concrete<br>PCN 65/R/B/W/T<br><br>MAIN APRON<br>Surface: Asphalt<br>PCN 73/F/C/W/T |

| | | |
|---|---|---|
| 2 | Taxiway width, surface and strength | Taxiway A: 23 M<br>Surface: Asphalt<br>PCN 73/F/C/W/T<br><br>Taxiway B: 23 M<br>Surface: Asphalt<br>PCN 73/F/C/W/T<br><br>Taxiway C: 23 M<br>Surface: Asphalt<br>PCN 73/F/C/W/T<br><br>Taxiway D: 23 M<br>Surface: Asphalt<br>PCN 73/F/C/W/T<br><br>Taxiway E: 15 M<br>Surface: Asphalt<br>PCN 73/F/C/W/T<br><br>Taxiway F: 23 M<br>Surface: Asphalt<br>PCN 73/F/C/W/T<br><br>Taxiway G: 23 M<br>Surface: Asphalt<br>PCN 22/F/C/W/T |
| 3 | Altimeter checkpoint location and elevation | Apron 258 FT |
| 4 | VOR checkpoints | |
| 5 | INS checkpoints | AD 2-EGNT-2-2 AIRCRAFT GROUND MOVEMENT/PARKING/DOCKING CHART. |
| 6 | Remarks | |

## EGNT AD 2.9 SURFACE MOVEMENT GUIDANCE AND CONTROL SYSTEM AND MARKINGS

| | | |
|---|---|---|
| 1 | Use of aircraft stand ID signs, TWY guide lines and visual docking/parking guidance system of aircraft stands | Stands 1-25, 30, 31 and 60-62 are designed for nose-in/push-back operations.<br><br>Stands 50-54 are self-manoeuvring, although aircraft must be marshalled on to stand.<br><br>Stands 13-25, 31, 50-54 and 60-62 aircraft must be marshalled on to stand.<br><br>Stands 1-12 and 30 are equipped with stand entry guidance systems. Aircrew should note that stand entry guidance systems are activated by their ground handling agent. Pilots must not enter an aircraft stand unless the stand entry guidance has been activated and the correct aircraft type is displayed, or alternatively an ATC instruction has been passed for marshalled on to stand.<br><br>Airbridge available stands 3, 9/30 and 10.<br><br>Stand 25 has an additional centre-line designated Left and Right.<br><br>Stands 8, 13, 17 and 19 have additional markings for supplementary parking, as directed by ATC aircraft must be marshalled.<br><br>Supplementary parking positions 30 and 31: Stand 30 is a parking position diagonally across Stand 9 for B747, A330-300 and B777-300 aircraft, and Stand 31 is a parking position diagonally across Stand 1 for B737-700 or A319 aircraft. |
| 2 | Runway and taxiway markings and lighting | Runway marking aid(s):<br>07/25: Designation, runway edge, displaced threshold, centre-line and touchdown zone.<br><br>Taxiway marking aid(s):<br>Yellow centre-line paint marking, intermediate taxi-holding positions and runway taxi-holding positions. |

| | | |
|---|---|---|
| | | Taxiway light(s):<br>Combination of blue edge lights and switchable green centre-line (spacing 7.5 M for CAT III routes (A and D), 15 M for other routes). Illuminated holding point signs, illuminated taxi signs. |
| 3 | Stop bars and runway guard lights (if any) | Stop bars and runway guard lights at runway entrance points are in operation H24. |
| 4 | Other runway protection measures | |
| 5 | Remarks | Some obstacle marking. Illuminated wind direction indicators.<br><br>Pilot attention is drawn to the use of additional paint markings at specified runway entrance and exit points. These markings are provided as an additional measure to raise situational awareness and to reduce the runway incursion risk.<br><br>All Ground Movement is under ATC Control.<br><br>X 2 WDI: 550234.34N 0014033.84W (LGTD) and 550207.44N 0014219.87W. |

## EGNT AD 2.10 AERODROME OBSTACLES

| In Approach/Take-off areas | | | | | | |
|---|---|---|---|---|---|---|
| **Obstacle ID/ Designation** | **Obstacle Type** | **Obstacle Position** | **Elevation/Height** | | **Obstruction Lighting Type/ Colour** | **Remarks** |
| **1** | **2** | **3** | **4** | | **5** | **6** |
| (EGNT9612) 25/APPROACH 07/ TAKE-OFF | EP | 550241.44N 0013935.13W | 297 FT | 57 FT | No | |
| (EGNT11734) 07/TAKE-OFF | TREE | 550241.28N 0013939.89W | 292 FT | 54 FT | No | |
| (EGNT11844) 25/TAKE-OFF | TREE SMALL | 550200.40N 0014232.72W | 277 FT | 14 FT | No | |
| (EGNT11806) 07/APPROACH 25/ TAKE-OFF | TREE | 550155.62N 0014231.02W | 297 FT | 19 FT | No | |
| (EGNT9878) 07/APPROACH 25/ TAKE-OFF | TREE | 550146.44N 0014254.02W | 326 FT | 28 FT | No | |
| (EGNT11146) 07/APPROACH 25/ TAKE-OFF | TREE | 550129.96N 0014402.97W | 400 FT | 59 FT | No | |
| (EGNT11165) 07/APPROACH 25/ TAKE-OFF | TREE | 550125.57N 0014525.27W | 491 FT | 47 FT | No | |
| (EGNT11225) 07/APPROACH 25/ TAKE-OFF | TREE | 550114.93N 0014555.06W | 541 FT | 77 FT | No | |
| (EGNT11134) 07/APPROACH 25/ TAKE-OFF | TREE | 550114.89N 0014437.88W | 437 FT | 42 FT | No | |
| (EGNT11132) 07/APPROACH 25/ TAKE-OFF | TREE | 550114.66N 0014441.85W | 447 FT | 46 FT | No | |
| (EGNT10560) 07/APPROACH 25/ TAKE-OFF | HV PYLON | 550033.65N 0014813.93W | 640 FT | 205 FT | No | |

| In circling area and at aerodrome | | | | | | |
|---|---|---|---|---|---|---|
| **Obstacle ID/ Designation** | **Obstacle Type** | **Obstacle Position** | **Elevation/Height** | | **Obstruction Lighting Type/ Colour** | **Remarks** |
| **1** | **2** | **3** | **4** | | **5** | **6** |
| (EGNT10504) | WIND TURBINE | 550613.29N 0013725.33W | 626 FT | 412 FT | Yes Red | |
| (EGNT10501) | WIND TURBINE | 550605.21N 0013728.14W | 626 FT | 412 FT | Yes Red | |
| (EGNT10541) | MAST | 550517.50N 0015347.67W | 744 FT | 99 FT | No | |
| (EGNT9500) | WIND TURBINE | 550457.47N 0015233.46W | 713 FT | 147 FT | No | |
| (EGNT9632) | WIND TURBINE | 550349.20N 0015202.15W | 563 FT | 110 FT | No | |
| (EGNT11298) | ATC AERIAL | 550229.77N 0014138.43W | 388 FT | 151 FT | No | |

| In circling area and at aerodrome | | | | | | |
|---|---|---|---|---|---|---|
| **Obstacle ID/ Designation** | **Obstacle Type** | **Obstacle Position** | **Elevation/Height** | | **Obstruction Lighting Type/ Colour** | **Remarks** |
| **1** | **2** | **3** | **4** | | **5** | **6** |
| | CRANE | 550215N 0013910W | 292 FT | 66 FT | Yes Red | |
| (EGNT9623) | FLOODLIGHT | 550205.50N 0013642.28W | 387 FT | 170 FT | No | |
| (EGNT10560) 07/APPROACH 25/ TAKE-OFF | HV PYLON | 550033.65N 0014813.93W | 640 FT | 205 FT | No | |
| (EGNT10585) | HV PYLON | 550026.33N 0014241.38W | 446 FT | 119 FT | No | |
| (EGNT10579) | HV PYLON | 550013.41N 0014310.74W | 497 FT | 156 FT | No | |
| (EGNT10926) | TREE | 550006.28N 0014015.63W | 449 FT | 56 FT | No | |
| (EGNT10864) | TREE | 545946.33N 0014217.08W | 490 FT | 67 FT | No | |
| (EGNT10867) | BUILDING AERIAL | 545935.12N 0014205.99W | 522 FT | 145 FT | No | |
| (EGNT10566) | MAST | 545550.50N 0014858.88W | 1000 FT | 158 FT | No | |
| (EGNT10565) | MAST | 545550.01N 0014902.00W | 998 FT | 159 FT | No | |
| (EGNT10578) | MAST | 545452.51N 0014154.18W | 883 FT | 139 FT | Yes Red | |

## EGNT AD 2.11 METEOROLOGICAL INFORMATION PROVIDED

| | | |
|---|---|---|
| 1 | Associated MET Office | MET OFFICE EXETER |
| 2 | Hours of service<br>MET Office outside hour | H24 |
| 3 | Office responsible for TAF preparation<br>Periods of validity | MET OFFICE EXETER<br>24 Hours. |
| 4 | Trend forecast<br>Interval of issuance | |
| 5 | Briefing/consultation provided | Self-briefing/telephone. |
| 6 | Flight documentation<br>Language(s) used | TAFs/METARs<br>English |
| 7 | Charts and other information available for briefing or consultation | Available on the Met Office website, www.metoffice.gov.uk/aviation. |
| 8 | Supplementary equipment available for providing information | Newcastle ATIS available on telephone number 0191-214 3401. |
| 9 | ATS units provided with information | NEWCASTLE |
| 10 | Additional information (limitation of service, etc.) | Current weather on ATIS. |

## EGNT AD 2.12 RUNWAY PHYSICAL CHARACTERISTICS

| **Designations RWY Number** | **True bearing** | **Dimensions of RWY** | **Surface of RWY/ SWY/ Strength** | **THR co-ordinates/ THR Geoid undulation** | **THR elevation/ Highest elevation of TDZ of precision APP RWY** | **Slope of RWY/ SWY** |
|---|---|---|---|---|---|---|
| **1** | **2** | **3** | **4** | **5** | **6** | **7** |
| 07 | 065.19° | 2330 x 45 M | RWY surface: Asphalt<br>PCN 65/F/B/W/T<br>SWY surface: Asphalt<br>PCN 65/F/B/W/T | 550202.35N<br>0014216.68W<br>162.5 FT | THR 263.3 FT<br>TDZ 263.3 FT | RWY 07 0.35% down<br>RWY 25 0.35% up |
| 25 | 245.21° | 2330 x 45 M | RWY surface: Asphalt<br>PCN 65/F/B/W/T | 550230.46N<br>0014030.76W<br>162.4 FT | THR 238.6 FT<br>TDZ 243.1 FT | RWY 07 0.35% down<br>RWY 25 0.35% up |

| SWY Dimensions | Clearway Dimensions | Strip Dimensions | RESA Dimensions, Overshoot / Undershoot | Location/ description of arresting system | OFZ | Remarks |
|---|---|---|---|---|---|---|
| 8 | 9 | 10 | 11 | 12 | 13 | 14 |
| 14 x 45 M | 75 x 180 M | 2396 x 280 M | 150 x 90 M<br>- | | | RWY 07<br><br>Ends of runways available for take-off.<br><br>Threshold displaced by 121 M.<br><br>Runway grooved for its full length.<br><br>The downslope gradient over the first 400 M of LDA, Runway 07 is 0.57%.<br><br>OFZ: Yes. |
| | 124 x 180 M | 2396 x 280 M | 90 x 92 M<br>- | | | RWY 25<br><br>Threshold displaced by 138 M.<br><br>Ends of runways available for take-off. Runway grooved for its full length.<br><br>50 M before 25 threshold, a small turning D is available for use by aircraft back tracking Runway 25. Use with caution at night.<br><br>OFZ: Yes. |

## EGNT AD 2.13 DECLARED DISTANCES

| Runway designator | TORA | TODA | ASDA | LDA | Remarks |
|---|---|---|---|---|---|
| 1 | 2 | 3 | 4 | 5 | 6 |
| 07 | 2330 M | 2405 M | 2344 M | 2209 M | |
| 25 | 2262 M | 2386 M | 2262 M | 2124 M | |
| 07 | 1799 M | 1874 M | 1812 M | | Take-off from intersection with Taxiway B - 0.26%D. |
| 07 | 1773 M | 1848 M | 1786 M | | Take-off from intersection with Taxiway F - 0.26%D. |
| 07 | 1559 M | 1634 M | 1573 M | | Take-off from intersection with Taxiway E - 0.25%D. |
| 07 | 1407 M | 1482 M | 1421 M | | Take-off from intersection with Taxiway G - 0.23%D. |
| 25 | 1548 M | 1672 M | 1548 M | | Take-off from intersection with Taxiway C - 0.63%U. |
| 25 | 877 M | 1001 M | 877 M | | Take-off from intersection with Taxiway G - 0.49%U. |
| 25 | 717 M | 840 M | 717 M | | Take-off from intersection with Taxiway E - 0.58%U. |

## EGNT AD 2.14 APPROACH AND RUNWAY LIGHTING

| RWY | Approach lighting Type/ Length/ Intensity | Threshold lighting Colour/Wing bars | VASIS/ MEHT/ PAPI/ PAPI Dist from THR | TDZ, lighting Length | Runway Centre Line lighting Length/ Spacing/ Colour/ Intensity | Runway edge lighting Length/ Spacing/ Colour/ Intensity | Runway end lighting Colour/ Wing bars | Stopway lighting Length/ Colour | Remarks |
|---|---|---|---|---|---|---|---|---|---|
| 1 | 2 | 3 | 4 | 5 | 6 | 7 | 8 | 9 | 10 |
| 07 | Coded centre-line with five crossbars. Supplementary lighting inner 300 M. Last approach light 30 M from displaced landing threshold. 914 M Light intensity high | Green Light intensity high Flush uni-directional with elev green wingbars | PAPI Right/3° 51 FT 356 M | 900 M | Colour coded 15 M spacing Light intensity high | HI bi-directional edge with LI omni-directional component 60 M spacing | Red | Ends 148 M from 25 THR 15 M Red | Approach: Precision approach category II/III lighting system station removal, two luminaries have been removed from the 07 Precision approach category II/III lighting system 510 M from the 07 Threshold. CL: On departure with Aeronautical Ground Lighting illuminated. White Centre Line lamps are visible up to the threshold. |
| 25 | Coded centre-line with five crossbars. Supplementary lighting inner 300 M. Last approach light 30 M from displaced landing threshold. 914 M Light intensity high | Green Light intensity high Flush uni-directional with elev green wingbars | PAPI Left/3° 60 FT 415 M | 900 M | Colour coded 15 M spacing Light intensity high | HI bi-directional edge with LI omni-directional component 60 M spacing | Red | | CL: On departure with Aeronautical Ground Lighting illuminated. White Centre Line lamps are visible up to the threshold. |

## EGNT AD 2.15 OTHER LIGHTING, SECONDARY POWER SUPPLY

| | | |
|---|---|---|
| 1 | ABN/IBN location, characteristics and hours of operation | |
| 2 | LDI location and lighting<br>Anemometer location and lighting | Anemometer: 550156.03N 0014213.08W (LGTD), 550219.63N 0014046.92W (LGTD). |
| 3 | TWY edge and centre line lighting | CL: Yes.<br><br>EDGE: Yes. |
| 4 | Secondary power supply/switch-over time | Yes - UPS/1 second, Standby diesels/15 seconds |
| 5 | Remarks | Apron floodlights. Obstacle lighting. |

## EGNT AD 2.16 HELICOPTER LANDING AREA

**INTENTIONALLY BLANK**

## EGNT AD 2.17 AIR TRAFFIC SERVICES AIRSPACE

| Designation and lateral limits | Vertical Limits | Airspace Class | ATS unit callsign/ language | Transition Altitude | Hours of applicability | Remarks |
|---|---|---|---|---|---|---|
| 1 | 2 | 3 | 4 | 5 | 6 | 7 |
| NEWCASTLE CTR<br>550525N 0015411W - 550955N 0013719W thence clockwise by the arc of a circle radius 8 NM centred on 550217N 0014123W to 545919N 0012829W - 545500N 0014705W thence clockwise by the arc of a circle radius 8 NM centred on 550217N 0014123W to 550525N 0015411W | Upper limit: FL105<br>Lower limit: SFC | D | NEWCASTLE APPROACH<br>English | 6000 FT | | |
| NEWCASTLE ATZ<br>A circle, 2.5 NM radius, centred at 550217N 0014123W on longest notified runway (07/25) | Upper limit: 2000 FT AGL<br>Lower limit: SFC | D | NEWCASTLE APPROACH<br>English | 6000 FT | | |

## EGNT AD 2.18 AIR TRAFFIC SERVICES COMMUNICATION FACILITIES

| Service Designation | Callsign | Channel/ Frequency(MHz) | SATVOICE number(s) | Logon Address | Hours of Operation | Remarks |
|---|---|---|---|---|---|---|
| 1 | 2 | 3 | 4 | 5 | 6 | 7 |
| APP | NEWCASTLE APPROACH | 124.380<br>DOC 60 NM/ 25,000 FT. | | | H24 | ATZ hours coincident with Approach hours. |
| TWR | NEWCASTLE GROUND | 121.730<br>Aerodrome SFC Only. | | | As directed by ATC. | VDF<br>550219.07N 0014048.12W<br>On Frequency 119.705 MHz Only. |
| | NEWCASTLE TOWER | 119.705<br>DOC 25 NM/5,000 FT. | | | H24 | |
| RADAR | NEWCASTLE DIRECTOR | 125.830<br>DOC 60 NM/ 25,000 FT. | | | As directed by ATC. | ATZ hours coincident with Approach hours.<br><br>VDF<br>550219.07N 0014048.12W<br>On Frequency 124.380 MHz Only |
| | NEWCASTLE RADAR | 124.380<br>DOC 60 NM/ 25,000 FT. | | | H24 | |
| ATIS | NEWCASTLE INFORMATION | 118.380 | | | H24 | |
| OTHER | NEWCASTLE FIRE | 121.600<br>Non-ATS frequency. | | | Available when Fire vehicle attending aircraft on the ground in an emergency. | |

# EGNT AD 2.19 RADIO NAVIGATION AND LANDING AIDS

| Type of Aid<br>CAT of ILS/MLS<br>MAG Var/VOR<br>Declination | Ident | Frequency | Hours of Operation | Position of transmitting antenna coordinates | Elevation of DME transmitting antenna | Remarks |
|---|---|---|---|---|---|---|
| 1 | 2 | 3 | 4 | 5 | 6 | 7 |
| ILS/LOC<br>III<br>0.51°E (2027) | INC | 111.500 MHz | H24 | 550234.55N<br>0014015.35W | | (RWY 07)<br>Elev: 251 FT. |
| ILS/GP | INC | 332.900 MHz | H24 | 550203.07N<br>0014156.53W | | 3° ILS Ref Datum Hgt 51 FT.<br>Elev: 256 FT. |
| ILS/LOC<br>III<br>0.49°E (2027) | INWC | 111.500 MHz | H24 | 550159.40N<br>0014227.81W | | (RWY 25)<br>Elev: 273 FT. |
| ILS/GP | INWC | 332.900 MHz | H24 | 550221.98N<br>0014045.92W | | 3° ILS Ref Datum Hgt 51 FT.<br>Elev: 229 FT. |
| DME | NEW | 89Y<br>114.250 MHz | H24 | 550218.41N<br>0014154.14W | 287 FT | On Newcastle AD.<br>No associated VOR.<br>Any VOR indications should be ignored.<br>DME DOC: 200 NM/50,000 FT.<br>ENR Purpose: 550218N 0014154W |
| NDB (L)<br>0.52°E (2027) | NT | 352.000 kHz | H24 | 550301.38N<br>0013833.65W | | Range 40 NM<br>Elev: 257 FT |
| ILS/DME | INC | 52X<br>111.500 MHz | H24 | 550213.02N<br>0014120.92W | 256 FT | (RWY 07)<br>On AD.<br>DME freq paired with ILS I-NC and I-NWC.<br>Zero range is indicated at THR of runway in use for ILS and NDB approaches. |
| ILS/DME | INWC | 52X<br>111.500 MHz | H24 | 550213.02N<br>0014120.92W | 256 FT | (RWY 25)<br>On AD.<br>DME freq paired with ILS I-NC and I-NWC.<br>Zero range is indicated at THR of runway in use for ILS and NDB approaches.<br><br>DME unlocks may occur outside 25° left of centreline when beyond 17 NM and below 2500 FT. |

# EGNT AD 2.20 LOCAL AERODROME REGULATIONS

## 1 AIRPORT REGULATIONS

a) All flights are at all times subject to PPR. The filing of a flight plan does not constitute permission to use Newcastle International Airport Ltd. Applications for prior permission and runway slots should be addressed as follows:

   i. All requests for slots during office hours 0900-1700 (0800-1600) are to be directed to Airport Coordination Ltd (ACL) Tel: 0161-493 1850, E-mail: manchester@acl-uk.org, SITA: LONACXH;
   ii. Operators of Military, General and Business Aviation aircraft may only operate when permission has been obtained from Samson Aviation (0191-286 4156) in advance of each movement;
   iii. Flight Training Requests should be made to ATC (0191-214 8130).

b) Booking out details should be passed by telephone to ATC (0191-214 8130). Booking out by radio will not be accepted.
c) Aircraft towing banners may not land at or depart from the aerodrome.
d) All aircraft using Newcastle Aerodrome or its facilities are required to have third party liability insurance cover in the sum of at least 1 million pounds. Proof of this insurance should be available for inspection at any time whilst the aircraft is at the aerodrome.
e) Newcastle Aerodrome aprons are a 24 hour mandatory High Visibility Clothing Area. All flight crews are to wear High Visibility clothing for all ramp activities, except when direct bussing to/from aircraft steps and terminal or when walking via delineated passenger walkways.
f) All General Aviation are required to nominate a handling agent, especially prior to filing a flight plan to arrive from outside the UK. Failure to do so will result in the provision of a security escort for which a charge will be levied. The exceptions to the above are as follows:

   • Newcastle based operators. In this instance it will be the captain's responsibility to present to the Control Authorities any non-EC national as well as any other person required to be presented in accordance with current UK regulations.

- All visiting General Aviation aircraft, less than 5700 KG MTOW, are strictly subject to PPR and compulsory handling. Pilots must obtain a PPR reference prior to arrival from Samson Aviation (0191-286 4156) indicating the purpose of the visit and parking requirements.

g) Parking outside delineated areas is contrary to the byelaws.
h) Fixed Electrical Ground Power must be used wherever available and serviceable.

## 2 GROUND MOVEMENT

a) General

i. All requests for clearance, push-back, start-up and taxi should be made directly with ATC (The ATIS shall state the appropriate frequency). Directions issued by ATC should be followed precisely. RTF transmissions must be brief, concise and kept to a minimum.
ii. Outbound aircraft, on first contact with Newcastle ATC, should state aircraft type, stand number, ATIS code letter, QNH received, and then maintain a listening watch at all times.
iii. Clearance is available for departing aircraft no earlier than 20 minutes before EOBT, on the appropriate frequency.
iv. Data link Departure Clearance (DCL):

1. Pre-departure clearance via datalink (ARINC or SITA) is available at Newcastle for suitably equipped aircraft flight planned via GIRLI P18, or BAVDO/ERKIT N110;
2. Requests for DCL should be submitted no earlier than 20 minutes before EOBT.

v. Pilots should only request push back (with tug attached) when they are actually ready to do so and should be in direct communication with the tug crew via a headset person, ATC must be informed if no direct communication with a headset person is available.
vi. Flights subject to CTOT may request to push-back and tow to wait in a remote position/stand, such requests shall be made to ATC upon the appropriate frequency.

b) Ground Movement Restrictions

i. Holding Point D2 is restricted to aircraft with a maximum wingspan of 36 M.
ii. Taxiway E is restricted to aircraft with a maximum wingspan of 17 M, larger aircraft should be towed with caution.
iii. Taxiway F is restricted to aircraft with a maximum wingspan of 27.5 M, aircraft upon the GA Apron with a wingspan greater than 16 M shall park stands 53 or 54, South of stand 53 the maximum wingspan is 16 M, further reducing to 12 M within the West Apron.
iv. Aircraft classified as Code E and higher (with the exception of B787-8) should not use the angled turn offs at TWY B and TWY C (Hold CW) to vacate the runway after landing.

## 3 CAT II/III OPERATIONS

a) Runways 07 and 25, subject to serviceability of the required facilities, are suitable for Category II/III operations by operators whose minima have been accepted by the Civil Aviation Authority.
b) During Category II/III operations, special ATC procedures (ATC Low Visibility Procedures) will be applied. Pilots will be informed when these procedures are in operation by ATIS broadcast or by RTF.
c) In the event of IRVR equipment being unserviceable, reported MET visibility shall be passed.
d) Departing aircraft: ATC shall require departing aircraft to use the following CAT II/III holding points:

Runway 07 A2
Runway 25 D3 or D2 (D2 when instructed by ATC)
Holding Point G although not designated CAT II/III, the holding point is the required 137 M from the runway centre-line.
Occasionally, it may be necessary for other holding points to be used at the discretion of ATC.

e) Arriving aircraft: Appropriate runway exits shall be illuminated. Pilots should select the first convenient exit unless advised by ATC.
f) When Low Visibility Procedures are in force a much reduced landing rate can be expected due to the requirement for increased spacing between arriving aircraft. In addition to the prevailing weather conditions, such factors as equipment serviceability may also have an effect on actual landing rates.

## 4 WARNINGS

a) Gliding takes place at Currock Hill gliding site, 8 NM south-west of Newcastle Aerodrome. ATC will advise when active via RTF and/or ATIS.
b) CAT I Localiser fluctuations are likely should the preceding landing aircraft vacate at the end.
c) Vehicular Operations taxiway Echo / Golf, aircraft should exercise caution when taxiing and be mindful of the vehicle crossing point upon taxiway Echo and Golf.
d) The grass verges along the sides of the runway and taxiways are soft in many places. Pilots are to exercise caution when taxiing.
e) When Runway 25 is in use and the wind direction is from 160° through south to 190°, pilots should expect wind disturbance and possible negative gradient.
f) Possible bird activity from nature reserve north of the NT NDB(L), 1.2 NM from Runway 25 touchdown and woodland area North of the aerodrome perimeter abeam the Fire Station.
g) Erosion strip along the edges of the runway (beyond the slot drain) have limited load bearing strength.
h) When a high pressure system is giving way to a low the wind aloft can be from the south or southwest whilst the surface wind still favours Runway 07. There is an increased risk of a rushed approach onto Runway 07; contributory factors are being held high, tailwind during

descent and engine anti-ice required during descent through cloud (icing). A sea breeze due to the sun's warming overland can also have the same effect. →

## 5 HELICOPTER OPERATIONS

a) Helicopters must use the runway for take-off and landing, unless specific instruction issued by ATC not to use the runway.
b) Three helicopter parking areas are provided. Two are located on the general aviation apron and are designated 'P-East' and 'P-West'. Stand 54 is a multi-use stand and helicopters may be marshalled. Skid equipped helicopters must utilise P-East or P-west as no hover taxi permitted beyond these stands – Ground taxi only. Helicopters operations from taxiway Echo restricted to based operators.
c) Helicopters operating TO/FROM sites within the CTR:

i. Flight Details - Prior to lifting, the pilot shall book out with Newcastle ATC, preferably via telephone at least ten minutes prior to lift. Note: The act of booking out does NOT constitute a zone clearance. Clearance must be obtained via RTF from Newcastle ATC.
ii. Operation - Outbound

The pilot must: Lift into the hover to a height of not greater than 200 FT AGL and obtain zone clearance. Only when a clearance has been received, can the flight set course subject to Newcastle ATC Instruction.

iii. Operation - Inbound

Contact should be made, where possible, with Newcastle Radar at least 5 minutes flying time from the CTR or CTA boundary requesting clearance to enter CAS. The pilot shall report when descending into the landing site. It should be noted that after this report has been made, no further action will be initiated by ATC, for instance incident/accident, unless information to the contrary is received. If no acknowledgement is received from Newcastle ATC, then the pilot must telephone ATC as soon as practical after landing.

## 6 USE OF RUNWAYS

a) Variable circuit as advised by ATC.
b) Aircraft exiting via Bravo and Charlie should do so at speeds of 25 KT or less.

## 7 TRAINING

a) Operators intending to follow a programme of training flights should obtain prior approval from the Chief Executive.
b) Training flights.

i. Training flights may only take place by prior arrangement with ATC and only between Mon-Sat 0730-2300 (0630-2200), Sun 1000-2300 (0900-2200).
ii. ATC must be advised of any cancellations. Any sortie delayed by 30 minutes or more will be deemed to have been cancelled.
iii. No flying training, including training circuits, missed approaches and landings, is permitted between 1200-1500 during the period 1 May until 30 September. The single take-off or full stop landing of an aircraft on a training flight may be permitted. Local sorties will also be restricted during these times. Outside of these times training and local sorties will be permitted subject to ATC priorities.
iv. Asymmetric flight must not be carried out without the permission of ATC.
v. The filing of a flight plan for a training detail does not constitute acceptance.
vi. Flight training is not permitted during Low Visibility Operations (LVOs).

c) All training flights by aircraft above 12,000 KG MTWA and all turbo-jet or turbo-fan aircraft shall be subject to the following conditions:

i. Circuits shall be at a minimum of 2000 FT QNH except for aircraft having an MTWA of 95,000 KG or greater, when they shall be at a minimum of 2300 FT QNH;

1. Circuits will be variable in direction, left or right hand, in accordance with ATC instructions.
2. Aircraft are to be flown in such a manner as to avoid built-up areas in the vicinity of the aerodrome.
3. All training aircraft carrying out circuits or making a missed approach from a visual circuit to either runway are required to comply with the Noise Preferential Routeings.
4. Training flights will not be given priority over essential aerodrome maintenance work.

# EGNT AD 2.21 NOISE ABATEMENT PROCEDURES

All aircraft inbound to, and outbound from or local flying at this aerodrome are required to conform to the following procedures, notwithstanding that these may at any time be departed from to the extent necessary for avoiding immediate danger:

a) Every operator of aircraft using the aerodrome shall ensure at all times that aircraft are operated in a manner calculated to cause the least disturbance practicable in areas surrounding the aerodrome.
b) **Continuous Descent Approaches**
Subject to ATC instructions, inbound jet aircraft are to maintain as high an altitude as practicable and adopt a low power, low drag continuous descent profile, when appropriate. Turbo-jet and turbo-prop aircraft are expected to apply continuous descent, low power, low drag approach techniques at all times. ATC shall provide regular range checks. Pilots who require additional track mileage to facilitate a successful CDA should inform ATC as soon as the requirement is apparent.

c) Aircraft approaching without assistance from radar or ILS shall follow a descent path which will result in the aircraft not being at any time lower than the approach path which would be followed by aircraft using the ILS glide path.

d) Aircraft must not join the final approach track to either runway at a range of less than 7 NM and not below altitude 2000 FT except when instructed by ATC, unless they are propeller driven aircraft with an MTWA of between 5700 KG and 12,000 KG when restriction shall be to join the final approach to either runway at not less than 3.5 NM and not below altitude 1300 FT. Aircraft whose MTWA is less than 5700 KG must not join the circuit below altitude 1300 FT.

e) To minimise disturbance in areas adjacent to the aerodrome, Captains are required to avoid the use of reverse thrust above idle power on landing, consistent with the safe operation of aircraft between the hours of 2300-0700 (2200-0600).

f) Noise Preferential Routings – The Noise Preferential Routings specified in the following table are compatible with ATC requirements and the tracks are to be flown by all departing jet aircraft and by all other departing aircraft of more than 5700 KG MTWA unless authorised by ATC or unless deviations are required in the interest of safety. The NPRs are incorporated into the Standard Instrument Departure (SIDs) and Omnidirectional departures.

| Take-off Runway | Direction of turn | Intended track (°M) | Procedure | Take-off Runway | Direction of turn | Intended track (°M) | Procedure |
|---|---|---|---|---|---|---|---|
| 07 | Left Turn | Between 069° and 250° and LH circuit | Climb straight ahead to FL 80. (Circuit level as directed by ATC.) | 25 | Straight ahead or Right Turn | Between 251° and 070° and RH circuit | Climb straight ahead to FL 80 (Circuit level as directed by ATC). |
| | Right Turn | GIRLI P18 ERKIT N110 RH circuit | Climb straight ahead to 3.5 DME NEW (3 DME I-NC) and turn right heading 190° climbing to FL 80 (Circuit level as directed by ATC). | | Left Turn | GIRLI P18 ERKIT N110 LH circuit | Climb straight ahead to 1.5 DME NEW (1 DME I-NWC) and turn left heading 210° climbing to FL 80. (Circuit level as directed by ATC.) |
| | | | | | Left turn (CURROCK ACTIVE) | GIRLI P18 ERKIT N110 LH circuit | Climb straight ahead to 1.5 DME NEW (1 DME I-NWC) and turn left heading 180° climb to FL 80. |

***Note 1:*** *Gliding may take place at Currock Hill Gliding Site, 545602N 0015043W, 8 NM south-west of Newcastle aerodrome from dawn to dusk, ATC will advise when active via RTF and/or ATIS.*

g) Ground Running: Ground running by aircraft is prohibited between 2300-0600 (2200-0500), unless the aircraft operator can show that there exists overriding operational requirements. At other times ground running is to be kept to the minimum consistent with operational needs and shall be authorised by ATC.

h) General Aviation to avoid overflying built up areas.

## EGNT AD 2.22 FLIGHT PROCEDURES

### 1 PROCEDURES FOR INBOUND AIRCRAFT

a) The standard routes for aircraft inbound descending from upper airspace are as follows:

| Approach from | Via | Route |
|---|---|---|
| South<br>STAR RNAV1 equipped aircraft only. If no onward clearance received by ETSES remain in the ETSES hold. | P18 | POL – P18 – NATEB<br>POL – POL 1N – ETSES (RNAV1) |
| | Y250 | Y250 – GASKO – P18 – NATEB<br>RIMTO – RIMTO 1N – ETSES (RNAV1) |
| South-East | N110 | Leave CAS on track NATEB |
| North-West | Y96 | Leave CAS on track NATEB |
| East | UP16 | Leave CAS on track NATEB |

b) Descent upon the STAR shall be as directed by ATC.

c) Aircraft inbound on the STAR can expect vectoring for an ILS to the runway in use.

d) Runway 25: RNAV1 equipped aircraft may request to fly the ETSES 1K transition for the RNP approach.

e) Runway 07: RNAV 1 equipped aircraft may request to fly the ETSES 1J transition for the RNP approach.

f) **Descent Planning**

i. To assist in the calculation of Continuous Descent Approach profiles, the following levels are recommended:

1. Abeam UVAVU - FL140.
2. Abeam TILNI - FL110.
3. Abeam GIRLI - FL90.

g) **Missed Approaches.** The Newcastle Standard Missed Approach Procedures are detailed within the associated Instrument Flight Procedure Charts including the procedures that apply in the event of executing a missed approach with loss of radio communications.

h) **Radio Failure IFR**

i. Aircraft expecting an ILS approach are to route to the NT (L) at the last assigned level and continue with the radio fail procedure adopted in ENR 1.1.3.
ii. Aircraft expecting an RNP approach are to:

1. If failure occurs **before** ETSES, continue on the STAR and establish in the ETSES hold before adopting the Radio Failure Procedure adopted in ENR 1.1.3;
2. If the failure occurs **after** ETSES, continue on the transition for the RNP approach in accordance with the Radio Failure Procedure adopted in ENR 1.1.3.

## 2 PROCEDURES FOR OUTBOUND AIRCRAFT

a) Aircraft should flight plan via the following routes:

| Outbound to | Via | Route |
|---|---|---|
| South and South-West | P18<br>P18/P16 | P18 – POL (below FL 190)<br>P18 – GASKO – P16 (FL 190 and above)<br>***Note:*** *Aircraft not able to make FL 210 by GASKO and requiring continuous climb above FL 210 should inform ATC* |
| South-East | Y250 for L60 and L603 | P18 – GASKO – Y250 – MAMUL |
| | N110 for Y70 and L603 | ERKIT – N110 – ABTOS (for Y70)<br>ERKIT – N110 – DOLAS (for L603)<br>***Note:*** *Aircraft routeing via Y70 or L603 may alternatively route via P18 – Y250 – L60/ L603* |
| North, East and West | FIR | Route via appropriate significant points, advice available from ATC. |

## 3 VFR FLIGHTS

a) VFR flights in the Control Zone will be passed routeing instructions and/or altitude restrictions in order to integrate VFR flights with other traffic.Pilots are reminded of the requirements to remain in VMC at all times and to comply with the relevant parts of SERA and the Rules of the Air Regulations 2015, and must advise ATC if at any time they are unable to comply with the clearance instructions issued.

## 4 VFR ROUTES TO AND FROM NEWCASTLE

a) VFR routes have been established; clearances will be issued subject to the conditions specified in paragraph 3. These routes are determined by visual reference points and prominent ground features, and are detailed in the following tables. 'Not above altitude' level instructions will be passed with the appropriate ATC VFR clearance.
b) Requests for non-standard routes must be co-ordinated with ATC.

**Outbound Visual Routes**

| Exit Point | RWY | Route | Maximum Altitude |
|---|---|---|---|
| Tyne Bridges | 07 | Turn right outbound to leave the CTR no more than 1 NM east of the Tyne Bridges VRP. | 2500 FT |
| Blaydon | 07 | Turn right outbound to leave the CTR south of Blaydon VRP and no more than 1 NM east of the A1. | 2500 FT |
| Stagshaw Mast | 07 | Turn left outbound, to cross Ponteland at 1300 FT or above or remain north of Ponteland, routing north of Ouston VRP to leave the CTR no more than 1 NM north of Stagshaw Masts VRP. | 2500 FT |
| Bolam Lake | 07 | Turn left outbound to remain North of Ponteland. Leave the CTR no more than 1 NM east of the A696 on track towards Bolam Lake VRP. | 2500 FT |
| Morpeth Railway Station<br>or<br>Blyth Windfarm | 07 | Turn left outbound, to remain east of A1 from Stannington. Leave the CTR no more than 1 NM east of Morpeth Railway Station VRP. | 2500 FT |
| Tyne Bridges | 25 | Turn left outbound to leave the CTR no more than 1 NM west of the Tyne Bridges VRP. | 2500 FT |
| Blaydon | 25 | Turn left outbound to leave the CTR south of Blaydon VRP, remaining no more than 1 NM west of the A1. | 2500 FT |
| Stagshaw Mast | 25 | Climb straight ahead to 1000 FT QNH, turn right to cross Ponteland at 1300 FT or above, route via Ouston VRP then no more than 1 NM south of Stagshaw VRP.<br>**Note:** Advise ATC if unable to cross Ponteland at 1300 FT or above. Continue straight ahead until 3 DME before turning towards Ouston VRP. | 2500 FT |

| Exit Point | RWY | Route | Maximum Altitude |
|---|---|---|---|
| Bolam Lake | 25 | Climb straight ahead to 1000 FT QNH, turn right to cross Ponteland at 1300 FT QNH or above. Leave the CTR no more than 1 NM west of the A696 on track towards Bolam Lake VRP.<br>**Note:** Advise ATC if unable to cross Ponteland at 1300 FT or above. Continue straight ahead until 3 DME before turning towards Bolam Lake VRP. | 2500 FT |
| Morpeth Railway Station<br>or<br>Blyth Windfarm | 25 | Climb straight ahead to 800 FT QNH, turn right to pass east of Ponteland continuing climb. Route to leave the zone no more than 1 NM west of the A1. | 2500 FT |

Outbound and inbound visual routes via Bolam Lake, Derwent Reservoir and Ouston (Disused Aerodrome) VRPs are recommended for daylight use only.

**Inbound Visual Routes**

| Entry Point | RWY | Route | Maximum Altitude |
|---|---|---|---|
| Tyne Bridges | 07 | Enter the CTR no more than 1 NM west of Tyne Bridges VRP, route to join right base for RWY 07. | 2500 FT |
| Blaydon | 07 | Enter the CTR no more than 1 NM west of Blaydon VRP, route join to right base for RWY 07. | 2500 FT |
| Stagshaw Mast | 07 | Enter the CTR not more than 1 NM south of Stagshaw Masts VRP, route via Ouston VRP to join left base RWY 07, remaining 1300 FT or above over Ponteland OR if not possible remain west of Ponteland and when cleared join final approach RWY 07 not less than 3.5 NM from touchdown | 2500 FT |
| Bolam Lake | 07 | Enter the CTR not more than 1 nm west of the A696. Route to join left base RWY 07, remaining 1300 FT or above over Ponteland OR if not possible remain west of Ponteland. When cleared join final approach not less than 3.5 NM from touchdown | 2500 FT |
| Morpeth Railway Station<br>or<br>Blyth Windfarm | 07 | Enter the CTR no more than 1 NM west of the A1, to join left base RWY 07 east of Ponteland remaining at or above 1000 FT QFE until south of Ponteland | 2500 FT |
| Tyne Bridges | 25 | Enter the CTR no more than 1 NM east of Tyne Bridges VRP to join left base RWY 25. | 2500 FT |
| Blaydon | 25 | Enter the CTR no more than 1 NM east of Blaydon VRP to join left base RWY 25 | 2500 FT |
| Stagshaw Mast | 25 | Enter the CTR no more than 1 NM north of Stagshaw Masts VRP. Route north of Ouston VRP to join downwind right hand RWY 25. Cross Ponteland at or above 1300 FT or route north of Ponteland | 2500 FT |
| Bolam Lake | 25 | Enter the CTR no more than 1 NM east of the A696, route to join right base RWY 25 remaining clear of Ponteland. | 2500 FT |
| Morpeth Railway Station<br>or<br>Blyth Windfarm | 25 | Enter the CTR no more than 1 NM east of Morpeth Railway Station VRP, route east of the A1 until east of Stannington to join right base RWY 25. | 2500 FT |

## 5 SPECIAL VFR FLIGHT

a) Special VFR clearance for flights within the Control Zone may be requested and may be given in accordance with the rules applicable to Class D airspace.
b) Pilots are reminded that it is their responsibility when operating on a Special VFR Clearance to remain at all times clear of cloud and in sight of the surface and in flight conditions which will enable them to determine their flight path and ensure that they comply with SERA.3105 Minimum Heights and the relevant parts of SERA.5001 VMC Visibility and Distance from Cloud Minima, SERA.5005 Visual Flight Rules and Rules of the Air Regulations 2015. Pilots must inform the radar controller if compliance with these requirements entails a change of heading or level.
c) Pilots are reminded that a Special VFR clearance applies only to flight within the CTR and does not extend to flight within the surrounding airspace.
d) Special VFR flight may be subject to delay.
e) In order to reduce conflict with IFR flights, Special VFR arriving/departing flights will normally be cleared not above a specified altitude and to route via a published VRP.

## 6 GLIDERS

a) Local gliding activity takes place at Currock Hill. See note at AD 2.20
b) Newcastle ATC provides a service to gliders requesting clearance to enter the Borders / Newcastle CTA North of UVAVU below FL120.

## 7 VISUAL REFERENCE POINTS (VRP)

a) Use of Bolam Lake, Derwent Reservoir and Ouston (Disused Aerodrome) VRPs is not recommended at night.

b) Details of VRPs are available in the consolidated 'Visual Reference Points List' published on the 'Digital Dataset' page of the NATS AIS website, www.nats.aero/ais.

## 8 FREQUENCY MONITORING CODE (FMC)

a) Pilots operating in the vicinity of, but intending to remain outside the Newcastle controlled airspace within the area defined by straight lines joining successively the following points and maintaining a listening watch only on Newcastle Radar frequency, 124.380 MHz, are encouraged to select SSR code 3737.

550321N 0010315W - 544746N 0012813W -
544003N 0015830W - 543945N 0021543W -
550313N 0021717W - 552217N 0021300W -
553343N 0012806W.

b) Selection of 3737 does not imply the receipt of an ATC service. Aircraft displaying the code are not expected to contact ATC under normal circumstances, remain responsible for their own navigation, separation, terrain clearance and are expected to remain clear of the Newcastle controlled airspace at all times.
c) Whilst squawking 3737, pilots should be aware that Newcastle Radar may make blind transmissions in order to ascertain a particular aircraft's intentions/route.
d) When a pilot ceases to maintain a listening watch, code 3737 shall be deselected.

# EGNT AD 2.23 ADDITIONAL INFORMATION

Not applicable

# EGNT AD 2.24 CHARTS RELATED TO AN AERODROME

AERODROME CHART - ICAO
AD 2.EGNT-2-1
AIRCRAFT GROUND MOVEMENT/PARKING/DOCKING CHART - ICAO
AD 2.EGNT-2-2
CONTROL ZONE and CONTROL AREA CHART
AD 2.EGNT-4-1
ATC SURVEILLANCE MINIMUM ALTITUDE CHART - ICAO
AD 2.EGNT-5-1
RNAV1 (DME/DME or GNSS) STANDARD DEPARTURE CHART - INSTRUMENT (SID) RWY 07 GIRLI 1T - ICAO
AD 2.EGNT-6-1
RNAV1 (DME/DME or GNSS) STANDARD DEPARTURE CHART - INSTRUMENT (SID) RWY 25 GIRLI 1Y - ICAO
AD 2.EGNT-6-2
RNAV1 (DME/DME or GNSS) STANDARD DEPARTURE CHART - INSTRUMENT (SID) RWY 25 GIRLI 3X - ICAO
AD 2.EGNT-6-3
STANDARD INSTRUMENT DEPARTURE CODING TABLES - RWY 07 GIRLI 1T RWY 25 GIRLI 1Y GIRLI 3X
AD 2.EGNT-6-4
RNAV1 (DME/DME or GNSS) STANDARD ARRIVAL CHART - INSTRUMENT (STAR) POL 1N RIMTO 1N - ICAO
AD 2.EGNT-7-1
RNAV1 (DME/DME or GNSS) APPROACH TRANSITIONS CHART - INSTRUMENT RWY 07/25 ETSES 1J 1K - ICAO
AD 2.EGNT-7-2
STANDARD INSTRUMENT ARRIVAL CODING TABLES POL 1N RIMTO 1N
AD 2.EGNT-7-3
RNAV HOLD CODING TABLES ETSES
AD 2.EGNT-7-4
TRANSITION CODING TABLES ETSES 1J 1K
AD 2.EGNT-7-5
INSTRUMENT APPROACH CHART ILS/DME/NDB(L) RWY 07 - ICAO
AD 2.EGNT-8-1
INSTRUMENT APPROACH CHART LOC/DME/NDB(L) RWY 07 - ICAO
AD 2.EGNT-8-2
INSTRUMENT APPROACH CHART RNP RWY 07 - ICAO
AD 2.EGNT-8-3
INSTRUMENT APPROACH CHART NDB(L)/DME RWY 07 - ICAO
AD 2.EGNT-8-4
INSTRUMENT APPROACH CHART ILS/DME/NDB(L) RWY 25 - ICAO

AD 2.EGNT-8-5
INSTRUMENT APPROACH CHART LOC/DME/NDB(L) RWY 25 - ICAO
AD 2.EGNT-8-6
INSTRUMENT APPROACH CHART RNP RWY 25 - ICAO
AD 2.EGNT-8-7
INSTRUMENT APPROACH CHART NDB(L)/DME RWY 25 - ICAO
AD 2.EGNT-8-8
INSTRUMENT APPROACH PROCEDURE CODING TABLES - RNP RWY 07
AD 2.EGNT-8-9
INSTRUMENT APPROACH PROCEDURE CODING TABLES - RNP RWY 25
AD 2.EGNT-8-10

## EGNT AD 2.25 VISUAL SEGMENT SURFACE (VSS) PENETRATION

Not applicable

# AERODROME CHART - ICAO

**ARP 550217N 0014123W**

**AD ELEV 266FT**

# NEWCASTLE
## EGNT

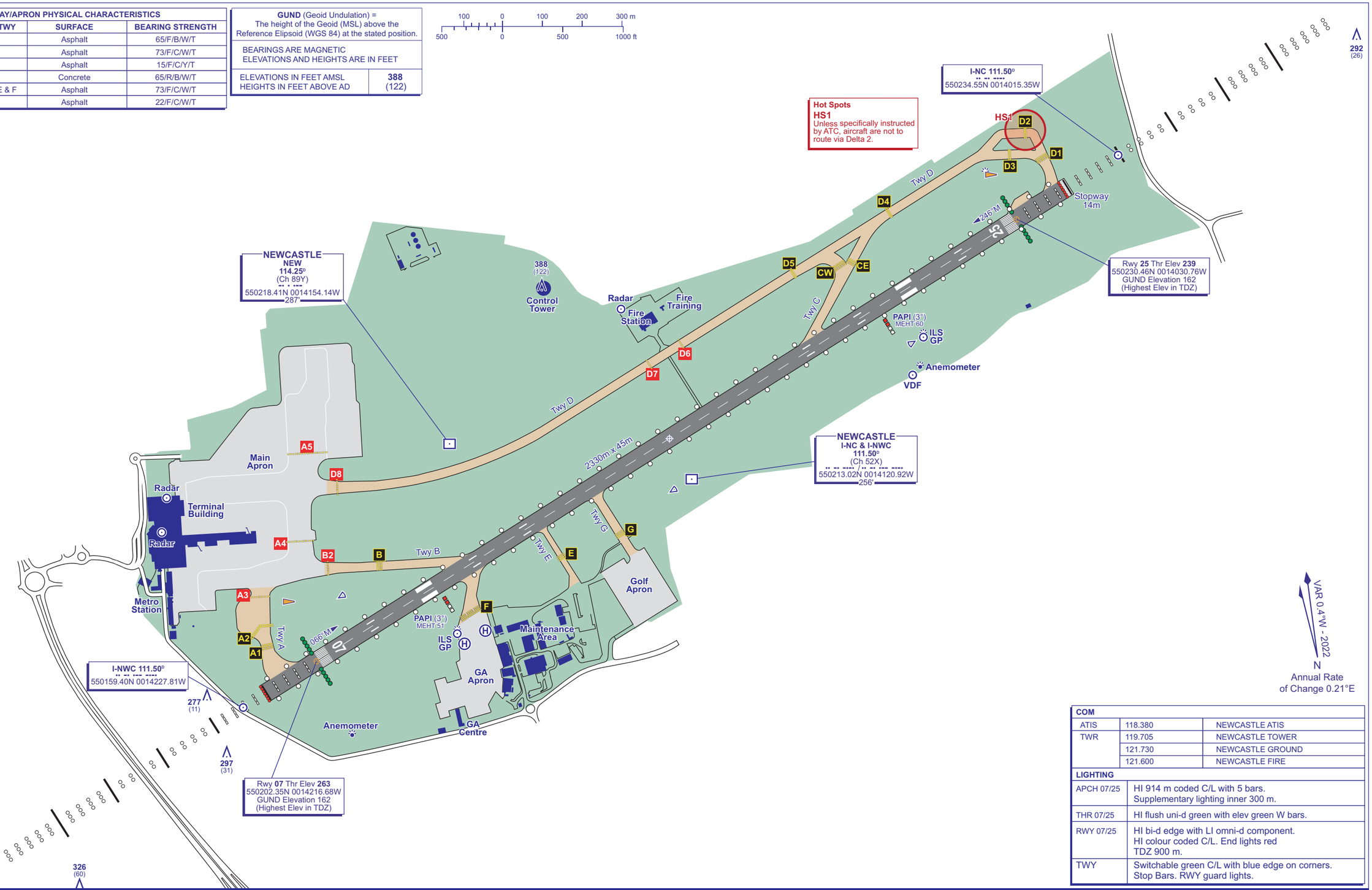
| RUNWAY/TAXIWAY/APRON PHYSICAL CHARACTERISTICS | | |
|---|---|---|
| **APRON / RWY / TWY** | **SURFACE** | **BEARING STRENGTH** |
| RWY 07/25 | Asphalt | 65/F/B/W/T |
| Main Apron | Asphalt | 73/F/C/W/T |
| GA Apron | Asphalt | 15/F/C/Y/T |
| Golf Apron | Concrete | 65/R/B/W/T |
| TWY A, B, C, D, E & F | Asphalt | 73/F/C/W/T |
| TWY G | Asphalt | 22/F/C/W/T |

**GUND** (Geoid Undulation) = The height of the Geoid (MSL) above the Reference Elipsoid (WGS 84) at the stated position.

BEARINGS ARE MAGNETIC
ELEVATIONS AND HEIGHTS ARE IN FEET

| | |
|---|---|
| ELEVATIONS IN FEET AMSL<br>HEIGHTS IN FEET ABOVE AD | **388**<br>(122) |

100 0 100 200 300 m
500 0 500 1000 ft




VAR 0.4°W - 2022
N
Annual Rate of Change 0.21°E

| COM | | |
|---|---|---|
| ATIS | 118.380 | NEWCASTLE ATIS |
| TWR | 119.705 | NEWCASTLE TOWER |
| | 121.730 | NEWCASTLE GROUND |
| | 121.600 | NEWCASTLE FIRE |

| LIGHTING | |
|---|---|
| APCH 07/25 | HI 914 m coded C/L with 5 bars.<br>Supplementary lighting inner 300 m. |
| THR 07/25 | HI flush uni-d green with elev green W bars. |
| RWY 07/25 | HI bi-d edge with LI omni-d component.<br>HI colour coded C/L. End lights red<br>TDZ 900 m. |
| TWY | Switchable green C/L with blue edge on corners.<br>Stop Bars. RWY guard lights. |

**CHANGE (7/25):** TDZ MARKINGS REDUCED AND MODIFIED TO ICAO-A SPEC.

AERO INFO DATE 08 APR 25

# AIRCRAFT GROUND MOVEMENT/PARKING/DOCKING CHART - ICAO

**ARP 550217N 0014123W**

**AD ELEV 266FT**

# NEWCASTLE
## EGNT

| COM | | |
|---|---|---|
| ATIS | 118.380 | NEWCASTLE ATIS |
| TWR | 119.705 | NEWCASTLE TOWER |
| | 121.730 | NEWCASTLE GROUND |
| | 121.600 | NEWCASTLE FIRE |
| **LIGHTING** | | |
| TWY | Switchable Green C/L with Blue Edge on Corners. Stop Bars. RWY guard lights. | |



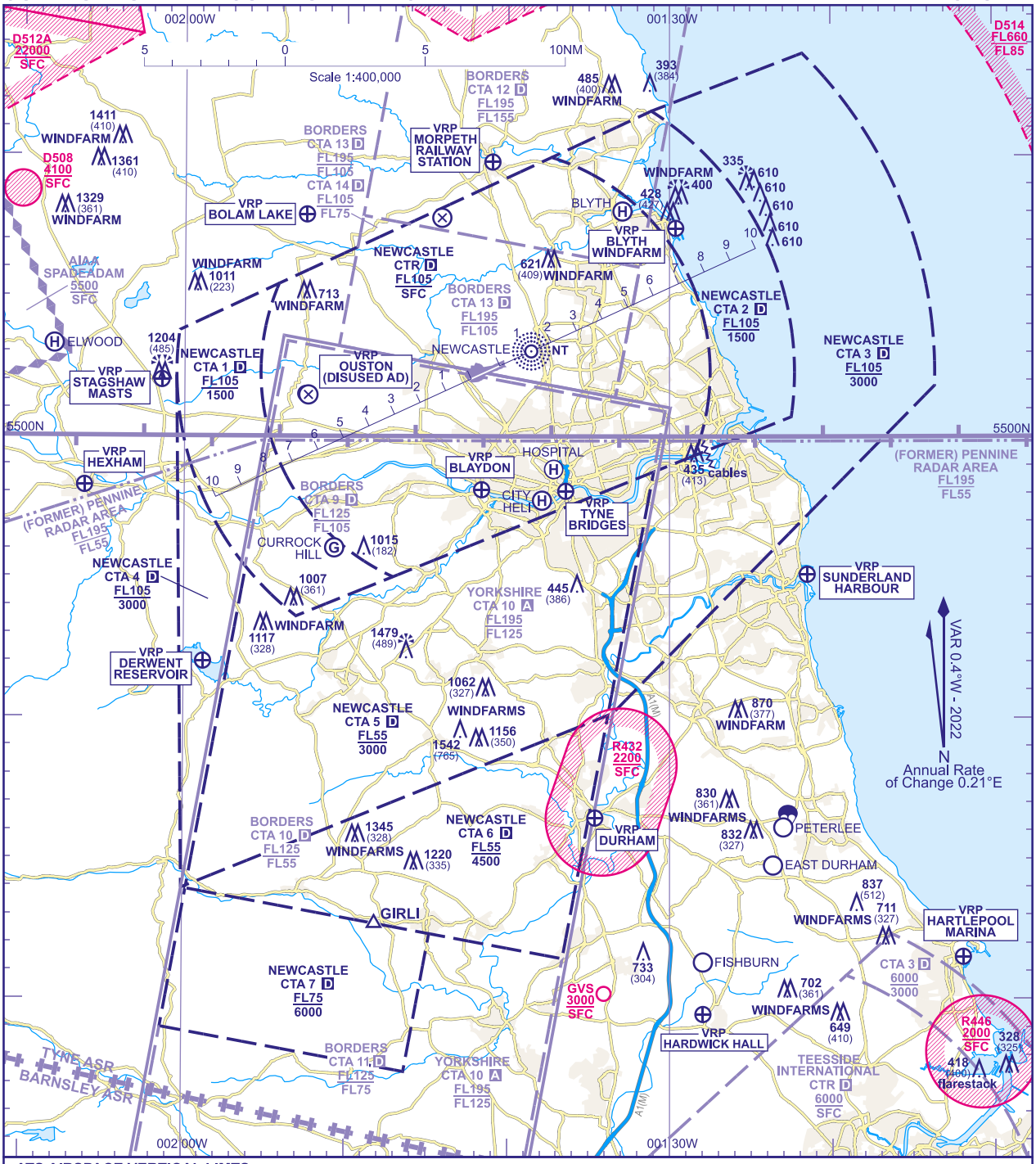

| RUNWAY/TAXIWAY/APRON PHYSICAL CHARACTERISTICS | | |
|---|---|---|
| **APRON / RWY / TWY** | **SURFACE** | **BEARING STRENGTH** |
| RWY 07/25 | Asphalt | 65/F/B/W/T |
| Main Apron | Asphalt | 73/F/C/W/T |
| GA Apron | Asphalt | 15/F/C/Y/T |
| Golf Apron | Concrete | 65/R/B/W/T |
| TWY A, B, C, D, E & F | Asphalt | 73/F/C/W/T |
| TWY G | Asphalt | 22/F/C/W/T |

| STAND | COORDINATE | STAND | COORDINATE |
|---|---|---|---|
| 1 | 550208.79N 0014234.34W | 21 | 550226.95N 0014206.90W |
| 2 | 550210.13N 0014234.44W | 22 | 550225.13N 0014206.72W |
| 3 | 550212.49N 0014230.38W | 23 | 550223.60N 0014206.91W |
| 4 | 550212.34N 0014228.00W | 24 | 550221.92N 0014207.38W |
| 5 | 550212.05N 0014225.58W | 25 | 550219.75N 0014207.11W |
| 6 | 550212.00N 0014223.43W | 25L | 550220.42N 0014208.22W |
| 7 | 550212.47N 0014221.84W | 25R | 550219.17N 0014208.38W |
| 8 | 550213.03N 0014221.06W | 30 | 550213.81N 0014222.22W |
| 9 | 550213.61N 0014222.94W | 31 | 550208.54N 0014234.27W |
| 10 | 550213.90N 0014224.23W | 50 | 550202.09N 0014151.73W |
| 11 | 550214.04N 0014227.45W | 51 | 550201.17N 0014151.48W |
| 12 | 550214.64N 0014230.21W | 52 | 550200.20N 0014151.19W |
| 13 | 550219.95N 0014226.05W | 53 | 550200.34N 0014156.79W |
| 14 | 550219.86N 0014223.72W | 54 | 550201.42N 0014156.19W |
| 15 | 550219.39N 0014221.39W | 60 | 550202.73N 0014131.63W |
| 16 | 550220.07N 0014220.38W | 61 | 550204.00N 0014132.65W |
| 17 | 550220.94N 0014220.12W | 62 | 550205.33N 0014133.72W |
| 18 | 550222.55N 0014219.56W | | |
| 19 | 550225.73N 0014215.29W | | |
| 20 | 550226.86N 0014215.32W | | |
| | | | |

**CHANGE (7/25):** HOLD A1 TO RWY SECONDARY LEAD ON/OFF C/L REMOVED.

AERO INFO DATE 08 APR 25

## CONTROL ZONE AND CONTROL AREA CHART — NEWCASTLE




**ATS AIRSPACE VERTICAL LIMTS**
Controlled airspace with an upper vertical limit of FL195 and above is not shown.

**LATERAL LIMTS**
Detailed description of FIR, UIR, CTA and TMA see ENR 2.1. Detailed description of air traffic services airspace organized at the aerodrome see AD 2.17.

**CHANGE (4/25)** HOSPITAL HELI SITE ADDED.

AERO INFO DATE 27 JAN 25

AD 2-EGNT-4-1

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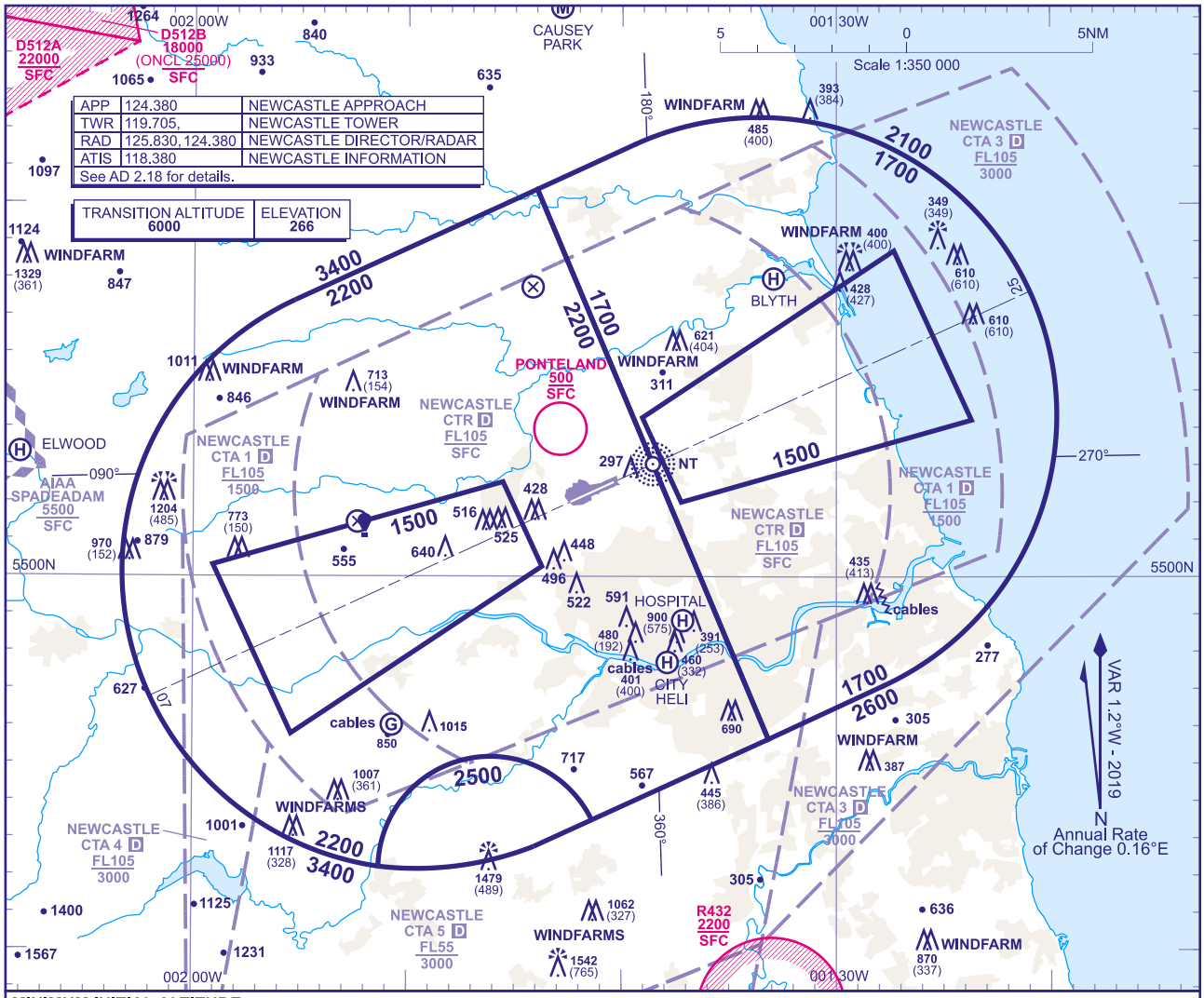
# ATC SURVEILLANCE MINIMUM ALTITUDE CHART - ICAO

BEARINGS, TRACKS AND RADIALS ARE MAGNETIC
ELEVATIONS IN FEET AMSL 1542
HEIGHTS IN FEET AGL (765)

## NEWCASTLE




## MINIMUM INITIAL ALTITUDE

Within the ATC Surveillance Minimum Altitude area the minimum initial altitude to be allocated by the approach surveillance controller is:

a) **1700** in the sector defined by the lateral limits; 551023N 0014359W - 551137N 0013926W thence clockwise by an arc of a circle radius 8NM centred on 550420N 0013337W to 545705N 0012748W - 545539N 0013310W - 551023N 0014359W.

b) **2200** in the sector defined by the lateral limits; 550724N 0015517W - 551023N 0014359W - 545539N 0013310W - 545329N 0014123W thence anti-clockwise by an arc of a circle radius 3NM centred on 545210N 0014605W to 545214N 0015117W thence clockwise by an arc of a circle radius 8NM centred on 550009N 0014923W to 550724N 0015517W.

For right hand circuits to RWY 07 further descent to **2200** may be given on base leg when north of CTA boundary.

c) **2500** in the sector defined by the lateral limits; 545214N 0015117W thence clockwise by an arc of a circle radius 3NM centred on 545210N 0014605W to 545329N 0014123W - 545254N 0014331W thence clockwise by an arc of a circle radius 8NM centred on 550009N 0014923W to 545214N 0015117W.

## OUTSIDE THE DESIGNATED ATC SURVEILLANCE MINIMUM ALTITUDE AREA

The minimum altitude to be allocated by the approach surveillance controller will be either the Minimum Sector Altitude, or **1000** above any fixed obstacles:

a) within 5NM of the aircraft*, and

b) within the sector 15NM ahead of and within 20° either side of the aircraft's track*.

*When the aircraft is within 15NM of the radar antennae, the 5NM in a) and the 15NM in b) may be reduced to 3NM and 10NM respectively.

## LOSS OF COMMUNICATION PROCEDURES

**Initial Approach**

Continue visually or by means of an appropriate approved final approach aid. If not possible proceed at **2500**, or last assigned level if higher to **NDB(L) NT†**.

**Intermediate and Final Approach**

Continue visually or by means of an appropriate final approach aid. If not possible follow the Missed Approach Procedure to **NDB(L) NT†**.

† In all cases where the aircraft returns to the holding facility the procedure to be adopted is the Radio Failure Procedure detailed at ENR 1.1.3.4.

## GENERAL INFORMATION

1. Levels shown are based on QNH.
2. Only significant obstacles and dominant spot heights area shown.
3. The minimum levels shown within the ATC Surveillance Minimum Altitude Area are in conformance with the Standard European Rules of the Air - SERA.5015.
4. Minimum Sector Altitudes are based on obstacles and spot heights within 25NM of NDB(L) NT.
5. Controlled airspace with a base in excess of **5000** or FL55, as appropriate, is not shown.
6. **This chart may only be used for cross-checking of altitudes assigned when in receipt of an ATC Surveillance service.**
7. **When vectoring an aircraft within the Final Approach Vectoring Area descent clearance below the SMAA to the FAVA altitude may only be issued if the aircraft is either established on the final approach track or on an intercept of 40° or less, and in the case of instrument approaches other than SRA is cleared to intercept the final approach track.**

**CHANGE (4/25):** HOSPITAL HELI SITE ADDED.

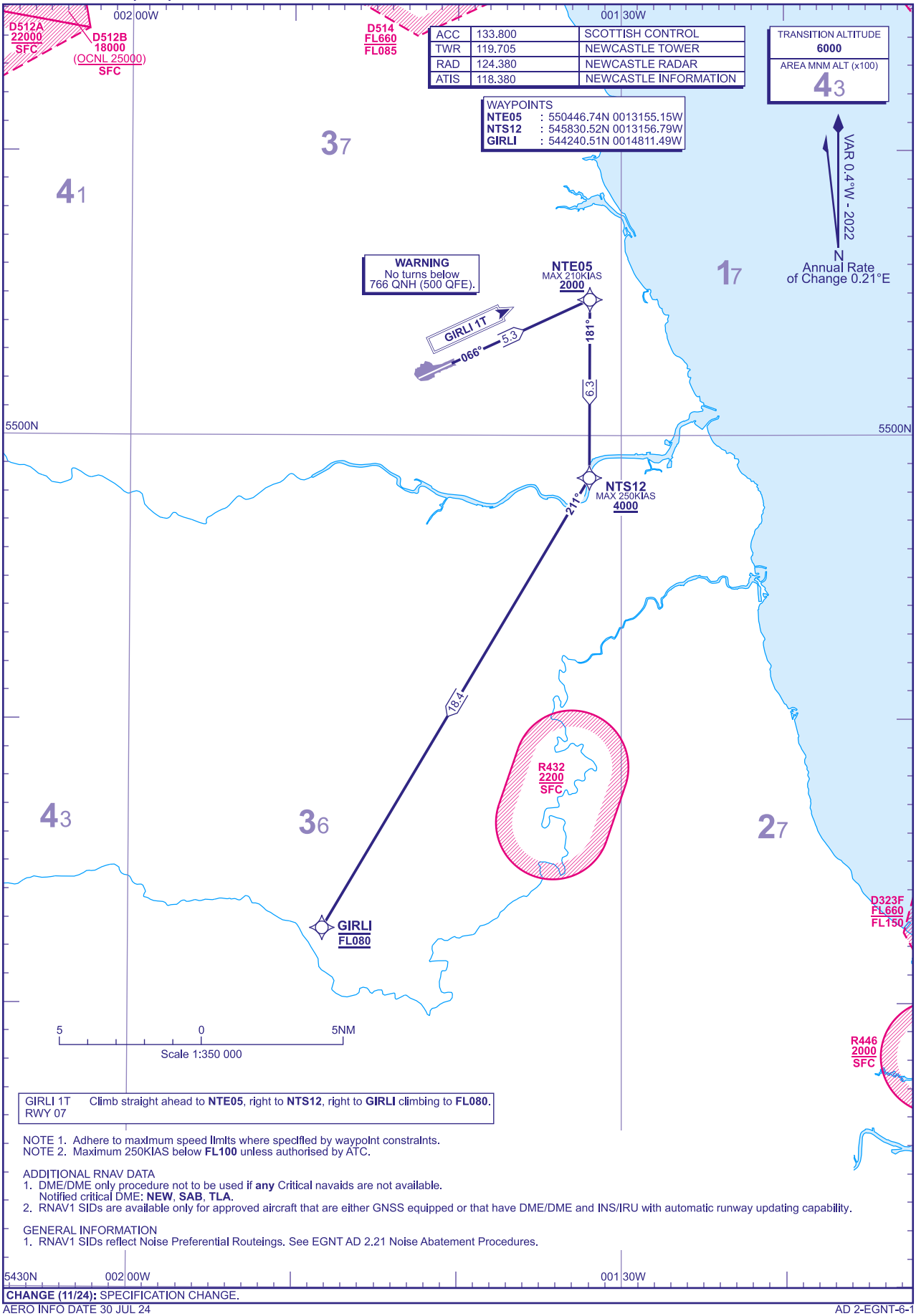
AERO INFO DATE 28 JAN 25

**INTENTIONALLY BLANK**

# RNAV1 (DME/DME or GNSS) STANDARD DEPARTURE CHART - INSTRUMENT (SID) - ICAO

DISTANCES IN NAUTICAL MILES
TRACKS ARE MAGNETIC
ALTITUDES AND ELEVATIONS ARE IN FEET

## NEWCASTLE
RWY 07
GIRLI 1T




NOTE 1. Adhere to maximum speed limits where specified by waypoint constraints.
NOTE 2. Maximum 250KIAS below **FL100** unless authorised by ATC.

ADDITIONAL RNAV DATA
1. DME/DME only procedure not to be used if **any** Critical navaids are not available.
   Notified critical DME: **NEW**, **SAB**, **TLA**.
2. RNAV1 SIDs are available only for approved aircraft that are either GNSS equipped or that have DME/DME and INS/IRU with automatic runway updating capability.

GENERAL INFORMATION
1. RNAV1 SIDs reflect Noise Preferential Routeings. See EGNT AD 2.21 Noise Abatement Procedures.

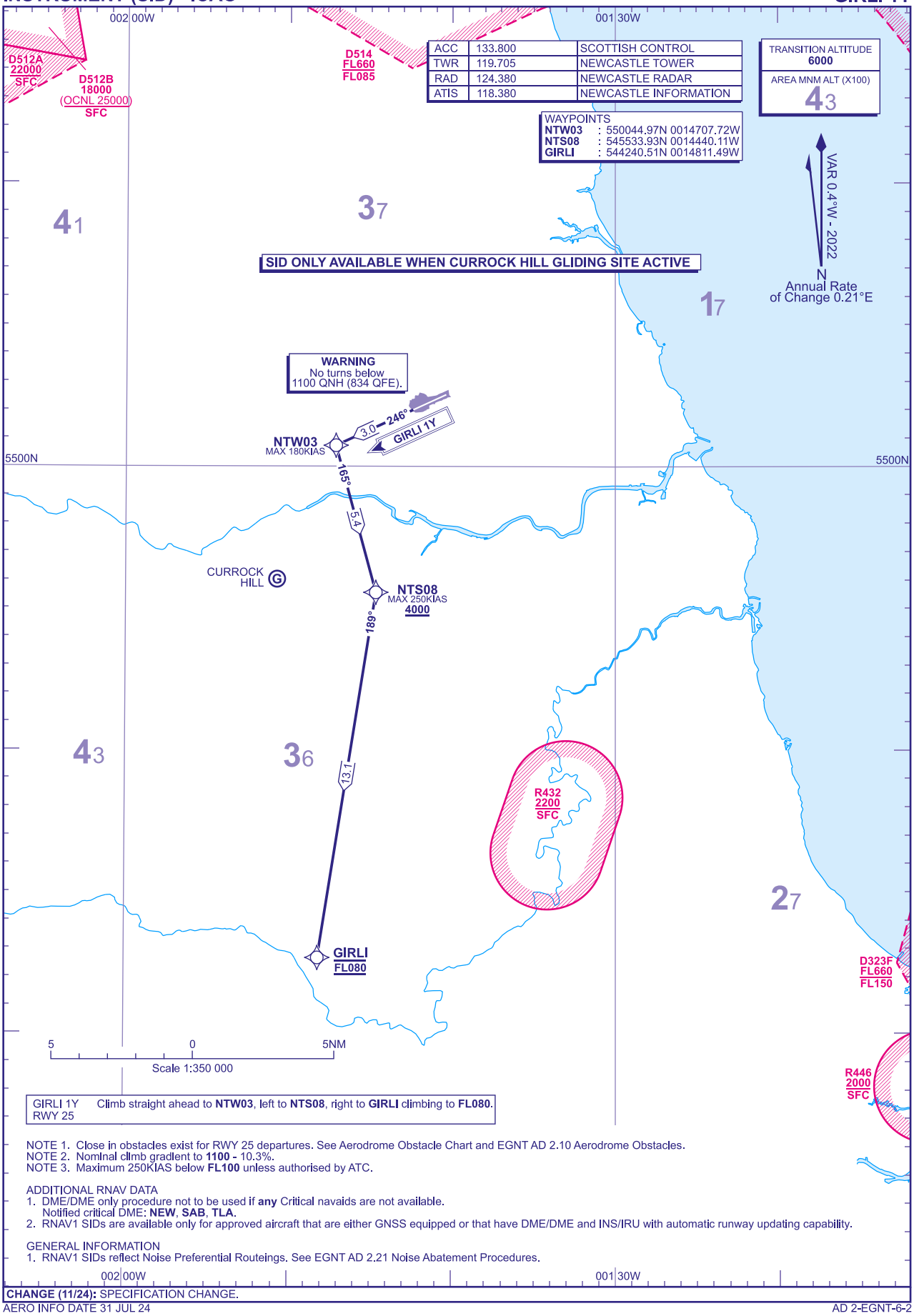
**CHANGE (11/24):** SPECIFICATION CHANGE.

AERO INFO DATE 30 JUL 24
AD 2-EGNT-6-1

# RNAV1 (DME/DME or GNSS) STANDARD DEPARTURE CHART - INSTRUMENT (SID) - ICAO

DISTANCES IN NAUTICAL MILES
TRACKS ARE MAGNETIC
ALTITUDES AND ELEVATIONS ARE IN FEET

## NEWCASTLE
RWY 25
GIRLI 1Y




NOTE 1. Close in obstacles exist for RWY 25 departures. See Aerodrome Obstacle Chart and EGNT AD 2.10 Aerodrome Obstacles.
NOTE 2. Nominal climb gradient to **1100** - 10.3%.
NOTE 3. Maximum 250KIAS below **FL100** unless authorised by ATC.

ADDITIONAL RNAV DATA
1. DME/DME only procedure not to be used if **any** Critical navaids are not available.
   Notified critical DME: **NEW**, **SAB**, **TLA**.
2. RNAV1 SIDs are available only for approved aircraft that are either GNSS equipped or that have DME/DME and INS/IRU with automatic runway updating capability.

GENERAL INFORMATION
1. RNAV1 SIDs reflect Noise Preferential Routeings. See EGNT AD 2.21 Noise Abatement Procedures.

002 00W 001 30W

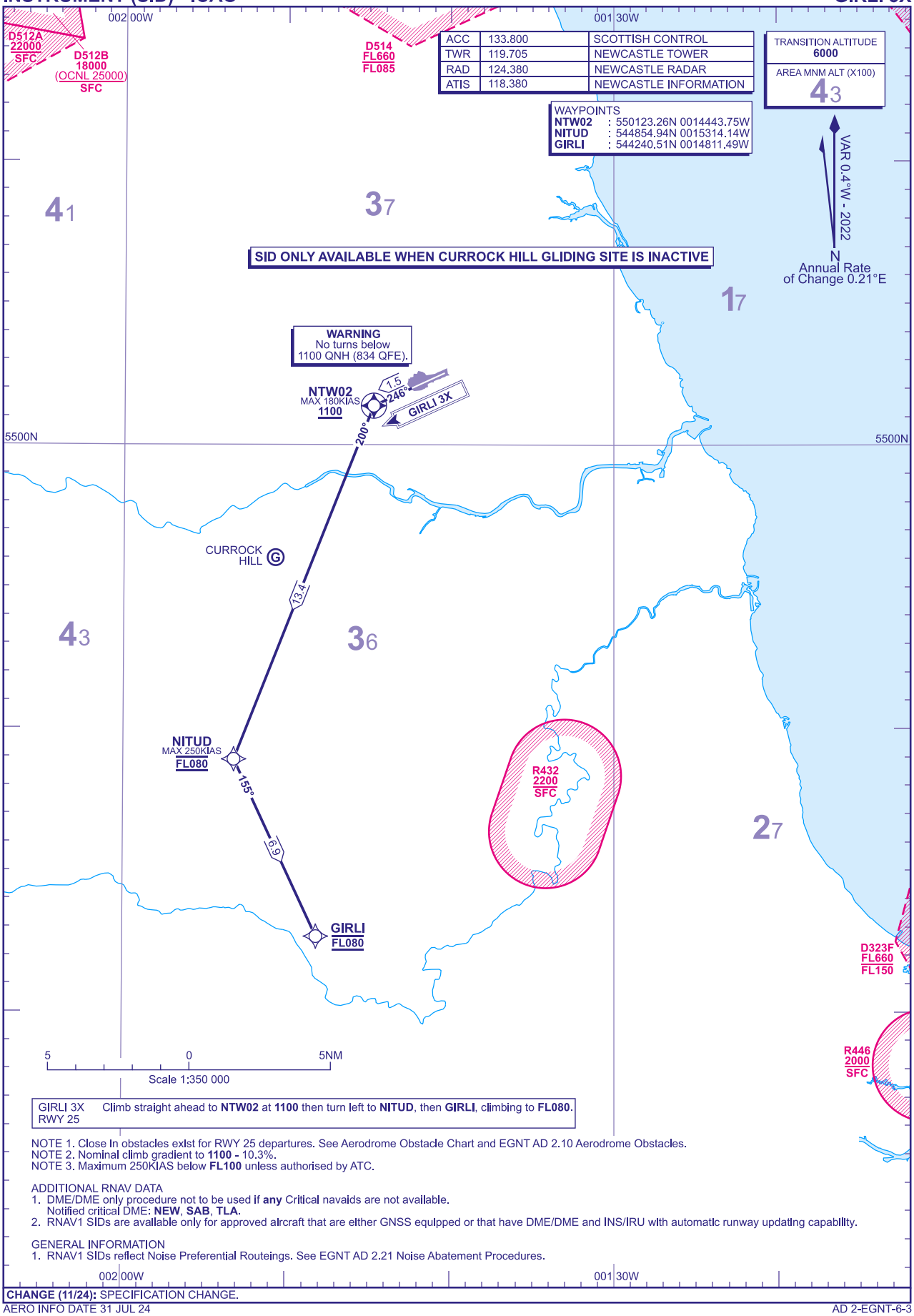
**CHANGE (11/24):** SPECIFICATION CHANGE.

AERO INFO DATE 31 JUL 24
AD 2-EGNT-6-2

# RNAV1 (DME/DME or GNSS) STANDARD DEPARTURE CHART - INSTRUMENT (SID) - ICAO

DISTANCES IN NAUTICAL MILES
TRACKS ARE MAGNETIC
ALTITUDES AND ELEVATIONS ARE IN FEET

## NEWCASTLE
RWY 25
**GIRLI 3X**




GIRLI 3X RWY 25 — Climb straight ahead to **NTW02** at **1100** then turn left to **NITUD**, then **GIRLI**, climbing to **FL080**.

NOTE 1. Close In obstacles exist for RWY 25 departures. See Aerodrome Obstacle Chart and EGNT AD 2.10 Aerodrome Obstacles.
NOTE 2. Nominal climb gradient to **1100** - 10.3%.
NOTE 3. Maximum 250KIAS below **FL100** unless authorised by ATC.

ADDITIONAL RNAV DATA
1. DME/DME only procedure not to be used if **any** Critical navaids are not available.
   Notified critical DME: **NEW**, **SAB**, **TLA**.
2. RNAV1 SIDs are available only for approved aircraft that are either GNSS equipped or that have DME/DME and INS/IRU with automatic runway updating capability.

GENERAL INFORMATION
1. RNAV1 SIDs reflect Noise Preferential Routeings. See EGNT AD 2.21 Noise Abatement Procedures.

**CHANGE (11/24):** SPECIFICATION CHANGE.

AERO INFO DATE 31 JUL 24

I

# Standard Instrument Departure Coding Tables

**NEWCASTLE Runway 07 GIRLI 1T**

| Designator | Sequence Number | Path Term-inator | Waypoint Name | Co-ordinates | Fly-over | Course/ Track °M (°T) | Magnetic Variation | Distance (NM) | Turn Direction | Level Constraint | Speed Constraint | Navigation Performance |
|---|---|---|---|---|---|---|---|---|---|---|---|---|
| GIRLI1T | 001 | CF | NTE05 | 550446.74N 0013155.15W | N | 066° (065.2°) | -0.4 | 5.3 | - | +2000 | -210 | RNAV1 |
| GIRLI1T | 002 | TF | NTS12 | 545830.52N 0013156.79W | N | 181° (180.1°) | -0.4 | 6.3 | RIGHT | +4000 | -250 | RNAV1 |
| GIRLI1T | 003 | TF | GIRLI | 544240.51N 0014811.49W | N | 211° (210.7°) | -0.4 | 18.4 | RIGHT | FL080 | - | RNAV1 |

**NEWCASTLE Runway 25 GIRLI 1Y**

| Designator | Sequence Number | Path Term-inator | Waypoint Name | Co-ordinates | Fly-over | Course/ Track °M (°T) | Magnetic Variation | Distance (NM) | Turn Direction | Level Constraint | Speed Constraint | Navigation Performance |
|---|---|---|---|---|---|---|---|---|---|---|---|---|
| GIRLI1Y | 001 | CA | - | - | - | 246° (245.2°) | -0.4 | - | - | +1100 | - | RNAV1 |
| GIRLI1Y | 002 | DF | NTW03 | 550044.97N 0014707.72W | N | - | -0.4 | 3.0 | LEFT | - | -180 | RNAV1 |
| GIRLI1Y | 003 | TF | NTS08 | 545533.93N 0014440.11W | N | 165° (164.9°) | -0.4 | 5.4 | RIGHT | +4000 | -250 | RNAV1 |
| GIRLI1Y | 004 | TF | GIRLI | 544240.51N 0014811.49W | N | 189° (189.0°) | -0.4 | 13.1 | - | FL080 | - | RNAV1 |

**NEWCASTLE Runway 25 GIRLI 3X**

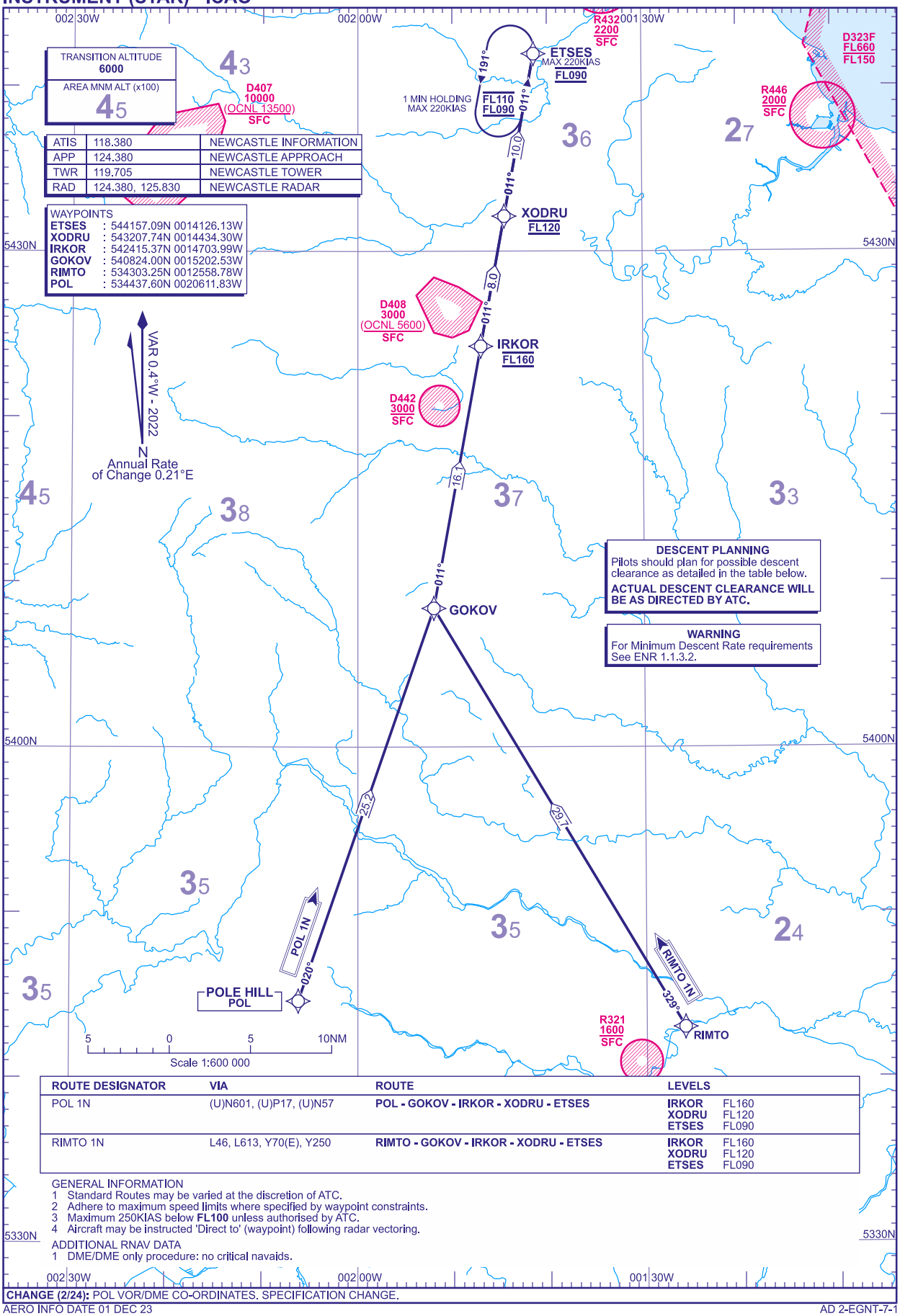
| Designator | Sequence Number | Path Term-inator | Waypoint Name | Co-ordinates | Fly-over | Course/ Track °M (°T) | Magnetic Variation | Distance (NM) | Turn Direction | Level Constraint | Speed Constraint | Navigation Performance |
|---|---|---|---|---|---|---|---|---|---|---|---|---|
| GIRLI3X | 001 | CF | NTW02 | 550123.26N 0014443.75W | Y | 246° (245.2°) | -0.4 | 1.5 | LEFT | +1100 | -180 | RNAV1 |
| GIRLI3X | 002 | CF | NITUD | 544854.94N 0015314.14W | N | 200° (199.6°) | -0.4 | 13.4 | LEFT | FL080 | -250 | RNAV1 |
| GIRLI3X | 003 | TF | GIRLI | 544240.51N 0014811.49W | N | 155° (154.9°) | -0.4 | 6.9 | - | FL080 | - | RNAV1 |

**CHANGE (11/24):** SPECIFICATION CHANGE.
AERO INFO DATE 01 AUG 24

# RNAV1 (DME/DME or GNSS) STANDARD ARRIVAL CHART - INSTRUMENT (STAR) - ICAO

DISTANCES IN NAUTICAL MILES
TRACKS ARE MAGNETIC
ALTITUDES AND ELEVATIONS ARE IN FEET

# NEWCASTLE POL 1N RIMTO 1N




| | | |
|---|---|---|
| ATIS | 118.380 | NEWCASTLE INFORMATION |
| APP | 124.380 | NEWCASTLE APPROACH |
| TWR | 119.705 | NEWCASTLE TOWER |
| RAD | 124.380, 125.830 | NEWCASTLE RADAR |

WAYPOINTS
**ETSES** : 544157.09N 0014126.13W
**XODRU** : 543207.74N 0014434.30W
**IRKOR** : 542415.37N 0014703.99W
**GOKOV** : 540824.00N 0015202.53W
**RIMTO** : 534303.25N 0012558.78W
**POL** : 534437.60N 0020611.83W

| ROUTE DESIGNATOR | VIA | ROUTE | LEVELS |
|---|---|---|---|
| POL 1N | (U)N601, (U)P17, (U)N57 | **POL - GOKOV - IRKOR - XODRU - ETSES** | **IRKOR** FL160<br>**XODRU** FL120<br>**ETSES** FL090 |
| RIMTO 1N | L46, L613, Y70(E), Y250 | **RIMTO - GOKOV - IRKOR - XODRU - ETSES** | **IRKOR** FL160<br>**XODRU** FL120<br>**ETSES** FL090 |

GENERAL INFORMATION
1 Standard Routes may be varied at the discretion of ATC.
2 Adhere to maximum speed limits where specified by waypoint constraints.
3 Maximum 250KIAS below **FL100** unless authorised by ATC.
4 Aircraft may be instructed 'Direct to' (waypoint) following radar vectoring.

ADDITIONAL RNAV DATA
1 DME/DME only procedure: no critical navaids.

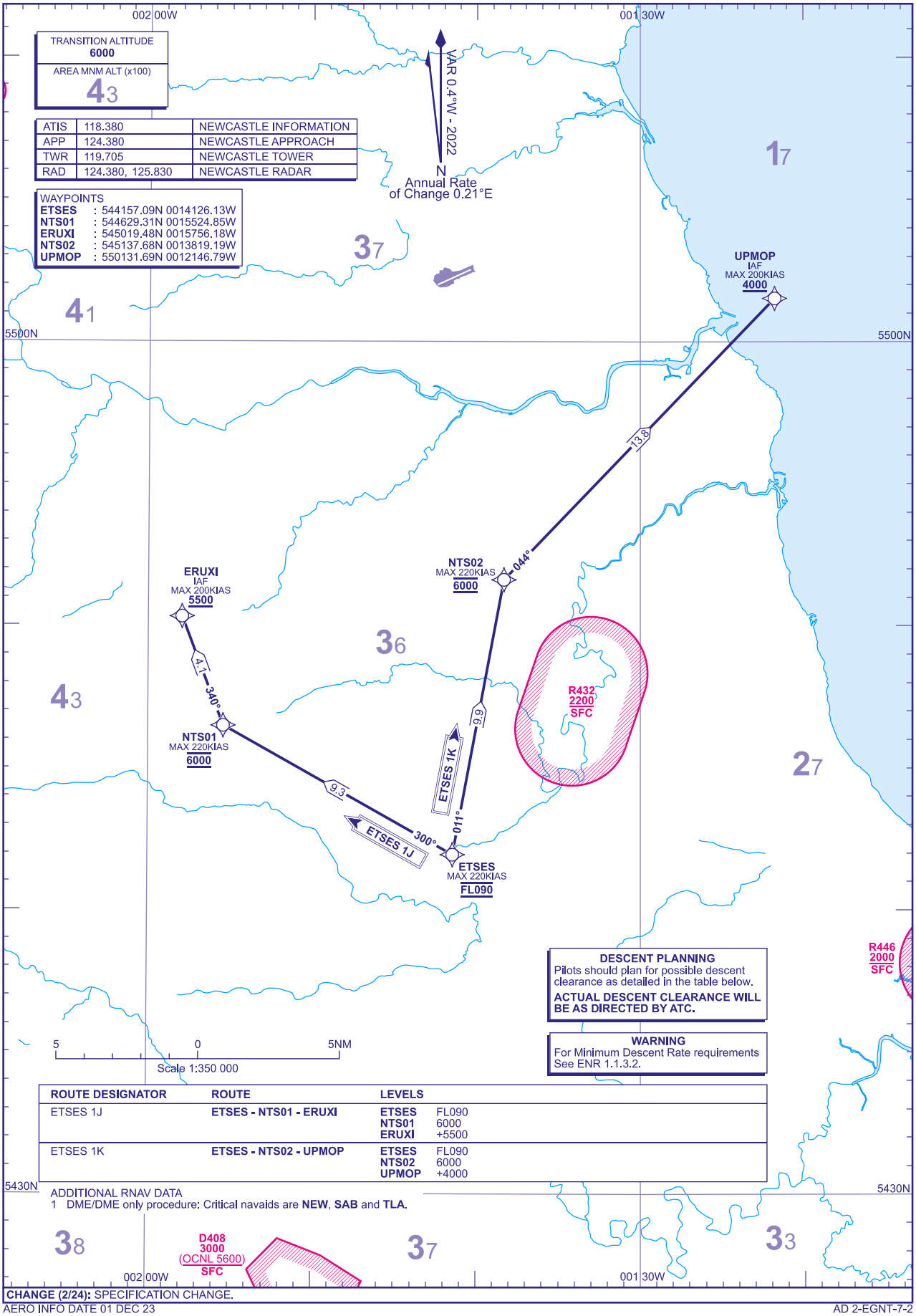
**CHANGE (2/24):** POL VOR/DME CO-ORDINATES. SPECIFICATION CHANGE.

AERO INFO DATE 01 DEC 23

# RNAV1 (DME/DME or GNSS) APPROACH TRANSITIONS CHART - INSTRUMENT - ICAO

DISTANCES IN NAUTICAL MILES
TRACKS ARE MAGNETIC
ALTITUDES AND ELEVATIONS ARE IN FEET

## NEWCASTLE
RWY 07/25
**ETSES 1J 1K**




| ROUTE DESIGNATOR | ROUTE | LEVELS | |
|---|---|---|---|
| ETSES 1J | **ETSES - NTS01 - ERUXI** | **ETSES**<br>**NTS01**<br>**ERUXI** | FL090<br>6000<br>+5500 |
| ETSES 1K | **ETSES - NTS02 - UPMOP** | **ETSES**<br>**NTS02**<br>**UPMOP** | FL090<br>6000<br>+4000 |

ADDITIONAL RNAV DATA
1 DME/DME only procedure: Critical navaids are **NEW**, **SAB** and **TLA**.

**CHANGE (2/24):** SPECIFICATION CHANGE.

AERO INFO DATE 01 DEC 23

AD 2-EGNT-7-2

# Standard Instrument Arrival Coding Tables

**NEWCASTLE POL 1N**

| Designator | Sequence Number | Path Term-inator | Waypoint Name | Co-ordinates | Fly-over | Course/ Track °M (°T) | Magnetic Variation | Distance (NM) | Turn Direction | Level Constraint | Speed Constraint | Navigation Performance |
|---|---|---|---|---|---|---|---|---|---|---|---|---|
| POL1N | 001 | IF | POL | 534437.60N 0020611.83W | N | - | - | - | - | - | - | RNAV1 |
| POL1N | 002 | TF | GOKOV | 540824.00N 0015202.53W | N | 020° (019.3°) | -0.4 | 25.2 | LEFT | - | - | RNAV1 |
| POL1N | 003 | TF | IRKOR | 542415.37N 0014703.99W | N | 011° (010.4°) | -0.4 | 16.1 | - | FL160 | - | RNAV1 |
| POL1N | 004 | TF | XODRU | 543207.74N 0014434.30W | N | 011° (010.4°) | -0.4 | 8.0 | - | FL120 | - | RNAV1 |
| POL1N | 005 | TF | ETSES | 544157.09N 0014126.13W | N | 011° (010.5°) | -0.4 | 10.0 | - | FL090 | -220 | RNAV1 |

**NEWCASTLE RIMTO 1N**

| Designator | Sequence Number | Path Term-inator | Waypoint Name | Co-ordinates | Fly-over | Course/ Track °M (°T) | Magnetic Variation | Distance (NM) | Turn Direction | Level Constraint | Speed Constraint | Navigation Performance |
|---|---|---|---|---|---|---|---|---|---|---|---|---|
| RIMTO1N | 001 | IF | RIMTO | 534303.25N 0012558.78W | N | - | - | - | - | - | - | RNAV1 |
| RIMTO1N | 002 | TF | GOKOV | 540824.00N 0015202.53W | N | 329° (328.9°) | -0.4 | 29.7 | RIGHT | - | - | RNAV1 |
| RIMTO1N | 003 | TF | IRKOR | 542415.37N 0014703.99W | N | 011° (010.4°) | -0.4 | 16.1 | - | FL160 | - | RNAV1 |
| RIMTO1N | 004 | TF | XODRU | 543207.74N 0014434.30W | N | 011° (010.4°) | -0.4 | 8.0 | - | FL120 | - | RNAV1 |
| RIMTO1N | 005 | TF | ETSES | 544157.09N 0014126.13W | N | 011° (010.5°) | -0.4 | 10.0 | - | FL090 | -220 | RNAV1 |

**CHANGE (2/24):** POL VOR/DME CO-ORDINATES. SPECIFICATION CHANGE.
AERO INFO DATE 01 DEC 23

# RNAV Hold Coding Tables

**NEWCASTLE ETSES Hold**

| Designator | Sequence Number | Path Term-inator | Waypoint Name | Co-ordinates | Fly-over | Course/ Track °M (°T) | Magnetic Variation | Time (MIN) | Turn Direction | Level Constraint | Speed Constraint | Navigation Performance |
|---|---|---|---|---|---|---|---|---|---|---|---|---|
| ETSES | - | - | ETSES | 544157.09N 0014126.13W | N | 011° (010.5°) | -0.4 | 1 MIN | LEFT | -FL110 +FL090 | -220 | RNAV1 |

**CHANGE (2/24):** SPECIFICATION CHANGE.
AERO INFO DATE 04 DEC 24

# Transition Coding Tables

**NEWCASTLE ETSES 1J**

| Designator | Sequence Number | Path Term-inator | Waypoint Name | Co-ordinates | Fly-over | Course/ Track °M (°T) | Magnetic Variation | Distance (NM) | Turn Direction | Level Constraint | Speed Constraint | Navigation Performance |
|---|---|---|---|---|---|---|---|---|---|---|---|---|
| ETSES1J | 001 | IF | ETSES | 544157.09N 0014126.13W | N | - | - | - | - | FL090 | -220 | RNAV1 |
| ETSES1J | 002 | TF | NTS01 | 544629.31N 0015524.85W | N | 300° (299.4°) | -0.4 | 9.3 | RIGHT | 6000 | -220 | RNAV1 |
| ETSES1J | 003 | TF | ERUXI | 545019.48N 0015756.18W | N | 340° (339.2°) | -0.4 | 4.1 | RIGHT | 5500 | -200 | RNAV1 |

**NEWCASTLE ETSES 1K**

| Designator | Sequence Number | Path Term-inator | Waypoint Name | Co-ordinates | Fly-over | Course/ Track °M (°T) | Magnetic Variation | Distance (NM) | Turn Direction | Level Constraint | Speed Constraint | Navigation Performance |
|---|---|---|---|---|---|---|---|---|---|---|---|---|
| ETSES1K | 001 | IF | ETSES | 544157.09N 0014126.13W | N | - | - | - | - | FL090 | -220 | RNAV1 |
| ETSES1K | 002 | TF | NTS02 | 545137.68N 0013819.19W | N | 011° (010.5°) | -0.4 | 9.9 | RIGHT | 6000 | -220 | RNAV1 |
| ETSES1K | 003 | TF | UPMOP | 550131.69N 0012146.79W | N | 044° (043.8°) | -0.4 | 13.8 | LEFT | 4000 | -200 | RNAV1 |

**CHANGE (2/24):** SPECIFICATION CHANGE.
AERO INFO DATE 04 DEC 23

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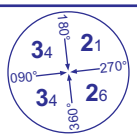
# INSTRUMENT APPROACH CHART - ICAO

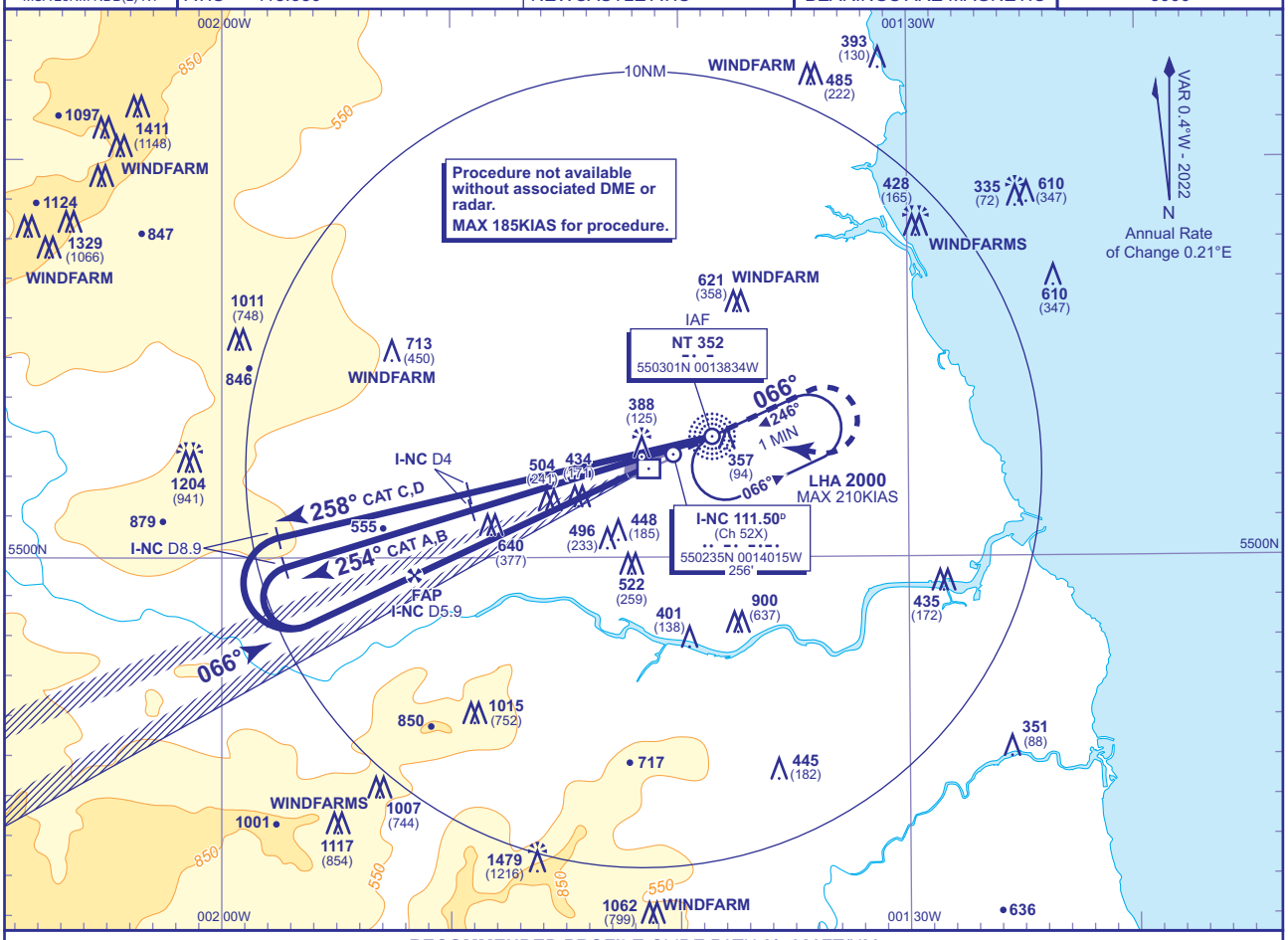
## NEWCASTLE ILS/DME/NDB(L) RWY 07

(ACFT CAT A,B,C,D)




MSA 25NM NDB(L) NT

| | | | | | |
|---|---|---|---|---|---|
| APP | 124.380 | NEWCASTLE APPROACH | AD ELEVATION | 266 | TRANSITION ALTITUDE 6000 |
| TWR | 119.705 | NEWCASTLE TOWER | THR ELEVATION | 263 | |
| | 121.730 | NEWCASTLE GROUND | OBSTACLE ELEVATION 1479 AMSL (1216) (ABOVE THR) | | |
| RAD | 124.380, 125.830 | NEWCASTLE RADAR | | | |
| ATIS | 118.380 | NEWCASTLE ATIS | BEARINGS ARE MAGNETIC | | |

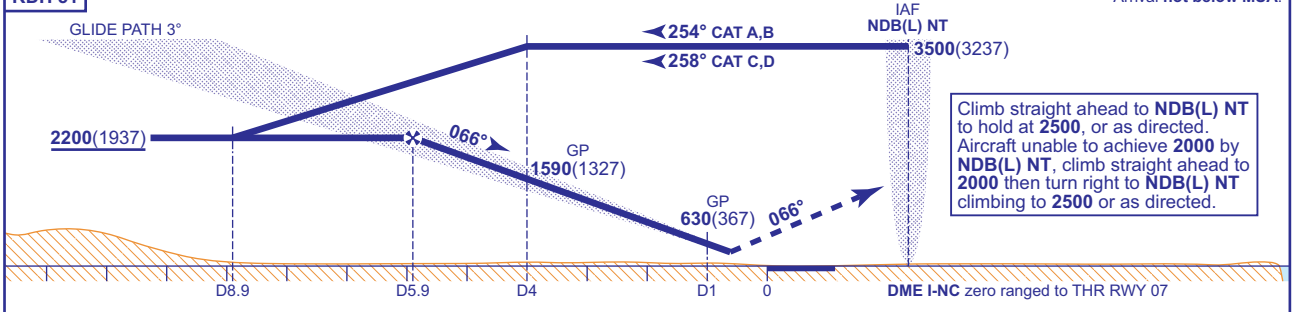



**RECOMMENDED PROFILE** GLIDE PATH 3°, 320FT/NM

| | | | | | |
|---|---|---|---|---|---|
| **DME I-NC** | 5 | 4 | 3 | 2 | 1 |
| **ALT**(HGT) | **1910**(1647) | **1590**(1327) | **1270**(1007) | **950**(687) | **630**(367) |

**RDH 51**

Arrival **not below MSA**.




| Aircraft Category | | A | B | C | D |
|---|---|---|---|---|---|
| OCA (OCH) | CAT I | **431**(168) | **439**(176) | **447**(184) | **458**(195) |
| | CAT II | **336**(73) | **346**(83) | **361**(98) | **373**(110) |
| VM(C)OCA (OCH AAL) | Total Area | **750**(484) | **840**(574) | **1070**(804) | **1070**(804) |

| Rate of descent | | | | | | |
|---|---|---|---|---|---|---|
| G/S KT | 160 | 140 | 120 | 100 | 80 |
| FT/MIN | 850 | 740 | 640 | 530 | 420 |

**AIRCRAFT UNABLE TO RECEIVE DME I-NC**
Inform ATC. Radar Ranges will be provided at 4NM and 9NM outbound and approaching the FAP and at 4NM and 1NM inbound.

**NOTE 1** Lowest altitude to commence procedure from hold after missed approach is **2500**.
**2** Aircraft will normally be required to hold not lower than **3500**.

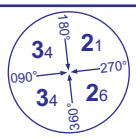
**CHANGE (7/24):** MAG VAR. MAG TRACKS. DME NEW REFRENCES REMOVED. OCA(OCH) CAT II ALL MINIMA REVISED. VM(C)OCA (OCH AAL) B MINIMA REVISED.

AERO INFO DATE 11 APR 24

AD 2-EGNT-8-1

## INSTRUMENT APPROACH CHART - ICAO

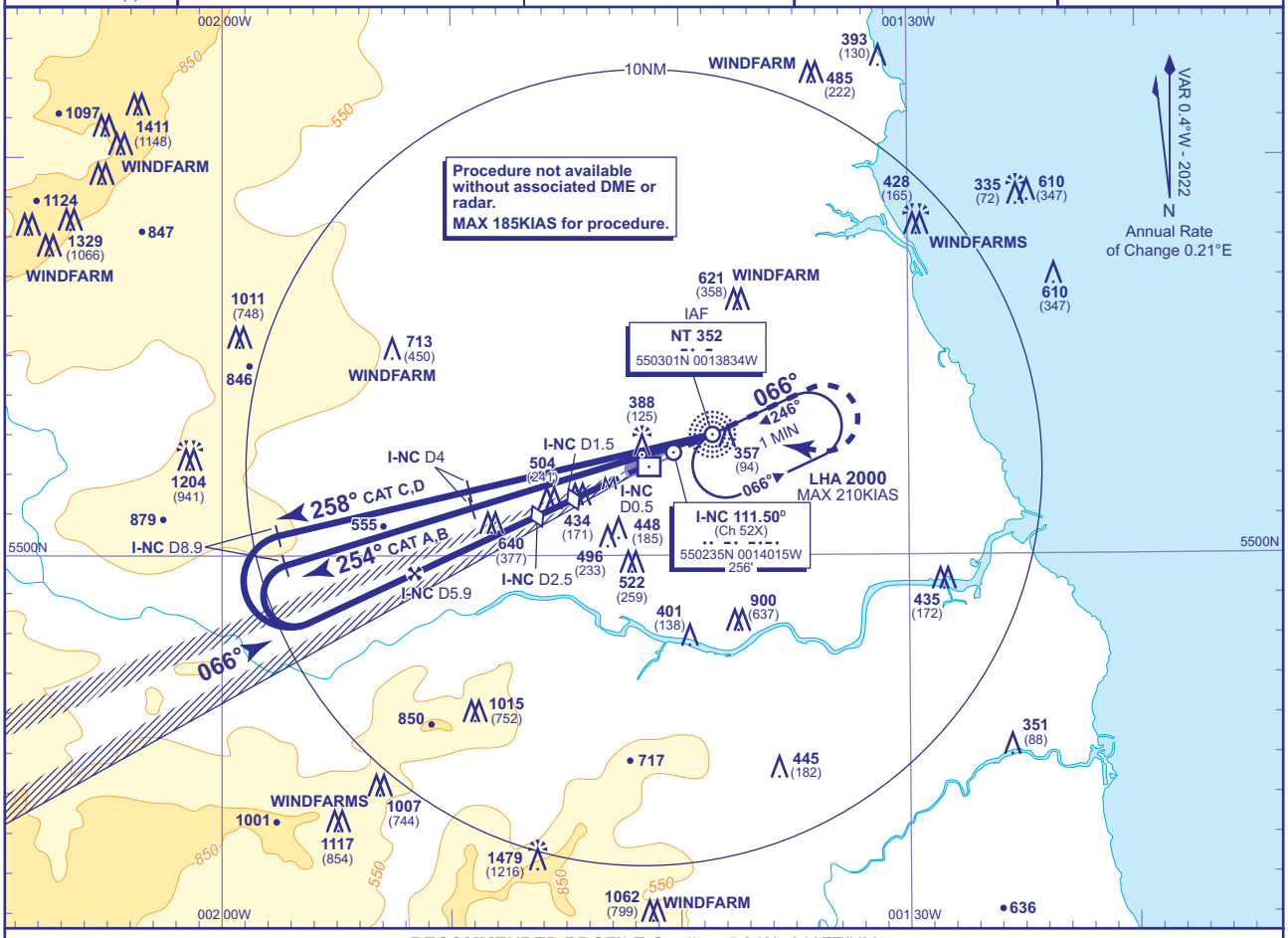
# NEWCASTLE
# LOC/DME/NDB(L)
# RWY 07
(ACFT CAT A,B,C,D)




MSA 25NM NDB(L) NT

| | | | | |
|---|---|---|---|---|
| APP | 124.380 | NEWCASTLE APPROACH | AD ELEVATION | 266 |
| TWR | 119.705 | NEWCASTLE TOWER | THR ELEVATION | 263 |
| | 121.730 | NEWCASTLE GROUND | OBSTACLE ELEVATION | |
| RAD | 124.380, 125.830 | NEWCASTLE RADAR | 1479 AMSL (1216) (ABOVE THR) | |
| ATIS | 118.380 | NEWCASTLE ATIS | BEARINGS ARE MAGNETIC | |

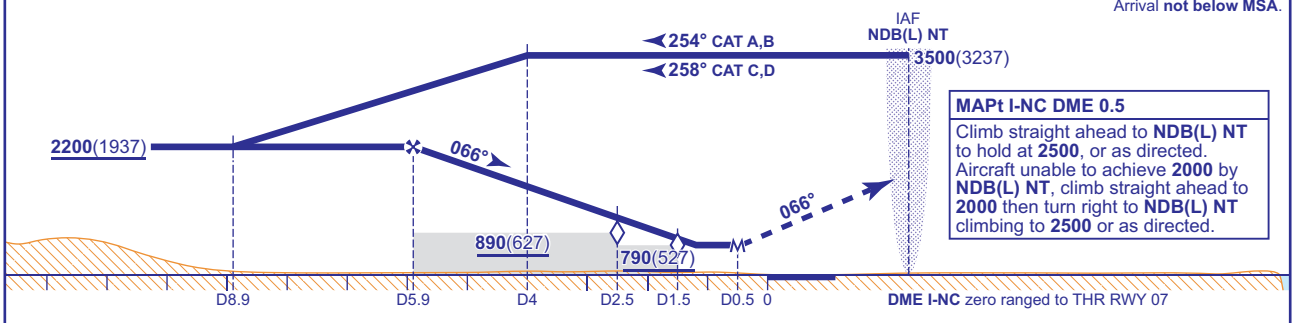
TRANSITION ALTITUDE **6000**




**RECOMMENDED PROFILE** Gradient 5.24%, 319FT/NM

| **DME I-NC** | 5 | 4 | 3 | 2.5 **(SDF)** | 2 | 1.5 **(SDF)** |
|---|---|---|---|---|---|---|
| **ALT**(HGT) | **1910**(1647) | **1590**(1327) | **1270**(1007) | **1110**(847) | **950**(687) | **790**(527) |

Arrival **not below MSA**.




**MAPt I-NC DME 0.5**
Climb straight ahead to **NDB(L) NT** to hold at **2500**, or as directed. Aircraft unable to achieve **2000** by **NDB(L) NT**, climb straight ahead to **2000** then turn right to **NDB(L) NT** climbing to **2500** or as directed.

| **Aircraft Category** | | **A** | **B** | **C** | **D** |
|---|---|---|---|---|---|
| **OCA** (OCH) | **Procedure** | **710**(447) | **710**(447) | **710**(447) | **710**(447) |
| **VM(C)OCA** (OCH AAL) | **Total Area** | **750**(484) | **840**(574) | **1070**(804) | **1070**(804) |

| **Rate of descent** | **G/S KT** | 160 | 140 | 120 | 100 | 80 |
|---|---|---|---|---|---|---|
| | **FT/MIN** | 850 | 740 | 640 | 530 | 420 |

**AIRCRAFT UNABLE TO RECEIVE DME I-NC**
Inform ATC. Radar Ranges will be provided at 4NM and 9NM outbound and approaching the FAP and at 4NM and 1NM inbound.

**NOTE 1** Lowest altitude to commence procedure from hold after missed approach is **2500**.
**2** Aircraft will normally be required to hold not lower than **3500**.

**CHANGE (7/24):** MAG VAR. MAG TRACKS. DME NEW REMOVED FROM PROCEDURE. MOCA REVISED. VM(C)OCA (OCH AAL) B MINIMA REVISED. DME NOTES.

AERO INFO DATE 02 MAY 24

AD 2-EGNT-8-2

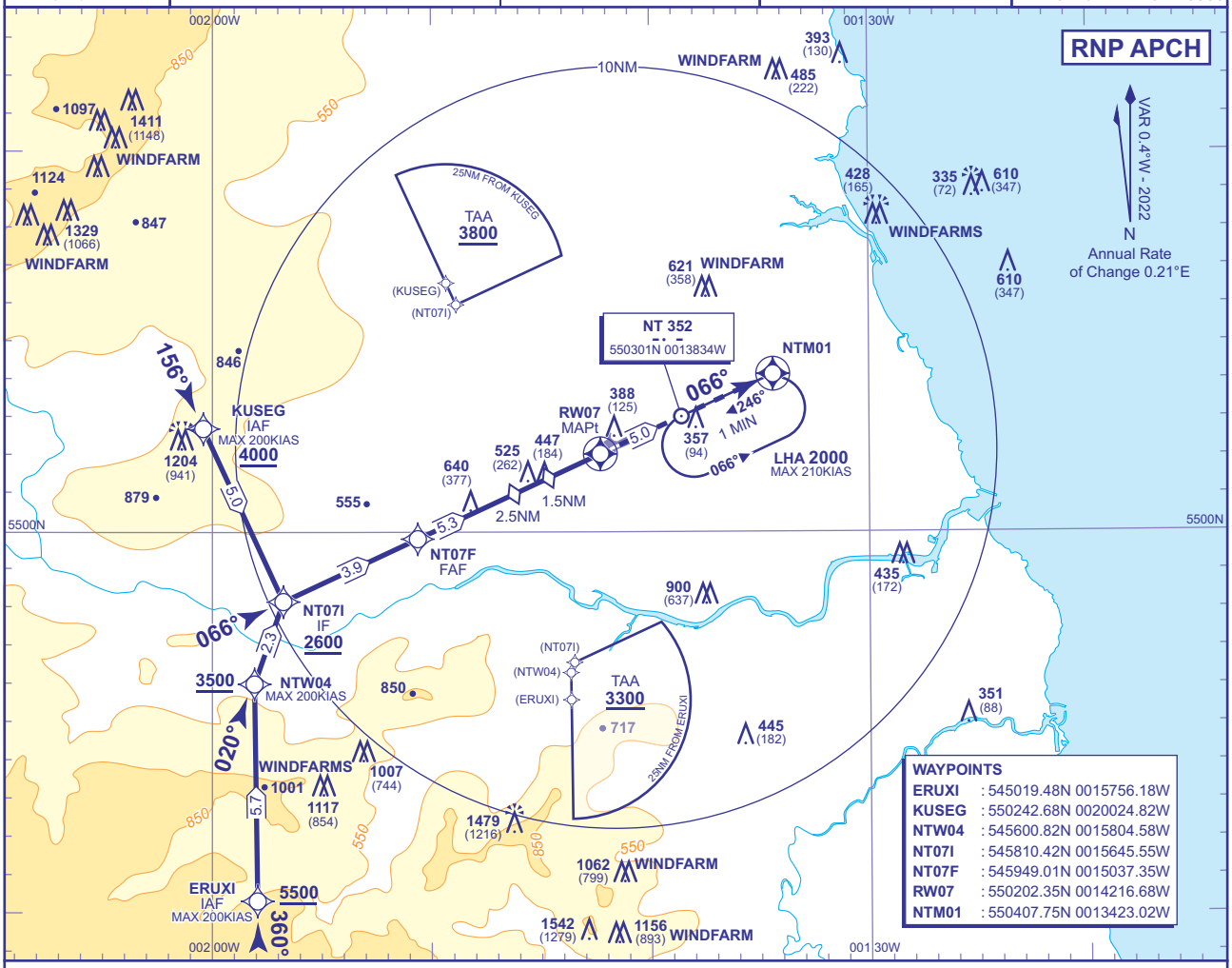
# INSTRUMENT APPROACH CHART - ICAO

## NEWCASTLE
## RNP
## RWY 07
(ACFT CAT A,B,C,D)

| | | | | | |
|---|---|---|---|---|---|
| 36 MSA 25NM ARP | APP | 124.380 | NEWCASTLE APPROACH | AD ELEVATION | 266 |
| | TWR | 119.705 | NEWCASTLE TOWER | THR ELEVATION | 263 |
| | | 121.730 | NEWCASTLE GROUND | OBSTACLE ELEVATION 1542 AMSL (1279) (ABOVE THR) | |
| | RAD | 124.380, 125.830 | NEWCASTLE RADAR | | |
| | ATIS | 118.380 | NEWCASTLE ATIS | BEARINGS ARE MAGNETIC | |

MIN TEMP -15°C

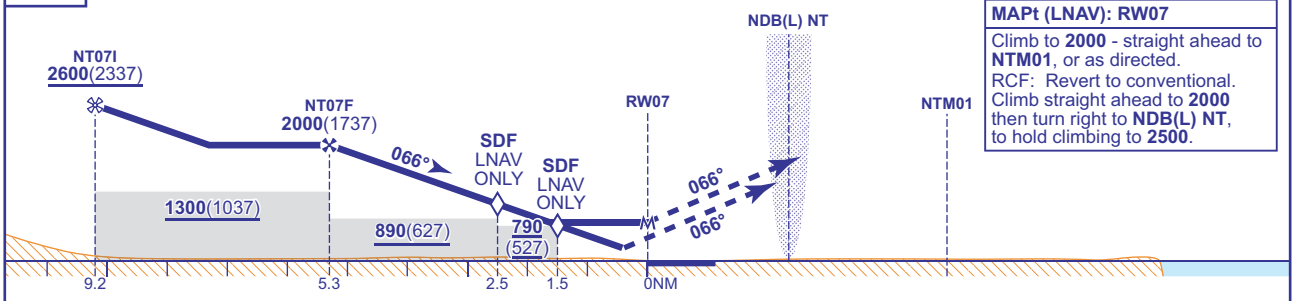
TRANSITION ALTITUDE 6000




**RECOMMENDED PROFILE** VNAV - VERTICAL PATH ANGLE 3.0° (LNAV 5.24%), 318FT /NM

| NM to RW07 | 5 | 4 | 3 | 2 | 1 |
|---|---|---|---|---|---|
| ALT(HGT) | **1910**(1647) | **1590**(1327) | **1270**(1007) | **950**(687) | **630**(367) |

TCH 51




**MAPt (LNAV): RW07**

Climb to **2000** - straight ahead to **NTM01**, or as directed.
RCF: Revert to conventional.
Climb straight ahead to **2000** then turn right to **NDB(L) NT**, to hold climbing to **2500**.

| Aircraft Category | | A | B | C | D |
|---|---|---|---|---|---|
| OCA (OCH) | LNAV/VNAV | **570**(307) | **580**(317) | **590**(327) | **600**(337) |
| | LNAV | **700**(437) | **700**(437) | **700**(437) | **700**(437) |
| VM(C)OCA (OCH AAL) | Total Area | **750**(484) | **840**(574) | **1040**(774) | **1040**(774) |

| Rate of descent | G/S KT | 160 | 140 | 120 | 100 | 80 |
|---|---|---|---|---|---|---|
| | FT/MIN | 850 | 740 | 640 | 530 | 420 |

**CHANGE (7/24):** MAG VAR. MAG TRACKS. MOCA REVISED. VM(C)OCA (OCH AAL) B MINIMA REVISED.

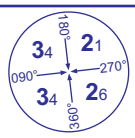
AERO INFO DATE 17 APR 24

AD 2-EGNT-8-3

## INSTRUMENT APPROACH CHART - ICAO

# NEWCASTLE NDB(L)/DME RWY 07

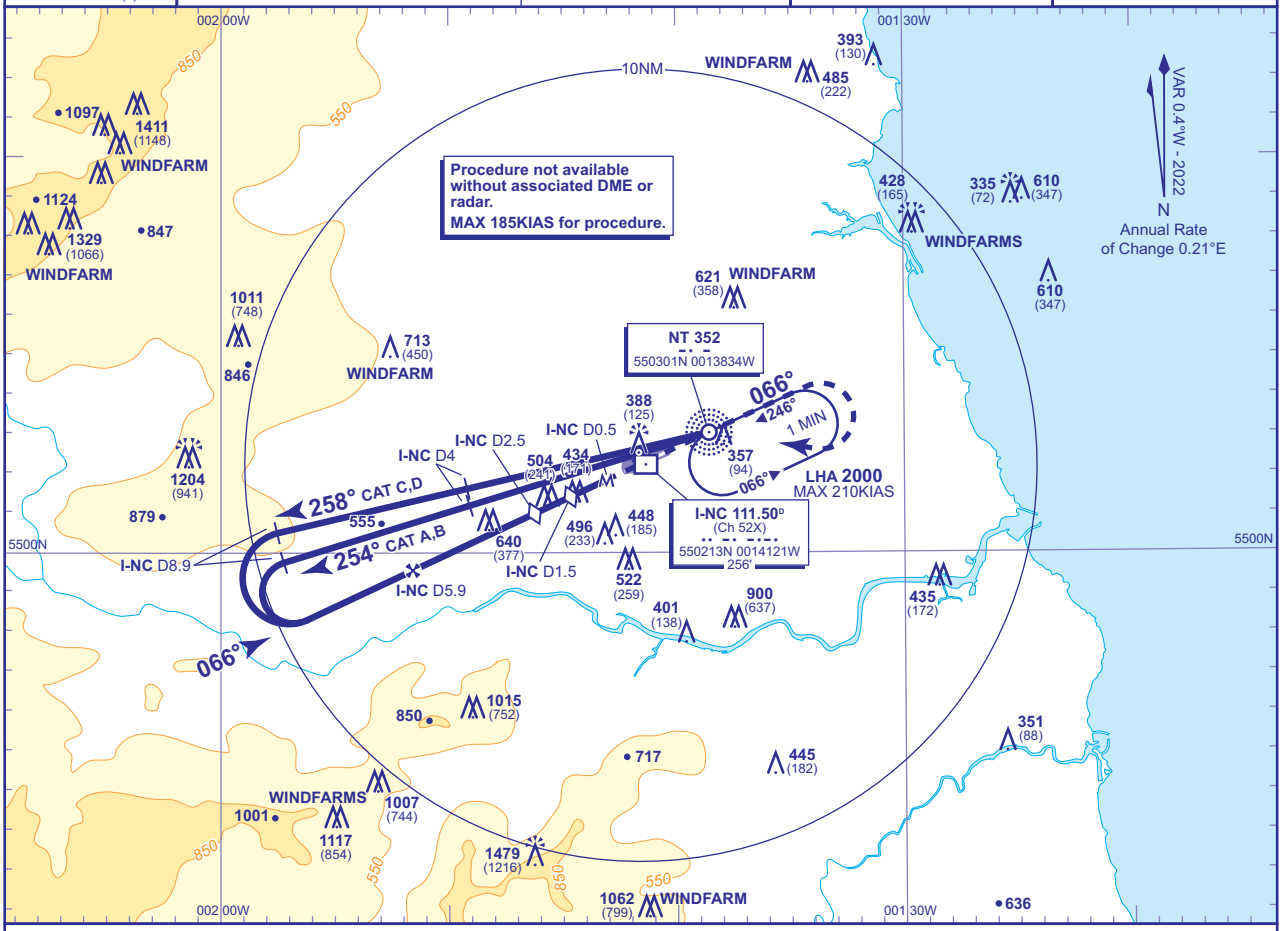
(ACFT CAT A,B,C,D)




MSA 25NM NDB(L) NT

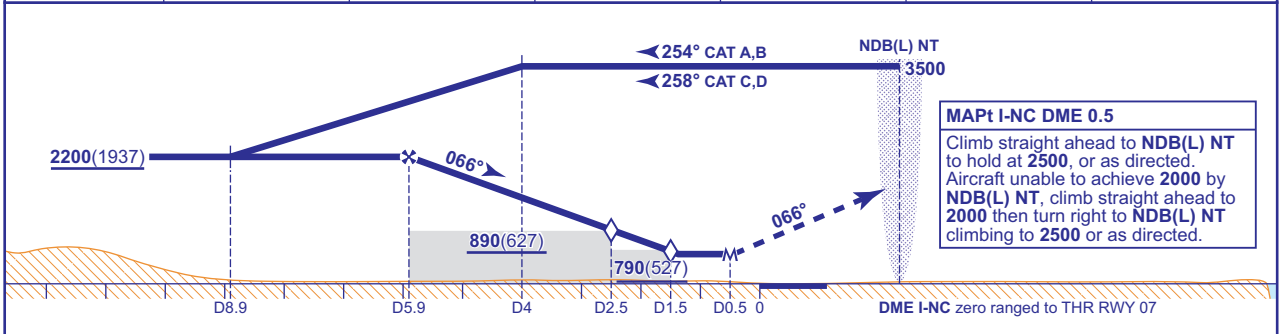
| | | | | | |
|---|---|---|---|---|---|
| APP | 124.380 | NEWCASTLE APPROACH | AD ELEVATION | **266** |
| TWR | 119.705 | NEWCASTLE TOWER | THR ELEVATION | **263** |
| | 121.730 | NEWCASTLE GROUND | OBSTACLE ELEVATION **1479 AMSL** (1216) (ABOVE THR) | |
| RAD | 124.380, 125.830 | NEWCASTLE RADAR | | |
| ATIS | 118.380 | NEWCASTLE ATIS | BEARINGS ARE MAGNETIC | |

TRANSITION ALTITUDE **6000**




**RECOMMENDED PROFILE** Gradient 5.26%, 320FT/NM

| **DME I-NC** | 5 | 4 | 3 | 2.5 **(SDF)** | 2 | 1.5 **(SDF)** |
|---|---|---|---|---|---|---|
| **ALT**(HGT) | **1910**(1647) | **1590**(1327) | **1270**(1007) | **1110**(847) | **950**(687) | **790**(527) |




**MAPt I-NC DME 0.5**

Climb straight ahead to **NDB(L) NT** to hold at **2500**, or as directed. Aircraft unable to achieve **2000** by **NDB(L) NT**, climb straight ahead to **2000** then turn right to **NDB(L) NT** climbing to **2500** or as directed.

| **Aircraft Category** | | **A** | **B** | **C** | **D** |
|---|---|---|---|---|---|
| **OCA** (OCH) | **Procedure** | **710**(447) | **710**(447) | **710**(447) | **710**(447) |
| **VM(C)OCA** (OCH AAL) | **Total Area** | **750**(484) | **840**(574) | **1070**(804) | **1070**(804) |

| **Rate of descent** | **G/S KT** | 160 | 140 | 120 | 100 | 80 |
|---|---|---|---|---|---|---|
| | **FT/MIN** | 850 | 750 | 640 | 530 | 430 |

**AIRCRAFT UNABLE TO RECEIVE DME I-NC**
Inform ATC. Radar Ranges will be provided at 4NM and 9NM outbound and approaching the FAP and at 4NM and 1NM inbound.

**NOTE 1** Lowest altitude to commence procedure from hold after missed approach is **2500**.
**2** Aircraft will normally be required to hold not lower than **3500**.

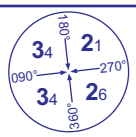
**CHANGE (7/24):** MAG VAR. MAG TRACKS. DME NEW REMOVED FROM PROCEDURE. MOCA REVISED. VM(C)OCA (OCH AAL) B MINIMA REVISED. DME NOTES.

AERO INFO DATE 02 MAY 24

AD 2-EGNT-8-4

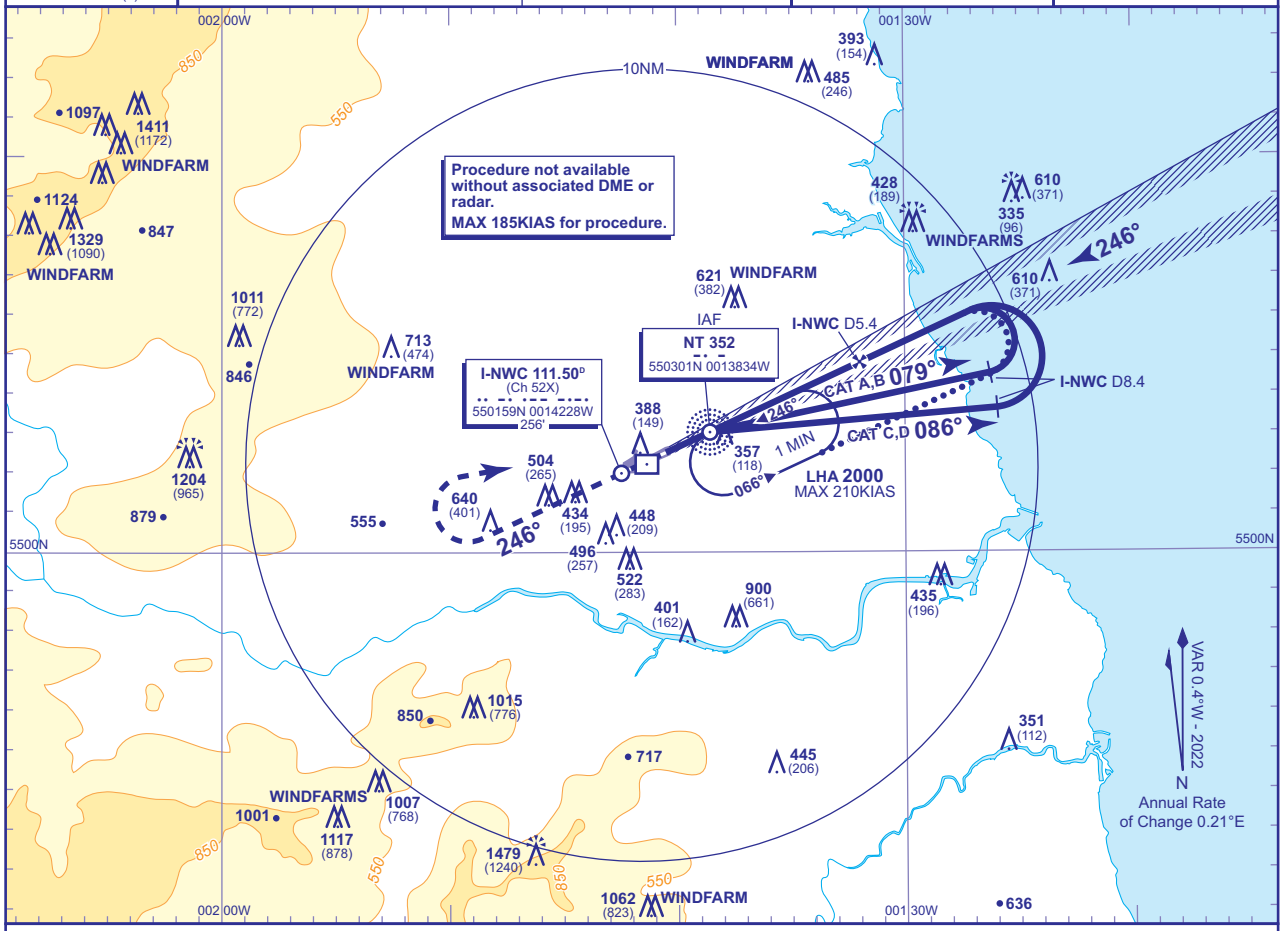
# INSTRUMENT APPROACH CHART - ICAO

# NEWCASTLE ILS/DME/NDB(L) RWY 25
(ACFT CAT A,B,C,D)



MSA 25NM NDB(L) NT

| | | | | | |
|---|---|---|---|---|---|
| APP | 124.380 | NEWCASTLE APPROACH | AD ELEVATION | 266 | TRANSITION ALTITUDE 6000 |
| TWR | 119.705 | NEWCASTLE TOWER | THR ELEVATION | 239 | |
| | 121.730 | NEWCASTLE GROUND | OBSTACLE ELEVATION 1479 AMSL (1240) (ABOVE THR) | | |
| RAD | 124.380, 125.830 | NEWCASTLE RADAR | | | |
| ATIS | 118.380 | NEWCASTLE ATIS | BEARINGS ARE MAGNETIC | | |

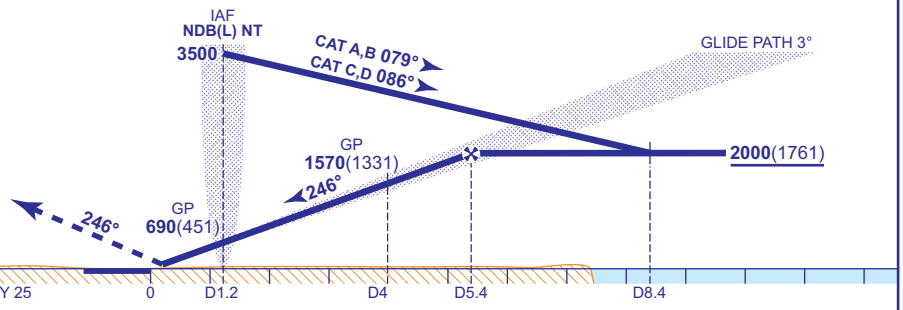



**RECOMMENDED PROFILE** GLIDE PATH 3°, 320FT/NM

| DME I-NWC | 5 | 4 | 3 | 2 | 1 |
|---|---|---|---|---|---|
| ALT(HGT) | **1880**(1641) | **1560**(1321) | **1250**(1011) | **930**(691) | **610**(371) |

**RDH 51**

Climb straight ahead to **2500** or **I-NWC** D4, whichever is later, then turn right to **NDB(L) NT** at **2500** or as directed.




| Aircraft Category | | A | B | C | D |
|---|---|---|---|---|---|
| OCA (OCH) | CAT I | **388**(149) | **396**(157) | **406**(167) | **416**(177) |
| | CAT II | **298**(59) | **308**(69) | **322**(83) | **335**(96) |
| VM(C)OCA (OCH AAL) | Total Area | **750**(484) | **840**(574) | **1070**(804) | **1070**(804) |

| Rate of descent | G/S KT | 160 | 140 | 120 | 100 | 80 |
|---|---|---|---|---|---|---|
| | FT/MIN | 850 | 740 | 640 | 530 | 420 |

**ALTERNATIVE PROCEDURE** RACETRACK FROM NDB(L) NT HOLD
Aircraft commencing the procedure from NDB(L) NT hold extend the outbound leg of the racetrack descending to **not below 2000**(1761). At I-NWC D8.4 turn left to intercept the LOC. When established continue as for main procedure.

**AIRCRAFT UNABLE TO RECEIVE DME I-NWC**
Inform ATC. Radar Ranges will be provided at 8.5NM outbound and approaching the FAP and at 4NM inbound.

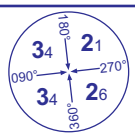
**NOTE 1** Lowest altitude to commence procedure from hold after missed approach is **2500**.
**2** Aircraft will normally be required to hold not lower than **3500**.

**CHANGE (7/24):** MAG VAR. MAG TRACKS. DME NEW REMOVED FROM PROCEDURE. OCA(OCH) MINIMA REVISED. VM(C)OCA (OCH AAL) B MINIMA REVISED.

AERO INFO DATE 12 APR 24

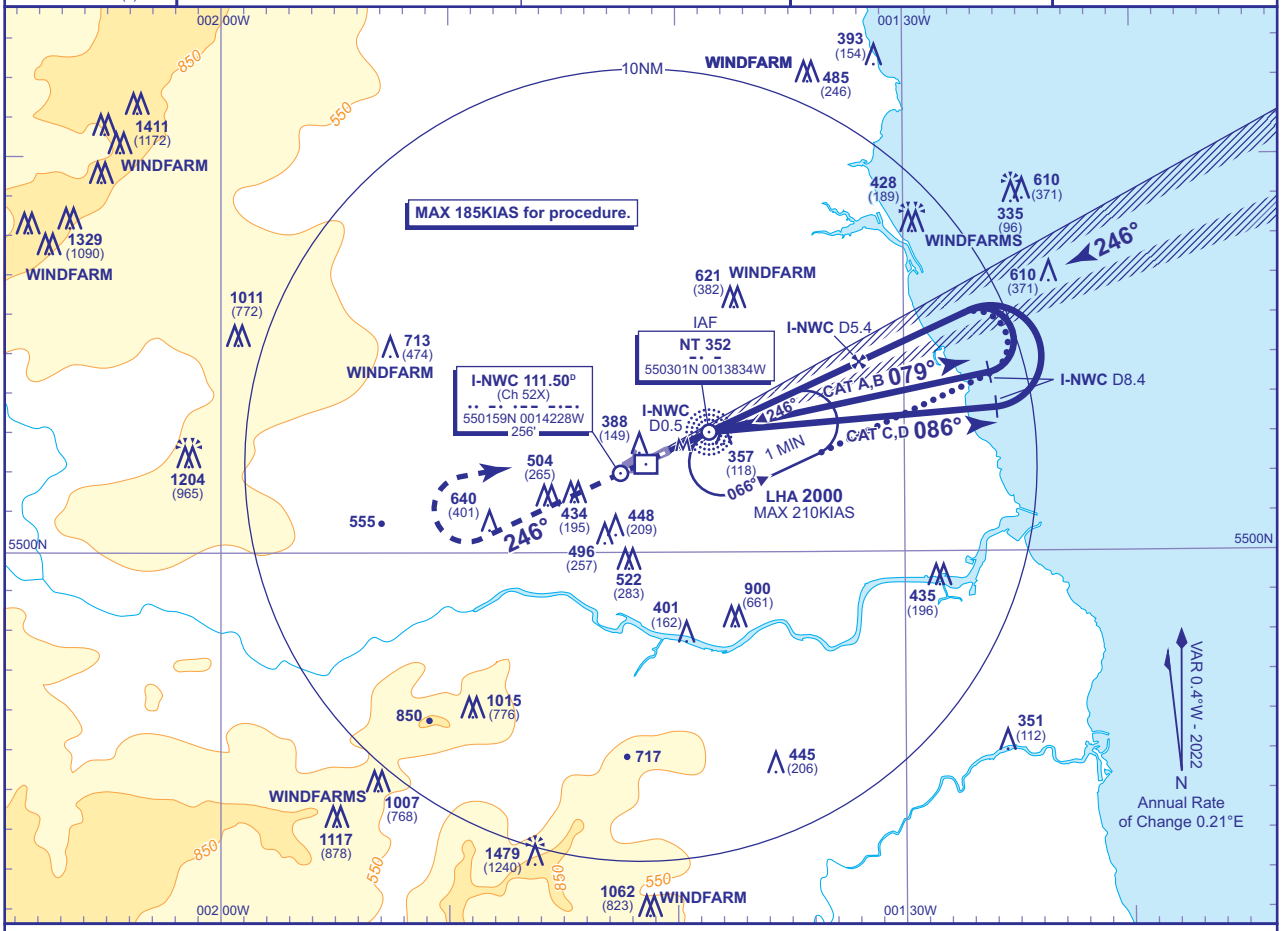
## INSTRUMENT APPROACH CHART - ICAO

# NEWCASTLE LOC/DME/NDB(L) RWY 25
(ACFT CAT A,B,C,D)



MSA 25NM NDB(L) NT

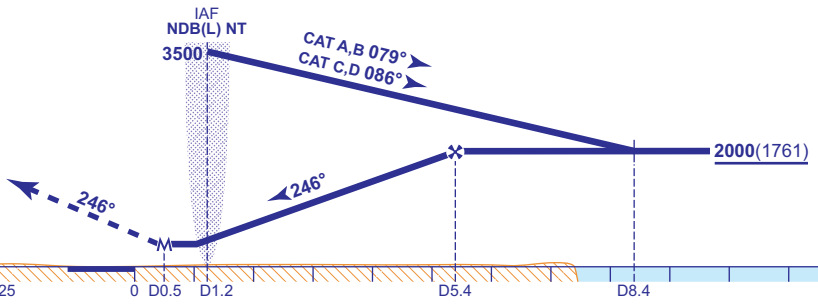
| | | | | | |
|---|---|---|---|---|---|
| APP | 124.380 | NEWCASTLE APPROACH | AD ELEVATION | **266** | TRANSITION ALTITUDE **6000** |
| TWR | 119.705 | NEWCASTLE TOWER | THR ELEVATION | **239** | |
| | 121.730 | NEWCASTLE GROUND | OBSTACLE ELEVATION **1479 AMSL** (1240) (ABOVE THR) | | |
| RAD | 124.380, 125.830 | NEWCASTLE RADAR | | | |
| ATIS | 118.380 | NEWCASTLE ATIS | BEARINGS ARE MAGNETIC | | |




**RECOMMENDED PROFILE** Gradient 5.21%, 317FT/NM

| **DME I-NWC** | 5 | 4 | 3 | 2 | 1 |
|---|---|---|---|---|---|
| **ALT**(HGT) | **1870**(1631) | **1560**(1321) | **1240**(1001) | **920**(681) | **610**(371) |

**MAPt I-NWC DME 0.5**
Climb straight ahead to **2500** or **I-NWC** D4, whichever is later, then turn right to **NDB(L) NT** at **2500** or as directed.




| **Aircraft Category** | | **A** | **B** | **C** | **D** |
|---|---|---|---|---|---|
| **OCA** (OCH) | **Procedure** | **590**(351) | **590**(351) | **590**(351) | **590**(351) |
| **VM(C)OCA** (OCH AAL) | **Total Area** | **750**(484) | **840**(574) | **1070**(804) | **1070**(804) |

| **Rate of descent** | **G/S KT** | 160 | 140 | 120 | 100 | 80 |
|---|---|---|---|---|---|---|
| | **FT/MIN** | 850 | 740 | 640 | 530 | 420 |

**ALTERNATIVE PROCEDURE** RACETRACK FROM NDB(L) NT HOLD
Aircraft commencing the procedure from NDB(L) NT hold extend the outbound leg of the racetrack descending to **not below 2000**(1761). At I-NWC D8.4 turn left to intercept the LOC. When established continue as for main procedure.

**AIRCRAFT UNABLE TO RECEIVE DME I-NWC**
Inform ATC. Radar Ranges will be provided at 8.5NM outbound and approaching the FAP and at 4NM inbound.

**NOTE 1** Lowest altitude to commence procedure from hold after missed approach is **2500**.
**2** Aircraft will normally be required to hold not lower than **3500**.

**CHANGE (7/24):** MAG VAR. MAG TRACKS. DME NEW REMOVED FROM PROCEDURE. VM(C)OCA (OCH AAL) B MINIMA REVISED. DME NOTE.

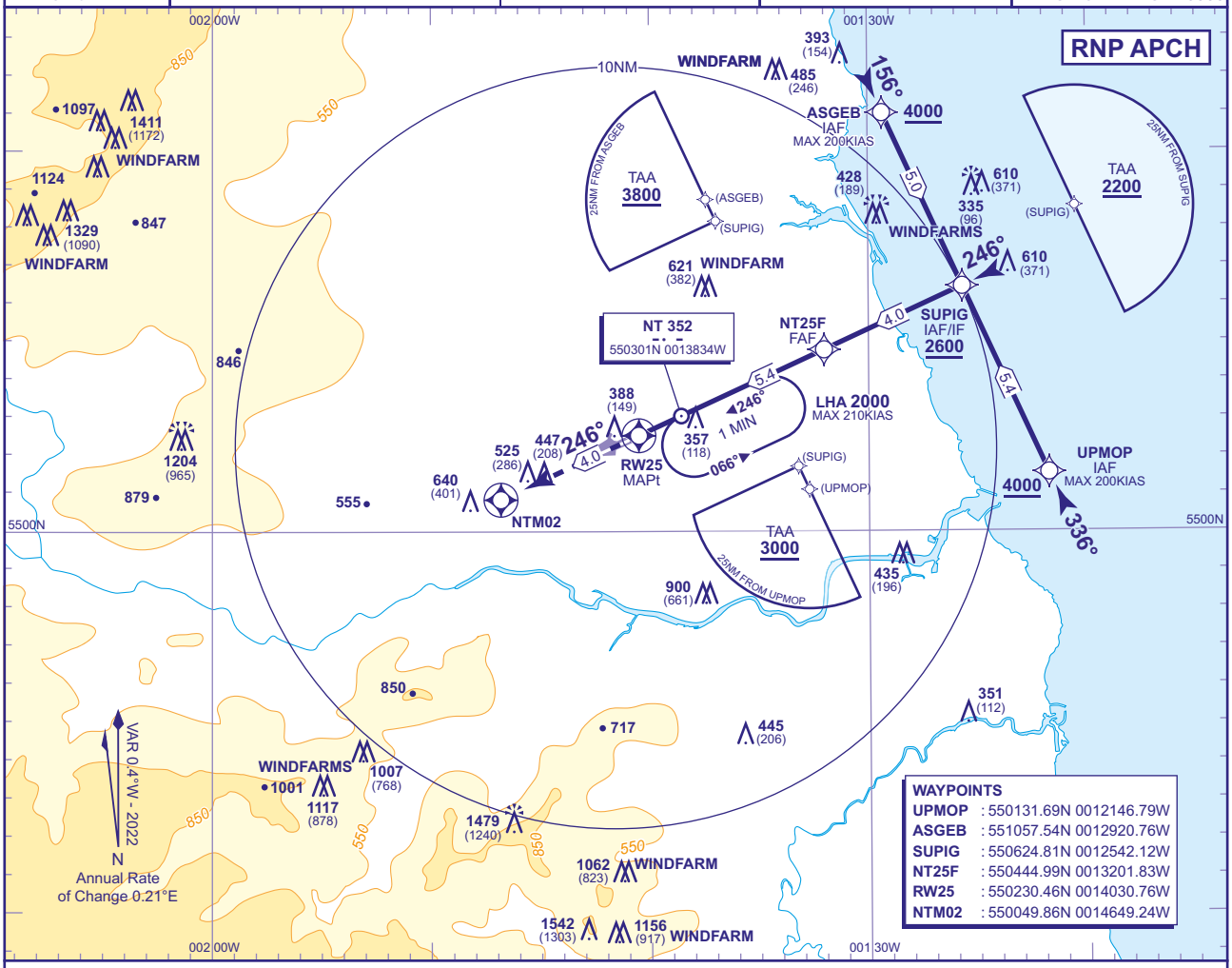
AERO INFO DATE 17 APR 24 AD 2-EGNT-8-6

# INSTRUMENT APPROACH CHART - ICAO

# NEWCASTLE
# RNP
# RWY 25
(ACFT CAT A,B,C,D)

| | | | | | |
|---|---|---|---|---|---|
| 36 MSA 25NM ARP | APP | 124.380 | NEWCASTLE APPROACH | AD ELEVATION | 266 |
| | TWR | 119.705 | NEWCASTLE TOWER | THR ELEVATION | 239 |
| | | 121.730 | NEWCASTLE GROUND | OBSTACLE ELEVATION 1542 AMSL (1303) (ABOVE THR) | |
| | RAD | 124.380, 125.830 | NEWCASTLE RADAR | | |
| | ATIS | 118.380 | NEWCASTLE ATIS | BEARINGS ARE MAGNETIC | |

MIN TEMP -15°C
TRANSITION ALTITUDE 6000



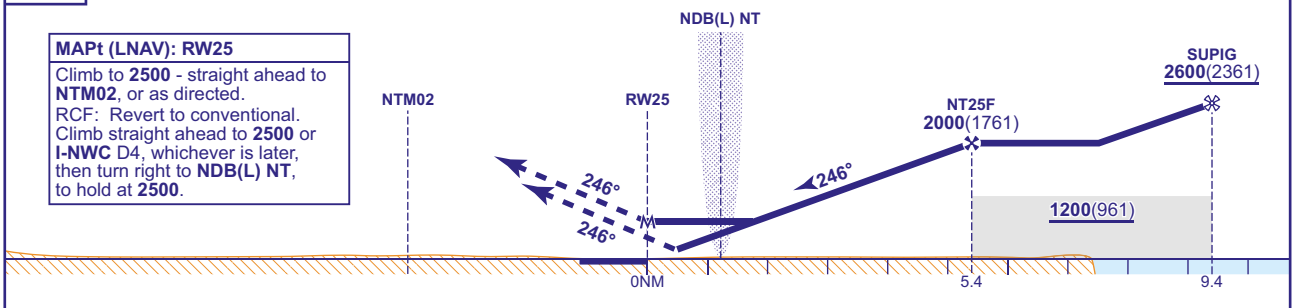

**RECOMMENDED PROFILE** VNAV - VERTICAL PATH ANGLE 3.0° (LNAV 5.24%), 318FT /NM

| NM to RW25 | 5 | 4 | 3 | 2 | 1 |
|---|---|---|---|---|---|
| ALT(HGT) | **1880**(1641) | **1560**(1321) | **1250**(1011) | **930**(691) | **610**(371) |

**TCH 51**

**MAPt (LNAV): RW25**

Climb to **2500** - straight ahead to **NTM02**, or as directed.
RCF: Revert to conventional. Climb straight ahead to **2500** or **I-NWC** D4, whichever is later, then turn right to **NDB(L) NT**, to hold at **2500**.




| Aircraft Category | | A | B | C | D |
|---|---|---|---|---|---|
| OCA (OCH) | LNAV/VNAV | **490**(251) | **490**(251) | **540**(301) | **550**(311) |
| | LNAV | **610**(371) | **610**(371) | **610**(371) | **610**(371) |
| VM(C)OCA (OCH AAL) | Total Area | **750**(484) | **840**(574) | **1040**(774) | **1040**(774) |

| Rate of descent | G/S KT | 160 | 140 | 120 | 100 | 80 |
|---|---|---|---|---|---|---|
| | FT/MIN | 850 | 740 | 640 | 530 | 420 |

**CHANGE (7/24):** MAG VAR. MAG TRACKS. NEW DME RCF DISTANCE REMOVED. VM(C)OCA (OCH AAL) B MINIMA REVISED.

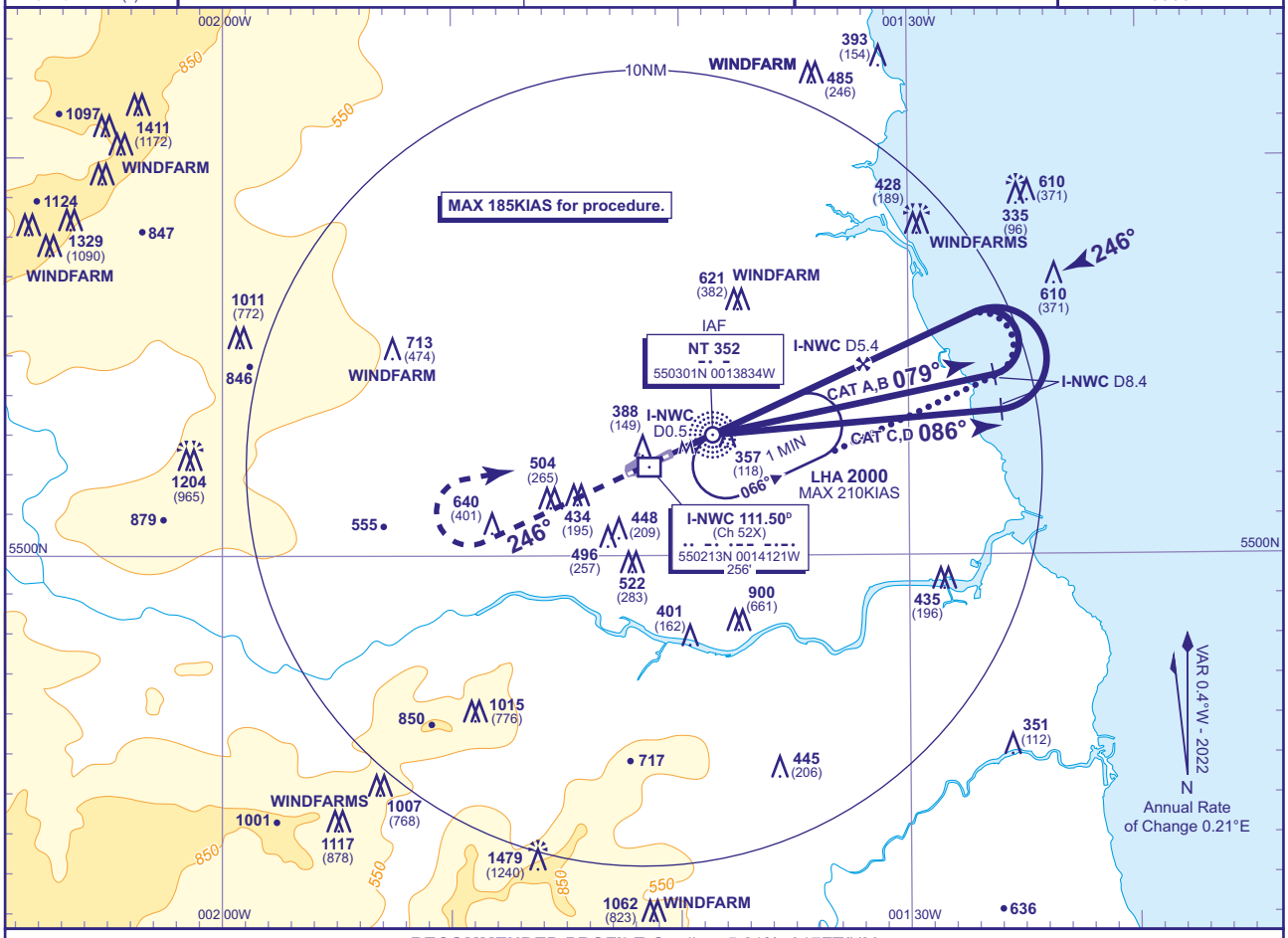
AERO INFO DATE 17 APR 24

## INSTRUMENT APPROACH CHART - ICAO

# NEWCASTLE NDB(L)/DME RWY 25
(ACFT CAT A,B,C,D)

MSA 25NM NDB(L) NT

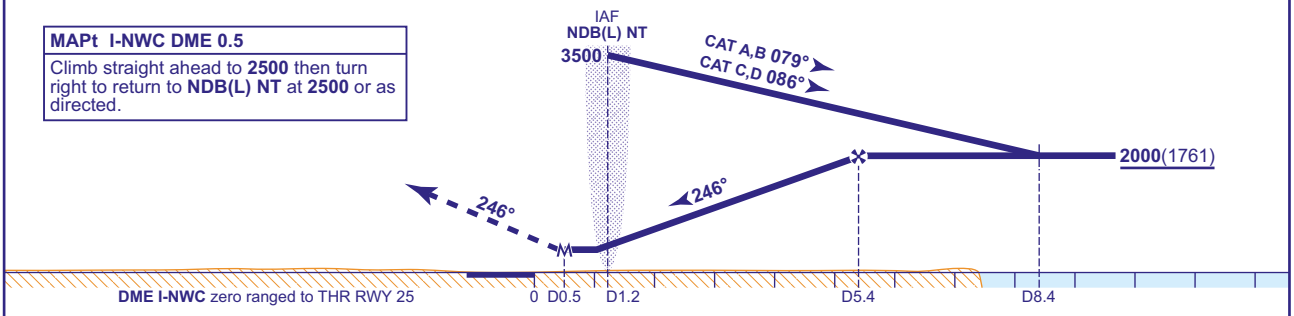
| | | | | | |
|---|---|---|---|---|---|
| APP | 124.380 | NEWCASTLE APPROACH | AD ELEVATION | **266** | TRANSITION ALTITUDE **6000** |
| TWR | 119.705 | NEWCASTLE TOWER | THR ELEVATION | **239** | |
| | 121.730 | NEWCASTLE GROUND | OBSTACLE ELEVATION **1479 AMSL** (1240) (ABOVE THR) | | |
| RAD | 124.380, 125.830 | NEWCASTLE RADAR | | | |
| ATIS | 118.380 | NEWCASTLE ATIS | BEARINGS ARE MAGNETIC | | |




**RECOMMENDED PROFILE** Gradient 5.21%, 317FT/NM

| | | | | |
|---|---|---|---|---|
| **DME I-NWC** | 5 | 4 | 3 | 2 |
| **ALT**(HGT) | **1870**(1631) | **1560**(1321) | **1240**(1001) | **920**(681) |

**MAPt I-NWC DME 0.5**
Climb straight ahead to **2500** then turn right to return to **NDB(L) NT** at **2500** or as directed.




| Aircraft Category | | A | B | C | D |
|---|---|---|---|---|---|
| **OCA** (OCH) | **Procedure** | **620**(381) | **620**(381) | **620**(381) | **620**(381) |
| **VM(C)OCA** (OCH AAL) | **Total Area** | **750**(484) | **840**(574) | **1070**(804) | **1070**(804) |

| Rate of descent | | | | | | |
|---|---|---|---|---|---|---|
| **G/S KT** | 160 | 140 | 120 | 100 | 80 |
| **FT/MIN** | 840 | 740 | 630 | 530 | 420 |

**ALTERNATIVE PROCEDURE** EXTENDED HOLDING PATTERN
Extend outbound leg of holding pattern descending to **2000**(1761). At I-NWC D8.4 turn left to intercept the FAT then continue as for main procedure.

**NOTE 1** Lowest altitude to commence procedure from hold after missed approach is **2500**.
**2** Aircraft will normally be required to hold not lower than **3500**.

**CHANGE (11/24):** SDF TEXT REMOVED FROM NDB NT.

AERO INFO DATE 09 AUG 24 AD 2-EGNT-8-8

# Instrument Approach Procedure Coding Tables

**Newcastle RNP RWY 07 - Instrument Approach Procedure via KUSEG**

| Designator | Sequence Number | Path Term-inator | Waypoint Name | Fly-over | Course/ Track °M (°T) | Turn Direction | Level Constraint | Speed Constraint | Co-ordinates | Remarks and Distance to MAPt |
|---|---|---|---|---|---|---|---|---|---|---|
| R07L | 001 | IF | KUSEG | N | - | - | 4000 | 200 | 550242.68N 0020024.82W | IAF / 14.2NM |
| R07L | 002 | TF | NT07I | N | 156° (155.1°) | LEFT | 2600 | - | 545810.42N 0015645.55W | IF / 9.2NM |
| R07L | 003 | TF | NT07F | N | 066° (065.0°) | - | 2000 | - | 545949.01N 0015037.35W | FAF / 5.3NM |
| R07L | 004 | TF | RW07 | Y | 066° (065.1°) | - | - | - | 550202.35N 0014216.68W | MAPt |
| R07L | 005 | TF | NTM01 | Y | 066° (065.2°) | - | - | 210 | 550407.75N 0013423.02W | - |
| R07L | 006 | CA | - | - | 066° (065.2°) | - | 2000 | 210 | - | - |

**Newcastle RNP RWY 07 - Instrument Approach Procedure via ERUXI**

| Designator | Sequence Number | Path Term-inator | Waypoint Name | Fly-over | Course/ Track °M (°T) | Turn Direction | Level Constraint | Speed Constraint | Co-ordinates | Remarks and Distance to MAPt |
|---|---|---|---|---|---|---|---|---|---|---|
| R07R | 001 | IF | ERUXI | N | - | - | 5500 | 200 | 545019.48N 0015756.18W | IAF / 17.2NM |
| R07R | 002 | TF | NTW04 | N | 360° (359.2°) | RIGHT | 3500 | 200 | 545600.82N 0015804.58W | 11.5NM |
| R07R | 003 | TF | NT07I | N | 020° (019.3°) | RIGHT | 2600 | - | 545810.42N 0015645.55W | IF / 9.2NM |
| R07R | 004 | TF | NT07F | N | 066° (065.0°) | - | 2000 | - | 545949.01N 0015037.35W | FAF / 5.3NM |
| R07R | 005 | TF | RW07 | Y | 066° (065.1°) | - | - | - | 550202.35N 0014216.68W | MAPt |
| R07R | 006 | TF | NTM01 | Y | 066° (065.2°) | - | - | 210 | 550407.75N 0013423.02W | - |
| R07R | 007 | CA | - | - | 066° (065.2°) | - | 2000 | 210 | - | - |

**CHANGE (7/24):** MAG VAR. MAG TRACKS.
AERO INFO DATE 11 APR 24

# Instrument Approach Procedure Coding Tables

**Newcastle RNP RWY 25 - Instrument Approach Procedure via ASGEB**

| Designator | Sequence Number | Path Term-inator | Waypoint Name | Fly-over | Course/ Track °M (°T) | Turn Direction | Level Constraint | Speed Constraint | Co-ordinates | Remarks and Distance to MAPt |
|---|---|---|---|---|---|---|---|---|---|---|
| R25R | 001 | IF | ASGEB | N | - | - | 4000 | 200 | 551057.54N 0012920.76W | IAF / 14.4NM |
| R25R | 002 | TF | SUPIG | N | 156° (155.3°) | RIGHT | 2600 | - | 550624.81N 0012542.12W | IF / 9.4NM |
| R25R | 003 | TF | NT25F | N | 246° (245.4°) | - | 2000 | - | 550444.99N 0013201.83W | FAF / 5.4NM |
| R25R | 004 | TF | RW25 | Y | 246° (245.3°) | - | - | - | 550230.46N 0014030.76W | MAPt |
| R25R | 005 | TF | NTM02 | Y | 246° (245.2°) | - | - | 210 | 550049.86N 0014649.24W | - |
| R25R | 006 | CA | - | - | 246° (245.2°) | - | 2500 | 210 | - | - |

**Newcastle RNP RWY 25 - Instrument Approach Procedure via UPMOP**

| Designator | Sequence Number | Path Term-inator | Waypoint Name | Fly-over | Course/ Track °M (°T) | Turn Direction | Level Constraint | Speed Constraint | Co-ordinates | Remarks and Distance to MAPt |
|---|---|---|---|---|---|---|---|---|---|---|
| R25L | 001 | IF | UPMOP | N | - | - | 4000 | 200 | 550131.69N 0012146.79W | IAF / 14.8NM |
| R25L | 002 | TF | SUPIG | N | 336° (335.3°) | LEFT | 2600 | - | 550624.81N 0012542.12W | IF / 9.4NM |
| R25L | 003 | TF | NT25F | N | 246° (245.4°) | - | 2000 | - | 550444.99N 0013201.83W | FAF / 5.4NM |
| R25L | 004 | TF | RW25 | Y | 246° (245.3°) | - | - | - | 550230.46N 0014030.76W | MAPt |
| R25L | 005 | TF | NTM02 | Y | 246° (245.2°) | - | - | 210 | 550049.86N 0014649.24W | - |
| R25L | 006 | CA | - | - | 246° (245.2°) | - | 2500 | 210 | - | |

**Newcastle RNP RWY 25 - Instrument Approach Procedure via SUPIG**

| Designator | Sequence Number | Path Term-inator | Waypoint Name | Fly-over | Course/ Track °M (°T) | Turn Direction | Level Constraint | Speed Constraint | Co-ordinates | Remarks and Distance to MAPt |
|---|---|---|---|---|---|---|---|---|---|---|
| R25C | 001 | IF | SUPIG | | - | - | 2600 | - | 550624.81N 0012542.12W | IAF / IF / 9.4NM |
| R25C | 002 | TF | NT25F | | 246° (245.4°) | - | 2000 | - | 550444.99N 0013201.83W | FAF / 5.4NM |
| R25C | 003 | TF | RW25 | | 246° (245.3°) | - | - | - | 550230.46N 0014030.76W | MAPt |
| R25C | 004 | TF | NTM02 | | 246° (245.2°) | - | - | 210 | 550049.86N 0014649.24W | - |
| R25C | 005 | CA | - | | 246° (245.2°) | - | 2500 | 210 | - | - |

**CHANGE (7/24):** MAG VAR. MAG TRACKS.

# EGHQ — NEWQUAY

## EGHQ AD 2.1 AERODROME LOCATION INDICATOR AND NAME

EGHQ — NEWQUAY

## EGHQ AD 2.2 AERODROME GEOGRAPHICAL AND ADMINISTRATIVE DATA

| | | |
|---|---|---|
| 1 | ARP coordinates and site at AD | Lat: 502627N Long: 0045943W<br>Mid point of Runway 12/30. |
| 2 | Direction and distance from city | 3.5 NM NE Newquay. |
| 3 | Elevation / Reference temperature / Mean Low Temperature | 390 FT / 18 °C / - |
| 4 | Geoid undulation at AD ELEV PSN | 173 FT |
| 5 | Magnetic Variation / Annual Change | 1.05°W (2022) / 0.20°E |
| 6 | AD Administration<br>Address<br>Telephone<br><br><br>Telefax<br><br>Web address | CORNWALL AIRPORT LTD<br>Newquay Cornwall Airport St Mawgan, Newquay Cornwall TR8 4RQ<br>01637-861301 (ATC)<br>01637-860551 (Executive and GA Full Handling PPR)<br>01637-861744 (General Aviation PPR)<br>01637-860940<br>01637-861352 (ATC)<br>www.cornwallairportnewquay.com |
| 7 | Type of Traffic permitted (IFR/VFR) | IFR/VFR |
| 8 | Remarks | All telephone calls to ATC will be recorded. |

## EGHQ AD 2.3 OPERATIONAL HOURS

| | | |
|---|---|---|
| 1 | AD Administration | Mon-Sat 0645-2130 (0545-2030); Sun 0700-2130 (0600-2030). All other times by arrangement. |
| 2 | Customs and immigration | H24. 24 hours notice required for non-scheduled movements. |
| 3 | Health and sanitation | As AD. |
| 4 | AIS Briefing Office | As AD via Handling Agent or self briefing by Internet site. |
| 5 | ATS Reporting Office (ARO) | As AD. |
| 6 | MET Briefing Office | As AD via Handling Agent or self briefing by Internet site. |
| 7 | ATS | See AD 2.18. |
| 8 | Fuelling | As AD. |
| 9 | Handling | As AD. |
| 10 | Security | As AD. |
| 11 | De-icing | As AD on request. |
| 12 | Remarks | PPR before departure for all non-scheduled movements. For non-scheduled movements between 1700-0900 (1600-0800) PPR to be obtained before 1500 (1400). |

## EGHQ AD 2.4 HANDLING SERVICES AND FACILITIES

| | | |
|---|---|---|
| 1 | Cargo handling facilities | Limited |
| 2 | Fuel and oil types | AVTUR Jet A-1/ F35, AVGAS 100LL |
| 3 | Fuelling facilities/capacity | AVTUR Jet A-1 / F35 100,000 LTS. AVGAS 100LL 20,000 LTS. |
| 4 | De-icing facilities | Available via Airport Operations. |
| 5 | Hangar space for visiting aircraft | Limited. |
| 6 | Repair facilities for visiting aircraft | Limited. STS Aviation (UK CAA/EASA Part 145 Approved).<br>www.stsaviationgroup.com |
| 7 | Remarks | Handling Agents:<br>Fly NQY (GA): Tel: 01637-861744.<br>Weston Aviation (Executive and GA full handling, including military training requests): Tel: 01637-860551 Fax: 01637-860788. |

## EGHQ AD 2.5 PASSENGER FACILITIES

| | | |
|---|---|---|
| 1 | Hotels | In the vicinity. |
| 2 | Restaurants | Cafe (landside and airside), Executive lounge (airside). |
| 3 | Transportation | Buses, Taxis and Car Hire. |
| 4 | Medical facilities | Limited First Aid. |
| 5 | Bank and Post Office | Cash Machine in Terminal |
| 6 | Tourist Office | |
| 7 | Remarks | |

## EGHQ AD 2.6 RESCUE AND FIRE FIGHTING SERVICES

| | | |
|---|---|---|
| 1 | AD category for fire fighting services | RFF Category 6 Mon-Sat 0645-2130 (0545-2030); Sun 0700-2130 (0600-2030). All other times by arrangement.<br>RFF Category 7 accepted under remission.<br>RFF Category 8 and 9 by prior arrangement. |
| 2 | Rescue equipment | 3 x Panther 6 x 6 CA-5. Cutting equipment available. |
| 3 | Capability for removal of disabled aircraft | Limited. |
| 4 | Remarks | |

## EGHQ AD 2.7 SEASONAL AVAILABILITY - CLEARING

| | | |
|---|---|---|
| 1 | Type of clearing equipment | Limited Mechanical, Chemical De-Icing. |
| 2 | Clearance priorities | Standard. |
| 3 | Remarks | |

## EGHQ AD 2.8 APRONS, TAXIWAYS AND CHECK LOCATIONS/POSITIONS DATA

| | | |
|---|---|---|
| 1 | Apron surface and strength | ALPHA APRON<br>Surface: Asphalt/Brick Pavers.<br>PCR 410/F/B/W/U<br><br>ECHO APRON<br>Surface: Concrete<br>PCR 539/R/C/W/U<br><br>FOXTROT APRON<br>Surface: Asphalt<br><br>GOLF APRON<br>Surface: Concrete and asphalt<br>PCR 655/R/C/W/U<br><br>HOTEL APRON<br>Surface: Concrete and asphalt<br>PCR 448/R/C/W/U |
| 2 | Taxiway width, surface and strength | Taxiway ALPHA E OF BRAVO: 23 M<br>Surface: Asphalt<br>PCR 290/F/B/W/U<br><br>Taxiway ALPHA W OF BRAVO: 18 M<br>Surface: Asphalt<br>PCR 410/F/B/W/U<br><br>Taxiway BRAVO: 23 M<br>Surface: Asphalt<br>PCR 410/F/B/W/U<br><br>Taxiway CHARLIE NORTH: 23 M<br>Surface: Asphalt<br>PCR 79/F/C/W/U PCR Value relevant North of Taxiway ALPHA. |

| | | |
|---|---|---|
| | | Taxiway CHARLIE SOUTH: 23 M<br>Surface: Asphalt<br>PCR 290/F/B/W/U<br><br>Taxiway DELTA: 23 M<br>Surface: Asphalt<br>PCR 341/F/B/W/U<br><br>Taxiway ECHO: 23 M<br>Surface: Asphalt<br>PCR 330/F/C/X/U<br><br>Taxiway GOLF: 40 M<br>Surface: Asphalt<br>PCR 290/F/B/W/U<br><br>Taxiway HOTEL: 18 M<br>Surface: Asphalt<br>PCR 315/F/A/W/U |
| 3 | Altimeter checkpoint location and elevation | Alpha Apron 363 FT |
| 4 | VOR checkpoints | |
| 5 | INS checkpoints | |
| 6 | Remarks | |

## EGHQ AD 2.9 SURFACE MOVEMENT GUIDANCE AND CONTROL SYSTEM AND MARKINGS

| | | |
|---|---|---|
| 1 | Use of aircraft stand ID signs, TWY guide lines and visual docking/parking guidance system of aircraft stands | Aircraft classed as higher than Code C parking on ECHO Apron are to shut down on the ECHO taxilane and be towed to parking position under ground crew guidance.<br><br>Aircraft parking stands 18-19 are to follow marshaller guidance.<br><br>Aircraft parking Alpha Apron stands 20-24 are to follow marshaller guidance.<br><br>All engine starts and aircraft manoeuvring on Alpha Apron require ground crew guidance.<br><br>Light aircraft are to be allocated parking by ATC.<br><br>Marshaller guidance on the General Aviation Parking Area may not be available. |
| 2 | Runway and taxiway markings and lighting | Runway marking aid(s):<br>12/30: Runway designation, runway centre-line, runway threshold, fixed distance and touchdown and zone markings. Runway side stripes. Threshold turn-pad centre-line and edge markings with blue edge lights.<br><br>Taxiway light(s):<br>Green centre-line lighting. Yellow/Green lead-on/lead-off lights at runway intersection with taxiways A, B, C, E, G and H, lead-on lights switched with stopbars. Taxiways D and H fitted with catseye markers and reflective signs in addition to centre-line lights. |
| 3 | Stop bars and runway guard lights (if any) | Stop bars at A2, A3, B2, C2, D4, E2, G1 and H1. Also vehicle crossing V(North) and V(South).<br>Runway guard lights at A1, A4, B1, C1, D4, E1, G1 and H1. |
| 4 | Other runway protection measures | |
| 5 | Remarks | WDI (LGTD) - 502623.94N 0045946.34W; 502611.95N 0045914.45W; 502641.48N 0050032.84W. |

# EGHQ AD 2.10 AERODROME OBSTACLES

| In Approach/Take-off areas | | | | | | |
|---|---|---|---|---|---|---|
| **Obstacle ID/ Designation** | **Obstacle Type** | **Obstacle Position** | **Elevation/Height** | | **Obstruction Lighting Type/ Colour** | **Remarks** |
| **1** | **2** | **3** | **4** | | **5** | **6** |
| (EGHQ4386) 12/APPROACH 30/ TAKE-OFF | FENCE | 502651.99N 0050058.49W | 314 FT | 8 FT | No | |
| EGHQ5502) 30/APPROACH 12/ TAKE-OFF | TREE | 502606.74N 0045831.89W | 426 FT | 37 FT | No | |
| (EGHQ4278) 30/APPROACH 12/ TAKE-OFF | TREE | 502606.49N 0045833.76W | 417 FT | 27 FT | No | |
| (EGHQ4843) 30/APPROACH 12/ TAKE-OFF | TREE | 502605.70N 0045825.84W | 430 FT | 43 FT | No | |
| (EGHQ2907) 30/APPROACH 12/ TAKE-OFF | LLZ 30 FFM | 502600.97N 0045834.82W | 413 FT | 23 FT | No | |
| (EGHQ2139) 30/APPROACH 12/ TAKE-OFF | PYLON | 502318.00N 0044852.26W | 926 FT | 86 FT | No | |
| (EGHQ2138) 30/APPROACH 12/ TAKE-OFF | PYLON | 502311.29N 0044839.89W | 1030 FT | 116 FT | No | |
| (EGHQ5095) 30/APPROACH 12/ TAKE-OFF | MAST | 502255.54N 0044934.64W | 1286 FT | 304 FT | Yes Red | |
| (EGHQ4337) 30/APPROACH 12/ TAKE-OFF | WIND TURBINE | 502236.95N 0044820.35W | 1105 FT | 245 FT | No | |
| 30/APPROACH 12/TAKE-OFF | CLAY SPOIL | 502221.03N 0044913.95W | 1094 FT | | No | |
| (EGHQ5098) 30/APPROACH 12/ TAKE-OFF | MAST | 502210.22N 0044929.37W | 1193 FT | 105 FT | Yes Red | |
| (EGHQ4673) 30/APPROACH 12/ TAKE-OFF | WIND TURBINE | 502136.36N 0044949.30W | 970 FT | 256 FT | No | |
| (EGHQ4333) 30/APPROACH 12/ TAKE-OFF | WIND TURBINE | 502125.80N 0044844.00W | 1083 FT | 202 FT | Yes Red | |

| In circling area and at aerodrome | | | | | | |
|---|---|---|---|---|---|---|
| **Obstacle ID/ Designation** | **Obstacle Type** | **Obstacle Position** | **Elevation/Height** | | **Obstruction Lighting Type/ Colour** | **Remarks** |
| **1** | **2** | **3** | **4** | | **5** | **6** |
| (EGHQ4358) | WIND TURBINE | 502853.76N 0045148.00W | 978 FT | 325 FT | No | |
| (EGHQ5545) | MAST LC | 502828.20N 0045956.35W | 530 FT | 218 FT | Yes Red | |
| (EGHQ3815) | WIND TURBINE | 502804.14N 0050036.29W | 402 FT | 112 FT | Yes Red | |
| (EGHQ4327) | WIND TURBINE | 502747.14N 0045723.98W | 830 FT | 327 FT | Yes Red | |
| (EGHQ4329) | WIND TURBINE | 502745.98N 0045738.70W | 842 FT | 328 FT | Yes Red | |
| (EGHQ3816) | WIND TURBINE | 502734.02N 0045616.69W | 605 FT | 111 FT | No | |
| (EGHQ4365) | WIND TURBINE | 502659.73N 0045543.64W | 480 FT | 73 FT | No | |
| (EGHQ2319) | MAST | 502647.57N 0045611.04W | 464 FT | 60 FT | No | |
| (EGHQ4204) | WIND TURBINE | 502525.88N 0044902.79W | 837 FT | 322 FT | Yes Red | |
| (EGHQ5085) | MAST | 502405.65N 0045908.88W | 458 FT | 60 FT | Yes Red | |
| | CLAY SPOIL | 502317.30N 0045043.70W | 908 FT | | No | |
| (EGHQ2103) | PYLON | 502314.95N 0045534.70W | 823 FT | 160 FT | No | |

| In circling area and at aerodrome | | | | | | |
|---|---|---|---|---|---|---|
| **Obstacle ID/ Designation** | **Obstacle Type** | **Obstacle Position** | **Elevation/Height** | | **Obstruction Lighting Type/ Colour** | **Remarks** |
| **1** | **2** | **3** | **4** | | **5** | **6** |
| | CLAY SPOIL | 502301.47N<br>0044936.47W | 1045 FT | | No | |
| (EGHQ4341) | CHIMNEY | 502242.52N<br>0045331.58W | 870 FT | 391 FT | Yes<br>Red | |
| (EGHQ3867) | WIND TURBINE | 502058.83N<br>0050145.58W | 789 FT | 331 FT | Yes<br>Red | |

## EGHQ AD 2.11 METEOROLOGICAL INFORMATION PROVIDED

| | | |
|---|---|---|
| 1 | Associated MET Office | MET OFFICE EXETER |
| 2 | Hours of service<br>MET Office outside hour | H24 |
| 3 | Office responsible for TAF preparation<br>Periods of validity | MET OFFICE EXETER<br>9 hours. |
| 4 | Trend forecast<br>Interval of issuance | |
| 5 | Briefing/consultation provided | Self briefing/internet. |
| 6 | Flight documentation<br>Language(s) used | Charts abbreviated plain language text TAFs/METARs.<br>English. |
| 7 | Charts and other information available for briefing or consultation | www.metoffice.gov.uk |
| 8 | Supplementary equipment available for providing information | |
| 9 | ATS units provided with information | |
| 10 | Additional information (limitation of service, etc.) | ATIS available by telephone 01637-861320 |

## EGHQ AD 2.12 RUNWAY PHYSICAL CHARACTERISTICS

| **Designations RWY Number** | **True bearing** | **Dimensions of RWY** | **Surface of RWY/ SWY/ Strength** | **THR co-ordinates/ THR Geoid undulation** | **THR elevation/ Highest elevation of TDZ of precision APP RWY** | **Slope of RWY/ SWY** |
|---|---|---|---|---|---|---|
| **1** | **2** | **3** | **4** | **5** | **6** | **7** |
| 12 | 120.51° | 2744 x 45 M | RWY surface: Concrete.<br>Grooved Asphalt.<br>PCR 598/F/B/W/U | 502649.34N<br>0050043.25W<br>173.6 FT | THR 306.5 FT<br>TDZ 333.2 FT | |
| 30 | 300.54° | 2744 x 45 M | RWY surface: Concrete.<br>Grooved Asphalt.<br>PCR 598/F/B/W/U | 502609.17N<br>0045856.56W<br>173.4 FT | THR 385.3 FT<br>TDZ 385.3 FT | |

| **SWY Dimensions** | **Clearway Dimensions** | **Strip Dimensions** | **RESA Dimensions, Overshoot / Undershoot** | **Location/ description of arresting system** | **OFZ** | **Remarks** |
|---|---|---|---|---|---|---|
| **8** | **9** | **10** | **11** | **12** | **13** | **14** |
| | 300 x 150 M | 2804 x 280 M | | | | RWY 12<br><br>There are 22 M asphalt shoulders both sides of the marked runway edges. At the thresholds these shoulders form part of the marked turn pads. |
| | 300 x 150 M | 2804 x 280 M | | | | RWY 30<br><br>Landing threshold displaced by 300 M.<br><br>There are 22 M asphalt shoulders both sides of the marked runway edges. At the thresholds these shoulders form part of the marked turn pads. |

## EGHQ AD 2.13 DECLARED DISTANCES

| Runway designator | TORA | TODA | ASDA | LDA | Remarks |
|---|---|---|---|---|---|
| 1 | 2 | 3 | 4 | 5 | 6 |
| 12 | 2637 M | 2937 M | 2637 M | 2637 M | TORA and LDA end 107 M before physical end of pavement for RESA provision. |
| 30 | 2744 M | 3044 M | 2744 M | 2444 M | |
| 12 | 1964 M | 2264 M | 1964 M | | Take-off from Intersection with Taxiway Hotel. |
| 12 | 1940 M | 2240 M | 1940 M | | Take-off from Intersection with Taxiway Bravo 1. |
| 12 | 1823 M | 2123 M | 1823 M | | Take-off from Intersection with Taxiway Golf. |
| 12 | 1272 M | 1572 M | 1272 M | | Take-off from Intersection with Taxiway Charlie 1. |
| 12 | 1247 M | 1547 M | 1247 M | | Take-off from Intersection with Taxiway Echo 1. |
| 30 | 1441 M | 1741 M | 1441 M | | Take-off from Intersection with Taxiway Echo 1. |
| 30 | 1417 M | 1717 M | 1417 M | | Take-off from Intersection with Taxiway Charlie 1. |
| 30 | 873 M | 1173 M | 873 M | | Take-off from Intersection with Taxiway Golf. |
| 30 | 726 M | 1026 M | 726 M | | Take-off from Intersection with Taxiway Bravo 1. |
| 30 | 693 M | 993 M | 693 M | | Take-off from Intersection with Taxiway Hotel. |

## EGHQ AD 2.14 APPROACH AND RUNWAY LIGHTING

| RWY | Approach lighting Type/ Length/ Intensity | Threshold lighting Colour/Wing bars | VASIS/ MEHT/ PAPI/ PAPI Dist from THR | TDZ, lighting Length | Runway Centre Line lighting Length/ Spacing/ Colour/ Intensity | Runway edge lighting Length/ Spacing/ Colour/ Intensity | Runway end lighting Colour/ Wing bars | Stopway lighting Length/ Colour | Remarks |
|---|---|---|---|---|---|---|---|---|---|
| 1 | 2 | 3 | 4 | 5 | 6 | 7 | 8 | 9 | 10 |
| 12 | Centre-line with five crossbars.<br>817 M<br>Light intensity high | Green<br>Light intensity high<br>Uni-directional with HI green wingbars | PAPI<br>Left/3°<br>58 FT<br>313 M | | Full length 15 M spacing<br>Colour coded<br>Light intensity high | Elev HI bi-directional colour coded with LI omni-directional component 60 M spacing | Elev uni-directional<br>Light intensity high | | |
| 30 | Coded centre-line with five crossbars.<br>Supplementary lighting inner 275 M.<br>847 M<br>Light intensity high | Green<br>Light intensity high<br>Uni-directional with HI green elev wingbars | PAPI<br>Left/3°<br>51 FT<br>384 M | 900 M | Full length 15 M spacing<br>Colour coded<br>Light intensity high | Elev HI bi-directional colour coded with LI omni-directional component 60 M spacing | Elev uni-directional<br>Light intensity high | | |

## EGHQ AD 2.15 OTHER LIGHTING, SECONDARY POWER SUPPLY

| | | |
|---|---|---|
| 1 | ABN/IBN location, characteristics and hours of operation | |
| 2 | LDI location and lighting<br>Anemometer location and lighting | Anemometer: LGTD - Runway 12: 502646.48N 0050023.69W; Runway 12/30 (midpoint): 502634.99N 0045951.92W; Runway 30: 502611.76N 0045917.72W. |
| 3 | TWY edge and centre line lighting | CL: Green, and green and amber centre-line lighting, 15 M spacing, on Taxiways A, B, C and E. 30 M spacing on Taxiways D, G and H.<br><br>EDGE: Blue edge lighting on apron. |

| | | |
|---|---|---|
| 4 | Secondary power supply/switch-over time | Yes/1 second. |
| 5 | Remarks | Floodlighting Alpha and Echo Aprons. GA Apron floodlighting by prior arrangement. |

## EGHQ AD 2.16 HELICOPTER LANDING AREA

**INTENTIONALLY BLANK**

## EGHQ AD 2.17 AIR TRAFFIC SERVICES AIRSPACE

| Designation and lateral limits | Vertical Limits | Airspace Class | ATS unit callsign/ language | Transition Altitude | Hours of applicability | Remarks |
|---|---|---|---|---|---|---|
| 1 | 2 | 3 | 4 | 5 | 6 | 7 |
| NEWQUAY ATZ<br>A circle, 2.5 NM radius, centred at 502627N 0045943W on longest notified runway (12/30) | Upper limit: 2000 FT AGL<br>Lower limit: SFC | G | NEWQUAY APPROACH<br>English | 3000 FT | | |

## EGHQ AD 2.18 AIR TRAFFIC SERVICES COMMUNICATION FACILITIES

| Service Designation | Callsign | Channel/ Frequency(MHz) | SATVOICE number(s) | Logon Address | Hours of Operation | Remarks |
|---|---|---|---|---|---|---|
| 1 | 2 | 3 | 4 | 5 | 6 | 7 |
| APP | NEWQUAY APPROACH | 133.405<br>DOC 60 NM/ 20,000 FT. | | | Mon-Sat 0645-2130 (0545-2030); Sun 0700-2130 (0600-2030). All other times by arrangement. | ATZ hours coincident with Approach hours. |
| TWR | NEWQUAY GROUND | 121.955 | | | Only when directed by ATC or by prior arrangement. | |
| | NEWQUAY TOWER | 134.380<br>DOC 40 NM/ 10,000 FT. | | | Mon-Sat 0645-2130 (0545-2030); Sun 0700-2130 (0600-2030). All other times by arrangement. | |
| RADAR | NEWQUAY RADAR | 127.930<br>DOC 60 NM/ 20,000 FT. | | | Only when directed by ATC or by prior arrangement. | |
| ATIS | NEWQUAY INFORMATION | 127.405<br>DOC 60 NM/ 24,500 FT. | | | As directed by ATC and by arrangement. | |
| OTHER | NEWQUAY EMERGENCY | 121.500<br>Emergency frequency. | | | O/R<br>Not continuously monitored. | |
| OTHER | NEWQUAY FIRE | 121.600<br>Non-ATS frequency. | | | Available when Fire vehicle attending aircraft on the ground in an emergency. | |

## EGHQ AD 2.19 RADIO NAVIGATION AND LANDING AIDS

| Type of Aid CAT of ILS/MLS MAG Var/VOR Declination | Ident | Frequency | Hours of Operation | Position of transmitting antenna coordinates | Elevation of DME transmitting antenna | Remarks |
|---|---|---|---|---|---|---|
| 1 | 2 | 3 | 4 | 5 | 6 | 7 |
| ILS/LOC<br>I<br>0.19°W (2027) | INEW | 110.500 MHz | HO | 502601.05N 0045835.04W | | (RWY 12)<br>ILS not to be used without clearance from Newquay ATC. |
| ILS/GP | INEW | 329.600 MHz | HO | 502648.14N 0050028.11W | | 3° ILS Ref Datum Hgt 58 FT. |

| Type of Aid CAT of ILS/MLS MAG Var/VOR Declination | Ident | Frequency | Hours of Operation | Position of transmitting antenna coordinates | Elevation of DME transmitting antenna | Remarks |
|---|---|---|---|---|---|---|
| 1 | 2 | 3 | 4 | 5 | 6 | 7 |
| ILS/LOC<br>III<br>0.21°W (2027) | INWQ | 110.500 MHz | HO | 502658.38N<br>0050107.29W | | (RWY 30)<br>ILS not to be used without clearance from Newquay ATC. |
| ILS/GP | INWQ | 329.600 MHz | HO | 502610.55N<br>0045914.18W | | 3° ILS Ref Datum Hgt 51 FT. |
| NDB (L)<br>0.20°W (2027) | NQY | 347.000 kHz | HO | 502633.16N<br>0045948.03W | | Range 50 NM. |
| ILS/DME | INEW | 42X<br>110.500 MHz | HO | 502632.30N<br>0045947.01W | 365 FT | (RWY 12)<br>On AD.<br>Frequency paired with ILS I-NEW and I-NWQ.<br>Zero range indicated at THR of Runway 12 and 30.<br>DOC 25 NM/10,000 FT.<br>DME error of up to 0.5 NM may occur in the sector 065-075M at or below 3000 FT to range 15 NM. |
| ILS/DME | INWQ | 42X<br>110.500 MHz | HO | 502632.30N<br>0045947.01W | 365 FT | (RWY 30)<br>On AD.<br>Frequency paired with ILS I-NEW and I-NWQ.<br>Zero range indicated at THR of Runway 12 and 30.<br>DOC 25 NM/10,000 FT.<br>DME error of up to 0.5 NM may occur in the sector 065-075M at or below 3000 FT to range 15 NM.<br>On final approach RWY 30, DME not usable below 3000 FT outside 19 NM. |

# EGHQ AD 2.20 LOCAL AERODROME REGULATIONS

## 1 AIRPORT REGULATIONS

a) All persons on the manoeuvring and apron areas at Newquay Airport must wear high visibility clothing at all times. Passengers not wearing high visibility clothing must be escorted by personnel wearing the required clothing.

## 2 GROUND MOVEMENT

a) General Aviation light aircraft 3000 KG MTOW or less, not requiring executive handling will self position on the General Aviation parking area southeast of the control tower. Parking at night will be under ground crew guidance.
b) All aircraft parking on Stands 18-24 and Echo Apron are to follow ground crew guidance.
c) All engine starts and aircraft manoeuvring on Alpha Apron require ground crew guidance.
d) Due to slopes on Echo Apron aircraft Code D and above must shut down on the apron taxi track and be towed to a parking position. Other aircraft will be directed to a parking position by ground crew guidance.
e) All aircraft parked on Echo must be chocked before the crew leave the aircraft.
f) Unless otherwise instructed by ATC: Pilots entering the Golf Apron are to follow the left hand fork. Pilots leaving the Golf Apron are to route via G1.

## 3 CAT II/III OPERATIONS

a) Runway 30 is suitable for Category II/IIIb operations by operators whose minima have been accepted by the Civil Aviation Authority.
b) During Category II/IIIb operations, special ATC procedures (Low Visibility Procedures (LVP)) will be applied. Pilots will be informed when these procedures are in operation by RTF and/or ATIS automatic broadcast.
c) Category II/III Holding Points are A2, B2, C2, A3 and E2 only. Red stopbars and amber/green coded centre-line lights are switched on for runway protection and guidance.
d) Special procedures will be applied to aircraft taxiing via D4, G1 and H1.

## 4 WARNINGS

a) Light aircraft should be aware of the elevated runway edge lights and PAPI for Runway 12/30.
b) Pilots are advised that bird concentrations may be present in agricultural areas on approaches to runways. Deterrent measures within the airport boundary are carried out by a Bird Control Unit and pilots may be requested by ATC to delay departure or arrival if bird concentrations within the BCU's area of control prove difficult to disperse.
c) Pilots are warned of the possibility of terrain induced turbulence and wind shear effects when landing on Runway 12 or 30.

d) From its junction with Taxiway Charlie to 650 M short of holding point Alpha 3, Taxiway Alpha exceeds the required transverse and longitudinal slopes. Advisory warning signs are positioned at the beginning and end of the up and down slope. Pilots are to exercise caution in this area especially in conditions of surface contamination or when following other aircraft.
e) Aircraft on instrument approach to Runway 30 or climb out from Runway 12 may experience a smell of burning due to a waste incinerator to the south of the FAT.
f) Overall runway longitudinal slope 1.17%. Maximum variation 1.3% located 1200 M from start of Rwy 30 TORA.
g) Runway 30 sight distance 841 M from runway end or 541 M from 30 threshold.
h) Taxiway Delta from Echo to Runway 30 threshold not suitable for use by aircraft.
i) Due to 24 hour SAR helicopter operations ILS I-NWQ and ILS I-NEW are not to be used without positive clearance from Newquay ATC.
j) Instrument approaches to Runway 12 require approximately 20 NM flight over water. Pilots of single engine aircraft are advised to carry appropriate safety equipment.

### 5 HELICOPTER OPERATIONS

a) Light helicopters may operate direct to their indicated landing position. The route to the landing position MUST avoid overflying the Terminal, terminal car parks, Carnanton House and RAF St Mawgan domestic site.
b) Helicopters are not to cross the runway or enter the runway strip (150 M either side of runway centre-line), without positive ATC clearance.
c) Heavy helicopters (SK61, Puma/Tiger etc) will be integrated into the fixed wing circuit and approach to the runway. After landing heavy helicopters may request ground or air taxi subject to landing gear fitted via the taxiways to their parking position.
d) Marked helicopter landing spots are for use by authorised operators only, unless specifically directed by ATC.

### 6 USE OF RUNWAYS

Not applicable

### 7 TRAINING

a) Training by jet aircraft or aircraft of more than 17,000 KG MTOW not accepted on UK Public Holidays.
b) Military training approach requests to be directed to Weston Aviation, Tel: 01637-860551. For other military operation requests contact Newquay Operations, Tel: 01637-861055.

## EGHQ AD 2.21 NOISE ABATEMENT PROCEDURES

a) **Departures**

i. Runway 30: Aircraft less than 5700 kg MTOW: Climb straight ahead until above 1000 ft aal before turning on track. Avoid overflying Newquay Town or any built up area as much as possible. Instructions for an earlier turn may be given by ATC if traffic or weather conditions dictate.

Aircraft 5700 kg or more: Climb straight ahead until above 2000 ft agl or across the coast before turning on track.

ii. Runway 12: Aircraft less than 5700 kg MTOW: Climb straight ahead until above 1000 ft aal before turning on track. Avoid overflying Newquay Town or any built up area as much as possible. Instructions for an earlier turn may be given by ATC if traffic or weather conditions dictate.

Aircraft 5700 kg or more: Climb straight ahead until above 2000 ft aal.

b) **Arrivals**

i. Jet aircraft must not join the final approach track to either runway at a height of less than 1500 ft agl, except that jet aircraft carrying out visual circuit training may descend from 1500 ft agl on base leg and join the final approach track not less than 1000 ft aal.
ii. Propeller driven aircraft of more than 5700 kg MTWA must not join the final approach track to any runway at a height of less than 1000 ft aal.
iii. Unless otherwise instructed by ATC, aircraft using the ILS in IMC or VMC shall not descend below the height specified above before intercepting the glide path nor thereafter fly below it. Aircraft approaching without assistance from ILS or radar shall follow a descent path which will not result in it being at any time lower than the approach path which would be followed by an aircraft using the ILS glidepath.

## EGHQ AD 2.22 FLIGHT PROCEDURES

### 1 INSTRUMENT APPROACH PROCEDURES

a) Instrument Approach Procedures (IAP) for this aerodrome are established outside controlled airspace. See ENR 1.5.

### 2 PROCEDURES FOR INBOUND AIRCRAFT

a) Recommended routes from the Airways System. Aircraft above FL 100 are recommended to contact Western Radar.

| Approach from | Via | Route |
|---|---|---|
| Northeast | N92 | EXMOR - NQY |
| East | L620 | DAWLY - NQY |
| Southeast | N864 | BHD - NQY |
| West | | LND - NQY |
| Southwest | | DCT - NQY |

b) Inbound aircraft from other than Airways System

i. Aircraft inbound to Newquay from the London FIR may route direct towards the aerodrome. To avoid any commercial traffic it is recommended that an initial call be made 10 minutes before ETA, or at least 10 NM from the aerodrome
ii. Traffic inbound from Bodmin, Truro and Perranporth aerodromes are to call before setting heading towards Newquay.
iii. Inbound aircraft to contact Newquay Approach on 133.405 MHz unless otherwise instructed.

### 3 RADIO COMMUNICATIONS FAILURE

a) In the event of complete radio communications failure in an aircraft the pilot will adopt the appropriate procedure notified at ENR 1.1 paragraph 3.4.

## EGHQ AD 2.23 ADDITIONAL INFORMATION

Not applicable

## EGHQ AD 2.24 CHARTS RELATED TO AN AERODROME

AERODROME CHART - ICAO
AD 2.EGHQ-2-1
AIRCRAFT PARKING/DOCKING CHART - ICAO
AD 2.EGHQ-2-2
ATC SURVEILLANCE MINIMUM ALTITUDE CHART - ICAO
AD 2.EGHQ-5-1
INSTRUMENT APPROACH CHART ILS/DME/NDB(L) RWY 12 - ICAO
AD 2.EGHQ-8-1
INSTRUMENT APPROACH CHART LOC/DME/NDB(L) RWY 12 - ICAO
AD 2.EGHQ-8-2
INSTRUMENT APPROACH CHART SRA RTR 2 NM RWY 12 - ICAO
AD 2.EGHQ-8-3
INSTRUMENT APPROACH CHART NDB (L)/DME RWY 12 - ICAO
AD 2.EGHQ-8-4
INSTRUMENT APPROACH CHART ILS/DME/NDB(L) RWY 30 - ICAO
AD 2.EGHQ-8-5
INSTRUMENT APPROACH CHART LOC/DME/NDB(L) RWY 30 - ICAO
AD 2.EGHQ-8-6
INSTRUMENT APPROACH CHART SRA RTR 2 NM RWY 30 - ICAO
AD 2.EGHQ-8-7
INSTRUMENT APPROACH CHART NDB(L)/DME RWY 30 - ICAO
AD 2.EGHQ-8-8

## EGHQ AD 2.25 VISUAL SEGMENT SURFACE (VSS) PENETRATION

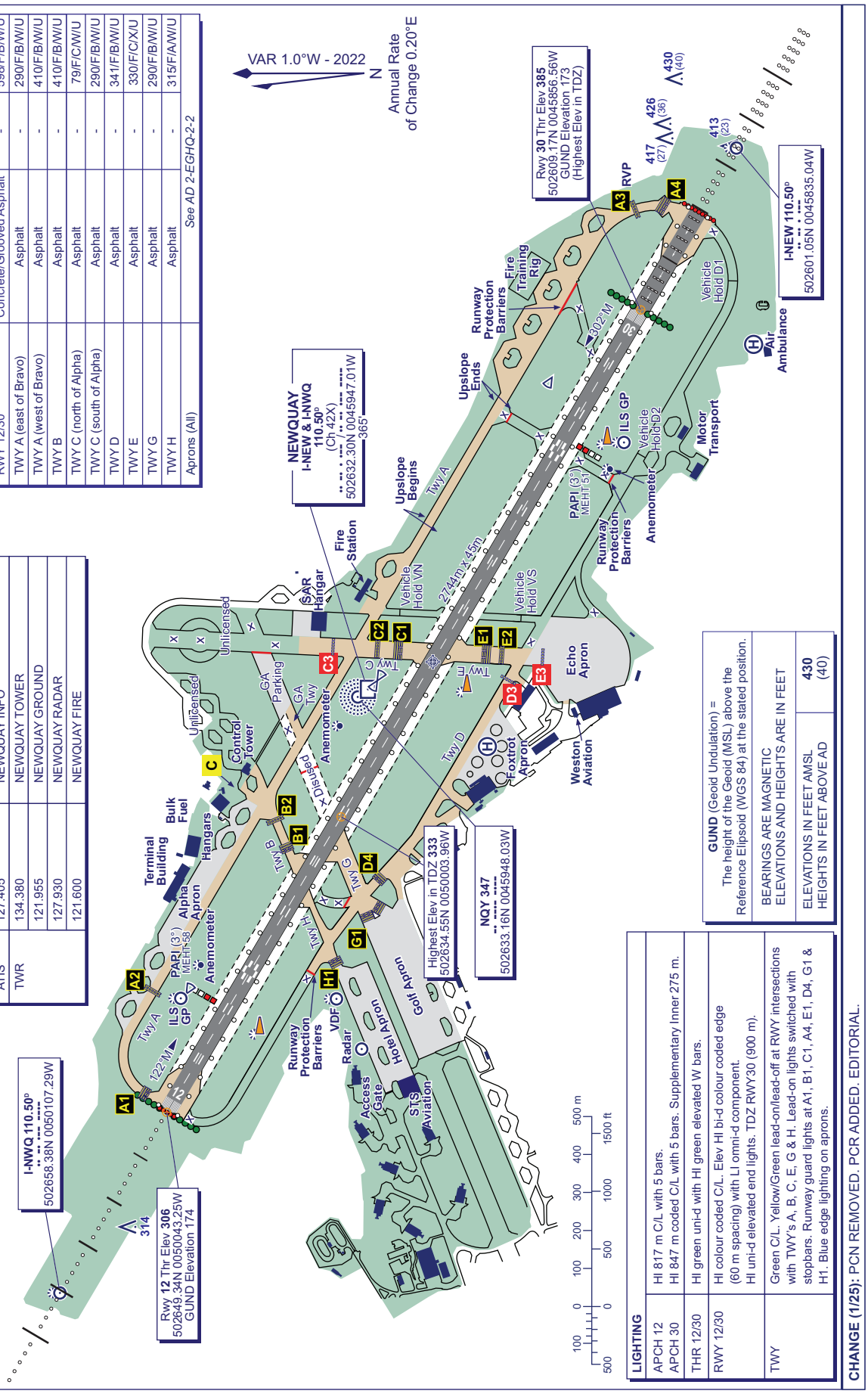
Not applicable

# NEWQUAY EGHQ

AERODROME CHART - ICAO

ARP 502627N 0045943W

AD ELEV 390FT




| COM | | |
|---|---|---|
| APP | 133.405 | NEWQUAY APPROACH |
| ATIS | 127.405 | NEWQUAY INFO |
| TWR | 134.380 | NEWQUAY TOWER |
| | 121.955 | NEWQUAY GROUND |
| | 127.930 | NEWQUAY RADAR |
| | 121.600 | NEWQUAY FIRE |

| RUNWAY/TAXIWAY/APRON PHYSICAL CHARACTERISTICS | | | |
|---|---|---|---|
| RWY / TWY / APRON | SURFACE | PCN | PCR |
| RWY 12/30 | Concrete/Grooved Asphalt | - | 598/F/B/W/U |
| TWY A (east of Bravo) | Asphalt | - | 290/F/B/W/U |
| TWY A (west of Bravo) | Asphalt | - | 410/F/B/W/U |
| TWY B | Asphalt | - | 410/F/B/W/U |
| TWY C (north of Alpha) | Asphalt | - | 79/F/C/W/U |
| TWY C (south of Alpha) | Asphalt | - | 290/F/B/W/U |
| TWY D | Asphalt | - | 341/F/B/W/U |
| TWY E | Asphalt | - | 330/F/C/X/U |
| TWY G | Asphalt | - | 290/F/B/W/U |
| TWY H | Asphalt | - | 315/F/A/W/U |
| Aprons (All) | See AD 2-EGHQ-2-2 | | |

| LIGHTING | |
|---|---|
| APCH 12<br>APCH 30 | HI 817 m C/L with 5 bars.<br>HI 847 m coded C/L with 5 bars. Supplementary Inner 275 m. |
| THR 12/30 | HI green uni-d with HI green elevated W bars. |
| RWY 12/30 | HI colour coded C/L. Elev HI bi-d colour coded edge (60 m spacing) with LI omni-d component.<br>HI uni-d elevated end lights. TDZ RWY30 (900 m). |
| TWY | Green C/L. Yellow/Green lead-on/lead-off at RWY intersections with TWY's A, B, C, E, G & H. Lead-on lights switched with stopbars. Runway guard lights at A1, B1, C1, A4, E1, D4, G1 & H1. Blue edge lighting on aprons. |

**GUND** (Geoid Undulation) = The height of the Geoid (MSL) above the Reference Ellipsoid (WGS 84) at the stated position.

BEARINGS ARE MAGNETIC
ELEVATIONS AND HEIGHTS ARE IN FEET

| ELEVATIONS IN FEET AMSL | 430 |
|---|---|
| HEIGHTS IN FEET ABOVE AD | (40) |

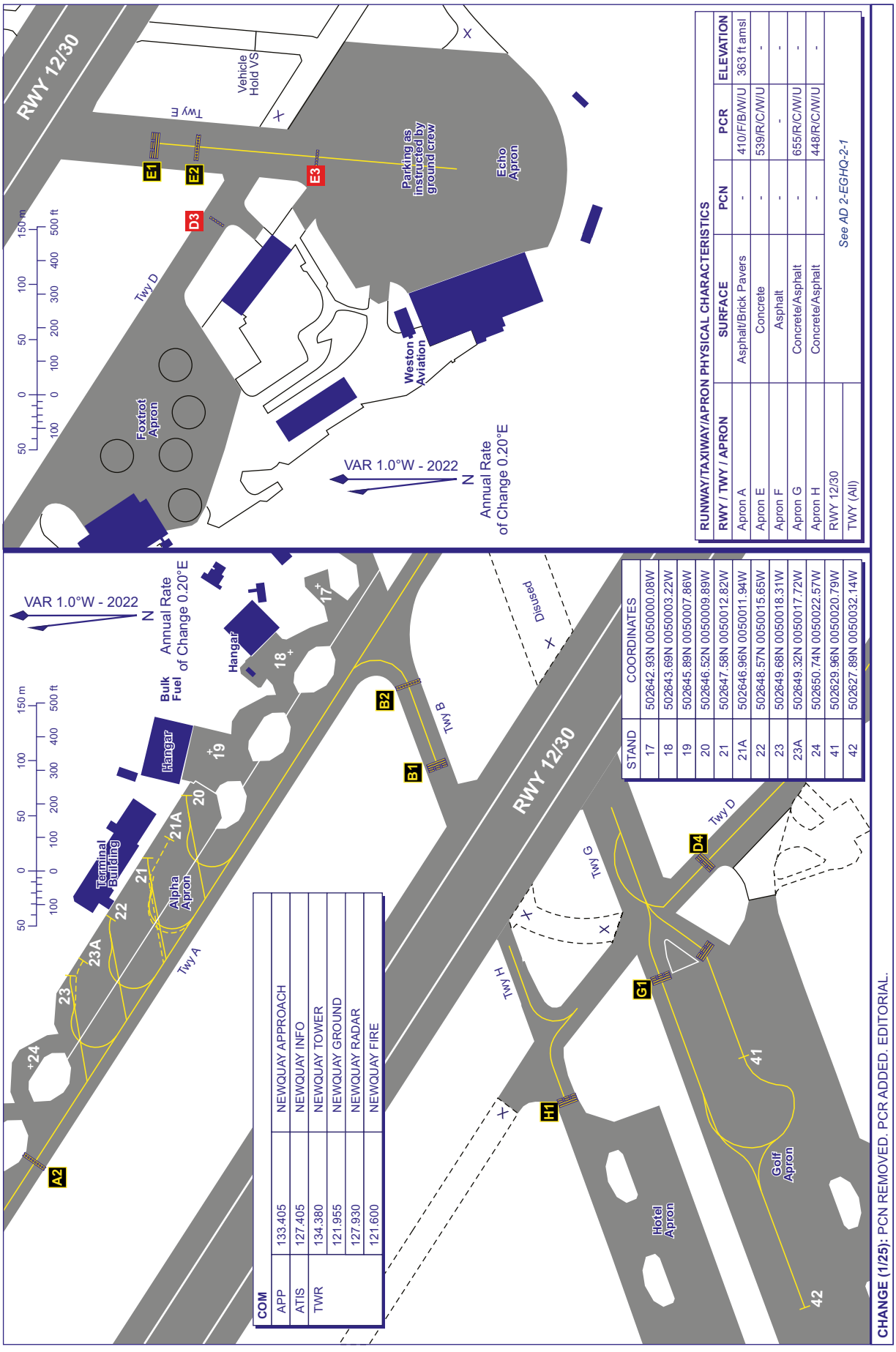
**CHANGE (1/25):** PCN REMOVED. PCR ADDED. EDITORIAL.

# AIRCRAFT PARKING/DOCKING CHART - ICAO

## NEWQUAY EGHQ

ARP 502627N 0045943W

AD ELEV 390FT




| RUNWAY/TAXIWAY/APRON PHYSICAL CHARACTERISTICS | | | | |
|---|---|---|---|---|
| RWY / TWY / APRON | SURFACE | PCN | PCR | ELEVATION |
| Apron A | Asphalt/Brick Pavers | - | 410/F/B/W/U | 363 ft amsl |
| Apron E | Concrete | - | 539/R/C/W/U | - |
| Apron F | Asphalt | - | - | - |
| Apron G | Concrete/Asphalt | - | 655/R/C/W/U | - |
| Apron H | Concrete/Asphalt | - | 448/R/C/W/U | - |
| RWY 12/30 | *See AD 2-EGHQ-2-1* | | | |
| TWY (All) | | | | |

| COM | | |
|---|---|---|
| APP | 133.405 | NEWQUAY APPROACH |
| ATIS | 127.405 | NEWQUAY INFO |
| TWR | 134.380 | NEWQUAY TOWER |
| | 121.955 | NEWQUAY GROUND |
| | 127.930 | NEWQUAY RADAR |
| | 121.600 | NEWQUAY FIRE |

| STAND | COORDINATES |
|---|---|
| 17 | 502642.93N 0050000.08W |
| 18 | 502643.69N 0050003.22W |
| 19 | 502645.89N 0050007.86W |
| 20 | 502646.52N 0050009.89W |
| 21 | 502647.58N 0050012.82W |
| 21A | 502646.96N 0050011.94W |
| 22 | 502648.57N 0050015.65W |
| 23 | 502649.68N 0050018.31W |
| 23A | 502649.32N 0050017.72W |
| 24 | 502650.74N 0050022.57W |
| 41 | 502629.96N 0050020.79W |
| 42 | 502627.89N 0050032.14W |

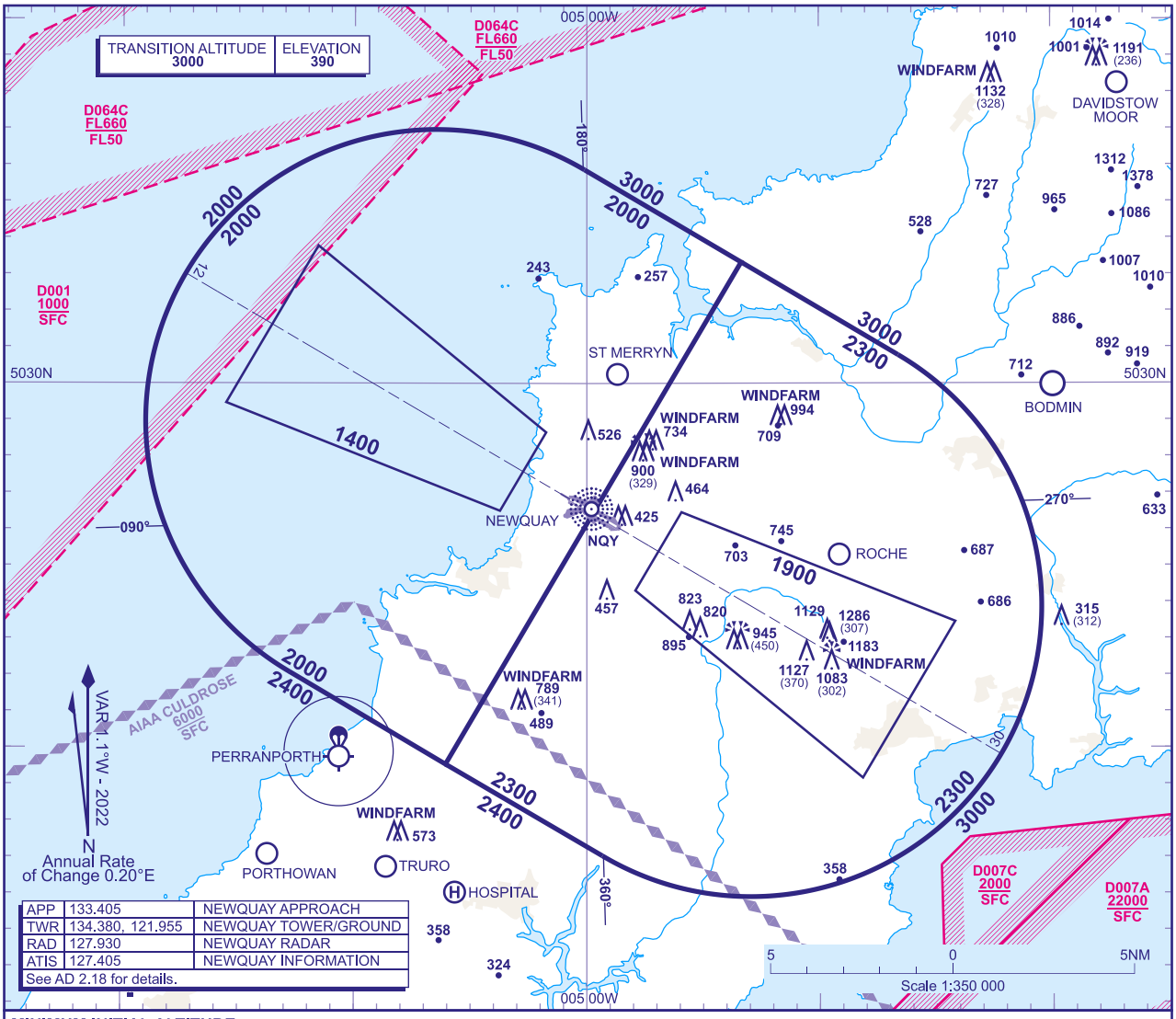
**CHANGE (1/25):** PCN REMOVED. PCR ADDED. EDITORIAL.

AERO INFO DATE 18 NOV 24

# ATC SURVEILLANCE MINIMUM ALTITUDE CHART - ICAO

BEARINGS, TRACKS AND RADIALS ARE MAGNETIC
ELEVATIONS IN FEET AMSL 1355
HEIGHTS IN FEET AGL (576)

## NEWQUAY




| | | |
|---|---|---|
| APP | 133.405 | NEWQUAY APPROACH |
| TWR | 134.380, 121.955 | NEWQUAY TOWER/GROUND |
| RAD | 127.930 | NEWQUAY RADAR |
| ATIS | 127.405 | NEWQUAY INFORMATION |
| See AD 2.18 for details. | | |

### MINIMUM INITIAL ALTITUDE

Within the ATC Surveillance Minimum Altitude area the minimum initial altitude to be allocated by the approach surveillance controller is:

a) **2300** in the sector defined by the lateral limits; 503320N 0045321W - 503047N 0044636W thence clockwise by an arc of a circle radius 8NM centred on 502351N 0045300W to 501702N 0045920W - 501933N 0050604W - 503320N 0045321W.

b) **2000** in the sector defined by the lateral limits; 503552N 0050006W - 503320N 0045321W - 501933N 0050604W - 502205N 0051246W thence clockwise by an arc of a circle radius 8NM centred on 502859N 0050628W - 503552N 0050006W.

### OUTSIDE THE DESIGNATED ATC SURVEILLANCE MINIMUM ALTITUDE AREA

The minimum altitude to be allocated by the approach surveillance controller will be either the Minimum Sector Altitude, or **1000** above any fixed obstacles:

a) within 5NM of the aircraft*, and

b) within the sector 15NM ahead of and within 20° either side of the aircraft's track*.

*When the aircraft is within 15NM of the radar antennae, the 5NM in a) and the 15NM in b) may be reduced to 3NM and 10NM respectively.

### LOSS OF COMMUNICATION PROCEDURES

**Initial Approach**

Continue visually or by means of an appropriate approved final approach aid. If not possible proceed at **2500**, or last assigned level if higher to **NDB(L) NQY**†.

**Intermediate and Final Approach**

Continue visually or by means of an appropriate final approach aid. If not possible follow the Missed Approach Procedure to **NDB(L) NQY**†.

† In all cases where the aircraft returns to the holding facility the procedure to be adopted is the Radio Failure Procedure detailed at ENR 1.1.3.

### GENERAL INFORMATION

1. Levels shown are based on QNH.
2. Only significant obstacles and dominant spot heights are shown.
3. The minimum levels shown within the ATC Surveillance Minimum Altitude Area are in conformance with the Standard European Rules of the Air - SERA.5015.
4. Minimum Sector Altitudes are based on obstacles and spot heights within 25NM of the Aerodrome Reference Point.
5. Controlled airspace with a base in excess of **5000** or FL55, as appropriate, is not shown.
6. The ATC Surveillance service is provided by Primary and/or Secondary Radar equipment.
7. **This chart should only be used for the cross-checking of assigned altitudes whilst in receipt of an ATC Surveillance service.**
8. **When vectoring an aircraft within the Final Approach Vectoring Area descent clearance below the SMAA to the FAVA altitude may only be issued if the aircraft is either established on the final approach track or on an intercept of 40° or less, and in the case of instrument approaches other than SRA is cleared to intercept the final approach track.**

**CHANGE (4/25):** BODMIN PARACHUTE SITE REMOVED. HOSPITAL HELI SITE ADDED.

AERO INFO DATE 03 FEB 25

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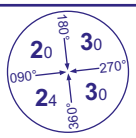
# INSTRUMENT APPROACH CHART - ICAO

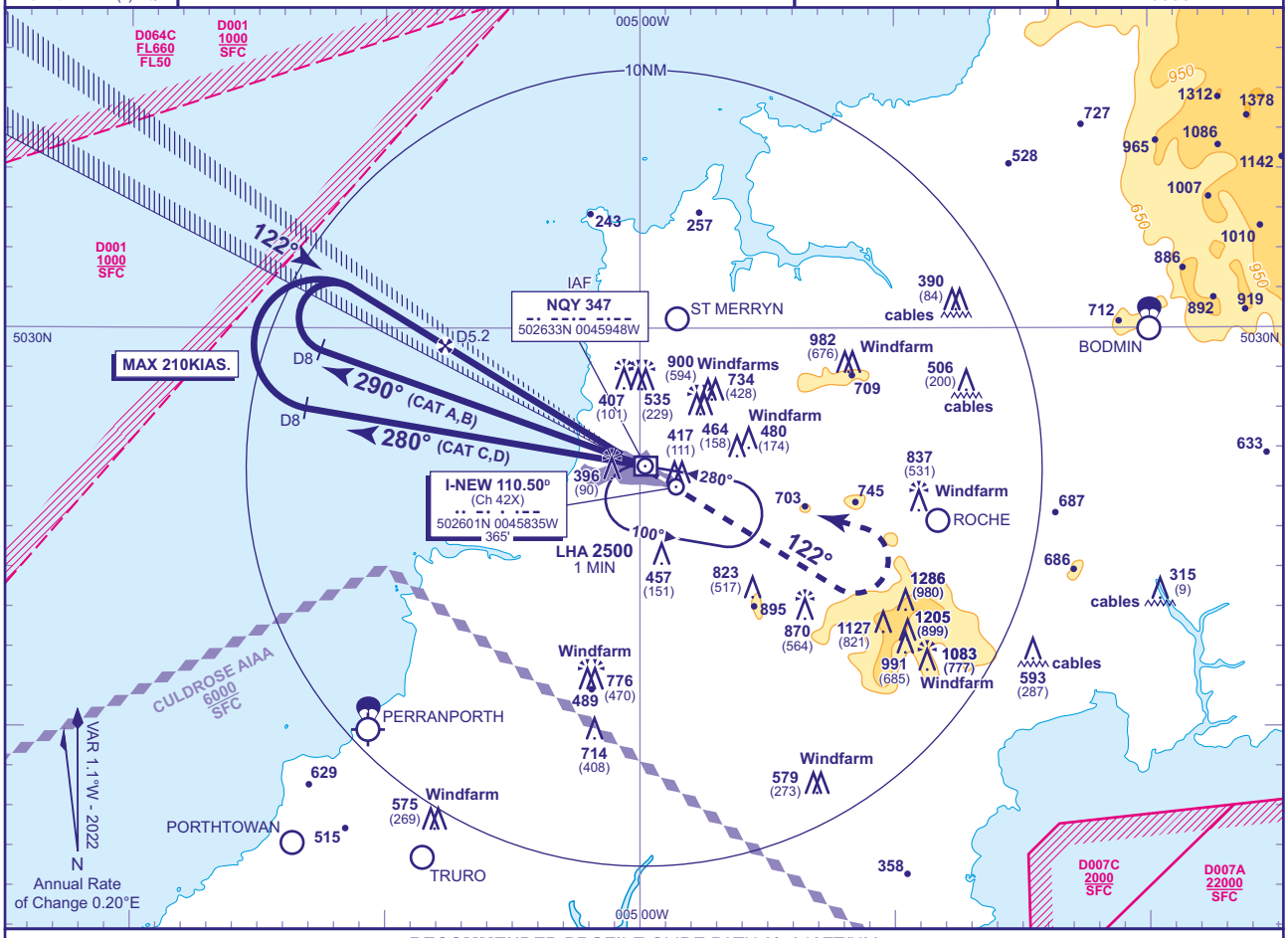
## NEWQUAY
## ILS/DME/NDB(L)
## RWY 12
(ACFT CAT A,B,C,D)




MSA 25NM NDB(L) NQY

| | | | | | |
|---|---|---|---|---|---|
| APP | 133.405 | NEWQUAY APPROACH | AD ELEVATION | 390 | |
| TWR | 134.380 | NEWQUAY TOWER | THR ELEVATION | 306 | |
| RAD | 127.930 | NEWQUAY RADAR | OBSTACLE ELEVATION | 1286 AMSL (980) (ABOVE THR) | |
| ATIS | 127.405 | NEWQUAY INFORMATION | BEARINGS ARE MAGNETIC | | |

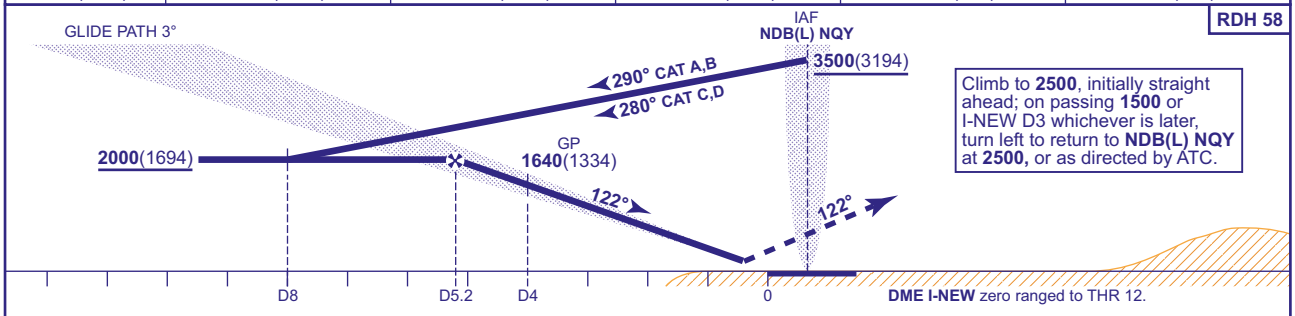
TRANSITION ALTITUDE **3000**




**RECOMMENDED PROFILE** GLIDE PATH 3°, 318FT/NM

| DME I-NEW | 5 | 4 | 3 | 2 | 1 |
|---|---|---|---|---|---|
| ALT(HGT) | **1960**(1654) | **1640**(1334) | **1320**(1014) | **1000**(694) | **680**(374) |

**RDH 58**




Climb to **2500**, initially straight ahead; on passing **1500** or I-NEW D3 whichever is later, turn left to return to **NDB(L) NQY** at **2500,** or as directed by ATC.

| Aircraft Category | | A | B | C | D |
|---|---|---|---|---|---|
| OCA (OCH) | CAT I | **460**(154) | **470**(164) | **481**(175) | **493**(187) |
| VM(C)OCA (OCH AAL) | Total Area | **790**(400) | **1200**(810) | **1330**(940) | **1330**(940) |

| Rate of descent | G/S KT | 160 | 140 | 120 | 100 | 80 |
|---|---|---|---|---|---|---|
| | FT/MIN | 850 | 740 | 640 | 530 | 420 |

**AIRCRAFT UNABLE TO RECEIVE DME**
Advise ATC and continue as for normal procedure, Radar Ranges will be provided at 8NM outbound and at 4NM inbound.

**NOTE** ATC will normally require aircraft to hold no lower than **3500.**

**CHANGE (6/24):** OCA(OCH) CAT A TO D INCREASE.

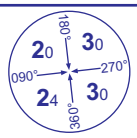
AERO INFO DATE 14 MAR 24

AD 2-EGHQ-8-1

## INSTRUMENT APPROACH CHART - ICAO

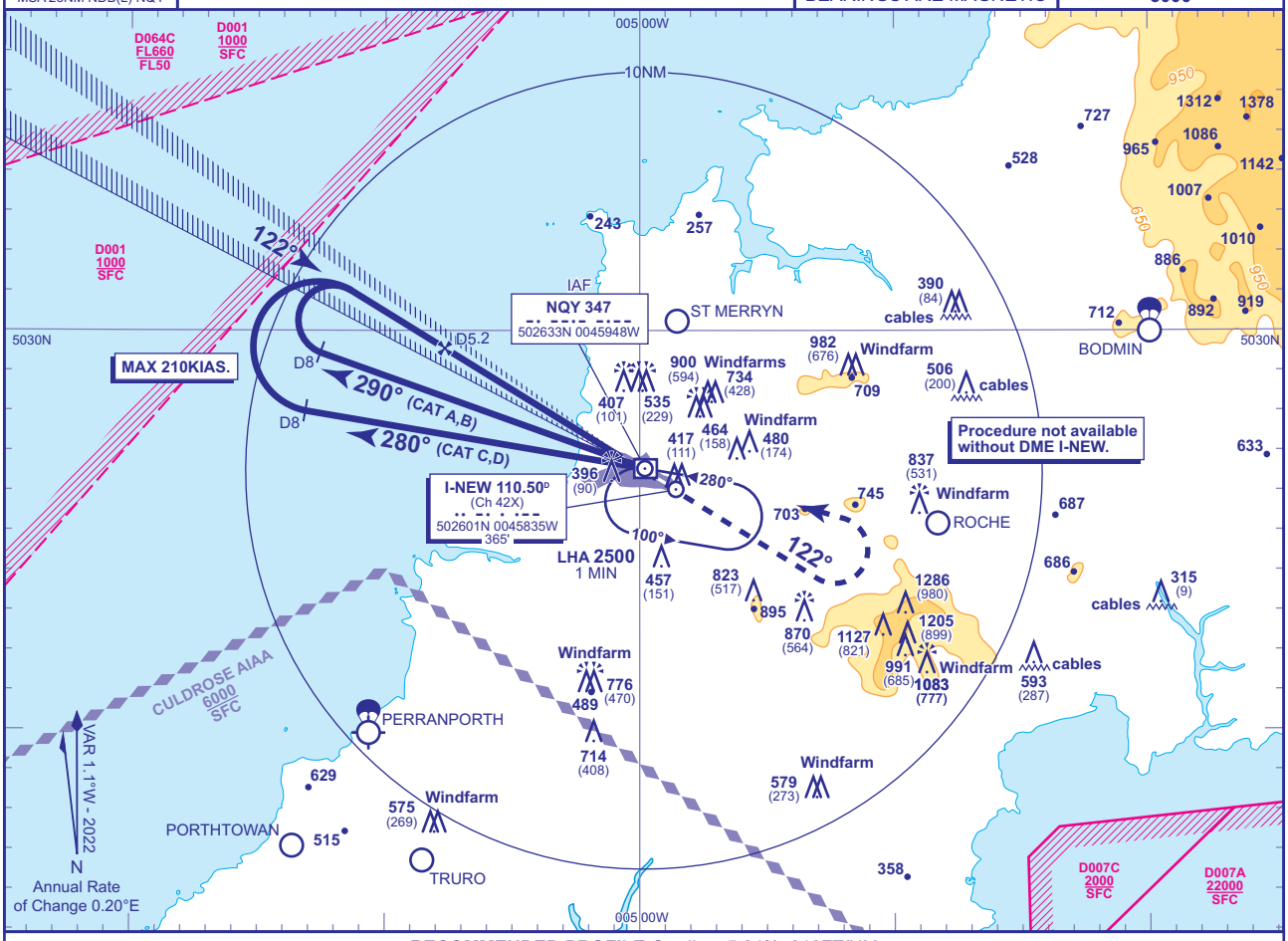
# NEWQUAY LOC/DME/NDB(L) RWY 12

(ACFT CAT A,B,C,D)



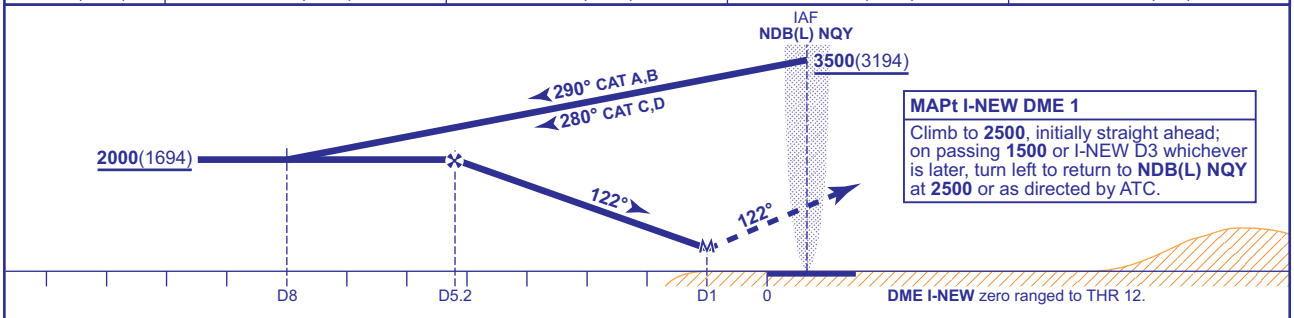

MSA 25NM NDB(L) NQY

| | | | | | |
|---|---|---|---|---|---|
| APP | 133.405 | NEWQUAY APPROACH | AD ELEVATION | **390** | TRANSITION ALTITUDE **3000** |
| TWR | 134.380 | NEWQUAY TOWER | THR ELEVATION | **306** | |
| RAD | 127.930 | NEWQUAY RADAR | OBSTACLE ELEVATION **1286 AMSL** (980) (ABOVE THR) | | |
| ATIS | 127.405 | NEWQUAY INFORMATION | BEARINGS ARE MAGNETIC | | |




**RECOMMENDED PROFILE** Gradient 5.24%, 318FT/NM

| **DME I-NEW** | 5 | 4 | 3 | 2 |
|---|---|---|---|---|
| **ALT**(HGT) | **1960**(1654) | **1640**(1334) | **1320**(1014) | **1000**(694) |




**MAPt I-NEW DME 1**

Climb to **2500**, initially straight ahead; on passing **1500** or I-NEW D3 whichever is later, turn left to return to **NDB(L) NQY** at **2500** or as directed by ATC.

| **Aircraft Category** | | **A** | **B** | **C** | **D** |
|---|---|---|---|---|---|
| **OCA** (OCH) | **Procedure** | **680**(374) | **680**(374) | **680**(374) | **680**(374) |
| **VM(C)OCA** (OCH AAL) | **Total Area** | **790**(400) | **1200**(810) | **1330**(950) | **1330**(950) |

| **Rate of descent** | **G/S KT** | 160 | 140 | 120 | 100 | 80 |
|---|---|---|---|---|---|---|
| | **FT/MIN** | 850 | 740 | 640 | 530 | 420 |

**NOTE** ATC will normally require aircraft to hold no lower than **3500.**

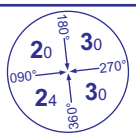
**CHANGE (6/24):** OCA(OCH) CAT A TO D INCREASE.

AERO INFO DATE 14 MAR 24

AD 2-EGHQ-8-2

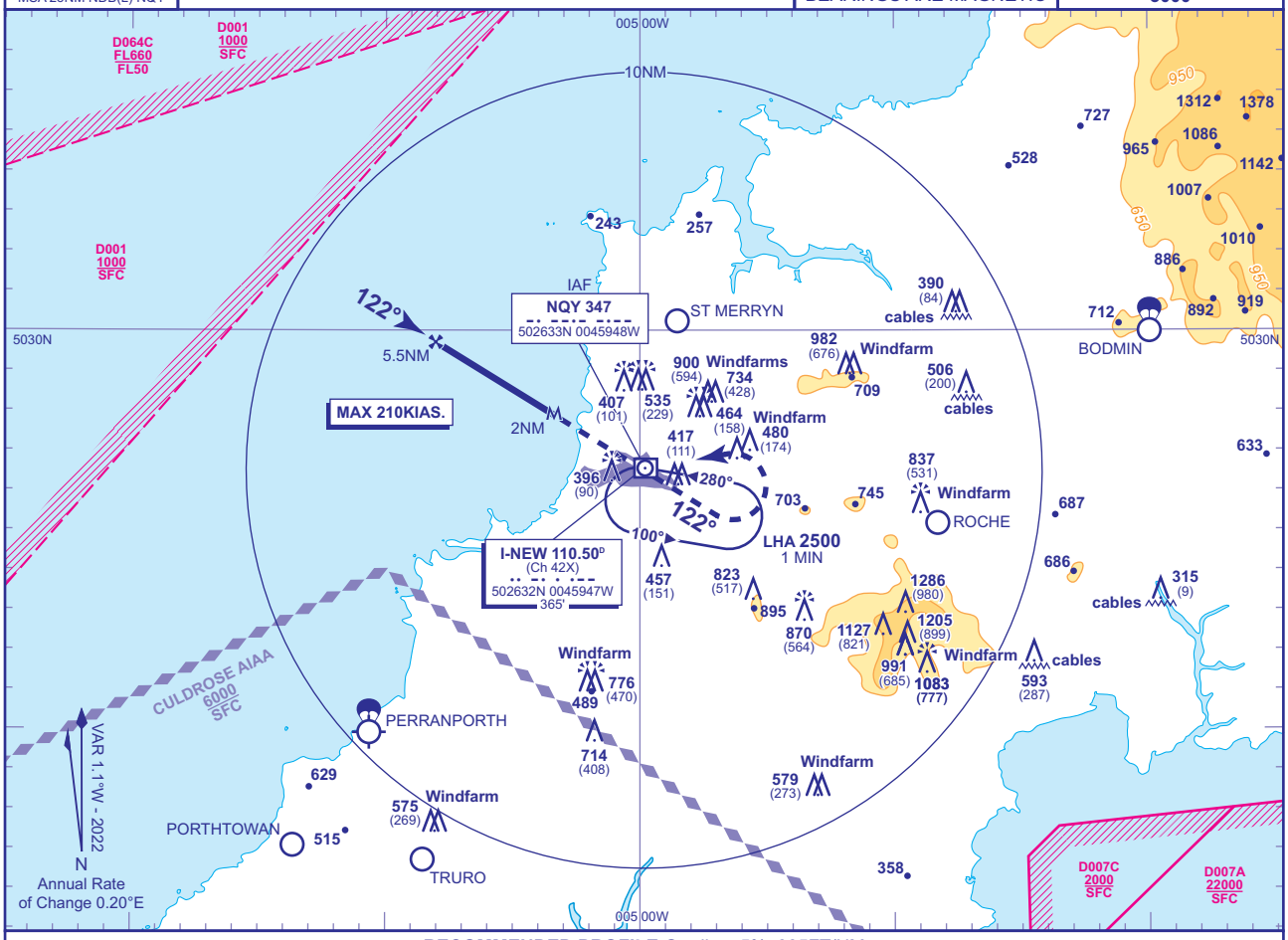
# INSTRUMENT APPROACH CHART - ICAO

## NEWQUAY SRA RTR 2NM RWY 12
(ACFT CAT A,B,C,D)



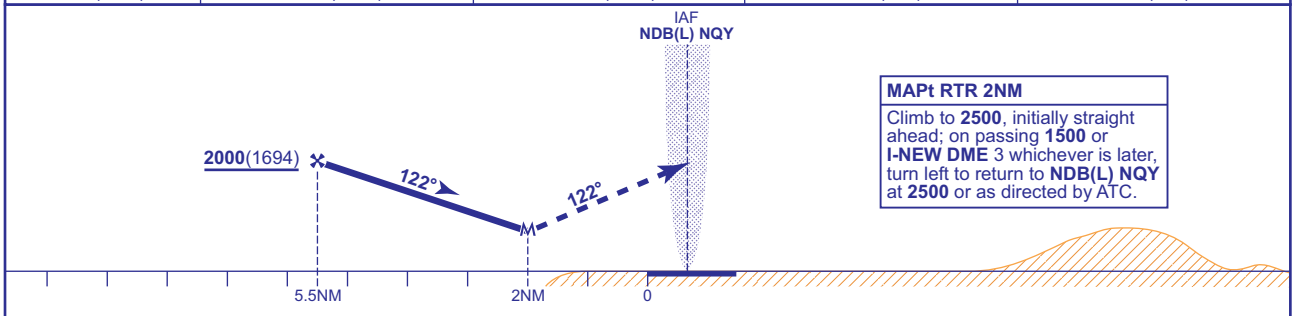

MSA 25NM NDB(L) NQY

| | | | | | |
|---|---|---|---|---|---|
| APP | 133.405 | NEWQUAY APPROACH | AD ELEVATION | 390 | TRANSITION ALTITUDE 3000 |
| TWR | 134.380 | NEWQUAY TOWER | THR ELEVATION | 306 | |
| RAD | 127.930 | NEWQUAY RADAR | OBSTACLE ELEVATION 1286 AMSL (980) (ABOVE THR) | | |
| ATIS | 127.405 | NEWQUAY INFORMATION | BEARINGS ARE MAGNETIC | | |




**RECOMMENDED PROFILE** Gradient 5%, 305FT/NM

| NM (Radar Ranges) | 5 | 4 | 3 | 2 |
|---|---|---|---|---|
| ALT(HGT) | **1880**(1574) | **1580**(1274) | **1270**(964) | **970**(664) |




**MAPt RTR 2NM**

Climb to **2500**, initially straight ahead; on passing **1500** or **I-NEW DME** 3 whichever is later, turn left to return to **NDB(L) NQY** at **2500** or as directed by ATC.

| Aircraft Category | | A | B | C | D |
|---|---|---|---|---|---|
| OCA (OCH) | Procedure | **960**(654) | **960**(654) | **960**(654) | **960**(654) |
| VM(C)OCA (OCH AAL) | Total Area | **960**(570) | **1200**(810) | **1330**(940) | **1330**(940) |

| Rate of descent | G/S KT | 160 | 140 | 120 | 100 | 80 |
|---|---|---|---|---|---|---|
| | FT/MIN | 810 | 710 | 610 | 510 | 410 |

**NOTE** 1 ATC will normally require aircraft to hold no lower than **3500.**
2 Radar Ranges are to the threshold of RWY 12.

**CHANGE (6/24):** VM(C)OCA(OCH AAL) CAT A INCREASE.

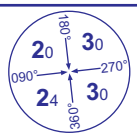
AERO INFO DATE 14 MAR 24

AD 2-EGHQ-8-3

## INSTRUMENT APPROACH CHART - ICAO

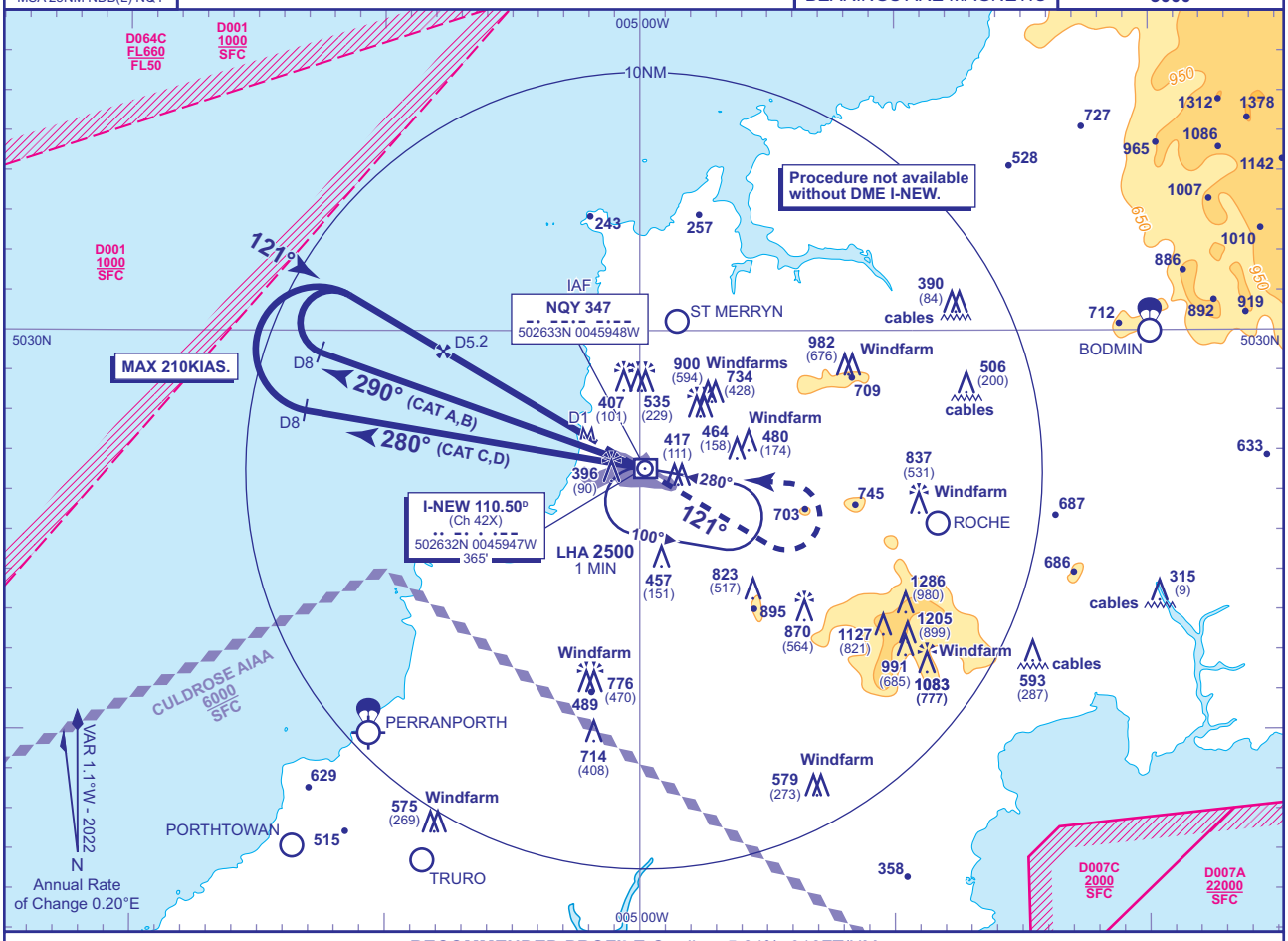
# NEWQUAY NDB(L)/DME RWY 12

(ACFT CAT A,B,C,D)



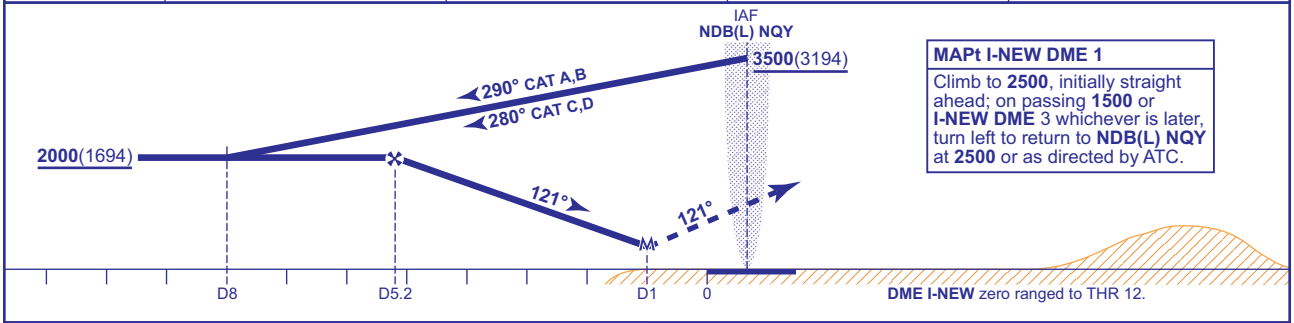

MSA 25NM NDB(L) NQY

| | | | | | |
|---|---|---|---|---|---|
| APP | 133.405 | NEWQUAY APPROACH | AD ELEVATION | **390** | TRANSITION ALTITUDE **3000** |
| TWR | 134.380 | NEWQUAY TOWER | THR ELEVATION | **306** | |
| RAD | 127.930 | NEWQUAY RADAR | OBSTACLE ELEVATION **1286 AMSL** (980) (ABOVE THR) | | |
| ATIS | 127.405 | NEWQUAY INFORMATION | BEARINGS ARE MAGNETIC | | |




**RECOMMENDED PROFILE** Gradient 5.24%, 318FT/NM

| **DME I-NEW** | 5 | 4 | 3 | 2 |
|---|---|---|---|---|
| **ALT**(HGT) | **1960**(1654) | **1640**(1334) | **1320**(1014) | **1000**(694) |




**MAPt I-NEW DME 1**

Climb to **2500**, initially straight ahead; on passing **1500** or **I-NEW DME** 3 whichever is later, turn left to return to **NDB(L) NQY** at **2500** or as directed by ATC.

| **Aircraft Category** | | **A** | **B** | **C** | **D** |
|---|---|---|---|---|---|
| **OCA** (OCH) | **Procedure** | **890**(584) | **890**(584) | **890**(584) | **890**(584) |
| **VM(C)OCA** (OCH AAL) | **Total Area** | **890**(500) | **1200**(810) | **1330**(950) | **1330**(950) |

| **Rate of descent** | **G/S KT** | 160 | 140 | 120 | 100 | 80 |
|---|---|---|---|---|---|---|
| | **FT/MIN** | 850 | 740 | 640 | 530 | 420 |

**NOTE** ATC will normally require aircraft to hold no lower than **3500.**

**CHANGE (9/23):** D001 ACTIVATED BY NOTAM.

AERO INFO DATE 15 JUN 23

# INSTRUMENT APPROACH CHART - ICAO

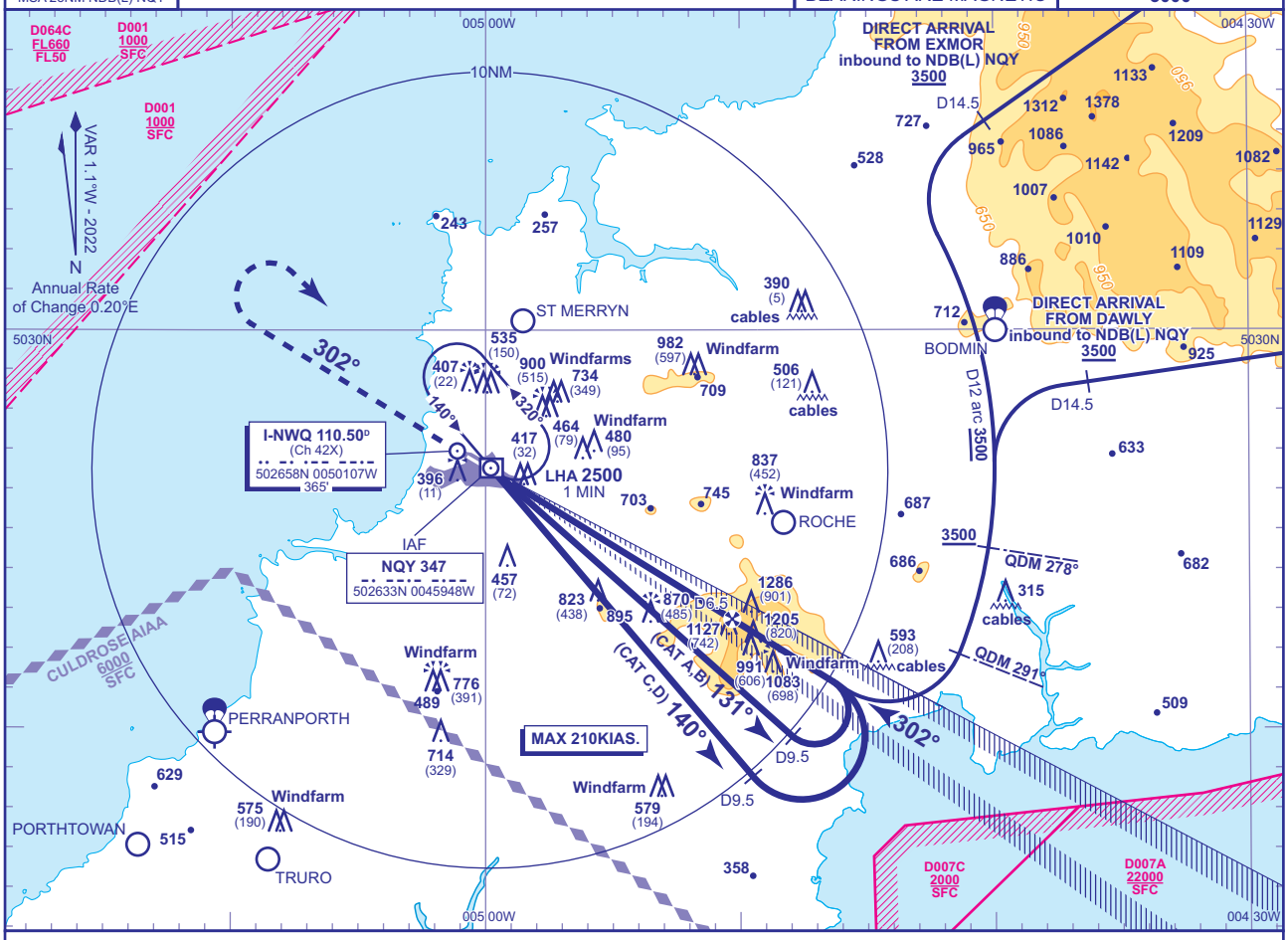
# NEWQUAY
# ILS/DME/NDB(L)
# RWY 30
(ACFT CAT A,B,C,D)




MSA 25NM NDB(L) NQY

| | | | | | |
|---|---|---|---|---|---|
| APP | 133.405 | NEWQUAY APPROACH | AD ELEVATION | 390 | |
| TWR | 134.380 | NEWQUAY TOWER | THR ELEVATION | 385 | |
| RAD | 127.930 | NEWQUAY RADAR | OBSTACLE ELEVATION | 1286 AMSL (901) (ABOVE THR) | |
| ATIS | 127.405 | NEWQUAY INFORMATION | BEARINGS ARE MAGNETIC | | |

TRANSITION ALTITUDE **3000**

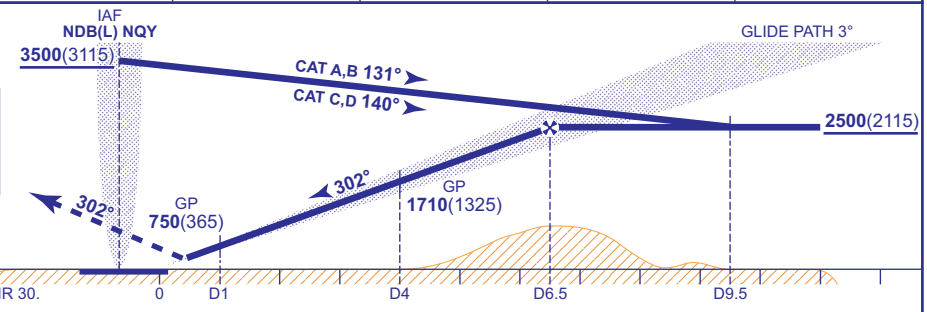



**RECOMMENDED PROFILE** GLIDE PATH 3°, 318FT/NM

| DME I-NWQ | 6 | 5 | 4 | 3 | 2 | 1 |
|---|---|---|---|---|---|---|
| **ALT**(HGT) | **2350**(1965) | **2030**(1645) | **1710**(1325) | **1390**(1005) | **1070**(685) | **750**(365) |

**RDH 51**

Climb to **2500**, initially straight ahead; on passing **1500** or **I-NWQ DME** 3 whichever is later, turn right to return to **NDB(L) NQY** at **2500** or as directed by ATC.




| Aircraft Category | | A | B | C | D |
|---|---|---|---|---|---|
| OCA (OCH) | CAT I | **540**(155) | **547**(162) | **556**(171) | **566**(181) |
| | CAT II | **447**(62) | **456**(71) | **469**(84) | **483**(98) |
| VM(C)OCA (OCH AAL) | Total Area | **790**(400) | **1200**(810) | **1330**(940) | **1330**(940) |

| Rate of descent | G/S KT | 160 | 140 | 120 | 100 | 80 |
|---|---|---|---|---|---|---|
| | FT/MIN | 850 | 740 | 640 | 530 | 420 |

**AIRCRAFT UNABLE TO RECEIVE DME**
Advise ATC and continue as for normal procedure. Radar Ranges will be provided at 8NM outbound and at 4NM inbound.

**NOTE** ATC will normally require aircraft to hold no lower than **3500.**

**CHANGE (6/24):** OCA(OCH) CAT II CAT C AND D INCREASE.

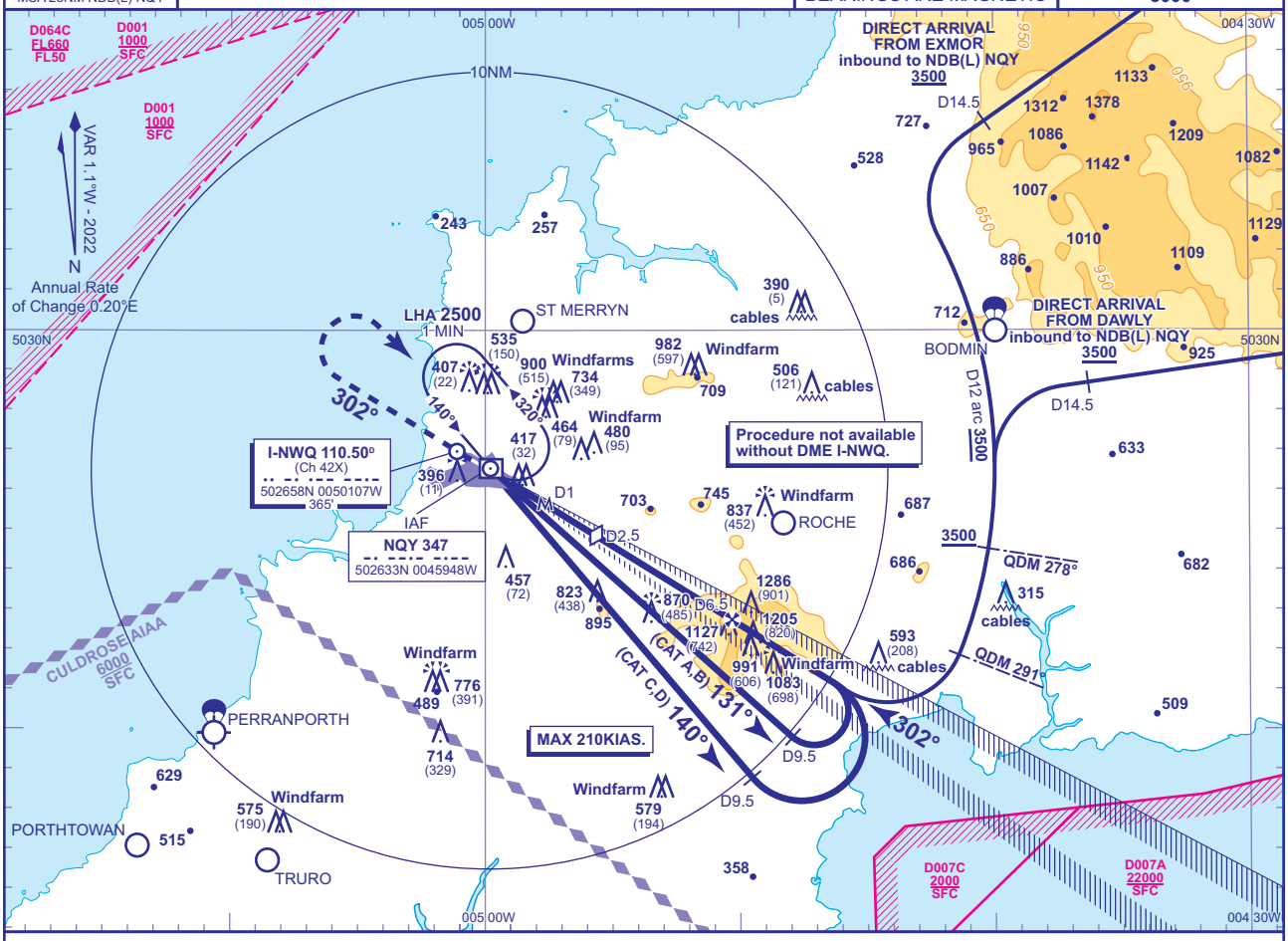
AERO INFO DATE 14 MAR 24

## INSTRUMENT APPROACH CHART - ICAO

# NEWQUAY LOC/DME/NDB(L) RWY 30
(ACFT CAT A,B,C,D)

| | | | | | |
|---|---|---|---|---|---|
| APP | 133.405 | NEWQUAY APPROACH | AD ELEVATION | 390 | TRANSITION ALTITUDE 3000 |
| TWR | 134.380 | NEWQUAY TOWER | THR ELEVATION | 385 | |
| RAD | 127.930 | NEWQUAY RADAR | OBSTACLE ELEVATION 1286 AMSL (901) (ABOVE THR) | | |
| ATIS | 127.405 | NEWQUAY INFORMATION | BEARINGS ARE MAGNETIC | | |

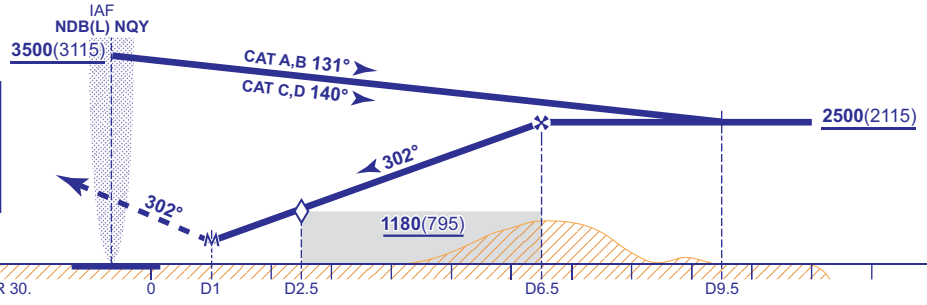
MSA 25NM NDB(L) NQY




**RECOMMENDED PROFILE** Gradient 5.24%, 318FT/NM

| | | | | | | |
|---|---|---|---|---|---|---|
| **DME I-NWQ** | 6 | 5 | 4 | 3 | 2.5 **(SDF)** | 2 |
| **ALT**(HGT) | **2350**(1965) | **2030**(1645) | **1710**(1325) | **1390**(1005) | **1230**(845) | **1070**(685) |

**MAPt I-NWQ DME 1**
Climb to **2500**, initially straight ahead; on passing **1500** or **I-NWQ DME** 3 whichever is later, turn right to return to **NDB(L) NQY** at **2500** or as directed by ATC.




| Aircraft Category | | A | B | C | D |
|---|---|---|---|---|---|
| OCA (OCH) | Procedure | **750**(365) | **750**(365) | **750**(365) | **750**(365) |
| VM(C)OCA (OCH AAL) | Total Area | **790**(400) | **1200**(810) | **1330**(940) | **1330**(940) |

| Rate of descent | | | | | | |
|---|---|---|---|---|---|---|
| G/S KT | 160 | 140 | 120 | 100 | 80 |
| FT/MIN | 850 | 740 | 640 | 530 | 420 |

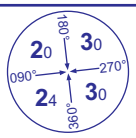
**NOTE** ATC will normally require aircraft to hold no lower than **3500.**

**CHANGE (4/24):** OCA(OCH) CAT I AMENDED TO PROCEDURE.

AERO INFO DATE 22 JAN 24 AD 2-EGHQ-8-6

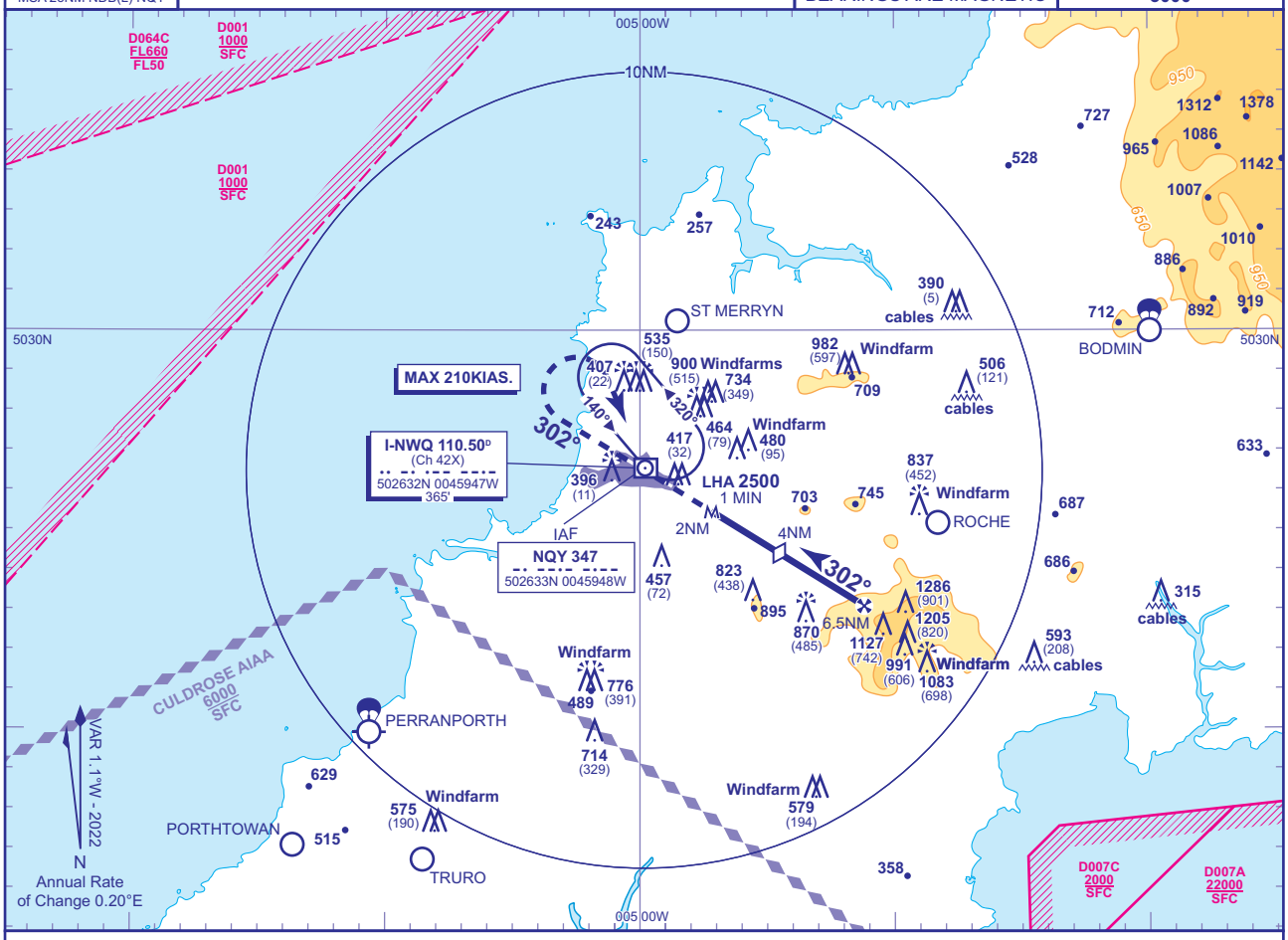
# INSTRUMENT APPROACH CHART - ICAO

## NEWQUAY SRA RTR 2NM RWY 30
(ACFT CAT A,B,C,D)




MSA 25NM NDB(L) NQY

| | | | | | |
|---|---|---|---|---|---|
| APP | 133.405 | NEWQUAY APPROACH | AD ELEVATION | 390 | TRANSITION ALTITUDE 3000 |
| TWR | 134.380 | NEWQUAY TOWER | THR ELEVATION | 385 | |
| RAD | 127.930 | NEWQUAY RADAR | OBSTACLE ELEVATION 1286 AMSL (901) (ABOVE THR) | | |
| ATIS | 127.405 | NEWQUAY INFORMATION | BEARINGS ARE MAGNETIC | | |

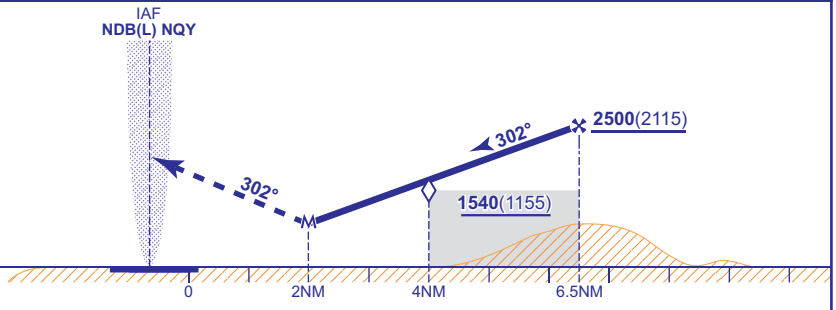



**RECOMMENDED PROFILE** Gradient 5.24%, 318FT/NM

| NM (Radar Ranges) | 6 | 5 | 4 (SDF) | 3 | 2 |
|---|---|---|---|---|---|
| ALT(HGT) | **2350**(1965) | **2030**(1645) | **1710**(1325) | **1390**(1005) | **1070**(685) |

**MAPt RTR 2NM**

Climb to **2500**, initially straight ahead; on passing **1500** or **I-NWQ DME** 3 whichever is later, turn right to return to **NDB(L) NQY** at **2500** or as directed by ATC.




| Aircraft Category | | A | B | C | D |
|---|---|---|---|---|---|
| OCA (OCH) | Procedure | **1070**(685) | **1070**(685) | **1070**(685) | **1070**(685) |
| VM(C)OCA (OCH AAL) | Total Area | **1070**(680) | **1200**(810) | **1330**(940) | **1330**(940) |

| Rate of descent | G/S KT | 160 | 140 | 120 | 100 | 80 |
|---|---|---|---|---|---|---|
| | FT/MIN | 850 | 740 | 640 | 530 | 420 |

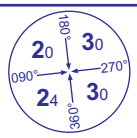
**NOTE** 1 ATC will normally require aircraft to hold no lower than **3500.**
2 Radar Ranges are to the threshold of RWY 30.

**CHANGE (6/24):** VM(C)OCA(OCH AAL) CAT A INCREASE.

AERO INFO DATE 14 MAR 24

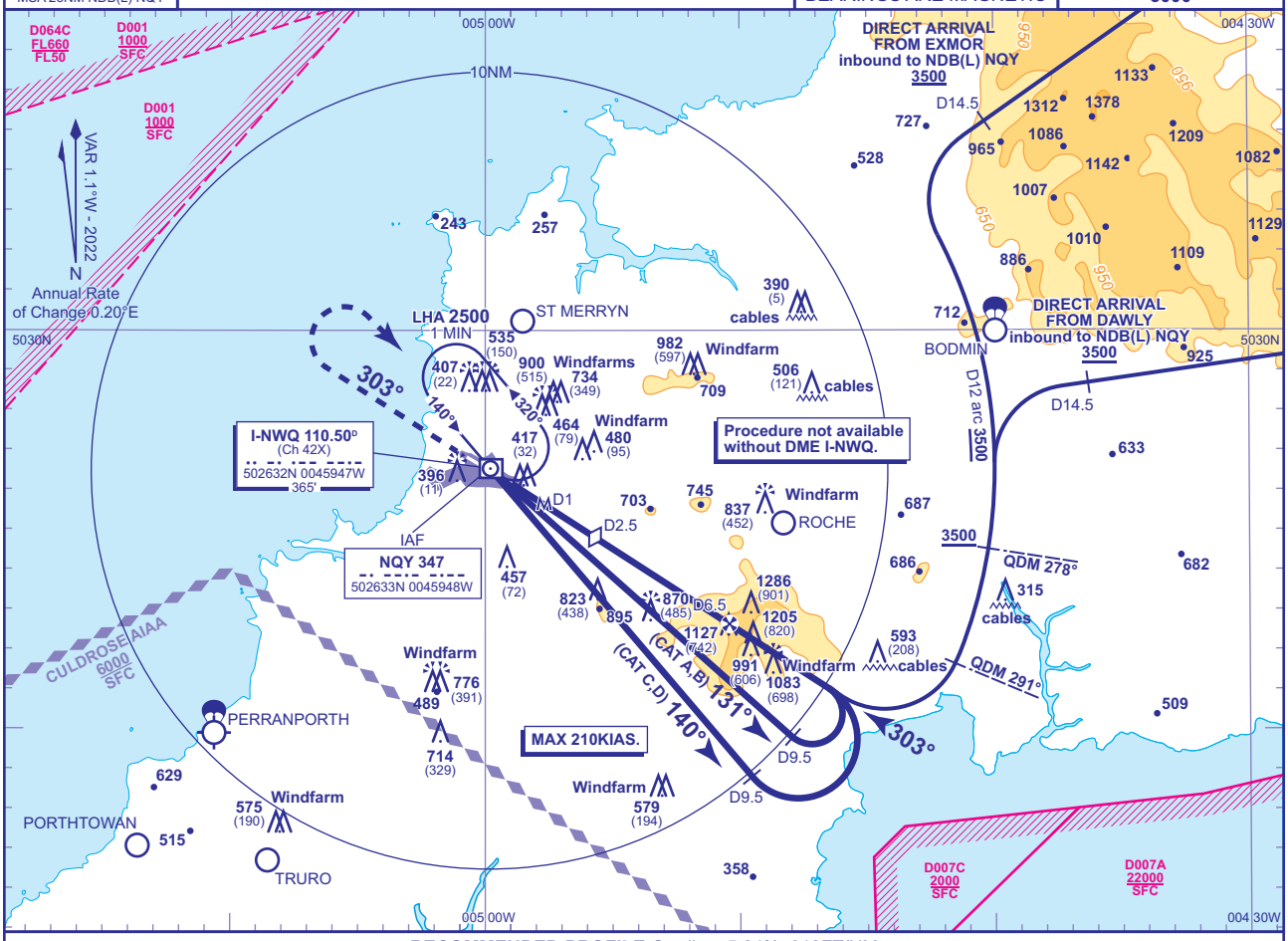
# INSTRUMENT APPROACH CHART - ICAO

## NEWQUAY NDB(L)/DME RWY 30
(ACFT CAT A,B,C,D)



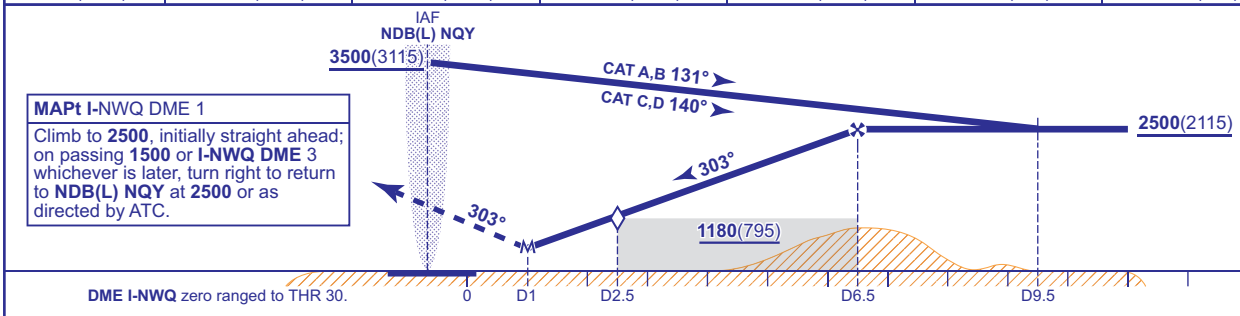

MSA 25NM NDB(L) NQY

| | | | | | |
|---|---|---|---|---|---|
| APP | 133.405 | NEWQUAY APPROACH | AD ELEVATION | 390 | TRANSITION ALTITUDE 3000 |
| TWR | 134.380 | NEWQUAY TOWER | THR ELEVATION | 385 | |
| RAD | 127.930 | NEWQUAY RADAR | OBSTACLE ELEVATION 1286 AMSL (901) (ABOVE THR) | | |
| ATIS | 127.405 | NEWQUAY INFORMATION | BEARINGS ARE MAGNETIC | | |




**RECOMMENDED PROFILE** Gradient 5.24%, 318FT/NM

| DME I-NWQ | 6 | 5 | 4 | 3 | 2.5 (SDF) | 2 |
|---|---|---|---|---|---|---|
| ALT(HGT) | **2350**(1965) | **2030**(1645) | **1710**(1325) | **1390**(1005) | **1230**(845) | **1070**(685) |




**MAPt I-NWQ DME 1**
Climb to **2500**, initially straight ahead; on passing **1500** or **I-NWQ DME** 3 whichever is later, turn right to return to **NDB(L) NQY** at **2500** or as directed by ATC.

| Aircraft Category | | A | B | C | D |
|---|---|---|---|---|---|
| OCA (OCH) | Procedure | **1040**(655) | **1040**(655) | **1040**(655) | **1040**(655) |
| VM(C)OCA (OCH AAL) | Total Area | **1040**(650) | **1200**(810) | **1330**(940) | **1330**(940) |

| Rate of descent | G/S KT | 160 | 140 | 120 | 100 | 80 |
|---|---|---|---|---|---|---|
| | FT/MIN | 850 | 740 | 640 | 530 | 420 |

**NOTE** ATC will normally require aircraft to hold no lower than **3500.**

**CHANGE (9/23):** D001 ACTIVATED BY NOTAM.

AERO INFO DATE 15 JUN 23

AD 2-EGHQ-8-8

# EGAD — NEWTOWNARDS

## EGAD AD 2.1 AERODROME LOCATION INDICATOR AND NAME

EGAD — NEWTOWNARDS

## EGAD AD 2.2 AERODROME GEOGRAPHICAL AND ADMINISTRATIVE DATA

| | | |
|---|---|---|
| 1 | ARP coordinates and site at AD | Lat: 543452N Long: 0054131W<br>Mid point of Runway 03/21 |
| 2 | Direction and distance from city | 8.5 NM E of Belfast. |
| 3 | Elevation / Reference temperature / Mean Low Temperature | 9 FT / 16 °C / - |
| 4 | Geoid undulation at AD ELEV PSN | - |
| 5 | Magnetic Variation / Annual Change | 0.97°W (2027) / 0.20°E |
| 6 | AD Administration<br>Address<br><br>Telephone<br>Telefax | ULSTER FLYING CLUB<br>Ards Aerodrome, Portaferry Road, Newtownards, Co. Down, BT23 8SG, N. Ireland.<br>028-9181 3327<br>028-9181 4575 |
| 7 | Type of Traffic permitted (IFR/VFR) | VFR |
| 8 | Remarks | |

## EGAD AD 2.3 OPERATIONAL HOURS

| | | |
|---|---|---|
| 1 | AD Administration | 0900-1700 (0800-1600) and by arrangement. |
| 2 | Customs and immigration | By arrangement. |
| 3 | Health and sanitation | |
| 4 | AIS Briefing Office | |
| 5 | ATS Reporting Office (ARO) | |
| 6 | MET Briefing Office | |
| 7 | ATS | See AD 2.18. |
| 8 | Fuelling | As AD hours. |
| 9 | Handling | |
| 10 | Security | |
| 11 | De-icing | |
| 12 | Remarks | This aerodrome is PPR.<br>The AD operates outside of notified hours. |

## EGAD AD 2.4 HANDLING SERVICES AND FACILITIES

| | | |
|---|---|---|
| 1 | Cargo handling facilities | |
| 2 | Fuel and oil types | AVTUR JET A-1, AVGAS 100LL, MOGAS<br>W80, W100 |
| 3 | Fuelling facilities/capacity | AVGAS: Overground Tank.<br>AVTUR: Bowser. |
| 4 | De-icing facilities | |
| 5 | Hangar space for visiting aircraft | Subject to availability. |
| 6 | Repair facilities for visiting aircraft | |
| 7 | Remarks | |

## EGAD AD 2.5 PASSENGER FACILITIES

| | | |
|---|---|---|
| 1 | Hotels | In the vicinity. |
| 2 | Restaurants | On site. |
| 3 | Transportation | Public transport available. |
| 4 | Medical facilities | Local. |
| 5 | Bank and Post Office | Local. |
| 6 | Tourist Office | Local. |
| 7 | Remarks | |

## EGAD AD 2.6 RESCUE AND FIRE FIGHTING SERVICES

| | | |
|---|---|---|
| 1 | AD category for fire fighting services | RFF Category A1 |
| 2 | Rescue equipment | RFFS Category 1 Appliance. |
| 3 | Capability for removal of disabled aircraft | Yes. |
| 4 | Remarks | |

## EGAD AD 2.7 SEASONAL AVAILABILITY - CLEARING

**INTENTIONALLY BLANK**

## EGAD AD 2.8 APRONS, TAXIWAYS AND CHECK LOCATIONS/POSITIONS DATA

| | | |
|---|---|---|
| 1 | Apron surface and strength | APRON<br>Surface: Asphalt |
| 2 | Taxiway width, surface and strength | Taxiway MAIN TAXIWAY:<br>Surface: Asphalt |
| 3 | Altimeter checkpoint location and elevation | |
| 4 | VOR checkpoints | |
| 5 | INS checkpoints | |
| 6 | Remarks | |

## EGAD AD 2.9 SURFACE MOVEMENT GUIDANCE AND CONTROL SYSTEM AND MARKINGS

| | | |
|---|---|---|
| 1 | Use of aircraft stand ID signs, TWY guide lines and visual docking/parking guidance system of aircraft stands | |
| 2 | Runway and taxiway markings and lighting | |
| 3 | Stop bars and runway guard lights (if any) | |
| 4 | Other runway protection measures | |
| 5 | Remarks | Illuminated wind direction indicator |

# EGAD AD 2.10 AERODROME OBSTACLES

| In Approach/Take-off areas | | | | | | |
|---|---|---|---|---|---|---|
| **Obstacle ID/ Designation** | **Obstacle Type** | **Obstacle Position** | **Elevation/Height** | | **Obstruction Lighting Type/ Colour** | **Remarks** |
| **1** | **2** | **3** | **4** | | **5** | **6** |
| 21/APPROACH 03/TAKE-OFF | High Ground | 543542.26N 0054038.41W | 180 FT | | No | |
| 21/APPROACH 03/TAKE-OFF | Trees | 543536.68N 0054034.27W | 235 FT | | No | |
| 21/APPROACH 03/TAKE-OFF | High Ground | 543529.36N 0054040.26W | 206 FT | | No | |
| 15/APPROACH 33/TAKE-OFF | Radio Mast | 543529.17N 0054155.47W | 153 FT | | Yes Red | |
| 15/APPROACH 33/TAKE-OFF | Lampposts | 543508.76N 0054136.75W | 18 FT | | Yes Red | |
| 26/APPROACH 08/TAKE-OFF | High Ground | 543507.57N 0054000.84W | 170 FT | | No | |
| 33/APPROACH 15/TAKE-OFF | Sea Wall | 543447.97N 0054114.91W | 19 FT | | No | |
| 03/APPROACH 21/TAKE-OFF | Vehicles on road | 543430.91N 0054153.18W | 18 FT | | No | |
| 03/APPROACH 21/TAKE-OFF | Building | 543430.54N 0054150.98W | 30 FT | | No | |
| 03/APPROACH 21/TAKE-OFF | Tree | 543428.62N 0054152.20W | 40 FT | | No | |

| In circling area and at aerodrome | | | | | | |
|---|---|---|---|---|---|---|
| **Obstacle ID/ Designation** | **Obstacle Type** | **Obstacle Position** | **Elevation/Height** | | **Obstruction Lighting Type/ Colour** | **Remarks** |
| **1** | **2** | **3** | **4** | | **5** | **6** |
| | Hill with radio masts | 543658.42N 0054502.72W | 745 FT | | Yes | |
| | High Ground | 543520.90N 0054021.24W | 175 FT | | No | |
| | Chimney | 543459.78N 0054140.42W | 95 FT | | Yes | |
| | Scrabo Tower | 543448.27N 0054256.25W | 665 FT | | Yes | |
| | Scrabo Hill | 543448.12N 0054247.90W | 520 FT | | No | |

# EGAD AD 2.11 METEOROLOGICAL INFORMATION PROVIDED

## INTENTIONALLY BLANK

# EGAD AD 2.12 RUNWAY PHYSICAL CHARACTERISTICS

| **Designations RWY Number** | **True bearing** | **Dimensions of RWY** | **Surface of RWY/ SWY/ Strength** | **THR co-ordinates/ THR Geoid undulation** | **THR elevation/ Highest elevation of TDZ of precision APP RWY** | **Slope of RWY/ SWY** |
|---|---|---|---|---|---|---|
| **1** | **2** | **3** | **4** | **5** | **6** | **7** |
| 03 | 031.17° | 791 x 18 M | RWY surface: Asphalt | 543440.67N 0054142.72W | THR 9.0 FT | |
| 21 | 211.17° | 791 x 18 M | RWY surface: Asphalt | 543500.46N 0054122.11W | THR 9.0 FT | |

| Designations RWY Number | True bearing | Dimensions of RWY | Surface of RWY/ SWY/ Strength | THR co-ordinates/ THR Geoid undulation | THR elevation/ Highest elevation of TDZ of precision APP RWY | Slope of RWY/ SWY |
|---|---|---|---|---|---|---|
| 1 | 2 | 3 | 4 | 5 | 6 | 7 |
| 08 | 076.90° | 566 x 18 M | RWY surface: Asphalt | 543448.51N 0054150.08W | THR 9.0 FT | |
| 26 | 256.91° | 566 x 18 M | RWY surface: Asphalt | 543452.65N 0054119.44W | THR 9.0 FT | |
| 15 | 149.51° | 640 x 18 M | RWY surface: Asphalt | 543505.06N 0054132.65W | THR 9.0 FT | |
| 33 | 329.52° | 640 x 18 M | RWY surface: Asphalt | 543451.74N 0054119.15W | THR 9.0 FT | |

| SWY Dimensions | Clearway Dimensions | Strip Dimensions | RESA Dimensions, Overshoot / Undershoot | Location/ description of arresting system | OFZ | Remarks |
|---|---|---|---|---|---|---|
| 8 | 9 | 10 | 11 | 12 | 13 | 14 |
| | | | | | | RWY 03 |
| | | | | | | RWY 21<br><br>Threshold displaced by 74 M. |
| | | | | | | RWY 08 |
| | | | | | | RWY 26 |
| | | | | | | RWY 15<br><br>Threshold displaced by 84 M. |
| | | | | | | RWY 33<br><br>Threshold displaced by 76 M. |

## EGAD AD 2.13 DECLARED DISTANCES

| Runway designator | TORA | TODA | ASDA | LDA | Remarks |
|---|---|---|---|---|---|
| 1 | 2 | 3 | 4 | 5 | 6 |
| 03 | 717 M | 747 M | 791 M | 791 M | |
| 21 | 791 M | 791 M | 791 M | 717 M | |
| 08 | 566 M | 566 M | 566 M | | |
| 26 | | | | 566 M | |
| 15 | 564 M | 594 M | 614 M | 530 M | |
| 33 | 556 M | 586 M | 640 M | 564 M | |

## EGAD AD 2.14 APPROACH AND RUNWAY LIGHTING

| RWY | Approach lighting Type/ Length/ Intensity | Threshold lighting Colour/Wing bars | VASIS/ MEHT/ PAPI/ PAPI Dist from THR | TDZ, lighting Length | Runway Centre Line lighting Length/ Spacing/ Colour/ Intensity | Runway edge lighting Length/ Spacing/ Colour/ Intensity | Runway end lighting Colour/ Wing bars | Stopway lighting Length/ Colour | Remarks |
|---|---|---|---|---|---|---|---|---|---|
| 1 | 2 | 3 | 4 | 5 | 6 | 7 | 8 | 9 | 10 |
| 03 | | Green<br>Light intensity low | PAPI<br>Left/4.5°<br>18 FT | | | White<br>Light intensity low | Red | | |
| 21 | | Light intensity low<br>Green wingbars | PAPI<br>Left/4.5°<br>18 FT | | | White<br>Light intensity low | Red | | |

| RWY | Approach lighting Type/ Length/ Intensity | Threshold lighting Colour/Wing bars | VASIS/ MEHT/ PAPI/ PAPI Dist from THR | TDZ, lighting Length | Runway Centre Line lighting Length/ Spacing/ Colour/ Intensity | Runway edge lighting Length/ Spacing/ Colour/ Intensity | Runway end lighting Colour/ Wing bars | Stopway lighting Length/ Colour | Remarks |
|---|---|---|---|---|---|---|---|---|---|
| 1 | 2 | 3 | 4 | 5 | 6 | 7 | 8 | 9 | 10 |
| 15 | | Green Light intensity low | PAPI Right/ 4.5° 18 FT | | | White Light intensity low | Red | | |
| 33 | | Green Light intensity low | APAPI Left/4.5° 18 FT | | | White Light intensity low | Red | | |

## EGAD AD 2.15 OTHER LIGHTING, SECONDARY POWER SUPPLY

| | | |
|---|---|---|
| 1 | ABN/IBN location, characteristics and hours of operation | |
| 2 | LDI location and lighting<br>Anemometer location and lighting | |
| 3 | TWY edge and centre line lighting | EDGE: Blue LI edge lights from main apron to Runway 21 start of full width starter extension (Shown in red as 03 stop bar on aerodrome plan). Blue LI edge lights marking a triangular taxiway to the southeast of Runway 21 from the intersection of Runway 08 with Runway 21 along Runway 08/26 to the intersection with Runway 15/33 and then along Runway 33 to the intersection with Runway 21. |
| 4 | Secondary power supply/switch-over time | |
| 5 | Remarks | |

## EGAD AD 2.16 HELICOPTER LANDING AREA

**INTENTIONALLY BLANK**

## EGAD AD 2.17 AIR TRAFFIC SERVICES AIRSPACE

| Designation and lateral limits | Vertical Limits | Airspace Class | ATS unit callsign/ language | Transition Altitude | Hours of applicability | Remarks |
|---|---|---|---|---|---|---|
| 1 | 2 | 3 | 4 | 5 | 6 | 7 |
| NEWTOWNARDS ATZ<br>A circle, 2 NM radius, centred at 543452N 0054131W on longest notified runway (03/ 21) | Upper limit: 2000 FT AGL<br>Lower limit: SFC | D<br>G | NEWTOWNARDS RADIO<br>English | 3000 FT | | Note: Partly within Belfast/City CTR and CTA 3. |

## EGAD AD 2.18 AIR TRAFFIC SERVICES COMMUNICATION FACILITIES

| Service Designation | Callsign | Channel/ Frequency(MHz) | SATVOICE number(s) | Logon Address | Hours of Operation | Remarks |
|---|---|---|---|---|---|---|
| 1 | 2 | 3 | 4 | 5 | 6 | 7 |
| OTHER | NEWTOWNARDS RADIO | 128.305<br>A/G frequency. | | | 0900–1700 (0800–1600) and by arrangement. | ATZ hours coincident with A/G hours, but not by arrangement. |

## EGAD AD 2.19 RADIO NAVIGATION AND LANDING AIDS

**INTENTIONALLY BLANK**

# EGAD AD 2.20 LOCAL AERODROME REGULATIONS

## 1 AIRPORT REGULATIONS

a) Aircraft (including microlight aircraft) using Newtownards Aerodrome are to carry third party liability insurance cover meeting or exceeding the appropriate European Directive requirements.

## 2 GROUND MOVEMENT

Not applicable

## 3 CAT II/III OPERATIONS

Not applicable

## 4 WARNINGS

a) There is high ground and a lighted obstruction (Scrabo Tower) that infringes the protected surface of the 26 climb-out. There are near-in lamp standards on the Comber Road that may present an obstruction in the event of a late decision to commence a missed approach. Turbulence may be experienced during a missed approach.

Advice: Pilots of aircraft carrying out an approach to Runway 26 should satisfy themselves at or above 300 FT that they can safely land and stop on the runway. In the event of any doubt pilots are advised to commence a missed approach and make an early left turn to avoid the high ground. The pilot of an aircraft attempting to make a landing on Runway 26, who has not established wheels firmly on the ground before crossing the intersection with Runway 21, is advised to commence a missed approach. Once established in the climb an early left turn should be made away from the rising ground.

b) Pilots landing on Runway 33 should exercise caution on the approach to avoid possible pedestrian and vehicular traffic on the sea wall. Turbulence and windshear may be experienced on approach to Runway 33 in conditions of strong winds.
c) The aerodrome is frequently used outside the published hours of operation.
d) Pilots to exercise cautions as different heights and sizes of circuits may be in use simultaneously.

i. Pilots of Microlight aircraft using the 700 FT circuit to exercise caution when turning base due to potential conflict with aircraft on final.
ii. Pilots of aircraft flying the 1000 FT circuit to exercise caution due to potential conflict with aircraft operating in the 700 FT circuit.

e) Public road runs at right angles to the approach and under Runway 15 approach path beyond the aerodrome boundary.
f) Lamp standards (Lgtd with red warning lights and painted with red and white bands) approximately 5 M from aerodrome boundary, 26 FT AMSL, 140 M from Runway 15 threshold.
g) Vehicles on public road 150 M from Runway 15 threshold.
h) Model aircraft activity on the aerodrome located at the western hangars. All model flyers will have radio contact on 128.305 MHz and will not operate on active runways.

## 5 HELICOPTER OPERATIONS

In order to minimise the impact of noise on local residents ALL helicopters operating into or from Newtownards shall obey the following restrictions.

a) **Approaches**

i. Helicopters shall not approach the aerodrome through the sector of the aerodrome traffic zone between the extended centre-line of Runway 21 and the extended centre-line of Runway 26, and helicopters shall not make any approaches to Runway 08. If approaching the aerodrome from the west they shall either route to the north of Scrabo Hill or join the extended centre-line of Runway 03 before the ATZ boundary and thereafter remain to the right of the runway centre-line.

b) **Departures**

i. Helicopters departing from Runway 21 shall ensure that they do not fly west of the extended 21 centre-line until outside the ATZ.
ii. Helicopters shall not depart from Runway 26.

c) **Hovering on the Aerodrome**

i. Visiting helicopters shall not carry out hovering practice at Newtownards without specific prior permission. Arriving helicopters shall route as expeditiously as possible to their planned set down area and shall shut down as soon as possible.
ii. Local helicopters shall take all possible actions to minimise noise impact from hover practice by avoiding hover training up-wind of residential areas.

## 6 USE OF RUNWAYS

a) Runway 26 is available for landing only.

b) Runway 08/26 is not available to solo students.
c) Grass Runway 15/33 is unlicensed, for details including dimensions/declared distances contact the aerodrome.

### 7 TRAINING

Not applicable

## EGAD AD 2.21 NOISE ABATEMENT PROCEDURES

a) Avoid overflying bird sanctuary at Castle Espie.

## EGAD AD 2.22 FLIGHT PROCEDURES

### 1 CIRCUITS

a) Circuit directions; Runway 03 - RH; Runways 21, 15 and 33 - LH.
b) Runway 26 is not available for circuits.
c) Circuit height: 1000 FT AAL. Microlight circuit height for aircraft flying at IAS less than 70 KT 700 FT AAL. Microlight pilots using the 700 FT circuit to prefix Downwind radio call with ‘Microlight’.

## EGAD AD 2.23 ADDITIONAL INFORMATION

Not applicable

## EGAD AD 2.24 CHARTS RELATED TO AN AERODROME

AERODROME CHART - ICAO
AD 2.EGAD-2-1

## EGAD AD 2.25 VISUAL SEGMENT SURFACE (VSS) PENETRATION

Not applicable

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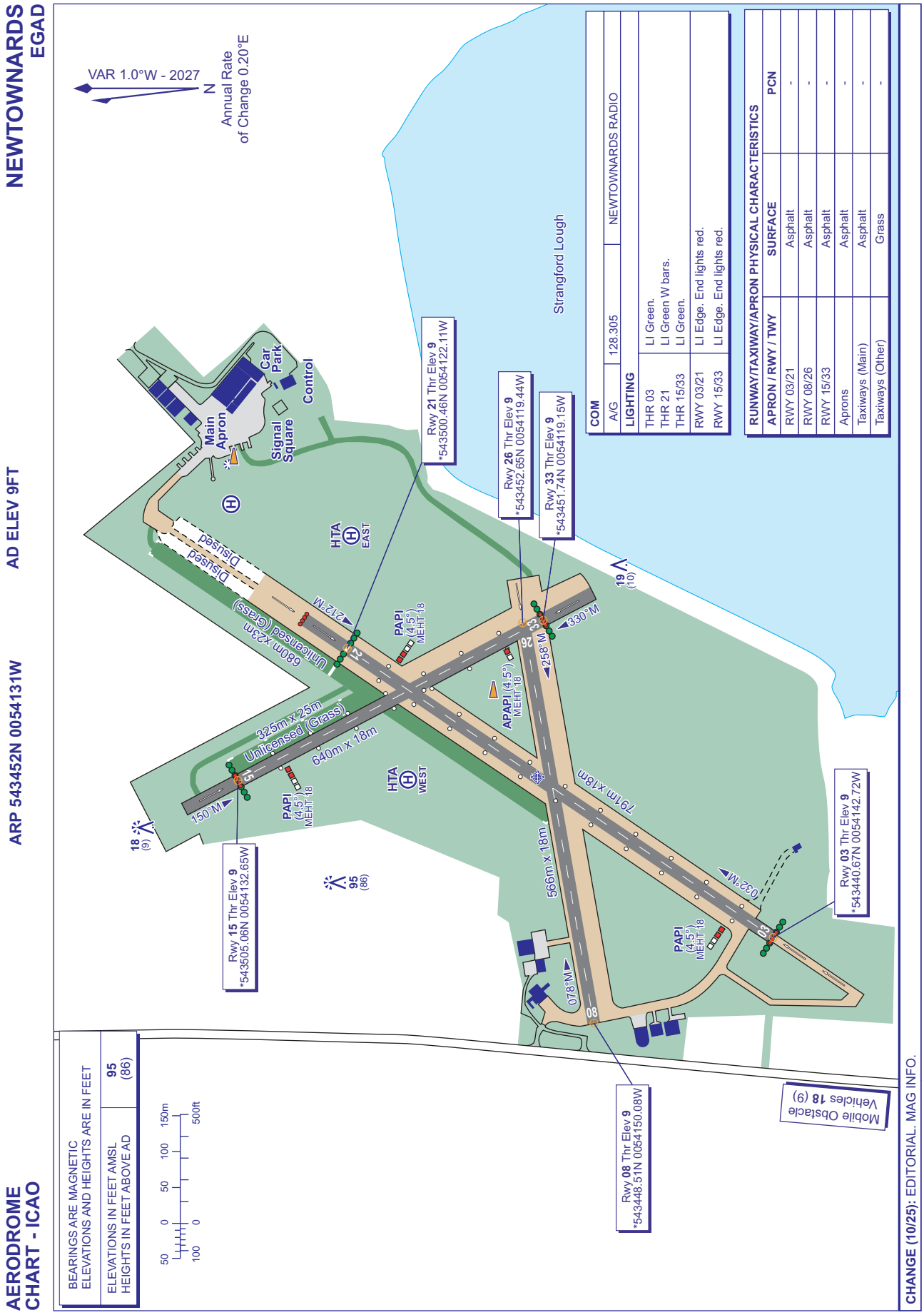


AERO INFO DATE 21 JUL 25

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# EGEN — NORTH RONALDSAY

## EGEN AD 2.1 AERODROME LOCATION INDICATOR AND NAME

EGEN — NORTH RONALDSAY

## EGEN AD 2.2 AERODROME GEOGRAPHICAL AND ADMINISTRATIVE DATA

| | | |
|---|---|---|
| 1 | ARP coordinates and site at AD | Lat: 592203N Long: 0022604W |
| 2 | Direction and distance from city | 28 NM NE by N of Kirkwall. |
| 3 | Elevation / Reference temperature / Mean Low Temperature | 56 FT / 14 °C / - |
| 4 | Geoid undulation at AD ELEV PSN | - |
| 5 | Magnetic Variation / Annual Change | 0.26°W (2027) / 0.22°E |
| 6 | AD Administration<br>Address<br>Telephone<br>Telefax<br>E-mail address | ORKNEY ISLANDS COUNCIL.<br>Council Offices, Kirkwall, Orkney Islands, KW15 1NY, Scotland.<br>01856-873535<br>01856-876094<br>developmentandinfrastructure@orkney.gov.uk |
| 7 | Type of Traffic permitted (IFR/VFR) | VFR |
| 8 | Remarks | |

## EGEN AD 2.3 OPERATIONAL HOURS

| | | |
|---|---|---|
| 1 | AD Administration | Hours Subject to PPR. |
| 2 | Customs and immigration | |
| 3 | Health and sanitation | |
| 4 | AIS Briefing Office | |
| 5 | ATS Reporting Office (ARO) | |
| 6 | MET Briefing Office | |
| 7 | ATS | |
| 8 | Fuelling | Not applicable. |
| 9 | Handling | |
| 10 | Security | |
| 11 | De-icing | |
| 12 | Remarks | This aerodrome is PPR, a valid indemnity is required. Full details of landing fees and rules for airfield users can be found on the Orkney Islands Council website:<br>http://www.orkney.gov.uk/Service-Directory/T/airfields.htm |

## EGEN AD 2.4 HANDLING SERVICES AND FACILITIES

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## EGEN AD 2.5 PASSENGER FACILITIES

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## EGEN AD 2.6 RESCUE AND FIRE FIGHTING SERVICES

| | | |
|---|---|---|
| 1 | AD category for fire fighting services | RFF Category A1<br>RFF Category 2 accepted under remission by prior arrangement. |
| 2 | Rescue equipment | |
| 3 | Capability for removal of disabled aircraft | |
| 4 | Remarks | |

## EGEN AD 2.7 SEASONAL AVAILABILITY - CLEARING

| | | |
|---|---|---|
| 1 | Type of clearing equipment | |
| 2 | Clearance priorities | |
| 3 | Remarks | Winter Operations. No snow clearing facilities available. During winter months pilots are advised to contact the Airfield Superintendent for the latest runway conditions. Tel: 01856-873535. |

## EGEN AD 2.8 APRONS, TAXIWAYS AND CHECK LOCATIONS/POSITIONS DATA

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## EGEN AD 2.9 SURFACE MOVEMENT GUIDANCE AND CONTROL SYSTEM AND MARKINGS

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## EGEN AD 2.10 AERODROME OBSTACLES

| In Approach/Take-off areas | | | | | | |
|---|---|---|---|---|---|---|
| **Obstacle ID/ Designation** | **Obstacle Type** | **Obstacle Position** | **Elevation/Height** | | **Obstruction Lighting Type/ Colour** | **Remarks** |
| **1** | **2** | **3** | **4** | | **5** | **6** |
| 21/APPROACH 03/TAKE-OFF | Building ridge line | 592214.01N 0022540.48W | 81 FT | | No | |
| 21/APPROACH 03/TAKE-OFF | Building | 592213.84N 0022539.66W | 66 FT | | No | |
| 21/APPROACH 03/TAKE-OFF | O H Electricity Pole | 592213.61N 0022544.67W | 78 FT | | No | |
| 21/APPROACH 03/TAKE-OFF | O H Electricity Lines | 592213.50N 0022542.81W | 78 FT | | No | |
| 21/APPROACH 03/TAKE-OFF | O H Electricity Pole | 592213.34N 0022541.16W | 80 FT | | No | |
| 21/APPROACH 03/TAKE-OFF | Building | 592208.94N 0022552.28W | 83 FT | | No | |
| 28/APPROACH 10/TAKE-OFF | Building | 592201.30N 0022534.48W | 66 FT | | No | |
| 03/APPROACH 21/TAKE-OFF | Ridge Line Old Church | 592152.66N 0022601.28W | 90 FT | | No | |
| 03/APPROACH 21/TAKE-OFF | Church Tower | 592152.55N 0022600.28W | 94 FT | | No | |
| 03/APPROACH 21/TAKE-OFF | Antenna Mast | 592152.50N 0022605.72W | 93 FT | | No | |
| 31/APPROACH 13/TAKE-OFF | Building | 592151.50N 0022534.40W | 93 FT | | No | |
| 31/APPROACH 13/TAKE-OFF | Building | 592149.16N 0022535.98W | 88 FT | | No | |

| In circling area and at aerodrome | | | | | | |
|---|---|---|---|---|---|---|
| **Obstacle ID/ Designation** | **Obstacle Type** | **Obstacle Position** | **Elevation/Height** | | **Obstruction Lighting Type/ Colour** | **Remarks** |
| **1** | **2** | **3** | **4** | | **5** | **6** |
| | Lighthouse | 592322.70N 0022252.78W | 175 FT | | Yes | |
| | TV Tower | 592317.51N 0022249.57W | 159 FT | | No | |

## EGEN AD 2.11 METEOROLOGICAL INFORMATION PROVIDED

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## EGEN AD 2.12 RUNWAY PHYSICAL CHARACTERISTICS

| Designations RWY Number | True bearing | Dimensions of RWY | Surface of RWY/ SWY/ Strength | THR co-ordinates/ THR Geoid undulation | THR elevation/ Highest elevation of TDZ of precision APP RWY | Slope of RWY/ SWY |
|---|---|---|---|---|---|---|
| 1 | 2 | 3 | 4 | 5 | 6 | 7 |
| 03 | 026.76° | 331 x 18 M | RWY surface: Graded Hardcore | 592158.60N 0022557.42W | THR 59.0 FT | |
| 21 | 206.76° | 331 x 18 M | RWY surface: Graded Hardcore | 592206.13N 0022549.98W | THR 57.0 FT | |
| 10 | 094.98° | 527 x 18 M | RWY surface: Graded Hardcore | 592203.99N 0022621.55W | THR 42.0 FT | |
| 28 | 274.98° | 527 x 18 M | RWY surface: Graded Hardcore | 592202.51N 0022548.28W | THR 55.0 FT | |
| 13 | 132.22° | 304 x 30 M | RWY surface: Grass | 592205.04N 0022605.48W | THR 52.0 FT | |
| 31 | 312.23° | 304 x 30 M | RWY surface: Grass | 592158.43N 0022551.21W | THR 59.0 FT | |

| SWY Dimensions | Clearway Dimensions | Strip Dimensions | RESA Dimensions, Overshoot / Undershoot | Location/ description of arresting system | OFZ | Remarks |
|---|---|---|---|---|---|---|
| 8 | 9 | 10 | 11 | 12 | 13 | 14 |
| | | | | | | RWY 03<br><br>Starter extension of 30 M. |
| | | | | | | RWY 21<br><br>Starter extension of 36 M. |
| | | | | | | RWY 10<br><br>While arriving or departing from Runway 10 for approximately 150 M the 28 threshold is not visible and when arriving or departing Runway 28 for approximately 250 M the 10 threshold is not visible. |
| | | | | | | RWY 28<br><br>While arriving or departing from Runway 10 for approximately 150 M the 28 threshold is not visible and when arriving or departing Runway 28 for approximately 250 M the 10 threshold is not visible. |
| | | | | | | RWY 13 |
| | | | | | | RWY 31 |

## EGEN AD 2.13 DECLARED DISTANCES

| Runway designator | TORA | TODA | ASDA | LDA | Remarks |
|---|---|---|---|---|---|
| 1 | 2 | 3 | 4 | 5 | 6 |
| 10 | 527 M | 527 M | 527 M | 527 M | |
| 28 | 527 M | 527 M | 527 M | 527 M | |
| 13 | 304 M | 304 M | 304 M | 304 M | |
| 31 | 304 M | 304 M | 304 M | 304 M | |

| Runway designator | TORA | TODA | ASDA | LDA | Remarks |
|---|---|---|---|---|---|
| 1 | 2 | 3 | 4 | 5 | 6 |
| 03 | 292 M | 292 M | 292 M | 262 M | TORA, TODA and ASDA include a 30 M starter extension. |
| 21 | 298 M | 298 M | 298 M | 262 M | TORA, TODA and ASDA include a 36 M starter extension. |

## EGEN AD 2.14 APPROACH AND RUNWAY LIGHTING

| RWY | Approach lighting Type/ Length/ Intensity | Threshold lighting Colour/Wing bars | VASIS/ MEHT/ PAPI/ PAPI Dist from THR | TDZ, lighting Length | Runway Centre Line lighting Length/ Spacing/ Colour/ Intensity | Runway edge lighting Length/ Spacing/ Colour/ Intensity | Runway end lighting Colour/ Wing bars | Stopway lighting Length/ Colour | Remarks |
|---|---|---|---|---|---|---|---|---|---|
| 1 | 2 | 3 | 4 | 5 | 6 | 7 | 8 | 9 | 10 |
| 03 | | Green Light intensity low | | | | Omni-directional White Light intensity low | Red Light intensity low | | |
| 21 | | Green Light intensity low | | | | Omni-directional White Light intensity low | Red Light intensity low | | |
| 10 | | Green Light intensity low | APAPI Left/3.8° 5 FT | | | Omni-directional White Light intensity low | Red Light intensity low | | |
| 28 | | Green Light intensity low | APAPI Left/3.8° 5 FT | | | Omni-directional White Light intensity low | Red Light intensity low | | |

## EGEN AD 2.15 OTHER LIGHTING, SECONDARY POWER SUPPLY

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## EGEN AD 2.16 HELICOPTER LANDING AREA

| | | |
|---|---|---|
| 1 | Coordinates TLOF or THR of FATO, geoid undulation | TLOF: 592205.97N 0022552.04W |
| 2 | TLOF and/or FATO elevation | TLOF: 56.0 FT |
| 3 | TLOF and FATO area dimensions, surface, strength, marking, lighting | |
| 4 | True BRG of FATO | |
| 5 | Declared distance available | |
| 6 | APP and FATO lighting | |
| 7 | RMK | |

## EGEN AD 2.17 AIR TRAFFIC SERVICES AIRSPACE

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# EGEN AD 2.18 AIR TRAFFIC SERVICES COMMUNICATION FACILITIES

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# EGEN AD 2.19 RADIO NAVIGATION AND LANDING AIDS

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# EGEN AD 2.20 LOCAL AERODROME REGULATIONS

## 1 AIRPORT REGULATIONS

a) All GA aircraft must park only on the clearly designated grass GA APRON. GA aircraft must not park on the main tarmac apron.
b) All pilots must be aware of a restriction in place for Runway 03/21. Any aircraft or obstacles on the main apron encroach the cleared and graded area of the runway strip of Runway 03/21. While aircraft or obstacles are present anywhere on the main apron, Runway 03/21 is unusable.
c) This constitutes a variation to the licence for this aerodrome.

## 2 GROUND MOVEMENT

Not applicable

## 3 CAT II/III OPERATIONS

Not applicable

## 4 WARNINGS

a) **Runway 10/28 and 03/21:** Graded hardcore runway is generally unsuitable for light aircraft with low ground/propeller clearance due to unstabilised surface and as a result it would be advisable to carry out any power checks on the tarmac apron before departure.
b) Visiting pilots should note that during periods of prolonged rainfall the grass runway can become very soft especially during the winter months.

## 5 HELICOPTER OPERATIONS

Not applicable

## 6 USE OF RUNWAYS

Not applicable

## 7 TRAINING

Not applicable

# EGEN AD 2.21 NOISE ABATEMENT PROCEDURES

Not applicable

# EGEN AD 2.22 FLIGHT PROCEDURES

Not applicable

# EGEN AD 2.23 ADDITIONAL INFORMATION

Not applicable

## EGEN AD 2.24 CHARTS RELATED TO AN AERODROME

AERODROME CHART - ICAO
AD 2.EGEN-2-1

## EGEN AD VISUAL SEGMENT SURFACE (VSS) PENETRATION

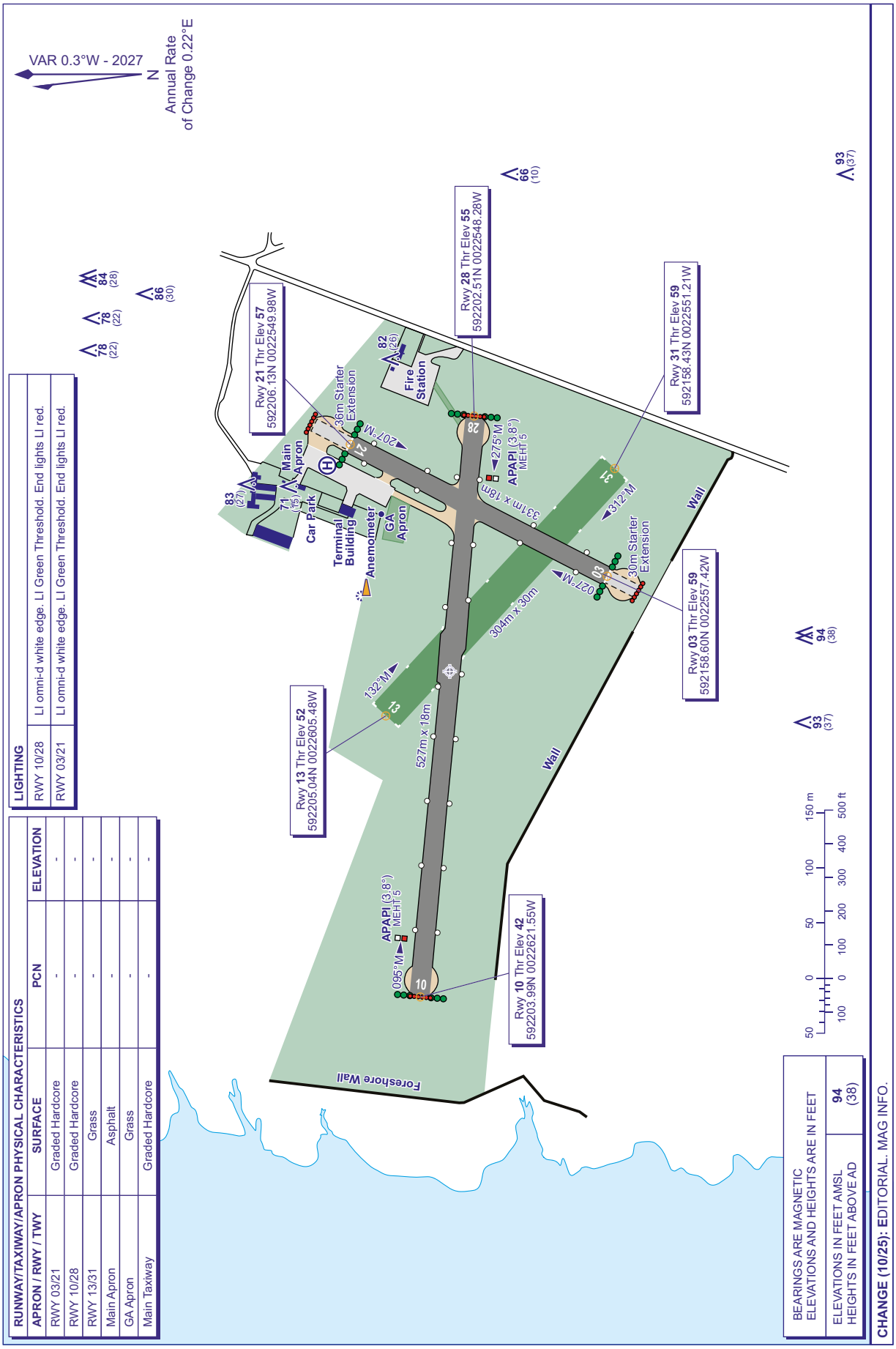
Not applicable

# AERODROME CHART - ICAO

## NORTH RONALDSAY EGEN

ARP 592203N 0022604W

AD ELEV 56FT




| RUNWAY/TAXIWAY/APRON PHYSICAL CHARACTERISTICS | | | |
|---|---|---|---|
| APRON / RWY / TWY | SURFACE | PCN | ELEVATION |
| RWY 03/21 | Graded Hardcore | - | - |
| RWY 10/28 | Graded Hardcore | - | - |
| RWY 13/31 | Grass | - | - |
| Main Apron | Asphalt | - | - |
| GA Apron | Grass | - | - |
| Main Taxiway | Graded Hardcore | - | - |

| LIGHTING | |
|---|---|
| RWY 10/28 | Ll omni-d white edge. Ll Green Threshold. End lights Ll red. |
| RWY 03/21 | Ll omni-d white edge. Ll Green Threshold. End lights Ll red. |

AERO INFO DATE 21 JUL 25

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# EGSH — NORWICH

## EGSH AD 2.1 AERODROME LOCATION INDICATOR AND NAME

EGSH — NORWICH

## EGSH AD 2.2 AERODROME GEOGRAPHICAL AND ADMINISTRATIVE DATA

| | | |
|---|---|---|
| 1 | ARP coordinates and site at AD | Lat: 524033N Long: 0011658E<br>Mid-point of Runway 09/27. |
| 2 | Direction and distance from city | 2.8 NM N of Norwich City Centre. |
| 3 | Elevation / Reference temperature / Mean Low Temperature | 117 FT / 19 °C / - |
| 4 | Geoid undulation at AD ELEV PSN | 147 FT |
| 5 | Magnetic Variation / Annual Change | 0.91°E (2022) / 0.20°E |
| 6 | AD Administration<br>Address<br>Telephone<br><br><br><br>Telefax<br><br><br>E-mail address | NORWICH AIRPORT LIMITED.<br>Amsterdam Way, Norwich NR6 6JA.<br>01603-411923 (Administration)<br>01603-420658 (Operations)<br>07921-055373 (Terminal Services Manager)<br>01603-420675 (Customer Services)<br>01603-487523 (Administration)<br>01603-414927 (Operations)<br>01603-420636 (Customer Services)<br>ops@norwichairport.co.uk (Operations) |
| 7 | Type of Traffic permitted (IFR/VFR) | IFR/VFR |
| 8 | Remarks | Use of this airport by aircraft not able to communicate with ATC by radio subject to prior permission.<br><br>Aircraft towing banners, or non-powered gliders, may not land at or depart from the airport. |

## EGSH AD 2.3 OPERATIONAL HOURS

| | | |
|---|---|---|
| 1 | AD Administration | 0600-2130 (0500-2030). Outside of these hours see remarks. |
| 2 | Customs and immigration | As AD Hours |
| 3 | Health and sanitation | |
| 4 | AIS Briefing Office | |
| 5 | ATS Reporting Office (ARO) | |
| 6 | MET Briefing Office | |
| 7 | ATS | As AD hours. |
| 8 | Fuelling | As AD hours and by arrangement. |
| 9 | Handling | As AD hours and on request. |
| 10 | Security | As AD hours. |
| 11 | De-icing | October to April during AD hours on request to Operations. |
| 12 | Remarks | 01 May - 31 Oct: Mon to Thu, Sat 0600-2230 (0500-2130); Fri and Sun 0600-2300 (0500-2200).<br>01 Nov - 30 Apr: Sun to Fri 0600-2130; Sat 0600-2000.<br><br>This aerodrome is strictly PPR.<br>All movements outside published operating hours incur an extra charge.<br>All requests to be made via Operations.<br>Any changes to operating hours will be notified by NOTAM action. |

## EGSH AD 2.4 HANDLING SERVICES AND FACILITIES

| | | |
|---|---|---|
| 1 | Cargo handling facilities | Nearest railway siding: Norwich. |
| 2 | Fuel and oil types | AVTUR JET A-1, AVGAS 100LL. |
| 3 | Fuelling facilities/capacity | Above ground storage: JET A-1 225,000 L; AVGAS 30,000 L. |
| 4 | De-icing facilities | On request to Operations during AD hours. |
| 5 | Hangar space for visiting aircraft | None. |

| | | |
|---|---|---|
| 6 | Repair facilities for visiting aircraft | None. |
| 7 | Remarks | All aircraft operating for hire or reward from/to Norwich will be required to be handled by Norwich Airport Ltd.<br><br>Handling should be requested by telephoning Operations on 01603-420658; Fax: 01603-414927 or e-mail: ops@norwichairport.co.uk or telephone the Terminal Services Manager on 01603-420645; Fax: 01603-420646. Norwich Handling Frequency 131.855 MHz.<br><br>For fuel contact Fuel Services, Tel: 01603-402042.<br>E-mail: fuel@norwichairport.co.uk or via Norwich Airport Phone: 01603-420658 (Operations).<br><br>SaxonAir are the preferred handling agents for GA and Business aviation. Handling by and use of the SaxonAir Apron is subject to Prior Permission from SaxonAir Operations. Tel: 01603-510110; Fax: 01603-488879; e-mail: handling@saxonair.com; website: www.saxonair.com |

## EGSH AD 2.5 PASSENGER FACILITIES

| | | |
|---|---|---|
| 1 | Hotels | Airport Hotel. Hotels in vicinity. |
| 2 | Restaurants | Restaurant and Licensed bar. |
| 3 | Transportation | Taxis and car hire, Limited bus service. Motor coaches by arrangement. Nearest railway station: Norwich. |
| 4 | Medical facilities | First Aid available during AD hours. Doctors and ambulance on call. |
| 5 | Bank and Post Office | Cash dispenser. |
| 6 | Tourist Office | Limited tourist information available from the airport information desk. |
| 7 | Remarks | |

## EGSH AD 2.6 RESCUE AND FIRE FIGHTING SERVICES

| | | |
|---|---|---|
| 1 | AD category for fire fighting services | RFF Category A6<br>RFF Category 7 and 8 by arrangement.<br>RFF Category 7 operations at remission level manning. |
| 2 | Rescue equipment | |
| 3 | Capability for removal of disabled aircraft | Norwich Airport Ltd has an agreement with a local recovery company which holds resources capable of recovering aircraft up to 160,000 kg. Contact Air Ops: 07872-376275 |
| 4 | Remarks | |

## EGSH AD 2.7 SEASONAL AVAILABILITY - CLEARING

| | | |
|---|---|---|
| 1 | Type of clearing equipment | Mechanical, Chemical de-icing. Runways and Taxiways anti-iced and de-iced with KAC fluid, supplemented with NAAC de-icing granules as required. |
| 2 | Clearance priorities | Standard. See AD 1.2.2. |
| 3 | Remarks | Norwich airport policy on clearing a contaminated runway will always be to clear back to blacktop. Therefore braking action readings derived from the use of a Grip tester friction meter, or any other source will not be available. Estimated braking action in accordance with CAP 1168, may be available. If the runway is open, standard operating procedures will be to pass flight crews the amount, depth and type of contamination only.<br>Latest information from ATC, Tel: 01603-420641. |

## EGSH AD 2.8 APRONS, TAXIWAYS AND CHECK LOCATIONS/POSITIONS DATA

| | | |
|---|---|---|
| 1 | Apron surface and strength | SAXONAIR<br>Surface: Concrete<br>PCN 32/R/C/W/U<br><br>WESTERN<br>Surface: Concrete<br>PCN 5/R/C/Y/U |

| | | |
|---|---|---|
| 2 | Taxiway width, surface and strength | Taxiway A: 15 M<br>Surface: Concrete and asphalt<br>PCN 16/R/D/W/T<br><br>Taxiway B: 15 M<br>Surface: Asphalt<br>PCN 14/R/D/Y/T<br><br>Taxiway C: 18 M<br>Surface: Asphalt<br>PCN 56/F/C/Y/U<br><br>Taxiway D: 17.5 M<br>Surface: Asphalt<br>PCN 29/R/D/Y/U<br><br>Taxiway E: 15 M<br>Surface: Asphalt<br>PCN 15/R/D/Y/T<br><br>Taxiway N: 15 M<br>Surface: Concrete and asphalt<br><br>Taxiway TAXILANE LINK E: 8.5 M<br>Surface: Concrete<br>PCN 8/R/C/W/T |
| 3 | Altimeter checkpoint location and elevation | Apron 101 FT |
| 4 | VOR checkpoints | |
| 5 | INS checkpoints | See Aircraft Parking/Docking Chart |
| 6 | Remarks | Transverse surface gradients on Stands 4, 5 and 6 fall marginally outside the CAA/ICAO recommended criteria. Operators should be aware that localised gradients of 1 in 65 (1.54%) maximum have been confirmed within the above stand centre-line areas<br><br>Western Apron is from E1 to E3. |

## EGSH AD 2.9 SURFACE MOVEMENT GUIDANCE AND CONTROL SYSTEM AND MARKINGS

| | | |
|---|---|---|
| 1 | Use of aircraft stand ID signs, TWY guide lines and visual docking/parking guidance system of aircraft stands | Apron Stands numbered 1 to 6 are located in front of the Terminal. These stands have stand number, yellow centre-line and ground stop marking and are designed for nose-in parking. Stand 7 is located on an area north of the terminal.<br><br>Visiting aircraft may be required to park on Stand 9, located on the Eastern Apron in front of Hangar 8.<br><br>There are no Stand Entry Guidance or Visual Docking Guidance Systems.<br><br>All aircraft are required to be marshalled onto all stands. Transport will be provided for access to and from Stands 7 and 9. |
| 2 | Runway and taxiway markings and lighting | Runway marking aid(s):<br>09/27: Runway 27 - Runway designation, runway centre-line, fixed distance, touchdown and threshold markings. Side strip. Stop and guard lights at runway/taxiway intersections. Green turning circle. Runway 27 turning circle is marked by yellow line and alternate amber/green lighting with blue taxiway edge lights.<br><br>Runway 09 - Runway designation, runway centre-line and threshold markings. Side strip. Stop and guard lights at runway/taxiway intersections. Runway 09 turning circle has yellow line and blue taxiway edge lighting only.<br><br>Taxiway marking aid(s):<br>Yellow lines. |
| 3 | Stop bars and runway guard lights (if any) | All runway holding points. |
| 4 | Other runway protection measures | |
| 5 | Remarks | WDI: 524041.84N 0011650.67E.<br>Two WDIs 200 M from Runway 09 and Runway 27 thresholds: 524029.00N 0011623.29E (LGTD) and 524029.34N 0011733.90E (LGTD). |

# EGSH AD 2.10 AERODROME OBSTACLES

| In Approach/Take-off areas | | | | | | |
|---|---|---|---|---|---|---|
| **Obstacle ID/ Designation** | **Obstacle Type** | **Obstacle Position** | **Elevation/Height** | | **Obstruction Lighting Type/ Colour** | **Remarks** |
| **1** | **2** | **3** | **4** | | **5** | **6** |
| (EGSH1063) 09/APPROACH | TREES | 524039.97N 0011543.04E | 181 FT | 68 FT | No | |
| (EGSH1059) 09/APPROACH | TREES | 524039.88N 0011540.47E | 183 FT | 70 FT | No | |
| (EGSH1066) 09/APPROACH | TREES | 524037.72N 0011546.26E | 163 FT | 47 FT | No | |
| (EGSH1250) 27/APPROACH 09/ TAKE-OFF | FENCE | 524037.47N 0011749.70E | 112 FT | 8 FT | No | |
| (EGSH1303) 09/APPROACH 27/ TAKE-OFF | TREES | 524037.47N 0011520.88E | 182 FT | 69 FT | No | |
| (EGSH1310) 09/APPROACH 27/ TAKE-OFF | TREES | 524037.23N 0011545.07E | 164 FT | 51 FT | No | |
| (EGSH1312) 09/APPROACH 27/ TAKE-OFF | TREES | 524036.53N 0011545.29E | 151 FT | 38 FT | No | |
| (EGSH1302) 09/APPROACH 27/ TAKE-OFF | TREES | 524036.42N 0011520.47E | 171 FT | 58 FT | No | |
| (EGSH1313) 09/APPROACH 27/ TAKE-OFF | TREES | 524035.12N 0011546.55E | 141 FT | 28 FT | No | |
| (EGSH1309) 09/APPROACH 27/ TAKE-OFF | TREES | 524035.09N 0011542.35E | 152 FT | 39 FT | No | |
| (EGSH1311) 09/APPROACH 27/ TAKE-OFF | TREES | 524034.90N 0011544.99E | 146 FT | 33 FT | No | |
| (EGSH1308) 09/APPROACH 27/ TAKE-OFF | TREES | 524034.77N 0011539.64E | 154 FT | 41 FT | No | |
| (EGSH1307) 09/APPROACH 27/ TAKE-OFF | TREES | 524034.30N 0011535.85E | 158 FT | 45 FT | No | |
| (EGSH1070) 27/TAKE-OFF | ROAD 4 8M | 524033.37N 0011549.89E | 135 FT | 17 FT | No | |
| (EGSH1268) 27/APPROACH 09/ TAKE-OFF | TREE | 524033.34N 0011816.14E | 144 FT | 38 FT | No | |
| (EGSH1305) 09/APPROACH 27/ TAKE-OFF | TREES | 524033.04N 0011525.31E | 161 FT | 48 FT | No | |
| (EGSH1071) 27/TAKE-OFF | FENCE | 524032.87N 0011550.60E | 127 FT | 9 FT | No | |
| (EGSH1264) 09/TAKE-OFF | TREES | 524032.79N 0011811.22E | 122 FT | 14 FT | No | |
| (EGSH1076) 27/TAKE-OFF | 27 LLZ OBS LT | 524032.49N 0011553.88E | 125 FT | 9 FT | Yes Red | |
| (EGSH1256) 27/APPROACH 09/ TAKE-OFF | ROAD 4 8M | 524032.40N 0011759.79E | 118 FT | 15 FT | No | |
| (EGSH1048) 27/TAKE-OFF | TREE | 524030.88N 0011526.65E | 161 FT | 40 FT | No | |
| (EGSH1266) 09/TAKE-OFF | TREES | 524029.83N 0011811.31E | 130 FT | 22 FT | No | |
| (EGSH1049) 27/TAKE-OFF | TREES | 524028.42N 0011528.10E | 150 FT | 27 FT | No | |
| (EGSH1080) 09/APPROACH | TREE | 524025.26N 0011555.31E | 158 FT | 44 FT | No | |

| In circling area and at aerodrome | | | | | | |
|---|---|---|---|---|---|---|
| **Obstacle ID/ Designation** | **Obstacle Type** | **Obstacle Position** | **Elevation/Height** | | **Obstruction Lighting Type/ Colour** | **Remarks** |
| **1** | **2** | **3** | **4** | | **5** | **6** |
| DRAYTON | CRANES | 524105.93N 0011320.99E | 243 FT | 132 FT | Yes Red | Operating until 31 December 2026. |

| In circling area and at aerodrome | | | | | | |
|---|---|---|---|---|---|---|
| **Obstacle ID/ Designation** | **Obstacle Type** | **Obstacle Position** | **Elevation/Height** | | **Obstruction Lighting Type/ Colour** | **Remarks** |
| **1** | **2** | **3** | **4** | | **5** | **6** |
| TAVERHAM | CRANE | 524101.19N 0011054.90E | 256 FT | 125 FT | Yes Red | Operating until January 2026. |
| C0024A | CRANE | 524059.23N 0011328.70E | 244 FT | 131 FT | Yes Red | Drayton. Expected until December 2028. |
| (EGSH1190) | FLOODLIGHT | 524020.37N 0011704.79E | 223 FT | 120 FT | Yes Red | |
| (EGSH1106) | FLATS | 523901.39N 0011614.39E | 202 FT | 113 FT | No | |
| (EGSH1276) | AERIAL | 523857.83N 0011941.21E | 271 FT | 156 FT | Yes Red | |
| (EGSH1046) | CHIMNEY | 523849.28N 0011517.83E | 206 FT | 137 FT | Yes Red | |
| (EGSH1281) | AERIAL | 523809.42N 0012013.46E | 312 FT | 168 FT | No | |
| (EGSH1269) | CATHEDRAL SPIRE | 523755.13N 0011804.76E | 339 FT | 318 FT | No | |
| NORWICH CASTLE | CRANE | 523741.73N 0011744.86E | 248 FT | | Yes Red | Operating until 31 December 2024. |

## EGSH AD 2.11 METEOROLOGICAL INFORMATION PROVIDED

| | | |
|---|---|---|
| 1 | Associated MET Office | MET OFFICE EXETER |
| 2 | Hours of service<br>MET Office outside hour | H24 |
| 3 | Office responsible for TAF preparation<br>Periods of validity | MET OFFICE EXETER<br>9 hours |
| 4 | Trend forecast<br>Interval of issuance | 30 minutes |
| 5 | Briefing/consultation provided | Self-briefing/telephone. |
| 6 | Flight documentation<br>Language(s) used | TAFs/METARs.<br>English. |
| 7 | Charts and other information available for briefing or consultation | |
| 8 | Supplementary equipment available for providing information | Email. |
| 9 | ATS units provided with information | NORWICH |
| 10 | Additional information (limitation of service, etc.) | |

## EGSH AD 2.12 RUNWAY PHYSICAL CHARACTERISTICS

| **Designations RWY Number** | **True bearing** | **Dimensions of RWY** | **Surface of RWY/ SWY/ Strength** | **THR co-ordinates/ THR Geoid undulation** | **THR elevation/ Highest elevation of TDZ of precision APP RWY** | **Slope of RWY/ SWY** |
|---|---|---|---|---|---|---|
| **1** | **2** | **3** | **4** | **5** | **6** | **7** |
| 09 | 089.28° | 1842 x 45 M | RWY surface: Concrete and asphalt<br>PCN 56/R/D/W/U | 524032.99N<br>0011608.60E<br>146.5 FT | THR 117.0 FT<br>TDZ 117.5 FT | |
| 27 | 269.30° | 1842 x 45 M | RWY surface: Concrete and asphalt<br>PCN 56/R/D/W/U | 524033.72N<br>0011746.58E<br>146.4 FT | THR 105.6 FT<br>TDZ 109.0 FT | |

| SWY Dimensions | Clearway Dimensions | Strip Dimensions | RESA Dimensions, Overshoot / Undershoot | Location/ description of arresting system | OFZ | Remarks |
|---|---|---|---|---|---|---|
| 8 | 9 | 10 | 11 | 12 | 13 | 14 |
| | 152 x 150 M | 1962 x 300 M | 92 x 90 M<br>- | | | RWY 09<br><br>Instrument Non-Precision Approach.<br><br>Water patches greater than 9 MM deep may be present on the runway if rain has fallen for extended periods or heavy showers have occurred. |
| | 271 x 150 M | 1962 x 300 M | 211 x 90 M<br>- | | | RWY 27<br><br>Instrument Precision Approach.<br><br>Water patches greater than 9 MM deep may be present on the runway if rain has fallen for extended periods or heavy showers have occurred. |

## EGSH AD 2.13 DECLARED DISTANCES

| Runway designator | TORA | TODA | ASDA | LDA | Remarks |
|---|---|---|---|---|---|
| 1 | 2 | 3 | 4 | 5 | 6 |
| 09 | 1842 M | 1993 M | 1842 M | 1842 M | |
| 27 | 1842 M | 2112 M | 1842 M | 1842 M | |
| 09 | 1656 M | 1808 M | 1656 M | | Departure from intersection with Taxiway Delta. |
| 09 | 850 M | 1002 M | 850 M | | Departure from intersection with Taxiway Charlie. |
| 09 | 535 M | 687 M | 535 M | | Departure from intersection with Taxiway Bravo. |
| 27 | 1326 M | 1597 M | 1326 M | | Departure from intersection with Taxiway Bravo. |
| 27 | 1014 M | 1285 M | 1014 M | | Departure from intersection with Taxiway Charlie. |
| 27 | 205 M | 475 M | 205 M | | Departure from intersection with Taxiway Delta. |

## EGSH AD 2.14 APPROACH AND RUNWAY LIGHTING

| RWY | Approach lighting Type/ Length/ Intensity | Threshold lighting Colour/Wing bars | VASIS/ MEHT/ PAPI/ PAPI Dist from THR | TDZ, lighting Length | Runway Centre Line lighting Length/ Spacing/ Colour/ Intensity | Runway edge lighting Length/ Spacing/ Colour/ Intensity | Runway end lighting Colour/ Wing bars | Stopway lighting Length/ Colour | Remarks |
|---|---|---|---|---|---|---|---|---|---|
| 1 | 2 | 3 | 4 | 5 | 6 | 7 | 8 | 9 | 10 |
| 09 | Centre-line with one crossbar.<br>427 M<br>Light intensity high | Green<br>Light intensity high | PAPI<br>Left/3°<br>45 FT<br>281 M | | 15 M Colour coded<br>Light intensity high | Bi-directional with omni-directional component<br>Light intensity high | Red | | |
| 27 | Coded centre-line with five crossbars.<br>953 M<br>Light intensity high | Green<br>Light intensity high | PAPI<br>Left/3°<br>57 FT<br>344 M | | 15 M Colour coded<br>Light intensity high | Bi-directional with omni-directional component<br>Light intensity high | Red | | |

## EGSH AD 2.15 OTHER LIGHTING, SECONDARY POWER SUPPLY

| | | |
|---|---|---|
| 1 | ABN/IBN location, characteristics and hours of operation | |
| 2 | LDI location and lighting<br>Anemometer location and lighting | Anemometer: 524041.97N 0011646.79E<br>Runway 27: 524029.57N 0011732.85E<br>Runway 09: 524029.11N 0011622.45E |
| 3 | TWY edge and centre line lighting | CL: Green centre-line lighting on Taxiway C.<br><br>EDGE: Blue edge lighting on Taxiways A, B, D and E. |
| 4 | Secondary power supply/switch-over time | Yes. Less than 15 seconds. In IRVR of 1500 M or less, less than 1 second. |
| 5 | Remarks | Terminal apron floodlighting. Obstacle lighting. |

## EGSH AD 2.16 HELICOPTER LANDING AREA

**INTENTIONALLY BLANK**

## EGSH AD 2.17 AIR TRAFFIC SERVICES AIRSPACE

| Designation and lateral limits | Vertical Limits | Airspace Class | ATS unit callsign/ language | Transition Altitude | Hours of applicability | Remarks |
|---|---|---|---|---|---|---|
| 1 | 2 | 3 | 4 | 5 | 6 | 7 |
| NORWICH CTR<br>524530N 0011035E - 524536N 0012308E thence clockwise by the arc of a circle radius 6 NM centred on 524034N 0011747E to 523537N 0012319E - 523531N 0011049E thence clockwise by the arc of a circle radius 6 NM centred on 524033N 0011609E to 524530N 0011035E | Upper limit: 4000 FT ALT<br>Lower limit: SFC | D | NORWICH APPROACH<br>English | 5000 FT | | |
| NORWICH ATZ<br>A circle, 2.5 NM radius, centred at 524033N 0011658E on longest notified runway (09/27) | Upper limit: 2000 FT AGL<br>Lower limit: SFC | D | NORWICH APPROACH<br>English | 5000 FT | | |

## EGSH AD 2.18 AIR TRAFFIC SERVICES COMMUNICATION FACILITIES

| Service Designation | Callsign | Channel/ Frequency(MHz) | SATVOICE number(s) | Logon Address | Hours of Operation | Remarks |
|---|---|---|---|---|---|---|
| 1 | 2 | 3 | 4 | 5 | 6 | 7 |
| APP | NORWICH APPROACH | 119.355<br>DOC 40 NM/ 25,000 FT. | | | As per AD hours and by arrangement. | CTR/CTA hours coincident with AD hours. |
| TWR | NORWICH TOWER | 124.255<br>DOC 20 NM/5000 FT. | | | As per AD hours and by arrangement. | |
| RADAR | NORWICH DIRECTOR | 128.330<br>Not continuously monitored. | | | When Instructed by ATC | LARS is provided during Radar opening hours to a range of 30 NM. |
| | NORWICH RADAR | 119.355<br>DOC 40 NM/ 25,000 FT. | | | As per AD hours and by arrangement. | |
| ATIS | NORWICH INFORMATION | 128.630<br>DOC 60 NM/ 20,000 FT. | | | As per AD hours and by arrangement. | Arrivals ATIS.<br>Auto METAR when AD closed. |

| Service Designation | Callsign | Channel/ Frequency(MHz) | SATVOICE number(s) | Logon Address | Hours of Operation | Remarks |
|---|---|---|---|---|---|---|
| 1 | 2 | 3 | 4 | 5 | 6 | 7 |
| OTHER | NORWICH FIRE | 121.600 Non-ATS frequency. | | | Available when Fire vehicle attending aircraft on the ground in an emergency. | |

## EGSH AD 2.19 RADIO NAVIGATION AND LANDING AIDS

| Type of Aid CAT of ILS/MLS MAG Var/VOR Declination | Ident | Frequency | Hours of Operation | Position of transmitting antenna coordinates | Elevation of DME transmitting antenna | Remarks |
|---|---|---|---|---|---|---|
| 1 | 2 | 3 | 4 | 5 | 6 | 7 |
| ILS/LOC<br>I<br>1.71°E (2027) | INH | 110.900 MHz | HO | 524032.87N<br>0011554.01E | | (RWY 27)<br>ILS, LOC and GP may be tactically withdrawn for routine maintenance. |
| ILS/GP | INH | 330.800 MHz | HO | 524038.13N<br>0011731.26E | | 3° ILS Ref Datum Hgt 50 FT. |
| DME | INH | 46X<br>110.900 MHz | HO | 524026.99N<br>0011658.94E | 129 FT | (RWY 27)<br>On AD.<br>DME freq paired with ILS I-NH.<br>Zero range indicated at THR of Runway 27 and 09. |
| NDB (L)<br>1.72°E (2027) | NWI | 342.500 kHz | HO | 524039.15N<br>0011729.41E | | On AD.<br>DOC 50 NM. |

## EGSH AD 2.20 LOCAL AERODROME REGULATIONS

### 1 AIRPORT REGULATIONS

a) Booking out details should be passed by telephone: 01603-420641. Calls on RTF may result in delays.
b) All aircraft using Norwich aerodrome or its facilities, are required to have third party liability insurance cover in the sum of at least £1,000,000. Proof of this insurance should be available for inspection at any time whilst the aircraft is at Norwich aerodrome.
c) Extension charges apply after published AD HR.
d) All persons on the manoeuvring and apron areas at Norwich Airport must wear high visibility clothing as it is designed to be worn, at all times.
e) Pilots/Crew wearing high visibility clothing are permitted to escort passengers not wearing the required clothing. Apart from when carrying out aircraft walk round inspections, pilots/crew must keep to designated walkways and pedestrian crossings when on the terminal apron for their own safety. This also applies to passengers under pilot/crew escort. No pedestrian movement is permitted between the terminal and stand 7 parking area. Transport will be provided upon request.
f) Norwich Airport is PPR for all visiting aircraft movements. PPR can be obtained directly from Norwich Airport ATC on 01603-420641 or your Norwich based handling agent. PPR is required a minimum of 60 minutes prior to ETA. Scheduled flights are not affected by this requirement.

### 2 GROUND MOVEMENT

a) Push-backs: Jet powered aircraft over 45,000 KG AUW on Stands 4, 5 or 6 will be pushed-back and pulled forward as part of the pre-taxi manoeuvre. Due to jet blast safety distances, engine start is not to commence until instructed by the ground crew. This will normally be during the pull forward phase of the procedure.
b) Code D aircraft shall expect to use Taxiway Charlie only.
c) Large aircraft are to use the turning circles at either end as appropriate.
d) The Western Apron is only to be used by resident operators and their authorised visitors. Visiting aircraft shall park under marshaller's instruction. There are 5 helicopter parking stands on the Western Apron. Stands 20 and 21 on the western half at the northern end of the Western Apron for use by the Air Ambulance only, D value maximum of 13.63 M. Stand 22 on the western half in the middle of the Western Apron is a taxi-through helicopter stand. Stands 23 and 24 on the eastern half at the southern end of the Western Apron, D value maximum of 16.66 M.
e) All visiting aircraft to Hangars 2 and 3 via the Eastern Apron should be aware there is a gate with limiting dimensions on exiting the Eastern Apron towards Hangars 2 and 3. Operators should contact the host tenant company for further details and dimensions. The gate is removable provided sufficient notice of an aircraft movement is received by the host Tenant company.
f) Eastern Apron Gate - Aircraft access to non-airside tenant companies. With access gate in situ and fully open the measured clearance distances are:

- 19.75 M with no obstacle between the gates;
- from centre-line to EAST, 9.8 M; first obstacle is gate height 1.2 M;
- from centre-line to WEST, 9.95 M; first obstacle is gate height 1.0 M.

g) Commanders of visiting Code B aircraft to the SaxonAir apron will be marshalled if entry is via E1 and the Code A Echo taxilane.
h) Aircraft when operating on and off aprons and taxiing to/from hold point Papa, shall use MINIMUM thrust/idle power to avoid jet blast risk in the vicinity.
i) All Visiting Aircraft: Engine Start shall only be conducted when a qualified start crew are in attendance. All engine starts must be in compliance with current Norwich Airport Procedures. Note: Aircraft starting on Stand 7 require a Norwich Airport start crew.
j) Low Visibility Operations in force when MET visibility is 1500 M or less. If the IRVR is 400 M or less, entry to the runway will be via A2 and C2 only. For all other departures, a 'Follow-Me' vehicle will be provided.
k) Blue Taxiway edge lights between Holding Point B1 and Runway 09/27 edge unserviceable. Holding Point B1 closed during night and low visibility operations.

## 3 WARNINGS

a) Flying takes place by light aircraft and microlights from Felthorpe aerodrome (4 NM NW of ARP at *524200N 0011200E) occasionally throughout the year with increased activity during the summer months.
b) At both ends of Runway 09/27 its width is twice that of the associated edge lights due to extra pavement at one side. Aircraft backtracking the runway and conducting a 180 degree turn, shall ensure on completion of the turn, correct alignment with the runway centre-line.
c) During Low Visibility Procedures, one fire engine is positioned west of Hold Bravo 1 and another fire engine is positioned west of Hold Delta 1.
d) The following bird hazards have been identified within 4 KM of the airfield:

   i. Around the aerodrome at dawn and dusk birds are observed transiting the airspace to various feeding/roosting locations.
   ii. 2.5 KM N at St. Faiths, 2.5 KM NE at Spixworth and 4 KM E at Rackheath; these locations are pig farms which attract a variety of birds up to an estimated 1500 FT AGL.
   iii. Perimeter of aerodrome up to 2 KM S, nesting gulls on building roofs presents bird activity during the day, predominantly April – September, and are known to overfly the aerodrome on a north/south track below 500 FT AGL.
   iv. 1.5 KM N at St. Faiths, rooks are known to transit between this rookery and the aerodrome to feed/roost.
   v. 1 KM SW at Hellesdon, racing pigeons flying low level during the day are on occasions observed crossing the runway/flight path.

e) Numerous flocks of birds have been observed crossing the approaches to Runway 09/27 at dawn and dusk within 1.5 NM of touchdown.
f) Helicopter winch training is conducted on the north side of the AD.
g) If a ground taxiing aircraft requires a brake test, this shall take place only on that portion of concrete Taxiway A parallel to Runway 27/09 between Holding Point B1 and A2.
h) Wind Shear and turbulence can occur on final approach to Runway 27 during periods of strong southerly or south westerly winds.
i) Unlit crane 150 M south of the terminal, up to 215 FT AGL.
j) Eastern Apron: 10 floodlight stanchions up to 115 FT AGL.
k) Caution - Helicopter activity takes place outside of AD published hours.
l) Surface wind observations for Runway 09 operations derived from the mid point anemometer.
m) Caution - Bright flood lighting at sports ground 1.5 NM final Runway 27.
n) Care should be exercised when arriving at EGSH from the south, to ensure alignment with the specified runway; Taxiway C is no longer a runway but is now an active taxiway.

## 4 HELICOPTER OPERATIONS

a) Light helicopters are not required to use the runways but arrivals and departures should be operated in such a way as to avoid overflying of, and to minimise the disturbance to, local residential areas.
b) Air taxiing on the main apron is not permitted except with the approval of ATC and under the guidance of a Marshaller.
c) Departures direct from the SaxonAir Apron and associated stands are prohibited.
d) Daily Helimed Operations take place outside of AD operating hours.

## 5 USE OF RUNWAYS

a) Variable circuits in operation.
b) Normally no overhead joins are permitted.

## 6 TRAINING

a) Circuit and Instrument training is only available by prior arrangement with ATC and subject to local traffic and the runway in use. Normal circuit heights are 1000 FT QFE for aircraft up to 5700 KG and 1500 FT QFE for aircraft over 5700 KG.
b) Due to the number of aircraft using the airport for instrument training a booking system is in operation. Training periods can be booked by application to ATC Tel: 01603-420641. The filing of a flight plan does not constitute a booking to carry out instrument training at the airport. Failure to make a booking may result in the aircraft being refused use of the facilities. Pilots unable to make the booked time must inform ATC either to cancel the slot or to re-book.
c) Aircraft wishing to make training approaches (non-landing) are to contact the preferred handling agents, SaxonAir on 01603-510111 to book in. There is no requirement to call ATC.

# EGSH AD 2.21 NOISE ABATEMENT PROCEDURES

## 1 GENERAL

a) Operators of all aircraft using Norwich Aerodrome are to ensure at all times that aircraft are operated in a manner calculated to cause the least disturbance practicable in the areas surrounding the aerodrome.
b) Where operationally possible, pilots should endeavour to avoid overflight of the town of Taverham situated 2 miles west of the airport.
c) When taking off, aircraft shall climb as steeply as minimum engine noise settings allow and when approaching to land, without the assistance of ILS, shall follow a descent path which will not result in their being at any time lower than the normal 3° GP.

## 2 ARRIVALS

a) Pilots of arriving jet aircraft and turbo-prop aircraft and aircraft in excess of 5700 KG should arrange their flights to be established on final approach to a runway not below 1500 FT AAL.

## 3 DEPARTURES

All aircraft other than IFR helicopters to the Southern North Sea (see below):

a) On departure from any runway, all aircraft are to climb straight ahead to 1000 FT AAL before turning, unless instructed otherwise by ATC.
b) Departure aircraft less than 5700 KG AUW - may be permitted to make a turn to the north of the aerodrome at 500 FT AAL.

# EGSH AD 2.22 FLIGHT PROCEDURES

## 1 PROCEDURES FOR OUTBOUND AIRCRAFT

a) Departures overflying the EHAA FIR via the UK North Sea are to flight plan via BODSO - L17 - MOLIX and then appropriate routes for destination.

## 2 AIR TESTS

a) Any aircraft requiring an air test which will be climbing to FL 190 or higher must have each individual flight approved by London Military. Pre-notification to London Military is required 24 hours prior to the flight taking place and it is the responsibility of the aircraft operator to ensure compliance with this requirement. London Military can be contacted on Tel: 01489-612408. If pre-notification is not completed start clearance may be delayed or withheld. All air tests must have a correctly filed flight plan which clearly and unambiguously states the nature and requirements of the flight and must include London Military as one of the addressees. A GAT Flight Plan into and routing along airways for the sole purpose of a flight test IS NOT acceptable. Norwich ATC can provide further information if required.

## 3 VISUAL REFERENCE POINTS (VRP)

a) Details of VRPs are available in the consolidated 'Visual Reference Points List' published on the 'Digital Dataset' page of the NATS AIS website, www.nats.aero/ais.

## 4 SPECIAL VFR FLIGHT

a) Clearance may be requested for Special VFR flight within the Norwich Control Zone and will be given whenever the traffic situation permits.
b) Special VFR clearance may include routing and maximum altitude instructions.
c) Pilots are reminded that they must at all times when operating on Special VFR clearance, remain clear of cloud and in sight of the surface and in flight conditions which will enable them to determine their flight path and keep clear of obstacles. Radar vectoring will not normally be applied to aircraft operating on Special VFR clearance.

## 5 VFR FLIGHTS

a) VFR flights in the CTR/CTAs may be given routing instructions and/or altitude restrictions in order to integrate VFR flights with other traffic.
b) Pilots should anticipate routing instructions in relation to the Visual Reference Points (VRPs) detailed in paragraph 3.
c) Pilots of VFR flights are reminded of the requirement to remain in VMC at all times and to advise ATC if at any time they are unable to comply with the clearances as issued.

## 6 FREQUENCY MONITORING CODE (FMC)

a) Pilots operating in the vicinity of, but intending to remain outside the Norwich controlled airspace within a 20 NM radius of the airport and maintaining a listening watch only on Norwich Radar frequency, 119.355 MHz, are encouraged to select SSR code 7350.
b) Selection of 7350 does not imply the receipt of an ATC service. Aircraft displaying the code are not expected to contact ATC under normal circumstances, remain responsible for their own navigation, separation, terrain clearance and are expected to remain clear of the Norwich controlled airspace at all times.

c) Whilst squawking 7350, pilots should be aware that Norwich Radar may make blind transmissions in order to ascertain a particular aircraft's intentions/route.
d) When a pilot ceases to maintain a listening watch, code 7350 shall be deselected.

## EGSH AD 2.23 ADDITIONAL INFORMATION

Not applicable

## EGSH AD 2.24 CHARTS RELATED TO AN AERODROME

AERODROME CHART - ICAO
AD 2.EGSH-2-1
AIRCRAFT PARKING/DOCKING CHART - ICAO
AD 2.EGSH-2-2
CONTROL ZONE and CONTROL AREA CHART
AD 2.EGSH-4-1
ATC SURVEILLANCE MINIMUM ALTITUDE CHART - ICAO
AD 2.EGSH-5-1
INSTRUMENT APPROACH CHART NDB(L)/DME RWY 09 - ICAO
AD 2.EGSH-8-1
INSTRUMENT APPROACH CHART ILS/DME/NDB(L) RWY 27 - ICAO
AD 2.EGSH-8-2
INSTRUMENT APPROACH CHART LOC/DME/NDB(L) RWY 27 - ICAO
AD 2.EGSH-8-3
INSTRUMENT APPROACH CHART NDB(L)/DME RWY 27 - ICAO
AD 2.EGSH-8-4

## EGSH AD 2.25 VISUAL SEGMENT SURFACE (VSS) PENETRATION

Not applicable

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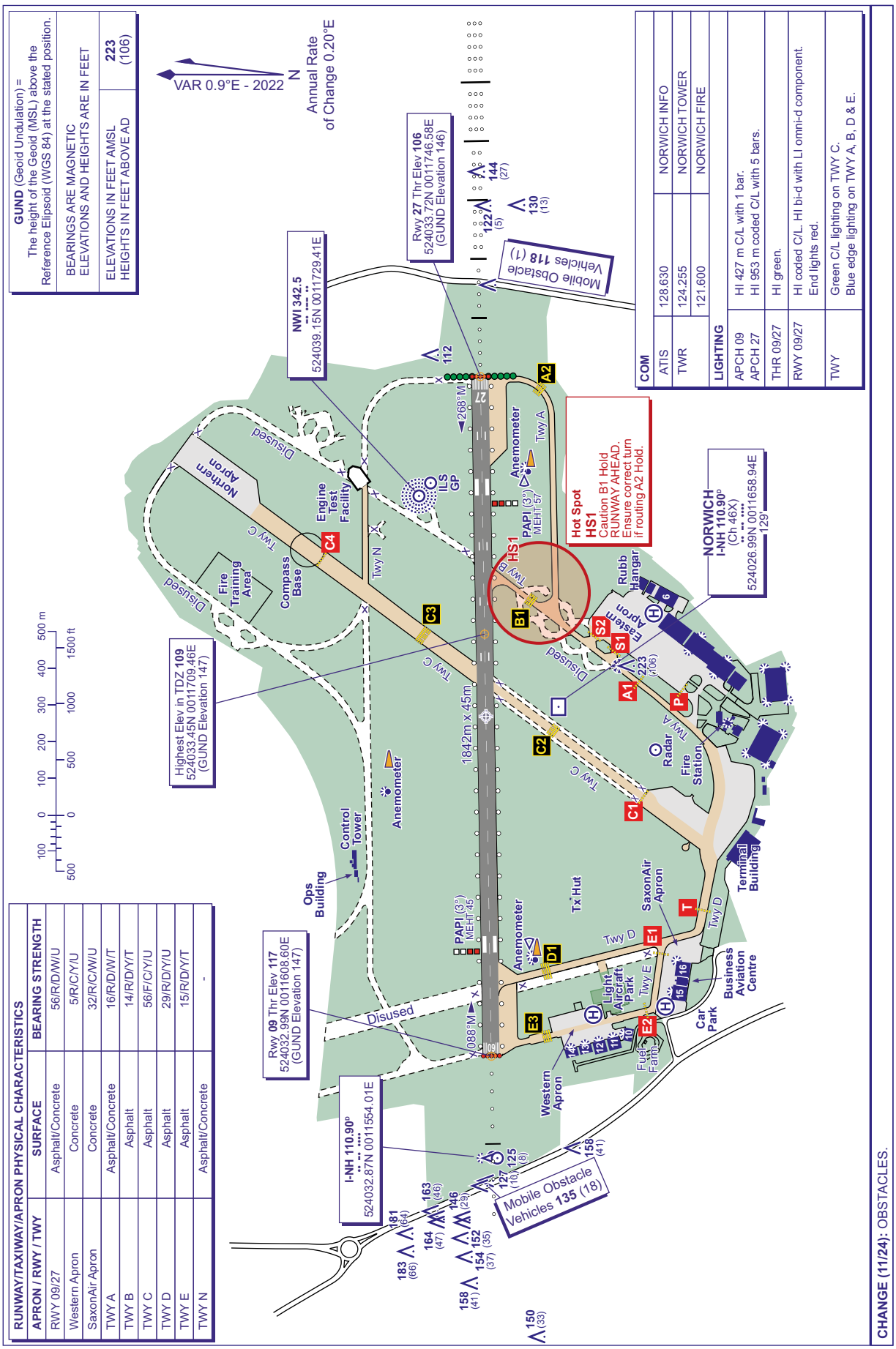
# NORWICH EGSH

AERODROME CHART - ICAO

ARP 524033N 0011658E

AD ELEV 117FT




| RUNWAY/TAXIWAY/APRON PHYSICAL CHARACTERISTICS | | |
|---|---|---|
| APRON / RWY / TWY | SURFACE | BEARING STRENGTH |
| RWY 09/27 | Asphalt/Concrete | 56/R/D/W/U |
| Western Apron | Concrete | 5/R/C/Y/U |
| SaxonAir Apron | Concrete | 32/R/C/W/U |
| TWY A | Asphalt/Concrete | 16/R/D/W/T |
| TWY B | Asphalt | 14/R/D/Y/T |
| TWY C | Asphalt | 56/F/C/Y/U |
| TWY D | Asphalt | 29/R/D/Y/U |
| TWY E | Asphalt | 15/R/D/Y/T |
| TWY N | Asphalt/Concrete | - |

AERO INFO DATE 22 AUG 24

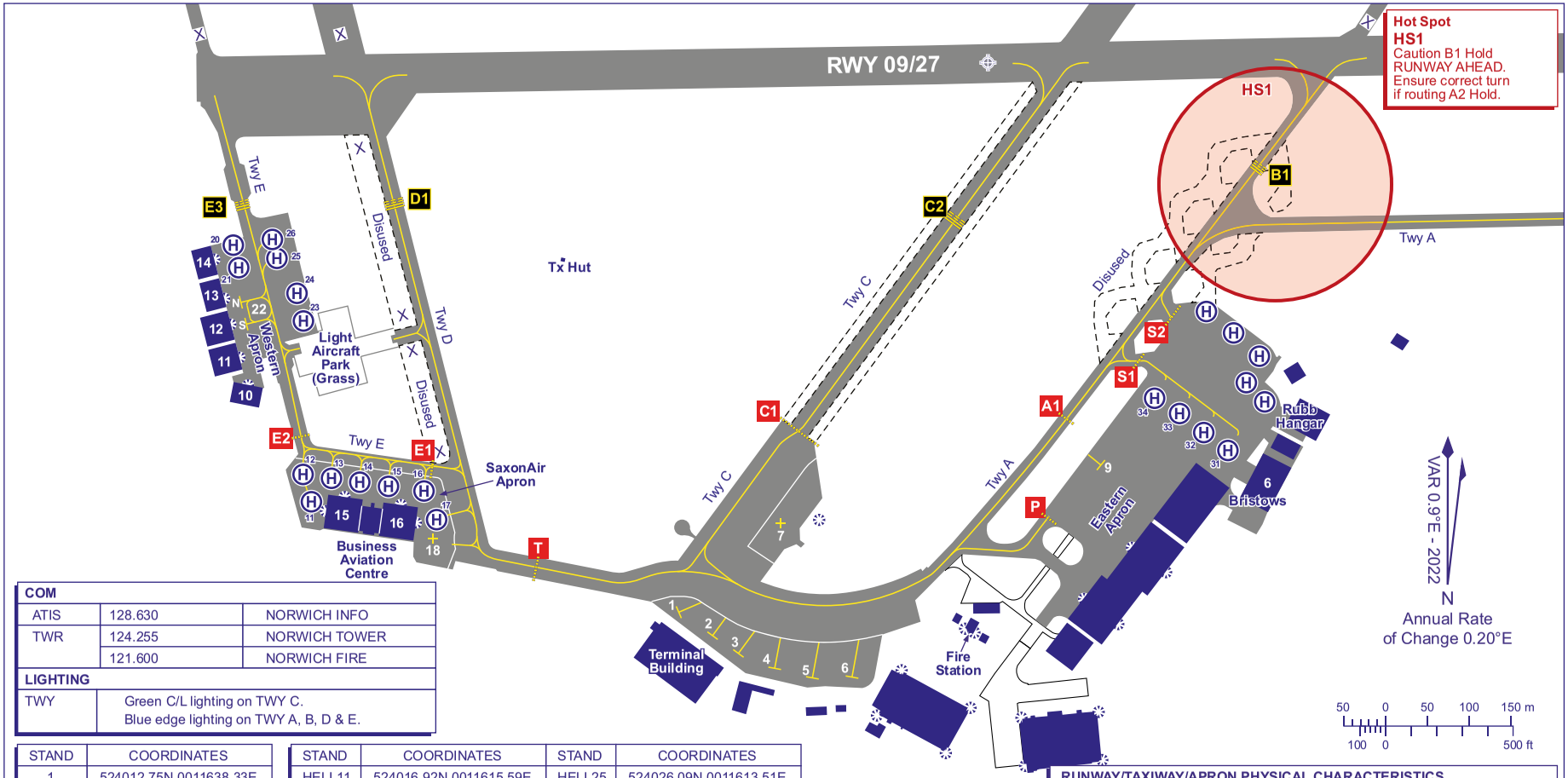
AD 2-EGSH-2-1

# AIRCRAFT PARKING/DOCKING CHART - ICAO

ARP 524033N 0011658E

AD ELEV 117FT

# NORWICH
## EGSH




| COM | | |
|---|---|---|
| ATIS | 128.630 | NORWICH INFO |
| TWR | 124.255 | NORWICH TOWER |
| | 121.600 | NORWICH FIRE |
| **LIGHTING** | | |
| TWY | Green C/L lighting on TWY C.<br>Blue edge lighting on TWY A, B, D & E. | |

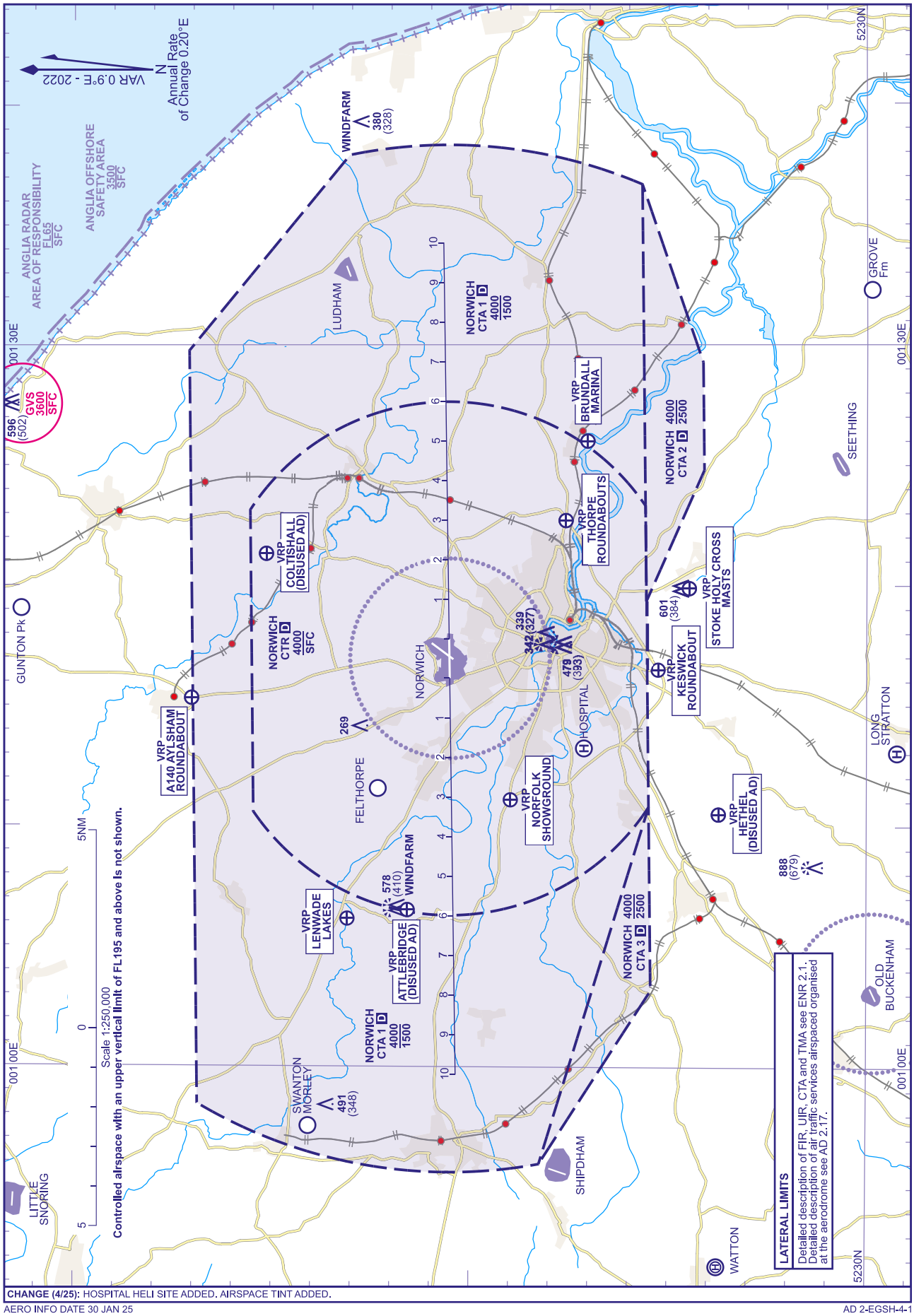
| STAND | COORDINATES |
|---|---|
| 1 | 524012.75N 0011638.33E |
| 2 | 524011.84N 0011640.38E |
| 3 | 524011.17N 0011642.00E |
| 4 | 524010.62N 0011644.26E |
| 5 | 524010.24N 0011646.55E |
| 6 | 524010.27N 0011649.01E |
| 7 | 524016.04N 0011644.67E |
| 9 | 524018.19N 0011704.48E |
| 18 | 524015.52N 0011623.08E |
| 22N | 524024.43N 0011611.37E |
| 22S | 524023.60N 0011611.72E |

| STAND | COORDINATES | STAND | COORDINATES |
|---|---|---|---|
| HELI 11 | 524016.92N 0011615.59E | HELI 25 | 524026.09N 0011613.51E |
| HELI 12 | 524017.95N 0011615.08E | HELI 26 | 524026.79N 0011613.22E |
| HELI 13 | 524017.80N 0011616.83E | HELI 31 | 524018.73N 0011712.36E |
| HELI 14 | 524017.65N 0011618.59E | HELI 32 | 524019.42N 0011710.87E |
| HELI 15 | 524017.49N 0011620.37E | HELI 33 | 524020.12N 0011709.38E |
| HELI 16 | 524017.31N 0011622.57E | HELI 34 | 524020.73N 0011707.83E |
| HELI 17 | 524016.23N 0011623.34E | | |
| HELI 20 | To be surveyed | | |
| HELI 21 | To be surveyed | | |
| HELI 23 | 524023.73N 0011615.14E | | |
| HELI 24 | 524024.77N 0011614.70E | | |

| RUNWAY/TAXIWAY/APRON PHYSICAL CHARACTERISTICS | | |
|---|---|---|
| **APRON / RWY / TWY** | **SURFACE** | **BEARING STRENGTH** |
| RWY 09/27 | Asphalt/Concrete | 56/R/D/W/U |
| Western Apron | Concrete | 5/R/C/Y/U |
| SaxonAir Apron | Concrete | 32/R/C/W/U |
| TWY A | Asphalt/Concrete | 16/R/D/W/T |
| TWY B | Asphalt | 14/R/D/Y/T |
| TWY C | Asphalt | 56/F/C/Y/U |
| TWY D | Asphalt | 29/R/D/Y/U |
| TWY E | Asphalt | 15/R/D/Y/T |
| TWY N | Asphalt/Concrete | - |

**CHANGE (7/24):** WESTERN APRON. NEW HELI STANDS 25, 26 & 31 TO 34. STAND 6, 18, 22N & 22S COORDS. HELI COORDS.

## CONTROL ZONE AND CONTROL AREA CHART — NORWICH




**CHANGE (4/25):** HOSPITAL HELI SITE ADDED. AIRSPACE TINT ADDED.

AERO INFO DATE 30 JAN 25

AD 2-EGSH-4-1

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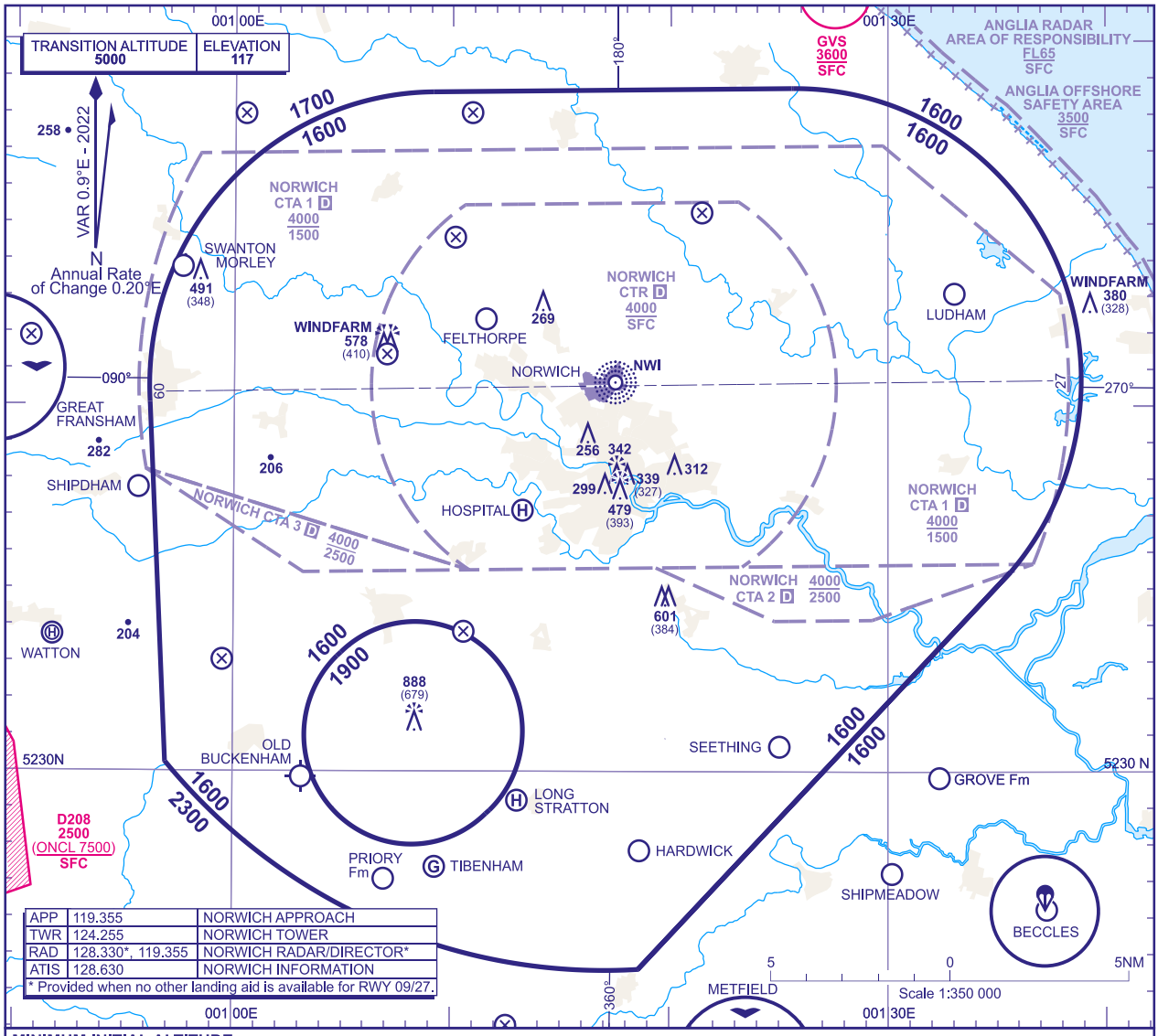
# ATC SURVEILLANCE MINIMUM ALTITUDE CHART - ICAO

BEARINGS, TRACKS AND RADIALS ARE MAGNETIC
ELEVATIONS IN FEET AMSL 888
HEIGHTS IN FEET AGL (679)

## NORWICH




| | | |
|---|---|---|
| APP | 119.355 | NORWICH APPROACH |
| TWR | 124.255 | NORWICH TOWER |
| RAD | 128.330*, 119.355 | NORWICH RADAR/DIRECTOR* |
| ATIS | 128.630 | NORWICH INFORMATION |

* Provided when no other landing aid is available for RWY 09/27.

**MINIMUM INITIAL ALTITUDE**

Within the ATC Surveillance Minimum Altitude area the minimum initial altitude to be allocated by the approach surveillance controller is **1600** in the sector defined by the lateral limits; 524835N 0010905E - 524842N 0012534E thence clockwise by an arc of a circle radius 8NM centred on 524043N 0012542E - 523528N 0013537E - 522436N 0011835E - thence by an arc of a circle radius 16NM centred on 524033N 0011658E - 523015N 0005655E - 524005N 0005609E thence clockwise by an arc of a circle radius 8NM centred on 524035N 0010916E - 524835N 0010905E except, **1900** in the sector defined by the lateral limits; 523309N 0010446E - 523315N 0010457E thence clockwise by an arc of a circle radius 3NM centred on 523106N 0010822E to 522857N 0011147E - 522851N 0011136E thence clockwise by an arc of a circle radius 3NM centred on 523100N 0010811E - 523309N 0010446E.

**OUTSIDE THE DESIGNATED ATC SURVEILLANCE MINIMUM ALTITUDE AREA**

The minimum altitude to be allocated by the approach surveillance controller will be either the Minimum Sector Altitude, or **1000** above any fixed obstacles:

a) within 5NM of the aircraft*, and

b) within the sector 15NM ahead of and within 20° either side of the aircraft's track*.

*When the aircraft is within 15NM of the radar antennae, the 5NM in a) and the 15NM in b) may be reduced to 3NM and 10NM respectively.

**LOSS OF COMMUNICATION PROCEDURES**

**Initial Approach**

Continue visually or by means of an appropriate approved final approach aid. If not possible proceed at **2000**, or last assigned level if higher, to **NDB(L) NWI**†.

**Intermediate and Final Approach**

Continue visually or by means of an appropriate final approach aid. If not possible follow the Missed Approach Procedure to **NDB(L) NWI**†.

† In all cases where the aircraft returns to the holding facility the procedure to be adopted is the Radio Failure Procedure detailed at ENR 1.1.3.4.

**GENERAL INFORMATION**

1. Levels shown are based on QNH.
2. Only significant obstacles and dominant spot heights are shown.
3. The minimum levels shown within the ATC Surveillance Minimum Altitude Area are in conformance with the Standard European Rules of the Air - SERA.5015.
4. Minimum Sector Altitudes are based on obstacles and spot heights within 25NM of the Aerodrome Reference Point.
5. Controlled airspace with a base in excess of **5000** or FL55, as appropriate, is not shown.
6. The ATC Surveillance service is provided by Primary and/or Secondary Radar equipment.
7. **This chart may only be used for cross-checking of altitudes assigned when in receipt of an ATC Surveillance service.**
8. Detailed description of FIR, UIR, CTA and TMA see ENR 2.1.
9. Detailed description of ATS airspace organized at the aerodrome see AD 2.17.

**CHANGE (4/25):** HOSPITAL HELI SITE ADDED.

AERO INFO DATE 24 JAN 25

AD 2-EGSH-5-1

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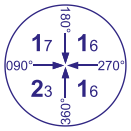
# INSTRUMENT APPROACH CHART - ICAO

# NORWICH NDB(L)/DME RWY 09

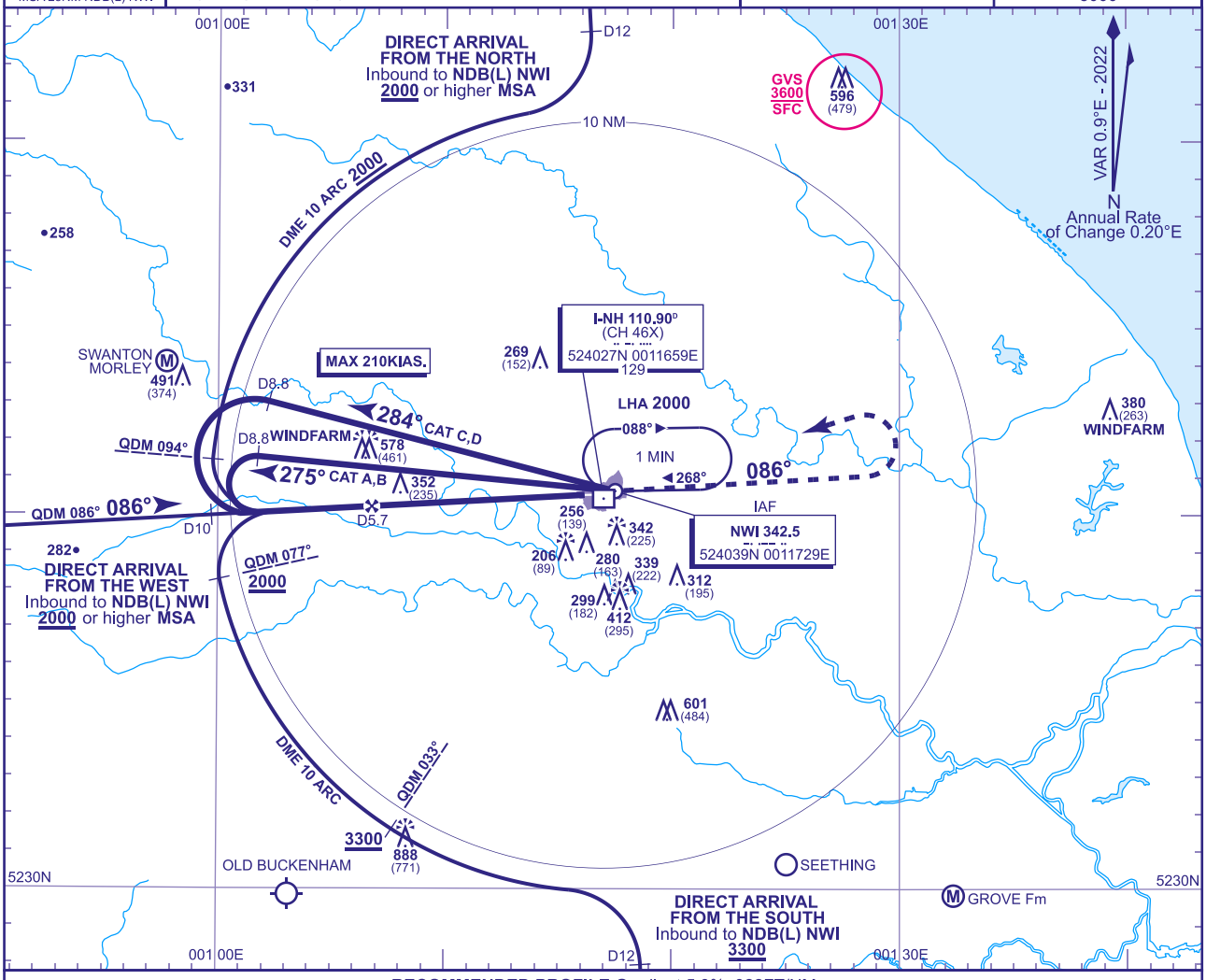
(ACFT CAT A,B,C,D)




MSA 25NM NDB(L) NWI

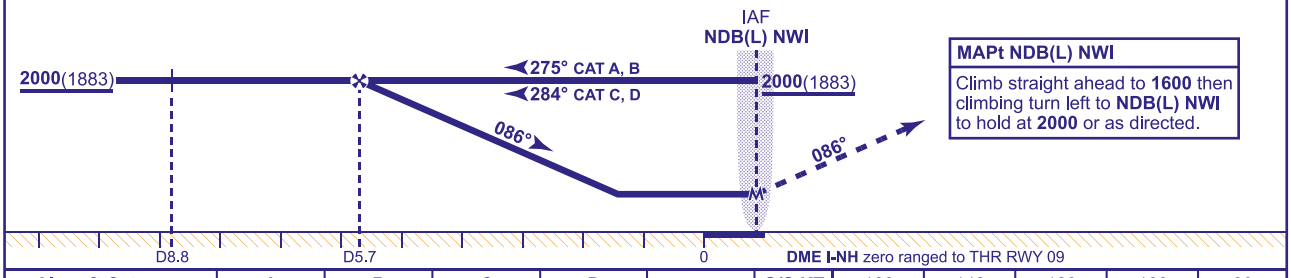
| | | | |
|---|---|---|---|
| APP 119.355 | NORWICH APPROACH | AD ELEVATION | 117 |
| TWR 124.255 | NORWICH TOWER | THR ELEVATION | 117 |
| RAD 119.355, 128.330* | NORWICH RADAR | OBSTACLE ELEVATION | 888 AMSL (771) (ABOVE THR) |
| ATIS 128.630 | NORWICH INFORMATION | | |
| *NORWICH DIRECTOR | | BEARINGS ARE MAGNETIC | |

TRANSITION ALTITUDE 5000




**RECOMMENDED PROFILE** Gradient 5.3%, 322FT/NM

| DME I-NH | 5 | 4 | 3 | 2 |
|---|---|---|---|---|
| ALT(HGT) | **1770**(1653) | **1450**(1333) | **1130**(1013) | **810**(693) |




**MAPt NDB(L) NWI**

Climb straight ahead to **1600** then climbing turn left to **NDB(L) NWI** to hold at **2000** or as directed.

| Aircraft Category | | A | B | C | D |
|---|---|---|---|---|---|
| OCA (OCH) | WITH DME | **560**(443) | **560**(443) | **560**(443) | **560**(443) |
| | NO DME | **870**(753) | **870**(753) | **870**(753) | **870**(753) |
| VM(C)OCA (OCH AAL) | Total Area | **610**(493) | **640**(523) | **810**(693) | **810**(693) |

| Rate of descent | G/S KT | 160 | 140 | 120 | 100 | 80 |
|---|---|---|---|---|---|---|
| | FT/MIN | 860 | 750 | 640 | 540 | 430 |

**AIRCRAFT UNABLE TO RECEIVE DME I-NH** As for main procedures with DME, except fly outbound on QDR for 4 MIN (CAT A,B); 2.5 MIN (CAT C,D) prior to base turn. When established on FAT descend to MDH.

**NOTE**
1. All inbound aircraft should contact Norwich at least 10 MIN before ETA.
2. FAT offset 3° south from RWY 09 C/L and crosses RWY C/L 1.1NM before THR.
3. ATC will normally require aircraft to hold not lower than **3000** or equivalent FL.
4. Direct arrivals are subject to ATC approval and not available without DME I-NH.

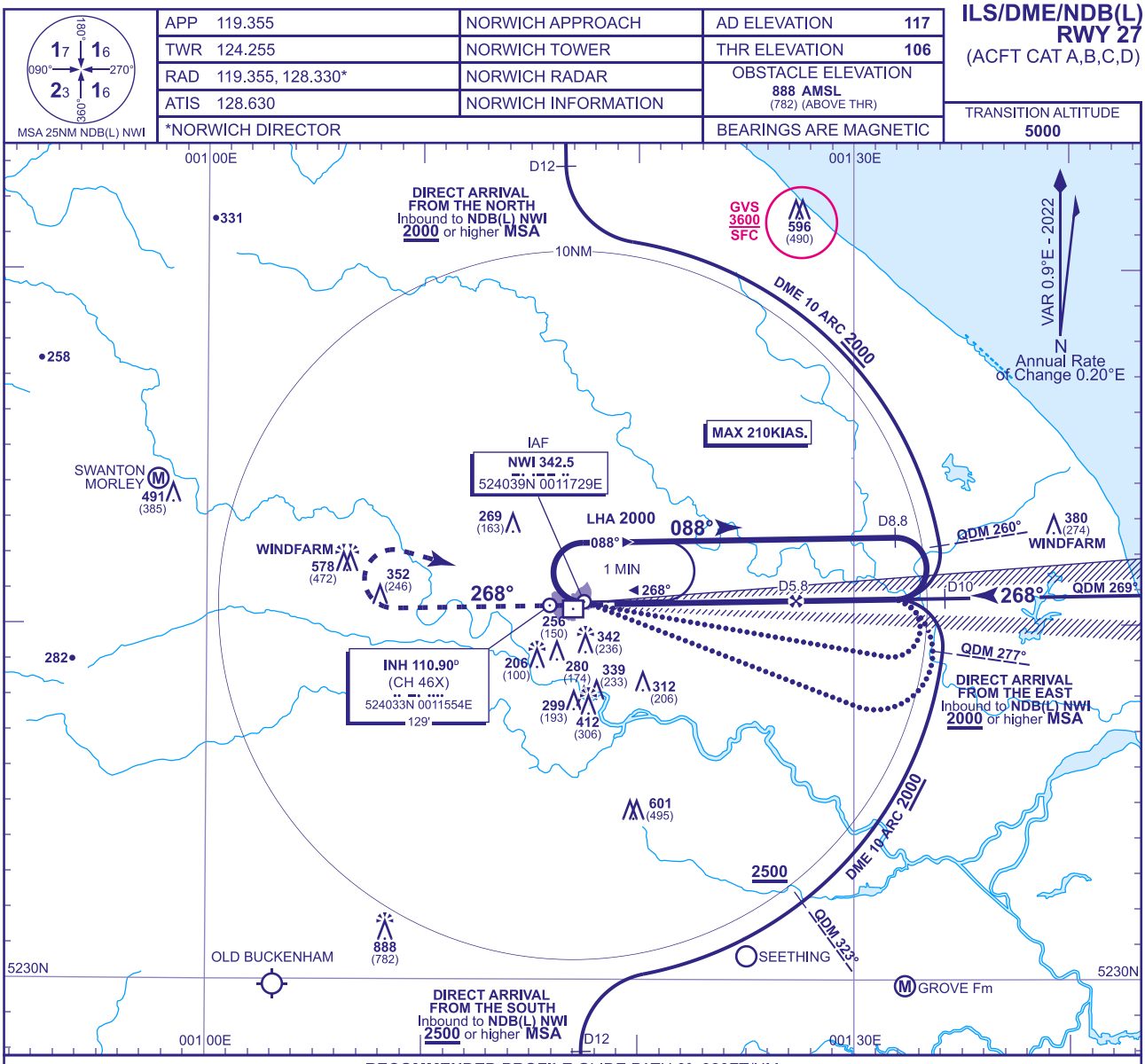
**CHANGE (12/23):** DME I-NH ELEVATION.

AERO INFO DATE 26 SEP 23

AD 2-EGSH-8-1

## INSTRUMENT APPROACH CHART - ICAO

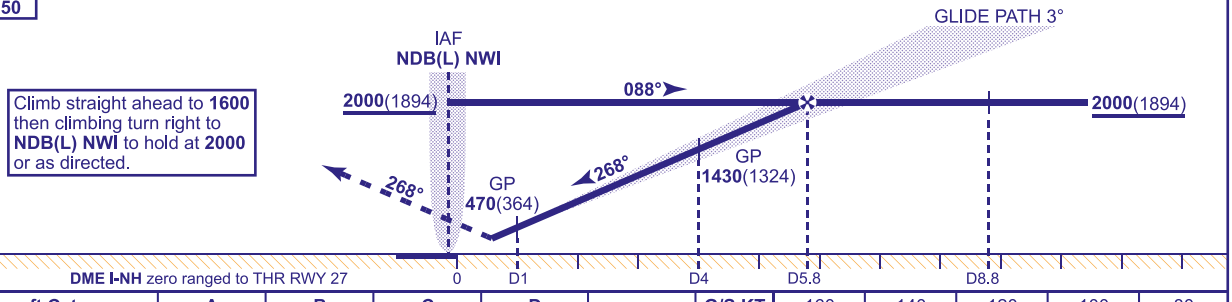
# NORWICH ILS/DME/NDB(L) RWY 27
(ACFT CAT A,B,C,D)




**RECOMMENDED PROFILE** GLIDE PATH 3°, 320FT/NM

| DME I-NH | 5 | 4 | 3 | 2 | 1 |
|---|---|---|---|---|---|
| ALT(HGT) | **1750**(1644) | **1430**(1324) | **1110**(1004) | **790**(684) | **470**(364) |

**RDH 50**




| Aircraft Category | | A | B | C | D |
|---|---|---|---|---|---|
| OCA (OCH) | CAT I | **242**(136) | **251**(145) | **263**(157) | **276**(170) |
| VM(C)OCA (OCH AAL) | Total Area | **610**(493) | **640**(523) | **810**(693) | **810**(693) |

| Rate of descent | G/S KT | 160 | 140 | 120 | 100 | 80 |
|---|---|---|---|---|---|---|
| | FT/MIN | 850 | 740 | 640 | 530 | 420 |

**ALTERNATIVE PROCEDURE**
Overhead NDB(L) NWI fly outbound on QDR 100° (CAT A,B); QDR 110° (CAT C,D) maintaining **2000**(1894). At I-NH DME 8.8 turn left to intercept LOC. When established, proceed as for main procedure.

**NOTE** **1** All inbound aircraft should contact Norwich at least 10 MIN before ETA.
**2** ATC will normally require aircraft to hold not lower than **3000** or equivalent FL.
**3** Direct arrivals are subject to ATC approval and not available without DME I-NH.

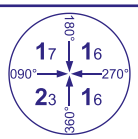
**CHANGE (12/23):** DME I-NH ELEVATION.

AERO INFO DATE 26 SEP 23 AD 2-EGSH-8-2

# INSTRUMENT APPROACH CHART - ICAO

# NORWICH LOC/DME/NDB(L) RWY 27

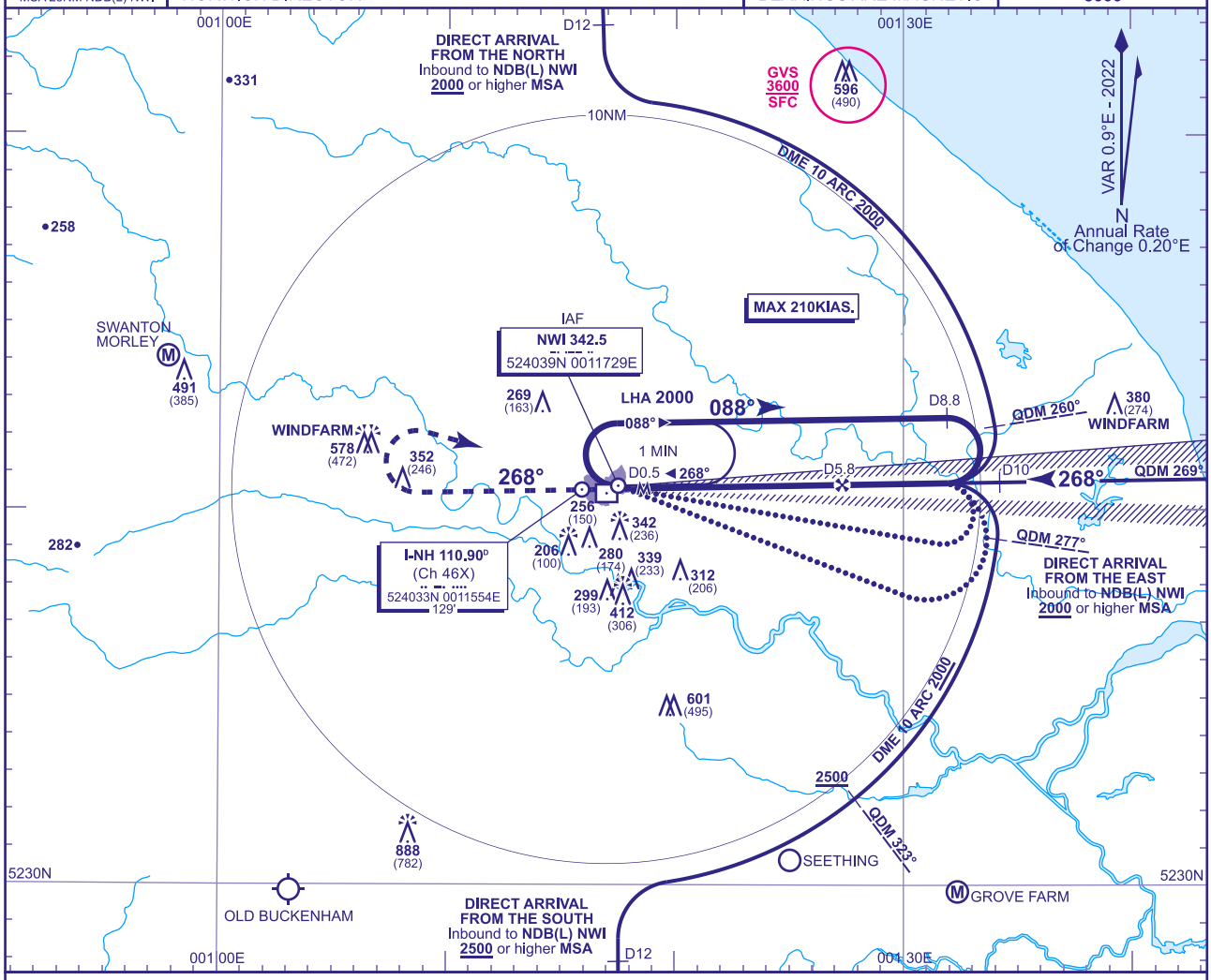
(ACFT CAT A,B,C,D)




MSA 25NM NDB(L) NWI

| | | | |
|---|---|---|---|
| APP 119.355 | NORWICH APPROACH | AD ELEVATION | 117 |
| TWR 124.255 | NORWICH TOWER | THR ELEVATION | 106 |
| RAD 119.355, 128.330* | NORWICH RADAR | OBSTACLE ELEVATION | |
| ATIS 128.630 | NORWICH INFORMATION | 888 AMSL (782) (ABOVE THR) | |
| *NORWICH DIRECTOR | | BEARINGS ARE MAGNETIC | |

TRANSITION ALTITUDE **5000**

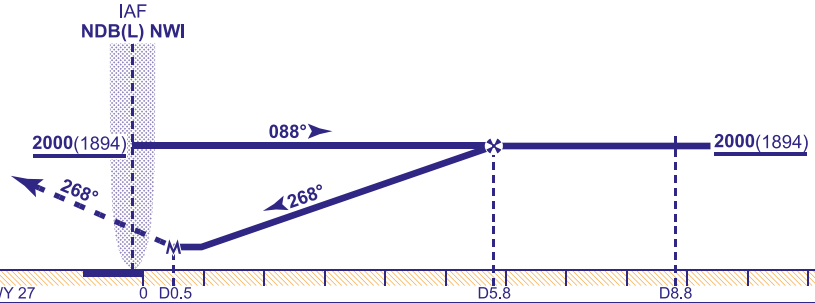



**RECOMMENDED PROFILE** Gradient 5.2%, 320FT/NM

| DME I-NH | 5 | 4 | 3 | 2 | 1 |
|---|---|---|---|---|---|
| **ALT**(HGT) | **1750**(1644) | **1430**(1324) | **1110**(1004) | **790**(684) | **470**(364) |

**MAPt I-NH DME 0.5**

Climb straight ahead to **1600** then climbing turn right to **NDB(L) NWI** to hold at **2000** or as directed.




| Aircraft Category | | A | B | C | D |
|---|---|---|---|---|---|
| OCA (OCH) | Procedure | **460**(354) | **460**(354) | **460**(354) | **460**(354) |
| VM(C)OCA (OCH AAL) | Total Area | **610**(493) | **640**(523) | **810**(693) | **810**(693) |

| Rate of descent | G/S KT | 160 | 140 | 120 | 100 | 80 |
|---|---|---|---|---|---|---|
| | FT/MIN | 850 | 740 | 640 | 530 | 420 |

**ALTERNATIVE PROCEDURE**
Overhead NDB(L) NWI fly outbound on QDR 100° (CAT A,B); QDR 110° (CAT C,D) maintaining **2000**(1894). At I-NH DME 8.8 turn left to establish on FAT. When established, proceed as for main procedure.

**NOTE** **1** All inbound aircraft should contact Norwich at least 10 MIN before ETA.
**2** ATC will normally require aircraft to hold not lower than **3000** or equivalent FL.
**3** Direct arrivals are subject to ATC approval and not available without DME I-NH.

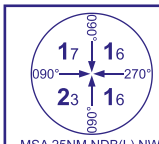
**CHANGE (12/23):** DME ELEVATION.

AERO INFO DATE 25 SEP 23

AD 2-EGSH-8-3

## INSTRUMENT APPROACH CHART - ICAO

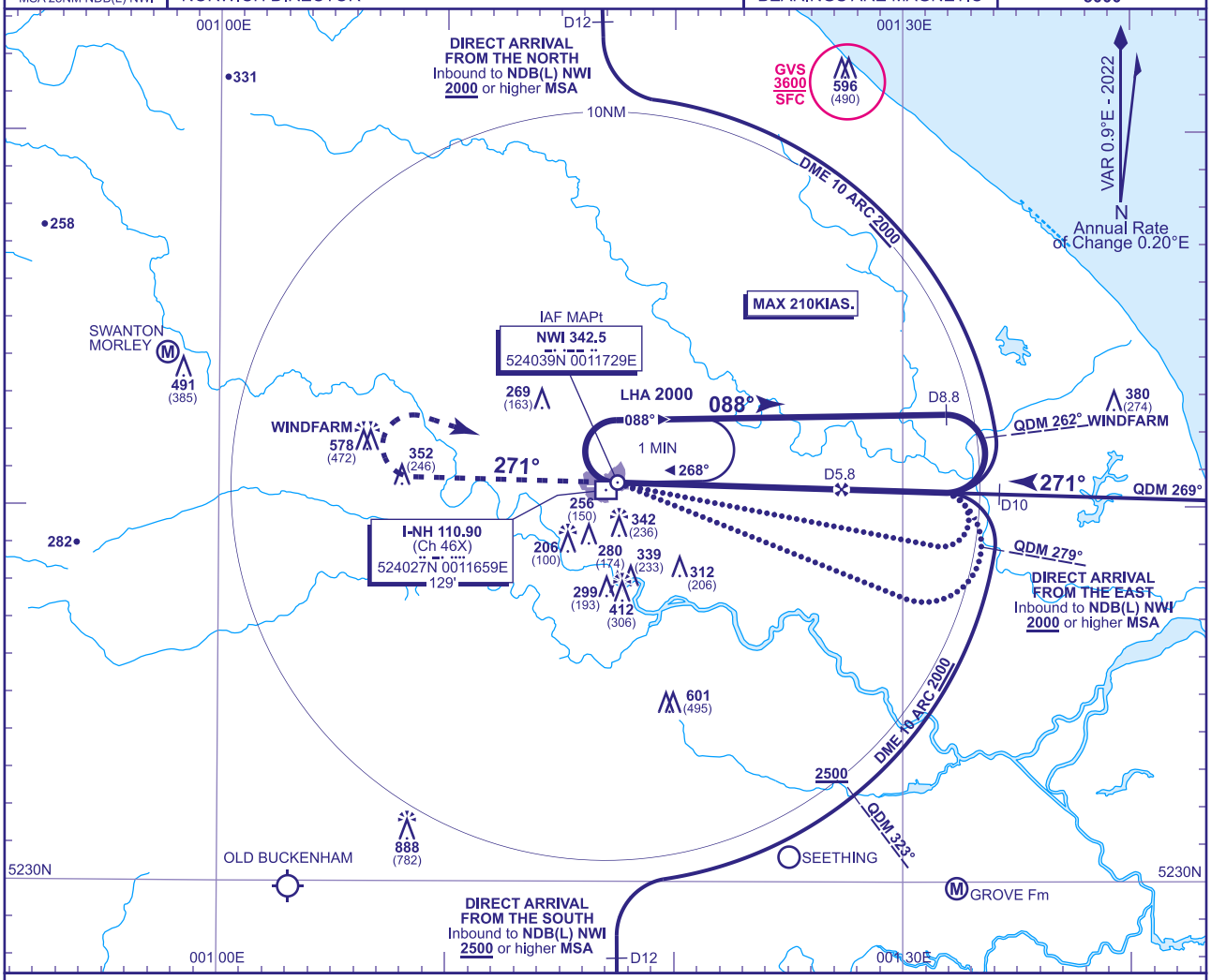
# NORWICH NDB(L)/DME RWY 27
(ACFT CAT A,B,C,D)



MSA 25NM NDB(L) NWI

| | | | |
|---|---|---|---|
| APP 119.355 | NORWICH APPROACH | AD ELEVATION | 117 |
| TWR 124.255 | NORWICH TOWER | THR ELEVATION | 106 |
| RAD 119.355, 128.330* | NORWICH RADAR | OBSTACLE ELEVATION | |
| ATIS 128.630 | NORWICH INFORMATION | 888 AMSL (782) (ABOVE THR) | |
| *NORWICH DIRECTOR | | BEARINGS ARE MAGNETIC | |

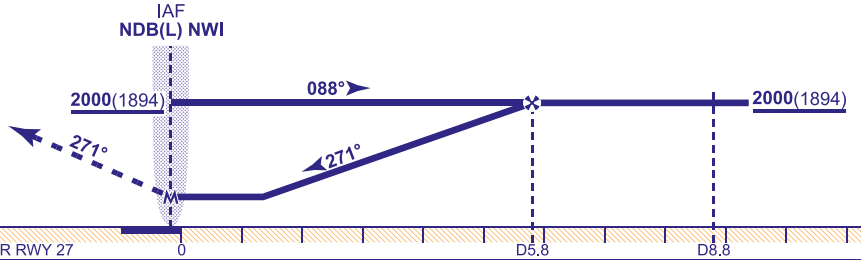
TRANSITION ALTITUDE **5000**




**RECOMMENDED PROFILE** Gradient 5.2%, 320FT/NM

| **DME I-NH** | 5 | 4 | 3 | 2 |
|---|---|---|---|---|
| **ALT**(HGT) | **1750**(1644) | **1430**(1324) | **1110**(1004) | **790**(684) |

**MAPt NDB(L) NWI**
Climb straight ahead to **1600** then climbing turn right to **NDB(L) NWI** to hold at **2000** or as directed.




| Aircraft Category | | A | B | C | D |
|---|---|---|---|---|---|
| OCA (OCH) | WITH DME | **540**(434) | **540**(434) | **540**(434) | **540**(434) |
| | NO DME | **650**(544) | **650**(544) | **650**(544) | **650**(544) |
| VM(C)OCA (OCH AAL) | Total Area | **610**(493) | **640**(523) | **810**(693) | **810**(693) |

| Rate of descent | G/S KT | 160 | 140 | 120 | 100 | 80 |
|---|---|---|---|---|---|---|
| | FT/MIN | 850 | 740 | 640 | 530 | 420 |

**AIRCRAFT UNABLE TO RECEIVE DME** As for main procedure with DME, except fly outbound on 088° for 3.5 MIN (CAT A,B); 2.5 MIN (CAT C,D) prior to turn inbound. When established on FAT descend to MDH.

**ALTERNATIVE PROCEDURE** Overhead NDB(L) NWI fly outbound on QDR 101° (CAT A,B); QDR 111° (CAT C,D) maintaining **2000**(1894). At I-NH DME 8.8 turn left to establish on FAT. When established, proceed as for main procedure.

**NOTE**
**1** All inbound aircraft should contact Norwich at least 10 MIN before ETA.
**2** FAT offset 2° south from RWY 27 C/L and crosses RWY C/L 2.2NM before THR.
**3** ATC will normally require aircraft to hold not lower than **3000** or equivalent FL.
**4** Direct arrivals are subject to ATC approval and not available without DME I-NH.

**CHANGE (12/23):** DME ELEVATION.

AERO INFO DATE 25 SEP 23 AD 2-EGSH-8-4

# EGBN — NOTTINGHAM

## EGBN AD 2.1 AERODROME LOCATION INDICATOR AND NAME

EGBN — NOTTINGHAM

## EGBN AD 2.2 AERODROME GEOGRAPHICAL AND ADMINISTRATIVE DATA

| | | |
|---|---|---|
| 1 | ARP coordinates and site at AD | Lat: 525512N Long: 0010445W |
| 2 | Direction and distance from city | 3 NM SE of Nottingham. |
| 3 | Elevation / Reference temperature / Mean Low Temperature | 138 FT / 18 °C / - |
| 4 | Geoid undulation at AD ELEV PSN | - |
| 5 | Magnetic Variation / Annual Change | 0.91°E (2027) / 0.18°E |
| 6 | AD Administration<br>Address<br>Telephone<br>Telefax<br>E-mail address | TRUMAN AVIATION LTD<br>Nottingham Airport, Tollerton, Notts, NG12 4GA.<br>0115-9815050<br>0115-9811444<br>info@trumanaviation.co.uk |
| 7 | Type of Traffic permitted (IFR/VFR) | VFR |
| 8 | Remarks | |

## EGBN AD 2.3 OPERATIONAL HOURS

| | | |
|---|---|---|
| 1 | AD Administration | Mon-Sat 0900-1700 (0800-1700); Sun 1000-1700 (0900-1700). |
| 2 | Customs and immigration | By arrangement |
| 3 | Health and sanitation | |
| 4 | AIS Briefing Office | As AD hours. |
| 5 | ATS Reporting Office (ARO) | |
| 6 | MET Briefing Office | By telephone or internet. |
| 7 | ATS | As AD hours. See also AD 2.18. |
| 8 | Fuelling | Winter: Mon-Fri 0930-1630; Sat 0930-1600; Sun 1030-1600.<br>Summer: Mon-Fri 0830-1600; Sat 0830-1700; Sun 0930-1600. |
| 9 | Handling | |
| 10 | Security | |
| 11 | De-icing | |
| 12 | Remarks | This aerodrome is PPR.<br><br>For aircraft movements requiring a licenced aerodrome, last take-off and landing is 15 minutes before published closing time. For aircraft movements requiring an unlicenced aerodrome, last landing 15 minutes before and last take off 5 minutes before published closing time. Refuelling may continue up to 30 min prior to closing pending manpower availability. |

## EGBN AD 2.4 HANDLING SERVICES AND FACILITIES

| | | |
|---|---|---|
| 1 | Cargo handling facilities | |
| 2 | Fuel and oil types | AVTUR JET A-1, AVGAS 100LL.<br>AD80, S80, 15W50 |
| 3 | Fuelling facilities/capacity | AVTUR Jet A-1 up to 13638 lt. AVGAS 100LL up to 27276 lt. |
| 4 | De-icing facilities | |
| 5 | Hangar space for visiting aircraft | Yes pending availability |
| 6 | Repair facilities for visiting aircraft | |
| 7 | Remarks | |

## EGBN AD 2.5 PASSENGER FACILITIES

| | | |
|---|---|---|
| 1 | Hotels | |
| 2 | Restaurants | Cafe (Open Mon-Sat 0900-1630 (0800-1530); Sun 1000-1630 (0900-1530)). |
| 3 | Transportation | Taxis, Buses, Chauffeur Services on request. |
| 4 | Medical facilities | Limited first aid. |
| 5 | Bank and Post Office | Local Facilities in vicinity of Aerodrome or in town. |
| 6 | Tourist Office | |
| 7 | Remarks | |

## EGBN AD 2.6 RESCUE AND FIRE FIGHTING SERVICES

| | | |
|---|---|---|
| 1 | AD category for fire fighting services | RFF Category A1<br>Category 2 accepted under remission. |
| 2 | Rescue equipment | |
| 3 | Capability for removal of disabled aircraft | |
| 4 | Remarks | |

## EGBN AD 2.7 SEASONAL AVAILABILITY - CLEARING

**INTENTIONALLY BLANK**

## EGBN AD 2.8 APRONS, TAXIWAYS AND CHECK LOCATIONS/POSITIONS DATA

| | | |
|---|---|---|
| 1 | Apron surface and strength | |
| 2 | Taxiway width, surface and strength | Taxiway M:<br>Surface: Asphalt<br><br>Taxiway S:<br>Surface: Asphalt<br><br>Taxiway W:<br>Surface: Asphalt |
| 3 | Altimeter checkpoint location and elevation | |
| 4 | VOR checkpoints | |
| 5 | INS checkpoints | |
| 6 | Remarks | |

## EGBN AD 2.9 SURFACE MOVEMENT GUIDANCE AND CONTROL SYSTEM AND MARKINGS

| | | |
|---|---|---|
| 1 | Use of aircraft stand ID signs, TWY guide lines and visual docking/parking guidance system of aircraft stands | |
| 2 | Runway and taxiway markings and lighting | |
| 3 | Stop bars and runway guard lights (if any) | |
| 4 | Other runway protection measures | |
| 5 | Remarks | WDI 525521.8N 0010441.0W (LGTD). |

# EGBN AD 2.10 AERODROME OBSTACLES

| In Approach/Take-off areas | | | | | | |
|---|---|---|---|---|---|---|
| **Obstacle ID/ Designation** | **Obstacle Type** | **Obstacle Position** | **Elevation/Height** | | **Obstruction Lighting Type/ Colour** | **Remarks** |
| **1** | **2** | **3** | **4** | | **5** | **6** |
| 09/APPROACH 27/TAKE-OFF | Telegraph Pole | 525515.46N 0010524.42W | 161 FT | | No | |
| 09/APPROACH 27/TAKE-OFF | Tree | 525515.39N 0010524.74W | 161 FT | | No | |
| 09/APPROACH 27/TAKE-OFF | Tree | 525514.72N 0010523.97W | 160 FT | | No | |
| 09/APPROACH 27/TAKE-OFF | Tree | 525512.42N 0010520.54W | 157 FT | | No | |
| 09/APPROACH 27/TAKE-OFF | Tree | 525511.97N 0010520.30W | 156 FT | | No | |

| In circling area and at aerodrome | | | | | |
|---|---|---|---|---|---|
| **Obstacle ID/ Designation** | **Obstacle Type** | **Obstacle Position** | **Elevation/Height** | **Obstruction Lighting Type/ Colour** | **Remarks** |
| **1** | **2** | **3** | **4** | **5** | **6** |
| INTENTIONALLY BLANK | | | | | |

# EGBN AD 2.11 METEOROLOGICAL INFORMATION PROVIDED

| | | |
|---|---|---|
| 1 | Associated MET Office | |
| 2 | Hours of service<br>MET Office outside hour | |
| 3 | Office responsible for TAF preparation<br>Periods of validity | |
| 4 | Trend forecast<br>Interval of issuance | |
| 5 | Briefing/consultation provided | Self briefing facilities. |
| 6 | Flight documentation<br>Language(s) used | English |
| 7 | Charts and other information available for briefing or consultation | Available in flight school. |
| 8 | Supplementary equipment available for providing information | Internet. |
| 9 | ATS units provided with information | |
| 10 | Additional information (limitation of service, etc.) | |

# EGBN AD 2.12 RUNWAY PHYSICAL CHARACTERISTICS

| **Designations RWY Number** | **True bearing** | **Dimensions of RWY** | **Surface of RWY/ SWY/ Strength** | **THR co-ordinates/ THR Geoid undulation** | **THR elevation/ Highest elevation of TDZ of precision APP RWY** | **Slope of RWY/ SWY** |
|---|---|---|---|---|---|---|
| **1** | **2** | **3** | **4** | **5** | **6** | **7** |
| 03 | 028.70° | 821 x 23 M | RWY surface: Asphalt | 525459.00N 0010446.00W | THR 114.0 FT | |
| 21 | 208.70° | 821 x 23 M | RWY surface: Asphalt | 525523.00N 0010425.00W | THR 95.0 FT | |
| 09 | 088.10° | 1050 x 30 M | RWY surface: Concrete and asphalt | 525514.00N 0010507.00W | THR 127.0 FT | |
| 27 | 268.10° | 1050 x 30 M | RWY surface: Concrete and asphalt | 525515.00N 0010424.00W | THR 90.0 FT | |

| SWY Dimensions | Clearway Dimensions | Strip Dimensions | RESA Dimensions, Overshoot / Undershoot | Location/ description of arresting system | OFZ | Remarks |
|---|---|---|---|---|---|---|
| 8 | 9 | 10 | 11 | 12 | 13 | 14 |
| | | | | | | RWY 03 |
| | | | | | | RWY 21 |
| | | | | | | RWY 09<br><br>Threshold displaced by 152 M. |
| | | | | | | RWY 27<br><br>Threshold displaced by 60 M. |

## EGBN AD 2.13 DECLARED DISTANCES

| Runway designator | TORA | TODA | ASDA | LDA | Remarks |
|---|---|---|---|---|---|
| 1 | 2 | 3 | 4 | 5 | 6 |
| 09 | 989 M | 1091 M | 989 M | 837 M | |
| 27 | 970 M | 1070 M | 970 M | 929 M | |
| 03 | 799 M | 799 M | 799 M | 821 M | |
| 21 | 799 M | 799 M | 799 M | 821 M | |

## EGBN AD 2.14 APPROACH AND RUNWAY LIGHTING

| RWY | Approach lighting Type/ Length/ Intensity | Threshold lighting Colour/Wing bars | VASIS/ MEHT/ PAPI/ PAPI Dist from THR | TDZ, lighting Length | Runway Centre Line lighting Length/ Spacing/ Colour/ Intensity | Runway edge lighting Length/ Spacing/ Colour/ Intensity | Runway end lighting Colour/ Wing bars | Stopway lighting Length/ Colour | Remarks |
|---|---|---|---|---|---|---|---|---|---|
| 1 | 2 | 3 | 4 | 5 | 6 | 7 | 8 | 9 | 10 |
| 09 | | LI Green/Red wingbars | APAPI /3.5° | | | Light intensity low | | | |
| 27 | | LI Green/Red wingbars | APAPI /3.5° | | | Light intensity low | | | |

## EGBN AD 2.15 OTHER LIGHTING, SECONDARY POWER SUPPLY

| | | |
|---|---|---|
| 1 | ABN/IBN location, characteristics and hours of operation | IBN:<br>Flashing Green 'NT' |
| 2 | LDI location and lighting<br>Anemometer location and lighting | |
| 3 | TWY edge and centre line lighting | CL: Green reflectors on taxiway centre-line. |
| 4 | Secondary power supply/switch-over time | |
| 5 | Remarks | |

## EGBN AD 2.16 HELICOPTER LANDING AREA

| | | |
|---|---|---|
| 1 | Coordinates TLOF or THR of FATO, geoid undulation | |
| 2 | TLOF and/or FATO elevation | |
| 3 | TLOF and FATO area dimensions, surface, strength, marking, lighting | |
| 4 | True BRG of FATO | |
| 5 | Declared distance available | |
| 6 | APP and FATO lighting | |
| 7 | RMK | Center Grass Triangle used for Rotary training. An area approx 100 M x 50 M cut short. |

# EGBN AD 2.17 AIR TRAFFIC SERVICES AIRSPACE

| Designation and lateral limits | Vertical Limits | Airspace Class | ATS unit callsign/ language | Transition Altitude | Hours of applicability | Remarks |
|---|---|---|---|---|---|---|
| 1 | 2 | 3 | 4 | 5 | 6 | 7 |
| NOTTINGHAM ATZ<br>A circle, 2 NM radius, centred at 525515N 0010448W on longest notified runway (09/ 27) | Upper limit: 2000 FT AGL<br>Lower limit: SFC | G | NOTTINGHAM RADIO<br>English | | | The aerodrome is situated on the edge of the East Midlands CTA. Aircraft are to contact 'East Midlands Radar' for transit directions. |

# EGBN AD 2.18 AIR TRAFFIC SERVICES COMMUNICATION FACILITIES

| Service Designation | Callsign | Channel/ Frequency(MHz) | SATVOICE number(s) | Logon Address | Hours of Operation | Remarks |
|---|---|---|---|---|---|---|
| 1 | 2 | 3 | 4 | 5 | 6 | 7 |
| OTHER | NOTTINGHAM RADIO | 134.880<br>A/G frequency | | | Mon-Sat 0900-1700 (0800-1700); Sun 1000-1700 (0900-1700). | ATZ hours coincident with A/G hours. |

# EGBN AD 2.19 RADIO NAVIGATION AND LANDING AIDS

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# EGBN AD 2.20 LOCAL AERODROME REGULATIONS

## 1 AIRPORT REGULATIONS

a) Aircrew are to wear hi-visibility clothing whilst on aircraft manoeuvring areas.
b) Public Transport or Instructional flights exceeding 2730 KG are not accepted at this aerodrome.

## 2 GROUND MOVEMENT

Not applicable

## 3 CAT II/III OPERATIONS

Not applicable

## 4 WARNINGS

a) Power cables outside the southern and eastern boundary of ATZ, max elevation 445 FT AMSL. Power cables running northeast/ southwest inside northeast sector of ATZ, max elevation 328 FT AMSL.
b) Model flying club situated approximately 1.9 NM northwest of AD at Nottingham Racecourse. Operating not above 400 FT AGL between 0930-2100 (0830-2000) all week.
c) A fast-jet aircraft operates from the aerodrome.
d) Permanently based cranes are situated in Nottingham City, with heights up to 400 FT.

## 5 HELICOPTER OPERATIONS

a) Helicopters are to park to the north of the tower on the designated helicopter parking pads, the first pad is marked with an 'H'.

## 6 USE OF RUNWAYS

Not applicable

## 7 TRAINING

a) Helicopter Training permitted in grass centre triangle.

## EGBN AD 2.21 NOISE ABATEMENT PROCEDURES

a) For noise abatement, join overhead or dead-side only.
b) For noise abatement, a 10 degree right turn after departure from Runway 21 is required to avoid Tollerton Hall and its surrounding properties. The rest of the 21 circuit remains the same.

## EGBN AD 2.22 FLIGHT PROCEDURES

### 1 CIRCUITS

a) Circuit height: 800 FT QFE. (Fixed-wing do not descend below 800 FT. Maintain 200 FT separation from airport based rotary traffic).
b) Helicopter circuit height: 600 FT QFE.

## EGBN AD 2.23 ADDITIONAL INFORMATION

Not applicable

## EGBN AD 2.24 CHARTS RELATED TO AN AERODROME

AERODROME CHART - ICAO
AD 2.EGBN-2-1

## EGBN AD 2.25 VISUAL SEGMENT SURFACE (VSS) PENETRATION

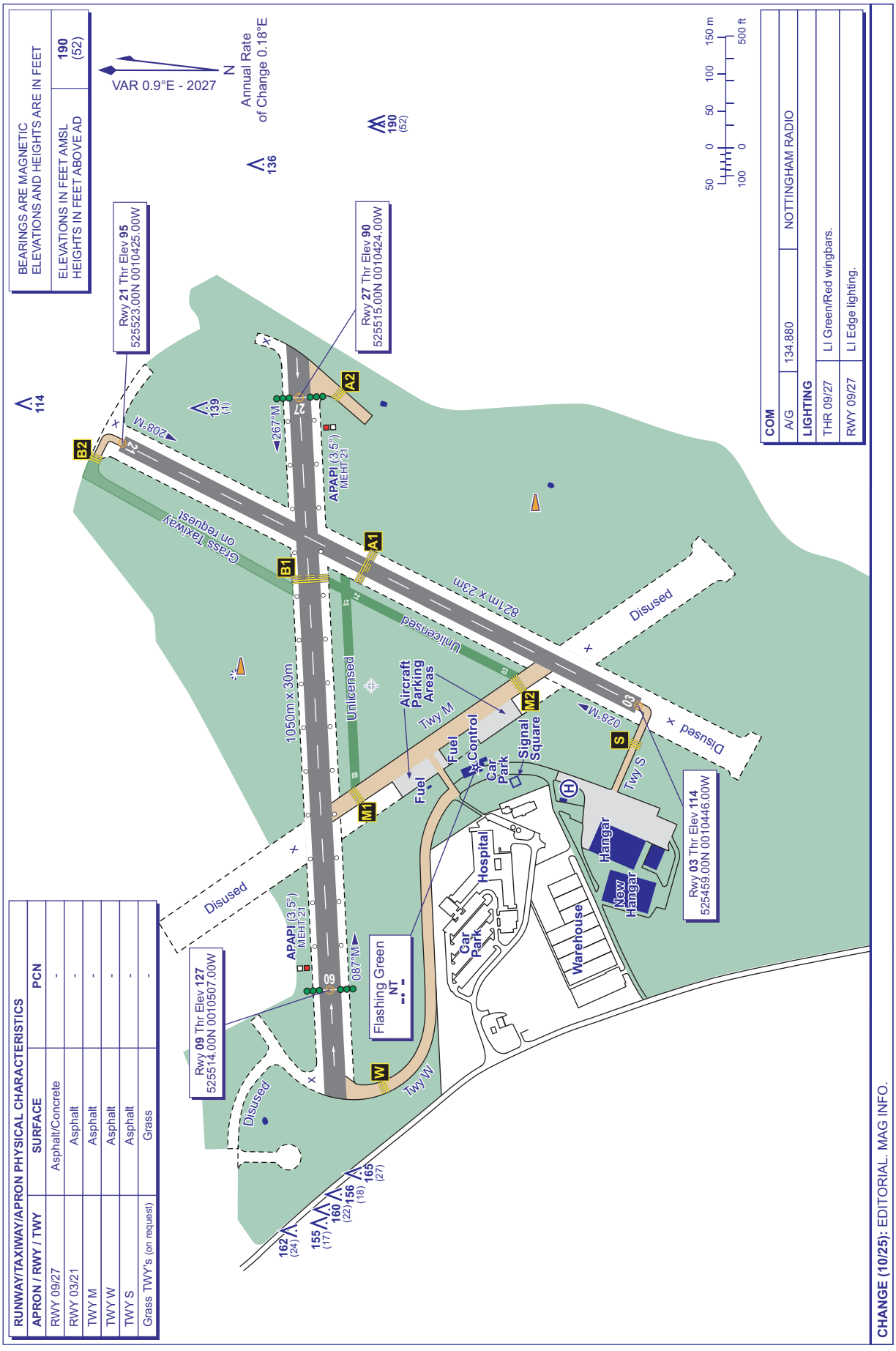
Not applicable

# NOTTINGHAM EGBN

AERODROME CHART - ICAO

AD ELEV 138FT

ARP 525512N 0010445W




AERO INFO DATE 22 JUL 25

AD 2-EGBN-2-1

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# EGEO — OBAN

## EGEO AD 2.1 AERODROME LOCATION INDICATOR AND NAME

EGEO — OBAN

## EGEO AD 2.2 AERODROME GEOGRAPHICAL AND ADMINISTRATIVE DATA

| | | |
|---|---|---|
| 1 | ARP coordinates and site at AD | Lat: 562749N Long: 0052400W<br>Mid point Runway 01/19. |
| 2 | Direction and distance from city | 5 NM NE of Oban. |
| 3 | Elevation / Reference temperature / Mean Low Temperature | 24 FT / 16 °C / - |
| 4 | Geoid undulation at AD ELEV PSN | 180 FT |
| 5 | Magnetic Variation / Annual Change | 1.12°W (2027) / 0.21°E |
| 6 | AD Administration<br>Address<br>Telephone<br>E-mail address<br>Web address | ARGYLL AND BUTE COUNCIL.<br>Oban Airport, North Connel, Oban, Argyll, PA37 1SW.<br>01631-572910 (General Enquiries/PPR)<br>obanairport@argyll-bute.gov.uk<br>www.obanandtheislesairports.com |
| 7 | Type of Traffic permitted (IFR/VFR) | VFR |
| 8 | Remarks | Prior Permission Required. Telephone calls to Oban will be recorded. |

## EGEO AD 2.3 OPERATIONAL HOURS

| | | |
|---|---|---|
| 1 | AD Administration | Mon 0900-1600 (0800-1515) or SS if required;<br>Tue 0900-1600 (0800-1515) or SS if required;<br>Wed 0830-1600 (0715-1615) or SS if required;<br>Thu 0815-1615 (0715-1615) or SS if required;<br>Fri 1015-1600 (0720-1645) or SS if required;<br>Sat 0800-1445 (0745-1615) and by arrangement with the Aerodrome Operator (Argyll and Bute Council);<br>Sun 1015-1600 (0900-1645) or SS if required. |
| 2 | Customs and immigration | By arrangement. 24 hours notice required. |
| 3 | Health and sanitation | |
| 4 | AIS Briefing Office | Internet access during operational hours. |
| 5 | ATS Reporting Office (ARO) | |
| 6 | MET Briefing Office | Internet access during operational hours. |
| 7 | ATS | See AD 2.18. |
| 8 | Fuelling | Self-fuel and by arrangement with Oban Airport. |
| 9 | Handling | |
| 10 | Security | |
| 11 | De-icing | |
| 12 | Remarks | This aerodrome is PPR. |

## EGEO AD 2.4 HANDLING SERVICES AND FACILITIES

| | | |
|---|---|---|
| 1 | Cargo handling facilities | |
| 2 | Fuel and oil types | AVGAS 100LL.<br>By arrangement with Oban Airport. |
| 3 | Fuelling facilities/capacity | |
| 4 | De-icing facilities | |
| 5 | Hangar space for visiting aircraft | |
| 6 | Repair facilities for visiting aircraft | |
| 7 | Remarks | |

## EGEO AD 2.5 PASSENGER FACILITIES

| | | |
|---|---|---|
| 1 | Hotels | In the vicinity. |

| | | |
|---|---|---|
| 2 | Restaurants | Cafes and restaurants in vicinity. |
| 3 | Transportation | Taxis, buses with car hire by prior arrangement. |
| 4 | Medical facilities | First aid facilities. |
| 5 | Bank and Post Office | Most major banks and Po st Office in Oban. Most major banks and Post Office in Oban. |
| 6 | Tourist Office | Area Tourist Office in Oban. Tel: 01631-563122 |
| 7 | Remarks | |

## EGEO AD 2.6 RESCUE AND FIRE FIGHTING SERVICES

| | | |
|---|---|---|
| 1 | AD category for fire fighting services | RFF Category A2<br>RFF Category A3 available under remission. |
| 2 | Rescue equipment | |
| 3 | Capability for removal of disabled aircraft | Limited. |
| 4 | Remarks | |

## EGEO AD 2.7 SEASONAL AVAILABILITY - CLEARING

| | | |
|---|---|---|
| 1 | Type of clearing equipment | Mechanical. |
| 2 | Clearance priorities | No Formal Snow Clearing Plan exists at the aerodrome however attempts will be made to make all surfaces available for the movement of Aircraft with the limited resources available. |
| 3 | Remarks | Latest information on 01631-572910. |

## EGEO AD 2.8 APRONS, TAXIWAYS AND CHECK LOCATIONS/POSITIONS DATA

| | | |
|---|---|---|
| 1 | Apron surface and strength | HELIPAD<br>Surface: Asphalt<br>PCN 11<br><br>LIGHT AIRCRAFT APRON<br>Surface: Asphalt<br>PCN 10<br><br>MAIN APRON<br>Surface: Block Pavers. PCN 11 |
| 2 | Taxiway width, surface and strength | Taxiway A: 15 M<br>Surface: Asphalt<br>PCN 11<br><br>Taxiway B: 15 M<br>Surface: Asphalt<br>PCN 11<br><br>Taxiway C: 15 M<br>Surface: Asphalt<br>PCN 11<br><br>Taxiway E: 10.5 M<br>Surface: Concrete and asphalt<br>PCN 10<br><br>Taxiway F: 10.5 M<br>Surface: Concrete and asphalt<br>PCN 10<br><br>Taxiway G: 15 M<br>PCN 10. Surface: Bitumen/Sand. |
| 3 | Altimeter checkpoint location and elevation | Hold B and C 25 FT H1/H2 25 FT |
| 4 | VOR checkpoints | |
| 5 | INS checkpoints | |
| 6 | Remarks | |

## EGEO AD 2.9 SURFACE MOVEMENT GUIDANCE AND CONTROL SYSTEM AND MARKINGS

| | | |
|---|---|---|
| 1 | Use of aircraft stand ID signs, TWY guide lines and visual docking/parking guidance system of aircraft stands | Self parking. Marshaller on request. |
| 2 | Runway and taxiway markings and lighting | Taxiway marking aid(s):<br>Yellow centre-line markings.<br><br>Taxiway light(s):<br>Blue edge lights on Taxiway C and main apron. Runway Guard lights Hold C. |
| 3 | Stop bars and runway guard lights (if any) | |
| 4 | Other runway protection measures | |
| 5 | Remarks | Runway:<br>Centre-line, edge, threshold markings. Runway edge lights, threshold lights, end lights and stopway lights.<br><br>LGTD WDI: 562744.04N 0052406.18W - 562730.50N 0052412.04W. |

## EGEO AD 2.10 AERODROME OBSTACLES

| In Approach/Take-off areas | | | | | | |
|---|---|---|---|---|---|---|
| **Obstacle ID/ Designation** | **Obstacle Type** | **Obstacle Position** | **Elevation/Height** | | **Obstruction Lighting Type/ Colour** | **Remarks** |
| **1** | **2** | **3** | **4** | | **5** | **6** |
| (EGEO4573) 19/APPROACH 01/ TAKE-OFF | TERRAIN | 562913.14N 0052349.02W | 647 FT | | No | |
| (EGEO4578) 19/APPROACH 01/ TAKE-OFF | TREE | 562911.29N 0052357.65W | 538 FT | | No | |
| (EGEO4517) 19/APPROACH 01/ TAKE-OFF | TREE | 562910.08N 0052358.68W | 514 FT | | No | |
| (EGEO5968) 19/APPROACH 01/ TAKE-OFF | TREE | 562906.73N 0052336.65W | 744 FT | | No | |
| (EGEO1141) 19/APPROACH 01/ TAKE-OFF | HILL | 562853.46N 0052352.18W | 307 FT | | No | |
| (EGEO5932) 01/APPROACH 19/ TAKE-OFF | TREE | 562659.21N 0052405.46W | 180 FT | | No | |
| (EGEO4156) 01/APPROACH 19/ TAKE-OFF | TREE | 562658.86N 0052405.92W | 173 FT | | No | |
| (EGEO2408) 01/APPROACH 19/ TAKE-OFF | TERRAIN | 562649.08N 0052403.51W | 219 FT | | No | |

| In circling area and at aerodrome | | | | | | |
|---|---|---|---|---|---|---|
| **Obstacle ID/ Designation** | **Obstacle Type** | **Obstacle Position** | **Elevation/Height** | | **Obstruction Lighting Type/ Colour** | **Remarks** |
| **1** | **2** | **3** | **4** | | **5** | **6** |
| (EGEO1052) | HILL | 562908.55N 0052312.02W | 767 FT | | No | |
| (EGEO5237) | TERRAIN | 562907.48N 0052327.04W | 724 FT | | No | |
| (EGEO5241) | TERRAIN | 562906.47N 0052258.68W | 936 FT | | No | |
| (EGEO1051) | HILL | 562904.75N 0052310.17W | 779 FT | | No | |
| (EGEO5232) | TREE | 562904.66N 0052339.16W | 711 FT | | No | |
| (EGEO3104) | TERRAIN | 562904.17N 0052253.31W | 999 FT | | No | |
| (EGEO3108) | TERRAIN | 562900.44N 0052312.64W | 738 FT | | No | |
| (EGEO5966) | TREE | 562859.28N 0052346.96W | 612 FT | | No | |

| In circling area and at aerodrome | | | | | | |
|---|---|---|---|---|---|---|
| **Obstacle ID/ Designation** | **Obstacle Type** | **Obstacle Position** | **Elevation/Height** | | **Obstruction Lighting Type/ Colour** | **Remarks** |
| **1** | **2** | **3** | **4** | | **5** | **6** |
| (EGEO3105) | TERRAIN | 562858.33N 0052246.09W | 924 FT | | No | |
| (EGEO3106) | TERRAIN | 562855.48N 0052234.06W | 903 FT | | No | |
| (EGEO2406) | TERRAIN | 562649.73N 0052359.12W | 257 FT | | No | |
| (EGEO5036) | WINDTURBINE | 562533.08N 0052515.92W | 544 FT | | Yes Red | |
| (EGEO4774) | WINDTURBINE | 562529.38N 0052506.53W | 504 FT | | Yes Red | |

## EGEO AD 2.11 METEOROLOGICAL INFORMATION PROVIDED

| | | |
|---|---|---|
| 1 | Associated MET Office | MET OFFICE ABERDEEN |
| 2 | Hours of service<br>MET Office outside hour | H24 |
| 3 | Office responsible for TAF preparation<br>Periods of validity | MET OFFICE ABERDEEN<br>9 Hours |
| 4 | Trend forecast<br>Interval of issuance | |
| 5 | Briefing/consultation provided | Self briefing. |
| 6 | Flight documentation<br>Language(s) used | English. |
| 7 | Charts and other information available for briefing or consultation | 215 Low Level SIG WX. 214 Spot Winds. |
| 8 | Supplementary equipment available for providing information | Internet access to MET Office. |
| 9 | ATS units provided with information | |
| 10 | Additional information (limitation of service, etc.) | |

## EGEO AD 2.12 RUNWAY PHYSICAL CHARACTERISTICS

| **Designations RWY Number** | **True bearing** | **Dimensions of RWY** | **Surface of RWY/ SWY/ Strength** | **THR co-ordinates/ THR Geoid undulation** | **THR elevation/ Highest elevation of TDZ of precision APP RWY** | **Slope of RWY/ SWY** |
|---|---|---|---|---|---|---|
| **1** | **2** | **3** | **4** | **5** | **6** | **7** |
| 01 | 005.58° | 1264 x 30 M | RWY surface: Asphalt<br>PCN 11/F/C/Y/T<br>SWY surface: Asphalt<br>PCN 11/F/C/Y/T | 562732.99N<br>0052402.41W<br>179.9 FT | THR 22.7 FT | |
| 19 | 185.58° | 1264 x 30 M | RWY surface: Asphalt<br>PCN 11/F/C/Y/T<br>SWY surface: Asphalt<br>PCN 11/F/C/Y/T | 562803.30N<br>0052357.06W<br>179.9 FT | THR 23.3 FT | |

| **SWY Dimensions** | **Clearway Dimensions** | **Strip Dimensions** | **RESA Dimensions, Overshoot / Undershoot** | **Location/ description of arresting system** | **OFZ** | **Remarks** |
|---|---|---|---|---|---|---|
| **8** | **9** | **10** | **11** | **12** | **13** | **14** |
| 135 x 30 M | | - x 80 M | | | | RWY 01<br><br>Runway 01 threshold displaced by 122 M. |
| 51 x 30 M | | - x 80 M | | | | RWY 19<br><br>Runway 19 threshold displaced by 200 M. |

## EGEO AD 2.13 DECLARED DISTANCES

| Runway designator | TORA | TODA | ASDA | LDA | Remarks |
|---|---|---|---|---|---|
| 1 | 2 | 3 | 4 | 5 | 6 |
| 01 | 1064 M | 1064 M | 1199 M | 1110 M | |
| 19 | 1142 M | 1142 M | 1193 M | 993 M | |

## EGEO AD 2.14 APPROACH AND RUNWAY LIGHTING

| RWY | Approach lighting Type/ Length/ Intensity | Threshold lighting Colour/Wing bars | VASIS/ MEHT/ PAPI/ PAPI Dist from THR | TDZ, lighting Length | Runway Centre Line lighting Length/ Spacing/ Colour/ Intensity | Runway edge lighting Length/ Spacing/ Colour/ Intensity | Runway end lighting Colour/ Wing bars | Stopway lighting Length/ Colour | Remarks |
|---|---|---|---|---|---|---|---|---|---|
| 1 | 2 | 3 | 4 | 5 | 6 | 7 | 8 | 9 | 10 |
| 01 | | Green wingbars | PAPI Left/4.5° 29 FT 115 M | | | Bi-directional with LI omni-directional component 1263 M 60 M spacing White Light intensity high | Red | | |
| 19 | One crossbar. 540 M Light intensity high | Green wingbars | | | | Bi-directional with LI omni-directional component 1263 M 60 M spacing White Light intensity high | Red | | |

## EGEO AD 2.15 OTHER LIGHTING, SECONDARY POWER SUPPLY

| | | |
|---|---|---|
| 1 | ABN/IBN location, characteristics and hours of operation | |
| 2 | LDI location and lighting<br>Anemometer location and lighting | Anemometer: 562740.04N 0052407.55W |
| 3 | TWY edge and centre line lighting | |
| 4 | Secondary power supply/switch-over time | Standby generator/15 seconds. |
| 5 | Remarks | |

## EGEO AD 2.16 HELICOPTER LANDING AREA

| | | |
|---|---|---|
| 1 | Coordinates TLOF or THR of FATO, geoid undulation | TLOF H1: 562752.53N 0052354.43W, 179.9 FT<br>TLOF H2: 562751.01N 0052354.67W, 179.9 FT<br>TLOF H3: 562735.45N 0052416.37W, 179.9 FT<br>TLOF H4: 562737.25N 0052414.74W, 179.9 FT |
| 2 | TLOF and/or FATO elevation | TLOF H1: 24.9 FT<br>TLOF H2: 25.0 FT<br>TLOF H3: 17.2 FT<br>TLOF H4: 17.7 FT |
| 3 | TLOF and FATO area dimensions, surface, strength, marking, lighting | |
| 4 | True BRG of FATO | |
| 5 | Declared distance available | |
| 6 | APP and FATO lighting | |

| | | |
|---|---|---|
| 7 | RMK | |

## EGEO AD 2.17 AIR TRAFFIC SERVICES AIRSPACE

| Designation and lateral limits | Vertical Limits | Airspace Class | ATS unit callsign/ language | Transition Altitude | Hours of applicability | Remarks |
|---|---|---|---|---|---|---|
| 1 | 2 | 3 | 4 | 5 | 6 | 7 |
| OBAN ATZ<br>A circle, 2 NM radius, centred at 562749N 0052400W on longest notified runway (01/19) | Upper limit: 2000 FT AGL<br>Lower limit: SFC | G | OBAN INFORMATION<br>English | 3000 FT | | |

## EGEO AD 2.18 AIR TRAFFIC SERVICES COMMUNICATION FACILITIES

| Service Designation | Callsign | Channel/ Frequency(MHz) | SATVOICE number(s) | Logon Address | Hours of Operation | Remarks |
|---|---|---|---|---|---|---|
| 1 | 2 | 3 | 4 | 5 | 6 | 7 |
| AFIS | OBAN INFORMATION | 118.055<br>DOC 10 NM/3000 FT. | | | Mon 0900-1600 (0800-1515) or SS if required;<br>Tue 0900-1600 (0800-1515) or SS if required;<br>Wed 0830-1600 (0715-1615) or SS if required;<br>Thu 0815-1615 (0715-1615) or SS if required;<br>Fri 1015-1600 (0720-1645) or SS if required;<br>Sat 0800-1445 (0745-1615) or SS if required;<br>Sun 1015-1600 (0900-1645) or SS if required;<br>and by arrangement with the Aerodrome Operator (Argyll and Bute Council). | ATZ hours co-incident with AFIS hours. |

## EGEO AD 2.19 RADIO NAVIGATION AND LANDING AIDS

| Type of Aid CAT of ILS/MLS MAG Var/VOR Declination | Ident | Frequency | Hours of Operation | Position of transmitting antenna coordinates | Elevation of DME transmitting antenna | Remarks |
|---|---|---|---|---|---|---|
| 1 | 2 | 3 | 4 | 5 | 6 | 7 |
| DME | OBA | 42Y<br>110.550 MHz | HO | 562739.42N<br>0052407.73W | 36 FT | On AD.<br>DOC 18 NM/5000 FT.<br>Normally radiates H24. |
| NDB<br>1.12°W (2027) | OBN | 404.000 kHz | HO | 562738.47N<br>0052407.92W | | On AD. Normally radiates H24. |

## EGEO AD 2.20 LOCAL AERODROME REGULATIONS

### 1 AIRPORT REGULATIONS

a) Non radio aircraft must obtain PPR via telephone with ATS prior to flight.
b) Pilots are to contact Oban Information to request start-up clearance.
c) Except whilst in a vehicle or aircraft, high visibility clothing must be worn airside at all times.
d) All Crew/Passengers walking from H1 and H2 are required to use the designated walkway to/from the terminal.
e) Aircraft that do not require the use of a licensed aerodrome and that wish to operate outside the notified hours of operation, must comply with the Argyll and Bute Council Out of Hours Indemnity Scheme. PPR applies to ALL out of hours flights and must be obtained within operating hours, from the aerodrome operator (Argyll and Bute Council, c/o Oban Airport) prior to flight. Details of the scheme and an application form can be found at: http://www.obanandtheislesairports.com. Pilot information can be obtained from Oban aerodrome, Tel: 01631-572910.

## 2 GROUND MOVEMENT

a) Marshalling service available on request.
b) Aircrew are advised to use minimum suitable power whilst manoeuvring on the Main Apron, as the front of the terminal building and personnel can be subject to jet blast and prop wash.
c) Fuelling only in designated areas.
d) Follow directional arrows into fuel station parking (yellow hatched area) and only one aircraft at a time.

## 3 CAT II/III OPERATIONS

Not applicable.

## 4 WARNINGS

a) No ground signals except light signals.
b) Out of hours helicopter activity by Air Ambulance, Police and Coastguard.
c) Grassed areas are only suitable for use by 'tail wheel' aircraft.
d) During easterly winds, aircraft may encounter wind shear and turbulence on departure and finals.

## 5 HELICOPTER OPERATIONS

a) All helicopters are expected to make approaches from, and depart to, the west to minimise environmental impact on airport neighbours, unless weather conditions dictate otherwise.
b) Rotors running refuel is only available by prior agreement.

## 6 USE OF RUNWAYS

Not applicable.

## 7 TRAINING

a) The use of the airport for training purposes is subject to prior arrangement with Airport Administration, Tel. 01631-572910.

# EGEO AD 2.21 NOISE ABATEMENT PROCEDURES

a) Helicopters must avoid overflying the caravan site to the North of the airport.

# EGEO AD 2.22 FLIGHT PROCEDURES

## 1 CIRCUITS

a) Runway 01 - left hand circuit only. Runway 19 - right hand circuit only.

# EGEO AD 2.23 ADDITIONAL INFORMATION

a) Any proposed new schedule service using Oban Airport shall be subject to prior visit by the pilot in command in order to gain familiarisation with the terrain in the immediate vicinity.

# EGEO AD 2.24 CHARTS RELATED TO AN AERODROME

AERODROME CHART - ICAO
AD 2.EGEO-2-1

# EGEO AD 2.25 VISUAL SEGMENT SURFACE (VSS) PENETRATION

Not applicable

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# AERODROME CHART - ICAO

ARP 562749N 0052400W

AD ELEV 24FT

# OBAN
EGEO

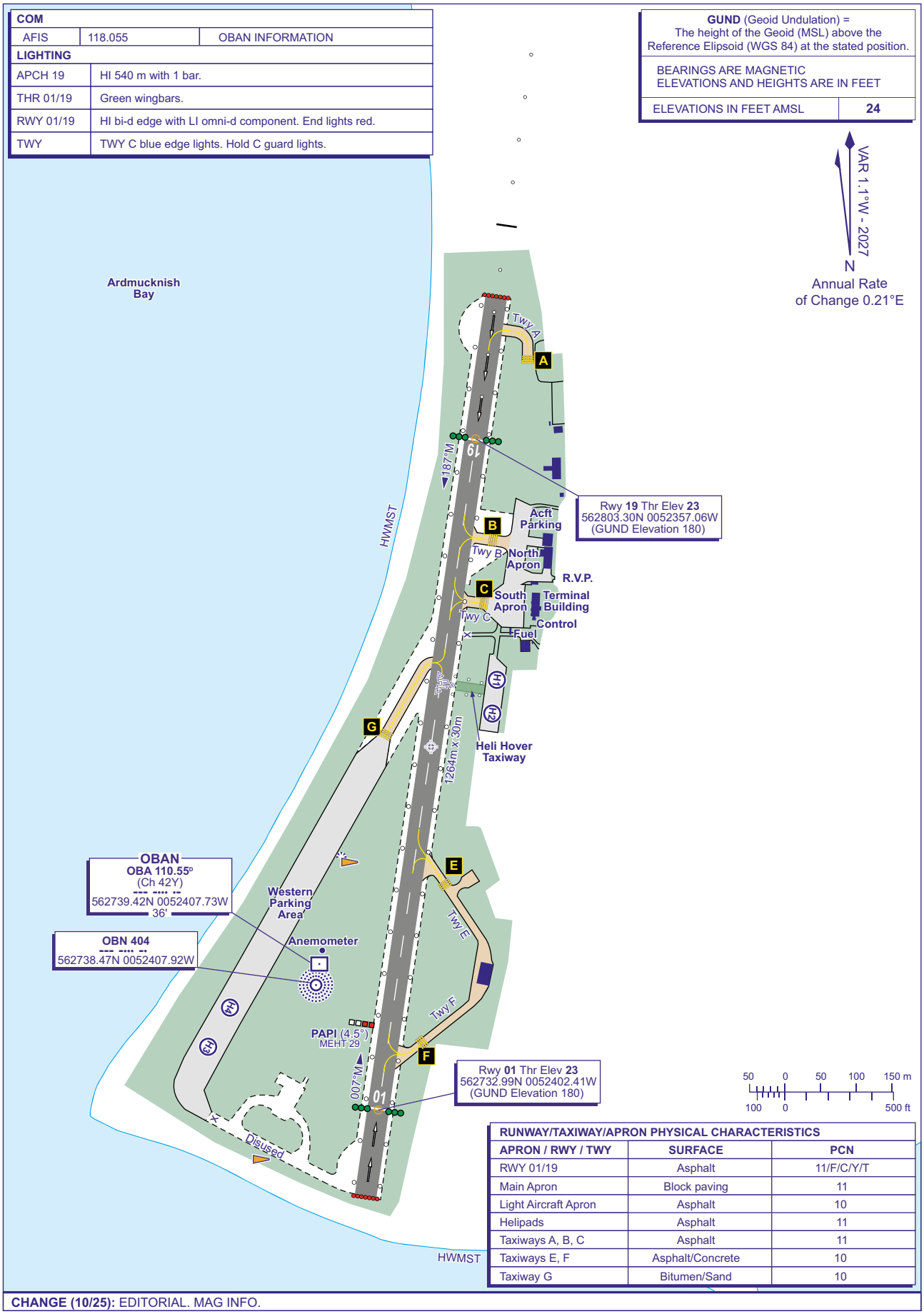
| COM | | |
|---|---|---|
| AFIS | 118.055 | OBAN INFORMATION |

| LIGHTING | |
|---|---|
| APCH 19 | HI 540 m with 1 bar. |
| THR 01/19 | Green wingbars. |
| RWY 01/19 | HI bi-d edge with LI omni-d component. End lights red. |
| TWY | TWY C blue edge lights. Hold C guard lights. |

**GUND** (Geoid Undulation) = The height of the Geoid (MSL) above the Reference Elipsoid (WGS 84) at the stated position.

BEARINGS ARE MAGNETIC
ELEVATIONS AND HEIGHTS ARE IN FEET

ELEVATIONS IN FEET AMSL **24**




| RUNWAY/TAXIWAY/APRON PHYSICAL CHARACTERISTICS | | |
|---|---|---|
| **APRON / RWY / TWY** | **SURFACE** | **PCN** |
| RWY 01/19 | Asphalt | 11/F/C/Y/T |
| Main Apron | Block paving | 11 |
| Light Aircraft Apron | Asphalt | 10 |
| Helipads | Asphalt | 11 |
| Taxiways A, B, C | Asphalt | 11 |
| Taxiways E, F | Asphalt/Concrete | 10 |
| Taxiway G | Bitumen/Sand | 10 |

**CHANGE (10/25):** EDITORIAL. MAG INFO.

AERO INFO DATE 22 JUL 25

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# EGSV — OLD BUCKENHAM

## EGSV AD 2.1 AERODROME LOCATION INDICATOR AND NAME

EGSV — OLD BUCKENHAM

## EGSV AD 2.2 AERODROME GEOGRAPHICAL AND ADMINISTRATIVE DATA

| | | |
|---|---|---|
| 1 | ARP coordinates and site at AD | Lat: 522951N Long: 0010307E<br>On Runway 07/25 |
| 2 | Direction and distance from city | 12 NM SW of Norwich City. |
| 3 | Elevation / Reference temperature / Mean Low Temperature | 194 FT / 19 °C / - |
| 4 | Geoid undulation at AD ELEV PSN | 155 FT |
| 5 | Magnetic Variation / Annual Change | 0.84°E (2022) / 0.20°E |
| 6 | AD Administration<br>Address<br><br>Telephone<br>Telefax<br>Web address | BUCKENHAM AVIATION CENTRE LTD<br>Old Buckenham Aerodrome, Abbey Road, Old Buckenham, Norfolk, NR17 1PU.<br>01953-860806<br>01953-860606<br>www.oldbuck.com |
| 7 | Type of Traffic permitted (IFR/VFR) | VFR |
| 8 | Remarks | |

## EGSV AD 2.3 OPERATIONAL HOURS

| | | |
|---|---|---|
| 1 | AD Administration | Mon-Fri 0930-1600 (0830-1500). |
| 2 | Customs and immigration | As AD hours plus Sat and Sun 0900-1600 (0800-1500). PPR is required. |
| 3 | Health and sanitation | |
| 4 | AIS Briefing Office | |
| 5 | ATS Reporting Office (ARO) | |
| 6 | MET Briefing Office | |
| 7 | ATS | See AD 2.18 |
| 8 | Fuelling | Available on Request when submitting PPR. |
| 9 | Handling | |
| 10 | Security | |
| 11 | De-icing | |
| 12 | Remarks | Aerodrome may be unmanned Mon-Thu. |

## EGSV AD 2.4 HANDLING SERVICES AND FACILITIES

| | | |
|---|---|---|
| 1 | Cargo handling facilities | |
| 2 | Fuel and oil types | AVGAS 100LL<br>W100/W80. |
| 3 | Fuelling facilities/capacity | |
| 4 | De-icing facilities | |
| 5 | Hangar space for visiting aircraft | |
| 6 | Repair facilities for visiting aircraft | |
| 7 | Remarks | Electric aircraft charging available - request when submitting PPR. |

## EGSV AD 2.5 PASSENGER FACILITIES

| | | |
|---|---|---|
| 1 | Hotels | |
| 2 | Restaurants | Self-service cafe Mon-Wed 1000-1600 (0900-1500). Full cafe Thu-Sun 0900-1700 (0800-1600). |
| 3 | Transportation | |
| 4 | Medical facilities | |
| 5 | Bank and Post Office | |
| 6 | Tourist Office | |
| 7 | Remarks | |

## EGSV AD 2.6 RESCUE AND FIRE FIGHTING SERVICES

| | | |
|---|---|---|
| 1 | AD category for fire fighting services | RFF Category Special. Thu-Sun 0930-1630 (0830-1530) or SS, whichever is earlier; other times by arrangement. |
| 2 | Rescue equipment | |
| 3 | Capability for removal of disabled aircraft | |
| 4 | Remarks | |

## EGSV AD 2.7 SEASONAL AVAILABILITY - CLEARING

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## EGSV AD 2.8 APRONS, TAXIWAYS AND CHECK LOCATIONS/POSITIONS DATA

| | | |
|---|---|---|
| 1 | Apron surface and strength | |
| 2 | Taxiway width, surface and strength | Taxiway 25:<br>Surface: Asphalt |
| 3 | Altimeter checkpoint location and elevation | |
| 4 | VOR checkpoints | |
| 5 | INS checkpoints | |
| 6 | Remarks | |

## EGSV AD 2.9 SURFACE MOVEMENT GUIDANCE AND CONTROL SYSTEM AND MARKINGS

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## EGSV AD 2.10 AERODROME OBSTACLES

| In Approach/Take-off areas | | | | | | |
|---|---|---|---|---|---|---|
| **Obstacle ID/ Designation** | **Obstacle Type** | **Obstacle Position** | **Elevation/Height** | | **Obstruction Lighting Type/ Colour** | **Remarks** |
| **1** | **2** | **3** | **4** | | **5** | **6** |
| (EGSV2018) 02/TAKE-OFF | BUILDING | 523007.75N 0010315.25E | 197 FT | | No | |
| (EGSV2017) 20/APPROACH 02/ TAKE-OFF | BUILDING | 523007.62N 0010314.79E | 196 FT | | No | |

| In circling area and at aerodrome | | | | | |
|---|---|---|---|---|---|
| **Obstacle ID/ Designation** | **Obstacle Type** | **Obstacle Position** | **Elevation/Height** | **Obstruction Lighting Type/ Colour** | **Remarks** |
| **1** | **2** | **3** | **4** | **5** | **6** |
| INTENTIONALLY BLANK | | | | | |

## EGSV AD 2.11 METEOROLOGICAL INFORMATION PROVIDED

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## EGSV AD 2.12 RUNWAY PHYSICAL CHARACTERISTICS

| Designations RWY Number | True bearing | Dimensions of RWY | Surface of RWY/ SWY/ Strength | THR co-ordinates/ THR Geoid undulation | THR elevation/ Highest elevation of TDZ of precision APP RWY | Slope of RWY/ SWY |
|---|---|---|---|---|---|---|
| **1** | **2** | **3** | **4** | **5** | **6** | **7** |
| 02 | 019.85° | 428 x 18 M | RWY surface: Grass | 522953.05N<br>0010304.36E<br>155.0 FT | THR 176.9 FT | |
| 20 | 199.85° | 428 x 18 M | RWY surface: Grass | 523004.31N<br>0010311.02E<br>155.0 FT | THR 181.0 FT | |
| 07 | 064.67° | 798 x 18 M | RWY surface: Asphalt | 522945.73N<br>0010248.18E<br>155.0 FT | THR 155.0 FT | |
| 25 | 244.68° | 798 x 18 M | RWY surface: Asphalt | 522956.75N<br>0010326.34E<br>155.0 FT | THR 194.4 FT | |
| 07L | 064.51° | 407 x 23 M | RWY surface: Grass | 522952.35N<br>0010303.84E<br>155.0 FT | THR 176.0 FT | |
| 25R | 244.52° | 407 x 23 M | RWY surface: Grass | 522958.02N<br>0010323.33E<br>155.0 FT | THR 192.0 FT | |

| SWY Dimensions | Clearway Dimensions | Strip Dimensions | RESA Dimensions, Overshoot / Undershoot | Location/ description of arresting system | OFZ | Remarks |
|---|---|---|---|---|---|---|
| **8** | **9** | **10** | **11** | **12** | **13** | **14** |
| | | | | | | RWY 02<br><br>Runways 02 and 07 QDMs are displaced due to coincidental thresholds.<br>Corner markers are correctly positioned. |
| | | | | | | RWY 20<br><br>Threshold displaced by 58 M. |
| | | | | | | RWY 07<br><br>Runways 02 and 07 QDMs are displaced due to coincidental thresholds.<br>Corner markers are correctly positioned. |
| | | | | | | RWY 25 |
| | | | | | | RWY 07L |
| | | | | | | RWY 25R<br><br>62 M starter extension. |

## EGSV AD 2.13 DECLARED DISTANCES

| Runway designator | TORA | TODA | ASDA | LDA | Remarks |
|---|---|---|---|---|---|
| 1 | 2 | 3 | 4 | 5 | 6 |
| 07 | 798 M | 798 M | 798 M | 798 M | |
| 25 | 798 M | 798 M | 798 M | 798 M | |
| 07L | 407 M | 407 M | 407 M | 407 M | |
| 25R | 469 M | 469 M | 469 M | 407 M | |
| 02 | 370 M | 370 M | 428 M | 428 M | |
| 20 | 428 M | 428 M | 428 M | 370 M | |

## EGSV AD 2.14 APPROACH AND RUNWAY LIGHTING

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## EGSV AD 2.15 OTHER LIGHTING, SECONDARY POWER SUPPLY

**INTENTIONALLY BLANK**

## EGSV AD 2.16 HELICOPTER LANDING AREA

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## EGSV AD 2.17 AIR TRAFFIC SERVICES AIRSPACE

| Designation and lateral limits | Vertical Limits | Airspace Class | ATS unit callsign/ language | Transition Altitude | Hours of applicability | Remarks |
|---|---|---|---|---|---|---|
| 1 | 2 | 3 | 4 | 5 | 6 | 7 |
| OLD BUCKENHAM ATZ<br>A circle, 2 NM radius, centred at 522951N 0010307E on longest notified runway (07/25) | Upper limit: 2000 FT AGL<br>Lower limit: SFC | G | BUCKENHAM RADIO<br>English | | | |

## EGSV AD 2.18 AIR TRAFFIC SERVICES COMMUNICATION FACILITIES

| Service Designation | Callsign | Channel/ Frequency(MHz) | SATVOICE number(s) | Logon Address | Hours of Operation | Remarks |
|---|---|---|---|---|---|---|
| 1 | 2 | 3 | 4 | 5 | 6 | 7 |
| OTHER | BUCKENHAM RADIO | 124.405<br>A/G Frequency | | | Thu-Sun 0930-1630 (0830-1530) or SS, whichever is earlier, other times by arrangement. | ATZ hours coincident with A/G hours, but not by arrangement. |

## EGSV AD 2.19 RADIO NAVIGATION AND LANDING AIDS

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# EGSV AD 2.20 LOCAL AERODROME REGULATIONS

## 1 AIRPORT REGULATIONS

a) Prior Permission (PPR) is required, available online at http://www.oldbuck.com.
b) No weight shift microlights permitted at the aerodrome.
c) No Autogyros permitted at the aerodrome.
d) No helicopters permitted at the aerodrome unless for maintenance.
e) Aerodrome is not licensed for night flying.
f) Aerodrome is not available to non-radio equipped aircraft.

## 2 GROUND MOVEMENT

a) Pilots and passengers using aircraft parking Area C must use the pick-up point designated on the AIP Chart. No person is permitted to proceed south of the designated area at any time.

## 3 CAT II/III OPERATIONS

Not applicable

## 4 WARNINGS

a) Gliding takes place at Tibenham Aerodrome 5 NM to the southeast.
b) Occasional straw stack up to 30 FT AGL, 250 M from Runway 25 threshold.
c) Vehicles may cross the runway at the intersection of runway and perimeter road.
d) Caution Class D airspace at Norwich Airport has been established approximately 5 NM north of Old Buckenham Aerodrome up to FL 50.
e) Aerodrome Obstacle: 25/Approach 07/Take-off, 523101N 0010824E, Radio mast, 888 FT AMSL, lit, 3 NM bearing 070° T from AD.

## 5 HELICOPTER OPERATIONS

a) Helicopters are only permitted for the purposes of maintenance.

## 6 USE OF RUNWAYS

a) Grass Runway 07/25 operations must not be simultaneous with Hard Runway 07/25 operations.

## 7 TRAINING

a) Training Aircraft operate daily and sorties often comprise student solos.

# EGSV AD 2.21 NOISE ABATEMENT PROCEDURES

a) Avoid overflying the village of Old Buckenham (1 NM SSW of the AD) and the town of Attleborough (2 NM NW of the aerodrome).
b) Overhead Joins are prohibited except for training approved by the aerodrome management.
c) Ensure familiarity with local circuit diagram at aerodrome website. Detail is also given with Prior Permission (PPR) requests.

# EGSV AD 2.22 FLIGHT PROCEDURES

## 1 CIRCUITS

a) Circuit directions: Runway 07 - LH; Runway 25 - RH. Circuit height: 1000 FT AAL.
b) **Arrivals:**

i. When joining Runway 07 from the west, report at Snetterton Heath;
ii. When joining Runway 25 from the east, report at Tacolneston Mast.

c) **Departures:**

i. When departing from Runway 25, turn onto track 270° until reaching the railway line south of Attleborough;
ii. When departing from Runway 07, maintain runway heading until reaching 1500 FT AAL prior to setting course.

## EGSV AD 2.23 ADDITIONAL INFORMATION

Electric Aircraft Charging is available 7 days.

a) Charging requests can be made when applying for Prior Permission (PPR) online at http://www.oldbuck.com.
b) Aircraft types currently serviced:

   i. NUNCATS Zenith CH705;
   ii. Pipistrel Velis Electro.

c) Charging is **not** self service and requires the assistance of trained staff.

## EGSV AD 2.24 CHARTS RELATED TO AN AERODROME

AERODROME CHART - ICAO
AD 2.EGSV-2-1

## EGSV AD 2.25 VISUAL SEGMENT SURFACE (VSS) PENETRATION

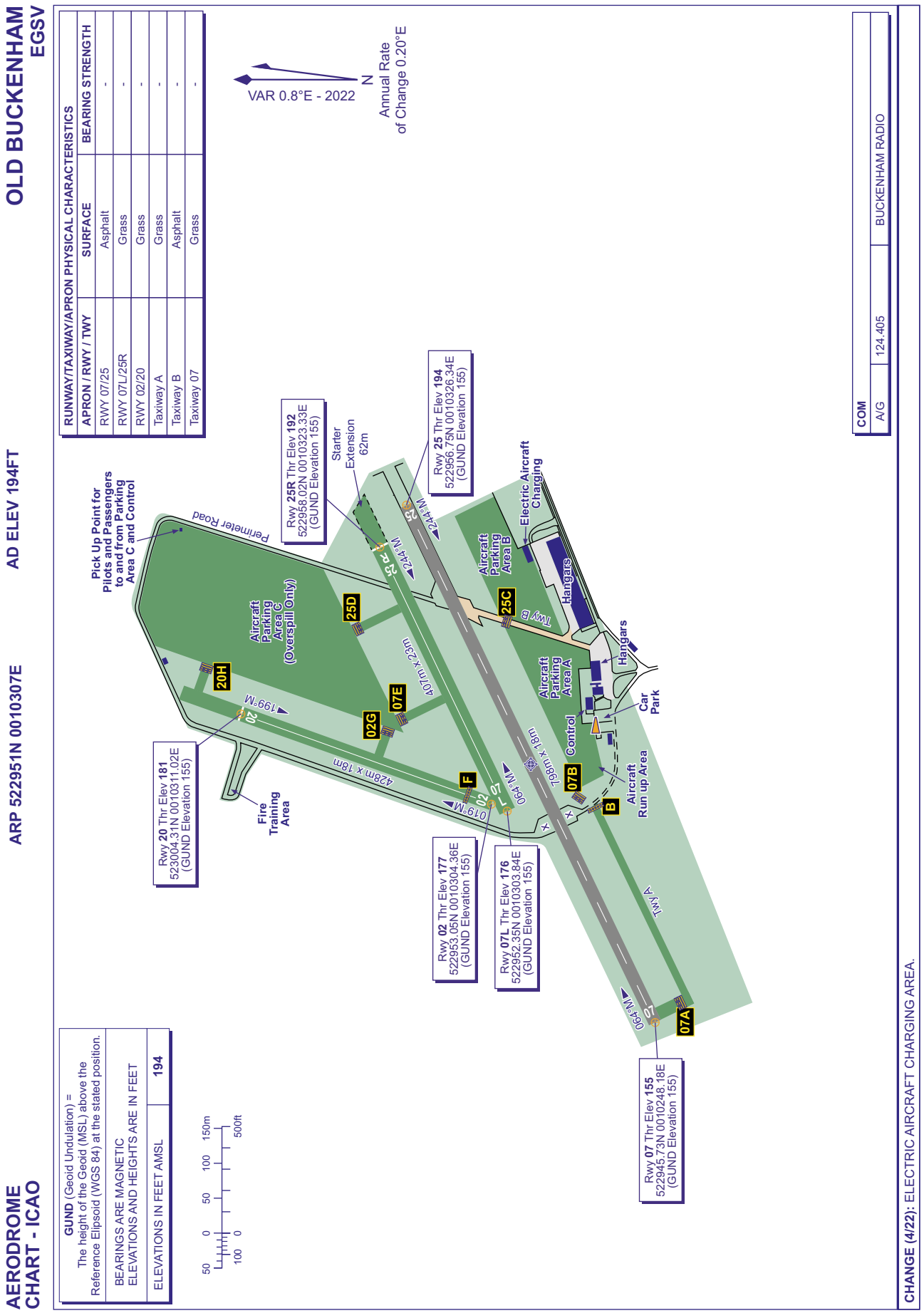
Not applicable

# AERODROME CHART - ICAO

## OLD BUCKENHAM EGSV

AD ELEV 194FT

ARP 522951N 0010307E




| RUNWAY/TAXIWAY/APRON PHYSICAL CHARACTERISTICS | | |
|---|---|---|
| APRON / RWY / TWY | SURFACE | BEARING STRENGTH |
| RWY 07/25 | Asphalt | - |
| RWY 07L/25R | Grass | - |
| RWY 02/20 | Grass | - |
| Taxiway A | Grass | - |
| Taxiway B | Asphalt | - |
| Taxiway 07 | Grass | - |

| COM | | |
|---|---|---|
| A/G | 124.405 | BUCKENHAM RADIO |

**GUND** (Geoid Undulation) = The height of the Geoid (MSL) above the Reference Elipsoid (WGS 84) at the stated position.

BEARINGS ARE MAGNETIC
ELEVATIONS AND HEIGHTS ARE IN FEET

ELEVATIONS IN FEET AMSL — 194

**CHANGE (4/22):** ELECTRIC AIRCRAFT CHARGING AREA.

AERO INFO DATE 20 JAN 22

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# EGTH — OLD WARDEN

## EGTH AD 2.1 AERODROME LOCATION INDICATOR AND NAME

EGTH — OLD WARDEN

## EGTH AD 2.2 AERODROME GEOGRAPHICAL AND ADMINISTRATIVE DATA

| | | |
|---|---|---|
| 1 | ARP coordinates and site at AD | Lat: 520512N Long: 0001907W<br>260 M south of Runway 20 Threshold. |
| 2 | Direction and distance from city | 6 NM ESE Bedford |
| 3 | Elevation / Reference temperature / Mean Low Temperature | 127 FT / 19 °C / - |
| 4 | Geoid undulation at AD ELEV PSN | 153 FT |
| 5 | Magnetic Variation / Annual Change | 1.23°E (2027) / 0.17°E |
| 6 | AD Administration<br>Address<br><br>Telephone | THE SHUTTLEWORTH COLLECTION<br>Shuttleworth Old Warden Aerodrome, Old Warden Park, Biggleswade, SG18 9EP.<br>01767-627901<br>01767-627918 (Tower when manned) |
| 7 | Type of Traffic permitted (IFR/VFR) | VFR |
| 8 | Remarks | Aerodrome operates under a seasonal licence (Nominated days only). |

## EGTH AD 2.3 OPERATIONAL HOURS

| | | |
|---|---|---|
| 1 | AD Administration | 0600 (0500) or SR-30, whichever is later - SS+30. |
| 2 | Customs and immigration | By Arrangement. |
| 3 | Health and sanitation | |
| 4 | AIS Briefing Office | |
| 5 | ATS Reporting Office (ARO) | |
| 6 | MET Briefing Office | |
| 7 | ATS | See AD 2.18 |
| 8 | Fuelling | During AD published hours. |
| 9 | Handling | |
| 10 | Security | |
| 11 | De-icing | |
| 12 | Remarks | Aerodrome is strictly PPR. |

## EGTH AD 2.4 HANDLING SERVICES AND FACILITIES

| | | |
|---|---|---|
| 1 | Cargo handling facilities | |
| 2 | Fuel and oil types | AVGAS 100LL, AVGAS UL91 |
| 3 | Fuelling facilities/capacity | Self-service fuelling facilities (pay at pump). |
| 4 | De-icing facilities | |
| 5 | Hangar space for visiting aircraft | By arrangement |
| 6 | Repair facilities for visiting aircraft | By arrangement |
| 7 | Remarks | |

## EGTH AD 2.5 PASSENGER FACILITIES

| | | |
|---|---|---|
| 1 | Hotels | Available locally. |
| 2 | Restaurants | 1000-1600 (0900-1600). |
| 3 | Transportation | |
| 4 | Medical facilities | |
| 5 | Bank and Post Office | Biggleswade Town |
| 6 | Tourist Office | |

| | | |
|---|---|---|
| 7 | Remarks | The Shuttleworth Collection Museum, Swiss Gardens and Children's play area on site, open 1000-1600 (0900-1600) see https://www.shuttleworth.org for further details. |

## EGTH AD 2.6 RESCUE AND FIRE FIGHTING SERVICES

| | | |
|---|---|---|
| 1 | AD category for fire fighting services | Display days and special events only.<br>RFF Category 1.<br>RFF Category 2 by arrangement.<br>RFF Category 3 under remission. |
| 2 | Rescue equipment | |
| 3 | Capability for removal of disabled aircraft | |
| 4 | Remarks | |

## EGTH AD 2.7 SEASONAL AVAILABILITY - CLEARING

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## EGTH AD 2.8 APRONS, TAXIWAYS AND CHECK LOCATIONS/POSITIONS DATA

| | | |
|---|---|---|
| 1 | Apron surface and strength | APRON<br>Surface: Grass |
| 2 | Taxiway width, surface and strength | Taxiway TAXIWAY:<br>Surface: Grass |
| 3 | Altimeter checkpoint location and elevation | Alongside Signal Square at base of the Tower |
| 4 | VOR checkpoints | |
| 5 | INS checkpoints | |
| 6 | Remarks | |

## EGTH AD 2.9 SURFACE MOVEMENT GUIDANCE AND CONTROL SYSTEM AND MARKINGS

| | | |
|---|---|---|
| 1 | Use of aircraft stand ID signs, TWY guide lines and visual docking/parking guidance system of aircraft stands | |
| 2 | Runway and taxiway markings and lighting | Runway marking aid(s):<br>02/20: Runways are delineated by short grass.<br><br>02X threshold is marked with corner markings only, no runway designator. Runways are otherwise marked in accordance with CAP 168. Surface marking only. No Lighting.<br><br>CAUTION: Runway 02X/20X extension, unmarked runways, and other unmarked surfaces are not available to aircraft except with approval from the Aerodrome Authority (conditions apply).<br><br>Taxiway marking aid(s):<br>Taxiways are delineated by short grass. |
| 3 | Stop bars and runway guard lights (if any) | |
| 4 | Other runway protection measures | |
| 5 | Remarks | |

# EGTH AD 2.10 AERODROME OBSTACLES

| In Approach/Take-off areas | | | | | | |
|---|---|---|---|---|---|---|
| **Obstacle ID/ Designation** | **Obstacle Type** | **Obstacle Position** | **Elevation/Height** | | **Obstruction Lighting Type/ Colour** | **Remarks** |
| **1** | **2** | **3** | **4** | | **5** | **6** |
| (EGTH2516) 20/APPROACH 02/ TAKE-OFF | TREE | 520528.29N 0001859.75W | 170 FT | | No | |
| (EGTH2519) 20/APPROACH 02/ TAKE-OFF | TREE | 520526.93N 0001859.26W | 143 FT | | No | |
| (EGTH1516) 20/APPROACH 02/ TAKE-OFF | VEHICLE ON ROAD | 520523.69N 0001857.20W | 119 FT | | No | |
| (EGTH2540) 20/APPROACH 02/ TAKE-OFF | TREE | 520522.46N 0001857.07W | 106 FT | | No | |
| (EGTH2418) 02X/APPROACH 20X/ TAKE-OFF | TREE | 520446.32N 0001928.28W | 156 FT | | No | |
| (EGTH2412) 02X/APPROACH 20X/ TAKE-OFF | TREE | 520446.25N 0001925.16W | 150 FT | | No | |
| (EGTH2379) 02X/APPROACH 20X/ TAKE-OFF | TREE | 520445.60N 0001924.31W | 155 FT | | No | |
| (EGTH2419) 02X/APPROACH 20X/ TAKE-OFF | TREE | 520445.49N 0001929.87W | 158 FT | | No | |
| (EGTH2381) 02X/APPROACH 20X/ TAKE-OFF | TREE | 520444.79N 0001925.55W | 160 FT | | No | |
| (EGTH2400) 02X/APPROACH 20X/ TAKE-OFF | TREE | 520444.60N 0001930.80W | 179 FT | | No | |
| (EGTH2010) 02X/APPROACH 20X/ TAKE-OFF | TREE | 520444.53N 0001920.68W | 207 FT | | No | |
| (EGTH2393) 02X/APPROACH 20X/ TAKE-OFF | TREE | 520444.24N 0001930.11W | 174 FT | | No | |
| (EGTH2336) 02X/APPROACH 20X/ TAKE-OFF | TREE | 520444.10N 0001921.54W | 202 FT | | No | |
| (EGTH2395) 02X/APPROACH 20X/ TAKE-OFF | TREE | 520443.94N 0001931.01W | 174 FT | | No | |
| (EGTH2399) 02X/APPROACH 20X/ TAKE-OFF | TREE | 520443.44N 0001932.22W | 198 FT | | No | |
| (EGTH2397) 02X/APPROACH 20X/ TAKE-OFF | TREE | 520443.01N 0001932.22W | 197 FT | | No | |
| (EGTH2392) 02X/APPROACH 20X/ TAKE-OFF | TREE | 520442.74N 0001931.45W | 191 FT | | No | |

| In circling area and at aerodrome | | | | | | |
|---|---|---|---|---|---|---|
| **Obstacle ID/ Designation** | **Obstacle Type** | **Obstacle Position** | **Elevation/Height** | | **Obstruction Lighting Type/ Colour** | **Remarks** |
| **1** | **2** | **3** | **4** | | **5** | **6** |
| (EGTH2548) | TREE | 520513.15N 0001901.60W | 144 FT | | No | |
| (EGTH2498) | TREE | 520508.45N 0001917.80W | 191 FT | | No | |
| (EGTH2307) | TREE | 520451.08N 0002011.75W | 350 FT | | No | |

# EGTH AD 2.11 METEOROLOGICAL INFORMATION PROVIDED

| | | |
|---|---|---|
| 1 | Associated MET Office | MET OFFICE EXETER |
| 2 | Hours of service<br>MET Office outside hour | H24 |
| 3 | Office responsible for TAF preparation<br>Periods of validity | |

| | | |
|---|---|---|
| 4 | Trend forecast<br>Interval of issuance | |
| 5 | Briefing/consultation provided | |
| 6 | Flight documentation<br>Language(s) used | |
| 7 | Charts and other information available for briefing or consultation | |
| 8 | Supplementary equipment available for providing information | |
| 9 | ATS units provided with information | |
| 10 | Additional information (limitation of service, etc.) | |

## EGTH AD 2.12 RUNWAY PHYSICAL CHARACTERISTICS

| Designations RWY Number | True bearing | Dimensions of RWY | Surface of RWY/ SWY/ Strength | THR co-ordinates/ THR Geoid undulation | THR elevation/ Highest elevation of TDZ of precision APP RWY | Slope of RWY/ SWY |
|---|---|---|---|---|---|---|
| 1 | 2 | 3 | 4 | 5 | 6 | 7 |
| 02 | 025.06° | 799 x 21 M | RWY surface: Grass | 520456.65N<br>0001918.62W<br>153.0 FT | THR 126.7 FT | RWY 02 1.0% down<br>RWY 20 1.0% up |
| 20 | 205.07° | 799 x 21 M | RWY surface: Grass | 520520.07N<br>0001900.84W<br>153.0 FT | THR 101.1 FT | RWY 02 1.0% down<br>RWY 20 1.0% up |
| 02X | 025.06° | 1000 x 21 M | RWY surface: Grass | 520450.76N<br>0001923.09W<br>153.0 FT | THR 129.2 FT | |
| 20X | 205.07° | 1000 x 21 M | RWY surface: Grass | 520520.07N<br>0001900.84W<br>153.0 FT | THR 101.1 FT | |

| SWY Dimensions | Clearway Dimensions | Strip Dimensions | RESA Dimensions, Overshoot / Undershoot | Location/ description of arresting system | OFZ | Remarks |
|---|---|---|---|---|---|---|
| 8 | 9 | 10 | 11 | 12 | 13 | 14 |
| | | | | | | |
| | | | | | | |
| | | | | | | |
| | | | | | | |

## EGTH AD 2.13 DECLARED DISTANCES

| Runway designator | TORA | TODA | ASDA | LDA | Remarks |
|---|---|---|---|---|---|
| 1 | 2 | 3 | 4 | 5 | 6 |
| 02X | 1000 M | 1000 M | 1068 M | 1068 M | |
| 20X | 1087 M | 1087 M | 1087 M | 1000 M | TORA, TODA, and ASDA include a starter extension of 87 M. |
| 02 | 799 M | 799 M | 799 M | 799 M | Runway 02 has a downslope, the effective landing distance is reduced. |
| 20 | 799 M | 799 M | 799 M | 799 M | |

## EGTH AD 2.14 APPROACH AND RUNWAY LIGHTING

**INTENTIONALLY BLANK**

## EGTH AD 2.15 OTHER LIGHTING, SECONDARY POWER SUPPLY

| | | |
|---|---|---|
| 1 | ABN/IBN location, characteristics and hours of operation | |
| 2 | LDI location and lighting<br>Anemometer location and lighting | Anemometer: 520519.48N 0001911.31W |
| 3 | TWY edge and centre line lighting | |
| 4 | Secondary power supply/switch-over time | |
| 5 | Remarks | |

## EGTH AD 2.16 HELICOPTER LANDING AREA

**INTENTIONALLY BLANK**

## EGTH AD 2.17 AIR TRAFFIC SERVICES AIRSPACE

| Designation and lateral limits | Vertical Limits | Airspace Class | ATS unit callsign/ language | Transition Altitude | Hours of applicability | Remarks |
|---|---|---|---|---|---|---|
| 1 | 2 | 3 | 4 | 5 | 6 | 7 |
| OLD WARDEN ATZ<br>A circle, 2 NM radius, centred at 520512N 0001907W on runway 02/20 | Upper limit: 2000 FT AGL<br>Lower limit: SFC | G | OLD WARDEN INFORMATION<br>English<br>OLD WARDEN RADIO<br>English | 6000 FT | | ATZ will be temporarily established by NOTAM. ATS hours will coincide but may also operate separately. |

## EGTH AD 2.18 AIR TRAFFIC SERVICES COMMUNICATION FACILITIES

| Service Designation | Callsign | Channel/ Frequency(MHz) | SATVOICE number(s) | Logon Address | Hours of Operation | Remarks |
|---|---|---|---|---|---|---|
| 1 | 2 | 3 | 4 | 5 | 6 | 7 |
| AFIS | OLD WARDEN INFORMATION | 130.705<br>DOC 10 NM/3000 FT. | | | Display Days and Special Events. | All aircraft to make calls to Old Warden Traffic outside of activated hours. |
| RADIO | OLD WARDEN RADIO | 130.705<br>A/G frequency. | | | Display Days and Special Events. | All aircraft to make calls to Old Warden Traffic outside of activated hours. |

## EGTH AD 2.19 RADIO NAVIGATION AND LANDING AIDS

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## EGTH AD 2.20 LOCAL AERODROME REGULATIONS

### 1 AIRPORT REGULATIONS

a) PPR via the weblink - https://oldwardenaerodrome.co.uk/ppr-booking-form. Pilots use the aerodrome at their own risk and are required to read and accept the Terms and Conditions. For all other facilities see - https://www.shuttleworth.org.
b) Based operators may fly outside of notified hours.
c) A standard overhead join must be made at 1800 FT AAL.
d) Aircraft operators must transmit their intentions, including standard position reports, when Old Warden Information Service is not operational.

### 2 GROUND MOVEMENT

a) Do not backtrack runways, vacate the runway to the North West.

b) Aircraft must be parked well clear of the end and sides of Runway 12/30 at the NW end where manoeuvring space is limited.
c) Old Warden Information Service can be visually identified as being operational when a flag is hoisted at the tower.

### 3 CAT II/III OPERATIONS

Not applicable

### 4 WARNINGS

a) Avoid overflying Home Farm immediately to the East of the aerodrome.
b) Birds of prey, including kites, in the vicinity.
c) Model aircraft may operate at times.
d) Non-radio aircraft may conduct flight trials or display practise. Visiting pilots must keep a good look out and remain clear until safe to join.
e) **Caution:** Runway 02X/20X extension, unmarked runways, and other unmarked surfaces are not available to aircraft except with approval from the Aerodrome Authority (conditions apply).
f) With moderate and higher wind speeds, pilots should expect to encounter sink/turbulence on the approach to, and climb out from, all runways. Furthermore, pilots are also reminded that in moderate and higher wind speeds the wind gradient close to the surface can result in loss of airspeed and lift during the landing flare. In the past these effects have caught out highly experienced pilots be they flying heavy warbirds, or microlight type aircraft.
g) Trees intersect the 20 approach and 02 climb out.

### 5 HELICOPTER OPERATIONS

a) Helicopters must land airside of spectator fence and join as per fixed wing operations.

### 6 USE OF RUNWAYS

a) Only Runway 02/20 is available to visiting aircraft. Other runways may be in use by based aircraft conducting test flights or practise display.
b) 02X/20X only available with approval of Aerodrome Authority (conditions apply).

### 7 TRAINING

a) No training permitted except with the written permission of the Aerodrome Authority.

## EGTH AD 2.21 NOISE ABATEMENT PROCEDURES

a) Pilots should avoid overflight of all local villages where possible.

## EGTH AD 2.22 FLIGHT PROCEDURES

### 1 CIRCUITS

a) Circuit Height: 800 FT.
b) Circuit Direction: Runway 20 LH, Runway 02 RH.
c) All aircraft to make a full overhead join at 1800 FT AAL to allow any model flying to cease.

## EGTH AD 2.23 ADDITIONAL INFORMATION

Not applicable

## EGTH AD 2.24 CHARTS RELATED TO AN AERODROME

AERODROME CHART - ICAO
AD 2.EGTH-2-1

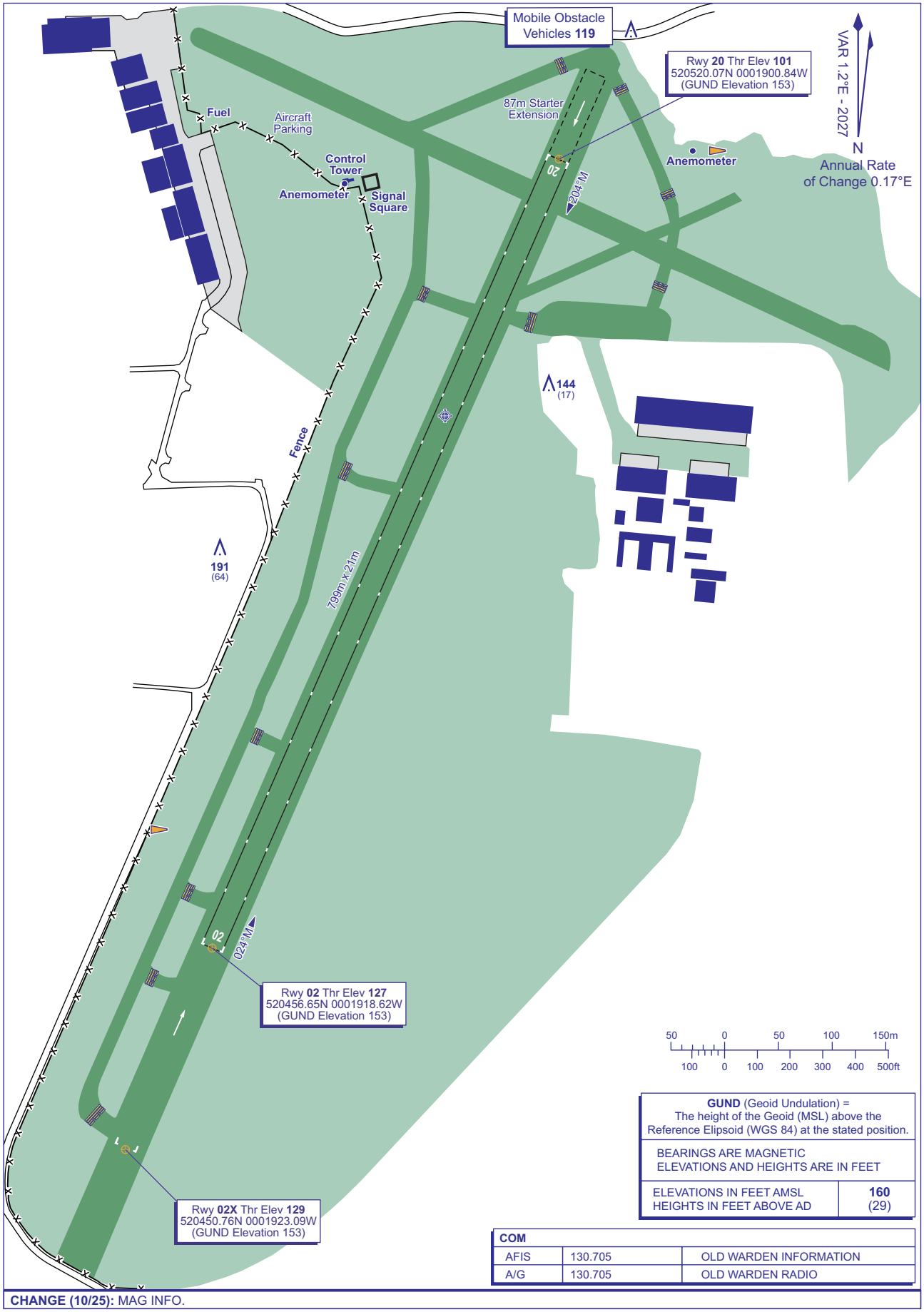
## EGTH AD 2.25 VISUAL SEGMENT SURFACE (VSS) PENETRATION

Not applicable

# AERODROME CHART - ICAO

ARP 520512N 0001907W AD ELEV 127FT

# OLD WARDEN
EGTH




**GUND** (Geoid Undulation) = The height of the Geoid (MSL) above the Reference Elipsoid (WGS 84) at the stated position.

BEARINGS ARE MAGNETIC
ELEVATIONS AND HEIGHTS ARE IN FEET

| | |
|---|---|
| ELEVATIONS IN FEET AMSL<br>HEIGHTS IN FEET ABOVE AD | **160**<br>(29) |

| COM | | |
|---|---|---|
| AFIS | 130.705 | OLD WARDEN INFORMATION |
| A/G | 130.705 | OLD WARDEN RADIO |

**CHANGE (10/25):** MAG INFO.

AERO INFO DATE 22 JUL 25

AD 2-EGTH-2-1

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# EGTK — OXFORD

## EGTK AD 2.1 AERODROME LOCATION INDICATOR AND NAME

EGTK — OXFORD

## EGTK AD 2.2 AERODROME GEOGRAPHICAL AND ADMINISTRATIVE DATA

| | | |
|---|---|---|
| 1 | ARP coordinates and site at AD | Lat: 515013N Long: 0011912W<br>Mid point of Runway 01/19. |
| 2 | Direction and distance from city | 6 NM NW by N of Oxford. |
| 3 | Elevation / Reference temperature / Mean Low Temperature | 263 FT / 19 °C / - |
| 4 | Geoid undulation at AD ELEV PSN | 156 FT |
| 5 | Magnetic Variation / Annual Change | 0.08°E (2022) / 0.20°E |
| 6 | AD Administration<br>Address<br>Telephone<br><br><br>E-mail address<br>Web address | OXFORD AVIATION SERVICES<br>Oxford Airport, Kidlington, Oxford, OX5 1RA.<br>01865-290650 (ATC)<br>01865-290660 (Operations)<br>01865-290600 (Switchboard)<br>ops@londonoxfordairport.com<br>www.londonoxfordairport.com |
| 7 | Type of Traffic permitted (IFR/VFR) | IFR/VFR |
| 8 | Remarks | Types of traffic permitted (IFR/VFR). |

## EGTK AD 2.3 OPERATIONAL HOURS

| | | |
|---|---|---|
| 1 | AD Administration | 0630-2230 (0530-2130) Except Christmas and New Year, see latest NOTAM. Extensions by arrangement. |
| 2 | Customs and immigration | See remarks. |
| 3 | Health and sanitation | Pre-book with Oxford Ops Channel 131.640 or telephone as above. |
| 4 | AIS Briefing Office | |
| 5 | ATS Reporting Office (ARO) | |
| 6 | MET Briefing Office | |
| 7 | ATS | See also AD 2.18. |
| 8 | Fuelling | As AD hours. |
| 9 | Handling | As AD hours. |
| 10 | Security | H24 |
| 11 | De-icing | As AD hours. By arrangement through Oxford Operations, Tel: 01865-290660. |
| 12 | Remarks | This aerodrome is PPR. Commanders shall book in with Airport Operations in advance on the numbers listed at AD 2.2.<br><br>Customs/Immigration. Oxford Airport is a Certificate of Agreement aerodrome for customs/immigration purposes and accepts flights to/from any country with the requisite notice periods. All inbound and outbound flights must be notified to Operations (on the number listed at AD 2.2) and are subject to the following prior notice:<br>(a) 2 hours prior to departure for all flights to/from outside the UK;<br>(b) 12 hours in advance to the police for both inbound and outbound flights requiring Police Special Branch clearance (Common Travel Area and Northern Ireland). Contact, Tel: 01865-290660.<br><br>UK GAR (General Aviation Report) required prior to all international arrivals and departures. |

## EGTK AD 2.4 HANDLING SERVICES AND FACILITIES

| | | |
|---|---|---|
| 1 | Cargo handling facilities | Yes. Details through Oxford Operations. |
| 2 | Fuel and oil types | JET-A1, AVGAS 100LL and SAF (Sustainable Aviation Fuel). |

| | | |
|---|---|---|
| 3 | Fuelling facilities/capacity | AVGAS 100LL credit/fuel card self-service facility for aircraft with wingspan up to 12 M. AVGAS bowser service available for aircraft unable to use self-service. Fixed storage capacity 40,000 LT, mobile capacity 8,500 LT.<br>JET-A1 bowser service, fixed storage capacity 170,000 LT, mobile capacity 57,000 LT. |
| 4 | De-icing facilities | 17 M de-icing rig available by arrangement through Oxford Operations. Killfrost Type II. |
| 5 | Hangar space for visiting aircraft | By arrangement through airport Operations. |
| 6 | Repair facilities for visiting aircraft | Repair stations for a variety of fixed wing and rotor, contact Oxford Operations. |
| 7 | Remarks | A nominated handling agent is mandatory for all visiting aircraft over 2.3 tonnes. Handling for corporate or general aviation is provided by Oxford Aviation Services. SITA: OXFAPXH. Aircraft to call Oxford Ops on Channel: 131.640, 15 minutes prior to arrival.<br><br>Oxygen, Nitrogen, Ground Power (GPU), Water, Toilet and Valet services provided by airport handling services on request. All handling services provided by Oxford Airport.<br><br>AL41 and ICE 05 are stocked for customers own use.<br><br>Contact Operations (01865-290660) for details of available SAF blends. |

## EGTK AD 2.5 PASSENGER FACILITIES

| | | |
|---|---|---|
| 1 | Hotels | Kidlington (1 mile), Woodstock (2 miles), Oxford (3-6 miles). |
| 2 | Restaurants | Restaurant, Bar/Cafe on-site. Executive catering by arrangement. |
| 3 | Transportation | Bus, taxis and car hire. Chauffeur services on request. Nearest rail station: Oxford Parkway (3.1 miles). |
| 4 | Medical facilities | Limited first aid treatment. |
| 5 | Bank and Post Office | |
| 6 | Tourist Office | Local information in terminal building. |
| 7 | Remarks | Executive and pilot's lounge and rest rooms in terminal building.<br><br>Accommodation and transportation arrangements can be made via Airport Operations.<br><br>For other facilities call Operations or view - www.londonoxfordairport.com |

## EGTK AD 2.6 RESCUE AND FIRE FIGHTING SERVICES

| | | |
|---|---|---|
| 1 | AD category for fire fighting services | RFF Category A6 |
| 2 | Rescue equipment | Standard Equipment for up to Category 6. |
| 3 | Capability for removal of disabled aircraft | For removal of disabled aircraft contact aerodrome coordinator - Airport Operations Manager Tel: 07534-325700. |
| 4 | Remarks | All aircraft capable of aerodrome use can be removed using contracted external resource. |

## EGTK AD 2.7 SEASONAL AVAILABILITY - CLEARING

| | | |
|---|---|---|
| 1 | Type of clearing equipment | Mechanical & Chemical De-icing |
| 2 | Clearance priorities | Standard. See AD 1.2.2 |
| 3 | Remarks | Latest information from Oxford Operations, Tel: 01865-290660 |

## EGTK AD 2.8 APRONS, TAXIWAYS AND CHECK LOCATIONS/POSITIONS DATA

| | | |
|---|---|---|
| 1 | Apron surface and strength | MAIN APRON<br>Surface: Asphalt |
| 2 | Taxiway width, surface and strength | Taxiway ALPHA: 15 M<br>Surface: Asphalt<br>PCN 30/F/C/W/T |

| | | |
|---|---|---|
| | | Taxiway BRAVO: 15 M<br>Surface: Asphalt<br>PCN 38/F/A/X/T<br><br>Taxiway CHARLIE: 26 M<br>Surface: Asphalt<br><br>Taxiway DELTA: 26 M<br>Surface: Asphalt<br><br>Taxiway FOXTROT: 8 M<br>Surface: Grass<br><br>Taxiway PAPA:<br>Surface: Grass<br><br>Taxiway TANGO:<br>Surface: Grass |
| 3 | Altimeter checkpoint location and elevation | See Aircraft Parking/Docking Chart. |
| 4 | VOR checkpoints | |
| 5 | INS checkpoints | See Aircraft Parking/Docking Chart. |
| 6 | Remarks | Movements beyond hold Juliet maybe subject to Marshaller's instructions. Taxiway Foxtrot is one way and only available for use to vacate the runway. Main Apron South (Stands 1-20) and Taxiway Foxtrot max wingspan 12 M due taxilane reduced wing tip clearance. |

## EGTK AD 2.9 SURFACE MOVEMENT GUIDANCE AND CONTROL SYSTEM AND MARKINGS

| | | |
|---|---|---|
| 1 | Use of aircraft stand ID signs, TWY guide lines and visual docking/parking guidance system of aircraft stands | Stands 1-24 are self park. Parking on other areas of the apron may be marshalled as required. |
| 2 | Runway and taxiway markings and lighting | Runway marking aid(s):<br>01/19: Threshold, centre-line, aiming point, touchdown zone.<br><br>Runway light(s):<br>Threshold: HI green, Edge: HI white, Stop End: HI red.<br><br>Taxiway marking aid(s):<br>Yellow centre-line. Blue edge reflector markers.<br><br>Taxiway light(s):<br>Blue edge lighting on taxiway Alpha, Bravo, Charlie and Delta. |
| 3 | Stop bars and runway guard lights (if any) | All holding points for Runway 01/19, except Holding Point G. Stop bars illuminated during AD hours. |
| 4 | Other runway protection measures | |
| 5 | Remarks | 3 WDIs for Runway 01/19: 515002.44N 0011921.95W (LGTD); 515021.78N 0011915.28W (LGTD); and 515013.40N 0011933.64W (LGTD). |

## EGTK AD 2.10 AERODROME OBSTACLES

| In Approach/Take-off areas | | | | | | |
|---|---|---|---|---|---|---|
| **Obstacle ID/ Designation** | **Obstacle Type** | **Obstacle Position** | **Elevation/Height** | | **Obstruction Lighting Type/ Colour** | **Remarks** |
| **1** | **2** | **3** | **4** | | **5** | **6** |
| (EGTK14286) 19/APPROACH 01/ TAKE-OFF | TREE | 515118.10N 0011854.74W | 362 FT | 86 FT | No | |
| (EGTK14252) 19/APPROACH 01/ TAKE-OFF | TREE | 515100.98N 0011904.78W | 317 FT | 40 FT | No | |
| (EGTK14240) 19/APPROACH 01/ TAKE-OFF | TREE | 515100.61N 0011906.59W | 317 FT | 40 FT | No | |
| (EGTK14319) 19/APPROACH 01/ TAKE-OFF | TREE | 515100.14N 0011855.05W | 323 FT | 48 FT | No | |
| (EGTK14226) 19/APPROACH 01/ TAKE-OFF | TREE | 515059.24N 0011908.27W | 315 FT | 43 FT | No | |

| In Approach/Take-off areas | | | | | | |
|---|---|---|---|---|---|---|
| **Obstacle ID/ Designation** | **Obstacle Type** | **Obstacle Position** | **Elevation/Height** | | **Obstruction Lighting Type/ Colour** | **Remarks** |
| **1** | **2** | **3** | **4** | | **5** | **6** |
| (EGTK14208) 19/APPROACH 01/ TAKE-OFF | TREE | 515057.33N 0011910.54W | 304 FT | 44 FT | No | |
| (EGTK14199) 19/APPROACH 01/ TAKE-OFF | TREE | 515056.76N 0011911.52W | 316 FT | 59 FT | No | |
| (EGTK14020) 19/APPROACH 01/ TAKE-OFF | MOBILE OBST | 515040.15N 0011910.39W | 271 FT | 16 FT | No | |
| (EGTK14015) 19/APPROACH 01/ TAKE-OFF | MOBILE OBST | 515039.44N 0011904.62W | 269 FT | 16 FT | No | |
| (EGTK14364) 19/APPROACH 01/ TAKE-OFF | TREE | 515038.47N 0011853.88W | 296 FT | 41 FT | No | |
| (EGTK14007) 19/APPROACH 01/ TAKE-OFF | MOBILE OBST | 515038.44N 0011856.56W | 272 FT | 16 FT | No | |
| (EGTK12045) 01/APPROACH 19/ TAKE-OFF | UTILITY POLE | 514950.42N 0011926.88W | 275 FT | 25 FT | No | |
| (EGTK14041) 01/APPROACH 19/ TAKE-OFF | MOBILE OBST | 514947.04N 0011924.53W | 261 FT | 16 FT | No | |
| (EGTK14705) 01/APPROACH 19/ TAKE-OFF | HEDGE | 514946.47N 0011923.45W | 256 FT | 13 FT | No | |
| (EGTK14689) 01/APPROACH 19/ TAKE-OFF | HEDGE | 514945.89N 0011915.71W | 253 FT | 9 FT | No | |
| (EGTK14031) 01/APPROACH 19/ TAKE-OFF | MOBILE OBST | 514945.52N 0011916.12W | 261 FT | 16 FT | No | |
| (EGTK3127) 01/APPROACH 19/ TAKE-OFF | ROADSIGN | 514944.86N 0011918.11W | 258 FT | 13 FT | No | |
| (EGTK14035) 01/APPROACH 19/ TAKE-OFF | MOBILE OBST | 514944.67N 0011920.23W | 258 FT | 16 FT | No | |
| (EGTK14523) 01/APPROACH 19/ TAKE-OFF | TREE | 514940.96N 0011918.13W | 273 FT | 32 FT | No | |
| (EGTK14601) 01/APPROACH 19/ TAKE-OFF | TREE | 514935.71N 0011932.31W | 330 FT | 98 FT | No | |
| (EGTK12654) 01/APPROACH 19/ TAKE-OFF | TREE | 514933.62N 0011931.36W | 319 FT | 87 FT | No | |
| (EGTK14506) 01/APPROACH 19/ TAKE-OFF | TREE | 514932.78N 0011920.14W | 305 FT | 77 FT | No | |
| (EGTK14479) 01/APPROACH 19/ TAKE-OFF | TREE | 514932.46N 0011916.62W | 307 FT | 80 FT | No | |
| (EGTK11650) 01/APPROACH 19/ TAKE-OFF | TREE | 514906.48N 0011947.54W | 384 FT | 60 FT | No | |
| (EGTK12632) 01/APPROACH 19/ TAKE-OFF | TREE | 514905.15N 0011939.68W | 378 FT | 81 FT | No | |
| (EGTK11138) 01/APPROACH 19/ TAKE-OFF | TREE | 514904.47N 0011934.74W | 372 FT | 90 FT | No | |
| (EGTK14563) 01/APPROACH 19/ TAKE-OFF | TREE | 514904.46N 0011952.37W | 405 FT | 71 FT | No | |
| (EGTK14567) 01/APPROACH 19/ TAKE-OFF | TREE | 514904.44N 0011953.54W | 406 FT | 73 FT | No | |
| (EGTK11147) 01/APPROACH 19/ TAKE-OFF | TREE | 514900.51N 0011943.67W | 387 FT | 61 FT | No | |
| (EGTK14529) 01/APPROACH 19/ TAKE-OFF | TREE | 514858.98N 0011942.02W | 402 FT | 79 FT | No | |
| (EGTK14518) 01/APPROACH 19/ TAKE-OFF | TREE | 514858.83N 0011938.66W | 394 FT | 83 FT | No | |
| (EGTK14519) 01/APPROACH 19/ TAKE-OFF | TREE | 514858.60N 0011940.06W | 404 FT | 86 FT | No | |
| (EGTK12874) 01/APPROACH 19/ TAKE-OFF | TREE | 514621.28N 0012012.67W | 614 FT | 82 FT | No | |

| In circling area and at aerodrome | | | | | | |
|---|---|---|---|---|---|---|
| **Obstacle ID/ Designation** | **Obstacle Type** | **Obstacle Position** | **Elevation/Height** | | **Obstruction Lighting Type/ Colour** | **Remarks** |
| **1** | **2** | **3** | **4** | | **5** | **6** |
| (EGTK13620) | TREE | 515216.32N 0011626.40W | 425 FT | 93 FT | No | |
| (EGTK12964) | MONUMENT | 515059.53N 0012210.49W | 461 FT | 128 FT | No | |
| 2022020034 | CRANE | 515039.93N 0012025.89W | 499 FT | 197 FT | No | Mobile construction crane at Cowells Road. Not present all the time. Operating within radius 350 M from position. End estimated March 2026. |
| (EGTK12290) | GP MAST | 515027.30N 0011912.82W | 296 FT | 27 FT | Yes Red | |
| (EGTK12285) | WINDSLEEVE | 515021.78N 0011915.28W | 291 FT | 25 FT | Yes Red | |
| (EGTK10021) | VDF | 515017.03N 0011900.04W | 275 FT | 24 FT | Yes Red | |
| (EGTK13017) | TREE | 515015.72N 0012241.18W | 498 FT | 106 FT | No | |
| (EGTK3383) | RADAR | 515014.84N 0011938.66W | 347 FT | 85 FT | Yes Red | |
| (EGTK3376) | TXRX MAST | 515005.27N 0011933.46W | 310 FT | 49 FT | Yes Red | |
| (EGTK3377) | TXRX MAST | 515003.93N 0011933.89W | 311 FT | 51 FT | Yes Red | |
| (EGTK4512) | MET MAST | 515003.20N 0011924.15W | 301 FT | 41 FT | Yes Red | |
| (EGTK11802) | WINDSLEEVE | 515002.44N 0011921.95W | 287 FT | 27 FT | Yes Red | |
| (EGTK5100) | NDB LIT | 515000.28N 0011924.45W | 294 FT | 36 FT | Yes Red | |
| PERMIT 032301 | CRANE | 514938.65N 0011836.26W | 393 FT | 165 FT | Yes Red | Mobile construction crane at Oxford Technology Park, Langford Lane. Not present all the time. Operating within radius 150 M from position. End estimated March 2026. |
| (EGTK10874) | TREE | 514916.70N 0012028.49W | 448 FT | 97 FT | No | |
| (EGTK13875) | MAST | 514726.32N 0011044.77W | 993 FT | 554 FT | Yes Red | |
| (EGTK3444) | MAST | 514507.52N 0011111.62W | 699 FT | 144 FT | No | |
| (EGTK13878) | MAST | 514325.24N 0011806.95W | 715 FT | 179 FT | No | |
| (EGTK13879) | MAST | 514323.38N 0011802.05W | 664 FT | 133 FT | No | |
| (EGTK13877) | MAST | 514322.75N 0011805.79W | 678 FT | 143 FT | No | |

## EGTK AD 2.11 METEOROLOGICAL INFORMATION PROVIDED

| | | |
|---|---|---|
| 1 | Associated MET Office | MET OFFICE HEATHROW |
| 2 | Hours of service<br>MET Office outside hour | H24 |
| 3 | Office responsible for TAF preparation<br>Periods of validity | MET OFFICE HEATHROW<br>9 hours |
| 4 | Trend forecast<br>Interval of issuance | |
| 5 | Briefing/consultation provided | Self briefing/telephone. |

| | | |
|---|---|---|
| 6 | Flight documentation<br>Language(s) used | Charts abbreviated plain language text. TAFs/METARs.<br>English |
| 7 | Charts and other information available for briefing or consultation | Form 214/215/415, TAF/METAR AIRMET, internet access, consultation. |
| 8 | Supplementary equipment available for providing information | |
| 9 | ATS units provided with information | OXFORD |
| 10 | Additional information (limitation of service, etc.) | Routine observations made at H+20 and H+50 during ATS hours.<br>IRVR 19 Threshold only. |

## EGTK AD 2.12 RUNWAY PHYSICAL CHARACTERISTICS

| Designations RWY Number | True bearing | Dimensions of RWY | Surface of RWY/ SWY/ Strength | THR co-ordinates/ THR Geoid undulation | THR elevation/ Highest elevation of TDZ of precision APP RWY | Slope of RWY/ SWY |
|---|---|---|---|---|---|---|
| 1 | 2 | 3 | 4 | 5 | 6 | 7 |
| 01 | 010.68° | 1526 x 30 M | RWY surface: Asphalt, Grooved<br>PCN 38/F/C/W/T | 514952.10N<br>0011918.22W<br>156.5 FT | THR 248.9 FT<br>TDZ 256.9 FT | |
| 19 | 190.68° | 1526 x 30 M | RWY surface: Asphalt, Grooved<br>PCN 38/F/C/W/T | 515034.05N<br>0011905.45W<br>156.5 FT | THR 258.3 FT<br>TDZ 263.5 FT | |

| SWY Dimensions | Clearway Dimensions | Strip Dimensions | RESA Dimensions, Overshoot / Undershoot | Location/ description of arresting system | OFZ | Remarks |
|---|---|---|---|---|---|---|
| 8 | 9 | 10 | 11 | 12 | 13 | 14 |
| | 150 x 150 M | 1439 x 300 M | 90 x 60 M<br>- | | | RWY 01<br><br>Threshold displaced by 143 M. |
| | 175 x 150 M | 1439 x 300 M | 147 x 60 M<br>- | | | RWY 19<br><br>Threshold displaced by 64 M. |

## EGTK AD 2.13 DECLARED DISTANCES

| Runway designator | TORA | TODA | ASDA | LDA | Remarks |
|---|---|---|---|---|---|
| 1 | 2 | 3 | 4 | 5 | 6 |
| 01 | 1442 M | 1592 M | 1442 M | 1319 M | |
| 19 | 1383 M | 1558 M | 1383 M | 1319 M | |
| 19 | 1000 M | 1174 M | 1000 M | | Take-off from intersection with Hold C1. |

## EGTK AD 2.14 APPROACH AND RUNWAY LIGHTING

| RWY | Approach lighting Type/ Length/ Intensity | Threshold lighting Colour/Wing bars | VASIS/ MEHT/ PAPI/ PAPI Dist from THR | TDZ, lighting Length | Runway Centre Line lighting Length/ Spacing/ Colour/ Intensity | Runway edge lighting Length/ Spacing/ Colour/ Intensity | Runway end lighting Colour/ Wing bars | Stopway lighting Length/ Colour | Remarks |
|---|---|---|---|---|---|---|---|---|---|
| 1 | 2 | 3 | 4 | 5 | 6 | 7 | 8 | 9 | 10 |
| 01 | Omni-directional variable intensity RTIL either side of threshold. | Green<br>Light intensity high<br>With elev green wingbars | PAPI<br>Left/3°<br>29 FT<br>140 M | | | Bi-directional White 60 M spacing<br>Light intensity high | HI Red | | EDGE:<br>Final 380 M amber. |

| RWY | Approach lighting Type/ Length/ Intensity | Threshold lighting Colour/Wing bars | VASIS/ MEHT/ PAPI/ PAPI Dist from THR | TDZ, lighting Length | Runway Centre Line lighting Length/ Spacing/ Colour/ Intensity | Runway edge lighting Length/ Spacing/ Colour/ Intensity | Runway end lighting Colour/ Wing bars | Stopway lighting Length/ Colour | Remarks |
|---|---|---|---|---|---|---|---|---|---|
| 1 | 2 | 3 | 4 | 5 | 6 | 7 | 8 | 9 | 10 |
| 19 | Omni-directional variable intensity RTIL either side of threshold. Coded centre-line with three crossbars. 454 M Light intensity high | Green Light intensity high With elev green wingbars | PAPI Left/3° 41 FT 245 M | | | Bi-directional White 60 M spacing Light intensity high | HI Red | | EDGE: Final 380 M amber. |

## EGTK AD 2.15 OTHER LIGHTING, SECONDARY POWER SUPPLY

| | | |
|---|---|---|
| 1 | ABN/IBN location, characteristics and hours of operation | |
| 2 | LDI location and lighting<br>Anemometer location and lighting | Anemometer: Runway 01 - 515003.20N 0011924.15W (LGTD),<br>Runway 19 - 515027.30N 0011912.82W (LGTD). |
| 3 | TWY edge and centre line lighting | EDGE: Blue edge lighting on Taxiways A, B, C and D. |
| 4 | Secondary power supply/switch-over time | Yes/15 seconds. |
| 5 | Remarks | Apron flood lighting available on Main Apron and South Apron. Low light levels in Maintenance Areas. |

## EGTK AD 2.16 HELICOPTER LANDING AREA

**INTENTIONALLY BLANK**

## EGTK AD 2.17 AIR TRAFFIC SERVICES AIRSPACE

| Designation and lateral limits | Vertical Limits | Airspace Class | ATS unit callsign/ language | Transition Altitude | Hours of applicability | Remarks |
|---|---|---|---|---|---|---|
| 1 | 2 | 3 | 4 | 5 | 6 | 7 |
| OXFORD ATZ<br>A circle, 2 NM radius, centred at 515013N 0011912W on longest notified runway (01/ 19) | Upper limit: 2000 FT AGL<br>Lower limit: SFC | G | OXFORD APPROACH<br>English | 6000 FT | | |

## EGTK AD 2.18 AIR TRAFFIC SERVICES COMMUNICATION FACILITIES

| Service Designation | Callsign | Channel/ Frequency(MHz) | SATVOICE number(s) | Logon Address | Hours of Operation | Remarks |
|---|---|---|---|---|---|---|
| 1 | 2 | 3 | 4 | 5 | 6 | 7 |
| APP | OXFORD APPROACH | 125.090<br>DOC 40 NM/ 10,000 FT. | | | 0630-2230 (0530-2130). | |
| TWR | OXFORD GROUND | 121.955 | | | Open only when notified by ATIS or when directed by ATC.<br>Not continuously monitored. | ATZ hours coincident with Tower hours. |

| Service Designation | Callsign | Channel/ Frequency(MHz) | SATVOICE number(s) | Logon Address | Hours of Operation | Remarks |
|---|---|---|---|---|---|---|
| 1 | 2 | 3 | 4 | 5 | 6 | 7 |
| | OXFORD TOWER | 133.430<br>DOC 25 NM/4,000 FT.<br>TWR may be provided by APP, refer to ATIS. | | | 0630-2230 (0530-2130). | |
| RADAR | OXFORD DIRECTOR | 119.980<br>DOC 40 NM/ 10,000 FT. | | | When Directed by ATC.<br>Not continuously monitored. | |
| | OXFORD RADAR | 125.090<br>DOC 40 NM/ 10,000 FT. | | | 0730-2000 (0630-1900). | |
| ATIS | OXFORD ATIS | 136.230<br>DOC 50 NM/ 20,000 FT. | | | 0630-2230 (0530-2130). | |
| OTHER | OXFORD FIRE | 121.600<br>Non-ATS Frequency. | | | Available when Fire vehicle attending aircraft on the ground in an emergency. | |
| OTHER | OXFORD EMERGENCY | 121.500<br>Emergency Frequency | | | O/R | |

## EGTK AD 2.19 RADIO NAVIGATION AND LANDING AIDS

| Type of Aid<br>CAT of ILS/MLS<br>MAG Var/VOR Declination | Ident | Frequency | Hours of Operation | Position of transmitting antenna coordinates | Elevation of DME transmitting antenna | Remarks |
|---|---|---|---|---|---|---|
| 1 | 2 | 3 | 4 | 5 | 6 | 7 |
| ILS/LOC<br>I<br>0.92°E (2027) | IOXF | 108.350 MHz | 0630-2230 (0530-2130) Except Christmas and New Year, see latest NOTAM. | 514945.19N<br>0011920.29W | | (RWY 19) |
| ILS/GP | IOXF | 333.950 MHz | 0630-2230 (0530-2130) Except Christmas and New Year, see latest NOTAM. | 515027.34N<br>0011912.81W | | 3° ILS Ref Datum Hgt 41 FT.<br>ILS glidepath is not suitable for auto-coupled approaches. |
| DME | IOXF | 20Y<br>108.350 MHz | 0630-2230 (0530-2130) Except Christmas and New Year, see latest NOTAM. | 515013.84N<br>0011918.58W | 283 FT | (RWY 19)<br>Zero range is indicated at THR of Runway 01 and 19.<br>DME frequency paired with ILS I-OXF. |
| NDB<br>0.92°E (2027) | OX | 367.500 kHz | 0630-2230 (0530-2130) Except Christmas and New Year, see latest NOTAM. | 515000.28N<br>0011924.45W | | On AD. Range 25 NM. |

# EGTK AD 2.20 LOCAL AERODROME REGULATIONS

## 1 AIRPORT REGULATIONS

a) Aircraft operators must obtain, accept and operate in accordance with the London Oxford Airport 'Terms and Conditions of Use', available at www.oxfordairport.co.uk.
b) Non-radio aircraft must contact ATC to obtain prior permission and joining/departure briefing. Tel: 01865-290650.
c) Passenger embarkation or disembarkation with engines running is prohibited.
d) High visibility clothing must be worn on all aprons, except for escorted passengers.
e) When the RVR is below 400 M departures are not permitted unless AOC holders have less restrictive State authorised take-off minima. Take-off will not be permitted if the RVR is less than 350 M.

## 2 GROUND MOVEMENT

a) Maintenance areas have restricted access (specified in terms and conditions of use). Operators must liaise with Oxford Operations to arrange parking, hangarage, if taxiing is permitted or towing required. Maintenance areas are not visible to ATC. Pilots of aircraft taxiing in these areas are solely responsible for the avoidance of collisions with aircraft, vehicles and other obstructions.
b) Compass swing bay, Class 1, Located at the end of Delta taxiway.
c) Data Link service available via ARINC.
d) Due to their tactical nature, departure instructions are not normally available until after the aircraft has taxied.
e) Jet Aircraft operating under their own power, larger than code B, are not permitted to use the taxiway link at Juliet to MA 1 or MA 2. Aircraft are to be parked on the main apron and towed as required.
f) Only single and twin piston aircraft are permitted to taxi under their own power beyond holding point Kilo. All other aircraft will be towed to/from the main apron.
g) Piston aircraft are to perform pre-departure engine runs on Taxiway Alpha (Runway 01 in use) or in the designated run-up area on Taxiway Charlie east of holding point C3 (Runway 19 in use). Aircraft using the Taxiway Charlie run-up area are to pass other running aircraft on the south side of the taxiway then perform their checks on the north side of the taxiway, leaving sufficient space for another aircraft to pass.
h) All Jet and Turbo-prop maintenance ground runs are to be conducted on the Delta Compass Base. Other locations may be utilised for piston aircraft at ATC discretion. All maintenance ground runs must be booked with Airport Operations.

## 3 CAT II/III OPERATIONS

a) Oxford is not equipped for Cat II/III operations, however LVPs are used to protect Cat I operations.
b) LVPs commence when the reported meteorological visibility is less than 550 M. A follow me vehicle may be provided as instructed by ATC.

## 4 WARNINGS

a) EGD129 is notified as active SR-SS Mon-Fri plus other HR as notified by NOTAM. It is located 4.5 NM northeast of the aerodrome. Tactical activity details are available from Oxford ATC upon request. A SUA Crossing Service is available from Oxford Approach/Radar on Channel 125.090.
b) Brize Norton CAS:

   i. Due to the possibility that departures from Runway 19 may penetrate the Brize Norton CTR, deviation from the departure clearance is not permitted unless safety is likely to be compromised.
   ii. Departures must remain outside the Brize Norton CTR unless cleared to transit. Seek confirmation from Oxford ATC if required.

c) Power cables 316 FT AMSL at 860 M north of Runway 19 threshold.
d) Caution: Abingdon aerodrome situated 8 NM south of Oxford has a similar runway configuration.
e) Caution: Oxford Airport is situated within the Oxford Area of Intense Aerial Activity.

## 5 HELICOPTER OPERATIONS

a) Standard Arrival: Enter via the fixed wing circuit unless otherwise instructed by ATC, route to the runway or Heli Area 1 as directed.
b) Standard Departure: Helicopters may depart parallel to the runway or as directed by ATC.
c) Except when using the runway, take-off and landing clearances will be appended "at your discretion". Caution fixed obstacles on all grass manoeuvring areas and free-ranging vehicles which are operating on their own lookout.
d) Heli Area 1 is the grass manoeuvring area west of Runway 01/19 and south of Taxiway Delta.

   i. Heli Area 1 may be used by multiple helicopters simultaneously for: departure, arrival, low-level handling and circuits.
   ii. Arrivals and departures via Heli Area 1 must not overfly the buildings immediately north-west and south-west of the aerodrome.
   iii. Helicopter circuits may be flown from Heli Area 1. Circuits are left hand (Runway 01 in use) or right hand (Runway 19 in use) at 1000 FT QNH. Upon departure from Heli Area 1 all circuit aircraft are to climb parallel with the runway heading until passing 500 FT AGL.
   iv. Circuits in Heli Area 1 are not available at night and are instead to be flown to the runway.

e) Helipad 1, 2 & 3 are restricted to helicopters maximum 17D.
f) Helipad 4, 5, 6 & 7 are restricted to helicopters maximum 14D.
g) Helipads 21-28 are operated by Airbus Helicopters UK.

h) Helipad 21, 24, 25, 26 & 27 are restricted to helicopters maximum 18D.
i) Helipad 22 & 23 are restricted to helicopters maximum 16D.
j) Helipad 28 is restricted to helicopters maximum 20D.
k) Pilots operating to/from Airbus Helicopters UK must contact Airbus on 01865-852400 to book in, be allocated a helipad and receive a pilot briefing. This is due to specific operating procedures being in place.
l) Some helipads have low ambient light levels and no edge lighting. Pilots are to proceed with caution and land at their discretion at night.

### 6 USE OF RUNWAYS

a) Runway Occupancy

i. Departures: Pilots must be ready for immediate departure before lining up. If unable, pilots must inform ATC prior to line up.
ii. Landing: Due to limited runway exits all pilots must spend 'minimum time on the runway' and vacate without delay to expedite traffic flow.

b) Runway 19 will be selected as the runway in use with up to a 5 KT tailwind. Requests for runway 01 must be made to ATC as early as possible.
c) Controllers may issue a 'land after' instruction. Pilots unable to accept, must inform ATC and await a full landing clearance, or initiate a go around.

### 7 TRAINING

a) Instrument approaches and circuit training slots can be requested on the day (not less than 15 MIN notice) via ATC (01865-290650).
b) All training flights must be booked prior to departure. Non-adherence to slot times may result in refusal of flight.

## EGTK AD 2.21 NOISE ABATEMENT PROCEDURES

a) Pilots are to avoid overflying the surrounding residential areas, including Blenheim Palace, except where there is an overriding training or flight safety requirement.
b) After departing from Runway 01, climb ahead to 1000 FT QNH or 1.0 DME I OXF, whichever is the earliest, before turning on course. Pilots carrying out visual departures should endeavour to complete this turn before reaching the Mercury Satellite Station (at 1.5 NM). When turning right, pilots are to avoid overflying the village of Shipton-on-Cherwell.
c) After departing from Runway 19, climb straight ahead to 1000 FT QNH or 1 DME I OXF, whichever is the earliest, before turning right. Aircraft intending to turn left, climb ahead to 1.5 DME I OXF (IFR) or until south of Yarnton Village (VFR), remaining clear, in all cases, of the Brize Norton CTR.
d) Whenever possible aircraft joining the circuit should, subject to ATC approval, plan to join on a base leg, giving way to traffic already established in the circuit. Straight in approaches are to be co-ordinated with ATC by no later than 10 NM so as not to conflict with published instrument final approach tracks.
e) Helicopter traffic is subject to standard arrival and departure procedures and routes.
f) Oxford Airport operates a noise amelioration scheme. A copy is available from Airport Operations.
g) Additional guidance and circuit diagrams are available on the Oxford Airport Website: https://www.oxfordairport.co.uk/noise-abatement/.

## EGTK AD 2.22 FLIGHT PROCEDURES

### 1 CIRCUITS

a) The fixed wing circuit level is 1500 FT (QNH), 1200 FT (QFE).
b) The helicopter circuit level is 1000 FT (QNH), 700 FT (QFE) by day and 1300 FT (QNH), 1000 FT (QFE) by night.
c) Standard fixed wing circuit direction: Runway 01 - right hand, Runway 19 - left hand.
d) Rotary circuits are opposite direction to fixed wing.
e) Low-level circuits subject to ATC approval, not below 900 FT (QNH), 600 FT (QFE).
f) Additional guidance and circuit diagrams are available on the Oxford Airport Website: https://www.oxfordairport.co.uk/noise-abatement/.

### 2 DEPARTURES/ARRIVALS

a) STANDARD VFR DEPARTURE: VFR traffic shall squawk 4520, and must not fly above 2000 FT (QNH) until passing 5 NM from the aerodrome, unless otherwise instructed.
b) STANDARD VFR ARRIVAL: Inbound traffic is to make contact with Oxford Approach/Radar no later than 10 NM from Oxford and are to fly not above altitude 1500 FT (QNH) whilst within 5 NM of the aerodrome.
c) IFR departures and arrivals will be issued with specific routing instructions by ATC.
d) IFR DEPARTURES joining the airway structure are required to flight plan the following initial routes:

| Direction | Route |
|---|---|
| North | IXURA - DTY - SAPCO |
| East | IXURA - DTY |
| South (RFL FL 195+) | IXURA - NANUM - BUGUP - EVSEM - CPT |
| South (RFL FL 195-) | BUGUP - KENET |

| Direction | Route |
|---|---|
| West (RFL FL 105+) | CONKO |
| West (RFL FL 105-) | BADIM |
| London TMA | SILVA |
| EGLL / EGWU | WEZKO |

e) IFR arrivals from outside CAS are to plan via the NDB OX.
f) IFR ARRIVALS via the airway structure are to flight plan via:

| Direction | Route |
|---|---|
| North | HON / PEPUL - BUGUP - OX |
| East | CPT / KENET - BUGUP - OX |
| South | CPT / KENET - BUGUP - OX |
| West | CONKO - OX |

g) RUNWAY 01 ARRIVALS: The final approach track to Runway 01 transits Brize Norton CAS and is subject to approval from Brize ATC. Pilots must not plan or expect a no delay straight in approach to Runway 01 due to the requirement to co-ordinate with and deconflict from Brize Norton traffic. All approaches to Runway 01 will be as directed by ATC.

## 3 ATS SERVICE PROVISION

a) IFR/VFR arrivals operating outside CAS must establish two-way contact with Oxford Approach/Radar no later than 10 MIN flying time or 10 NM range from Oxford.
b) Departing aircraft should inform ATC prior to being airborne which ATC service they will be requesting on departure (deconfliction, traffic, procedural or basic, as appropriate for their requirements).
c) Arriving aircraft should state on first contact what type of service they require (deconfliction, traffic, procedural or basic, as appropriate). Aircraft requiring a deconfliction service may incur delays during the promulgated radar hours due to intense GA and glider flying within the vicinity of the aerodrome.
d) **During Hours of Radar Operation**

i. VFR departures and arrivals will normally be provided with Basic Service unless another type of service is requested. Departures requesting radar services are to make this request on the ground before departure.
ii. IFR departures and arrivals will normally be provided with surveillance services in so far as practical. Departures and arrivals are to state requested service on first contact with Oxford Radar.

e) **Hours of Radar Closure**

i. VFR departures and arrivals will be provided with Basic Service.
ii. IFR departures and arrivals will be provided with Procedural Service. Pilots are reminded that delays may be expected in order to separate from other IFR flights.

f) **Air Tests**

i. Operators wishing to perform an air test inside CAS receiving a service from Swanwick (Mil) (off the main ATS structure) should follow the notification procedure in ENR 1.1, Section 4.8. Oxford ATC must be notified on booking out that this process has been completed.
ii. Operators wishing to perform an air test inside CAS (using the main ATS structure) should follow the notification procedure in ENR 1.1, Section 4.9. Oxford ATC must be notified on booking out that this process has been completed.
iii. Operators wishing to perform an air test outside CAS should notify Oxford ATS on booking out of an ATS provider and any prior arrangements made. ATS provision must be requested at least 2 hours before EOBT and is subject to controller workload and capacity.

## 4 INSTRUMENT APPROACH PROCEDURES

a) CAUTION: Instrument Approach Procedures (IAP) for Oxford are established outside controlled airspace. See ENR 1.5.
b) Auto-coupled approaches are not permitted.
c) Pilots may experience glidepath fluctuations within 1.0 DME IOXF.

## 5 FREQUENCY MONITORING CODE (FMC)

a) During the hours of Oxford Radar operation, pilots operating in the vicinity of Oxford Airport within the area defined by the following points and maintaining a listening watch only on Oxford Radar frequency, 125.090 MHz, are encouraged to select SSR code 4517.

514352N 0010616W - 514149N 0005911W
thence anti-clockwise by the arc of a circle radius 15 NM centred on 515013N 0011912W to
513530N 0012344W
thence clockwise by the arc of a circle radius 30 NM centred on 511631N 0004639W to
514352N 0010616W.

b) Selection of 4517 does not imply the receipt of an ATC service. Aircraft displaying the code are not expected to contact ATC under normal circumstances, remain responsible for their own navigation, separation, terrain clearance and are expected to remain clear of controlled airspace at all times.
c) Whilst squawking 4517 pilots should be aware that Oxford Radar may make blind transmissions in order to ascertain a particular aircraft's intentions/route.
d) When a pilot ceases to maintain a listening watch, code 4517 shall be deselected.
e) Pilots operating in this area but within 5 NM of the edge of the Brize Norton CTR may choose to maintain a listening watch on Brize Radar (LARS) on channel, 124.280 and select SSR code 3727.

## EGTK AD 2.23 ADDITIONAL INFORMATION

Not applicable

## EGTK AD 2.24 CHARTS RELATED TO AN AERODROME

AERODROME CHART - ICAO
AD 2.EGTK-2-1
AIRCRAFT PARKING/DOCKING CHART - ICAO
AD 2.EGTK-2-2
AIRCRAFT PARKING/DOCKING CHART - ICAO
AD 2.EGTK-2-3
ATC SURVEILLANCE MINIMUM ALTITUDE CHART - ICAO
AD 2.EGTK-5-1
INSTRUMENT APPROACH CHART NDB(L) RWY 01 (CAT A,B,C) - ICAO
AD 2.EGTK-8-1
INSTRUMENT APPROACH CHART ILS/DME/NDB(L) RWY 19 (CAT A,B,C) - ICAO
AD 2.EGTK-8-2
INSTRUMENT APPROACH CHART LOC/DME/NDB(L) RWY 19 (CAT A,B,C) - ICAO
AD 2.EGTK-8-3
INSTRUMENT APPROACH CHART NDB(L) RWY 19 (CAT A,B,C) - ICAO
AD 2.EGTK-8-4

## EGTK AD 2.25 VISUAL SEGMENT SURFACE (VSS) PENETRATION

Not applicable

# AERODROME CHART - ICAO

ARP 515013N 0011912W

AD ELEV 263FT

# OXFORD
## EGTK

| COM | | |
|---|---|---|
| ATIS | 136.230 | OXFORD ATIS |
| TWR | 133.430 | OXFORD TOWER |
| | 121.955 (GMC)* | OXFORD GROUND<br>* Only open when notified by ATIS or when directed by ATC. |
| | 121.600 | OXFORD FIRE |

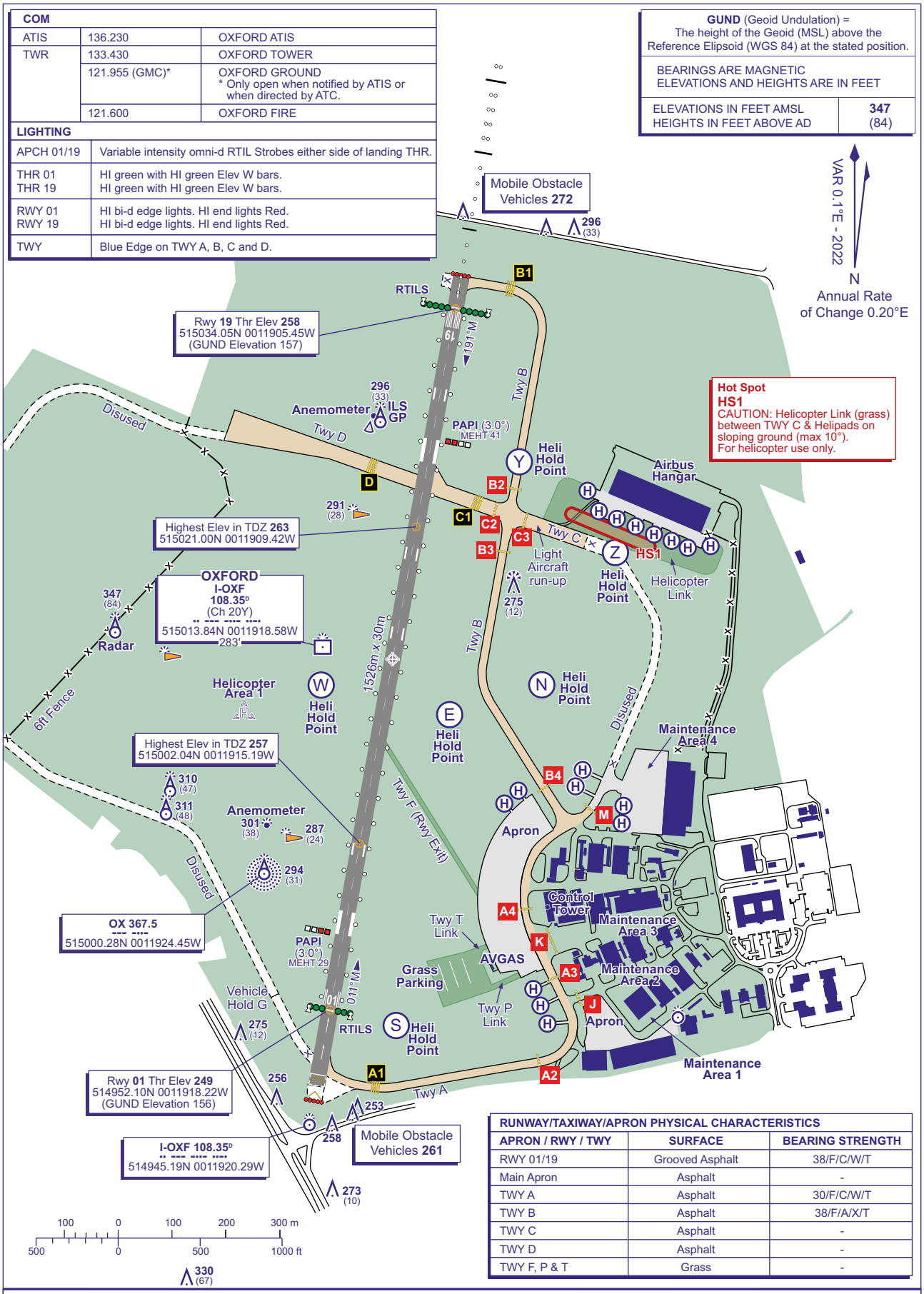
| LIGHTING | |
|---|---|
| APCH 01/19 | Variable intensity omni-d RTIL Strobes either side of landing THR. |
| THR 01<br>THR 19 | HI green with HI green Elev W bars.<br>HI green with HI green Elev W bars. |
| RWY 01<br>RWY 19 | HI bi-d edge lights. HI end lights Red.<br>HI bi-d edge lights. HI end lights Red. |
| TWY | Blue Edge on TWY A, B, C and D. |

**GUND** (Geoid Undulation) = The height of the Geoid (MSL) above the Reference Elipsoid (WGS 84) at the stated position.

BEARINGS ARE MAGNETIC
ELEVATIONS AND HEIGHTS ARE IN FEET

| | |
|---|---|
| ELEVATIONS IN FEET AMSL | 347 |
| HEIGHTS IN FEET ABOVE AD | (84) |

VAR 0.1°E - 2022
N
Annual Rate of Change 0.20°E




| RUNWAY/TAXIWAY/APRON PHYSICAL CHARACTERISTICS | | |
|---|---|---|
| APRON / RWY / TWY | SURFACE | BEARING STRENGTH |
| RWY 01/19 | Grooved Asphalt | 38/F/C/W/T |
| Main Apron | Asphalt | - |
| TWY A | Asphalt | 30/F/C/W/T |
| TWY B | Asphalt | 38/F/A/X/T |
| TWY C | Asphalt | - |
| TWY D | Asphalt | - |
| TWY F, P & T | Grass | - |

**CHANGE (9/25):** DISUSED STUB. EDITORIAL.

AERO INFO DATE 24 JUN 25

AD 2-EGTK-2-1

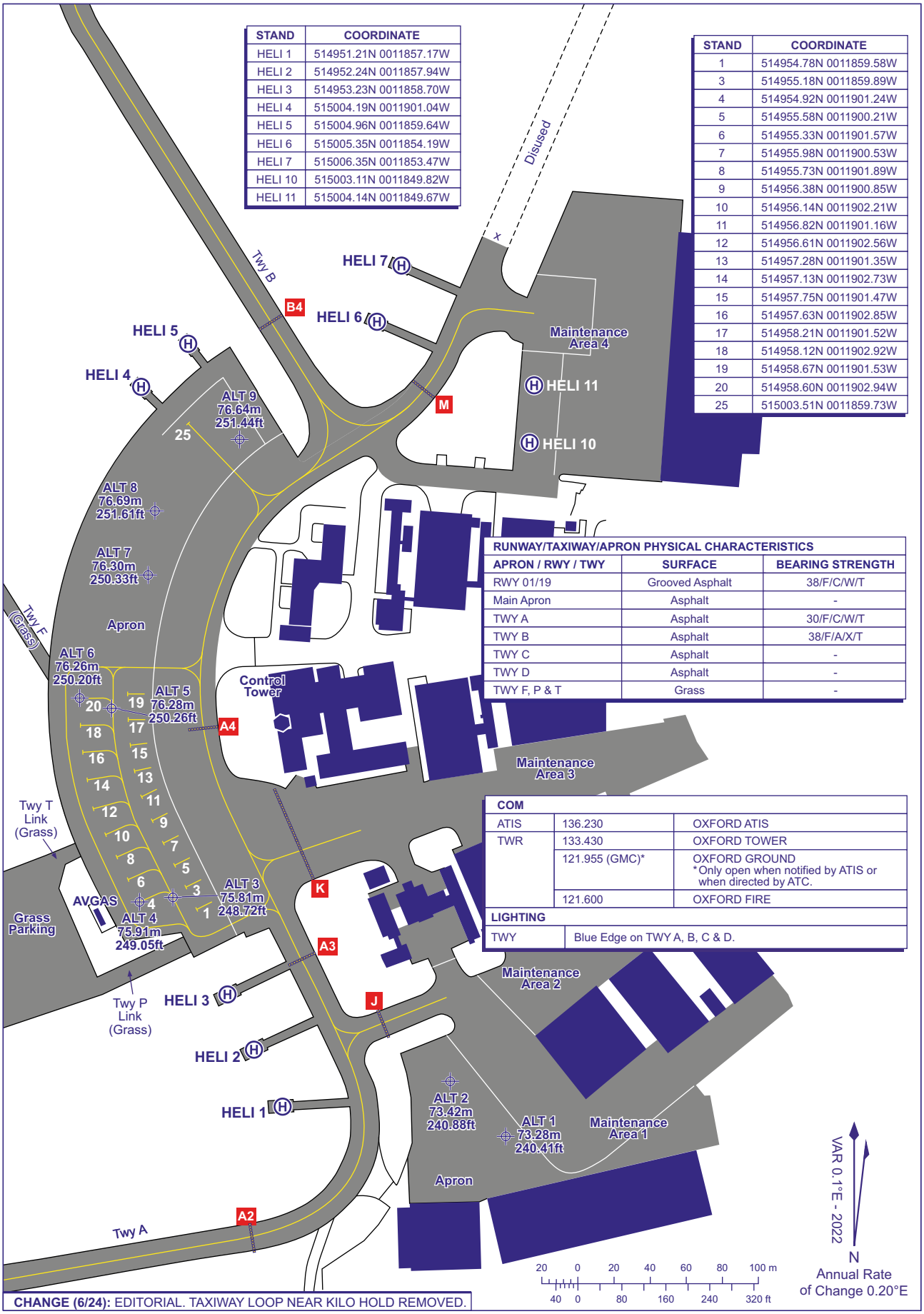
# AIRCRAFT PARKING/DOCKING CHART - ICAO

ARP 515013N 0011912W AD ELEV 263FT

# OXFORD
EGTK

| STAND | COORDINATE |
|---|---|
| HELI 1 | 514951.21N 0011857.17W |
| HELI 2 | 514952.24N 0011857.94W |
| HELI 3 | 514953.23N 0011858.70W |
| HELI 4 | 515004.19N 0011901.04W |
| HELI 5 | 515004.96N 0011859.64W |
| HELI 6 | 515005.35N 0011854.19W |
| HELI 7 | 515006.35N 0011853.47W |
| HELI 10 | 515003.11N 0011849.82W |
| HELI 11 | 515004.14N 0011849.67W |

| STAND | COORDINATE |
|---|---|
| 1 | 514954.78N 0011859.58W |
| 3 | 514955.18N 0011859.89W |
| 4 | 514954.92N 0011901.24W |
| 5 | 514955.58N 0011900.21W |
| 6 | 514955.33N 0011901.57W |
| 7 | 514955.98N 0011900.53W |
| 8 | 514955.73N 0011901.89W |
| 9 | 514956.38N 0011900.85W |
| 10 | 514956.14N 0011902.21W |
| 11 | 514956.82N 0011901.16W |
| 12 | 514956.61N 0011902.56W |
| 13 | 514957.28N 0011901.35W |
| 14 | 514957.13N 0011902.73W |
| 15 | 514957.75N 0011901.47W |
| 16 | 514957.63N 0011902.85W |
| 17 | 514958.21N 0011901.52W |
| 18 | 514958.12N 0011902.92W |
| 19 | 514958.67N 0011901.53W |
| 20 | 514958.60N 0011902.94W |
| 25 | 515003.51N 0011859.73W |




| RUNWAY/TAXIWAY/APRON PHYSICAL CHARACTERISTICS | | |
|---|---|---|
| APRON / RWY / TWY | SURFACE | BEARING STRENGTH |
| RWY 01/19 | Grooved Asphalt | 38/F/C/W/T |
| Main Apron | Asphalt | - |
| TWY A | Asphalt | 30/F/C/W/T |
| TWY B | Asphalt | 38/F/A/X/T |
| TWY C | Asphalt | - |
| TWY D | Asphalt | - |
| TWY F, P & T | Grass | - |

| COM | | |
|---|---|---|
| ATIS | 136.230 | OXFORD ATIS |
| TWR | 133.430 | OXFORD TOWER |
| | 121.955 (GMC)* | OXFORD GROUND<br>*Only open when notified by ATIS or when directed by ATC. |
| | 121.600 | OXFORD FIRE |
| LIGHTING | | |
| TWY | Blue Edge on TWY A, B, C & D. | |

**CHANGE (6/24):** EDITORIAL. TAXIWAY LOOP NEAR KILO HOLD REMOVED.

AERO INFO DATE 04 APR 24

# AIRCRAFT PARKING/DOCKING CHART - ICAO

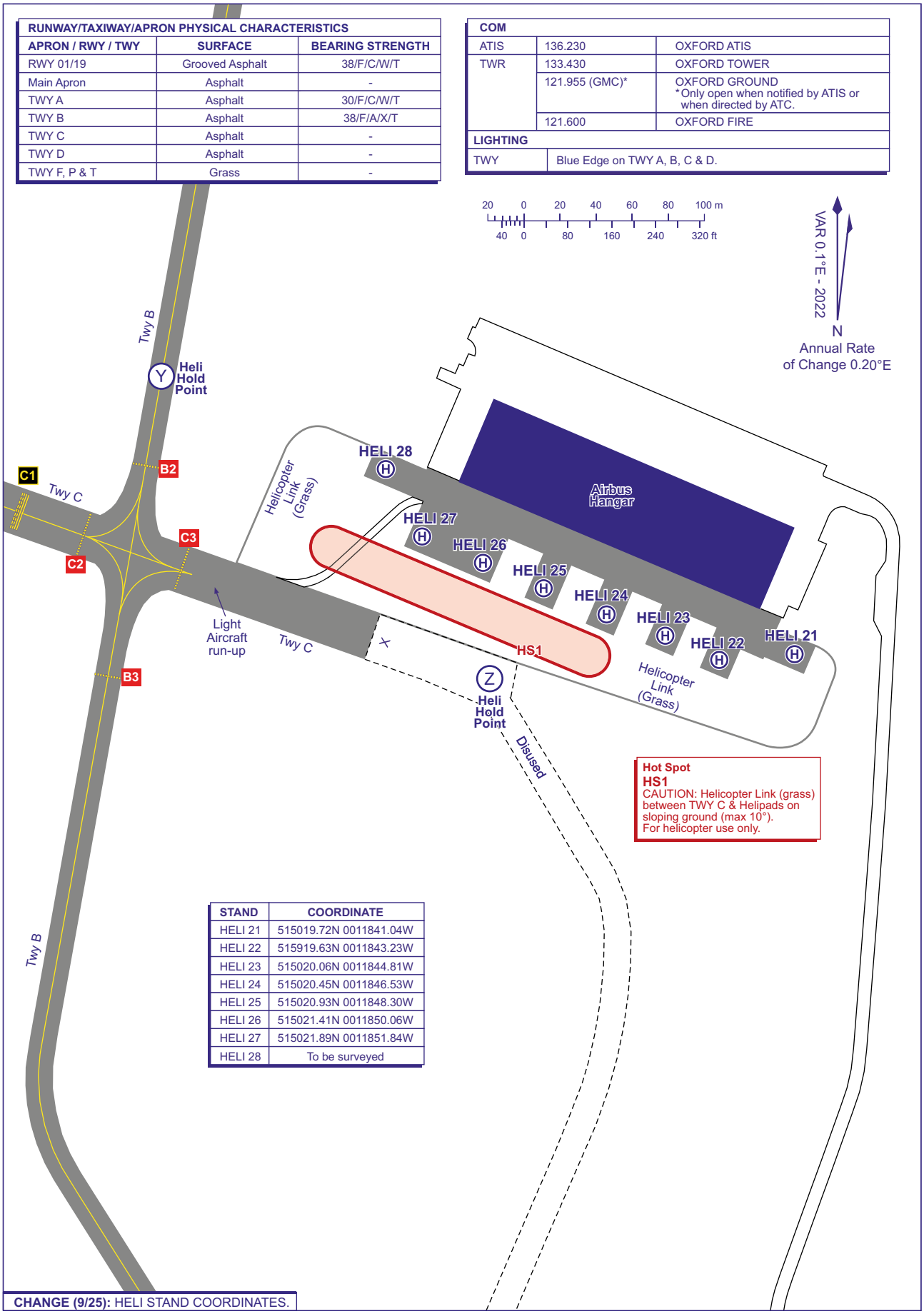
ARP 515013N 0011912W

AD ELEV 263FT

# OXFORD
EGTK

| RUNWAY/TAXIWAY/APRON PHYSICAL CHARACTERISTICS | | |
|---|---|---|
| APRON / RWY / TWY | SURFACE | BEARING STRENGTH |
| RWY 01/19 | Grooved Asphalt | 38/F/C/W/T |
| Main Apron | Asphalt | - |
| TWY A | Asphalt | 30/F/C/W/T |
| TWY B | Asphalt | 38/F/A/X/T |
| TWY C | Asphalt | - |
| TWY D | Asphalt | - |
| TWY F, P & T | Grass | - |

| COM | | |
|---|---|---|
| ATIS | 136.230 | OXFORD ATIS |
| TWR | 133.430 | OXFORD TOWER |
| | 121.955 (GMC)* | OXFORD GROUND<br>*Only open when notified by ATIS or when directed by ATC. |
| | 121.600 | OXFORD FIRE |
| LIGHTING | | |
| TWY | Blue Edge on TWY A, B, C & D. | |




**Hot Spot**
**HS1**
CAUTION: Helicopter Link (grass) between TWY C & Helipads on sloping ground (max 10°).
For helicopter use only.

| STAND | COORDINATE |
|---|---|
| HELI 21 | 515019.72N 0011841.04W |
| HELI 22 | 515919.63N 0011843.23W |
| HELI 23 | 515020.06N 0011844.81W |
| HELI 24 | 515020.45N 0011846.53W |
| HELI 25 | 515020.93N 0011848.30W |
| HELI 26 | 515021.41N 0011850.06W |
| HELI 27 | 515021.89N 0011851.84W |
| HELI 28 | To be surveyed |

**CHANGE (9/25):** HELI STAND COORDINATES.

AERO INFO DATE 24 JUN 25

AD 2-EGTK-2-3

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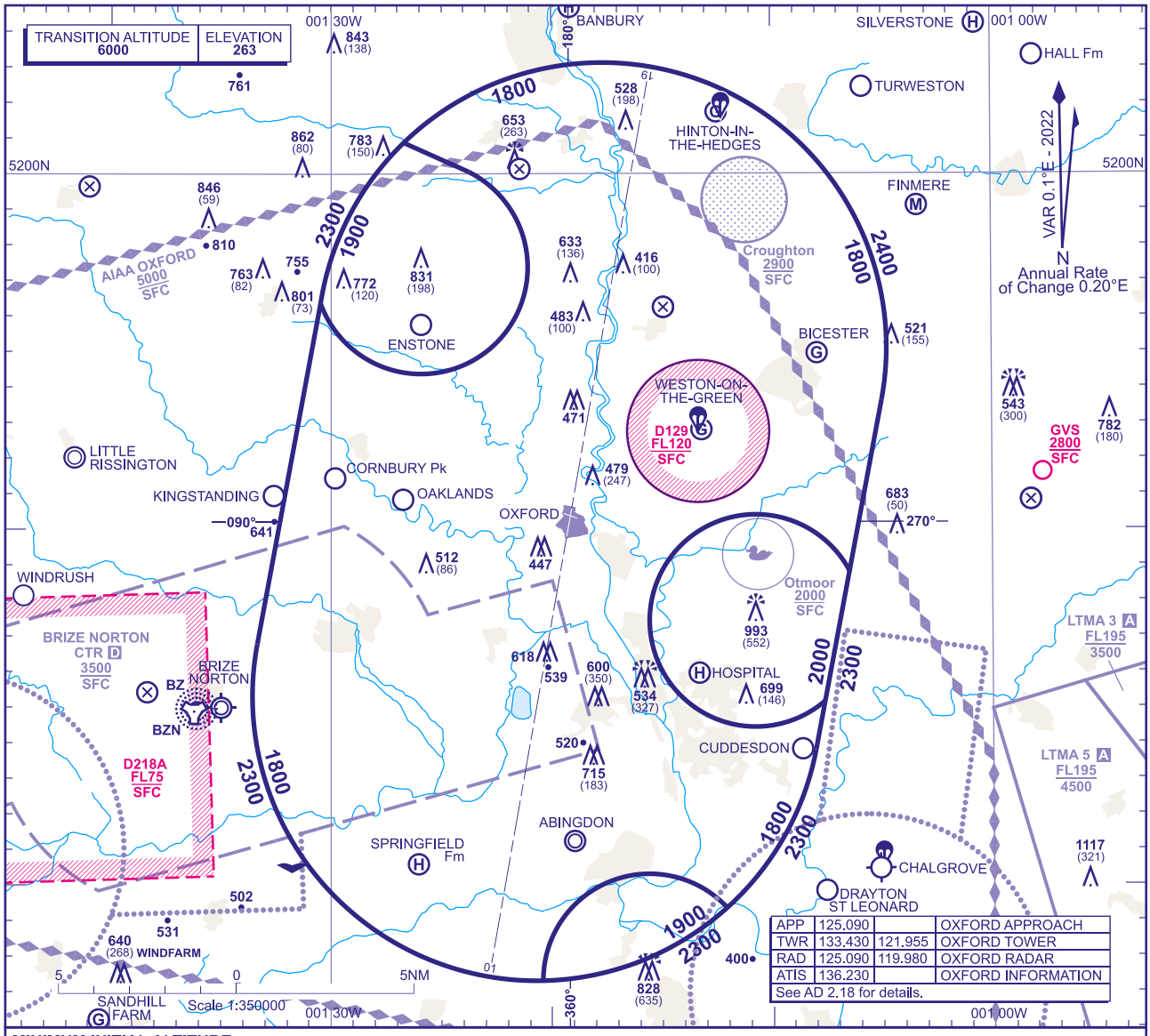
# ATC SURVEILLANCE MINIMUM ALTITUDE CHART - ICAO

BEARINGS, TRACKS AND RADIALS ARE MAGNETIC
ELEVATIONS IN FEET AMSL 1358
HEIGHTS IN FEET AGL (800)

## OXFORD




### MINIMUM INITIAL ALTITUDE

Within the ATC Surveillance Minimum Altitude area the minimum initial altitude to be allocated by the approach surveillance controller is:

a) **1800** in the sector defined by the lateral limits; 520053N 0012642W thence clockwise by an arc of a circle radius 8NM centred on 515508N 0011742W to 515338N 0010500W - 514850N 0010630W thence anticlockwise by an arc of a circle radius 3NM centred on 514726N 0011045W to 514509N 0010738W - 514349N 0010803W thence clockwise by an arc of a circle radius 8NM centred on 514519N 0012041W to 513922N 0011205W thence anticlockwise by an arc of a circle radius 3NM centred on 513720N 0011537W to 513720N 0012025W thence clockwise by an arc of a circle radius 8NM centred on 514519N 0012041W to 514647N 0013321W - 515622N 0013029W thence anticlockwise by an arc of a circle radius 3NM centred on 515723N 0012555W to 520004N 0012344W - 520053N 0012642W.

b) **2000** in the sector defined by the lateral limits; 514850N 0010630W - 514509N 0010738W thence clockwise by an arc of a circle radius 3NM centred on 514726N 0011045W to 514850N 0010630W.

c) **1900** in the sector defined by the lateral limits; 513720N 0012025W thence clockwise by an arc of a circle radius 3NM centred on 513720N 0011537W to 513922N 0011205W thence clockwise by an arc of a circle radius 8NM centred on 514519N 0012041W to 513720N 0012025W .

d) **1900** in the sector defined by the lateral limits; 520053N 0012642W - 520004N 0012344W thence clockwise by an arc of a circle radius 3NM centred on 515723N 0012555W to 515622N 0013029W - 515636N 0013024W thence clockwise by an arc of a circle radius 8NM centred on 515508N 0011742W to 520053N 0012642W.

### OUTSIDE THE DESIGNATED ATC SURVEILLANCE MINIMUM ALTITUDE AREA

The minimum altitude to be allocated by the approach surveillance controller will be either the Minimum Sector Altitude, or **1000** above any fixed obstacles:

a) within 5NM of the aircraft*, and
b) within the sector 15NM ahead of and within 20° either side of the aircraft's track*.

### LOSS OF COMMUNICATION PROCEDURES

**Initial Approach** Continue visually or by means of an appropriate approved final approach aid. If not possible proceed at **2200**, or last assigned level if higher, to **NDB(L)DME OX**†.

Intermediate and Final Approach Continue visually or by means of an appropriate final approach aid. If not possible follow the Missed Approach Procedure to **NDB(L)DME OX**†.

† In all cases where the aircraft returns to the holding facility the procedure to be adopted is the Radio Failure Procedure detailed at ENR 1.1.3.4.

### GENERAL INFORMATION

1. Levels shown are based on QNH.
2. Only significant obstacles and dominant spot heights are shown.
3. The minimum levels shown within the ATC Surveillance Minimum Altitude Area are in conformance with the Standard European Rules of the Air - SERA.5015.
4. Minimum Sector Altitudes are based on obstacles and spot heights within 25NM of OX NDB.
5. Controlled airspace with a base in excess of **5000** or FL55, as appropriate, is not shown.
6. **This chart should only be used for the cross-checking of assigned altitudes whilst in receipt of an ATC Surveillance service.**

**CHANGE (6/25):** WCO NDB, THAME PARK & CHALLOW HILL FARM REMOVED.

AERO INFO DATE 26 MAR 25

AD 2-EGTK-5-1

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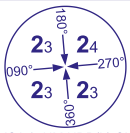
# INSTRUMENT APPROACH CHART - ICAO

## OXFORD NDB(L) RWY 01
(ACFT CAT A,B,C)

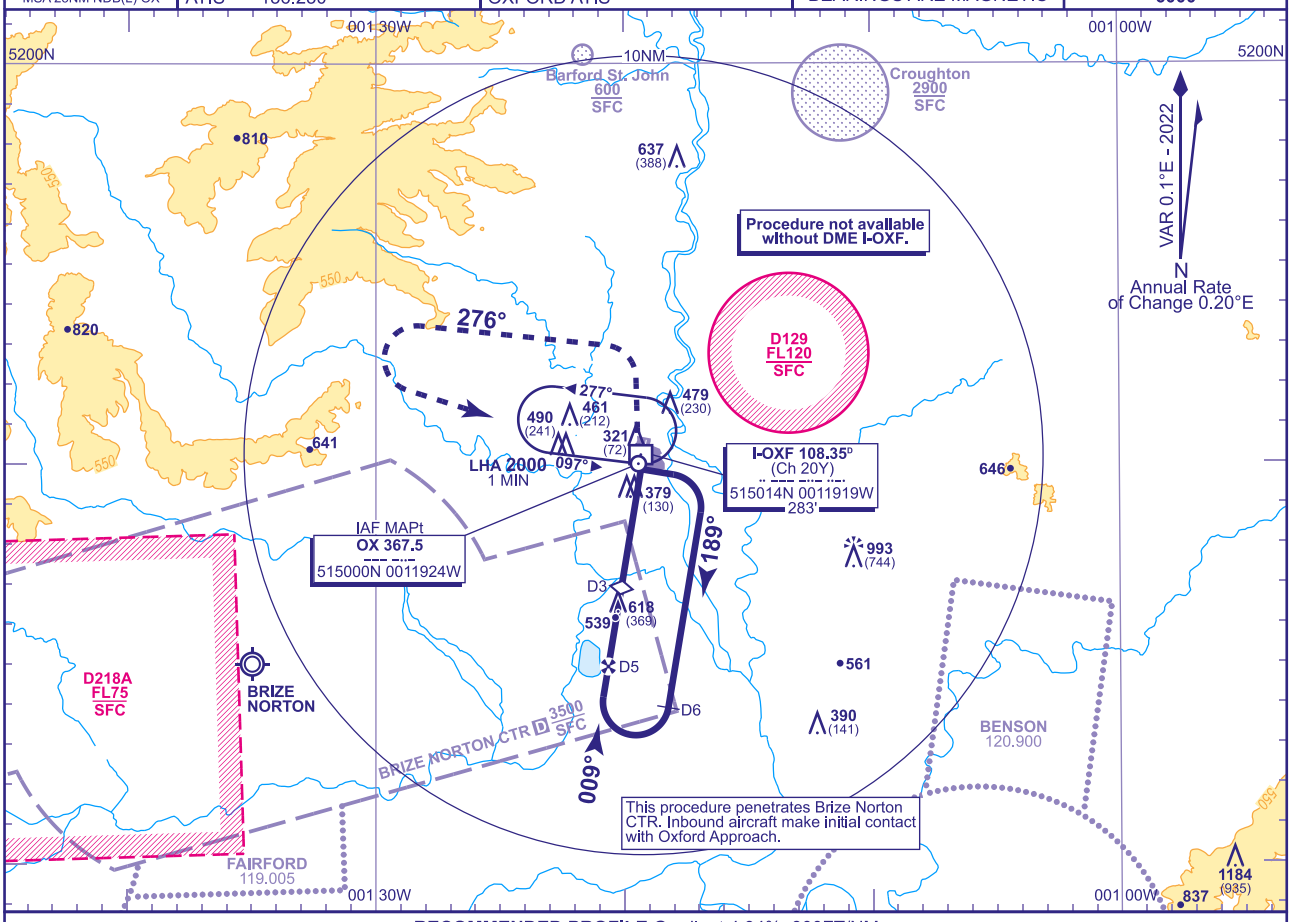



MSA 25NM NDB(L) OX

| | | |
|---|---|---|
| APP | 125.090 | OXFORD APPROACH |
| TWR | 133.430 | OXFORD TOWER |
| RAD | 125.090 | OXFORD RADAR |
| | 119.980 | OXFORD DIRECTOR (see note 3) |
| | 121.955 | OXFORD GROUND (see note 3) |
| ATIS | 136.230 | OXFORD ATIS |

| | |
|---|---|
| AD ELEVATION | 263 |
| THR ELEVATION | 249 |
| OBSTACLE ELEVATION | 1184 AMSL (935) (ABOVE THR) |
| BEARINGS ARE MAGNETIC | |

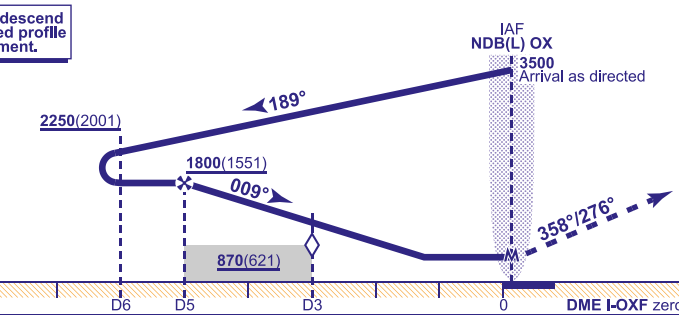
TRANSITION ALTITUDE **6000**




**RECOMMENDED PROFILE** Gradient 4.94%, 300FT/NM

| DME I-OXF | 5 | 4 | 3(SDF) | 2 |
|---|---|---|---|---|
| ALT(HGT) | **1800**(1551) | **1480**(1231) | **1180**(931) | **880**(631) |

**All aircraft should not descend below the recommended profile due to noise abatement.**




**MAPt NDB(L) OX**
Climb on track 358° to **1000** then climbing turn left onto track 276° to **2500** then turn left to **NDB(L) OX** to join hold at **2500**, or as directed.

| Aircraft Category | | A | B | C |
|---|---|---|---|---|
| OCA (OCH) | Procedure | **700**(451) | **700**(451) | **700**(451) |
| VM(C)OCA (OCH AAL) | Total Area | **800**(537) | **800**(537) | **1100**(837) |

| Rate of descent | | | | | | |
|---|---|---|---|---|---|---|
| | G/S KT | 160 | 140 | 120 | 100 | 80 |
| | FT/MIN | 800 | 700 | 600 | 500 | 400 |

**NOTE 1** Aircraft will normally be required to hold not lower than **3500** or equivalent FL.
**2** Entry into racetrack procedure restricted to Sector 3 entry from inbound leg (097°M) of holding pattern.
**3** Only when directed by ATC

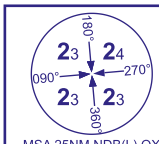
**WARNING 1** The established NDB hold is impacted by EGD129 activity. ATC Oxford will co-ordinate the use of the hold in association with the instrument procedures with regard to promulgated activity in EGD129.

**CHANGE (12/24):** OCA(OCH) INCREASE. NE MSA INCREASE.

AERO INFO DATE 09 SEP 24

# INSTRUMENT APPROACH CHART - ICAO

## OXFORD ILS/DME/NDB(L) RWY 19 (ACFT CAT A,B,C)

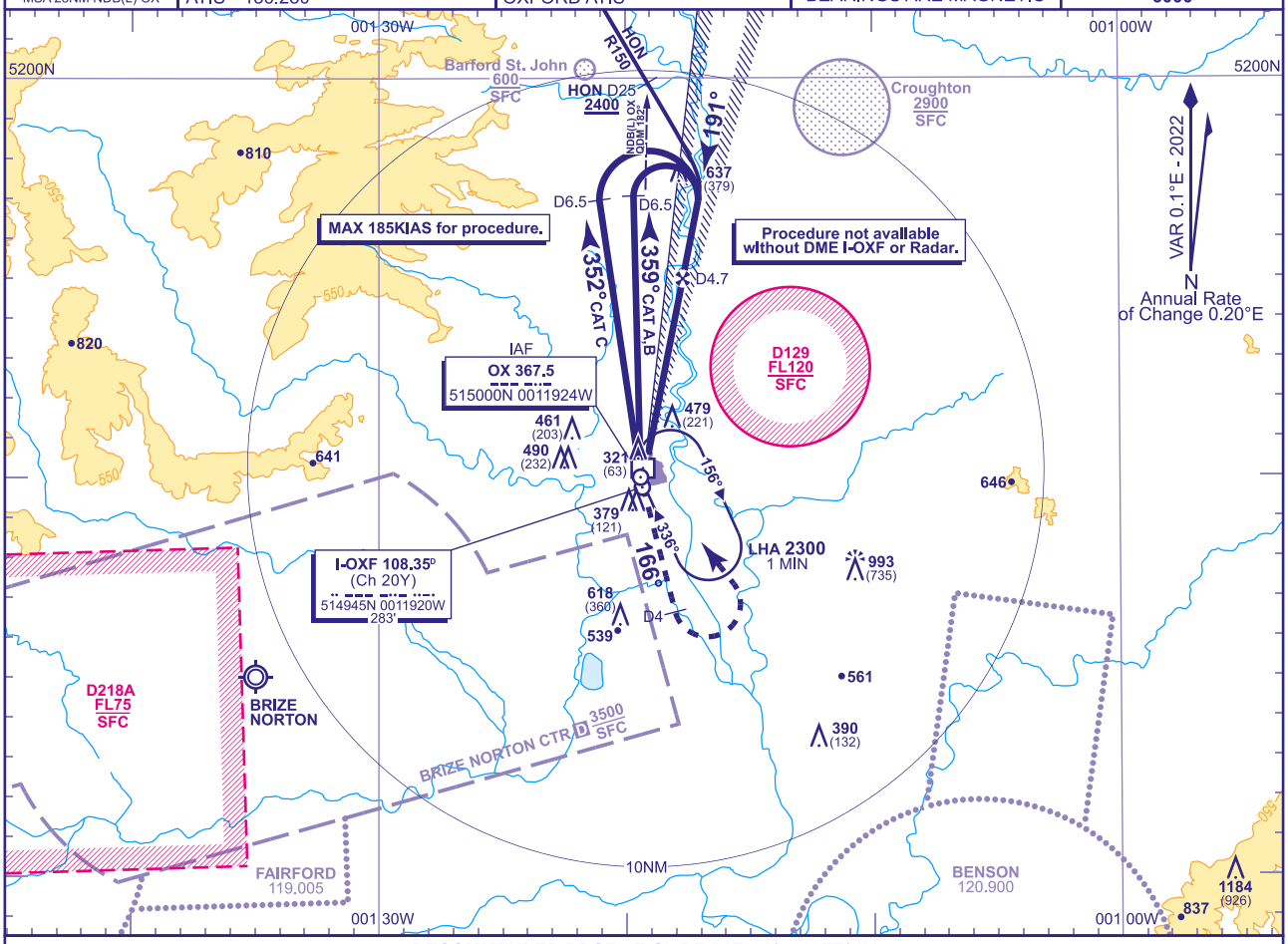



MSA 25NM NDB(L) OX

| | | | |
|---|---|---|---|
| APP | 125.090 | OXFORD APPROACH | |
| TWR | 133.430 | OXFORD TOWER | |
| RAD | 125.090 | OXFORD RADAR | |
| | 119.980 | OXFORD DIRECTOR (see note 2) | |
| | 121.955 | OXFORD GROUND (see note 2) | |
| ATIS | 136.230 | OXFORD ATIS | |

| | |
|---|---|
| AD ELEVATION | 263 |
| THR ELEVATION | 258 |
| OBSTACLE ELEVATION | 1184 AMSL (926) (ABOVE THR) |
| BEARINGS ARE MAGNETIC | |

TRANSITION ALTITUDE **6000**

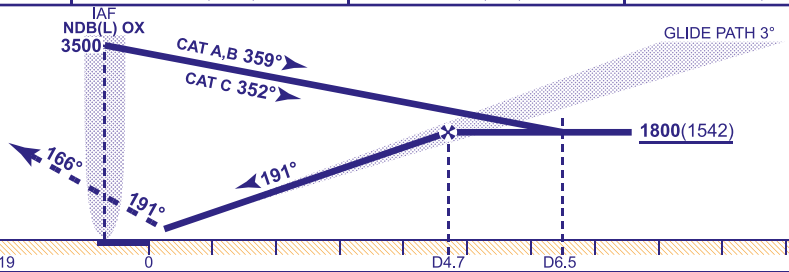



**RECOMMENDED PROFILE** GLIDE PATH 3°, 320FT/NM

| DME I-OXF | 4 | 3 | 2 | 1 |
|---|---|---|---|---|
| ALT(HGT) | **1580**(1322) | **1260**(1002) | **940**(682) | **620**(362) |

**RDH 39**

Climb straight ahead to **NDB(L) OX**, on passing **NDB(L) OX** continue climb on QDR 166°. At **I-OXF** DME 4 turn left to hold at **2500**, or as directed.




| Aircraft Category | | A | B | C |
|---|---|---|---|---|
| OCA (OCH) | Procedure | **563**(305) | **573**(315) | **583**(325) |
| VM(C)OCA (OCH AAL) | Total Area | **800**(537) | **800**(537) | **1100**(837) |

| Rate of descent | G/S KT | 160 | 140 | 120 | 100 | 80 |
|---|---|---|---|---|---|---|
| | FT/MIN | 850 | 750 | 640 | 530 | 430 |

**DIRECT ARRIVAL VIA VOR HON R150**
Intercept and follow VOR HON R150 **not below MSA**. At lead NDB(L) OX QDM 182° (HON DME 25) turn right to establish on localiser. When established descend to cross FAP (I-OXF DME 4.7) at **1800**(1542), then continue as for main procedure.

**NOTE**
1 Aircraft will normally be required to hold not lower than **3500** or equivalent FL.
2 Only when directed by ATC.
3 ILS/DME is available without NDB if aircraft is radar vectored to final approach.
4 **AIRCRAFT UNABLE TO RECEIVE DME I-OXF**. Advise ATC and continue as for normal procedure. Radar ranges will be provided at D6.5 outbound and at D5 inbound.

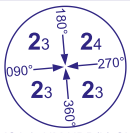
**WARNING**
1 The established NDB hold is impacted by EGD129 activity. ATC Oxford will co-ordinate the use of the hold in association with the instrument procedures with regard to promulgated activity in EGD129.
2 Auto-coupled approaches are not approved.
3 Pilots may experience glidepath fluctuations within I-OXF DME 1.

**CHANGE (12/24):** OCA(OCH) INCREASE. HON D25 ALTITUDE RESTRICTION. NE MSA INCREASE.

AERO INFO DATE 09 SEP 24 AD 2-EGTK-8-2

# INSTRUMENT APPROACH CHART - ICAO

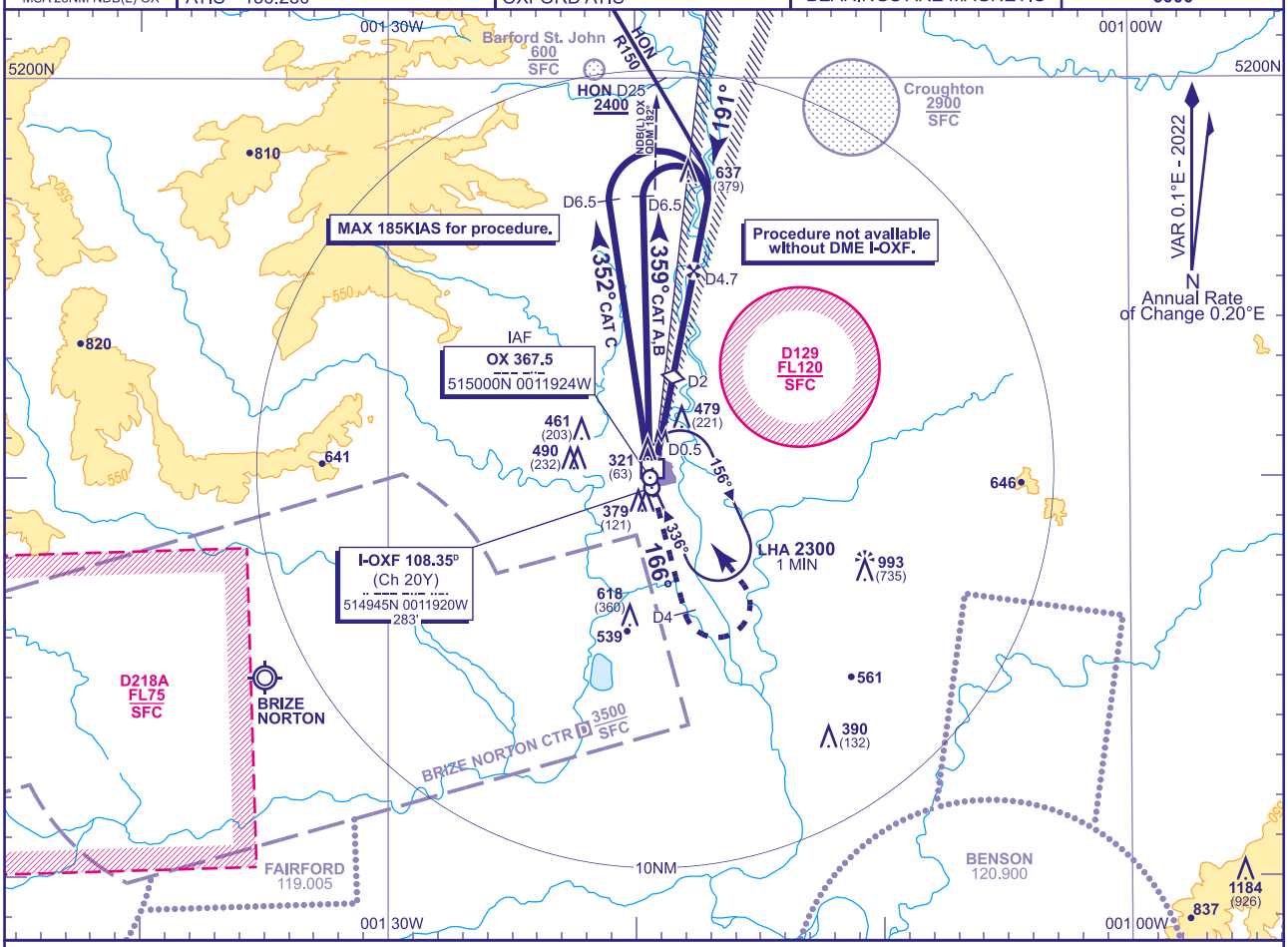
## OXFORD
## LOC/DME/NDB(L)
## RWY 19
(ACFT CAT A,B,C)



MSA 25NM NDB(L) OX

| | | |
|---|---|---|
| APP 125.090 | OXFORD APPROACH | AD ELEVATION 263 |
| TWR 133.430 | OXFORD TOWER | THR ELEVATION 258 |
| RAD 125.090 | OXFORD RADAR | OBSTACLE ELEVATION 1184 AMSL (926) (ABOVE THR) |
| 119.980 | OXFORD DIRECTOR (see note 2) | |
| 121.955 | OXFORD GROUND (see note 2) | |
| ATIS 136.230 | OXFORD ATIS | BEARINGS ARE MAGNETIC |

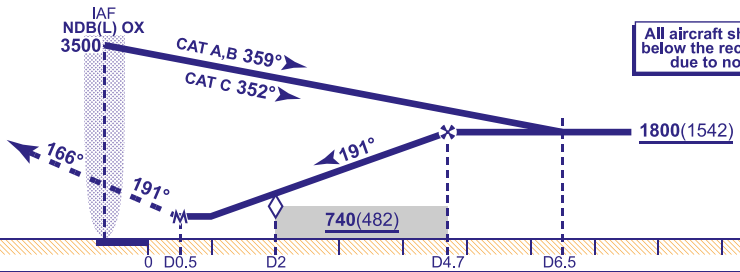
TRANSITION ALTITUDE 6000




**RECOMMENDED PROFILE** Gradient 5.2%, 320FT/NM

| DME I-OXF | 4 | 3 | 2 (SDF) |
|---|---|---|---|
| ALT(HGT) | 1580(1322) | 1260(1002) | 940(682) |

**MAPt I-OXF DME 0.5**
Climb straight ahead to **NDB(L) OX**, on passing **NDB(L) OX** continue climb on QDR 166°. At **I-OXF** DME 4 turn left to hold at **2500**, or as directed.




All aircraft should not descend below the recommended profile due to noise abatement.

| Aircraft Category | | A | B | C |
|---|---|---|---|---|
| OCA (OCH) | Procedure | 610(352) | 610(352) | 610(352) |
| VM(C)OCA (OCH AAL) | Total Area | 800(537) | 800(537) | 1100(837) |

| Rate of descent | G/S KT | 160 | 140 | 120 | 100 | 80 |
|---|---|---|---|---|---|---|
| | FT/MIN | 850 | 750 | 640 | 530 | 430 |

**DIRECT ARRIVAL VIA VOR HON R150**
Intercept and follow VOR HON R150 **not below MSA**. At lead NDB(L) OX QDM 182° (HON DME 25) turn right to establish on localiser. When established descend to cross FAF (I-OXF DME 4.7) at **1800**(1542), then continue as for main procedure.

**NOTE** 1 Aircraft will normally be required to hold not lower than **3500** or equivalent FL.
2 Only when directed by ATC.

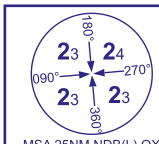
**WARNING** The established NDB hold is impacted by EGD129 activity. ATC Oxford will co-ordinate the use of the hold in association with the instrument procedures with regard to promulgated activity in EGD129.

**CHANGE (12/24):** OCA(OCH) INCREASE. HON D25 ALTITUDE RESTRICTION. NE MSA INCREASE.

AERO INFO DATE 09 SEP 24
AD 2-EGTK-8-3

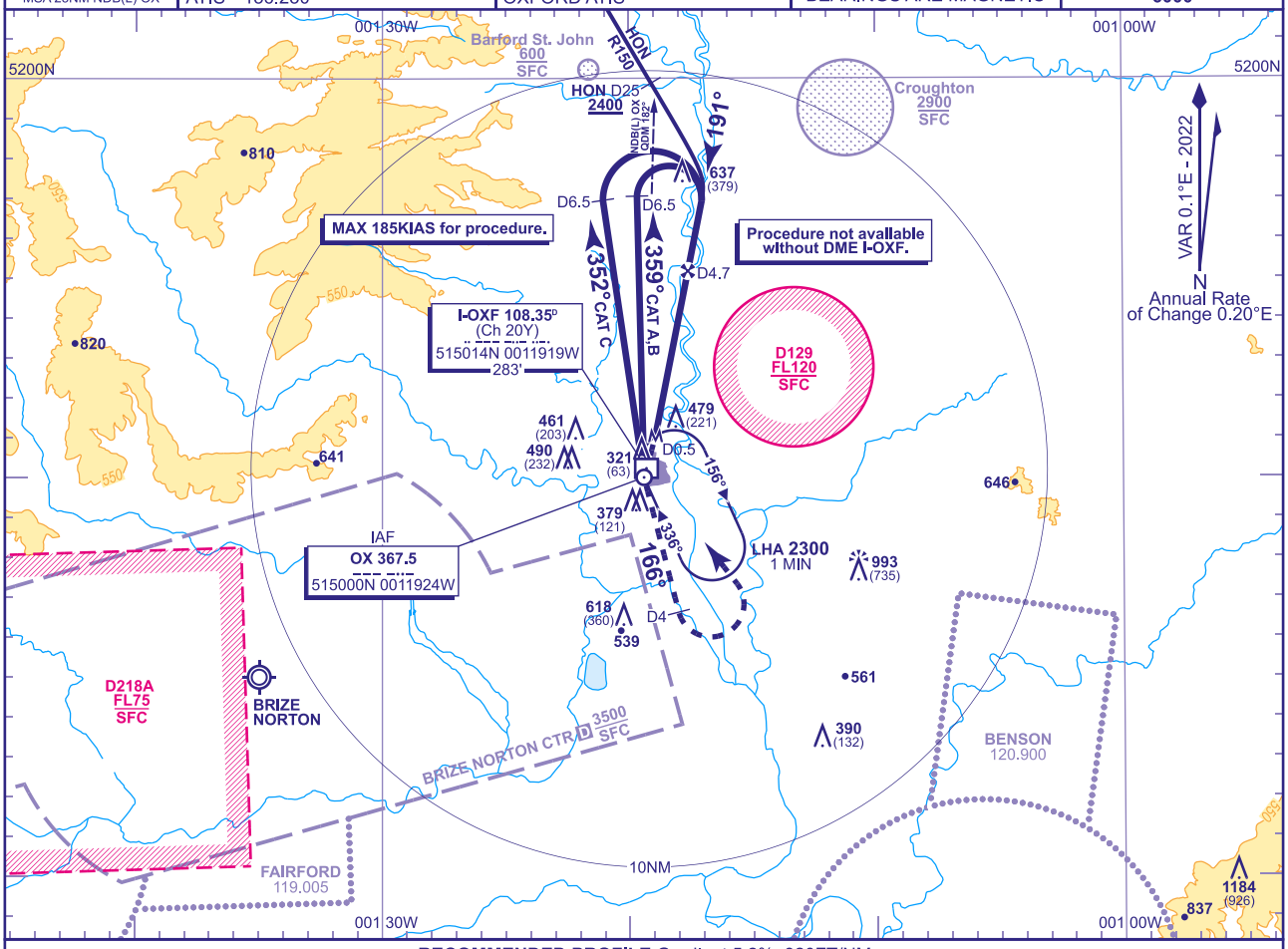
## INSTRUMENT APPROACH CHART - ICAO

# OXFORD NDB(L) RWY 19
(ACFT CAT A,B,C)



MSA 25NM NDB(L) OX

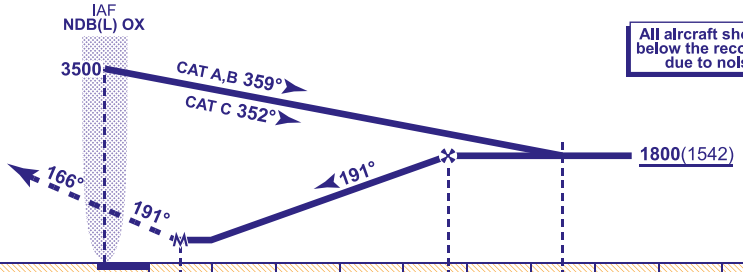
| | | | | | |
|---|---|---|---|---|---|
| APP | 125.090 | OXFORD APPROACH | AD ELEVATION | 263 | TRANSITION ALTITUDE 6000 |
| TWR | 133.430 | OXFORD TOWER | THR ELEVATION | 258 | |
| RAD | 125.090 | OXFORD RADAR | OBSTACLE ELEVATION 1184 AMSL (926) (ABOVE THR) | | |
| | 119.980 | OXFORD DIRECTOR (see note 2) | | | |
| | 121.955 | OXFORD GROUND (see note 2) | | | |
| ATIS | 136.230 | OXFORD ATIS | BEARINGS ARE MAGNETIC | | |




**RECOMMENDED PROFILE** Gradient 5.2%, 320FT/NM

| | | | |
|---|---|---|---|
| **DME I-OXF** | 4 | 3 | 2 **(SDF)** |
| **ALT**(HGT) | **1580**(1322) | **1260**(1002) | **940**(682) |

**MAPt I-OXF DME 0.5**
Climb straight ahead to **NDB(L) OX**, on passing **NDB(L) OX** continue climb on QDR 166°. At **I-OXF** DME 4 turn left to NDB(L) OX climbing as necessary to hold at **2500**, or as directed.




**All aircraft should not descend below the recommended profile due to noise abatement.**

| Aircraft Category | | A | B | C |
|---|---|---|---|---|
| OCA (OCH) | Procedure | **750**(492) | **750**(492) | **750**(492) |
| VM(C)OCA (OCH AAL) | Total Area | **800**(537) | **800**(537) | **1100**(837) |

| Rate of descent | G/S KT | 160 | 140 | 120 | 100 | 80 |
|---|---|---|---|---|---|---|
| | FT/MIN | 850 | 750 | 640 | 530 | 430 |

**DIRECT ARRIVAL VIA VOR HON R150**
Intercept and follow VOR HON R150 **not below MSA**. At lead NDB(L) OX QDM 182° (HON DME 25) turn right to establish on extended FAT (NDB(L) OX QDM 191°). When established descend to cross FAF (I-OXF DME 4.7) at **1800**(1542), then continue as for main procedure.

**NOTE** **1** Aircraft will normally be required to hold not lower than **3500** or equivalent FL.
**2** Only when directed by ATC.

**WARNING** The established NDB hold is impacted by EGD129 activity. ATC Oxford will co-ordinate the use of the hold in association with the instrument procedures with regard to promulgated activity in EGD129.

**CHANGE (12/24):** OCA(OCH) INCREASE. HON D25 ALTITUDE RESTRICTION. SDF/MOCA REMOVED. NE MSA INCREASE.

AERO INFO DATE 09 SEP 24 AD 2-EGTK-8-4

# EGEP — PAPA WESTRAY

## EGEP AD 2.1 AERODROME LOCATION INDICATOR AND NAME

EGEP — PAPA WESTRAY

## EGEP AD 2.2 AERODROME GEOGRAPHICAL AND ADMINISTRATIVE DATA

| | | |
|---|---|---|
| 1 | ARP coordinates and site at AD | Lat: 592104N Long: 0025401W |
| 2 | Direction and distance from city | 22 NM N of Kirkwall Airport |
| 3 | Elevation / Reference temperature / Mean Low Temperature | 92 FT / 14 °C / - |
| 4 | Geoid undulation at AD ELEV PSN | - |
| 5 | Magnetic Variation / Annual Change | 0.46°W (2027) / 0.22°E |
| 6 | AD Administration<br>Address<br>Telephone<br>Telefax<br>E-mail address | ORKNEY ISLANDS COUNCIL.<br>Council Offices, Kirkwall, Orkney Islands, KW15 1NY, Scotland.<br>01856-873535<br>01856-876094<br>developmentandinfrastructure@orkney.gov.uk |
| 7 | Type of Traffic permitted (IFR/VFR) | VFR |
| 8 | Remarks | |

## EGEP AD 2.3 OPERATIONAL HOURS

| | | |
|---|---|---|
| 1 | AD Administration | Daylight hours only, subject to PPR . |
| 2 | Customs and immigration | |
| 3 | Health and sanitation | |
| 4 | AIS Briefing Office | |
| 5 | ATS Reporting Office (ARO) | |
| 6 | MET Briefing Office | |
| 7 | ATS | |
| 8 | Fuelling | |
| 9 | Handling | |
| 10 | Security | |
| 11 | De-icing | |
| 12 | Remarks | This aerodrome is PPR, a valid indemnity is required. Full details of landing fees and rules for airfield users can be found on the Orkney Islands Council website:<br>http://www.orkney.gov.uk/Service-Directory/T/airfields.htm |

## EGEP AD 2.4 HANDLING SERVICES AND FACILITIES

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## EGEP AD 2.5 PASSENGER FACILITIES

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## EGEP AD 2.6 RESCUE AND FIRE FIGHTING SERVICES

| | | |
|---|---|---|
| 1 | AD category for fire fighting services | RFF Category A1<br>RFF Category 2 accepted under remission by prior arrangement. |
| 2 | Rescue equipment | |
| 3 | Capability for removal of disabled aircraft | |
| 4 | Remarks | |

## EGEP AD 2.7 SEASONAL AVAILABILITY - CLEARING

| | | |
|---|---|---|
| 1 | Type of clearing equipment | |
| 2 | Clearance priorities | |
| 3 | Remarks | Winter Operations. No snow clearing facilities available. During winter months pilots are advised to contact the Airfield Superintendent for the latest runway conditions. Tel: 01856-873535. |

## EGEP AD 2.8 APRONS, TAXIWAYS AND CHECK LOCATIONS/POSITIONS DATA

| | | |
|---|---|---|
| 1 | Apron surface and strength | APRON<br>Surface: Macadam |
| 2 | Taxiway width, surface and strength | |
| 3 | Altimeter checkpoint location and elevation | |
| 4 | VOR checkpoints | |
| 5 | INS checkpoints | |
| 6 | Remarks | |

## EGEP AD 2.9 SURFACE MOVEMENT GUIDANCE AND CONTROL SYSTEM AND MARKINGS

**INTENTIONALLY BLANK**

## EGEP AD 2.10 AERODROME OBSTACLES

| In Approach/Take-off areas | | | | | | |
|---|---|---|---|---|---|---|
| **Obstacle ID/ Designation** | **Obstacle Type** | **Obstacle Position** | **Elevation/Height** | | **Obstruction Lighting Type/ Colour** | **Remarks** |
| **1** | **2** | **3** | **4** | | **5** | **6** |
| 35/APPROACH 17/TAKE-OFF | War Memorial | 592056.37N 0025359.84W | 117 FT | | No | |
| 03/APPROACH 21/TAKE-OFF | Farm Shed Ridge Line | 592050.20N 0025408.29W | 109 FT | | No | |
| 35/APPROACH 17/TAKE-OFF | Farm House Chimney | 592049.33N 0025359.40W | 126 FT | | No | |
| 35/APPROACH 17/TAKE-OFF | Farm House Chimney | 592048.90N 0025400.41W | 126 FT | | No | |

| In circling area and at aerodrome | | | | | |
|---|---|---|---|---|---|
| **Obstacle ID/ Designation** | **Obstacle Type** | **Obstacle Position** | **Elevation/Height** | **Obstruction Lighting Type/ Colour** | **Remarks** |
| **1** | **2** | **3** | **4** | **5** | **6** |
| INTENTIONALLY BLANK | | | | | |

## EGEP AD 2.11 METEOROLOGICAL INFORMATION PROVIDED

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## EGEP AD 2.12 RUNWAY PHYSICAL CHARACTERISTICS

| Designations RWY Number | True bearing | Dimensions of RWY | Surface of RWY/ SWY/ Strength | THR co-ordinates/ THR Geoid undulation | THR elevation/ Highest elevation of TDZ of precision APP RWY | Slope of RWY/ SWY |
|---|---|---|---|---|---|---|
| 1 | 2 | 3 | 4 | 5 | 6 | 7 |
| 03 | 028.20° | 527 x 18 M | RWY surface: Graded Hardcore | 592056.18N 0025408.70W | THR 86.2 FT | |
| 21 | 208.20° | 527 x 18 M | RWY surface: Graded Hardcore | 592110.35N 0025353.82W | THR 89.0 FT | |
| 06 | 058.16° | 293 x 18 M | RWY surface: Grass/Graded Hardcore | 592104.73N 0025406.71W | THR 78.5 FT | |
| 24 | 238.16° | 293 x 18 M | RWY surface: Grass/Graded Hardcore | 592109.03N 0025353.15W | THR 89.2 FT | |
| 17 | 170.37° | 406 x 30 M | RWY surface: Grass | 592111.51N 0025403.03W | THR 77.9 FT | |
| 35 | 350.37° | 406 x 30 M | RWY surface: Grass | 592101.16N 0025359.59W | THR 92.0 FT | |

| SWY Dimensions | Clearway Dimensions | Strip Dimensions | RESA Dimensions, Overshoot / Undershoot | Location/ description of arresting system | OFZ | Remarks |
|---|---|---|---|---|---|---|
| 8 | 9 | 10 | 11 | 12 | 13 | 14 |
| | | | | | | RWY 03 |
| | | | | | | RWY 21<br><br>Starter extension of 30 M. |
| | | | | | | RWY 06 |
| | | | | | | RWY 24<br><br>Starter extension of 31 M. |
| | | | | | | RWY 17<br><br>Starter extension of 42 M. |
| | | | | | | RWY 35<br><br>Starter extension of 27 M. |

## EGEP AD 2.13 DECLARED DISTANCES

| Runway designator | TORA | TODA | ASDA | LDA | Remarks |
|---|---|---|---|---|---|
| 1 | 2 | 3 | 4 | 5 | 6 |
| 03 | 497 M | 497 M | 497 M | 497 M | |
| 21 | 527 M | 527 M | 527 M | 497 M | TORA, TODA, and ASDA include a 30 M starter extension. |
| 17 | 367 M | 367 M | 367 M | 325 M | TORA, TODA and ASDA include a 42 M starter extension. |
| 35 | 352 M | 352 M | 352 M | 325 M | TORA, TODA and ASDA include a 27 M starter extension. |
| 06 | 252 M | 252 M | 252 M | 252 M | |
| 24 | 283 M | 283 M | 283 M | 252 M | TORA, TODA and ASDA include a 31 M starter extension. |

## EGEP AD 2.14 APPROACH AND RUNWAY LIGHTING

| RWY | Approach lighting Type/ Length/ Intensity | Threshold lighting Colour/Wing bars | VASIS/ MEHT/ PAPI/ PAPI Dist from THR | TDZ, lighting Length | Runway Centre Line lighting Length/ Spacing/ Colour/ Intensity | Runway edge lighting Length/ Spacing/ Colour/ Intensity | Runway end lighting Colour/ Wing bars | Stopway lighting Length/ Colour | Remarks |
|---|---|---|---|---|---|---|---|---|---|
| 1 | 2 | 3 | 4 | 5 | 6 | 7 | 8 | 9 | 10 |
| 03 | | Green<br>Light intensity low | | | | Omni-directional<br>White<br>Light intensity low | Red<br>Light intensity low | | |
| 21 | | Green<br>Light intensity low | | | | Omni-directional<br>White<br>Light intensity low | Red<br>Light intensity low | | |
| 17 | | Green<br>Light intensity low | | | | Omni-directional<br>White<br>Light intensity low | Red<br>Light intensity low | | |
| 35 | | Green<br>Light intensity low | | | | Omni-directional<br>White<br>Light intensity low | Red<br>Light intensity low | | |

## EGEP AD 2.15 OTHER LIGHTING, SECONDARY POWER SUPPLY

| | | |
|---|---|---|
| 1 | ABN/IBN location, characteristics and hours of operation | |
| 2 | LDI location and lighting<br>Anemometer location and lighting | Anemometer: 592105.34N 0025353.37W |
| 3 | TWY edge and centre line lighting | |
| 4 | Secondary power supply/switch-over time | |
| 5 | Remarks | |

## EGEP AD 2.16 HELICOPTER LANDING AREA

| | | |
|---|---|---|
| 1 | Coordinates TLOF or THR of FATO, geoid undulation | TLOF 1: 592104.18N 0025356.82W |
| 2 | TLOF and/or FATO elevation | TLOF 1: 88.7 FT |
| 3 | TLOF and FATO area dimensions, surface, strength, marking, lighting | |
| 4 | True BRG of FATO | |
| 5 | Declared distance available | |
| 6 | APP and FATO lighting | |
| 7 | RMK | |

## EGEP AD 2.17 AIR TRAFFIC SERVICES AIRSPACE

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## EGEP AD 2.18 AIR TRAFFIC SERVICES COMMUNICATION FACILITIES

**INTENTIONALLY BLANK**

# EGEP AD 2.19 RADIO NAVIGATION AND LANDING AIDS

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# EGEP AD 2.20 LOCAL AERODROME REGULATIONS

## 1 AIRPORT REGULATIONS

a) Contact with Kirkwall Approach is recommended.

## 2 GROUND MOVEMENT

Not applicable

## 3 CAT II/III OPERATIONS

Not applicable

## 4 WARNINGS

a) Visiting pilots should note that during periods of prolonged rainfall the grass runway can become very soft especially during the winter months.
b) **Runway 03/21:** Graded hardcore runway is generally unsuitable for light aircraft with low ground/propeller clearance due to unstabilised surface and as a result it would be advisable to carry out any power checks on the tarmac apron before departure.
c) No private (non-commercial) flights are permitted within 15 minutes of any scheduled airline movement.

## 5 HELICOPTER OPERATIONS

Not applicable

## 6 USE OF RUNWAYS

a) While arriving or departing from Runway 03 for approximately 90 M, the 21 threshold is not visible and when arriving or departing Runway 21 for approximately 350 M the 03 threshold is not visible.

## 7 TRAINING

Not applicable

# EGEP AD 2.21 NOISE ABATEMENT PROCEDURES

Not applicable

# EGEP AD 2.22 FLIGHT PROCEDURES

Not applicable

# EGEP AD 2.23 ADDITIONAL INFORMATION

Not applicable

# EGEP AD 2.24 CHARTS RELATED TO AN AERODROME

AERODROME CHART - ICAO
AD 2.EGEP-2-1

## EGEP AD 2.25 VISUAL SEGMENT SURFACE (VSS) PENETRATION

Not applicable

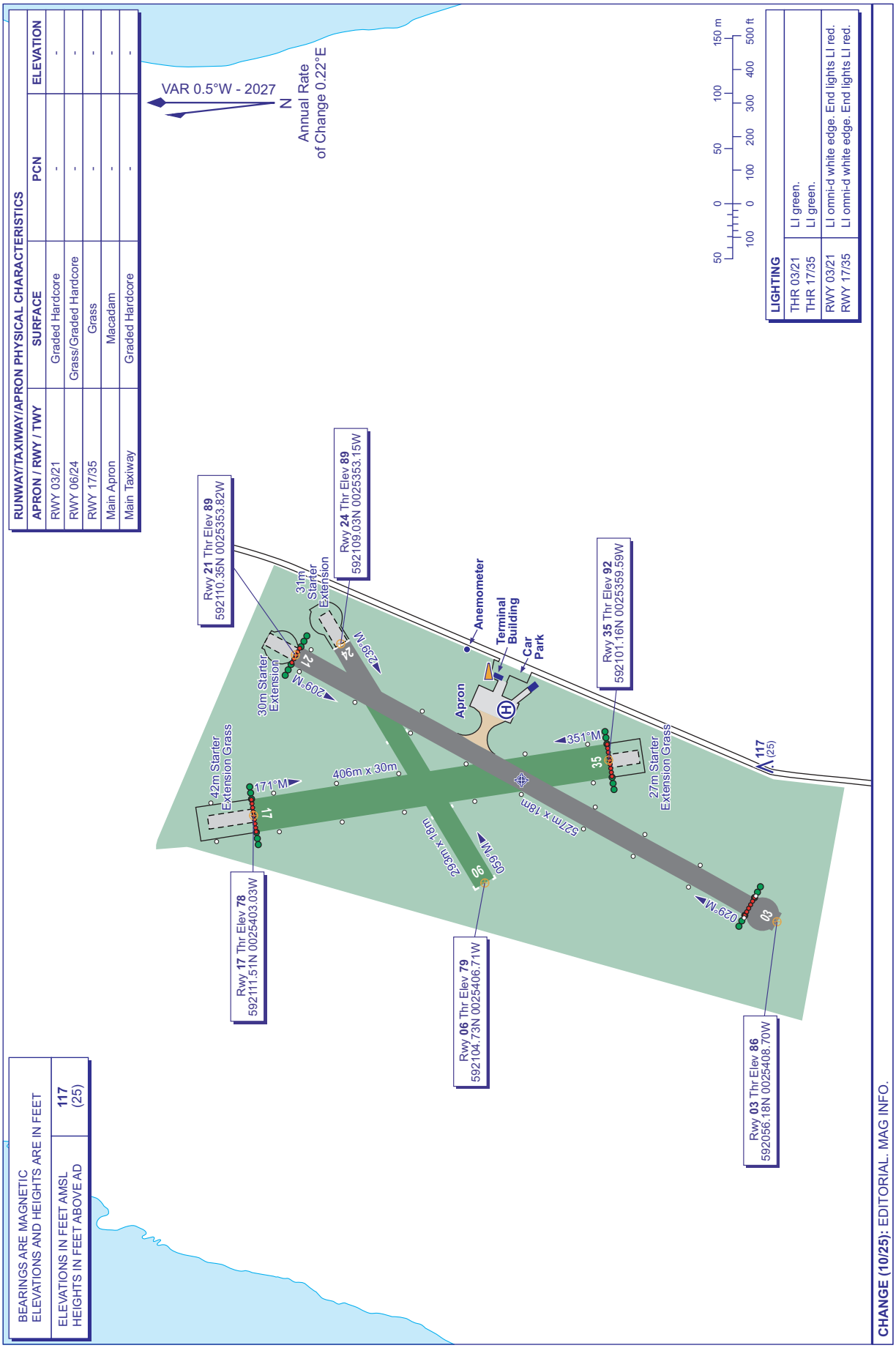
# AERODROME CHART - ICAO

## PAPA WESTRAY EGEP

AD ELEV 92FT

ARP 592104N 0025401W

| RUNWAY/TAXIWAY/APRON PHYSICAL CHARACTERISTICS | | | |
|---|---|---|---|
| APRON / RWY / TWY | SURFACE | PCN | ELEVATION |
| RWY 03/21 | Graded Hardcore | - | - |
| RWY 06/24 | Grass/Graded Hardcore | - | - |
| RWY 17/35 | Grass | - | - |
| Main Apron | Macadam | - | - |
| Main Taxiway | Graded Hardcore | - | - |




BEARINGS ARE MAGNETIC
ELEVATIONS AND HEIGHTS ARE IN FEET

ELEVATIONS IN FEET AMSL — 117 (25)
HEIGHTS IN FEET ABOVE AD

**CHANGE (10/25):** EDITORIAL. MAG INFO.

AERO INFO DATE 22 JUL 25

AD 2-EGEP-2-1

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# EGPT — PERTH/SCONE

## EGPT AD 2.1 AERODROME LOCATION INDICATOR AND NAME

EGPT — PERTH/SCONE

## EGPT AD 2.2 AERODROME GEOGRAPHICAL AND ADMINISTRATIVE DATA

| | | |
|---|---|---|
| 1 | ARP coordinates and site at AD | Lat: 562628N Long: 0032226W<br>centre of the longest runway 03/21 |
| 2 | Direction and distance from city | 3 NM NE of Perth. |
| 3 | Elevation / Reference temperature / Mean Low Temperature | 395 FT / 16 °C / - |
| 4 | Geoid undulation at AD ELEV PSN | 172 FT |
| 5 | Magnetic Variation / Annual Change | 0.30°W (2027) / 0.20°E |
| 6 | AD Administration<br>Address<br>Telephone<br><br>Telefax<br>E-mail address | ACS AVIATION LTD.<br>Hangar 3, Perth Airport, Scone, Perth, PH2 6PL.<br>01738-551631 (Radio Room)<br>01738-550003 (Admin)<br>01738-554846<br>ops@acsaviation.com<br>tower@perthairport.co.uk |
| 7 | Type of Traffic permitted (IFR/VFR) | VFR |
| 8 | Remarks | |

## EGPT AD 2.3 OPERATIONAL HOURS

| | | |
|---|---|---|
| 1 | AD Administration | 0900-1700 (0800-1600); and by arrangement. |
| 2 | Customs and immigration | By arrangement. |
| 3 | Health and sanitation | |
| 4 | AIS Briefing Office | |
| 5 | ATS Reporting Office (ARO) | |
| 6 | MET Briefing Office | |
| 7 | ATS | As AD hours. See also AD 2.18. |
| 8 | Fuelling | As AD hours. |
| 9 | Handling | |
| 10 | Security | |
| 11 | De-icing | |
| 12 | Remarks | This aerodrome is PPR.<br>Preferred method online<br>http://perthairport.co.uk/pilot-information/ppr-requests |

## EGPT AD 2.4 HANDLING SERVICES AND FACILITIES

| | | |
|---|---|---|
| 1 | Cargo handling facilities | |
| 2 | Fuel and oil types | AVTUR JET A-1, AVGAS 100LL<br>W80, W100. |
| 3 | Fuelling facilities/capacity | |
| 4 | De-icing facilities | |
| 5 | Hangar space for visiting aircraft | |
| 6 | Repair facilities for visiting aircraft | |
| 7 | Remarks | |

## EGPT AD 2.5 PASSENGER FACILITIES

| | | |
|---|---|---|
| 1 | Hotels | On aerodrome. |
| 2 | Restaurants | Restaurant and Cafe on aerodrome. |
| 3 | Transportation | Buses, taxis and car hire. |

| | | |
|---|---|---|
| 4 | Medical facilities | |
| 5 | Bank and Post Office | |
| 6 | Tourist Office | |
| 7 | Remarks | |

## EGPT AD 2.6 RESCUE AND FIRE FIGHTING SERVICES

| | | |
|---|---|---|
| 1 | AD category for fire fighting services | RFF Category A1 |
| 2 | Rescue equipment | |
| 3 | Capability for removal of disabled aircraft | |
| 4 | Remarks | |

## EGPT AD 2.7 SEASONAL AVAILABILITY - CLEARING

| | | |
|---|---|---|
| 1 | Type of clearing equipment | Limited snow clearing. |
| 2 | Clearance priorities | |
| 3 | Remarks | |

## EGPT AD 2.8 APRONS, TAXIWAYS AND CHECK LOCATIONS/POSITIONS DATA

| | | |
|---|---|---|
| 1 | Apron surface and strength | MAIN APRON<br>Surface: Asphalt |
| 2 | Taxiway width, surface and strength | Taxiway B:<br>Surface: Asphalt<br><br>Taxiway C:<br>Surface: Asphalt |
| 3 | Altimeter checkpoint location and elevation | Main Apron 385 FT |
| 4 | VOR checkpoints | |
| 5 | INS checkpoints | |
| 6 | Remarks | |

## EGPT AD 2.9 SURFACE MOVEMENT GUIDANCE AND CONTROL SYSTEM AND MARKINGS

| | | |
|---|---|---|
| 1 | Use of aircraft stand ID signs, TWY guide lines and visual docking/parking guidance system of aircraft stands | |
| 2 | Runway and taxiway markings and lighting | |
| 3 | Stop bars and runway guard lights (if any) | |
| 4 | Other runway protection measures | |
| 5 | Remarks | Windsleeves: 562617.82N 0032218.47W - 562635.67N 0032208.58W |

## EGPT AD 2.10 AERODROME OBSTACLES

| In Approach/Take-off areas | | | | | | |
|---|---|---|---|---|---|---|
| **Obstacle ID/ Designation** | **Obstacle Type** | **Obstacle Position** | **Elevation/Height** | | **Obstruction Lighting Type/ Colour** | **Remarks** |
| **1** | **2** | **3** | **4** | | **5** | **6** |
| (EGPT3352) 33/APPROACH 15/ TAKE-OFF | TREE | 562608.12N 0032152.47W | 430 FT | | No | |

| In circling area and at aerodrome | | | | | |
|---|---|---|---|---|---|
| **Obstacle ID/ Designation** | **Obstacle Type** | **Obstacle Position** | **Elevation/Height** | **Obstruction Lighting Type/ Colour** | **Remarks** |
| **1** | **2** | **3** | **4** | **5** | **6** |
| INTENTIONALLY BLANK | | | | | |

## EGPT AD 2.11 METEOROLOGICAL INFORMATION PROVIDED

### INTENTIONALLY BLANK

## EGPT AD 2.12 RUNWAY PHYSICAL CHARACTERISTICS

| **Designations RWY Number** | **True bearing** | **Dimensions of RWY** | **Surface of RWY/ SWY/ Strength** | **THR co-ordinates/ THR Geoid undulation** | **THR elevation/ Highest elevation of TDZ of precision APP RWY** | **Slope of RWY/ SWY** |
|---|---|---|---|---|---|---|
| **1** | **2** | **3** | **4** | **5** | **6** | **7** |
| 03 | 028.34° | 853 x 27 M | RWY surface: Asphalt | 562615.91N<br>0032237.88W<br>171.9 FT | THR 390.4 FT | |
| 21 | 208.34° | 853 x 27 M | RWY surface: Asphalt | 562640.19N<br>0032214.24W<br>171.9 FT | THR 386.2 FT | |
| 09 | 088.29° | 609 x 22 M | RWY surface: Asphalt | 562615.46N<br>0032228.78W<br>171.9 FT | THR 391.8 FT | |
| 27 | 268.29° | 609 x 22 M | RWY surface: Asphalt | 562615.91N<br>0032201.60W<br>171.9 FT | THR 387.6 FT | |
| 15 | 149.48° | 622 x 36 M | RWY surface: Grass | 562632.47N<br>0032215.16W<br>171.9 FT | THR 393.7 FT | |
| 33 | 329.49° | 622 x 36 M | RWY surface: Grass | 562615.13N<br>0032156.71W<br>171.9 FT | THR 385.6 FT | |

| **SWY Dimensions** | **Clearway Dimensions** | **Strip Dimensions** | **RESA Dimensions, Overshoot / Undershoot** | **Location/ description of arresting system** | **OFZ** | **Remarks** |
|---|---|---|---|---|---|---|
| **8** | **9** | **10** | **11** | **12** | **13** | **14** |
| | | | | | | RWY 03 |
| | | | | | | RWY 21 |
| | | | | | | RWY 09<br><br>Threshold displaced by 143 M. |
| | 143 x 150 M | | | | | RWY 27 |
| | | | | | | RWY 15 |
| | | | | | | RWY 33 |

## EGPT AD 2.13 DECLARED DISTANCES

| **Runway designator** | **TORA** | **TODA** | **ASDA** | **LDA** | **Remarks** |
|---|---|---|---|---|---|
| **1** | **2** | **3** | **4** | **5** | **6** |
| 03 | 853 M | 853 M | 853 M | 853 M | |
| 21 | 853 M | 853 M | 853 M | 853 M | |
| 15 | 622 M | 622 M | 622 M | 622 M | |
| 33 | 622 M | 622 M | 622 M | 622 M | |

| Runway designator | TORA | TODA | ASDA | LDA | Remarks |
|---|---|---|---|---|---|
| 1 | 2 | 3 | 4 | 5 | 6 |
| 09 | 609 M | 609 M | 609 M | 466 M | |
| 27 | 466 M | 609 M | 609 M | 609 M | |

## EGPT AD 2.14 APPROACH AND RUNWAY LIGHTING

| RWY | Approach lighting Type/ Length/ Intensity | Threshold lighting Colour/Wing bars | VASIS/ MEHT/ PAPI/ PAPI Dist from THR | TDZ, lighting Length | Runway Centre Line lighting Length/ Spacing/ Colour/ Intensity | Runway edge lighting Length/ Spacing/ Colour/ Intensity | Runway end lighting Colour/ Wing bars | Stopway lighting Length/ Colour | Remarks |
|---|---|---|---|---|---|---|---|---|---|
| 1 | 2 | 3 | 4 | 5 | 6 | 7 | 8 | 9 | 10 |
| 03 | | Green Light intensity low | PAPI Left/3° 18 FT | | | Light intensity low | Red | | |
| 21 | | Green Light intensity low | PAPI Left/3° 18 FT | | | Light intensity low | Red | | |
| 09 | | | | | | Light intensity low | | | |
| 27 | | | | | | Light intensity low | | | |

## EGPT AD 2.15 OTHER LIGHTING, SECONDARY POWER SUPPLY

| | | |
|---|---|---|
| 1 | ABN/IBN location, characteristics and hours of operation | |
| 2 | LDI location and lighting<br>Anemometer location and lighting | |
| 3 | TWY edge and centre line lighting | CL: Link B green centre-line. |
| 4 | Secondary power supply/switch-over time | |
| 5 | Remarks | Pilot controlled lighting available RWY 03/21 and PAPIs.<br>5 clicks within 5 seconds on 121.080 MHz, brings lights on for 10 minutes. |

## EGPT AD 2.16 HELICOPTER LANDING AREA

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## EGPT AD 2.17 AIR TRAFFIC SERVICES AIRSPACE

| Designation and lateral limits | Vertical Limits | Airspace Class | ATS unit callsign/ language | Transition Altitude | Hours of applicability | Remarks |
|---|---|---|---|---|---|---|
| 1 | 2 | 3 | 4 | 5 | 6 | 7 |
| PERTH/SCONE ATZ<br>A circle, 2 NM radius, centred at 562628N 0032226W on longest notified runway (03/ 21) | Upper limit: 2000 FT AGL<br>Lower limit: SFC | G | PERTH RADIO<br>English | 3000 FT | | The Dundee Category C instrument approach penetrates the Perth ATZ (when active) at 1800 FT agl. |

# EGPT AD 2.18 AIR TRAFFIC SERVICES COMMUNICATION FACILITIES

| Service Designation | Callsign | Channel/ Frequency(MHz) | SATVOICE number(s) | Logon Address | Hours of Operation | Remarks |
|---|---|---|---|---|---|---|
| 1 | 2 | 3 | 4 | 5 | 6 | 7 |
| OTHER | PERTH RADIO | 121.080<br>A/G frequency. | | | 0900-1700 (0800-1600). | ATZ hours coincident with A/G hours. |

# EGPT AD 2.19 RADIO NAVIGATION AND LANDING AIDS

## INTENTIONALLY BLANK

# EGPT AD 2.20 LOCAL AERODROME REGULATIONS

## 1 AIRPORT REGULATIONS

a) This aerodrome is not available to aircraft unable to communicate by radio.

## 2 GROUND MOVEMENT

Not applicable.

## 3 CAT II/III OPERATIONS

Not applicable.

## 4 WARNINGS

a) When taking-off from Runway 27 there may be severe downdraughts and turbulence in the vicinity of the line of trees that form an obstacle across the runway centre-line at 910 m beyond the start of TORA.
b) When landing on Runway 03 with the wind from the northwest quadrant, turbulence can be expected from the tree line during the final phase of approach.
c) Hills running NE - SW, rising to 918 ft amsl within 2 nm and to 1236 ft amsl within 5 nm to NE.
d) Agricultural vehicles may cross runways.

## 5 HELICOPTER OPERATIONS

Not applicable.

## 6 USE OF RUNWAYS

Not applicable.

## 7 TRAINING

Not applicable.

# EGPT AD 2.21 NOISE ABATEMENT PROCEDURES

Not applicable.

# EGPT AD 2.22 FLIGHT PROCEDURES

## 1 CIRCUITS

a) Circuit directions: Runways 03, 09 and 15 - LH; Runways 21, 27 and 33 - RH.

## EGPT AD 2.23 ADDITIONAL INFORMATION

Not applicable.

## EGPT AD 2.24 CHARTS RELATED TO AN AERODROME

AERODROME CHART - ICAO
AD 2.EGPT-2-1

## EGPT AD 2.25 VISUAL SEGMENT SURFACE (VSS) PENETRATION

Not applicable

# AERODROME CHART - ICAO

ARP 562628N 0032226W

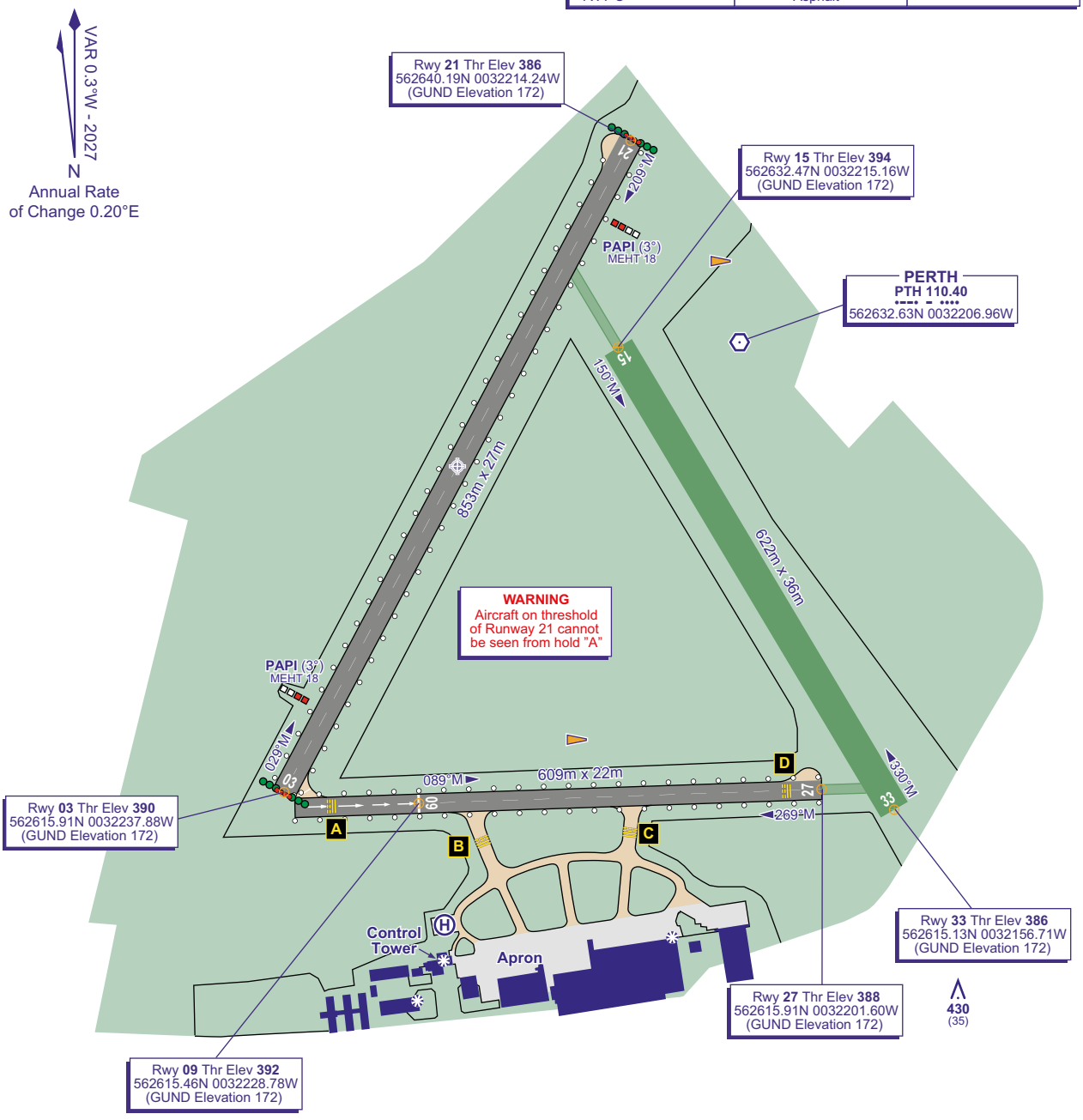
AD ELEV 395FT

# PERTH/SCONE
EGPT

| GUND (Geoid Undulation) = The height of the Geoid (MSL) above the Reference Elipsoid (WGS 84) at the stated position. |
|---|
| BEARINGS ARE MAGNETIC<br>ELEVATIONS AND HEIGHTS ARE IN FEET |
| ELEVATIONS IN FEET AMSL **430**<br>HEIGHTS IN FEET ABOVE AD (35) |

50 0 50 100 150m
100 0 300 500ft

| RUNWAY/TAXIWAY/APRON PHYSICAL CHARACTERISTICS | | |
|---|---|---|
| APRON / RWY / TWY | SURFACE | PCN |
| RWY 03/21 | Asphalt | - |
| RWY 09/27 | Asphalt | - |
| RWY 15/33 | Grass | - |
| Main Apron 385' AMSL | Asphalt | - |
| TWY B | Asphalt | - |
| TWY C | Asphalt | - |




| COM | | |
|---|---|---|
| A/G | 121.080 | PERTH RADIO |
| **LIGHTING** | | |
| THR 03/21 | LI Green. | |
| RWY 03/21<br>RWY 09/27 | LI Edge. End lights Red.<br>LI Edge. | |
| TWY | Link Bravo: Green C/L. | |

**CHANGE (10/25):** EDITORIAL. MAG INFO.

AERO INFO DATE 22 JUL 25

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# EGPK — PRESTWICK

## EGPK AD 2.1 AERODROME LOCATION INDICATOR AND NAME

EGPK — PRESTWICK

## EGPK AD 2.2 AERODROME GEOGRAPHICAL AND ADMINISTRATIVE DATA

| | | |
|---|---|---|
| 1 | ARP coordinates and site at AD | Lat: 553034N Long: 0043540W<br>Mid point of Runway 12/30. |
| 2 | Direction and distance from city | 1 NM NE of Prestwick. |
| 3 | Elevation / Reference temperature / Mean Low Temperature | 65 FT / 16 °C / - |
| 4 | Geoid undulation at AD ELEV PSN | 179 FT |
| 5 | Magnetic Variation / Annual Change | 1.64°W (2022) / 0.22°E |
| 6 | AD Administration<br>Address<br>Telephone | GLASGOW PRESTWICK AIRPORT LTD.<br>Aviation House, Prestwick, Scotland KA9 2PL.<br>01292-511107 (ATC Operations)<br>01292-511108 (AFS)<br>0871-2230700 (Switchboard)<br>01292-511190 (Airfield Ops) |
| 7 | Type of Traffic permitted (IFR/VFR) | IFR/VFR |
| 8 | Remarks | |

## EGPK AD 2.3 OPERATIONAL HOURS

| | | |
|---|---|---|
| 1 | AD Administration | H24 |
| 2 | Customs and immigration | H24 |
| 3 | Health and sanitation | H24 |
| 4 | AIS Briefing Office | Available via handling agent. |
| 5 | ATS Reporting Office (ARO) | |
| 6 | MET Briefing Office | Available via handling agent. |
| 7 | ATS | H24<br>See also AD 2.18. |
| 8 | Fuelling | H24 |
| 9 | Handling | H24 |
| 10 | Security | H24 |
| 11 | De-icing | H24 |
| 12 | Remarks | Additionally, for all aircraft inbound to HMS Gannet:<br>Tel: 01292-674217.<br>Unmanned UNICOM Gannet Ops 375.7 MHz.<br>PPR is mandatory. Minimum of 72 hours in advance.<br>Office open and manned Mon-Fri 0800-1600 (0700-1500). |

## EGPK AD 2.4 HANDLING SERVICES AND FACILITIES

| | | |
|---|---|---|
| 1 | Cargo handling facilities | Full mechanical facilities. (Single piece 30 tonnes, heavier loads by arrangement). Bonded storage facilities available. |
| 2 | Fuel and oil types | AVTUR JET A-1, AVGAS 100LL<br>Available |
| 3 | Fuelling facilities/capacity | 1400 LT per minute - AVTUR JET A-1, 2.1 million LT. AVGAS, 54,000 LT. |
| 4 | De-icing facilities | KILFROST ABC K+ Type 2 with 75/25 mix. |
| 5 | Hangar space for visiting aircraft | Limited. Prior notification required. |
| 6 | Repair facilities for visiting aircraft | Limited. Prior notification required. |
| 7 | Remarks | Handling is mandatory for all aircraft. Handling agent/Fixed Base Operator is:<br>Prestwick Aviation Services:<br>Tel: 01292-511333;<br>SITA: PIKOWXH/PIKAPXH;<br>e-mail: pikops@glasgowprestwick.com;<br>Frequency: 129.700 MHz;<br>Available H24. |

## EGPK AD 2.5 PASSENGER FACILITIES

| | | |
|---|---|---|
| 1 | Hotels | Available locally. |
| 2 | Restaurants | Restaurants and bars in the town of Prestwick. |
| 3 | Transportation | Buses and taxis. Nearest railway station: Prestwick International. |
| 4 | Medical facilities | First Aid Treatment. |
| 5 | Bank and Post Office | Cash dispenser in terminal building. |
| 6 | Tourist Office | Ayr. |
| 7 | Remarks | Full disabled facilities for passenger handling. |

## EGPK AD 2.6 RESCUE AND FIRE FIGHTING SERVICES

| | | |
|---|---|---|
| 1 | AD category for fire fighting services | RFF Category A7<br>For higher categories contact ATC Operations, Tel: 01292-511107. Fax: 01292-475464. RFF Category 8 and 9 available at short notice. |
| 2 | Rescue equipment | |
| 3 | Capability for removal of disabled aircraft | Limited. |
| 4 | Remarks | |

## EGPK AD 2.7 SEASONAL AVAILABILITY - CLEARING

| | | |
|---|---|---|
| 1 | Type of clearing equipment | Mechanical, Chemical and anti-icing. |
| 2 | Clearance priorities | Runway 12/30, Taxiways, Aprons, Runway 02/20. |
| 3 | Remarks | Latest information from Clearance Programme Tel: 01292-511107. |

## EGPK AD 2.8 APRONS, TAXIWAYS AND CHECK LOCATIONS/POSITIONS DATA

| | | |
|---|---|---|
| 1 | Apron surface and strength | A<br>Surface: Concrete and asphalt<br>PCN 100/R/C/W/T<br><br>B<br>Surface: Concrete and asphalt<br>PCN 100/R/C/W/T<br><br>C<br>Surface: Concrete and asphalt<br>PCN 50/R/A/X/U<br><br>F<br>Surface: Concrete and asphalt<br>PCN 50/R/A/X/U<br><br>G<br>Surface: Concrete and asphalt<br>PCN 30/R/B/X/U<br><br>H<br>Surface: Concrete and asphalt<br>PCN 50/R/A/X/U<br><br>PARKING PAD 1<br>Surface: Concrete<br>PCN 87/R/D/W/T<br><br>PARKING PAD 2<br>Surface: Concrete<br>PCN 81/R/C/W/T |
| 2 | Taxiway width, surface and strength | Taxiway JULIETT: 23 M<br>Surface: Concrete and asphalt<br>PCN 65/R/C/W/T<br><br>Taxiway ROMEO: 23 M<br>Surface: Concrete and asphalt<br>PCN 65/R/C/W/T<br><br>Taxiway SIERRA: 23 M<br>Surface: Asphalt<br>PCN 60/F/B/X/U |
| 3 | Altimeter checkpoint location and elevation | Apron 30 FT amsl |
| 4 | VOR checkpoints | |
| 5 | INS checkpoints | See Aircraft Parking/Docking Chart. |
| 6 | Remarks | |

## EGPK AD 2.9 SURFACE MOVEMENT GUIDANCE AND CONTROL SYSTEM AND MARKINGS

| | | |
|---|---|---|
| 1 | Use of aircraft stand ID signs, TWY guide lines and visual docking/parking guidance system of aircraft stands | AGNIS, PAPA on stands 1A-4, 7 and 8. Stands 5, 6, 9, 10 and 11 under marshaller's instructions. Aircrews are to note that the Stand Entry Guidance (SEG) is activated by Airline and Handling Agent staff. Aircrew should not enter the stand unless the AGNIS is illuminated or if advised that it is unserviceable, under marshaller's guidance only. An emergency stop sign has also been installed on all SEG equipped stands. When activated an electronic flashing 'STOP' warning sign is illuminated. Aircraft must not enter the stand under any circumstances until the sign has been switched off. |
| 2 | Runway and taxiway markings and lighting | Runway marking aid(s):<br>02/20: Runway 02: Runway designation, runway threshold, runway centre-line and strip markings. Runway 20: Runway designation, runway threshold, runway centre-line and strip markings. Revised ICAO aiming point and touchdown zone markings.<br>12/30: Runway designation, runway threshold, runway centre-line and strip markings. Revised ICAO aiming point and touchdown zone markings. |

| | | |
|---|---|---|
| | | Runway light(s):<br>02: Runway guard lights, runway edge, threshold and wing bars, runway end.<br>20: Runway guard lights, runway edge, threshold and wing bars, runway end, stopway.<br>12/30: Runway guard lights (LED), colour coded runway centre-line, runway edge, threshold and wing bars, runway end (LED).<br><br>Taxiway marking aid(s):<br>Yellow taxiway centre-line, taxiway holding position, runway ahead markings. Enhanced taxiway centre-line markings approaching Romeo 1.<br><br>Taxiway light(s):<br>Green centre-line LED lights, blue edge lights on turns, blue retro/reflective edge markings/studs. |
| 3 | Stop bars and runway guard lights (if any) | At Holds; J, K, Q (LED), R1 (LED), S, W and Y. |
| 4 | Other runway protection measures | |
| 5 | Remarks | WDI (LGTD): 553038.45N 0043505.08W; 553056.94N 0043632.72W; 552919.19N 0043507.01W; 553006.29N 0043445.98W. Standard apron markings. |

## EGPK AD 2.10 AERODROME OBSTACLES

| In Approach/Take-off areas | | | | | | |
|---|---|---|---|---|---|---|
| **Obstacle ID/ Designation** | **Obstacle Type** | **Obstacle Position** | **Elevation/Height** | | **Obstruction Lighting Type/ Colour** | **Remarks** |
| **1** | **2** | **3** | **4** | | **5** | **6** |
| (EGPK3286) 20/APPROACH 02/ TAKE-OFF | TREE | 553144.66N 0043255.07W | 317 FT | 63 FT | No | |
| (EGPK3209) 20/APPROACH 02/ TAKE-OFF | TREE | 553132.14N 0043313.78W | 298 FT | 49 FT | No | |
| (EGPK3231) 20/APPROACH 02/ TAKE-OFF | TREE | 553129.96N 0043309.63W | 318 FT | 48 FT | No | |
| (EGPK1424) 30/TAKE-OFF | ROAD SIGN | 553059.12N 0043704.17W | 45 FT | 15 FT | No | |
| (EGPK2670) 20/APPROACH 02/ TAKE-OFF | TREE | 553057.76N 0043410.21W | 181 FT | 61 FT | No | |
| (EGPK2757) 20/APPROACH 02/ TAKE-OFF | TREE | 553038.28N 0043403.87W | 154 FT | 50 FT | No | |
| (EGPK2623) 20/APPROACH 02/ TAKE-OFF | TREE | 553034.79N 0043411.13W | 134 FT | 62 FT | No | |
| (EGPK2469) 20/APPROACH 02/ TAKE-OFF | TREE | 553034.07N 0043422.75W | 112 FT | 51 FT | No | |
| (EGPK2439) 20/APPROACH 02/ TAKE-OFF | FENCE | 553017.74N 0043423.77W | 76 FT | 9 FT | No | |
| (EGPK2395) 20/APPROACH 02/ TAKE-OFF | FENCE | 553015.09N 0043425.81W | 77 FT | 8 FT | No | |
| (EGPK2378) 20/APPROACH 02/ TAKE-OFF | FENCE | 553014.05N 0043426.60W | 77 FT | 8 FT | No | |
| (EGPK3055) 30/APPROACH | TREE | 553001.89N 0043340.01W | 137 FT | 24 FT | No | |
| (EGPK2391) 30/APPROACH | TREE | 553001.86N 0043425.19W | 99 FT | 38 FT | No | |
| (EGPK2449) 30/APPROACH | TREE | 553000.44N 0043422.10W | 106 FT | 49 FT | No | |
| (EGPK3047) 30/APPROACH 12/ TAKE-OFF | SILO | 552948.76N 0043339.97W | 141 FT | 42 FT | No | |
| (EGPK3392) 30/APPROACH 12/ TAKE-OFF | BUILDING | 552938.28N 0043221.48W | 231 FT | 23 FT | No | |
| (EGPK3293) 30/APPROACH 12/ TAKE-OFF | BUILDING | 552927.89N 0043244.13W | 232 FT | 25 FT | No | |
| (EGPK1811) 20/TAKE-OFF | TREE | 552851.69N 0043541.72W | 106 FT | 41 FT | No | |
| (EGPK1887) 20/TAKE-OFF | TREE | 552850.56N 0043536.45W | 111 FT | 43 FT | No | |

| In Approach/Take-off areas | | | | | | |
|---|---|---|---|---|---|---|
| **Obstacle ID/ Designation** | **Obstacle Type** | **Obstacle Position** | **Elevation/Height** | | **Obstruction Lighting Type/ Colour** | **Remarks** |
| **1** | **2** | **3** | **4** | | **5** | **6** |
| (EGPK1880) 20/TAKE-OFF | TREE | 552850.52N 0043536.87W | 107 FT | 40 FT | No | |
| (EGPK1908) 20/TAKE-OFF | TREE | 552850.16N 0043535.43W | 107 FT | 38 FT | No | |
| (EGPK1845) 20/TAKE-OFF | AERIAL | 552849.94N 0043539.44W | 102 FT | 32 FT | No | |
| (EGPK1938) 20/TAKE-OFF | TREE | 552849.69N 0043534.14W | 107 FT | 38 FT | No | |
| (EGPK1878) 20/TAKE-OFF | LAMP POST | 552838.63N 0043536.20W | 124 FT | 37 FT | No | |
| (EGPK1800) 20/TAKE-OFF | TREE | 552837.52N 0043541.71W | 144 FT | 77 FT | No | |
| (EGPK1863) 20/TAKE-OFF | TREE | 552834.75N 0043537.19W | 143 FT | 84 FT | No | |
| (EGPK3845) 30/APPROACH | FLOODLIGHT | 552717.81N 0042512.75W | 627 FT | 104 FT | No | |
| (EGPK3802) 30/APPROACH | PYLON | 552701.55N 0042626.91W | 607 FT | 149 FT | No | |
| (EGPK3924) 30/APPROACH | PYLON | 552527.14N 0042305.80W | 751 FT | 165 FT | No | |

| In circling area and at aerodrome | | | | | | |
|---|---|---|---|---|---|---|
| **Obstacle ID/ Designation** | **Obstacle Type** | **Obstacle Position** | **Elevation/Height** | | **Obstruction Lighting Type/ Colour** | **Remarks** |
| **1** | **2** | **3** | **4** | | **5** | **6** |
| (EGPK1765) | MAST | 553330.85N 0043605.10W | 674 FT | 195 FT | Yes Red | |
| | CRANE | 552812N 0043821W | 197 FT | 197 FT | No | |
| (EGPK3710) | TREE | 552438.72N 0042837.64W | 714 FT | 39 FT | No | |
| (EGPK3592) | PYLON | 552438.52N 0043010.31W | 729 FT | 66 FT | No | |
| (EGPK1188) | MAST | 552434.58N 0044158.62W | 1017 FT | 147 FT | Yes Red | |
| (EGPK1187) | MAST | 552434.09N 0044200.47W | 1057 FT | 178 FT | Yes Red | |
| (EGPK1183) | MAST | 552433.93N 0044202.61W | 1056 FT | 178 FT | Yes Red | |
| (EGPK1161) | BUSH | 552420.59N 0044236.99W | 829 FT | 5 FT | No | |
| (EGPK1191) | TERRAIN | 552359.08N 0044151.84W | 773 FT | 0 FT | No | |
| (EGPK1166) | TERRAIN | 552358.27N 0044225.57W | 797 FT | 0 FT | No | |
| (EGPK3566) | PYLON | 552318.21N 0043026.07W | 723 FT | 126 FT | No | |

## EGPK AD 2.11 METEOROLOGICAL INFORMATION PROVIDED

| | | |
|---|---|---|
| 1 | Associated MET Office | MET OFFICE EXETER |
| 2 | Hours of service<br>MET Office outside hour | H24 |
| 3 | Office responsible for TAF preparation<br>Periods of validity | MET OFFICE EXETER<br>24 hours |
| 4 | Trend forecast<br>Interval of issuance | |
| 5 | Briefing/consultation provided | Self briefing/telephone. |
| 6 | Flight documentation<br>Language(s) used | Charts abbreviated plain language text. TAFs/METARs.<br>English |
| 7 | Charts and other information available for briefing or consultation | Via Handling Agent. |
| 8 | Supplementary equipment available for providing information | Via Handling Agent. |
| 9 | ATS units provided with information | PRESTWICK |
| 10 | Additional information (limitation of service, etc.) | |

## EGPK AD 2.12 RUNWAY PHYSICAL CHARACTERISTICS

| Designations RWY Number | True bearing | Dimensions of RWY | Surface of RWY/ SWY/ Strength | THR co-ordinates/ THR Geoid undulation | THR elevation/ Highest elevation of TDZ of precision APP RWY | Slope of RWY/ SWY |
|---|---|---|---|---|---|---|
| 1 | 2 | 3 | 4 | 5 | 6 | 7 |
| 02 | 023.74° | 1906 x 45 M | RWY surface: Asphalt<br>PCN 60/F/C/X/U | 552918.17N<br>0043514.61W<br>179.2 FT | THR 48.2 FT<br>TDZ 48.2 FT | |
| 20 | 203.75° | 1906 x 45 M | RWY surface: Asphalt<br>PCN 60/F/C/X/U<br>SWY surface:<br>PCN 35/F/C/X/T | 553012.19N<br>0043432.76W<br>179.1 FT | THR 60.4 FT<br>TDZ 60.4 FT | |
| 12 | 121.33° | 2987 x 45 M | RWY surface: Concrete and asphalt<br>PCN 90/R/C/W/T | 553054.82N<br>0043641.31W<br>179.2 FT | THR 37.8 FT<br>TDZ 37.8 FT | |
| 30 | 301.36° | 2987 x 45 M | RWY surface: Concrete and asphalt<br>PCN 90/R/C/W/T | 553008.68N<br>0043427.83W<br>179.1 FT | THR 65.5 FT<br>TDZ 65.5 FT | |

| SWY Dimensions | Clearway Dimensions | Strip Dimensions | RESA Dimensions, Overshoot / Undershoot | Location/ description of arresting system | OFZ | Remarks |
|---|---|---|---|---|---|---|
| 8 | 9 | 10 | 11 | 12 | 13 | 14 |
| | 93 x 150 M | | | | | RWY 02<br><br>Strip Dimensions:<br>2026 x 150 M.<br><br>Landing threshold displaced by 81 M. |
| 86 x 45 M | 242 x 150 M | | | | | RWY 20<br><br>Strip Dimensions:<br>2111 x 150 M. |
| | 184 x 150 M | 3107 x 280 M | | | | RWY 12<br><br>Landing threshold displaced by 244 M.<br><br>Paved shoulders extend 23 M beyond each side of the runway for 2134 M from the threshold of Runway 30 and for 8 M beyond each side and end of the runway thereafter. |

| SWY Dimensions | Clearway Dimensions | Strip Dimensions | RESA Dimensions, Overshoot / Undershoot | Location/ description of arresting system | OFZ | Remarks |
|---|---|---|---|---|---|---|
| 8 | 9 | 10 | 11 | 12 | 13 | 14 |
| | 89 x 150 M | 3107 x 280 M | | | | RWY 30<br><br>Paved shoulders extend 23 M beyond each side of the runway for 2134 M from the threshold of Runway 30 and for 8 M beyond each side and end of the runway thereafter.<br><br>The downslope gradient over the first 400 M of LDA is: RWY 30 - 1.25%. |

## EGPK AD 2.13 DECLARED DISTANCES

| Runway designator | TORA | TODA | ASDA | LDA | Remarks |
|---|---|---|---|---|---|
| 1 | 2 | 3 | 4 | 5 | 6 |
| 12 | 2987 M | 3171 M | 2987 M | 2743 M | |
| 30 | 2987 M | 3075 M | 2987 M | 2987 M | |
| 12 | 2445 M | 2629 M | 2445 M | | Take-off from Hold Kilo. |
| 12 | 1453 M | 1637 M | 1453 M | | Take-off from Hold Mike. |
| 12 | 1366 M | 1550 M | 1366 M | | Take-off from intersection Tango. |
| 12 | 1190 M | 1374 M | 1190 M | | Take-off from Hold November. |
| 12 | 1128 M | 1312 M | 1128 M | | Take-off from Hold Foxtrot. |
| 30 | 2899 M | 2988 M | 2899 M | | Take-off from intersection INT. |
| 30 | 2678 M | 2766 M | 2678 M | | Take-off from Hold Quebec. |
| 30 | 1904 M | 1992 M | 1904 M | | Take-off from Hold Foxtrot. |
| 30 | 1841 M | 1930 M | 1841 M | | Take-off from Hold November. |
| 30 | 1652 M | 1740 M | 1652 M | | Take-off from intersection Tango. |
| 30 | 1589 M | 1677 M | 1589 M | | Take-off from Hold Mike. |
| 02 | 1906 M | 1999 M | 1906 M | 1825 M | |
| 20 | 1906 M | 2147 M | 1991 M | 1906 M | |
| 02 | 1906 M | 2000 M | 1906 M | | Take-off from intersection Sierra. |
| 02 | 1229 M | 1322 M | 1229 M | | Take-off from Hold Yankee. |
| 02 | 772 M | 865 M | 772 M | | Take-off from Hold Whiskey. |
| 20 | 1710 M | 1951 M | 1795 M | | Take-off from Hold R1. |
| 20 | 1158 M | 1399 M | 1243 M | | Take-off from Hold Whiskey. |
| 20 | 700 M | 941 M | 785 M | | Take-off from Hold Yankee. |

## EGPK AD 2.14 APPROACH AND RUNWAY LIGHTING

| RWY | Approach lighting Type/ Length/ Intensity | Threshold lighting Colour/Wing bars | VASIS/ MEHT/ PAPI/ PAPI Dist from THR | TDZ, lighting Length | Runway Centre Line lighting Length/ Spacing/ Colour/ Intensity | Runway edge lighting Length/ Spacing/ Colour/ Intensity | Runway end lighting Colour/ Wing bars | Stopway lighting Length/ Colour | Remarks |
|---|---|---|---|---|---|---|---|---|---|
| 1 | 2 | 3 | 4 | 5 | 6 | 7 | 8 | 9 | 10 |
| 02 | | Green<br>Light intensity high<br>With green wingbars | PAPI<br>Left/3°<br>58 FT<br>399 M | | | HI bi-directional with LI omni-directional component 64 M spacing | Red | | |
| 20 | Centre-line with one crossbar.<br>420 M<br>Light intensity high | Green<br>Light intensity high<br>With green wingbars | PAPI<br>Left/3.5°<br>57 FT<br>341 M | | | HI bi-directional with LI omni-directional component 64 M spacing | Red | 175 M<br>Red | |

| RWY | Approach lighting Type/ Length/ Intensity | Threshold lighting Colour/Wing bars | VASIS/ MEHT/ PAPI/ PAPI Dist from THR | TDZ, lighting Length | Runway Centre Line lighting Length/ Spacing/ Colour/ Intensity | Runway edge lighting Length/ Spacing/ Colour/ Intensity | Runway end lighting Colour/ Wing bars | Stopway lighting Length/ Colour | Remarks |
|---|---|---|---|---|---|---|---|---|---|
| 1 | 2 | 3 | 4 | 5 | 6 | 7 | 8 | 9 | 10 |
| 12 | Coded centre-line with five crossbars.<br>853 M<br>Light intensity high | Green<br>Light intensity high<br>With green wingbars | PAPI<br>Left/3°<br>58 FT<br>420 M | | Colour coded<br>2987 M 30 M spacing<br>Light intensity high | Elev HI bi-directional with LI omni-directional component 60 M spacing | Red | | EDGE:<br>These show red in NW direction between NW end of the runway and the displaced 12 threshold. |
| 30 | Coded centre-line with five crossbars.<br>890 M<br>Light intensity high | Green<br>Light intensity high<br>With green wingbars | PAPI<br>Left/3.5°<br>64 FT<br>450 M | | Colour coded<br>2987 M 30 M spacing<br>Light intensity high | Elev HI bi-directional with LI omni-directional component 60 M spacing | Red | | EDGE:<br>These show red in NW direction between NW end of the runway and the displaced 12 threshold. |

## EGPK AD 2.15 OTHER LIGHTING, SECONDARY POWER SUPPLY

| | | |
|---|---|---|
| 1 | ABN/IBN location, characteristics and hours of operation | |
| 2 | LDI location and lighting<br>Anemometer location and lighting | Anemometer: Adjacent to both ILS glidepath aerials.<br>553051.63N 0043621.16W, 553018.27N 0043441.90W (LTGD). |
| 3 | TWY edge and centre line lighting | EDGE: Blue edge lights. |
| 4 | Secondary power supply/switch-over time | During LVP operations changeover from standby power to mains takes place in less than 1 second. During visual or non-precision operations changeover from mains to standby generator takes maximum 15 seconds in event of full mains failure. |
| 5 | Remarks | Apron floodlights. Obstacle lighting. |

## EGPK AD 2.16 HELICOPTER LANDING AREA

| | | |
|---|---|---|
| 1 | Coordinates TLOF or THR of FATO, geoid undulation | |
| 2 | TLOF and/or FATO elevation | |
| 3 | TLOF and FATO area dimensions, surface, strength, marking, lighting | |
| 4 | True BRG of FATO | |
| 5 | Declared distance available | |
| 6 | APP and FATO lighting | |
| 7 | RMK | Refer to item AD 2.20, paragraph 5.<br><br>A helicopter aiming point is marked on Runway 12/30 between Links Mike and November. Runway thresholds may also be used, at the discretion of ATC. |

## EGPK AD 2.17 AIR TRAFFIC SERVICES AIRSPACE

| Designation and lateral limits | Vertical Limits | Airspace Class | ATS unit callsign/ language | Transition Altitude | Hours of applicability | Remarks |
|---|---|---|---|---|---|---|
| 1 | 2 | 3 | 4 | 5 | 6 | 7 |
| PRESTWICK CTR<br>553734N 0044227W - 552838N 0041639W thence clockwise by the arc of a circle radius 11 NM centred on 553034N 0043540W to 552150N 0042400W - 553044N 0044945W thence clockwise by the arc of a circle radius 8 NM centred on 553034N 0043540W to 553734N 0044227W | Upper limit:<br>5500 FT ALT<br>Lower limit:<br>SFC | D | PRESTWICK APPROACH<br>English | 6000 FT | | |

| Designation and lateral limits | Vertical Limits | Airspace Class | ATS unit callsign/ language | Transition Altitude | Hours of applicability | Remarks |
|---|---|---|---|---|---|---|
| 1 | 2 | 3 | 4 | 5 | 6 | 7 |
| PRESTWICK ATZ<br>A circle, 2.5 NM radius, centred at 553034N 0043540W on longest notified runway (12/30) | Upper limit: 2000 FT AGL<br>Lower limit: SFC | D | PRESTWICK APPROACH<br>English | 6000 FT | | |

## EGPK AD 2.18 AIR TRAFFIC SERVICES COMMUNICATION FACILITIES

| Service Designation | Callsign | Channel/ Frequency(MHz) | SATVOICE number(s) | Logon Address | Hours of Operation | Remarks |
|---|---|---|---|---|---|---|
| 1 | 2 | 3 | 4 | 5 | 6 | 7 |
| APP | PRESTWICK APPROACH | 121.500<br>Emergency frequency O/R. | | | H24 | ATZ hours coincident with Approach hours. |
| | | 129.450<br>DOC 40 NM/ 19,500 FT. | | | H24 | |
| TWR | PRESTWICK TOWER | 118.150<br>DOC 25 NM/6,000 FT. | | | H24 | |
| | | 121.500<br>Emergency frequency O/R. | | | H24 | |
| | | 127.155<br>As directed by ATC. | | | H24 | |
| RADAR | PRESTWICK RADAR | 121.500<br>Emergency frequency O/R. | | | H24 | |
| | | 124.630<br>As directed by ATC. | | | H24 | |
| | | 129.450<br>DOC 40 NM/ 19,500 FT. | | | H24 | |
| ATIS | PRESTWICK INFORMATION | 121.130 | | | H24 | |
| OTHER | PRESTWICK FIRE | 121.600<br>Non-ATS frequency. | | | Available when Fire vehicle attending aircraft on the ground in an emergency. | |

## EGPK AD 2.19 RADIO NAVIGATION AND LANDING AIDS

| Type of Aid CAT of ILS/MLS MAG Var/VOR Declination | Ident | Frequency | Hours of Operation | Position of transmitting antenna coordinates | Elevation of DME transmitting antenna | Remarks |
|---|---|---|---|---|---|---|
| 1 | 2 | 3 | 4 | 5 | 6 | 7 |
| ILS/LOC<br>I<br>0.65°W (2027) | IPP | 110.300 MHz | H24 | 553000.19N 0043403.31W | | (RWY 12) |
| ILS/GP | IPP | 335.000 MHz | H24 | 553052.15N 0043621.68W | | 3° ILS Ref Datum Hgt 53 FT.<br><br>The quality of the guidance provided does not permit the use of the facility for coupled approaches below 200 FT. Full scale flydown indications may not be maintained when high above the glide path sector. Caution is advised on approach. |

| Type of Aid CAT of ILS/MLS MAG Var/VOR Declination | Ident | Frequency | Hours of Operation | Position of transmitting antenna coordinates | Elevation of DME transmitting antenna | Remarks |
|---|---|---|---|---|---|---|
| 1 | 2 | 3 | 4 | 5 | 6 | 7 |
| ILS/LOC<br>I<br>0.68°W (2027) | IKK | 110.300 MHz | H24 | 553101.73N<br>0043701.31W | | (RWY 30) |
| ILS/GP | IKK | 335.000 MHz | H24 | 553018.01N<br>0043440.60W | | 3.5° ILS Ref Datum Hgt 56 FT.<br><br>A weak signal may be experienced below the glide path slope at 8 degrees right of the centre-line. |
| VOR/DME<br>0.71°W (2027)<br>0.9°W (2025) | TRN | 122X<br>117.500 MHz | H24 | 551848.28N<br>0044701.91W | 586 FT | VOR DOC: 20 NM/50,000 FT, 30 NM/ 50,000 FT in Sector R056-106 and 45 NM/50,000 FT in Sector R356-056.<br>DME DOC: 100 NM/50,000 FT (60 NM/50,000 FT in Sector R076-226 and 200 NM/50,000 FT in Sector R271-001).<br>Due to terrain effects bearing errors of greater than 4 may occur in Sector R171-181.<br>In addition coverage at low level is reduced in Sector R066-106. |
| NDB (L)<br>0.66°W (2027) | PIK | 355.000 kHz | H24 | 553021.92N<br>0043438.11W | | DOC 30 NM. |
| ILS/DME | IKK | 40X<br>110.300 MHz | H24 | 553028.11N<br>0043538.49W | 48 FT | (RWY 30)<br>DOC 25 NM/10,000 FT.<br><br>Zero range is indicated at THR of Runway 12 and 30. |
| ILS/DME | IPP | 40X<br>110.300 MHz | H24 | 553028.11N<br>0043538.49W | 48 FT | (RWY 12)<br>DOC 25 NM/10,000 FT.<br><br>Zero range is indicated at THR of Runway 12 and 30. |

# EGPK AD 2.20 LOCAL AERODROME REGULATIONS

## 1 AIRPORT REGULATIONS

a) Pilots are to 'book-out' by telephoning ATC.
b) Traffic flow management of inbound, outbound and local aircraft may be applied without notice.
c) Aircraft with tail skids will not be permitted to use the aerodrome without first having been fitted with some form of wheel to prevent surface damage.
d) The wearing of high visibility clothing is mandatory by all personnel working on airside areas.
e) Fixed Electrical Ground Power must be used wherever available and serviceable. Use of GPU and APU should be limited to minimise environmental impact.
f) Pilots of international arriving or departing GA aircraft are responsible for presenting their passengers to UK Border Force. Transport to and from the UK Border should be arranged with the Handling Agent.
g) Aprons A & B are subject to security restrictions and searches.

## 2 GROUND MOVEMENT

a) Holding positions are indicated at night by a row of red lights across the taxiway. Aircraft are not permitted to proceed on to the runway unless these lights have been extinguished or permission has been given by ATC.
b) To prevent soil erosion by jet blast, an area contiguous with the beginning of Runway 30 has been concreted. This area is not load bearing and aircraft should not be taxied across it during line up for take-off. A hatched area separates this area from the runway.
c) ATC taxiing instructions should be strictly observed.
d) Link November has a reduced width of 16 M and is only available for aircraft up to and including Code C size.
e) Only marked taxiways to be used.
f) The arrangement of the Terminal apron, piers, stand numbers, nose wheel guide lines and alignment bars are shown at AD 2-EGPK-2-2.
g) The taxiway Route to/from Spirit Aero systems and HMS Gannet is via Link Tango.
h) Holding Point M is available to aircraft up to code F. During hours of darkness and low visibility all aircraft must use a follow me vehicle.
i) The first 100 M of paved surface from Runway 30 threshold has been marked to provide 50 M width for large aircraft turning. All turns must be executed in a clockwise direction. Concrete outside the runway edge markings is unfit for the movement of aircraft. Any pilot who may require marshaller assistance is to advise ATC before taxi.
j) Commanders of wide-bodied aircraft are reminded that minimum power only should be applied on Taxiway Juliet, particularly when entering the runway via holding point Juliet.

k) Aircraft that require starting by manual swinging of propellers are only permitted to undertake engine starting as a two person operation. An assistant familiar with manual swinging of propellers must be present in addition to the pilot in command and both persons must carry out the operation in a safe manner.
l) Link R1 is a dual holding point. Aircraft will be held parallel to Runway 30, when instructed by ATC access is via Runway 20.
m) Due to limited line of sight of certain parts of the manoeuvring area, such as Aprons A, B, G & H and the Southwestern section of Taxiway S south of holding point W, ATC may request additional position reports. Pilots should maintain a good lookout in these areas.
n) Taxiway R east of holding point R1 to holding point R2 has reduced separation of 167 M from Runway 12/30 centreline. ATC will hold aircraft at holding point R2 as required in accordance with local procedures.

## 3 CAT II/III OPERATIONS

Not Applicable

## 4 WARNINGS

a) Except for light signals, ground signals are not displayed.
b) Aircraft carrying out circuits on Runway 02/20 are warned of rising ground to the Northeast.
c) Pilots are advised that bird numbers have been assessed as ‘severe’ during migratory periods (Oct/Nov and Mar/Apr). During Spring and Autumn, bird concentrations may be present on surrounding agricultural land. Active dispersal methods are employed within the Airport's boundaries. This will be the subject of a NOTAM.
d) Because of the extreme width of the concrete/asphalt surface forming Runway 12/30 (92 M) paved shoulders extend 23 M beyond each side of the runway. In certain conditions (poor visibility and at night) the edge lights may be mistaken for the centre-line (albeit the edge lights are raised and the centre-line lights are flush mounted). Pilots of departing aircraft should exercise extreme caution when lining up on the centre-line of the runway in such circumstances.
e) When visibility is less than 800 M, Low Visibility Procedures will be applied. Pilots will be informed by RTF or ATIS. Pilots are advised that these procedures can cause delays for inbound and outbound traffic.
f) When RVR is less than 600 M, only one aircraft movement is permitted at a time on the manoeuvring area.
g) The maximum reportable RVR value for Runway 30 is 1400 M.
h) Caution Runway Incursion Prevention. Dual runway hold at Runway 02/20. Pilots are to adhere to ATC instructions / information and relevant ground markings at all times. See Aerodrome charts for hotspot location.
i) Grass Cutting - Consequent upon the implementation of the long grass programme relating to the control of birds, the following will be introduced:

   Grass cutting may take place on a daily basis between April and October inclusive within the strip enclosing Runways 12/30 and 02/20.

j) Deer hazard, aircrews to report any sightings to ATC.
k) Low level mechanical turbulence due to terrain and the presence of buildings on short final for all runways can affect the wind, resulting in the reported wind speed sometimes being lower than that experienced by pilots.

## 5 HELICOPTER OPERATIONS

a) Civil helicopters operating to Prestwick will normally be allocated to Apron G or H. Such helicopters are to operate to/from Aprons G and H by approaching to/from the aiming point marked on Runway 12/30 between Links M and N.
b) Military helicopters may operate directly to and from Apron C, subject to ATC permission.
c) At ATC discretion, the thresholds of Runways 12/30 and 02/20 may also be used as aiming points.
d) Helicopters may ‘air’ or ‘ground’ taxi between the aiming point and the designated parking area, including the military parking circles. Due to the surface condition of Apron C, only marked designated taxiway routes should be used.

## 6 USE OF RUNWAYS

a) During winter conditions when the runway is contaminated, estimated braking action will be provided in accordance with the CAA Estimated Braking Action Table.

## 7 TRAINING

a) Aircraft training slots are to be requested from ATC: 01292-511107.
b) The use of the airport for circuit and instrument training purposes is subject to the prior arrangement with ATC operations, Tel: 01292-511107.
c) ATC must be advised of any cancellations. Any training slot delayed by 30 minutes or more will be deemed to have been cancelled and the slot re-negotiated.
d) Failure to cancel a booked slot may result in cancellation charges.
e) The filing of a flight plan for a training slot does not imply acceptance.
f) Asymmetric flight must not be carried out without ATC permission.
g) From 1900-0800 (1800-0700) jet circuit training is not available due to noise abatement. Non jet aircraft may be accepted subject to PPR.
h) No training will be accepted on Tuesdays between 0800-1200 (0700-1100) due to essential airfield maintenance.

# EGPK AD 2.21 NOISE ABATEMENT PROCEDURES

## 1 NOISE PREFERENTIAL PROCEDURES

a) Operators of all aircraft using the airport should ensure that at all times their aircraft conform to the noise abatement techniques laid down for that type of aircraft and that operations are conducted in a manner calculated to cause the least disturbance practicable in areas surrounding the aerodrome.
b) These requirements may at any time be departed from, to the extent necessary, for avoiding immediate danger and for complying with the instructions of ATC.
c) All aircraft using the aerodrome shall maintain as high an altitude as practicable.
d) Aircraft using the ILS in IMC or VMC shall not descend below 2000 FT before intercepting the glidepath unless directed by radar, nor thereafter fly below it. An Aircraft approaching without assistance from ILS or radar shall follow a descent path which will not result in its being lower than the approach path which would be followed by an aircraft using the ILS glidepath.
e) All airline crew training circuits shall be flown at a height of at least 1500 FT AAL. In other respects training aircraft shall comply with the procedures and routeings detailed in this notice together with procedures laid down by GPA Ltd with regard to training circuits.
f) Noise from ground running of aircraft engines is controlled in accordance with instructions issued by GPA Ltd.

## 2 NOISE PREFERENTIAL ROUTES

a) The Noise Preferential Routes (NPR) specified below are compatible with ATC requirements and shall apply in both IMC and VMC.
b) The tracks are to be flown by all departing jet aircraft and by all other aircraft of more than 12,500 KG MTWA unless otherwise instructed by ATC or unless deviations are required in the interests of safety.

| Departure Runway | NPR |
|---|---|
| 12 | Climb straight ahead until passing DME I-PP or I-KK 4, or until passing 3000 FT ALT. |
| 30 | Climb straight ahead and after passing DME I PP or I KK 1.0 turn left onto track not North of 289°M until passing 3000 FT ALT. |

c) The following NPR's will apply to circuit training as follows:

| Departure Runway | NPR |
|---|---|
| 12 | Climb straight ahead until 1500 FT HGT / 1600 FT ALT before turning left or right into the circuit. |
| 30 | Climb straight ahead and after passing DME I-PP or I-KK 1.0 turn left onto track 289°M until 1500 FT HGT or 1600 FT ALT before turning left or right into the circuit. |

## 3 VISUAL CIRCUITS

a) Aircraft carrying out right hand visual circuits on Runway 30 should avoid overflying Troon.

# EGPK AD 2.22 FLIGHT PROCEDURES

## 1 PROCEDURES FOR INBOUND AIRCRAFT

a) The Standard Arrival Routes for arrivals from the ATS route system are as follows, and are detailed at AD 2-EGPK-7-1

| Approach from | Via | Route |
|---|---|---|
| Southeast and South | N601/UN601, UN590 | ASLIB - ENIPI - direct TRN<br><br>For Runway 30 arrivals, tactical routing to SUMIN may be given. |
| Southwest | P600 | BLACA - P600 - TRN |

b) Arrival routes from all other directions are as follows:

| Approach from | Via | Route |
|---|---|---|
| North and Northeast | P600 | Direct to TRN or SUMIN REP by Scottish ACC, or transferred to Glasgow Approach for transit of the Glasgow CTR/CTA and/or Scottish TMA. |
| East | Y96 | Tactical routing to TRN or SUMIN by Scottish ACC. |
| West and Northwest | N562 | Routed direct to TRN by Scottish ACC. |

c) Inbound aircraft other than from the Airways Route Structure:

i. Aircraft wishing to enter the CTR or CTA under IFR direct from the FIR must observe the normal procedure for joining Controlled Airspace.
ii. Pilots inbound to Prestwick under VFR must contact Prestwick Approach Control and request clearance to enter the Prestwick CTR/CTA at least 10 minutes before reaching the CTR/CTA boundary. VFR and Special VFR aircraft will usually be instructed to route either via one of the designated VFR routes or via Visual Reference Points (see paragraphs 5 to 8).

d) Aircraft routing inbound from other Scottish TMA airfields will be cleared the PIK NDB not below the MSA.
e) Approach Procedures with Radar Control

i. When Prestwick inbound traffic is being sequenced by radar, the Approach Procedures will be flown under directions from the Approach Radar Controller and will consist of that part of the approach between the Terminal Holding Fix and the Final Approach Path. When holding procedures are not in use, radar sequencing may commence before the Terminal Holding Fix.
ii. Pilots should plan their flight profile in such a manner as to be able to achieve the Minimum Holding Level at the appropriate holding point if so required.
iii. When an aircraft is under Approach Radar Control, changes of heading or Flight Level/Altitude will be made only on instructions from the Radar Controller except in the case of radio communication failure in the aircraft or at the Radar Unit.
iv. Headings and Flight Levels/Altitudes at which to leave the holding areas will be passed by ATC. Radar vectors will be given and descent clearance will include an estimate of track distance to touchdown. Further distance information will be given between the initial descent clearance and intercept heading to the ILS.
v. Speed Control may be applied on a tactical basis to aircraft whilst radar sequencing is in progress. Aircraft unable to comply with requested speeds should inform the radar controller immediately and state what speeds will be used. In the interests of accurate spacing, pilots are requested to comply with speed adjustments as promptly as is feasible within their own operational constraints, and should advise ATC if circumstances necessitate a change of speed for aircraft performance reasons.
vi. In the event of a radar failure, new instructions will be issued to aircraft under Radar Control and the procedures as defined for approach without Radar Control will be put in effect.

f) Approach Procedures without Radar Control

When inbound traffic is not being sequenced by radar, aircraft will normally be cleared to either TRN VOR, SUMIN REP or PIK NDB in order to carry out an Instrument Approach Procedure appropriate to the landing direction.

## 2 RADIO COMMUNICATIONS FAILURE PROCEDURES

a) In the event of complete radio communication failure, pilots are to adopt the appropriate national basic procedures notified at ENR 1.1.3.
b) When leaving the CTR in accordance with national basic procedures, aircraft are to track 180° TRUE from the PIK NDB at 4000 FT ALT until clear of the Prestwick CTR Boundary.

## 3 PROCEDURES FOR OUTBOUND AIRCRAFT

a) Standard Instrument Departures from Prestwick are as follows (see AD 2-EGPK-6-1/2):

- P600 via TRN
- N560 via TRN to GOW
- L602 via TRN to GOW
- UL612 North via TRN to GOW
- T256/UT256 departing Runway 30, LUCCO Z248 OSMEG T256 DCS
- T256/UT256 departing Runway 12, SUDBY Z249 OSMEG T256 DCS
- Y96 departing Runway 30, LUCCO Z250 HAVEN
- Y96 departing Runway 12, SUMIN Z250 HAVEN
- N562 departing Runway 30, DAUNT Z246 HERON
- N562 departing Runway 12, AKODA Z247 HERON

b) North Atlantic Departures.

i. Due to the proximity of the Shanwick Oceanic boundary to Prestwick, pilots of jet aircraft planned to enter Shanwick airspace at GOMUP and ETILO should contact Shanwick CDO prior to departure. On all other oceanic routes an 'RCL' can be submitted after the aircraft is airborne. ENR 2.2, paragraph 3.8.2 refers.
ii. When TRA 008 (ENR 5.2 and ENR 6-13) is active, aircraft entering Shanwick/Reykjavik airspace at ETILO, ERAKA, ADODO, BALIX, ORTAV, ATSIX, LUSEN or RATSU should file via TRN GOW.

## 4 SPEED LIMIT

a) A speed limitation of 250 KT applies to all departures whilst flying below FL 100 except when a request has been approved and exceptional circumstances require its removal.

## 5 VFR FLIGHTS

a) VFR flights in the Control Zone will be given routing instructions and/or altitude restrictions in order to integrate VFR flights with other traffic.
b) Pilots should anticipate routing instructions via the routes detailed in paragraph 7 or the Visual Reference Points detailed in paragraph 9.

c) Pilots of VFR flights are required to remain in VMC at all times and to comply with the relevant Rules of the Air Regulations 2015, and must advise ATC if at any times they are unable to comply with the instructions given.

## 6 SPECIAL VFR FLIGHTS

a) Clearance may be requested for Special VFR flight in IMC or at night within the Prestwick Control Zone and will be given whenever the traffic situation permits. These flights are subject to the general provisions laid down for Special VFR flights.
b) Special VFR clearances will include routing and maximum altitude instructions and may not necessarily be confined to the entry/exit lanes detailed at paragraph 7. Pilots holding a Private Pilots Licence (Aeroplanes) are reminded of the visibility requirements of Special VFR flights laid down in Schedule 7 of the Air Navigation Order 2009 and the related notification at ENR 1-4-6 note 4, which may require them to request routing via the notified Entry/Exit Lanes.
c) Pilots are reminded that they must at all times, when operating on a Special VFR clearance, remain clear of cloud and in sight of the surface and in flight conditions which will enable them to determine their flight path and keep clear of obstacles. Due to the nature of the terrain in the vicinity of Prestwick Airport, radar vectoring will not normally be applied to aircraft operating in accordance with a Special VFR clearance.
d) Pilots are reminded that a Special VFR clearance applies only to flight within the Prestwick Control Zone and does not extend to flight within the surrounding airspace of the Prestwick Control Area or Scottish Terminal Control Area.
e) Special VFR clearances will not normally be granted for flights operating in VMC or for flights by aircraft exceeding 5700 KG MTWA.

## 7 ENTRY/EXIT LANES

a) The following entry/exit lanes are notified for the purposes of Schedule 7 of the Air Navigation Order 2009, Part A, Private Pilots Licence (Aeroplanes), sub-para 2 (c) (ii) to permit aircraft to operate to and from Prestwick Airport in IMC under the conditions stated, as follows:

i.
1. A lane 3 NM wide, with centre-line from Irvine Harbour VRP (a point on the northern Prestwick CTR boundary), thence southeast along the coast to Barassie, then along the railway line to the point at which it joins the Prestwick Aerodrome Traffic Zone;
2. A lane 3 NM wide, with centre-line from Doonfoot (Millennium Bridge) VRP (a point on the southern Prestwick CTR boundary), thence northeast along the coast to the point at which it joins the Prestwick Aerodrome Traffic Zone.

ii. Use of the lanes is subject to clearance by Prestwick ATC and the carriage of the Prestwick Approach Control frequency.
iii. Aircraft using the lanes must remain clear of cloud and in sight of the surface, not above 3000 FT (Prestwick QNH), and in flight visibility of not less than 3 KM.
iv. An aircraft using a lane shall keep the centre-line on its left, unless otherwise instructed by ATC for separation purposes. In these circumstances ATC will pass traffic information to the aircraft concerned.
v. Pilots of aircraft are responsible for maintaining adequate clearance from the surface or other obstacles.

b) Additionally, to permit the effective integration of traffic, flights operating under VFR may be required by ATC to follow these routes as detailed in paragraph 5.

## 8 MICROLIGHT AND MODEL AIRCRAFT OPERATIONS IN THE PRESTWICK CONTROL ZONE

a) Model aircraft operations take place at Auchens, 553453N 0043653W, up to 1000 FT AGL during daylight hours. Operations at Auchens above 400 FT AGL will be advised by ATC. For further information on operations at Auchens, contact 07828-160896.
b) Weight shift/flex wing microlights are not allowed to use the aerodrome unless in emergency. Limited numbers of three-axis microlights may be permitted with prior permission from the aerodrome operator.

## 9 VISUAL REFERENCE POINTS (VRP)

a) Details of VRPs are available in the consolidated 'Visual Reference Points List' published on the 'Digital Dataset' page of the NATS AIS website, www.nats.aero/ais.

## 10 OMNI-DIRECTIONAL DEPARTURES

| Omni-directional Departures | | |
|---|---|---|
| **Runway** | **Description** | **Restrictions** |
| 12 | Climb straight ahead MAG track 124° to 740 FT then turn on track climbing to enroute safety altitude/MSA.<br>PDG 3.8% to 740 FT then 3.3% after turn. | Close-in obstacles exist. See Aerodrome Obstacle Chart and EGPK AD 2.10 Aerodrome Obstacles.<br>This procedure does not take account of noise abatement procedures which may require additional manoeuvres once above the initial altitude and climbing.<br>See EGPK AD 2.21 for Noise Abatement Procedures. |
| 20 | Climb straight ahead MAG track 206° to 1350 FT then turn on track climbing to enroute safety altitude/MSA.<br>PDG 3.7% to 1350 FT then 3.3% after turn. | Close-in obstacles exist. See Aerodrome Obstacle Chart and EGPK AD 2.10 Aerodrome Obstacles. |
| 30 | Climb straight ahead MAG track 304° to 570 FT then turn on track climbing to enroute safety altitude/MSA.<br>PDG 3.3%. | Close-in obstacles exist. See Aerodrome Obstacle Chart and EGPK AD 2.10 Aerodrome Obstacles.<br>This procedure does not take account of noise abatement procedures which may require additional manoeuvres once above the initial altitude and climbing.<br>See EGPK AD 2.21 for Noise Abatement Procedures. |

## EGPK AD 2.23 ADDITIONAL INFORMATION

a) Glasgow Prestwick Airport will only sanction the use of Remotely Piloted Aircraft Systems (RPAS) by professional licensed operators. All professional enquiries should be forwarded to ATC, Telephone: 01292-511107 or Email: atswatchmanager@glasgowprestwick.com.

## EGPK AD 2.24 CHARTS RELATED TO AN AERODROME

AERODROME CHART - ICAO
AD 2.EGPK-2-1
AIRCRAFT PARKING/DOCKING CHART - ICAO
AD 2.EGPK-2-2
PRESTWICK CONTROL ZONE AND CONTROL AREA CHART
AD 2.EGPK-4-1
ATC SURVEILLANCE MINIMUM ALTITUDE CHART - ICAO
AD 2.EGPK-5-1
RNAV1 (DME/DME or GNSS) STANDARD DEPARTURE CHART - INSTRUMENT (SID) LUCCO 1K SUDBY 1L SUMIN 1L - ICAO
AD 2.EGPK-6-1
RNAV1 (DME/DME or GNSS) STANDARD DEPARTURE CHART - INSTRUMENT (SID) TRN 2K 2L DAUNT 1K AKODA 1L - ICAO
AD 2.EGPK-6-2
STANDARD INSTRUMENT DEPARTURE CODING TABLES RWY 30 LUCCO 1K RWY 12 SUDBY 1L SUMIN 1L
AD 2.EGPK-6-3
STANDARD INSTRUMENT DEPARTURE CODING TABLES - RWY 30 TRN 2K DAUNT 1K RWY 12 TRN 2L AKODA 1L
AD 2.EGPK-6-4
RNAV5 (DME/DME or GNSS) STANDARD ARRIVAL CHART - INSTRUMENT (STAR) BLACA 1P - ICAO
AD 2.EGPK-7-1
RNAV5 (DME/DME or GNSS) STANDARD ARRIVAL CHART - INSTRUMENT (STAR) APPLE 2P RIBEL 2P - ICAO
AD 2.EGPK-7-2
RNAV1 (DME/DME or GNSS) APPROACH TRANSITIONS CHART - INSTRUMENT RWY 12 TRN 2Q – ICAO
AD 2.EGPK-7-3
RNAV1 (DME/DME or GNSS) APPROACH TRANSITIONS CHART - INSTRUMENT RWY 20 TRN 3S SUMIN 3S – ICAO
AD 2.EGPK-7-4
RNAV1 (DME/DME or GNSS) APPROACH TRANSITIONS CHART - INSTRUMENT RWY 30 TRN 2R SUMIN 2R – ICAO
AD 2.EGPK-7-5
STANDARD INSTRUMENT ARRIVAL CODING TABLES BLACA 1P APPLE 2P RIBEL 2P
AD 2.EGPK-7-6
TRANSITION CODING TABLES RWY 12 TRN 2Q RWY 20 TRN 3S SUMIN 3S RWY 30 TRN 2R SUMIN 2R
AD 2.EGPK-7-7
RNAV HOLD CODING TABLE TRN SUMIN
AD 2.EGPK-7-8
INSTRUMENT APPROACH CHART ILS/DME/NDB(L) RWY 12 - ICAO
AD 2.EGPK-8-1
INSTRUMENT APPROACH CHART – LOC/DME/NDB(L) RWY 12 – ICAO
AD 2.EGPK-8-2
INSTRUMENT APPROACH CHART SRA RTR 2 NM RWY 12 - ICAO
AD 2.EGPK-8-3
INSTRUMENT APPROACH CHART RNP RWY 12 - ICAO
AD 2.EGPK-8-4
INSTRUMENT APPROACH CHART NDB(L)/DME RWY 12 - ICAO
AD 2.EGPK-8-5
INSTRUMENT APPROACH CHART SRA RTR 2NM RWY 20 - ICAO
AD 2.EGPK-8-6
INSTRUMENT APPROACH CHART RNP RWY 20 - ICAO
AD 2.EGPK-8-7
INSTRUMENT APPROACH CHART NDB(L)/DME RWY 20 - ICAO
AD 2.EGPK-8-8
INSTRUMENT APPROACH CHART ILS/DME/NDB(L) RWY 30 - ICAO
AD 2.EGPK-8-9
INSTRUMENT APPROACH CHART – ILS/DME/NDB(L) RWY 30 (ACFT CAT A,B) SHORT PROCEDURE – ICAO
AD 2.EGPK-8-10

INSTRUMENT APPROACH CHART – LOC/DME/NDB(L) RWY 30 – ICAO
AD 2.EGPK-8-11
INSTRUMENT APPROACH CHART – LOC/DME/NDB(L) RWY 30 (ACFT CAT A,B) SHORT PROCEDURE – ICAO
AD 2.EGPK-8-12
INSTRUMENT APPROACH CHART – SRA RTR 2NM RWY 30 – ICAO
AD 2.EGPK-8-13
INSTRUMENT APPROACH CHART RNP RWY 30 – ICAO
AD 2.EGPK-8-14
INSTRUMENT APPROACH CHART – NDB(L)/DME RWY 30 – ICAO
AD 2.EGPK-8-15
INSTRUMENT APPROACH PROCEDURE CODING TABLES - RNP RWY 12
AD 2.EGPK-8-16
INSTRUMENT APPROACH PROCEDURE CODING TABLES - RNP RWY 20
AD 2.EGPK-8-17
INSTRUMENT APPROACH PROCEDURE CODING TABLES - RNP RWY 30
AD 2.EGPK-8-18

## EGPK AD 2.25 VISUAL SEGMENT SURFACE (VSS) PENETRATION

Not applicable

# AERODROME CHART - ICAO

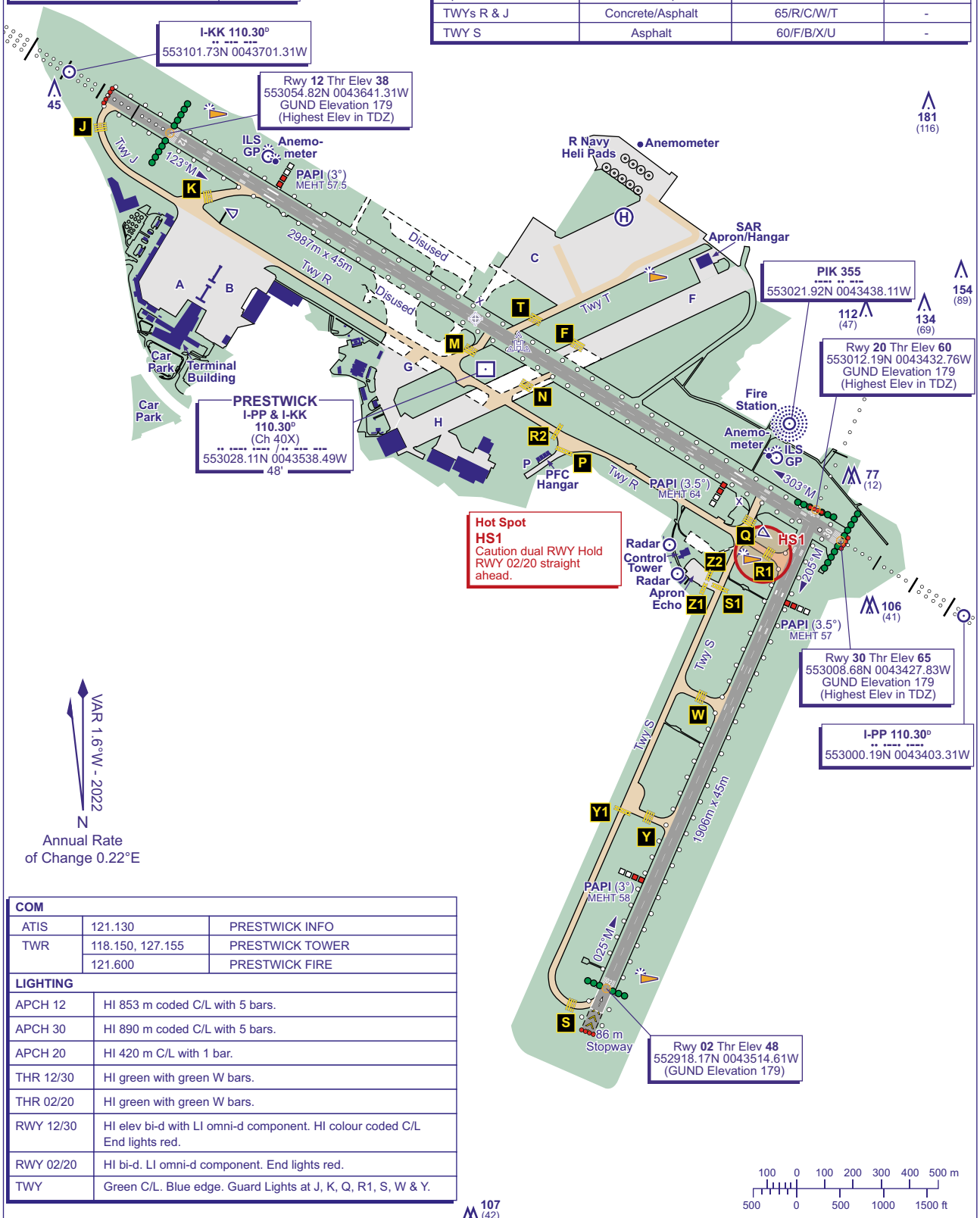
ARP 553034N 0043540W

AD ELEV 65FT

# PRESTWICK
## EGPK

| GUND (Geoid Undulation) = The height of the Geoid (MSL) above the Reference Elipsoid (WGS 84) at the stated position. | |
|---|---|
| BEARINGS ARE MAGNETIC<br>ELEVATIONS AND HEIGHTS ARE IN FEET | |
| ELEVATIONS IN FEET AMSL<br>HEIGHTS IN FEET ABOVE AD | 181<br>(116) |

| RUNWAY/TAXIWAY/APRON PHYSICAL CHARACTERISTICS | | | |
|---|---|---|---|
| APRON / RWY / TWY | SURFACE | BEARING STRENGTH | ELEVATION |
| RWY 12/30 | Concrete/Asphalt | 90/R/C/W/T | - |
| RWY 02/20 | Asphalt | 60/F/C/X/U | - |
| Aprons A & B | Concrete/Asphalt | 100/R/C/W/T | 30 ft amsl |
| Aprons C, F & H | Concrete/Asphalt | 50/R/A/X/U | - |
| Aprons G | Concrete/Asphalt | 30/R/B/X/U | - |
| TWYs R & J | Concrete/Asphalt | 65/R/C/W/T | - |
| TWY S | Asphalt | 60/F/B/X/U | - |




| COM | | |
|---|---|---|
| ATIS | 121.130 | PRESTWICK INFO |
| TWR | 118.150, 127.155 | PRESTWICK TOWER |
| | 121.600 | PRESTWICK FIRE |

| LIGHTING | |
|---|---|
| APCH 12 | HI 853 m coded C/L with 5 bars. |
| APCH 30 | HI 890 m coded C/L with 5 bars. |
| APCH 20 | HI 420 m C/L with 1 bar. |
| THR 12/30 | HI green with green W bars. |
| THR 02/20 | HI green with green W bars. |
| RWY 12/30 | HI elev bi-d with LI omni-d component. HI colour coded C/L End lights red. |
| RWY 02/20 | HI bi-d. LI omni-d component. End lights red. |
| TWY | Green C/L. Blue edge. Guard Lights at J, K, Q, R1, S, W & Y. |

**CHANGE (4/25):** OBSTACLE 134FT MODIFIED.

AERO INFO DATE 31 JAN 25

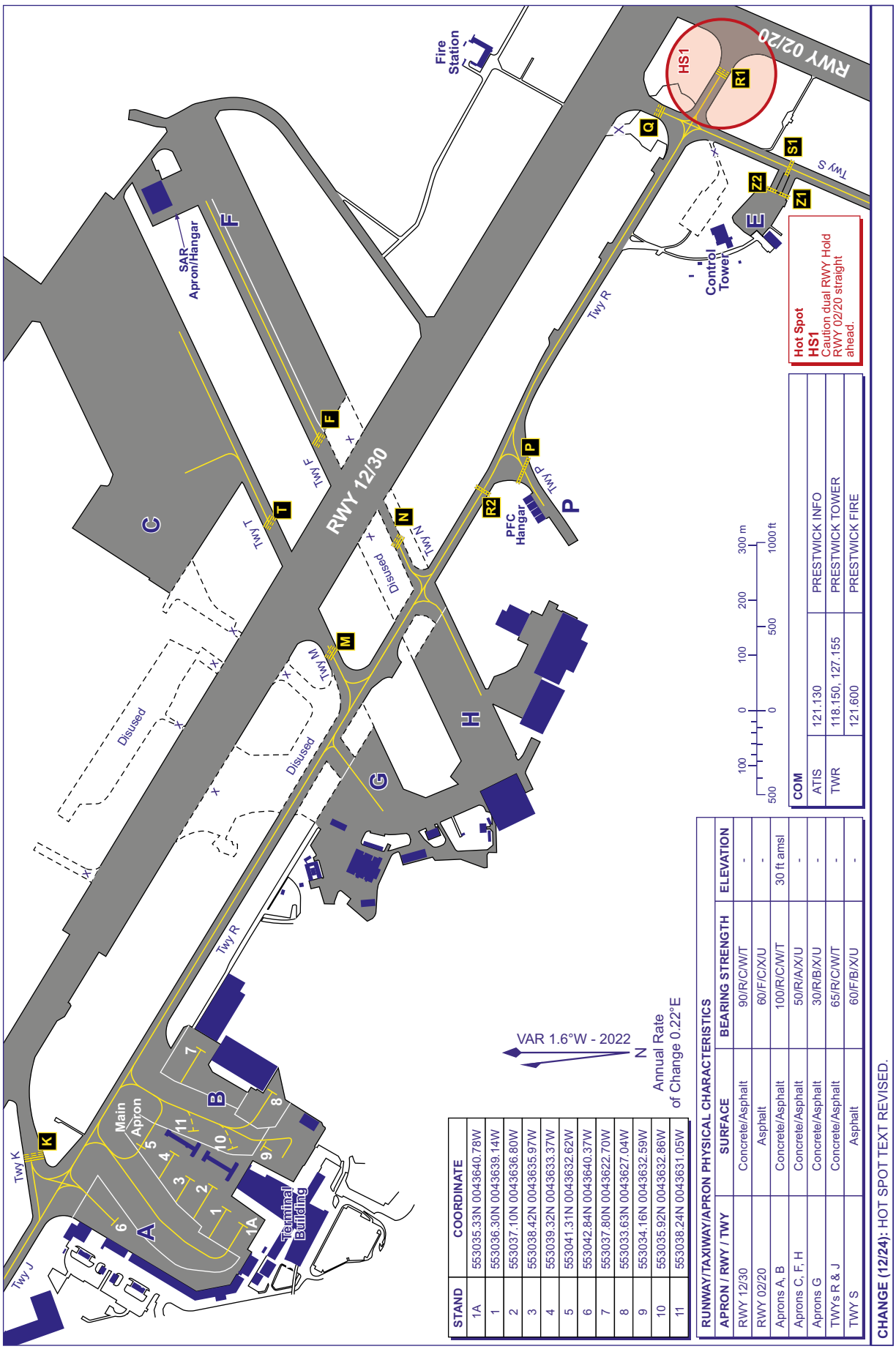
AD 2-EGPK-2-1

# AIRCRAFT PARKING/DOCKING CHART - ICAO

## PRESTWICK EGPK

AD ELEV 65FT

ARP 553034N 0043540W




| STAND | COORDINATE |
|---|---|
| 1A | 553035.33N 0043640.78W |
| 1 | 553036.30N 0043639.14W |
| 2 | 553037.10N 0043636.80W |
| 3 | 553038.42N 0043635.97W |
| 4 | 553039.32N 0043633.37W |
| 5 | 553041.31N 0043632.62W |
| 6 | 553042.84N 0043640.37W |
| 7 | 553037.80N 0043622.70W |
| 8 | 553033.63N 0043627.04W |
| 9 | 553034.16N 0043632.59W |
| 10 | 553035.92N 0043632.86W |
| 11 | 553038.24N 0043631.05W |

**RUNWAY/TAXIWAY/APRON PHYSICAL CHARACTERISTICS**

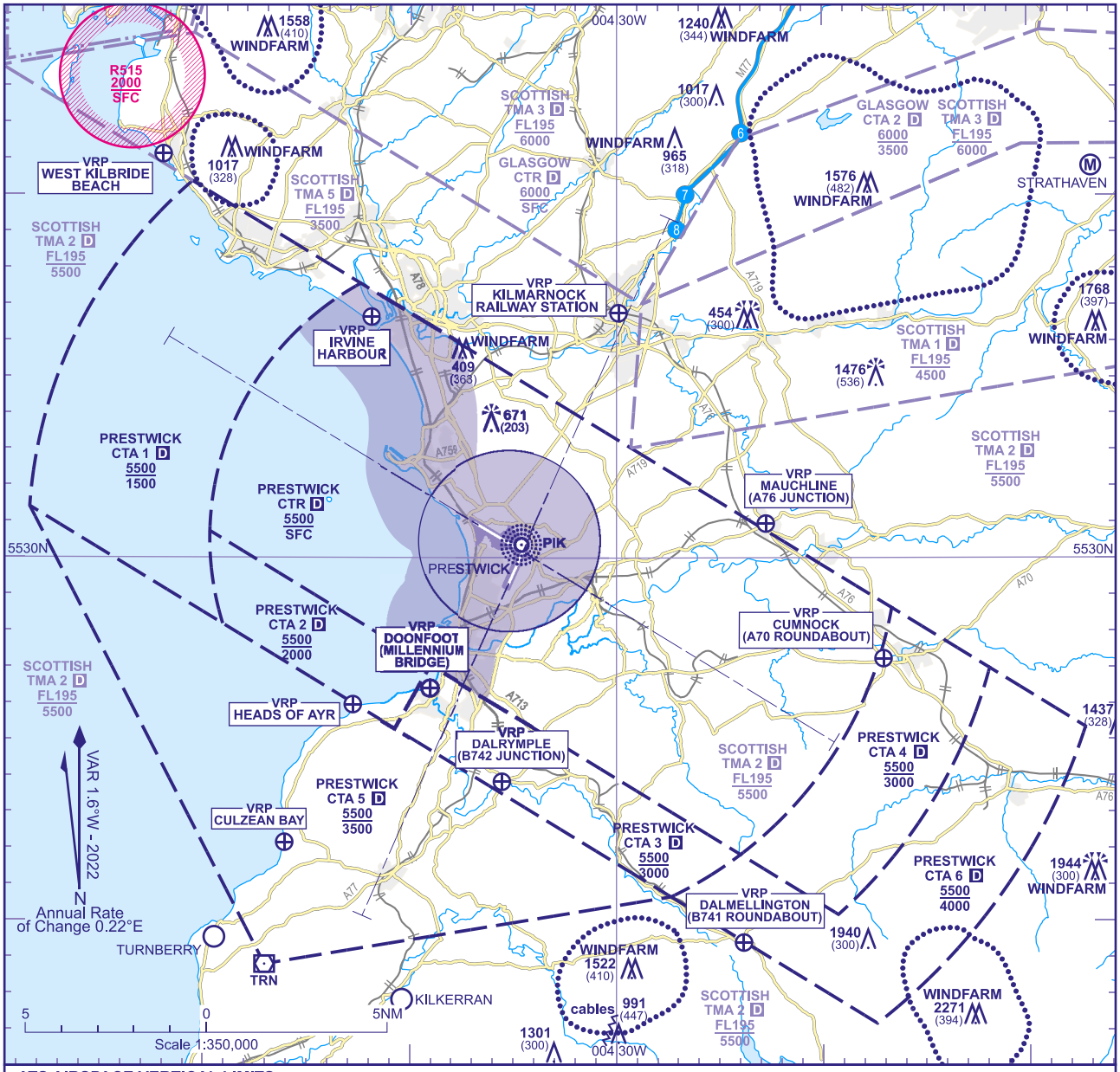
| APRON / RWY / TWY | SURFACE | BEARING STRENGTH | ELEVATION |
|---|---|---|---|
| RWY 12/30 | Concrete/Asphalt | 90/R/C/W/T | - |
| RWY 02/20 | Asphalt | 60/F/C/X/U | - |
| Aprons A, B | Concrete/Asphalt | 100/R/C/W/T | 30 ft amsl |
| Aprons C, F, H | Concrete/Asphalt | 50/R/A/X/U | - |
| Aprons G | Concrete/Asphalt | 30/R/B/X/U | - |
| TWYs R & J | Concrete/Asphalt | 65/R/C/W/T | - |
| TWY S | Asphalt | 60/F/B/X/U | - |

**CHANGE (12/24):** HOT SPOT TEXT REVISED.

AERO INFO DATE 05 SEP 24

## PRESTWICK CONTROL ZONE AND CONTROL AREA

## PRESTWICK




**ATS AIRSPACE VERTICAL LIMITS**
Controlled airspace with an upper vertical limit of FL195 and above is not shown.

**LATERAL LIMITS**
Detailed description of FIR, UIR, CTA and TMA see ENR 2.1. Detailed description of air traffic services airspace organized at the aerodrome see AD 2.17.

**CHANGE (10/23):** VRP REVISED.

AERO INFO DATE 20 JUL 23

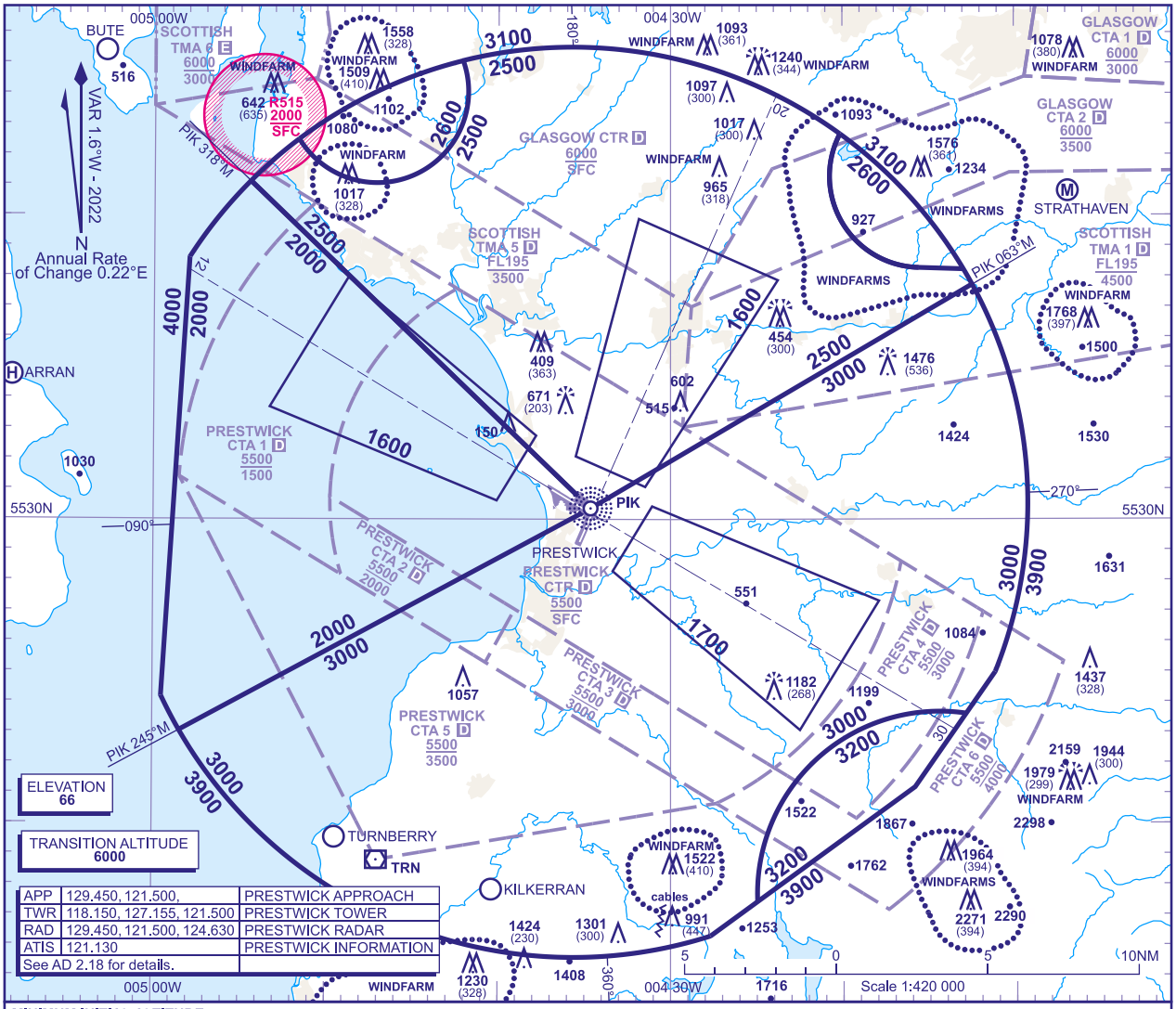
AD 2-EGPK-4-1

**INTENTIONALLY BLANK**

# ATC SURVEILLANCE MINIMUM ALTITUDE CHART - ICAO

BEARINGS, TRACKS AND RADIALS ARE MAGNETIC
ELEVATIONS IN FEET AMSL 2271
HEIGHTS IN FEET AGL (394)

## PRESTWICK




**MINIMUM INITIAL ALTITUDE**

Within the ATC Surveillance Minimum Altitude area the minimum initial altitude to be allocated by the approach surviellance controller is:

a) **2000** in the sector defined by the lateral limits; 554107N 0045425W-553022N 0043438W-552303N 0045827W thence clockwise by an arc of a circle radius 15NM centred on 553034N 0043540W to 552411N 0045930W-553837N 0045758W thence clockwise by an arc of a circle radius 15NM centred on 553034N 0043540W to 554107N 0045425W.

b) **2500** in the sector defined by the lateral limits; 554107N 0045425W thence clockwise by an arc of a circle radius 15NM centred on 553034N 0043540W to 554230N 0045137W thence anticlockwise by an arc of a circle radius 3NM centred on 554404N 0044705W to 554505N 0044206W thence clockwise by an arc of a circle radius 15NM centred on 553034N 0043540W to 554241N 0042008W thence anticlockwise by an arc of a circle radius 3NM centred on 554117N 0041526W to 553817N 0041534W-553814N 0041258W thence clockwise by an arc of a circle radius 15NM centred on 553034N 0043540W to 553744N 0041228W-553022N 0043438W-554107N 0045425W.

c) **2600** in the sector defined by the lateral limits; 554505N 0044206W thence clockwise by an arc of a circle radius 3NM centred on 554404N 0044705W to 554230N 0045137W thence clockwise by an arc of a circle radius 15NM centred on 553034N 0043540W to 554505N 0044206W.

d) **2600** in the sector defined by the lateral limits; 554241N 0042008W thence clockwise by an arc of a circle radius 15NM centred on 553034N 0043540W to 553814N 0041258W-553817N 0041534W thence clockwise by an arc of a circle radius 3NM centred on 554117N 0041526W to 554241N 0042008W.

e) **3000** in the sector defined by the lateral limits; 552303N 0045827W-553022N 0043438W-553744N 0041228W thence clockwise by an arc of a circle radius 15NM centred on 553034N 0043540W to 552459N 0041113W-552336N 0041255W thence anticlockwise by an arc of a circle radius 6NM centred on 551741N 0041428W to 551726N 0042457W-551618N 0042742W thence clockwise by an arc of a circle radius 15NM centred on 553034N 0043540W to 552303N 0045827W.

f) **3200** in the sector defined by the lateral limits; 552336N 0041255W to 552112N 0041552W-551726N 0042457W thence clockwise by an arc of a circle radius 6NM centred on 551741N 0041428W to 552336N 0041255W.

**OUTSIDE THE DESIGNATED ATC SURVEILLANCE MINIMUM ALTITUDE AREA**

The minimum altitude to be allocated by the approach surveillance controller will be either the Minimum Sector Altitude, or **1000** above any fixed obstacles:

a) within 5NM of the aircraft*, and
b) within the sector 15NM ahead of and within 20° either side of the aircraft's track*.

*When the aircraft is within 15NM of the radar antennae, the 5NM in a) and the 15NM in b) may be reduced to 3NM and 10NM respectively.

**LOSS OF COMMUNICATION PROCEDURES**

**Initial Approach:** Continue visually or by means of ILS final approach procedure. If not possible proceed at **4000**, or last assigned level if higher to **PIK NDB**†.

**Intermediate and Final Approach:** Continue visually or by means of an appropriate final approach aid. If not possible follow the Missed Approach Procedure to **PIK NDB**†.

† In all cases where the aircraft returns to the holding facility the procedure to be adopted is the Radio Failure Procedure detailed at ENR 1.1.3.4.

**GENERAL INFORMATION**

1. Levels shown are based on QNH.
2. Only significant obstacles and dominant spot heights are shown.
3. The minimum levels shown within the ATC Surveillance Minimum Altitude Area are in conformance with the Standard European Rules of the Air - SERA.5015.
4. Minimum Sector Altitudes are based on obstacles and spot heights within 25NM of the Aerodrome Reference Point.
5. Controlled airspace with a base in excess of **5000** or FL55, as appropriate, is not shown.
6. **This chart may only be used for cross-checking of altitudes assigned when in receipt of an ATC Surveillance service.**
7. **When vectoring an aircraft within the Final Approach Vectoring Area descent clearance below the SMAA to the FAVA altitude may only be issued if the aircraft is either established on the final approach track or on an intercept of 40° or less, and in the case of instrument approaches other than SRA is cleared to intercept the final approach track.**

**CHANGE (5/24):** RWY 20 DESIGNATOR UPDATED.

AERO INFO DATE 29 FEB 24

AD 2-EGPK-5-1

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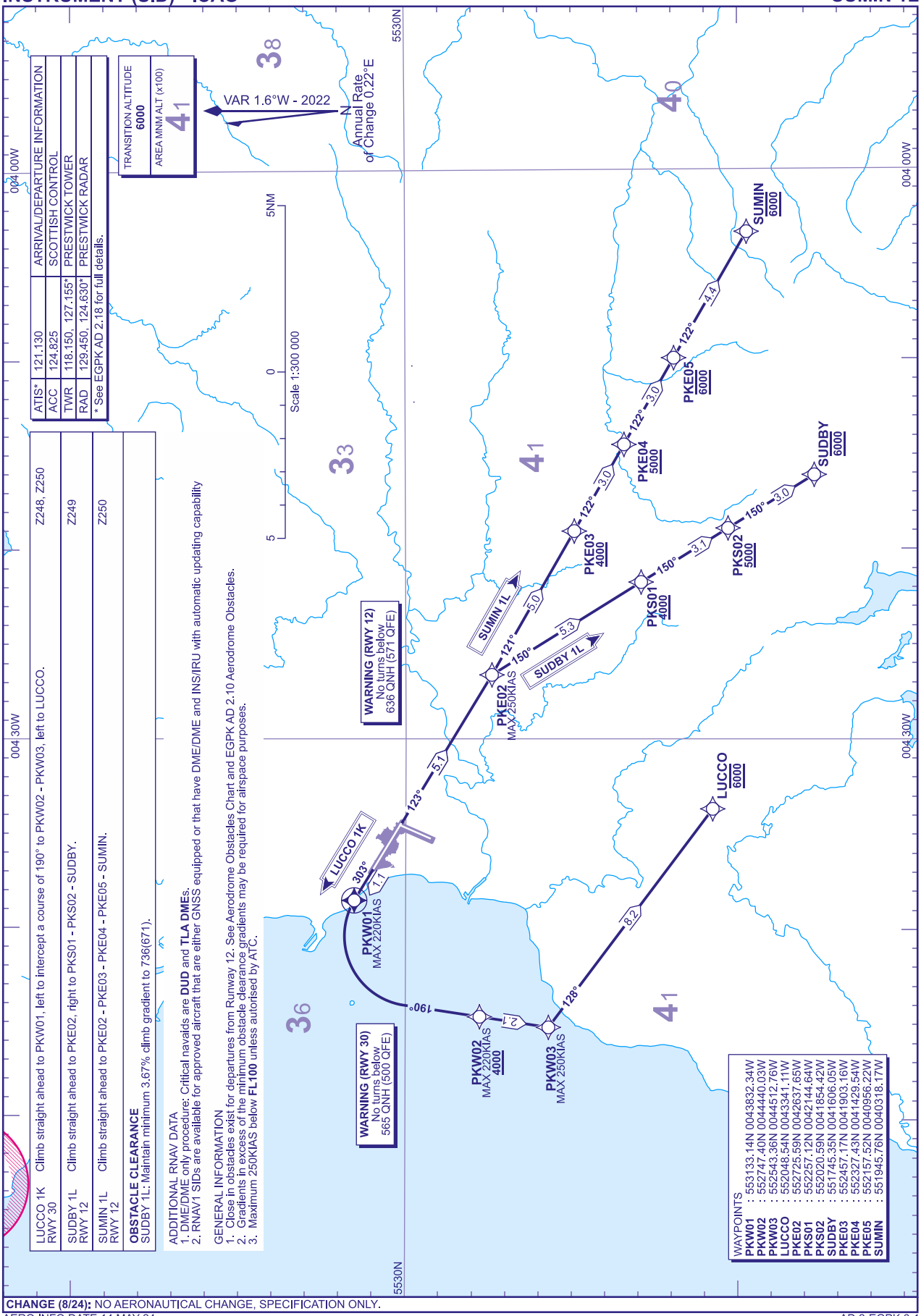
# RNAV1 (DME/DME or GNSS) STANDARD DEPARTURE CHART - INSTRUMENT (SID) - ICAO

DISTANCES IN NAUTICAL MILES
TRACKS ARE MAGNETIC
ALTITUDES AND ELEVATIONS ARE IN FEET

# PRESTWICK
# LUCCO 1K SUDBY 1L SUMIN 1L




**CHANGE (8/24):** NO AERONAUTICAL CHANGE, SPECIFICATION ONLY.

AERO INFO DATE 14 MAY 24

AD 2-EGPK 6-1

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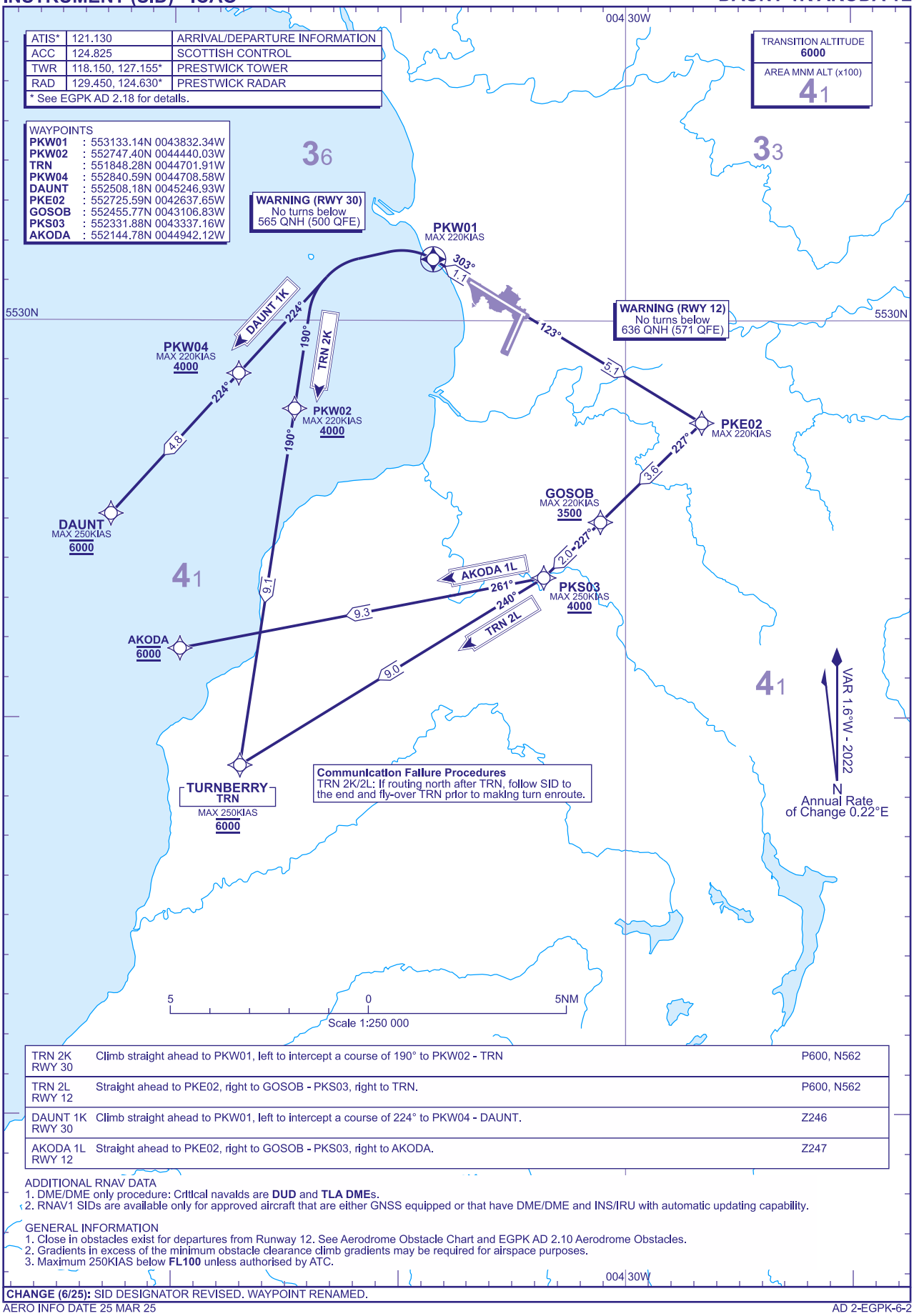
# RNAV1 (DME/DME or GNSS) STANDARD DEPARTURE CHART - INSTRUMENT (SID) - ICAO

DISTANCES IN NAUTICAL MILES
TRACKS ARE MAGNETIC
ALTITUDES AND ELEVATIONS IN FEET

# PRESTWICK
# TRN 2K 2L
# DAUNT 1K AKODA 1L




| | | |
|---|---|---|
| TRN 2K RWY 30 | Climb straight ahead to PKW01, left to intercept a course of 190° to PKW02 - TRN | P600, N562 |
| TRN 2L RWY 12 | Straight ahead to PKE02, right to GOSOB - PKS03, right to TRN. | P600, N562 |
| DAUNT 1K RWY 30 | Climb straight ahead to PKW01, left to intercept a course of 224° to PKW04 - DAUNT. | Z246 |
| AKODA 1L RWY 12 | Straight ahead to PKE02, right to GOSOB - PKS03, right to AKODA. | Z247 |

ADDITIONAL RNAV DATA
1. DME/DME only procedure: Critical navaids are **DUD** and **TLA DMEs**.
2. RNAV1 SIDs are available only for approved aircraft that are either GNSS equipped or that have DME/DME and INS/IRU with automatic updating capability.

GENERAL INFORMATION
1. Close in obstacles exist for departures from Runway 12. See Aerodrome Obstacle Chart and EGPK AD 2.10 Aerodrome Obstacles.
2. Gradients in excess of the minimum obstacle clearance climb gradients may be required for airspace purposes.
3. Maximum 250KIAS below **FL100** unless authorised by ATC.

004 30W

**CHANGE (6/25):** SID DESIGNATOR REVISED. WAYPOINT RENAMED.

AERO INFO DATE 25 MAR 25

AD 2-EGPK-6-2

# Standard Instrument Departure Coding Tables

**PRESTWICK Runway 30 LUCCO 1K**

| Designator | Sequence Number | Path Term-inator | Waypoint Name | Co-ordinates | Fly-over | Course/ Track °M (°T) | Magnetic Variation | Distance (NM) | Turn Direction | Level Constraint | Speed Constraint | Navigation Performance |
|---|---|---|---|---|---|---|---|---|---|---|---|---|
| LUCCO1K | 001 | CA | - | - | - | 303° (301.3°) | -1.6 | - | - | +565 | - | RNAV1 |
| LUCCO1K | 002 | CF | PKW01 | 553133.14N 0043832.34W | Y | 303° (301.3°) | -1.6 | 1.1 | LEFT | - | -220 | RNAV1 |
| LUCCO1K | 003 | CF | PKW02 | 552747.40N 0044440.03W | N | 190° (188.5°) | -1.6 | - | - | +4000 | -220 | RNAV1 |
| LUCCO1K | 004 | TF | PKW03 | 552543.36N 0044512.76W | N | 190° (188.5°) | -1.6 | 2.1 | LEFT | - | -250 | RNAV1 |
| LUCCO1K | 005 | TF | LUCCO | 552048.54N 0043341.11W | N | 128° (126.7°) | -1.6 | 8.2 | - | 6000 | - | RNAV1 |

**PRESTWICK Runway 12 SUDBY 1L**

| Designator | Sequence Number | Path Term-inator | Waypoint Name | Co-ordinates | Fly-over | Course/ Track °M (°T) | Magnetic Variation | Distance (NM) | Turn Direction | Level Constraint | Speed Constraint | Navigation Performance |
|---|---|---|---|---|---|---|---|---|---|---|---|---|
| SUDBY1L | 001 | CF | PKE02 | 552725.59N 0042637.65W | N | 123° (121.4°) | -1.6 | 5.1 | RIGHT | - | -250 | RNAV1 |
| SUDBY1L | 002 | TF | PKS01 | 552257.12N 0042144.64W | N | 150° (148.1°) | -1.6 | 5.3 | - | +4000 | - | RNAV1 |
| SUDBY1L | 003 | TF | PKS02 | 552020.59N 0041854.42W | N | 150° (148.2°) | -1.6 | 3.1 | - | +5000 | - | RNAV1 |
| SUDBY1L | 004 | TF | SUDBY | 551745.35N 0041606.05W | N | 150° (148.2°) | -1.6 | 3.0 | - | 6000 | - | RNAV1 |

**PRESTWICK Runway 12 SUMIN 1L**

| Designator | Sequence Number | Path Term-inator | Waypoint Name | Co-ordinates | Fly-over | Course/ Track °M (°T) | Magnetic Variation | Distance (NM) | Turn Direction | Level Constraint | Speed Constraint | Navigation Performance |
|---|---|---|---|---|---|---|---|---|---|---|---|---|
| SUMIN1L | 001 | CF | PKE02 | 552725.59N 0042637.65W | N | 123° (121.4°) | -1.6 | 5.1 | - | - | -250 | RNAV1 |
| SUMIN1L | 002 | TF | PKE03 | 552457.17N 0041903.16W | N | 121° (119.8°) | -1.6 | 5.0 | - | +4000 | - | RNAV1 |
| SUMIN1L | 003 | TF | PKE04 | 552327.43N 0041429.54W | N | 122° (119.9°) | -1.6 | 3.0 | - | +5000 | - | RNAV1 |
| SUMIN1L | 004 | TF | PKE05 | 552157.52N 0040956.22W | N | 122° (120.0°) | -1.6 | 3.0 | - | 6000 | - | RNAV1 |
| SUMIN1L | 005 | TF | SUMIN | 551945.76N 0040318.17W | N | 122° (120.1°) | -1.6 | 4.4 | - | 6000 | - | RNAV1 |

**CHANGE (8/24):** NO AERONAUTICAL CHANGE, SPECIFICATION ONLY.
AERO INFO DATE 14 MAY 24

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# Standard Instrument Departure Coding Tables

**PRESTWICK Runway 30 TRN 2K**

| Designator | Sequence Number | Path Term-inator | Waypoint Name | Co-ordinates | Fly-over | Course/ Track °M (°T) | Magnetic Variation | Distance (NM) | Turn Direction | Level Constraint | Speed Constraint | Navigation Performance |
|---|---|---|---|---|---|---|---|---|---|---|---|---|
| TRN2K | 001 | CA | - | - | - | 303° (301.3°) | -1.6 | - | - | +565 | - | RNAV1 |
| TRN2K | 002 | CF | PKW01 | 553133.14N 0043832.34W | Y | 303° (301.3°) | -1.6 | 1.1 | LEFT | - | -220 | RNAV1 |
| TRN2K | 003 | CF | PKW02 | 552747.40N 0044440.03W | N | 190° (188.5°) | -1.6 | - | - | +4000 | -220 | RNAV1 |
| TRN2K | 004 | TF | TRN | 551848.28N 0044701.91W | N | 190° (188.5°) | -1.6 | 9.1 | - | 6000 | -250 | RNAV1 |

**PRESTWICK Runway 12 TRN 2L**

| Designator | Sequence Number | Path Term-inator | Waypoint Name | Co-ordinates | Fly-over | Course/ Track °M (°T) | Magnetic Variation | Distance (NM) | Turn Direction | Level Constraint | Speed Constraint | Navigation Performance |
|---|---|---|---|---|---|---|---|---|---|---|---|---|
| TRN2L | 001 | CA | - | - | - | 123° (121.4°) | -1.6 | - | - | +636 | - | RNAV1 |
| TRN2L | 002 | CF | PKE02 | 552725.59N 0042637.65W | N | 123° (121.4°) | -1.6 | 5.1 | RIGHT | - | -220 | RNAV1 |
| TRN2L | 003 | TF | GOSOB | 552455.77N 0043106.83W | N | 227° (225.6°) | -1.6 | 3.6 | - | +3500 | -220 | RNAV1 |
| TRN2L | 004 | TF | PKS03 | 552331.88N 0043337.16W | N | 227° (225.6°) | -1.6 | 2.0 | RIGHT | +4000 | -250 | RNAV1 |
| TRN2L | 005 | TF | TRN | 551848.28N 0044701.91W | N | 240° (238.4°) | -1.6 | 9.0 | - | 6000 | - | RNAV1 |

**PRESTWICK Runway 30 DAUNT 1K**

| Designator | Sequence Number | Path Term-inator | Waypoint Name | Co-ordinates | Fly-over | Course/ Track °M (°T) | Magnetic Variation | Distance (NM) | Turn Direction | Level Constraint | Speed Constraint | Navigation Performance |
|---|---|---|---|---|---|---|---|---|---|---|---|---|
| DAUNT1K | 001 | CA | - | - | - | 303° (301.3°) | -1.6 | - | - | +565 | - | RNAV1 |
| DAUNT1K | 002 | CF | PKW01 | 553133.14N 0043832.34W | Y | 303° (301.3°) | -1.6 | 1.1 | LEFT | - | -220 | RNAV1 |
| DAUNT1K | 003 | CF | PKW04 | 552840.59N 0044708.58W | N | 224° (222.2°) | -1.6 | - | - | +4000 | -220 | RNAV1 |
| DAUNT1K | 004 | TF | DAUNT | 552508.18N 0045246.93W | N | 224° (222.2°) | -1.6 | 4.8 | - | 6000 | -250 | RNAV1 |

**PRESTWICK Runway 12 AKODA 1L**

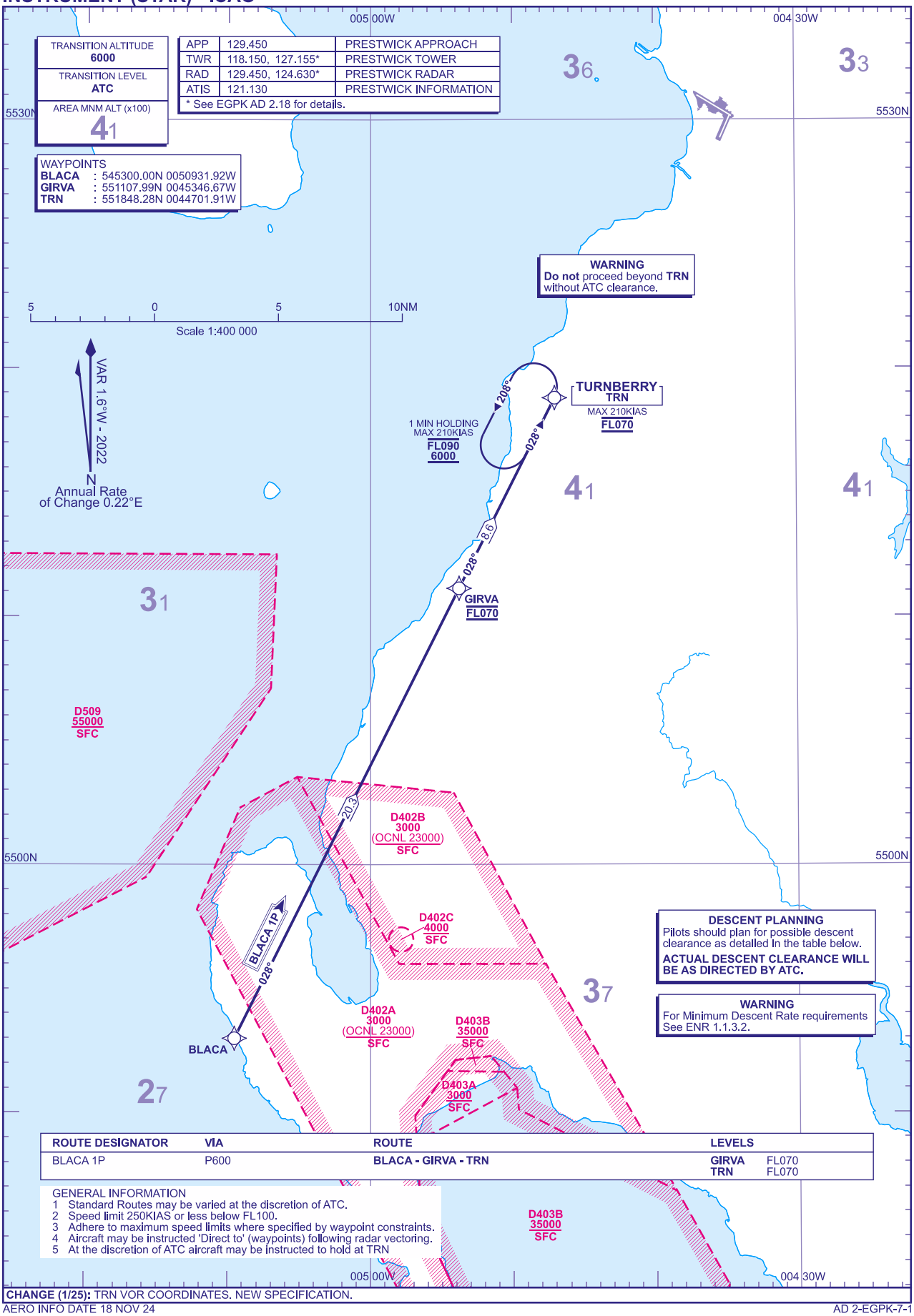
| Designator | Sequence Number | Path Term-inator | Waypoint Name | Co-ordinates | Fly-over | Course/ Track °M (°T) | Magnetic Variation | Distance (NM) | Turn Direction | Level Constraint | Speed Constraint | Navigation Performance |
|---|---|---|---|---|---|---|---|---|---|---|---|---|
| AKODA1L | 001 | CA | - | - | - | 123° (121.4°) | -1.6 | - | - | +636 | - | RNAV1 |
| AKODA1L | 002 | CF | PKE02 | 552725.59N 0042637.65W | N | 123° (121.4°) | -1.6 | 5.1 | RIGHT | - | -220 | RNAV1 |
| AKODA1L | 003 | TF | GOSOB | 552455.77N 0043106.83W | N | 227° (225.6°) | -1.6 | 3.6 | - | +3500 | -220 | RNAV1 |
| AKODA1L | 004 | TF | PKS03 | 552331.88N 0043337.16W | N | 227° (225.6°) | -1.6 | 2.0 | RIGHT | +4000 | -250 | RNAV1 |
| AKODA1L | 005 | TF | AKODA | 552144.78N 0044942.12W | N | 261° (259.1°) | -1.6 | 9.3 | - | 6000 | - | RNAV1 |

**CHANGE (6/25):** SID DESIGNATOR REVISED. WAYPOINT OKNOB RENAMED AKODA.
AERO INFO DATE 25 MAR 25

# RNAV5 (DME/DME or GNSS) STANDARD ARRIVAL CHART - INSTRUMENT (STAR) - ICAO

DISTANCES IN NAUTICAL MILES
TRACKS ARE MAGNETIC
ALTITUDES AND ELEVATIONS ARE IN FEET

# PRESTWICK BLACA 1P




| ROUTE DESIGNATOR | VIA | ROUTE | LEVELS |
|---|---|---|---|
| BLACA 1P | P600 | BLACA - GIRVA - TRN | GIRVA FL070<br>TRN FL070 |

GENERAL INFORMATION
1 Standard Routes may be varied at the discretion of ATC.
2 Speed limit 250KIAS or less below FL100.
3 Adhere to maximum speed limits where specified by waypoint constraints.
4 Aircraft may be instructed 'Direct to' (waypoints) following radar vectoring.
5 At the discretion of ATC aircraft may be instructed to hold at TRN

**CHANGE (1/25):** TRN VOR COORDINATES. NEW SPECIFICATION.

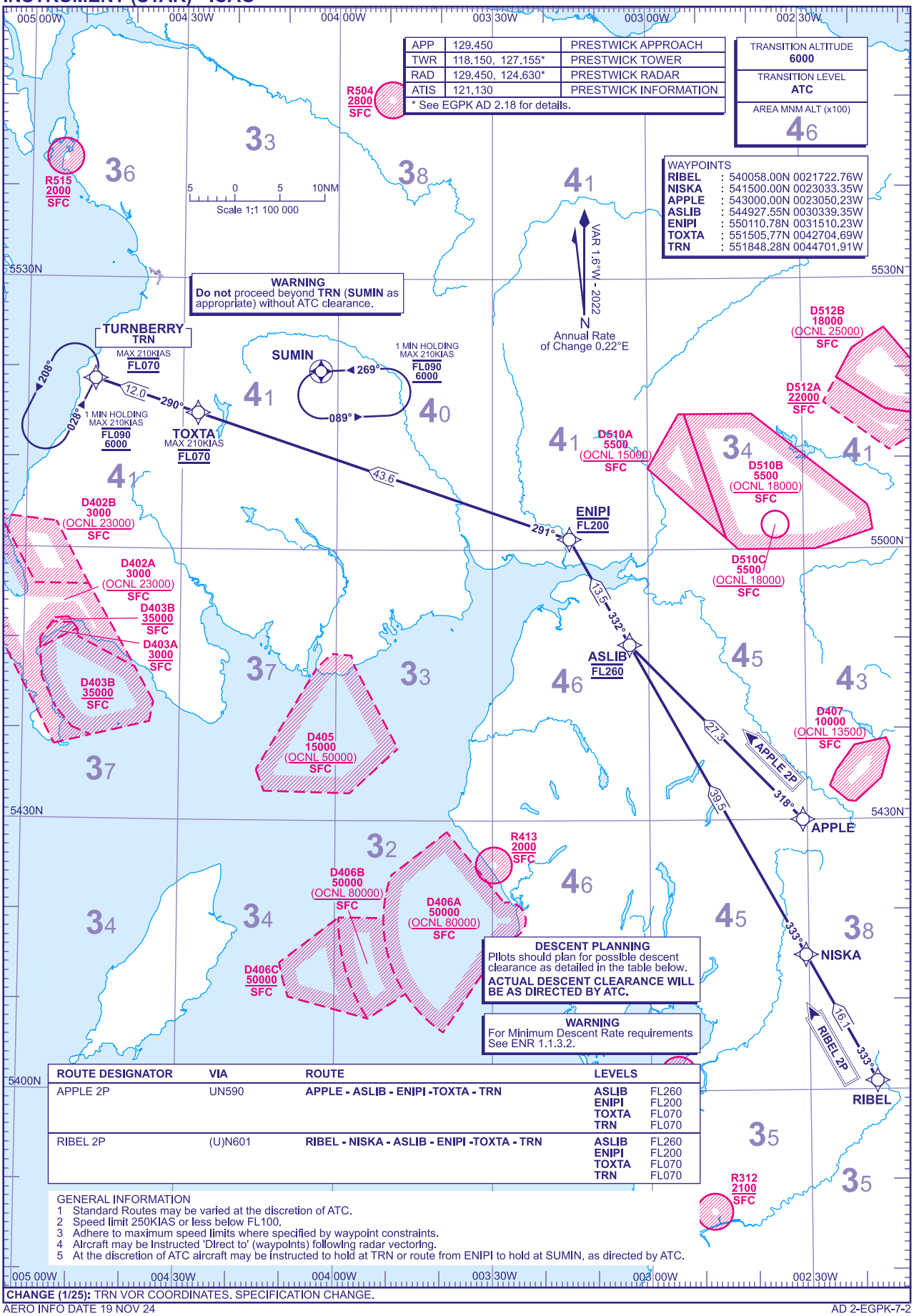
AERO INFO DATE 18 NOV 24

AD 2-EGPK-7-1

# RNAV5 (DME/DME or GNSS) STANDARD ARRIVAL CHART - INSTRUMENT (STAR) - ICAO

DISTANCES IN NAUTICAL MILES
TRACKS ARE MAGNETIC
ALTITUDES AND ELEVATIONS ARE IN FEET

# PRESTWICK APPLE 2P RIBEL 2P




| ROUTE DESIGNATOR | VIA | ROUTE | LEVELS |
|---|---|---|---|
| APPLE 2P | UN590 | APPLE - ASLIB - ENIPI -TOXTA - TRN | ASLIB FL260<br>ENIPI FL200<br>TOXTA FL070<br>TRN FL070 |
| RIBEL 2P | (U)N601 | RIBEL - NISKA - ASLIB - ENIPI -TOXTA - TRN | ASLIB FL260<br>ENIPI FL200<br>TOXTA FL070<br>TRN FL070 |

GENERAL INFORMATION
1 Standard Routes may be varied at the discretion of ATC.
2 Speed limit 250KIAS or less below FL100.
3 Adhere to maximum speed limits where specified by waypoint constraints.
4 Aircraft may be instructed 'Direct to' (waypoints) following radar vectoring.
5 At the discretion of ATC aircraft may be instructed to hold at TRN or route from ENIPI to hold at SUMIN, as directed by ATC.

**CHANGE (1/25):** TRN VOR COORDINATES. SPECIFICATION CHANGE.

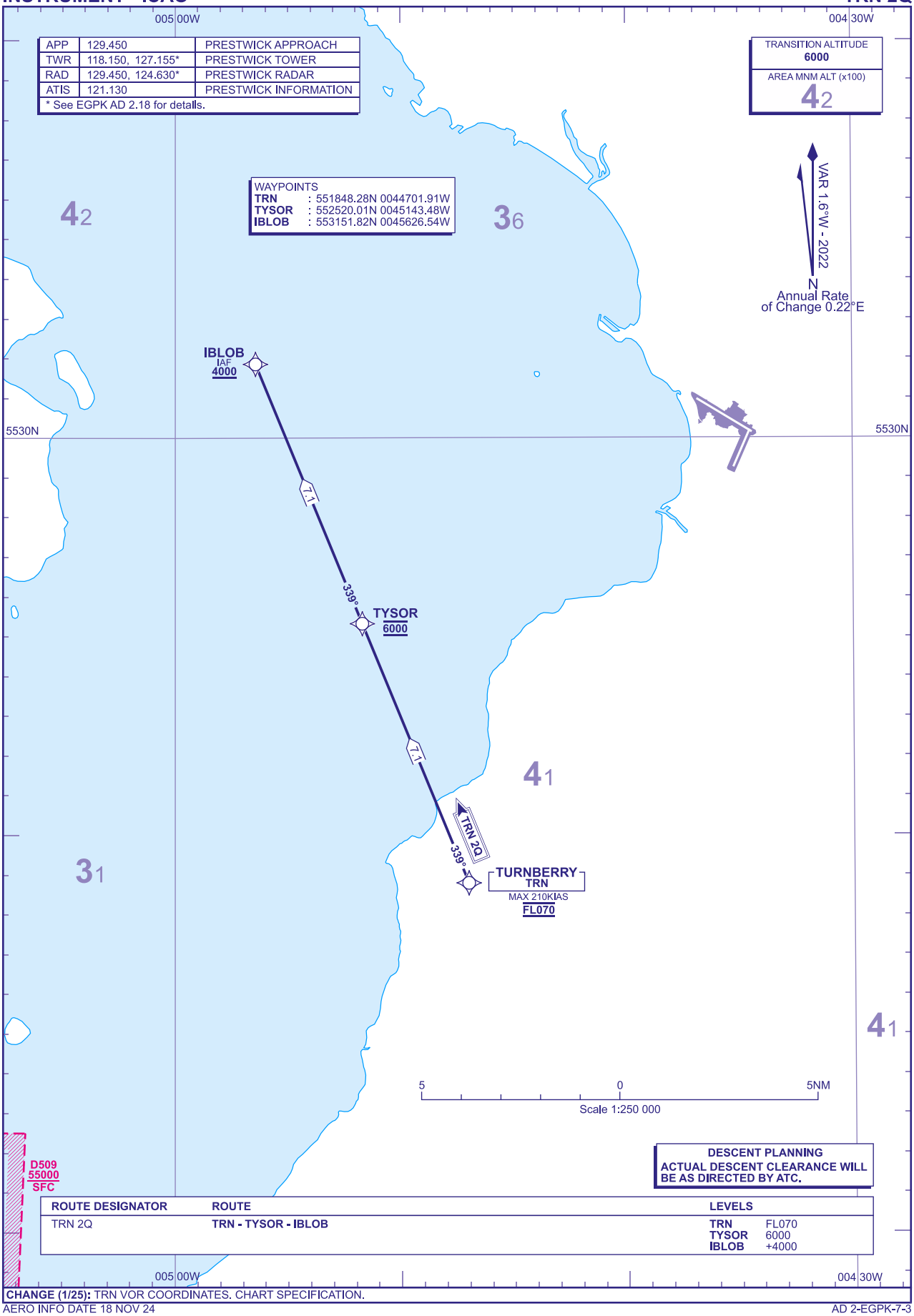
AERO INFO DATE 19 NOV 24

AD 2-EGPK-7-2

# RNAV1 (DME/DME or GNSS) APPROACH TRANSITIONS CHART - INSTRUMENT - ICAO

DISTANCES IN NAUTICAL MILES
TRACKS ARE MAGNETIC
ALTITUDES AND ELEVATIONS ARE IN FEET

# PRESTWICK
RWY 12
TRN 2Q




**CHANGE (1/25):** TRN VOR COORDINATES. CHART SPECIFICATION.

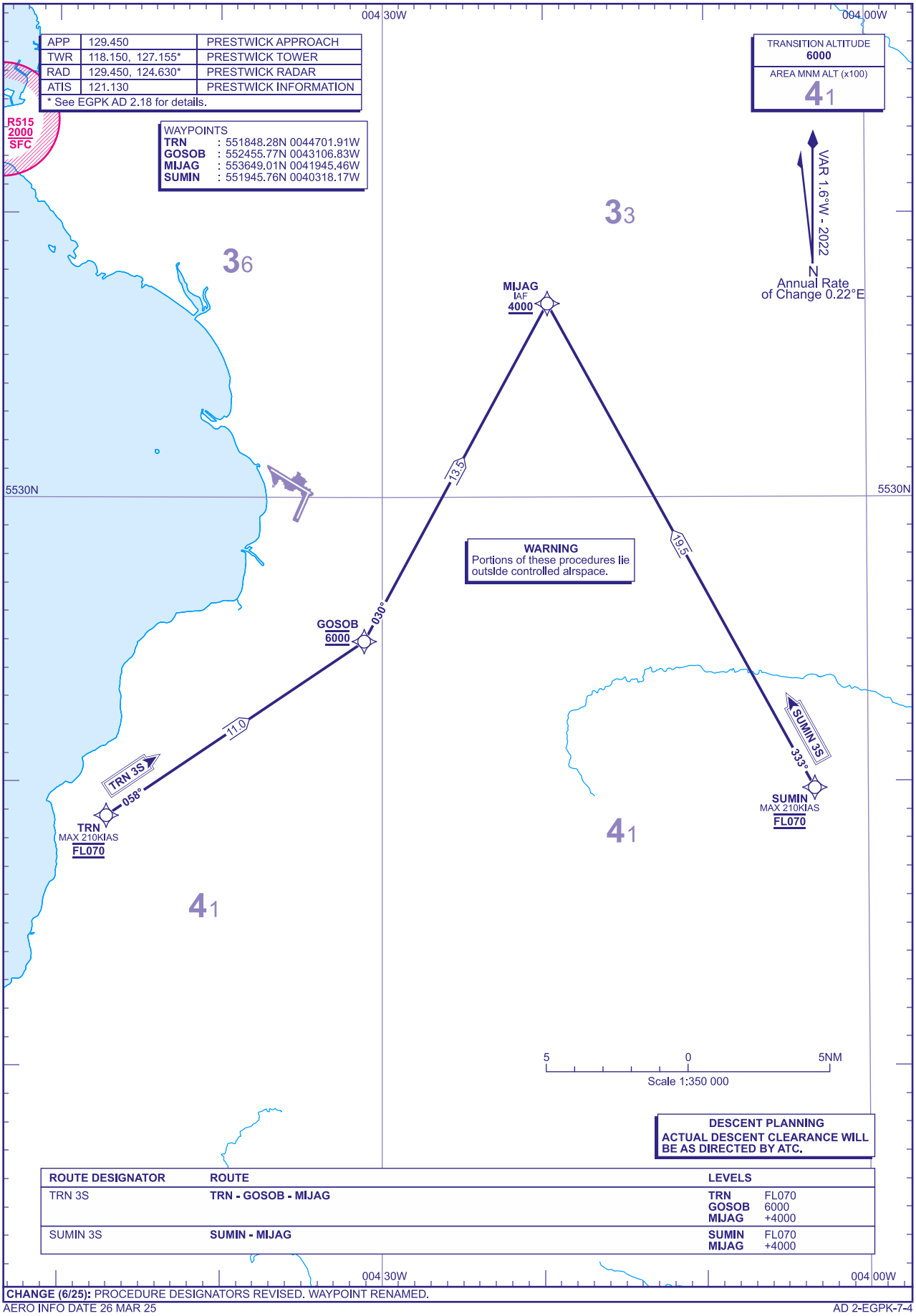
AERO INFO DATE 18 NOV 24

AD 2-EGPK-7-3

# RNAV1 (DME/DME or GNSS) APPROACH TRANSITIONS CHART - INSTRUMENT - ICAO

DISTANCES IN NAUTICAL MILES
TRACKS ARE MAGNETIC
ALTITUDES AND ELEVATIONS ARE IN FEET

# PRESTWICK
RWY 20
TRN 3S SUMIN 3S




| ROUTE DESIGNATOR | ROUTE | LEVELS |
|---|---|---|
| TRN 3S | TRN - GOSOB - MIJAG | TRN FL070<br>GOSOB 6000<br>MIJAG +4000 |
| SUMIN 3S | SUMIN - MIJAG | SUMIN FL070<br>MIJAG +4000 |

**CHANGE (6/25):** PROCEDURE DESIGNATORS REVISED. WAYPOINT RENAMED.

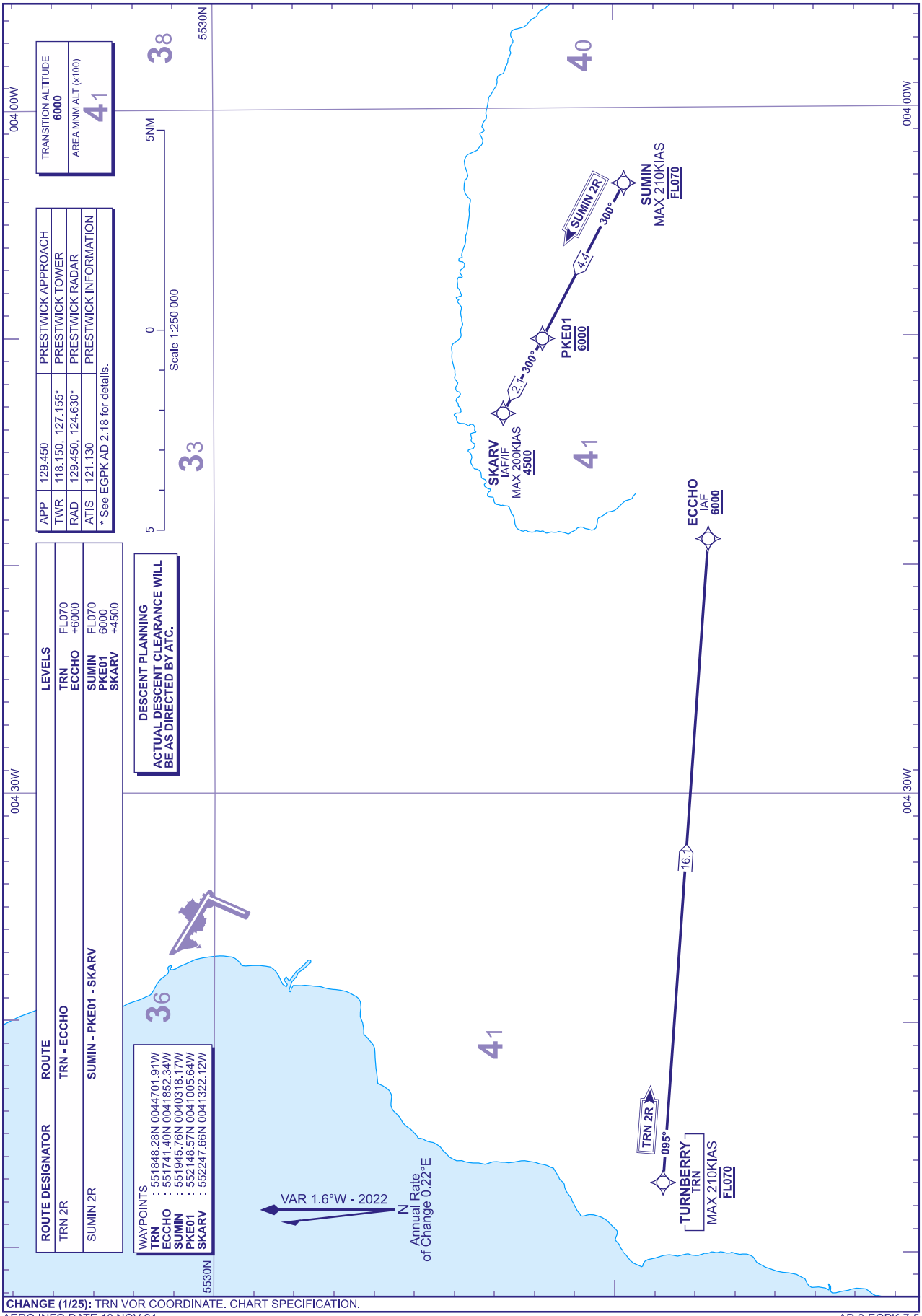
AERO INFO DATE 26 MAR 25

AD 2-EGPK-7-4

# RNAV1 (DME/DME or GNSS) APPROACH TRANSITIONS CHART - INSTRUMENT - ICAO

DISTANCES IN NAUTICAL MILES
TRACKS ARE MAGNETIC
ALTITUDES AND ELEVATIONS ARE IN FEET

# PRESTWICK
RWY 30
TRN 2R SUMIN 2R




**CHANGE (1/25):** TRN VOR COORDINATE. CHART SPECIFICATION.

AERO INFO DATE 18 NOV 24

AD 2-EGPK-7-5

# Standard Instrument Arrival Coding Tables

**PRESTWICK BLACA 1P**

| Designator | Sequence Number | Path Term-inator | Waypoint Name | Co-ordinates | Fly-over | Course/ Track °M (°T) | Magnetic Variation | Distance (NM) | Turn Direction | Level Constraint | Speed Constraint | Navigation Performance |
|---|---|---|---|---|---|---|---|---|---|---|---|---|
| BLACA1P | 001 | IF | BLACA | 545300.00N 0050931.92W | N | - | -1.6 | - | - | - | - | RNAV5 |
| BLACA1P | 002 | TF | GIRVA | 551107.99N 0045346.67W | N | 028° (026.4°) | -1.6 | 20.3 | - | FL070 | - | RNAV5 |
| BLACA1P | 003 | TF | TRN | 551848.28N 0044701.91W | N | 028° (026.6°) | -1.6 | 8.6 | - | FL070 | -210 | RNAV5 |

**PRESTWICK APPLE 2P**

| Designator | Sequence Number | Path Term-inator | Waypoint Name | Co-ordinates | Fly-over | Course/ Track °M (°T) | Magnetic Variation | Distance (NM) | Turn Direction | Level Constraint | Speed Constraint | Navigation Performance |
|---|---|---|---|---|---|---|---|---|---|---|---|---|
| APPLE2P | 001 | IF | APPLE | 543000.00N 0023050.23W | N | - | -1.6 | - | - | - | - | RNAV5 |
| APPLE2P | 002 | TF | ASLIB | 544927.55N 0030339.35W | N | 318° (315.9°) | -1.6 | 27.3 | RIGHT | FL260 | - | RNAV5 |
| APPLE2P | 003 | TF | ENIPI | 550110.78N 0031510.23W | N | 332° (330.6°) | -1.6 | 13.5 | LEFT | FL200 | - | RNAV5 |
| APPLE2P | 004 | TF | TOXTA | 551505.77N 0042704.69W | N | 291° (289.2°) | -1.6 | 43.6 | - | FL070 | -210 | RNAV5 |
| APPLE2P | 005 | TF | TRN | 551848.28N 0044701.91W | N | 290° (288.2°) | -1.6 | 12.0 | - | FL070 | -210 | RNAV5 |

**PRESTWICK RIBEL 2P**

| Designator | Sequence Number | Path Term-inator | Waypoint Name | Co-ordinates | Fly-over | Course/ Track °M (°T) | Magnetic Variation | Distance (NM) | Turn Direction | Level Constraint | Speed Constraint | Navigation Performance |
|---|---|---|---|---|---|---|---|---|---|---|---|---|
| RIBEL2P | 001 | IF | RIBEL | 540058.00N 0021722.76W | N | - | -1.6 | - | - | - | - | RNAV5 |
| RIBEL2P | 002 | TF | NISKA | 541500.00N 0023033.35W | N | 333° (331.2°) | -1.6 | 16.1 | - | - | - | RNAV5 |
| RIBEL2P | 003 | TF | ASLIB | 544927.55N 0030339.35W | N | 333° (331.0°) | -1.6 | 39.5 | - | FL260 | - | RNAV5 |
| RIBEL2P | 004 | TF | ENIPI | 550110.78N 0031510.23W | N | 332° (330.6°) | -1.6 | 13.5 | LEFT | FL200 | - | RNAV5 |
| RIBEL2P | 005 | TF | TOXTA | 551505.77N 0042704.69W | N | 291° (289.2°) | -1.6 | 43.6 | - | FL070 | -210 | RNAV5 |
| RIBEL2P | 006 | TF | TRN | 551848.28N 0044701.91W | N | 290° (288.2°) | -1.6 | 12.0 | - | FL070 | -210 | RNAV5 |

**CHANGE (1/25):** TRN VOR COORDINATES. CHART SPECIFICATION.
AERO INFO DATE 31 OCT 24

# Transition Coding Tables

**PRESTWICK RWY 12 TRN 2Q**

| Designator | Sequence Number | Path Term-inator | Waypoint Name | Co-ordinates | Fly-over | Course/ Track °M (°T) | Magnetic Variation | Distance (NM) | Turn Direction | Level Constraint | Speed Constraint | Navigation Performance |
|---|---|---|---|---|---|---|---|---|---|---|---|---|
| TRN2Q | 001 | IF | TRN | 551848.28N 0044701.91W | N | - | -1.6 | - | - | FL070 | -210 | RNAV1 |
| TRN2Q | 002 | TF | TYSOR | 552520.01N 0045143.48W | N | 339° (337.8°) | -1.6 | 7.1 | - | 6000 | - | RNAV1 |
| TRN2Q | 003 | TF | IBLOB | 553151.82N 0045626.54W | N | 339° (337.7°) | -1.6 | 7.1 | - | 4000 | - | RNAV1 |

**PRESTWICK RWY 20 TRN 3S**

| Designator | Sequence Number | Path Term-inator | Waypoint Name | Co-ordinates | Fly-over | Course/ Track °M (°T) | Magnetic Variation | Distance (NM) | Turn Direction | Level Constraint | Speed Constraint | Navigation Performance |
|---|---|---|---|---|---|---|---|---|---|---|---|---|
| TRN3S | 001 | IF | TRN | 551848.28N 0044701.91W | N | - | -1.6 | - | - | FL070 | -210 | RNAV1 |
| TRN3S | 002 | TF | GOSOB | 552455.77N 0043106.83W | N | 058° (055.9°) | -1.6 | 11.0 | LEFT | 6000 | - | RNAV1 |
| TRN3S | 003 | TF | MIJAG | 553649.01N 0041945.46W | N | 030° (028.4°) | -1.6 | 13.5 | - | 4000 | - | RNAV1 |

**PRESTWICK RWY 20 SUMIN 3S**

| Designator | Sequence Number | Path Term-inator | Waypoint Name | Co-ordinates | Fly-over | Course/ Track °M (°T) | Magnetic Variation | Distance (NM) | Turn Direction | Level Constraint | Speed Constraint | Navigation Performance |
|---|---|---|---|---|---|---|---|---|---|---|---|---|
| SUMIN3S | 001 | IF | SUMIN | 551945.76N 0040318.17W | N | - | -1.6 | - | - | FL070 | -210 | RNAV1 |
| SUMIN3S | 002 | TF | MIJAG | 553649.01N 0041945.46W | N | 333° (331.4°) | -1.6 | 19.5 | - | 4000 | - | RNAV1 |

**PRESTWICK RWY 30 TRN 2R**

| Designator | Sequence Number | Path Term-inator | Waypoint Name | Co-ordinates | Fly-over | Course/ Track °M (°T) | Magnetic Variation | Distance (NM) | Turn Direction | Level Constraint | Speed Constraint | Navigation Performance |
|---|---|---|---|---|---|---|---|---|---|---|---|---|
| TRN2R | 001 | IF | TRN | 551848.28N 0044701.91W | N | - | -1.6 | - | - | FL070 | -210 | RNAV1 |
| TRN2R | 002 | TF | ECCHO | 551741.40N 0041852.34W | N | 095° (093.8°) | -1.6 | 16.1 | - | 6000 | - | RNAV1 |

**PRESTWICK RWY 30 SUMIN 2R**

| Designator | Sequence Number | Path Term-inator | Waypoint Name | Co-ordinates | Fly-over | Course/ Track °M (°T) | Magnetic Variation | Distance (NM) | Turn Direction | Level Constraint | Speed Constraint | Navigation Performance |
|---|---|---|---|---|---|---|---|---|---|---|---|---|
| SUMIN2R | 001 | IF | SUMIN | 551945.76N 0040318.17W | N | - | -1.6 | - | - | FL070 | -210 | RNAV1 |
| SUMIN2R | 002 | TF | PKE01 | 552148.57N 0041005.64W | N | 300° (297.9°) | -1.6 | 4.4 | - | 6000 | - | RNAV1 |
| SUMIN2R | 003 | TF | SKARV | 552247.66N 0041322.12W | N | 300° (297.9°) | -1.6 | 2.1 | - | 4500 | -200 | RNAV1 |

**CHANGE (6/25):** PROCEDURE DESIGNATORS REVISED. WAYPOINT RENAMED.
AERO INFO DATE 26 MAR 25

# RNAV Hold Coding Tables

**PRESTWICK TRN Hold**

| Designator | Sequence Number | Path Term-inator | Waypoint Name | Co-ordinates | Fly-over | Course/ Track °M (°T) | Magnetic Variation | Time (MIN) | Turn Direction | Level Constraint | Speed Constraint | Navigation Performance |
|---|---|---|---|---|---|---|---|---|---|---|---|---|
| TRN | - | - | TRN | 551848.28N 0044701.91W | Y | 028° (026.7°) | -1.6 | 1 MIN | LEFT | -FL090 +6000 | -210 | RNAV5 |

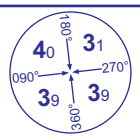
**PRESTWICK SUMIN Hold**

| Designator | Sequence Number | Path Term-inator | Waypoint Name | Co-ordinates | Fly-over | Course/ Track °M (°T) | Magnetic Variation | Time (MIN) | Turn Direction | Level Constraint | Speed Constraint | Navigation Performance |
|---|---|---|---|---|---|---|---|---|---|---|---|---|
| SUMIN | - | - | SUMIN | 551945.76N 0040318.17W | Y | 269° (267.5°) | -1.6 | 1 MIN | LEFT | -FL090 +6000 | -210 | RNAV5 |

**CHANGE (1/25):** TRN VOR COORDINATES. CHART SPECIFICATION.
AERO INFO DATE 31 OCT 24

# INSTRUMENT APPROACH CHART - ICAO

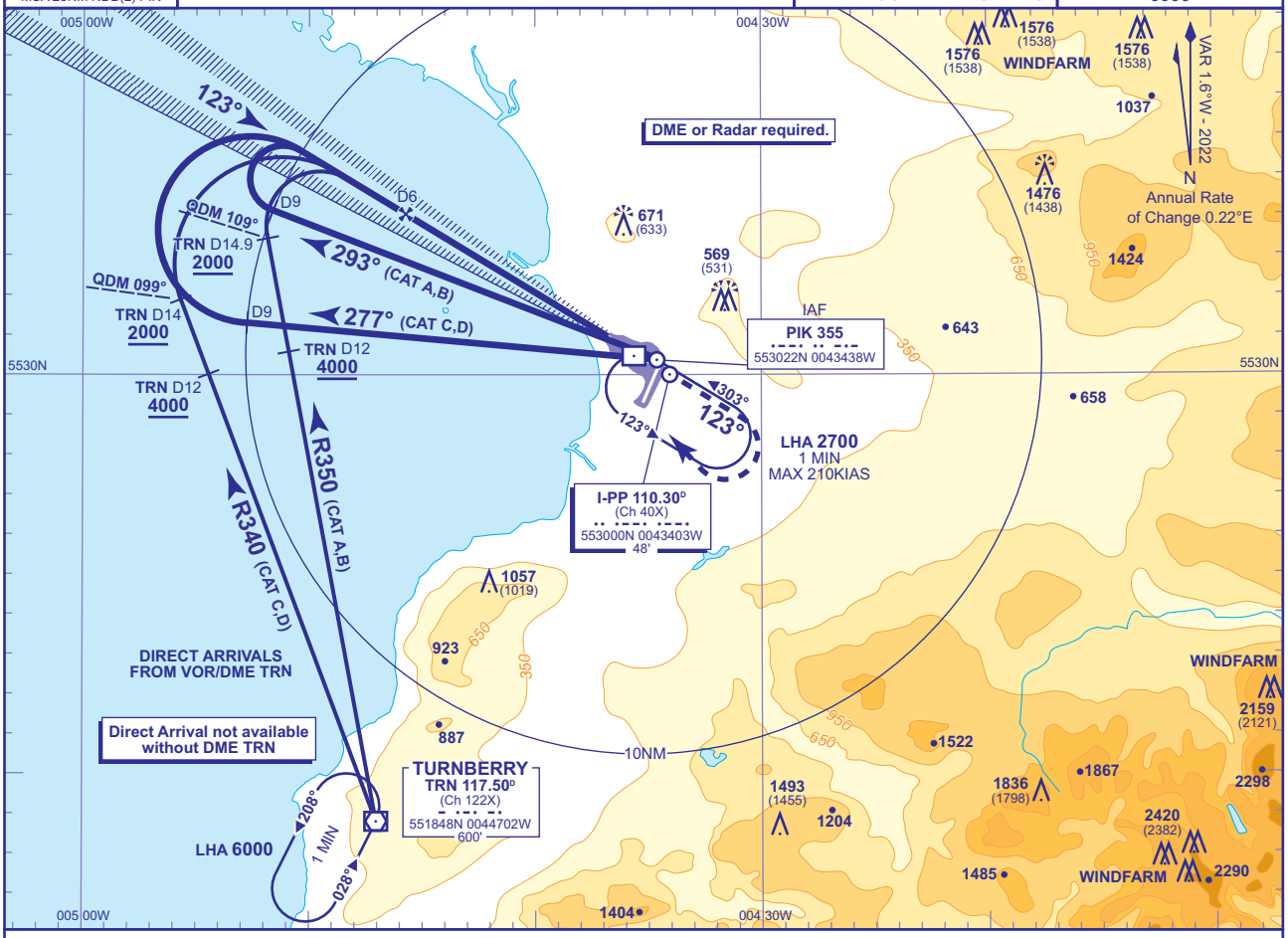
## PRESTWICK ILS/DME/NDB(L) RWY 12
(ACFT CAT A,B,C,D)




MSA 25NM NDB(L) PIK

| | | | | | |
|---|---|---|---|---|---|
| APP | 129.450 | PRESTWICK APPROACH | AD ELEVATION | 65 |
| TWR | 118.150, 127.155 | PRESTWICK TOWER | THR ELEVATION | 38 |
| RAD | 129.450, 124.630 | PRESTWICK RADAR | OBSTACLE ELEVATION<br>**2420 AMSL**<br>(2382) (ABOVE THR) | |
| ATIS | 121.130 | PRESTWICK INFORMATION | BEARINGS ARE MAGNETIC | |

TRANSITION ALTITUDE **6000**

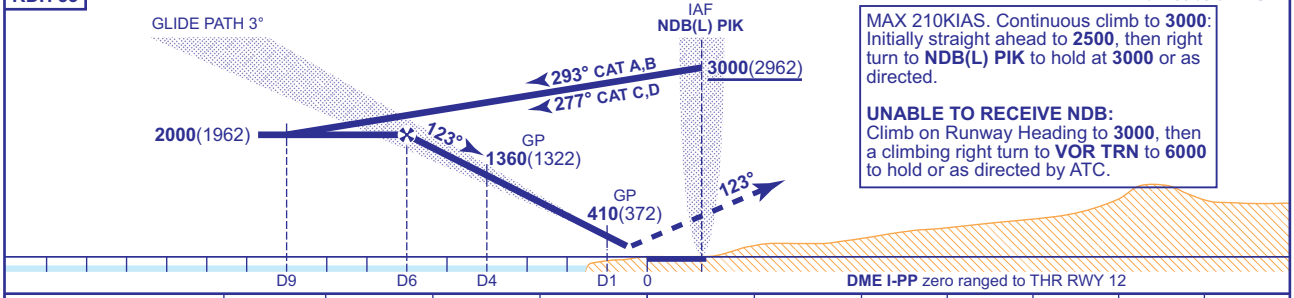



**RECOMMENDED PROFILE** GLIDE PATH 3°, 318FT/NM

| DME I-PP | 6 | 5 | 4 | 3 | 2 | 1 |
|---|---|---|---|---|---|---|
| ALT(HGT) | **2000**(1962) | **1680**(1642) | **1360**(1322) | **1050**(1012) | **730**(692) | **410**(372) |

**RDH 53**

Arrival **not below MSA**.




MAX 210KIAS. Continuous climb to **3000**: Initially straight ahead to **2500**, then right turn to **NDB(L) PIK** to hold at **3000** or as directed.

**UNABLE TO RECEIVE NDB:**
Climb on Runway Heading to **3000**, then a climbing right turn to **VOR TRN** to **6000** to hold or as directed by ATC.

| Aircraft Category | | A | B | C | D |
|---|---|---|---|---|---|
| OCA (OCH) | NO DME/ DME (CAT I) | **220**(182) | **229**(191) | **239**(201) | **251**(213) |
| VM(C)OCA (OCH AAL) | Total Area | **800**(735) | **900**(835) | **1100**(1035) | **1100**(1035) |
| | SW of RWY 12/30 | **640**(575) | **710**(645) | **1000**(935) | **1070**(1005) |

| Rate of descent | G/S KT | 160 | 140 | 120 | 100 | 80 |
|---|---|---|---|---|---|---|
| | FT/MIN | 850 | 740 | 640 | 530 | 420 |

**AIRCRAFT UNABLE TO RECEIVE DME**
In the absence of DME, radar ranges if available will be provided at the following equivalent DME ranges: D9 outbound on Baseturn, approaching FAP at DME 6 and GP checks at DME 4 and DME 1 on Final Approach.

**NOTE 1** To expedite the procedure, aircraft captains may, at their discretion and subject to ATC approval, commence the procedure from NDB(L) PIK at **4000** instead of the usual **3000**.
**2** Direct arrivals are subject to prior approval from ATC.

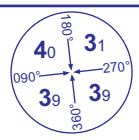
**CHANGE (8/25):** TRN VOR RECALIBRATED.

AERO INFO DATE 13 MAY 25

AD 2-EGPK-8-1

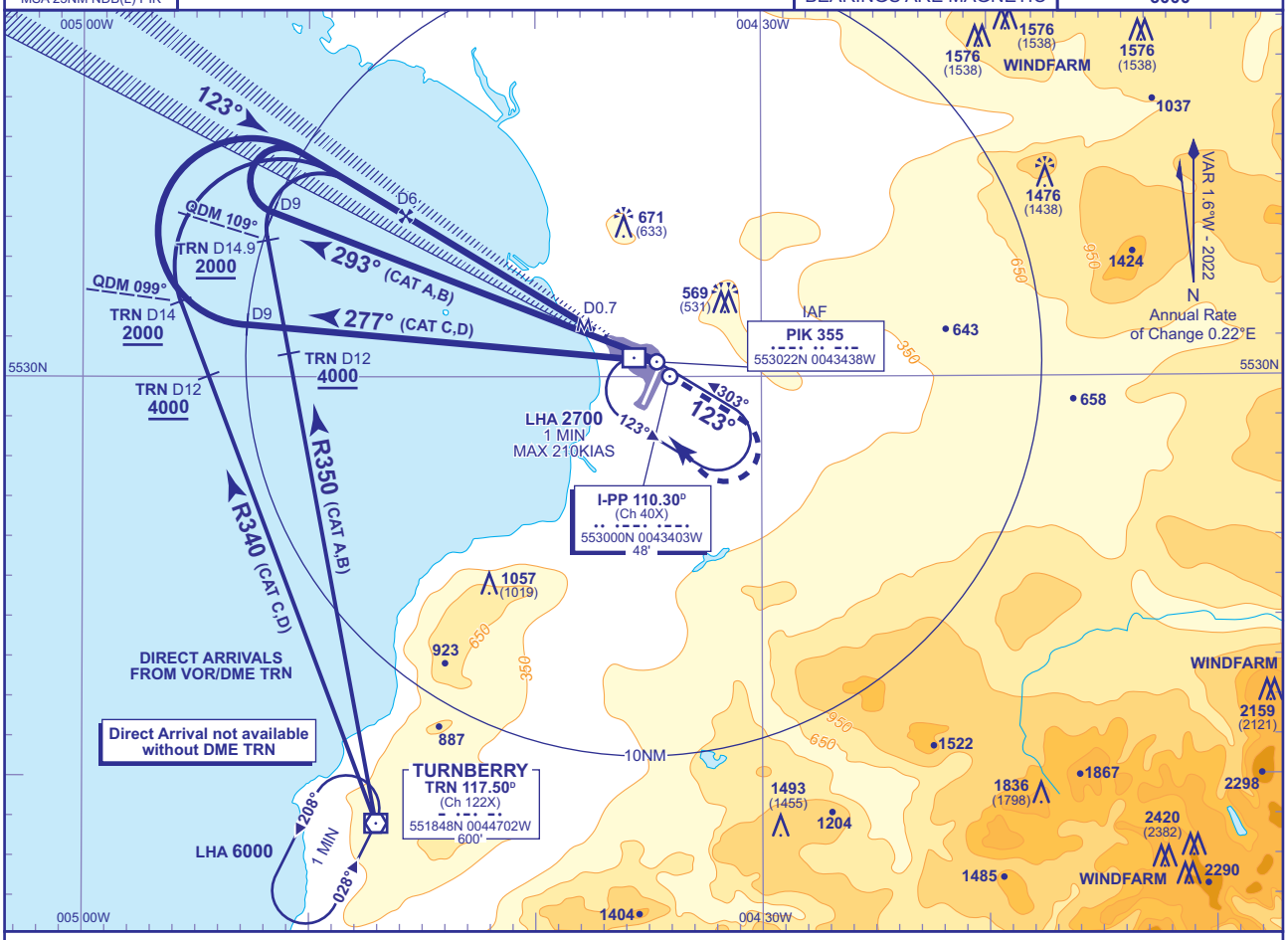
## INSTRUMENT APPROACH CHART - ICAO

# PRESTWICK
# LOC/DME/NDB(L)
# RWY 12
(ACFT CAT A,B,C,D)




MSA 25NM NDB(L) PIK

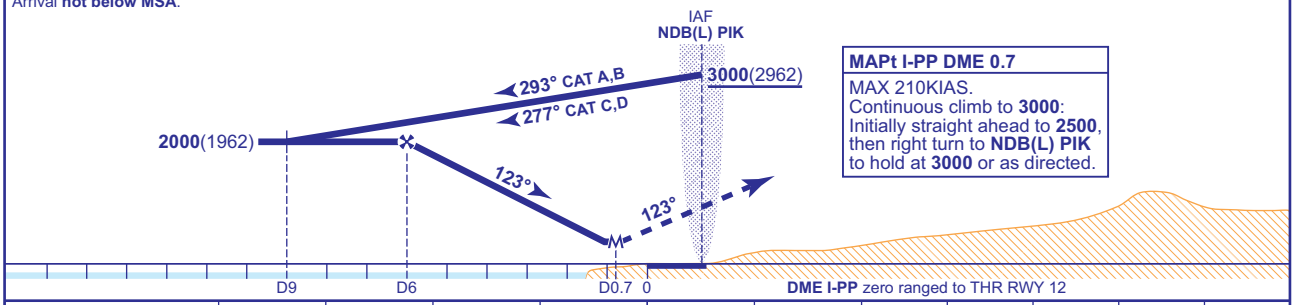
| | | | | | |
|---|---|---|---|---|---|
| APP | 129.450 | PRESTWICK APPROACH | AD ELEVATION | 65 | TRANSITION ALTITUDE 6000 |
| TWR | 118.150, 127.155 | PRESTWICK TOWER | THR ELEVATION | 38 | |
| RAD | 129.450, 124.630 | PRESTWICK RADAR | OBSTACLE ELEVATION 2420 AMSL (2382) (ABOVE THR) | | |
| ATIS | 121.130 | PRESTWICK INFORMATION | BEARINGS ARE MAGNETIC | | |




**RECOMMENDED PROFILE** Gradient 5.24, 320FT/NM

| DME I-PP | 6 | 5 | 4 | 3 | 2 | 1 |
|---|---|---|---|---|---|---|
| ALT(HGT) | **2000**(1962) | **1680**(1642) | **1360**(1322) | **1050**(1012) | **730**(692) | **410**(372) |

Arrival **not below MSA**.




**MAPt I-PP DME 0.7**
MAX 210KIAS.
Continuous climb to **3000**:
Initially straight ahead to **2500**,
then right turn to **NDB(L) PIK**
to hold at **3000** or as directed.

| Aircraft Category | | A | B | C | D |
|---|---|---|---|---|---|
| OCA (OCH) | Procedure | **370**(332) | **370**(332) | **370**(332) | **370**(332) |
| VM(C)OCA (OCH AAL) | Total Area | **800**(735) | **900**(835) | **1100**(1035) | **1100**(1035) |
| | SW of RWY 12/30 | **640**(575) | **710**(645) | **1000**(935) | **1070**(1005) |

| Rate of descent | G/S KT | 160 | 140 | 120 | 100 | 80 |
|---|---|---|---|---|---|---|
| | FT/MIN | 850 | 740 | 640 | 530 | 420 |

**NOTE 1** To expedite the procedure, aircraft captains may, at their discretion and subject to ATC approval, commence the procedure from NDB(L) PIK at **4000** instead of the usual **3000**.
**2** Direct arrivals are subject to prior approval from ATC.

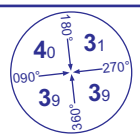
**CHANGE (8/25):** TRN VOR RECALIBRATED.

AERO INFO DATE 13 MAY 25

AD 2-EGPK-8-2

# INSTRUMENT APPROACH CHART - ICAO

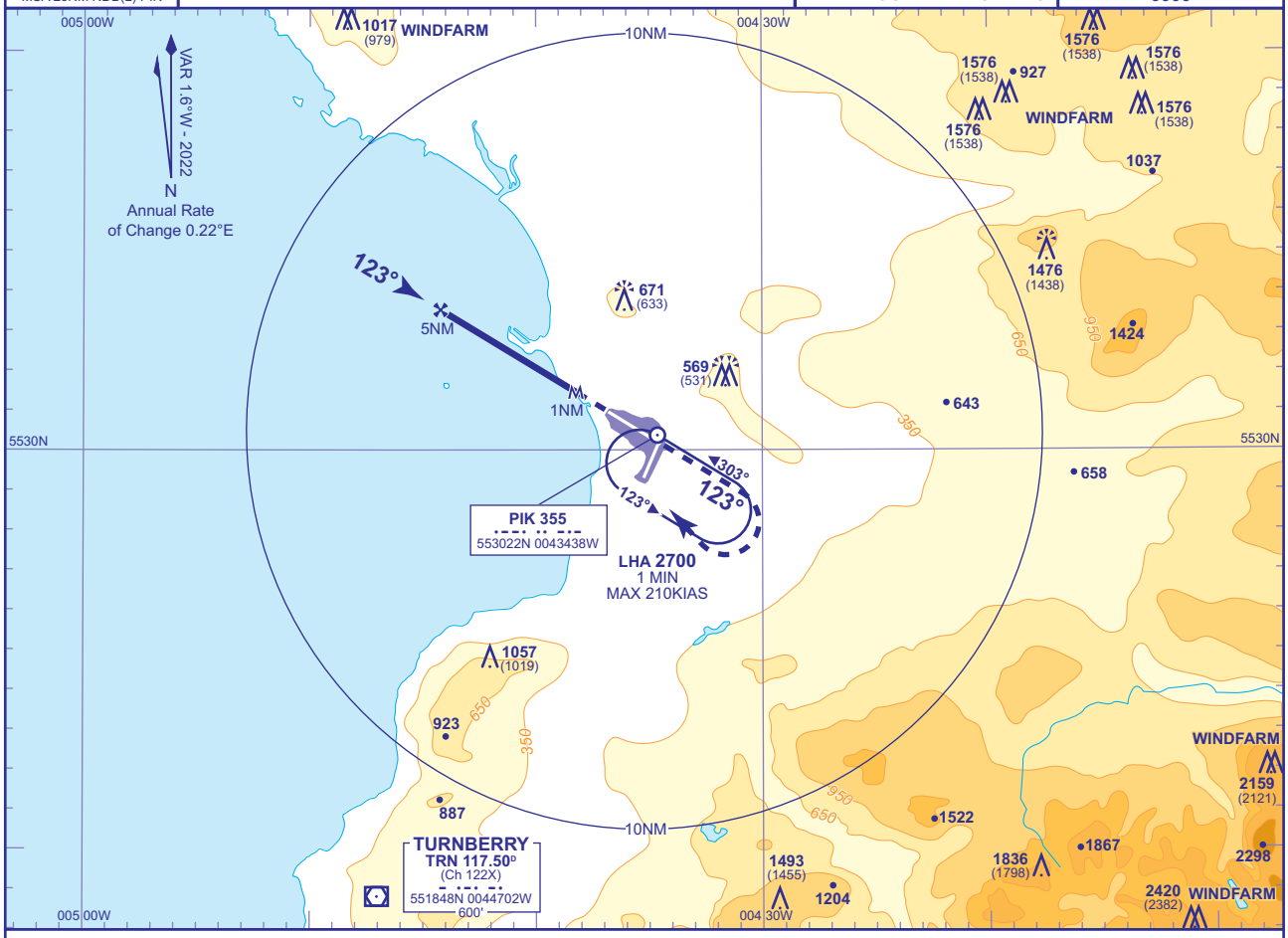
## PRESTWICK
## SRA RTR 2NM
## RWY 12
(ACFT CAT A,B,C,D)



MSA 25NM NDB(L) PIK

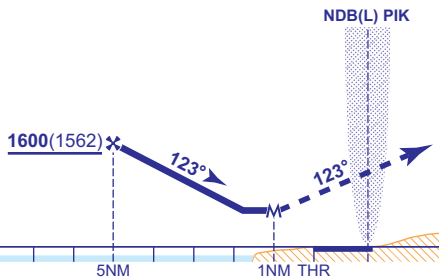
| | | | | | |
|---|---|---|---|---|---|
| APP | 129.450 | PRESTWICK APPROACH | AD ELEVATION | 65 |
| TWR | 118.150, 127.155 | PRESTWICK TOWER | THR ELEVATION | 38 |
| RAD | 129.450, 124.630 | PRESTWICK RADAR | OBSTACLE ELEVATION<br>2420 AMSL<br>(2382) (ABOVE THR) | |
| ATIS | 121.130 | PRESTWICK INFORMATION | BEARINGS ARE MAGNETIC | |

TRANSITION ALTITUDE
**6000**




| RECOMMENDED PROFILE Gradient 5.14%, 312FT/NM | | | |
|---|---|---|---|
| **NM** | 4.0 | 3.0 | 2.0 |
| **ALT**(HGT) | **1290**(1252) | **980**(942) | **660**(622) |

Initial and intermediate approach as directed by radar.




**MAPt 1NM after RTR**

MAX 210KIAS. Continuous climb to **3000**: Initially straight ahead to **2500**, then right turn to **NDB(L) PIK** to hold at **3000** or as directed.

**UNABLE TO RECEIVE NDB:**
Climb on Runway Heading to **3000**, then a climbing right turn to **VOR TRN** to **6000** to hold or as directed by ATC.

| Aircraft Category | | A | B | C | D |
|---|---|---|---|---|---|
| **OCA** (OCH) | **Procedure** | **570**(532) | **570**(532) | **570**(532) | **570**(532) |
| **VM(C)OCA** (OCH AAL) | **Total Area** | **800**(735) | **900**(835) | **1100**(1035) | **1100**(1035) |
| | **SW of RWY 12/30** | **750**(685) | **870**(805) | **1000**(935) | **1070**(1005) |

| Rate of descent | G/S KT | 160 | 140 | 120 | 100 | 80 |
|---|---|---|---|---|---|---|
| | FT/MIN | 830 | 730 | 620 | 520 | 420 |
| RTR to MAPt (1NM) | MIN:SEC | 0:23 | 0:26 | 0:30 | 0:36 | 0:45 |

**CHANGE (5/24):** MINIMA.

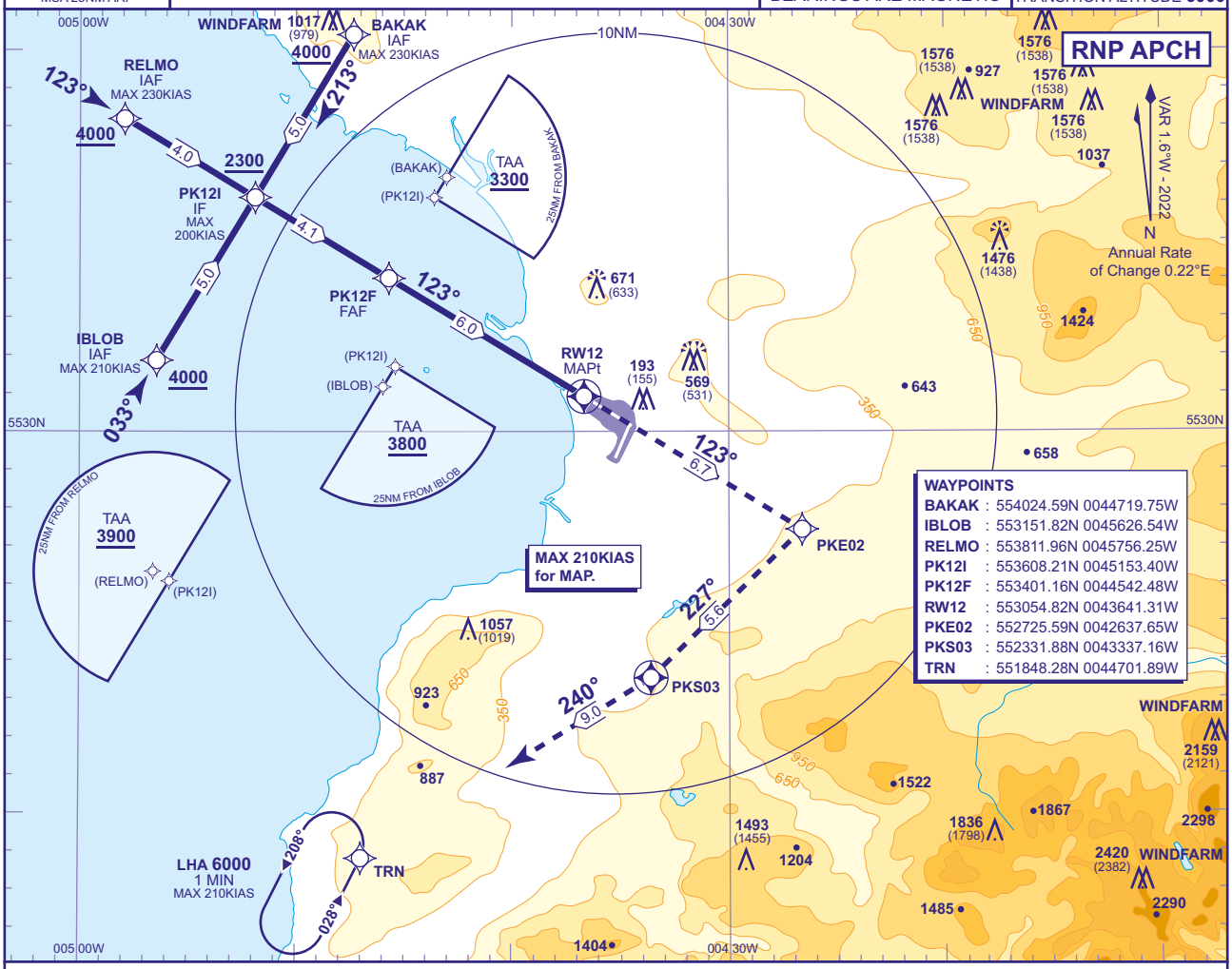
AERO INFO DATE 20 FEB 24

## INSTRUMENT APPROACH CHART - ICAO

# PRESTWICK
# RNP
# RWY 12
(ACFT CAT A,B,C,D)

| | | | | | |
|---|---|---|---|---|---|
| 39 | APP | 129.450 | PRESTWICK APPROACH | AD ELEVATION | 65 |
| MSA 25NM ARP | TWR | 118.150, 127.155 | PRESTWICK TOWER | THR ELEVATION | 38 |
| | RAD | 129.450, 124.630 | PRESTWICK RADAR | OBSTACLE ELEVATION 2420 AMSL (2382) (ABOVE THR) | |
| | ATIS | 121.130 | PRESTWICK INFORMATION | BEARINGS ARE MAGNETIC | |

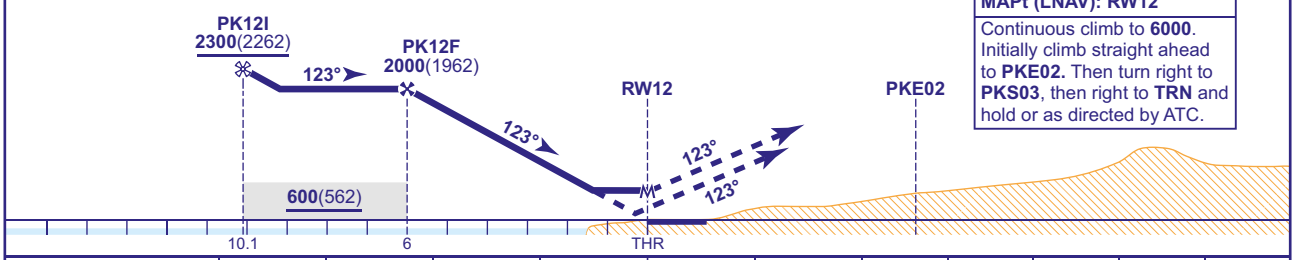
MIN TEMP -15°C
TRANSITION ALTITUDE 6000




**RECOMMENDED PROFILE** VNAV Vertical Path Angle 3.0°(LNAV 5.24%), 320FT/NM

| NM to RW12 | 5 | 4 | 3 | 2 | 1 |
|---|---|---|---|---|---|
| ALT(HGT) | **1680**(1642) | **1360**(1322) | **1050**(1012) | **730**(692) | **410**(372) |

TCH 53




**MAPt (LNAV): RW12**
Continuous climb to **6000**. Initially climb straight ahead to **PKE02.** Then turn right to **PKS03**, then right to **TRN** and hold or as directed by ATC.

| Aircraft Category | | A | B | C | D |
|---|---|---|---|---|---|
| OCA (OCH) | LNAV/VNAV | **340**(302) | **350**(312) | **370**(332) | **400**(362) |
| | LNAV | **420**(382) | **420**(382) | **420**(382) | **420**(382) |
| VM(C)OCA (OCH AAL) | Total Area | **750**(685) | **870**(805) | **1070**(1005) | **1070**(1005) |
| | SW of RWY 12/30 | **680**(615) | **810**(745) | **910**(845) | **1070**(1005) |

| Rate of descent | G/S KT | 160 | 140 | 120 | 100 | 80 |
|---|---|---|---|---|---|---|
| | FT/MIN | 850 | 740 | 640 | 530 | 420 |

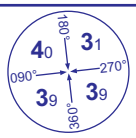
**NOTE** Portions of this procedure lie outside controlled airspace.

**CHANGE (8/25):** TRN VOR RECALIBRATED.

AERO INFO DATE 13 MAY 25
AD 2-EGPK-8-4

# INSTRUMENT APPROACH CHART - ICAO

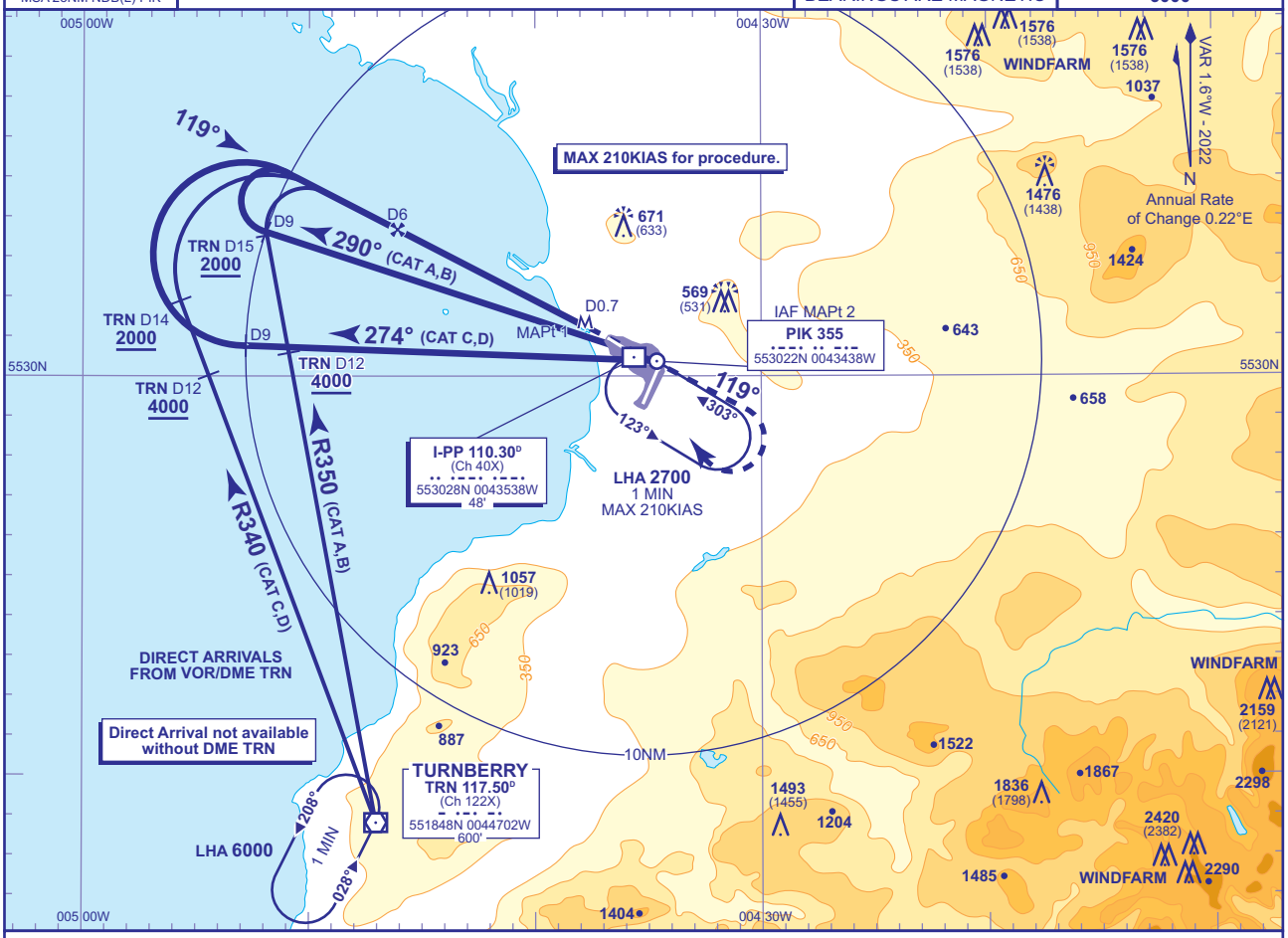
## PRESTWICK NDB(L)/DME RWY 12
(ACFT CAT A,B,C,D)



MSA 25NM NDB(L) PIK

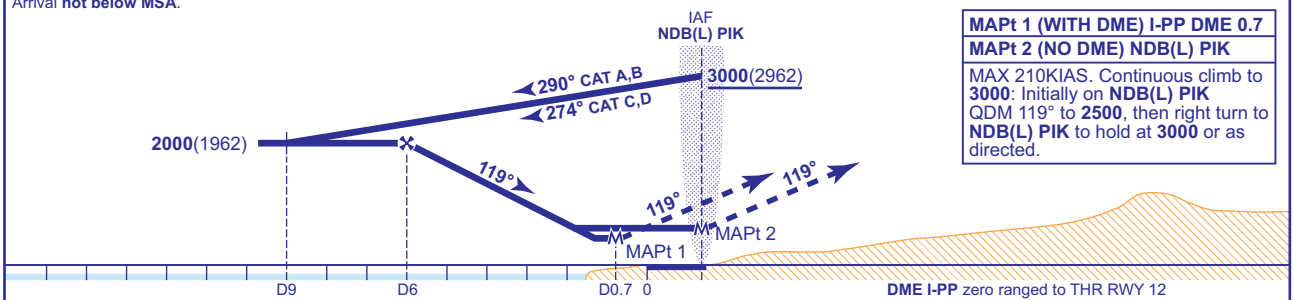
| | | | | | |
|---|---|---|---|---|---|
| APP | 129.450 | PRESTWICK APPROACH | AD ELEVATION | 65 | |
| TWR | 118.150, 127.155 | PRESTWICK TOWER | THR ELEVATION | 38 | |
| RAD | 129.450, 124.630 | PRESTWICK RADAR | OBSTACLE ELEVATION | 2420 AMSL (2382) (ABOVE THR) | |
| ATIS | 121.130 | PRESTWICK INFORMATION | BEARINGS ARE MAGNETIC | | |

TRANSITION ALTITUDE **6000**




| RECOMMENDED PROFILE Gradient 5.24%, 318FT/NM | | | | | |
|---|---|---|---|---|---|
| **DME I-PP** | 6 | 5 | 4 | 3 | 2 |
| **ALT**(HGT) | **2000**(1962) | **1680**(1642) | **1360**(1322) | **1050**(1012) | **730**(692) |

Arrival **not below MSA**.




**MAPt 1 (WITH DME) I-PP DME 0.7**
**MAPt 2 (NO DME) NDB(L) PIK**

MAX 210KIAS. Continuous climb to **3000**: Initially on **NDB(L) PIK** QDM 119° to **2500**, then right turn to **NDB(L) PIK** to hold at **3000** or as directed.

| Aircraft Category | | A | B | C | D |
|---|---|---|---|---|---|
| **OCA** (OCH) | **DME** | **450**(412) | **450**(412) | **450**(412) | **450**(412) |
| | **NO DME** | **590**(552) | **590**(552) | **590**(552) | **590**(552) |
| **VM(C)OCA** (OCH AAL) | **Total Area** | **800**(735) | **900**(835) | **1100**(1035) | **1100**(1035) |
| | **SW of RWY 12/30** | **700**(635) | **810**(745) | **1000**(935) | **1070**(1005) |

| Rate of descent | | | | | | |
|---|---|---|---|---|---|---|
| **G/S KT** | 160 | 140 | 120 | 100 | 80 |
| **FT/MIN** | 850 | 740 | 640 | 530 | 420 |

**AIRCRAFT UNABLE TO RECEIVE DME**
Main procedure: Fly outbound leg of racetrack for 3 MIN (CAT A,B) or 2.5 MIN (CAT C,D) prior to inbound turn.

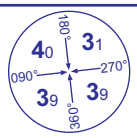
**NOTE 1** FAT is offset 3.8° south of RWY C/L and intercepts the extended C/L 0.75NM before the THR RWY 12.
**2** To expedite the procedure, aircraft captains may, at their discretion and subject to ATC approval, commence the procedure from NDB(L) PIK at **4000** instead of the usual **3000**.

**CHANGE (8/25):** TRN VOR RECALIBRATED.

AERO INFO DATE 13 MAY 25

## INSTRUMENT APPROACH CHART - ICAO

# PRESTWICK
# SRA RTR 2NM
# RWY 20
(ACFT CAT A,B,C,D)

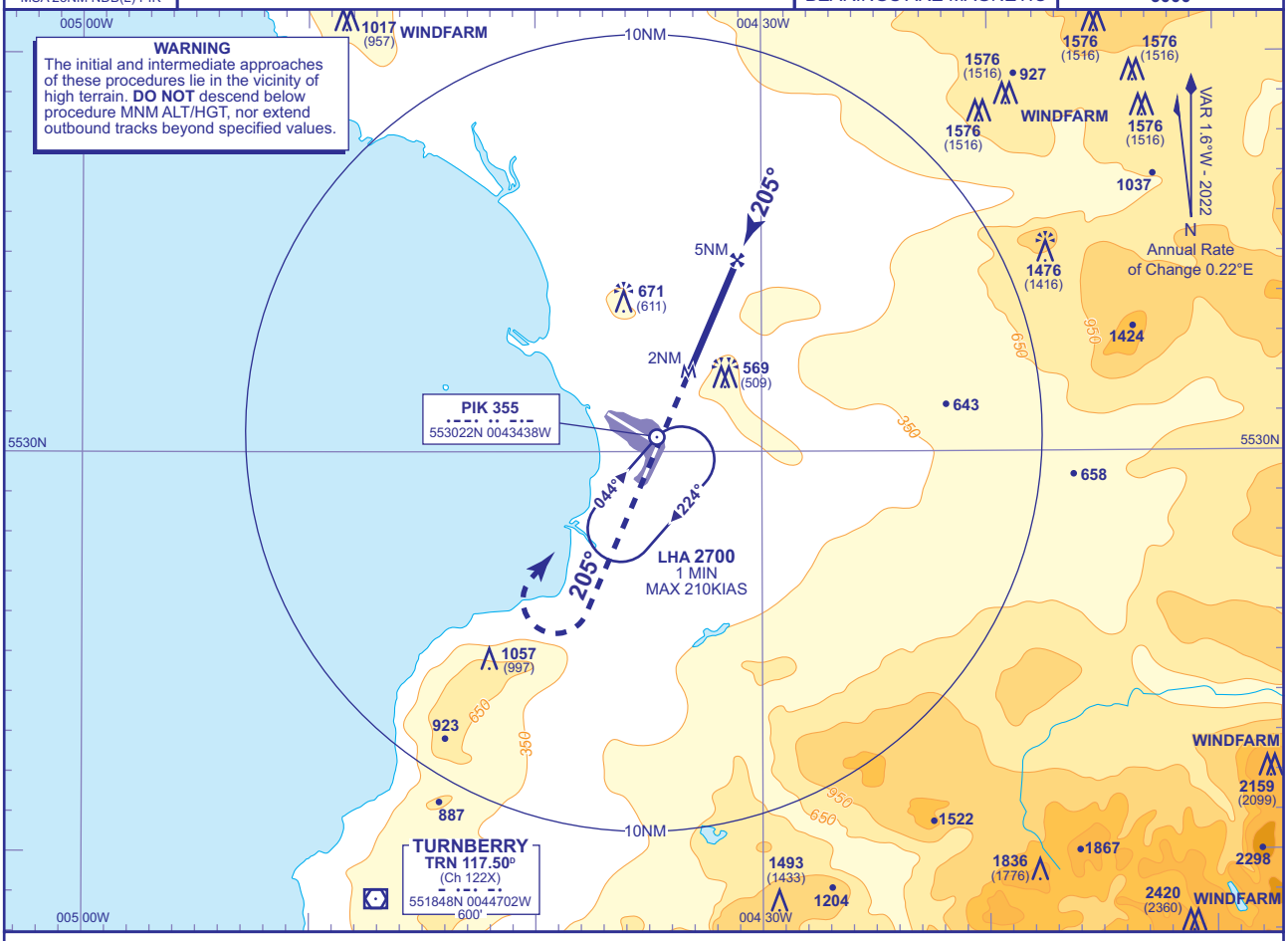



MSA 25NM NDB(L) PIK

| | | | |
|---|---|---|---|
| APP | 129.450 | PRESTWICK APPROACH | |
| TWR | 118.150, 127.155 | PRESTWICK TOWER | |
| RAD | 129.450, 124.630 | PRESTWICK RADAR | |
| ATIS | 121.130 | PRESTWICK INFORMATION | |

| | |
|---|---|
| AD ELEVATION | **65** |
| THR ELEVATION | **60** |
| OBSTACLE ELEVATION **2420 AMSL** (2360) (ABOVE THR) | |
| BEARINGS ARE MAGNETIC | |

TRANSITION ALTITUDE **6000**




**RECOMMENDED PROFILE** Gradient 6.39%, 390FT/NM

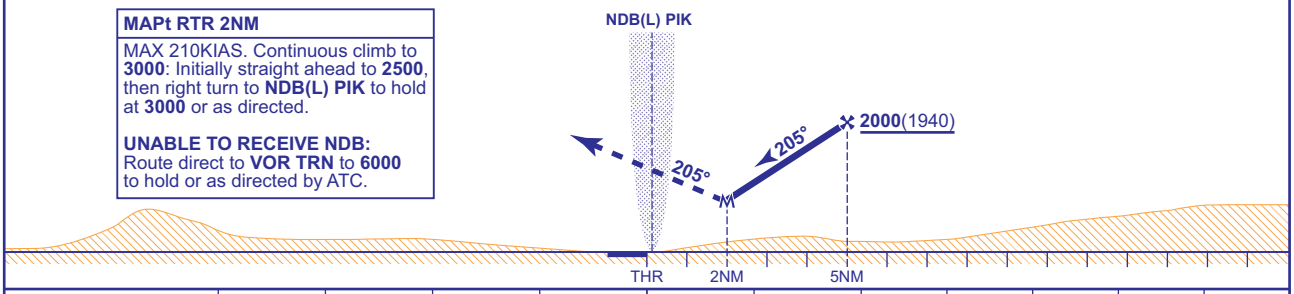
| **NM** | 5.0 | 4.0 | 3.0 | 2.0 |
|---|---|---|---|---|
| **ALT**(HGT) | **2000**(1940) | **1610**(1550) | **1220**(1160) | **840**(780) |

Initial and intermediate approach as directed by radar.

**MAPt RTR 2NM**

MAX 210KIAS. Continuous climb to **3000**: Initially straight ahead to **2500**, then right turn to **NDB(L) PIK** to hold at **3000** or as directed.

**UNABLE TO RECEIVE NDB:**
Route direct to **VOR TRN** to **6000** to hold or as directed by ATC.




| Aircraft Category | | A | B | C | D |
|---|---|---|---|---|---|
| **OCA** (OCH) | **Procedure** | **850**(790) | **850**(790) | **850**(790) | **850**(790) |
| **VM(C)OCA** (OCH AAL) | **Total Area** | **850**(785) | **900**(835) | **1100**(1035) | **1100**(1035) |
| | **SW of RWY 12/30** | **850**(785) | **870**(805) | **1000**(935) | **1070**(1005) |

| **Rate of descent** | **G/S KT** | 160 | 140 | 120 | 100 | 80 |
|---|---|---|---|---|---|---|
| | **FT/MIN** | 1030 | 910 | 780 | 650 | 520 |

**NOTE** Portions of this procedure lie outside controlled airspace. Initial and intermediate approach will be conducted under De-confliction Service.

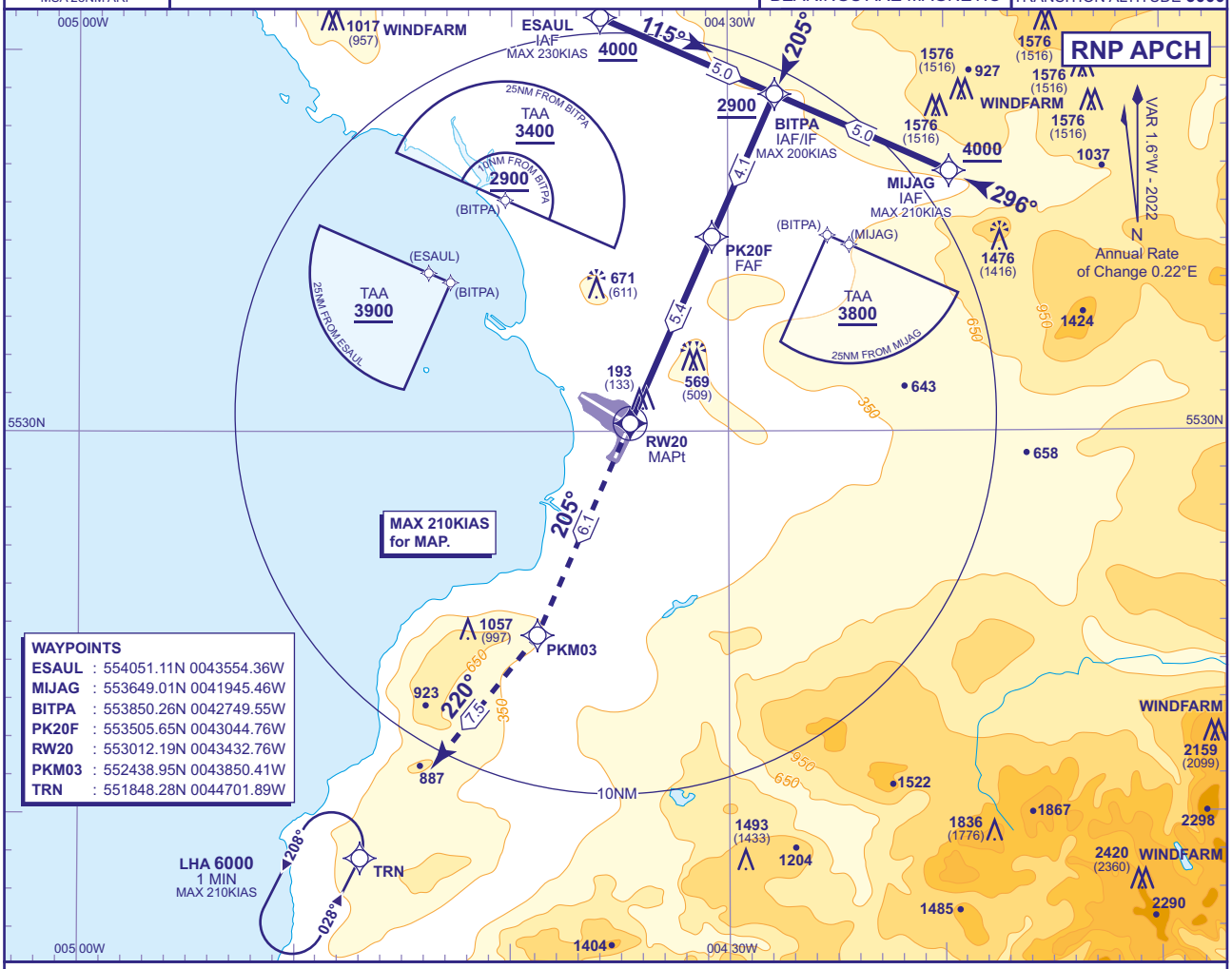
**CHANGE (5/24):** RWY DESIGNATOR. MINIMA.

# INSTRUMENT APPROACH CHART - ICAO

## PRESTWICK
## RNP
## RWY 20
(ACFT CAT A,B,C,D)

| | | | | | |
|---|---|---|---|---|---|
| 3⁹ MSA 25NM ARP | APP | 129.450 | PRESTWICK APPROACH | AD ELEVATION | 65 |
| | TWR | 118.150, 127.155 | PRESTWICK TOWER | THR ELEVATION | 60 |
| | RAD | 129.450, 124.630 | PRESTWICK RADAR | OBSTACLE ELEVATION 2420 AMSL (2360) (ABOVE THR) | |
| | ATIS | 121.130 | PRESTWICK INFORMATION | BEARINGS ARE MAGNETIC | |

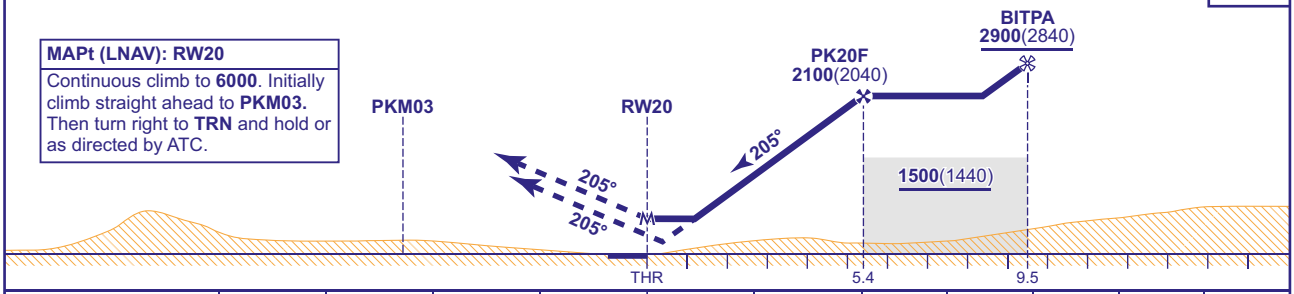
MIN TEMP -15°C
TRANSITION ALTITUDE 6000




**RECOMMENDED PROFILE** VNAV Vertical Path Angle 3.5°(LNAV 6.12%), 370FT/NM

| NM to RW20 | 4 | 3 | 2 | 1 |
|---|---|---|---|---|
| ALT(HGT) | **1600**(1540) | **1220**(1160) | **850**(790) | **480**(420) |

**MAPt (LNAV): RW20**
Continuous climb to **6000**. Initially climb straight ahead to **PKM03.** Then turn right to **TRN** and hold or as directed by ATC.




| Aircraft Category | | A | B | C | D | Rate of descent | G/S KT | 160 | 140 | 120 | 100 | 80 |
|---|---|---|---|---|---|---|---|---|---|---|---|---|
| OCA (OCH) | LNAV/VNAV | **610**(550) | **620**(560) | **640**(580) | **650**(590) | | FT/MIN | 990 | 870 | 740 | 620 | 500 |
| | LNAV | **710**(650) | **710**(650) | **710**(650) | **710**(650) | | | | | | | |
| VM(C)OCA (OCH AAL) | Total Area | **750**(685) | **870**(805) | **1070**(1005) | **1070**(1005) | | | | | | | |

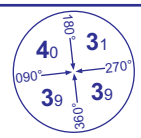
**NOTE 1** VPA exceeds 3.5° above 15°C.
**2** Portions of this procedure lie outside controlled airspace.

**CHANGE (8/25):** TRN VOR RECALIBRATED.

AERO INFO DATE 13 MAY 25
AD 2-EGPK-8-7

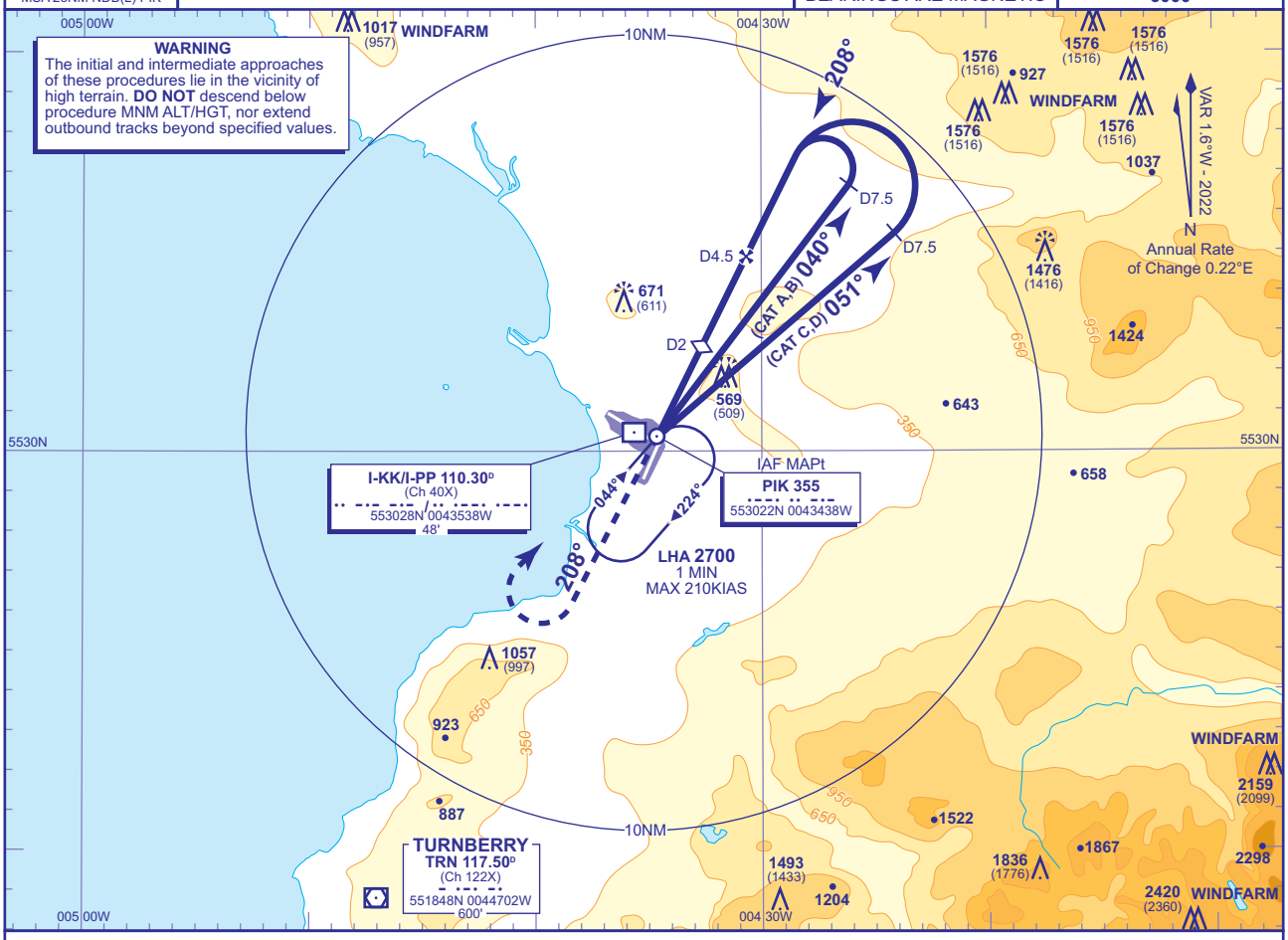
## INSTRUMENT APPROACH CHART - ICAO

# PRESTWICK NDB(L)/DME RWY 20
(ACFT CAT A,B,C,D)



MSA 25NM NDB(L) PIK

| | | | | | |
|---|---|---|---|---|---|
| APP | 129.450 | PRESTWICK APPROACH | AD ELEVATION | 65 | |
| TWR | 118.150, 127.155 | PRESTWICK TOWER | THR ELEVATION | 60 | |
| RAD | 129.450, 124.630 | PRESTWICK RADAR | OBSTACLE ELEVATION | 2420 AMSL (2360) (ABOVE THR) | |
| ATIS | 121.130 | PRESTWICK INFORMATION | BEARINGS ARE MAGNETIC | | TRANSITION ALTITUDE 6000 |

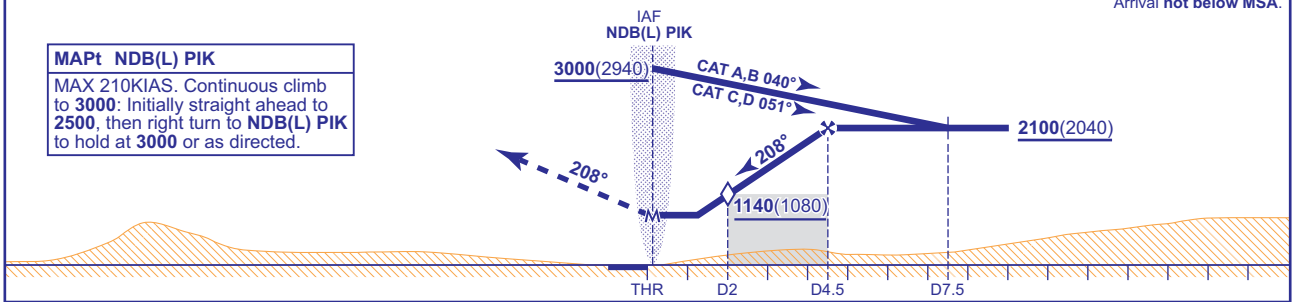



**RECOMMENDED PROFILE** Gradient 6.3%, 383FT/NM

| DME I-KK/I-PP | 4 | 3 | 2 **(SDF)** | 1 |
|---|---|---|---|---|
| **ALT**(HGT) | **1910**(1850) | **1530**(1470) | **1140**(1080) | **760**(700) |

Arrival **not below MSA**.

**MAPt NDB(L) PIK**
MAX 210KIAS. Continuous climb to **3000**: Initially straight ahead to **2500**, then right turn to **NDB(L) PIK** to hold at **3000** or as directed.




| Aircraft Category | | A | B | C | D |
|---|---|---|---|---|---|
| OCA (OCH) | WITH DME | **820**(760) | **820**(760) | **870**(810) | **870**(810) |
| | NO DME | **1500**(1440) | **1500**(1440) | **1500**(1440) | **1500**(1440) |
| VM(C)OCA (OCH AAL) | Total Area | **1500**(1435) | **1500**(1435) | **1500**(1435) | **1500**(1435) |
| | SW of RWY 12/30 | **1500**(1435) | **1500**(1435) | **1500**(1435) | **1500**(1435) |

| Rate of descent | G/S KT | 160 | 140 | 120 | 100 | 80 |
|---|---|---|---|---|---|---|
| | FT/MIN | 1020 | 890 | 770 | 640 | 510 |

**AIRCRAFT UNABLE TO RECEIVE DME**
From overhead NDB(L) PIK **not below 3000**(2940) fly outbound on track 040° for 2.5 MIN (CAT A,B); on track 051° for 2 MIN at MAX 185KIAS (CAT C,D) descending to **not below 2100**(2040) then turn left to establish on the FAT. Once established, descend to MDA(H).

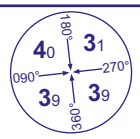
**NOTE 1** FAT is offset 2.8° west of RWY CL and intercepts the extended CL 2.4NM (I-PP/I-KK DME 1.7) from the THR RWY 20.
**2** Due to siting geometry of NDB(L) PIK and DME I-KK/I-PP, DME 1 occurs nominally 1.6NM before the THR RWY 20. DME arcs become tangential to FAT at short ranges so DME information should not be used after 1 DME.
**3** The procedure design Rate of Descent in the final approach exceeds the maximum permissable for straight-in approaches. Published OCA(OCH) are therefore based on VM(C) values.
**4** Portions of this procedure lie outside controlled airspace.

**CHANGE (5/24):** RWY DESIGNATOR. MINIMA.

AERO INFO DATE 20 FEB 24 AD 2-EGPK-8-8

# INSTRUMENT APPROACH CHART - ICAO

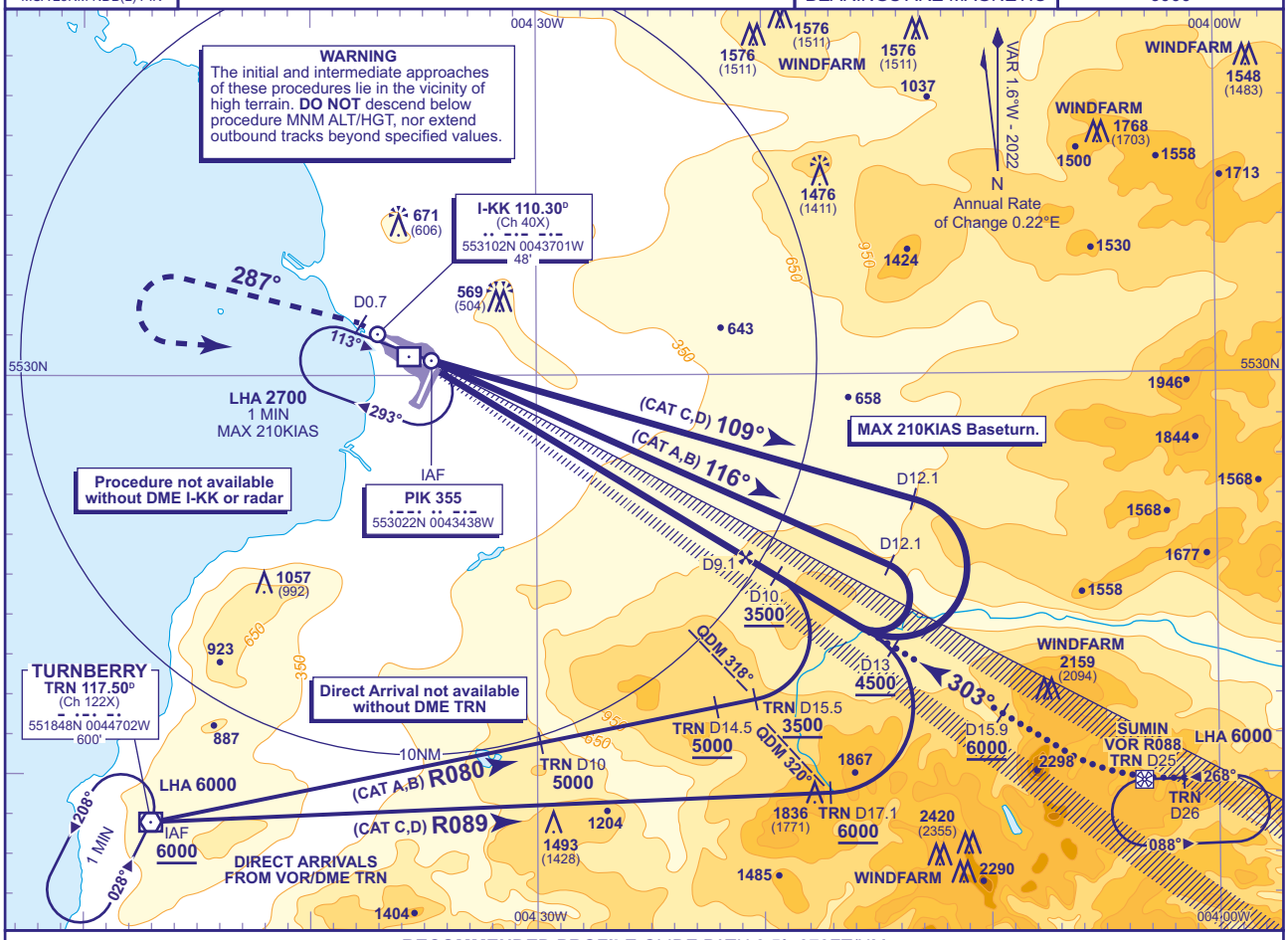
## PRESTWICK
## ILS/DME/NDB(L)
## RWY 30
(ACFT CAT A,B,C,D)




MSA 25NM NDB(L) PIK

| | | | | | |
|---|---|---|---|---|---|
| APP | 129.450 | PRESTWICK APPROACH | AD ELEVATION | 65 | |
| TWR | 118.150, 127.155 | PRESTWICK TOWER | THR ELEVATION | 65 | |
| RAD | 129.450, 124.630 | PRESTWICK RADAR | OBSTACLE ELEVATION | 2420 AMSL (2355) (ABOVE THR) | |
| ATIS | 121.130 | PRESTWICK INFORMATION | BEARINGS ARE MAGNETIC | | |

TRANSITION ALTITUDE **6000**

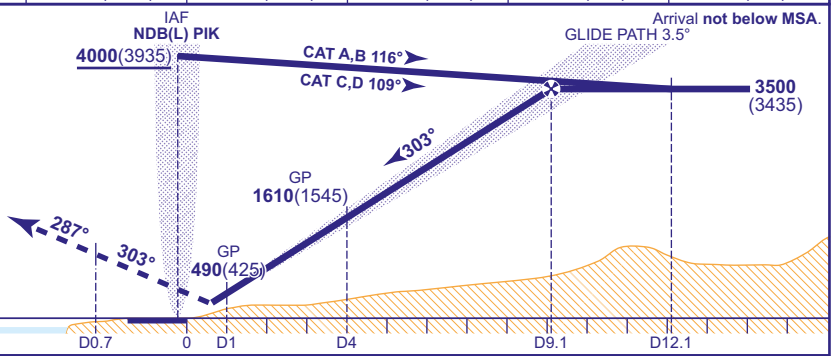



**RECOMMENDED PROFILE** GLIDE PATH 3.5°, 370FT/NM

| DME I-KK | 7 | 6 | 5 | 4 | 3 | 2 | 1 |
|---|---|---|---|---|---|---|---|
| ALT(HGT) | **2720**(2655) | **2350**(2285) | **1980**(1915) | **1610**(1545) | **1240**(1175) | **860**(795) | **490**(425) |

**RDH 56**

Continuous climb to **3500.**
Initially, straight ahead to **I-KK** D0.7 outbound, then climbing turn left onto track 287° continuing climb to **2500**, then climbing turn left to **NDB(L) PIK** to hold at **3500** or as directed.




| Aircraft Category | | A | B | C | D |
|---|---|---|---|---|---|
| OCA (OCH) | CAT I | **296**(231) | **309**(244) | **322**(257) | **332**(267) |
| VM(C)OCA (OCH AAL) | Total Area | **800**(735) | **900**(835) | **1100**(1035) | **1100**(1035) |
| | SW of RWY 12/30 | **640**(575) | **710**(645) | **1000**(935) | **1070**(1005) |

| Rate of descent | G/S KT | 160 | 140 | 120 | 100 | 80 |
|---|---|---|---|---|---|---|
| | FT/MIN | 980 | 860 | 740 | 620 | 490 |

**ALTERNATIVE PROCEDURE** Approach SUMIN (IAF) on the inbound track of the SUMIN hold **not below 6000**. At TRN DME 26 turn right to establish on the LOC. Once established, descend from I-KK DME 15.9 following the recommended profile to **3500**(3435). From the nominal FAP (I-KK DME 9.1) **not below 3500**(3435) continue descent on the glide path to DA(H).

**NOTES** 1 Alternative procedure from SUMIN is based on 6.1% gradient CDA from **6000** to the FAP. To ensure CAS containment aircraft must not descend below the following ALT/HGT: I-KK DME 13 - **4500**(4435) I-KK DME 10 - **3500**(3435).
2 Direct arrivals are subject to prior approval from ATC.
3 Aircraft re-commencing the procedure after a missed approach can start the initial approach at **3500**.

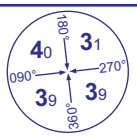
**CHANGE (8/25):** TRN VOR RECALIBRATED.

AERO INFO DATE 19 MAY 25

AD 2-EGPK-8-9

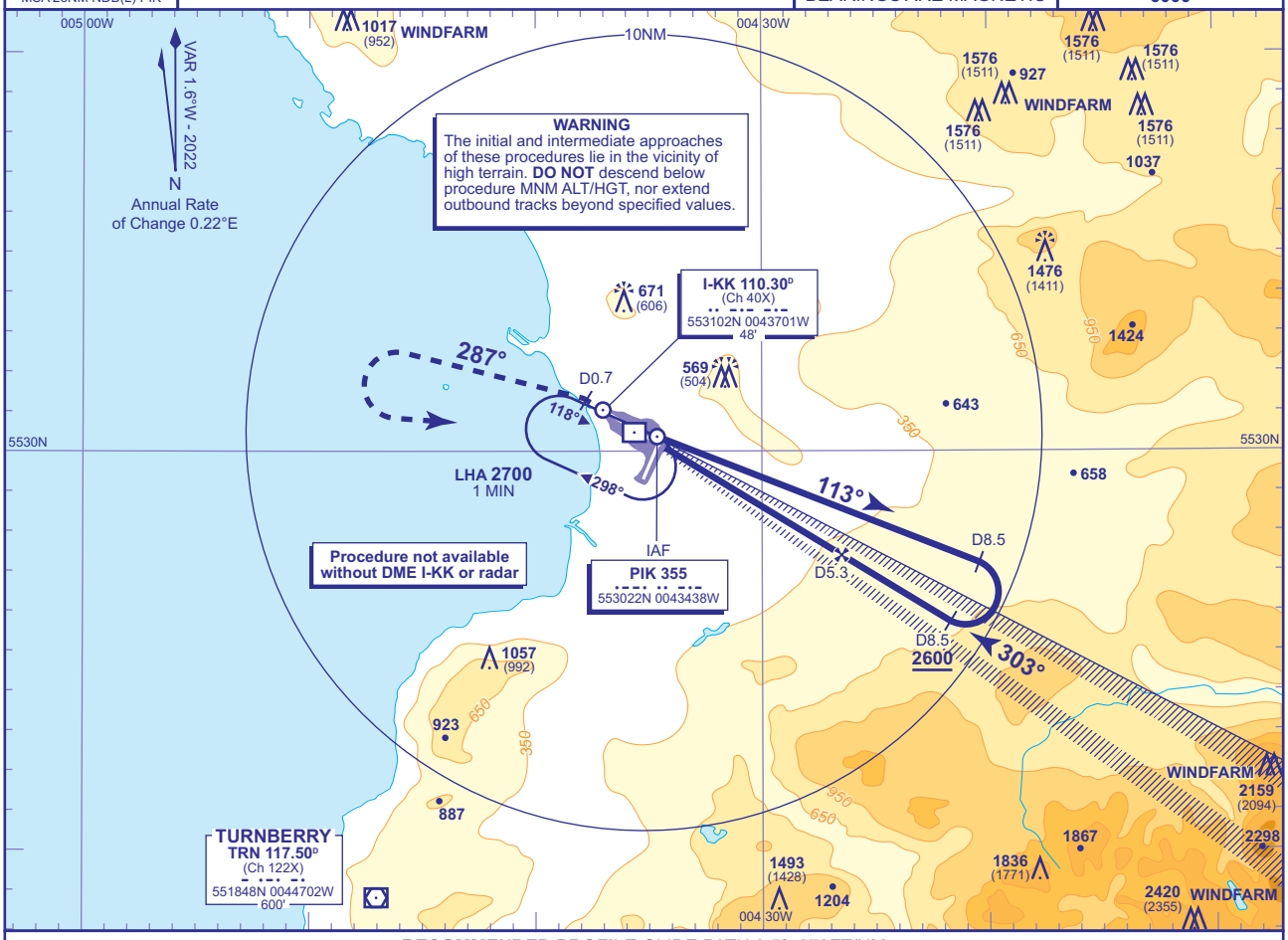
## INSTRUMENT APPROACH CHART - ICAO

# PRESTWICK
# ILS/DME/NDB(L)
# RWY 30
(ACFT CAT A,B)
SHORT PROCEDURE



MSA 25NM NDB(L) PIK

| | | | | | |
|---|---|---|---|---|---|
| APP | 129.450 | PRESTWICK APPROACH | AD ELEVATION | 65 | TRANSITION ALTITUDE 6000 |
| TWR | 118.150, 127.155 | PRESTWICK TOWER | THR ELEVATION | 65 | |
| RAD | 129.450, 124.630 | PRESTWICK RADAR | OBSTACLE ELEVATION 2420 AMSL (2355) (ABOVE THR) | | |
| ATIS | 121.130 | PRESTWICK INFORMATION | BEARINGS ARE MAGNETIC | | |



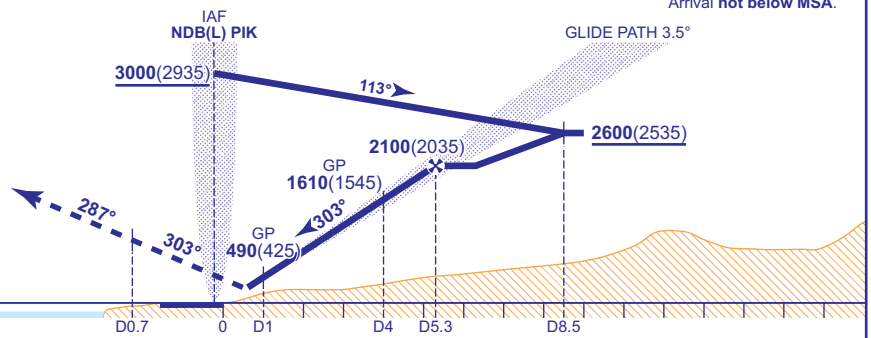

**RECOMMENDED PROFILE** GLIDE PATH 3.5°, 370FT/NM

| **DME I-KK** | 5 | 4 | 3 | 2 | 1 |
|---|---|---|---|---|---|
| **ALT**(HGT) | **1980**(1915) | **1610**(1545) | **1240**(1175) | **860**(795) | **490**(425) |

**RDH 56**

Arrival **not below MSA**.

Continuous climb to **3000.** Initially, straight ahead to **I-KK** D0.7 outbound, then climbing turn left onto track 287° continuing climb to **2500**, then climbing turn left to **NDB(L) PIK** to hold at **3000** or as directed.




| Aircraft Category | | A | B |
|---|---|---|---|
| **OCA** (OCH) | **CAT I** | **294**(229) | **307**(242) |
| **VM(C)OCA** (OCH AAL) | **Total Area** | **800**(735) | **900**(835) |
| | **SW of RWY 12/30** | **640**(575) | **710**(645) |

| **Rate of descent** | **G/S KT** | 160 | 140 | 120 | 100 | 80 |
|---|---|---|---|---|---|---|
| | **FT/MIN** | 990 | 870 | 740 | 620 | 500 |

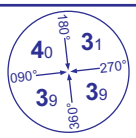
**NOTE** Procedure only available with prior approval from ATC.

**CHANGE (5/24):** D8.5 HEIGHT RESTRICTION ADDED. PROFILE DESCENT IAF TO FAF. MINIMA.

AERO INFO DATE 23 FEB 24

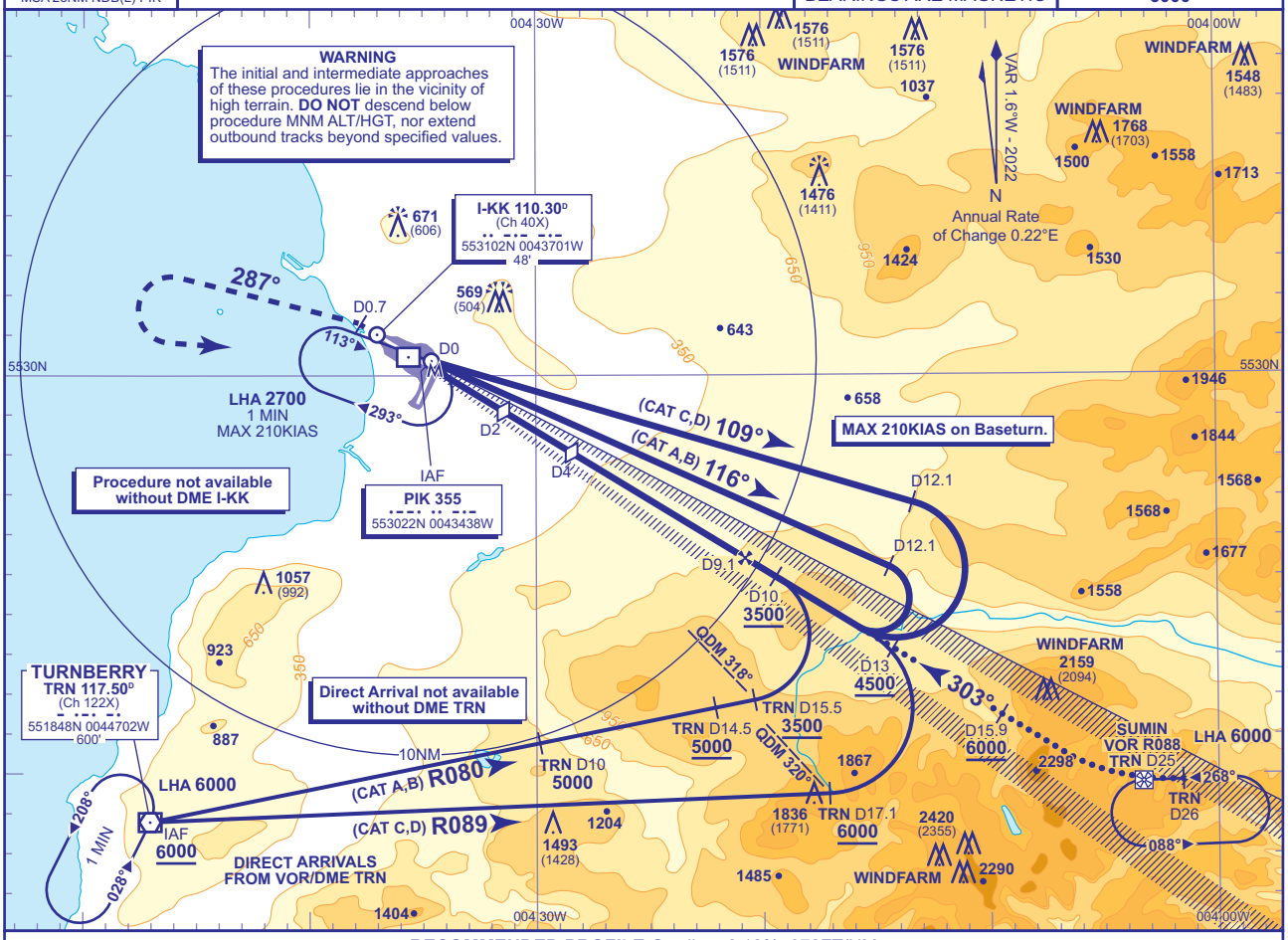
# INSTRUMENT APPROACH CHART - ICAO

## PRESTWICK
## LOC/DME/NDB(L)
## RWY 30
(ACFT CAT A,B,C,D)



MSA 25NM NDB(L) PIK

| | | | | | |
|---|---|---|---|---|---|
| APP | 129.450 | PRESTWICK APPROACH | AD ELEVATION | 65 | TRANSITION ALTITUDE 6000 |
| TWR | 118.150, 127.155 | PRESTWICK TOWER | THR ELEVATION | 65 | |
| RAD | 129.450, 124.630 | PRESTWICK RADAR | OBSTACLE ELEVATION 2420 AMSL (2355) (ABOVE THR) | | |
| ATIS | 121.130 | PRESTWICK INFORMATION | BEARINGS ARE MAGNETIC | | |

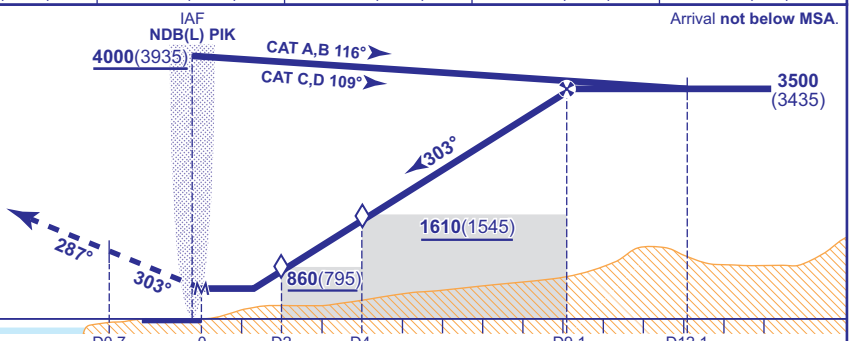



**RECOMMENDED PROFILE** Gradient 6.12%, 372FT/NM

| DME I-KK | 7 | 6 | 5 | 4 (SDF) | 3 | 2 (SDF) |
|---|---|---|---|---|---|---|
| ALT(HGT) | **2720**(2665) | **2350**(2285) | **1980**(1915) | **1610**(1545) | **1240**(1175) | **860**(795) |

**MAPt I-KK DME ZERO**
(THR RWY 30)

Continuous climb to **3500**. Initially, straight ahead to **I-KK** D0.7 outbound, the climbing turn left onto track 287° continuing climb to **2500**, then climbing turn left to **NDB(L) PIK** to hold at **3500** or as directed.



Arrival **not below MSA**.

| Aircraft Category | | A | B | C | D |
|---|---|---|---|---|---|
| OCA (OCH) | Procedure | **540**(475) | **540**(475) | **540**(475) | **540**(475) |
| VM(C)OCA (OCH AAL) | Total Area | **800**(735) | **900**(835) | **1100**(1035) | **1100**(1035) |
| | SW of RWY 12/30 | **640**(575) | **710**(645) | **1000**(935) | **1070**(1005) |

| Rate of descent | G/S KT | 160 | 140 | 120 | 100 | 80 |
|---|---|---|---|---|---|---|
| | FT/MIN | 990 | 870 | 740 | 620 | 500 |

**ALTERNATIVE PROCEDURE**
Approach SUMIN (IAF) on the inbound track of the SUMIN hold **not below 6000**. At TRN DME 26 turn right to establish on the LOC. Once established, descend from I-KK DME 15.9 following the recommended profile to **3500**(3435). From the nominal FAF (I-KK DME 9.1) **not below 3500**(3435) continue descent following recomended profile to MDA(H).

**NOTES** 1 Alternative procedure from SUMIN is based on 6.1% gradient CDA from **6000** to the FAF. To ensure CAS containment aircraft must not descend below the following ALT/HGT: I-KK DME 13 - **4500**(4435) I-KK DME 10 - **3500**(3435).
2 Aircraft re-commencing the procedure after a missed approach can start the initial approach at **3500**.

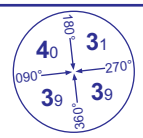
**CHANGE (8/25):** TRN VOR RECALIBRATED.

AERO INFO DATE 19 MAY 25

AD 2-EGPK-8-11

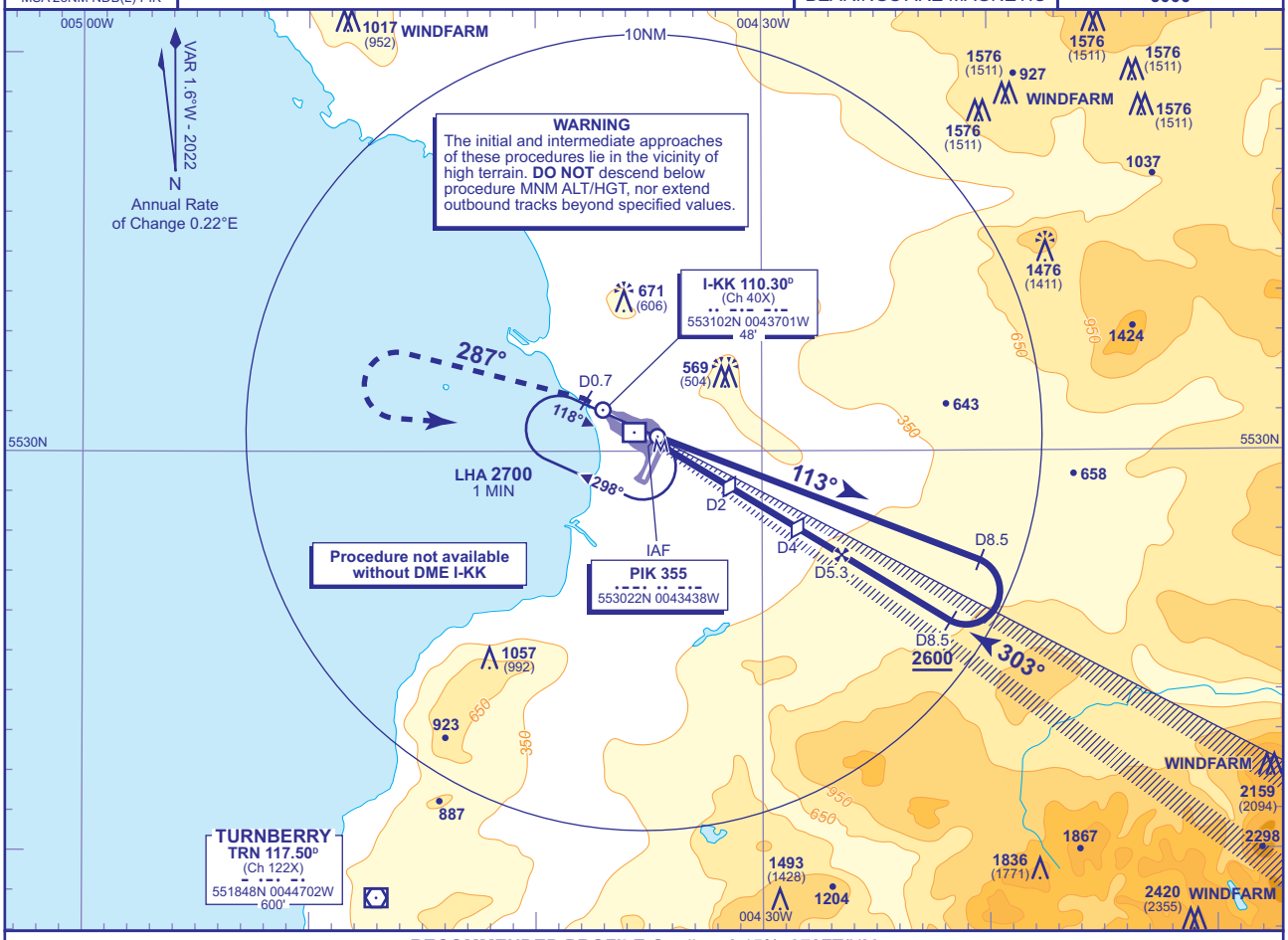
## INSTRUMENT APPROACH CHART - ICAO

# PRESTWICK
# LOC/DME/NDB(L)
# RWY 30
(ACFT CAT A,B)
SHORT PROCEDURE



MSA 25NM NDB(L) PIK

| | | | | | |
|---|---|---|---|---|---|
| APP | 129.450 | PRESTWICK APPROACH | AD ELEVATION | 65 | TRANSITION ALTITUDE **6000** |
| TWR | 118.150, 127.155 | PRESTWICK TOWER | THR ELEVATION | 65 | |
| RAD | 129.450, 124.630 | PRESTWICK RADAR | OBSTACLE ELEVATION **2420 AMSL** (2355) (ABOVE THR) | | |
| ATIS | 121.130 | PRESTWICK INFORMATION | BEARINGS ARE MAGNETIC | | |

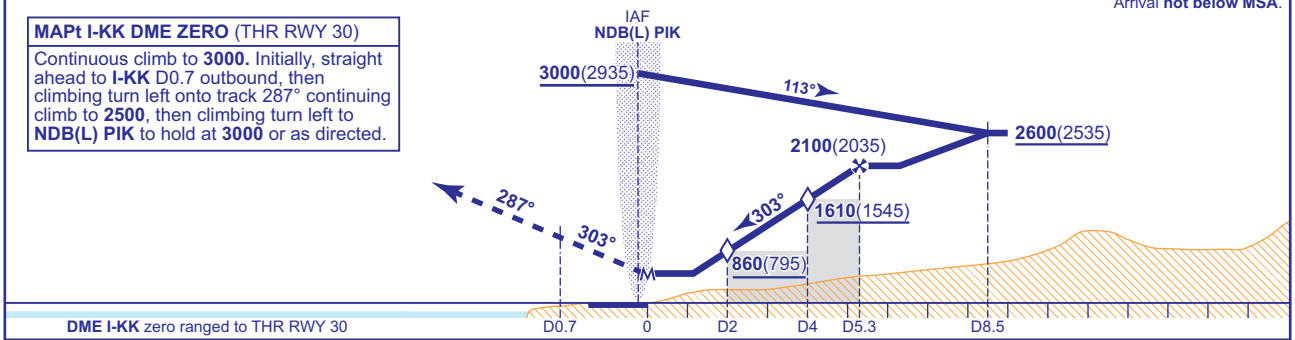



**RECOMMENDED PROFILE** Gradient 6.15%, 372FT/NM

| | | | | |
|---|---|---|---|---|
| **DME I-KK** | 5 | 4 **(SDF)** | 3 | 2 **(SDF)** |
| **ALT**(HGT) | **1990**(1925) | **1610**(1545) | **1240**(1175) | **860**(795) |

Arrival **not below MSA**.

**MAPt I-KK DME ZERO** (THR RWY 30)
Continuous climb to **3000.** Initially, straight ahead to **I-KK** D0.7 outbound, then climbing turn left onto track 287° continuing climb to **2500**, then climbing turn left to **NDB(L) PIK** to hold at **3000** or as directed.




| Aircraft Category | | A | B |
|---|---|---|---|
| **OCA** (OCH) | **Procedure** | **540**(475) | **540**(475) |
| **VM(C)OCA** (OCH AAL) | **Total Area** | **800**(735) | **900**(835) |
| | **SW of RWY 12/30** | **640**(575) | **710**(645) |

| Rate of descent | G/S KT | 160 | 140 | 120 | 100 | 80 |
|---|---|---|---|---|---|---|
| | FT/MIN | 1000 | 870 | 750 | 620 | 500 |

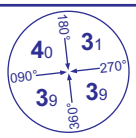
**NOTE** Procedure only available with prior approval from ATC.

**CHANGE (5/24):** D8.5 HEIGHT RESTRICTION ADDED. PROFILE DESCENT IAF TO FAF. MINIMA.

AERO INFO DATE 23 FEB 24

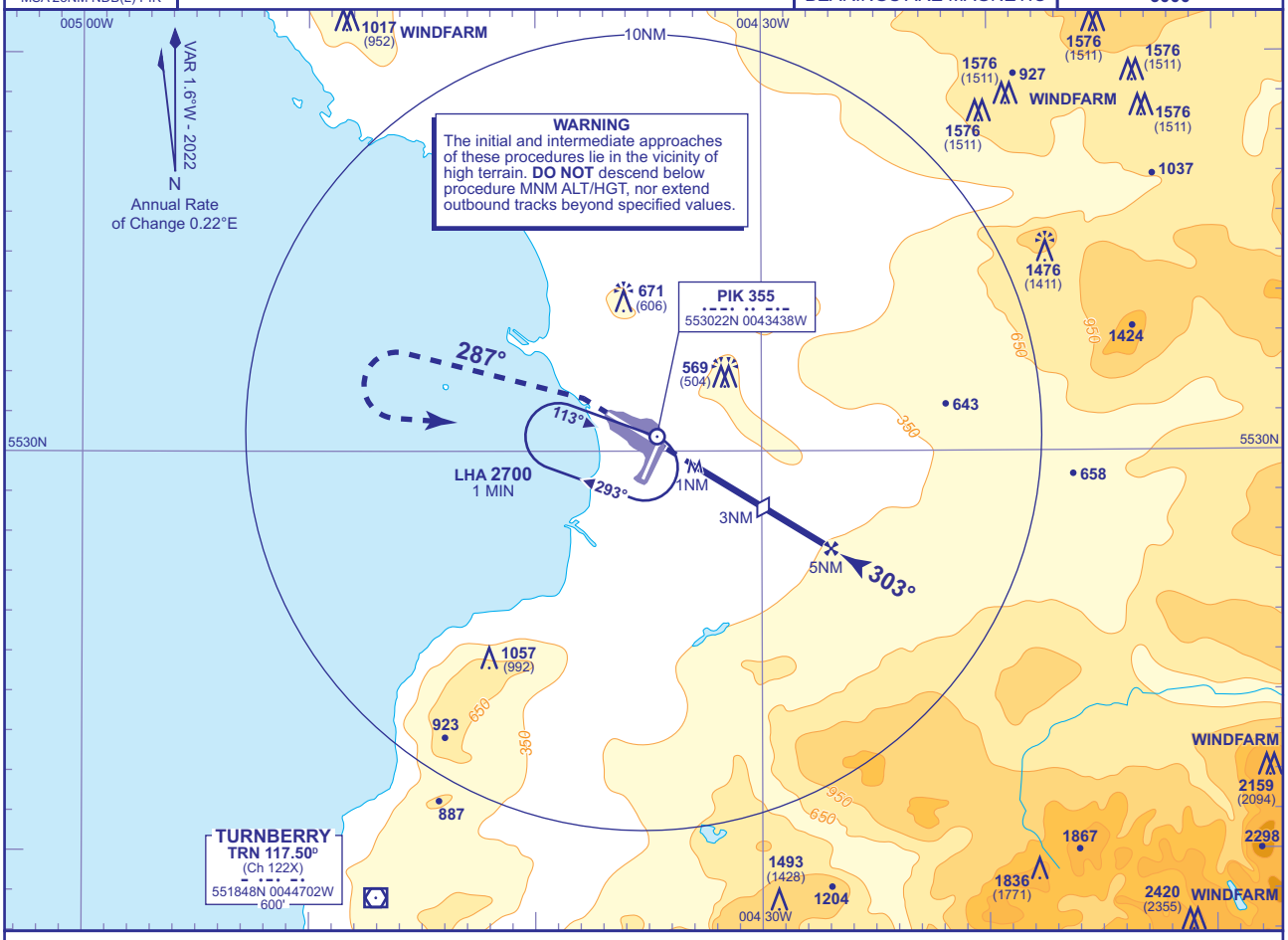
# INSTRUMENT APPROACH CHART - ICAO

## PRESTWICK
## SRA RTR 2NM
## RWY 30
(ACFT CAT A,B,C,D)



MSA 25NM NDB(L) PIK

| | | | | | |
|---|---|---|---|---|---|
| APP | 129.450 | PRESTWICK APPROACH | AD ELEVATION | 65 | TRANSITION ALTITUDE 6000 |
| TWR | 118.150, 127.155 | PRESTWICK TOWER | THR ELEVATION | 65 | |
| RAD | 129.450, 124.630 | PRESTWICK RADAR | OBSTACLE ELEVATION 2420 AMSL (2355) (ABOVE THR) | | |
| ATIS | 121.130 | PRESTWICK INFORMATION | BEARINGS ARE MAGNETIC | | |



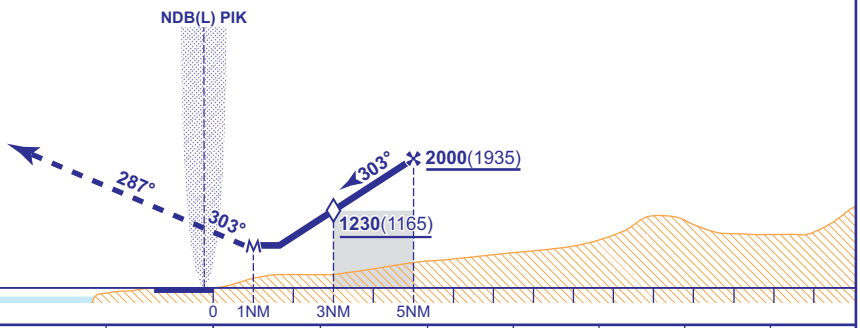

**RADAR ADVISORY HEIGHTS** Gradient 6.37%, 390FT/NM

| NM | 5 | 4 | 3 (SDF) | 2 |
|---|---|---|---|---|
| ALT(HGT) | **2000**(1935) | **1610**(1545) | **1230**(1165) | **840**(775) |

Initial and intermediate approach as directed by radar.

**MAPt 1NM after RTR**

Continuous climb to **3000** Initially, straight ahead to **1300** then climbing turn left onto track 287° continuing to **2500** then climbing turn left to **NDB(L) PIK** to hold at **3000** or as directed.




| Aircraft Category | | A | B | C | D |
|---|---|---|---|---|---|
| OCA (OCH) | Procedure | **760**(695) | **760**(695) | **760**(695) | **760**(695) |
| VM(C)OCA (OCH AAL) | Total Area | **800**(735) | **900**(835) | **1100**(1035) | **1100**(1035) |
| | SW of RWY 12/30 | **760**(695) | **810**(745) | **1070**(1005) | **1070**(1005) |

| Rate of descent | G/S KT | 160 | 140 | 120 | 100 | 80 |
|---|---|---|---|---|---|---|
| | FT/MIN | 1030 | 900 | 770 | 640 | 520 |

**CHANGE (5/24):** MINIMA.

AERO INFO DATE 20 FEB 24

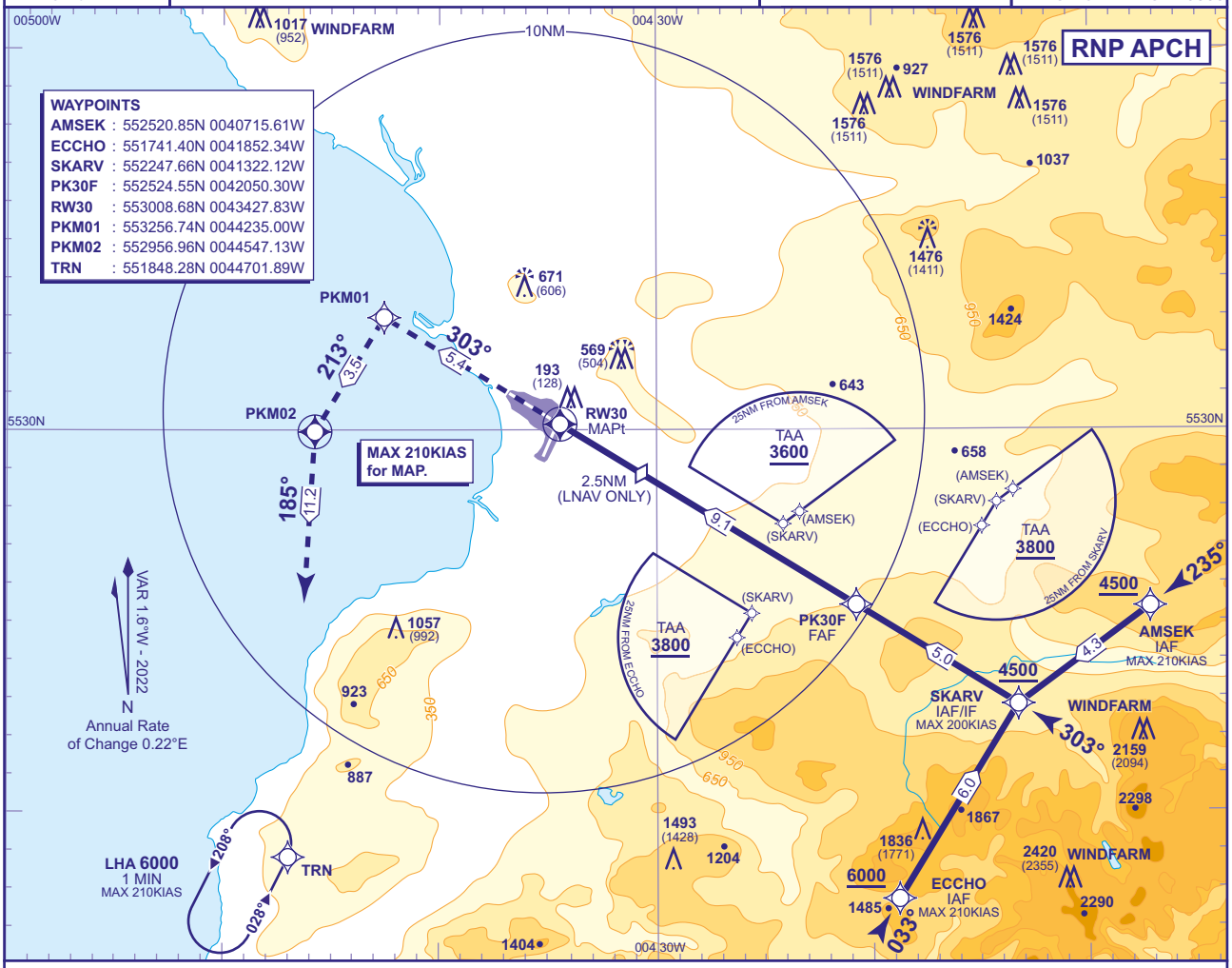
AD 2-EGPK-8-13

## INSTRUMENT APPROACH CHART - ICAO

# PRESTWICK
# RNP
# RWY 30
(ACFT CAT A,B,C,D)

| | | | | | |
|---|---|---|---|---|---|
| 39 MSA 25NM ARP | APP | 129.450 | PRESTWICK APPROACH | AD ELEVATION | 65 |
| | TWR | 118.150, 127.155 | PRESTWICK TOWER | THR ELEVATION | 65 |
| | RAD | 129.450, 124.630 | PRESTWICK RADAR | OBSTACLE ELEVATION 2420 AMSL (2355) (ABOVE THR) | |
| | ATIS | 121.130 | PRESTWICK INFORMATION | | |
| | | | | BEARINGS ARE MAGNETIC | |

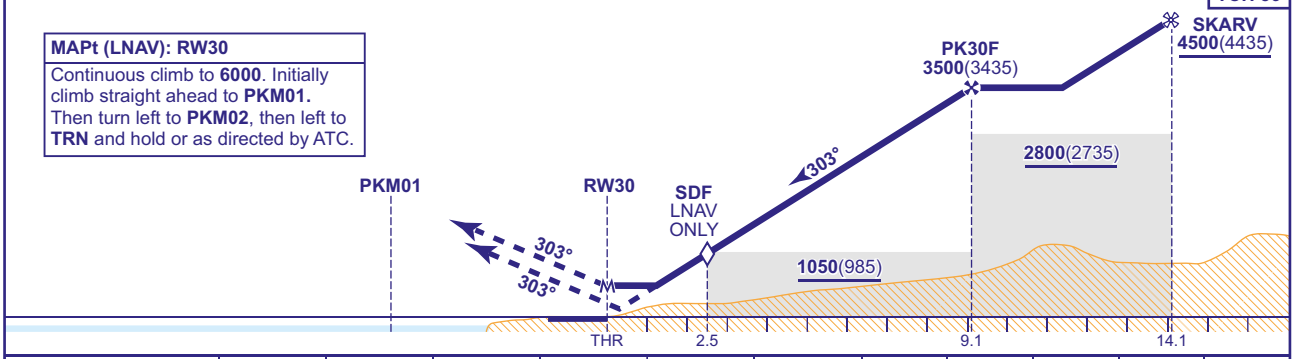
MIN TEMP **-15°C**
TRANSITION ALTITUDE **6000**




**RECOMMENDED PROFILE** VNAV Vertical Path Angle 3.5°(LNAV 6.12%), 370FT/NM

| NM to RW30 | 8 | 7 | 6 | 5 | 4 | 3 | 2.5 SDF | 2 | 1 |
|---|---|---|---|---|---|---|---|---|---|
| ALT(HGT) | **3090**(3025) | **2720**(2655) | **2350**(2285) | **1980**(1915) | **1610**(1545) | **1240**(1175) | **1050**(985) | **860**(795) | **490**(425) |

**MAPt (LNAV): RW30**
Continuous climb to **6000**. Initially climb straight ahead to **PKM01**. Then turn left to **PKM02**, then left to **TRN** and hold or as directed by ATC.




| Aircraft Category | | A | B | C | D | Rate of descent | G/S KT | 160 | 140 | 120 | 100 | 80 |
|---|---|---|---|---|---|---|---|---|---|---|---|---|
| OCA (OCH) | LNAV/VNAV | **420**(355) | **420**(355) | **430**(365) | **440**(375) | | FT/MIN | 990 | 870 | 740 | 620 | 500 |
| | LNAV | **540**(475) | **540**(475) | **540**(475) | **540**(475) | | | | | | | |
| VM(C)OCA (OCH AAL) | Total Area | **750**(685) | **870**(805) | **1070**(1005) | **1070**(1005) | | | | | | | |
| | SW of RWY 12/30 | **680**(615) | **810**(745) | **910**(845) | **1070**(1005) | | | | | | | |

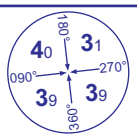
**NOTE** VPA exceeds 3.5° above 15°C.

**CHANGE (8/25):** TRN VOR RECALIBRATED.

AERO INFO DATE 13 MAY 25

# INSTRUMENT APPROACH CHART - ICAO

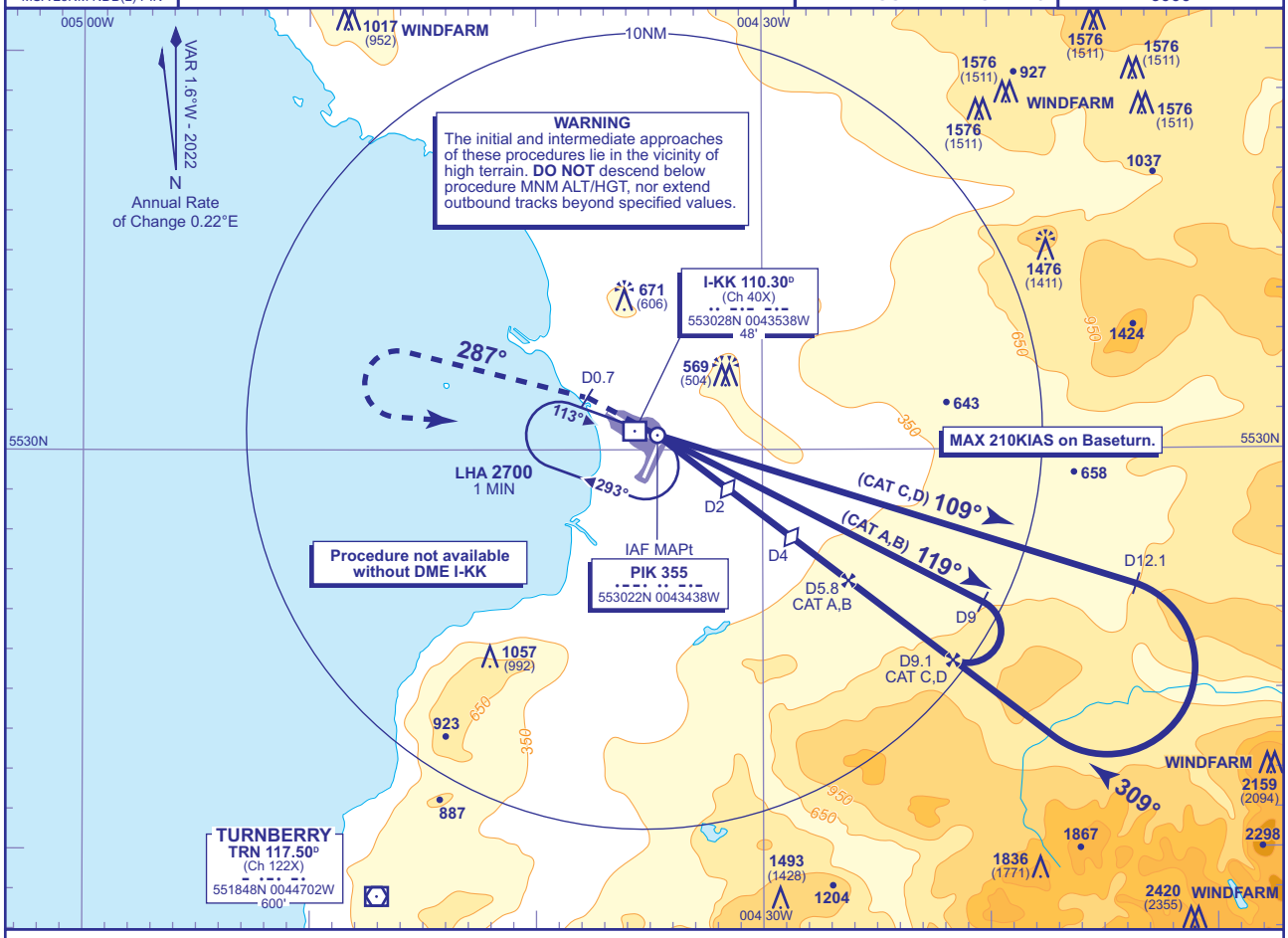
## PRESTWICK NDB(L)/DME RWY 30
(ACFT CAT A,B,C,D)



MSA 25NM NDB(L) PIK

| | | | | | |
|---|---|---|---|---|---|
| APP | 129.450 | PRESTWICK APPROACH | AD ELEVATION | 65 |
| TWR | 118.150, 127.155 | PRESTWICK TOWER | THR ELEVATION | 65 |
| RAD | 129.450, 124.630 | PRESTWICK RADAR | OBSTACLE ELEVATION | 2420 AMSL (2355) (ABOVE THR) |
| ATIS | 121.130 | PRESTWICK INFORMATION | BEARINGS ARE MAGNETIC | |

TRANSITION ALTITUDE **6000**

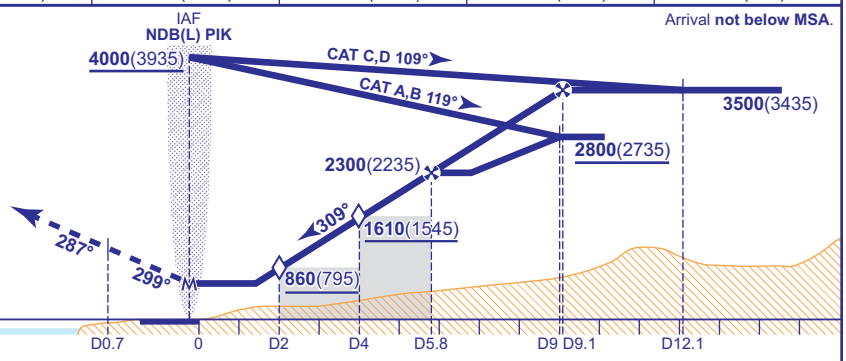



**RECOMMENDED PROFILE** Gradient 6.11%, 370FT/NM

| DME I-KK | 7 | 6 | 5 | 4 (SDF) | 3 | 2 (SDF) |
|---|---|---|---|---|---|---|
| ALT(HGT) | **2720**(2655) | **2350**(2285) | **1980**(1915) | **1610**(1545) | **1240**(1175) | **860**(795) |

**MAPt NDB(L) PIK**

Continuous climb to **3500.** Initially, on **NDB(L) PIK** QDM 299° to **I-KK** D0.7 outbound, then climbing turn left onto track 287° continuing climb to **2500**, then climbing turn left to **NDB(L) PIK** to hold at **3500** or as directed.




| Aircraft Category | | A | B | C | D |
|---|---|---|---|---|---|
| OCA (OCH) | Procedure | **600**(535) | **600**(535) | **600**(535) | **600**(535) |
| VM(C)OCA (OCH AAL) | Total Area | **800**(735) | **900**(835) | **1100**(1035) | **1100**(1035) |
| | SW of RWY 12/30 | **700**(635) | **810**(745) | **1000**(935) | **1070**(1005) |

| Rate of descent | G/S KT | 160 | 140 | 120 | 100 | 80 |
|---|---|---|---|---|---|---|
| | FT/MIN | 990 | 860 | 740 | 620 | 490 |

**NOTES**
1. FAT offset 5.8° south of extended RWY CL and intercepts the CL 1.1NM before THR.
2. Aircraft re-commencing the procedure after a missed approach can start the initial approach at **3500**.
3. No turns before MAPt.

**CHANGE (5/24):** CAT A/B PROFILE DESCENT IAF TO FAF. NOTE 3 ADDED. MINIMA.

AERO INFO DATE 23 FEB 24

# Instrument Approach Procedure Coding Tables

**Prestwick RNP RWY 12 - Instrument Approach Procedure via IBLOB**

| Designator | Sequence Number | Path Term-inator | Waypoint Name | Fly-over | Course/ Track °M (°T) | Turn Direction | Level Constraint | Speed Constraint | Co-ordinates | Remarks and Distance to MAPt |
|---|---|---|---|---|---|---|---|---|---|---|
| R12R | 001 | IF | IBLOB | N | - | - | 4000 | 210 | 553151.82N 0045626.54W | IAF |
| R12R | 002 | TF | PK12I | N | 033° (031.1°) | RIGHT | 2300 | 200 | 553608.21N 0045153.40W | IF / 10.1NM |
| R12R | 003 | TF | PK12F | N | 123° (121.1°) | - | 2000 | - | 553401.16N 0044542.48W | FAF / 6.0NM |
| R12R | 004 | TF | RW12 | Y | 123° (121.2°) | - | - | - | 553054.82N 0043641.31W | MAPt |
| R12R | 005 | CF | PKE02 | N | 123° (121.3°) | RIGHT | - | 210 | 552725.59N 0042637.65W | - |
| R12R | 006 | CF | PKS03 | Y | 227° (225.6°) | RIGHT | - | 210 | 552331.88N 0043337.16W | - |
| R12R | 007 | DF | TRN | N | 240° (238.4°) | - | 6000 | 210 | 551848.28N 0044701.89W | HOLD |

**Prestwick RNP RWY 12 - Instrument Approach Procedure via RELMO**

| Designator | Sequence Number | Path Term-inator | Waypoint Name | Fly-over | Course/ Track °M (°T) | Turn Direction | Level Constraint | Speed Constraint | Co-ordinates | Remarks and Distance to MAPt |
|---|---|---|---|---|---|---|---|---|---|---|
| R12C | 001 | IF | RELMO | N | - | - | 4000 | 230 | 553811.96N 0045756.25W | IAF |
| R12C | 002 | TF | PK12I | N | 123° (121.0°) | - | 2300 | 200 | 553608.21N 0045153.40W | IF / 10.1NM |
| R12C | 003 | TF | PK12F | N | 123° (121.1°) | - | 2000 | - | 553401.16N 0044542.48W | FAF / 6.0NM |
| R12C | 004 | TF | RW12 | Y | 123° (121.2°) | - | - | - | 553054.82N 0043641.31W | MAPt |
| R12C | 005 | CF | PKE02 | N | 123° (121.3°) | RIGHT | - | 210 | 552725.59N 0042637.65W | - |
| R12C | 006 | CF | PKS03 | Y | 227° (225.6°) | RIGHT | - | 210 | 552331.88N 0043337.16W | - |
| R12C | 007 | DF | TRN | N | 240° (238.4°) | - | 6000 | 210 | 551848.28N 0044701.89W | HOLD |

**Prestwick RNP RWY 12 - Instrument Approach Procedure via BAKAK**

| Designator | Sequence Number | Path Term-inator | Waypoint Name | Fly-over | Course/ Track °M (°T) | Turn Direction | Level Constraint | Speed Constraint | Co-ordinates | Remarks and Distance to MAPt |
|---|---|---|---|---|---|---|---|---|---|---|
| R12L | 001 | IF | BAKAK | N | - | - | 4000 | 230 | 554024.59N 0044719.75W | IAF |
| R12L | 002 | TF | PK12I | N | 213° (211.2°) | LEFT | 2300 | 200 | 553608.21N 0045153.40W | IF / 10.1NM |
| R12L | 003 | TF | PK12F | N | 123° (121.1°) | - | 2000 | - | 553401.16N 0044542.48W | FAF / 6.0 NM |
| R12L | 004 | TF | RW12 | Y | 123° (121.2°) | - | - | - | 553054.82N 0043641.31W | MAPt |
| R12L | 005 | CF | PKE02 | N | 123° (121.3°) | RIGHT | - | 210 | 552725.59N 0042637.65W | - |
| R12L | 006 | CF | PKS03 | Y | 227° (225.6°) | RIGHT | - | 210 | 552331.88N 0043337.16W | - |
| R12L | 007 | DF | TRN | N | 240° (238.4°) | - | 6000 | 210 | 551848.28N 0044701.89W | HOLD |

**CHANGE (7/22):** MAG TRACKS.
AERO INFO DATE 26 APR 22

# Instrument Approach Procedure Coding Tables

**Prestwick RNP RWY 20 - Instrument Approach Procedure via ESAUL**

| Designator | Sequence Number | Path Term-inator | Waypoint Name | Fly-over | Course/ Track °M (°T) | Turn Direction | Level Constraint | Speed Constraint | Co-ordinates | Remarks and Distance to MAPt |
|---|---|---|---|---|---|---|---|---|---|---|
| R20R | 001 | IF | ESAUL | N | - | - | 4000 | 230 | 554051.11N 0043554.36W | IAF |
| R20R | 002 | TF | BITPA | N | 115° (113.7°) | RIGHT | 2900 | 200 | 553850.26N 0042749.55W | IF / 9.5NM |
| R20R | 003 | TF | PK20F | N | 205° (203.8°) | - | 2100 | - | 553505.65N 0043044.76W | FAF / 5.4NM |
| R20R | 004 | TF | RW20 | Y | 205° (203.8°) | - | - | - | 553012.19N 0043432.76W | MAPt |
| R20R | 005 | CF | PKM03 | N | 205° (203.7°) | RIGHT | - | 210 | 552438.95N 0043850.41W | - |
| R20R | 006 | TF | TRN | N | 220° (218.7°) | - | 6000 | 210 | 551848.28N 0044701.89W | HOLD |

**Prestwick RNP RWY 20 - Instrument Approach Procedure via BITPA**

| Designator | Sequence Number | Path Term-inator | Waypoint Name | Fly-over | Course/ Track °M (°T) | Turn Direction | Level Constraint | Speed Constraint | Co-ordinates | Remarks and Distance to MAPt |
|---|---|---|---|---|---|---|---|---|---|---|
| R20C | 001 | IF | BITPA | N | - | - | 2900 | 200 | 553850.26N 0042749.55W | IAF / IF / 9.5NM |
| R20C | 002 | TF | PK20F | N | 205° (203.8°) | - | 2100 | - | 553505.65N 0043044.76W | FAF / 5.4NM |
| R20C | 003 | TF | RW20 | Y | 205° (203.8°) | - | - | - | 553012.19N 0043432.76W | MAPt |
| R20C | 004 | CF | PKM03 | N | 205° (203.7°) | RIGHT | - | 210 | 552438.95N 0043850.41W | - |
| R20C | 005 | TF | TRN | N | 220° (218.7°) | - | 6000 | 210 | 551848.28N 0044701.89W | HOLD |

**Prestwick RNP RWY 20 - Instrument Approach Procedure via MIJAG**

| Designator | Sequence Number | Path Term-inator | Waypoint Name | Fly-over | Course/ Track °M (°T) | Turn Direction | Level Constraint | Speed Constraint | Co-ordinates | Remarks and Distance to MAPt |
|---|---|---|---|---|---|---|---|---|---|---|
| R20L | 001 | IF | MIJAG | N | - | - | 4000 | 210 | 553649.01N 0041945.46W | IAF |
| R20L | 002 | TF | BITPA | N | 296° (293.9°) | LEFT | 2900 | 200 | 553850.26N 0042749.55W | IF / 9.5NM |
| R20L | 003 | TF | PK20F | N | 205° (203.8°) | - | 2100 | - | 553505.65N 0043044.76W | FAF / 5.4NM |
| R20L | 004 | TF | RW20 | Y | 205° (203.8°) | - | - | - | 553012.19N 0043432.76W | MAPt |
| R20L | 005 | CF | PKM03 | N | 205° (203.7°) | RIGHT | - | 210 | 552438.95N 0043850.41W | - |
| R20L | 006 | TF | TRN | N | 220° (218.7°) | - | 6000 | 210 | 551848.28N 0044701.89W | HOLD |

**CHANGE (6/25):** R20L WAYPOINT UTITI RENAMED MIJAG.
AERO INFO DATE 25 MAR 25

# Instrument Approach Procedure Coding Tables

**Prestwick RNP RWY 30 - Instrument Approach Procedure via ECCHO**

| Designator | Sequence Number | Path Term-inator | Waypoint Name | Fly-over | Course/ Track °M (°T) | Turn Direction | Level Constraint | Speed Constraint | Co-ordinates | Remarks and Distance to MAPt |
|---|---|---|---|---|---|---|---|---|---|---|
| R30L | 001 | IF | ECCHO | N | - | - | 6000 | 210 | 551741.40N 0041852.34W | IAF |
| R30L | 002 | TF | SKARV | N | 033° (031.5°) | LEFT | 4500 | 200 | 552247.66N 0041322.12W | IF / 14.1NM |
| R30L | 003 | TF | PK30F | N | 303° (301.6°) | - | 3500 | - | 552524.55N 0042050.30W | FAF / 9.1NM |
| R30L | 004 | TF | RW30 | Y | 303° (301.5°) | - | - | - | 553008.68N 0043427.83W | MAPt |
| R30L | 005 | CF | PKM01 | N | 303° (301.4°) | LEFT | - | 210 | 553256.74N 0044235.00W | - |
| R30L | 006 | CF | PKM02 | Y | 213° (211.2°) | LEFT | - | 210 | 552956.96N 0044547.13W | - |
| R30L | 007 | DF | TRN | N | 185° (183.6°) | - | 6000 | 210 | 551848.28N 0044701.89W | HOLD |

**Prestwick RNP RWY 30 - Instrument Approach Procedure via SKARV**

| Designator | Sequence Number | Path Term-inator | Waypoint Name | Fly-over | Course/ Track °M (°T) | Turn Direction | Level Constraint | Speed Constraint | Co-ordinates | Remarks and Distance to MAPt |
|---|---|---|---|---|---|---|---|---|---|---|
| R30C | 001 | IF | SKARV | N | - | - | 4500 | 200 | 552247.66N 0041322.12W | IAF/IF / 14.1NM |
| R30C | 002 | TF | PK30F | N | 303° (301.6°) | - | 3500 | - | 552524.55N 0042050.30W | FAF / 9.1NM |
| R30C | 003 | TF | RW30 | Y | 303° (301.5°) | - | - | - | 553008.68N 0043427.83W | MAPt |
| R30C | 004 | CF | PKM01 | N | 303° (301.4°) | LEFT | - | 210 | 553256.74N 0044235.00W | - |
| R30C | 005 | CF | PKM02 | Y | 213° (211.2°) | LEFT | - | 210 | 552956.96N 0044547.13W | - |
| R30C | 006 | DF | TRN | N | 185° (183.6°) | - | 6000 | 210 | 551848.28N 0044701.89W | HOLD |

**Prestwick RNP RWY 30 - Instrument Approach Procedure via AMSEK**

| Designator | Sequence Number | Path Term-inator | Waypoint Name | Fly-over | Course/ Track °M (°T) | Turn Direction | Level Constraint | Speed Constraint | Co-ordinates | Remarks and Distance to MAPt |
|---|---|---|---|---|---|---|---|---|---|---|
| R30R | 001 | IF | AMSEK | N | - | - | 4500 | 210 | 552520.85N 0040715.61W | IAF |
| R30R | 002 | TF | SKARV | N | 235° (233.7°) | RIGHT | 4500 | 200 | 552247.66N 0041322.12W | IF / 14.1NM |
| R30R | 003 | TF | PK30F | N | 303° (301.6°) | - | 3500 | - | 552524.55N 0042050.30W | FAF / 9.1NM |
| R30R | 004 | TF | RW30 | Y | 303° (301.5°) | - | - | - | 553008.68N 0043427.83W | MAPt |
| R30R | 005 | CF | PKM01 | N | 303° (301.4°) | LEFT | - | 210 | 553256.74N 0044235.00W | - |
| R30R | 006 | CF | PKM02 | Y | 213° (211.2°) | LEFT | - | 210 | 552956.96N 0044547.13W | - |
| R30R | 007 | DF | TRN | N | 185° (183.6°) | - | 6000 | 210 | 551848.28N 0044701.89W | HOLD |

**CHANGE (7/22):** MAG TRACKS.
AERO INFO DATE 26 APR 22

# EGKR — REDHILL

## EGKR AD 2.1 AERODROME LOCATION INDICATOR AND NAME

EGKR — REDHILL

## EGKR AD 2.2 AERODROME GEOGRAPHICAL AND ADMINISTRATIVE DATA

| | | |
|---|---|---|
| 1 | ARP coordinates and site at AD | Lat: 511249N Long: 0000819W<br>Mid point of Runway 07R/25L. |
| 2 | Direction and distance from city | 1.5 NM SE of Redhill. |
| 3 | Elevation / Reference temperature / Mean Low Temperature | 222 FT / 20 °C / - |
| 4 | Geoid undulation at AD ELEV PSN | 149 FT |
| 5 | Magnetic Variation / Annual Change | 0.55°E (2022) / 0.19°E |
| 6 | AD Administration<br>Address<br>Telephone<br><br><br><br>E-mail address | REDHILL AERODROME LTD<br>Terminal Building, Redhill Aerodrome, Surrey, RH1 5YP.<br>01737-823377 (Administration) Mon-Fri 0900-1700 (0800-1600)<br>01737-821802 (ATC)<br>01737-821805 (Fuel)<br>01737-822947 (ATIS available H24)<br>reception@redhillaerodrome.com (Administration)<br>atc@redhillaerodrome.com (ATC)<br>arffs@redhillaerodrome.com (ARFFS/Fuel) |
| 7 | Type of Traffic permitted (IFR/VFR) | VFR |
| 8 | Remarks | ATC telephone calls are recorded. |

## EGKR AD 2.3 OPERATIONAL HOURS

| | | |
|---|---|---|
| 1 | AD Administration | 0900-1700 (0800-1800). |
| 2 | Customs and immigration | Available by arrangement. Submit GAR form via www.submit-general-aviation-report.service.gov.uk 4 hours notice required for inbound flights.<br>Flights within the UK Common Travel Area require 24hrs notice to Surrey Police. |
| 3 | Health and sanitation | |
| 4 | AIS Briefing Office | |
| 5 | ATS Reporting Office (ARO) | |
| 6 | MET Briefing Office | |
| 7 | ATS | 0845-1715 (0745-1815). |
| 8 | Fuelling | 0900-1630 (0800-1730); and by arrangement. |
| 9 | Handling | |
| 10 | Security | |
| 11 | De-icing | |
| 12 | Remarks | This aerodrome is PPR. |

## EGKR AD 2.4 HANDLING SERVICES AND FACILITIES

| | | |
|---|---|---|
| 1 | Cargo handling facilities | |
| 2 | Fuel and oil types | AVTUR JET A-1 (with AL48), AVGAS 100LL<br>W80, W100 |
| 3 | Fuelling facilities/capacity | AVTUR JET A-1 fixed installation 60,000 lt. Bowser 12,000 lt.<br>AVGAS 100LL fixed installation 25,000 lt. |
| 4 | De-icing facilities | |
| 5 | Hangar space for visiting aircraft | |
| 6 | Repair facilities for visiting aircraft | |
| 7 | Remarks | |

## EGKR AD 2.5 PASSENGER FACILITIES

**INTENTIONALLY BLANK**

## EGKR AD 2.6 RESCUE AND FIRE FIGHTING SERVICES

| | | |
|---|---|---|
| 1 | AD category for fire fighting services | RFF Category A2<br>RFFS Category A2/H2. |
| 2 | Rescue equipment | |
| 3 | Capability for removal of disabled aircraft | |
| 4 | Remarks | |

## EGKR AD 2.7 SEASONAL AVAILABILITY - CLEARING

**INTENTIONALLY BLANK**

## EGKR AD 2.8 APRONS, TAXIWAYS AND CHECK LOCATIONS/POSITIONS DATA

| | | |
|---|---|---|
| 1 | Apron surface and strength | |
| 2 | Taxiway width, surface and strength | Taxiway A: 10 M<br>Surface: Asphalt<br><br>Taxiway B: 10 M<br>Surface: Asphalt<br><br>Taxiway C: 10 M<br>Surface: Asphalt<br>Taxiway C has a width of 10 M, except section marked as unlicensed Runway 06/24, which has a width of 14 M.<br><br>Taxiway D: 10 M<br>Surface: Asphalt<br><br>Taxiway E: 10 M<br>Surface: Asphalt<br><br>Taxiway F: 7.5 M<br>Surface: Concrete<br><br>Taxiway G:<br>Surface: Grass<br><br>Taxiway H: 10 M<br>Surface: Asphalt |
| 3 | Altimeter checkpoint location and elevation | |
| 4 | VOR checkpoints | |
| 5 | INS checkpoints | |
| 6 | Remarks | |

## EGKR AD 2.9 SURFACE MOVEMENT GUIDANCE AND CONTROL SYSTEM AND MARKINGS

| | | |
|---|---|---|
| 1 | Use of aircraft stand ID signs, TWY guide lines and visual docking/parking guidance system of aircraft stands | |
| 2 | Runway and taxiway markings and lighting | Taxiway marking aid(s):<br>Painted centre-line and hold markings on Taxiways A, B, C, D, E, F and H.<br><br>Taxiway light(s):<br>Runway Guard Lights at Holding Points A1 and B1. |

| | | |
|---|---|---|
| 3 | Stop bars and runway guard lights (if any) | |
| 4 | Other runway protection measures | |
| 5 | Remarks | WDI: 511253.19N 0000821.42W (LGTD). |

## EGKR AD 2.10 AERODROME OBSTACLES

| In Approach/Take-off areas | | | | | | |
|---|---|---|---|---|---|---|
| **Obstacle ID/ Designation** | **Obstacle Type** | **Obstacle Position** | **Elevation/Height** | | **Obstruction Lighting Type/ Colour** | **Remarks** |
| **1** | **2** | **3** | **4** | | **5** | **6** |
| (EGKR5823) 18/APPROACH 36/ TAKE-OFF | TREE | 511408.44N 0000824.50W | 519 FT | | No | |
| (EGKR5828) 18/APPROACH 36/ TAKE-OFF | TREE | 511407.54N 0000819.68W | 538 FT | | No | |
| (EGKR1134) 18/APPROACH 36/ TAKE-OFF | TREE | 511354.78N 0000821.39W | 459 FT | | No | |
| (EGKR5754) 18/APPROACH 36/ TAKE-OFF | TREE | 511320.28N 0000820.39W | 275 FT | | No | |
| (EGKR1373) 36/APPROACH 18/ TAKE-OFF | TREE | 511252.90N 0000735.05W | 266 FT | | No | |
| (EGKR6121) 36/APPROACH 18/ TAKE-OFF | TREE | 511236.10N 0000828.99W | 217 FT | | No | |
| (EGKR6098) 36/APPROACH 18/ TAKE-OFF | TREE | 511235.56N 0000825.27W | 233 FT | | No | |

| In circling area and at aerodrome | | | | | | |
|---|---|---|---|---|---|---|
| **Obstacle ID/ Designation** | **Obstacle Type** | **Obstacle Position** | **Elevation/Height** | | **Obstruction Lighting Type/ Colour** | **Remarks** |
| **1** | **2** | **3** | **4** | | **5** | **6** |
| | TV Mast | 511517.02N 0001204.10W | 1014 FT | | Yes | |

## EGKR AD 2.11 METEOROLOGICAL INFORMATION PROVIDED

| | | |
|---|---|---|
| 1 | Associated MET Office | |
| 2 | Hours of service<br>MET Office outside hour | |
| 3 | Office responsible for TAF preparation<br>Periods of validity | |
| 4 | Trend forecast<br>Interval of issuance | |
| 5 | Briefing/consultation provided | Self briefing/Telephone. |
| 6 | Flight documentation<br>Language(s) used | METARs.<br>English. |
| 7 | Charts and other information available for briefing or consultation | |
| 8 | Supplementary equipment available for providing information | |
| 9 | ATS units provided with information | |
| 10 | Additional information (limitation of service, etc.) | Automatic MET observations are available on ATIS (125.305 MHz), by telephone on +44 (0)1737-822947 or via http://redhillaerodrome.com/weather-information. Outside ATC hours the information is unverified. |

## EGKR AD 2.12 RUNWAY PHYSICAL CHARACTERISTICS

| Designations RWY Number | True bearing | Dimensions of RWY | Surface of RWY/ SWY/ Strength | THR co-ordinates/ THR Geoid undulation | THR elevation/ Highest elevation of TDZ of precision APP RWY | Slope of RWY/ SWY |
|---|---|---|---|---|---|---|
| 1 | 2 | 3 | 4 | 5 | 6 | 7 |
| 07L | 074.43° | 683 x 23 M | RWY surface: Grass | 511248.83N 0000835.69W | THR 211.3 FT | |
| 25R | 254.44° | 683 x 23 M | RWY surface: Grass | 511254.76N 0000801.79W | THR 198.7 FT | |
| 07R | 074.61° | 897 x 30 M | RWY surface: Grass | 511245.06N 0000841.49W | THR 221.6 FT | |
| 25L | 254.62° | 897 x 30 M | RWY surface: Grass | 511252.76N 0000756.95W | THR 197.2 FT | |
| 18 | 181.02° | 851 x 25 M | RWY surface: Grass | 511303.36N 0000826.40W | THR 206.4 FT | |
| 36 | 001.02° | 851 x 25 M | RWY surface: Grass | 511240.72N 0000827.04W | THR 199.9 FT | |

| SWY Dimensions | Clearway Dimensions | Strip Dimensions | RESA Dimensions, Overshoot / Undershoot | Location/ description of arresting system | OFZ | Remarks |
|---|---|---|---|---|---|---|
| 8 | 9 | 10 | 11 | 12 | 13 | 14 |
| | | | | | | RWY 07L |
| | | | | | | RWY 25R |
| | | | | | | RWY 07R |
| | | | | | | RWY 25L |
| | | | | | | RWY 18<br><br>Threshold displaced by 151 M.<br><br>Pilots are warned that it is dangerous to attempt to land short of the marked displaced threshold. |
| | | | | | | RWY 36 |

## EGKR AD 2.13 DECLARED DISTANCES

| Runway designator | TORA | TODA | ASDA | LDA | Remarks |
|---|---|---|---|---|---|
| 1 | 2 | 3 | 4 | 5 | 6 |
| 07R | 897 M | 897 M | 897 M | 897 M | |
| 25L | 897 M | 897 M | 897 M | 897 M | |
| 18 | 851 M | 851 M | 851 M | 699 M | |
| 36 | 851 M | 851 M | 851 M | 851 M | |
| 07L | 683 M | 683 M | 683 M | 683 M | |
| 25R | 683 M | 683 M | 683 M | 683 M | |

## EGKR AD 2.14 APPROACH AND RUNWAY LIGHTING

| RWY | Approach lighting Type/ Length/ Intensity | Threshold lighting Colour/Wing bars | VASIS/ MEHT/ PAPI/ PAPI Dist from THR | TDZ, lighting Length | Runway Centre Line lighting Length/ Spacing/ Colour/ Intensity | Runway edge lighting Length/ Spacing/ Colour/ Intensity | Runway end lighting Colour/ Wing bars | Stopway lighting Length/ Colour | Remarks |
|---|---|---|---|---|---|---|---|---|---|
| 1 | 2 | 3 | 4 | 5 | 6 | 7 | 8 | 9 | 10 |
| 07R | | Light intensity high<br>Green wingbars. | APAPI Left/ 4.25°<br>20 FT | | | Elev bi-directional with omni-directional component<br>897 M 59 M spacing.<br>White<br>Light intensity high | Red<br>Light intensity high | | Approach:<br>Pilot Activated Lighting available. |
| 25L | Centre-line Simple Bar, with one cross bar at 265 M and one light prior to cross bar.<br>318 M<br>Light intensity high | Light intensity high<br>Green wingbars. | PAPI Left/3.5°<br>20 FT | | | Elev bi-directional with omni-directional component<br>897 M 59 M spacing.<br>White<br>Light intensity high | Red<br>Light intensity high | | Approach:<br>Pilot Activated Lighting available. |
| H07 | | | | | | HI Fixed flush edge lights. | | | |
| H25 | | | | | | HI Fixed flush edge lights. | | | |

## EGKR AD 2.15 OTHER LIGHTING, SECONDARY POWER SUPPLY

| | | |
|---|---|---|
| 1 | ABN/IBN location, characteristics and hours of operation | ABN: 511301N 0000837W<br>Flashing White/Green<br>HN |
| 2 | LDI location and lighting<br>Anemometer location and lighting | Anemometer: Adjacent to Hold E2. Lit H24. |
| 3 | TWY edge and centre line lighting | EDGE: Twy A and E Blue edge lights. |
| 4 | Secondary power supply/switch-over time | Generator/5 seconds. |
| 5 | Remarks | |

## EGKR AD 2.16 HELICOPTER LANDING AREA

| | | |
|---|---|---|
| 1 | Coordinates TLOF or THR of FATO, geoid undulation | FATO H07/H25: DIR H07: 511245.20N 0000824.82W 149.0 FT<br>FATO H07/H25: DIR H25: 511246.69N 0000816.19W 149.0 FT<br>FATO H18/H36: DIR H18: 511247.71N 0000845.10W 149.0 FT<br>FATO H18/H36: DIR H36: 511242.50N 0000844.57W 149.0 FT |
| 2 | TLOF and/or FATO elevation | FATO H07/H25: DIR H07: 202.0 FT<br>FATO H07/H25: DIR H25: 204.0 FT<br>FATO H18/H36: DIR H18: 224.0 FT<br>FATO H18/H36: DIR H36: 219.0 FT |
| 3 | TLOF and FATO area dimensions, surface, strength, marking, lighting | FATO H07/H25: 170 M x 20 M<br>FATO surface: Grass<br>flush concrete markings<br>FATO H18/H36: 160 M x 20 M<br>FATO surface: Grass<br>flush concrete markings |
| 4 | True BRG of FATO | FATO H07/H25: DIR H07: 074.63° |

| | | |
|---|---|---|
| | | FATO H07/H25: DIR H25: 254.63°<br>FATO H18/H36: DIR H18: 176.34°<br>FATO H18/H36: DIR H36: 356.34° |
| 5 | Declared distance available | |
| 6 | APP and FATO lighting | FATO H07/H25: DIR H07:<br>Lighting: Edge<br>HI Fixed flush edge lights.<br>FATO H07/H25: DIR H25:<br>Lighting: Edge<br>HI Fixed flush edge lights.<br>FATO H18/H36: DIR H18:<br>Lighting: Other location<br>Portable LED lights available. |
| 7 | RMK | H07/H25: Pilot Activated Lighting available. |

## EGKR AD 2.17 AIR TRAFFIC SERVICES AIRSPACE

| Designation and lateral limits | Vertical Limits | Airspace Class | ATS unit callsign/ language | Transition Altitude | Hours of applicability | Remarks |
|---|---|---|---|---|---|---|
| 1 | 2 | 3 | 4 | 5 | 6 | 7 |
| REDHILL ATZ<br>511134N 0001048W thence clockwise by the arc of a circle radius 2 NM centred on 511249N 0000819W to 511230N 0000511W - 511134N 0001048W | Upper limit: 2000 FT AGL<br>Lower limit: SFC | D<br>G | REDHILL TOWER<br>English | 6000 FT | | In the event of being unable to establish 2-way communications with Redhill Tower on 119.605 MHz, pilots wishing to transit the ATZ should contact Gatwick Director on 126.825 MHz.<br><br>Partly within the London Gatwick CTR and CTA and also partly below Controlled Airspace. Special procedures apply in the Redhill Local Flying Area. |

## EGKR AD 2.18 AIR TRAFFIC SERVICES COMMUNICATION FACILITIES

| Service Designation | Callsign | Channel/ Frequency(MHz) | SATVOICE number(s) | Logon Address | Hours of Operation | Remarks |
|---|---|---|---|---|---|---|
| 1 | 2 | 3 | 4 | 5 | 6 | 7 |
| TWR | REDHILL TOWER | 119.605<br>DOC 25 NM/4000 FT. | | | 0845-1715 (0745-1815). | ATZ hours H24. |
| ATIS | REDHILL INFORMATION | 125.305<br>DOC 20 NM/3000 FT. | | | H24 | Automated observations outside ATC hours. |

## EGKR AD 2.19 RADIO NAVIGATION AND LANDING AIDS

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## EGKR AD 2.20 LOCAL AERODROME REGULATIONS

### 1 AIRPORT REGULATIONS

a) The Aerodrome is not available to flex-wing microlight aircraft.
b) Aerodrome not available to aircraft unable to communicate by radio.
c) All pilots and persons operating on the manoeuvring area are required to wear high visibility clothing at all times. Pilots or operations staff wearing high visibility clothing must escort passengers (not wearing high visibility clothing) to and from their aircraft.
d) Use of the Aerodrome outside ATC hours is restricted to operators who have obtained prior approval from the Aerodrome Manager or SATCO. Specific procedures apply, details will be provided when approval is given.
e) Use of Aerodrome by aircraft not equipped with a serviceable transponder is subject to prior approval from the Aerodrome Licensee.

f) Details of arrival, departure and circuit patterns are available via www.redhillaerodrome.com.

## 2 GROUND MOVEMENT

a) Fixed-wing aircraft operations are confined to the marked runways and taxiways and to the grass areas north of Runway 07R/25L. Unmarked taxiways should not be used without ATC permission.
b) Pilots of fixed-wing aircraft must exercise caution when taxiing on the grass, especially west of Runway 18/36 where the surface is uneven in places.
c) Hangar Apron - a dashed yellow advisory centre-line is marked to assist pilots in avoiding obstacles located adjacent to the apron. This centre-line is based on aircraft with a wing span of up to but not including 11 M. A red safety line is marked on the eastern edge of the paced apron, aircraft must be parked behind this line. Pilots unsure about their wing tip clearance should either obtain the services of a competent "wing-walker" or request assistance from the ARFFS via ATC.
d) Traffic lights control non-radio vehicles between holds H2 and E1. Radio equipped vehicles may be instructed by ATC to proceed past a red signal. These traffic lights do not apply to taxiing aircraft.

## 3 CAT II/III OPERATIONS

Not applicable

## 4 WARNINGS

a) The aerodrome is subject to waterlogging.
b) The surface slopes up 10 FT from the centre to the West boundary.
c) Intensive helicopter operations (Caution wake turbulence): Care must be taken by fixed-wing pilots on approach and departure from all runways not to drift into the helicopter circuit area. Do not vacate any runway until instructed to by ATC.
d) Air Taxiing helicopters direct a forceful blast of air downwards which rolls out in all directions. Also, when a helicopter's weight is transferred from the landing gear to the rotor a strong downwash is created. Fixed-wing aircraft should not be parked close to helicopter aprons.
e) Helicopters may not comply with standard RTF procedures.
f) When Runway 18/36 is in use it is not possible to provide separation between the runway and air-taxiing helicopters. Consequently, delays may occur to both helicopters and fixed-wing aircraft.
g) Operations by Police, Air Ambulance and commercial helicopters take place H24.
h) Ridge running east - west 545 FT AMSL 1.3 NM north of the aerodrome.
i) Caution: Model aircraft flying (North Downs Flyers) approximately 1.3 NM from the threshold of Runway 18 310 M west of centre-line up to 400 FT AGL/790 FT AMSL.
j) Caution: Model aircraft flying (Esher & District Model Flying Club) approximately 2 NM from the threshold of Runway 07R 170 M south of centre-line up to 400 FT AGL/575 FT AMSL.

## 5 HELICOPTER OPERATIONS

a) Two grass heli-strips (H07/H25 and H18/H36) are marked on the Aerodrome with standard ICAO markings and are available for helicopters up to and including 13 M overall length. Larger helicopters will operate from the marked hover squares or the fixed-wing runways.
b) The helicopter operating areas (heli-strips, confined areas and sloping ground) are separated from the fixed-wing runways and procedures are in place that permit independent and simultaneous helicopter/fixed-wing operations. Special procedures apply to A139 helicopters or larger. Helicopters will only be parked on marked grass or concrete pads. Non based helicopters will be directed by ATC to an appropriate pad.
c) Night Operations

    i. Helicopters are not permitted to arrive and depart via unlit areas of the Aerodrome unless operators have procedures, agreed with the Aerodrome Licensee, published in their Operations Manual.
    ii. At night helicopters will operate to/from H07/H25 (equipped with flush green edge lights) or Runway 07R/25L.
    iii. Additionally a lighted concrete helipad, equipped with green FATO LED edge lights, blue LED taxi area lights and red LED stop line lights, is available adjacent to the Air Ambulance Kent Surrey Sussex (AAKSS) hangar. Use of this pad is PPR through AAKSS Ops.

d) Helicopters operating in the visual circuit must remain east of the Redhill-Brighton Railway Line.

## 6 USE OF RUNWAYS

a) Runway 07R/25L is the preferential runway.
b) Runway 07L/25R is primarily used as a taxiway, it is only available as a runway when Runway 07R/25L is NOTAM out of service.
c) The aerodrome is equipped with Pilot Activated Lighting, pre-set to 10% intensity. Details from Aerodrome Licensee.
d) An unlicensed paved runway 06/24 is available for use by fixed-wing aircraft when the licensed grass runways are unserviceable. Helicopters equipped with wheeled undercarriage may be directed to use this facility when the grass areas are soft. Details on this runway are available on the aerodrome website www.redhillaerodrome.com
e) Runway 18/36 is not available to aircraft that are not equipped with a serviceable transponder.

## 7 TRAINING

a) Training is restricted to based operators and approved helicopter operations.

# EGKR AD 2.21 NOISE ABATEMENT PROCEDURES

a) Pilots are to operate their aircraft in a manner that will minimise the disturbance caused to local residents.
b) Aerobatic manoeuvres are prohibited within the Redhill ATZ.
c) Runway 07R/25L is the preferential runway.
d) Fixed-wing aircraft departing Runway 07L/R must climb straight ahead, tracking the extended centre-line, until passed Henhaw Farm before turning on track.
e) Fixed-wing aircraft departing Runway 25L/R must climb straight ahead, tracking the extended centre-line, until reaching the centre of Benting Wood before turning on track.
f) Multi-engine fixed-wing aircraft may only use Runway 18/36 when the surface wind precludes the safe use of Runway 07R/25L.
g) Circuit training by multi-engine fixed-wing aircraft is not permitted on Runway 18/36.
h) Circuit training by multi-engine fixed-wing aircraft is not permitted on a Sunday.
i) Helicopter night flying training within the ATZ is not permitted Mon-Fri after 2359 (2300).
j) Helicopter night flying training within the ATZ is prohibited on Saturday and Sunday.
k) During ATC hours all ground running of helicopters for maintenance purposes is subject to ATC approval. Except for Police and Air Ambulance helicopters ground runs may not take place prior to 0800 (0700) hours or after 2100 (2000) hours.
l) Except for Police, Air Ambulance and based news gathering helicopters flights are not normally permitted during 0001-0700 (2301-0600) Mon-Sat or during the periods of 0001-0800 (2301-0700) and 2200-2359 (2100-2300) on a Sunday.
m) Helicopters departing from the Runway 18 displaced threshold markings to the north are to use their best angle of climb speed.
n) Except for Category A or B flights (MATS Part 1 Section 1 Chapter 4) helicopter departures or arrivals below the circuit altitude are not permitted.
o) Helicopter departures or arrivals via the Runway 18 displaced threshold markings are not permitted if the tail wind component exceeds 10 KTS.

# EGKR AD 2.22 FLIGHT PROCEDURES

## 1 GENERAL

a) All procedures are based on Redhill QNH. ATC will provide QFE when requested by pilots.
b) Variable circuits, no dead-side, helicopters will fly a circuit pattern opposite to that used by fixed-wing aircraft. Circuit height: Fixed-wing and Helicopters 1200 FT QNH.
c) All inbound aircraft must establish contact with Redhill ATC at least 5 minutes prior to their ETA.
d) Runway 18 departing fixed-wing aircraft must commence their left turn within 0.5 NM of crossing Taxiway C/D and track 070°(M) on the crosswind leg.
e) Runway 36 fixed-wing aircraft must turn right base at Burstow Park Farm and track 250°(M) to turn onto final approach at a range not greater than 0.5 NM of the threshold. Report FINAL on crossing the M23 motorway.

## 2 VFR ARRIVAL AND DEPARTURE PROCEDURES

a) ATC will require all VFR/SVFR aircraft to enter and leave the ATZ by routeing via one of the VRPs (listed in paragraph 4) as follows:

i. Fixed-wing aircraft:

1. Join at 1400 FT QNH. If required to join overhead - enter the ATZ on the runway QDM remaining within the fixed-wing circuit area. When instructed, descend to circuit height and join the visual circuit pattern. Note: overhead join is not available when Runway 36 is in use or on other runways when operating SVFR.
2. Departures are to fly not above 1400 FT QNH until passed the appropriate VRP.

ii. Helicopters:

1. Join at 1200 FT QNH and enter the circuit pattern via the appropriate VRP or outside the Gatwick CTA.

***Note:*** *When Runway 18/36 is in operation helicopters joining from the east may be instructed to route from Godstone Railway Station to the eastern aerodrome boundary at 700 FT QNH.*

2. Departures are fly between 700 FT and 1200 FT QNH until passed the appropriate VRP or until outside the Gatwick CTA.

## 3 REDHILL LOCAL FLYING AREA (LFA) AND PROCEDURES

a) The southern half of Redhill aerodrome lies within the Gatwick CTR and the northern half lies beneath the Gatwick CTA. During the hours of watch of Redhill ATC, subject to the restrictions listed in paragraph (b), VFR and SVFR flights without reference to Gatwick ATC may be made within a LFA which is bounded by the following positions:

511405N 0001047W - 511437N 0000656W thence south by the arc of a circle radius 2 NM centred on 511249N 0000819W to 511230N 0000511W - 511134N 0001048W - 511248N 0001240W - 511258N 0001129W thence north by the arc of a circle radius 2 NM centred on 511249N 0000819W to 511405N 0001047W.

b) The following restrictions apply within that part of the Redhill LFA that lies within the Gatwick CTR (Area A) (i.e. south of a line joining positions 511258N 0001129W - 511234N 0000510W):

i. Aircraft are to remain clear of cloud and with the surface in sight;
ii. Maximum altitude — 1400 FT QNH;
iii. VFR weather minima: Fixed-wing minimum meteorological visibility 5000 M, helicopter minimum meteorological visibility 1500 M.
iv. SVFR weather minima: Fixed-wing minimum meteorological visibility 3000 M and/or cloud ceiling (BKN) 700 FT. Helicopter minimum meteorological visibility 1500 M and/or cloud ceiling (BKN) 700 FT.
v. Limits of circuit:

- Middle of Benting Wood to the west;
- Redhill — Bletchingley Road (A25) to the north;
- Outwood — Bletchingley road to the east;
- Picketts and Brownslade farms to the south.

c) Within that part of the Redhill Local Flying Area that lies outside the Gatwick CTR (Area B) the maximum altitude is 1400 FT QNH.
d) Aircraft joining or leaving Redhill Local Flying Area must do so at a point north of the Gatwick CTR. Joining procedures and Visual Reference Points are as detailed.
e) The LFA is depicted at AD 2-EGKR-4-1.
f) Refer to Section ENR 1.4 for Notifications.

***Note 1:*** *Aircraft that are in communication with Gatwick ATC and intend either to land or overfly adjacent to Redhill aerodrome must not assume that clearance has been issued to penetrate the Redhill LFA. Pilots must obtain prior permission from Redhill by RTF. Gatwick ATC will, whenever possible, permit an aircraft to leave the frequency temporarily to obtain such clearance.*

***Note 2:*** *Aircraft following the Redhill - Tonbridge railway line, London - Brighton railway line and the M23 Motorway are reminded that these routes traverse the Redhill LFA.*

## 4 SPECIAL VFR (SVFR) OPERATIONS

a) When the weather conditions reported at Redhill do not allow VFR operations, SVFR flights will be permitted (subject to a clearance from Redhill ATC) within the ATZ/LFA. The minimum weather limits for SVFR flights at Redhill are:

i. Helicopters - meteorological visibility 1500 M and/or cloud ceiling 700 FT;
ii. Fixed-wing - meteorological visibility 3000 M and/or cloud ceiling 700 FT.

b) Radar separation will not be provided by London Terminal Control between aircraft operating within or outside the Redhill ATZ/LFA however, traffic information may be passed to those aircraft operating outside the Redhill ATZ/LFA on those observed to be operating within the Redhill ATZ/LFA.

## 5 VISUAL REFERENCE POINTS (VRP)

a) Details of VRPs are available in the consolidated 'Visual Reference Points List' published on the 'Digital Dataset' page of the NATS AIS website, www.nats.aero/ais.

# EGKR AD 2.23 ADDITIONAL INFORMATION

Not applicable

# EGKR AD 2.24 CHARTS RELATED TO AN AERODROME

AERODROME CHART - ICAO
AD 2.EGKR-2-1
LOCAL FLYING AREA
AD 2.EGKR-4-1

# EGKR AD 2.25 VISUAL SEGMENT SURFACE (VSS) PENETRATION

Not applicable

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# AERODROME CHART - ICAO

ARP 511249N 0000819W

AD ELEV 222FT

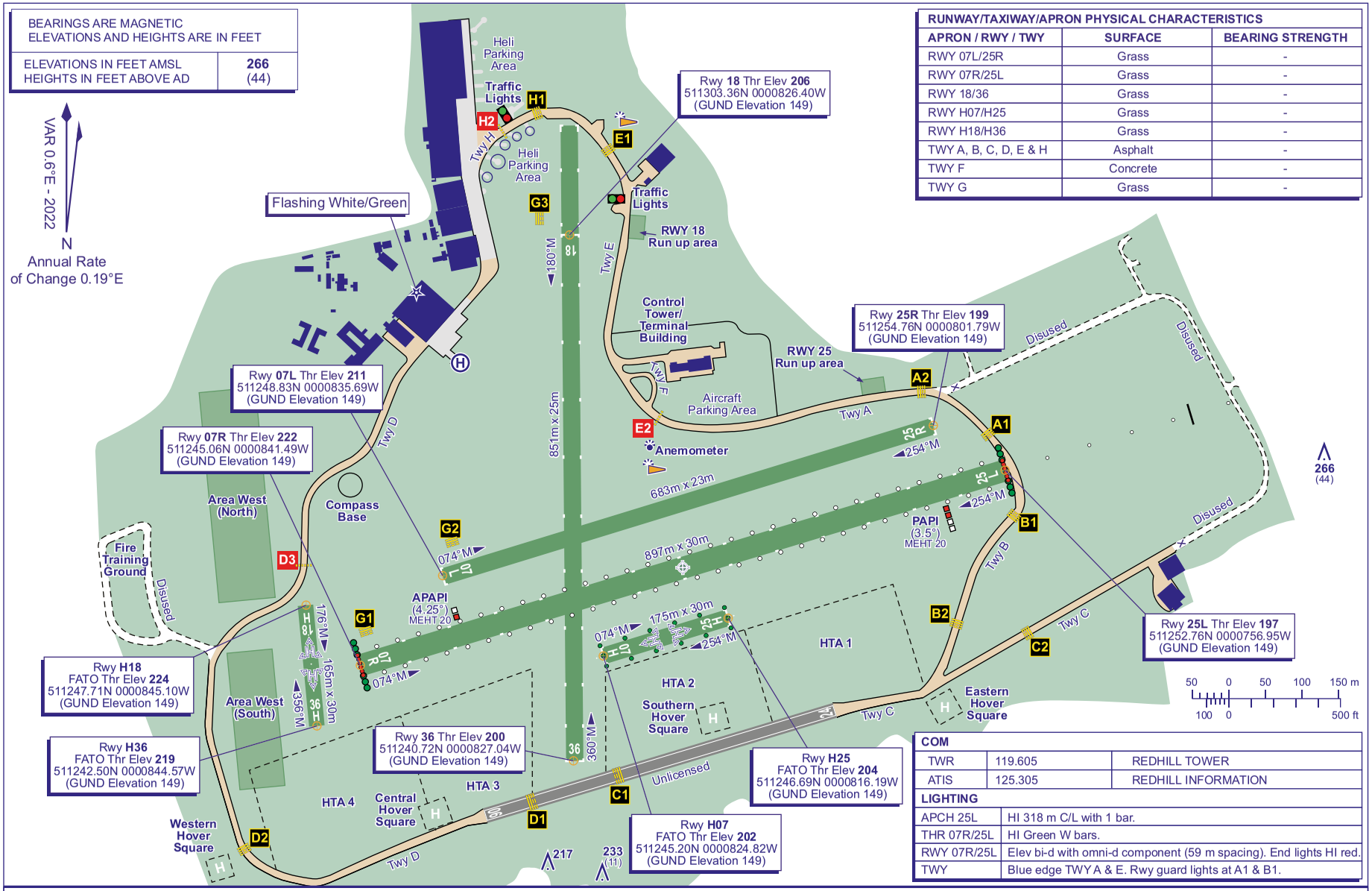
# REDHILL
## EGKR

AERO INFO DATE 02 MAY 25

| BEARINGS ARE MAGNETIC<br>ELEVATIONS AND HEIGHTS ARE IN FEET | |
|---|---|
| ELEVATIONS IN FEET AMSL<br>HEIGHTS IN FEET ABOVE AD | 266<br>(44) |

VAR 0.6°E - 2022
N
Annual Rate of Change 0.19°E

| RUNWAY/TAXIWAY/APRON PHYSICAL CHARACTERISTICS | | |
|---|---|---|
| APRON / RWY / TWY | SURFACE | BEARING STRENGTH |
| RWY 07L/25R | Grass | - |
| RWY 07R/25L | Grass | - |
| RWY 18/36 | Grass | - |
| RWY H07/H25 | Grass | - |
| RWY H18/H36 | Grass | - |
| TWY A, B, C, D, E & H | Asphalt | - |
| TWY F | Concrete | - |
| TWY G | Grass | - |




| COM | | |
|---|---|---|
| TWR | 119.605 | REDHILL TOWER |
| ATIS | 125.305 | REDHILL INFORMATION |
| **LIGHTING** | | |
| APCH 25L | HI 318 m C/L with 1 bar. | |
| THR 07R/25L | HI Green W bars. | |
| RWY 07R/25L | Elev bi-d with omni-d component (59 m spacing). End lights HI red. | |
| TWY | Blue edge TWY A & E. Rwy guard lights at A1 & B1. | |

**CHANGE (7/25):** WINDSLEEVES REVISED.

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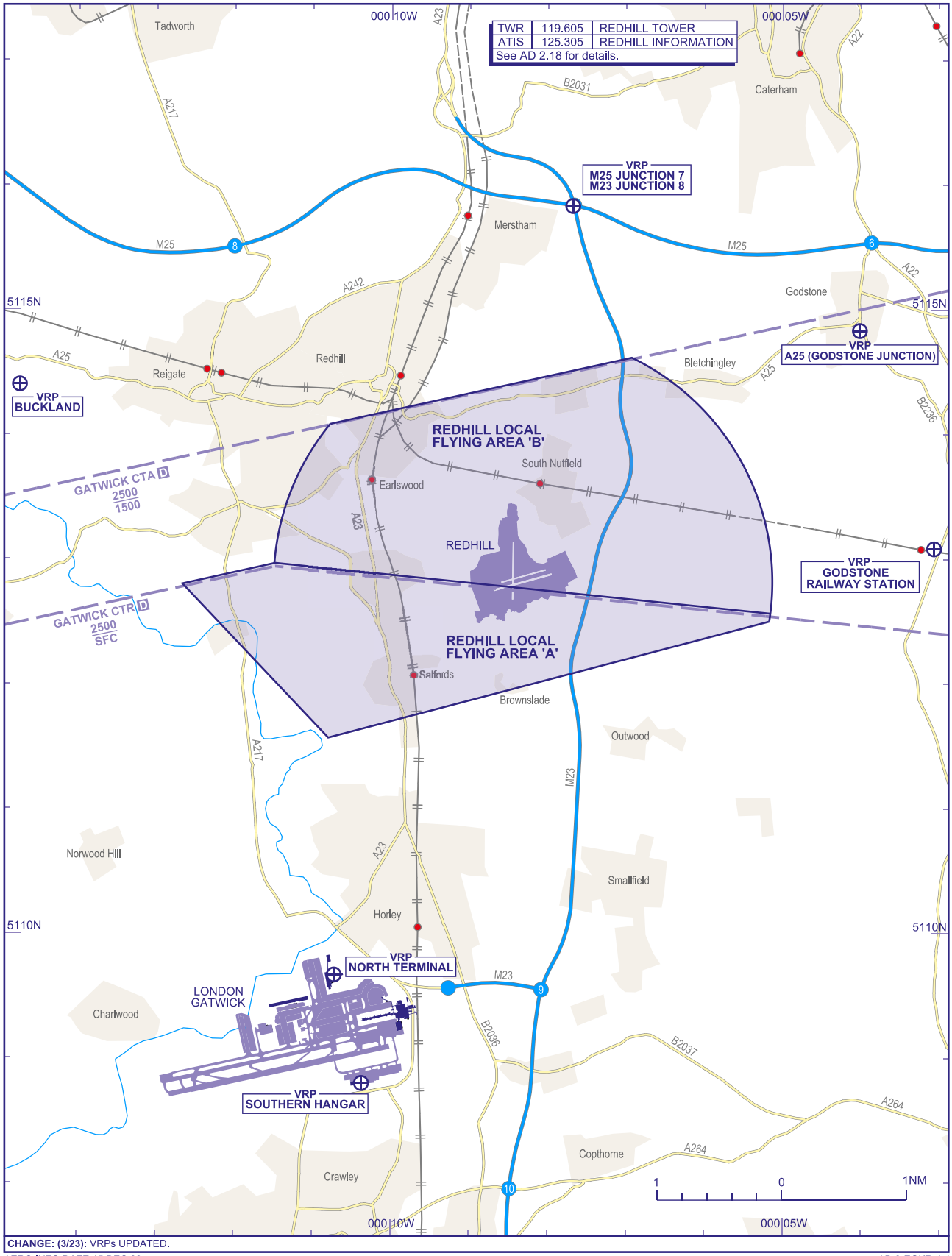
## REDHILL LOCAL FLYING AREA

REDHILL




CHANGE: (3/23): VRPs UPDATED.

AERO INFO DATE 15 DEC 22

AD 2-EGKR-4-1

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# EGNE — RETFORD/GAMSTON

## EGNE AD 2.1 AERODROME LOCATION INDICATOR AND NAME

EGNE — RETFORD/GAMSTON

## EGNE AD 2.2 AERODROME GEOGRAPHICAL AND ADMINISTRATIVE DATA

| | | |
|---|---|---|
| 1 | ARP coordinates and site at AD | Lat: 531650N Long: 0005705W |
| 2 | Direction and distance from city | 2 NM S of Retford. |
| 3 | Elevation / Reference temperature / Mean Low Temperature | 87 FT / 18 °C / - |
| 4 | Geoid undulation at AD ELEV PSN | 157 FT |
| 5 | Magnetic Variation / Annual Change | 0.93°E (2027) / 0.18°E |
| 6 | AD Administration<br>Address<br><br>Telephone<br>Web address | GAMSTON AVIATION LTD.<br>Retford (Gamston) Airport, Ollerton Road, Retford, North Nottinghamshire, DN22 0QL.<br>01777-838521<br>www.retfordairport.co.uk |
| 7 | Type of Traffic permitted (IFR/VFR) | VFR |
| 8 | Remarks | |

## EGNE AD 2.3 OPERATIONAL HOURS

| | | |
|---|---|---|
| 1 | AD Administration | A) Mon-Fri 0800-1800 (0700-1700); Sat, Sun and PH 0900-1800 (0800-1700).<br><br>B) Extension of hours on request: Mon-Fri 0600-0759 (0500-0659), 1801-2300 (1701-2200); Sat, Sun and PH 0800-0859 (0700-0759), 1801-2100 (1701-2000).<br><br>Outside of these extended hours, the aerodrome is unavailable for use in line with local noise abatement restrictions except for Emergency Flights.<br><br>Unless subject to an approved extension of hours, the aerodrome is only available for flights not requiring the facilities of a licensed aerodrome, conducted solely by based operators and users, holding the appropriate 'out of hours permit' and with prior permission.<br><br>C) Emergency Flights H24 by prior arrangement.<br><br>D) Gamston Aerodrome is a dual operations facility, operating both general aviation and assistive driving technology vehicle testing. Please contact Gamston Aviation for more information regarding dual-use operations. |
| 2 | Customs and immigration | As AD hours. |
| 3 | Health and sanitation | |
| 4 | AIS Briefing Office | |
| 5 | ATS Reporting Office (ARO) | |
| 6 | MET Briefing Office | |
| 7 | ATS | As AD hours. See also AD 2.18. |
| 8 | Fuelling | Mon-Fri 0800-1745 (0700-1645); Sat, Sun and PH 0900-1745 (0800-1645) or by arrangement. |
| 9 | Handling | As AD hours. |
| 10 | Security | |
| 11 | De-icing | |
| 12 | Remarks | This aerodrome is strictly PPR. A flight plan alone doesn't constitute as PPR. Airborne PPRs are not accepted. |

## EGNE AD 2.4 HANDLING SERVICES AND FACILITIES

| | | |
|---|---|---|
| 1 | Cargo handling facilities | |
| 2 | Fuel and oil types | AVTUR JET A-1(anti-icing additive not included), AVGAS 100LL<br>AD80, AD100, 20W50, S100, Turbine oils |

| | | |
|---|---|---|
| 3 | Fuelling facilities/capacity | Jet A1 Bowser Facility - Pressure and Overwing / approx. 56,000 LT.<br>AVGAS 38,000 LT.<br>AVGAS and JET-A1 delivered by bowser.<br>Fuel capacity is an approx. storage total. |
| 4 | De-icing facilities | |
| 5 | Hangar space for visiting aircraft | Limited subject to request with PPR. |
| 6 | Repair facilities for visiting aircraft | |
| 7 | Remarks | Mandatory ground handling is required for visiting jet and turboprop aircraft.<br>Contact Gamston Aviation Ltd:<br>Tel: 01777-838521;<br>Email: operations@retfordairport.co.uk. |

## EGNE AD 2.5 PASSENGER FACILITIES

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## EGNE AD 2.6 RESCUE AND FIRE FIGHTING SERVICES

| | | |
|---|---|---|
| 1 | AD category for fire fighting services | RFF Category A1<br>RFF Category 2 on request.<br>RFF Category 3 on remission. |
| 2 | Rescue equipment | |
| 3 | Capability for removal of disabled aircraft | For details on disabled aircraft recovery contact 01777-838521. |
| 4 | Remarks | |

## EGNE AD 2.7 SEASONAL AVAILABILITY - CLEARING

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## EGNE AD 2.8 APRONS, TAXIWAYS AND CHECK LOCATIONS/POSITIONS DATA

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## EGNE AD 2.9 SURFACE MOVEMENT GUIDANCE AND CONTROL SYSTEM AND MARKINGS

| | | |
|---|---|---|
| 1 | Use of aircraft stand ID signs, TWY guide lines and visual docking/parking guidance system of aircraft stands | |
| 2 | Runway and taxiway markings and lighting | Runway marking aid(s):<br>02/20: Runway designation, threshold, centre-line and edge marking. Yellow taxi guidance line at turning point beyond each threshold.<br><br>Unlicensed taxiway between Charlie and Charlie 1 has a white taxi guidance line. |
| 3 | Stop bars and runway guard lights (if any) | Guard lights at holds Alpha and Bravo. |
| 4 | Other runway protection measures | |
| 5 | Remarks | Pilots are advised that Runway 02/20 has white line road markings displayed on the paved area to the west of the declared and marked Runway 02/20 and on Taxiway Bravo. Aircraft should follow the yellow centreline when vacating and taxiing. |

# EGNE AD 2.10 AERODROME OBSTACLES

| In Approach/Take-off areas | | | | | |
|---|---|---|---|---|---|
| **Obstacle ID/ Designation** | **Obstacle Type** | **Obstacle Position** | **Elevation/Height** | **Obstruction Lighting Type/ Colour** | **Remarks** |
| **1** | **2** | **3** | **4** | **5** | **6** |
| INTENTIONALLY BLANK | | | | | |

| In circling area and at aerodrome | | | | | | |
|---|---|---|---|---|---|---|
| **Obstacle ID/ Designation** | **Obstacle Type** | **Obstacle Position** | **Elevation/Height** | | **Obstruction Lighting Type/ Colour** | **Remarks** |
| **1** | **2** | **3** | **4** | | **5** | **6** |
| | TREE | 531708.35N 0005443.43W | 253 FT | | No | |
| | TREE | 531708.16N 0005442.05W | 252 FT | | No | |
| | TREE | 531706.88N 0005443.49W | 251 FT | | No | |
| | TREE | 531704.42N 0005443.82W | 259 FT | | No | |
| | TREE | 531701.05N 0005442.75W | 258 FT | | No | |
| | TREE | 531653.95N 0005448.29W | 264 FT | | No | |
| | TREE | 531652.55N 0005449.59W | 262 FT | | No | |
| | TREE | 531650.22N 0005449.37W | 258 FT | | No | |
| | TREE | 531714.47N 0005439.88W | 269 FT | | No | |
| | TREE | 531710.77N 0005441.14W | 259 FT | | No | |
| | TREE | 531717.57N 0005441.60W | 256 FT | | No | |

# EGNE AD 2.11 METEOROLOGICAL INFORMATION PROVIDED

## INTENTIONALLY BLANK

# EGNE AD 2.12 RUNWAY PHYSICAL CHARACTERISTICS

| Designations RWY Number | True bearing | Dimensions of RWY | Surface of RWY/ SWY/ Strength | THR co-ordinates/ THR Geoid undulation | THR elevation/ Highest elevation of TDZ of precision APP RWY | Slope of RWY/ SWY |
|---|---|---|---|---|---|---|
| **1** | **2** | **3** | **4** | **5** | **6** | **7** |
| 02 | 024.98° | 1199 x 23 M | RWY surface: Asphalt | 531637.59N 0005714.25W 157.0 FT | THR 84.3 FT | |
| 20 | 204.98° | 1199 x 23 M | RWY surface: Asphalt | 531712.75N 0005646.92W 157.0 FT | THR 71.1 FT | |

| SWY Dimensions | Clearway Dimensions | Strip Dimensions | RESA Dimensions, Overshoot / Undershoot | Location/ description of arresting system | OFZ | Remarks |
|---|---|---|---|---|---|---|
| 8 | 9 | 10 | 11 | 12 | 13 | 14 |
| | | - x 40 M | 90 x - M<br>240 x - M | | | |
| | | - x 40 M | 240 x - M<br>90 x - M | | | |

## EGNE AD 2.13 DECLARED DISTANCES

| Runway designator | TORA | TODA | ASDA | LDA | Remarks |
|---|---|---|---|---|---|
| 1 | 2 | 3 | 4 | 5 | 6 |
| 02 | 1199 M | 1199 M | 1199 M | 1199 M | |
| 20 | 1199 M | 1199 M | 1199 M | 1199 M | |

## EGNE AD 2.14 APPROACH AND RUNWAY LIGHTING

| RWY | Approach lighting Type/ Length/ Intensity | Threshold lighting Colour/Wing bars | VASIS/ MEHT/ PAPI/ PAPI Dist from THR | TDZ, lighting Length | Runway Centre Line lighting Length/ Spacing/ Colour/ Intensity | Runway edge lighting Length/ Spacing/ Colour/ Intensity | Runway end lighting Colour/ Wing bars | Stopway lighting Length/ Colour | Remarks |
|---|---|---|---|---|---|---|---|---|---|
| 1 | 2 | 3 | 4 | 5 | 6 | 7 | 8 | 9 | 10 |
| 02 | | Green | APAPI<br>Right/<br>3.5°<br>26 FT | | | LED<br>White<br>Light intensity high | Red | | EDGE:<br>Edge lights include omni component. |
| 20 | | Green | APAPI<br>Left/3.5°<br>26 FT | | | LED<br>White<br>Light intensity high | Red | | EDGE:<br>Edge lights include omni component. |

## EGNE AD 2.15 OTHER LIGHTING, SECONDARY POWER SUPPLY

**INTENTIONALLY BLANK**

## EGNE AD 2.16 HELICOPTER LANDING AREA

**INTENTIONALLY BLANK**

## EGNE AD 2.17 AIR TRAFFIC SERVICES AIRSPACE

| Designation and lateral limits | Vertical Limits | Airspace Class | ATS unit callsign/ language | Transition Altitude | Hours of applicability | Remarks |
|---|---|---|---|---|---|---|
| 1 | 2 | 3 | 4 | 5 | 6 | 7 |
| RETFORD/GAMSTON ATZ<br>A circle, 2 NM radius, centred at 531650N 0005705W on longest notified Runway (02/ 20) | Upper limit:<br>2000 FT AGL<br>Lower limit:<br>SFC | G | GAMSTON RADIO<br>English | 5000 FT | | |

# EGNE AD 2.18 AIR TRAFFIC SERVICES COMMUNICATION FACILITIES

| Service Designation | Callsign | Channel/ Frequency(MHz) | SATVOICE number(s) | Logon Address | Hours of Operation | Remarks |
|---|---|---|---|---|---|---|
| 1 | 2 | 3 | 4 | 5 | 6 | 7 |
| OTHER | GAMSTON RADIO | 130.480<br>A/G frequency.<br><br>DOC 25 NM/ 4000FT. | | | Mon-Fri 0800-1800 (0700-1700); Sat, Sun and PH 0900-1800 (0800-1700).<br>On request: Mon-Fri 0600-0759 (0500-0659), 1801-2300 (1701-2200); Sat, Sun and PH 0800-0859 (0700-0759), 1801-2100 (1701-2000). | ATZ hours coincident with A/G hours, but not by request. |

# EGNE AD 2.19 RADIO NAVIGATION AND LANDING AIDS

| Type of Aid CAT of ILS/MLS MAG Var/VOR Declination | Ident | Frequency | Hours of Operation | Position of transmitting antenna coordinates | Elevation of DME transmitting antenna | Remarks |
|---|---|---|---|---|---|---|
| 1 | 2 | 3 | 4 | 5 | 6 | 7 |
| DME | GAM | 75X<br>112.800 MHz | H24 | 531653.28N<br>0005649.79W | 115 FT | DME DOC: 80 NM/25,000 FT. |

# EGNE AD 2.20 LOCAL AERODROME REGULATIONS

## 1 AIRPORT REGULATIONS

a) AD not available to aircraft unable to communicate by radio with A/G station unless specifically arranged.
b) Pilots, other aircrew, engineers and those working in airside areas are required to wear a high visibility vest or jacket at all times whilst accessing the ramp, apron and hangars. Passengers and visitors accessing these areas are required to be escorted at all times by a competent individual wearing a high visibility vest or jacket.
c) Engine testing or high power engine runs by turbine or jet aircraft must only be carried out in the space provided near holding point C. Aircraft conducting engine testing or high power engine runs must maintain radio communication with Gamston Radio on 130.480 MHz for the duration of testing.
d) Large turboprop and jet aircraft may join downwind left-hand for Runway 20 and downwind right-hand for Runway 02, when there is traffic to affect in the established circuit, for separation purposes. Gamston Radio can advise on reported traffic.
e) The airport is strictly PPR for all non-based aircraft. PPR can be obtained via telephone or via the website. Aircraft must obtain confirmation that PPR has been accepted before departing for the AD. Airborne PPRs aren't accepted.

## 2 GROUND MOVEMENT

a) Access to and from Runway 02/20 is via points A, B and C only. Other paved taxiways are unusable / not available for use by aircraft.

## 3 CAT II/III OPERATIONS

Not applicable

## 4 WARNINGS

a) Runway 02 APAPI is positioned to the right-hand side of the runway.

## 5 HELICOPTER OPERATIONS

Not applicable

## 6 USE OF RUNWAYS

Not applicable

## 7 TRAINING

Not applicable

# EGNE AD 2.21 NOISE ABATEMENT PROCEDURES

## 1 GENERAL

a) All aircraft inbound and outbound from this airport are required to conform to the following procedures, notwithstanding that these may at any time be departed from to the extent necessary for avoiding immediate danger:

i. Every operator of aircraft using the airport shall always ensure that aircraft are operated in a manner calculated to cause the least disturbance practicable in areas surrounding the airport.
ii. Aircraft operators should conform to the aerodrome circuit and avoid noise sensitive areas as published on the airport website https://retfordairport.co.uk/fly-in.html.
iii. Aircraft should utilise the full declared distances when departing in order to minimise noise in the areas surrounding the airport.

# EGNE AD 2.22 FLIGHT PROCEDURES

## 1 GENERAL

a) Pilots are to contact the A/G station prior to entering the ATZ.

## 2 PROCEDURES FOR INBOUND AIRCRAFT VIA THE AIRWAYS SYSTEM

a) Aircraft inbound from the South† via the airways system must follow the East Midlands Standard Arrival Routes (STAR) as shown at AD-2- EGNX-7. A STAR will be issued by the relevant area control unit.
b) Aircraft may be vectored off the routes for separation purposes. When separation has been achieved, ATC will give an instruction to resume the STAR via the appropriate fix.
c) East Midlands Radar will position aircraft inbound to Gamston on a heading or own navigation. Aircraft are required to free-call Gamston when clear of CAS.

## 3 PROCEDURES FOR OUTBOUND AIRCRAFT TO THE SOUTH VIA THE AIRWAYS SYSTEM

a) Departures to the south should route via DCT SAPCO or TNT. Aircraft should include all necessary and relevant waypoints in the flight plan.
b) Gamston will pre-note East Midlands Radar with the aircraft's routing and requested level prior to departure.

## 4 PROCEDURES FOR OUTBOUND AIRCRAFT TO THE NORTH VIA THE AIRWAYS SYSTEM

a) Departures to the North should route via DCT UPTON or GOLES. Aircraft should include all necessary and relevant waypoints in the flight plan.
b) IFR flights should inform Gamston Radio when they are ready for departure, including which waypoint they intend to join at.
c) Gamston will pre-note Scottish control with the aircraft's routing and requested level prior to an aircraft's departure.

***Note:*** *Pilots are recommended to hold prior to departure and wait for further details from Gamston Radio to avoid delays on joining CAS.*

## 5 RADIO COMMUNICATION FAILURE PROCEDURE

a) In the event of complete radio communication failure, the pilot will adopt the appropriate procedure notified at ENR 1.1.3.3. Aircraft are then to leave Controlled Airspace routeing UPDUK - GAM DME.

## 6 VISUAL REFERENCE POINTS (VRP)

a) Details of VRPs are available in the consolidated 'Visual Reference Points List' published on the 'Digital Dataset' page of the NATS AIS website, www.nats.aero/ais.

# EGNE AD 2.23 ADDITIONAL INFORMATION

## 1 PROXIMITY OF MICROLIGHT FLYING SITE

a) Headon microlight flying site is located 3 NM to the east of the airport and may be active at any time.
b) Darlton gliding site is located 4 NM to the east of the airport and may be active at any time. Confirmation of active launches may be obtained from Waddington LARS.

## EGNE AD 2.24 CHARTS RELATED TO AN AERODROME

AERODROME CHART - ICAO
AD 2.EGNE-2-1

## EGNE AD 2.25 VISUAL SEGMENT SURFACE (VSS) PENETRATION

Not applicable

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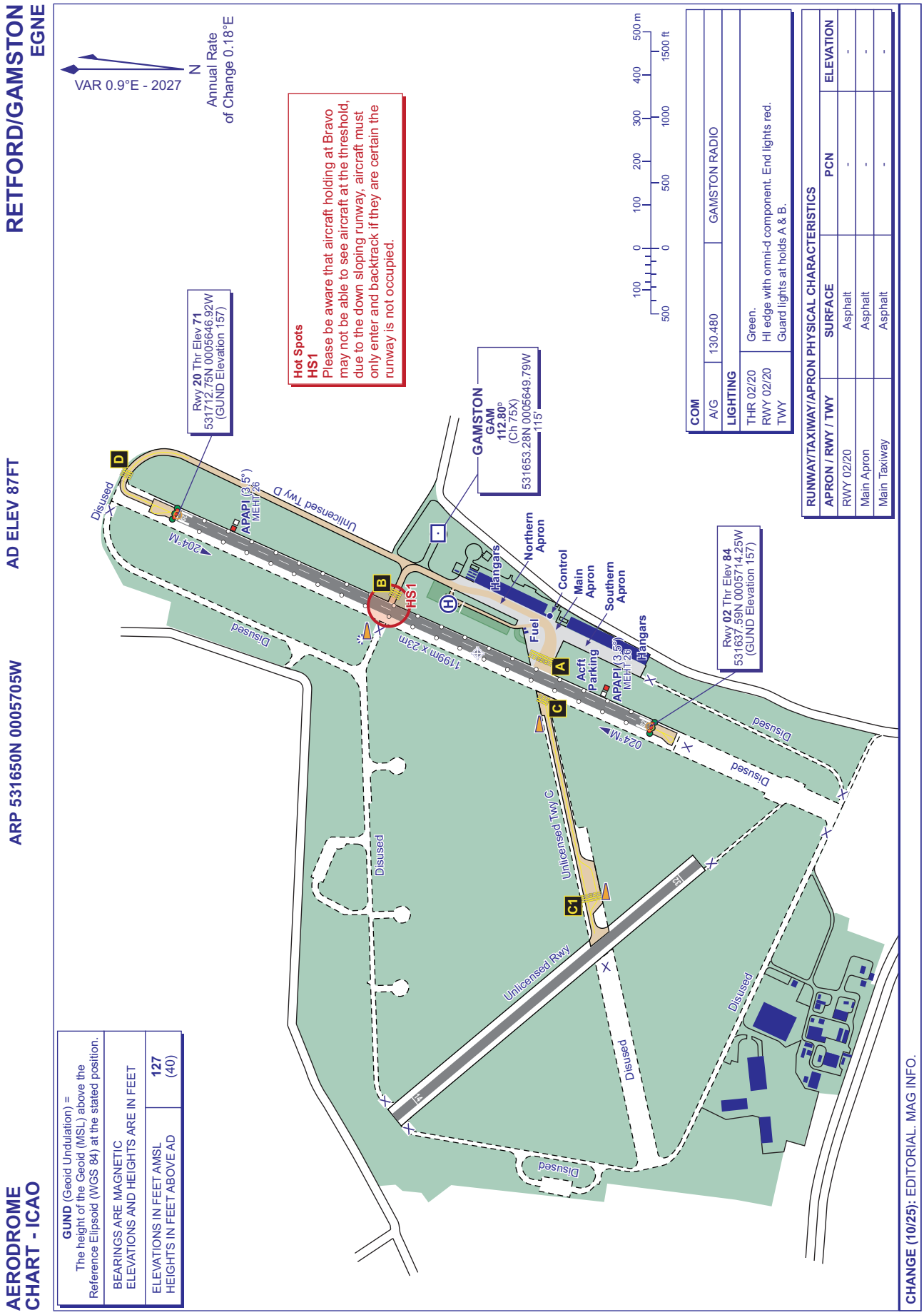
# RETFORD/GAMSTON
EGNE

AD ELEV 87FT

ARP 531650N 0005705W

AERODROME
CHART - ICAO




| COM | | |
|---|---|---|
| A/G | 130.480 | GAMSTON RADIO |

| LIGHTING | |
|---|---|
| THR 02/20 | Green. |
| RWY 02/20 | HI edge with omni-d component. End lights red. |
| TWY | Guard lights at holds A & B. |

| RUNWAY/TAXIWAY/APRON PHYSICAL CHARACTERISTICS | | | |
|---|---|---|---|
| APRON / RWY / TWY | SURFACE | PCN | ELEVATION |
| RWY 02/20 | Asphalt | - | - |
| Main Apron | Asphalt | - | - |
| Main Taxiway | Asphalt | - | - |

| GUND (Geoid Undulation) = The height of the Geoid (MSL) above the Reference Elipsoid (WGS 84) at the stated position. | |
|---|---|
| BEARINGS ARE MAGNETIC<br>ELEVATIONS AND HEIGHTS ARE IN FEET | |
| ELEVATIONS IN FEET AMSL<br>HEIGHTS IN FEET ABOVE AD | 127<br>(40) |

CHANGE (10/25): EDITORIAL. MAG INFO.

AERO INFO DATE 22 JUL 25

AD 2-EGNE-2-1

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# EGTO — ROCHESTER

## EGTO AD 2.1 AERODROME LOCATION INDICATOR AND NAME

EGTO — ROCHESTER

## EGTO AD 2.2 AERODROME GEOGRAPHICAL AND ADMINISTRATIVE DATA

| | | |
|---|---|---|
| 1 | ARP coordinates and site at AD | Lat: 512107N Long: 0003010E |
| 2 | Direction and distance from city | 1.5 NM S of Rochester. |
| 3 | Elevation / Reference temperature / Mean Low Temperature | 420 FT / 20 °C / - |
| 4 | Geoid undulation at AD ELEV PSN | 147 FT |
| 5 | Magnetic Variation / Annual Change | 1.54°E (2027) / 0.17°E |
| 6 | AD Administration<br>Address<br>Telephone<br>Telefax | ROCHESTER AIRPORT LTD<br>Rochester Airport, Chatham, Kent, ME5 9SD.<br>01634-869969 (ATC/Manager/Admin)<br>01634-861682 (ATC)<br>01634-869968 (Manager/Admin) |
| 7 | Type of Traffic permitted (IFR/VFR) | VFR |
| 8 | Remarks | |

## EGTO AD 2.3 OPERATIONAL HOURS

| | | |
|---|---|---|
| 1 | AD Administration | 0830-1730 (0730-1630). |
| 2 | Customs and immigration | By arrangement. |
| 3 | Health and sanitation | |
| 4 | AIS Briefing Office | |
| 5 | ATS Reporting Office (ARO) | |
| 6 | MET Briefing Office | |
| 7 | ATS | As AD hours. See also AD 2.18. |
| 8 | Fuelling | 0830-1715 (0730-1615). |
| 9 | Handling | |
| 10 | Security | |
| 11 | De-icing | |
| 12 | Remarks | This aerodrome is PPR. |

## EGTO AD 2.4 HANDLING SERVICES AND FACILITIES

| | | |
|---|---|---|
| 1 | Cargo handling facilities | |
| 2 | Fuel and oil types | AVTUR JET A-1, AVGAS 100LL, UL-91<br>W80, 100, W100, 15/50 multi-grade. |
| 3 | Fuelling facilities/capacity | |
| 4 | De-icing facilities | |
| 5 | Hangar space for visiting aircraft | |
| 6 | Repair facilities for visiting aircraft | Arion Aviation: Mon-Fri 0800-1700 (0700-1600), Tel: 01634-864753. |
| 7 | Remarks | |

## EGTO AD 2.5 PASSENGER FACILITIES

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## EGTO AD 2.6 RESCUE AND FIRE FIGHTING SERVICES

| | | |
|---|---|---|
| 1 | AD category for fire fighting services | RFF Category 1. |
| 2 | Rescue equipment | |
| 3 | Capability for removal of disabled aircraft | |
| 4 | Remarks | |

## EGTO AD 2.7 SEASONAL AVAILABILITY - CLEARING

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## EGTO AD 2.8 APRONS, TAXIWAYS AND CHECK LOCATIONS/POSITIONS DATA

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## EGTO AD 2.9 SURFACE MOVEMENT GUIDANCE AND CONTROL SYSTEM AND MARKINGS

| | | |
|---|---|---|
| 1 | Use of aircraft stand ID signs, TWY guide lines and visual docking/parking guidance system of aircraft stands | |
| 2 | Runway and taxiway markings and lighting | |
| 3 | Stop bars and runway guard lights (if any) | |
| 4 | Other runway protection measures | |
| 5 | Remarks | WDI 512102.44N 0003019.40E. |

## EGTO AD 2.10 AERODROME OBSTACLES

| In Approach/Take-off areas | | | | | | |
|---|---|---|---|---|---|---|
| **Obstacle ID/ Designation** | **Obstacle Type** | **Obstacle Position** | **Elevation/Height** | | **Obstruction Lighting Type/ Colour** | **Remarks** |
| **1** | **2** | **3** | **4** | | **5** | **6** |
| (EGTO1385) 20R/APPROACH 02L/ TAKE-OFF | TREE | 512130.71N 0003029.14E | 428 FT | | No | |
| (EGTO1386) 20R/APPROACH 02L/ TAKE-OFF | TREE | 512130.59N 0003028.34E | 434 FT | | No | |
| (EGTO1375) 20R/APPROACH 02L/ TAKE-OFF | TREE | 512129.40N 0003032.51E | 430 FT | | No | |
| (EGTO1075) 20R/APPROACH 02L/ TAKE-OFF | TREE | 512129.10N 0003025.87E | 422 FT | | No | |
| (EGTO1374) 20R/APPROACH 02L/ TAKE-OFF | TREE | 512128.65N 0003032.37E | 435 FT | | No | |
| (EGTO1370) 20R/APPROACH 02L/ TAKE-OFF | TREE | 512128.62N 0003034.42E | 444 FT | | No | |
| (EGTO1392) 20R/APPROACH 02L/ TAKE-OFF | TREE | 512128.11N 0003025.23E | 430 FT | | No | |
| (EGTO1373) 20R/APPROACH 02L/ TAKE-OFF | TREE | 512127.95N 0003032.41E | 439 FT | | No | |
| (EGTO1063) 20R/APPROACH 02L/ TAKE-OFF | TREE | 512127.33N 0003034.04E | 451 FT | | No | |
| (EGTO1369) 20R/APPROACH 02L/ TAKE-OFF | TREE | 512126.55N 0003032.04E | 432 FT | | No | |
| (EGTO1371) 20R/APPROACH 02L/ TAKE-OFF | TREE | 512126.49N 0003031.62E | 436 FT | | No | |
| (EGTO1388) 20R/APPROACH 02L/ TAKE-OFF | TREE | 512125.61N 0003024.35E | 408 FT | | No | |
| (EGTO1368) 20R/APPROACH 02L/ TAKE-OFF | TREE | 512125.30N 0003031.54E | 433 FT | | No | |

| In Approach/Take-off areas | | | | | | |
|---|---|---|---|---|---|---|
| **Obstacle ID/ Designation** | **Obstacle Type** | **Obstacle Position** | **Elevation/Height** | | **Obstruction Lighting Type/ Colour** | **Remarks** |
| **1** | **2** | **3** | **4** | | **5** | **6** |
| (EGTO1119) 02L/APPROACH 20R/ TAKE-OFF | TREE | 512055.97N 0003007.24E | 450 FT | | No | |
| (EGTO1268) 02L/APPROACH 20R/ TAKE-OFF | TREE | 512055.79N 0003007.52E | 441 FT | | No | |
| (EGTO1120) 02L/APPROACH 20R/ TAKE-OFF | TREE | 512054.78N 0003006.95E | 443 FT | | No | |
| (EGTO1121) 02L/APPROACH 20R/ TAKE-OFF | TREE | 512054.01N 0003007.29E | 444 FT | | No | |
| (EGTO1272) 02L/APPROACH 20R/ TAKE-OFF | TREE | 512053.70N 0003008.04E | 440 FT | | No | |
| (EGTO1271) 02L/APPROACH 20R/ TAKE-OFF | TREE | 512053.67N 0003007.76E | 442 FT | | No | |
| (EGTO1273) 02L/APPROACH 20R/ TAKE-OFF | TREE | 512053.02N 0003008.20E | 444 FT | | No | |
| (EGTO1124) 02L/APPROACH 20R/ TAKE-OFF | TREE | 512052.68N 0003009.54E | 449 FT | | No | |
| (EGTO1274) 02L/APPROACH 20R/ TAKE-OFF | TREE | 512052.51N 0003008.37E | 455 FT | | No | |
| (EGTO1123) 02L/APPROACH 20R/ TAKE-OFF | TREE | 512052.28N 0003008.48E | 454 FT | | No | |
| (EGTO1126) 02L/APPROACH 20R/ TAKE-OFF | TREE | 512052.25N 0003009.82E | 453 FT | | No | |
| (EGTO1275) 02L/APPROACH 20R/ TAKE-OFF | TREE | 512052.08N 0003008.74E | 453 FT | | No | |
| (EGTO1125) 02L/APPROACH 20R/ TAKE-OFF | TREE | 512052.06N 0003008.59E | 457 FT | | No | |
| (EGTO1127) 02L/APPROACH 20R/ TAKE-OFF | TREE | 512051.70N 0003009.24E | 459 FT | | No | |
| (EGTO1573) 02L/APPROACH 20R/ TAKE-OFF | ATC ANTENNA | 512051.65N 0003015.33E | 462 FT | | No | |
| (EGTO1280) 02L/APPROACH 20R/ TAKE-OFF | TREE | 512051.52N 0003010.91E | 452 FT | | No | |
| (EGTO1007) 02L/APPROACH 20R/ TAKE-OFF | ANEMOMETER | 512051.31N 0003014.00E | 479 FT | | No | |
| (EGTO1128) 02L/APPROACH 20R/ TAKE-OFF | TREE | 512051.29N 0003010.25E | 468 FT | | No | |
| (EGTO1278) 02L/APPROACH 20R/ TAKE-OFF | TREE | 512051.28N 0003009.43E | 456 FT | | No | |
| (EGTO1279) 02L/APPROACH 20R/ TAKE-OFF | TREE | 512051.25N 0003009.90E | 456 FT | | No | |
| (EGTO1283) 02L/APPROACH 20R/ TAKE-OFF | TREE | 512051.15N 0003010.57E | 479 FT | | No | |
| (EGTO1286) 02L/APPROACH 20R/ TAKE-OFF | TREE | 512050.74N 0003011.40E | 488 FT | | No | |

| In circling area and at aerodrome | | | | | | |
|---|---|---|---|---|---|---|
| **Obstacle ID/ Designation** | **Obstacle Type** | **Obstacle Position** | **Elevation/Height** | | **Obstruction Lighting Type/ Colour** | **Remarks** |
| **1** | **2** | **3** | **4** | | **5** | **6** |
| (EGTO1077) | BUILDING | 512129.64N 0003024.95E | 424 FT | | No | |
| (EGTO1398) | BUILDING AERIAL | 512123.71N 0003017.31E | 454 FT | | No | |
| (EGTO1365) | TREE | 512122.79N 0003031.23E | 432 FT | | No | |
| (EGTO1091) | STREETLIGHT | 512120.82N 0003018.15E | 426 FT | | No | |
| (EGTO1364) | TREE | 512119.91N 0003029.64E | 440 FT | | No | |
| (EGTO1363) | MAST | 512119.68N 0003031.02E | 439 FT | | No | |

| In circling area and at aerodrome | | | | | | |
|---|---|---|---|---|---|---|
| **Obstacle ID/ Designation** | **Obstacle Type** | **Obstacle Position** | **Elevation/Height** | | **Obstruction Lighting Type/ Colour** | **Remarks** |
| **1** | **2** | **3** | **4** | | **5** | **6** |
| (EGTO1403) | STREETLIGHT | 512118.83N 0003017.46E | 429 FT | | No | |
| (EGTO1061) | TREE | 512118.63N 0003030.94E | 444 FT | | No | |
| (EGTO1047) | STREETLIGHT | 512112.92N 0003024.92E | 419 FT | | No | |
| (EGTO1570) | ANEMOMETER | 512102.62N 0003019.42E | 441 FT | | No | |
| (EGTO1116) | TREE | 512058.30N 0003005.65E | 445 FT | | No | |
| (EGTO1117) | TREE | 512057.47N 0003006.38E | 450 FT | | No | |
| (EGTO1179) | TREE | 512025.74N 0002936.38E | 588 FT | | No | |
| (EGTO1238) | TREE | 512025.65N 0003003.88E | 572 FT | | No | |
| (EGTO1235) | TREE | 512016.43N 0002959.28E | 614 FT | | No | |
| (EGTO1240) | TREE | 512006.88N 0003001.40E | 641 FT | | No | |
| (EGTO1435) | TREE | 512005.69N 0002918.74E | 600 FT | | No | |
| (EGTO1471) | TREE | 511936.61N 0003031.08E | 681 FT | | No | |
| (EGTO1411) | MAST | 511934.15N 0003132.72E | 777 FT | | No | |
| (EGTO1417) | TREE | 511930.25N 0003202.78E | 686 FT | | No | |
| (EGTO1469) | TREE | 511928.46N 0003035.70E | 695 FT | | No | |
| (EGTO1410) | MAST | 511927.27N 0003114.43E | 806 FT | | No | |

## EGTO AD 2.11 METEOROLOGICAL INFORMATION PROVIDED

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## EGTO AD 2.12 RUNWAY PHYSICAL CHARACTERISTICS

| **Designations RWY Number** | **True bearing** | **Dimensions of RWY** | **Surface of RWY/ SWY/ Strength** | **THR co-ordinates/ THR Geoid undulation** | **THR elevation/ Highest elevation of TDZ of precision APP RWY** | **Slope of RWY/ SWY** |
|---|---|---|---|---|---|---|
| **1** | **2** | **3** | **4** | **5** | **6** | **7** |
| 02L | 021.32° | 828 x 32 M | RWY surface: Grass | 512057.56N 0003010.34E 147.4 FT | THR 417.5 FT | |
| 20R | 201.32° | 828 x 32 M | RWY surface: Grass | 512122.52N 0003025.88E 147.4 FT | THR 389.4 FT | |
| 02R | 021.15° | 684 x 21 M | RWY surface: Grass | 512056.61N 0003011.54E 147.4 FT | THR 418.8 FT | |
| 20L | 201.15° | 684 x 21 M | RWY surface: Grass | 512117.23N 0003024.38E 147.4 FT | THR 394.3 FT | |

| SWY Dimensions | Clearway Dimensions | Strip Dimensions | RESA Dimensions, Overshoot / Undershoot | Location/ description of arresting system | OFZ | Remarks |
|---|---|---|---|---|---|---|
| 8 | 9 | 10 | 11 | 12 | 13 | 14 |
| | | - x 87 M | | | | RWY 02L |
| | | - x 87 M | | | | RWY 20R |
| | | - x 63 M | | | | RWY 02R<br><br>Used when advised by the FISO. |
| | | - x 63 M | | | | RWY 20L<br><br>Used when advised by the FISO. |

## EGTO AD 2.13 DECLARED DISTANCES

| Runway designator | TORA | TODA | ASDA | LDA | Remarks |
|---|---|---|---|---|---|
| 1 | 2 | 3 | 4 | 5 | 6 |
| 02L | 828 M | 828 M | 828 M | 828 M | |
| 20R | 828 M | 828 M | 828 M | 828 M | |
| 02R | 684 M | 684 M | 684 M | 684 M | |
| 20L | 684 M | 684 M | 684 M | 684 M | |

## EGTO AD 2.14 APPROACH AND RUNWAY LIGHTING

| RWY | Approach lighting Type/ Length/ Intensity | Threshold lighting Colour/Wing bars | VASIS/ MEHT/ PAPI/ PAPI Dist from THR | TDZ, lighting Length | Runway Centre Line lighting Length/ Spacing/ Colour/ Intensity | Runway edge lighting Length/ Spacing/ Colour/ Intensity | Runway end lighting Colour/ Wing bars | Stopway lighting Length/ Colour | Remarks |
|---|---|---|---|---|---|---|---|---|---|
| 1 | 2 | 3 | 4 | 5 | 6 | 7 | 8 | 9 | 10 |
| 02L | | Green<br>Light intensity low | APAPI<br>Left/4°<br>21 FT | | | Light intensity low | Red | | |
| 20R | | Green<br>Light intensity low | APAPI<br>Left/3.5°<br>18 FT | | | Light intensity low | Red | | |

## EGTO AD 2.15 OTHER LIGHTING, SECONDARY POWER SUPPLY

| | | |
|---|---|---|
| 1 | ABN/IBN location, characteristics and hours of operation | ABN: 512052.65N 0003017.67E<br>Rotating White. |
| 2 | LDI location and lighting<br>Anemometer location and lighting | Anemometer: 512102.62N 0003019.42E, 512051.73N 0003015.19E. |
| 3 | TWY edge and centre line lighting | |
| 4 | Secondary power supply/switch-over time | |
| 5 | Remarks | |

## EGTO AD 2.16 HELICOPTER LANDING AREA

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## EGTO AD 2.17 AIR TRAFFIC SERVICES AIRSPACE

| Designation and lateral limits | Vertical Limits | Airspace Class | ATS unit callsign/ language | Transition Altitude | Hours of applicability | Remarks |
|---|---|---|---|---|---|---|
| 1 | 2 | 3 | 4 | 5 | 6 | 7 |
| ROCHESTER ATZ<br>A circle, 2 NM radius, centred at 512107N 0003010E | Upper limit: 2000 FT AGL<br>Lower limit: SFC | G | ROCHESTER INFORMATION<br>English | 6000 FT | | |

## EGTO AD 2.18 AIR TRAFFIC SERVICES COMMUNICATION FACILITIES

| Service Designation | Callsign | Channel/ Frequency(MHz) | SATVOICE number(s) | Logon Address | Hours of Operation | Remarks |
|---|---|---|---|---|---|---|
| 1 | 2 | 3 | 4 | 5 | 6 | 7 |
| AFIS | ROCHESTER INFORMATION | 122.255<br>DOC 10 NM/2,400 FT | | | 0830-1730 (0730-1630). | ATZ hours coincident with AFIS hours. |

## EGTO AD 2.19 RADIO NAVIGATION AND LANDING AIDS

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## EGTO AD 2.20 LOCAL AERODROME REGULATIONS

### 1 AIRPORT REGULATIONS

a) Not available at night to aircraft requiring to use a licensed runway when relief Runway 02R/20L is in operation.
b) Aircraft using this aerodrome are required to have third party liability insurance in the sum of at least £1,000,000. Proof of this insurance should be available for inspection at any time whilst the aircraft is at Rochester aerodrome.
c) Use of the aerodrome is restricted to published hours unless prior permission has been obtained from the aerodrome authority.
d) Practice Engine Failure at take-off should not be attempted from Runway 02 due to the flight paths over built up areas.
e) Air training flights, intending to request circuit training, solo students and microlight aircraft are required to obtain prior permission by telephone.
f) Aerobatic manoeuvres are not permitted unless authorised by the duty manager.
g) Home based aircraft may be active outside the published hours. Non-home based aircraft should remain clear of the ATZ. Over flights may listen out on frequency and prefix position reports with ‘Rochester Traffic’.
h) No circuits are permitted outside of published hours.

### 2 GROUND MOVEMENT

a) Fixed wing aircraft are to taxi with caution on prepared and marked areas only.
b) Pilots must avoid the use of excessive power on the main apron due to poor surface conditions and pedestrian traffic in the vicinity.
c) No centre-line on main apron. Pilots are responsible for wing tip clearance.

### 3 CAT II/III OPERATIONS

Not applicable

### 4 WARNINGS

a) Runway 20R APAPI signals are visible to the east of the extended runway centre-line where normal obstacle clearance is not guaranteed. They should not be used until the aircraft is aligned with the runway extended centre-line.
b) Runway 02L APAPI signals are visible to the west of the extended runway centre-line where normal obstacle clearance is not guaranteed. They should not be used until the aircraft is aligned with the runway extended centre-line.
c) The proximity of large buildings and topography may cause turbulence and windsheer in some wind conditions.
d) Pilots are advised that the aerodrome is situated beneath the LTMR of 2500 FT QNH.

### 5 HELICOPTER OPERATIONS

a) Helicopters air taxiing should avoid low flight over the runway maker boards and parked aircraft due to high energy downwash from rotors.
b) Helicopters landing and taxiing in the northern manoeuvring areas are advised of the close proximity of the main car park and pedestrians.
c) Rescue and Police helicopter flights may take place outside of published hours day and night without notice.

### 6 USE OF RUNWAYS

Not applicable

### 7 TRAINING

a) Circuit training is restricted to visitors at weekends, public holidays, and at other times that the aerodrome authority consider appropriate.

## EGTO AD 2.21 NOISE ABATEMENT PROCEDURES

a) All aircraft inbound to or outbound from Rochester are required to conform to the following procedures, notwithstanding that these may at any time be departed from to the extent necessary for avoiding immediate danger.
b) Aircraft should not join the circuit or final approach path below 1000 FT QFE.
c) Circuit patterns should be flown to the west avoiding the large built up area to the east.
d) Aircraft taking off should use the full length of the runway, applying take-off power prior to releasing the brakes whenever surface conditions permit.
e) Aircraft fitted with VP propellers must endeavour to reduce RPM consistent with manufacturers noise abatement advice.
f) Aircraft departing from Runway 02 to the east are expected to depart via the overhead unless requesting a right hand turn after passing 1500 FT QNH.
g) Unless making an approach on the PAPIs installed on Runway 02/20 aircraft should adjust their visual approach to maintain a 5° approach angle to the runway threshold.
h) Circuit direction is variable to avoid flying over built up areas: Runway 20R/L - RH; Runway 02L/R - LH.

## EGTO AD 2.22 FLIGHT PROCEDURES

### 1 STANDARD DEPARTURE ROUTES - VIA ATS ROUTE NETWORK

a) Pilots who wish to join the ATS Route Network should flight plan as per the UK SRD.
b) Rochester ATSU will notify the pending departure to London Terminal Control (LTCC) and will co-ordinate the departure with LTCC or Southend.
c) Rochester ATSU will issue pilots with after departure instructions and pilots must remain outside of controlled airspace until a clearance to enter controlled airspace has been issued by LTCC or Southend Radar.
d) Pilots are to ensure they have received and acknowledged a joining clearance before entering controlled airspace.

### 2 INBOUND AIRCRAFT VIA ATS ROUTE NETWORK

In order to provide improved ATC handling of flights inbound to Rochester via the ATS Route network a system of standard routes has been established.

| Approach from | Via | Route |
|---|---|---|
| North | N859 | N859 – HON – LAM |
| West | Q63 | Q63 – CPT – GWC – SFD – LYD – DET |
| Southwest | L620 | L620 – GIBSO – SAM – GWC – SFD – LYD – DET |
| South | L980 | L980 – KATHY – GWC – SFD – LYD – DET |
| | M189 | M189 – NEVIL – LYD – DET |
| | L613 | L613 – SOVAT – SANDY – DET |
| Southeast | L9 | L9 – KONAN – DVR – DET |
| East | L980 | L980 – LOGAN – JACKO – TANET – DET |
| | L179 | L179 – LOGAN – JACKO – TANET – DET |

### 3 VFR FLIGHT PROCEDURES

a) A standard overhead join is preferred but other joins may be requested.
b) Departing Runways 02 to the east via the overhead is preferred but a right turn after passing 1500 FT QFE can be requested.
c) Departing Runway 20 to the east, aircraft should depart overhead or climb ahead on runway heading until clear of the built up area to the east.
d) Circuit height is 1000 FT QFE, always flown to the west.
e) A standard circuit pattern should be flown within the ATZ which is geographically marked to the north and west by the River Medway, turning on to finals at 2 NM.

## 4 RADIO COMMUNICATION FAILURE PROCEDURES

a) In the event of complete radio communication failure in an aircraft, the pilot is to adopt the appropriate procedure described at ENR 1.1 paragraph 3.4 until:

i. Inbound Aircraft: Follow the routes detailed in paragraph 2 for inbound aircraft to leave CAS at LAM (4000 FT or below) or DET (3000 FT or below) as appropriate and proceed to Rochester.
ii. Outbound Aircraft: For the purposes of radio failure, the climb to flight planned level should be commenced after the last position shown in the Standard Departure Routes where an altitude or flight level is specified.

# EGTO AD 2.23 ADDITIONAL INFORMATION

Not applicable

# EGTO AD 2.24 CHARTS RELATED TO AN AERODROME

AERODROME CHART - ICAO
AD 2.EGTO-2-1

# EGTO AD 2.25 VISUAL SEGMENT SURFACE (VSS) PENETRATION

Not applicable

# AERODROME CHART - ICAO

ARP 512107N 0003010E

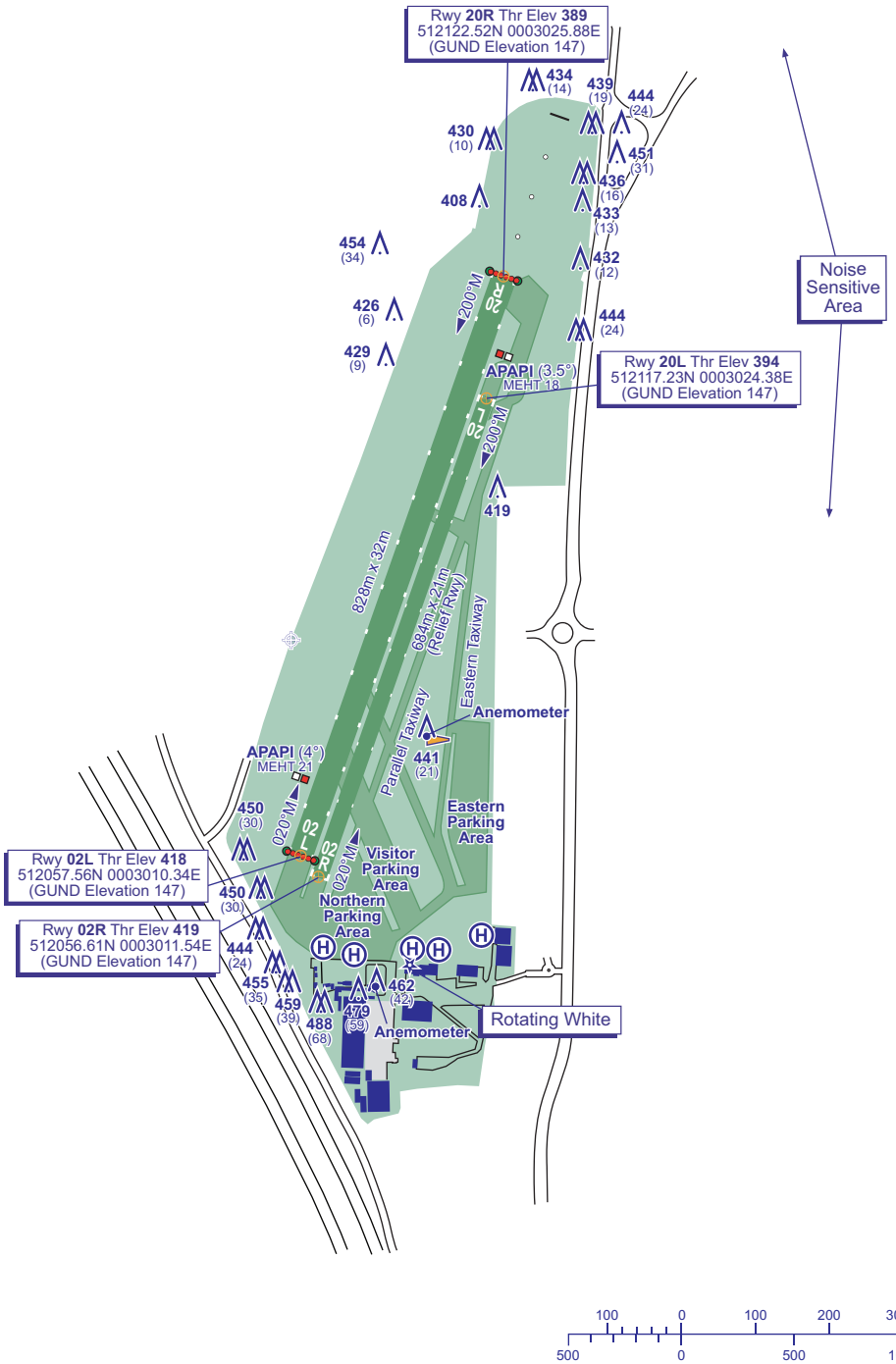
AD ELEV 420FT

# ROCHESTER
## EGTO

| BEARINGS ARE MAGNETIC<br>ELEVATIONS AND HEIGHTS ARE IN FEET | |
|---|---|
| ELEVATIONS IN FEET AMSL<br>HEIGHTS IN FEET ABOVE AD | **488**<br>(68) |

VAR 1.5°E - 2027
N
Annual Rate of Change 0.17°E

| RUNWAY/TAXIWAY/APRON PHYSICAL CHARACTERISTICS | | | |
|---|---|---|---|
| **APRON / RWY / TWY** | **SURFACE** | **PCN** | **ELEVATION** |
| RWY 02L/20R | Grass | - | - |
| RWY 02R/20L | Grass | - | - |
| Main Apron | Asphalt | - | - |
| Main Taxiway | Grass | - | - |




| COM | | |
|---|---|---|
| AFIS | 122.255 | ROCHESTER INFORMATION |
| **LIGHTING** | | |
| THR 02L/20R<br>RWY 02L/20R | LI green.<br>LI. End lights red. | |

**CHANGE (10/25):** EDITORIAL. MAG INFO.

AERO INFO DATE 22 JUL 25

AD 2-EGTO-2-1

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# EGES — SANDAY

## EGES AD 2.1 AERODROME LOCATION INDICATOR AND NAME

EGES — SANDAY

## EGES AD 2.2 AERODROME GEOGRAPHICAL AND ADMINISTRATIVE DATA

| | | |
|---|---|---|
| 1 | ARP coordinates and site at AD | Lat: 591501N Long: 0023430W |
| 2 | Direction and distance from city | 20 NM NNE of Kirkwall Airport. |
| 3 | Elevation / Reference temperature / Mean Low Temperature | 62 FT / 14 °C / - |
| 4 | Geoid undulation at AD ELEV PSN | - |
| 5 | Magnetic Variation / Annual Change | 0.31°W (2027) / 0.22°E |
| 6 | AD Administration<br>Address<br>Telephone<br>Telefax<br>E-mail address | ORKNEY ISLANDS COUNCIL.<br>Council Offices, Kirkwall, Orkney Islands, KW15 1NY, Scotland.<br>01856-873535<br>01856-876094<br>developmentandinfrastructure@orkney.gov.uk |
| 7 | Type of Traffic permitted (IFR/VFR) | VFR |
| 8 | Remarks | |

## EGES AD 2.3 OPERATIONAL HOURS

| | | |
|---|---|---|
| 1 | AD Administration | Daylight hours only, subject to PPR . |
| 2 | Customs and immigration | |
| 3 | Health and sanitation | |
| 4 | AIS Briefing Office | |
| 5 | ATS Reporting Office (ARO) | |
| 6 | MET Briefing Office | |
| 7 | ATS | |
| 8 | Fuelling | |
| 9 | Handling | |
| 10 | Security | |
| 11 | De-icing | |
| 12 | Remarks | This aerodrome is PPR, a valid indemnity is required. Full details of landing fees and rules for airfield users can be found on the Orkney Islands Council website:<br>http://www.orkney.gov.uk/Service-Directory/T/airfields.htm |

## EGES AD 2.4 HANDLING SERVICES AND FACILITIES

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## EGES AD 2.5 PASSENGER FACILITIES

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## EGES AD 2.6 RESCUE AND FIRE FIGHTING SERVICES

| | | |
|---|---|---|
| 1 | AD category for fire fighting services | RFF Category A1<br>RFF Category 2 accepted under remission by prior arrangement. |
| 2 | Rescue equipment | |
| 3 | Capability for removal of disabled aircraft | |
| 4 | Remarks | |

## EGES AD 2.7 SEASONAL AVAILABILITY - CLEARING

| | | |
|---|---|---|
| 1 | Type of clearing equipment | |
| 2 | Clearance priorities | |
| 3 | Remarks | Winter Operations. No snow clearing facilities available. During winter months pilots are advised to contact the Airfield Superintendent for the latest runway conditions. Tel: 01856-873535. |

## EGES AD 2.8 APRONS, TAXIWAYS AND CHECK LOCATIONS/POSITIONS DATA

**INTENTIONALLY BLANK**

## EGES AD 2.9 SURFACE MOVEMENT GUIDANCE AND CONTROL SYSTEM AND MARKINGS

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## EGES AD 2.10 AERODROME OBSTACLES

| In Approach/Take-off areas | | | | | | |
|---|---|---|---|---|---|---|
| **Obstacle ID/ Designation** | **Obstacle Type** | **Obstacle Position** | **Elevation/Height** | | **Obstruction Lighting Type/ Colour** | **Remarks** |
| **1** | **2** | **3** | **4** | | **5** | **6** |
| (EGES4300) 20/APPROACH 02/ TAKE-OFF | Farm Building Ridge Line | 591513.41N 0023425.61W | 76 FT | | No | |
| (EGES4200) 20/APPROACH 02/ TAKE-OFF | Farm Building Ridge Line | 591513.24N 0023426.87W | 76 FT | | No | |
| (EGES4100) 16/APPROACH 34/ TAKE-OFF | Farm Building Ridge Line | 591510.55N 0023443.80W | 86 FT | | No | |
| (EGES4000) 16/APPROACH 34/ TAKE-OFF | Cottage Chimney | 591510.03N 0023444.36W | 91 FT | | No | |
| (EGES5400) 20/APPROACH 02/ TAKE-OFF | Centre of Road | 591509.96N 0023422.90W | 52 FT | | No | Vehicles |
| (EGES3900) 16/APPROACH 34/ TAKE-OFF | Cottage Chimney | 591509.93N 0023445.06W | 91 FT | | No | |
| (EGES5300) 16/APPROACH 34/ TAKE-OFF | Centre of Road | 591508.32N 0023436.19W | 62 FT | | No | Vehicles |
| (EGES5200) 10/APPROACH 28/ TAKE-OFF | Centre of Road | 591505.24N 0023452.68W | 63 FT | | No | Vehicles |
| (EGES3800) 10/APPROACH 28/ TAKE-OFF | Small School Windmill Hub | 591504.33N 0023507.62W | 87 FT | | No | |
| (EGES5500) 28/APPROACH 10/ TAKE-OFF | Centre of Road | 591501.54N 0023418.53W | 42 FT | | No | Vehicles |
| (EGES5000) 28/APPROACH 10/ TAKE-OFF | Building Ridge Line | 591458.21N 0023320.15W | 63 FT | | No | |
| (EGES4600) 34/APPROACH 16/ TAKE-OFF | Farm Building Ridge Line | 591456.65N 0023420.78W | 60 FT | | No | |
| (EGES4800) 28/APPROACH 10/ TAKE-OFF | Building Ridge Line | 591456.33N 0023327.82W | 82 FT | | No | |
| (EGES4900) 28/APPROACH 10/ TAKE-OFF | Building Ridge Line | 591456.14N 0023327.00W | 86 FT | | No | |
| (EGES4500) 34/APPROACH 16/ TAKE-OFF | Farm Building Ridge Line | 591456.07N 0023421.34W | 66 FT | | No | |
| (EGES4700) 34/APPROACH 16/ TAKE-OFF | Cottage Chimney | 591456.02N 0023417.24W | 74 FT | | No | |
| (EGES4400) 34/APPROACH 16/ TAKE-OFF | Farm Building Ridge Line | 591455.42N 0023422.02W | 60 FT | | No | |

| In circling area and at aerodrome | | | | | | |
|---|---|---|---|---|---|---|
| **Obstacle ID/ Designation** | **Obstacle Type** | **Obstacle Position** | **Elevation/Height** | | **Obstruction Lighting Type/ Colour** | **Remarks** |
| **1** | **2** | **3** | **4** | | **5** | **6** |
| | Wind Turbine | 591450.88N 0023358.78W | 91 FT | 72 FT | No | |
| | BT Mast | 591326.78N 0023855.05W | 371 FT | | No | |
| | BT Mast | 591314.72N 0023916.00W | 294 FT | | No | |
| | Windmill | 591135.67N 0024140.67W | 361 FT | | No | |
| | Windmill | 591126.14N 0024127.18W | 393 FT | | No | |
| | Windmill | 591112.91N 0024122.01W | 406 FT | | No | |

## EGES AD 2.11 METEOROLOGICAL INFORMATION PROVIDED

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## EGES AD 2.12 RUNWAY PHYSICAL CHARACTERISTICS

| Designations RWY Number | True bearing | Dimensions of RWY | Surface of RWY/ SWY/ Strength | THR co-ordinates/ THR Geoid undulation | THR elevation/ Highest elevation of TDZ of precision APP RWY | Slope of RWY/ SWY |
|---|---|---|---|---|---|---|
| **1** | **2** | **3** | **4** | **5** | **6** | **7** |
| 02 | 021.30° | 527 x 18 M | RWY surface: Graded Hardcore | 591453.55N 0023435.37W | THR 43.7 FT | |
| 20 | 201.30° | 527 x 18 M | RWY surface: Graded Hardcore | 591507.66N 0023424.63W | THR 51.6 FT | |
| 10 | 102.02° | 410 x 30 M | RWY surface: Grass | 591504.71N 0023447.62W | THR 62.1 FT | |
| 28 | 282.03° | 410 x 30 M | RWY surface: Grass | 591501.95N 0023422.32W | THR 44.4 FT | |
| 16 | 158.73° | 349 x 30 M | RWY surface: Grass | 591506.74N 0023435.03W | THR 58.1 FT | |
| 34 | 338.73° | 349 x 30 M | RWY surface: Grass | 591456.20N 0023427.02W | THR 44.4 FT | |

| SWY Dimensions | Clearway Dimensions | Strip Dimensions | RESA Dimensions, Overshoot / Undershoot | Location/ description of arresting system | OFZ | Remarks |
|---|---|---|---|---|---|---|
| **8** | **9** | **10** | **11** | **12** | **13** | **14** |
| | | | | | | RWY 02<br><br>Starter extension of 30 M. |
| | | | | | | RWY 20<br><br>Starter extension of 30 M. |
| | | | | | | RWY 10 |
| | | | | | | RWY 28 |
| | | | | | | RWY 16 |
| | | | | | | RWY 34 |

## EGES AD 2.13 DECLARED DISTANCES

| Runway designator | TORA | TODA | ASDA | LDA | Remarks |
|---|---|---|---|---|---|
| 1 | 2 | 3 | 4 | 5 | 6 |
| 02 | 497 M | 497 M | 497 M | 467 M | TORA, TODA and ASDA include a 30 M starter extension. |
| 20 | 497 M | 497 M | 497 M | 467 M | TORA, TODA and ASDA include a 30 M starter extension. |
| 10 | 410 M | 410 M | 410 M | 410 M | |
| 28 | 410 M | 410 M | 410 M | 410 M | |
| 16 | 349 M | 349 M | 349 M | 349 M | |
| 34 | 349 M | 349 M | 349 M | 349 M | |

## EGES AD 2.14 APPROACH AND RUNWAY LIGHTING

| RWY | Approach lighting Type/ Length/ Intensity | Threshold lighting Colour/Wing bars | VASIS/ MEHT/ PAPI/ PAPI Dist from THR | TDZ, lighting Length | Runway Centre Line lighting Length/ Spacing/ Colour/ Intensity | Runway edge lighting Length/ Spacing/ Colour/ Intensity | Runway end lighting Colour/ Wing bars | Stopway lighting Length/ Colour | Remarks |
|---|---|---|---|---|---|---|---|---|---|
| 1 | 2 | 3 | 4 | 5 | 6 | 7 | 8 | 9 | 10 |
| 02 | | Green Light intensity low | | | | Omni-directional White Light intensity low | Red Light intensity low | | |
| 20 | | Green Light intensity low | | | | Omni-directional White Light intensity low | Red Light intensity low | | |
| 10 | | Green Light intensity low | | | | Omni-directional White Light intensity low | Red Light intensity low | | |
| 28 | | Green Light intensity low | | | | Omni-directional White Light intensity low | Red Light intensity low | | |

## EGES AD 2.15 OTHER LIGHTING, SECONDARY POWER SUPPLY

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## EGES AD 2.16 HELICOPTER LANDING AREA

| | | |
|---|---|---|
| 1 | Coordinates TLOF or THR of FATO, geoid undulation | TLOF: 591507.83N 0023430.12W |
| 2 | TLOF and/or FATO elevation | TLOF: 56.0 FT |
| 3 | TLOF and FATO area dimensions, surface, strength, marking, lighting | TLOF:<br>Letter H |
| 4 | True BRG of FATO | |
| 5 | Declared distance available | |
| 6 | APP and FATO lighting | |
| 7 | RMK | |

## EGES AD 2.17 AIR TRAFFIC SERVICES AIRSPACE

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## EGES AD 2.18 AIR TRAFFIC SERVICES COMMUNICATION FACILITIES

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## EGES AD 2.19 RADIO NAVIGATION AND LANDING AIDS

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## EGES AD 2.20 LOCAL AERODROME REGULATIONS

### 1 AIRPORT REGULATIONS

Not applicable

### 2 GROUND MOVEMENT

Not applicable

### 3 CAT II/III OPERATIONS

Not applicable

### 4 WARNINGS

a) Visiting pilots should note that during periods of prolonged rainfall the grass runway can become very soft especially during the winter months.
b) **Runway 02/20:** Graded hardcore runway is generally unsuitable for light aircraft with low ground/propeller clearance due to unstabilised surface and as a result it would be advisable to carry out any power checks on the tarmac apron before departure.

### 5 HELICOPTER OPERATIONS

Not applicable

### 6 USE OF RUNWAYS

Not applicable

### 7 TRAINING

Not applicable

## EGES AD 2.21 NOISE ABATEMENT PROCEDURES

Not applicable

## EGES AD 2.22 FLIGHT PROCEDURES

a) RTF contact with Kirkwall recommended.

## EGES AD 2.23 ADDITIONAL INFORMATION

Not applicable

## EGES AD 2.24 CHARTS RELATED TO AN AERODROME

AERODROME CHART - ICAO
AD 2.EGES-2-1

## EGES AD 2.25 VISUAL SEGMENT SURFACE (VSS) PENETRATION

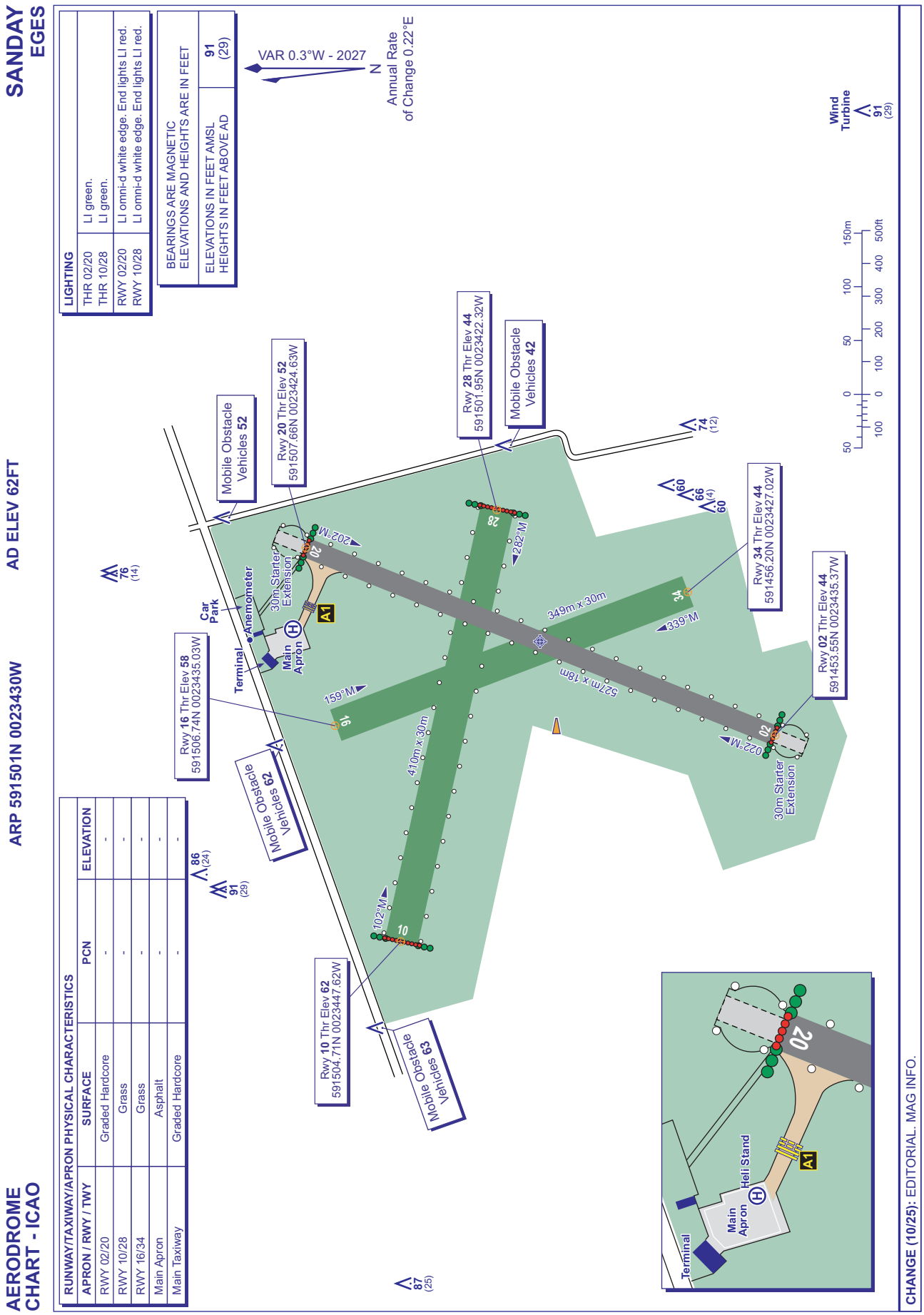
Not applicable

# SANDAY EGES

AERODROME CHART - ICAO

ARP 591501N 0023430W

AD ELEV 62FT



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# EGCF — SANDTOFT

## EGCF AD 2.1 AERODROME LOCATION INDICATOR AND NAME

EGCF — SANDTOFT

## EGCF AD 2.2 AERODROME GEOGRAPHICAL AND ADMINISTRATIVE DATA

| | | |
|---|---|---|
| 1 | ARP coordinates and site at AD | Lat: 533335N Long: 0005130W<br>Mid point of Runway 05/23. |
| 2 | Direction and distance from city | 7 NM SW of Scunthorpe. |
| 3 | Elevation / Reference temperature / Mean Low Temperature | 13 FT / 18 °C / - |
| 4 | Geoid undulation at AD ELEV PSN | 156 FT |
| 5 | Magnetic Variation / Annual Change | 0.07°E (2022) / 0.21°E |
| 6 | AD Administration<br>Address<br>Telephone | E-PLANE LTD<br>Sandtoft Aerodrome, Belton, Doncaster, DN9 1PN.<br>01427-872034 |
| 7 | Type of Traffic permitted (IFR/VFR) | VFR |
| 8 | Remarks | |

## EGCF AD 2.3 OPERATIONAL HOURS

| | | |
|---|---|---|
| 1 | AD Administration | 0900-1700 (0800-1700). |
| 2 | Customs and immigration | By arrangement. |
| 3 | Health and sanitation | |
| 4 | AIS Briefing Office | |
| 5 | ATS Reporting Office (ARO) | |
| 6 | MET Briefing Office | |
| 7 | ATS | As AD hours. |
| 8 | Fuelling | As AD hours. |
| 9 | Handling | |
| 10 | Security | |
| 11 | De-icing | |
| 12 | Remarks | Aerodrome PPR for non-radio aircraft, and for non-member movements outside ATS hours.<br>Available for aircraft requiring a licenced aerodrome on Saturdays only until further notice. Contact Operator if a licenced aerodrome status is required on other days. |

## EGCF AD 2.4 HANDLING SERVICES AND FACILITIES

| | | |
|---|---|---|
| 1 | Cargo handling facilities | |
| 2 | Fuel and oil types | AVGAS 100LL<br>W80, W100. |
| 3 | Fuelling facilities/capacity | |
| 4 | De-icing facilities | |
| 5 | Hangar space for visiting aircraft | |
| 6 | Repair facilities for visiting aircraft | Comprehensive repair facility for EASA/N/2 certified aircraft up to 5700 kg, CAA Annex 2, and LAA type. |
| 7 | Remarks | |

## EGCF AD 2.5 PASSENGER FACILITIES

**INTENTIONALLY BLANK**

## EGCF AD 2.6 RESCUE AND FIRE FIGHTING SERVICES

| | | |
|---|---|---|
| 1 | AD category for fire fighting services | RFF Category A1<br>RFF Category A2 available on remission during licensed hours.<br>Saturday and Sunday only. PPR required if services needed Monday to Friday. |
| 2 | Rescue equipment | |
| 3 | Capability for removal of disabled aircraft | Up to 2730 KG. |
| 4 | Remarks | |

## EGCF AD 2.7 SEASONAL AVAILABILITY - CLEARING

**INTENTIONALLY BLANK**

## EGCF AD 2.8 APRONS, TAXIWAYS AND CHECK LOCATIONS/POSITIONS DATA

| | | |
|---|---|---|
| 1 | Apron surface and strength | APRON<br>Surface: Asphalt |
| 2 | Taxiway width, surface and strength | |
| 3 | Altimeter checkpoint location and elevation | |
| 4 | VOR checkpoints | |
| 5 | INS checkpoints | |
| 6 | Remarks | |

## EGCF AD 2.9 SURFACE MOVEMENT GUIDANCE AND CONTROL SYSTEM AND MARKINGS

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## EGCF AD 2.10 AERODROME OBSTACLES

| In Approach/Take-off areas | | | | | | |
|---|---|---|---|---|---|---|
| **Obstacle ID/ Designation** | **Obstacle Type** | **Obstacle Position** | **Elevation/Height** | | **Obstruction Lighting Type/ Colour** | **Remarks** |
| **1** | **2** | **3** | **4** | | **5** | **6** |
| (EGCF6550) 23/APPROACH 05/ TAKE-OFF | TREE | 533345.68N 0005108.79W | 63 FT | | No | |
| (EGCF6548) 23/APPROACH 05/ TAKE-OFF | TREE | 533345.03N 0005111.12W | 42 FT | | No | |
| (EGCF6591) 05/APPROACH 23/ TAKE-OFF | BUSH | 533323.06N 0005147.54W | 25 FT | | No | |
| (EGCF6592) 05/APPROACH 23/ TAKE-OFF | BUSH | 533322.84N 0005148.21W | 32 FT | | No | |
| (EGCF6595) 05/APPROACH 23/ TAKE-OFF | HEDGE | 533321.59N 0005149.89W | 23 FT | | No | |
| (EGCF6611) 05/APPROACH 23/ TAKE-OFF | TREE | 533321.09N 0005155.71W | 37 FT | | No | |
| (EGCF4057) 05/APPROACH 23/ TAKE-OFF | FLOODLIGHT | 533320.32N 0005151.96W | 35 FT | | No | |
| (EGCF6306) 05/APPROACH 23/ TAKE-OFF | FLOODLIGHT | 533319.70N 0005152.69W | 36 FT | | No | |
| (EGCF6054) 05/APPROACH 23/ TAKE-OFF | UTILITY POLE | 533319.47N 0005153.28W | 38 FT | | No | |
| (EGCF6304) 05/APPROACH 23/ TAKE-OFF | UTILITY POLE | 533319.29N 0005153.75W | 45 FT | | No | |

| In circling area and at aerodrome | | | | | | |
|---|---|---|---|---|---|---|
| **Obstacle ID/ Designation** | **Obstacle Type** | **Obstacle Position** | **Elevation/Height** | | **Obstruction Lighting Type/ Colour** | **Remarks** |
| **1** | **2** | **3** | **4** | | **5** | **6** |
| (EGCF6014) | LIGHT GANTRY | 533355.11N 0005119.51W | 78 FT | | No | |
| (EGCF6007) | LIGHT GANTRY | 533347.82N 0005144.03W | 79 FT | | No | |
| (EGCF6554) | TREE | 533341.37N 0005055.23W | 104 FT | | No | |
| (EGCF6003) | LIGHT GANTRY | 533336.58N 0005202.14W | 81 FT | | No | |
| (EGCF6562) | TREE | 533332.40N 0005110.21W | 101 FT | | No | |
| (EGCF6564) | TREE | 533331.80N 0005108.40W | 102 FT | | No | |

## EGCF AD 2.11 METEOROLOGICAL INFORMATION PROVIDED

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## EGCF AD 2.12 RUNWAY PHYSICAL CHARACTERISTICS

| Designations RWY Number | True bearing | Dimensions of RWY | Surface of RWY/ SWY/ Strength | THR co-ordinates/ THR Geoid undulation | THR elevation/ Highest elevation of TDZ of precision APP RWY | Slope of RWY/ SWY |
|---|---|---|---|---|---|---|
| **1** | **2** | **3** | **4** | **5** | **6** | **7** |
| 05 | 044.47° | 880 x 18 M | RWY surface: Asphalt | 533324.67N 0005147.22W 155.0 FT | THR 10.0 FT | |
| 23 | 224.47° | 880 x 18 M | RWY surface: Asphalt | 533340.64N 0005120.89W 155.0 FT | THR 9.0 FT | |

| SWY Dimensions | Clearway Dimensions | Strip Dimensions | RESA Dimensions, Overshoot / Undershoot | Location/ description of arresting system | OFZ | Remarks |
|---|---|---|---|---|---|---|
| **8** | **9** | **10** | **11** | **12** | **13** | **14** |
| | | | | | | RWY 05 |
| | | | | | | RWY 23<br><br>Threshold displaced by 170 M. |

## EGCF AD 2.13 DECLARED DISTANCES

| Runway designator | TORA | TODA | ASDA | LDA | Remarks |
|---|---|---|---|---|---|
| **1** | **2** | **3** | **4** | **5** | **6** |
| 05 | 692 M | 692 M | 799 M | 799 M | |
| 23 | 799 M<br>Valid: HJ | 799 M<br>Valid: HJ | 799 M<br>Valid: HJ | 692 M<br>Valid: H24 | |
| 23 | 692 M<br>Valid: HN | 692 M<br>Valid: HN | 692 M<br>Valid: HN | | |

## EGCF AD 2.14 APPROACH AND RUNWAY LIGHTING

| RWY | Approach lighting Type/ Length/ Intensity | Threshold lighting Colour/Wing bars | VASIS/ MEHT/ PAPI/ PAPI Dist from THR | TDZ, lighting Length | Runway Centre Line lighting Length/ Spacing/ Colour/ Intensity | Runway edge lighting Length/ Spacing/ Colour/ Intensity | Runway end lighting Colour/ Wing bars | Stopway lighting Length/ Colour | Remarks |
|---|---|---|---|---|---|---|---|---|---|
| 1 | 2 | 3 | 4 | 5 | 6 | 7 | 8 | 9 | 10 |
| 23 | | Green wingbars | APAPI Left/4° 12 FT | | | Light intensity low | Red | | |

## EGCF AD 2.15 OTHER LIGHTING, SECONDARY POWER SUPPLY

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## EGCF AD 2.16 HELICOPTER LANDING AREA

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## EGCF AD 2.17 AIR TRAFFIC SERVICES AIRSPACE

| Designation and lateral limits | Vertical Limits | Airspace Class | ATS unit callsign/ language | Transition Altitude | Hours of applicability | Remarks |
|---|---|---|---|---|---|---|
| 1 | 2 | 3 | 4 | 5 | 6 | 7 |
| SANDTOFT ATZ<br>A circle, 2 NM radius, centred at 533335N 0005130W on longest notified runway (05/ 23) | Upper limit: 2000 FT AGL<br>Lower limit: SFC | D<br>G | SANDTOFT RADIO<br>English | 5000 FT | | |

## EGCF AD 2.18 AIR TRAFFIC SERVICES COMMUNICATION FACILITIES

| Service Designation | Callsign | Channel/ Frequency(MHz) | SATVOICE number(s) | Logon Address | Hours of Operation | Remarks |
|---|---|---|---|---|---|---|
| 1 | 2 | 3 | 4 | 5 | 6 | 7 |
| OTHER | SANDTOFT RADIO | 130.415<br>A/G frequency. | | | 0900-1700 (0800-1700). | ATZ hours coincident with A/G hours. |

## EGCF AD 2.19 RADIO NAVIGATION AND LANDING AIDS

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## EGCF AD 2.20 LOCAL AERODROME REGULATIONS

### 1 AIRPORT REGULATIONS

a) Visiting pilots to wear high visibility clothing and follow procedure when crossing runway from Hold F to control.
b) Transponder equipped aircraft operating in the circuit to squawk the VFR aerodrome traffic pattern conspicuity code (7010).

### 2 GROUND MOVEMENT

Not applicable

### 3 CAT II/III OPERATIONS

Not applicable

### 4 WARNINGS

Not applicable

### 5 HELICOPTER OPERATIONS

Not applicable

### 6 USE OF RUNWAYS

a) Runway 05 is not licensed for night use.

### 7 TRAINING

a) Aerodrome available for helicopter/gyrocopter training operations.
b) Non-based aircraft must apply for PPR for training purposes.

## EGCF AD 2.21 NOISE ABATEMENT PROCEDURES

a) Pilots should avoid overflying the village of Belton, adjacent to the east.

## EGCF AD 2.22 FLIGHT PROCEDURES

### 1 CIRCUITS

a) Local flying area northeast of aerodrome clear of built up areas.
b) Circuit directions: Join overhead at 1500 FT.

## EGCF AD 2.23 ADDITIONAL INFORMATION

Not applicable

## EGCF AD 2.24 CHARTS RELATED TO AN AERODROME

AERODROME CHART - ICAO
AD 2.EGCF-2-1

## EGCF AD 2.25 VISUAL SEGMENT SURFACE (VSS) PENETRATION

Not applicable

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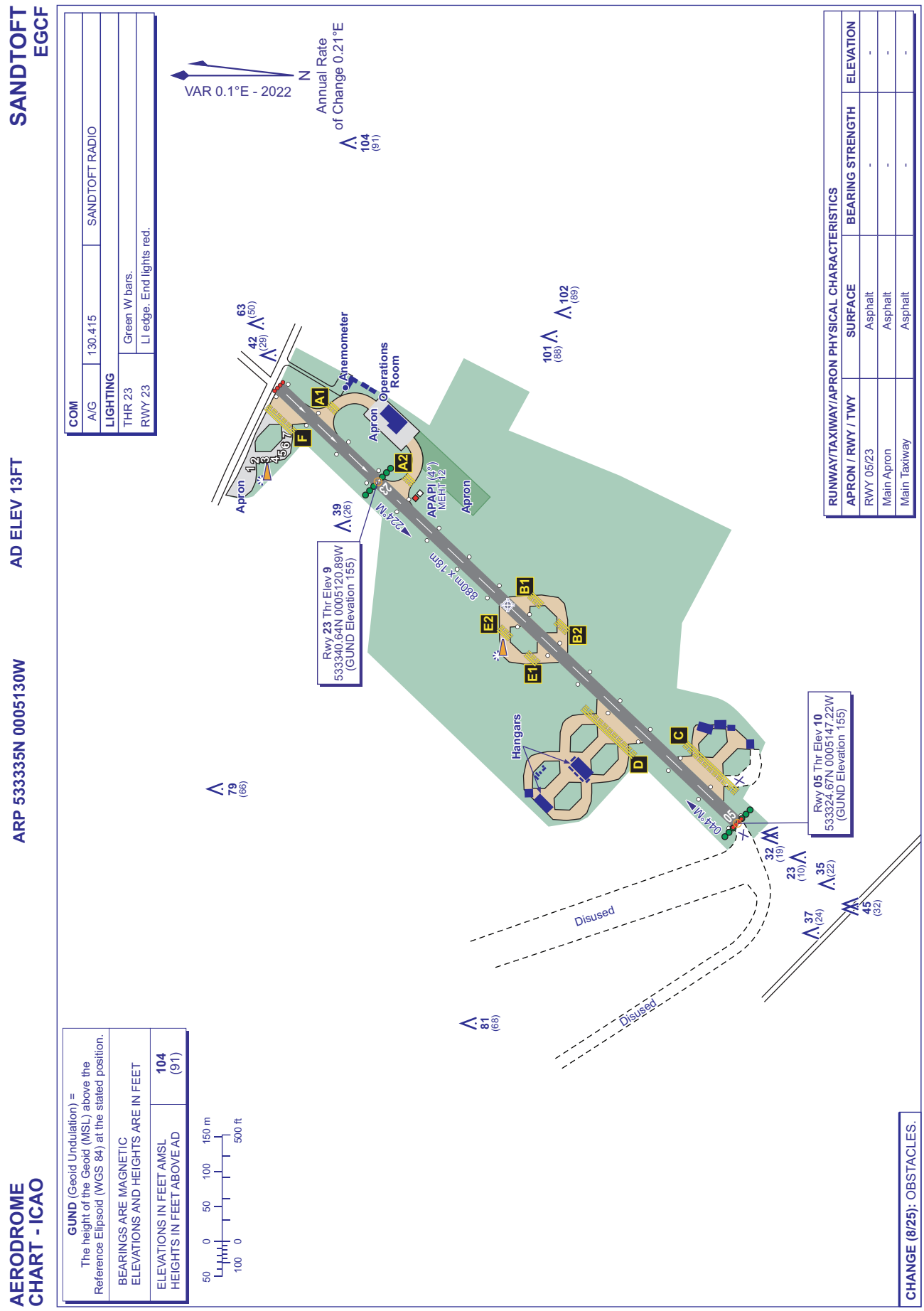
SANDTOFT
EGCF
AERODROME
CHART - ICAO
ARP 533335N 0005130W
AD ELEV 13FT
COM
A/G 130.415 SANDTOFT RADIO
LIGHTING
THR 23 Green W bars.
RWY 23 LI edge. End lights red.
VAR 0.1°E - 2022
N
Annual Rate of Change 0.21°E
RUNWAY/TAXIWAY/APRON PHYSICAL CHARACTERISTICS
APRON / RWY / TWY | SURFACE | BEARING STRENGTH | ELEVATION
RWY 05/23 Asphalt - -
Main Apron Asphalt - -
Main Taxiway Asphalt - -
Rwy 23 Thr Elev 9
533340.64N 0005120.89W
(GUND Elevation 155)
Rwy 05 Thr Elev 10
533324.67N 0005147.22W
(GUND Elevation 155)
Anemometer
Operations Room
Apron
APAPI (4°)
MEHT 12
860m x 18m
224°M
044°M
Hangars
Disused
Disused
GUND (Geoid Undulation) = The height of the Geoid (MSL) above the Reference Ellipsoid (WGS 84) at the stated position.
BEARINGS ARE MAGNETIC
ELEVATIONS AND HEIGHTS ARE IN FEET
ELEVATIONS IN FEET AMSL 104 (91)
HEIGHTS IN FEET ABOVE AD
50 0 50 100 150 m
100 0 500 ft
CHANGE (8/25): OBSTACLES.

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# EGHE — SCILLY ISLES/ST MARYS

## EGHE AD 2.1 AERODROME LOCATION INDICATOR AND NAME

EGHE — SCILLY ISLES/ST MARYS

## EGHE AD 2.2 AERODROME GEOGRAPHICAL AND ADMINISTRATIVE DATA

| | | |
|---|---|---|
| 1 | ARP coordinates and site at AD | Lat: 495448N Long: 0061730W<br>Midpoint of Runway 14/32. |
| 2 | Direction and distance from city | 1 NM E of Hugh Town. |
| 3 | Elevation / Reference temperature / Mean Low Temperature | 121 FT / 18 °C / - |
| 4 | Geoid undulation at AD ELEV PSN | 175 FT |
| 5 | Magnetic Variation / Annual Change | 1.45°W (2022) / 0.20°E |
| 6 | AD Administration<br>Address<br>Telephone<br>AFS<br>E-mail address | COUNCIL OF THE ISLES OF SCILLY.<br>St Mary's Airport, St Mary's, Isles of Scilly, TR21 0NG.<br>01720-424335<br>EGHEZTZX<br>ATC@stmarysairport.co.uk |
| 7 | Type of Traffic permitted (IFR/VFR) | IFR/VFR |
| 8 | Remarks | |

## EGHE AD 2.3 OPERATIONAL HOURS

| | | |
|---|---|---|
| 1 | AD Administration | Mon-Fri 0815-1215, 1315-1730 (0700-1730); Sat 0815-1215 (0700-1730). |
| 2 | Customs and immigration | By arrangement. |
| 3 | Health and sanitation | |
| 4 | AIS Briefing Office | |
| 5 | ATS Reporting Office (ARO) | |
| 6 | MET Briefing Office | |
| 7 | ATS | As AD hours. See also AD 2.18. |
| 8 | Fuelling | |
| 9 | Handling | On request via ATC. |
| 10 | Security | |
| 11 | De-icing | |
| 12 | Remarks | This aerodrome is strictly PPR by telephone or email only. |

## EGHE AD 2.4 HANDLING SERVICES AND FACILITIES

| | | |
|---|---|---|
| 1 | Cargo handling facilities | For details Tel: 01720-424335. |
| 2 | Fuel and oil types | |
| 3 | Fuelling facilities/capacity | |
| 4 | De-icing facilities | |
| 5 | Hangar space for visiting aircraft | |
| 6 | Repair facilities for visiting aircraft | |
| 7 | Remarks | |

## EGHE AD 2.5 PASSENGER FACILITIES

| | | |
|---|---|---|
| 1 | Hotels | In vicinity. |
| 2 | Restaurants | Bar and Buffet. |
| 3 | Transportation | Taxis by arrangement. |
| 4 | Medical facilities | Wheelchair available. |
| 5 | Bank and Post Office | In Hugh Town. |
| 6 | Tourist Office | In Hugh Town. |
| 7 | Remarks | |

## EGHE AD 2.6 RESCUE AND FIRE FIGHTING SERVICES

| | | |
|---|---|---|
| 1 | AD category for fire fighting services | RFF Category A3<br>Occasionally RFF CAT 3 may be operated under remission as notified by NOTAM. |
| 2 | Rescue equipment | |
| 3 | Capability for removal of disabled aircraft | Aircraft can be removed by outside contractor by arrangement with Airport Authority/ATC. |
| 4 | Remarks | |

## EGHE AD 2.7 SEASONAL AVAILABILITY - CLEARING

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## EGHE AD 2.8 APRONS, TAXIWAYS AND CHECK LOCATIONS/POSITIONS DATA

| | | |
|---|---|---|
| 1 | Apron surface and strength | APRON<br>Surface: Concrete and asphalt |
| 2 | Taxiway width, surface and strength | Taxiway A: 16.5 M<br>Surface: Asphalt<br><br>Taxiway H: 7.1 M<br>Surface: Concrete |
| 3 | Altimeter checkpoint location and elevation | |
| 4 | VOR checkpoints | |
| 5 | INS checkpoints | |
| 6 | Remarks | |

## EGHE AD 2.9 SURFACE MOVEMENT GUIDANCE AND CONTROL SYSTEM AND MARKINGS

| | | |
|---|---|---|
| 1 | Use of aircraft stand ID signs, TWY guide lines and visual docking/parking guidance system of aircraft stands | Painted surface guide lines and stand numbers to/from each designated aircraft stand. |
| 2 | Runway and taxiway markings and lighting | Runway light(s):<br>Runway guard lights and backlit holding point designator signs at each aircraft runway holding point except at holding point H on Taxiway H. No guard lights or back lit signage at holding point H on Taxiway H, only a reflective holding point designator sign and surface markings available.<br><br>Low intensity, blue edge Runway end turning circle lights available for all runways. |
| 3 | Stop bars and runway guard lights (if any) | |
| 4 | Other runway protection measures | |
| 5 | Remarks | Apron edge designated by blue reflective Linlaner markers.<br><br>WDI: 495443.76N 0061730.55W, 139.14 FT (LGTD). |

## EGHE AD 2.10 AERODROME OBSTACLES

| In Approach/Take-off areas | | | | | | |
|---|---|---|---|---|---|---|
| **Obstacle ID/ Designation** | **Obstacle Type** | **Obstacle Position** | **Elevation/Height** | | **Obstruction Lighting Type/ Colour** | **Remarks** |
| **1** | **2** | **3** | **4** | | **5** | **6** |
| (EGHE1120) 27/APPROACH | TREE | 495450.31N 0061714.08W | 122 FT | 49 FT | No | |
| (EGHE1112) 32/APPROACH | NATURAL_HIGHPOINT | 495438.68N 0061718.42W | 84 FT | | No | |

| In circling area and at aerodrome | | | | | | |
|---|---|---|---|---|---|---|
| **Obstacle ID/ Designation** | **Obstacle Type** | **Obstacle Position** | **Elevation/Height** | | **Obstruction Lighting Type/ Colour** | **Remarks** |
| **1** | **2** | **3** | **4** | | **5** | **6** |
| (EGHE1025) | MAST | 495556.79N<br>0061819.25W | 399 FT | 283 FT | Yes<br>Solid Red | |
| (EGHE1026) | MAST | 495545.32N<br>0061813.31W | 272 FT | 110 FT | No | |

## EGHE AD 2.11 METEOROLOGICAL INFORMATION PROVIDED

| | | |
|---|---|---|
| 1 | Associated MET Office | MET OFFICE EXETER |
| 2 | Hours of service<br>MET Office outside hour | As per operational hours. |
| 3 | Office responsible for TAF preparation<br>Periods of validity | MET OFFICE EXETER<br>9 hours |
| 4 | Trend forecast<br>Interval of issuance | |
| 5 | Briefing/consultation provided | Self briefing. |
| 6 | Flight documentation<br>Language(s) used | English. |
| 7 | Charts and other information available for briefing or consultation | |
| 8 | Supplementary equipment available for providing information | |
| 9 | ATS units provided with information | |
| 10 | Additional information (limitation of service, etc.) | |

## EGHE AD 2.12 RUNWAY PHYSICAL CHARACTERISTICS

| **Designations RWY Number** | **True bearing** | **Dimensions of RWY** | **Surface of RWY/ SWY/ Strength** | **THR co-ordinates/ THR Geoid undulation** | **THR elevation/ Highest elevation of TDZ of precision APP RWY** | **Slope of RWY/ SWY** |
|---|---|---|---|---|---|---|
| **1** | **2** | **3** | **4** | **5** | **6** | **7** |
| 09 | 087.10° | 522 x 18 M | RWY surface: Asphalt | 495447.80N<br>0061743.44W<br>175.5 FT | THR 102.5 FT<br>TDZ 120.4 FT | RWY 09 -1:520 Down<br>RWY 27 1:520 Up |
| 27 | 267.10° | 522 x 18 M | RWY surface: Asphalt | 495448.62N<br>0061718.36W<br>175.4 FT | THR 104.6 FT<br>TDZ 120.4 FT | RWY 09 -1:520 Down<br>RWY 27 1:520 Up |
| 14 | 139.39° | 695 x 23 M | RWY surface: Asphalt | 495455.21N<br>0061740.14W<br>175.4 FT | THR 103.9 FT<br>TDZ 116.4 FT | RWY 14 -1:105 Down<br>RWY 32 1:105 Up |
| 32 | 319.39° | 695 x 23 M | RWY surface: Asphalt | 495440.45N<br>0061720.54W<br>175.4 FT | THR 82.4 FT<br>TDZ 116.4 FT | RWY 14 -1:105 Down<br>RWY 32 1:105 Up |

| **SWY Dimensions** | **Clearway Dimensions** | **Strip Dimensions** | **RESA Dimensions, Overshoot / Undershoot** | **Location/ description of arresting system** | **OFZ** | **Remarks** |
|---|---|---|---|---|---|---|
| **8** | **9** | **10** | **11** | **12** | **13** | **14** |
| | | | | | | RWY 09<br><br>The first 100 M of Runway 09 rises at a 1:20 gradient (5%).<br><br>The first 100 M of Runway 27 rises at a 1:23 gradient (4.3%).<br><br>Strip Dimensions:<br>582 x 60 M |

| SWY Dimensions | Clearway Dimensions | Strip Dimensions | RESA Dimensions, Overshoot / Undershoot | Location/ description of arresting system | OFZ | Remarks |
|---|---|---|---|---|---|---|
| 8 | 9 | 10 | 11 | 12 | 13 | 14 |
| | | | | | | RWY 27<br><br>The first 100 M of Runway 09 rises at a 1:20 gradient (5%).<br><br>The first 100 M of Runway 27 rises at a 1:23 gradient (4.3%).<br><br>Threshold inset 21 M.<br><br>Strip Dimensions:<br>591 x 140 M |
| | | | | | | RWY 14<br><br>Starter extension of 13 M.<br><br>The first 100 M of Runway 14 rises at a 1:32 gradient (3.1%).<br><br>The first 300 M of Runway 32 rises at a 1:30 gradient (3.3%).<br><br>Threshold inset 34 M.<br><br>Strip Dimensions:<br>663 x 60 M |
| | | | | | | RWY 32<br><br>Starter extension of 38 M.<br><br>The first 100 M of Runway 14 rises at a 1:32 gradient (3.1%).<br><br>The first 300 M of Runway 32 rises at a 1:30 gradient (3.3%).<br><br>Threshold inset 60 M.<br><br>Strip Dimensions:<br>695 x 140 M |

## EGHE AD 2.13 DECLARED DISTANCES

| Runway designator | TORA | TODA | ASDA | LDA | Remarks |
|---|---|---|---|---|---|
| 1 | 2 | 3 | 4 | 5 | 6 |
| 14 | 622 M | 622 M | 622 M | 603 M | |
| 32 | 647 M | 647 M | 647 M | 603 M | |
| 09 | 522 M | 522 M | 522 M | 522 M | |
| 27 | 510 M | 510 M | 510 M | 501 M | |

## EGHE AD 2.14 APPROACH AND RUNWAY LIGHTING

| RWY | Approach lighting Type/ Length/ Intensity | Threshold lighting Colour/Wing bars | VASIS/ MEHT/ PAPI/ PAPI Dist from THR | TDZ, lighting Length | Runway Centre Line lighting Length/ Spacing/ Colour/ Intensity | Runway edge lighting Length/ Spacing/ Colour/ Intensity | Runway end lighting Colour/ Wing bars | Stopway lighting Length/ Colour | Remarks |
|---|---|---|---|---|---|---|---|---|---|
| 1 | 2 | 3 | 4 | 5 | 6 | 7 | 8 | 9 | 10 |
| 09 | | Light intensity high RTILs, variable elevated green wingbars | PAPI Left/3.5° 15 FT | | | Variable HI elevated white | Variable HI elevated red wingbars | | |
| 27 | Three HI sequenced strobes 80 M apart to 80 M before threshold. Light intensity high | Light intensity high RTILs, variable elevated green wingbars | PAPI Left/3.5° 15 FT | | | Variable HI elevated white | Variable HI elevated red wingbars | | |
| 14 | | Light intensity high RTILs, variable elevated green wingbars | PAPI Left/3.5° 15 FT | | | Variable HI elevated white | Variable HI elevated red wingbars | | |
| 32 | | Light intensity high RTILs, variable elevated green wingbars | PAPI Left/3.5° 15 FT | | | Variable HI elevated white | Variable HI elevated red wingbars | | |

## EGHE AD 2.15 OTHER LIGHTING, SECONDARY POWER SUPPLY

| | | |
|---|---|---|
| 1 | ABN/IBN location, characteristics and hours of operation | IBN: 495451.36N 0061741.45W<br>Flashing Green 'SC' - VCR roof. |
| 2 | LDI location and lighting<br>Anemometer location and lighting | Anemometer: 495443.45N 0061730.01W |
| 3 | TWY edge and centre line lighting | |
| 4 | Secondary power supply/switch-over time | Diesel Generator 10 S |
| 5 | Remarks | Apron floodlighting. |

## EGHE AD 2.16 HELICOPTER LANDING AREA

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## EGHE AD 2.17 AIR TRAFFIC SERVICES AIRSPACE

| Designation and lateral limits | Vertical Limits | Airspace Class | ATS unit callsign/ language | Transition Altitude | Hours of applicability | Remarks |
|---|---|---|---|---|---|---|
| 1 | 2 | 3 | 4 | 5 | 6 | 7 |
| SCILLY ISLES/ST MARY'S ATZ<br>A circle, 2 NM radius, centred at 495448N 0061730W on longest notified runway (14/ 32) | Upper limit: 2000 FT AGL<br>Lower limit: SFC | G | SCILLIES APPROACH<br>English | 3000 FT | | |

| Designation and lateral limits | Vertical Limits | Airspace Class | ATS unit callsign/ language | Transition Altitude | Hours of applicability | Remarks |
|---|---|---|---|---|---|---|
| 1 | 2 | 3 | 4 | 5 | 6 | 7 |
| LAND'S END RMZ<br>501705N 0055014W -<br>501703N 0053706W -<br>500950N 0052951W -<br>495559N 0053109W -<br>495602N 0055051W -<br>494924N 0061338W thence clockwise by the arc of a circle radius 6 NM centred on 495451N 0061728W (STM NDB) to 500009N 0062148W - 500907N 0055514W - 501705N 0055014W | Upper limit:<br>4000 FT ALT<br>Lower limit:<br>SFC | G | SCILLIES APPROACH<br>English | 3000 FT | | ATS Unit callsign:<br>Entering from East:<br>Land's End Tower (eng)<br>OR<br>Culdrose Approach (eng).<br><br>Entering from West:<br>Scillies Approach (eng).<br><br>Land's End RMZ hours coincident with EGHC AD hours as detailed in EGHC AD 2.3 or as activated by NOTAM. |

## EGHE AD 2.18 AIR TRAFFIC SERVICES COMMUNICATION FACILITIES

| Service Designation | Callsign | Channel/ Frequency(MHz) | SATVOICE number(s) | Logon Address | Hours of Operation | Remarks |
|---|---|---|---|---|---|---|
| 1 | 2 | 3 | 4 | 5 | 6 | 7 |
| APP | SCILLIES APPROACH | 124.880<br>DOC 40 NM/ 10,000 FT. | | | Mon-Fri 0815-1215, 1315-1730 (0700-1730); Sat 0815-1215 (0700-1730). | ATZ hours coincident with Approach hours.<br><br>VDF<br>495442.91N 0061732.74W |
| TWR | SCILLIES TOWER | 124.880<br>DOC 40 NM/ 10,000 FT. | | | Mon-Fri 0815-1215, 1315-1730 (0700-1730); Sat 0815-1215 (0700-1730). | VDF<br>495442.91N 0061732.74W |
| OTHER | SCILLIES FIRE | 121.600<br>Fire frequency.<br><br>Non-ATS frequency. | | | Available when Fire vehicle attending aircraft on the ground in an emergency. | |
| OTHER | SCILLIES RADIO | 124.880<br>A/G frequency.<br>DOC 25 NM/4,000 FT. | | | Outside of ATS hours. | Air Ground Communication Service available at short notice for SAR and Air Ambulance Flights. |

## EGHE AD 2.19 RADIO NAVIGATION AND LANDING AIDS

| Type of Aid CAT of ILS/MLS MAG Var/VOR Declination | Ident | Frequency | Hours of Operation | Position of transmitting antenna coordinates | Elevation of DME transmitting antenna | Remarks |
|---|---|---|---|---|---|---|
| 1 | 2 | 3 | 4 | 5 | 6 | 7 |
| NDB (L)<br>0.59°W (2027) | STM | 321.000 kHz | Mon-Fri 0815-1215, 1315-1730 (0700-1730); Sat 0815-1215 (0700-1730). | 495450.74N 0061727.99W | | On AD.<br>Range 15 NM.<br>Normally radiates H24. |

## EGHE AD 2.20 LOCAL AERODROME REGULATIONS

### 1 AIRPORT REGULATIONS

a) Flight Plans should be filed for all flights to and from Scilly Isles/St Mary's aerodrome.
b) Non-radio aircraft not accepted.
c) General Aviation parking on grass only NE of Runway 14.

d) Access from/to GA parking shall be via Exit/Entry gates along boundary fence. Telephone for transport available on front of Fire Station building, or walk via perimeter track around aerodrome to Terminal Building.
e) High Visibility Clothing mandatory with exception of passengers under escort.

### 2 GROUND MOVEMENT

Not applicable

### 3 CAT II/III OPERATIONS

Not applicable

### 4 WARNINGS

a) Pilots should exercise extreme caution when landing or taking-off at this aerodrome, which is markedly hump-backed. The gradients increase to as much as 1 in 13 at runway ends.
b) A perimeter road runs around the northern part of the aerodrome and the vehicular traffic is liable to cross the approach to Runway 14.
c) Locally based aircraft activity may take place outside of published hours, also SAR aircraft, air ambulance and Trinity House Helicopters.
d) Runway 14 PAPI signals are visible to the east of the runway extended centre-line where normal obstacle clearance is not guaranteed. They should only be used when the aircraft is aligned with the runway.
e) Pilots of aircraft are cautioned to exercise great care when using the Runway 32 end turning circle due to the reduced clearance to the south-south-east where a granite outcrop inhibits the provision of normal taxiway clearances; consequently the reverse turn to line-up on Runway 32 should be commenced as soon as is practicable.
f) Turbulence and/or windshear may affect the final half mile of approaches to all runways and may be increased by valley effect and/or structures when using Runways 09, 14 or 27.
g) Buildings 28 FT AAL adjacent to the northeast boundary.
Building (Lgtd) 37 FT AAL adjacent to the northwest boundary.
h) Footpath crosses the Runway 32 turning circle controlled by traffic lights, pedestrians liable to cross the undershoot.
i) Outside operational hours ATZ may be activated without notice to accommodate SAR and Air Ambulance Flights with an Air Ground Service provided.

### 5 HELICOPTER OPERATIONS

Not applicable

### 6 USE OF RUNWAYS

Not applicable

### 7 TRAINING

Not applicable

## EGHE AD 2.21 NOISE ABATEMENT PROCEDURES

Not applicable

## EGHE AD 2.22 FLIGHT PROCEDURES

### 1 LAND'S END RMZ

a) Passenger carrying flights operating between Land's End Airport, Penzance Heliport, Tresco Heliport and Scilly Isles / St Mary's Aerodrome operate within airspace designated as an RMZ centred on a direct track from Land's End to Scilly Isles from the SFC to 4000 FT ALT. Pilots intending to transit the Land's End RMZ must comply with section 2 below.
b) Pilots intending to transit the Land's End RMZ must contact either Culdrose ATC on 134.055, Land's End ATC on 120.255 MHz (if approaching from the east) or St Mary's ATC on 124.880 MHz (if approaching from the west), prior to entering. Pilots of aircraft transiting the Culdrose AIAA should contact Culdrose ATC on 134.055 (Refer to AD 2-EGHC-3-1).
c) Aircraft operating under VFR may be asked to follow the Northern (R252 LND) route according to traffic and/or weather conditions in the Land's End RMZ.

### 2 LAND'S END RMZ REQUIREMENTS

For flight within the Land's End RMZ aircraft commanders must comply with one of the following:

a) Establish satisfactory two-way RTF communication with and pass pertinent flight details to ATC prior to entering the Land's End RMZ and maintain two-way communication with ATC whilst operating within the Land's End RMZ.
b) Conduct flight in accordance with valid Letter of Agreement.
c) Conduct flight in accordance with agreed tactical arrangements with either Land's End ATC or St Mary's ATC.

## 3 INSTRUMENT APPROACH PROCEDURES

a) Instrument Approach Procedures (IAP) for this aerodrome are established outside controlled airspace. See ENR 1.5.

## 4 VISUAL REFERENCE POINTS (VRP)

a) Details of VRPs are available in the consolidated 'Visual Reference Points List' published on the 'Digital Dataset' page of the NATS AIS website, www.nats.aero/ais.

# EGHE AD 2.23 ADDITIONAL INFORMATION

Not applicable

# EGHE AD 2.24 CHARTS RELATED TO AN AERODROME

AERODROME CHART - ICAO
AD 2.EGHE-2-1
LAND'S END RADIO MANDATORY ZONE (RMZ)
AD 2.EGHE-3-1
INSTRUMENT APPROACH CHART NDB(L) RWY 27 (CAT A) - ICAO
AD 2.EGHE-8-1
INSTRUMENT APPROACH CHART NDB(L) RWY 32 (CAT A) - ICAO
AD 2.EGHE-8-2

# EGHE AD 2.25 VISUAL SEGMENT SURFACE (VSS) PENETRATION

Not applicable

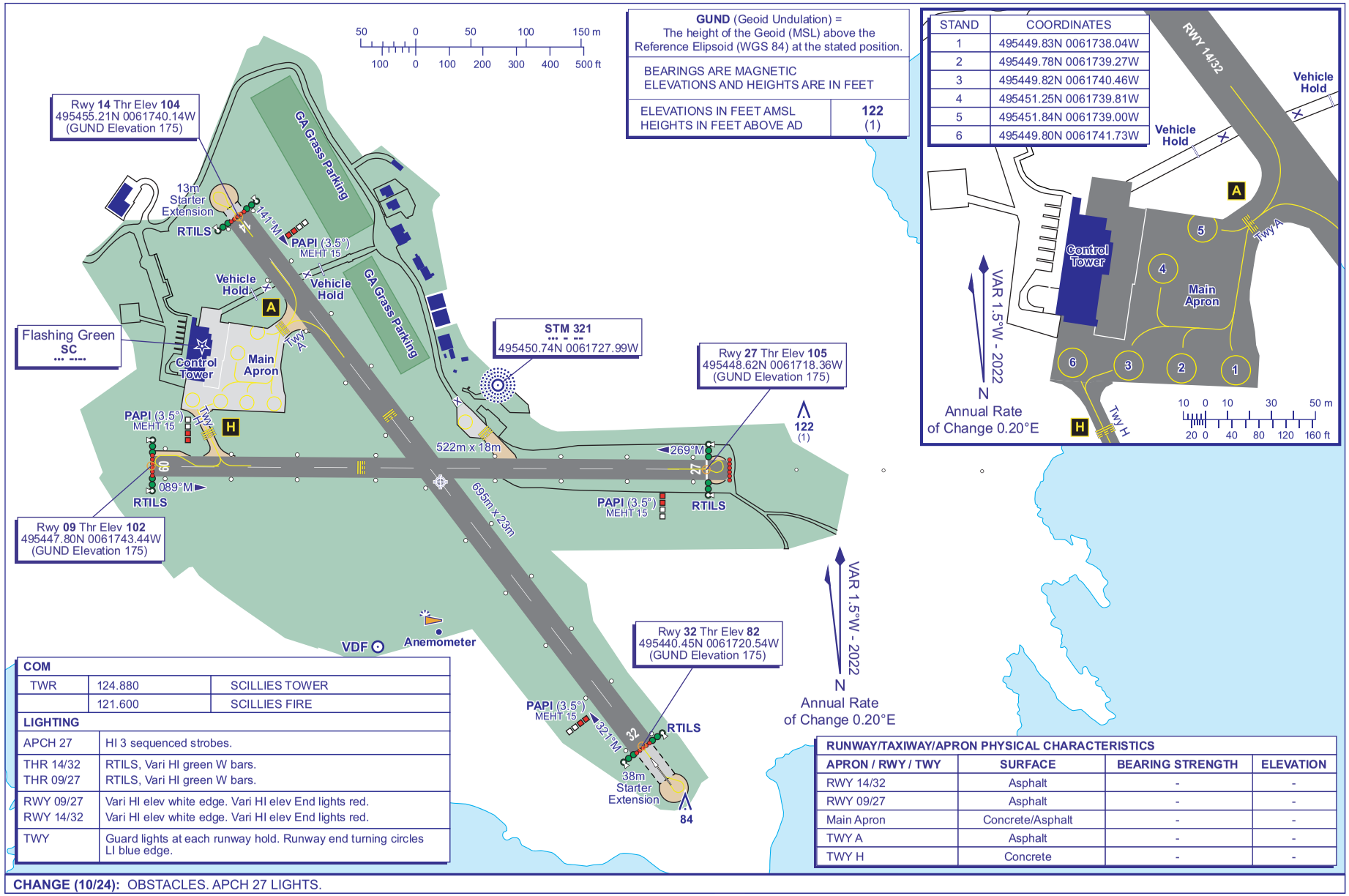
# AERODROME CHART - ICAO

ARP 495448N 0061730W

AD ELEV 121FT

# SCILLY ISLES/St Mary's
## EGHE






**GUND** (Geoid Undulation) = The height of the Geoid (MSL) above the Reference Elipsoid (WGS 84) at the stated position.

BEARINGS ARE MAGNETIC
ELEVATIONS AND HEIGHTS ARE IN FEET

| | |
|---|---|
| ELEVATIONS IN FEET AMSL<br>HEIGHTS IN FEET ABOVE AD | 122<br>(1) |

| STAND | COORDINATES |
|---|---|
| 1 | 495449.83N 0061738.04W |
| 2 | 495449.78N 0061739.27W |
| 3 | 495449.82N 0061740.46W |
| 4 | 495451.25N 0061739.81W |
| 5 | 495451.84N 0061739.00W |
| 6 | 495449.80N 0061741.73W |

| COM | | |
|---|---|---|
| TWR | 124.880 | SCILLIES TOWER |
| | 121.600 | SCILLIES FIRE |

| LIGHTING | |
|---|---|
| APCH 27 | HI 3 sequenced strobes. |
| THR 14/32<br>THR 09/27 | RTILS, Vari HI green W bars.<br>RTILS, Vari HI green W bars. |
| RWY 09/27<br>RWY 14/32 | Vari HI elev white edge. Vari HI elev End lights red.<br>Vari HI elev white edge. Vari HI elev End lights red. |
| TWY | Guard lights at each runway hold. Runway end turning circles LI blue edge. |

**RUNWAY/TAXIWAY/APRON PHYSICAL CHARACTERISTICS**

| APRON / RWY / TWY | SURFACE | BEARING STRENGTH | ELEVATION |
|---|---|---|---|
| RWY 14/32 | Asphalt | - | - |
| RWY 09/27 | Asphalt | - | - |
| Main Apron | Concrete/Asphalt | - | - |
| TWY A | Asphalt | - | - |
| TWY H | Concrete | - | - |

**CHANGE (10/24):** OBSTACLES. APCH 27 LIGHTS.

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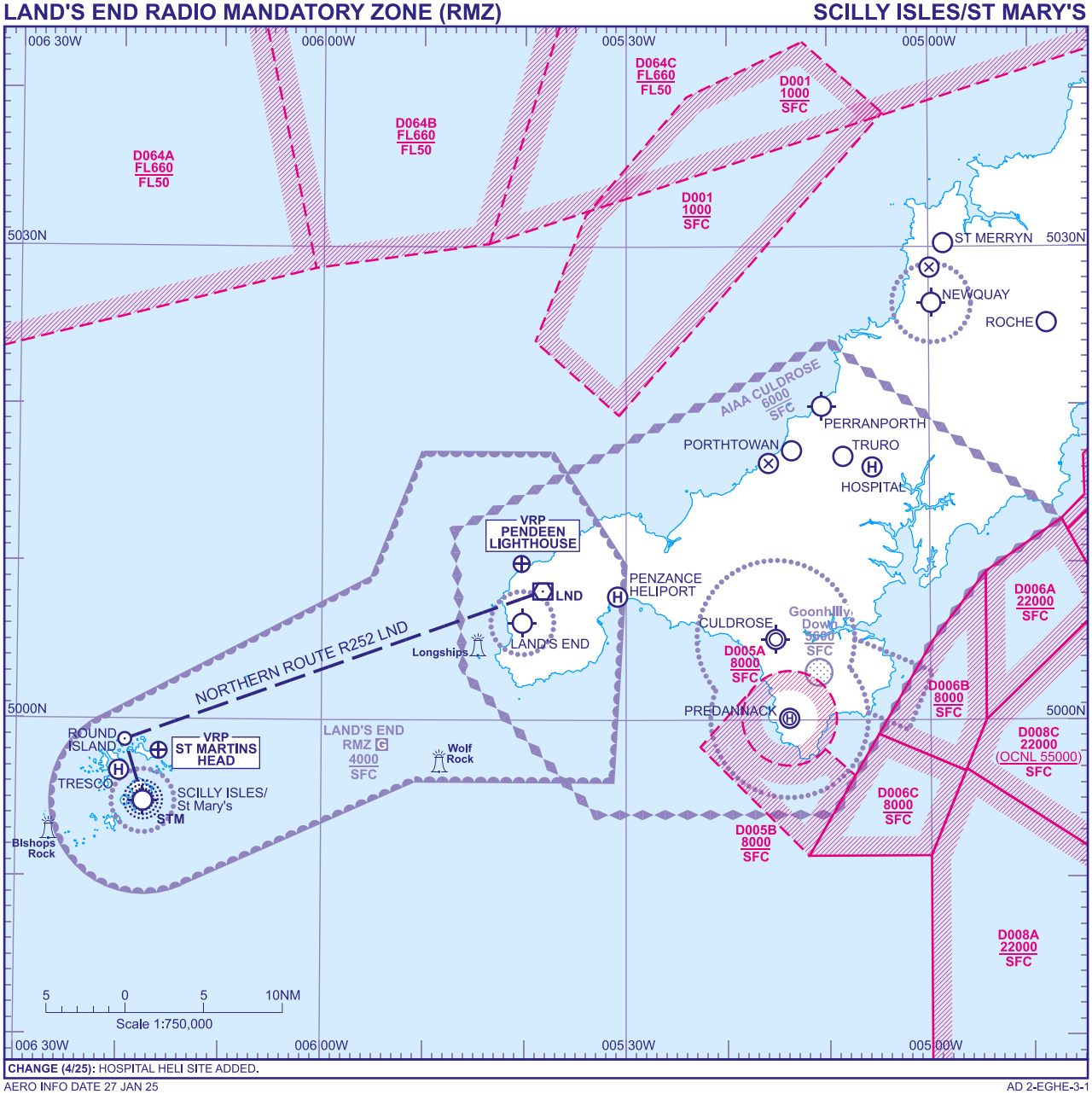
## LAND'S END RADIO MANDATORY ZONE (RMZ)

## SCILLY ISLES/ST MARY'S




**CHANGE (4/25):** HOSPITAL HELI SITE ADDED.

AERO INFO DATE 27 JAN 25

AD 2-EGHE-3-1

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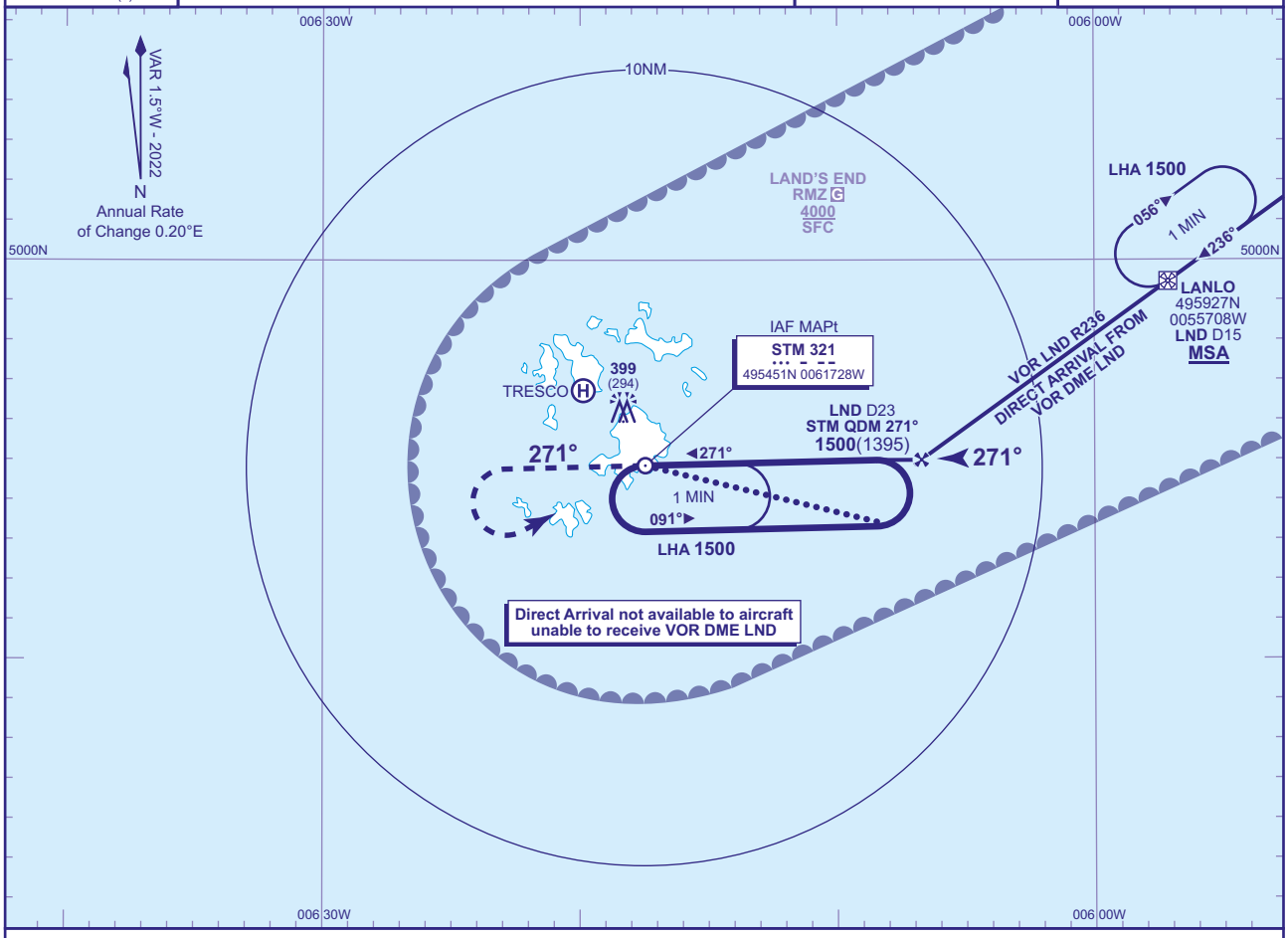
# INSTRUMENT APPROACH CHART - ICAO

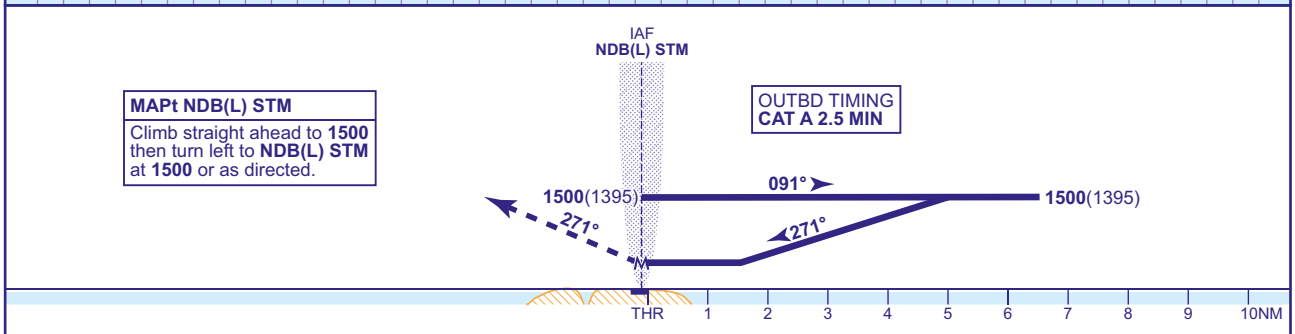
## SCILLY ISLES/ST MARY'S
## NDB(L)
## RWY 27
(ACFT CAT A)



MSA 25NM NDB(L) STM

| | | | | | |
|---|---|---|---|---|---|
| APP | 124.880 | SCILLIES APPROACH | AD ELEVATION | 121 | TRANSITION ALTITUDE 3000 |
| TWR | 124.880 | SCILLIES TOWER | THR ELEVATION | 105 | |
| | | | OBSTACLE ELEVATION 399 AMSL (294) (ABOVE THR) | | |
| | | | BEARINGS ARE MAGNETIC | | |




**MAPt NDB(L) STM**
Climb straight ahead to **1500** then turn left to **NDB(L) STM** at **1500** or as directed.

| Aircraft Category | | A |
|---|---|---|
| OCA (OCH) | Procedure | **510**(405) |
| VM(C)OCA (OCH AAL) | Total Area | **700**(579) |
| | South of RWY 09/27 | **520**(399) |

**ALTERNATIVE BASE TURN PROCEDURE**
Overhead NDB(L) STM (IAF) at **1500**(1395) fly outbound on NDB(L) STM QDR 105° for 2.5 MIN. Base turn left onto FAT. When established continue as for basic procedure.

**DIRECT ARRIVAL VIA VOR DME LND**
Arrival via VOR LND R236 **not below MSA**. After crossing LANLO R236 LND DME 15 (IAF) descend to be at **1500**(1395) by the FAF (R236 LND DME 23). When established on the FAT descend to MDA.

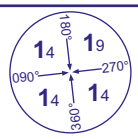
**NOTE 1** FAT is offset 2° and intercepts the RWY C/L 0.9NM before the THR.
**2** VOR DME LND is not monitored by Scillies ATC.
**3** Nominal distance FAF - runway threshold 6.7NM.

**CHANGE (13/21):** LAND'S END TRANSIT CORRIDOR REPLACED BY RMZ.

AERO INFO DATE 06 OCT 21

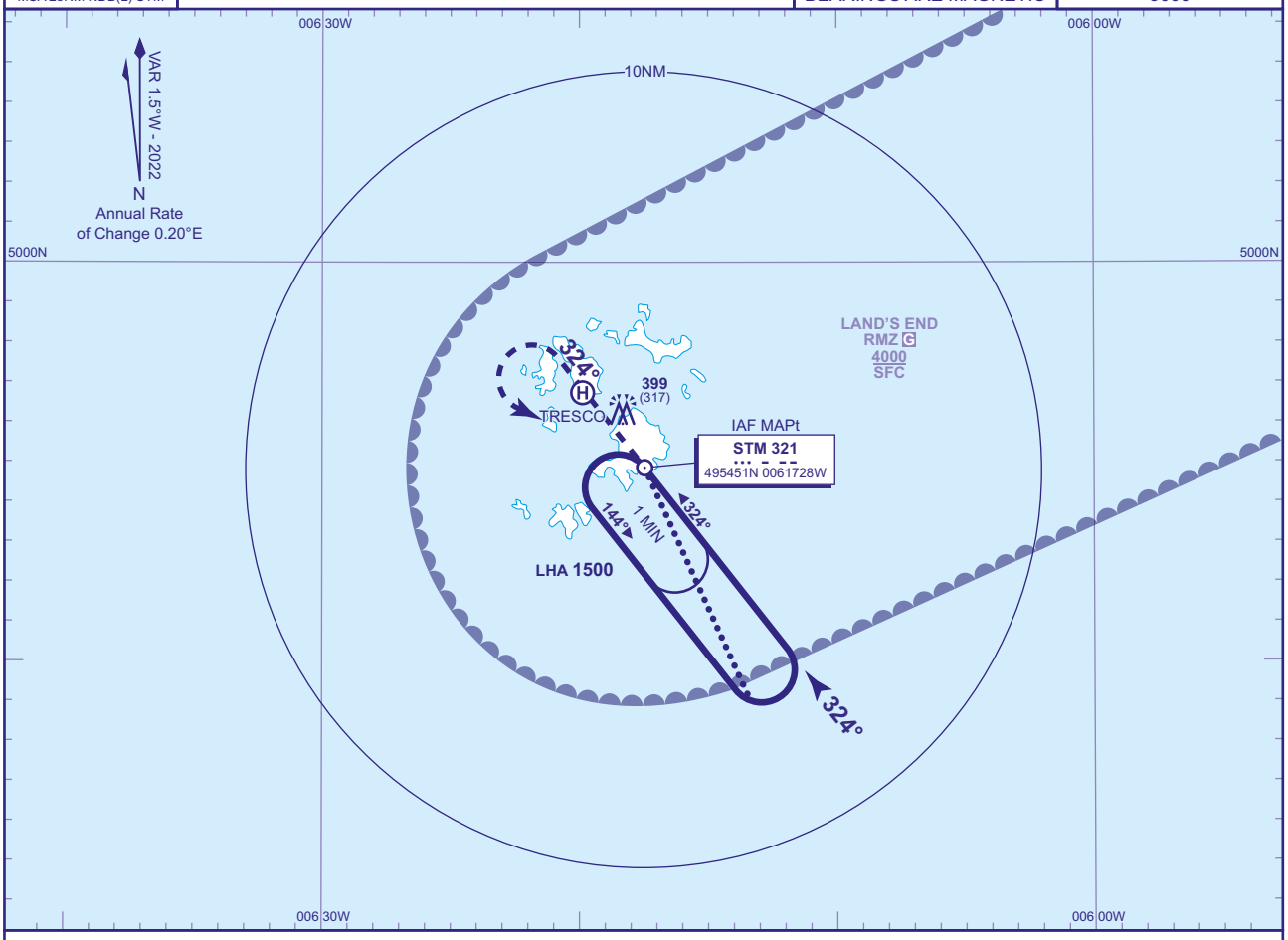
## INSTRUMENT APPROACH CHART - ICAO

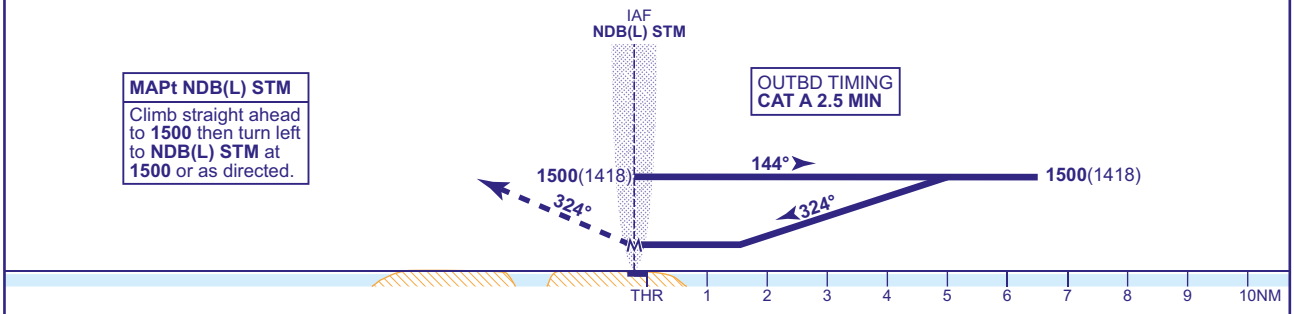
## SCILLY ISLES/ST MARY'S
## NDB(L)
## RWY 32
(ACFT CAT A)



MSA 25NM NDB(L) STM

| | | | | | |
|---|---|---|---|---|---|
| APP | 124.880 | SCILLIES APPROACH | AD ELEVATION | **121** | TRANSITION ALTITUDE **3000** |
| TWR | 124.880 | SCILLIES TOWER | THR ELEVATION | **82** | |
| | | | OBSTACLE ELEVATION **399 AMSL** (317) (ABOVE THR) | | |
| | | | BEARINGS ARE MAGNETIC | | |




**MAPt NDB(L) STM**
Climb straight ahead to **1500** then turn left to **NDB(L) STM** at **1500** or as directed.

| Aircraft Category | | A |
|---|---|---|
| **OCA** (OCH) | **Procedure** | **500**(418) |
| **VM(C)OCA** (OCH AAL) | **Total Area** | **700**(579) |
| | **South of RWY 09/27** | **520**(399) |

**ALTERNATIVE BASE TURN PROCEDURE**
Overhead NDB(L) STM (IAF) at **1500**(1418) fly outbound on NDB(L) STM QDR 158° for 2.5 MIN. Base turn left onto FAT. When established descend to MDA.

**NOTE** FAT is offset 3° from RWY C/L and intercepts the RWY C/L 0.9NM before the THR.

**CHANGE (13/21):** LAND'S END TRANSIT CORRIDOR REPLACED BY RMZ.

AERO INFO DATE 06 OCT 21 AD 2-EGHE-8-2

# EGCJ — SHERBURN-IN-ELMET

## EGCJ AD 2.1 AERODROME LOCATION INDICATOR AND NAME

EGCJ — SHERBURN-IN-ELMET

## EGCJ AD 2.2 AERODROME GEOGRAPHICAL AND ADMINISTRATIVE DATA

| | | |
|---|---|---|
| 1 | ARP coordinates and site at AD | Lat: 534703N Long: 0011304W<br>Midpoint of Runway 10/28. |
| 2 | Direction and distance from city | 5.5 NM W of Selby. |
| 3 | Elevation / Reference temperature / Mean Low Temperature | 26 FT / 18 °C / - |
| 4 | Geoid undulation at AD ELEV PSN | 158 FT |
| 5 | Magnetic Variation / Annual Change | 0.09°W (2022) / 0.21°E |
| 6 | AD Administration<br>Address<br><br>Telephone<br>E-mail address<br>Web address | SHERBURN AERO CLUB LTD<br>Sherburn-in-Elmet Aerodrome, New Lennerton Lane, Sherburn-in-Elmet, Leeds, West Yorkshire, LS25 6JE.<br>01977-682674<br>flightdesk@sherburnaeroclub.com<br>www.sherburnaeroclub.com |
| 7 | Type of Traffic permitted (IFR/VFR) | IFR/VFR |
| 8 | Remarks | |

## EGCJ AD 2.3 OPERATIONAL HOURS

| | | |
|---|---|---|
| 1 | AD Administration | 0900-SS (0800-1830). |
| 2 | Customs and immigration | By arrangement. Minimum notice periods apply. |
| 3 | Health and sanitation | |
| 4 | AIS Briefing Office | As AD hours. Self briefing. |
| 5 | ATS Reporting Office (ARO) | |
| 6 | MET Briefing Office | As AD hours. Self briefing. |
| 7 | ATS | 0900-SS (0800-1830). |
| 8 | Fuelling | H24. Self service. |
| 9 | Handling | As AD hours and by arrangement. |
| 10 | Security | |
| 11 | De-icing | |
| 12 | Remarks | |

## EGCJ AD 2.4 HANDLING SERVICES AND FACILITIES

| | | |
|---|---|---|
| 1 | Cargo handling facilities | |
| 2 | Fuel and oil types | AVTUR JET-A1, AVGAS 100LL, AVGAS UL91<br>W80, W100, W80+, W100+, 80, 100, W15W-50, Sport Plus 4. |
| 3 | Fuelling facilities/capacity | |
| 4 | De-icing facilities | |
| 5 | Hangar space for visiting aircraft | |
| 6 | Repair facilities for visiting aircraft | Sherburn Engineering Ltd (Mon-Fri). |
| 7 | Remarks | |

## EGCJ AD 2.5 PASSENGER FACILITIES

**INTENTIONALLY BLANK**

## EGCJ AD 2.6 RESCUE AND FIRE FIGHTING SERVICES

| | | |
|---|---|---|
| 1 | AD category for fire fighting services | RFF Category Special. |
| 2 | Rescue equipment | |
| 3 | Capability for removal of disabled aircraft | |
| 4 | Remarks | |

## EGCJ AD 2.7 SEASONAL AVAILABILITY - CLEARING

**INTENTIONALLY BLANK**

## EGCJ AD 2.8 APRONS, TAXIWAYS AND CHECK LOCATIONS/POSITIONS DATA

| | | |
|---|---|---|
| 1 | Apron surface and strength | MAIN APRON<br>Surface: Asphalt |
| 2 | Taxiway width, surface and strength | Taxiway A: 15 M<br>Surface: Asphalt<br><br>Taxiway B: 15 M<br>Surface: Asphalt<br><br>Taxiway C: 7.5 M<br>Surface: Asphalt<br><br>Taxiway LINK L1: 9 M<br>Surface: Grass<br>Link L1 is grass with reinforcement matting. |
| 3 | Altimeter checkpoint location and elevation | |
| 4 | VOR checkpoints | |
| 5 | INS checkpoints | |
| 6 | Remarks | |

## EGCJ AD 2.9 SURFACE MOVEMENT GUIDANCE AND CONTROL SYSTEM AND MARKINGS

| | | |
|---|---|---|
| 1 | Use of aircraft stand ID signs, TWY guide lines and visual docking/parking guidance system of aircraft stands | Limited space available, therefore all aircraft are normally required to park on Main Grass Parking. Surface markings; Yellow centre line, directional arrow guidance for refuelling. Yellow Hatched and Chevron markings for obstruction and hazard warnings surrounding the fuel points. |
| 2 | Runway and taxiway markings and lighting | Runway marking aid(s):<br>10/28: Runway designation, runway centre-line, green reflectors for entry and run off. Runway 28: permanently displayed threshold.<br><br>Taxiway marking aid(s):<br>Alpha, Bravo and Charlie: Tarmac. Yellow centre-line with green reflectors and blue edge reflectors. Holding positions. |
| 3 | Stop bars and runway guard lights (if any) | |
| 4 | Other runway protection measures | |
| 5 | Remarks | Windsleeves: 534719.81N 0011251.83W, 534701.78N 0011301.81W (LGTD). |

## EGCJ AD 2.10 AERODROME OBSTACLES

| **In Approach/Take-off areas** | | | | | | |
|---|---|---|---|---|---|---|
| **Obstacle ID/ Designation** | **Obstacle Type** | **Obstacle Position** | **Elevation/Height** | | **Obstruction Lighting Type/ Colour** | **Remarks** |
| **1** | **2** | **3** | **4** | | **5** | **6** |
| (EGCJ1752) 19/APPROACH 01/ TAKE-OFF | VEHICLES ON ROAD | 534726.64N 0011239.15W | 41 FT | 15 FT | No | |

| In Approach/Take-off areas | | | | | | |
|---|---|---|---|---|---|---|
| **Obstacle ID/ Designation** | **Obstacle Type** | **Obstacle Position** | **Elevation/Height** | | **Obstruction Lighting Type/ Colour** | **Remarks** |
| **1** | **2** | **3** | **4** | | **5** | **6** |
| (EGCJ1758) 24/APPROACH 06/ TAKE-OFF | VEHICLES ON ROAD | 534725.19N 0011247.92W | 40 FT | 14 FT | No | |

| In circling area and at aerodrome | | | | | |
|---|---|---|---|---|---|
| **Obstacle ID/ Designation** | **Obstacle Type** | **Obstacle Position** | **Elevation/Height** | **Obstruction Lighting Type/ Colour** | **Remarks** |
| **1** | **2** | **3** | **4** | **5** | **6** |
| INTENTIONALLY BLANK | | | | | |

## EGCJ AD 2.11 METEOROLOGICAL INFORMATION PROVIDED

| | | |
|---|---|---|
| 1 | Associated MET Office | |
| 2 | Hours of service<br>MET Office outside hour | |
| 3 | Office responsible for TAF preparation<br>Periods of validity | |
| 4 | Trend forecast<br>Interval of issuance | |
| 5 | Briefing/consultation provided | Self briefing/telephone through Sherburn Flight Desk. |
| 6 | Flight documentation<br>Language(s) used | |
| 7 | Charts and other information available for briefing or consultation | METAR/TAF/FORM 214/FORM 215. Internet access. |
| 8 | Supplementary equipment available for providing information | |
| 9 | ATS units provided with information | |
| 10 | Additional information (limitation of service, etc.) | Unofficial Met Observations made during AD hours. |

## EGCJ AD 2.12 RUNWAY PHYSICAL CHARACTERISTICS

| **Designations RWY Number** | **True bearing** | **Dimensions of RWY** | **Surface of RWY/ SWY/ Strength** | **THR co-ordinates/ THR Geoid undulation** | **THR elevation/ Highest elevation of TDZ of precision APP RWY** | **Slope of RWY/ SWY** |
|---|---|---|---|---|---|---|
| **1** | **2** | **3** | **4** | **5** | **6** | **7** |
| 01 | 008.06° | 581 x 21 M | RWY surface: Grass | 534704.18N 0011249.79W 158.3 FT | THR 23.5 FT | |
| 19 | 188.06° | 581 x 21 M | RWY surface: Grass | 534720.99N 0011245.77W 158.3 FT | THR 23.1 FT | |
| 06 | 058.46° | 771 x 21 M | RWY surface: Grass | 534711.93N 0011320.48W 158.3 FT | THR 25.5 FT | |
| 24 | 238.46° | 771 x 21 M | RWY surface: Grass | 534722.91N 0011250.29W 158.3 FT | THR 23.6 FT | |
| 10 | 103.23° | 828 x 18 M | RWY surface: Macadam | 534706.33N 0011325.65W 158.3 FT | THR 25.8 FT | |
| 28 | 283.23° | 828 x 18 M | RWY surface: Macadam | 534701.80N 0011253.12W 158.3 FT | THR 24.9 FT | |
| 10G | 103.25° | 622 x 21 M | RWY surface: Grass | 534708.52N 0011323.00W 158.3 FT | THR 25.1 FT | |
| 28G | 283.26° | 622 x 21 M | RWY surface: Grass | 534703.91N 0011249.92W 158.3 FT | THR 23.2 FT | |

| SWY Dimensions | Clearway Dimensions | Strip Dimensions | RESA Dimensions, Overshoot / Undershoot | Location/ description of arresting system | OFZ | Remarks |
|---|---|---|---|---|---|---|
| 8 | 9 | 10 | 11 | 12 | 13 | 14 |
| | | 613 x 60 M | | | | RWY 01<br><br>Threshold displaced by 28 M. |
| | | 613 x 60 M | | | | RWY 19<br><br>Threshold displaced by 28 M. |
| | | 791 x 60 M | | | | RWY 06<br><br>Threshold displaced by 75 M. |
| | | 791 x 60 M | | | | RWY 24<br><br>Threshold displaced by 48 M. |
| | | 672 x 60 M | | | | RWY 10 |
| | | 672 x 60 M | | | | RWY 28<br><br>(Tarmac) Threshold displaced by 217 M. |
| | | 682 x 60 M | | | | RWY 10G |
| | | 682 x 60 M | | | | RWY 28G |

## EGCJ AD 2.13 DECLARED DISTANCES

| Runway designator | TORA | TODA | ASDA | LDA | Remarks |
|---|---|---|---|---|---|
| 1 | 2 | 3 | 4 | 5 | 6 |
| 10 | 612 M | 612 M | 612 M | 612 M | |
| 28 | 799 M | 799 M | 799 M | 612 M | |
| 06 | 723 M | 723 M | 723 M | 676 M | |
| 24 | 696 M | 696 M | 696 M | 703 M | |
| 10G | 622 M | 622 M | 622 M | 622 M | |
| 28G | 622 M | 622 M | 622 M | 622 M | |
| 01 | 553 M | 553 M | 553 M | 553 M | |
| 19 | 553 M | 553 M | 553 M | 525 M | |

## EGCJ AD 2.14 APPROACH AND RUNWAY LIGHTING

| RWY | Approach lighting Type/ Length/ Intensity | Threshold lighting Colour/Wing bars | VASIS/ MEHT/ PAPI/ PAPI Dist from THR | TDZ, lighting Length | Runway Centre Line lighting Length/ Spacing/ Colour/ Intensity | Runway edge lighting Length/ Spacing/ Colour/ Intensity | Runway end lighting Colour/ Wing bars | Stopway lighting Length/ Colour | Remarks |
|---|---|---|---|---|---|---|---|---|---|
| 1 | 2 | 3 | 4 | 5 | 6 | 7 | 8 | 9 | 10 |
| 10 | | Green With elev green wingbars | APAPI Right/ 3.5° 22 FT 95 M | | | Omni-directional White | Red inserted wingbars | | |
| 28 | | Green With elev green wingbars | APAPI Left/3.5° 17 FT 70 M from displaced threshold | | | Omni-directional White | Red inserted wingbars | | |

## EGCJ AD 2.15 OTHER LIGHTING, SECONDARY POWER SUPPLY

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## EGCJ AD 2.16 HELICOPTER LANDING AREA

| | | |
|---|---|---|
| 1 | Coordinates TLOF or THR of FATO, geoid undulation | TLOF H2: 534719.17N 0011233.24W, 158.2 FT<br>TLOF H3: 534718.78N 0011233.88W, 158.2 FT |
| 2 | TLOF and/or FATO elevation | TLOF H2: 23.5 FT<br>TLOF H3: 23.3 FT |
| 3 | TLOF and FATO area dimensions, surface, strength, marking, lighting | |
| 4 | True BRG of FATO | |
| 5 | Declared distance available | |
| 6 | APP and FATO lighting | |
| 7 | RMK | |

## EGCJ AD 2.17 AIR TRAFFIC SERVICES AIRSPACE

| Designation and lateral limits | Vertical Limits | Airspace Class | ATS unit callsign/ language | Transition Altitude | Hours of applicability | Remarks |
|---|---|---|---|---|---|---|
| 1 | 2 | 3 | 4 | 5 | 6 | 7 |
| SHERBURN-IN-ELMET ATZ 534837N 0011510W thence anti-clockwise by the arc of a circle radius 2 NM centred on 534703N 0011304W to 534823N 0011032W - 534837N 0011510W | Upper limit: 2000 FT AGL<br>Lower limit: SFC | G | SHERBURN RADIO English | | | |

## EGCJ AD 2.18 AIR TRAFFIC SERVICES COMMUNICATION FACILITIES

| Service Designation | Callsign | Channel/ Frequency(MHz) | SATVOICE number(s) | Logon Address | Hours of Operation | Remarks |
|---|---|---|---|---|---|---|
| 1 | 2 | 3 | 4 | 5 | 6 | 7 |
| OTHER | SHERBURN RADIO | 122.610<br>A/G frequency. | | | 0900-SS (0800-1830). | ATZ hours coincident with A/G hours. |

## EGCJ AD 2.19 RADIO NAVIGATION AND LANDING AIDS

| Type of Aid CAT of ILS/MLS MAG Var/VOR Declination | Ident | Frequency | Hours of Operation | Position of transmitting antenna coordinates | Elevation of DME transmitting antenna | Remarks |
|---|---|---|---|---|---|---|
| 1 | 2 | 3 | 4 | 5 | 6 | 7 |
| NDB<br>0.79°E (2027) | SBL | 323.000 kHz | 0900-SS (0800-1830). | 534723.08N 0011230.60W | | On AD. Range 10 NM. For navigation only. |

## EGCJ AD 2.20 LOCAL AERODROME REGULATIONS

### 1 AIRPORT REGULATIONS

a) Aerodrome is not available for use by public transport passenger flights required to use a licensed aerodrome.

## 2 GROUND MOVEMENT

Not applicable

## 3 CAT II/III OPERATIONS

Not applicable

## 4 WARNINGS

a) Power Lines and Pylons, 58 ft amsl, 258 m south of RWY 01 THR and following southern AD perimeter east to west.
b) Woods, 275 m south of RWY 01 following southern AD perimeter east to west.
c) Mast, 134 ft amsl (111 ft agl), 830 m to the east and south of RWY 28 THR and left of the extended RWY approach centre-line.

## 5 HELICOPTER OPERATIONS

a) Helicopters should use grass Runways 10/28, 06/24, 01/19 and touch down at midpoint to minimise rotor vortex at runway thresholds.
b) When Runway 10/28 (Grass) or 10/28 (Tarmac) are in use, helicopters are requested to fly the circuit so as to touch down/lift across grass Runway 01/19 at the runway midpoint.
c) A designated hover practice area is located to the east of Runway 19 threshold and forms part of the Main Grass Parking Area.
d) Helicopters must avoid overflight of fixed-wing parking areas.
e) Helicopters must use the dedicated helicopter pads for refuelling.

## 6 USE OF RUNWAYS

Not applicable

## 7 TRAINING

Not applicable

# EGCJ AD 2.21 NOISE ABATEMENT PROCEDURES

a) Aircraft must not overfly the villages of Sherburn-in-Elmet, South Milford, Lumby, Monk Fryston or Hambleton.

# EGCJ AD 2.22 FLIGHT PROCEDURES

## 1 GENERAL

a) Within the circuit, pilots should plan to avoid flight over villages and remain well clear of them at all times when flying within the ATZ.
b) On arrival/departure, avoid Leeds East ATZ to the North.
c) Non-radio aircraft are not accepted.
d) Runway in use and QFE will be passed by A/G (QNH and wind check available on request). Aerodrome elevation 26 FT.
e) Flexwing Microlights welcome (must be radio equipped).
f) Backtracking on active runways is not permitted.

## 2 ARRIVALS

a) Fixed wing aircraft to join overhead at 2000 FT QFE and descend in accordance with the 'Standard Overhead Join' procedure.
b) Initial contact with A/G 122.610 MHz within range 5 NM of the ATZ.
c) Helicopters route inbound at 700 FT QFE. Should it be necessary to join crossing the active runway, do so at 90° across the runway at midpoint not below 200 FT AAL.

## 3 CIRCUITS

a) Fixed wing: circuits are to be flown at 1000 FT QFE.
b) Helicopters: circuits are to be flown at 700 FT QFE.

## 4 CIRCUIT PATTERNS

a) Runway 24 - left hand: Fixed wing and Helicopters.
b) Runway 06 - right hand: Fixed wing and Helicopters.
c) Runway 28 (Tarmac and Grass) - left hand: Fixed wing (right hand Helicopters).
d) Runway 10 (Tarmac and Grass) - right hand: Fixed wing (left hand Helicopters).
e) Runway 19 - left hand: Fixed wing (right hand Helicopters).
f) Runway 01 - right hand: Fixed wing (left hand Helicopters).

## 5 DEPARTURE

a) Fixed wing to depart at 1000 FT QFE whilst within the ATZ remaining clear of the 'dead side' at all times:

   i. on runway heading;
   ii. extended crosswind left or right as required;
   iii. completion of the ‘downwind’ leg left or right as required.

b) Helicopters to depart not above 700 FT QFE; should it be necessary to cross the active runway, fly across at 90° the midpoint.
c) Traffic departing to the west or northwest may cross the path of instrument approach procedures to Leeds East Airport. Details of IFR arrivals at Leeds East available from Sherburn Radio on 122.610 MHz.

***Note:*** *Aircraft may at times depart from the overhead at 2000 FT for training purposes.*

## 6 INSTRUMENT APPROACH PROCEDURES

a) IAP at Sherburn-in-Elmet are established in Class G airspace and no approach control service is provided.
b) Runways at Sherburn do not conform to ‘Instrument Runway’ standards.
c) Use of the IAP is by prior permission from Sherburn Operations on 01977-682674. Approach time slot to be agreed with Sherburn Operations to avoid conflict with other IFR arrivals.
d) Sherburn Operations will provide a briefing document relating to IAP. Pilots are to abide by the procedures in the briefing document when executing the IAP.
e) Initial airborne requests for an IAP slot not accepted, unless in an emergency.

# EGCJ AD 2.23 ADDITIONAL INFORMATION

Not applicable

# EGCJ AD 2.24 CHARTS RELATED TO AN AERODROME

AERODROME CHART - ICAO
AD 2.EGCJ-2-1
INSTRUMENT APPROACH CHART RNP RWY 10 (CAT A,B) - ICAO
AD 2.EGCJ-8-1
INSTRUMENT APPROACH CHART RNP RWY 28 (CAT A,B) - ICAO
AD 2.EGCJ-8-2
INSTRUMENT APPROACH PROCEDURE CODING TABLES - RNP RWY 10
AD 2.EGCJ-8-3
INSTRUMENT APPROACH PROCEDURE CODING TABLES - RNP RWY 28
AD 2.EGCJ-8-4

# EGCJ AD 2.25 VISUAL SEGMENT SURFACE (VSS) PENETRATION

Not applicable

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# AERODROME CHART - ICAO

ARP 534703N 0011304W

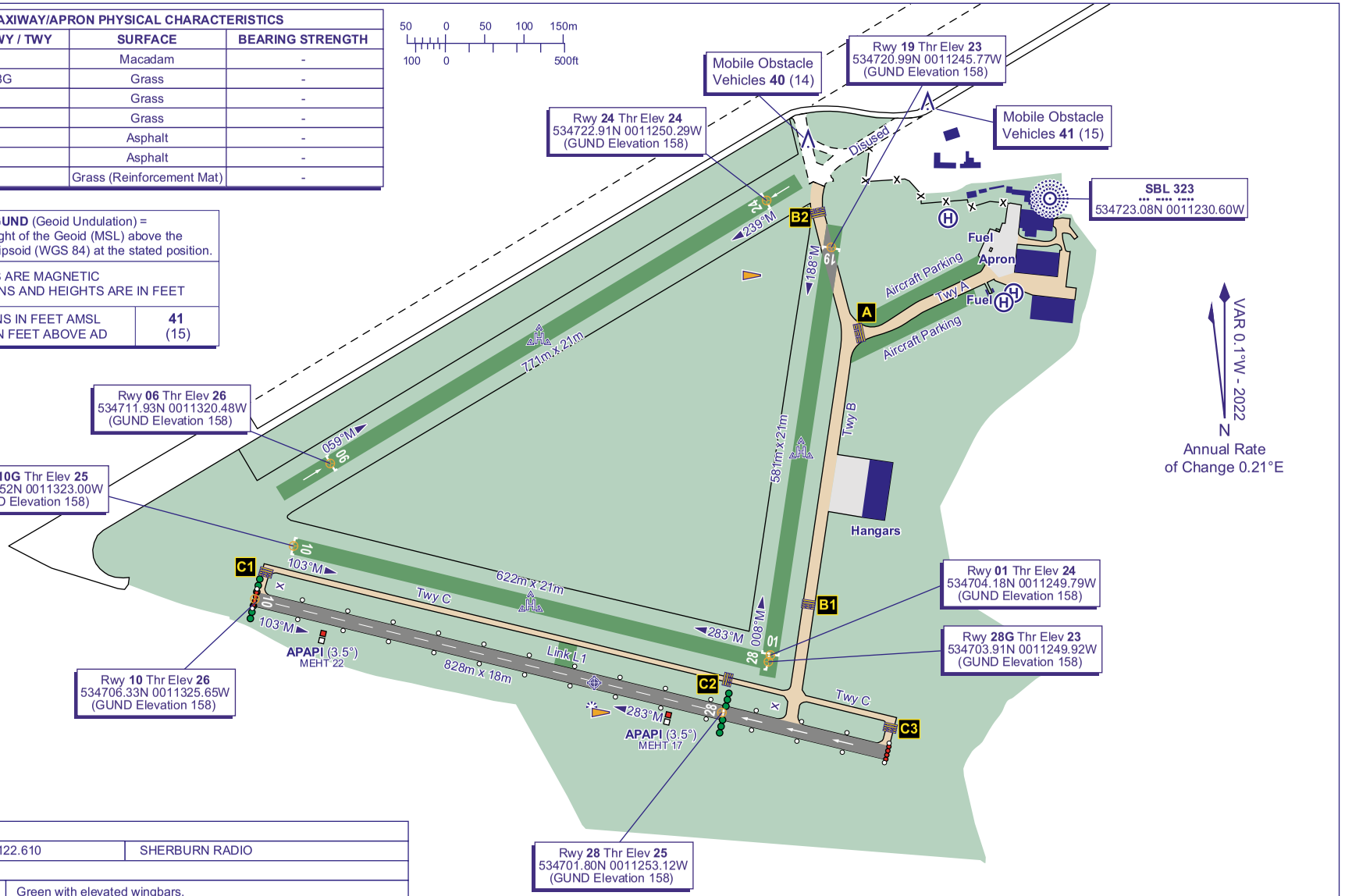
AD ELEV 26FT

# SHERBURN-IN-ELMET
EGCJ

AERO INFO DATE 28 JUN 23

| RUNWAY/TAXIWAY/APRON PHYSICAL CHARACTERISTICS | | |
|---|---|---|
| APRON / RWY / TWY | SURFACE | BEARING STRENGTH |
| RWY 10/28 | Macadam | - |
| RWY 10G/28G | Grass | - |
| RWY 01/19 | Grass | - |
| RWY 06/24 | Grass | - |
| Main Apron | Asphalt | - |
| TWY A/B/C | Asphalt | - |
| TWY Link L1 | Grass (Reinforcement Mat) | - |

| |
|---|
| **GUND** (Geoid Undulation) = The height of the Geoid (MSL) above the Reference Elipsoid (WGS 84) at the stated position. |
| BEARINGS ARE MAGNETIC<br>ELEVATIONS AND HEIGHTS ARE IN FEET |
| ELEVATIONS IN FEET AMSL / HEIGHTS IN FEET ABOVE AD: **41** (15) |




| COM | | |
|---|---|---|
| A/G | 122.610 | SHERBURN RADIO |
| **LIGHTING** | | |
| THR 10/28 | Green with elevated wingbars. | |
| RWY 10/28 | Omni-d white edge. End lights Red with elevated wingbars. | |

**CHANGE (9/23):** RWY DIMENSIONS. DISPLACED THRESHOLDS. EDITORIAL.

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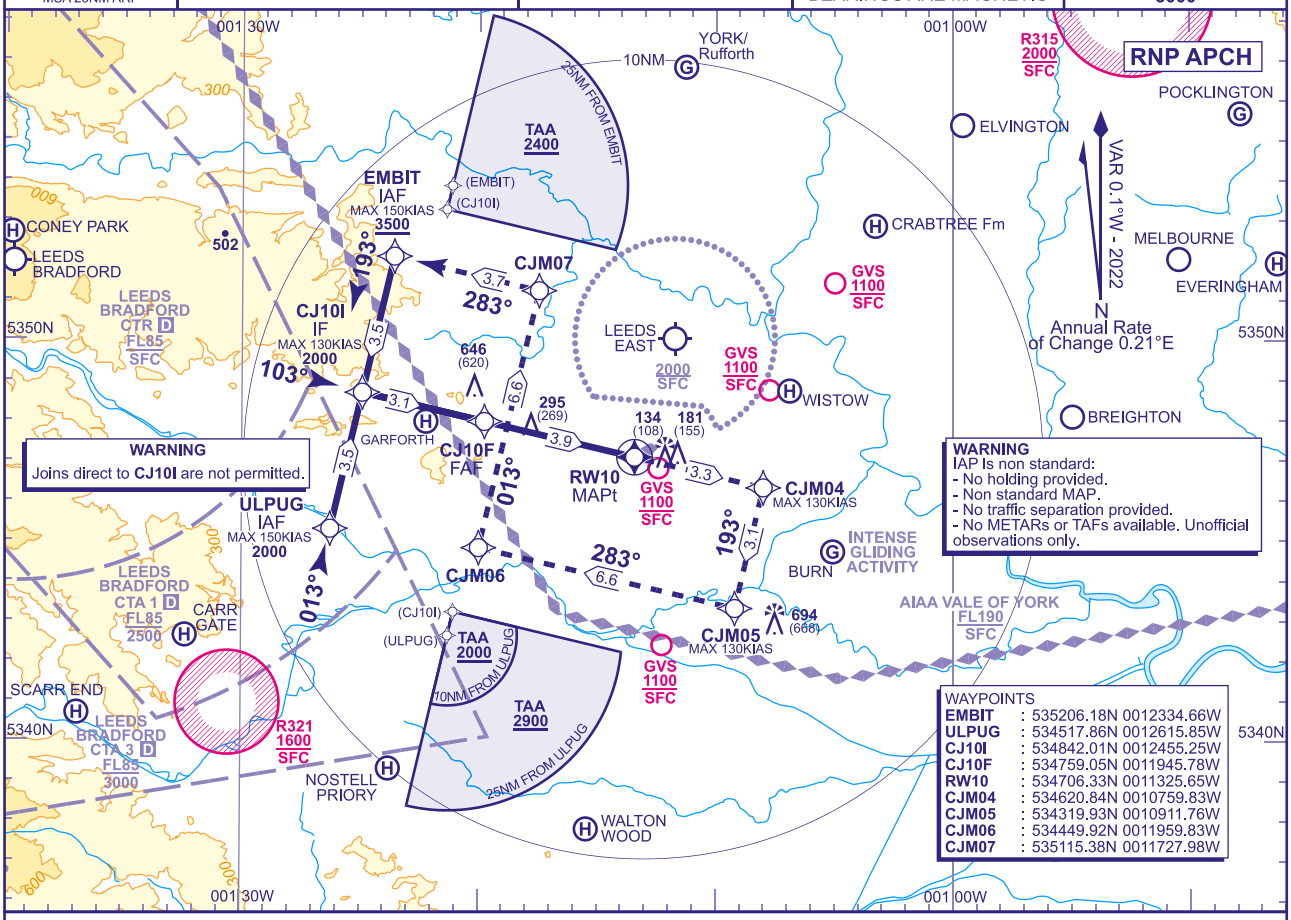
# INSTRUMENT APPROACH CHART - ICAO

## SHERBURN-IN-ELMET
RNP
RWY 10
(ACFT CAT A,B)

| | | | |
|---|---|---|---|
| MSA 25NM ARP | A/G 122.610 | SHERBURN RADIO | AD ELEVATION 26 |
| | | | THR ELEVATION 26 |
| | | | OBSTACLE ELEVATION 694 AMSL (668) (ABOVE THR) |
| | | | BEARINGS ARE MAGNETIC |

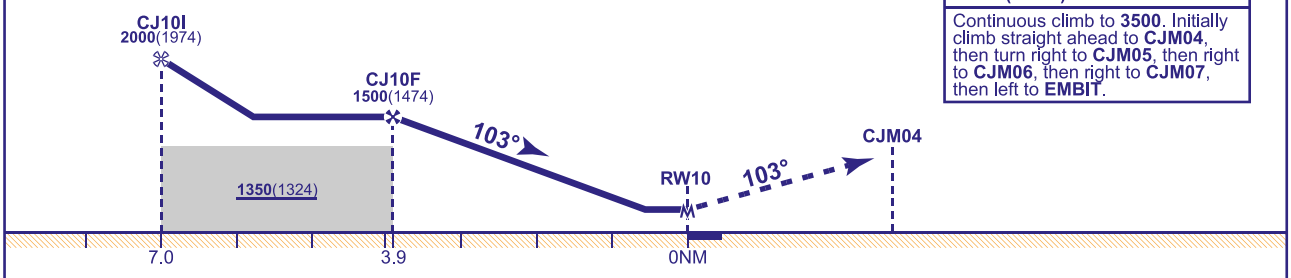
TRANSITION ALTITUDE 3000




**RECOMMENDED PROFILE** Gradient 6.12%, 372FT/NM

| NM to RW10 | 3 | 2 |
|---|---|---|
| ALT(HGT) | **1180**(1154) | **810**(784) |

TCH 40




**MAPt (LNAV) RW10**

Continuous climb to **3500**. Initially climb straight ahead to **CJM04**, then turn right to **CJM05**, then right to **CJM06**, then right to **CJM07**, then left to **EMBIT**.

| Aircraft Category | | A | B |
|---|---|---|---|
| OCA (OCH) | LNAV | **550**(524) | **550**(524) |
| VM(C)OCA (OCH AAL) | Total Area | **630**(604) | **630**(604) |

| Rate of descent | G/S KT | 160 | 140 | 120 | 100 | 80 |
|---|---|---|---|---|---|---|
| | FT/MIN | 990 | 870 | 740 | 620 | 500 |

**NOTE 1** **CAUTION:** Procedure lies close to Leeds CTA/CTR. Aircraft not in receipt of a zone transit clearance must remain clear.
**2** **CAUTION:** Proximity of Leeds East Airport, 3NM to the North.

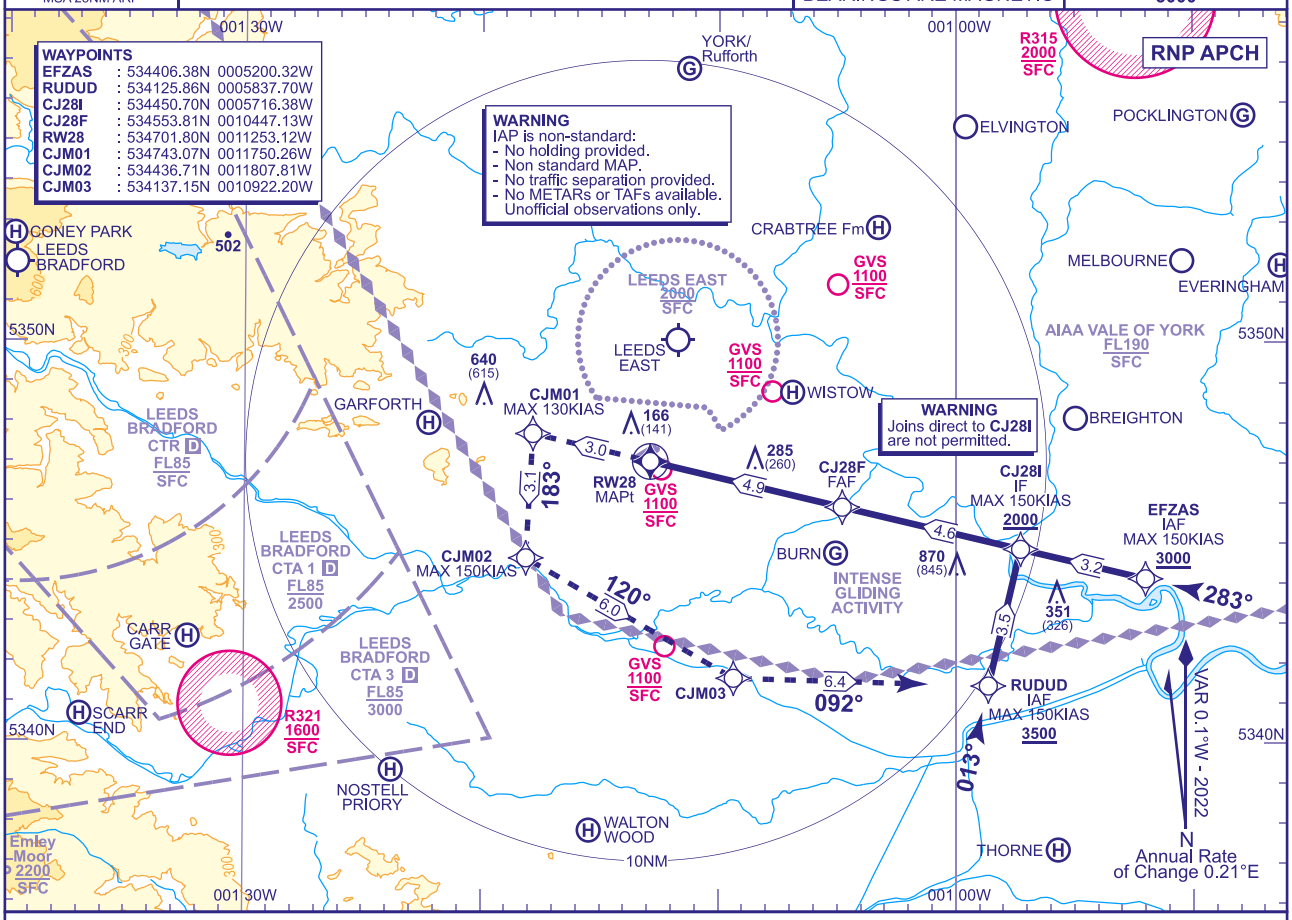
**CHANGE (13/23):** GVS RICCALL REMOVED.

AERO INFO DATE 03 OCT 23

## INSTRUMENT APPROACH CHART - ICAO

## SHERBURN-IN-ELMET
**RNP**
**RWY 28**
(ACFT CAT A,B)

| | | | |
|---|---|---|---|
| MSA 25NM ARP: 29 22 35 19 | A/G 122.610 | SHERBURN RADIO | AD ELEVATION 26 |
| | | | THR ELEVATION 25 |
| | | | OBSTACLE ELEVATION 870 AMSL (845)(ABOVE THR) |
| | | | BEARINGS ARE MAGNETIC |
| | | | TRANSITION ALTITUDE 3000 |



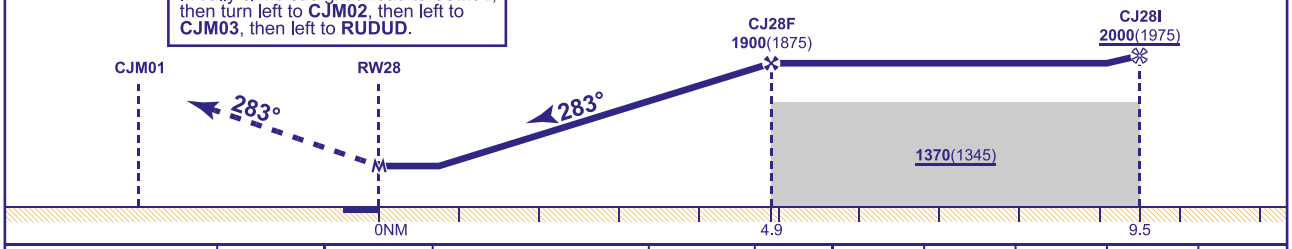

**RECOMMENDED PROFILE** Gradient 6.12%, 372FT/NM

| NM to RW28 | 4 | 3 | 2 |
|---|---|---|---|
| ALT(HGT) | **1550**(1525) | **1180**(1155) | **810**(785) |

**TCH 40**

**MAPt (LNAV) RW28**

Continuous climb to **3500**.
Initially climb straight ahead to **CJM01**, then turn left to **CJM02**, then left to **CJM03**, then left to **RUDUD**.




| Aircraft Category | | A | B |
|---|---|---|---|
| OCA (OCH) | LNAV | **540**(515) | **540**(515) |
| VM(C)OCA (OCH AAL) | Total Area | **630**(604) | **630**(604) |

| Rate of descent | G/S KT | 160 | 140 | 120 | 100 | 80 |
|---|---|---|---|---|---|---|
| | FT/MIN | 990 | 870 | 740 | 620 | 500 |

**NOTE** **1 Caution:** Procedure lies close to Leeds CTA/CTR. Aircraft not in receipt of a zone transit clearance must remain clear.
**2 Caution:** Proximity of Leeds East Airport, 3NM to the north.

**CHANGE (13/23):** GVS RICCALL REMOVED.

AERO INFO DATE 03 OCT 23

# Instrument Approach Procedure Coding Tables

**SHERBURN-IN-ELMET RNP RWY 10 - Instrument Approach Procedure via EMBIT**

| Designator | Sequence Number | Path Term-inator | Waypoint Name | Fly-over | Course/ Track °M (°T) | Turn Direction | Level Constraint | Speed Constraint | Co-ordinates | Remarks and Distance to MAPt |
|---|---|---|---|---|---|---|---|---|---|---|
| R10L | 001 | IF | EMBIT | N | - | - | 3500 | -150 | 535206.18N 0012334.66W | IAF |
| R10L | 002 | TF | CJ10I | N | 193° (193.1°) | LEFT | 2000 | -130 | 534842.01N 0012455.25W | IF / 7.0NM |
| R10L | 003 | TF | CJ10F | N | 103° (103.2°) | - | 1500 | - | 534759.05N 0011945.78W | FAF / 3.9NM |
| R10L | 004 | TF | RW10 | Y | 103° (103.1°) | - | - | - | 534706.33N 0011325.65W | MAPt |
| R10L | 005 | TF | CJM04 | N | 103° (103.2°) | RIGHT | - | -130 | 534620.84N 0010759.83W | - |
| R10L | 006 | TF | CJM05 | N | 193° (193.3°) | RIGHT | - | -130 | 534319.93N 0010911.76W | - |
| R10L | 007 | TF | CJM06 | N | 283° (283.3°) | RIGHT | - | - | 534449.92N 0011959.83W | - |
| R10L | 008 | TF | CJM07 | N | 013° (013.1°) | LEFT | - | - | 535115.38N 0011727.98W | - |
| R10L | 009 | TF | EMBIT | N | 283° (283.2°) | - | 3500 | -150 | 535206.18N 0012334.66W | - |

**SHERBURN-IN-ELMET RNP RWY 10 - Instrument Approach Procedure via ULPUG**

| Designator | Sequence Number | Path Term-inator | Waypoint Name | Fly-over | Course/ Track °M (°T) | Turn Direction | Level Constraint | Speed Constraint | Co-ordinates | Remarks and Distance to MAPt |
|---|---|---|---|---|---|---|---|---|---|---|
| R10R | 001 | IF | ULPUG | N | - | - | 2000 | -150 | 534517.86N 0012615.85W | IAF |
| R10R | 002 | TF | CJ10I | N | 013° (013.2°) | RIGHT | 2000 | -130 | 534842.01N 0012455.25W | IF / 7.0NM |
| R10R | 003 | TF | CJ10F | N | 103° (103.2°) | - | 1500 | - | 534759.05N 0011945.78W | FAF / 3.9NM |
| R10R | 004 | TF | RW10 | Y | 103° (103.1°) | - | - | - | 534706.33N 0011325.65W | MAPt |
| R10R | 005 | TF | CJM04 | N | 103° (103.2°) | RIGHT | - | -130 | 534620.84N 0010759.83W | - |
| R10R | 006 | TF | CJM05 | N | 193° (193.3°) | RIGHT | - | -130 | 534319.93N 0010911.76W | - |
| R10R | 007 | TF | CJM06 | N | 283° (283.3°) | RIGHT | - | - | 534449.92N 0011959.83W | - |
| R10R | 008 | TF | CJM07 | N | 013° (013.1°) | LEFT | - | - | 535115.38N 0011727.98W | - |
| R10R | 009 | TF | EMBIT | N | 283° (283.2°) | - | 3500 | -150 | 535206.18N 0012334.66W | - |

**CHANGE (6/23):** NEW CHART.
AERO INFO DATE 30 MAR 23

# Instrument Approach Procedure Coding Tables

**SHERBURN-IN-ELMET RNP RWY 28 - Instrument Approach Procedure via RUDUD**

| Designator | Sequence Number | Path Term-inator | Waypoint Name | Fly-over | Course/ Track °M (°T) | Turn Direction | Level Constraint | Speed Constraint | Co-ordinates | Remarks and Distance to MAPt |
|---|---|---|---|---|---|---|---|---|---|---|
| R28L | 001 | IF | RUDUD | N | - | - | 3500 | -150 | 534125.86N 0005837.70W | IAF |
| R28L | 002 | TF | CJ28I | N | 013° (013.2°) | LEFT | 2000 | -150 | 534450.70N 0005716.38W | IF / 9.5NM |
| R28L | 003 | TF | CJ28F | N | 283° (283.3°) | - | 1900 | - | 534553.81N 0010447.13W | FAF / 4.9NM |
| R28L | 004 | TF | RW28 | Y | 283° (283.3°) | - | - | - | 534701.80N 0011253.12W | MAPt |
| R28L | 005 | TF | CJM01 | N | 283° (283.2°) | LEFT | - | -130 | 534743.07N 0011750.26W | - |
| R28L | 006 | TF | CJM02 | N | 183° (183.2°) | LEFT | - | -150 | 534436.71N 0011807.81W | - |
| R28L | 007 | TF | CJM03 | N | 120° (119.9°) | LEFT | - | - | 534137.15N 0010922.20W | - |
| R28L | 008 | TF | RUDUD | N | 092° (091.6°) | - | 3500 | -150 | 534125.86N 0005837.70W | - |

**SHERBURN-IN-ELMET RNP RWY 28 - Instrument Approach Procedure via EFZAS**

| Designator | Sequence Number | Path Term-inator | Waypoint Name | Fly-over | Course/ Track °M (°T) | Turn Direction | Level Constraint | Speed Constraint | Co-ordinates | Remarks and Distance to MAPt |
|---|---|---|---|---|---|---|---|---|---|---|
| R28C | 001 | IF | EFZAS | N | - | - | 3000 | -150 | 534406.38N 0005200.32W | IAF / 12.7NM |
| R28C | 002 | TF | CJ28I | N | 283° (283.3°) | - | 2000 | -150 | 534450.70N 0005716.38W | IF / 9.5NM |
| R28C | 003 | TF | CJ28F | N | 283° (283.3°) | - | 1900 | - | 534553.81N 0010447.13W | FAF / 4.9NM |
| R28C | 004 | TF | RW28 | Y | 283° (283.3°) | - | - | - | 534701.80N 0011253.12W | MAPt |
| R28C | 005 | TF | CJM01 | N | 283° (283.2°) | LEFT | - | -130 | 534743.07N 0011750.26W | - |
| R28C | 006 | TF | CJM02 | N | 183° (183.2°) | LEFT | - | -150 | 534436.71N 0011807.81W | - |
| R28C | 007 | TF | CJM03 | N | 120° (119.9°) | LEFT | - | - | 534137.15N 0010922.20W | - |
| R28C | 008 | TF | RUDUD | N | 092° (091.6°) | - | 3500 | -150 | 534125.86N 0005837.70W | - |

**CHANGE (6/23):** NEW CHART.
AERO INFO DATE 30 MAR 23

# EGBS — SHOBDON

## EGBS AD 2.1 AERODROME LOCATION INDICATOR AND NAME

EGBS — SHOBDON

## EGBS AD 2.2 AERODROME GEOGRAPHICAL AND ADMINISTRATIVE DATA

| | | |
|---|---|---|
| 1 | ARP coordinates and site at AD | Lat: 521430N Long: 0025252W |
| 2 | Direction and distance from city | 6 NM W of Leominster. |
| 3 | Elevation / Reference temperature / Mean Low Temperature | 317 FT / 18 °C / - |
| 4 | Geoid undulation at AD ELEV PSN | 170 FT |
| 5 | Magnetic Variation / Annual Change | 0.35°E (2027) / 0.18°E |
| 6 | AD Administration<br>Address<br>Telephone<br>Telefax<br>E-mail address<br>Web address | HEREFORDSHIRE AERO CLUB LTD.<br>Shobdon Aerodrome, Leominster, Hereford, HR6 9NR.<br>01568-708369<br>01568-708508<br>generalenquiries@shobdonairfield.co.uk<br>www.shobdonairfield.co.uk |
| 7 | Type of Traffic permitted (IFR/VFR) | VFR |
| 8 | Remarks | |

## EGBS AD 2.3 OPERATIONAL HOURS

| | | |
|---|---|---|
| 1 | AD Administration | 0915-1700 (0815-1600). |
| 2 | Customs and immigration | By arrangement. Minimum notice periods apply. |
| 3 | Health and sanitation | |
| 4 | AIS Briefing Office | |
| 5 | ATS Reporting Office (ARO) | |
| 6 | MET Briefing Office | |
| 7 | ATS | See AD 2.18. |
| 8 | Fuelling | As AD hours; Jet A-1 fuel available outside AD hours by arrangement. |
| 9 | Handling | |
| 10 | Security | |
| 11 | De-icing | |
| 12 | Remarks | Use of the aerodrome is strictly PPR by telephone. Aerodrome may close during adverse weather conditions including snow. |

## EGBS AD 2.4 HANDLING SERVICES AND FACILITIES

| | | |
|---|---|---|
| 1 | Cargo handling facilities | |
| 2 | Fuel and oil types | AVTUR JET A-1 F35 (FSII additive not included), AVGAS 100LL, AVGAS UL-91<br>AD80, AD100, ST100, 15W/50. |
| 3 | Fuelling facilities/capacity | AVGAS 100LL and AVGAS UL91 fuel installation is self service.<br>AVTUR Jet A1 F35 mobile bowser available. Jet fuel requirements by arrangement with Shobdon Ops before uplift. |
| 4 | De-icing facilities | |
| 5 | Hangar space for visiting aircraft | |
| 6 | Repair facilities for visiting aircraft | |
| 7 | Remarks | |

## EGBS AD 2.5 PASSENGER FACILITIES

| | | |
|---|---|---|
| 1 | Hotels | Bed and Breakfasts in vicinity of the aerodrome. |
| 2 | Restaurants | On aerodrome |
| 3 | Transportation | Car Hire, Taxis. Nearest Railway Station 8 miles. |
| 4 | Medical facilities | Limited - first aiders. |
| 5 | Bank and Post Office | |
| 6 | Tourist Office | |
| 7 | Remarks | Accommodation and transportation contact information available through Shobdon Ops. |

## EGBS AD 2.6 RESCUE AND FIRE FIGHTING SERVICES

| | | |
|---|---|---|
| 1 | AD category for fire fighting services | RFF Category A1<br>RFF Category 2 accepted under remission by prior arrangement. |
| 2 | Rescue equipment | |
| 3 | Capability for removal of disabled aircraft | In the event of an incident, light aircraft can be removed using aerodrome resources. |
| 4 | Remarks | |

## EGBS AD 2.7 SEASONAL AVAILABILITY - CLEARING

**INTENTIONALLY BLANK**

## EGBS AD 2.8 APRONS, TAXIWAYS AND CHECK LOCATIONS/POSITIONS DATA

**INTENTIONALLY BLANK**

## EGBS AD 2.9 SURFACE MOVEMENT GUIDANCE AND CONTROL SYSTEM AND MARKINGS

| | | |
|---|---|---|
| 1 | Use of aircraft stand ID signs, TWY guide lines and visual docking/parking guidance system of aircraft stands | |
| 2 | Runway and taxiway markings and lighting | Runway light(s):<br>Automatic runway lighting control system is for use by emergency services only. This facility is not available to other aircraft and must not be utilised under any circumstances. |
| 3 | Stop bars and runway guard lights (if any) | |
| 4 | Other runway protection measures | |
| 5 | Remarks | Illuminated windsleeve: 521435.03N 0025255.77W |

## EGBS AD 2.10 AERODROME OBSTACLES

| In Approach/Take-off areas | | | | | | |
|---|---|---|---|---|---|---|
| **Obstacle ID/ Designation** | **Obstacle Type** | **Obstacle Position** | **Elevation/Height** | | **Obstruction Lighting Type/ Colour** | **Remarks** |
| **1** | **2** | **3** | **4** | | **5** | **6** |
| (EGBS2775) 26/APPROACH 08/ TAKE-OFF | MOBILE OBST | 521433.19N 0025224.51W | 316 FT | | No | |

| In circling area and at aerodrome | | | | | | |
|---|---|---|---|---|---|---|
| **Obstacle ID/ Designation** | **Obstacle Type** | **Obstacle Position** | **Elevation/Height** | | **Obstruction Lighting Type/ Colour** | **Remarks** |
| **1** | **2** | **3** | **4** | | **5** | **6** |
| (EGBS2624) | TREE | 521617.29N 0025420.83W | 1150 FT | | No | |

## EGBS AD 2.11 METEOROLOGICAL INFORMATION PROVIDED

| | | |
|---|---|---|
| 1 | Associated MET Office | MET OFFICE EXETER |
| 2 | Hours of service<br>MET Office outside hour | H24 |
| 3 | Office responsible for TAF preparation<br>Periods of validity | |
| 4 | Trend forecast<br>Interval of issuance | |
| 5 | Briefing/consultation provided | Self-briefing/telephone. |
| 6 | Flight documentation<br>Language(s) used | Charts abbreviated plain language text.<br>English. |
| 7 | Charts and other information available for briefing or consultation | Met Office Aviation Briefing Service Metforms F214 and F215. |
| 8 | Supplementary equipment available for providing information | |
| 9 | ATS units provided with information | SHOBDON |
| 10 | Additional information (limitation of service, etc.) | |

## EGBS AD 2.12 RUNWAY PHYSICAL CHARACTERISTICS

| **Designations RWY Number** | **True bearing** | **Dimensions of RWY** | **Surface of RWY/ SWY/ Strength** | **THR co-ordinates/ THR Geoid undulation** | **THR elevation/ Highest elevation of TDZ of precision APP RWY** | **Slope of RWY/ SWY** |
|---|---|---|---|---|---|---|
| **1** | **2** | **3** | **4** | **5** | **6** | **7** |
| 08 | 082.71° | 836 x 18 M | RWY surface: Macadam | 521428.27N<br>0025314.31W<br>170.0 FT | THR 317.0 FT | |
| 26 | 262.72° | 836 x 18 M | RWY surface: Macadam | 521431.70N<br>0025230.59W<br>170.0 FT | THR 301.3 FT | |

| **SWY Dimensions** | **Clearway Dimensions** | **Strip Dimensions** | **RESA Dimensions, Overshoot / Undershoot** | **Location/ description of arresting system** | **OFZ** | **Remarks** |
|---|---|---|---|---|---|---|
| **8** | **9** | **10** | **11** | **12** | **13** | **14** |
| | | | | | | RWY 08 |
| | | | | | | RWY 26 |

## EGBS AD 2.13 DECLARED DISTANCES

| **Runway designator** | **TORA** | **TODA** | **ASDA** | **LDA** | **Remarks** |
|---|---|---|---|---|---|
| **1** | **2** | **3** | **4** | **5** | **6** |
| 08 | 799 M | 799 M | 799 M | 836 M | |
| 26 | 799 M | 799 M | 799 M | 836 M | |

## EGBS AD 2.14 APPROACH AND RUNWAY LIGHTING

| RWY | Approach lighting Type/ Length/ Intensity | Threshold lighting Colour/Wing bars | VASIS/ MEHT/ PAPI/ PAPI Dist from THR | TDZ, lighting Length | Runway Centre Line lighting Length/ Spacing/ Colour/ Intensity | Runway edge lighting Length/ Spacing/ Colour/ Intensity | Runway end lighting Colour/ Wing bars | Stopway lighting Length/ Colour | Remarks |
|---|---|---|---|---|---|---|---|---|---|
| 1 | 2 | 3 | 4 | 5 | 6 | 7 | 8 | 9 | 10 |
| 08 | | Green Light intensity low | | | | Light intensity low | Red Light intensity low | | |
| 26 | | Green Light intensity low | APAPI Left/3.5° 27 FT | | | Light intensity low | Red Light intensity low | | |

## EGBS AD 2.15 OTHER LIGHTING, SECONDARY POWER SUPPLY

| | | |
|---|---|---|
| 1 | ABN/IBN location, characteristics and hours of operation | ABN: 521436.97N 0025251.70W<br>Flashing White. |
| 2 | LDI location and lighting<br>Anemometer location and lighting | Anemometer: 521434.66N 0025308.80W, 521429.64N 0025237.19W |
| 3 | TWY edge and centre line lighting | |
| 4 | Secondary power supply/switch-over time | |
| 5 | Remarks | |

## EGBS AD 2.16 HELICOPTER LANDING AREA

**INTENTIONALLY BLANK**

## EGBS AD 2.17 AIR TRAFFIC SERVICES AIRSPACE

| Designation and lateral limits | Vertical Limits | Airspace Class | ATS unit callsign/ language | Transition Altitude | Hours of applicability | Remarks |
|---|---|---|---|---|---|---|
| 1 | 2 | 3 | 4 | 5 | 6 | 7 |
| SHOBDON ATZ<br>A circle, 2 NM radius, centred at 521430N 0025252W on longest notified runway (08/ 26) | Upper limit: 2000 FT AGL<br>Lower limit: SFC | G | SHOBDON INFORMATION<br>English | | | |

## EGBS AD 2.18 AIR TRAFFIC SERVICES COMMUNICATION FACILITIES

| Service Designation | Callsign | Channel/ Frequency(MHz) | SATVOICE number(s) | Logon Address | Hours of Operation | Remarks |
|---|---|---|---|---|---|---|
| 1 | 2 | 3 | 4 | 5 | 6 | 7 |
| AFIS | SHOBDON INFORMATION | 118.155<br>DOC 10 NM/3000 FT. | | | 0915-1700 (0815-1600). | ATZ coincident with AFIS hours.<br><br>AFIS may downgrade to Air Ground Communication Service at short notice. |
| OTHER | SHOBDON RADIO | 118.155<br>A/G Frequency. | | | Outside of published AD opening hours or Temporarily during opening hours. | |

# EGBS AD 2.19 RADIO NAVIGATION AND LANDING AIDS

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# EGBS AD 2.20 LOCAL AERODROME REGULATIONS

## 1 AIRPORT REGULATIONS

a) Non-radio aircraft only accepted by prior arrangement.
b) Runway 08 is not licensed for night use.
c) Each aircraft commander is responsible for the safety of their passengers and other crew members. To ensure the safety of passengers and crew members, the aircraft commander or other competent crew member is to supervise and escort passengers whilst airside.
d) All pilots and personnel, except for passengers and other persons that are being escorted, shall wear high visibility clothing whilst airside.

## 2 GROUND MOVEMENT

a) Pilots should exercise caution taxiing to and from the Fuel Bay. Aircraft taxiing to the Fuel Bay cross a Bridleway which is used by vehicular traffic, not under the control of the aerodrome operator.
b) On days when parachuting onto the airfield is notified by NOTAM, pilots must call for engine start.

## 3 CAT II/III OPERATIONS

Not applicable

## 4 WARNINGS

a) Visiting pilots are warned of intensive gliding on the north side of the aerodrome. Aircraft joining overhead should not descend below 1500 FT QFE dead side due gliding. Descend to circuit height when south of runway centre-line.
b) Pilots should use the access taxiway to Runway 08 with caution. Distance between taxiway centre-line and fence is 10 M.
c) Departure from the marked movement area can be hazardous.
d) During periods of heavy rain runway is liable to have patches of standing water.
e) Pilots landing at night should land as near as possible to the centre of the runway as the surface on the two outer sections (width 36 M) is rough in places. Runway edge lights are not located along the declared width of the runway.
f) A boundary fence on the western edge of the paved taxiway leading to Taxi-Holding Point Bravo, infringes the taxiway strip by 5 M. The fence is marked with high-visibility/reflective markings
g) Windshear may occur when the following conditions apply: Mountain wave accompanied by wind with a northern component.
h) Parachuting takes place onto the airfield on days notified by NOTAM. The NOTAM will specify the dimensions and heights of the drop-zone. Pilots should contact Shobdon Information or Radio on 118.155 for information about scheduled parachuting. Information also available by calling 01568-708369.
i) Periods, usually of up to 15 minutes duration, when parachuting is in progress will be broadcast by Shobdon Information or Radio. During such periods the airfield is closed to all other traffic.
j) Pilots should exercise caution when entering or vacating the asphalt runway via holding points A, B1 or C, as this requires crossing the unlicensed grass runway or its approach/climb-out.

## 5 HELICOPTER OPERATIONS

a) Holding point 'X' established north of Taxiway A dedicated for the use of helicopters outbound from Tiger Helicopters Limited.
b) Helicopter circuits operate parallel to and inside fixed wing circuits up to a maximum of 700 FT QFE.
c) Arrivals will normally approach to join downwind or base leg on the live side at 700 FT to remain below the fixed wing circuit at 1000 FT.
d) Arrivals from the north will normally approach to join base leg on the dead side or overhead in accordance with the noise abatement join procedure detailed in Warnings, paragraph 4(a). CAUTION – if Gliding Ops taking place, the circuit for which is on the north/dead side, helicopters joining base leg should give the glider circuit a wide berth.
e) Helicopters are required to comply with noise abatement procedures as detailed in AD 2.21.
f) Helicopters requiring AVGAS are required to alight on the grass as directed by ATS, with rotors clear of the roadway.
g) After departure or line up clearance issued, helicopters will cross the grass taxiway onto the grass runway or main runway to depart or report ready.
h) Helicopters taxiing are asked to operate their aircraft so as to minimise the effect of their downdraft on nearby aircraft parked on the grass.
i) Rotors running refuelling (Jet A1 only) available for approved helicopter types subject to staff availability.

## 6 USE OF RUNWAYS

a) Shobdon has three parallel runways. They are not available for simultaneous landings or departures.
b) The Glider Strip (North Grass runway) and Microlight Strip (South Grass runway) are unlicensed.

## 7 TRAINING

Not applicable

## EGBS AD 2.21 NOISE ABATEMENT PROCEDURES

a) Following take-off on Runway 26, the heading is maintained until Rowe Ditch (a line of hedges running north/south approximately 0.5 nm west of Runway 08 threshold); when a left turn through 90° is made and the southbound crosswind leg flown just to the west of Rowe Ditch. After climbing to 1000 ft QFE crosswind, the heading should be maintained until passing Pembridge on the left, after which a downwind turn can be commenced.
b) Operations for Runway 08 are the exact reciprocal of Runway 26 with the base leg flown with the Rowe Ditch line feature kept to the right of track.

## EGBS AD 2.22 FLIGHT PROCEDURES

### 1 CIRCUITS

a) Circuit directions:

   i. Powered aircraft circuit: Runway 26 - LH; Runway 08 – RH (south of airfield);
   ii. Gliding circuit (including glider tug): opposite direction to powered aircraft (north of airfield).

b) Circuit heights:

   i. Powered fixed-wing circuits at 1000 FT QFE to the south of the villages of Pembridge and Eardisland;
   ii. Microlight circuits at 500 FT QFE;
   iii. Helicopter circuits at 700 FT QFE inside the normal circuit pattern;
   iv. Gliding circuit (including glider tug) at variable heights as necessitated.

c) Radio failure procedure for a powered aircraft in VMC is for the circuit to be joined overhead not below 2000 FT QFE and to let down on the dead side, joining over the upwind end of the active runway, observing any light signals displayed.
d) Radio failure procedure for a glider in VMC is to join the normal glider circuit, keeping a good look-out for other traffic and land when safe on an available runway.

## EGBS AD 2.23 ADDITIONAL INFORMATION

Not applicable

## EGBS AD 2.24 CHARTS RELATED TO AN AERODROME

AERODROME CHART - ICAO
AD 2.EGBS-2-1

## EGBS AD 2.25 VISUAL SEGMENT SURFACE (VSS) PENETRATION

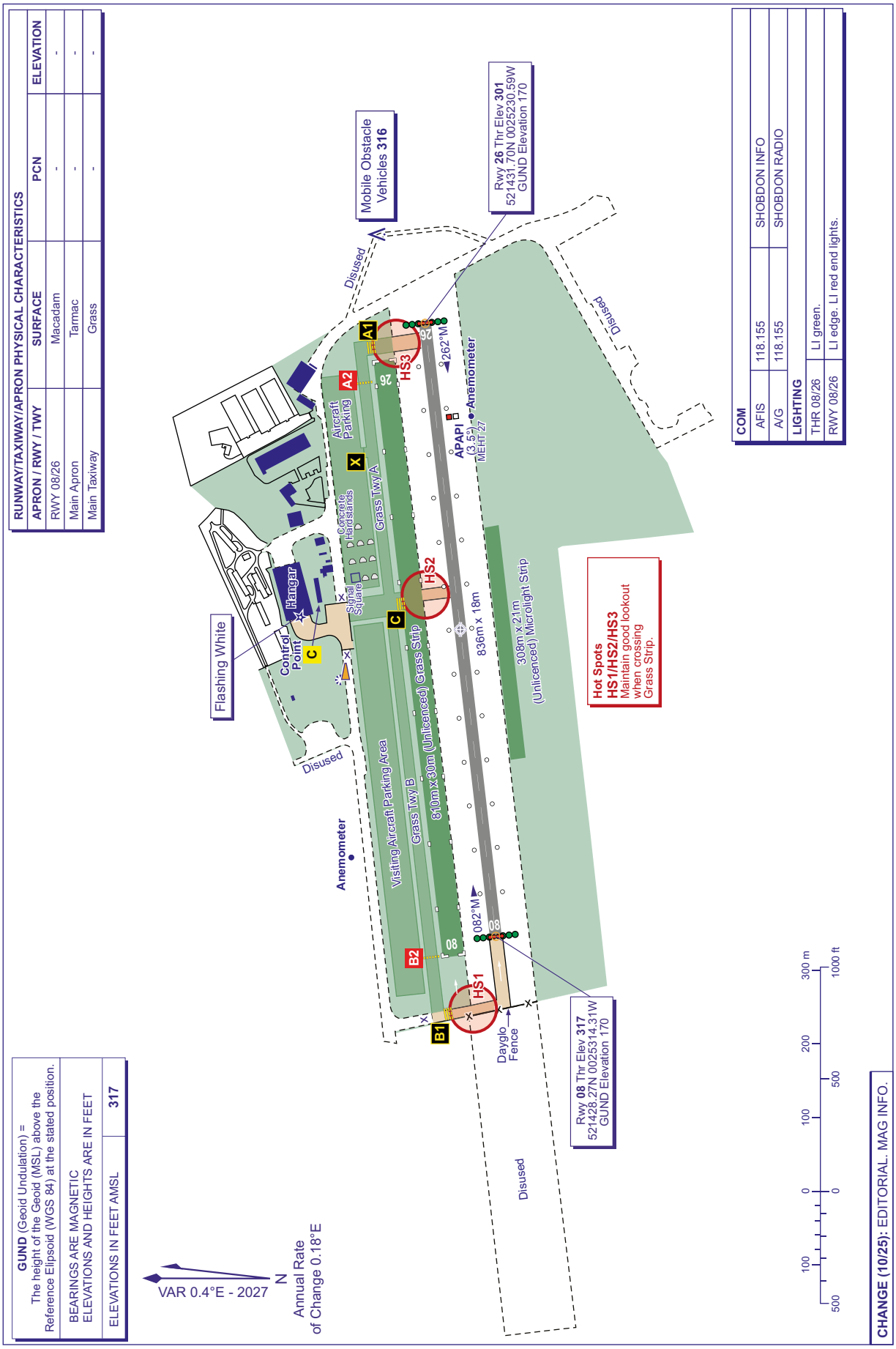
Not applicable

# SHOBDON EGBS

AERODROME CHART - ICAO

ARP 521430N 0025252W

AD ELEV 317FT



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# EGKA — SHOREHAM

## EGKA AD 2.1 AERODROME LOCATION INDICATOR AND NAME

EGKA — SHOREHAM

## EGKA AD 2.2 AERODROME GEOGRAPHICAL AND ADMINISTRATIVE DATA

| | | |
|---|---|---|
| 1 | ARP coordinates and site at AD | Lat: 505008N Long: 0001750W<br>Mid-point of Runway 02/20. |
| 2 | Direction and distance from city | 1 NM W of Shoreham-by-Sea. |
| 3 | Elevation / Reference temperature / Mean Low Temperature | 7 FT / 18 °C / - |
| 4 | Geoid undulation at AD ELEV PSN | 148 FT |
| 5 | Magnetic Variation / Annual Change | 0.53°E (2022) / 0.19°E |
| 6 | AD Administration<br>Address<br>Telephone<br>E-mail address<br><br>Web address | BRIGHTON CITY AIRPORT LTD.<br>Shoreham Airport, Shoreham-by-Sea, West Sussex, BN43 5FF.<br>01273-467377 (ATS)<br>reception@flybrighton.com<br>airtraffic@flybrighton.com<br>www.flybrighton.com |
| 7 | Type of Traffic permitted (IFR/VFR) | IFR/VFR |
| 8 | Remarks | |

## EGKA AD 2.3 OPERATIONAL HOURS

| | | |
|---|---|---|
| 1 | AD Administration | Mon-Fri 0800-2000 (0700-1900); Sat 0900-2000 (0800-1900); Sun 0900-1900 (0800-1800). |
| 2 | Customs and immigration | Available on request. Complete and submit GAR forms (available on web site) prior to departure. Do not send to ATC. Phone, Fax and e-mail details for submitting GAR forms available on web site. Immigration, 3 hours notice required. Special Branch 12 hours prior notice required. |
| 3 | Health and sanitation | |
| 4 | AIS Briefing Office | |
| 5 | ATS Reporting Office (ARO) | |
| 6 | MET Briefing Office | |
| 7 | ATS | As AD hours. See also AD 2.18. |
| 8 | Fuelling | Normally available 30 minutes after opening until 30 minutes prior to close. |
| 9 | Handling | Available by arrangement. |
| 10 | Security | At night and on request. |
| 11 | De-icing | As AD hours. |
| 12 | Remarks | All visiting aircraft PPR. IFR training (visitors and based) PPR. Micro-lights and all gliders PPR.<br>Visiting student pilots on qualifying cross-country flights strictly PPR. Flights (visitors and based) during notified periods of A/G strictly PPR.<br>Movements outside notified operational hours are prohibited except by pre-arranged extension. |

## EGKA AD 2.4 HANDLING SERVICES AND FACILITIES

| | | |
|---|---|---|
| 1 | Cargo handling facilities | |
| 2 | Fuel and oil types | AVTUR JET A-1, AVTUR JET FSII F34, AVGAS 100LL<br>100, 80, W80, W100, 15/50. |
| 3 | Fuelling facilities/capacity | AVTUR JET A1 50,000 LT, AVTUR JET FSII F34 18,000 LT, AVGAS 50,000 LT. |
| 4 | De-icing facilities | Through maintenance organisations. |
| 5 | Hangar space for visiting aircraft | Limited. |
| 6 | Repair facilities for visiting aircraft | By local maintenance organisations on the aerodrome. |
| 7 | Remarks | Oxygen and related servicing: Through maintenance organisation.<br>To arrange refuelling at specific times, contact 01273-467395.<br>Handling: Contact handling@flybrighton.com |

## EGKA AD 2.5 PASSENGER FACILITIES

| | | |
|---|---|---|
| 1 | Hotels | Hotels in vicinity. |
| 2 | Restaurants | Restaurant and bar. |
| 3 | Transportation | Taxis. Nearest railway station: Shoreham-by-Sea 2 NM. |
| 4 | Medical facilities | Limited first aid. |
| 5 | Bank and Post Office | |
| 6 | Tourist Office | |
| 7 | Remarks | |

## EGKA AD 2.6 RESCUE AND FIRE FIGHTING SERVICES

| | | |
|---|---|---|
| 1 | AD category for fire fighting services | RFF Category A2<br>RFF Category 3 accepted under remission. |
| 2 | Rescue equipment | |
| 3 | Capability for removal of disabled aircraft | MTWA 5080 KG. Contact 01273-467395. |
| 4 | Remarks | |

## EGKA AD 2.7 SEASONAL AVAILABILITY - CLEARING

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## EGKA AD 2.8 APRONS, TAXIWAYS AND CHECK LOCATIONS/POSITIONS DATA

| | | |
|---|---|---|
| 1 | Apron surface and strength | APRON<br>Surface: Concrete and asphalt |
| 2 | Taxiway width, surface and strength | Taxiway A: 11 M<br>Surface: Asphalt<br><br>Taxiway B: 7.5 M<br>Surface: Asphalt<br><br>Taxiway F: 10 M<br>Surface: Grass<br><br>Taxiway J: 10 M<br>Surface: Grass<br><br>Taxiway K: 7.5 M<br>Surface: Asphalt<br><br>Taxiway L: 10 M<br>Surface: Grass |
| 3 | Altimeter checkpoint location and elevation | Apron 6 FT |
| 4 | VOR checkpoints | |
| 5 | INS checkpoints | |
| 6 | Remarks | |

## EGKA AD 2.9 SURFACE MOVEMENT GUIDANCE AND CONTROL SYSTEM AND MARKINGS

| | | |
|---|---|---|
| 1 | Use of aircraft stand ID signs, TWY guide lines and visual docking/parking guidance system of aircraft stands | |
| 2 | Runway and taxiway markings and lighting | Runway marking aid(s):<br>02/20: Displaced threshold markings and designators on Runway 02/20. Centre marking Runway 02/20.<br>02G/20G: Threshold markings, designators, and white edge markings.<br>06/24: Displaced threshold markings and designators on Runways 06 and 24. |

| | | |
|---|---|---|
| | | 13/31: Displaced threshold markings and designators on Runway 31. Threshold markings and designators on Runway 13.<br><br>Taxiway marking aid(s):<br>Taxiway holding point markers. Grass taxiways Foxtrot, Juliet and Lima have white edge markings. Hard Taxiways have centre-line marking.<br><br>Taxiway light(s):<br>Blue edge lights and reflective markers except grass taxiways Foxtrot, Juliet and Lima. |
| 3 | Stop bars and runway guard lights (if any) | Runway Guard Lights at A1, B1 and K1. |
| 4 | Other runway protection measures | |
| 5 | Remarks | 3 LGTD WDI: 505017.26N 0001750.56W, 505012.81N 0001722.43W, 504956.16N 0001751.70W.<br>Runway 02/20 and associated taxiway widths meet minimum requirements.<br>Pilots should exercise caution when manoeuvring on hard surfaces. |

## EGKA AD 2.10 AERODROME OBSTACLES

| In Approach/Take-off areas | | | | | | |
|---|---|---|---|---|---|---|
| **Obstacle ID/ Designation** | **Obstacle Type** | **Obstacle Position** | **Elevation/Height** | | **Obstruction Lighting Type/ Colour** | **Remarks** |
| **1** | **2** | **3** | **4** | | **5** | **6** |
| (EGKA1049) 20/APPROACH | PYLON | 505217.70N 0001621.79W | 610 FT | | No | |
| (EGKA3061) 20/APPROACH 02/ TAKE-OFF | TRIG PILLAR | 505127.45N 0001648.26W | 346 FT | | No | |
| (EGKA3036) 20/APPROACH | TREE | 505118.32N 0001649.32W | 336 FT | | No | |
| (EGKA5847) 20/APPROACH 02/ TAKE-OFF | TREE | 505031.70N 0001737.71W | 50 FT | | No | |
| (EGKA5808) 20/APPROACH | TREE | 505029.30N 0001742.01W | 55 FT | | No | |
| (EGKA5817) 20/APPROACH 02/ TAKE-OFF | TREE | 505029.15N 0001740.54W | 45 FT | | No | |
| (EGKA2321) 20/APPROACH 02/ TAKE-OFF | MOBILE OBST | 505028.28N 0001739.55W | 28 FT | | No | |
| (EGKA4425) 02/APPROACH | RAILWAY 4 0M | 504952.26N 0001755.64W | 25 FT | | No | |
| (EGKA4435) 20/TAKE-OFF | RAILWAY 4 0M | 504951.47N 0001800.27W | 24 FT | | No | |
| (EGKA5650) 02/APPROACH | TREE | 504949.68N 0001806.60W | 48 FT | | No | |

| In circling area and at aerodrome | | | | | | |
|---|---|---|---|---|---|---|
| **Obstacle ID/ Designation** | **Obstacle Type** | **Obstacle Position** | **Elevation/Height** | | **Obstruction Lighting Type/ Colour** | **Remarks** |
| **1** | **2** | **3** | **4** | | **5** | **6** |
| (EGKA4336) | SPOTHEIGHT | 505319.41N 0002151.25W | 689 FT | | No | |
| (EGKA4320) | MAST | 505302.28N 0001536.00W | 854 FT | | Yes | |
| (EGKA3044) | PYLON | 505216.79N 0001528.14W | 560 FT | | No | |
| (EGKA1050) | CHIMNEY | 505153.15N 0001739.83W | 310 FT | | No | |
| (EGKA1005) | ROOF | 505048.04N 0001810.09W | 253 FT | | No | |
| (EGKA1001) | TREE | 505046.56N 0001929.29W | 418 FT | | No | |
| (EGKA1043) | SPIRE | 505026.91N 0001708.15W | 82 FT | | No | |

| In circling area and at aerodrome | | | | | | |
|---|---|---|---|---|---|---|
| **Obstacle ID/ Designation** | **Obstacle Type** | **Obstacle Position** | **Elevation/Height** | | **Obstruction Lighting Type/ Colour** | **Remarks** |
| **1** | **2** | **3** | **4** | | **5** | **6** |
| (EGKA2425) | NDB | 505007.84N 0001743.39W | 55 FT | | Yes | |
| KA10/2024 | CRANE | 504959.41N 0001605.30W | 296 FT | 292 FT | Yes | Until July 2025. |
| | CRANE | 504957N 0001601W | 281 FT | 263 FT | Yes | Shoreham Harbour. |
| KA01/2024 | CRANE | 504956.79N 0001600.67W | 266 FT | 263 FT | Yes | Shoreham Harbour. End estimated June 2025. |
| (EGKA3149) | MAST | 504956.26N 0001457.00W | 289 FT | | Yes | |
| (KA09/2023) | CRANE | 504954N 0001514W | 134 FT | 121 FT | Yes | |
| (KA11/2023) | CRANE | 504953N 0001509W | 153 FT | 140 FT | Yes | |
| (KA12/2023) | CRANE | 504952N 0001505W | 134 FT | 121 FT | Yes | |
| (EGKA3146) | CHIMNEY | 504947.80N 0001356.08W | 348 FT | | Yes | |
| | CRANE | 504944N 0001644W | 109 FT | 102 FT | Yes Red | |
| | CRANE | 504838N 0002209W | 303 FT | 299 FT | Yes | Marine Place, Worthing. |

## EGKA AD 2.11 METEOROLOGICAL INFORMATION PROVIDED

| | | |
|---|---|---|
| 1 | Associated MET Office | MET OFFICE HEATHROW |
| 2 | Hours of service<br>MET Office outside hour | H24 |
| 3 | Office responsible for TAF preparation<br>Periods of validity | MET OFFICE HEATHROW<br>9 hours |
| 4 | Trend forecast<br>Interval of issuance | |
| 5 | Briefing/consultation provided | Self-briefing via computer terminal/telephone. |
| 6 | Flight documentation<br>Language(s) used | Charts abbreviated plain language text. TAFs/METARs.<br>English |
| 7 | Charts and other information available for briefing or consultation | |
| 8 | Supplementary equipment available for providing information | Free wi-fi available in Terminal. |
| 9 | ATS units provided with information | SHOREHAM |
| 10 | Additional information (limitation of service, etc.) | 01273-467372 (ATIS) |

## EGKA AD 2.12 RUNWAY PHYSICAL CHARACTERISTICS

| **Designations RWY Number** | **True bearing** | **Dimensions of RWY** | **Surface of RWY/ SWY/ Strength** | **THR co-ordinates/ THR Geoid undulation** | **THR elevation/ Highest elevation of TDZ of precision APP RWY** | **Slope of RWY/ SWY** |
|---|---|---|---|---|---|---|
| **1** | **2** | **3** | **4** | **5** | **6** | **7** |
| 02 | 021.61° | 1032 x 18 M | RWY surface: Asphalt<br>PCN 14/F/B/X/U | 504957.90N<br>0001756.61W<br>147.7 FT | THR 6.7 FT | |
| 20 | 201.61° | 1032 x 18 M | RWY surface: Asphalt<br>PCN 14/F/B/X/U | 505020.68N<br>0001742.36W<br>147.7 FT | THR 7.2 FT | |
| 02G | 021.49° | 603 x 23 M | RWY surface: Grass | 505002.00N<br>0001751.15W<br>147.7 FT | THR 5.6 FT | |

| Designations RWY Number | True bearing | Dimensions of RWY | Surface of RWY/ SWY/ Strength | THR co-ordinates/ THR Geoid undulation | THR elevation/ Highest elevation of TDZ of precision APP RWY | Slope of RWY/ SWY |
|---|---|---|---|---|---|---|
| 1 | 2 | 3 | 4 | 5 | 6 | 7 |
| 20G | 201.49° | 603 x 23 M | RWY surface: Grass | 505020.14N 0001739.87W 147.9 FT | THR 6.4 FT | |
| 06 | 063.35° | 799 x 25 M | RWY surface: Grass | 505000.65N 0001751.61W 147.7 FT | THR 5.5 FT | |
| 24 | 243.36° | 799 x 25 M | RWY surface: Grass | 505009.34N 0001724.26W 147.7 FT | THR 6.3 FT | |
| 13 | 124.82° | 536 x 18 M | RWY surface: Grass | 505018.02N 0001740.28W 147.7 FT | THR 6.4 FT | |
| 31 | 304.82° | 536 x 18 M | RWY surface: Grass | 505010.44N 0001723.07W 147.7 FT | THR 6.2 FT | |

| SWY Dimensions | Clearway Dimensions | Strip Dimensions | RESA Dimensions, Overshoot / Undershoot | Location/ description of arresting system | OFZ | Remarks |
|---|---|---|---|---|---|---|
| 8 | 9 | 10 | 11 | 12 | 13 | 14 |
| | | | | | | RWY 02 |
| | | | | | | RWY 20 |
| | | | | | | THR 02G |
| | | | | | | THR 20G |
| | | | | | | RWY 06 |
| | | | | | | RWY 24 |
| | | | | | | RWY 13 |
| | | | | | | RWY 31 |

## EGKA AD 2.13 DECLARED DISTANCES

| Runway designator | TORA | TODA | ASDA | LDA | Remarks |
|---|---|---|---|---|---|
| 1 | 2 | 3 | 4 | 5 | 6 |
| 02 | 1002 M | 1031 M | 1002 M | 838 M | |
| 02 | 872 M | 901 M | 872 M | | Take off from abeam holding point A1. |
| 20 | 908 M | 971 M | 908 M | 798 M | |
| 06 | 599 M | 599 M | 682 M | 682 M | |
| 24 | 799 M | 799 M | 799 M | 715 M | |
| 02G | 602 M | 602 M | 602 M | 602 M | |
| 20G | 602 M | 602 M | 602 M | 602 M | |
| 13 | 410 M | 410 M | 410 M | 410 M | |
| 31 | 536 M | 536 M | 536 M | 410 M | TORA, TODA, ASDA include 126 M pre-threshold runway. |

## EGKA AD 2.14 APPROACH AND RUNWAY LIGHTING

| RWY | Approach lighting Type/ Length/ Intensity | Threshold lighting Colour/Wing bars | VASIS/ MEHT/ PAPI/ PAPI Dist from THR | TDZ, lighting Length | Runway Centre Line lighting Length/ Spacing/ Colour/ Intensity | Runway edge lighting Length/ Spacing/ Colour/ Intensity | Runway end lighting Colour/ Wing bars | Stopway lighting Length/ Colour | Remarks |
|---|---|---|---|---|---|---|---|---|---|
| 1 | 2 | 3 | 4 | 5 | 6 | 7 | 8 | 9 | 10 |
| 02 | | Green | PAPI Left/3.5° 16 FT 90 M | | | Omni-directional Light intensity low | Red | Red | |
| 20 | | Green | PAPI Right/ 4.5° 21 FT 90 M | | | Omni-directional Light intensity low | Red | | |

## EGKA AD 2.15 OTHER LIGHTING, SECONDARY POWER SUPPLY

| | | |
|---|---|---|
| 1 | ABN/IBN location, characteristics and hours of operation | ABN: 505009.69N 0001736.44W<br>Flashing Green 'SH'. |
| 2 | LDI location and lighting<br>Anemometer location and lighting | Anemometer: 505009.97N 0001736.58W |
| 3 | TWY edge and centre line lighting | EDGE: Blue edge lights. |
| 4 | Secondary power supply/switch-over time | Standby power. Automatic cut in, 10 seconds. Preset to 30% setting. Taxiway K lighting not available. |
| 5 | Remarks | Apron floodlights. Obstacle lighting. |

## EGKA AD 2.16 HELICOPTER LANDING AREA

| | | |
|---|---|---|
| 1 | Coordinates TLOF or THR of FATO, geoid undulation | TLOF H2: 505002.20N 0001732.99W<br>TLOF H3: 505001.96N 0001734.49W |
| 2 | TLOF and/or FATO elevation | TLOF H2: 6.2 FT<br>TLOF H3: 6.2 FT |
| 3 | TLOF and FATO area dimensions, surface, strength, marking, lighting | |
| 4 | True BRG of FATO | |
| 5 | Declared distance available | |
| 6 | APP and FATO lighting | TLOF H2<br>Lighting: Entry / Blue<br>Entry to helipad H2 from Taxiway Alpha marked with blue lights.<br>TLOF H3<br>Lighting: Entry / Blue<br>Entry to helipad H3 from Taxiway Alpha marked with blue lights. |
| 7 | RMK | |

## EGKA AD 2.17 AIR TRAFFIC SERVICES AIRSPACE

| Designation and lateral limits | Vertical Limits | Airspace Class | ATS unit callsign/ language | Transition Altitude | Hours of applicability | Remarks |
|---|---|---|---|---|---|---|
| 1 | 2 | 3 | 4 | 5 | 6 | 7 |
| SHOREHAM ATZ<br>A circle, 2 NM radius, centred at 505008N 0001750W on longest notified runway (02/ 20) | Upper limit: 2000 FT AGL<br>Lower limit: SFC | G | SHOREHAM APPROACH<br>English<br>SHOREHAM RADIO<br>English<br>SHOREHAM TOWER<br>English | 6000 FT | | |

## EGKA AD 2.18 AIR TRAFFIC SERVICES COMMUNICATION FACILITIES

| Service Designation | Callsign | Channel/ Frequency(MHz) | SATVOICE number(s) | Logon Address | Hours of Operation | Remarks |
|---|---|---|---|---|---|---|
| 1 | 2 | 3 | 4 | 5 | 6 | 7 |
| APP | SHOREHAM APPROACH | 123.155<br>DOC 25 NM/ 10,000 FT. | | | See AD 2.22 Section 3. | VDF<br>505009.73N 0001736.59W<br>On AD.<br><br>ATZ hours coincident with Approach/Tower/A/G hours. Approach Service subject to staff availability. |
| TWR | SHOREHAM TOWER | 123.155 | | | See AD 2.22 Section 3. | VDF<br>505009.73N 0001736.59W<br>On AD. |
| | | 125.405<br>DOC 10 NM/4000 FT. | | | As directed by ATC. | |
| ATIS | SHOREHAM INFORMATION | 130.980<br>DOC 25 NM/ 10,000 FT. | | | Mon-Sat 1000-2000 (0900-1900). | |
| OTHER | SHOREHAM RADIO | 123.155<br>A/G frequency<br>DOC 10 NM/3000 FT. | | | Mon-Fri 0800-1000 (0700-0900); Sat 0900-1000 (0800-0900); Sun 0900-1900 (0800-1800). | VDF<br>505009.73N 0001736.59W<br>On AD. |

## EGKA AD 2.19 RADIO NAVIGATION AND LANDING AIDS

| Type of Aid CAT of ILS/MLS MAG Var/VOR Declination | Ident | Frequency | Hours of Operation | Position of transmitting antenna coordinates | Elevation of DME transmitting antenna | Remarks |
|---|---|---|---|---|---|---|
| 1 | 2 | 3 | 4 | 5 | 6 | 7 |
| DME | SRH | 36Y<br>109.950 MHz | 0800-2000 (0700-1900). | 505009.98N 0001736.54W | 44 FT | On AD.<br>DOC 10 NM/5500 FT.<br>Any ILS indications should be ignored.<br>Normally radiates H24.<br>Zero range indicated at THR of Runway 20.<br>0.1 NM indicated at THR of Runway 02.<br>DME range errors in excess of 0.03 NM may be experienced between R293 clockwise to R302. |
| NDB (L)<br>1.32°E (2027) | SHM | 332.000 kHz | 0800-2000 (0700-1900). | 505007.84N 0001743.39W | | On AD.<br>Range 10 NM.<br>Normally radiates H24 |

# EGKA AD 2.20 LOCAL AERODROME REGULATIONS

## 1 AIRPORT REGULATIONS

a) Use of this airport by non-radio aircraft is subject to prior permission.
b) Standard light signals should be followed.
c) High visibility clothing is mandatory airside. Groups of two or more people can be escorted by one wearer of high-visibility clothing (tabard/ jacket) if kept together.
d) Local council by-laws prohibit dogs airside. Dogs are expected to be in a suitable dog carrier or on a lead, under full control of the handler/ owner.
e) While airside, each aircraft commander is responsible for the safety of their passengers and other crew members.
f) The parking rows numbered 70-72 and helipads H4-H6 must only be accessed by persons attending the aircraft for flight purposes. No visitors or sightseers are permitted.
g) When taxiing on the grass, keep to cut grass taxiways. The longer (uncut) grass areas are not inspected and are unfit for manoeuvring of any type.
h) Maintenance is prohibited in all parking areas and main concrete apron without the express permission of aerodrome management.
i) Out of hours movements (fixed wing and rotary) are strictly prohibited without an agreed extension to services.
j) Unless in receipt of authorised handling, all visiting aircraft should report to the Airport RFFS office C.
k) The carriage of dangerous goods into or out of EGKA, as specified by the Air Navigation (Dangerous Goods) Regulations 2002, is strictly prohibited.
l) Use of this aerodrome is subject to the published schedule of fees, charges, terms and conditions. Copies are available from Airport Administration and on the Airport Website www.flybrighton.com.
m) Aircraft engines shall not be run outside of notified operating hours without prior management approval via ATS or Fire Crew. An outside operational hours charge may be applied.

## 2 GROUND MOVEMENT

Not applicable

## 3 CAT II/III OPERATIONS

Not applicable

## 4 WARNINGS

a) Aircraft approaching Runway 02 are reminded of displaced threshold and should NOT attempt to touch down on the numbers or the threshold line. Pilots to follow PAPIs (MEHT 16 FT) in order to safely overfly trains and railway line embankment on very short final.
b) Caution soft ground either side of Taxiway Kilo. Enter and exit on marked points only.
c) Caution should be used when taxiing on Taxiway A to ensure adequate wing-tip separation from aircraft holding at Hold C1.
d) Caution, model aircraft fly adjacent to Runway 20 approach on the hills at approximately 1 NM from the threshold up to 450 FT AMSL.
e) Caution, kite flying along the coast and on other areas within the ATZ up to 100 FT AGL.
f) Caution, turbulence may be encountered on final approach Runway 24 over the river, especially when the tide is out.
g) Runway 06/24 is not even and level along its length.
h) HT Cables to the North East of aerodrome, running north east-south west 585 FT AMSL at 2 NM. Terrain to the North of the Aerodrome rising to 783 FT AMSL at 4 NM.
i) Caution, reduced wing tip clearance between taxiing and parked aircraft on main concrete apron.
j) Caution, flocks of birds can descend on the aerodrome quickly. Occasionally, pilots may face delays, if birds are difficult to disperse.
k) Grass cutting will take place on the aerodrome daily between March and October.
l) Restrictions to operations will be applied during LVPs. Only the hard runway and Taxiway Alpha will be in use.
m) Wind information passed by ATS is given as Degrees True. Pilots are to allow for current magnetic variation.
n) Pilots are to be aware that the Runway 06 climb-out/Runway 24 approach is over a built-up area. Pilots departing Runway 06 and wishing to make an early turn are to request this from ATC, as helicopters may be operating north side of Runway 06 or inbound from the southeast.
o) Caution, potential for building-induced turbulence on the final approach to Runway 20 and Runway 13 when surface winds are from a south-easterly direction.

## 5 HELICOPTER OPERATIONS

a) Helicopter circuits from HTA 'W' are frequently active below the fixed-wing 'dead-side' and 'live-side' circuit patterns subject to the runway(s) in use. The profile of the helicopter circuit is described below. The pilot in command of helicopters operating in the helicopter circuit may adopt passive RTF but must maintain a listening watch on the appropriate frequency:

   i. HTA 'W' - Runway 02 in use - Left hand circuit, remain west of 02/20 runway strip. Climb to the north-east to 600 FT QNH. On turning south on the downwind leg climb to 800 FT QNH to be level before crossing the A27. When passing over the football ground descend to 600 FT QNH and continue to the coast before turning left toward the aerodrome and make the approach to HTA ‘W’.
   ii. HTA 'W' - Runway 20 in use - Right hand circuit, remain west of 02/20 runway strip. Climb on a track parallel to the departure lane from the main runway, when crossing the railway line turn right 10 degrees. Continue to the coast and turn north-east for the downwind leg and continue climb to 800 FT QNH to be level by the football training ground. After crossing the A27, descend to 600 FT QNH to be level before turning east and upon reaching the River Adur turn south towards the aerodrome and make the approach to HTA ‘W’.

b) A sloping ground training area is situated adjacent to the northern windsock on the northwestern side of the aerodrome.
c) All helicopter arrivals and departures shall enter/depart the ATZ not above 600 FT QNH unless otherwise authorised and request specific clearance to cross any runway strip.
d) Helicopters should avoid overflying built up areas that are adjacent to the arrival/departure routes and should not fly along the river from the harbour entrance, but shall remain on the coast to the southeastern corner entry route of the aerodrome.
e) Confined helicopter training area (HTA 'Q') is situated NNW of HTA 'W'. Not to be used by solo/student pilots.

### 6 USE OF RUNWAYS

a) More than one runway may be in use at any one time.
b) Runway 02/20 will always be preferred subject to operational limitations. Aircraft departing Runway 20 should avoid overflying as much of the built up areas to the south and follow the published noise abatement procedures.
c) Circuit heights are 1100 FT AAL for all runways.
d) Variable circuit direction at discretion of ATC.
e) Unless otherwise instructed aircraft joining the circuit will overfly the aerodrome maintaining 2000 FT AAL, until instructed to descend to circuit height on the inactive (dead) side of the runway in use and join the circuit by crossing the upwind end. Pilots should note that there would frequently be helicopters operating both ‘liveside’ and ‘deadside’ in the ATZ up to 800 FT.
f) Aircraft joining direct to the crosswind leg should arrange their flight to track over the upwind end of the runway-in-use, ie in the same position as if approaching it from the ‘deadside’. Unless otherwise instructed, this should be at circuit height.
g) Departing aircraft shall not turn on course below 600 FT QNH unless approved by ATC.
h) All fixed wing aircraft should be aware of helicopters operating live side and dead side beneath the fixed wing circuit patterns.
i) Departing aircraft, and aircraft going around, should be aware of the possibility of aircraft on the crosswind leg at 1100 FT QFE.
j) PAPIs are to be used for Runway 02/20 asphalt only, not for grass 02/20.
k) The Runways 02/20 asphalt and 02/20 grass are operated as a single runway strip. No simultaneous parallel approaches or departures are permitted.
l) Grass runways are unavailable before 1000 (0900) Monday-Friday to facilitate grass cutting, between 01 March-31 October each year.

### 7 TRAINING

a) Circuit training (fixed-wing & rotary) is not permitted Sundays. It is permitted Mondays 1000-2000 (0900-1900) and Tuesday-Saturday 1000-1800 (0900-1700).
b) Runway 02/20 Grass and 13/31 are not available for touch and go's.
c) Only Runways 02 and 31 may be used for practice engine failure after take-off.
d) Instrument training is strictly PPR.
e) Qualifying cross country flights are strictly PPR.

## EGKA AD 2.21 NOISE ABATEMENT PROCEDURES

a) Noise abatement techniques should be practiced at all times, the area to the east and west being particularly sensitive.
b) Aircraft departing Runway 20 should make a 10 degree turn to the right on reaching the railway line. This track should be maintained until reaching the coast before turning left or right on course.
c) Runway 02/20 is the preferred runway for noise abatement purposes.
d) Ground engine runs should not be performed adjacent to buildings, re-fuelling areas or on the concrete apron. These will normally be performed on the B taxiway or C loop. All ground runs are logged by ATS for noise abatement purposes.
e) Prolonged helicopter hovering details should not be completed adjacent to buildings.
f) Prolonged helicopter operations on Runway 24 are to be avoided unless a strong easterly wind prevails.

## EGKA AD 2.22 FLIGHT PROCEDURES

### 1 RADIO COMMUNICATION FAILURE PROCEDURES

a) In the event of an aircraft experiencing a radio failure during daytime, an aircraft should join overhead the aerodrome, fit into the traffic pattern and overfly the runway in use at 500 FT before positioning for landing.

### 2 INSTRUMENT APPROACH PROCEDURES

a) Instrument Approach Procedures (IAP) for this aerodrome are established outside controlled airspace. See ENR 1.5.
b) The RNP IAP's should not be used if an approach service is not available.
c) Rules of the Air regulations, Section 6 apply when using RNP IAP's.
d) Use of the RNP IAP without an approach service may result in investigative action being taken by the ANSP.

### 3 ATS SERVICES

a) Approach service may not be available every day.
b) Each day is notified on the Airport website at www.flybrighton.com/atc-availability.

### 4 VISUAL REFERENCE POINTS (VRP)

a) Details of VRPs are available in the consolidated 'Visual Reference Points List' published on the 'Digital Dataset' page of the NATS AIS website, www.nats.aero/ais.

## EGKA AD 2.23 ADDITIONAL INFORMATION

Not applicable

## EGKA AD 2.24 CHARTS RELATED TO AN AERODROME

AERODROME CHART - ICAO
AD 2.EGKA-2-1
HELICOPTER ROUTES AND CIRCUIT PATTERNS
AD 2.EGKA-4-1
INSTRUMENT APPROACH CHART RNP RWY 02 (CAT A,B) - ICAO
AD 2.EGKA-8-1
INSTRUMENT APPROACH CHART RNP RWY 20 (CAT A,B) - ICAO
AD 2.EGKA-8-2
INSTRUMENT APPROACH PROCEDURE CODING TABLES - RNP RWY 02
AD 2.EGKA-8-3
INSTRUMENT APPROACH PROCEDURE CODING TABLES - RNP RWY 20
AD 2.EGKA-8-4

## EGKA AD 2.25 VISUAL SEGMENT SURFACE (VSS) PENETRATION

Not applicable

# AERODROME CHART - ICAO

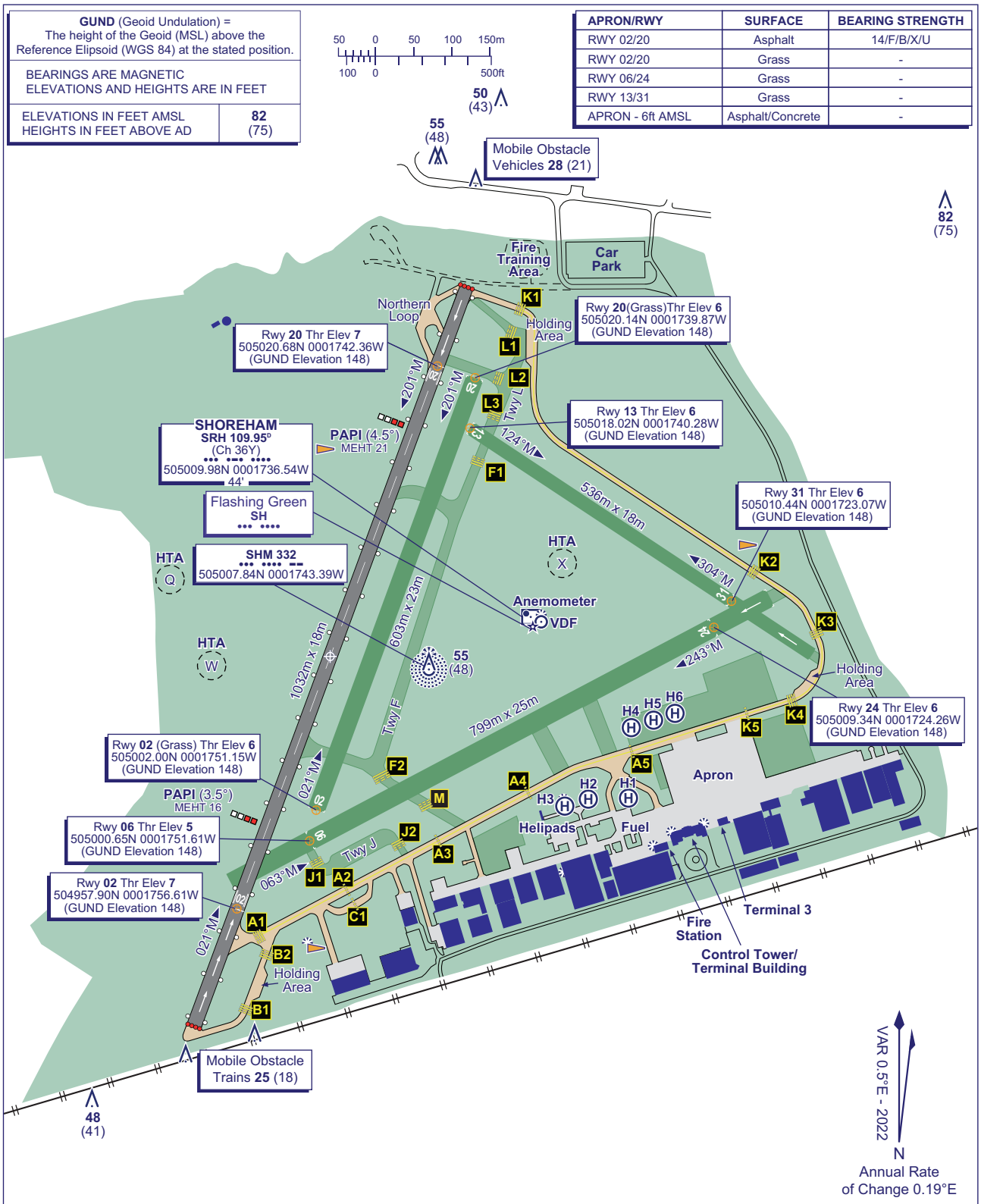
ARP 505008N 0001750W

AD ELEV 7FT

# SHOREHAM
## EGKA

| GUND (Geoid Undulation) = The height of the Geoid (MSL) above the Reference Elipsoid (WGS 84) at the stated position. | |
|---|---|
| BEARINGS ARE MAGNETIC<br>ELEVATIONS AND HEIGHTS ARE IN FEET | |
| ELEVATIONS IN FEET AMSL<br>HEIGHTS IN FEET ABOVE AD | 82<br>(75) |

| APRON/RWY | SURFACE | BEARING STRENGTH |
|---|---|---|
| RWY 02/20 | Asphalt | 14/F/B/X/U |
| RWY 02/20 | Grass | - |
| RWY 06/24 | Grass | - |
| RWY 13/31 | Grass | - |
| APRON - 6ft AMSL | Asphalt/Concrete | - |




| COM | | |
|---|---|---|
| ATIS | 130.980 | SHOREHAM INFO |
| TWR | 123.155, 125.405 | SHOREHAM TOWER |
| **LIGHTING** | | |
| THR 02/20 | Green. | |
| RWY 02/20 | LI omni-d. End lights red. | |
| TWY | Blue edge. RWY guard lights at A1, B1 & K1. | |

**CHANGE (2/24):** RWY LENGTHS. H7 REMOVED. EDITORIAL. OBSTACLES.

AERO INFO DATE 08 DEC 23

AD 2-EGKA-2-1

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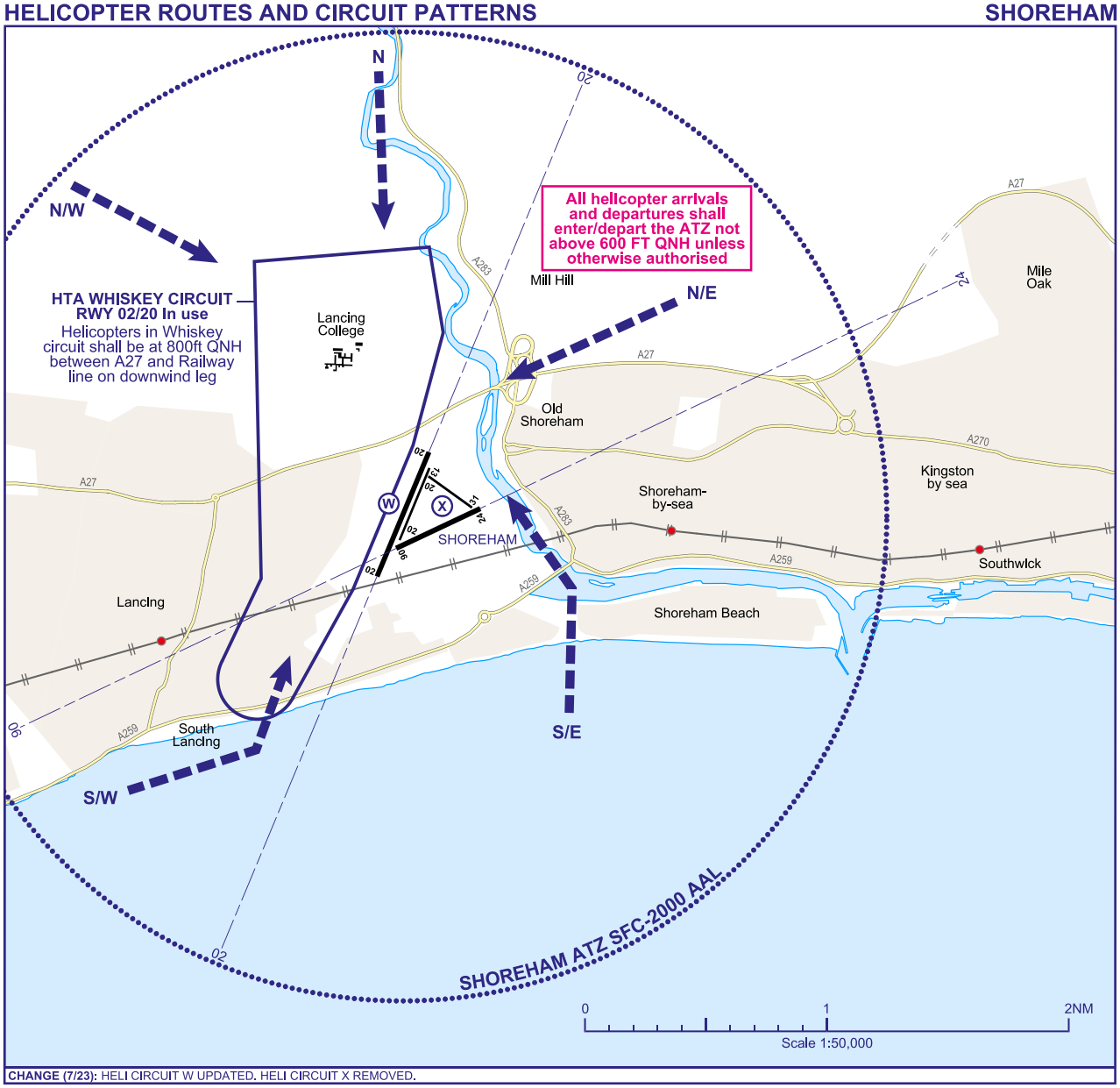
## HELICOPTER ROUTES AND CIRCUIT PATTERNS — SHOREHAM




**CHANGE (7/23):** HELI CIRCUIT W UPDATED. HELI CIRCUIT X REMOVED.

AERO INFO DATE 03 MAY 23

AD 2-EGKA-4-1

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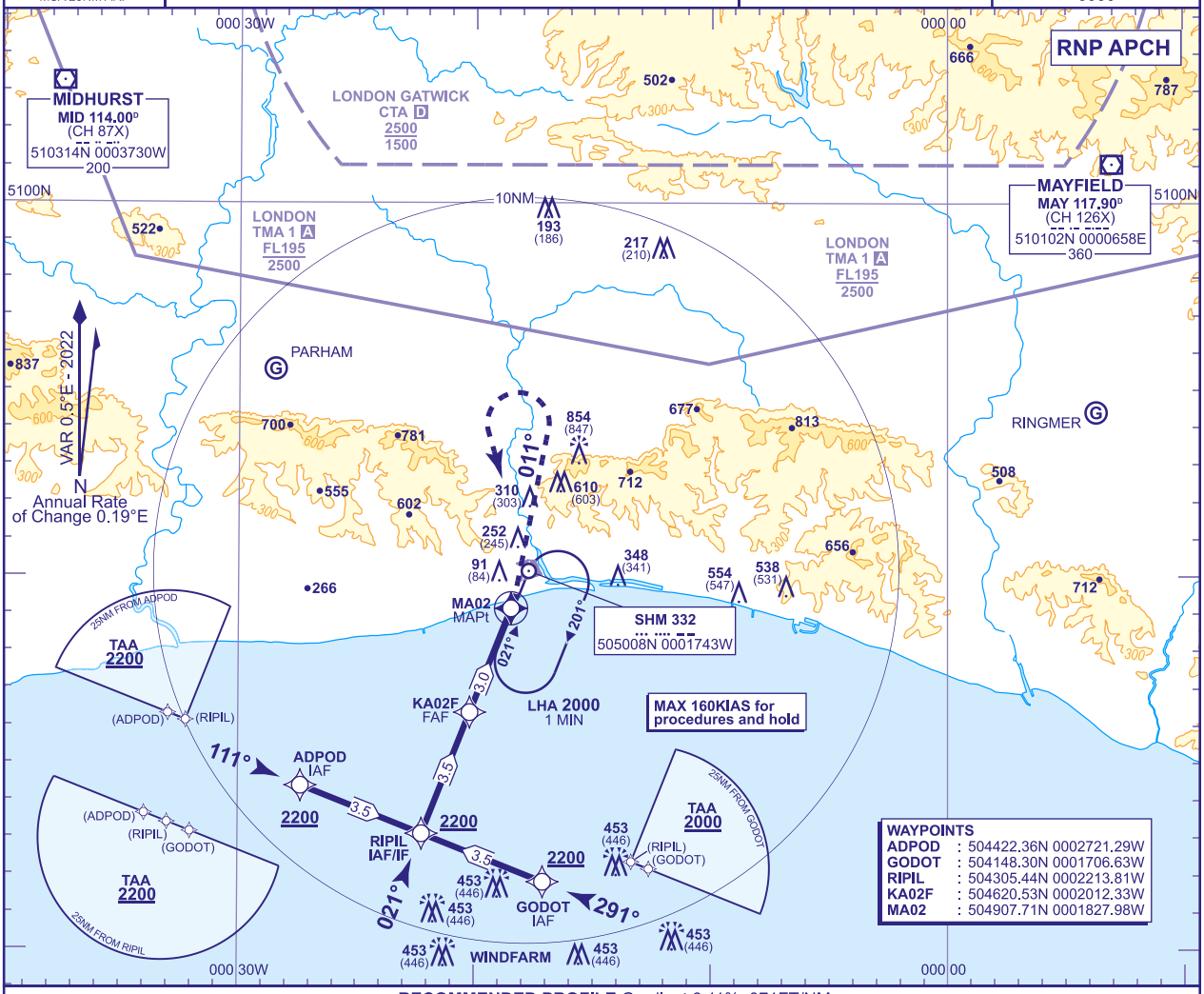
# INSTRUMENT APPROACH CHART - ICAO

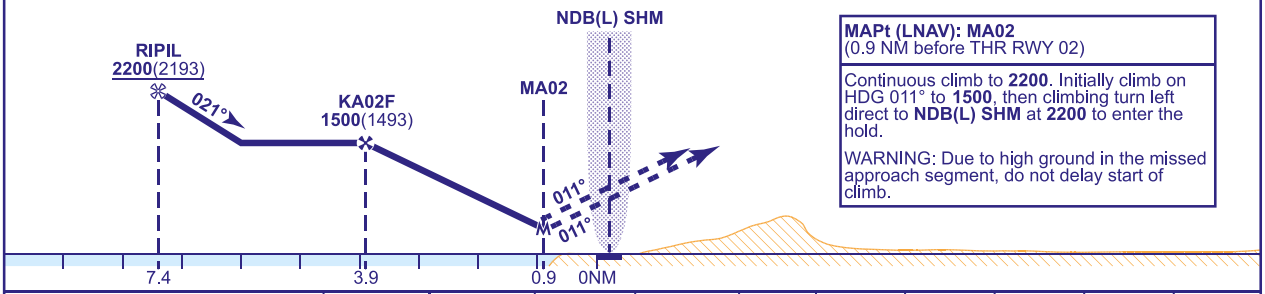
## SHOREHAM
## RNP
## RWY 02
(ACFT CAT A,B)

| | | | |
|---|---|---|---|
| 2200 MSA 25NM ARP | APP 123.155 | SHOREHAM APPROACH | AD ELEVATION 7 |
| | A/G 123.155 | SHOREHAM RADIO | THR ELEVATION 7 |
| | TWR 123.155, 125.405 | SHOREHAM TOWER | OBSTACLE ELEVATION 854 AMSL (847) (ABOVE THR) |
| | ATIS 130.980 | SHOREHAM INFORMATION | BEARINGS ARE MAGNETIC |
| | | | TRANSITION ALTITUDE 6000 |




**RECOMMENDED PROFILE** Gradient 6.11%, 371FT/NM

| NM to MA02 | 3 | 2 | 1 |
|---|---|---|---|
| ALT(HGT) | **1500**(1493) | **1130**(1123) | **760**(753) |




**MAPt (LNAV): MA02**
(0.9 NM before THR RWY 02)

Continuous climb to **2200**. Initially climb on HDG 011° to **1500**, then climbing turn left direct to **NDB(L) SHM** at **2200** to enter the hold.

WARNING: Due to high ground in the missed approach segment, do not delay start of climb.

| Aircraft Category | | | A | B |
|---|---|---|---|---|
| OCA (OCH) | LNAV | 2.5% Climb Grad | **480**(473) | **480**(473) |
| | | 5.5% Climb Grad | **430**(423) | **430**(423) |
| VM(C)OCA (OCH AAL) | Total Area | | **720**(713) | **960**(953) |
| | South of RWY 06/24 | | **630**(623) | **730**(723) |

| Rate of descent | G/S KT | 160 | 140 | 120 | 100 | 80 |
|---|---|---|---|---|---|---|
| | FT/MIN | 990 | 870 | 740 | 620 | 490 |

**NOTE** 1 Final approach descent gradient 6.11% matched to PAPI angle 3.5°.
2 Missed approach procedure uses **conventional navigation aids** and is not available without **NDB(L) SHM**.
3 Pilots are advised that this instrument approach procedure is established outside controlled airspace.

**CHANGE (13/24):** VM(C)OCA SOUTH OF RWY CAT A. CHART SPECIFICATION.

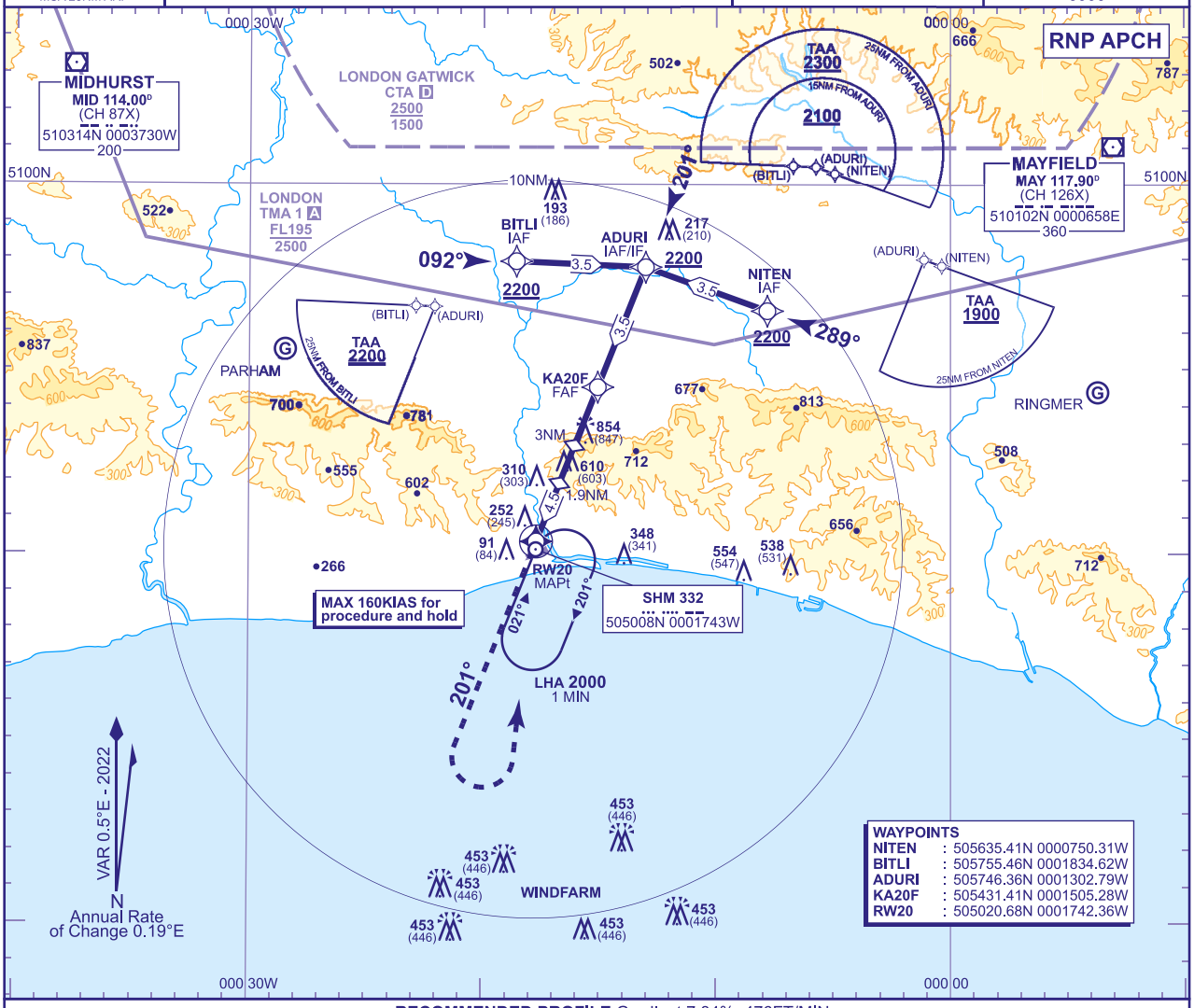
AERO INFO DATE 21 OCT 24
AD 2 EGKA-8-1

I

# INSTRUMENT APPROACH CHART - ICAO

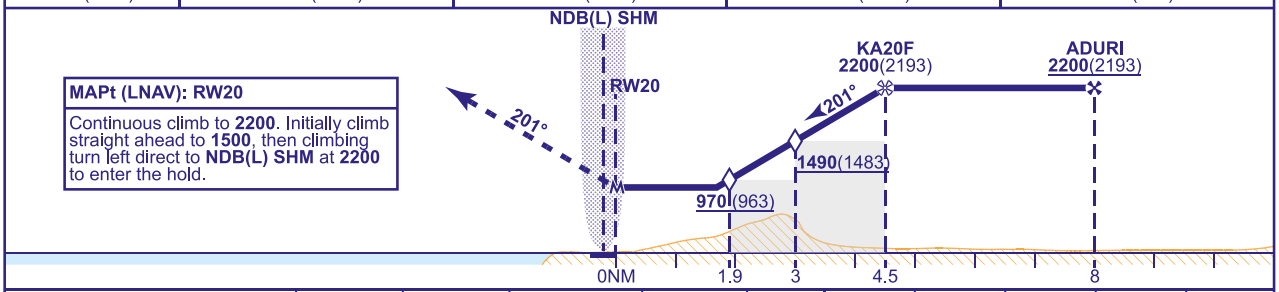
## SHOREHAM RNP RWY 20 (ACFT CAT A,B)

| | | | |
|---|---|---|---|
| 2200 MSA 25NM ARP | APP 123.155 | SHOREHAM APPROACH | AD ELEVATION 7 |
| | A/G 123.155 | SHOREHAM RADIO | THR ELEVATION 7 |
| | TWR 123.155, 125.405 | SHOREHAM TOWER | OBSTACLE ELEVATION 854 AMSL (847) (ABOVE THR) |
| | ATIS 130.980 | SHOREHAM INFORMATION | BEARINGS ARE MAGNETIC |
| | | | TRANSITION ALTITUDE 6000 |




**RECOMMENDED PROFILE** Gradient 7.84%, 476FT/MIN

| NM to RW20 | 4 | 3 (SDF) | 2 | 1.9 (SDF) |
|---|---|---|---|---|
| ALT(HGT) | 1970(1963) | 1490(1483) | 1010(1003) | 970(963) |




**MAPt (LNAV): RW20**

Continuous climb to **2200**. Initially climb straight ahead to **1500**, then climbing turn left direct to **NDB(L) SHM** at **2200** to enter the hold.

| Aircraft Category | | A | B |
|---|---|---|---|
| OCA (OCH) | LNAV | 760(753) | 760(753) |
| VM(C)OCA (OCH AAL) | Total Area | 760(753) | 960(953) |
| | South of RWY 06/24 | 760(753) | 760(753) |

| Rate of descent | | | | | | |
|---|---|---|---|---|---|---|
| | G/S KT | 160 | 140 | 120 | 100 | 80 |
| | FT/MIN | 1280 | 1120 | 960 | 800 | 640 |

**NOTE**
1 Steep Final Approach Descent Gradient 4.48° (7.84%), matched to PAPI angle of 4.5°
2 Missed approach procedures uses **conventional navigation aids** and is not available without **NDB(L) SHM**.
3 Direct entry to BITLI and NITEN, aircraft to remain clear of Gatwick CTA.
4 Direct entry to ADURI (IAF/IF) from the north, only available to aircraft in receipt of a CTR/CTA transit from Gatwick ATC.
5 Pilots are advised that this instrument approach procedure is established outside of controlled airspace.

**CHANGE (13/24):** CHART SPECIFICATION.

AERO INFO DATE 21 OCT 24
AD 2-EGKA-8-2

# Instrument Approach Procedure Coding Tables

**SHOREHAM RNP RWY 02 - Instrument Approach Procedure via ADPOD**

| Designator | Sequence Number | Path Term-inator | Waypoint Name | Fly-over | Course/ Track °M (°T) | Turn Direction | Level Constraint | Speed Constraint | Co-ordinates | Remarks and Distance to MAPt |
|---|---|---|---|---|---|---|---|---|---|---|
| R02L | 001 | IF | ADPOD | N | - | - | 2200 | -160 | 504422.36N 0002721.29W | IAF |
| R02L | 002 | TF | RIPIL | N | 111° (111.5°) | LEFT | 2200 | -160 | 504305.44N 0002213.81W | IF / 6.5NM |
| R02L | 003 | TF | KA02F | N | 021° (021.5°) | - | 1500 | - | 504620.53N 0002012.33W | FAF / 3NM |
| R02L | 004 | TF | MA02 | Y | 021° (021.6°) | - | - | - | 504907.71N 0001827.98W | MAPt |
| R02L | 005 | CA | - | N | 011° (011.1°) | - | 1500 | - | - | At 1500 revert to conventional navigation |

**SHOREHAM RNP RWY 02 - Instrument Approach Procedure via GODOT**

| Designator | Sequence Number | Path Term-inator | Waypoint Name | Fly-over | Course/ Track °M (°T) | Turn Direction | Level Constraint | Speed Constraint | Co-ordinates | Remarks and Distance to MAPt |
|---|---|---|---|---|---|---|---|---|---|---|
| R02R | 001 | IF | GODOT | N | - | - | 2200 | -160 | 504148.30N 0001706.63W | IAF |
| R02R | 002 | TF | RIPIL | N | 291° (291.6°) | RIGHT | 2200 | -160 | 504305.44N 0002213.81W | IF / 6.5NM |
| R02R | 003 | TF | KA02F | N | 021° (021.5°) | - | 1500 | - | 504620.53N 0002012.33W | FAF / 3NM |
| R02R | 004 | TF | MA02 | Y | 021° (021.6°) | - | - | - | 504907.71N 0001827.98W | MAPt |
| R02R | 005 | CA | - | N | 011° (011.1°) | - | 1500 | - | - | At 1500 revert to conventional navigation |

**SHOREHAM RNP RWY 02 - Instrument Approach Procedure via RIPIL**

| Designator | Sequence Number | Path Term-inator | Waypoint Name | Fly-over | Course/ Track °M (°T) | Turn Direction | Level Constraint | Speed Constraint | Co-ordinates | Remarks and Distance to MAPt |
|---|---|---|---|---|---|---|---|---|---|---|
| R02C | 001 | IF | RIPIL | N | - | - | 2200 | -160 | 504305.44N 0002213.81W | IAF / IF / 6.5NM |
| R02C | 002 | TF | KA02F | N | 021° (021.5°) | - | 1500 | - | 504620.53N 0002012.33W | FAF / 3NM |
| R02C | 003 | TF | MA02 | Y | 021° (021.6°) | - | - | - | 504907.71N 0001827.98W | MAPt |
| R02C | 004 | CA | - | N | 011° (011.1°) | - | 1500 | - | - | At 1500 revert to conventional navigation |

**CHANGE (13/24):** NEW SPECIFICATION.
AERO INFO DATE 16 OCT 24

# Instrument Approach Procedure Coding Tables

**SHOREHAM RNP RWY 20 - Instrument Approach Procedure via NITEN**

| Designator | Sequence Number | Path Term-inator | Waypoint Name | Fly-over | Course/ Track °M (°T) | Turn Direction | Level Constraint | Speed Constraint | Co-ordinates | Remarks and Distance to MAPt |
|---|---|---|---|---|---|---|---|---|---|---|
| R20L | 001 | IF | NITEN | N | - | - | 2200 | -160 | 505635.41N 0000750.31W | IAF |
| R20L | 002 | TF | ADURI | N | 289° (289.8°) | LEFT | 2200 | -160 | 505746.36N 0001302.79W | IF / 8NM |
| R20L | 003 | TF | KA20F | N | 201° (201.7°) | - | 2200 | - | 505431.41N 0001505.28W | FAF / 4.5NM |
| R20L | 004 | TF | RW20 | Y | 201° (201.6°) | - | - | - | 505020.68N 0001742.36W | MAPt |
| R20L | 005 | CA | - | N | 201° (201.6°) | - | 1500 | - | - | At 1500 revert to conventional navigation |

**SHOREHAM RNP RWY 20 - Instrument Approach Procedure via BITLI**

| Designator | Sequence Number | Path Term-inator | Waypoint Name | Fly-over | Course/ Track °M (°T) | Turn Direction | Level Constraint | Speed Constraint | Co-ordinates | Remarks and Distance to MAPt |
|---|---|---|---|---|---|---|---|---|---|---|
| R20R | 001 | IF | BITLI | N | - | - | 2200 | -160 | 505755.46N 0001834.62W | IAF |
| R20R | 002 | TF | ADURI | N | 092° (092.5°) | RIGHT | 2200 | -160 | 505746.36N 0001302.79W | IF / 8NM |
| R20R | 003 | TF | KA20F | N | 201° (201.7°) | - | 2200 | - | 505431.41N 0001505.28W | FAF / 4.5NM |
| R20R | 004 | TF | RW20 | Y | 201° (201.6°) | - | - | - | 505020.68N 0001742.36W | MAPt |
| R20R | 005 | CA | - | N | 201° (201.6°) | - | 1500 | - | - | At 1500 revert to conventional navigation |

**SHOREHAM RNP RWY 20 - Instrument Approach Procedure via ADURI**

| Designator | Sequence Number | Path Term-inator | Waypoint Name | Fly-over | Course/ Track °M (°T) | Turn Direction | Level Constraint | Speed Constraint | Co-ordinates | Remarks and Distance to MAPt |
|---|---|---|---|---|---|---|---|---|---|---|
| R20C | 001 | IF | ADURI | N | - | - | 2200 | -160 | 505746.36N 0001302.79W | IAF / IF / 8NM |
| R20C | 002 | TF | KA20F | N | 201° (201.7°) | - | 2200 | - | 505431.41N 0001505.28W | FAF / 4.5NM |
| R20C | 003 | TF | RW20 | Y | 201° (201.6°) | - | - | - | 505020.68N 0001742.36W | MAPt |
| R20C | 004 | CA | - | N | 201° (201.6°) | - | 1500 | - | - | At 1500 revert to conventional navigation |

**CHANGE (13/24):** NEW CHART SPECIFICATION.
AERO INFO DATE 16 OCT 24

# EGCV — SLEAP

## EGCV AD 2.1 AERODROME LOCATION INDICATOR AND NAME

EGCV — SLEAP

## EGCV AD 2.2 AERODROME GEOGRAPHICAL AND ADMINISTRATIVE DATA

| | | |
|---|---|---|
| 1 | ARP coordinates and site at AD | Lat: 525002N Long: 0024618W<br>Mid point of Runway 05/23 |
| 2 | Direction and distance from city | 10 NM N of Shrewsbury. |
| 3 | Elevation / Reference temperature / Mean Low Temperature | 275 FT / 18 °C / - |
| 4 | Geoid undulation at AD ELEV PSN | 170 FT |
| 5 | Magnetic Variation / Annual Change | 0.33°E (2027) / 0.18°E |
| 6 | AD Administration<br>Address<br>Telephone<br>E-mail address<br>Web address | SHROPSHIRE AERO CLUB LTD<br>Sleap Aerodrome, Harmer Hill, Shrewsbury, Shropshire, SY4 3HE<br>01939-232882 (Airfield Operations Office)<br>info@shropshireaeroclub.co.uk<br>www.shropshireaeroclub.com |
| 7 | Type of Traffic permitted (IFR/VFR) | VFR |
| 8 | Remarks | Aerodrome is available to aircraft needing use of a licensed airfield. PPR by phone or online.<br><br>Ext 1 - PPR<br>Ext 3 - Aerodrome Ops<br>Ext 6 - Rotors Running Refuel |

## EGCV AD 2.3 OPERATIONAL HOURS

| | | |
|---|---|---|
| 1 | AD Administration | 0830-1630 (0830-1800). Out of hours ops available. |
| 2 | Customs and immigration | General Aviation Report (GAR) form submission to National Co-ordination Unit (NCU) is required in advance to notify HMRC Border Force and Police.<br><br>https://www.submit-general-aviation-report.service.gov.uk |
| 3 | Health and sanitation | |
| 4 | AIS Briefing Office | Self-briefing facility in flight office. |
| 5 | ATS Reporting Office (ARO) | |
| 6 | MET Briefing Office | Self-briefing facility in flight office. |
| 7 | ATS | As AD hours. See also AD 2.18. |
| 8 | Fuelling | H24<br>Self-service. |
| 9 | Handling | |
| 10 | Security | |
| 11 | De-icing | |
| 12 | Remarks | |

## EGCV AD 2.4 HANDLING SERVICES AND FACILITIES

| | | |
|---|---|---|
| 1 | Cargo handling facilities | |
| 2 | Fuel and oil types | AVTUR JET A-1, AVGAS 100LL, F-34<br>W15W50, W80, W100, S80, S100, Sport Plus 4. |
| 3 | Fuelling facilities/capacity | JET-A1 and F34 rotors running refuels available 24hrs. Contact 01939-232882, Ext 6 or www.shropshireaeroclub.com/heli. |
| 4 | De-icing facilities | |
| 5 | Hangar space for visiting aircraft | Available. |
| 6 | Repair facilities for visiting aircraft | On airfield M3 licenced engineering facility, Shropshire Light Aviation, Tel: 01939-290861. |
| 7 | Remarks | |

## EGCV AD 2.5 PASSENGER FACILITIES

| | | |
|---|---|---|
| 1 | Hotels | Premier Inn at Harmer Hill 4 miles from airfield. |
| 2 | Restaurants | Bistro cafe on airfield. |
| 3 | Transportation | Taxi service available. |
| 4 | Medical facilities | Basic first aid trained Initial Emergency Response personnel and defibrillator on site. |
| 5 | Bank and Post Office | |
| 6 | Tourist Office | |
| 7 | Remarks | |

## EGCV AD 2.6 RESCUE AND FIRE FIGHTING SERVICES

| | | |
|---|---|---|
| 1 | AD category for fire fighting services | RFF category special Wednesday to Sunday as per ops hours. |
| 2 | Rescue equipment | |
| 3 | Capability for removal of disabled aircraft | On site company resources. |
| 4 | Remarks | |

## EGCV AD 2.7 SEASONAL AVAILABILITY - CLEARING

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## EGCV AD 2.8 APRONS, TAXIWAYS AND CHECK LOCATIONS/POSITIONS DATA

| | | |
|---|---|---|
| 1 | Apron surface and strength | HELI EAST<br>Surface: Concrete<br><br>MAIN APRON<br>Surface: Grass |
| 2 | Taxiway width, surface and strength | |
| 3 | Altimeter checkpoint location and elevation | |
| 4 | VOR checkpoints | |
| 5 | INS checkpoints | |
| 6 | Remarks | The MAIN APRON is grass but remains well-drained.<br><br>HELI EAST consists of three 45 M x 45 M helipads on the eastern side of the disused runway, each marked by a white 'H'. It is designated for training, parking, and rotors running refuels. The MAIN APRON may also be utilised for small helicopter parking. |

## EGCV AD 2.9 SURFACE MOVEMENT GUIDANCE AND CONTROL SYSTEM AND MARKINGS

| | | |
|---|---|---|
| 1 | Use of aircraft stand ID signs, TWY guide lines and visual docking/parking guidance system of aircraft stands | |
| 2 | Runway and taxiway markings and lighting | |
| 3 | Stop bars and runway guard lights (if any) | |
| 4 | Other runway protection measures | |
| 5 | Remarks | WDI: 525002.92N 0024602.04W, 525006.38N 0024624.95W. |

## EGCV AD 2.10 AERODROME OBSTACLES

| In Approach/Take-off areas | | | | | |
|---|---|---|---|---|---|
| **Obstacle ID/ Designation** | **Obstacle Type** | **Obstacle Position** | **Elevation/Height** | **Obstruction Lighting Type/ Colour** | **Remarks** |
| **1** | **2** | **3** | **4** | **5** | **6** |
| INTENTIONALLY BLANK | | | | | |

| In circling area and at aerodrome | | | | | | |
|---|---|---|---|---|---|---|
| **Obstacle ID/ Designation** | **Obstacle Type** | **Obstacle Position** | **Elevation/Height** | | **Obstruction Lighting Type/ Colour** | **Remarks** |
| **1** | **2** | **3** | **4** | | **5** | **6** |
| (EGCV1851) | WINDTURBINE | 524957.22N 0024600.72W | 341 FT | | No | |

## EGCV AD 2.11 METEOROLOGICAL INFORMATION PROVIDED

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## EGCV AD 2.12 RUNWAY PHYSICAL CHARACTERISTICS

| Designations RWY Number | True bearing | Dimensions of RWY | Surface of RWY/ SWY/ Strength | THR co-ordinates/ THR Geoid undulation | THR elevation/ Highest elevation of TDZ of precision APP RWY | Slope of RWY/ SWY |
|---|---|---|---|---|---|---|
| **1** | **2** | **3** | **4** | **5** | **6** | **7** |
| 05 | 045.18° | 798 x 31 M | RWY surface: Asphalt | 524953.58N 0024632.43W | THR 271.4 FT | |
| 23 | 225.18° | 798 x 31 M | RWY surface: Asphalt | 525011.78N 0024602.20W | THR 274.7 FT | |
| 18 | 178.61° | 770 x 18 M | RWY surface: Asphalt | 525011.31N 0024613.26W | THR 273.3 FT | |
| 36 | 358.61° | 770 x 18 M | RWY surface: Asphalt | 524946.39N 0024612.26W | THR 270.9 FT | |

| SWY Dimensions | Clearway Dimensions | Strip Dimensions | RESA Dimensions, Overshoot / Undershoot | Location/ description of arresting system | OFZ | Remarks |
|---|---|---|---|---|---|---|
| **8** | **9** | **10** | **11** | **12** | **13** | **14** |
| | | | | | | RWY 05 |
| | | | | | | RWY 23 |
| | | | | | | RWY 18 |
| | | | | | | RWY 36 |

## EGCV AD 2.13 DECLARED DISTANCES

| Runway designator | TORA | TODA | ASDA | LDA | Remarks |
|---|---|---|---|---|---|
| **1** | **2** | **3** | **4** | **5** | **6** |
| 05 | 798 M | 798 M | 798 M | 798 M | |
| 23 | 798 M | 798 M | 798 M | 798 M | |
| 18 | 770 M | 770 M | 770 M | 770 M | |
| 36 | 770 M | 770 M | 770 M | 770 M | |

## EGCV AD 2.14 APPROACH AND RUNWAY LIGHTING

| RWY | Approach lighting Type/ Length/ Intensity | Threshold lighting Colour/Wing bars | VASIS/ MEHT/ PAPI/ PAPI Dist from THR | TDZ, lighting Length | Runway Centre Line lighting Length/ Spacing/ Colour/ Intensity | Runway edge lighting Length/ Spacing/ Colour/ Intensity | Runway end lighting Colour/ Wing bars | Stopway lighting Length/ Colour | Remarks |
|---|---|---|---|---|---|---|---|---|---|
| 1 | 2 | 3 | 4 | 5 | 6 | 7 | 8 | 9 | 10 |
| 05 | | Light intensity low | OTHER /3.5° 13 FT LITAS | | | Light intensity low | | | |
| 23 | | Light intensity low | OTHER /3.5° 12 FT LITAS | | | Light intensity low | | | |

## EGCV AD 2.15 OTHER LIGHTING, SECONDARY POWER SUPPLY

| | | |
|---|---|---|
| 1 | ABN/IBN location, characteristics and hours of operation | ABN: 525006.41N 0024625.04W<br>Flashing Green |
| 2 | LDI location and lighting<br>Anemometer location and lighting | |
| 3 | TWY edge and centre line lighting | EDGE: Taxiway Alpha and Bravo have blue edge lighting. |
| 4 | Secondary power supply/switch-over time | Yes. Less than 10 seconds. |
| 5 | Remarks | |

## EGCV AD 2.16 HELICOPTER LANDING AREA

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## EGCV AD 2.17 AIR TRAFFIC SERVICES AIRSPACE

| Designation and lateral limits | Vertical Limits | Airspace Class | ATS unit callsign/ language | Transition Altitude | Hours of applicability | Remarks |
|---|---|---|---|---|---|---|
| 1 | 2 | 3 | 4 | 5 | 6 | 7 |
| SLEAP ATZ<br>A circle, 2 NM radius, centred at 525002N 0024618W on longest notified runway (05/ 23) | Upper limit: 2000 FT AGL<br>Lower limit: SFC | G | SLEAP RADIO<br>English | | | Sleap ATZ is close to RAF Shawbury ATZ and partially overlaps Shawbury MATZ. |

## EGCV AD 2.18 AIR TRAFFIC SERVICES COMMUNICATION FACILITIES

| Service Designation | Callsign | Channel/ Frequency(MHz) | SATVOICE number(s) | Logon Address | Hours of Operation | Remarks |
|---|---|---|---|---|---|---|
| 1 | 2 | 3 | 4 | 5 | 6 | 7 |
| OTHER | SLEAP RADIO | 122.455<br>A/G frequency. | | | 0830-1630 (0830-1800). | ATZ hours coincident with A/G hours. |

## EGCV AD 2.19 RADIO NAVIGATION AND LANDING AIDS

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# EGCV AD 2.20 LOCAL AERODROME REGULATIONS

## 1 AIRPORT REGULATIONS

a) RAF Shawbury is 4.5 NM south-east with identical runway headings and can be mistaken for Sleap. During RAF Shawbury's published MATZ operating hours Mon-Fri 0845-1700 (0745-1600); pilots should initially contact Shawbury Zone (133.155). Shawbury's ATZ is operational Mon-Sun H24 and must be avoided. RAF Shawbury provides an excellent Flight Information Service.
b) An east-west entry and exit lane for helicopters from RAF Shawbury sits on the southern edge of Sleap's ATZ boundary at 1000 FT to 1500 FT. This should be avoided when possible.

## 2 GROUND MOVEMENT

a) **KEEP CLEAR AREA**: Aircraft should not be left on the fuel bay.

## 3 CAT II/III OPERATIONS

Not applicable.

## 4 WARNINGS

a) **Gliders**

i. At Sleap, aero-tow gliding may be operational at any time.
ii. At RAF Shawbury, during weekends and bank holidays, aero-tow gliding is operational.

b) **Aeromodels**

i. Remote controlled model aircraft may be operating at Sleap up to 400 FT QFE on the western end of disused Runway 28.

c) **Military Helicopters**

i. Aircraft should avoid RAF Shawbury's military helicopter entry and exit lane that runs east-west close to the south boundary of the Sleap ATZ at 1000 FT to 1500 FT QFE. Military helicopters using the lane do not monitor Sleap's A/G radio frequency.
ii. Military helicopter training may occur at Sleap. Military helicopters will always operate to the WEST of the active runway. Sufficient clearance of 75 M is to be given to landing and departing civil aircraft.

d) **CAA Low Flying Display Practice Authorisation**

i. The airfield operator holds an aerobatic and low flying exemption from the CAA permitting practice display flying below 500 FT QFE. Pilots of arriving and departing traffic will be informed by Sleap Air/Ground radio when practices are taking place. These flights will normally last only for a short duration and will be conducted only when prevailing traffic conditions suit.

e) **Wake Turbulence**

i. Sleap is often used by large and heavy Military Helicopters and produce Wake Turbulence. The wake turbulence requirements for light aircraft is an absolute minimum of a 4 mile separation. The A/G team will advise if there is large Military traffic in the circuit. If operating a large helicopter, please be mindful of wake in the vicinity of light aircraft.

f) **Out Of Hours Airfield Use**

i. Aircraft based at Sleap operate outside of published airfield operating hours, or by visitors on request.

## 5 HELICOPTER OPERATIONS

a) **Helicopter Arrival**

i. Helicopters inbound to Sleap can join on direct track at 600 FT QFE, without crossing the active runway. Give way to fixed wing traffic on finals and military helicopter traffic.
ii. Alternatively, helicopters may join the fixed-wing circuit.
iii. Helicopters requiring fuel should liaise with the ops staff regarding best parking and shut down location. Fuel hoses are 20 M (60 FT) long, so there is no need to park too close to the pump.
iv. Helicopters parking should consider downwash and tail rotor safety, clear of fixed-wing aircraft and access to taxiways and grass aprons.
v. Rotors running refuels on request via 01939-232882, Ext 6.
vi. For all helicopter procedures visit www.shropshireaeroclub.com/heli.

b) **Helicopter Departure**

i. Departure should be at 600 FT QFE on track until 2 NM radius away from Sleap, or departing in accordance with the active runway and fixed-wing circuit.

### 6 USE OF RUNWAYS

Not applicable.

### 7 TRAINING

a) Shropshire Aero Club operates a designated training organisation for ab-initio flying training, night ratings and aerobatics. There is an approved training organisation for commercial pilot's licences, multi engine piston and instrument rating training.

## EGCV AD 2.21 NOISE ABATEMENT PROCEDURES

a) Adjust circuit to avoid over flying local villages and towns, particularly Wem, Clive, Loppington, Noneley, Burlton and Ruewood.
b) On departure from Runway 36 turn right 10 degrees to avoid houses in Noneley village.

## EGCV AD 2.22 FLIGHT PROCEDURES

### 1 ARRIVAL PROCEDURES

a) PPR is required by phone or online (shropshireaeroclub.com/fly-in).
b) When RAF Shawbury is operating, contact Shawbury Zone (133.155) before contacting Sleap. Once within visual with the airfield, or Shawbury Zone advises, contact Sleap Radio for airfield data and traffic information. Aircraft inbound to Sleap will normally be requested by Shawbury Zone to fly not below 2500 FT QNH to keep above busy helicopter traffic.
c) It is advised to join from the south via the Montford Bridge (Disused AD) VRP, or from the north via the Ellesmere Lake VRP.
d) Join the circuits from the overhead where possible, remaining inside the ATZ.
e) When display flying practice or aerobatics is operational, arriving traffic must not fly overhead the airfield within a 2 NM radius. Instead, arriving aircraft should join the circuit downwind at 1000 FT QFE.
f) Gyroplane pilots are required to read the specific gyro procedures before their arrival. For more details, please visit www.shropshireaeroclub.com/fly-in or call 01939-232882, extension 1.

### 2 DEPARTURE PROCEDURES

a) When RAF Shawbury is operating, aircraft should contact Shawbury Zone on 133.155 after leaving Sleap's ATZ.
b) Aircraft **must** always avoid RAF Shawbury's ATZ unless they are in two-way communication and have been given clearance by Shawbury Zone (133.155).

### 3 CIRCUITS

a) Circuit height is 1000 FT QFE for fixed-wing powered aircraft.
b) Circuit height is 800 FT QFE for gyrocopters and flown inside of fixed-wing circuit.
c) Civil helicopters should fly at 600 FT QFE within Sleap's ATZ, or join the fixed-wing circuit.
d) Monday to Friday, all circuits flown by fixed-wing powered aircraft shall be EAST of the airfield meaning left hand on Runways 18 and 23 and right hand on Runways 36 and 05.
e) On Saturdays, Sundays and Bank Holidays, the direction flown by fixed-wing powered and gyrocopter aircraft shall be left hand circuit.
f) On Saturdays, Sundays and Bank Holidays, gliders shall fly right hand circuit.

### 4 VISUAL REFERENCE POINTS (VRP)

a) Details of VRPs are available in the consolidated 'Visual Reference Points List' published on the 'Digital Dataset' page of the NATS AIS website, www.nats.aero/ais.

## EGCV AD 2.23 ADDITIONAL INFORMATION

Not applicable.

## EGCV AD 2.24 CHARTS RELATED TO AN AERODROME

AERODROME CHART - ICAO
AD 2.EGCV-2-1

# EGCV AD 2.25 VISUAL SEGMENT SURFACE (VSS) PENETRATION

Not applicable

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# SLEAP EGCV

AD ELEV 275FT

ARP 525002N 0024618W

## AERODROME CHART - ICAO

BEARINGS ARE MAGNETIC
ELEVATIONS AND HEIGHTS ARE IN FEET

ELEVATIONS IN FEET AMSL
HEIGHTS IN FEET ABOVE AD

341 (66)

VAR 0.3°E - 2027

N

Annual Rate of Change 0.18°E

| COM | | |
|---|---|---|
| A/G | 122.455 | SLEAP RADIO |

| LIGHTING | |
|---|---|
| THR 05/23 | LI. |
| RWY 05/23 | LI. |
| TWY A & B | Blue edge. |

| RUNWAY/TAXIWAY/APRON PHYSICAL CHARACTERISTICS | | | |
|---|---|---|---|
| APRON / RWY / TWY | SURFACE | PCN | ELEVATION |
| RWY 18/36 | Asphalt | - | - |
| RWY 05/23 | Asphalt | - | - |
| Main Apron | Grass | - | - |
| Heli East Apron | Concrete | - | - |
| TWY A & B | Asphalt/Concrete | - | - |

Rwy **23** Thr Elev **275**
525011.78N 0024602.20W

Rwy **18** Thr Elev **273**
525011.31N 0024613.26W

Rwy **36** Thr Elev **271**
524946.39N 0024612.26W

Rwy **05** Thr Elev **271**
524953.58N 0024632.43W

Heli East

Disused

Twy A

Twy B

Signal Square

Control Tower

Main Apron

341 (66)

LITAS (3.5°)
MEHT 12

LITAS (3.5°)
MEHT 13

230°M

178°M

358°M

053°M

770m x 18m

798m x 31m

Flashing Green

**CHANGE (10/25):** EDITORIAL. MAG INFO.

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# EGHI — SOUTHAMPTON

## EGHI AD 2.1 AERODROME LOCATION INDICATOR AND NAME

EGHI — SOUTHAMPTON

## EGHI AD 2.2 AERODROME GEOGRAPHICAL AND ADMINISTRATIVE DATA

| | | |
|---|---|---|
| 1 | ARP coordinates and site at AD | Lat: 505701N Long: 0012124W<br>Mid point of Runway 02/20. |
| 2 | Direction and distance from city | 3.5 NM NNE of Southampton. 1 NM SE of Eastleigh. |
| 3 | Elevation / Reference temperature / Mean Low Temperature | 44 FT / 19 °C / - |
| 4 | Geoid undulation at AD ELEV PSN | 152 FT |
| 5 | Magnetic Variation / Annual Change | 0.16°E (2022) / 0.20°E |
| 6 | AD Administration<br>Address<br>Telephone<br>AFS | SOUTHAMPTON INTERNATIONAL AIRPORT LTD.<br>Southampton Airport, Southampton SO18 2NL.<br>023-80627102 (Airport Control Centre)<br>EGHIZPZX. |
| 7 | Type of Traffic permitted (IFR/VFR) | IFR/VFR |
| 8 | Remarks | Aerodrome not normally available to aircraft unable to communicate with ATC by radio. |

## EGHI AD 2.3 OPERATIONAL HOURS

| | | |
|---|---|---|
| 1 | AD Administration | Mon-Sat 0630-2200 (0530-2100); Sun 0730-2200 (0630-2100). PPR until 2300 (2200). |
| 2 | Customs and immigration | As AD hours. |
| 3 | Health and sanitation | |
| 4 | AIS Briefing Office | As AD hours. Self briefing. |
| 5 | ATS Reporting Office (ARO) | As AD hours. |
| 6 | MET Briefing Office | As AIS Briefing hours. |
| 7 | ATS | As AD hours. See also AD 2.18. |
| 8 | Fuelling | As AD hours. |
| 9 | Handling | By arrangement with handling agents. |
| 10 | Security | H24 |
| 11 | De-icing | By arrangement with Swissport Handling. |
| 12 | Remarks | Operational Hours: Hours subject to change, consult latest NOTAM.<br><br>Aerodrome/ATC hours may be extended by arrangement. Requests for extension of aerodrome hours must be made to the Airside Duty Manager, Tel: 023-80627113.<br><br>Refer to AD 2.20 item 1. |

## EGHI AD 2.4 HANDLING SERVICES AND FACILITIES

| | | |
|---|---|---|
| 1 | Cargo handling facilities | Facilities available for handling weights up to 4 tonnes by prior arrangement with handling agent. Nearest railway siding, Eastleigh, Hants, 1 NM |
| 2 | Fuel and oil types | AVTUR JET A-1<br>Shell 750 turbine grades. |
| 3 | Fuelling facilities/capacity | Bowser. maximum delivery rate (JET A-1) 6.5 lts per second. |
| 4 | De-icing facilities | By arrangement with Swissport Handling. |
| 5 | Hangar space for visiting aircraft | Prior arrangement with Signature Flight Support, Tel: 0330-0271276, and JetWorks, Tel: 023-81290777. |
| 6 | Repair facilities for visiting aircraft | |

| | | |
|---|---|---|
| 7 | Remarks | Mandatory handling for all non General Aviation aircraft.<br><br>Handling Agencies are:<br><br>Signature Aviation, Tel: 023-80616600, SITA: SOUGFCR.<br><br>Swissport, Tel: 023-80627272 or 023-80627147 or 07815-147809. SITA: SOUOOXH. |

## EGHI AD 2.5 PASSENGER FACILITIES

| | | |
|---|---|---|
| 1 | Hotels | Unlimited within 4 NM of the aerodrome. Limited adjacent to the aerodrome. |
| 2 | Restaurants | Restaurant and bar. In terminal building. |
| 3 | Transportation | Buses, taxis, car hire, trains. Nearest railway station, Southampton Airport (Parkway), 100 M from terminal building. |
| 4 | Medical facilities | Limited first aid treatment provided by aerodrome operator, requests for assistance to Airport Fire Service, Tel: 023-80627222. |
| 5 | Bank and Post Office | |
| 6 | Tourist Office | |
| 7 | Remarks | |

## EGHI AD 2.6 RESCUE AND FIRE FIGHTING SERVICES

| | | |
|---|---|---|
| 1 | AD category for fire fighting services | RFF Category A6<br>RFF Category 6 available Mon-Sat 0610-0630 (0510-0530); Sun 0655-0730 (0555-0630). Aircraft to call on Tower frequency for emergency response only.<br>RFF Category 7 available by arrangement with the Airport Duty Manager. (2 hours notice normally required). |
| 2 | Rescue equipment | As required for RFF Category 7. |
| 3 | Capability for removal of disabled aircraft | Aircraft lifting capability available with 3 hours notice. Contact Airport Duty Manager, Tel: 023-80627113. |
| 4 | Remarks | |

## EGHI AD 2.7 SEASONAL AVAILABILITY - CLEARING

| | | |
|---|---|---|
| 1 | Type of clearing equipment | Snow ploughs, brushes and movement area de-icing equipment. |
| 2 | Clearance priorities | Runway 02/20, Taxiway A, Taxiway B, Apron and airside roads. |
| 3 | Remarks | Braking action assessment by Grip Tester.<br>Latest information from Airside Operations Tel: 023-80627102. |

## EGHI AD 2.8 APRONS, TAXIWAYS AND CHECK LOCATIONS/POSITIONS DATA

| | | |
|---|---|---|
| 1 | Apron surface and strength | STAND 5<br>Surface: Concrete<br>PCN 57/R/C/W/T<br><br>STANDS 2 TO 4<br>Surface: Brick, Block paving<br>PCN 40/F/C/X/T<br><br>STANDS 6 TO 14<br>Surface: Brick, Block paving<br>PCN 23/F/C/Y/T |
| 2 | Taxiway width, surface and strength | Taxiway A: 18 M<br>Surface: Concrete and asphalt<br>PCN 35/R/B/W/T<br><br>Taxiway B: 18 M<br>Surface: Concrete and asphalt<br>PCN 35/R/B/W/T |
| 3 | Altimeter checkpoint location and elevation | Apron Stands 2-12, 38 FT AMSL. |
| 4 | VOR checkpoints | |

| | | |
|---|---|---|
| 5 | INS checkpoints | Holding Point A1: 505645.14N 0012139.09W.<br><br>Holding Point B1: 505701.55N 0012129.96W.<br><br>See Aircraft Parking/Docking Chart. |
| 6 | Remarks | Use of Taxiway Alpha, south of the apron between Alpha 1 and Alpha 2 is restricted to aircraft with a wingspan of 40 M or less. |

## EGHI AD 2.9 SURFACE MOVEMENT GUIDANCE AND CONTROL SYSTEM AND MARKINGS

| | | |
|---|---|---|
| 1 | Use of aircraft stand ID signs, TWY guide lines and visual docking/parking guidance system of aircraft stands | All CAT shall be marshalled on to stand by Airside Operations.<br><br>Stands 2-14, surface stand markings. Illuminated stand designator signs. Stands 2-4 and 6-14. Nose-in parking Stands 2-14. Powerback operations are not permitted from Stands 5, 6, 7, 12, 13 and 14. Aircraft departing from Stands 13 and 14 are to push-back and then tow to holding point A6. APU equipped aircraft are to start engines at A6. Non APU equipped aircraft may start on stand but are to maintain ground idle power setting until at A6. |
| 2 | Runway and taxiway markings and lighting | Runway marking aid(s):<br>02/20: Runway centre-line, designator, aiming points and touchdown zone markings, displaced threshold, side stripes.<br><br>Taxiway light(s):<br>Blue elevated taxiway edge lights. Runway guard lights and holding points. |
| 3 | Stop bars and runway guard lights (if any) | Holds A1 and B1. |
| 4 | Other runway protection measures | |
| 5 | Remarks | Wind direction indicators located on the eastern side of the runway, 300 M from each threshold.<br>505644.53N 0012125.52W (LGTD); 505715.10N 0012108.49W (LGTD). |

## EGHI AD 2.10 AERODROME OBSTACLES

| In Approach/Take-off areas | | | | | | |
|---|---|---|---|---|---|---|
| **Obstacle ID/ Designation** | **Obstacle Type** | **Obstacle Position** | **Elevation/Height** | | **Obstruction Lighting Type/ Colour** | **Remarks** |
| **1** | **2** | **3** | **4** | | **5** | **6** |
| (EGHI19649) 20/APPROACH 02/ TAKE-OFF | TREE | 505842.55N 0012007.77W | 261 FT | 93 FT | No | |
| (EGHI16053) 20/APPROACH 02/ TAKE-OFF | TREE | 505841.34N 0012008.23W | 259 FT | 90 FT | No | |
| (EGHI16049) 20/APPROACH 02/ TAKE-OFF | TREE | 505840.47N 0012008.65W | 244 FT | 77 FT | No | |
| (EGHI19651) 20/APPROACH 02/ TAKE-OFF | TREE | 505839.41N 0012008.84W | 240 FT | 78 FT | No | |
| (EGHI16045) 20/APPROACH 02/ TAKE-OFF | TREE | 505838.46N 0012009.63W | 229 FT | 73 FT | No | |
| (EGHI16043) 20/APPROACH 02/ TAKE-OFF | TREE | 505837.15N 0012010.00W | 227 FT | 85 FT | No | |
| (EGHI16008) 20/APPROACH 02/ TAKE-OFF | TREE | 505834.18N 0012015.23W | 217 FT | 105 FT | No | |
| (EGHI14501) 20/APPROACH 02/ TAKE-OFF | BUILDING | 505741.58N 0012057.67W | 97 FT | 51 FT | Yes Red | |
| (EGHI19346) 02/APPROACH 20/ TAKE-OFF | LOC LT | 505631.75N 0012141.46W | 34 FT | 6 FT | Yes Red | |
| (EGHI19347) 20/TAKE-OFF | LOC LT | 505631.47N 0012140.19W | 34 FT | 6 FT | Yes Red | |
| (EGHI19569) 02/APPROACH 20/ TAKE-OFF | TREE | 505624.86N 0012147.92W | 84 FT | 68 FT | No | |
| (EGHI13576) 02/APPROACH 20/ TAKE-OFF | TREE | 505618.43N 0012145.08W | 81 FT | 72 FT | No | |
| (EGHI19525) 02/APPROACH 20/ TAKE-OFF | TREE | 505610.40N 0012145.89W | 145 FT | 104 FT | No | |
| (EGHI19545) 02/APPROACH 20/ TAKE-OFF | TREE | 505610.25N 0012149.79W | 143 FT | 100 FT | No | |

| In Approach/Take-off areas | | | | | | |
|---|---|---|---|---|---|---|
| **Obstacle ID/ Designation** | **Obstacle Type** | **Obstacle Position** | **Elevation/Height** | | **Obstruction Lighting Type/ Colour** | **Remarks** |
| **1** | **2** | **3** | **4** | | **5** | **6** |
| (EGHI19555) 20/TAKE-OFF | TREE | 505609.30N 0012158.31W | 130 FT | 118 FT | No | |
| (EGHI13356) 02/APPROACH 20/ TAKE-OFF | TREE | 505608.64N 0012139.14W | 158 FT | 89 FT | No | |
| (EGHI19565) 20/TAKE-OFF | TREE | 505603.97N 0012209.89W | 137 FT | 124 FT | No | |
| (EGHI10837) 20/TAKE-OFF | TREE | 505550.15N 0012209.70W | 147 FT | 59 FT | No | |
| (EGHI17152) 02/APPROACH 20/ TAKE-OFF | TREE | 505547.58N 0012145.36W | 207 FT | 75 FT | No | |
| (EGHI17237) 20/TAKE-OFF | TREE | 505545.83N 0012205.51W | 179 FT | 65 FT | No | |
| (EGHI19535) 02/APPROACH 20/ TAKE-OFF | TREE | 505540.74N 0012202.93W | 230 FT | 64 FT | No | |
| (EGHI3836) 02/APPROACH 20/ TAKE-OFF | CHIMNEY | 505539.41N 0012150.47W | 223 FT | 30 FT | No | |
| (EGHI11153) 02/APPROACH 20/ TAKE-OFF | MAST | 505534.94N 0012150.56W | 240 FT | 34 FT | No | |
| (EGHI11154) 02/APPROACH 20/ TAKE-OFF | MAST | 505534.85N 0012150.24W | 248 FT | 43 FT | No | |
| (EGHI19528) 02/APPROACH 20/ TAKE-OFF | TREE | 505534.76N 0012155.22W | 256 FT | 48 FT | No | |
| (EGHI17206) 02/APPROACH 20/ TAKE-OFF | TREE | 505533.74N 0012153.42W | 262 FT | 52 FT | No | |
| (EGHI7608) 02/APPROACH 20/ TAKE-OFF | CHIMNEY | 505533.44N 0012151.89W | 250 FT | 40 FT | No | |
| (EGHI4242) 02/APPROACH 20/ TAKE-OFF | TREE | 505532.85N 0012202.63W | 249 FT | 54 FT | No | Highest tree in small copse. |
| (EGHI7607) 02/APPROACH 20/ TAKE-OFF | CHIMNEY | 505532.63N 0012151.01W | 255 FT | 47 FT | No | |
| (EGHI3835) 02/APPROACH 20/ TAKE-OFF | TV AERIAL | 505532.59N 0012150.96W | 259 FT | 51 FT | No | |
| (EGHI17297) 02/APPROACH 20/ TAKE-OFF | TREE | 505526.07N 0012204.95W | 243 FT | 74 FT | No | |
| (EGHI6779) 20/TAKE-OFF | BUILDING | 505442.24N 0012400.92W | 224 FT | 176 FT | No | Offset to Runway 20. |
| (EGHI6778) 20/TAKE-OFF | AERIAL | 505442.12N 0012401.77W | 250 FT | 196 FT | No | Offset to Runway 20. |

| In circling area and at aerodrome | | | | | | |
|---|---|---|---|---|---|---|
| **Obstacle ID/ Designation** | **Obstacle Type** | **Obstacle Position** | **Elevation/Height** | | **Obstruction Lighting Type/ Colour** | **Remarks** |
| **1** | **2** | **3** | **4** | | **5** | **6** |
| (EGHI16407) | TREE | 510052.76N 0011717.12W | 447 FT | 61 FT | No | |
| (EGHI9004) | PYLON | 510026.09N 0011728.81W | 415 FT | 106 FT | No | |
| (EGHI18776) | TREE | 505745.96N 0012505.30W | 376 FT | 91 FT | No | |
| (EGHI18863) | MAST | 505738.84N 0012715.37W | 457 FT | 201 FT | No | |
| (EGHI18864) | MAST | 505738.81N 0012715.95W | 488 FT | 230 FT | No | |
| (EGHI7428) | MAST | 505727.04N 0012347.15W | 355 FT | 103 FT | No | |
| (EGHI18168) | MAST | 505706.57N 0012409.01W | 363 FT | 113 FT | No | |
| (EGHI18169) | TREE | 505704.62N 0012408.40W | 345 FT | 92 FT | No | |
| (EGHI13030) | BLDG AERIAL | 505638.73N 0012419.10W | 394 FT | 139 FT | No | |

| In circling area and at aerodrome | | | | | | |
|---|---|---|---|---|---|---|
| **Obstacle ID/ Designation** | **Obstacle Type** | **Obstacle Position** | **Elevation/Height** | | **Obstruction Lighting Type/ Colour** | **Remarks** |
| **1** | **2** | **3** | **4** | | **5** | **6** |
| (EGHI14922) | TREE | 505525.70N 0012027.89W | 374 FT | 122 FT | No | |
| (EGHI14924) | TREE | 505525.48N 0012029.13W | 365 FT | 110 FT | No | |
| (EGHI9945) | MAST | 505516.63N 0012015.13W | 372 FT | 109 FT | Yes Red | |
| (EGHI9944) | MAST | 505505.87N 0011951.32W | 388 FT | 124 FT | No | |
| (EGHI17593) | MAST | 505450.20N 0011942.59W | 389 FT | 160 FT | No | |
| (EGHI4557) | DOCK CRANE | 505423.01N 0012639.28W | 412 FT | 420 FT | Yes Red | |

## EGHI AD 2.11 METEOROLOGICAL INFORMATION PROVIDED

| | | |
|---|---|---|
| 1 | Associated MET Office | MET OFFICE EXETER |
| 2 | Hours of service<br>MET Office outside hour | H24 |
| 3 | Office responsible for TAF preparation<br>Periods of validity | MET OFFICE EXETER<br>9 hours. |
| 4 | Trend forecast<br>Interval of issuance | |
| 5 | Briefing/consultation provided | Self briefing/telephone. |
| 6 | Flight documentation<br>Language(s) used | Charts abbreviated plain language text. TAFs/METARs.<br>English. |
| 7 | Charts and other information available for briefing or consultation | |
| 8 | Supplementary equipment available for providing information | METAR available during aerodrome operating hours with current ATIS broadcast on Tel: 023-8062 5877. |
| 9 | ATS units provided with information | SOUTHAMPTON |
| 10 | Additional information (limitation of service, etc.) | |

## EGHI AD 2.12 RUNWAY PHYSICAL CHARACTERISTICS

| **Designations RWY Number** | **True bearing** | **Dimensions of RWY** | **Surface of RWY/ SWY/ Strength** | **THR co-ordinates/ THR Geoid undulation** | **THR elevation/ Highest elevation of TDZ of precision APP RWY** | **Slope of RWY/ SWY** |
|---|---|---|---|---|---|---|
| **1** | **2** | **3** | **4** | **5** | **6** | **7** |
| 02 | 019.39° | 1887 x 36 M | RWY surface: Asphalt, Grooved<br>PCN 52/R/B/X/T | 505636.86N<br>0012137.90W<br>151.6 FT | THR 30.6 FT<br>TDZ 37.0 FT | RWY 20 0.25% downslope |
| 20 | 199.39° | 1887 x 36 M | RWY surface: Asphalt, Grooved<br>PCN 52/R/B/X/T | 505725.87N<br>0012110.60W<br>151.6 FT | THR 43.6 FT<br>TDZ 43.6 FT | RWY 20 0.25% downslope |

| **SWY Dimensions** | **Clearway Dimensions** | **Strip Dimensions** | **RESA Dimensions, Overshoot / Undershoot** | **Location/ description of arresting system** | **OFZ** | **Remarks** |
|---|---|---|---|---|---|---|
| **8** | **9** | **10** | **11** | **12** | **13** | **14** |
| | 60 x 150 M | 1796 x 280 M | 90 x 74 M<br>- | | | RWY 02<br><br>Threshold permanently displaced by 73 M. |
| | 60 x 150 M | 1796 x 280 M | 90 x 74 M<br>- | | 1665 x 120 M | RWY 20<br><br>Threshold permanently displaced by 209 M. |

## EGHI AD 2.13 DECLARED DISTANCES

| Runway designator | TORA | TODA | ASDA | LDA | Remarks |
|---|---|---|---|---|---|
| 1 | 2 | 3 | 4 | 5 | 6 |
| 02 | 1749 M | 1809 M | 1749 M | 1676 M | |
| 20 | 1814 M | 1874 M | 1814 M | 1605 M | |
| 02 | 1453 M | 1513 M | 1453 M | | Take-off from intersection with Hold A1. |
| 02 | 916 M | 976 M | 916 M | | Take-off from intersection with Hold B1. |
| 20 | 781 M | 841 M | 781 M | | Take-off from intersection with Hold B1. |

## EGHI AD 2.14 APPROACH AND RUNWAY LIGHTING

| RWY | Approach lighting Type/ Length/ Intensity | Threshold lighting Colour/Wing bars | VASIS/ MEHT/ PAPI/ PAPI Dist from THR | TDZ, lighting Length | Runway Centre Line lighting Length/ Spacing/ Colour/ Intensity | Runway edge lighting Length/ Spacing/ Colour/ Intensity | Runway end lighting Colour/ Wing bars | Stopway lighting Length/ Colour | Remarks |
|---|---|---|---|---|---|---|---|---|---|
| 1 | 2 | 3 | 4 | 5 | 6 | 7 | 8 | 9 | 10 |
| 02 | Centre-line with one crossbar.<br>426 M<br>Light intensity high | Green<br>Light intensity high<br>Wingbars | PAPI<br>Left/3°<br>51 FT<br>293 M | | Coded 15 M spacing.<br>Alternate white/red coding commences at runway midpoint.<br>Light intensity high | Elevated full length 60 M spacing<br>White<br>Light intensity high | Red<br>Light intensity high | | |
| 20 | Centre-line with two crossbars.<br>434 M<br>Light intensity high | Green<br>Light intensity high<br>Wingbars | PAPI<br>Left/3.1°<br>42 FT<br>271 M | | Coded 15 M spacing.<br>Alternate white/red coding commences at runway midpoint.<br>Light intensity high | Elevated full length 60 M spacing<br>White<br>Light intensity high | Red<br>Light intensity high | | |

## EGHI AD 2.15 OTHER LIGHTING, SECONDARY POWER SUPPLY

| | | |
|---|---|---|
| 1 | ABN/IBN location, characteristics and hours of operation | ABN: 505708.17N 0012134.18W<br>Flashing White/Green.<br>HN during aerodrome operating hours. |
| 2 | LDI location and lighting<br>Anemometer location and lighting | Anemometer: 505640.01N 0012129.20W (LGTD); 505720.61N 0012105.46W (LGTD). |
| 3 | TWY edge and centre line lighting | |
| 4 | Secondary power supply/switch-over time | Secondary power supply only. |
| 5 | Remarks | Illuminated wind direction indicators. Obstacle lights. |

## EGHI AD 2.16 HELICOPTER LANDING AREA

**INTENTIONALLY BLANK**

# EGHI AD 2.17 AIR TRAFFIC SERVICES AIRSPACE

| Designation and lateral limits | Vertical Limits | Airspace Class | ATS unit callsign/ language | Transition Altitude | Hours of applicability | Remarks |
|---|---|---|---|---|---|---|
| 1 | 2 | 3 | 4 | 5 | 6 | 7 |
| SOUTHAMPTON CTR<br>510459N 0012017W thence clockwise by the arc of a circle radius 8 NM centred on 505701N 0012124W to 510115N 0011039W - 504928N 0011714W thence clockwise by the arc of a circle radius 8 NM centred on 505701N 0012124W to 505133N 0013037W - 505512N 0013047W - 510123N 0012722W - 510459N 0012017W | Upper limit:<br>2000 FT ALT<br>Lower limit:<br>SFC | D | SOLENT RADAR<br>English<br>SOUTHAMPTON RADAR<br>English | 6000 FT | | CTR contiguous with the Solent CTA. See ENR 2.1.<br>Outside the Solent CTA notified hours of operation the Transition Altitude is 3000 FT.<br>Aircraft given approval to enter or leave the CTR when en-route to, or departing from, any unlicensed aerodrome or landing site within the CTR, are to maintain a continuous listening watch on the appropriate ATC radio frequency. A change to 'SAFETYCOM' or other air/ground frequency is only permitted when specific approval has been given by ATC.<br>To operate UAS above 400 FT AGL within this area, UAS operators are required to notify NATS via the NATS Non-Standard Flight (NSF) Portal. UAS operators are required to notify NATS at least 14 days before the date of each activity.<br>Bishops Waltham Flying Area<br>Provided that the following requirements are complied with, the provisions of SERA Section 4 Flight Plans and CAP 694 The UK Flight Planning Guide are deemed to have been met in respect of aircraft arriving and departing at unlicensed aerodromes Lower Upham (505817.00N 0011508.00W) or Roughay (505920.40N 0011513.20W), without a requirement to establish RTF contact with the ATS Unit specified at 4.<br>Aircraft are to remain within the Bishops Waltham Flying Area (BWFA). Lateral limits of which are that part of the Southampton CTR within a circle radius 1.75 NM centred on 505839.60N 0011331.92W. Upper/lower limits 1500 FT ALT/SFC.<br>Use of Lower Upham and Roughay aerodromes is subject to prior permission from the respective aerodrome operator. Such permission must have been received prior to commencement of a particular flight. |
| SOUTHAMPTON ATZ<br>A circle, 2.5 NM radius, centred at 505701N 0012124W on longest notified runway (02/20) | Upper limit:<br>2000 FT AGL<br>Lower limit:<br>SFC | D | SOLENT RADAR<br>English<br>SOUTHAMPTON RADAR<br>English | 6000 FT | | ATZ within Southampton CTR. |

## EGHI AD 2.18 AIR TRAFFIC SERVICES COMMUNICATION FACILITIES

| Service Designation | Callsign | Channel/ Frequency(MHz) | SATVOICE number(s) | Logon Address | Hours of Operation | Remarks |
|---|---|---|---|---|---|---|
| 1 | 2 | 3 | 4 | 5 | 6 | 7 |
| APP | SOLENT RADAR | 120.230<br>DOC 50 NM/5500 FT. | | | Mon-Sat 0630-2200 (0530-2100); Sun 0730-2200 (0630-2100). PPR until 2300 (2200). | Outside of these hours, Southampton CTR and all Solent CTA's will be deactivated and reclassified Class G. To facilitate ATC breaks ATS may not be available.<br>Service availability will be tactically managed to accommodate scheduled movements.<br><br>ATZ hours coincident with Tower hours, but not by arrangement. |
| | SOUTHAMPTON RADAR | 122.730<br>DOC 50 NM/ 10,000 FT. | | | As directed by ATC. | |
| TWR | SOUTHAMPTON TOWER | 118.205<br>DOC 25 NM/4000 FT. | | | Mon-Sat 0630-2200 (0530-2100); Sun 0730-2200 (0630-2100). PPR until 2300 (2200). | Outside of these hours, Southampton CTR and all Solent CTA's will be deactivated and reclassified Class G. To facilitate ATC breaks ATS may not be available.<br>Service availability will be tactically managed to accommodate scheduled movements.<br><br>Aircraft that are not equipped for 8.33kHz frequencies cannot operate at this aerodrome. |
| ATIS | SOUTHAMPTON INFORMATION | 130.880<br>DOC 50 NM/ 15,000 FT. | | | HO | |
| OTHER | SOUTHAMPTON FIRE | 121.600<br>Non-ATS Frequency.<br>DOC 25 NM/4000 FT. | | | Available when Fire vehicle attending aircraft on the ground in an emergency. | |

## EGHI AD 2.19 RADIO NAVIGATION AND LANDING AIDS

| Type of Aid CAT of ILS/MLS MAG Var/VOR Declination | Ident | Frequency | Hours of Operation | Position of transmitting antenna coordinates | Elevation of DME transmitting antenna | Remarks |
|---|---|---|---|---|---|---|
| 1 | 2 | 3 | 4 | 5 | 6 | 7 |
| ILS/LOC<br>I<br>0.97°E (2027) | ISN | 110.750 MHz | HO | 505631.66N<br>0012140.80W | | (RWY 20) |
| ILS/GP | ISN | 330.050 MHz | HO | 505718.54N<br>0012120.66W | | 3.1° ILS Ref Datum Hgt 51 FT. |
| VOR/DME<br>0.98°E (2027)<br>0.8°E (2024) | SAM | 80Y<br>113.350 MHz | H24<br>Hours of operation for aerodrome purposes: HO | 505718.90N<br>0012042.20W | 64 FT | VOR DOC: 20 NM/50,000 FT (35 NM/ 50,000 FT in Sector R249-084 and 40 NM/50,000 FT in Sector R359-034).<br>DME DOC: 100 NM/50,000 FT (150 NM/50,000 FT in Sector R224-314).<br>On R202 VOR flag alarms and DME unlocks may be experienced at ranges exceeding 30 NM below 8000 FT. |

| Type of Aid<br>CAT of ILS/MLS<br>MAG Var/VOR<br>Declination | Ident | Frequency | Hours of Operation | Position of transmitting antenna coordinates | Elevation of DME transmitting antenna | Remarks |
|---|---|---|---|---|---|---|
| 1 | 2 | 3 | 4 | 5 | 6 | 7 |
| DME | ISN | 44Y<br>110.750 MHz | HO | 505718.72N<br>0012121.75W | 65 FT | (RWY 20)<br>DME ILS freq paired with I-SN.<br>Zero range indicated at THR of Runway 20 only. |
| NDB (L)<br>0.97°E (2027) | EAS | 391.500 kHz | HO | 505718.10N<br>0012121.95W | | On AD. Range 15 NM. |

## EGHI AD 2.20 LOCAL AERODROME REGULATIONS

### 1 AIRPORT REGULATIONS

a) Use of the aerodrome is subject to compliance with the provisions of a document entitled 'Conditions of Use'. Copies of this document are available on request to the aerodrome operator.

b) Use of aerodrome by General Aviation, Military and non-scheduled flights subject to prior permission via Handling Agent (refer AD 2.4) or Airside Operations 023-80627102.

c) Non Chapter 3 aircraft are not permitted to use the aerodrome.

d) Use of the aerodrome by certain jet aircraft in the 'medium/heavy' wake turbulence categories is prohibited. Advice may be obtained from the Airport Duty Manager, Tel: 023-80627113.

e) The operator of an aircraft carrying dangerous or hazardous cargo must notify the Airport Duty Manager, Tel: 023-80627113 prior to the arrival of the aircraft or before loading of cargo prior to departure from the aerodrome.

f) For safety and security reasons occupants of General Aviation aircraft are required to use airport ground transportation. After arrival crew and passengers are to remain at the aircraft until arrival of transportation. Departing crew and passengers are provided transportation from the Terminal Building to the aircraft.

g) The aircraft commander is to ensure that passengers and crew remain with the aircraft unless they are escorted.

### 2 GROUND MOVEMENT

Not applicable

### 3 CAT II/III OPERATIONS

a) Southampton Airport is not equipped for CAT II/III operations, however Low Visibility Procedures are used to protect CAT 1 operations.

b) Low Visibility Procedures will commence when RVR/Met visibility falls to 1000 M or less.

### 4 WARNINGS

a) A Soft Ground Arrestor Bed is provided to stop aircraft in the event of an overrun on Runway 20. The bed, which is 73 M, is disposed symmetrically about the extended runway centre-line and is twice the runway width. The bed starts 19.5 M beyond the end of the paved surface.

b) Terrain induced turbulence is possible on approach to Runway 02, within 2 NM from touchdown, particularly when strong easterly winds occur.

c) Buildings induced turbulence is possible on approach to Runway 20, within 2 NM from touchdown, when strong surface winds occur.

d) Significant differences may occur between surface wind velocity reported by ATC and actual wind at approximately 200 FT AAL and above.

### 5 HELICOPTER OPERATIONS

a) All helicopters must land and take-off on the runway.

### 6 USE OF RUNWAYS

Not applicable

## 7 TRAINING

a) Use of the aerodrome by training flights is subject to approval from Airside Operations, Tel: 023-80627075.

b) Training flights by helicopters may be permitted. All enquiries to Airport Duty Manager on 023-80627113.

# EGHI AD 2.21 NOISE ABATEMENT PROCEDURES

a) Operators of all aircraft arriving or departing from the aerodrome are required to conform to the following procedures, as applicable, notwithstanding that at any time they may be departed from to the extent necessary for avoiding immediate danger or for compliance with instructions from ATC.

b) In order that the least possible noise disturbance is caused in areas surrounding the aerodrome, aircraft operators should ensure that at all times their aircraft conform to the noise abatement techniques laid down for that type of aircraft.

c) Arrivals
Following procedures apply to:

i. All turbo jet aircraft;
ii. all aircraft with a MTOW of 5700 KG or greater;

1. Aircraft flying an ILS approach should at no time descend below 1744 FT AMSL, 1700 FT AGL before intercepting the glide path.

2. Aircraft flying an instrument approach other than ILS, or those aircraft flying a visual approach, should not intercept the appropriate final approach track at a range less than 5 DME SAM, except that aircraft flying a visual approach via the downwind leg should not intercept final approach at less than 2 DME SAM for RWY 20 or 4 DME SAM for RWY 02.

3. Aircraft flying a visual approach should intercept the final approach track at a level not less than that equivalent to a 3° glide path at the intercept range. Final approach should be flown at not less than a nominal 3° glide path.

4. With the exception of the minimum ILS intercept level, nothing herein shall apply to an aircraft authorised by ATC to fly a circling instrument approach procedure.

d) Except as required during normal aircraft operations when flight is immediately intended, or as part of an after landing engine shutdown routine, engine ground running by aircraft is subject to strict control and is prohibited at certain times. Requests for approval must be made to the Airport Duty Manager, Tel: 023-80627113

e) The operation of aircraft auxiliary power units or ground power units should be kept to a minimum consistent with safety.

f) Noise Abatement Procedures (NAP) specified herein are applicable to:

i. All turbo jet aircraft;
ii. all aircraft with a MTOW of 5700 KG or greater;

| Take-off Runway | NAP |
|---|---|
| 02 | Climb straight ahead until 2.5 DME SAM<br><br>If VOR SAM is unserviceable, climb straight ahead until 2.5 DME ISN |
| 20 | As soon as possible after passing 500 FT ALT, turn right to intercept VOR SAM RDL 215. Maintain RDL 215 until 2000 FT ALT.<br><br>If VOR SAM is unserviceable, as soon as possible after passing 500 FT ALT, turn right to maintain a track 216 MAG until 2000 FT ALT |

g) The NAP specified in (f) may be varied by ATC except for aircraft that do not conform to the provisions of ICAO Annex 16, Vol 1, Chapter 3. If an ATC clearance requires a departure heading other than that specified in (f), the ATC specified heading supersedes that required by the appropriate NAP.

# EGHI AD 2.22 FLIGHT PROCEDURES

## 1 CIRCUITS

a) Unless flying a circling approach procedure, circuits shall normally be flown during daylight hours by propeller driven aircraft and helicopters at 1000 FT ALT and turbojet aircraft at 1500 FT ALT. All circuits flown at night shall be flown at 1500 FT ALT.

## 2 PROCEDURES FOR INBOUND AIRCRAFT

a) Standard Inbound Routes

Full routeings are published in the UK Standard Route Document (SRD). Aircraft inbound to Southampton from the ATS Route network will be routed on the designated Standard Arrival Routes. The Standard Arrival Routes are published in AD 2-EGHI-7-1/4.

b) Holding Procedures

Holding patterns are as follows:

| Main Stacks | Holding |
|---|---|
| Southampton NDB(L) EAS (Lowest level 2000 FT ALT) | Holding axis 017° MAG turning right at the facility. |
| Southampton VOR SAM (Lowest level 2000 FT ALT) | Holding axis 029° MAG turning right at the facility. |
| SIERRA (Lowest level 2000 FT ALT) | Holding fix SAM VOR/DME RDL 209°/D8 on an axis of 029° MAG, Turning right at fix, limiting DME SAM D11. |
| NOVEMBER (Lowest level 2000 FT ALT) | Holding fix SAM VOR/DME RDL 002°/D7.2 on an axis of 182° MAG, Turning left at fix, limiting DME SAM D11. |
| NEDUL (Lowest level 4000 FT ALT) | Holding fix SAM VOR/DME 204°/19 NM limiting DME SAM D24 on an axis of 024° MAG, turning right at the fix. |

## 3 PROCEDURES FOR OUTBOUND AIRCRAFT

a) The initial departures routes are shown below – full routeings are published in the UK Standard Route Document (SRD). These routes may be varied at the discretion of ATC (e.g. to offer more direct routeing when the traffic situation permits). **Pilots must adhere to the Noise Abatement Procedures (NAP) detailed in EGHI AD 2.21 before turning onto the specified route.**

*: see also UK Standard Route Document

| Departing to | Runway | Via | Route* |
|---|---|---|---|
| North | 02, 20 | Q41 | Q41 - NORRY **(Note 1)** |
| Northwest | 02, 20 | Y321/N14/Q63 | Y321 - NUBRI - N14 - HEKXA/Y321 - NUBRI - DCT - KENET **(Note 1)** |
| East | 02, 20 | GWC | GWC |
| South | 02, 20 | Q41/Z171 | NEDUL - Q41/Z171 **(Note 2)** |
| West **(Note 3)** | 02, 20 | FIR | As directed by ATC |

***Note 1:*** *Right turn from end of NAP Runway 20.*

***Note 2:*** *Left turn from end of NAP Runway 02.*

***Note 3:*** *There is no contiguous Controlled Airspace to the west of the Solent CTA. Departing aircraft intending to join the ATS Route network will leave controlled airspace at the Solent CTA boundary. Unless prior arrangements have been made by the aircraft operator with another ATS provider, the aircraft commander is responsible for obtaining a service outside controlled airspace.*

## 4 RADIO COMMUNICATIONS FAILURE PROCEDURES

a) In the event of complete radio communication failure in an aircraft, the pilot will adopt the appropriate procedure notified at ENR 1.1 paragraph 3.4.

b) The routes to be used when leaving the CTR in accordance with the procedures at ENR 1.1 paragraph 3.4 are shown in the table below; the route to be followed is dependent on the position of the aircraft at the time the decision to leave the Airspace is made.

| Position at time of decision | Route |
|---|---|
| Southampton VOR/DME SAM | Track 295°(T) |
| Southampton NDB(L) EAS | Track 295°(T) |

## 5 Flights Engaged in Instrument Route training - Flow Management Requirements

a) See EGHH AD 2.22, paragraph 4.

## 6 Visual Reference Points (VRP)

a) VFR traffic requesting transit of the Southampton CTR routeing west-east or east-west can expect clearance subject to traffic as follows:

| | |
|---|---|
| West Route: | Bishops Waltham VRP - Southampton VOR VRP - Romsey VRP; |
| East Route: | Romsey VRP - Southampton VOR VRP - Bishops Waltham VRP. |

Transit will be subject to ATC clearance.

b) Details of VRPs are available in the consolidated 'Visual Reference Points List' published on the 'Digital Dataset' page of the NATS AIS website, www.nats.aero/ais.

## 7 Frequency Monitoring Code (FMC)

a) Pilots operating in the vicinity of, but intending to remain outside Southampton CTR/Solent CTA, within the area defined by straight lines joining successively the following points and maintaining a listening watch only on Solent Radar frequency, 120.230 MHz, are encouraged to select SSR code 7011.

504541N 0011735W - 505302N 0005800W -
505836N 0005856W - 510648N 0010232W -
511031N 0012021W - 510128N 0013420W -
505442N 0013925W - 504229N 0013301W -
504541N 0011735W.

b) Selection of 7011 does not imply the receipt of an ATC service. Aircraft displaying the code are not expected to contact ATC under normal circumstances, remain responsible for their own navigation, separation, terrain clearance and are expected to remain clear of the Southampton CTR/Solent CTA at all times.

c) Whilst squawking 7011 pilots should be aware that Solent Radar may make blind transmissions in order to ascertain a particular aircraft's intentions/route.

d) When a pilot ceases to maintain a listening watch, code 7011 shall be deselected.

# EGHI AD 2.23 ADDITIONAL INFORMATION

a) Solent/Southampton Radar and Southampton Tower may be provided as a combined function. Periods when active will be notified by ATIS. SRA not available.

# EGHI AD 2.24 CHARTS RELATED TO AN AERODROME

AERODROME CHART - ICAO
AD 2.EGHI-2-1
AIRCRAFT PARKING/DOCKING CHART - ICAO
AD 2.EGHI-2-2
CONTROL ZONE and CONTROL AREA CHART
AD 2.EGHI-4-1
ATC SURVEILLANCE MINIMUM ALTITUDE CHART - ICAO
AD 2.EGHI-5-1
RNAV5 (DME/DME or GNSS) STANDARD ARRIVAL CHART - INSTRUMENT (STAR) BUGUP 1S CPT 1S UMBUR 2S - ICAO
AD 2.EGHI-7-1
RNAV5 (DME/DME or GNSS) STANDARD ARRIVAL CHART - INSTRUMENT (STAR) COWLY 1S - ICAO
AD 2.EGHI-7-2
RNAV5 (DME/DME or GNSS) STANDARD ARRIVAL CHART - INSTRUMENT (STAR) ELDAX 1S - ICAO
AD 2.EGHI-7-3
RNAV5 (DME/DME or GNSS) STANDARD ARRIVAL CHART - INSTRUMENT (STAR) THRED 1S - ICAO
AD 2.EGHI-7-4
STANDARD INSTRUMENT ARRIVAL CODING TABLES - BUGUP 1S CPT 1S UMBUR 2S COWLY 1S
AD 2.EGHI-7-5
STANDARD INSTRUMENT ARRIVAL CODING TABLES ELDAX 1S THRED 1S
AD 2.EGHI-7-6
RNAV HOLD CODING TABLES NEDUL PEPIS RUDMO SAM
AD 2.EGHI-7-7
INSTRUMENT APPROACH CHART RNP RWY 02 (CAT A,B,C) - ICAO
AD 2.EGHI-8-1
INSTRUMENT APPROACH CHART VOR/DME RWY 02 (CAT A,B,C) - ICAO
AD 2.EGHI-8-2
INSTRUMENT APPROACH CHART NDB(L)/DME RWY 02 (CAT A,B,C) - ICAO
AD 2.EGHI-8-3
INSTRUMENT APPROACH CHART (IAF VOR SAM) ILS/DME RWY 20 (CAT A,B,C) - ICAO
AD 2.EGHI-8-4
INSTRUMENT APPROACH CHART (IAF VOR SAM) LOC/DME RWY 20 (CAT A,B,C) - ICAO
AD 2.EGHI-8-5

INSTRUMENT APPROACH CHART (IAF NDB(L) EAS) ILS/DME RWY 20 (CAT A,B,C) - ICAO
AD 2.EGHI-8-6
INSTRUMENT APPROACH CHART (IAF NDB(L) EAS) LOC/DME RWY 20 (CAT A,B,C) - ICAO
AD 2.EGHI-8-7
INSTRUMENT APPROACH CHART VOR/DME RWY 20 (CAT A,B) - ICAO
AD 2.EGHI-8-8
INSTRUMENT APPROACH CHART NDB(L)/DME RWY 20 (CAT A,B,C) - ICAO
AD 2.EGHI-8-9
INSTRUMENT APPROACH CHART VOR/DME 181° TO AERODROME (CAT C) - ICAO
AD 2.EGHI-8-10
INSTRUMENT APPROACH PROCEDURE CODING TABLES - RNP RWY 02
AD 2.EGHI-8-11

## EGHI AD 2.25 VISUAL SEGMENT SURFACE (VSS) PENETRATION

Not applicable

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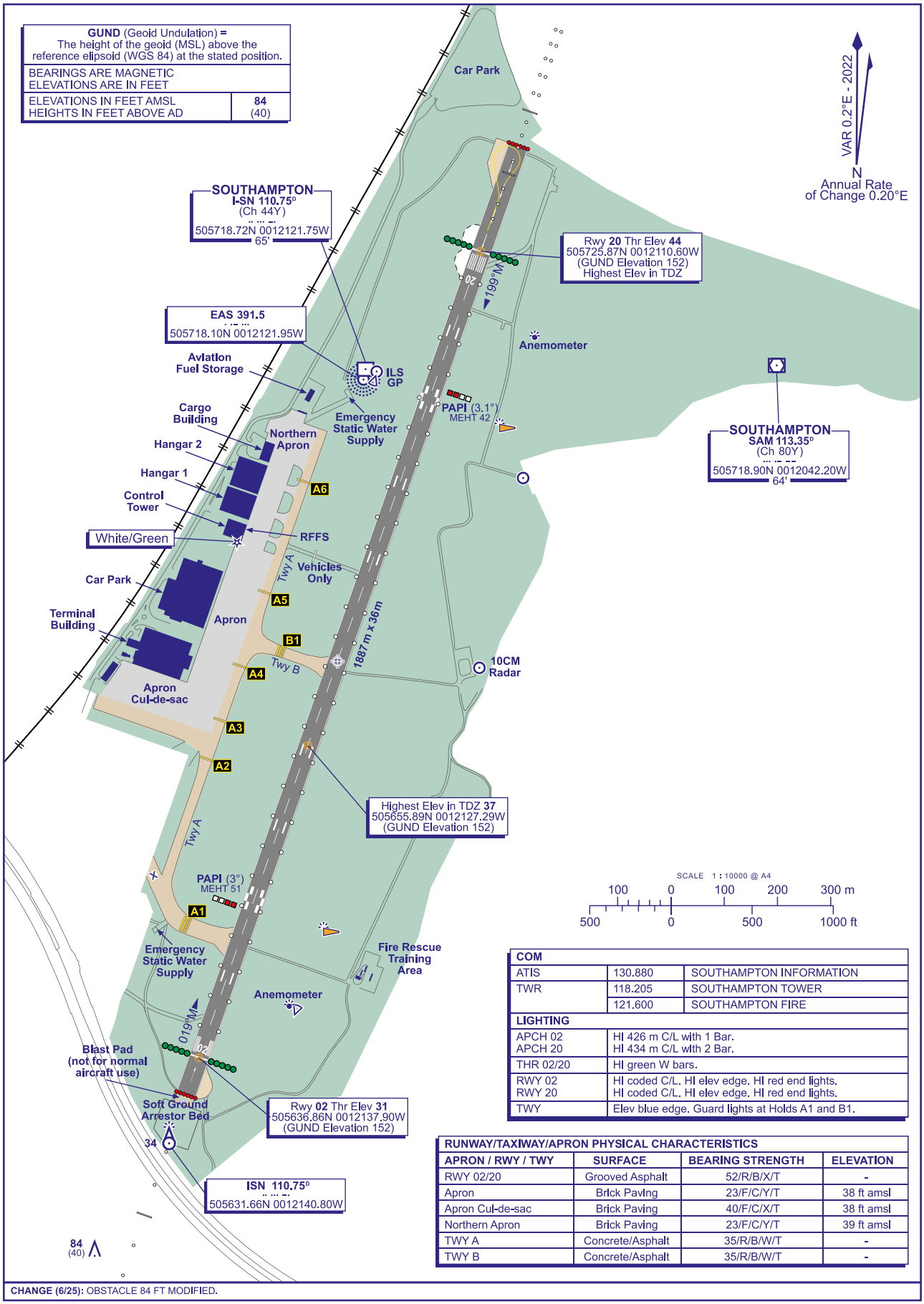
# AERODROME CHART - ICAO

ARP 505701N 0012124W | AD ELEV 44 ft

# SOUTHAMPTON
EGHI




| COM | | |
|---|---|---|
| ATIS | 130.880 | SOUTHAMPTON INFORMATION |
| TWR | 118.205 | SOUTHAMPTON TOWER |
| | 121.600 | SOUTHAMPTON FIRE |
| **LIGHTING** | | |
| APCH 02<br>APCH 20 | HI 426 m C/L with 1 Bar.<br>HI 434 m C/L wth 2 Bar. | |
| THR 02/20 | HI green W bars. | |
| RWY 02<br>RWY 20 | HI coded C/L. HI elev edge. HI red end lights.<br>HI coded C/L. HI elev edge. HI red end lights. | |
| TWY | Elev blue edge. Guard lights at Holds A1 and B1. | |

**RUNWAY/TAXIWAY/APRON PHYSICAL CHARACTERISTICS**

| APRON / RWY / TWY | SURFACE | BEARING STRENGTH | ELEVATION |
|---|---|---|---|
| RWY 02/20 | Grooved Asphalt | 52/R/B/X/T | - |
| Apron | Brick Paving | 23/F/C/Y/T | 38 ft amsl |
| Apron Cul-de-sac | Brick Paving | 40/F/C/X/T | 38 ft amsl |
| Northern Apron | Brick Paving | 23/F/C/Y/T | 39 ft amsl |
| TWY A | Concrete/Asphalt | 35/R/B/W/T | - |
| TWY B | Concrete/Asphalt | 35/R/B/W/T | - |

**CHANGE (6/25):** OBSTACLE 84 FT MODIFIED.

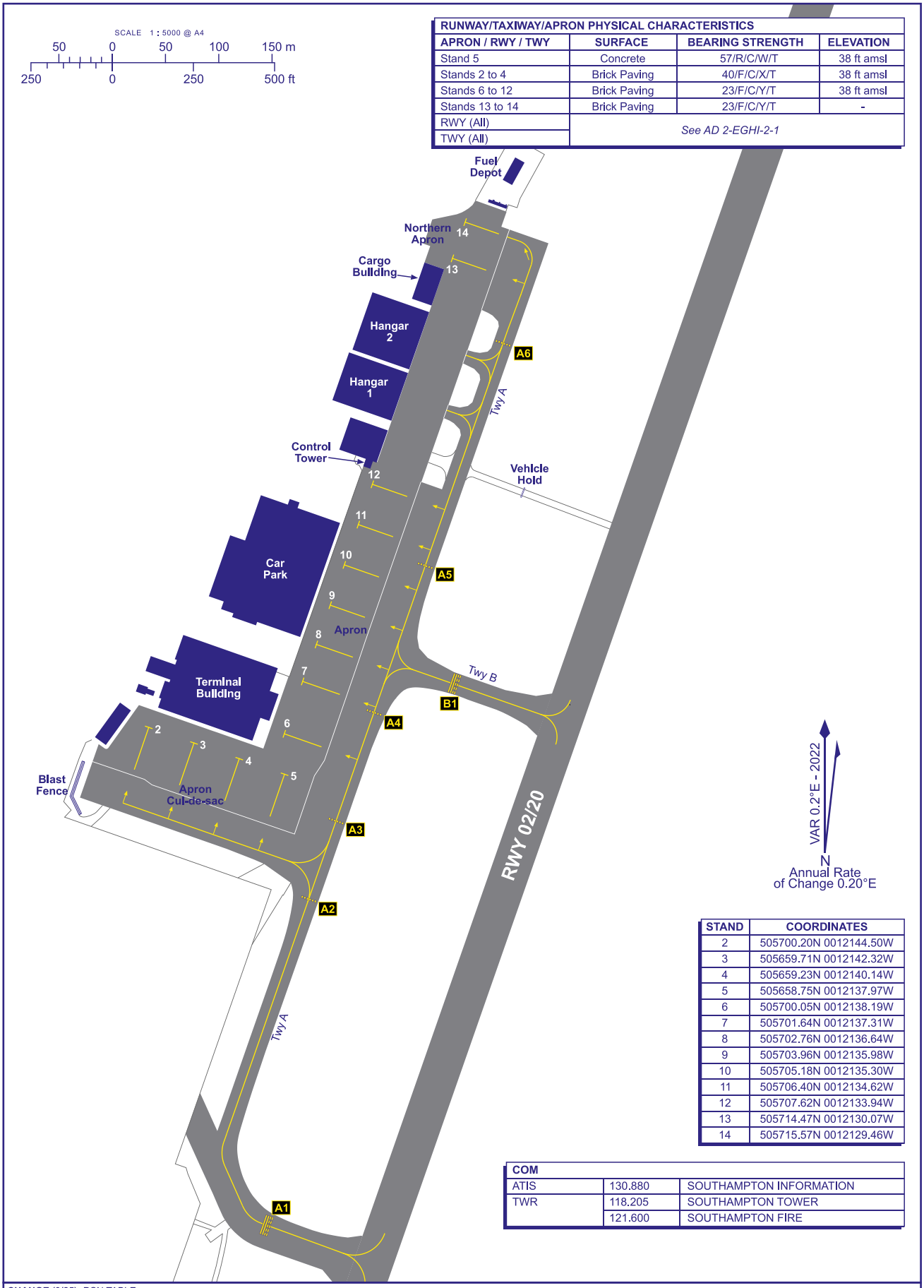
AERO INFO DATE 25 MAR 25

# AIRCRAFT PARKING/DOCKING CHART - ICAO

ARP 505701N 0012124W

AD ELEV 44 ft

## SOUTHAMPTON
EGHI




| RUNWAY/TAXIWAY/APRON PHYSICAL CHARACTERISTICS | | | |
|---|---|---|---|
| APRON / RWY / TWY | SURFACE | BEARING STRENGTH | ELEVATION |
| Stand 5 | Concrete | 57/R/C/W/T | 38 ft amsl |
| Stands 2 to 4 | Brick Paving | 40/F/C/X/T | 38 ft amsl |
| Stands 6 to 12 | Brick Paving | 23/F/C/Y/T | 38 ft amsl |
| Stands 13 to 14 | Brick Paving | 23/F/C/Y/T | - |
| RWY (All) | *See AD 2-EGHI-2-1* | | |
| TWY (All) | | | |

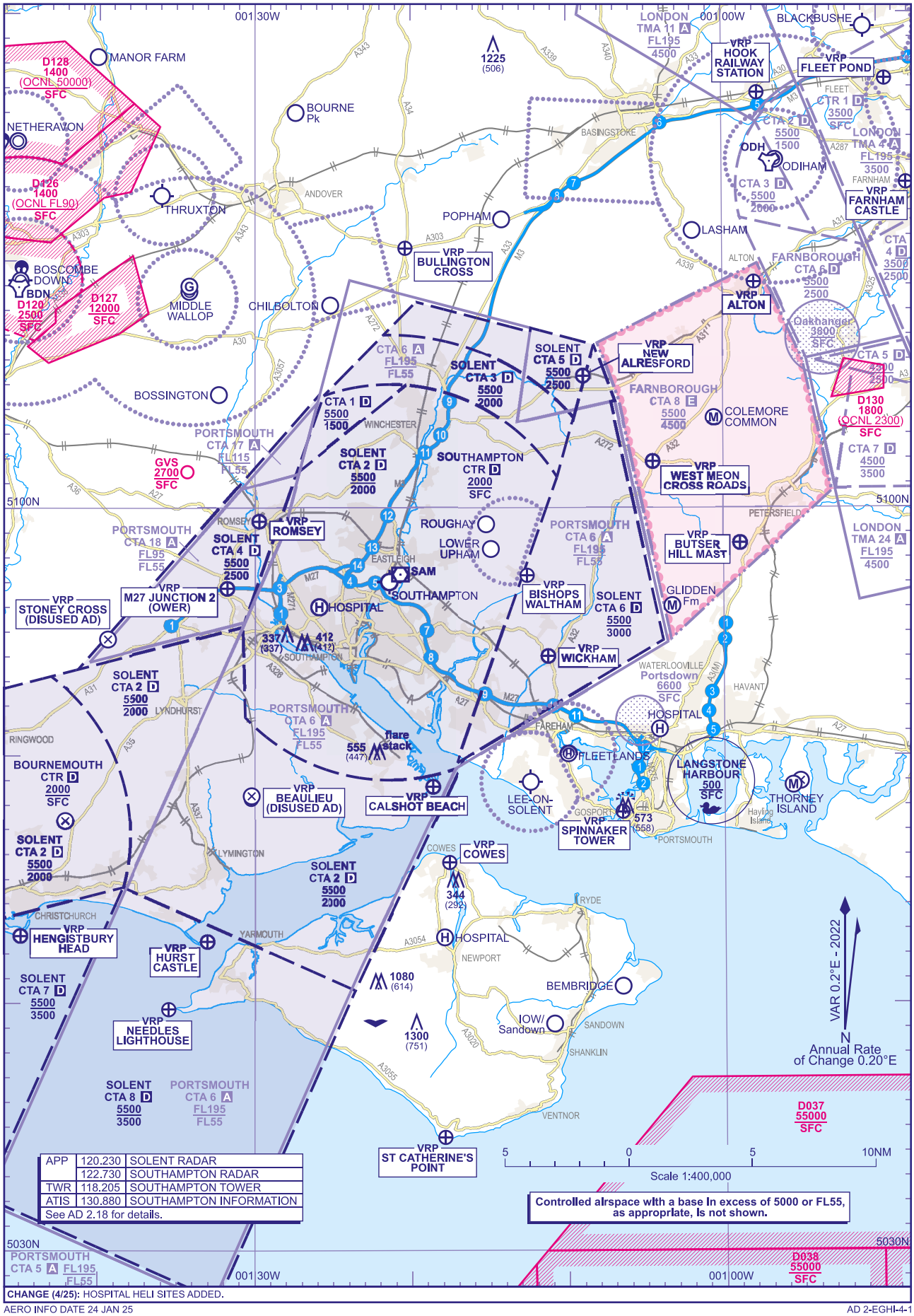
| STAND | COORDINATES |
|---|---|
| 2 | 505700.20N 0012144.50W |
| 3 | 505659.71N 0012142.32W |
| 4 | 505659.23N 0012140.14W |
| 5 | 505658.75N 0012137.97W |
| 6 | 505700.05N 0012138.19W |
| 7 | 505701.64N 0012137.31W |
| 8 | 505702.76N 0012136.64W |
| 9 | 505703.96N 0012135.98W |
| 10 | 505705.18N 0012135.30W |
| 11 | 505706.40N 0012134.62W |
| 12 | 505707.62N 0012133.94W |
| 13 | 505714.47N 0012130.07W |
| 14 | 505715.57N 0012129.46W |

| COM | | |
|---|---|---|
| ATIS | 130.880 | SOUTHAMPTON INFORMATION |
| TWR | 118.205 | SOUTHAMPTON TOWER |
| | 121.600 | SOUTHAMPTON FIRE |

**CHANGE (9/25):** PCN TABLE.

AERO INFO DATE 24 JUN 25

## CONTROL ZONE AND CONTROL AREA CHART — SOUTHAMPTON




**CHANGE (4/25):** HOSPITAL HELI SITES ADDED.

AERO INFO DATE 24 JAN 25

AD 2-EGHI-4-1

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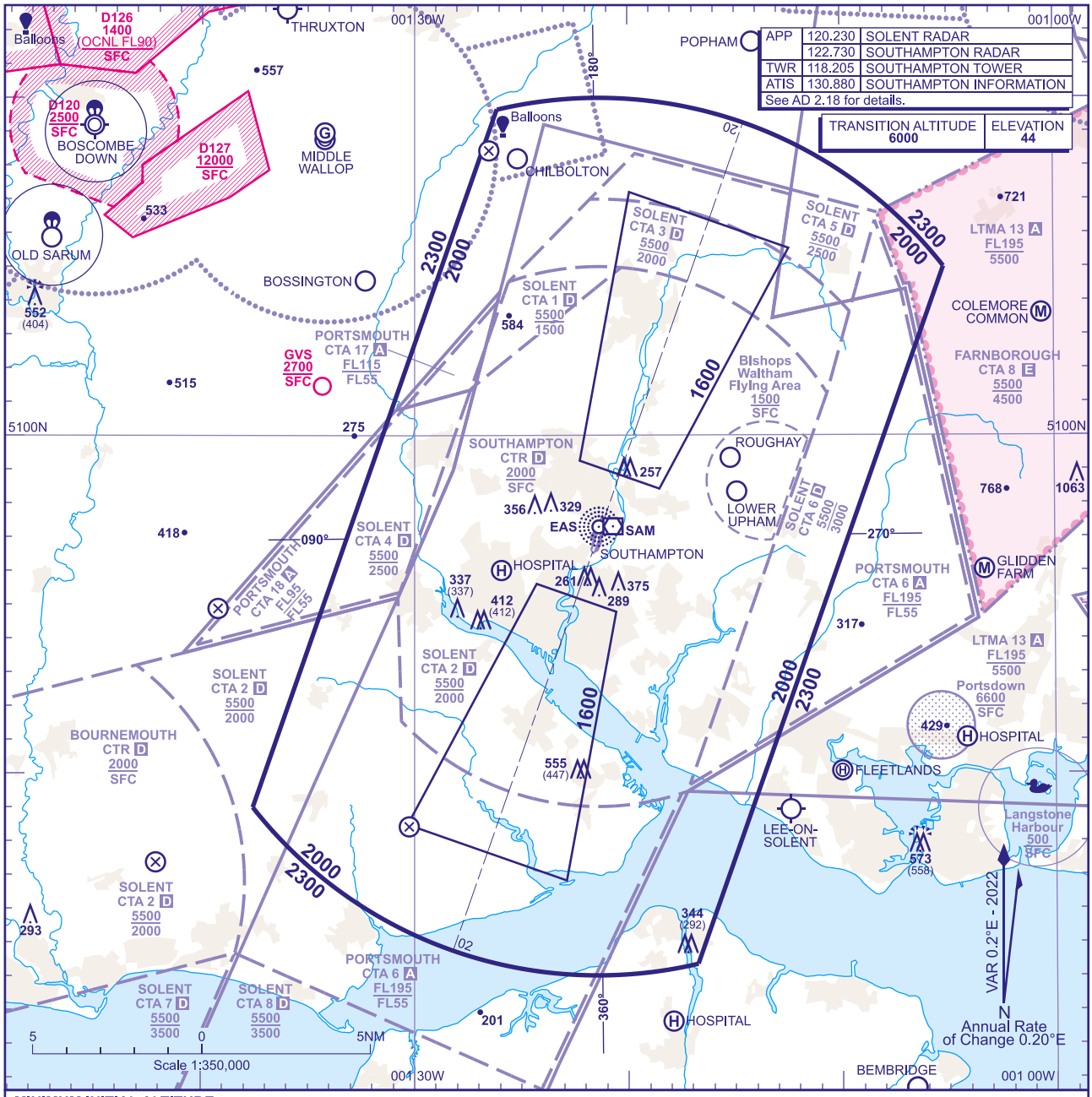
# ATC SURVEILLANCE MINIMUM ALTITUDE CHART - ICAO

BEARINGS, TRACKS AND RADIALS ARE MAGNETIC
ELEVATIONS IN FEET AMSL 947
HEIGHTS IN FEET AGL (498)

## SOUTHAMPTON




**MINIMUM INITIAL ALTITUDE**
Within the ATC Surveillance Minimum Altitude area the minimum initial altitude to be allocated by the approach surveillance controller is **2000** in the sector defined by the lateral limits; 504900N 0013734W - 510940N 0012608W thence clockwise by an arc of a circle radius 13NM centred on 505701N 0012124W to 510500N 0010510W - 504422N 0011645W thence clockwise by an arc of a circle radius 13NM centred on 505701N 0012124W to 504900N 0013734W.

**OUTSIDE THE DESIGNATED ATC SURVEILLANCE MINIMUM ALTITUDE AREA**
The minimum altitude to be allocated by the approach surveillance controller will be either the Minimum Sector Altitude, or **1000** above any fixed obstacles:
a) within 5NM of the aircraft, and
b) within the sector 15NM ahead of and within 20° either side of the aircraft's track.

**LOSS OF COMMUNICATION PROCEDURES**
**Initial Approach**
Continue visually or by means of an appropriate approved final approach aid. If not possible proceed at **2000**, or last assigned level if higher to **NDB(L) EAS**†.
**Intermediate and Final Approach**
Continue visually or by means of an appropriate final approach aid. If not possible follow the Missed Approach Procedure to **NDB(L) EAS**†.
† In all cases where the aircraft returns to the holding facility the procedure to be adopted is the Radio Failure Procedure detailed at ENR 1.1.3.

**GENERAL INFORMATION**
1. Levels shown are based on QNH.
2. Only significant obstacles and dominant spot heights are shown.
3. The minimum levels shown within the ATC Surveillance Minimum Altitude Area are in conformance with the Standard European Rules of the Air - SERA. 5015.
4. Minimum Sector Altitudes are based on obstacles and spot heights within 25NM of the Aerodrome Reference Point.
5. Controlled airspace with a base in excess of **5000** or FL55, as appropriate, is not shown.
6. The ATC Surveillance service is provided by Primary and Secondary Radar equipment, or exceptionally by only Primary or Secondary Radar equipment.
7. **This chart may only be used for cross-checking of altitudes assigned when in receipt of an ATC Surveillance service.**
8. **When vectoring an aircraft within the Final Approach Vectoring Area descent clearance below the SMAA to the FAVA altitude may only be issued if the aircraft is either established on the final approach track or on an intercept of 40° or less, and in the case of instrument approaches other than SRA is cleared to intercept the final approach track.**

**CHANGE (4/25):** HOSPITAL HELI SITES ADDED.

AERO INFO DATE 24 JAN 25

AD 2-EGHI-5-1

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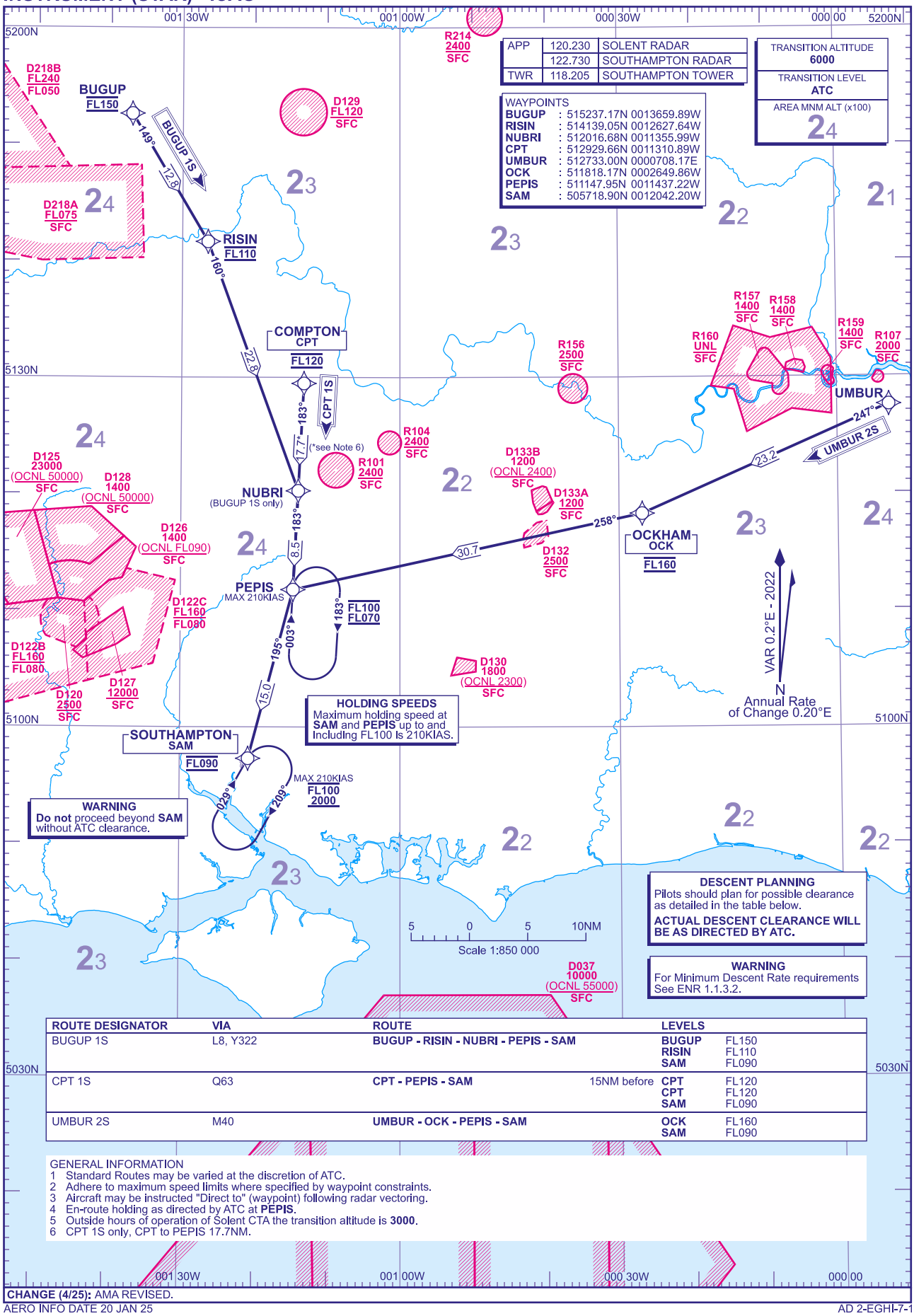
# RNAV5 (DME/DME or GNSS) STANDARD ARRIVAL CHART - INSTRUMENT (STAR) - ICAO

DISTANCES IN NAUTICAL MILES
TRACKS ARE MAGNETIC
ALTITUDES AND ELEVATIONS ARE IN FEET

# SOUTHAMPTON BUGUP 1S CPT 1S UMBUR 2S




| ROUTE DESIGNATOR | VIA | ROUTE | | LEVELS |
|---|---|---|---|---|
| BUGUP 1S | L8, Y322 | BUGUP - RISIN - NUBRI - PEPIS - SAM | | BUGUP FL150<br>RISIN FL110<br>SAM FL090 |
| CPT 1S | Q63 | CPT - PEPIS - SAM | 15NM before | CPT FL120<br>CPT FL120<br>SAM FL090 |
| UMBUR 2S | M40 | UMBUR - OCK - PEPIS - SAM | | OCK FL160<br>SAM FL090 |

GENERAL INFORMATION
1 Standard Routes may be varied at the discretion of ATC.
2 Adhere to maximum speed limits where specified by waypoint constraints.
3 Aircraft may be instructed "Direct to" (waypoint) following radar vectoring.
4 En-route holding as directed by ATC at **PEPIS**.
5 Outside hours of operation of Solent CTA the transition altitude is **3000**.
6 CPT 1S only, CPT to PEPIS 17.7NM.

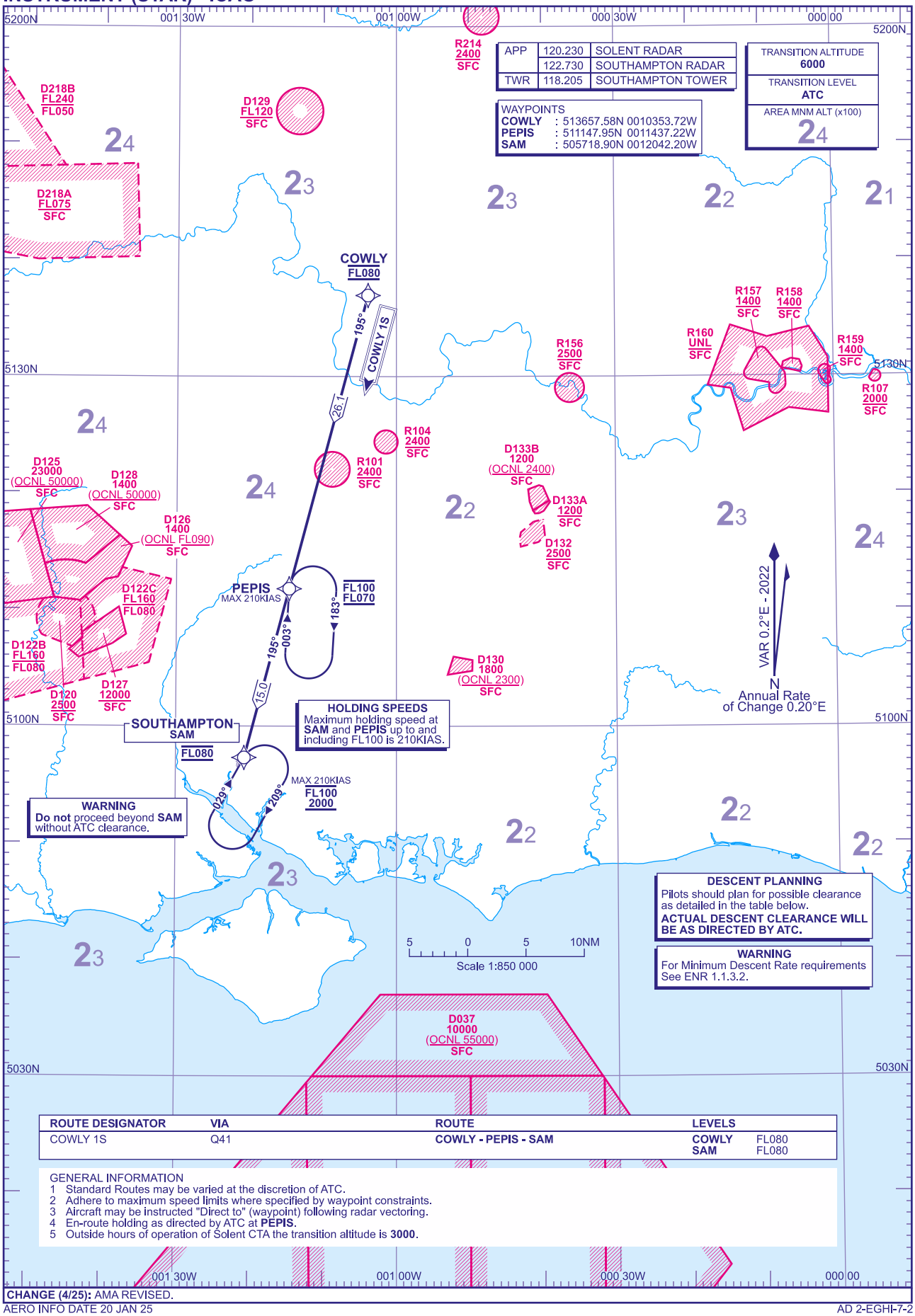
**CHANGE (4/25):** AMA REVISED.

AERO INFO DATE 20 JAN 25

# RNAV5 (DME/DME or GNSS) STANDARD ARRIVAL CHART - INSTRUMENT (STAR) - ICAO

DISTANCES IN NAUTICAL MILES
TRACKS ARE MAGNETIC
ALTITUDES AND ELEVATIONS ARE IN FEET

# SOUTHAMPTON COWLY 1S




| ROUTE DESIGNATOR | VIA | ROUTE | LEVELS |
|---|---|---|---|
| COWLY 1S | Q41 | COWLY - PEPIS - SAM | COWLY FL080<br>SAM FL080 |

GENERAL INFORMATION
1 Standard Routes may be varied at the discretion of ATC.
2 Adhere to maximum speed limits where specified by waypoint constraints.
3 Aircraft may be instructed "Direct to" (waypoint) following radar vectoring.
4 En-route holding as directed by ATC at **PEPIS**.
5 Outside hours of operation of Solent CTA the transition altitude is **3000**.

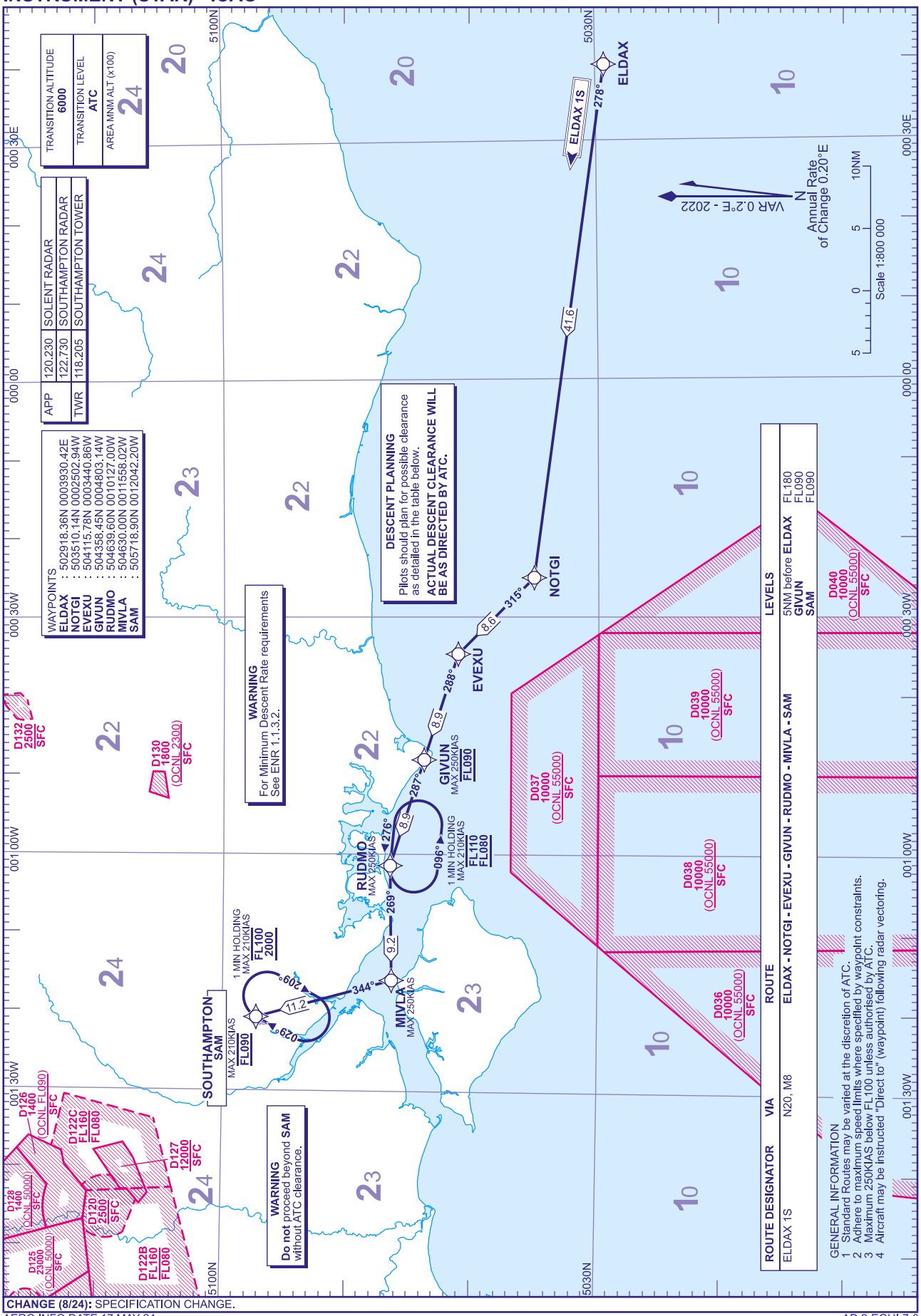
**CHANGE (4/25):** AMA REVISED.

AERO INFO DATE 20 JAN 25

# RNAV5 (DME/DME or GNSS) STANDARD ARRIVAL CHART - INSTRUMENT (STAR) - ICAO

DISTANCES IN NAUTICAL MILES
TRACKS ARE MAGNETIC
ALTITUDES AND ELEVATIONS ARE IN FEET

# SOUTHAMPTON ELDAX 1S



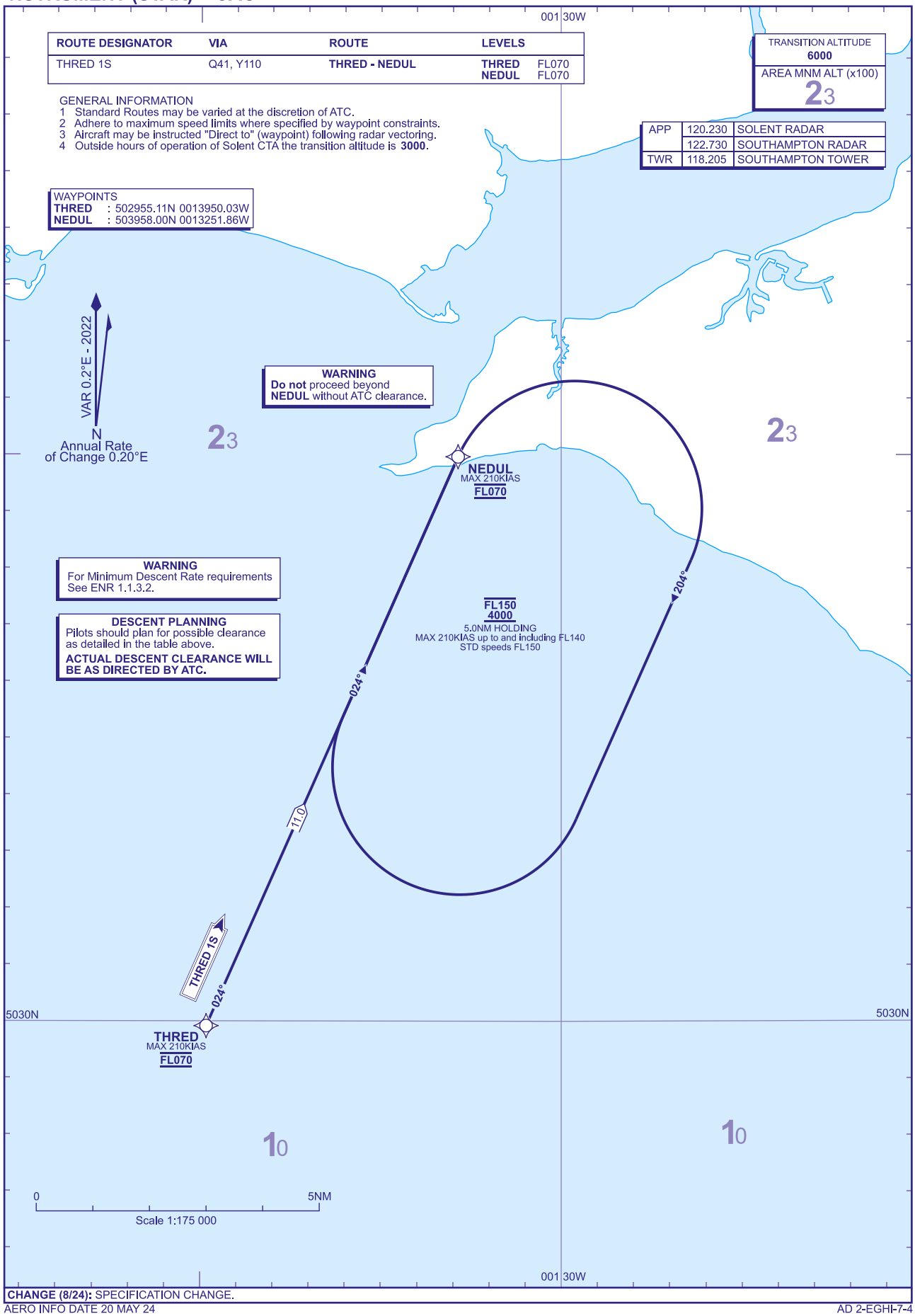

CHANGE (8/24): SPECIFICATION CHANGE.
AERO INFO DATE 17 MAY 24

AD 2-EGHI-7-3

# RNAV5 (DME/DME or GNSS) STANDARD ARRIVAL CHART - INSTRUMENT (STAR) - ICAO

DISTANCES IN NAUTICAL MILES
TRACKS ARE MAGNETIC
ALTITUDES AND ELEVATIONS ARE IN FEET

# SOUTHAMPTON THRED 1S




CHANGE (8/24): SPECIFICATION CHANGE.
AERO INFO DATE 20 MAY 24

# Standard Instrument Arrival Coding Tables

**SOUTHAMPTON BUGUP 1S**

| Designator | Sequence Number | Path Term-inator | Waypoint Name | Co-ordinates | Fly-over | Course/ Track °M (°T) | Magnetic Variation | Distance (NM) | Turn Direction | Level Constraint | Speed Constraint | Navigation Performance |
|---|---|---|---|---|---|---|---|---|---|---|---|---|
| BUGUP1S | 001 | IF | BUGUP | 515237.17N 0013659.89W | N | - | - | - | - | FL150 | - | RNAV5 |
| BUGUP1S | 002 | TF | RISIN | 514139.05N 0012627.64W | N | 149° (149.1°) | 0.2 | 12.8 | RIGHT | FL110 | - | RNAV5 |
| BUGUP1S | 003 | TF | NUBRI | 512016.68N 0011355.99W | N | 160° (159.8°) | 0.2 | 22.8 | RIGHT | - | - | RNAV5 |
| BUGUP1S | 004 | TF | PEPIS | 511147.95N 0011437.22W | N | 183° (182.9°) | 0.2 | 8.5 | RIGHT | - | -210 | RNAV5 |
| BUGUP1S | 005 | TF | SAM | 505718.90N 0012042.20W | N | 195° (194.9°) | 0.2 | 15.0 | - | FL090 | -210 | RNAV5 |

**SOUTHAMPTON CPT 1S**

| Designator | Sequence Number | Path Term-inator | Waypoint Name | Co-ordinates | Fly-over | Course/ Track °M (°T) | Magnetic Variation | Distance (NM) | Turn Direction | Level Constraint | Speed Constraint | Navigation Performance |
|---|---|---|---|---|---|---|---|---|---|---|---|---|
| CPT1S | 001 | IF | CPT | 512929.66N 0011310.89W | N | - | - | - | - | FL120 | - | RNAV5 |
| CPT1S | 002 | TF | PEPIS | 511147.95N 0011437.22W | N | 183° (182.9°) | 0.2 | 17.7 | RIGHT | - | -210 | RNAV5 |
| CPT1S | 003 | TF | SAM | 505718.90N 0012042.20W | N | 195° (194.9°) | 0.2 | 15.0 | - | FL090 | -210 | RNAV5 |

**SOUTHAMPTON UMBUR 2S**

| Designator | Sequence Number | Path Term-inator | Waypoint Name | Co-ordinates | Fly-over | Course/ Track °M (°T) | Magnetic Variation | Distance (NM) | Turn Direction | Level Constraint | Speed Constraint | Navigation Performance |
|---|---|---|---|---|---|---|---|---|---|---|---|---|
| UMBUR2S | 001 | IF | UMBUR | 512733.00N 0000708.17E | N | - | - | - | - | - | - | RNAV5 |
| UMBUR2S | 002 | TF | OCK | 511818.17N 0002649.86W | N | 247° (246.7°) | 0.2 | 23.2 | RIGHT | FL160 | - | RNAV5 |
| UMBUR2S | 003 | TF | PEPIS | 511147.95N 0011437.22W | N | 258° (258.1°) | 0.2 | 30.7 | LEFT | - | -210 | RNAV5 |
| UMBUR2S | 004 | TF | SAM | 505718.90N 0012042.20W | N | 195° (194.9°) | 0.2 | 15.0 | - | FL090 | -210 | RNAV5 |

**SOUTHAMPTON COWLY 1S**

| Designator | Sequence Number | Path Term-inator | Waypoint Name | Co-ordinates | Fly-over | Course/ Track °M (°T) | Magnetic Variation | Distance (NM) | Turn Direction | Level Constraint | Speed Constraint | Navigation Performance |
|---|---|---|---|---|---|---|---|---|---|---|---|---|
| COWLY1S | 001 | IF | COWLY | 513657.58N 0010353.72W | N | - | - | - | - | FL080 | - | RNAV5 |
| COWLY1S | 002 | TF | PEPIS | 511147.95N 0011437.22W | N | 195° (195.0°) | 0.2 | 26.1 | - | - | -210 | RNAV5 |
| COWLY1S | 003 | TF | SAM | 505718.90N 0012042.20W | N | 195° (194.9°) | 0.2 | 15.0 | - | FL080 | -210 | RNAV5 |

**CHANGE (8/24):** SPECIFICATION CHANGE.
AERO INFO DATE 16 MAY 24

# Standard Instrument Arrival Coding Tables

**SOUTHAMPTON ELDAX 1S**

| Designator | Sequence Number | Path Term-inator | Waypoint Name | Co-ordinates | Fly-over | Course/ Track °M (°T) | Magnetic Variation | Distance (NM) | Turn Direction | Level Constraint | Speed Constraint | Navigation Performance |
|---|---|---|---|---|---|---|---|---|---|---|---|---|
| ELDAX1S | 001 | IF | ELDAX | 502918.36N 0003930.42E | N | - | - | - | - | - | - | RNAV5 |
| ELDAX1S | 002 | TF | NOTGI | 503510.14N 0002502.94W | N | 278° (278.5°) | 0.2 | 41.6 | RIGHT | - | - | RNAV5 |
| ELDAX1S | 003 | TF | EVEXU | 504115.78N 0003440.86W | N | 315° (314.9°) | 0.2 | 8.6 | LEFT | - | - | RNAV5 |
| ELDAX1S | 004 | TF | GIVUN | 504358.45N 0004803.14W | N | 288° (287.8°) | 0.2 | 8.9 | - | FL090 | -250 | RNAV5 |
| ELDAX1S | 005 | TF | RUDMO | 504639.60N 0010127.00W | N | 287° (287.6°) | 0.2 | 8.9 | LEFT | - | -250 | RNAV5 |
| ELDAX1S | 006 | TF | MIVLA | 504630.00N 0011558.02W | N | 269° (269.1°) | 0.2 | 9.2 | RIGHT | - | -250 | RNAV5 |
| ELDAX1S | 007 | TF | SAM | 505718.90N 0012042.20W | N | 344° (344.5°) | 0.2 | 11.2 | - | FL090 | -210 | RNAV5 |

**SOUTHAMPTON THRED 1S**

| Designator | Sequence Number | Path Term-inator | Waypoint Name | Co-ordinates | Fly-over | Course/ Track °M (°T) | Magnetic Variation | Distance (NM) | Turn Direction | Level Constraint | Speed Constraint | Navigation Performance |
|---|---|---|---|---|---|---|---|---|---|---|---|---|
| THRED1S | 001 | IF | THRED | 502955.11N 0013950.03W | N | - | - | - | - | FL070 | -210 | RNAV5 |
| THRED1S | 002 | TF | NEDUL | 503958.00N 0013251.86W | N | 024° (023.8°) | 0.2 | 11.0 | - | FL070 | -210 | RNAV5 |

**CHANGE (8/24):** SPECIFICATION CHANGE.
AERO INFO DATE 16 MAY 24

# RNAV Hold Coding Tables

**SOUTHAMPTON NEDUL Hold**

| Designator | Sequence Number | Path Term-inator | Waypoint Name | Co-ordinates | Fly-over | Course/ Track °M (°T) | Magnetic Variation | Distance (NM) | Turn Direction | Level Constraint | Speed Constraint | Navigation Performance |
|---|---|---|---|---|---|---|---|---|---|---|---|---|
| NEDUL | - | - | NEDUL | 503958.00N 0013251.86W | Y | 024° (023.9°) | 0.2 | 5.0 NM | RIGHT | -FL150 +4000 | -210* | RNAV5 |

*up to and including FL140
std speed FL150

**SOUTHAMPTON PEPIS Hold**

| Designator | Sequence Number | Path Term-inator | Waypoint Name | Co-ordinates | Fly-over | Course/ Track °M (°T) | Magnetic Variation | Time (MIN) | Turn Direction | Level Constraint | Speed Constraint | Navigation Performance |
|---|---|---|---|---|---|---|---|---|---|---|---|---|
| PEPIS | - | - | PEPIS | 511147.95N 0011437.22W | Y | 003° (003.5°) | 0.2 | 1 MIN | RIGHT | -FL100 +FL070 | -210 | RNAV5 |

**SOUTHAMPTON RUDMO Hold**

| Designator | Sequence Number | Path Term-inator | Waypoint Name | Co-ordinates | Fly-over | Course/ Track °M (°T) | Magnetic Variation | Time (MIN) | Turn Direction | Level Constraint | Speed Constraint | Navigation Performance |
|---|---|---|---|---|---|---|---|---|---|---|---|---|
| RUDMO | - | - | RUDMO | 504639.60N 0010127.00W | Y | 276° (275.9°) | 0.2 | 1 MIN | LEFT | -FL110 +FL080 | -210 | RNAV5 |

**SOUTHAMPTON SAM Hold**

| Designator | Sequence Number | Path Term-inator | Waypoint Name | Co-ordinates | Fly-over | Course/ Track °M (°T) | Magnetic Variation | Time (MIN) | Turn Direction | Level Constraint | Speed Constraint | Navigation Performance |
|---|---|---|---|---|---|---|---|---|---|---|---|---|
| SAM | - | - | SAM | 505718.90N 0012042.20W | Y | 029° (029.5°) | 0.2 | 1 MIN | RIGHT | -FL100 +2000 | -210 | RNAV5 |

**CHANGE (8/24):** SPECIFICATION CHANGE.
AERO INFO DATE 22 MAY 24

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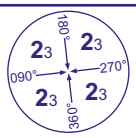
# INSTRUMENT APPROACH CHART - ICAO

## SOUTHAMPTON RNP RWY 02
(ACFT CAT A,B,C)



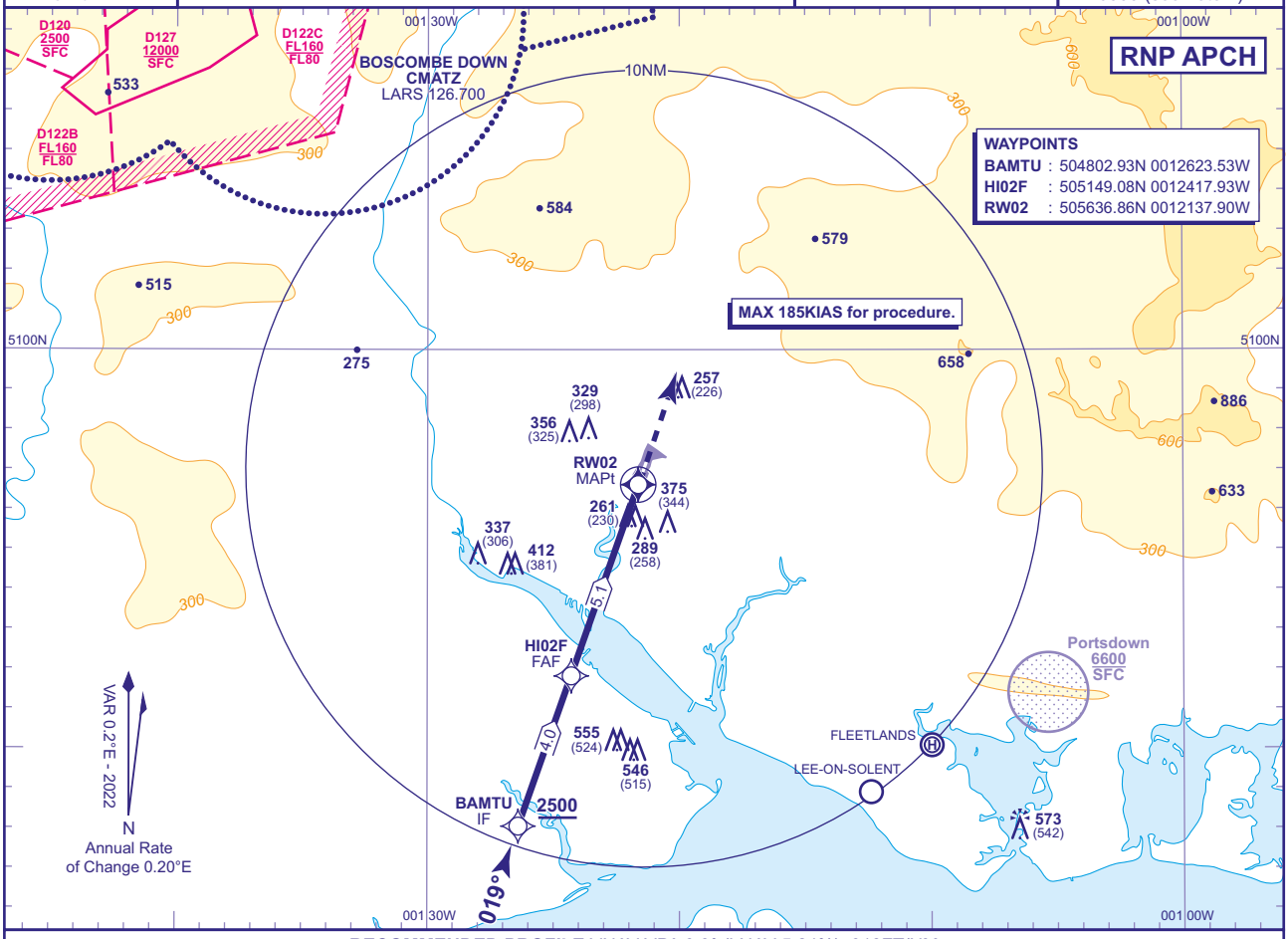
MSA 25NM ARP

| | | | |
|---|---|---|---|
| APP | 120.230 | SOLENT RADAR | |
| | 122.730 | SOUTHAMPTON RADAR | |
| TWR | 118.205 | SOUTHAMPTON TOWER | |
| ATIS | 130.880 | SOUTHAMPTON INFORMATION | |

| | |
|---|---|
| AD ELEVATION | 44 |
| THR ELEVATION | 31 |
| OBSTACLE ELEVATION 648 AMSL (617) (ABOVE THR) | |
| BEARINGS ARE MAGNETIC | |

MIN TEMP -10°C

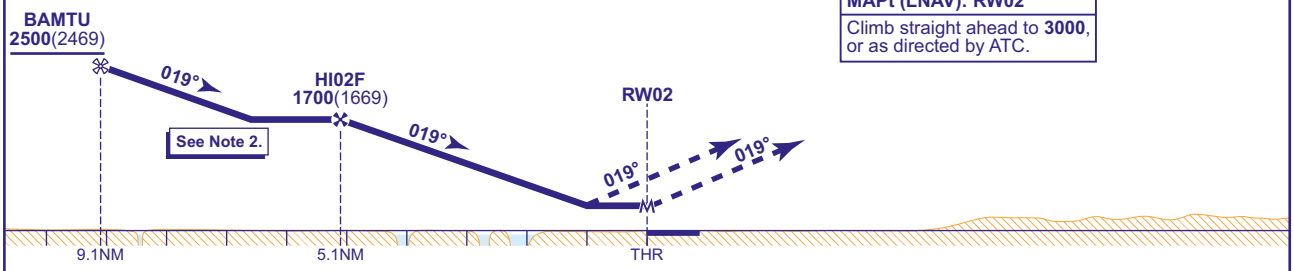
TRANSITION ALTITUDE 6000 (see note 1)




**RECOMMENDED PROFILE** VNAV VPA 3.0° (LNAV 5.24%), 318FT/NM

| NM to RW02 | 5 | 4 | 3 | 2 | 1 |
|---|---|---|---|---|---|
| ALT(HGT) | **1670**(1639) | **1350**(1319) | **1030**(999) | **720**(689) | **400**(369) |

**TCH 50**




**MAPt (LNAV): RW02**
Climb straight ahead to **3000**, or as directed by ATC.

| Aircraft Category | | A | B | C |
|---|---|---|---|---|
| OCA (OCH) | LNAV/VNAV | **510**(479) | **510**(479) | **510**(479) |
| | LNAV | **530**(499) | **530**(499) | **530**(499) |
| VM(C)OCA (OCH AAL) | Total Area | **680**(636) | **700**(656) | **890**(846) |

| Rate of descent | G/S KT | 160 | 140 | 120 | 100 | 80 |
|---|---|---|---|---|---|---|
| | FT/MIN | 850 | 740 | 640 | 530 | 420 |

**NOTE 1** Outside the Solent CTA notified hours of operation the Transition Altitude is **3000**.
**2** A 3° vertical profile from **BAMTU** to the FAF (**HI02F**) is recommended. An excessive rate of descent may result in leaving controlled airspace.

**CHANGE (10/22):** OBSTACLES REVISED.

AERO INFO DATE 12 JUL 22

# INSTRUMENT APPROACH CHART - ICAO

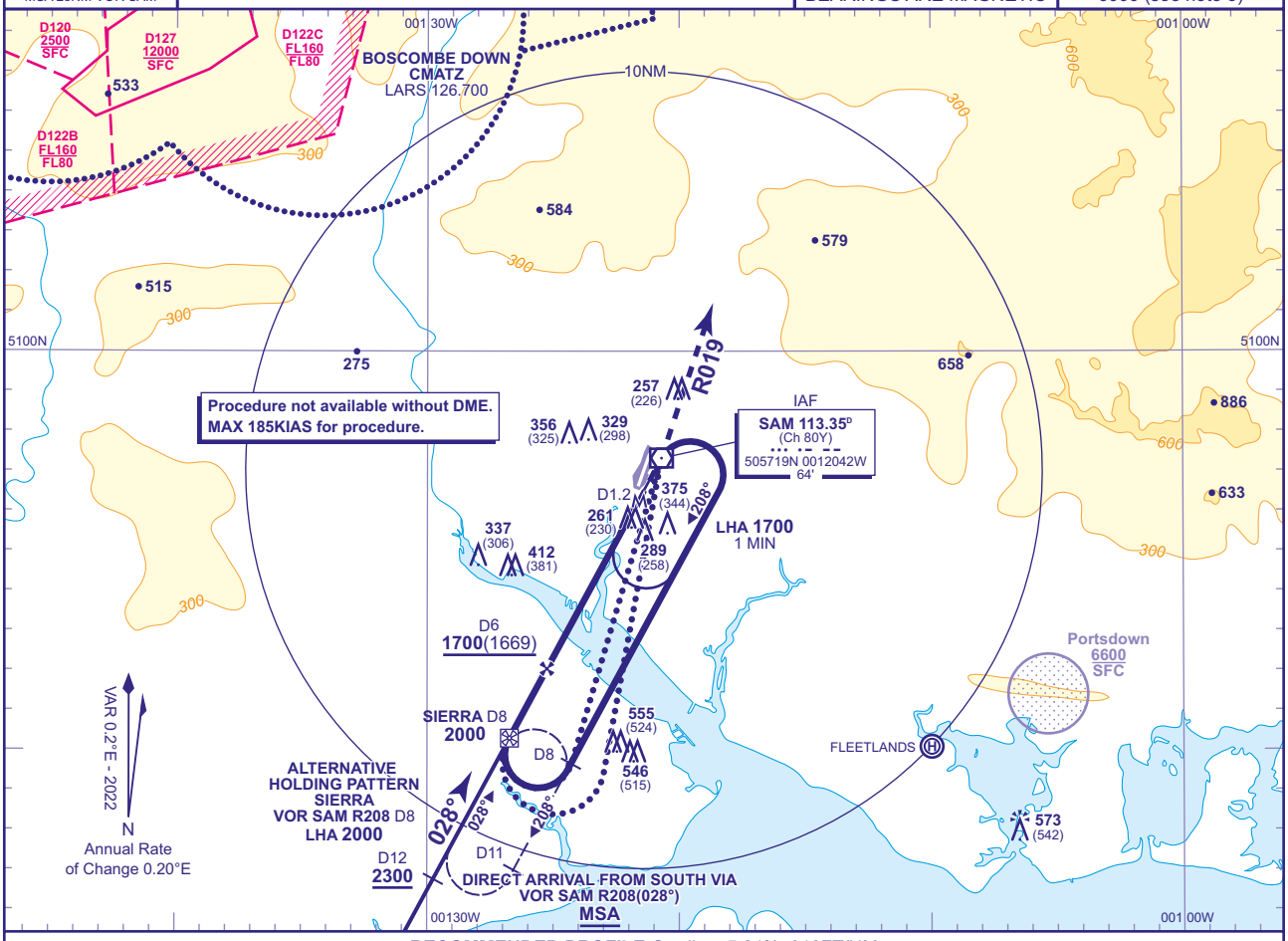
## SOUTHAMPTON VOR/DME RWY 02
(ACFT CAT A,B,C)

MSA 25NM VOR SAM

| | | | |
|---|---|---|---|
| APP | 120.230 | SOLENT RADAR | |
| | 122.730 | SOUTHAMPTON RADAR | |
| TWR | 118.205 | SOUTHAMPTON TOWER | |
| ATIS | 130.880 | SOUTHAMPTON INFORMATION | |

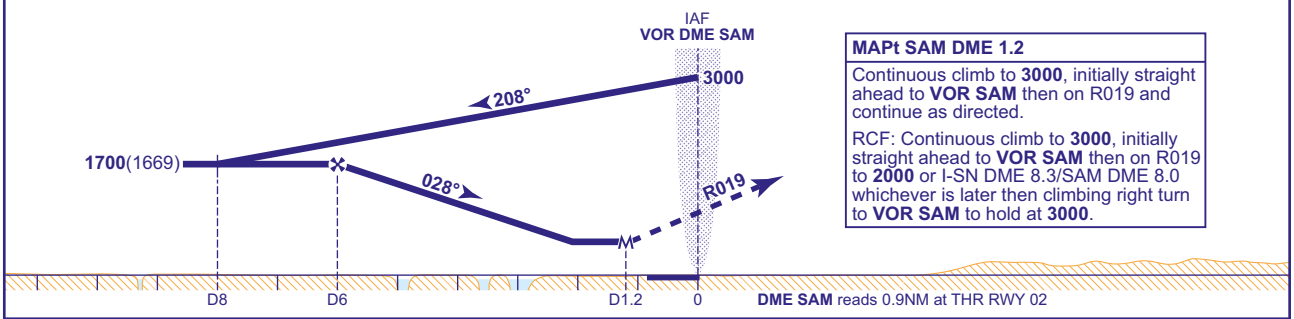
| | |
|---|---|
| AD ELEVATION | **44** |
| THR ELEVATION | **31** |
| OBSTACLE ELEVATION | **648 AMSL** (617) (ABOVE THR) |
| BEARINGS ARE MAGNETIC | |

TRANSITION ALTITUDE **6000** (see note 3)




**RECOMMENDED PROFILE** Gradient 5.24%, 318FT/NM

| **DME SAM** | 6 | 5 | 4 | 3 |
|---|---|---|---|---|
| **ALT**(HGT) | **1700**(1669) | **1380**(1349) | **1060**(1029) | **740**(709) |




**MAPt SAM DME 1.2**

Continuous climb to **3000**, initially straight ahead to **VOR SAM** then on R019 and continue as directed.

RCF: Continuous climb to **3000**, initially straight ahead to **VOR SAM** then on R019 to **2000** or I-SN DME 8.3/SAM DME 8.0 whichever is later then climbing right turn to **VOR SAM** to hold at **3000**.

| **Aircraft Category** | | **A** | **B** | **C** |
|---|---|---|---|---|
| **OCA** (OCH) | **Procedure** | **570**(539) | **570**(539) | **570**(539) |
| **VM(C)OCA** (OCH AAL) | **Total Area** | **680**(636) | **700**(656) | **890**(846) |

| **Rate of descent** | **G/S KT** | 160 | 140 | 120 | 100 | 80 |
|---|---|---|---|---|---|---|
| | **FT/MIN** | 850 | 740 | 640 | 530 | 420 |

**ALTERNATIVE BASE TURN PROCEDURE**
Arrival to VOR DME SAM (IAF) at **3000** fly outbound on R197 (CAT A,B); R191 (CAT C) descending to **1700**(1669). At SAM DME D8 base turn right onto extended FAT. When established continue as for main procedure.

**ALTERNATIVE PROCEDURE FROM HOLDING PATTERN SIERRA**
From holding fix SIERRA inbound (VOR SAM R208 DME 8) at **2000**, descend to cross FAF (SAM DME D6) not below **1700**(1669), then continue as for main procedure.

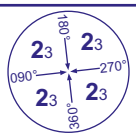
**NOTE 1** FAT is offset 10° from RWY C/L and intercepts the extended RWY C/L 1.0NM before the THR.
**2** Aircraft will normally be required to hold not lower than **2000**.
**3** Outside the Solent CTA notified hours of operation the Transition Altitude is **3000**.

**CHANGE (12/24):** VOR SAM RECALIBRATED. RADIALS/TRACKS REVISED.

AERO INFO DATE 10 SEP 24 AD 2-EGHI-8-2

# INSTRUMENT APPROACH CHART - ICAO

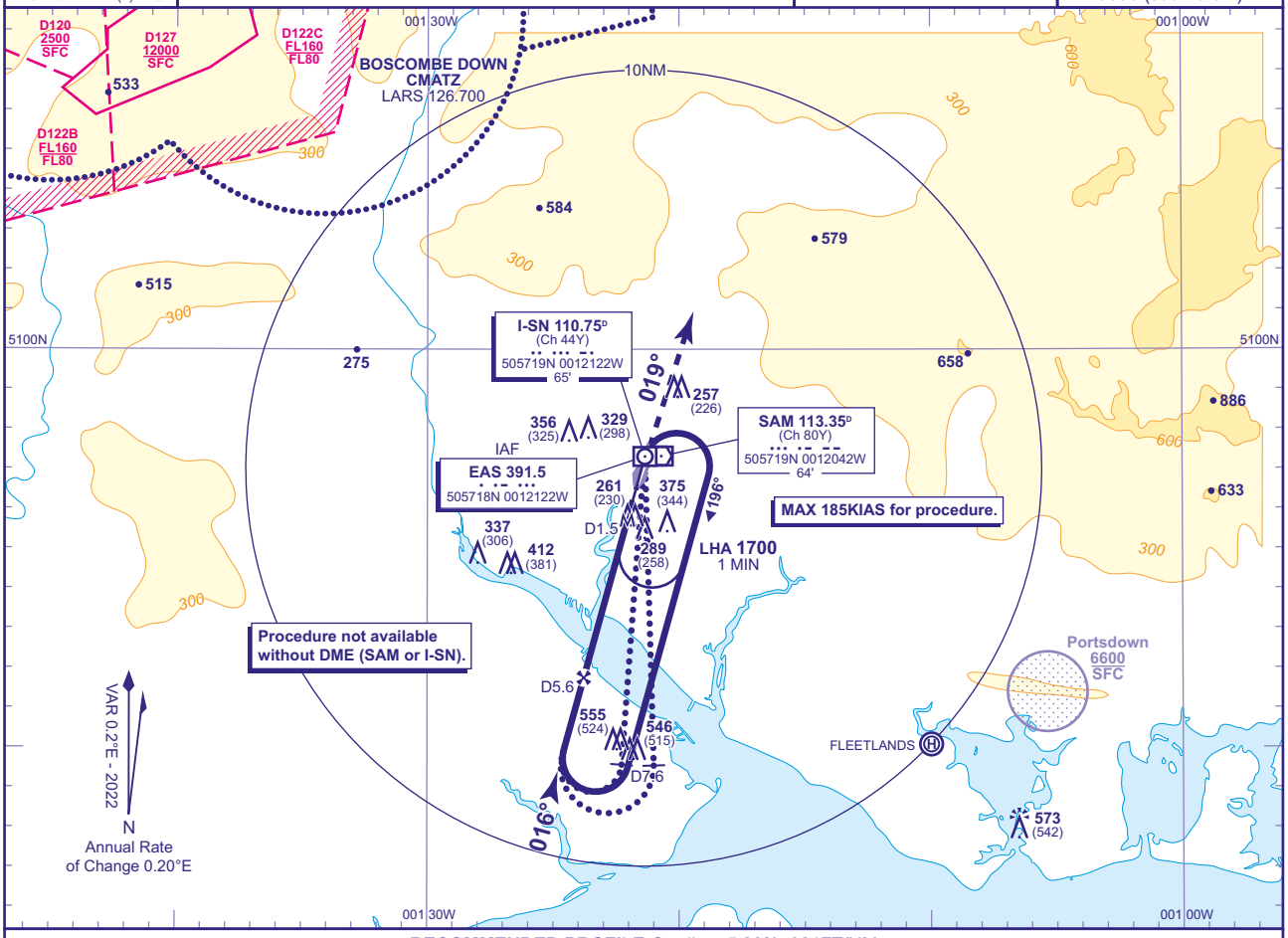
## SOUTHAMPTON NDB(L)/DME RWY 02
(ACFT CAT A,B,C)




| | | | |
|---|---|---|---|
| APP | 120.230 | SOLENT RADAR | |
| | 122.730 | SOUTHAMPTON RADAR | |
| TWR | 118.205 | SOUTHAMPTON TOWER | |
| ATIS | 130.880 | SOUTHAMPTON INFORMATION | |

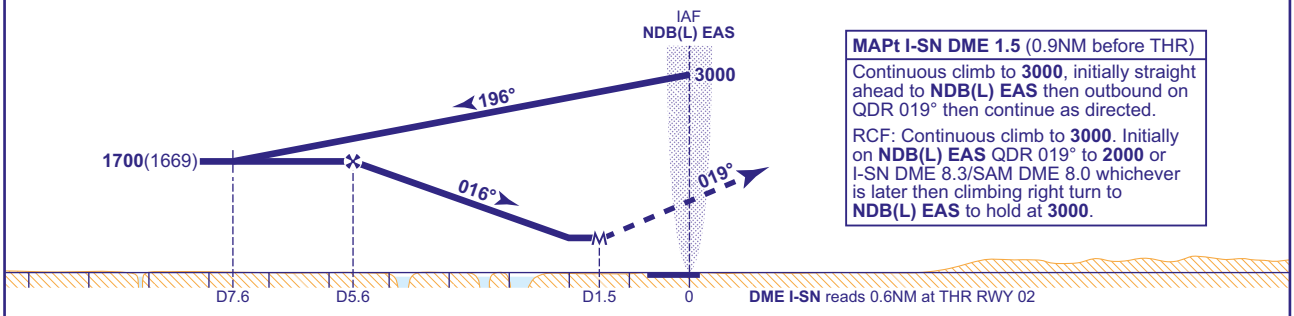
| | |
|---|---|
| AD ELEVATION | 44 |
| THR ELEVATION | 31 |
| OBSTACLE ELEVATION | 648 AMSL (617) (ABOVE THR) |
| BEARINGS ARE MAGNETIC | |

TRANSITION ALTITUDE **6000** (see note 4)




**RECOMMENDED PROFILE** Gradient 5.28%, 321FT/NM

| **DME I-SN** | 5 | 4 | 3 |
|---|---|---|---|
| **ALT**(HGT) | **1510**(1479) | **1190**(1159) | **870**(839) |




**MAPt I-SN DME 1.5** (0.9NM before THR)

Continuous climb to **3000**, initially straight ahead to **NDB(L) EAS** then outbound on QDR 019° then continue as directed.

RCF: Continuous climb to **3000**. Initially on **NDB(L) EAS** QDR 019° to **2000** or I-SN DME 8.3/SAM DME 8.0 whichever is later then climbing right turn to **NDB(L) EAS** to hold at **3000**.

| Aircraft Category | | A | B | C |
|---|---|---|---|---|
| **OCA** (OCH) | **Procedure** | **570**(539) | **570**(539) | **570**(539) |
| **VM(C)OCA** (OCH AAL) | **Total Area** | **680**(636) | **700**(656) | **890**(846) |

| **Rate of descent** | **G/S KT** | 160 | 140 | 120 | 100 | 80 |
|---|---|---|---|---|---|---|
| | **FT/MIN** | 860 | 750 | 640 | 530 | 430 |

**ALTERNATIVE BASE TURN PROCEDURE**
Arrival to NDB(L) EAS (IAF) at **3000** fly outbound on QDR 185° (CAT A,B); QDR 179° (CAT C) descending to **1700**(1669). At I-SN DME D7.6 base turn right onto extended FAT, when established continue as for main procedure.

**NOTE 1** Lowest altitude to commence procedure from hold is **2000**.
**2** FAT is offset 3° from RWY CL and intersects 0.5NM (I-SN DME 1.1) before THR.
**3** Aircraft will normally be required to hold not lower than **2000**.
**4** Outside the Solent CTA notified hours of operation the Transition Altitude is **3000**.

**CHANGE (8/23):** DME NOTE ADDED.

AERO INFO DATE 19 MAY 23

AD 2-EGHI-8-3

# INSTRUMENT APPROACH CHART - ICAO

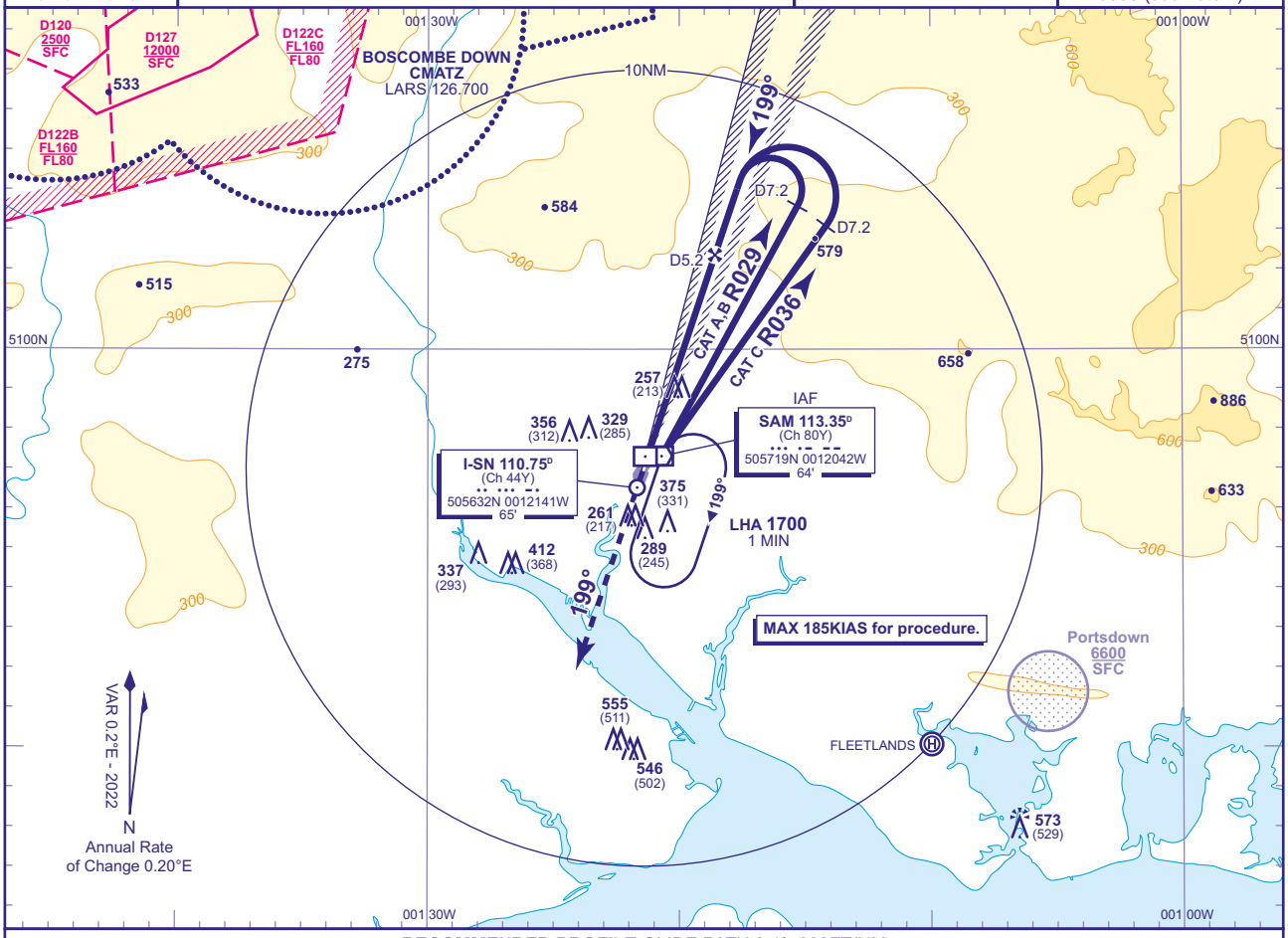
## SOUTHAMPTON
(IAF VOR SAM)
**ILS/DME**
**RWY 20**
(ACFT CAT A,B,C)

MSA 25NM VOR SAM

| | | | |
|---|---|---|---|
| APP | 120.230 | SOLENT RADAR | |
| | 122.730 | SOUTHAMPTON RADAR | |
| TWR | 118.205 | SOUTHAMPTON TOWER | |
| ATIS | 130.880 | SOUTHAMPTON INFORMATION | |

| | |
|---|---|
| AD ELEVATION | **44** |
| THR ELEVATION | **44** |
| OBSTACLE ELEVATION | **648 AMSL** (604) (ABOVE THR) |
| BEARINGS ARE MAGNETIC | |

TRANSITION ALTITUDE **6000** (see note 7)



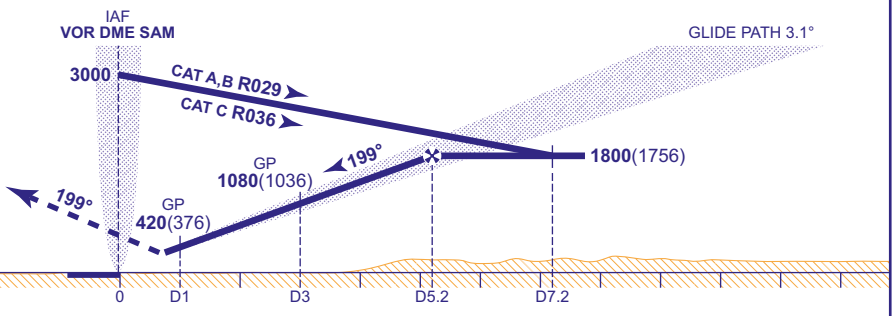

**RECOMMENDED PROFILE** GLIDE PATH 3.1°, 330FT/NM

| **DME I-SN** | 5 | 4 | 3 | 2 | 1 |
|---|---|---|---|---|---|
| **ALT**(HGT) | **1740**(1696) | **1410**(1366) | **1080**(1036) | **750**(706) | **420**(376) |

**RDH 51**

Continuous climb to **3000**, initially straight ahead then as directed.

RCF: Continuous climb to **3000**. Initially straight ahead to **2000** or I-SN DME 7.7 (SAM DME 8) whichever is later then climbing right turn to **VOR SAM** to hold at **3000**.




| **Aircraft Category** | | **A** | **B** | **C** |
|---|---|---|---|---|
| **OCA** (OCH) | **CAT I** | **219**(175) | **226**(182) | **237**(193) |
| **VM(C)OCA** (OCH AAL) | **Total Area** | **680**(636) | **700**(656) | **890**(846) |

| **Rate of descent** | **G/S KT** | 160 | 140 | 120 | 100 | 80 |
|---|---|---|---|---|---|---|
| | **FT/MIN** | 880 | 770 | 660 | 550 | 440 |

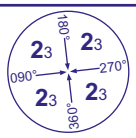
**NOTE 1** Lowest altitude to commence procedure from hold is **2000**.
**2** DME SAM is situated 0.3NM east of THR RWY 20.
**3** DME SAM may be substituted for DME I-SN if required. There are no changes to DME distances when DME SAM is used.
**4** In the event of DME being unavailable, radar ranges will be given at 7NM outbound and at the FAP.
**5** Due to controlled airspace constraints, aircraft may temporarily leave controlled airspace in the base turn. Aircraft being radar vectored to the LOC may not be provided a period of level flight immediately prior to GP intercept. GP intercept will normally be at **2500**.
**6** Aircraft will normally be required to hold not lower than **2000**.
**7** Outside the Solent CTA notified hours of operation the Transition Altitude is **3000**.

**CHANGE (12/24):** VOR SAM RECALIBRATED. RADIALS/TRACKS REVISED.

AERO INFO DATE 10 SEP 24 AD 2-EGHI-8-4

# INSTRUMENT APPROACH CHART - ICAO

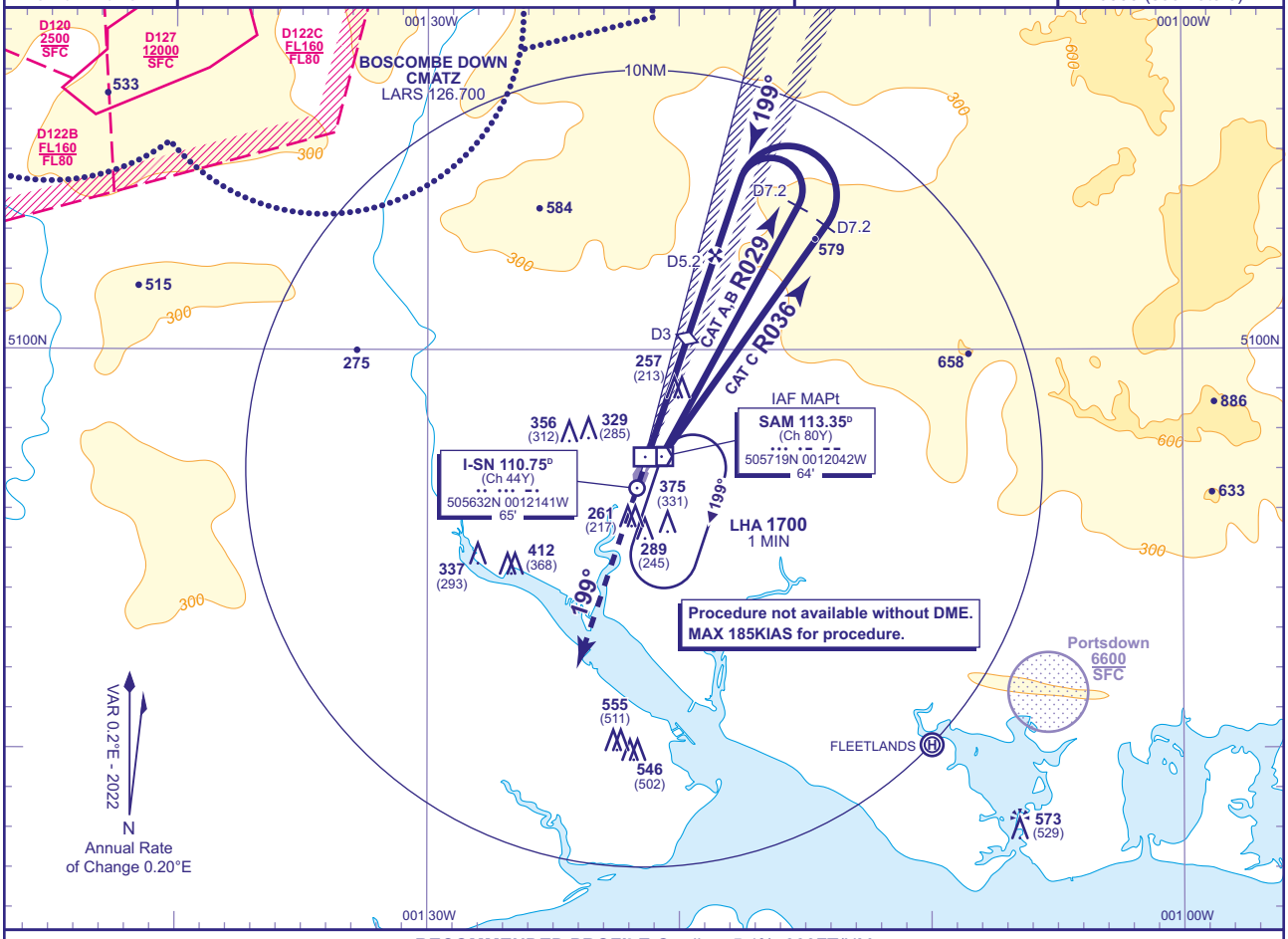
## SOUTHAMPTON
(IAF VOR SAM)
**LOC/DME**
**RWY 20**
(ACFT CAT A,B,C)



MSA 25NM VOR SAM

| | | | | | |
|---|---|---|---|---|---|
| APP | 120.230 | SOLENT RADAR | AD ELEVATION | 44 |
| | 122.730 | SOUTHAMPTON RADAR | THR ELEVATION | 44 |
| TWR | 118.205 | SOUTHAMPTON TOWER | OBSTACLE ELEVATION 648 AMSL (604) (ABOVE THR) | |
| ATIS | 130.880 | SOUTHAMPTON INFORMATION | BEARINGS ARE MAGNETIC | |

TRANSITION ALTITUDE **6000** (see note 6)



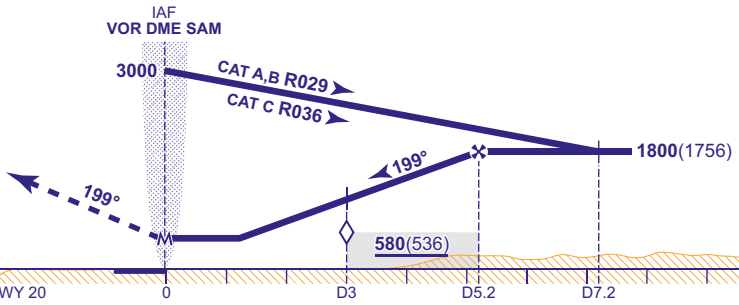

**RECOMMENDED PROFILE** Gradient 5.4%, 330FT/NM

| **DME I-SN** | 5 | 4 | 3 **(SDF)** | 2 |
|---|---|---|---|---|
| **ALT**(HGT) | **1740**(1696) | **1410**(1366) | **1080**(1036) | **750**(706) |

**MAPt VOR SAM**

Continuous climb to **3000**, initially straight ahead then as directed.

RCF: Continuous climb to **3000**. Initially straight ahead to **2000** or I-SN DME 7.7 (SAM DME 8) whichever is later then climbing right turn to **VOR SAM** to hold at **3000**.




| Aircraft Category | | A | B | C |
|---|---|---|---|---|
| **OCA** (OCH) | **Procedure** | **510**(466) | **510**(466) | **510**(466) |
| **VM(C)OCA** (OCH AAL) | **Total Area** | **680**(636) | **700**(656) | **890**(846) |

| **Rate of descent** | G/S KT | 160 | 140 | 120 | 100 | 80 |
|---|---|---|---|---|---|---|
| | FT/MIN | 880 | 770 | 660 | 550 | 440 |

**NOTE 1** Lowest altitude to commence procedure from hold is **2000**.
**2** DME SAM is situated 0.3NM east of THR RWY 20.
**3** DME SAM may be substituted for DME I-SN if required. There are no changes to DME distances when DME SAM is used.
**4** Due to controlled airspace constraints, aircraft may temporarily leave controlled airspace in the base turn. Aircraft being radar vectored to the LOC may not be provided a period of level flight immediately prior to crossing the FAF.
**5** Aircraft will normally be required to hold not lower than **2000**.
**6** Outside the Solent CTA notified hours of operation the Transition Altitude is **3000**.

**CHANGE (12/24):** VOR SAM RECALIBRATED. RADIALS/TRACKS REVISED.

AERO INFO DATE 10 SEP 24

# INSTRUMENT APPROACH CHART - ICAO

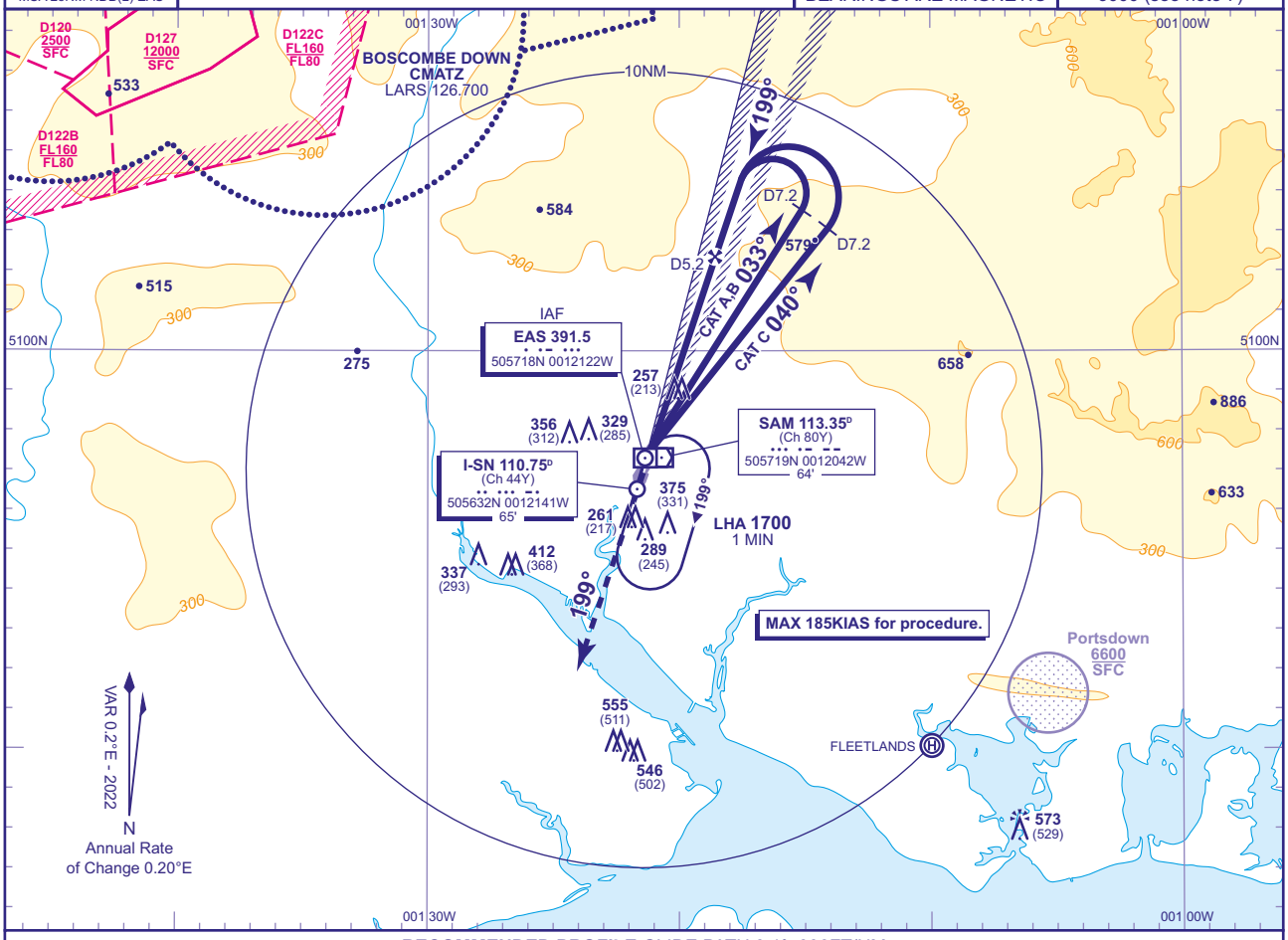
## SOUTHAMPTON
(IAF NDB(L) EAS)
**ILS/DME**
**RWY 20**
(ACFT CAT A,B,C)

MSA 25NM NDB(L) EAS

| | | | |
|---|---|---|---|
| APP | 120.230 | SOLENT RADAR | |
| | 122.730 | SOUTHAMPTON RADAR | |
| TWR | 118.205 | SOUTHAMPTON TOWER | |
| ATIS | 130.880 | SOUTHAMPTON INFORMATION | |

| | |
|---|---|
| AD ELEVATION | **44** |
| THR ELEVATION | **44** |
| OBSTACLE ELEVATION | **648 AMSL** (604) (ABOVE THR) |
| BEARINGS ARE MAGNETIC | |

TRANSITION ALTITUDE **6000** (see note 7)



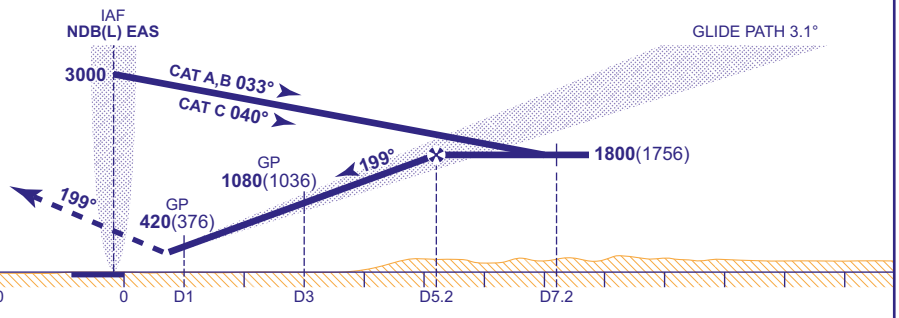

**RECOMMENDED PROFILE** GLIDE PATH 3.1°, 330FT/NM

| **DME I-SN** | 5 | 4 | 3 | 2 | 1 |
|---|---|---|---|---|---|
| **ALT**(HGT) | **1740**(1696) | **1410**(1366) | **1080**(1036) | **750**(706) | **420**(376) |

**RDH 51**

Continuous climb to **3000**, initially straight ahead then as directed.

RCF: Continuous climb to **3000**. Initially straight ahead to **2000** or DME I-SN 7.7 (SAM DME 8) whichever is later then climbing right turn to **NDB(L) EAS** to hold at **3000**.




| **Aircraft Category** | | **A** | **B** | **C** |
|---|---|---|---|---|
| **OCA** (OCH) | **CAT I** | **219**(175) | **226**(182) | **237(193)** |
| **VM(C)OCA** (OCH AAL) | **Total Area** | **680(636)** | **700**(656) | **890**(846) |

| **Rate of descent** | **G/S KT** | 160 | 140 | 120 | 100 | 80 |
|---|---|---|---|---|---|---|
| | **FT/MIN** | 880 | 770 | 660 | 550 | 440 |

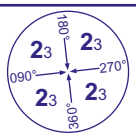
**NOTE 1** Lowest altitude to commence procedure from hold is **2000**.
**2** DME SAM is situated 0.3NM east of THR RWY 20.
**3** DME SAM may be substituted for DME I-SN if required. There are no changes to DME distances when DME SAM is used.
**4** In the event of DME being unavailable, radar ranges will be given at 7NM outbound and at the FAP.
**5** Due to controlled airspace constraints, aircraft may temporarily leave controlled airspace in the base turn. Aircraft being radar vectored to the LOC may not be provided a period of level flight immediately prior to GP intercept. GP intercept will normally be at **2500**.
**6** Aircraft will normally be required to hold not lower than **2000**.
**7** Outside the Solent CTA notified hours of operation the Transition Altitude is **3000**.

**CHANGE (10/22):** OBSTACLES REVISED.

AERO INFO DATE 12 JUL 22

# INSTRUMENT APPROACH CHART - ICAO

## SOUTHAMPTON
(IAF NDB(L) EAS)
**LOC/DME**
**RWY 20**
(ACFT CAT A,B,C)

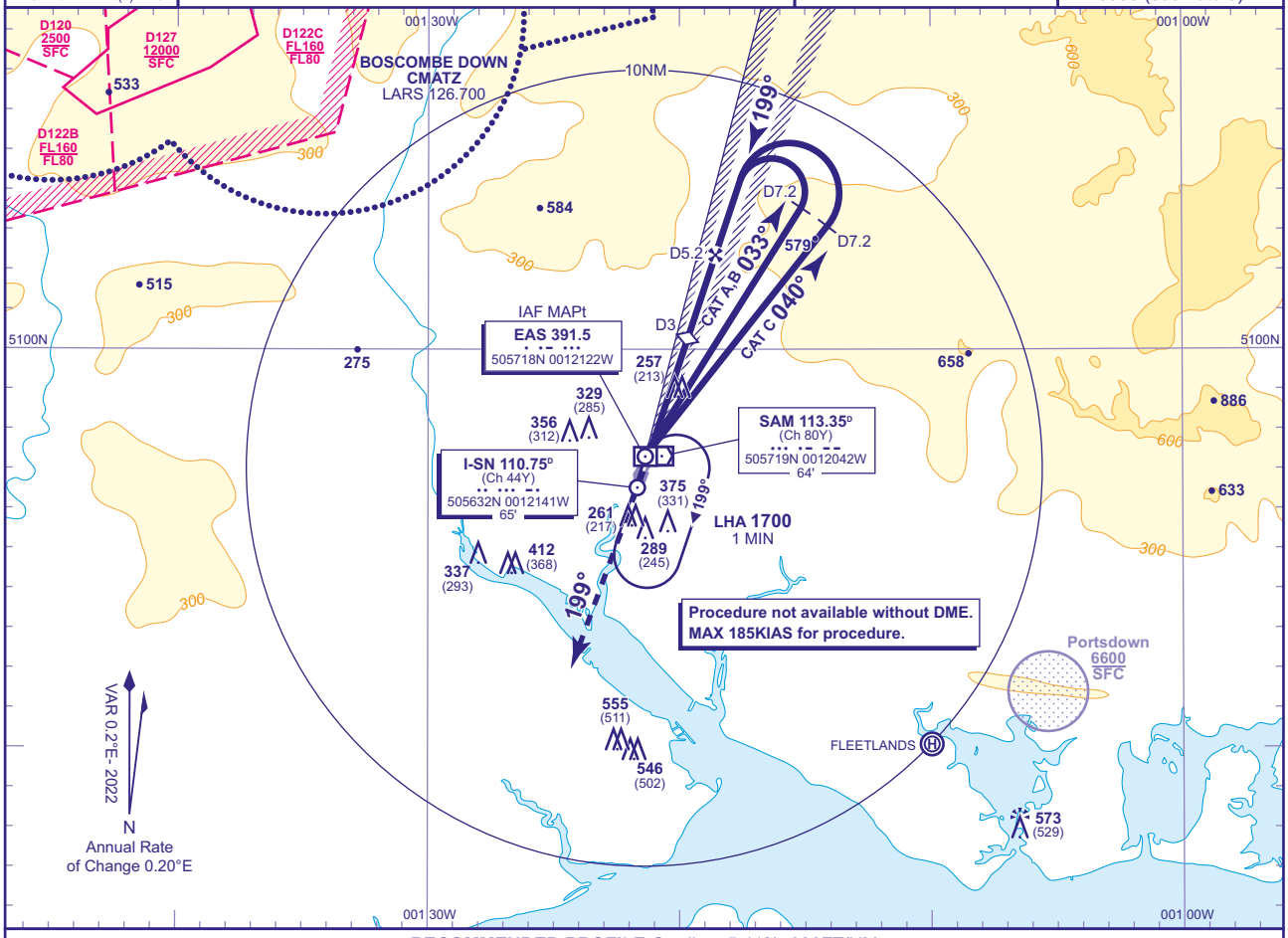


MSA 25NM NDB(L) EAS

| | | | |
|---|---|---|---|
| APP | 120.230 | SOLENT RADAR | |
| | 122.730 | SOUTHAMPTON RADAR | |
| TWR | 118.205 | SOUTHAMPTON TOWER | |
| ATIS | 130.880 | SOUTHAMPTON INFORMATION | |

| | |
|---|---|
| AD ELEVATION | **44** |
| THR ELEVATION | **44** |
| OBSTACLE ELEVATION | **648 AMSL** (604) (ABOVE THR) |
| BEARINGS ARE MAGNETIC | |

TRANSITION ALTITUDE **6000** (see note 6)



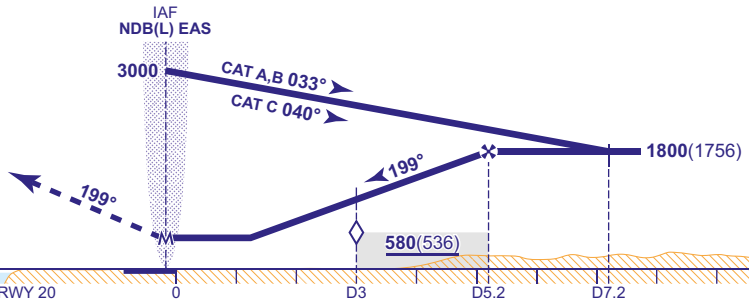

**RECOMMENDED PROFILE** Gradient 5.41%, 330FT/NM

| **DME I-SN** | 5 | 4 | 3 **(SDF)** | 2 |
|---|---|---|---|---|
| **ALT**(HGT) | **1740**(1696) | **1410**(1366) | **1080**(1036) | **750**(706) |

**MAPt NDB(L) EAS**

Continuous climb to **3000**, initially straight ahead then as directed.

RCF: Continuous climb to **3000**. Initially straight ahead to **2000** or I-SN DME 7.7 (SAM DME 8) whichever is later then climbing right turn to **NDB(L) EAS** to hold at **3000**.




| Aircraft Category | | A | B | C |
|---|---|---|---|---|
| **OCA** (OCH) | **Procedure** | **510**(466) | **510**(466) | **510**(466) |
| **VM(C)OCA** (OCH AAL) | **Total Area** | **680**(636) | **700**(656) | **890**(846) |

| **Rate of descent** | **G/S KT** | 160 | 140 | 120 | 100 | 80 |
|---|---|---|---|---|---|---|
| | **FT/MIN** | 880 | 770 | 660 | 550 | 440 |

**NOTE 1** Lowest altitude to commence procedure from hold is **2000**.
**2** DME SAM is situated 0.3NM east of THR RWY 20.
**3** DME SAM may be substituted for DME I-SN if required. There are no changes to DME distances when DME SAM is used.
**4** Due to controlled airspace constraints, aircraft may temporarily leave controlled airspace in the base turn. Aircraft being radar vectored to the LOC may not be provided a period of level flight immediately prior to crossing the FAF.
**5** Aircraft will normally be required to hold not lower than **2000**.
**6** Outside the Solent CTA notified hours of operation the Transition Altitude is **3000**.

**CHANGE (10/22):** OBSTACLES REVISED.

AERO INFO DATE 12 JUL 22

# INSTRUMENT APPROACH CHART - ICAO

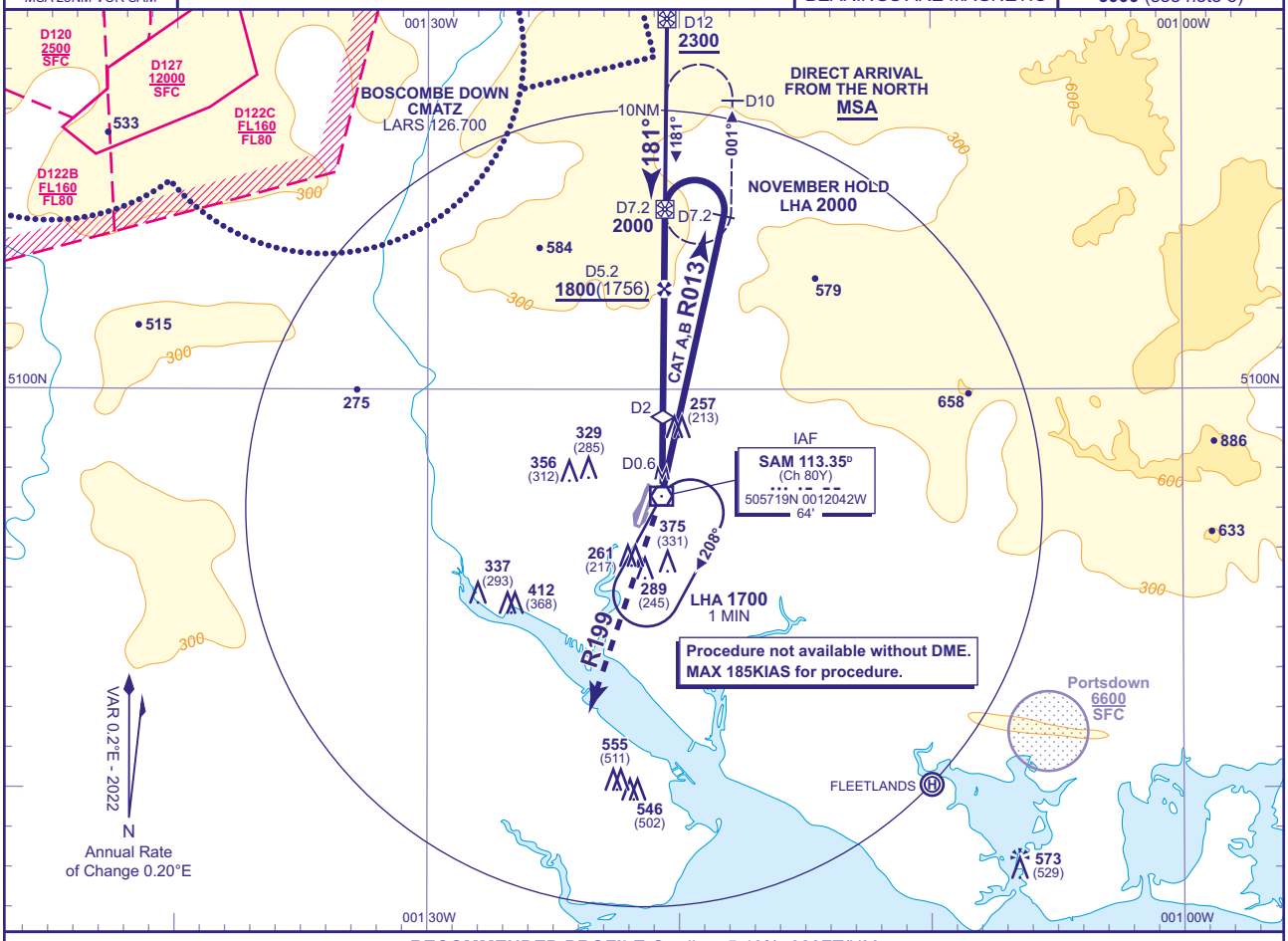
## SOUTHAMPTON VOR/DME RWY 20
(ACFT CAT A,B)

MSA 25NM VOR SAM

| | | | |
|---|---|---|---|
| APP | 120.230 | SOLENT RADAR | |
| | 122.730 | SOUTHAMPTON RADAR | |
| TWR | 118.205 | SOUTHAMPTON TOWER | |
| ATIS | 130.880 | SOUTHAMPTON INFORMATION | |

| | |
|---|---|
| AD ELEVATION | 44 |
| THR ELEVATION | 44 |
| OBSTACLE ELEVATION | 648 AMSL (604) (ABOVE THR) |
| BEARINGS ARE MAGNETIC | |

TRANSITION ALTITUDE **6000** (see note 5)



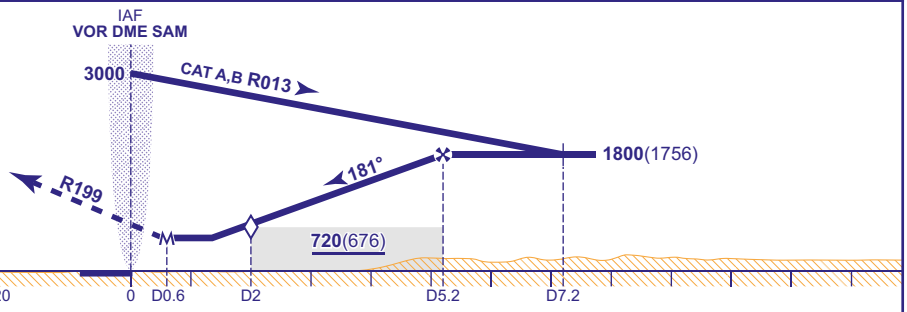

**RECOMMENDED PROFILE** Gradient 5.40%, 328FT/NM

| | | | |
|---|---|---|---|
| **DME SAM** | 4 | 3 | 2 **(SDF)** |
| **ALT**(HGT) | **1410**(1366) | **1080**(1036) | **750**(706) |

**MAPt SAM DME 0.6**

Continuous climb to **3000**, initially straight ahead to **VOR SAM** then on R199 then as directed.

RCF: Continuous climb to **3000**. Initially straight ahead to **VOR SAM** then on R199 to **2000** or SAM DME 8.0 whichever is later then climbing right turn to **VOR SAM** to hold at **3000**.




**DME SAM** is situated 0.3NM east of THR RWY 20

| Aircraft Category | | A | B |
|---|---|---|---|
| **OCA** (OCH) | **Procedure** | **560**(516) | **560**(516) |
| **VM(C)OCA** (OCH AAL) | **Total Area** | **680**(636) | **700**(656) |

| Rate of descent | | | | | | |
|---|---|---|---|---|---|---|
| **G/S KT** | 160 | 140 | 120 | 100 | 80 |
| **FT/MIN** | 860 | 750 | 640 | 540 | 430 |

**ALTERNATIVE PROCEDURE FROM HOLDING PATTERN NOVEMBER**
From holding fix/IAF inbound (NOVEMBER VOR SAM R001 DME 7.2) at **2000**, descend to cross FAF (SAM DME 5.2), **not below 1800**(1756), then continue as for main procedure.

**ALTERNATIVE VOR DME HOLDING PATTERN NOVEMBER**
Inbound 181° to holding fix (VOR SAM R001 DME 7.2) turning left at fix. Limiting outbound distance DME 10.

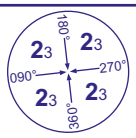
**NOTE 1** Lowest altitude to commence procedure from hold is **2000**.
**2** FAT offset 18° from RWY CL and intersects RWY CL nominally 1.0NM before THR (nominally SAM DME 1.0).
**3** Due to controlled airspace constraints, aircraft may temporarily leave controlled airspace in the base turn. Aircraft being radar vectored to the FAT may not be provided a period of level flight immediately prior to crossing the FAF.
**4** Aircraft will normally be required to hold not lower than **2000**.
**5** Outside the Solent CTA notified hours of operation the Transition Altitude is **3000**.

**CHANGE (12/24):** VOR SAM RECALIBRATED. RADIALS/TRACKS REVISED.

AERO INFO DATE 04 SEP 24 AD 2-EGHI-8-8

# INSTRUMENT APPROACH CHART - ICAO

## SOUTHAMPTON NDB(L)/DME RWY 20
(ACFT CAT A,B,C)

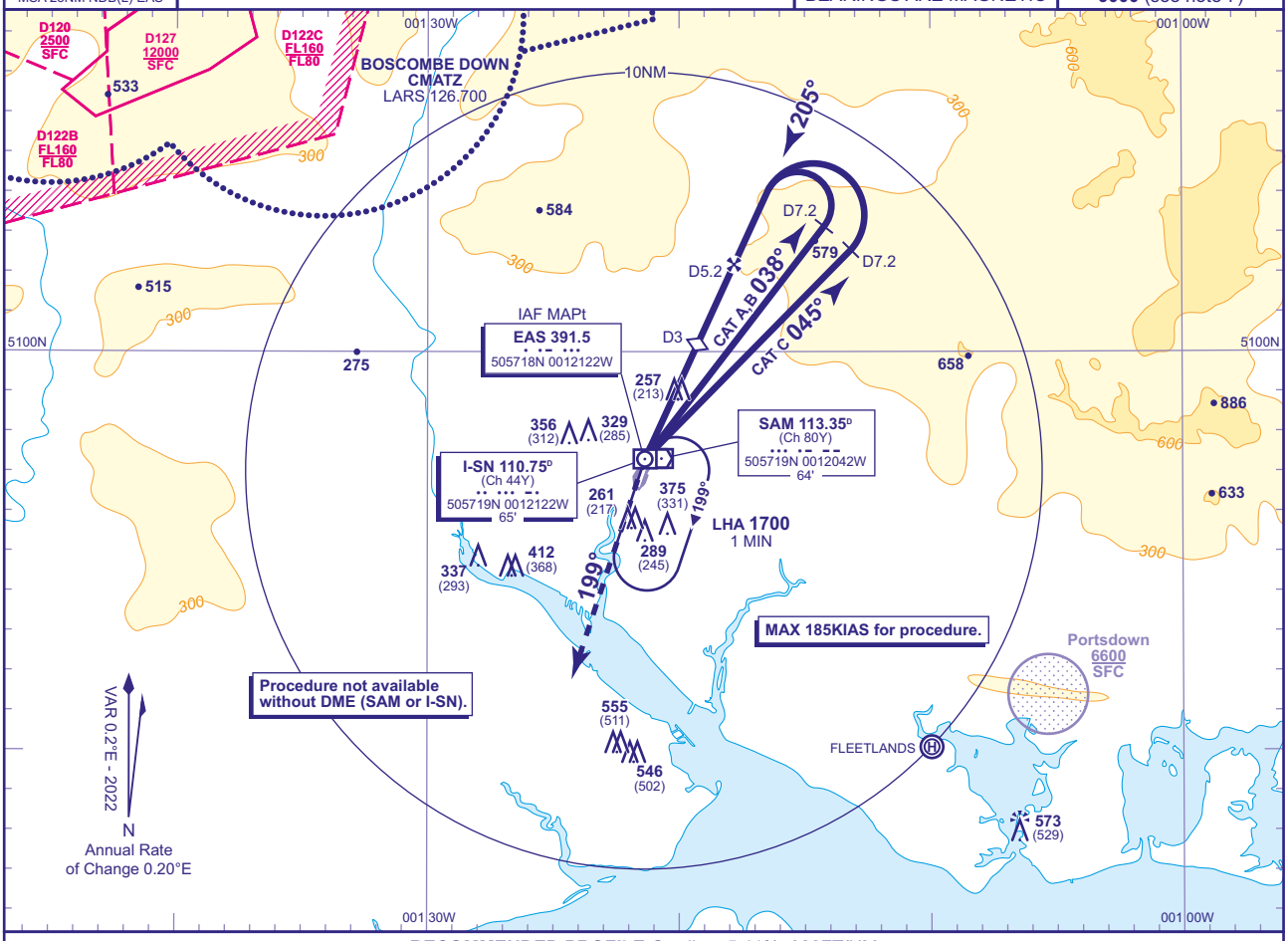


MSA 25NM NDB(L) EAS

| | | | |
|---|---|---|---|
| APP | 120.230 | SOLENT RADAR | |
| | 122.730 | SOUTHAMPTON RADAR | |
| TWR | 118.205 | SOUTHAMPTON TOWER | |
| ATIS | 130.880 | SOUTHAMPTON INFORMATION | |

| | |
|---|---|
| AD ELEVATION | 44 |
| THR ELEVATION | 44 |
| OBSTACLE ELEVATION | 648 AMSL (604) (ABOVE THR) |
| BEARINGS ARE MAGNETIC | |

TRANSITION ALTITUDE **6000** (see note 7)



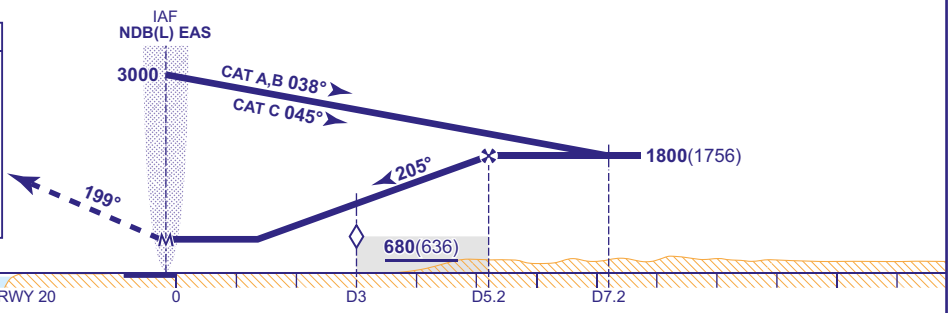

**RECOMMENDED PROFILE** Gradient 5.41%, 328FT/NM

| | | | |
|---|---|---|---|
| **DME I-SN** | 4 | 3 **(SDF)** | 2 |
| **ALT**(HGT) | **1410**(1366) | **1080**(1036) | **750**(706) |

**MAPt NDB(L) EAS**

Continuous climb to **3000**, initially straight ahead to **NDB(L) EAS** then on QDR 199°, then as directed.

RCF: Continuous climb to **3000**. Initially straight ahead to **NDB(L) EAS** then on QDR 199° to **2000** or I-SN DME 7.7 (SAM DME 8 ) whichever is later then climbing right turn to **NDB(L) EAS** to hold at **3000**.




| Aircraft Category | | A | B | C |
|---|---|---|---|---|
| **OCA** (OCH) | **Procedure** | **560**(516) | **560**(516) | **560**(516) |
| **VM(C)OCA** (OCH AAL) | **Total Area** | **680**(636) | **700**(656) | **890**(846) |

| Rate of descent | G/S KT | 160 | 140 | 120 | 100 | 80 |
|---|---|---|---|---|---|---|
| | FT/MIN | 880 | 770 | 660 | 550 | 440 |

**NOTE 1** Lowest altitude to commence procedure from hold is **2000**.
**2** FAT offset 6° from RWY CL and intersects CL 0.8NM (I-SN DME 0.8) before THR.
**3** DME SAM is situated 0.3NM east of THR RWY 20.
**4** DME SAM may be substituted for DME I-SN if required. There are no changes to DME distances when DME SAM is used.
**5** Due to controlled airspace constraints, aircraft may temporarily leave controlled airspace in the base turn. Aircraft being radar vectored to the FAT may not be provided a period of level flight immediately prior to crossing the FAF.
**6** Aircraft will normally be required to hold not lower than **2000**.
**7** Outside the Solent CTA notified hours of operation the Transition Altitude is **3000**.

**CHANGE (10/22):** OBSTACLES REVISED.

AERO INFO DATE 12 JUL 22

# INSTRUMENT APPROACH CHART - ICAO

## SOUTHAMPTON VOR/DME 181° TO AERODROME
(ACFT CAT C)

| | | | |
|---|---|---|---|
| APP | 120.230 | SOLENT RADAR | |
| | 122.730 | SOUTHAMPTON RADAR | |
| TWR | 118.205 | SOUTHAMPTON TOWER | |
| ATIS | 130.880 | SOUTHAMPTON INFORMATION | |

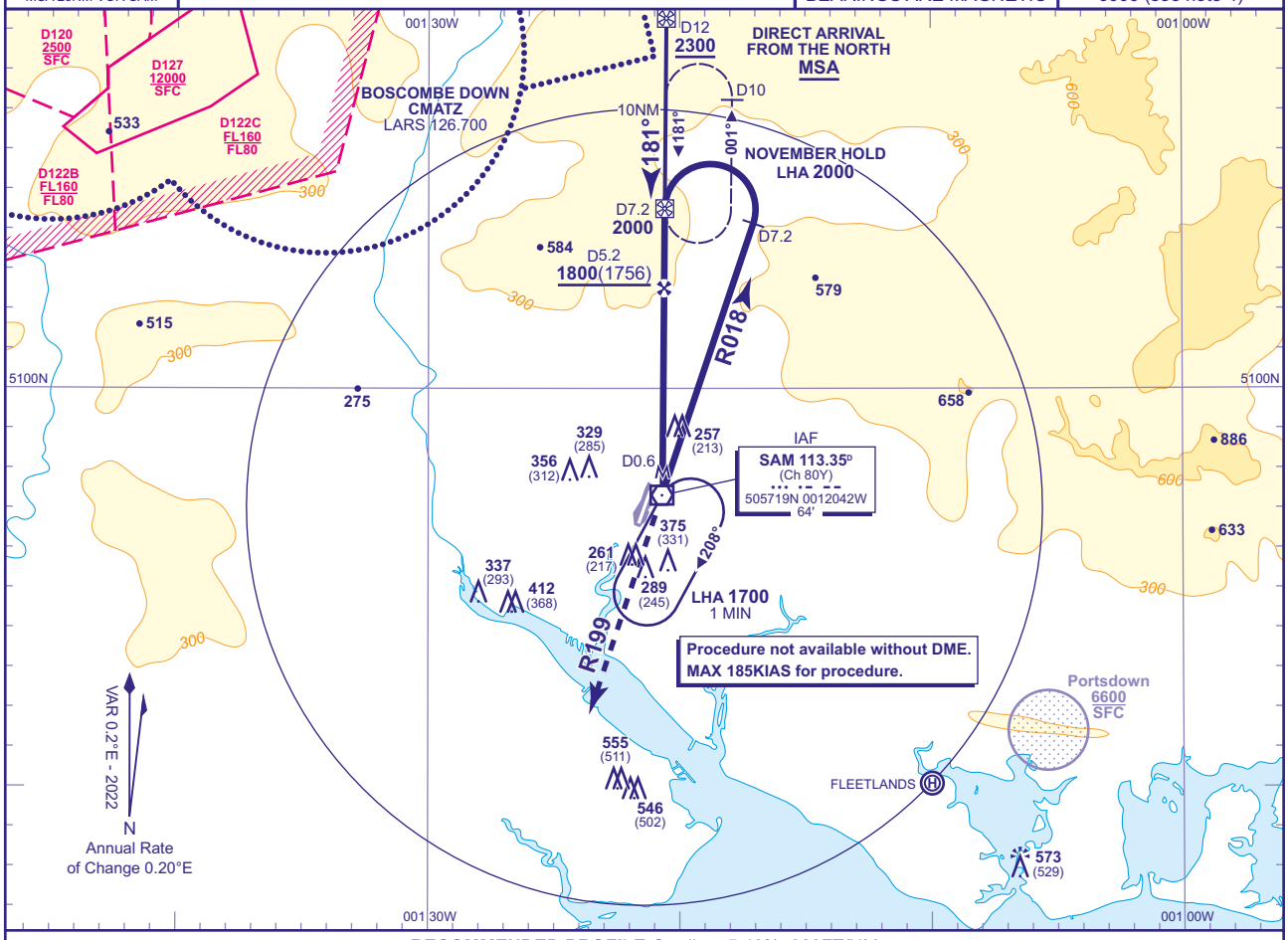
MSA 25NM VOR SAM

AD ELEVATION 44

OBSTACLE ELEVATION
**648 AMSL**
(604) (ABOVE AD)

BEARINGS ARE MAGNETIC

TRANSITION ALTITUDE
**6000** (see note 4)



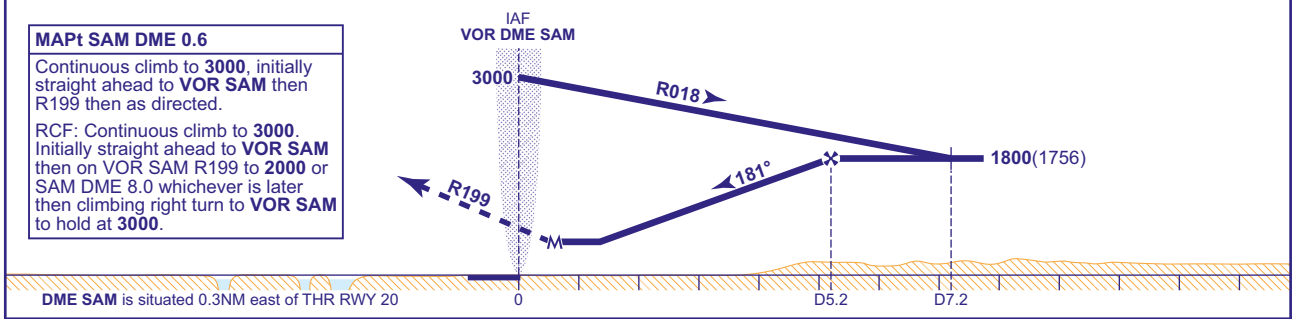

**RECOMMENDED PROFILE** Gradient 5.40%, 328FT/NM

| | | |
|---|---|---|
| **DME SAM** | 4 | 3 |
| **ALT**(HGT) | **1410**(1366) | **1080**(1036) |

**MAPt SAM DME 0.6**

Continuous climb to **3000**, initially straight ahead to **VOR SAM** then R199 then as directed.

RCF: Continuous climb to **3000**. Initially straight ahead to **VOR SAM** then on VOR SAM R199 to **2000** or SAM DME 8.0 whichever is later then climbing right turn to **VOR SAM** to hold at **3000**.




**DME SAM** is situated 0.3NM east of THR RWY 20

| | | |
|---|---|---|
| **Aircraft Category** | | **C** |
| **OCA** (OCH) | **Procedure** | **890**(846) |
| **VM(C)OCA** (OCH AAL) | **Total Area** | **890**(846) |

| **Rate of descent** | | | | | | |
|---|---|---|---|---|---|---|
| **G/S KT** | 160 | 140 | 120 | 100 | 80 |
| **FT/MIN** | 860 | 750 | 640 | 540 | 430 |

**ALTERNATIVE PROCEDURE FROM HOLDING PATTERN NOVEMBER**
From holding fix/IAF inbound (NOVEMBER VOR SAM R001 DME 7.2) at **2000**, descend to cross FAF (SAM DME 5.2), **not below 1800**(1756), then continue as for main procedure.

**ALTERNATIVE VOR DME HOLDING PATTERN NOVEMBER**
Inbound 181° to holding fix (VOR SAM R001 DME 7.2) turning left at fix. Limiting outbound distance DME 10.

**NOTE 1** Lowest altitude to commence procedure from hold is **2000**.
**2** Due to controlled airspace constraints, aircraft may temporarily leave controlled airspace in the base turn. Aircraft being radar vectored to the FAT may not be provided a period of level flight immediately prior to crossing the FAF.
**3** Aircraft will normally be required to hold not lower than **2000**.
**4** Outside the Solent CTA notified hours of operation the Transition Altitude is **3000**.

**CHANGE (12/24):** VOR SAM RECALIBRATED. RADIALS/TRACKS REVISED. CHART TITLE REVISED.

AERO INFO DATE 04 SEP 24 AD 2-EGHI-8-10

# Instrument Approach Procedure Coding Tables

**Southampton RNP RWY 02 - Instrument Approach Procedure via BAMTU**

| Designator | Sequence Number | Path Term-inator | Waypoint Name | Fly-over | Course/ Track °M (°T) | Turn Direction | Level Constraint | Speed Constraint | Co-ordinates | Remarks and Distance to MAPt |
|---|---|---|---|---|---|---|---|---|---|---|
| R02 | 001 | IF | BAMTU | N | - | - | 2500 | 185 | 504802.93N 0012623.53W | IF / 9.1NM |
| R02 | 002 | TF | HI02F | N | 019° (019.36°) | - | 1700 | - | 505149.08N 0012417.93W | FAF / 5.1NM |
| R02 | 003 | TF | RW02 | Y | 019° (019.36°) | - | - | - | 505636.86N 0012137.90W | MAPt |
| R02 | 004 | CA | -- | - | 019° (019.36°) | - | 3000 | - | - | - |

**CHANGE (6/21):** MAG VAR. MAG TRACKS. PAGE RENUMBERED.
AERO INFO DATE 19 MAR 21

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# EGMC — SOUTHEND

## EGMC AD 2.1 AERODROME LOCATION INDICATOR AND NAME

EGMC — SOUTHEND

## EGMC AD 2.2 AERODROME GEOGRAPHICAL AND ADMINISTRATIVE DATA

| | | |
|---|---|---|
| 1 | ARP coordinates and site at AD | Lat: 513413N Long: 0004136E<br>Mid point of Runway 05/23. |
| 2 | Direction and distance from city | 1.5 NM N of Southend-on-Sea. |
| 3 | Elevation / Reference temperature / Mean Low Temperature | 55 FT / 18 °C / - |
| 4 | Geoid undulation at AD ELEV PSN | 148 FT |
| 5 | Magnetic Variation / Annual Change | 0.79°E (2022) / 0.19°E |
| 6 | AD Administration<br>Address<br>Telephone<br><br><br><br><br>Telefax<br>SITA<br>E-mail address | LONDON SOUTHEND AIRPORT CO LTD<br>London Southend Airport, Southend-on-Sea, Essex SS2 6YF.<br>01702-538500 (Switchboard)<br>01702-538420 (ATC)<br>01702-538401 (AFS)<br>01702-538600 (London Southend Jet Centre)<br>01702-538578 (Operations/Commercial aviation handling)<br>01702-538501 (Administration)<br>SENSHCR<br>lsaairtraffic@londonsouthendairport.com (ATC)<br>lsaenquiries@londonsouthendairport.com (Administration)<br>ops@londonsjc.com (London Southend Jet Centre)<br>LSA.Fire@londonsouthendairport.com (AFS)<br>LSAOperations@londonsouthendairport.com (Operations/Commercial aviation handling) |
| 7 | Type of Traffic permitted (IFR/VFR) | IFR/VFR |
| 8 | Remarks | All payments to be made via AEROPS within 24 hours unless on account or being handled by London Southend Jet Centre. |

## EGMC AD 2.3 OPERATIONAL HOURS

| | | |
|---|---|---|
| 1 | AD Administration | H24. |
| 2 | Customs and immigration | H24 |
| 3 | Health and sanitation | |
| 4 | AIS Briefing Office | Briefing services available for aircraft receiving handling from London Southend Jet Centre. |
| 5 | ATS Reporting Office (ARO) | Briefing services available for aircraft receiving handling from London Southend Jet Centre.<br>Self-briefing/Pilot brief and limited telephone consultation available from Meteorological Observers in ATC. |
| 6 | MET Briefing Office | Briefing services available for aircraft receiving handling from London Southend Jet Centre. |
| 7 | ATS | H24. See also AD 2.18. |
| 8 | Fuelling | H24 |
| 9 | Handling | Airline handling 0400-2359 (0300-2300), FBO handling H24. |
| 10 | Security | H24 |
| 11 | De-icing | By arrangement.<br>Contact: 07443-258705. LSA.de-icing@londonsouthendairport.com. |
| 12 | Remarks | Use of the airport between 2200-0630 (2100-0530), is subject to prior permission from ATC.<br><br>This aerodrome is strictly PPR. |

## EGMC AD 2.4 HANDLING SERVICES AND FACILITIES

| | | |
|---|---|---|
| 1 | Cargo handling facilities | Yes. Details through Southend Handling. |
| 2 | Fuel and oil types | AVTUR JET A1 91/91, AVGAS 100LL 91/90 |
| 3 | Fuelling facilities/capacity | Jet A1 bowser 80,000 LT + 300,000 LT storage capacity.<br>Avgas bowser 10,000 LT + 14,500 LT storage capacity. |
| 4 | De-icing facilities | Available by arrangement through Southend Operations. |
| 5 | Hangar space for visiting aircraft | Contact London Southend Jet Centre for hangar space/parking. |
| 6 | Repair facilities for visiting aircraft | Repair stations for a variety of fixed wing aircraft, contact Southend operations. |
| 7 | Remarks | Oxygen and related servicing:<br>By arrangement with resident operators.<br>Handling mandatory for all non-based civil aircraft with a MTWA of over 2.5 tonnes.<br><br>London Southend Jet Centre H24 operating hours.<br><br>Night time slot restrictions are in place for operations between 2300-0630 (2200-0530).<br><br>London Southend Jet Centre:<br>Tel: 01702-538600;<br>E-mail: ops@londonsjc.com. |

## EGMC AD 2.5 PASSENGER FACILITIES

| | | |
|---|---|---|
| 1 | Hotels | Hotel on Airport, 2 Hotels adjacent to Airport. |
| 2 | Restaurants | In hotel and fast food outlet adjacent to airport entrance. |
| 3 | Transportation | Trains, buses, taxis and car hire. Railway station (Southend Airport) adjacent to terminal. |
| 4 | Medical facilities | Limited first aid treatment. |
| 5 | Bank and Post Office | Post Office 1 mile. |
| 6 | Tourist Office | Limited information available. |
| 7 | Remarks | Business lounge and conference facilities available. Contact lsaenquiries@londonsouthendairport.com. |

## EGMC AD 2.6 RESCUE AND FIRE FIGHTING SERVICES

| | | |
|---|---|---|
| 1 | AD category for fire fighting services | RFF Category A7 |
| 2 | Rescue equipment | Standard equipment for up to Category 7. |
| 3 | Capability for removal of disabled aircraft | Arranged through IATA pool for those with agreements in place, or through based firm that may support recovery: JRB engineering (Tel: 01702-545430). |
| 4 | Remarks | |

## EGMC AD 2.7 SEASONAL AVAILABILITY - CLEARING

| | | |
|---|---|---|
| 1 | Type of clearing equipment | Mechanical, Chemical de-icing. |
| 2 | Clearance priorities | Standard. See AD 1.2.2. |
| 3 | Remarks | Latest runway contamination information from ATC Tel: 01702-538420.<br>Estimated braking action assessments and pilot reports may be passed. |

# EGMC AD 2.8 APRONS, TAXIWAYS AND CHECK LOCATIONS/POSITIONS DATA

| | | |
|---|---|---|
| 1 | Apron surface and strength | NORTH APRON AND STANDS 16-18<br>Surface: Concrete<br>PCN 47/R/D/X/U<br><br>STANDS 1-10<br>Surface: Concrete<br>PCN 47/R/D/X/T<br><br>STANDS 101 / 102<br>Surface: Concrete<br>PCN 46/R/C/X/U<br><br>STANDS 11-15<br>Surface: Concrete<br>PCN 47/R/D/X/U |
| 2 | Taxiway width, surface and strength | Taxiway A: 15 M<br>Surface: Asphalt<br>PCN 47/F/D/X/T<br><br>Taxiway B: 15 M<br>Surface: Concrete and asphalt<br>PCN 47/R/D/X/U<br><br>Taxiway C: 15 M<br>Surface: Concrete and asphalt<br>PCN 47/F/D/X/U<br><br>Taxiway D: 15 M<br>Surface: Asphalt<br>PCN 26/F/B/X/T<br><br>Taxiway E: 5.5 M<br>Surface: Asphalt<br><br>Taxiway F: 27 M<br>Surface: Asphalt<br>PCN 26/F/B/X/T<br><br>Taxiway Z: 15 M<br>Surface: Asphalt<br>PCN 47/F/D/X/U |
| 3 | Altimeter checkpoint location and elevation | Stands 11-15 and North Apron 37 FT. |
| 4 | VOR checkpoints | |
| 5 | INS checkpoints | See Aircraft Parking/Docking Chart. |
| 6 | Remarks | Taxiway Echo only available for code A aircraft with an outer main gear wheel span of less than 4.5 M. Aircraft under their own power, do so at owners risk. Code A aircraft with outer main gear wheel span of 4.5 M or greater will be towed along Taxiway Echo with prior approval. |

## EGMC AD 2.9 SURFACE MOVEMENT GUIDANCE AND CONTROL SYSTEM AND MARKINGS

| | | |
|---|---|---|
| 1 | Use of aircraft stand ID signs, TWY guide lines and visual docking/parking guidance system of aircraft stands | Stands 1-10 are nose-in pushback stands and have painted centre-lines/stop arrows. Stands also have nose-out markings for aircraft up to E190 and under marshaller guidance.<br><br>Stands 1-10 are fitted with AGNIS. The activation of the AGNIS is an indication to the Captain that the stand has been inspected and is clear of FOD and any obstacles. If the AGNIS is not switched on, the aircraft should hold its position on the adjacent taxiway until the AGNIS has been activated, or a marshaller is present.<br><br>Stands 11-15, 16-18 and all other North Apron parking requires marshaller instruction.<br><br>Stands 101 and 102 can accommodate aircraft up to B737-400. Aircraft are to be towed onto and off stand.<br><br>Stands 1-6 maximum aircraft nose-in by span B737-700.<br>Stands 7 and 8 maximum aircraft nose-in by span B737-800.<br>Stands 9 and 10 maximum aircraft nose-in by span B737-900.<br><br>On departure minimum power is to be used when taxiing off stand. |
| 2 | Runway and taxiway markings and lighting | Runway marking aid(s):<br>05/23: Runway Designators; Runway 23: permanently displaced threshold, Runway 05: Starter extension markings and lighting (turning circle at start of Runway 05 has green centre-line lights and blue edge lights); runway edge stripes; runway centre-line; TDZ markings.<br><br>Taxiway marking aid(s):<br>Painted yellow centre-line with lead-on/lead-off lines at junctions with Taxiways A, B, C, D and F; holding points.<br><br>Taxiway light(s):<br>Internally illuminated holding point signs at Holds A1, A2, A3, A4, B1, B2, B3, C1, C2, D, Z1 and Z2. Amber runway guard lights at Holds A1, B1, C1, D, E and F. Taxiways E and F are unlit, night time use is entirely at the operator's discretion. |
| 3 | Stop bars and runway guard lights (if any) | Stop bars located at Runway Holding Points A1, B1, C1 & D are unidirectional; aircraft and vehicles are not to cross illuminated red stop bars except when an explicit ATC clearance has been received. Stop bars located at Intermediate Holding Points A2, A3, A4, B3, C2 and C3 are bidirectional, B2 is unidirectional. Intermediate Holding Point stop bars may not always be illuminated. |
| 4 | Other runway protection measures | |
| 5 | Remarks | Two WDI Runway 05 (LGTD) 513400.38N 0004056.40E, Runway 23 (LGTD) 513425.74N 0004212.38E.<br>Taxiway D may only be used with ATC approval. |

## EGMC AD 2.10 AERODROME OBSTACLES

| In Approach/Take-off areas | | | | | | |
|---|---|---|---|---|---|---|
| **Obstacle ID/ Designation** | **Obstacle Type** | **Obstacle Position** | **Elevation/Height** | | **Obstruction Lighting Type/ Colour** | **Remarks** |
| **1** | **2** | **3** | **4** | | **5** | **6** |
| (EGMC15182) 23/APPROACH 05/ TAKE-OFF | HV PYLON | 513514.41N 0004318.87E | 139 FT | 115 FT | No | |
| (EGMC15173) 23/APPROACH 05/ TAKE-OFF | HV PYLON | 513450.54N 0004312.07E | 107 FT | 93 FT | No | |
| (EGMC10358) 23/APPROACH 05/ TAKE-OFF | TV AERIAL | 513434.31N 0004226.80E | 59 FT | 31 FT | No | |
| (EGMC10238) 23/APPROACH 05/ TAKE-OFF | 05 LLZ CABIN | 513433.34N 0004212.44E | 44 FT | 8 FT | No | |
| (EGMC14228) 23/APPROACH 05/ TAKE-OFF | BUILDING TV AERIAL | 513430.49N 0004224.72E | 70 FT | 39 FT | No | |

| In Approach/Take-off areas | | | | | | |
|---|---|---|---|---|---|---|
| **Obstacle ID/ Designation** | **Obstacle Type** | **Obstacle Position** | **Elevation/Height** | | **Obstruction Lighting Type/ Colour** | **Remarks** |
| **1** | **2** | **3** | **4** | | **5** | **6** |
| (EGMC15084) 23/APPROACH 05/ TAKE-OFF | GANTRY | 513430.07N 0004220.39E | 46 FT | 18 FT | No | |
| (EGMC8283) 23/APPROACH 05/ TAKE-OFF | TV AERIAL | 513428.84N 0004224.74E | 67 FT | 36 FT | No | |
| (EGMC10832) 05/APPROACH 23/ TAKE-OFF | APPROACH LIGHT | 513352.78N 0004049.86E | 66 FT | 10 FT | No | |
| (EGMC12134) 05/APPROACH 23/ TAKE-OFF | MOBILE OBS | 513350.35N 0004053.58E | 66 FT | 16 FT | No | |
| (EGMC12135) 05/APPROACH 23/ TAKE-OFF | MOBILE OBS | 513349.95N 0004052.70E | 68 FT | 13 FT | No | |
| (EGMC12139) 05/APPROACH 23/ TAKE-OFF | MOBILE OBS | 513348.80N 0004050.02E | 73 FT | 15 FT | No | |
| (EGMC14664) 05/APPROACH 23/ TAKE-OFF | TREE | 513341.21N 0004040.48E | 118 FT | 46 FT | No | |
| (EGMC11190) 05/APPROACH 23/ TAKE-OFF | TELEGRAPH POLE | 513336.94N 0004027.91E | 132 FT | 34 FT | No | |
| (EGMC12883) 05/APPROACH 23/ TAKE-OFF | TREE | 513333.23N 0004013.85E | 153 FT | 35 FT | No | |
| (EGMC10515) 05/APPROACH 23/ TAKE-OFF | TV AERIAL | 513332.97N 0004018.84E | 147 FT | 30 FT | No | |
| (EGMC12873) 05/APPROACH 23/ TAKE-OFF | TREE | 513331.75N 0004011.79E | 160 FT | 37 FT | No | |

→

| In circling area and at aerodrome | | | | | | |
|---|---|---|---|---|---|---|
| **Obstacle ID/ Designation** | **Obstacle Type** | **Obstacle Position** | **Elevation/Height** | | **Obstruction Lighting Type/ Colour** | **Remarks** |
| **1** | **2** | **3** | **4** | | **5** | **6** |
| (EGMC14410) | TREE | 513538.11N 0003756.57E | 339 FT | 86 FT | No | |
| (EGMC15300) | TREE | 513524.03N 0003843.84E | 276 FT | 86 FT | No | |
| (EGMC15112) | INDUSTRIAL CHIMNEY | 513507.29N 0004215.88E | 174 FT | 146 FT | Yes Red | |
| (EGMC15971) | BUILDING | 513405.59N 0004137.89E | 98 FT | 56 FT | No | |
| (EGMC8101) | SPIRE | 513403.71N 0004104.72E | 114 FT | 66 FT | Yes Red | |
| (EGMC10247) | FENCE | 513402.63N 0004107.43E | 55 FT | 7 FT | No | |
| (EGMC15574) | MAST | 513334.56N 0003603.64E | 357 FT | 131 FT | No | |
| (EGMC7713) | AERIAL ON HOSPITAL | 513314.12N 0004121.59E | 286 FT | 195 FT | Yes Red | |
| (EGMC15517) | BLDG MAST | 513303.07N 0003452.05E | 430 FT | 175 FT | No | |
| (EGMC15626) | BLDG MAST | 513240.86N 0004233.02E | 293 FT | 202 FT | Yes Red | |
| (EGMC7801) | BUILDING OBS LIGHT | 513230.96N 0004236.43E | 286 FT | 190 FT | Yes Red | |

## EGMC AD 2.11 METEOROLOGICAL INFORMATION PROVIDED

| | | |
|---|---|---|
| 1 | Associated MET Office | MET OFFICE HEATHROW |
| 2 | Hours of service<br>MET Office outside hour | H24 |
| 3 | Office responsible for TAF preparation<br>Periods of validity | MET OFFICE HEATHROW<br>9 hours. |
| 4 | Trend forecast<br>Interval of issuance | |
| 5 | Briefing/consultation provided | Self-briefing/Pilot brief and limited telephone consultation available from Meteorological Observers in ATC. |
| 6 | Flight documentation<br>Language(s) used | Charts abbreviated plain language text. TAFs/METARs.<br>English. |
| 7 | Charts and other information available for briefing or consultation | Charts and other information available for briefing or consultation – Internet WI-FI for ASXX, 215 Low Level SIG WX, 214 Spot Winds and Weather warnings. |
| 8 | Supplementary equipment available for providing information | ATIS 136.055 MHz. |
| 9 | ATS units provided with information | SOUTHEND |
| 10 | Additional information (limitation of service, etc.) | Hourly METAR at night. Only Touchdown and Stop end IRVRs available. |

## EGMC AD 2.12 RUNWAY PHYSICAL CHARACTERISTICS

| Designations RWY Number | True bearing | Dimensions of RWY | Surface of RWY/ SWY/ Strength | THR co-ordinates/ THR Geoid undulation | THR elevation/ Highest elevation of TDZ of precision APP RWY | Slope of RWY/ SWY |
|---|---|---|---|---|---|---|
| 1 | 2 | 3 | 4 | 5 | 6 | 7 |
| 05 | 054.16° | 1856 x 36 M | RWY surface: Asphalt, Grooved<br>PCN 65/F/B/W/T | 513357.33N<br>0004059.96E<br>147.9 FT | THR 55.2 FT<br>TDZ 55.2 FT | RWY 05 0.35% down<br>RWY 23 0.35% up |
| 23 | 234.17° | 1856 x 36 M | RWY surface: Asphalt, Grooved<br>PCN 65/F/B/W/T<br>SWY surface: Asphalt, Grooved<br>PCN 65/F/B/W/T | 513427.71N<br>0004207.48E<br>147.8 FT | THR 38.1 FT<br>TDZ 41.3 FT | RWY 05 0.35% down<br>RWY 23 0.35% up |

| SWY Dimensions | Clearway Dimensions | Strip Dimensions | RESA Dimensions, Overshoot / Undershoot | Location/ description of arresting system | OFZ | Remarks |
|---|---|---|---|---|---|---|
| 8 | 9 | 10 | 11 | 12 | 13 | 14 |
| | 60 x 150 M | 1724 x 280 M | 138 x 150 M<br>- | | | RWY 05<br><br>Clearway dimensions:<br>60 x 150 M widening to 180 M.<br><br>OFZ: Yes.<br><br>Starter extension of 135 x 30 M grooved asphalt.<br><br>The turning circle at the extremity has a radius of 15 M. Runway instrument strip infringed by Church, see AD 2.10 and 2.20 Para 4a. |
| 60 x 36 M | 60 x 150 M | 1724 x 280 M | 227 x 150 M<br>- | | | RWY 23<br><br>Threshold displaced by 248 M.<br><br>OFZ: Yes.<br><br>RWY Dimensions:<br>1840 x 36 M<br><br>Runway instrument strip infringed by Church, see AD 2.10 and 2.20 Para 4a. |

## EGMC AD 2.13 DECLARED DISTANCES

| Runway designator | TORA | TODA | ASDA | LDA | Remarks |
|---|---|---|---|---|---|
| 1 | 2 | 3 | 4 | 5 | 6 |
| 05 | 1739 M | 1799 M | 1739 M | 1604 M | TORA/ASDA/LDA ends 236 M before the end of runway due to overrun RESA, dimensions 138 x 150 M, grooved asphalt where paved, and strip end provision. TODA ends 188 M before end of runway. |
| 23 | 1739 M | 1799 M | 1799 M | 1604 M | i Threshold is permanently displaced 248 M from the beginning of the runway.<br>ii TORA/ TODA starts at 12 M from beginning of runway.<br>iii TODA/ASDA ends 44 M before end of runway, TORA ends 104 M before end of runway.<br>iv Overrun RESA, dimensions 227 x 150 M, grooved asphalt where paved, provided beyond the end of the runway. |
| 05 | 1016 M | 1076 M | 1016 M | | Take-off from intersection at Taxiway C. |
| 05 | 978 M | 1038 M | 978 M | | Take-off from intersection at Taxiway D. |
| 23 | 1182 M | 1242 M | 1242 M | | Take-off from intersection at Taxiway B. |

## EGMC AD 2.14 APPROACH AND RUNWAY LIGHTING

| RWY | Approach lighting Type/ Length/ Intensity | Threshold lighting Colour/Wing bars | VASIS/ MEHT/ PAPI/ PAPI Dist from THR | TDZ, lighting Length | Runway Centre Line lighting Length/ Spacing/ Colour/ Intensity | Runway edge lighting Length/ Spacing/ Colour/ Intensity | Runway end lighting Colour/ Wing bars | Stopway lighting Length/ Colour | Remarks |
|---|---|---|---|---|---|---|---|---|---|
| 1 | 2 | 3 | 4 | 5 | 6 | 7 | 8 | 9 | 10 |
| 05 | Uni-directional centre-line with three crossbars.<br>540 M<br>Light intensity high | Green<br>Light intensity high<br>Inset<br>Wingbars | PAPI<br>Right/ 3.5°<br>53 FT<br>322 M | | 1840 M 15 M spacing.<br>Red centre-line lights extend beyond end of TORA/ LDA.<br>White<br>Light intensity high | 1840 M 60 M spacing.<br>Elev bi-directional with omni-directional component.<br>Blue edge lights to 05 starter extension.<br>White<br>Light intensity high | Red<br>Light intensity high | | |
| 23 | Uni-directional centre-line with four crossbars.<br>Due siting limitations, there are only 3 centre-line lights between the 2nd and 3rd crossbars from the threshold and between the 3rd and 4th crossbars.<br>583 M<br>Light intensity high | Green<br>Light intensity high<br>Inset<br>Wingbars | PAPI<br>Left/3°<br>53 FT<br>356 M | | 1840 M 15 M spacing.<br>White centre-line lights in pre-threshold runway.<br>White<br>Light intensity high | 1840 M 60 M spacing.<br>Elev bi-directional with omni-directional component.<br>Red pre-threshold lighting.<br>White<br>Light intensity high | Red<br>Light intensity high | | CL:<br>Due siting limitations, there are only 3 centre-line lights between the 2nd and 3rd crossbars from the threshold and between the 3rd and 4th crossbars. |

## EGMC AD 2.15 OTHER LIGHTING, SECONDARY POWER SUPPLY

| | | |
|---|---|---|
| 1 | ABN/IBN location, characteristics and hours of operation | |
| 2 | LDI location and lighting<br>Anemometer location and lighting | Anemometer: R05 (LGTD) 513359.21N 0004115.75E<br>R23 (LGTD) 513432.29N 0004202.68E |
| 3 | TWY edge and centre line lighting | CL: Taxiways A and C have centre-line lighting.<br><br>EDGE: Taxiways A and C have blue edge lights on bends and opposite stands on Taxiway A. Taxiways B, D and Z have blue edge lighting. |
| 4 | Secondary power supply/switch-over time | UPS/1 second, AGL/1 second. Remaining facilities/15 seconds. |
| 5 | Remarks | Apron floodlighting. Obstacle lighting. |

## EGMC AD 2.16 HELICOPTER LANDING AREA

**INTENTIONALLY BLANK**

## EGMC AD 2.17 AIR TRAFFIC SERVICES AIRSPACE

| Designation and lateral limits | Vertical Limits | Airspace Class | ATS unit callsign/ language | Transition Altitude | Hours of applicability | Remarks |
|---|---|---|---|---|---|---|
| 1 | 2 | 3 | 4 | 5 | 6 | 7 |
| SOUTHEND CTR 1<br>513445N 0002903E -<br>514206N 0004521E -<br>513417N 0005000E -<br>513151N 0005000E -<br>512719N 0003955E -<br>512701N 0003630E thence clockwise by the arc of a circle radius 7.5 NM centred on 513357N 0004100E to 513445N 0002903E | Upper limit:<br>3500 FT ALT<br>Lower limit:<br>SFC | D | SOUTHEND APPROACH<br>English | 6000 FT | | H24.<br><br>LTMA airspace 3500 FT upwards.<br><br>Aircraft given approval to enter or leave the Southend CTR when en-route to, or departing from unlicensed aerodromes or landing sites within the CTR, are to maintain a continuous listening watch on the appropriate ATC radio frequency. A change to 'SAFETYCOM' or other air/ ground frequency is only permitted when specific approval has been given by ATC.<br><br>See EGMC 2.22 Section 7 for details of the Stoke Local Flying Zone (LFZ) and Canewdon paramotor/powered paraglider sites. |
| SOUTHEND CTR 2<br>514206N 0004521E -<br>514312N 0004748E -<br>514138N 0005222E -<br>513618N 0005532E -<br>513417N 0005000E -<br>514206N 0004521E | Upper limit:<br>4500 FT ALT<br>Lower limit:<br>SFC | D | SOUTHEND APPROACH<br>English | 6000 FT | | H24.<br><br>LTMA airspace 4500 FT upwards. |
| SOUTHEND CTR 3<br>514138N 0005222E -<br>514057N 0005420E thence clockwise by the arc of a circle radius 10 NM centred on 513428N 0004207E to 513528N 0005805E -<br>513151N 0005000E -<br>513417N 0005000E -<br>513618N 0005532E -<br>514138N 0005222E | Upper limit:<br>5500 FT ALT<br>Lower limit:<br>SFC | D | SOUTHEND APPROACH<br>English | 6000 FT | | H24.<br><br>LTMA airspace 5500 FT upwards. |

| Designation and lateral limits | Vertical Limits | Airspace Class | ATS unit callsign/ language | Transition Altitude | Hours of applicability | Remarks |
|---|---|---|---|---|---|---|
| 1 | 2 | 3 | 4 | 5 | 6 | 7 |
| SOUTHEND ATZ<br>A circle, 2.5 NM radius, centred at 513413N 0004136E on longest notified runway (05/23) | Upper limit: 2000 FT AGL<br>Lower limit: SFC | D | SOUTHEND TOWER<br>English | 6000 FT | | H24. |

## EGMC AD 2.18 AIR TRAFFIC SERVICES COMMUNICATION FACILITIES

| Service Designation | Callsign | Channel/ Frequency(MHz) | SATVOICE number(s) | Logon Address | Hours of Operation | Remarks |
|---|---|---|---|---|---|---|
| 1 | 2 | 3 | 4 | 5 | 6 | 7 |
| APP | SOUTHEND APPROACH | 130.780<br>DOC 40 NM/ 10,000 FT. | | | H24 | |
| TWR | SOUTHEND TOWER | 127.730<br>On occasion combined with Radar/Approach.<br>DOC 25 NM/4000 FT. | | | H24 | |
| RADAR | SOUTHEND DIRECTOR | 128.965<br>DOC 40 NM/ 10,000 FT. | | | H24<br>As directed. | Use of 'Radar' suffix denotes availability only. Provision of a specific service is not implied. |
| | SOUTHEND RADAR | 130.780<br>DOC 40 NM/ 10,000 FT. | | | H24 | |
| ATIS | SOUTHEND INFORMATION | 136.055<br>DOC 60 NM/ 20,000 FT. | | | H24 | |
| OTHER | SOUTHEND FIRE | 121.600<br>Non-ATS frequency. | | | Available when Fire vehicle attending aircraft on the ground in an emergency. | |
| OTHER | SOUTHEND EMERGENCY | 121.500<br>Emergency Frequency | | | O/R | |

## EGMC AD 2.19 RADIO NAVIGATION AND LANDING AIDS

| Type of Aid CAT of ILS/MLS MAG Var/VOR Declination | Ident | Frequency | Hours of Operation | Position of transmitting antenna coordinates | Elevation of DME transmitting antenna | Remarks |
|---|---|---|---|---|---|---|
| 1 | 2 | 3 | 4 | 5 | 6 | 7 |
| ILS/LOC<br>I<br>1.59°E (2027) | ISO | 111.350 MHz | HO | 513432.66N 0004218.48E | | (RWY 05) |
| ILS/GP | ISO | 332.150 MHz | HO | 513359.78N 0004114.81E | | 3.5° ILS Ref Datum Hgt 52 FT. |
| ILS/LOC<br>I<br>1.59°E (2027) | IND | 111.350 MHz | HO | 513351.85N 0004047.79E | | (RWY 23) |
| ILS/GP | IND | 332.150 MHz | HO | 513425.85N 0004150.83E | | 3.0° ILS Ref Datum Hgt 52 FT.<br>Certified for extended range to 15 NM. |
| NDB (L)<br>1.59°E (2027) | SND | 362.500 kHz | H24 | 513433.63N 0004200.53E | | On AD.<br>DOC 30 NM |

| Type of Aid CAT of ILS/MLS MAG Var/VOR Declination | Ident | Frequency | Hours of Operation | Position of transmitting antenna coordinates | Elevation of DME transmitting antenna | Remarks |
|---|---|---|---|---|---|---|
| 1 | 2 | 3 | 4 | 5 | 6 | 7 |
| ILS/DME | IND | 50Y<br>111.350 MHz | HO | 513416.06N<br>0004129.84E | 57 FT | (RWY 23)<br>On AD.<br>Freq paired with ILS I-ND and I-SO.<br>Zero range is indicated at THR of Runway 05 and 23.<br>Range 25 NM. |
| ILS/DME | ISO | 50Y<br>111.350 MHz | HO | 513416.06N<br>0004129.84E | 57 FT | (RWY 05)<br>On AD.<br>Freq paired with ILS I-SO and I-ND.<br>Zero range is indicated at THR of Runway 05 and 23.<br>Range 25 NM. |
| VOR/DME<br>1.41°E (2027)<br>1.1°E (2025) | LAM | 103X<br>115.600 MHz | H24 | 513845.69N<br>0000906.13E | 241 FT | VOR DOC: 30 NM/50,000 FT (40 NM/50,000 FT in Sectors R064-099, R139-174 and R249-289). DME DOC: 40 NM/50,000 FT (110 NM/50,000 FT in Sector R314-134). |
| VOR/DME<br>1.58°E (2027)<br>1.2°E (2023) | DET | 120X<br>117.300 MHz | H24 | 511814.41N<br>0003550.19E | 645 FT | VOR DOC: 20 NM/50,000 FT (35 NM/50,000 FT in Sector R289-029 and 45 NM/50,000 FT in Sector R249-289). DME DOC: 60 NM/50,000 FT. |
| VOR/DME<br>1.36°E (2027)<br>1.1°E (2022) | BKY | 109Y<br>116.250 MHz | H24 | 515923.17N<br>0000342.87E | 486 FT | VOR DOC: 20 NM/25,000 FT (30 NM/25,000 FT in Sector R069-099). DME DOC: 120 NM/50,000 FT. |

# EGMC AD 2.20 LOCAL AERODROME REGULATIONS

## 1 AIRPORT REGULATIONS

a) Pilots and aircraft operators operating into London Southend Airport are deemed to have read and accepted the London Southend Airport 'Terms and Conditions of Use', and to be operating in accordance with them. These are downloadable from: https://southendairport.com/corporate-and-community/doing-business-with-us.
b) Use by aircraft not able to communicate with ATC by radio subject to prior permission by telephone, 01702-538420.
c) Southend airport will not permit any fixed wing aircraft to embark or disembark passengers with any engine running, except in emergency.
d) High visibility clothing must be worn on the apron and manoeuvring area at all times, except for passengers under escort.
e) Operators are advised that a night surcharge applies to movements between 2300-0600 (2200-0500).
f) Any ad-hoc movements between 2200-0630 (2100-0530) must obtain prior permission from ATC by telephone +44 (0)1702-538420 prior to commencement of the flight. Filing a flight plan is not sufficient in this regard.
g) Crew and passengers walking to and from north and south aprons will do so following the green marked walkways.
h) This aerodrome is strictly PPR.

## 2 GROUND MOVEMENT

a) Not all taxiways are available for use by all aircraft types. A321 sized aircraft and larger shall not vacate the runway via Taxiway Bravo. All code D sized aircraft must have a follow me vehicle or be towed. ATC will advise. Taxiway Echo only available for code A aircraft with an outer main gear wheel span of less than 4.5 M. Aircraft under their own power, do so at owners risk. All flights operating from the north side of the airport will, to aid ATC situational awareness, request taxi clearance. Code A aircraft with outer main gear wheel span of 4.5 M or greater will be towed along Taxiway Echo with prior approval.
b) Taxiway Delta: Pilots are advised that there is no taxiway lighting guidance and that vehicles operate north of Holding Point Delta without clearance or knowledge. Wingtip clearance is not assured and pilots are to take extra care when taxiing. All flights operating from the north side of the airport will, to aid ATC situational awareness, request start, push back and taxi clearance. TP-D on Taxiway Delta signage reads Delta Tug Point (DTP).
c) Runway 05 – Aircraft able to accept a departure from intersection of Taxiways C or D should inform ATC on start–up or taxi. See AD 2.13 for intersection departure declared distances.
d) Jet aircraft are to apply minimum thrust when starting and taxiing off Stands 11-15, due to proximity of buildings and other aircraft.
e) GA Parking will be directed by ATC and the marshaller.
f) Crew are requested to use minimum engine power when manoeuvring on the aprons and taxiways.
g) Taxiway Delta has a longitudinal slope of 2%. Operators are to taxi with caution between Delta holding point and runway edge.
h) The Centralised De-icing Facility (CDF) located towards the southern end of Taxiway Bravo is the only location enabled for the remote de-icing of aircraft.

   i. Remote de-icing is available.
   ii. Remote de-icing operations may occur when snow is falling and accumulating and will be promulgated by Southend Operations.
   iii. When the CDF is "open" this will be broadcast on ATIS and full details are available via the Aerodrome Manual.

## 3 CAT II/III OPERATIONS

Not applicable

## 4 WARNINGS

a) It is a condition of operating at the airport that the operator accepts that St. Laurence Church and graveyard are permanent obstacles within the runway instrument strip and that they take account of them to the extent necessary to ensure a safe operation. Operators must refer to the airport conditions of use, and the pilots briefing pack on the LSACL website. Church roof is at 78 FT AMSL at 94 M from runway centre-line, spire at 114 FT AMSL, 105 M from runway centre-line at approximately 200 M north-east of Runway 05 threshold, lit with a single red obstacle light. Frangible fence around Church graveyard up to 9 FT AGL (56 FT AMSL), at closest 49 M from Runway centre-line. Operators should refer to obstacle data at AD 2.10 and charts at AD 2.24.
b) Low Visibility Operations will commence whenever the meteorological visibility is less than 2000 M and/or the cloud ceiling is less than 300 FT. The ATIS will advise when Low visibility procedures are in force.

   A follow me vehicle may be provided as instructed by ATC.

   Aircraft that require the use of Taxiway Delta should advise ATC at the earliest opportunity in order to facilitate timely removal of safety barriers.
c) Bird hazard: increased bird activity may be encountered on Runway 05 and 23 approaches during Spring and Autumn due to agricultural activity.

## 5 HELICOPTER OPERATIONS

a) Helicopter circuits as directed by ATC.
b) Helicopters must obtain specific clearance to cross the runway.
c) During Low Visibility Procedures any helicopter movements will be to/from the runway.
d) Helicopters not permitted between 2300-0630 (2200-0530). Exceptions are due to weather diversion; emergencies; when operated by or on behalf of HEMS/Hospital flights; the Military, the Police, or on Search and Rescue duties.

## 6 USE OF RUNWAYS

a) Variable circuits as instructed by ATC.
b) Circuit height 1000 FT AAL and 1500 FT AAL for aircraft 5700 KG or greater by day. All circuits 1500 FT AAL by night.
c) Operators attention is drawn to the possibility of localiser signal fluctuations due to the proximity of the Runway 05 localiser array to the runway. Landing aircraft vacating Runway 05 via Taxiway Alpha should endeavour to keep the aircraft in continuous motion until passing A1 Holding Point.

## 7 TRAINING

a) The following require prior permission from ATC by Tel: 01702-538420:

   i. IFR Examination flights
   ii. Circuit details
   iii. Qualifying cross country flights - Inbound
   iv. Instrument approach training.

b) A slot booking system operates for Instrument Approach training and circuit training details. Because of airspace limitations, pilots of instrument training flights must adhere to pre-booked times otherwise their flights may be delayed or curtailed. ATC are to be advised (prior to the time of the original slot) of any cancellations, or delays of 10 minutes or more.
c) In order to maximise capacity, it is preferred that instrument training flights accept radar vectors. Such flights requesting to enter the hold or to fly ‘non-radar’ instrument approaches may be refused or delayed to accommodate non-training traffic.

# EGMC AD 2.21 NOISE ABATEMENT PROCEDURES

Operators of all aircraft using the aerodrome shall ensure at all times that aircraft are operated in a manner calculated to cause the least disturbance practicable in the areas surrounding the aerodrome. The following procedures and routeings apply to all aircraft whether landing or taking off or making a missed approach in either VMC or IMC.

a) Aircraft of more than 5.7 tonnes Maximum Certified Weight:

   i. When departing Runway 05 shall climb straight ahead until a range of 1 DME (I-SO or I-ND) **and** an altitude of 1500 FT is reached before turning;
   ii. When departing Runway 23 shall climb straight ahead until a range of 2.5 DME (I-SO or I-ND) **and** an altitude of 1500 FT is reached before turning;
   iii. Aircraft of more than 5.7 tonnes weight intending to operate at below 1500 FT altitude shall conform to the DME distances above before commencing any turn on track.

b) Between 2300-0630 (2200-0530), noise limits, noise quotas and limitations on the number and types of aircraft accepted apply. Operators wishing to operate within this period must seek prior approval from 'London Southend Jet Centre’ +44(0)1702-538600; ops@londonsjc.com. Civil Helicopters not normally permitted.

c) The airport operates a Preferred Runway Usage Scheme as follows: Subject to over-riding Pilot and ATC safety/performance and separation requirements, whenever the tailwind component is 5 KT or less, the preferred runway for departures is Runway 05, and for arrivals is Runway 23. Between 2330-0630 (2230-0530) ATC will avoid using Taxiway C as much as is practically possible. Pilots should expect to enter and vacate the runway via alternative routes.

d) When making a visual approach to either runway, all aircraft of 5.7 tonnes or more AUW are to be established on the extended runway centre-line no later than reaching a range of 3 NM (3 DME) from the threshold of the runway in use and at a height not below the PAPI indicated approach slope. Thereafter aircraft shall follow a descent path not below a normal approach path as indicated by the PAPIs of 3.5° (RWY 05), 3° (RWY 23).

e) The routings and procedures specified above are compatible with normal Air Traffic Control requirements. In individual cases they may be varied by Air Traffic Control when necessary. The use of the procedures is supplementary to standard noise abatement take-off techniques as used by piston, turbo-prop and turbo-jet aircraft. Any of the above requirements may be departed from to the extent necessary for the avoidance of immediate danger.

f) Ground Running of Engines: Due to the close proximity of residential areas ground running of aircraft engines for maintenance purposes will not be permitted as follows:

i. Mon-Sat 2000-0800 (1900-0700)
Sat 1800 (1700) - Sun 0900 (0800)
Sun 1800 (1700) - Mon 0800 (0700)
Between 1055-1105 on the 11 November.

ii. No individual engine runs shall last more than 90 minutes. High power runs must be kept to the minimum necessary and in all cases less than 60 minutes duration.

iii. Ground running of aircraft engines for maintenance purposes is only permitted on Taxiways B and F, and requires authorisation by ATC on 01702-538420. Radio contact must then be established and maintained with ATC during the engine run. ATC is to be informed on each occasion when high power running ceases.

iv. APUs on passenger aircraft shall not be used for more than 30 minutes before departure or after arrival, this limit may be extended to 40 minutes when air temperature is less than minus 5° C, or more than 20° C. During stand re-positioning, the APU is not to be started prior to 10 minutes before the aircraft is moved.

# EGMC AD 2.22 FLIGHT PROCEDURES

## 1 PROCEDURES FOR IFR FLIGHTS

a) **IFR Arrivals - Airways**

i. The standard routes for inbound aircraft via the ATS Route Network are detailed in the Standard Arrival Routes (STAR) shown at AD 2-EGMC-7-STAR Charts (and associated database coding tables).

ii. Pilots should ensure they have received the Southend ATIS prior to transfer to Southend by the airways sector.

iii. Pilots should expect radar vectoring to the runway in use; outside of the hours of radar operation, pilots should expect to route to the SND for a procedural approach to the runway in use.

iv. Arrivals from the north may be issued tactical routing via either of the points SABER, SND or GEGMU. Holding may be required at either SND or GEGMU.

v. Pilots should note that when flying the full procedural ILS/DME/NDB(L) RWY 05 or LOC/DME/NDB(L) RWY 05 that they should not exceed 10.3 DME I-SO in order to remain within CAS. On either runway, the ICAO primary protection areas of the base turn areas of the procedural ILS approaches are not wholly contained within CAS.

b) **IFR Departures – Airways Preferred Departure Routes**

i. The Standard Routes for outbound aircraft are shown in the table below. Revised clearances may be issued prior to departure for integration into the LTMA.

ii. The PDRs are not wholly contained within controlled airspace; ATC will seek to provide CAS containment by issuing tactical instructions.

iii. Pilots must adhere to the Noise Abatement Procedures detailed at EGMC AD 2.21 a (i) and (ii), which must be followed by aircraft of more than 5.7 tonnes Maximum Certified Weight before turning towards the first routing point listed in the PDR route (or before turning onto a radar heading, unless ATC have authorised otherwise).

iv. These routes do not constitute Standard Instrument Departure procedures and are not assessed for obstacle clearance.

| Departing to | PDR Designator | Via | Routeing |
|---|---|---|---|
| Northeast | Clacton (CLN) | L608/L620 | CLN (**Note 1**) |
| Southeast | Dover (DVR) | L9/L10/Q70 | DET - DVR (**Note 1** and **Note 3**) |
| South & Southwest | Lydd (LYD) | M189 | DET - LYD (**Note 1** and **Note 3**) |
| West | Compton (CPT) | Q63 | EVNAS - LAM - BPK - HEN - CPT (**Note 2**) |
| North | Brookmans Park (BPK) | L10/N601 | EVNAS - LAM - BPK (**Note 2**) |

***Note 1:*** *Cross first point in 'Route' level at altitude 3000 FT.*

***Note 2:*** *Cross EVNAS at altitude 3000 FT. When established inbound to LAM climb to altitude 4000 FT.*

***Note 3:*** *Information regarding the status of the Danger Area complex to the east of Southend (see chart AD 2-EGMC-4-1) are provided by ATC. When operating RWY 05, pilots are responsible for maintaining safe separation from the Danger Area complex and shall advise ATC prior to taking off if an alternative clearance is required.*

Flights to London TMA airfields, route in accordance with the UK and Ireland Standard Route Document.

c) **IFR Flights Routing Outside CAS**

i. Arrivals and Overflights are to establish communications with ATC at least 5 minutes prior to the boundary of Southend CTA/CTR whenever possible, stating what type of ATC service they request whilst outside CAS. Pilots should be aware that IFR clearances to enter Southend CAS may be lower than the published upper levels due to the interface with LTMA traffic.
ii. IFR Departures planning to leave Southend CAS that have not filed a flight plan are required to book out either with the FBO in person or via telephone, or with ATC via telephone. Pilots will be expected to supply their initial track or routing and the service they may require outside CAS.

## 2 RADIO COMMUNICATIONS FAILURE PROCEDURES

a) **IFR Flights**

In the event of complete radio communication failure in an aircraft, the pilot is to adopt the appropriate procedure described at ENR 1.1 sub-section 3.4, then:

i. Inbound aircraft - follow the Southend STARs and proceed as below:

1. SPEAR arrivals from the north and northwest: Leave MAYLA direct SND descending to 3000 FT level by the SND and carry out an ILS approach to Southend.
2. GEGMU arrivals from the east and south - Runway 23: Leave GEGMU and carry out an ILS approach to Runway 23.
3. GEGMU arrivals from the east and south - Runway 05: Leave GEGMU direct SND descending to 3000 FT level by the SND and carry out an ILS approach to Runway 05.
4. Unless advised by ATC, pilots shall regard Danger Areas D136/D138/D138A/D138B as active and shall avoid them accordingly.

ii. Outbound aircraft

1. For the purposes of radio failure, the climb to flight planned level should be commenced after the last position shown in the Preferred Departure Routes where an altitude is specified.

b) **VFR Flights**

The procedures to be adopted by pilots experiencing two-way radio communication failure, inside Southend CAS, are:

i. If suitably equipped, operate the Transponder on Mode A, Code 7600 with Mode C.
ii. If it is believed that the radio communication transmitter is functioning, transmit blind giving position reports, stating intentions and proceed as follows:

1. Aircraft inbound to an aerodrome in the CTR - proceed in accordance with VFR clearance to the aerodrome and land as soon as possible. When in aerodrome traffic circuit watch for visual signals;
2. Aircraft transiting the CTR - continue flight not above the cleared altitude to leave the CTR by the most direct route, taking into account weather limitations, obstacle clearance.

***Note:*** *In (1) and (2), if flying on a heading advised by radar, when radio communication failure occurs, resume own navigation and carry out the appropriate procedure described.*

If entry into Southend CAS has been received but two-way radio communication failure occurs outside controlled airspace, pilot is to remain outside controlled airspace. In all cases notify ATC as soon as possible after landing.

## 3 IFR HOLDING

a) The holding pattern 'SND' is located overhead the airport NDB. Below 3000 FT it is only available for Category A to C aircraft. The lowest available hold for Category D aircraft at the SND is 3000 FT.
b) Holding pattern 'GEGMU' at 4000 FT and 5000 FT. D138A and B are in close proximity to the hold.
c) London Control may instruct use of alternative holding facilities for traffic inbound to Southend – this will usually be at reporting points SANDY (from the south), LOGAN (from the east or north) or LOREL (from the northwest).

## 4 PROCEDURES FOR VFR FLIGHTS

a) VFR flight in the CTR/CTAs will be given a routing, and where necessary, altitude instructions in order to integrate with other flights.
b) Pilots should anticipate routing instructions in relation to the Visual Reference Points (VRPs) detailed in paragraph 6.
c) Pilots of VFR flights are reminded of the requirement to remain in VMC at all times and to advise ATC if at any time they are unable to comply with the level or routing clearance as issued.
d) **VFR Arrivals and Overflights**

i. Arrivals and overflights are advised to establish communications with Southend Approach at least 5 minutes prior to ETA for the Southend CTA/CTR boundary.
ii. Pilots wishing to make a Standard Overhead Join are to request this on initial contact.
iii. Pilots are advised that instrument approaches and departures may on occasion be flown that do not conform to the runway in use.

e) **VFR Departures**

i. If a flight plan has not been filed pilots are required to book out with the FBO or ATC via telephone and not on the RTF. Pilots will be expected to supply their initial track or routing.

## 5 SPECIAL VFR FLIGHT

a) Clearance may be requested for Special VFR flight in IMC or at night within the Southend Control Zone and will be given whenever the traffic situation permits. These flights are subject to the general conditions laid down for Special VFR flights (ENR 1.2 refers).
b) Special VFR clearance will include routing and maximum altitude instructions. Pilots holding a Private Pilots Licence (Aeroplanes) are reminded of the visibility requirements of Special VFR flights.
c) Pilots are reminded that when operating on Special VFR clearance, they must at all times remain clear of cloud and with the surface in sight and in flight conditions which will enable them to determine their flight path and keep clear of obstacles.
d) Radar vectoring will not normally be applied to aircraft operating on a Special VFR clearance. Pilots are reminded that a Special VFR clearance applies only to flights within the CTR and does not extend to flight within the surrounding airspace.
e) Pilots operating under SVFR should be aware that aircraft may be flying VFR within the Stoke LFZ (see 7(a)). Pilots will be provided with generic traffic information.

## 6 VISUAL REFERENCE POINTS (VRP)

a) Details of VRPs are available in the consolidated 'Visual Reference Points List' published on the 'Digital Dataset' page of the NATS AIS website, www.nats.aero/ais.

## 7 FIXED WING, HANG-GLIDING, PARAGLIDING AND MICROLIGHT ACTIVITY - SOUTHEND CTR/ CTA

a) **Stoke LFZ** Microlight and fixed wing activity takes place under VFR during daylight hours at an unlicensed aerodrome at Middle Stoke. Use of the Stoke LFZ is strictly controlled by a Letter of Agreement (LOA) between Southend and the Aerodrome Operator. The Stoke Local Flying Zone (LFZ) is defined as the airspace from the surface up to 1500 FT AMSL (based on Southend QNH or Stoke QFE) including that portion of the Southend CTR defined by straight lines between the following co-ordinates: 512853.8068N 0003829.4708E - 512840.8108N 0004044.2613E - 512820.4312N 0004212.9641E - 512718.6516N 0003955.1293E - 512700.6588N 0003629.8230E thence clockwise by the arc of a circle radius 7.5 NM centred on 513357.327N 0004059.963E to 512730.17N 0003454.14E - 512852.75N 0003756.66E - 512853.8068N 0003829.4708E. The Stoke LFZ is Class D airspace.

   Pilots operating to or from Stoke must be fully briefed by Medway Microlights and must comply with the Stoke LFZ LOA.

   Generic traffic information will be provided to aircraft in communication with Southend as appropriate.
b) Para-motors and powered para-gliders sometimes operate during daylight hours under VFR in an area to the west of Canewdon from the surface to 800 FT AMSL. This area is within the Southend CTR and is defined by straight lines between the co-ordinates: 514053N 0004239E (CTR boundary) - 513659N 0004218.50E - 513658N 0004207E - 513852.50N 0003811E (CTR boundary). Traffic information will be provided when necessary. Contact Southend Airport ATC for further information.
c) Sports and Recreational Aviation activity sometimes operate during daylight hours under VFR at the following unlicensed private sites located within the Southend CTR:

   Barling - 513407N 0004742E
   St. Lawrence - 514124N 0004914E
   Tillingham - 514133N 0005222E

   Entry clearance to the Southend CTR must be obtained from Southend Approach/Radar via RTF.

## 8 FREQUENCY MONITORING CODE (FMC)

a) Pilots operating in the vicinity of, but intending to remain outside the Southend controlled airspace within the area defined by straight lines joining successively the following points and maintaining a listening watch only on Southend Radar frequency, 130.780 MHz, are encouraged to select SSR code 5050.

   515805N 0005802E - 515547N 0010701E -
   515903N 0012302E - 515222N 0012635E -
   513905N 0012500E - 512010N 0011421E -
   511217N 0002018E - 513630N 0001545E -
   515805N 0005802E

b) Selection of 5050 does not imply the receipt of an ATC service. Aircraft displaying the code are not expected to contact ATC under normal circumstances, remain responsible for their own navigation, separation, terrain clearance and are expected to remain clear of the Southend controlled airspace at all times.
c) Whilst squawking 5050, pilots should be aware that Southend Radar may make blind transmissions in order to ascertain a particular aircraft's intentions/route.
d) When a pilot ceases to maintain a listening watch, code 5050 shall be deselected.

# EGMC AD 2.23 ADDITIONAL INFORMATION

## 1 MODE S BAROMETRIC PRESSURE SETTING DATA

a) London Terminal Control has the ability to downlink Mode S Barometric Pressure Setting (BPS) data. Therefore, if the downlinked pressure data is at variance with the BPS expected by Air Traffic Control, pilots can expect additional challenge. When Air Traffic Control pass a reminder of the appropriate BPS, it is anticipated that the aircrew will cross check the altimeter settings and confirm set.

## EGMC AD 2.24 CHARTS RELATED TO AN AERODROME

AERODROME CHART - ICAO
AD 2.EGMC-2-1
AIRCRAFT PARKING/DOCKING CHART - ICAO
AD 2.EGMC-2-2
CONTROL ZONE and CONTROL AREA CHART
AD 2.EGMC-4-1
ATC SURVEILLANCE MINIMUM ALTITUDE CHART - ICAO
AD 2.EGMC-5-1
RNAV5 (VOR/DME, DME/DME or GNSS) STANDARD ARRIVAL CHART - INSTRUMENT (STAR) RWY 05/23 SUMUM 1S XAMAN 1S - ICAO
AD 2.EGMC-7-1
RNAV5 (DME/DME or GNSS) STANDARD ARRIVAL CHART - INSTRUMENT (STAR) RWY 05/23 KATHY 1S NEVIL 1S SAM 1S SOVAT 1S - ICAO
AD 2.EGMC-7-2
RNAV5 (DME/DME or GNSS) STANDARD ARRIVAL CHART - INSTRUMENT (STAR) RWY 05/23 FINMA 1S LISTO 1S SILVA 1S - ICAO
AD 2.EGMC-7-3
STANDARD INSTRUMENT ARRIVAL CODING TABLES RWY 05/23 SUMUM 1S XAMAN 1S SOVAT 1S KATHY 1S
AD 2.EGMC-7-4
STANDARD INSTRUMENT ARRIVAL CODING TABLES RWY 05/23 NEVIL 1S SAM 1S SILVA 1S
AD 2.EGMC-7-5
STANDARD INSTRUMENT ARRIVAL CODING TABLES RWY 05/23 FINMA 1S LISTO 1S
AD 2.EGMC-7-6
RNAV HOLD CODING TABLES BOMBO GEGMU GODLU HON JACKO LOGAN OKVAP SPEAR
AD 2.EGMC-7-7
INSTRUMENT APPROACH CHART ILS/DME/NDB(L) RWY 05 (CAT A,B,C) - ICAO
AD 2.EGMC-8-1
INSTRUMENT APPROACH CHART ILS/DME/NDB(L) RWY 05 (ACFT CAT D) - ICAO
AD 2.EGMC-8-2
INSTRUMENT APPROACH CHART LOC/DME/NDB(L) RWY 05 (ACFT CAT A,B,C) - ICAO
AD 2.EGMC-8-3
INSTRUMENT APPROACH CHART LOC/DME/NDB(L) RWY 05 (ACFT CAT D) - ICAO
AD 2.EGMC-8-4
INSTRUMENT APPROACH CHART SRA RTR 2NM RWY 05 (ACFT CAT A,B,C) - ICAO
AD 2.EGMC-8-5
INSTRUMENT APPROACH CHART ILS/DME/NDB(L) RWY 23 - ICAO
AD 2.EGMC-8-6
INSTRUMENT APPROACH CHART LOC/DME/NDB(L) RWY 23 - ICAO
AD 2.EGMC-8-7
INSTRUMENT APPROACH CHART SRA RTR 2NM RWY 23 (CAT A,B,C) - ICAO
AD 2.EGMC-8-8

## EGMC AD 2.25 VISUAL SEGMENT SURFACE (VSS) PENETRATION

Not applicable

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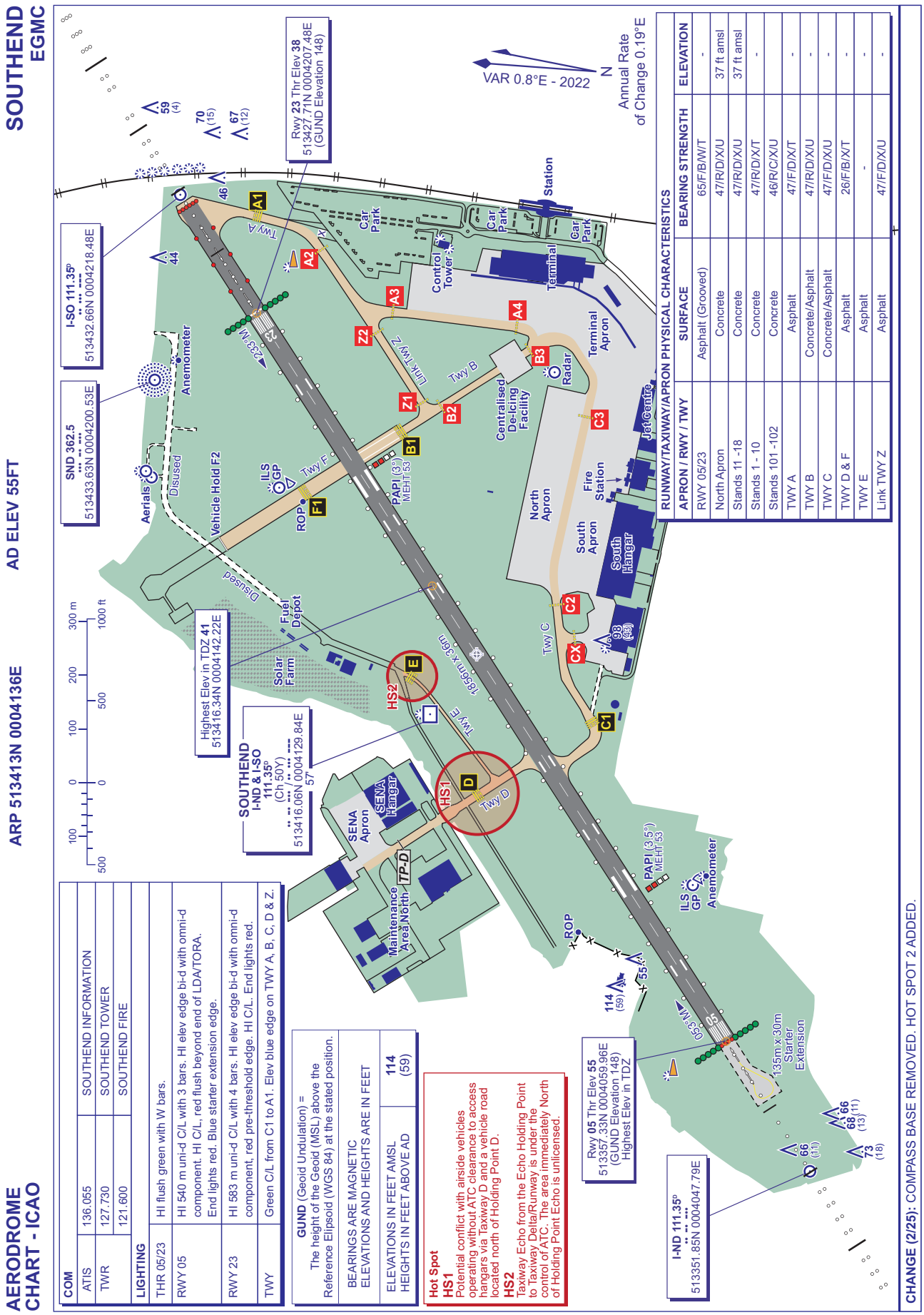
# AERODROME CHART - ICAO

## SOUTHEND EGMC

AD ELEV 55FT

ARP 513413N 0004136E




| RUNWAY/TAXIWAY/APRON PHYSICAL CHARACTERISTICS | | | |
|---|---|---|---|
| APRON / RWY / TWY | SURFACE | BEARING STRENGTH | ELEVATION |
| RWY 05/23 | Asphalt (Grooved) | 65/F/B/W/T | - |
| North Apron | Concrete | 47/R/D/X/U | 37 ft amsl |
| Stands 11 -18 | Concrete | 47/R/D/X/U | 37 ft amsl |
| Stands 1 - 10 | Concrete | 47/R/D/X/T | - |
| Stands 101 -102 | Concrete | 46/R/C/X/U | |
| TWY A | Asphalt | 47/F/D/X/T | - |
| TWY B | Concrete/Asphalt | 47/R/D/X/U | - |
| TWY C | Concrete/Asphalt | 47/F/D/X/U | - |
| TWY D & F | Asphalt | 26/F/B/X/T | - |
| TWY E | Asphalt | - | - |
| Link TWY Z | Asphalt | 47/F/D/X/U | - |

| COM | | |
|---|---|---|
| ATIS | 136.055 | SOUTHEND INFORMATION |
| TWR | 127.730 | SOUTHEND TOWER |
| | 121.600 | SOUTHEND FIRE |
| **LIGHTING** | | |
| THR 05/23 | HI flush green with W bars. | |
| RWY 05 | HI 540 m uni-d C/L with 3 bars. HI elev edge bi-d with omni-d component. HI C/L, red flush beyond end of LDA/TORA. End lights red. Blue starter extension edge. | |
| RWY 23 | HI 583 m uni-d C/L with 4 bars. HI elev edge bi-d with omni-d component, red pre-threshold edge. HI C/L. End lights red. | |
| TWY | Green C/L from C1 to A1. Elev blue edge on TWY A, B, C, D & Z. | |

**GUND** (Geoid Undulation) = The height of the Geoid (MSL) above the Reference Elipsoid (WGS 84) at the stated position.

BEARINGS ARE MAGNETIC
ELEVATIONS AND HEIGHTS ARE IN FEET

ELEVATIONS IN FEET AMSL / HEIGHTS IN FEET ABOVE AD: 114 (59)

**Hot Spot**

**HS1**
Potential conflict with airside vehicles operating without ATC clearance to access hangars via Taxiway D and a vehicle road located north of Holding Point D.

**HS2**
Taxiway Echo from the Echo Holding Point to Taxiway Delta/Runway is under the control of ATC. The area immediately North of Holding Point Echo is unlicensed.

**CHANGE (2/25):** COMPASS BASE REMOVED. HOT SPOT 2 ADDED.

AERO INFO DATE 26 NOV 24

AD 2-EGMC-2-1

# AIRCRAFT PARKING/DOCKING CHART - ICAO

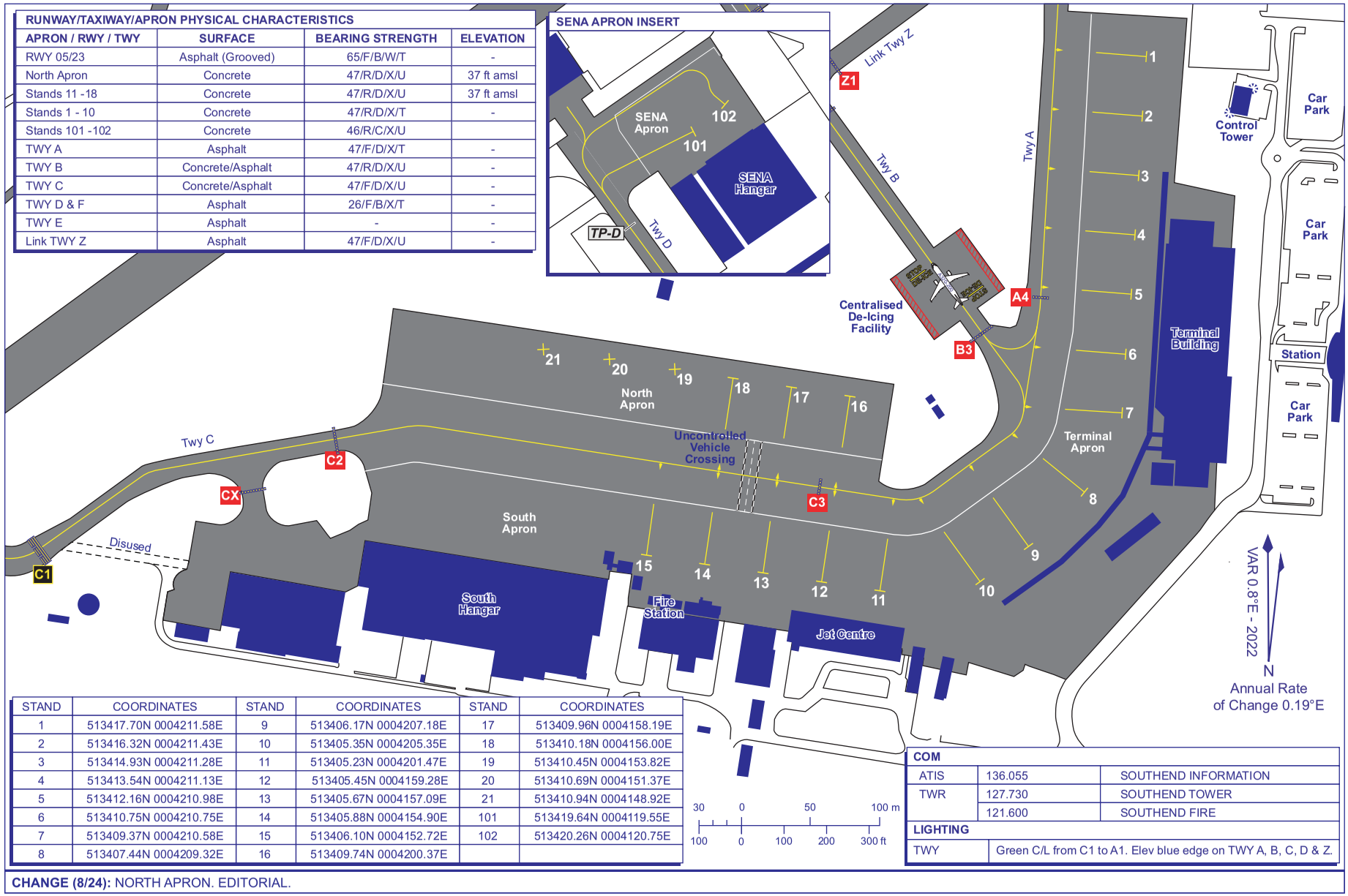
ARP 513413N 0004136E

AD ELEV 55FT

## SOUTHEND
EGMC

AERO INFO DATE 31 MAY 24

| RUNWAY/TAXIWAY/APRON PHYSICAL CHARACTERISTICS | | | |
|---|---|---|---|
| APRON / RWY / TWY | SURFACE | BEARING STRENGTH | ELEVATION |
| RWY 05/23 | Asphalt (Grooved) | 65/F/B/W/T | - |
| North Apron | Concrete | 47/R/D/X/U | 37 ft amsl |
| Stands 11 -18 | Concrete | 47/R/D/X/U | 37 ft amsl |
| Stands 1 - 10 | Concrete | 47/R/D/X/T | - |
| Stands 101 -102 | Concrete | 46/R/C/X/U | |
| TWY A | Asphalt | 47/F/D/X/T | - |
| TWY B | Concrete/Asphalt | 47/R/D/X/U | - |
| TWY C | Concrete/Asphalt | 47/F/D/X/U | - |
| TWY D & F | Asphalt | 26/F/B/X/T | - |
| TWY E | Asphalt | - | - |
| Link TWY Z | Asphalt | 47/F/D/X/U | - |




| STAND | COORDINATES | STAND | COORDINATES | STAND | COORDINATES |
|---|---|---|---|---|---|
| 1 | 513417.70N 0004211.58E | 9 | 513406.17N 0004207.18E | 17 | 513409.96N 0004158.19E |
| 2 | 513416.32N 0004211.43E | 10 | 513405.35N 0004205.35E | 18 | 513410.18N 0004156.00E |
| 3 | 513414.93N 0004211.28E | 11 | 513405.23N 0004201.47E | 19 | 513410.45N 0004153.82E |
| 4 | 513413.54N 0004211.13E | 12 | 513405.45N 0004159.28E | 20 | 513410.69N 0004151.37E |
| 5 | 513412.16N 0004210.98E | 13 | 513405.67N 0004157.09E | 21 | 513410.94N 0004148.92E |
| 6 | 513410.75N 0004210.75E | 14 | 513405.88N 0004154.90E | 101 | 513419.64N 0004119.55E |
| 7 | 513409.37N 0004210.58E | 15 | 513406.10N 0004152.72E | 102 | 513420.26N 0004120.75E |
| 8 | 513407.44N 0004209.32E | 16 | 513409.74N 0004200.37E | | |

| COM | | |
|---|---|---|
| ATIS | 136.055 | SOUTHEND INFORMATION |
| TWR | 127.730 | SOUTHEND TOWER |
| | 121.600 | SOUTHEND FIRE |
| **LIGHTING** | | |
| TWY | Green C/L from C1 to A1. Elev blue edge on TWY A, B, C, D & Z. | |

**CHANGE (8/24):** NORTH APRON. EDITORIAL.

## CONTROL ZONE AND CONTROL AREA CHART — SOUTHEND




**ATS AIRSPACE VERTICAL LIMITS**
Controlled airspace with an upper vertical limit of FL195 and above is not shown.

**LATERAL LIMITS**
Detailed description of FIR, UIR, CTA and TMA see ENR 2.1. Detailed description of air traffic services airspace organized at the aerodrome see AD 2.17.

**CHANGE (4/25):** HOSPITAL HELI SITE ADDED.

AERO INFO DATE 23 JAN 25

AD 2-EGMC-4-1

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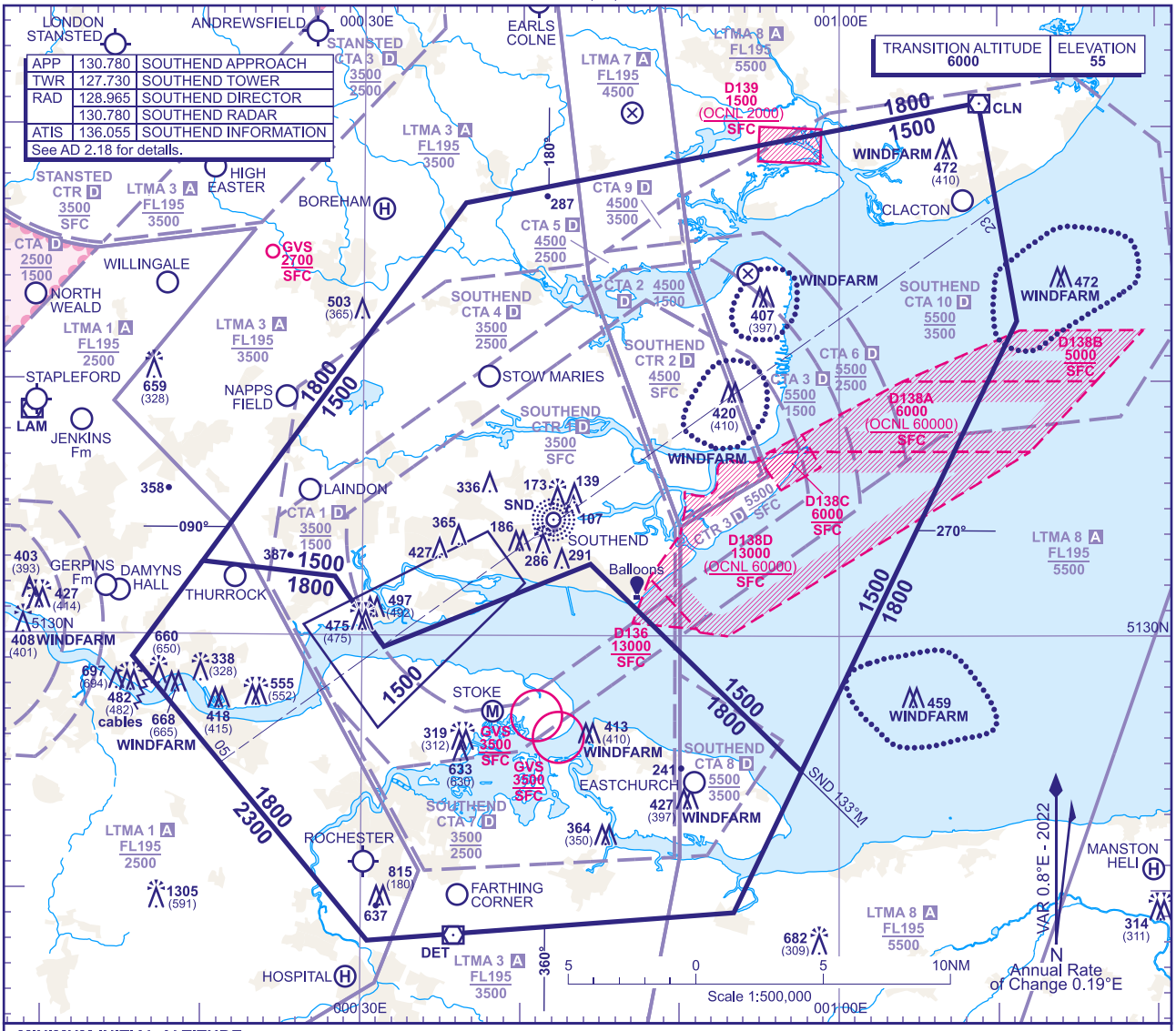
# ATC SURVEILLANCE MINIMUM ALTITUDE CHART - ICAO

BEARINGS, TRACKS AND RADIALS ARE MAGNETIC
ELEVATIONS IN FEET AMSL 1305
HEIGHTS IN FEET AGL (591)

## SOUTHEND




**MINIMUM INITIAL ALTITUDE**

Within the ATC Surveillance Minimum Altitude area the minimum initial altitude to be allocated by the approach surveillance controller is:

a) **1500** in the sector defined by the lateral limits; 513252N 0001957E - 514659N 0003625E - 515056N 0010848E - 514222N 0011113E - 512442N 0005738E - 513249N 0004421E - 512933N 0003123E - 513218N 0002817E - 513252N 0001957E.

b) **1800** in the sector defined by the lateral limits; 512907N 0001535E - 513252N 0001957E - 513218N 0002817E - 512933N 0003123E - 513249N 0004421E - 512442N 0005738E - 511909N 0005324E - 511801N 0003025E - 512907N 0001535E.

**OUTSIDE THE DESIGNATED ATC SURVEILLANCE MINIMUM ALTITUDE AREA**

The minimum altitude to be allocated by the approach surveillance controller will be either the Minimum Sector Altitude, or **1000** above any fixed obstacles:

a) within 5NM of the aircraft, and

b) within the sector 15NM ahead of and within 20° either side of the aircraft's track.

**LOSS OF COMMUNICATION PROCEDURES**

**Initial Approach**

Continue visually or by means of an appropriate approved final approach aid. If not possible proceed at **2000**, or last assigned level if higher to **NDB(L) SND**†.

**Intermedlate and FInal Approach**

Continue visually or by means of an appropriate final approach aid. If not possible follow the Missed Approach Procedure to **NDB(L) SND**†.

† In all cases where the aircraft returns to the holding facility the procedure to be adopted is the Radio Failure Procedure detailed at ENR 1.1.3.

**GENERAL INFORMATION**

1. Levels shown are based on QNH.
2. Only significant obstacles and dominant spot heights are shown.
3. The minimum levels shown within the ATC Surveillance Minimum Altitude Area are in conformance with the Standard European Rules of the Air - SERA.5015.
4. Minimum Sector Altitudes are based on obstacles and spot heights within 25NM of NDB SND.
5. Controlled airspace with a base in excess of **5000** or FL55, as appropriate, is not shown.
6. **This chart may only be used for cross-checking of altitudes assigned when in receipt of an ATC Surveillance service.**
7. **When vectoring an aircraft within the Final Approach Vectoring Area descent clearance below the SMAA to the FAVA altitude may only be issued if the aircraft is either established on the final approach track or on an intercept of 40° or less, and in the case of instrument approaches other than SRA is cleared to intercept the final approach track.**

**CHANGE (4/25):** HOSPITAL HELI ADDED.

AERO INFO DATE 23 JAN 25

AD 2-EGMC-5-1

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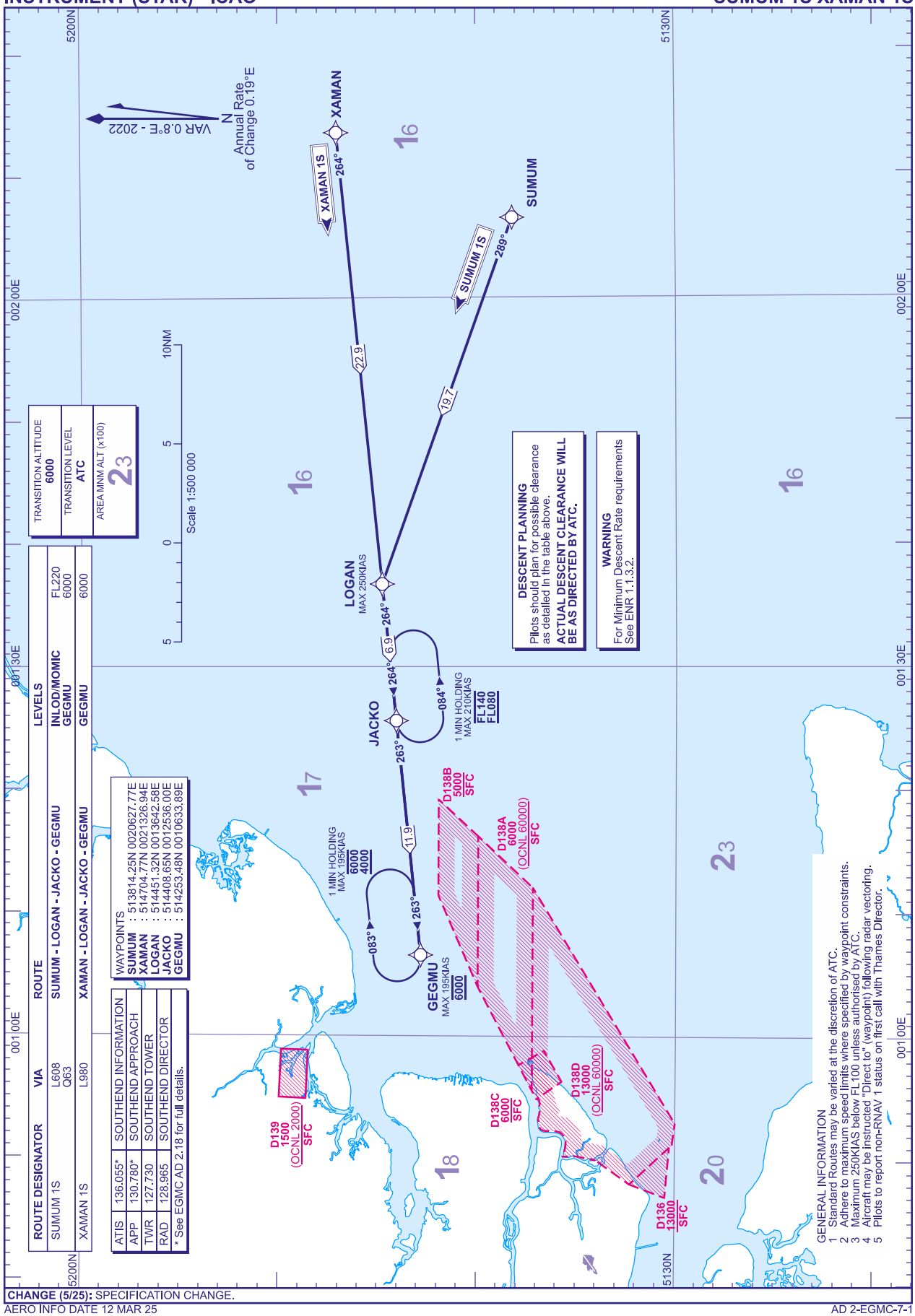
# RNAV5 (VOR/DME, DME/DME or GNSS) STANDARD ARRIVAL CHART - INSTRUMENT (STAR) - ICAO

DISTANCES IN NAUTICAL MILES
TRACKS ARE MAGNETIC
ALTITUDES AND ELEVATIONS ARE IN FEET

# SOUTHEND
RWY 05/23
## SUMUM 1S XAMAN 1S




| ROUTE DESIGNATOR | VIA | ROUTE | LEVELS |
|---|---|---|---|
| SUMUM 1S | L608 Q63 | SUMUM - LOGAN - JACKO - GEGMU | INLOD/MOMIC FL220<br>GEGMU 6000 |
| XAMAN 1S | L980 | XAMAN - LOGAN - JACKO - GEGMU | GEGMU 6000 |

WAYPOINTS
SUMUM : 513814.25N 0020627.77E
XAMAN : 514704.77N 0021326.94E
LOGAN : 514451.32N 0013642.58E
JACKO : 514408.65N 0012536.00E
GEGMU : 514253.48N 0010633.89E

| | |
|---|---|
| ATIS | 136.055* |
| APP | 130.780* |
| TWR | 127.730 |
| RAD | 128.965 |

SOUTHEND INFORMATION
SOUTHEND APPROACH
SOUTHEND TOWER
SOUTHEND DIRECTOR

* See EGMC AD 2.18 for full details.

GENERAL INFORMATION
1 Standard Routes may be varied at the discretion of ATC.
2 Adhere to maximum speed limits where specified by waypoint constraints.
3 Maximum 250KIAS below FL100 unless authorised by ATC.
4 Aircraft may be instructed "Direct to" (waypoint) following radar vectoring.
5 Pilots to report non-RNAV 1 status on first call with Thames Director.

**CHANGE (5/25):** SPECIFICATION CHANGE.
AERO INFO DATE 12 MAR 25

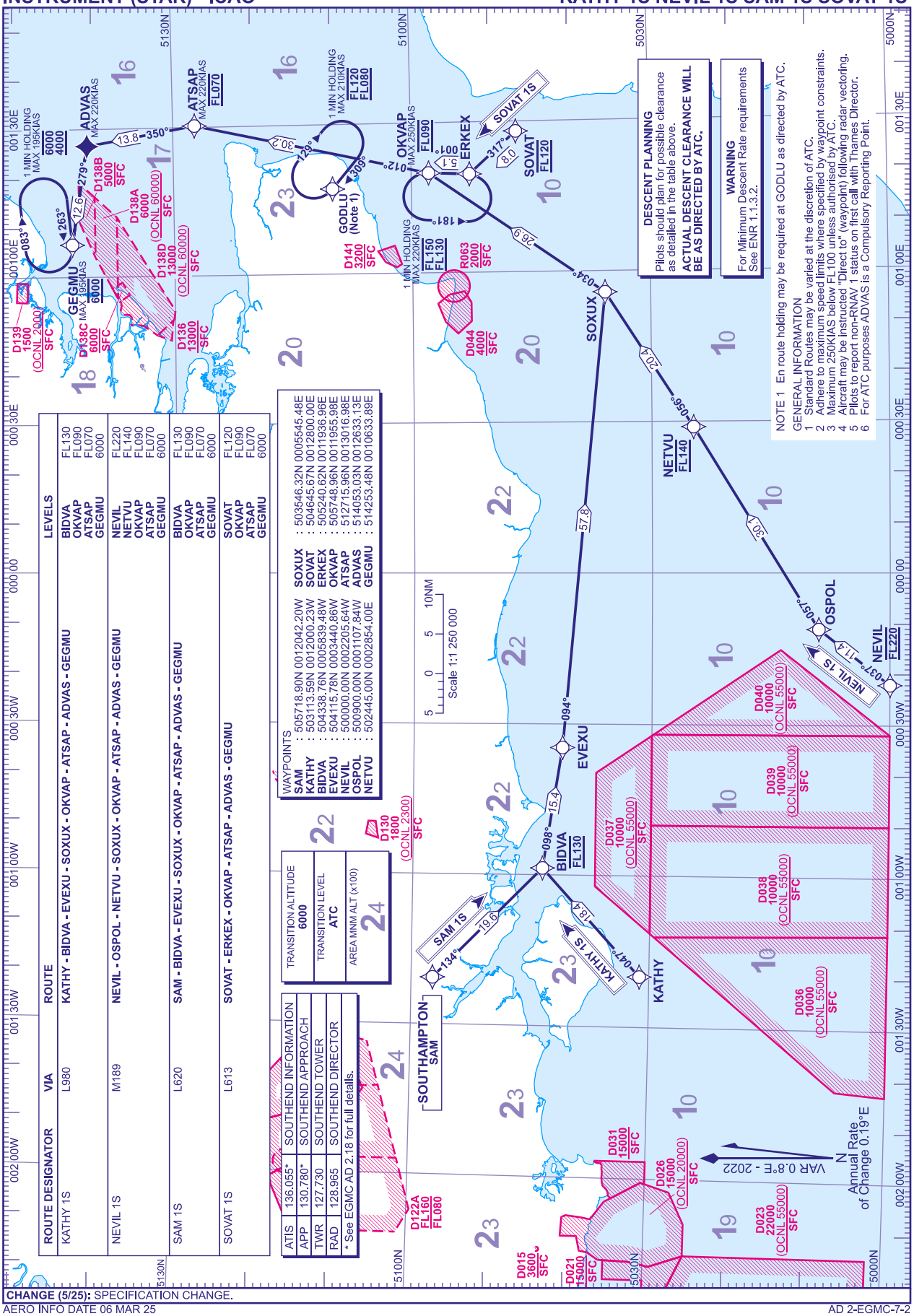
AD 2-EGMC-7-1

# RNAV5 (DME/DME or GNSS) STANDARD ARRIVAL CHART - INSTRUMENT (STAR) - ICAO

DISTANCES IN NAUTICAL MILES
TRACKS ARE MAGNETIC
ALTITUDES AND ELEVATIONS ARE IN FEET

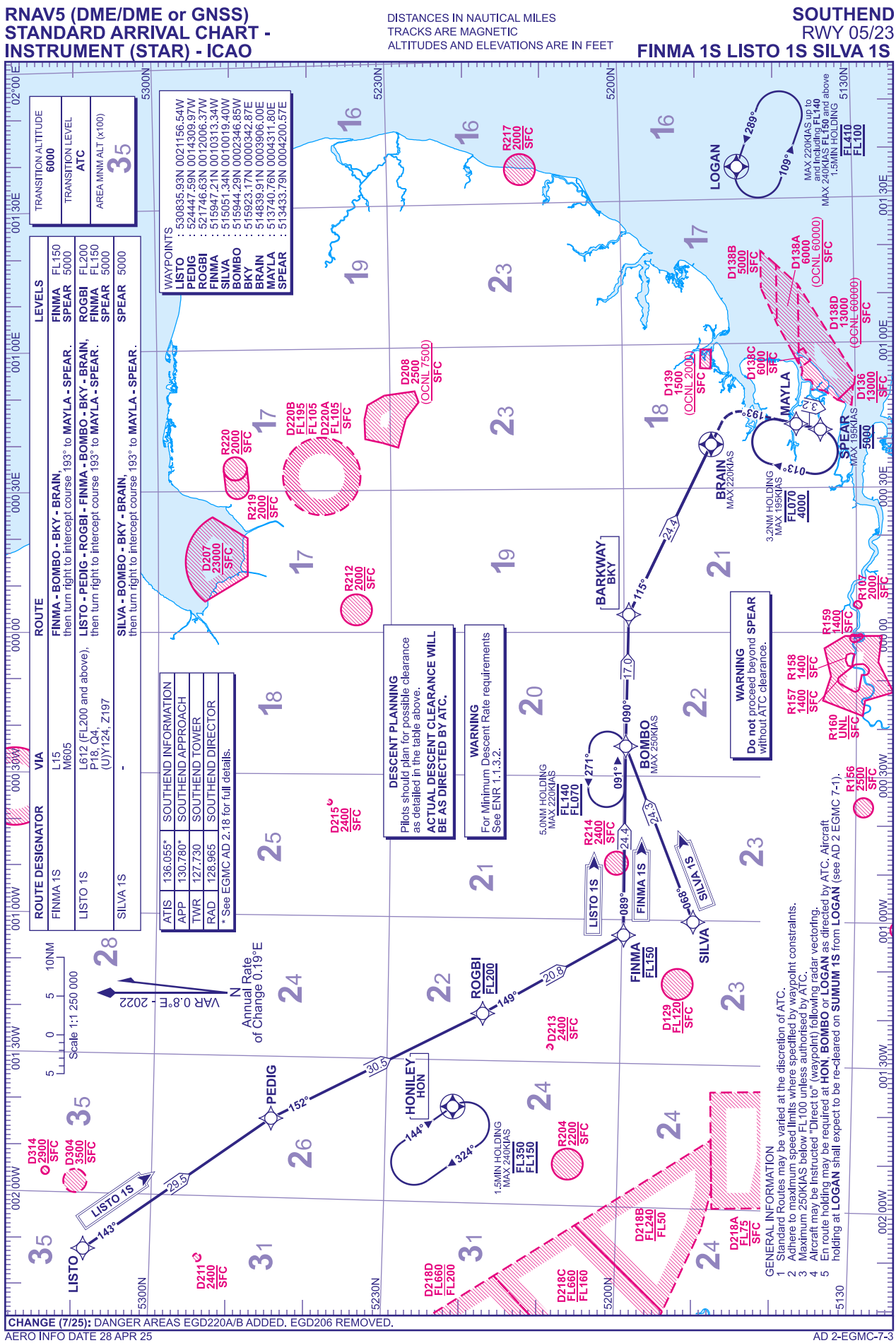
## SOUTHEND
RWY 05/23

## KATHY 1S NEVIL 1S SAM 1S SOVAT 1S




CHANGE (5/25): SPECIFICATION CHANGE.
AERO INFO DATE 06 MAR 25

AD 2-EGMC-7-2


RNAV5 (DME/DME or GNSS)
STANDARD ARRIVAL CHART - INSTRUMENT (STAR) - ICAO
DISTANCES IN NAUTICAL MILES
TRACKS ARE MAGNETIC
ALTITUDES AND ELEVATIONS ARE IN FEET
SOUTHEND
RWY 05/23
FINMA 1S LISTO 1S SILVA 1S
TRANSITION ALTITUDE 6000
TRANSITION LEVEL ATC
AREA MNM ALT (x100) 35
ROUTE DESIGNATOR | VIA | ROUTE | LEVELS
FINMA 1S | L15 M605 | FINMA - BOMBO - BKY - BRAIN, then turn right to intercept course 193° to MAYLA - SPEAR. | FINMA FL150 SPEAR 5000
LISTO 1S | L612 (FL200 and above), P18, Q4, (U)Y124, Z197 | LISTO - PEDIG - ROGBI - FINMA - BOMBO - BKY - BRAIN, then turn right to intercept course 193° to MAYLA - SPEAR. | ROGBI FL200 FINMA FL150 SPEAR 5000
SILVA 1S | - | SILVA - BOMBO - BKY - BRAIN, then turn right to intercept course 193° to MAYLA - SPEAR. | SPEAR 5000
WAYPOINTS
LISTO : 530835.93N 0021156.54W
PEDIG : 524447.59N 0014309.97W
ROGBI : 521746.63N 0012006.37W
FINMA : 515947.21N 0010313.34W
SILVA : 515051.34N 0010019.40W
BOMBO : 515944.29N 0002346.85W
BKY : 515923.17N 0000342.87E
BRAIN : 514839.91N 0003906.00E
MAYLA : 513740.76N 0004311.80E
SPEAR : 513433.79N 0004200.57E
ATIS 136.055* SOUTHEND INFORMATION
APP 130.780* SOUTHEND APPROACH
TWR 127.730 SOUTHEND TOWER
RAD 128.965 SOUTHEND DIRECTOR
* See EGMC AD 2.18 for full details.
DESCENT PLANNING
Pilots should plan for possible clearance as detailed in the table above.
ACTUAL DESCENT CLEARANCE WILL BE AS DIRECTED BY ATC.
WARNING
For Minimum Descent Rate requirements See ENR 1.1.3.2.
WARNING
Do not proceed beyond SPEAR without ATC clearance.
LISTO
PEDIG
HONILEY HON
ROGBI FL200
FINMA FL150
SILVA
BOMBO MAX 250KIAS
BARKWAY BKY
BRAIN MAX 220KIAS
MAYLA
SPEAR MAX 195KIAS
LOGAN
1.5MIN HOLDING FL350 FL150 MAX 240KIAS
5.0NM HOLDING MAX 220KIAS FL140 FL070
3.2NM HOLDING MAX 195KIAS FL070 4000
MAX 220KIAS up to and including FL140
MAX 240KIAS FL150 and above
1.5MIN HOLDING FL410 FL100
GENERAL INFORMATION
1 Standard Routes may be varied at the discretion of ATC.
2 Adhere to maximum speed limits where specified by waypoint constraints.
3 Maximum 250KIAS below FL100 unless authorised by ATC.
4 Aircraft may be instructed "Direct to" (waypoint) following radar vectoring.
5 En route holding may be required at HON, BOMBO or LOGAN as directed by ATC. Aircraft holding at LOGAN shall expect to be re-cleared on SUMUM 1S from LOGAN (see AD 2 EGMC 7-1).
VAR 0.8°E - 2022
Annual Rate of Change 0.19°E
Scale 1:1 250 000
CHANGE (7/25): DANGER AREAS EGD220A/B ADDED. EGD206 REMOVED.
AERO INFO DATE 28 APR 25
AD 2-EGMC-7-3

# Standard Instrument Arrival Coding Tables

**SOUTHEND Runway 05/23 SUMUM 1S**

| Designator | Sequence Number | Path Term-inator | Waypoint Name | Co-ordinates | Fly-over | Course/ Track °M (°T) | Magnetic Variation | Distance (NM) | Turn Direction | Level Constraint | Speed Constraint | Navigation Performance |
|---|---|---|---|---|---|---|---|---|---|---|---|---|
| SUMUM1S | 001 | IF | SUMUM | 513814.25N 0020627.77E | N | - | - | - | - | - | - | RNAV5 |
| SUMUM1S | 002 | TF | LOGAN | 514451.32N 0013642.58E | N | 289° (289.9°) | 0.8 | 19.7 | LEFT | - | -250 | RNAV5 |
| SUMUM1S | 003 | TF | JACKO | 514408.65N 0012536.00E | N | 264° (264.3°) | 0.8 | 6.9 | - | - | -250 | RNAV5 |
| SUMUM1S | 004 | TF | GEGMU | 514253.48N 0010633.89E | N | 263° (264.0°) | 0.8 | 11.9 | - | 6000 | -195 | RNAV5 |

**SOUTHEND Runway 05/23 XAMAN 1S**

| Designator | Sequence Number | Path Term-inator | Waypoint Name | Co-ordinates | Fly-over | Course/ Track °M (°T) | Magnetic Variation | Distance (NM) | Turn Direction | Level Constraint | Speed Constraint | Navigation Performance |
|---|---|---|---|---|---|---|---|---|---|---|---|---|
| XAMAN1S | 001 | IF | XAMAN | 514704.77N 0021326.94E | N | - | - | - | - | - | - | RNAV5 |
| XAMAN1S | 002 | TF | LOGAN | 514451.32N 0013642.58E | N | 264° (264.6°) | 0.8 | 22.9 | - | - | -250 | RNAV5 |
| XAMAN1S | 003 | TF | JACKO | 514408.65N 0012536.00E | N | 264° (264.3°) | 0.8 | 6.9 | - | - | -250 | RNAV5 |
| XAMAN1S | 004 | TF | GEGMU | 514253.48N 0010633.89E | N | 263° (264.0°) | 0.8 | 11.9 | - | 6000 | -195 | RNAV5 |

**SOUTHEND Runway 05/23 SOVAT 1S**

| Designator | Sequence Number | Path Term-inator | Waypoint Name | Co-ordinates | Fly-over | Course/ Track °M (°T) | Magnetic Variation | Distance (NM) | Turn Direction | Level Constraint | Speed Constraint | Navigation Performance |
|---|---|---|---|---|---|---|---|---|---|---|---|---|
| SOVAT1S | 001 | IF | SOVAT | 504645.67N 0012800.00E | N | - | - | - | - | FL120 | - | RNAV5 |
| SOVAT1S | 002 | TF | ERKEX | 505240.62N 0011936.96E | N | 317° (318.1°) | 0.8 | 8.0 | RIGHT | - | - | RNAV5 |
| SOVAT1S | 003 | TF | OKVAP | 505748.96N 0011955.98E | N | 001° (002.2°) | 0.8 | 5.1 | RIGHT | FL090 | -250 | RNAV5 |
| SOVAT1S | 004 | TF | ATSAP | 512715.96N 0013016.98E | N | 012° (012.4°) | 0.8 | 30.2 | LEFT | FL070 | -220 | RNAV5 |
| SOVAT1S | 005 | TF | ADVAS | 514053.03N 0012633.13E | N | 350° (350.3°) | 0.8 | 13.8 | LEFT | - | -220 | RNAV5 |
| SOVAT1S | 006 | TF | GEGMU | 514253.48N 0010633.89E | N | 279° (279.3°) | 0.8 | 12.6 | - | 6000 | -195 | RNAV5 |

**SOUTHEND Runway 05/23 KATHY 1S**

| Designator | Sequence Number | Path Term-inator | Waypoint Name | Co-ordinates | Fly-over | Course/ Track °M (°T) | Magnetic Variation | Distance (NM) | Turn Direction | Level Constraint | Speed Constraint | Navigation Performance |
|---|---|---|---|---|---|---|---|---|---|---|---|---|
| KATHY1S | 001 | TF | KATHY | 503113.59N 0012000.23W | N | - | - | - | - | - | - | RNAV5 |
| KATHY1S | 002 | TF | BIDVA | 504338.76N 0005839.48W | N | 047° (047.4°) | 0.8 | 18.4 | RIGHT | FL130 | - | RNAV5 |
| KATHY1S | 003 | TF | EVEXU | 504115.78N 0003440.86W | N | 098° (098.7°) | 0.8 | 15.4 | LEFT | - | - | RNAV5 |
| KATHY1S | 004 | TF | SOXUX | 503546.32N 0005545.48E | N | 094° (094.9°) | 0.8 | 57.8 | LEFT | - | - | RNAV5 |
| KATHY1S | 005 | TF | OKVAP | 505748.96N 0011955.98E | N | 034° (034.7°) | 0.8 | 26.9 | LEFT | FL090 | -250 | RNAV5 |
| KATHY1S | 006 | TF | ATSAP | 512715.96N 0013016.98E | N | 012° (012.4°) | 0.8 | 30.2 | LEFT | FL070 | -220 | RNAV5 |
| KATHY1S | 007 | TF | ADVAS | 514053.03N 0012633.13E | N | 350° (350.3°) | 0.8 | 13.8 | LEFT | - | -220 | RNAV5 |
| KATHY1S | 008 | TF | GEGMU | 514253.48N 0010633.89E | N | 279° (279.3°) | 0.8 | 12.6 | - | 6000 | -195 | RNAV5 |

**CHANGE (5/25):** NEW SPECIFICATION.
AERO INFO DATE 04 MAR 25

# Standard Instrument Arrival Coding Tables

**SOUTHEND Runway 05/23 NEVIL 1S**

| Designator | Sequence Number | Path Term-inator | Waypoint Name | Co-ordinates | Fly-over | Course/ Track °M (°T) | Magnetic Variation | Distance (NM) | Turn Direction | Level Constraint | Speed Constraint | Navigation Performance |
|---|---|---|---|---|---|---|---|---|---|---|---|---|
| NEVIL1S | 001 | IF | NEVIL | 500000.00N 0002205.64W | N | - | - | - | - | FL220 | - | RNAV5 |
| NEVIL1S | 002 | TF | OSPOL | 500900.00N 0001107.84W | N | 037° (038.0°) | 0.8 | 11.4 | RIGHT | - | - | RNAV5 |
| NEVIL1S | 003 | TF | NETVU | 502445.00N 0002854.00E | N | 057° (058.2°) | 0.8 | 30.1 | - | FL140 | - | RNAV5 |
| NEVIL1S | 004 | TF | SOXUX | 503546.32N 0005545.48E | N | 056° (057.1°) | 0.8 | 20.4 | LEFT | - | - | RNAV5 |
| NEVIL1S | 005 | TF | OKVAP | 505748.96N 0011955.98E | N | 034° (034.7°) | 0.8 | 26.9 | LEFT | FL090 | -250 | RNAV5 |
| NEVIL1S | 006 | TF | ATSAP | 512715.96N 0013016.98E | N | 012° (012.4°) | 0.8 | 30.2 | LEFT | FL070 | -220 | RNAV5 |
| NEVIL1S | 007 | TF | ADVAS | 514053.03N 0012633.13E | N | 350° (350.3°) | 0.8 | 13.8 | LEFT | - | -220 | RNAV5 |
| NEVIL1S | 008 | TF | GEGMU | 514253.48N 0010633.89E | N | 279° (279.3°) | 0.8 | 12.6 | - | 6000 | -195 | RNAV5 |

**SOUTHEND Runway 05/23 SAM 1S**

| Designator | Sequence Number | Path Term-inator | Waypoint Name | Co-ordinates | Fly-over | Course/ Track °M (°T) | Magnetic Variation | Distance (NM) | Turn Direction | Level Constraint | Speed Constraint | Navigation Performance |
|---|---|---|---|---|---|---|---|---|---|---|---|---|
| SAM1S | 001 | IF | SAM | 505718.90N 0012042.20W | N | - | - | - | - | - | - | RNAV5 |
| SAM1S | 002 | TF | BIDVA | 504338.76N 0005839.48W | N | 134° (134.3°) | 0.8 | 19.6 | LEFT | FL130 | - | RNAV5 |
| SAM1S | 003 | TF | EVEXU | 504115.78N 0003440.86W | N | 098° (098.7°) | 0.8 | 15.4 | LEFT | - | - | RNAV5 |
| SAM1S | 004 | TF | SOXUX | 503546.32N 0005545.48E | N | 094° (094.9°) | 0.8 | 57.8 | LEFT | - | - | RNAV5 |
| SAM1S | 005 | TF | OKVAP | 505748.96N 0011955.98E | N | 034° (034.7°) | 0.8 | 26.9 | LEFT | FL090 | -250 | RNAV5 |
| SAM1S | 006 | TF | ATSAP | 512715.96N 0013016.98E | N | 012° (012.4°) | 0.8 | 30.2 | LEFT | FL070 | -220 | RNAV5 |
| SAM1S | 007 | TF | ADVAS | 514053.03N 0012633.13E | N | 350° (350.3°) | 0.8 | 13.8 | LEFT | - | -220 | RNAV5 |
| SAM1S | 008 | TF | GEGMU | 514253.48N 0010633.89E | N | 279° (279.3°) | 0.8 | 12.6 | - | 6000 | -195 | RNAV5 |

**SOUTHEND Runway 05/23 SILVA 1S**

| Designator | Sequence Number | Path Term-inator | Waypoint Name | Co-ordinates | Fly-over | Course/ Track °M (°T) | Magnetic Variation | Distance (NM) | Turn Direction | Level Constraint | Speed Constraint | Navigation Performance |
|---|---|---|---|---|---|---|---|---|---|---|---|---|
| SILVA1S | 001 | IF | SILVA | 515051.34N 0010019.40W | N | - | - | - | - | - | - | RNAV5 |
| SILVA1S | 002 | TF | BOMBO | 515944.29N 0002346.85W | N | 068° (068.3°) | 0.8 | 24.3 | RIGHT | - | -250 | RNAV5 |
| SILVA1S | 003 | TF | BKY | 515923.17N 0000342.87E | N | 090° (091.0°) | 0.8 | 17.0 | RIGHT | - | - | RNAV5 |
| SILVA1S | 004 | TF | BRAIN | 514839.91N 0003906.00E | Y | 115° (115.9°) | 0.8 | 24.4 | RIGHT | - | -220 | RNAV5 |
| SILVA1S | 005 | CF | MAYLA | 513740.76N 0004311.80E | N | 193° (193.4°) | 0.8 | - | - | - | - | RNAV5 |
| SILVA1S | 006 | TF | SPEAR | 513433.79N 0004200.57E | N | 193° (193.4°) | 0.8 | 3.2 | - | 5000 | -195 | RNAV5 |

**CHANGE (5/25):** NEW SPECIFICATION.
AERO INFO DATE 12 MAR 25

# Standard Instrument Arrival Coding Tables

**SOUTHEND Runway 05/23 FINMA 1S**

| Designator | Sequence Number | Path Term-inator | Waypoint Name | Co-ordinates | Fly-over | Course/ Track °M (°T) | Magnetic Variation | Distance (NM) | Turn Direction | Level Constraint | Speed Constraint | Navigation Performance |
|---|---|---|---|---|---|---|---|---|---|---|---|---|
| FINMA1S | 001 | IF | FINMA | 515947.21N 0010313.34W | N | - | - | - | - | FL150 | - | RNAV5 |
| FINMA1S | 002 | TF | BOMBO | 515944.29N 0002346.85W | N | 089° (089.9°) | 0.8 | 24.4 | - | - | -250 | RNAV5 |
| FINMA1S | 003 | TF | BKY | 515923.17N 0000342.87E | N | 090° (091.0°) | 0.8 | 17.0 | RIGHT | - | - | RNAV5 |
| FINMA1S | 004 | TF | BRAIN | 514839.91N 0003906.00E | Y | 115° (115.9°) | 0.8 | 24.4 | RIGHT | - | -220 | RNAV5 |
| FINMA1S | 005 | CF | MAYLA | 513740.76N 0004311.80E | N | 193° (193.4°) | 0.8 | - | - | - | - | RNAV5 |
| FINMA1S | 006 | TF | SPEAR | 513433.79N 0004200.57E | N | 193° (193.4°) | 0.8 | 3.2 | - | 5000 | -195 | RNAV5 |

**SOUTHEND Runway 05/23 LISTO 1S**

| Designator | Sequence Number | Path Term-inator | Waypoint Name | Co-ordinates | Fly-over | Course/ Track °M (°T) | Magnetic Variation | Distance (NM) | Turn Direction | Level Constraint | Speed Constraint | Navigation Performance |
|---|---|---|---|---|---|---|---|---|---|---|---|---|
| LISTO1S | 001 | IF | LISTO | 530835.93N 0021156.54W | N | - | - | - | - | - | - | RNAV5 |
| LISTO1S | 002 | TF | PEDIG | 524447.59N 0014309.97W | N | 143° (143.7°) | 0.8 | 29.5 | RIGHT | - | - | RNAV5 |
| LISTO1S | 003 | TF | ROGBI | 521746.63N 0012006.37W | N | 152° (152.3°) | 0.8 | 30.5 | LEFT | FL200 | - | RNAV5 |
| LISTO1S | 004 | TF | FINMA | 515947.21N 0010313.34W | N | 149° (149.9°) | 0.8 | 20.8 | LEFT | FL150 | - | RNAV5 |
| LISTO1S | 005 | TF | BOMBO | 515944.29N 0002346.85W | N | 089° (089.9°) | 0.8 | 24.4 | - | - | -250 | RNAV5 |
| LISTO1S | 006 | TF | BKY | 515923.17N 0000342.87E | N | 090° (091.0°) | 0.8 | 17.0 | RIGHT | - | - | RNAV5 |
| LISTO1S | 007 | TF | BRAIN | 514839.91N 0003906.00E | Y | 115° (115.9°) | 0.8 | 24.4 | RIGHT | - | -220 | RNAV5 |
| LISTO1S | 008 | CF | MAYLA | 513740.76N 0004311.80E | N | 193° (193.4°) | 0.8 | - | - | - | - | RNAV5 |
| LISTO1S | 009 | TF | SPEAR | 513433.79N 0004200.57E | N | 193° (193.4°) | 0.8 | 3.2 | - | 5000 | -195 | RNAV5 |

**CHANGE (5/25):** NEW SPECIFICATION.
AERO INFO DATE 06 FEB 25

# RNAV Hold Coding Tables

**SOUTHEND BOMBO Hold**

| Designator | Sequence Number | Path Term-inator | Waypoint Name | Co-ordinates | Fly-over | Course/ Track °M (°T) | Magnetic Variation | Distance (NM) | Turn Direction | Level Constraint | Speed Constraint | Navigation Performance |
|---|---|---|---|---|---|---|---|---|---|---|---|---|
| BOMBO | - | - | BOMBO | 515944.29N 0002346.85W | Y | 091° (091.4°) | 0.8 | 5.0 | LEFT | -FL140 +FL070 | -220 | RNAV5 |

**SOUTHEND GEGMU Hold**

| Designator | Sequence Number | Path Term-inator | Waypoint Name | Co-ordinates | Fly-over | Course/ Track °M (°T) | Magnetic Variation | Time (MIN) | Turn Direction | Level Constraint | Speed Constraint | Navigation Performance |
|---|---|---|---|---|---|---|---|---|---|---|---|---|
| GEGMU | - | - | GEGMU | 514253.48N 0010633.89E | Y | 263° (263.9°) | 0.8 | 1 MIN | RIGHT | -6000 +4000 | -195 | RNAV1 |

**SOUTHEND GODLU Hold**

| Designator | Sequence Number | Path Term-inator | Waypoint Name | Co-ordinates | Fly-over | Course/ Track °M (°T) | Magnetic Variation | Time (MIN) | Turn Direction | Level Constraint | Speed Constraint | Navigation Performance |
|---|---|---|---|---|---|---|---|---|---|---|---|---|
| GODLU | - | - | GODLU | 510958.44N 0011704.26E | Y | 309° (310.0°) | 0.8 | 1 MIN | RIGHT | -FL120 +FL080 | -210 | RNAV5 |

**SOUTHEND HON Hold**

| Designator | Sequence Number | Path Term-inator | Waypoint Name | Co-ordinates | Fly-over | Course/ Track °M (°T) | Magnetic Variation | Time (MIN) | Turn Direction | Level Constraint | Speed Constraint | Navigation Performance |
|---|---|---|---|---|---|---|---|---|---|---|---|---|
| HON | - | - | HON | 522124.04N 0013949.41W | Y | 144° (144.8°) | 0.8 | 1.5 MIN | RIGHT | -FL350 +FL150 | -240 | RNAV5 |

**SOUTHEND JACKO Hold**

| Designator | Sequence Number | Path Term-inator | Waypoint Name | Co-ordinates | Fly-over | Course/ Track °M (°T) | Magnetic Variation | Time (MIN) | Turn Direction | Level Constraint | Speed Constraint | Navigation Performance |
|---|---|---|---|---|---|---|---|---|---|---|---|---|
| JACKO | - | - | JACKO | 514408.65N 0012536.00E | Y | 264° (264.3°) | 0.8 | 1 MIN | LEFT | -FL140 +FL080 | -210 | RNAV5 |

**SOUTHEND LOGAN Hold**

| Designator | Sequence Number | Path Term-inator | Waypoint Name | Co-ordinates | Fly-over | Course/ Track °M (°T) | Magnetic Variation | Time (MIN) | Turn Direction | Level Constraint | Speed Constraint | Navigation Performance |
|---|---|---|---|---|---|---|---|---|---|---|---|---|
| LOGAN | - | - | LOGAN | 514451.32N 0013642.58E | Y | 289° (289.5°) | 0.8 | 1 MIN up to FL140 1.5 MIN FL150+ | LEFT | -FL410 +FL100 | -220* -240** | RNAV5 |

*up to and including FL140
**FL150 and above

**SOUTHEND OKVAP Hold**

| Designator | Sequence Number | Path Term-inator | Waypoint Name | Co-ordinates | Fly-over | Course/ Track °M (°T) | Magnetic Variation | Time (MIN) | Turn Direction | Level Constraint | Speed Constraint | Navigation Performance |
|---|---|---|---|---|---|---|---|---|---|---|---|---|
| OKVAP | - | - | OKVAP | 505748.96N 0011955.98E | Y | 001° (002.2°) | 0.8 | 1 MIN | LEFT | -FL150 +FL130 | -220 | RNAV5 |

**SOUTHEND SPEAR Hold**

| Designator | Sequence Number | Path Term-inator | Waypoint Name | Co-ordinates | Fly-over | Course/ Track °M (°T) | Magnetic Variation | Distance (NM) | Turn Direction | Level Constraint | Speed Constraint | Navigation Performance |
|---|---|---|---|---|---|---|---|---|---|---|---|---|
| SPEAR | - | - | SPEAR | 513433.79N 0004200.57E | Y | 193° (193.3°) | 0.8 | 3.2 | RIGHT | -FL070 +4000 | -195 | RNAV5 |

**CHANGE (5/25):** NEW SPECIFICATION.
AERO INFO DATE 25 FEB 25

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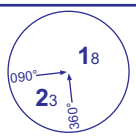
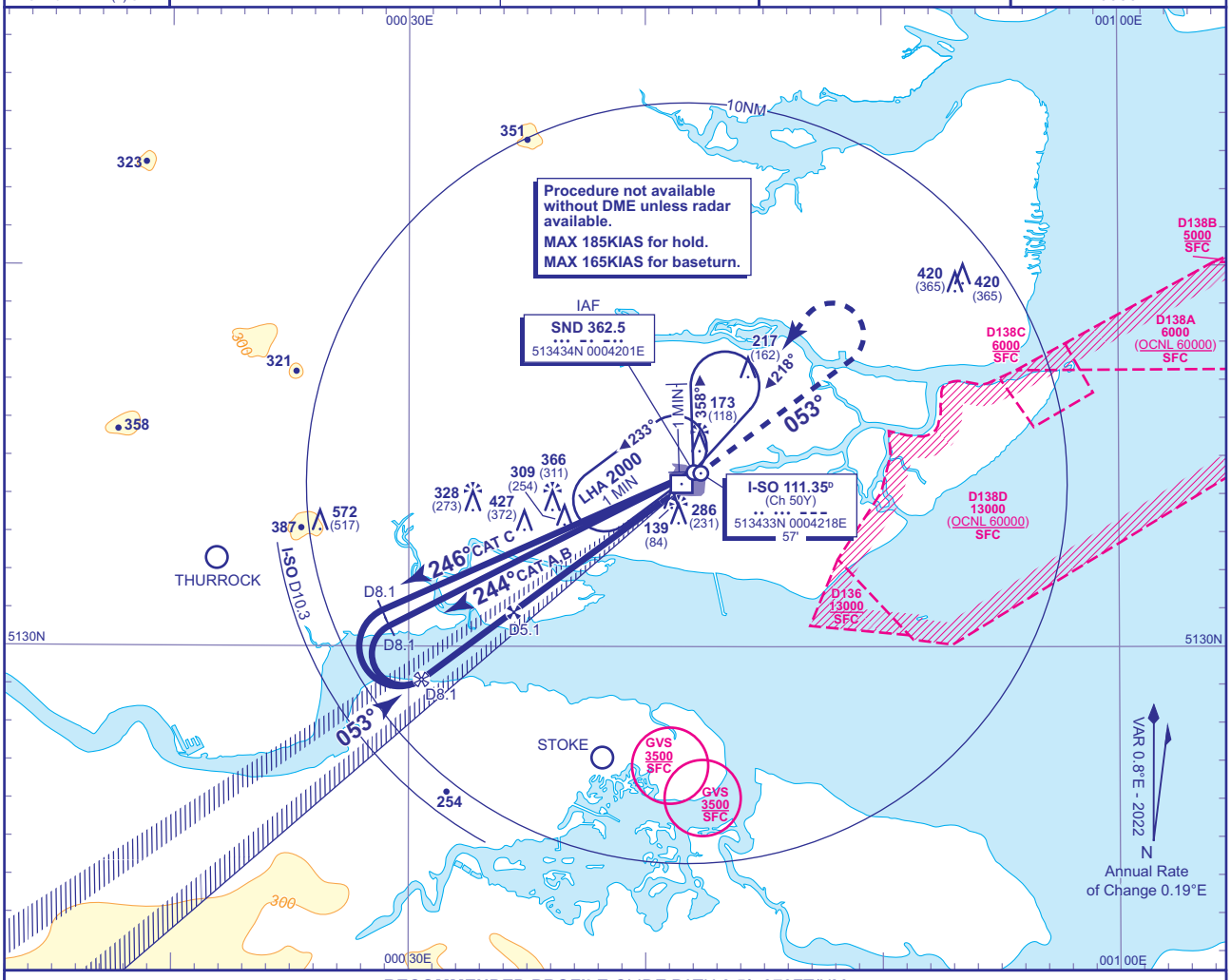
# INSTRUMENT APPROACH CHART - ICAO

## SOUTHEND
## ILS/DME/NDB(L)
## RWY 05
(ACFT CAT A,B,C)



MSA 25NM NDB(L) SND

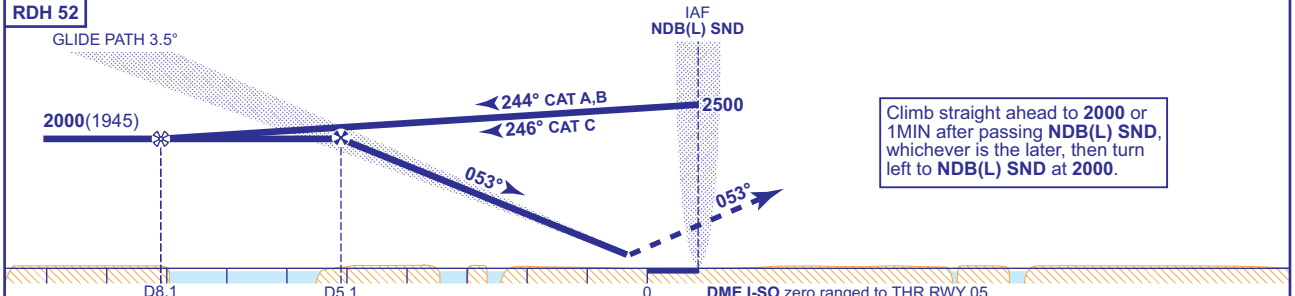
| | | | | | |
|---|---|---|---|---|---|
| APP | 130.780 | SOUTHEND APPROACH | AD ELEVATION | 55 | TRANSITION ALTITUDE 6000 |
| TWR | 127.730 | SOUTHEND TOWER | THR ELEVATION | 55 | |
| RAD | 130.780 | SOUTHEND RADAR | OBSTACLE ELEVATION 572 AMSL (517) (ABOVE THR) | | |
| | 128.965 | SOUTHEND DIRECTOR | | | |
| ATIS | 136.055 | SOUTHEND INFORMATION | BEARINGS ARE MAGNETIC | | |




**RECOMMENDED PROFILE** GLIDE PATH 3.5°, 370FT/NM

| DME I-SO | 5 | 4 | 3 | 2 | 1 |
|---|---|---|---|---|---|
| ALT(HGT) | **1970** (1915) | **1590** (1535) | **1220** (1165) | **850** (795) | **480** (425) |

**RDH 52**




Climb straight ahead to **2000** or 1MIN after passing **NDB(L) SND**, whichever is the later, then turn left to **NDB(L) SND** at **2000**.

| Aircraft Category | | A | B | C |
|---|---|---|---|---|
| OCA (OCH) | CAT I | **248**(193) | **255**(200) | **263**(208) |
| VM(C)OCA (OCH AAL) | Total Area | **600**(545) | **700**(645) | **900**(845) |

| Rate of descent | G/S KT | 160 | 140 | 120 | 100 | 80 |
|---|---|---|---|---|---|---|
| | FT/MIN | 990 | 870 | 740 | 620 | 500 |

**AIRCRAFT UNABLE TO RECEIVE DME I-SO**
Advise ATC. Aircraft will be radar vectored onto FAT and radar range passed at 3NM inbound.

**NOTES**
1. Aircraft will normally be required to hold not lower than **2500**. Lowest altitiude to commence procedure from **NDB(L) SND** following Missed Approach is **2000**.
2. Maximum 185KIAS for hold and 165KIAS base turns.
3. Do not exceed I-SO D10.3 to remain within controlled airspace.

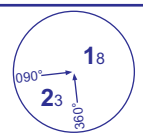
**CHANGE (1/25):** DIRECT ARRIVAL REMOVED.

AERO INFO DATE 30 OCT 24

AD 2-EGMC-8-1

## INSTRUMENT APPROACH CHART - ICAO

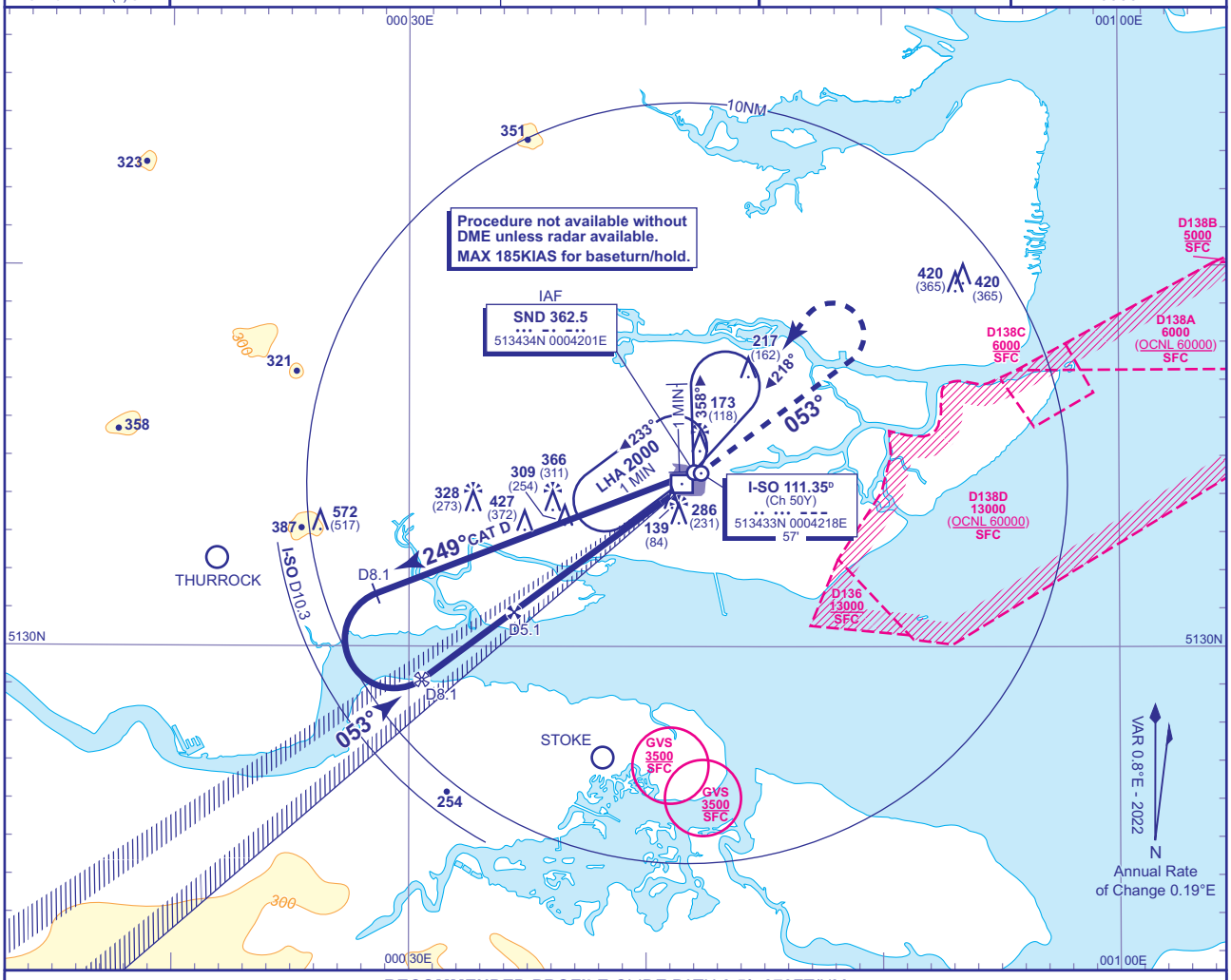
# SOUTHEND ILS/DME/NDB(L) RWY 05 (ACFT CAT D)




MSA 25NM NDB(L) SND

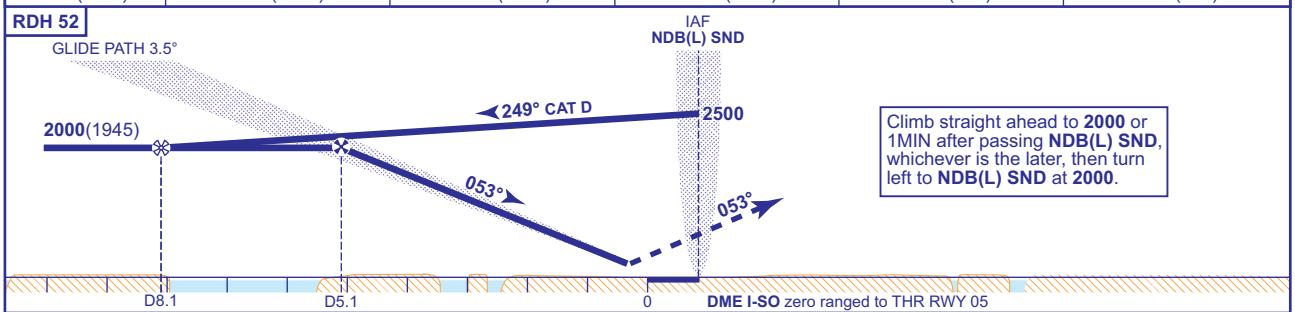
| | | | | | |
|---|---|---|---|---|---|
| APP | 130.780 | SOUTHEND APPROACH | AD ELEVATION | 55 | |
| TWR | 127.730 | SOUTHEND TOWER | THR ELEVATION | 55 | |
| RAD | 130.780 | SOUTHEND RADAR | OBSTACLE ELEVATION | | |
| | 128.965 | SOUTHEND DIRECTOR | 572 AMSL (517) (ABOVE THR) | | |
| ATIS | 136.055 | SOUTHEND INFORMATION | BEARINGS ARE MAGNETIC | | |

TRANSITION ALTITUDE **6000**




**RECOMMENDED PROFILE** GLIDE PATH 3.5°, 370FT/NM

| DME I-SO | 5 | 4 | 3 | 2 | 1 |
|---|---|---|---|---|---|
| ALT(HGT) | **1970** (1915) | **1590** (1535) | **1220** (1165) | **850** (795) | **480** (425) |




Climb straight ahead to **2000** or 1MIN after passing **NDB(L) SND**, whichever is the later, then turn left to **NDB(L) SND** at **2000**.

| Aircraft Category | | D |
|---|---|---|
| OCA (OCH) | CAT I | **272**(217) |
| VM(C)OCA (OCH AAL) | Total Area | **900**(845) (see note 3) |

| Rate of descent | G/S KT | 160 | 140 | 120 | 100 | 80 |
|---|---|---|---|---|---|---|
| | FT/MIN | 990 | 870 | 740 | 620 | 500 |

**AIRCRAFT UNABLE TO RECEIVE DME I-SO** Advise ATC. Aircraft will be radar vectored onto FAT and radar range passed at 3NM inbound.

**NOTES**
1. Aircraft will normally be required to hold not lower than **3000**. Lowest altitiude to commence procedure from **NDB(L) SND** following Missed Approach is **2000**.
2. Maximum 185KIAS for hold and base turns.
3. CAT D circling not authorised south of RWY 05/23 C/L.
4. Do not exceed I-SO D10.3 to remain within controlled airspace.

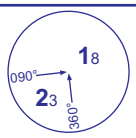
**CHANGE (1/25):** DIRECT ARRIVAL REMOVED.

AERO INFO DATE 30 OCT 24

AD 2-EGMC-8-2

# INSTRUMENT APPROACH CHART - ICAO

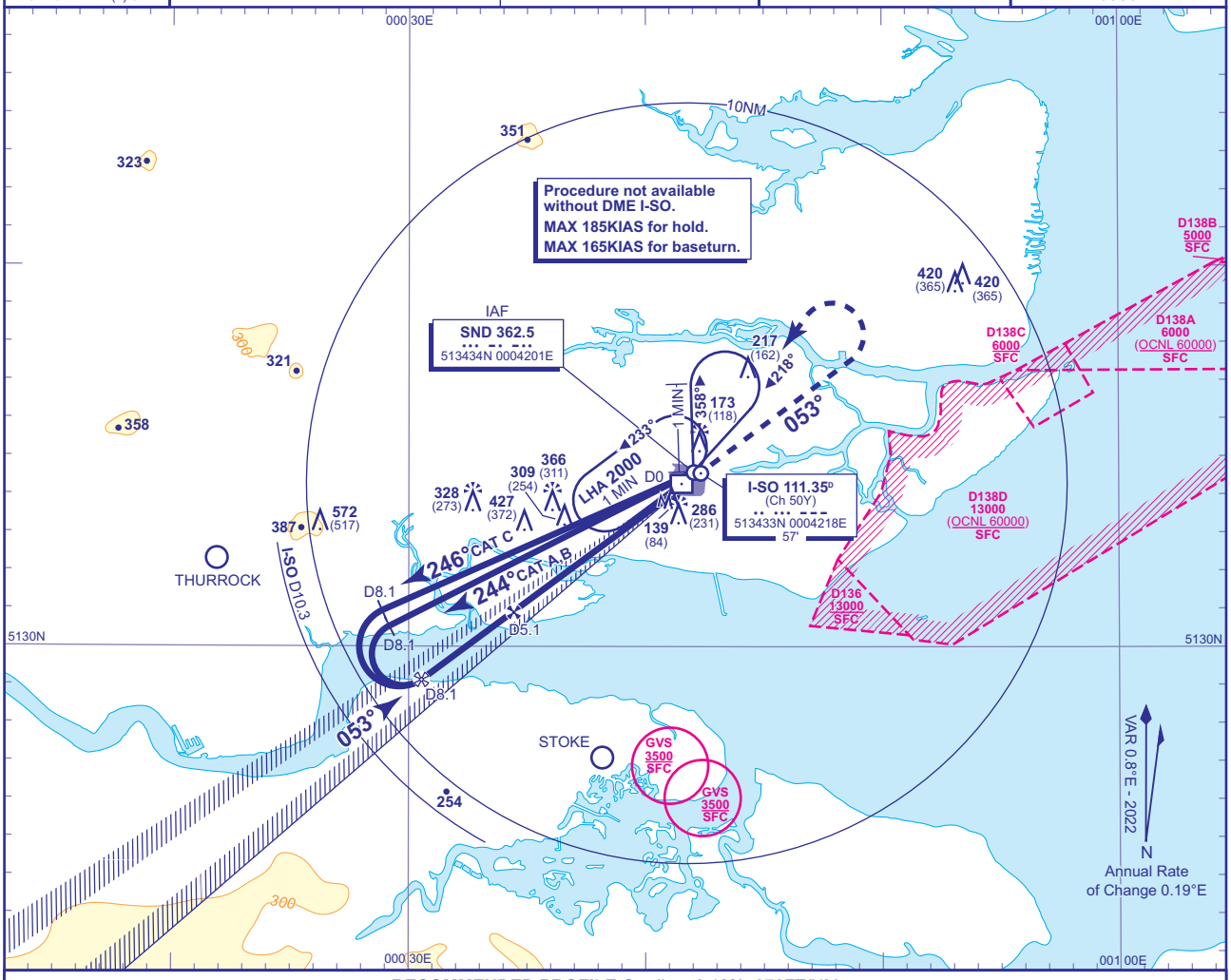
## SOUTHEND LOC/DME/NDB(L) RWY 05
(ACFT CAT A,B,C)



MSA 25NM NDB(L) SND

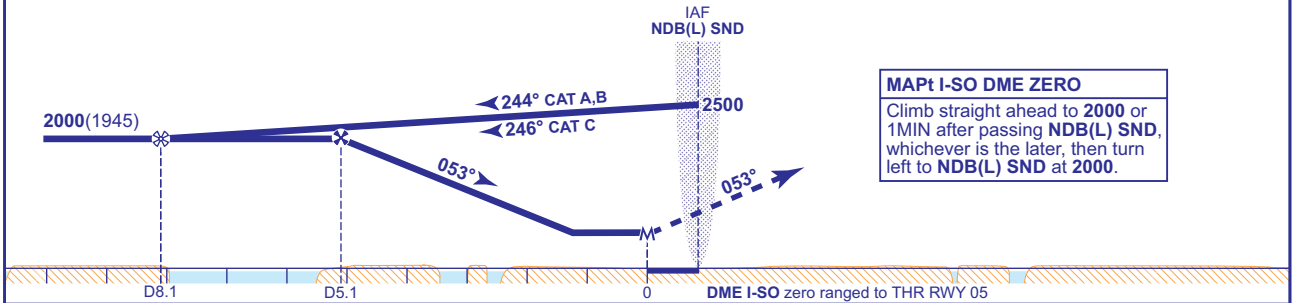
| | | | | | |
|---|---|---|---|---|---|
| APP | 130.780 | SOUTHEND APPROACH | AD ELEVATION | 55 | |
| TWR | 127.730 | SOUTHEND TOWER | THR ELEVATION | 55 | |
| RAD | 130.780 | SOUTHEND RADAR | OBSTACLE ELEVATION | 572 AMSL (517) (ABOVE THR) | |
| | 128.965 | SOUTHEND DIRECTOR | | | |
| ATIS | 136.055 | SOUTHEND INFORMATION | BEARINGS ARE MAGNETIC | | |

TRANSITION ALTITUDE **6000**




**RECOMMENDED PROFILE** Gradient 6.12%, 370FT/NM

| **DME I-SO** | 5 | 4 | 3 | 2 |
|---|---|---|---|---|
| **ALT**(HGT) | **1970** (1915) | **1590** (1535) | **1220** (1165) | **850** (795) |




**MAPt I-SO DME ZERO**

Climb straight ahead to **2000** or 1MIN after passing **NDB(L) SND**, whichever is the later, then turn left to **NDB(L) SND** at **2000**.

| **Aircraft Category** | | **A** | **B** | **C** |
|---|---|---|---|---|
| **OCA** (OCH) | **Procedure** | **580**(525) | **580**(525) | **580**(525) |
| **VM(C)OCA** (OCH AAL) | **Total Area** | **600**(545) | **700**(645) | **900**(845) |

| **Rate of descent** | | | | | | |
|---|---|---|---|---|---|---|
| **G/S KT** | 160 | 140 | 120 | 100 | 80 |
| **FT/MIN** | 990 | 870 | 740 | 620 | 500 |

**NOTES**
1. Aircraft will normally be required to hold not lower than **2500**. Lowest altitiude to commence procedure from **NDB(L) SND** following Missed Approach is **2000**.
2. Maximum 185KIAS for hold and 165KIAS base turns.
3. Do not exceed I-SO D10.3 to remain within controlled airspace.

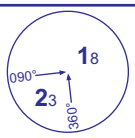
**CHANGE (1/25):** DIRECT ARRIVAL REMOVED.

AERO INFO DATE 30 OCT 24

AD 2-EGMC-8-3

## INSTRUMENT APPROACH CHART - ICAO

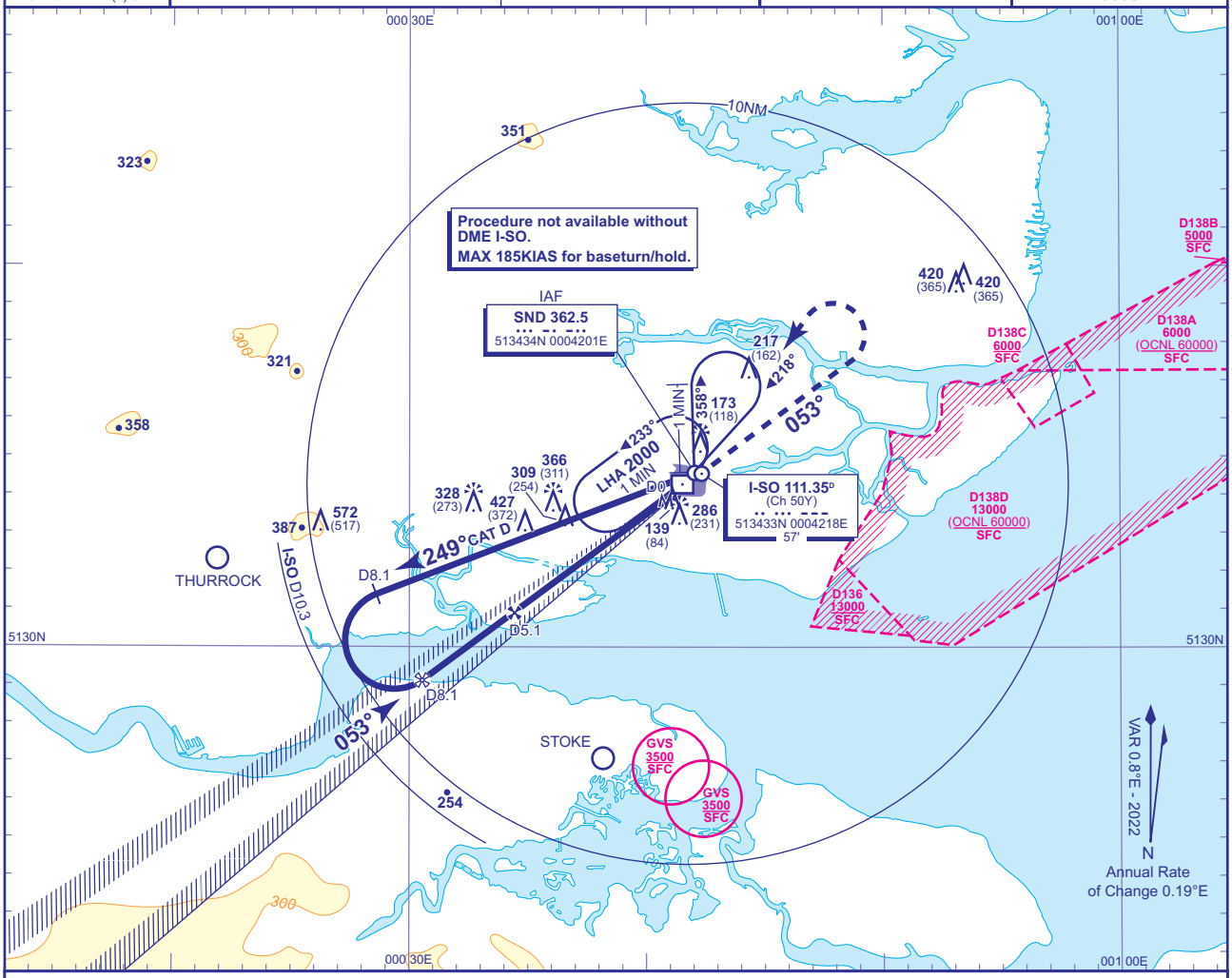
# SOUTHEND LOC/DME/NDB(L) RWY 05 (ACFT CAT D)




MSA 25NM NDB(L) SND

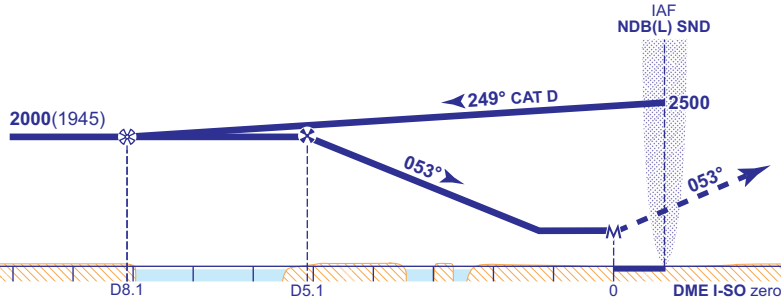
| | | | | | |
|---|---|---|---|---|---|
| APP | 130.780 | SOUTHEND APPROACH | AD ELEVATION | 55 | |
| TWR | 127.730 | SOUTHEND TOWER | THR ELEVATION | 55 | |
| RAD | 130.780 | SOUTHEND RADAR | OBSTACLE ELEVATION | 572 AMSL (517) (ABOVE THR) | |
| | 128.965 | SOUTHEND DIRECTOR | | | |
| ATIS | 136.055 | SOUTHEND INFORMATION | BEARINGS ARE MAGNETIC | | |

TRANSITION ALTITUDE **6000**




**RECOMMENDED PROFILE** Gradient 6.12%, 370FT/NM

| **DME I-SO** | 5 | 4 | 3 | 2 |
|---|---|---|---|---|
| **ALT**(HGT) | **1970** (1915) | **1590** (1535) | **1220** (1165) | **850** (795) |




**MAPt I-SO DME ZERO**
Climb straight ahead to **2000** or 1MIN after passing **NDB(L) SND**, whichever is the later, then turn left to **NDB(L) SND** at **2000**.

| **Aircraft Category** | | **D** |
|---|---|---|
| **OCA** (OCH) | **Procedure** | **580**(525) |
| **VM(C)OCA** (OCH AAL) | **Total Area** | **900**(845) (see note 3) |

| **Rate of descent** | | | | | | |
|---|---|---|---|---|---|---|
| **G/S KT** | 160 | 140 | 120 | 100 | 80 |
| **FT/MIN** | 990 | 870 | 740 | 620 | 500 |

**NOTES**
1 Aircraft will normally be required to hold not lower than **3000**. Lowest altitiude to commence procedure from **NDB(L) SND** following Missed Approach is **2000**.
2 Maximum 185KIAS for hold and base turns.
3 CAT D circling not authorised south of RWY 05/23 C/L.
4 Do not exceed I-SO D10.3 to remain within controlled airspace.

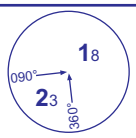
**CHANGE (1/25):** DIRECT ARRIVAL REMOVED.

AERO INFO DATE 30 OCT 24

AD 2-EGMC-8-4

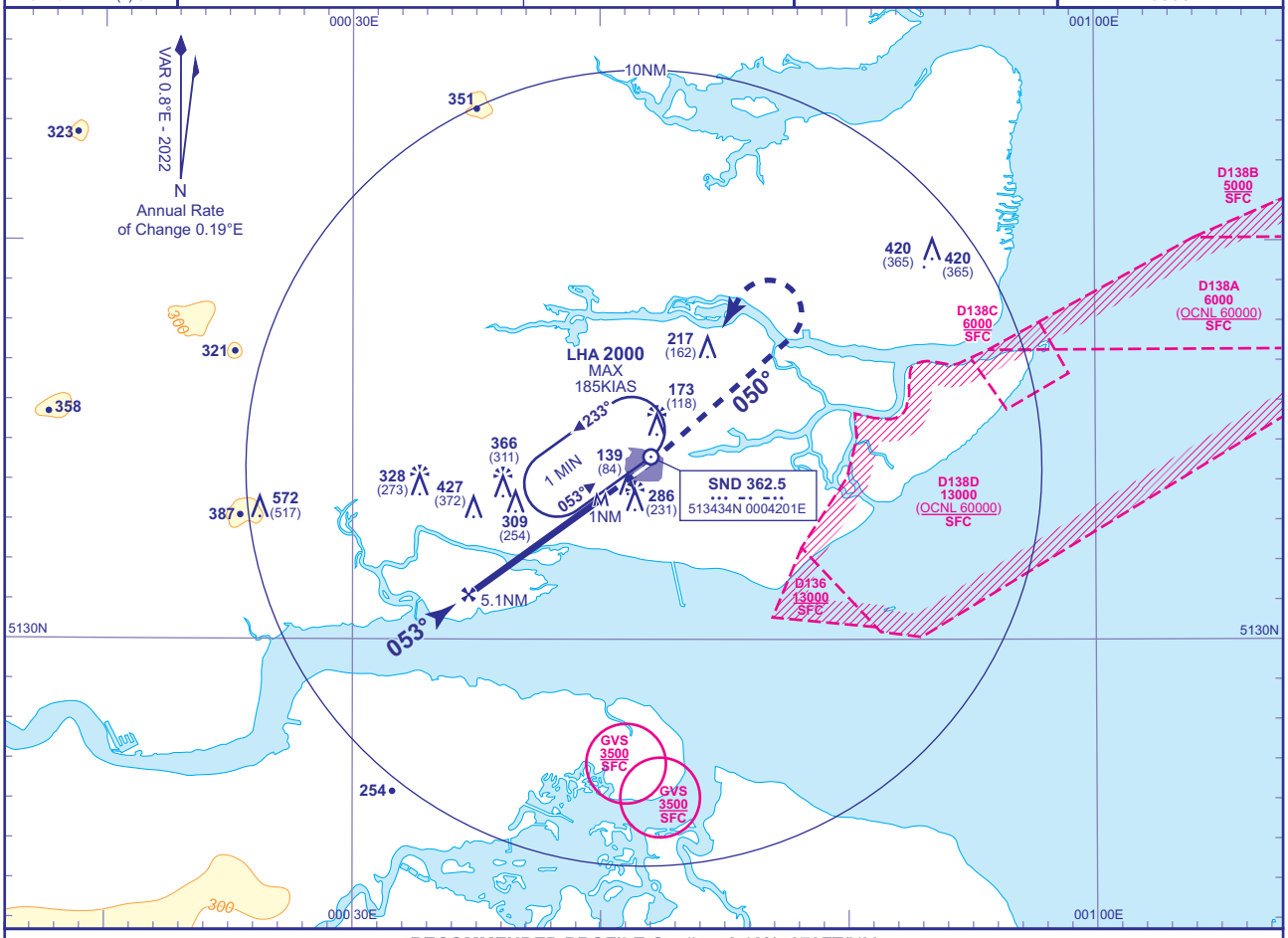
# INSTRUMENT APPROACH CHART - ICAO

## SOUTHEND
## SRA RTR 2NM
## RWY 05
(ACFT CAT A,B,C)



MSA 25NM NDB(L) SND

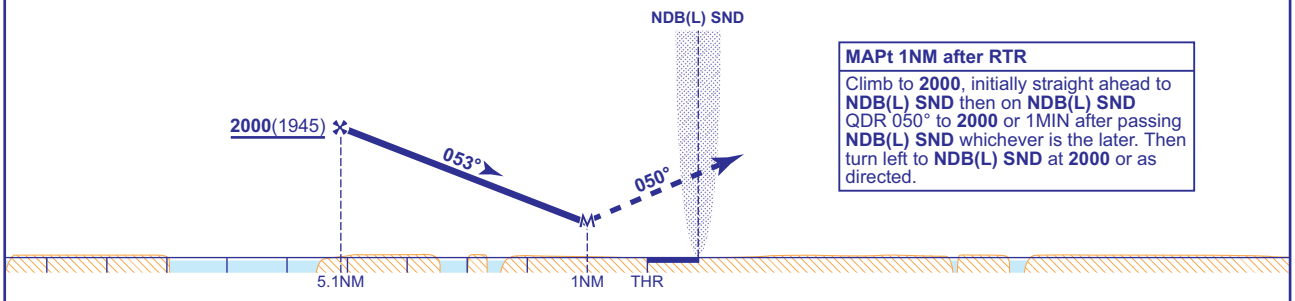
| | | | | | |
|---|---|---|---|---|---|
| APP | 130.780 | SOUTHEND APPROACH | AD ELEVATION | 55 | |
| TWR | 127.730 | SOUTHEND TOWER | THR ELEVATION | 55 | |
| RAD | 130.780 | SOUTHEND RADAR | OBSTACLE ELEVATION | 572 AMSL (517) (ABOVE THR) | |
| | 128.965 | SOUTHEND DIRECTOR | | | |
| ATIS | 136.055 | SOUTHEND INFORMATION | BEARINGS ARE MAGNETIC | | TRANSITION ALTITUDE 6000 |




**RECOMMENDED PROFILE** Gradient 6.12%, 370FT/NM

| | | | | |
|---|---|---|---|---|
| **NM** | 5.0 | 4.0 | 3.0 | 2.0 |
| **ALT**(HGT) | **1970**(1915) | **1590**(1535) | **1220**(1165) | **850**(795) |

Initial and intermediate approach as directed by radar.




**MAPt 1NM after RTR**

Climb to **2000**, initially straight ahead to **NDB(L) SND** then on **NDB(L) SND** QDR 050° to **2000** or 1MIN after passing **NDB(L) SND** whichever is the later. Then turn left to **NDB(L) SND** at **2000** or as directed.

| Aircraft Category | | A | B | C |
|---|---|---|---|---|
| **OCA** (OCH) | **Procedure** | **580**(525) | **580**(525) | **580**(525) |
| **VM(C)OCA** (OCH AAL) | **Total Area** | **600**(545) | **700**(645) | **900**(845) |

| Rate of descent | G/S KT | 160 | 140 | 120 | 100 | 80 |
|---|---|---|---|---|---|---|
| | FT/MIN | 990 | 870 | 740 | 620 | 500 |
| RTR to MAPT | MIN:SEC | 0:23 | 0:26 | 0:30 | 0:36 | 0:45 |

**NOTE** Aircraft will be required to hold not lower than **2500**. Lowest altitude to commence procedure from NDB(L) SND following a missed approach is **2000**.

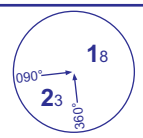
**CHANGE (4/24):** OCA(OCH) INCREASED. CONTROLLING OBSTACLE ADDED.

AERO INFO DATE 08 FEB 24

AD 2-EGMC-8-5

## INSTRUMENT APPROACH CHART - ICAO

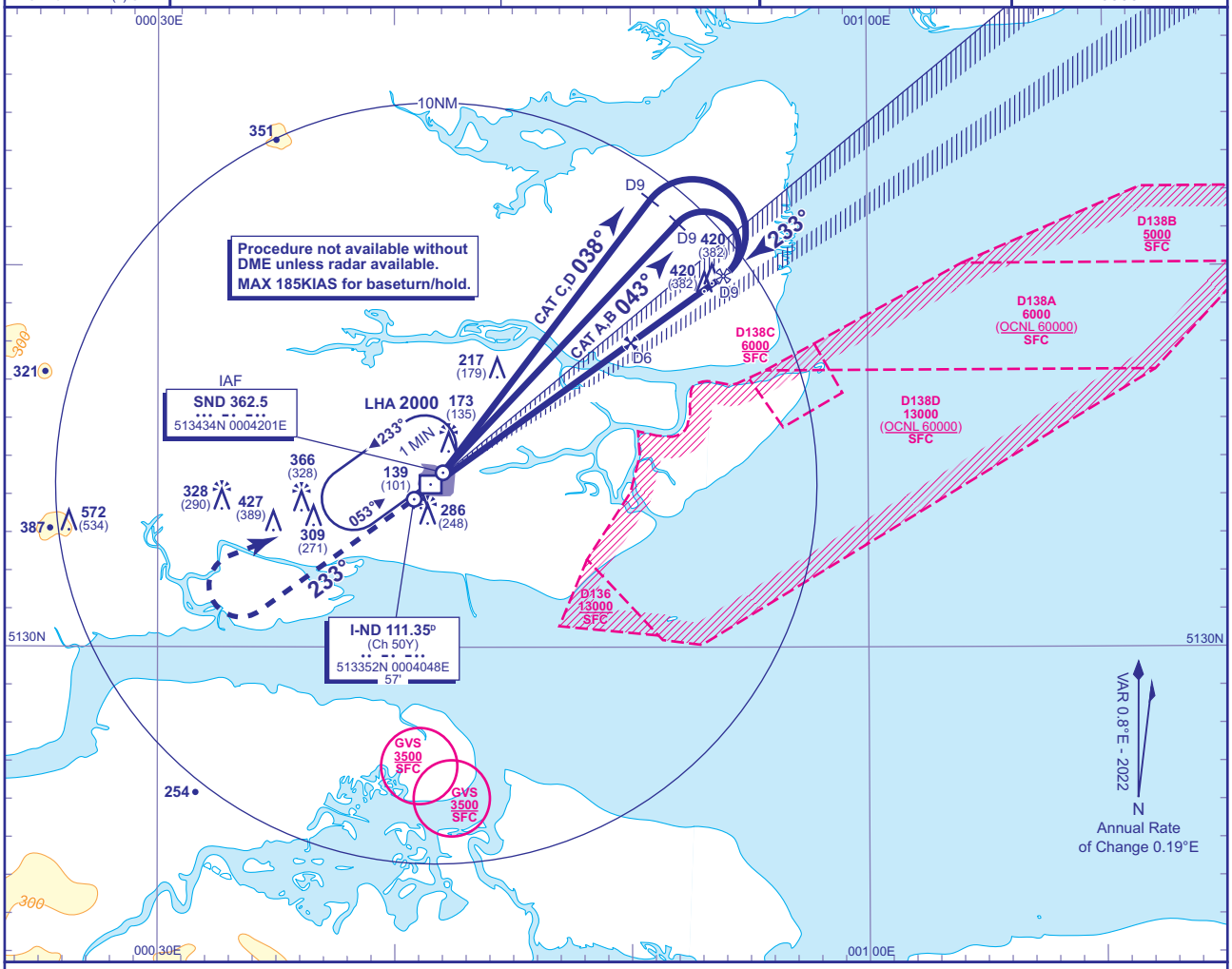
# SOUTHEND ILS/DME/NDB(L) RWY 23
(ACFT CAT A,B,C,D)




MSA 25NM NDB(L) SND

| | | | | | |
|---|---|---|---|---|---|
| APP | 130.780 | SOUTHEND APPROACH | AD ELEVATION | 55 | |
| TWR | 127.730 | SOUTHEND TOWER | THR ELEVATION | 38 | |
| RAD | 130.780 | SOUTHEND RADAR | OBSTACLE ELEVATION | | |
| | 128.965 | SOUTHEND DIRECTOR | 572 AMSL (534) (ABOVE THR) | | |
| ATIS | 136.055 | SOUTHEND INFORMATION | BEARINGS ARE MAGNETIC | | |

TRANSITION ALTITUDE **6000**

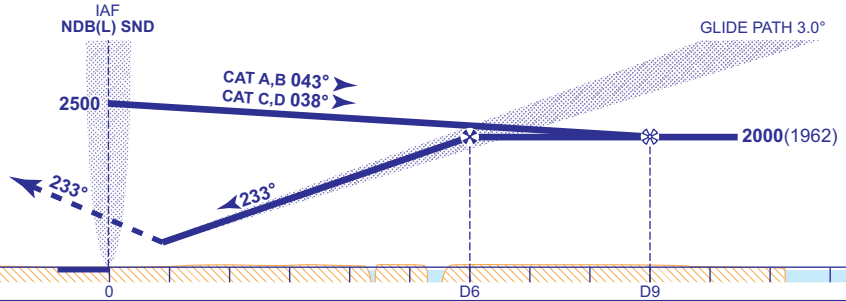



**RECOMMENDED PROFILE** GLIDE PATH 3.0°, 320FT/NM

| **DME I-ND** | 6 | 5 | 4 | 3 | 2 | 1 |
|---|---|---|---|---|---|---|
| **ALT**(HGT) | **2000**(1962) | **1680**(1642) | **1360**(1322) | **1050**(1012) | **730**(692) | **410**(372) |

**RDH 52**

Climb straight ahead to **2000** or 1MIN after passing **NDB(L) SND**, whichever is the later, turn right to **NDB(L) SND** at **2000**.




| **Aircraft Category** | | **A** | **B** | **C** | **D** |
|---|---|---|---|---|---|
| **OCA** (OCH) | **CAT I** | **196**(158) | **204**(166) | **214**(176) | **223**(185) |
| **VM(C)OCA** (OCH AAL) | **Total Area** | **600**(545) | **700**(645) | **900**(845) | **900**(845) (see note 4) |

| **Rate of descent** | **G/S KT** | 160 | 140 | 120 | 100 | 80 |
|---|---|---|---|---|---|---|
| | **FT/MIN** | 850 | 740 | 640 | 530 | 420 |

**AIRCRAFT UNABLE TO RECIEVE DME I-ND** Advise ATC. Aircraft will be radar vectored onto FAT and radar range passed at 3NM inbound.

**NOTES**
1. Aircraft will normally be required to hold not lower than **2500**. Code D aircraft will be required to hold not lower than **3000**. Lowest altitude to commence procedure from NDB(L) SND following a missed approach is **2000**.
2. Maximum 185KIAS for hold and Baseturns.
3. Active danger areas lie adjacent to the localiser course.
4. CAT D circling not authorised south of RWY 05/23 C/L.

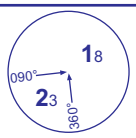
**CHANGE (1/25):** DIRECT ARRIVAL REMOVED.

AERO INFO DATE 30 OCT 24

AD 2-EGMC-8-6

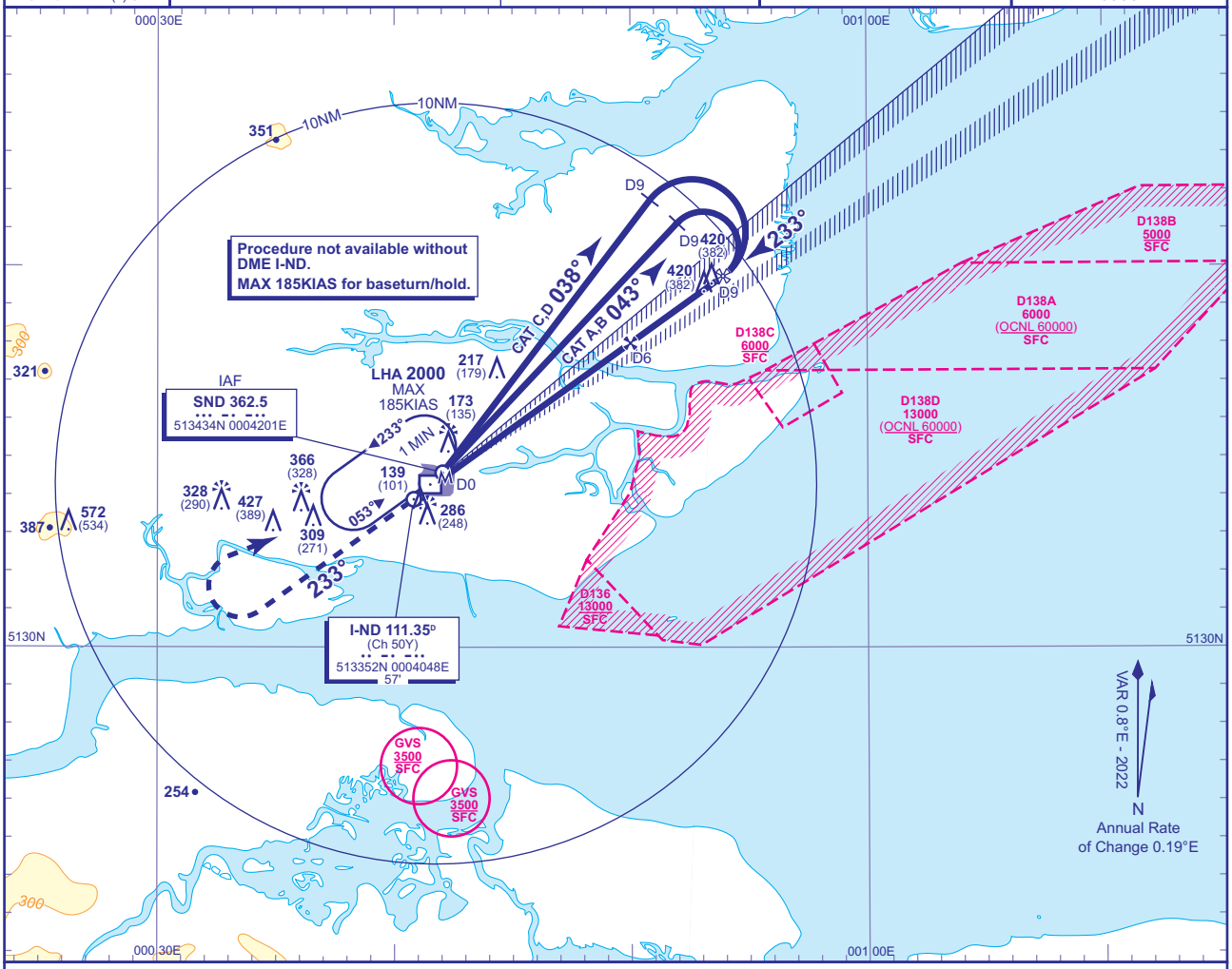
# INSTRUMENT APPROACH CHART - ICAO

# SOUTHEND LOC/DME/NDB(L) RWY 23
(ACFT CAT A,B,C,D)



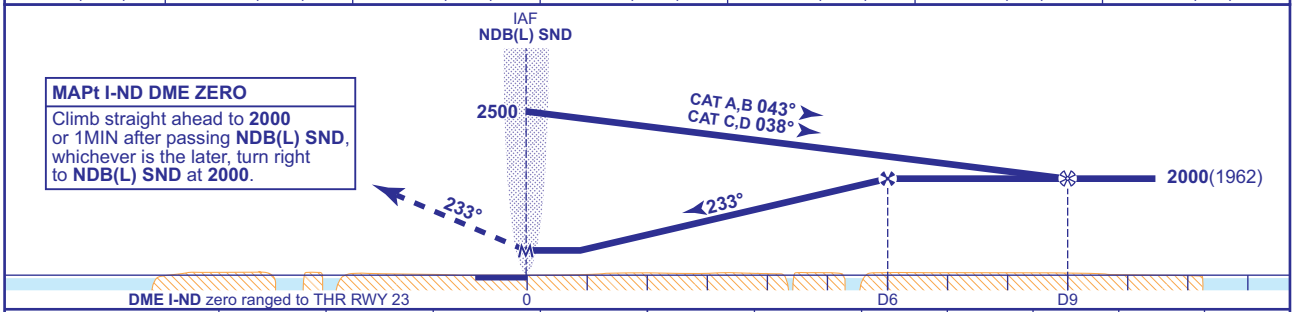
MSA 25NM NDB(L) SND

| | | | | | |
|---|---|---|---|---|---|
| APP | 130.780 | SOUTHEND APPROACH | AD ELEVATION | 55 | TRANSITION ALTITUDE 6000 |
| TWR | 127.730 | SOUTHEND TOWER | THR ELEVATION | 38 | |
| RAD | 130.780 | SOUTHEND RADAR | OBSTACLE ELEVATION 572 AMSL (534) (ABOVE THR) | | |
| | 128.965 | SOUTHEND DIRECTOR | | | |
| ATIS | 136.055 | SOUTHEND INFORMATION | BEARINGS ARE MAGNETIC | | |




**RECOMMENDED PROFILE** Gradient 5.24%, 320FT/NM

| DME I-ND | 6 | 5 | 4 | 3 | 2 | 1 |
|---|---|---|---|---|---|---|
| ALT(HGT) | **2000**(1962) | **1680**(1642) | **1360**(1322) | **1050**(1012) | **730**(692) | **410**(372) |




**MAPt I-ND DME ZERO**
Climb straight ahead to **2000** or 1MIN after passing **NDB(L) SND**, whichever is the later, turn right to **NDB(L) SND** at **2000**.

| Aircraft Category | | A | B | C | D |
|---|---|---|---|---|---|
| OCA (OCH) | Procedure | **420**(382) | **420**(382) | **420**(382) | **420**(382) |
| VM(C)OCA (OCH AAL) | Total Area | **600**(545) | **700**(645) | **900**(845) | **900**(845) (see note 4) |

| Rate of descent | G/S KT | 160 | 140 | 120 | 100 | 80 |
|---|---|---|---|---|---|---|
| | FT/MIN | 850 | 740 | 640 | 530 | 420 |

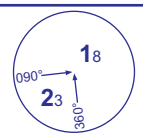
**NOTES**
1 Aircraft will normally be required to hold not lower than **2500**. Code D aircraft will be required to hold not lower than **3000**. Lowest altitude to commence procedure from NDB(L) SND following a missed approach is **2000**.
2 Maximum 185KIAS for hold and baseturns.
3 Active danger areas lie adjacent to the localiser course.
4 CAT D circling not authorised south of RWY 05/23 C/L.

**CHANGE (1/25):** DIRECT ARRIVAL REMOVED.

AERO INFO DATE 30 OCT 24
AD 2-EGMC-8-7

## INSTRUMENT APPROACH CHART - ICAO

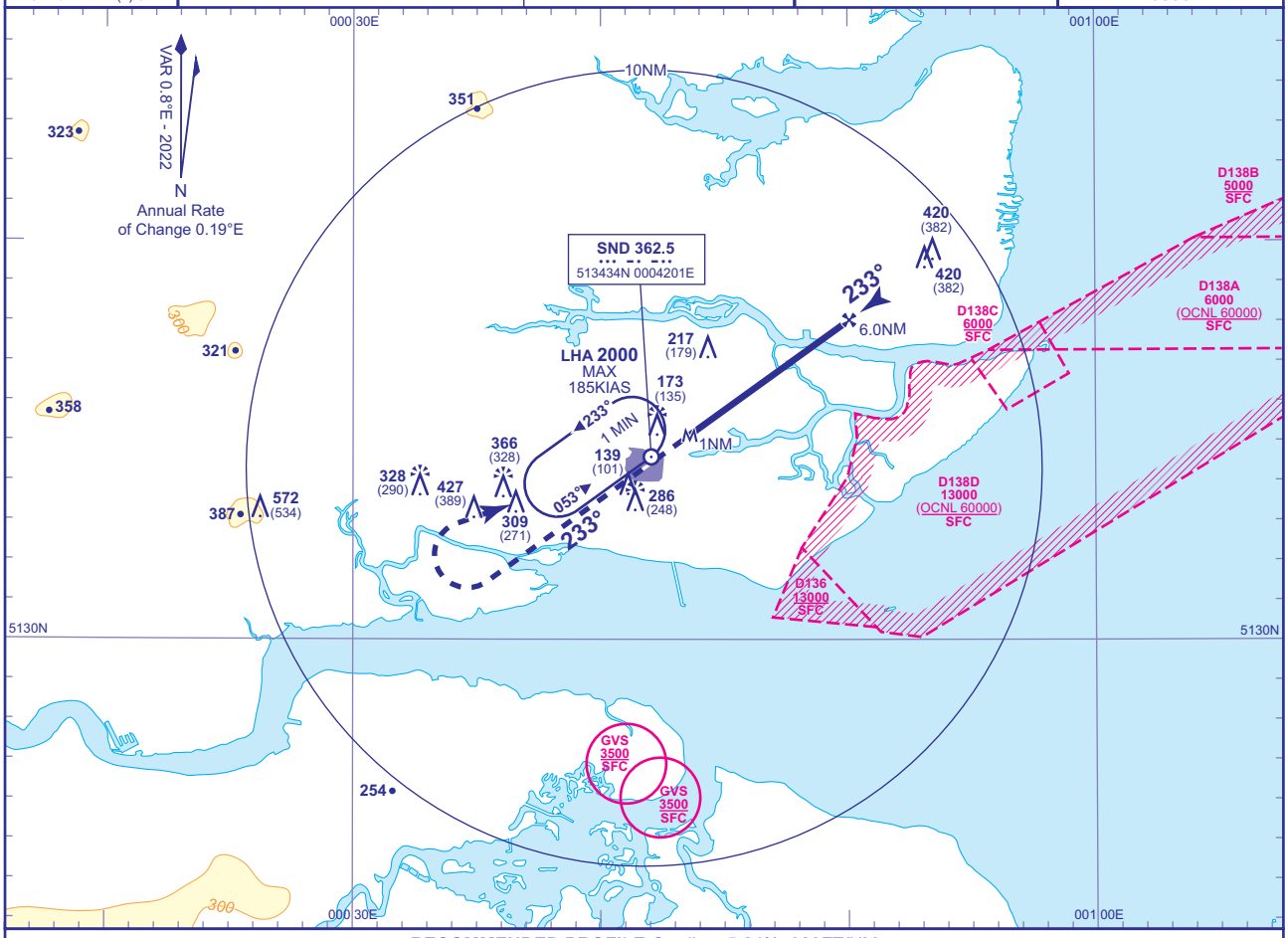
# SOUTHEND
# SRA RTR 2NM
# RWY 23
(ACFT CAT A,B,C)




MSA 25NM NDB(L) SND

| | | | | | |
|---|---|---|---|---|---|
| APP | 130.780 | SOUTHEND APPROACH | AD ELEVATION | 55 | |
| TWR | 127.730 | SOUTHEND TOWER | THR ELEVATION | 38 | |
| RAD | 130.780 | SOUTHEND RADAR | OBSTACLE ELEVATION | | |
| | 128.965 | SOUTHEND DIRECTOR | 572 AMSL (534) (ABOVE THR) | | |
| ATIS | 136.055 | SOUTHEND INFORMATION | BEARINGS ARE MAGNETIC | | |

TRANSITION ALTITUDE **6000**



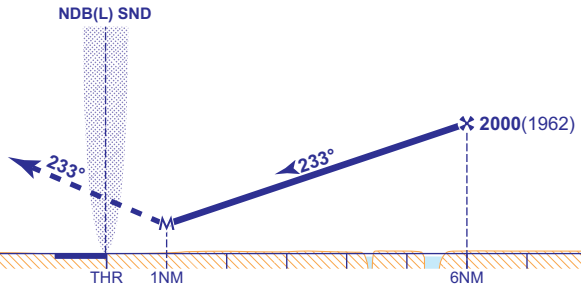

**RECOMMENDED PROFILE** Gradient 5.24%, 320FT/NM

| **NM** | 6.0 | 5.0 | 4.0 | 3.0 | 2.0 | 1.0 |
|---|---|---|---|---|---|---|
| **ALT**(HGT) | **2000**(1962) | **1680**(1642) | **1360**(1322) | **1050**(1012) | **730**(692) | **410**(372) |

Initial and intermediate approach as directed by radar.

**MAPt 1NM after RTR**

Climb straight ahead to **2000** or 1MIN after passing **NDB(L) SND**, whichever is the later, turn right to **NDB(L) SND** at **2000** or as directed.




| **Aircraft Category** | | **A** | **B** | **C** |
|---|---|---|---|---|
| **OCA** (OCH) | **Procedure** | **490**(452) | **490**(452) | **490**(452) |
| **VM(C)OCA** (OCH AAL) | **Total Area** | **600**(545) | **700**(645) | **900**(845) |

| **Rate of descent** | **G/S KT** | 160 | 140 | 120 | 100 | 80 |
|---|---|---|---|---|---|---|
| | **FT/MIN** | 850 | 740 | 640 | 530 | 420 |
| **RTR to MAPT** | **MIN:SEC** | 0:23 | 0:26 | 0:30 | 0:36 | 0:45 |

**NOTE** Aircraft will be required to hold not lower than **2500**. Lowest altitude to commence procedure from NDB(L) SND following a missed approach is **2000**.

**CHANGE (4/24):** CONTROLLING OBSTACLE ADDED.

AERO INFO DATE 08 FEB 24

# EGSY — ST ATHAN

## EGSY AD 2.1 AERODROME LOCATION INDICATOR AND NAME

EGSY — ST ATHAN

## EGSY AD 2.2 AERODROME GEOGRAPHICAL AND ADMINISTRATIVE DATA

| | | |
|---|---|---|
| 1 | ARP coordinates and site at AD | Lat: 512417N Long: 0032609W<br>RWY 07/25 intersection with Taxiways E and F. |
| 2 | Direction and distance from city | 10 NM WSW of Cardiff city. |
| 3 | Elevation / Reference temperature / Mean Low Temperature | 164 FT / 20 °C / - |
| 4 | Geoid undulation at AD ELEV PSN | 169 FT |
| 5 | Magnetic Variation / Annual Change | 0.61°W (2022) / 0.20°E |
| 6 | AD Administration | CARDIFF INTERNATIONAL AIRPORT ON BEHALF OF THE WELSH GOV. |
| | Address | Aerodrome Manager, Dragon Way, Bro Tathan West, St Athan, Barry, CF62 4AF. |
| | Telephone | 01446-243901 Aerodrome Manager<br>01446-243940 ATC<br>01446-243943 ATIS |
| | E-mail address | stathan.ops@cwl.aero |
| | Web address | www.cardiff-airport.com |
| 7 | Type of Traffic permitted (IFR/VFR) | IFR/VFR |
| 8 | Remarks | IFR Arrivals and Departures, VFR and SVFR see AD 2.22 item 6. |

## EGSY AD 2.3 OPERATIONAL HOURS

| | | |
|---|---|---|
| 1 | AD Administration | 0900-1700 (0800-1600) PPR H24. Extension of hours by prior arrangement. |
| 2 | Customs and immigration | By arrangement. |
| 3 | Health and sanitation | |
| 4 | AIS Briefing Office | |
| 5 | ATS Reporting Office (ARO) | |
| 6 | MET Briefing Office | |
| 7 | ATS | As AD hours. Extension of ATC hours by prior arrangement. |
| 8 | Fuelling | AVGAS 100LL available 0830-1700 (0730-1600).<br>Jet A1 available 0830-1700 (0730-1600). |
| 9 | Handling | By prior arrangement with on-site based operators. |
| 10 | Security | On request by prior arrangement. |
| 11 | De-icing | |
| 12 | Remarks | |

## EGSY AD 2.4 HANDLING SERVICES AND FACILITIES

| | | |
|---|---|---|
| 1 | Cargo handling facilities | |
| 2 | Fuel and oil types | JET A-1, AVGAS 100LL |
| 3 | Fuelling facilities/capacity | Bowsers: 2 x 5000 LT AVGAS.<br>1 x 17,400 LT JET A-1, 1 x 17,000 LT JET A-1. |
| 4 | De-icing facilities | |
| 5 | Hangar space for visiting aircraft | Limited, by arrangement. |
| 6 | Repair facilities for visiting aircraft | Caerdav. Horizon Aircraft Services and eCube. |
| 7 | Remarks | All visiting aircraft require to be sponsored by one of the resident AD organisations. |

## EGSY AD 2.5 PASSENGER FACILITIES

| | | |
|---|---|---|
| 1 | Hotels | Hotels in the vicinity. |
| 2 | Restaurants | |
| 3 | Transportation | Limited. |
| 4 | Medical facilities | Limited. |
| 5 | Bank and Post Office | |
| 6 | Tourist Office | |
| 7 | Remarks | |

## EGSY AD 2.6 RESCUE AND FIRE FIGHTING SERVICES

| | | |
|---|---|---|
| 1 | AD category for fire fighting services | RFF Category A4<br>Category 5, 6 or 7 by 48 hours prior arrangement. |
| 2 | Rescue equipment | |
| 3 | Capability for removal of disabled aircraft | Will be supported by Cardiff Airport. |
| 4 | Remarks | |

## EGSY AD 2.7 SEASONAL AVAILABILITY - CLEARING

| | | |
|---|---|---|
| 1 | Type of clearing equipment | |
| 2 | Clearance priorities | Taxiway Bravo, Runway 07/25 from intersection with Taxiway Foxtrot to the Runway 07 threshold, Taxiway Alpha from the Runway 07 threshold/HP A1 to intersection with Taxiway Foxtrot. |
| 3 | Remarks | Anti-iced with KC Potassium acetate fluid. |

## EGSY AD 2.8 APRONS, TAXIWAYS AND CHECK LOCATIONS/POSITIONS DATA

| | | |
|---|---|---|
| 1 | Apron surface and strength | ALPHA<br>Surface: Concrete and asphalt<br>PCN 25/F/A/X/T<br><br>CHARLIE<br>Surface: Concrete<br>PCN 30/R/C/W/T<br><br>ECHO<br>Surface: Concrete<br>PCN 35/R/C/W/T<br><br>ENGINE RUNNING PLATFORM<br>Surface: Concrete<br>PCN 35/R/C/W/T<br><br>KILO 1<br>Surface: Concrete<br>PCN 45/R/B/W/T<br><br>MAINTENANCE AREA C<br>Surface: Concrete<br>PCN 35/R/B/W/T<br><br>MAINTENANCE AREA E<br>Surface: Concrete<br>PCN 35/R/C/W/T<br><br>MAINTENANCE AREA G<br>Surface: Concrete and asphalt<br>PCN 20/F/B/Y/T |
| 2 | Taxiway width, surface and strength | Taxiway ALPHA: 14 M<br>Surface: Asphalt<br>PCN 25/F/A/X/T |

| | | |
|---|---|---|
| | | Taxiway BRAVO: 10.5 M<br>Surface: Asphalt<br>PCN 20/F/B/X/T<br><br>Taxiway CHARLIE: 15 M<br>Surface: Concrete and asphalt<br>PCN 25/R/B/W/T<br><br>Taxiway DELTA: 15 M<br>Surface: Asphalt<br>PCN 22/F/C/Y/T<br><br>Taxiway ECHO: 23 M<br>Surface: Asphalt<br>PCN 35/F/C/X/T<br><br>Taxiway FOXTROT: 23 M<br>Surface: Asphalt<br>PCN 25/F/A/X/T<br><br>Taxiway GOLF: 15 M<br>Surface: Concrete and asphalt<br>PCN 20/F/B/Y/T<br><br>Taxiway HOTEL: 15 M<br>Surface: Asphalt<br>PCN 28/F/C/Y/T |
| 3 | Altimeter checkpoint location and elevation | |
| 4 | VOR checkpoints | |
| 5 | INS checkpoints | |
| 6 | Remarks | No lighting provided for night operations on Apron Alpha, Apron Echo and Maintenance Area Echo. |

## EGSY AD 2.9 SURFACE MOVEMENT GUIDANCE AND CONTROL SYSTEM AND MARKINGS

| | | |
|---|---|---|
| 1 | Use of aircraft stand ID signs, TWY guide lines and visual docking/parking guidance system of aircraft stands | Yellow taxiway markings and parking slot guidance on Apron Echo. There are no aircraft stands or stand markings.<br><br>Aircraft marshalling is mandatory on Apron Alpha, Apron Charlie, Maintenance Area Echo, and the ecube and Caerdav demised areas. |
| 2 | Runway and taxiway markings and lighting | Runway marking aid(s):<br>07/25: Runway designation, runway threshold, runway centre-line, touchdown zone markings.<br><br>Taxiway marking aid(s):<br>Blue edge lights on Taxiway Alpha, Bravo, Charlie and Echo to holding point E. Blue edge lights on Apron Kilo 1 and Apron Charlie. |
| 3 | Stop bars and runway guard lights (if any) | Runway guard lights are positioned at Holding Points A1, A6, C, D, E, F, G and H. |
| 4 | Other runway protection measures | |
| 5 | Remarks | There are 2 illuminated WDIs to the south of Runway 07/25, adjacent to the runway threshold markings. |

## EGSY AD 2.10 AERODROME OBSTACLES

| In Approach/Take-off areas | | | | | | |
|---|---|---|---|---|---|---|
| **Obstacle ID/ Designation** | **Obstacle Type** | **Obstacle Position** | **Elevation/Height** | | **Obstruction Lighting Type/ Colour** | **Remarks** |
| **1** | **2** | **3** | **4** | | **5** | **6** |
| (EGSY2062) 25/APPROACH 07/ TAKE-OFF | TREE | 512441.32N 0032434.27W | 208 FT | 65 FT | No | |
| (EGSY2077) 25/APPROACH 07/ TAKE-OFF | TREE | 512441.31N 0032428.26W | 205 FT | 67 FT | No | |

| In Approach/Take-off areas | | | | | | |
|---|---|---|---|---|---|---|
| **Obstacle ID/ Designation** | **Obstacle Type** | **Obstacle Position** | **Elevation/Height** | | **Obstruction Lighting Type/ Colour** | **Remarks** |
| **1** | **2** | **3** | **4** | | **5** | **6** |
| (EGSY2075) 25/APPROACH 07/ TAKE-OFF | TREE | 512439.55N 0032429.14W | 204 FT | 68 FT | No | |
| (EGSY2033) 25/APPROACH 07/ TAKE-OFF | TREE | 512438.26N 0032445.44W | 187 FT | 43 FT | No | |
| (EGSY2031) 25/APPROACH 07/ TAKE-OFF | TREE | 512437.75N 0032445.54W | 184 FT | 40 FT | No | |
| (EGSY2000) 25/APPROACH 07/ TAKE-OFF | TREE | 512435.24N 0032453.36W | 185 FT | 35 FT | No | |
| (EGSY1992) 25/APPROACH 07/ TAKE-OFF | TREE | 512434.66N 0032454.92W | 184 FT | 36 FT | No | |
| (EGSY1982) 25/APPROACH 07/ TAKE-OFF | TREE | 512434.37N 0032459.47W | 189 FT | 43 FT | No | |
| (EGSY1960) 25/APPROACH 07/ TAKE-OFF | ROAD | 512433.67N 0032501.14W | 154 FT | 15 FT | No | |
| (EGSY2202) 25/APPROACH 07/ TAKE-OFF | TREE | 512432.23N 0032500.04W | 168 FT | 33 FT | No | |
| (EGSY1947) 07/TAKE-OFF | CHIMNEY | 512426.58N 0032502.02W | 145 FT | 26 FT | No | |
| (EGSY1442) 07/APPROACH 25/ TAKE-OFF | FENCE | 512412.09N 0032650.37W | 165 FT | 3 FT | No | |
| (EGSY1416) 07/APPROACH 25/ TAKE-OFF | FENCE | 512411.71N 0032653.30W | 171 FT | 7 FT | No | |
| (EGSY1284) 07/APPROACH 25/ TAKE-OFF | TREE | 512410.50N 0032706.23W | 202 FT | 41 FT | No | |
| (EGSY1285) 07/APPROACH 25/ TAKE-OFF | TREE | 512410.27N 0032705.75W | 201 FT | 42 FT | No | |
| (EGSY1295) 07/APPROACH 25/ TAKE-OFF | TREE | 512409.45N 0032704.95W | 197 FT | 37 FT | No | |
| (EGSY1347) 07/APPROACH 25/ TAKE-OFF | TREE | 512405.42N 0032659.95W | 185 FT | 28 FT | No | |
| 07/APPROACH 25/TAKE-OFF | DIRECTION FINDING MAST | 512402N 0032644W | 199 FT | 35 FT | Yes Red | |

| In circling area and at aerodrome | | | | | | |
|---|---|---|---|---|---|---|
| **Obstacle ID/ Designation** | **Obstacle Type** | **Obstacle Position** | **Elevation/Height** | | **Obstruction Lighting Type/ Colour** | **Remarks** |
| **1** | **2** | **3** | **4** | | **5** | **6** |
| (EGSY2128) | TREE | 512756.08N 0032158.06W | 482 FT | 69 FT | No | |
| (EGSY2165) | MAST | 512733.54N 0031653.72W | 1297 FT | 883 FT | Yes Red | |
| (EGSY2091) | MAST | 512726.78N 0032410.63W | 1161 FT | 751 FT | Yes Red | |
| (EGSY2111) | TREES | 512725.84N 0032252.61W | 499 FT | 71 FT | No | |
| (EGSY1819) | PYLON | 512721.42N 0032526.84W | 541 FT | 154 FT | No | |
| (EGSY1931) | MAST | 512718.80N 0032510.96W | 575 FT | 137 FT | No | |
| (EGSY1824) | PYLON | 512709.30N 0032525.57W | 520 FT | 168 FT | No | |
| (EGSY2059) | TREE | 512703.43N 0032439.96W | 433 FT | 70 FT | No | |
| (EGSY2142) | PYLON | 512701.34N 0031958.56W | 428 FT | 135 FT | No | |
| (EGSY1983) | TREE | 512658.14N 0032503.90W | 410 FT | 82 FT | No | |
| (EGSY1829) | PYLON | 512656.37N 0032524.19W | 428 FT | 138 FT | No | |
| (EGSY2083) | TREE | 512654.48N 0032428.82W | 391 FT | 57 FT | No | |

| In circling area and at aerodrome | | | | | | |
|---|---|---|---|---|---|---|
| **Obstacle ID/ Designation** | **Obstacle Type** | **Obstacle Position** | **Elevation/Height** | | **Obstruction Lighting Type/ Colour** | **Remarks** |
| **1** | **2** | **3** | **4** | | **5** | **6** |
| (EGSY1866) | PYLON | 512648.24N 0032519.73W | 388 FT | 146 FT | No | |
| (EGSY1197) | TREE | 512619.82N 0032859.54W | 360 FT | 57 FT | No | |
| (EGSY1191) | TREE | 512615.03N 0032911.20W | 355 FT | 50 FT | No | |
| (EGSY1213) | TREE | 512607.45N 0032839.82W | 328 FT | 72 FT | No | |
| (EGSY2126) | TREE | 512603.96N 0032218.12W | 349 FT | 48 FT | No | |
| (EGSY1207) | TREE | 512555.30N 0032842.49W | 337 FT | 60 FT | No | |
| (EGSY1168) | HANGAR | 512547.13N 0032952.20W | 343 FT | 47 FT | No | |
| (EGSY1255) | BUILDING | 512543.89N 0032726.32W | 274 FT | 36 FT | No | |
| (EGSY1230) | TREE | 512506.40N 0032813.58W | 281 FT | 85 FT | No | |
| | CRANE | 512436N 0032637W | 349 FT | 197 FT | Yes Red | |
| (EGSY2096) | CHIMNEY | 512351.88N 0032340.39W | 378 FT | 344 FT | Yes Red | |
| (EGSY2084) | CHIMNEY | 512314.22N 0032416.92W | 529 FT | 518 FT | Yes Red | |

## EGSY AD 2.11 METEOROLOGICAL INFORMATION PROVIDED

| | | |
|---|---|---|
| 1 | Associated MET Office | MET OFFICE EXETER |
| 2 | Hours of service<br>MET Office outside hour | H24 |
| 3 | Office responsible for TAF preparation<br>Periods of validity | MET OFFICE EXETER<br>9 Hours |
| 4 | Trend forecast<br>Interval of issuance | |
| 5 | Briefing/consultation provided | Self-briefing / Telephone. |
| 6 | Flight documentation<br>Language(s) used | TAFs/METARs.<br>English. |
| 7 | Charts and other information available for briefing or consultation | Available on the met office website www.metoffice.gov.uk/aviation. |
| 8 | Supplementary equipment available for providing information | St Athan ATIS available by telephone on 01446-243943. |
| 9 | ATS units provided with information | ST ATHAN |
| 10 | Additional information (limitation of service, etc.) | Unverified automatic met observations on ATIS (130.560 MHz) or by telephone (01446-243943) outside of aerodrome/ATC hours. |

## EGSY AD 2.12 RUNWAY PHYSICAL CHARACTERISTICS

| **Designations RWY Number** | **True bearing** | **Dimensions of RWY** | **Surface of RWY/ SWY/ Strength** | **THR co-ordinates/ THR Geoid undulation** | **THR elevation/ Highest elevation of TDZ of precision APP RWY** | **Slope of RWY/ SWY** |
|---|---|---|---|---|---|---|
| **1** | **2** | **3** | **4** | **5** | **6** | **7** |
| 07 | 073.05° | 1828 x 45 M | RWY surface: Asphalt, Grooved<br>PCN 40/F/C/W/T | 512410.55N 0032643.16W 169.1 FT | THR 160.9 FT<br>TDZ 163.6 FT | RWY 07 - 0.51% down<br>RWY 25 - 0.51% up |

| Designations RWY Number | True bearing | Dimensions of RWY | Surface of RWY/ SWY/ Strength | THR co-ordinates/ THR Geoid undulation | THR elevation/ Highest elevation of TDZ of precision APP RWY | Slope of RWY/ SWY |
|---|---|---|---|---|---|---|
| 1 | 2 | 3 | 4 | 5 | 6 | 7 |
| 25 | 253.07° | 1828 x 45 M | RWY surface: Asphalt, Grooved<br>PCN 40/F/C/W/T | 512427.18N<br>0032515.81W<br>169.0 FT | THR 133.4 FT<br>TDZ 152.0 FT | RWY 07 - 0.51% down<br>RWY 25 - 0.51% up |

| SWY Dimensions | Clearway Dimensions | Strip Dimensions | RESA Dimensions, Overshoot / Undershoot | Location/ description of arresting system | OFZ | Remarks |
|---|---|---|---|---|---|---|
| 8 | 9 | 10 | 11 | 12 | 13 | 14 |
| 45 x 45 M | 17 x 150 M | | 90 x 90 M<br>- | | | RWY 07<br><br>Strip Dimensions:<br>1948 x 150 M.<br><br>White edge markings are not at edge of paved surface and indicate 43 M width.<br><br>Stopway unlit. |
| 48 x 45 M | 12 x 150 M | | 90 x 90 M<br>- | | | RWY 25<br><br>Strip Dimensions:<br>1960 x 150 M.<br><br>White edge markings are not at edge of paved surface and indicate 43 M width.<br><br>Stopway unlit. |

## EGSY AD 2.13 DECLARED DISTANCES

| Runway designator | TORA | TODA | ASDA | LDA | Remarks |
|---|---|---|---|---|---|
| 1 | 2 | 3 | 4 | 5 | 6 |
| 07 | 1828 M | 1846 M | 1874 M | 1778 M | |
| 25 | 1828 M | 1840 M | 1877 M | 1816 M | |
| 07 | 1343 M | 1360 M | 1388 M | | Take-off from intersection with Taxiway Charlie. |
| 07 | 1322 M | 1340 M | 1367 M | | Take-off from intersection with Taxiway Delta. |
| 07 | 1091 M | 1109 M | 1136 M | | Take-off from intersection with Taxiway Foxtrot. |
| 07 | 1091 M | 1109 M | 1136 M | | Take-off from intersection with Taxiway Echo. |
| 25 | 1271 M | 1283 M | 1319 M | | Take-off from intersection with Taxiway Golf. |
| 25 | 1237 M | 1248 M | 1285 M | | Take-off from intersection with Taxiway Hotel. |
| 25 | 761 M | 773 M | 809 M | | Take-off from intersection with Taxiway Foxtrot. |
| 25 | 761 M | 773 M | 809 M | | Take-off from intersection with Taxiway Echo. |

## EGSY AD 2.14 APPROACH AND RUNWAY LIGHTING

| RWY | Approach lighting Type/ Length/ Intensity | Threshold lighting Colour/Wing bars | VASIS/ MEHT/ PAPI/ PAPI Dist from THR | TDZ, lighting Length | Runway Centre Line lighting Length/ Spacing/ Colour/ Intensity | Runway edge lighting Length/ Spacing/ Colour/ Intensity | Runway end lighting Colour/ Wing bars | Stopway lighting Length/ Colour | Remarks |
|---|---|---|---|---|---|---|---|---|---|
| 1 | 2 | 3 | 4 | 5 | 6 | 7 | 8 | 9 | 10 |
| 07 | CL1B<br>430 M<br>Light intensity high | Green<br>Light intensity high<br>Uni-directional | PAPI<br>Left/3°<br>25 FT | | | Elevated (flush at E/F) White Hi Uni with white LI omni component.<br>600 M Amber. | Uni-directional<br>Red<br>Light intensity high | | EDGE:<br>Pilot Controlled Lighting system in use outside ATC op hours. Activates RWY edge and stop end lights only, remains on for 15 minutes (for SAR and Police flights only). |
| 25 | CL2B<br>420 M<br>Light intensity high | Green<br>Light intensity high<br>Uni-directional | PAPI<br>Right/3°<br>26 FT | | | Elevated, (flush at E/F) White Hi Uni with white LI omni component.<br>600 M Amber. | Uni-directional<br>Red<br>Light intensity high | | EDGE:<br>Pilot Controlled Lighting system in use outside ATC op hours. Activates RWY edge and stop end lights only, remains on for 15 minutes (for SAR and Police flights only). |

## EGSY AD 2.15 OTHER LIGHTING, SECONDARY POWER SUPPLY

| | | |
|---|---|---|
| 1 | ABN/IBN location, characteristics and hours of operation | |
| 2 | LDI location and lighting<br>Anemometer location and lighting | Anemometer: 512402.00N 0032642.08W and 512402.13N 0032641.19W. |
| 3 | TWY edge and centre line lighting | EDGE: Blue edge lighting on Taxiways Alpha, Bravo (elevated on Bravo) and Echo and on Taxiway Charlie from the runway to Apron Charlie. No centre-line lighting. Spacing of lights on Taxiway Alpha is irregular. |
| 4 | Secondary power supply/switch-over time | Yes / 12 seconds. |
| 5 | Remarks | Taxiway Alpha, Bravo, Charlie and Echo edge lights remain on outside ATC Ops hours for SAR and Police helicopter operations. |

## EGSY AD 2.16 HELICOPTER LANDING AREA

**INTENTIONALLY BLANK**

## EGSY AD 2.17 AIR TRAFFIC SERVICES AIRSPACE

| Designation and lateral limits | Vertical Limits | Airspace Class | ATS unit callsign/ language | Transition Altitude | Hours of applicability | Remarks |
|---|---|---|---|---|---|---|
| 1 | 2 | 3 | 4 | 5 | 6 | 7 |
| ST ATHAN ATZ<br>512532N 0032328W - 512241N 0032410W thence clockwise by the arc of a circle radius 2 NM centred on 512419N 0032600W to 512532N 0032328W | Upper limit: 2000 FT AGL<br>Lower limit: SFC | D | ST ATHAN TOWER<br>English | 6000 FT | | Outside St Athan ATC op hours departing helicopters contact Cardiff TWR on 133.105 MHz prior to departure for clearance to enter Cardiff Controlled airspace. |

| Designation and lateral limits | Vertical Limits | Airspace Class | ATS unit callsign/ language | Transition Altitude | Hours of applicability | Remarks |
|---|---|---|---|---|---|---|
| 1 | 2 | 3 | 4 | 5 | 6 | 7 |
| ST ATHAN LOCAL FLYING ZONE<br>512524N 0033307W -<br>512456N 0032523W -<br>512406N 0032302W -<br>512247N 0032302W -<br>512124N 0033042W -<br>512209N 0033306W thence clockwise by the arc of a circle radius 8 NM centred on 512348N 0032036W to 512524N 0033307W | Upper limit: 1700 FT ALT<br>Lower limit: SFC | D | ST ATHAN TOWER<br>English | 6000 FT | | Outside St Athan ATC op hours departing helicopters contact Cardiff TWR on 133.105 MHz prior to departure for clearance to enter Cardiff Controlled airspace.<br><br>To operate UAS above 400 FT AGL within this area, UAS operators are required to notify NATS via the NATS Non-Standard Flight (NSF) Portal. UAS operators are required to notify NATS at least 14 days before the date of each activity.<br><br>See EGSY AD 2.22 - Flight Procedures for info. |

## EGSY AD 2.18 AIR TRAFFIC SERVICES COMMUNICATION FACILITIES

| Service Designation | Callsign | Channel/ Frequency(MHz) | SATVOICE number(s) | Logon Address | Hours of Operation | Remarks |
|---|---|---|---|---|---|---|
| 1 | 2 | 3 | 4 | 5 | 6 | 7 |
| APP | CARDIFF APPROACH | 119.155<br>DOC 50 NM/ 19,000 FT.<br>Initial contact frequency. | | | H24 | ATZ hours coincident with Approach hours. |
| | | 125.855<br>DOC 40 NM/ 19,000 FT. | | | As directed by ATC | |
| TWR | ST ATHAN TOWER | 122.865<br>DOC 15 NM/4000 FT. | | | AD Hours. | Operators of aircraft that are not equipped for 8.33 kHz should contact ATC by email at stathanatc@nats.co.uk and stathan.ops@cwl.aero prior to operating to/at this aerodrome. |
| | | 241.125<br>DOC 18 NM/4000 FT.<br>For UWAS Emergencies. | | | AD Hours. | |
| RADAR | CARDIFF RADAR | 125.855<br>DOC 50 NM/ 19,000 FT. | | | 0600-2300 (0500-2200) | Radar may be available 2300-0600 (2200-0500). |
| ATIS | ST ATHAN INFORMATION | 130.560<br>DOC 15 NM/4000 FT. | | | H24 | ATIS information available by telephone 01446-243943. |
| OTHER | ST ATHAN FIRE | 121.600 | | | AD Hours. | Available when fire vehicle attending aircraft on the ground in an emergency. |

# EGSY AD 2.19 RADIO NAVIGATION AND LANDING AIDS

| Type of Aid CAT of ILS/MLS MAG Var/VOR Declination | Ident | Frequency | Hours of Operation | Position of transmitting antenna coordinates | Elevation of DME transmitting antenna | Remarks |
|---|---|---|---|---|---|---|
| 1 | 2 | 3 | 4 | 5 | 6 | 7 |
| ILS/LOC<br>I<br>0.24°E (2027) | ISAT | 111.150 MHz | HO | 512407.64N<br>0032658.36W | | (RWY 25)<br><br>There is no hold associated with a Missed Approach (MAP) from the ILS at St Athan. In the event of a normal MAP the aircraft will climb ahead to 4000 FT or as directed by Radar and contact Cardiff approach on 119.155 MHz and either be vectored for a further ILS approach at St Athan or diverted to the aircraft captain's nominated diversion aerodrome.<br><br>An aircraft may not fly an ILS at St Athan if the runway at Cardiff is closed or the Cardiff NDB has failed or unavailable. Runway Closure or NDB failure will be NOTAM'ed, notified on the Cardiff ATIS or passed to the aircraft by the controller. |
| ILS/GP | ISAT | 331.550 MHz | HO | 512421.79N<br>0032530.12W | | (RWY 25)<br><br>Pilots may not receive full fly up indications when left of centreline below glidepath. |
| DME | ISAT | 48Y<br>111.150 MHz | HO | 512421.85N<br>0032530.27W | 146 FT | Frequency paired with ILS ISAT. |

# EGSY AD 2.20 LOCAL AERODROME REGULATIONS

## 1 AIRPORT REGULATIONS

a) Use governed by regulations applicable to Cardiff CTR and Cardiff Airport.
b) Terms and Conditions of use of aerodrome available from Airport Operations.
c) PPR. Visiting civil aircraft must book in with the aerodrome based operator who is acting as their sponsor.
d) Ground running of aircraft engines for test or maintenance purposes is permitted between the hours of 0800-2000 (0700-1900) only. ATC require prior notification and additionally ATC prior approval required if conducted outside an operator's demised area. Operators should advise whether, during airfield operating hours, attendance of the Aerodrome Fire Service is required for the duration of the engine run. Outside airfield opening hours, no later than 2000 daily, unless it is an urgent operational requirement, prior permission of the Airfield Manager/Deputy Airfield Manager must be sought by calling 07436-803400 or 07776-649158. In either case, if a full engine ground run is to be conducted on maintenance area northside, or Point Charlie utilising the Jet Blast Efflux Deflector Barrier an email must be sent to the Aerodrome operator (including AML) by the maintenance organisation at least 2 hours prior to EGR taking place to inform them of the anticipated times. Engine Ground Runs (EGR) must be conducted in accordance with company risk assessments and a safety assessment by the Airfield Authority. Risk assessments must be made available to the airfield operator.
e) Non-radio aircraft not permitted.
f) High-visibility clothing MUST be worn airside.
g) Aerodrome not available when MET visibility is less than 1500 M, other than for emergency service helicopters.

## 2 GROUND MOVEMENT

a) Departing aircraft, on first contact with St Athan ATC, must state aircraft location, type and the code letter of the latest ATIS received. Pilots of departing aircraft are reminded to contact St Athan Tower for clearance 10 minutes before start up.
b) Aircraft larger than B757-200 series and A321 series will be pushed back onto the departure runway threshold prior to departure and towed off the runway after landing.
c) Commanders of aircraft that cannot backtrack on the runway and if unable to vacate at the taxiway Echo turn off on landing, should advise ATC and their sponsor organisation prior to arrival.
d) Wheel to taxiway edge clearances not assured on entrances to southside hangars from Taxiway 'A'.

## 3 CAT II/III OPERATIONS

Not applicable

## 4 WARNINGS

a) St Athan is located 3 NM West of Cardiff Airport within the Cardiff CTR. By arrangement with Cardiff ATC during St Athan ATC hours of operation, and subject to conditions detailed in EGSY AD 2.22 Flight Procedures, flights by St Athan based aircraft may take place in VMC without reference to Cardiff ATC within a Local Flying Zone (LFZ).
b) Helicopter activity (SAR and Police) conducted H24.
c) Uncontrolled vehicular traffic may be encountered on the airfield outside ATC operational hours.
d) Runway 25 in strong north westerly winds, turbulence may be encountered on short finals.

## 5 HELICOPTER OPERATIONS

a) SAR and Police helicopters operate H24. Aircrew are to make Callsign 'Blind RT calls' on 122.865 MHz when taxiing, departing and arriving out of airfield operating hours.
b) Helicopter traffic arriving and departing outside ATC operational hours are to contact Cardiff Tower on 133.105 MHz to obtain clearance into Controlled Airspace and make 'blind calls' in accordance with paragraph 5(a).
c) Two Helicopter Training Areas (HTAs) delineated by white markers at the corners of the HTAs are established for the use of SAR and Police helicopters.
d) Visiting helicopters are to arrive and depart to/from the runway.

## 6 USE OF RUNWAYS

a) Aircraft taxiing from the north of the runway can expect to back track on the runway when so cleared by ATC.
b) Aircraft larger than B757-200 require push back off the runway after landing if the landing roll is beyond intersection with Taxiways E and F. This may result in delays until the runway is vacated.

## 7 TRAINING

a) Visiting aircraft wishing to conduct training at St Athan require an airspace brief by Air Traffic Control before commencing any training details.
b) All aircraft wishing to carry out instrument training within the Cardiff Zone, must have a functioning transponder with Mode C.
c) Instrument training including practice diversions (PDs) is subject to PPR. The booking of training slots is the responsibility of aircraft operators who should do so by telephoning Cardiff ATC (the approach radar unit). Tel: 01446-712562.

# EGSY AD 2.21 NOISE ABATEMENT PROCEDURES

a) Avoid overflight of St Athan village south east of the aerodrome below 1500 FT or 1700 FT QNH.

# EGSY AD 2.22 FLIGHT PROCEDURES

## 1 GENERAL INFORMATION

a) Attention is drawn to the close proximity of Cardiff Airport (3 miles east of St Athan).
b) Approach Radar services are provided by Cardiff Airport ATC.
c) Military operators wishing to conduct unusual air activity on the aerodrome (e.g. TALO, fast roping) should request prior permission from the Aerodrome Manager Contact Tel: 01446-243901.

## 2 CIRCUIT DIRECTION

a) Runway 07 Right hand circuits.
b) Runway 25 Left hand circuits.

## 3 CIRCUIT HEIGHTS

a) Light piston aircraft: 800 FT QFE.
b) All other types (Fast Jets, large multi-engine turbine and piston): 1300 FT QFE.
c) Glide Circuit height: 1500 FT QFE.
d) Low level circuit height: 500 FT QFE.
e) No RT/Total electrical failure: 600 FT QFE.
f) When circuit flying is taking place involving mixed military and civil aircraft, civil circuits are to be flown.

## 4 ST ATHAN LOCAL FLYING ZONE

a) A portion of Cardiff CTR is delegated to St Athan ATC during certain VMC weather criteria to enable St Athan to operate autonomously within the St Athan Local Flying Zone (LFZ), (see EGSY AD 2.17 ATS Airspace) provided:

   i. Aircraft are to be in communication with and comply with instructions from St Athan ATC.
   ii. All aircraft are to conduct their flights within the weather criteria specified for VFR flights within Class D Airspace.

iii. Maximum Altitude 1,700 FT St Athan QNH (1,500 FT St Athan QFE).

b) Pilots operating in the LFZ are responsible for maintaining their own visual separation from other aircraft, including aircraft on final approach to Cardiff Runway 12 and departing from Cardiff Runway 30, which are in close proximity to the LFZ. (Traffic information will be passed where possible by ATC). Arriving VFR aircraft can expect to be held south and west of the runway 07/25 mid-point when IFR traffic is departing from Cardiff runway 30 or Cardiff IFR approaching traffic is within 15 miles from touchdown to Cardiff runway 12.
c) Flights to and from St Athan which are unable to comply with the requirements to remain within the St Athan Local Flying Zone will be subject to individual clearance from Cardiff ATC and will be integrated with Cardiff arriving and departing traffic.
d) All Airfield users should adopt the VFR Nash departure/arrival to operate to/from the West via a transit along the coast as depicted in the local area map. Aircraft departing St Athan to the West climb straight away to 1500 FT St Athan QNH to exit the LFZ, remaining over land throughout. Aircraft returning from the West enter the LFZ at Nash Point at 1500 FT St Athan QNH, then descend to the appropriate circuit height at Nash Point, remaining over water until the last appropriate moment to join the St Athan circuit.

## 5 VISUAL REFERENCE POINTS (VRP)

a) Pilots are advised to use caution when routeing via the St Hilary TV Mast and Wenvoe TV Mast VRPs as they are Air Navigation Obstacles with high elevation – See ENR 5.4 dataset for up to date details of ICAO AREA 1 Obstacles.
b) Details of VRPs are available in the consolidated 'Visual Reference Points List' published on the 'Digital Dataset' page of the NATS AIS website, www.nats.aero/ais.

## 6 VFR ROUTES TO/FROM ST ATHAN

a) All arriving aircraft must obtain an ATC clearance from Cardiff ATC to enter Controlled Airspace.
b) In order to reduce RTF congestion, the published outbound and inbound VFR routes are allocated designators. Pilots are to ensure they are familiar with the route alignment. Level instructions will be passed with the appropriate ATC VFR clearance.
c) Pilots filing VFR flight plans should additionally address the flight plan to EGFFZTZX.

**Published VFR Departure Routes**

| Route Designator | RWY | Route | Maximum Altitude QNH | Remarks |
|---|---|---|---|---|
| East | 07/25 | Aircraft remain west of the quarry and route to remain West of Aberthaw Power Station over water, clearance limit Aberthaw power station then as directed by Cardiff Tower. | 1500 FT | Do not proceed east of Aberthaw Power Station until cleared by Cardiff ATC. |
| South | 07/25 | Aircraft remain west of the quarry and leave CAS towards Minehead VRP. | 1500 FT | |
| Nash Point | 07/25 | After departure remain within the confines of the LFZ and leave CAS to the west via Nash Point VRP remaining overland and south of the Cardiff Runway 12 final track. | 1500 FT | Runway 07 departures should remain west of the quarry. |
| North | 07/25 | Leave CAS between the St Hilary and Wenvoe TV Masts. | 1500 FT | |

***Note 1:*** *Pilots who wish to operate above the 'maximum altitude' shall request this once airborne.*

***Note 2:*** *All routes are available Special VFR subject to ATC clearance.*

***Note 3:*** *Pilots can expect to receive a clearance at the holding point in the format "<Callsign>, cleared to leave controlled airspace on a published <designator> departure, not above <altitude restriction> <QNH> VFR." A complete read back is required.*

**Published VFR Arrival Routes**

| Route Designator | RWY | Route | Maximum Altitude QNH | Remarks |
|---|---|---|---|---|
| East | 07/25 | From the North East route as directed by Cardiff Tower to hold East of Aberthaw Power Station and as directed by St Athan ATC. | 1500 FT | Do not proceed west of Aberthaw Power Station until cleared by St Athan ATC. |

| Route Designator | RWY | Route | Maximum Altitude QNH | Remarks |
|---|---|---|---|---|
| South | 07/25 | Enter CAS from the South, remain west of the quarry and as directed by St Athan ATC. | 1500 FT | |
| Nash Point | 07/25 | Enter CAS via Nash Point route east bound along the coast over water then as directed by St Athan ATC. | 1500 FT | |
| North Arrival | 07/25 | Enter CAS towards the St Hilary VRP to orbit and remain north of the mast then as directed by Cardiff Tower. | 1500 FT | |
| Straight In | 07/25 | Enter CAS to position Straight in for the Runway in use. | 1500 FT | |

***Note 1:*** *Pilots who wish to operate above the 'maximum altitude' shall request this.*

***Note 2:*** *All routes are available Special VFR subject to ATC clearance.*

***Note 3:*** *Pilots can expect to receive a clearance in the format: "<Callsign>, cleared to enter controlled airspace on a published <designator> arrival, not above <altitude restriction> <QNH> VFR." A complete read back is required.*

## 7 IFR ARRIVALS FROM THE ATS ROUTE NETWORK

a) Aircraft inbound via the ATS Route Network must follow the Cardiff Standard Arrival Routes (STAR) as shown at AD 2-EGFF-7.

## 8 IFR DEPARTURES

a) An Abbreviated IFR Departure (AID) shall be passed to all IFR aircraft outbound from St Athan regardless of their intended routing.
b) The AID clearance is defined as: AID 07 or AID 25 - Climb straight ahead to altitude 4000 FT St Athan QNH, squawk <xxxx>.
c) In the absence of an ORCAM SSR code one from the Cardiff IFR allocation shall be allocated.
d) The Cardiff ATC shall issue an AID departure clearance to St Athan ATC.
e) AID is subject to release from Cardiff ATC.

## 9 RADIO COMMUNICATIONS FAILURE

a) In the event of an RT Failure, except for an ILS approach, the appropriate Procedures detailed in UK AIP ENR 1.1 Para 3.4 should be followed.
b) If at some point during the ILS an RCF is experienced the aircraft is to squawk 7600 and either land at St Athan or carry out an RCF Missed Approach (RCFMAP).

**RCFMAP**

The aircraft will:

- Squawk 7600.
- Climb to 5000 FT, initially straight ahead to 4000 FT or I-SAT D4, whichever is later, then turn left to NDB CDF to hold at 5000 FT. Max 230 KIAS. Be aware that in the event of a slow climb you may exit controlled airspace for a short time.
- Select Cardiff approach 119.155 MHz or for University of Wales Air Squadron (UWAS) aircraft if directed to by ATC 241.125 MHz.
- Complete two holds.
- Carry out an instrument approach to Cardiff and land at Cardiff or divert to their nominated alternate as per the flight plan.

On planning to make an ILS approach to St Athan the crew of the inbound aircraft must ensure that:

- They are fully briefed for the approach, including the requirements of a RCFMAP at St Athan.
- They have both the Cardiff and St Athan ATIS prior to commencing the approach.

***Note:*** *If an aircraft carries out an RCFMAP it must subsequently land at Cardiff or nominated alternative and not attempt a cloudbreak and landing at St Athan.*

# EGSY AD 2.23 ADDITIONAL INFORMATION

Not applicable

## EGSY AD 2.24 CHARTS RELATED TO AN AERODROME

AERODROME CHART - ICAO
AD 2.EGSY-2-1
LOCAL FLYING ZONE AND ENTRY EXIT PROCEDURES
AD 2.EGSY-4-1
ATC SURVEILLANCE MINIMUM ALTITUDE CHART - ICAO
AD 2.EGSY-5-1
INSTRUMENT APPROACH CHART ILS/DME RWY 25 - ICAO
AD 2.EGSY-8-1
INSTRUMENT APPROACH CHART LOC/DME RWY 25 - ICAO
AD 2.EGSY-8-2

## EGSY AD 2.25 VISUAL SEGMENT SURFACE (VSS) PENETRATION

Not applicable

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# AERODROME CHART - ICAO

ARP 512417N 0032609W

AD ELEV 164FT

# St. ATHAN
## EGSY

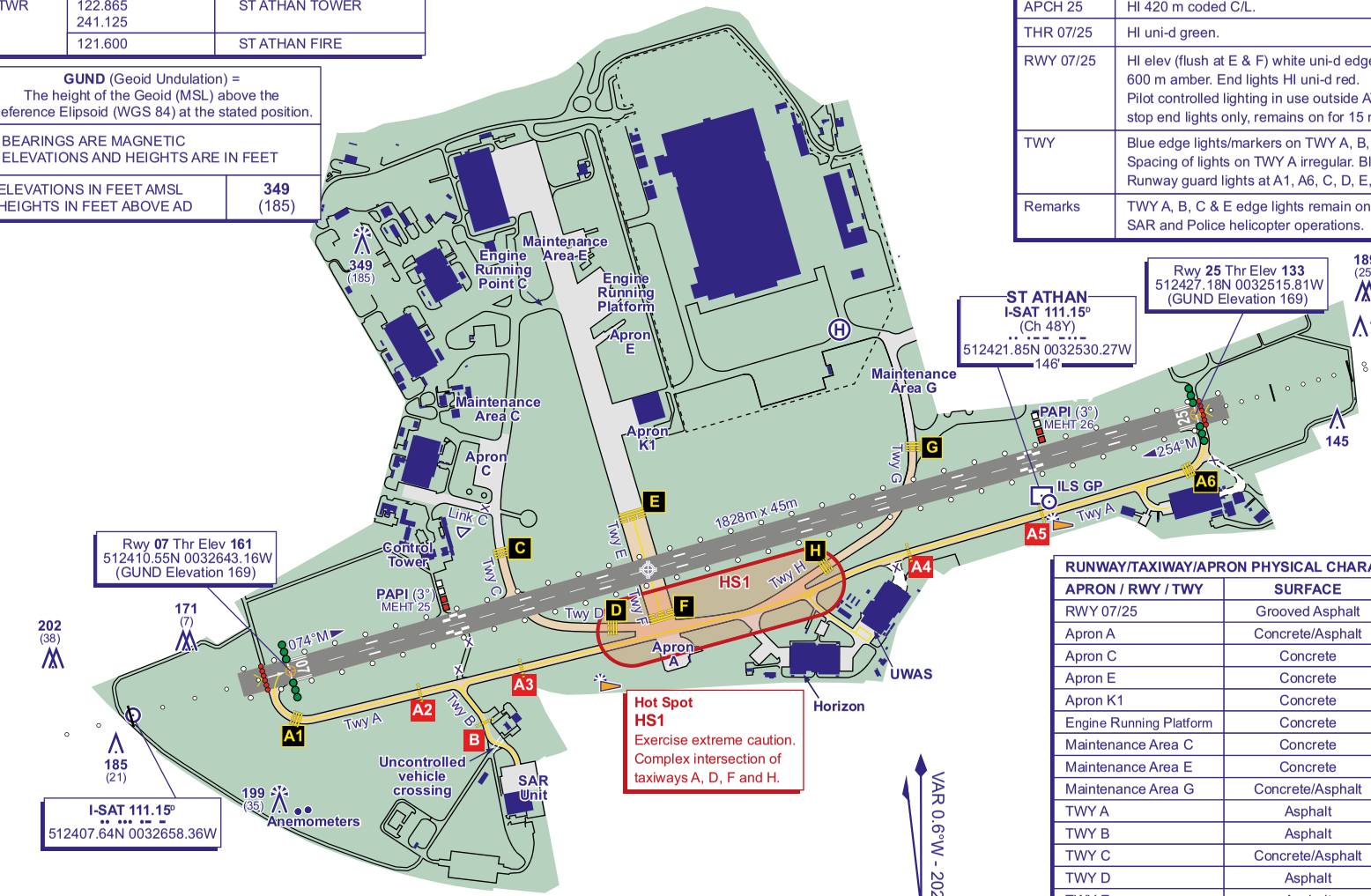
AERO INFO DATE 04 SEP 24

| COM | | |
|---|---|---|
| ATIS | 130.560 | ST ATHAN INFORMATION |
| TWR | 122.865<br>241.125 | ST ATHAN TOWER |
| | 121.600 | ST ATHAN FIRE |

| |
|---|
| **GUND** (Geoid Undulation) = The height of the Geoid (MSL) above the Reference Elipsoid (WGS 84) at the stated position. |
| BEARINGS ARE MAGNETIC<br>ELEVATIONS AND HEIGHTS ARE IN FEET |

| | |
|---|---|
| ELEVATIONS IN FEET AMSL<br>HEIGHTS IN FEET ABOVE AD | **349**<br>(185) |

| LIGHTING | |
|---|---|
| APCH 07<br>APCH 25 | HI 430 m coded C/L.<br>HI 420 m coded C/L. |
| THR 07/25 | HI uni-d green. |
| RWY 07/25 | HI elev (flush at E & F) white uni-d edge with LI omni-d component. 600 m amber. End lights HI uni-d red. Pilot controlled lighting in use outside ATC op hrs. Activates edge and stop end lights only, remains on for 15 min (for SAR & Police only). |
| TWY | Blue edge lights/markers on TWY A, B, C & E. Spacing of lights on TWY A irregular. Blue Edge lights on Apron K1 & C. Runway guard lights at A1, A6, C, D, E, F, G & H. |
| Remarks | TWY A, B, C & E edge lights remain on outside ATC Ops hours for SAR and Police helicopter operations. |




| RUNWAY/TAXIWAY/APRON PHYSICAL CHARACTERISTICS | | |
|---|---|---|
| **APRON / RWY / TWY** | **SURFACE** | **BEARING STRENGTH** |
| RWY 07/25 | Grooved Asphalt | 40/F/C/W/T |
| Apron A | Concrete/Asphalt | 25/F/A/X/T |
| Apron C | Concrete | 30/R/C/W/T |
| Apron E | Concrete | 35/R/C/W/T |
| Apron K1 | Concrete | 45/R/B/W/T |
| Engine Running Platform | Concrete | 35/R/C/W/T |
| Maintenance Area C | Concrete | 35/R/B/W/T |
| Maintenance Area E | Concrete | 35/R/C/W/T |
| Maintenance Area G | Concrete/Asphalt | 20/F/B/Y/T |
| TWY A | Asphalt | 25/F/A/X/T |
| TWY B | Asphalt | 20/F/B/X/T |
| TWY C | Concrete/Asphalt | 25/R/B/W/T |
| TWY D | Asphalt | 22/F/C/Y/T |
| TWY E | Asphalt | 35/F/C/X/T |
| TWY F | Asphalt | 25/F/A/X/T |
| TWY G | Concrete/Asphalt | 20/F/B/Y/T |
| TWY H | Asphalt | 28/F/C/Y/T |

**CHANGE (12/24):** UWAS, HORIZON LOCATIONS.

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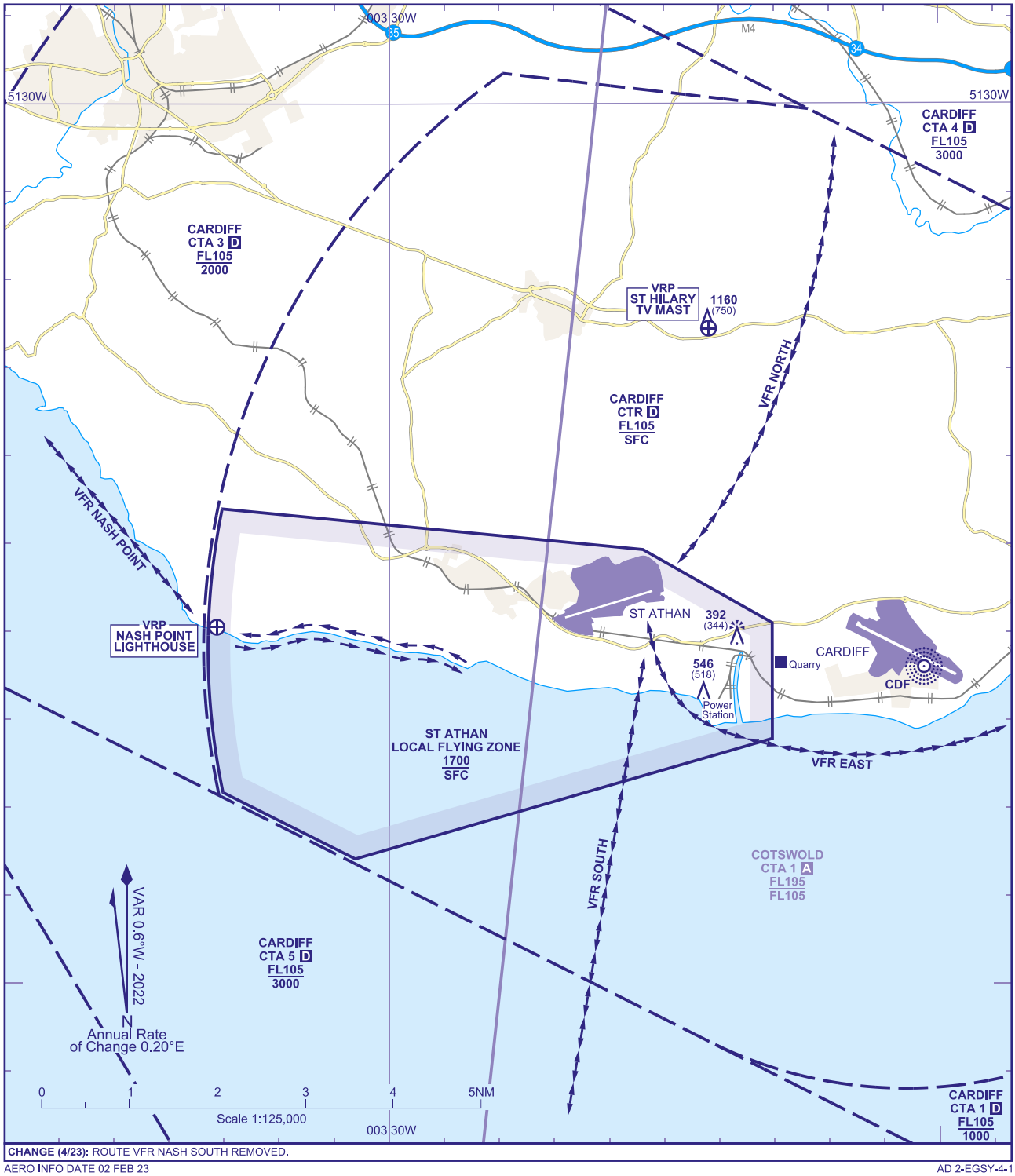
## LOCAL FLYING ZONE AND ENTRY EXIT PROCEDURES — ST ATHAN




**CHANGE (4/23):** ROUTE VFR NASH SOUTH REMOVED.

AERO INFO DATE 02 FEB 23

AD 2-EGSY-4-1

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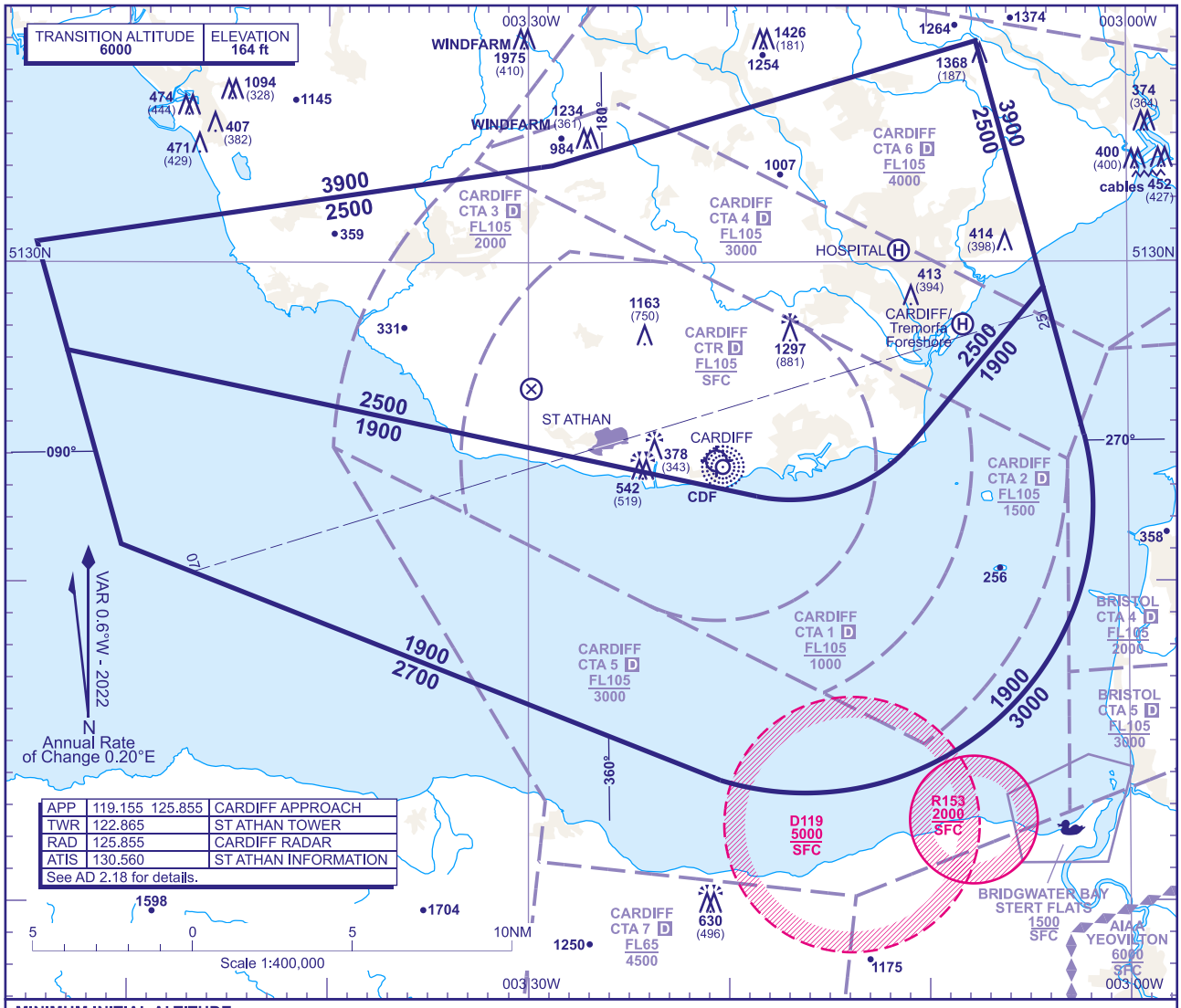
# ATC SURVEILLANCE MINIMUM ALTITUDE CHART - ICAO

BEARINGS, TRACKS AND RADIALS ARE MAGNETIC
ELEVATIONS IN FEET AMSL **1975**
HEIGHTS IN FEET AGL (410)

## ST ATHAN




**MINIMUM INITIAL ALTITUDE**

Within the ATC Surveillance Minimum Altitude area the minimum initial altitude to be allocated by the approach surveillance controller is:

a) **2500** in the sector defined by the lateral limits; 513039N 0035438W - 513302N 0032847W - 513655N 0030733W - 512913N 0030413W - 512416N 0031053W thence clockwise by an arc of a circle radius 5NM centred on 512734N 0031654W to 512241N 0031835W - 512715N 0035305W - 513039N 0035438W.

b) **1900** in the sector defined by the lateral limits; 512715N 0035305W - 512241N 0031835W thence anticlockwise by an arc of a circle radius 5NM centred on 512734N 0031654W to 512416N 0031053W - 512913N 0030413W - 512435N 0030213W thence clockwise by an arc of a circle radius 9NM centred on 512224N 0031610W to 511348N 0032026W - 512111N 0035021W - 512715N 0035305W.

NOTE: Radar headings will be allocated so as to avoid Danger Area D119 when active.

**OUTSIDE THE DESIGNATED ATC SURVEILLANCE MINIMUM ALTITUDE AREA**

The minimum altitude to be allocated by the approach surveillance controller will be either the Minimum Sector Altitude, or **1000** above any fixed obstacles:

a) within 5NM of the aircraft*, and

b) within the sector 15NM ahead of and within 20° either side of the aircraft's track*.

*When the aircraft is within 15NM of the radar antennae, the 5NM in a) and the 15NM in b) may be reduced to 3NM and 10NM respectively.

**LOSS OF COMMUNICATION PROCEDURES**

**Initial Approach**

Continue visually or by means of an appropriate approved final approach aid. If not possible, continue on last assigned heading until reaching **5000** then turn to enter the hold at **NDB(L) CDF**†.

**Intermediate and Final Approach**

Continue visually or by means of an appropriate approved final approach aid. If not possible follow the RCF Procedure to **NDB(L) CDF**†.

† In all cases where the aircraft returns to the holding facility the procedure to be adopted is the Radio Failure Procedure detailed at ENR 1.1.3.

**GENERAL INFORMATION**

1. Radar vectoring for initial approach to St Athan is provided by CARDIFF APPROACH.
2. Levels shown are based on QNH.
3. Only significant obstacles and dominant spot heights are shown.
4. The minimum levels shown within the ATC Surveillance Minimum Altitude Area are in conformance with the Standard European Rules of the Air - SERA.5015.
5. Minimum Sector Altitudes are based on obstacles and spot heights within 25NM of the Aerodrome Reference Point.
6. Controlled airspace with a base in excess of **5000** or FL55, as appropriate, is not shown.
7. **Thls chart should only be used for the cross-checklng of assigned altltudes whllst In recelpt of an ATC Surveillance servlce.**
8. Detailed description of FIR, UIR, CTA and TMA see ENR 2.1.
9. Detailed description of ATS airspace organized at Cardiff Airport see EGFF AD 2.17.

**CHANGE (4/25):** HOSPITAL HELI SITE ADDED.

AERO INFO DATE 23 JAN 25

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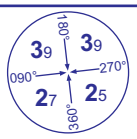
# INSTRUMENT APPROACH CHART - ICAO

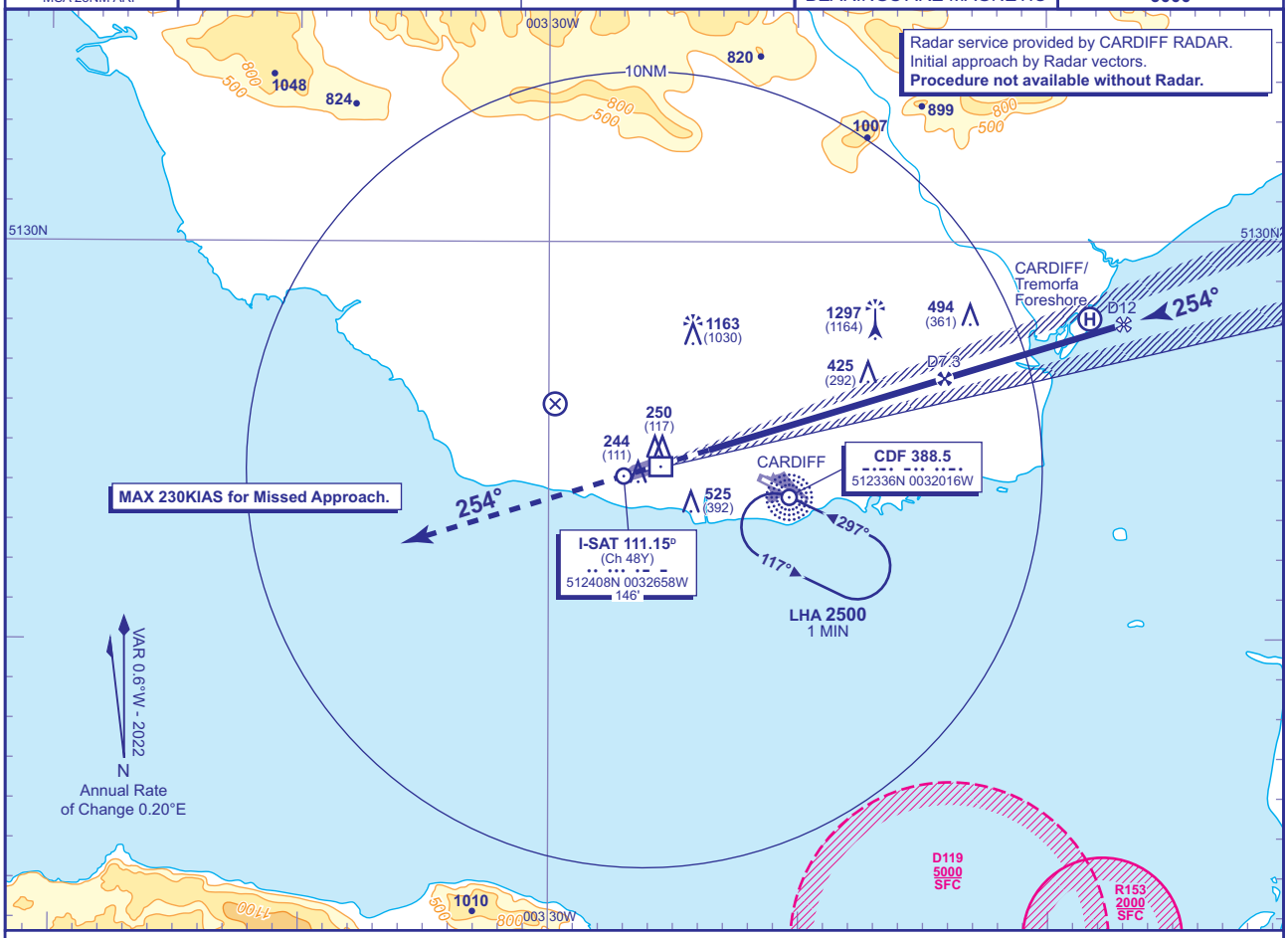
## ST ATHAN ILS/DME RWY 25
(ACFT CAT A,B,C,D)



MSA 25NM ARP

| | | | |
|---|---|---|---|
| APP 119.155, 125.855 | CARDIFF APPROACH | AD ELEVATION | 164 |
| RAD 125.855 | CARDIFF RADAR | THR ELEVATION | 133 |
| TWR 122.865 | ST ATHAN TOWER | OBSTACLE ELEVATION | |
| ATIS 130.560 | ST ATHAN INFORMATION | 1297 AMSL (1164) (ABOVE THR) | |
| | | BEARINGS ARE MAGNETIC | |

TRANSITION ALTITUDE **6000**



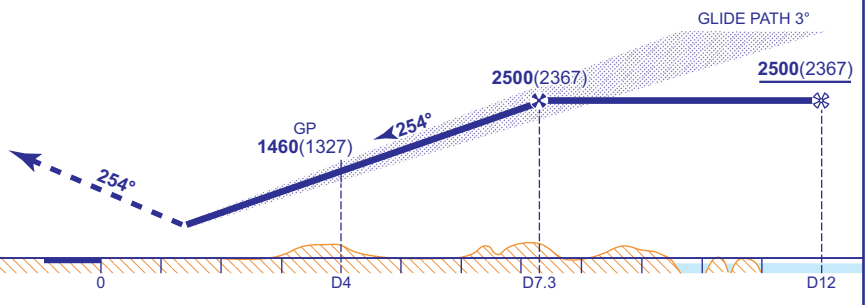

**RECOMMENDED PROFILE** GLIDE PATH 3°, 318FT/NM

| DME I-SAT | 7 | 6 | 5 | 4 | 3 | 2 |
|---|---|---|---|---|---|---|
| ALT(HGT) | **2410**(2277) | **2090**(1957) | **1780**(1647) | **1460**(1327) | **1140**(1007) | **820**(687) |

**RDH 50**

Climb straight ahead to **4000** then as directed by ATC.

RCF: Climb to **5000**, initially straight ahead to **4000** or **I-SAT** D4 whichever is later then turn left to **NDB CDF** to hold at **5000.** MAX 230KIAS.




| Aircraft Category | | A | B | C | D |
|---|---|---|---|---|---|
| OCA (OCH) | Procedure | **633**(500) | **633**(500) | **633**(500) | **633**(500) |
| VM(C)OCA (OCH AAL) | Total Area | **830**(666) | **830**(666) | **1560**(1396) | **1560**(1396) |

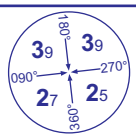
| Rate of descent | G/S KT | 160 | 140 | 120 | 100 | 80 |
|---|---|---|---|---|---|---|
| | FT/MIN | 850 | 740 | 640 | 530 | 420 |

**CHANGE (8/21):** CARDIFF APPROACH FREQUENCY AMENDED.

AERO INFO DATE 14 MAY 21

## INSTRUMENT APPROACH CHART - ICAO

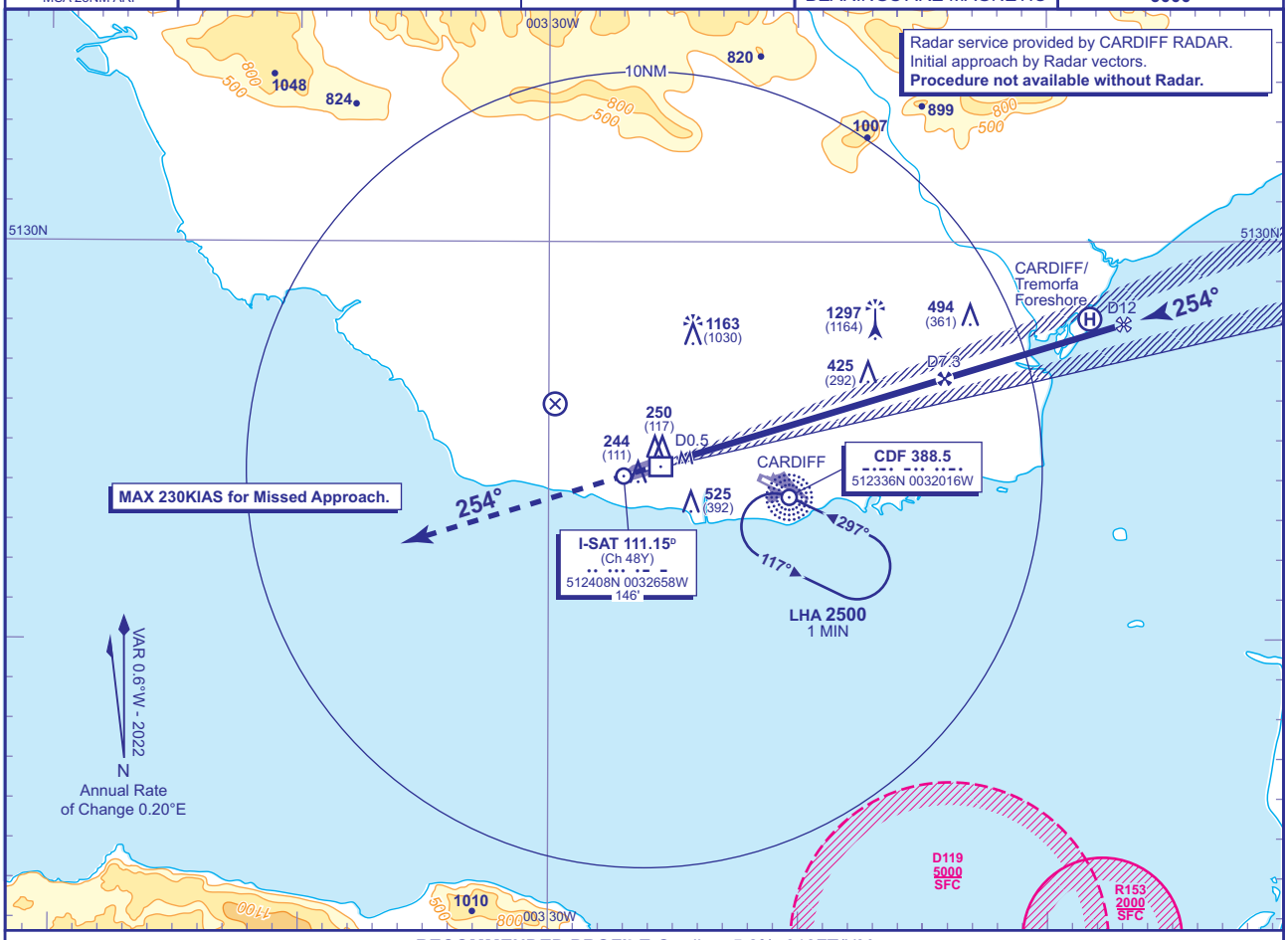
# ST ATHAN LOC/DME RWY 25
(ACFT CAT A,B,C,D)



MSA 25NM ARP

| | | | |
|---|---|---|---|
| APP 119.155, 125.855 | CARDIFF APPROACH | AD ELEVATION | 164 |
| RAD 125.855 | CARDIFF RADAR | THR ELEVATION | 133 |
| TWR 122.865 | ST ATHAN TOWER | OBSTACLE ELEVATION | |
| ATIS 130.560 | ST ATHAN INFORMATION | **1297 AMSL** (1164) (ABOVE THR) | |
| | | BEARINGS ARE MAGNETIC | |

TRANSITION ALTITUDE **6000**



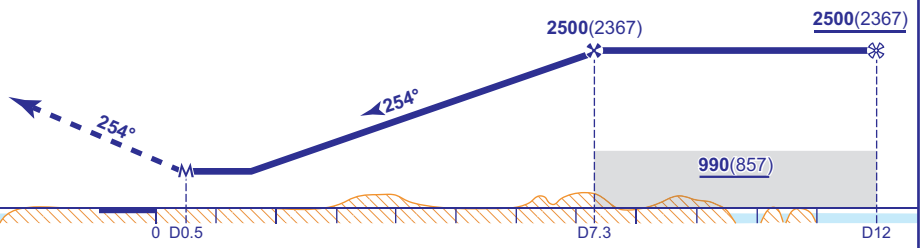

**RECOMMENDED PROFILE** Gradient 5.2%, 318FT/NM

| **DME I-SAT** | 7 | 6 | 5 | 4 | 3 | 2 |
|---|---|---|---|---|---|---|
| **ALT**(HGT) | **2410**(2277) | **2090**(1957) | **1780**(1647) | **1460**(1327) | **1140**(1007) | **820**(687) |

**MAPt I-SAT DME 0.5**

Climb straight ahead to **4000** then as directed by ATC.

RCF: Climb to **5000**, initially straight ahead to **4000** or **I-SAT** D4 whichever is later then turn left to **NDB CDF** to hold at **5000.** MAX 230KIAS.




| **Aircraft Category** | | **A** | **B** | **C** | **D** |
|---|---|---|---|---|---|
| **OCA** (OCH) | **Procedure** | **680**(547) | **680**(547) | **680**(547) | **680**(547) |
| **VM(C)OCA** (OCH AAL) | **Total Area** | **830**(666) | **830**(666) | **1560**(1396) | **1560**(1396) |

| **Rate of descent** | **G/S KT** | 160 | 140 | 120 | 100 | 80 |
|---|---|---|---|---|---|---|
| | **FT/MIN** | 850 | 740 | 640 | 530 | 420 |

**CHANGE (8/21):** CARDIFF APPROACH FREQUENCY AMENDED.

AERO INFO DATE 14 MAY 21

AD 2-EGSY-8-2

# EGSG — STAPLEFORD

## EGSG AD 2.1 AERODROME LOCATION INDICATOR AND NAME

EGSG — STAPLEFORD

## EGSG AD 2.2 AERODROME GEOGRAPHICAL AND ADMINISTRATIVE DATA

| | | |
|---|---|---|
| 1 | ARP coordinates and site at AD | Lat: 513909N Long: 0000922E |
| 2 | Direction and distance from city | 4.5 NM N of Romford. |
| 3 | Elevation / Reference temperature / Mean Low Temperature | 185 FT / 20 °C / - |
| 4 | Geoid undulation at AD ELEV PSN | - |
| 5 | Magnetic Variation / Annual Change | 1.41°E (2027) / 0.17°E |
| 6 | AD Administration<br>Address<br>Telephone<br>Telefax | STAPLEFORD FLIGHT CENTRE.<br>Stapleford Aerodrome, Nr. Romford, Essex, RM4 1SJ.<br>01708-688380<br>01708-688421 |
| 7 | Type of Traffic permitted (IFR/VFR) | VFR |
| 8 | Remarks | |

## EGSG AD 2.3 OPERATIONAL HOURS

| | | |
|---|---|---|
| 1 | AD Administration | 0830-SS (0730-SS). |
| 2 | Customs and immigration | By arrangement (2 HR notice required). |
| 3 | Health and sanitation | |
| 4 | AIS Briefing Office | |
| 5 | ATS Reporting Office (ARO) | |
| 6 | MET Briefing Office | |
| 7 | ATS | See AD 2.18. |
| 8 | Fuelling | As AD hours. |
| 9 | Handling | |
| 10 | Security | |
| 11 | De-icing | |
| 12 | Remarks | This aerodrome is PPR. Outside published hours of operation a minimum of 2 hours notice is required. |

## EGSG AD 2.4 HANDLING SERVICES AND FACILITIES

| | | |
|---|---|---|
| 1 | Cargo handling facilities | |
| 2 | Fuel and oil types | AVTUR JET A-1, AVGAS 100LL<br>W80, W100, M15/50. |
| 3 | Fuelling facilities/capacity | |
| 4 | De-icing facilities | |
| 5 | Hangar space for visiting aircraft | |
| 6 | Repair facilities for visiting aircraft | |
| 7 | Remarks | |

## EGSG AD 2.5 PASSENGER FACILITIES

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## EGSG AD 2.6 RESCUE AND FIRE FIGHTING SERVICES

| | | |
|---|---|---|
| 1 | AD category for fire fighting services | RFF Category A1<br>RFF Category 2 available on request. |
| 2 | Rescue equipment | |
| 3 | Capability for removal of disabled aircraft | |
| 4 | Remarks | |

## EGSG AD 2.7 SEASONAL AVAILABILITY - CLEARING

**INTENTIONALLY BLANK**

## EGSG AD 2.8 APRONS, TAXIWAYS AND CHECK LOCATIONS/POSITIONS DATA

| | | |
|---|---|---|
| 1 | Apron surface and strength | APRON<br>Surface: Asphalt |
| 2 | Taxiway width, surface and strength | Taxiway EASTERN:<br>Surface: Grass<br><br>Taxiway NORTHERN:<br>Surface: Asphalt<br><br>Taxiway SOUTHERN:<br>Surface: Grass<br><br>Taxiway WESTERN:<br>Surface: Grass |
| 3 | Altimeter checkpoint location and elevation | |
| 4 | VOR checkpoints | |
| 5 | INS checkpoints | |
| 6 | Remarks | |

## EGSG AD 2.9 SURFACE MOVEMENT GUIDANCE AND CONTROL SYSTEM AND MARKINGS

**INTENTIONALLY BLANK**

## EGSG AD 2.10 AERODROME OBSTACLES

| In Approach/Take-off areas | | | | | | |
|---|---|---|---|---|---|---|
| **Obstacle ID/ Designation** | **Obstacle Type** | **Obstacle Position** | **Elevation/Height** | | **Obstruction Lighting Type/ Colour** | **Remarks** |
| **1** | **2** | **3** | **4** | | **5** | **6** |
| 21/APPROACH 03/TAKE-OFF | Vehicles on Road | 513926N 0000936E | 130 FT | | No | |

| In circling area and at aerodrome | | | | | | |
|---|---|---|---|---|---|---|
| **Obstacle ID/ Designation** | **Obstacle Type** | **Obstacle Position** | **Elevation/Height** | | **Obstruction Lighting Type/ Colour** | **Remarks** |
| **1** | **2** | **3** | **4** | | **5** | **6** |
| | Power Lines running NW SE | 514017N 0001041E | 396 FT | | No | |
| | House | 513923N 0000951E | 225 FT | | No | |

| In circling area and at aerodrome | | | | | | |
|---|---|---|---|---|---|---|
| **Obstacle ID/ Designation** | **Obstacle Type** | **Obstacle Position** | **Elevation/Height** | | **Obstruction Lighting Type/ Colour** | **Remarks** |
| **1** | **2** | **3** | **4** | | **5** | **6** |
| | Mast | 513807N 0000819E | 480 FT | | No | |

## EGSG AD 2.11 METEOROLOGICAL INFORMATION PROVIDED

**INTENTIONALLY BLANK**

## EGSG AD 2.12 RUNWAY PHYSICAL CHARACTERISTICS

| Designations RWY Number | True bearing | Dimensions of RWY | Surface of RWY/ SWY/ Strength | THR co-ordinates/ THR Geoid undulation | THR elevation/ Highest elevation of TDZ of precision APP RWY | Slope of RWY/ SWY |
|---|---|---|---|---|---|---|
| **1** | **2** | **3** | **4** | **5** | **6** | **7** |
| 03L | 035.49° | 900 x 30 M | RWY surface: Grass | 513855.45N 0000903.63E | THR 185.0 FT | |
| 21R | 215.50° | 900 x 30 M | RWY surface: Grass | 513919.26N 0000930.93E | THR 115.0 FT | |
| 03R | 035.50° | 1077 x 46 M | RWY surface: Asphalt and grass | 513854.70N 0000905.20E | THR 185.0 FT | |
| 21L | 215.51° | 1077 x 46 M | RWY surface: Asphalt and grass | 513918.58N 0000932.57E | THR 115.0 FT | |

| SWY Dimensions | Clearway Dimensions | Strip Dimensions | RESA Dimensions, Overshoot / Undershoot | Location/ description of arresting system | OFZ | Remarks |
|---|---|---|---|---|---|---|
| **8** | **9** | **10** | **11** | **12** | **13** | **14** |
| | | | | | | RWY 03L<br><br>Runway markings: Runway is marked by white corners and white painted edge markings. |
| | | | | | | RWY 21R<br><br>Runway markings: Runway is marked by white corners and white painted edge markings. |
| | | | | | | RWY 03R<br><br>Includes 50 M starter extension. |
| | | | | | | RWY 21L<br><br>Threshold displaced by 177 M.<br><br>Includes 23 M starter extension.<br>The first 400 M of Landing distance is asphalt.<br>Runway markings: Displaced threshold and runway designators are marked on the asphalt insert. |

## EGSG AD 2.13 DECLARED DISTANCES

| Runway designator | TORA | TODA | ASDA | LDA | Remarks |
|---|---|---|---|---|---|
| 1 | 2 | 3 | 4 | 5 | 6 |
| 03R | 1127 M | 1150 M | 1127 M | 1077 M | |
| 21L | 1100 M | 1150 M | 1100 M | 900 M | |
| 03L | 900 M | 900 M | 900 M | 900 M | |
| 21R | 900 M | 900 M | 900 M | 900 M | |

## EGSG AD 2.14 APPROACH AND RUNWAY LIGHTING

| RWY | Approach lighting Type/ Length/ Intensity | Threshold lighting Colour/Wing bars | VASIS/ MEHT/ PAPI/ PAPI Dist from THR | TDZ, lighting Length | Runway Centre Line lighting Length/ Spacing/ Colour/ Intensity | Runway edge lighting Length/ Spacing/ Colour/ Intensity | Runway end lighting Colour/ Wing bars | Stopway lighting Length/ Colour | Remarks |
|---|---|---|---|---|---|---|---|---|---|
| 1 | 2 | 3 | 4 | 5 | 6 | 7 | 8 | 9 | 10 |
| 03R | Sodium lights at the start of Runway 21L and 03R. Light intensity high | Light intensity low | APAPI Right/ 4.5° 26 FT | | | Light intensity low | | | |
| 21L | Sodium lights at the start of Runway 21L and 03R. Light intensity high | Light intensity low | APAPI Left/ 4.25° 26 FT | | | Light intensity low | | | |

## EGSG AD 2.15 OTHER LIGHTING, SECONDARY POWER SUPPLY

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## EGSG AD 2.16 HELICOPTER LANDING AREA

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## EGSG AD 2.17 AIR TRAFFIC SERVICES AIRSPACE

| Designation and lateral limits | Vertical Limits | Airspace Class | ATS unit callsign/ language | Transition Altitude | Hours of applicability | Remarks |
|---|---|---|---|---|---|---|
| 1 | 2 | 3 | 4 | 5 | 6 | 7 |
| STAPLEFORD ATZ<br>A circle, 2 NM radius, centred at 513909N 0000922E on longest notified runway (03R/ 21L) | Upper limit: 2000 FT AGL<br>Lower limit: SFC | G | STAPLEFORD RADIO<br>English | 6000 FT | | |

## EGSG AD 2.18 AIR TRAFFIC SERVICES COMMUNICATION FACILITIES

| Service Designation | Callsign | Channel/ Frequency(MHz) | SATVOICE number(s) | Logon Address | Hours of Operation | Remarks |
|---|---|---|---|---|---|---|
| 1 | 2 | 3 | 4 | 5 | 6 | 7 |
| OTHER | STAPLEFORD RADIO | 122.805 A/G frequency. | | | 0800-1800 (0700-1700). | ATZ hours coincident with A/G hours. |

## EGSG AD 2.19 RADIO NAVIGATION AND LANDING AIDS

| Type of Aid CAT of ILS/MLS MAG Var/VOR Declination | Ident | Frequency | Hours of Operation | Position of transmitting antenna coordinates | Elevation of DME transmitting antenna | Remarks |
|---|---|---|---|---|---|---|
| 1 | 2 | 3 | 4 | 5 | 6 | 7 |
| VOR/DME 1.41°E (2027) 1.1°E (2025) | LAM | 103X 115.600 MHz | H24 | 513845.69N 0000906.13E | 241 FT | VOR DOC: 30 NM/50,000 FT (40 NM/ 50,000 FT in Sectors R064-099, R139-174 and R249-289). DME DOC: 40 NM/50,000 FT (110 NM/50,000 FT in Sector R314-134). |

## EGSG AD 2.20 LOCAL AERODROME REGULATIONS

### 1 AIRPORT REGULATIONS

Not applicable

### 2 GROUND MOVEMENT

Not applicable

### 3 CAT II/III OPERATIONS

Not applicable

### 4 WARNINGS

a) Caution is necessary when operating from Runway 03/21 because of a radio mast 295 ft aal southwest of the aerodrome and 1 nm from Runway 03R threshold.
b) Caution is necessary as the aerodrome is used heavily for flying training.
c) Not all taxiways are available for use. Pilots are warned that departure from the marked movement area can be hazardous.

### 5 HELICOPTER OPERATIONS

Not applicable

### 6 USE OF RUNWAYS

Not applicable

### 7 TRAINING

Not applicable

## EGSG AD 2.21 NOISE ABATEMENT PROCEDURES

a) Pilots of aircraft are requested to avoid overflying the villages of Abridge and Lambourne below 1000 ft agl.

## EGSG AD 2.22 FLIGHT PROCEDURES

### 1 CIRCUITS

a) Circuits normally LH.
b) Runway 21 departures. Right turnout on request.

## EGSG AD 2.23 ADDITIONAL INFORMATION

Not applicable

## EGSG AD 2.24 CHARTS RELATED TO AN AERODROME

AERODROME CHART - ICAO
AD 2.EGSG-2-1

## EGSG AD 2.25 VISUAL SEGMENT SURFACE (VSS) PENETRATION

Not applicable

# AERODROME CHART - ICAO

ARP 513909N 0000922E

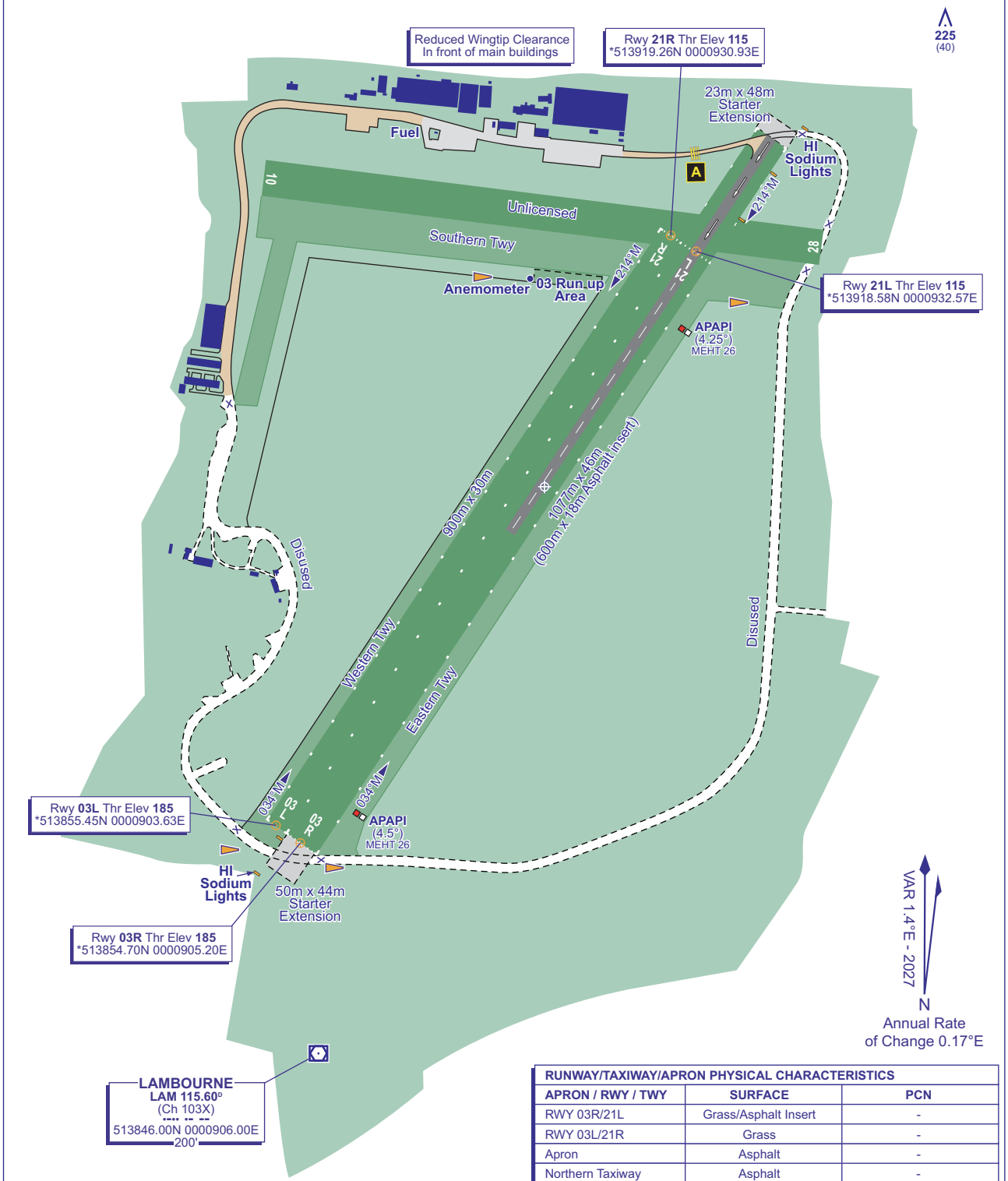
AD ELEV 185FT

# STAPLEFORD
## EGSG

| BEARINGS ARE MAGNETIC<br>ELEVATIONS AND HEIGHTS ARE IN FEET | |
|---|---|
| ELEVATIONS IN FEET AMSL<br>HEIGHTS IN FEET ABOVE AD | 225<br>(40) |

| COM | | |
|---|---|---|
| A/G | 122.805 | STAPLEFORD RADIO |
| **LIGHTING** | | |
| THR 03R/21L<br>RWY 03R/21L | LI.<br>LI. | |

50 0 50 100 150m
100 0 500ft




| RUNWAY/TAXIWAY/APRON PHYSICAL CHARACTERISTICS | | |
|---|---|---|
| **APRON / RWY / TWY** | **SURFACE** | **PCN** |
| RWY 03R/21L | Grass/Asphalt Insert | - |
| RWY 03L/21R | Grass | - |
| Apron | Asphalt | - |
| Northern Taxiway | Asphalt | - |
| Southern Taxiway | Grass | - |
| Eastern Taxiway | Grass | - |
| Western Taxiway | Grass | - |

**CHANGE (10/25):** EDITORIAL. MAG INFO.

AERO INFO DATE 23 JUL 25

AD 2-EGSG-2-1

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# EGPO — STORNOWAY

## EGPO AD 2.1 AERODROME LOCATION INDICATOR AND NAME

EGPO — STORNOWAY

## EGPO AD 2.2 AERODROME GEOGRAPHICAL AND ADMINISTRATIVE DATA

| | | |
|---|---|---|
| 1 | ARP coordinates and site at AD | Lat: 581256N Long: 0061952W |
| 2 | Direction and distance from city | 2 NM E of Stornoway. |
| 3 | Elevation / Reference temperature / Mean Low Temperature | 26 FT / 14 °C / - |
| 4 | Geoid undulation at AD ELEV PSN | 184 FT |
| 5 | Magnetic Variation / Annual Change | 2.86°W (2022) / 0.24°E |
| 6 | AD Administration<br>Address<br>Telephone | HIAL<br>Stornoway Aerodrome, Isle of Lewis, HS2 0BN.<br>01851-702256 (Airport Switchboard)<br>01851-707444 (ATIS)<br>01851-703026 (Fuel - North Air)<br>01851-707406 (Admin) |
| 7 | Type of Traffic permitted (IFR/VFR) | IFR/VFR |
| 8 | Remarks | |

## EGPO AD 2.3 OPERATIONAL HOURS

| | | |
|---|---|---|
| 1 | AD Administration | Mon-Fri 0700-1945 (0600-1845); Sat 0700-1530 (0600-1430); Sun 1245-1745 (1145-1645) and by arrangement with AD operator (HIAL). |
| 2 | Customs and immigration | Departures direct to an EU destination, no notice required. Arrivals direct from EU, 4 hours notice required. Departures and arrivals from Channel Islands, 12 hours notice required. Departures and arrivals from all other non EU Airports, 48 hours notice. |
| 3 | Health and sanitation | |
| 4 | AIS Briefing Office | |
| 5 | ATS Reporting Office (ARO) | |
| 6 | MET Briefing Office | |
| 7 | ATS | See AD 2.18. |
| 8 | Fuelling | By arrangement with North Air. |
| 9 | Handling | By arrangement with HIAL, Tel: 01851-702256; e-mail: Stornatc@hial.co.uk; or Loganair, Tel: 01851-703673. |
| 10 | Security | As AD hours. |
| 11 | De-icing | Operational hours. |
| 12 | Remarks | This aerodrome is PPR. Filing of a Flight Plan does NOT constitute PPR. To cover the possibility of an aircraft which departs within 15 minutes of normal closing time having to return, the Aerodrome will normally retain sufficient services and equipment for 15 minutes after the time of actual departure. For PPR visit www.hial.co.uk. |

## EGPO AD 2.4 HANDLING SERVICES AND FACILITIES

| | | |
|---|---|---|
| 1 | Cargo handling facilities | By arrangement with Loganair, Tel: 01851-703673 |
| 2 | Fuel and oil types | AVGAS JET A-1, AVGAS 100LL. |
| 3 | Fuelling facilities/capacity | Bowser delivery. Limited stocks of AVGAS 100LL. |
| 4 | De-icing facilities | By arrangement with Loganair, Tel: 01851-703673, e-mail: syycs@loganair.co.uk. |
| 5 | Hangar space for visiting aircraft | Yes by arrangement with AD operator (HIAL). |
| 6 | Repair facilities for visiting aircraft | |
| 7 | Remarks | By arrangement with Loganair, Tel: 01851-703673, e-mail: syycs@loganair.co.uk. Basic handling available from HIAL, Tel: 01851-707415, e-mail: stornatc@hial.co.uk. Electronic motorised tug is available on request to HIAL. |

## EGPO AD 2.5 PASSENGER FACILITIES

| | | |
|---|---|---|
| 1 | Hotels | Hotels and B & B in vicinity. |
| 2 | Restaurants | Café available during terminal opening times. |
| 3 | Transportation | Taxis, Car hire and Buses. |
| 4 | Medical facilities | Limited first aid. Medical services contactable. |
| 5 | Bank and Post Office | |
| 6 | Tourist Office | |
| 7 | Remarks | Ambulift and wheelchair facilities are available upon request. |

## EGPO AD 2.6 RESCUE AND FIRE FIGHTING SERVICES

| | | |
|---|---|---|
| 1 | AD category for fire fighting services | RFF Category A5<br>RFF Category 6 accepted under remission, by prior arrangement. |
| 2 | Rescue equipment | Limited water rescue facilities are available for Runways 18/36 and 06/24 during published opening hours and special/on call openings, subject to serviceability of equipment and times when the weather conditions and sea state are conducive to such rescue operations. |
| 3 | Capability for removal of disabled aircraft | Limited. |
| 4 | Remarks | |

## EGPO AD 2.7 SEASONAL AVAILABILITY - CLEARING

| | | |
|---|---|---|
| 1 | Type of clearing equipment | Mechanical and chemical de-icing. Surfaces de-iced/anti-iced with KAC/EG and/or NAAC. |
| 2 | Clearance priorities | Runway in use. Designated Taxi Routes. Main Apron and SAR Apron. |
| 3 | Remarks | For latest information telephone ATC. |

## EGPO AD 2.8 APRONS, TAXIWAYS AND CHECK LOCATIONS/POSITIONS DATA

| | | |
|---|---|---|
| 1 | Apron surface and strength | LOWER APRON<br>Surface: Concrete<br>PCN 6/R/B/X/T<br><br>MAIN APRON<br>Surface: Brick<br>PCN 32/F/B/X/T |
| 2 | Taxiway width, surface and strength | Taxiway ALPHA: 15 M<br>Surface: Asphalt<br>PCN 15/F/A/X/T<br><br>Taxiway APRON: 15 M<br>Surface: Concrete<br><br>Taxiway BRAVO: 15 M<br>Surface: Asphalt<br>PCN 9/F/B/Y/U<br><br>Taxiway CHARLIE: 15 M<br>Surface: Concrete |
| 3 | Altimeter checkpoint location and elevation | Main Apron 22 FT |
| 4 | VOR checkpoints | |
| 5 | INS checkpoints | |
| 6 | Remarks | |

## EGPO AD 2.9 SURFACE MOVEMENT GUIDANCE AND CONTROL SYSTEM AND MARKINGS

| | | |
|---|---|---|
| 1 | Use of aircraft stand ID signs, TWY guide lines and visual docking/parking guidance system of aircraft stands | Marshalling provided for all stands. |

| | | |
|---|---|---|
| 2 | Runway and taxiway markings and lighting | Runway marking aid(s):<br>06/24: Runway designators and centre-line markings. Yellow lead on/off lines to all runways.<br>18/36: Runway designators and centre-line markings. Edge lines, TDZ markings on Runway 18/36.<br>Yellow lead on/off lines to all runways.<br><br>Taxiway marking aid(s):<br>Yellow centre-line markings. Taxi holding point markings. |
| 3 | Stop bars and runway guard lights (if any) | A1, B1, C1, F1 |
| 4 | Other runway protection measures | |
| 5 | Remarks | 3 WDI's: 581229.70N 0061954.02W (LGTD) - 581320.23N 0061949.69W (LGTD) - 581257.70N 0061939.77W. |

## EGPO AD 2.10 AERODROME OBSTACLES

| In Approach/Take-off areas | | | | | | |
|---|---|---|---|---|---|---|
| **Obstacle ID/ Designation** | **Obstacle Type** | **Obstacle Position** | **Elevation/Height** | | **Obstruction Lighting Type/ Colour** | **Remarks** |
| **1** | **2** | **3** | **4** | | **5** | **6** |
| (EGPO7336) 18/APPROACH 36/ TAKE-OFF | LLZ HUT | 581332.61N 0062002.52W | 27 FT | 9 FT | Yes Red | |
| (EGPO8006) 18/APPROACH 36/ TAKE-OFF | LLZ 36 OBS | 581332.44N 0061958.05W | 25 FT | 9 FT | Yes Red | |
| (EGPO8007) 18/APPROACH 36/ TAKE-OFF | LLZ 36 OBS | 581332.37N 0061959.42W | 25 FT | 9 FT | Yes Red | |
| (EGPO8005) 18/APPROACH 36/ TAKE-OFF | LLZ 36 | 581332.33N 0061958.03W | 25 FT | 7 FT | No | |
| (EGPO8008) 18/APPROACH 36/ TAKE-OFF | LLZ 36 | 581332.26N 0061959.40W | 25 FT | 7 FT | No | |
| (EGPO7598) 24/TAKE-OFF | TREE | 581233.47N 0062100.19W | 126 FT | 36 FT | No | |
| (EGPO8017) 36/APPROACH 18/ TAKE-OFF | APPROACH LT | 581215.87N 0061944.19W | 17 FT | 2 FT | No | |
| (EGPO8026) 36/APPROACH 18/ TAKE-OFF | NFM 18 | 581215.56N 0061944.12W | 18 FT | 4 FT | No | |
| (EGPO8003) 36/APPROACH 18/ TAKE-OFF | LLZ 18 | 581213.31N 0061943.01W | 27 FT | 10 FT | No | |
| (EGPO8000) 36/APPROACH 18/ TAKE-OFF | LLZ 18 | 581213.24N 0061944.38W | 27 FT | 10 FT | No | |
| (EGPO8002) 36/APPROACH 18/ TAKE-OFF | LLZ 18 OBS | 581213.20N 0061942.99W | 27 FT | 11 FT | Yes Red | |
| (EGPO8001) 36/APPROACH 18/ TAKE-OFF | LLZ 18 OBS | 581213.13N 0061944.36W | 27 FT | 11 FT | Yes Red | |
| (EGPO8023) 36/APPROACH 18/ TAKE-OFF | LLZ HUT | 581212.64N 0061947.43W | 32 FT | 7 FT | Yes | |
| (EGPO7127) 36/APPROACH 18/ TAKE-OFF | MOBILE OBST | 581212.41N 0061941.44W | 32 FT | 16 FT | No | |
| (EGPO7126) 36/APPROACH 18/ TAKE-OFF | MOBILE OBST | 581212.34N 0061942.69W | 34 FT | 16 FT | No | |
| (EGPO7125) 36/APPROACH 18/ TAKE-OFF | MOBILE OBST | 581212.26N 0061943.98W | 38 FT | 16 FT | No | |
| (EGPO7124) 36/APPROACH 18/ TAKE-OFF | MOBILE OBST | 581212.18N 0061945.34W | 41 FT | 16 FT | No | |
| (EGPO7123) 36/APPROACH 18/ TAKE-OFF | MOBILE OBST | 581212.11N 0061946.53W | 44 FT | 16 FT | No | |
| (EGPO1136) 36/APPROACH 18/ TAKE-OFF | POWER POLE | 581155.29N 0061947.00W | 78 FT | 27 FT | No | |
| (EGPO1152) 36/APPROACH 18/ TAKE-OFF | BUILDING | 581154.21N 0061954.11W | 77 FT | 25 FT | No | |
| (EGPO1146) 36/APPROACH 18/ TAKE-OFF | BUILDING | 581154.00N 0061948.79W | 72 FT | 20 FT | No | |
| (EGPO3076) 36/APPROACH 18/ TAKE-OFF | TELEPHONE POLE | 581153.31N 0061953.84W | 82 FT | 25 FT | No | |

| In Approach/Take-off areas | | | | | | |
|---|---|---|---|---|---|---|
| **Obstacle ID/ Designation** | **Obstacle Type** | **Obstacle Position** | **Elevation/Height** | | **Obstruction Lighting Type/ Colour** | **Remarks** |
| **1** | **2** | **3** | **4** | | **5** | **6** |
| (EGPO3078) 36/APPROACH 18/ TAKE-OFF | TELEPHONE POLE | 581153.29N 0061942.85W | 66 FT | 28 FT | No | |
| (EGPO7558) 36/APPROACH 18/ TAKE-OFF | TREE | 581153.25N 0061944.42W | 65 FT | 25 FT | No | |
| (EGPO7563) 36/APPROACH 18/ TAKE-OFF | TREE | 581153.07N 0061952.77W | 74 FT | 15 FT | No | |

| In circling area and at aerodrome | | | | | | |
|---|---|---|---|---|---|---|
| **Obstacle ID/ Designation** | **Obstacle Type** | **Obstacle Position** | **Elevation/Height** | | **Obstruction Lighting Type/ Colour** | **Remarks** |
| **1** | **2** | **3** | **4** | | **5** | **6** |
| (EGPO1928) | WIND TURBINE | 581955.29N 0061354.18W | 596 FT | 253 FT | No | |
| (EGPO7930) | TREE | 581449.13N 0062022.73W | 151 FT | 64 FT | No | |
| (EGPO3066) | WIND TURBINE | 581440.19N 0062412.04W | 409 FT | 132 FT | No | |
| (EGPO1528) | MAST | 581422.92N 0062348.98W | 317 FT | 49 FT | No | |
| (EGPO3104) | WIND TURBINE | 581357.32N 0063035.55W | 967 FT | 388 FT | Yes Red | |
| (EGPO1904) | WIND TURBINE | 581357.24N 0063055.84W | 857 FT | 386 FT | Yes Red | |
| (EGPO7776) | BUILDING FLAGPOLE | 581318.85N 0062401.20W | 331 FT | 100 FT | No | |
| (EGPO8012) | NDB SAY | 581255.72N 0061944.69W | 46 FT | 35 FT | Yes Red | |
| (EGPO8010) | DME STW SOY | 581254.56N 0061944.77W | 28 FT | 16 FT | Yes Red | |
| (EGPO3030) | TXRX MAST | 581251.64N 0061931.70W | 55 FT | 42 FT | Yes Red | |
| (EGPO8069) | WIND TURBINE | 581239.23N 0062931.89W | 995 FT | 657 FT | No | |
| (EGPO7743) | TREE | 581237.75N 0062353.15W | 229 FT | 121 FT | No | |
| (EGPO7770) | TREE | 581211.69N 0062351.41W | 259 FT | 61 FT | No | |
| (EGPO3032) | WIND TURBINE | 581129.68N 0061608.16W | 221 FT | 71 FT | Yes Red | |

## EGPO AD 2.11 METEOROLOGICAL INFORMATION PROVIDED

| | | |
|---|---|---|
| 1 | Associated MET Office | MET OFFICE ABERDEEN |
| 2 | Hours of service<br>MET Office outside hour | H24 |
| 3 | Office responsible for TAF preparation<br>Periods of validity | MET OFFICE ABERDEEN<br>9 hours |
| 4 | Trend forecast<br>Interval of issuance | |
| 5 | Briefing/consultation provided | Self briefing provided by ATS. |
| 6 | Flight documentation<br>Language(s) used | Charts abbreviated plain language text. TAFs/METARs.<br>English |
| 7 | Charts and other information available for briefing or consultation | Available on request from ATC. |
| 8 | Supplementary equipment available for providing information | Tel: ATIS (01851-707444 – H24). |
| 9 | ATS units provided with information | STORNOWAY |
| 10 | Additional information (limitation of service, etc.) | Outside aerodrome hours unverified automatic observations via ATIS on the telephone (see item 8). |

## EGPO AD 2.12 RUNWAY PHYSICAL CHARACTERISTICS

| Designations RWY Number | True bearing | Dimensions of RWY | Surface of RWY/ SWY/ Strength | THR co-ordinates/ THR Geoid undulation | THR elevation/ Highest elevation of TDZ of precision APP RWY | Slope of RWY/ SWY |
|---|---|---|---|---|---|---|
| 1 | 2 | 3 | 4 | 5 | 6 | 7 |
| 06 | 059.87° | 1000 x 23 M | RWY surface: Asphalt<br>PCN 9/F/B/Y/U | 581242.81N<br>0062012.82W<br>184.4 FT | THR 25.6 FT | |
| 24 | 239.88° | 1000 x 23 M | RWY surface: Asphalt<br>PCN 9/F/B/Y/U | 581259.02N<br>0061919.88W<br>184.4 FT | THR 21.3 FT | |
| 18 | 174.27° | 2088 x 45 M | RWY surface: Asphalt, Grooved<br>PCN 47/F/A/W/T | 581327.77N<br>0061957.85W<br>184.3 FT | THR 16.3 FT | |
| 36 | 354.28° | 2088 x 45 M | RWY surface: Asphalt, Grooved<br>PCN 47/F/A/W/T | 581220.65N<br>0061945.10W<br>184.4 FT | THR 15.2 FT | |

| SWY Dimensions | Clearway Dimensions | Strip Dimensions | RESA Dimensions, Overshoot / Undershoot | Location/ description of arresting system | OFZ | Remarks |
|---|---|---|---|---|---|---|
| 8 | 9 | 10 | 11 | 12 | 13 | 14 |
| | 150 x 80 M | 1120 x 80 M | | | | RWY 06 |
| | 150 x 80 M | 1120 x 80 M | | | | RWY 24 |
| | 142 x 150 M | 2208 x 280 M | | | | RWY 18<br><br>The 120 M of asphalt north of Runway 18 threshold is unfit for use by aircraft. |
| | 141 x 140 M | 2208 x 280 M | | | | RWY 36<br><br>The 120 M of asphalt south of Runway 36 threshold is unfit for use by aircraft. |

## EGPO AD 2.13 DECLARED DISTANCES

| Runway designator | TORA | TODA | ASDA | LDA | Remarks |
|---|---|---|---|---|---|
| 1 | 2 | 3 | 4 | 5 | 6 |
| 18 | 2088 M | 2230 M | 2088 M | 2088 M | |
| 36 | 2088 M | 2229 M | 2088 M | 2088 M | |
| 18 | 1829 M | 1972 M | 1829 M | | Take-off from Intersection with A1. |
| 18 | 923 M | 1065 M | 923 M | | Take-off from Intersection with RWY 06/24. |
| 36 | 1715 M | 1856 M | 1715 M | | Take-off from Intersection with C1. |
| 36 | 1189 M | 1330 M | 1189 M | | Take-off from Intersection with RWY 06/24. |
| 06 | 1000 M | 1150 M | 1000 M | 1000 M | |
| 24 | 1000 M | 1150 M | 1000 M | 1000 M | |

# EGPO AD 2.14 APPROACH AND RUNWAY LIGHTING

| RWY | Approach lighting Type/ Length/ Intensity | Threshold lighting Colour/Wing bars | VASIS/ MEHT/ PAPI/ PAPI Dist from THR | TDZ, lighting Length | Runway Centre Line lighting Length/ Spacing/ Colour/ Intensity | Runway edge lighting Length/ Spacing/ Colour/ Intensity | Runway end lighting Colour/ Wing bars | Stopway lighting Length/ Colour | Remarks |
|---|---|---|---|---|---|---|---|---|---|
| 1 | 2 | 3 | 4 | 5 | 6 | 7 | 8 | 9 | 10 |
| 06 | | Green<br>Light intensity low<br>Portable electric green wingbars.<br>Portable LI electric lights are available for use on Runway 06/24 as edge, threshold wingbar and stop end lighting.<br>Minimum 30 minutes prior notification required in order to deploy lighting. | APAPI<br>Left/4°<br>25 FT<br>134.5 M | | | Portable electric gauge<br>24 M<br>Light intensity low | Portable electric<br>Red<br>Light intensity low | | |
| 24 | | Green<br>Light intensity low<br>Portable electric green wingbars.<br>Portable LI electric lights are available for use on Runway 06/24 as edge, threshold wingbar and stop end lighting.<br>Minimum 30 minutes prior notification required in order to deploy lighting. | APAPI<br>Left/3.5°<br>20 FT<br>135.5 M | | | Portable electric gauge<br>24 M<br>Light intensity low | Portable electric<br>Red<br>Light intensity low | | |
| ← 18 | Centre-line with one crossbar.<br>150 M<br>Light intensity high | Light intensity high<br>Green wingbars | PAPI<br>Left/3°<br>64 FT<br>396 M | | | Gauge 54 M.<br>White with final 600 M yellow.<br>Light intensity high | Red | | |
| ← 36 | Centre-line with four crossbars.<br>750 M<br>Light intensity high | Light intensity high<br>Green wingbars | PAPI<br>Left/3°<br>38 FT<br>240 M | | | Gauge 54 M.<br>White with final 600 M yellow.<br>Light intensity high | Red | | |

## EGPO AD 2.15 OTHER LIGHTING, SECONDARY POWER SUPPLY

| | | |
|---|---|---|
| 1 | ABN/IBN location, characteristics and hours of operation | |
| 2 | LDI location and lighting<br>Anemometer location and lighting | Anemometer: Runway 18 - 581315.67N 0061947.29W, Runway 36 - 581232.16N 0061940.25W. |
| 3 | TWY edge and centre line lighting | EDGE: Blue edge Apron/Taxiway Alpha, Bravo and Charlie. Temporary raised taxiway edge lights on parts of Taxiways Bravo and Charlie replacing U/S flush lights. |
| 4 | Secondary power supply/switch-over time | Standby generator/15 seconds. |
| 5 | Remarks | Apron Floodlighting. Obstacle lighting. |

## EGPO AD 2.16 HELICOPTER LANDING AREA

**INTENTIONALLY BLANK**

## EGPO AD 2.17 AIR TRAFFIC SERVICES AIRSPACE

| Designation and lateral limits | Vertical Limits | Airspace Class | ATS unit callsign/ language | Transition Altitude | Hours of applicability | Remarks |
|---|---|---|---|---|---|---|
| 1 | 2 | 3 | 4 | 5 | 6 | 7 |
| STORNOWAY ATZ<br>A circle, 2.5 NM radius, centred at 581256N 0061952W on longest notified runway (18/36) | Upper limit: 2000 FT AGL<br>Lower limit: SFC | G | STORNOWAY APPROACH<br>English | 3000 FT | | ATZ may be re-activated at short notice, at any time, for air ambulance, SAR or emergency traffic. Pilots are advised to regard the ATZ as permanently active and to call and listen out on RTF. |

## EGPO AD 2.18 AIR TRAFFIC SERVICES COMMUNICATION FACILITIES

| Service Designation | Callsign | Channel/ Frequency(MHz) | SATVOICE number(s) | Logon Address | Hours of Operation | Remarks |
|---|---|---|---|---|---|---|
| 1 | 2 | 3 | 4 | 5 | 6 | 7 |
| APP | STORNOWAY APPROACH | 119.480<br>DOC 50 NM/ 15,000 FT. | | | Mon-Fri 0700-1945 (0600-1845); Sat 0700-1530 (0600-1430); Sun 1245-1745 (1145-1645). | ATZ hours coincident with Approach hours.<br><br>VDF<br>581247.95N 0061936.04W |
| TWR | STORNOWAY TOWER | 119.480 | | | Mon-Fri 0700-1945 (0600-1845); Sat 0700-1530 (0600-1430); Sun 1245-1745 (1145-1645). | VDF<br>581247.95N 0061936.04W |
| AFIS | STORNOWAY INFORMATION | 119.480 | | | By arrangement outside hours of ATC - Normally only available for SAR and Ambulance flights and aircraft in an emergency | VDF<br>581247.95N 0061936.04W<br><br>Due to AFISO training and maintenance of currency, AFISO phraseology may be in use during ATC published hours, with ATC in attendance.<br>ATC service will remain available at all times. Pilots will be advised of periods of AFISO training, normally via ATIS. |
| ATIS | STORNOWAY INFORMATION | 115.100<br>Frequency shared with VOR STN. | | | Mon-Fri 0700-1945 (0600-1845); Sat 0700-1530 (0600-1430); Sun 1245-1745 (1145-1645). | |
| OTHER | STORNOWAY FIRE CHIEF | 121.600<br>Non-ATS frequency. | | | Available when Fire vehicle attending aircraft on the ground in an emergency. | |

# EGPO AD 2.19 RADIO NAVIGATION AND LANDING AIDS

| Type of Aid CAT of ILS/MLS MAG Var/VOR Declination | Ident | Frequency | Hours of Operation | Position of transmitting antenna coordinates | Elevation of DME transmitting antenna | Remarks |
|---|---|---|---|---|---|---|
| 1 | 2 | 3 | 4 | 5 | 6 | 7 |
| ILS/LOC<br>1.79°W (2027) | STW | 110.900 MHz | Mon-Fri 0700-1945 (0600-1845); Sat 0700-1530 (0600-1430); Sun 1245-1745 (1145-1645). | 581213.22N 0061943.69W | | (RWY 18)<br><br>LOC only.<br>Hours of Operation as APP/TWR. See latest NOTAM for details. |
| ILS/LOC<br>1.79°W (2027) | SOY | 110.900 MHz | Mon-Fri 0700-1945 (0600-1845); Sat 0700-1530 (0600-1430); Sun 1245-1745 (1145-1645). | 581332.35N 0061958.72W | | (RWY 36)<br><br>LOC only. |
| VOR/DME<br>1.72°W (2027)<br>2.2°W (2022) | STN | 98X<br>115.100 MHz | Mon-Fri 0700-1945 (0600-1845); Sat 0700-1530 (0600-1430); Sun 1245-1745 (1145-1645). | 581225.02N 0061058.97W | 299 FT | VOR/DME DOC: 105 NM/50,000 FT (200 NM/50,000 FT in Sector R167-107).<br>L and VOR/DME available for approach and landing purposes only during the hours of APP. |
| NDB (L)<br>1.79°W (2027) | SAY | 431.000 kHz | Mon-Fri 0700-1945 (0600-1845); Sat 0700-1530 (0600-1430); Sun 1245-1745 (1145-1645). | 581255.72N 0061944.69W | | On AD. Range 40 NM. Co-located at DME. Normally radiates H24. L and VOR/DME available for approach and landing purposes only during the hours of APP. |
| DME | SOY | 46X<br>110.900 MHz | Mon-Fri 0700-1945 (0600-1845); Sat 0700-1530 (0600-1430); Sun 1245-1745 (1145-1645). | 581254.56N 0061944.77W | 28 FT | (RWY 36)<br><br>On AD.<br>DOC 25 NM/10,000 FT.<br>DME frequency paired with LOC STW and SOY.<br>Zero range is indicated at THR of Runway 18 and 36. |
| DME | STW | 46X<br>110.900 MHz | Mon-Fri 0700-1945 (0600-1845); Sat 0700-1530 (0600-1430); Sun 1245-1745 (1145-1645). | 581254.56N 0061944.77W | 28 FT | (RWY 18)<br><br>On AD.<br>DOC 25 NM/10,000 FT.<br>DME frequency paired with LOC STW and SOY.<br>Zero range is indicated at THR of Runway 18 and 36. |

# EGPO AD 2.20 LOCAL AERODROME REGULATIONS

## 1 AIRPORT REGULATIONS

a) Use of this airport by aircraft not able to communicate with ATC by radio is strictly PPR.
b) Aircraft that do not require the use of a licensed aerodrome and that wish to operate outwith the notified aerodrome hours of operation must comply with Highlands and Islands Airports Limited Out of Hours Indemnity Scheme. Details of the scheme and an application form can be obtained from the HIAL website or HIAL Tel: 01667-462445.
c) Use of Stornoway aerodrome is subject to standard Terms and Conditions of Use, which can be requested from the aerodrome.
d) High visibility clothing is to be worn when airside.

## 2 GROUND MOVEMENT

a) Pilots are advised that the width of the Alpha and Charlie taxiways on the East side of the aerodrome is 15 M.
b) Pilots are reminded that aircraft using the Main Apron will normally be marshalled. Caution should be exercised when manoeuvring due to the proximity of lighting pylons at the southern edge of the Main apron.
c) Pilots should exercise caution when operating in the area north and south of the hangar because of vehicular activity which is not subject to ground movement control.
d) All parking is normally under the direction of the marshaller.
e) The taxiway to the north of Echo 2 is unusable.
f) To permit crossing of the southern taxiway by pedestrians and non-radio equipped vehicles, a crossing is established between Taxiway Charlie and the Control Tower Building. During the notified hours of ATC/AFIS this crossing is controlled by traffic lights. The traffic light signal is located above the front door of the Control Tower. Pedestrians and vehicles must not cross the taxiway, in either direction, when this light is red. Outwith the notified hours of ATC/AFIS the traffic light is OFF, however, pedestrians/vehicles must exercise extreme caution as aircraft operating out of hours may be using the taxiway. This crossing is not available during LVP operations, ATC will advise.
g) Marshalling will be provided at the Marshaller's discretion when the wind speed is in excess of 40 KT.
h) When manoeuvring on Runway 18/36 aircraft must not proceed beyond the runway stopend lights. The area beyond is unfit for normal movement of aircraft and is marked as such by yellow chevrons.
i) Access from the Lower Apron is restricted to the adjacent exit gate and to the ATC building. A walkway (painted green) with painted footprints and signage will guide all Lower Apron users to either the ATC Control Tower building or the exit gate. Crossing the active taxiway to the ATC Control Tower building is controlled by traffic lights situated above the entry door of the Control Tower building. Airside access to the Terminal building from either the Lower Apron or ATC is strictly prohibited and the exit gate adjacent to the Lower Apron must always be used.To open the pedestrian gate, first press the electrical release switch on the grey cabinet to the left of the gate, then twist the opening handle. Ensure that the gate is securely closed after you pass through. Be advised the access gate is electronically controlled, so when you require access airside you will have to visit the Security Office in the main Terminal who will issue you with a Temporary Airside Pass (don’t forget to have your photo ID and hi-visibility jacket with you), they will then escort you airside.Once airside, hangar access is by request to the marshaller or telephone 01851-707415 (ATC).

j) High ground to north and west rising to 1000 FT within 7 NM.
k) Pilots are reminded that Taxiway Alpha, between main apron Gate 10 and the Gaydon hangar, is used regularly by vehicular traffic under the control of ATS. Vehicles using this taxiway may be seen by taxiing aircraft using the Apron Taxiway, Taxiway Bravo and Taxiway Charlie.
l) Landing fees shall be issued via invoice. Billing address details will be obtained from PPR forms.

## 3 CAT II/III OPERATIONS

Not applicable

## 4 WARNINGS

a) No ground signals except light signals.
b) Flocks of geese present in fields adjacent to the aerodrome, all year round.
c) Birds can be expected on all approaches. Dedicated bird patrols during operational hours under control of ATS. Increased risk from birds at low tide on approach to Runway 18.
d) Minimum approach angles of 3° (indicated by the PAPI) must be strictly adhered to when using Runway 36 due to vehicles on road within undershoot.
e) Grass areas are soft and unsafe. Poor load bearing characteristics may be found on runway/taxiway strips and the area adjacent to the apron. Only marked taxiways are to be used. Pilots are warned to exercise caution whilst taxiing between the Main Apron and Alpha 3 as this portion of taxiway includes a compound curve and taxiway centre-line markings must be followed to ensure clearance distances from pavement edge are maintained.
f) A Coastguard helicopter operates from Stornoway and will be given appropriate priority over other traffic when operating on search and rescue duties. These activities may take place throughout the 24 hour period and pilots using out of hours permission at Stornoway should therefore exercise appropriate caution.
g) Pilots are reminded that they should not cross the Runway 18 threshold when lining up for departure. The area beyond the Runway 18 threshold and marked with chevrons is for the protection of the Runway 36 Localiser monitor antenna (Lit).

## 5 HELICOPTER OPERATIONS

a) Light helicopters are not required to use the runways and may arrive depart from the appropriate apron.
b) Rotors running refuel is not permitted.
c) Pilots of helicopters engaged in Public Transport Operations are required to provide ATS an ETA/ETD giving at least 10 minutes notice. This may be done via telephone or RTF.
d) Pilots are reminded that routine helicopter winching training takes place on the Gaydon South Apron and the Gaydon North Apron. S92 helicopters may hover, up to a max of 300 FT AGL with the winch cable attached to a ground weight. These operations are separated for wake turbulence purposes from Runways 18/36 and 06/24. Traffic Information on these operations will be passed by ATS.

## 6 USE OF RUNWAYS

a) Runway 06/24 is not available for night landings but is available for use by Air Ambulance and SAR ops on request.
b) Runway departure restriction for aircraft requiring the use of a licensed aerodrome:

i. **Runway 18/36** . Except where an AOC holder has a less restrictive State authorised take-off minima, departures in RVR conditions of less than 400 M are not permitted;
ii. **Runway 06/24** . Except where an AOC holder has a less restrictive State authorised take-off minima, departures when the reported MET visibility is 800 M or less are not permitted.

c) Runway 06/24 is not available for landing or take-off outside of aerodrome opening hours. Aircraft operating outside aerodrome opening hours in accordance with HIAL's Out of Hours Indemnity Scheme must exercise caution when taxiing on the Charlie, Bravo and Alpha Taxiways as vehicles may be operating on those routes.

## 7 TRAINING

Not applicable

# EGPO AD 2.21 NOISE ABATEMENT PROCEDURES

Not applicable

# EGPO AD 2.22 FLIGHT PROCEDURES

## 1 INSTRUMENT APPROACH PROCEDURES

a) Instrument Approach Procedures (IAP) for this aerodrome are established outside controlled airspace. See ENR 1.5.

## 2 NORTH ATLANTIC DEPARTURES

a) Due to the proximity of the Shanwick Oceanic boundary to Stornoway, pilots must consider timescales for submitting an 'RCL'. Refer to ENR 2.2, paragraph 3.8.2 for details.

## 3 CIRCUITS

a) Circuit directions: Runways 18 and 24 - LH; Runways 06 and 36 - RH. Unless otherwise instructed by ATC.

## 4 AIR TRAFFIC SERVICES OUTSIDE CONTROLLED AIRSPACE

a) During notified ATC hours of Service, a procedural service will routinely be applied to IFR flights. Pilots will be expected to accept Level, Radial, Track and Time allocations that may require flight in IMC. A basic service will be routinely applied to VFR flights. A pilot may request another service if considered more appropriate.
b) Outside notified ATC hours of service, a basic service will always be applied to SAR and ambulance flights by an AFISO.

## 5 RADIO COMMUNICATION FAILURE PROCEDURES

a) The pilot of a VFR flight experiencing communications failure should join overhead at 2000 FT and descend into the circuit pattern for the runway in use watching for light signals from the Tower all the while. Should a light signal not be forthcoming on turning onto final approach, the pilot should level off at not below 450 FT and fly parallel to the runway, and adjacent to the Tower, to attract attention.

## 6 VISUAL REFERENCE POINTS (VRP)

a) Details of VRPs are available in the consolidated 'Visual Reference Points List' published on the 'Digital Dataset' page of the NATS AIS website, www.nats.aero/ais.

# EGPO AD 2.23 ADDITIONAL INFORMATION

a) Aircraft operators are responsible for the searching of any aircraft parked either overnight or within the demarcated area prior to departure.

# EGPO AD 2.24 CHARTS RELATED TO AN AERODROME

AERODROME CHART - ICAO
AD 2.EGPO-2-1
INSTRUMENT APPROACH CHART LOC/DME/NDB(L) RWY 18 - ICAO
AD 2.EGPO-8-1
INSTRUMENT APPROACH CHART NDB(L)/DME RWY 18 - ICAO
AD 2.EGPO-8-2
INSTRUMENT APPROACH CHART NDB(L) RWY 18 - ICAO
AD 2.EGPO-8-3
INSTRUMENT APPROACH CHART DIRECT ARRIVALS to LOC and NDB(L) RWY 18 - ICAO
AD 2.EGPO-8-4
INSTRUMENT APPROACH CHART LOC/DME/NDB(L) RWY 36 - ICAO
AD 2.EGPO-8-5
INSTRUMENT APPROACH CHART LOC/NDB(L) RWY 36 - ICAO
AD 2.EGPO-8-6
INSTRUMENT APPROACH CHART NDB(L)/DME RWY 36 - ICAO
AD 2.EGPO-8-7
INSTRUMENT APPROACH CHART NDB(L) RWY 36 - ICAO
AD 2.EGPO-8-8
INSTRUMENT APPROACH CHART DIRECT ARRIVALS to LOC and NDB(L) RWY 36 - ICAO
AD 2.EGPO-8-9
INSTRUMENT APPROACH CHART VOR/DME TO AERODROME - ICAO
AD 2.EGPO-8-10

# EGPO AD 2.25 VISUAL SEGMENT SURFACE (VSS) PENETRATION

Not applicable

**INTENTIONALLY BLANK**

# AERODROME CHART - ICAO

ARP 581256N 0061952W

AD ELEV 26FT

# STORNOWAY
## EGPO

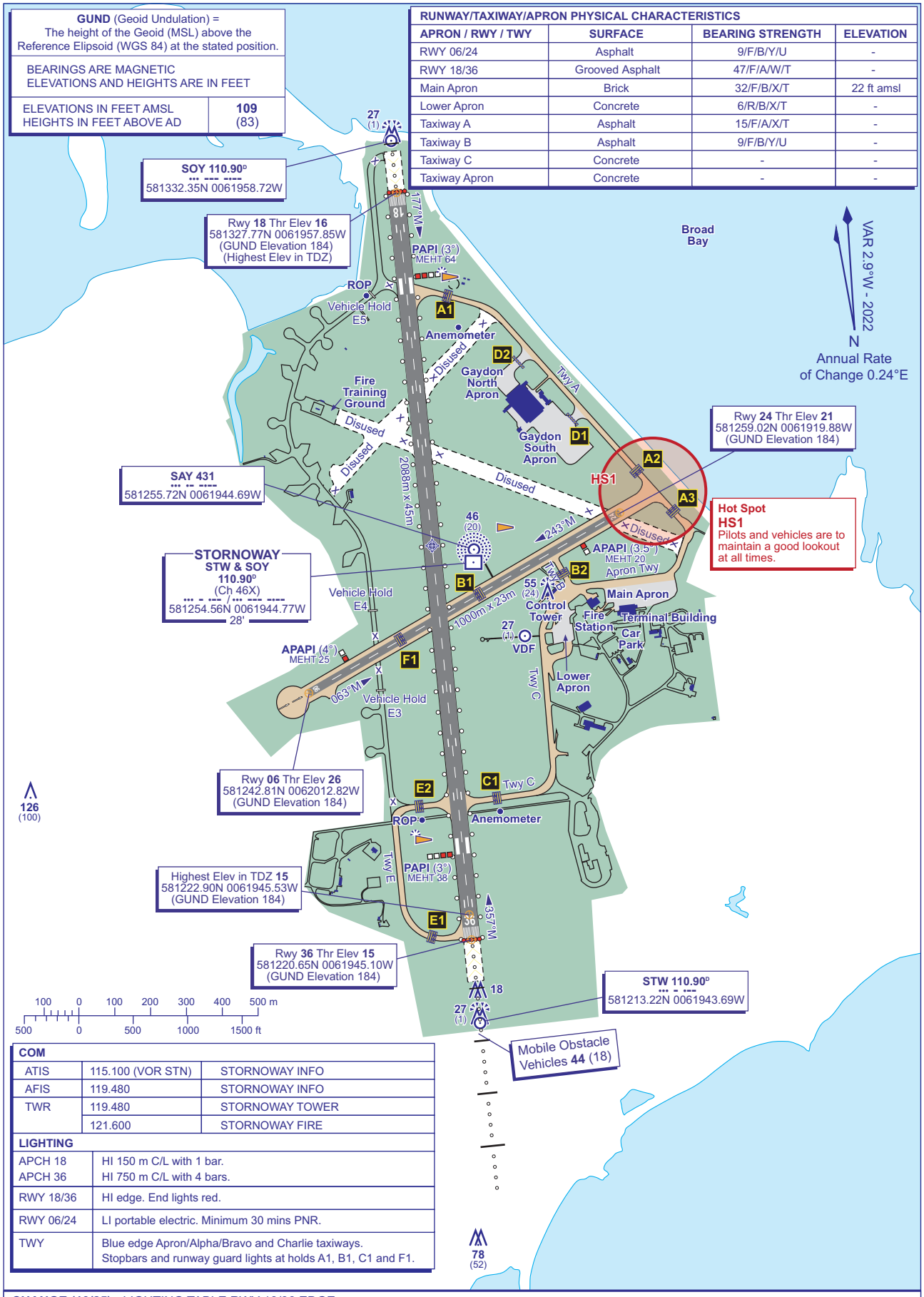
**GUND** (Geoid Undulation) = The height of the Geoid (MSL) above the Reference Elipsoid (WGS 84) at the stated position.

BEARINGS ARE MAGNETIC
ELEVATIONS AND HEIGHTS ARE IN FEET

ELEVATIONS IN FEET AMSL
HEIGHTS IN FEET ABOVE AD — **109** (83)

**RUNWAY/TAXIWAY/APRON PHYSICAL CHARACTERISTICS**

| APRON / RWY / TWY | SURFACE | BEARING STRENGTH | ELEVATION |
|---|---|---|---|
| RWY 06/24 | Asphalt | 9/F/B/Y/U | - |
| RWY 18/36 | Grooved Asphalt | 47/F/A/W/T | - |
| Main Apron | Brick | 32/F/B/X/T | 22 ft amsl |
| Lower Apron | Concrete | 6/R/B/X/T | - |
| Taxiway A | Asphalt | 15/F/A/X/T | - |
| Taxiway B | Asphalt | 9/F/B/Y/U | - |
| Taxiway C | Concrete | - | - |
| Taxiway Apron | Concrete | - | - |




| COM | | |
|---|---|---|
| ATIS | 115.100 (VOR STN) | STORNOWAY INFO |
| AFIS | 119.480 | STORNOWAY INFO |
| TWR | 119.480 | STORNOWAY TOWER |
| | 121.600 | STORNOWAY FIRE |

| LIGHTING | |
|---|---|
| APCH 18<br>APCH 36 | HI 150 m C/L with 1 bar.<br>HI 750 m C/L with 4 bars. |
| RWY 18/36 | HI edge. End lights red. |
| RWY 06/24 | LI portable electric. Minimum 30 mins PNR. |
| TWY | Blue edge Apron/Alpha/Bravo and Charlie taxiways.<br>Stopbars and runway guard lights at holds A1, B1, C1 and F1. |

**CHANGE (10/25):** LIGHTING TABLE RWY 18/36 EDGE.

AERO INFO DATE 15 JUL 25

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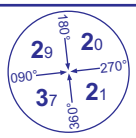
# INSTRUMENT APPROACH CHART - ICAO

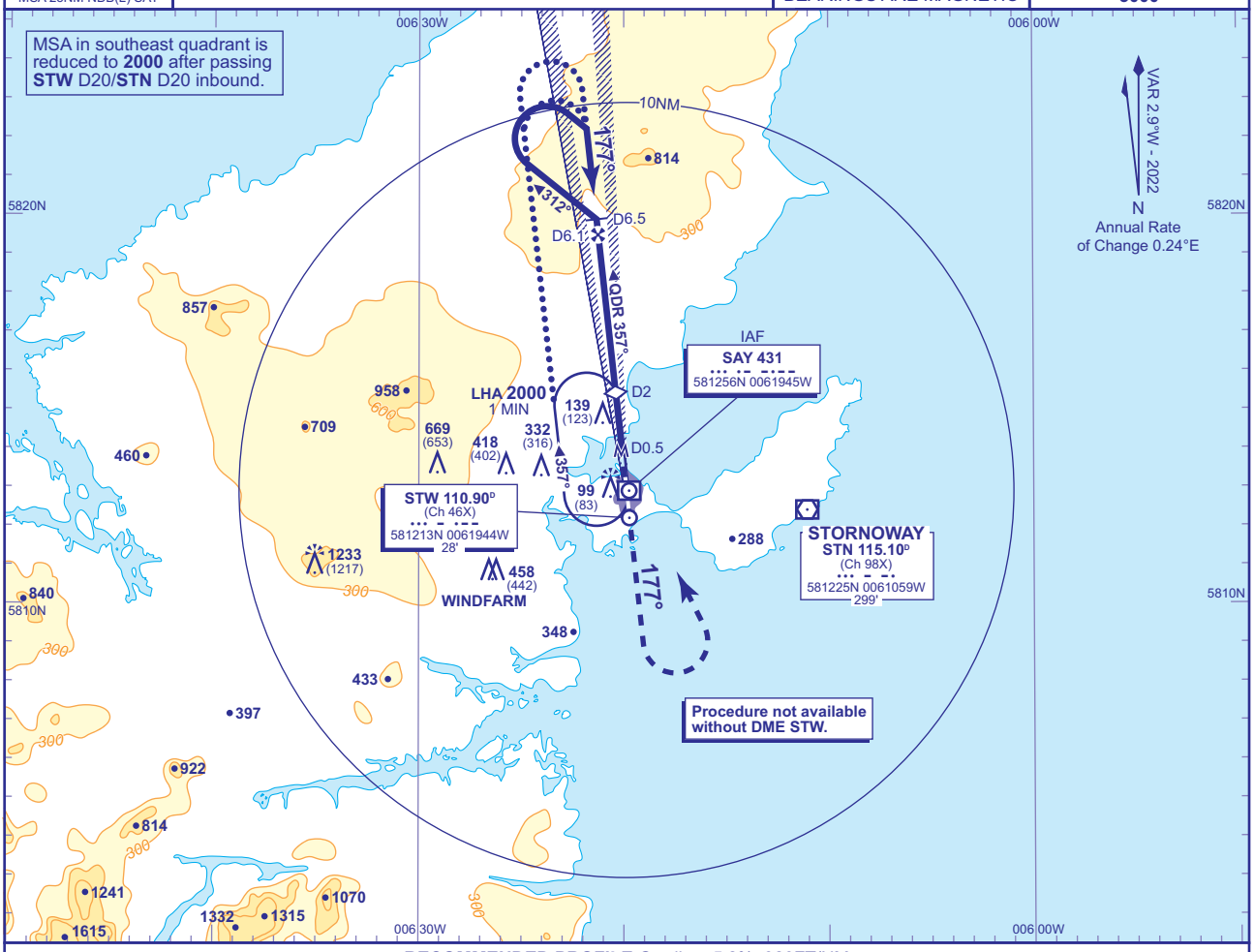
# STORNOWAY LOC/DME/NDB(L) RWY 18
(ACFT CAT A,B,C,D)



MSA 25NM NDB(L) SAY

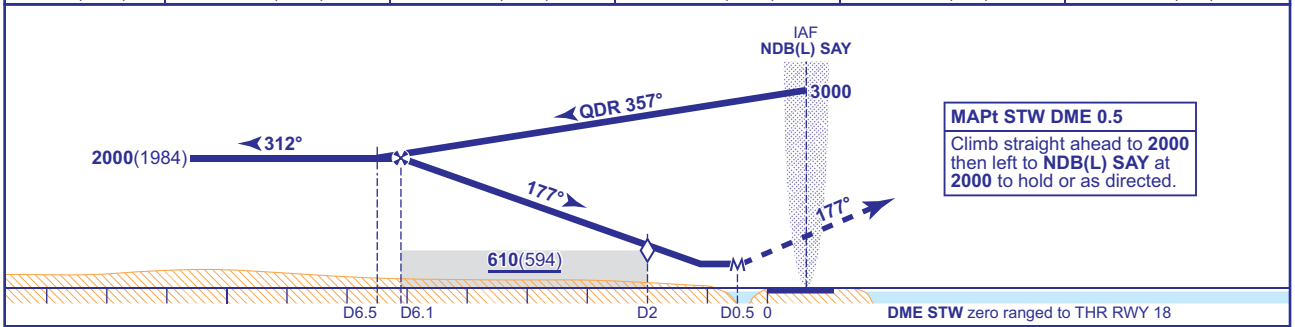
| | | | | | |
|---|---|---|---|---|---|
| APP | 119.480 | STORNOWAY APPROACH | AD ELEVATION | 26 |
| TWR | 119.480 | STORNOWAY TOWER | THR ELEVATION | 16 |
| AFIS | 119.480 | STORNOWAY INFORMATION | OBSTACLE ELEVATION | 1233 AMSL (1217) (ABOVE THR) |
| ATIS | 115.100 | STORNOWAY INFORMATION | BEARINGS ARE MAGNETIC | |

TRANSITION ALTITUDE **3000**




**RECOMMENDED PROFILE** Gradient 5.2%, 320FT/NM

| DME STW | 5 | 4 | 3 | 2 (SDF) | 1 |
|---|---|---|---|---|---|
| ALT(HGT) | **1650**(1634) | **1330**(1314) | **1020**(1004) | **700**(684) | **380**(364) |




| Aircraft Category | | A | B | C | D |
|---|---|---|---|---|---|
| OCA (OCH) | LOC/DME | **390**(374) | **390**(374) | **390**(374) | **390**(374) |
| VM(C)OCA (OCH AAL) | Total Area | **500**(474) | **630**(604) | **860**(834) | **1060**(1034) |
| | East of RWY 18/36 | **500**(474) | **530**(504) | **690**(664) | **770**(744) |

| Rate of descent | G/S KT | 160 | 140 | 120 | 100 | 80 |
|---|---|---|---|---|---|---|
| | FT/MIN | 850 | 740 | 630 | 530 | 420 |

**ALTERNATIVE PROCEDURE** EXTENDED HOLDING PATTERN
Overhead NDB(L) SAY (IAF) at **3000**(2984) extend the outbound leg of the holding pattern descending to **2000**(1984). At STW DME 9 (CAT A,B); STW DME 10 (CAT C,D), turn right onto LOC and continue as for basic procedure.

**NOTE 1** Lowest altitude to commence procedure from hold is **2000**.
**2** Direct arrivals are detailed on AD 2-EGPO-8-5.
**3** Initial approach from VOR/DME STN is detailed on AD 2-EGPO-8-4.

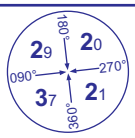
**CHANGE (8/22):** LOC/DME STW CALLSIGN CORRECTED.

AERO INFO DATE 17 MAY 22

AD 2-EGPO-8-1

## INSTRUMENT APPROACH CHART - ICAO

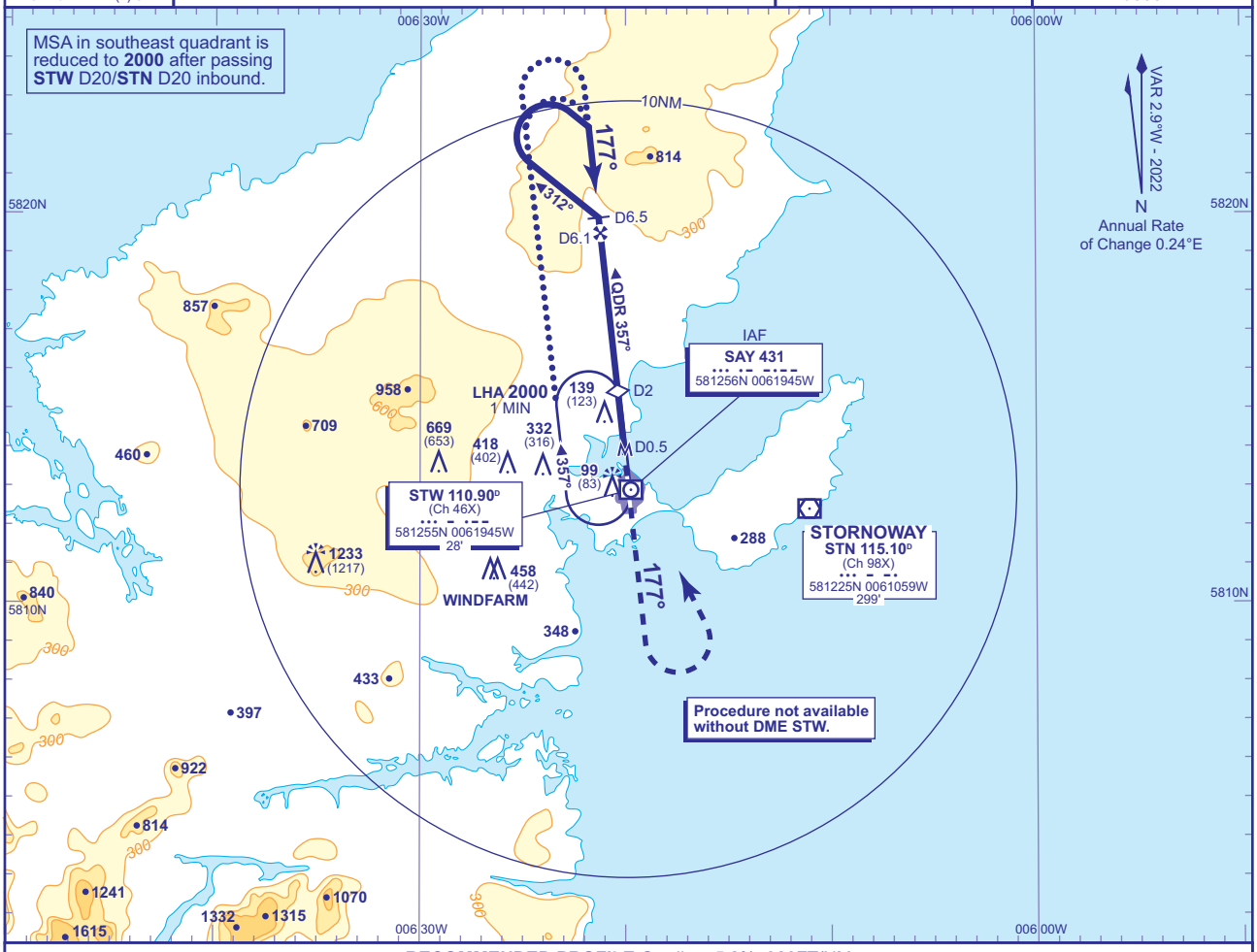
# STORNOWAY NDB(L)/DME RWY 18
(ACFT CAT A,B,C,D)



MSA 25NM NDB(L) SAY

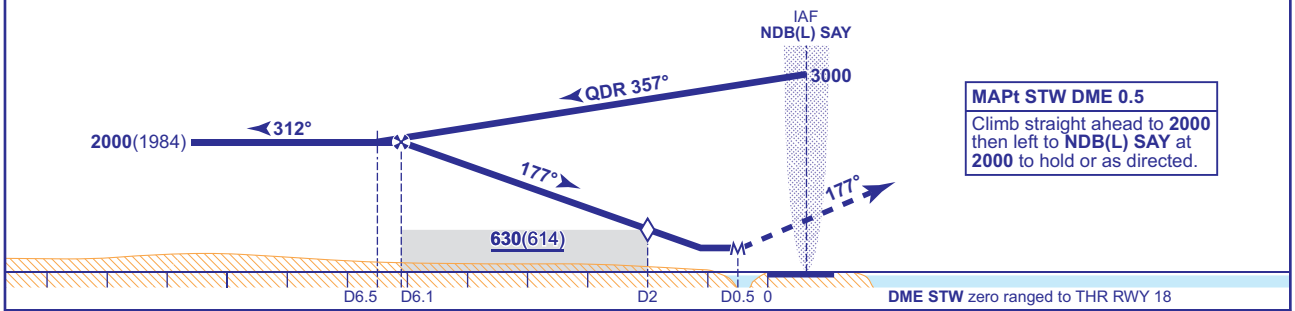
| | | | | | |
|---|---|---|---|---|---|
| APP | 119.480 | STORNOWAY APPROACH | AD ELEVATION | 26 | |
| TWR | 119.480 | STORNOWAY TOWER | THR ELEVATION | 16 | |
| AFIS | 119.480 | STORNOWAY INFORMATION | OBSTACLE ELEVATION | | |
| ATIS | 115.100 | STORNOWAY INFORMATION | **1233 AMSL** (1217) (ABOVE THR) | | |
| | | | BEARINGS ARE MAGNETIC | | |

TRANSITION ALTITUDE **3000**




**RECOMMENDED PROFILE** Gradient 5.2%, 320FT/NM

| **DME STW** | 5 | 4 | 3 | 2 **(SDF)** |
|---|---|---|---|---|
| **ALT**(HGT) | **1650**(1634) | **1330**(1314) | **1020**(1004) | **700**(684) |




**MAPt STW DME 0.5**
Climb straight ahead to **2000** then left to **NDB(L) SAY** at **2000** to hold or as directed.

| **Aircraft Category** | | **A** | **B** | **C** | **D** |
|---|---|---|---|---|---|
| **OCA** (OCH) | **Procedure** | **420**(404) | **420**(404) | **420**(404) | **420**(404) |
| **VM(C)OCA** (OCH AAL) | **Total Area** | **500**(474) | **630**(604) | **860**(834) | **1060**(1034) |
| | **East of RWY 18/36** | **500**(474) | **530**(504) | **690**(664) | **770**(744) |

| **Rate of descent** | **G/S KT** | 160 | 140 | 120 | 100 | 80 |
|---|---|---|---|---|---|---|
| | **FT/MIN** | 850 | 740 | 630 | 530 | 420 |

**ALTERNATIVE PROCEDURE** EXTENDED HOLDING PATTERN
Overhead NDB(L) SAY (IAF) at **3000**(2984) extend the outbound leg of the holding pattern descending to **2000**(1984). At STW DME 9 (CAT A,B); STW DME 10 (CAT C,D), turn right onto extended FAT and continue as for basic procedure.

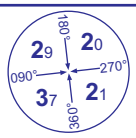
**NOTE 1** Lowest altitude to commence procedure from hold is **2000**.
**2** Direct arrivals are detailed on AD 2-EGPO-8-5.
**3** Initial approach from VOR/DME STN is detailed on AD 2-EGPO-8-4.

**CHANGE (8/22):** DME STW CALLSIGN CORRECTED.

AERO INFO DATE 17 MAY 22 AD 2-EGPO-8-2

# INSTRUMENT APPROACH CHART - ICAO

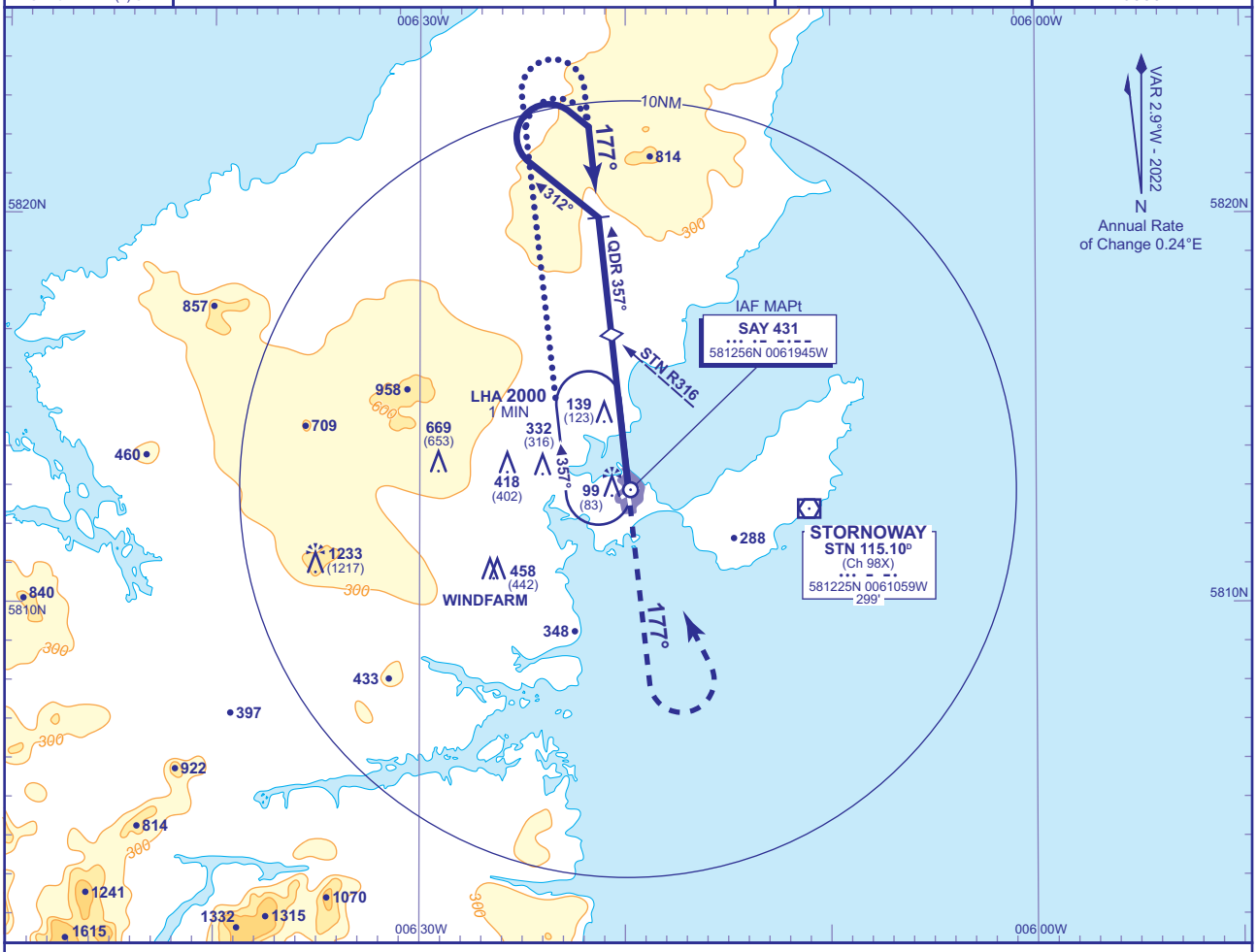
## STORNOWAY NDB(L) RWY 18
(ACFT CAT A,B,C,D)

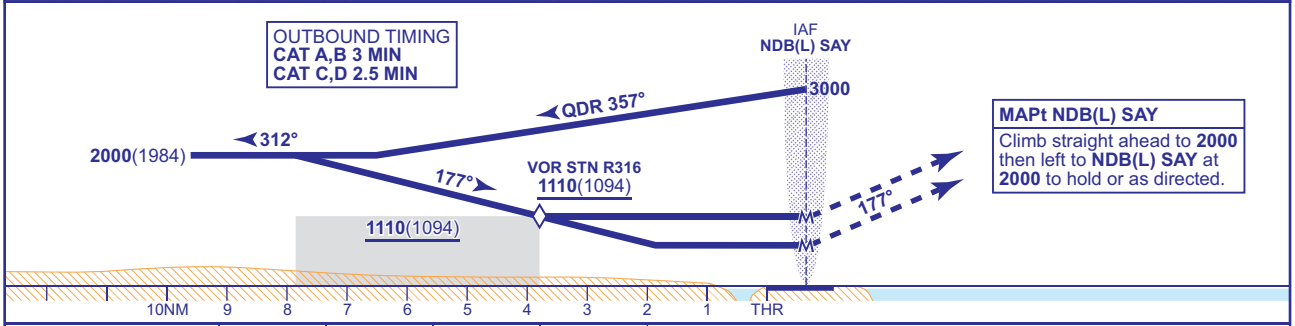


MSA 25NM NDB(L) SAY

| | | | | | |
|---|---|---|---|---|---|
| APP | 119.480 | STORNOWAY APPROACH | AD ELEVATION | 26 |
| TWR | 119.480 | STORNOWAY TOWER | THR ELEVATION | 16 |
| AFIS | 119.480 | STORNOWAY INFORMATION | OBSTACLE ELEVATION | |
| ATIS | 115.100 | STORNOWAY INFORMATION | 1233 AMSL (1217) (ABOVE THR) | |
| | | | BEARINGS ARE MAGNETIC | |

TRANSITION ALTITUDE **3000**




**MAPt NDB(L) SAY**
Climb straight ahead to **2000** then left to **NDB(L) SAY** at **2000** to hold or as directed.

| Aircraft Category | | A | B | C | D |
|---|---|---|---|---|---|
| OCA (OCH) | NO DME | **1110**(1094) | **1110**(1094) | **1110**(1094) | **1110**(1094) |
| | WITH STN | **610**(594) | **610**(594) | **610**(594) | **610**(594) |
| VM(C)OCA (OCH AAL) | Total Area | **1120**(1094) | **1120**(1094) | **1120**(1094) | **1120**(1094) |
| | East of RWY 18/36 | **1120**(1094) | **1120**(1094) | **1120**(1094) | **1120**(1094) |

**ALTERNATIVE PROCEDURE** EXTENDED HOLDING PATTERN
Overhead NDB(L) SAY (IAF) at **3000**(2984) fly outbound leg of the holding pattern for 3 MIN (CAT A,B) or 2.5 MIN (CAT C,D) descending to **2000**(1984), turn right onto FAT and continue as for basic procedure.

**AIRCRAFT ABLE TO RECEIVE VOR STN**
Aircraft able to receive VOR STN may continue to lower MDH after passing VOR STN step-down R316 inbound.

**NOTE 1** Lowest altitude to commence procedure from hold is **2000**.
**2** Initial approach from VOR/DME STN is detailed on AD 2-EGPO-8-4.

**CHANGE (6/25):** VM(C)OCA(OCH AAL) TOTAL AREA AND EAST OF RWY 18/36 ALL CAT.

AERO INFO DATE 31 MAR 25
AD 2-EGPO-8-3

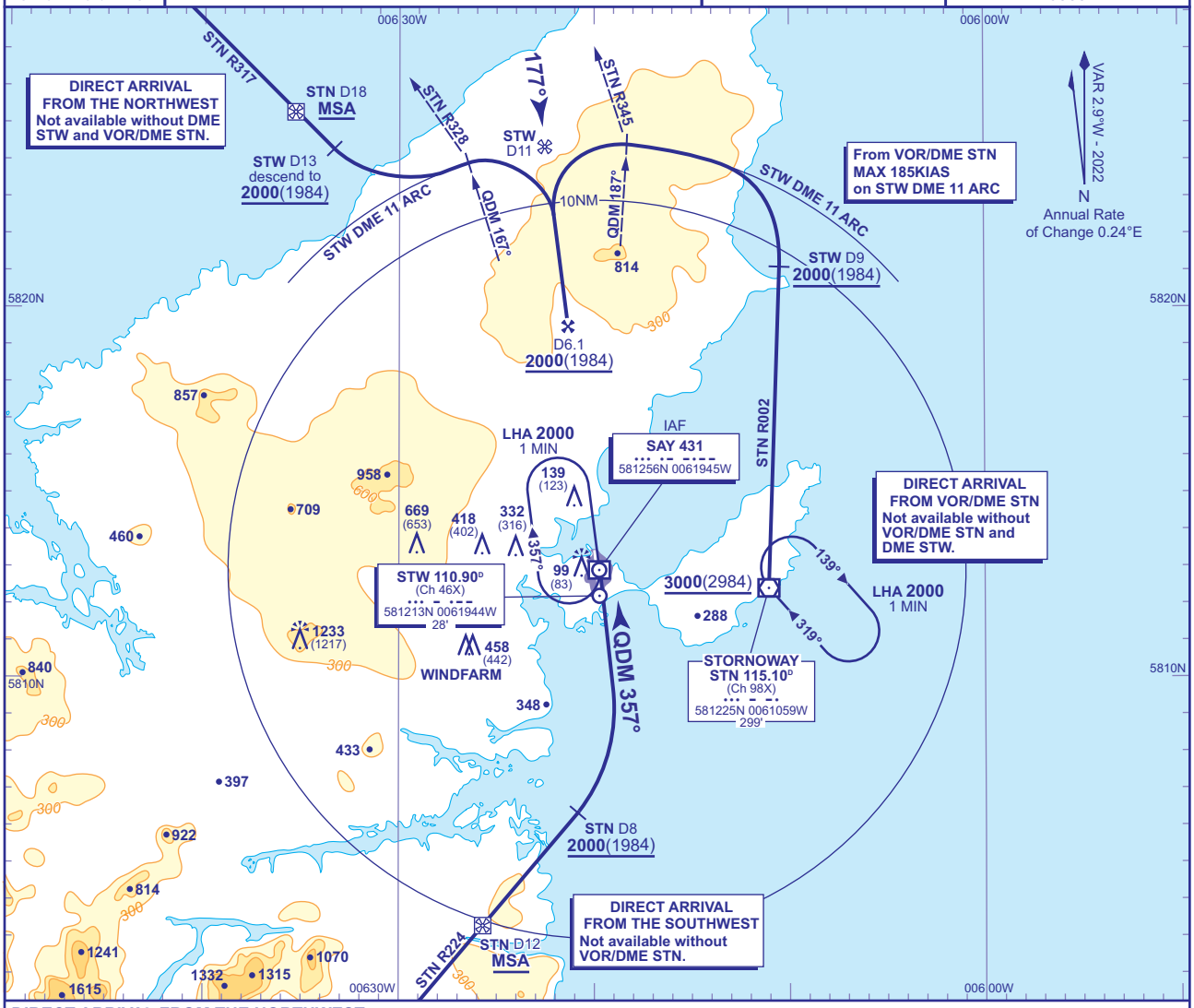
## INSTRUMENT APPROACH CHART - ICAO

# STORNOWAY DIRECT ARRIVALS to LOC and NDB(L) RWY 18
(ACFT CAT A,B,C,D)

| | | | | | |
|---|---|---|---|---|---|
| APP | 119.480 | STORNOWAY APPROACH | AD ELEVATION | 26 |
| TWR | 119.480 | STORNOWAY TOWER | THR ELEVATION | 16 |
| AFIS | 119.480 | STORNOWAY INFORMATION | OBSTACLE ELEVATION 1233 AMSL (1217) (ABOVE THR) | |
| ATIS | 115.100 | STORNOWAY INFORMATION | BEARINGS ARE MAGNETIC | |

MSA 25NM VOR/DME STN

TRANSITION ALTITUDE 3000




**DIRECT ARRIVAL FROM THE NORTHWEST**
Arrival from AKIVO on STN R317 (QDM 137°) **not below FL75**. Request ATC approval for direct arc arrival when within STN D43. Subject to ATC approval, after passing VOR STN D28 (STW D25) descend **not below MSA**, and after passing STN D18 (IAF) continue desecent to **2000**. At STW D13, turn left onto STW DME 11 arc clockwise; at lead radial NDB(L) SAY QDM 167° (VOR STN R328) turn right onto LOC/extended FAT. When established continue as for basic procedure.

**DIRECT ARRIVAL FROM THE SOUTHWEST**
Arrival on STN R224 (QDM 044°) **not below MSA**. Request ATC approval for direct arrival when within STN D30. Subject to ATC approval, after passing VOR STN D12 descend **not below 2000**. From STN D8 turn left to establish inbound to NDB(L) SAY QDM 357°. From NDB(L) SAY (IAF) at **2000**(1984) continue with appropriate procedure.

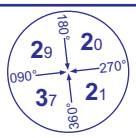
**DIRECT ARRIVAL FROM VOR/DME STN**
Arrival at VOR/DME STN **not below 3000** (lowest altitude to commence procedure from Hold is **3000**). Request ATC approval for direct arrival when within VOR/DME STN D30. Subject to ATC approval, after passing VOR/DME STN proceed on VOR/DME STN R002, descend to **not below 2000**. At STW D9 turn left onto the STW DME 11 arc anticlockwise; at lead radial NDB(L) SAY QDM 187° (VOR/DME STN R345) turn left on to LOC/extended FAT. When established continue as for basic procedure.

**CHANGE (5/23):** VOR STN RECALIBRATION.

AERO INFO DATE 24FEB 23 AD 2-EGPO-8-4

# INSTRUMENT APPROACH CHART - ICAO

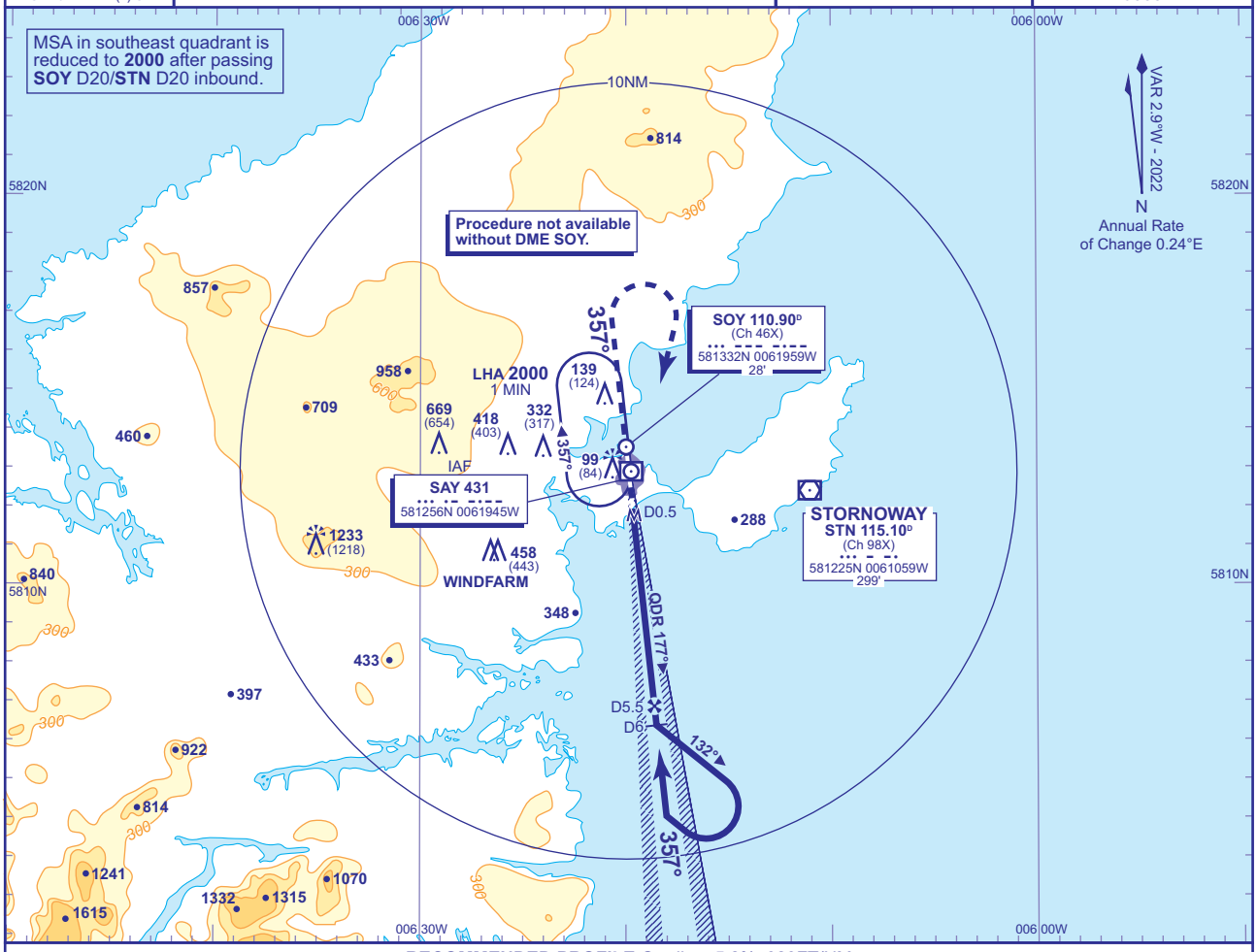
## STORNOWAY LOC/DME/NDB(L) RWY 36
(ACFT CAT A,B,C,D)




MSA 25NM NDB(L) SAY

| | | | | | |
|---|---|---|---|---|---|
| APP | 119.480 | STORNOWAY APPROACH | AD ELEVATION | 26 |
| TWR | 119.480 | STORNOWAY TOWER | THR ELEVATION | 15 |
| AFIS | 119.480 | STORNOWAY INFORMATION | OBSTACLE ELEVATION | |
| ATIS | 115.100 | STORNOWAY INFORMATION | 1233 AMSL (1218) (ABOVE THR) | |
| | | | BEARINGS ARE MAGNETIC | |

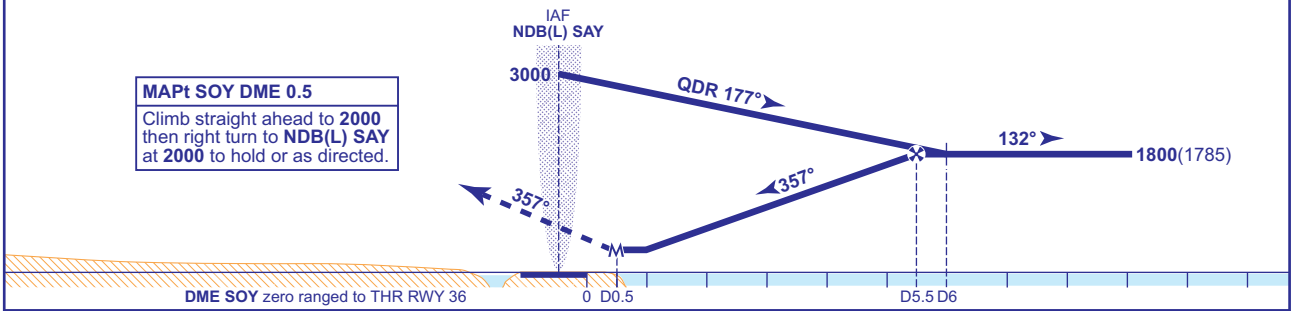
TRANSITION ALTITUDE **3000**




**RECOMMENDED PROFILE** Gradient 5.2%, 320FT/NM

| DME SOY | 5 | 4 | 3 | 2 | 1 |
|---|---|---|---|---|---|
| ALT(HGT) | **1640**(1625) | **1330**(1315) | **1010**(995) | **700**(685) | **380**(365) |

**MAPt SOY DME 0.5**
Climb straight ahead to **2000** then right turn to **NDB(L) SAY** at **2000** to hold or as directed.




| Aircraft Category | | A | B | C | D |
|---|---|---|---|---|---|
| OCA (OCH) | LOC/DME | **330**(315) | **330**(315) | **330**(315) | **330**(315) |
| VM(C)OCA (OCH AAL) | Total Area | **500**(474) | **630**(604) | **860**(834) | **1060**(1034) |
| | East of RWY 18/36 | **500**(474) | **530**(504) | **690**(664) | **770**(744) |

| Rate of descent | G/S KT | 160 | 140 | 120 | 100 | 80 |
|---|---|---|---|---|---|---|
| | FT/MIN | 840 | 740 | 630 | 530 | 420 |

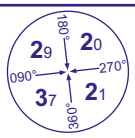
**NOTE 1** Lowest altitude to commence procedure from hold is **2000**.
**2** Direct arrivals are detailed on AD 2-EGPO-8-10.

**CHANGE (8/22):** LOC/DME SOY CALLSIGN CORRECTED.

AERO INFO DATE 17 MAY 22

# INSTRUMENT APPROACH CHART - ICAO

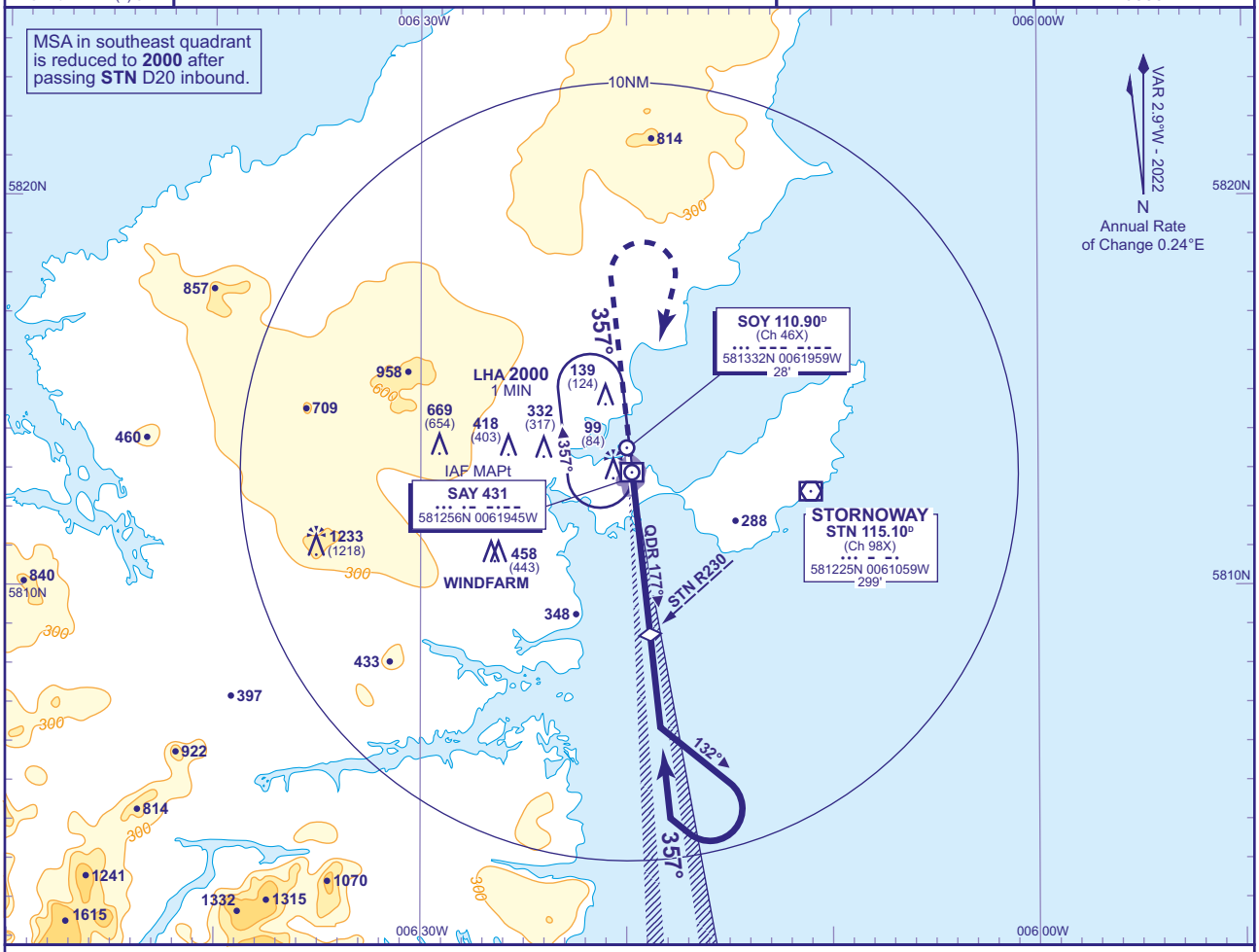
## STORNOWAY LOC/NDB(L) RWY 36
(ACFT CAT A,B,C,D)

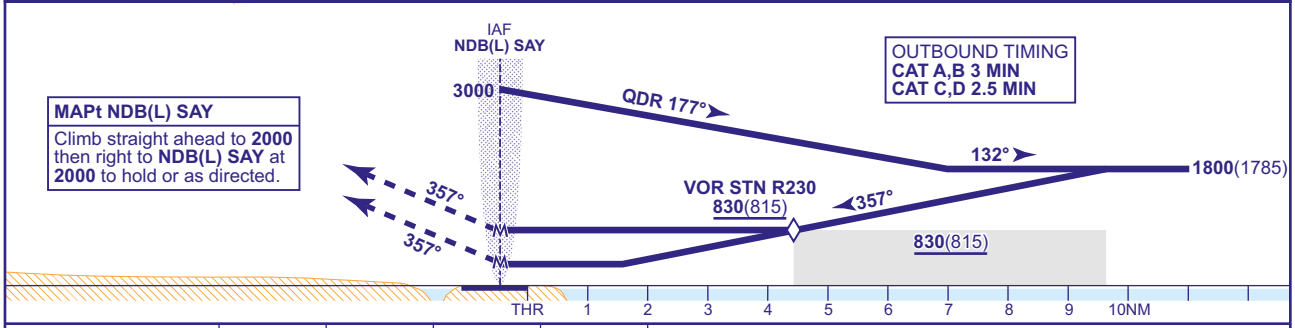


MSA 25NM NDB(L) SAY

| | | | | | |
|---|---|---|---|---|---|
| APP | 119.480 | STORNOWAY APPROACH | AD ELEVATION | 26 |
| TWR | 119.480 | STORNOWAY TOWER | THR ELEVATION | 15 |
| AFIS | 119.480 | STORNOWAY INFORMATION | OBSTACLE ELEVATION | |
| ATIS | 115.100 | STORNOWAY INFORMATION | **1233 AMSL** (1218) (ABOVE THR) | |
| | | | BEARINGS ARE MAGNETIC | |

TRANSITION ALTITUDE **3000**




**MAPt NDB(L) SAY**
Climb straight ahead to **2000** then right to **NDB(L) SAY** at **2000** to hold or as directed.

OUTBOUND TIMING
**CAT A,B 3 MIN**
**CAT C,D 2.5 MIN**

| Aircraft Category | | A | B | C | D |
|---|---|---|---|---|---|
| OCA (OCH) | NO DME | **830**(815) | **830**(815) | **830**(815) | **830**(815) |
| | WITH STN | **330**(315) | **330**(315) | **330**(315) | **330**(315) |
| VM(C)OCA (OCH AAL) | Total Area | **850**(824) | **850**(824) | **860**(834) | **1060**(1034) |
| | East of RWY 18/36 | **850**(824) | **850**(824) | **850**(824) | **850**(824) |

**AIRCRAFT ABLE TO RECEIVE VOR STN**
Aircraft able to receive VOR STN may continue to lower MDH after passing VOR STN step-down R230 inbound.

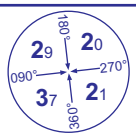
**NOTE 1** Lowest altitude to commence procedure from hold is **2000**.
**2** Direct arrivals are detailed on AD 2-EGPO-8-10.

**CHANGE (6/25):** VM(C)OCA(OCH AAL) TOTAL AREA CAT A/B, EAST OF RWY 18/36 ALL CAT.

AERO INFO DATE 25 MAR 25 AD 2-EGPO-8-6

# INSTRUMENT APPROACH CHART - ICAO

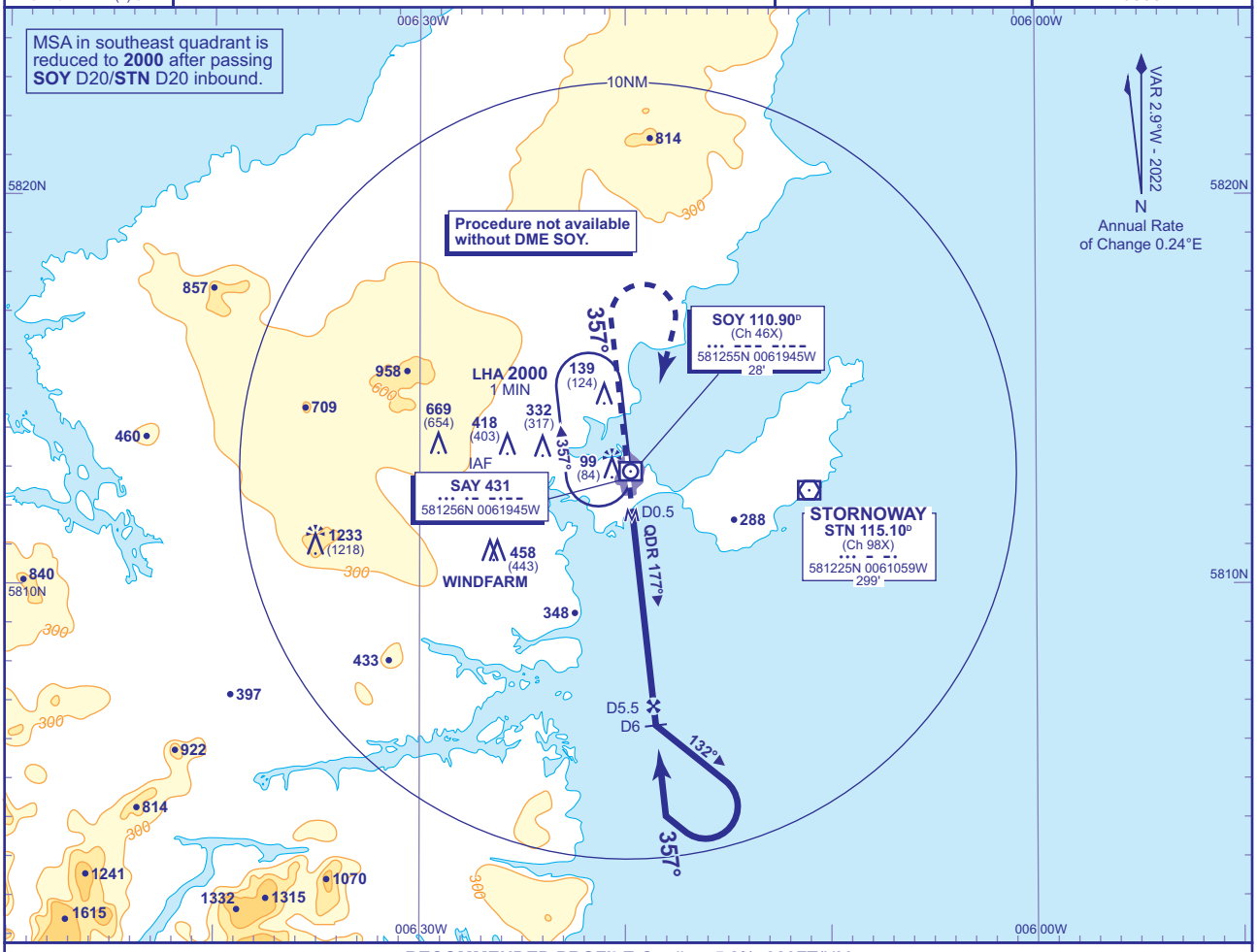
## STORNOWAY NDB(L)/DME RWY 36
(ACFT CAT A,B,C,D)



MSA 25NM NDB(L) SAY

| | | | | | |
|---|---|---|---|---|---|
| APP | 119.480 | STORNOWAY APPROACH | AD ELEVATION | 26 |
| TWR | 119.480 | STORNOWAY TOWER | THR ELEVATION | 15 |
| AFIS | 119.480 | STORNOWAY INFORMATION | OBSTACLE ELEVATION | |
| ATIS | 115.100 | STORNOWAY INFORMATION | 1233 AMSL (1218) (ABOVE THR) | |
| | | | BEARINGS ARE MAGNETIC | |

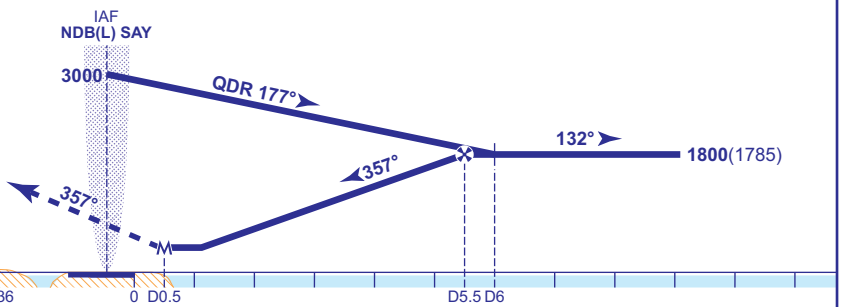
TRANSITION ALTITUDE **3000**




**RECOMMENDED PROFILE** Gradient 5.2%, 320FT/NM

| **DME SOY** | 5 | 4 | 3 | 2 |
|---|---|---|---|---|
| **ALT**(HGT) | **1640**(1625) | **1330**(1315) | **1010**(995) | **700**(685) |

**MAPt SOY DME 0.5**
Climb straight ahead to **2000** then turn right to **NDB(L) SAY** at **2000** to hold or as directed.




| Aircraft Category | | A | B | C | D |
|---|---|---|---|---|---|
| **OCA** (OCH) | **Procedure** | **400**(385) | **400**(385) | **400**(385) | **400**(385) |
| **VM(C)OCA** (OCH AAL) | **Total Area** | **500**(474) | **630**(604) | **860**(834) | **1060**(1034) |
| | **East of RWY 18/36** | **500**(474) | **530**(504) | **690**(664) | **770**(744) |

| **Rate of descent** | **G/S KT** | 160 | 140 | 120 | 100 | 80 |
|---|---|---|---|---|---|---|
| | **FT/MIN** | 840 | 740 | 630 | 530 | 420 |

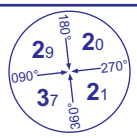
**NOTE 1** Lowest altitude to commence procedure from hold is **2000**.
**2** Direct arrivals are detailed on AD 2-EGPO-8-10.

**CHANGE (8/22):** DME SOY CALLSIGN CORRECTED.

AERO INFO DATE 17 MAY 22

## INSTRUMENT APPROACH CHART - ICAO

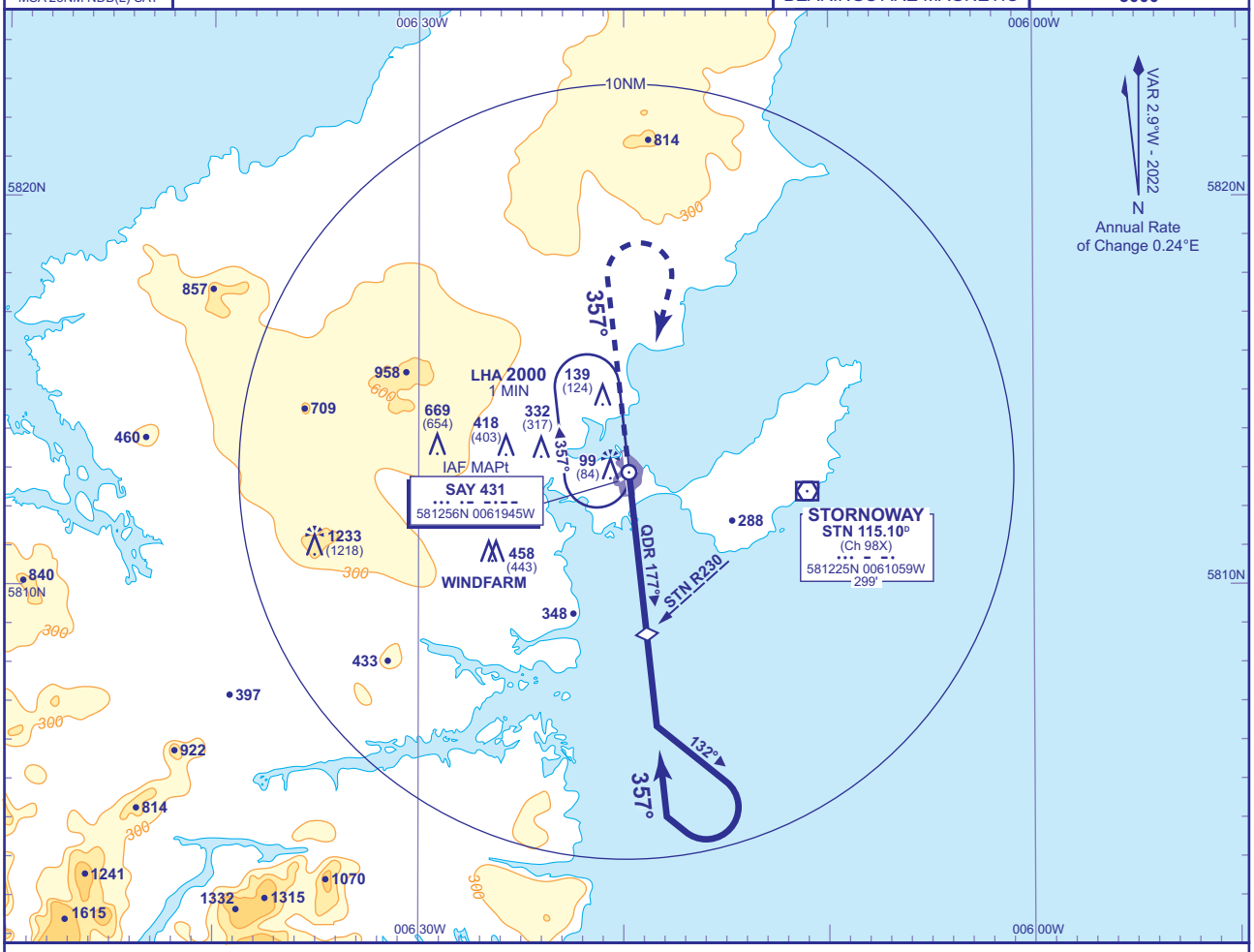
# STORNOWAY NDB(L) RWY 36
(ACFT CAT A,B,C,D)

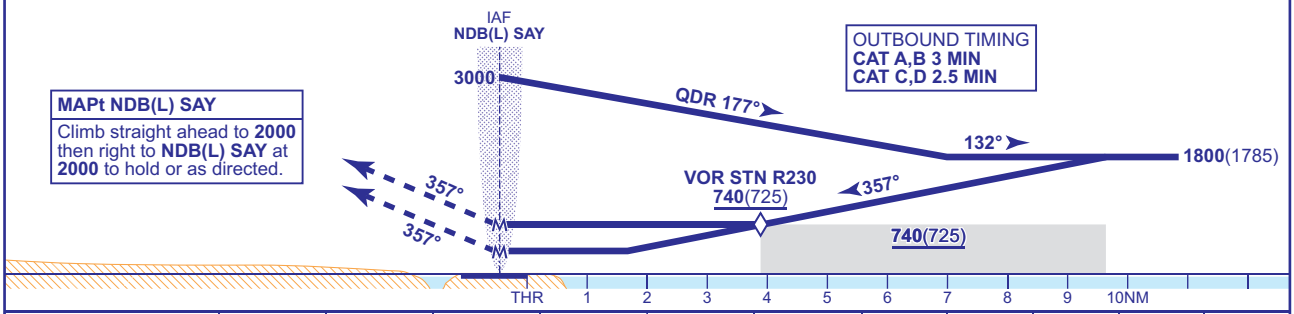


MSA 25NM NDB(L) SAY

| | | | | | |
|---|---|---|---|---|---|
| APP | 119.480 | STORNOWAY APPROACH | AD ELEVATION | 26 | |
| TWR | 119.480 | STORNOWAY TOWER | THR ELEVATION | 15 | |
| AFIS | 119.480 | STORNOWAY INFORMATION | OBSTACLE ELEVATION | | |
| ATIS | 115.100 | STORNOWAY INFORMATION | 1233 AMSL (1218) (ABOVE THR) | | |
| | | | BEARINGS ARE MAGNETIC | | |

TRANSITION ALTITUDE **3000**




**MAPt NDB(L) SAY**
Climb straight ahead to **2000** then right to **NDB(L) SAY** at **2000** to hold or as directed.

OUTBOUND TIMING
**CAT A,B 3 MIN**
**CAT C,D 2.5 MIN**

| Aircraft Category | | A | B | C | D |
|---|---|---|---|---|---|
| OCA (OCH) | NO DME | **740**(725) | **740**(725) | **740**(725) | **740**(725) |
| | WITH STN | **400**(385) | **400**(385) | **400**(385) | **400**(385) |
| VM(C)OCA (OCH AAL) | Total Area | **760**(734) | **760**(734) | **860**(834) | **1060**(1034) |
| | East of RWY 18/36 | **760**(734) | **760**(734) | **760**(734) | **770**(744) |

| Rate of descent | G/S KT | 160 | 140 | 120 | 100 | 80 |
|---|---|---|---|---|---|---|
| | FT/MIN | 850 | 750 | 640 | 530 | 430 |

**AIRCRAFT ABLE TO RECEIVE VOR STN**
Aircraft able to receive VOR STN may continue to lower MDH after passing VOR STN step-down R230 inbound.

**NOTE 1** Lowest altitude to commence procedure from hold is **2000**.
**2** Direct arrivals are detailed on AD 2-EGPO-8-10.

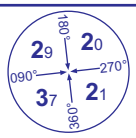
**CHANGE (6/25):** VM(C)OCA(OCH AAL) TOTAL AREA CAT A/B, EAST OF RWY 18/36 CAT A/B/C.

AERO INFO DATE 25 MAR 25

# INSTRUMENT APPROACH CHART - ICAO

## STORNOWAY DIRECT ARRIVALS to LOC and NDB(L) RWY 36

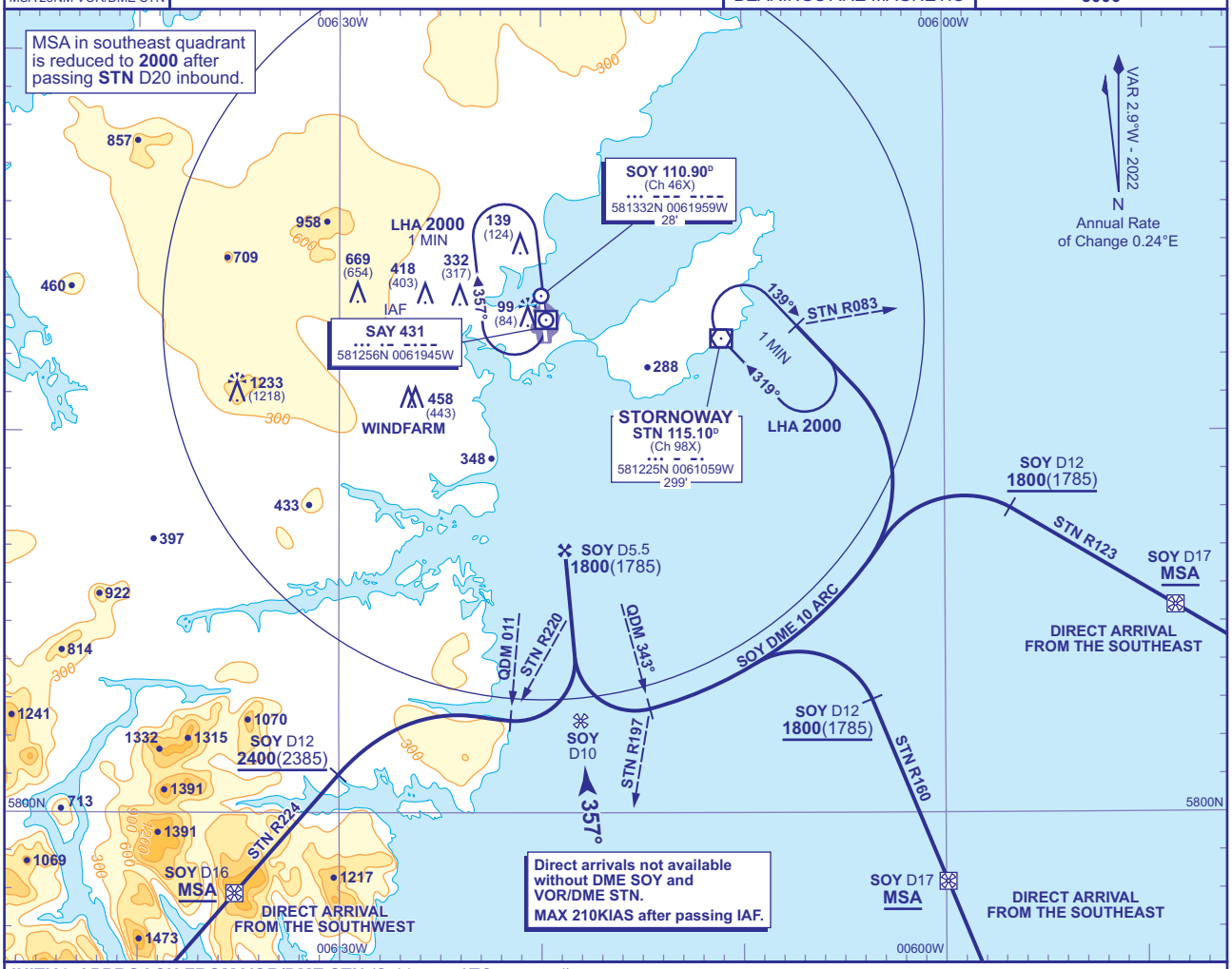
(ACFT CAT A,B,C,D)




MSA 25NM VOR/DME STN

| | | | | | |
|---|---|---|---|---|---|
| APP | 119.480 | STORNOWAY APPROACH | AD ELEVATION | 26 |
| TWR | 119.480 | STORNOWAY TOWER | THR ELEVATION | 15 |
| AFIS | 119.480 | STORNOWAY INFORMATION | OBSTACLE ELEVATION | |
| ATIS | 115.100 | STORNOWAY INFORMATION | 1233 AMSL (1218) (ABOVE THR) | |
| | | | BEARINGS ARE MAGNETIC | |

TRANSITION ALTITUDE **3000**




**INITIAL APPROACH FROM VOR/DME STN** (Subject to ATC approval)
Arrival **not below MSA**. Overhead VOR/DME STN (IAF) at **3000** or as directed (lowest altitude to start procedure from hold is **2000**). Fly outbound in the hold. After passing VOR STN R083, turn right onto SOY D10 arc clockwise descending along the arc to **1800**(1785). From NDB(L) SAY QDM 343° (VOR STN R197) turn right onto LOC/extended FAT. When established continue with appropriate procedure.

**DIRECT ARRIVAL FROM SOUTHEAST** (Subject to ATC approval)
Arrival on VOR STN R160 (QDM 340°) **not below MSA**. After passing SOY D17 (IAF) descend **not below 1800**. From SOY D12 turn left onto SOY D10 arc clockwise. From NDB(L) SAY QDM 343° (VOR STN R197) turn right onto LOC/extended FAT. When established continue with appropriate procedure.

**DIRECT ARRIVAL FROM SOUTHEAST** (Subject to ATC approval)
Arrival on VOR STN R123 (QDM 303°) **not below MSA**. After passing SOY D17 (IAF) descend **not below 1800**. From SOY D12 turn left onto SOY D10 arc clockwise. From NDB(L) SAY QDM 343° (VOR STN R197) turn right onto LOC/extended FAT. When established continue with appropriate procedure.

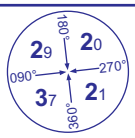
**DIRECT ARRIVAL FROM SOUTHWEST** (Subject to ATC approval)
Arrival on VOR STN R224 (QDM 044°) **not below MSA**. After passing SOY D16 (IAF) descend **not below 2400**. From SOY D12 turn right onto SOY D10 arc anticlockwise and descend to **1800**. From NDB(L) SAY QDM 011° (VOR STN R220) turn left onto LOC/extended FAT. When established continue with appropriate procedure.

**CHANGE (5/23):** VOR STN RECALIBRATION.

AERO INFO DATE 24 FEB 23

## INSTRUMENT APPROACH CHART - ICAO

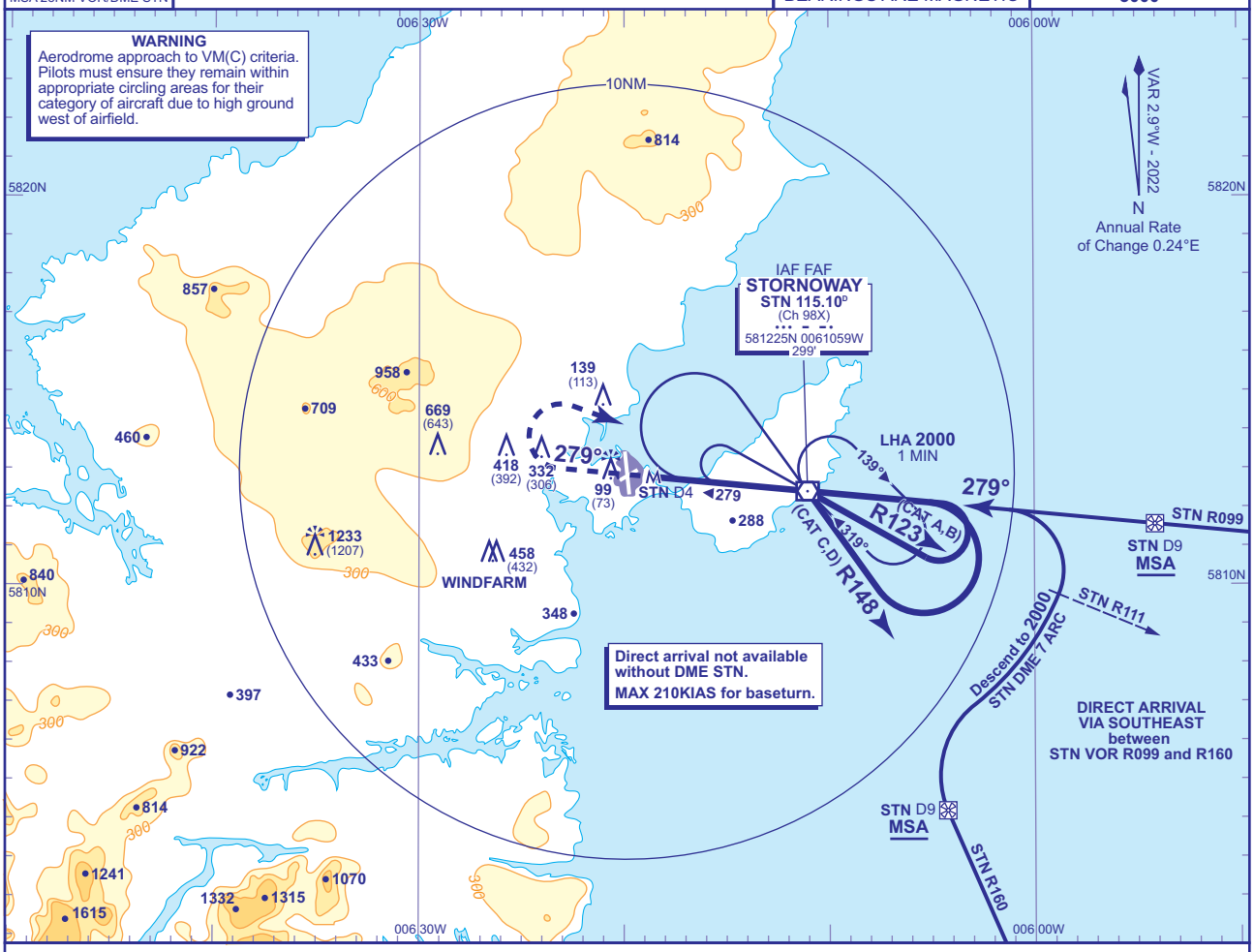
# STORNOWAY VOR/DME TO AERODROME
(ACFT CAT A,B,C,D)

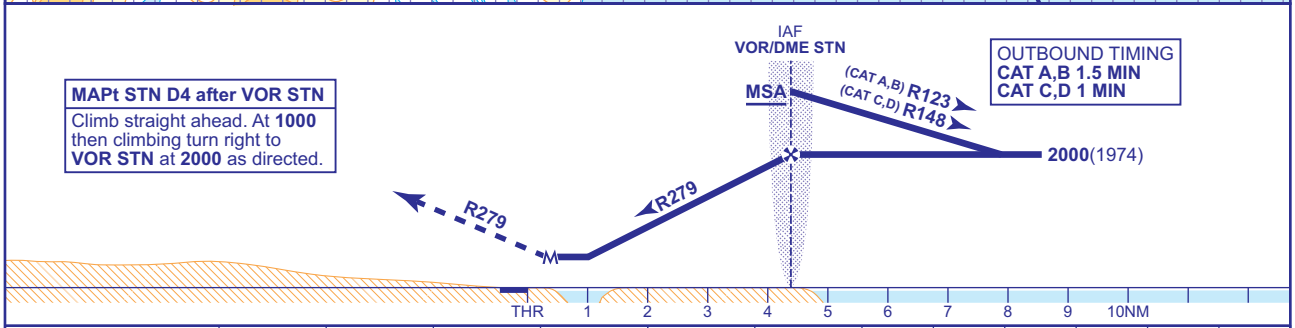


MSA 25NM VOR/DME STN

| | | | | |
|---|---|---|---|---|
| APP | 119.480 | STORNOWAY APPROACH | AD ELEVATION | 26 |
| TWR | 119.480 | STORNOWAY TOWER | | |
| AFIS | 119.480 | STORNOWAY INFORMATION | OBSTACLE ELEVATION | |
| ATIS | 115.100 | STORNOWAY INFORMATION | 1233 AMSL (1207) (ABOVE THR) | |
| | | | BEARINGS ARE MAGNETIC | |

TRANSITION ALTITUDE **3000**




| Aircraft Category | | A | B | C | D |
|---|---|---|---|---|---|
| OCA (OCH) | Procedure | 500(474) | 630(604) | 860(834) | 1060(1034) |
| VM(C)OCA (OCH AAL) | Total Area | 500(474) | 630(604) | 860(834) | 1060(1034) |
| | East of RWY 18/36 | 500(474) | 630(604) | 860(834) | 1060(1034) |

| VOR STN to MAPT | G/S KT | 160 | 140 | 120 | 100 | 80 | 60 |
|---|---|---|---|---|---|---|---|
| | MIN:SEC | 1:30 | 1:43 | 2:00 | 2:24 | 3:00 | 4:00 |

**ENTRY TO BASETURN PROCEDURE AFTER HOLDING**
If required, the baseturn procedure may be entered after holding by flying a teardrop manoeuvre from overhead the holding facility after flying inbound in the hold as follows: Fly outbound on track 279° (CAT A,B,C,D) for 1 MIN then turn right to return to the overhead to enter the baseturn procedure. Lowest altitude to commence the procedure from the hold is **2000**.

**AIRCRAFT UNABLE TO RECEIVE DME STN**
Direct arrivals are unavailable to aircraft unable to receive DME STN, pilots are to join the hold and continue as for the main procedure. The missed approach point is calculated using the designated timings from overhead FAF VOR STN.

**NOTE** Direct arrivals only available with ATC clearance.

**CHANGE (6/25):** VM(C)OCA(OCH AAL) EAST OF RWY 18/36 CAT B/C/D.

AERO INFO DATE 25 MAR 25 AD 2-EGPO-8-10

# EGER — STRONSAY

## EGER AD 2.1 AERODROME LOCATION INDICATOR AND NAME

EGER — STRONSAY

## EGER AD 2.2 AERODROME GEOGRAPHICAL AND ADMINISTRATIVE DATA

| | | |
|---|---|---|
| 1 | ARP coordinates and site at AD | Lat: 590919N Long: 0023829W<br>Mid point of Runway 02/20 |
| 2 | Direction and distance from city | 15 NM NE by N of Kirkwall Airport. |
| 3 | Elevation / Reference temperature / Mean Low Temperature | 39 FT / 14 °C / - |
| 4 | Geoid undulation at AD ELEV PSN | - |
| 5 | Magnetic Variation / Annual Change | 0.33°W (2027) / 0.22°E |
| 6 | AD Administration<br>Address<br>Telephone<br>Telefax<br>E-mail address | ORKNEY ISLANDS COUNCIL.<br>Council Offices, Kirkwall, Orkney Islands, KW15 1NY, Scotland.<br>01856-873535<br>01856-876094<br>developmentandinfrastructure@orkney.gov.uk |
| 7 | Type of Traffic permitted (IFR/VFR) | VFR |
| 8 | Remarks | |

## EGER AD 2.3 OPERATIONAL HOURS

| | | |
|---|---|---|
| 1 | AD Administration | Daylight hours only, subject to PPR . |
| 2 | Customs and immigration | |
| 3 | Health and sanitation | |
| 4 | AIS Briefing Office | |
| 5 | ATS Reporting Office (ARO) | |
| 6 | MET Briefing Office | |
| 7 | ATS | |
| 8 | Fuelling | |
| 9 | Handling | |
| 10 | Security | |
| 11 | De-icing | |
| 12 | Remarks | This aerodrome is PPR, a valid indemnity is required. Full details of landing fees and rules for airfield users can be found on the Orkney Islands Council website:<br>http://www.orkney.gov.uk/Service-Directory/T/airfields.htm |

## EGER AD 2.4 HANDLING SERVICES AND FACILITIES

**INTENTIONALLY BLANK**

## EGER AD 2.5 PASSENGER FACILITIES

**INTENTIONALLY BLANK**

## EGER AD 2.6 RESCUE AND FIRE FIGHTING SERVICES

| | | |
|---|---|---|
| 1 | AD category for fire fighting services | RFF Category A1<br>RFF Category 2 accepted under remission by prior arrangement. |
| 2 | Rescue equipment | |
| 3 | Capability for removal of disabled aircraft | |
| 4 | Remarks | |

## EGER AD 2.7 SEASONAL AVAILABILITY - CLEARING

| | | |
|---|---|---|
| 1 | Type of clearing equipment | |
| 2 | Clearance priorities | |
| 3 | Remarks | Winter Operations: No snow clearing facilities available. During winter months pilots are advised to contact the Airfield Superintendent for the latest runway conditions. Tel: 01856-873535. |

## EGER AD 2.8 APRONS, TAXIWAYS AND CHECK LOCATIONS/POSITIONS DATA

| | | |
|---|---|---|
| 1 | Apron surface and strength | APRON<br>Surface: Asphalt |
| 2 | Taxiway width, surface and strength | |
| 3 | Altimeter checkpoint location and elevation | |
| 4 | VOR checkpoints | |
| 5 | INS checkpoints | |
| 6 | Remarks | |

## EGER AD 2.9 SURFACE MOVEMENT GUIDANCE AND CONTROL SYSTEM AND MARKINGS

**INTENTIONALLY BLANK**

## EGER AD 2.10 AERODROME OBSTACLES

| In Approach/Take-off areas | | | | | | |
|---|---|---|---|---|---|---|
| **Obstacle ID/ Designation** | **Obstacle Type** | **Obstacle Position** | **Elevation/Height** | | **Obstruction Lighting Type/ Colour** | **Remarks** |
| **1** | **2** | **3** | **4** | | **5** | **6** |
| 20/APPROACH 02/TAKE-OFF | Building Ridge Line | 590929.23N 0023816.90W | 45 FT | | No | |
| 20/APPROACH 02/TAKE-OFF | Cottage Chimney | 590927.52N 0023820.52W | 35 FT | | No | |
| 28/APPROACH 10/TAKE-OFF | Hydro Pole | 590918.27N 0023806.48W | 41 FT | | No | |
| 28/APPROACH 10/TAKE-OFF | Hydro Pole | 590911.14N 0023759.89W | 48 FT | | No | |
| 02/APPROACH 20/TAKE-OFF | Hydro Pole | 590852.86N 0023858.28W | 67 FT | | No | |
| 02/APPROACH 20/TAKE-OFF | Hydro Pole | 590852.55N 0023859.98W | 72 FT | | No | |
| 02/APPROACH 20/TAKE-OFF | Hydro Pole | 590852.35N 0023853.81W | 68 FT | | No | |
| 02/APPROACH 20/TAKE-OFF | Hydro Pole | 590851.12N 0023843.16W | 88 FT | | No | |
| 02/APPROACH 20/TAKE-OFF | Hydro Pole | 590850.60N 0023857.31W | 79 FT | | No | |
| 02/APPROACH 20/TAKE-OFF | Hydro Pole | 590850.10N 0023834.35W | 111 FT | | No | |
| 02/APPROACH 20/TAKE-OFF | Hydro Pole | 590849.03N 0023825.15W | 149 FT | | No | |
| 02/APPROACH 20/TAKE-OFF | Hydro Pole | 590848.53N 0023854.53W | 83 FT | | No | |
| 02/APPROACH 20/TAKE-OFF | Hydro Pole | 590848.31N 0023818.74W | 161 FT | | No | |
| 02/APPROACH 20/TAKE-OFF | Hydro Pole | 590846.02N 0023851.20W | 85 FT | | No | |

| In circling area and at aerodrome | | | | | | |
|---|---|---|---|---|---|---|
| **Obstacle ID/ Designation** | **Obstacle Type** | **Obstacle Position** | **Elevation/Height** | | **Obstruction Lighting Type/ Colour** | **Remarks** |
| **1** | **2** | **3** | **4** | | **5** | **6** |
| | Hydro Pole | 590930.60N 0023810.00W | 53 FT | | No | |
| | Building Chimney | 590930.17N 0023811.28W | 63 FT | | No | |
| | Hydro Pole | 590927.86N 0023809.22W | 51 FT | | No | |
| | Hydro Pole | 590925.04N 0023808.41W | 50 FT | | No | |
| | Hydro Pole | 590922.22N 0023807.58W | 37 FT | | No | |

## EGER AD 2.11 METEOROLOGICAL INFORMATION PROVIDED

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## EGER AD 2.12 RUNWAY PHYSICAL CHARACTERISTICS

| Designations RWY Number | True bearing | Dimensions of RWY | Surface of RWY/ SWY/ Strength | THR co-ordinates/ THR Geoid undulation | THR elevation/ Highest elevation of TDZ of precision APP RWY | Slope of RWY/ SWY |
|---|---|---|---|---|---|---|
| **1** | **2** | **3** | **4** | **5** | **6** | **7** |
| 02 | 019.86° | 515 x 18 M | RWY surface: Graded Hardcore | 590911.15N 0023835.27W | THR 41.9 FT | |
| 20 | 199.86° | 515 x 18 M | RWY surface: Graded Hardcore | 590925.20N 0023825.39W | THR 16.2 FT | |
| 10 | 096.22° | 331 x 30 M | RWY surface: Grass | 590919.34N 0023841.34W | THR 13.5 FT | |
| 28 | 276.22° | 331 x 30 M | RWY surface: Grass | 590918.18N 0023820.61W | THR 40.4 FT | |

| SWY Dimensions | Clearway Dimensions | Strip Dimensions | RESA Dimensions, Overshoot / Undershoot | Location/ description of arresting system | OFZ | Remarks |
|---|---|---|---|---|---|---|
| **8** | **9** | **10** | **11** | **12** | **13** | **14** |
| | | | | | | RWY 02<br><br>While arriving or departing Runway 02 for approximately 300 M, the 20 threshold is not visible.<br><br>Starter extension of 13 M. |
| | | | | | | RWY 20<br><br>While arriving or departing Runway 20 for approximately 200 M, the 02 threshold is not visible.<br><br>Starter extension of 30 M. |
| | | | | | | RWY 10 |
| | | | | | | RWY 28 |

## EGER AD 2.13 DECLARED DISTANCES

| Runway designator | TORA | TODA | ASDA | LDA | Remarks |
|---|---|---|---|---|---|
| 1 | 2 | 3 | 4 | 5 | 6 |
| 02 | 476 M | 476 M | 476 M | 463 M | TORA, TODA and ASDA include a 13 M starter extension. |
| 20 | 493 M | 493 M | 493 M | 463 M | TORA, TODA and ASDA include a 30 M starter extension. |
| 10 | 331 M | 331 M | 331 M | 331 M | |
| 28 | 331 M | 331 M | 331 M | 331 M | |

## EGER AD 2.14 APPROACH AND RUNWAY LIGHTING

| RWY | Approach lighting Type/ Length/ Intensity | Threshold lighting Colour/Wing bars | VASIS/ MEHT/ PAPI/ PAPI Dist from THR | TDZ, lighting Length | Runway Centre Line lighting Length/ Spacing/ Colour/ Intensity | Runway edge lighting Length/ Spacing/ Colour/ Intensity | Runway end lighting Colour/ Wing bars | Stopway lighting Length/ Colour | Remarks |
|---|---|---|---|---|---|---|---|---|---|
| 1 | 2 | 3 | 4 | 5 | 6 | 7 | 8 | 9 | 10 |
| 02 | | Green Light intensity low | | | | Omni-directional White Light intensity low | Red Light intensity low | | |
| 20 | | Green Light intensity low | | | | Omni-directional White Light intensity low | Red Light intensity low | | |
| 10 | | Green Light intensity low | | | | Omni-directional White Light intensity low | Red Light intensity low | | |
| 28 | | Green Light intensity low | | | | Omni-directional White Light intensity low | Red Light intensity low | | |

## EGER AD 2.15 OTHER LIGHTING, SECONDARY POWER SUPPLY

| | | |
|---|---|---|
| 1 | ABN/IBN location, characteristics and hours of operation | |
| 2 | LDI location and lighting<br>Anemometer location and lighting | Anemometer: 590914.41N 0023823.56W |
| 3 | TWY edge and centre line lighting | |
| 4 | Secondary power supply/switch-over time | |
| 5 | Remarks | |

## EGER AD 2.16 HELICOPTER LANDING AREA

| | | |
|---|---|---|
| 1 | Coordinates TLOF or THR of FATO, geoid undulation | TLOF 1: 590914.33N 0023826.70W |
| 2 | TLOF and/or FATO elevation | TLOF 1: 47.5 FT |
| 3 | TLOF and FATO area dimensions, surface, strength, marking, lighting | |
| 4 | True BRG of FATO | |
| 5 | Declared distance available | |
| 6 | APP and FATO lighting | |

| | | |
|---|---|---|
| 7 | RMK | |

## EGER AD 2.17 AIR TRAFFIC SERVICES AIRSPACE

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## EGER AD 2.18 AIR TRAFFIC SERVICES COMMUNICATION FACILITIES

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## EGER AD 2.19 RADIO NAVIGATION AND LANDING AIDS

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## EGER AD 2.20 LOCAL AERODROME REGULATIONS

### 1 AIRPORT REGULATIONS

Not applicable

### 2 GROUND MOVEMENT

Not applicable

### 3 CAT II/III OPERATIONS

Not applicable

### 4 WARNINGS

a) Visiting pilots should note that during periods of prolonged rainfall the grass runway can become very soft especially during the winter months.
b) Runway 02/20: Graded hardcore runway is generally unsuitable for light aircraft with low ground/propeller clearance due to unstabilised surface and as a result it would be advisable to carry out any power checks on the tarmac apron before departure.

### 5 HELICOPTER OPERATIONS

Not applicable

### 6 USE OF RUNWAYS

Not applicable

### 7 TRAINING

Not applicable

## EGER AD 2.21 NOISE ABATEMENT PROCEDURES

Not applicable

## EGER AD 2.22 FLIGHT PROCEDURES

a) RTF contact with Kirkwall Approach is recommended.

## EGER AD 2.23 ADDITIONAL INFORMATION

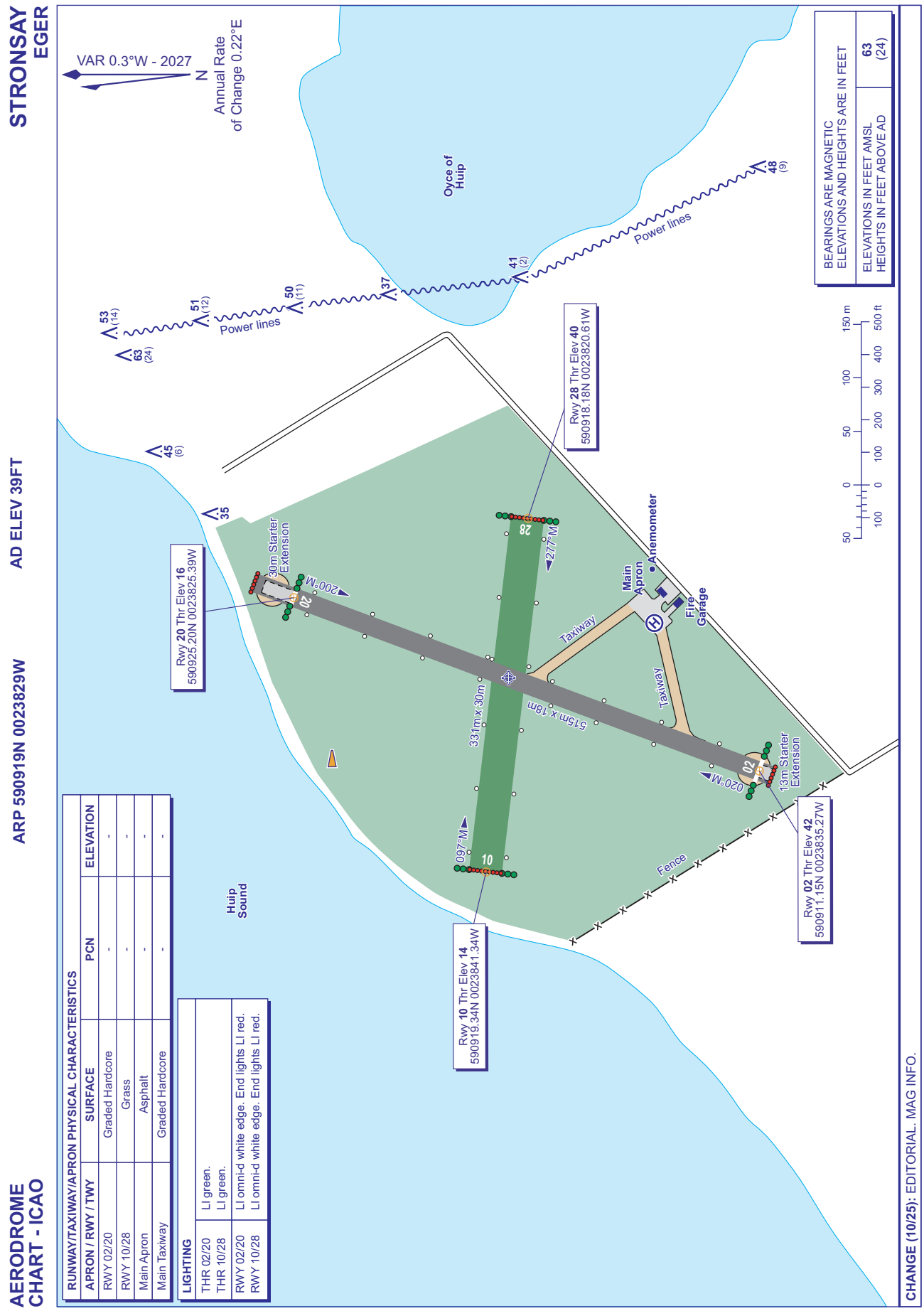
Not applicable

## EGER AD 2.24 CHARTS RELATED TO AN AERODROME

AERODROME CHART - ICAO
AD 2.EGER-2-1

## EGER AD VISUAL SEGMENT SURFACE (VSS) PENETRATION

Not applicable




| RUNWAY/TAXIWAY/APRON PHYSICAL CHARACTERISTICS | | | |
|---|---|---|---|
| APRON / RWY / TWY | SURFACE | PCN | ELEVATION |
| RWY 02/20 | Graded Hardcore | - | - |
| RWY 10/28 | Grass | - | - |
| Main Apron | Asphalt | - | - |
| Main Taxiway | Graded Hardcore | - | - |

| LIGHTING | |
|---|---|
| THR 02/20 | LI green. |
| THR 10/28 | LI green. |
| RWY 02/20 | LI omni-d white edge. End lights LI red. |
| RWY 10/28 | LI omni-d white edge. End lights LI red. |

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# EGPB — SUMBURGH

## EGPB AD 2.1 AERODROME LOCATION INDICATOR AND NAME

EGPB — SUMBURGH

## EGPB AD 2.2 AERODROME GEOGRAPHICAL AND ADMINISTRATIVE DATA

| | | |
|---|---|---|
| 1 | ARP coordinates and site at AD | Lat: 595253N Long: 0011738W<br>Mid-point of 09/27. |
| 2 | Direction and distance from city | 17 NM S of Lerwick. |
| 3 | Elevation / Reference temperature / Mean Low Temperature | 21 FT / 14 °C / - |
| 4 | Geoid undulation at AD ELEV PSN | 161 FT |
| 5 | Magnetic Variation / Annual Change | 0.87°W (2022) / 0.24°E |
| 6 | AD Administration | HIGHLANDS AND ISLANDS AIRPORTS LTD. |
| | Address | Sumburgh Airport, Virkie Shetland, ZE3 9JP. |
| | Telephone | 01950-461000 (HIAL)<br>01950-461008 (ATC) |
| | Telefax | 01950-460218 (HIAL)<br>01950-460718 (ATC) |
| | E-mail address | sumbatc@hial.co.uk |
| | Web address | www.hial.co.uk/sumburgh-airport/ |
| 7 | Type of Traffic permitted (IFR/VFR) | IFR/VFR |
| 8 | Remarks | |

## EGPB AD 2.3 OPERATIONAL HOURS

| | | |
|---|---|---|
| 1 | AD Administration | Mon-Fri 0730-2000 (0630-1900); Sat 0745-1615 (0645-1515); Sun 1130-2000 (1030-1900). |
| 2 | Customs and immigration | By arrangement with ATC or by request from Loganair. |
| 3 | Health and sanitation | On request. |
| 4 | AIS Briefing Office | As AD hours. |
| 5 | ATS Reporting Office (ARO) | As AD hours. |
| 6 | MET Briefing Office | As AD hours. |
| 7 | ATS | Mon-Fri 0715-2000 (0615-1900); Sat 0730-1615 (0630-1515); Sun 1115-2000 (1015-1900); and by arrangement. |
| 8 | Fuelling | Mon-Fri 0730-2000 (0630-1900); Sat 0745-1615 (0645-1515); Sun 1130-2000 (1030-1900). Fuel supplied by North Air; see AD 2.4 remarks. |
| 9 | Handling | By arrangement. See AD 2.4 Remarks. |
| 10 | Security | Mon-Fri 0630-2015 (0530-1915); Sat 0630-1615 (0530-1515); Sun 1015-2015 (0915-1915). |
| 11 | De-icing | By arrangement with Loganair. |
| 12 | Remarks | Request for extension of hours should be made to Sumburgh ATC 01950-461008. |

## EGPB AD 2.4 HANDLING SERVICES AND FACILITIES

| | | |
|---|---|---|
| 1 | Cargo handling facilities | Limited. |
| 2 | Fuel and oil types | AVTUR JET A-1, AVGAS 100LL |
| 3 | Fuelling facilities/capacity | |
| 4 | De-icing facilities | Available through Loganair. |
| 5 | Hangar space for visiting aircraft | Limited and only by arrangement with HIAL. |
| 6 | Repair facilities for visiting aircraft | |

| | | |
|---|---|---|
| 7 | Remarks | Pilots not using a resident handling agent must ensure that all relevant airport documentation is completed upon initial arrival. Such documentation may be obtained from security or HIAL administration staff.<br><br>Fuel supplied by North Air. Tel: 01950-460367;<br>E-Mail: LSIOPS@north-air.co.uk.<br>Hook-up fee and minimum fuel charge on cash sales. No credit card facilities available. Payment by Air BP Card, Fuel Release or cash only. Contact North Air for further information. |

## EGPB AD 2.5 PASSENGER FACILITIES

| | | |
|---|---|---|
| 1 | Hotels | Hotels in Sumburgh and Lerwick. |
| 2 | Restaurants | Buffet, bar. |
| 3 | Transportation | Buses, Taxis and Car Hire. |
| 4 | Medical facilities | Limited first aid. |
| 5 | Bank and Post Office | Bank - Lerwick. Post Office - Mainland's Shop, Boddam. |
| 6 | Tourist Office | Lerwick. |
| 7 | Remarks | |

## EGPB AD 2.6 RESCUE AND FIRE FIGHTING SERVICES

| | | |
|---|---|---|
| 1 | AD category for fire fighting services | RFF Category A5<br>RFF Category A6 available under remission. 24 hours notice period required. |
| 2 | Rescue equipment | Water rescue facilities are available for Runway 09/27 and Helicopter Runway 06/24 during published opening hours. Special and on call openings subject to serviceability of equipment and times when the weather conditions and sea state are conducive to such rescue operations. |
| 3 | Capability for removal of disabled aircraft | Nil at Airport. MTWA: 30,000 kg using external sources available on the main island. |
| 4 | Remarks | |

## EGPB AD 2.7 SEASONAL AVAILABILITY - CLEARING

| | | |
|---|---|---|
| 1 | Type of clearing equipment | Mechanical and chemical de-icing. Surfaces de-iced/anti-iced with KFOR/ NAFO. |
| 2 | Clearance priorities | Runways, taxiways, Aprons. |
| 3 | Remarks | Latest information from: ATC 01950-461008. |

## EGPB AD 2.8 APRONS, TAXIWAYS AND CHECK LOCATIONS/POSITIONS DATA

| | | |
|---|---|---|
| 1 | Apron surface and strength | TERMINAL EAST<br>Surface: Concrete<br>PCN 29/R/B/W/T<br><br>TERMINAL WEST<br>Surface: Concrete<br>PCN 16/R/B/W/T |
| 2 | Taxiway width, surface and strength | Taxiway CHARLIE: 18 M<br>Surface: Asphalt<br>PCN 20/F/B/X/T<br><br>Taxiway EAST: 15 M<br>Surface: Concrete<br>PCN 29/R/B/W/T<br><br>Taxiway NORTH: 18 M<br>Surface: Asphalt<br>PCN 20/F/B/X/T<br><br>Taxiway SOUTH: 15 M<br>Surface: Concrete and asphalt<br>PCN 31/F/B/X/T |

| | | |
|---|---|---|
| 3 | Altimeter checkpoint location and elevation | Apron 19 FT |
| 4 | VOR checkpoints | |
| 5 | INS checkpoints | |
| 6 | Remarks | |

## EGPB AD 2.9 SURFACE MOVEMENT GUIDANCE AND CONTROL SYSTEM AND MARKINGS

| | | |
|---|---|---|
| 1 | Use of aircraft stand ID signs, TWY guide lines and visual docking/parking guidance system of aircraft stands | Pilots of fixed wing aircraft can anticipate to be marshalled onto stand on arrival. Helicopters self-park on numbered spots/stands; marshalling available on request. Spots 5 and 6 not normally available for shutdown. |
| 2 | Runway and taxiway markings and lighting | Runway light(s):<br>Blue edge lights on Runway 15/33 from Hold Kilo to the edge of Runway 09/27.<br><br>Taxiway light(s):<br>Holding points designated by retro-reflective illuminated signs and red stop lights (except Holds F, W and Z which is unlit).<br><br>Yellow centre-line paint marking. Green centre-line lighting to stop bars. Blue edge lighting between stop bars and runway edge, and on Runway 15/33 from holding points Kilo and Charlie to the edge of Runway 09/27. |
| 3 | Stop bars and runway guard lights (if any) | Holding points are designated by retro-reflective signs, illuminated in hours of darkness. Red stop bars at holding points A, C, E, G, J, K, V. Caution: H06/24 holding points F, W, and Z do not have lit stop bars. |
| 4 | Other runway protection measures | |
| 5 | Remarks | WDI RWY 09 (LGTD): 595254.95N 0011812.33W;<br>WDI RWY 27 (LGTD): 595251.18N 0011706.70W;<br>WDI RWY 15: 595257.17N 0011757.64W;<br>WDI RWY 33: 595218.86N 0011658.44W;<br>WDI RWY 06/24: 595234.64N 0011704.55W. |

## EGPB AD 2.10 AERODROME OBSTACLES

| In Approach/Take-off areas | | | | | | |
|---|---|---|---|---|---|---|
| **Obstacle ID/ Designation** | **Obstacle Type** | **Obstacle Position** | **Elevation/Height** | | **Obstruction Lighting Type/ Colour** | **Remarks** |
| **1** | **2** | **3** | **4** | | **5** | **6** |
| (EGPB3144) 15/APPROACH 33/ TAKE-OFF | BUILDING | 595526.41N 0012120.32W | 373 FT | 13 FT | No | |
| (EGPB3143) 33/TAKE-OFF | BUILDING | 595526.41N 0012120.20W | 372 FT | 13 FT | No | |
| (EGPB4946) 33/TAKE-OFF | BLDG | 595525.45N 0012112.61W | 357 FT | 8 FT | No | |
| (EGPB3138) 15/APPROACH 33/ TAKE-OFF | BUILDING | 595431.45N 0012033.66W | 258 FT | 9 FT | No | |
| (EGPB5383) 15/APPROACH 33/ TAKE-OFF | BLDG CHIMNEY | 595334.96N 0011840.63W | 180 FT | 18 FT | No | |
| (EGPB5374) 15/APPROACH 33/ TAKE-OFF | BLDG CHIMNEY | 595333.49N 0011843.66W | 163 FT | 19 FT | No | |
| (EGPB4852) 15/APPROACH 33/ TAKE-OFF | BLDG | 595320.79N 0011826.37W | 131 FT | 27 FT | No | |
| (EGPB4797) 15/APPROACH 33/ TAKE-OFF | BLDG CHIMNEY | 595310.37N 0011824.82W | 113 FT | 25 FT | No | |
| (EGPB4802) 15/APPROACH 33/ TAKE-OFF | BLDG CHIMNEY | 595307.55N 0011818.72W | 82 FT | 16 FT | No | |
| (EGPB4771) 15/APPROACH 33/ TAKE-OFF | BLDG | 595303.37N 0011816.20W | 68 FT | 20 FT | No | |
| (EGPB5608) 15/APPROACH 33/ TAKE-OFF | MOBILE OBSTACLE | 595256.74N 0011810.87W | 34 FT | 16 FT | No | |
| (EGPB5565) 15/TAKE-OFF | MOBILE OBSTACLE | 595216.32N 0011657.93W | 33 FT | 16 FT | No | |
| (EGPB5564) 15/TAKE-OFF | MOBILE OBSTACLE | 595216.31N 0011658.13W | 33 FT | 16 FT | No | |
| (EGPB5560) 33/APPROACH | MOBILE OBSTACLE | 595214.52N 0011658.96W | 40 FT | 16 FT | No | |

| In Approach/Take-off areas | | | | | | |
|---|---|---|---|---|---|---|
| **Obstacle ID/ Designation** | **Obstacle Type** | **Obstacle Position** | **Elevation/Height** | | **Obstruction Lighting Type/ Colour** | **Remarks** |
| **1** | **2** | **3** | **4** | | **5** | **6** |
| (EGPB5561) 33/APPROACH | MOBILE OBSTACLE | 595214.48N 0011658.79W | 40 FT | 16 FT | No | |
| (EGPB5546) 33/APPROACH | MOBILE OBSTACLE | 595214.43N 0011709.75W | 30 FT | 16 FT | No | |
| (EGPB5558) 33/APPROACH | MOBILE OBSTACLE | 595213.71N 0011659.70W | 41 FT | 16 FT | No | |
| (EGPB5559) 33/APPROACH | MOBILE OBSTACLE | 595213.67N 0011659.53W | 42 FT | 16 FT | No | |
| (EGPB5556) 33/APPROACH | MOBILE OBSTACLE | 595212.98N 0011700.75W | 42 FT | 16 FT | No | |
| (EGPB5557) 33/APPROACH | MOBILE OBSTACLE | 595212.90N 0011700.61W | 43 FT | 16 FT | No | |
| (EGPB5294) 33/APPROACH 15/ TAKE-OFF | WALL | 595212.80N 0011659.68W | 37 FT | 3 FT | No | |
| (EGPB5554) 33/APPROACH | MOBILE OBSTACLE | 595212.62N 0011702.44W | 42 FT | 16 FT | No | |
| (EGPB3389) 33/APPROACH 15/ TAKE-OFF | MOBILE OBSTACLE | 595207.07N 0011644.97W | 109 FT | 16 FT | No | |
| (EGPB5189) 15/TAKE-OFF | BLDG CHIMNEY | 595203.28N 0011654.36W | 101 FT | 34 FT | No | |
| (EGPB5191) 33/APPROACH 15/ TAKE-OFF | BLDG AERIAL | 595202.94N 0011654.70W | 102 FT | 37 FT | No | |

| In circling area and at aerodrome | | | | | | |
|---|---|---|---|---|---|---|
| **Obstacle ID/ Designation** | **Obstacle Type** | **Obstacle Position** | **Elevation/Height** | | **Obstruction Lighting Type/ Colour** | **Remarks** |
| **1** | **2** | **3** | **4** | | **5** | **6** |
| (EGPB4684) | MAST | 595710.39N 0011827.59W | 1077 FT | 229 FT | No | |
| (EGPB3156) | TELEGRAPH POLE | 595446.66N 0011814.95W | 239 FT | 24 FT | No | |
| (EGPB5622) | RADAR | 595421.07N 0012257.09W | 964 FT | 37 FT | No | |
| (EGPB5002) | MAST | 595420.06N 0012256.76W | 982 FT | 53 FT | No | |
| (EGPB3168) | TELEGRAPH POLE | 595349.47N 0011813.78W | 292 FT | 26 FT | No | |
| (EGPB5009) | UTILITY POLE | 595341.95N 0011827.57W | 298 FT | 24 FT | No | |
| (EGPB5384) | POLE | 595341.52N 0011830.40W | 303 FT | 13 FT | Yes Red | |
| (EGPB5066) | UTILITY POLE | 595323.52N 0011710.47W | 198 FT | 27 FT | No | |
| (EGPB5149) | BLDG OBS LT | 595243.53N 0011800.82W | 78 FT | 52 FT | Yes Red | |
| (EGPB5328) | LIGHTNING CNDR | 595204.15N 0011623.43W | 383 FT | 51 FT | Yes Red | |
| (EGPB5346) | LIGHTHOUSE AERIAL | 595114.69N 0011629.62W | 333 FT | 57 FT | No | |
| (EGPB3215) | AERIAL | 595114.11N 0011630.01W | 346 FT | 67 FT | No | |

## EGPB AD 2.11 METEOROLOGICAL INFORMATION PROVIDED

| | | |
|---|---|---|
| 1 | Associated MET Office | MET OFFICE ABERDEEN |
| 2 | Hours of service<br>MET Office outside hour | H24 |
| 3 | Office responsible for TAF preparation<br>Periods of validity | MET OFFICE ABERDEEN<br>9 hours. |

| | | |
|---|---|---|
| 4 | Trend forecast<br>Interval of issuance | TREND<br>30 minutes. |
| 5 | Briefing/consultation provided | Self briefing/telephone. |
| 6 | Flight documentation<br>Language(s) used | Charts abbreviated plain language text.<br>English. |
| 7 | Charts and other information available for briefing or consultation | Available on request from ATC. |
| 8 | Supplementary equipment available for providing information | Automated recording telephone 01950-461037. |
| 9 | ATS units provided with information | SUMBURGH |
| 10 | Additional information (limitation of service, etc.) | Outside aerodrome hours unverified automatic observation via ATIS is available on 01950-461037. |

## EGPB AD 2.12 RUNWAY PHYSICAL CHARACTERISTICS

| Designations RWY Number | True bearing | Dimensions of RWY | Surface of RWY/ SWY/ Strength | THR co-ordinates/ THR Geoid undulation | THR elevation/ Highest elevation of TDZ of precision APP RWY | Slope of RWY/ SWY |
|---|---|---|---|---|---|---|
| 1 | 2 | 3 | 4 | 5 | 6 | 7 |
| 09 | 083.55° | 1498 x 44 M | RWY surface: Asphalt, Grooved<br>PCN 20/F/B/W/T | 595250.98N<br>0011819.03W<br>161.0 FT | THR 20.5 FT | |
| 27 | 263.57° | 1498 x 44 M | RWY surface: Asphalt, Grooved<br>PCN 20/F/B/W/T | 595255.71N<br>0011655.59W<br>160.9 FT | THR 20.6 FT<br>TDZ 20.6 FT | |
| 15 | 143.41° | 1424 x 43 M | RWY surface: Asphalt, Grooved<br>PCN 31/F/B/X/T | 595249.88N<br>0011754.57W<br>161.0 FT | THR 7.1 FT | |
| 33 | 323.42° | 1424 x 43 M | RWY surface: Asphalt, Grooved<br>PCN 31/F/B/X/T | 595222.60N<br>0011714.28W<br>161.0 FT | THR 8.2 FT | |

| SWY Dimensions | Clearway Dimensions | Strip Dimensions | RESA Dimensions, Overshoot / Undershoot | Location/ description of arresting system | OFZ | Remarks |
|---|---|---|---|---|---|---|
| 8 | 9 | 10 | 11 | 12 | 13 | 14 |
| | | 1618 x 280 M | 90 x - M<br>- | | | RWY 09<br><br>Landing threshold displaced by 104 M. |
| | | 1618 x 280 M | 90 x - M<br>- | | | RWY 27<br><br>Landing threshold displaced by 89 M. |
| | | 1544 x 150 M | | | | RWY 15<br><br>Landing threshold displaced by 184 M.<br><br>Terrain infringes the runway strip to the south, south east by 3.5 M at 135 M to 142 M from centre-line. |
| | | 1544 x 150 M | | | | RWY 33<br><br>Landing threshold displaced by 189 M.<br><br>Terrain infringes the runway strip to the south, south east by 3.5 M at 135 M to 142 M from centre-line. |

## EGPB AD 2.13 DECLARED DISTANCES

| Runway designator | TORA | TODA | ASDA | LDA | Remarks |
|---|---|---|---|---|---|
| 1 | 2 | 3 | 4 | 5 | 6 |
| 15 | 1424 M | 1424 M | 1424 M | 1240 M | |
| 33 | 1424 M | 1424 M | 1424 M | 1235 M | |

| Runway designator | TORA | TODA | ASDA | LDA | Remarks |
|---|---|---|---|---|---|
| 1 | 2 | 3 | 4 | 5 | 6 |
| 09 | 1319 M | 1319 M | 1319 M | 1245 M | |
| 27 | 1319 M | 1319 M | 1319 M | 1260 M | |
| 06 | | H - 544 M | | H - 544 M | |
| 24 | | H - 544 M | | H - 544 M | |

## EGPB AD 2.14 APPROACH AND RUNWAY LIGHTING

| RWY | Approach lighting Type/ Length/ Intensity | Threshold lighting Colour/Wing bars | VASIS/ MEHT/ PAPI/ PAPI Dist from THR | TDZ, lighting Length | Runway Centre Line lighting Length/ Spacing/ Colour/ Intensity | Runway edge lighting Length/ Spacing/ Colour/ Intensity | Runway end lighting Colour/ Wing bars | Stopway lighting Length/ Colour | Remarks |
|---|---|---|---|---|---|---|---|---|---|
| 1 | 2 | 3 | 4 | 5 | 6 | 7 | 8 | 9 | 10 |
| 09 | One flush inset crossbar plus four double flush inset lamps.<br>110 M<br>Light intensity high | Green<br>Light intensity high<br>Green wingbars | PAPI<br>Left/3°<br>20 FT<br>155 M | | | HI elevated bi-directional and coded LI omni-directional | Red | | |
| 27 | One flush inset crossbar plus four double flush inset lamps.<br>90 M<br>Light intensity high | Light intensity high<br>Elevated<br>Green wingbars | PAPI<br>Left/3°<br>56 FT<br>411 M | | | HI elevated bi-directional and coded LI omni-directional | Red | | |
| 15 | | Light intensity high<br>Elevated<br>Green wingbars | APAPI<br>Left/4°<br>46 FT<br>210 M | | | HI elevated bi-directional and coded LI omni-directional | Red | | |
| 33 | | Light intensity high<br>Elevated<br>Green wingbars | | | | HI elevated bi-directional and coded LI omni-directional | Red | | |

## EGPB AD 2.15 OTHER LIGHTING, SECONDARY POWER SUPPLY

| | | |
|---|---|---|
| 1 | ABN/IBN location, characteristics and hours of operation | |
| 2 | LDI location and lighting<br>Anemometer location and lighting | Anemometer: 595254.28N 0011807.91W (LGTD) - 595232.66N 0011735.66W (LGTD) |
| 3 | TWY edge and centre line lighting | CL: Green centre-line lighting to stop bars.<br><br>EDGE: Blue edge lighting between stop bars and runway edge. |
| 4 | Secondary power supply/switch-over time | Yes. 10 seconds. |
| 5 | Remarks | Obstacle lights. |

## EGPB AD 2.16 HELICOPTER LANDING AREA

| | | |
|---|---|---|
| 1 | Coordinates TLOF or THR of FATO, geoid undulation | TLOF H24: 595239.62N 0011657.64W |
| 2 | TLOF and/or FATO elevation | TLOF H24: 19.6 FT |
| 3 | TLOF and FATO area dimensions, surface, strength, marking, lighting | TLOF surface: Asphalt<br>PCN 31/F/B/X/T<br>FATO 06/24: 544 M x 44 M<br>FATO surface: Asphalt<br>PCN 31/F/B/X/T |

| | | |
|---|---|---|
| 4 | True BRG of FATO | FATO 06/24: DIR 06: 053.44°<br>FATO 06/24: DIR 24: 233.45° |
| 5 | Declared distance available | FATO 06/24: DIR 06: LDAH - LDA for Helicopters 544 M<br>FATO 06/24: DIR 06: RTODAH - Rejected TODA for Helicopters 544 M<br>FATO 06/24: DIR 06: TODAH - Take-Off Distance Available for Helicopters 544 M<br>FATO 06/24: DIR 24: LDAH - LDA for Helicopters 544 M<br>FATO 06/24: DIR 24: RTODAH - Rejected TODA for Helicopters 544 M<br>FATO 06/24: DIR 24: TODAH - Take-Off Distance Available for Helicopters 544 M |
| 6 | APP and FATO lighting | |
| 7 | RMK | Daylight use only. |

## EGPB AD 2.17 AIR TRAFFIC SERVICES AIRSPACE

| Designation and lateral limits | Vertical Limits | Airspace Class | ATS unit callsign/ language | Transition Altitude | Hours of applicability | Remarks |
|---|---|---|---|---|---|---|
| 1 | 2 | 3 | 4 | 5 | 6 | 7 |
| SUMBURGH CTR<br>594309N 0005423W - 593839N 0013034W - 594620N 0014725W - 600144N 0013856W - 600406N 0005747W thence clockwise by the arc of a circle radius 15 NM centred on 595244N 0011712W to 594309N 0005423W | Upper limit: FL100<br>Lower limit: SFC | D | SUMBURGH RADAR<br>English | 6000 FT | | CTR/CTA/ATZ hours coincident with Tower hours, but not by arrangement. Radar service available 0630-2200 (0530-2100). |
| SUMBURGH ATZ<br>A circle, 2 NM radius, centred at 595253N 0011738W on longest notified runway (09/27) | Upper limit: 2000 FT AGL<br>Lower limit: SFC | D<br>G | SUMBURGH RADAR<br>English | 6000 FT | | CTR/CTA/ATZ hours coincident with Tower hours, but not by arrangement. Radar service available 0630-2200 (0530-2100). |

## EGPB AD 2.18 AIR TRAFFIC SERVICES COMMUNICATION FACILITIES

| Service Designation | Callsign | Channel/ Frequency(MHz) | SATVOICE number(s) | Logon Address | Hours of Operation | Remarks |
|---|---|---|---|---|---|---|
| 1 | 2 | 3 | 4 | 5 | 6 | 7 |
| TWR | SUMBURGH TOWER | 118.255<br>DOC 30 NM/ 10,000 FT. | | | Mon-Fri 0715-2000 (0615-1900); Sat 0730-1615 (0630-1515); Sun 1115-2000 (1015-1900); and by arrangement. | |
| RADAR | SUMBURGH RADAR | 123.155<br>Standby frequency not continuously monitored. | | | 0630-2200 (0530-2100). | This service is provided by NATS Aberdeen. |
| | | 131.300<br>Radar services for both Approach Radar and offshore sectors. | | | 0630-2200 (0530-2100). | |
| AFIS | SUMBURGH INFORMATION | 118.255 | | | By arrangement outside hours of ATC. Normally only available for SAR, ambulance flights and aircraft in emergency. | |
| ATIS | SUMBURGH INFORMATION | 125.855 | | | Mon-Fri 0715-2000 (0615-1915); Sat 0730-1615 (0630-1515); Sun 1115-2000 (1015-1900); and by arrangement. | |

| Service Designation | Callsign | Channel/ Frequency(MHz) | SATVOICE number(s) | Logon Address | Hours of Operation | Remarks |
|---|---|---|---|---|---|---|
| 1 | 2 | 3 | 4 | 5 | 6 | 7 |
| OTHER | SUMBURGH FIRE CHIEF | 121.600 Non-ATS Frequency. | | | Available when Fire vehicle attending aircraft on the ground in an emergency. | |

## EGPB AD 2.19 RADIO NAVIGATION AND LANDING AIDS

| Type of Aid CAT of ILS/MLS MAG Var/VOR Declination | Ident | Frequency | Hours of Operation | Position of transmitting antenna coordinates | Elevation of DME transmitting antenna | Remarks |
|---|---|---|---|---|---|---|
| 1 | 2 | 3 | 4 | 5 | 6 | 7 |
| ILS/LOC<br>OTHER:NOCAT<br>0.18°E (2027) | SUB | 108.500 MHz | HO | 595257.14N<br>0011721.92W | | (RWY 09)<br>Ignore any glidepath indications observed.<br>The Localizer is offset 2.2° south of the extended RCL and intercepts at 1400 M from THR 09.<br>Localizer only. |
| ILS/LOC<br>I<br>0.18°E (2027) | ISG | 108.500 MHz | HO | 595248.42N<br>0011812.47W | | (RWY 27)<br>The Localizer is offset 2.6° north of the extended RCL and intercepts at 723 M from THR 27.<br>Pilots may not receive full fly-up indications when below glidepath and right of centre-line. |
| ILS/GP | ISG | 329.900 MHz | HO | 595256.79N<br>0011721.12W | | 3° ILS Ref Datum Hgt 54 FT. |
| VOR/DME<br>0.18°E (2027)<br>0° (2023) | SUM | 120Y<br>117.350 MHz | H24 | 595243.42N<br>0011711.51W | 80 FT | VOR/DME DOC: 200 NM/50,000 FT.<br>Due to terrain, coverage at low level is reduced in Sectors R140-160, R285-305 and R345-005. |
| NDB (L)<br>0.18°E (2027) | SBH | 351.000 kHz | H24 | 595256.56N<br>0011741.40W | | On AD. Range 25 NM. |
| ILS/DME | ISG | 22X<br>108.500 MHz | HO | 595256.72N<br>0011738.05W | 25 FT | (RWY 27)<br>On AD.<br>DME freq paired with ILS I-SG and SUB.<br>Zero range indicated at THR of Runway 09 and 27. |
| ILS/DME | SUB | 22X<br>108.500 MHz | HO | 595256.72N<br>0011738.05W | 25 FT | (RWY 09)<br>On AD.<br>DME freq paired with ILS I-SG and SUB.<br>Zero range indicated at THR of Runway 09 and 27. |

## EGPB AD 2.20 LOCAL AERODROME REGULATIONS

### 1 AIRPORT REGULATIONS

a) All aircraft are required to request start up from ATC.
b) Pilots are reminded that all flights wishing to depart Sumburgh must, in accordance with the requirements of Class D airspace, notify ATC. This may be in the form of a filed flight plan or contact with Sumburgh ATS via landline prior to departure.

### 2 GROUND MOVEMENT

a) The centre-line of the northern taxiway is diverted to the south side of the 46 M wide pavement. The edge of the usable taxiway (width 18 M) is marked by blue edge lights and blue reflective markers. Green reflective studs mark the centre-line. Pilots are reminded to adhere to the marked centre-line. A separate vehicle route is marked on the north side of part of the northern taxiway.
b) No ground signals except light signals.
c) Aircraft Parking

   i. Sumburgh operates a parking policy which considers: customs requirements, duration of stay and type of flight. Fixed wing aircraft will be marshalled and may be required to reposition due to operational requirements.

ii. Helicopters will be allocated spots by ATC. Helicopters that require to shutdown should inform Sumburgh Tower at the earliest opportunity, they may be required to reposition to a remote part of the apron.

d) Use of Sumburgh aerodrome is subject to standard Terms and Conditions of Use, which can be requested from the aerodrome.
e) Full ATC clearance is available from EOBT - 15 minutes. Departing aircraft are required to state stand/spot number on initial contact with Sumburgh Tower.

## 3 CAT II/III OPERATIONS

Not applicable

## 4 WARNINGS

a) During strong wind conditions turbulence may be expected on approach to, or climb out from, any runway.
b) Bird colonies are active throughout the year, particularly during the nesting season. Concentrations of birds may be encountered in the vicinity of cliffs and beaches and over the sea.
c) A coastguard and support helicopter operates from Sumburgh and will be given appropriate priority over other traffic when operating on search and rescue duties. These operations may take place throughout the 24 hour period using the call sign 'Rescue'.
d) Unlit mast erected on Scousburgh Hill, 5 NM north of the aerodrome approximate height 220 FT AGL, 1085 FT AMSL.
e) Pilots will observe that a main road crosses the Runway 09 undershoot immediately before the painted threshold. A barrier system closes the public road. These barriers must be closed before any fixed wing aircraft can land or depart.

## 5 HELICOPTER OPERATIONS

a) Helicopters are treated as fixed-wing traffic and should normally ground taxi, unless skid equipped between the runways and parking areas. In adverse weather conditions and during snow clearing operations, air taxiing may be permitted by ATC. Only one helicopter at any one time may air taxi on any one apron. Pilots may request an air taxi if required.
b) Rotors running refuelling of helicopters with passengers on board is only permitted during exceptionally severe wind conditions, and with the permission of ATC. Rotors-running refuelling is only permitted on helicopter spots 4, 5, 6, 7, 8. Spot 4 may only be used by S92s for rotors-running refuelling in exceptional circumstances.

## 6 USE OF RUNWAYS

a) With the exception of helicopters, night landings are not permitted on Runways 15 and 33 except in an emergency. Night take-offs from Runways 15 and 33 are restricted to operators with procedures accepted by the Civil Aviation Authority.
b) The helicopter Runway 06/24 is not to be used by fixed-wing aircraft.
c) More than one runway may be lighted, and in use, at any one time.
d) Except for locally based SAR helicopters, out of hours indemnity is not permitted.
e) The thresholds of Runways 09 and 27 are positioned 135 M and 120 M respectively from concrete sea-defenses and the open sea.
f) RVR Conditions

i. Runway 09/27. Except where an AOC holder has a less restrictive State authorised take-off minima, departures in RVR conditions of less than 400 M are not permitted.
ii. Runway 15/33. Except where an AOC holder has a less restrictive State authorised take-off minima, departures when the reported MET visibility is 400 M or less are not permitted.
iii. Helicopter Runway 06/24. Except where an AOC holder has a less restrictive State authorised take-off minima, departures when the reported MET visibility is 800 M or less are not permitted.

g) Pilots will observe that a main road crosses the Runway 09 undershoot immediately before the painted threshold. The road is closed by staffed barriers prior to any movement requiring the closure of the road.

## 7 TRAINING

Not applicable

# EGPB AD 2.21 NOISE ABATEMENT PROCEDURES

a) Helicopters requiring to hover for long periods for test purposes should be directed to a location where they will cause least disturbance to residential areas.
b) Military Practice Diversions

i. Practice diversion approaches by high energy jet aircraft should, whenever possible, be made to Runway 09/27.
ii. Exceptionally, when traffic conditions prevent an approach to Runway 09/27, an approach to Runway 33 may be authorised. When aircraft are carrying out a missed approach from Runway 33 or overflying the aerodrome they are given specific instructions to prevent them from overflying the village of Toab.
iii. The village of Toab is particularly vulnerable to noise from aircraft and approaches to Runway 15 by high energy jet aircraft are not normally permitted.

# EGPB AD 2.22 FLIGHT PROCEDURES

## 1 RADIO COMMUNICATIONS FAILURE PROCEDURE

a) In the event of complete radio communication failure in an aircraft, the pilot will adopt the appropriate procedure notified at ENR 1.1 General Rules, section 3.4 Radiotelephony, Radio Failure and Loss of Communication Procedures. The route to be used when leaving the airspace in accordance with these procedures is as follows:

b) In the event of a communications failure ATS will issue instructions to aircraft and vehicles using visual signals by the use of an ALDIS lamp. These signals will be displayed in accordance with guidelines issued in the CAP 637 Visual Aids Hand Book.

| Position at time of decision | Route |
|---|---|
| VOR SUM or NDB(L) SBH | Track 310°(T) at 2400 FT ALT until clear of the CTR/CTA. |

## 2 HELICOPTER OPERATIONS IN THE SUMBURGH CTR/CTA

a) Procedures for helicopter operations in the Sumburgh CTR/CTA are detailed at ENR 1.6.

## 3 VISUAL REFERENCE POINTS (VRP)

a) Details of VRPs are available in the consolidated 'Visual Reference Points List' published on the 'Digital Dataset' page of the NATS AIS website, www.nats.aero/ais.

## 4 NORTH ATLANTIC DEPARTURES

a) Due to the proximity of the Shanwick Oceanic boundary to Sumburgh, pilots must consider timescales for submitting an ’RCL’. Refer to ENR 2.2, paragraph 3.8.2 for details.

## 5 APPROACH AND APPROACH RADAR SERVICES

a) Approach and Approach Radar Services for Sumburgh Airport are provided from Aberdeen ATSU. If this service is not available during published hours, the CTR/CTA airspace will revert to Class G status. In the event, this will be promulgated by NOTAM.

# EGPB AD 2.23 ADDITIONAL INFORMATION

a) Aircraft operators are responsible for the searching of any aircraft parked either overnight or within the demarcated area prior to departure.

# EGPB AD 2.24 CHARTS RELATED TO AN AERODROME

AERODROME CHART - ICAO
AD 2.EGPB-2-1
AIRCRAFT PARKING/DOCKING CHART - ICAO
AD 2.EGPB-2-2
CTR - WESTERLY OUTBOUND/INBOUND HMRI
AD 2.EGPB-3-1
CTR - EASTERLY OUTBOUND/INBOUND HMRI
AD 2.EGPB-3-2
ATC SURVEILLANCE MINIMUM ALTITUDE CHART - ICAO
AD 2.EGPB-5-1
INSTRUMENT APPROACH CHART LOC/DME/VOR or NDB(L) RWY 09 (CAT A,B,C) - ICAO
AD 2.EGPB-8-1
INSTRUMENT APPROACH CHART RNP RWY 09 (CAT A,B,C) - ICAO
AD 2.EGPB-8-2
INSTRUMENT APPROACH CHART VOR/DME RWY 09 (CAT A,B,C) - ICAO
AD 2.EGPB-8-3
INSTRUMENT APPROACH CHART RNP RWY 15 (CAT A,B,C) - ICAO
AD 2.EGPB-8-4
INSTRUMENT APPROACH CHART ILS/DME/VOR or NDB(L) RWY 27 (CAT A,B,C) - ICAO
AD 2.EGPB-8-5
INSTRUMENT APPROACH CHART LOC/DME/VOR or NDB(L) RWY 27 (CAT A,B,C) - ICAO
AD 2.EGPB-8-6

INSTRUMENT APPROACH CHART RNP RWY 27 (CAT A,B,C) - ICAO
AD 2.EGPB-8-7
INSTRUMENT APPROACH CHART VOR/DME RWY 27 (CAT A,B,C) - ICAO
AD 2.EGPB-8-8
INSTRUMENT APPROACH CHART VOR/DME 006° TO AERODROME (CAT A,B,C) - ICAO
AD 2.EGPB-8-9
INSTRUMENT APPROACH CHART VOR/DME 147° TO AERODROME (CAT A,B) - ICAO
AD 2.EGPB-8-10
INSTRUMENT APPROACH CHART DIRECT ARRIVALS RWY 09/27 (CAT A,B,C) - ICAO
AD 2.EGPB-8-11
INSTRUMENT APPROACH CHART DIRECT ARRIVALS VOR/DME 147°/006° TO AERODROME (CAT A,B,C)
AD 2.EGPB-8-12
INSTRUMENT APPROACH PROCEDURE CODING TABLES - RNP RWY 09
AD 2.EGPB-8-13
INSTRUMENT APPROACH PROCEDURE CODING TABLES - RNP RWY 15
AD 2.EGPB-8-14
INSTRUMENT APPROACH PROCEDURE CODING TABLES - RNP RWY 27
AD 2.EGPB-8-15

## EGPB AD 2.25 VISUAL SEGMENT SURFACE (VSS) PENETRATION

Not applicable

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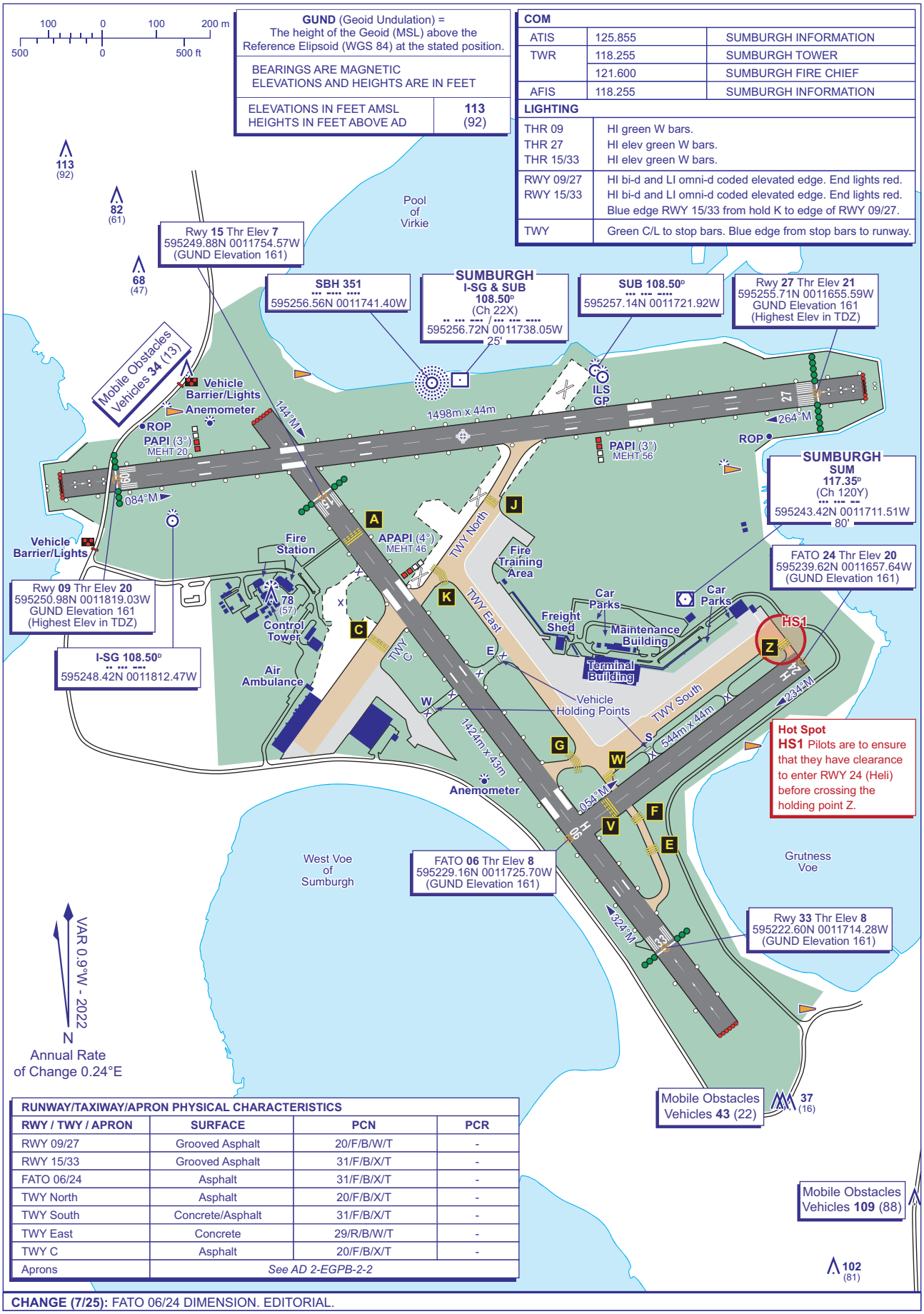
# AERODROME CHART - ICAO

ARP 595253N 0011738W

AD ELEV 21FT

# SUMBURGH
## EGPB




| RUNWAY/TAXIWAY/APRON PHYSICAL CHARACTERISTICS | | | |
|---|---|---|---|
| RWY / TWY / APRON | SURFACE | PCN | PCR |
| RWY 09/27 | Grooved Asphalt | 20/F/B/W/T | - |
| RWY 15/33 | Grooved Asphalt | 31/F/B/X/T | - |
| FATO 06/24 | Asphalt | 31/F/B/X/T | - |
| TWY North | Asphalt | 20/F/B/X/T | - |
| TWY South | Concrete/Asphalt | 31/F/B/X/T | - |
| TWY East | Concrete | 29/R/B/W/T | - |
| TWY C | Asphalt | 20/F/B/X/T | - |
| Aprons | *See AD 2-EGPB-2-2* | | |

**CHANGE (7/25):** FATO 06/24 DIMENSION. EDITORIAL.

AERO INFO DATE 16 APR 25

AD 2-EGPB-2-1

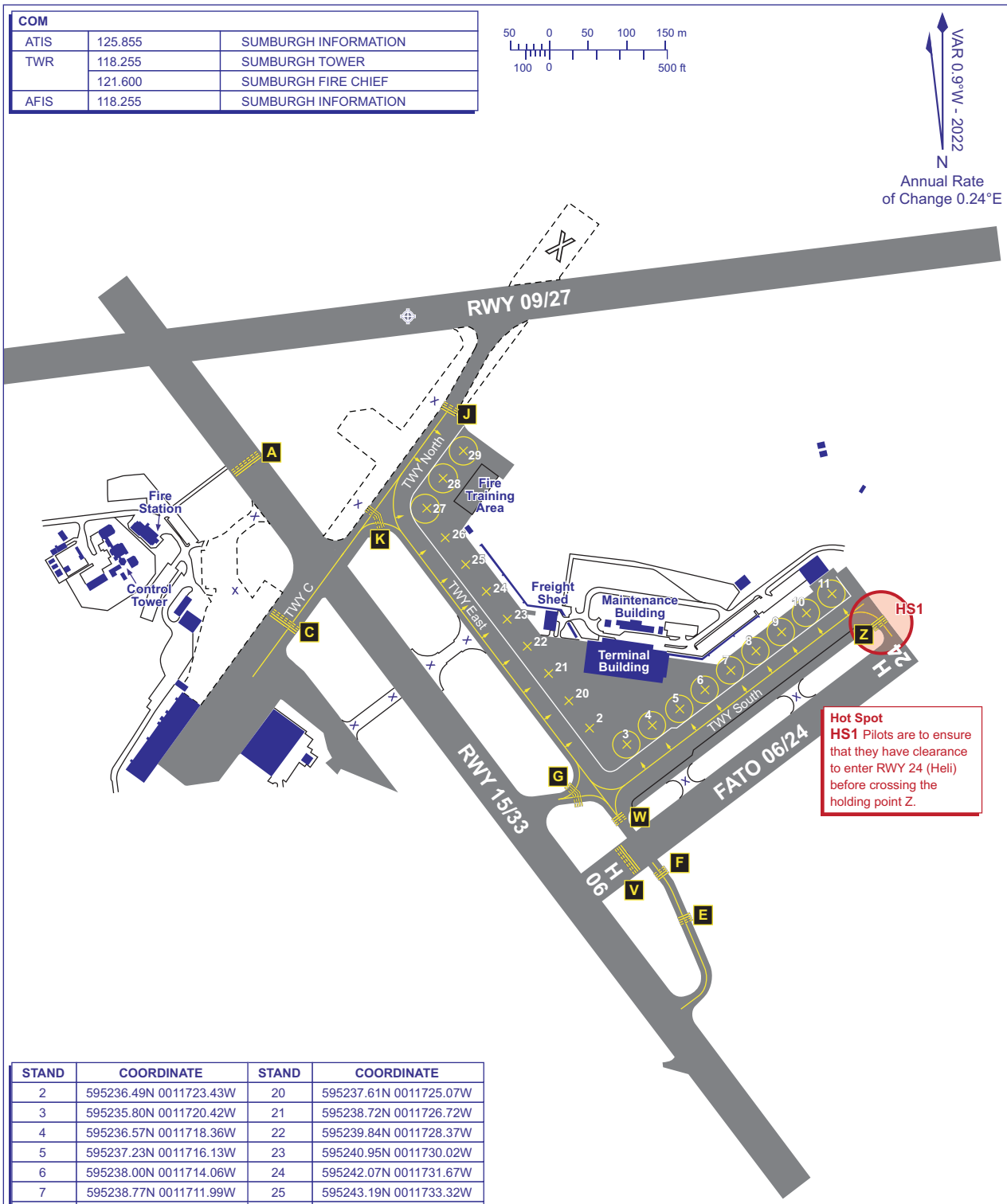
## AIRCRAFT PARKING/DOCKING CHART - ICAO

ARP 595253N 0011738W

AD ELEV 21FT

# SUMBURGH
EGPB

| COM | | |
|---|---|---|
| ATIS | 125.855 | SUMBURGH INFORMATION |
| TWR | 118.255 | SUMBURGH TOWER |
| | 121.600 | SUMBURGH FIRE CHIEF |
| AFIS | 118.255 | SUMBURGH INFORMATION |



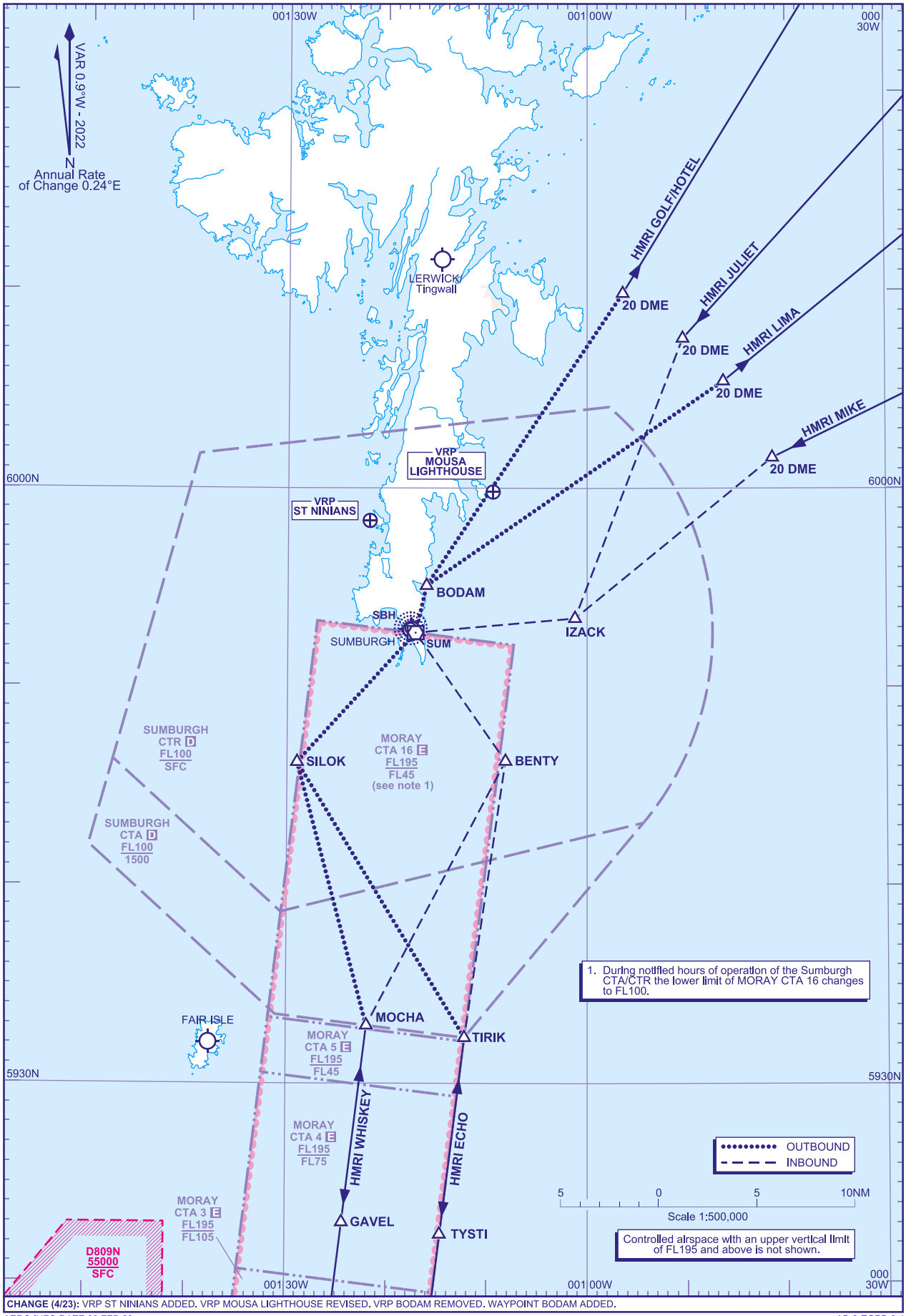

| STAND | COORDINATE | STAND | COORDINATE |
|---|---|---|---|
| 2 | 595236.49N 0011723.43W | 20 | 595237.61N 0011725.07W |
| 3 | 595235.80N 0011720.42W | 21 | 595238.72N 0011726.72W |
| 4 | 595236.57N 0011718.36W | 22 | 595239.84N 0011728.37W |
| 5 | 595237.23N 0011716.13W | 23 | 595240.95N 0011730.02W |
| 6 | 595238.00N 0011714.06W | 24 | 595242.07N 0011731.67W |
| 7 | 595238.77N 0011711.99W | 25 | 595243.19N 0011733.32W |
| 8 | 595239.54N 0011709.93W | 26 | 595244.30N 0011734.97W |
| 9 | 595240.31N 0011707.86W | 27 | 595245.49N 0011736.42W |
| 10 | 595241.08N 0011705.80W | 28 | 595246.71N 0011735.05W |
| 11 | 595241.85N 0011703.74W | 29 | 595247.82N 0011733.40W |

| RUNWAY/TAXIWAY/APRON PHYSICAL CHARACTERISTICS | | | | |
|---|---|---|---|---|
| APRON / RWY / TWY | SURFACE | PCN | PCR | ELEVATION |
| Terminal East | Concrete | 29/R/B/W/T | - | - |
| Terminal West | Concrete | 16/R/B/W/T | - | - |
| RWY (All) | *See AD 2-EGPB-2-1* | | | |
| TWY (All) | | | | |

**CHANGE (7/25):** EDITORIAL.

AERO INFO DATE 16 APR 25

## CTR-WESTERLY OUTBOUND/INBOUND HMRI — SUMBURGH

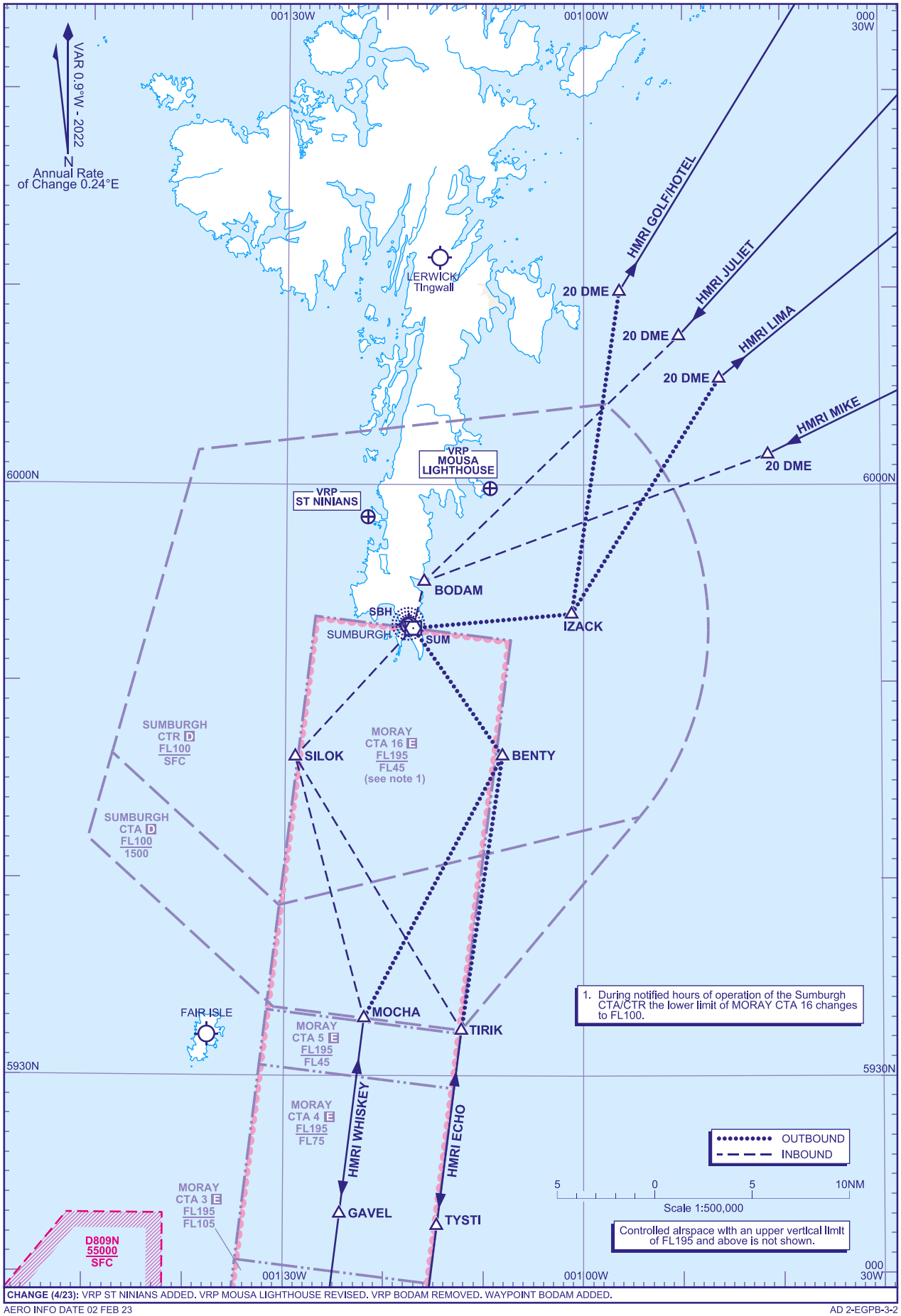



**CHANGE (4/23):** VRP ST NINIANS ADDED. VRP MOUSA LIGHTHOUSE REVISED. VRP BODAM REMOVED. WAYPOINT BODAM ADDED.

AERO INFO DATE 02 FEB 23

AD 2-EGPB-3-1

## CTR-EASTERLY OUTBOUND/INBOUND HMRI — SUMBURGH




**CHANGE (4/23):** VRP ST NINIANS ADDED. VRP MOUSA LIGHTHOUSE REVISED. VRP BODAM REMOVED. WAYPOINT BODAM ADDED.

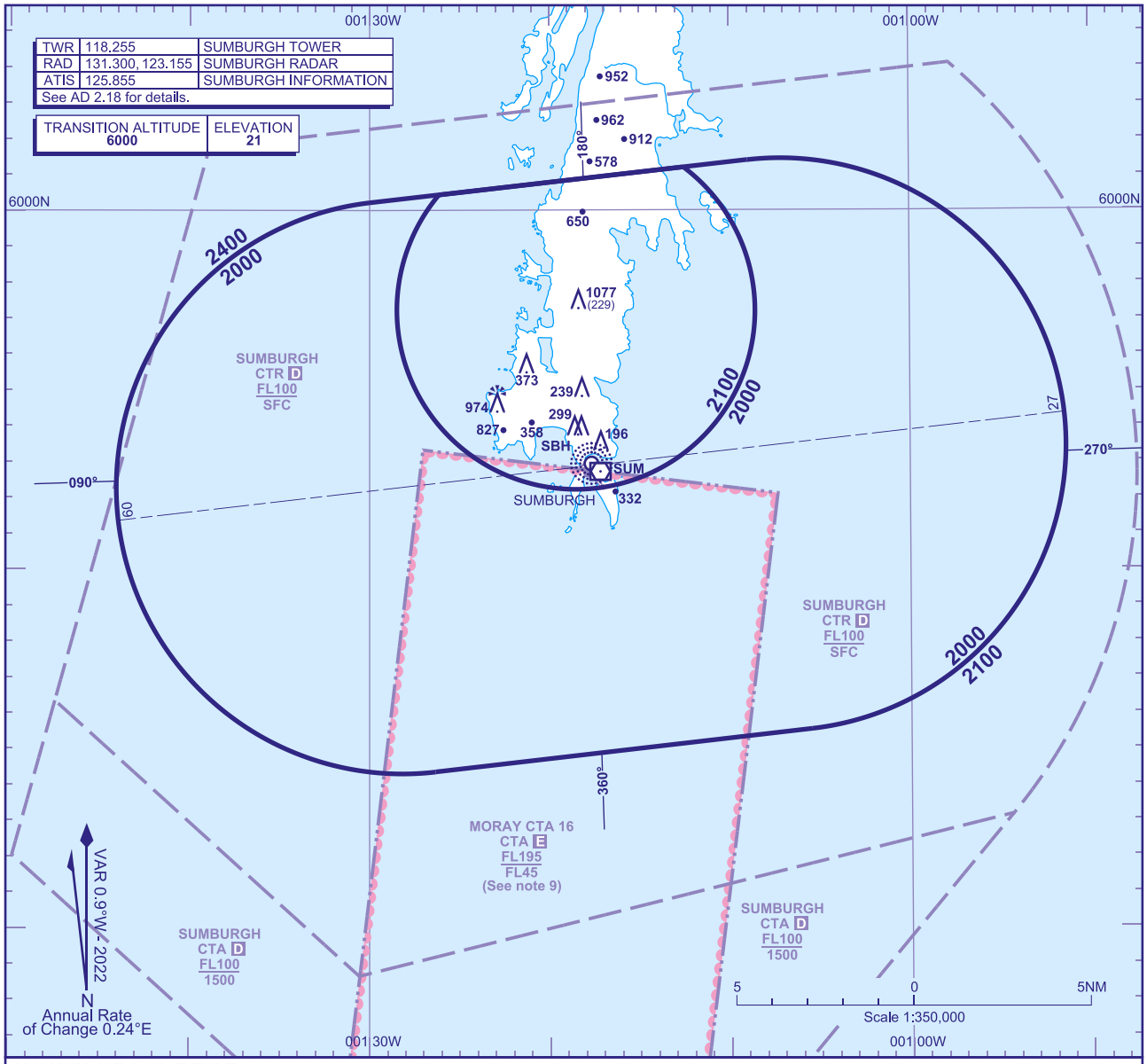
AERO INFO DATE 02 FEB 23

AD 2-EGPB-3-2

# ATC SURVEILLANCE MINIMUM ALTITUDE CHART - ICAO

BEARINGS, TRACKS AND RADIALS ARE MAGNETIC
ELEVATIONS IN FEET AMSL 1077
HEIGHTS IN FEET AGL (229)

## SUMBURGH




**MINIMUM INITIAL ALTITUDE**

Within the ATC Surveillance Minimum Altitude area the minimum initial altitude to be allocated by the approach surveillance controller is:

a) **2000** in the sector defined by the lateral limits; 600013N 0013000W - 600124N 0010859W thence clockwise by an arc of a circle radius 8NM centred on 595328N 0010714W to 594532N 0010530W - 594421N 0012621W thence clockwise by an arc of a circle radius 8NM centred on 595217N 0012810W to 600013N 0013000W, except;

b) **2100** in the sector defined by the lateral limits; 600026N 0012609W - 600112N 0011234W thence clockwise by an arc of a circle radius 5NM centred on 595713N 0011832W to 600026N 0012609W.

**OUTSIDE THE DESIGNATED ATC SURVEILLANCE MINIMUM ALTITUDE AREA**

The minimum altitude to be allocated by the approach surveillance controller will be either the Minimum Sector Altitude, or **1000** above any fixed obstacles:

a) within 5NM of the aircraft, and

b) within the sector 15NM ahead of and within 20° either side of the aircraft's track.

**LOSS OF COMMUNICATION PROCEDURES**

**Initial Approach**

Continue visually or by means of an appropriate approved final approach aid. If not possible proceed at 2100, or last assigned level if higher to **VOR SUM**†.

**Intermediate and Final Approach**

Continue visually or by means of an appropriate final approach aid. If not possible follow the Missed Approach Procedure to **VOR SUM**†.

† In all cases where the aircraft returns to the holding facility the procedure to be adopted is the Radio Failure Procedure detailed at ENR 1.1.3.

**GENERAL INFORMATION**

1. Levels shown are based on QNH.
2. Only significant obstacles and dominant spot heights are shown.
3. The minimum levels shown within the ATC Surveillance Minimum Altitude Area are in conformance with the Standard European Rules of the Air - SERA.5015.
4. Minimum Sector Altitudes are based on obstacles and spot heights within 25NM of the Aerodrome Reference Point.
5. Controlled airspace with a base in excess of **5000** or FL55, as appropriate, is not shown.
6. **This chart may only be used for cross-checking of altitudes assigned when in receipt of an ATC Surveillance service.**
7. Detailed description of FIR, UIR, CTA and TMA see ENR 2.1.
8. Detailed description of ATS airspace organized at the aerodrome see AD 2.17.
9. During notified hours of operation of the Sumburgh CTA/CTR the lower limit of MORAY CTA 16 changes to FL100.

**CHANGE (5/22):** MORAY CTA 16 AND TMZ ADDED.

AERO INFO DATE 11 MAR 22

AD 2-EGPB-5-1

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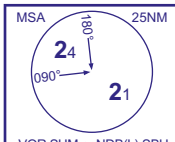
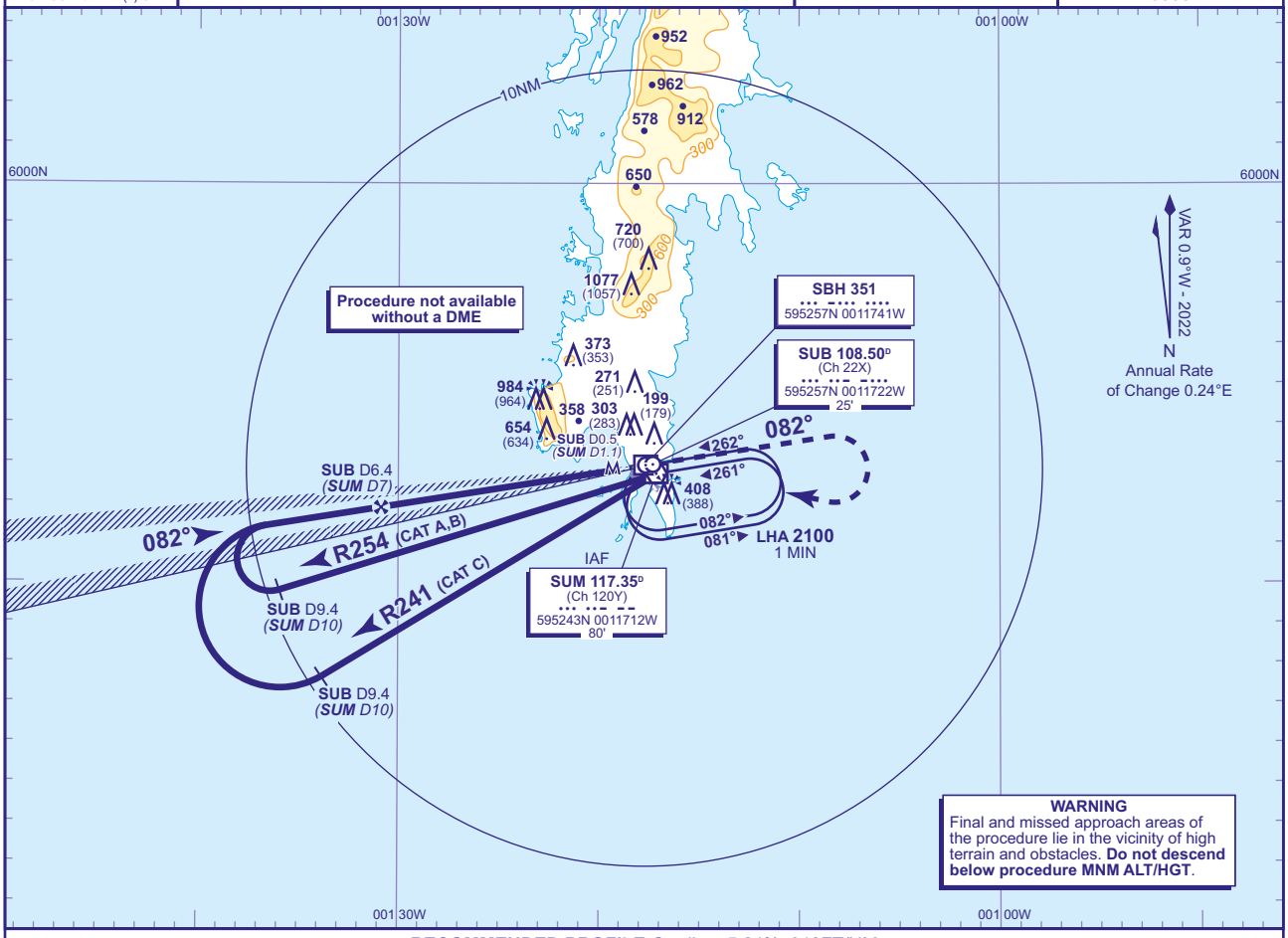
# INSTRUMENT APPROACH CHART - ICAO

# SUMBURGH LOC/DME/ VOR or NDB(L) RWY 09

(ACFT CAT A,B,C)



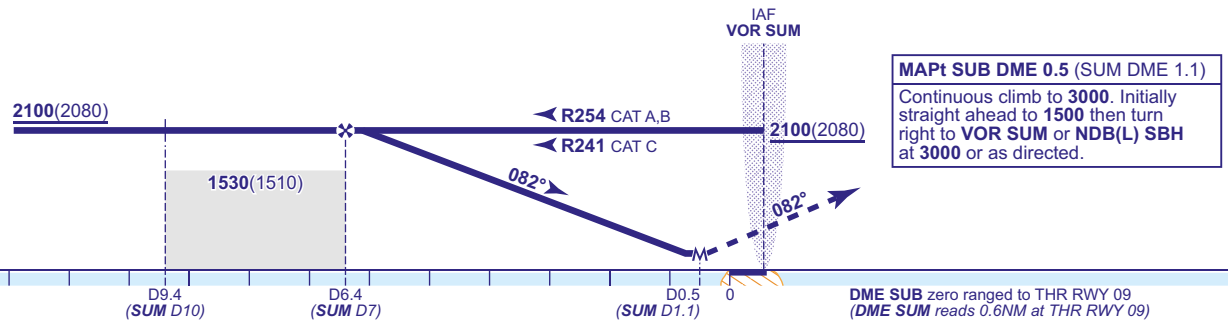

| | | | | | |
|---|---|---|---|---|---|
| TWR | 118.255 | SUMBURGH TOWER | AD ELEVATION | 21 | TRANSITION ALTITUDE 6000 |
| RAD | 131.300, 123.155 | SUMBURGH RADAR | THR ELEVATION | 20 | |
| ATIS | 125.855 | SUMBURGH INFORMATION | OBSTACLE ELEVATION 1077 AMSL (1057) (ABOVE THR) | | |
| AFIS | 118.255 | SUMBURGH INFORMATION | BEARINGS ARE MAGNETIC | | |




**RECOMMENDED PROFILE** Gradient 5.24%, 318FT/NM

| SUB DME(SUM) | 6(6.6) | 5(5.6) | 4(4.6) | 3(3.6) | 2(2.6) | 1(1.6) |
|---|---|---|---|---|---|---|
| ALT(HGT) | **1980**(1960) | **1660**(1640) | **1340**(1320) | **1030**(1010) | **710**(690) | **390**(370) |

Arrival **not below MSA**. Shuttle in hold as necessary.




**MAPt SUB DME 0.5** (SUM DME 1.1)

Continuous climb to **3000**. Initially straight ahead to **1500** then turn right to **VOR SUM** or **NDB(L) SBH** at **3000** or as directed.

**DME SUB** zero ranged to THR RWY 09 (***DME SUM*** *reads 0.6NM at THR RWY 09*)

| Aircraft Category | | A | B | C |
|---|---|---|---|---|
| OCA (OCH) | Procedure | **300**(280) | **300**(280) | **300**(280) |
| VM(C)OCA (OCH AAL) | Total Area | **800**(779) | **1200**(1179) | **1400**(1379) |
| | Restricted (See Note 2) | **800**(779) | **800**(779) | **1130**(1109) |

| Rate of descent | G/S KT | 160 | 140 | 120 | 100 | 80 |
|---|---|---|---|---|---|---|
| | FT/MIN | 850 | 740 | 640 | 530 | 420 |

**ALTERNATIVE PROCEDURE**
IAF NDB(L) SBH. As for main procedure except fly outbound on baseturn procedure on NDB(L) SBH QDR 253° (CAT A,B), QDR 240° (CAT C).

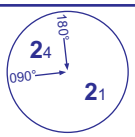
**NOTE 1** LOC is offset 2.2° south of the extended RWY C/L and intercepts the RWY C/L 0.8NM from the THR.
**2** Reduced VM(C) minima applies to aircraft which manoeuvre outside the quadrant north of RWY 09/27 C/L and west of RWY 15/33 C/L.

**CHANGE (13/23):** VOR/DME SUM RECALIBRATED. RADIALS.

AERO INFO DATE 16 OCT 23

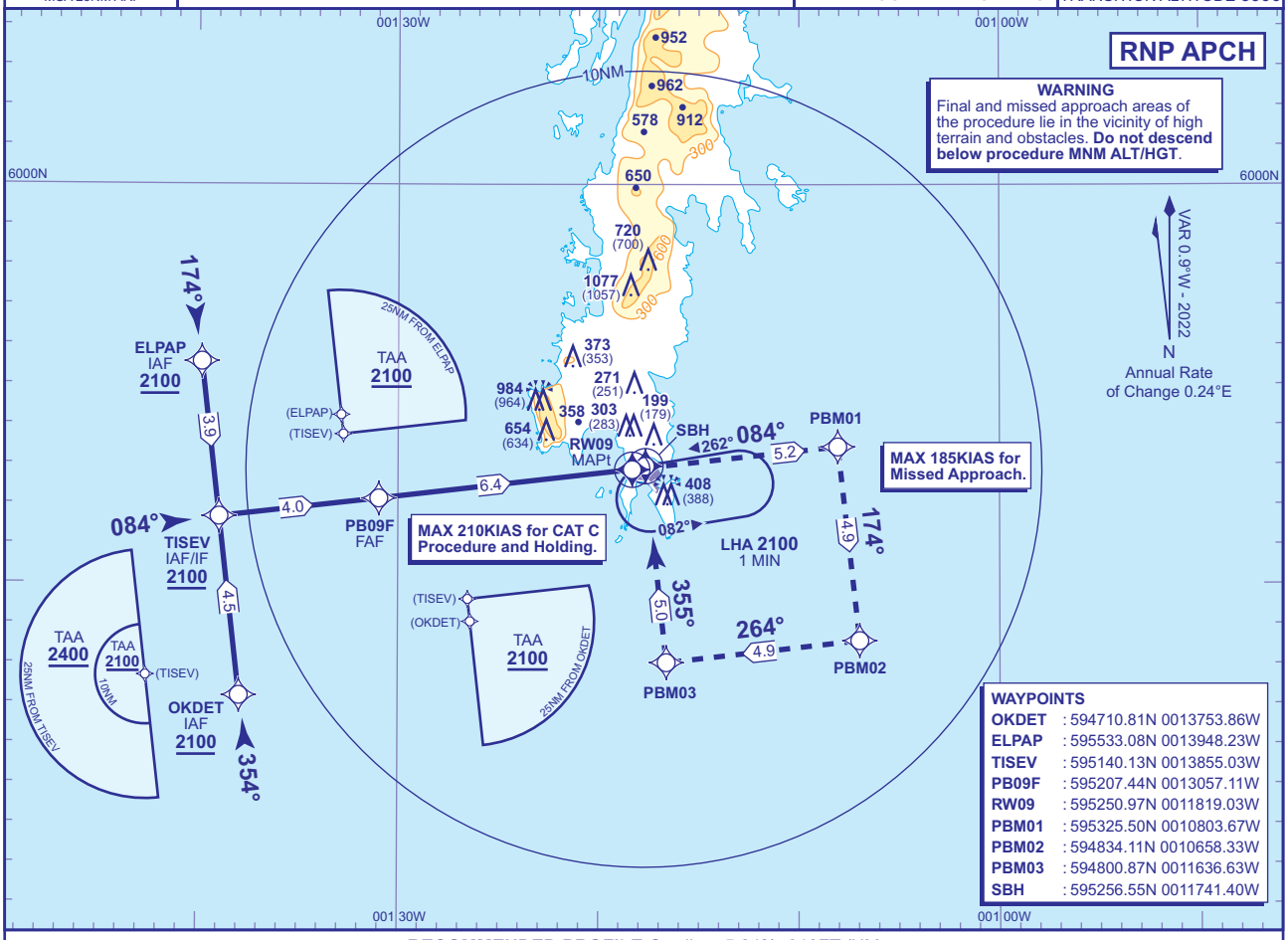
## INSTRUMENT APPROACH CHART - ICAO

# SUMBURGH
# RNP
# RWY 09
(ACFT CAT A,B,C)



MSA 25NM ARP

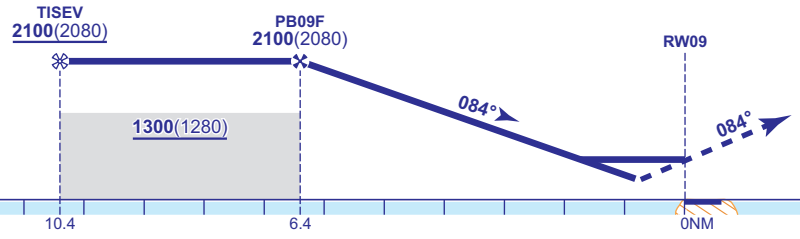
| | | | | | |
|---|---|---|---|---|---|
| TWR | 118.255 | SUMBURGH TOWER | AD ELEVATION | 21 | |
| RAD | 131.300, 123.155 | SUMBURGH RADAR | THR ELEVATION | 20 | |
| ATIS | 125.855 | SUMBURGH INFORMATION | OBSTACLE ELEVATION | | |
| AFIS | 118.255 | SUMBURGH INFORMATION | **1077 AMSL** (1057) (ABOVE THR) | | |
| | | | BEARINGS ARE MAGNETIC | TRANSITION ALTITUDE **6000** | |




**RECOMMENDED PROFILE** Gradient 5.24%, 318FT /NM

| **NM to RW09** | 6 | 5 | 4 | 3 | 2 | 1 |
|---|---|---|---|---|---|---|
| **ALT**(HGT) | **1970**(1950) | **1650**(1630) | **1330**(1310) | **1020**(1000) | **700**(680) | **380**(360) |

**TCH 40**




**MAPt (LNAV): RW09**
Continuous climb to **3000**. Initially straight ahead to **PBM01**, then turn right to **PBM02**, right to **PBM03** and right to **SBH** to join the hold or as directed.

| **Aircraft Category** | | **A** | **B** | **C** |
|---|---|---|---|---|
| **OCA** (OCH) | **LNAV** | **630**(610) | **630**(610) | **630**(610) |
| **VM(C)OCA** (OCH AAL) | **Total Area** | **800**(779) | **1200**(1179) | **1400**(1379) |
| | **Restricted** (See Note 1) | **800**(779) | **800**(779) | **1130**(1109) |

| **Rate of descent** | **G/S KT** | 160 | 140 | 120 | 100 | 80 |
|---|---|---|---|---|---|---|
| | **FT/MIN** | 850 | 740 | 640 | 530 | 420 |

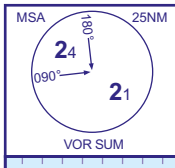
**NOTE** Reduced VM(C) minima applies to aircraft which manoeuvre outside the quadrant north of RWY 09/27 C/L and west of RWY 15/33 C/L.

**CHANGE (12/21):** EGNOS AND LPV REMOVED.

AERO INFO DATE 30 JUL 21

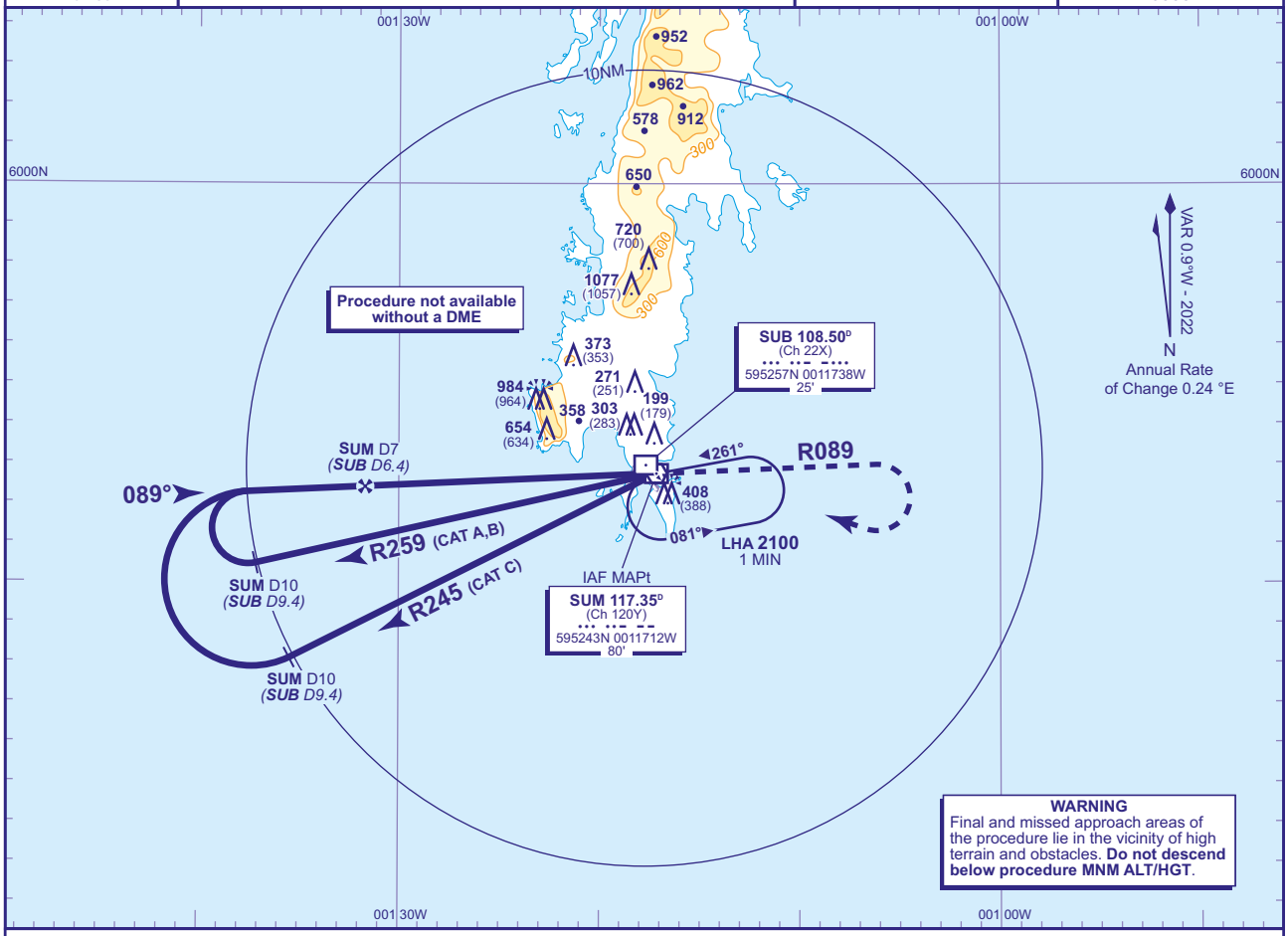
# INSTRUMENT APPROACH CHART - ICAO

# SUMBURGH VOR/DME RWY 09
(ACFT CAT A,B,C)




| | | | | | |
|---|---|---|---|---|---|
| TWR | 118.255 | SUMBURGH TOWER | AD ELEVATION | 21 |
| RAD | 131.300, 123.155 | SUMBURGH RADAR | THR ELEVATION | 20 |
| ATIS | 125.855 | SUMBURGH INFORMATION | OBSTACLE ELEVATION | |
| AFIS | 118.255 | SUMBURGH INFORMATION | 1077 AMSL (1057) (ABOVE THR) | |
| | | | BEARINGS ARE MAGNETIC | |

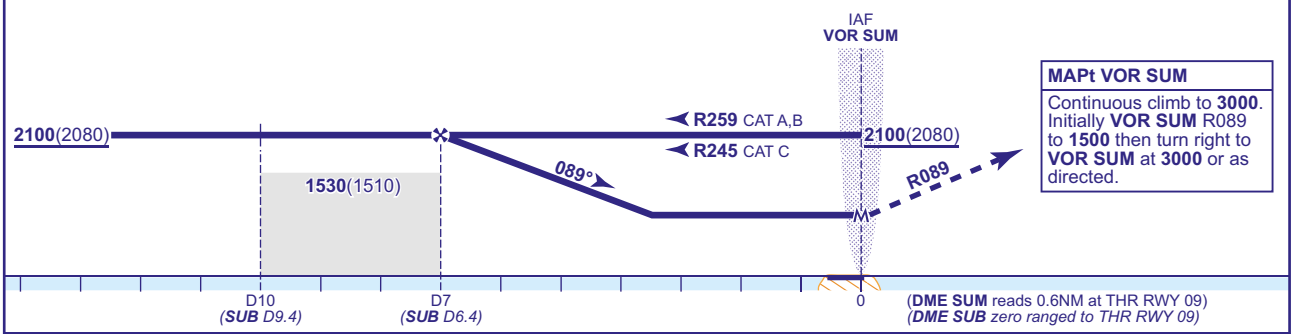
TRANSITION ALTITUDE **6000**




**RECOMMENDED PROFILE** Gradient 5.22%, 317FT/NM

| | | | |
|---|---|---|---|
| **SUM DME(SUB)** | 6(5.4) | 5(4.4) | 4(3.4) |
| **ALT**(HGT) | **1790**(1770) | **1470**(1450) | **1150**(1130) |

Arrival **not below MSA**. Shuttle in hold as necessary.




**MAPt VOR SUM**
Continuous climb to **3000**. Initially **VOR SUM** R089 to **1500** then turn right to **VOR SUM** at **3000** or as directed.

| Aircraft Category | | A | B | C |
|---|---|---|---|---|
| **OCA** (OCH) | **Procedure** | **900**(880) | **900**(880) | **900**(880) |
| **VM(C)OCA** (OCH AAL) | **Total Area** | **900**(879) | **1200**(1179) | **1400**(1379) |
| | **Restricted** (See Note 2) | **900**(879) | **900**(879) | **1130**(1109) |

| Rate of descent | G/S KT | 160 | 140 | 120 | 100 | 80 |
|---|---|---|---|---|---|---|
| | FT/MIN | 850 | 740 | 630 | 530 | 420 |

**NOTE 1** FAT is offset 5.1° north of the extended RWY C/L and intercepts the RWY C/L 1.6NM from the THR.
**2** Reduced VM(C) minima applies to aircraft which manoeuvre outside the quadrant north of RWY 09/27 C/L and west of RWY 15/33 C/L.

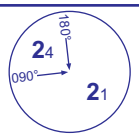
**CHANGE (13/23):** VOR/DME SUM RECALIBRATED. RADIALS.

AERO INFO DATE 16 OCT 23

AD 2-EGPB-8-3

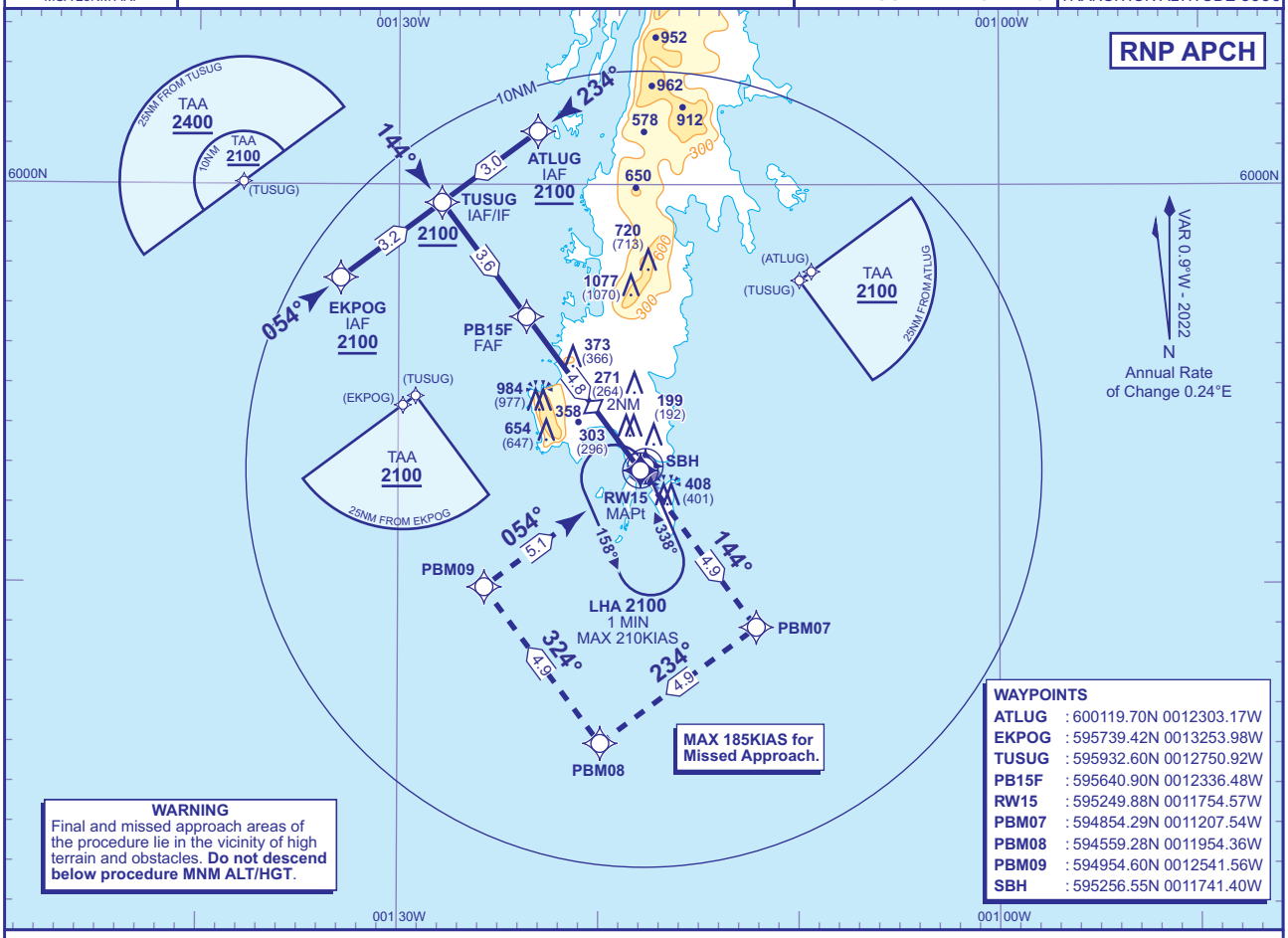
## INSTRUMENT APPROACH CHART - ICAO

# SUMBURGH
# RNP
# RWY 15
(ACFT CAT A,B,C)



MSA 25NM ARP

| | | | | | |
|---|---|---|---|---|---|
| TWR | 118.255 | SUMBURGH TOWER | AD ELEVATION | 21 | |
| RAD | 131.300, 123.155 | SUMBURGH RADAR | THR ELEVATION | 7 | |
| ATIS | 125.855 | SUMBURGH INFORMATION | OBSTACLE ELEVATION | 1077 AMSL (1070) (ABOVE THR) | |
| AFIS | 118.255 | SUMBURGH INFORMATION | BEARINGS ARE MAGNETIC | | TRANSITION ALTITUDE 6000 |

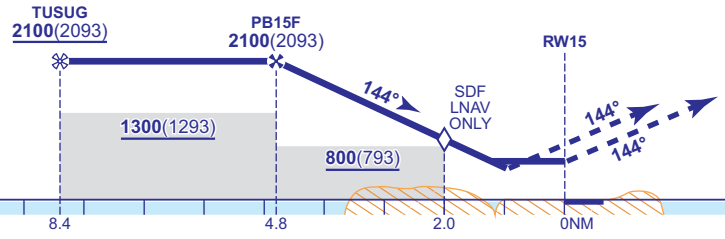



**WARNING**
Final and missed approach areas of the procedure lie in the vicinity of high terrain and obstacles. **Do not descend below procedure MNM ALT/HGT.**

**RECOMMENDED PROFILE** Gradient 6.99%, 425FT /NM

| NM to RW15 | 4 | 3 | 2 (SDF) | 1 |
|---|---|---|---|---|
| ALT(HGT) | **1760**(1753) | **1330**(1323) | **910**(903) | **480**(473) |

**TCH 50**




**MAPt (LNAV): RW15**
Continuous climb to **3000**. Initially straight ahead to **PBM07**, then turn right to **PBM08**, right to **PBM09** and right to **SBH** to join the hold or as directed.

| Aircraft Category | | A | B | C |
|---|---|---|---|---|
| OCA (OCH) | LNAV | **560**(553) | **560**(553) | **610**(603) |
| VM(C)OCA (OCH AAL) | Total Area | **800**(779) | **1200**(1179) | **1400**(1379) |
| | Restricted (See Note 1) | **800**(779) | **800**(779) | **1130**(1109) |

| Rate of descent | G/S KT | 160 | 140 | 120 | 100 | 80 |
|---|---|---|---|---|---|---|
| | FT/MIN | 850 | 740 | 640 | 530 | 420 |

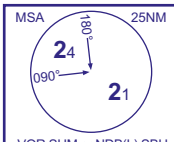
**NOTE 1** Reduced VM(C) minima applies to aircraft which manoeuvre outside the quadrant north of RWY 09/27 C/L and west of RWY 15/33 C/L.

**CHANGE (12/21):** EGNOS AND LPV REMOVED.

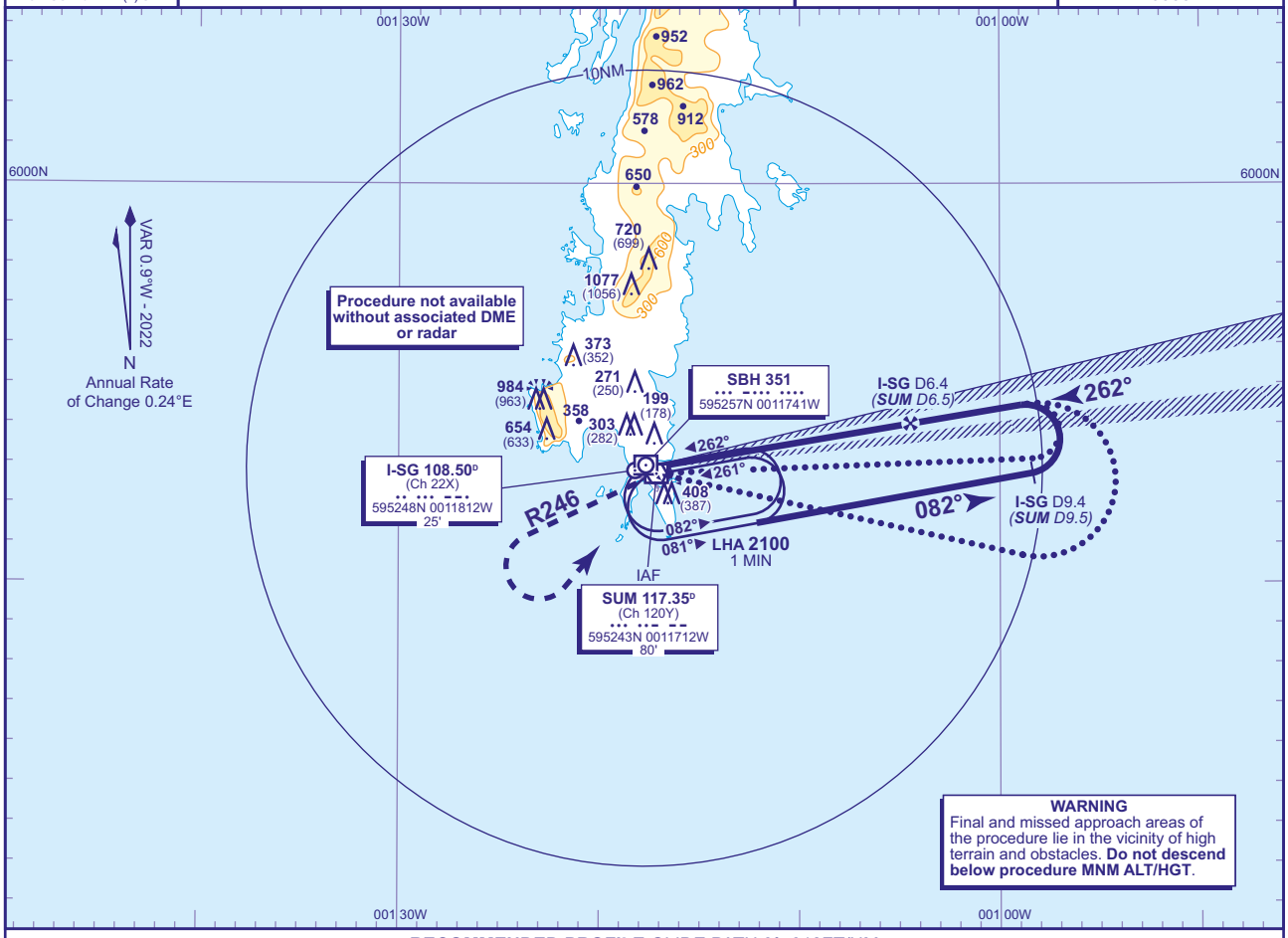
AERO INFO DATE 30 JUL 21

# INSTRUMENT APPROACH CHART - ICAO

## SUMBURGH ILS/DME/ VOR or NDB(L) RWY 27 (ACFT CAT A,B,C)




| | | | | | |
|---|---|---|---|---|---|
| TWR | 118.255 | SUMBURGH TOWER | AD ELEVATION | 21 | TRANSITION ALTITUDE 6000 |
| RAD | 131.300, 123.155 | SUMBURGH RADAR | THR ELEVATION | 21 | |
| ATIS | 125.855 | SUMBURGH INFORMATION | OBSTACLE ELEVATION 1077 AMSL (1056) (ABOVE THR) | | |
| AFIS | 118.255 | SUMBURGH INFORMATION | BEARINGS ARE MAGNETIC | | |

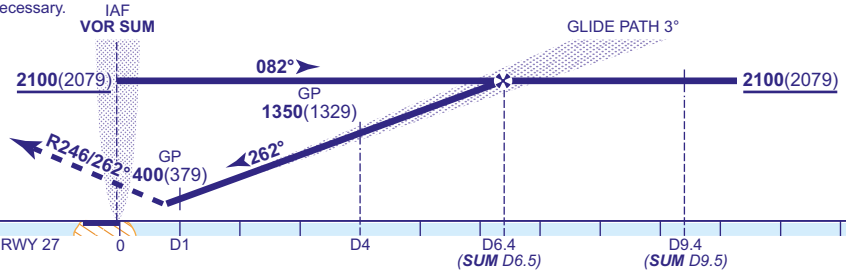



**RECOMMENDED PROFILE** GLIDE PATH 3°, 318FT/NM

| I-SG DME | 6 | 5 | 4 | 3 | 2 | 1 |
|---|---|---|---|---|---|---|
| ALT(HGT) | **1990**(1969) | **1670**(1649) | **1350**(1329) | **1030**(1009) | **710**(689) | **400**(379) |

**RDH 56** Arrival **not below MSA**. Shuttle in hold as necessary.

Continuous climb to **3000**. Initially straight ahead to until abeam **VOR SUM** then turn left to establish on **SUM VOR** R246 (**NDB(L) SBH** QDM 245°). On reaching **1500** turn left to **VOR SUM** or **NDB(L) SBH** climbing to **3000** or as directed.




| Aircraft Category | | A | B | C |
|---|---|---|---|---|
| OCA (OCH) | CAT I | **267**(246) | **267**(246) | **267**(246) |
| VM(C)OCA (OCH AAL) | Total Area | **800**(779) | **1200**(1179) | **1400**(1379) |
| | Restricted (See Note 3) | **800**(779) | **800**(779) | **1130**(1109) |

| Rate of descent | G/S KT | 160 | 140 | 120 | 100 | 80 |
|---|---|---|---|---|---|---|
| | FT/MIN | 850 | 740 | 640 | 530 | 420 |

**ALTERNATIVE PROCEDURES**
**From NDB(L) SBH hold**: As for main procedure except fly outbound on extended outbound leg of the NDB(L) SBH hold.
**From overhead VOR SUM or NDB(L) SBH**: From the overhead **not below 2100**(2079) fly outbound on SUM VOR R089/NDB(L) SBH QDR 091 ° (CAT A,B), SUM VOR R104/NDB(L) SBH QDR 105° (CAT C) **not below 2100**(2079). At I-SG DME 9.4 (SUM DME 9.5) base turn left to establish on the LOC. Once established continue as for main procedure.

**AIRCRAFT UNABLE TO RECEIVE DME I-SG**
Advise ATC. Equivalent radar ranges will be provided at 9.4NM outbound and inbound at 7NM approaching the FAP and at 4NM.

**NOTE 1** LOC is offset 2.6° north of the extended RWY C/L and intercepts the RWY C/L 0.4NM from the THR.
**2** Due to the relative position of VOR/DME and the THR of RWY 27, DME SUM does not provide reliable ranges to the THR.
**3** Reduced VM(C) minima applies to aircraft which manoeuvre outside the quadrant north of RWY 09/27 C/L and west of RWY 15/33 C/L.

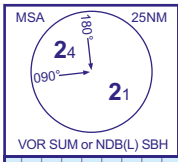
**CHANGE (13/23):** VOR/DME SUM RECALIBRATED. RADIALS.

AERO INFO DATE 17 OCT 23

I

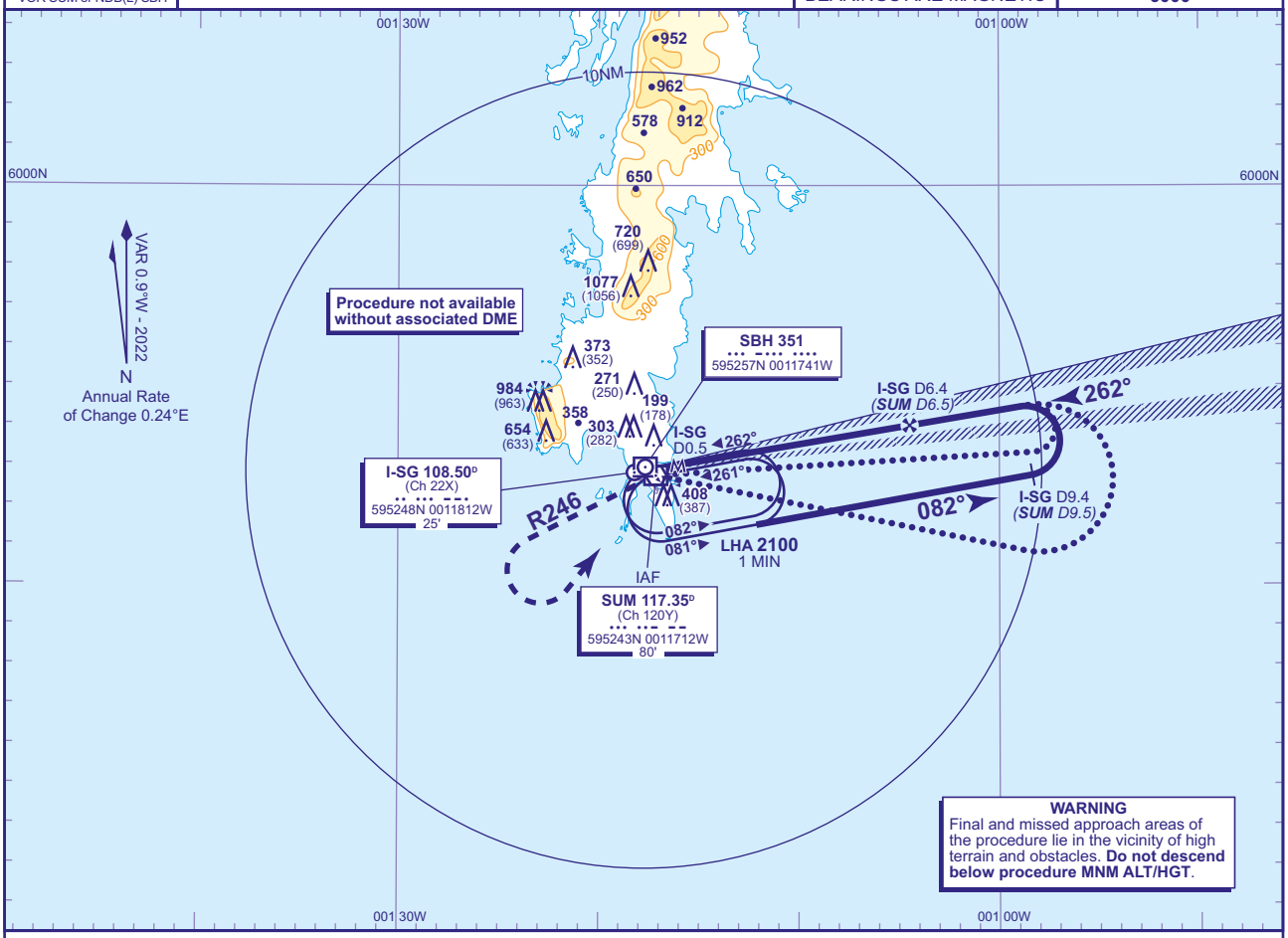
# INSTRUMENT APPROACH CHART - ICAO

## SUMBURGH LOC/DME/ VOR or NDB(L) RWY 27
(ACFT CAT A,B,C)




| | | | | | |
|---|---|---|---|---|---|
| TWR | 118.255 | SUMBURGH TOWER | AD ELEVATION | 21 | |
| RAD | 131.300, 123.155 | SUMBURGH RADAR | THR ELEVATION | 21 | |
| ATIS | 125.855 | SUMBURGH INFORMATION | OBSTACLE ELEVATION | | |
| AFIS | 118.255 | SUMBURGH INFORMATION | **1077 AMSL** (1056) (ABOVE THR) | | |
| | | | BEARINGS ARE MAGNETIC | | |

TRANSITION ALTITUDE **6000**

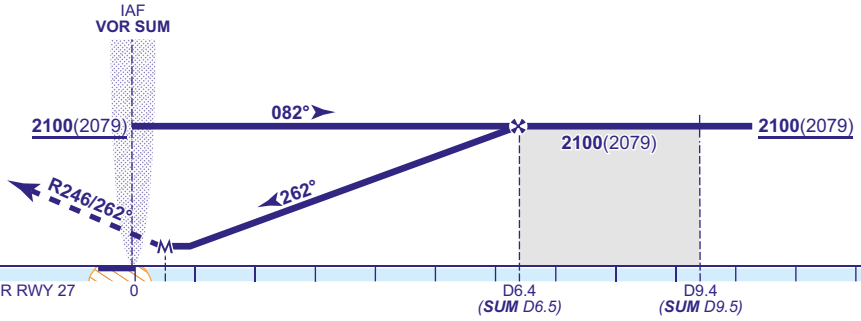



**RECOMMENDED PROFILE** GRADIENT 5.24%, 318FT/NM

| **I-SG DME** | 6 | 5 | 4 | 3 | 2 | 1 |
|---|---|---|---|---|---|---|
| **ALT**(HGT) | **1990**(1969) | **1670**(1649) | **1350**(1329) | **1030**(1009) | **710**(689) | **400**(379) |

Arrival **not below MSA**. Shuttle in hold as necessary.

**MAPt I-SG DME 0.5**
Continuous climb to **3000**. Initially straight ahead until abeam **VOR SUM** then turn left to establish on **SUM VOR** R246 (**NDB(L) SBH** QDM 245°). On reaching **1500** turn left to **VOR SUM** or **NDB(L) SBH** climbing to **3000** or as directed.




| **Aircraft Category** | | **A** | **B** | **C** |
|---|---|---|---|---|
| **OCA** (OCH) | **Procedure** | **330**(309) | **330**(309) | **330**(309) |
| **VM(C)OCA** (OCH AAL) | **Total Area** | **800**(779) | **1200**(1179) | **1400**(1379) |
| | **Restricted** (See Note 3) | **800**(779) | **800**(779) | **1130**(1109) |

| **Rate of descent** | **G/S KT** | 160 | 140 | 120 | 100 | 80 |
|---|---|---|---|---|---|---|
| | **FT/MIN** | 850 | 740 | 640 | 530 | 420 |

**ALTERNATIVE PROCEDURES**
**From NDB(L) SBH hold**: As for main procedure except fly outbound on extended outbound leg of the NDB(L) SBH hold.
**From overhead VOR SUM or NDB(L) SBH**: From the overhead **not below 2100**(2079) fly outbound on SUM VOR R089/NDB(L) SBH QDR 091° (CAT A,B), SUM VOR R104/NDB(L) SBH QDR 105° (CAT C) **not below 2100**(2079). At I-SG DME 9.4 (SUM DME 9.5) base turn left to establish on the LOC. Once established continue as for main procedure.

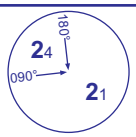
**NOTE 1** LOC is offset 2.6° north of the extended RWY C/L and intercepts the RWY C/L 0.4NM from the THR.
**2** Due to the relative position of VOR/DME and the THR of RWY 27, DME SUM does not provide reliable ranges to the THR.
**3** Reduced VM(C) minima applies to aircraft which manoeuvre outside the quadrant north of RWY 09/27 C/L and west of RWY 15/33 C/L.

**CHANGE (13/23):** VOR/DME SUM RECALIBRATED. RADIALS.

AERO INFO DATE 16 OCT 23 AD 2-EGPB-8-6

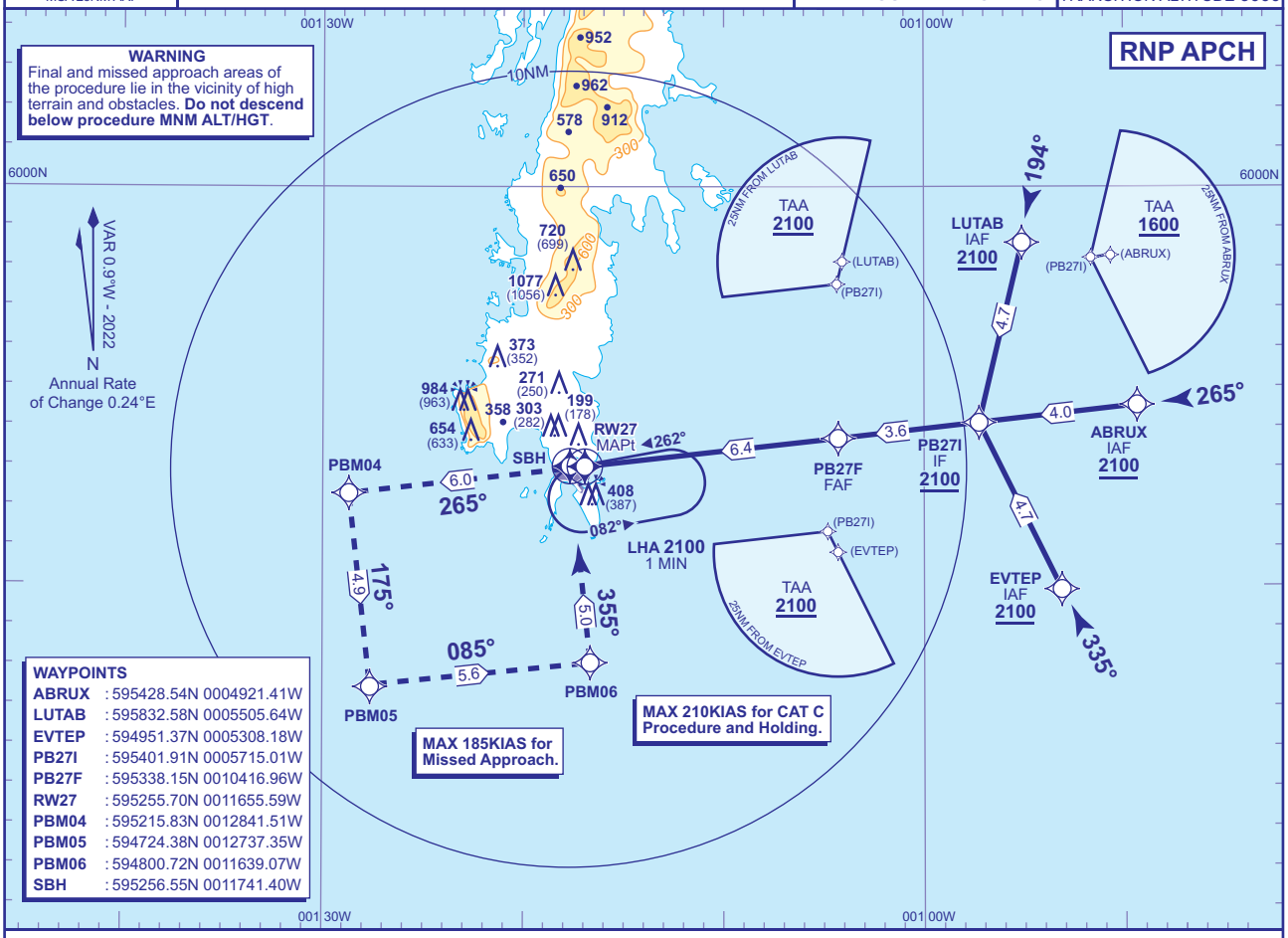
# INSTRUMENT APPROACH CHART - ICAO

## SUMBURGH
## RNP
## RWY 27
(ACFT CAT A,B,C)



MSA 25NM ARP

| | | | | | |
|---|---|---|---|---|---|
| TWR | 118.255 | SUMBURGH TOWER | AD ELEVATION | 21 |
| RAD | 131.300, 123.155 | SUMBURGH RADAR | THR ELEVATION | 21 |
| ATIS | 125.855 | SUMBURGH INFORMATION | OBSTACLE ELEVATION | |
| AFIS | 118.255 | SUMBURGH INFORMATION | 1077 AMSL (1056) (ABOVE THR) | |
| | | | BEARINGS ARE MAGNETIC | TRANSITION ALTITUDE 6000 |



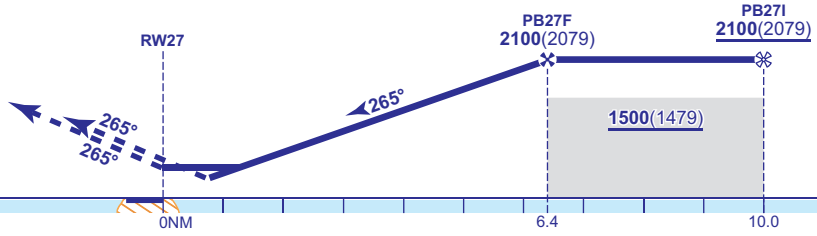

**RECOMMENDED PROFILE** Gradient 5.24%, 318FT /NM

| NM to RW27 | 6 | 5 | 4 | 3 | 2 | 1 |
|---|---|---|---|---|---|---|
| ALT(HGT) | **1970**(1949) | **1650**(1629) | **1330**(1309) | **1020**(999) | **700**(679) | **380**(359) |

**TCH 40**

**MAPt (LNAV): RW27**

Continuous climb to **3000**. Initially climb straight ahead to **PBM04**, then turn left **PBM05**, left to **PBM06** and left to **SBH** to join the hold or as directed.




| Aircraft Category | | | A | B | C |
|---|---|---|---|---|---|
| OCA (OCH) | LNAV | 2.5% | **730**(709) | **730**(709) | **730**(709) |
| | | 5.0% | **470**(449) | **470**(449) | **470**(449) |
| VM(C)OCA (OCH AAL) | Total Area | | **800**(779) | **1200**(1179) | **1400**(1379) |
| | Restricted (See Note 1) | | **800**(779) | **800**(779) | **1130**(1109) |

| Rate of descent | G/S KT | 160 | 140 | 120 | 100 | 80 |
|---|---|---|---|---|---|---|
| | FT/MIN | 850 | 740 | 640 | 530 | 420 |

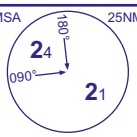
**NOTE 1** Reduced VM(C) minima applies to aircraft which manoeuvre outside the quadrant north of RWY 09/27 C/L and west of RWY 15/33 C/L.

**CHANGE (12/21):** EGNOS AND LPV REMOVED.

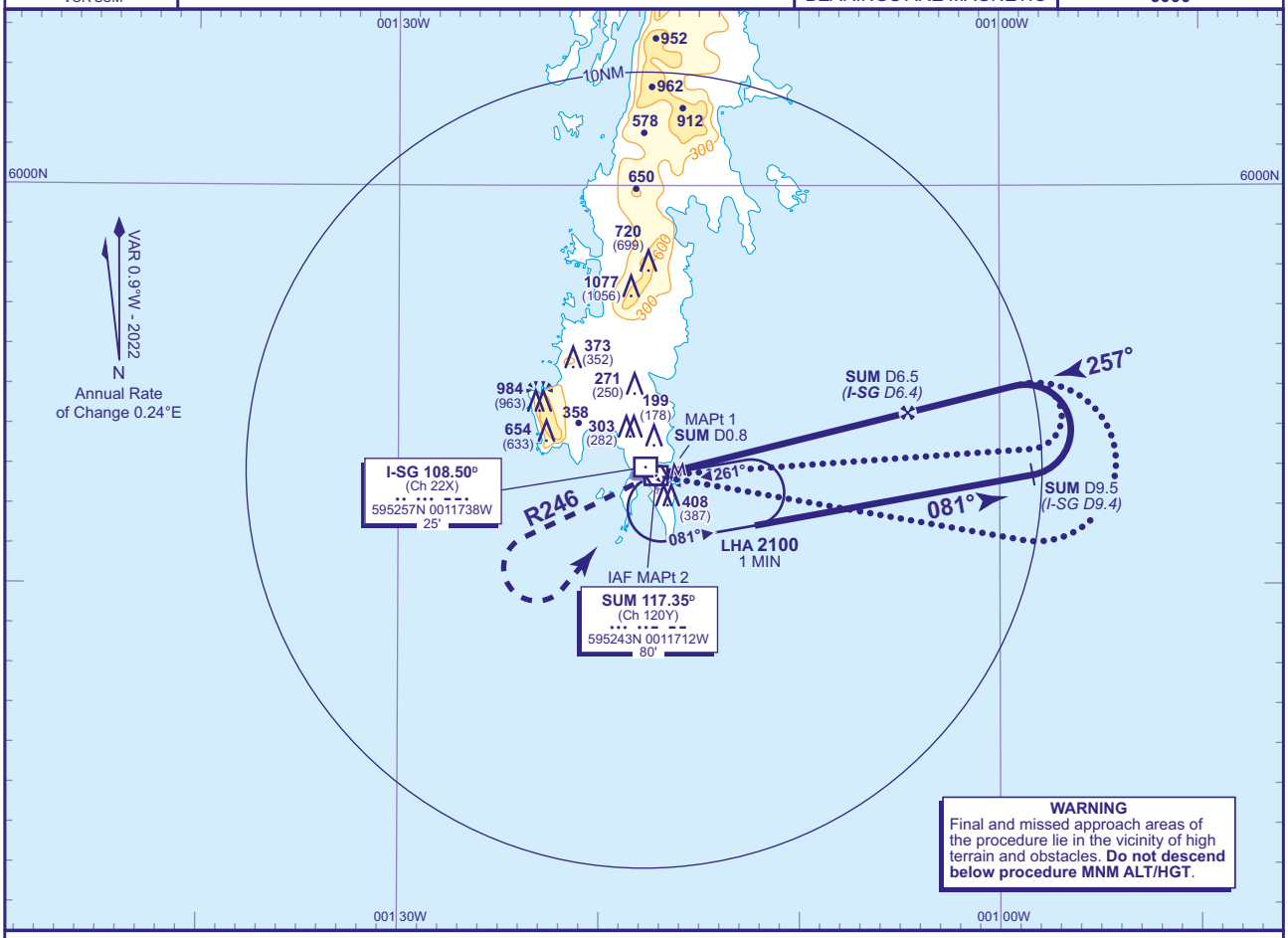
AERO INFO DATE 30 JUL 21

# INSTRUMENT APPROACH CHART - ICAO

## SUMBURGH VOR/DME RWY 27
(ACFT CAT A,B,C)




| | | | | | |
|---|---|---|---|---|---|
| TWR | 118.255 | SUMBURGH TOWER | AD ELEVATION | 21 | TRANSITION ALTITUDE 6000 |
| RAD | 131.300, 123.155 | SUMBURGH RADAR | THR ELEVATION | 21 | |
| ATIS | 125.855 | SUMBURGH INFORMATION | OBSTACLE ELEVATION 1077 AMSL (1056) (ABOVE THR) | | |
| AFIS | 118.255 | SUMBURGH INFORMATION | BEARINGS ARE MAGNETIC | | |

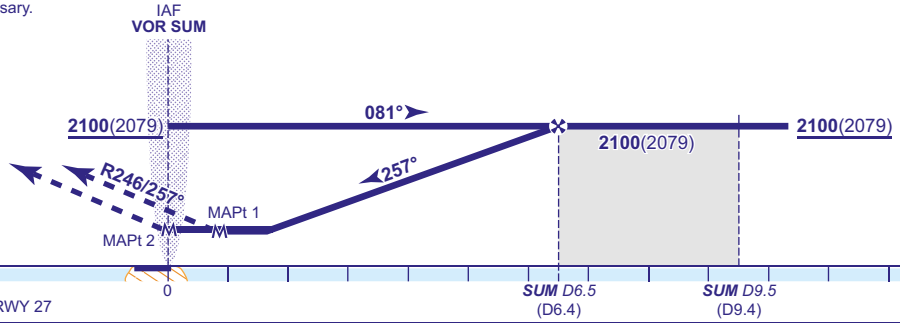



**RECOMMENDED PROFILE** Gradient 5.21%, 316FT/NM

| **SUM DME (I-SG)** | 6(5.9) | 5(4.9) | 4(3.9) | 3(2.8) | 2(1.8) |
|---|---|---|---|---|---|
| **ALT**(HGT) | **1940**(1919) | **1630**(1609) | **1310**(1289) | **990**(969) | **680**(659) |

Arrival **not below MSA**. Shuttle in hold as necessary.

**MAPt 1 (WITH DME) SUM DME 0.8**
**MAPt 2 (NO DME) SUM VOR**
Continuous climb to **3000**. Initially straight ahead to **VOR SUM** then turn left to establish on **SUM VOR** R246. On reaching **1500** turn left to **VOR SUM** climbing to **3000** or as directed.




**I-SG DME** zero ranged to THR RWY 27

| Aircraft Category | | A | B | C |
|---|---|---|---|---|
| **OCA** (OCH) | **WITH DME** | **560**(539) | **560**(539) | **560**(539) |
| | **NO DME** | **590**(569) | **590**(569) | **590**(569) |
| **VM(C)OCA** (OCH AAL) | **Total Area** | **800**(779) | **1200**(1179) | **1400**(1379) |
| | **Restricted** (See Note 3) | **800**(779) | **800**(779) | **1130**(1109) |

| **Rate of descent** | **G/S KT** | 160 | 140 | 120 | 100 | 80 |
|---|---|---|---|---|---|---|
| | **FT/MIN** | 840 | 740 | 630 | 530 | 420 |

**ALTERNATIVE PROCEDURE**
**From overhead VOR SUM**: From overhead **not below 2100**(2079) fly outbound on SUM VOR R086 (CAT A,B), SUM VOR R101 (CAT C) **not below 2100**(2079). At SUM DME 9.5 (I-SG DME 9.4) base turn left to establish on the FAT. Once established continue as for main procedure.

**AIRCRAFT UNABLE TO RECEIVE DME** Advise ATC. Fly outbound on Racetrack or Alternative Baseturn procedure for 3MIN (CAT A,B) 2.5MIN(CAT C), then turn left to establish on the FAT. Once established descend to OCA(H).

**NOTE 1** FAT is offset 6.8° north of the extended RWY C/L and intercepts the RWY C/L 0.4NM from the THR.
**2** Due to the relative position of VOR/DME SUM and the THR of RWY 27, DME SUM does not provide reliable ranges to the THR.
**3** Reduced VM(C) minima applies to aircraft which manoeuvre outside the quadrant north of RWY 09/27 C/L and west of RWY 15/33 C/L.

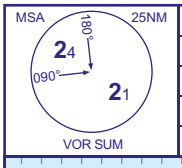
**CHANGE (13/23):** VOR/DME SUM RECALIBRATED. RADIALS.

AERO INFO DATE 16 OCT 23 AD 2-EGPB-8-8

# INSTRUMENT APPROACH CHART - ICAO

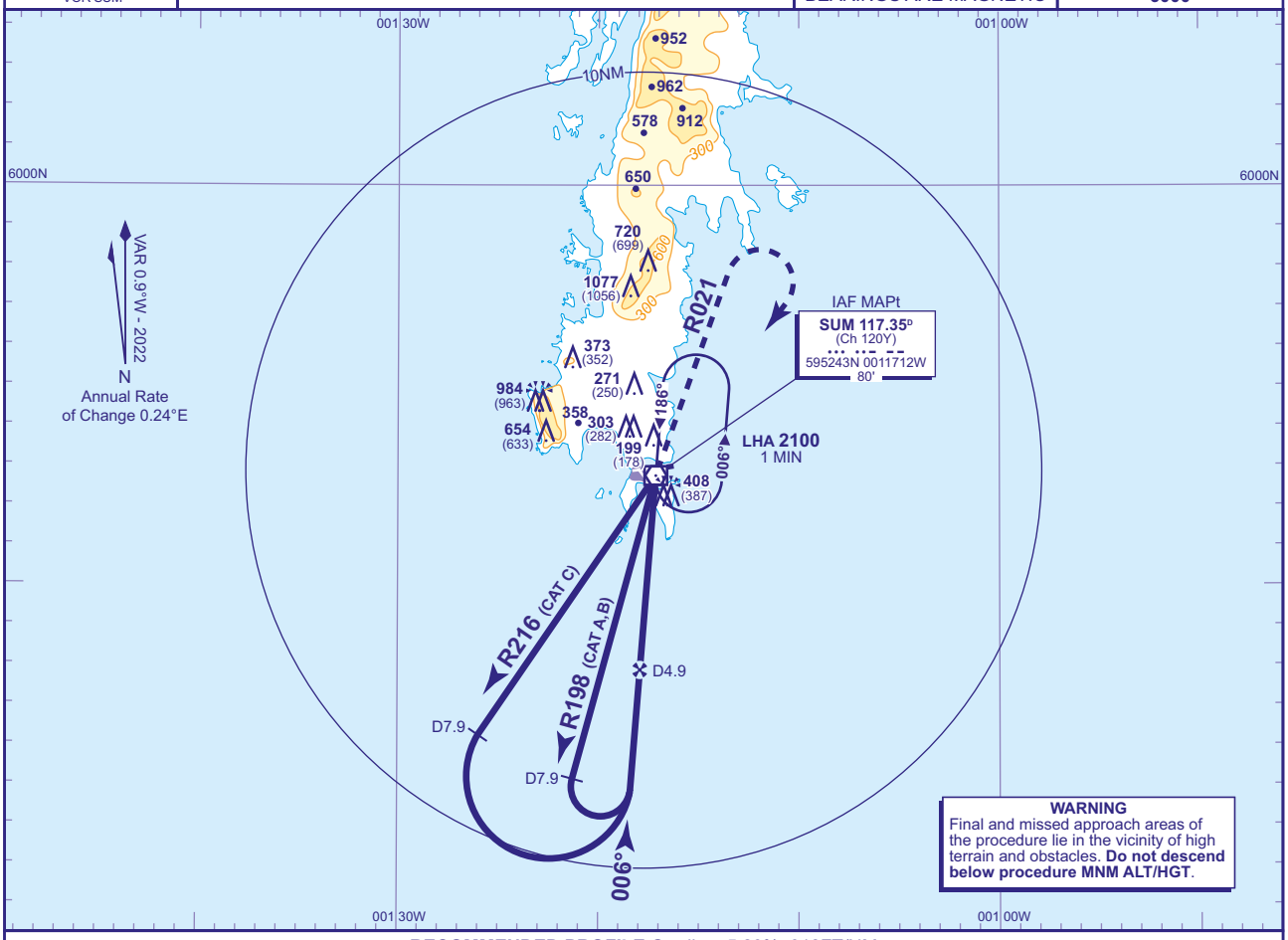
# SUMBURGH VOR/DME 006° TO AERODROME
(ACFT CAT A,B,C)

I




| | | | | | |
|---|---|---|---|---|---|
| TWR | 118.255 | SUMBURGH TOWER | AD ELEVATION | 21 | |
| RAD | 131.300, 123.155 | SUMBURGH RADAR | | | |
| ATIS | 125.855 | SUMBURGH INFORMATION | OBSTACLE ELEVATION | | |
| AFIS | 118.255 | SUMBURGH INFORMATION | 1077 AMSL (1056) (ABOVE THR) | | |
| | | | BEARINGS ARE MAGNETIC | | |

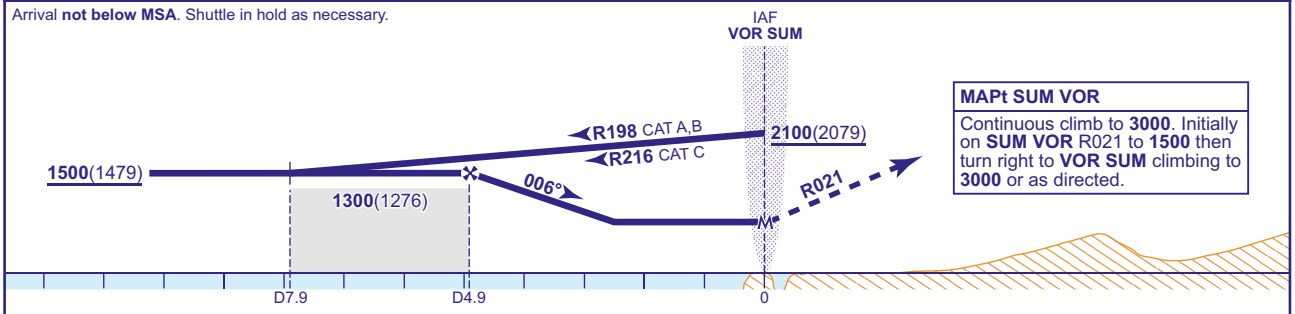
TRANSITION ALTITUDE **6000**




**RECOMMENDED PROFILE** Gradient 5.23%, 318FT/NM

| | | |
|---|---|---|
| **SUM DME** | 4 | 3 |
| **ALT**(HGT) | **1230**(1209) | **910**(889) |

Arrival **not below MSA**. Shuttle in hold as necessary.




**MAPt SUM VOR**
Continuous climb to **3000**. Initially on **SUM VOR** R021 to **1500** then turn right to **VOR SUM** climbing to **3000** or as directed.

| Aircraft Category | | A | B | C |
|---|---|---|---|---|
| **OCA** (OCH) | | **APPROACH TO VM(C)** | | |
| **VM(C)OCA** (OCH AAL) | **Total Area** | **800**(779) | **1200**(1179) | **1400**(1379) |
| | **Restricted** (See Note) | **800**(779) | **800**(779) | **1130**(1109) |

| **Rate of descent** | | | | | | |
|---|---|---|---|---|---|---|
| **G/S KT** | 160 | 140 | 120 | 100 | 80 |
| **FT/MIN** | 850 | 740 | 640 | 530 | 420 |

**AIRCRAFT UNABLE TO RECEIVE DME**
Advise ATC. Fly outbound on base turn procedure for 2.5MIN (CAT A,B) 2MIN (CAT C), then turn left to establish on the FAT. Once established descend to MDA(H).

**NOTE** Reduced VM(C) minima applies to aircraft which manoeuvre outside the quadrant north of RWY 09/27 C/L and west of RWY 15/33 C/L.

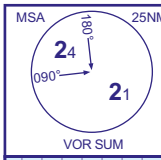
**CHANGE (13/23):** VOR/DME SUM RECALIBRATED. RADIALS. CHART TITLE.

AERO INFO DATE 16 OCT 23

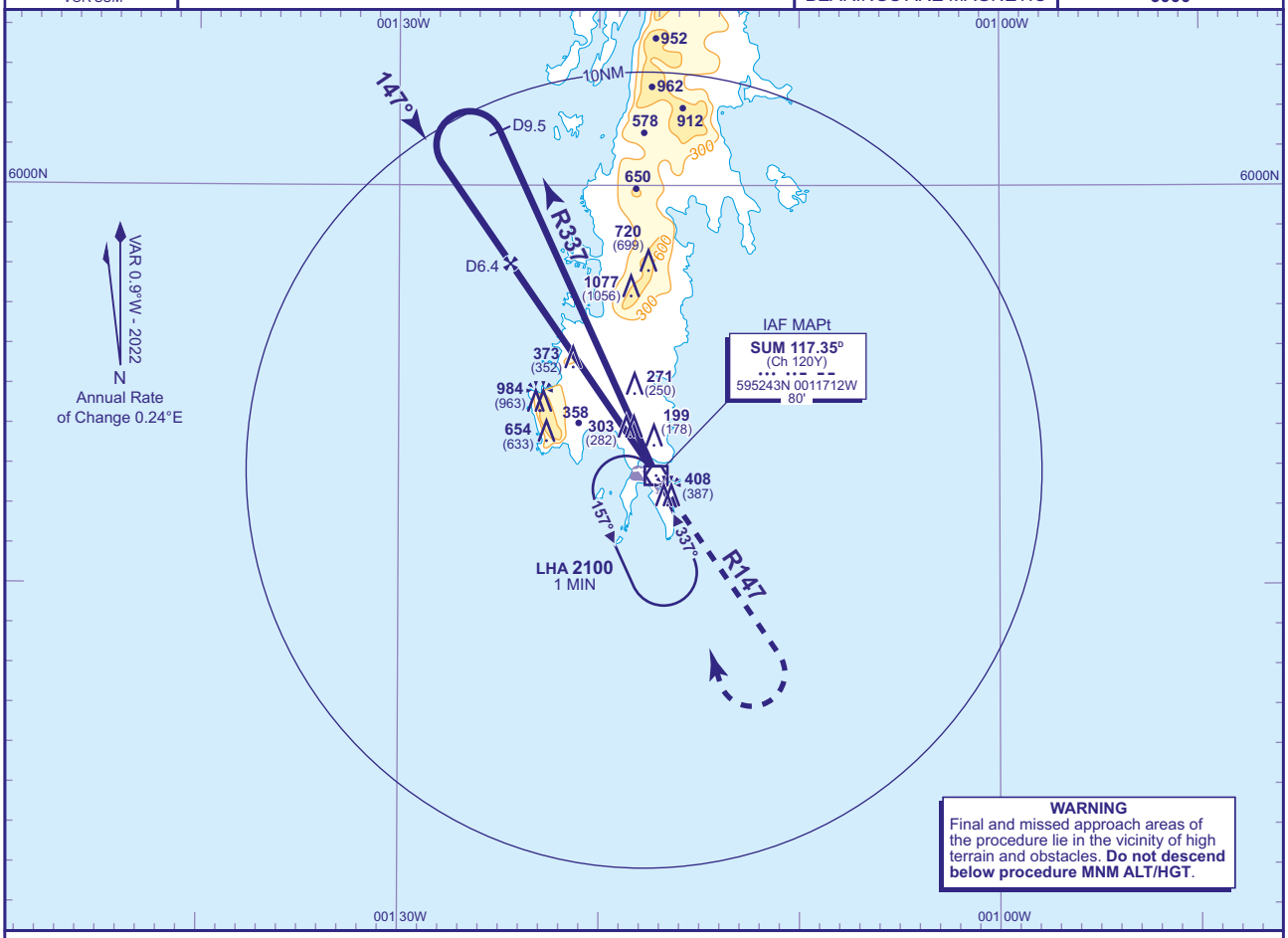
AD 2-EGPB-8-9

# INSTRUMENT APPROACH CHART - ICAO

## SUMBURGH VOR/DME 147° TO AERODROME
(ACFT CAT A,B)



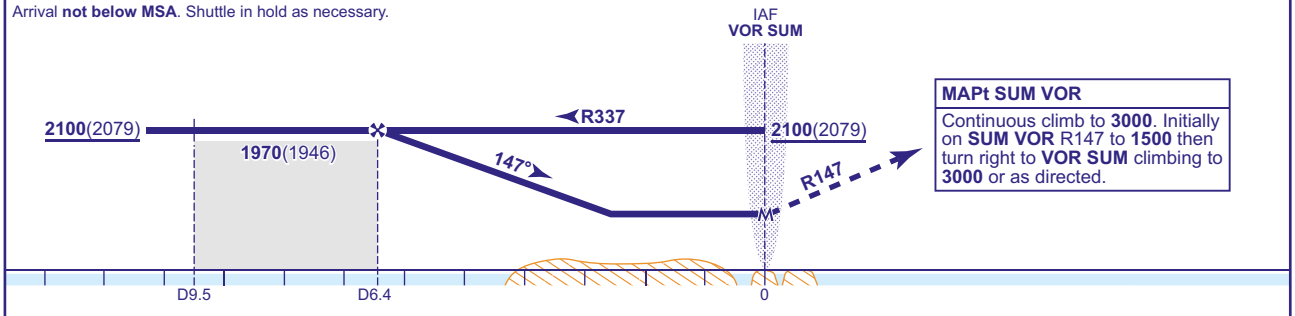

| | | | | | |
|---|---|---|---|---|---|
| TWR | 118.255 | SUMBURGH TOWER | AD ELEVATION | 21 | |
| RAD | 131.300, 123.155 | SUMBURGH RADAR | | | |
| ATIS | 125.855 | SUMBURGH INFORMATION | OBSTACLE ELEVATION | | |
| AFIS | 118.255 | SUMBURGH INFORMATION | **1077 AMSL** (1056) (ABOVE THR) | | |
| | | | BEARINGS ARE MAGNETIC | | TRANSITION ALTITUDE **6000** |




**RECOMMENDED PROFILE** Gradient 5.22%, 317FT/NM

| **SUM DME** | 6 | 5 | 4 | 3 |
|---|---|---|---|---|
| **ALT**(HGT) | **1850**(1829) | **1540**(1519) | **1220**(1199) | **900**(879) |

Arrival **not below MSA**. Shuttle in hold as necessary.




**MAPt SUM VOR**
Continuous climb to **3000**. Initially on **SUM VOR** R147 to **1500** then turn right to **VOR SUM** climbing to **3000** or as directed.

| **Aircraft Category** | | **A** | **B** |
|---|---|---|---|
| **OCA** (OCH) | **APPROACH TO VM(C)** | | |
| **VM(C)OCA** (OCH AAL) | **Total Area** | **860**(839) | **1200**(1179) |
| | **Restricted** (See Note) | **860**(839) | **860**(839) |

| **Rate of descent** | **G/S KT** | 160 | 140 | 120 | 100 | 80 |
|---|---|---|---|---|---|---|
| | **FT/MIN** | 850 | 740 | 630 | 530 | 420 |

**AIRCRAFT UNABLE TO RECEIVE DME**
Fly outbound on base turn procedure for 3MIN then turn left to establish on the FAT.

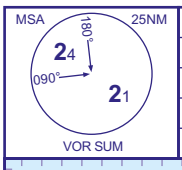
**NOTE** Reduced VM(C) minima applies to aircraft which manoeuvre outside the quadrant north of RWY 09/27 C/L and west of RWY 15/33 C/L.

**CHANGE (13/23):** VOR/DME SUM RECALIBRATED. RADIALS. CHART TITLE.

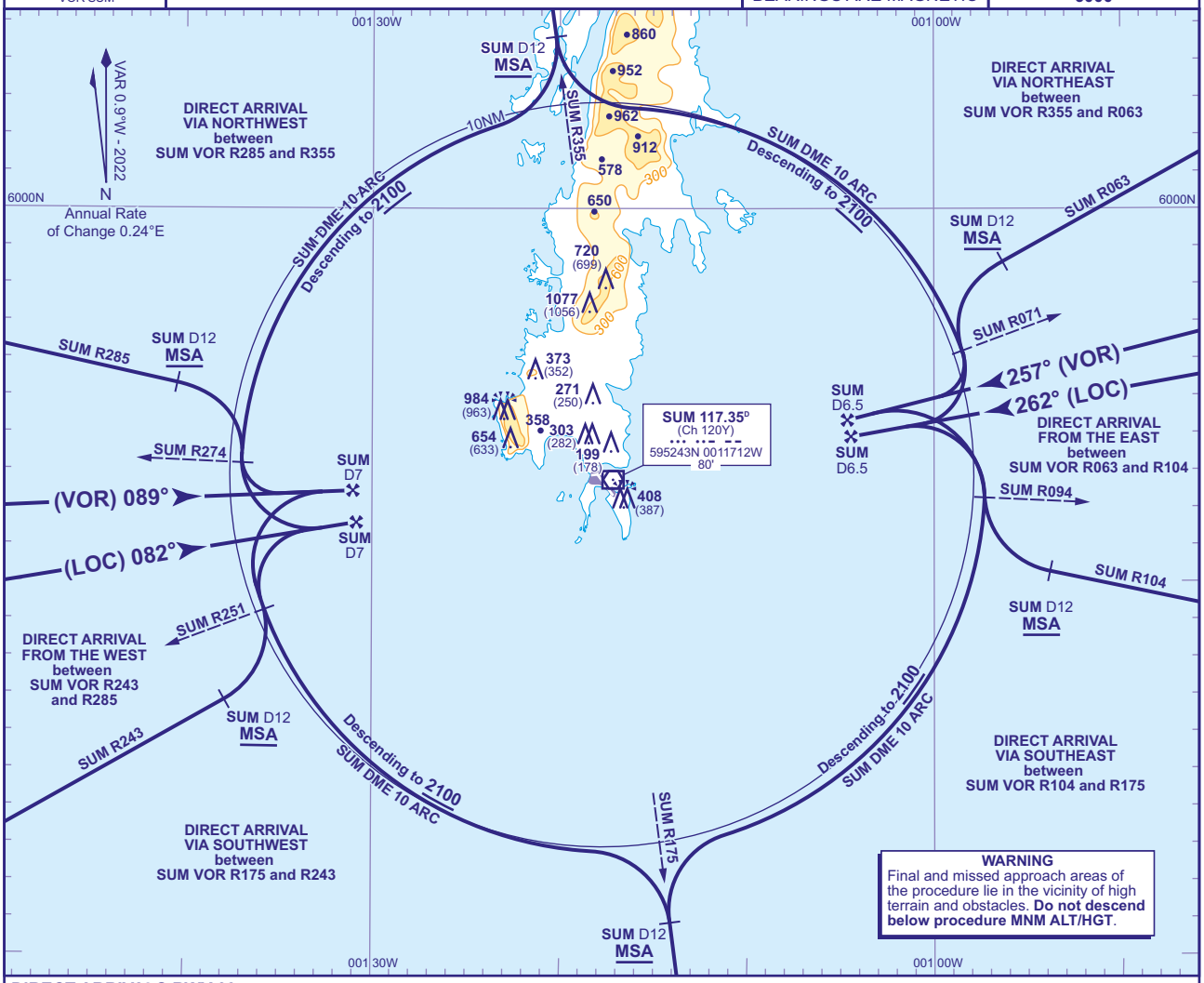
AERO INFO DATE 16 OCT 23 AD 2-EGPB-8-10

# INSTRUMENT APPROACH CHART - ICAO

## SUMBURGH Direct Arrivals RWY 09/27 (ACFT CAT A,B,C)




| | | | | | |
|---|---|---|---|---|---|
| TWR | 118.255 | SUMBURGH TOWER | AD ELEVATION | 21 | |
| RAD | 131.300, 123.155 | SUMBURGH RADAR | | | |
| ATIS | 125.855 | SUMBURGH INFORMATION | OBSTACLE ELEVATION | | |
| AFIS | 118.255 | SUMBURGH INFORMATION | 1077 AMSL (1056) (ABOVE THR) | | |
| | | | BEARINGS ARE MAGNETIC | | TRANSITION ALTITUDE 6000 |




**DIRECT ARRIVALS RWY 09**

**From the Northwest (SUM VOR R285 to R355)**
Track towards VOR SUM on any radial between SUM VOR R285 and R355 **not below MSA**. At SUM DME 12 turn right to establish on the SUM DME 10 arc anti-clockwise. Once established on the arc descend to **not below 2100**. At SUM R274 turn left to establish on the LOC or FAT. Once established continue as for main procedure.

**From the Southwest (SUM VOR R175 to R243)**
Track towards VOR SUM on any radial between SUM VOR R175 and R243 **not below MSA**. At SUM DME 12 turn left to establish on the SUM DME 10 arc clockwise. Once established on the arc descend to **not below 2100**. At SUM R251 turn right to establish on the LOC or FAT. Once established continue as for main procedure.

**From the West (SUM VOR R243 to R285)**
Establish on the extended LOC or FAT **not below MSA**. Once established descend to **2100** and continue as for main procedure.

**DIRECT ARRIVALS RWY 27**

**From the Northeast (SUM VOR R355 to R063)**
Track towards VOR SUM on any radial between SUM VOR R355 and R063 **not below MSA**. At SUM DME 12 turn left to establish on the SUM DME 10 arc clockwise. Once established on the arc descend to **not below 2100**. At SUM R071 turn right to establish on the LOC or FAT. Once established continue as for main procedure.

**From the Southeast (SUM VOR R104 to R175)**
Track towards VOR SUM on any radial between SUM VOR R104 and R175 **not below MSA**. At SUM DME 12 turn right to establish on the SUM DME 10 arc anti-clockwise. Once established on the arc descend to **not below 2100**. At SUM R094 turn left to establish on the LOC or FAT. Once established continue as for main procedure.

**From the East (SUM VOR R063 to R104)**
Establish on the extended LOC or FAT **not below MSA**. Once established descend to **2100** and continue as for main procedure.

**CHANGE (13/23):** VOR/DME SUM RECALIBRATED. RADIALS.

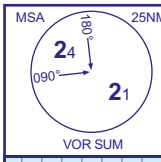
AERO INFO DATE 17 OCT 23

AD 2-EGPB-8-11

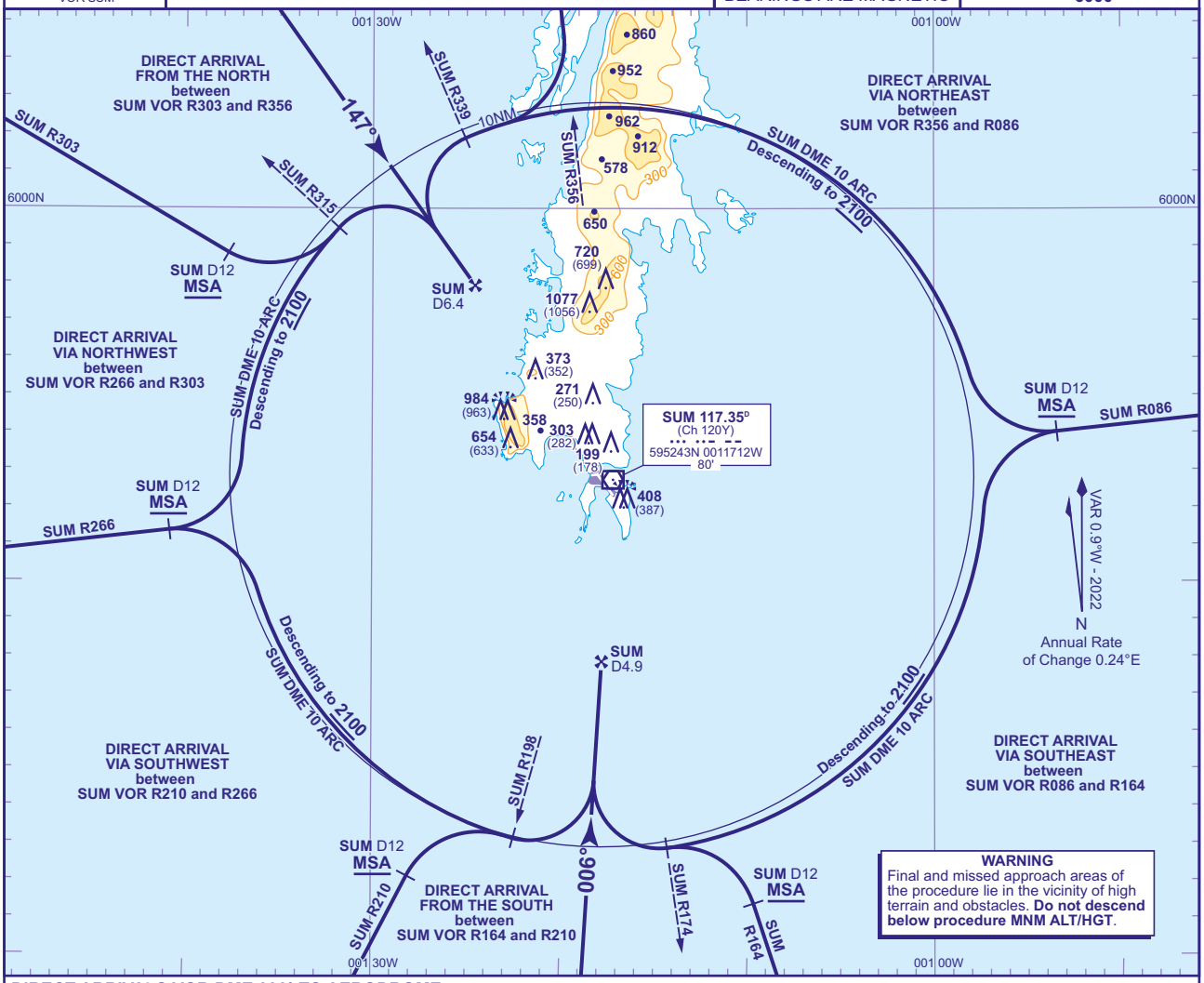
I

## INSTRUMENT APPROACH CHART - ICAO

# SUMBURGH
# Direct Arrivals
# VOR/DME 147°/006°
# TO AERODROME
(ACFT CAT A,B,C)




| | | | | |
|---|---|---|---|---|
| TWR | 118.255 | SUMBURGH TOWER | AD ELEVATION 21 | TRANSITION ALTITUDE 6000 |
| RAD | 131.300, 123.155 | SUMBURGH RADAR | | |
| ATIS | 125.855 | SUMBURGH INFORMATION | OBSTACLE ELEVATION 1077 AMSL (1056) (ABOVE THR) | |
| AFIS | 118.255 | SUMBURGH INFORMATION | BEARINGS ARE MAGNETIC | |




### DIRECT ARRIVALS VOR DME 006° TO AERODROME

**From the Southwest (SUM VOR R210 to R266)**
Track towards VOR SUM on any radial between SUM VOR R210 and R266 **not below MSA**. At SUM DME 12 turn right to establish on the SUM DME 10 arc anti-clockwise. Once established on the arc descend to **not below 2100**. At SUM R198 turn left to establish on the FAT. Once established continue as for main procedure.

**From the Southeast (SUM VOR R086 to R164)**
Track towards VOR SUM on any radial between SUM VOR R086 and R164 **not below MSA**. At SUM DME 12 turn left to establish on the SUM DME 10 arc clockwise. Once established on the arc descend to **not below 2100**. At SUM R174 turn right to establish on the FAT. Once established continue as for main procedure.

**From the South (SUM VOR R164 to R210)**
Establish on the extended FAT **not below MSA**. Once established and within SUM DME 10 descend to **1500** and continue as for main procedure.

### DIRECT ARRIVALS VOR DME 147° TO AERODROME

**From the Northwest (SUM VOR R266 to R303)**
Track towards VOR SUM on any radial between SUM VOR R266 and R303 **not below MSA**. At SUM DME 12 turn left to establish on the SUM DME 10 arc clockwise. Once established on the arc descend to **not below 2100**. At SUM R315 turn right to establish on the FAT. Once established continue as for main procedure.

**From the Northeast (SUM VOR R356 to R086)**
Track towards VOR SUM on any radial between SUM VOR R356 and R086 **not below MSA**. At SUM DME 12 turn right to establish on the SUM DME 10 arc anti-clockwise. Once established on the arc descend to **not below 2100**. At SUM R339 turn left to establish on the FAT. Once established continue as for main procedure.

**From the North (SUM VOR R303 to R356)**
Establish on the extended FAT **not below MSA**. Once established descend to **2100** and continue as for main procedure.

**CHANGE (13/23):** VOR/DME SUM RECALIBRATED. RADIALS. CHART TITLE.

AERO INFO DATE 16 OCT 23 AD 2-EGPB-8-12

# Instrument Approach Procedure Coding Tables

**Sumburgh RNP RWY 09 - Instrument Approach Procedure via OKDET**

| Designator | Sequence Number | Path Term-inator | Waypoint Name | Fly-over | Course/ Track °M (°T) | Turn Direction | Level Constraint | Speed Constraint | Co-ordinates | Remarks and Distance to MAPt |
|---|---|---|---|---|---|---|---|---|---|---|
| R09R | 001 | IF | OKDET | N | - | - | 2100 | 210 | 594710.81N 0013753.86W | IAF |
| R09R | 002 | TF | TISEV | N | 354° (353.5°) | RIGHT | 2100 | - | 595140.13N 0013855.03W | IF / 10.4NM |
| R09R | 003 | TF | PB09F | N | 084° (083.5°) | - | 2100 | - | 595207.44N 0013057.11W | FAF / 6.4NM |
| R09R | 004 | TF | RW09 | Y | 084° (083.4°) | - | - | - | 595250.97N 0011819.03W | MAPt |
| R09R | 005 | CF | PBM01 | N | 084° (083.6°) | RIGHT | - | 185 | 595325.50N 0010803.67W | - |
| R09R | 006 | TF | PBM02 | N | 174° (173.6°) | RIGHT | - | 185 | 594834.11N 0010658.33W | - |
| R09R | 007 | TF | PBM03 | N | 264° (263.6°) | RIGHT | - | 185 | 594800.87N 0011636.63W | - |
| R09R | 008 | TF | SBH | Y | 355° (353.7°) | RIGHT | 3000 | 185 | 595256.55N 0011741.40W | HOLD |

**Sumburgh RNP RWY 09 - Instrument Approach Procedure via TISEV**

| Designator | Sequence Number | Path Term-inator | Waypoint Name | Fly-over | Course/ Track °M (°T) | Turn Direction | Level Constraint | Speed Constraint | Co-ordinates | Remarks and Distance to MAPt |
|---|---|---|---|---|---|---|---|---|---|---|
| R09C | 001 | IF | TISEV | N | - | - | 2100 | 210 | 595140.13N 0013855.03W | IF / 10.4NM |
| R09C | 002 | TF | PB09F | N | 084° (083.5°) | - | 2100 | - | 595207.44N 0013057.11W | FAF / 6.4NM |
| R09C | 003 | TF | RW09 | Y | 084° (083.4°) | - | - | - | 595250.97N 0011819.03W | MAPt |
| R09C | 004 | CF | PBM01 | N | 084° (083.6°) | RIGHT | - | 185 | 595325.50N 0010803.67W | - |
| R09C | 005 | TF | PBM02 | N | 174° (173.6°) | RIGHT | - | 185 | 594834.11N 0010658.33W | - |
| R09C | 006 | TF | PBM03 | N | 264° (263.6°) | RIGHT | - | 185 | 594800.87N 0011636.63W | - |
| R09C | 007 | TF | SBH | Y | 355° (353.7°) | RIGHT | 3000 | 185 | 595256.55N 0011741.40W | HOLD |

**Sumburgh RNP RWY 09 - Instrument Approach Procedure via ELPAP**

| Designator | Sequence Number | Path Term-inator | Waypoint Name | Fly-over | Course/ Track °M (°T) | Turn Direction | Level Constraint | Speed Constraint | Co-ordinates | Remarks and Distance to MAPt |
|---|---|---|---|---|---|---|---|---|---|---|
| R09L | 001 | IF | ELPAP | N | - | - | 2100 | 210 | 595533.08N 0013948.23W | IAF |
| R09L | 002 | TF | TISEV | N | 174° (173.4°) | LEFT | 2100 | - | 595140.13N 0013855.03W | IF / 10.4NM |
| R09L | 003 | TF | PB09F | N | 084° (083.5°) | - | 2100 | - | 595207.44N 0013057.11W | FAF / 6.4NM |
| R09L | 004 | TF | RW09 | Y | 084° (083.4°) | - | - | - | 595250.97N 0011819.03W | MAPt |
| R09L | 005 | CF | PBM01 | N | 084° (083.6°) | RIGHT | - | 185 | 595325.50N 0010803.67W | - |
| R09L | 006 | TF | PBM02 | N | 174° (173.6°) | RIGHT | - | 185 | 594834.11N 0010658.33W | - |
| R09L | 007 | TF | PBM03 | N | 264° (263.6°) | RIGHT | - | 185 | 594800.87N 0011636.63W | - |
| R09L | 008 | TF | SBH | Y | 355° (353.7°) | RIGHT | 3000 | 185 | 595256.55N 0011741.40W | HOLD |

**CHANGE (5/21):** MAG VAR. MAG TRACKS.
AERO INFO DATE 15 FEB 21

# Instrument Approach Procedure Coding Tables

**Sumburgh RNP RWY 15 - Instrument Approach Procedure via EKPOG**

| Designator | Sequence Number | Path Term-inator | Waypoint Name | Fly-over | Course/ Track °M (°T) | Turn Direction | Level Constraint | Speed Constraint | Co-ordinates | Remarks and Distance to MAPt |
|---|---|---|---|---|---|---|---|---|---|---|
| R15R | 001 | IF | EKPOG | N | - | - | 2100 | 210 | 595739.42N 0013253.98W | IAF |
| R15R | 002 | TF | TUSUG | N | 054° (053.3°) | RIGHT | 2100 | - | 595932.60N 0012750.92W | IF / 8.4NM |
| R15R | 003 | TF | PB15F | N | 144° (143.4°) | - | 2100 | - | 595640.90N 0012336.48W | FAF / 4.8NM |
| R15R | 004 | TF | RW15 | Y | 144° (143.3°) | - | - | - | 595249.88N 0011754.57W | MAPt |
| R15R | 005 | CF | PBM07 | N | 144° (143.4°) | RIGHT | - | 185 | 594854.29N 0011207.54W | - |
| R15R | 006 | TF | PBM08 | N | 234° (233.4°) | RIGHT | - | 185 | 594559.28N 0011954.36W | - |
| R15R | 007 | TF | PBM09 | N | 324° (323.4°) | RIGHT | - | 185 | 594954.60N 0012541.56W | - |
| R15R | 008 | TF | SBH | Y | 054° (053.0°) | RIGHT | 3000 | 185 | 595256.55N 0011741.40W | HOLD |

**Sumburgh RNP RWY 15 - Instrument Approach Procedure via TUSUG**

| Designator | Sequence Number | Path Term-inator | Waypoint Name | Fly-over | Course/ Track °M (°T) | Turn Direction | Level Constraint | Speed Constraint | Co-ordinates | Remarks and Distance to MAPt |
|---|---|---|---|---|---|---|---|---|---|---|
| R15C | 001 | IF | TUSUG | N | - | - | 2100 | 210 | 595932.60N 0012750.92W | IF / 8.4NM |
| R15C | 002 | TF | PB15F | N | 144° (143.4°) | - | 2100 | - | 595640.90N 0012336.48W | FAF / 4.8NM |
| R15C | 003 | TF | RW15 | Y | 144° (143.3°) | - | - | - | 595249.88N 0011754.57W | MAPt |
| R15C | 004 | CF | PBM07 | N | 144° (143.4°) | RIGHT | - | 185 | 594854.29N 0011207.54W | - |
| R15C | 005 | TF | PBM08 | N | 234° (233.4°) | RIGHT | - | 185 | 594559.28N 0011954.36W | - |
| R15C | 006 | TF | PBM09 | N | 324° (323.4°) | RIGHT | - | 185 | 594954.60N 0012541.56W | - |
| R15C | 007 | TF | SBH | Y | 054° (053.0°) | RIGHT | 3000 | 185 | 595256.55N 0011741.40W | HOLD |

**Sumburgh RNP RWY 15 - Instrument Approach Procedure via ATLUG**

| Designator | Sequence Number | Path Term-inator | Waypoint Name | Fly-over | Course/ Track °M (°T) | Turn Direction | Level Constraint | Speed Constraint | Co-ordinates | Remarks and Distance to MAPt |
|---|---|---|---|---|---|---|---|---|---|---|
| R15L | 001 | IF | ATLUG | N | - | - | 2100 | 210 | 600119.70N 0012303.17W | IAF |
| R15L | 002 | TF | TUSUG | N | 234° (233.4°) | LEFT | 2100 | - | 595932.60N 0012750.92W | IF / 8.4NM |
| R15L | 003 | TF | PB15F | N | 144° (143.4°) | - | 2100 | - | 595640.90N 0012336.48W | FAF / 4.8NM |
| R15L | 004 | TF | RW15 | Y | 144° (143.3°) | - | - | - | 595249.88N 0011754.57W | MAPt |
| R15L | 005 | CF | PBM07 | N | 144° (143.4°) | RIGHT | - | 185 | 594854.29N 0011207.54W | - |
| R15L | 006 | TF | PBM08 | N | 234° (233.4°) | RIGHT | - | 185 | 594559.28N 0011954.36W | - |
| R15L | 007 | TF | PBM09 | N | 324° (323.4°) | RIGHT | - | 185 | 594954.60N 0012541.56W | - |
| R15L | 008 | TF | SBH | Y | 054° (053.0°) | RIGHT | 3000 | 185 | 595256.55N 0011741.40W | HOLD |

**CHANGE (12/21):** PAGE RENUMBERED.

# Instrument Approach Procedure Coding Tables

**Sumburgh RNP RWY 27 - Instrument Approach Procedure via LUTAB**

| Designator | Sequence Number | Path Term-inator | Waypoint Name | Fly-over | Course/ Track °M (°T) | Turn Direction | Level Constraint | Speed Constraint | Co-ordinates | Remarks and Distance to MAPt |
|---|---|---|---|---|---|---|---|---|---|---|
| R27R | 001 | IF | LUTAB | N | - | - | 2100 | 210 | 595832.58N 0005505.64W | IAF |
| R27R | 002 | TF | PB27I | N | 194° (193.5°) | RIGHT | 2100 | - | 595401.91N 0005715.01W | IF / 10.0NM |
| R27R | 003 | TF | PB27F | N | 265° (263.7°) | - | 2100 | - | 595338.15N 0010416.96W | FAF / 6.4NM |
| R27R | 004 | TF | RW27 | Y | 265° (263.7°) | - | - | - | 595255.70N 0011655.59W | MAPt |
| R27R | 005 | CF | PBM04 | N | 265° (263.7°) | LEFT | - | 185 | 595215.83N 0012841.51W | - |
| R27R | 006 | TF | PBM05 | N | 175° (173.7°) | LEFT | - | 185 | 594724.38N 0012737.35W | - |
| R27R | 007 | TF | PBM06 | N | 085° (083.7°) | LEFT | - | 185 | 594800.72N 0011639.07W | - |
| R27R | 008 | TF | SBH | Y | 355° (354.0°) | RIGHT | 3000 | 185 | 595256.55N 0011741.40W | HOLD |

**Sumburgh RNP RWY 27 - Instrument Approach Procedure via ABRUX**

| Designator | Sequence Number | Path Term-inator | Waypoint Name | Fly-over | Course/ Track °M (°T) | Turn Direction | Level Constraint | Speed Constraint | Co-ordinates | Remarks and Distance to MAPt |
|---|---|---|---|---|---|---|---|---|---|---|
| R27C | 001 | IF | ABRUX | N | - | - | 2100 | 210 | 595428.54N 0004921.41W | IAF |
| R27C | 002 | TF | PB27I | N | 265° (263.7°) | - | 2100 | - | 595401.91N 0005715.01W | IF / 10.0NM |
| R27C | 003 | TF | PB27F | N | 265° (263.7°) | - | 2100 | - | 595338.15N 0010416.96W | FAF / 6.4NM |
| R27C | 004 | TF | RW27 | Y | 265° (263.7°) | - | - | - | 595255.70N 0011655.59W | MAPt |
| R27C | 005 | CF | PBM04 | N | 265° (263.7°) | LEFT | - | 185 | 595215.83N 0012841.51W | - |
| R27C | 006 | TF | PBM05 | N | 175° (173.7°) | LEFT | - | 185 | 594724.38N 0012737.35W | - |
| R27C | 007 | TF | PBM06 | N | 085° (083.7°) | LEFT | - | 185 | 594800.72N 0011639.07W | - |
| R27C | 008 | TF | SBH | Y | 355° (354.0°) | RIGHT | 3000 | 185 | 595256.55N 0011741.40W | HOLD |

**Sumburgh RNP RWY 27 - Instrument Approach Procedure via EVTEP**

| Designator | Sequence Number | Path Term-inator | Waypoint Name | Fly-over | Course/ Track °M (°T) | Turn Direction | Level Constraint | Speed Constraint | Co-ordinates | Remarks and Distance to MAPt |
|---|---|---|---|---|---|---|---|---|---|---|
| R27L | 001 | IF | EVTEP | N | - | - | 2100 | 210 | 594951.37N 0005308.18W | IAF |
| R27L | 002 | TF | PB27I | N | 335° (333.7°) | LEFT | 2100 | - | 595401.91N 0005715.01W | IF / 10.0NM |
| R27L | 003 | TF | PB27F | N | 265° (263.7°) | - | 2100 | - | 595338.15N 0010416.96W | FAF / 6.4NM |
| R27L | 004 | TF | RW27 | Y | 265° (263.7°) | - | - | - | 595255.70N 0011655.59W | MAPt |
| R27L | 005 | CF | PBM04 | N | 265° (263.7°) | LEFT | - | 185 | 595215.83N 0012841.51W | - |
| R27L | 006 | TF | PBM05 | N | 175° (173.7°) | LEFT | - | 185 | 594724.38N 0012737.35W | - |
| R27L | 007 | TF | PBM06 | N | 085° (083.7°) | LEFT | - | 185 | 594800.72N 0011639.07W | - |
| R27L | 008 | TF | SBH | Y | 355° (354.0°) | RIGHT | 3000 | 185 | 595256.55N 0011741.40W | HOLD |

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AERO INFO DATE 30 JUL 21

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# EGFH — SWANSEA

## EGFH AD 2.1 AERODROME LOCATION INDICATOR AND NAME

EGFH — SWANSEA

## EGFH AD 2.2 AERODROME GEOGRAPHICAL AND ADMINISTRATIVE DATA

| | | |
|---|---|---|
| 1 | ARP coordinates and site at AD | Lat: 513618N Long: 0040405W<br>Midpoint of Runway 04/22. |
| 2 | Direction and distance from city | 5 NM WSW of Swansea. |
| 3 | Elevation / Reference temperature / Mean Low Temperature | 298 FT / 18 °C / - |
| 4 | Geoid undulation at AD ELEV PSN | 174 FT |
| 5 | Magnetic Variation / Annual Change | 0° (2027) / 0.18°E |
| 6 | AD Administration<br>Address<br>Telephone | SWANSEA AIRPORT STAKEHOLDER ALLIANCE.<br>Swansea Airport, Fairwood Common, Swansea,SA2 7JU.<br>01792-687042 (ATC and Admin) |
| 7 | Type of Traffic permitted (IFR/VFR) | VFR |
| 8 | Remarks | |

## EGFH AD 2.3 OPERATIONAL HOURS

| | | |
|---|---|---|
| 1 | AD Administration | Mon-Sun 0900-1800 (0800-1700). |
| 2 | Customs and immigration | By arrangement. |
| 3 | Health and sanitation | Limited. |
| 4 | AIS Briefing Office | No briefing facilities available. |
| 5 | ATS Reporting Office (ARO) | As AD hours. |
| 6 | MET Briefing Office | Not available. |
| 7 | ATS | See also AD 2.18. |
| 8 | Fuelling | As AD hours. |
| 9 | Handling | As AD hours. |
| 10 | Security | As AD hours. |
| 11 | De-icing | |
| 12 | Remarks | Use of aerodrome PPR by website www.swansea-airport.wales or same day by telephone on 01792-687042.<br><br>Permission to use aerodrome may be withdrawn during times that adverse weather conditions prevail.<br><br>Flying by local aircraft and emergency service helicopters may occur outside published hours. |

## EGFH AD 2.4 HANDLING SERVICES AND FACILITIES

| | | |
|---|---|---|
| 1 | Cargo handling facilities | Limited, by prior arrangement. |
| 2 | Fuel and oil types | AVGAS |
| 3 | Fuelling facilities/capacity | AVGAS 5000 LT Tank and Fixed Pump. |
| 4 | De-icing facilities | |
| 5 | Hangar space for visiting aircraft | Limited, by arrangement. |
| 6 | Repair facilities for visiting aircraft | Limited. |
| 7 | Remarks | |

## EGFH AD 2.5 PASSENGER FACILITIES

| | | |
|---|---|---|
| 1 | Hotels | Hotels in vicinity. |
| 2 | Restaurants | On aerodrome. Cafe in terminal building. |
| 3 | Transportation | Taxis, Car hire. |

| | | |
|---|---|---|
| 4 | Medical facilities | Limited First Aid. |
| 5 | Bank and Post Office | |
| 6 | Tourist Office | Limited during aerodrome hours. |
| 7 | Remarks | |

## EGFH AD 2.6 RESCUE AND FIRE FIGHTING SERVICES

| | | |
|---|---|---|
| 1 | AD category for fire fighting services | Crash Cover on request contact aerodrome operator. |
| 2 | Rescue equipment | |
| 3 | Capability for removal of disabled aircraft | |
| 4 | Remarks | |

## EGFH AD 2.7 SEASONAL AVAILABILITY - CLEARING

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## EGFH AD 2.8 APRONS, TAXIWAYS AND CHECK LOCATIONS/POSITIONS DATA

| | | |
|---|---|---|
| 1 | Apron surface and strength | APRON 1<br>Surface: Asphalt<br>PCN 12/F/C/Y/T<br><br>APRON 2<br>Surface: Concrete<br>PCN 15/R/C/Y/T |
| 2 | Taxiway width, surface and strength | Taxiway A: 10 M<br>Surface: Asphalt<br>PCN 8/F/C/Y/T<br><br>Taxiway B: 19 M<br>Surface: Asphalt<br><br>Taxiway C: 10 M<br>Surface: Asphalt<br>PCN 8/F/C/Y/T<br><br>Taxiway D: 5 M<br>Surface: Asphalt<br>PCN 8/F/C/Y/T |
| 3 | Altimeter checkpoint location and elevation | Hold B1 275 FT - Hold B2 267 FT |
| 4 | VOR checkpoints | |
| 5 | INS checkpoints | |
| 6 | Remarks | The concrete section of the apron slopes from NW to SE up to a maximum gradient of 2.93%.<br><br>Taxiway adjoining the eastern edge of the apron is provided for access to Hangar 1 only, and is not available to aircraft that require use of a licensed aerodrome. |

## EGFH AD 2.9 SURFACE MOVEMENT GUIDANCE AND CONTROL SYSTEM AND MARKINGS

| | | |
|---|---|---|
| 1 | Use of aircraft stand ID signs, TWY guide lines and visual docking/parking guidance system of aircraft stands | Taxiway guidelines and visual docking. Yellow taxiway centre-line - no visual docking. Parking Guidance System. Marshaller available on request. |
| 2 | Runway and taxiway markings and lighting | Runway marking aid(s):<br>04/22: Runway markings, TDZ markings, Threshold, designators, displaced threshold arrows.<br><br>Taxiway marking aid(s):<br>Yellow centre-line and holding positions. |
| 3 | Stop bars and runway guard lights (if any) | |
| 4 | Other runway protection measures | |
| 5 | Remarks | Three WDI 513601.07N 0040420.33W; 513609.36N 0040352.96W; 513623.35N 0040352.25W. |

## EGFH AD 2.10 AERODROME OBSTACLES

| In Approach/Take-off areas | | | | | | |
|---|---|---|---|---|---|---|
| **Obstacle ID/ Designation** | **Obstacle Type** | **Obstacle Position** | **Elevation/Height** | | **Obstruction Lighting Type/ Colour** | **Remarks** |
| **1** | **2** | **3** | **4** | | **5** | **6** |
| (EGFH3499) 22/APPROACH 04/ TAKE-OFF | BUSH | 513643.11N 0040339.85W | 328 FT | | No | |
| (EGFH3456) 22/APPROACH 04/ TAKE-OFF | FENCE | 513638.77N 0040343.73W | 308 FT | | No | |

| In circling area and at aerodrome | | | | | | |
|---|---|---|---|---|---|---|
| **Obstacle ID/ Designation** | **Obstacle Type** | **Obstacle Position** | **Elevation/Height** | | **Obstruction Lighting Type/ Colour** | **Remarks** |
| **1** | **2** | **3** | **4** | | **5** | **6** |
| (EGFH3455) | FENCE | 513638.91N 0040344.09W | 309 FT | | No | |

## EGFH AD 2.11 METEOROLOGICAL INFORMATION PROVIDED

| | | |
|---|---|---|
| 1 | Associated MET Office | CARDIFF WEATHER CENTRE |
| 2 | Hours of service<br>MET Office outside hour | 9 hours. |
| 3 | Office responsible for TAF preparation<br>Periods of validity | |
| 4 | Trend forecast<br>Interval of issuance | |
| 5 | Briefing/consultation provided | |
| 6 | Flight documentation<br>Language(s) used | |
| 7 | Charts and other information available for briefing or consultation | |
| 8 | Supplementary equipment available for providing information | |
| 9 | ATS units provided with information | |
| 10 | Additional information (limitation of service, etc.) | |

## EGFH AD 2.12 RUNWAY PHYSICAL CHARACTERISTICS

| Designations RWY Number | True bearing | Dimensions of RWY | Surface of RWY/ SWY/ Strength | THR co-ordinates/ THR Geoid undulation | THR elevation/ Highest elevation of TDZ of precision APP RWY | Slope of RWY/ SWY |
|---|---|---|---|---|---|---|
| 1 | 2 | 3 | 4 | 5 | 6 | 7 |
| 04 | 036.31° | 1351 x 30 M | RWY surface: Concrete<br>PCN 15/R/C/Y/T | 513601.13N<br>0040425.26W<br>173.7 FT | THR 261.1 FT | |
| 22 | 216.32° | 1351 x 30 M | RWY surface: Concrete<br>PCN 15/R/C/Y/T | 513633.98N<br>0040346.49W<br>173.7 FT | THR 295.1 FT | |
| 10 | 096.32° | 857 x 18 M | RWY surface: Asphalt<br>PCN 12/F/C/Y/T | 513604.22N<br>0040432.85W<br>173.7 FT | THR 255.8 FT | |
| 28 | 276.33° | 857 x 18 M | RWY surface: Asphalt<br>PCN 12/F/C/Y/T | 513601.39N<br>0040351.84W<br>173.7 FT | THR 254.9 FT | |

| SWY Dimensions | Clearway Dimensions | Strip Dimensions | RESA Dimensions, Overshoot / Undershoot | Location/ description of arresting system | OFZ | Remarks |
|---|---|---|---|---|---|---|
| 8 | 9 | 10 | 11 | 12 | 13 | 14 |
| | | | | | | RWY 04<br><br>Runways 04/22 and 10/28 have undulating surface. |
| | | | | | | RWY 22<br><br>Threshold displaced by 91 M. |
| | | | | | | RWY 10<br><br>Threshold displaced by 33 M. |
| | | | | | | RWY 28<br><br>Threshold displaced by 30 M. |

## EGFH AD 2.13 DECLARED DISTANCES

| Runway designator | TORA | TODA | ASDA | LDA | Remarks |
|---|---|---|---|---|---|
| 1 | 2 | 3 | 4 | 5 | 6 |
| 04 | 1199 M | 1199 M | 1199 M | 1200 M | |
| 22 | 1199 M | 1199 M | 1199 M | 1200 M | |
| 10 | 799 M | 799 M | 799 M | 824 M | |
| 28 | 799 M | 799 M | 799 M | 794 M | |

## EGFH AD 2.14 APPROACH AND RUNWAY LIGHTING

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## EGFH AD 2.15 OTHER LIGHTING, SECONDARY POWER SUPPLY

| | | |
|---|---|---|
| 1 | ABN/IBN location, characteristics and hours of operation | |
| 2 | LDI location and lighting<br>Anemometer location and lighting | Anemometer: 513623.37N 0040353.04W. |
| 3 | TWY edge and centre line lighting | |
| 4 | Secondary power supply/switch-over time | |

| | | |
|---|---|---|
| 5 | Remarks | |

## EGFH AD 2.16 HELICOPTER LANDING AREA

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## EGFH AD 2.17 AIR TRAFFIC SERVICES AIRSPACE

| Designation and lateral limits | Vertical Limits | Airspace Class | ATS unit callsign/ language | Transition Altitude | Hours of applicability | Remarks |
|---|---|---|---|---|---|---|
| 1 | 2 | 3 | 4 | 5 | 6 | 7 |
| SWANSEA ATZ<br>A circle, 2 NM radius, centred at 513619N 0040404W on longest notified runway (04/ 22) | Upper limit: 2000 FT AGL<br>Lower limit: SFC | G | SWANSEA RADIO<br>English | 3000 FT | | |

## EGFH AD 2.18 AIR TRAFFIC SERVICES COMMUNICATION FACILITIES

| Service Designation | Callsign | Channel/ Frequency(MHz) | SATVOICE number(s) | Logon Address | Hours of Operation | Remarks |
|---|---|---|---|---|---|---|
| 1 | 2 | 3 | 4 | 5 | 6 | 7 |
| OTHER | SWANSEA RADIO | 119.705<br>A/G frequency. | | | Mon-Sun 0900-1800 (0800-1700). | ATZ hours coincident with A/G hours and when notified by NOTAM. |

## EGFH AD 2.19 RADIO NAVIGATION AND LANDING AIDS

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## EGFH AD 2.20 LOCAL AERODROME REGULATIONS

### 1 AIRPORT REGULATIONS

a) Use of the aerodrome is subject to the provisions of a document entitled Swansea Airport Limited, Conditions of Use. A copy of this document may be obtained on request to the Airport Manager, at the address specified at AD 2.2.
b) Aerodrome not available to aircraft unable to communicate via radio with the A/G station.
c) Information and/or instructions from the Airport Manager may be relayed via A/G. Such messages will be prefixed 'Message from the aerodrome authority...'. Compliance with any relayed instruction is mandatory.
d) Permission to use the aerodrome either to land or depart, may be withdrawn without notice. Withdrawal of permission may occur due to prevailing weather conditions, if it is considered that the requirements of the airport's Safety Management System cannot be met.

### 2 GROUND MOVEMENT

a) All aircraft to call for start.

### 3 CAT II/III OPERATIONS

Not applicable

### 4 WARNINGS

a) The carriage of Dangerous Goods, as specified by the Air Navigation (Dangerous Goods) Regulations 2002, is prohibited unless written approval has been issued by the Airport Manager or nominated deputy.
b) Each aircraft commander is responsible for the safety of his/her passengers and other crew members. To ensure the safety of passengers and crew members, the aircraft commander or other competent crew member is to supervise and escort passengers whilst airside.
c) Smoking and use of mobile phones whilst airside is strictly prohibited.

d) Except for passengers and other persons that are being escorted, the wearing of High Visibility clothing is mandatory for all persons permitted airside access.

### 5 HELICOPTER OPERATIONS

a) Helicopter landing spots situated on Apron 1 and adjacent to Holding Point B1.

### 6 USE OF RUNWAYS

a) Runway 10/28 is restricted to aircraft with MTOW 5700 KG or less.

### 7 TRAINING

a) Use of the aerodrome by training flights is subject to approval, which may be withdrawn without prior notice. Issue of approval is conditional upon training flights not causing delays to other aircraft and not causing movement area or airspace congestion.

## EGFH AD 2.21 NOISE ABATEMENT PROCEDURES

a) Aircraft are to be operated in a manner to cause least disturbance in areas surrounding the aerodrome.

## EGFH AD 2.22 FLIGHT PROCEDURES

### 1 RADIO COMMUNICATION FAILURE PROCEDURES

a) If a radio communications failure is experienced after establishment of RTF contact, a standard overhead joining procedure is to be flown for the notified runway in use and circuit direction. If RTF contact has not been established, unless an emergency is experienced which requires immediate landing, the ATZ is not to be entered, and a diversion made to a suitable alternate aerodrome.

### 2 CIRCUITS

a) Unless notified by A/G that parachute descents are in progress a standard overhead circuit joining procedure must normally be flown for the notified runway in use and circuit direction. However, a straight-in approach to the notified runway in use may be flown if ‘Swansea Radio’ notify that there is no reported traffic to affect this course of action.
b) Unless otherwise notified by ‘Swansea Radio’ standard circuit directions are as follows: Runway 10 and 22 - Right Hand; Runway 28 and 04 - Left Hand.

### 3 FREE-FALL PARACHUTING PROCEDURES

a) Free-fall parachuting takes place overhead the aerodrome. ENR 5.5 refers. A/G will notify when parachute descents are taking place.
b) Subject to the notified runway in use, one of two parachute landing areas will be used. When Runway 04/22 is in use, the Southern Parachute Landing Area (PLA), located in the south eastern corner of the aerodrome, south of Runway 28 threshold, will be used. When Runway 10/28 is in use, the Northern PLA, located in the northeast corner of the aerodrome, north of Taxiway A, will be used.
c) Arriving aircraft that have not entered the ATZ are advised to remain outside until notified by A/G that all parachutes have landed. Any aircraft within the ATZ on final approach, requiring to go around, should climb straight ahead and then conform to the notified circuit direction.

## EGFH AD 2.23 ADDITIONAL INFORMATION

Not applicable

## EGFH AD 2.24 CHARTS RELATED TO AN AERODROME

AERODROME CHART - ICAO
AD 2.EGFH-2-1

## EGFH AD 2.25 VISUAL SEGMENT SURFACE (VSS) PENETRATION

Not applicable

# AERODROME CHART - ICAO

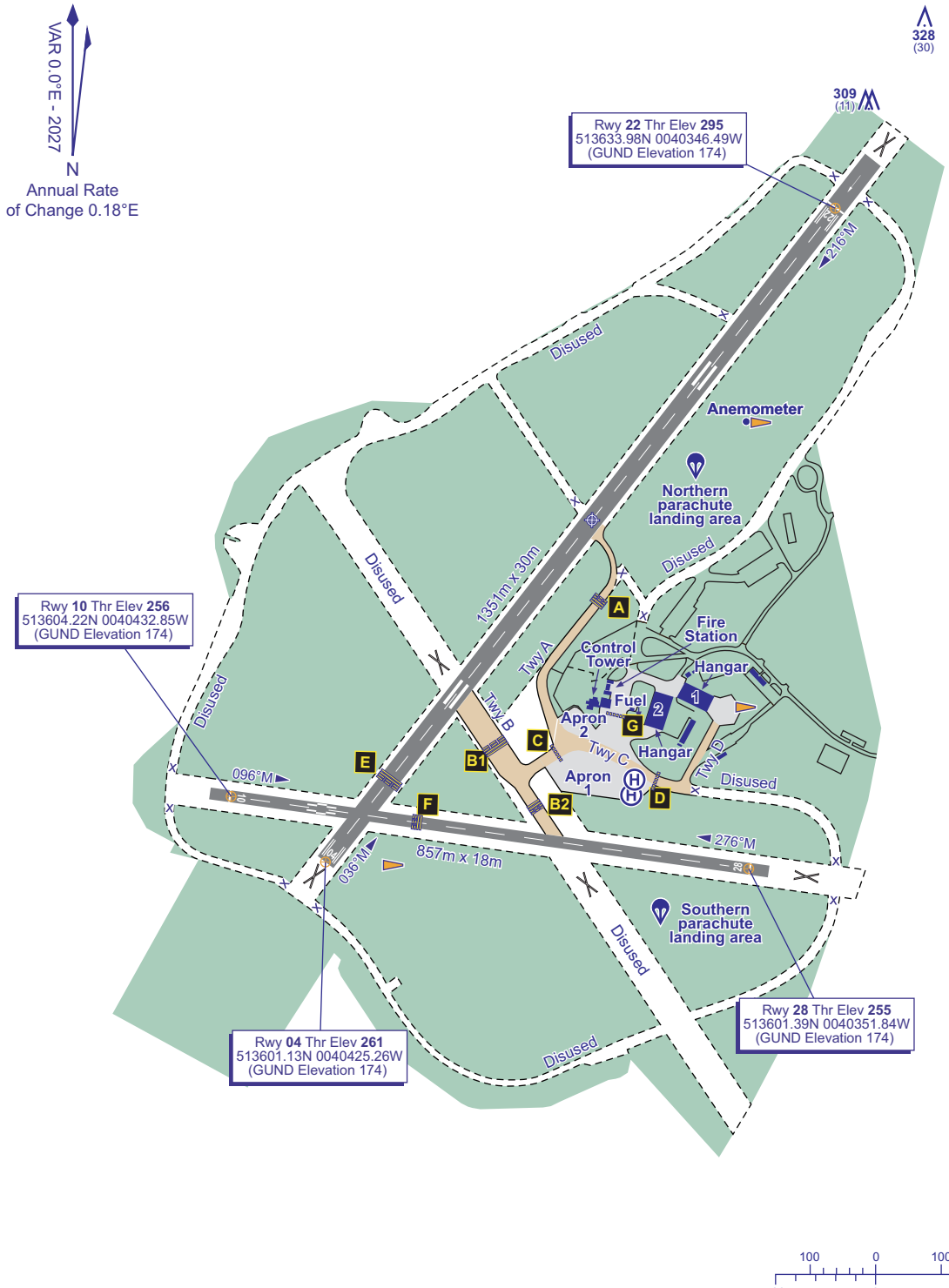
ARP 513618N 0040405W

AD ELEV 298FT

# SWANSEA
## EGFH

| GUND (Geoid Undulation) = The height of the Geoid (MSL) above the Reference Elipsoid (WGS 84) at the stated position. | |
|---|---|
| BEARINGS ARE MAGNETIC<br>ELEVATIONS AND HEIGHTS ARE IN FEET | |
| ELEVATIONS IN FEET AMSL<br>HEIGHTS IN FEET ABOVE AD | **328**<br>(29) |

| RUNWAY/TAXIWAY/APRON PHYSICAL CHARACTERISTICS | | |
|---|---|---|
| **APRON / RWY / TWY** | **SURFACE** | **PCN** |
| RWY 04/22 | Concrete | 15/R/C/Y/T |
| RWY 10/28 | Asphalt | 12/F/C/Y/T |
| Twy A/B/C/D | Asphalt | 8/F/C/Y/T |
| Apron 1 | Asphalt | 12/F/C/Y/T |
| Apron 2 | Concrete | 15/R/C/Y/T |




| COM | | |
|---|---|---|
| A/G | 119.705 | SWANSEA RADIO |

**CHANGE (10/25):** MAG INFO. TWY C ALIGNMENT. RUNWAY MARKINGS EDITORIAL.

AERO INFO DATE 17 JUL 25

AD 2-EGFH-2-1

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# EGBM — TATENHILL

## EGBM AD 2.1 AERODROME LOCATION INDICATOR AND NAME

EGBM — TATENHILL

## EGBM AD 2.2 AERODROME GEOGRAPHICAL AND ADMINISTRATIVE DATA

| | | |
|---|---|---|
| 1 | ARP coordinates and site at AD | Lat: 524851N Long: 0014553W<br>Mid point of Runway 08/26 |
| 2 | Direction and distance from city | 4 NM W of Burton-on-Trent. |
| 3 | Elevation / Reference temperature / Mean Low Temperature | 439 FT / 18 °C / - |
| 4 | Geoid undulation at AD ELEV PSN | - |
| 5 | Magnetic Variation / Annual Change | 0.18°W (2022) / 0.20°E |
| 6 | AD Administration<br>Address<br><br>Telephone | TATENHILL AVIATION LIMITED<br>Tatenhill Aerodrome, Newborough Road, Need wood, Burton-on-Trent , Staffs, DE13 9PD.<br>01283-575283 |
| 7 | Type of Traffic permitted (IFR/VFR) | VFR |
| 8 | Remarks | |

## EGBM AD 2.3 OPERATIONAL HOURS

| | | |
|---|---|---|
| 1 | AD Administration | 0900-1700 (0800-1600). |
| 2 | Customs and immigration | |
| 3 | Health and sanitation | |
| 4 | AIS Briefing Office | |
| 5 | ATS Reporting Office (ARO) | |
| 6 | MET Briefing Office | |
| 7 | ATS | As AD hours. See also AD 2.18. |
| 8 | Fuelling | As AD hours. |
| 9 | Handling | |
| 10 | Security | |
| 11 | De-icing | |
| 12 | Remarks | This aerodrome is PPR. Night flying by arrangement. |

## EGBM AD 2.4 HANDLING SERVICES AND FACILITIES

| | | |
|---|---|---|
| 1 | Cargo handling facilities | |
| 2 | Fuel and oil types | AVTUR JET A-1, AVGAS 100LL<br>D100, 15W/50 |
| 3 | Fuelling facilities/capacity | |
| 4 | De-icing facilities | |
| 5 | Hangar space for visiting aircraft | |
| 6 | Repair facilities for visiting aircraft | |
| 7 | Remarks | |

## EGBM AD 2.5 PASSENGER FACILITIES

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## EGBM AD 2.6 RESCUE AND FIRE FIGHTING SERVICES

| | | |
|---|---|---|
| 1 | AD category for fire fighting services | RFF Category Special. |
| 2 | Rescue equipment | |
| 3 | Capability for removal of disabled aircraft | |
| 4 | Remarks | |

## EGBM AD 2.7 SEASONAL AVAILABILITY - CLEARING

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## EGBM AD 2.8 APRONS, TAXIWAYS AND CHECK LOCATIONS/POSITIONS DATA

| | | |
|---|---|---|
| 1 | Apron surface and strength | MAIN APRON<br>Surface: Asphalt<br><br>WESTERN APRON<br>Surface: Asphalt<br>(27 x 70 M). |
| 2 | Taxiway width, surface and strength | Taxiway NORTH: 8 M<br>Surface: Asphalt |
| 3 | Altimeter checkpoint location and elevation | |
| 4 | VOR checkpoints | |
| 5 | INS checkpoints | |
| 6 | Remarks | |

## EGBM AD 2.9 SURFACE MOVEMENT GUIDANCE AND CONTROL SYSTEM AND MARKINGS

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## EGBM AD 2.10 AERODROME OBSTACLES

| In Approach/Take-off areas | | | | | | |
|---|---|---|---|---|---|---|
| **Obstacle ID/ Designation** | **Obstacle Type** | **Obstacle Position** | **Elevation/Height** | | **Obstruction Lighting Type/ Colour** | **Remarks** |
| **1** | **2** | **3** | **4** | | **5** | **6** |
| 08/APPROACH 26/TAKE-OFF | Pylons | 524827.50N<br>0014810.90W | 493 FT | | No | HT Cables are running Northwest/Southeast joining these pylons. |
| 08/APPROACH 26/TAKE-OFF | Pylons | 524819.40N<br>0014805.00W | 496 FT | | No | HT Cables are running Northwest/Southeast joining these pylons. |

| In circling area and at aerodrome | | | | | | |
|---|---|---|---|---|---|---|
| **Obstacle ID/ Designation** | **Obstacle Type** | **Obstacle Position** | **Elevation/Height** | | **Obstruction Lighting Type/ Colour** | **Remarks** |
| **1** | **2** | **3** | **4** | | **5** | **6** |
| | Mast | 524848.10N<br>0014531.04W | 499 FT | | Yes | |

## EGBM AD 2.11 METEOROLOGICAL INFORMATION PROVIDED

**INTENTIONALLY BLANK**

## EGBM AD 2.12 RUNWAY PHYSICAL CHARACTERISTICS

| Designations RWY Number | True bearing | Dimensions of RWY | Surface of RWY/ SWY/ Strength | THR co-ordinates/ THR Geoid undulation | THR elevation/ Highest elevation of TDZ of precision APP RWY | Slope of RWY/ SWY |
|---|---|---|---|---|---|---|
| 1 | 2 | 3 | 4 | 5 | 6 | 7 |
| 03 | | 630 x 18 M | RWY surface: Asphalt | | | |
| 21 | | 630 x 18 M | RWY surface: Asphalt | | | |
| 08 | 073.39° | 1190 x 28 M | RWY surface: Asphalt | 524845.13N 0014623.55W | THR 412.0 FT | |
| 26 | 253.41° | 1190 x 28 M | RWY surface: Asphalt | 524856.10N 0014522.81W | THR 438.0 FT | |

| SWY Dimensions | Clearway Dimensions | Strip Dimensions | RESA Dimensions, Overshoot / Undershoot | Location/ description of arresting system | OFZ | Remarks |
|---|---|---|---|---|---|---|
| 8 | 9 | 10 | 11 | 12 | 13 | 14 |
| | | | | | | RWY 03<br><br>Unlicensed. |
| | | | | | | RWY 21<br><br>Unlicensed. |
| | | | | | | RWY 08<br><br>Threshold displaced by more than 120 M.<br><br>A significant portion of the runway is not visible from the thresholds of Runways 26 or 08.<br><br>The grass taxiway is normally only available during the summer. |
| | | | | | | RWY 26<br><br>Threshold displaced by 60 M.<br><br>A significant portion of the runway is not visible from the thresholds of Runways 26 or 08.<br><br>The grass taxiway is normally only available during the summer. |

## EGBM AD 2.13 DECLARED DISTANCES

| Runway designator | TORA | TODA | ASDA | LDA | Remarks |
|---|---|---|---|---|---|
| 1 | 2 | 3 | 4 | 5 | 6 |
| 08 | 1190 M | 1190 M | 1190 M | 1190 M | |
| 26 | 1190 M | 1190 M | 1190 M | 1190 M | |

## EGBM AD 2.14 APPROACH AND RUNWAY LIGHTING

| RWY | Approach lighting Type/ Length/ Intensity | Threshold lighting Colour/Wing bars | VASIS/ MEHT/ PAPI/ PAPI Dist from THR | TDZ, lighting Length | Runway Centre Line lighting Length/ Spacing/ Colour/ Intensity | Runway edge lighting Length/ Spacing/ Colour/ Intensity | Runway end lighting Colour/ Wing bars | Stopway lighting Length/ Colour | Remarks |
|---|---|---|---|---|---|---|---|---|---|
| 1 | 2 | 3 | 4 | 5 | 6 | 7 | 8 | 9 | 10 |
| 26 | Runway lighting available by special arrangement only. | | APAPI Left/3.5° 21 FT 93 M | | | | | | |

## EGBM AD 2.15 OTHER LIGHTING, SECONDARY POWER SUPPLY

**INTENTIONALLY BLANK**

## EGBM AD 2.16 HELICOPTER LANDING AREA

**INTENTIONALLY BLANK**

## EGBM AD 2.17 AIR TRAFFIC SERVICES AIRSPACE

| Designation and lateral limits | Vertical Limits | Airspace Class | ATS unit callsign/ language | Transition Altitude | Hours of applicability | Remarks |
|---|---|---|---|---|---|---|
| 1 | 2 | 3 | 4 | 5 | 6 | 7 |
| TATENHILL ATZ<br>A circle, 2 NM radius, centred at 524851N 0014553W on longest notified runway (08/ 26) | Upper limit: 2000 FT AGL<br>Lower limit: SFC | G | TATENHILL RADIO<br>English | 6000 FT | | |

## EGBM AD 2.18 AIR TRAFFIC SERVICES COMMUNICATION FACILITIES

| Service Designation | Callsign | Channel/ Frequency(MHz) | SATVOICE number(s) | Logon Address | Hours of Operation | Remarks |
|---|---|---|---|---|---|---|
| 1 | 2 | 3 | 4 | 5 | 6 | 7 |
| OTHER | TATENHILL RADIO | 124.080<br>A/G frequency. | | | 0900-1700 (0800-1600). | ATZ hours coincident with A/G hours. |

## EGBM AD 2.19 RADIO NAVIGATION AND LANDING AIDS

**INTENTIONALLY BLANK**

## EGBM AD 2.20 LOCAL AERODROME REGULATIONS

### 1 AIRPORT REGULATIONS

a) Not available to aircraft unable to communicate by radio.
b) Not available to weight shift microlights.

c) Runway 03/21 is available only with permission of the aerodrome operator. Pilot must have or be familiar with operating procedures for this Runway.

### 2 GROUND MOVEMENT

a) Grass taxiway and parking usually available during summer only.

### 3 CAT II/III OPERATIONS

Not applicable

### 4 WARNINGS

a) Runway 03/21 is unlicensed and not available to operators requiring a licensed runway.

### 5 HELICOPTER OPERATIONS

a) Helicopters refuelling area is marked by an 'H', located to the east of the fuel pumps. If unavailable helicopters are to refuel in the yellow box area adjacent to the fuel pumps.
b) The following circuit directions apply for helicopter when the specified runways are in use.

1. Helicopters approach north of centreline.

i. Runway 08 - LH.
ii. Runway 26 - LH.

### 6 USE OF RUNWAYS

Not applicable

### 7 TRAINING

Not applicable

## EGBM AD 2.21 NOISE ABATEMENT PROCEDURES

Not applicable

## EGBM AD 2.22 FLIGHT PROCEDURES

### 1 CIRCUITS

a) Fixed wing to make standard overhead join, helicopters approach north of centreline.
b) The following circuit directions apply for fixed wing aircraft when the specified runways are in use:

1. Fixed wing standard overhead join at 2000 FT.

i. Runway 08 - LH.
ii. Runway 26 - LH.

### 2 COMMUNICATION

a) Pilots should note the proximity of the Birmingham and Nottingham East Midlands CTA and are advised to call Birmingham or Nottingham East Midlands for traffic information before working Tatenhill Radio.

## EGBM AD 2.23 ADDITIONAL INFORMATION

Not applicable

## EGBM AD 2.24 CHARTS RELATED TO AN AERODROME

AERODROME CHART - ICAO

## EGBM AD 2.25 VISUAL SEGMENT SURFACE (VSS) PENETRATION

Not applicable

# AERODROME CHART - ICAO

ARP 524851N 0014553W

AD ELEV 439FT

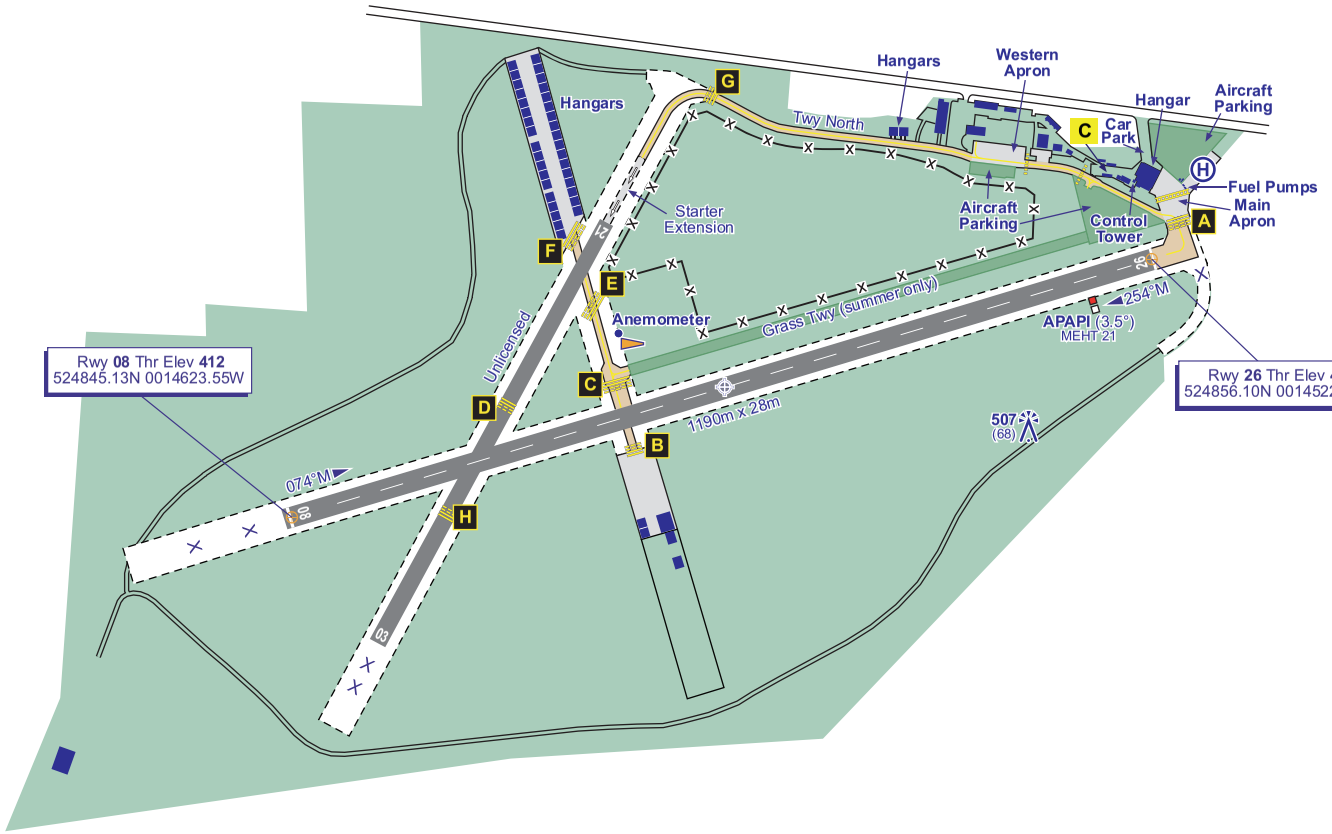
# TATENHILL
## EGBM



| BEARINGS ARE MAGNETIC<br>ELEVATIONS AND HEIGHTS ARE IN FEET | |
|---|---|
| ELEVATIONS IN FEET AMSL<br>HEIGHTS IN FEET ABOVE AD | **507**<br>(68) |

100 0 100 200 300 m
500 0 500 1000 ft

| RUNWAY/TAXIWAY/APRON PHYSICAL CHARACTERISTICS | | | |
|---|---|---|---|
| **APRON / RWY / TWY** | **SURFACE** | **BEARING STRENGTH** | **ELEVATION** |
| RWY 08/26 | Asphalt | - | - |
| Main Apron | Asphalt | - | - |
| Western Apron | Asphalt | - | - |
| TWY North | Asphalt | - | - |




VAR 0.2°W - 2022
N
Annual Rate of Change 0.20°E

| COM | | |
|---|---|---|
| A/G | 124.080 | TATENHILL RADIO |
| **LIGHTING** | | |
| Runway lighting available by special arrangement only | | |

**CHANGE (10/24):** NDB TNL REMOVED. TAXIWAYS. UNLICENCED RUNWAY DESIGNATORS. HOLDS. BUILDINGS. THR COORDS. MAG INFO.

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# EGNV — TEESSIDE INTERNATIONAL

## EGNV AD 2.1 AERODROME LOCATION INDICATOR AND NAME

EGNV — TEESSIDE INTERNATIONAL

## EGNV AD 2.2 AERODROME GEOGRAPHICAL AND ADMINISTRATIVE DATA

| | | |
|---|---|---|
| 1 | ARP coordinates and site at AD | Lat: 543033N Long: 0012546W<br>Mid point of Runway 05/23. |
| 2 | Direction and distance from city | 4.7 NM SE of Darlington |
| 3 | Elevation / Reference temperature / Mean Low Temperature | 120 FT / 18 °C / - |
| 4 | Geoid undulation at AD ELEV PSN | 161 FT |
| 5 | Magnetic Variation / Annual Change | 0.25°W (2022) / 0.21°E |
| 6 | AD Administration<br>Address<br>Telephone<br>Telefax | TEESSIDE INTERNATIONAL AIRPORT LTD<br>Teesside International Airport Ltd, Darlington, Co Durham DL2 1LU.<br>01325-332811<br>01325-332810 |
| 7 | Type of Traffic permitted (IFR/VFR) | IFR/VFR |
| 8 | Remarks | |

## EGNV AD 2.3 OPERATIONAL HOURS

| | | |
|---|---|---|
| 1 | AD Administration | Sat-Mon 0600-2200 (0500-2100); Tue-Fri 0400-2200 (0300-2100). |
| 2 | Customs and immigration | Selective attendance. No hours notified. |
| 3 | Health and sanitation | Port Health Authority on request from handling agents |
| 4 | AIS Briefing Office | |
| 5 | ATS Reporting Office (ARO) | |
| 6 | MET Briefing Office | |
| 7 | ATS | As AD hours. See also AD 2.18. |
| 8 | Fuelling | As AD hours. |
| 9 | Handling | As AD hours. |
| 10 | Security | H24 |
| 11 | De-icing | As AD hours. |
| 12 | Remarks | Extensions available as per landing fees and charges via the Airport Duty Manager, Tel: 01325-331008. |

## EGNV AD 2.4 HANDLING SERVICES AND FACILITIES

| | | |
|---|---|---|
| 1 | Cargo handling facilities | Available. Nearest railway siding, Dinsdale 1.3 NM |
| 2 | Fuel and oil types | AVTUR JET A-1, AVGAS 100LL |
| 3 | Fuelling facilities/capacity | 500,000 LT, AVTUR JET A-1. 30,000 LT, AVGAS 100LL. |
| 4 | De-icing facilities | By arrangement with Teesside International Airport, 01325-331008. |
| 5 | Hangar space for visiting aircraft | By arrangement with the Airport Duty Manager |
| 6 | Repair facilities for visiting aircraft | By arrangement. Draken 01325-332322. |
| 7 | Remarks | Available during normal hours or by arrangement. JET A-1 and AVGAS supplied by Teesside International Airport Ltd on behalf of PHILLIPS 66.<br><br>All visiting aircraft are subject to mandatory handling and PPR. Operators are requested to contact one of the two handling agents:<br>Teesside International Airport: Tel: 01325-331008; Email: dutymanagers@teessideinternational.com.<br>Jet Centre: Tel: 0330-4407700; Email: jetcentre@willisaviation.com. |

## EGNV AD 2.5 PASSENGER FACILITIES

| | | |
|---|---|---|
| 1 | Hotels | Hotels within 5 NM. |
| 2 | Restaurants | Cafe. |
| 3 | Transportation | Buses, taxis and trains. Nearest railway station, Darlington train station (6.5 miles). |
| 4 | Medical facilities | Limited first aid. First aid room in terminal. |
| 5 | Bank and Post Office | |
| 6 | Tourist Office | |
| 7 | Remarks | |

## EGNV AD 2.6 RESCUE AND FIRE FIGHTING SERVICES

| | | |
|---|---|---|
| 1 | AD category for fire fighting services | RFF Category A6<br>RFF Category 6 is for scheduled operators utilising aircraft with seating capacity of up to 100 seats. Aircraft operating above 100 seats capacity will require prior approval. Fire cover up to and including Category 8 available with prior notice. |
| 2 | Rescue equipment | Cutting and lifting equipment available. |
| 3 | Capability for removal of disabled aircraft | MTWA 203,600 KG. Contact 01325-331008. |
| 4 | Remarks | |

## EGNV AD 2.7 SEASONAL AVAILABILITY - CLEARING

| | | |
|---|---|---|
| 1 | Type of clearing equipment | Mechanical, Chemical de-icing, Sanding/Gritting. |
| 2 | Clearance priorities | Runway 05/23. Central axis taxiway. Main apron. Other taxiways. |
| 3 | Remarks | Winter operations and surface updates contact Airport Duty Manager 01325-331008. |

## EGNV AD 2.8 APRONS, TAXIWAYS AND CHECK LOCATIONS/POSITIONS DATA

| | | |
|---|---|---|
| 1 | Apron surface and strength | EASTERN<br>Surface: Concrete<br>PCN 6/R/D/W/T<br><br>MAIN<br>Surface: Concrete<br>PCN 47/R/D/W/T<br><br>WESTERN<br>Surface: Asphalt<br>PCN 13/F/D/X/T |
| 2 | Taxiway width, surface and strength | Taxiway ALPHA: 15 M<br>Surface: Concrete and asphalt<br>PCN 30/F/C/X/T<br><br>Taxiway BRAVO: 23 M<br>Surface: Concrete and asphalt<br>PCN 37/F/D/X/T<br><br>Taxiway CHARLIE: 15 M<br>Surface: Concrete and asphalt<br>PCN 30/F/D/X/T<br><br>Taxiway DELTA: 15 M<br>Surface: Concrete and asphalt<br>PCN 30/F/D/X/T |
| 3 | Altimeter checkpoint location and elevation | Terminal Apron 120 FT |
| 4 | VOR checkpoints | |
| 5 | INS checkpoints | |
| 6 | Remarks | |

## EGNV AD 2.9 SURFACE MOVEMENT GUIDANCE AND CONTROL SYSTEM AND MARKINGS

| | | |
|---|---|---|
| 1 | Use of aircraft stand ID signs, TWY guide lines and visual docking/parking guidance system of aircraft stands | Stands 1L, 1, 1R, 2, 3, 4, 5 and 5R are marshalled nose-in parking. Follow yellow painted guide lines onto stand. |
| 2 | Runway and taxiway markings and lighting | Runway marking aid(s):<br>05/23: Runway designator, threshold, centre-line and touchdown zone markings.<br><br>Runway light(s):<br>Runway edge, lead off/on centre-line, at Bravo, Charlie and Delta, threshold and wingbar lighting.<br><br>Taxiway marking aid(s):<br>Yellow centre-line marking on all taxiways and in certain location supplemented with green<br>reflective studs.<br><br>Taxiway light(s):<br>Green centre-line lighting is provided on all taxiways. Runway guard lights at all taxiway entrances to the runway and illuminated runway and taxiway holding position signs. Apron Floodlighting. |
| 3 | Stop bars and runway guard lights (if any) | Alpha 1, Bravo, Charlie, Delta 2. |
| 4 | Other runway protection measures | |
| 5 | Remarks | WDI (LGTD) - 543017.93N 0012623.52W, 543047.66N 0012506.09W. |

## EGNV AD 2.10 AERODROME OBSTACLES

| In Approach/Take-off areas | | | | | |
|---|---|---|---|---|---|
| **Obstacle ID/ Designation** | **Obstacle Type** | **Obstacle Position** | **Elevation/Height** | **Obstruction Lighting Type/ Colour** | **Remarks** |
| **1** | **2** | **3** | **4** | **5** | **6** |
| INTENTIONALLY BLANK | | | | | |

| In circling area and at aerodrome | | | | | | |
|---|---|---|---|---|---|---|
| **Obstacle ID/ Designation** | **Obstacle Type** | **Obstacle Position** | **Elevation/Height** | | **Obstruction Lighting Type/ Colour** | **Remarks** |
| **1** | **2** | **3** | **4** | | **5** | **6** |
| (EGNV1972) | WIND TURBINE | 543426.73N 0013004.57W | 689 FT | 410 FT | No | |
| (EGNV1973) | WIND TURBINE | 543353.51N 0012957.13W | 653 FT | 410 FT | No | |
| (EGNV1253) | TREE | 543133.85N 0012807.17W | 252 FT | 81 FT | No | |
| (EGNV1125) | MAST | 543111.72N 0013037.47W | 334 FT | 163 FT | Yes<br>Solid Red | |
| (EGNV1373) | MAST | 543110.42N 0012647.40W | 242 FT | 116 FT | Yes<br>Solid Red | |
| (EGNV1843) | PYLON | 543105.46N 0012156.55W | 270 FT | 190 FT | No | |
| (EGNV1255) | TREE | 543049.05N 0012806.84W | 226 FT | 75 FT | No | |
| (EGNV1240) | TREE | 543041.09N 0012822.55W | 225 FT | 70 FT | No | |
| (EGNV1264) | TREE | 543032.95N 0012751.46W | 220 FT | 96 FT | No | |
| (EGNV1223) | TREE | 543031.48N 0012834.80W | 229 FT | 65 FT | No | |
| (EGNV1226) | TREE | 543014.43N 0012834.65W | 228 FT | 73 FT | No | |
| (EGNV1235) | TREE | 543010.55N 0012829.58W | 241 FT | 92 FT | No | |

| In circling area and at aerodrome | | | | | | |
|---|---|---|---|---|---|---|
| **Obstacle ID/ Designation** | **Obstacle Type** | **Obstacle Position** | **Elevation/Height** | | **Obstruction Lighting Type/ Colour** | **Remarks** |
| **1** | **2** | **3** | **4** | | **5** | **6** |
| (EGNV1233) | TREE | 543008.89N 0012829.85W | 231 FT | 83 FT | No | |
| (EGNV1202) | TREE | 543006.67N 0012859.12W | 228 FT | 57 FT | No | |
| (EGNV1188) | TREE | 543000.32N 0012906.25W | 230 FT | 56 FT | No | |
| (EGNV1179) | TREE | 542949.71N 0012909.56W | 234 FT | 63 FT | No | |
| (EGNV1209) | TREE | 542936.23N 0012854.39W | 226 FT | 64 FT | No | |
| (EGNV1865) | PYLON | 542927.21N 0012137.39W | 287 FT | 169 FT | No | |
| (EGNV1239) | TREE | 542909.10N 0012825.36W | 225 FT | 84 FT | No | |
| (EGNV1228) | TREE | 542904.69N 0012832.09W | 226 FT | 71 FT | No | |
| (EGNV1242) | TREE | 542901.03N 0012822.75W | 229 FT | 72 FT | No | |

## EGNV AD 2.11 METEOROLOGICAL INFORMATION PROVIDED

| | | |
|---|---|---|
| 1 | Associated MET Office | MET OFFICE EXETER |
| 2 | Hours of service<br>MET Office outside hour | H24 |
| 3 | Office responsible for TAF preparation<br>Periods of validity | MET OFFICE EXETER<br>9 hours. |
| 4 | Trend forecast<br>Interval of issuance | |
| 5 | Briefing/consultation provided | Self briefing/telephone. |
| 6 | Flight documentation<br>Language(s) used | Charts abbreviated plain language text. TAFs/METARs.<br>English. |
| 7 | Charts and other information available for briefing or consultation | H24. |
| 8 | Supplementary equipment available for providing information | Fax. |
| 9 | ATS units provided with information | TEESSIDE INTERNATIONAL |
| 10 | Additional information (limitation of service, etc.) | ATIS Telephone number: 01325-331054.<br>AUTO METAR produced outside aerodrome opening hours. |

## EGNV AD 2.12 RUNWAY PHYSICAL CHARACTERISTICS

| **Designations RWY Number** | **True bearing** | **Dimensions of RWY** | **Surface of RWY/ SWY/ Strength** | **THR co-ordinates/ THR Geoid undulation** | **THR elevation/ Highest elevation of TDZ of precision APP RWY** | **Slope of RWY/ SWY** |
|---|---|---|---|---|---|---|
| **1** | **2** | **3** | **4** | **5** | **6** | **7** |
| 05 | 047.44° | 2291 x 45 M | RWY surface: Asphalt<br>PCN 70/F/C/W/T | 543008.03N<br>0012632.74W<br>160.9 FT | THR 114.9 FT<br>TDZ 120.1 FT | 1: 7516 |
| 23 | 227.46° | 2291 x 45 M | RWY surface: Asphalt<br>PCN 70/F/C/W/T | 543058.10N<br>0012459.01W<br>160.7 FT | THR 116.3 FT<br>TDZ 117.0 FT | 1: 7516 |

| SWY Dimensions | Clearway Dimensions | Strip Dimensions | RESA Dimensions, Overshoot / Undershoot | Location/ description of arresting system | OFZ | Remarks |
|---|---|---|---|---|---|---|
| 8 | 9 | 10 | 11 | 12 | 13 | 14 |
| | 285 x 150 M | | | | | RWY 05<br><br>Strip Dimensions: 2411 x 280 M.<br><br>OFZ: Yes. |
| | 197 x 150 M | | | | | RWY 23<br><br>Strip Dimensions: 2530 x 280 M.<br><br>OFZ: Yes. |

## EGNV AD 2.13 DECLARED DISTANCES

| Runway designator | TORA | TODA | ASDA | LDA | Remarks |
|---|---|---|---|---|---|
| 1 | 2 | 3 | 4 | 5 | 6 |
| 05 | 2291 M | 2576 M | 2291 M | 2291 M | |
| 23 | 2291 M | 2488 M | 2291 M | 2290 M | |
| 05 | 1770 M | 2055 M | 1770 M | | Take-off from intersection with Hold Charlie. |
| 05 | 997 M | 1282 M | 997 M | | Take-off from intersection with Hold Bravo. |
| 23 | 1355 M | 1552 M | 1355 M | | Take-off from intersection with Hold Bravo. |

## EGNV AD 2.14 APPROACH AND RUNWAY LIGHTING

| RWY | Approach lighting Type/ Length/ Intensity | Threshold lighting Colour/Wing bars | VASIS/ MEHT/ PAPI/ PAPI Dist from THR | TDZ, lighting Length | Runway Centre Line lighting Length/ Spacing/ Colour/ Intensity | Runway edge lighting Length/ Spacing/ Colour/ Intensity | Runway end lighting Colour/ Wing bars | Stopway lighting Length/ Colour | Remarks |
|---|---|---|---|---|---|---|---|---|---|
| 1 | 2 | 3 | 4 | 5 | 6 | 7 | 8 | 9 | 10 |
| 05 | Coded centre-line with four crossbars.<br>605 M<br>Light intensity high | Green | PAPI<br>Left/3°<br>53 FT<br>312 M | | Coded centre-line 30 M spacing<br>Light intensity high | HI bi-directional with LI omni-directional component | Red | | EDGE:<br>Runway edge lighting is 60 M gauge along the runway designated edge. |
| 23 | Coded centre-line with five crossbars.<br>777 M<br>Light intensity high | Green | PAPI<br>Left/3°<br>52 FT<br>345 M | | Coded centre-line 30 M spacing<br>Light intensity high | HI bi-directional with LI omni-directional component | Red | | EDGE:<br>Runway edge lighting is 60 M gauge along the runway designated edge. |

## EGNV AD 2.15 OTHER LIGHTING, SECONDARY POWER SUPPLY

| | | |
|---|---|---|
| 1 | ABN/IBN location, characteristics and hours of operation | |
| 2 | LDI location and lighting<br>Anemometer location and lighting | Anemometer: 543048.41N 0012506.39W (LGTD), 543018.15N 0012625.25W (LGTD), 543047.36N 0012507.38W (LGTD).<br><br>Digital wind indicators at glidepaths of Runways 05 and 23. |
| 3 | TWY edge and centre line lighting | CL: Green centreline lighting is provided on all taxiways. |
| 4 | Secondary power supply/switch-over time | Yes/ Less than 15 seconds, in LVPs a maximum 1 second switchover. |
| 5 | Remarks | Obstacle lighting. |

## EGNV AD 2.16 HELICOPTER LANDING AREA

| | | |
|---|---|---|
| 1 | Coordinates TLOF or THR of FATO, geoid undulation | |
| 2 | TLOF and/or FATO elevation | |
| 3 | TLOF and FATO area dimensions, surface, strength, marking, lighting | |
| 4 | True BRG of FATO | |
| 5 | Declared distance available | |
| 6 | APP and FATO lighting | |
| 7 | RMK | Helicopters land on the main runway or directly on stands. |

## EGNV AD 2.17 AIR TRAFFIC SERVICES AIRSPACE

| Designation and lateral limits | Vertical Limits | Airspace Class | ATS unit callsign/ language | Transition Altitude | Hours of applicability | Remarks |
|---|---|---|---|---|---|---|
| 1 | 2 | 3 | 4 | 5 | 6 | 7 |
| TEESSIDE INTERNATIONAL CTR<br>544050N 0011909W thence clockwise by the arc of a circle radius 11 NM centred on 543033N 0012546W to 543328N 0010734W - 542541N 0012211W thence clockwise by the arc of a circle radius 5.3 NM centred on 543033N 0012546W to 543303N 0013347W - 544050N 0011909W | Upper limit: 6000 FT ALT<br>Lower limit: SFC | D | TEESSIDE APPROACH<br>English | 6000 FT | | |
| TEESSIDE INTERNATIONAL ATZ<br>A circle, 2.5 NM radius, centred at 543033N 0012546W on longest notified runway (05/23) | Upper limit: 2000 FT AGL<br>Lower limit: SFC | D | TEESSIDE APPROACH<br>English | 6000 FT | | Airspace Class: D/G. |

## EGNV AD 2.18 AIR TRAFFIC SERVICES COMMUNICATION FACILITIES

| Service Designation | Callsign | Channel/ Frequency(MHz) | SATVOICE number(s) | Logon Address | Hours of Operation | Remarks |
|---|---|---|---|---|---|---|
| 1 | 2 | 3 | 4 | 5 | 6 | 7 |
| APP | TEESSIDE APPROACH | 118.855<br>DOC 42 NM/ 19,000 FT. | | | Sat-Mon 0600-2200 (0500-2100); Tue-Fri 0400-2200 (0300-2100). | ATZ hours coincident with Approach hours.<br><br>VDF<br>543100.56N 0012519.38W<br>On AD.<br>Bearing accuracy no better than Class A. VDF not available for en-route navigation. |
| TWR | TEESSIDE TOWER | 119.805<br>DOC 25 NM/4000 FT. | | | Sat-Mon 0600-2200 (0500-2100); Tue-Fri 0400-2200 (0300-2100). | VDF<br>543100.56N 0012519.38W<br>On AD.<br>Bearing accuracy no better than Class A. VDF not available for en-route navigation. |

| Service Designation | Callsign | Channel/ Frequency(MHz) | SATVOICE number(s) | Logon Address | Hours of Operation | Remarks |
|---|---|---|---|---|---|---|
| 1 | 2 | 3 | 4 | 5 | 6 | 7 |
| RADAR | TEESSIDE DIRECTOR | 128.855 DOC 42 NM/ 19,000 FT. | | | As directed by ATC. | LARS is provided 0800-1800 (0700-1700).<br><br>VDF<br>543100.56N 0012519.38W<br>On AD.<br>Bearing accuracy no better than Class A. VDF not available for en-route navigation.<br><br>TEESSIDE RADAR<br>Teesside Radar service provision may be reduced due to degraded primary surveillance performance within an arc of 330-004 degrees Mag from the ARP. |
| | TEESSIDE RADAR | 118.855 DOC 42 NM/ 19,000 FT. | | | Sat-Mon 0600-2200 (0500-2100); Tue-Fri 0400-2200 (0300-2100). | |
| ATIS | TEESSIDE INFORMATION | 132.380 DOC 60 NM/ 20,000 FT. | | | Sat-Mon 0600-2200 (0500-2100); Tue-Fri 0400-2200 (0300-2100). | |
| OTHER | TEESSIDE FIRE | 121.600 Non-ATS frequency. | | | Available when Fire vehicle attending aircraft on the ground in an emergency. | |

## EGNV AD 2.19 RADIO NAVIGATION AND LANDING AIDS

| Type of Aid CAT of ILS/MLS MAG Var/VOR Declination | Ident | Frequency | Hours of Operation | Position of transmitting antenna coordinates | Elevation of DME transmitting antenna | Remarks |
|---|---|---|---|---|---|---|
| 1 | 2 | 3 | 4 | 5 | 6 | 7 |
| ILS/LOC<br>I<br>0.65°E (2027) | ITSE | 108.500 MHz | HO | 543104.34N 0012447.32W | | (RWY 05) |
| ILS/GP | ITSE | 329.900 MHz | HO | 543017.02N 0012625.76W | | 3° ILS Ref Datum Hgt 52 FT. |
| ILS/LOC<br>I<br>0.64°E (2027) | ITD | 108.500 MHz | HO | 543001.78N 0012644.43W | | (RWY 23) |
| ILS/GP | ITD | 329.900 MHz | HO | 543048.41N 0012506.39W | | 3° ILS Ref Datum Hgt 50 FT. |
| DME | ITSE | 22X<br>108.500 MHz | HO | 543029.99N 0012540.96W | 137 FT | (RWY 05)<br>On AD.<br>DME freq paired with ILS I-TSE and I-TD.<br>Zero range indicated at THR of Runway 05 and 23. |
| DME | ITD | 22X<br>108.500 MHz | HO | 543029.99N 0012540.96W | 137 FT | (RWY 23)<br>On AD.<br>DME freq paired with ILS I-TSE and I-TD.<br>Zero range indicated at THR of Runway 05 and 23. |
| NDB (L)<br>0.68°E (2027) | TD | 347.500 kHz | HO | 543337.87N 0012001.10W | | Located at 3.9 DME I-TD.<br>Range 25 NM. |

# EGNV AD 2.20 LOCAL AERODROME REGULATIONS

## 1 AERODROME REGULATIONS

a) All aircraft using Teesside International Airport and its facilities are required to have third party liability insurance cover in the sum of at least £500,000 sterling. Proof of this insurance must be available for inspection at any time whilst the aircraft is at Teesside International Airport.
b) Aerobatics and other unusual flight manoeuvres or aerial activities are prohibited within the ATZ unless prior written permission has been obtained from the Managing Director of Teesside International Airport Ltd.
c) Aircrew are to wear high visibility jackets whilst on the aprons and movement areas.
d) Booking out details will not be accepted via RTF.
e) Aerodrome not available to aircraft unable to communicate with ATC by radio.

## 2 GROUND MOVEMENT

a) All taxiways are 15 M wide, apart from Bravo (central taxiway - 23 M). Aircraft requiring greater width must enter or vacate Runway 05/23 via the Bravo Taxiway.
b) Use by aircraft up to a maximum of 50,000 KG MTWA is strictly regulated by ATC.

## 3 CAT II/III OPERATIONS

a) Teesside is not equipped for CAT II/III operations, however, Low Visibility Procedures are used to protect CAT 1 operations.
b) Safeguarding commences when the visibility reduces to 1500 M and is expected to decrease, or the cloud ceiling reduces to 300 FT and is expected to decrease.
c) LVPs will commence when the visibility or RVR is 800 M or less, or the cloud ceiling reduces below 200 FT.

## 4 WARNINGS

a) Deer hazard, aircrews to report any sightings to ATC.
b) Bird concentrations may be present on surrounding agricultural land. Active dispersal methods are employed, however, pilots may occasionally be requested to slightly delay a departure or arrival if any potential hazard persists.
c) Model aircraft flying takes place at Redmarshall, 3.7 NM NE of Teesside Aerodrome from 0930 (0830) to SS. Aircraft will remain within 500 M of the site not above 400 FT AGL. ATC will advise when aircraft between 7 KG and 20 KG are operating.
d) A HEMS base is located within Teesside CTR/ATZ. The site lies 1.2 NM North East of Runway 23 threshold and 600 M from 23 FAT. Co-ordinates 543130N 0012258W. The helicopter will not lift without permission from ATC.
e) L159 Fast Jets may operate inside Class D Airspace in excess of 250 KT IAS with ATC permission.
f) Caution - on approach to Runway 23, road lights on adjacent road may cause distraction.

## 5 HELICOPTER OPERATIONS

a) All helicopters to integrate into traffic pattern/circuit. Training is PPR from ATC, Tel: 01325-331020. There is no dedicated training area.

## 6 USE OF RUNWAYS

a) Runway 05/23 shall be accessed by Taxiways Alpha, Bravo, Charlie and Delta.
b) Hold C is situated north side approximately 550 M from 05 threshold. Pilots vacating the runway at Hold C must establish the aircraft on and follow the lead off taxi guidance markings and when applicable the centreline lighting and not attempt to cut the corner. ATC will advise when Hold C is available for use.
c) At both ends of Runway 05/23, its width is twice that of the associated edge lights due to extra pavement at the northwest side. Pilots should ensure that they are correctly lined up, especially if take-off is at night, when the runway is contaminated, or in low visibility. The yellow taxiway centre-line marking supplemented with green reflective studs must be followed until alignment with runway centre-line lights is achieved.
d) Aircraft unable to accept the non-standard 15 M wide taxiways should back-track and vacate at taxiway Bravo. See also paragraph 2b above.
e) Aircraft requiring more than runway width (45 M) to turn should turn at the end of the runway where extra width is available. All aircraft turning on the runway should execute gentle turns.

## 7 TRAINING

a) Operators intending to follow a programme of training flights should obtain prior approval from the Airport Duty Manager: Tel: 01325-331008; Email: dutymanagers@teesideinternational.com.
b) All Airline or aircraft above 5700 KG training flights shall be carried out subject to the following conditions:

   i. Circuits shall be at a height specified by ATC, but at a minimum of 1500 FT AAL;
   ii. circuits will be variable in direction, left or right hand, in accordance with ATC instructions;
   iii. aircraft are to be flown in such a manner as to avoid flight over built up areas in the vicinity of the airport whenever practicable.

c) For aircraft up to 5700 KG MTWA circuit height is 1000 FT AAL.

# EGNV AD 2.21 NOISE ABATEMENT PROCEDURES

These procedures may at any time be departed from to the extent necessary for avoiding immediate danger.

a) Operators of all aircraft using the airport shall ensure at all times that aircraft are operated in a manner calculated to cause the least disturbance practicable in areas surrounding the airport.
b) Turbojet and turboprop aircraft approaching Teesside International Airport will be expected to conform to the continuous descent and low power, low drag approach procedures. To facilitate this technique, aircraft should fly within the speed band of 210 KT to 240 KT during the approach phase reducing to the band 160 KT to 180 KT at a range of 12 NM from touchdown and maintain 160 KT from 8 NM to 4 NM DME from touchdown.
c) ATC, in the interests of accurate spacing, as required may request specific speeds and pilots are thus requested to comply with the speed adjustments as promptly as possible within the constraints of their operating procedures. Pilots will advise ATC if circumstances necessitate a speed change for aircraft performance reasons.
d) ATC will advise pilots of an estimate of the track distance to run to touchdown when clearance to descend below the Transition Altitude is given. Further information on the distance to run will be given between this descent clearance and the instruction to turn onto the intercept heading for the ILS localiser.
e) Military aircraft will be vectored for an ILS approach, except during a mass visual recovery in the case of emergency diversions.
f) Ground running of aircraft engines is subject to regulations and control. All ground running must be pre-arranged with the Airport Duty Manager and the appropriate documentation completed. Ground running of aircraft engines is not permitted between 2200-0700 (2100-0600).
g) Aircraft are to avoid overflying nearby villages of Middleton St George, Middleton-One-Row, Yarm and Eaglescliffe wherever practicable.

# EGNV AD 2.22 FLIGHT PROCEDURES

## 1 PROCEDURES FOR INBOUND AIRCRAFT

a) The standard routes for aircraft inbound from the Airways System are as follows:

| Approach from | Via | Route |
|---|---|---|
| South and Southwest | Y250<br>P18 | Leave airways via GASKO to TD NDB |
| North and Northwest | P18 | Leave airways via TILNI to TD NDB |

b) Aircraft inbound to EGNV leaving the airways system from the southeast via ERKIT are subject to the availability of derogated services in Class G airspace. Clearance to enter EGNV CTR/CTA should be requested at least 10 minutes before reaching the CTR/CTA boundary.
c) That portion of the transit through Class G airspace, pilots may encounter conflicting VFR traffic.

## 2 PROCEDURES FOR OUTBOUND AIRCRAFT

a) Aircraft intending to join the airways system should flight plan via the following routes:

| Outbound to | Via | Route |
|---|---|---|
| South and Southwest | P18<br>P16 | GASKO – POL (below FL 190)<br>GASKO – RIBEL (FL 190 and above) |
| Southeast | Y250 for L60 and L603 | GASKO – Y250 – MAMUL |
| | N110 for Y70 and L603 | ERKIT N110 ABTOS (for Y70)<br>ERKIT N110 DOLAS (for L603) |
| North and Northwest | P18 | TILNI – P18 |

b) A portion of the transit is through an area of Class G airspace where pilots may encounter conflicting VFR traffic.

## 3 TRANSIT AIRCRAFT

a) Aircraft wishing to transit controlled airspace should request a crossing clearance at least 10 minutes flying time or 20 NM, whichever is earlier, before reaching the CTR/CTA boundary.

## 4 VISUAL REFERENCE POINTS (VRP)

a) Details of VRPs are available in the consolidated 'Visual Reference Points List' published on the 'Digital Dataset' page of the NATS AIS website, www.nats.aero/ais.

## 5 FREQUENCY MONITORING CODE (FMC)

a) Pilots operating in the vicinity of, but intending to remain outside Teesside controlled airspace within the area defined by straight lines joining successively the following points and maintaining a listening watch only on Teesside Radar channel, 118.855, are encouraged to select SSR code 7047.

544003N 0015830W - 541152N 0014544W -
541145N 0010539W - 542950N 0003714W -
544655N 0010255W - 544746N 0012813W -
544003N 0015830W.

b) Selection of code 7047 does not imply receipt of an ATC service. Pilots of aircraft displaying the code are not expected to contact ATC under normal circumstances, remain responsible for their own navigation, separation, terrain clearance and are expected to remain clear of controlled airspace.
c) Whilst squawking 7047 pilots should be aware that Teesside Radar may make blind transmissions in order to ascertain a particular aircraft's intentions/route.
d) When a pilot ceases to maintain a listening watch, code 7047 shall be deselected.
e) Pilot’s who intend to transit Teesside CTR/CTA should still contact Teesside Radar on 118.855 for a service and clearance if required.
f) Pilots operating at adjacent aerodromes such as RAF Leeming, RAF Topcliffe and Sutton Bank BGA are to select the most appropriate frequency to their location and The Rules of the Air Regulations 2015 and be aware that within the MATZ and the area proximate to it, in the notified FMC, may contain high performance military aircraft.

# EGNV AD 2.23 ADDITIONAL INFORMATION

Not applicable.

# EGNV AD 2.24 CHARTS RELATED TO AN AERODROME

AERODROME CHART - ICAO
AD 2.EGNV-2-1
AIRCRAFT PARKING/DOCKING CHART - ICAO
AD 2.EGNV-2-2
CONTROL ZONE and CONTROL AREA CHART
AD 2.EGNV-4-1
ATC SURVEILLANCE MINIMUM ALTITUDE CHART - ICAO
AD 2.EGNV-5-1
INSTRUMENT APPROACH CHART ILS/DME/NDB(L) RWY 05 - ICAO
AD 2.EGNV-8-1
INSTRUMENT APPROACH CHART LOC/DME/NDB(L) RWY 05 - ICAO
AD 2.EGNV-8-2
INSTRUMENT APPROACH CHART NDB(L)/DME RWY 05 - ICAO
AD 2.EGNV-8-3
INSTRUMENT APPROACH CHART ILS/DME/NDB(L) RWY 23 - ICAO
AD 2.EGNV-8-4
INSTRUMENT APPROACH CHART LOC/DME/NDB(L) RWY 23 - ICAO
AD 2.EGNV-8-5
INSTRUMENT APPROACH CHART NDB(L)/DME RWY 23 - ICAO
AD 2.EGNV-8-6
INSTRUMENT APPROACH CHART NDB(L) RWY 23 - ICAO
AD 2.EGNV-8-7

# EGNV AD 2.25 VISUAL SEGMENT SURFACE (VSS) PENETRATION

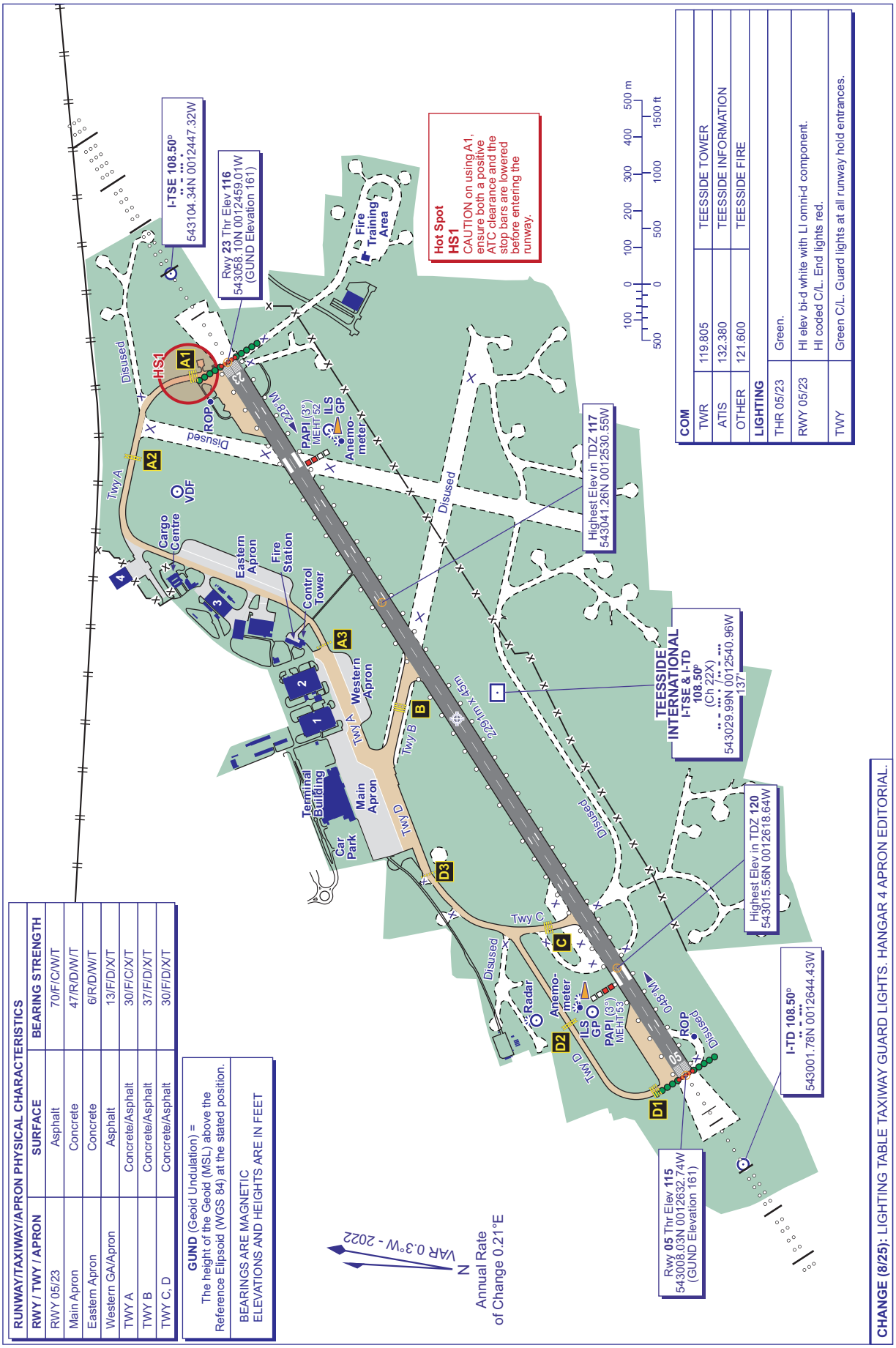
Not applicable

# AERODROME CHART - ICAO

## TEESSIDE INTERNATIONAL EGNV

AD ELEV 120FT

ARP 543033N 0012546W




| RUNWAY/TAXIWAY/APRON PHYSICAL CHARACTERISTICS | | |
|---|---|---|
| RWY / TWY / APRON | SURFACE | BEARING STRENGTH |
| RWY 05/23 | Asphalt | 70/F/C/W/T |
| Main Apron | Concrete | 47/R/D/W/T |
| Eastern Apron | Concrete | 6/R/D/W/T |
| Western GA/Apron | Asphalt | 13/F/D/X/T |
| TWY A | Concrete/Asphalt | 30/F/C/X/T |
| TWY B | Concrete/Asphalt | 37/F/D/X/T |
| TWY C, D | Concrete/Asphalt | 30/F/D/X/T |

**GUND** (Geoid Undulation) = The height of the Geoid (MSL) above the Reference Elipsoid (WGS 84) at the stated position.

BEARINGS ARE MAGNETIC
ELEVATIONS AND HEIGHTS ARE IN FEET

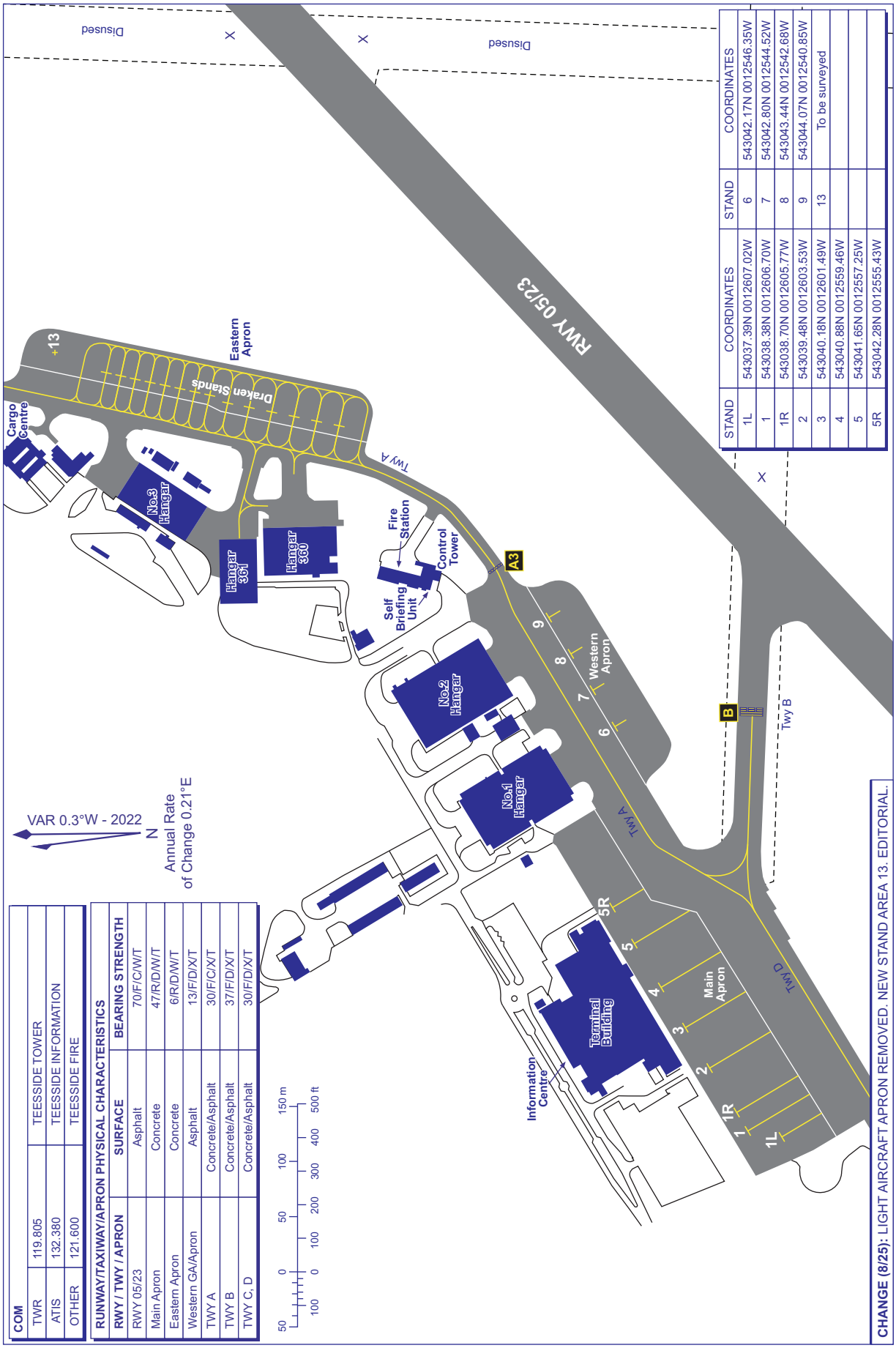
**CHANGE (8/25):** LIGHTING TABLE TAXIWAY GUARD LIGHTS. HANGAR 4 APRON EDITORIAL.

# AIRCRAFT PARKING/DOCKING CHART - ICAO

## TEESSIDE INTERNATIONAL EGNV

AD ELEV 120FT

ARP 543033N 0012546W




| STAND | COORDINATES | STAND | COORDINATES |
|---|---|---|---|
| 1L | 543037.39N 0012607.02W | 6 | 543042.17N 0012546.35W |
| 1 | 543038.38N 0012606.70W | 7 | 543042.80N 0012544.52W |
| 1R | 543038.70N 0012605.77W | 8 | 543043.44N 0012542.68W |
| 2 | 543039.48N 0012603.53W | 9 | 543044.07N 0012540.85W |
| 3 | 543040.18N 0012601.49W | 13 | To be surveyed |
| 4 | 543040.88N 0012559.46W | | |
| 5 | 543041.65N 0012557.25W | | |
| 5R | 543042.28N 0012555.43W | | |

| COM | | |
|---|---|---|
| TWR | 119.805 | TEESSIDE TOWER |
| ATIS | 132.380 | TEESSIDE INFORMATION |
| OTHER | 121.600 | TEESSIDE FIRE |

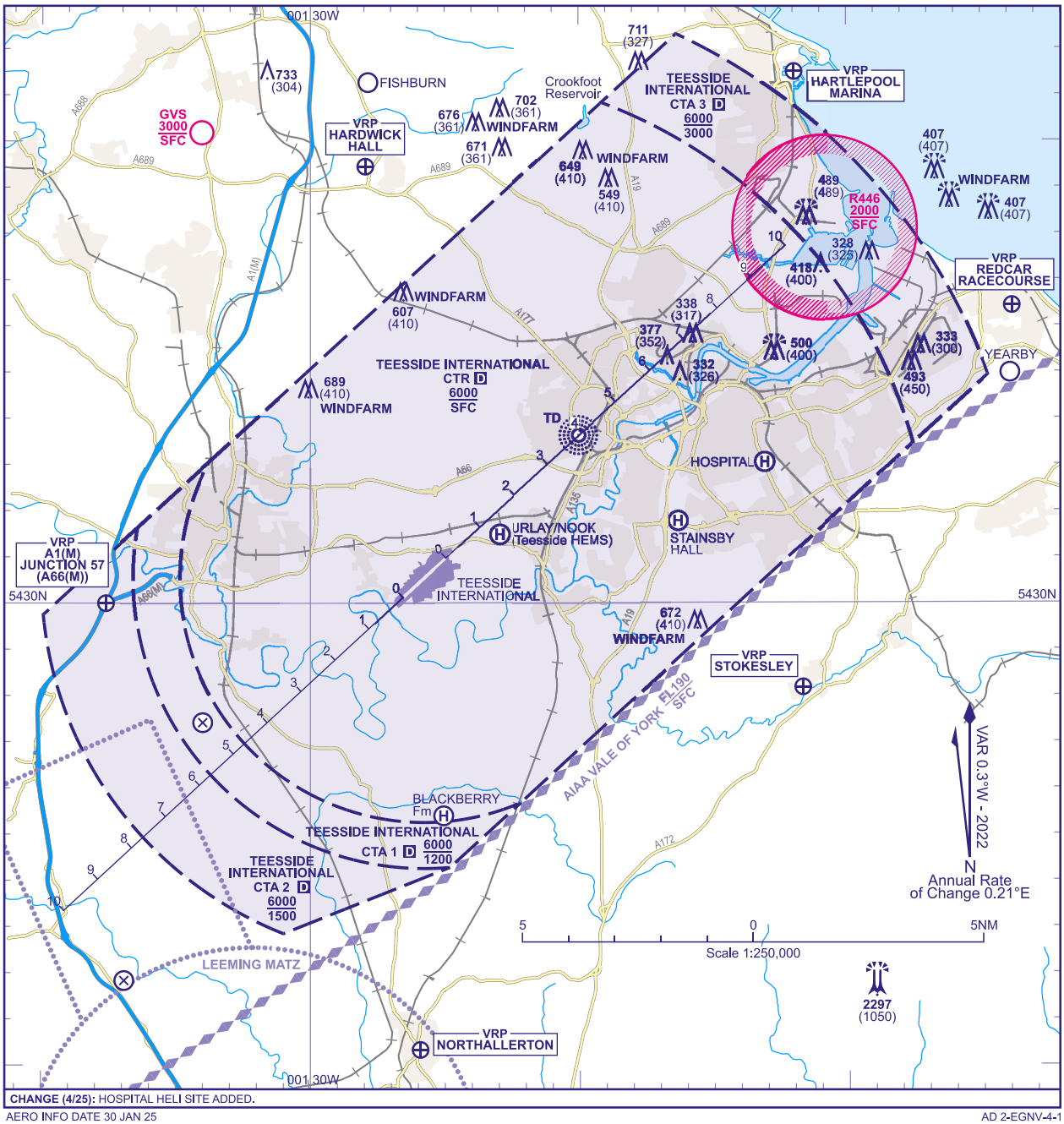
| RUNWAY/TAXIWAY/APRON PHYSICAL CHARACTERISTICS | | |
|---|---|---|
| RWY / TWY / APRON | SURFACE | BEARING STRENGTH |
| RWY 05/23 | Asphalt | 70/F/C/W/T |
| Main Apron | Concrete | 47/R/D/W/T |
| Eastern Apron | Concrete | 6/R/D/W/T |
| Western GA/Apron | Asphalt | 13/F/D/X/T |
| TWY A | Concrete/Asphalt | 30/F/C/X/T |
| TWY B | Concrete/Asphalt | 37/F/D/X/T |
| TWY C, D | Concrete/Asphalt | 30/F/D/X/T |

**CHANGE (8/25):** LIGHT AIRCRAFT APRON REMOVED. NEW STAND AREA 13. EDITORIAL.

AERO INFO DATE 13 MAY 25

AD 2-EGNV-2-2

## CONTROL ZONE AND CONTROL AREA — TEESSIDE INTERNATIONAL




**CHANGE (4/25):** HOSPITAL HELI SITE ADDED.

AERO INFO DATE 30 JAN 25

AD 2-EGNV-4-1

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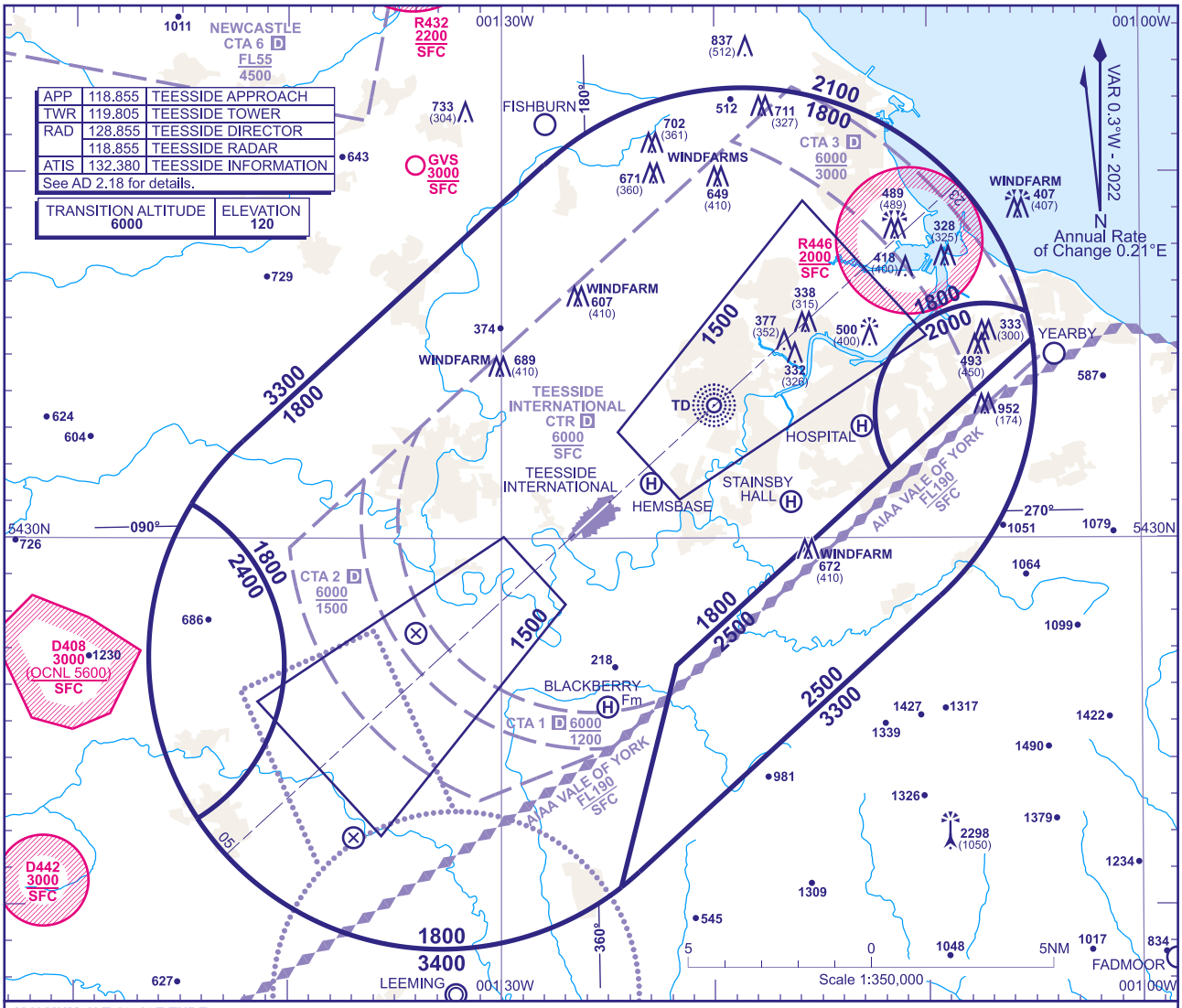
# ATC SURVEILLANCE MINIMUM ALTITUDE CHART - ICAO

BEARINGS, TRACKS AND RADIALS ARE MAGNETIC
ELEVATIONS IN FEET AMSL 982
HEIGHTS IN FEET AGL (328)

## TEESSIDE INTERNATIONAL




**MINIMUM INITIAL ALTITUDE**

Within the ATC Surveillance Minimum Altitude area the minimum initial altitude to be allocated by the approach surveillance controller is:

a) **1800** in the sector defined by the lateral limits; 543239N 0014208W - 544012N 0012800W thence clockwise by an arc of a circle radius 8NM centred on 543419N 0011841W to 543610N 0010519W thence anticlockwise by an arc of a circle radius 3NM centred on 543324N 0010718W to 543153N 0011145W - 542632N 0012148W - 542029N 0012424W thence clockwise by an arc of a circle radius 8NM centred on 542647N 0013249W to 542221N 0014413W thence anti-clockwise by an arc of a circle radius 5NM centred on 542635N 0014843W to 543056N 0014432W thence clockwise by an arc of a circle radius 8NM centred on 542647N 0013249W to 543239N 0014208W.

b) **2000** in the sector defined by the lateral limits; 543153N 0011145W thence clockwise by an arc of a circle radius 3NM centred on 543324N 0010718W to 543610N 0010519W thence clockwise by an arc of a circle radius 8NM centred on 543419N 0011841W to 543526N 0010504W - 543153N 0011145W.

c) **2400** in the sector defined by the lateral limits; 543056N 0014432W thence clockwise by an arc of a circle radius 5NM centred on 542635N 0014843W to 542221N 0014413W thence clockwise by an arc of a circle radius 8NM centred on 542647N 0013249W to 543056N 0014432W.

d) **2500** in the sector defined by the lateral limits; 542632N 0012148W - 543526N 0010504W thence clockwise by an arc of a circle radius 8NM centred on 543419N 0011841W to 542825N 0010926W - 542054N 0012333W thence clockwise by an arc of a circle radius 8NM centred on 542647N 0013249W to 542029N 0012424W - 542632N 0012148W.

**OUTSIDE THE DESIGNATED ATC SURVEILLANCE MINIMUM ALTITUDE AREA**

The minimum altitude to be allocated by the approach surveillance controller will be either the Minimum Sector Altitude, or **1000** above any fixed obstacles:

a) within 5NM of the aircraft*, and

b) within the sector 15NM ahead of and within 20° either side of the aircraft's track*.

*When the aircraft is within 15NM of the radar antennae, the 5NM in a) and the 15NM in b) may be reduced to 3NM and 10NM respectively.

**LOSS OF COMMUNICATION PROCEDURES**

**Initial Approach**

Continue visually or by means of an appropriate approved final approach aid. If not possible proceed at **2500**, or last assigned level if higher to **NDB(L) TD**†.

**Intermediate and Final Approach**

Continue visually or by means of an appropriate final approach aid. If not possible follow the Missed Approach Procedure to **NDB(L) TD**†.

† In all cases where the aircraft returns to the holding facility the procedure to be adopted is the Radio Failure Procedure detailed at ENR 1.1.3.

**GENERAL INFORMATION**

1. Levels shown are based on QNH.
2. Only significant obstacles and dominant spot heights are shown.
3. The minimum levels shown within the ATC Surveillance Minimum Altitude Area are in conformance with the Standard European Rules of the Air - SERA.5015.
4. Minimum Sector Altitudes are based on obstacles and spot heights within 25NM of the Aerodrome Reference Point.
5. Controlled airspace with a base in excess of **5000** or FL55, as appropriate, is not shown.
6. The ATC Surveillance service is provided by Primary and/or Secondary Radar equipment.
7. **This chart may only be used for cross-checking of altitudes assigned when in receipt of an ATC Surveillance service.**
8. **When vectoring an aircraft within the Final Approach Vectoring Area descent clearance below the SMAA to the FAVA altitude may only be issued if the aircraft is either established on the final approach track or on an intercept of 40° or less, and in the case of Instrument approaches other than SRA is cleared to intercept the final approach track.**
9. Detailed description of FIR, UIR, CTA and TMA see ENR 2.1.
10. Detailed description of ATS airspace organized at the aerodrome see AD 2.17.

**CHANGE (4/25):** HOSPITAL HELI SITE ADDED.

AERO INFO DATE 30 JAN 25

AD 2-EGNV-5-1

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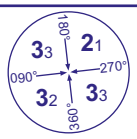
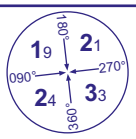
# INSTRUMENT APPROACH CHART - ICAO

# TEESSIDE INTERNATIONAL
## ILS/DME/NDB(L) RWY 05
(ACFT CAT A,B,C,D)



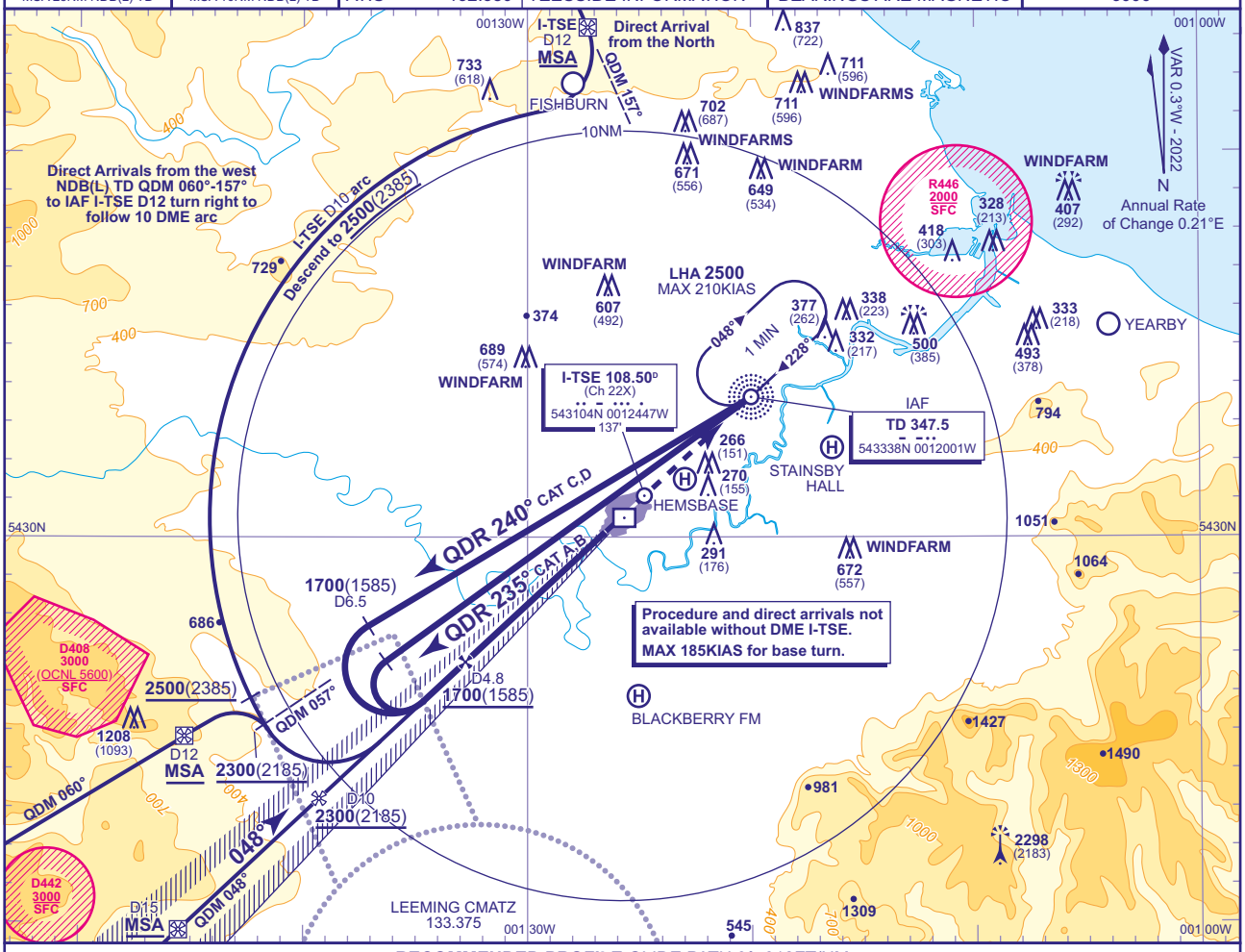
MSA 25NM NDB(L) TD



MSA 10NM NDB(L) TD

| | | | | | |
|---|---|---|---|---|---|
| APP | 118.855 | TEESSIDE APPROACH | AD ELEVATION | 120 | |
| TWR | 119.805 | TEESSIDE TOWER | THR ELEVATION | 115 | |
| RAD | 118.855 | TEESSIDE RADAR | OBSTACLE ELEVATION | 2298 AMSL (2183) (ABOVE THR) | |
| RAD | 128.855 | TEESSIDE DIRECTOR | | | |
| ATIS | 132.380 | TEESSIDE INFORMATION | BEARINGS ARE MAGNETIC | | |

TRANSITION ALTITUDE **6000**

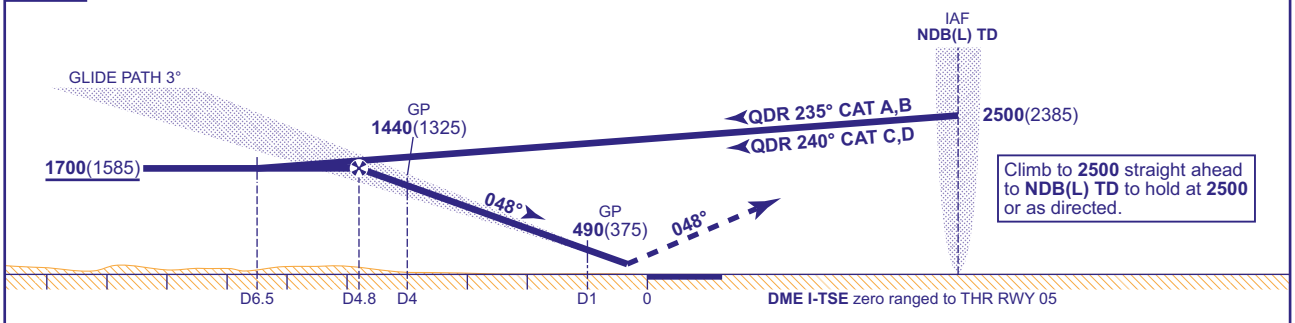



**RECOMMENDED PROFILE** GLIDE PATH 3°, 318FT/NM

| DME I-TSE | 5 | 4 | 3 | 2 | 1 |
|---|---|---|---|---|---|
| ALT(HGT) | **1700**(1585) | **1440**(1325) | **1120**(1005) | **800**(685) | **490**(375) |

**RDH 52**

Arrival **not below MSA**.




| Aircraft Category | | A | B | C | D |
|---|---|---|---|---|---|
| OCA (OCH) | CAT I | **272**(157) | **282**(167) | **292**(177) | **305**(190) |
| VM(C)OCA (OCH AAL) | Total Area | **590**(470) | **640**(520) | **760**(640) | **860**(740) |

| Rate of descent | G/S KT | 160 | 140 | 120 | 100 | 80 |
|---|---|---|---|---|---|---|
| | FT/MIN | 850 | 740 | 640 | 530 | 420 |

**NOTE 1** NDB(L) TD and DME I-TSE not co-located beware of potentially confusing DME readings on the outbound leg of base turn procedures
**2** Direct/arc arrivals only available with ATC clearance.

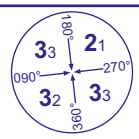
**CHANGE (5/24):** DME I-TSE ELEVATION REVISED.

AERO INFO DATE 07 FEB 24

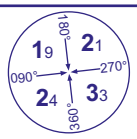
AD 2-EGNV-8-1

## INSTRUMENT APPROACH CHART - ICAO

# TEESSIDE INTERNATIONAL
## LOC/DME/NDB(L)
## RWY 05
(ACFT CAT A,B,C,D)



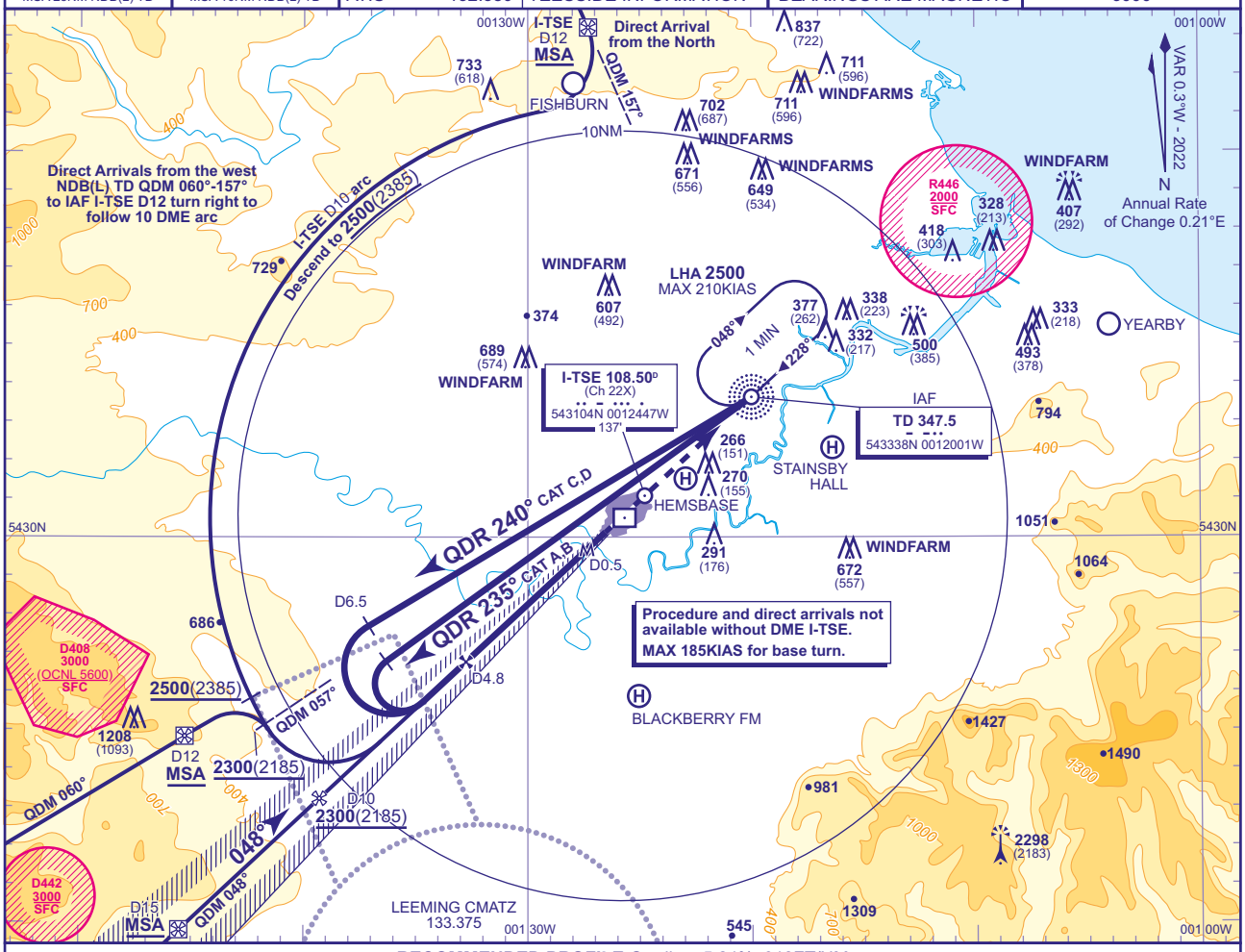
MSA 25NM NDB(L) TD



MSA 10NM NDB(L) TD

| | | | | | |
|---|---|---|---|---|---|
| APP | 118.855 | TEESSIDE APPROACH | AD ELEVATION | 120 | |
| TWR | 119.805 | TEESSIDE TOWER | THR ELEVATION | 115 | |
| RAD | 118.855 | TEESSIDE RADAR | OBSTACLE ELEVATION | | |
| RAD | 128.855 | TEESSIDE DIRECTOR | 2298 AMSL (2183) (ABOVE THR) | | |
| ATIS | 132.380 | TEESSIDE INFORMATION | BEARINGS ARE MAGNETIC | | |

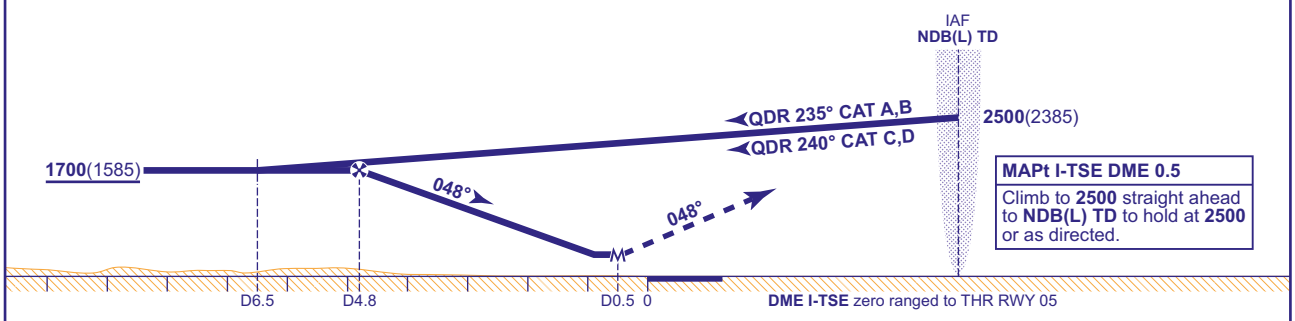
TRANSITION ALTITUDE **6000**




**RECOMMENDED PROFILE** Gradient 5.24%, 318FT/NM

| **DME I-TSE** | 4 | 3 | 2 |
|---|---|---|---|
| **ALT**(HGT) | **1440**(1325) | **1120**(1005) | **800**(685) |

Arrival **not below MSA**.




| Aircraft Category | | A | B | C | D |
|---|---|---|---|---|---|
| OCA (OCH) | Procedure | **510**(395) | **510**(395) | **510**(395) | **510**(395) |
| VM(C)OCA (OCH AAL) | Total Area | **590**(470) | **640**(520) | **760**(640) | **860**(740) |

| Rate of descent | G/S KT | 160 | 140 | 120 | 100 | 80 |
|---|---|---|---|---|---|---|
| | FT/MIN | 850 | 740 | 640 | 530 | 420 |

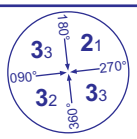
**NOTE 1** NDB(L) TD and DME I-TSE not co-located beware of potentially confusing DME readings on the outbound leg of base turn procedures
**2** Direct/arc arrivals only available with ATC clearance.

**CHANGE (5/24):** DME I-TSE ELEVATION REVISED.

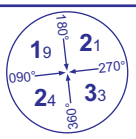
AERO INFO DATE 07 FEB 24

# INSTRUMENT APPROACH CHART - ICAO

# TEESSIDE INTERNATIONAL
## NDB(L)/DME RWY 05
(ACFT CAT A,B,C,D)



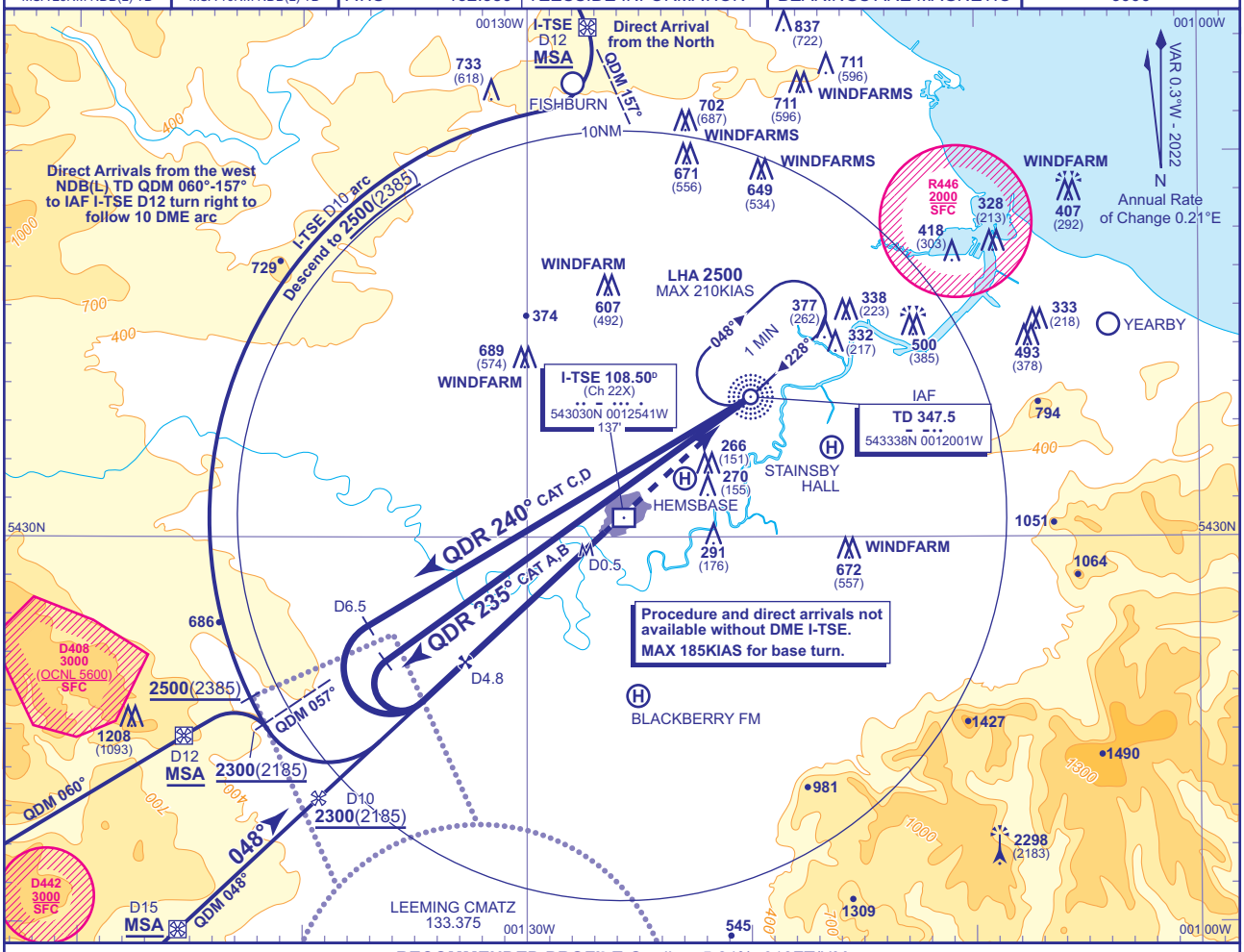
MSA 25NM NDB(L) TD



MSA 10NM NDB(L) TD

| | | | | | |
|---|---|---|---|---|---|
| APP | 118.855 | TEESSIDE APPROACH | AD ELEVATION | 120 | |
| TWR | 119.805 | TEESSIDE TOWER | THR ELEVATION | 115 | |
| RAD | 118.855 | TEESSIDE RADAR | OBSTACLE ELEVATION | | |
| RAD | 128.855 | TEESSIDE DIRECTOR | 2298 AMSL (2183) (ABOVE THR) | | |
| ATIS | 132.380 | TEESSIDE INFORMATION | BEARINGS ARE MAGNETIC | | |

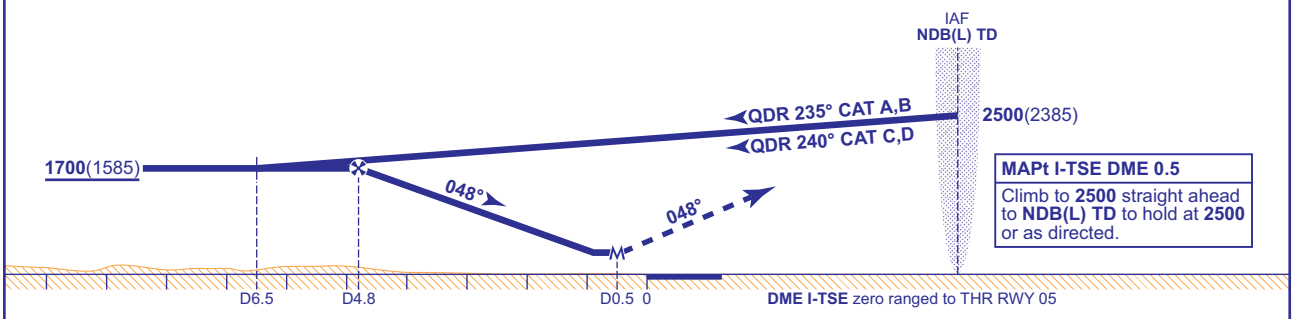
TRANSITION ALTITUDE **6000**




**RECOMMENDED PROFILE** Gradient 5.24%, 318FT/NM

| DME I-TSE | 4 | 3 | 2 |
|---|---|---|---|
| ALT(HGT) | **1440**(1325) | **1130**(1015) | **810**(695) |

Arrival **not below MSA**.




| Aircraft Category | | A | B | C | D |
|---|---|---|---|---|---|
| OCA (OCH) | Procedure | **530**(415) | **530**(415) | **530**(415) | **530**(415) |
| VM(C)OCA (OCH AAL) | Total Area | **590**(470) | **640**(520) | **760**(640) | **860**(740) |

| Rate of descent | G/S KT | 160 | 140 | 120 | 100 | 80 |
|---|---|---|---|---|---|---|
| | FT/MIN | 850 | 740 | 640 | 530 | 420 |

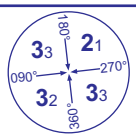
**NOTE 1** NDB(L) TD and DME I-TSE not co-located beware of potentially confusing DME readings on the outbound leg of base turn procedures
**2** Direct/arc arrivals only available with ATC clearance.

**CHANGE (5/24):** DME I-TSE ELEVATION REVISED.

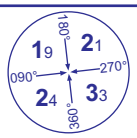
AERO INFO DATE 07 FEB 24

# INSTRUMENT APPROACH CHART - ICAO

# TEESSIDE INTERNATIONAL
## ILS/DME/NDB(L) RWY 23
(ACFT CAT A,B,C,D)



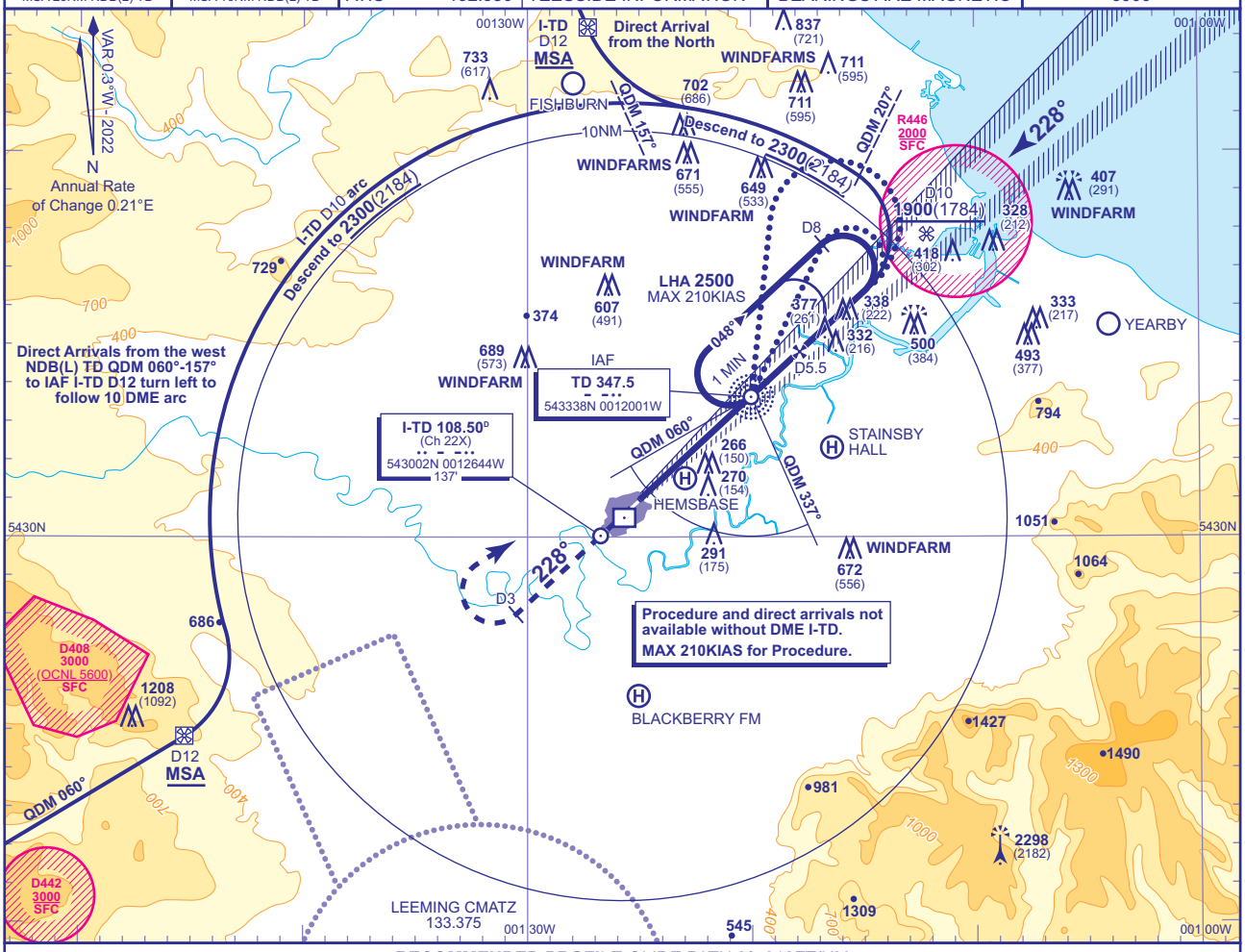
MSA 25NM NDB(L) TD



MSA 10NM NDB(L) TD

| | | | | | |
|---|---|---|---|---|---|
| APP | 118.855 | TEESSIDE APPROACH | AD ELEVATION | 120 | |
| TWR | 119.805 | TEESSIDE TOWER | THR ELEVATION | 116 | |
| RAD | 118.855 | TEESSIDE RADAR | OBSTACLE ELEVATION | | |
| RAD | 128.855 | TEESSIDE DIRECTOR | 2298 AMSL (2182) (ABOVE THR) | | |
| ATIS | 132.380 | TEESSIDE INFORMATION | BEARINGS ARE MAGNETIC | | |

TRANSITION ALTITUDE **6000**



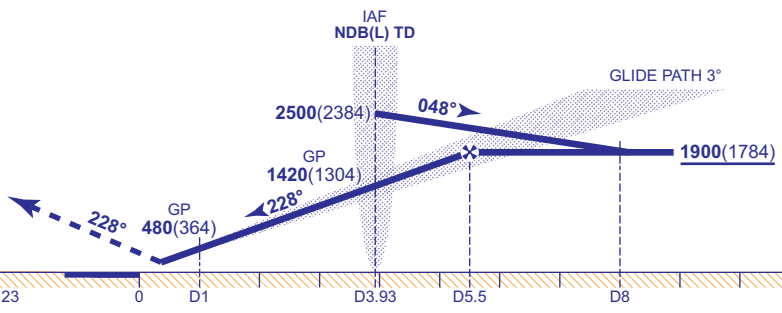

**RECOMMENDED PROFILE** GLIDE PATH 3°, 318FT/NM

| **DME I-TD** | 5 | 4 | 3 | 2 | 1 |
|---|---|---|---|---|---|
| **ALT**(HGT) | **1760**(1644) | **1440**(1324) | **1120**(1004) | **800**(684) | **480**(364) |

**RDH 50**

Arrival **not below MSA**.

Climb straight ahead to **1000** or **I-TD** D3 outbound whichever is later then turn right to return to **NDB(L) TD** to enter hold at **2500** or as directed.




| Aircraft Category | | A | B | C | D |
|---|---|---|---|---|---|
| **OCA** (OCH) | **CAT I** | **261**(145) | **271**(155) | **283**(167) | **297**(181) |
| **VM(C)OCA** (OCH AAL) | **Total Area** | **590**(470) | **640**(520) | **760**(640) | **860**(740) |

| **Rate of descent** | **G/S KT** | 160 | 140 | 120 | 100 | 80 |
|---|---|---|---|---|---|---|
| | **FT/MIN** | 850 | 740 | 640 | 530 | 420 |

**ALTERNATIVE PROCEDURE**
Arrival overhead NDB(L) TD **not below MSA**, only from within sector entry between NDB(L) TD QDM 337° and NDB(L) TD QDM 060° fly outbound on NDB(L) TD QDR 026° CAT A,B and NDB(L) TD QDR 007° CAT C,D descending **not below 1900**(1784). At I-TD DME 8 baseturn right to intercept the LOC, continue as for main procedure.

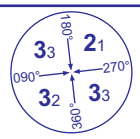
**NOTE 1** No sector 1 entries to racetrack authorised.
**2** Direct/arc arrivals only available with ATC clearance.

**CHANGE (5/24):** DME I-TD ELEVATION REVISED.

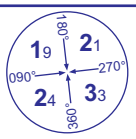
AERO INFO DATE 07 FEB 24 AD 2-EGNV-8-4

# INSTRUMENT APPROACH CHART - ICAO

# TEESSIDE INTERNATIONAL
## LOC/DME/NDB(L) RWY 23
(ACFT CAT A,B,C,D)



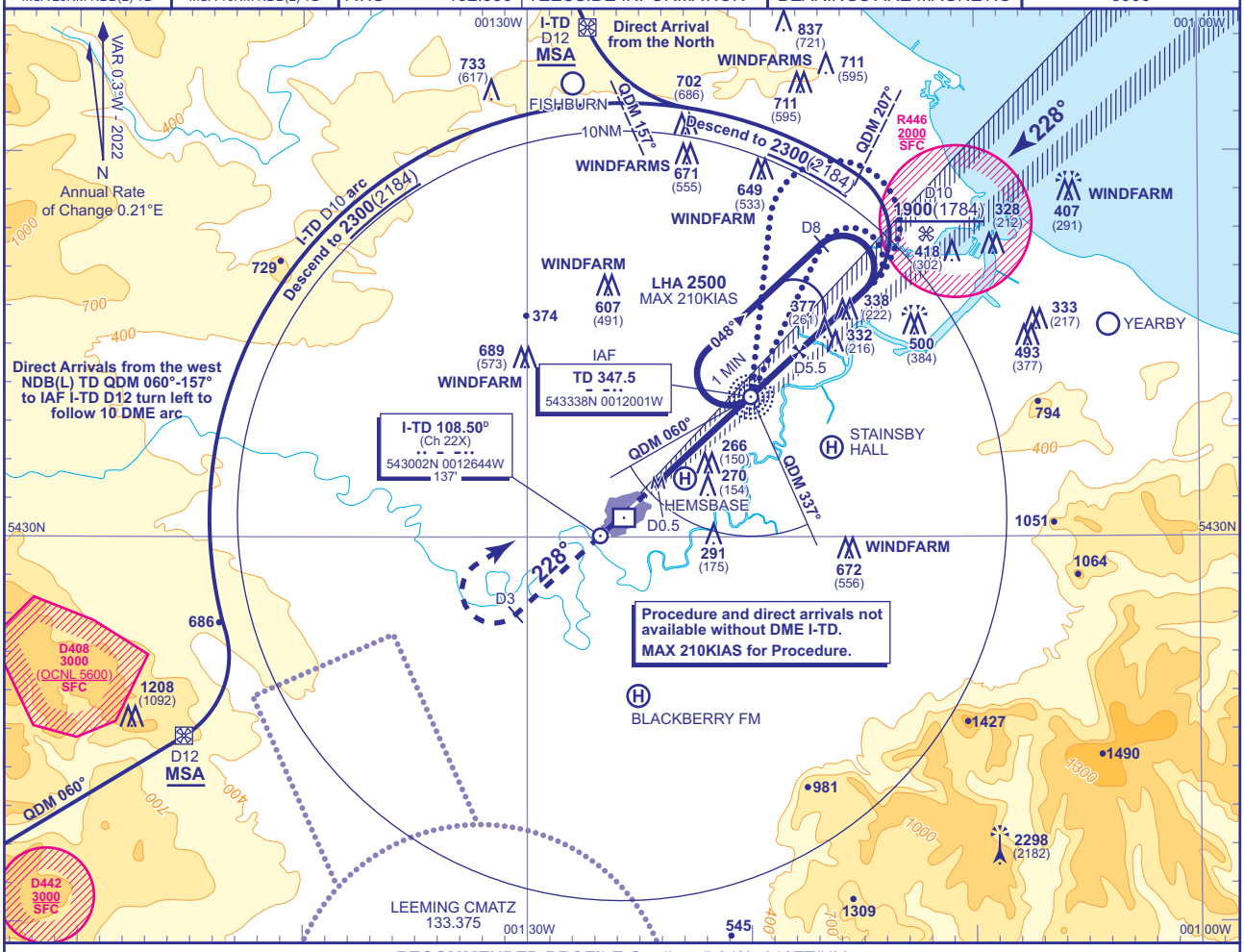
MSA 25NM NDB(L) TD



MSA 10NM NDB(L) TD

| | | | | | |
|---|---|---|---|---|---|
| APP | 118.855 | TEESSIDE APPROACH | AD ELEVATION | 120 | |
| TWR | 119.805 | TEESSIDE TOWER | THR ELEVATION | 116 | |
| RAD | 118.855 | TEESSIDE RADAR | OBSTACLE ELEVATION | | |
| RAD | 128.855 | TEESSIDE DIRECTOR | 2298 AMSL (2182) (ABOVE THR) | | |
| ATIS | 132.380 | TEESSIDE INFORMATION | BEARINGS ARE MAGNETIC | | |

TRANSITION ALTITUDE **6000**

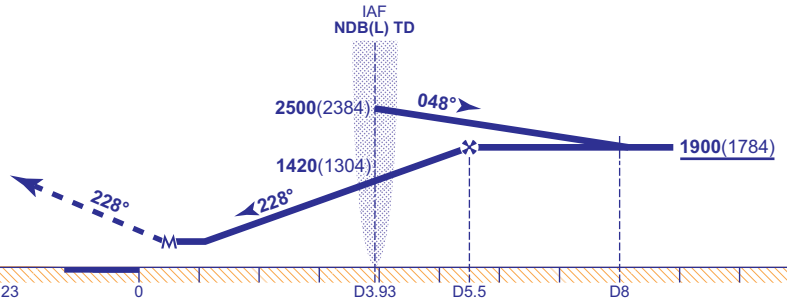



**RECOMMENDED PROFILE** Gradient 5.24%, 318FT/NM

| DME I-TD | 5 | 4 | 3 | 2 |
|---|---|---|---|---|
| ALT(HGT) | **1760**(1644) | **1440**(1324) | **1120**(1004) | **800**(684) |

Arrival **not below MSA**.

**MAPt I-TD DME 0.5**
Climb straight ahead to **1000** or **I-TD** D3 outbound whichever is later then turn right to return to **NDB(L) TD** to enter hold at **2500** or as directed.




| Aircraft Category | | A | B | C | D |
|---|---|---|---|---|---|
| OCA (OCH) | Procedure | **500**(384) | **500**(384) | **500**(384) | **500**(384) |
| VM(C)OCA (OCH AAL) | Total Area | **590**(470) | **640**(520) | **760**(640) | **860**(740) |

| Rate of descent | G/S KT | 160 | 140 | 120 | 100 | 80 |
|---|---|---|---|---|---|---|
| | FT/MIN | 850 | 740 | 640 | 530 | 420 |

**ALTERNATIVE PROCEDURE**
Arrival overhead NDB(L) TD **not below MSA**, only from within sector entry between NDB(L) TD QDM 337° and NDB(L) TD QDM 060° fly outbound on NDB(L) TD QDR 026° CAT A,B and NDB(L) TD QDR 007° CAT C,D descending **not below 1900**(1784). At I-TD DME 8 baseturn right to intercept the LOC, continue as for main procedure.

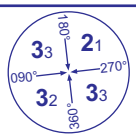
**NOTE 1** No sector 1 entries to racetrack authorised.
**2** Direct/arc arrivals only available with ATC clearance.

**CHANGE (5/24):** DME I-TD ELEVATION REVISED.

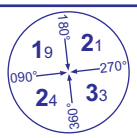
AERO INFO DATE 07 FEB 24

# INSTRUMENT APPROACH CHART - ICAO

# TEESSIDE INTERNATIONAL
## NDB(L)/DME
## RWY 23
(ACFT CAT A,B,C,D)



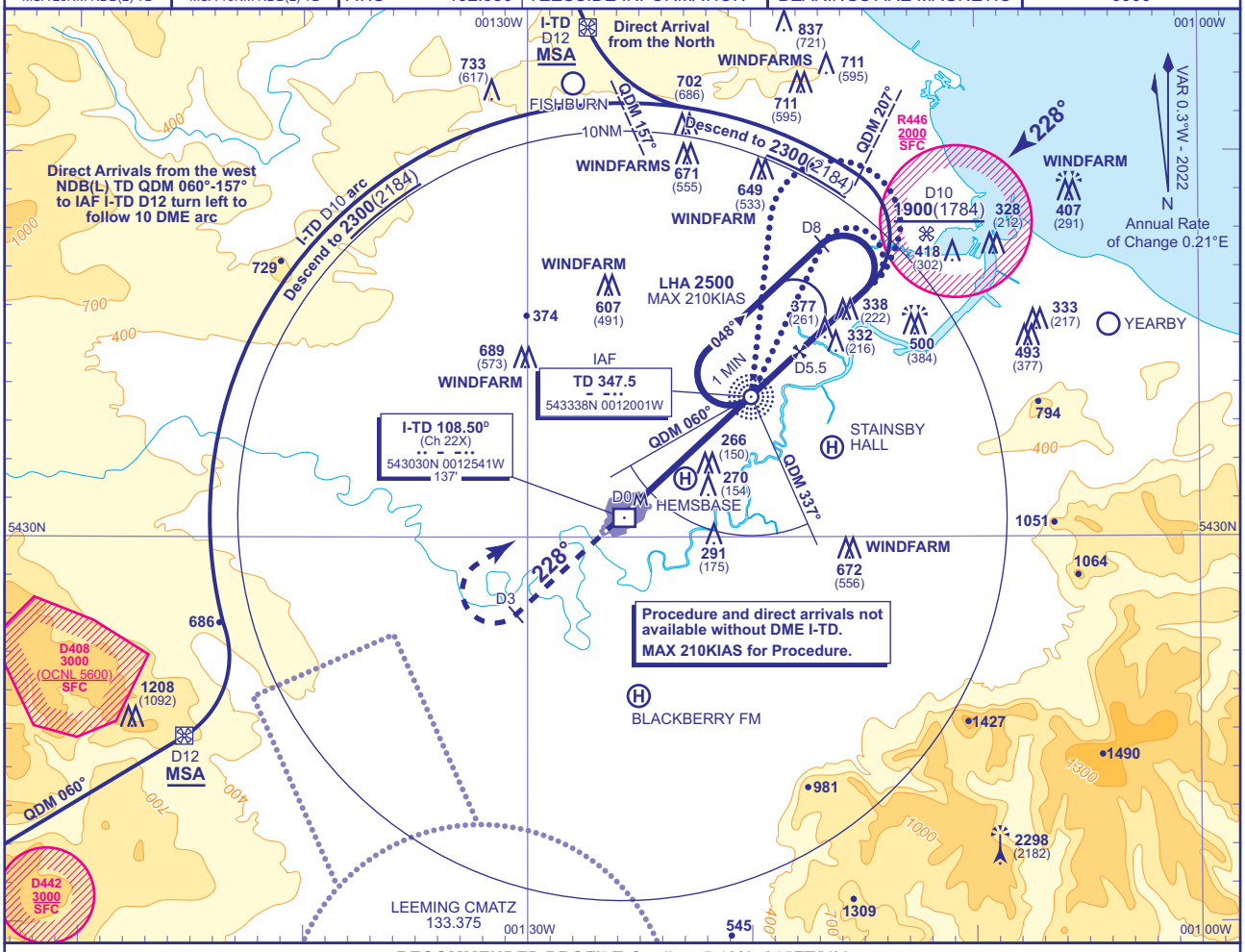
MSA 25NM NDB(L) TD



MSA 10NM NDB(L) TD

| | | | | | |
|---|---|---|---|---|---|
| APP | 118.855 | TEESSIDE APPROACH | AD ELEVATION | 120 | |
| TWR | 119.805 | TEESSIDE TOWER | THR ELEVATION | 116 | |
| RAD | 118.855 | TEESSIDE RADAR | OBSTACLE ELEVATION | | |
| RAD | 128.855 | TEESSIDE DIRECTOR | 2298 AMSL (2182) (ABOVE THR) | | |
| ATIS | 132.380 | TEESSIDE INFORMATION | BEARINGS ARE MAGNETIC | | |

TRANSITION ALTITUDE **6000**



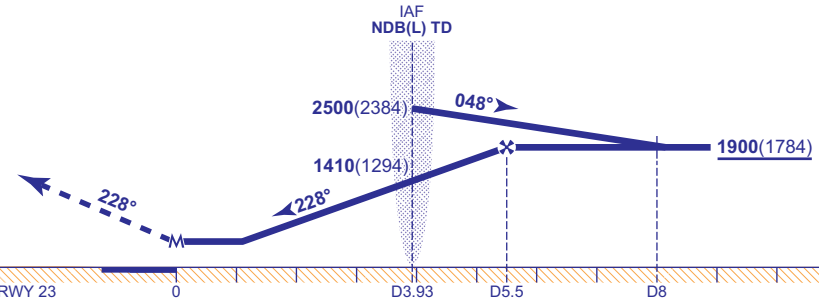

**RECOMMENDED PROFILE** Gradient 5.19%, 315FT/NM

| **DME I-TD** | 5 | 4 | 3 | 2 |
|---|---|---|---|---|
| **ALT**(HGT) | **1740**(1624) | **1430**(1314) | **1110**(994) | **800**(684) |

Arrival **not below MSA**.

**MAPt I-TD DME ZERO**
THR RWY 23

Climb straight ahead to **1000** or **I-TD** D3 outbound whichever is later then turn right to return to **NDB(L) TD** to enter hold at **2500** or as directed.




| Aircraft Category | | A | B | C | D |
|---|---|---|---|---|---|
| OCA (OCH) | Procedure | **540**(424) | **540**(424) | **540**(424) | **540**(424) |
| VM(C)OCA (OCH AAL) | Total Area | **590**(470) | **640**(520) | **760**(640) | **860**(740) |

| Rate of descent | G/S KT | 160 | 140 | 120 | 100 | 80 |
|---|---|---|---|---|---|---|
| | FT/MIN | 850 | 740 | 640 | 530 | 420 |

**ALTERNATIVE PROCEDURE**
Arrival overhead NDB(L) TD **not below MSA**, only from within sector entry between NDB(L) TD QDM 337° and NDB(L) TD QDM 060° fly outbound on NDB(L) TD QDR 026° CAT A,B and NDB(L) TD QDR 007° CAT C,D descending **not below 1900**(1784). At I-TD DME 8 baseturn right to intercept the FAT, continue as for main procedure.

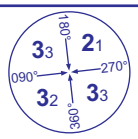
**NOTE 1** No sector 1 entries to racetrack authorised.
**2** Direct/arc arrivals only available with ATC clearance.

**CHANGE (5/24):** DME I-TD ELEVATION REVISED.

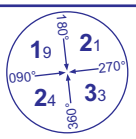
AERO INFO DATE 07 FEB 24 AD 2-EGNV-8-6

# INSTRUMENT APPROACH CHART - ICAO

# TEESSIDE INTERNATIONAL
## NDB(L)
## RWY 23
(ACFT CAT A,B,C,D)



MSA 25NM NDB(L) TD

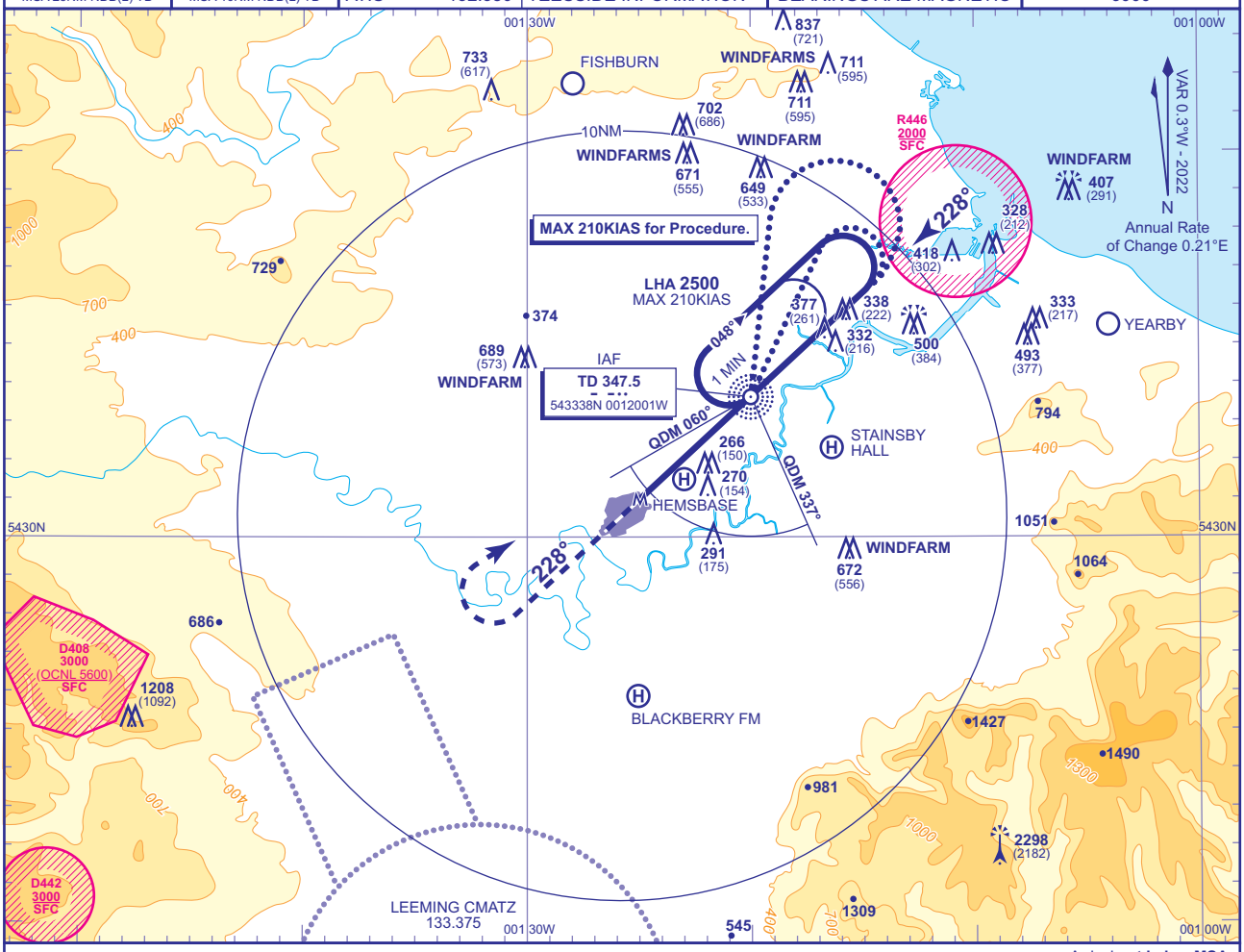


MSA 10NM NDB(L) TD

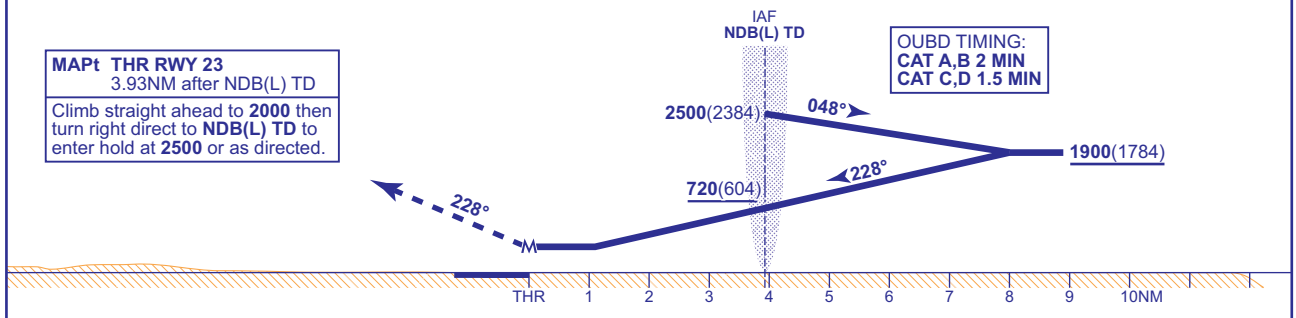
| | | | |
|---|---|---|---|
| APP | 118.855 | TEESSIDE APPROACH | |
| TWR | 119.805 | TEESSIDE TOWER | |
| RAD | 118.855 | TEESSIDE RADAR | |
| RAD | 128.855 | TEESSIDE DIRECTOR | |
| ATIS | 132.380 | TEESSIDE INFORMATION | |

| | |
|---|---|
| AD ELEVATION | 120 |
| THR ELEVATION | 116 |
| OBSTACLE ELEVATION | 2298 AMSL (2182) (ABOVE THR) |
| BEARINGS ARE MAGNETIC | |

TRANSITION ALTITUDE **6000**




Arrival **not below MSA**.




**MAPt THR RWY 23**
3.93NM after NDB(L) TD

Climb straight ahead to **2000** then turn right direct to **NDB(L) TD** to enter hold at **2500** or as directed.

| Aircraft Category | | A | B | C | D |
|---|---|---|---|---|---|
| OCA (OCH) | Procedure | **540**(424) | **540**(424) | **540**(424) | **540**(424) |
| VM(C)OCA (OCH AAL) | Total Area | **590**(470) | **640**(520) | **760**(640) | **860**(740) |

| Rate of descent | G/S KT | 160 | 140 | 120 | 100 | 80 |
|---|---|---|---|---|---|---|
| | FT/MIN | 850 | 740 | 640 | 530 | 420 |
| NDB(L) TD to MAPt | MIN:SEC | 1:28 | 1:41 | 1:58 | 2:21 | 2:57 |

**ALTERNATIVE PROCEDURE**
Arrival overhead NDB(L) TD **not below MSA**, only from within sector entry between NDB(L) TD QDM 337° and NDB(L) TD QDM 060° fly outbound on NDB(L) TD QDR 026° CAT A,B and NDB(L) TD QDR 007° CAT C,D descending **not below 1900**(1784). At 2MIN (CAT A,B) 1.5MIN (CAT C,D) baseturn right to intercept the NDB(L) TD QDM 228°. Once established on FAT descend to MDA(H).

**NOTE** No sector 1 entries to racetrack authorised.

**CHANGE (4/22):** SRA PROCEDURES REMOVED. SRA REMOVED FROM FREQUENCY LIST. PAGES RENUMBERED.

AERO INFO DATE 07 FEB 22

AD 2-EGNV-8-7

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# EGHO — THRUXTON

## EGHO AD 2.1 AERODROME LOCATION INDICATOR AND NAME

EGHO — THRUXTON

## EGHO AD 2.2 AERODROME GEOGRAPHICAL AND ADMINISTRATIVE DATA

| | | |
|---|---|---|
| 1 | ARP coordinates and site at AD | Lat: 511238N Long: 0013600W |
| 2 | Direction and distance from city | 4.5 NM W of Andover. |
| 3 | Elevation / Reference temperature / Mean Low Temperature | 319 FT / 19 °C / - |
| 4 | Geoid undulation at AD ELEV PSN | 155 FT |
| 5 | Magnetic Variation / Annual Change | 0.87°E (2027) / 0.17°E |
| 6 | AD Administration<br>Address<br>Telephone<br><br>E-mail address<br>Web address | THRUXTON AERODROME<br>Thruxton, Andover, Hampshire, SP11 8PW.<br>01264-772352 (A/G)<br>01264-772171 (Administration)<br>tower@thruxton.com (AGCS)<br>www.thruxtonairport.com |
| 7 | Type of Traffic permitted (IFR/VFR) | VFR |
| 8 | Remarks | |

## EGHO AD 2.3 OPERATIONAL HOURS

| | | |
|---|---|---|
| 1 | AD Administration | 0900-1700 (0800-1600); and by arrangement. |
| 2 | Customs and immigration | By arrangement. |
| 3 | Health and sanitation | |
| 4 | AIS Briefing Office | |
| 5 | ATS Reporting Office (ARO) | |
| 6 | MET Briefing Office | |
| 7 | ATS | As AD hours. See also AD 2.18. |
| 8 | Fuelling | As AD hours. |
| 9 | Handling | |
| 10 | Security | |
| 11 | De-icing | |
| 12 | Remarks | Use of the aerodrome is subject to PPR. |

## EGHO AD 2.4 HANDLING SERVICES AND FACILITIES

| | | |
|---|---|---|
| 1 | Cargo handling facilities | |
| 2 | Fuel and oil types | AVTUR JET A-1 (AL48 additive not included)., AVGAS 100LL |
| 3 | Fuelling facilities/capacity | |
| 4 | De-icing facilities | |
| 5 | Hangar space for visiting aircraft | |
| 6 | Repair facilities for visiting aircraft | |
| 7 | Remarks | |

## EGHO AD 2.5 PASSENGER FACILITIES

**INTENTIONALLY BLANK**

## EGHO AD 2.6 RESCUE AND FIRE FIGHTING SERVICES

| | | |
|---|---|---|
| 1 | AD category for fire fighting services | RFF Category A1<br>RFF Category 1/H0. Category 2 accepted under remission. |
| 2 | Rescue equipment | |
| 3 | Capability for removal of disabled aircraft | |
| 4 | Remarks | |

## EGHO AD 2.7 SEASONAL AVAILABILITY - CLEARING

**INTENTIONALLY BLANK**

## EGHO AD 2.8 APRONS, TAXIWAYS AND CHECK LOCATIONS/POSITIONS DATA

| | | |
|---|---|---|
| 1 | Apron surface and strength | MAIN APRON<br>Surface: Asphalt |
| 2 | Taxiway width, surface and strength | |
| 3 | Altimeter checkpoint location and elevation | |
| 4 | VOR checkpoints | |
| 5 | INS checkpoints | |
| 6 | Remarks | |

## EGHO AD 2.9 SURFACE MOVEMENT GUIDANCE AND CONTROL SYSTEM AND MARKINGS

| | | |
|---|---|---|
| 1 | Use of aircraft stand ID signs, TWY guide lines and visual docking/parking guidance system of aircraft stands | |
| 2 | Runway and taxiway markings and lighting | |
| 3 | Stop bars and runway guard lights (if any) | |
| 4 | Other runway protection measures | |
| 5 | Remarks | Windsleeves (LGTD) - 511236.25N 0013546.12W; 511243.36N 0013550.59W. |

## EGHO AD 2.10 AERODROME OBSTACLES

| In Approach/Take-off areas | | | | | | |
|---|---|---|---|---|---|---|
| **Obstacle ID/ Designation** | **Obstacle Type** | **Obstacle Position** | **Elevation/Height** | | **Obstruction Lighting Type/ Colour** | **Remarks** |
| **1** | **2** | **3** | **4** | | **5** | **6** |
| (EGHO3988) 12/APPROACH 30/ TAKE-OFF | TREE | 511249.47N 0013630.48W | 382 FT | | No | Dominant Obstacle. |

| In circling area and at aerodrome | | | | | | |
|---|---|---|---|---|---|---|
| **Obstacle ID/ Designation** | **Obstacle Type** | **Obstacle Position** | **Elevation/Height** | | **Obstruction Lighting Type/ Colour** | **Remarks** |
| **1** | **2** | **3** | **4** | | **5** | **6** |
| (EGHO3340) | TREE | 511303.88N 0013722.34W | 541 FT | | No | |
| (EGHO3338) | TREE | 511303.61N 0013724.64W | 542 FT | | No | |
| (EGHO1033) | HANGAR | 511234.50N 0013618.05W | 340 FT | | Yes | |

| In circling area and at aerodrome | | | | | | |
|---|---|---|---|---|---|---|
| **Obstacle ID/ Designation** | **Obstacle Type** | **Obstacle Position** | **Elevation/Height** | | **Obstruction Lighting Type/ Colour** | **Remarks** |
| **1** | **2** | **3** | **4** | | **5** | **6** |
| (EGHO1202) | MAST | 511222.26N 0013556.29W | 356 FT | | Yes White strobe HJ/Flashing red HN | |

## EGHO AD 2.11 METEOROLOGICAL INFORMATION PROVIDED

**INTENTIONALLY BLANK**

## EGHO AD 2.12 RUNWAY PHYSICAL CHARACTERISTICS

| Designations RWY Number | True bearing | Dimensions of RWY | Surface of RWY/ SWY/ Strength | THR co-ordinates/ THR Geoid undulation | THR elevation/ Highest elevation of TDZ of precision APP RWY | Slope of RWY/ SWY |
|---|---|---|---|---|---|---|
| **1** | **2** | **3** | **4** | **5** | **6** | **7** |
| 07 | 066.91° | 969 x 23 M | RWY surface: Asphalt | 511235.59N 0013606.89W 155.3 FT | THR 303.6 FT | |
| 25 | 246.91° | 969 x 23 M | RWY surface: Asphalt | 511245.23N 0013530.89W 155.3 FT | THR 305.6 FT | |
| 12 | 122.84° | 757 x 31 M | RWY surface: Grass | 511243.15N 0013613.43W 155.3 FT | THR 318.9 FT | |
| 30 | 302.85° | 757 x 31 M | RWY surface: Grass | 511229.89N 0013540.64W 155.3 FT | THR 278.5 FT | |

| SWY Dimensions | Clearway Dimensions | Strip Dimensions | RESA Dimensions, Overshoot / Undershoot | Location/ description of arresting system | OFZ | Remarks |
|---|---|---|---|---|---|---|
| **8** | **9** | **10** | **11** | **12** | **13** | **14** |
| | | 1029 x 65 M | | | | RWY 07<br><br>Threshold displaced by 180 M. |
| | | 1029 x 65 M | | | | RWY 25<br><br>Threshold displaced by 29 M. |
| | | 817 x 73 M | | | | RWY 12 |
| | | 817 x 73 M | | | | RWY 30 |

## EGHO AD 2.13 DECLARED DISTANCES

| Runway designator | TORA | TODA | ASDA | LDA | Remarks |
|---|---|---|---|---|---|
| **1** | **2** | **3** | **4** | **5** | **6** |
| 07 | 799 M | 799 M | 799 M | 789 M | |
| 25 | 799 M | 799 M | 799 M | 799 M | |
| 12 | 757 M | 757 M | 757 M | 757 M | |
| 30 | 757 M | 757 M | 757 M | 757 M | |

## EGHO AD 2.14 APPROACH AND RUNWAY LIGHTING

| RWY | Approach lighting Type/ Length/ Intensity | Threshold lighting Colour/Wing bars | VASIS/ MEHT/ PAPI/ PAPI Dist from THR | TDZ, lighting Length | Runway Centre Line lighting Length/ Spacing/ Colour/ Intensity | Runway edge lighting Length/ Spacing/ Colour/ Intensity | Runway end lighting Colour/ Wing bars | Stopway lighting Length/ Colour | Remarks |
|---|---|---|---|---|---|---|---|---|---|
| 1 | 2 | 3 | 4 | 5 | 6 | 7 | 8 | 9 | 10 |
| 07 | | Light intensity low Green wingbars | APAPI Left/4° 20 FT | | | Light intensity low | Red | | |
| 25 | | Light intensity low Green wingbars | APAPI Left/4° 20 FT | | | Light intensity low | Red | | |

## EGHO AD 2.15 OTHER LIGHTING, SECONDARY POWER SUPPLY

| | | |
|---|---|---|
| 1 | ABN/IBN location, characteristics and hours of operation | |
| 2 | LDI location and lighting<br>Anemometer location and lighting | |
| 3 | TWY edge and centre line lighting | |
| 4 | Secondary power supply/switch-over time | |
| 5 | Remarks | Obstacle lighting. |

## EGHO AD 2.16 HELICOPTER LANDING AREA

| | | |
|---|---|---|
| 1 | Coordinates TLOF or THR of FATO, geoid undulation | TLOF HELI NORTH: 511232.17N 0013601.39W, 155.3 FT |
| 2 | TLOF and/or FATO elevation | TLOF HELI NORTH: 288.7 FT |
| 3 | TLOF and FATO area dimensions, surface, strength, marking, lighting | |
| 4 | True BRG of FATO | |
| 5 | Declared distance available | |
| 6 | APP and FATO lighting | |
| 7 | RMK | |

## EGHO AD 2.17 AIR TRAFFIC SERVICES AIRSPACE

| Designation and lateral limits | Vertical Limits | Airspace Class | ATS unit callsign/ language | Transition Altitude | Hours of applicability | Remarks |
|---|---|---|---|---|---|---|
| 1 | 2 | 3 | 4 | 5 | 6 | 7 |
| THRUXTON ATZ<br>A circle, 2 NM radius, centred at 511240N 0013549W on longest notified runway (07/ 25) | Upper limit: 2000 FT AGL<br>Lower limit: SFC | G | THRUXTON RADIO<br>English | | | |

# EGHO AD 2.18 AIR TRAFFIC SERVICES COMMUNICATION FACILITIES

| Service Designation | Callsign | Channel/ Frequency(MHz) | SATVOICE number(s) | Logon Address | Hours of Operation | Remarks |
|---|---|---|---|---|---|---|
| 1 | 2 | 3 | 4 | 5 | 6 | 7 |
| OTHER | THRUXTON RADIO | 118.280 A/G frequency. DOC 10 NM/3000 FT. | | | 0900-1700 (0800-1600) | ATZ hours coincident with A/G hours. |

# EGHO AD 2.19 RADIO NAVIGATION AND LANDING AIDS

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# EGHO AD 2.20 LOCAL AERODROME REGULATIONS

## 1 AIRPORT REGULATIONS

a) While airside each aircraft commander is responsible for the safety of their passengers and other crew members. Passengers are at all times to be escorted by the aircraft commander or a crew member who is known to be competent to ensure both his/her and the passengers safety. The wearing of high visibility clothing is mandatory.
b) Aircraft commanders or crew members, as applicable, are responsible for ensuring that a total ban on smoking whilst airside is observed.
c) Permission to use the aerodrome, either to land or depart, may be withdrawn without prior notice. Withdrawal of permission may occur due to prevailing weather conditions if it is considered that the requirements of the aerodrome's Safety Management System cannot be met.
d) The carriage of Dangerous Goods, as defined by The Air Navigation (Dangerous Goods) Regulations 2002, is prohibited unless written approval has been issued by the Aerodrome Manager.
e) Permission to use the aerodrome by flights that are subject to the GAR process is conditional upon submission of a copy of the GAR to the aerodrome operator, at the email address listed at AD 2.2, item 6.
f) Thruxton is a regulated aerodrome pursuant to the provisions of the UK Customs and Excise Management Act 1979. Thruxton is not designated as a Customs & Excise airport but operates under an approval managed by UK Border Force.

   Subject to compliance with the provisions of the UK General Aviation Report (GAR) process, flights by general aviation aircraft may enter and depart the UK via Thruxton, except for those aircraft that are being imported, either temporarily or permanently, from a state that is outside the Common Travel Area, in which case they must first enter and, if temporarily imported, leave the UK via a designated customs airport.

g) Use of the aerodrome not permitted for aircraft that are unable to communicate with the A/G station via RTF on 118.280 MHZ.
h) Use of the Main Apron is restricted to aircraft with a wingspan not exceeding 12 M and fuselage length not exceeding 9.5 M. Subject to specific approval from A/G, use by other aircraft may be permitted. This approval is to be requested when permission to use the aerodrome is obtained.
i) Subject to compliance with operating conditions and limitations specified by the Aerodrome Operator, permission may be granted for aircraft that do not require use of a licensed aerodrome to use the aerodrome outside the notified hours of availability of A/G and RFFS. This is referred to as “Outside Hours”. Permission may, at the discretion of the Aerodrome Operator, be temporarily suspended when notified by NOTAM or withdrawn at short notice.
j) Non-aviation public events take place adjacent to the aerodrome and on parts of it. These events result in assemblies of more than 1000 persons requiring compliance with Rules of The Air Regulations 2015 (as amended), Rule 5, (2) (a), whereby any aircraft landings and take-offs within 1000 M of the assemblies must be in accordance with procedures notified by the CAA.

   During assemblies of more than 1000 persons the aerodrome is notified via NOTAM as closed. However, the Aerodrome Operator may, subject to compliance with specific risk mitigating procedures, issue permission to a limited number of aircraft operators to land and take-off when assemblies of more than 1000 persons are present. In these cases the provisions of Rule 5 (2) (a) are deemed to have been met.

## 2 GROUND MOVEMENT

Not applicable

## 3 CAT II/III OPERATIONS

Not applicable

## 4 WARNINGS

a) Danger Areas EGD126, EGD127 Boscombe Down and Middle Wallop ATZ are located adjacent to the Thruxton ATZ. All are active as notified in the UK AIP.
b) Part of Danger Area EGD126 overlaps with the NW extremity of the ATZ. Within this part of the ATZ, activities including helicopter flying, may take place below 500 FT AGL and also UAS flying at or below 400 FT AGL.

Operation of aircraft within the Thruxton ATZ is subject to a Letter of Agreement with the SUA Authority. Aircraft within the ATZ may accordingly cross the overlapping part of EGD126 at a recommended height of 800 FT AAL (1119 FT ALT) or above. At times that Runway 25 is in use, aircraft on the crosswind leg may enter EGD126 at or above 700 FT AAL whilst climbing to 800 FT AAL or above.

The notified Upper Limit of EGD126 (1400 FT ALT/1081 FT AAL) may from time to time be temporarily raised, as notified via NOTAM. During these times it is recommended that aircraft within the ATZ avoid EGD126.

c) Part of the final approach track to Runway 23 at Boscombe Down passes through the lateral limits of the Thruxton ATZ. During Boscombe Down Combined Military Air Traffic Zone (CMATZ) hours of operation, aircraft being provided ATS by ATC Boscombe Down will transit the Thruxton ATZ above 1450 FT AAL. Recommended arrival and departure procedures are notified at AD 2.22 with the intent of avoiding traffic above 1450 FT AAL.
d) Military helicopter, transport and tactical jet aircraft operations can be anticipated at any time in the vicinity of Thruxton ATZ. These are normally being provided ATS by Boscombe Down or Middle Wallop.
e) Subject to approval by the aerodrome operator, aircraft movements may take place outside notified aerodrome/ATZ operating hours involving aircraft that do not require the use of a licensed aerodrome.

## 5 HELICOPTER OPERATIONS

a) Helicopters may operate from/to an aiming point designated “Heli North” located 130 M south of the intersection of runways 07/25 and 12/30. The aiming point is marked by two white concentric circles. Circuits flown by helicopters will be as follows, in relation to the specified runway in use, and at the specified height:

- Runway 07 - RH, 1000 FT AAL
- Runway 25 - LH, 1000 FT AAL
- Runway 12 - RH, 800 † FT AAL
- Runway 30 - LH, 800 † FT AAL

† 1000 FT if Boscombe CMATZ is not active.

b) Unless otherwise advised by A/G station, helicopters must arrive and depart the ATZ via Heli North, in accordance with the procedures set out at paragraph (a).

## 6 USE OF RUNWAYS

Not applicable

## 7 TRAINING

Not applicable

# EGHO AD 2.21 NOISE ABATEMENT PROCEDURES

a) Aircraft are to be operated in a manner to cause the least disturbance in areas surrounding the aerodrome. All aircraft should avoid overflying the following residential areas:

- Kimpton Village (adjacent to northern aerodrome boundary);
- Fyfield Village (1 NM northeast of the aerodrome);
- Quarley Village (1.25 NM southwest of the aerodrome);
- Thruxton Village (adjacent to eastern aerodrome boundary);
- The Hawk Conservancy (bird sanctuary 1.5 NM southeast of the aerodrome).

# EGHO AD 2.22 FLIGHT PROCEDURES

## 1 BOSCOMBE DOWN/MIDDLE WALLOP CMATZ

a) If ATC Boscombe Down is the CMATZ managing authority, recommended procedures are set out below. Information on the CMATZ activity status may be obtained from A/G.

i. **Arriving aircraft**

1. Contact Boscombe Zone on 126.705 for a MATZ penetration service (in accordance with ENR 2.2). Unless a direct routeing is offered by Boscombe Down ATC, arriving traffic should route via a point 1 NM north of Andover. Once an aircraft has reported at this point it will be advised to free-call Thruxton A/G. Remain outside the Thruxton ATZ and contact 'Thruxton Radio' on 118.280 MHz for ATZ entry information. ATZ entry should be level at 1200 FT AAL, or lower if necessary to maintain VMC; or,
2. Avoid the Boscombe Down CMATZ, contact 'Thruxton Radio' for ATZ entry information. ATZ entry should be level at 1200 FT AAL, or lower if necessary to maintain VMC.

ii. **Departing aircraft**

1. Leave the Thruxton ATZ not above 1200 FT ALT (Thruxton QNH) on an easterly track. Runway 25 departures should turn right, with the intent to complete the turn within the ATZ.
2. Before climbing above 1200 FT ALT (Thruxton QNH), either free-call 'Boscombe Zone' on 126.705 after leaving the Thruxton ATZ or delay further climb until clear of the CMATZ.
3. In the case of an intention to track westbound through the CMATZ, aircraft should continue on an easterly track until in contact with Boscombe and approval to set course is given.

## 2 COMMUNICATIONS

a) Aircraft should squawk conspicuity SSR code 2660, without altimeter information, when remaining within the traffic circuit.

## 3 CIRCUITS

a) Unless otherwise notified by A/G, circuit height is 800 FT AAL (Thruxton QFE) for all runways.
b) During times that the Boscombe Down CMATZ is not in operation, circuit joining height is 1500 FT AAL, or the maximum possible below this level to maintain VMC and circuit height 1000 FT AAL.
c) There is no dead-side for Runway 07/25. Helicopters operate south of Runway 07/25 up to 1000 FT AAL.
d) The following are recommended circuit joining procedures:

i. Runway 07 in use

1. Joining from the east, notify A/G of intent to join downwind, descend to circuit height at the ATZ boundary, enter the circuit via the downwind leg.
2. Joining from the west, fly along the runway centreline, turn crosswind at the RWY 25 threshold, descend to circuit height when crosswind.

ii. Runway 25 in use

1. Joining from the east, fly along the runway centreline, at the Runway 07 threshold turn crosswind, descend to circuit height when crosswind.
2. Joining from the west, notify A/G of intent to join downwind, descend to circuit height at the ATZ boundary, enter the circuit via the downwind leg.

iii. Runway 12/30 in use

1. If entering the ATZ from the north or east, fixed wing and helicopters should position to join the circuit from the north-east, continue on south-westerly heading and join on the downwind leg of the runway/helicopter aiming point in use, as applicable.

e) The following circuit directions apply for fixed wing aircraft when the specified runways are in use:

- Runway 07 - LH
- Runway 25 - RH
- Runway 12 - RH
- Runway 30 - LH

f) Due to the proximity of the Middle Wallop ATZ, aircraft using Runway 12/30 are advised to remain north of the Andover-Salisbury railway line.

# EGHO AD 2.23 ADDITIONAL INFORMATION

Not applicable

# EGHO AD 2.24 CHARTS RELATED TO AN AERODROME

AERODROME CHART - ICAO
AD 2.EGHO-2-1

# EGHO AD 2.25 VISUAL SEGMENT SURFACE (VSS) PENETRATION

Not applicable

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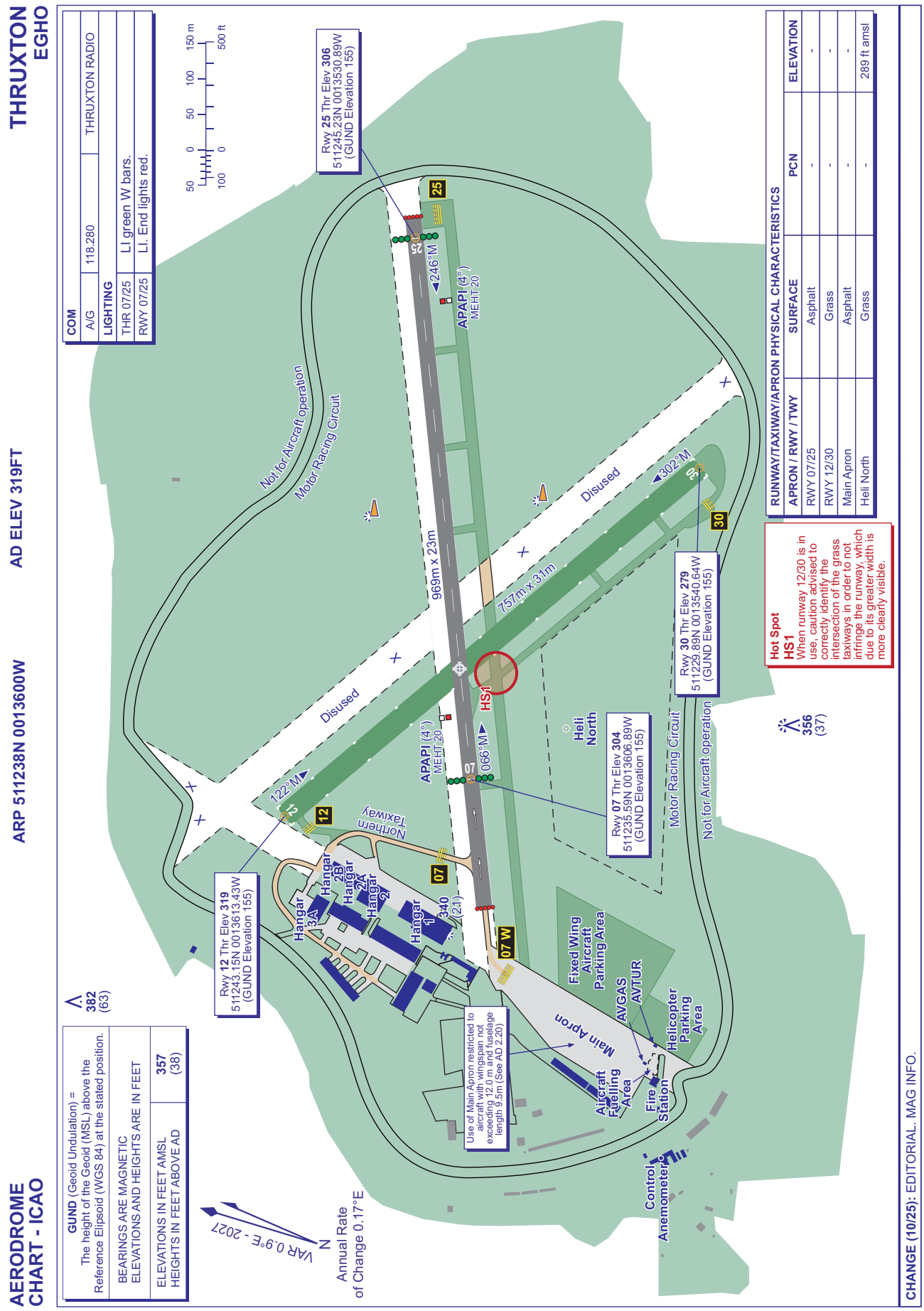
THRUXTON
EGHO
AD ELEV 319FT
ARP 511238N 0013600W
AERODROME
CHART - ICAO
COM
A/G 118.280 THRUXTON RADIO
LIGHTING
THR 07/25 Ll green W bars.
RWY 07/25 Ll. End lights red.
50 0 50 100 150 m
100 0 500 ft
Rwy 25 Thr Elev 306
511245.23N 0013530.89W
(GUND Elevation 155)
Rwy 12 Thr Elev 319
511243.15N 0013613.43W
(GUND Elevation 155)
Rwy 07 Thr Elev 304
511235.59N 0013606.89W
(GUND Elevation 155)
Rwy 30 Thr Elev 279
511229.89N 0013540.64W
(GUND Elevation 155)
969m x 23m
757m x 31m
APAPI (4°)
MEHT 20
246°M
302°M
122°M
066°M
Disused
Not for Aircraft operation
Motor Racing Circuit
Northern Taxiway
Hangar 3A
Hangar 2B
Hangar 2A
Hangar 2
Hangar 1
340 (21)
Heli North
Fixed Wing Aircraft Parking Area
AVGAS
AVTUR
Helicopter Parking Area
Main Apron
Aircraft Fuelling Area
Fire Station
Control Anemometer
Use of Main Apron restricted to aircraft with wingspan not exceeding 12.0 m and fuselage length 9.5m (See AD 2.20)
Hot Spot
HS1
When runway 12/30 is in use, caution advised to correctly identify the intersection of the grass taxiways in order to not infringe the runway, which due to its greater width is more clearly visible.
356 (37)
382 (63)
GUND (Geoid Undulation) = The height of the Geoid (MSL) above the Reference Elipsoid (WGS 84) at the stated position.
BEARINGS ARE MAGNETIC
ELEVATIONS AND HEIGHTS ARE IN FEET
ELEVATIONS IN FEET AMSL 357 (38)
HEIGHTS IN FEET ABOVE AD
VAR 0.9°E - 2021
N
Annual Rate of Change 0.17°E
RUNWAY/TAXIWAY/APRON PHYSICAL CHARACTERISTICS
APRON / RWY / TWY | SURFACE | PCN | ELEVATION
RWY 07/25 | Asphalt | - | -
RWY 12/30 | Grass | - | -
Main Apron | Asphalt | - | -
Heli North | Grass | - | 289 ft amsl
CHANGE (10/25): EDITORIAL. MAG INFO.

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# EGPU — TIREE

## EGPU AD 2.1 AERODROME LOCATION INDICATOR AND NAME

EGPU — TIREE

## EGPU AD 2.2 AERODROME GEOGRAPHICAL AND ADMINISTRATIVE DATA

| | | |
|---|---|---|
| 1 | ARP coordinates and site at AD | Lat: 562957N Long: 0065209W<br>Mid point of Runway 05/23. |
| 2 | Direction and distance from city | 2.5 NM NNE Balemartine. |
| 3 | Elevation / Reference temperature / Mean Low Temperature | 38 FT / 14 °C / - |
| 4 | Geoid undulation at AD ELEV PSN | 186 FT |
| 5 | Magnetic Variation / Annual Change | 2.76°W (2022) / 0.23°E |
| 6 | AD Administration<br>Address<br>Telephone<br>Telefax | HIAL<br>Tiree Aerodrome, Isle of Tiree, Argyll, PA77 6UW.<br>01879-220456<br>01879-220714 |
| 7 | Type of Traffic permitted (IFR/VFR) | IFR/VFR |
| 8 | Remarks | |

## EGPU AD 2.3 OPERATIONAL HOURS

| | | |
|---|---|---|
| 1 | AD Administration | Mon-Thu 0930-1815 (0830-1715); Fri 0930-1145 (0830-1045), 1600-1815 (1500-1715); Sat 0930-1515 (0830-1415); Sun 1415-1530 (1315-1430) and by arrangement with AD operator (HIAL). |
| 2 | Customs and immigration | |
| 3 | Health and sanitation | |
| 4 | AIS Briefing Office | |
| 5 | ATS Reporting Office (ARO) | |
| 6 | MET Briefing Office | |
| 7 | ATS | As AD hours. See also AD 2.18 |
| 8 | Fuelling | Not applicable. |
| 9 | Handling | By arrangement with HIAL |
| 10 | Security | |
| 11 | De-icing | |
| 12 | Remarks | This aerodrome is strictly PPR and arrival/departure times may be allocated. |

## EGPU AD 2.4 HANDLING SERVICES AND FACILITIES

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## EGPU AD 2.5 PASSENGER FACILITIES

| | | |
|---|---|---|
| 1 | Hotels | |
| 2 | Restaurants | |
| 3 | Transportation | |
| 4 | Medical facilities | Limited first aid available. |
| 5 | Bank and Post Office | |
| 6 | Tourist Office | |
| 7 | Remarks | Disabled passenger handling and wheelchair facilities available during AD hours. |

## EGPU AD 2.6 RESCUE AND FIRE FIGHTING SERVICES

| | | |
|---|---|---|
| 1 | AD category for fire fighting services | RFF Category A2<br>RFF Category 3 accepted under remission.<br>RFF Category 4 by PPR arrangement. |
| 2 | Rescue equipment | |
| 3 | Capability for removal of disabled aircraft | Limited |
| 4 | Remarks | |

## EGPU AD 2.7 SEASONAL AVAILABILITY - CLEARING

| | | |
|---|---|---|
| 1 | Type of clearing equipment | Mechanical, chemical de-icing. |
| 2 | Clearance priorities | R/W's, Taxiway, Apron, Airport Domestic Area. |
| 3 | Remarks | Latest Information from: 01879-220456. |

## EGPU AD 2.8 APRONS, TAXIWAYS AND CHECK LOCATIONS/POSITIONS DATA

| | | |
|---|---|---|
| 1 | Apron surface and strength | MAIN APRON<br>Surface: Asphalt |
| 2 | Taxiway width, surface and strength | Taxiway A: 13 M<br>Surface: Asphalt |
| 3 | Altimeter checkpoint location and elevation | Apron 34 FT |
| 4 | VOR checkpoints | |
| 5 | INS checkpoints | |
| 6 | Remarks | |

## EGPU AD 2.9 SURFACE MOVEMENT GUIDANCE AND CONTROL SYSTEM AND MARKINGS

| | | |
|---|---|---|
| 1 | Use of aircraft stand ID signs, TWY guide lines and visual docking/parking guidance system of aircraft stands | |
| 2 | Runway and taxiway markings and lighting | Runway marking aid(s):<br>05/23: Runway designators and centre-line markings. |
| 3 | Stop bars and runway guard lights (if any) | A, B1. |
| 4 | Other runway protection measures | |
| 5 | Remarks | WDIs (LGTD) - Runway 05: 562949.25N 0065230.58W; Runway 23: 563006.24N 0065158.04W; Runway 11: 563007.34N 0065227.00W. |

## EGPU AD 2.10 AERODROME OBSTACLES

| In Approach/Take-off areas | | | | | | |
|---|---|---|---|---|---|---|
| **Obstacle ID/ Designation** | **Obstacle Type** | **Obstacle Position** | **Elevation/Height** | | **Obstruction Lighting Type/ Colour** | **Remarks** |
| **1** | **2** | **3** | **4** | | **5** | **6** |
| (EGPU9552) 05/APPROACH 23/ TAKE-OFF | BUILDING | 562933.43N 0065259.60W | 59 FT | 16 FT | No | |
| (EGPU9551) 05/APPROACH 23/ TAKE-OFF | BUILDING | 562933.36N 0065259.54W | 59 FT | 16 FT | No | |
| (EGPU9549) 05/APPROACH 23/ TAKE-OFF | BUILDING CHIMNEY | 562933.23N 0065259.53W | 61 FT | 18 FT | No | |

| In circling area and at aerodrome | | | | | | |
|---|---|---|---|---|---|---|
| **Obstacle ID/ Designation** | **Obstacle Type** | **Obstacle Position** | **Elevation/Height** | | **Obstruction Lighting Type/ Colour** | **Remarks** |
| **1** | **2** | **3** | **4** | | **5** | **6** |
| (EGPU1207) | BUILDING | 563028.46N 0064917.76W | 133 FT | 16 FT | No | |
| (EGPU9509) | MAST | 563013.94N 0065751.48W | 444 FT | 101 FT | No | |
| (EGPU9181) | MAST | 562959.61N 0064825.43W | 137 FT | 110 FT | No | |
| (EGPU9500) | RADOME | 562719.85N 0065522.85W | 539 FT | 81 FT | No | |

## EGPU AD 2.11 METEOROLOGICAL INFORMATION PROVIDED

| | | |
|---|---|---|
| 1 | Associated MET Office | MET OFFICE ABERDEEN |
| 2 | Hours of service<br>MET Office outside hour | H24 |
| 3 | Office responsible for TAF preparation<br>Periods of validity | MET OFFICE ABERDEEN<br>9 hours. |
| 4 | Trend forecast<br>Interval of issuance | TREND<br>30 minutes. |
| 5 | Briefing/consultation provided | Self briefing/telephone. |
| 6 | Flight documentation<br>Language(s) used | TAF/METAR.<br>English. |
| 7 | Charts and other information available for briefing or consultation | Available on request from ATS. |
| 8 | Supplementary equipment available for providing information | Internet. |
| 9 | ATS units provided with information | TIREE |
| 10 | Additional information (limitation of service, etc.) | During airport opening hours only. |

## EGPU AD 2.12 RUNWAY PHYSICAL CHARACTERISTICS

| **Designations RWY Number** | **True bearing** | **Dimensions of RWY** | **Surface of RWY/ SWY/ Strength** | **THR co-ordinates/ THR Geoid undulation** | **THR elevation/ Highest elevation of TDZ of precision APP RWY** | **Slope of RWY/ SWY** |
|---|---|---|---|---|---|---|
| **1** | **2** | **3** | **4** | **5** | **6** | **7** |
| 05 | 047.10° | 1481 x 30 M | RWY surface: Asphalt, Grooved<br>PCN 5 | 562940.96N 0065240.33W 186.5 FT | THR 30.5 FT | |
| 23 | 227.11° | 1481 x 30 M | RWY surface: Asphalt, Grooved<br>PCN 5 | 563010.89N 0065142.10W 186.4 FT | THR 19.7 FT | |
| 11 | 107.06° | 799 x 19 M | RWY surface: Asphalt<br>PCN 6 | 563007.76N 0065245.47W 186.5 FT | THR 38.1 FT | |
| 29 | 287.07° | 799 x 19 M | RWY surface: Asphalt<br>PCN 6 | 563000.09N 0065200.30W 186.5 FT | THR 24.6 FT | |

| **SWY Dimensions** | **Clearway Dimensions** | **Strip Dimensions** | **RESA Dimensions, Overshoot / Undershoot** | **Location/ description of arresting system** | **OFZ** | **Remarks** |
|---|---|---|---|---|---|---|
| **8** | **9** | **10** | **11** | **12** | **13** | **14** |
| | 69 x 150 M | 1531 x 280 M | | | | RWY 05 |
| | 71 x 150 M | 1531 x 280 M | | | | RWY 23<br><br>Threshold displaced by 120 M to provide 1:50 over boundary fence. |
| | | 859 x 60 M | | | | RWY 11 |

| SWY Dimensions | Clearway Dimensions | Strip Dimensions | RESA Dimensions, Overshoot / Undershoot | Location/ description of arresting system | OFZ | Remarks |
|---|---|---|---|---|---|---|
| 8 | 9 | 10 | 11 | 12 | 13 | 14 |
| | | 859 x 60 M | | | | RWY 29 |

## EGPU AD 2.13 DECLARED DISTANCES

| Runway designator | TORA | TODA | ASDA | LDA | Remarks |
|---|---|---|---|---|---|
| 1 | 2 | 3 | 4 | 5 | 6 |
| 05 | 1411 M | 1481 M | 1411 M | 1411 M | |
| 23 | 1410 M | 1481 M | 1481 M | 1361 M | |
| 11 | 799 M | 799 M | 799 M | 799 M | |
| 29 | 799 M | 799 M | 799 M | 799 M | |

## EGPU AD 2.14 APPROACH AND RUNWAY LIGHTING

| RWY | Approach lighting Type/ Length/ Intensity | Threshold lighting Colour/Wing bars | VASIS/ MEHT/ PAPI/ PAPI Dist from THR | TDZ, lighting Length | Runway Centre Line lighting Length/ Spacing/ Colour/ Intensity | Runway edge lighting Length/ Spacing/ Colour/ Intensity | Runway end lighting Colour/ Wing bars | Stopway lighting Length/ Colour | Remarks |
|---|---|---|---|---|---|---|---|---|---|
| 1 | 2 | 3 | 4 | 5 | 6 | 7 | 8 | 9 | 10 |
| 05 | | Green<br>Light intensity low | APAPI<br>Left/3° | | | 60 M spacing bi-directional with omni-directional component.<br>White<br>Light intensity low | Red<br>Light intensity low | | |
| 23 | | Green<br>Light intensity low | APAPI<br>Right/3° | | | 60 M spacing bi-directional with omni-directional component.<br>White<br>Light intensity low | Red<br>Light intensity low | | |
| 11 | | Green<br>Light intensity low | APAPI<br>Right/3° | | | 60 M spacing bi-directional with omni-directional component.<br>White<br>Light intensity low | Red<br>Light intensity low | | |
| 29 | | Green<br>Light intensity low | APAPI<br>Right/3° | | | 60 M spacing bi-directional with omni-directional component.<br>White<br>Light intensity low | Red<br>Light intensity low | | |

## EGPU AD 2.15 OTHER LIGHTING, SECONDARY POWER SUPPLY

| | | |
|---|---|---|
| 1 | ABN/IBN location, characteristics and hours of operation | ABN: 562953.92N 0065243.14W<br>Flashing White |

| | | |
|---|---|---|
| 2 | LDI location and lighting<br>Anemometer location and lighting | Anemometer: Taxiway A Mast: 563001.47N 0065241.07W (LGTD);<br>Runway 23 Mast: 563013.00N 0065147.43W (LGTD);<br>Runway 05 Mast: 562945.20N 0065241.49W (LGTD). |
| 3 | TWY edge and centre line lighting | EDGE: Taxiway A blue edge. |
| 4 | Secondary power supply/switch-over time | Standby Generator/22 seconds. |
| 5 | Remarks | Obstacle light on VCR. |

## EGPU AD 2.16 HELICOPTER LANDING AREA

**INTENTIONALLY BLANK**

## EGPU AD 2.17 AIR TRAFFIC SERVICES AIRSPACE

| Designation and lateral limits | Vertical Limits | Airspace Class | ATS unit callsign/ language | Transition Altitude | Hours of applicability | Remarks |
|---|---|---|---|---|---|---|
| 1 | 2 | 3 | 4 | 5 | 6 | 7 |
| TIREE ATZ<br>A circle, 2 NM radius, centred at 562957N 0065209W on longest notified runway (05/ 23) | Upper limit: 2000 FT AGL<br>Lower limit: SFC | G | TIREE INFORMATION<br>English | 3000 FT | | |

## EGPU AD 2.18 AIR TRAFFIC SERVICES COMMUNICATION FACILITIES

| Service Designation | Callsign | Channel/ Frequency(MHz) | SATVOICE number(s) | Logon Address | Hours of Operation | Remarks |
|---|---|---|---|---|---|---|
| 1 | 2 | 3 | 4 | 5 | 6 | 7 |
| AFIS | TIREE INFORMATION | 122.705<br>DOC 25 NM/6000 FT | | | Mon-Thu 0930-1815 (0830-1715); Fri 0930-1145 (0830-1045), 1600-1815 (1500-1715); Sat 0930-1515 (0830-1415); Sun 1415-1530 (1315-1430) and by arrangement with AD operator (HIAL). | ATZ hours coincident with AFIS hours, but not by arrangement. |

## EGPU AD 2.19 RADIO NAVIGATION AND LANDING AIDS

| Type of Aid CAT of ILS/MLS MAG Var/VOR Declination | Ident | Frequency | Hours of Operation | Position of transmitting antenna coordinates | Elevation of DME transmitting antenna | Remarks |
|---|---|---|---|---|---|---|
| 1 | 2 | 3 | 4 | 5 | 6 | 7 |
| VOR/DME<br>1.73°W (2027)<br>1.7°W (2024) | TIR | 124X<br>117.700 MHz | H24 | 562935.61N 0065232.27W | 51 FT | VOR/DME DOC: 90 NM/50,000 FT (200 NM/50,000 FT in Sector R227-317). |

## EGPU AD 2.20 LOCAL AERODROME REGULATIONS

### 1 AIRPORT REGULATIONS

a) Runway departure restriction for aircraft requiring the use of a licensed aerodrome:

i. **Runways 05/23 and 11/29**. Except where an AOC holder has a less restrictive State authorised take-off minima, departures when the reported MET visibility is 800 M or less are not permitted.

b) Use of Tiree aerodrome is subject to standard Terms and Conditions of Use, which can be requested from the aerodrome.

## 2 GROUND MOVEMENT

Not applicable

## 3 CAT II/III OPERATIONS

Not applicable

## 4 WARNINGS

a) No ground signals except light signals.
b) All taxiways are closed except between the threshold of Runway 11, the parking apron, south of Runway 11/29. Unserviceable sections of Runway are fenced off and marked with white crosses.
c) Grass areas are soft and unsafe. Poor load bearing characteristics may be found on the runway/taxiway strips and the area adjacent to the apron. Only marked taxiway to be used.
d) Large flocks of geese are prevalent in the vicinity of the aerodrome all year round, with increased activity between October and March.
e) Windsurfing and kite surfing may take place on beaches near the aerodrome.
f) Paramotor activity by non-radio aircraft takes place occasionally throughout the year on the Isle of Tiree.
g) Wind Turbine, 563208N 0064528W, 4.4 NM/59°T from ARP, 262 FT AGL.

## 5 HELICOPTER OPERATIONS

Not applicable

## 6 USE OF RUNWAYS

Not applicable

## 7 TRAINING

Not applicable

# EGPU AD 2.21 NOISE ABATEMENT PROCEDURES

Not applicable

# EGPU AD 2.22 FLIGHT PROCEDURES

## 1 VISUAL REFERENCE POINTS (VRP)

a) Details of VRPs are available in the consolidated 'Visual Reference Points List' published on the 'Digital Dataset' page of the NATS AIS website, www.nats.aero/ais.

# EGPU AD 2.23 ADDITIONAL INFORMATION

Not applicable

# EGPU AD 2.24 CHARTS RELATED TO AN AERODROME

AERODROME CHART - ICAO
AD 2.EGPU-2-1
INSTRUMENT APPROACH CHART RNP RWY 05 (CAT A,B) - ICAO
AD 2.EGPU-8-1
INSTRUMENT APPROACH CHART RNP RWY 23 (CAT A,B) - ICAO
AD 2.EGPU-8-2
INSTRUMENT APPROACH PROCEDURE CODING TABLES - RNP RWY 05
AD 2.EGPU-8-3
INSTRUMENT APPROACH PROCEDURE CODING TABLES - RNP RWY 23
AD 2.EGPU-8-4

# EGPU AD 2.25 VISUAL SEGMENT SURFACE (VSS) PENETRATION

Not applicable

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# TIREE EGPU

AERODROME CHART - ICAO

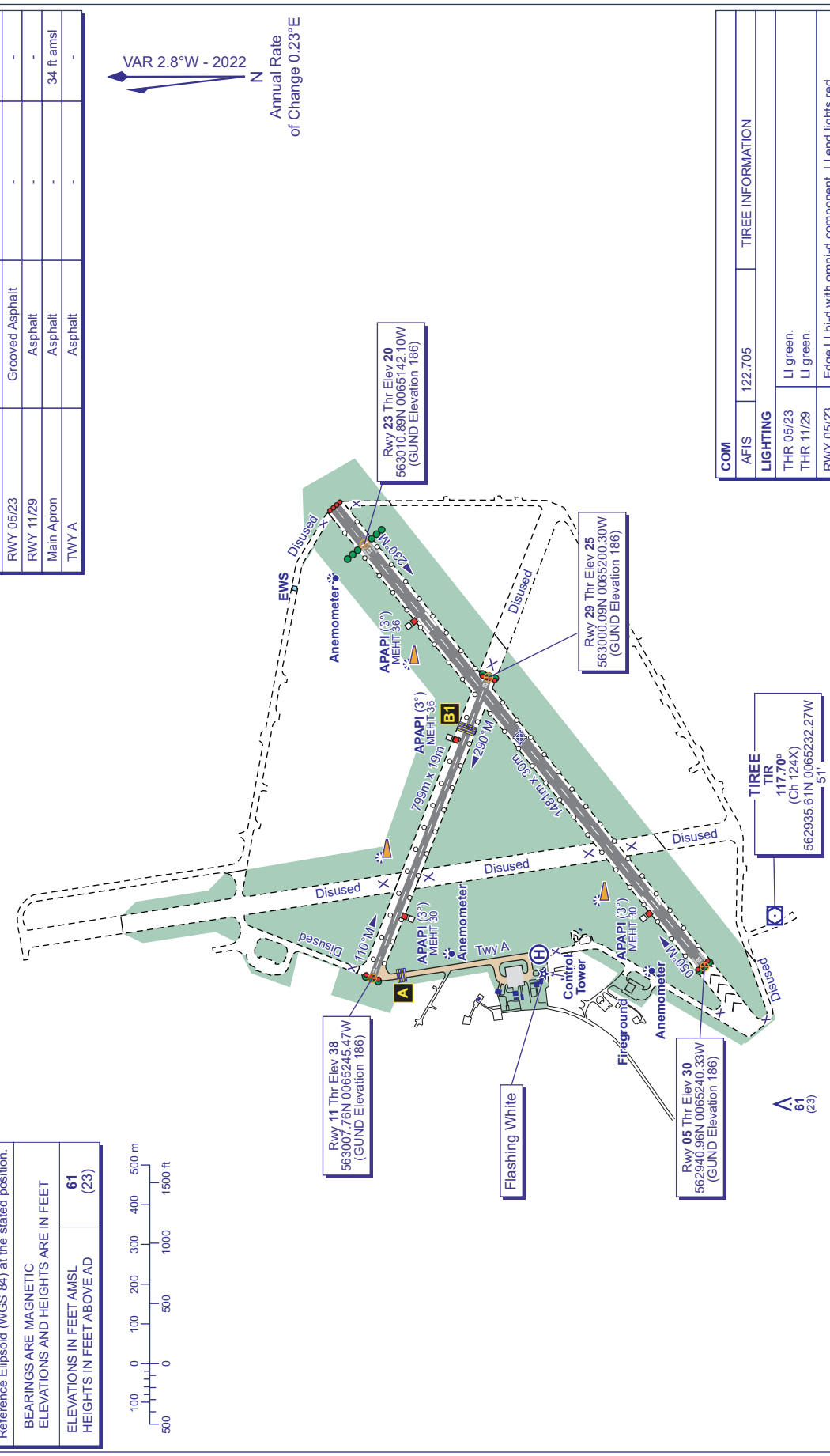
ARP 562957N 0065209W

AD ELEV 38FT

| RUNWAY/TAXIWAY/APRON PHYSICAL CHARACTERISTICS | | | |
|---|---|---|---|
| APRON / RWY / TWY | SURFACE | BEARING STRENGTH | ELEVATION |
| RWY 05/23 | Grooved Asphalt | - | - |
| RWY 11/29 | Asphalt | - | - |
| Main Apron | Asphalt | - | 34 ft amsl |
| TWY A | Asphalt | - | - |

VAR 2.8°W - 2022
Annual Rate of Change 0.23°E

| COM | | |
|---|---|---|
| AFIS | 122.705 | TIREE INFORMATION |
| LIGHTING | | |
| THR 05/23 | Ll green. | |
| THR 11/29 | Ll green. | |
| RWY 05/23 | Edge Ll bi-d with omni-d component. Ll end lights red. | |
| RWY 11/29 | Edge Ll bi-d with omni-d component. Ll end lights red. | |
| TWY | TWY A edge blue. | |




GUND (Geoid Undulation) = The height of the Geoid (MSL) above the Reference Ellipsoid (WGS 84) at the stated position.

BEARINGS ARE MAGNETIC
ELEVATIONS AND HEIGHTS ARE IN FEET

ELEVATIONS IN FEET AMSL 61
HEIGHTS IN FEET ABOVE AD (23)

100 0 100 200 300 400 500 m
500 0 500 1000 1500 ft

CHANGE (2/25): TIR VOR/DME COORD & ELEV.

AERO INFO DATE 02 DEC 24

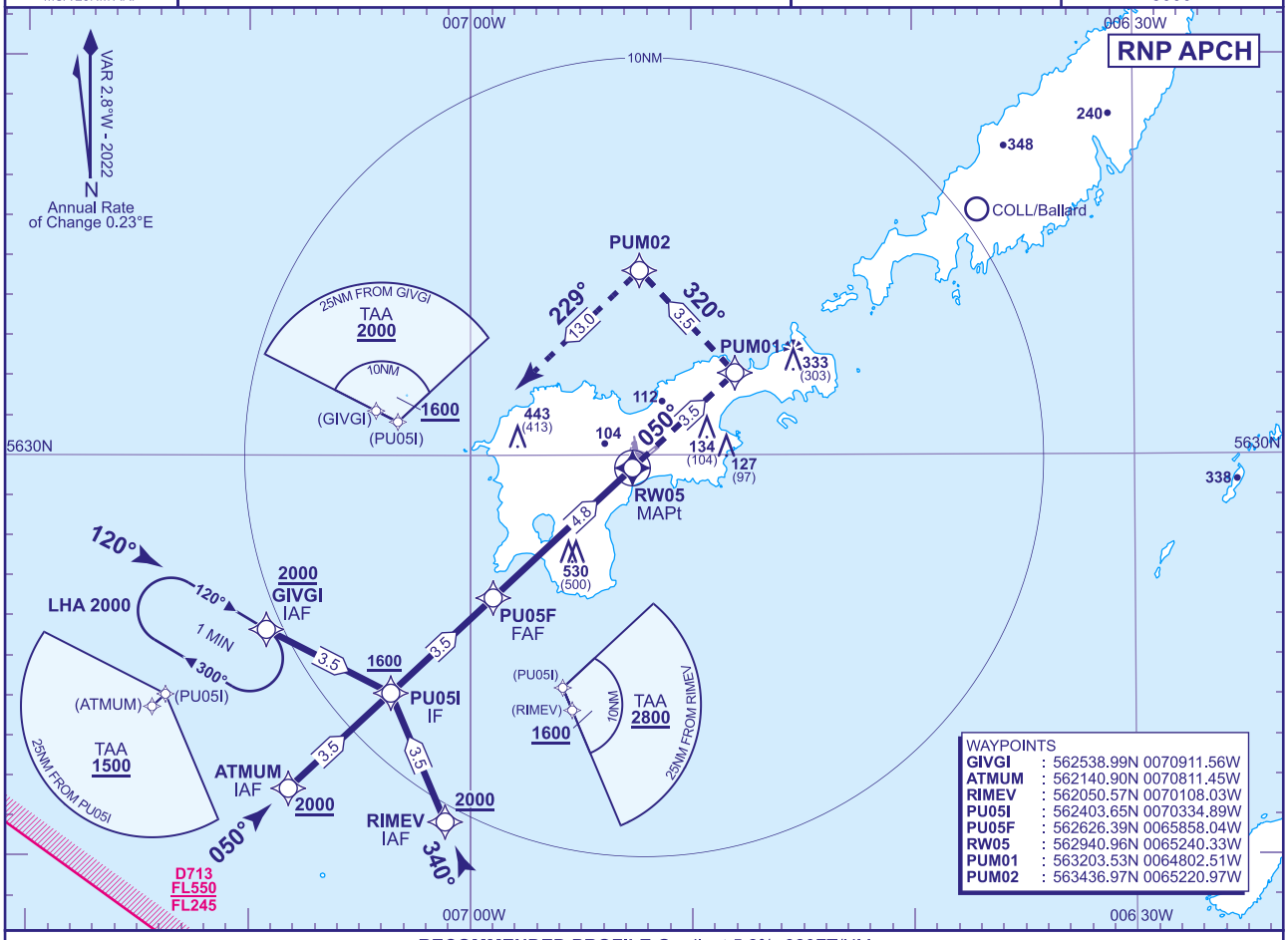
AD 2-EGPU-2-1

**INTENTIONALLY BLANK**

# INSTRUMENT APPROACH CHART - ICAO

**TIREE**
**RNP**
**RWY 05**
(ACFT CAT A,B)

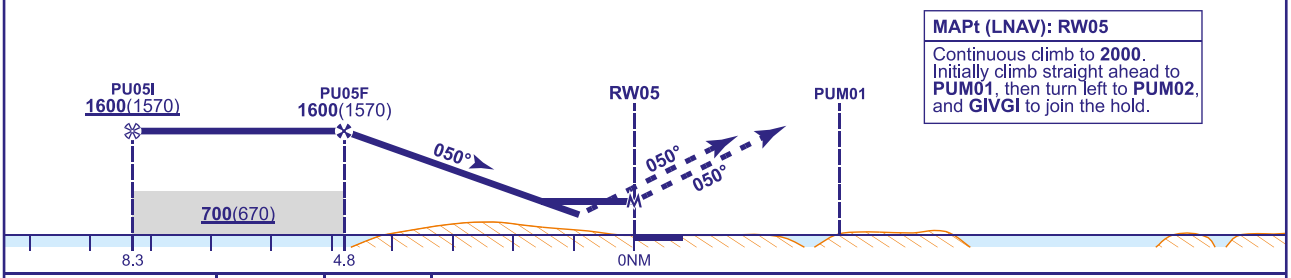
| | | | |
|---|---|---|---|
| 42 MSA 25NM ARP | AFIS 122.705 | TIREE INFORMATION | AD ELEVATION 38 |
| | | | THR ELEVATION 30 |
| | | | OBSTACLE ELEVATION 530 AMSL (500) (ABOVE THR) |
| | | | BEARINGS ARE MAGNETIC |
| | | | TRANSITION ALTITUDE 3000 |




**RECOMMENDED PROFILE** Gradient 5.2%, 320FT/NM

| NM to RW05 | 4 | 3 | 2 | 1 |
|---|---|---|---|---|
| ALT(HGT) | **1350**(1320) | **1040**(1010) | **720**(690) | **400**(370) |

**TCH 50**




**MAPt (LNAV): RW05**
Continuous climb to **2000**. Initially climb straight ahead to **PUM01**, then turn left to **PUM02**, and **GIVGI** to join the hold.

| Aircraft Category | | A | B |
|---|---|---|---|
| OCA (OCH) | LNAV | **680**(650) | **680**(650) |
| VM(C)OCA (OCH AAL) | Total Area | **690**(652) | **690**(652) |

**NOTES**
1 Use of this procedure is strictly PPR from the aerodrome operator.
2 Prior to commencing the procedure, pilots are to broadcast on AFIS 122.705 with flight details and intentions.

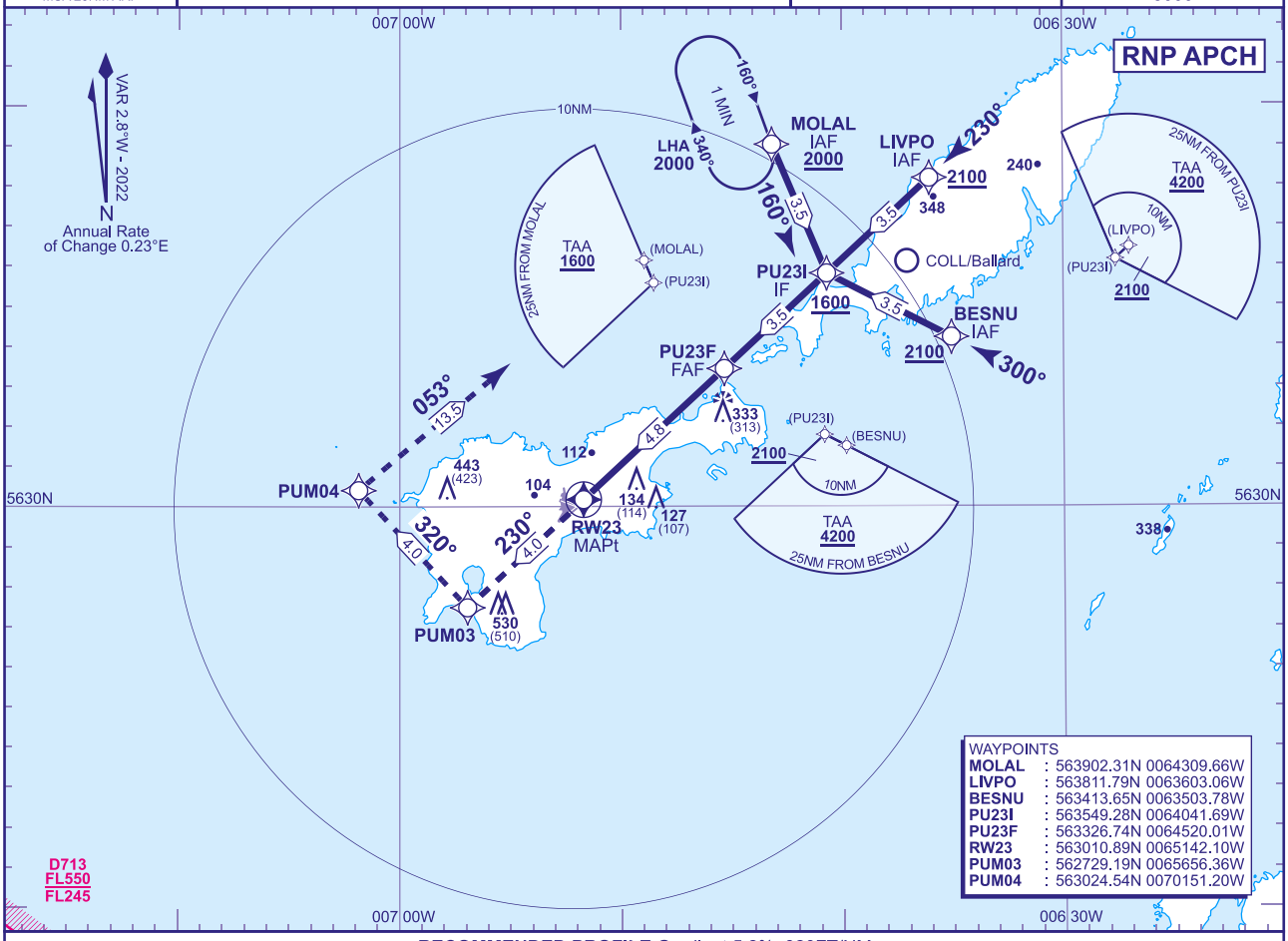
**CHANGE (1/25):** GIVGI HOLD AMENDED. EGD713 ADDED. SPECIFICATION CHANGE.

AERO INFO DATE 19 NOV 24

## INSTRUMENT APPROACH CHART - ICAO

**TIREE**
**RNP**
**RWY 23**
(ACFT CAT A,B)

| | | | |
|---|---|---|---|
| 4₂ MSA 25NM ARP | AFIS 122.705 | TIREE INFORMATION | AD ELEVATION 38 |
| | | | THR ELEVATION 20 |
| | | | OBSTACLE ELEVATION 530 AMSL (510) (ABOVE THR) |
| | | | BEARINGS ARE MAGNETIC |
| | | | TRANSITION ALTITUDE 3000 |

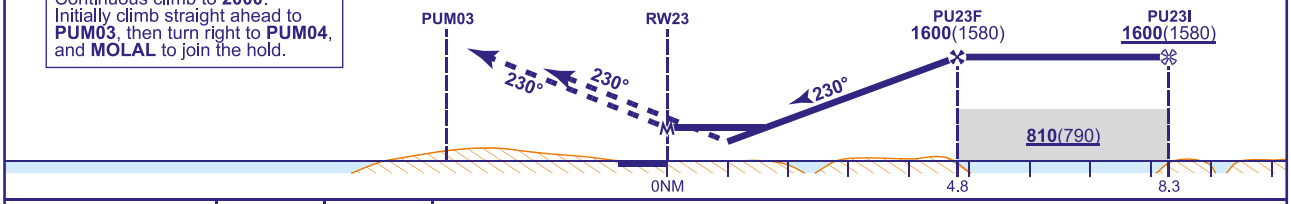



**RECOMMENDED PROFILE** Gradient 5.2%, 320FT/NM

| NM to RW23 | 4 | 3 | 2 | 1 |
|---|---|---|---|---|
| ALT(HGT) | **1340**(1320) | **1020**(1000) | **710**(690) | **390**(370) |

TCH 50

**MAPt (LNAV): RW23**
Continuous climb to **2000**.
Initially climb straight ahead to **PUM03**, then turn right to **PUM04**, and **MOLAL** to join the hold.




| Aircraft Category | | A | B |
|---|---|---|---|
| OCA (OCH) | LNAV | **520**(500) | **520**(500) |
| VM(C)OCA (OCH AAL) | Total Area | **540**(502) | **600**(562) |

**NOTES** 1 Use of this procedure is strictly PPR from the aerodrome operator.
2 Prior to commencing the procedure, pilots are to broadcast on AFIS 122.705 with flight details and intentions.

**CHANGE (1/25):** SPECIFICATION CHANGE.

AERO INFO DATE 05 NOV 24
AD 2-EGPU-8-2

# Instrument Approach Procedure Coding Tables

**TIREE RNP RWY 05 - Instrument Approach Procedure via RIMEV**

| Designator | Sequence Number | Path Term-inator | Waypoint Name | Fly-over | Course/ Track °M (°T) | Turn Direction | Level Constraint | Speed Constraint | Co-ordinates | Remarks and Distance to MAPt |
|---|---|---|---|---|---|---|---|---|---|---|
| R05R | 001 | IF | RIMEV | N | - | - | 2000 | - | 562050.57N 0070108.03W | IAF |
| R05R | 002 | TF | PU05I | N | 340° (337.1°) | RIGHT | 1600 | - | 562403.65N 0070334.89W | IF / 8.3NM |
| R05R | 003 | TF | PU05F | N | 050° (047.0°) | - | 1600 | - | 562626.39N 0065858.04W | FAF / 4.8NM |
| R05R | 004 | TF | RW05 | Y | 050° (047.0°) | - | - | - | 562940.96N 0065240.33W | MAPt |
| R05R | 005 | CF | PUM01 | N | 050° (047.1°) | LEFT | - | - | 563203.53N 0064802.51W | - |
| R05R | 006 | TF | PUM02 | N | 320° (317.1°) | LEFT | - | - | 563436.97N 0065220.97W | - |
| R05R | 007 | TF | GIVGI | Y | 229° (226.2°) | - | 2000 | - | 562538.99N 0070911.56W | HOLD |

**TIREE RNP RWY 05 - Instrument Approach Procedure via ATMUM**

| Designator | Sequence Number | Path Term-inator | Waypoint Name | Fly-over | Course/ Track °M (°T) | Turn Direction | Level Constraint | Speed Constraint | Co-ordinates | Remarks and Distance to MAPt |
|---|---|---|---|---|---|---|---|---|---|---|
| R05C | 001 | IF | ATMUM | N | - | - | 2000 | - | 562140.90N 0070811.45W | IAF |
| R05C | 002 | TF | PU05I | N | 050° (047.0°) | - | 1600 | - | 562403.65N 0070334.89W | IF / 8.3NM |
| R05C | 003 | TF | PU05F | N | 050° (047.0°) | - | 1600 | - | 562626.39N 0065858.04W | FAF / 4.8NM |
| R05C | 004 | TF | RW05 | Y | 050° (047.0°) | - | - | - | 562940.96N 0065240.33W | MAPt |
| R05C | 005 | CF | PUM01 | N | 050° (047.1°) | LEFT | - | - | 563203.53N 0064802.51W | - |
| R05C | 006 | TF | PUM02 | N | 320° (317.1°) | LEFT | - | - | 563436.97N 0065220.97W | - |
| R05C | 007 | TF | GIVGI | Y | 229° (226.2°) | - | 2000 | - | 562538.99N 0070911.56W | HOLD |

**TIREE RNP RWY 05 - Instrument Approach Procedure via GIVGI**

| Designator | Sequence Number | Path Term-inator | Waypoint Name | Fly-over | Course/ Track °M (°T) | Turn Direction | Level Constraint | Speed Constraint | Co-ordinates | Remarks and Distance to MAPt |
|---|---|---|---|---|---|---|---|---|---|---|
| R05L | 001 | IF | GIVGI | N | - | - | 2000 | - | 562538.99N 0070911.56W | IAF |
| R05L | 002 | TF | PU05I | N | 120° (117.0°) | LEFT | 1600 | - | 562403.65N 0070334.89W | IF / 8.3NM |
| R05L | 003 | TF | PU05F | N | 050° (047.0°) | - | 1600 | - | 562626.39N 0065858.04W | FAF / 4.8NM |
| R05L | 004 | TF | RW05 | Y | 050° (047.0°) | - | - | - | 562940.96N 0065240.33W | MAPt |
| R05L | 005 | CF | PUM01 | N | 050° (047.1°) | LEFT | - | - | 563203.53N 0064802.51W | - |
| R05L | 006 | TF | PUM02 | N | 320° (317.1°) | LEFT | - | - | 563436.97N 0065220.97W | - |
| R05L | 007 | TF | GIVGI | Y | 229° (226.2°) | - | 2000 | - | 562538.99N 0070911.56W | HOLD |

**CHANGE (1/25):** CHART SPECIFICATION.
AERO INFO DATE 05 NOV 24

# Instrument Approach Procedure Coding Tables

**TIREE RNP RWY 23 - Instrument Approach Procedure via MOLAL**

| Designator | Sequence Number | Path Term-inator | Waypoint Name | Fly-over | Course/ Track °M (°T) | Turn Direction | Level Constraint | Speed Constraint | Co-ordinates | Remarks and Distance to MAPt |
|---|---|---|---|---|---|---|---|---|---|---|
| R23R | 001 | IF | MOLAL | N | - | - | 2000 | - | 563902.31N 0064309.66W | IAF |
| R23R | 002 | TF | PU23I | N | 160° (157.1°) | RIGHT | 1600 | - | 563549.28N 0064041.69W | IF / 8.31NM |
| R23R | 003 | TF | PU23F | N | 230° (227.2°) | - | 1600 | - | 563326.74N 0064520.01W | FAF / 4.81NM |
| R23R | 004 | TF | RW23 | Y | 230° (227.2°) | - | - | - | 563010.89N 0065142.10W | MAPt |
| R23R | 005 | CF | PUM03 | N | 230° (227.1°) | RIGHT | - | - | 562729.19N 0065656.36W | - |
| R23R | 006 | TF | PUM04 | N | 320° (317.1°) | RIGHT | - | - | 563024.54N 0070151.20W | - |
| R23R | 007 | TF | MOLAL | Y | 053° (050.0°) | - | 2000 | - | 563902.31N 0064309.66W | HOLD |

**TIREE RNP RWY 23 - Instrument Approach Procedure via LIVPO**

| Designator | Sequence Number | Path Term-inator | Waypoint Name | Fly-over | Course/ Track °M (°T) | Turn Direction | Level Constraint | Speed Constraint | Co-ordinates | Remarks and Distance to MAPt |
|---|---|---|---|---|---|---|---|---|---|---|
| R23C | 001 | IF | LIVPO | N | - | - | 2100 | - | 563811.79N 0063603.06W | IAF |
| R23C | 002 | TF | PU23I | N | 230° (227.2°) | - | 1600 | - | 563549.28N 0064041.69W | IF / 8.31NM |
| R23C | 003 | TF | PU23F | N | 230° (227.2°) | - | 1600 | - | 563326.74N 0064520.01W | FAF / 4.81NM |
| R23C | 004 | TF | RW23 | Y | 230° (227.2°) | - | - | - | 563010.89N 0065142.10W | MAPt |
| R23C | 005 | CF | PUM03 | N | 230° (227.1°) | RIGHT | - | - | 562729.19N 0065656.36W | - |
| R23C | 006 | TF | PUM04 | N | 320° (317.1°) | RIGHT | - | - | 563024.54N 0070151.20W | - |
| R23C | 007 | TF | MOLAL | Y | 053° (050.0°) | - | 2000 | - | 563902.31N 0064309.66W | HOLD |

**TIREE RNP RWY 23 - Instrument Approach Procedure via BESNU**

| Designator | Sequence Number | Path Term-inator | Waypoint Name | Fly-over | Course/ Track °M (°T) | Turn Direction | Level Constraint | Speed Constraint | Co-ordinates | Remarks and Distance to MAPt |
|---|---|---|---|---|---|---|---|---|---|---|
| R23L | 001 | IF | BESNU | N | - | - | 2100 | - | 563413.65N 0063503.78W | IAF |
| R23L | 002 | TF | PU23I | N | 300° (297.2°) | LEFT | 1600 | - | 563549.28N 0064041.69W | IF / 8.31NM |
| R23L | 003 | TF | PU23F | N | 230° (227.2°) | - | 1600 | - | 563326.74N 0064520.01W | FAF / 4.81NM |
| R23L | 004 | TF | RW23 | Y | 230° (227.2°) | - | - | - | 563010.89N 0065142.10W | MAPt |
| R23L | 005 | CF | PUM03 | N | 230° (227.1°) | RIGHT | - | - | 562729.19N 0065656.36W | - |
| R23L | 006 | TF | PUM04 | N | 320° (317.1°) | RIGHT | - | - | 563024.54N 0070151.20W | - |
| R23L | 007 | TF | MOLAL | Y | 053° (050.0°) | - | 2000 | - | 563902.31N 0064309.66W | HOLD |

**CHANGE (1/25):** CHART SPECIFICATION.
AERO INFO DATE 05 NOV 24

# EGNL — WALNEY

## EGNL AD 2.1 AERODROME LOCATION INDICATOR AND NAME

EGNL — WALNEY

## EGNL AD 2.2 AERODROME GEOGRAPHICAL AND ADMINISTRATIVE DATA

| | | |
|---|---|---|
| 1 | ARP coordinates and site at AD | Lat: 540743N Long: 0031603W<br>Mid point of Runway 17/35. |
| 2 | Direction and distance from city | 1.5 NM NW of Barrow-in-Furness. |
| 3 | Elevation / Reference temperature / Mean Low Temperature | 44 FT / 18 °C / - |
| 4 | Geoid undulation at AD ELEV PSN | 173 FT |
| 5 | Magnetic Variation / Annual Change | 0.90°W (2022) / 0.21°E |
| 6 | AD Administration<br>Address<br>Telephone<br>AFS<br>Web address | BAE SYSTEMS MARINE LTD MARITIME - SUBMARINES<br>Walney Aerodrome, Barrow-in-Furness, Cumbria LA14 3TD.<br>+44 (0)1229-474087 (ATS/Flight Operations)<br>EGNLZTZX<br>https://app.airportal.aero (Drone requests) |
| 7 | Type of Traffic permitted (IFR/VFR) | IFR/VFR |
| 8 | Remarks | All telephone calls to ATS are recorded. |

## EGNL AD 2.3 OPERATIONAL HOURS

| | | |
|---|---|---|
| 1 | AD Administration | Mon-Thu 0700-1900 (0600-1800); Fri 0800-1700 (0700-1600); Sat-Sun closed.<br>Closed Bank Holidays unless stated by NOTAM otherwise.<br>All movements strictly PPR.<br><br>All UAS movement requests in ATZ/FRZ/RPZ (non-emergency services) minimum 7 days. |
| 2 | Customs and immigration | |
| 3 | Health and sanitation | |
| 4 | AIS Briefing Office | |
| 5 | ATS Reporting Office (ARO) | |
| 6 | MET Briefing Office | |
| 7 | ATS | As AD hours. See also AD 2.18. |
| 8 | Fuelling | Mon-Thu 0730-1900 (0630-1800); Fri 0830-1700 (0730-1600). |
| 9 | Handling | |
| 10 | Security | H24 |
| 11 | De-icing | |
| 12 | Remarks | AD may close earlier than published if no company traffic expected.<br>Visiting aircraft not accepted, unless by arrangement with AD authority. |

## EGNL AD 2.4 HANDLING SERVICES AND FACILITIES

| | | |
|---|---|---|
| 1 | Cargo handling facilities | |
| 2 | Fuel and oil types | AVTUR JET A-1 (FSII additive not included). |
| 3 | Fuelling facilities/capacity | |
| 4 | De-icing facilities | |
| 5 | Hangar space for visiting aircraft | |
| 6 | Repair facilities for visiting aircraft | |
| 7 | Remarks | No de-fuelling facilities available. |

## EGNL AD 2.5 PASSENGER FACILITIES

**INTENTIONALLY BLANK**

## EGNL AD 2.6 RESCUE AND FIRE FIGHTING SERVICES

| | | |
|---|---|---|
| 1 | AD category for fire fighting services | RFF Category A1<br>RFF Category 1 (For BAE Systems Marine Ltd aircraft).<br>RFF Category 1 (Approved flights only). |
| 2 | Rescue equipment | |
| 3 | Capability for removal of disabled aircraft | |
| 4 | Remarks | |

## EGNL AD 2.7 SEASONAL AVAILABILITY - CLEARING

**INTENTIONALLY BLANK**

## EGNL AD 2.8 APRONS, TAXIWAYS AND CHECK LOCATIONS/POSITIONS DATA

| | | |
|---|---|---|
| 1 | Apron surface and strength | MAIN APRON<br>Surface: Concrete |
| 2 | Taxiway width, surface and strength | Taxiway ALPHA: 14 M<br>Surface: Concrete<br><br>Taxiway BRAVO: 14 M<br>Surface: Asphalt<br><br>Taxiway CHARLIE: 22 M<br>Surface: Asphalt |
| 3 | Altimeter checkpoint location and elevation | |
| 4 | VOR checkpoints | |
| 5 | INS checkpoints | |
| 6 | Remarks | Taxiway C is subject to limited/restricted use or closure. Orange and white boards across the taxiway indicate the taxiway is closed. ATS will advise if the taxiway is available. |

## EGNL AD 2.9 SURFACE MOVEMENT GUIDANCE AND CONTROL SYSTEM AND MARKINGS

| | | |
|---|---|---|
| 1 | Use of aircraft stand ID signs, TWY guide lines and visual docking/parking guidance system of aircraft stands | |
| 2 | Runway and taxiway markings and lighting | Runway marking aid(s):<br>05/23: Runway designation, runway centre-line.<br>17/35: 17: Runway designation, runway centre-line.<br>35: Runway designation, runway centre-line, fixed distance, touchdown zone and runway threshold markings. |
| 3 | Stop bars and runway guard lights (if any) | Runway guard lights at holding points A and B. |
| 4 | Other runway protection measures | |
| 5 | Remarks | At night-time, taxiways with reflective markers may be used by aircraft which have a serviceable taxi or landing light which must be illuminated. It is the pilot's responsibility to refuse taxi clearance via these routes at night if not so equipped.<br>Taxiways without powered lighting will not be used in either visibility or RVR of 1500 M or less at night.<br><br>Holding point indicator signs.<br>WDI near threshold of Runways 05 and 35 - 540731.23N 0031546.48W (LGTD). |

# EGNL AD 2.10 AERODROME OBSTACLES

| In Approach/Take-off areas | | | | | | |
|---|---|---|---|---|---|---|
| **Obstacle ID/ Designation** | **Obstacle Type** | **Obstacle Position** | **Elevation/Height** | | **Obstruction Lighting Type/ Colour** | **Remarks** |
| **1** | **2** | **3** | **4** | | **5** | **6** |
| (EGNL3109) 23/APPROACH 05/ TAKE-OFF | WIND TURBINE | 541014.70N 0031115.37W | 540 FT | 144 FT | No | |
| (EGNL3301) 23/APPROACH 05/ TAKE-OFF | MAST | 541014.56N 0031122.37W | 498 FT | 94 FT | No | |
| (EGNL3063) 23/APPROACH 05/ TAKE-OFF | MAST | 540940.44N 0031050.90W | 387 FT | 159 FT | No | |
| (EGNL1007) 23/APPROACH 05/ TAKE-OFF | PYLON | 540813.46N 0031416.71W | 148 FT | 99 FT | No | |
| (EGNL1483) 17/APPROACH 35/ TAKE-OFF | LLZ HUT | 540804.69N 0031611.70W | 43 FT | 8 FT | No | |
| (EGNL3889) 17/APPROACH 35/ TAKE-OFF | LLZ | 540804.51N 0031612.63W | 45 FT | 11 FT | Yes Red | |
| (EGNL3800) 23/APPROACH 05/ TAKE-OFF | TERRAIN | 540803.36N 0031435.14W | 71 FT | | No | |
| (EGNL3905) 35/APPROACH 17/ TAKE-OFF | FENCE | 540721.35N 0031553.09W | 49 FT | 3 FT | No | |

| In circling area and at aerodrome | | | | | | |
|---|---|---|---|---|---|---|
| **Obstacle ID/ Designation** | **Obstacle Type** | **Obstacle Position** | **Elevation/Height** | | **Obstruction Lighting Type/ Colour** | **Remarks** |
| **1** | **2** | **3** | **4** | | **5** | **6** |
| (EGNL3669) | WIND TURBINE | 541240.09N 0030933.64W | 1173 FT | 208 FT | No | |
| (EGNL3073) | WIND TURBINE | 541124.08N 0031042.40W | 731 FT | 209 FT | No | |
| (EGNL3072) | WIND TURBINE | 541121.27N 0031053.64W | 618 FT | 210 FT | No | |
| (EGNL3074) | WIND TURBINE | 541119.47N 0031030.33W | 756 FT | 199 FT | No | |
| (EGNL3071) | MAST | 541119.41N 0031048.61W | 577 FT | 138 FT | No | |
| (EGNL3070) | WIND TURBINE | 541117.81N 0031045.28W | 659 FT | 202 FT | No | |
| (EGNL3069) | WIND TURBINE | 541113.74N 0031032.42W | 720 FT | 197 FT | No | |
| (EGNL3068) | WIND TURBINE | 541107.41N 0031034.06W | 683 FT | 200 FT | No | |
| (EGNL3067) | PYLON | 541102.82N 0031034.10W | 536 FT | 84 FT | No | |
| (EGNL3066) | WIND TURBINE | 541059.81N 0031034.60W | 634 FT | 208 FT | No | |
| (EGNL3201) | WIND TURBINE | 541052.59N 0031005.02W | 556 FT | 114 FT | Yes Red | |
| (EGNL1296) | PYLON | 541043.18N 0030958.50W | 535 FT | 97 FT | No | |
| (EGNL1294) | PYLON | 541035.98N 0030945.49W | 523 FT | 94 FT | No | |
| (EGNL3203) | WIND TURBINE | 541033.55N 0030952.93W | 560 FT | 115 FT | Yes Red | |
| (EGNL1297) | PYLON | 541031.96N 0030955.49W | 534 FT | 104 FT | No | |
| (EGNL3464) | INDUSTRIAL CHIMNEY | 540910.09N 0031319.02W | 209 FT | 91 FT | No | |
| (EGNL3884) | MAST | 540906.16N 0031327.75W | 184 FT | 75 FT | No | |

| In circling area and at aerodrome | | | | | | |
|---|---|---|---|---|---|---|
| **Obstacle ID/ Designation** | **Obstacle Type** | **Obstacle Position** | **Elevation/Height** | | **Obstruction Lighting Type/ Colour** | **Remarks** |
| **1** | **2** | **3** | **4** | | **5** | **6** |
| (EGNL3440) | HV PYLON | 540858.90N 0031349.68W | 173 FT | 97 FT | No | |
| (EGNL3608) | FLOODLIGHT | 540834.41N 0031303.49W | 284 FT | 53 FT | No | |
| (EGNL1243) | FLOODLIGHT | 540834.16N 0031307.18W | 290 FT | 53 FT | No | |
| (EGNL1242) | FLOODLIGHT | 540831.91N 0031306.93W | 290 FT | 53 FT | No | |
| (EGNL4100) | INDUSTRIAL CHIMNEY | 540831.15N 0031358.13W | 219 FT | 150 FT | Yes Red | |
| (EGNL1511) | CHIMNEY | 540807.10N 0031231.79W | 249 FT | 85 FT | No | |
| (EGNL1201) | CHURCH | 540755.74N 0031335.75W | 250 FT | 60 FT | No | |
| (EGNL3870) | MAST | 540748.55N 0031329.86W | 263 FT | 57 FT | No | |
| (EGNL3984) | HV PYLON | 540738.03N 0031406.29W | 228 FT | 161 FT | No | |
| (EGNL1222) | CHURCH | 540718.72N 0031308.76W | 183 FT | 103 FT | No | |
| (EGNL3045) | CHURCH | 540708.65N 0031400.50W | 237 FT | 163 FT | No | |
| (EGNL3093) | CHIMNEY | 540614.12N 0031414.29W | 266 FT | 228 FT | Yes Red | |

## EGNL AD 2.11 METEOROLOGICAL INFORMATION PROVIDED

| | | |
|---|---|---|
| 1 | Associated MET Office | MET OFFICE EXETER |
| 2 | Hours of service<br>MET Office outside hour | H24 |
| 3 | Office responsible for TAF preparation<br>Periods of validity | |
| 4 | Trend forecast<br>Interval of issuance | |
| 5 | Briefing/consultation provided | Self-briefing. |
| 6 | Flight documentation<br>Language(s) used | Charts abbreviated plain language text.<br>English |
| 7 | Charts and other information available for briefing or consultation | Self-briefing by phone. |
| 8 | Supplementary equipment available for providing information | Standby systems available. |
| 9 | ATS units provided with information | WALNEY |
| 10 | Additional information (limitation of service, etc.) | Walney provides unofficial Met observations half-hourly during aerodrome operating hours. |

## EGNL AD 2.12 RUNWAY PHYSICAL CHARACTERISTICS

| **Designations RWY Number** | **True bearing** | **Dimensions of RWY** | **Surface of RWY/ SWY/ Strength** | **THR co-ordinates/ THR Geoid undulation** | **THR elevation/ Highest elevation of TDZ of precision APP RWY** | **Slope of RWY/ SWY** |
|---|---|---|---|---|---|---|
| **1** | **2** | **3** | **4** | **5** | **6** | **7** |
| 05 | | | | | THR 37.0 FT | |
| 23 | | | | | THR 25.6 FT | |
| 17 | 166.10° | 1011 x 44 M | RWY surface: Asphalt<br>PCN 5/R/A/Y/T | 540759.25N<br>0031609.47W<br>173.4 FT | THR 33.0 FT | |

| Designations RWY Number | True bearing | Dimensions of RWY | Surface of RWY/ SWY/ Strength | THR co-ordinates/ THR Geoid undulation | THR elevation/ Highest elevation of TDZ of precision APP RWY | Slope of RWY/ SWY |
|---|---|---|---|---|---|---|
| 1 | 2 | 3 | 4 | 5 | 6 | 7 |
| 35 | 346.11° | 1011 x 44 M | RWY surface: Asphalt<br>PCN 5/R/A/Y/T | 540727.50N<br>0031556.09W<br>173.4 FT | THR 43.7 FT<br>TDZ 43.7 FT | |

| SWY Dimensions | Clearway Dimensions | Strip Dimensions | RESA Dimensions, Overshoot / Undershoot | Location/ description of arresting system | OFZ | Remarks |
|---|---|---|---|---|---|---|
| 8 | 9 | 10 | 11 | 12 | 13 | 14 |
| | | | | | | RWY 05<br><br>Unlicensed. |
| | | | | | | RWY 23<br><br>Unlicensed. |
| | 188 x 150 M | 1191 x 150 M | 90 x 90 M<br>90 x 90 M | | | RWY 17 |
| | 133 x 150 M | 1191 x 150 M | 90 x 90 M<br>90 x 90 M | | | RWY 35<br><br>Runway 35 has a starter extension of 60 x 22 M. |

## EGNL AD 2.13 DECLARED DISTANCES

| Runway designator | TORA | TODA | ASDA | LDA | Remarks |
|---|---|---|---|---|---|
| 1 | 2 | 3 | 4 | 5 | 6 |
| 17 | 1011 M | 1199 M | 1011 M | 1011 M | |
| 35 | 1058 M | 1191 M | 1058 M | 998 M | TORA, TODA and ASDA include a starter extension of 60 x 22 M. |

## EGNL AD 2.14 APPROACH AND RUNWAY LIGHTING

| RWY | Approach lighting Type/ Length/ Intensity | Threshold lighting Colour/Wing bars | VASIS/ MEHT/ PAPI/ PAPI Dist from THR | TDZ, lighting Length | Runway Centre Line lighting Length/ Spacing/ Colour/ Intensity | Runway edge lighting Length/ Spacing/ Colour/ Intensity | Runway end lighting Colour/ Wing bars | Stopway lighting Length/ Colour | Remarks |
|---|---|---|---|---|---|---|---|---|---|
| 1 | 2 | 3 | 4 | 5 | 6 | 7 | 8 | 9 | 10 |
| 05 | | Green Elevated uni-directional with green wingbars | PAPI Left/3.5° 41 FT 85 M | | | HI bi-directional with LI omni-directional component | Red | | |
| 23 | | Elevated green wingbars | PAPI Left/3.5° 22 FT 110 M | | | HI bi-directional with LI omni-directional component | Red | | |
| 17 | | Green With elev green wingbars | PAPI Right/ 3.5° 39 FT 110 M | | | HI Bi-directional with LI omni-directional component | Red | | |

| RWY | Approach lighting Type/ Length/ Intensity | Threshold lighting Colour/Wing bars | VASIS/ MEHT/ PAPI/ PAPI Dist from THR | TDZ, lighting Length | Runway Centre Line lighting Length/ Spacing/ Colour/ Intensity | Runway edge lighting Length/ Spacing/ Colour/ Intensity | Runway end lighting Colour/ Wing bars | Stopway lighting Length/ Colour | Remarks |
|---|---|---|---|---|---|---|---|---|---|
| 1 | 2 | 3 | 4 | 5 | 6 | 7 | 8 | 9 | 10 |
| 35 | Uni-directional centre-line with two crossbars. 420 M Light intensity high | Green With elev green wingbars | PAPI Left/3.5° 33 FT 190 M | | | HI Bi-directional with LI omni-directional component. Last third uni-directional amber. | Red | | |

## EGNL AD 2.15 OTHER LIGHTING, SECONDARY POWER SUPPLY

| | | |
|---|---|---|
| 1 | ABN/IBN location, characteristics and hours of operation | |
| 2 | LDI location and lighting<br>Anemometer location and lighting | Anemometer: 540732.55N 0031602.81W (LGTD). |
| 3 | TWY edge and centre line lighting | EDGE: Taxiway Alpha, from Runway 05/23 has blue edge lights until the link to the apron which is unlit but the edges marked with brightly coloured/reflective plastic marker posts. Taxiway Bravo is unlit but the edges are marked with brightly coloured/reflective plastic marker posts. |
| 4 | Secondary power supply/switch-over time | |
| 5 | Remarks | The main apron is floodlit. |

## EGNL AD 2.16 HELICOPTER LANDING AREA

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## EGNL AD 2.17 AIR TRAFFIC SERVICES AIRSPACE

| Designation and lateral limits | Vertical Limits | Airspace Class | ATS unit callsign/ language | Transition Altitude | Hours of applicability | Remarks |
|---|---|---|---|---|---|---|
| 1 | 2 | 3 | 4 | 5 | 6 | 7 |
| WALNEY ATZ<br>A circle, 2 NM radius, centred at 540752N 0031548W on the mid-point of the longest runway | Upper limit: 2000 FT AGL<br>Lower limit: SFC | G | WALNEY INFORMATION<br>English | 3000 FT | | Caution: Requirements for access to EGR445 as detailed in the UK AIP remain extant. |

## EGNL AD 2.18 AIR TRAFFIC SERVICES COMMUNICATION FACILITIES

| Service Designation | Callsign | Channel/ Frequency(MHz) | SATVOICE number(s) | Logon Address | Hours of Operation | Remarks |
|---|---|---|---|---|---|---|
| 1 | 2 | 3 | 4 | 5 | 6 | 7 |
| AFIS | WALNEY INFORMATION | 118.080 DOC 25 NM/ 10,000 FT. | | | Mon-Thu 0700-1900 (0600-1800); Fri 0800-1700 (0700-1600); Sat-Sun closed. Closed Bank Holidays unless stated by NOTAM otherwise. | ATZ hours coincident with AFIS hours. |

# EGNL AD 2.19 RADIO NAVIGATION AND LANDING AIDS

| Type of Aid<br>CAT of ILS/MLS<br>MAG Var/VOR<br>Declination | Ident | Frequency | Hours of Operation | Position of transmitting antenna coordinates | Elevation of DME transmitting antenna | Remarks |
|---|---|---|---|---|---|---|
| 1 | 2 | 3 | 4 | 5 | 6 | 7 |
| ILS/LOC<br>I<br>0.01°E (2027) | IWL | 110.150 MHz | Mon-Thu 0700-1900 (0600-1800); Fri 0800-1700 (0700-1600); Sat-Sun closed. Closed Bank Holidays unless stated by NOTAM otherwise. | 540804.58N<br>0031611.71W | | (RWY 35)<br>DME instead of markers. |
| ILS/GP | IWL | 334.250 MHz | Mon-Thu 0700-1900 (0600-1800); Fri 0800-1700 (0700-1600); Sat-Sun closed. Closed Bank Holidays unless stated by NOTAM otherwise. | 540732.55N<br>0031602.81W | | 3.5° ILS Ref Datum Hgt 33 FT. |
| NDB (L)<br>0.01°E (2027) | WL | 385.000 kHz | Mon-Thu 0700-1900 (0600-1800); Fri 0800-1700 (0700-1600); Sat-Sun closed. Closed Bank Holidays unless stated by NOTAM otherwise. | 540738.72N<br>0031552.02W | | On AD.<br>Range 25 NM.<br>Normally radiates H24. |
| ILS/DME | IWL | 38Y<br>110.150 MHz | Mon-Thu 0700-1900 (0600-1800); Fri 0800-1700 (0700-1600); Sat-Sun closed. Closed Bank Holidays unless stated by NOTAM otherwise. | 540737.80N<br>0031552.61W | 52 FT | (RWY 35)<br>On AD.<br>DME freq paired with LOC I-WL.<br>Zero range is indicated at THR of Runway 35.<br>DOC 25 NM/10,000 FT. |

# EGNL AD 2.20 LOCAL AERODROME REGULATIONS

## 1 AIRPORT REGULATIONS

a) No aircraft is permitted to land at Walney, except in an emergency, when ATS is not available.
b) Use of ILS/NDB/RNP (including training) is strictly PPR.
c) Aircraft that use the ILS Glidepath element for descent must comply with a local ILS RDH requirement that the glidepath receiver antennas on the aircraft and the distance to the lowest part of a fully extended undercarriage must not exceed two metres.
d) Non-radio aircraft not accepted.

## 2 GROUND MOVEMENT

Not applicable

## 3 CAT II/III OPERATIONS

Not applicable

## 4 WARNINGS

a) Pilots must avoid the EGR445 Barrow-in-Furness. A circle radius 0.5 NM centred on 540635N 0031410W SFC to 2000 FT ALT.
b) Poor R/T coverage at low level to the north - east north east of the AD due topography.
c) Runway 23 Night-time approaches: Aircraft are warned not to descend below the indicated PAPI "on-slope" indication due to an obstruction-chimney (219 FT - Lit) on approach. As described in EGNL AD 2.10, Obstructions - in circling area and at aerodrome.
d) Windshear warning - pilots are warned that windshear can occur on final approach over Walney Channel to the threshold Runway 23, especially when the tide is out and the surface wind is down Runway 23 at a speed of 15-20 KT.
e) Multiple cranes operating within an area bounded by co-ordinates: 540633.6N 0031340.6W - 540618.3N 0031257.6W - 540608.6N 0031313.7W - 540618.2N 0031350.0W - 540603.0N 0031402.2W - 540611.0N 0031417.3W - 540626.4N 0031427.6W - 540637.0N 0031425.2W - 540642.4N 0031420.2W - 540633.6N 0031340.6W. Maximum Elevation 335 FT. Height 308 FT AGL. All cranes will have obstruction lighting.

## 5 HELICOPTER OPERATIONS

Not applicable

## 6 USE OF RUNWAYS

Runway 05/23 is an unlicensed runway.

## 7 TRAINING

Not applicable

# EGNL AD 2.21 NOISE ABATEMENT PROCEDURES

Not applicable

# EGNL AD 2.22 FLIGHT PROCEDURES

## 1 PROCEDURES FOR INBOUND AIRCRAFT

a) Aircraft arriving from the south for a straight-in approach to the instrument approach procedures to Runway 35 should route via:

| Name | Co-ordinates | Terminal Area |
|---|---|---|
| TUNUP | 535548N 0031103W | EGNL RWY 35 IAF ILS/DME/NDB(L), LOC/DME/NDB(L) and NDB(L)/DME |

## 2 COMMUNICATIONS & SSR

a) Aircraft in communication with Walney ATS may be allocated a conspicuity squawk of 4576. Aircraft must not select this squawk unless instructed to do so by ATS.
b) Aircraft remaining in the circuit at Walney will be allocated a conspicuity squawk of 7010. Aircraft must not select this squawk unless instructed to do so by ATS.
c) Allocation of these conspicuity squawks does not constitute any radar service.

## EGNL AD 2.23 ADDITIONAL INFORMATION

Not applicable

## EGNL AD 2.24 CHARTS RELATED TO AN AERODROME

AERODROME CHART - ICAO
AD 2.EGNL-2-1
INSTRUMENT APPROACH CHART RNP RWY 17 (CAT A,B) - ICAO
AD 2.EGNL-8-1
INSTRUMENT APPROACH CHART ILS/DME/NDB(L) RWY 35 (CAT B) - ICAO
AD 2.EGNL-8-2
INSTRUMENT APPROACH CHART LOC/DME/NDB(L) RWY 35 (CAT B) - ICAO
AD 2.EGNL-8-3
INSTRUMENT APPROACH CHART RNP RWY 35 (CAT A,B) - ICAO
AD 2.EGNL-8-4
INSTRUMENT APPROACH CHART NDB(L)/DME RWY 35 (CAT B) - ICAO
AD 2.EGNL-8-5
INSTRUMENT APPROACH CHART NDB(L)/DME TO AERODROME (CAT B) - ICAO
AD 2.EGNL-8-6
INSTRUMENT APPROACH PROCEDURE CODING TABLES - RNP RWY 17
AD 2.EGNL-8-7
INSTRUMENT APPROACH PROCEDURE CODING TABLES - RNP RWY 35
AD 2.EGNL-8-8

## EGNL AD 2.25 VISUAL SEGMENT SURFACE (VSS) PENETRATION

Not applicable

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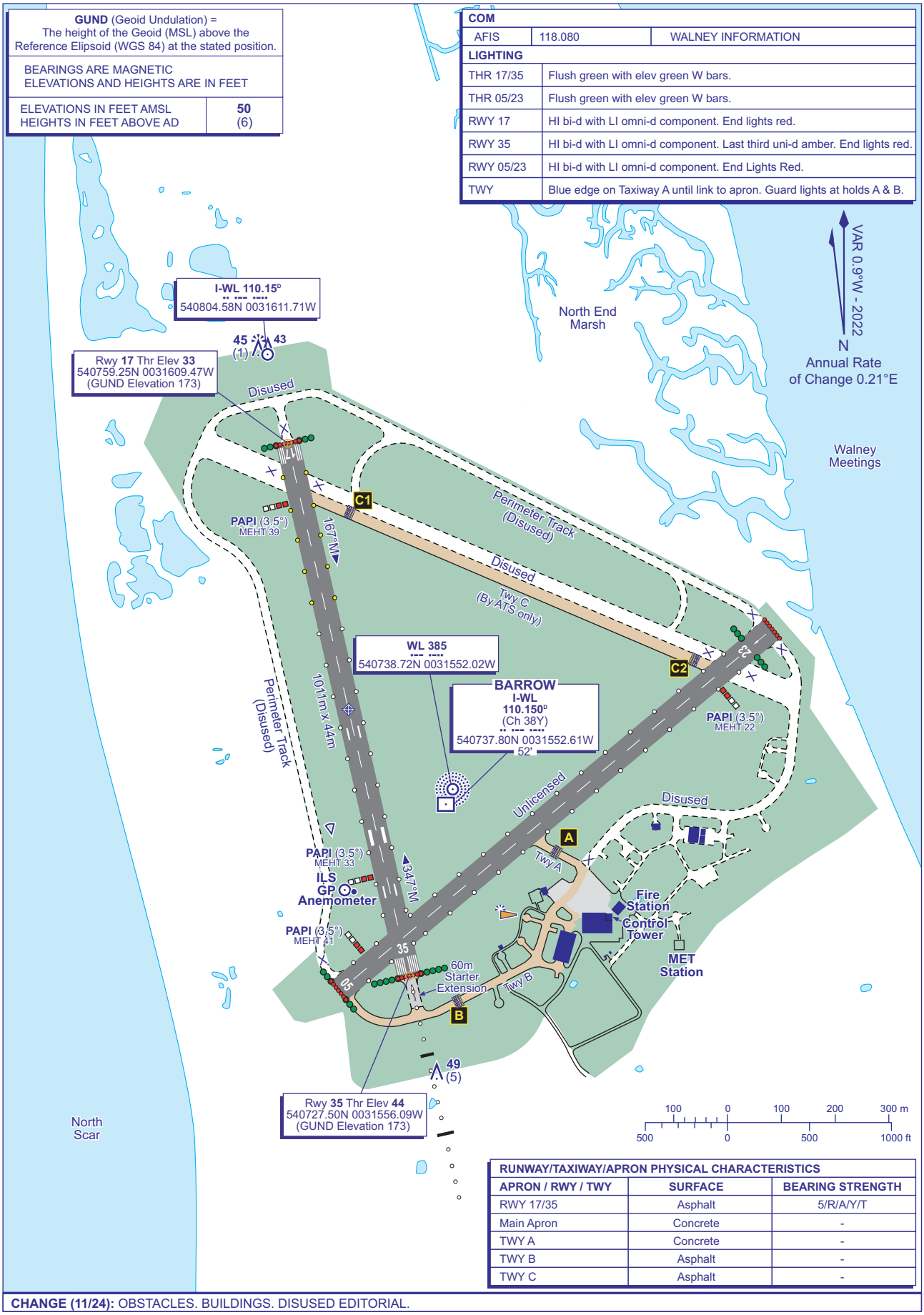
# AERODROME CHART - ICAO

ARP 540743N 0031603W

AD ELEV 44FT

# WALNEY
EGNL




| RUNWAY/TAXIWAY/APRON PHYSICAL CHARACTERISTICS | | |
|---|---|---|
| APRON / RWY / TWY | SURFACE | BEARING STRENGTH |
| RWY 17/35 | Asphalt | 5/R/A/Y/T |
| Main Apron | Concrete | - |
| TWY A | Concrete | - |
| TWY B | Asphalt | - |
| TWY C | Asphalt | - |

**CHANGE (11/24):** OBSTACLES. BUILDINGS. DISUSED EDITORIAL.

AERO INFO DATE 23 AUG 24

AD 2-EGNL-2-1

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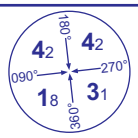
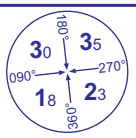
# INSTRUMENT APPROACH CHART - ICAO

## WALNEY RNP RWY 17 (ACFT CAT A,B)




MSA 25NM NDB(L) WL



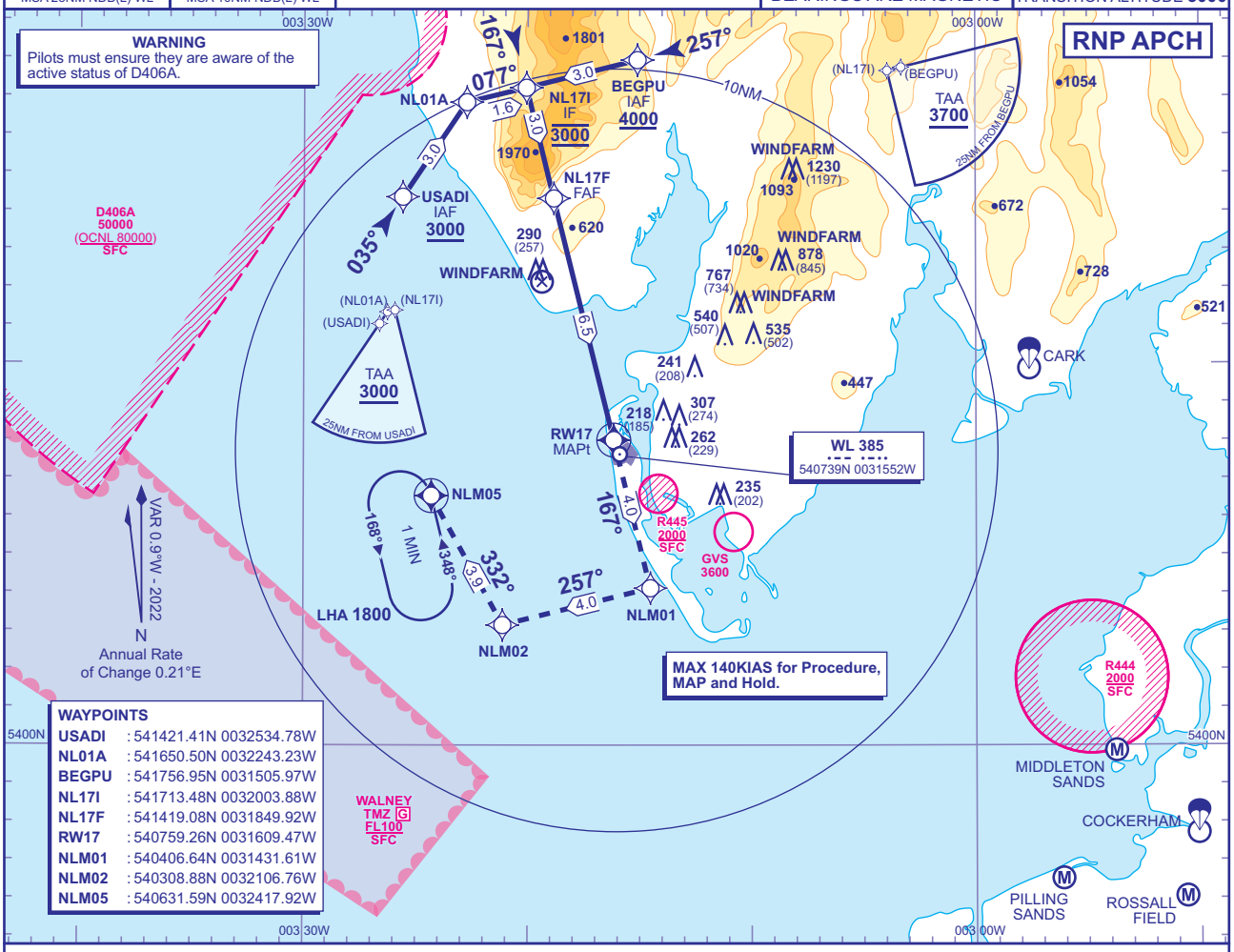

MSA 10NM NDB(L) WL

| AFIS 118.080 | WALNEY INFORMATION |
|---|---|

| | |
|---|---|
| AD ELEVATION | 44 |
| THR ELEVATION | 33 |
| OBSTACLE ELEVATION 1230 AMSL (1197) (ABOVE THR) | |
| BEARINGS ARE MAGNETIC | |

MIN TEMP -10°C

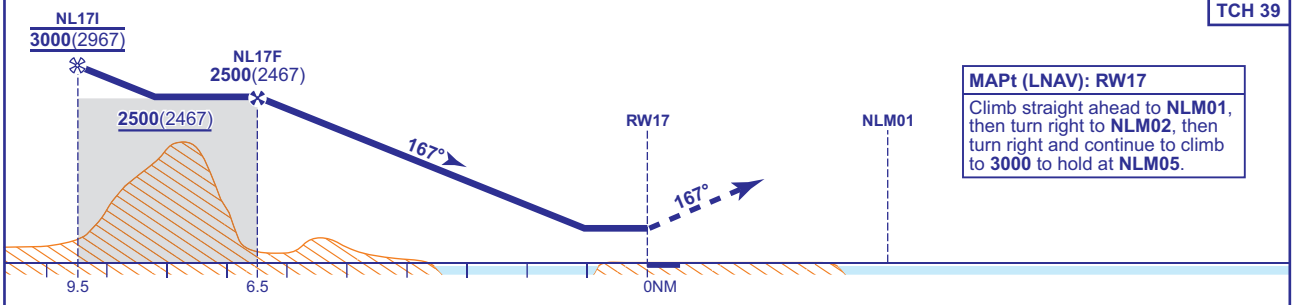
TRANSITION ALTITUDE 3000




**RECOMMENDED PROFILE** VNAV - VERTICAL PATH ANGLE 3.5° (LNAV 6.1% 372FT/NM)

| NM to RW17 | 6 | 5 | 4 | 3 | 2 |
|---|---|---|---|---|---|
| ALT(HGT) | **2310**(2277) | **1940**(1907) | **1560**(1527) | **1190**(1157) | **820**(787) |

TCH 39




**MAPt (LNAV): RW17**

Climb straight ahead to **NLM01**, then turn right to **NLM02**, then turn right and continue to climb to **3000** to hold at **NLM05**.

| Aircraft Category | | A | B |
|---|---|---|---|
| OCA (OCH) | LNAV | **880**(847) | **880**(847) |
| | LNAV/VNAV | **540**(507) | **540**(507) |
| VM(C)OCA (OCH AAL) | Total Area | **700**(656) | **700**(656) |

| Rate of descent | G/S KT | 160 | 140 | 120 | 100 | 80 |
|---|---|---|---|---|---|---|
| | FT/MIN | 990 | 870 | 740 | 620 | 500 |

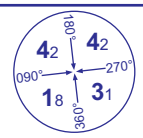
**NOTES**
1. WARNING: High terrain in the intermediate segment. Do not descend below **2500** before reaching the FAF.
2. Arrivals from the north route via BEGPU at **4200**. Arrival via NL17I not available.
3. Subsequent Approach after a MAP is only available via USADI.
4. Use of this procedure is strictly PPR from the aerodrome operator.

**CHANGE (1/25):** NOTE 4 ADDED.

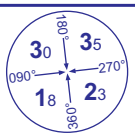
AERO INFO DATE 25 OCT 24

## INSTRUMENT APPROACH CHART - ICAO

# WALNEY
# ILS/DME/NDB(L)
# RWY 35
(ACFT CAT B)



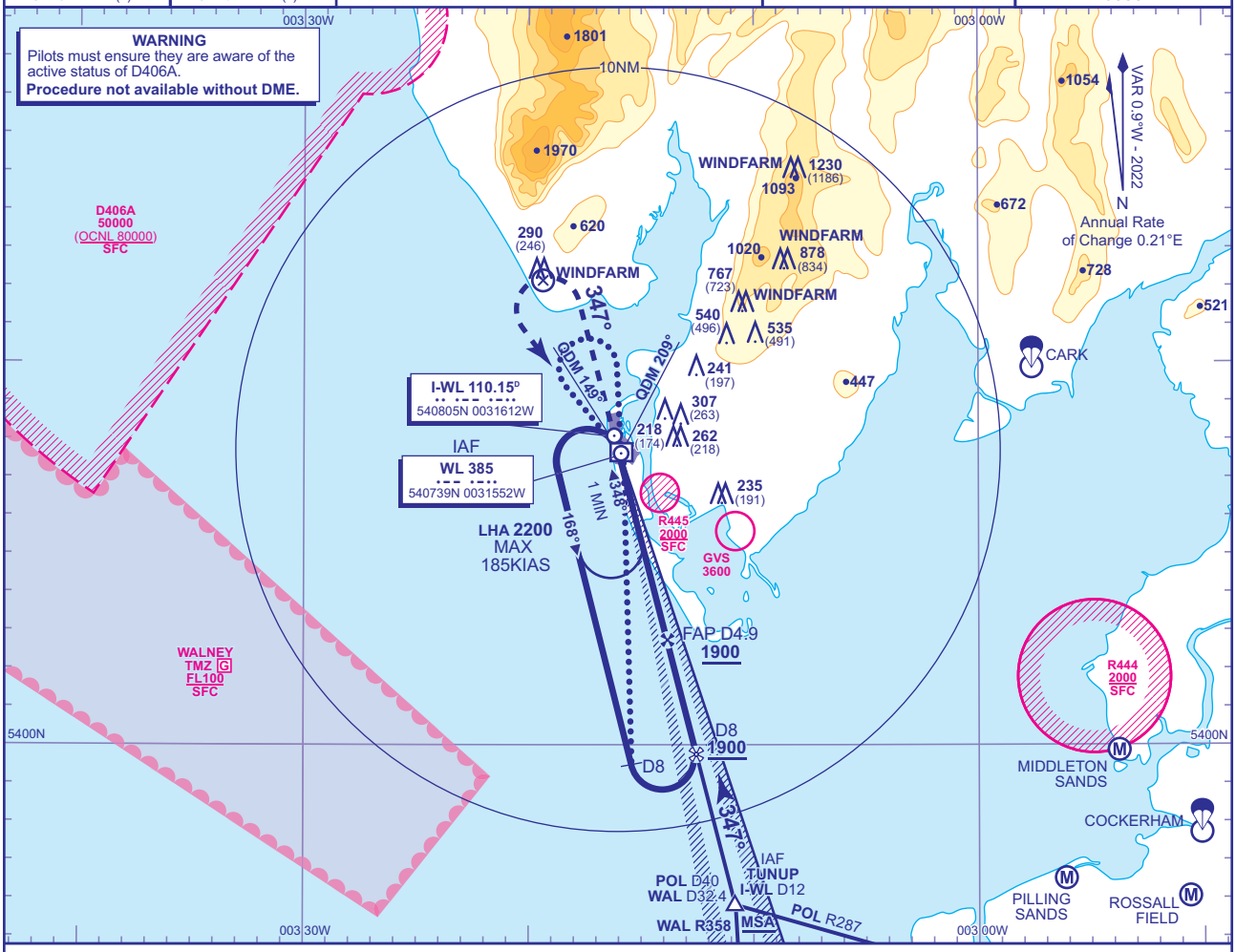
MSA 25NM NDB(L) WL



MSA 10NM NDB(L) WL

| AFIS 118.080 | WALNEY INFORMATION | AD ELEVATION 44 |
|---|---|---|
| | | THR ELEVATION 44 |
| | | OBSTACLE ELEVATION **1230 AMSL** (1186) (ABOVE THR) |
| | | BEARINGS ARE MAGNETIC |

TRANSITION ALTITUDE **3000**

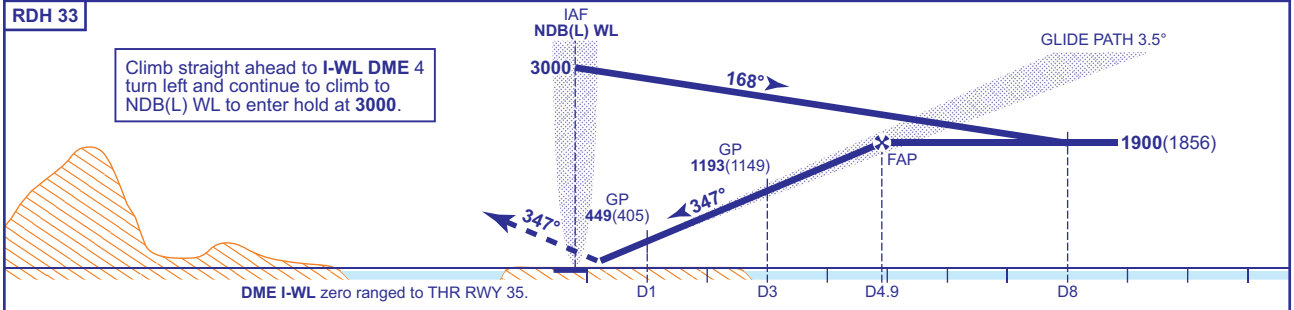



**RECOMMENDED PROFILE** GLIDE PATH 3.5°, 372FT/NM

| **DME I-WL** | 4 | 3 | 2 | 1 |
|---|---|---|---|---|
| **ALT**(HGT) | **1565**(1521) | **1193**(1149) | **821**(777) | **449**(405) |

**RDH 33**

Climb straight ahead to **I-WL DME** 4 turn left and continue to climb to NDB(L) WL to enter hold at **3000**.




| Aircraft Category | | B |
|---|---|---|
| **OCA** (OCH) | **CAT I** | **216**(172) |
| **VM(C)OCA** (OCH AAL) | **Total Area** | **700**(656) |

| Rate of descent | G/S KT | 160 | 140 | 120 | 100 | 80 |
|---|---|---|---|---|---|---|
| | FT/MIN | 990 | 870 | 740 | 620 | 500 |

**ALTERNATIVE BASE TURN PROCEDURE AFTER HOLDING**
From overhead NDB(L) WL **not below 2300** fly outbound on NDB(L) WL QDR 322° for 1 MIN, baseturn right and manoeuvre onto NDB(L) WL QDM 179° to overhead NDB(L) WL. Continue outbound on NDB(L) WL QDR 179° descending **not below 1900**. At I-WL DME 8 baseturn left to intercept the LOC, continue as for main procedure.

**ALTERNATIVE BASE TURN PROCEDURE DIRECT ENTRY**
Arrive overhead NDB(L) WL **not below MSA,** only within sector entry between NDB(L) WL QDM 149° and QDM 209°. Fly outbound on NDB(L) WL QDR 179° descending **not below 1900.** At I-WL DME 8 baseturn left to intercept the LOC, continue as for main procedure.

**NOTE** Use of this procedure is strictly PPR from the aerodrome operator.

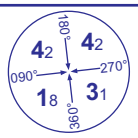
**CHANGE (6/24):** OCA(OCH) INCREASE.

AERO INFO DATE 15 MAR 24

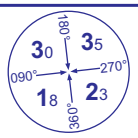
AD 2-EGNL-8-2

# INSTRUMENT APPROACH CHART - ICAO

# WALNEY
## LOC/DME/NDB(L)
## RWY 35
(ACFT CAT B)



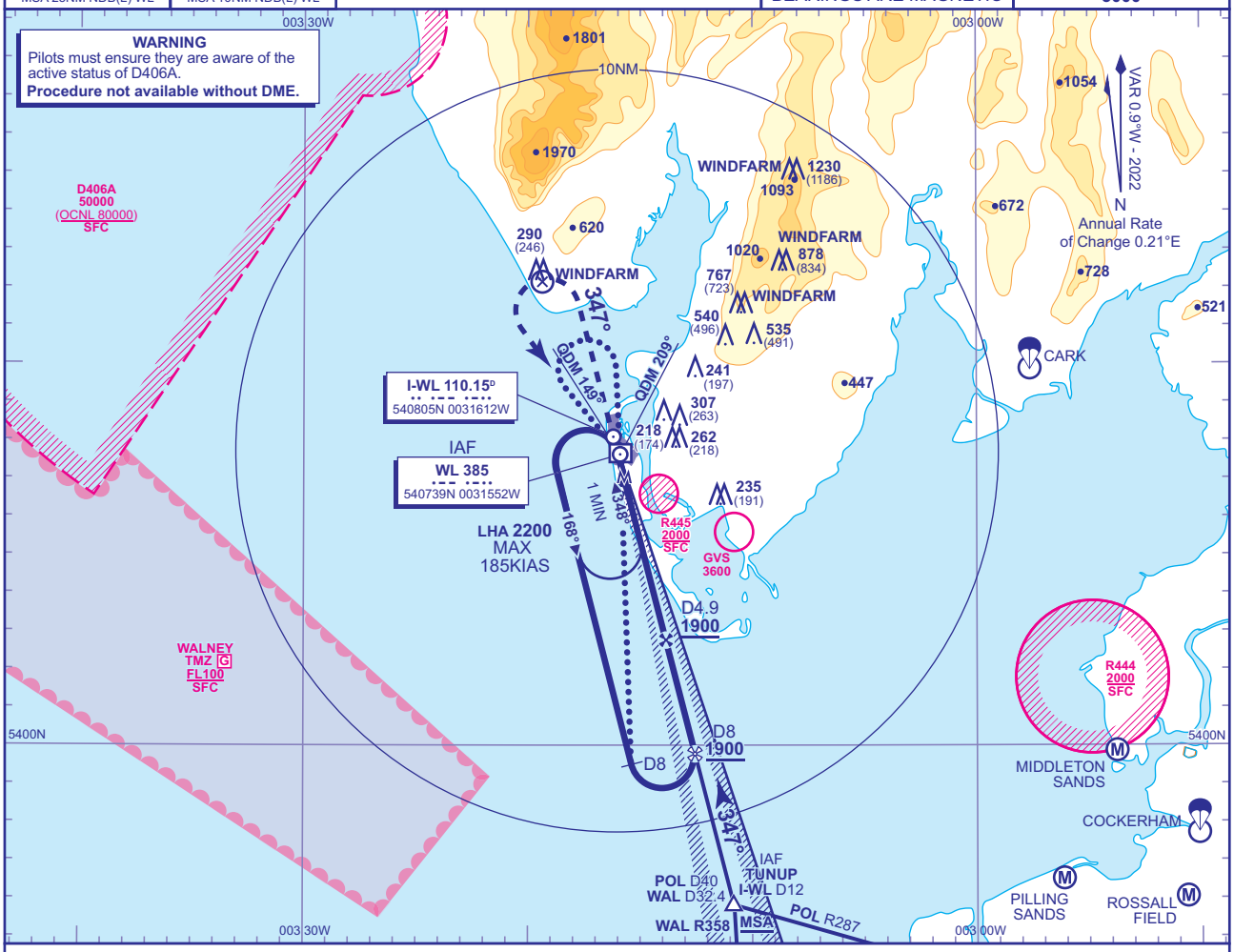
MSA 25NM NDB(L) WL



MSA 10NM NDB(L) WL

| AFIS 118.080 | WALNEY INFORMATION | AD ELEVATION 44 |
|---|---|---|
| | | THR ELEVATION 44 |
| | | OBSTACLE ELEVATION 1230 AMSL (1186) (ABOVE THR) |
| | | BEARINGS ARE MAGNETIC |

TRANSITION ALTITUDE 3000

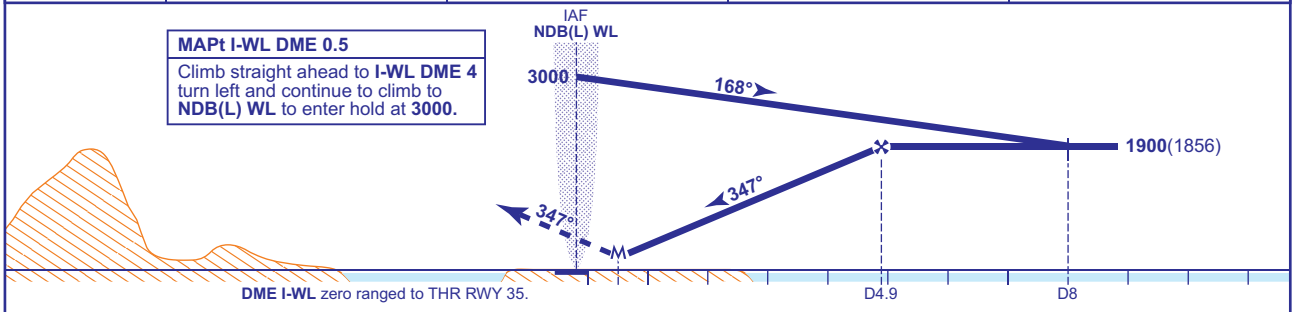



**RECOMMENDED PROFILE** Gradient 6.12%, 372FT/NM

| DME I-WL | 4 | 3 | 2 | 1 |
|---|---|---|---|---|
| ALT(HGT) | **1565**(1521) | **1193**(1149) | **821**(777) | **449**(405) |

**MAPt I-WL DME 0.5**

Climb straight ahead to **I-WL DME 4** turn left and continue to climb to **NDB(L) WL** to enter hold at **3000.**




| Aircraft Category | | B |
|---|---|---|
| OCA (OCH) | Procedure | **380**(336) |
| VM(C)OCA (OCH AAL) | Total Area | **700**(656) |

| Rate of descent | G/S KT | 160 | 140 | 120 | 100 | 80 |
|---|---|---|---|---|---|---|
| | FT/MIN | 990 | 870 | 740 | 620 | 500 |

**ALTERNATIVE BASE TURN PROCEDURE AFTER HOLDING**

From overhead NDB(L) WL **not below 2300** fly outbound on NDB(L) WL QDR 322° for 1 MIN, baseturn right and manoeuvre onto NDB(L) WL QDM 179° to overhead NDB(L) WL. Continue outbound on NDB(L) WL QDR 179° descending **not below 1900.** At I-WL DME 8 baseturn left to intercept the LOC, continue as for main procedure.

**ALTERNATIVE BASE TURN PROCEDURE DIRECT ENTRY**

Arrive overhead NDB(L) WL **not below MSA**, only within sector entry between NDB(L) WL QDM 149° and QDM 209°. Fly outbound on NDB(L) WL QDR 179° descending **not below 1900.** At I-WL DME 8 baseturn left to intercept the LOC, continue as for main procedure.

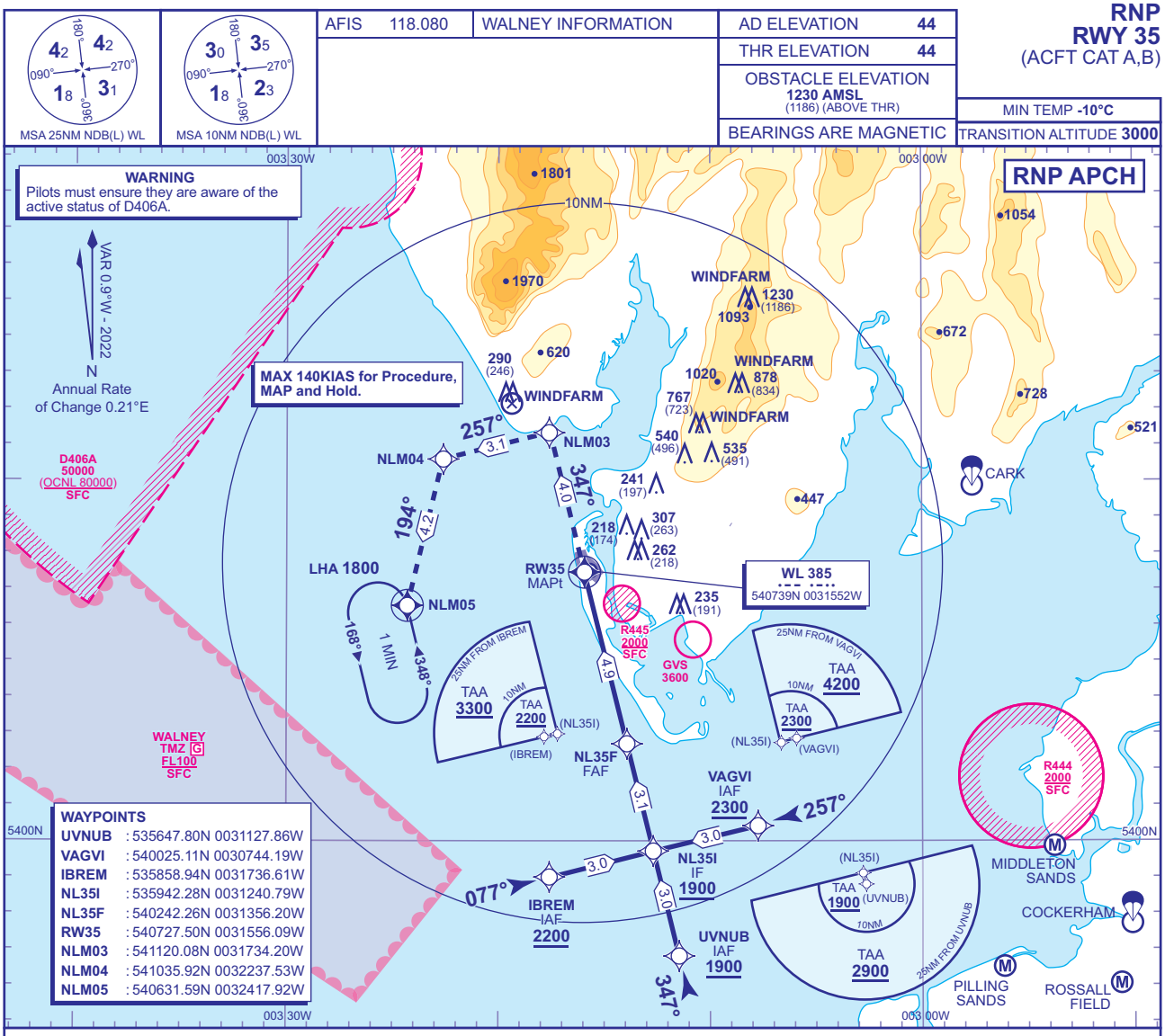
**NOTE** Use of this procedure is strictly PPR from the aerodrome operator.

**CHANGE (11/23):** AFIS FREQUENCY.

AERO INFO DATE 07 AUG 23

## INSTRUMENT APPROACH CHART - ICAO

# WALNEY
# RNP
# RWY 35
(ACFT CAT A,B)

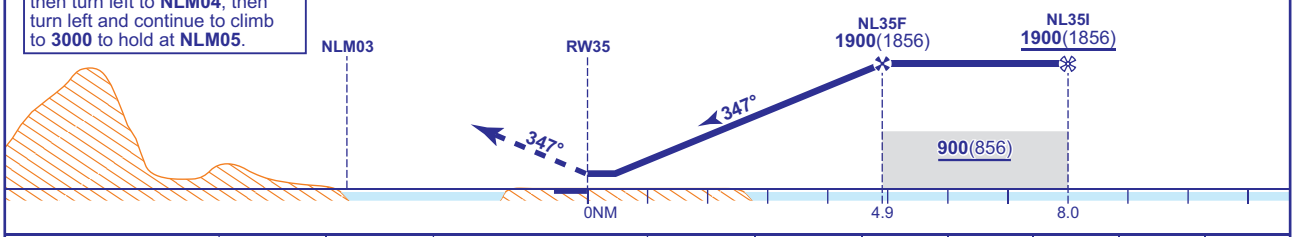



**RECOMMENDED PROFILE** VNAV - VERTICAL PATH ANGLE 3.5° (LNAV 6.1% 372FT/NM)

| NM to RW35 | 4 | 3 | 2 | 1 |
|---|---|---|---|---|
| ALT(HGT) | **1570**(1526) | **1200**(1156) | **830**(786) | **450**(406) |

**TCH 33**

**MAPt (LNAV): RW35**
Climb straight ahead to **NLM03**, then turn left to **NLM04**, then turn left and continue to climb to **3000** to hold at **NLM05**.




| Aircraft Category | | A | B |
|---|---|---|---|
| OCA (OCH) | LNAV | **430**(386) | **430**(386) |
| | LNAV/VNAV | **300**(256) | **300**(256) |
| VM(C)OCA (OCH AAL) | Total Area | **700**(656) | **700**(656) |

| Rate of descent | G/S KT | 160 | 140 | 120 | 100 | 80 |
|---|---|---|---|---|---|---|
| | FT/MIN | 990 | 870 | 740 | 620 | 500 |

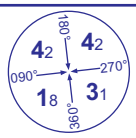
**NOTE** Use of this procedure is strictly PPR from the aerodrome operator.

**CHANGE (1/25):** NOTE ADDED.

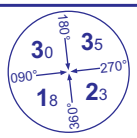
AERO INFO DATE 25 OCT 24
AD 2-EGNL-8-4

# INSTRUMENT APPROACH CHART - ICAO

## WALNEY NDB(L)/DME RWY 35
(ACFT CAT B)



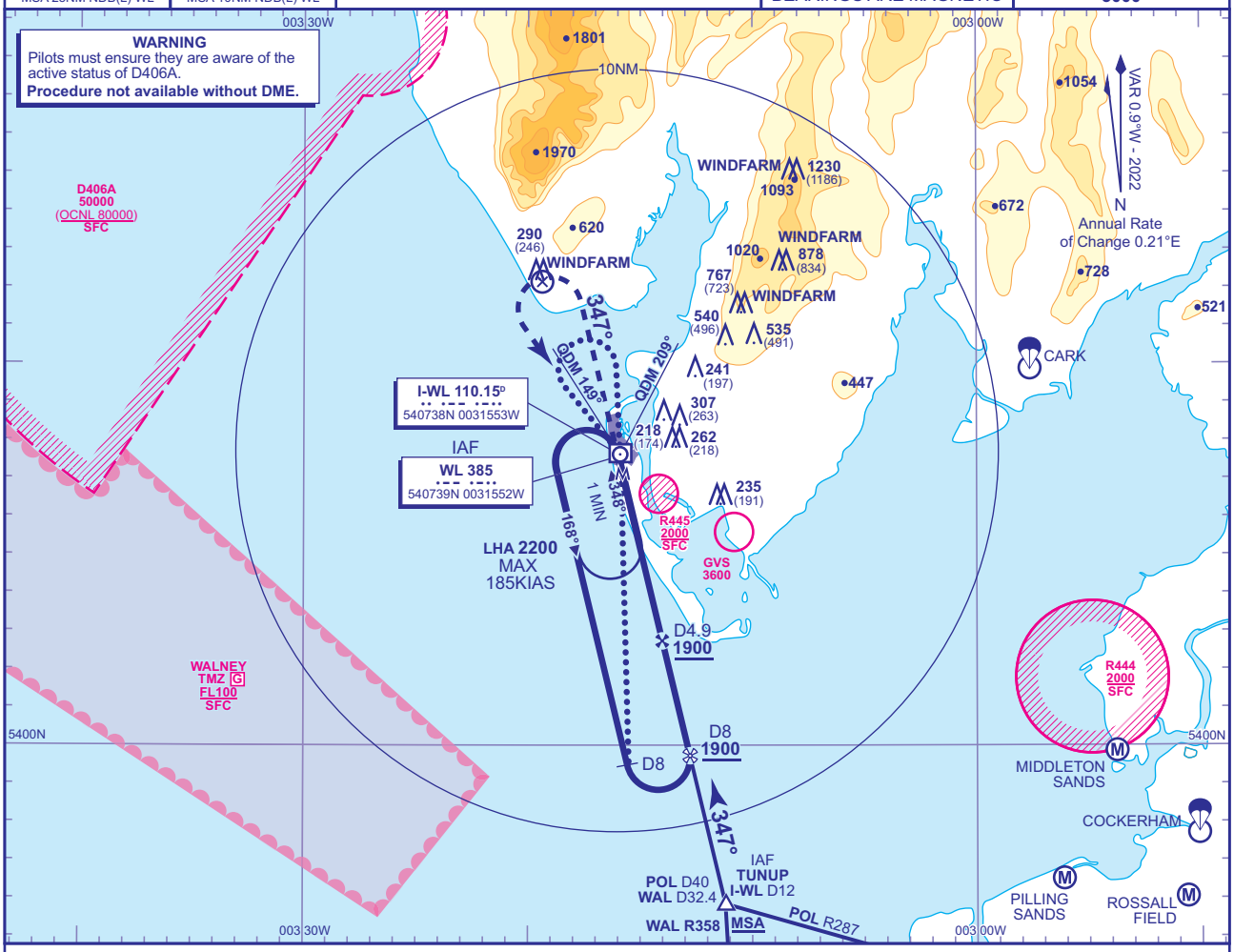
MSA 25NM NDB(L) WL



MSA 10NM NDB(L) WL

| AFIS 118.080 | WALNEY INFORMATION | AD ELEVATION 44 |
|---|---|---|
| | | THR ELEVATION 44 |
| | | OBSTACLE ELEVATION 1230 AMSL (1186) (ABOVE THR) |
| | | BEARINGS ARE MAGNETIC |

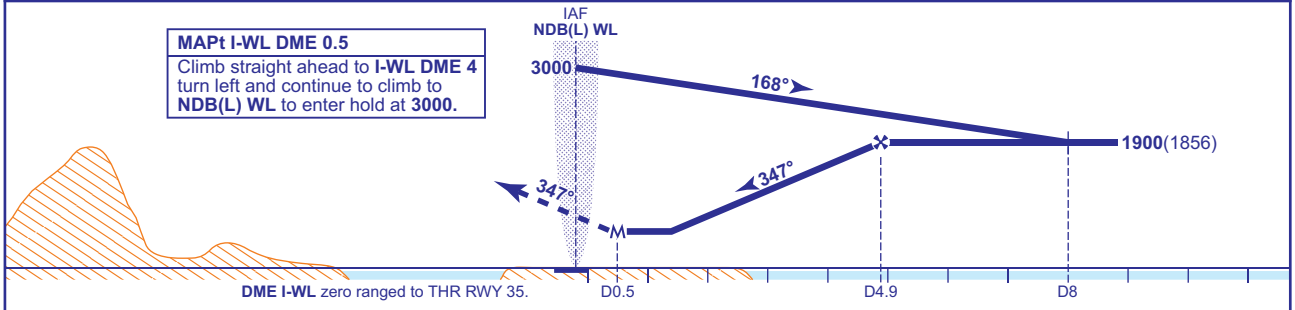
TRANSITION ALTITUDE **3000**




**RECOMMENDED PROFILE** Gradient 6.12%, 372FT/NM

| **DME I-WL** | 4 | 3 | 2 |
|---|---|---|---|
| **ALT**(HGT) | **1565**(1521) | **1193**(1149) | **821**(777) |

**MAPt I-WL DME 0.5**
Climb straight ahead to **I-WL DME 4** turn left and continue to climb to **NDB(L) WL** to enter hold at **3000.**




| Aircraft Category | | B |
|---|---|---|
| **OCA** (OCH) | **Procedure** | **520**(476) |
| **VM(C)OCA** (OCH AAL) | **Total Area** | **700**(656) |

| Rate of descent | G/S KT | 160 | 140 | 120 | 100 | 80 |
|---|---|---|---|---|---|---|
| | FT/MIN | 990 | 870 | 740 | 620 | 500 |

**ALTERNATIVE BASE TURN PROCEDURE AFTER HOLDING**
From overhead NDB(L) WL **not below 2300** fly outbound on NDB(L) WL QDR 322° for 1 MIN, baseturn right and manoeuvre onto NDB(L) WL QDM 179° to overhead NDB(L) WL. Continue outbound on NDB(L) WL QDR 179° descending **not below 1900.** At I-WL DME 8 baseturn left to intercept extended FAT, continue as for main procedure.

**ALTERNATIVE BASE TURN PROCEDURE DIRECT ENTRY**
Arrive overhead NDB(L) WL **not below MSA**, only within sector entry between NDB(L) WL QDM 149° and QDM 209°. Fly outbound on NDB(L) WL QDR 179° descending **not below 1900.** At I-WL DME 8 baseturn left to intercept extended FAT, continue as for main procedure.

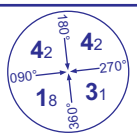
**NOTE** Use of this procedure is strictly PPR from the aerodrome operator.

**CHANGE (11/23):** AFIS FREQUENCY.

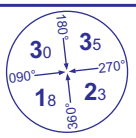
AERO INFO DATE 07 AUG 23

## INSTRUMENT APPROACH CHART - ICAO

# WALNEY NDB(L)/DME TO AERODROME
(ACFT CAT B)



MSA 25NM NDB(L) WL

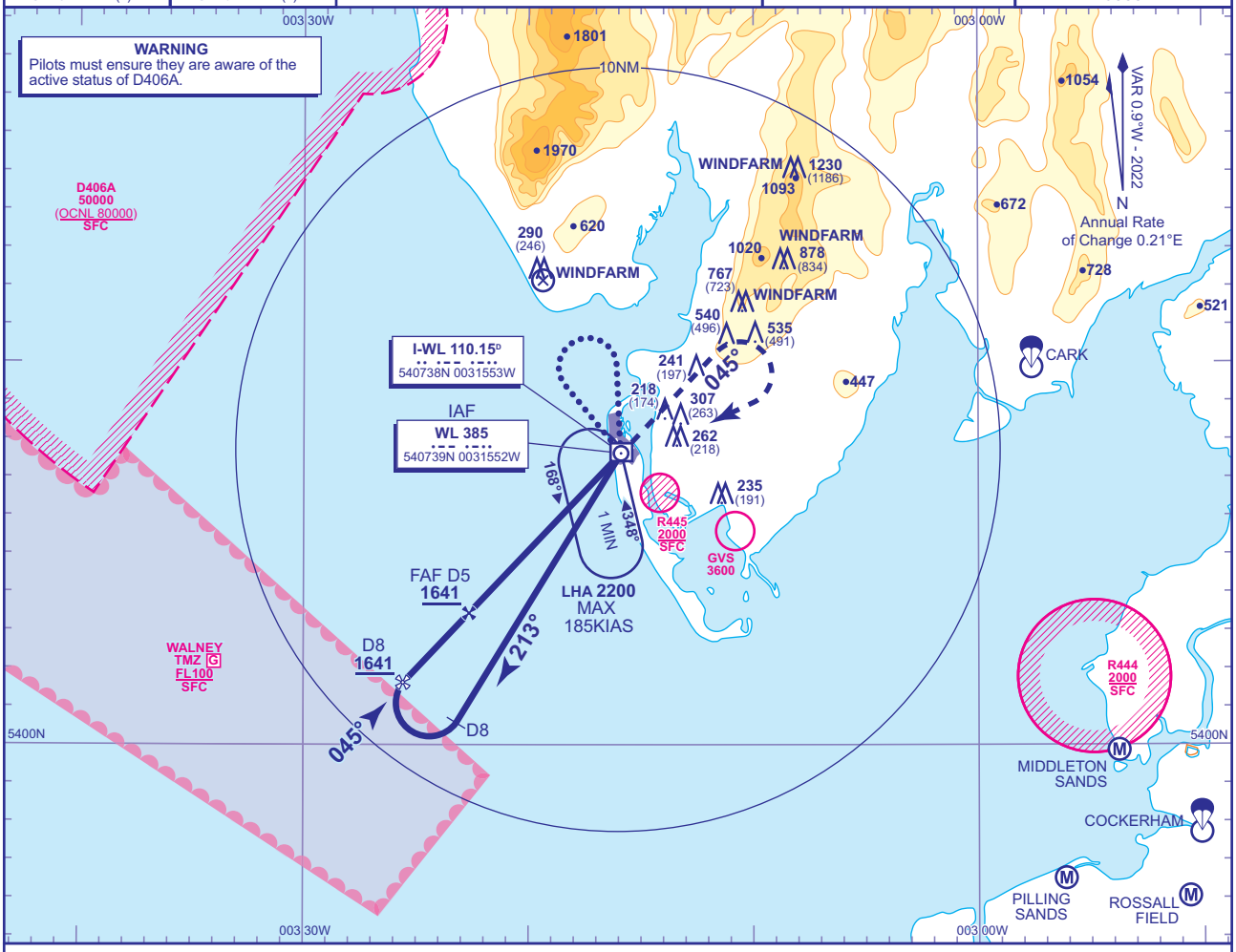


MSA 10NM NDB(L) WL

| AFIS 118.080 | WALNEY INFORMATION |
|---|---|

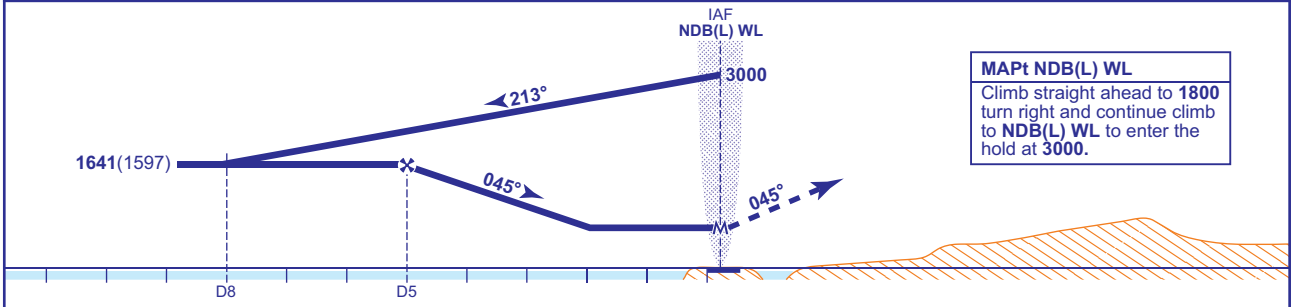
| | |
|---|---|
| AD ELEVATION | 44 |
| THR ELEVATION | 44 |
| OBSTACLE ELEVATION **1230 AMSL** (1186) (ABOVE THR) | |
| BEARINGS ARE MAGNETIC | |

TRANSITION ALTITUDE **3000**




**RECOMMENDED PROFILE** Gradient 5.16%, 313FT/NM

| **DME I-WL** | 5 | 4 | 3 | 2 |
|---|---|---|---|---|
| **ALT**(HGT) | **1641**(1597) | **1328**(1284) | **1014**(970) | **701**(657) |




**MAPt NDB(L) WL**
Climb straight ahead to **1800** turn right and continue climb to **NDB(L) WL** to enter the hold at **3000.**

| **Aircraft Category** | | **B** |
|---|---|---|
| **OCA** (OCH) | **Procedure** | **700**(656) |
| **VM(C)OCA** (OCH AAL) | **Total Area** | **700**(656) |

| **Rate of descent** | **G/S KT** | 160 | 140 | 120 | 100 | 80 |
|---|---|---|---|---|---|---|
| | **FT/MIN** | 840 | 730 | 630 | 520 | 420 |

**BASE TURN PROCEDURE AFTER HOLDING** From overhead NDB(L) WL **not below 2300** fly outbound on NDB(L) WL QDR 322° for 1 MIN. Baseturn right and manoeuvre onto NDB(L) WL QDM 179° to overhead NDB(L) WL. Turn right outbound on NDB(L) WL QDR 213°M descending **not below 1641.** At I-WL DME 8 baseturn right to intercept extended FAT, continue as for main procedure.

**AIRCRAFT UNABLE TO RECEIVE DME I-WL**
From overhead NDB(L) WL **not below 2300** fly outbound on NDB(L) WL QDR 322° for 1 MIN, baseturn right and manoeuvre onto NDB(L) WL QDM 179° to overhead NDB(L) WL. Turn right fly outbound on NDB(L) WL QDR 213° for 3MIN descending **not below 1641**, baseturn right and manoeuvre onto FAT, continue as for main procedure.

**NOTE** Use of this procedure is strictly PPR from the aerodrome operator.

**CHANGE (11/23):** AFIS FREQUENCY.

AERO INFO DATE 07 AUG 23

AD 2-EGNL-8-6

# Instrument Approach Procedure Coding Tables

**Walney RNP RWY 17 - Instrument Approach Procedure via USADI**

| Designator | Sequence Number | Path Term-inator | Waypoint Name | Fly-over | Course/ Track °M (°T) | Turn Direction | Level Constraint | Speed Constraint | Co-ordinates | Remarks and Distance to MAPt |
|---|---|---|---|---|---|---|---|---|---|---|
| R17R | 001 | IF | USADI | N | - | - | 3000 | 140 | 541421.41N 0032534.78W | IAF |
| R17R | 002 | TF | NL01A | N | 035° (033.95°) | RIGHT | 3000 | 140 | 541650.50N 0032243.23W | - |
| R17R | 003 | TF | NL17I | N | 077° (076.13°) | RIGHT | 3000 | 140 | 541713.48N 0032003.88W | IF / 9.5NM |
| R17R | 004 | TF | NL17F | N | 167° (166.05°) | - | 2500 | 140 | 541419.08N 0031849.92W | FAF / 6.5NM |
| R17R | 005 | TF | RW17 | Y | 167° (166.07°) | - | - | 140 | 540759.26N 0031609.47W | MAPt |
| R17R | 006 | TF | NLM01 | N | 167° (166.10°) | RIGHT | - | 140 | 540406.64N 0031431.61W | - |
| R17R | 007 | TF | NLM02 | N | 257° (256.09°) | RIGHT | - | 140 | 540308.88N 0032106.76W | - |
| R17R | 008 | TF | NLM05 | Y | 332° (331.01°) | - | 3000 | 140 | 540631.59N 0032417.92W | HOLD |

**Walney RNP RWY 17 - Instrument Approach Procedure via BEGPU**

| Designator | Sequence Number | Path Term-inator | Waypoint Name | Fly-over | Course/ Track °M (°T) | Turn Direction | Level Constraint | Speed Constraint | Co-ordinates | Remarks and Distance to MAPt |
|---|---|---|---|---|---|---|---|---|---|---|
| R17L | 001 | IF | BEGPU | N | - | - | 4000 | 140 | 541756.95N 0031505.97W | IAF |
| R17L | 002 | TF | NL17I | N | 257° (256.03°) | LEFT | 3000 | 140 | 541713.48N 0032003.88W | IF/ 9.5NM |
| R17L | 003 | TF | NL17F | N | 167° (166.05°) | - | 2500 | 140 | 541419.08N 0031849.92W | FAF / 6.5NM |
| R17L | 004 | TF | RW17 | Y | 167° (166.07°) | - | - | 140 | 540759.26N 0031609.47W | MAPt |
| R17L | 005 | TF | NLM01 | N | 167° (166.10°) | RIGHT | - | 140 | 540406.64N 0031431.61W | - |
| R17L | 006 | TF | NLM02 | N | 257° (256.09°) | RIGHT | - | 140 | 540308.88N 0032106.76W | - |
| R17L | 007 | TF | NLM05 | Y | 332° (331.01°) | - | 3000 | 140 | 540631.59N 0032417.92W | HOLD |

**CHANGE (3/24):** BEGPU REMARKS CORRECTED.

AERO INFO DATE 18 DEC 23

# Instrument Approach Procedure Coding Tables

**Walney RNP RWY 35 - Instrument Approach Procedure via IBREM**

| Designator | Sequence Number | Path Term-inator | Waypoint Name | Fly-over | Course/ Track °M (°T) | Turn Direction | Level Constraint | Speed Constraint | Co-ordinates | Remarks and Distance to MAPt |
|---|---|---|---|---|---|---|---|---|---|---|
| R35L | 001 | IF | IBREM | N | - | - | 2200 | 140 | 535858.94N 0031736.61W | IAF |
| R35L | 002 | TF | NL35I | N | 077° (076.01°) | LEFT | 1900 | 140 | 535942.28N 0031240.79W | IF / 8NM |
| R35L | 003 | TF | NL35F | N | 347° (346.15°) | - | 1900 | 140 | 540242.26N 0031356.20W | FAF / 4.9NM |
| R35L | 004 | TF | RW35 | Y | 347° (346.13°) | - | - | 140 | 540727.50N 0031556.09W | MAPt |
| R35L | 005 | TF | NLM03 | N | 347° (346.11°) | LEFT | - | 140 | 541120.08N 0031734.20W | - |
| R35L | 006 | TF | NLM04 | N | 257° (256.09°) | LEFT | - | 140 | 541035.92N 0032237.53W | - |
| R35L | 007 | TF | NLM05 | Y | 194° (193.58°) | - | 3000 | 140 | 540631.59N 0032417.92W | HOLD |

**Walney RNP RWY 35 - Instrument Approach Procedure via UVNUB**

| Designator | Sequence Number | Path Term-inator | Waypoint Name | Fly-over | Course/ Track °M (°T) | Turn Direction | Level Constraint | Speed Constraint | Co-ordinates | Remarks and Distance to MAPt |
|---|---|---|---|---|---|---|---|---|---|---|
| R35C | 001 | IF | UVNUB | N | - | - | 1900 | 140 | 535647.80N 0031127.86W | IAF |
| R35C | 002 | TF | NL35I | N | 347° (346.17°) | - | 1900 | 140 | 535942.28N 0031240.79W | IF / 8NM |
| R35C | 003 | TF | NL35F | N | 347° (346.15°) | - | 1900 | 140 | 540242.26N 0031356.20W | FAF / 4.9NM |
| R35C | 004 | TF | RW35 | Y | 347° (346.13°) | - | - | 140 | 540727.50N 0031556.09W | MAPt |
| R35C | 005 | TF | NLM03 | N | 347° (346.11°) | LEFT | - | 140 | 541120.08N 0031734.20W | - |
| R35C | 006 | TF | NLM04 | N | 257° (256.09°) | LEFT | - | 140 | 541035.92N 0032237.53W | - |
| R35C | 007 | TF | NLM05 | Y | 194° (193.58°) | - | 3000 | 140 | 540631.59N 0032417.92W | HOLD |

**Walney RNP RWY 35 - Instrument Approach Procedure via VAGVI**

| Designator | Sequence Number | Path Term-inator | Waypoint Name | Fly-over | Course/ Track °M (°T) | Turn Direction | Level Constraint | Speed Constraint | Co-ordinates | Remarks and Distance to MAPt |
|---|---|---|---|---|---|---|---|---|---|---|
| R35R | 001 | IF | VAGVI | N | - | - | 2300 | 140 | 540025.11N 0030744.19W | IAF |
| R35R | 002 | TF | NL35I | N | 257° (256.26°) | RIGHT | 1900 | 140 | 535942.28N 0031240.79W | IF / 8NM |
| R35R | 003 | TF | NL35F | N | 347° (346.15°) | - | 1900 | 140 | 540242.26N 0031356.20W | FAF / 4.9NM |
| R35R | 004 | TF | RW35 | Y | 347° (346.13°) | - | - | 140 | 540727.50N 0031556.09W | MAPt |
| R35R | 005 | TF | NLM03 | N | 347° (346.11°) | LEFT | - | 140 | 541120.08N 0031734.20W | - |
| R35R | 006 | TF | NLM04 | N | 257° (256.09°) | LEFT | - | 140 | 541035.92N 0032237.53W | - |
| R35R | 007 | TF | NLM05 | Y | 194° (193.58°) | - | 3000 | 140 | 540631.59N 0032417.92W | HOLD |

**CHANGE (9/22):** AERODROME NAME CHANGE.

# EGNO — WARTON

## EGNO AD 2.1 AERODROME LOCATION INDICATOR AND NAME

EGNO — WARTON

## EGNO AD 2.2 AERODROME GEOGRAPHICAL AND ADMINISTRATIVE DATA

| | | |
|---|---|---|
| 1 | ARP coordinates and site at AD | Lat: 534442N Long: 0025300W<br>Mid point of Runway 07/25 |
| 2 | Direction and distance from city | 6 NM W of Preston. |
| 3 | Elevation / Reference temperature / Mean Low Temperature | 54 FT / 18 °C / - |
| 4 | Geoid undulation at AD ELEV PSN | 171 FT |
| 5 | Magnetic Variation / Annual Change | 0.71°W (2022) / 0.21°E |
| 6 | AD Administration<br>Address<br>Telephone | BAE SYSTEMS.<br>BAe Systems, Warton Aerodrome, Warton, Preston, PR4 1AX.<br>01772-633333 (Switchboard)<br>01772-852374 (ATC and PPR for training flights)<br>01772-634330 (Civil Ops and PPR for visiting aircraft)<br>01772-856060 (ATIS) |
| 7 | Type of Traffic permitted (IFR/VFR) | IFR/VFR |
| 8 | Remarks | All calls to ATC will be recorded. |

## EGNO AD 2.3 OPERATIONAL HOURS

| | | |
|---|---|---|
| 1 | AD Administration | Mon-Thu 0730-1159 (0630-1059), 1400-1900 (1300-1800); Fri 0730-1159 (0630-1059), 1400-1700 (1300-1600).<br>Aircraft may operate outside of these times with the prior approval of the Aerodrome Operator. |
| 2 | Customs and immigration | Mon-Fri 0600-2000 (0500-1900) Subject to 48 hours prior notice. |
| 3 | Health and sanitation | As AD hours. |
| 4 | AIS Briefing Office | As AD hours. |
| 5 | ATS Reporting Office (ARO) | As AD hours. |
| 6 | MET Briefing Office | As AD hours. |
| 7 | ATS | See AD 2.18. |
| 8 | Fuelling | Sun-Fri 0615-1930 (0515-1830). |
| 9 | Handling | As AD hours. |
| 10 | Security | As AD hours. |
| 11 | De-icing | Mon-Fri 0700-1900 (0600-1800). |
| 12 | Remarks | This aerodrome is PPR.<br>The aerodrome may operate outside of the published hours to support business requirements. |

## EGNO AD 2.4 HANDLING SERVICES AND FACILITIES

| | | |
|---|---|---|
| 1 | Cargo handling facilities | 18 tonne Mobile Crane, 10 tonne Forklift, Atlas ‘K Loader’, 13x 10 FT Cargo dolly's & 1x 20 FT Cargo dolly, Avi-Ramp Regional Mobile Boarding Bridge, FMC Commander (Wide) Loader. Tow bars available for the following aircraft: Boeing 737 (800 & Classic), 747, 757, Embraer, Typhoon, Tornado, Hawk, short aircraft towbar & hand operated towbar. |
| 2 | Fuel and oil types | AVTUR JET A-1 WITH FSII (F34 AVTUR) |
| 3 | Fuelling facilities/capacity | 3 Bowsers (pressure and overwing). Approximately 500,000 lt. |
| 4 | De-icing facilities | 2 aircraft de-icers. |
| 5 | Hangar space for visiting aircraft | Limited. |
| 6 | Repair facilities for visiting aircraft | Limited. |
| 7 | Remarks | All civil aircraft handling is carried out by Civil Ops. PPR and ground handling are mandatory for all visiting aircraft. PPR requests must be made to cat.operations@baesystems.com. |

## EGNO AD 2.5 PASSENGER FACILITIES

| | | |
|---|---|---|
| 1 | Hotels | Lytham 3.5 miles. |
| 2 | Restaurants | Lytham 3.5 miles. |
| 3 | Transportation | Regular bus service, taxis on request. Nearest rail station Lytham 3.5 miles. |
| 4 | Medical facilities | Limited first aid on site. Nearest hospital Preston 6 miles. |
| 5 | Bank and Post Office | Warton. Lytham 3.5 miles. |
| 6 | Tourist Office | St Annes 5 miles. |
| 7 | Remarks | |

## EGNO AD 2.6 RESCUE AND FIRE FIGHTING SERVICES

| | | |
|---|---|---|
| 1 | AD category for fire fighting services | RFF Category 6 for peak time operations.<br>RFF Category 9 can be made available (with adequate notice) for special operations.<br>RFF Category will be maintained to suit operational requirements for weekend operations. |
| 2 | Rescue equipment | 3 Rosenbauer Panther 6x6, Major Foam Vehicle, Incident Command Vehicle, Argo Titan, Mud Rescue Support Vehicle, Medical Response Vehicle & Emergency Equipment Trailer. |
| 3 | Capability for removal of disabled aircraft | By arrangement with nominated recovery company. Light aircraft removal possible if required. |
| 4 | Remarks | |

## EGNO AD 2.7 SEASONAL AVAILABILITY - CLEARING

| | | |
|---|---|---|
| 1 | Type of clearing equipment | Mechanical, chemical de-icing |
| 2 | Clearance priorities | Runway, taxiways, apron. |
| 3 | Remarks | For latest information on snow clearance programme and runway state Tel: ATC 01772-852374 |

## EGNO AD 2.8 APRONS, TAXIWAYS AND CHECK LOCATIONS/POSITIONS DATA

| | | |
|---|---|---|
| 1 | Apron surface and strength | CARGO APRON<br>Surface: Asphalt<br>PCN 42/F/C/W/T<br><br>MILITARY TRAINING APRON<br>Surface: Concrete and asphalt<br>PCN 42/F/C/W/T<br><br>NORTHERN APRON<br>Surface: Concrete and asphalt<br>PCN 42/F/C/W/T<br><br>SOUTHERN APRON<br>Surface: Concrete and asphalt<br>PCN 48/R/C/W/T |
| 2 | Taxiway width, surface and strength | Taxiway ALPHA: 18 M<br>Surface: Asphalt<br>PCN 37/R/C/W/T<br><br>Taxiway BRAVO: 23 M<br>Surface: Asphalt<br>PCN 42/F/C/W/T<br><br>Taxiway CHARLIE: 15 M<br>Surface: Asphalt<br>PCN 28/F/C/X/T |

| | | |
|---|---|---|
| | | Taxiway DELTA: 23 M<br>Surface: Asphalt<br>PCN 42/F/C/W/T<br><br>Taxiway ECHO: 15 M<br>Surface: Asphalt<br>PCN 28/F/C/W/T |
| 3 | Altimeter checkpoint location and elevation | |
| 4 | VOR checkpoints | |
| 5 | INS checkpoints | |
| 6 | Remarks | |

## EGNO AD 2.9 SURFACE MOVEMENT GUIDANCE AND CONTROL SYSTEM AND MARKINGS

| | | |
|---|---|---|
| 1 | Use of aircraft stand ID signs, TWY guide lines and visual docking/parking guidance system of aircraft stands | Northern Apron: Apron is accessed via Taxiways Alpha or Bravo. Aircraft are to follow marshalling guidance, no self-parking. Stands 10 & 11 are nose-in/push-back configuration. Stand 12 has been decommissioned & must not be used. Blue reflective marker posts in use to demark Stand 12.<br><br>Military Training Apron: Apron is accessed via Taxiway Bravo or Northern Apron. Pilots to self park, no marshalling available. Reserved for military aircraft only.<br><br>Southern Apron: Apron is accessed via Taxiways Charlie and Echo. Aircraft may be asked to self-park when marshalling guidance not available.<br><br>Cargo Apron: Apron is accessed via Taxiway Delta. Aircraft may be asked to self-park when marshalling guidance not available. Turning circle at the southern end of the apron is available for large aircraft use. |
| 2 | Runway and taxiway markings and lighting | Runway marking aid(s):<br>07/25: Runway designation markings. Runway threshold markings. Runway 07 threshold permanently displaced. Runway centre-line marking. Runway aiming point and touchdown zone markings for Runway 25 only. Runway turning circle markings.<br><br>Runway light(s):<br>High intensity runway edge lights at 60 M spacing. 600 M yellow high intensity caution zone. Red high intensity runway end lights. Green high intensity threshold lights. Illuminated runway distance to go markers every 1000 FT.<br><br>Taxiway marking aid(s):<br>Centre-line markings. Hold point markings.<br><br>Taxiway light(s):<br>Taxiway A alternate green / yellow centreline solar studs (lead off only). Taxiway B green centreline solar studs between aprons and B1 hold. Taxiway C alternate green / yellow centreline solar studs (lead off only) and green centreline solar studs between aprons and C2 hold. |
| 3 | Stop bars and runway guard lights (if any) | At holding points A1, B1, C2 and D2. Red high intensity uni-directional stop bar lights. Yellow flashing runway guard lights. |
| 4 | Other runway protection measures | |
| 5 | Remarks | |

## EGNO AD 2.10 AERODROME OBSTACLES

| In Approach/Take-off areas | | | | | | |
|---|---|---|---|---|---|---|
| **Obstacle ID/ Designation** | **Obstacle Type** | **Obstacle Position** | **Elevation/Height** | | **Obstruction Lighting Type/ Colour** | **Remarks** |
| **1** | **2** | **3** | **4** | | **5** | **6** |
| (EGNO9519) 25/APPROACH 07/ TAKE-OFF | TREE | 534506.39N 0025133.09W | 100 FT | | No | |
| (EGNO9514) 25/APPROACH 07/ TAKE-OFF | TREE | 534502.62N 0025136.68W | 81 FT | | No | |
| (EGNO9079) 25/APPROACH 07/ TAKE-OFF | TREE | 534502.39N 0025136.83W | 78 FT | | No | |

| In Approach/Take-off areas | | | | | | |
|---|---|---|---|---|---|---|
| **Obstacle ID/ Designation** | **Obstacle Type** | **Obstacle Position** | **Elevation/Height** | | **Obstruction Lighting Type/ Colour** | **Remarks** |
| **1** | **2** | **3** | **4** | | **5** | **6** |
| (EGNO9511) 25/APPROACH 07/ TAKE-OFF | TREE | 534501.82N 0025136.75W | 85 FT | | No | |
| (EGNO9516) 25/APPROACH 07/ TAKE-OFF | TREE | 534501.81N 0025140.04W | 74 FT | | No | |
| (EGNO9512) 25/APPROACH 07/ TAKE-OFF | TREE | 534501.77N 0025137.26W | 81 FT | | No | |
| (EGNO9078) 25/APPROACH 07/ TAKE-OFF | TREE | 534501.33N 0025138.22W | 77 FT | | No | |
| (EGNO5102) 25/APPROACH 07/ TAKE-OFF | ROAD 4 8M | 534501.10N 0025138.83W | 68 FT | | No | |
| (EGNO6980) 25/APPROACH 07/ TAKE-OFF | FENCE | 534500.51N 0025144.64W | 68 FT | | No | |
| (EGNO6984) 25/APPROACH 07/ TAKE-OFF | FENCE | 534459.42N 0025150.06W | 71 FT | | No | |
| (EGNO6988) 25/APPROACH 07/ TAKE-OFF | FENCE | 534457.97N 0025157.22W | 70 FT | | No | |
| (EGNO9492) 25/APPROACH 07/ TAKE-OFF | TREE | 534456.42N 0025136.82W | 74 FT | | No | |
| (EGNO9488) 25/APPROACH 07/ TAKE-OFF | TREE | 534455.34N 0025138.00W | 75 FT | | No | |
| (EGNO9487) 25/APPROACH 07/ TAKE-OFF | TREE | 534455.28N 0025137.69W | 73 FT | | No | |
| (EGNO8919) 25/APPROACH 07/ TAKE-OFF | FENCE | 534452.98N 0025145.14W | 71 FT | | No | |
| (EGNO8918) 25/APPROACH 07/ TAKE-OFF | FENCE | 534452.42N 0025149.19W | 70 FT | | No | |
| (EGNO8478) 25/APPROACH 07/ TAKE-OFF | POLE | 534451.84N 0025154.11W | 73 FT | | No | |
| (EGNO5051) 07/APPROACH 25/ TAKE-OFF | ROAD 4 8M | 534451.55N 0025154.22W | 74 FT | | No | |
| (EGNO5202) 07/APPROACH 25/ TAKE-OFF | ROAD 4 8M | 534433.20N 0025411.78W | 44 FT | | No | |
| (EGNO9198) 07/APPROACH 25/ TAKE-OFF | TREE | 534433.16N 0025410.26W | 55 FT | | No | |
| (EGNO9656) 07/APPROACH 25/ TAKE-OFF | TREE | 534433.01N 0025409.13W | 51 FT | | No | |
| (EGNO3089) 07/APPROACH 25/ TAKE-OFF | LAMP POST | 534432.93N 0025413.74W | 44 FT | | No | |
| (EGNO9193) 07/APPROACH 25/ TAKE-OFF | TREE | 534432.84N 0025411.21W | 53 FT | | No | |
| (EGNO3088) 07/APPROACH 25/ TAKE-OFF | FENCE | 534430.38N 0025411.22W | 40 FT | | No | |
| (EGNO9674) 07/APPROACH 25/ TAKE-OFF | TREE | 534429.68N 0025421.71W | 56 FT | | No | |
| (EGNO5817) 07/APPROACH 25/ TAKE-OFF | TP | 534427.80N 0025421.14W | 52 FT | | No | |
| (EGNO5448) 07/APPROACH 25/ TAKE-OFF | CRASHGATE | 534425.86N 0025406.72W | 42 FT | | No | |
| (EGNO9714) 07/APPROACH 25/ TAKE-OFF | TREE | 534425.47N 0025406.38W | 46 FT | | No | |
| (EGNO8913) 07/APPROACH 25/ TAKE-OFF | FENCE | 534425.21N 0025412.22W | 43 FT | | No | |
| (EGNO9712) 07/APPROACH 25/ TAKE-OFF | TREE | 534424.50N 0025409.91W | 52 FT | | No | |
| (EGNO9710) 07/APPROACH 25/ TAKE-OFF | TREE | 534424.16N 0025411.59W | 53 FT | | No | |
| (EGNO9701) 25/APPROACH 07/ TAKE-OFF | TREE | 534423.45N 0025417.50W | 56 FT | | No | |
| (EGNO9707) 07/APPROACH 25/ TAKE-OFF | TREE | 534423.34N 0025414.86W | 56 FT | | No | |
| (EGNO9709) 07/APPROACH 25/ TAKE-OFF | TREE | 534423.17N 0025413.48W | 55 FT | | No | |

| In Approach/Take-off areas | | | | | | |
|---|---|---|---|---|---|---|
| **Obstacle ID/ Designation** | **Obstacle Type** | **Obstacle Position** | **Elevation/Height** | | **Obstruction Lighting Type/ Colour** | **Remarks** |
| **1** | **2** | **3** | **4** | | **5** | **6** |
| (EGNO9706) 07/APPROACH 25/ TAKE-OFF | TREE | 534423.15N 0025415.75W | 56 FT | | No | |

| In circling area and at aerodrome | | | | | | |
|---|---|---|---|---|---|---|
| **Obstacle ID/ Designation** | **Obstacle Type** | **Obstacle Position** | **Elevation/Height** | | **Obstruction Lighting Type/ Colour** | **Remarks** |
| **1** | **2** | **3** | **4** | | **5** | **6** |
| (EGNO3316) | PYLON | 534745.36N 0025056.68W | 246 FT | | No | |
| (EGNO3318) | PYLON | 534723.96N 0025040.13W | 257 FT | | No | |
| (EGNO4295) | PYLON | 534634.95N 0024910.61W | 241 FT | | No | |
| (EGNO4294) | PYLON | 534623.90N 0024855.46W | 249 FT | | No | |
| (EGNO3210) | PYLON | 534604.94N 0025358.93W | 217 FT | | No | |
| (EGNO3214) | PYLON | 534553.22N 0025211.05W | 205 FT | | No | |
| (EGNO3141) | PYLON | 534522.93N 0024602.24W | 296 FT | | No | |
| (EGNO3140) | PYLON | 534515.61N 0024555.21W | 304 FT | | No | |
| (EGNO3343) | PYLON | 534515.06N 0024559.47W | 277 FT | | No | |
| (EGNO3115) | PYLON | 534508.72N 0025041.47W | 101 FT | | No | |
| (EGNO5697) | BUILDING | 534456.52N 0025211.37W | 83 FT | | No | |
| (EGNO6998) | FENCE | 534454.86N 0025211.49W | 64 FT | | No | |
| (EGNO5122) | GP OBS | 534448.80N 0025214.04W | 95 FT | | No | |
| (EGNO7315) | PRIMARY TELEMETRY TOWER | 534448.66N 0025324.68W | 116 FT | | No | |
| (EGNO3016) | AERIAL | 534444.71N 0025334.30W | 94 FT | | No | |
| (EGNO3020) | ATC AERIAL | 534444.30N 0025320.11W | 86 FT | | No | |
| (EGNO7237) | SEC TELEMETRY AERIAL | 534444.30N 0025349.94W | 128 FT | | No | |
| (EGNO5114) | MAST | 534443.84N 0025333.24W | 75 FT | | Yes | |
| (EGNO3047) | MAST | 534433.16N 0025151.74W | 126 FT | | No | |
| (EGNO5856) | TACAN | 534430.29N 0025306.56W | 109 FT | | Yes | |
| (EGNO3029) | CHIMNEY | 534424.49N 0025250.49W | 125 FT | | No | |
| (EGNO3447) | PYLON | 534354.25N 0024811.33W | 177 FT | | No | |
| (EGNO3155) | PYLON | 534348.07N 0024829.82W | 178 FT | | No | |
| (EGNO3159) | PYLON | 534310.97N 0024851.85W | 178 FT | | No | |

## EGNO AD 2.11 METEOROLOGICAL INFORMATION PROVIDED

| | | |
|---|---|---|
| 1 | Associated MET Office | MET OFFICE EXETER |
| 2 | Hours of service<br>MET Office outside hour | H24 |
| 3 | Office responsible for TAF preparation<br>Periods of validity | MET OFFICE EXETER<br>9 hours |
| 4 | Trend forecast<br>Interval of issuance | |
| 5 | Briefing/consultation provided | Self-briefing in BAE Systems Civil Ops. |
| 6 | Flight documentation<br>Language(s) used | Charts available. TAFs/METARs.<br>English. |
| 7 | Charts and other information available for briefing or consultation | Self-briefing in BAE Systems Civil Ops. |
| 8 | Supplementary equipment available for providing information | ATIS 121.730 MHz, Telephone 01772-856060. |
| 9 | ATS units provided with information | WARTON |
| 10 | Additional information (limitation of service, etc.) | Warton provides Met observations half hourly during aerodrome operating hours. |

## EGNO AD 2.12 RUNWAY PHYSICAL CHARACTERISTICS

| Designations RWY Number | True bearing | Dimensions of RWY | Surface of RWY/ SWY/ Strength | THR co-ordinates/ THR Geoid undulation | THR elevation/ Highest elevation of TDZ of precision APP RWY | Slope of RWY/ SWY |
|---|---|---|---|---|---|---|
| **1** | **2** | **3** | **4** | **5** | **6** | **7** |
| 07 | 071.15° | 2422 x 46 M | RWY surface: Asphalt, Grooved<br>PCN 47/F/C/W/T | 534429.78N<br>0025401.22W<br>171.3 FT | THR 30.1 FT | RWY 07 0.003% Up<br>RWY 25 0.003% Down |
| 25 | 251.18° | 2422 x 46 M | RWY surface: Asphalt, Grooved<br>PCN 47/F/C/W/T | 534454.39N<br>0025159.51W<br>171.2 FT | THR 54.5 FT | RWY 07 0.003% Up<br>RWY 25 0.003% Down |

| SWY Dimensions | Clearway Dimensions | Strip Dimensions | RESA Dimensions, Overshoot / Undershoot | Location/ description of arresting system | OFZ | Remarks |
|---|---|---|---|---|---|---|
| **8** | **9** | **10** | **11** | **12** | **13** | **14** |
| | 277 x 150 M | 2542 x 300 M | | | | RWY 07<br><br>Threshold displaced by 64 M.<br><br>Runway instrument strip is infringed in 3 areas, see AD 2.20 para 3.<br><br>Runway 07 longitudinal slopes are a maximum of 1.03% in the final 450 M.<br><br>Runway 07 transverse slopes vary between 0.12% and 1.65%.<br><br>Half width starter extension is for use by trials aircraft only. |

| SWY Dimensions | Clearway Dimensions | Strip Dimensions | RESA Dimensions, Overshoot / Undershoot | Location/ description of arresting system | OFZ | Remarks |
|---|---|---|---|---|---|---|
| 8 | 9 | 10 | 11 | 12 | 13 | 14 |
| | 149 x 150 M | 2542 x 300 M | | | | RWY 25<br><br>Runway instrument strip is infringed in 3 areas, see AD 2.20 para 3.<br><br>Runway 25 longitudinal slopes are a maximum of 1.03% in the first 450 M.<br><br>Runway 25 transverse slopes vary between 0.12% and 1.65%.<br><br>Half width starter extension is for use by trials aircraft only.<br><br>A soft ground arrestor bed is located 71 M beyond the end of the paved surface. |

## EGNO AD 2.13 DECLARED DISTANCES

| Runway designator | TORA | TODA | ASDA | LDA | Remarks |
|---|---|---|---|---|---|
| 1 | 2 | 3 | 4 | 5 | 6 |
| 07 | 2418 M | 2697 M | 2420 M | 2356 M | |
| 25 | 2341 M | 2490 M | 2341 M | 2341 M | |

## EGNO AD 2.14 APPROACH AND RUNWAY LIGHTING

| RWY | Approach lighting Type/ Length/ Intensity | Threshold lighting Colour/Wing bars | VASIS/ MEHT/ PAPI/ PAPI Dist from THR | TDZ, lighting Length | Runway Centre Line lighting Length/ Spacing/ Colour/ Intensity | Runway edge lighting Length/ Spacing/ Colour/ Intensity | Runway end lighting Colour/ Wing bars | Stopway lighting Length/ Colour | Remarks |
|---|---|---|---|---|---|---|---|---|---|
| 1 | 2 | 3 | 4 | 5 | 6 | 7 | 8 | 9 | 10 |
| 07 | CL2B.<br>Irregular spacing. See AD 2.20 para 3.<br>1030 M<br>White<br>Light intensity high | Green<br>Light intensity high<br>Wingbars only. | PAPI<br>Both/3°<br>32 FT<br>230 M | | | Elevated HI full length at 60 M spacing.<br>600 M Yellow caution zone. | 23 M central gap<br>Red<br>Light intensity high | | EDGE:<br>Runway edge lighting inset at RHAG, see AD 2.20 para 3.<br>Blue edge lighting is not provided for the runway end turning circle. |
| 25 | CL5B.<br>Irregular spacing.<br>Supplemented by LI Omni-directional red T for circling guidance. See AD 2.20 para 3.<br>879 M<br>White<br>Light intensity high | Green<br>Light intensity high<br>23 M central gap and HI Wingbars. | PAPI<br>Both/3°<br>34 FT<br>364 M<br>Spacing between PAPI lights reduced due to topography. | | | Elevated HI full length at 60 M spacing.<br>600 M Yellow caution zone. | 23 M central gap<br>Red<br>Light intensity high | | EDGE:<br>Runway edge lighting inset at RHAG, see AD 2.20 para 3.<br>Blue edge lighting is not provided for the runway end turning circle. |

## EGNO AD 2.15 OTHER LIGHTING, SECONDARY POWER SUPPLY

| | | |
|---|---|---|
| 1 | ABN/IBN location, characteristics and hours of operation | IBN: 534421.91N 0025250.18W<br>Flashing Green 'WQ'<br>H24 |
| 2 | LDI location and lighting<br>Anemometer location and lighting | Anemometer: Runway 07: 534436.69N 0025345.94W.<br>Runway 25: 534448.16N 0025215.48W.<br>Red obstacle lighting. |
| 3 | TWY edge and centre line lighting | EDGE: Taxiways A, B, D & E blue edge lighting. Taxiway D edge lights are 8 M outside marked edge of taxiway. Taxiway C blue reflective edge markers. |
| 4 | Secondary power supply/switch-over time | Yes/1 second. |
| 5 | Remarks | Runway guard lights, apron floodlighting, obstacle lighting. |

## EGNO AD 2.16 HELICOPTER LANDING AREA

**INTENTIONALLY BLANK**

## EGNO AD 2.17 AIR TRAFFIC SERVICES AIRSPACE

| Designation and lateral limits | Vertical Limits | Airspace Class | ATS unit callsign/ language | Transition Altitude | Hours of applicability | Remarks |
|---|---|---|---|---|---|---|
| 1 | 2 | 3 | 4 | 5 | 6 | 7 |
| WARTON ATZ<br>A circle, 2.5 NM radius, centred at 534442N 0025300W (ARP) | Upper limit: 2000 FT AGL<br>Lower limit: SFC | G | WARTON RADAR<br>English | 3000 FT | | The ATZ is notified, for the purposes of Rule 11, as being active H24. For entry into the ATZ see AD 2.22 Flight Procedures.<br><br>A non-standard MATZ is established as detailed at ENR 2.2 para 2.4 and displayed pictorially at AD 2-EGNO-4-1.<br><br>Warning: The northern sector of the ATZ is not wholly contained within the MATZ. |

## EGNO AD 2.18 AIR TRAFFIC SERVICES COMMUNICATION FACILITIES

| Service Designation | Callsign | Channel/ Frequency(MHz) | SATVOICE number(s) | Logon Address | Hours of Operation | Remarks |
|---|---|---|---|---|---|---|
| 1 | 2 | 3 | 4 | 5 | 6 | 7 |
| TWR | WARTON TOWER | 130.805<br>DOC 15 NM/ 10,000 FT. | | | Mon-Thu 0730-1159 (0630-1059), 1400-1900 (1300-1800); Fri 0730-1159 (0630-1059), 1400-1700 (1300-1600). | Aircraft may operate outside of these times with the prior approval of the Aerodrome Operator. |
| RADAR | WARTON RADAR | 129.530<br>DOC 40 NM/ 25,000 FT.<br>Provides SRA RTR 2 NM. | | | Mon-Thu 0730-1900 (0630-1800); Fri 0730-1700 (0630-1600). | VDF<br>534422.32N 0025320.79W<br>On AD. |
| | WARTON TALKDOWN | 129.730<br>DOC 40 NM/ 25,000 FT.<br>Provides SRA RTR 0.5 NM. | | | Mon-Thu 0730-1900 (0630-1800); Fri 0730-1700 (0630-1600). | |
| ATIS | WARTON AIRFIELD INFORMATION | 121.730<br>DOC 2 NM/GND. | | | Mon-Thu 0730-1900 (0630-1800); Fri 0730-1700 (0630-1600). | ATIS also available via telephone 01772-856060. |

| Service Designation | Callsign | Channel/ Frequency(MHz) | SATVOICE number(s) | Logon Address | Hours of Operation | Remarks |
|---|---|---|---|---|---|---|
| 1 | 2 | 3 | 4 | 5 | 6 | 7 |
| OTHER | WARTON FIRE | 121.600 Non-ATS frequency. | | | Available when Fire vehicle attending aircraft on the ground in an emergency. | |

## EGNO AD 2.19 RADIO NAVIGATION AND LANDING AIDS

| Type of Aid CAT of ILS/MLS MAG Var/VOR Declination | Ident | Frequency | Hours of Operation | Position of transmitting antenna coordinates | Elevation of DME transmitting antenna | Remarks |
|---|---|---|---|---|---|---|
| 1 | 2 | 3 | 4 | 5 | 6 | 7 |
| ILS/LOC<br>I<br>0.19°E (2027) | IWQ | 109.900 MHz | Mon-Thu 0730-1900 (0630-1800); Fri 0730-1700 (0630-1600). | 534426.12N 0025419.30W | | (RWY 25) |
| ILS/GP | IWQ | 333.800 MHz | Mon-Thu 0730-1900 (0630-1800); Fri 0730-1700 (0630-1600). | 534448.81N 0025214.02W | | (RWY 25)<br>3° ILS Ref Datum Hgt 46 FT. |
| NDB<br>0.21°E (2027) | WTN | 337.000 kHz | Mon-Thu 0730-1900 (0630-1800); Fri 0730-1700 (0630-1600). | 534505.93N 0025108.36W | | Range 15 NM. Normally radiates H24. |
| ILS/DME | IWQ | 36X<br>109.900 MHz | Mon-Thu 0730-1900 (0630-1800); Fri 0730-1700 (0630-1600). | 534439.65N 0025254.00W | 55 FT | (RWY 25)<br>On AD.<br>DME freq paired with ILS I-WQ.<br>Zero range is indicated at THR of Runway 25.<br>Range 25 NM.<br>Not to be used as an en-route navigation aid. |

## EGNO AD 2.20 LOCAL AERODROME REGULATIONS

### 1 AIRPORT REGULATIONS

a) Use of the aerodrome is strictly PPR from Civil Ops for all visitors.
b) Use of the aerodrome is strictly PPR from ATC for all instrument and circuit training.
c) Civil private licence circuit training is not permitted when fast jet traffic is in the visual circuit.
d) High visibility clothing must be worn on the apron at all times.
e) During RVR/Low visibility procedures movements restricted to one aircraft at a time.
f) ATC permission required for all aircraft engine starts.
g) Aerodrome not available to aircraft unable to communicate by radio.

### 2 GROUND MOVEMENT

Due to surrounding topography, the use of Taxiway Echo is restricted to aircraft with a wingspan of 16.3 M or less.

### 3 WARNINGS

a) Large concentrations of birds are a year round hazard to aircraft due to the aerodrome location on a river estuary.
b) Geese activity is present in the vicinity of the aerodrome from September to April. Skeins range from 10 to 500 birds but can be in significantly larger numbers. Most activity takes place in daylight but the birds may be present at any time of day or night up to 2000 FT.

c) Rotary Hydraulic Arrestor Gear (RHAG) are used on Runway 07/25 to stop military aircraft overrunning the runway in the event of an emergency. The cables are recessed into the runway and are only raised for military aircraft operations.
d) Final approach tracks to RWY 25 Warton and RWY 28 Blackpool converge at approximately 2.5 NM from Warton touchdown zone. Pilots should exercise caution when visually identifying Warton.
e) Restricted Area EGR312 and Blackpool ATZ are in close proximity to the aerodrome.
f) An ATC Mobile Caravan is positioned close to the active threshold of Runway 07/25 when test flying is taking place.
g) Runway 07/25 is treated as an instrument runway for safeguarding purposes. However, owing to real estate limitations, the runway is restricted to visual status. The following runway strip infringements exist:

- Abeam the threshold of Runway 07 on the northerly side, the runway strip narrows to 106 M due to a fence and a line of trees.
- Over the first 880 M of Runway 25 on the northerly side, the runway strip narrows to 91 M due to fences, trees and third party property.
- Over the first 718 M of Runway 25 on the southerly side, the runway strip narrows to 92 M due to fences, trees, a road and third party property.

h) Hazard from EGR Detuners which emit high velocity vertical jet efflux. Overflight of these facilities below 500 FT is prohibited for helicopters and light aircraft at all times.
i) The simple approach lighting system for Runway 07 is non-standard in the following areas due to the approach lighting extending through private land and into the marsh area in the Ribble Estuary:

- There is an additional crossbar sited in the approach. The spacing, widths and number of lights are irregular.
- 1st crossbar at 568 M, 18 M width and 2 lights.
- 2nd crossbar at 839 M, 36 M width and 4 lights.
- Reduced centre-line lighting with 90 M spacing instead of 60 M.
- High intensity white lighting is provided to a distance of 1030 M from the threshold.

j) The precision approach category I lighting system for Runway 25 is non-standard in the following areas due to the approach lighting extending through private land:

- Crossbars have irregular spacing.
  - 1st at 135 M
  - 2nd at 135 M
  - 3rd at 135 M
  - 4th at 175 M
  - 5th at 150 M
- There is single centre-line light source out to the third crossbar, then two light sources for the remainder of the approach lighting.
- There are a reduced number of extended centre-line lights, with an average spacing of 45 M.
- The lighting consists of a red T bar commencing at the 3rd crossbar to provide circling guidance.

k) The edge lighting on Taxiway Delta is located at the extremity of the paved surface and not at the edge of the taxiway. The taxiway is 23 M wide and the paved surface is 46 M wide.
l) Floodlighting on all aprons is limited.
m) At weekends when the aerodrome is closed, a 4 M wide illuminated cross is located at the threshold to indicate the runway is closed. Siting on either 07/25 threshold is dependent on wind conditions. This is a mitigation to help prevent pilots misidentifying Warton for Blackpool.

## 4 HELICOPTER OPERATIONS

Helicopter Landing Areas are located adjacent to Stands 1, 10, 11, 32, 33 and 34.

## 5 USE OF RUNWAYS

a) Access to the runway thresholds will require a backtrack from all taxiways.
b) Limited turning circles are available at either end of Runway 07/25.
c) Unless an AOC holder has state approved less restrictive minima, take-offs in RVR less than 400 M will not be permitted as Runway 07/25 is not equipped with centre-line lighting.
d) All circuits are to the south of Runway 07/25.

## 6 TRAINING

a) Use of the aerodrome is strictly PPR from ATC for all instrument and circuit training.
b) Priority will be given to test and experimental flying.
c) Hazard from EGR Detuners which emit high velocity vertical jet efflux. Overflight of these facilities below 500 FT is prohibited for helicopters and light aircraft at all times.
d) All circuits are to the south of Runway 07/25.

# EGNO AD 2.21 NOISE ABATEMENT PROCEDURES

a) All aircraft are to be operated in such a manner as to cause the least possible disturbance to surrounding residential areas.
b) Westerly departures should avoid overflying the town of Lytham.
c) Easterly departures should avoid remaining low or initiating full power climb overhead the town of Preston.

# EGNO AD 2.22 FLIGHT PROCEDURES

## 1 GENERAL

a) Priority will be given to test and experimental flying.
b) Aircraft transiting the Warton MATZ flying at or below 3500 FT will be instructed to set the Warton QNH.
c) Pilots wishing permission to enter Warton ATZ should in the first instance attempt to obtain that permission from Warton ATC on 129.530 MHz. If no response is obtained from Warton ATC, pilots must obtain permission from Blackpool ATC on 119.955 MHz.
d) When flying within the Warton ATZ upon the basis of a permission obtained from Blackpool ATC, a continuous watch must be maintained on the Blackpool ATC frequency of 119.955 MHz. Pilots must communicate their position and altitude to Blackpool ATC. Blackpool ATC is itself not manned H24. Accordingly, it may be that pilots will be unable to obtain positive flight information from either Warton ATC or Blackpool ATC. In that event they are to assume the ATZ to be active and remain clear.

## 2 CIRCUITS

a) All circuits are to the south of Runway 07/25 at 1000 FT.
b) Low level circuits are not to be below 500 FT.
c) Large aircraft circuits will be at 1500 FT.

## 3 INSTRUMENT APPROACH PROCEDURES

Non-published Instrument Approach Procedures (IAP) are established outside controlled airspace. See ENR 1.5.

## 4 IFR ROUTINGS

- Inbound from N864 from the south: Via WAL ESTRY
- Inbound from DTY CTA: Via POL
- Inbound from Scottish TMA: Via DCS
- Outbound to N864 to the south: Via ESTRY WAL
- Outbound to DTY CTA: Via ESTRY WAL
- Outbound to the east: Via POL or RIBEL
- Outbound to Scottish TMA: Via RIBEL or SETEL

Local ATC instructions will be issued to avoid the Blackpool ATZ and overflight of EGR312.

## 5 VFR ROUTINGS

Local ATC instructions will be issued to avoid the Blackpool ATZ and overflight of EGR312.

## 6 FREQUENCY MONITORING CODE (FMC)

a) Pilots operating in the vicinity of Warton, but intending to remain outside controlled airspace, within the area defined by straight lines joining successively the following points and maintaining a listening watch only on Warton Radar frequency, 129.530 MHz, are encouraged to select SSR code 3660.

   535800N 0022410W - 535240N 0021607W -
   534459N 0020433W - 533223N 0025907W -
   533213N 0031406W - 533021N 0031621W -
   thence clockwise by the arc of a circle radius 20 NM centred on 534442N 0025300W to
   540206N 0023628W - 535800N 0022410W.

b) Selection of 3660 does not imply the receipt of an ATC service. Aircraft displaying the code are not expected to contact ATC under normal circumstances, remain responsible for their own navigation, separation, terrain clearance and are expected to remain clear of the controlled airspace at all times.
c) Whilst squawking 3660, pilots should be aware that Warton Radar may make blind transmissions in order to ascertain a particular aircraft's intentions/route.
d) When a pilot ceases to maintain a listening watch, code 3660 shall be deselected.

## 7 VISUAL REFERENCE POINTS (VRP)

a) Details of VRPs are available in the consolidated 'Visual Reference Points List' published on the 'Digital Dataset' page of the NATS AIS website, www.nats.aero/ais.

## EGNO AD 2.23 ADDITIONAL INFORMATION

Not applicable

## EGNO AD 2.24 CHARTS RELATED TO AN AERODROME

AERODROME CHART - ICAO
AD 2.EGNO-2-1
AERODROME TRAFFIC ZONE AND MILITARY AERODROME TRAFFIC ZONE
AD 2.EGNO-4-1
ATC SURVEILLANCE MINIMUM ALTITUDE CHART - ICAO
AD 2.EGNO-5-1

## EGNO AD 2.25 VISUAL SEGMENT SURFACE (VSS) PENETRATION

Not applicable

# AERODROME CHART - ICAO

ARP 534442N 0025300W

AD ELEV 54FT

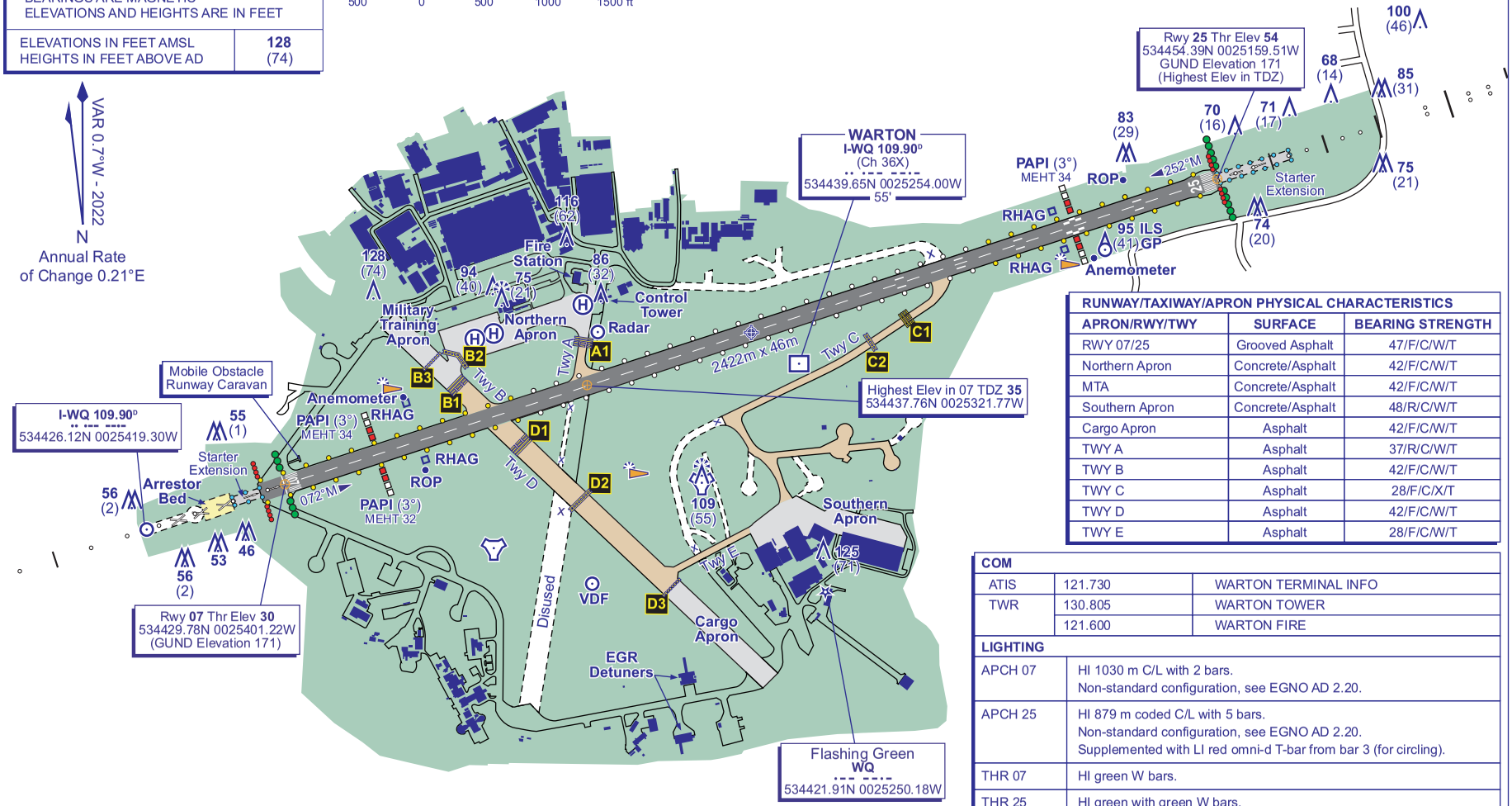
# WARTON
EGNO

AERO INFO DATE 23 JUL 24

| | |
|---|---|
| **GUND** (Geoid Undulation) = The height of the Geoid (MSL) above the Reference Elipsoid (WGS 84) at the stated position. | |
| BEARINGS ARE MAGNETIC<br>ELEVATIONS AND HEIGHTS ARE IN FEET | |
| ELEVATIONS IN FEET AMSL<br>HEIGHTS IN FEET ABOVE AD | **128**<br>(74) |

100 0 100 200 300 400 500 m
500 0 500 1000 1500 ft

VAR 0.7°W - 2022
N
Annual Rate of Change 0.21°E




**RUNWAY/TAXIWAY/APRON PHYSICAL CHARACTERISTICS**

| APRON/RWY/TWY | SURFACE | BEARING STRENGTH |
|---|---|---|
| RWY 07/25 | Grooved Asphalt | 47/F/C/W/T |
| Northern Apron | Concrete/Asphalt | 42/F/C/W/T |
| MTA | Concrete/Asphalt | 42/F/C/W/T |
| Southern Apron | Concrete/Asphalt | 48/R/C/W/T |
| Cargo Apron | Asphalt | 42/F/C/W/T |
| TWY A | Asphalt | 37/R/C/W/T |
| TWY B | Asphalt | 42/F/C/W/T |
| TWY C | Asphalt | 28/F/C/X/T |
| TWY D | Asphalt | 42/F/C/W/T |
| TWY E | Asphalt | 28/F/C/W/T |

| COM | | |
|---|---|---|
| ATIS | 121.730 | WARTON TERMINAL INFO |
| TWR | 130.805 | WARTON TOWER |
| | 121.600 | WARTON FIRE |

| LIGHTING | |
|---|---|
| APCH 07 | HI 1030 m C/L with 2 bars.<br>Non-standard configuration, see EGNO AD 2.20. |
| APCH 25 | HI 879 m coded C/L with 5 bars.<br>Non-standard configuration, see EGNO AD 2.20.<br>Supplemented with LI red omni-d T-bar from bar 3 (for circling). |
| THR 07 | HI green W bars. |
| THR 25 | HI green with green W bars. |
| RWY 07/25 | HI bi-d edge with LI omni-d component.<br>Last 600 m yellow caution. HI end lights red. |
| TWY | TWY A & C green & yellow lead off C/L. TWY C green C/L apron to hold C2. TWY B green C/L apron to hold B1. Blue edge TWY A, B, D, E. Stop Bar & Guard lights at A1, B1, C2, D2. |

**CHANGE (10/24):** LIGHTING TABLE. EDITORIAL.

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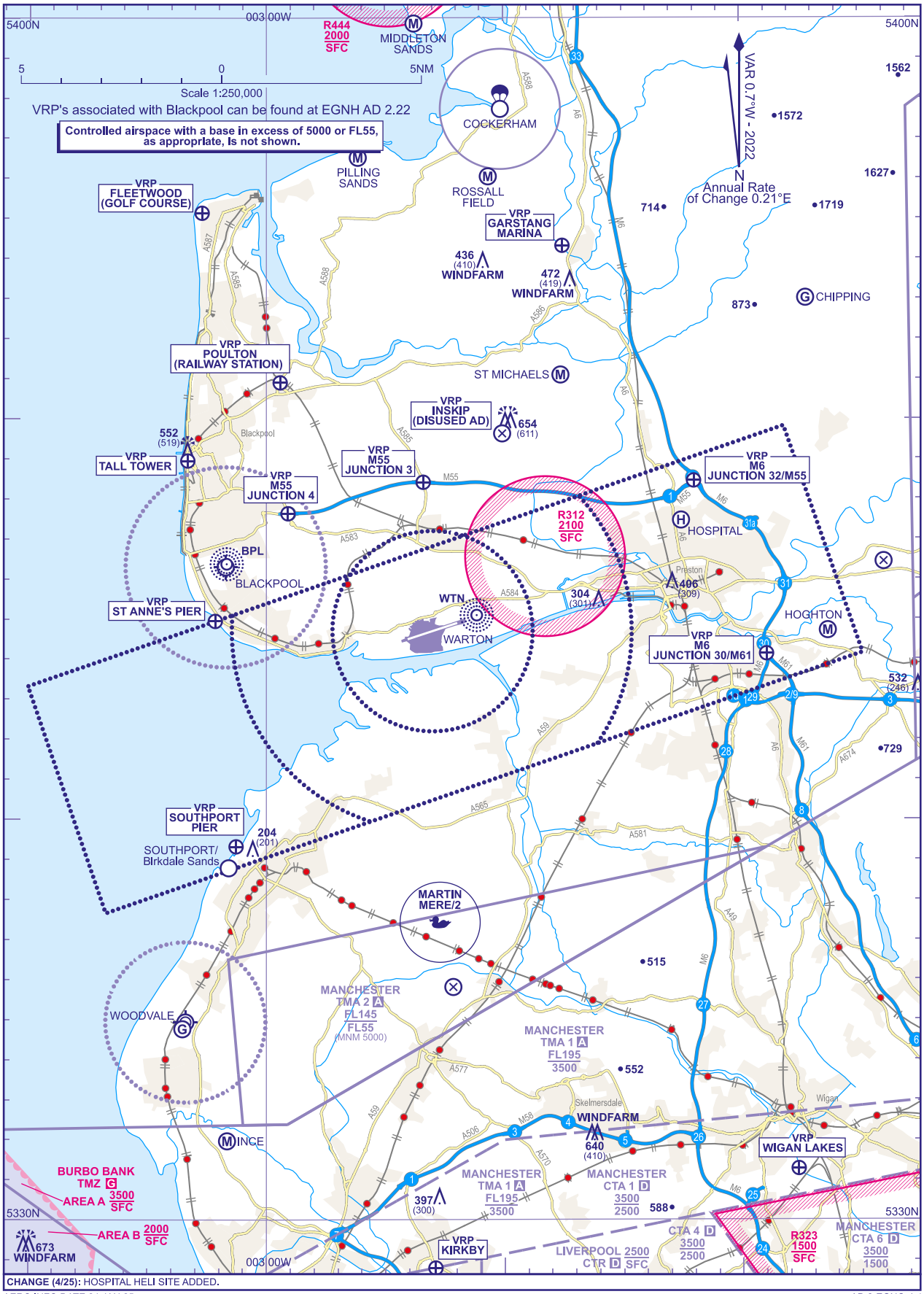
## AERODROME TRAFFIC ZONE AND MILITARY AERODROME TRAFFIC ZONE

## WARTON




**CHANGE (4/25):** HOSPITAL HELI SITE ADDED.

AERO INFO DATE 24 JAN 25

AD 2-EGNO-4-1

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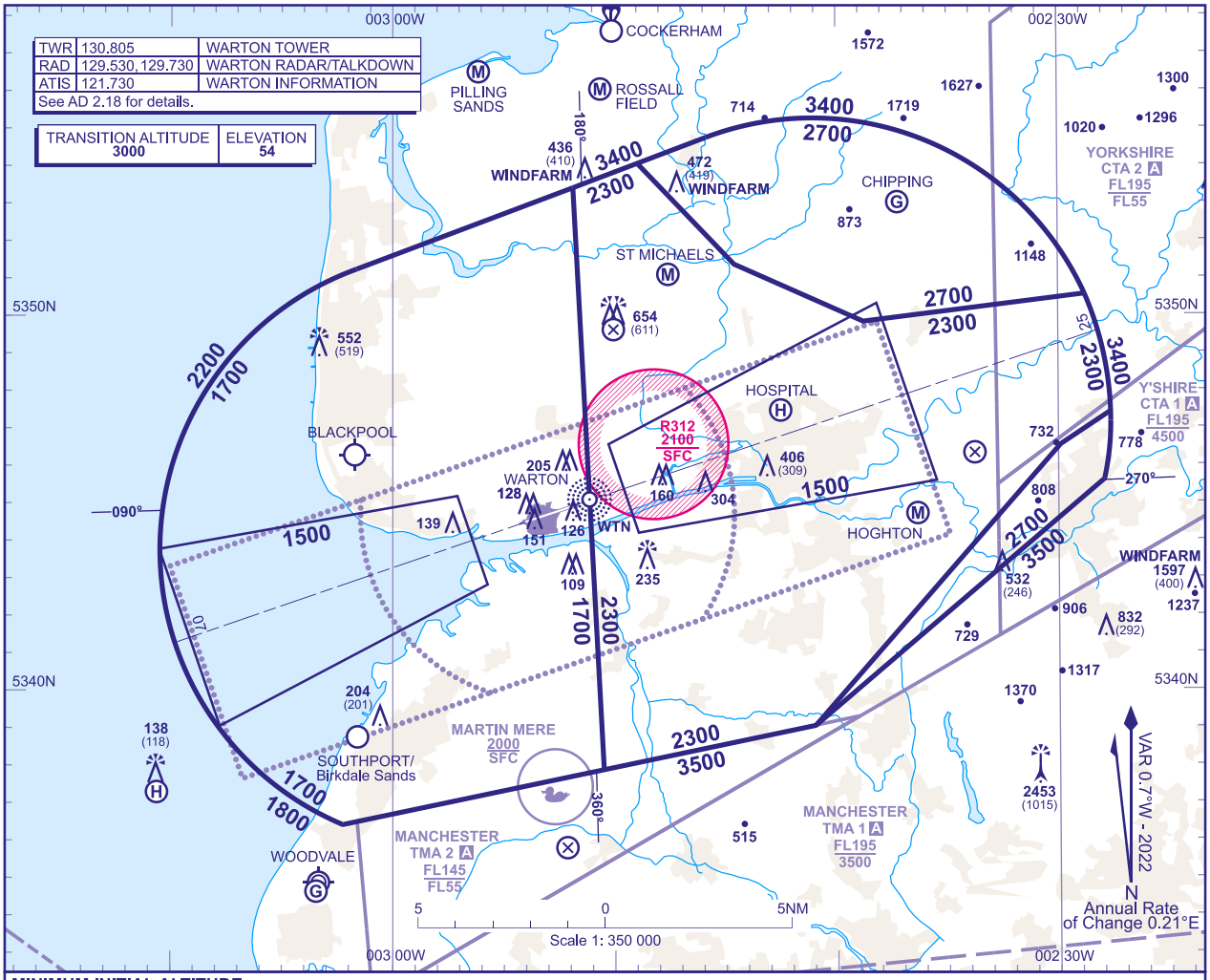
# ATC SURVEILLANCE MINIMUM ALTITUDE CHART - ICAO

BEARINGS, TRACKS AND RADIALS ARE MAGNETIC
ELEVATIONS IN FEET AMSL 2453
HEIGHTS IN FEET AGL (1015)

## WARTON




**MINIMUM INITIAL ALTITUDE**

Within the ATC Surveillance Minimum Altitude area the minimum initial altitude to be allocated by the approach surveillance controller is:

a) **1700** in the sector defined by the lateral limits; 535115N 0030138W - 535325N 0025152W - 533753N 0025030W - 533625N 0030215W thence clockwise by an arc of a circle radius 8NM centred on 534346N 0025704W - 535115N 0030138W.

b) **2300** in the sector defined by the lateral limits; 535325N 0025152W - 535404N 0024858W - 535122N 0024436W - 534950N 0023847W - 535033N 0022848W thence clockwise by an arc of a circle radius 8NM centred on 534716N 0024107W to 534725N 0022738W - 534632N 0022954W - 533903N 0024059W - 533753N 0025030W - 535325N 0025152W.

c) **2700** in the sector defined by the lateral limits; 535404N 0024858W - 535440N 0024548W thence clockwise by an arc of a circle radius 8NM centred on 534716N 0024107W to 535033N 0022848W - 534950N 0023847W - 535122N 0024436W - 535404N 0024858W.

d) **2700** in the sector defined by the lateral limits; 534632N 0022954W - 534725N 0022738W thence clockwise by an arc of a circle radius 8NM centred on 534716N 0024107W to 534536N 0022756W - 533903N 0024059W - 534632N 0022954W.

**OUTSIDE THE DESIGNATED ATC SURVEILLANCE MINIMUM ALTITUDE AREA**

The minimum altitude to be allocated by the approach surveillance controller will be either the Minimum Sector Altitude, or **1000** above any fixed obstacles:

a) within 5NM of the aircraft*, and

b) within the sector 15NM ahead of and within 20° either side of the aircraft's track*.

*When the aircraft is within 15NM of the radar antennae, the 5NM in a) and the 15NM in b) may be reduced to 3NM and 10NM respectively.

**LOSS OF COMMUNICATION PROCEDURES**

**Initial Approach**

Continue visually or by means of an appropriate approved final approach aid. If not possible proceed at **3500**, or last assigned level if higher, to **WTN NDB**†.

**Intermediate and Final Approach**

Continue visually or by means of an appropriate final approach aid. If not possible follow the Missed Approach Procedure to **WTN NDB**†.

†In all cases where the aircraft returns to the holding facility the procedure to be adopted is the Radio Failure Procedure detailed at ENR 1.1.3.4.

**GENERAL INFORMATION**

1. Levels shown are based on QNH.
2. Only significant obstacles and dominant spot heights are shown.
3. The minimum levels shown within the ATC Surveillance Minimum Altitude Area are in conformance with the Standard European Rules of the Air - SERA.5015.
4. Minimum Sector Altitudes are based on obstacles and spot heights within 25NM of **WTN NDB**.
5. Controlled airspace with a base in excess of **5000** or FL55, as appropriate, is not shown.
6. **This chart may only be used for cross-checking of assigned altitudes whilst in receipt of an ATC Surveillance service.**
7. **When vectoring an aircraft within the Final Approach Vectoring Area descent clearance below the SMAA to the FAVA altitude may only be issued if the aircraft is either established on the final approach track or on an Intercept of 40° or less, and in the case of Instrument approaches other than SRA is cleared to Intercept the final approach track.**

**CHANGE (4/25):** HOSPITAL HELI SITE ADDED.

AERO INFO DATE 30 JAN 25

AD 2-EGNO-5-1

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# EGBW — WELLESBOURNE MOUNTFORD

## EGBW AD 2.1 AERODROME LOCATION INDICATOR AND NAME

EGBW — WELLESBOURNE MOUNTFORD

## EGBW AD 2.2 AERODROME GEOGRAPHICAL AND ADMINISTRATIVE DATA

| | | |
|---|---|---|
| 1 | ARP coordinates and site at AD | Lat: 521132N Long: 0013652W<br>Mid point of Runway 18/36. |
| 2 | Direction and distance from city | 3.3 NM E from Stratford-on-Avon. |
| 3 | Elevation / Reference temperature / Mean Low Temperature | 159 FT / 18 °C / - |
| 4 | Geoid undulation at AD ELEV PSN | - |
| 5 | Magnetic Variation / Annual Change | 0.79°E (2027) / 0.18°E |
| 6 | AD Administration<br>Address<br>Telephone<br><br>Telefax<br>E-mail address<br>Web address | RADARMOOR LTD.<br>Wellesbourne Mountford Aerodrome, Wellesbourne, Warwickshire, CV35 9EU.<br>01789-842007 (Administration)<br>01789-842000 (Tower)<br>01789-470465<br>tower@wellesbourneairfield.com<br>www.wellesbourneairfield.com |
| 7 | Type of Traffic permitted (IFR/VFR) | VFR |
| 8 | Remarks | |

## EGBW AD 2.3 OPERATIONAL HOURS

| | | |
|---|---|---|
| 1 | AD Administration | 0900-1700 (0800-1600); or SS+30, whichever is earlier (and by arrangement). |
| 2 | Customs and immigration | By arrangement. |
| 3 | Health and sanitation | |
| 4 | AIS Briefing Office | |
| 5 | ATS Reporting Office (ARO) | |
| 6 | MET Briefing Office | |
| 7 | ATS | As AD Hours (and by arrangement). See AD 2.18. |
| 8 | Fuelling | 0900 (0800) - closure time minus 15 minutes. |
| 9 | Handling | |
| 10 | Security | |
| 11 | De-icing | |
| 12 | Remarks | All non-based movements strictly PPR. Book in at www.wellesbourneairfield.com.<br><br>Out of hours movements, refuelling and night flying by arrangement. |

## EGBW AD 2.4 HANDLING SERVICES AND FACILITIES

| | | |
|---|---|---|
| 1 | Cargo handling facilities | |
| 2 | Fuel and oil types | AVTUR JET A-1, AVGAS 100LL<br>80, 100, W80, W100, 15W50, W100+, Helix, Turbine. |
| 3 | Fuelling facilities/capacity | |
| 4 | De-icing facilities | |
| 5 | Hangar space for visiting aircraft | |
| 6 | Repair facilities for visiting aircraft | |
| 7 | Remarks | |

## EGBW AD 2.5 PASSENGER FACILITIES

| | | |
|---|---|---|
| 1 | Hotels | Hotels available within 1 mile. |
| 2 | Restaurants | |
| 3 | Transportation | Taxis available on request. Nearest railway stations: Stratford-upon-Avon and Warwick Parkway. |
| 4 | Medical facilities | |
| 5 | Bank and Post Office | |
| 6 | Tourist Office | |
| 7 | Remarks | |

## EGBW AD 2.6 RESCUE AND FIRE FIGHTING SERVICES

| | | |
|---|---|---|
| 1 | AD category for fire fighting services | RFF Category A1<br>RFF Category A2 available on remission. |
| 2 | Rescue equipment | |
| 3 | Capability for removal of disabled aircraft | |
| 4 | Remarks | |

## EGBW AD 2.7 SEASONAL AVAILABILITY - CLEARING

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## EGBW AD 2.8 APRONS, TAXIWAYS AND CHECK LOCATIONS/POSITIONS DATA

| | | |
|---|---|---|
| 1 | Apron surface and strength | APRON 1<br>Surface: Asphalt<br><br>APRON 2<br>Surface: Grass |
| 2 | Taxiway width, surface and strength | Taxiway A:<br>Surface: Asphalt<br><br>Taxiway B:<br>Surface: Asphalt<br><br>Taxiway C:<br>Surface: Asphalt<br><br>Taxiway D:<br>Surface: Asphalt<br><br>Taxiway E:<br>Surface: Asphalt |
| 3 | Altimeter checkpoint location and elevation | |
| 4 | VOR checkpoints | |
| 5 | INS checkpoints | |
| 6 | Remarks | |

## EGBW AD 2.9 SURFACE MOVEMENT GUIDANCE AND CONTROL SYSTEM AND MARKINGS

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# EGBW AD 2.10 AERODROME OBSTACLES

| In Approach/Take-off areas | | | | | | |
|---|---|---|---|---|---|---|
| **Obstacle ID/ Designation** | **Obstacle Type** | **Obstacle Position** | **Elevation/Height** | | **Obstruction Lighting Type/ Colour** | **Remarks** |
| **1** | **2** | **3** | **4** | | **5** | **6** |
| 18/APPROACH 36/TAKE-OFF | Vehicles on Road | 521152.99N 0013654.16W | 167 FT | | No | |
| 23/APPROACH 05/TAKE-OFF | Storage Building | 521139.00N 0013621.00W | 198 FT | | No | |
| 23/APPROACH 05/TAKE-OFF | Trees | 521127.13N 0013637.46W | 186 FT | | No | |
| 05/APPROACH 23/TAKE-OFF | Vehicles on Road | 521111.15N 0013708.04W | 175 FT | | No | |
| 36/APPROACH 18/TAKE-OFF | Concrete Posts | 521102.68N 0013647.62W | 160 FT | | No | |
| 36/APPROACH 18/TAKE-OFF | Tree | 521057.73N 0013648.52W | 204 FT | | No | |

| In circling area and at aerodrome | | | | | | |
|---|---|---|---|---|---|---|
| **Obstacle ID/ Designation** | **Obstacle Type** | **Obstacle Position** | **Elevation/Height** | | **Obstruction Lighting Type/ Colour** | **Remarks** |
| **1** | **2** | **3** | **4** | | **5** | **6** |
| | Storage Building | 521122.98N 0013641.87W | 198 FT | | No | |
| | Wooded Hill | 521030.73N 0013654.75W | 375 FT | | No | |

# EGBW AD 2.11 METEOROLOGICAL INFORMATION PROVIDED

| | | |
|---|---|---|
| 1 | Associated MET Office | MET OFFICE EXETER |
| 2 | Hours of service<br>MET Office outside hour | H24 |
| 3 | Office responsible for TAF preparation<br>Periods of validity | |
| 4 | Trend forecast<br>Interval of issuance | |
| 5 | Briefing/consultation provided | Self briefing/Unofficial METAR by telephone. |
| 6 | Flight documentation<br>Language(s) used | Charts abbreviated plain language text. TAFs and METARs.<br>English. |
| 7 | Charts and other information available for briefing or consultation | Warnings, F214/F215/F415, RPS internet/WIFI access. |
| 8 | Supplementary equipment available for providing information | |
| 9 | ATS units provided with information | WELLESBOURNE MOUNTFORD |
| 10 | Additional information (limitation of service, etc.) | Unofficial MET available: www.wellesbourneairfield.com/weatherdisplay.html. |

# EGBW AD 2.12 RUNWAY PHYSICAL CHARACTERISTICS

| **Designations RWY Number** | **True bearing** | **Dimensions of RWY** | **Surface of RWY/ SWY/ Strength** | **THR co-ordinates/ THR Geoid undulation** | **THR elevation/ Highest elevation of TDZ of precision APP RWY** | **Slope of RWY/ SWY** |
|---|---|---|---|---|---|---|
| **1** | **2** | **3** | **4** | **5** | **6** | **7** |
| 05 | 045.90° | 587 x 18 M | RWY surface: Asphalt | 521114.08N 0013703.20W | THR 159.0 FT | |
| 23 | 225.90° | 587 x 18 M | RWY surface: Asphalt | 521127.34N 0013641.29W | THR 156.0 FT | |

| Designations RWY Number | True bearing | Dimensions of RWY | Surface of RWY/ SWY/ Strength | THR co-ordinates/ THR Geoid undulation | THR elevation/ Highest elevation of TDZ of precision APP RWY | Slope of RWY/ SWY |
|---|---|---|---|---|---|---|
| 1 | 2 | 3 | 4 | 5 | 6 | 7 |
| 18 | 175.90° | 917 x 23 M | RWY surface: Asphalt | 521146.67N 0013653.47W | THR 152.0 FT | |
| 36 | 355.90° | 917 x 23 M | RWY surface: Asphalt | 521117.22N 0013650.22W | THR 157.0 FT | |

| SWY Dimensions | Clearway Dimensions | Strip Dimensions | RESA Dimensions, Overshoot / Undershoot | Location/ description of arresting system | OFZ | Remarks |
|---|---|---|---|---|---|---|
| 8 | 9 | 10 | 11 | 12 | 13 | 14 |
| | | | | | | RWY 05 |
| | | | | | | RWY 23 |
| | | | | | | RWY 18 |
| | | | | | | RWY 36 |

## EGBW AD 2.13 DECLARED DISTANCES

| Runway designator | TORA | TODA | ASDA | LDA | Remarks |
|---|---|---|---|---|---|
| 1 | 2 | 3 | 4 | 5 | 6 |
| 18 | 917 M | 917 M | 917 M | 917 M | |
| 36 | 917 M | 917 M | 917 M | 917 M | |
| 05 | 587 M | 587 M | 587 M | 587 M | |
| 23 | 587 M | 587 M | 587 M | 587 M | |

## EGBW AD 2.14 APPROACH AND RUNWAY LIGHTING

| RWY | Approach lighting Type/ Length/ Intensity | Threshold lighting Colour/Wing bars | VASIS/ MEHT/ PAPI/ PAPI Dist from THR | TDZ, lighting Length | Runway Centre Line lighting Length/ Spacing/ Colour/ Intensity | Runway edge lighting Length/ Spacing/ Colour/ Intensity | Runway end lighting Colour/ Wing bars | Stopway lighting Length/ Colour | Remarks |
|---|---|---|---|---|---|---|---|---|---|
| 1 | 2 | 3 | 4 | 5 | 6 | 7 | 8 | 9 | 10 |
| 18 | | Green<br>Light intensity high | APAPI<br>/3°<br>12 FT<br>88 M | | | On edge of paved area<br>60 M spacing<br>Light intensity high | Red | | |
| 36 | | Green<br>Light intensity high | APAPI<br>/4.25°<br>12 FT<br>66 M | | | On edge of paved area<br>60 M spacing<br>Light intensity high | Red | | |

## EGBW AD 2.15 OTHER LIGHTING, SECONDARY POWER SUPPLY

| | | |
|---|---|---|
| 1 | ABN/IBN location, characteristics and hours of operation | ABN: 521127.50N 0013706.00W<br>Flashing White. |
| 2 | LDI location and lighting<br>Anemometer location and lighting | |
| 3 | TWY edge and centre line lighting | EDGE: Taxiway edge lighting available at the runway 18/36 intersections only. |
| 4 | Secondary power supply/switch-over time | |
| 5 | Remarks | |

## EGBW AD 2.16 HELICOPTER LANDING AREA

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## EGBW AD 2.17 AIR TRAFFIC SERVICES AIRSPACE

| Designation and lateral limits | Vertical Limits | Airspace Class | ATS unit callsign/ language | Transition Altitude | Hours of applicability | Remarks |
|---|---|---|---|---|---|---|
| 1 | 2 | 3 | 4 | 5 | 6 | 7 |
| WELLESBOURNE MOUNTFORD ATZ<br>A circle, 2 NM radius, centred at 521132N 0013652W on longest notified runway (18/36) | Upper limit: 2000 FT AGL<br>Lower limit: SFC | G | WELLESBOURNE INFORMATION<br>English | 6000 FT | | |

## EGBW AD 2.18 AIR TRAFFIC SERVICES COMMUNICATION FACILITIES

| Service Designation | Callsign | Channel/ Frequency(MHz) | SATVOICE number(s) | Logon Address | Hours of Operation | Remarks |
|---|---|---|---|---|---|---|
| 1 | 2 | 3 | 4 | 5 | 6 | 7 |
| AFIS | WELLESBOURNE INFORMATION | 124.030<br>DOC 10 NM/3000 FT | | | 0900-1700 (0800-1600); or SS+30, whichever is earlier (and by arrangement). | ATZ hours coincident with AFIS hours, but not by arrangement. |

## EGBW AD 2.19 RADIO NAVIGATION AND LANDING AIDS

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## EGBW AD 2.20 LOCAL AERODROME REGULATIONS

### 1 AIRPORT REGULATIONS

a) Aerodrome is not available to aircraft unable to communicate by radio.

### 2 GROUND MOVEMENT

a) Runway 05/23 is not available from Fri 1600 (1500) - Sun 0900 (0800), or Tue 0900 (0800) following a PH, due to market.

### 3 CAT II/III OPERATIONS

Not applicable

### 4 WARNINGS

a) The aerodrome is situated 3 nm from the southern boundary of the Birmingham CTA (base 1500 FT) and below the CTA (base 3500 FT). Aircraft within the vicinity of Birmingham CTA are advised to Squawk 0010 and listen out on Birmingham radar 123.980 MHz.
b) Pilots are warned that departure from the marked manoeuvring area can be hazardous.
c) Buildings to the east of the aerodrome can cause turbulance and windshear.
d) Runway edge lights are located at the outer shoulders of the runway and not at the edges of the area declared for use as the runway.
e) Aircraft should avoid overflying Stratford upon Avon Gliding Club situated 4 NM North West of Wellesbourne. Gliders winch launched to 2400 FT AMSL.
f) Grass areas, including grass Runway 18/36 are subject to restricted use or closure due to water logging and subsequent soak away, during and following periods of wet weather.
g) Reduced wingtip clearance in front of main buildings. Aircraft with a wingspan in excess of 15 M to exercise caution.

### 5 HELICOPTER OPERATIONS

a) Helicopter arrivals and departures to remain not above 600 FT QFE within the ATZ.

### 6 USE OF RUNWAYS

a) Runways 18/36 (grass) is unlicensed and can only be used if available and by prior arrangement. For details including dimensions/ declared distances contact the aerodrome.
b) Prior to any pilot using the grass strip they must receive a briefing from the FISO/Airport Manager and familiarise themselves with the runway condition including the location of the high intensity runway lighting positioned on the tarmac runway edge and the crops located on the western side of the grass.
c) Simultaneous operations on Runway 18/36 tarmac and 18/36 grass are not permitted.

### 7 TRAINING

a) Aerodrome does not meet criteria for training outside published hours of operation.
b) Only one non-based aircraft at a time is permitted to operate in the circuit for approaches, booking is essential.

## EGBW AD 2.21 NOISE ABATEMENT PROCEDURES

a) Runway 36 departures: After departure turn right onto a track of 030° to 1000 FT QFE before turning crosswind.
b) Do not overfly Loxley (1.5 NM southwest) or Charlecote/Hampton Lucy (1 NM north) on departure.

## EGBW AD 2.22 FLIGHT PROCEDURES

### 1 CIRCUITS

a) Circuit directions variable. Circuit height 1000 FT QFE. Helicopters 600 FT QFE.
b) Helicopter aiming points Whiskey and Echo for circuits, arrivals and departures. (Echo not available Saturdays and Bank Holidays)
c) No touch-and-go's allowed outside of published hours.

### 2 ARRIVALS

a) Overhead joins preferred.

### 3 RADIO COMMUNICATION FAILURE PROCEDURES

a) Standard radio failure procedures apply at Wellesbourne ENR section 1.1, paragraph 3.4.2 refers.
b) Fixed wing aircraft will join from the overhead at 2000 FT QFE, letting down to circuit height on the dead side, then join downwind at 1000 FT QFE observing any light signals displayed.
c) Rotary aircraft should arrive from the west and join midpoint downwind at 600 FT AGL for either runway 18RH or runway 36LH and aim for Heli 'W', remaining clear of all runways and final approach paths observing any light signals displayed. From 'W' air taxi to suitable parking away from any fixed-wing aircraft.

## EGBW AD 2.23 ADDITIONAL INFORMATION

Not applicable

## EGBW AD 2.24 CHARTS RELATED TO AN AERODROME

AERODROME CHART - ICAO
AD 2.EGBW-2-1

## EGBW AD 2.25 VISUAL SEGMENT SURFACE (VSS) PENETRATION

Not applicable

# AERODROME CHART - ICAO

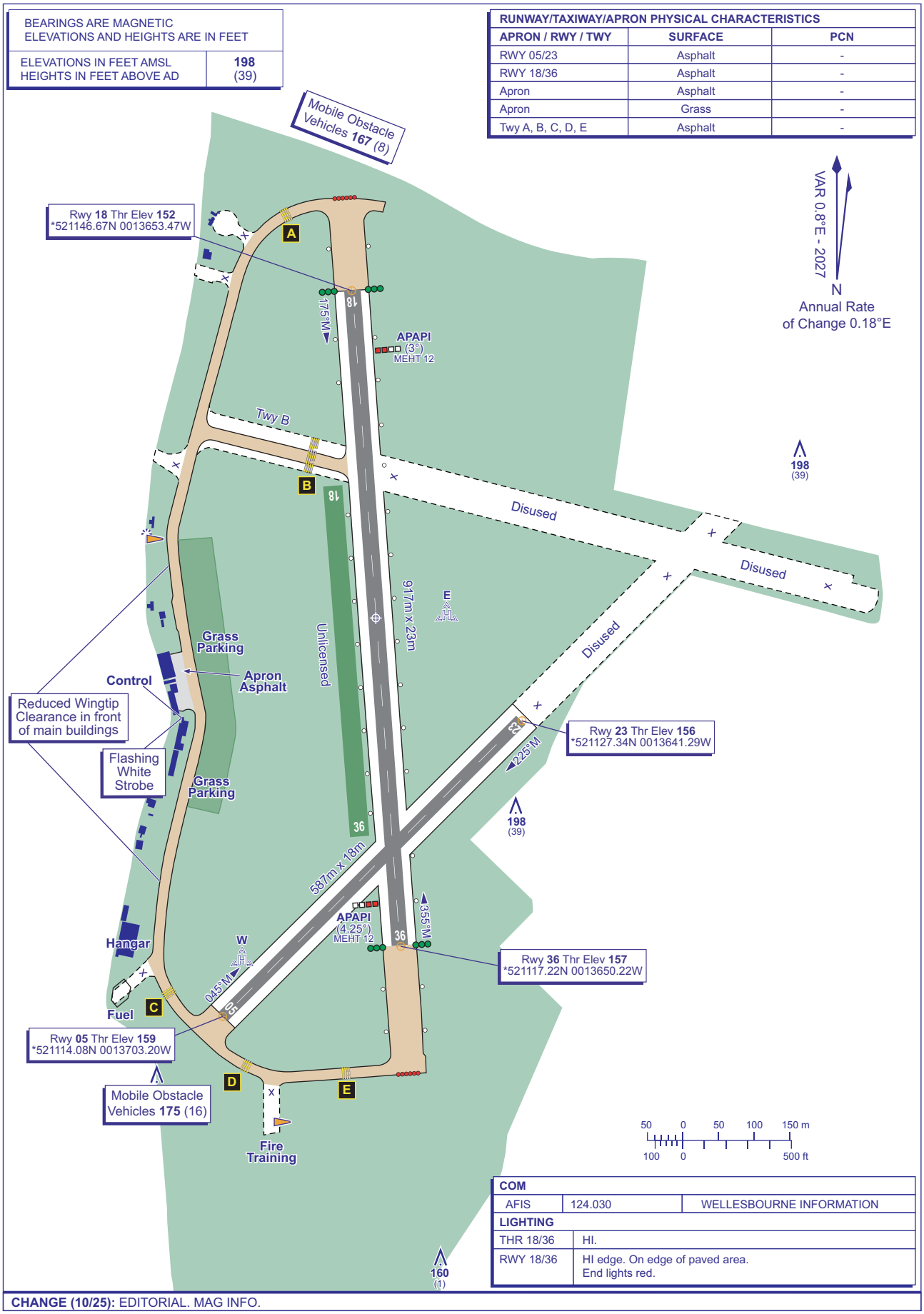
ARP 521132N 0013652W

AD ELEV 159FT

# WELLESBOURNE MOUNTFORD
## EGBW

| BEARINGS ARE MAGNETIC<br>ELEVATIONS AND HEIGHTS ARE IN FEET | |
|---|---|
| ELEVATIONS IN FEET AMSL<br>HEIGHTS IN FEET ABOVE AD | **198**<br>(39) |

| RUNWAY/TAXIWAY/APRON PHYSICAL CHARACTERISTICS | | |
|---|---|---|
| **APRON / RWY / TWY** | **SURFACE** | **PCN** |
| RWY 05/23 | Asphalt | - |
| RWY 18/36 | Asphalt | - |
| Apron | Asphalt | - |
| Apron | Grass | - |
| Twy A, B, C, D, E | Asphalt | - |




| COM | | |
|---|---|---|
| AFIS | 124.030 | WELLESBOURNE INFORMATION |
| **LIGHTING** | | |
| THR 18/36 | HI. | |
| RWY 18/36 | HI edge. On edge of paved area.<br>End lights red. | |

**CHANGE (10/25):** EDITORIAL. MAG INFO.

AERO INFO DATE 24 JUL 25

AD 2-EGBW-2-1

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# EGCW — WELSHPOOL

## EGCW AD 2.1 AERODROME LOCATION INDICATOR AND NAME

EGCW — WELSHPOOL

## EGCW AD 2.2 AERODROME GEOGRAPHICAL AND ADMINISTRATIVE DATA

| | | |
|---|---|---|
| 1 | ARP coordinates and site at AD | Lat: 523743N Long: 0030912W<br>Mid point of Runway 04/22 |
| 2 | Direction and distance from city | 2 NM S of Welshpool. |
| 3 | Elevation / Reference temperature / Mean Low Temperature | 235 FT / 18 °C / - |
| 4 | Geoid undulation at AD ELEV PSN | - |
| 5 | Magnetic Variation / Annual Change | 0.22°E (2027) / 0.18°E |
| 6 | AD Administration<br>Address<br>Telephone | MID WALES AIRPORT LTD.<br>Welshpool Aerodrome, Welshpool, Powys, SY21 8SG.<br>01938-555560 |
| 7 | Type of Traffic permitted (IFR/VFR) | VFR |
| 8 | Remarks | |

## EGCW AD 2.3 OPERATIONAL HOURS

| | | |
|---|---|---|
| 1 | AD Administration | Licensed by arrangement. |
| 2 | Customs and immigration | By arrangement. |
| 3 | Health and sanitation | |
| 4 | AIS Briefing Office | |
| 5 | ATS Reporting Office (ARO) | |
| 6 | MET Briefing Office | |
| 7 | ATS | As AD hours. See also AD 2.18. |
| 8 | Fuelling | As AD hours. |
| 9 | Handling | |
| 10 | Security | |
| 11 | De-icing | |
| 12 | Remarks | This aerodrome is PPR. Open Mon - Sun for aircraft that do not require the use of a licensed aerodrome. Aerodrome may be closed due to inclement weather. |

## EGCW AD 2.4 HANDLING SERVICES AND FACILITIES

| | | |
|---|---|---|
| 1 | Cargo handling facilities | |
| 2 | Fuel and oil types | AVTUR JET A-1, AVGAS 100LL |
| 3 | Fuelling facilities/capacity | |
| 4 | De-icing facilities | |
| 5 | Hangar space for visiting aircraft | Limited space available - Telephone for details. |
| 6 | Repair facilities for visiting aircraft | |
| 7 | Remarks | |

## EGCW AD 2.5 PASSENGER FACILITIES

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## EGCW AD 2.6 RESCUE AND FIRE FIGHTING SERVICES

| | | |
|---|---|---|
| 1 | AD category for fire fighting services | RFF Category A1<br>RFF Category A2 accepted under remission.<br>RFF available outside licensed hours by arrangement. |

| | | |
|---|---|---|
| 2 | Rescue equipment | |
| 3 | Capability for removal of disabled aircraft | |
| 4 | Remarks | |

## EGCW AD 2.7 SEASONAL AVAILABILITY - CLEARING

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## EGCW AD 2.8 APRONS, TAXIWAYS AND CHECK LOCATIONS/POSITIONS DATA

| | | |
|---|---|---|
| 1 | Apron surface and strength | APRON<br>Surface: Asphalt<br><br>NORTHERN APRON<br>Surface: Concrete<br><br>SOUTHERN APRON<br>Surface: Concrete |
| 2 | Taxiway width, surface and strength | Taxiway NORTHERN TAXIWAY: 10 M<br>Surface: Asphalt |
| 3 | Altimeter checkpoint location and elevation | |
| 4 | VOR checkpoints | |
| 5 | INS checkpoints | |
| 6 | Remarks | |

## EGCW AD 2.9 SURFACE MOVEMENT GUIDANCE AND CONTROL SYSTEM AND MARKINGS

| | | |
|---|---|---|
| 1 | Use of aircraft stand ID signs, TWY guide lines and visual docking/parking guidance system of aircraft stands | |
| 2 | Runway and taxiway markings and lighting | |
| 3 | Stop bars and runway guard lights (if any) | |
| 4 | Other runway protection measures | |
| 5 | Remarks | WDI (LGTD): 523749.89N, 0030907.83W. |

## EGCW AD 2.10 AERODROME OBSTACLES

| In Approach/Take-off areas | | | | | | |
|---|---|---|---|---|---|---|
| **Obstacle ID/ Designation** | **Obstacle Type** | **Obstacle Position** | **Elevation/Height** | | **Obstruction Lighting Type/ Colour** | **Remarks** |
| **1** | **2** | **3** | **4** | | **5** | **6** |
| (EGCW3315) 22/APPROACH 04/ TAKE-OFF | VEHICLES ON ROAD | 523756.97N 0030855.70W | 249 FT | | No | |
| (EGCW3228) 22/APPROACH 04/ TAKE-OFF | HEDGE | 523756.88N 0030855.80W | 240 FT | | No | |

| In circling area and at aerodrome | | | | | | |
|---|---|---|---|---|---|---|
| **Obstacle ID/ Designation** | **Obstacle Type** | **Obstacle Position** | **Elevation/Height** | | **Obstruction Lighting Type/ Colour** | **Remarks** |
| **1** | **2** | **3** | **4** | | **5** | **6** |
| (EGCW1151) | TV MAST | 523839.89N 0030511.20W | 1508 FT | | No | |
| (EGCW1161) | TREE | 523743.51N 0030739.95W | 470 FT | | No | |
| (EGCW1054) | TREE | 523722.75N 0031111.61W | 788 FT | | No | |

## EGCW AD 2.11 METEOROLOGICAL INFORMATION PROVIDED

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## EGCW AD 2.12 RUNWAY PHYSICAL CHARACTERISTICS

| Designations RWY Number | True bearing | Dimensions of RWY | Surface of RWY/ SWY/ Strength | THR co-ordinates/ THR Geoid undulation | THR elevation/ Highest elevation of TDZ of precision APP RWY | Slope of RWY/ SWY |
|---|---|---|---|---|---|---|
| 1 | 2 | 3 | 4 | 5 | 6 | 7 |
| 04 | 035.11° | 1020 x 18 M | RWY surface: Asphalt | 523732.18N<br>0030924.36W<br>173.7 FT | THR 233.7 FT | |
| 22 | 215.11° | 1020 x 18 M | RWY surface: Asphalt | 523753.59N<br>0030859.62W<br>173.7 FT | THR 233.1 FT | |

| SWY Dimensions | Clearway Dimensions | Strip Dimensions | RESA Dimensions, Overshoot / Undershoot | Location/ description of arresting system | OFZ | Remarks |
|---|---|---|---|---|---|---|
| 8 | 9 | 10 | 11 | 12 | 13 | 14 |
| | | | | | | RWY 04<br><br>Threshold displaced by 100 M.<br><br>End of runway strip infringed by a hedge. |
| | | | | | | RWY 22<br><br>Threshold displaced by 111 M.<br><br>End of runway strip infringed by fences. |

## EGCW AD 2.13 DECLARED DISTANCES

| Runway designator | TORA | TODA | ASDA | LDA | Remarks |
|---|---|---|---|---|---|
| 1 | 2 | 3 | 4 | 5 | 6 |
| 04 | 799 M | 799 M | 799 M | 902 M | |
| 22 | 799 M | 799 M | 799 M | 879 M | |

## EGCW AD 2.14 APPROACH AND RUNWAY LIGHTING

| RWY | Approach lighting Type/ Length/ Intensity | Threshold lighting Colour/Wing bars | VASIS/ MEHT/ PAPI/ PAPI Dist from THR | TDZ, lighting Length | Runway Centre Line lighting Length/ Spacing/ Colour/ Intensity | Runway edge lighting Length/ Spacing/ Colour/ Intensity | Runway end lighting Colour/ Wing bars | Stopway lighting Length/ Colour | Remarks |
|---|---|---|---|---|---|---|---|---|---|
| 1 | 2 | 3 | 4 | 5 | 6 | 7 | 8 | 9 | 10 |
| 04 | | Green wingbars | APAPI Other/3° 14 FT 92 M | | | White Light intensity low | Red Light intensity low | | |

| RWY | Approach lighting Type/ Length/ Intensity | Threshold lighting Colour/Wing bars | VASIS/ MEHT/ PAPI/ PAPI Dist from THR | TDZ, lighting Length | Runway Centre Line lighting Length/ Spacing/ Colour/ Intensity | Runway edge lighting Length/ Spacing/ Colour/ Intensity | Runway end lighting Colour/ Wing bars | Stopway lighting Length/ Colour | Remarks |
|---|---|---|---|---|---|---|---|---|---|
| 1 | 2 | 3 | 4 | 5 | 6 | 7 | 8 | 9 | 10 |
| 22 | | Green wingbars | APAPI Other/3° 16 FT 100 M | | | White Light intensity low | Red Light intensity low | | THR: Runway 22 displaced threshold green wingbar lights are approximately 13 M beyond the mark threshold location. |

## EGCW AD 2.15 OTHER LIGHTING, SECONDARY POWER SUPPLY

**INTENTIONALLY BLANK**

## EGCW AD 2.16 HELICOPTER LANDING AREA

**INTENTIONALLY BLANK**

## EGCW AD 2.17 AIR TRAFFIC SERVICES AIRSPACE

| Designation and lateral limits | Vertical Limits | Airspace Class | ATS unit callsign/ language | Transition Altitude | Hours of applicability | Remarks |
|---|---|---|---|---|---|---|
| 1 | 2 | 3 | 4 | 5 | 6 | 7 |
| WELSHPOOL ATZ<br>A circle, 2 NM radius, centred at 523743N 0030912W on longest notified runway (04/ 22) | Upper limit: 2000 FT AGL<br>Lower limit: SFC | G | WELSHPOOL RADIO<br>English | | | |

## EGCW AD 2.18 AIR TRAFFIC SERVICES COMMUNICATION FACILITIES

| Service Designation | Callsign | Channel/ Frequency(MHz) | SATVOICE number(s) | Logon Address | Hours of Operation | Remarks |
|---|---|---|---|---|---|---|
| 1 | 2 | 3 | 4 | 5 | 6 | 7 |
| OTHER | WELSHPOOL RADIO | 128.005<br>A/G frequency. | | | 0900-1700 (0800-1600); or SS+30, whichever is earlier (and by arrangement). | ATZ hours coincident with A/G hours, but not by arrangement. A/G cover also provided Mon-Fri and Sat/Sun afternoons during aerodrome unlicensed operations. |

# EGCW AD 2.19 RADIO NAVIGATION AND LANDING AIDS

| Type of Aid CAT of ILS/MLS MAG Var/VOR Declination | Ident | Frequency | Hours of Operation | Position of transmitting antenna coordinates | Elevation of DME transmitting antenna | Remarks |
|---|---|---|---|---|---|---|
| 1 | 2 | 3 | 4 | 5 | 6 | 7 |
| DME | WPL | 106Y<br>115.950 MHz | 0900-1700 (0800-1800). | 523747.85N<br>0030913.73W | 252 FT | On AD.<br>Zero range is indicated at THR of Runway 04 and 22.<br>Any VOR indications should be ignored.<br>Due to terrain effects, the DME may unlock in two sectors, 055 to 155 MAG and 245 to 355 MAG; range error in these sectors may be experienced up to 0.3 NM.<br>DOC 15 NM/25000 FT. |
| NDB<br>0.21°E (2027) | WPL | 323.000 kHz | 0900-1700 (0800-1800). | 523747.74N<br>0030913.90W | | On AD. Range 10 NM. Normally radiates H24. Poor ADF performance may be experienced due to terrain effects. |

# EGCW AD 2.20 LOCAL AERODROME REGULATIONS

## 1 AIRPORT REGULATIONS

a) Aerodrome is not available to aircraft unable to communicate by radio.
b) No solo flying training for the purpose of the grant of a licence shall take place when the visibility at the aerodrome is less than 8 KM or the cloud base is less than 2500 FT above aerodrome level.

## 2 GROUND MOVEMENT

a) The Northern Taxiway is limited to aircraft with a wing span no greater than 12.8 M.
b) Aircraft parking is on grass apron in summer season.
c) Power checks:

   i. Rwy 22 – Alpha Hold (Avoid pointing propwash onto North Apron).
   ii. Rwy 04 – Delta Hold.

## 3 CAT II/III OPERATIONS

Not applicable.

## 4 WARNINGS

a) The aerodrome is located in the River Severn Valley with high ground on each side of the valley. Pilots are advised not to descend below safety height until on final approach after having positively identified the runway.
b) The fins of aircraft parked on the Southern Apron may infringe the aerodrome transitional area.
c) Trees infringe the transitional surface by 16 M, east-southeast of the aerodrome:

   i. Single oak tree located 130 M south east of the centreline, 400 M from the north eastern end of the runway, 23 M tall;
   ii. Row of poplars located 120 M south east of the centreline, 345 M from the south western end of the runway, 34 M tall.

d) Runway 04 Procedure – Aircraft holding on the far end turning pad are to hold at marker board Delta. Landing aircraft are to note that any aircraft holding at Delta will be abeam the undershoot, separated by 70 M from the displaced threshold.

## 5 HELICOPTER OPERATIONS

a) Light aircraft are warned of the possible effect of wake turbulence by preceding helicopters on approach or departure. Light aircraft should also be aware of the possible effect of rotor downwash generated by large helicopters operating on the aerodrome, including the home based Air Ambulance EC145 Helicopter which may lift at short notice. Both Civil and Military Helicopter training takes place at the airfield, fields to the east and west of the runway are often used for hover practice.

## 6 USE OF RUNWAYS

Not applicable.

### 7 TRAINING

a) Rotary, fixed wing & microlight training takes place at this aerodrome.

## EGCW AD 2.21 NOISE ABATEMENT PROCEDURES

a) Avoid flying overhead Powis Castle.

## EGCW AD 2.22 FLIGHT PROCEDURES

### 1 CIRCUITS

a) Overhead Joins 2500 FT QFE.
b) Fixed Wing Circuit 22/04 LH 1500 FT AGL.
c) Rotary Circuit LH 22/04 1200 FT AGL inboard of fixed wing circuit.
d) State Position on first contact with Welshpool Radio.

## EGCW AD 2.23 ADDITIONAL INFORMATION

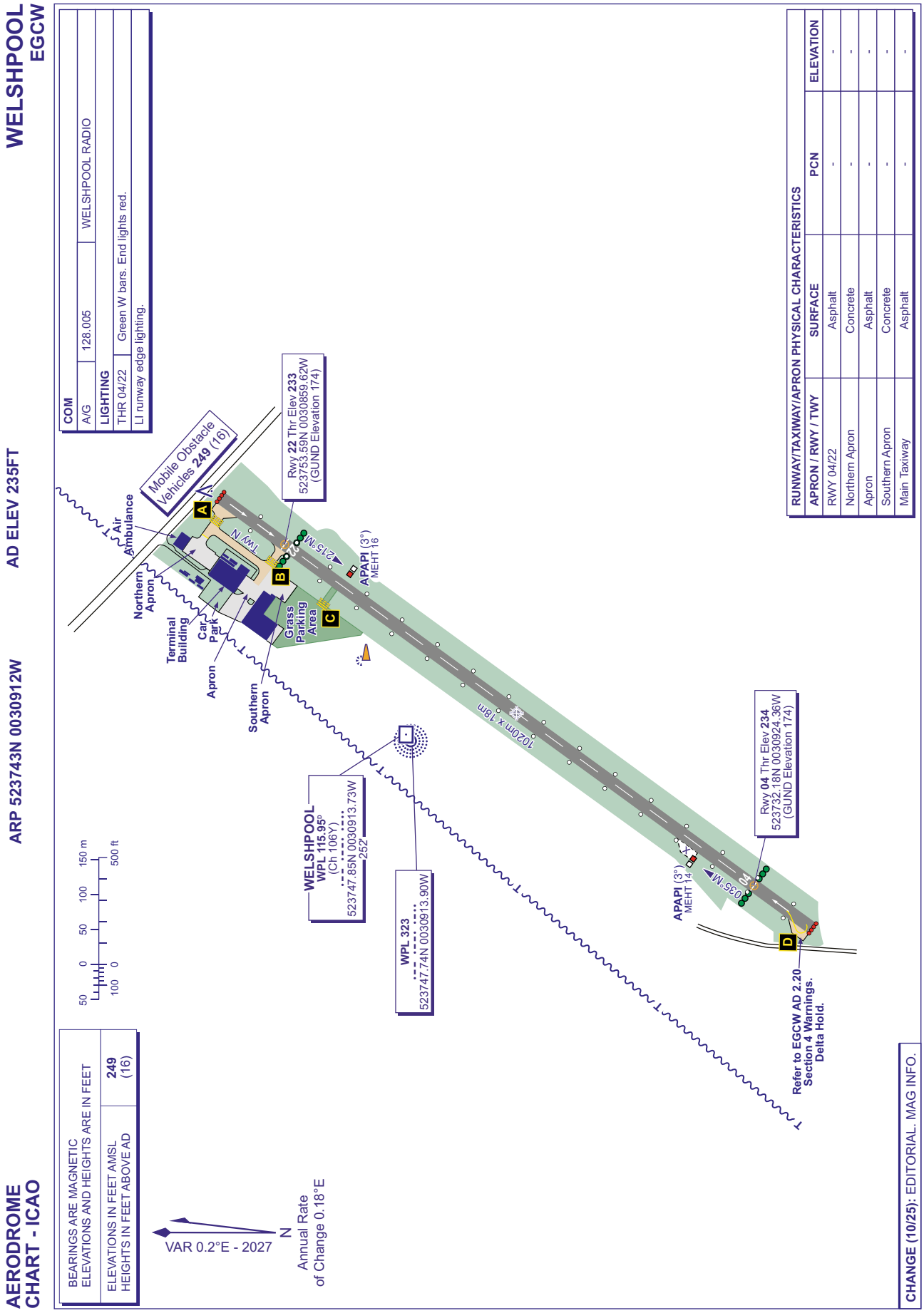
Not applicable

## EGCW AD 2.24 CHARTS RELATED TO AN AERODROME

AERODROME CHART - ICAO
AD 2.EGCW-2-1

## EGCW AD 2.25 VISUAL SEGMENT SURFACE (VSS) PENETRATION

Not applicable


WELSHPOOL
EGCW
AERODROME
CHART - ICAO
ARP 523743N 0030912W
AD ELEV 235FT
COM
A/G 128.005 WELSHPOOL RADIO
LIGHTING
THR 04/22 Green W bars. End lights red.
LI runway edge lighting.
RUNWAY/TAXIWAY/APRON PHYSICAL CHARACTERISTICS
APRON / RWY / TWY | SURFACE | PCN | ELEVATION
RWY 04/22 | Asphalt | - | -
Northern Apron | Concrete | - | -
Apron | Asphalt | - | -
Southern Apron | Concrete | - | -
Main Taxiway | Asphalt | - | -
Mobile Obstacle Vehicles 249 (16)
Air Ambulance
Rwy 22 Thr Elev 233
523753.59N 0030859.62W
(GUND Elevation 174)
Rwy 04 Thr Elev 234
523732.18N 0030924.36W
(GUND Elevation 174)
Northern Apron
Terminal Building
Car Park
Apron
Southern Apron
Grass Parking Area
Twy N
A
B
C
D
APAPI (3°)
MEHT 16
APAPI (3°)
MEHT 14
022°
215°W
040°
035°W
1020m x 18m
WELSHPOOL
WPL 115.95
(Ch 106Y)
523747.85N 0030913.73W
252°
WPL 323
523747.74N 0030913.90W
Refer to EGCW AD 2.20 Section 4 Warnings. Delta Hold.
50 0 50 100 150 m
100 0 500 ft
BEARINGS ARE MAGNETIC
ELEVATIONS AND HEIGHTS ARE IN FEET
ELEVATIONS IN FEET AMSL 249
HEIGHTS IN FEET ABOVE AD (16)
VAR 0.2°E - 2027
N
Annual Rate of Change 0.18°E
CHANGE (10/25): EDITORIAL. MAG INFO.

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# EGFA — WEST WALES/ABERPORTH

## EGFA AD 2.1 AERODROME LOCATION INDICATOR AND NAME

EGFA — WEST WALES/ABERPORTH

## EGFA AD 2.2 AERODROME GEOGRAPHICAL AND ADMINISTRATIVE DATA

| | | |
|---|---|---|
| 1 | ARP coordinates and site at AD | Lat: 520653N Long: 0043334W<br>Mid point of Runway 07/25. |
| 2 | Direction and distance from city | 4 NM east of Cardigan. |
| 3 | Elevation / Reference temperature / Mean Low Temperature | 428 FT / 18 °C / - |
| 4 | Geoid undulation at AD ELEV PSN | 178 FT |
| 5 | Magnetic Variation / Annual Change | 0.23°W (2027) / 0.19°E |
| 6 | AD Administration<br>Address<br>Telephone<br>E-mail address<br>Web address | WEST WALES AIRPORT LTD.<br>West Wales Airport, Blaenannerch, Aberporth, Ceredigion, SA43 2DZ.<br>01239-811100<br>enquiries@flyuav.co.uk<br>http://www.flyuav.co.uk |
| 7 | Type of Traffic permitted (IFR/VFR) | VFR |
| 8 | Remarks | |

## EGFA AD 2.3 OPERATIONAL HOURS

| | | |
|---|---|---|
| 1 | AD Administration | Mon-Fri, except PH 0900-1630 (0800-1530); or SS, whichever is earlier. |
| 2 | Customs and immigration | By arrangement |
| 3 | Health and sanitation | |
| 4 | AIS Briefing Office | |
| 5 | ATS Reporting Office (ARO) | |
| 6 | MET Briefing Office | |
| 7 | ATS | As AD hours. See also AD 2.18. |
| 8 | Fuelling | By arrangement. |
| 9 | Handling | |
| 10 | Security | |
| 11 | De-icing | |
| 12 | Remarks | This aerodrome is PPR for all movements. Requests should be made via telephone. Requests made via RTF will be considered. |

## EGFA AD 2.4 HANDLING SERVICES AND FACILITIES

| | | |
|---|---|---|
| 1 | Cargo handling facilities | |
| 2 | Fuel and oil types | AVTUR JET A-1, AVGAS 100LL |
| 3 | Fuelling facilities/capacity | |
| 4 | De-icing facilities | |
| 5 | Hangar space for visiting aircraft | |
| 6 | Repair facilities for visiting aircraft | |
| 7 | Remarks | |

## EGFA AD 2.5 PASSENGER FACILITIES

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## EGFA AD 2.6 RESCUE AND FIRE FIGHTING SERVICES

| | | |
|---|---|---|
| 1 | AD category for fire fighting services | RFF Category A1<br>RFF Category 2 available by arrangement. |
| 2 | Rescue equipment | |
| 3 | Capability for removal of disabled aircraft | |
| 4 | Remarks | |

## EGFA AD 2.7 SEASONAL AVAILABILITY - CLEARING

**INTENTIONALLY BLANK**

## EGFA AD 2.8 APRONS, TAXIWAYS AND CHECK LOCATIONS/POSITIONS DATA

| | | |
|---|---|---|
| 1 | Apron surface and strength | APRON<br>Surface: Asphalt |
| 2 | Taxiway width, surface and strength | Taxiway A: 16 M<br>Surface: Asphalt<br><br>Taxiway B: 10 M<br>Surface: Asphalt |
| 3 | Altimeter checkpoint location and elevation | Apron 424 FT - Taxiway A holding point 423 FT |
| 4 | VOR checkpoints | |
| 5 | INS checkpoints | |
| 6 | Remarks | |

## EGFA AD 2.9 SURFACE MOVEMENT GUIDANCE AND CONTROL SYSTEM AND MARKINGS

| | | |
|---|---|---|
| 1 | Use of aircraft stand ID signs, TWY guide lines and visual docking/parking guidance system of aircraft stands | |
| 2 | Runway and taxiway markings and lighting | |
| 3 | Stop bars and runway guard lights (if any) | |
| 4 | Other runway protection measures | |
| 5 | Remarks | WDI: 520650.68N 0043332.51W. |

## EGFA AD 2.10 AERODROME OBSTACLES

| In Approach/Take-off areas | | | | | |
|---|---|---|---|---|---|
| **Obstacle ID/ Designation** | **Obstacle Type** | **Obstacle Position** | **Elevation/Height** | **Obstruction Lighting Type/ Colour** | **Remarks** |
| **1** | **2** | **3** | **4** | **5** | **6** |
| INTENTIONALLY BLANK | | | | | |

| In circling area and at aerodrome | | | | | | |
|---|---|---|---|---|---|---|
| **Obstacle ID/ Designation** | **Obstacle Type** | **Obstacle Position** | **Elevation/Height** | | **Obstruction Lighting Type/ Colour** | **Remarks** |
| **1** | **2** | **3** | **4** | | **5** | **6** |
| (EGFA3655) | MAST | 520726.72N 0043358.84W | 538 FT | | No | |
| (EGFA2803) | MAST | 520656.90N 0042944.01W | 775 FT | | No | |
| (EGFA2628) | TELEGRAPH POLE | 520600.72N 0043241.78W | 621 FT | | No | |

| In circling area and at aerodrome | | | | | | |
|---|---|---|---|---|---|---|
| **Obstacle ID/ Designation** | **Obstacle Type** | **Obstacle Position** | **Elevation/Height** | | **Obstruction Lighting Type/ Colour** | **Remarks** |
| **1** | **2** | **3** | **4** | | **5** | **6** |
| (EGFA2400) | TELEGRAPH POLE | 520559.48N 0043300.58W | 610 FT | | No | |

## EGFA AD 2.11 METEOROLOGICAL INFORMATION PROVIDED

| | | |
|---|---|---|
| 1 | Associated MET Office | MET OFFICE EXETER |
| 2 | Hours of service<br>MET Office outside hour | H24 |
| 3 | Office responsible for TAF preparation<br>Periods of validity | |
| 4 | Trend forecast<br>Interval of issuance | |
| 5 | Briefing/consultation provided | |
| 6 | Flight documentation<br>Language(s) used | |
| 7 | Charts and other information available for briefing or consultation | |
| 8 | Supplementary equipment available for providing information | |
| 9 | ATS units provided with information | |
| 10 | Additional information (limitation of service, etc.) | Unofficial MET reports for the aerodrome available on the website listed at AD 2.2. |

## EGFA AD 2.12 RUNWAY PHYSICAL CHARACTERISTICS

| **Designations RWY Number** | **True bearing** | **Dimensions of RWY** | **Surface of RWY/ SWY/ Strength** | **THR co-ordinates/ THR Geoid undulation** | **THR elevation/ Highest elevation of TDZ of precision APP RWY** | **Slope of RWY/ SWY** |
|---|---|---|---|---|---|---|
| **1** | **2** | **3** | **4** | **5** | **6** | **7** |
| 07 | 072.45° | 1257 x 30 M | RWY surface: Asphalt<br>PCN 15/F/C/Y/U | 520647.17N<br>0043403.72W<br>177.9 FT | THR 406.2 FT | |
| 25 | 252.46° | 1257 x 30 M | RWY surface: Asphalt<br>PCN 15/F/C/Y/U | 520658.74N<br>0043304.27W<br>177.9 FT | THR 413.6 FT | |

| **SWY Dimensions** | **Clearway Dimensions** | **Strip Dimensions** | **RESA Dimensions, Overshoot / Undershoot** | **Location/ description of arresting system** | **OFZ** | **Remarks** |
|---|---|---|---|---|---|---|
| **8** | **9** | **10** | **11** | **12** | **13** | **14** |
| | | | | | | RWY 07<br><br>Threshold displaced by 34 M. |
| | | | | | | RWY 25<br><br>Threshold displaced by 37 M. |

## EGFA AD 2.13 DECLARED DISTANCES

| **Runway designator** | **TORA** | **TODA** | **ASDA** | **LDA** | **Remarks** |
|---|---|---|---|---|---|
| **1** | **2** | **3** | **4** | **5** | **6** |
| 07 | 1199 M | 1199 M | 1199 M | 1186 M | |
| 25 | 1199 M | 1199 M | 1199 M | 1186 M | |

## EGFA AD 2.14 APPROACH AND RUNWAY LIGHTING

**INTENTIONALLY BLANK**

## EGFA AD 2.15 OTHER LIGHTING, SECONDARY POWER SUPPLY

| | | |
|---|---|---|
| 1 | ABN/IBN location, characteristics and hours of operation | |
| 2 | LDI location and lighting<br>Anemometer location and lighting | Anemometer: 520657.65N 0043334.84W. |
| 3 | TWY edge and centre line lighting | |
| 4 | Secondary power supply/switch-over time | |
| 5 | Remarks | |

## EGFA AD 2.16 HELICOPTER LANDING AREA

**INTENTIONALLY BLANK**

## EGFA AD 2.17 AIR TRAFFIC SERVICES AIRSPACE

| Designation and lateral limits | Vertical Limits | Airspace Class | ATS unit callsign/ language | Transition Altitude | Hours of applicability | Remarks |
|---|---|---|---|---|---|---|
| 1 | 2 | 3 | 4 | 5 | 6 | 7 |
| WEST WALES ABERPORTH ATZ<br>A circle, 2 NM radius, centred at 520653N 0043334W on longest notified runway (07/25) | Upper limit: 2000 FT AGL<br>Lower limit: SFC | G | WEST WALES INFORMATION<br>English<br>WEST WALES RADIO<br>English | 3000 FT | | |

## EGFA AD 2.18 AIR TRAFFIC SERVICES COMMUNICATION FACILITIES

| Service Designation | Callsign | Channel/ Frequency(MHz) | SATVOICE number(s) | Logon Address | Hours of Operation | Remarks |
|---|---|---|---|---|---|---|
| 1 | 2 | 3 | 4 | 5 | 6 | 7 |
| AFIS | WEST WALES INFORMATION | 122.155<br>DOC 25 NM/6000 FT. | | | Mon-Fri, except PH 0900-1630 (0800-1530); or SS, whichever is earlier. | ATZ hours coincident with AFIS.<br><br>During these times, service may temporarily be downgraded to A/G. |
| OTHER | WEST WALES RADIO | 122.155<br>A/G frequency.<br>DOC 25 NM/6000 FT. | | | Mon-Fri, except PH 0900-1630 (0800-1530); or SS, whichever is earlier. | |

## EGFA AD 2.19 RADIO NAVIGATION AND LANDING AIDS

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# EGFA AD 2.20 LOCAL AERODROME REGULATIONS

## 1 AIRPORT REGULATIONS

a) While airside each commander is responsible for the safety of his/her passengers and other crew members. Passengers are at all times to be escorted by the aircraft commander or a crew member who is known to be competent to ensure both his/her and the passengers' safety. The wearing of high visibility clothing when airside is strongly recommended.
b) Aircraft commanders or crew members, as applicable, are responsible for ensuring that a total ban on smoking while airside is observed.
c) The carriage of Dangerous Goods, as specified by The Air Navigation (Dangerous Goods) Regulations 2002, is prohibited unless written approval has been issued by the Airport Manager.
d) Use of the airport by aircraft unable to communicate via RTF, is not permitted.
e) Permission to use the airport, either to land or depart, may be withdrawn without prior notice. Withdrawal of permission may occur due to prevailing weather conditions, if it is considered that the requirements of the airports safety management system cannot be met.

## 2 GROUND MOVEMENT

a) Runway incursion Hot Spots HS1 and HS2 shown on Aerodrome Chart at AD 2-EGFA-2-1.
b) During times that AFIS is provided, aircraft intending to depart Runway 07/25 will continue to be subject to instructions after passing the holding points until lined up for departure.

## 3 CAT II/III OPERATIONS

Not applicable.

## 4 WARNINGS

a) Parts of the ATZ are located within Danger Areas EGD201H and EGD202D. Operation of these areas is not continuous and is accordingly notified via NOTAM. Aircraft given permission to use the aerodrome during notified hours of operation of these Danger Areas should use the flight procedures set out at AD 2.22.
b) Unmanned aircraft flying takes place at the aerodrome, within the ATZ and surrounding Danger Areas. During times that unmanned aircraft are airborne temporary restrictions to manned aircraft flights may be applied. Permission to use the aerodrome during these times will specify conditions which are intended to minimise delays. Unmanned aircraft flying will normally result in Danger Area EGD202D being notified active.
c) During times that EGD202D is notified active arriving flights are required to contact the current Danger Area managing authority for entry approval. This will be either:

   Aberporth Radar 120.835 MHz; or

   West Wales Radar 127.090 MHz; or

   West Wales Information 122.155 MHz.

d) During times that unmanned aircraft flying is taking place, support equipment may be present on Runway 07/25 and/or within the runway strip. During times that such equipment is present Runway 07/25 may operate unlicensed.

## 5 HELICOPTER OPERATIONS

a) All wheel equipped helicopters are required to land and take-off on the runway.

## 6 USE OF RUNWAYS

Runway 04/22 available by prior arrangement for fixed-wing aircraft not requiring use of a licensed runway.

## 7 TRAINING

Not applicable.

# EGFA AD 2.21 NOISE ABATEMENT PROCEDURES

a) Aircraft are to be operated in a manner to cause least disturbance in areas surrounding the airport.
b) Use of Hangar 1 is subject to noise abatement requirements.

   i. No engine ground running is permitted on the paved maintenance area adjacent to the Hangar.
   ii. Subject to AFIS approval aircraft are to be towed to a designated location on Taxiway B before engine start up.
   iii. Aircraft vacating Runway 07/25 at Taxiway B are to shutdown engine(s) north of Hold B and then towed to Hangar 1.

# EGFA AD 2.22 FLIGHT PROCEDURES

## 1 CIRCUITS

a) Circuit height is 1000 FT AAL/1424 FT AMSL.
b) The following circuit directions apply when the specified runway is in use:

Runways 07 and 04 RH; Runway 25 and 22 LH.

c) Unless otherwise notified by 'West Wales Information/Radio' a standard circuit joining procedure via overhead the aerodrome is not permitted. The southern lateral limit of Danger Area EGD201H is located approximately 1 NM north of Runway 07/25 centre-line. When notified active, entry into the circuit is to ensure that aircraft avoid entry into the Danger Area. The intended entry point into the circuit should be notified to 'West Wales Information/Radio'.
d) Wheel equipped helicopters are to land and depart on the runway in use and ground taxi to/from the apron.

# EGFA AD 2.23 ADDITIONAL INFORMATION

Not applicable.

# EGFA AD 2.24 CHARTS RELATED TO AN AERODROME

AERODROME CHART - ICAO
AD 2.EGFA-2-1

# EGFA AD 2.25 VISUAL SEGMENT SURFACE (VSS) PENETRATION

Not applicable

# AERODROME CHART - ICAO

ARP 520653N 0043334W

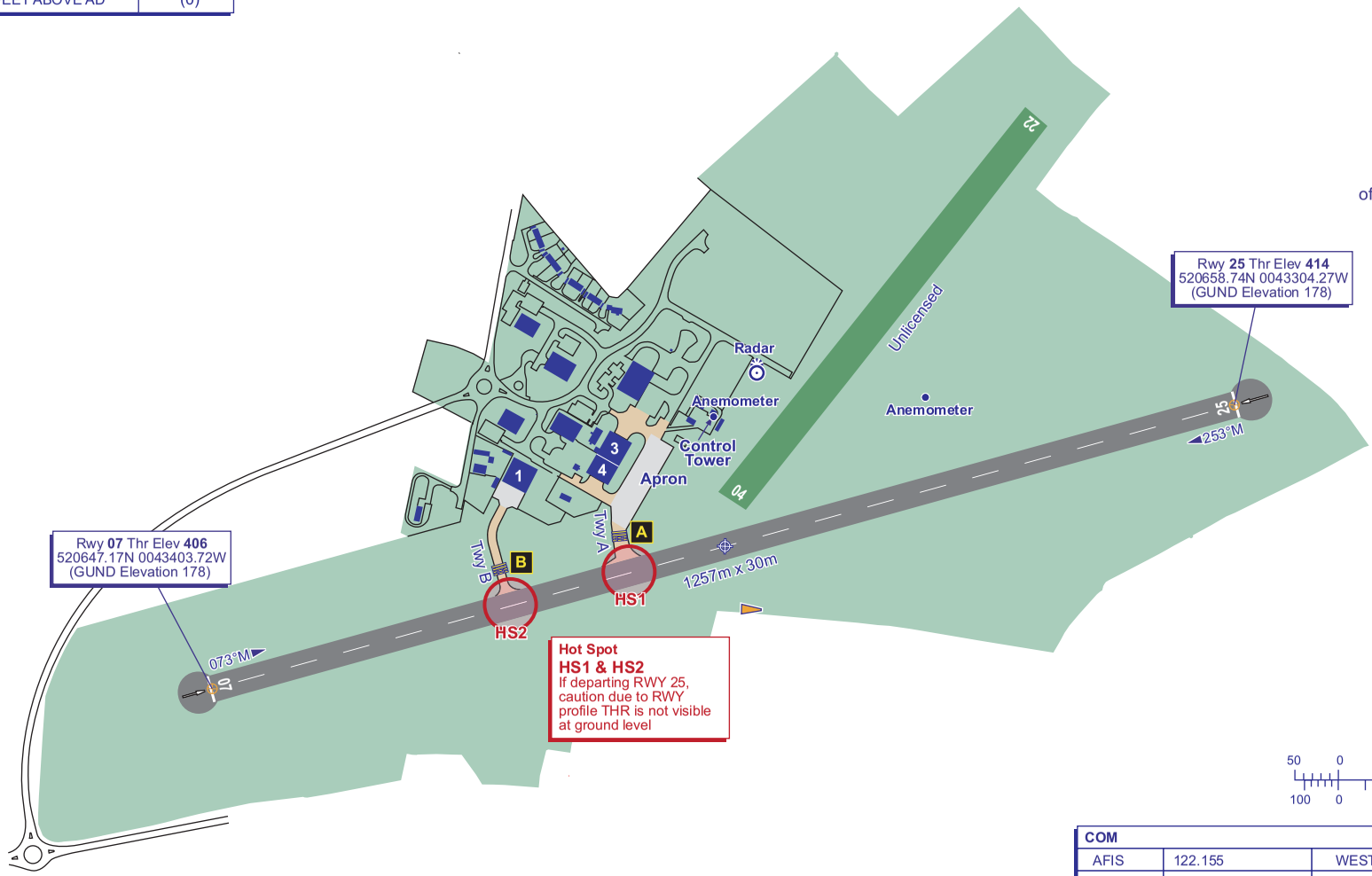
AD ELEV 428FT

# WEST WALES/ABERPORTH
## EGFA

AERO INFO DATE 23 JUL 25

| GUND (Geoid Undulation) = The height of the Geoid (MSL) above the Reference Elipsoid (WGS 84) at the stated position. | |
|---|---|
| BEARINGS ARE MAGNETIC<br>ELEVATIONS AND HEIGHTS ARE IN FEET | |
| ELEVATIONS IN FEET AMSL<br>HEIGHTS IN FEET ABOVE AD | 428<br>(0) |

| RUNWAY/TAXIWAY/APRON PHYSICAL CHARACTERISTICS | | |
|---|---|---|
| APRON / RWY / TWY | SURFACE | PCN |
| RWY 07/25 | Asphalt | 15/F/C/Y/U |
| Main Apron | Asphalt | - |
| TWY | Asphalt | - |




| COM | | |
|---|---|---|
| AFIS | 122.155 | WEST WALES INFO |
| A/G | 122.155 | WEST WALES RADIO |

**CHANGE (10/25):** EDITORIAL. MAG INFO.

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# EGEW — WESTRAY

## EGEW AD 2.1 AERODROME LOCATION INDICATOR AND NAME

EGEW — WESTRAY

## EGEW AD 2.2 AERODROME GEOGRAPHICAL AND ADMINISTRATIVE DATA

| | | |
|---|---|---|
| 1 | ARP coordinates and site at AD | Lat: 592100N Long: 0025701W<br>Mid point of Runway 09/27 |
| 2 | Direction and distance from city | 22 NM N of Kirkwall Airport. |
| 3 | Elevation / Reference temperature / Mean Low Temperature | 30 FT / 14 °C / - |
| 4 | Geoid undulation at AD ELEV PSN | - |
| 5 | Magnetic Variation / Annual Change | 1.54°W (2022) / 0.24°E |
| 6 | AD Administration<br>Address<br>Telephone<br>Telefax<br>E-mail address | ORKNEY ISLANDS COUNCIL<br>Council Offices, Kirkwall, Orkney Islands, KW15 1NY, Scotland.<br>01856-873535<br>01856-876094<br>developmentandinfrastructure@orkney.gov.uk |
| 7 | Type of Traffic permitted (IFR/VFR) | VFR |
| 8 | Remarks | |

## EGEW AD 2.3 OPERATIONAL HOURS

| | | |
|---|---|---|
| 1 | AD Administration | Daylight hours only, subject to PPR . |
| 2 | Customs and immigration | |
| 3 | Health and sanitation | |
| 4 | AIS Briefing Office | |
| 5 | ATS Reporting Office (ARO) | |
| 6 | MET Briefing Office | |
| 7 | ATS | |
| 8 | Fuelling | |
| 9 | Handling | |
| 10 | Security | |
| 11 | De-icing | |
| 12 | Remarks | This aerodrome is PPR, a valid indemnity is required. Full details of landing fees and rules for airfield users can be found on the Orkney Islands Council website:<br>http://www.orkney.gov.uk/Service-Directory/T/airfields.htm |

## EGEW AD 2.4 HANDLING SERVICES AND FACILITIES

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## EGEW AD 2.5 PASSENGER FACILITIES

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## EGEW AD 2.6 RESCUE AND FIRE FIGHTING SERVICES

| | | |
|---|---|---|
| 1 | AD category for fire fighting services | RFF Category A1<br>RFF Category 2 accepted under remission by prior arrangement. |
| 2 | Rescue equipment | |
| 3 | Capability for removal of disabled aircraft | |
| 4 | Remarks | |

## EGEW AD 2.7 SEASONAL AVAILABILITY - CLEARING

| | | |
|---|---|---|
| 1 | Type of clearing equipment | |
| 2 | Clearance priorities | |
| 3 | Remarks | Winter Operations. No snow clearing facilities available. During winter months pilots are advised to contact the Airfield Superintendent for the latest runway conditions. Tel: 01856-873535. |

## EGEW AD 2.8 APRONS, TAXIWAYS AND CHECK LOCATIONS/POSITIONS DATA

| | | |
|---|---|---|
| 1 | Apron surface and strength | APRON<br>Surface: Macadam |
| 2 | Taxiway width, surface and strength | |
| 3 | Altimeter checkpoint location and elevation | |
| 4 | VOR checkpoints | |
| 5 | INS checkpoints | |
| 6 | Remarks | |

## EGEW AD 2.9 SURFACE MOVEMENT GUIDANCE AND CONTROL SYSTEM AND MARKINGS

**INTENTIONALLY BLANK**

## EGEW AD 2.10 AERODROME OBSTACLES

| In Approach/Take-off areas | | | | | | |
|---|---|---|---|---|---|---|
| **Obstacle ID/ Designation** | **Obstacle Type** | **Obstacle Position** | **Elevation/Height** | | **Obstruction Lighting Type/ Colour** | **Remarks** |
| **1** | **2** | **3** | **4** | | **5** | **6** |
| (EGEW6300) 09 APPROACH/27 TAKE OFF | HYDRO POLE | 592149.19N 0025801.25W | 77 FT | | No | |
| (EGEW5400) 13 APPROACH/31 TAKE OFF | BUILDING CHIMNEY | 592120.81N 0025728.97W | 77 FT | | No | |
| (EGEW5700 ) 13 APPROACH/31 TAKE OFF | BUILDING RIDGE | 592109.11N 0025727.80W | 82 FT | | No | |
| (EGEW5500) 13 APPROACH/31 TAKE OFF | BUILDING RIDGE | 592108.85N 0025724.94W | 79 FT | | No | |
| (EGEW5600) 13 APPROACH/31 TAKE OFF | BUILDING CHIMNEY | 592108.24N 0025726.14W | 82 FT | | No | |
| (EGEW5800) 13 APPROACH/31 TAKE OFF | BUILDING RIDGE | 592106.83N 0025728.72W | 78 FT | | No | |
| (EGEW7200) 13 APPROACH/31 TAKE OFF | HYDRO POLE | 592106.80N 0025722.17W | 77 FT | | No | |
| (EGEW7100) 13 APPROACH/31 TAKE OFF | HYDRO POLE | 592105.54N 0025726.30W | 72 FT | | No | |
| (EGEW7000) 09 APPROACH/27 TAKE OFF | HYDRO POLE | 592103.99N 0025731.34W | 62 FT | | No | |
| (EGEW6900) 09 APPROACH/27 TAKE OFF | HYDRO POLE | 592102.42N 0025736.43W | 56 FT | | No | |
| (EGEW5900) 09 APPROACH/27 TAKE OFF | BUILDING CHIMNEY | 592101.96N 0025727.25W | 63 FT | | No | |
| (EGEW6800) 09 APPROACH/27 TAKE OFF | HYDRO POLE | 592100.88N 0025741.44W | 55 FT | | No | |
| (EGEW6100) 09 APPROACH/27 TAKE OFF | BUILDING RIDGE | 592059.90N 0025752.82W | 62 FT | | No | |
| (EGEW6000) 09 APPROACH/27 TAKE OFF | BUILDING CHIMNEY | 592059.56N 0025751.17W | 63 FT | | No | |
| (EGEW6700) 09 APPROACH/27 TAKE OFF | HYDRO POLE | 592059.00N 0025747.52W | 54 FT | | No | |

| In Approach/Take-off areas | | | | | | |
|---|---|---|---|---|---|---|
| **Obstacle ID/ Designation** | **Obstacle Type** | **Obstacle Position** | **Elevation/Height** | | **Obstruction Lighting Type/ Colour** | **Remarks** |
| **1** | **2** | **3** | **4** | | **5** | **6** |
| (EGEW6600) 09 APPROACH/27 TAKE OFF | HYDRO POLE | 592056.37N 0025751.18W | 51 FT | | No | |
| (EGEW6500) 09 APPROACH/27 TAKE OFF | HYDRO POLE | 592052.91N 0025756.04W | 50 FT | | No | |
| (EGEW6400) 09 APPROACH/27 TAKE OFF | HYDRO POLE | 592051.01N 0025758.69W | 57 FT | | No | |
| (EGEW6200) 09 APPROACH/27 TAKE OFF | BUILDING RIDGE | 592048.75N 0025756.87W | 71 FT | | No | |

| In circling area and at aerodrome | | | | | | |
|---|---|---|---|---|---|---|
| **Obstacle ID/ Designation** | **Obstacle Type** | **Obstacle Position** | **Elevation/Height** | | **Obstruction Lighting Type/ Colour** | **Remarks** |
| **1** | **2** | **3** | **4** | | **5** | **6** |
| (EGEW5300) | BUILDING RIDGE LINE | 592053.37N 0025708.80W | 34 FT | | No | |

## EGEW AD 2.11 METEOROLOGICAL INFORMATION PROVIDED

**INTENTIONALLY BLANK**

## EGEW AD 2.12 RUNWAY PHYSICAL CHARACTERISTICS

| Designations RWY Number | True bearing | Dimensions of RWY | Surface of RWY/ SWY/ Strength | THR co-ordinates/ THR Geoid undulation | THR elevation/ Highest elevation of TDZ of precision APP RWY | Slope of RWY/ SWY |
|---|---|---|---|---|---|---|
| **1** | **2** | **3** | **4** | **5** | **6** | **7** |
| 09 | 083.25° | 527 x 18 M | RWY surface: Graded Hardcore | 592059.13N 0025716.11W | THR 30.0 FT | |
| 27 | 263.26° | 527 x 18 M | RWY surface: Graded Hardcore | 592101.13N 0025642.99W | THR 14.0 FT | |
| 13 | 128.56° | 457 x 30 M | RWY surface: Grass | 592106.09N 0025703.82W | THR 22.0 FT | |
| 31 | 308.56° | 457 x 30 M | RWY surface: Grass | 592058.58N 0025645.37W | THR 15.0 FT | |

| SWY Dimensions | Clearway Dimensions | Strip Dimensions | RESA Dimensions, Overshoot / Undershoot | Location/ description of arresting system | OFZ | Remarks |
|---|---|---|---|---|---|---|
| **8** | **9** | **10** | **11** | **12** | **13** | **14** |
| | | | | | | RWY 09<br><br>While arriving or departing from Runway 27 for approximately 180 M the 09 threshold is not visible and when arriving or departing from Runway 09 for approximately 250 M the 27 threshold is not visible. |
| | | | | | | RWY 27<br><br>While arriving or departing from Runway 27 for approximately 180 M the 09 threshold is not visible and when arriving or departing from Runway 09 for approximately 250 M the 27 threshold is not visible. |

| SWY Dimensions | Clearway Dimensions | Strip Dimensions | RESA Dimensions, Overshoot / Undershoot | Location/ description of arresting system | OFZ | Remarks |
|---|---|---|---|---|---|---|
| 8 | 9 | 10 | 11 | 12 | 13 | 14 |
| | | | | | | RWY 13<br><br>Starter extension of 39 M. |
| | | | | | | RWY 31<br><br>Starter extension of 46 M. |

## EGEW AD 2.13 DECLARED DISTANCES

| Runway designator | TORA | TODA | ASDA | LDA | Remarks |
|---|---|---|---|---|---|
| 1 | 2 | 3 | 4 | 5 | 6 |
| 09 | 527 M | 527 M | 527 M | 527 M | |
| 27 | 527 M | 527 M | 527 M | 527 M | |
| 13 | 411 M | 411 M | 411 M | 372 M | TORA, TODA and ASDA include a 39 M starter extension. |
| 31 | 418 M | 418 M | 418 M | 372 M | TORA, TODA and ASDA include a 46 M starter extension. |

## EGEW AD 2.14 APPROACH AND RUNWAY LIGHTING

| RWY | Approach lighting Type/ Length/ Intensity | Threshold lighting Colour/Wing bars | VASIS/ MEHT/ PAPI/ PAPI Dist from THR | TDZ, lighting Length | Runway Centre Line lighting Length/ Spacing/ Colour/ Intensity | Runway edge lighting Length/ Spacing/ Colour/ Intensity | Runway end lighting Colour/ Wing bars | Stopway lighting Length/ Colour | Remarks |
|---|---|---|---|---|---|---|---|---|---|
| 1 | 2 | 3 | 4 | 5 | 6 | 7 | 8 | 9 | 10 |
| 09 | | Green<br>Light intensity low | | | | Omni-directional<br>White<br>Light intensity low | Red<br>Light intensity low | | |
| 27 | | Green<br>Light intensity low | | | | Omni-directional<br>White<br>Light intensity low | Red<br>Light intensity low | | |
| 13 | | Green<br>Light intensity low | | | | Omni-directional<br>White<br>Light intensity low | Red<br>Light intensity low | | |
| 31 | | Green<br>Light intensity low | | | | Omni-directional<br>White<br>Light intensity low | Red<br>Light intensity low | | |

## EGEW AD 2.15 OTHER LIGHTING, SECONDARY POWER SUPPLY

| | | |
|---|---|---|
| 1 | ABN/IBN location, characteristics and hours of operation | |
| 2 | LDI location and lighting<br>Anemometer location and lighting | Anemometer: 592102.35N 0025706.95W |
| 3 | TWY edge and centre line lighting | |
| 4 | Secondary power supply/switch-over time | |
| 5 | Remarks | |

## EGEW AD 2.16 HELICOPTER LANDING AREA

| | | |
|---|---|---|
| 1 | Coordinates TLOF or THR of FATO, geoid undulation | TLOF: 592104.72N 0025705.31W |
| 2 | TLOF and/or FATO elevation | TLOF: 29.8 FT |
| 3 | TLOF and FATO area dimensions, surface, strength, marking, lighting | |
| 4 | True BRG of FATO | |
| 5 | Declared distance available | |
| 6 | APP and FATO lighting | |
| 7 | RMK | |

## EGEW AD 2.17 AIR TRAFFIC SERVICES AIRSPACE

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## EGEW AD 2.18 AIR TRAFFIC SERVICES COMMUNICATION FACILITIES

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## EGEW AD 2.19 RADIO NAVIGATION AND LANDING AIDS

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## EGEW AD 2.20 LOCAL AERODROME REGULATIONS

### 1 AIRPORT REGULATIONS

Not applicable

### 2 GROUND MOVEMENT

Not applicable

### 3 CAT II/III OPERATIONS

Not applicable

### 4 WARNINGS

a) Rock sub-strata prevents natural drainage of water. After any period of heavy or continuous rainfall, pilots intending to land or take-off at this aerodrome should establish the location of any significant standing water or mud patches by contacting the airfield coordinator on site.
b) Visiting pilots should note that during periods of prolonged rainfall the grass runway can become very soft especially during the winter months.
c) **Runway 09/27:** Graded hardcore runway is generally unsuitable for light aircraft with low ground/propeller clearance due to unstabilised surface and as a result it would be advisable to carry out any power checks on the tarmac apron before departure.
d) No private (non-commercial) flights are permitted within 15 minutes of any scheduled airline movement.

### 5 HELICOPTER OPERATIONS

Not applicable

### 6 USE OF RUNWAYS

Not applicable

### 7 TRAINING

Not applicable

## EGEW AD 2.21 NOISE ABATEMENT PROCEDURES

Not applicable

## EGEW AD 2.22 FLIGHT PROCEDURES

### 1 COMMUNICATION

a) Contact with Kirkwall Approach is recommended.

## EGEW AD 2.23 ADDITIONAL INFORMATION

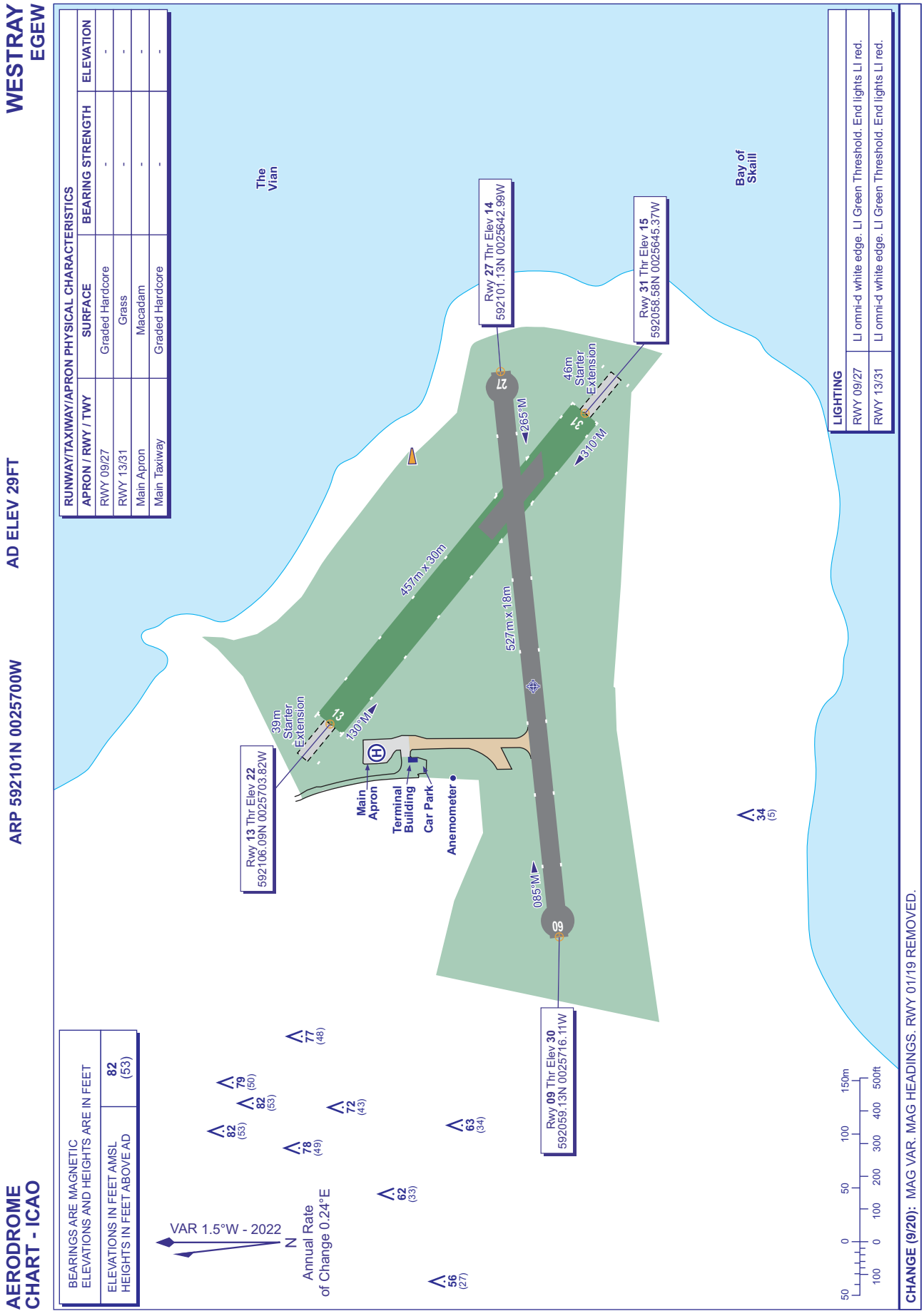
Not applicable

## EGEW AD 2.24 CHARTS RELATED TO AN AERODROME

AERODROME CHART - ICAO
AD 2.EGEW-2-1

## EGEW AD 2.25 VISUAL SEGMENT SURFACE (VSS) PENETRATION

Not applicable


WESTRAY
EGEW
AD ELEV 29FT
ARP 592101N 0025700W
AERODROME
CHART - ICAO
RUNWAY/TAXIWAY/APRON PHYSICAL CHARACTERISTICS
APRON / RWY / TWY
SURFACE
BEARING STRENGTH
ELEVATION
RWY 09/27
Graded Hardcore
-
-
RWY 13/31
Grass
-
-
Main Apron
Macadam
-
-
Main Taxiway
Graded Hardcore
-
-
LIGHTING
RWY 09/27
LI omni-d white edge. LI Green Threshold. End lights LI red.
RWY 13/31
LI omni-d white edge. LI Green Threshold. End lights LI red.
BEARINGS ARE MAGNETIC
ELEVATIONS AND HEIGHTS ARE IN FEET
ELEVATIONS IN FEET AMSL
HEIGHTS IN FEET ABOVE AD
82 (53)
VAR 1.5°W - 2022
N
Annual Rate of Change 0.24°E
The Vlan
Bay of Skaill
Rwy 13 Thr Elev 22
592106.09N 0025703.82W
Rwy 27 Thr Elev 14
592101.13N 0025642.99W
Rwy 31 Thr Elev 15
592058.58N 0025645.37W
Rwy 09 Thr Elev 30
592059.13N 0025716.11W
457m x 30m
527m x 18m
39m Starter Extension
46m Starter Extension
130°M
265°M
310°M
085°M
Main Apron
Terminal Building
Car Park
Anemometer
13
27
31
09
82 (53)
79 (50)
82 (53)
77 (48)
78 (49)
72 (43)
63 (34)
62 (33)
56 (27)
34 (5)
50 100 0 50 100 200 300 400 500ft
150m
CHANGE (9/20): MAG VAR. MAG HEADINGS. RWY 01/19 REMOVED.

**INTENTIONALLY BLANK**

# EGLM — WHITE WALTHAM

## EGLM AD 2.1 AERODROME LOCATION INDICATOR AND NAME

EGLM — WHITE WALTHAM

## EGLM AD 2.2 AERODROME GEOGRAPHICAL AND ADMINISTRATIVE DATA

| | | |
|---|---|---|
| 1 | ARP coordinates and site at AD | Lat: 513002N Long: 0004629W<br>Mid point of Runway 07/25 |
| 2 | Direction and distance from city | 2 NM SW of Maidenhead. |
| 3 | Elevation / Reference temperature / Mean Low Temperature | 133 FT / 19 °C / - |
| 4 | Geoid undulation at AD ELEV PSN | 152 FT |
| 5 | Magnetic Variation / Annual Change | 0.31°E (2022) / 0.20°E |
| 6 | AD Administration<br>Address<br>Telephone<br>Telefax | WEST LONDON AERO CLUB<br>White Waltham Aerodrome, Nr. Maidenhead, Berks, SL6 3NJ.<br>01628-823272<br>01628-826070 |
| 7 | Type of Traffic permitted (IFR/VFR) | VFR |
| 8 | Remarks | |

## EGLM AD 2.3 OPERATIONAL HOURS

| | | |
|---|---|---|
| 1 | AD Administration | 0800-1630 (0700-1830); or SS+30, whichever is earlier; and by arrangement. |
| 2 | Customs and immigration | By arrangement |
| 3 | Health and sanitation | |
| 4 | AIS Briefing Office | |
| 5 | ATS Reporting Office (ARO) | |
| 6 | MET Briefing Office | |
| 7 | ATS | As AD hours. See also AD 2.18. |
| 8 | Fuelling | 0800-SS (0700-1830; or SS, whichever is earlier); and by arrangement. |
| 9 | Handling | |
| 10 | Security | |
| 11 | De-icing | |
| 12 | Remarks | Closing times may be earlier if weather conditions are considered unsuitable for flying training. Strictly PPR by telephone or via the website at https://www.wlac.co.uk/ppr-request/ |

## EGLM AD 2.4 HANDLING SERVICES AND FACILITIES

| | | |
|---|---|---|
| 1 | Cargo handling facilities | |
| 2 | Fuel and oil types | AVTUR JET A-1 (FSII additive not included), AVGAS 100LL, AVGAS UL-91<br>Various |
| 3 | Fuelling facilities/capacity | |
| 4 | De-icing facilities | |
| 5 | Hangar space for visiting aircraft | |
| 6 | Repair facilities for visiting aircraft | |
| 7 | Remarks | |

## EGLM AD 2.5 PASSENGER FACILITIES

**INTENTIONALLY BLANK**

## EGLM AD 2.6 RESCUE AND FIRE FIGHTING SERVICES

| | | |
|---|---|---|
| 1 | AD category for fire fighting services | RFF Category A1<br>RFF Category A2 available on remission. |
| 2 | Rescue equipment | |
| 3 | Capability for removal of disabled aircraft | |
| 4 | Remarks | |

## EGLM AD 2.7 SEASONAL AVAILABILITY - CLEARING

**INTENTIONALLY BLANK**

## EGLM AD 2.8 APRONS, TAXIWAYS AND CHECK LOCATIONS/POSITIONS DATA

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## EGLM AD 2.9 SURFACE MOVEMENT GUIDANCE AND CONTROL SYSTEM AND MARKINGS

| | | |
|---|---|---|
| 1 | Use of aircraft stand ID signs, TWY guide lines and visual docking/parking guidance system of aircraft stands | |
| 2 | Runway and taxiway markings and lighting | |
| 3 | Stop bars and runway guard lights (if any) | |
| 4 | Other runway protection measures | |
| 5 | Remarks | WDI: 512951.90N 0004636.76W |

## EGLM AD 2.10 AERODROME OBSTACLES

| In Approach/Take-off areas | | | | | | |
|---|---|---|---|---|---|---|
| **Obstacle ID/ Designation** | **Obstacle Type** | **Obstacle Position** | **Elevation/Height** | | **Obstruction Lighting Type/ Colour** | **Remarks** |
| **1** | **2** | **3** | **4** | | **5** | **6** |
| (EGLM5540) 21/APPROACH 03/ TAKE-OFF | TREE | 513021.48N 0004602.62W | 167 FT | | No | |
| (EGLM5585) 21/APPROACH 03/ TAKE-OFF | TREE | 513018.55N 0004605.95W | 156 FT | | No | |
| (EGLM4843) 11/APPROACH 29/ TAKE-OFF | LIGHTNING CONDUCTOR | 513016.20N 0004826.91W | 294 FT | | No | |
| (EGLM5510) 25R/APPROACH 07L/ TAKE-OFF | TREE | 513013.25N 0004556.21W | 161 FT | | No | |
| (EGLM5471) 25R/APPROACH 07L/ TAKE-OFF | TREE | 513012.54N 0004550.44W | 164 FT | | No | |
| (EGLM5892) 11/APPROACH 29/ TAKE-OFF | TREE | 513003.75N 0004659.90W | 180 FT | | No | |
| (EGLM1441) 29/APPROACH 11/ TAKE-OFF | ROAD 4 8M | 512948.68N 0004559.41W | 130 FT | | No | |
| (EGLM5843) 07L/25R 07R/25L TAKE-OFF/APPROACH | TREE | 512943.36N 0004723.68W | 209 FT | | No | |
| (EGLM4954) 07L/APPROACH 25R/ TAKE-OFF | TREE | 512943.23N 0004722.94W | 207 FT | | No | |
| (EGLM5000) 03/APPROACH 21/ TAKE-OFF | TREE | 512926.24N 0004649.16W | 207 FT | | No | |
| (EGLM5824) 03/APPROACH 21/ TAKE-OFF | TREE | 512925.12N 0004649.74W | 211 FT | | No | |
| (EGLM5662) 03/APPROACH 21/ TAKE-OFF | TREE | 512924.85N 0004648.55W | 213 FT | | No | |

| In circling area and at aerodrome | | | | | | |
|---|---|---|---|---|---|---|
| **Obstacle ID/ Designation** | **Obstacle Type** | **Obstacle Position** | **Elevation/Height** | | **Obstruction Lighting Type/ Colour** | **Remarks** |
| **1** | **2** | **3** | **4** | | **5** | **6** |
| (EGLM1299) | TREE | 513121.13N 0004843.79W | 545 FT | | No | |
| (EGLM4571) | MAST | 513042.75N 0004651.57W | 308 FT | | Yes | |
| (EGLM3275) | CHURCH SPIRE | 512912.27N 0004722.07W | 274 FT | | No | |

## EGLM AD 2.11 METEOROLOGICAL INFORMATION PROVIDED

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## EGLM AD 2.12 RUNWAY PHYSICAL CHARACTERISTICS

| Designations RWY Number | True bearing | Dimensions of RWY | Surface of RWY/ SWY/ Strength | THR co-ordinates/ THR Geoid undulation | THR elevation/ Highest elevation of TDZ of precision APP RWY | Slope of RWY/ SWY |
|---|---|---|---|---|---|---|
| **1** | **2** | **3** | **4** | **5** | **6** | **7** |
| 03 | 026.23° | 1029 x 45 M | RWY surface: Grass | 512944.68N 0004630.54W 152.1 FT | THR 114.0 FT | |
| 21 | 206.24° | 1029 x 45 M | RWY surface: Grass | 513014.56N 0004606.95W 152.1 FT | THR 127.1 FT | |
| 07L | 064.62° | 1116 x 45 M | RWY surface: Grass | 512955.09N 0004653.98W 152.2 FT | THR 126.2 FT | |
| 25R | 244.63° | 1116 x 45 M | RWY surface: Grass | 513009.65N 0004604.82W 152.1 FT | THR 123.1 FT | |
| 07R | 064.61° | 785 x 25 M | RWY surface: Grass | 512954.07N 0004653.17W 152.2 FT | THR 125.3 FT | |
| 25L | 244.62° | 785 x 25 M | RWY surface: Grass | 513004.96N 0004616.40W 152.1 FT | THR 131.5 FT | |
| 11 | 109.91° | 930 x 30 M | RWY surface: Grass | 512958.77N 0004647.09W 152.2 FT | THR 125.7 FT | |
| 29 | 289.91° | 930 x 30 M | RWY surface: Grass | 512949.22N 0004604.83W 152.1 FT | THR 113.5 FT | |

| SWY Dimensions | Clearway Dimensions | Strip Dimensions | RESA Dimensions, Overshoot / Undershoot | Location/ description of arresting system | OFZ | Remarks |
|---|---|---|---|---|---|---|
| **8** | **9** | **10** | **11** | **12** | **13** | **14** |
| | | - x 101 M | 90 x 90 M - | | | RWY 03 |
| | | - x 101 M | 90 x 90 M - | | | RWY 21 |
| | | - x 101 M | 90 x 90 M - | | | RWY 07L |
| | | - x 101 M | 90 x 90 M - | | | RWY 25R<br><br>Threshold displaced by 67 M. |

| SWY Dimensions | Clearway Dimensions | Strip Dimensions | RESA Dimensions, Overshoot / Undershoot | Location/ description of arresting system | OFZ | Remarks |
|---|---|---|---|---|---|---|
| 8 | 9 | 10 | 11 | 12 | 13 | 14 |
| | | - x 67 M | 90 x 50 M<br>- | | | RWY 07R |
| | | - x 67 M | 90 x 50 M<br>- | | | RWY 25L |
| | | - x 86 M | 90 x 60 M<br>- | | | RWY 11 |
| | | - x 86 M | 90 x 60 M<br>- | | | RWY 29<br><br>Threshold displaced by 63 M. |

## EGLM AD 2.13 DECLARED DISTANCES

| Runway designator | TORA | TODA | ASDA | LDA | Remarks |
|---|---|---|---|---|---|
| 1 | 2 | 3 | 4 | 5 | 6 |
| 07L | 1116 M | 1116 M | 1116 M | 1116 M | |
| 25R | 1116 M | 1116 M | 1116 M | 1049 M | |
| 03 | 1029 M | 1029 M | 1029 M | 1029 M | |
| 21 | 1029 M | 1029 M | 1029 M | 1029 M | |
| 11 | 930 M | 930 M | 930 M | 930 M | |
| 29 | 930 M | 930 M | 930 M | 867 M | |
| 07R | 785 M | 785 M | 785 M | 785 M | |
| 25L | 785 M | 785 M | 785 M | 785 M | |

## EGLM AD 2.14 APPROACH AND RUNWAY LIGHTING

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## EGLM AD 2.15 OTHER LIGHTING, SECONDARY POWER SUPPLY

| | | |
|---|---|---|
| 1 | ABN/IBN location, characteristics and hours of operation | |
| 2 | LDI location and lighting<br>Anemometer location and lighting | Anemometer: 513001.91N 0004552.63W |
| 3 | TWY edge and centre line lighting | |
| 4 | Secondary power supply/switch-over time | |
| 5 | Remarks | |

## EGLM AD 2.16 HELICOPTER LANDING AREA

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## EGLM AD 2.17 AIR TRAFFIC SERVICES AIRSPACE

| Designation and lateral limits | Vertical Limits | Airspace Class | ATS unit callsign/ language | Transition Altitude | Hours of applicability | Remarks |
|---|---|---|---|---|---|---|
| 1 | 2 | 3 | 4 | 5 | 6 | 7 |
| WHITE WALTHAM ATZ<br>A circle, 2 NM radius, centred at 513002N 0004629W on longest notified runway (07L/ 25R) | Upper limit: 2000 FT AGL<br>Lower limit: SFC | D<br>G | WALTHAM RADIO<br>English | 6000 FT | | Local Flying Area see EGLM AD 2.22 paragraph (3).<br>Note: Partly within London CTR. |

# EGLM AD 2.18 AIR TRAFFIC SERVICES COMMUNICATION FACILITIES

| Service Designation | Callsign | Channel/ Frequency(MHz) | SATVOICE number(s) | Logon Address | Hours of Operation | Remarks |
|---|---|---|---|---|---|---|
| 1 | 2 | 3 | 4 | 5 | 6 | 7 |
| OTHER | WALTHAM RADIO | 122.605 A/G frequency. | | | 0800-1630 (0700-1830); or SS+30, whichever is earlier; and by arrangement. | Closing times may be earlier if weather conditions are considered unsuitable for flying training.<br><br>ATZ hours coincident with A/G hours, but not by arrangement. |

# EGLM AD 2.19 RADIO NAVIGATION AND LANDING AIDS

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# EGLM AD 2.20 LOCAL AERODROME REGULATIONS

## 1 AIRPORT REGULATIONS

a) Users of the aerodrome should be familiar with the West London Aero Club Operations Manual which is available at the aerodrome or on the internet at **https://www.wlac.co.uk**

## 2 GROUND MOVEMENT

Not applicable

## 3 CAT II/III OPERATIONS

Not applicable

## 4 WARNINGS

a) The aerodrome is located immediately to the west of the London CTR and part of the White Waltham ATZ to the east lies within the London CTR.
b) The aerodrome surface is rough and undulating.
c) Vehicular traffic, not under the control of the aerodrome operator, uses the perimeter track which bounds the manoeuvring area to the west and north of the aerodrome and pilots are cautioned to exercise extreme vigilance when operating aircraft and to use only established taxiways in order to ensure safe clearance.
d) Aerobatics display practice may take place in the airfield overhead.
e) Drone testing takes place on the aerodrome up to 400 FT AGL.

## 5 HELICOPTER OPERATIONS

Not applicable

## 6 USE OF RUNWAYS

Not applicable

## 7 TRAINING

Not applicable

# EGLM AD 2.21 NOISE ABATEMENT PROCEDURES

a) Pilots of departing aircraft are requested to conform with Local Noise Abatement Procedures. Details are available in the briefing room, on the website and via a briefing from Operations. Pilots should take care that operating noise is kept to a minimum. No flying over built up areas, avoid overflying local villages.

# EGLM AD 2.22 FLIGHT PROCEDURES

## 1 REPORTING POINTS AND ARRIVALS

a) Aircraft arriving at White Waltham aerodrome are to approach by one of the reporting points November, Sierra or Whiskey shown on the Traffic Zone Chart at AD 2-EGLM-4-1.
b) Aircraft are to arrive overhead the aerodrome at 1200 FT QFE and then carry out a standard overhead join from this height.

## 2 AIRCRAFT IN THE LONDON CTR OUTSIDE THE WHITE WALTHAM LOCAL FLYING AREA (LFA)

a) Pilots operating on a VFR or Special VFR clearance in the London CTR inbound to White Waltham (or otherwise) must not assume a clearance has been given to penetrate the ATZ.
b) Pilots requiring a VFR or Special VFR clearance to transit the London CTR must remain within the confines of the White Waltham LFA until a clearance has been obtained from Heathrow Radar.

## 3 LOCAL FLYING AREA (LFA)

a) White Waltham Aerodrome Local Flying Area (LFA) (see AD 2-EGLM-4-1) is defined as that portion of the White Waltham ATZ contained within the London Control Zone. VFR flights may take place within the LFA subject to the following conditions:

   i. In compliance with the Class D Airspace weather minima as defined in ENR 1.2;
   ii. Maximum altitude: 1500 ft QNH;

   ***Note 1:*** *Pilots of aircraft flying under VFR in the LFA are responsible for providing their own separation from other aircraft operating in the relevant airspace. SVFR flights are required to be separated by Heathrow Radar.*

   ***Note 2:*** *Aircraft unable to operate VFR may operate Special VFR within the LFA subject to:*

   *(i) The conditions in paragraph (a)(i) and (ii);*

   *(ii) The requirements for Special VFR flights detailed in ENR 1.2 and;*

   *(iii) Subject to approval from Heathrow Radar.*

b) Mode S Transponders

   i. The carriage of a Mode S Transponder within the LFA is encouraged, however there is currently no requirement for aircraft operating in the White Waltham LFA to comply with the requirements of the London CTR Mode S Transponder Mandatory Zone (TMZ).
   ii. Pilots of suitably equipped aircraft shall utilise the transponder to the maximum serviceable extent, selecting SSR code 7000 with altitude information selected where fitted.

## 4 CIRCUITS

a) All joins normally overhead at 1200 FT QFE; circuit height 800 FT QFE.

# EGLM AD 2.23 ADDITIONAL INFORMATION

Not applicable

# EGLM AD 2.24 CHARTS RELATED TO AN AERODROME

AERODROME CHART - ICAO
AD 2.EGLM-2-1
WHITE WALTHAM TRAFFIC ZONE
AD 2.EGLM-4-1

# EGLM AD 2.25 VISUAL SEGMENT SURFACE (VSS) PENETRATION

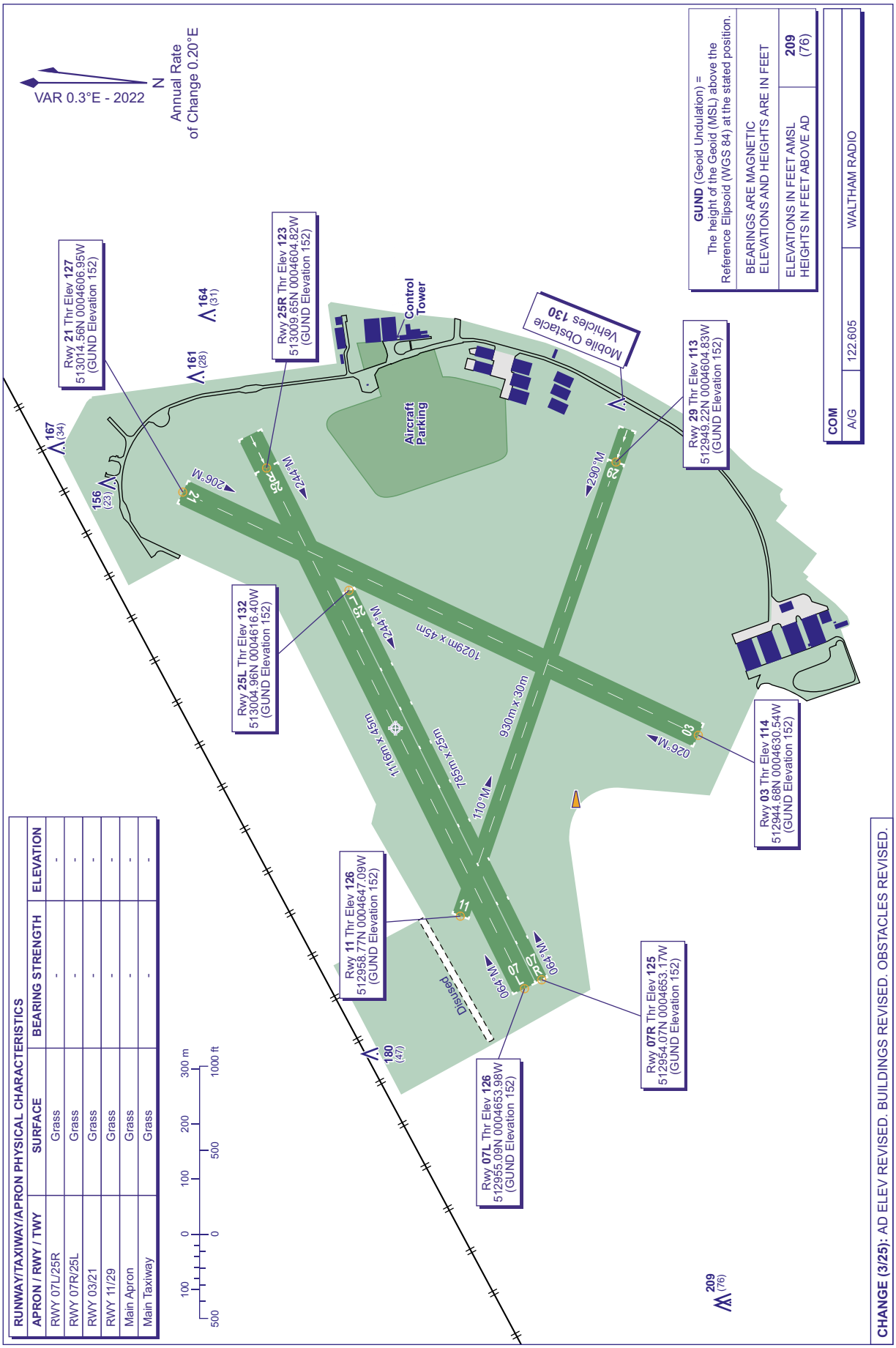
Not applicable

# WHITE WALTHAM EGLM

AERODROME CHART - ICAO

ARP 513002N 0004629W

AD ELEV 133FT




| RUNWAY/TAXIWAY/APRON PHYSICAL CHARACTERISTICS | | | |
|---|---|---|---|
| APRON / RWY / TWY | SURFACE | BEARING STRENGTH | ELEVATION |
| RWY 07L/25R | Grass | - | - |
| RWY 07R/25L | Grass | - | - |
| RWY 03/21 | Grass | - | - |
| RWY 11/29 | Grass | - | - |
| Main Apron | Grass | - | - |
| Main Taxiway | Grass | - | - |

**CHANGE (3/25):** AD ELEV REVISED. BUILDINGS REVISED. OBSTACLES REVISED.

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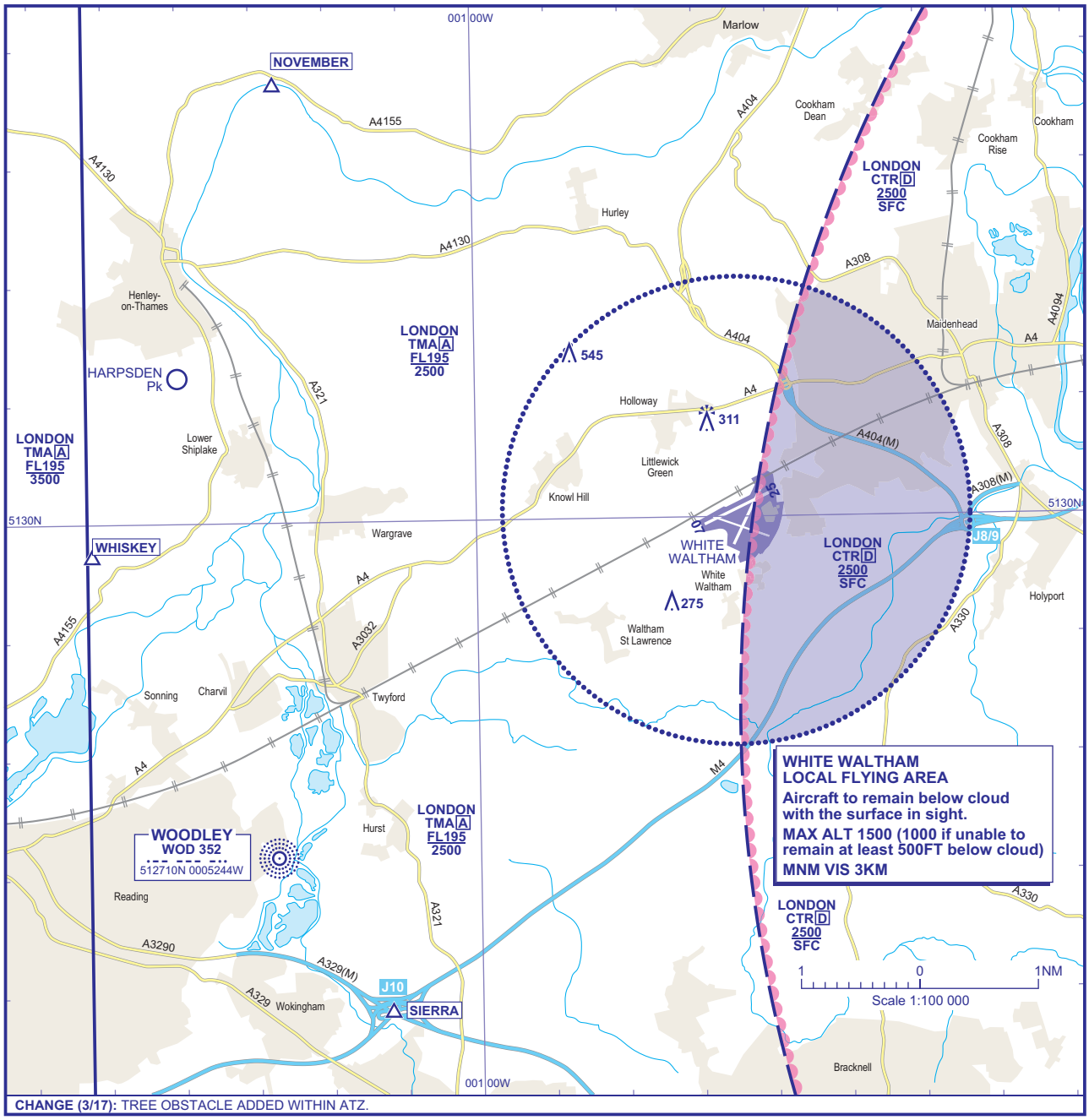
# WHITE WALTHAM TRAFFIC ZONE




**CHANGE (3/17):** TREE OBSTACLE ADDED WITHIN ATZ.

AERO INFO DATE 21 NOV 16

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# EGPC — WICK

## EGPC AD 2.1 AERODROME LOCATION INDICATOR AND NAME

EGPC — WICK

## EGPC AD 2.2 AERODROME GEOGRAPHICAL AND ADMINISTRATIVE DATA

| | | |
|---|---|---|
| 1 | ARP coordinates and site at AD | Lat: 582732N Long: 0030535W<br>Mid point of Runway 13/31. |
| 2 | Direction and distance from city | 1 NM N of Wick. |
| 3 | Elevation / Reference temperature / Mean Low Temperature | 126 FT / 14 °C / - |
| 4 | Geoid undulation at AD ELEV PSN | 167 FT |
| 5 | Magnetic Variation / Annual Change | 1.47°W (2022) / 0.23°E |
| 6 | AD Administration<br>Address<br>Telephone<br><br><br><br>Telefax | HIAL<br>Wick Aerodrome, Wick, Caithness, KW1 4QP.<br>01955-602215 (Administration)<br>01955-607583 (ATC)<br>01955-607579 (SATCO)<br>01955-607596 (ATIS)<br>01955-604750 (ATC)<br>01955-605946 (Administration) |
| 7 | Type of Traffic permitted (IFR/VFR) | IFR/VFR |
| 8 | Remarks | |

## EGPC AD 2.3 OPERATIONAL HOURS

| | | |
|---|---|---|
| 1 | AD Administration | Mon-Fri 0800-2000 (0700-1900); Sun 1400-1600 (1300-1500); and by arrangement with AD Operator (HIAL). |
| 2 | Customs and immigration | By arrangement with HIAL or Far North Aviation. |
| 3 | Health and sanitation | |
| 4 | AIS Briefing Office | |
| 5 | ATS Reporting Office (ARO) | |
| 6 | MET Briefing Office | |
| 7 | ATS | As AD hours. See also AD 2.18 |
| 8 | Fuelling | H24<br>by arrangement with Far North Aviation. |
| 9 | Handling | H24<br>by arrangement with Far North Aviation. |
| 10 | Security | As AD hours. |
| 11 | De-icing | Operational hours. |
| 12 | Remarks | This aerodrome is PPR. |

## EGPC AD 2.4 HANDLING SERVICES AND FACILITIES

| | | |
|---|---|---|
| 1 | Cargo handling facilities | By arrangement with Far North Aviation. Nearest railway siding: Wick. |
| 2 | Fuel and oil types | AVTUR JET A-1, AVGAS 100LL<br>Oil: All grades |
| 3 | Fuelling facilities/capacity | Stored overground in tanks and bowsers. Delivered by bowser. |
| 4 | De-icing facilities | By arrangement with Far North Aviation. |
| 5 | Hangar space for visiting aircraft | 50,000 sq FT. |
| 6 | Repair facilities for visiting aircraft | By arrangement with Far North Aviation. |

| | | |
|---|---|---|
| 7 | Remarks | Fuelling/Handling via Far North Aviation by Tel: 01955-602201, Fax: 01955-602203 or RTF (131.560 MHz callsign 'Far Nor').<br><br>Helicopter rotors running refuelling available by arrangements with HIAL and Far North Aviation.<br><br>Oxygen, nitrogen and related servicing available from Far North Aviation.<br><br>Survival suits, lifejackets and dinghies available from Far North Aviation. |

## EGPC AD 2.5 PASSENGER FACILITIES

| | | |
|---|---|---|
| 1 | Hotels | Wick and surrounding area. |
| 2 | Restaurants | Vending machines in terminal. |
| 3 | Transportation | Car Hire and taxis available. |
| 4 | Medical facilities | First Aid. |
| 5 | Bank and Post Office | Wick. |
| 6 | Tourist Office | Wick. |
| 7 | Remarks | Aviramp, stair climber and wheelchairs available for passengers with reduced mobility. |

## EGPC AD 2.6 RESCUE AND FIRE FIGHTING SERVICES

| | | |
|---|---|---|
| 1 | AD category for fire fighting services | RFF Category A4<br>RFF Category 4 Mon-Fri, Sun.<br>RFF Category 5 accepted under remission.<br>RFF Category 6 by prior arrangement. |
| 2 | Rescue equipment | Off road trailer unit for 1000 M response. |
| 3 | Capability for removal of disabled aircraft | Limited. |
| 4 | Remarks | |

## EGPC AD 2.7 SEASONAL AVAILABILITY - CLEARING

| | | |
|---|---|---|
| 1 | Type of clearing equipment | Mechanical. Chemical de-icing/anti-icing. Surfaces de-iced/anti-iced with KAC/EG and/or NAAC. |
| 2 | Clearance priorities | Runway 13/31, Taxiways, Apron, Airport domestic area. |
| 3 | Remarks | Latest information from ATC, Tel: 01955-602215, Ext 583. |

## EGPC AD 2.8 APRONS, TAXIWAYS AND CHECK LOCATIONS/POSITIONS DATA

| | | |
|---|---|---|
| 1 | Apron surface and strength | MAIN APRON<br>Surface: Concrete and asphalt<br>PCN 25/R/B/W/T<br><br>NORTH APRON<br>Surface: Asphalt<br>PCN 20/F/B/W/T<br><br>SOUTH APRON<br>Surface: Asphalt<br>PCN 10/F/C/X/T |
| 2 | Taxiway width, surface and strength | Taxiway APRON-HOLD C: 14 M<br>Surface: Asphalt<br>PCN 14/F/C/X/T LOOP TAXIWAY<br><br>Taxiway APRON-HOLD E: 14 M<br>Surface: Asphalt<br>PCN 14/F/C/X/T LOOP TAXIWAY |
| | | Taxiway HOLD E-HOLD E1: 10.5 M<br>Surface: Asphalt<br>PCN 10/F/C/X/T LOOP TAXIWAY |

| | | |
|---|---|---|
| | | Taxiway NORTH: 14 M<br>Surface: Asphalt<br>PCN 10/F/C/X/T HOLD D TO HOLD D1 BEFORE NORTH APRON |
| 3 | Altimeter checkpoint location and elevation | Apron 118 FT |
| 4 | VOR checkpoints | |
| 5 | INS checkpoints | |
| 6 | Remarks | |

## EGPC AD 2.9 SURFACE MOVEMENT GUIDANCE AND CONTROL SYSTEM AND MARKINGS

| | | |
|---|---|---|
| 1 | Use of aircraft stand ID signs, TWY guide lines and visual docking/parking guidance system of aircraft stands | |
| 2 | Runway and taxiway markings and lighting | Runway marking aid(s):<br>13/31: TDZ markings, Runway designation, centre-line and threshold markings.<br><br>Runway light(s):<br>13/31: HI edge, threshold wingbar and stopend lighting.<br><br>Taxiway marking aid(s):<br>Yellow centre-line. |
| 3 | Stop bars and runway guard lights (if any) | |
| 4 | Other runway protection measures | |
| 5 | Remarks | WDIs (LGTD): 582739.89N 0030543.69W; 582722.71N 0030526.06W. |

## EGPC AD 2.10 AERODROME OBSTACLES

| In Approach/Take-off areas | | | | | | |
|---|---|---|---|---|---|---|
| **Obstacle ID/ Designation** | **Obstacle Type** | **Obstacle Position** | **Elevation/Height** | | **Obstruction Lighting Type/ Colour** | **Remarks** |
| **1** | **2** | **3** | **4** | | **5** | **6** |
| (EGPC7607) 13/APPROACH 31/ TAKE-OFF | TREE | 582747.87N 0030636.39W | 134 FT | 36 FT | No | |
| (EGPC7448) 13/APPROACH 31/ TAKE-OFF | WDI | 582739.89N 0030543.69W | 153 FT | 25 FT | Yes Red | |
| (EGPC7050) 13/APPROACH 31/ TAKE-OFF | ANEMOMETER | 582735.72N 0030556.92W | 157 FT | 36 FT | Yes Red | |
| (EGPC7458) 31/APPROACH 13/ TAKE-OFF | WDI | 582722.71N 0030526.06W | 146 FT | 26 FT | Yes Red | |
| (EGPC7059) 31/APPROACH 13/ TAKE-OFF | ANEMOMETER | 582716.85N 0030508.88W | 150 FT | 36 FT | Yes Red | |
| (EGPC7018) 31/APPROACH 13/ TAKE-OFF | VDF | 582714.31N 0030503.46W | 131 FT | 19 FT | Yes Red | |

| In circling area and at aerodrome | | | | | | |
|---|---|---|---|---|---|---|
| **Obstacle ID/ Designation** | **Obstacle Type** | **Obstacle Position** | **Elevation/Height** | | **Obstruction Lighting Type/ Colour** | **Remarks** |
| **1** | **2** | **3** | **4** | | **5** | **6** |
| (EGPC7049) | WINDTURBINE | 582927.78N 0030939.56W | 189 FT | 89 FT | No | |
| (EGPC6081) | LIGHT HOUSE | 582844.50N 0030303.17W | 199 FT | 71 FT | No | |
| (EGPC6086) | TELEGRAPH POLE | 582817.97N 0030421.97W | 180 FT | 37 FT | No | |
| (EGPC6085) | POLE | 582815.78N 0030424.65W | 176 FT | 33 FT | No | |
| (EGPC6084) | BUILDING | 582815.70N 0030423.54W | 178 FT | 35 FT | No | |
| (EGPC1314) | TELEGRAPH POLE | 582803.73N 0030922.36W | 225 FT | 31 FT | No | |

| In circling area and at aerodrome | | | | | | |
|---|---|---|---|---|---|---|
| **Obstacle ID/ Designation** | **Obstacle Type** | **Obstacle Position** | **Elevation/Height** | | **Obstruction Lighting Type/ Colour** | **Remarks** |
| **1** | **2** | **3** | **4** | | **5** | **6** |
| (EGPC7028) | TREE | 582710.84N 0030504.20W | 144 FT | 33 FT | No | |
| (EGPC7042) | WINDTURBINE | 582620.94N 0031430.49W | 567 FT | 334 FT | No | |
| (EGPC7292) | SILO | 582614.25N 0030730.44W | 200 FT | 66 FT | No | |
| (EGPC7298) | FLOODLIGHT | 582614.02N 0030732.26W | 196 FT | 50 FT | No | |
| (EGPC7004) | WINDTURBINE | 582612.63N 0031154.21W | 505 FT | 327 FT | No | |
| (EGPC7039) | WINDTURBINE | 582610.95N 0031413.45W | 575 FT | 330 FT | No | |
| (EGPC7005) | WINDTURBINE | 582606.78N 0031222.95W | 513 FT | 329 FT | No | |
| (EGPC7284) | MAST | 582601.77N 0030511.25W | 208 FT | 106 FT | Yes Red | |
| (EGPC7301) | TREE | 582547.20N 0030710.31W | 233 FT | 65 FT | No | |
| (EGPC7307) | WIND TURBINE | 582507.42N 0030713.60W | 285 FT | 119 FT | Yes | |
| (EGPC7279) | MAST | 582337.91N 0030727.53W | 636 FT | 399 FT | Yes Red | |

## EGPC AD 2.11 METEOROLOGICAL INFORMATION PROVIDED

| | | |
|---|---|---|
| 1 | Associated MET Office | MET OFFICE ABERDEEN |
| 2 | Hours of service<br>MET Office outside hour | H24 |
| 3 | Office responsible for TAF preparation<br>Periods of validity | MET OFFICE ABERDEEN<br>9 hours. |
| 4 | Trend forecast<br>Interval of issuance | |
| 5 | Briefing/consultation provided | Self-briefing/Telephone provided by Far North Aviation or ATC. |
| 6 | Flight documentation<br>Language(s) used | Charts abbreviated plain language text. TAFs/METARs.<br>English. |
| 7 | Charts and other information available for briefing or consultation | Available on request from ATC. |
| 8 | Supplementary equipment available for providing information | Fax. ATIS on 01955-607596 (H24). |
| 9 | ATS units provided with information | WICK |
| 10 | Additional information (limitation of service, etc.) | Outside aerodrome hours unverified automatic observation via ATIS on telephone number above. |

## EGPC AD 2.12 RUNWAY PHYSICAL CHARACTERISTICS

| **Designations RWY Number** | **True bearing** | **Dimensions of RWY** | **Surface of RWY/ SWY/ Strength** | **THR co-ordinates/ THR Geoid undulation** | **THR elevation/ Highest elevation of TDZ of precision APP RWY** | **Slope of RWY/ SWY** |
|---|---|---|---|---|---|---|
| **1** | **2** | **3** | **4** | **5** | **6** | **7** |
| 13 | 126.97° | 1831 x 45 M | RWY surface: Asphalt, Grooved<br>PCN 20/F/B/W/T | 582744.52N<br>0030607.61W<br>167.3 FT | THR 113.5 FT<br>TDZ 124.5 FT | |
| 31 | 306.98° | 1831 x 45 M | RWY surface: Asphalt, Grooved<br>PCN 20/F/B/W/T | 582719.63N<br>0030504.53W<br>167.3 FT | THR 114.3 FT<br>TDZ 125.5 FT | |

| SWY Dimensions | Clearway Dimensions | Strip Dimensions | RESA Dimensions, Overshoot / Undershoot | Location/ description of arresting system | OFZ | Remarks |
|---|---|---|---|---|---|---|
| 8 | 9 | 10 | 11 | 12 | 13 | 14 |
| | 150 x 150 M | 1749 x 280 M | | | | RWY 13<br><br>Threshold displaced by 247 M.<br><br>Due to the runway profile, the end of the Runway 13 LDA is not visible, from an eye height of 3 M, until 480 M from the start of the LDA; ie 920 M prior to the end of the LDA. |
| | 150 x 150 M | 1749 x 280 M | | | | RWY 31<br><br>Threshold displaced by 304 M.<br><br>Due to the runway profile, the end of the Runway 31 LDA is not visible, from an eye height of 3 M, until 725 M from the start of the LDA; ie 673 M prior to the end of the LDA. |

## EGPC AD 2.13 DECLARED DISTANCES

| Runway designator | TORA | TODA | ASDA | LDA | Remarks |
|---|---|---|---|---|---|
| 1 | 2 | 3 | 4 | 5 | 6 |
| 13 | 1746 M | 1896 M | 1746 M | 1409 M | |
| 31 | 1714 M | 1864 M | 1714 M | 1410 M | |
| 31 | 1339 M | 1489 M | 1339 M | | Take-off from intersection with Taxiway C. |
| 31 | 1087 M | 1237 M | 1087 M | | Take-off from intersection with Taxiway F. |

## EGPC AD 2.14 APPROACH AND RUNWAY LIGHTING

| RWY | Approach lighting Type/ Length/ Intensity | Threshold lighting Colour/Wing bars | VASIS/ MEHT/ PAPI/ PAPI Dist from THR | TDZ, lighting Length | Runway Centre Line lighting Length/ Spacing/ Colour/ Intensity | Runway edge lighting Length/ Spacing/ Colour/ Intensity | Runway end lighting Colour/ Wing bars | Stopway lighting Length/ Colour | Remarks |
|---|---|---|---|---|---|---|---|---|---|
| 1 | 2 | 3 | 4 | 5 | 6 | 7 | 8 | 9 | 10 |
| 13 | Centre-line with two crossbars. 330 M Light intensity high | Light intensity high Green wingbars | PAPI Left/3° 25 FT 120 M | | | HI elev bi-directional with LI omni-directional component | Red | Red | |
| 31 | Centre-line with two crossbars. 390 M Light intensity high | Light intensity high Green wingbars | PAPI Left/3° 25 FT 138 M | | | HI elev bi-directional with LI omni-directional component | Red | Red | |

## EGPC AD 2.15 OTHER LIGHTING, SECONDARY POWER SUPPLY

| | | |
|---|---|---|
| 1 | ABN/IBN location, characteristics and hours of operation | |
| 2 | LDI location and lighting<br>Anemometer location and lighting | Anemometer: 582735.72N 0030556.92W (LGTD); 582716.85N 0030508.88W (LGTD) and 582718.19N 0030538.56W (LGTD). |

| | | |
|---|---|---|
| 3 | TWY edge and centre line lighting | CL: Green centre-line reflectors on loop from Main Apron to Hangar and North Taxiway.<br><br>EDGE: Blue taxiway edge lights from Main Apron to Runway 13/31. Blue edge reflectors on all other taxiways. |
| 4 | Secondary power supply/switch-over time | Yes/15 seconds. |
| 5 | Remarks | Apron floodlights. Obstacle lighting. |

## EGPC AD 2.16 HELICOPTER LANDING AREA

**INTENTIONALLY BLANK**

## EGPC AD 2.17 AIR TRAFFIC SERVICES AIRSPACE

| Designation and lateral limits | Vertical Limits | Airspace Class | ATS unit callsign/ language | Transition Altitude | Hours of applicability | Remarks |
|---|---|---|---|---|---|---|
| 1 | 2 | 3 | 4 | 5 | 6 | 7 |
| WICK ATZ<br>A circle, 2 NM radius, centred at 582732N 0030535W on longest notified runway (13/ 31) | Upper limit: 2000 FT AGL<br>Lower limit: SFC | G | WICK APPROACH<br>English | 3000 FT | | |

## EGPC AD 2.18 AIR TRAFFIC SERVICES COMMUNICATION FACILITIES

| Service Designation | Callsign | Channel/ Frequency(MHz) | SATVOICE number(s) | Logon Address | Hours of Operation | Remarks |
|---|---|---|---|---|---|---|
| 1 | 2 | 3 | 4 | 5 | 6 | 7 |
| APP | WICK APPROACH | 119.705 | | | Mon-Fri 0800-2000 (0700-1900); Sun 1400-1600 (1300-1500); and by arrangement with AD Operator (HIAL). | ATZ hours coincident with Approach hours.<br><br>VDF 582714.31N 0030503.46W. |
| TWR | WICK TOWER | 119.705<br>DOC 40 NM/ 15,000 FT | | | Mon-Fri 0800-2000 (0700-1900); Sun 1400-1600 (1300-1500); and by arrangement with AD Operator (HIAL). | VDF 582714.31N 0030503.46W. |
| AFIS | WICK INFORMATION | 119.705 | | | By arrangement outside hours of ATC. Normally, only available for SAR and Ambulance flights and aircraft in emergency | Due to AFISO training and maintenance of currency, AFISO phraseology may be in use during ATC published hours, with ATC in attendance.<br><br>ATC service will remain available at all times. Pilots will be advised of periods of AFISO training, normally via ATIS. |
| ATIS | WICK INFORMATION | 113.600<br>Freq shared with VOR WIK. | | | Mon-Fri 0800-2000 (0700-1900); Sun 1400-1600 (1300-1500); and by arrangement with AD Operator (HIAL). | |
| OTHER | WICK FIRE CHIEF | 121.600<br>Non-ATS frequency. | | | Available when Fire vehicle attending aircraft on the ground in an emergency. | |

# EGPC AD 2.19 RADIO NAVIGATION AND LANDING AIDS

| Type of Aid CAT of ILS/MLS MAG Var/VOR Declination | Ident | Frequency | Hours of Operation | Position of transmitting antenna coordinates | Elevation of DME transmitting antenna | Remarks |
|---|---|---|---|---|---|---|
| 1 | 2 | 3 | 4 | 5 | 6 | 7 |
| VOR/DME<br>0.44°W (2027)<br>0.8°W (2022) | WIK | 83X<br>113.600 MHz | Mon-Fri 0800-2000 (0700-1900); Sun 1400-1600 (1300-1500); and by arrangement with AD Operator (HIAL). | 582731.74N<br>0030601.34W | 145 FT | VOR/DME DOC: 100 NM/50,000 FT (160 NM/50,000 FT in Sector R331-001).<br>Available for approach and landing purposes only during the hours of APP. |
| NDB (L)<br>0.42°W (2027) | WCK | 344.000 kHz | Mon-Fri 0800-2000 (0700-1900); Sun 1400-1600 (1300-1500); and by arrangement with AD Operator (HIAL). | 582648.11N<br>0030347.23W | | Normally radiates H24. Range 30 NM.<br>Available for approach and landing purposes only during the hours of APP. |

# EGPC AD 2.20 LOCAL AERODROME REGULATIONS

## 1 AIRPORT REGULATIONS

a) Use of this airport by aircraft not able to communicate with ATC by radio is strictly PPR.
b) Aircraft that do not require the use of a licensed aerodrome and that wish to operate outwith the notified aerodrome hours of operation must comply with Highlands and Islands Airport Ltd Out of Hours Indemnity Scheme. During periods when the aerodrome is snow closed to facilitate snow clearing and/or de-icing operations out of hours indemnities are suspended and no flights may operate. Details of the scheme and an application form can be obtained at: https://www.hial.co.uk/general-aviation-7/general-aviation-4 or from HIAL Business Support Team, Tel: 01667-462445; Fax: 01667-464208.
c) Use of Wick aerodrome is subject to standard Terms and Conditions of Use, which can be requested from the aerodrome.
d) High visibility clothing must be worn airside at all times.

## 2 GROUND MOVEMENT

a) During periods of aircraft congestion on the apron, marshalling will be provided by HIAL.
b) Start-up requests are mandatory on all aprons.
c) Pilots must request and follow ATC taxi instructions.

## 3 CAT II/III OPERATIONS

Not applicable.

## 4 WARNINGS

a) Except for light signals, ground signals are not displayed.
b) Pilots are advised to exercise caution as this aerodrome has a deer hazard, particularly during the periods of dawn and dusk, although patrols are mounted whenever the presence of deer is known or anticipated. Pilots are requested to report the location of any animals on the aerodrome to ATC.
c) In Winter months there is increased bird activity in the vicinity of the aerodrome due to over wintering geese.
d) Grass areas are soft and unsafe. Poor load bearing characteristics may be found on the runway/taxiway strips and the area adjacent to the apron. Only marked taxiway to be used.
e) Loop Taxiway from Runway 13/31 through hold C, B & A, and North Taxiway through hold D and D1, is restricted to aircraft with an outer main gear wheel span not exceeding 8 M. Loop Taxiway through hold E and E1 is restricted to aircraft with an outer main gear wheel span not exceeding 6 M.

## 5 HELICOPTER OPERATIONS

a) Rotors running refuelling is available if Far North Aviation are provided with a copy of the Helicopter Operators written instructions regarding the aircraft, the required safety measures and the emergency procedures to be followed. All passengers must disembark before refuelling commences, unless in exceptional circumstances at the discretion of the aircraft commander.

## 6 USE OF RUNWAYS

a) Runway departure restriction for aircraft requiring the use of a licensed aerodrome:

   i. **Runway 13/31.** Except where an AOC holder has a less restrictive State authorised take-off minima, departures when the reported MET visibility is 400 M or less are not permitted.

b) Arriving aircraft on Runway 31 are required to backtrack and exit via Hold C. Pilots should commence backtrack as soon as practicable and successive inbound aircraft will be informed by ATC if required.
c) Departing aircraft are required to backtrack Runways 13 and 31 via Hold C. Backtracking should be as expeditious as possible. Pilots must inform ATC prior to entering the runway if they are aware that they will not be ready for departure on line up. Clearances or departure instructions will be issued during taxi.

## 7 TRAINING

a) The use of the airport for training purposes is subject to prior arrangement with ATC, Tel: 01955-602215, Ext 583.

# EGPC AD 2.21 NOISE ABATEMENT PROCEDURES

Not applicable.

# EGPC AD 2.22 FLIGHT PROCEDURES

## 1 INSTRUMENT APPROACH PROCEDURES

a) Instrument Approach Procedures (IAP) for this aerodrome are established outside controlled airspace. See ENR 1.5.

## 2 NORTH ATLANTIC DEPARTURES

a) Due to the proximity of the Shanwick Oceanic boundary to Wick, pilots must consider timescales for submitting an 'RCL'. Refer to ENR 2.2, paragraph 3.8.2 for details.

## 3 RADIO COMMUNICATION FAILURE PROCEDURES

a) The pilot of a VFR flight experiencing communications failure should join overhead at 2000 FT and descend into the circuit pattern for the runway-in-use watching for light signals from the Tower all the while. Should a light signal not be forthcoming on turning onto final approach, the pilot should level off at not below 400 FT and fly parallel to the runway, and adjacent to the Tower, to attract attention.

## 4 CIRCUITS

a) Circuit Height: 1000 FT AAL unless directed by ATC.
b) Circuit Directions: Runway 13 - LH; Runway 31 - RH.
c) Joining instructions as directed by ATC.

## 5 VISUAL REFERENCE POINTS (VRP)

a) Castletown (Disused AD) and Loch Watten lack conspicuity at night and are unsuitable.
b) Castletown (Disused AD) is close to the let-down pattern for Runway 13, the direct arrival to Runway 13, the missed approach procedure for Runway 31, and helicopters on HMRIs X-RAY and YANKEE.
c) Loch Watten is close to the let-down pattern for Runway 13 and missed approach Runway 31.
d) Details of VRPs are available in the consolidated 'Visual Reference Points List' published on the 'Digital Dataset' page of the NATS AIS website, www.nats.aero/ais.

## 6 UK FLIGHT INFORMATION SERVICES

a) During notified ATC hours of service:

   i. A procedural ATS will be routinely applied to IFR flights. Pilots will be expected to accept levels, radials, tracks and/or time allocations that may require flight in IMC, to achieve planned deconfliction minima from other aircraft being provided with a procedural ATS;

ii. Pilots must use conventional navigation aids when receiving a procedural ATS that includes deconfliction from other traffic, and not use FMS overlays for the purpose;
iii. A basic ATS will be applied to VFR flights. Agreements may be requested which restrict aircraft to a specific level, level band, heading, route, or operating area for the purposes of co-ordination and/or to facilitate the safe use of airspace;
iv. A pilot may request another ATS if considered more appropriate.

b) Outside notified ATC hours of service:

i. A basic ATS will be applied to SAR and ambulance flights by an AFISO.

## 7 TRANSITION LEVEL

a) Pilots of inbound IFR aircraft shall acknowledge receipt of the Transition Level on first contact with Wick ATSU. The Transition Level will be broadcast on ATIS.

## 8 TRANSPONDER MANDATORY ZONE ACCESS

a) Pilots are reminded of the proximity of the Moray Firth Transponder Mandatory Zone and of the pilot's responsibility to remain clear of airspace for which they are not suitably equipped to enter. Many of the approaches to Runway 31 and most arrivals from the south east will enter the Moray Firth TMZ; as such pilots must state if they are not equipped to enter a TMZ to the relevant controlling agency.

b) Suitably equipped aircraft may access the Moray Firth TMZ without ATS approval although such traffic is strongly recommended to afford itself of an ATS from either Wick, Lossiemouth or Scottish Control.

c) The pilot of an aircraft that wishes to operate in the Moray Firth TMZ without serviceable transponder equipment as defined in GEN 1.5 para 5.3 may be granted access to the TMZ subject to specific ATC approval. This approval may be obtained with prior notice from Wick ATC or from Lossiemouth Departures. Pilots of departing aircraft from Wick AD without a serviceable transponder must notify Wick ATC of their transponder status on start.

# EGPC AD 2.23 ADDITIONAL INFORMATION

a) Aircraft operators are responsible for the searching of any aircraft parked either overnight or within the demarcated area prior to departure.

# EGPC AD 2.24 CHARTS RELATED TO AN AERODROME

AERODROME CHART - ICAO
AD 2.EGPC-2-1
INSTRUMENT APPROACH CHART RNP RWY 13 (CAT A,B,C) - ICAO
AD 2.EGPC-8-1
INSTRUMENT APPROACH CHART VOR/DME RWY 13 - ICAO
AD 2.EGPC-8-2
INSTRUMENT APPROACH CHART NDB(L)/DME RWY 13 - ICAO
AD 2.EGPC-8-3
INSTRUMENT APPROACH CHART DIRECT ARRIVALS TO VOR/NDB(L) RWY 13 - ICAO
AD 2.EGPC-8-4
INSTRUMENT APPROACH CHART RNP RWY 31 (CAT A,B,C) - ICAO
AD 2.EGPC-8-5
INSTRUMENT APPROACH CHART VOR/DME RWY 31 - ICAO
AD 2.EGPC-8-6
INSTRUMENT APPROACH CHART DIRECT ARRIVALS TO VOR/DME RWY 31 - ICAO
AD 2.EGPC-8-7
INSTRUMENT APPROACH CHART NDB(L)/DME RWY 31 - ICAO
AD 2.EGPC-8-8
INSTRUMENT APPROACH CHART DIRECT ARRIVALS to NDB(L)/DME RWY 31 - ICAO
AD 2.EGPC-8-9
INSTRUMENT APPROACH PROCEDURE CODING TABLES - RNP RWY 13
AD 2.EGPC-8-10
INSTRUMENT APPROACH PROCEDURE CODING TABLES - RNP RWY 31
AD 2.EGPC-8-11

# EGPC AD 2.25 VISUAL SEGMENT SURFACE (VSS) PENETRATION

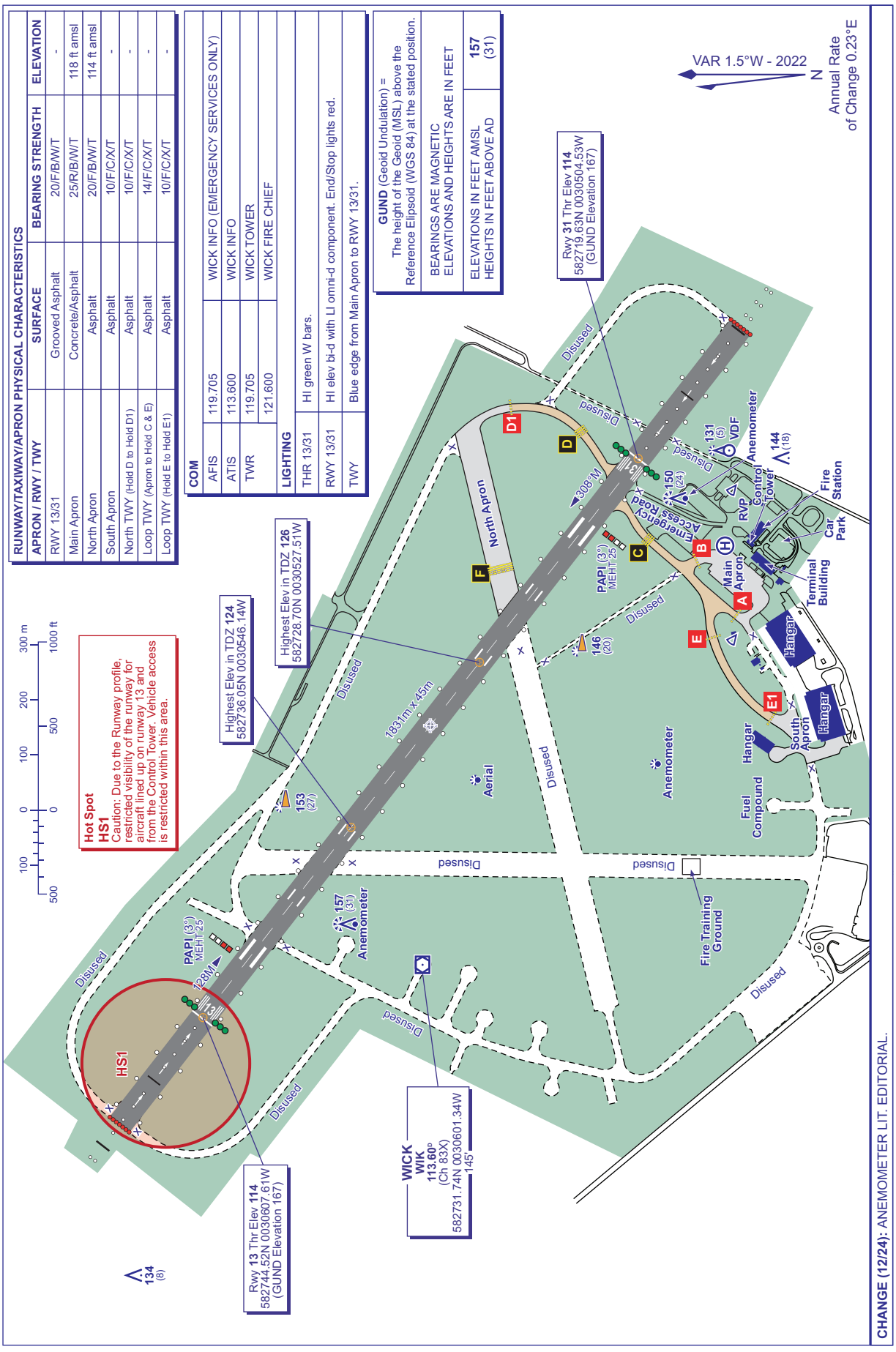
Not applicable

# WICK EGPC

AERODROME CHART - ICAO

ARP 582732N 0030535W

AD ELEV 126FT



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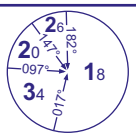
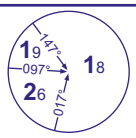
# INSTRUMENT APPROACH CHART - ICAO

**WICK**
**RNP**
**RWY 13**
(ACFT CAT A,B,C)



MSA 25NM NDB(L) WCK

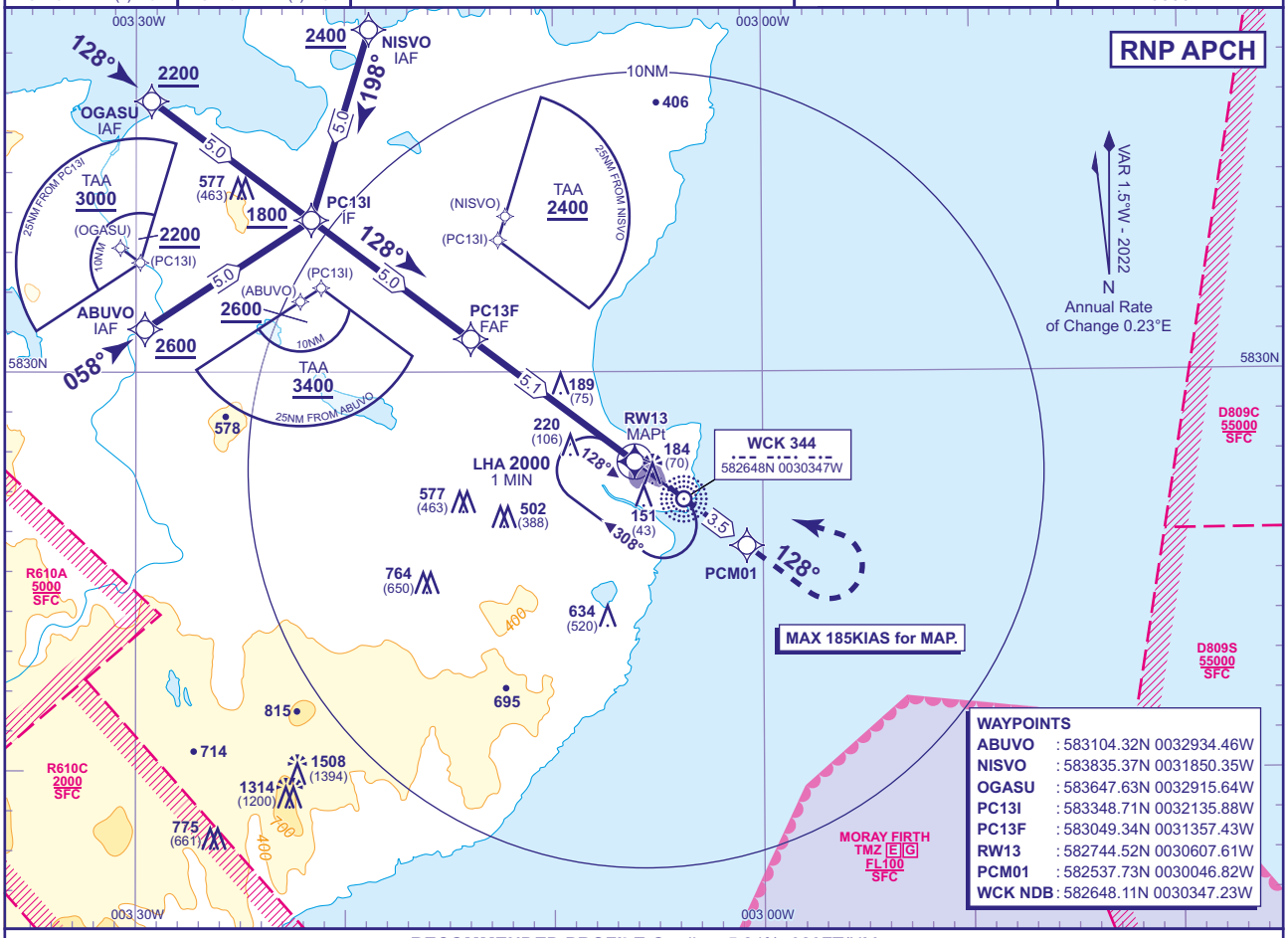


MSA 10NM NDB(L) WCK

| | | | |
|---|---|---|---|
| APP | 119.705 | WICK APPROACH | |
| TWR | 119.705 | WICK TOWER | |
| ATIS | 113.600 | WICK INFORMATION | |

| | |
|---|---|
| AD ELEVATION | **126** |
| THR ELEVATION | **114** |
| OBSTACLE ELEVATION **1508 AMSL** (1394) (ABOVE THR) | |
| BEARINGS ARE MAGNETIC | |

TRANSITION ALTITUDE **3000**



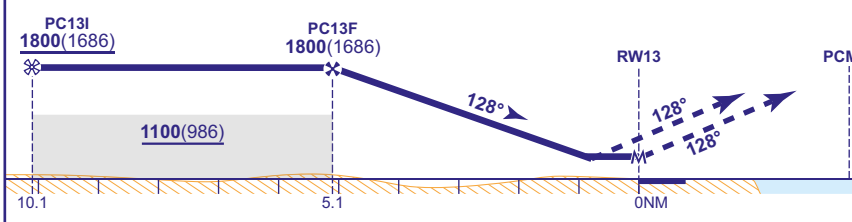

**WAYPOINTS**

| | |
|---|---|
| ABUVO | : 583104.32N 0032934.46W |
| NISVO | : 583835.37N 0031850.35W |
| OGASU | : 583647.63N 0032915.64W |
| PC13I | : 583348.71N 0032135.88W |
| PC13F | : 583049.34N 0031357.43W |
| RW13 | : 582744.52N 0030607.61W |
| PCM01 | : 582537.73N 0030046.82W |
| WCK NDB | : 582648.11N 0030347.23W |

**RECOMMENDED PROFILE** Gradient 5.24%, 320FT/NM

| NM to RW13 | 5 | 4 | 3 | 2 | 1 |
|---|---|---|---|---|---|
| ALT(HGT) | **1760**(1646) | **1440**(1326) | **1120**(1006) | **800**(686) | **480**(366) |

**TCH 50**




**MAPt (LNAV): RW13**
Continuous climb to **2000**, initially climb straight ahead to **PCM01**, and at **2000** turn left (MAX 185KIAS) to **NDB WCK**, to join the hold or as directed.

| Aircraft Category | | A | B | C |
|---|---|---|---|---|
| OCA (OCH) | LNAV | **480**(366) | **480**(366) | **480**(366) |
| VM(C)OCA (OCH AAL) | Total Area | **630**(504) | **630**(504) | **1090**(964) |
| | North of RWY 13/31 | **530**(404) | **620**(494) | **720**(594) |

| Rate of descent | G/S KT | 160 | 140 | 120 | 100 | 80 |
|---|---|---|---|---|---|---|
| | FT/MIN | 850 | 740 | 640 | 530 | 430 |

**NOTES** 1 Use of RNP procedure is strictly PPR from the aerodrome operator.
2 Missed approach reverts to conventional navigation at **PCM01**.

**CHANGE (8/23):** MSA UPDATED.

AERO INFO DATE 10 MAY 23

AD 2-EGPC-8-1

I

## INSTRUMENT APPROACH CHART - ICAO

# WICK VOR/DME RWY 13
(ACFT CAT A,B,C,D)



MSA 25NM VOR WIK

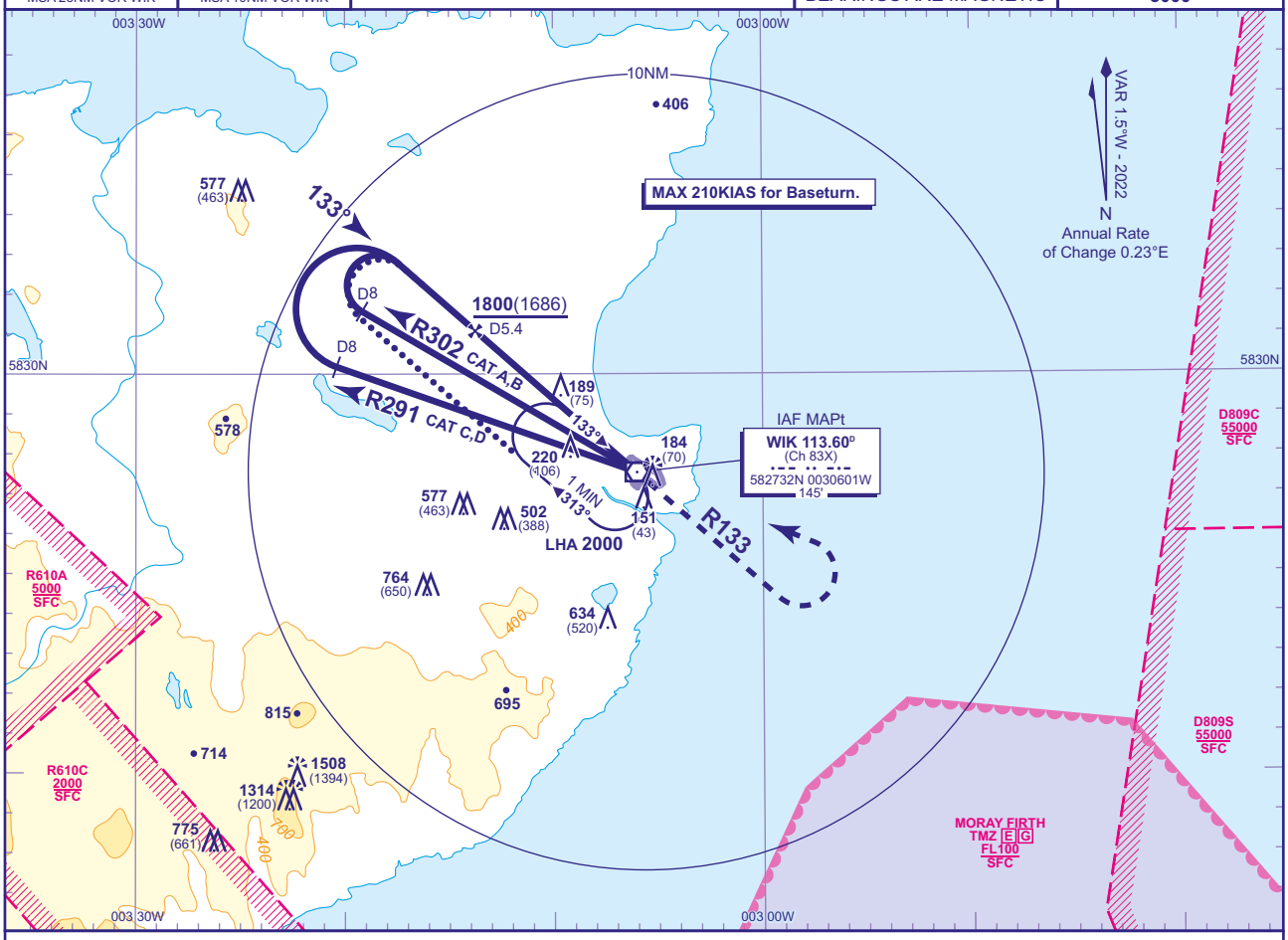


MSA 10NM VOR WIK

| | | | |
|---|---|---|---|
| APP | 119.705 | WICK APPROACH | |
| TWR | 119.705 | WICK TOWER | |
| ATIS | 113.600 | WICK INFORMATION | |

| | |
|---|---|
| AD ELEVATION | **126** |
| THR ELEVATION | **114** |
| OBSTACLE ELEVATION **1508 AMSL** (1394) (ABOVE THR) | |
| BEARINGS ARE MAGNETIC | |

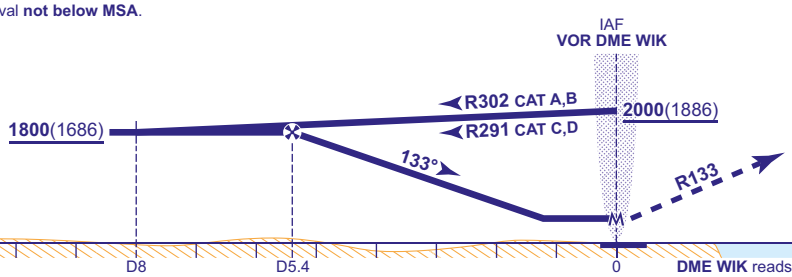
TRANSITION ALTITUDE **3000**




**RECOMMENDED PROFILE** Gradient 5.2%, 320FT/NM

| **DME WIK** | 5 | 4 | 3 | 2 |
|---|---|---|---|---|
| **ALT**(HGT) | **1670**(1556) | **1360**(1246) | **1040**(926) | **730**(616) |

Arrival **not below MSA**.




**MAPt VOR WIK**
Climb straight ahead on **WIK VOR** R133 to **2000** then turn left to **VOR WIK**, enter the hold at **2000**, or as directed.

| Aircraft Category | | A | B | C | D |
|---|---|---|---|---|---|
| **OCA** (OCH) | **WITH DME** | **480**(366) | **480**(366) | **480**(366) | **480**(366) |
| | **NO DME** | **1060**(946) | **1060**(946) | **1060**(946) | **1060**(946) |
| **VM(C)OCA** (OCH AAL) | **Total Area** | **630**(504) | **630**(504) | **1090**(964) | **1090**(964) |
| | **North of RWY 13/31** | **530**(404) | **620**(494) | **720**(594) | **820**(694) |

| **Rate of descent** | **G/S KT** | 160 | 140 | 120 | 100 | 80 |
|---|---|---|---|---|---|---|
| | **FT/MIN** | 840 | 740 | 630 | 530 | 420 |

**ALTERNATIVE PROCEDURE**
Enter right hand racetrack procedure overhead WIK VOR (IAF) from the hold or from MSA then turn right onto 313° outbound for 3 MIN or at WIK DME 8 whichever is first descending to **not below 1800**(1686). Turn right inbound to intercept the WIK R313. Once established on the FAT continue as for the basic procedure.

**AIRCRAFT UNABLE TO RECEIVE DME WIK**
Basic procedure fly outbound for 2.5 MIN (CAT A,B); 2MIN (CAT C,D), racetrack fly outbound for 3 MIN then continue as for basic procedure.

**NOTES** 1 FAT offset 5° north of the extended RWY C/L.
2 Lowest altitude to commence procedure from hold is **2000**.

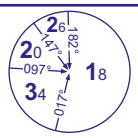
**CHANGE (8/23):** MSA UPDATED. WIK VOR RECALIBRATION.

AERO INFO DATE 24 MAY 23

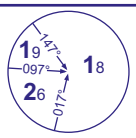
AD 2-EGPC-8-2

# INSTRUMENT APPROACH CHART - ICAO

**WICK**
**NDB(L)/DME**
**RWY 13**
(ACFT CAT A,B,C,D)



MSA 25NM NDB(L) WCK

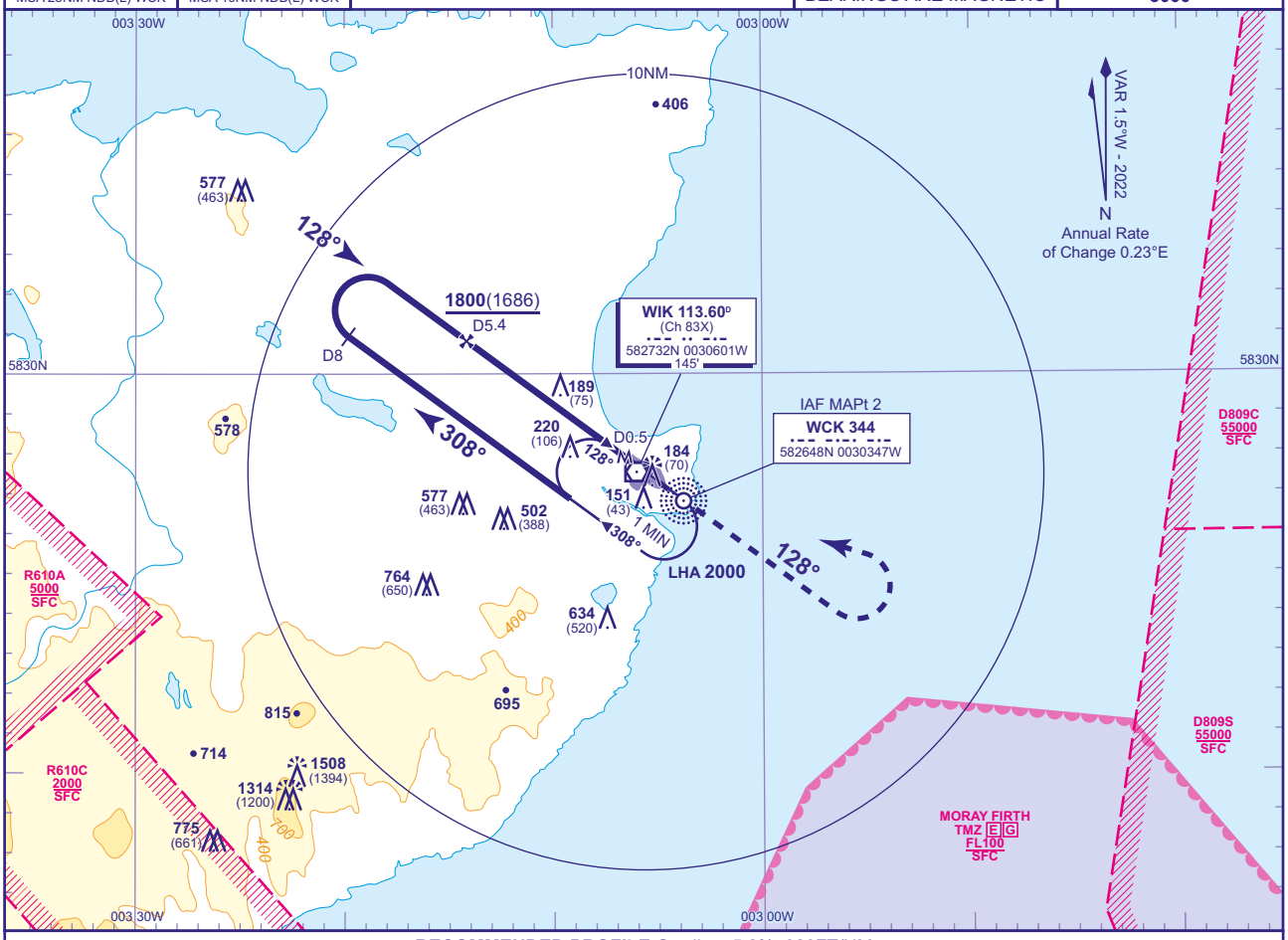


MSA 10NM NDB(L) WCK

| | | |
|---|---|---|
| APP | 119.705 | WICK APPROACH |
| TWR | 119.705 | WICK TOWER |
| ATIS | 113.600 | WICK INFORMATION |

| | |
|---|---|
| AD ELEVATION | **126** |
| THR ELEVATION | **114** |
| OBSTACLE ELEVATION | **1508 AMSL** (1394) (ABOVE THR) |
| BEARINGS ARE MAGNETIC | |

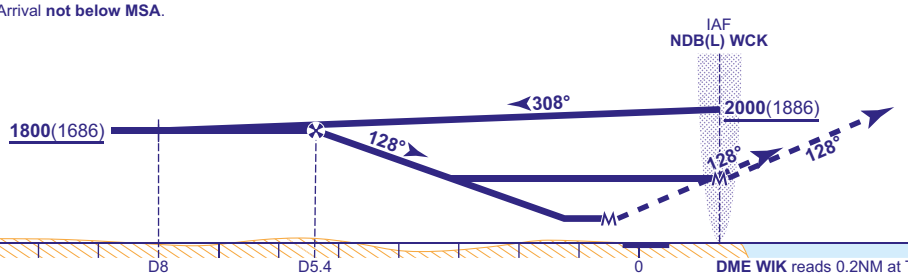
TRANSITION ALTITUDE **3000**




**RECOMMENDED PROFILE** Gradient 5.2%, 320FT/NM

| **DME WIK** | 5 | 4 | 3 | 2 |
|---|---|---|---|---|
| **ALT**(HGT) | **1670**(1556) | **1360**(1246) | **1040**(926) | **730**(616) |

Arrival **not below MSA**.




**MAPt 1 WITH DME WIK DME 0.5**

**MAPt 2 NO DME NDB(L) WCK**

Climb straight ahead to **2000** then turn left to **WCK NDB(L)** enter the hold at **2000** or as directed.

**DME WIK** reads 0.2NM at THR RWY 13

| **Aircraft Category** | | **A** | **B** | **C** | **D** |
|---|---|---|---|---|---|
| **OCA** (OCH) | **WITH DME** | **480**(366) | **480**(366) | **480**(366) | **480**(366) |
| | **NO DME** | **1100**(986) | **1100**(986) | **1100**(986) | **1100**(986) |
| **VM(C)OCA** (OCH AAL) | **Total Area** | **630**(504) | **630**(504) | **1090**(964) | **1090**(964) |
| | **North of RWY 13/31** | **530**(404) | **620**(494) | **720**(594) | **820**(694) |

| **Rate of descent** | **G/S KT** | 160 | 140 | 120 | 100 | 80 |
|---|---|---|---|---|---|---|
| | **FT/MIN** | 840 | 740 | 630 | 530 | 420 |

**AIRCRAFT UNABLE TO RECEIVE DME WIK**
As for basic procedure except fly outbound for 3 MIN descending to **1800**(1686) then turn right inbound when established on FAT descend to NO DME MDA(H).

**NOTE** Lowest altitude to commence procedure from hold is **2000**.

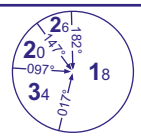
**CHANGE (8/23):** MSA UPDATED.

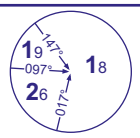
AERO INFO DATE 10 MAY 23

AD 2-EGPC-8-3

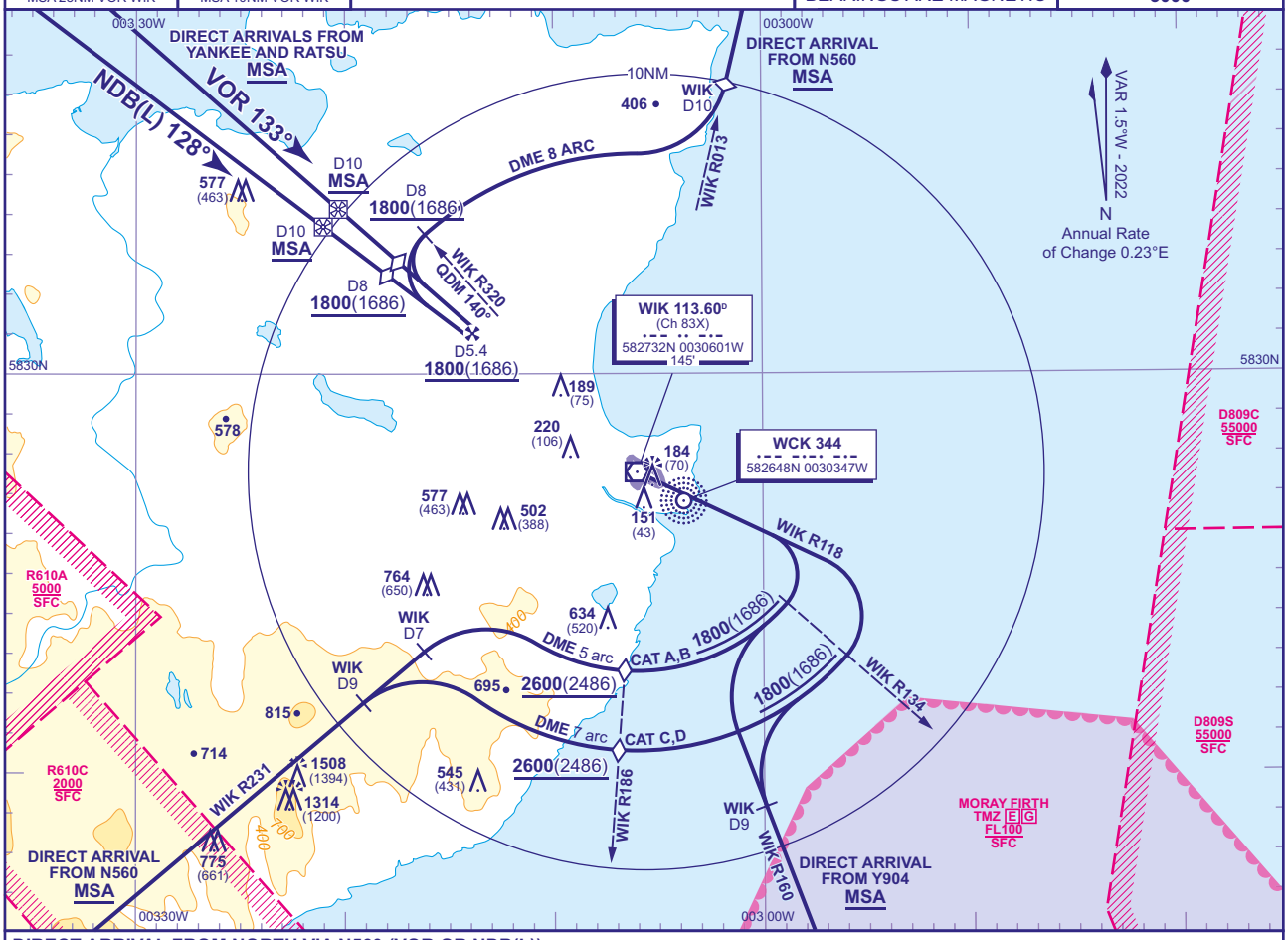
## INSTRUMENT APPROACH CHART - ICAO

# WICK
## Direct arrivals to VOR/NDB(L) RWY 13
(ACFT CAT A,B,C,D)




| | | | | | |
|---|---|---|---|---|---|
| APP | 119.705 | WICK APPROACH | AD ELEVATION | 126 | |
| TWR | 119.705 | WICK TOWER | THR ELEVATION | 114 | |
| ATIS | 113.600 | WICK INFORMATION | OBSTACLE ELEVATION<br>**1508 AMSL**<br>(1394) (ABOVE THR) | | |
| | | | BEARINGS ARE MAGNETIC | | TRANSITION ALTITUDE<br>**3000** |




**DIRECT ARRIVAL FROM NORTH VIA N560 (VOR OR NDB(L))**
**VOR WIK :** At MSA or above, at 10 DME WIK turn right to intercept the 8 DME arc WIK (anticlockwise) descending to **not below 1800**(1686). At lead radial R320 WIK turn left to intercept the R313 (133°M) inbound WIK VOR, once established on the FAT continue as for the Basic Procedure.
**NDB(L) WCK :** At MSA or above, at 10 DME WIK turn right to intercept the 8 DME arc WIK (anticlockwise) descending to **not below 1800**(1686). At lead QDM 140° NDB(L) WCK turn left to intercept the QDM 128° inbound NDB(L) WCK, once established on the FAT continue as for the Basic Procedure.

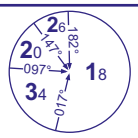
**DIRECT ARRIVAL FROM SOUTH VIA N560 or Y904 (VOR only)**
AT MSA or above, at 7 DME WIK turn right to intercept the 5 DME arc WIK (CAT A,B), or at 9 DME WIK turn right to intercept the 7 DME arc (CAT C,D). Once established on the 5 or 7 DME arc :
**From N560 :** Descend **not below 2600**(2486), when crossing R186 WIK descend **not below 1800**(1686).
**From Y904 :** descend **not below 1800**(1686).
At lead radial R134 WIK turn left to intercept the R118 inbound to WIK VOR, **not below 1800**(1686). Continue to overhead WIK VOR then follow Basic Procedure.

**DIRECT ARRIVAL FROM NORTHWEST VIA ROUTE YANKEE AND RATSU (VOR OR NDB(L))**
**VOR WIK :** Intercept the R313 WIK VOR inbound, not below MSA. At R313/10 DME WIK VOR (IAF) descend **not below 1800**(1686) then continue as for Basic Procedure.
**NDB(L) WCK :** Intercept the QDM 128° WCK inbound, not below MSA. At IAF 128°M/10 DME (IAF) descend **not below 1800**(1686) then continue as for Basic Procedure.

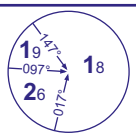
**CHANGE (8/23):** MSA UPDATED. WIK VOR RECALIBRATION.

# INSTRUCTION APPROACH CHART - ICAO

## WICK RNP RWY 31
(ACFT CAT A,B,C)



MSA 25NM NDB(L) WCK

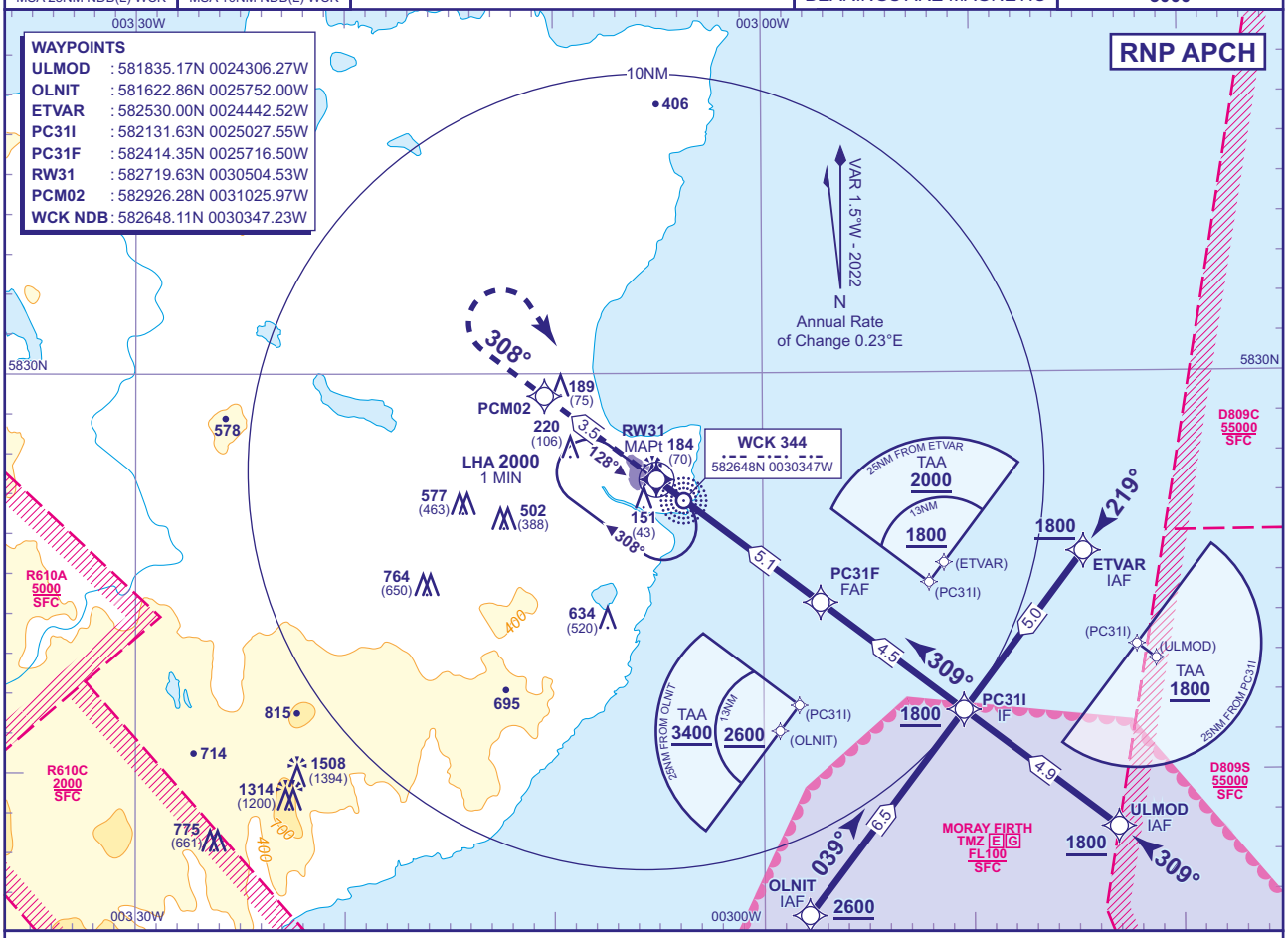


MSA 10NM NDB(L) WCK

| | | | |
|---|---|---|---|
| APP | 119.705 | WICK APPROACH | |
| TWR | 119.705 | WICK TOWER | |
| ATIS | 113.600 | WICK INFORMATION | |

| | |
|---|---|
| AD ELEVATION | 126 |
| THR ELEVATION | 114 |
| OBSTACLE ELEVATION<br>1508 AMSL<br>(1394) (ABOVE THR) | |
| BEARINGS ARE MAGNETIC | |

TRANSITION ALTITUDE
3000

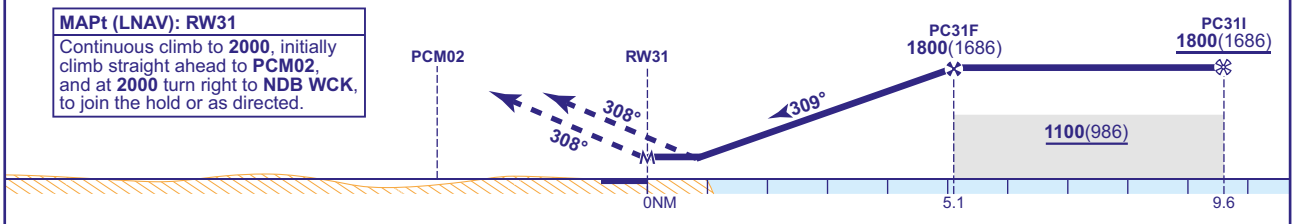



**RECOMMENDED PROFILE** Gradient 5.24%, 320FT/NM

| NM to RW31 | 5 | 4 | 3 | 2 | 1 |
|---|---|---|---|---|---|
| ALT(HGT) | **1760**(1646) | **1440**(1326) | **1120**(1006) | **800**(686) | **480**(366) |

**TCH 50**

**MAPt (LNAV): RW31**
Continuous climb to **2000**, initially climb straight ahead to **PCM02**, and at **2000** turn right to **NDB WCK**, to join the hold or as directed.




| Aircraft Category | | A | B | C |
|---|---|---|---|---|
| OCA (OCH) | LNAV | **440**(326) | **440**(326) | **440**(326) |
| VM(C)OCA (OCH AAL) | Total Area | **630**(504) | **630**(504) | **1090**(964) |
| | North of RWY 13/31 | **530**(404) | **620**(494) | **720**(594) |

| Rate of descent | G/S KT | 160 | 140 | 120 | 100 | 80 |
|---|---|---|---|---|---|---|
| | FT/MIN | 850 | 740 | 640 | 530 | 430 |

**NOTES**
1 Use of RNP procedure is strictly PPR from the aerodrome operator.
2 Approaches via ULMOD not permitted when D809(S) is notified as active.
3 Missed approach reverts to conventional navigation at **PCM02**.

**CHANGE (8/23):** MSA UPDATED.

AERO INFO DATE 10 MAY 23

## INSTRUMENT APPROACH CHART - ICAO

# WICK VOR/DME RWY 31
(ACFT CAT A,B,C,D)



MSA 25NM VOR WIK

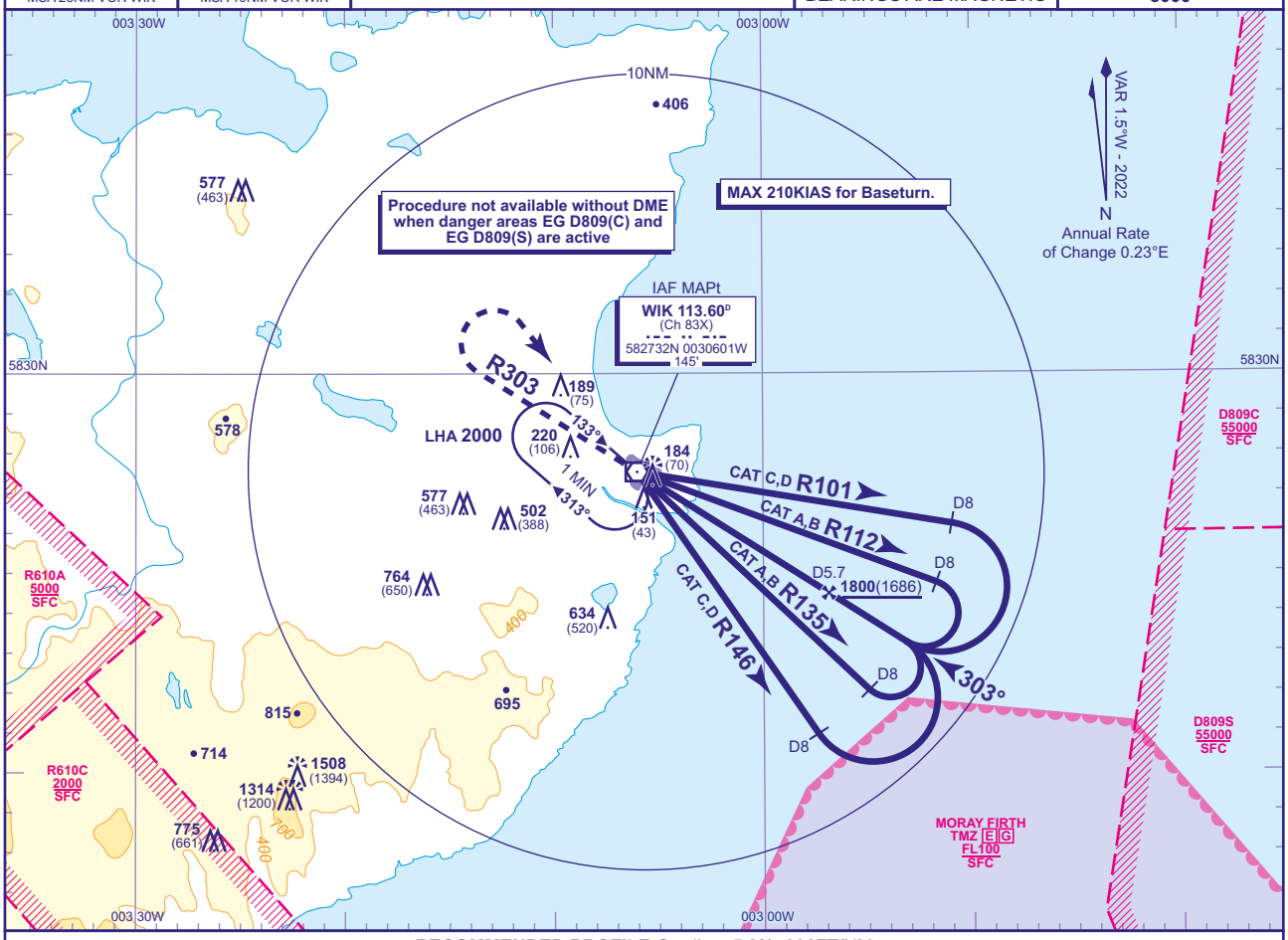


MSA 10NM VOR WIK

| | | | |
|---|---|---|---|
| APP | 119.705 | WICK APPROACH | |
| TWR | 119.705 | WICK TOWER | |
| ATIS | 113.600 | WICK INFORMATION | |

| | |
|---|---|
| AD ELEVATION | **126** |
| THR ELEVATION | **114** |
| OBSTACLE ELEVATION **1508 AMSL** (1394) (ABOVE THR) | |
| BEARINGS ARE MAGNETIC | |

TRANSITION ALTITUDE **3000**

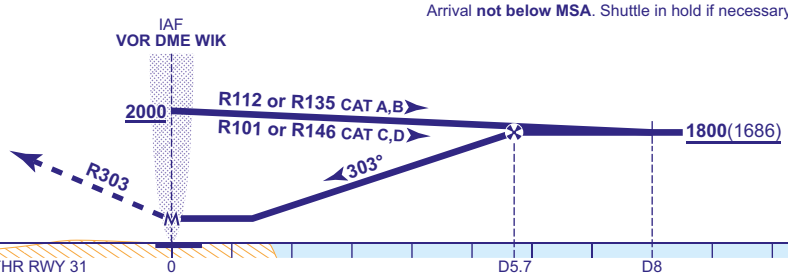



**RECOMMENDED PROFILE** Gradient 5.2%, 320FT/NM

| **DME WIK** | 5 | 4 | 3 | 2 |
|---|---|---|---|---|
| **ALT**(HGT) | **1580**(1466) | **1260**(1146) | **950**(836) | **630**(516) |

Arrival **not below MSA**. Shuttle in hold if necessary.

**MAPt VOR WIK**
Climb straight ahead on **WIK VOR** R303 to **2000** then turn right to **VOR WIK** to enter the hold at **2000**, or as directed.




| Aircraft Category | | A | B | C | D |
|---|---|---|---|---|---|
| **OCA** (OCH) | **WITH DME** | **450**(336) | **460**(346) | **480**(366) | **500**(386) |
| | **NO DME** | **490**(376) | **490**(376) | **490**(376) | **500**(386) |
| **VM(C)OCA** (OCH AAL) | **Total Area** | **630**(504) | **630**(504) | **1090**(964) | **1090**(964) |
| | **North of RWY 13/31** | **530**(404) | **620**(494) | **720**(594) | **820**(694) |

| **Rate of descent** | **G/S KT** | 160 | 140 | 120 | 100 | 80 |
|---|---|---|---|---|---|---|
| | **FT/MIN** | 840 | 740 | 630 | 530 | 420 |

**AIRCRAFT UNABLE TO RECEIVE DME WIK (Only available when EG D809(S) and EG D809(C) are inactive)**
As for basic procedure fly outbound for 2.5 MIN (CAT A,B); 2MIN (CAT C,D), then continue as for basic procedure descend to NO DME MDA(H).

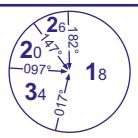
**NOTES** **1** FAT offset 4° north of the extended RWY C/L.
**2** Lowest altitude to commence procedure from hold is **2000**.

**CHANGE (8/23):** MSA UPDATED. WIK VOR RECALIBRATED.

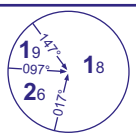
AERO INFO DATE 24 MAY 23 AD2-EGPC-8-6

# INSTRUMENT APPROACH CHART - ICAO

# WICK
## Direct arrivals to VOR/DME RWY 31
(ACFT CAT A,B,C,D)



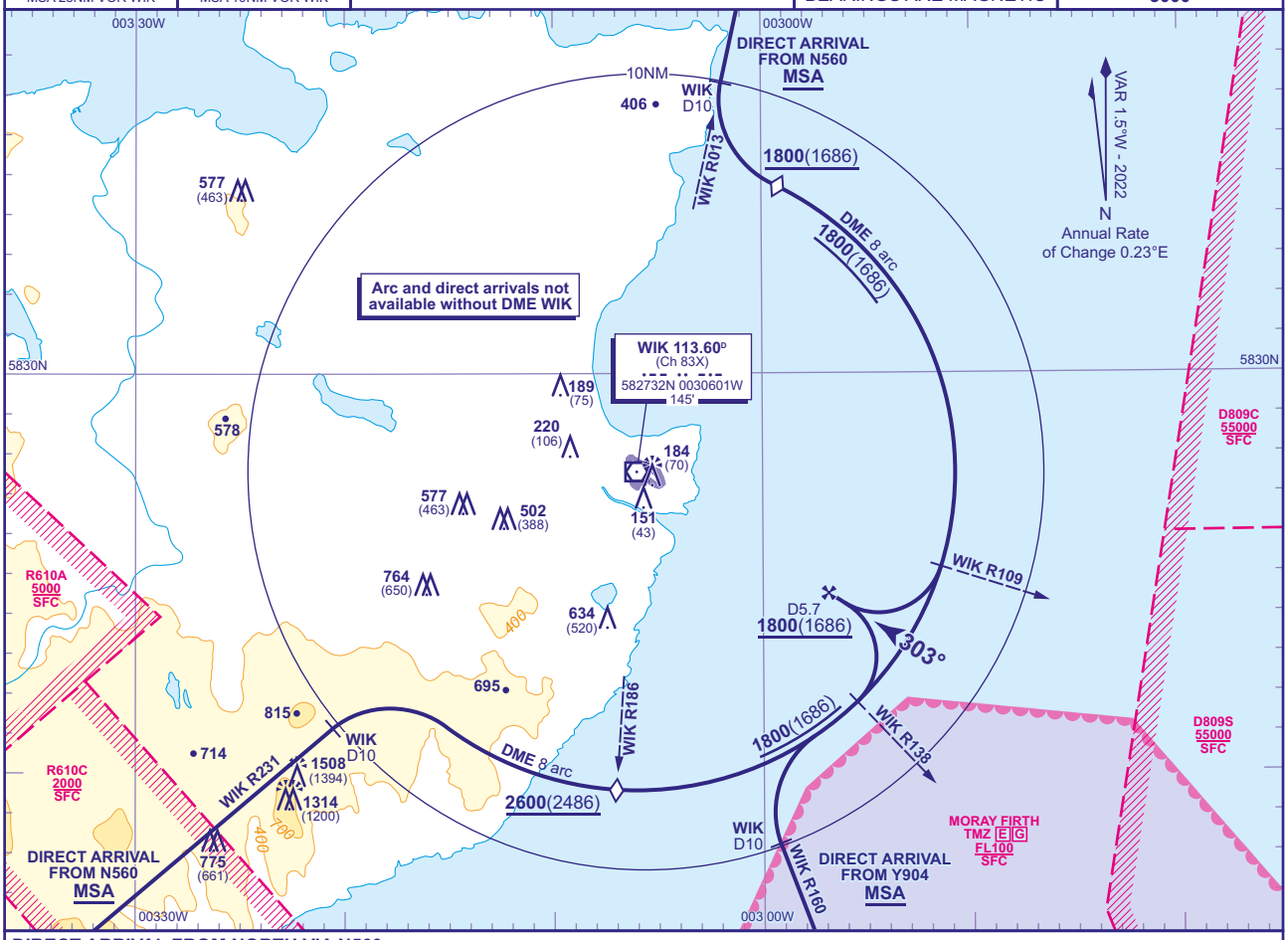
MSA 25NM VOR WIK



MSA 10NM VOR WIK

| | | | | | |
|---|---|---|---|---|---|
| APP | 119.705 | WICK APPROACH | AD ELEVATION | 126 |
| TWR | 119.705 | WICK TOWER | THR ELEVATION | 114 |
| ATIS | 113.600 | WICK INFORMATION | OBSTACLE ELEVATION 1508 AMSL (1394) (ABOVE THR) | |
| | | | BEARINGS ARE MAGNETIC | |

TRANSITION ALTITUDE 3000




**DIRECT ARRIVAL FROM NORTH VIA N560**
At MSA or above, at WIK DME 10 turn left to intercept the 8 DME arc WIK clockwise. Once established on the 8 DME arc descend to **not below 1800**(1686). At lead R109 turn right to intercept R123 WIK VOR inbound and continue as for Basic Procedure.

**DIRECT ARRIVAL FROM SOUTH VIA N560 or Y904**
At MSA or above, at 10 DME WIK turn right to intercept the 8 DME arc WIK. Once established on the 8 DME arc :
**From N560 :** Descend **not below 2600**(2486), when crossing R186 WIK descend **not below 1800**(1686).
**From Y904 :** Descend **not below 1800**(1686). At lead R138 WIK turn left to intercept R123 WIK VOR inbound and continue as for Basic Procedure.

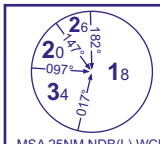
**CHANGE (8/23):** MSA UPDATED. WIK VOR RECALIBRATED.

AERO INFO DATE 24 MAY 23

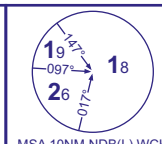
AD 2-EGPC-8-7

## INSTRUMENT APPROACH CHART - ICAO

# WICK
# NDB(L)/DME
# RWY 31
(ACFT CAT A,B,C,D)



MSA 25NM NDB(L) WCK

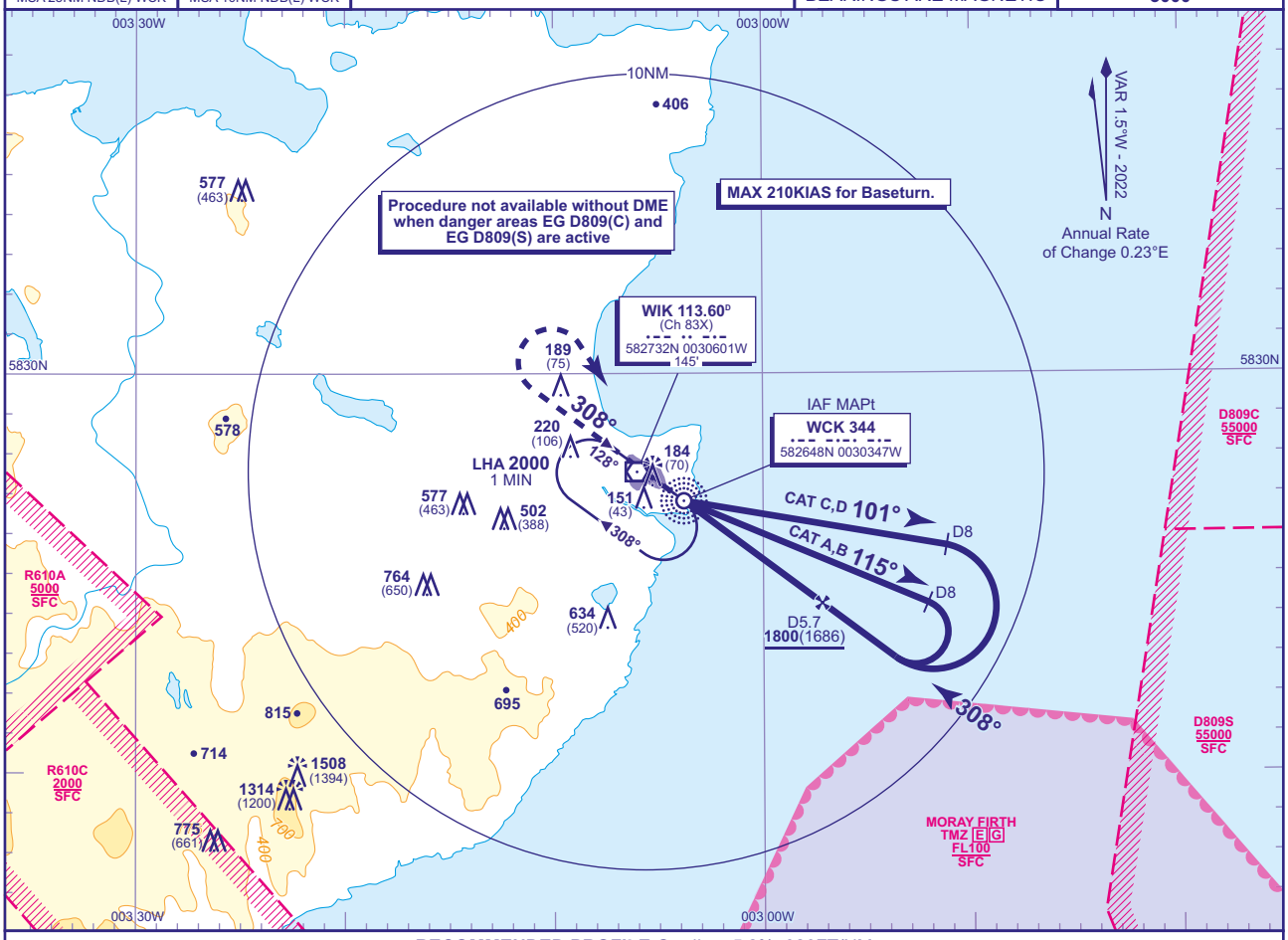


MSA 10NM NDB(L) WCK

| | | | |
|---|---|---|---|
| APP | 119.705 | WICK APPROACH | |
| TWR | 119.705 | WICK TOWER | |
| ATIS | 113.600 | WICK INFORMATION | |

| | |
|---|---|
| AD ELEVATION | **126** |
| THR ELEVATION | **114** |
| OBSTACLE ELEVATION **1508 AMSL** (1394) (ABOVE THR) | |
| BEARINGS ARE MAGNETIC | |

TRANSITION ALTITUDE **3000**

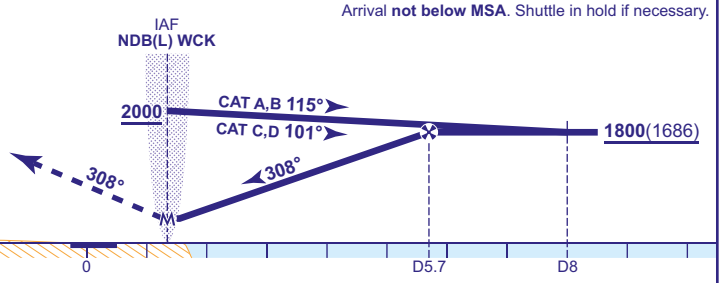



**RECOMMENDED PROFILE** Gradient 5.2%, 320FT/NM

| **DME WIK** | 5 | 4 | 3 | 2 |
|---|---|---|---|---|
| **ALT**(HGT) | **1580**(1466) | **1260**(1146) | **950**(836) | **630**(516) |

Arrival **not below MSA**. Shuttle in hold if necessary.

**MAPt NDB(L) WCK**
Climb straight ahead to **2000** then turn right to **NDB(L) WCK** enter the hold at **2000**, or as directed.




| Aircraft Category | | A | B | C | D |
|---|---|---|---|---|---|
| **OCA** (OCH) | **WITH DME** | **440**(326) | **440**(326) | **440**(326) | **440**(326) |
| | **NO DME** | **490**(376) | **490**(376) | **490**(376) | **490**(376) |
| **VM(C)OCA** (OCH AAL) | **Total Area** | **630**(504) | **630**(504) | **1090**(964) | **1090**(964) |
| | **North of RWY 13/31** | **530**(404) | **620**(494) | **720**(594) | **820**(694) |

| **Rate of descent** | **G/S KT** | 160 | 140 | 120 | 100 | 80 |
|---|---|---|---|---|---|---|
| | **FT/MIN** | 840 | 740 | 630 | 530 | 420 |

**AIRCRAFT UNABLE TO RECEIVE DME WIK (Only available when EG D809(S) and EG D809(C) are inactive)**
As for basic procedure fly outbound for 2.5 MIN (CAT A,B); 2MIN (CAT C,D), prior to inbound turn. When established descend to NO DME MDA(H).

**NOTE 1** Lowest altitude to commence procedure from hold is **2000**.

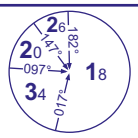
**CHANGE (8/23):** MSA UPDATED.

AERO INFO DATE 10 MAY 23

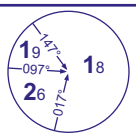
AD 2-EGPC-8-8

## INSTRUMENT APPROACH CHART - ICAO

# WICK
# Direct arrivals to NDB(L)/DME RWY 31
(ACFT CAT A,B,C,D)



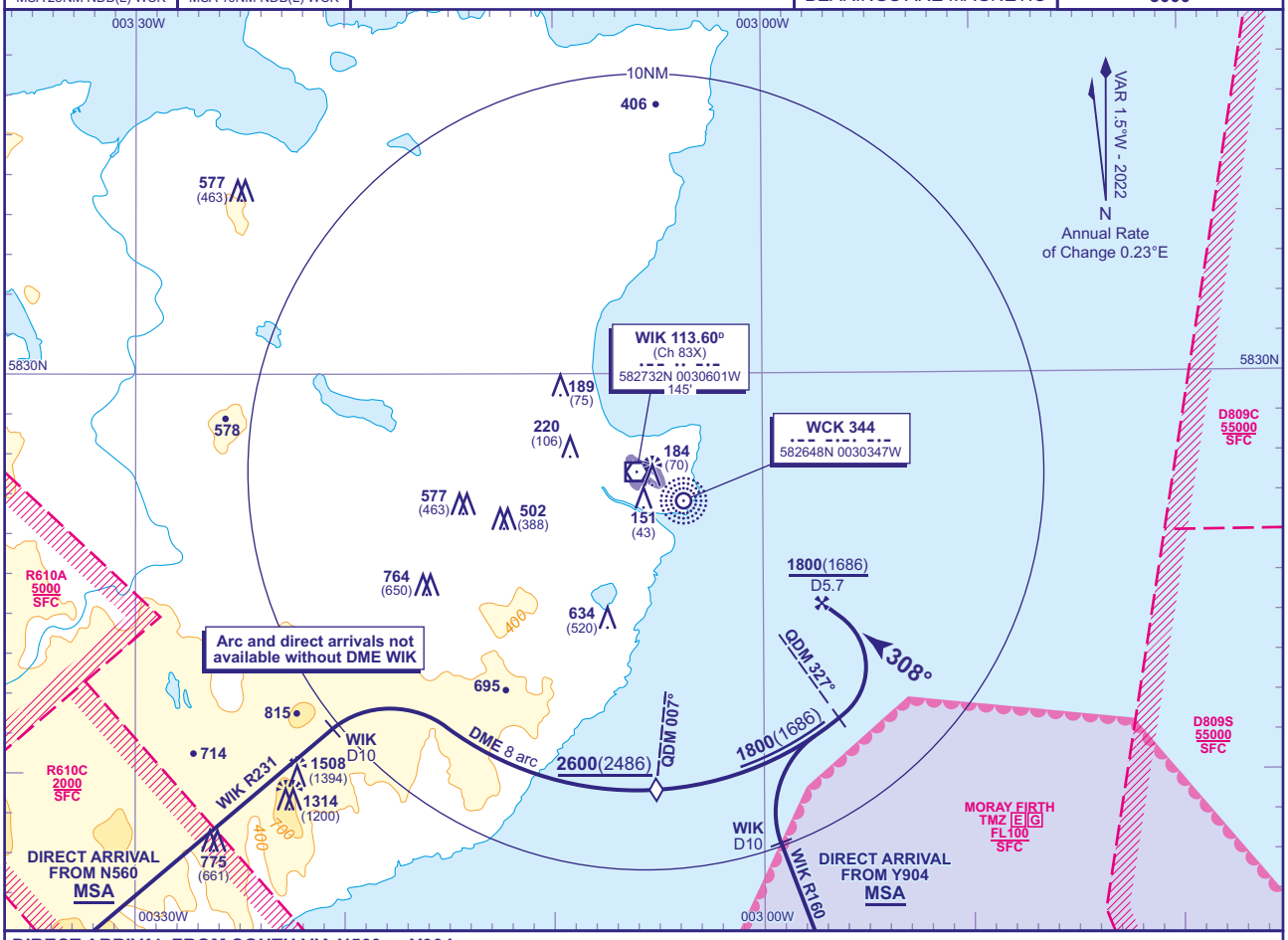
MSA 25NM NDB(L) WCK



MSA 10NM NDB(L) WCK

| | | | | | |
|---|---|---|---|---|---|
| APP | 119.705 | WICK APPROACH | AD ELEVATION | 126 |
| TWR | 119.705 | WICK TOWER | THR ELEVATION | 114 |
| ATIS | 113.600 | WICK INFORMATION | OBSTACLE ELEVATION **1508 AMSL** (1394) (ABOVE THR) | |
| | | | BEARINGS ARE MAGNETIC | |

TRANSITION ALTITUDE **3000**




**DIRECT ARRIVAL FROM SOUTH VIA N560 or Y904**
At **MSA or above**, at 10 DME WIK turn right to intercept the 8 DME arc WIK. Once established on the 8 DME arc :
**From N560 :** Descend to **not below 2600**(2486), when crossing NDB(L) WCK QDM 007° descend **not below 1800**(1686).
**From Y904 :** Descend **not below 1800**(1686).
At lead NDB(L) WCK QDM 327° turn left to intercept the NDB(L) WCK QDM 308° inbound and continue as for Basic Procedure.

**CHANGE (8/23):** MSA UPDATED.

AERO INFO DATE 10 MAY 23

AD 2-EGPC-8-9

# Instrument Approach Procedure Coding Tables

**Wick RNP RWY 13 - Instrument Approach Procedure via ABUVO**

| Designator | Sequence Number | Path Term-inator | Waypoint Name | Fly-over | Course/ Track °M (°T) | Turn Direction | Level Constraint | Speed Constraint | Co-ordinates | Remarks and Distance to MAPt |
|---|---|---|---|---|---|---|---|---|---|---|
| RW13R | 001 | IF | ABUVO | N | - | - | 2600 | - | 583104.32N 0032934.46W | IAF |
| RW13R | 002 | TF | PC13I | N | 058° (056.64°) | RIGHT | 1800 | - | 583348.71N 0032135.88W | IF / 10.1NM |
| RW13R | 003 | TF | PC13F | N | 128° (126.75°) | - | 1800 | - | 583049.34N 0031357.43W | FAF / 5.1NM |
| RW13R | 004 | TF | RW13 | Y | 128° (126.86°) | - | - | - | 582744.52N 0030607.61W | MAPt |
| RW13R | 005 | TF | PCM01 | N | 128° (126.97°) | - | - | 185 | 582537.73N 0030046.82W | At PCM01 revert to conventional navigation |

**Wick RNP RWY 13 - Instrument Approach Procedure via OGASU**

| Designator | Sequence Number | Path Term-inator | Waypoint Name | Fly-over | Course/ Track °M (°T) | Turn Direction | Level Constraint | Speed Constraint | Co-ordinates | Remarks and Distance to MAPt |
|---|---|---|---|---|---|---|---|---|---|---|
| RW13C | 001 | IF | OGASU | N | - | - | 2200 | - | 583647.63N 0032915.64W | IAF |
| RW13C | 002 | TF | PC13I | N | 128° (126.64°) | - | 1800 | - | 583348.71N 0032135.88W | IF / 10.1NM |
| RW13C | 003 | TF | PC13F | N | 128° (126.75°) | - | 1800 | - | 583049.34N 0031357.43W | FAF / 5.1NM |
| RW13C | 004 | TF | RW13 | Y | 128° (126.86°) | - | - | - | 582744.52N 0030607.61W | MAPt |
| RW13C | 005 | TF | PCM01 | N | 128° (126.97°) | - | - | 185 | 582537.73N 0030046.82W | At PCM01 revert to conventional navigation |

**Wick RNP RWY 13 - Instrument Approach Procedure via NISVO**

| Designator | Sequence Number | Path Term-inator | Waypoint Name | Fly-over | Course/ Track °M (°T) | Turn Direction | Level Constraint | Speed Constraint | Co-ordinates | Remarks and Distance to MAPt |
|---|---|---|---|---|---|---|---|---|---|---|
| RW13L | 001 | IF | NISVO | N | - | - | 2400 | - | 583835.37N 0031850.35W | IAF |
| RW13L | 002 | TF | PC13I | N | 198° (196.79°) | LEFT | 1800 | - | 583348.71N 0032135.88W | IF / 10.1NM |
| RW13L | 003 | TF | PC13F | N | 128° (126.75°) | - | 1800 | - | 583049.34N 0031357.43W | FAF / 5.1NM |
| RW13L | 004 | TF | RW13 | Y | 128° (126.86°) | - | - | - | 582744.52N 0030607.61W | MAPt |
| RW13L | 005 | TF | PCM01 | N | 128° (126.97°) | - | - | 185 | 582537.73N 0030046.82W | At PCM01 revert to conventional navigation |

**CHANGE (14/20):** MAG VAR. MAG TRACKS.

# Instrument Approach Procedure Coding Tables

**Wick RNP RWY 31 - Instrument Approach Procedure via ETVAR**

| Designator | Sequence Number | Path Term-inator | Waypoint Name | Fly-over | Course/ Track °M (°T) | Turn Direction | Level Constraint | Speed Constraint | Co-ordinates | Remarks and Distance to MAPt |
|---|---|---|---|---|---|---|---|---|---|---|
| RW31R | 001 | IF | ETVAR | N | - | - | 1800 | - | 582530.00N 0024442.52W | IAF |
| RW31R | 002 | TF | PC31I | N | 219° (217.28°) | RIGHT | 1800 | - | 582131.63N 0025027.55W | IF / 9.6NM |
| RW31R | 003 | TF | PC31F | N | 309° (307.19°) | - | 1800 | - | 582414.35N 0025716.50W | FAF / 5.1NM |
| RW31R | 004 | TF | RW31 | Y | 309° (307.10°) | - | - | - | 582719.63N 0030504.53W | MAPt |
| RW31R | 005 | TF | PCM02 | N | 308° (306.99°) | - | - | - | 582926.28N 0031025.97W | At PCM02 revert to conventional navigation |

**Wick RNP RWY 31 - Instrument Approach Procedure via ULMOD**

| Designator | Sequence Number | Path Term-inator | Waypoint Name | Fly-over | Course/ Track °M (°T) | Turn Direction | Level Constraint | Speed Constraint | Co-ordinates | Remarks and Distance to MAPt |
|---|---|---|---|---|---|---|---|---|---|---|
| RW31C | 001 | IF | ULMOD | N | - | - | 1800 | - | 581835.17N 0024306.27W | IAF |
| RW31C | 002 | TF | PC31I | N | 309° (307.30°) | - | 1800 | - | 582131.63N 0025027.55W | IF / 9.6NM |
| RW31C | 003 | TF | PC31F | N | 309° (307.19°) | - | 1800 | - | 582414.35N 0025716.50W | FAF / 5.1NM |
| RW31C | 004 | TF | RW31 | Y | 309° (307.10°) | - | - | - | 582719.63N 0030504.53W | MAPt |
| RW31C | 005 | TF | PCM02 | N | 308° (306.99°) | - | - | - | 582926.28N 0031025.97W | At PCM02 revert to conventional navigation |

**Wick RNP RWY 31 - Instrument Approach Procedure via OLNIT**

| Designator | Sequence Number | Path Term-inator | Waypoint Name | Fly-over | Course/ Track °M (°T) | Turn Direction | Level Constraint | Speed Constraint | Co-ordinates | Remarks and Distance to MAPt |
|---|---|---|---|---|---|---|---|---|---|---|
| RW31L | 001 | IF | OLNIT | N | - | - | 2600 | - | 581622.86N 0025752.00W | IAF |
| RW31L | 002 | TF | PC31I | N | 039° (037.09°) | LEFT | 1800 | - | 582131.63N 0025027.55W | IF / 9.6NM |
| RW31L | 003 | TF | PC31F | N | 309° (307.19°) | - | 1800 | - | 582414.35N 0025716.50W | FAF / 5.1NM |
| RW31L | 004 | TF | RW31 | Y | 309° (307.10°) | - | - | - | 582719.63N 0030504.53W | MAPt |
| RW31L | 005 | TF | PCM02 | N | 308° (306.99°) | - | - | - | 582926.28N 0031025.97W | At PCM02 revert to conventional navigation |

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# EGNW — WICKENBY

## EGNW AD 2.1 AERODROME LOCATION INDICATOR AND NAME

EGNW — WICKENBY

## EGNW AD 2.2 AERODROME GEOGRAPHICAL AND ADMINISTRATIVE DATA

| | | |
|---|---|---|
| 1 | ARP coordinates and site at AD | Lat: 531901N Long: 0002056W<br>Mid point of Runway 03/21 |
| 2 | Direction and distance from city | 8 NM NE of Lincoln. |
| 3 | Elevation / Reference temperature / Mean Low Temperature | 84 FT / 18 °C / - |
| 4 | Geoid undulation at AD ELEV PSN | - |
| 5 | Magnetic Variation / Annual Change | 0.28°E (2022) / 0.20°E |
| 6 | AD Administration<br>Address<br>Telephone<br><br>E-mail address | WICKENBY AERODROME LLP.<br>The Old Control Tower, Wickenby Airfield, Langworth, Lincolnshire, LN3 5AX.<br>01673-885000<br>07377-601802 (Aerodrome Mobile)<br>info@wickenbyairfield.com |
| 7 | Type of Traffic permitted (IFR/VFR) | VFR |
| 8 | Remarks | |

## EGNW AD 2.3 OPERATIONAL HOURS

| | | |
|---|---|---|
| 1 | AD Administration | Wed-Sun 1000-1600 (0900-1500); and by arrangement. |
| 2 | Customs and immigration | By arrangement. |
| 3 | Health and sanitation | |
| 4 | AIS Briefing Office | |
| 5 | ATS Reporting Office (ARO) | |
| 6 | MET Briefing Office | |
| 7 | ATS | As AD hours. PPR required for non-radio aircraft and non-based movements outside ATS hours. |
| 8 | Fuelling | As AD hours and Monday and Tuesday by arrangement. |
| 9 | Handling | |
| 10 | Security | |
| 11 | De-icing | |
| 12 | Remarks | This aerodrome is PPR for all movements.<br>Aerodrome available for aircraft requiring a licensed aerodrome by arrangement only. |

## EGNW AD 2.4 HANDLING SERVICES AND FACILITIES

| | | |
|---|---|---|
| 1 | Cargo handling facilities | |
| 2 | Fuel and oil types | AVGAS 100LL. |
| 3 | Fuelling facilities/capacity | Self Service Fuel Facility. Payment can be made by credit/debit card. |
| 4 | De-icing facilities | |
| 5 | Hangar space for visiting aircraft | By prior arrangement. |
| 6 | Repair facilities for visiting aircraft | One Sky Aviators: 07955-480488. |
| 7 | Remarks | |

## EGNW AD 2.5 PASSENGER FACILITIES

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## EGNW AD 2.6 RESCUE AND FIRE FIGHTING SERVICES

| | | |
|---|---|---|
| 1 | AD category for fire fighting services | RFF Category Special. |
| 2 | Rescue equipment | |
| 3 | Capability for removal of disabled aircraft | |
| 4 | Remarks | RFFS provision available only by prior arrangement. |

## EGNW AD 2.7 SEASONAL AVAILABILITY - CLEARING

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## EGNW AD 2.8 APRONS, TAXIWAYS AND CHECK LOCATIONS/POSITIONS DATA

| | | |
|---|---|---|
| 1 | Apron surface and strength | APRON<br>Surface: Concrete and asphalt |
| 2 | Taxiway width, surface and strength | |
| 3 | Altimeter checkpoint location and elevation | |
| 4 | VOR checkpoints | |
| 5 | INS checkpoints | |
| 6 | Remarks | |

## EGNW AD 2.9 SURFACE MOVEMENT GUIDANCE AND CONTROL SYSTEM AND MARKINGS

| | | |
|---|---|---|
| 1 | Use of aircraft stand ID signs, TWY guide lines and visual docking/parking guidance system of aircraft stands | |
| 2 | Runway and taxiway markings and lighting | |
| 3 | Stop bars and runway guard lights (if any) | |
| 4 | Other runway protection measures | |
| 5 | Remarks | Aircraft transitioning from the runways to the grass parking area or to the fuel point are to follow the taxiway centrelines marked by a solid yellow line. |

## EGNW AD 2.10 AERODROME OBSTACLES

| In Approach/Take-off areas | | | | | | |
|---|---|---|---|---|---|---|
| **Obstacle ID/ Designation** | **Obstacle Type** | **Obstacle Position** | **Elevation/Height** | | **Obstruction Lighting Type/ Colour** | **Remarks** |
| **1** | **2** | **3** | **4** | | **5** | **6** |
| 33/APPROACH 15/TAKE-OFF | Vehicles on Road | 531850.21N 0002049.41W | 101 FT | | No | |
| 03/APPROACH 21/TAKE-OFF | Vehicles on Road | 531849.17N 0002104.98W | 100 FT | | No | |

| In circling area and at aerodrome | | | | | | |
|---|---|---|---|---|---|---|
| **Obstacle ID/ Designation** | **Obstacle Type** | **Obstacle Position** | **Elevation/Height** | | **Obstruction Lighting Type/ Colour** | **Remarks** |
| **1** | **2** | **3** | **4** | | **5** | **6** |
| | High Ground | 532001N 0001406W | 197 FT | | No | |

## EGNW AD 2.11 METEOROLOGICAL INFORMATION PROVIDED

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## EGNW AD 2.12 RUNWAY PHYSICAL CHARACTERISTICS

| Designations RWY Number | True bearing | Dimensions of RWY | Surface of RWY/ SWY/ Strength | THR co-ordinates/ THR Geoid undulation | THR elevation/ Highest elevation of TDZ of precision APP RWY | Slope of RWY/ SWY |
|---|---|---|---|---|---|---|
| 1 | 2 | 3 | 4 | 5 | 6 | 7 |
| 03 | 025.25° | 530 x 18 M | RWY surface: Asphalt | 531853.24N 0002101.76W 153.0 FT | THR 83.0 FT | |
| 21 | 205.25° | 530 x 18 M | RWY surface: Asphalt | 531908.69N 0002049.59W 153.0 FT | THR 75.0 FT | |
| 15 | 150.23° | 497 x 18 M | RWY surface: Asphalt | 531909.07N 0002107.44W 153.0 FT | THR 71.0 FT | |
| 33 | 330.23° | 497 x 18 M | RWY surface: Asphalt | 531855.19N 0002054.18W 153.0 FT | THR 79.0 FT | |

| SWY Dimensions | Clearway Dimensions | Strip Dimensions | RESA Dimensions, Overshoot / Undershoot | Location/ description of arresting system | OFZ | Remarks |
|---|---|---|---|---|---|---|
| 8 | 9 | 10 | 11 | 12 | 13 | 14 |
| | | | | | | RWY 03 |
| | | | | | | RWY 21 |
| | | | | | | RWY 15 |
| | | | | | | RWY 33 |

## EGNW AD 2.13 DECLARED DISTANCES

| Runway designator | TORA | TODA | ASDA | LDA | Remarks |
|---|---|---|---|---|---|
| 1 | 2 | 3 | 4 | 5 | 6 |
| 03 | 530 M | 530 M | 530 M | 530 M | |
| 21 | 530 M | 530 M | 530 M | 530 M | |
| 15 | 497 M | 497 M | 497 M | 497 M | |
| 33 | 497 M | 497 M | 497 M | 497 M | |

## EGNW AD 2.14 APPROACH AND RUNWAY LIGHTING

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## EGNW AD 2.15 OTHER LIGHTING, SECONDARY POWER SUPPLY

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## EGNW AD 2.16 HELICOPTER LANDING AREA

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## EGNW AD 2.17 AIR TRAFFIC SERVICES AIRSPACE

| Designation and lateral limits | Vertical Limits | Airspace Class | ATS unit callsign/ language | Transition Altitude | Hours of applicability | Remarks |
|---|---|---|---|---|---|---|
| 1 | 2 | 3 | 4 | 5 | 6 | 7 |
| WICKENBY ATZ<br>A circle, 2 NM radius, centred at 531901N 0002056W on longest notified runway (03/ 21) | Upper limit: 2000 FT AGL<br>Lower limit: SFC | G | WICKENBY RADIO<br>English | | | |

## EGNW AD 2.18 AIR TRAFFIC SERVICES COMMUNICATION FACILITIES

| Service Designation | Callsign | Channel/ Frequency(MHz) | SATVOICE number(s) | Logon Address | Hours of Operation | Remarks |
|---|---|---|---|---|---|---|
| 1 | 2 | 3 | 4 | 5 | 6 | 7 |
| OTHER | WICKENBY RADIO | 122.455<br>A/G Frequency | | | Wed-Sun 1000-1600 (0900-1500); and by arrangement. | ATZ hours coincident with A/G hours, but not by arrangement. |

## EGNW AD 2.19 RADIO NAVIGATION AND LANDING AIDS

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## EGNW AD 2.20 LOCAL AERODROME REGULATIONS

### 1 AIRPORT REGULATIONS

Not applicable

### 2 GROUND MOVEMENT

Not applicable

### 3 CAT II/III OPERATIONS

Not applicable

### 4 WARNINGS

a) The aerodrome is divided by a public road and only the runways to the North of the road can be used.
b) Hot Spot HS1 vehicles crossing the Runway 21 threshold.
c) The warehouses of Rase and Frontier distribution on the aerodrome are not to be flown over at anytime.
d) Aerobatics are conducted within the aerobatic box located in the South East part of the ATZ, any aerobatic training will be notified by NOTAM. When aerobatics are being conducted there will be no overhead joins and only live side joins will be permitted.
e) Departing aircraft passing 1500 FT AAL within the ATZ are requested to contact RAF Waddington ATC on 119.505.

### 5 HELICOPTER OPERATIONS

a) Helicopters are to land on the grass between the Hold A and Green hangars North of the taxiway.

### 6 USE OF RUNWAYS

a) Aircraft landing on Runway 33 are to backtrack in turn to the intersection and vacate for fuel or parking.

### 7 TRAINING

Not applicable

## EGNW AD 2.21 NOISE ABATEMENT PROCEDURES

a) All traffic are to avoid overflying the local villages of Wickenby, Lissington and Holton-cum-beckering.
b) All traffic are to avoid overflying Blackhills farm 1.1 NM on approach to Runway 15.

## EGNW AD 2.22 FLIGHT PROCEDURES

### 1 INBOUND AIRCRAFT

a) Inbound aircraft are requested to contact RAF Waddington on 119.505.

### 2 LOCAL FLYING AREA

a) Flights within the ATZ above 1500 FT AAL are subject to clearance from RAF Waddington ATC.

### 3 CIRCUITS

a) Normal circuit directions: All Runways - LH. Circuit height 1000 FT QFE. Microlight circuit 700 FT QFE inside GA circuit.
b) Aerobatic circuit directions: Runway 33 & Runway 03 - LH, Runway 15 & Runway 21 - RH.

## EGNW AD 2.23 ADDITIONAL INFORMATION

Not applicable

## EGNW AD 2.24 CHARTS RELATED TO AN AERODROME

AERODROME CHART - ICAO
AD 2.EGNW-2-1

## EGNW AD 2.25 VISUAL SEGMENT SURFACE (VSS) PENETRATION

Not applicable

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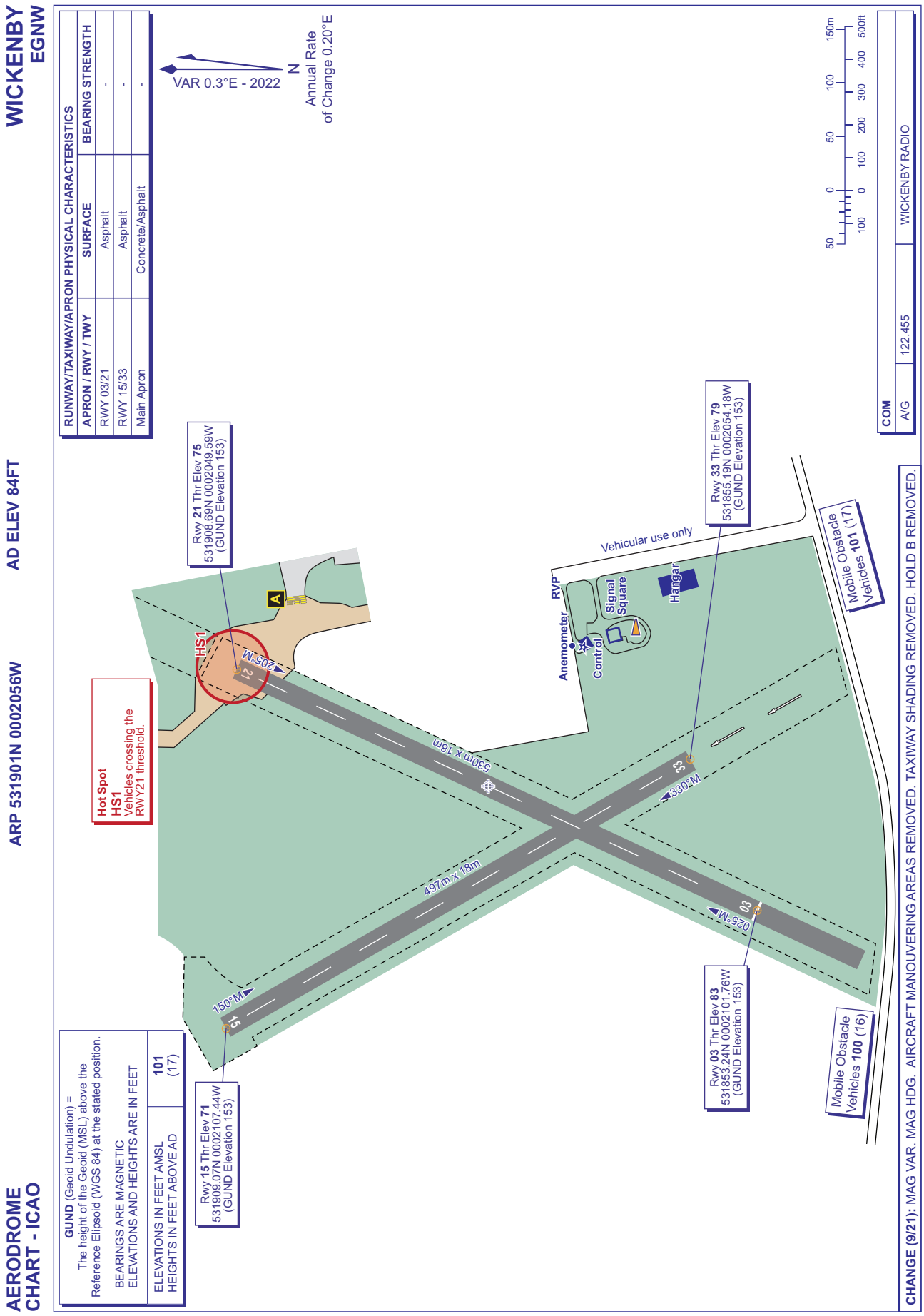
WICKENBY
EGNW
AD ELEV 84FT
ARP 531901N 0002056W
AERODROME
CHART - ICAO
RUNWAY/TAXIWAY/APRON PHYSICAL CHARACTERISTICS
APRON / RWY / TWY
SURFACE
BEARING STRENGTH
RWY 03/21
Asphalt
-
RWY 15/33
Asphalt
-
Main Apron
Concrete/Asphalt
-
VAR 0.3°E - 2022
N
Annual Rate of Change 0.20°E
COM
A/G
122.455
WICKENBY RADIO
Rwy 21 Thr Elev 75
531908.69N 0002049.59W
(GUND Elevation 153)
Rwy 33 Thr Elev 79
531855.19N 0002054.18W
(GUND Elevation 153)
Rwy 15 Thr Elev 71
531909.07N 0002107.44W
(GUND Elevation 153)
Rwy 03 Thr Elev 83
531853.24N 0002101.76W
(GUND Elevation 153)
Hot Spot
HS1
Vehicles crossing the RWY21 threshold.
HS1
205°M
21
530m x 18m
497m x 18m
33
330°M
15
150°M
03
025°M
RVP
Anemometer
Control
Signal Square
Hangar
Vehicular use only
Mobile Obstacle Vehicles 101 (17)
Mobile Obstacle Vehicles 100 (16)
GUND (Geoid Undulation) = The height of the Geoid (MSL) above the Reference Elipsoid (WGS 84) at the stated position.
BEARINGS ARE MAGNETIC
ELEVATIONS AND HEIGHTS ARE IN FEET
ELEVATIONS IN FEET AMSL
HEIGHTS IN FEET ABOVE AD
101 (17)
CHANGE (9/21): MAG VAR. MAG HDG. AIRCRAFT MANOUVERING AREAS REMOVED. TAXIWAY SHADING REMOVED. HOLD B REMOVED.

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# EGBO — WOLVERHAMPTON/HALFPENNY GREEN

## EGBO AD 2.1 AERODROME LOCATION INDICATOR AND NAME

EGBO — WOLVERHAMPTON/HALFPENNY GREEN

## EGBO AD 2.2 AERODROME GEOGRAPHICAL AND ADMINISTRATIVE DATA

| | | |
|---|---|---|
| 1 | ARP coordinates and site at AD | Lat: 523104N Long: 0021535W<br>Mid point of Runway 16/34. |
| 2 | Direction and distance from city | 5 NM E by S of Bridgnorth |
| 3 | Elevation / Reference temperature / Mean Low Temperature | 283 FT / 18 °C / - |
| 4 | Geoid undulation at AD ELEV PSN | 166 FT |
| 5 | Magnetic Variation / Annual Change | 0.54°E (2027) / 0.18°E |
| 6 | AD Administration<br>Address<br><br>Telephone<br><br>E-mail address<br><br>Web address | WOLVERHAMPTON AIRPORT LTD.<br>Wolverhampton/Halfpenny Green Airport, Stourbridge, West Midlands, DY7 5DY.<br>01384-221350 (Airport Office)<br>01384-221378 (ATC)<br>office@wolverhamptonairport.co.uk (Airport Office)<br>atc@wolverhamptonairport.co.uk (ATC)<br>www.wolverhamptonairport.co.uk |
| 7 | Type of Traffic permitted (IFR/VFR) | IFR/VFR |
| 8 | Remarks | PPR also available online: https://www.wolverhamptonairport.co.uk/online-ppr.<br><br>Landing fees can also be paid online: https://www.wolverhamptonairport.co.uk. |

## EGBO AD 2.3 OPERATIONAL HOURS

| | | |
|---|---|---|
| 1 | AD Administration | 0900-1700 (0800-1700). During winter hours night flying available on Thursdays until 2100. |
| 2 | Customs and immigration | Customs agreement with UK Border Force - https://www.submit-general-aviation-report.service.gov.uk inbound from EU (excluding Republic of Ireland) 4 hours prior notice. Republic of Ireland, Northern Ireland, Channel Islands, Isle of Man 12 hours prior notice. |
| 3 | Health and sanitation | Russells Hall Hospital, Dudley - 8 miles. |
| 4 | AIS Briefing Office | |
| 5 | ATS Reporting Office (ARO) | |
| 6 | MET Briefing Office | |
| 7 | ATS | As AD Hours. See also AD 2.18 |
| 8 | Fuelling | Self service refuelling for AVGAS and JET A-1 F34 available during AD hours and out of hours. Refuellers available from AD opening time until 15 minutes before close. Extensions on request with advanced notice available. |
| 9 | Handling | Contact Administration. |
| 10 | Security | H24 |
| 11 | De-icing | |
| 12 | Remarks | This aerodrome is PPR.<br>Out of hours scheme via website. |

## EGBO AD 2.4 HANDLING SERVICES AND FACILITIES

| | | |
|---|---|---|
| 1 | Cargo handling facilities | |
| 2 | Fuel and oil types | JET A-1 F34, AVGAS 100LL<br>TOTAL AERO D80, D100, 80, 100, DM 15W-50. |
| 3 | Fuelling facilities/capacity | JET A-1 F34 with self service pump 18,000 LT. JET A-1 F34 mobile bowser overwing and pressure refuelling 33,000 LT. AVGAS 100LL self service pump 20,000 LT. |
| 4 | De-icing facilities | |
| 5 | Hangar space for visiting aircraft | Contact airport office, with short term and long term hangarage options available. |

| | | |
|---|---|---|
| 6 | Repair facilities for visiting aircraft | Jetstream Hangar 8 Limited - 07989-703974. |
| 7 | Remarks | JET A-1 F34 Rotors running available Mon-Fri 0900-1645 (0800-1545); Extensions on request with advanced notice available. Available from helipads 4, 5 & 6 using the mobile bowser. Contact ATS to book in or for additional information. |

## EGBO AD 2.5 PASSENGER FACILITIES

| | | |
|---|---|---|
| 1 | Hotels | Red Lion Inn - 1.2 miles - 01384-221237. |
| 2 | Restaurants | Restaurant and Bar on site beneath Control Tower with balcony. |
| 3 | Transportation | Taxi's available.<br>Nearest railway station - Stourbridge. Wolverhampton for mainline connections to London, Manchester, and Birmingham. |
| 4 | Medical facilities | Basic First Aid on site.<br>De-Fibrilator on site.<br>Russells Hall Hospital, Dudley - 8 miles. |
| 5 | Bank and Post Office | Wolverhampton. Wombourne - 5 miles. |
| 6 | Tourist Office | |
| 7 | Remarks | Two golf courses within ATZ, vineyard within ATZ - ask administration for details.<br><br>Land Rover Discovery available to transport those with restricted mobility around AD. |

## EGBO AD 2.6 RESCUE AND FIRE FIGHTING SERVICES

| | | |
|---|---|---|
| 1 | AD category for fire fighting services | RFF Category A1<br>RFF Category 2 on request. RFF Category 3 under remission. |
| 2 | Rescue equipment | Isuzu D-MAX TACR3, Toyota RAV4.<br>Toyota TACR3 fully compliant with RFF Category 2 standards. |
| 3 | Capability for removal of disabled aircraft | Facilities available onsite. |
| 4 | Remarks | |

## EGBO AD 2.7 SEASONAL AVAILABILITY - CLEARING

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## EGBO AD 2.8 APRONS, TAXIWAYS AND CHECK LOCATIONS/POSITIONS DATA

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## EGBO AD 2.9 SURFACE MOVEMENT GUIDANCE AND CONTROL SYSTEM AND MARKINGS

| | | |
|---|---|---|
| 1 | Use of aircraft stand ID signs, TWY guide lines and visual docking/parking guidance system of aircraft stands | Taxiway Markings. Parking on apron or grass as directed by ATS. Three Stands 1, 2 & 3 adjacent fuel bay available for larger aircraft parks, as directed by ATS. |
| 2 | Runway and taxiway markings and lighting | Runway marking aid(s):<br>16/34: Runway Edge.<br><br>Runway light(s):<br>Runway Threshold lighting 16/34. |
| 3 | Stop bars and runway guard lights (if any) | |
| 4 | Other runway protection measures | Hold boards. |
| 5 | Remarks | WDI: 523104.90N 0021543.81W (LGTD). |

# EGBO AD 2.10 AERODROME OBSTACLES

| In Approach/Take-off areas | | | | | | |
|---|---|---|---|---|---|---|
| **Obstacle ID/ Designation** | **Obstacle Type** | **Obstacle Position** | **Elevation/Height** | | **Obstruction Lighting Type/ Colour** | **Remarks** |
| **1** | **2** | **3** | **4** | | **5** | **6** |
| (EGBO8558) 16/APPROACH 34/ TAKE-OFF | TREE | 523123.26N 0021544.85W | 314 FT | | No | |
| (EGBO8188) 16/APPROACH 34/ TAKE-OFF | BUILDING CHIMNEY | 523119.56N 0021552.25W | 300 FT | | No | |
| (EGBO8438) 34/APPROACH 16/ TAKE-OFF | TREE | 523043.39N 0021520.65W | 304 FT | | No | |
| (EGBO8437) 34/APPROACH 16/ TAKE-OFF | TREE | 523043.38N 0021520.43W | 308 FT | | No | |
| (EGBO1567) 34/APPROACH 16/ TAKE-OFF | MOBILE OBST | 523043.31N 0021521.70W | 297 FT | | No | |
| (EGBO8439) 34/APPROACH 16/ TAKE-OFF | TREE | 523038.83N 0021517.12W | 323 FT | | No | |
| (EGBO8440) 34/APPROACH 16/ TAKE-OFF | TREE | 523038.72N 0021517.36W | 321 FT | | No | |
| (EGBO8449) 34/APPROACH 16/ TAKE-OFF | TREE | 523038.46N 0021517.94W | 331 FT | | No | |
| (EGBO8450) 34/APPROACH 16/ TAKE-OFF | TREE | 523038.36N 0021518.04W | 335 FT | | No | |
| (EGBO8436) 34/APPROACH 16/ TAKE-OFF | TREE | 523038.31N 0021516.29W | 327 FT | | No | |

| In circling area and at aerodrome | | | | | | |
|---|---|---|---|---|---|---|
| **Obstacle ID/ Designation** | **Obstacle Type** | **Obstacle Position** | **Elevation/Height** | | **Obstruction Lighting Type/ Colour** | **Remarks** |
| **1** | **2** | **3** | **4** | | **5** | **6** |
| (EGBO6239) | PYLON | 523514.61N 0021433.01W | 549 FT | | No | |
| (EGBO6248) | PYLON | 523441.12N 0021520.85W | 538 FT | | No | |
| (EGBO5821) | TREE | 523223.44N 0021512.88W | 501 FT | | No | |
| (EGBO1289) | TREE | 523218.53N 0021505.18W | 482 FT | | No | |
| (EGBO1291) | TREE | 523215.96N 0021502.03W | 484 FT | | No | |
| (EGBO8032) | TREE | 523126.51N 0021428.50W | 511 FT | | No | |
| (EGBO5812) | TREE | 523122.26N 0021420.78W | 518 FT | | No | |
| (EGBO8040) | TREE | 523120.67N 0021420.48W | 521 FT | | No | |
| (EGBO8043) | MAST | 523118.25N 0021402.88W | 485 FT | | No | |
| (EGBO8547) | TREE | 523117.54N 0021551.09W | 325 FT | | No | |
| (EGBO6978) | ANEMOMETER | 523105.32N 0021544.29W | 310 FT | | Yes | |
| (EGBO6977) | WINDSLEEVE | 523104.90N 0021543.81W | 301 FT | | No | |
| (EGBO8402) | TREE | 523100.22N 0021514.07W | 310 FT | | No | |
| (EGBO8054) | TREE | 523058.11N 0021344.62W | 536 FT | | No | |
| (EGBO8055) | TREE | 523056.82N 0021342.50W | 540 FT | | No | |

| In circling area and at aerodrome | | | | | | |
|---|---|---|---|---|---|---|
| **Obstacle ID/ Designation** | **Obstacle Type** | **Obstacle Position** | **Elevation/Height** | | **Obstruction Lighting Type/ Colour** | **Remarks** |
| **1** | **2** | **3** | **4** | | **5** | **6** |
| (EGBO8058) | TREE | 523053.67N 0021343.35W | 544 FT | | No | |
| (EGBO8059) | TREE | 523053.16N 0021344.02W | 541 FT | | No | |
| (EGBO8063) | TREE | 523046.48N 0021335.45W | 516 FT | | No | |

## EGBO AD 2.11 METEOROLOGICAL INFORMATION PROVIDED

| | | |
|---|---|---|
| 1 | Associated MET Office | MET OFFICE EXETER |
| 2 | Hours of service<br>MET Office outside hour | H24 |
| 3 | Office responsible for TAF preparation<br>Periods of validity | |
| 4 | Trend forecast<br>Interval of issuance | |
| 5 | Briefing/consultation provided | Self Briefing / Telephone. |
| 6 | Flight documentation<br>Language(s) used | English. |
| 7 | Charts and other information available for briefing or consultation | Metform F214 / F215. |
| 8 | Supplementary equipment available for providing information | |
| 9 | ATS units provided with information | WOLVERHAMPTON/HALFPENNY GREEN |
| 10 | Additional information (limitation of service, etc.) | Unofficial meteorological observations provided by FIS during AD hours. |

## EGBO AD 2.12 RUNWAY PHYSICAL CHARACTERISTICS

| **Designations RWY Number** | **True bearing** | **Dimensions of RWY** | **Surface of RWY/ SWY/ Strength** | **THR co-ordinates/ THR Geoid undulation** | **THR elevation/ Highest elevation of TDZ of precision APP RWY** | **Slope of RWY/ SWY** |
|---|---|---|---|---|---|---|
| **1** | **2** | **3** | **4** | **5** | **6** | **7** |
| 04 | 036.71° | 646 x 18 M | RWY surface: Asphalt | 523059.16N 0021559.27W 166.2 FT | THR 260.2 FT | |
| 22 | 216.71° | 646 x 18 M | RWY surface: Asphalt | 523112.52N 0021542.94W 166.2 FT | THR 277.6 FT | |
| 10 | 096.84° | 1055 x 18 M | RWY surface: Asphalt | 523101.91N 0021602.11W 166.2 FT | THR 257.6 FT | |
| 28 | 276.85° | 1055 x 18 M | RWY surface: Asphalt | 523058.94N 0021521.55W 166.2 FT | THR 274.4 FT | |
| 16 | 155.83° | 1170 x 30 M | RWY surface: Asphalt | 523113.59N 0021542.44W 166.2 FT | THR 276.8 FT | |
| 34 | 335.83° | 1170 x 30 M | RWY surface: Asphalt | 523050.63N 0021525.55W 166.2 FT | THR 277.8 FT | |

| SWY Dimensions | Clearway Dimensions | Strip Dimensions | RESA Dimensions, Overshoot / Undershoot | Location/ description of arresting system | OFZ | Remarks |
|---|---|---|---|---|---|---|
| 8 | 9 | 10 | 11 | 12 | 13 | 14 |
| | | 706 x 60 M | | | | RWY 04<br><br>Threshold displaced by 131 M. |
| | | 706 x 60 M | | | | RWY 22 |
| | | 1115 x 60 M | | | | RWY 10<br><br>Threshold displaced by 151 M. |
| | | 1115 x 60 M | | | | RWY 28<br><br>Threshold displaced by 134 M. |
| | | 1290 x 80 M | | | | RWY 16<br><br>Threshold displaced by 206 M. |
| | | 1290 x 80 M | | | | RWY 34<br><br>Threshold displaced by 186 M. |

## EGBO AD 2.13 DECLARED DISTANCES

| Runway designator | TORA | TODA | ASDA | LDA | Remarks |
|---|---|---|---|---|---|
| 1 | 2 | 3 | 4 | 5 | 6 |
| 16 | 1025 M | 1025 M | 1064 M | 858 M | |
| 34 | 1096 M | 1096 M | 1096 M | 910 M | |
| 10 | 799 M | 799 M | 799 M | 799 M | |
| 28 | 799 M | 799 M | 799 M | 799 M | |
| 04 | 646 M | 646 M | 646 M | 515 M | |
| 22 | 515 M | 515 M | 515 M | 616 M | |

## EGBO AD 2.14 APPROACH AND RUNWAY LIGHTING

| RWY | Approach lighting Type/ Length/ Intensity | Threshold lighting Colour/Wing bars | VASIS/ MEHT/ PAPI/ PAPI Dist from THR | TDZ, lighting Length | Runway Centre Line lighting Length/ Spacing/ Colour/ Intensity | Runway edge lighting Length/ Spacing/ Colour/ Intensity | Runway end lighting Colour/ Wing bars | Stopway lighting Length/ Colour | Remarks |
|---|---|---|---|---|---|---|---|---|---|
| 1 | 2 | 3 | 4 | 5 | 6 | 7 | 8 | 9 | 10 |
| 16 | | Light intensity high Green wingbars | PAPI Left/3.5° 43 FT | | | HI elev bi-directional with LI omni-directional component | Red | | |
| 34 | | Light intensity high Green wingbars | PAPI Left/3.5° 47 FT | | | HI elev bi-directional with LI omni-directional component | Red | | |

## EGBO AD 2.15 OTHER LIGHTING, SECONDARY POWER SUPPLY

| | | |
|---|---|---|
| 1 | ABN/IBN location, characteristics and hours of operation | IBN: 523055.92N 0021548.99W<br>Flashing Green 'WBA' |
| 2 | LDI location and lighting<br>Anemometer location and lighting | Anemometer: 523105.32N 0021544.29W (LGTD); 523055.77N 0021549.32W. |
| 3 | TWY edge and centre line lighting | |
| 4 | Secondary power supply/switch-over time | Yes, 120 seconds. |

| | | |
|---|---|---|
| 5 | Remarks | Reflective markers on taxiway centreline.<br>Stands 1, 2 and 3 floodlit. |

## EGBO AD 2.16 HELICOPTER LANDING AREA

| | | |
|---|---|---|
| 1 | Coordinates TLOF or THR of FATO, geoid undulation | |
| 2 | TLOF and/or FATO elevation | |
| 3 | TLOF and FATO area dimensions, surface, strength, marking, lighting | |
| 4 | True BRG of FATO | |
| 5 | Declared distance available | |
| 6 | APP and FATO lighting | |
| 7 | RMK | See aerodrome chart for named helicopter landing areas. Floodlights in vicinity of Helipads located near Fuel Bays. |

## EGBO AD 2.17 AIR TRAFFIC SERVICES AIRSPACE

| Designation and lateral limits | Vertical Limits | Airspace Class | ATS unit callsign/ language | Transition Altitude | Hours of applicability | Remarks |
|---|---|---|---|---|---|---|
| 1 | 2 | 3 | 4 | 5 | 6 | 7 |
| WOLVERHAMPTON ATZ<br>A circle, 2 NM radius, centred at 523103N 0021534W on longest notified runway (16/ 34) | Upper limit: 2000 FT AGL<br>Lower limit: SFC | G | HALFPENNY GREEN INFORMATION<br>English | 6000 FT | | |

## EGBO AD 2.18 AIR TRAFFIC SERVICES COMMUNICATION FACILITIES

| Service Designation | Callsign | Channel/ Frequency(MHz) | SATVOICE number(s) | Logon Address | Hours of Operation | Remarks |
|---|---|---|---|---|---|---|
| 1 | 2 | 3 | 4 | 5 | 6 | 7 |
| AFIS | HALFPENNY GREEN INFORMATION | 123.005<br>DOC 20 NM/ 10,000 FT. | | | 0900-1700 (0800-1700). During winter hours night flying available on Thursdays until 2100. | ATZ hours coincident with AFIS hours.<br><br>A/G Service with callsign 'Halfpenny Green Radio' may operate for short periods during the hours of watch. |

## EGBO AD 2.19 RADIO NAVIGATION AND LANDING AIDS

| Type of Aid CAT of ILS/MLS MAG Var/VOR Declination | Ident | Frequency | Hours of Operation | Position of transmitting antenna coordinates | Elevation of DME transmitting antenna | Remarks |
|---|---|---|---|---|---|---|
| 1 | 2 | 3 | 4 | 5 | 6 | 7 |
| DME | WOL | 23X<br>108.600 MHz | H24 | 523056.86N<br>0021542.54W | 300 FT | Range 15 NM.<br>DOC 10,000 FT. |
| NDB<br>0.54°E (2027) | WBA | 356.000 kHz | H24 | 523057.25N<br>0021542.34W | | On AD.<br>Range 25 NM.<br>ADF swings in excess of ±10° between R150° and R160° |

## EGBO AD 2.20 LOCAL AERODROME REGULATIONS

### 1 AIRPORT REGULATIONS

a) Pilots are responsible for their passengers whilst airside at this aerodrome.

b) High visibility clothing is recommended airside.
c) Non-radio aircraft are not permitted to operate outside of published hours. During published hours all non-radio flights are to be approved by ATS.
d) All movements outside of published hours are subject to the out of hours conditions published on the airport website.
e) During winter hours night flying can take place on Thursdays until 2100. Intended Night Flights are subject to PPR which must be notified no later than 1500 on the date of flight.

## 2 GROUND MOVEMENT

a) Fuel Bay operates a one-way system, entry at the west end (near Hangar 3 east), exit at east (near the mobile fuel bowser). Aircraft to draw up with pumps on starboard side.
b) Pilots must moderate taxiing speeds on Taxiway A and Taxiway F due to undulating surfaces and between A4 and the Fuel Bay due to the possible presence of pedestrians in this area. Special caution must be exercised in the area adjacent to the tower where there is a marked crossing area. Taxi speeds should not exceed a fast walking pace.
c) There are three stands marked 1, 2 and 3 and are adjacent to the Fuel Bay. These parking stands are available for fixed wing and rotary aircraft.
d) Jet aircraft should seek prior approval from ATS before booking in.

## 3 CAT II/III OPERATIONS

Not applicable

## 4 WARNINGS

a) Runway 16/34 lights may be illuminated outside ATS hours for police helicopter operations.
b) Helicopters are not to hover within 50 M of DME/NDB masts, which are situated northeast of the eastern apron.
c) Runway 16/34 shallow depression on eastern edge of runway close to Runway 34 PAPIs will hold water after rain. Runway 16/34 shallow depression crosses the runway north of Runway 34 threshold.
d) View from A5 Hold restricted. Care to be taken when entering/crossing Runway 34.
e) Aircraft should not cut corners when turning on to taxiways and runways due to bad ground and fixed objects such as markers and lighting.
f) No instrument approaches are to be flown at anytime.
g) Pilots must taxi with caution near the Fuel Bay and in the area adjacent to the tower where there is a marked pedestrian crossing, due to pedestrians possibly manoeuvring on the taxiway. Taxi speeds should not exceed a fast walking pace.

## 5 HELICOPTER OPERATIONS

a) There are three designated helicopter pads marked 4, 5 & 6 adjacent to the mobile bowser.
b) Stands marked 1, 2 & 3 adjacent to the Fuel Bay can also be used to park helicopters.
c) Helicopters taxiing to the fuel pads are asked to operate their aircraft so as to minimise the effect of their downdraft on the nearby hangars.
d) Wheeled helicopters requiring fuel can expect to be instructed to land on Taxiway A to the south east of the fuel bay and then ground-taxi to fuelling pads 4, 5 or 6.
e) Hovering helicopters shall maintain a distance of 60 M from any active runway, taxiway, fencelines, buildings and public viewing area.
f) Helicopters are not to air taxi anywhere between the west of the Fuel Bay and A4 holding point, due to proximity to parked aircraft, buildings, and pedestrians. This includes the main parking apron.
g) See aerodrome chart for named helicopter landing areas.
h) Helicopters are not to land adjacent to the entrance of Hangar 3E. They should use the Helipads and be ground handled in an out of the hangar.
i) JET A-1 F34 Rotors running available Mon-Fri 0900-1645 (0800-1545); extensions available with advanced notice bookings. Available from Helipads 4,5 & 6 using the mobile bowser. Contact ATS to book in or for additional information.

## 6 USE OF RUNWAYS

a) Only Runway 16/34 is licensed for night use.
b) All runways and taxiway use restricted to aircraft weighing not more than twelve tonnes.

## 7 TRAINING

a) Training is permitted at the aerodrome. See website for deals on training packages.

# EGBO AD 2.21 NOISE ABATEMENT PROCEDURES

a) Runway 16: All departures at the airfield boundary should make a track change of 10 degrees to the right. No left turns are to be made below 600 FT QFE. No direct overflights of Highgate Farm (523030.132N 0021457.5268W) are permitted.
b) Runway 34: No FANSTOP (practice engine failure after take-off) are permitted until passed Whittimere Farm (523149.1016N 0021551.696W), 1000 M beyond end of runway. Traffic turning left into the visual circuit are to avoid direct overflights of Claverley (523214.4204N 0021811.9592W) and Bobbington Village (523043.848N 0021658.116W).
c) Runway 28/10: Departures, approaches and visual circuits are to avoid direct overflights of Bobbington Village and Primary school (523043.848N 0021658.116W).
d) All visual circuits are to be completed within the ATZ.

# EGBO AD 2.22 FLIGHT PROCEDURES

## 1 CIRCUITS

a) Fixed wing circuits are LH at 1000 FT QFE.
b) Helicopter circuits are RH at 800 FT QFE.
c) Use of multiple runways is to cease when more than two aircraft are in or call to join the visual circuit. In this situation all aircraft should revert to the published runway. Any approaches to the non-published runway is then limited to one approach only with no mixed multiple circuits permitted. All aircraft are to revert to the published runway if any of the aircraft are student pilots or an emergency is declared. If Runway 16/34 is being used for a larger aircraft then it shall become the published runway until that aircraft has landed or departed the ATZ.
d) Autogyros are to fly the standard fixed wing circuit pattern and profiles. Pilots of autogyros are to prefix their callsign with 'Gyro' and be aware that they can be hard to see and that additional transmissions may be required to confirm their position and intentions to other aircraft.

## 2 JOINING

a) The standard fixed wing join is overhead. Aircraft should not descend below 1300 FT QFE on the deadside due to the helicopter circuit at 800 FT QFE.

## 3 DEPARTURES

a) **South:**

IFR Airways traffic departing to the south should file a flight plan direct to CPT VOR. Flight plans should not be filed for HON VOR due to commercial traffic volumes.

b) **North/East/West:**

File flight plan as normal using preferred reporting points.

When ready to taxi, request for an airways join from ATS and await further instructions.

# EGBO AD 2.23 ADDITIONAL INFORMATION

Not applicable

# EGBO AD 2.24 CHARTS RELATED TO AN AERODROME

AERODROME CHART - ICAO
AD 2.EGBO-2-1

# EGBO AD 2.25 VISUAL SEGMENT SURFACE (VSS) PENETRATION

Not applicable

# AERODROME CHART - ICAO

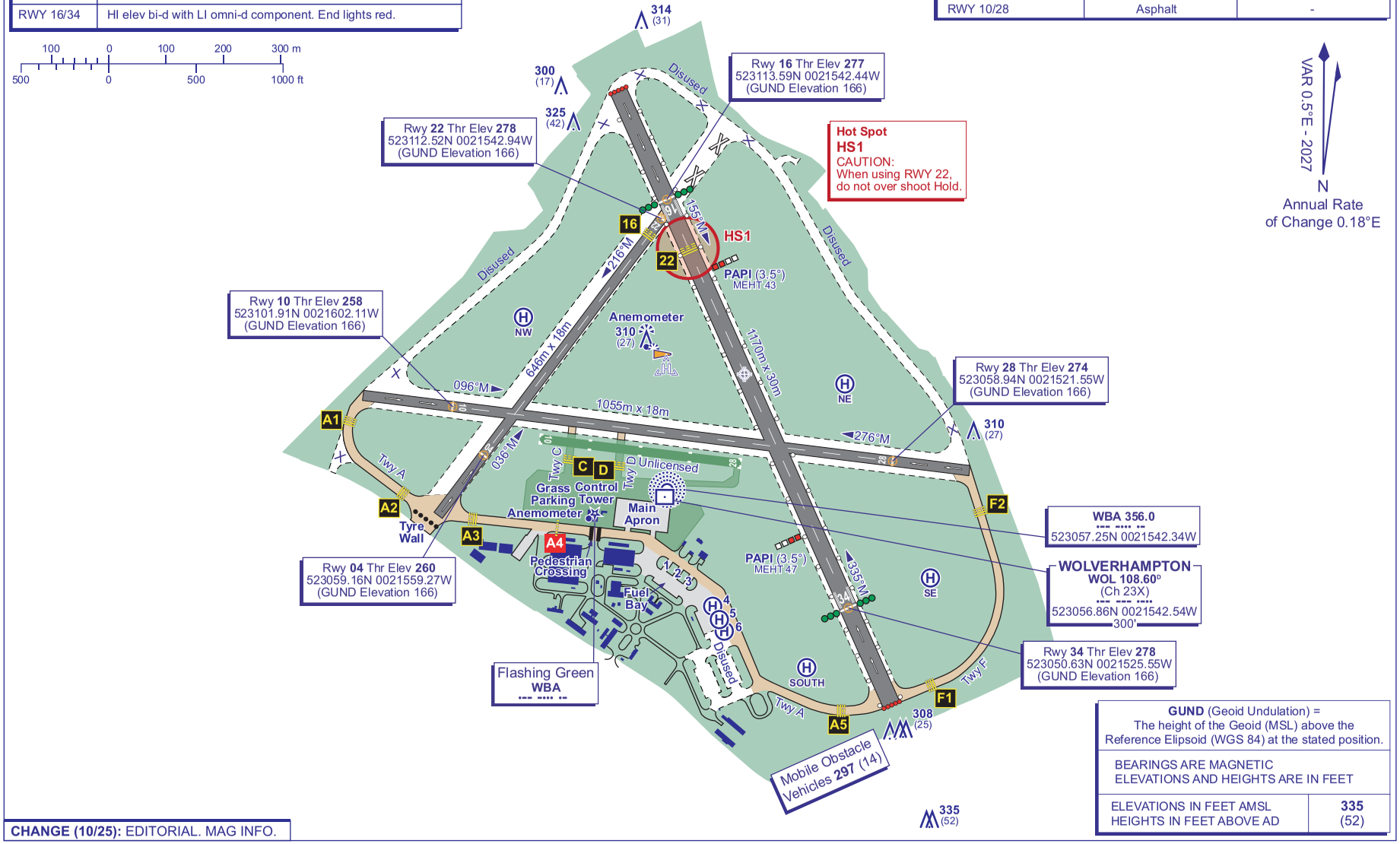
ARP 523104N 0021535W

AD ELEV 283FT

# WOLVERHAMPTON
## EGBO

| COM | | |
|---|---|---|
| AFIS | 123.005 | HALFPENNY GREEN INFO |
| **LIGHTING** | | |
| THR 16/34 | HI green W bars. | |
| RWY 16/34 | HI elev bi-d with LI omni-d component. End lights red. | |

| RUNWAY/TAXIWAY/APRON PHYSICAL CHARACTERISTICS | | |
|---|---|---|
| APRON / RWY / TWY | SURFACE | PCN |
| RWY 16/34 | Asphalt | - |
| RWY 04/22 | Asphalt | - |
| RWY 10/28 | Asphalt | - |




**GUND** (Geoid Undulation) = The height of the Geoid (MSL) above the Reference Elipsoid (WGS 84) at the stated position.

BEARINGS ARE MAGNETIC
ELEVATIONS AND HEIGHTS ARE IN FEET

| | |
|---|---|
| ELEVATIONS IN FEET AMSL<br>HEIGHTS IN FEET ABOVE AD | 335<br>(52) |

**CHANGE (10/25):** EDITORIAL. MAG INFO.

AERO INFO DATE 23 JUL 25
AD 2-EGBO-2-1
CIVIL AVIATION AUTHORITY
AMDT 10/2025

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# EGTB — WYCOMBE AIR PARK/BOOKER

## EGTB AD 2.1 AERODROME LOCATION INDICATOR AND NAME

EGTB — WYCOMBE AIR PARK/BOOKER

## EGTB AD 2.2 AERODROME GEOGRAPHICAL AND ADMINISTRATIVE DATA

| | | |
|---|---|---|
| 1 | ARP coordinates and site at AD | Lat: 513642N Long: 0004830W<br>Mid point of Runway 06/24 |
| 2 | Direction and distance from city | 2.4 NM SW of High Wycombe. |
| 3 | Elevation / Reference temperature / Mean Low Temperature | 516 FT / 19 °C / - |
| 4 | Geoid undulation at AD ELEV PSN | 153 FT |
| 5 | Magnetic Variation / Annual Change | 1.10°E (2027) / 0.17°E |
| 6 | AD Administration<br>Address<br>Telephone<br>Telefax | AIRWAYS AERO ASSOCIATIONS LTD.<br>Wycombe Air Park, Booker, Marlow, Buckinghamshire, SL7 3DP.<br>01494-529261<br>01494-438657 (A/G)<br>01494-443737 (Administration) |
| 7 | Type of Traffic permitted (IFR/VFR) | VFR |
| 8 | Remarks | |

## EGTB AD 2.3 OPERATIONAL HOURS

| | | |
|---|---|---|
| 1 | AD Administration | 0900-1730 (0800-1630), or SS, whichever is earlier (See remarks). |
| 2 | Customs and immigration | By arrangement |
| 3 | Health and sanitation | |
| 4 | AIS Briefing Office | |
| 5 | ATS Reporting Office (ARO) | |
| 6 | MET Briefing Office | |
| 7 | ATS | As AD Hours. See also AD 2.18. |
| 8 | Fuelling | |
| 9 | Handling | |
| 10 | Security | |
| 11 | De-icing | |
| 12 | Remarks | Aerodrome Strictly PPR at all times.<br><br>Extended hours by arrangement: 1730-1900 (1630-1900). |

## EGTB AD 2.4 HANDLING SERVICES AND FACILITIES

| | | |
|---|---|---|
| 1 | Cargo handling facilities | |
| 2 | Fuel and oil types | AVTUR JET A-1 (with AL48), AVGAS 100LL<br>W80, W100, 100S. |
| 3 | Fuelling facilities/capacity | |
| 4 | De-icing facilities | |
| 5 | Hangar space for visiting aircraft | |
| 6 | Repair facilities for visiting aircraft | |
| 7 | Remarks | |

## EGTB AD 2.5 PASSENGER FACILITIES

**INTENTIONALLY BLANK**

## EGTB AD 2.6 RESCUE AND FIRE FIGHTING SERVICES

| | | |
|---|---|---|
| 1 | AD category for fire fighting services | RFF Category A1<br>RFF Category 2 accepted under remission.<br>Category 2 requirement must be notified when requesting PPR. |
| 2 | Rescue equipment | |
| 3 | Capability for removal of disabled aircraft | |
| 4 | Remarks | |

## EGTB AD 2.7 SEASONAL AVAILABILITY - CLEARING

**INTENTIONALLY BLANK**

## EGTB AD 2.8 APRONS, TAXIWAYS AND CHECK LOCATIONS/POSITIONS DATA

| | | |
|---|---|---|
| 1 | Apron surface and strength | APRON<br>Surface: Asphalt |
| 2 | Taxiway width, surface and strength | Taxiway ALPHA: 9 M<br>Surface: Asphalt<br><br>Taxiway BRAVO: 6.6 M<br>Surface: Grass Matting. |
| 3 | Altimeter checkpoint location and elevation | |
| 4 | VOR checkpoints | |
| 5 | INS checkpoints | |
| 6 | Remarks | |

## EGTB AD 2.9 SURFACE MOVEMENT GUIDANCE AND CONTROL SYSTEM AND MARKINGS

| | | |
|---|---|---|
| 1 | Use of aircraft stand ID signs, TWY guide lines and visual docking/parking guidance system of aircraft stands | |
| 2 | Runway and taxiway markings and lighting | |
| 3 | Stop bars and runway guard lights (if any) | |
| 4 | Other runway protection measures | |
| 5 | Remarks | WDI (LGTD) 513650.32N 0004815.75W. |

## EGTB AD 2.10 AERODROME OBSTACLES

| In Approach/Take-off areas | | | | | | |
|---|---|---|---|---|---|---|
| **Obstacle ID/ Designation** | **Obstacle Type** | **Obstacle Position** | **Elevation/Height** | | **Obstruction Lighting Type/ Colour** | **Remarks** |
| **1** | **2** | **3** | **4** | | **5** | **6** |
| (EGTB4114) 06/APPROACH 24/ TAKE-OFF | TREE | 513651.77N 0004758.92W | 566 FT | 71 FT | No | |
| (EGTB4121) 06/APPROACH 24/ TAKE-OFF | TREE | 513651.06N 0004758.55W | 566 FT | 70 FT | No | |
| (EGTB4129) 06/APPROACH 24/ TAKE-OFF | TREE | 513650.67N 0004757.66W | 570 FT | 73 FT | No | |
| (EGTB4130) 06/APPROACH 24/ TAKE-OFF | TREE | 513650.33N 0004759.45W | 561 FT | 64 FT | No | |
| (EGTB4123) 06/APPROACH 24/ TAKE-OFF | TREE | 513650.22N 0004803.73W | 543 FT | 44 FT | No | |
| (EGTB4134) 06/APPROACH 24/ TAKE-OFF | TREE | 513650.02N 0004757.15W | 566 FT | 69 FT | No | |
| (EGTB4112) 06/APPROACH 24/ TAKE-OFF | TREE | 513649.82N 0004809.87W | 537 FT | 24 FT | No | |

| In Approach/Take-off areas | | | | | | |
|---|---|---|---|---|---|---|
| **Obstacle ID/ Designation** | **Obstacle Type** | **Obstacle Position** | **Elevation/Height** | | **Obstruction Lighting Type/ Colour** | **Remarks** |
| **1** | **2** | **3** | **4** | | **5** | **6** |
| (EGTB4119) 06/APPROACH 24/ TAKE-OFF | TREE | 513649.70N 0004808.40W | 537 FT | 27 FT | No | |
| (EGTB4135) 06/APPROACH 24/ TAKE-OFF | TREE | 513649.55N 0004801.92W | 549 FT | 55 FT | No | |
| (EGTB4139) 06/APPROACH 24/ TAKE-OFF | TREE | 513649.26N 0004801.48W | 552 FT | 54 FT | No | |
| (EGTB4141) 06/APPROACH 24/ TAKE-OFF | TREE | 513649.07N 0004801.07W | 554 FT | 56 FT | No | |
| (EGTB4145) 06/APPROACH 24/ TAKE-OFF | TREE | 513648.75N 0004800.50W | 558 FT | 56 FT | No | |
| (EGTB4149) 06/APPROACH 24/ TAKE-OFF | TREE | 513648.40N 0004759.78W | 558 FT | 55 FT | No | |
| (EGTB4156) 06/APPROACH 24/ TAKE-OFF | TREE | 513647.64N 0004758.13W | 564 FT | 60 FT | No | |

| In circling area and at aerodrome | | | | | | |
|---|---|---|---|---|---|---|
| **Obstacle ID/ Designation** | **Obstacle Type** | **Obstacle Position** | **Elevation/Height** | | **Obstruction Lighting Type/ Colour** | **Remarks** |
| **1** | **2** | **3** | **4** | | **5** | **6** |
| (EGTB1386) | RADIO MAST | 513955.40N 0005525.61W | 1120 FT | 328 FT | Yes Red | |
| (EGTB1862) | MAST | 513907.13N 0004349.39W | 812 FT | 210 FT | No | |
| (EGTB1387) | MAST | 513825.85N 0004549.12W | 714 FT | 214 FT | No | |
| (EGTB3378) | MAST | 513708.21N 0004916.50W | 767 FT | 109 FT | No | |
| (EGTB3795) | TREE | 513706.99N 0005029.81W | 725 FT | 85 FT | No | |
| (EGTB1855) | MAST | 513643.07N 0004405.09W | 643 FT | 170 FT | No | |
| (EGTB3686) | TREE | 513557.01N 0005110.73W | 669 FT | 102 FT | No | |

## EGTB AD 2.11 METEOROLOGICAL INFORMATION PROVIDED

**INTENTIONALLY BLANK**

## EGTB AD 2.12 RUNWAY PHYSICAL CHARACTERISTICS

| Designations RWY Number | True bearing | Dimensions of RWY | Surface of RWY/ SWY/ Strength | THR co-ordinates/ THR Geoid undulation | THR elevation/ Highest elevation of TDZ of precision APP RWY | Slope of RWY/ SWY |
|---|---|---|---|---|---|---|
| **1** | **2** | **3** | **4** | **5** | **6** | **7** |
| 06 | 062.42° | 730 x 23 M | RWY surface: Asphalt | 513636.82N 0004846.37W 153.1 FT | THR 513.2 FT | |
| 24 | 242.43° | 730 x 23 M | RWY surface: Asphalt | 513647.75N 0004812.74W 153.1 FT | THR 513.2 FT | |
| 06G | 062.44° | 631 x 23 M | RWY surface: Grass | 513635.74N 0004840.07W 153.1 FT | THR 510.6 FT | |

| Designations RWY Number | True bearing | Dimensions of RWY | Surface of RWY/ SWY/ Strength | THR co-ordinates/ THR Geoid undulation | THR elevation/ Highest elevation of TDZ of precision APP RWY | Slope of RWY/ SWY |
|---|---|---|---|---|---|---|
| 1 | 2 | 3 | 4 | 5 | 6 | 7 |
| 24G | 242.45° | 631 x 23 M | RWY surface: Grass | 513645.20N<br>0004810.96W<br>153.1 FT | THR 508.9 FT | |

| SWY Dimensions | Clearway Dimensions | Strip Dimensions | RESA Dimensions, Overshoot / Undershoot | Location/ description of arresting system | OFZ | Remarks |
|---|---|---|---|---|---|---|
| 8 | 9 | 10 | 11 | 12 | 13 | 14 |
| | | 812 x 65 M | | | | RWY 06 |
| | | 812 x 65 M | | | | RWY 24 |
| | | | | | | RWY 06G<br><br>Strip Dimensions:<br>691 x 65 M. |
| | | | | | | RWY 24G<br><br>Strip Dimensions:<br>631 x 65 M. |

## EGTB AD 2.13 DECLARED DISTANCES

| Runway designator | TORA | TODA | ASDA | LDA | Remarks |
|---|---|---|---|---|---|
| 1 | 2 | 3 | 4 | 5 | 6 |
| 06 | 730 M | 730 M | 752 M | 730 M | |
| 24 | 730 M | 730 M | 730 M | 730 M | |
| 06G | 631 M | 631 M | 631 M | 631 M | |
| 24G | 631 M | 631 M | 631 M | 631 M | |

## EGTB AD 2.14 APPROACH AND RUNWAY LIGHTING

| RWY | Approach lighting Type/ Length/ Intensity | Threshold lighting Colour/Wing bars | VASIS/ MEHT/ PAPI/ PAPI Dist from THR | TDZ, lighting Length | Runway Centre Line lighting Length/ Spacing/ Colour/ Intensity | Runway edge lighting Length/ Spacing/ Colour/ Intensity | Runway end lighting Colour/ Wing bars | Stopway lighting Length/ Colour | Remarks |
|---|---|---|---|---|---|---|---|---|---|
| 1 | 2 | 3 | 4 | 5 | 6 | 7 | 8 | 9 | 10 |
| 06 | | Light intensity low | APAPI Left/4° 12 FT | | | Light intensity low | | | |
| 24 | | Light intensity low | APAPI Left/4° 12 FT | | | Light intensity low | | | |

## EGTB AD 2.15 OTHER LIGHTING, SECONDARY POWER SUPPLY

| | | |
|---|---|---|
| 1 | ABN/IBN location, characteristics and hours of operation | IBN: 513649.91N 0004813.11W<br>Flashing Green 'WP' |
| 2 | LDI location and lighting<br>Anemometer location and lighting | Anemometer: 513649.96N 0004813.05W |
| 3 | TWY edge and centre line lighting | CL: Green centre-line.<br><br>EDGE: Blue linlaners on Taxiway Bravo. |
| 4 | Secondary power supply/switch-over time | |
| 5 | Remarks | |

# EGTB AD 2.16 HELICOPTER LANDING AREA

## INTENTIONALLY BLANK

# EGTB AD 2.17 AIR TRAFFIC SERVICES AIRSPACE

| Designation and lateral limits | Vertical Limits | Airspace Class | ATS unit callsign/ language | Transition Altitude | Hours of applicability | Remarks |
|---|---|---|---|---|---|---|
| 1 | 2 | 3 | 4 | 5 | 6 | 7 |
| WYCOMBE AIR PARK/ BOOKER ATZ<br>A circle, 2 NM radius, centred at 513642N 0004830W on longest notified runway (06/ 24) | Upper limit: 2000 FT AGL<br>Lower limit: SFC | G | WYCOMBE RADIO<br>English | 6000 FT | | |

# EGTB AD 2.18 AIR TRAFFIC SERVICES COMMUNICATION FACILITIES

| Service Designation | Callsign | Channel/ Frequency(MHz) | SATVOICE number(s) | Logon Address | Hours of Operation | Remarks |
|---|---|---|---|---|---|---|
| 1 | 2 | 3 | 4 | 5 | 6 | 7 |
| OTHER | WYCOMBE RADIO | 126.555<br>DOC 25 NM/4000 FT.<br>A/G frequency. | | | 0900-1730 (0800-1630), or SS, whichever is earlier.<br>Extended hours by arrangement: 1730-1900 (1630-1900). | ATZ hours coincident with A/G hours, but not by arrangement. |

# EGTB AD 2.19 RADIO NAVIGATION AND LANDING AIDS

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# EGTB AD 2.20 LOCAL AERODROME REGULATIONS

## 1 AIRPORT REGULATIONS

a) Aerodrome strictly PPR. Visiting aircraft and helicopters will not be accepted without prior permission being granted by the aerodrome authority. All pilots must receive briefing.
b) Air-ground communication service provided - 'Wycombe Radio'. No ATC. Pilots are responsible at all times for lookout and traffic separation.

## 2 GROUND MOVEMENT

a) Taxiway Bravo is a grass taxiway that has been reinforced with plastic matting to a width of 6.6 M, there is an inset yellow centre-line and the edges are marked with blue linlaners. Pilots should remain on the matting as the grass is subject to waterlogging.

## 3 CAT II/III OPERATIONS

Not applicable

## 4 WARNINGS

a) The aerodrome is close to the London CTR and situated below the London TMA.
b) The aerodrome is liable to waterlogging.
c) Intense gliding takes place on and around the aerodrome. Pilots should maintain a sharp lookout at all times, but particularly when crossing between the main apron (Hold Alpha 3) and the grass Runway 06/24 (Hold Alpha 2). No overhead transits of aircraft due to gliding activity.
d) Helicopters operate inside fixed-wing circuits.
e) Non-standard markings on Main Apron do not guarantee wingtip clearance. Pilots should taxi with extreme caution.

### 5 HELICOPTER OPERATIONS

Not applicable

### 6 USE OF RUNWAYS

Not applicable

### 7 TRAINING

Not applicable

## EGTB AD 2.21 NOISE ABATEMENT PROCEDURES

a) Pilots of departing aircraft are required to conform to strict Noise Abatement Procedures. These are available from the Aerodrome Operator.

## EGTB AD 2.22 FLIGHT PROCEDURES

### 1 CIRCUITS

a) Circuits variable.
b) Gliders will be flying a circuit opposite to that in use by powered aircraft.
c) Joining aircraft are to position to overfly the runway in use at 1200 FT QFE on the runway QDM. When overhead the midpoint of the runway turn left or right (depending on the circuit direction) to level at circuit height 1000 FT QFE on the crosswind leg prior to turning downwind.
d) Helicopter circuit height 750 FT QFE.

### 2 HELICOPTER OPERATIONS

a) Helicopters shall not operate above 50 FT QFE when within 150 M of the runways without permission. All arriving and departing helicopters must contact Wycombe Radio at the ATZ boundary for local aerodrome information. Maximum care is to be exercised when manoeuvring to/from the helipad, 100 M South of visual control room, to avoid the effect of downwash on fixed-wing aircraft and gliders, always maintain a minimum distance of 30 M from any structure. There will be no helicopter hover movements to the South or West of the Southwest corner of the helipad. Helicopters are at all times to avoid flying directly over or within 25 M of parked aircraft and gliders at low level. Helicopters must remain well clear of the housing area East of the Airfield.

### 3 LOCAL FLYING PROCEDURES

a) Although no part of the Wycombe Air Park ATZ lies within the London CTR the following procedures should be observed:

   i. Pilots operating on a VFR or SVFR clearance in the London CTR and inbound to Wycombe Air Park (or otherwise) must not assume clearance has been given to penetrate the Wycombe ATZ. Pilots must obtain prior permission from Wycombe by RTF;
   ii. Pilots requiring a VFR or SVFR clearance to transit the London CTR must remain outside the London CTR until a clearance has been obtained from Heathrow Radar;
   iii. Pilots of aircraft flying within the confines of the Wycombe ATZ are responsible for providing their own separation from other aircraft operating within the ATZ.

b) Gliders and glider tugs are to land beyond the locally agreed 'D' line to deconflict with taxiing aircraft.

### 4 VISUAL REFERENCE POINTS (VRP)

a) Details of VRPs are available in the consolidated 'Visual Reference Points List' published on the 'Digital Dataset' page of the NATS AIS website, www.nats.aero/ais.

## EGTB AD 2.23 ADDITIONAL INFORMATION

Not applicable

## EGTB AD 2.24 CHARTS RELATED TO AN AERODROME

AERODROME CHART - ICAO

AD 2.EGTB-2-1

## EGTB AD 2.25 VISUAL SEGMENT SURFACE (VSS) PENETRATION

Not applicable

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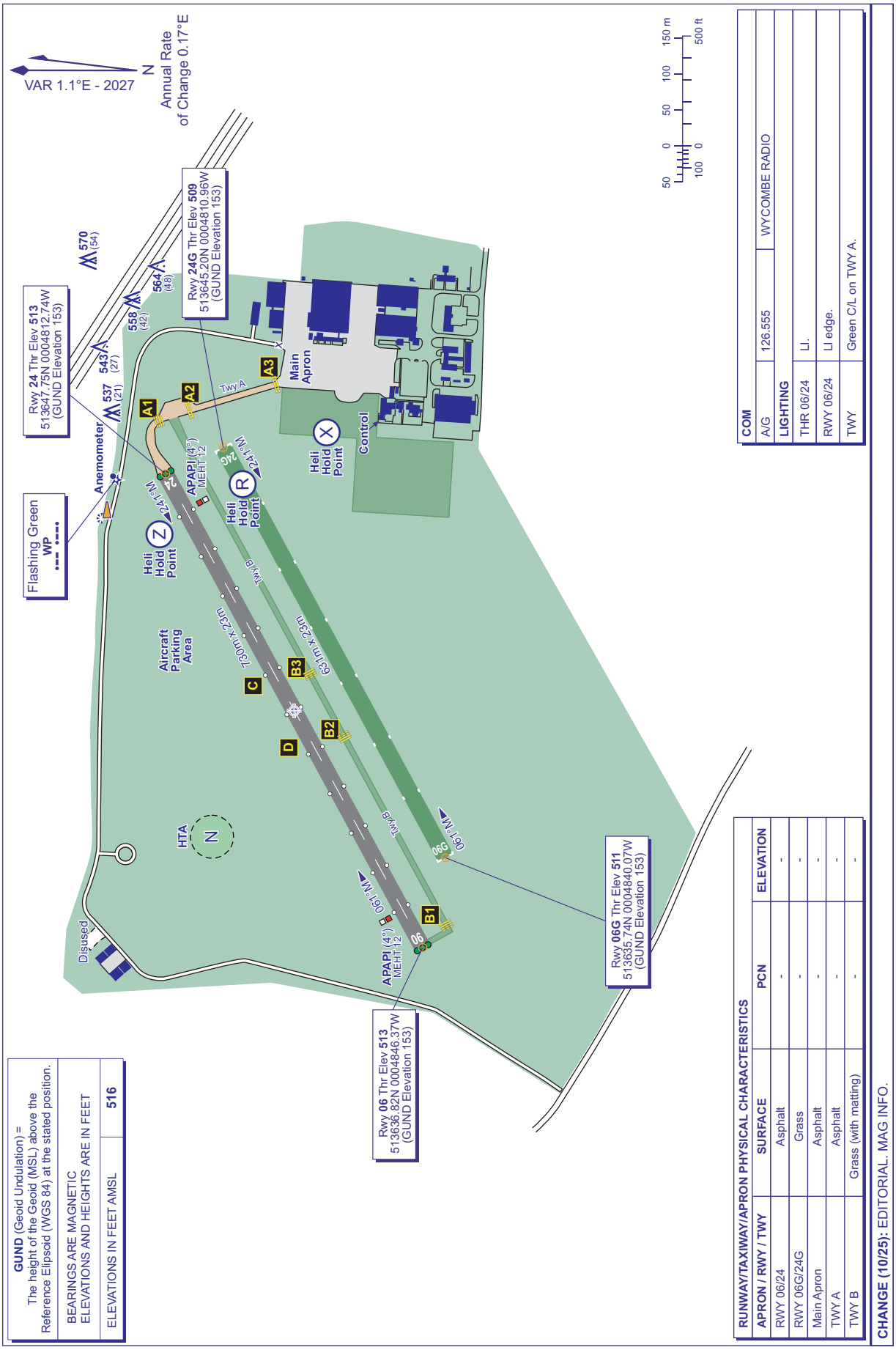
# AERODROME CHART - ICAO

## WYCOMBE AIR PARK/BOOKER EGTB

ARP 513642N 0004830W

AD ELEV 516FT




**CHANGE (10/25):** EDITORIAL. MAG INFO.

AERO INFO DATE 23 JUL 25

AD 2-EGTB-2-1

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# EGHG — YEOVIL/WESTLAND

## EGHG AD 2.1 AERODROME LOCATION INDICATOR AND NAME

EGHG — YEOVIL/WESTLAND

## EGHG AD 2.2 AERODROME GEOGRAPHICAL AND ADMINISTRATIVE DATA

| | | |
|---|---|---|
| 1 | ARP coordinates and site at AD | Lat: 505624N Long: 0023932W<br>Mid point of Runway 09/27. |
| 2 | Direction and distance from city | 1 NM W of Yeovil. |
| 3 | Elevation / Reference temperature / Mean Low Temperature | 202 FT / 18 °C / - |
| 4 | Geoid undulation at AD ELEV PSN | 163 FT |
| 5 | Magnetic Variation / Annual Change | 0.29°W (2022) / 0.20°E |
| 6 | AD Administration<br>Address<br>Telephone | LEONARDO UK LTD<br>Yeovil Aerodrome, Lysander Road, Yeovil, Somerset, BA20 2YB.<br>01935-475222 |
| 7 | Type of Traffic permitted (IFR/VFR) | IFR/VFR |
| 8 | Remarks | |

## EGHG AD 2.3 OPERATIONAL HOURS

| | | |
|---|---|---|
| 1 | AD Administration | Mon-Thu 0900-1630 (0800-1530), Fri 0900-1530 (0800-1430); except PH. |
| 2 | Customs and immigration | By arrangement. |
| 3 | Health and sanitation | |
| 4 | AIS Briefing Office | |
| 5 | ATS Reporting Office (ARO) | |
| 6 | MET Briefing Office | |
| 7 | ATS | As AD hours. See also AD 2.18 |
| 8 | Fuelling | By arrangement. |
| 9 | Handling | |
| 10 | Security | |
| 11 | De-icing | |
| 12 | Remarks | This aerodrome is PPR.<br><br>Available H24 for ambulance/medical and Police helicopters not required to use a licensed aerodrome. |

## EGHG AD 2.4 HANDLING SERVICES AND FACILITIES

| | | |
|---|---|---|
| 1 | Cargo handling facilities | |
| 2 | Fuel and oil types | AVTUR JET A-1 |
| 3 | Fuelling facilities/capacity | |
| 4 | De-icing facilities | |
| 5 | Hangar space for visiting aircraft | |
| 6 | Repair facilities for visiting aircraft | |
| 7 | Remarks | |

## EGHG AD 2.5 PASSENGER FACILITIES

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## EGHG AD 2.6 RESCUE AND FIRE FIGHTING SERVICES

| | | |
|---|---|---|
| 1 | AD category for fire fighting services | RFF Category H3 |
| 2 | Rescue equipment | |
| 3 | Capability for removal of disabled aircraft | |
| 4 | Remarks | |

## EGHG AD 2.7 SEASONAL AVAILABILITY - CLEARING

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## EGHG AD 2.8 APRONS, TAXIWAYS AND CHECK LOCATIONS/POSITIONS DATA

| | | |
|---|---|---|
| 1 | Apron surface and strength | APRON<br>Surface: Asphalt and grass<br>Surface: Asphalt/Concrete/Grass |
| 2 | Taxiway width, surface and strength | |
| 3 | Altimeter checkpoint location and elevation | |
| 4 | VOR checkpoints | |
| 5 | INS checkpoints | |
| 6 | Remarks | |

## EGHG AD 2.9 SURFACE MOVEMENT GUIDANCE AND CONTROL SYSTEM AND MARKINGS

| | | |
|---|---|---|
| 1 | Use of aircraft stand ID signs, TWY guide lines and visual docking/parking guidance system of aircraft stands | |
| 2 | Runway and taxiway markings and lighting | |
| 3 | Stop bars and runway guard lights (if any) | |
| 4 | Other runway protection measures | |
| 5 | Remarks | WDIs: 505619.46N 0023954.83W; 505626.30N 0023905.49W (LGTD). |

## EGHG AD 2.10 AERODROME OBSTACLES

| In Approach/Take-off areas | | | | | | |
|---|---|---|---|---|---|---|
| **Obstacle ID/ Designation** | **Obstacle Type** | **Obstacle Position** | **Elevation/Height** | | **Obstruction Lighting Type/ Colour** | **Remarks** |
| **1** | **2** | **3** | **4** | | **5** | **6** |
| (EGHG1071) 09/APPROACH | TREE | 505629.10N 0024020.34W | 242 FT | 36 FT | No | |
| (EGHG1068) 09/APPROACH | TREE | 505628.73N 0024022.02W | 250 FT | 49 FT | No | |
| (EGHG1109) 09/APPROACH | LAMP POST | 505628.12N 0024010.89W | 220 FT | 16 FT | No | |
| (EGHG1096) 09/APPROACH | SIGN | 505628.04N 0024011.55W | 222 FT | 17 FT | No | |
| (EGHG1112) 09/APPROACH | FENCE | 505628.00N 0024010.84W | 215 FT | 12 FT | No | |
| (EGHG1054) 09/APPROACH 27/ TAKE-OFF | TREE | 505627.51N 0024040.54W | 301 FT | 104 FT | No | |
| (EGHG1110) 09/APPROACH | GATE | 505627.43N 0024010.88W | 214 FT | 11 FT | No | |
| (EGHG1115) 27/TAKE-OFF | FENCE | 505625.97N 0024010.78W | 208 FT | 10 FT | No | |
| (EGHG1277) 27/APPROACH | TREE | 505625.74N 0023849.59W | 201 FT | 46 FT | No | |

| In Approach/Take-off areas | | | | | | |
|---|---|---|---|---|---|---|
| **Obstacle ID/ Designation** | **Obstacle Type** | **Obstacle Position** | **Elevation/Height** | | **Obstruction Lighting Type/ Colour** | **Remarks** |
| **1** | **2** | **3** | **4** | | **5** | **6** |
| (EGHG1119) 27/TAKE-OFF | FENCE | 505625.11N 0024010.60W | 205 FT | 10 FT | No | |
| (EGHG1098) 27/TAKE-OFF | ROAD | 505625.09N 0024011.44W | 211 FT | 16 FT | No | |
| (EGHG1104) 27/TAKE-OFF | ROAD | 505625.08N 0024011.06W | 211 FT | 16 FT | No | |
| (EGHG1101) 27/TAKE-OFF | ROAD | 505625.08N 0024011.25W | 212 FT | 16 FT | No | |
| (EGHG1095) 09/APPROACH 27/ TAKE-OFF | HEDGE | 505624.74N 0024011.62W | 221 FT | 25 FT | No | |
| (EGHG1103) 09/APPROACH | HEDGE | 505622.03N 0024011.07W | 215 FT | 29 FT | No | |
| (EGHG1333) 27/APPROACH 09/ TAKE-OFF | TREE | 505619.91N 0023759.94W | 332 FT | 93 FT | No | |
| (EGHG1338) 27/APPROACH | TREE | 505619.11N 0023758.29W | 315 FT | 64 FT | No | |
| (EGHG1342) 27/APPROACH | TREE | 505617.66N 0023756.15W | 316 FT | 80 FT | No | |
| (EGHG1353) 27/APPROACH | TREE | 505612.04N 0023725.83W | 388 FT | 42 FT | No | |
| (EGHG1358) 27/APPROACH | MAST | 505611.86N 0023723.15W | 394 FT | 67 FT | Yes Solid Red | |
| (EGHG1356) 27/APPROACH | TREE | 505611.48N 0023724.10W | 401 FT | 63 FT | No | |
| (EGHG1354) 27/APPROACH | BUILDING | 505611.26N 0023725.61W | 391 FT | 43 FT | No | |
| (EGHG1357) 27/APPROACH | TREE | 505610.79N 0023723.50W | 405 FT | 69 FT | No | |

| In circling area and at aerodrome | | | | | | |
|---|---|---|---|---|---|---|
| **Obstacle ID/ Designation** | **Obstacle Type** | **Obstacle Position** | **Elevation/Height** | | **Obstruction Lighting Type/ Colour** | **Remarks** |
| **1** | **2** | **3** | **4** | | **5** | **6** |
| (EGHG1219) | TREE | 505715.50N 0023911.96W | 435 FT | 102 FT | No | |
| (EGHG1074) | MAST | 505711.26N 0024020.29W | 469 FT | 159 FT | No | |
| (EGHG1059) | FLOODLIGHT | 505702.90N 0024028.48W | 399 FT | 102 FT | No | |
| (EGHG1329) | AERIAL | 505641.39N 0023804.46W | 341 FT | 147 FT | No | |
| (EGHG1083) | TREE | 505638.43N 0024016.40W | 340 FT | 103 FT | No | |
| (EGHG1032) | MAST | 505626.15N 0024218.31W | 439 FT | 52 FT | No | |
| (EGHG1333) 27/APPROACH 09/ TAKE-OFF | TREE | 505619.91N 0023759.94W | 332 FT | 93 FT | No | |
| (EGHG1348) | TREE | 505616.20N 0023731.99W | 355 FT | 61 FT | No | |
| (EGHG1047) | TREE | 505613.83N 0024109.88W | 342 FT | 113 FT | No | |
| (EGHG1358) 27/APPROACH | MAST | 505611.86N 0023723.15W | 394 FT | 67 FT | Yes Solid Red | |
| (EGHG1034) | CHURCH | 505611.55N 0024210.46W | 464 FT | 81 FT | No | |
| (EGHG1357) 27/APPROACH | TREE | 505610.79N 0023723.50W | 405 FT | 69 FT | No | |
| (EGHG1346) | TREE | 505601.37N 0023736.72W | 391 FT | 94 FT | No | |
| (EGHG1036) | CHIMNEY | 505600.59N 0024208.74W | 389 FT | 29 FT | No | |

| In circling area and at aerodrome | | | | | | |
|---|---|---|---|---|---|---|
| **Obstacle ID/ Designation** | **Obstacle Type** | **Obstacle Position** | **Elevation/Height** | | **Obstruction Lighting Type/ Colour** | **Remarks** |
| **1** | **2** | **3** | **4** | | **5** | **6** |
| (EGHG1313) | TREE | 505551.18N 0023832.37W | 390 FT | 106 FT | No | |
| (EGHG1231) | TREE | 505548.25N 0023904.98W | 370 FT | 98 FT | No | |
| (EGHG1182) | TREE | 505546.05N 0023946.98W | 363 FT | 103 FT | No | |
| (EGHG1414) | TREE | 505545.21N 0023924.31W | 384 FT | 67 FT | No | |
| (EGHG1058) | TREE | 505538.95N 0024029.12W | 376 FT | 99 FT | No | |
| (EGHG1045) | NATURAL HIGHPOINT | 505456.81N 0024114.31W | 377 FT | | No | |

## EGHG AD 2.11 METEOROLOGICAL INFORMATION PROVIDED

| | | |
|---|---|---|
| 1 | Associated MET Office | MET OFFICE EXETER |
| 2 | Hours of service<br>MET Office outside hour | As per operational hours. |
| 3 | Office responsible for TAF preparation<br>Periods of validity | |
| 4 | Trend forecast<br>Interval of issuance | |
| 5 | Briefing/consultation provided | Self briefing in flight ops. |
| 6 | Flight documentation<br>Language(s) used | Charts available. |
| 7 | Charts and other information available for briefing or consultation | 214, 215 & MET warnings available. |
| 8 | Supplementary equipment available for providing information | |
| 9 | ATS units provided with information | YEOVIL/WESTLAND |
| 10 | Additional information (limitation of service, etc.) | Official/unofficial observations provided hourly during operational hours. |

## EGHG AD 2.12 RUNWAY PHYSICAL CHARACTERISTICS

| **Designations RWY Number** | **True bearing** | **Dimensions of RWY** | **Surface of RWY/ SWY/ Strength** | **THR co-ordinates/ THR Geoid undulation** | **THR elevation/ Highest elevation of TDZ of precision APP RWY** | **Slope of RWY/ SWY** |
|---|---|---|---|---|---|---|
| **1** | **2** | **3** | **4** | **5** | **6** | **7** |
| 09 | 091.83° | 1190 x 37 M | RWY surface: Grass | 505624.72N<br>0023958.43W<br>162.6 FT | THR 191.8 FT | RWY 09 -1:105 Down<br>RWY 27 1:105 Up |
| 27 | 271.85° | 1190 x 37 M | RWY surface: Grass | 505623.64N<br>0023905.28W<br>162.5 FT | THR 173.1 FT | RWY 09 -1:105 Down<br>RWY 27 1:105 Up |

| **SWY Dimensions** | **Clearway Dimensions** | **Strip Dimensions** | **RESA Dimensions, Overshoot / Undershoot** | **Location/ description of arresting system** | **OFZ** | **Remarks** |
|---|---|---|---|---|---|---|
| **8** | **9** | **10** | **11** | **12** | **13** | **14** |
| | | | | | | RWY 09<br><br>Runway not available to fixed-wing aircraft.<br><br>Strip Dimensions:<br>1310 x 140 M<br><br>Runway 09 threshold displaced by 152 M. |

| SWY Dimensions | Clearway Dimensions | Strip Dimensions | RESA Dimensions, Overshoot / Undershoot | Location/ description of arresting system | OFZ | Remarks |
|---|---|---|---|---|---|---|
| 8 | 9 | 10 | 11 | 12 | 13 | 14 |
| | | | | | | RWY 27<br><br>Runway not available to fixed-wing aircraft.<br><br>Strip Dimensions:<br>1238 x 140 M |

## EGHG AD 2.13 DECLARED DISTANCES

| Runway designator | TORA | TODA | ASDA | LDA | Remarks |
|---|---|---|---|---|---|
| 1 | 2 | 3 | 4 | 5 | 6 |
| 09 | 1190 M | 1190 M | 1190 M | 1038 M | |
| 27 | 1118 M | 1118 M | 1118 M | 1118 M | |

## EGHG AD 2.14 APPROACH AND RUNWAY LIGHTING

| RWY | Approach lighting Type/ Length/ Intensity | Threshold lighting Colour/Wing bars | VASIS/ MEHT/ PAPI/ PAPI Dist from THR | TDZ, lighting Length | Runway Centre Line lighting Length/ Spacing/ Colour/ Intensity | Runway edge lighting Length/ Spacing/ Colour/ Intensity | Runway end lighting Colour/ Wing bars | Stopway lighting Length/ Colour | Remarks |
|---|---|---|---|---|---|---|---|---|---|
| 1 | 2 | 3 | 4 | 5 | 6 | 7 | 8 | 9 | 10 |
| 27 | Simple approach lights.<br>Light intensity high | | PAPI<br>Left/4.5°<br>31 FT<br>122 M | | | Portable (by arrangement)<br>Light intensity low | | | |

## EGHG AD 2.15 OTHER LIGHTING, SECONDARY POWER SUPPLY

| | | |
|---|---|---|
| 1 | ABN/IBN location, characteristics and hours of operation | |
| 2 | LDI location and lighting<br>Anemometer location and lighting | Anemometer: West: 505628.25N 0023953.54W (LGTD),<br>East: 505626.73N 0023912.56W (LGTD). |
| 3 | TWY edge and centre line lighting | |
| 4 | Secondary power supply/switch-over time | |
| 5 | Remarks | Helicopter apron edge lighting. |

## EGHG AD 2.16 HELICOPTER LANDING AREA

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## EGHG AD 2.17 AIR TRAFFIC SERVICES AIRSPACE

| Designation and lateral limits | Vertical Limits | Airspace Class | ATS unit callsign/ language | Transition Altitude | Hours of applicability | Remarks |
|---|---|---|---|---|---|---|
| 1 | 2 | 3 | 4 | 5 | 6 | 7 |
| YEOVIL/WESTLAND ATZ 505817N 0024035W - 505804N 0023747W thence clockwise by the arc of a circle radius 2 NM centred on 505624N 0023932W to 505817N 0024035W | Upper limit: 2000 FT AGL Lower limit: SFC | G | WESTLAND APPROACH English | 3000 FT | | |

## EGHG AD 2.18 AIR TRAFFIC SERVICES COMMUNICATION FACILITIES

| Service Designation | Callsign | Channel/ Frequency(MHz) | SATVOICE number(s) | Logon Address | Hours of Operation | Remarks |
|---|---|---|---|---|---|---|
| 1 | 2 | 3 | 4 | 5 | 6 | 7 |
| APP | WESTLAND APPROACH | 130.805 DOC 25 NM/6000 FT. | | | Mon-Thu 0900-1630 (0800-1530), Fri 0900-1530 (0800-1430); except PH. | ATZ hours coincident with Approach hours.<br><br>VDF 505628.35N 0023943.70W |
| TWR | WESTLAND TOWER | 125.405 DOC 25 NM/4000 FT. | | | Mon-Thu 0900-1630 (0800-1530), Fri 0900-1530 (0800-1430); except PH. | VDF 505628.35N 0023943.70W |

## EGHG AD 2.19 RADIO NAVIGATION AND LANDING AIDS

| Type of Aid CAT of ILS/MLS MAG Var/VOR Declination | Ident | Frequency | Hours of Operation | Position of transmitting antenna coordinates | Elevation of DME transmitting antenna | Remarks |
|---|---|---|---|---|---|---|
| 1 | 2 | 3 | 4 | 5 | 6 | 7 |
| DME | YVL | 27Y 109.050 MHz | HO | 505626.62N 0023914.47W | 194 FT | On AD. DOC 25 NM. DME performance anomalies may be evident in the Sector 310-030 MAG including signal drop outs and range errors up to 0.5 NM. |
| NDB (L) 0.54°E (2027) | YVL | 343.000 kHz | HO | 505628.82N 0023951.93W | | On AD. Range 20 NM. |

## EGHG AD 2.20 LOCAL AERODROME REGULATIONS

### 1 AIRPORT REGULATIONS

a) Licensed for night operations by helicopters only.

### 2 GROUND MOVEMENT

Not applicable

### 3 CAT II/III OPERATIONS

Not applicable

### 4 WARNINGS

a) Noticeable windshear on Runway 27 approach.
b) Strict PPR in force, visiting aircraft may be delayed due to helicopter test flying.

c) The aerodrome surface is convex with a pronounced down gradient to the South at Runway 09 threshold.
d) Beware of bird concentrations.
e) Caution light aircraft, model aircraft and helicopter flying outside operational hours.
f) Caution is required after heavy rain.
g) Houses adjacent to the north and east boundaries of the aerodrome.
h) Trees on high ground up to 400 FT AMSL, 1 NM to the east.
i) Hangars in the southeast corner of the aerodrome.
j) High ground rising to 442 FT AMSL 2.5 NM to the southwest with Radio mast (LGTD) 528 FT AMSL.
k) Runway 09/27 has degraded and undulating surface. Aerodrome closed to fixed-wing aircraft.
l) Transitional slope infringed by 4.88 M due to Radome at 505626.69N 0023931.68W.
m) Transitional slope infringed by 2.13 M due to Aerodrome Boundary fence at 505629.74N 0024007.44W.
n) Wildlife control measures and grass cutting may take place outside published aerodrome operating hours.

### 5 HELICOPTER OPERATIONS

a) Procedures as for fixed-wing aircraft.

### 6 USE OF RUNWAYS

a) Runway surface degraded. Runway use by fixed-wing aircraft is prohibited.

### 7 TRAINING

Not applicable

## EGHG AD 2.21 NOISE ABATEMENT PROCEDURES

a) All pilots should take particular note of noise sensitive areas at the eastern boundary of the aerodrome on final approach to Runway 27 which prohibits close base leg approaches to Runway 27 and low departures from Runway 09. An additional noise sensitive area exists at Brympton D'Evercy House (505612.88N 0024105.48W). Normal visual approaches to either runway should be made to an approximate mid-field position (e.g. abeam the radome) unless over-riding safety considerations exist or otherwise instructed by ATC. Pilots should plan to backtrack as required when departing from Runway 09 to avoid low departures over Yeovil town centre.

## EGHG AD 2.22 FLIGHT PROCEDURES

### 1 CIRCUITS

a) Circuits to the south of the runway due to the proximity to Yeovilton. Circuit height 1000 FT AAL.

### 2 INSTRUMENT APPROACH PROCEDURES

a) Instrument Approach Procedures (IAP) for this aerodrome are established outside controlled airspace. See ENR 1.5.

## EGHG AD 2.23 ADDITIONAL INFORMATION

Not applicable

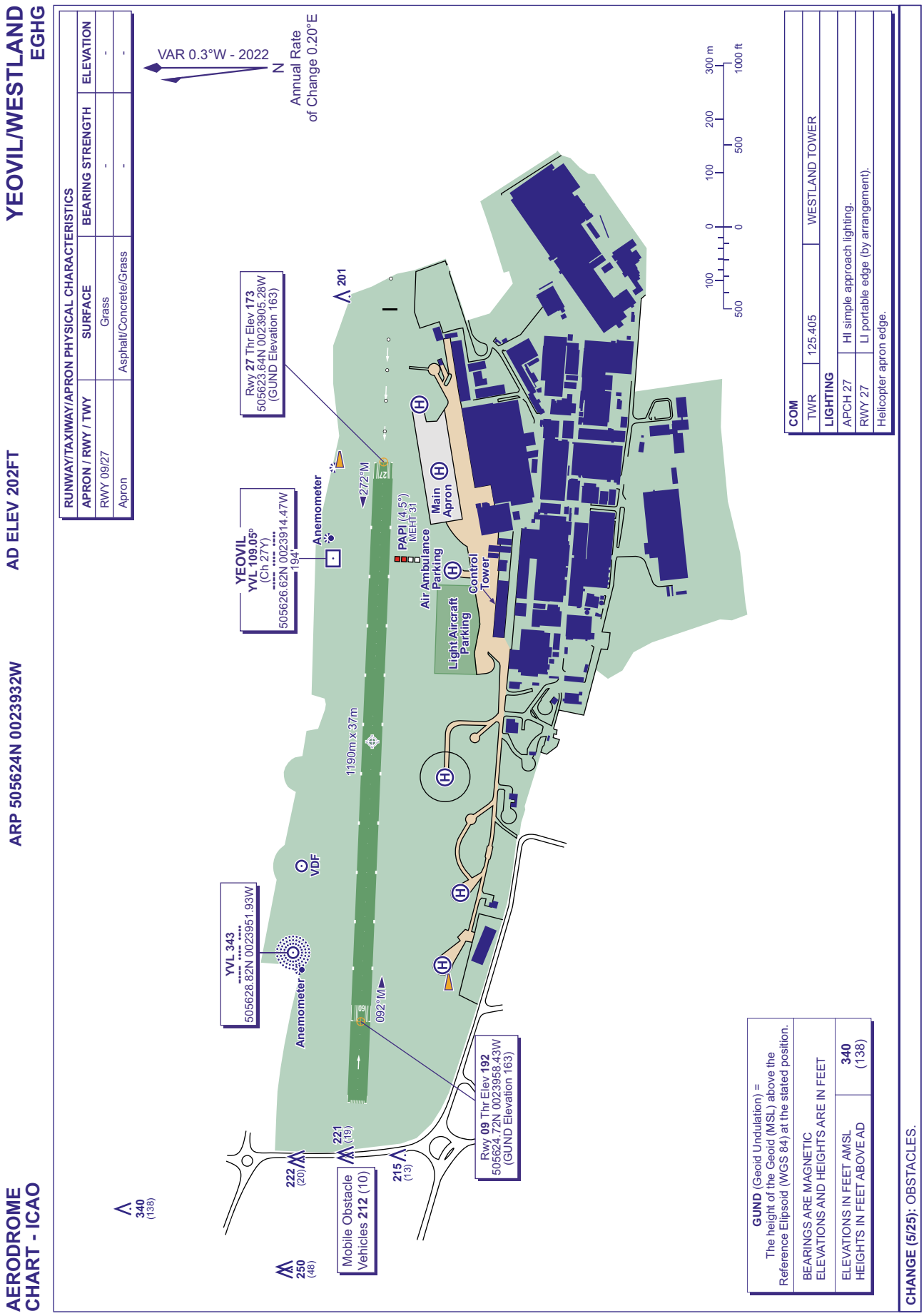
## EGHG AD 2.24 CHARTS RELATED TO AN AERODROME

AERODROME CHART - ICAO
AD 2.EGHG-2-1
INSTRUMENT APPROACH CHART NDB(L)/DME RWY 09 (CAT A,B) - ICAO
AD 2.EGHG-8-1
INSTRUMENT APPROACH CHART DIRECT ARRIVALS to NDB(L)/DME RWY 09 (CAT A,B) - ICAO
AD 2.EGHG-8-2
INSTRUMENT APPROACH CHART RNP RWY 09 (CAT A,B) - ICAO
AD 2.EGHG-8-3
INSTRUMENT APPROACH CHART NDB(L)/DME RWY 27 (CAT A,B) - ICAO
AD 2.EGHG-8-4
INSTRUMENT APPROACH CHART DIRECT ARRIVALS to NDB(L)/DME RWY 27 (CAT A,B) - ICAO
AD 2.EGHG-8-5

INSTRUMENT APPROACH CHART RNP RWY 27 (ACFT CAT A,B) - ICAO
AD 2.EGHG-8-6
INSTRUMENT APPROACH PROCEDURE CODING TABLES - RNP RWY 09
AD 2.EGHG-8-7
INSTRUMENT APPROACH PROCEDURE CODING TABLES - RNP RWY 27
AD 2.EGHG-8-8

## EGHG AD 2.25 VISUAL SEGMENT SURFACE (VSS) PENETRATION

See section AD 2.10.


YEOVIL/WESTLAND
EGHG
AERODROME
CHART - ICAO
ARP 505624N 0023932W
AD ELEV 202FT
RUNWAY/TAXIWAY/APRON PHYSICAL CHARACTERISTICS
APRON / RWY / TWY
SURFACE
BEARING STRENGTH
ELEVATION
RWY 09/27
Grass
-
-
Apron
Asphalt/Concrete/Grass
-
-
VAR 0.3°W - 2022
Annual Rate of Change 0.20°E
N
Rwy 27 Thr Elev 173
505623.64N 0023905.28W
(GUND Elevation 163)
YEOVIL
YVL 109.05
(Ch 27Y)
505626.62N 0023914.47W
194°
YVL 343
505628.82N 0023951.93W
Rwy 09 Thr Elev 192
505624.72N 0023958.43W
(GUND Elevation 163)
1190m x 37m
272°M
092°M
PAPI (4.5°)
MEHT 31
Anemometer
Anemometer
VDF
Main Apron
Air Ambulance Parking
Control Tower
Light Aircraft Parking
Mobile Obstacle Vehicles 212 (10)
201
221 (19)
222 (20)
215 (13)
340 (138)
250 (48)
COM
TWR
125.405
WESTLAND TOWER
LIGHTING
APCH 27
HI simple approach lighting.
RWY 27
LI portable edge (by arrangement).
Helicopter apron edge.
GUND (Geoid Undulation) = The height of the Geoid (MSL) above the Reference Elipsoid (WGS 84) at the stated position.
BEARINGS ARE MAGNETIC
ELEVATIONS AND HEIGHTS ARE IN FEET
ELEVATIONS IN FEET AMSL
HEIGHTS IN FEET ABOVE AD
340 (138)
CHANGE (5/25): OBSTACLES.
AERO INFO DATE 28 FEB 25
AD 2-EGHG-2-1

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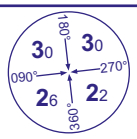
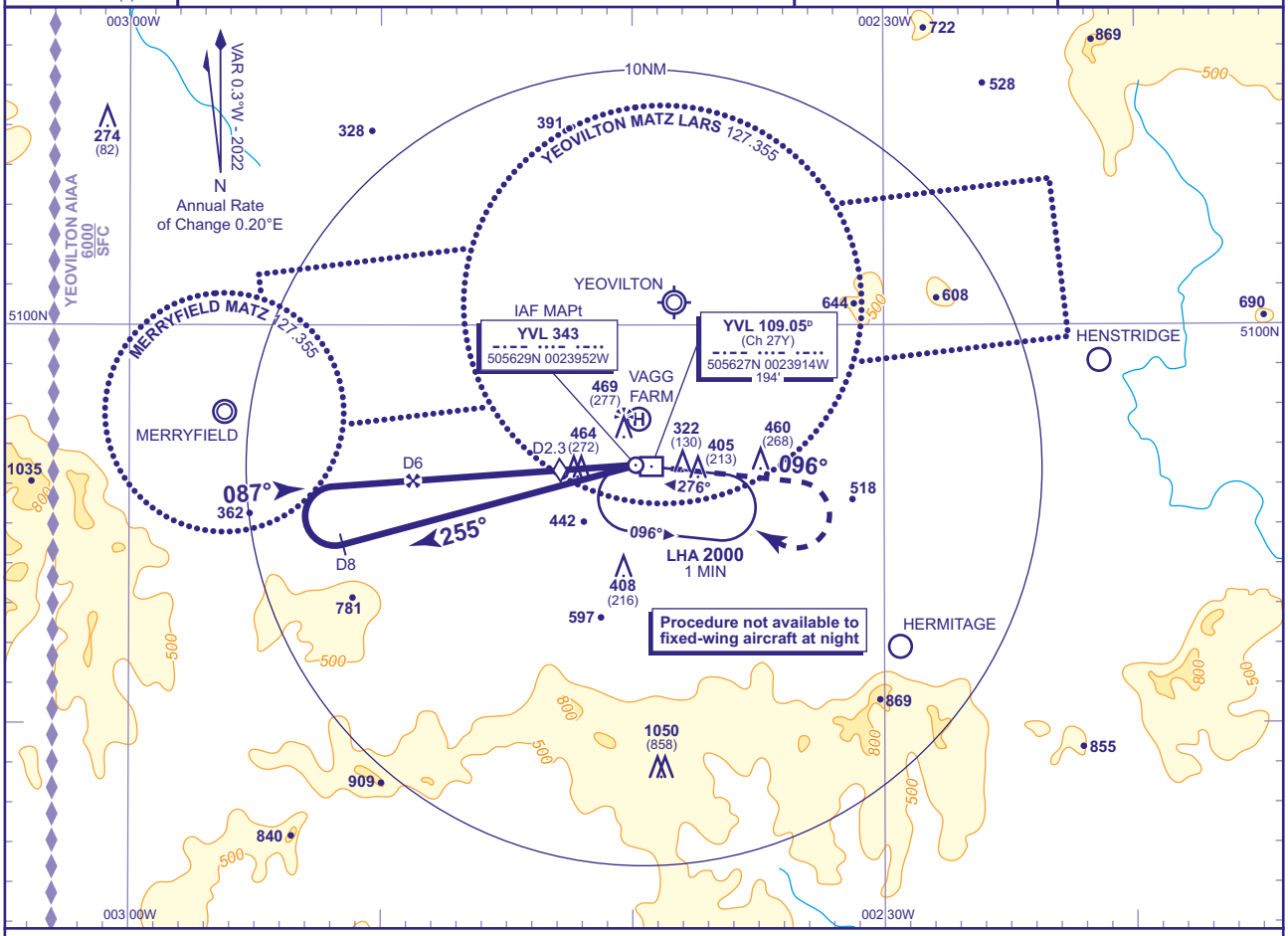
# INSTRUMENT APPROACH CHART - ICAO

## YEOVIL/WESTLAND
## NDB(L)/DME
## RWY 09
(ACFT CAT A,B)



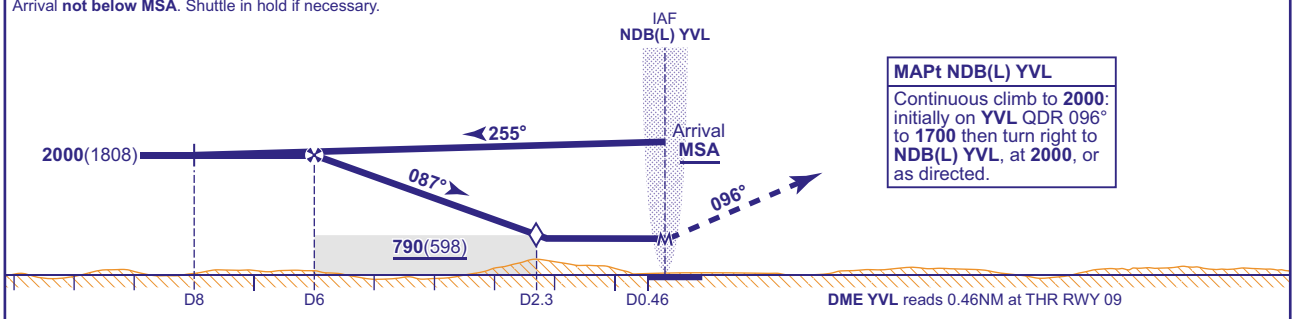

| | | | | |
|---|---|---|---|---|
| APP | 130.805 | WESTLAND APPROACH | AD ELEVATION | 202 |
| TWR | 125.405 | WESTLAND TOWER | THR ELEVATION | 192 |
| | | | OBSTACLE ELEVATION 1050 AMSL (858) (ABOVE THR) | |
| | | | BEARINGS ARE MAGNETIC | TRANSITION ALTITUDE 3000 |




**RECOMMENDED PROFILE** Gradient 5.22%, 317FT/NM

| DME YVL | 5 | 4 | 3 | 2.3 **(SDF)** | 2 |
|---|---|---|---|---|---|
| **ALT**(HGT) | **1680**(1488) | **1370**(1178) | **1050**(858) | **830**(638) | **730**(538) |

Arrival **not below MSA**. Shuttle in hold if necessary.




**MAPt NDB(L) YVL**

Continuous climb to **2000**: initially on **YVL** QDR 096° to **1700** then turn right to **NDB(L) YVL**, at **2000**, or as directed.

| Aircraft Category | | A | B |
|---|---|---|---|
| **OCA** (OCH) | **WITH DME** | **720**(528) | **720**(528) |
| | **NO DME** | **840**(648) | **840**(648) |
| **VM(C)OCA** (OCH AAL) | **Total Area** | **770**(568) | **840**(638) |

| Rate of descent | G/S KT | 160 | 140 | 120 | 100 | 80 |
|---|---|---|---|---|---|---|
| | FT/MIN | 850 | 740 | 630 | 530 | 420 |

**AIRCRAFT UNABLE TO RECEIVE DME YVL**
As for main procedure except fly outbound for 3MIN prior to base turn right. When established on FAT descend to MDH.

**NOTES**
1. FAT offset 4.9° from RWY C/L and crosses the extended RWY C/L 0.76NM from THR (YVL DME 1.2).
2. Lowest altitude to commence procedure from hold is **2000**.
3. For direct arrivals see chart AD 2-EGHG-8-2.
4. The southeast boundary of Merryfield MATZ abuts the base turn. To avoid conflicts with Merryfield VFR traffic, pilots should not extend beyond D8.5 when in the turn.
5. Inbound aircraft make initial contact with Yeovil Radar, 127.355.
6. Obstacles infringe the Visual Segment Surface on final approach. See EGHG AD 2.10, Aerodrome Obstacles.

**CHANGE (9/25):** YEOVILTON RADAR FREQUENCY REVISED.

AERO INFO DATE 16 JUN 25

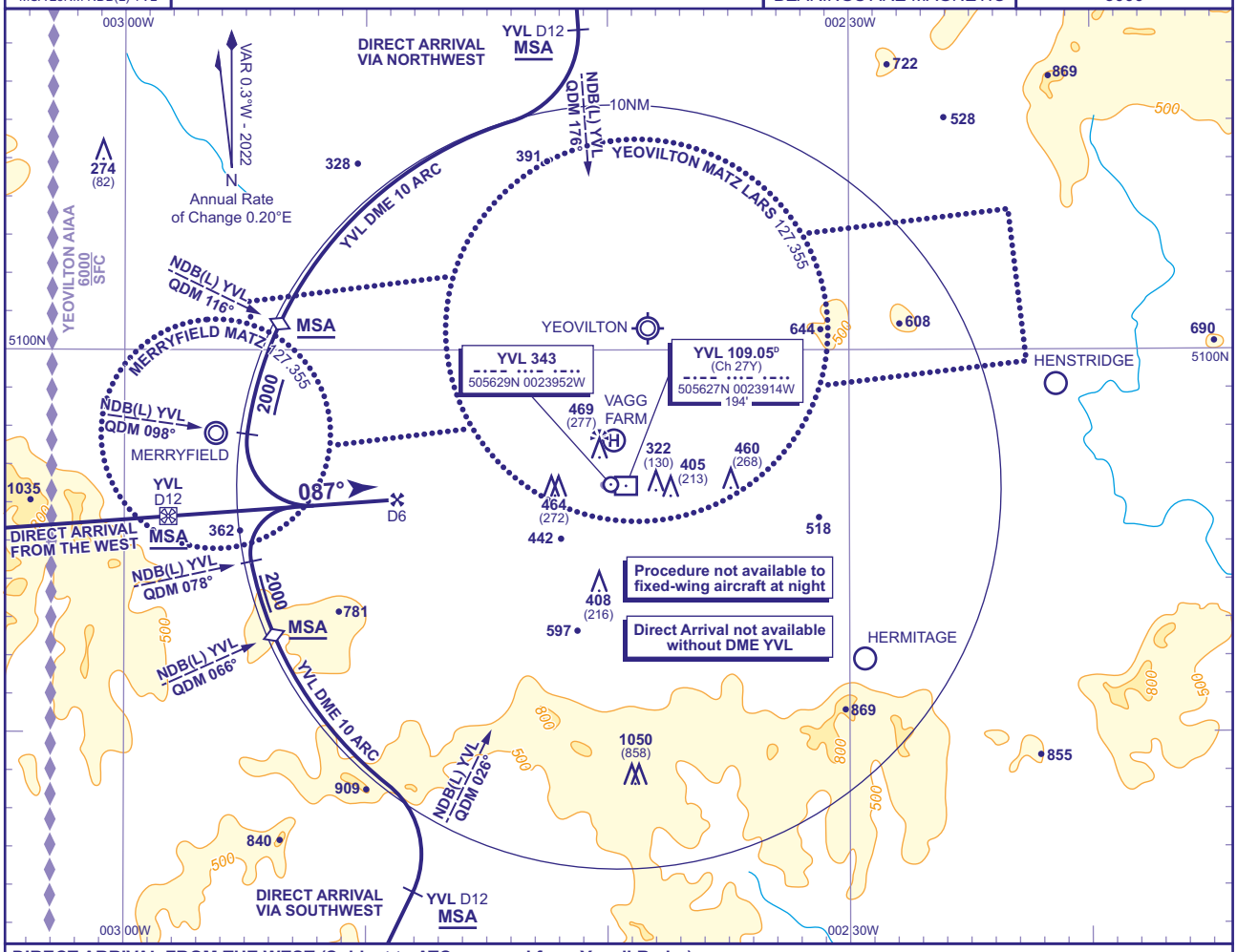
AD 2-EGHG-8-1

## INSTRUMENT APPROACH CHART - ICAO

# YEOVIL/WESTLAND
## Direct Arrivals to NDB(L)/DME RWY 09
(ACFT CAT A,B)

| | | | | |
|---|---|---|---|---|
| APP | 130.805 | WESTLAND APPROACH | AD ELEVATION | 202 |
| TWR | 125.405 | WESTLAND TOWER | THR ELEVATION | 192 |
| | | | OBSTACLE ELEVATION 1050 AMSL (858) (ABOVE THR) | |
| | | | BEARINGS ARE MAGNETIC | TRANSITION ALTITUDE 3000 |

MSA 25NM NDB(L) YVL




**DIRECT ARRIVAL FROM THE WEST (Subject to ATC approval from Yeovil Radar)**
Arrival **not below MSA** to intercept and establish on extended FAT. After passing IAF (NDB(L) YVL QDM 087° YVL DME 12) descend to cross FAF (DME 6) at **2000**(1808) then continue as for main procedure.

**DIRECT ARRIVAL FROM THE NORTHWEST (Subject to ATC approval from Yeovil Radar)**
Track towards NDB(L) YVL, **not below MSA**, NDB(L) YVL QDM 176° and 116°. At YVL DME 12 turn right and establish on the YVL DME 10 arc. After passing NDB(L) YVL QDM 116° descend to **not below 2000**. At NDB(L) YVL QDM 098° turn left to establish on extended FAT. When established on the extended FAT, continue as for main procedure.

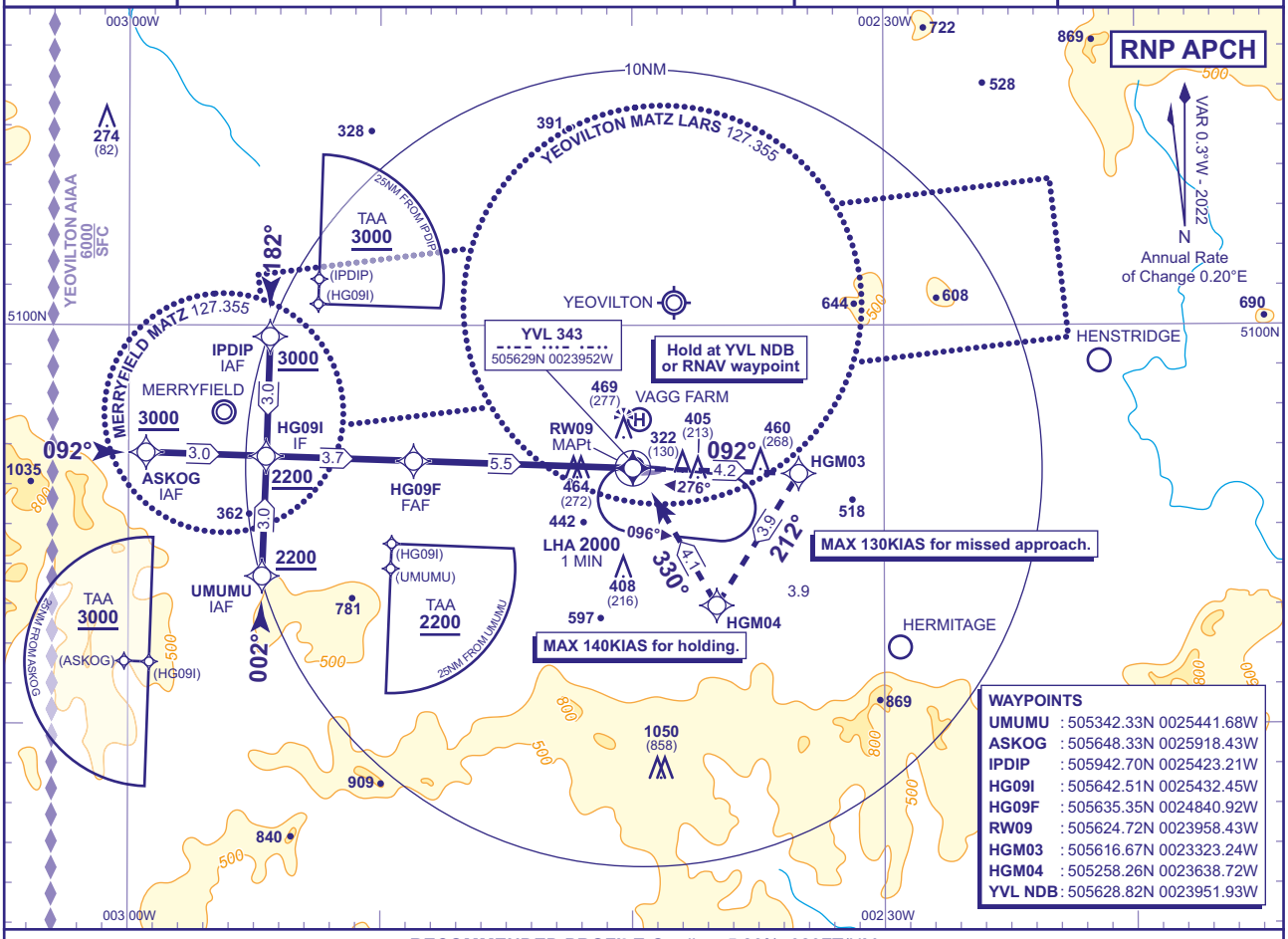
**DIRECT ARRIVAL FROM THE SOUTHWEST (Subject to ATC approval from Yeovil Radar)**
Track towards NDB(L) YVL, **not below MSA**, NDB(L) YVL QDM 026° and 066°. At YVL DME 12 turn left and establish on the YVL DME 10 arc. After passing NDB(L) YVL QDM 066° descend to **not below 2000**. At NDB(L) YVL QDM 078° turn right to establish on extended FAT. When established on the extended FAT, continue as for main procedure.

**CHANGE (9/25):** YEOVILTON RADAR FREQUENCY REVISED.

# INSTRUMENT APPROACH CHART - ICAO

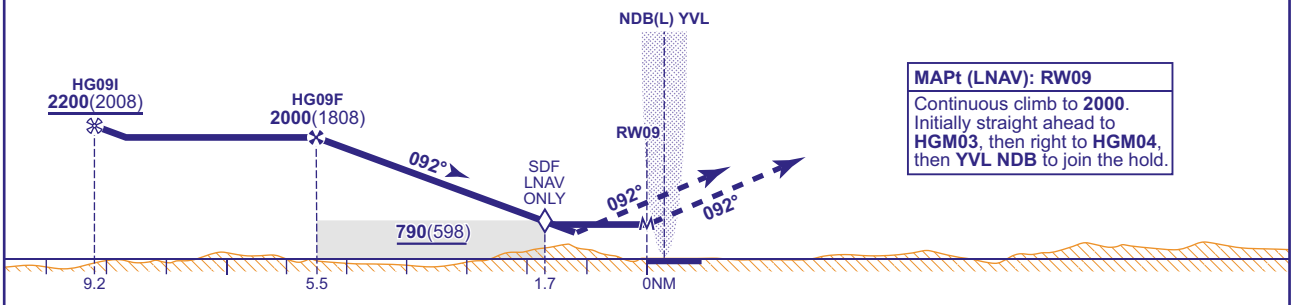
## YEOVIL/WESTLAND
## RNP
## RWY 09
(ACFT CAT A,B)

| | | | | |
|---|---|---|---|---|
| 30 MSA 25NM ARP | APP 130.805 | WESTLAND APPROACH | AD ELEVATION 202 | TRANSITION ALTITUDE 3000 |
| | TWR 125.405 | WESTLAND TOWER | THR ELEVATION 192 | |
| | | | OBSTACLE ELEVATION 1050 AMSL (858) (ABOVE THR) | |
| | | | BEARINGS ARE MAGNETIC | |




**RECOMMENDED PROFILE** Gradient 5.26%, 320FT/NM

| NM to RW09 | 5 | 4 | 3 | 2 | 1.7 (SDF) |
|---|---|---|---|---|---|
| ALT(HGT) | **1850**(1658) | **1530**(1338) | **1210**(1018) | **890**(698) | **790**(598) |




**MAPt (LNAV): RW09**
Continuous climb to **2000**. Initially straight ahead to **HGM03**, then right to **HGM04**, then **YVL NDB** to join the hold.

| Aircraft Category | | A | B |
|---|---|---|---|
| OCA (OCH) | LNAV | **710**(518) | **710**(518) |
| VM(C)OCA (OCH AAL) | Total Area | **770**(568) | **840**(638) |

| Rate of descent | G/S KT | | 130 | 120 | 100 | 80 |
|---|---|---|---|---|---|---|
| | FT/MIN | | 695 | 640 | 535 | 425 |

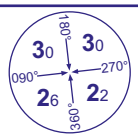
**NOTE**
1 Lowest holding altitude **2000**. Lowest altitude to commence procedure from the hold is **3000**.
2 Procedures infringe the Merryfield ATZ and MATZ. Co-ordination will be provided by Westland Approach.
3 Visiting aircraft should make contact with Yeovil Radar, 127.355MHz.
4 Where possible, pilots should route via IAF UMUMU to remain clear of Yeovilton airspace.
5 RNP procedure not available when AFIS is in operation.
6 The RNP hold YVL is coincident with the NDB hold; either can be used.
7 Obstacles infringe the Visual Segment Surface on final approach. See EGHG AD 2.10 Aerodrome Obstacles.

**CHANGE (9/25):** YEOVILTON RADAR FREQUENCY REVISED.

AERO INFO DATE 16 JUN 25
AD 2-EGHG-8-3

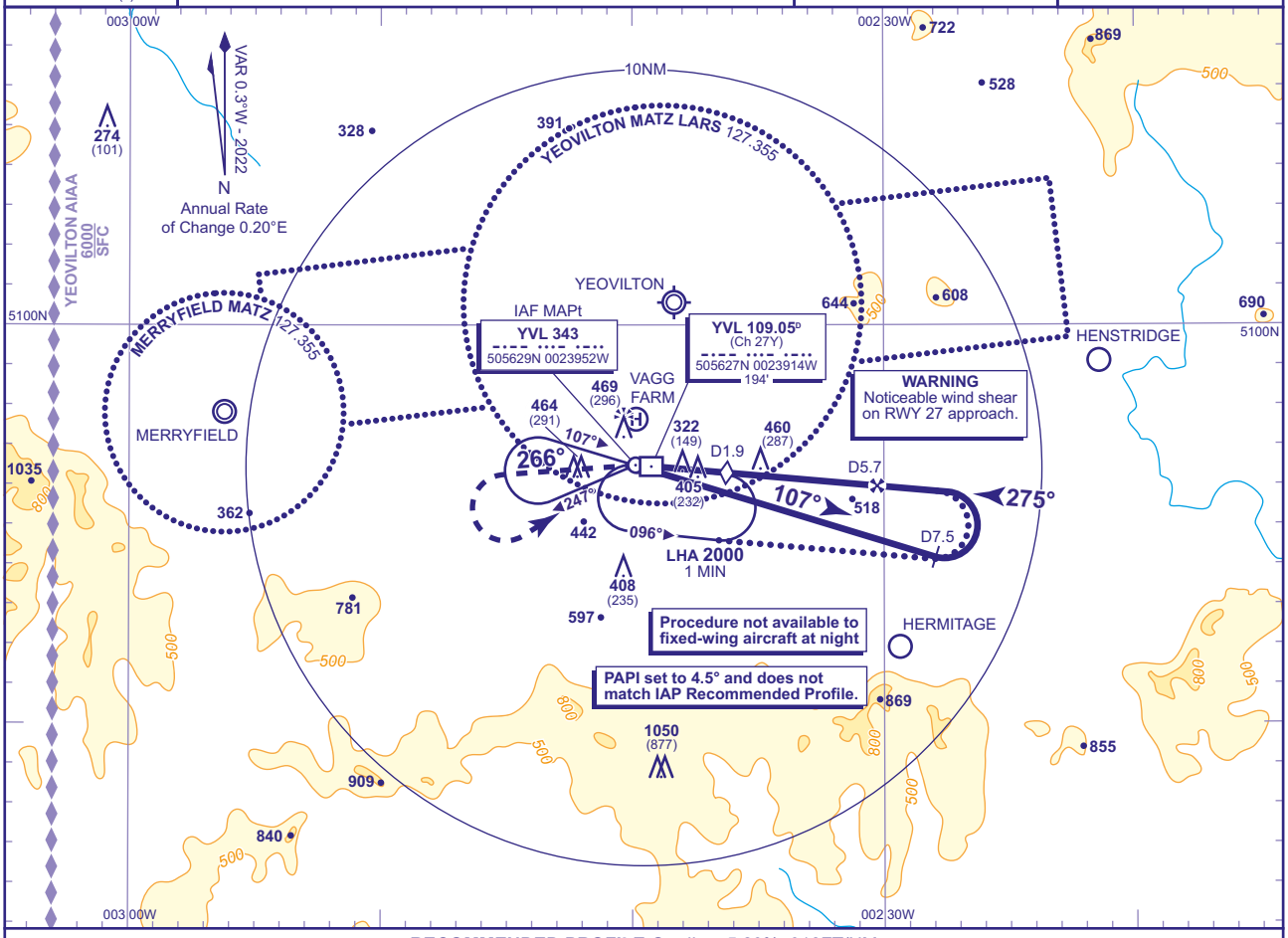
## INSTRUMENT APPROACH CHART - ICAO

# YEOVIL/WESTLAND
# NDB(L)/DME
# RWY 27
(ACFT CAT A,B)



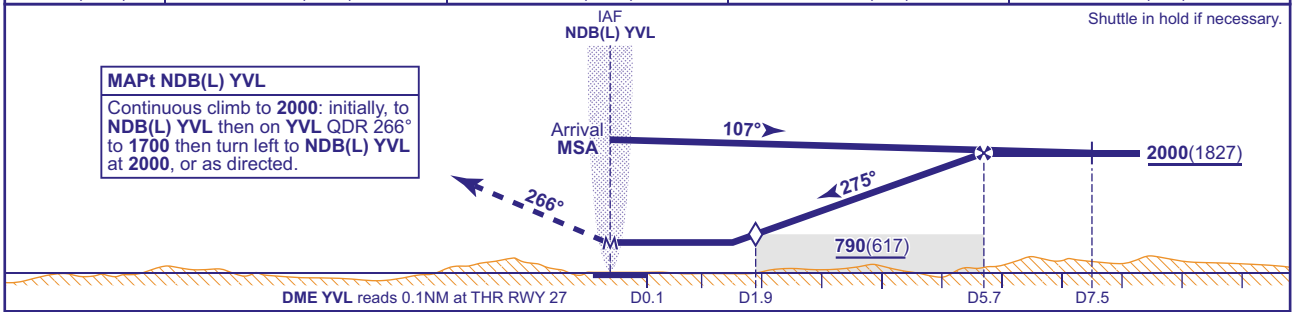

MSA 25NM NDB(L) YVL

| | | | | | |
|---|---|---|---|---|---|
| APP | 130.805 | WESTLAND APPROACH | AD ELEVATION | **202** | TRANSITION ALTITUDE **3000** |
| TWR | 125.405 | WESTLAND TOWER | THR ELEVATION | **173** | |
| | | | OBSTACLE ELEVATION **1050 AMSL** (877) (ABOVE THR) | | |
| | | | BEARINGS ARE MAGNETIC | | |




**RECOMMENDED PROFILE** Gradient 5.23%, 318FT/NM

| **DME YVL** | 5 | 4 | 3 | 2 |
|---|---|---|---|---|
| **ALT**(HGT) | **1780**(1607) | **1460**(1287) | **1140**(967) | **830**(657) |




**MAPt NDB(L) YVL**

Continuous climb to **2000**: initially, to **NDB(L) YVL** then on **YVL** QDR 266° to **1700** then turn left to **NDB(L) YVL** at **2000**, or as directed.

| **Aircraft Category** | | **A** | **B** |
|---|---|---|---|
| **OCA** (OCH) | **WITH DME** | **670**(497) | **670**(497) |
| | **NO DME** | **860**(687) | **860**(687) |
| **VM(C)OCA** (OCH AAL) | **Total Area** | **770**(568) | **840**(638) |

| **Rate of descent** | **G/S KT** | 160 | 140 | 120 | 100 | 80 |
|---|---|---|---|---|---|---|
| | **FT/MIN** | 850 | 740 | 640 | 530 | 420 |

**RACETRACK PROCEDURE** Extend the outbound leg of the NDB(L) YVL hold on track 095° descending to **not below 2000**. At YVL DME 7.5 turn left to intercept the extended FAT. When established continue as for main procedure.

**AIRCRAFT UNABLE TO RECEIVE DME YVL**
As for main procedure except fly outbound for 3MIN prior to base turn left. When established on FAT descend to MDH.

**NOTES**
1. FAT offset 3.3° from RWY C/L and crosses the extended RWY C/L 0.76NM from THR (YVL DME 0.84).
2. Lowest altitude to commence procedure from hold is **2000**.
3. To commence procedure from hold, from overhead NDB(L) YVL, fly outbound on QDR 247° for 1MIN then turn right back to facility on QDM 107° **not below 2000**.
4. For direct arrivals see chart AD 2-EGHG-8-5.
5. Inbound aircraft make initial contact with Yeovil Radar, 127.355.
6. Obstacles infringe the Visual Segment Surface on final approach. See EGHG AD 2.10 Aerodrome Obstacles.

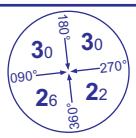
**CHANGE (9/25):** YEOVILTON RADAR FREQUENCY REVISED.

AERO INFO DATE 16 JUN 25

AD 2-EGHG-8-4

# INSTRUMENT APPROACH CHART - ICAO

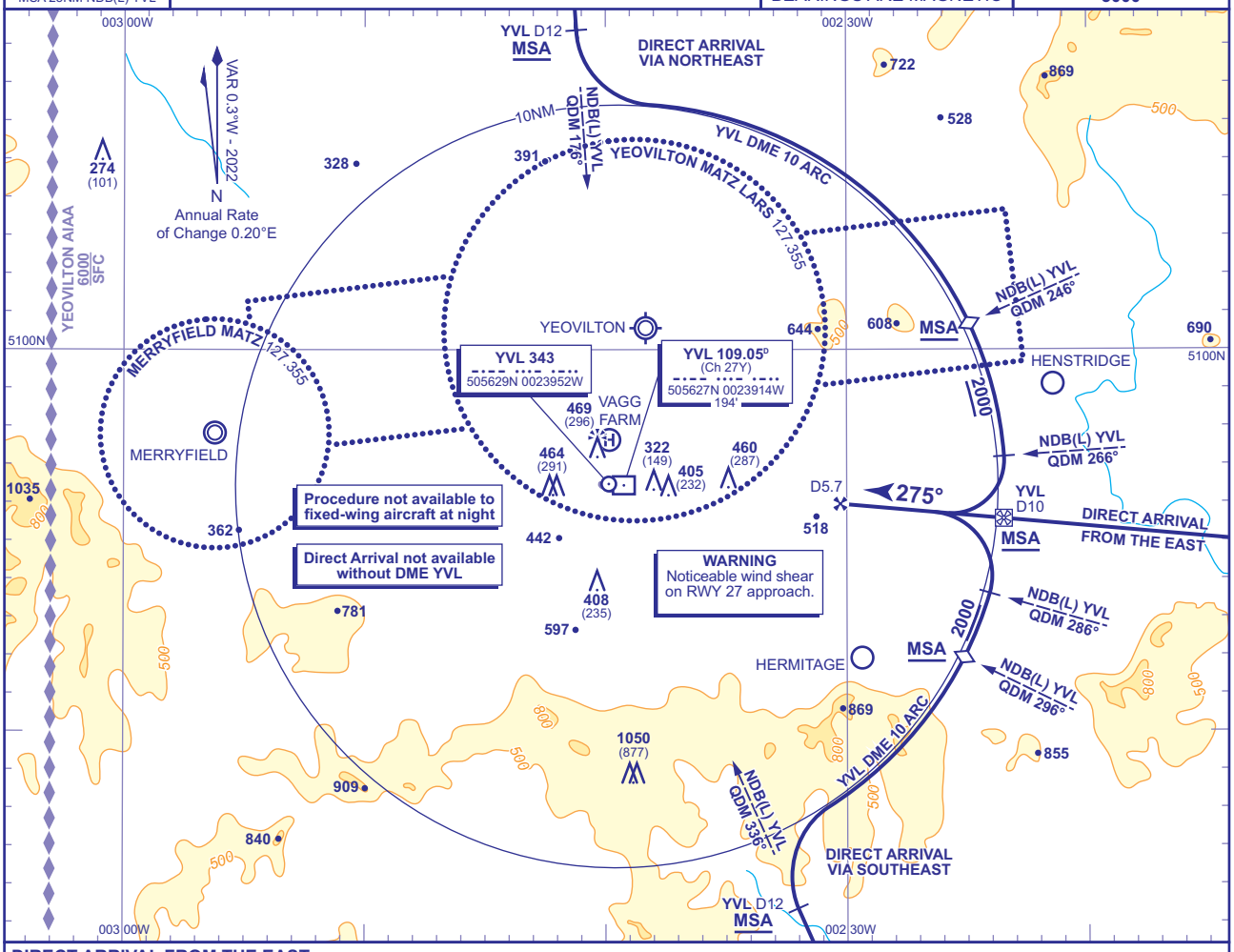
## YEOVIL/WESTLAND
## Direct Arrivals to NDB(L)/DME RWY 27
(ACFT CAT A,B)




MSA 25NM NDB(L) YVL

| | | | | | |
|---|---|---|---|---|---|
| APP | 130.805 | WESTLAND APPROACH | AD ELEVATION | 202 |
| TWR | 125.405 | WESTLAND TOWER | THR ELEVATION | 173 |
| | | | OBSTACLE ELEVATION 1050 AMSL (877) (ABOVE THR) | |
| | | | BEARINGS ARE MAGNETIC | |

TRANSITION ALTITUDE 3000




**DIRECT ARRIVAL FROM THE EAST**
Arrival **not below MSA** to intercept and establish on extended FAT. After passing IAF (NDB(L) YVL QDM 275° YVL DME 10) descend to cross FAF (DME 5.7) at **2000**(1827) then continue as for main procedure.

**DIRECT ARRIVAL FROM THE NORTHEAST (Subject to ATC approval form Yeovil Radar)**
Track towards NDB(L) YVL, **not below MSA**, NDB(L) YVL QDM 176° and 246°. At YVL DME 12 turn left and establish on the YVL DME 10 arc. After passing NDB(L) YVL QDM 246° descend to **not below 2000**. At NDB(L) YVL QDM 266° turn right to establish on extended FAT. When established on the extended FAT, continue as for main procedure.

**DIRECT ARRIVAL FROM THE SOUTHEAST**
Track towards NDB(L) YVL, **not below MSA**, between NDB(L) YVL QDM 336° and 296°. At YVL DME 12 turn right and establish on the YVL DME 10 arc. After passing NDB(L) YVL QDM 296° descend to **not below 2000**. At NDB(L) YVL QDM 286° turn left to establish on extended FAT. When established on the extended FAT, continue as for main procedure.

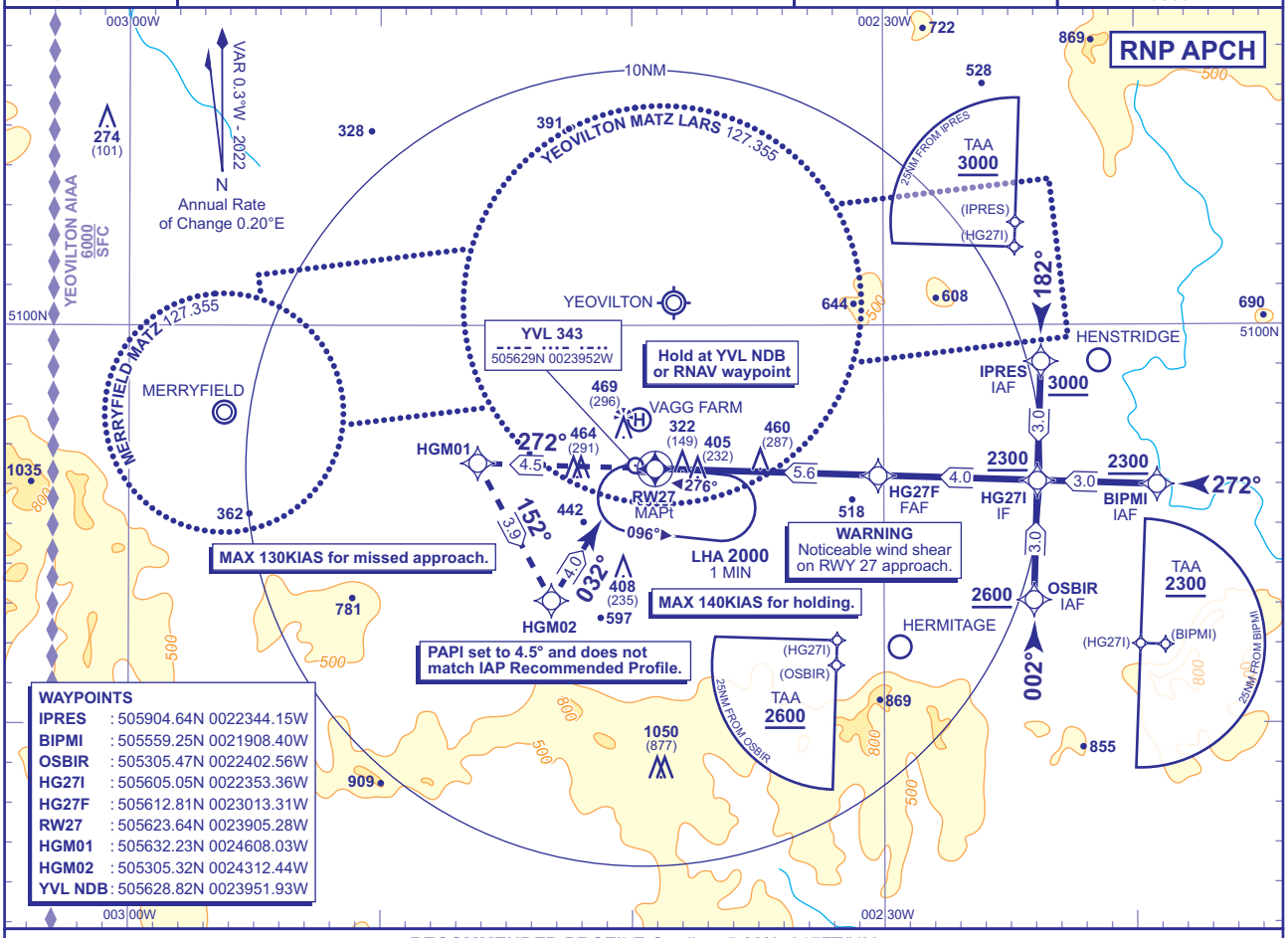
**CHANGE (9/25):** YEOVILTON RADAR FREQUENCY REVISED.

AERO INFO DATE 16 JUN 25

## INSTRUMENT APPROACH CHART - ICAO

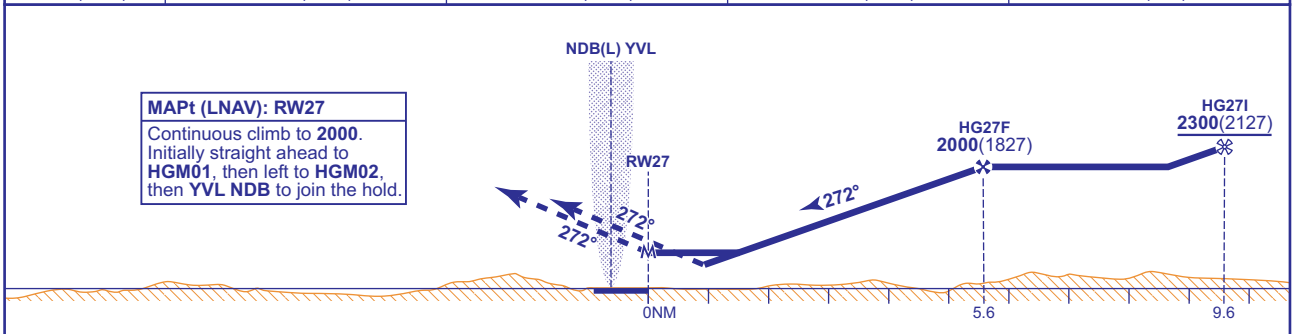
# YEOVIL/WESTLAND
# RNP
# RWY 27
(ACFT CAT A,B)

| | | | | |
|---|---|---|---|---|
| 30 MSA 25NM ARP | APP 130.805 | WESTLAND APPROACH | AD ELEVATION 202 | TRANSITION ALTITUDE 3000 |
| | TWR 125.405 | WESTLAND TOWER | THR ELEVATION 173 | |
| | | | OBSTACLE ELEVATION 1050 AMSL (877) (ABOVE THR) | |
| | | | BEARINGS ARE MAGNETIC | |




**RECOMMENDED PROFILE** Gradient 5.22%, 317FT/NM

| NM to RW27 | 5 | 4 | 3 | 2 |
|---|---|---|---|---|
| ALT(HGT) | **1810**(1637) | **1500**(1327) | **1180**(1007) | **860**(687) |




| Aircraft Category | | A | B |
|---|---|---|---|
| OCA (OCH) | LNAV | **710**(537) | **710**(537) |
| VM(C)OCA (OCH AAL) | Total Area | **770**(568) | **840**(638) |

| Rate of descent | G/S KT | | 130 | 120 | 100 | 80 |
|---|---|---|---|---|---|---|
| | FT/MIN | | 690 | 635 | 530 | 425 |

**NOTE**
1. Lowest holding altitude **2000**. Lowest altitude to commence procedure from hold is **3000**.
2. Visiting aircraft should make initial contact with Yeovil Radar, 127.355MHz.
3. Where possible, pilots should route via IAF OSBIR to remain clear of Yeovilton airspace.
4. RNP procedure not available when AFIS is in operation.
5. The RNP hold YVL is coincident with the NDB hold; either can be used.
6. Obstacles infringe the Visual Segment Surface on final approach. See EGHG AD 2.10 Aerodrome Obstacles.

**CHANGE (9/25):** YEOVILTON RADAR FREQUENCY REVISED.

AERO INFO DATE 16 JUN 25

AD 2-EGHG-8-6

# Instrument Approach Procedure Coding Tables

**Yeovil RNP RWY 09 - Instrument Approach Procedure via IPDIP**

| Designator | Sequence Number | Path Term-inator | Waypoint Name | Fly-over | Course/ Track °M (°T) | Turn Direction | Level Constraint | Speed Constraint | Co-ordinates | Remarks and Distance to MAPt |
|---|---|---|---|---|---|---|---|---|---|---|
| R09L | 001 | IF | IPDIP | - | 182° (181.85°) | - | 3000 | 180 | 505942.70N 0025423.21W | IAF |
| R09L | 002 | TF | HG09I | - | 092° (091.85°) | LEFT | 2200 | 180 | 505642.51N 0025432.45W | IF 9.2NM |
| R09L | 003 | TF | HG09F | - | 092° (091.85°) | - | 2000 | 130 | 505635.35N 0024840.92W | FAF 5.5NM |
| R09L | 004 | TF | RW09 | Y | 092° (091.85°) | - | - | 130 | 505624.72N 0023958.43W | MAPt |
| R09L | 005 | TF | HGM03 | - | 092° (091.85°) | - | - | 130 | 505616.67N 0023323.24W | - |
| R09L | 006 | TF | HGM04 | - | 212° (211.85°) | RIGHT | - | 130 | 505258.26N 0023638.72W | - |
| R09L | 007 | TF | YVL | - | 330° (329.97°) | RIGHT | 2000 | 140 | 505628.82N 0023951.93W | HOLD |

**Yeovil RNP RWY 09 - Instrument Approach Procedure via ASKOG**

| Designator | Sequence Number | Path Term-inator | Waypoint Name | Fly-over | Course/ Track °M (°T) | Turn Direction | Level Constraint | Speed Constraint | Co-ordinates | Remarks and Distance to MAPt |
|---|---|---|---|---|---|---|---|---|---|---|
| R09C | 001 | IF | ASKOG | - | 092° (091.85°) | - | 3000 | 180 | 505648.33N 0025918.43W | IAF |
| R09C | 002 | TF | HG09I | - | 092° (091.85°) | - | 2200 | 180 | 505642.51N 0025432.45W | IF 9.2NM |
| R09C | 003 | TF | HG09F | - | 092° (091.85°) | - | 2000 | 130 | 505635.35N 0024840.92W | FAF 5.5NM |
| R09C | 004 | TF | RW09 | Y | 092° (091.85°) | - | - | 130 | 505624.72N 0023958.43W | MAPt |
| R09C | 005 | TF | HGM03 | - | 092° (091.85°) | - | - | 130 | 505616.67N 0023323.24W | - |
| R09C | 006 | TF | HGM04 | - | 212° (211.85°) | RIGHT | - | 130 | 505258.26N 0023638.72W | - |
| R09C | 007 | TF | YVL | - | 330° (329.97°) | RIGHT | 2000 | 140 | 505628.82N 0023951.93W | HOLD |

**Yeovil RNP RWY 09 - Instrument Approach Procedure via UMUMU**

| Designator | Sequence Number | Path Term-inator | Waypoint Name | Fly-over | Course/ Track °M (°T) | Turn Direction | Level Constraint | Speed Constraint | Co-ordinates | Remarks and Distance to MAPt |
|---|---|---|---|---|---|---|---|---|---|---|
| R09R | 001 | IF | UMUMU | - | 002° (001.85°) | - | 2200 | 180 | 505342.33N 0025441.68W | IAF |
| R09R | 002 | TF | HG09I | - | 092° (091.85°) | RIGHT | 2200 | 180 | 505642.51N 0025432.45W | IF 9.2NM |
| R09R | 003 | TF | HG09F | - | 092° (091.85°) | - | 2000 | 130 | 505635.35N 0024840.92W | FAF 5.5NM |
| R09R | 004 | TF | RW09 | Y | 092° (091.85°) | - | - | 130 | 505624.72N 0023958.43W | MAPt |
| R09R | 005 | TF | HGM03 | - | 092° (091.85°) | - | - | 130 | 505616.67N 0023323.24W | - |
| R09R | 006 | TF | HGM04 | - | 212° (211.85°) | RIGHT | - | 130 | 505258.26N 0023638.72W | - |
| R09R | 007 | TF | YVL | - | 330° (329.97°) | RIGHT | 2000 | 140 | 505628.82N 0023951.93W | HOLD |

**CHANGE (2/21):** MAG VAR. MAG TRACKS. PAGE RENUMBERED.

# Instrument Approach Procedure Coding Tables

**Yeovil RNP RWY 27 - Instrument Approach Procedure via IPRES**

| Designator | Sequence Number | Path Term-inator | Waypoint Name | Fly-over | Course/ Track °M (°T) | Turn Direction | Level Constraint | Speed Constraint | Co-ordinates | Remarks and Distance to MAPt |
|---|---|---|---|---|---|---|---|---|---|---|
| R27R | 001 | IF | IPRES | - | 182° (181.85°) | - | 3000 | 180 | 505904.64N 0022344.15W | IAF |
| R27R | 002 | TF | HG27I | - | 272° (271.85°) | RIGHT | 2300 | 180 | 505605.05N 0022353.36W | IF 9.6NM |
| R27R | 003 | TF | HG27F | - | 272° (271.85°) | - | 2000 | 130 | 505612.81N 0023013.31W | FAF 5.6NM |
| R27R | 004 | TF | RW27 | Y | 272° (271.85°) | - | - | 130 | 505623.64N 0023905.28W | MAPt |
| R27R | 005 | TF | HGM01 | - | 272° (271.85°) | - | - | 130 | 505632.23N 0024608.03W | - |
| R27R | 006 | TF | HGM02 | - | 152° (151.87°) | LEFT | - | 130 | 505305.32N 0024312.44W | - |
| R27R | 007 | TF | YVL | - | 032° (031.85°) | LEFT | 2000 | 140 | 505628.82N 0023951.93W | HOLD |

**Yeovil RNP RWY 27 - Instrument Approach Procedure via BIPMI**

| Designator | Sequence Number | Path Term-inator | Waypoint Name | Fly-over | Course/ Track °M (°T) | Turn Direction | Level Constraint | Speed Constraint | Co-ordinates | Remarks and Distance to MAPt |
|---|---|---|---|---|---|---|---|---|---|---|
| R27C | 001 | IF | BIPMI | - | 272° (271.85°) | - | 2300 | 180 | 505559.25N 0021908.40W | IAF |
| R27C | 002 | TF | HG27I | - | 272° (271.85°) | - | 2300 | 180 | 505605.05N 0022353.36W | IF 9.6NM |
| R27C | 003 | TF | HG27F | - | 272° (271.85°) | - | 2000 | 130 | 505612.81N 0023013.31W | FAF 5.6NM |
| R27C | 004 | TF | RW27 | Y | 272° (271.85°) | - | - | 130 | 505623.64N 0023905.28W | MAPt |
| R27C | 005 | TF | HGM01 | - | 272° (271.85°) | - | - | 130 | 505632.23N 0024608.03W | - |
| R27C | 006 | TF | HGM02 | - | 152° (151.87°) | LEFT | - | 130 | 505305.32N 0024312.44W | - |
| R27C | 007 | TF | YVL | - | 032° (031.85°) | LEFT | 2000 | 140 | 505628.82N 0023951.93W | HOLD |

**Yeovil RNP RWY 27 - Instrument Approach Procedure via OSBIR**

| Designator | Sequence Number | Path Term-inator | Waypoint Name | Fly-over | Course/ Track °M (°T) | Turn Direction | Level Constraint | Speed Constraint | Co-ordinates | Remarks and Distance to MAPt |
|---|---|---|---|---|---|---|---|---|---|---|
| R27L | 001 | IF | OSBIR | - | 002° (001.85°) | - | 2600 | 180 | 505305.47N 0022402.56W | IAF |
| R27L | 002 | TF | HG27I | - | 272° (271.85°) | LEFT | 2300 | 180 | 505605.05N 0022353.36W | IF 9.6NM |
| R27L | 003 | TF | HG27F | - | 272° (271.85°) | - | 2000 | 130 | 505612.81N 0023013.31W | FAF 5.6NM |
| R27L | 004 | TF | RW27 | Y | 272° (271.85°) | - | - | 130 | 505623.64N 0023905.28W | MAPt |
| R27L | 005 | TF | HGM01 | - | 272° (271.85°) | - | - | 130 | 505632.23N 0024608.03W | - |
| R27L | 006 | TF | HGM02 | - | 152° (151.87°) | LEFT | - | 130 | 505305.32N 0024312.44W | - |
| R27L | 007 | TF | YVL | - | 032° (031.85°) | LEFT | 2000 | 140 | 505628.82N 0023951.93W | HOLD |

**CHANGE (12/21):** PAGE RENUMBERED.
AERO INFO DATE 30 JUL 21

# AD 3 HELIPORTS
# EGBC — CHELTENHAM HELIPORT

## EGBC AD 3.1 HELIPORT LOCATION INDICATOR AND NAME

EGBC — CHELTENHAM HELIPORT

## EGBC AD 3.2 HELIPORT GEOGRAPHICAL AND ADMINISTRATIVE DATA

| | | |
|---|---|---|
| 1 | ARP coordinates and site at AD | Lat: 515533N Long: 0020316W |
| 2 | Direction and distance from city | 1 NM to the North of Cheltenham. |
| 3 | Elevation / Reference temperature / Mean Low Temperature | 200 FT / 18 °C / - |
| 4 | Geoid undulation at AD ELEV PSN | 160 FT |
| 5 | Magnetic Variation / Annual Change | 0.66°E (2027) / 0.18°E |
| 6 | AD Administration<br>Address<br>Telephone<br><br>E-mail address<br><br>Web address | HELICOPTER AND AVIATION SERVICES LIMITED<br>Hangar 11, Redhill Aerodrome, Redhill, Surrey, RH1 5JY.<br>01202-835385 (Administration)<br>01202-098013 (ATC)<br>nick@helipad.co.uk (Ops)<br>phil@helipad.co.uk (ATC)<br>www.helipad.co.uk |
| 7 | Type of Traffic permitted (IFR/VFR) | VFR |
| 8 | Remarks | Helicopter and Aviation Services Ltd on behalf of The Jockey Club. |

## EGBC AD 3.3 OPERATIONAL HOURS

| | | |
|---|---|---|
| 1 | Heliport Operator | 1030-1900 (0930-1800). 1900-2000 (1800-1900) by arrangement; surcharge will apply. All flights PPR.<br>Heliport not available 10 minutes prior to race start or whenever horses are on the course. |
| 2 | Customs and Immigration | By arrangement. Contact Aerodrome Licensee for details. |
| 3 | Health and sanitation | |
| 4 | AIS Briefing Office | |
| 5 | ATS Reporting Office (ARO) | |
| 6 | MET Briefing Office | |
| 7 | Air Traffic Service | 1030-1900 (0930-1800). 1900-2000 (1800-1900) by arrangement. ATC is provided for the annual Cheltenham Festival and Gold Cup Meeting. Other times Nil.<br><br>Helicopter and Aviation Services Ltd will provide an ATC service when the heliport is licensed. |
| 8 | Fuelling | As heliport hours, when licensed. May be available for other events by arrangement. |
| 9 | Handling | Helicopter Aviation Services provide a passenger handling service for all flights. Helicopter operators undertaking shuttle flights must have a representative at the Heliport to co-ordinate their passengers. |
| 10 | Security | |
| 11 | De-icing | |
| 12 | Remarks | No flights permitted before 1030 hours or 10 minutes before the start of a race until 5 minutes after a race or at anytime when horses are on the course. |

## EGBC AD 3.4 HANDLING SERVICES AND FACILITIES

| | | |
|---|---|---|
| 1 | Cargo handling facilities | |
| 2 | Fuel and oil types | AVTUR JET-A1 rotors-running refuels when licensed. At other times, rotors stopped refueling may be available. |
| 3 | Fuelling facilities/capacity | |
| 4 | De-icing facilities | |

| | | |
|---|---|---|
| 5 | Hangar space for visiting aircraft | |
| 6 | Repair facilities for visiting aircraft | |
| 7 | Remarks | |

## EGBC AD 3.5 PASSENGER FACILITIES

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## EGBC AD 3.6 RESCUE AND FIRE FIGHTING SERVICES

| | | |
|---|---|---|
| 1 | AD category for fire fighting services | RFF Category H2<br>Category may be reduced to H1, pleasure flying level or nil for events when heliport is not licensed. |
| 2 | Rescue equipment | |
| 3 | Capability for removal of disabled aircraft | |
| 4 | Remarks | |

## EGBC AD 3.7 SEASONAL AVAILABILITY - CLEARING

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## EGBC AD 3.8 APRONS, TAXIWAYS AND CHECK LOCATIONS/POSITIONS DATA

| | | |
|---|---|---|
| 1 | Apron/ helicopter stands surface and strength | APRON<br>Surface: Grass |
| 2 | Ground taxiway width, surface and designation | Taxiway TWY:<br>Surface: Grass |
| 3 | Air taxiway width and designation | |
| 4 | Altimeter checkpoint location and elevation | |
| 5 | VOR checkpoints | |
| 6 | INS checkpoints | |
| 7 | Remarks | The surface of the heliport is not suitable for ground taxiing. Helicopters are required to air-taxi via the FATO. During periods of intense traffic helicopters may be required to air-taxi on the eastern side of the FATO in order to allow helicopters to pass each other; this may involve crossing and re-crossing the FATO when taxiing to and from fuel.<br><br>5 stands (18 M diameter) are marked by white circle edge markings. |

## EGBC AD 3.9 MARKINGS AND MARKERS

| | | |
|---|---|---|
| 1 | Final approach and take-off markings | FATO<br>13/31: Painted white corner markings, white edge markings with standard H in centre of FATO.<br>FATO designation markers provided when licensed operations are taking place. |
| 2 | Taxiway, air taxiway and air transit route markers | |
| 3 | Remarks | Standard FATO markings. Stands marked by white circular edge markings. |

## EGBC AD 3.10 HELIPORT OBSTACLES

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## EGBC AD 3.11 METEOROLOGICAL INFORMATION PROVIDED

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## EGBC AD 3.12 HELIPORT DATA

| | | |
|---|---|---|
| 1 | Heliport type | Level surface. |
| 2 | TLOF dimensions | |
| 3 | FATO, GEO bearing | 13: 131.63°<br>31: 311.63° |
| 4 | FATO dimensions and surface type | 13/31: 230 M x 30 M<br>Surface: Grass<br>Undulating surface. |
| 5 | TLOF surface and bearing strength | TLOF Surface: Grass<br>all stands are short grass. |
| 6 | Co-ordinates of geometric centre TLOF or threshold of FATO | FATO 13: 515534.85N 0020320.34W<br>FATO 31: 515529.90N 0020311.33W<br>TLOF TLOF: 515533.00N 0020315.70W |
| 7 | TLOF and/ or FATO elevation and slope | FATO 13: 203 FT<br>FATO 31: 210 FT<br>TLOF TLOF: 200 FT |
| 8 | Safety area dimensions | TLOF TLOF: 5 M x 0 M |
| 9 | Helicopter clearway dimensions | 13: Clearway<br>400 M x 40 M<br>31: Clearway<br>160 M x 40 M |
| 10 | Obstacle-free sector | |
| 11 | Remarks | TLOF Dimensions: 5 stands (18 M diameter) are marked by white circle edge markings.<br>Application is normally made for this heliport to be licensed for the Cheltenham Festival Meeting held in mid March. Details of any licensed operations carried out from this heliport will be advised by NOTAM. |

## EGBC AD 3.13 DECLARED DISTANCES

| Declared distance | TODAH | RTODAH | LDAH | Remarks |
|---|---|---|---|---|
| **1** | **2** | **3** | **4** | **5** |
| 13 | 230 M | 230 M | 230 M | |
| 31 | 230 M | 230 M | 230 M | |

## EGBC AD 3.14 APPROACH AND FATO LIGHTING

| | | |
|---|---|---|
| 1 | Approach lighting system type, length, intensity | |
| 2 | Type of visual approach slope indicator system | |
| 3 | FATO area lighting characteristics and location | 13:<br>Portable LED green FATO lights.<br><br>31:<br>Portable LED green FATO lights. |
| 4 | Aiming point lighting characteristics and location | |
| 5 | TLOF lighting system characteristics and location | TLOF: Edge<br>Portable white edge lights. |
| 6 | Remarks | Portable white LED edge lights on Stands. |

## EGBC AD 3.15 OTHER LIGHTING, SECONDARY POWER SUPPLY

**INTENTIONALLY BLANK**

## EGBC AD 3.16 AIR TRAFFIC SERVICES AIRSPACE

**INTENTIONALLY BLANK**

## EGBC AD 3.17 AIR TRAFFIC SERVICES COMMUNICATION FACILITIES

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## EGBC AD 3.18 RADIO NAVIGATION AND LANDING AIDS

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## EGBC AD 3.19 LOCAL HELIPORT REGULATIONS

### 1 HELIPORT REGULATIONS

a) All operators will be required to provide an insurance indemnity in advance of landing at this helicopter aerodrome. This indemnity is in standard form and is available from Helicopter and Aviation Services Ltd.
b) Heliport is not normally available to helicopters unable to communicate by radio. Non-radio helicopters must obtain PPR from ATC.
c) Prior to using the Heliport pilots must obtain a briefing from Helicopter and Aviation Services Limited.
d) ATC permission is required for engine start.
e) Helicopters are not permitted to shutdown on stand. Pilots unable to disembark passengers rotors-running must inform the Heliport operator when obtaining PPR.

### 2 GROUND MOVEMENT

a) All manoeuvres, including hover and air taxiing require ATC permission.
b) The heliport surface is not suitable for ground taxiing.
c) The distance between stands does not permit hovering on adjacent stands.

### 3 WARNINGS

a) Intense traffic can be expected during the Cheltenham Gold Cup event. To accommodate this specific procedures have been designed these include:

   i. Non standard RTF phraseology and
   ii. Non standard ATC procedures. Pilots must be briefed on these procedures by the Licensee.

b) Use of the Heliport is subject to pilots complying with these procedures.
c) High ground rises to 1083 FT AMSL to the East of the aerodrome.

### 4 TRAINING

a) Use of the Heliport by training flights is subject to prior approval from the Licensee.

## EGBC AD 3.20 NOISE ABATEMENT PROCEDURES

a) No movements are permitted whenever horses are on the racecourse.
b) All helicopters shall avoid overflying the grandstands, racecourse, car parks and residential properties around the Heliport.
c) The visual circuit patterns together with the arrival and departure routes form part of the noise abatement procedures. The Heliport Licensee requires strict compliance with these routings.

## EGBC AD 3.21 FLIGHT PROCEDURES

### 1 GENERAL

a) All procedures are based on the Cheltenham QNH. ATC will provide the QFE when requested by pilots.
b) Pilots operating to/from the Heliport must follow the published routes and altitudes.

c) ATZ radius 2 NM 2000 FT AAL and Restricted Airspace (Temporary), radius 3 NM SFC - 3000 FT AMSL, are established for the duration of the Cheltenham Festival and Gold Cup Meeting. Details are published in NOTAM and AIC.

## EGBC AD 3.22 ADDITIONAL INFORMATION

Not applicable

## EGBC AD 3.23 CHARTS RELATED TO A HELIPORT

*Figure: Heliport Chart - ICAO*

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# EGLW — LONDON HELIPORT

## EGLW AD 3.1 HELIPORT LOCATION INDICATOR AND NAME

EGLW — LONDON HELIPORT

## EGLW AD 3.2 HELIPORT GEOGRAPHICAL AND ADMINISTRATIVE DATA

| | | |
|---|---|---|
| 1 | ARP coordinates and site at AD | Lat: 512812N Long: 0001046W |
| 2 | Direction and distance from city | 3 NM South West of Westminster Bridge. |
| 3 | Elevation / Reference temperature / Mean Low Temperature | 18 FT / 20 °C / - |
| 4 | Geoid undulation at AD ELEV PSN | 149 FT |
| 5 | Magnetic Variation / Annual Change | 1.32°E (2027) / 0.17°E |
| 6 | AD Administration<br>Address<br>Telephone<br>Web address | THE LONDON HELIPORT LTD<br>London Heliport, Lombard Road, Battersea, London, SW11 3BE.<br>020-7228 0181 (The London Heliport Ltd)<br>www.londonheliport.co.uk |
| 7 | Type of Traffic permitted (IFR/VFR) | VFR |
| 8 | Remarks | Other types of traffic permitted: SVFR |

## EGLW AD 3.3 OPERATIONAL HOURS

| | | |
|---|---|---|
| 1 | Heliport Operator | Mon-Fri 0730-1930 (0630-1830); by arrangement 0700-0730 (0600-0630), 1930-2300 (1830-2200). Sat, Sun and PH 0800-1800 (0700-1700); by arrangement 0700-0800 (0600-0700), 1800-2300 (1700-2200). |
| 2 | Customs and Immigration | Available by prior arrangement. |
| 3 | Health and sanitation | As heliport hours. |
| 4 | AIS Briefing Office | As heliport hours. Self briefing from information board. |
| 5 | ATS Reporting Office (ARO) | As heliport hours. |
| 6 | MET Briefing Office | As heliport hours. Self briefing from information board. |
| 7 | Air Traffic Service | As heliport hours. See also AD 3.17. |
| 8 | Fuelling | As heliport hours |
| 9 | Handling | As heliport hours |
| 10 | Security | As heliport hours |
| 11 | De-icing | |
| 12 | Remarks | This heliport is PPR. See AD 3.19 |

## EGLW AD 3.4 HANDLING SERVICES AND FACILITIES

| | | |
|---|---|---|
| 1 | Cargo handling facilities | |
| 2 | Fuel and oil types | AVTUR JET A-1 |
| 3 | Fuelling facilities/capacity | 2 pumps. Tanks total 36,360 lt. |
| 4 | De-icing facilities | |
| 5 | Hangar space for visiting aircraft | |
| 6 | Repair facilities for visiting aircraft | Limited. |
| 7 | Remarks | |

## EGLW AD 3.5 PASSENGER FACILITIES

| | | |
|---|---|---|
| 1 | Hotels | Adjacent. |
| 2 | Restaurants | Adjacent. |
| 3 | Transportation | Contact Operations. |
| 4 | Medical facilities | Defibrillator and trauma kit. |
| 5 | Bank and Post Office | |
| 6 | Tourist Office | |

| | | |
|---|---|---|
| 7 | Remarks | |

## EGLW AD 3.6 RESCUE AND FIRE FIGHTING SERVICES

| | | |
|---|---|---|
| 1 | AD category for fire fighting services | RFF Category H2<br>RFF Category H3 available on request. 24 hours notice required. |
| 2 | Rescue equipment | Co-ordination and safety of riverside incidents by tactical response. |
| 3 | Capability for removal of disabled aircraft | By arrangement. |
| 4 | Remarks | |

## EGLW AD 3.7 SEASONAL AVAILABILITY - CLEARING

| | | |
|---|---|---|
| 1 | Type of clearing equipment | Snow Ploughs, shovels. De-icing and anti-icing chemicals. |
| 2 | Clearance priorities | FATO, Taxiway, Apron. |
| 3 | Remarks | |

## EGLW AD 3.8 APRONS, TAXIWAYS AND CHECK LOCATIONS/POSITIONS DATA

| | | |
|---|---|---|
| 1 | Apron/ helicopter stands surface and strength | STAND 1<br>Surface: Macadam/Concrete<br><br>STAND 2<br>Surface: Macadam<br><br>STAND 3<br>Surface: Concrete<br><br>STAND 4<br>Surface: Macadam |
| 2 | Ground taxiway width, surface and designation | Taxiway MAIN TAXIWAY: 20 M<br>Surface: Concrete |
| 3 | Air taxiway width and designation | Taxiway AIR TAXIWAY: 20 M |
| 4 | Altimeter checkpoint location and elevation | Heliport reference point 18 FT |
| 5 | VOR checkpoints | |
| 6 | INS checkpoints | |
| 7 | Remarks | Stand 1 – TLOF/Stand: 19.98 M diameter.<br>Stand 2 – TLOF/Stand: 19.98 M diameter.<br>Stand 3 – TLOF/Stand: 19.98 M diameter.<br>Stand 4 – TLOF/Stand: 25.04 M diameter.<br><br>Not all stands may be used simultaneously. |

## EGLW AD 3.9 MARKINGS AND MARKERS

| | | |
|---|---|---|
| 1 | Final approach and take-off markings | FATO<br>02/20: Yellow circular TLOF/Aiming Point. White 'H' Heliport identification marking in centre of aiming point aligned to preferred final approach direction. White underlined '02' and '20' FATO designation markings. White '16t' Maximum Allowable Mass markings outside of aiming circle and offset to port side of each preferred final approach direction. All markings outlined in black (for definition). |
| 2 | Taxiway, air taxiway and air transit route markers | |
| 3 | Remarks | 11.4 M diameter FATO Aiming Point. Aircraft with an overall length greater than 11.4 M, which are not obliged to operate to a licensed site, may use the heliport provided they are satisfied that the procedures in place allow them to operate safely, and for public transport operators, in compliance with their company operations manual. |

# EGLW AD 3.10 HELIPORT OBSTACLES

| In Approach/Take-off areas | | | | | | |
|---|---|---|---|---|---|---|
| **Obstacle ID/ Designation** | **Obstacle Type** | **Obstacle Position** | **Elevation/Height** | | **Obstruction Lighting Type/ Colour** | **Remarks** |
| **1** | **2** | **3** | **4** | | **5** | **6** |
| (EGLW1027) 02/APPROACH 20/ TAKE-OFF | BUILDING | 512751.20N 0001110.89W | 188 FT | 169 FT | No | |
| (EGLW1028) 02/APPROACH 20/ TAKE-OFF | BUILDING | 512750.66N 0001110.74W | 210 FT | 191 FT | Yes Solid Red | |

| In circling area and at aerodrome | | | | | | |
|---|---|---|---|---|---|---|
| **Obstacle ID/ Designation** | **Obstacle Type** | **Obstacle Position** | **Elevation/Height** | | **Obstruction Lighting Type/ Colour** | **Remarks** |
| **1** | **2** | **3** | **4** | | **5** | **6** |
| (EGLW1189) | BUILDING | 512939.16N 0001106.65W | 295 FT | 264 FT | No | |
| (EGLW1154) | CRANE | 512921.19N 0000859.68W | 362 FT | 344 FT | Yes Solid Red | LHC004 |
| (EGLW1153) | CRANE | 512920.55N 0000859.85W | 378 FT | 361 FT | Yes Solid Red | LHC004 |
| (EGLW1004) | AERIAL | 512914.54N 0001159.11W | 373 FT | 357 FT | No | |
| (EGLW1152) | CRANE | 512905.89N 0000912.75W | 174 FT | 164 FT | No | |
| (EGLW1151) | CRANE | 512905.24N 0000915.49W | 168 FT | 164 FT | No | |
| (EGLW1003) | BUILDING | 512859.64N 0001219.27W | 191 FT | 173 FT | No | |
| (EGLW1008) | STADIUM | 512858.46N 0001135.78W | 163 FT | 149 FT | No | |
| (EGLW1163) | CHIMNEY | 512856.69N 0000838.73W | 348 FT | 334 FT | No | |
| (EGLW1160) | CHIMNEY | 512851.88N 0000840.14W | 346 FT | 331 FT | No | |
| (EGLW1129) | BUILDING | 512851.70N 0001039.06W | 209 FT | 196 FT | No | |
| (EGLW1100) | BUILDING | 512849.96N 0001042.55W | 201 FT | 187 FT | No | |
| (EGLW1258) | CRANE | 512845.76N 0000846.00W | 429 FT | 415 FT | Yes Solid Red | |
| (EGLW1062) | CRANE | 512841.81N 0001053.08W | 310 FT | 291 FT | Yes Solid Red | LHC0012 |
| (EGLW1086) | CRANE | 512841.57N 0001046.02W | 291 FT | 278 FT | Yes Solid Red | LHC0012 |
| (EGLW1087) | BUILDING | 512841.26N 0001045.77W | 262 FT | 251 FT | Yes Solid Red | |
| (EGLW1072) | CHIMNEY | 512840.68N 0001050.63W | 294 FT | 287 FT | No | |
| (EGLW1057) | CHIMNEY | 512839.36N 0001054.10W | 292 FT | 295 FT | No | |
| (EGLW1084) | BUILDING | 512839.23N 0001046.23W | 430 FT | 420 FT | Yes Solid Red | |
| (EGLW1139) | BUILDING | 512839.17N 0001030.28W | 237 FT | 216 FT | Yes Solid Red | |
| (EGLW1142) | AERIAL BUILDING | 512835.99N 0001026.37W | 226 FT | 208 FT | No | |
| (EGLW1254) | CRANE | 512835.39N 0001012.54W | 254 FT | 240 FT | Yes Solid Red | |
| (EGLW1144) | BUILDING | 512835.04N 0001026.13W | 212 FT | 194 FT | No | |

| In circling area and at aerodrome | | | | | | |
|---|---|---|---|---|---|---|
| **Obstacle ID/ Designation** | **Obstacle Type** | **Obstacle Position** | **Elevation/Height** | | **Obstruction Lighting Type/ Colour** | **Remarks** |
| **1** | **2** | **3** | **4** | | **5** | **6** |
| (EGLW1036) | BUILDING | 512832.65N 0001103.31W | 273 FT | 251 FT | No | |
| (EGLW1075) | SPIRE | 512829.14N 0001050.55W | 292 FT | 275 FT | No | |
| (EGLW1079) | BUILDING | 512826.40N 0001049.85W | 120 FT | 102 FT | No | |
| (EGLW1015) | BUILDING | 512826.27N 0001125.71W | 188 FT | 175 FT | No | |
| (EGLW1145) | SPIRE | 512825.77N 0001022.47W | 182 FT | 169 FT | No | |
| (EGLW1064) | BUILDING | 512823.65N 0001053.30W | 163 FT | 149 FT | No | |
| (EGLW1148) | BUILDING | 512822.34N 0000940.30W | 246 FT | 233 FT | No | |
| (EGLW1131) | BUILDING | 512819.68N 0001038.92W | 317 FT | 300 FT | Yes Solid Red | |
| (EGLW1140) | AERIAL | 512815.51N 0001031.04W | 240 FT | 225 FT | No | |
| (EGLW1127) | BUILDING | 512813.84N 0001041.53W | 208 FT | 194 FT | No | |
| (EGLW1117) | BUILDING | 512813.10N 0001042.35W | 201 FT | 187 FT | No | |
| (EGLW1126) | BUILDING | 512813.09N 0001041.70W | 210 FT | 195 FT | No | |
| (EGLW1227) | CRANE | 512812.93N 0001101.53W | 324 FT | 311 FT | Yes Solid Red | LHC006 |
| (EGLW1134) | CRANE | 512812.67N 0001033.45W | 208 FT | 193 FT | Yes Solid Red | LHC008 |
| (EGLW1049) | BUILDING | 512812.02N 0001100.13W | 122 FT | 108 FT | No | |
| (EGLW1097) | BUILDING | 512809.55N 0001044.83W | 177 FT | 163 FT | Yes Solid Red | |
| (EGLW1046) | BUILDING | 512809.47N 0001100.68W | 132 FT | 110 FT | No | |
| (EGLW1103) | BUILDING | 512808.98N 0001044.04W | 194 FT | 180 FT | Yes Solid Red | |
| (EGLW1088) | BUILDING | 512808.68N 0001046.76W | 141 FT | 130 FT | No | |
| (EGLW1133) | CRANE | 512807.41N 0001036.21W | 309 FT | 295 FT | Yes Solid Red | LHC007 |
| (EGLW1128) | BUILDING | 512807.03N 0001041.44W | 202 FT | 187 FT | No | |
| (EGLW1040) | BUILDING | 512806.49N 0001102.10W | 119 FT | 104 FT | No | |
| (EGLW1016) | AERIAL | 512805.35N 0001123.30W | 218 FT | 202 FT | No | |
| (EGLW1034) | BUILDING | 512803.02N 0001106.03W | 146 FT | 130 FT | No | |
| (EGLW1031) | BUILDING | 512800.73N 0001108.62W | 188 FT | 177 FT | No | |
| (EGLW1077) | BUILDING | 512759.94N 0001051.30W | 184 FT | 167 FT | Yes Solid Red | |
| (EGLW1089) | BUILDING | 512759.92N 0001047.08W | 292 FT | 270 FT | Yes Solid Red | |
| (EGLW1136) | AERIAL | 512756.76N 0001033.80W | 241 FT | 226 FT | No | |
| (EGLW1002) | BUILDING | 512754.87N 0001247.61W | 210 FT | 187 FT | No | |
| (EGLW1146) | BUILDING | 512754.62N 0001021.97W | 267 FT | 251 FT | No | |
| (EGLW1216) | CRANE | 512754.47N 0001136.52W | 180 FT | 164 FT | Yes Solid Red | |

| In circling area and at aerodrome | | | | | | |
|---|---|---|---|---|---|---|
| **Obstacle ID/ Designation** | **Obstacle Type** | **Obstacle Position** | **Elevation/Height** | | **Obstruction Lighting Type/ Colour** | **Remarks** |
| **1** | **2** | **3** | **4** | | **5** | **6** |
| (EGLW1053) | BUILDING | 512753.23N 0001059.17W | 203 FT | 185 FT | Yes Solid Red | |
| (EGLW1027) 02/APPROACH 20/ TAKE-OFF | BUILDING | 512751.20N 0001110.89W | 188 FT | 169 FT | No | |
| (EGLW1033) | BUILDING | 512750.67N 0001106.73W | 200 FT | 182 FT | Yes Solid Red | |
| (EGLW1028) 02/APPROACH 20/ TAKE-OFF | BUILDING | 512750.66N 0001110.74W | 210 FT | 191 FT | Yes Solid Red | |
| (EGLW1013) | LAMP POST | 512747.23N 0001131.29W | 121 FT | 113 FT | No | |
| (EGLW1009) | AERIAL | 512745.05N 0001137.64W | 129 FT | 110 FT | No | |
| (EGLW1005) | BUILDING | 512744.23N 0001148.40W | 201 FT | 175 FT | No | |
| (EGLW1214) | BUILDING | 512741.96N 0001145.11W | 246 FT | 223 FT | No | |
| (EGLW1168) | SPIRE | 512741.67N 0000814.20W | 240 FT | 164 FT | No | |
| (EGLW1225) | CRANE | 512741.37N 0001117.13W | 362 FT | 336 FT | Yes Solid Red | |
| (EGLW1218) | CRANE | 512741.32N 0001129.44W | 389 FT | 369 FT | Yes Solid Red | |
| (EGLW1183) | BUILDING | 512735.94N 0001251.37W | 187 FT | 127 FT | No | |
| (EGLW1014) | BUILDING | 512721.63N 0001130.00W | 304 FT | 282 FT | No | |
| (EGLW1011) | BUILDING | 512713.86N 0001135.08W | 314 FT | 293 FT | No | |
| (EGLW1083) | TV AERIAL | 512703.16N 0001051.13W | 136 FT | 51 FT | No | |

## EGLW AD 3.11 METEOROLOGICAL INFORMATION PROVIDED

| | | |
|---|---|---|
| 1 | Associated MET Office | MET OFFICE HEATHROW |
| 2 | Hours of service<br>MET Office outside hour | As per operational hours. |
| 3 | Office responsible for TAF preparation<br>Periods of validity | |
| 4 | Trend forecast<br>Interval of issuance | |
| 5 | Briefing/consultation provided | Self-briefing. |
| 6 | Flight documentation<br>Language(s) used | English. |
| 7 | Charts and other information available for briefing or consultation | F214 UK Forecast Spot winds.<br>F215 UK Low Level Forecast. |
| 8 | Supplementary equipment available for providing information | |
| 9 | ATS units provided with information | |
| 10 | Additional information (limitation of service, etc.) | Local Observations available during AD hours. |

## EGLW AD 3.12 HELIPORT DATA

| | | |
|---|---|---|
| 1 | Heliport type | Surface Level or Elevated depending on tidal state of River Thames (see AD 3.12.11 Remarks below). |
| 2 | TLOF dimensions | 02: 37.97 M x 16 M<br>20: 37.97 M x 16 M |
| 3 | FATO, GEO bearing | 02: 023.31°<br>20: 203.31° |

| | | |
|---|---|---|
| 4 | FATO dimensions and surface type | 02/20: 37.97 M x 16 M<br>Surface: Concrete<br>11.4 M diameter. |
| 5 | TLOF surface and bearing strength | 02 Surface: Concrete<br>Platform. 16,330 KG.<br>20 Surface: Concrete<br>Platform. 16,330 KG. |
| 6 | Co-ordinates of geometric centre TLOF or threshold of FATO | FATO 02: 512811.19N 0001046.73W<br>FATO 20: 512812.32N 0001045.95W<br>TLOF 02: 512811.19N 0001046.73W, 149 FT<br>TLOF 20: 512812.32N 0001045.95W, 149 FT |
| 7 | TLOF and/ or FATO elevation and slope | FATO 02: 18 FT<br>FATO 20: 18 FT<br>TLOF 02: 18 FT<br>TLOF 20: 18 FT |
| 8 | Safety area dimensions | TLOF 02: 38 M x 16 M<br>TLOF 20: 38 M x 16 M |
| 9 | Helicopter clearway dimensions | 02: Clearway<br>River Thames |
| 10 | Obstacle-free sector | River Thames |
| 11 | Remarks | Tidal range of River Thames up to 7 M means heliport is 'elevated' for the majority of permitted operational hours (see Port of London Authority website (www.pla.co.uk) for Tide Tables and refer to entry for 'Chelsea' for local predicted tide states).<br><br>Operators should ensure that they comply with the requirements for operating to an elevated heliport and, where appropriate, have been granted an approval by the competent aviation authority to do so. |

## EGLW AD 3.13 DECLARED DISTANCES

| Declared distance | TODAH | RTODAH | LDAH | Remarks |
|---|---|---|---|---|
| **1** | **2** | **3** | **4** | **5** |
| 02 | 38 M | 38 M | 38 M | |
| 20 | 38 M | 38 M | 38 M | |

## EGLW AD 3.14 APPROACH AND FATO LIGHTING

| | | |
|---|---|---|
| 1 | Approach lighting system type, length, intensity | |
| 2 | Type of visual approach slope indicator system | |
| 3 | FATO area lighting characteristics and location | 02:<br>White variable intensity perimeter lights (3 stage intensity).<br><br>20:<br>White variable intensity perimeter lights (3 stage intensity). |
| 4 | Aiming point lighting characteristics and location | 02: Aiming point<br>512811.75N 0001046.34W.<br>Soft sodium floodlighting.<br><br>20: Aiming point<br>512811.75N 0001046.34W.<br>Soft sodium floodlighting. |
| 5 | TLOF lighting system characteristics and location | 02: Aiming point<br>Soft sodium floodlighting. |
| 6 | Remarks | |

## EGLW AD 3.15 OTHER LIGHTING, SECONDARY POWER SUPPLY

| | | |
|---|---|---|
| 1 | Heliport BCN location, characteristics and hours of operation | |
| 2 | WDI location and lighting | Anemometer: Anemometer: 512812.06N 0001044.76W (unlit). Anemometer/ Windsock: 512810.02N 0001046.15W (Illuminated Windsock with continuous red omni-directional obstruction light to mast). |
| 3 | TWY edge and centre line lighting | EDGE: Blue variable intensity TWY edge lights (3 stage intensity). |

| | | |
|---|---|---|
| 4 | Secondary power supply/switch-over time | |
| 5 | Remarks | |

## EGLW AD 3.16 AIR TRAFFIC SERVICES AIRSPACE

| Designation and lateral limits | Vertical Limits | Airspace Class | ATS unit callsign/ language | Transition Altitude | Hours of applicability | Remarks |
|---|---|---|---|---|---|---|
| 1 | 2 | 3 | 4 | 5 | 6 | 7 |
| LONDON HELIPORT ATZ<br>A circle, 2 NM radius, centred at 512812N 0001046W | Upper limit: 2000 FT AGL<br>Lower limit: SFC | D | BATTERSEA TOWER<br>English | | | Local Flying Area see EGLW AD 3.21, paragraph 5.<br><br>Within the London CTR.<br>Vertical limits: See AD 3-EGLW-4-1 for maximum operating heights. |

## EGLW AD 3.17 AIR TRAFFIC SERVICES COMMUNICATION FACILITIES

| Service Designation | Callsign | Channel/ Frequency(MHz) | SATVOICE number(s) | Logon Address | Hours of Operation | Remarks |
|---|---|---|---|---|---|---|
| 1 | 2 | 3 | 4 | 5 | 6 | 7 |
| TWR | BATTERSEA TOWER | 134.280<br>DOC 10 NM/3,000 FT. | | | Mon-Fri 0730-1930 (0630-1830); by arrangement 0700-0730 (0600-0630), 1930-2300 (1830-2200).<br>Sat, Sun and PH 0800-1800 (0700-1700); by arrangement 0700-0800 (0600-0700), 1800-2300 (1700-2200). | ATZ hours co-incident with TWR hours. |

## EGLW AD 3.18 RADIO NAVIGATION AND LANDING AIDS

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## EGLW AD 3.19 LOCAL HELIPORT REGULATIONS

### 1 HELIPORT REGULATIONS

a) All pilots must have conducted a familiarisation flight with an approved pilot and have signed acceptance of the heliport's arrangements and conditions of use, be familiar with marshalling signals at SERA Appendix 1, and comply with them. If unable to comply, stop, hold position and advise ATC. An alternative course of action will be offered.
b) The flight platform is to be used for all arrivals and departures. The take-off climb and approach surfaces are off-set by 15° away from the shoreline.
c) Aircraft must not overfly shipping that is within 100 m of the flight platform.
d) Aircraft must not overfly fuel lines on the apron.
e) ATC permission required to start and shut down rotors.

### 2 GROUND MOVEMENT

a) ATC permission required for all manoeuvres including taxi and hover.
b) Taxi speeds should be limited to a brisk walking pace.

### 3 WARNINGS

a) Aircrew should exercise caution within the circuit and on approaches and climb outs due to:

i. Turbulence - Associated with strong winds & tall buildings;
ii. Cranes - Continuing redevelopment of land in the vicinity of the heliport changing the built environment;
iii. Birds - Various species are attracted to the local river environment.

### 4 TRAINING

a) Flights for the purpose of flying training are not permitted at the heliport.

## EGLW AD 3.20 NOISE ABATEMENT PROCEDURES

a) All approaches and departures over the river.
b) No manoeuvres other than actual approach and take-off may be carried out below 500 ft agl.
c) Maintain circuit height until descending to land, after departure, climb to circuit height as soon as possible.

## EGLW AD 3.21 FLIGHT PROCEDURES

### 1 WEATHER MINIMA

a) For inbound and departing helicopters, the weather minima for the London Heliport are a reported Heliport meteorological visibility of 1000 M or greater and a cloud ceiling of 600 FT AGL or greater.
b) Inbound and departure routeings via the Local Flying Area require a minimum flight visibility of 3 KM. When the flight visibility is less than 3 KM, helicopters may access the Heliport via the helicopter routes provided that the flight visibility and Heliport meteorological visibility are at least 1000 M.

### 2 PROCEDURES WITHIN THE LONDON CTR AND LONDON CITY CTR

a) See EGLL AD 2.22 for details of helicopter procedures within the London CTR and London City CTR.

### 3 CIRCUITS

a) Circuit height is 1000 FT AMSL.
b) The traffic circuit is a non-standard shape. The circuit is established over the River Thames, between Chelsea Bridge and Putney Railway Bridge. Crosswind and base legs are reduced to turns, which should be made, as far as practicable, over the river and above 500 FT AGL.
c) Circuit pattern follows the course of the river as shown on the diagram on page AD 3-EGLW-4-1. The circuit may be extended at the discretion of ATC only. Circuit must not extend west of Putney Railway Bridge or east of Chelsea Bridge.
d) Do not fly above 1000 FT AMSL unless instructed by ATC.

### 4 ARRIVALS/DEPARTURES

a) Inbound aircraft **MUST** establish radio contact with Battersea Tower before entering the Local Flying Area, advising total number of people on board and fuelling requirements on first contact with ATC.
b) Aircraft inbound or outbound on direct tracks must comply with altitude restrictions as shown on the diagram on page AD 3-EGLW-4-1.

### 5 LONDON HELIPORT LOCAL FLYING AREA

a) The airspace forming that part of the London CTR and London City CTR up to 1300 FT AMSL bounded by: 512054N 0001200W - 512657N 0001317W - thence clockwise by an arc of a circle radius 2 NM centred on 512812N 0001046W (Heliport) to 512706N 0000806W - thence clockwise by an arc of a circle radius 12 NM centred on 512812N 0002713W (Heathrow Airport) to 512054N 0001200W.

***Note 1:*** *Pilots must remain outside Restricted Areas R157 and R158 unless in possession of an Enhanced Non-Standard Flight approval as detailed at ENR 1.1 para 4.1.6.*

***Note 2:*** *Due to the restrictions on single engine helicopters over London, inbound and outbound routings via the LFA are only available to multi-engine helicopters.*

b) **Subject to ATC Clearance from Battersea Tower**, VFR or Special VFR flights may take place subject to the following conditions:

i. Aircraft to remain below cloud with the surface in sight;
ii. Maximum altitude: VFR 1300 FT QNH; SVFR 1000 FT QNH;
iii. Minimum flight visibility: 3 KM.

***Note 1:*** *In addition to paragraph (b), VFR flights must also comply with the VMC minima for Class D airspace detailed at ENR 1.2.*

***Note 2:*** *Aircraft unable to operate VFR may operate Special VFR within the LFA subject to the conditions in paragraph (b) and the requirements for Special VFR flights detailed at ENR 1.2.*

c) RTF Communication

i. Pilots must obtain an ATC clearance from Battersea Tower prior to entering the LFA.

ii. Due to the frequency DOC restrictions, pilots should only call Battersea Tower for entry clearance when south of the London CTR and London City CTR and within 10 NM of the heliport.
iii. In the event that R/T contact with Battersea Tower cannot be established, pilots must contact Heathrow Radar on 125.625 MHz.
iv. Pilots must accurately observe the LFA boundaries, particularly in the vicinity of Banstead due to helicopters entering and leaving the London CTR via helicopter route H7 under the control of Heathrow Radar.
v. Pilots routing via the LFA will be instructed by Battersea Tower to squawk the heliport conspicuity SSR code **7077** and must also select **Altitude Mode**.
vi. Pilots are requested to report when they are visual with other traffic to Battersea Tower as soon as possible in order to expedite traffic flows.
vii. Battersea Tower may be unaware of traffic within controlled airspace or outside controlled airspace that is operating immediately adjacent to the LFA, and neither traffic information nor separation will be provided on/from such traffic. Pilots are reminded to be vigilant with respect to such traffic when leaving the LFA.
viii. Pilots must report leaving controlled airspace and must report leaving the Battersea Tower frequency before passing 10 NM from the heliport.

## 6 COMMUNICATIONS FAILURE

a) Inbound aircraft experiencing radio failure should hold on the north bank of the river and await light signals from the tower.

## 7 ATC PROCEDURES

a) ATC may instruct aircraft to fly to the north or south side of the river in order to be separated from traffic on the opposite side of the river. Aircraft may deviate from the centre of the river as far as required providing the requirements of SERA.3105 Minimum Heights and SERA.5005 Visual Flight Rules can be complied with. If unable or unwilling to accept this form of separation, advise ATC immediately.
b) Aircraft overflying the heliport must comply with the published route altitudes.

# EGLW AD 3.22 ADDITIONAL INFORMATION

Not applicable.

# EGLW AD 3.23 CHARTS RELATED TO A HELIPORT

HELICOPTER CHART - ICAO
AD 3.EGLW-2-1
LONDON HELIPORT INBOUND/OUTBOUND FLIGHT PROCEDURES CHART
AD 3.EGLW-4-1

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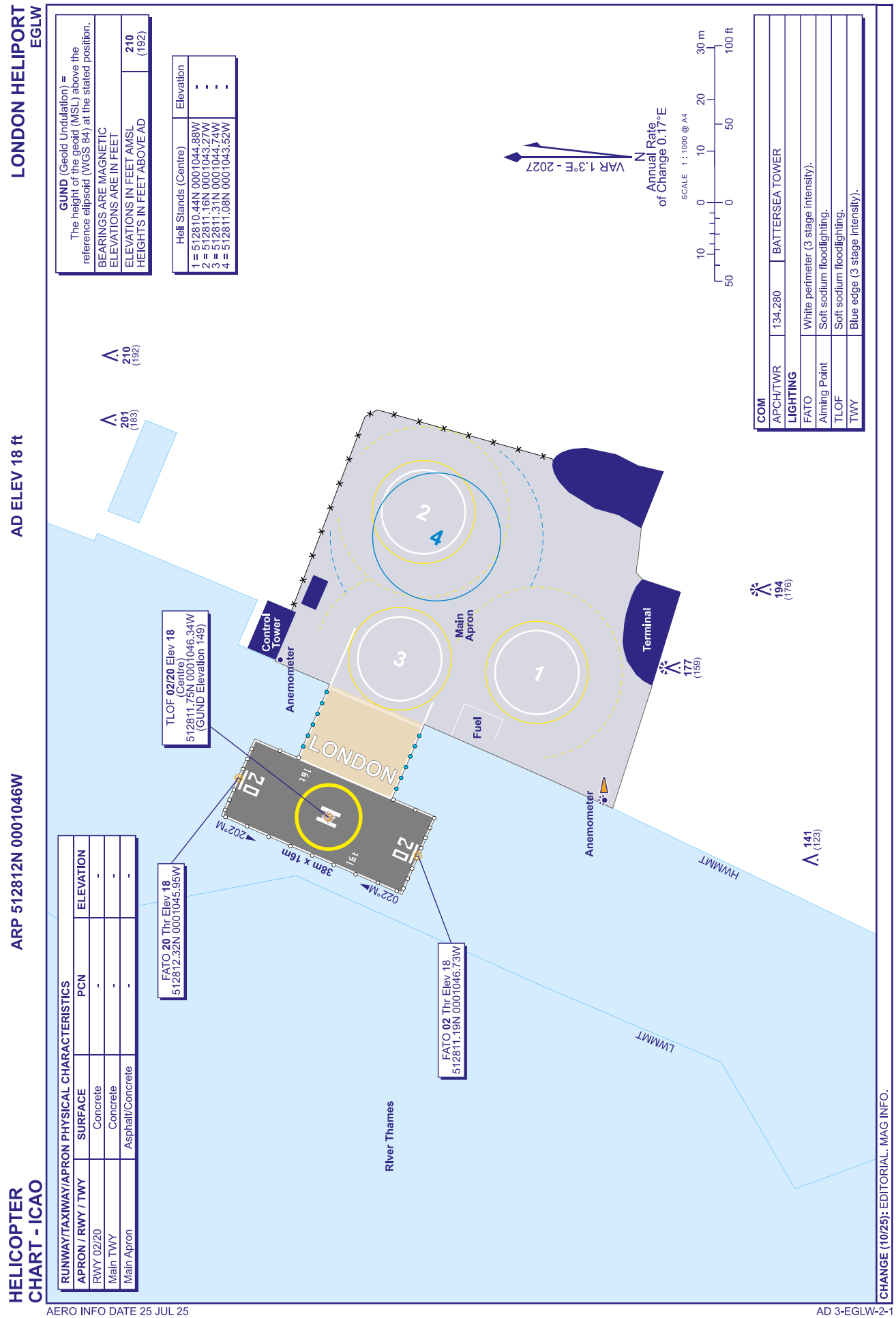
LONDON HELIPORT
EGLW
AD ELEV 18 ft
ARP 512812N 0001046W
HELICOPTER CHART - ICAO
GUND (Geoid Undulation) = The height of the geoid (MSL) above the reference ellipsoid (WGS 84) at the stated position.
BEARINGS ARE MAGNETIC
ELEVATIONS ARE IN FEET
ELEVATIONS IN FEET AMSL / HEIGHTS IN FEET ABOVE AD 210 (192)
Heli Stands (Centre) Elevation
1 = 512810.44N 0001044.88W - - -
2 = 512811.16N 0001043.27W - - -
3 = 512811.31N 0001044.74W - - -
4 = 512811.08N 0001043.52W - - -
VAR 1.3°E - 2027
N
Annual Rate of Change 0.17°E
SCALE 1 : 1000 @ A4
50 10 0 10 50
0 10 50 0 20 100 ft
0 30 m
COM
APCH/TWR 134.280 BATTERSEA TOWER
LIGHTING
FATO White perimeter (3 stage intensity).
Aiming Point Soft sodium floodlighting.
TLOF Soft sodium floodlighting.
TWY Blue edge (3 stage intensity).
RUNWAY/TAXIWAY/APRON PHYSICAL CHARACTERISTICS
APRON / RWY / TWY SURFACE PCN ELEVATION
RWY 02/20 Concrete - -
Main TWY Concrete - -
Main Apron Asphalt/Concrete - -
TLOF 02/20 Elev 18 (Centre) 512811.75N 0001046.34W (GUND Elevation 149)
FATO 20 Thr Elev 18 512812.32N 0001045.95W
FATO 02 Thr Elev 18 512811.19N 0001046.73W
38m x 16m
202°M
022°M
LONDON
Control Tower
Anemometer
Main Apron
Terminal
Fuel
Anemometer
River Thames
HWMMT
LWMMT
201 (183)
210 (192)
177 (159)
194 (176)
141 (123)
1
2
3
4
CHANGE (10/25): EDITORIAL. MAG INFO.
AERO INFO DATE 25 JUL 25
AD 3-EGLW-2-1

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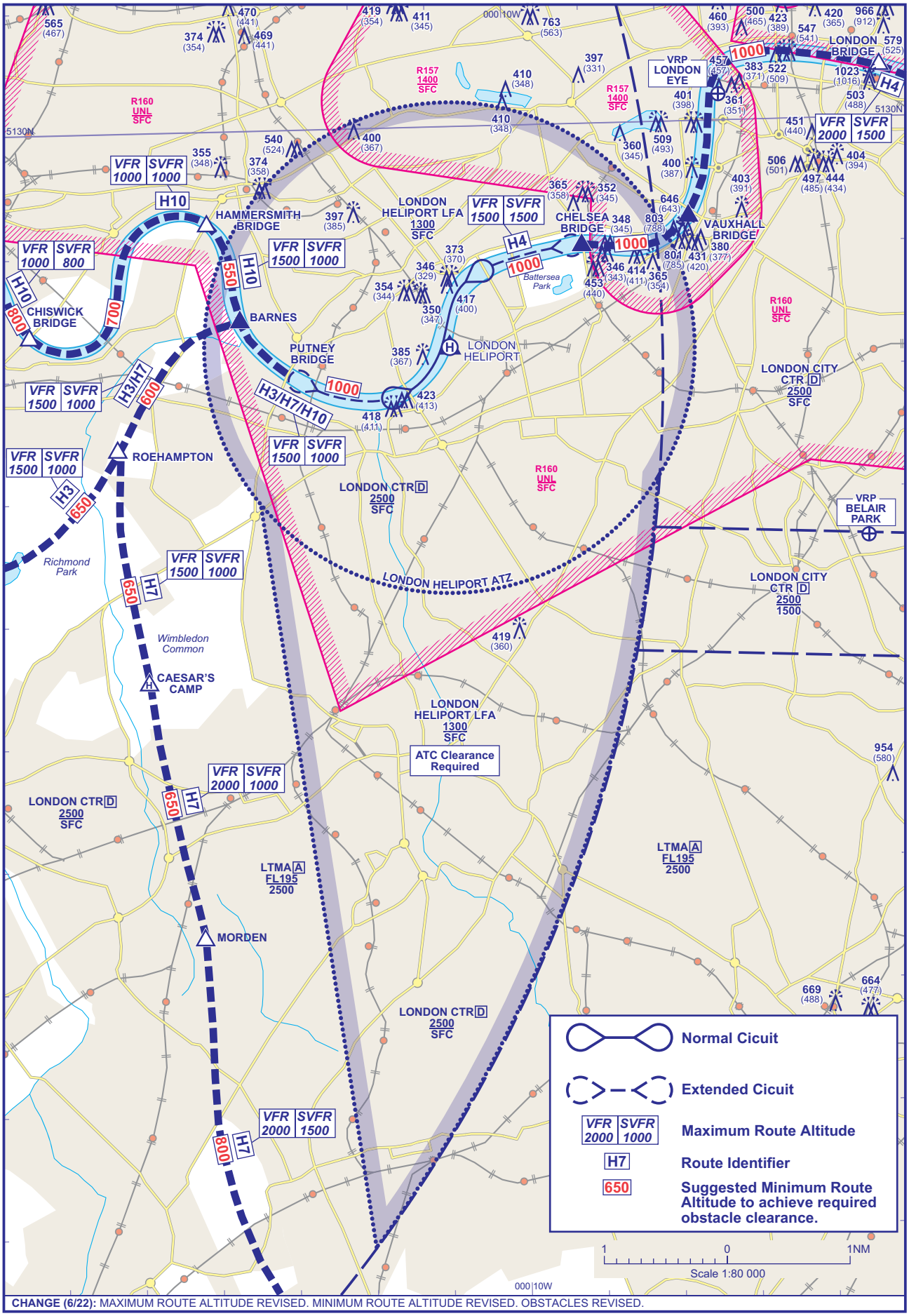
# LONDON HELIPORT INBOUND/OUTBOUND FLIGHT PROCEDURES




**CHANGE (6/22):** MAXIMUM ROUTE ALTITUDE REVISED. MINIMUM ROUTE ALTITUDE REVISED. OBSTACLES REVISED.

AERO INFO DATE 11 APR 22

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# EGHK — PENZANCE HELIPORT

## EGHK AD 3.1 HELIPORT LOCATION INDICATOR AND NAME

EGHK — PENZANCE HELIPORT

## EGHK AD 3.2 HELIPORT GEOGRAPHICAL AND ADMINISTRATIVE DATA

| | | |
|---|---|---|
| 1 | ARP coordinates and site at AD | Lat: 500750N Long: 0053044W |
| 2 | Direction and distance from city | 1 NM NE of Penzance Town. |
| 3 | Elevation / Reference temperature / Mean Low Temperature | 21 FT / 16.5 °C / - |
| 4 | Geoid undulation at AD ELEV PSN | 175 FT |
| 5 | Magnetic Variation / Annual Change | 0.34°W (2027) / 0.18°E |
| 6 | AD Administration<br>Address<br>Telephone<br>E-mail address<br>Web address | PENZANCE HELIPORT<br>Jelbert Way, Long Rock, Penzance TR18 3FL.<br>01736-780828 (Heliport).<br>pnzops@starspeed.co.uk<br>www.penzanceheliport.co.uk |
| 7 | Type of Traffic permitted (IFR/VFR) | VFR |
| 8 | Remarks | |

## EGHK AD 3.3 OPERATIONAL HOURS

| | | |
|---|---|---|
| 1 | Heliport Operator | Mon-Sat 0800-1700 (0730-1830). |
| 2 | Customs and Immigration | |
| 3 | Health and sanitation | |
| 4 | AIS Briefing Office | |
| 5 | ATS Reporting Office (ARO) | |
| 6 | MET Briefing Office | As Heliport hours. Self briefing. |
| 7 | Air Traffic Service | |
| 8 | Fuelling | As Heliport hours. |
| 9 | Handling | As Heliport hours. |
| 10 | Security | During public transport operations and by arrangement. |
| 11 | De-icing | |
| 12 | Remarks | Certain flights not requiring Licensed facilities may operate during daylight hours strictly by prior arrangement. |

## EGHK AD 3.4 HANDLING SERVICES AND FACILITIES

| | | |
|---|---|---|
| 1 | Cargo handling facilities | |
| 2 | Fuel and oil types | JET A-1 |
| 3 | Fuelling facilities/capacity | Gravity refueling only. |
| 4 | De-icing facilities | |
| 5 | Hangar space for visiting aircraft | Strictly by prior arrangement. |
| 6 | Repair facilities for visiting aircraft | |
| 7 | Remarks | |

## EGHK AD 3.5 PASSENGER FACILITIES

| | | |
|---|---|---|
| 1 | Hotels | Penzance Town. |
| 2 | Restaurants | Penzance Town. |
| 3 | Transportation | Shuttle bus available during AD hours to Penzance Railway Station. |
| 4 | Medical facilities | Basic first aid. |
| 5 | Bank and Post Office | Numerous in Penzance Town. |
| 6 | Tourist Office | Penzance Tourist Information Centre, Penzance Town. |

| | | |
|---|---|---|
| 7 | Remarks | |

## EGHK AD 3.6 RESCUE AND FIRE FIGHTING SERVICES

| | | |
|---|---|---|
| 1 | AD category for fire fighting services | RFF Category H2 |
| 2 | Rescue equipment | |
| 3 | Capability for removal of disabled aircraft | |
| 4 | Remarks | |

## EGHK AD 3.7 SEASONAL AVAILABILITY - CLEARING

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## EGHK AD 3.8 APRONS, TAXIWAYS AND CHECK LOCATIONS/POSITIONS DATA

| | | |
|---|---|---|
| 1 | Apron/ helicopter stands surface and strength | APRON<br>Surface: Concrete |
| 2 | Ground taxiway width, surface and designation | |
| 3 | Air taxiway width and designation | |
| 4 | Altimeter checkpoint location and elevation | |
| 5 | VOR checkpoints | |
| 6 | INS checkpoints | |
| 7 | Remarks | |

## EGHK AD 3.9 MARKINGS AND MARKERS

| | | |
|---|---|---|
| 1 | Final approach and take-off markings | TLOF<br>MAIN: Yellow circular TLOF/Aiming Point. White 'H' Heliport identification marking in centre of aiming point aligned to preferred final approach direction.<br>SECONDARY: Delineated by white corner markers. |
| 2 | Taxiway, air taxiway and air transit route markers | |
| 3 | Remarks | |

## EGHK AD 3.10 HELIPORT OBSTACLES

| In Approach/Take-off areas | | | | | | |
|---|---|---|---|---|---|---|
| **Obstacle ID/ Designation** | **Obstacle Type** | **Obstacle Position** | **Elevation/Height** | | **Obstruction Lighting Type/ Colour** | **Remarks** |
| **1** | **2** | **3** | **4** | | **5** | **6** |
| (EGHK1182) 26/APPROACH 08/ TAKE-OFF | TREE | 500751.41N 0053039.95W | 52 FT | 29 FT | No | |
| (EGHK1183) 26/APPROACH 08/ TAKE-OFF | TREE | 500751.08N 0053039.81W | 51 FT | 30 FT | No | |
| (EGHK1109) 08/APPROACH 26/ TAKE-OFF | FENCE | 500749.66N 0053053.85W | 34 FT | 4 FT | No | |
| (EGHK1092) 08/APPROACH 26/ TAKE-OFF | WINDSOCK | 500749.34N 0053057.37W | 51 FT | 20 FT | No | |
| (EGHK1073) 08/APPROACH 26/ TAKE-OFF | TREE | 500747.68N 0053100.47W | 51 FT | 31 FT | No | |
| (EGHK1068) 08/APPROACH 26/ TAKE-OFF | TREE | 500747.48N 0053102.38W | 61 FT | 42 FT | No | |

| In circling area and at aerodrome | | | | | | |
|---|---|---|---|---|---|---|
| **Obstacle ID/ Designation** | **Obstacle Type** | **Obstacle Position** | **Elevation/Height** | | **Obstruction Lighting Type/ Colour** | **Remarks** |
| **1** | **2** | **3** | **4** | | **5** | **6** |
| (EGHK1234) | NATURAL_HIGHPOINT | 500919.07N 0053009.54W | 415 FT | | No | |
| (EGHK1035) | TREES | 500907.49N 0053120.61W | 574 FT | 47 FT | No | |
| (EGHK1024) | NATURAL_HIGHPOINT | 500907.33N 0053136.71W | 509 FT | | No | |
| (EGHK1212) | NATURAL_HIGHPOINT | 500905.73N 0053030.59W | 472 FT | | No | |
| (EGHK1251) | PYLON | 500902.11N 0052908.30W | 295 FT | 85 FT | No | |
| (EGHK1247) | PYLON | 500902.08N 0052918.55W | 291 FT | 92 FT | No | |
| (EGHK1239) | PYLON | 500902.06N 0052939.91W | 349 FT | 89 FT | No | |
| (EGHK1017) | NATURAL_HIGHPOINT | 500856.30N 0053203.18W | 344 FT | | No | |
| (EGHK1236) | BUILDING | 500847.38N 0053001.35W | 361 FT | 16 FT | No | |
| (EGHK1007) | NATURAL_HIGHPOINT | 500846.83N 0053238.98W | 443 FT | | No | |
| (EGHK1226) | NATURAL_HIGHPOINT | 500846.26N 0053018.88W | 380 FT | | No | |
| (EGHK1241) | NATURAL_HIGHPOINT | 500844.07N 0052936.87W | 323 FT | | No | |
| (EGHK1051) | NATURAL_HIGHPOINT | 500842.09N 0053113.31W | 457 FT | | No | |
| (EGHK1243) | CHURCH | 500841.55N 0052935.99W | 344 FT | 86 FT | No | |
| (EGHK1220) | NATURAL_HIGHPOINT | 500839.08N 0053022.75W | 367 FT | | No | |
| (EGHK1242) | TREE | 500838.21N 0052936.19W | 314 FT | 74 FT | No | |
| (EGHK1021) | NATURAL_HIGHPOINT | 500835.85N 0053151.23W | 312 FT | | No | |
| (EGHK1009) | NATURAL_HIGHPOINT | 500832.57N 0053224.60W | 377 FT | | No | |
| (EGHK1250) | BUILDING | 500828.78N 0052908.82W | 129 FT | 13 FT | No | |
| (EGHK1218) | TREE | 500826.65N 0053022.94W | 346 FT | 63 FT | No | |
| (EGHK1003) | NATURAL_HIGHPOINT | 500825.23N 0053256.56W | 436 FT | | No | |
| (EGHK1217) | TREE | 500822.46N 0053024.99W | 307 FT | 65 FT | No | |
| (EGHK1208) | TREE | 500821.86N 0053029.91W | 293 FT | 71 FT | No | |
| (EGHK1228) | NATURAL_HIGHPOINT | 500821.39N 0053015.33W | 219 FT | | No | |
| (EGHK1240) | NATURAL_HIGHPOINT | 500821.09N 0052936.75W | 188 FT | | No | |
| (EGHK1231) | TREE | 500818.24N 0053011.11W | 189 FT | 36 FT | No | |
| (EGHK1207) | TREE | 500817.25N 0053030.17W | 240 FT | 64 FT | No | |
| (EGHK1172) | TREE | 500816.49N 0053043.46W | 266 FT | 36 FT | No | |
| (EGHK1213) | TREE | 500816.43N 0053026.69W | 181 FT | 57 FT | No | |
| (EGHK1257) | WOOD | 500815.62N 0052833.46W | 137 FT | 48 FT | No | |
| (EGHK1013) | ELECTRIC POLE | 500814.86N 0053213.06W | 294 FT | 55 FT | Yes | |

| In circling area and at aerodrome | | | | | | |
|---|---|---|---|---|---|---|
| **Obstacle ID/ Designation** | **Obstacle Type** | **Obstacle Position** | **Elevation/Height** | | **Obstruction Lighting Type/ Colour** | **Remarks** |
| **1** | **2** | **3** | **4** | | **5** | **6** |
| (EGHK1026) | TREE | 500813.95N 0053130.37W | 335 FT | 52 FT | No | |
| (EGHK1225) | TREE | 500812.63N 0053017.57W | 134 FT | 44 FT | No | |
| (EGHK1230) | TREE | 500811.94N 0053010.80W | 125 FT | 43 FT | No | |
| (EGHK1110) | TREE | 500811.64N 0053055.44W | 294 FT | 44 FT | No | |
| (EGHK1025) | TREE | 500809.52N 0053132.12W | 304 FT | 68 FT | No | |
| (EGHK1184) | TREE | 500807.97N 0053040.92W | 218 FT | 30 FT | No | |
| (EGHK1023) | TREE | 500806.97N 0053133.47W | 286 FT | 84 FT | No | |
| (EGHK1190) | ELECTRIC POLE | 500806.65N 0053038.31W | 192 FT | 25 FT | No | |
| (EGHK1170) | TREE | 500805.02N 0053042.75W | 217 FT | 25 FT | No | |
| (EGHK1042) | BUSH | 500804.67N 0053113.44W | 243 FT | 27 FT | No | |
| (EGHK1041) | WATER_TOWER | 500759.91N 0053113.17W | 171 FT | 28 FT | Yes | |
| (EGHK1248) | TREE | 500759.37N 0052912.73W | 140 FT | 107 FT | No | |
| (EGHK1147) | TREE | 500758.55N 0053047.64W | 142 FT | 38 FT | No | |
| (EGHK1249) | TREE | 500758.37N 0052912.02W | 137 FT | 105 FT | No | |
| (EGHK1263) | NATURAL_HIGHPOINT | 500757.32N 0052812.42W | 188 FT | | No | |
| (EGHK1006) | WOOD | 500757.01N 0053238.91W | 374 FT | 107 FT | No | |
| (EGHK1032) | CHURCH | 500756.65N 0053116.66W | 169 FT | 80 FT | No | |
| (EGHK1261) | TREE | 500755.31N 0052820.47W | 215 FT | 22 FT | No | |
| (EGHK1027) | TREE | 500754.76N 0053125.29W | 161 FT | 83 FT | No | |
| (EGHK1259) | NATURAL_HIGHPOINT | 500749.80N 0052823.76W | 191 FT | | No | |
| (EGHK1014) | MAST | 500749.71N 0053203.18W | 261 FT | 49 FT | No | |
| (EGHK1260) | NATURAL_HIGHPOINT | 500739.45N 0052819.91W | 209 FT | | No | |
| (EGHK1016) | TREE | 500735.09N 0053157.35W | 194 FT | 68 FT | No | |
| (EGHK1258) | TREE | 500733.58N 0052827.44W | 214 FT | 122 FT | No | |
| (EGHK1019) | TREE | 500731.38N 0053155.31W | 231 FT | 67 FT | No | |
| (EGHK1018) | TREE | 500729.29N 0053156.05W | 226 FT | 74 FT | No | |
| (EGHK1262) | NATURAL_HIGHPOINT | 500728.98N 0052816.72W | 176 FT | | No | |
| (EGHK1005) | WIND TURBINE | 500728.72N 0053242.32W | 353 FT | 141 FT | No | |
| (EGHK1008) | AERIAL | 500717.30N 0053224.68W | 239 FT | 87 FT | No | |
| (EGHK1010) | BUILDING | 500715.35N 0053218.75W | 163 FT | 26 FT | No | |
| (EGHK1011) | BUILDING | 500714.63N 0053218.33W | 187 FT | 50 FT | No | |

| In circling area and at aerodrome | | | | | | |
|---|---|---|---|---|---|---|
| **Obstacle ID/ Designation** | **Obstacle Type** | **Obstacle Position** | **Elevation/Height** | | **Obstruction Lighting Type/ Colour** | **Remarks** |
| **1** | **2** | **3** | **4** | | **5** | **6** |
| (EGHK1004) | TREE | 500711.29N 0053250.38W | 182 FT | 25 FT | No | |
| (EGHK1002) | BUILDING | 500709.35N 0053253.48W | 182 FT | 27 FT | No | |
| (EGHK1012) | DOME | 500707.38N 0053213.16W | 190 FT | 92 FT | No | |
| (EGHK1015) | CHURCH | 500659.34N 0053159.45W | 180 FT | 117 FT | No | |
| (EGHK1252) | FLAG | 500659.23N 0052841.28W | 283 FT | 184 FT | Yes | |

## EGHK AD 3.11 METEOROLOGICAL INFORMATION PROVIDED

| | | |
|---|---|---|
| 1 | Associated MET Office | MET OFFICE EXETER |
| 2 | Hours of service<br>MET Office outside hour | H24 |
| 3 | Office responsible for TAF preparation<br>Periods of validity | |
| 4 | Trend forecast<br>Interval of issuance | |
| 5 | Briefing/consultation provided | Self-briefing. |
| 6 | Flight documentation<br>Language(s) used | English. |
| 7 | Charts and other information available for briefing or consultation | Printed METAR/TAF/Charts available. |
| 8 | Supplementary equipment available for providing information | Skyview Met System. |
| 9 | ATS units provided with information | PENZANCE HELIPORT |
| 10 | Additional information (limitation of service, etc.) | No ATZ. No AD METAR or TAF available. |

## EGHK AD 3.12 HELIPORT DATA

| | | |
|---|---|---|
| 1 | Heliport type | Level surface. |
| 2 | TLOF dimensions | MAIN: 20 M x 20 M<br>SECONDARY: 20 M x 20 M |
| 3 | FATO, GEO bearing | 08: 080.19°<br>26: 260.19° |
| 4 | FATO dimensions and surface type | FATO: 20 M x 20 M<br>Surface: Concrete |
| 5 | TLOF surface and bearing strength | MAIN Surface: Concrete<br>SECONDARY Surface: . Reinforced grass surface. |
| 6 | Co-ordinates of geometric centre TLOF or threshold of FATO | FATO 08: 500749.34N 0053050.73W<br>FATO 26: 500749.45N 0053049.74W<br>TLOF MAIN: 500749.39N 0053050.24W<br>TLOF SECONDARY: 500750.13N 0053043.79W |
| 7 | TLOF and/ or FATO elevation and slope | FATO 08: 21 FT<br>FATO 26: 21 FT<br>TLOF MAIN: 21 FT<br>TLOF SECONDARY: 21 FT |
| 8 | Safety area dimensions | TLOF MAIN: 28 M x 28 M |
| 9 | Helicopter clearway dimensions | |
| 10 | Obstacle-free sector | |
| 11 | Remarks | |

## EGHK AD 3.13 DECLARED DISTANCES

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## EGHK AD 3.14 APPROACH AND FATO LIGHTING

| | | |
|---|---|---|
| 1 | Approach lighting system type, length, intensity | |
| 2 | Type of visual approach slope indicator system | |
| 3 | FATO area lighting characteristics and location | |
| 4 | Aiming point lighting characteristics and location | |
| 5 | TLOF lighting system characteristics and location | MAIN: Edge<br>Green<br>Omni-Directional. |
| 6 | Remarks | |

## EGHK AD 3.15 OTHER LIGHTING, SECONDARY POWER SUPPLY

| | | |
|---|---|---|
| 1 | Heliport BCN location, characteristics and hours of operation | |
| 2 | WDI location and lighting | Anemometer: Mast situated at 500751.6483N 0053047.8796W. Mast is lit with a solid red obstruction light. |
| 3 | TWY edge and centre line lighting | |
| 4 | Secondary power supply/switch-over time | |
| 5 | Remarks | |

## EGHK AD 3.16 AIR TRAFFIC SERVICES AIRSPACE

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## EGHK AD 3.17 AIR TRAFFIC SERVICES COMMUNICATION FACILITIES

| Service Designation | Callsign | Channel/ Frequency(MHz) | SATVOICE number(s) | Logon Address | Hours of Operation | Remarks |
|---|---|---|---|---|---|---|
| 1 | 2 | 3 | 4 | 5 | 6 | 7 |
| OTHER | PENZANCE RADIO | 120.060<br>A/G frequency. | | | Mon-Sat 0800-1700 (0730-1830). | |

## EGHK AD 3.18 RADIO NAVIGATION AND LANDING AIDS

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## EGHK AD 3.19 LOCAL HELIPORT REGULATIONS

### 1 GROUND MOVEMENT

a) Helicopters may not be ground taxied. Movements between the hangar, apron and helipads are to be carried out by towing.

### 2 HELIPORT OPERATIONS

a) Helicopters will primarily be operated on the Scheduled Service to/from the Isles of Scilly by Starspeed Ltd. Other flights may be carried out for maintenance, positioning or by emergency services helicopters on a strictly PPR basis. All visiting pilots are to obtain a verbal briefing (Telephone) from Penzance Heliport Operations 01736-780950 on the flight paths required to conform with the Heliport Local Authority Planning Conditions.

### 3 TRAINING

a) Company helicopter training flights may be carried out in addition to the Scheduled Service.

# EGHK AD 3.20 NOISE ABATEMENT PROCEDURES

## 1 GENERAL

a) Pilots are to avoid overflight of all local built-up areas as far as possible and are only to approach the heliport from the south over Mount's Bay. Departures from Penzance Heliport should be routed over the sea, as soon as practicable after take-off.

# EGHK AD 3.21 FLIGHT PROCEDURES

## 1 ARRIVING AND DEPARTING

a) Land's End Radio Mandatory Zone (RMZ). See EGHC AD 2.17 & AD 2.22.
b) Helicopters are to avoid Marazion Nature Reserve (2 NM to the East) and Penzance Town (2 NM to the West) before routing over the sea to approach Penzance Heliport. The village of Longrock and St Michael's Mount should not be overflown.
c) Outbound aircraft are to conform to departure flight paths briefed to visiting pilots by Penzance Heliport Operations. All departures are to be routed over the sea, as soon as practicable after take-off.

## 2 CIRCUIT PROCEDURES

a) Circuits are to be flown to the south of the Heliport only.

## 3 VFR AND SPECIAL VFR FLIGHTS

a) All flights are to be conducted under VFR.

# EGHK AD 3.22 ADDITIONAL INFORMATION

Not applicable.

# EGHK AD 3.23 CHARTS RELATED TO A HELIPORT

HELICOPTER CHART - ICAO
AD 3.EGHK-2-1

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# HELICOPTER CHART - ICAO

**ARP 500750N 0053044W**

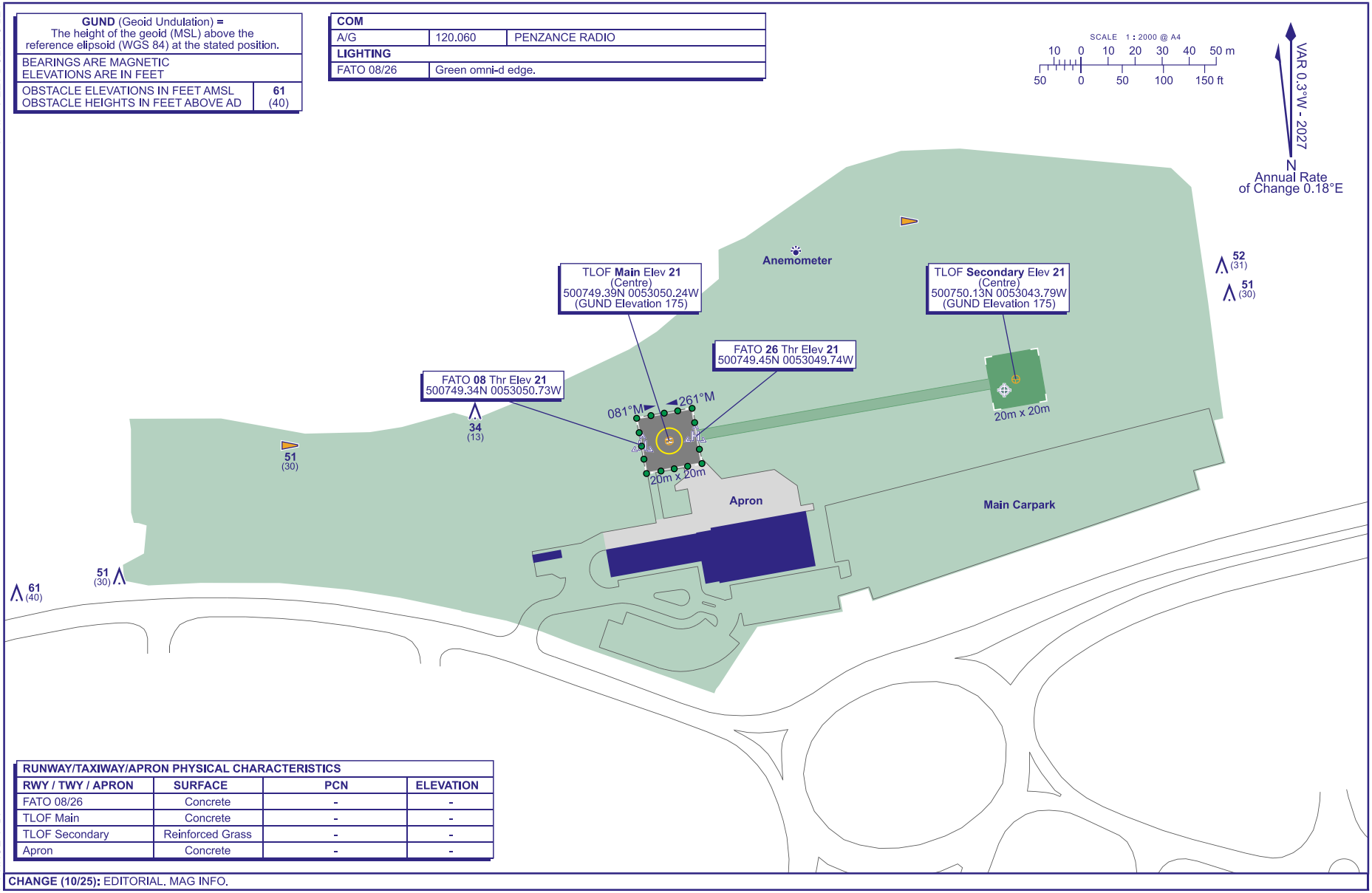
**AD ELEV 21 ft**

# PENZANCE HELIPORT
**EGHK**



| **GUND** (Geoid Undulation) = The height of the geoid (MSL) above the reference elipsoid (WGS 84) at the stated position. | |
|---|---|
| BEARINGS ARE MAGNETIC<br>ELEVATIONS ARE IN FEET | |
| OBSTACLE ELEVATIONS IN FEET AMSL<br>OBSTACLE HEIGHTS IN FEET ABOVE AD | **61**<br>(40) |

| **COM** | | |
|---|---|---|
| A/G | 120.060 | PENZANCE RADIO |
| **LIGHTING** | | |
| FATO 08/26 | Green omni-d edge. | |




| RUNWAY/TAXIWAY/APRON PHYSICAL CHARACTERISTICS | | | |
|---|---|---|---|
| **RWY / TWY / APRON** | **SURFACE** | **PCN** | **ELEVATION** |
| FATO 08/26 | Concrete | - | - |
| TLOF Main | Concrete | - | - |
| TLOF Secondary | Reinforced Grass | - | - |
| Apron | Concrete | - | - |

**CHANGE (10/25):** EDITORIAL. MAG INFO.

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# EGDP — PORTLAND HELIPORT

## EGDP AD 3.1 HELIPORT LOCATION INDICATOR AND NAME

EGDP — PORTLAND HELIPORT

## EGDP AD 3.2 HELIPORT GEOGRAPHICAL AND ADMINISTRATIVE DATA

| | | |
|---|---|---|
| 1 | ARP coordinates and site at AD | Lat: 503404N Long: 0022658W |
| 2 | Direction and distance from city | 0.6 NM W of Portland Port. 3 NM S of Weymouth. |
| 3 | Elevation / Reference temperature / Mean Low Temperature | 9 FT / 20 °C / - |
| 4 | Geoid undulation at AD ELEV PSN | 160 FT |
| 5 | Magnetic Variation / Annual Change | 0.31°E (2024) / 0.20°E |
| 6 | AD Administration<br>Address<br>Telephone<br><br><br>E-mail address<br>Web address | PORTLAND HELIPORT<br>Portland Heliport, Osprey Quay, Portland, Dorset, DT5 1BL.<br>01305-701702 (Admin)<br>07942-350235 (Admin)<br>01305-700001 (Air Ground / PPR)<br>bookings@helioperations.co.uk<br>www.helioperations.co.uk |
| 7 | Type of Traffic permitted (IFR/VFR) | VFR |
| 8 | Remarks | |

## EGDP AD 3.3 OPERATIONAL HOURS

| | | |
|---|---|---|
| 1 | Heliport Operator | Mon-Thu 0900-1600 (0800-1500); Fri by arrangement; Outside hours by NOTAM. |
| 2 | Customs and Immigration | Mon-Thu 0900-1600 (0800-1500); Fri by arrangement; Subject to 24 hours notice. |
| 3 | Health and sanitation | |
| 4 | AIS Briefing Office | |
| 5 | ATS Reporting Office (ARO) | |
| 6 | MET Briefing Office | As Heliport Hours - outside hours by arrangement. |
| 7 | Air Traffic Service | See AD 3.17 |
| 8 | Fuelling | As Heliport Hours - outside hours by arrangement |
| 9 | Handling | As Heliport Hours - outside hours by arrangement. |
| 10 | Security | |
| 11 | De-icing | |
| 12 | Remarks | Certain flights not requiring licensed facilities may operate outside hours strictly by prior arrangement. |

## EGDP AD 3.4 HANDLING SERVICES AND FACILITIES

| | | |
|---|---|---|
| 1 | Cargo handling facilities | Forklift truck and driver, other vehicles available by prior arrangement. |
| 2 | Fuel and oil types | JET A-1, F34. |
| 3 | Fuelling facilities/capacity | 40,000 LT capacity in tank with pressure and gravity refuelling capability. Defueling not available. |
| 4 | De-icing facilities | |
| 5 | Hangar space for visiting aircraft | Strictly by prior arrangement. |
| 6 | Repair facilities for visiting aircraft | Strictly by prior arrangement. |
| 7 | Remarks | Portland Heliport does not routinely handle passenger or cargo but is capable of limited services as described above by prior arrangement.<br><br>Rotor running refuels are permitted. However, whilst refuelling personnel are under the rotor disc, crew changes from the front seat should be avoided. All rotor running refuels are to be conducted on the fuel stand next to the fuel farm. |

## EGDP AD 3.5 PASSENGER FACILITIES

| | | |
|---|---|---|
| 1 | Hotels | Portland and Weymouth Town. |
| 2 | Restaurants | Portland and Weymouth Town. |
| 3 | Transportation | Taxis can be pre-booked or ordered on arrival. |
| 4 | Medical facilities | Dorchester County A&E. |
| 5 | Bank and Post Office | Portland and Weymouth Town. |
| 6 | Tourist Office | Portland and Weymouth Town. |
| 7 | Remarks | Limited crew room and kitchen facilities are available during heliport opening hours. |

## EGDP AD 3.6 RESCUE AND FIRE FIGHTING SERVICES

| | | |
|---|---|---|
| 1 | AD category for fire fighting services | RFF Category H2<br>H3 on request. |
| 2 | Rescue equipment | Ford 350 Aircraft Crash Rescue Vehicle with associated foam/water capacity and complimentary agents. |
| 3 | Capability for removal of disabled aircraft | Limited facilities available universal tow bar available. |
| 4 | Remarks | Towbar not compatible with USAF V22 and Merlin helicopters. |

## EGDP AD 3.7 SEASONAL AVAILABILITY - CLEARING

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## EGDP AD 3.8 APRONS, TAXIWAYS AND CHECK LOCATIONS/POSITIONS DATA

| | | |
|---|---|---|
| 1 | Apron/ helicopter stands surface and strength | FUEL STAND<br>Surface: Macadam/Concrete.<br><br>STAND 1<br>Surface: Macadam/Concrete.<br><br>STAND 2<br>Surface: Macadam/Concrete.<br><br>STAND 3<br>Surface: Macadam/Concrete.<br><br>STAND 4<br>Surface: Macadam/Concrete. |
| 2 | Ground taxiway width, surface and designation | |
| 3 | Air taxiway width and designation | |
| 4 | Altimeter checkpoint location and elevation | |
| 5 | VOR checkpoints | |
| 6 | INS checkpoints | |
| 7 | Remarks | The runway is separated from the main helicopter dispersal area by a grass flood bund. There is a watertight gate through the bund which is to be opened during flight operations.<br><br>Helicopters must hover taxi over the flood gate or flood bund to and from the apron and FATO.<br><br>Once on the apron, all helicopters should taxi to and from the fuel stand under guidance from the marshaller.<br><br>Once on the apron, all helicopters should self-position and taxi to and from the allocated stand.<br><br>Not all stands are separated for all helicopter types. Stands will be allocated by A/G operator.<br><br>Portland Heliport has no taxiway. The apron is surrounded by solid white border. |

# EGDP AD 3.9 MARKINGS AND MARKERS

| | | |
|---|---|---|
| 1 | Final approach and take-off markings | FATO<br>02/20: Yellow circle aiming point and white H.<br>Secondary TLOF: White square and white H on main apron. |
| 2 | Taxiway, air taxiway and air transit route markers | |
| 3 | Remarks | Secondary TLOF can be used only when Stands 3 and 4 are clear.<br><br>Yellow guidance lines on entry to apron to Fuel Stand.<br><br>WDI: 503408.67N 0022657.62W. |

# EGDP AD 3.10 HELIPORT OBSTACLES

| In Approach/Take-off areas | | | | | | |
|---|---|---|---|---|---|---|
| **Obstacle ID/ Designation** | **Obstacle Type** | **Obstacle Position** | **Elevation/Height** | | **Obstruction Lighting Type/ Colour** | **Remarks** |
| **1** | **2** | **3** | **4** | | **5** | **6** |
| (EGDP1092) 20/APPROACH 02/ TAKE-OFF | FENCE | 503408.81N 0022656.77W | 15 FT | 8 FT | No | |
| (EGDP1090) 20/APPROACH 02/ TAKE-OFF | FENCE | 503408.59N 0022656.93W | 15 FT | 8 FT | No | |
| (EGDP1172) 20/APPROACH 02/ TAKE-OFF | APPROACH LIGHT | 503408.40N 0022656.50W | 16 FT | 8 FT | No | |
| (EGDP1173) 20/APPROACH 02/ TAKE-OFF | APPROACH LIGHT | 503408.20N 0022655.80W | 16 FT | 8 FT | No | |
| (EGDP1099) 20/APPROACH 02/ TAKE-OFF | FENCE | 503408.13N 0022654.90W | 15 FT | 8 FT | No | |
| (EGDP1174) 20/APPROACH 02/ TAKE-OFF | APPROACH LIGHT | 503407.90N 0022654.73W | 16 FT | 8 FT | No | |
| (EGDP1175) 20/APPROACH 02/ TAKE-OFF | APPROACH LIGHT | 503407.70N 0022654.04W | 16 FT | 8 FT | No | |

| In circling area and at aerodrome | | | | | | |
|---|---|---|---|---|---|---|
| **Obstacle ID/ Designation** | **Obstacle Type** | **Obstacle Position** | **Elevation/Height** | | **Obstruction Lighting Type/ Colour** | **Remarks** |
| **1** | **2** | **3** | **4** | | **5** | **6** |
| (EGDP1135) | TEMP SHIP | 503422.09N 0022621.09W | 135 FT | 135 FT | No | |
| (EGDP1093) | TEMP BOAT MAST | 503415.80N 0022656.45W | 114 FT | 114 FT | No | |
| (EGDP1126) | BUILDING | 503403.30N 0022635.35W | 152 FT | 95 FT | No | |
| (EGDP1121) | BUILDING | 503402.03N 0022644.33W | 134 FT | 109 FT | No | |
| (EGDP1143) | TREE | 503357.90N 0022607.49W | 230 FT | 26 FT | No | |
| (EGDP1132) | BUILDING | 503355.10N 0022628.41W | 203 FT | 26 FT | No | |
| (EGDP1139) | TREE | 503354.68N 0022614.81W | 309 FT | 36 FT | No | |
| (EGDP1142) | RADAR | 503350.69N 0022608.11W | 544 FT | 56 FT | No | |
| (EGDP1137) | RADAR | 503346.57N 0022617.47W | 499 FT | 30 FT | No | |
| (EGDP1122) | BUILDING | 503345.14N 0022641.49W | 187 FT | 20 FT | No | |
| (EGDP1136) | NATURAL_HIGHPOINT | 503338.72N 0022618.08W | 486 FT | | No | |
| (EGDP1151) | MAST | 503335.24N 0022547.09W | 551 FT | 105 FT | Yes<br>Solid Red | |

| In circling area and at aerodrome | | | | | | |
|---|---|---|---|---|---|---|
| **Obstacle ID/ Designation** | **Obstacle Type** | **Obstacle Position** | **Elevation/Height** | | **Obstruction Lighting Type/ Colour** | **Remarks** |
| **1** | **2** | **3** | **4** | | **5** | **6** |
| (EGDP1133) | MAST | 503320.40N 0022626.16W | 458 FT | 58 FT | No | |
| (EGDP1129) | MAST | 503316.95N 0022631.19W | 457 FT | 64 FT | No | |
| (EGDP1157) | CHURCH | 503307.72N 0022535.88W | 433 FT | 66 FT | No | |
| (EGDP1112) | BUILDING | 503301.29N 0022649.08W | 381 FT | 33 FT | No | |
| (EGDP1160) | BUILDING | 503300.83N 0022518.02W | 437 FT | 76 FT | No | |
| (EGDP1124) | CHURCH | 503249.33N 0022638.26W | 391 FT | 59 FT | No | |
| (EGDP1028) | BUILDING | 503232.92N 0022707.34W | 312 FT | 33 FT | No | |

## EGDP AD 3.11 METEOROLOGICAL INFORMATION PROVIDED

| | | |
|---|---|---|
| 1 | Associated MET Office | MET OFFICE EXETER |
| 2 | Hours of service<br>MET Office outside hour | As per operational hours. |
| 3 | Office responsible for TAF preparation<br>Periods of validity | |
| 4 | Trend forecast<br>Interval of issuance | |
| 5 | Briefing/consultation provided | Self briefing. |
| 6 | Flight documentation<br>Language(s) used | English. |
| 7 | Charts and other information available for briefing or consultation | Computer in Ops Room providing online access to Meteorological Office and Aero Weather applications. |
| 8 | Supplementary equipment available for providing information | Weather station providing current basic meteorological information, including wind speed/direction, air pressure etc. |
| 9 | ATS units provided with information | PORTLAND HELIPORT |
| 10 | Additional information (limitation of service, etc.) | METAR on Request. |

## EGDP AD 3.12 HELIPORT DATA

| | | |
|---|---|---|
| 1 | Heliport type | Level surface. |
| 2 | TLOF dimensions | 02/20: 37 M x 37 M<br>SECONDARY: 24 M x 24 M |
| 3 | FATO, GEO bearing | 02: 023.90°<br>20: 203.90° |
| 4 | FATO dimensions and surface type | 02/20: 200.67 M x 50.6 M<br>Surface: Macadam |
| 5 | TLOF surface and bearing strength | 02/20 Surface: Macadam<br>SECONDARY Surface: Macadam |
| 6 | Co-ordinates of geometric centre TLOF or threshold of FATO | FATO 02: 503400.97N 0022700.19W<br>FATO 20: 503406.91N 0022656.06W<br>TLOF 02/20: 503403.94N 0022658.13W, 160 FT<br>TLOF SECONDARY: 503408.18N 0022700.84W, 160 FT |
| 7 | TLOF and/ or FATO elevation and slope | FATO 02: 8 FT<br>FATO 20: 8 FT<br>TLOF 02/20: 9 FT<br>TLOF SECONDARY: 7 FT |
| 8 | Safety area dimensions | TLOF 02/20: 67 M x 67 M |
| 9 | Helicopter clearway dimensions | |
| 10 | Obstacle-free sector | |
| 11 | Remarks | |

## EGDP AD 3.13 DECLARED DISTANCES

| Declared distance | TODAH | RTODAH | LDAH | Remarks |
|---|---|---|---|---|
| 1 | 2 | 3 | 4 | 5 |
| 02 | 201 M | 201 M | 201 M | |
| 20 | 201 M | 201 M | 201 M | |

## EGDP AD 3.14 APPROACH AND FATO LIGHTING

| | | |
|---|---|---|
| 1 | Approach lighting system type, length, intensity | |
| 2 | Type of visual approach slope indicator system | |
| 3 | FATO area lighting characteristics and location | 02: Edge<br>White<br>Light intensity high<br>Omni-directional light fittings showing white light, positioned at max 50 M centres along length of runway, and 4 lights equally spaced across the width of the runway.<br><br>20: Edge<br>White<br>Light intensity high<br>Omni-directional light fittings showing white light, positioned at max 50 M centres along length of runway, and 4 lights equally spaced across the width of the runway. |
| 4 | Aiming point lighting characteristics and location | 02: Aiming point<br>Proportional 'T' only.<br><br>20: Aiming point<br>Proportional 'T' only. |
| 5 | TLOF lighting system characteristics and location | 02/20: Edge<br>Green<br>Light intensity high<br>Inset omni-directional light fittings positioned at max 5 M centres in a square formation within the FATO. |
| 6 | Remarks | Night Vision Device Compatible. |

## EGDP AD 3.15 OTHER LIGHTING, SECONDARY POWER SUPPLY

| | | |
|---|---|---|
| 1 | Heliport BCN location, characteristics and hours of operation | |
| 2 | WDI location and lighting | Anemometer: 503406.29N 0022703.28W (unlit). |
| 3 | TWY edge and centre line lighting | |
| 4 | Secondary power supply/switch-over time | |
| 5 | Remarks | |

## EGDP AD 3.16 AIR TRAFFIC SERVICES AIRSPACE

| Designation and lateral limits | Vertical Limits | Airspace Class | ATS unit callsign/ language | Transition Altitude | Hours of applicability | Remarks |
|---|---|---|---|---|---|---|
| 1 | 2 | 3 | 4 | 5 | 6 | 7 |
| PORTLAND ATZ<br>503400N 0023006W thence clockwise by the arc of a circle radius 2 NM centred on 503404N 0022658W to 503333N 0023000W - 503400N 0023000W following the line of latitude to - 503400N 0023006W | Upper limit: 2000 FT AGL<br>Lower limit: SFC | G | PORTLAND RADIO<br>English | | | |

## EGDP AD 3.17 AIR TRAFFIC SERVICES COMMUNICATION FACILITIES

| Service Designation | Callsign | Channel/ Frequency(MHz) | SATVOICE number(s) | Logon Address | Hours of Operation | Remarks |
|---|---|---|---|---|---|---|
| 1 | 2 | 3 | 4 | 5 | 6 | 7 |
| OTHER | PORTLAND RADIO | 122.130 A/G frequency. | | | Mon-Thu 0900-1600 (0800-1500); Fri by arrangement; Outside hours by NOTAM. | |
| OTHER | PORTLAND FIRE | 121.600 Non-ATS frequency. | | | Available when fire vehicle attending aircraft on the ground in an emergency. | |

## EGDP AD 3.18 RADIO NAVIGATION AND LANDING AIDS

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## EGDP AD 3.19 LOCAL HELIPORT REGULATIONS

### 1 GROUND MOVEMENT

a) Helicopters must hover taxi over the flood gate to and from the apron and FATO. Once on the apron, all helicopters should taxi to and from the fuel stand under guidance from the marshaller. Once on the apron, all helicopters should self-position and ground taxi to and from the allocated stand.
b) Aircraft on the ground/hover in the helicopter dispersal area should give way to aircraft taxiing in. If sufficient separation between aircraft cannot be maintained, arriving aircraft should conduct circuits to the North and allow departing aircraft to clear the area.

### 2 HELIPORT OPERATIONS

a) Helicopters will primarily be operated by HeliOperations (HeliOps) delivering search and rescue (SAR) training. All visiting aircraft to Portland Heliport are PPR, call 01305-700001 or email bookings@helioperations.co.uk.

### 3 TRAINING

a) Search and rescue (SAR) training, military flying training and military operational training can be conducted by PPR. Civil flying training can be conducted by PPR.

## EGDP AD 3.20 NOISE ABATEMENT PROCEDURES

### 1 GENERAL

a) All ground running should generally be undertaken on the secondary TLOF area.
b) The built-up area to the South/East of Portland Aerodrome should not be overflown below 1000 FT.
c) Minimise overland low flying within 10 NM of Portland Heliport.
d) Minimise unnecessary engine running particularly during unsociable hours.
e) Avoid unnecessary overflight of the Isle of Portland and any adjacent built up areas.
f) Avoid overflying the marina to the North and North West of the heliport.

## EGDP AD 3.21 FLIGHT PROCEDURES

### 1 ARRIVING AND DEPARTING

a) All approaches and departures to the Heliport are conducted at the aircraft commander's discretion. There is a 2 M perimeter fence (orange) marked by red hazard lights in line with the FATO. Pilots are to make their approach to H20 & H02 to the middle of the TLOF.
b) There is a public right of way on the immediate undershoot to H20, therefore if approaching H20 or departing H02 crews, should plan to overfly the right of way as high as is safely possible to minimize any downwash effects.
c) Following approach to the TLOF, aircraft are then to hover taxi over the raised grass bank to the 'H' in the dispersal area, then to a parking spot or refuelling stand.
d) All ground taxi capable aircraft should land and take off at the 'H', and ground taxi to and from a stand or the Refuel Spot under guidance from the marshaller.
e) All aircraft are requested to be downwash aware whilst manoeuvring on the Heliport.

f) A good lookout should be maintained when approaching/departing from Chesil Bank direction as this area is used by paragliders, recreational kites and RPAS.
g) Aircraft arriving via H20 or departing via H02 should exercise caution as vessels have been observed to cross the approach/departure path.

### 2 CIRCUIT PROCEDURES

a) 02 Left Hand - 1000 FT QNH;
20 Right Hand - 1000 FT QNH.

### 3 VFR AND SPECIAL VFR FLIGHTS

a) All flights are to be conducted under VFR.

## EGDP AD 3.22 ADDITIONAL INFORMATION

### 1 GENERAL

a) Possible high masted vessels on the approach to H20.
b) Large vessels in the harbour on the approach to H20.
c) Possible paragliders 1-2 KM South-South East of the heliport.

## EGDP AD 3.23 CHARTS RELATED TO A HELIPORT

HELICOPTER CHART - ICAO
AD 3.EGDP-2-1
PORTLAND HELIPORT INBOUND/OUTBOUND FLIGHT PROCEDURES
AD 3.EGDP-4-1

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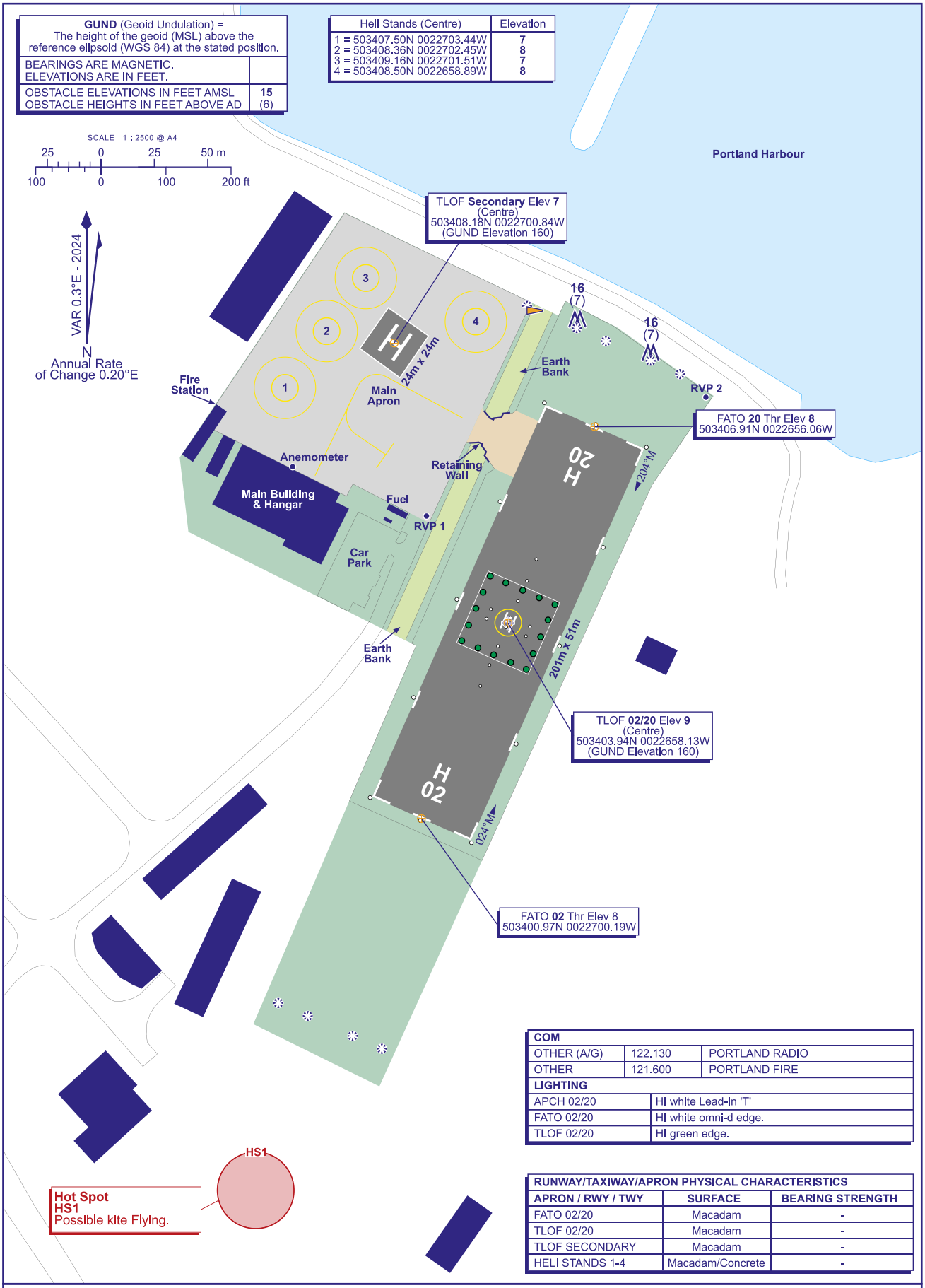
# HELICOPTER CHART - ICAO

ARP 503404N 0022658W

AD ELEV 9 ft

# PORTLAND HELIPORT
EGDP




| COM | | |
|---|---|---|
| OTHER (A/G) | 122.130 | PORTLAND RADIO |
| OTHER | 121.600 | PORTLAND FIRE |
| **LIGHTING** | | |
| APCH 02/20 | HI white Lead-In 'T' | |
| FATO 02/20 | HI white omni-d edge. | |
| TLOF 02/20 | HI green edge. | |

| RUNWAY/TAXIWAY/APRON PHYSICAL CHARACTERISTICS | | |
|---|---|---|
| **APRON / RWY / TWY** | **SURFACE** | **BEARING STRENGTH** |
| FATO 02/20 | Macadam | - |
| TLOF 02/20 | Macadam | - |
| TLOF SECONDARY | Macadam | - |
| HELI STANDS 1-4 | Macadam/Concrete | - |

**CHANGE (9/24):** FATO 02/20 ELEV. OBSTACLES. TLOF SECONDARY COORDS. TLOF ELEV. EDITORIAL.

AERO INFO DATE 26 JUN 24

AD 3-EGDP-2-1

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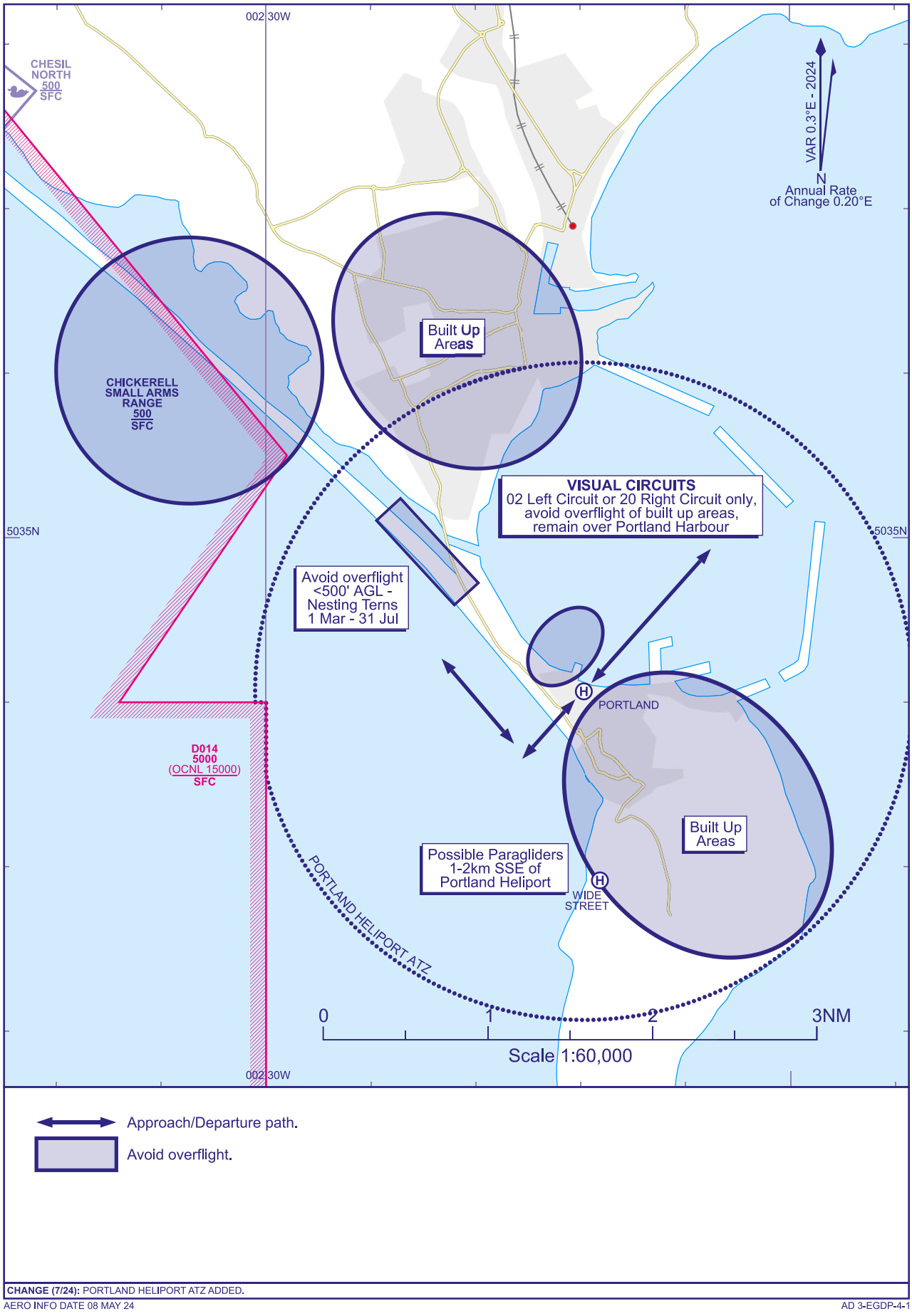
## PORTLAND HELIPORT INBOUND/OUTBOUND FLIGHT PROCEDURES

## PORTLAND HELIPORT




**CHANGE (7/24):** PORTLAND HELIPORT ATZ ADDED.

AERO INFO DATE 08 MAY 24

AD 3-EGDP-4-1

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# EGHT — TRESCO HELIPORT

## EGHT AD 3.1 HELIPORT LOCATION INDICATOR AND NAME

EGHT — TRESCO HELIPORT

## EGHT AD 3.2 HELIPORT GEOGRAPHICAL AND ADMINISTRATIVE DATA

| | | |
|---|---|---|
| 1 | ARP coordinates and site at AD | Lat: 495644N Long: 0061953W |
| 2 | Direction and distance from city | 2 NM north of Hugh Town, Isles of Scilly. |
| 3 | Elevation / Reference temperature / Mean Low Temperature | 20 FT / 2 °C / - |
| 4 | Geoid undulation at AD ELEV PSN | 176 FT |
| 5 | Magnetic Variation / Annual Change | 0.60°W (2027) / 0.18°E |
| 6 | AD Administration<br>Address<br>Telephone<br>E-mail address<br>Web address | TRESCO HELIPORT<br>Tresco, Isles of Scilly, TR24 0QQ.<br>01720-424109 (Tresco Heliport)<br>heliportmanager@tresco.co.uk<br>www.tresco.co.uk |
| 7 | Type of Traffic permitted (IFR/VFR) | VFR |
| 8 | Remarks | |

## EGHT AD 3.3 OPERATIONAL HOURS

| | | |
|---|---|---|
| 1 | Heliport Operator | From 1 Apr to 31 Oct; Mon-Sat: 0830-1700 (0730-1600); Closed on Sun.<br>From 1 Nov to 31 Mar; Mon-Fri: 0830-1030 and 1430-1600; Sat: 0830-1030; Closed on Sun. |
| 2 | Customs and Immigration | By arrangement of airfield operator. |
| 3 | Health and sanitation | |
| 4 | AIS Briefing Office | |
| 5 | ATS Reporting Office (ARO) | |
| 6 | MET Briefing Office | As Heliport hours. |
| 7 | Air Traffic Service | AGCS only Channel ID 118.205 |
| 8 | Fuelling | As Heliport hours. |
| 9 | Handling | As Heliport hours. |
| 10 | Security | |
| 11 | De-icing | |
| 12 | Remarks | Aerodrome is PPR. Tel: 01720-424109. |

## EGHT AD 3.4 HANDLING SERVICES AND FACILITIES

| | | |
|---|---|---|
| 1 | Cargo handling facilities | |
| 2 | Fuel and oil types | JET A-1 |
| 3 | Fuelling facilities/capacity | Mobile Fuel Bowser (1000 LT). |
| 4 | De-icing facilities | |
| 5 | Hangar space for visiting aircraft | Parking available. |
| 6 | Repair facilities for visiting aircraft | |
| 7 | Remarks | Aircraft parking available. Overnight or during the day. |

## EGHT AD 3.5 PASSENGER FACILITIES

| | | |
|---|---|---|
| 1 | Hotels | |
| 2 | Restaurants | Restaurants on the island. |
| 3 | Transportation | Transfers available to accommodation. |
| 4 | Medical facilities | |
| 5 | Bank and Post Office | Tresco Stores. |

| | | |
|---|---|---|
| 6 | Tourist Office | |
| 7 | Remarks | Small private island facilities all close by. |

## EGHT AD 3.6 RESCUE AND FIRE FIGHTING SERVICES

| | | |
|---|---|---|
| 1 | AD category for fire fighting services | RFF Category H2<br>External rescue agencies available on request. |
| 2 | Rescue equipment | Water rescue facilities available for 08/26 during opening hours. |
| 3 | Capability for removal of disabled aircraft | |
| 4 | Remarks | |

## EGHT AD 3.7 SEASONAL AVAILABILITY - CLEARING

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## EGHT AD 3.8 APRONS, TAXIWAYS AND CHECK LOCATIONS/POSITIONS DATA

| | | |
|---|---|---|
| 1 | Apron/ helicopter stands surface and strength | APRON<br>Surface: Grass. Compounded ground. |
| 2 | Ground taxiway width, surface and designation | |
| 3 | Air taxiway width and designation | Taxiway FATO 08/26: 45 M |
| 4 | Altimeter checkpoint location and elevation | |
| 5 | VOR checkpoints | |
| 6 | INS checkpoints | |
| 7 | Remarks | No helicopter ground taxi available. |

## EGHT AD 3.9 MARKINGS AND MARKERS

| | | |
|---|---|---|
| 1 | Final approach and take-off markings | TLOF<br>STAND 2: at westerly end of FATO. |
| 2 | Taxiway, air taxiway and air transit route markers | |
| 3 | Remarks | Safety Area and FATO combined and marked with inlaid concrete markers. The landing TLOF STAND 2 is marked with L-shaped concrete markers at the westerly end of the FATO. No shutting down on this TLOF.<br><br>Shutting down and short stay parking is on STAND 1 on the north side of the airfield.<br><br>There are no runway designators or 'H's at either end of the FATO. |

## EGHT AD 3.10 HELIPORT OBSTACLES

| In Approach/Take-off areas | | | | | | |
|---|---|---|---|---|---|---|
| **Obstacle ID/ Designation** | **Obstacle Type** | **Obstacle Position** | **Elevation/Height** | | **Obstruction Lighting Type/ Colour** | **Remarks** |
| **1** | **2** | **3** | **4** | | **5** | **6** |
| (EGHT1079) | BUSH | 495645.89N 0061945.60W | 13 FT | 6 FT | No | |
| (EGHT1021) | POLE | 495642.08N 0062003.78W | 23 FT | 1 FT | No | |

| In circling area and at aerodrome | | | | | | |
|---|---|---|---|---|---|---|
| **Obstacle ID/ Designation** | **Obstacle Type** | **Obstacle Position** | **Elevation/Height** | | **Obstruction Lighting Type/ Colour** | **Remarks** |
| **1** | **2** | **3** | **4** | | **5** | **6** |
| (EGHT1008) | RUIN | 495748.95N 0062055.18W | 149 FT | 10 FT | No | |
| (EGHT1009) | RUIN | 495738.51N 0062027.79W | 148 FT | 10 FT | No | |
| (EGHT1005) | MONUMENT | 495720.23N 0062104.50W | 150 FT | 10 FT | No | |
| (EGHT1140) | TREE | 495708.45N 0061919.75W | 124 FT | 107 FT | No | |
| (EGHT1137) | TREE | 495707.70N 0061933.93W | 174 FT | 79 FT | No | |
| (EGHT1138) | TREE | 495706.62N 0061932.68W | 169 FT | 81 FT | No | |
| (EGHT1139) | TREE | 495706.10N 0061929.18W | 157 FT | 77 FT | No | |
| (EGHT1027) | TREE | 495656.67N 0062002.33W | 169 FT | 111 FT | No | |
| (EGHT1030) | TREE | 495653.54N 0062001.64W | 161 FT | 79 FT | No | |
| (EGHT1065) | TREE | 495653.41N 0061951.77W | 153 FT | 74 FT | No | |
| (EGHT1010) | MONUMENT | 495652.07N 0062010.02W | 133 FT | 25 FT | No | |
| (EGHT1019) | TREE | 495652.04N 0062005.25W | 143 FT | 74 FT | No | |
| (EGHT1012) | TREE | 495650.33N 0062008.82W | 138 FT | 51 FT | No | |
| (EGHT1004) | NATURAL_HIGHPOINT | 495647.86N 0062106.00W | 140 FT | | No | |
| (EGHT1069) | ANEMOMETER | 495642.49N 0061948.82W | 49 FT | 34 FT | Yes Solid Red | |
| (EGHT1037) | WINDSOCK | 495640.83N 0061958.83W | 51 FT | 29 FT | No | |
| (EGHT1115) | TREE | 495600.35N 0061743.14W | 191 FT | 69 FT | No | |
| (EGHT1106) | MAST | 495556.79N 0061819.25W | 399 FT | 283 FT | Yes Solid Red | |
| (EGHT1003) | NATURAL_HIGHPOINT | 495547.52N 0062102.89W | 141 FT | | No | |
| (EGHT1107) | MAST | 495545.32N 0061813.31W | 272 FT | 110 FT | No | |
| (EGHT1109) | MAST | 495542.55N 0061810.05W | 219 FT | 58 FT | No | |
| (EGHT1104) | POLE | 495531.97N 0061820.41W | 156 FT | 28 FT | No | |
| (EGHT1101) | POLE | 495530.42N 0061832.18W | 149 FT | 30 FT | No | |

## EGHT AD 3.11 METEOROLOGICAL INFORMATION PROVIDED

| | | |
|---|---|---|
| 1 | Associated MET Office | MET OFFICE EXETER |
| 2 | Hours of service<br>MET Office outside hour | As per operational hours. |
| 3 | Office responsible for TAF preparation<br>Periods of validity | |
| 4 | Trend forecast<br>Interval of issuance | |
| 5 | Briefing/consultation provided | As Heliport hours. |
| 6 | Flight documentation<br>Language(s) used | English. |

| | | |
|---|---|---|
| 7 | Charts and other information available for briefing or consultation | |
| 8 | Supplementary equipment available for providing information | |
| 9 | ATS units provided with information | |
| 10 | Additional information (limitation of service, etc.) | No AD METAR or TAF available. |

## EGHT AD 3.12 HELIPORT DATA

| | | |
|---|---|---|
| 1 | Heliport type | Level surface. |
| 2 | TLOF dimensions | STAND 2: 20 M x 20 M |
| 3 | FATO, GEO bearing | 08: 074.35°<br>26: 254.35° |
| 4 | FATO dimensions and surface type | 08/26: 359.8 M x 36.5 M<br>Surface: Grass<br>On compact ground. |
| 5 | TLOF surface and bearing strength | STAND 1 Surface: Grass<br>STAND 2 Surface: Grass |
| 6 | Co-ordinates of geometric centre TLOF or threshold of FATO | FATO 08: 495642.14N 0062003.52W<br>FATO 26: 495645.28N 0061946.15W<br>TLOF STAND 1: 495646.54N 0061953.60W, 176 FT<br>TLOF STAND 2: 495642.65N 0062000.68W, 176 FT |
| 7 | TLOF and/ or FATO elevation and slope | FATO 08: 20 FT<br>FATO 26: 8 FT<br>TLOF STAND 1: 9 FT<br>TLOF STAND 2: 19 FT, slope 1% |
| 8 | Safety area dimensions | TLOF STAND 2: 368.3 M x 45 M |
| 9 | Helicopter clearway dimensions | |
| 10 | Obstacle-free sector | |
| 11 | Remarks | |

## EGHT AD 3.13 DECLARED DISTANCES

| Declared distance | TODAH | RTODAH | LDAH | Remarks |
|---|---|---|---|---|
| **1** | **2** | **3** | **4** | **5** |
| 08 | 360 M | 360 M | 360 M | |
| 26 | 360 M | 360 M | 360 M | |

## EGHT AD 3.14 APPROACH AND FATO LIGHTING

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## EGHT AD 3.15 OTHER LIGHTING, SECONDARY POWER SUPPLY

| | | |
|---|---|---|
| 1 | Heliport BCN location, characteristics and hours of operation | |
| 2 | WDI location and lighting | Anemometer: 495642.49N 0061948.82W (LGTD).<br>WDI: 495640.83N 0061958.83W. |
| 3 | TWY edge and centre line lighting | |
| 4 | Secondary power supply/switch-over time | Back-up generator. Switch over time 1 minute. |
| 5 | Remarks | Flashing red lights on the terminal and around the field on every aircraft arrival and departure. |

## EGHT AD 3.16 AIR TRAFFIC SERVICES AIRSPACE

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# EGHT AD 3.17 AIR TRAFFIC SERVICES COMMUNICATION FACILITIES

| Service Designation | Callsign | Channel/ Frequency(MHz) | SATVOICE number(s) | Logon Address | Hours of Operation | Remarks |
|---|---|---|---|---|---|---|
| 1 | 2 | 3 | 4 | 5 | 6 | 7 |
| OTHER | TRESCO RADIO | 118.205 A/G frequency. | | | As Heliport hours. Extended opening by request. | Prior permission and ETA needed for radio to be manned. |

# EGHT AD 3.18 RADIO NAVIGATION AND LANDING AIDS

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# EGHT AD 3.19 LOCAL HELIPORT REGULATIONS

## 1 HELICOPTER REGULATIONS

Not applicable.

## 2 GROUND MOVEMENT

Not applicable.

## 3 WARNINGS

a) Line of trees 50 M to the north and parallel to the strip 30 FT AGL.
b) Great Rock 100 M southeast, 40 FT AGL.

# EGHT AD 3.20 NOISE ABATEMENT PROCEDURES

Not applicable.

# EGHT AD 3.21 FLIGHT PROCEDURES

## 1 ARRIVING AND DEPARTING

a) Land's End Radio Mandatory Zone (RMZ). See EGHE AD 2.17 & AD 2.22.
b) Pilots are to avoid overflying a bird nesting site located 500 M to the southeast of the heliport by not approaching from that direction.

# EGHT AD 3.22 ADDITIONAL INFORMATION

Not applicable.

# EGHT AD 3.23 CHARTS RELATED TO A HELIPORT

HELICOPTER CHART - ICAO
AD 3.EGHT-2-1

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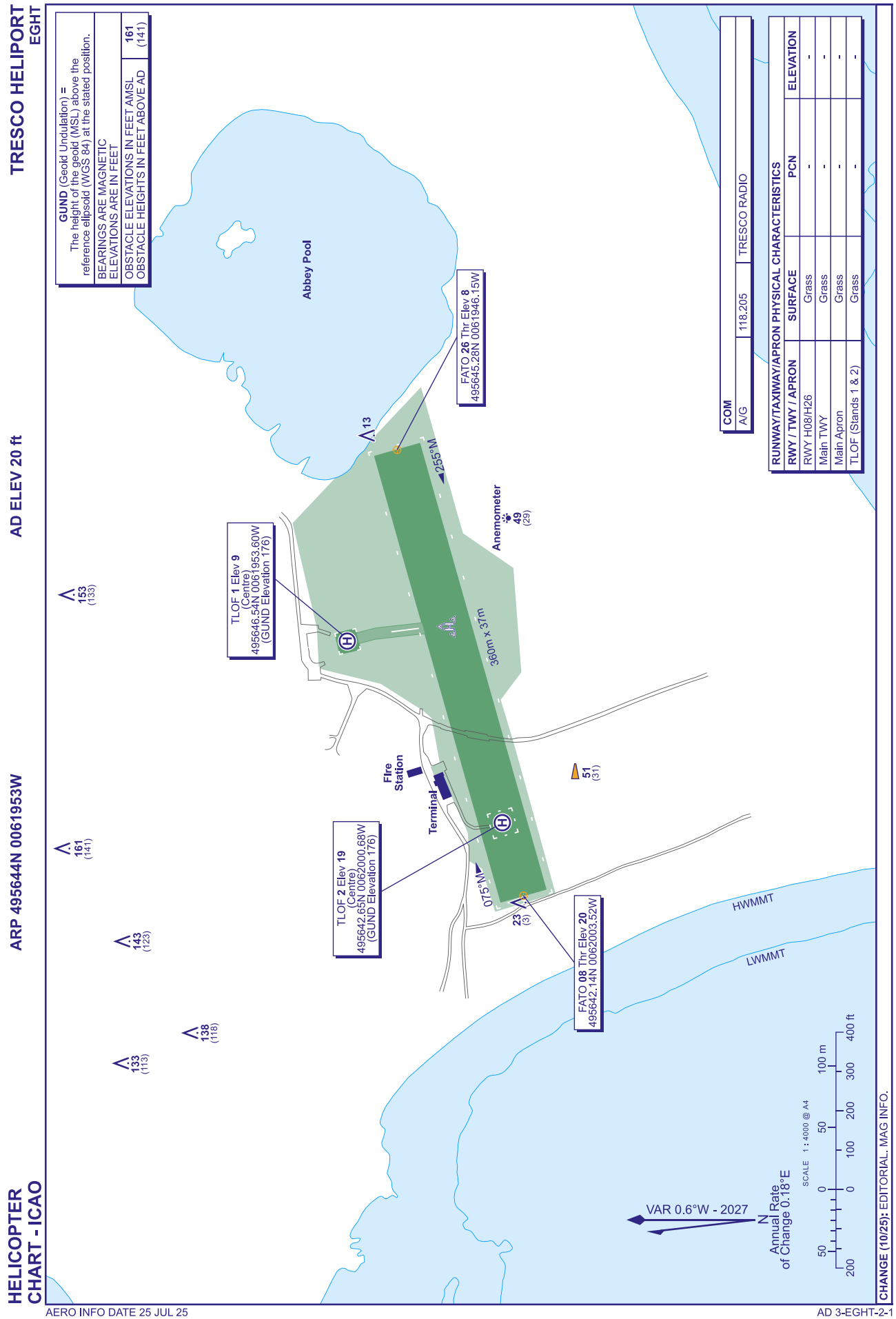
TRESCO HELIPORT
EGHT
AD ELEV 20 ft
ARP 495644N 0061953W
HELICOPTER CHART - ICAO
GUND (Geoid Undulation) = The height of the geoid (MSL) above the reference ellipsoid (WGS 84) at the stated position.
BEARINGS ARE MAGNETIC
ELEVATIONS ARE IN FEET
OBSTACLE ELEVATIONS IN FEET AMSL
OBSTACLE HEIGHTS IN FEET ABOVE AD
161 (141)
COM
A/G 118.205 TRESCO RADIO
RUNWAY/TAXIWAY/APRON PHYSICAL CHARACTERISTICS
RWY / TWY / APRON | SURFACE | PCN | ELEVATION
RWY H08/H26 | Grass | - | -
Main TWY | Grass | - | -
Main Apron | Grass | - | -
TLOF (Stands 1 & 2) | Grass | - | -
Abbey Pool
FATO 26 Thr Elev 8
495645.28N 0061946.15W
TLOF 1 Elev 9
(Centre)
495646.54N 0061953.60W
(GUND Elevation 176)
TLOF 2 Elev 19
(Centre)
495642.65N 0062000.68W
(GUND Elevation 176)
FATO 08 Thr Elev 20
495642.14N 0062003.52W
Anemometer
49 (29)
Fire Station
Terminal
360m x 37m
256°M
076°M
13
23 (3)
153 (133)
161 (141)
143 (123)
133 (113)
138 (118)
51 (31)
HWMMT
LWMMT
VAR 0.6°W - 2027
Annual Rate of Change 0.18°E
SCALE 1 : 4000 @ A4
200 50 100 0 0 50 100 200 300 400 ft
CHANGE (10/25): EDITORIAL. MAG INFO.
AERO INFO DATE 25 JUL 25
AD 3-EGHT-2-1

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